

Bicycle Pedestrian Safety Commission

AGENDA

January 9, 2023, 5:30 P.M.

In-person and virtual hybrid meeting
City Hall, Hooker Conference Room #245

Online link:

<https://bloomington.zoom.us/j/87158706909?pwd=aE9OU0VidmJFeWttU1hvK2lNN3VNQT09>

Meeting ID: 871 5870 6909

Passcode: 088622

Dial in: +1 301 715 8592

Meeting Agenda:

1. Attendance
2. Approval of Minutes- November 14, 2022
3. New Business
 - a. 2023 Priorities
 - b. Traffic Calming and Greenways Program Amendment
 - c. Staff-Led Traffic Calming and Greenways Program
4. Old Business
5. Reports from Commissioners
6. Public Comment
7. Adjourn

Public Comment:

The Bicycle Pedestrian Safety Commission (BPSC) welcomes public comment at meetings for both items being discussed as part of the topic and new items that are not on the meeting's agenda. Members of the public wishing to comment on specific agenda items may have the opportunity to do so once the presentation has concluded and the BPSC Members have had an opportunity to ask initial questions. At that time, the BPSC Chair may ask if there are members of the public who wish to comment, or commenters may ask to be recognized. Members of the public wishing to comment on items not on listed on the agenda, but related to BPSC business will have the opportunity to do so during the meeting's designated public comment period. To ensure equal access to comment, BPSC chair may establish a time limit for each public comment.

Auxiliary aids for people with disabilities are available upon request with adequate notice. Please call [812-349-3429](tel:812-349-3429) or e-mail human.rights@bloomington.in.gov.

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Proposed 2023 BPSC Meeting Dates

1/9/2023

2/13/2023

3/20/2023 – Moved to not interfere with IU and MCCSC Spring Break

4/10/2023

5/8/2023 – BPSC preliminary review of resident-led traffic calming projects

6/12/2023

No July Meeting

8/14/2023 – Resident-led traffic calming project hearing

9/11/2023

10/9/2023

11/13/2023

No December Meeting

Minutes
Bicycle Pedestrian Safety Commission
Monday, November 14, 2022

Meeting Agenda:

1. Attendance:

Commissioners: Paul Ash, Ann Edmonds, Zach Huneck, Mitch Rice

Staff: Steve Cotter, Hank Duncan, Neil Kopper, Beth Rosenbarger

Public: Ron Brown, Bill Coulter, Ben Fulton, Dave Rollo, Paul Tarricone, Eric Ost, Jeff Richardson

2. Approval of Minutes of Meeting: October 10, 2022

Motion to approve: Mitch Second: Paul. All four commissioners voted to approve

3. New Business

a. Resident-Led Traffic Calming: Evaluation Methodology for 2023
Beth noted that the Methodology is included in the packet. The city feels that the methodology worked well, and are not recommending changes.

Paul asked whether the comments from people might lead to changes.

Beth said that some of the feedback was to look at more corridor. Beth pointed out that they don't have the resources to do bigger projects, so they won't change to bigger projects.

No further comments from commissioners.

Jeff noted that we are not talking about the Hawthorne Greenway. The perception is that the process is top down not bottom up. He feels that neighbors need to be included at the front end. He feels the problem is with the process. He feels that the process should require more input from the residents. He wants better communication and collaboration. He thinks everyone has good intentions.

No further public comment.

Paul says this problem goes back before the current administration. He mentioned that his neighbors wanted a four-way stop at Rogers and Allen but didn't get what they wanted.

Mitch moved to adopt it. Paul seconded. All voted in favor

b. W. Allen Street Neighborhood Greenway

Beth described the meetings. The first public meeting for this project was in spring of 2022. The scope of the project was described to residents. Residents mentioned their concerns. They were concerned about losing parking spaces. Neighbors spoke against the island on Rogers at Allen. They were concerned about the lighting. The project has three sections with different character, some sidewalk, some not. The project includes a green line to identify the greenway. She reviewed the project plan with speed cushions and bump outs. Wherever possible they put a tree in the bump outs. They will straighten the bike crossings in the island on Rogers.

Neil mentioned that two of the bump outs are rain gardens.

Beth mentioned that the second meeting was in October on site. There were no major concerns expressed.

Paul said that people are really concerned about eliminating any parking.

Neil said that they swapped a bump out for a speed cushion to save one parking spot. There will be one parking space lost near Hoosier Heights.

Paul pointed out that the alley is heavily used.

Neil said that they looked at whether trucks would be able to go into the alley.

Paul talked about the need to slow traffic.

However, people do not want parking on both sides of the street.

Mitch noted that he liked that we are constantly improving things.

Neil says this is a similar design to 7th Street east of Union.

Mitch said that design seems to work.

Eric Ost wants to know whether there has been a traffic study.

Neil said that there was a traffic count early in 2022 that counted cars and bikes but not pedestrians. He said there is higher speed west of Rogers, maybe west of Fairview, 34 mph. Traffic was decently low.

Eric asked about the wavy line.

Neil said that it will be painted and will fade. They will use thermal plastic in the future.

Eric said that he spoke to people who find the line confusing.

Neil said that it's intentionally aesthetic not a traffic control.

Eric asked about signage.

Paul said it's confusing because the route has to go to Morton to dodge a water line.

Jeff asked whether it was resident led.

Paul said that for 20 years they have complained about the Allen and Rogers intersection.

Beth said that years ago residents wanted this resident greenway, but in the transportation plan it is a staff led project.

Ann mentioned that Allen goes to Bryan Park. The parks department prefers that people use the path around the park rather than through.

Jeff asked whether we might do something different in the process next time.

Beth said this one has gone great.

Paul said every project is unique and that the neighbors were properly engaged.

Jeff asked whether Paul is happy with the plan.

Paul Tarricone said that he lives near the project and works at Cardinal Spirits. He said that the traffic island needs to be narrowed to allow cars to turn. He is afraid that removing the yield signs and narrowing the island will lead to more reckless speed. Overall he likes that the route is being changed to be safer.

Neil says that all the narrowing will be on the west side of the island and only on the north end of the island. He said that you use the yield signs on multilane streets. They will have a pedestrian sign.

Paul T said that some of the crosswalks should be speed humps.

Paul A said that the problem is people who ignore the signs. He said that trucks ignore the no truck sign.

No more public comment.

Mitch moved to support the project. Paul A. seconded. Vote in favor was 4 in favor.

4. Old Business

Beth said that Dave Rollo has presented an amendment to the process for resident led traffic calming to require more signatures and 51% agreement. For both resident and staff led traffic calming the last step would require final approval be by city council rather than the commission. Beth feels that's too late, after all the public meetings and work has gone into planning.

Paul A is concerned that Council would be too involved in minutia. Mitch doesn't like that there would be political input at the end. He thinks they should engage earlier in the process.

Zach asked how that affects the methodology.

Beth said we would still use the same methodology.

Ann noted that the methodology makes the process data based with public input rather than political.

Dave Rollo thinks that Council should be part of the process as it evolves. He sees it as a check on the process. He feels that there are constituent concerns, and that Council involvement would ensure that the process is working for constituents. He notes that before 2018 Council approved all plans that involved changes to streets.

Ben Fulton said that he thinks it's not a good idea because we spend too much time planning and approving and to just get on with the business of making streets safer. He suggested a cap on the amount that can be spent without Council approval.

Ann noted that there is a budgetary cap.

Jeff noted that highways in Indianapolis plowed through neighborhoods. People did not ask to have their neighborhoods destroyed. He also noted that the initial plan for People's Park was to make it all concrete, but at the front end they got it changed. He thinks that the catalyst for Dave's suggestion is that no one on Hawthorne wants the proposed changes for the greenway. He thinks that the heavy lifting needs to be done at the beginning. If so, the Council approval will be a formality. It is challenging if no one in the neighborhood wants it. It shouldn't be Council versus Planning Department, but to make it better for everyone.

Eric wanted to echo what Jeff said. He said there was a Traffic Safety program in the past which included two times when there was input from residents. Mallory said that the second approval

was a problem. He doesn't think that should be. You need to get consensus on the front end. He also thinks that you should require 51% of resident approval. Before 2020 changes to the roadway required legislative consideration.

Beth said that Council will meet on November 30 and December 7 to vote on this.

Ann mentioned that people outside the neighborhood should also have a voice because these are public streets that others use.

Dave Rollo said that the 51% applies only to the resident led traffic calming. He wants to make sure there is consensus in the neighborhood.

Beth says that lowering speeds does make the space safer.

5. Reports from Commissioners

6. Public Comment

7. Adjourn