

## **Bicycle Pedestrian Safety Commission**

### **AGENDA**

**June 12, 2023, 5:30 P.M.**

In-person and virtual hybrid meeting

Hooker Room, #245

Online link:

<https://bloomington.zoom.us/j/6359441221?pwd=bXRYTnNJV2xMbTRLLeE00QW9XWnRjQT09>

Meeting ID: 635 944 1221

Passcode: COBPT

Dial in: +1 301 715 8592

#### **Meeting Agenda:**

1. Attendance
2. Approval of Minutes - May 8, 2023
3. New Business
  - a. BPSC Vacancy
  - b. College & Walnut Corridor Study Updates
    - i. Public Involvement Opportunities
    - ii. Steering Committee Member
      1. Item to be voted on
  - c. 2023 Traffic Calming and Greenways Program Updates
    - i. W Allen Connector
    - ii. Hawthorne/Weatherstone
    - iii. E Morningside
4. Old Business
  - a. Crosswalk Quality Questions
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.

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# City of Bloomington, Indiana

## Bicycle and Pedestrian Safety Commission

Minutes for May 8, 2023 meeting

### 1. Attendance

City Staff: Hank Duncan, Ryan Robling, Steve Cotter

Commissioners: Paul Ash, Jaclyn Ray, Ann Edmonds, Zac Huneck, Pauly Tarricone, Mitch Rice, Rob Danzman (late)

Public In-Person: Jim Rosenbarger, Dave Askins B-Square Bulletin

Public Zoom: 12 ppl (+1 Hooker)

### 2. Approval of minutes: April 10, 2023: Changed Zac's last name spelling; Paul moved, Mitch second, all approved: yeah

### 3. New Business

#### a. Walnut/College Corridor Study Update – Hank Duncan

**Hank:** Link read out; it's proposed in 2019 T. Plan, from bi-pass to Allen St, goals: for pedestrian passage, safe cycling, bus efficiency, safe and efficient auto traffic, enhance vitality to downtown B'ton, asking public questions on how to accomplish those goals, walk and stroll to talk with public, June 12th hosting charettes at City Hall for feedback, no specific design yet, review all feedback, in fall will make conceptual design; **Paul** delivery trucks with two-way streets might be hard, he almost hit a woman at 14th and College looking right had a close call, way it is now is a problem; **Mitch** how is this corridor designated? **Hank** it is all City except bi-pass intersection is INDOT; **Ryan** Arterial designation which means largest traffic use and all mixed-use modes; **Ann** do we start with two-way recommendation?; **Hank** that is not a given but is one possibility out of many, wide open outcomes based on what we hear from residents to accomplish goals set-out; **Mitch** what are other options?: **Hank** currently three lanes, i. maybe narrow the lanes, add trees, protected bike lane, larger side-walk, ii. Take away a lane, iii. two-way; **Paul:** add parking? **Hank:** just completed a parking study for the corridor, square high levels of parking but above 12th low parking rates, lots of parking not used in north section, encourages speeding with empty spots; **Ann:** time slots at noon is not possible for a lot of ppl; **Hank** May dates most are noon but one at 6pm, could proposed a time and date ask Beth and Hank, very fruitful interactions, City staff wants to talk to all of us. **Ann:** any zoom questions or comments?

None (Jim comments later in meeting)

**Jim:** Walnut-College two way, I respect you will reflect on what ppl think but my experience is there isn't much experience with two-way downtown streets when they changed after highways put in, we've been stuck with, he's from New Albany which change back to two-way streets, they had full one-ways, it was a tough sell, took years but after it happened, ppl loved it, noise whet down, business appreciated it, South-Bend did a successful early two-way, consider some education about other cities switching back, when I don't make all the lights it's a bad day, kidding, but coming south on College is car oriented that it's set-up for you; **Ann:** some cyclists too; **Jim:** College heading south is dangerous for cyclists but I use it, tricky; **Ann:** there are ppl who like that

b. Engineering Leading Pedestrian Interval Study – Hank Duncan

**Hank:** signal re-timing project for leading ped interval: peds get walk sign 3-7 seconds before cars get green, for cars turning to see peds in middle of cross walk esp. on righthand turns; what signals are capable of doing this in the City?, doing a count; need to replace old equipment that can't do LPIs, then expand the usage, where and how? Timeline finish inventory by end of this year, by 2024 bought new equipment. **Jaclyn:** can we make it so walk sign is auto, not have to hit button? **Hank:** will ask; **Ann:** no turn on red effect this? Also annoyed by countdown pause at 0 or lag at 0 so numbers don't mean the same thing; **Mitch:** is there a difference around the mall crossing INDOT like at Clarizz, will that be City controlled? One of the buttons is smashed, it's a difficult corner; **Hank:** will ask engineering, will probably require colab with INDOT; **Mitch:** file u-report? **Hank:** it will go to City engineering; **Ann:** public comment in room, NO, on zoom, NO

c. High St. Multi-Use Path Update – Ryan Robling

**Hank:** engineering-led project, shared on screen map on east side of high from Rogers to Arden, project will begin on north side of Arden, continue north on High St, past, Moores pike and Hillside, north of Moores pike, proposed MUP on both east and west sides is only visual...there will only be ONE path, continue all the way to 3rd St. , proposed realignment to High and Bryan intersection, proposed may not happen, received good feedback from residents in area, currently being reviewed, second public meeting planned TBD, more opportunity to input, **Ann:** comment now; **Hank:** not right now; **Paul:** any pushback from church about intersection? **Hank:** will ask engineering; **Ann:** section without storm sewers or ditches, block of standing water splashed by cars, are there plans to address that? **Hank:** I imagine so; **Ann:** when southern part built, one justification to not continue north was cost, now they are going there **Zac:** if it is on west side where is the cross-over? **Hank:** Moores Pike probably, maybe 1st or 2nd but up for discussion; **Ann:** Arden to Moores Pike MUP space on east side to widen, north of Moores not much space at all to widen, plan to get rid of left-turn lane to accommodate MUP? **Hank:** one option, done traffic counts and checked space **Ann:** any comments? **Zack:** for north end connect to 7th St.? **Hank:** ends at 3rd St. **Zack:** Bryan does it connect to 7th; **Ann:** yes, little traffic at Bryan, may change with this project, no sidewalk, low traffic **Zack:** neighborhood greenway **Hank:** maybe but for now just to 3rd St for now; **Paul:** not too bad, easy improvement when there's money; **Jim:** are these drawings available? **Hank:** google current infrastructure projects, has its own public website; **Ann:** public comment? NO zoom: **Steve Layman sp??:** lives in that area, not a bad idea but so much more to be known, hard to form an opinion, school kids north of cemetery, needs to be something done, at church meeting he heard primarily not a good year for this project, wait 'till next year, left-turn lane and study when data is available? South v. North and compared to other intersections, sees a lot of use of left-turn lane, could make it dangerous to take that away, another thing curious about St. Charles reaction to lane through their property? Improved MUP up to Arden then stops, why didn't it go up to Hillside? **Ann:** too expensive, cost issue; **Greg Alexander:** important through intersections short distances for peds, restrictive turns for cars, turn movements of cars important, right turn at 2nd St. too big, same at Hillside, huge right turn lanes are dangerous, book "Don't give up at Intersections"; **Collin Nielsen:** do everything possible to keep path on east side, is the intersection signaled? **Hank:** Moores Pike yes, signalized **Collin:** crossing a signal intersection means waiting two directions to

cross to continue, stay same side is safer and faster, point about connection from 3rd St. to 7th St. bike lane is important, a greenway would be a good solution but a MUP would be even better unless there aren't funds, City to think of connections for bikes and peds, at least indicate 7th is north of there from 3rd St.

d. Hopewell Overlay Update – Ryan Robling

**Ryan:** not a whole lot to update, two parts, phase I east platt, share screen, University St. ext, "greenway St." also Jackson will extend, potential site difficulties, steep drop-off, protected bike lane north side of 2nd from B-line Walker to meet up with Bloomfield MUP, **Paul:** Walker and 1st hidden historical bridge, could use for pedestrians; **Jaclyn:** where do the bike rides? **Ryan:** ride in road, peds have separate area; **Paul:** didn't have cars in original plan then snuck them in; **Ann:** restrict public comment to two minutes? **Zack:** move to approved, Dan: second, all in favor, all YES Public comment in room? No In zoom? No

e. Crosswalk Quality – Rob Danzman

**Rob:** question some cross walks not there anymore, request u-report, is there an automated process? Who is responsible? Clarizz Southside button and sign is gone, who is responsible? How is it triggered to get fixed? How do we determine where to put in speed bumps? One is removed on ?? then speeds increased. Third, penalties, technology to assist, heading towards fatality or close calls. **Ann:** Olcott had a crash, Clarizz don't know how that happened, at Weatherstone and Olive I've been advocating for years so good question, part is staff-led TCGP later on agenda **Hank:** recommends put on agenda for next month and will answer then, he'll ask the diff't departments for next month

f. Parks Department updates – Steve Cotter

**Steve Cotter** Operations Director: read out list too fast for me to type; B-line and Grimes bridge will be closed and a detour below, 5 days Monday-Friday with flashing lights across Grimes; **Paul:** drainage, Duke poles will affect drainage, **Steve:** detour for asphalt repairs from 2nd to Convention Center and cutting back of roots and putting in root barriers, north of 2nd, **Ann:** can you share document with us? **Hank:** will send out to BPSC **Zack:** make crossing permanent under Grimes bridge? **Steve:** no; Public Comment: **Greg:** detour on sidewalk is a joke, and crossing Grimes a joke, should be important; **Steve:** timeline undecided but this summer (2023)

4. Old Business

a. Traffic Calming & Greenways Program Ord. 23-08

Councilmember Rollo did NOT present his authored ordinance, he is absent.

**Ann:** is Cm. Rollo online? Don't see him; we were sent a copy of the ordinance, after resident-led and staff-led chosen, goes through Planning, before work is done, Council will have authority to veto project **Ryan:** will make decision to approve or deny **Ann:** amends to say process requires Council to approve or deny; **Mitch:** same feeling as before if it is citizen led and passes through very good matrix, putting a political stamp at the end of a citizen-led project, citizens are the political end, come in earlier b/c it feels like veto power **Ann:** last year we had 6 neighborhoods, this is the application process, collect signatures, staff will evaluate all applications, based on data, traffic counts, walk score, a decision will be made which is most needed, but after you do all that work the council can veto it, it's fair they might not get it based

on data and another project gets it based on data is okay, but that council can veto it, that's not okay, should be upfront so we can decide what's important and not waste the public's time, there is a work flow diagram for staff-led, step-one says notify, but step before is selection of project and BPSC is not involved in that **Hank:** all in T.Plan approved in 2019, in terms of what project get selected out of that group, doesn't know b/c he's new **Ann:** there are lots of project, some were prioritized but have changed priorities and moved ahead, some good reasons, funds or other construction, but the staff-led is done completely behind the scenes, I know why Park-Ridge East was chosen b/c they went through the resident-led so they got bumped up to staff-led; could staff change the process so they present staff-led to BPSC before neighbors are notified? **Ryan:** yes, no problem, funding often changes what we can and can't do, all the prioritized projects were approved through Council, **Zack:** some of the criticisms were of early public engagement side, this amendment has nothing to do with that, this is open to refinement and improvement, fruitful to have conversations, **Paul:** like Mitch, veto at the end of the process that Council gets to say no; **Mitch:** if Council is involved it should be at the beginning or the middle, not the end. **Hank:** each resident-led project has to have a Council letter of support already **Pauly:** this is from H-W greenway, we are not a rubber stamp for City's recommendations, we are not all in agreement about the H-W implementation, there are already multiple public meetings, our BPSC meetings are all public, digital outreach, adding the step of a Council meeting adds a barrier, often new Bloomington citizens downtown and on campus may not know to participate, **Ann:** even long time B'ton citizens don't know or don't have access, may not have a NA or good internet service, **Hank:** staff perspective, leg-work put in and try to reach out to public as much as possible, idea of Council oversight is not a bad thing, it's good, needs to be collaboration bet'n depts, to make B'ton safer, love to sit down with Council on how to improve the process, needs improving but let's approve together; staff we send out letters to neighbors eg. 250 mailers to residents, have open comment form, those are the most fruitful discussions, not all about data, it's very important, but experiences like "I'm afraid to let my kids play in street" so we hold public meetings on site to get feedback from residents, process takes 3 staff to make these processes run, there's always more we can do but we are doing a decent job, we try to reach out to community to access City staff to have their input heard, T.Plan 2019 was Council approved staff-led, resident led council members are involved, 3 BPSC commissioners are appointed by Council, all for collaboration but with this ordinance it may be vetoed at end; **Ann:** Park-Ridge East was an exception b/c they went through resident-led and staff took it on, but H-W is totally different, no neighborhood push to get that done, but what ppl wanted was improving the crossing at Hillside, someone needs to be a part of the upfront staff-led, but should Council have veto power **PUBLIC: Jim:** heavy-handed and top-down, very inefficient ending when something like that gets tossed, tons of hours put in, a lot of research and a lot of input, **Ann:** reads part of ordinance; **ONLINE: Greg Alexander:** vision zero has greenways programs, works in other cities, for 15 years so slow-moving, but past 3 years finally picked up pace now Council wants to put brakes on, need to go faster not slow down, lots of oversight from Planning staff, they will build a connected network, that's why they start in the middle of the city, **Steve Layman:** like to see Council have a part of these decisions; **Mark Stosberg:** side-walk equity audit, one finding equity is improved when we use an objective process, not good for equity is political override, traffic calming is inexpensive, make it easier not harder; **Eric Oust:** recommend Council be involved, avoid

polarization, bring attention, can advance funding, greater public involvement, old program two meetings with neighbors and council, in 2020 eliminated one of those meetings, reduced 30%, created staff-led, gave final approval to BPSC, consider BPSC to be a reviewing body, not political involvement it's democratic.

**Ann:** vote on ordinance as stated **Mitch:** move to reject both, **Pauly:** second, **Ann:** around table, unanimous to vote to reject as written, could meet with Cm. Rollo or any Council members who are interested in discussion.

b. Sarah Debbink Langenkamp Active Transportation Act – Steve Cotter

**Ann:** you all saw the letter, federal highway funds could be used for bike-ped safety projects, shared letter that we support this new act, any changes? NO, letter approved unchanged

5. Reports from Commissioners

**Pauly:** work being done on B-line at Dodds, no detour, hope in future we could be more intentional effort to give some kind of detour, **Paul:** Duke and tree removal responsible, **Steve:** they do need to come to P&R to shut B-line down and make detour, they are all required to but not everyone does it **Ann:** heard Pauly on the radio about the W-C Corridor

6. Public Comment

**Jim:** one of the best meetings I've ever attended, ironic that it's a bottom up process then just cut it off; **Ann:** not fair to residents

7. Adjourn