

Bicycle Pedestrian Safety Commission

Monday, December 13 2021

Link: <https://bloomington.zoom.us/j/84691755414?pwd=MUhmakZvWi9TVVhFeDBVc3FCSmVjQT09>

Meeting Agenda:

1. Attendance
2. Approval of Minutes- November 2021
3. Reports from Commissioners
4. Old Business
 - a. MUP Safety/ Safety on new projects
 - b. Sidewalk/ Traffic Calming Updates
5. New Business
 - a. 2021 BPSC Meetings
 - b. 2021 Neighborhood Greenway Projects
6. Public Comment
7. 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.

Proposed 2021 BPSC Meeting Dates

1/10/2022

2/14/2022

3/21/2022- moved to accommodate IU and MCCSC Spring Break Schedules

4/11/2022

5/9/2022-- BPSC preliminary review of Resident-Led Traffic Calming Projects

6/13/2022

No July Meeting

8/8/2022- Resident- Led Traffic Calming Project Hearing

9/12/2022

10/17/2022

11/14/2022

12/12/2022

Minutes
Bicycle Pedestrian Safety Commission
Monday, November 8, 2021

Meeting Agenda:

1. Attendance:

Staff: Mallory Rickbeil, Beth Rosenbarger, Neil Kopper,

Commissioners: Ann Edmonds, Casey Green, Jaclyn Ray, Sarah Waters

Public: Paul Ash, Ron Brown, B Square Bulletin, Erica Penna

Casey took attendance; having 4 commissioners we have a quorum.

2. Approval of Minutes- October 4, 2021

Jaclyn moved to approve; Sarah seconded. Minutes approved by all commissioners present.

3. Old Business

a. Neighborhood Greenway Project Review / Feedback – Beth Rosenbarger / Mallory Rickbeil

Mallory said that we talked about the feedback from the public input meetings we had in the neighborhood in the last meeting. There was no additional feedback.

Ann asked what methods were available for feedback.

Mallory said she gave her phone number, and some people called with questions, but didn't provide feedback.

Casey asked for a reminder of what the comments were.

Mallory showed feedback that was about what kind of lines would be used to indicate that Graham is a greenway. That hasn't yet been determined.

Mallory asked whether we should go over the comments in detail or summarize. Jaclyn is ok with having a lengthier discussion of feedback even if that leaves little time for MUP discussion.

Mallory described having an event in which people could chalk draw themselves in the street to reimagine having a greenway. This would be a pilot project for building neighborhood engagement. Graham has to be resurfaced. If people don't like having the green line to demarcate the greenway, we can try something else when the greenway is resurfaced in four or five years.

Casey thinks five years sounds good time period.

Mallory says there was a suggestion to add fruit trees in the bump outs. The urban forester says that having fruit trees as street trees can cause a hazard and might attract vermin.

Casey thought that sounds reasonable and asked about native trees.

Mallory says that using native trees is a priority.

Casey would like to know what the standards are for street trees, and Mallory agreed to provide the information.

That was the Graham feedback.

Mallory showed the feedback from the 7th Street greenway.

Beth said that people felt the green line might be confusing.

Casey thinks that people already don't understand existing lines.

Beth says that the green line will be piloted with the Graham Street greenway. She feels that confused drivers are more likely to drive more slowly. She thinks that having a free form line might get drivers attention.

Casey asked what the timeline difference is between the two projects.

Beth says that 7th will be resurfaced immediately without a green line and that can be added later.

Ann asked about the objective of the Broadview greenway given that there is already a MUP on Country Club.

Mallory says that Country Club is three blocks away. This adds another connection for apartment dwellers to get to the B-line.

Beth says that you need more of a network so that more people have a network for bicycling. Beth referenced that this is part of the Transportation Plan to provide greater access. Neighborhood greenways work for a wide range of people, primarily bicyclists but also some pedestrians.

Mallory said there were comments about the 7th and Union intersection.

At Neil's request, Mallory brought up a graphic of the intersection. Neil said that if you're on a bicycle you can go through the intersection as you do today, or you can go on a short protected bike lane with right angle turns. The new intersection separates pedestrians and bicyclists using crosswalks for the pedestrians.

Mallory said there was a question about the spacing between speed cushions and bump outs.

Mallory said there was a request for more light on Hillsdale and Overhill but that's outside the scope of this project. There was a question about

adding distance markers; that might be done as part of a later education project.

Mallory said that there was much better attendance than at the spring meetings. In the spring they sent mailers to all residents near the affected streets. This time they sent emails to neighborhood associations. Mallory also posted sandwich signs. She would like to have a better process for creating signs. She feels that the signs worked well in getting increased attendance.

Mallory says that we do need to move forward in voting on the approval of the greenway. We could schedule a later meeting to get more input from more commissioners. The process says that unless there is a super majority in opposition, they can move forward. We would need 5 people to veto or to vote to send back for refinement.

Ann moved to approve the 7th Street project. Jaclyn seconded. Sarah and Casey voted in favor.

Sarah motioned to approve Broadview project and Jaclyn seconded. Casey and Ann voted in favor.

Casey noted that was a veto proof majority, so both projects are approved to move forward.

b. Resident-Led Traffic Calming 2022 Evaluation Methodology and 2022 Program Schedule – Mallory Rickbeil

Mallory said that she has changed a few things. Mallory takes her information from the census, so she already knows how many points a neighborhood has for equity.

She has changed the walk potential score. She will look for all the hexagons falling within 25% and then look at the hexagon with the highest walk potential. This gives projects the benefits of their highest walk score, since you will have to move through the high value hexagon. Previously it was an average.

Casey asked about the source of the walk score (Mark Stosberg). Casey noted that all Mark's maps are challenging to people who are red/green color blind.

Mallory noted that it's interactive and clicking on the hexagons gives more information.

Casey noted that green means good and red means the opposite.

Because of feedback from Beth, Mallory says that they will consider the volume of the speeds involved. Mallory showed a spreadsheet with the number of vehicles and how many were 5 mph over the speed limit and how many were 6 to 10 mph over. The method will add points for every car over the speed limit. Higher speed overages will result in more points.

Mallory kept the crash data. There are some where speed was a possible factor and others where it was a likely factor. That also affects how many points are allocated.

Mallory says they want to limit the size of the project to one street or possibly two parallel streets, but that would be in the case where adding calming to one street would divert traffic to another.

Mallory said that last year they said that neighborhood connectors could be included in a project, but that would require the consent of EMS, if the street is an arterial street.

Casey asked how they would resolve concerns about calming on these streets.

Neil said that they haven't had a calming project in effect so they are still working out how these concerns would be addressed.

Mallory said they would notify engineering of their plans and suggest a timeline for discussion.

Mallory says they need to have an approved methodology by the end of the month. She has tried a few test cases. She would be willing to set up an additional meeting to go over the test cases.

Ann observed that with the holiday at the end of the month there isn't that much time.

Beth observed that there is a Monday after Thanksgiving if we want more time to consider it.

Jaclyn moved to approve the changes to the methodology. Casey said that she would like to see the test cases, but the changes seem to make sense. Sarah says the changes seem reasonable and she is in favor of approving. Casey seconds the motion to approve. Sarah votes to approve. Mallory says that before opening the process to neighborhoods in January she would like a defined process in place. Ann voted in favor. With all in favor the changes were approved.

Casey asked that a review of the changes be included in the December meeting.

4. New Business

a. MUP safety and safety on new projects

Jaclyn said there are two issues. Cyclists only have ROW in intersections if they ride at the speed of pedestrians. She doesn't think that cyclists do that. The second issue has to do with stenciling MUPs. She feels that cycling on MUPs is inconvenient and slower and less safe. She wonders whether MUPs should not be as high a priority. She prefers protected bike lanes, or even not protected bike lanes.

Casey asked about the ROW issue. She thinks that education would help.

Jaclyn says other cities use signs and stencils.

Casey questioned what the priority of MUP is in the transportation plan.

Jaclyn would like to separate cars, bikes, and pedestrians.

Sarah is interested in statistics of bike lanes versus MUPs. She is concerned about unprotected lanes instead of MUPs.

Jaclyn says there could be an unprotected bike lane and a MUP. A bike lane gives you right of way. On a MUP you may be riding against traffic direction where cars don't expect you.

Casey thinks there may be different situations in which different solutions are appropriate. With commissioners out and not participating in the thread, Casey thinks that we should table the discussion for greater input.

Paul thinks that we are making improvements so that we are less auto centric. This is much better than what we've had in the past.

Jaclyn has gotten feedback where people like MUPs. She feels that greenways are better.

Casey asked why are greenways better?

Jaclyn says greenways are wider and you have ROW.

Ann says that greenways are safer because there is lower traffic, but on high traffic streets, riding in the street is not as safe.

Jaclyn says that she would rather have a protected bike lane on Country Club than a MUP.

Beth says some of the issue is how a particular solution is chosen. She briefly shared a contextual tool. We have to use the appropriate tool.

Who has ROW has safety implications? We want a system that is safe, comfortable and convenient.

Paul says each neighborhood is unique. His neighborhood was designed for horse and carriages. You have to work with the existing infrastructure.

Neil likes the way Jaclyn has separated the two questions. He doesn't think that the ROW issue isn't quite as straight forward as Jaclyn thinks because there is code governing turning vehicles, and who has ROW in those circumstances. You don't use MUPs in dense urban areas because of high pedestrian activity. The recently built MUPs were started before the current Transportation Plan. We now have gaps. MUPS are cheaper and easier to build than a sidewalk and protected bike lane combination. We may want to reexamine the MUPs in the plan.

Sarah spoke about the Sare Road MUP. She noted there are not many pedestrians, and she wouldn't want to ride in the street there. Her ideal would be to separate the cars, bikes, pedestrians. She is afraid of unprotected bike lanes.

Casey said that she would like to continue the conversation at a later date.

Jaclyn has two questions for the next meeting. Are there MUPs under consideration currently, and should they be reviewed? Jaclyn only wants MUPs if they don't narrow the street. Casey said that part of the point is to narrow the street to slow traffic.

Casey will discuss what should be on the agenda for the next meeting with Mallory.

5. Public Comment

Paul gave a shout out to Neil for the Union and 7th intersection redesign proposal. He likes the Broadview greenway because of the connectivity from the B-line to Weimer Rd.

6. Adjourn