

Bicycle Pedestrian Safety Commission

AGENDA

July 8, 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

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Meeting Agenda:

1. Attendance
2. Approval of Minutes - June 10, 2024
3. New Business
4. Old Business
 - a. Advisory Transportation Commission Staff Update
5. Reports from Commissioners
6. Public Comment
7. Adjourn

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**Bicycle Pedestrian Safety Commission
MINUTES**

June 10, 5:30 P.M.

In-person and virtual hybrid meeting
McCloskey Room, #135

1. Attendance City Staff: Hank Duncan, Ryan Robling, Steve Cotter P&R, Michael Shermis Council for Community Accessibility
Commissioners: Jaclyn Ray, Stephanie Hatton, Drew Yeager, Ann Edmonds, Rob Danzman (zoom), Pauly Tarricone (zoom), absent: Kori Renn
Public who spoke: only recorded names of the public who made comments, see below

2. Approval of Minutes- May 13, 2024 **Drew:** moves **Rob:** seconds **Roll Call Vote:** all in favor

3. New Business

a. ADA Transition Plan: **Michael Shermis:** Transition Plan (sent in our email) required to have ADA Transition Plan to be more accessible, three in the past, this is the fourth, update every couple years, focus on positive first then the stats in second half, reviewed in public hearings, taking questions and concerns **Drew:** fantastic document, interested in how we can take this and move forward with this commission eg: inaccessible bus stop locations, or roadway improvements **Michael:** Hank and I are working behind the scenes, one key issue is to be included in conversations having to do with design so when Planning Dept. says we want input from ppl with disabilities, that's the biggest value, Hank is doing that regularly, City Council passed the Comprehensive Plan with the inclusion of accessibility principles; Dunn St. bet'n 3rd and 4th field stones are absolutely impossible to traverse for ppl with disabilities so we are starting to work on this, the historical designation should be trumped by accessibility issues, so could say we the BPSC believe historical designations should not trump accessibility issues, may keep the field stones or remove but we need to back up those principles, may want to talk to Hank about what specifically could be BPSC focused **Drew:** walked there and thought they need to be replaced but probably historical, how to make that more accessible **Ann:** bus stops picture with beautiful crosswalk, transit has data for which bus stops are heavily used, I'd like to see if we have standards for when do we do this kind of crosswalk, how much usage does a stop need to have to install this top of the line crosswalk, or based on amount of traffic, lines on street vs. raised cross walk, couldn't do Miller Dr. any crosswalks, can we set up standards to what leads to specific infrastructure? **Hank:** more of an engineering question than planner questions, we have adopted Boulder Colorado crosswalk standards currently, I am examining other cities documents, in the near future we will have our own updated standards **Rob:** when you go through process is it just historical data or do you think about projections for what's likely to happen 5 yrs 10 yrs from now? **Hank:** gets into the art of planning, the hard data we have is the historic data, but we look at demand, it's hard to predict but we would like to do that in the future and look to other cities that do that better than us **Ann:** picture that showed a sidewalk with a utility pole in center, not a good thing for ppl with accessibility issues, some sidewalks like along Hillside with mailboxes in the sidewalk, we are currently planning a MUP on High St. will they leave the utility poles? **Hank:** I can find out **Ann:** we should avoid that **Hank:** in general on-going conversation with Duke about moving utility poles example new Jackson Creek Trail has utility poles **Ann:** High St. MUP new section will be heavily used as commuter route **Drew:** average cost of moving utility pole? **Steve Cotter:** don't know, engineering project, lawyers working on it with Duke, also precedent problem and ambiguity about responsibility **Michael:** also on 11th St. west of Rogers in public ROW, walk and roll recently, engineers say 'we wouldn't design that today', how to address this takes a lot of time and money to figure out, there's no plan exactly but are aware of the problem, right attitude but expensive to address **Stephanie:** do street signs and fire hydrants fall under City? **Hank:** let me find out **Michael:** someone who is blind may use cane that goes under or by obstacle and they hit it while walking by, do call City and can be solved with small fix sometimes, other times the whole issue needs to be redesigned **Stephanie:** how do you feel currently about current projects being planned like Neighborhood Greenways, is accessibility being weighted or could we do more not just for bicycles and pedestrians, how to share resources and include all perspectives? **Michael:** 10-6 years ago, not great, the past 4 years the difference is phenomenal, I talk to Planning, Engineering, Economic Development, P&R frequently, they consult with me all the time, P&T head now regularly comes to our committee meetings, now more than ever before, I give them high marks, they know they need to do more and they ask questions and listen to feedback, No changes to the plan, is that what I'm hearing? **Ann:** any more concerns? No more comments from commissioners, open up to public comments, anyone in the room or online? **Eric Ost:** due diligence, prioritization and accountability, there has been time since ADA was passed, we need to do a better job at due diligence, I think we are still not doing a good job, 12% declare themselves mobility limited, prioritization how we spend our resources in our community, council committee on sidewalk \$350k budget, 7-line 3.2M, we have scarce and limited resources, less than 2% who use bicycles, follow-up on projects already done, H-W Greenway where we are narrowing the road without sidewalks so a person in a wheelchair will have to roll to middle of the road **Steve Layman:** seems like when you have things blocking sidewalk

or trail it's not much of an improvement, need to rectify the issue like utility pole and fire hydrant first to get the result you're looking for

b. Indiana Ave. Safety Improvements: **Hank:** public outreach, since 2018 nine fatal or serious injury collisions at seven different intersections so corridor wide problem, divides campus and downtown, 1.1 M visitors to Sample Gates, Council ordinance for 2039, we also completed comprehensive high injury corridors so we narrowed it down to Indiana Ave., not proposing anything specific yet, we will hear from public first, tomorrow 5:30-7 at Sample Gates, also online survey with 200 responses already, after that we will come back as staff, read all notes, look at what needs to be done to meet needs, safety project for all modes of transportation, July 16th second public meeting with preliminary concept, Aug 13th for third public meeting with developed ~70% concept and look for detailed feedback **Stephanie:** great there will be three meetings **Hank:** then heard and voted on my BPSC and Traffic Commish **Stephanie:** where to find crash data? **Hank:** still pw protected, can send locations **Ryan:** will be ready for the second public meetings **Hank:** I can pull this up **Ann:** IDS **Hank:** not same data **Ann:** SS4A map **Ryan:** yes, quasi-public, not ready yet **Hank:** lists the 7 intersections **Drew:** chance for City B'ton to invest in bringing the IU community into Bloomington **Ann:** currently most students are gone so not as much participation, it does impact students **Hank:** we engage with IU in different ways, it happens to be the timing of how we bid, I do plan on reaching out to IU students and have started contacting IU Depts., all students who registered bikes, we will also do pop-ups **Drew:** I can contact student body through IUSG **Rob:** a few projects over the years involved IU, they seem pretty far outside the conversation, this seems like one of these projects that's where town meets gown, could we bring them more into the fold? It will set a tone for visitors, life and death for some ppl, very little IU involvement historically **Hank:** that's why we have reached out to different departments and IU Transit, the places that receive the complaints, we would like to collaborate with them more, it's a community-wide project **Drew:** is commission interested in reaching out to students? **Hank:** let me touch base with you after this **Stephanie:** is this project in the T. Plan or result of High-Injury Network? **Hank:** in T. Plan calls for protected bike lane, SS4A highlighted this corridor that's the current impetus combined with the separate pedestrian project for curb ramps along Indiana **Stephanie:** staff-led, not next project in line in T. Plan, now some urgency **Hank:** T. Plan has hundreds of projects, this new data is the reason we are going forward with it, it needs improvement **Ann:** any other commissioner comments? Public comments? **Eric Ost:** collaboration, collaborating with IU, doing due diligence on last 5 years of data, I'd like to see the actual data, going back 10 years, parallel and orthogonal patterns of traffic, three of those intersections are not in the scope **Hank:** all are within the scope **Eric Ost:** Henderson and Smith, okay, prioritization where are the most crashes and injuries, I ask that Indiana Code requires crash data to be public, collaboration with public to participate up front, projects moved forward 15 months before a public meeting, like to avoid that in the future, opportunity to course correct here, I'd like to see better accountability and follow-up to see if we are achieving our goals **Ann:** SS4A really turns the priorities around, 2019 Plan would find good pathways and routes and make them better, SS4A now looks for all the bad places and improve the problems causing those crashes to reduce serious injury or death, we are changing our prioritization scheme now **Mack Leeson (zoom):** resident and part-time student, my concerns, I live at the Standard on 14th walk to campus, intersection of Indiana and 13th has no pedestrian trigger, needs a four-way stop, Indiana and Fess no sidewalk on south-side, no sidewalk 15th-17th on Indiana, on south-end of corridor inconsistent on west side of Henderson and cut outs for parking, I'd like the Indiana plan to extend from 17th to Hillside because not ADA accessible, connecting with student organizations would help **Chris Meyer (zoom):** IU employee, voice my support for dedicated bike lane along the Indiana corridor, existing bike infrastructure around campus but the western side not represented well, this would complete the loop and connector between campus and town, connect traffic corridors for bikes and increase safety for pedestrians too, connectivity and separation means for safety of all folks

c. W Countryside Ln. & Southern Pines Traffic Calming: **Hank:** shows slides, what were the effects of the previous traffic calming speed humps put in, now doing resurfacing, held public meetings, met with stakeholders, open comment period, now at BPSC meeting for a vote on design, a lot of comments that current speed humps are too narrow and cars drive around them so more dangerous for pedestrians, what we will install will be more aggressive to extend the width of the road so cars have to go over it, with a little bit of room for cyclists to avoid, the residents are worried about cut-through traffic, Summit Elementary school there so they want safe route for kids, want a gateway to show car drivers you are in a residential area, shows traffic counts, shows proposed design, 250-300 ft is typical distance for speed humps **Ann:** any crosswalk markings at Adams Hill St? **Hank:** no but look into addressing with resurfacing, more speed humps in general **Drew:** 11 count, 9 count **Hank:** not removing but changing spacing **Drew:** cost? **Hank:** minimal because street is already being resurfaced, mobilization cost is most expensive part **Drew:** estimated decrease in speed? **Hank:** hope to see impact at MUP path - Adams Hill Circle Dr. - Rockport gateway and also by the school **Stephanie:** the Maxwell speed humps are meant to make cars go 20 mph, designing to that speed? **Hank:** same profile as those humps, the speed counts Maxwell before 58% speeding now 4% speeding **Drew:** new designs are longer? **Hank:** wouldn't say designed to this project, but designed in general for projects now that we would put in **Stephanie:** look at Adams Hill Circle intersection any data for lived experience to add an all-way stop here? and maybe by the school as well? **Hank:** that was talked about, I'll talk to Neil Kopper, he knows more about stop-sign standards to be met but this project is only in coordination with asphalt-based

improvements **Ann:** curb ramps? **Hank:** with any project, the curb ramps is the bare minimum now, curb ramps are the standard for every City improvement anywhere **Ann:** Osage Place as well up RCA drive to Bernard 13 to 60 houses will add traffic, for the kids would want to go through park to Summit school, might be worth considering **Drew:** SYP path near Walnut new path or trail **Hank:** send me an email **Stephanie:** any public comments in opposition? **Hank:** not possible to make 100% of ppl happy, some want to remove everything, no traffic calming, vast minority, maybe 5%, a couple ppl opposed to changing speed humps then we talked about the profile, they saw that it was an improvement, all on the same team to slow streets but always different opinions **Ann:** commissioners online **Pauly:** nothing to add that hasn't already been stated, Neighborhood-Greenway program is cost affective and I applaud Staff **Rob:** I agree, all questions answered **Ann:** public comment **Rob:** moves to limit public comment to 3 mins **Stephanie:** seconds **Roll Call:** all in favor **Ann:** any public comments? none **Drew:** moves to approve **Jaclyn:** seconds **Roll Call:** 5 yes, 0 no one opposed, 1 abstained **Stephanie:** abstained b/c wants to see more information

d. Advisory Transportation Commission Staff Update **Ryan:** will present later, proposed one larger commission, will send email out **Jaclyn:** how many ppl? **Ryan:** 9 **Ann:** BPSC 7, Transportation 9 and Parking 9 so 25 to 9 **Ryan:** start all new people, no continuation of members, only 5 public members, 21 to 5 public members, 10 SS4A committee members but we dropped that SS4A will be the continued members, due to timing and other concerns, possible start date in January 2025 **Jaclyn:** who makes final decision? **Ryan:** Council with the three commissions comments taken into consideration

7pm adjourned

4. *Old Business*

5. *Reports from Commissioners*

6. *Public Comment*

7. *Adjourn*