

Bicycle Pedestrian Safety Commission

Agenda – Monday, November 9, 5:30 – 7:00pm

Zoom Link: <https://bloomington.zoom.us/j/98741861283?pwd=NUNFSllJblhsSHhpeG1UdnhtckZLQT09>

Meeting Agenda:

1. Call to Order/ Attendance
2. Approval of Minutes – October 2020
3. Old Business
4. New Business
 - a. TCGP Evaluation Methodology
5. Reports from Staff
6. Reports from Commission Members
7. Public Comment
8. Adjourn

Announcements/ Actionable Items:

1. **Adams Street Ribbon Cutting Event- on Facebook Live**
 - a. Tuesday, November 10
 - b. 12:00pm- 1:00pm
 - c. Facebook Page: City of Bloomington, IN- Planning and Transportation Department
 - d. Link: <https://fb.me/e/1N6z6Dp5K>
2. **November TCGP Work Session**
 - 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 Oct. 12th, 2020 meeting

1. Attendance

City Staff: Mallory Rickbeil, Beth Rosenbarger

Commissioners: Mark Stosberg, Paul Ash, Jaclyn Ray, Ann Edmonds, Ian Yarbrough, Kelly Clark, Jim Rosenbarger

Public: Ron Brown, Craig Medlyn, B Square Beacon, DLF

2. Approval of minutes: approved and seconded

3. Old Business none

4. New Business

a. Site Selection for Traffic Calming Rubric – Mallory

-Presented to Council, they are excited and voted 4-0, then back to full Council along with Comprehensive Plan tracking (w/ Beth) to show what extent we are meeting goals

-BPSC needs to vote on and establish the rubric; she will use examples that come up often from Bloomington, shows list of 4 sites

-Ian: are crashes involving bikes/peds included in rubric?

-Mallory: yes, heavily weighted

-Ian: was the young woman hit in the Highland example area?

-Ann: Highland and Miller, may be just north of the example area

-Paul: looks good, more professional and data driven, less political

-Ian: agrees

-Ann: can the full Council override a worthy project?

-Mallory: no, not without BPSC approval; there could be pressure to change the evaluation metrics, which we don't have defined in the policy 1) prevalence of vulnerable road users 2) incidents of behavior that could cause harm...so depends on how things are weighted which can change over time with different people; therefore look at the rubric and does it give the intended result

-Beth: good to do test runs, wonder if we should add ones where we would be surprised if it ranked highly, maybe some in the middle, see how they all rank; one challenge with crash data is to prevent instances when we know a location doesn't have crashes where it is too fearful to bike or walk in that location

-Mallory: I can add one or two more low complaints areas, affluent areas; can email me

-Paul: just go with these four, I like these

5. Reports from Staff

-Mark, did we forget Facebook Live stream?

-Mallory, yes, she will record and post after the fact

- Fall Family Bike Tour: at your own pace, working with SPEA intern; on P&T Dept. Facebook page and City website soon; there are prizes
- Lower Cascades, needs more information, she will share later

6. Reports from Commission Members

- Ann: High and Arden drive, neighbors talking to Ann about it, ped close calls; also Sare-College-Moores Pike, what are the intersection plans there? Left-turn light planned?
- Mallory: she'll get back to Ann
- Mark: can they do a U-Report or email you directly?
- Mallory: either works
- Mark: data sets: side-walk repair complaints u-report locations data available; it is very public, their name is public
- Jim: E 3rd St recent ped deaths, two fairly close together, feels like a highway, may be an opportunity to suggest a ped cross-walk at Grant on E 3rd, there may be preliminary engineering work, wants to put something in writing to the mayor, it's a long way to Lincoln that has the light; move to vote to recommend a cross walk at Grant
- Jaclyn: asking where is this?
- Jim: needs to clarify what studies have been done there, will reference there
- Beth: could be multiple steps here, staff perspective most useful if a member of commission drafted the request, this is one action and maybe more
- Jim: need to be more generic
- Beth: clarify this is a draft by Jim and bringing it back to BPSC, and there are layers to what we are recommending, may need to look at 3rd St as a whole but don't want to wait for that to do something at all, we'll settle for this as a first step
- Jim: advocate for an improved ped crossing at Grant
- Ann: cars won't go slower with just painted stripes
- Jim: needs to be designed as traffic calming, maybe raised crosswalk?
- Ann: could be the fifth to add to rubric example
- Mallory: cannot because it is an arterial
- Yes, Jim is approved to do the draft
- Kelly: we haven't spoken about the Kirkwood closed on weekends project; a local there talked to Kelly about accessibility because the street was closed, can't get to front door of businesses, they suggested a shuttle system for users with mobility issues
- a. Sidewalk Equity Mapping –Mark Stosberg draft presentation
- Ann: amazing, phenomenal amount of work
- Jim: thanks for doing this, a lot of work; clear the Council sidewalk committee to be abolished; careful talking about sidewalks and missing sidewalks b/c what we are getting at is “walkability” and greenways are appropriate in some areas and are economical
- Mark: the higher comfort missing sidewalk areas
- Kelly: thank you, impressive, difficulty following in absence of the maps, but are incredibly helpful, appreciates bolded recommendation 2, use as a minimum starting point; I have never lived where I need to apply for a grant to get a sidewalk repaired; what our next steps might be?
- Mark: ask for commission endorsement but with more time to consider it; it will continue to evolve with feedback; give more time to review; may send an update with

changes, then a vote over email to motion to endorse, then if endorsed it would be included in the final report

-Kelly: boil it down to one to two pages: executive summary at beginning

-Mark: yes and next time I will fix the presentation problems

-Ann: one council member may oppose this, ha, ha

-Ian: remove his address from the presentation, ha, ha

-Mark: is it there? found it by accident on a public bio, street name jumped out at me and then checked it out and made correlation, home address in on City website public bio

-Jim: abolition of Council committee, it is not serving City transportation as a whole

-Ann: if they insist, they should have a rotation set-up

-Mark: that is the theory of “bad apples” but really it should be systematic change, it is a lot of work and City staff hours, but Council are not professional planners so won’t achieve equity

-Ann: we will all look at it more carefully, continue discussion via email

7. Public Comment:

-Ron: IU Campus events bring heavy traffic on Fee Lane from 17th to Bypass; almost impossible to bike there, have to use a rocky shoulder, years of advocating, emailed Anna Dragovich she said a side path is in the works; the side path was put it in on Fee Lane!

-Ron: The Blacks Lumber trail now connects from Henderson to Walnut with a button cross walk at Walnut St., then connects to Switch Yard Park, veering to the right leads to the north end of the skateboarding, veering to the left leads to just north of the splash pad.

-Jaclyn: Thanks to Ron!

8. Adjourn

#	Performance Objective	Example Grading Methodology	Case Study #1
			Area W of N. Monroe (to N. Oolitic) between W 11th Street and W 15th Street) Census Tract 6.01
	1.1 % <14 years old	1 x % = # of points	13.9
	1.2 % households people with disabilities	1 x % = # of points	16.4
	1.3 % >65 years old	1 x % = # of points	12.7
	1.4 % of households eligible for SNAP	1.3 x % = # of points	27.7
		5 points for Grade School, 3 points for Parks, 3 Points for Food Pantries or Community Centers (maximum of 10 points)	6
1.5 - 1.7	Community Places		
Performance Objectives Subtotal			76.7
	2.1 Fatal or injury causing crashes within zone (within 5 years)	# x 20 = # of points	2
	2.2 Fatal or injury causing crashes on boarder streets (within 5 years)	# x 10 = # of points	4
	2.4 # of MPH above the posted speed limit @ 85th percentile	# = # of points	6
	2.4 # of MPH above the posted speed limit @ 95th percentile	TBD	Not Available RN
	2.5 % of missing sidewalks/ total sidewalks	TBD	Not Available RN
	2.6 % of poor sidewalks / total sidewalks	TBD	Not Available RN
Total Points			165.01

TCGP Case Study Examples

1. **Area West of N Monroe St (to N. Oolitic) between W 11th St and W 15th St** (based on numerous line of sight and speeding complaint)
 - a. Road Typology: Neighborhood Connector/ Neighborhood Residential
 - b. Proximity to Boys and Girls Club, Community Kitchen Express, and Crestmont Park (also near two churches on 11th)
 - c. Reputation for being low-income neighborhood by virtue of its proximity to the Housing Authority
 - d. N Monroe St is difficult to cross with amount of vehicle traffic and speed
 - e. Bus stops 14th and Monroe, 12th and Monroe, and along 11th
 - f. Least and second to least connected area of bicycle network analysis

2. **S Highland between Hillside and Winslow** (based on numerous complaints from Neighborhood)
 - a. Road Typology: Neighborhood Connector,
 - b. Proximity to YMCA, Bloomington Montessori School, and a Childcare Center
 - c. Reputation for being a mixed-income neighborhood due to the presence of new developments and Bloomington Co-Housing in this area
 - d. Many sight line issues and high amount of vehicle traffic
 - e. Bus stops at Miller and Highland, YMCA, and along Highland
 - f. Second and third least connected are of bicycle network analysis

3. **E 14th, 15th, and 16th, between N Dunn St and N Walnut St** (based on line of sight complaint on 15th and Lincoln)
 - a. Proximity to Miller Showers Park and Center for Global Children (daycare and kindergarten)
 - b. Seems to be a mix of undergraduate student housing and older single family residential
 - c. Car speeds seem to vary but 14th, 15th, and 16th are not stop controlled from Dunn to Walnut
 - d. Bus stops on 15th and Dunn, and 14th and Washington
 - e. Second to highest connected area of bicycle network analysis

4. **E 1st St between S Lincoln St and S Jordan St** (based on citizen complaint about line of sight on 1st and Hawthorne)
 - a. Proximity to Bryan Park and Harmony School
 - b. Affluent neighborhood, seems to be mostly owner occupied and graduate student housing
 - c. Cars tend to speed on 1st after all-way stop on Jordan and 1st/Sheridan, next stop control going west is at 1st and Henderson
 - d. Bus stops on Jordan and 1st/Sheridan
 - e. Highest connected area of bicycle network analysis, bike route on 1st

5. **East Arden Drive between Maxwell and Renwick Neighborhood** (based upon resident complaint)
 - a. Proximity to Gospel Assembly Church, and path to Southeast Park
 - b. Two documented near misses
 - c. Stopping non compliance at High Street
 - d. Bus Stops on High Street