

Bicycle Pedestrian Safety Commission

Agenda - Tuesday, July 28, 5:30 – 7:00 p.m.

Zoom Link: <https://bloomington.zoom.us/j/92375792686>

Meeting Agenda:

1. Call to Order/ Attendance
2. Approval of Minutes – June 2020
3. Old Business
 - a. Timeline for Local Motion Grants
 - b. 7-Line Protected Bicycle Facility
 - i. Comment Period
 - ii. Vote to Support Project
4. New Business
 - a. Equity Mapping presentation - Mark Stosberg
 - b. * Discussion: Action Items for Equity, COVID-19, Safety and more
 - c. Dr. Clark's Statement as a Council Supported Letter
 - d. BPSC Elections/ BPSC Mission Statement
5. Reports from Commission Members
6. Public Comment
7. Adjourn

Announcements/ Actionable Items:

- **The August 2020 BPSC Meeting will be Postponed** due to staff travel. New Date: 5:30 to 7pm between August 17th- 31st. Details TBA
- **Public Transportation Survey:** a survey related to experiences using the Bloomington area's current transportation system and about ideas about how to improve the transportation system.
 - -Ongoing: Now thru Fall 2021
 - [Link](#)
- **Lower Cascades Trail Conversation Pilot:** Currently the city's widest trail, the converted road also gives users a unique opportunity during the current public health crisis for physical distancing while exercising outdoors.
 - Ongoing- Now thru Winter 2021
 - Informational Website
 - Visitor survey

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.

City of Bloomington, Indiana

Bicycle and Pedestrian Safety Commission

Minutes for June 9th, 2020 meeting

Attendance

- Mark Stoberg, Mallory Rickbeil, Ron Brown, Paul Ash, Randy Paul, Ian Yabraugh, Jacklyn Ray, Ann Edmonds, Beth Rosenbarger, Kelly Clark, Elizabeth Cox-Ash, Jim Rosenbarger, Craig Medlyn, Tom Zeller, Sagar from StructurePoint, Annie Eakin, Joseph Neukam

New Business

Local Motion Grant Timeline

Mallory proposed moving up the Local Motion Grant timeline. The proposal was to put the requests for projects in June.

BPSC approved the uploaded timeline.

7-Line Project Overview

The [7-Line](#) project is about building a comfortable bike connection from the B-Line to IU Campus using a protected bike lane. On the IU side, the facility will end at Woodlawn. Sagar from StructurePoint was on hand to present progress with Beth Rosenbarger and answer questions.

One question that came up was how bicyclists would turn left onto Walnut when heading east. One proposal was a “two stage left”, aka the “[Copenhagen Left](#)”. Cyclists would first continue straight across the street then pivot north and proceed North on Walnut with the light.

At unsignalized intersections, raised crossings are used.

Bus islands along the route have been re-designed compared to how they work on Third Street. Cyclists will not have to weave around them but will cross a raised crosswalk as a reminder to slow for pedestrians headed to and from the bus island. This also serves as a raised pedestrian crossing. This should make it more comfortable for pedestrians as well, as they don't have to go down to street level and back up to a curb. This design will also make snow removal easier due to the wider width compared to the bus islands on Third Street.

Parking would be removed on the street due to space constraints. The parking reduction will be helpful to buses, who have had problems contending with narrow lanes and parked cars in the past.

Another improvement is conflict reduction near 7th and Woodlawn where buses pulled over in the bike lanes, and cars did as well for drop-off / pick-up. The bus island will service the buses without conflict, while cars won't be able to block the bike land due to the physical barrier.

Bus times along the corridor should improve as well.

Gaps are planned in the physical barriers so storm water can flow.

There will be more meetings about the project. Every resident on the street will be getting postal mail about the meeting.

Reports from Staff

Mallory - BBC Grant Pivot

Mallory has been working with the BBC to adjust how the Grant Program will work considering COVID-19. A previous plan to provide bike parking at summer events no longer makes sense. Instead, some funds will be spent on marketing and promoting cycling.

Reports from Commission Members

- Paul Ash appreciates the new facilities by Mother Hubbard's cupboard.
- Jim Rosenbarger has been enjoying the closure in Lower Cascades. Mark Stosberg also observed it being used by walkers, runners and cyclists as a less stressful facility. Jim proposed that BPSC draft a memo in favor of the project. However, Tom Zeller and Kelly Clark report that they've both heard negative feedback about the Lower Cascades closure from car drivers who live nearby or have regularly driven through.

Old Business

- We had previously discussed the steep dirt path by the 7th Street Underpass at 46. Many people elect to use the cut-through rather than the designated path. Mallory reports that this feedback has been passed along to the Parks Department.

Public Comment

- Randy Paul is running for County Commissioner and is supportive of the bike/ped plans being discussed here.
- Mark Stosberg suggested possibly making meeting attendance via Zoom possible in the future. Others were supportive. Randy Paul highlighted that the format is much more accessible to those with disabilities.

The purpose of the Bicycle and Pedestrian Safety Commission (BPSC) is to support safe access to our public spaces for pedestrians, cyclists, transit, and people using other 'alternative' modes of transportation. We as a commission are deeply disturbed by the attack on two people as they exercised their first amendment right to protest on the streets of downtown Bloomington. This is an extreme example of how motorist entitlement to exclusive use of roadways can endanger pedestrians and cyclists. BPSC was deeply invested in addressing this issue before the dramatic reprioritization we have all undergone due to the ongoing worldwide pandemic. The simultaneous worldwide reckoning with the reality of institutionalized racism and its impact on the everyday lives of Black, Indigenous People of Color (BIPOC) makes it easy to forget that Bloomington has seen the deaths of two pedestrians in crashes within the last year, but this more recent and deliberate attack is a grim reminder that protecting the rights and safety of both pedestrians and cyclists in a car-centric community is our responsibility. In light of all this, we would like to publicly recognize that our mission is meaningless if we are not working to ensure that our streets, sidewalks, and transit systems are safe for everyone in our community.

Our commission is exclusively Caucasian, and in acknowledgement of the 50+ years of research indicating that BIPOC, senior citizens, and economically disadvantaged households are both more dependent on and less likely to have access to safe and reliable transportation, we understand that we too have much work to do. We vow as a commission to work with all relevant authorities, including the mayor, common council, the plan commission, and the planning and transportation department to ensure that pedestrian and cyclist safety remain foremost in investigating crashes and especially motorist attacks within the City of Bloomington. To this end, we will seek volunteers from our membership to attend and report back on the meetings of these entities, along with those of the Community Council for Accessibility, the Human Rights Commission, and the Board of Bloomington Transit. This will aid us in ensuring that we are working in tandem with both city authorities and citizen groups to center the needs of the most vulnerable users of our streets and transit systems.

Further, we pledge to continue to provide video teleconference access to our commission meetings even after it is no longer strictly necessary. We invite members of the public and local activist groups to join us in ensuring that the Bicycle and Pedestrian Safety Commission is narrowly focused on providing "a citizens forum for discussion and recommendation of improvement to existing facilities and planning of new projects concerning safe access for cyclists, pedestrians and runners," as is our ongoing mission.

We commend the efforts of our local law enforcement in acting swiftly to bring this attacker into custody. We also see it as a small victory in the greater battle to ensure our municipal streets are safe and accessible for everyone, not just to protest, but also to cycle, walk, run, and take advantage of public transportation. By reaching out and seeking to understand the objectives and workings of other groups concerned with the safety and wellbeing of our residents, we can harness the power of collaboration and community to make all our residents feel safer on our streets.

References

https://library.municode.com/in/bloomington/codes/code_of_ordinances?nodeId=TIT2ADPE_CH2.12BOCOCO_2.12.080BLBIPESACO

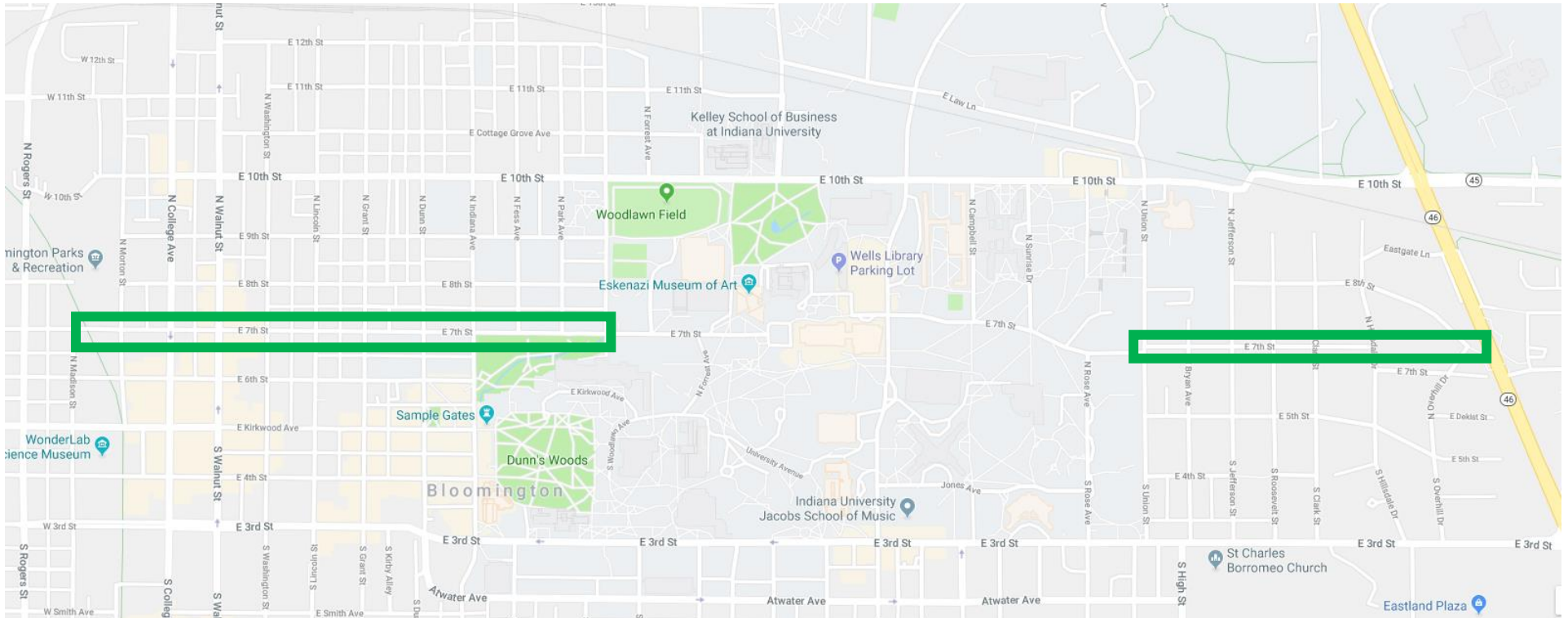
<https://www.asanet.org/sites/default/files/savvy/journals/CC/Jun13CCFeature.pdf>

https://www.transit.dot.gov/sites/fta.dot.gov/files/FTA_Report_No._0030.pdf

<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4905604/>

7th Street Improvements

- 1st Section: 7th Street, B-Line to Woodlawn Avenue
 - Design: 2-way Protected Bicycle Lane designed to increase safety and comfort for all roadway users
 - 0.7 miles
 - Design will include separation for bus stops and street design improvements for bus traffic.
- 2nd Section: 7th Street from Union Avenue to the Bypass
 - Design: Neighborhood Greenway designed to calm traffic and prioritize walking and bicycling
 - 0.6 miles





**2-way Protected
Bicycle Lane
example from West
Lafayette, Indiana**



2-way Protected Bicycle
Lane example from
Austin, Texas