

**Bicycle Pedestrian Safety Commission**  
**Agenda - Monday, September 9, 2019 5:30 – 7:00 p.m.**  
**Hooker Conference Room, Bloomington City Hall**

**Purpose:**

- Developing safety programs, policies, and partnerships
- Serving as a citizen's forum concerning safe access for pedestrians, bicyclists
- Encouraging the hosting of walking, bicycling, and running events in a safe manner
- Reporting and recommending to the Mayor, Council, Planning and Transportation and Public Works regarding pedestrian, bicyclist issues

**Suggested Media for September:**

**Listen:** Family Pedals Podcast- Electric Bikes and Inclusivity (Nov 28, 2017) (Link: <https://www.familypedals.com/2017/11/28/podcast-dave-cohen/>)

**Read:** Attributes of a Bike-Friendly Community by the League of American Bicyclists (Attached)

**Watch:** MOTHERLOAD Trailer (<https://www.youtube.com/watch?v=qKTIhTftWO4>)

**Meeting Agenda:**

1. Call to Order/ Attendance
2. Approval of Minutes – August 2019
3. Public Comment/ Communications from Commission Members
4. Reports from Staff
5. Old Business
  - a. \*Summit Elementary Neighborhood/ Broadview Neighborhood Traffic Safety Program
  - b. Building Partnerships for Policy Systems and Environmental Changes – Presentation by Annie Eakin of the Purdue Extension Nutrition Education Program
6. New Business
7. Upcoming Meetings/events –
  - a. Local Motion Grant Presentations- October 7, 2019 @ 5:30 (Hooker Conference Room)
  - b. Bicycle Pedestrian Safety Commission Meeting- October 14, 2019
  - c. Fall Family Bike Fest- October 10-13, 2019 ([www.fallfamilybikefest.com](http://www.fallfamilybikefest.com))
8. Adjourn

*\*Action requested*

**Auxiliary aids for people with disabilities are available upon request with adequate notice. Please call [812-349-3429](tel:812-349-3429) or e-mail [human.rights@bloomington.in.gov](mailto:human.rights@bloomington.in.gov).**

## **I. Call to Order / Announcements / Events Upcoming**

In attendance: Annie Eakin, Ian Yarbrough, Ron Brown, Jim Rosenbarger, Paul Ash, Mallory Rickbeil, Mark Stosberg, Jacklyn Ray, Julia Karr, Ann Edmonds, Craig Medlyn.

## **II. Approval of Minutes - June 2019**

### **III. Public Comment**

1. Ron Brown noted that between 5th (Kirkwood) and 6th on the B-Line there is some gravel next to the B-Line. There's also a sheet metal chicken there with appendages that protrude towards the helmet/head level. Ron reports that two cyclists have reported that the sculpture has hit their helmets as they rode by.
2. Ron reported that he did a U-Report on two dangerous grates on the Courthouse square and got a positive response that both grates would be replaced.
3. Ron reports that IU is improving a sidewalk to Assembly Hall near Woodlawn Ave. He had reported this as a problem area a couple of years earlier.

### **IV. Communications from Commission Members**

1. Ann Edmonds reports that the new connection on Short Street is almost done. Separately, several years ago she reported a U-Report from Huntington and Thorton to Thorton and Troy Court.
2. Mark Stosberg reported that he submitted a U-Report regarding bike parking at Bryan Park pool. He observed two days where the current bike parking was full or overflowing. He's waiting to hear back on the resolution.

### **V. Reports from Staff**

1. Mallory is working on updating the policy for Bloomington's Neighborhood Traffic Safety Program. She's trying to lower the barrier to *apply* for the program, which is currently set to 51% of residents of the neighborhood. Instead, she's considering having the residents vote on a plan which may be developed later in the process.

### **VI. Old Business**

#### **1. Commission Impact Re-evaluation**

- Mallory suggested focusing on policy development for the rest of the year. Some commission members advocated for data-driven decision making policies, like using Walk Score to prioritize pedestrian improvements.

### **VII. New Business**

1. Broadview NTSP Application Review/ Vote (Tabled)
  2. Summit Elementary NTSP Application Review/Vote (Tabled)
  3. Feedback to the COB for planters and pedestrian safety on Washington/Kirkwood
- We agreed that lower plants or a sunken bioswale would solve the visibility problem with tall plants. A tree with a taller canopy is another option.

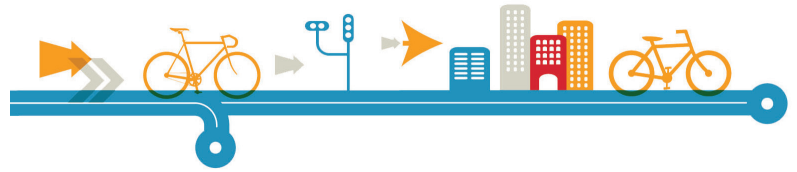
## **VIII. Upcoming Meetings/events –**

1. MPO Policy Committee Meeting (1:30-3PM, Council Chambers)
2. BPSC 7th Street Working Group Information Session (TBD, During the Week of July 21st)
3. Bloomington Bike Advocates Meeting (Monday, July 8th 7:30-9:00pm, Location TBD)



# ATTRIBUTES OF A BICYCLE FRIENDLY COMMUNITY

[bikeleague.org/content/communities](http://bikeleague.org/content/communities)



## ENGINEERING

There's a local [Complete Streets policy](#) with implementation guidance, staff training, policy checklist, compliance procedure, and compliance performance measures.

There are standards for bicycle facility design and implementation that meet or exceed the [AASHTO Guide for the Development of Bicycle Facilities](#) and [NACTO Urban Bikeway Design Guide](#), as well as regular training opportunities on best practices and [funding bicycle projects](#) for engineering and planning staff.

There are various types of on- and off-street bicycle facilities that best fit the context of density, automobile speeds and congestion, to improve safety and encourage more people of all ages and abilities to bicycle.

The on- and off-street bicycle network is well-maintained to ensure usability and safety.

There are convenient ways for the public to comment on maintenance, safety and other issues impeding bicycle accessibility.

High-speed and/or high-volume streets have designated bicycle facilities such as [bike lanes](#), [buffered bike lanes](#) and [cycle tracks](#) to enable bicyclists of various skill levels to reach their destinations quickly and safely.

Non-arterial and collector streets have a speed limit of 25 miles per hour or lower.

The street network is well [connected](#).

Intersections are [safe and convenient for bicyclists](#).

There is an [ordinance](#) ensuring [high-quality](#), safe and convenient bike parking options at destinations throughout the community.

People can easily combine [bike and public transit trips](#).

There is a Smart Growth land use policy that encourages bicycling, pedestrian and transit trips.

There is access to suitable public lands for off-road bicyclists.

The bicycling network is enhanced by a network of [bicycle boulevards](#), a [bicycle wayfinding system](#), and solutions to improve accessibility across barriers like highways, bodies of water and [disconnected streets](#).

## EDUCATION

There is a local [Safe Routes to School program](#). Bicycle-safety education is a routine part of primary and secondary school education and the surrounding neighborhoods are safe and convenient for biking.

There are bicycle education opportunities for children and youth outside of school through bike rodeos, youth recreation programs, helmet fit seminars or a [Safety Town](#) program.

There is a [public awareness campaign](#) using [Public Service Announcements](#) and other media to make both motorists and cyclists aware of their rights and responsibilities.

There are [regular opportunities](#) for adults to develop their bicycling skills, from [videos for self-teaching](#) to in-depth training like the League's [Traffic Skills 101](#), and local League Cycling Instructors are available for training.

There's a motorist education program [for professional drivers](#).

## ENCOURAGEMENT

There is an active, engaged bicycle advocacy group representing the interests of bicyclists and potential bicyclists.

[Bike Month](#), [Bike to Work Day](#), and [Bike to School Day](#) are promoted in partnership with local bicycle advocacy groups.

[Individualized marketing](#) and [bike challenges](#) promote bicycling.

The mayor and/or local council host or participate in bike rides, and support community bicycling events.

There's a bike club, and the community hosts a variety of regular bicycling rides and events that appeal to cyclists of all ages and abilities.

Learn more at [bikeleague.org/content/communities](http://bikeleague.org/content/communities)

There is a Ciclovía or [Open Streets](#) type event, closing off a major corridor to auto traffic and offering the space to cyclists, pedestrians and group exercise events.

There are bicycle-themed community celebrations or social rides each time a new bicycle-related project is completed, showing off the community's good efforts and introducing new users to the improvements.

The tourism board or local chamber of commerce promotes bicycling in the area to [boost the local economy](#).

Residents and visitors have access to rental bikes and automated [public bike sharing systems in larger communities](#).

Local public agencies, businesses and organizations promote bicycling to work and seek recognition through the League's free [Bicycle Friendly Business program](#).

Local colleges and universities promote bicycling and seek recognition through the League's [Bicycle Friendly University program](#).

There are numerous bike shops offering a variety of bikes and accessories, a co-op or community bike shop, and opportunities to rent or loan a bike in the community.

There are empowering youth bicycling programs such as [Earn a Bike programs](#).

There is a local [bike map](#) printed and online that addresses diverse needs and skill levels.

Recreational bicycling is promoted through amenities like a mountain bike skills parks, cyclocross courses, or BMX parks.

There are short [themed-loop routes](#) around the community with appropriate way-finding signage.

## ENFORCEMENT

There's a law requiring a [safe passing distance](#) of at least three feet.

There are increased penalties for harassing, injuring or killing [vulnerable road users](#), including cyclists.

Speed limits can be 20 mph or lower in some neighborhoods and near schools.

Bicyclists are [not required to use a sidepath or bike lane](#) and have discretion on [where to ride on the road](#).

It's illegal for drivers to [drive distracted](#), use a handheld cell phone or text while driving.

Data is collected — and publicly available — on traffic citations issued, prosecutions, and convictions of incidents related to bicycles.

There's a police bike patrol, and designated law-enforcement point person who interacts with the bike community.

Law enforcement officers are offered [regular education](#) on the rights and responsibilities of bicyclists and traffic law as it applies to bicyclists and motorists.

Law enforcement officers distribute helmets, bike lights and bike locks (or coupons to local bike shop) to encourage cyclists to ride more safely and discourage bike theft.

Law enforcement officers use targeted enforcement and information-sharing to encourage motorists and cyclists to share the road safely.

Law enforcement officers report cyclist crash data and potential hazards to the public works department, traffic engineers and transportation planners.

Most streets and key shared-use paths are well lit at night.

Volunteer trail patrols ensure safety of remote trails.

## EVALUATION/PLANNING

There's a [Bicycle Advisory Committee](#) or Bicycle & Pedestrian Advisory Committee that meets at least several times a year to make [policy and program](#) recommendations and ensure the bicycle program is held accountable to citizens.

In larger communities, designated [agency staff members](#) lead and coordinate the community bicycle program in close cooperation with the Bicycle Advisory Committee.

There is a current, comprehensive bike master plan with dedicated funding, specific targets for ridership and safety, and tools for [evaluation and monitoring progress](#).

Bicycle use is researched [beyond](#) the U.S. Census' [American Community Survey](#) report (i.e. through participation in the [National Bicycle and Pedestrian Documentation Project](#)) to more efficiently distribute resources according to demand.

Bicycle [crashes are studied](#) and a plan is in place to reduce the number of crashes in the community.

There is a mechanism that ensures that bicycle facilities and programs serve the entire community equitably.

*And, of course, lots of people are riding bikes!*

Learn more at [bikeleague.org/content/communities](https://bikeleague.org/content/communities)



## Bicycle & Pedestrian Safety Committee Staff Report

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**Project/Event:** Neighborhood Traffic Safety Program (NTSP) applications from 2 neighborhoods

**Staff Representative:** Liz Carter

**Date:** September 9, 2019

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**Report:** The NTSP is the process by which neighborhoods may apply for, and if approved, receive traffic calming. Two neighborhoods, the Broadview neighborhood and the neighborhood surrounding Summit Elementary, have applied for traffic calming recently. The applications are unique because these neighborhoods are applying to keep existing traffic calming, which was put into place by the City Engineer using a 90-day order.

The City Engineer originally put in temporary traffic calming, speed humps in this case, to prevent vehicular traffic from cutting through neighborhoods during the reconstruction of the Tapp/Rockport intersection. Staff got such positive feedback from neighborhood residents that the question of whether to make the traffic calming permanent was raised. Staff held public meetings for each neighborhood to receive feedback and explain the NTSP process. Both neighborhoods were enthusiastic to keep the traffic calming and decided to apply for the NTSP in order to keep the speed humps.

The NTSP has many steps, and one of them is the petition being validated by the Bicycle and Pedestrian Safety Commission. If the petitions are validated, they will move to the next step, which is a public meeting.

**Recommendation and Supporting Justification:** Staff recommends validation of the petitions and that they continue on to public meetings.

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Name: Broadview Date: 8/2/19  
Telephone #: \_\_\_\_\_ E-mail: broadviewneighborhoodassoc@gmail.com  
Neighborhood Association (if Applicable): Broadview Neighborhood Association  
Street Name(s): Graham, Ralston, Coolidge  
Section and Township of Neighborhood: Perry 5  
City Councilperson Signature: \_\_\_\_\_

X Chris Sturbaum Date: 8/2/2019

#### General Description:

Please be as descriptive as possible. Include references, if applicable, to excess speed, cut-through traffic, congestion/excess volume, safety concerns, running/ignoring regulatory signs, etc. If necessary, use another sheet of paper and attach to this application.

In the Broadview Neighborhood, the proactive measure of installing temporary calming devices taken during construction on Tapp and Rockport Roads have shown to be highly effective in slowing traffic and increasing safety.

#### Suggestions and Comments:

Suggestions are helpful to City staff so that we can get a better feel of what your neighborhood wants to accomplish from this program, and what types of studies would be most appropriate. This can include changes to infrastructure, educational programs, increased enforcement, or any other measure that you, as a neighborhood or group, feel that the City can do to address your concerns. A process that has proven to be very helpful is when neighborhoods and groups conduct surveys beforehand and include them with the application. If necessary, use another sheet of paper and attach to this application.

As the Switchyard park nears completion we expect increased foot and other modes of transportation and traffic through our neighborhood. Interested parties along with the Broadview Neighborhood Association are petitioning to retain all of the current "temporary" calming devices that were placed in our neighborhood and; these temporary devices are to be considered to be permanent and;

an additional calming device be considered and placed on Ralston and;

we would ask that measures be put in place to prohibit driving around the calming devices and onto private property and;

further calming studies be done on Coolidge Ave. as the reports have shown substantial calming as a result of the temporary calming devices on Ralston and Graham, but increased speeds on Coolidge.

#### Questions about the application or the NTSP:

Any questions about the NTSP or the application should be directed to 812-349-3423 or [planning@bloomington.in.gov](mailto:planning@bloomington.in.gov).

#### In General:

It is also encouraged for the applying party to have a 'pre-application' meeting. In this meeting the City staff can provide assistance such as mailing lists, maps of the areas in question, and general advice and guidance in other matters, such as determining effected areas for the application.

#### Resident Signatures:

A petition, with signatures and addresses, from at least 51% of the effected residences/businesses in the neighborhood or area must be attached to this application for submittal. Each household or business is entitled to ONE signature on the petition. City staff will verify all addresses.

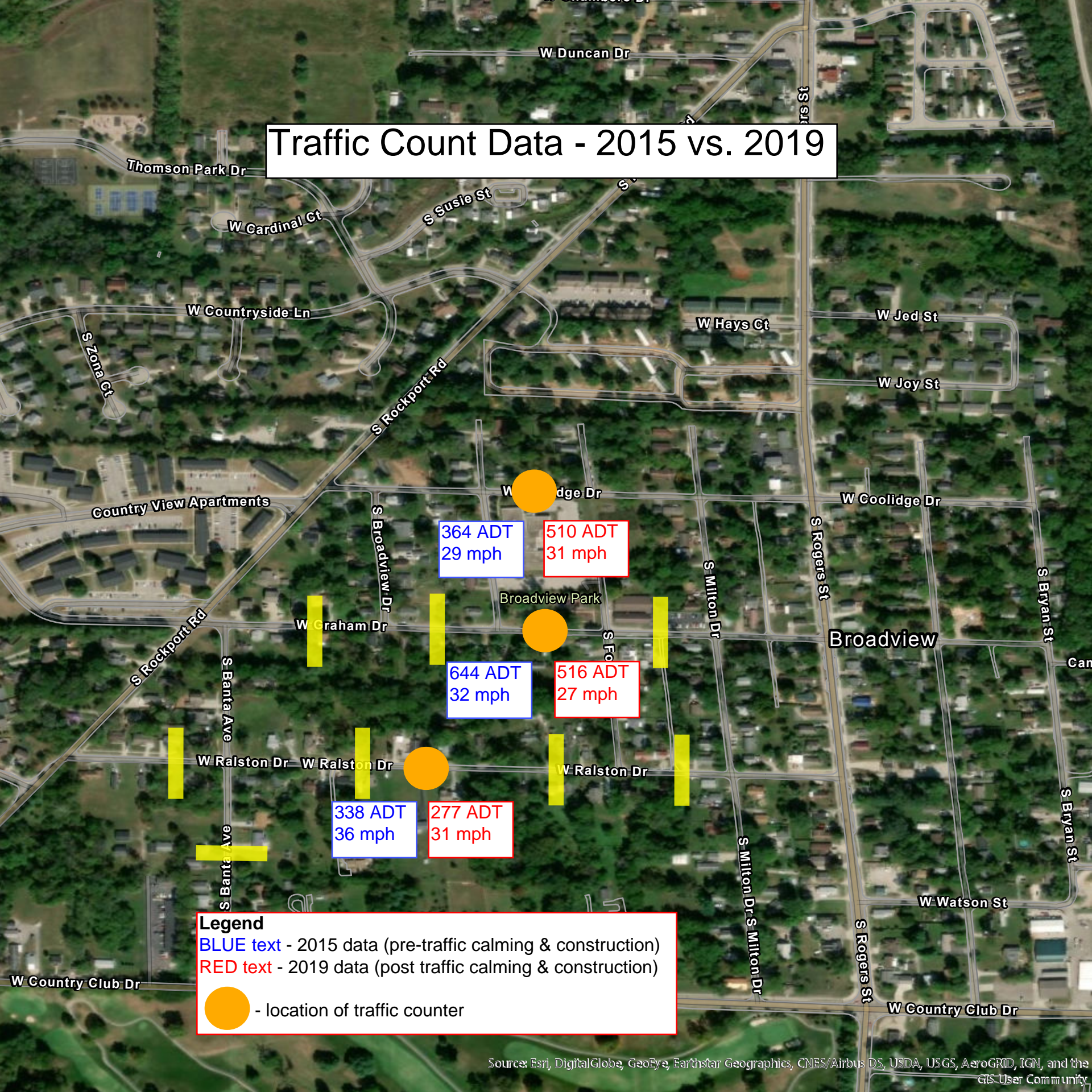
Mailing address:

City of Bloomington  
Planning and Transportation  
P. O. Box 100  
Bloomington, IN 47402

#### Neighborhood Traffic Safety Program:

Copies of the complete NTSP are available from the Planning and Transportation Department anytime during regular business hours. It is highly recommended that the entire process be carefully reviewed before any application is made.

# Traffic Count Data - 2015 vs. 2019



## Legend

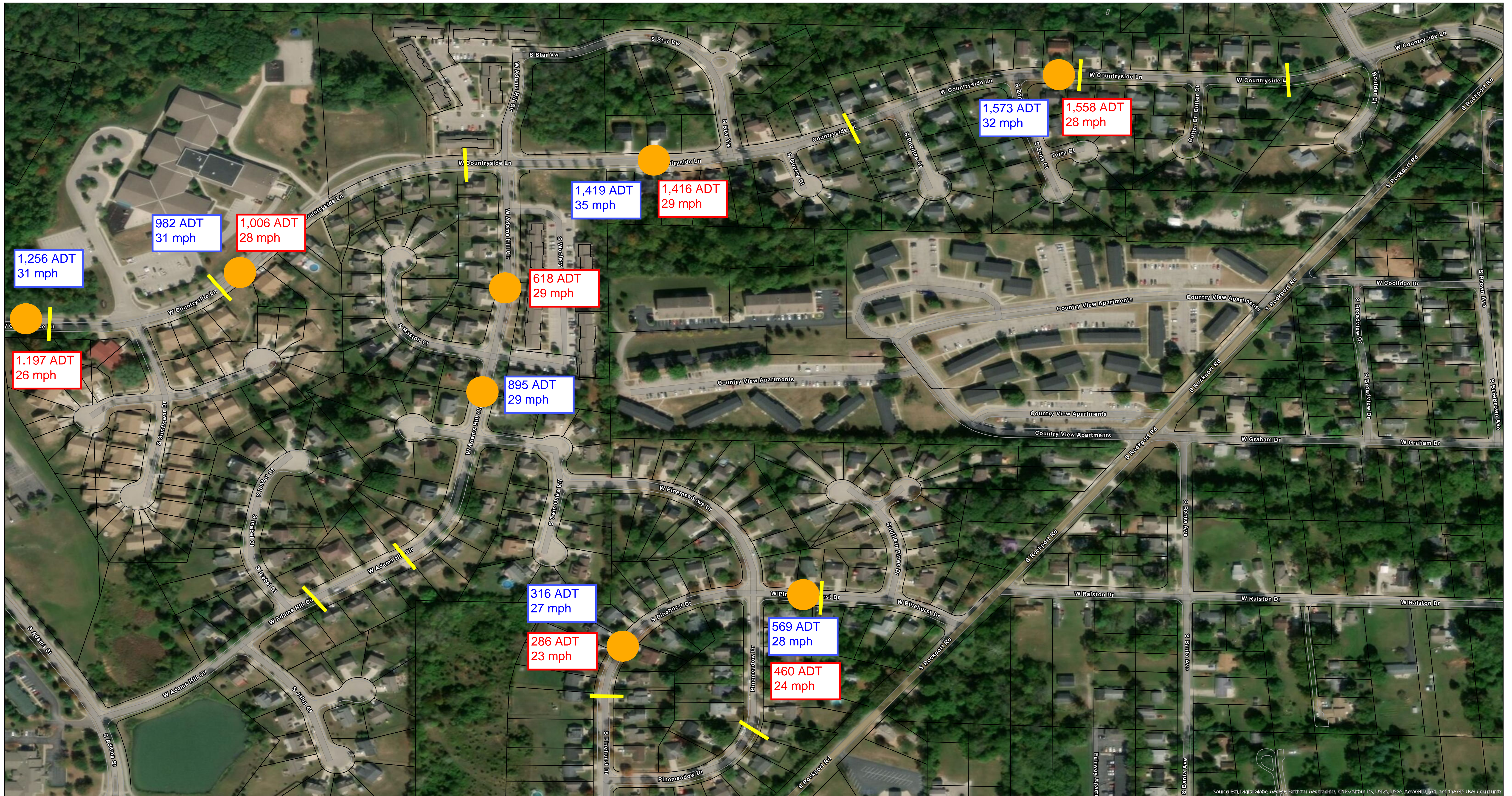
BLUE text - 2015 data (pre-traffic calming & construction)

RED text - 2019 data (post traffic calming & construction)

Orange circle - location of traffic counter



# SPEED CUSHIONS & TRAFFIC COUNTERS NORTH OF TAPP, WEST OF ROCKPORT



## Legend

**BLUE text** - 2015/2016 data (pre-traffic calming & construction)  
**RED text** - 2019 data (post traffic calming & construction)

- - location of traffic counter
- | - location of speed cushion

0 150 300 600 US Feet

