

Bicycle Pedestrian Safety Commission

Agenda – Monday, October 12, 5:30 – 7:00pm

Zoom Link: <https://bloomington.zoom.us/j/96070073036?pwd=V3JXV3ZsOEtQcVYyWW1BbFM5MHVBUT09>

Meeting Agenda:

1. Call to Order/ Attendance
2. Approval of Minutes – September 2020
3. Old Business
4. New Business
 - a. Site Selection for Traffic Calming Rubric
5. Reports from Staff
6. Reports from Commission Members
 - a. Sidewalk Equity Mapping – Mark Stosberg
7. Public Comment
8. Adjourn

Announcements/ Actionable Items:

1. **TCGP/ Comprehensive Plan Tracking @ City Council**
 - a. Wednesday, October 21, 2020
 - b. 6:30pm
 - c. [For more information/ zoom link](#)
2. **November BPSC Meeting**
 - a. Monday, November 9, 2020
 - b. 5:30pm
3. **November TCGP Work Session (Provided the TCGP Policy Passes)**
 - a. Monday, November 16, 2020
 - b. 5:30pm- 7:30pm

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City of Bloomington, Indiana

Bicycle and Pedestrian Safety Commission

Minutes for Sep. 28th, 2020 meeting

1. Attendance

City Staff: Mallory Rickbeil, Sara Gomez, Neil Kopper, Beth Rosenbarger, Desiree King
Commissioners: Mark Stosberg, Paul Ash, Jaclyn Ray, Ann Edmonds, Ian Yarbrough, Kelly Clark, Jim Rosenbarger,
Public: Ron Brown, Davey's Phone, Casey Green, John Kennedy, B Square Beacon, Jim Shelton

2. Approval of minutes: approved and seconded

3. Old Business

4. New Business

a. Title 12 Updates –Sara Gomez

-Use of the right of way during excavation; the City is suggesting these changes:

-Walk Around Requirements: to ensure public safety

-Violation fees

-Creating fee schedule in Title 12

-Enforcement and Penalties: consistent procedures in place

-Mark: what can the BPSC do to help?

-Sara: any questions or thumbs up for this

-Mark: walk around problems do come up in our meetings, looks like the proposal would improve this problem

-Ann: is this for City or do others dig in the right of way?

-Sara: intent for everybody to do their best to meet these standards eg: capital projects don't have to apply for this, but in general the majority of things would fall under this

-Ann: Rogers Rd. up the hill has no walk-around, is that legitimate?

-Neil: it is a federally funded City project, had non-accessible sidewalk so technicality made it not have to make a walk-around and it wasn't very feasible

-Kelly: if they are in violation of this new policy, who do they report to?

-Sara: for a violation a notice would be sent to the property owner and the contractor, typically a warning is sent first, then notice of violation letter sent with a fine

-Kelly: how do citizens report violations?

-Sara: call City or file a U-Report

b. Traffic Calming and Greenways Program –Mallory Rickbeil

-Do we want a presentation or just a discussion about the policy?

-Presentation by Mallory Rickbeil

-Year and a half to re-do this policy and working with two neighborhoods who were navigating the current process, given her lots of perspective on traffic calming

-Traffic calming devices: speed cushions and bump-outs (effective and cost efficient)
-Why? Streets poorly designed in the 1950s; speeds are way faster, no sidewalks, no curbs, further setback houses, and speed limit enforcement not great
-Current policy has very high barriers: time, privilege, trust; not measurable; few installed, no process for evaluating after installation
-New policy has 1) resident-led and 2) staff-led processes; annual cycle for resident-led; both are data driven; transparent;
-Why staff-led? To work on projects included in Transportation Plan and risk situations that can't wait 'till residents organize to do it
-Resident-led flow chart: green dots included BPSC feedback
-Staff-led flow chart: more streamlined
-Internal concerns covered
-Paul: likes the staff-led aspect, agrees wealthier nabes get more amenities; interested to see how to go about removal / adaptation eg: Allen and Rogers island needs changing
-Ann: do we look at this rubric every year?
-Mallory: yes, in order to be flexible
-Ann: greenways, those will be City-led, will there be an effort to involve users who don't live in that neighborhood?
-Mallory: yes, absolutely
-Beth: maybe need a set of things we do every time to let users know, maybe a website?, join an email list to send updates, annual press release?
-Jim: worked on first program, engineering dept. so different, really happy with this version, worth looking at which nabes get the funds; may also need a couple examples to work through to make comparisons and quantify how we would select projects based on a set of objective scores
-Mallory: yes, at next meeting and at a work session
-Beth: objective criteria lives outside the policy but is there and transparent
-Mark: costs for traffic calming v. sidewalk
-Mallory: sidewalks 2-3 one-block projects with \$50k annually; could do \$3k per speed-bump (Beth in chat: sidewalks cost \$1 million a mile)
-Mark: seems easier to get a sidewalk than a traffic-calming project doesn't make sense if it is a fraction of the cost so makes sense to make this process easier
-Mallory: funding is also another issue
-Mark: highlight the benefit to the City, we can get a lot further a lot faster through traffic calming vs. building sidewalks; merging commissions in the future, this solidifies BPSC?
-Mallory: put in *traffic related commission* so that can be changed
-Kelly: timeline?
-Mallory: hoping to get it approved in next few weeks
-Jim: new T. Plan will help get this through council
-Mark: are there highlights from the T. Plan we should further call out?
-Beth: staff can't lead greenways because it's not in code currently
-Mallory: ask for approval
-Jim: clarification
-Mallory: adjustments to rubric in November
-Mark: call for approval of policy with future adjustments pending
-Beth: roll call vote Ann yes; Kelly: yes, Mark yes, Jim yes, Paul yes, Ian yes, Jaclyn yes

5. Reports from Staff

- Beth: new director is Scott Robinson of Planning and Transportation Dept.
- Beth: Cascades pilot got extension to June 2021

6. Reports from Commission Members

- Ann: Maxwell Lane problems with the Binford school, went to Traffic Commish, same presentation, the commish suggested City get a second set of data; may have been better to get together with the Traffic Commish to see presentation together
- Jaclyn: also attended and agree with Ann
- Mark: could coordinate on zoom when the same presentation is required
- Mark: will present sidewalk report project to next meeting

7. Public Comment:

- 1) -Ron: Knightsridge Rd 3 mi section popular with cyclists, Italian race in Breaking Away, ½ mi long rugged shoulder to get there, he advocated to pave the shoulder, they paved it this summer, it's very nice to ride on and there is a rumble strip
 - Jim rode it yesterday, really nice
 - Mark: county rd.?
 - Ron: MPO district
- 2) -John Kennedy: happy about the traffic calming program update;
 - growth of multi-use paths: not clear who has the right-of-way at intersections, how do cars know when to yield? May need an education program to show all users how to navigate,
 - Mallory: Flaherty wants to look at all the B-line intersections to demonstrate who has the right-of-way there, she hopes we can learn from that and apply to other multi-use paths; until the cyclist or ped is in the street, the car has the right-of-way, but must yield to car when still on the multi-use paths, need to prioritize vulnerable users,
 - John: safety of the multi-use path users, cyclist going much faster, as car approaches neither has a reason to stop
 - Mallory: need to design them to have few curb cuts
 - Beth: it is unclear, signs can be safer, sometimes not
 - Jim: raised cross walks
 - Beth: if signalized, can't do raised,
 - Jaclyn: I also share this concern, could provide a list of locations
 - Ann: is this a side path vs. multi-use path problem?
 - Beth: multi-use paths along streets, B-line is a multi-use trail
 - Mark: would it have been better to put public comment first
 - John: no, he enjoyed the meeting

Mark: reached the end of agenda so adjourned!

8. Adjourn