

**Bicycle Pedestrian Safety Commission**

**AGENDA**

**August 14, 2023, 5:30 P.M.**

In-person and virtual hybrid meeting

McCloskey Room, #135

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. Vice Chair Election
2. Attendance
3. Approval of Minutes - June 12, 2023
4. New Business
  - a. Hawthorne/Weatherstone Neighborhood Greenway\*
    - i. Item to be voted on
  - b. Staff-Led Traffic Calming & Greenways Program Updates
    - i. E Morningside Neighborhood Greenway
    - ii. W Allen Connector
  - c. Hillside/Olive/Weatherstone Intersection Improvements
  - d. S Henderson Neighborhood Greenway Connection Update
5. Old Business
6. Reports from Commissioners
7. Public Comment
8. Adjourn

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**City Hall**

401 N. Morton Street ▪ Bloomington, IN 47404

Phone: (812) 349-3423 - Fax: (812) 349-3535

[www.bloomington.in.gov](http://www.bloomington.in.gov)

e-mail: [planning@bloomington.in.gov](mailto:planning@bloomington.in.gov)

**Minutes**  
**Bicycle Pedestrian Safety Commission**  
Monday, June 12, 2023

**Meeting Agenda:**

**1. Attendance:**

Commissioners: Paul Ash, Rob Danzman, Ann Edmonds, Mitch Rice; on zoom: Jaclyn Ray, Pauly Tarricone

Staff: Hank Duncan, Rachael Sargent, Steve Cotter

Public: Dave Askins (BSquareBeacon), Sam Dove, Eric Ost, Wendy Bricht

**2. Approval of Minutes of Meeting: May 8, 2023**

Move to Approve: Ann; second: Rob, All say aye. Minutes approved.

**3. New Business**

a. BPSC Vacancy: Hank says they are looking for applicants, encourage friends to apply

b. College & Walnut Corridor Study Updates

i. Public Involvement Opportunities

Hank: This is a big week for public involvement. They have been having strolls with the public to compile data and comments on the existing corridor. The consultants came today (Monday) and took a walk on the whole corridor about 5 miles. Tomorrow evening (Tuesday) there is a meeting on the existing conditions. There have been over 200 comments online so far. There will be an opportunity for people to speak at the meeting. There will be sessions in the next few days that we can attend in Council Chambers. Hank put a link in the chat with the meeting times. The public meetings will be live streamed so you can attend remotely. The Thursday meeting will be about the design with opportunities for comment. Mitch asked for comments. Saw none.

ii. Steering Committee Member

Hank: a BPSC member will have the opportunity to look at design and have opportunity to help fine tune it with the interests of BPSC in mind. Commitment consists of 4 90 minutes meetings over the next 6 months. Can be attended remotely. Role would be to report back to BPSC. Mitch asked whether person would also take thoughts of BPSC to steering committee. Hank says yes, asks for self-nominations. Pauly says they would be happy to do this and make interests of cyclists and pedestrians a priority. Ann said that she thinks Pauly would do an excellent job. Mitch called for a vote. Vote for Pauly was unanimous.

1. Item to be voted on

c. 2023 Traffic Calming and Greenways Program Updates

i. W Allen Connector

Hank says that they met May 24 with about 10 to 12 attendees. They are reviewing comments from the public and will schedule second meeting in late

July. Hank will update the web pages as needed.

ii. Hawthorne/Weatherstone

Hank says they are in 30-day public comment period. Folks are welcome to comment. Will be on agenda on August 14. Ann asked whether people can comment if they have commented before. Hank says yes, but it is the same form and that previous comments are being considered.

iii. E. Morningside

Hank says city hosted a meeting May 10 with 30 attendees. Plans are in same stage as Allen greenway.

## 4. Old Business

### a. Crosswalk Quality Questions

Hank noted that Rob had questions last time. Hank is still digging into some of them. Hank directed questions about restriping and paying for crosswalks to public works. Rob has asked about the removal of the speed hump at Olcott. He wants to know why the hump was removed. Ann asked whether it was removed or just lowered. Rob says lowered to be ineffective. Hank asked public works about that. Next questions about how speed humps and cross walks are determined. Planning decides in general, but engineering works out the details. Hank says that it is project driven. Rob says that answers the question. Hank says that engineering says that crosswalks don't wear down. Mitch says maybe it's the paint that wears down. Hank says paint and restriping is a public works question. Rob has a question about enforcement. Rob says that cars blow by even when people are in the crosswalk. He doesn't see any enforcement especially at the Goat Farm roundabout. He sees bad interactions. Mitch says we need to educate people about the laws governing when people should stop. There have been cases where pedestrians have been ticketed after being hit. Ann says that she has not had a problem at the Goat Farm roundabout, but that that circle has gridlock before the start of the Childs school day. Rob has been almost hit there. Hank says that enforcement is up to the police, but that planning designs streets to slow people down. He suggested that the commission could report on what other cities are doing that work and don't work at crosswalks. Ann asked what exactly would we report on. Hank suggests we look to other cities to see what other cities are doing to encourage drivers to yield to pedestrians and users of multi-modal transportation. Rob wants to know how to encourage people to slow down when there isn't infrastructure in place. Mitch says that police say they are understaffed, but that we could report hot spots. Steve says there are signs by the b-line explaining the law. Paul says to use the signs that show how fast cars are going and better yet have cameras that lead to ticketing.

## 5. Reports from Commissioners

Paul says that between Rogers and Patterson the rain gardens have drainage and flow through issues, and that Paul has reported it. This is part of the greenway that was approved last fall.

Mitch says he thinks the state is working to improve the intersection of Clarizz and Third. There are two bike trails that cross there. Mitch wants to know how

to find out what's going on. Hank says he will find out. Mitch says there is no safe route to school on Tenth Street. Hank says at Pete Ellis there is a confirmed state project which includes a multi-use path on the north side of the street. He suggests looking at the INDOT web site. Mitch is also concerned about the Smith and 10<sup>th</sup> Street intersection. Hank says that INDOT is adding a left turn lane on Smith for south bound traffic turning east on Third.

Ann brought up the intersection of Hillside and noted that it is part of NG-6 in the approved 2019 transportation plan but was excluded from this project. She believes that this is the most dangerous part of NG-6. There is two-way traffic that in the past has been clocked at 50 mph. She noted that there are no stop signs or crosswalks on Hillside between High and Henderson, but in the same distance on Winslow there's a stop sign at Allendale and 4 crosswalks. She noted that there are two bus lines on Hillside without cross walks. Also, that people in Barclay Gardens are on Next Door lamenting the fact that there is no safe bike route for their children to Templeton. She also noted that the area south of Hillside is included in the service area defined by the Parks department master plan for Bryan Park but that there is no safe crossing for children south of Hillside to get to the park.

Jaclyn says at Smith and Third there is no sign pointing to the 7-line. She noted that there are new apartments and that students may not be aware of safer alternatives to riding on Third. She suggested that Anna Dragovitch (sp?), the IU biking coordinator, might be involved in educating students.

## **6. Public Comment**

Eric Ost: He wants to comment on the Hawthorne update. He says that he heard Ann call the Hillside intersection the most dangerous. He thinks that the Atwater and Hawthorne intersection is more dangerous. He thinks these intersections need more attention. He says that there were 33 crashes on Hawthorne between Third and Sheridan in the last 5 years. He says that most of the crashes have been at Third and Hawthorne and Atwater and Hawthorne. The actual data support that between Atwater and Sheridan is safe. The connector path at Highland is functional and there is no need for another path.

Regina Moore: She wants to know whether it is possible to see the comments that have been submitted regarding the Hawthorne Weatherstone Greenway. Hank says he will check it out. Regina says that a lot has been said about the Atwater intersection. She noted that two professors have been killed at those intersections. She would like to know where the concerns are in the comments.

Mitch says that there is a stop light on Third because someone got killed. He wants to know why there is a two-lane race way rather than two-way traffic through campus. He says it's dangerous. He says that cars are given priority.

Hank says that after the College and Walnut study is finished, the next corridor study is Third and Atwater.

Wendy Bricht: She has lived on First and Woodlawn most of her life. There is a lot of traffic there. There is so much more traffic now. She expected there to be less traffic after the hospital moved. She thinks that an unintended consequence of putting speed bumps on Maxwell has added traffic to First which was already congested and now it is so much busier. She says that it affects all the people walking on these streets.

Ann observed that there's a lot of southbound traffic on Woodlawn at the end of the day. Wendy says that Maxwell and First are parallel and that the traffic was spread out between them and that now it's all on First, especially emergency vehicles. The speed bumps haven't slowed people they have just diverted them from Maxwell to First. Paul agreed that people try to avoid speed bumps. Mitch agrees that wide downhill streets encourage speeding.

## **7. Adjourn**

# Memo

**TO:** City of Bloomington Bicycle and Pedestrian Safety Commission

**FROM:** Planning and Transportation Department

**Date:** August 10, 2023

**RE:** Hawthorne/Weatherstone Neighborhood Greenway

## Background

Neighborhood Greenways are low-speed, low-volume shared roadways that create a high-comfort walking and bicycling environment. In addition to shared lane markings and wayfinding signs, traffic calming or diversion treatments are often used to promote speed and volume reduction. The Hawthorne/Weatherstone Neighborhood Greenway is a recommended project in the adopted Transportation Plan as part of the Priority Bicycle Facilities Network.

This Neighborhood Greenway Project is along Hawthorne and Weatherstone streets from E. 3<sup>rd</sup> Street to E. Hillside Drive. The intersection of Atwater and Hawthorne will be considered in an upcoming corridor study. The intersection of Weatherstone and Hillside is being designed as a separate Neighborhood Greenway project. The Hawthorne/Weatherstone Neighborhood Greenway followed the Traffic Calming and Greenways Program process, and the steps are outlined in more detail below.

## Overview of the Greenway Process

1. Notice mailing – March 2022: Mailers were sent to residents within a 300 feet of the greenway to notify them about the proposed Hawthorne/Weatherstone Neighborhood Greenway project, the greenway website, and the date of the first public meeting.
2. First Meeting – March 28, 2022: City staff held a public meeting to provide residents with an overview of the project's scope, objectives, and potential benefits. This meeting aimed to learn from residents how they use the space and to identify any initial concerns or questions from the community.
3. Second Meeting – October 24, 2022: The second public meeting focused on presenting and receiving feedback on the preliminary greenway design. Attendees were given the opportunity to review the preliminary design and provide their feedback. Attendees suggested many changes to the preliminary design.
4. Third Meeting – December 8, 2022: In light of concerns and requests for changes to the greenway design, staff held a third public meeting. Between the second and the third meeting, the greenway design was updated based on public feedback. The third meeting focused on presenting the changes that had been made to the greenway design based on feedback received from residents.
5. December 2022 – May 2023: the Planning and Transportation Department paused the Hawthorne/Weatherstone Neighborhood Greenway while the City Council considered changes to the Traffic Calming and Greenways Program (TCGP). Council reviewed the program, and no changes were made to the TCGP. Staff then continued to follow the next TCGP steps for Neighborhood Greenways.
6. Open Comment Period – June, 2023: After the third public meeting, an open comment period was initiated to give residents another opportunity to provide feedback on the project as a whole and on the design changes specifically. The comment period was open for more than 4-weeks in order to provide extended time for more comments.
7. Bicycle and Pedestrian Safety Commission – August 14, 2023: City staff will present this greenway project to the Bicycle and Pedestrian Safety Commission for final approval. Commissioners will be able discuss, ask questions, hear public comment period, and vote.

## Recommendation

The Planning & Transportation Department recommends that the BPSC approve the Hawthorne/Weatherstone Neighborhood Greenway project.

# Weatherstone Lane Hillside Dr to Cobblefield Ct

- Consolidated two bump out and speed cushion locations to a single location
- Replacing existing tree at new bump out location
- Replacing all curb ramps and pavement markings at roundabout



# Weatherstone Lane Cobblefield Ct to Cul-de-Sac

- Consolidated two bump out and speed cushion locations to a single location
- Replacing two existing trees at new bump out locations





# Weatherstone Lane Cul-de-Sac to Trail Connection

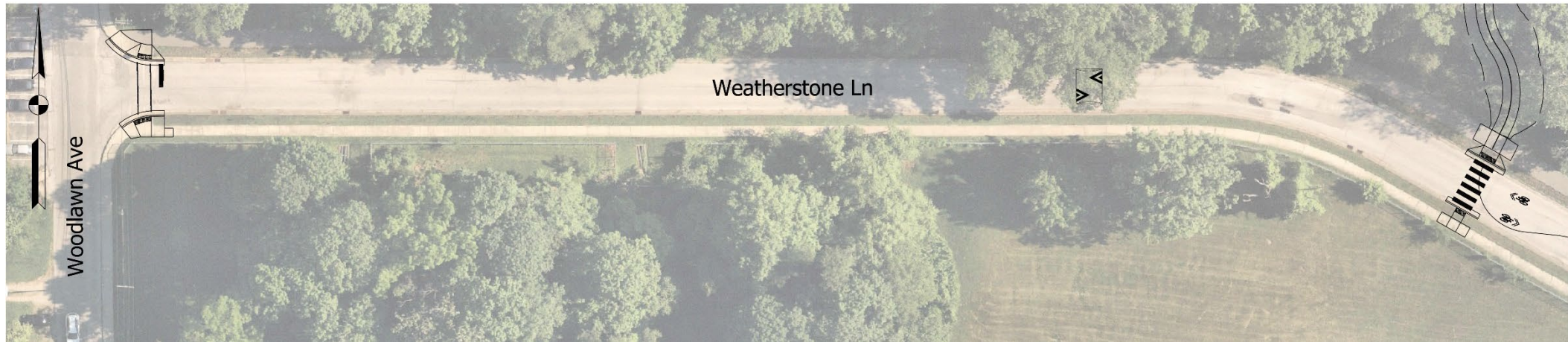
- Relocated proposed bump outs and speed cushion
- Replacing existing trees at new bump out locations



# Weatherstone Lane Trail Connection to Woodlawn Ave

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- No bump outs, one wider speed cushion
- Replacing curb ramps on the east side at Woodlawn Ave
- New curb ramps and crosswalk at the trail connection



# Hawthorne Drive Weatherstone Ln to Southdowns Dr

- Trail connection with physical barrier to prevent vehicles from accessing the trail
- No curb bump outs or speed cushions



# Hawthorne Drive Southdowns Dr to Maxwell Ln

- Consolidated two bump out and speed cushion locations to a single location
- Speed cushions on both approaches of Maxwell Ln



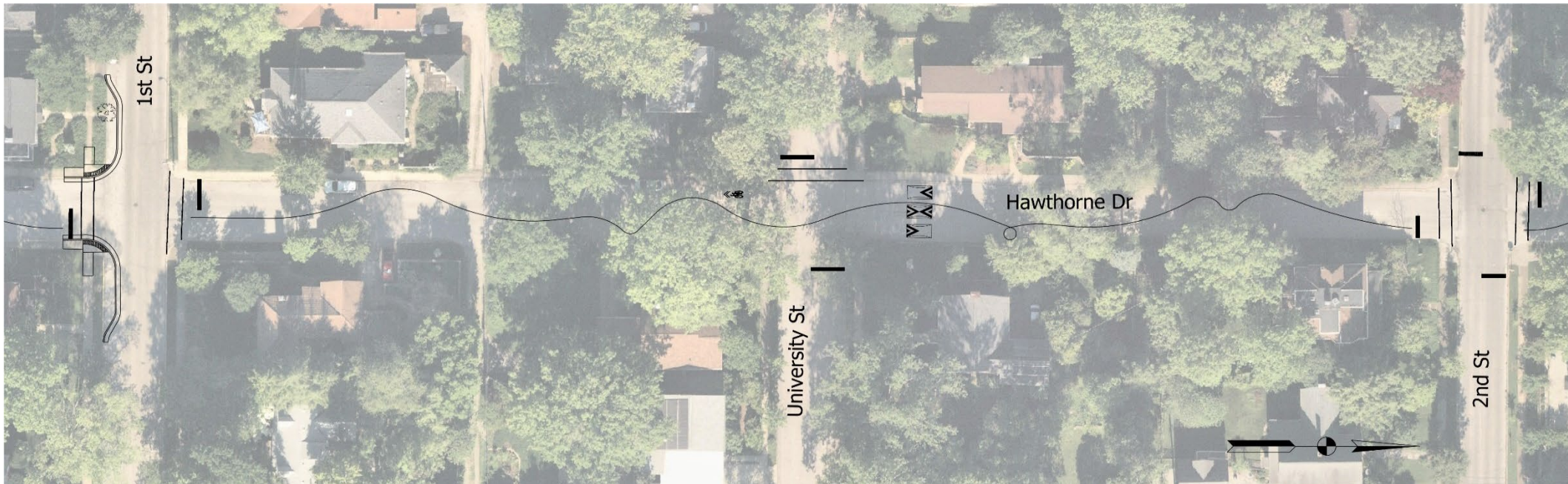
# Hawthorne Drive Maxwell Ln to 1<sup>st</sup> St

- Consolidated two sets of speed cushions to one location
- Speed cushions on both approaches of Maxwell Ln and 1<sup>st</sup> St



# Hawthorne Drive 1<sup>st</sup> St to 2<sup>nd</sup> St

- Consolidated two sets of bump outs and speed cushions to one location with speed cushions only
- Bump outs into 1<sup>st</sup> St to improve greenway user safety and visibility
- New ADA curb ramps in bump outs at 1<sup>st</sup> St



# Hawthorne Drive 2<sup>nd</sup> St to Hunter Ave

- One bump out and speed cushion location
- Possibility of adding trees or plantings in new bump out



# Hawthorne Drive Hunter Ave to Atwater Ave

- One bump out and speed cushion location





# Hawthorne Drive Atwater Ave to 3<sup>rd</sup> St

- One bump out and speed cushion location

