

Bicycle Pedestrian Safety Commission

AGENDA

December 11, 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. Attendance
2. Approval of Minutes - November 13, 2023
3. New Business
 - a. 2024 Bicycle and Pedestrian Safety Commission Meeting Dates
 - b. E. 3rd St. Protected Bike Lane
4. Old Business
 - a. Local-Motion Grant Program
 - i. *Item to be voted on
 - b. Staff Led: Advisory Transportation Commission Proposal
 - c. Feedback Requested from Boards and Commissions – Bicycle and Pedestrian Safety Commission Letter
5. Reports from Commissioners
6. Public Comment
7. Adjourn

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City Hall

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**Bicycle Pedestrian Safety Commission
MINUTES**

November 13, 2023, 5:30 P.M.

In-person and virtual hybrid meeting

McCloskey Room, #135

1. Attendance - City Staff: Hank Duncan, Steve Cotter P&R

Commissioners: Paul Ash, Jaclyn Ray, Pauly Tarricone, Ann Edmonds, Rob Danzman, Kori Renn, Mitch Rice (Zoom)

Public: only recorded names of the public who made comments, see below

2. Approval of Minutes - October 9, 2023 **Ann:** question within the minutes about the petition need to change to all MUPs in city **Mitch:** moves **Kori:** seconds **Roll Call Vote:** all in favor, yes

3. New Business

a. E Miller Dr Traffic Calming

Hank: slide-show presentation, resident-led reactive approach to include citizens, Miller from Henderson to Olive, highest score amongst all of the other resident-led projects, timeline shown, Bloomington Housing Authority request and a day-care, rubric: equity-demand-safety, all residents notified in 300' radius ~120 residents, public meeting outdoors, open comments online, today's BPSC meeting to vote, rubric explained, speed data reported, percent above speed limit 83% **Ann:** what days? **Hank:** two weekdays in April, online resident feedback, lots of cut-through traffic **Mitch:** corridor to the park and the YMCA, community gardens, for ppl biking and walking **Ann:** BHA on south side, also on the north side near the park that has a day-care that is head-start, also notable sidewalk on south-side v. sidewalk on north-side you have to cross at Huntington, there's a bus route too **Paul:** school buses too **Ann:** a lot of school buses to go back to the garage, maybe the buses should be using Henderson **Hank:** design presented, five speed humps relatively evenly spaced apart, similar to Maxwell, can drive 15-20 mph very comfortably, will lower high speed outliers, decided to go from speed cushions to speed humps **Kori:** explain the difference **Hank:** space in middle of speed cushions for bikes, large vehicles can straddle over the cushion, regular vehicles often have drivers wheel on ground, other wheel on cushion, on Maxwell 58% down to 3% speeding, Miller is wider and ppl are going faster **Ann:** what did BHA want to get out of it? **Hank:** heard from residents want comfortable and safe walking, sidewalks, section on south side ends then north side ends then south side again, sidewalk is not in the scope of this project, but safer walking in this area, slower speeds do that **Ann:** did they mention bus stops? **Hank:** yes, another topic of conversation, met with B'ton Transit, they are gearing up for a bus stop improvement program and some on Miller are being prioritized, there are a lot of bus riders **Ann:** to encourage safe crossings, speed hump east of park, crosswalk? bump-out? **Hank:** bump-outs are beyond the budget of this project, crosswalk striping, talking with engineering that there needs to be a more defined City-wide plan for striping crosswalks, need to look at this winter for the whole city, how to prioritize, some may need RFBs, crossing at Park and Huntington will be part of that discussion **Ann:** City of B'ton public works moving? **Hank:** not sure, coordinated with them, they are a major player and have big trucks there, CBU, DPW and BT **Kori:** high school corridor? **Hank:** yes Pauly: and Templeton **Ann:** South students south side can walk but north-side need to cross the street **Pauly:** like the overall impact, wishes it would extend onto Highland to Montessori and YMCA **Ann:** historically the Hawthorne/Highland greenway originally went along Olive, not Huntington even though it has more traffic, could there be consideration of moving the stop-sign, or make a pedestrian crossing signs? **Hank:** I'll talk to engineering about that **Ann:** speed limit signs from 30 mph to 25 mph **Hank:** it is 25 mph but a sign says 30 mph and that will get changed **Pauly:** can we approve as is? **Hank:** yes **Kori:** the crosswalks are potentially coming **Hank:** yes **Rob:** not at Highland b/c it dips down **Hank:** stop-sign discussion, large elevation change and two-all way stop signs already **Steve Cotter:** goal of Parks to have a route from SYP to Winslow Woods, B-link **Ann:** network greenway #7 includes link from Thornton at Park to Thornton to Huntington but we have not worked on that neighborhood greenway **Kori:** that would be awesome **Ann:** wanting that for a while; **Public Comments:** none **Paul:** moves **Pauly:** seconds **Roll Call Vote:** all in favor, yes

b. Traffic Calming and Greenways Program Rubric Review

Hank: annual review of TCGP rubric review, in packet, staff doesn't recommend changes, third year and it has prioritized correct project **Ann:** how many projects? **Mitch:** how close were they? **Hank:** other projects listed...so many!! **Jaclyn:** need more money **Hank:** South Washington was top but there was push back so it's on hold, TP revision, this area might need more than this can provide, talked to applicants **Pauly:** do they have to re-apply **Hank:** all projects are auto reapplied the following year, Monroe and W 17th pretty close **Pauly:** has some protection **Hank:** I think you're thinking of Lincoln **Ann:** also a bus on Washington not on Lincoln **Ann:** which streets qualify? Miller seems like a through street, as does 17th **Hank:** it's in the guidelines which do and don't **Mitch:** it dead-ends **Pauly:** no changes **Ann:** it's been mostly working, lots of tweaking before **Public Comment:** none **Kori:** moves **Paul:** seconds **Roll Call Vote** on rubric and timeline in packet: all in favor, yes

c. Local Motion Grant Presentations

i. Monroe County YMCA: **Lisa Wrasse** May 11, 2024 Bike 4 All in SYP trails, memorial ride for 3 years, 300 participants, now not just kids, will benefit YMCA, have helmets donated, 2 mile loop, cycling then running then walking **Ann**: register? and fee? **Lisa**: yes, \$25 adult, \$10 kids, under 5 free that's the fundraising part for the Y, not for the event **Ann**: any questions? **Paul**: funding from us? **Ann**: yes, to put on the event, not a donation **Rob**: \$4900 over all **Lisa**: we have sponsors, any amount helps off-set registration funds to go to scholarship **Paul**: how much do we have available? **Jaclyn**: \$2400

ii. Monroe County Public Library: **Raegan Zelaya** for a third Community Storywalk, one in Butler Park, one in Ellettsville, now want one near South-end branch, put a children's book on boards ~ 17 boards in a park along a trail, new story once a year rotated through, have an event for new story, available at all times the park is open, \$10k, capable of covering partial funding, accessible, south-side of town, tentative timeline shown, spring/early summer 2024, any questions? **Pauly**: how long do they stay up? **Raegan**: about 6 months, new story every spring and fall **Kori**: maintenance and vandalism **Raegan**: I personally go out to check on them every couple months, City and County have landscaping staff around, they let us know **Ann**: what parks considering? **Raegan**: Jackson Creek Park (county), Olcott, SYP **Ann**: Olcott not low income **Raegan**: still in talks **Mitch**: Jackson Creek no trails in county **Raegan**: still waiting to hear from Parks **Ann**: more questions? None

iii. MCCSC Adult Education: **Lily Albright**: adult education at Broadview Learning Center, 16 yrs or older and not enrolled in high school, 688 adults last year, 124 diplomas, 300 learning English, 88 industry certifications, 60 countries, multi-locations, 5000 adults in Monroe Co. don't have high school diplomas, barriers external one is transportation, Borrow-A-Bike Program, purchase 7 bikes, reduce barrier of transportation, increase physical movement, awareness of biking infrastructure, more economical, efficiency of biking in Bloomington, \$3000, ride bikes to school every day, also other places, students would apply, look at need, keep bike with them 24/7, six week sessions, reevaluate ev. 6 weeks, any questions? **Ann**: brand new project? **Lily**: yes **Pauly**: location? **Lily**: off of south Rogers, west of SYP, connects to B-line **Ann**: considered partnering with Bicycle Project folks? **Lily**: yes, haven't had time yet, one concern is maintenance of bike, that's one connection to make, maybe buy used bikes too **Kori**: low dollar value of bicycle **Lily**: how long is it going to last, proof of concept, our first time **Ann**: purchase lights? **Lily**: good idea **Kori**: locks seems low dollar value **Ann**: on the other hand not expensive bikes don't need expensive locks **Lily**: risk of theft too **Pauly**: chain locks good **Mitch**: mountain bikes are a little harder to ride, easy to go over the front, general utility bike, a step-through is much safer

Hank: I recommend to move to table d. and e. to December meeting **Ann**: continue meeting for next two presentations, table discussion to December, and items d. and e., extend time as needed **Pauly**: moves, **Paul**: seconds **Roll Call Vote**: yes all in favor

iv. Boys and Girls Club of Bloomington: **Leslie Abshire**, Club Riders Program, healthy habits at B&G Club, establish life-long behaviors before 13 yrs., kids to appreciate multi-modes of transportation, we have a bike shop in Lincoln St. location, kids do the maintenance, but don't have enough bikes, only 5-6 kids, 180 kids in building, need maintenance of the bikes we have, also want to purchase new/used bikes, goal is to have 20 bikes in program, also don't have enough staff to ride with the kids, difficult with volunteers so we have paid staff to do this, we have donor who for every kid that graduates this program gets a brand new bike, partial funding is okay **Kori**: can we donate specifically to this as a line item? **Leslie**: yes, Club Riders Program **Pauly**: goal is 20 kids **Leslie**: now about 5 b/c only 5 bikes **Kori**: partnered with state? **Leslie**: I'll ask about that **Ann**: where do you actually ride with the kids? **Leslie**: lots of places, we have a bike trailer, drive and park to get on the B-line, also teach street riding on Lincoln **Ann**: BBC used to have grants **Leslie**: we've received grants from them in the past

v. Blue Bee Ecological Endeavors, Inc. **Allen Rose** I biked here, 52, never owned a car, 501-C3, WFHB news, covering BPSC commission news, propose to do a long-form documentary, community access, local edification also cover microcosm of infrastructure and other projects, controversies and successes, use some WFHB equipment, need a good quality camera, cover controversies too when want to improve bicycle infrastructure, health impacts, mobility issues, friend using wheelchair and navigating transit system, MUPs almost arterial now **Pauly**: other documentaries? **Allen**: no others, have done long-form interviews, non-profit production but can do syndication through WFHB, hold events, do screenings to put it in different places, neglected demographic, community that needs to be heard more, in-depth, different angles **Ann**: most of budget goes towards equipment, for other projects as well? **Allen**: yes, decent camera \$1k, One World will do the 10% match, he's in the full moon bike club, use to sister with Bicycle Project **Ann**: any other questions? Why not under Center for Sustainable Living? **Allen**: can only apply for grants once under that name **Mitch**: budget? **Ann**: \$2400...in packet

Pauly: thank you to everyone who applied, excellent presentations **Ann**: don't have enough money **Mitch**: how to divide? **Ann**: discuss next time, not required to come back, you are always welcome

Adjourned at 7:10pm

2024 Bicycle and Pedestrian Commission Meeting Dates

1/8/2024

2/12/2024

3/18/2024 – Moved to not interfere with IU and MCCSC spring break

4/8/2024

5/13/2024

6/10/2024

7/8/2024

8/12/2024

9/9/2024

10/14/2024

11/11/2024

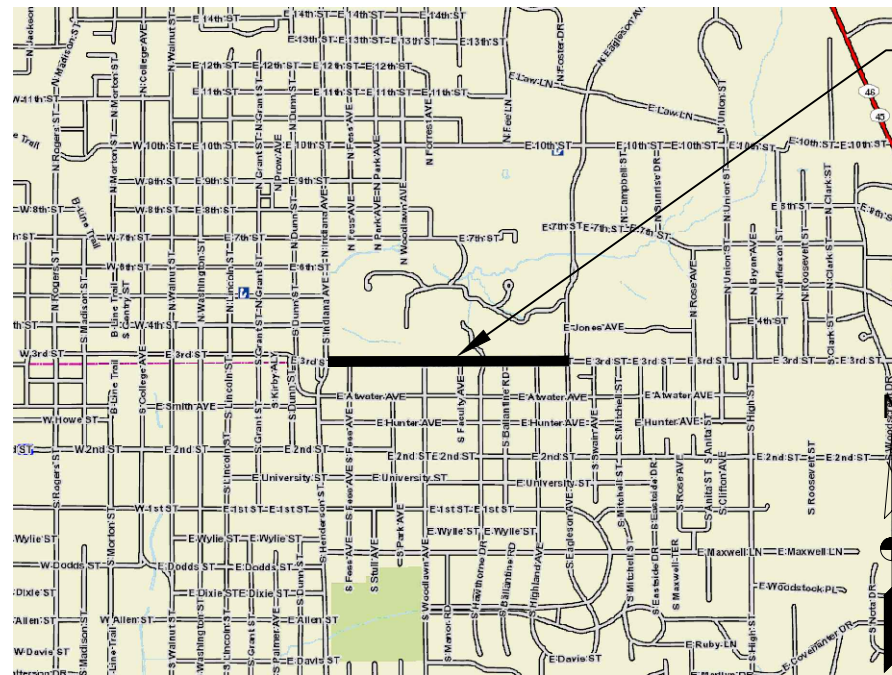
12/9/2024



CITY OF BLOOMINGTON

THIRD STREET BICYCLE LANE IMPROVEMENTS

SOUTH INDIANA AVENUE TO SOUTH EAGLESON AVENUE
TRAFFIC SEPARATION BARRIER AND DELINEATOR INSTALLATION



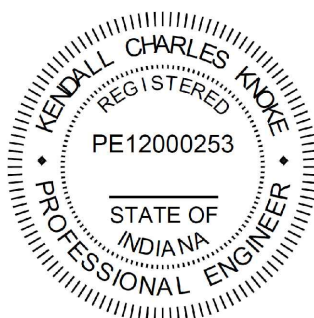
PROJECT LOCATION

N.T.S.

CITY OF BLOOMINGTON, MONROE COUNTY, INDIANA
SECTION 33 TOWNSHIP 9N RANGE 1W, SECTION 34 TOWNSHIP 9N RANGE 1W,
SECTION 04 TOWNSHIP 8N RANGE 1W, SECTION 03 TOWNSHIP 8N RANGE 1W
LATITUDE: 39° 9' 51.3432" N LONGITUDE: 86° 31' 18.1668" W

INDIANA DEPARTMENT OF TRANSPORTATION 2024 STANDARD SPECIFICATIONS TO BE USED WITH THIS PLAN SET

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RECOMMENDED FOR APPROVAL

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ENGINEER DATE

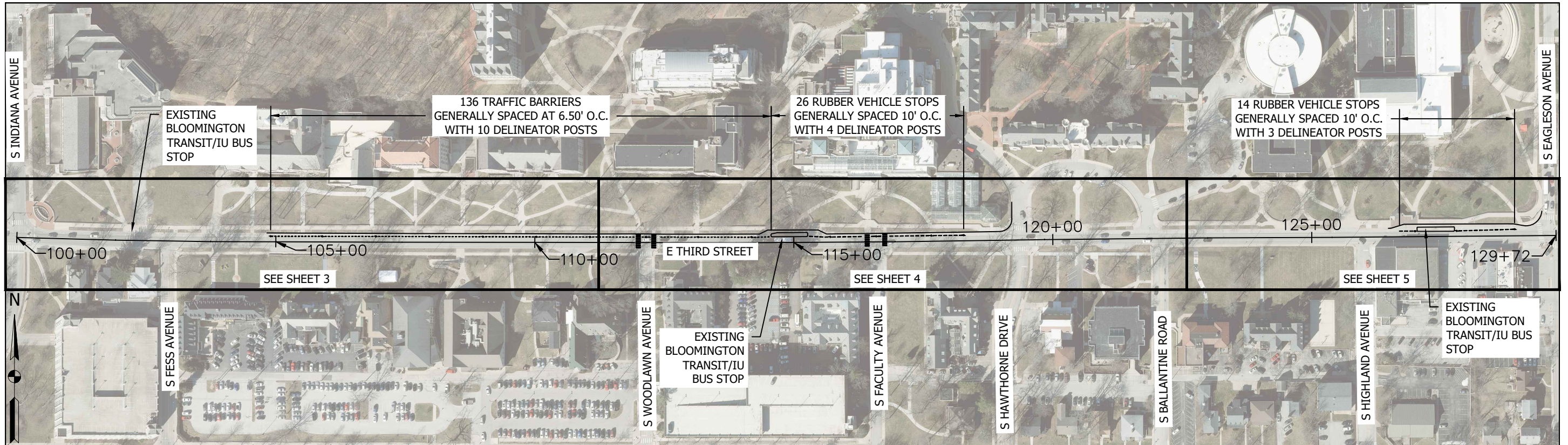


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VERTICAL SCALE	DESIGNATION
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DESIGNED: KCK DRAWN: KCK
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THIRD STREET BICYCLE LANE IMPROVEMENTS

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CONTRACT	PROJECT #
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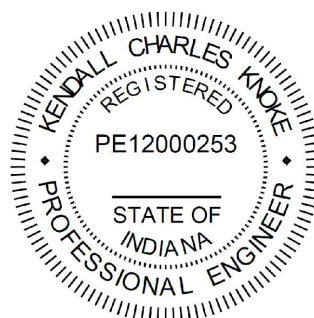


OVERALL PLAN

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NOTES

- BASEMAP HAS BEEN PREPARED FROM GIS INFORMATION AND HAS NOT BEEN SURVEYED. CONTRACTOR TO INFORM ENGINEER IF FIELD CONDITIONS REQUIRE MODIFICATIONS TO THE DESIGN. ALL DIMENSIONS GIVEN ON THIS SHEET ARE APPROXIMATE. STATIONING IS FOR REFERENCE PURPOSES ONLY.
- CONTRACTOR TO CALL 811 TO VERIFY THE LOCATIONS OF UNDERGROUND UTILITIES PRIOR TO BEGINNING CONSTRUCTION WORK. NOTIFY ENGINEER IF THE PRESENCE OF UNDERGROUND UTILITIES REQUIRES DESIGN MODIFICATIONS.



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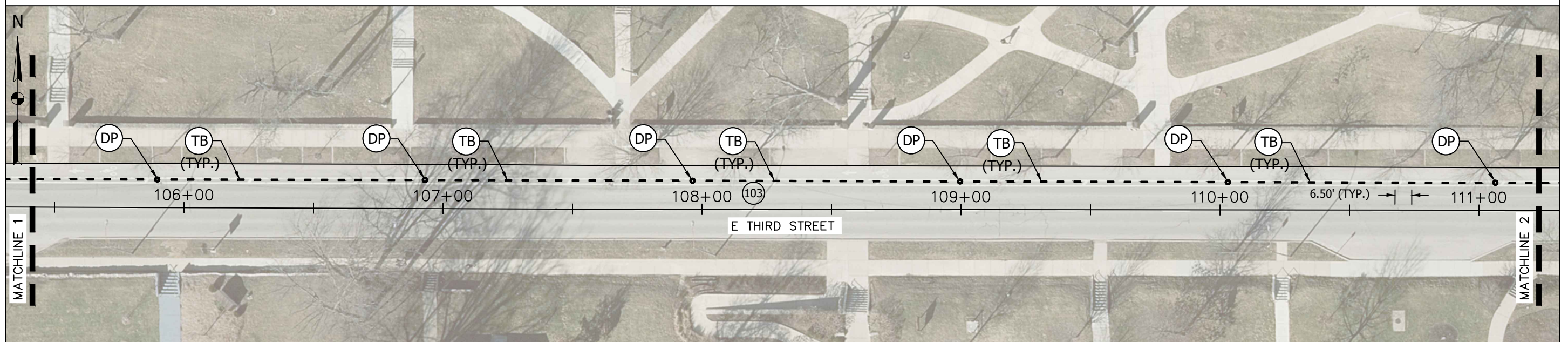
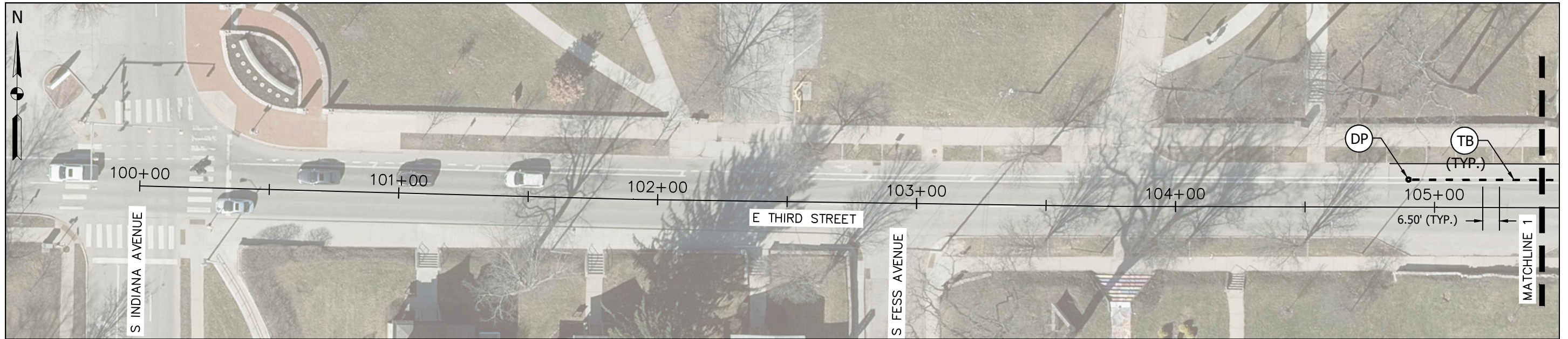
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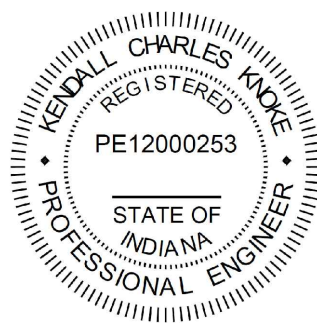


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CONTRACT	PROJECT #
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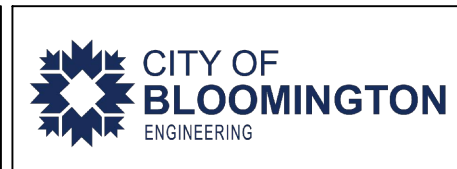


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	NUMBER OF VEHICLE STOPS/TRAFFIC BARRIERS IN A SECTION		
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2. CONTRACTOR TO CALL 811 TO VERIFY THE LOCATIONS OF UNDERGROUND UTILITIES PRIOR TO BEGINNING CONSTRUCTION WORK. NOTIFY ENGINEER IF THE PRESENCE OF UNDERGROUND UTILITIES REQUIRES DESIGN MODIFICATIONS.			



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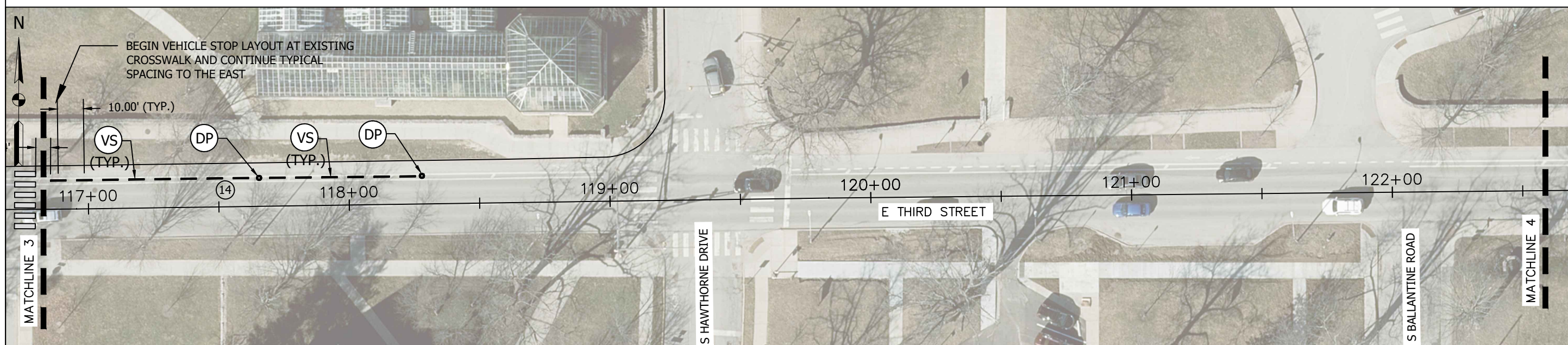
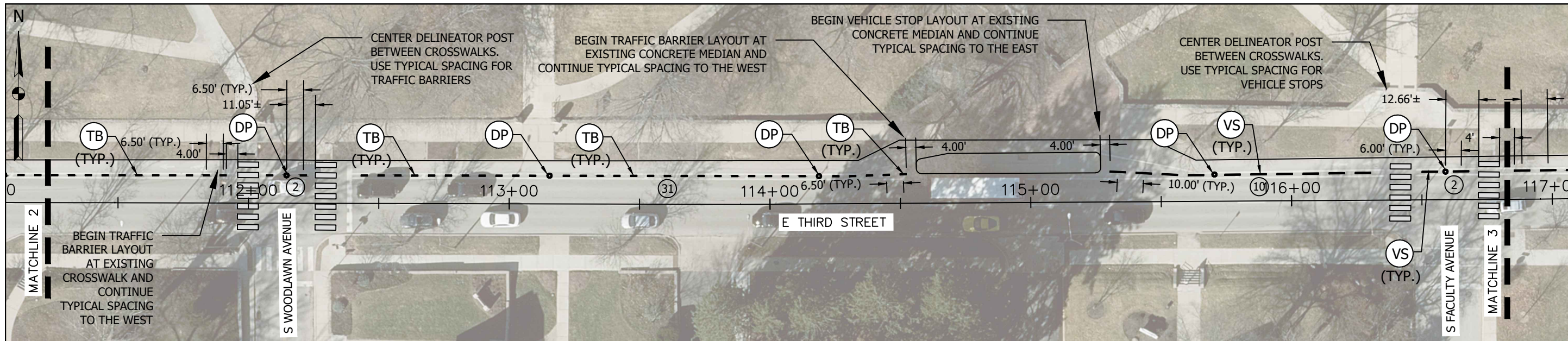


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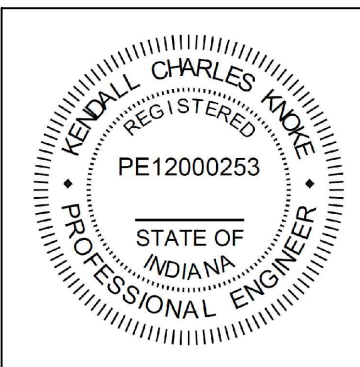
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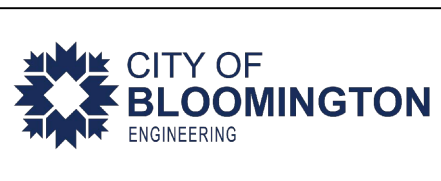
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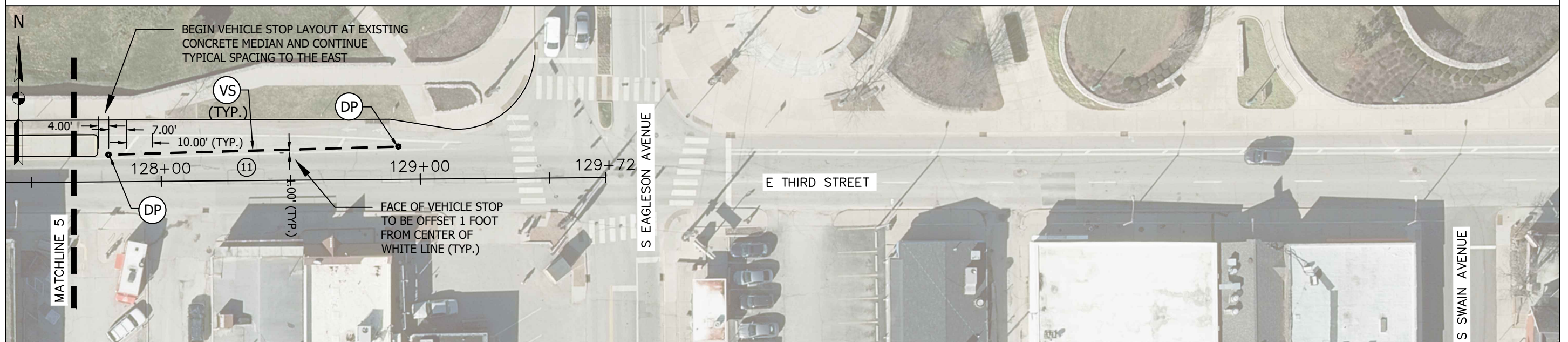
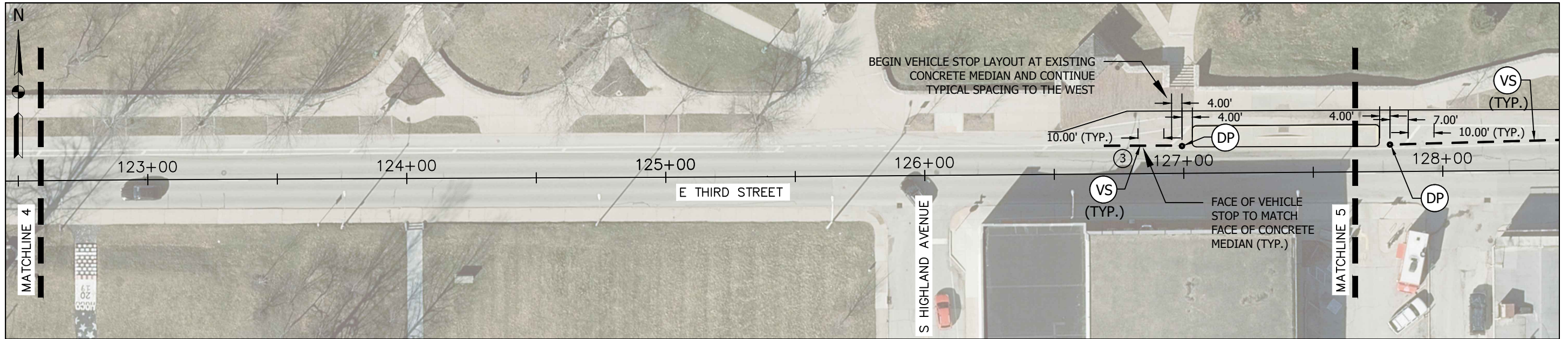


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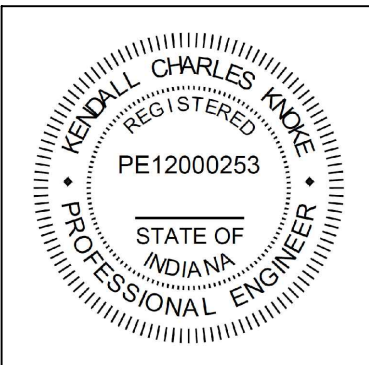
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THIRD STREET BICYCLE LANE IMPROVEMENTS

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N/A	4 of 8
CONTRACT	PROJECT #
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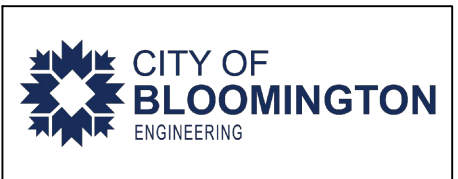


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NOTES	10 NUMBER OF VEHICLE STOPS/TRAFFIC BARRIERS IN A SECTION 1. BASEMAP HAS BEEN PREPARED FROM GIS INFORMATION AND HAS NOT BEEN SURVEYED. CONTRACTOR TO INFORM ENGINEER IF FIELD CONDITIONS REQUIRE MODIFICATIONS TO THE DESIGN. ALL DIMENSIONS GIVEN ON THIS SHEET ARE APPROXIMATE. STATIONING IS FOR REFERENCE PURPOSES ONLY. 2. CONTRACTOR TO CALL 811 TO VERIFY THE LOCATIONS OF UNDERGROUND UTILITIES PRIOR TO BEGINNING CONSTRUCTION WORK. NOTIFY ENGINEER IF THE PRESENCE OF UNDERGROUND UTILITIES REQUIRES DESIGN MODIFICATIONS.		



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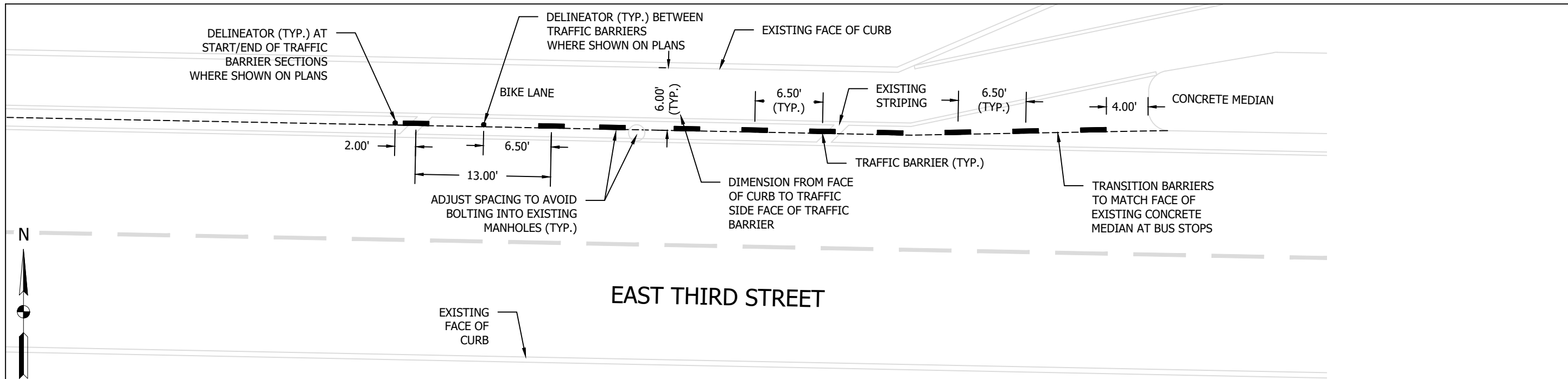


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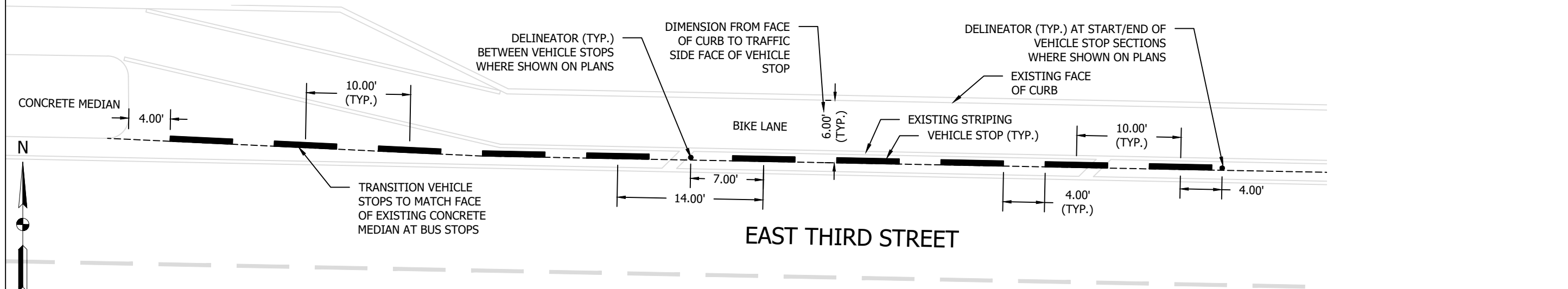
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 THIRD STREET BICYCLE LANE IMPROVEMENTS

SURVEY BOOK	SHEETS	
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CONTRACT	PROJECT #	
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EAST THIRD STREET

TRAFFIC BARRIER TYPICAL PLACEMENT DETAIL



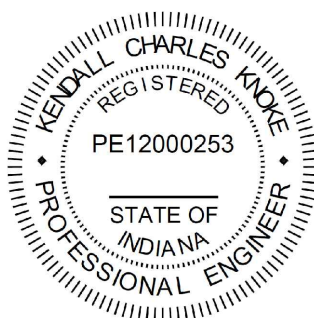
EAST THIRD STREET

VEHICLE STOP TYPICAL PLACEMENT DETAIL

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NOTES

- CONTRACTOR TO LAY OUT TRAFFIC BARRIERS WITH PAINT AND THEN CONTACT CITY OF BLOOMINGTON ENGINEERING 812-349-3913 FOR INSPECTION PRIOR TO INSTALLATION.



RECOMMENDED FOR APPROVAL

 ENGINEER DATE 12/01/2023



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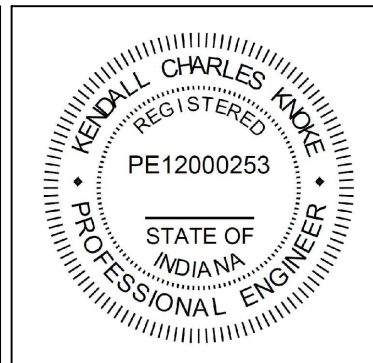
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THIRD STREET BICYCLE LANE IMPROVEMENTS


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CONTRACT	PROJECT #
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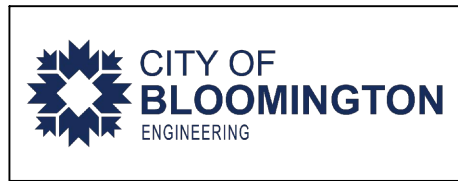
TRAFFIC BARRIER, VEHICLE STOP, & DELINEATOR SUMMARY				
LOCATION		TRAFFIC BARRIER	VEHICLE STOP	DELINEATOR
Plan Sheets No.	Stations	EA	EA	EA
3 & 4	104+89 to 114+57	136		10
4	115+30 to 118+29		26	4
5	126+69 to 128+93		14	3

PRODUCT INFORMATION							
TRAFFIC BARRIER							
Product	Size	Color	Weight	Installation Orientation	Required Parts	Provided by City	Provided by Contractor
TrafficLogix "Cycle Lane" Traffic Barriers	29.5" L x 4.75" W x 4" H	Black with White Stripe	10 lbs	Rounded side facing bike lane, vertical side facing vehicle traffic (bolt holes on bike lane side)	THREE (3) 3/8" x 7" lag bolts, THREE (3) 3/8" washers, and THREE (3) plastic polypropylene shields per traffic barrier	Traffic Barrier Product	Lag Bolts, Washers, plastic shields, Hammer Drill, Drill Bits, Installation Tool for plastic shields, any other equipment or parts required for product installation per manufacturer's recommendations
VEHICLE STOP							
Product	Size	Color	Weight	Installation Orientation	Required Parts	Provided by City	Provided by Contractor
Park-It Parking Curb Rubber Vehicle Stop	72" L x 6" W x 4" H	Black with molded in white reflective tape	34 lbs	N/A	FOUR (4) 1/2" x 14" asphalt rebar spikes with rounded head, FOUR (4) 1/2" washers per vehicle stop	Rubber Vehicle Stop Product	Rebar spikes, Washers, Drill, Drill Bits, any other equipment or parts required for product installation
DELINEATOR POST, FLEXIBLE, TYPE II							
Product	Size	Color	Weight	Installation Orientation	Required Parts	Provided by City	Provided by Contractor
Impact Recovery Systems "MP2 Post" Black Cap Top with Surface Mount Quick Release Base Or Approved Equal	36" L x 2.375" Diameter	White with Two 3" White Bands	N/A	N/A	FOUR (4) 16mm x 3" plastic sleeves, FOUR (4) 1/2" x 4" lag screws, FOUR (4) 1-1/4" metal washers	None	Delineator product, parts, any other equipment required for product installation

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RECOMMENDED FOR APPROVAL

 ENGINEER DATE 12/01/2023



DESIGNED: KCK DRAWN: KCK
 CHECKED: NHK CHECKED: NHK

PROJECT NAME:
 THIRD STREET BICYCLE LANE IMPROVEMENTS

HORIZONTAL SCALE	BRIDGE FILE
N.T.S.	N/A
VERTICAL SCALE	DESIGNATION
N.T.S.	N/A
SURVEY BOOK	SHEETS
N/A	7 of 8
CONTRACT	PROJECT #
N/A	N/A

Notes for Figure 6H-33—Typical Application 33
Stationary Lane Closure on a Divided Highway

Standard:

- 1. This information also shall be used when work is being performed in the lane adjacent to the median on a divided highway. In this case, the LEFT LANE CLOSED signs and the corresponding Lane Ends signs shall be substituted.
- 2. When a side road intersects the highway within the TTC zone, additional TTC devices shall be placed as needed.

Guidance:

- 3. When paved shoulders having a width of 8 feet or more are closed, channelizing devices should be used to close the shoulder in advance of the merging taper to direct vehicular traffic to remain within the traveled way.

Option:

- 4. A truck-mounted attenuator may be used on the work vehicle and/or shadow vehicle.

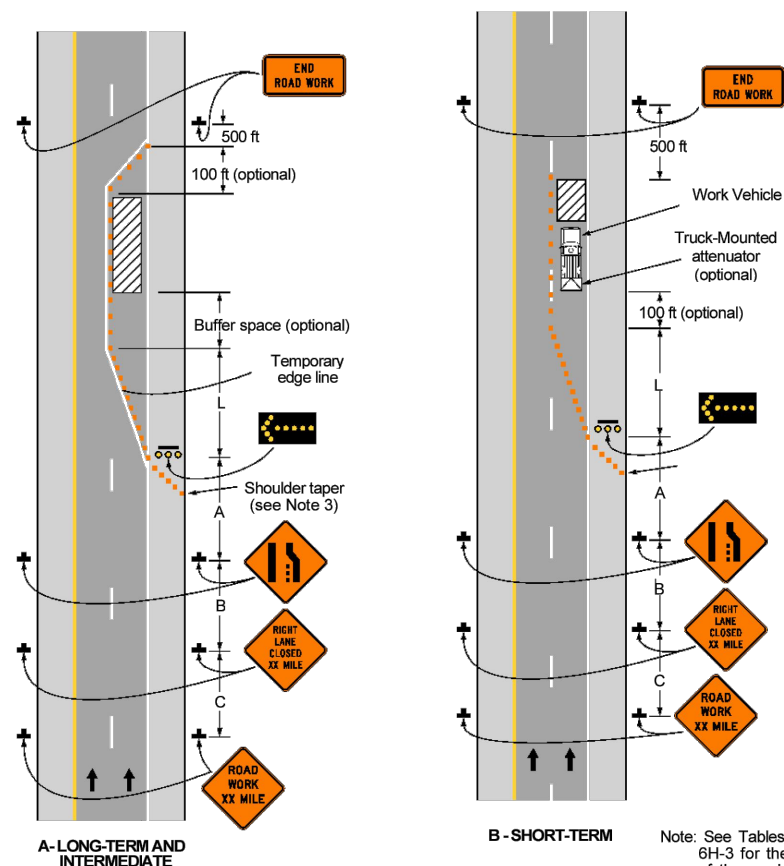
Support:

- 5. Where conditions permit, restricting all vehicles, equipment, workers, and their activities to one side of the roadway might be advantageous.

Standard:

- 6. An arrow board shall be used when a freeway lane is closed. When more than one freeway lane is closed, a separate arrow board shall be used for each closed lane.

Figure 6H-33. Stationary Lane Closure on a Divided Highway (TA-33)



Typical Application 33

Note: See Tables 6H-2 and 6H-3 for the meaning of the symbols and/or letter codes used in this figure.

Table 6H-2. Meaning of Symbols on Typical Application Diagrams

	Arrow board		Shadow vehicle
	Arrow board support or trailer (shown facing down)		Sign (shown facing left)
	Changeable message sign or support trailer		Surveyor
	Channelizing device		Temporary barrier
	Crash cushion		Temporary barrier with warning light
	Direction of temporary traffic detour		Traffic or pedestrian signal
	Direction of traffic		Truck-mounted attenuator
	Flagger		Type 3 barricade
	High-level warning device (Flag tree)		Warning light
	Longitudinal channelizing device		Work space
	Luminaire		Work vehicle
	Pavement markings that should be removed for a long-term project		

Table 6H-3. Meaning of Letter Codes on Typical Application Diagrams

Road Type	Distance Between Signs**		
	A	B	C
Urban (low speed)*	100 feet	100 feet	100 feet
Urban (high speed)*	350 feet	350 feet	350 feet
Rural	500 feet	500 feet	500 feet
Expressway / Freeway	1,000 feet	1,500 feet	2,640 feet

* Speed category to be determined by highway agency
 ** The column headings A, B, and C are the dimensions shown in Figures 6H-1 through 6H-46. The A dimension is the distance from the transition or point of restriction to the first sign. The B dimension is the distance between the first and second signs. The C dimension is the distance between the second and third signs. (The "first sign" is the sign in a three-sign series that is closest to the TTC zone. The "third sign" is the sign that is furthest upstream from the TTC zone.)

Table 6H-4. Formulas for Determining Taper Length

Speed (S)	Taper Length (L) in feet
40 mph or less	$L = \frac{WS^2}{60}$
45 mph or more	$L = WS$

Where: L = taper length in feet
 W = width of offset in feet
 S = posted speed limit, or off-peak 85th-percentile speed prior to work starting, or the anticipated operating speed in mph

PLOTTED: Friday, December 1, 2023 2:11:52 PM

Sect. 6H.01

November 2011 November 2011

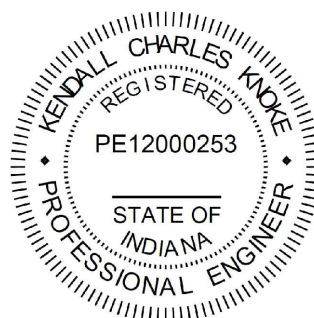
Sect. 6H.01

November 2011

Sect. 6H.01

NOTES

- 1. EAST THIRD STREET IS AN URBAN LOW SPEED ROAD WITH A POSTED SPEED LIMIT OF 25 MPH.
- 2. AN ARROW BOARD IS REQUIRED FOR LANE CLOSURE.
- 3. CHANNELIZING DEVICES SHALL BE USED TO CLOSE THE BIKE LANE (TYPICAL WIDTH 5' PLUS 2' BUFFER). SIGNS R3-17 "BIKE LANE" WITH R3-17bP "ENDS" and R4-11 "MAY USE FULL LANE" SHALL BE POSTED 100FT IN ADVANCE OF THE BIKE LANE CLOSURE.



RECOMMENDED FOR APPROVAL

[Signature] 12/01/2023
 ENGINEER DATE



DESIGNED: KCK DRAWN: KCK

CHECKED: NHK CHECKED: NHK

PROJECT NAME:
 THIRD STREET BICYCLE LANE IMPROVEMENTS

HORIZONTAL SCALE BRIDGE FILE

N.T.S. N/A

VERTICAL SCALE DESIGNATION

N.T.S. N/A

SURVEY BOOK SHEETS

N/A 8 of 8

CONTRACT PROJECT #

N/A N/A

2023 Local Motion Grant Application Form

Applicant Organization: Monroe County YMCA

Primary Contact: Lisa Wrasse, Development Associate

Email Address: lwrasse@monroecountyyymca.org

Street Address: 2125 S. Highland Ave. Bloomington, IN 47401

Phone Number: (812) 961-2194

Proposed Project: Monroe County YMCA Bike 4 All to be held May 11, 2024 at Switchyard Park, based at the main outdoor stage area

Project Milestones:

- By October 15, 2023, have Bloomington Parks and Recreation application made and Switchyard Park reserved – *milestone met*
- By November 1, 2023, have first event committee meeting held – *milestone met*
- By December 1, 2023, have event budgeted for Monroe County YMCA 2024 fiscal year
- By February 1, 2024, have event promotion plan underway, have event t-shirt design and sign designs created
- By March 11, 2024, have registration web site launched
- By April 1, 2024, have sponsors, musicians, photographer, and community partners recruited
- By April 11, 2024 have event promotion signs posted
- By May 1, 2024, have event volunteers recruited and scheduled
- By May 9, 2024, have event t-shirts picked up and sorted
- By May 10, 2024, have event registration report generated and printed
- By May 13, 2024, have event photographs and event impact statement shared on social media
- By May 13, 2024, have event vendors paid
- By May 15, 2024, have event summary with photos provided to the Bicycle and Pedestrian Commission (if awarded a grant)
- By June 1, 2024, have thank you letters to sponsors, participants, musicians, & community partners sent

Project Impact: We aim to create a joyful event that will allow people of all ages to experience the Bloomington trails together, with the goal of promoting family fitness and bike safety while encouraging participants to make Bloomington pedestrian and bicycle activity part of their daily lives. Proceeds from Bike 4 All will directly benefit the Monroe County YMCA Y For All scholarship fund, allowing underserved children and families to take advantage of YMCA memberships, programs, and summer camp. The YMCA has several initiatives that support community health and the use of non-motorized transportation, including a walking group, indoor cycling classes, a cardiac rehab program, and the Healthy Hearts & Active Lives program.

Budget:

EXPENSES	COST
Park application & permit	\$175.00
Switchyard Park stage	\$250.00
Refundable damage deposit	\$75.00
30 yard signs	\$600.00
Event t-shirts	\$1,678.00
Event insurance	\$250.00
Snacks, napkins, coffee & water	\$500.00
Flyers and other marketing expenses	\$250.00
Kids prizes	\$250.00
Kids helmets (donated by IU Community Health)	\$0.00
Sound equipment and sound technician	\$500.00
Musicians	\$400.00
TOTAL	\$4,928.00

Partial Funding: We can support this project through partial funding from community sponsors. If needed we will be able to recoup some additional costs through event registration fees. In the past three years of operation Bike 4 the Kids received approximately \$3,000 in sponsor dollars each year. We expect to receive similar sponsor support for Bike 4 All this year.

Are you willing to and able to complete the project with partial funding (if needed): Yes.

Project Timeline:

- **October 2023** - Submit application to Bloomington Parks Department for special use of Switchyard Park, submit application for noise permit, reserve 5/11/24 for use of B-Line Trail and Switchyard Park main outdoor stage. – *done*
- **November 2023** - Reach out to past Bike 4 the Kids sponsors, community partners, and participants and inform them about Bike 4 All, asking for support. Form staff/volunteer committee at Monroe County YMCA to begin working on the event. Committee will meet monthly, and then bi-weekly or more often as needed, as the event nears. Committee will include YMCA Marketing staff to design logo, t-shirts, and event signage. Add Bike 4 All to Bloomington community calendars.
- **February 2024** - Announce Bike 4 All on YMCA social media in conjunction with Heart Health Awareness month.
- **March 2024** - Open event registration on YMCA system for members and non-members. Expand event marketing.
- **April 2024** - Recruit volunteers to staff event.
- **May 3, 2024** - Walk through event with staff/volunteers at Switchyard. Order event shirts. Finalize arrangements regarding musicians, food, helmets, signs.
- **May 10, 2024** – Print information from registration web site for event check-in. E-mail reminder/information to participants.
- **May 11, 2024** - Arrive at Switchyard at 7AM for event set up. Event ends at 11:30 and we have everything out by 12 noon.
- **May 13-20, 2024** - Event wrap up: pay vendors, share event impact with photos on social media, send photos and event summary to the Bicycle and Pedestrian Commission (if awarded a grant), send thank you letters to sponsors, participants, musicians, & community partners.

Will the project be completed before June 1, 2024? Yes.

Project Summary: Bike 4 All is a fun, non-competitive community two-mile bike/run/walk around Switchyard Park and the B-Line Trail. Our event features live music (featuring mostly youth musicians), health and wellness booths, games and activities for families, and free helmets for kids. Proceeds from Bike 4 All will benefit the Monroe County YMCA Y For All scholarship fund. Bike 4 All grows out of Bike 4 the Kids, an event that has been successfully held the past three years in memory of the late Dr. John Wrasse who practiced pediatrics at Riley Physicians in Bloomington before his sudden passing from heart disease in 2021. Dr. Wrasse was an avid cyclist who commuted to work via the B-Line trail year round and was very proactive about encouraging his patients and their families to enjoy all the amazing Bloomington trails. Dr. Wrasse was an emphatic proponent of helmet use and could often be heard telling patients, “No helmet, no bike!” He was raised in Lincoln, Nebraska, home of an annual event called Trail Trek where thousands of residents ride Lincoln’s trail system. Dr. Wrasse dreamed of one day establishing a similar event in Bloomington. After his passing, Bike 4 the Kids was

established by Dr. Wrasse's family, friends & colleagues to realize his dream of a fun community event to promote family fitness, trail use, and bike safety.

Bike 4 the Kids, held 2021-2023, featured the same format, activities, and two-mile fun loop around Switchyard Park and the B-Line Trail that we plan for Bike 4 All. The event had near 200 participants annually and benefited Riley Kids Fund of Bloomington. In 2023 the Bike 4 the Kids organizers chose to pass the torch on this event to the Monroe County YMCA, to carry its mission into the future and expand it to a wider population. Going forward, the ride/walk/run will be named Bike 4 All and will directly benefit the Y For All scholarship fund, allowing underserved children and families to take advantage of YMCA memberships and summer camp. Bike 4 All will continue to realize Dr. Wrasse's vision through promoting community health in two ways: helping underserved families benefit from the YMCA, and encouraging family walking, running, and safe cycling on Bloomington trails. We propose the first annual Bike 4 All to be held the morning of May 11, 2024 at Switchyard Park. Since we intend Bike 4 All to be essentially the same event as Bike 4 the Kids, we have a very clear idea of our funding needs and timeline, and we are able to give you a vision of what the event will be like through this web site and this two-minute video compilation of the past three years of Bike 4 the Kids:

- www.bike4thekids.com
- <https://youtu.be/8Y-LtPgf4kA?si=Ubt7be4m8EYAbGfL>

I understand that if awarded a grant, my organization is required to provide a summary of the project with photos to the Bicycle and Pedestrian Commission. The summary must be submitted within one month of the project's completion or by June 1, 2024: Yes, I understand.

2023 Local Motion Grant Application Form

Applicant Organization: Monroe County Community School Corporation (MCCSC) Adult Education

Primary Contact: Lily Albright

Email Address: lalbrigh@mccsc.edu

Street Address: 705 West Coolidge Dr. Bloomington, IN 47403

Phone Number: (812)330-7731

Proposed Project:

The “Borrow a Bike” program will be conducted at Broadview Learning Center, the home of MCCSC Adult Education. Bikes will be available to be borrowed by any active adult education student living in Bloomington who establishes a need for transportation. Bikes will be loaned out for 6-week periods, mirroring the adult education class session dates. At the end of each session, the students will be contacted to see if they would like to extend the use of the bike or turn it back in to the school for use by another student.

Each participant in the program will be provided a bike, helmet, lock, and map showing safe bike routes to and from Broadview Learning Center, with approximate travel times. Broadview Learning Center is located about 0.5 mile from the B-Line Trail, which makes biking to adult education quite efficient, convenient, and safe. During the 6-week session, participants will have 24-hour access to the bike, so that it may be utilized to further explore the city on two wheels.

Project Milestones:

1. Promotion of the program will begin on February 1, 2024
2. 80% of the bikes will be loaned out to students by the end of April 2024.
3. 100% of bikes will be returned to Broadview by June 30, 2024 for redistribution during the 2024-2025 school year.

Project Impact:

The “Borrow a Bike” project is designed to do the following:

1. Reduce the impact of a significant barrier to participation in Adult Education – lack of affordable and reliable transportation.
2. Raise awareness and use of the strong biking infrastructure that exists in Bloomington.
3. Increase physical movement opportunities.
4. Demonstrate the efficiency of biking in Bloomington.

Budget:

Item	Cost per Unit	Quantity	Total Cost
Commercial Grade Bike Rack	\$236.00	2	\$472.00
Huffy Mountain Trail Bike	\$293.75	7	\$2056.25
Bike Chain Lock	\$18.00	10	\$180.00
Adult Bike Helmet	\$29.00	10	\$290.00
Total Project Cost			\$2998.25
Grant Request			\$2400.00
Cash Match by MCCSC			\$598.00

Partial Funding:

If only partial funding is allotted, the project would need to be reduced in size and scope. The number of bikes and related equipment would be smaller, proportionally as it relates to the size of the grant allocation.

Are you willing to and able to complete the project with partial funding (if needed):

Yes.

Project Timeline:

Dec 2023	Grant Recipients Receive Notification of Awards
Jan 2024	Set up Grant Funding Account Numbers with MCCSC Purchasing Department
Jan 2024	Prepare Promotional Materials
End of Jan 2024	Submit Monthly Summary to BPSC
Feb 2024	Order Equipment
Feb 2024	Promote the "Borrow a Bike" Program and Recruit Participants
Feb 20, 2024	Loan out the First Set of Bikes
End of Feb 2024	Submit Monthly Summary to BPSC
Mar 22, 2024	Reach out for Feedback from First Group of Participants
End of Mar 2024	Submit Monthly Summary to BPSC
Apr 9, 2024	Loan out the Second Set of Bikes
By Apr 30, 2024	Submit Final Report to BPSC
End of Apr 2024	Submit Monthly Summary to BPSC
May 17, 2024	Reach out for Feedback from Second Group of Participants
End of May 2024	Submit Monthly Summary to BPSC
Jun 3, 2024	Loan out the Third Set of Bikes
By Jun 30, 2024	Collect Bikes
End of June 2024	Submit Monthly Summary to BPSC

Will the project be completed before June 1, 2024?

Yes, but it will continue on into the 2024-2025 school year in 6-week cycles.

Project Summary:

The MCCSC Adult Education program serves students who are not enrolled in high school and above the age of 16. The program offers English classes, High School Equivalency/GED classes, and industry recognized certifications. Last year, the program served over 600 people, as they pursued education to improve their lives. Many adult education students face barriers (some internal and some external) when deciding to whether or not to enroll in classes. The most common external barriers to participation are childcare, transportation, and scheduling challenges. This grant would go a long way in addressing the barrier of transportation, providing a reliable means of traveling efficiently to and from class each day. Beyond the impact it will have on student access to adult education services, it has the potential to significantly increase participants efficacy in utilizing community resources and expanding social networks, both critical features of civic engagement. An additional potential outcome is that participants will come to understand that Bloomington is very “bikeable,” and appreciate the power of owning a bike. In short, this project will serve as a platform to propel our neighbors seeking adult education (a vulnerable, resilient, and goal-oriented group of people) to the next level.

I understand that if awarded a grant, my organization is required to provide a summary of the project with photos to the Bicycle and Pedestrian Commission. The summary must be submitted within one month of the project's completion or by June 1, 2024:

2023 Local Motion Grant Application Form

Applicant Organization: Monroe County Public Library

Primary Contact: Raegan Zelaya

Email Address: rzelaya@mcpl.info

Street Address: 303 E Kirkwood Ave Bloomington IN 47408

Phone Number: 812-349-3109

Proposed Project: Community Storywalk

Project Milestones:

- Finalize Park Location with Parks and Recreation
- Order Storywalk Frames
- Hire Contractors for Storywalk Installation
- Install Storywalk
- Storywalk Unveiling Ceremony

Project Impact:

- Children, families and community members practice literacy skills during their walking commutes or recreational activities on outdoor trails.
- Adult caregivers learn ways to develop early literacy skills in young children.
- Families increase knowledge of library resources, services and collections.
- Children borrow and read classic or notable picture books from the Library.
- City and county parks will regard the Library as an effective community partner in helping fulfill their missions to provide programs necessary for the positive development and well-being of the community and a vibrant parks system.
- Community members explore community parks they might not have otherwise
- Promotes the values of our community's walking and biking culture while encouraging families to be active and build literacy skills.

Budget:

- An average cost of a new Storywalk location is a little under \$10,000.
- The frames themselves are \$4,160 (Quote as of 10/6/23).
- According the two previous Storywalks we have built, the average installation cost of a new Storywalk is \$5,000.
- We are asking to receive the full \$2,400 available through this grant.

Partial Funding:

Previous Storywalk frames, prints, and installation costs were initially covered through the Strategic Initiative Funding from the Friends of the Library. That grant has now run out however, we have figured out internal funding to support the continuation of printing new stories for our Storywalks so they are sustainably sourced internally. Unfortunately, that solution is not equipped to fund the creation of a new Storywalk; but, we have found another grant through our Friends of the Library which will cover all the costs that the Local Motion grant wouldn't cover.

Are you willing to and able to complete the project with partial funding (if needed):

2023 Local Motion Grant Application Form

The Monroe County Library is willing and able to move forward with the Storywalk even with only receiving partial funding through this grant. However, we are hopeful this Commission will believe in this project enough to award the full \$2,400.

Project Timeline:

- January (Contingent upon new Parks and Rec director's appointment)
 - Finalize Park Location with Parks and Recreation
- January/Day After Step 1
 - Order Storywalk Frames
- January/Day After Step 1
 - Hire Contractors for Storywalk Installation
- April/ May
 - Install Storywalk
- April/ May
 - Storywalk Unveiling Ceremony

Our first step is to finalize the park location with the City Parks and Rec department. We have already been in talks with our partner at City Parks and Rec and have a couple parks in mind specifically. However, due to the recent retirement of their Department Director we are having to pause until a new official director is in place who can give the final approval. As we have already worked with them before to create a Storywalk and we are covering all the costs we can foresee little to no reason as to why this would not move forward in a timely manner once this hurdle is cleared. That being said our contingency plan is to work with the County Parks and Rec and use one of their parks in the unlikely manner that we are unable to move forward with our desired parks through the City. We have heard that there should be a new director in place no later than the new year.

Moving forward with the assumption that we are able to secure permissions we would immediately order the frames and hire a contractor to start assessing the project so we could be ready to break ground in the spring. According to the two previous Storywalks we have built, the best time for installation is in the spring as soon as the ground has thawed but before the contractor gets slammed during the busy summer season. Once we have the park location and have an idea of an actual installation timeline, we would start planning an Unveiling Ceremony. Our hope is to have this project completed in April or May.

Will the project be completed before June 1, 2024?

This is contingent on when a new City Parks and Recreation Director is appointed and we have been able to secure final approval. We have reason to believe that as soon as one is appointed we could be able to move forward with our plans and hopefully have the Storywalk up and running by June 1st if not early to late spring. I can't guarantee this but based on our previous partnership with creating Storywalks we don't foresee any issues with this moving forward like our tentative timeline suggests.

Project Summary:

A Storywalk is an outdoor educational activity that brings the pages from a picture book to life along a walking route at a local park. Each page holds the original story along with fun prompts that build early literacy skills while combining the pleasure of reading with the benefits of learning and movement. We currently have Storywalks at two local parks—Flatwoods Park and Rev. Ernest D. Butler Park. We have already seen this project successfully come to fruition twice now to the betterment of our community. Our hope is to serve the residents of Bloomington by providing yet another opportunity to promote literacy and explore their community all while fostering a love of being active. By having it near one of the popular bike trails it will be more accessible to families who are already biking or help encourage those who aren't to try something new. As we already have successfully made two storywalks in our county, we know what is required in the process and are fully committed to executing it to the specifications of your grant requirements. We are in talks with Parks and Recreation about the final location but are planning on finding a park that is within biking distance of either the B-Line or Clear Creek trail on the south side of town. In addition to being accessible by bike or walking, we are hoping to have it in a park that can serve lower socioeconomic community members and be handicap accessible. As soon as we are able to get the final location settled and the grant money secured we will move forward with the ordering and installation of the Storywalk.

I understand that if awarded a grant, my organization is required to provide a summary of the project with photos to the Bicycle and Pedestrian Commission. The summary must be submitted within one month of the project's completion or by June 1, 2024:

We understand and are fully ready to comply. Thank you for your consideration.

2023 Local Motion Grant Application Form

Applicant Organization: Boys & Girls Clubs of Bloomington

Primary Contact: Tony Arterberry, Grants Administrator

Email Address: tarterberry@bgcbloomington.org

Street Address: 803 N. Monroe St.

Phone Number: 812-332-5311

Proposed Project: Expanding the Club Riders Program

The Boys & Girls Clubs of Bloomington is interested in expanding opportunities for kids to learn how to ride and care for bicycles. We have a program called Club Riders to accomplish this. The Club Riders Program at the Boys & Girls Clubs of Bloomington is a biking program that is centered around safely and effectively being able to bike around town and with a group. Members go through drills designed for them to be able to communicate as a team and navigate situations like needing to look behind them or coordinate a group stop.

In the past, volunteer Bloomington bikers have helped lead rides and/or give tutorials about how to fix a flat tire and more. The bikes in our bike shop could currently use a revamp. We have bikes in working order but not many that fit our 4th-6th grade members. All the funds from this grant would go toward fixing as many bikes as we can and helping staff the program to safely serve more kids.

Currently, we do not have the number of working bicycles we need to grow the program. With our equipment and staff, we can only have 5 or 6 kids participate in the program. We could serve more than 20 members a semester with this program with one additional staff person and more working bicycles. The program could operate twice a week in the Spring for all 20 kids.

Our mission is to empower all young people, especially those who need us most, to reach their full potential as caring, productive and responsible citizens. We believe that a key aspect in fulfilling our mission is educating children by exposing them to and making them aware of their surroundings and giving them opportunities to try new activities. Among club members 43% of kids come from single-parent families and 57% have household incomes that are under \$30,000 annually. Due to a lack of resources and time, not many of these children get exposed to areas of town that are not in their daily path (ex: home, school, and the club). They are not often educated on the benefits of active modes of transportation. The expansion of the Club Riders program will help to build a bridge between kids from disadvantaged circumstances and these new experiences. It will encourage kids to be active by exploring town by bicycle and discussing other active modes of transportation and how to incorporate them into their lives. There are a lot of children that learn better by doing and being out of the "classroom". This program gives kids a hands-on activity that allows members to put into action what learn in the bike shop at the Club. It will expose them to active transportation methods at a young age with the goal that they will stay engaged in these activities throughout their life.

Along with the Club Riders lead staff (Unit Director Justin Williams at the Lincoln Street Club) and volunteers, Program Director Tommy Weakley will have a key role in expanding the program's capacity. Tommy is a certified youth development professional. He is dedicated to encouraging children to bike and/or walk, and educating them on safety, health and environmental issues. He is educated on Bloomington's surroundings and the best places to take members that they may have never seen, such as walking trails and parks. The Boys & Girls Clubs believes in this approach and wants to promote a walk and bicycle friendly culture among the next generation of Bloomington citizens. Providing some support to pay Tommy as an additional qualified staff will allow us to serve more kids with this program.

As an organization, we have a culture of sustaining programs that have a profound impact on children. Provided that this program is successful and keeps up demand among club members, we will continue to look for other funding and continue to look for ways to grow the program every year. As we build relationships with local bike shops, we will grow the in-kind requests from them to help us maintain the program, too.

The Club has 23 Professional Staff, 12 that are Administrative Staff. The Resource Development Department has three full-time staff, a part-time staff, and 2 interns who assist with grants, reporting and donor relations. The club successfully manages a \$3 million budget. We have complied with reporting requirements for city and county grants each year including Jack Hopkins, Sophia Travis and CDBG. We are confident that we have the capacity to comply with reporting requirements for this grant.

Project Milestones:

The greatest milestone will be enrolling 20 kids in the Spring program. Another milestone will be to have all the bikes secured and repaired in order to have 20 kids participate.

Project Impact:

The kids the Club serves will be impacted by the project in order to teach them to care for the bikes and ride them for exercise and fun.

Partial Funding:

Are you willing to and able to complete the project with partial funding (if needed): We would use partial funding to fix up and use as many bicycles as we can. We would then have to search for more funding to complete the project or have less kids participating in Club riders.

Project Timeline:

Club Riders Project Timeline	
Identify and Ask Bike Shops	Fall 2023
Fix Bikes for Programming	January 2024
Spring Semester Programing	End of January 2024 - Beginning of May 2024

Proposed Budget:

Grant Proposal Budget	
INCOME:	
Local Motion Grant	\$2,400.00
10% cash match	\$240.00
Total Income	\$2,640.00
EXPENSES:	
Club Riders Staff	\$890.00
New Helmets - donated in-kind	\$0.00
New Bikes - donated in-kind	\$0.00
Bike Parts for Repair	\$750.00
Bike Repair Labor	\$1,000.00
Total Expenses	\$2,640.00

If awarded, this money we plan to help cover the additional staff cost it will take to have more kids in the program because of the additional operational bicycles. New helmets and bikes are committed from Ken Nunn Law Office and the local Fire Department that will be distributed to Club kids in December for the holidays. We have communicated with local bike shops and the amount listed is what they will charge us and they will match the labor costs in-kind up to \$1,000, too.

Funds for the items not funded by the Local Motion Grant will be solicited from other donors, or fewer kids will be able to participate in the program as we can only run the program for the number of kids we have bikes for.

Will the project be completed before June 1, 2024? Yes

I understand that if awarded a grant, my organization is required to provide a summary of the project with photos to the Bicycle and Pedestrian Commission. The summary must be submitted within one month of the project's completion or by June 1, 2024: Yes, we understand and agree to this.

11/8/23, 1:16 PM

City of Bloomington, Indiana Mail - Local Motion grant Application - Documentary Film Proposal - Blue Bee Eco Media - Walkable Bicycle Friendly Communities



Hank Duncan <hank.duncan@bloomington.in.gov>

Local Motion grant Application - Documentary Film Proposal - Blue Bee Eco Media - Walkable Bicycle Friendly Communities

M Rose <bluebeebiospherics@gmail.com>
To: Hank Duncan <hank.duncan@bloomington.in.gov>
Cc: jm@bloomington.com

Mon, Nov 6, 2023 at 1:22 AM

Walkable Bicycle Friendly Communities - a Blue Bee documentary by Eco Media Center of Monroe County

An essential part of combating Climate Change is reducing miles travelled utilizing fossil fuels & the facilitation of & promotion of alternative modes of transit.

By covering the ways that government is presently making or can make these modes more attractive & safe for more people, we hope to help encourage more people to bike or walk more often.

By covering affinity groups, environmental organizations & bicycling enthusiasts, we hope to honor & celebrate those already active in promoting healthier & greener modes of being.

We hope to raise awareness about the issues relating to shifting from pollutive norms & plan to be honest about the controversies & impediments surrounding the ongoing transformation taking place, with Bloomington presented as a microcosm, a case study & an example for other communities, urban planners & advocacy groups.

We have been producing multimedia programming on important ecological topics & this issue is a crucial component to include as transportation is a major contributor to environmental & health problems worldwide.

The film, Walkable Bicycle Friendly Communities, will be distributed in multiple mediums, the début screened in Bloomington, copies shared with local & regional organizations & libraries will be contacted to suggest they take the documentary into their collections.

The film will also be featured on the Eco Media Center YouTube channel, CATS Regional Cable Channel 7 & screening events will be fostered in other communities around the country by bicycle & environmental advocacy groups that we intend to encourage to participate.

Applicant Organization: Blue Bee Ecological Endeavors Inc. - Eco Media Center of Monroe County, a 501(c)3 nonprofit organization based in Bloomington, Indiana

Primary Contact: Allen Rose, President

Email Address: bluebeebiospherics@gmail.com

Street Address: 1107 W. 3rd Street, Apt. 108, Bloomington Indiana 47404

Phone Number: 812 219 0307

Proposed Project: Documentary Film/Events

11/8/23, 1:16 PM

City of Bloomington, Indiana Mail - Local Motion grant Application - Documentary Film Proposal - Blue Bee Eco Media - Walkable Bicycle Friendly Communities

Project Milestones: Research, Filming, Editing, Promotion, Screening, Distribution

Project Impact: Increased awareness of Bike/Ped/Accessibility improvements, less vehicle miles travelled, more ridership, greater usage of bike infrastructure, fostering discussion about ways to making cities more sustainable, bikeable & walkable, overcoming resistance to implementation of infrastructure upgrades.

Budget: 2,400;

Matching Funds pledge has been procured from One World Enterprises, a local food service company (\$240.00)

Media Production Equipment, Tech -

1700.00 - Video Camera, Microphone, Video Editing software, Digital subscriptions (website, online access & digital distribution)

Promotion, Events -

700.00 - Design, Composition, Printing, Holding Events, a Screening/Début, Printed Materials, Social Media Campaign

Partial Funding: Doable

Are you willing to and able to complete the project with partial funding (if needed): Yes

Project Timeline: 6 months or less

Will the project be completed before June 1, 2024? Yes

Project Summary: Documentary Film, Promotions, Distribution, Screening/Events

I understand that if awarded a grant, my organization is required to provide a summary of the project with photos to the Bicycle and Pedestrian Commission. The summary must be submitted within one month of the project's completion or by June 1, 2024:

Yes, BBEE's Eco Media Center program can comply with each requirement.



**BICYCLE AND PEDESTRIAN SAFETY COMMISSION
STAFF REPORT****Date:** November 2023

FROM: Ryan Robling, Planning Services Manager, Planning and Transportation Department**REGARDING:** Staff Led: Advisory Transportation Commission Proposal.

(1) Purpose. The Advisory Transportation Commission (hereinafter referred to as “ATC”) is established with the explicit purpose of guiding the city’s transportation endeavors through a comprehensive and visionary framework which seeks to provide adequate and safe access to all right-of-way users. The ATC shall provide recommendations and guidance to the mayor and common council in the pursuit of developing and implementing a city-wide policy to eliminate all transportation-related fatalities and severe injuries to pedestrians, cyclists, transit users, motorists, and passengers; shall promote sustainable and multimodal transportation; shall foster equitable access; and shall promote deliberate integration of community-centric design. The ATC shall also serve as a standing steering committee for future transportation related studies and grant programs.

(2) Appointments. The ATC shall consist of nine members. The nine members shall be comprised of the nine members of the SS4A steering committee at the time of this ordinance’s approval, after which appointments to the ATC shall take place in the following manner:

- a. One member appointed by the mayor shall be a board member or designated representative from the council for community accessibility;
- b. One member appointed by the mayor shall be a member of the board of public safety or a designated representative appointed from within the Bloomington Police Department, or Bloomington Fire Department;
- c. One member appointed by the plan commission shall be a member or a designated representative;
- d. One member appointed by the board of public works shall be a member or a designated representative;
- e. One member appointed by the common council shall be from among its membership;
- f. Four members shall be appointed by the council, and shall be residents living within the city limits. Preference for appointments shall be given to persons belonging to the Bloomington/Monroe County human rights commission; board members or employees of Monroe County Community School Corporation; board members or employees of nonprofit organizations which operate at property that is owned or leased by the non-profit organization within city limits; and members of community organizations dedicated to serving marginalized groups.



(3) Terms. The initial terms of the nine members of the SS4A steering committee at the time of this ordinance's approval shall expire on January 31st 2025, after which appointments and terms shall be in accordance with this section. Members appointed from the membership of the council for community accessibility, board of public safety, board of public works, and common council shall serve a term coextensive with their terms on the body from which they were appointed or until that body appoints another at its first regular meeting of the year. An appointee not serving on a body, but appointed as its representative shall serve a four-year term. Members appointed by common council not among its membership shall serve a two-year term.

(4) Powers and Duties. The ATC powers and duties shall include, but are not limited to:

- a. Coordinate, supervise, and, when necessary, approve transportation related studies, activities, programs, and projects, including acting as a standing steering committee for future transportation related studies and grant programs.
- b. Review all proposed changes to Title 15 - Vehicles and Traffic, as well as any relevant proposed changes to Title 12 - Streets, Sidewalks and Storm Sewers or other applicable changes to the Bloomington Municipal Code to determine if the proposed change:
 - i. is consistent with the comprehensive plan;
 - ii. is consistent with the best practices for eliminating all transportation-related fatalities and severe injuries within the city;
 - iii. is consistent with promoting sustainable design, and equitable access to all transportation facility users; and
 - iv. has provided for community-based solutions and allowed for adequate public input.
- c. Provide a forum for members of the public to submit transportation-related request;
- d. Conduct education activities in matters related to transportation safety in an effort to both eliminate all transportation-related fatalities and severe injuries, and promote multimodal transportation within the city.
- e. Make recommendations on public parking policy, including but not limited to: pricing, hours of operation, addition or removal of parking spaces, and changes when necessary to city code, enforcement procedures, or any other aspect of parking management policy;
- f. Applying for appropriations through the mayor, or researching and applying for grants, gifts, or other funds from public or private agencies, for the purpose of carrying out any of the provisions of this section.

(5) Procedure and Scheduling. The ATC shall establish its own rules and procedures, subject to amendment by a majority vote. This shall include the ability to define its meeting schedule within the scope of the established rules and procedures.

(6) Staff. The commission shall be primarily staffed by the engineering department. When serving as a steering committee the ATC shall be staffed by the planning and transportation department.



BICYCLE AND PEDESTRIAN SAFETY COMMISSION**Date:** November 9, 2023

Dear Special Committee on Council Processes,

In response to your inquiry regarding the purpose, duties, and potential revisions to the Bicycle and Pedestrian Safety Commission's activities, we would like to offer our thoughts and feedback.

1. The current language of the Bicycle and Pedestrian Safety Commission (BPSC) does not adequately encompass the evolving landscape of micro-mobility, including mobility devices, scooter, skateboards, and more. We recommend incorporating broader language to include terms such as "vulnerable street users," addressing all forms of non-vehicular transportation.
2. Providing reports is essential, but with a lack of guidance within the purpose and duties of the BPSC, there is often confusion on what a report should entail. We propose developing a standardized outline or template to ensure consistency and clarity in reporting, which would facilitate a more streamlined and informative reporting process.
3. The focus of the BPSC should be on safety and convenience rather than hosting events to attract visitors outside the city. Clarifying the scope of the Commission's duties will help maintain a clear and purposeful direction.
4. Sustainability is central to the BPSC's mission, and we recommend incorporating language that reflects our commitment to reducing the carbon footprint in the community.

In response to the Special Committee on Council Processes and the Novak Report's potential proposal to streamline and consolidate the various commissions involved in traffic and transportation-related matters, we would like to offer our thoughts and feedback.

1. There should be a balance between redundancy and efficiency. Occasional redundancy can be beneficial. Allowing multiple boards and commissions to examine the same issue can contribute to a more comprehensive and well-rounded approach to problem-solving.
2. Micro-mobility should have a distinct voice within the community. Ensuring a separate focus on micro-mobility is crucial to address the unique challenges and opportunities associated with these modes of transportation. Often, motor vehicles dominate the topic of conversation within transportation, and without a separate commission focused solely on micro-mobility, it is likely that this will become the case in Bloomington.
3. We acknowledge that accessibility advocates are essential to the micro-mobility discussion, and it makes sense to partner with the Commission for Community Accessibility (CCA). Collaborating with the CCA could enhance our ability to address a broader range of issues related to transportation and safety.

In conclusion, our main objective is to ensure that, regardless of the decision to consolidate commissions, the recommendations and solutions discussed at the commission level are acted upon by the Common Council. We want to ensure that our collective efforts result in meaningful change and improvements in our community.



Sincerely,

Ann Edmonds
Bicycle and Pedestrian Safety Commission Chairperson