

Bicycle Pedestrian Safety Commission

Monday, October 4 2021

Link:

<https://bloomington.zoom.us/j/88145974911?pwd=NVIkNDVJZXF2YldjZlIjZlYkU3IWQUNxZz09>

Meeting Agenda:

1. Attendance
2. Approval of Minutes- September 13, 2021
3. Reports from Staff
 - a. Neighborhood Greenway Project Review
4. Reports from Commission Members
5. Public Comment
6. Adjourn

Public Comment:

The Bicycle Pedestrian Safety Commission (BPSC) welcomes public comment at meetings for both items being discussed as part of the topic and new items that are not on the meeting's agenda. Members of the public wishing to comment on specific agenda items may have the opportunity to do so once the presentation has concluded and the BPSC Members have had an opportunity to ask initial questions. At that time, the BPSC Chair may ask if there are members of the public who wish to comment, or commenters may ask to be recognized. Members of the public wishing to comment on items not on listed on the agenda, but related to BPSC business will have the opportunity to do so during the meeting's designated public comment period. To ensure equal access to comment, BPSC chair may establish a time limit for all public comment.

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Bicycle Pedestrian Safety Commission

Monday, September 13, 2021

Link: <https://bloomington.zoom.us/j/81857391715?pwd=WHo3bnVlVUUhRUEY1TXR0cnd5djlTdz09>

Meeting Agenda:

1. Attendance:

Staff: Mallory Rickbeil, Kate Rosenbarger

Commissioners: Kelly Clark, Ann Edmonds, Zac Huneck, Casey Green, Jaclyn Ray, Sarah Waters

Public: Mark Stosberg, Ron Brown, Greg Alexander

Zac chaired the meeting and noted that we have a quorum.

2. Approval of Minutes-

Kelly asked that we scroll through the minutes

June 4th,

June 23rd,

August 23rd

Jaclyn moved to approve all three dates. Kelly seconded. Zac asked that all who agree say aye, all who oppose say nay. He noted that there were no nays; the minutes were approved

3. Reports from Staff

a. Sidewalk Prioritization Mapping Project Preview:

Mallory presented the new methodology and a map of hexagons showing sidewalk need. Mallory noted that Mark Stosberg had been instrumental in finding a methodology that is more equitable. In the past, someone would reach out, and a project would be put on the spreadsheet. Disproportionately sidewalks were put in affluent neighborhoods.

Now we will look at all areas needing sidewalks or repairs to existing sidewalks. Mark created a 10-minute walk score map. Changes to transit routes would change the map. 69% is based on demand: population density, how many households have cars, population with disabilities, age under 17, low income. Condition of roads is considered as well as crash data. Equity is also a factor. Transit disproportionately is used by people making under \$25000 a year.

Mallory has shared this new methodology with city council. Council wants a proposal for a \$10 million bond to implement this methodology to build more sidewalks. This has not gotten final approval.

Kelly asked whether the mayor asked for this. Mallory said it was the council. Council said to use the annual budget for sidewalks for a bond payment rather than to build a small number of sidewalks. Mallory doesn't know whether the mayor will approve but expects that she will have to present this to the mayor. Kelly wanted to know how much can be done with \$10 million. Mallory said they are still working on figuring out how much can be built; what is the cost per mile to build up to standard. The figure used to be a million per mile but is closer to 2 million now because of increases in construction costs. Mallory thinks that every dot on her map is about 80 feet.

Kelly asked whether this was based on a GIS map of all missing sidewalks; Mallory said yes. Kelly asked about the unfunded projects that are on the old list. Mallory said those projects will be considered along with all others. Casey said that she liked that. Zac asked about elevating ureports. Mallory wanted to reach out to people with mobility issues to ask what areas might need improvements. She doesn't know how to tie that in. Zac asked about tying that in to ureports cases. Mallory hopes that public works will have more data regarding ADA compliancy for the sidewalks. Mallory will reach out to the disabled community to map ADA issue.

Mark said that each side of the hexagon is 50 meters; that's 86 meters side to side.

Jaclyn entered the following in the chat: Another question for the potential bond: does "sidewalk" only mean grey cement sidewalks, or could the money be used for black asphalt multi-use paths? Or greenways like Allen? Those are three different "sidewalks" that Bloomington uses for pedestrians. Mallory confirmed that the bond money is only for concrete sidewalks.

Mallory said that she will continue to share the improvements to the methodology as it evolves.

Zac asked about walk potential being prioritized. He thinks this seems to favor the existing infrastructure, which was developed inequitably. Mallory said she doesn't quite agree. She said that the health of the network is better if you consider the entirety, rather than building on the edges where there is little traffic. She says they want to look where there is a demand to make informed, objective decisions.

Zac is asking about cost effectiveness. He said that bus stops are spread out. In response to a question from Kelly, Mallory explained that transit is taken into consideration. There is a priority to areas that are a 5-minute walk from a transit stop. They also look at areas that are a 10-minute walk from transit.

Kelly said that the map seems to be cut off before the city limits; she thought Mallory said that being further from the city line might be deprioritized. Mallory said that neighborhood streets might be better served with traffic calming rather than sidewalks. She wants to focus sidewalk spending on higher use areas.

Kelly really wants to know how far \$10 million goes in terms of hexagons on the map.

Mark says that a hexagon on Mallory's map is 286 feet side to side. He said that the hexagons are an approximation. Mark thinks the totality of sidewalks that can be funded would be 5 to 10 miles. Mark said that finally there will be a smaller map showing what can be funded. Now we are working with about 15 different variables so that there will be changes as we refine the methodology. Walk potential is not based on existing conditions. If there is no sidewalk going to a store, there is potential there for people to walk, even if they are not currently doing so because of the lack of sidewalk. Bloomington is working on a street grid policy to fix grid connections. In the chat Mark noted that the Walk Potential calculation was based on the method described here:

<https://halifax.retales.ca/2018/08/10-minute-neighbourhoods>

Zac noted that there are no more questions so we will move on.

b. Resident-Led Traffic Calming Evaluation Methodology

Mallory has been looking into improving methodology. Mallory has mapped out based on age, car ownerships, disability, income, and other demographic variables. Mallory explained her statistical methodology to rank census block groups. Mallory has mapped the demographic data for all areas of the city by census block. If a project is proposed, she will already know the priority for that area based on demographics. She wants to look at all the projects and have a standard scale and not have discrepancies based on size.

Mallory presented her latest rubric changes which were shared in the packet. The larger the area, the more likely there might be a crash. To remove the size bias, they will cap the size of each project area. Intersections will not be included because they cannot be solved with traffic calming. Mallory has gone to engineering to ask how neighborhood connector streets can be included. Projects can only be one street each or parallel streets that could be used to avoid the calming. Mallory explained the formula. With the walk map demand can be added into the equation. She wants to give a small boost to neighborhood greenway projects.

Kelly asked about age under 17 and disability increasing priority. She also asked about the income priority. Mallory explained how she considered income. She looked at the median income. Lower median incomes would increase priority because it is a factor in increased harm.

Kelly asked to see the graph of equity factors.

Kelly asked about disability related to vehicle occupancy. Vehicle occupancy refers to people who do NOT have cars.

Mark likes that Mallory graphed how the census variable related. Mark said if some variables correlate, we may not need to use so many.

Kelly asked how easily this data for the rubric is available; in the past, Mallory cited a lack of access to data as a hindrance in prioritizing projects equitably. Mallory said that initially, she didn't know how much lead time engineering needed to collect speed data. Mallory said gathering that data will be a first step when a project is proposed. Mallory said that she has made changes in the process to ensure having adequate data in a timely manner.

Zac says there are no more comments.

Mallory shared that she consulted with her brother on how to standardize date when it's on different scales.

Zac asked about the December meeting being the meeting for final approval of the rubric. Mallory confirmed and that we would be reviewing this information at future meetings.

4. Reports from Commission Members
None
5. Public Comment
None
6. Adjourn



7TH STREET (UNION TO BYPASS)

BLOOMINGTON GREENWAYS - CONCEPT PLANS | 08.13.2021





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