

Bicycle Pedestrian Safety Commission

Monday, November 8 2021

Link: <https://bloomington.zoom.us/j/85343768542?pwd=b2k4ZVVEVURtMjBuQ3BKL2o4aTdVUT09>

Meeting Agenda:

1. Attendance
2. Approval of Minutes- October 2022
3. Old Business
 - a. Neighborhood Greenway Project Review/ Feedback- Beth Rosenbarger/ Mallory Rickbeil
 - b. Resident-Led Traffic Calming 2022 Evaluation Methodology and 2022 Program Schedule- Mallory Rickbeil
4. New Business
 - a. MUP Safety/ Safety on new projects
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.

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.

Minutes

Bicycle Pedestrian Safety Commission

Monday, October 4 2021

Link:

<https://bloomington.zoom.us/j/88145974911?pwd=NVIkNDVJZXF2YldjZXIKU3lWQUNxZz09>

Meeting Agenda:

1. Attendance:

Staff: Mallory Rickbeil, Beth Rosenbarger, Neil Kopper, Keegan Gulick (briefly)

Commissioners: Kelly Clark, Ann Edmonds, Casey Green, Zac Huneck, Jaclyn Ray, Jim Rosenbarger

Public: Paul Ash, Ron Brown, Darla Frost

Casey called the roll, noting the commissioners present, and asked Paul and Ron to introduce themselves. Ron represents the Bloomington Bike Club.

2. Approval of Minutes- September 13, 2021

Mallory adjusted the minutes to note that it was Beth, not Kate Rosenbarger, at the last meeting.

Kelly moved to approve; Zac seconded. Commissioners voted to approve with no dissent.

3. Reports from Staff

a. Neighborhood Greenway Project Review

i. E. 7th Street Neighborhood Greenway

Mallory noted that 17 people showed up at last Friday's meeting. She set out signs and did social media and notified various people. The meeting was held at the Greenway. Beth noted that the first meeting had only two BPSC members in attendance. Mallory shared a map of the route starting at 7th and Union, jogging at Hillsdale, and then to Overhill.

Neil reviewed the plans. He said they put out cables to get data on traffic. The cables were cut so they are still trying to get data. At each block, there is a bump out and a speed cushion. Bikes, strollers, and wheelchairs can go to the side of the cushions. Zac asked for clarification on the 7th and Union crossing.

Neil said they are considering options, possibly widening the sidewalk on Union to make it possible for confident riders to cross diagonally while less confident riders or riders in times of heavy traffic might zig zag.

ii. Graham/ Broadview Neighborhood Greenway

Mallory pulled up plans for the Graham neighborhood greenway. The neighborhood meeting will be tomorrow at the Broadview neighborhood shelter. They have options for residents to choose from, including green paint.

Neil highlighted the overall route. Graham and Rockport is the western terminus, and the Bryan intersection with the B-line trail connection is the eastern end. They think that most people will stay on Graham. The pedestrian crossing of Graham and Rockport is a large intersection. The plan is like the plan for 7th on Graham with bump outs and speed bumps at each block. Ralston had temporary traffic calming. The neighbors want that reinstalled.

Jaclyn asked for clarification on what Mallory said about green paint.

Mallory said that they would use a green line to demark the greenway to let people know that this area is prioritized for walking and biking. It can't look like a traffic line. Cost is also a limiting factor. The city wants to create an element that marks the space. They are planning a green line that ambles. Maybe the residents can apply for a grant to get a street mural.

Jaclyn asked whether this green paint could be applied to other greenways.

Mallory said that is for Beth to answer.

Jaclyn asked for clarification on where the B-line connector is.

Mallory showed the connection on the map.

Jaclyn asked whether there would be a sign to encourage people to turn north on Bryan to get to the greenway. (Yes).

Ann noted that on Allen there are bicycle boulevard signs.

Mallory noted that those signs are not standard and bicycle boulevard is not the term the city is using; the city is calling them greenways.

Casey asked whether there would be more meetings for feedback.

Mallory said there would be comment period on the website. Casey asked what the response was from the 17 attendees at Friday's meeting.

Mallory said that 15 people were quite positive. Mostly they were interested in the 7th and Union intersection. They were concerned about what would happen to the houses.

The folks who were opposed questioned the merit of the greenway and of the city spending money on greenways and prioritizing cyclists.

Mallory believes those were local people from the neighborhood.

Jim asked about sidewalks.

Mallory said there are no sidewalks on Graham or Ralston.

Coolidge, a block north, has a sidewalk on the south side of the street.

Jim favors greenways for improved pedestrian access.

Zac asked about the buses traveling on Graham.

Neil said the buses will have to go over the bumps and there will be improved bus stops.

Zac is concerned about adding additional bike traffic on a street used by buses.

Neil noted that Ralston is hillier than Graham and that people are more likely to use Graham because it's shorter.

Casey said she would contact Zac with concerns.

Kelly asked how these projects were selected, whether they used the methodology we had worked on.

Mallory said these projects were identified in the transportation plan for improving east/west connectivity. This is the first wave of phase one of the plan.

Kelly summarized Mallory's response to note that this project was selected before our current plan that require neighborhood applications.

Beth said this is a separate selection process. These projects are identified to build a minimum network, based on feasibility.

Kelly noted that this is a different process and asked for the timeline.

Neil said that they want to complete planning by the end of the year and start construction next year. 7th Street needs resurfacing, so they want to coordinate with public works. Kelly asked how this would improve pedestrian access. Neil said that the cars might avoid the street because of the calming. The speed limit is 25 mph. There were people speeding before the temporary calming. The goal is to have fewer and slower cars. Mallory says the hope is that the desired limit is 15 mph.

4. Reports from Commission Members

Casey asked when the emergency order for remote meetings expired.

Mallory said the current order ends at the end of October.

Jaclyn mentioned asking people's preference for multi-use paths versus protected bike lanes. She got 4 responses. She thinks that we might consider the concerns raised in the emails for future construction. She thinks there are hundreds of people in the public with opinions.

Neil said he would be interested in seeing the feedback.

Casey said that she would like to see that discussion in a future meeting agenda.

Jaclyn said that she was asked who has right of way at intersections, and she doesn't know the answers. She thinks the commission should know the answers.

Casey thought we should get broader feedback and that we might need to educate people. Maybe people are more confused than we realize.

Kelly asked what we could do for this survey.

Casey said that we could discuss that when it's an item on the agenda.

Mallory said that we are welcome to navigate the issue as we like.

Mallory said the November agenda is filling up.

Jaclyn asked whether we have a list of interested bicyclists to contact for opinions.

Casey said that way we are just asking the same people who always provide input.

Jaclyn asked whether we could put up signs at the side of the road to ask for feedback. She assumes that the city is following national guidelines.

Mallory said that this is a specific question. We could ask the mayor's office for assistance in contacting people, but maybe a focus group would be more appropriate than a survey. We could do site visits for data on right of way.

Jaclyn noted that crash data provides some feedback about MUPs at intersections.

Beth thought that observing spaces would be useful. The largest group is drivers and regardless of whether the bicyclists know the right of way, the drivers need to know.

Neil said that they have gotten feedback. Now they have the driveways and MUPs at the same level and they didn't used to have that. Problems with right hooks at both the protected lane and MUP.

Mallory said some people want more bike facilities, but don't specify what they want.

Jaclyn said she got positive feedback with some specific caveats.

Kelly said she would like to talk briefly about right of way and talking about close calls at various kinds of intersections. What are the resources for making that clear for folks?

Casey doesn't think we can do that on the fly. We can't come up with a good action plan right now.

Jaclyn wants to know whether there is a city or police version versus an informal understanding of right of way.

Beth said there are state laws. We can have city code about riding on sidewalks and trails. We don't have a resource explaining it, but she likes the idea of having it.

Jaclyn noted that the National Bicycle Association has classes on biking safely and maybe they have documentation. She will check it out.

Casey will see whether we can talk about it in November or December.

Jim noted there is a NYTimes about cycling in Paris.

Casey asked for a link for that in an email.

Jim shared this link:

<https://www.nytimes.com/2021/10/02/world/europe/paris-bicycles-france.html?smid=em-share>

5. Public Comment

Paul wants to correct an error that he sent to Mallory. Someone crossed Bloomfield Rd at Basswood and used the sidewalk to get to Rural King avoiding on and off ramps.

November 5, 2021

6. Adjourn

Jim moved to adjourn, and Jaclyn seconded. None opposed.



7TH STREET (UNION TO BYPASS)
BLOOMINGTON GREENWAYS - CONCEPT PLANS | 08.13.2021





GRAHAM/RALSTON

BLOOMINGTON GREENWAYS - CONCEPT PLANS | 08.13.2021



Application Criteria:

Project Scope: Project length is subject to staff approval. Generally, proposals should be more than one block and up to about 6 blocks; this can range from about 330 feet to 2,200 feet. Staff will work with applicants during pre-application meetings and determine a logical project length based on intersections, topography, and other factors. **Projects generally can be only one street; staff may allow a proposal for two or more streets.**

Road Typology: The Resident-Led Traffic Calming Process is best suited for streets designated as Neighborhood Residential in the Transportation Plan. **Neighborhood Connectors require additional approval of EMS Providers to be eligible for the Resident-Led Traffic Calming program.** Staff will work with applicants during the pre-application meeting to determine the road typology, and Engineering Department staff will coordinate with EMS providers to determine the feasibility of traffic calming on Neighborhood Connector streets.

Performance Objective 1.1 (Equity): Census Block Groups* that have an increased prevalence of vulnerable users. Demographic data is scored relative to all other census block groups within the City.

1.1.1	% of households w/ children under the age of 17 + % of households w/ adults over the age of 65+	Aggregate z values for all listed performance objectives	.01 x rank of observed z-values [(1-91) 1, being the lowest performing census block group, 91 being the highest] *20 = # of points
1.1.2	% of households w/ people with disabilities		
1.1.3	Difference of the highest reported median income – observed median income		
1.1.4	% of households w/o access to a car		

Performance Objective 1.2 (Demand): Areas that have an increased prevalence of users

1.2.1	Highest Walk Potential Score for all hexagons which fall at least 25% within the boundary of the proposed project area of the Bloomington 10- Minute Walk Score Rubric	1-14 points
1.2.2	Does at least 50% of the proposed project area fall on a street that is recommended as a Neighborhood Greenway in the Transportation Plan ? Is it a Greenway that is part of the Priority Network?	No- 0 points Yes, Neighborhood Greenway that is part of the Priority Network- 1 point Yes, Neighborhood Greenway that is NOT listed as part of the Priority Network – 2 points

* Census Block Groups: If a census block group includes more than a single Census Block Group (CBG), the equity scoring shall reflect the percentages in proportion to the area which falls within each zone for an aggregate total to represent the entire project.

*Census Block Groups (cont.): If a proposed project, in whole or part, outlines a border between multiple Census Block Groups (CBGs), the percentage of the project which serves as the border will be weighed with equal measure between the respective CBGs. Any remaining

portion of the proposed project (which falls does not serve as the border) will earn points in proportion to the number of feet of the proposed project which is entirely contained within the associated CBG.

Performance Objective 2 (Safety): Areas with an increased incidence of crashes and behaviors which are causal in injury. Speed data and crash data is scored relative to the other projects in the applicant pool.

2.1 Speed Data

2.1	% of performance based on Speed/Volume Score* based on data collected within the past two years	# of vehicles 1-5mph > speed limit (1 point)+ # of vehicles 5-6mph > speed limit (2 points)+ # of vehicles 6-10mph > speed limit (3 points)+ # of vehicles 11-15mph > speed limit (4 points)+ = Total Speed/Volume Score Percentile of observed data * 38 points <i>(example, an observed value at the 40th percentile would equate to 15.2 points)</i>
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2.2 Crash Data

2.2.1	# of crashes/foot within the proposed traffic calming boundary (not including intersections) within the past 7 years where speed was possibly a contributing factor	0 crashes = 0 points Percentile of observed data * 8 points <i>(example, an observed value at the 30th percentile would equate to 2.4 points [.30 x 8=2.4])</i>
2.2.2	# of crashes/foot within the proposed traffic calming boundary (not including intersections) within the past 7 years where speed was likely a contributing factor	0 crashes = 0 points Percentile of observed data *20 points <i>(example, an observed value at the 60th percentile would equate to 12 points [.60 x 20=12])</i>

Scoring Mechanism/ Weight (Points Possible):

- 1. Equity (18%)
 - 2. Demand (16%)
 - 3. Safety- Speed (38%)
 - 4. Safety- Crashes (28%)
- Total 100%

Timeline/ Process and Schedule:

Process Step and Description	Timeline 2021 and 2022
BPSC releases Resident-Led Traffic Calming Evaluation Methodology	November 2021
City releases Requests for 2022 Projects	January 2022
Residents submit Letter of Intent + Previous 1 Year Applications	January - February 2022
Pre- Application Meetings	February 2022
Application Deadline	April 1, 2022
BPSC Preliminary Review of Applications	May 9, 2022
Send Notifications `	July 2022
Project Hearing	August 8, 2022