

Bicycle Pedestrian Safety Commission

AGENDA

April 10, 2023, 5:30 P.M.

In-person and virtual hybrid meeting

Hooker Room, #245

Online link:

<https://bloomington.zoom.us/j/81750431285?pwd=Z2YxTjNMaUc4dExsQ3hjeUlJT1Rpdz09>

Meeting ID: 817 5043 1285

Passcode: 314695

Dial in: +1 301 715 8592

Meeting Agenda:

1. Attendance
2. Approval of Minutes - March 20, 2023
3. New Business
 - a. Sarah Debbink Langenkamp Active Transportation Act – Steve Cotter
 - b. Shared Micro-Mobility Recommendations for 2023 and Beyond – Hank Duncan
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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Minutes
Bicycle Pedestrian Safety Commission
Monday, March 20, 2022

Meeting Agenda:

1. Attendance:

Commissioners: Paul Ash, Pauly Tarricone, Jaclyn Ray, Zach Huneck, Mitch Rice, Rob Danzman

Staff: Hank Duncan, Andrew Cibor, Steve Cotter, Ryan Robling

Public: Eoban Binder, Greg Alexander, Hopi Stosberg, Natalie Levin, Anne Kavelerchik, Eric Ost

2. Approval of Minutes of Meeting: January 9, 2023

Jaclyn moves; Paul seconds; roll called, all approved 6-0

3. Election of Officers – Chair, Vice Chair, Secretary

Chair: Ann nominates herself; Jaclyn seconds; all vote in favor

Vice Chair: Zach nominates himself; Paul seconds; all vote in favor

Secretary: Jaclyn nominates herself; Paul seconds; all vote in favor

4. New Business

a. 2023 Traffic Calming and Greenways Program; the website is being updated

i. Staff-Led Projects – Hank Duncan

a. Morningside Drive public meetings

i. Wed May 10 Park Ridge East

ii. Tues Aug 15 in city hall

b. Allen Street Greenway public meetings

i. Wed May 24 at Allen St and B-line

ii. Aug 17 in city hall atrium

Hawthorne/Weatherstone traffic calming is still on hold because Council has not considered whether they want to require Council approval to move forward.

ii. Resident-Led Projects and Deadlines

Many letters of intent have been submitted. March 24 is the deadline for submission. Hank will set up meeting by April 7 with each potential applicant, and all applications are due by April 14

b. 7-Line Project Update & All-Way Stop Control Installation – Andrew Cibor

There has been an increase in crashes related to removal of stop signs at cross streets. Andrew's recommendation is to restore some of the stop signs.

Paul says that comments on-line are that 7th Street was safer before, but he disagrees.

Pauly asks whether other solutions are being considered, like rumble strips to slow traffic rather than restoring stop signs. Andrew says that reviewing the crash reports drivers say that they thought that cross traffic stopped. The road is already narrow, and drivers are going to fast anyway. He's afraid of causing confusion by having some drivers slow down while others don't know why.

Mitch thinks this is a problem with the memory of drivers. Drivers' inattention should not force us into a corner requiring more stop signs. Andrew says there is usually a window after making a change when you expect people to have trouble remembering. Mitch thinks there should be signage reminding users. Andrew says there are signs saying cross traffic doesn't stop.

Rob asked whether these increases in crashes are limited to the 7-line or whether other intersections are also seeing an uptick. Andrew says it is only where they changed the stop signs.

Pauly thinks that bicyclists tend not to stop at stop signs. Pauly asks whether that's considered. Andrew says they know that some users don't stop at stop signs. He says that it's rare for drivers to come to a full stop. Drivers tend to slow down from driving 30 mph while bicyclists are going 12 mph so it's not so clear that they are slowing down.

Andrew plans to recommend to Council that stop signs be reinstated.

Ann asked whether the recommendation is to reinstate all 5 stop signs or just the one at Dunn which had the most crashes. Andrew wants to recommend all be reinstated.

Paul asked whether Andrew expects drivers will slow down because of the stop signs. Paul thinks that drivers are now driving faster than before the project. Andrew expects that reinstating the stop signs will slow traffic.

Paul moves to support the recommendation that all stop signs be reinstated.

Jaclyn wants to know when this might go to Council. Andrew doesn't think it will be in the next month; he still needs to present it to the traffic commission.

Zach asked about reinstating just some stop signs. Andrew says that Washington and Lincoln as well as Dunn meet the threshold for reinstatement, and that Morton and Grant are close. Zach was questioning whether a year was enough. Mitch thinks that one year is not enough.

Zach is seconding Paul's motion.

Ryan is asking for public comment

Eoban Binder asks what is the MUTCD guidance? He notes that lower speeds reduce the number and severity of crashes. He wonders why other ways of reducing crashes, such as reducing speeds, are being considered. He thinks that making bicyclists stop at every intersection is stupid. He thinks that staff should consider other means of reducing crashes. He noted that People for Bicycles gave Bloomington an award for the 7-line, and he doesn't think we would have the award if there were a stop sign at each intersection.

Greg Alexander appreciates the report and the design. He thought that taking out the stop signs would be good if people drove at 20 mph, but not if people are going over 32 mph. If we have to reinstate the stop signs to get people to drive safely, then we should tear up the traffic plan. He thinks there should be more ticketing to enforce legal speed limits. He thinks this is a law enforcement problem.

Hopi Stosberg is echoing what Eoban said. She especially doesn't want stop signs going up the hill. She is ok with reinstating the Dunn Street stop sign. She says her biggest problem is with people turning the corner onto side streets in front of her after passing her. She would like to eliminate cross streets, or prevent people from turning onto them from 7th.

Natalie Levin bikes the 7-line to work and used to avoid it but prefers it now because of the lack of stop signs. She thinks that stop signs cause friction with drivers especially on a hill. If the stop signs go back up, she will return to biking on 4th street.

Anne Kavelerchik uses the 7-line now but didn't before and wouldn't if the stop signs were reinstated on the hill. She says her biggest problem is with cars turning left especially those going west. She suggests installing signs telling drivers how fast their cars are going. She wants to slow traffic without stop signs. Adding stop signs would hurt cyclists.

Ryan asking for more public comment. No more comments.

Paul votes against. Pauly thinks other changes should be considered and votes against. Jaclyn votes against all 5 intersections having stop signs. Ann votes against all 5. Mitch votes no but favors a stop at Dunn. Zach votes no. Rob no. All are opposed to reinstating all 5 stop signs.

Mitch moves to recommend reinstating only the Dunn Street sign. Pauly seconds.

Public comment is required and the commissioners vote to limit it to 30 seconds per person.

Eoban still objects to a stop sign as a permanent measure and wants other recommendations to be considered such as traffic calming and lower speed limits.

Greg agrees with Eoban.

Eric Ost appreciates the meeting and the effort in Andrew's report. As a bicyclist he thinks it's peculiar that bicyclists don't stop at stop signs.

Roll call vote is taken, and all agree to reinstating the stop sign only at Dunn.

c. Micro-Mobility Recommendations for 2023 and Beyond – Hank Duncan

Deferring this topic to next month because of the time. There will be a report on this to Council March 29 and at Board of Public Works when they next meet.

5. Old Business

none

6. Reports from Commissioners

Jacklyn wants all the pedestrian walk symbols to come on without having someone push a button. Currently some require a person to push the button, and some don't.

7. Public Comment

8. Adjourn

Memo

TO: Office of the Mayor

FROM: Planning and Transportation Department
With Information from the Economic and Sustainable Development Department

Date: Friday, March 10, 2023

RE: City of Bloomington Micro-Mobility Recommendations

EXECUTIVE SUMMARY

Since shared e-scooters first came to Bloomington in 2018, residents benefitted from a new convenient mode of transportation. With that came lower transportation costs, quicker commutes, and environmental benefits.

There are, however, two main drawbacks that have arisen due to the prevalence of e-scooters:

1. Rider and pedestrian safety, and
2. Parking and pedestrian accessibility

Regarding rider and pedestrian safety, pedestrian-friendly policies such as leading pedestrian intervals, protected intersections, and no-right-on-red intersections help prioritize vulnerable street users and increase safety for everyone. These larger policies, combined with short-term solutions such as recurring educational rider quizzes, collaborative protocols for highly attended events, and an increased amount of sit-down vehicles should result in a more seamless experience for both riders and non-riders in Bloomington.

To aid pedestrian accessibility due to improperly parked scooters, staff recommends implementing designated scooter parking corrals in high-use areas, geofencing appropriate parking areas, and enforcing vehicle fleet caps based on ride volume.

City staff collaborated significantly with Indiana University to craft these recommendations and discussed the feasibility of implementation with the operators. To adequately carry out the recommendations, staff recommends extending current licenses with pro rata fees through July 31, 2023 and enforce new licensing documentation with all changes effective August 1, 2023.

RIDER AND PEDESTRIAN SAFETY

| 2023 Recommendations | Details | Reasoning |
|--|---|---|
| Implement Pre-Ride Educational Quizzes | Operators will require riders to take semi-annual quizzes surrounding safe riding habits and rules of the road. | These quizzes are an efficient way to ensure that all riders understand the rules of the road, safe riding habits, and appropriate parking locations. |

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| Adjust Hours of Operation | Stand-up scooters: April – October: Operations restricted from 11:00pm-5:00am November-March: Operations restricted from 8:00pm-5:00am E-bikes and sit-down scooters: Operational 24/7 | As a compromise between both Indiana University (IU) and the City on how to best reduce late-night crashes involving shared micro vehicles, allow residents to access all modes of transportation, and create one standard policy within Bloomington, e-bikes and sit-down scooters will be operational 24 hours per day while stand-up scooters will be restricted during late hours. |
| Enforce a Minimum Number of Sit-Down Vehicles in Each Fleet | At least 25% of each operator’s fleet must consist of e-bikes or sit-down scooters. If at least 50% of an operator’s fleet consists of sit-down vehicles, the City will reduce operator fees from 15 cents per ride to 10 cents per ride for the entire fleet. | To make accessible transportation available 24 hours per day, the City and IU jointly agreed to impose a minimum required amount of sit-down vehicles available to the public. |
| Operator Helmet Certification | All helmets given out by operators must be authentically to code as defined by the U.S. Consumer Product Safety Commission | If operators choose to give away safety equipment, it should at least meet these safety standards. |

PARKING AND PEDESTRIAN ACCESSIBILITY

| 2023 Recommendations | Details | Reasoning |
|---|--|--|
| Create Designated Parking Corrals | On-street scooter parking corrals in high-use areas will supplement existing bicycle racks and allow operators to stage their vehicles in and users to end their rides at locations designated for scooters. | Many cities with dockless e-scooter programs have already implemented corrals, which have reduced the amount of improperly parked scooters. ⁱ To maximize effectiveness, staff recommends installing a high frequency of corrals in high-use areas. |
| Geofence End-of-Ride Areas and/or Incentivize Appropriate Parking | Operators will be required to geofence corrals and bike racks as the only appropriate areas to end a ride or provide financial incentives for users who end rides in these areas. | Both strategies have improved parking behavior in other markets, and with various operator preferences, allowing operators to choose between the two will allow the City to see which strategy works best in Bloomington. |
| Enforce Vehicle Fleet Caps | Fleets will be capped at a maximum of 400 vehicles per operator. If the weekly average of trips per day per vehicle surpasses 2.0, fleet size may increase. | With all vendors operating at an annual average of one ride per vehicle per day or less, there is room to decrease the number of vehicles on the street without significantly affecting transportation accessibility for riders. All fleet increase proposals will need to be approved by the Board of Public Works. |
| Fine Operators for Improperly Parked Vehicles | Once the City and operators take measures to promote appropriate parking, operators with vehicles outside the designated parking area may be | As per the current e-scooter ordinance, the City may enforce fines upon operators with improperly parked vehicles. After parking corrals are installed and geofencing technology is implemented, all operator-owned vehicles should begin and end each trip within the designated areas. By continuing the current |

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| | <p>fined.</p> | <p>Department of Public Works temporary labor program, designated City employees and contractors have authority to fine operators for improperly parked vehicles.</p> |
| <p>Create Special Event Protocols for Major Events</p> | <p>Operators will each submit protocols for highly attended events to seamlessly provide accessible and safe transportation.</p> | <p>Because 41% of e-scooter trips would have otherwise been taken in a car,ⁱⁱ encouraging patrons to use sustainable modes of transportation would relieve motor vehicle congestion and reduce the amount of carbon dioxide emitted.ⁱⁱⁱ IU plans to geofence the athletic complex area, which will necessitate plans on how to allow micro-mobile users to attend sporting events.</p> |

LONG-TERM RECOMMENDATIONS

To promote walking, cycling, and scooter riding alike, City staff recommends the following general practices long-term.

| Recommendations | Details | Reasoning |
|---|---|---|
| <p>Implement Leading Pedestrian Intervals</p> | <p>The City will consider changing high pedestrian-use signalized intersections to coincide with 3-5 second leading pedestrian intervals.</p> | <p>This practice has shown to reduce pedestrian-vehicle crashes by over 58% at treated intersections.^{iv} Additionally, because 67% of scooter and bicycle collisions occur at intersections, this implementation should significantly reduce the number of pedestrian, cyclist, and scooter rider collisions at signalized intersections.^v</p> |
| <p>Build Protected Intersections</p> | <p>For upcoming infrastructure projects, the City should construct protected intersections to prioritize the safety of vulnerable street users.</p> | <p>Intersections are by far the most frequent points of conflict between pedestrians, cyclists, scooter riders, and motor vehicles.^{vi} Protected intersections give these street users spatial priority and decrease crashes with motor vehicles.</p> |
| <p>Expand no-right- on-red Intersections</p> | <p>The City should analyze more signalized intersections to implement no-right-turn-on-red rules to motor vehicles.</p> | <p>60% of crashes involving e-scooters and motor vehicles occur on the right side of the motorist.^{vii} No-right-turn-on-red intersections create safer street crossings for all vulnerable street users.</p> |
| <p>Construct Physical Scooter Racks</p> | <p>As a next step to designated scooter parking corrals, the City should begin installing physical racks within these spaces.</p> | <p>Physical racks minimize fallen scooters, which is the main cause of accessibility and pedestrian conflicts.</p> |
| <p>Implement Universal Charging Stations</p> | <p>If micro electric vehicle ridership continues to rise, the City will consider installing charging stations to promote these modes of transportation.</p> | <p>In 2019 alone, over 136 million e-scooter and e-bike trips were made in the US, of which over 400,000 occurred in Bloomington. Additionally, e-bikes are the fastest growing mode of transportation and even outpaced electric car sales in 2021.^{viii}</p> |

| Recommendations | Details |
|----------------------------|---|
| Reduce Speed Limits | IU staff prefers 10 mile per hour speed limits campus-wide for stand-up scooters. |
| Geofence Athletics Complex | The entire athletic complex will be fenced from any shared micro-mobile vehicle activity. |

ⁱ 2019 *E-Scooter Findings Report*, City of Portland, Oregon, 2019. <https://www.portland.gov/sites/default/files/2020-09/appendix-b-e-scooter-parking-solutions.pdf>.

ⁱⁱ "Scooter Survey Report." Survey. *City of Bloomington*. March 2019. Accessed 5 Jan. 2023.

ⁱⁱⁱ Browne, Kerry, et al. "Zing E-Scooters to Reduce Carbon Emissions Attributable to the Transportation Sector in Santa Monica." *UCLA Institute of Transportation Studies*, 8 May 2020.

^{iv} Fayish, Aaron C., and Frank Gross. "Safety Effectiveness of Leading Pedestrian Intervals Evaluated by a before-after Study with Comparison Groups." *Transportation Research Record: Journal of the Transportation Research Board*, vol. 2198 no. 1, 1 Jan. 2010 pp. 15-22., <https://doi.org/10.3141/2198-03>.

^v Shah, Nitesh R., et al. "Comparison of Motor Vehicle-Involved e-Scooter and Bicycle Crashes Using Standardized Crash Typology." *Journal of Safety Research*, vol. 77, June 2021, pp. 217-228., <https://doi.org/10.1016/j.jsr.2021.03.005>.

^{vi} *Ibid.*

^{vii} 2019 *E-Scooter Findings Report*, City of Portland, Oregon, 2019. <https://www.portland.gov/sites/default/files/2020-09/appendix-b-e-scooter-parking-solutions.pdf>.

^{viii} Hurford, Molly. *New Research Shows that e-Bikes are Outpacing Car Sales in the US*. *Bicycling*, 3 Nov. 2022.

