



Monday, April 9, 2018  
5:30 – 7:00 p.m.  
Hooker Conference Room, Bloomington City Hall

### **AGENDA**

- I. Call to Order and Introductions
  - II. Approval of Minutes – February 12, 2018 and March 12, 2018
  - III. Public Comments
  - IV. Communications from Commission Members
  - V. Reports from Staff
    - a. City Project Updates
    - b. Bikeshare Update
  - VI. Old Business
    - a. Update on Allen Street
    - b. Small Projects Next Steps
    - c. Accessible bicycling event
  - VII. New Business
    - a. Lightning Talk on Bike Buses: Julia Karr
    - b. Eco-Counters: A year of counting in review: Natasha Jensen
    - c. Downtown Bicycle Parking Study: Natasha Jensen
    - d. Crossing at Covenanter and College Mall Road
    - e. Volunteer Opportunities: IU event on Saturday, April 14; Bike Rodeo on Saturday, July 21, 2018
    - f. Towing Ordinance Update: Mark
  - VIII. Topic suggestions for future agendas
  - IX. Upcoming Meetings/events – Monday, May 14, 2018, BPSC Regular Meeting
  - X. Adjourn
- \*Action requested*

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Monday, February 12, 2018  
5:30 – 7:00 p.m.

Hooker Conference Room, Bloomington City Hall

## MINUTES

- I. **Call to Order and Introductions:** Members Present: Mark Stosberg, Jaclyn Ray, Jim Rosenbarger, Mallory Rickbeil, Suepinda Keith; Public Present: Rob Brown, Paul Ash, Allen Balkema, Kendall Miller, Christine Stephenson; Staff Present: Beth Rosenbarger, Neil Kopper
- II. **Approval of Minutes – January 9, 2018:** Minutes were approved.
- III. **Public Comments:** None
- IV. **Communications from Commission Members:** Mark brought up the topic of predatory towing and suggested that Bloomington consider revising its non-consensual towing ordinances along the lines of the one used in Indianapolis. He may bring a more specific proposal to endorse in the future.
- V. **Reports from Staff**
  - a. City Project Updates: Neil Kopper reports that IU has been adding wider sidewalks and bike lanes down Woodlawn. This summer the project will continue down to 7th street with bike lanes and wider sidewalks.
  - b. Neil Koppert reports that next summer IU will continue updating Jordan better walk facilities up to 10th street. The street will be slightly wider, and the sidewalks will be a bit wider.
- VI. **Old Business:** None
- VII. **New Business**
  - a. **UDO Updates – create a list:** Commission members provided a number of suggestions for proposed UDO updates: Minimize drive cuts, Clarify bike parking requirements; Consider dedicated bike and walk facilities as well as shared-use paths; Parking behind buildings is more pedestrian friendly; Fewer drive thrus; Promote minor increases in density, such as splitting corner lots or allowing duplexes in core neighborhoods; Off-street parking should not be required with single family homes; Reduce minimum lot sizes

April 6, 2018

- b. **Updates: Terrible, Horrible Ride; Allen Street; Transportation Plan; Bikes Month; Bikecentennial:** Beth and Neil and are working to do a temporary install on Allen Street in April from Walnut to Henderson to update the street to make it better work as neighborhood greenway. The City is still collecting feedback on the Transportation Plan until the 24th. You can still draw on the wiki map until the 21st. Feedback on 121 Kirkwood: Retail is token-- too small.
- c. **Interest in Advocacy and Outreach:** Some community members have met and are working to form an advocacy group. Beth will keep the Commission updated.
- d. **Spring Happenings: UDO Update, Sustainability Plan:** Lots of planning projects happening from the City right now.
- e. **Small Needs Next Steps:** Need to create a list of the projects where Commission Members can vote. Then, we will narrow down the list and take next steps from there. Mallory is interested in helping figure out a way to allow commission members to vote online.

**VIII. Topic suggestions for future agendas:** Allen Street follow-up and Small Needs list

**IX. Upcoming Meetings/Events - Work Session –tbd BPSC work session –** It was decided this meeting is not necessary and it is cancelled

**March 12, 2018 BPSC regular meeting**

**X. Adjourn:** 7:00 p.m.

*\*Action requested*

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Monday, March 12, 2018  
5:30 – 7:00 p.m.  
Hooker Conference Room, Bloomington City Hall  
**MINUTES**

- I. **Call to Order and Introductions:** Members present: Mark Stosberg, Julia Karr, Barbara Salisbury, Jim Rosenbarger; Public present: Ron Brown, Paul Ash, Allen Balkema; Staff: Neil Kopper
- II. **Approval of Minutes – February 12, 2018:** Approval of minutes was tabled until the next meeting due to low attendance.
- III. **Public Comments:**
- Allen Balkema reported he had to jump out of the way when a bicyclist swerving back and forth on a sidewalk on West 6th street came close to hitting him and his dog.
  - Ron Brown expressed concern about the pedestrian crossing distance at Vernal Pike and Industrial Park. This intersection is in the jurisdiction of the County and INDOT.
  - Paul Ash reported that he thought the "dismount" signs downtown were a brilliant idea.
- IV. **Communications from Commission Members:**
- Barbara reports that the Monroe County Coalition for Access and Mobility is planning an Accessible Cycling event to highlight options for people with disabilities riding bikes. Zagster might have some accessible bikes to show. IU may also have adaptive options available. Tandems might also be there. Event is the third Saturday in May. The Coalition meeting is next Wednesday.
  - Jim reports that there's no longer "bike may use full lane" overhead at 11th and College and would like to see it return.
- V. **Reports from Staff**
- a. City Project Updates: Neil reported on the School Zone Enhancement project. The project would focus areas where kids are crossing the street. The City wants to have short speed zones that drivers are actually likely to comply with that are active with flashing beacons during limited times of day when kids are crossing the road. The lights would flash constantly during school commute times, for perhaps 30 minutes per session. Some streets near schools might lower speed limits if they are within the school walk zones. Some intersections near schools might get four-way stops.
- The planned University/Tamarron crossing is planned to have both the timed, flashing School Zone lights at the edge of the school zone as well as a press-to-activate flashing stop signal at the pedestrian crossing.
- BPSC voted in support the City's School Zone project.

VI. **Old Business**

April 6, 2018

- a. **Update on Allen Street:** Allen Street update: Neil showed some potential options for the Allen Street update. Proposed install date is May. The City is attending at least three neighborhood meetings for feedback.
- b. **Small Projects Next Steps (Mallory or we discuss next month)**

**VII. New Business**

- a. **Accessible bicycling event on May 19 – Barbara**
- b. **Comments for Plan Commission Case: PUD on S. Maxwell and E. Short Street**  
BPSC is in favor of connecting the two ends of Short Street with a bike/ped connection.  
BPSC voted in favor of having the developers build the portion of the bike/ped trail that was planned go through their property.  
BPSC is in favor of connectivity with the YMCA  
BPSC is generally in favor of the project.

**VIII. Topic suggestions for future agendas:**

Mark follows up with specific towing ordinance update  
Julia Karr will present a lighting talk on bike buses

**IX. Upcoming Meetings/events – Monday, April 16, 2018, BPSC Regular Meeting**

**X. Adjourn**

*\*Action requested*

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# MEMO:

**To:** Plan Commission  
**From:** Bicycle and Pedestrian Safety Commission  
**Date:** April 3, 2018  
**Re:** Co-Housing PUD on Short Street



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The Bicycle and Pedestrian Safety Commission (BPSC) reviewed the Co-Housing PUD on Short Street at their March 12, 2018 meeting.

In general, the BPSC supports this development. Infill development helps to add housing options that can use walking, bicycling, and public transit as transportation options. This development needs improvements consistent with the adopted Bicycle and Pedestrian Transportation and Greenways System Plan.

At this time, the site for the PUD is not well-connected. The adopted Bicycle and Pedestrian Plan calls for a sidepath/connector path along Short Street that continues southeast to connect with Wexley Road. A sidepath is a path parallel to and adjacent to a street and within the right-of-way, separated from vehicles with a 5-foot tree plot. A connector path is a stand-alone facility, not parallel to a street and not within right-of-way. Both facilities are a minimum of 8-foot wide but the preferred width is 10-foot wide, in particular for the connector path portion.

The BPSC is in favor of the proposed facilities in the adopted Plan. The facilities would serve to connect Short Street and connect with neighborhoods to the southeast. By connecting the two ends of Short Street including a sidepath and building their portion of the connector path, the development will be in a better situation for future connectivity. Additionally, the BPSC favors connecting the property to the YMCA property to the south.

As described in the adopted Bicycle and Pedestrian Plan, connector paths link neighborhoods to nearby trails or destinations. To accommodate multiple users, the connector path must be a hard surface and minimum of 8 feet wide, but 10 feet is the preferred minimum width, which will be updated in the new, forthcoming Transportation Plan. In this case, the connector path serves to connect neighborhoods in an area with no east/west connections; the path will also enable more direct, higher-comfort, and safer access to the Jackson Creek Trail for neighborhood residents. Between Hillside Drive and Winslow Road, there is no way to connect from Highland Street to High Street. Connector paths help to connect pedestrians and bicyclists in areas such as this to reduce overall travel distance and avoid busier, more dangerous streets that can deter a person from walking or bicycling.

Currently, the Short Street right-of-way is not built and not accessible to all. If the development wants to encourage walking, bicycling, and transit use, then this connection must meet the needs of pedestrians, bicyclists, and transit users.

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Recommendations from the Bicycle and Pedestrian Safety Commission:

1. Connect the two ends of Short. The adopted Bicycle and Pedestrian Plan calls for a sidepath at this location adjacent to a public street. The sidepath must be a minimum of 8 feet wide, separated from the street with a 5-foot tree plot.
2. The development must build its portion of the connector path, which is planned through this property. The connector path must meet the plan's specifications: minimum of 8 feet wide (10 feet preferred), hard surface trail, and separated from motor vehicles.
3. The BPSC supports a connection to the YMCA property.

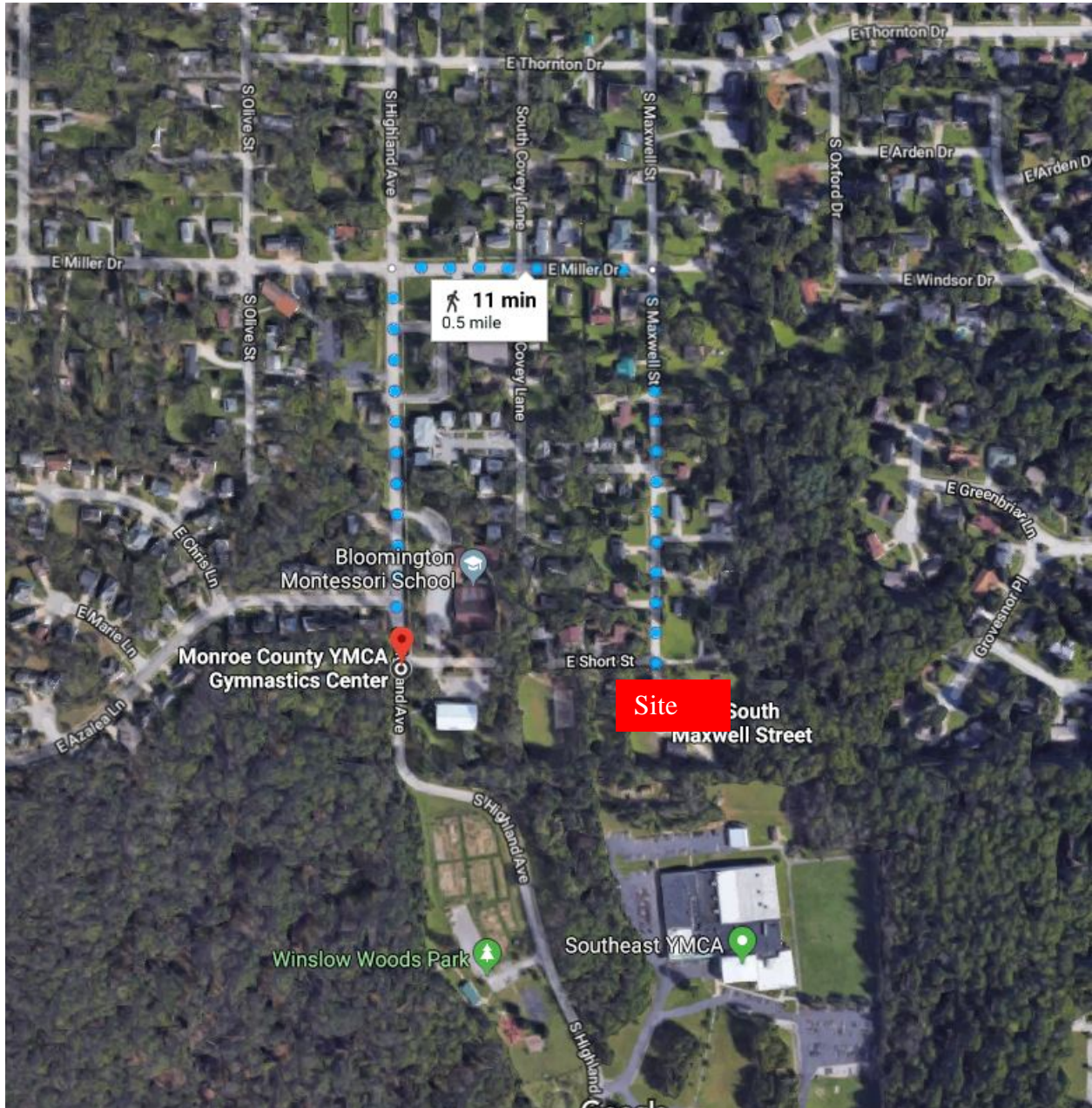
## Exhibit 1: Co-Housing to Bloomington High School South



Without an accessible connection on Short Street, pedestrians and bicyclists must go out of their way and travel on a street with higher motor vehicle volumes (Miller Street) compared with a lower-speed, lower-volume neighborhood street (Azalea Street). In addition to adding time (10 minutes) and distance (0.4 miles), the route makes it less likely that anyone would choose to walk and it makes it less pleasant for those who do.



Exhibit 2: Travel west without Short Street connection



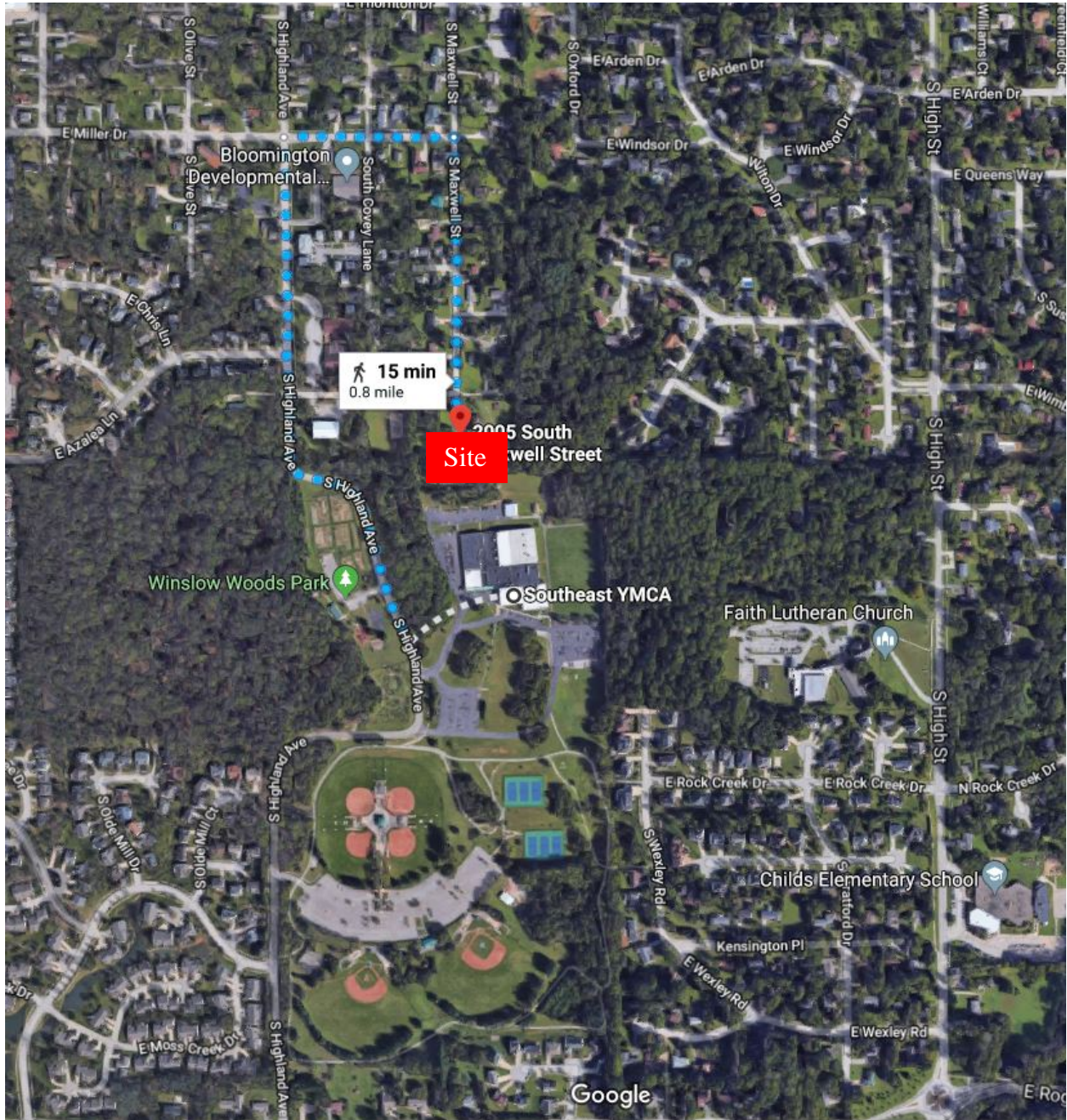
Without an accessible Short Street connection, every trip westward from the Co-Housing development would include an extra 0.5 miles. For a pedestrian, this is an additional 10 to 11 minutes for every trip. Providing an accessible connection for pedestrians and bicyclists on Short Street creates a high-comfort connection and creates an accessible connection to transit on Highland Avenue.

### Exhibit 3: Connection to the Jackson Creek Trail



The connector path described in the adopted Bicycle and Pedestrian Transportation and Greenways System Plan enhances connectivity for walking and bicycling. The connector path would reduce the distance to access the Jackson Creek Trail by half—from 1.5 miles to 0.75 miles. In addition to reducing the time and distance, the path provides a high-comfort connection for people walking and people bicycling.

Exhibit 4: Connection to the YMCA



While not part of the adopted plan, a connection to the YMCA property would be useful for the YMCA and its members. For those who live on Maxwell Street or traveling from the north, a connection could be valuable. For this property, without an actual connection to the YMCA and without the Short Street accessible connection, residents would need to walk 15 minutes in order to arrive at the property next door. The YMCA could consider constructing its own connection to the connector path in the future.



Beth Rosenbarger &lt;rosenbab@bloomington.in.gov&gt;

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## UDO Update Stakeholder Meeting - Save the Date!

1 message

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**Scott Robinson** <robinsos@bloomington.in.gov>

Fri, Apr 6, 2018 at 10:49 AM

Cc: Terri Porter &lt;porteti@bloomington.in.gov&gt;, Jacqueline Scanlan &lt;scanlanj@bloomington.in.gov&gt;

Bcc: rosenbab@bloomington.in.gov

### Environmental/Sustainability/Transportation and Neighborhoods/Historic Preservation:

Clarion Associates will be conducting the next series of stakeholder meetings April 30th and May 1st. The next step in the process, as detailed in the [Project Summary](#), is the current UDO assessment, which is based on feedback from the February stakeholder and public meetings.

Your group is scheduled to meet on:

- **April 30th, at 5:00 - 6:30 PM in the Council Chambers at City Hall.**

An annotated outline will be available, which will identify recommended development regulations that need to be added, deleted, or revised to better align the UDO with the Comprehensive Plan objectives. The project website, [bloomington.in.gov/udo/update](http://bloomington.in.gov/udo/update), will post project documents as they become available and you can sign up for email updates.

We hope you are available for this meeting. If not, you are welcome to send a representative in your place, or you can attend the general public meeting on **Tuesday, May 1, 6:30 to 8:00 PM at the Monroe County Public Library, room #2B.**

We appreciate your participation in this process and we look forward to meeting with you soon. Please don't hesitate to get in touch if you have any questions.

--

Scott Robinson, AICP  
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## How Coverage of Pedestrian Fatalities Dehumanizes Victims and Absolves Drivers

By Angie Schmitt | Mar 28, 2018 |  40



Image: KTNV-TV

**M**edia coverage of pedestrian fatalities is literally a matter of life or death. When a driver hits and kills another person with a car, the reporting that follows has a huge influence on how we respond — or if we choose to respond at all.

In [a new paper published by MacEwan University](#), Heather Magusin analyzed 71 media accounts of 10 pedestrian and cyclist fatalities in Edmonton, Alberta, in 2016.

Magusin developed a framework that will ring true to people who question why preventable traffic deaths are so often referred to as “accidents.” Here are the rhetorical patterns she identified in these press accounts that serve to dehumanize victims and gloss over acts of dangerous driving.

## Use of passive voice

Press accounts tend to use the passive voice when describing traffic fatalities. As in, “A pedestrian was hit by a car.” Only three out of 71 articles used the active voice.

The passive voice “conveys subtle messages about blame and responsibility,” writes Magusin, “distancing the driver from the act.” And that affects the way people perceive events and assign culpability.

## Obscuring the driver’s role

The corollary to usage of the passive voice is to frame the vehicle, not the driver, as the agent of violence.

In 33 of the 71 stories, the vehicle was the subject inflicting harm on a person. Another 24 stories did not mention the driver or the vehicle — both were obscured through use of the passive voice.

Even in drunk driving cases, the motorist “was never directly associated with active verbs of death or violence,” writes Magusin, “suggesting that, regardless of culpability, there is resistance to associating drivers with the violence of traffic incidents.”

The word “killed” appeared in 23 stories, but almost never as an act committed by a driver. Only two stories used the verb that way.

## Denial of victim’s identity

In 42 stories, no biographical details were used to describe the victim. In an additional 18 articles, the only descriptor was the victim’s age. Only eight headlines ascribed humanizing qualities to the victims — “beautiful young girl” or “always happy,” for instance.

The victims who were portrayed more sympathetically tended to fit a type that Magusin calls the “ideal victim,” meaning they “were likely seen as more vulnerable and innocent due to their age and female sex.”

“Pedestrian deaths are reported as isolated incidents with no human repercussions and no link to larger systemic health and safety issues, and drivers are nearly always rhetorically and linguistically absolved from blame,” Magusin concludes. “This reflects the social reality



of pedestrians, one that prioritizes vehicle traffic over pedestrian safety and enforces both physical and rhetorical car-dominance.”



## The exception: Drunk driving

There was one type of crash where exceptions to these rules tended to surface. More culpability was assigned to motorists in drunk driving cases. Two of the three headlines that used the active voice, for example, were about drunk driving crashes.

While the discrepancy is troubling, it also shows that norms aren't immutable.

One local paper — Metro Edmonton — now has a policy to use the active voice in headlines about collisions involving pedestrians and cyclists. Magusin holds this up as a sign that advocates are shifting the narrative about traffic deaths and bringing closer attention and more compassionate coverage to the issue.

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Filed Under: Media Watch, Pedestrian safety, Promoted

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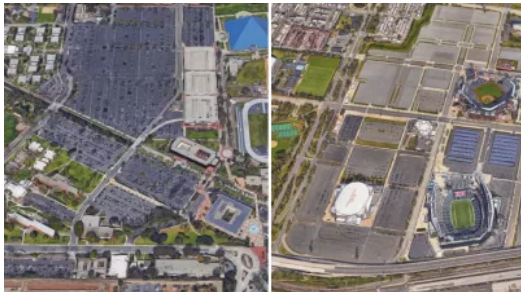


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**Jim Brown** • 8 days ago

I'd love to see a similar analysis of the way car crashes are reported.

• Reply • Share



**Jonathan Krall** • 8 days ago

Great article. Thanks. It reminds me of this brief article explaining the "past exonerative tense." When the phrasing treats all people as inactive, no one is reported to be culpable.

<https://www.mcsweeneys.net/...>

2 • Reply • Share







**disqus\_1pvtRUVrlr** • 8 days ago

Interesting and ironic given that I pointed out Angie's failure to give the victim in the Tempe cra (Ms. Herzberg) an identity in her initial reporting on March 19.

^ | v • Reply • Share ›



**Glen Buhlmann** • 9 days ago

Don't forget: "The victim was wearing dark clothing" and "the driver remained at the scene and cooperated with police" (if the driver is mentioned) which implies that's all the driver could've done.

I would say that in addition to DUIs breaking some of these patterns, so do hit-and-runs. In those cases you will see stronger language used and blame ascribed to the driver. They also tend to give details of the driver if caught.

For bicyclers killed by motorists: "the cyclist (dehumanizes) was not wearing a helmet (victim blaming)."

6 ^ | v • Reply • Share ›



**Lauren Bertrand** → Glen Buhlmann • 7 days ago

If the cyclist could have survived with a helmet, but lacked one, then the odds are good that the cyclist does indeed bear some responsibility. Bicyclists aren't always victims; not all drivers involved in collisions with bikes are aggressive or careless.

I do appreciate the researchers' efforts to deconstruct journalistic syntax to isolate bias. I wish it would happen more often for other forms of reporting on heavily polarizing issues. Because journalists do this sort of thing all the time.

^ | v • Reply • Share ›



**Stuart** → Lauren Bertrand • 6 days ago

If the cyclist could have survived with a helmet, but lacked one, then the odds are good that the cyclist does indeed bear some responsibility.

If a shooting victim could have survived being shot had they been wearing a bullet-proof vest, do they bear some of the responsibility for being shot to death?

If a pedestrian could have survived being hit by a car with a helmet, but lacked one, do they bear some responsibility?

Bicyclists aren't always victims; not all drivers involved in collisions with bikes are aggressive or careless.

This is true, but completely orthogonal to whether or not a cyclist is wearing a helmet. A cyclist can cause a collision while wearing a helmet, or have been unable to avoid a reckless driver while not wearing a helmet. Stories should focus on the circumstances that caused the collision, not whether the cyclist was



wearing a neimet.

1 ^ | v • Reply • Share ›



**Lauren Bertrand** → Stuart • 4 days ago

Let's certainly hope we never get to the point where pedestrians walking outside a vehicular ROW are in eminent threat of getting hit by a car, or of getting shot. A world where we need helmets and body armor just to walk to the store seems pretty bleak.

Maybe I'm not keeping up with the joneses, but I believe most reports of serious injuries or fatalities in an automobile DO report when the casualty didn't wear a seat belt. In many ways, it's seen as a lesson to be learned for what constitutes unlawful driving in 49 of the 50 states.

^ | v • Reply • Share ›



**Cynara2** → Glen Buhlmann • 8 days ago

For pedestrians killed by cyclists: "The pedestrian was not in the crosswalk" or "the pedestrian should have looked before he stepped out" or "pedestrians need to be aware of their surroundings," "pedestrians should not rely on their sense of hearing," etc.

1 ^ | v • Reply • Share ›



**drporkchop** → Cynara2 • 7 days ago

How many pedestrians have been killed by cyclists in the past 10 years or so? Maybe several? So you shouldn't have a hard time citing the articles in which these "quotes" appeared.

^ | v • Reply • Share ›



**bettybarcode** • 9 days ago

My favorite is when someone reports that a car \*deliberately\* did X or Y. Motor vehicles do not possess intent.

If you're on Twitter, please flag zombie car reporting with #DriverNotCar. Save it for people who are paid to communicate (reporters, law enforcement), not ordinary, private citizens who still have the "hit by a car" habit.

2 ^ | v • Reply • Share ›



**John French** → bettybarcode • 8 days ago

As a frequent pedestrian and occasional cyclist I often find myself ascribing agency to cars rather than their drivers. I think cars have a dehumanizing effect on their operators, insulating them from the people with whom they share the road and leading to antisocial behavior behind the wheel.

Many people behave very differently behind the wheel of a car than they otherwise would.

^ | v • Reply • Share ›



**Ferdinand Cesarano** → John French • 8 days ago





This is true. Dangerous sociopathic tendencies are given free rein when people are driving.

^ | v • Reply • Share ›



**Augsburg** • 9 days ago

So very true, and glad you are highlighting this wrong. By and large, most media personnel and law enforcement too view the world through the windshield of their car, and therefore have little or no empathy for pedestrian or bicyclist victims of car crashes.

3 ^ | v • Reply • Share ›



**bettybarcode** → Augsburg • 9 days ago

And here's another hashtag! #WindshieldBias. Use it early, use it often.

^ | v • Reply • Share ›



**GRY** • 9 days ago

It is also rare that actions in the situation are described. Inside or outside of a crosswalk for example; That risk factor is so large, for pedestrians, yet rarely reported.

The speed of the motor vehicle is often reported, as if that is the primary or only force in the cause of accidents. The location of the cyclist or pedestrian is the #1 risk factor in collisions involving motor vehicles. Reporting Location and Actions for the motor vehicles, cyclists, and pedestrians would bring closer attention to the root cause of accidents.

^ | v • Reply • Share ›



**jarendt** → GRY • 7 days ago

Speed rarely is reported. Sometimes speeding is. Once the crash happens, speed is the #1 risk factor for life or death, not what is written on a sign next to the road or whether there are lines painted on the ground.

^ | v • Reply • Share ›



**disqus\_1pvtRUVrlr** → GRY • 8 days ago

CRASH. They are crashes. Amazing that given the content of the article commentators perpetuate the subject of the article such as using the term "accident". For more than a decade now those of us in the transportation profession have been making a concerted effort to change the language, and yet many still use "accident".

^ | v • Reply • Share ›



**Ken Dodd** → GRY • 9 days ago

Speed is not only a huge factor in the cause of accidents (slower reaction time, longer braking distance, taking other road users by surprise) but it's also the overwhelming factor in whether or not the crash is fatal. For every 5mph over 25mph, the chance of pedestrian death in a collision rises exponentially.

And in actual fact, locations/circumstances of pedestrians and cyclists are almost always mentioned in newspaper reports, even when such information has not been verified with evidence. And usually because of a statement given by police who make such statements without proof. "Police said he was outside the crosswalk/crossing mid block



How Coverage of Pedestrian Fatalities Dehumanizes Victims and Absolves Drivers – Streetsblog USA  
statements without proof. I once said he was outside the crosswalk/crossing mid block  
or "It appears that the cyclist ran a red light" etc.



4 ^ | v • Reply • Share ›



**GRY** → Ken Dodd • 9 days ago

I'm with you on the speed being a big factor in the fatality of accidents, just not the cause.

Pedestrians also must abide by the rules of the road. "A pedestrian should not suddenly leave a curb, or other place of safety, and cross into the path of a vehicle as this creates an immediate hazard."

^ | v • Reply • Share ›



**Frank Kotter** → GRY • 8 days ago

Facts matter sir. Please educate yourself because your 'feeling' are not in line with reality.

FK

^ | v • Reply • Share ›



**GRY** → Frank Kotter • 8 days ago

The items in quotes above are directly copied and pasted from the California statutes. It is up to the driver to be aware of the pedestrian, and give them the right of way if possible, but when a pedestrian leaves the curb and crosses the path of a vehicle, they CREATE the hazard. The motor vehicle going 40 mph in a 45 mph zone is not the hazard, according to California state law it is the other way around. Laws in other states may vary.

^ | v • Reply • Share ›



**Cynara2** → GRY • 9 days ago

It is not necessarily an infraction for pedestrians to cross outside of a crosswalk. Please read about your responsibilities to pedestrians in the motor vehicle code.

4 ^ | v • Reply • Share ›



**GRY** → Cynara2 • 9 days ago

Totally agree. In my state , and many, it is up to drivers to avoid pedestrians. But that responsibility is not unlimited. In CA; "although pedestrians have the right-of-way, they also must abide by the rules of the road. A pedestrian should not suddenly leave a curb, or other place of safety, and cross into the path of a vehicle as this creates an immediate hazard. Furthermore, a pedestrian must not stop unnecessarily or delay traffic while in a crosswalk."

So both parties have responsibilities, and may share some blame, even though the results of any collision are always more harmful to the pedestrian.

^ | v • Reply • Share ›



**Cynara2** → GRY • 8 days ago





And it is very dangerous to spread that information leaving the line after that out: Nothing in this section absolves the driver (or cyclist) of their duty of care to the pedestrian. It is codified law that cyclists and drivers "safeguard the life of the pedestrian" and all times to the very best of their ability. Obviously, the people programming self driving cars are not programming that part in.



1 ^ | v • Reply • Share ›



**GRY** → Cynara2 • 7 days ago

So true. The problem remains that at 40 MPH, a person stepping in front of a car, gives themselves and the car NO chance to avoid a fatal crash. A car can not go from 40 mph, to stopped in 5 feet. Better autonomous programming needed for sure, but that still would not have prevented the recent AZ crash.

^ | v • Reply • Share ›



**Stuart** → GRY • 6 days ago

but that still would not have prevented the recent AZ crash.

You mean the one where the footage shows that the pedestrian had already crossed several lanes with no obstructions of any kind, and thus should have been clearly visible to the AV's LIDAR system for quite some time according to experts in the field? The one where the car did not decelerate at all, either during the time the pedestrian was in view of the LIDAR system, or even during the time she was visible even in the poorly-light-calibrated dashcam footage (which, based on both other people's videos of the same area and analysis of the vehicle's headlight range must be dramatically understating the light level at the time)?

There will be cases where AVs can't prevent collisions, but that was not one of them.

^ | v • Reply • Share ›



**GRY** → Stuart • 4 days ago

The video I have seen shows shows a pedestrain that did not look right or left before entering a roadway. If that is done by a driver, it is consider careless or reckless driving.

Careless and reckless pedestrians will always be at a high risk of collisions. Great LIDAR might not be able to factor in crazy actions by nearby humans.

^ | v • Reply • Share ›



**Ian Turner** → GRY • 9 days ago

At least here in NYC, speed is almost never mentioned when a driver kills a pedestrian, even in cases where the damage to the car suggests the collision happened at high



speed. I reviewed the February fatalities and not one of the articles reported on speed.

3 ^ | v • Reply • Share ›



**GRY** → Ian Turner • 9 days ago

Interesting.

I noticed (but did not research) the California coverage to be the opposite. For example the Arizona Uber crash reported that the Uber car was going 40 in a 45 mph zone. Although not in the headline, it was none the less, in the opening paragraph.

^ | v • Reply • Share ›



**1980Gardener** • 9 days ago

i think this type of reporting makes sense. In many cases, other than drunk driving, it would be irresponsible for a journalist to assign blame to a driver as it any accident reconstructions or investigations may not be resolved for weeks.

^ | v • Reply • Share ›



**bettybarcode** → 1980Gardener • 9 days ago

This caution is never applied to sportswriting. Someone reporting a ballgame never writes that a bat struck out in order to protect the ballplayer against insinuations of intent to throw the game. They say "Casey has struck out."

3 ^ | v • Reply • Share ›



**1980Gardener** → bettybarcode • 9 days ago

Yes, though sportswriting is quite a different animal - or so I would think as I don't ever read any sportswriting ;)

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**bettybarcode** → 1980Gardener • 6 days ago

Indeed, no analogy is flawless. It was the closest one I could come up with. I love a good analogy, so I would welcome other comparisons.

1 ^ | v • Reply • Share ›



**Ian Turner** → 1980Gardener • 9 days ago

And yet, such caution never seems to apply when it comes to assigning blame to victims.

Using the word "accident" is itself a judgment. If we are going to be so careful then we would call it a collision or crash until after an investigation.

10 ^ | v • Reply • Share ›



**1980Gardener** → Ian Turner • 9 days ago

"And yet, such caution never seems to apply when it comes to assigning blame to victims."

- yes, I think that is the bigger problem with the reporting.



"Using the word "accident" is itself a judgment. If we are going to be so careful then we would call it a collision or crash until after an investigation."



- Yes, while collisions or crashes are very rarely not accidents, the use of the term does involve the judgement that reporters should avoid.



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**Stuart** → 1980Gardener • 6 days ago

while collisions or crashes are very rarely not accidents

Really? If a driver is knowingly speeding, despite the fact that this is well known to increase the chance of collision, is it still an "accident" if they hit someone? How about if they are texting while driving (again, well known to be quite dangerous)?

If you define "accident" broadly enough to answer yes to those questions, then it's a pretty meaningless term when it comes to discussing who is at fault in a collision.

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**1980Gardener** → Stuart • 4 days ago

"Really? If a driver is knowingly speeding, despite the fact that this is well known to increase the chance of collision, is it still an "accident" if they hit someone?"

- Yes. Accident speaks to intent, not negligence.

"How about if they are texting while driving (again, well known to be quite dangerous)?"

- Yes. Accident speaks to intent, not recklessness.

"If you define "accident" broadly enough to answer yes to those questions, then it's a pretty meaningless term when it comes to discussing who is at fault in a collision."

- I define accident as it is defined in the dictionary - you know, the real way.

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**Larry Littlefield** • 9 days ago

We certainly heard details about the victim who was homeless in the Uber case.

The difference in the Bruns case is that the driver's record was made public. If she had a clean record, or perhaps a couple of tickets long ago, perhaps there wouldn't be so much anger at one mistake caused by a health issue. And rightfully so.

More attention would have been paid to the fact that until recently every motor vehicle safety advance has been designed to protect people in the vehicle, not people outside the vehicle.

In the case of the Uber safety driver, her prior criminal record was publicized, perhaps in an



in the case of the Uber safety driver, her prior criminal record was publicized, perhaps in an attempt to absolve the vehicle. That is irrelevant. It is the driving record that matters.

2 ^ | v • Reply • Share ›



**Vooch** → Larry Littlefield • 9 days ago

Larry,

point of clarification on Eliane, the victim killed by Uber, she had recently left her husband and was living at a friends home.

2 ^ | v • Reply • Share ›



**HamTech87** • 9 days ago

Great piece.

3 ^ | v • Reply • Share ›

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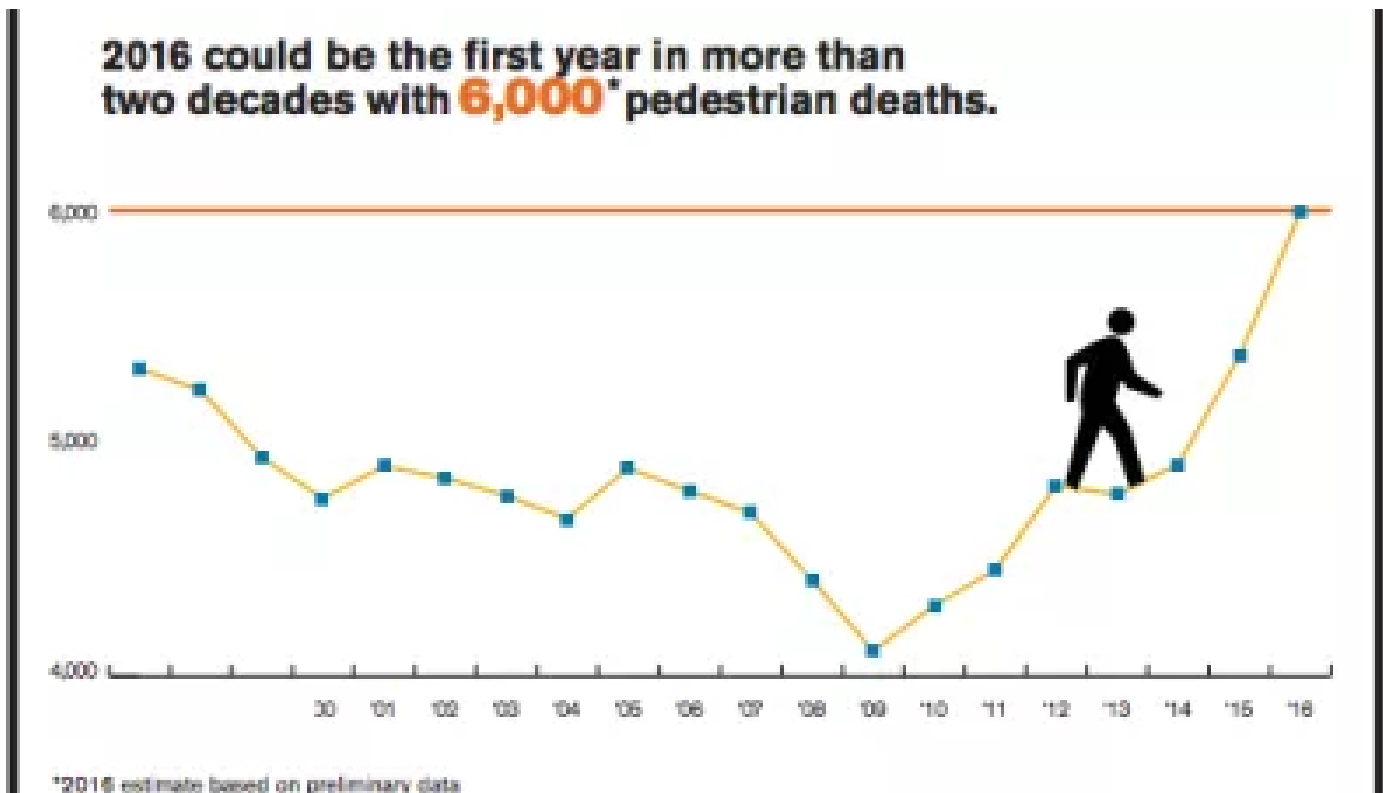
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