Bicycle Pedestrian Safety Commission
AGENDA
5:30 P.M. – In-person and virtual hybrid meeting
City Hall, Hooker Conference Room #245
Monday, March 21, 2022 @ 5:30pm

Online link: https://bloomington.zoom.us/j/84280674363
Meeting ID: 842 8067 4363
Dial in: +1 312 626 6799, 842 8067 4363# US (Chicago)

Meeting Agenda:
1. Attendance
2. Approval of Minutes- February 14, 2022
3. Reports from Commissioners
4. Old Business
5. New Business
   a. TC-22-01: Henderson Street modifications
   b. TC-22-02: 17th Street Multiuse Path project
   c. TC-22-03: 11th + 14th Streets and Walnut Street traffic signals
   d. TC-22-04: Crosswalk projects
   e. TC-22-05: Signal at Tapp Road and Deborah Drive
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 or e-mail human.rights@bloomington.in.gov.
**Proposed 2022 BPSC Meeting Dates**

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
Meeting Agenda:

1. New appointees: Paul Ash
2. Attendance:
   - Staff: Patrick Dierkes, Mallory Rickbeil
   - Commissioners: Paul Ash, Ann Edmonds, Casey Green, Zak Huneck, Jaclyn Ray
   - Public: Holden Abshier (WFIU), Ron Brown (BBC), Jim Shelton (Chamber of Commerce)
Casey noted that we have a quorum. Jim Rosenbarger has not reapplied to be on the commission. We now have a six-person commission.
3. Approval of Minutes- December 13, 2021
   Mallory noted that we only have a $50,000 budget not $500,000.
   Paul moved to approve; Zak seconded pending change noted by Mallory.
4. Reports from Commissioners
   a. Hospital Site
      Jaclyn noted that a section of the site will be done first including a greenway and a stage.
      Mallory shared a screen showing the plan.
      Patrick said the first phase is called phase 1 East. It is bounded by Rogers on the west. There are adjacent projects that will be done this year. First St will be reconstructed from College to Fairview. There will be traffic calming for people approaching First, but not yet decided exactly what that will be. There will be an abrupt raise coming to it. Second Street redesign is in the approved MPO plan, and we have received federal funding for it. Phase 1 East is fully funded. There’s a plaza at the B-line intersection with First. There will be a shared street called University Street. This street will be curbless. There is a plaza area bringing people from B-line to this greenway. There will be two separate fountains. There will be open lawn area that will be lit. There will be a platform/seating area that can be used as a stage. There is a wetland garden for storm water retention.
Patrick said there have been presentations of this to the plan commission on this that have been taped. He can send the link to Mallory when it is available.

Paul is impressed with the storm water detention. He cited the flooding of last June and noted that we need to plan for similar future events. Patrick said that they will also have underground storage tanks to allow percolation under the lawn. The soil in this area has poor percolation.

Paul asked about bedrock.

Patrick said 7 to 12 feet.

Jaclyn asked about the surface; the press release said cobble stone. She noted that riding on cobble stone is unpleasant.

Patrick said it will be similar to the pavers in front of the Pavilion in Switchyard Park and along the B-line there will be pavers.

Jaclyn wanted to know where the bicycles go, what’s the separation between bikes, peds, and cars.

Patrick says it will be a shared street. He said that the raised pavement hopefully will lead to slower speeds.

Jaclyn asked whether it would be two-way.

Patrick said it will be two-way. Twenty-foot streets do not have center lines.

Jaclyn asked about parking.

Patrick said the northside has parallel parking. Southside has angled parking.

Jaclyn feels there is a lot of parking considering that the garage is being kept.

Patrick said this came up with the Plan Commission. He said there is a balancing act with the existing users, that is, Center Stone. They have 120 spaces. They want to be a good partner with Center Stone, trying to balance Center Stone’s needs. The parking garage will not be a public garage; it will be for the development areas. Patrick sees it as a second downtown and needs similar parking. The developments will have first floor commercial spaces. Parking provides traffic calming.

Jaclyn wants to know whether there is a way to block off access for events.

Patrick says there will be built in bollards that can be raised to allow for as many options as possible, providing barriers.
Casey asked about the parking garage not being public. She felt that other garages also have development in the area. Patrick said that this is not his area of expertise, but that it was not available because of Centerstone’s needs. Casey asked about sharing this street. Patrick said it is shared for bicycles and cars. Pedestrians have a sidewalk.

Jaclyn wants to know how to include the Bike Ped Commission in the planning process. She feels this is our area of concern and we shouldn’t have to hear about decisions in a press release. She would like us to be able to give feedback before the decisions are finalized. Casey feels she would rather share the wide sidewalk than a street with parking.

Patrick said that he has been with the city for a year and didn’t know to take his project to Bike Ped. He is happy to get more comments and input and to discuss them. With the discussion of cobble stones/pavers, the thought is that changing the surface and raising the pavement will cause traffic calming. He sees this as a benefit to both slower speed bikes and cars. Patrick feels this himself when biking on the B-line; the pavers cause him to slow down. He understands the negatives. He understands the discomfort but thinks it benefits all users. Going up the hill to the west being all pavers may be a concern. He feels that through bicyclists will use the bike lane on Second Street and the asphalt pavement on First Street. Fully built out people will choose to go to First or Second for going the whole long way. Jaclyn felt it made some sense. She wants a smooth surface strip for a bike lane.

Ann asked about snow removal on pavers. Patrick said they have not had an issue with the pavers on Parks and Rec parking lots for snow plowing, but there may be a problem with leaf removal.

Paul asked about the parking on Madison Street. Patrick said on the south end there is an entrance. They are over granting right of way. The north leg of Madison is still being worked on. Casey asked whether we could move on. Jaclyn thanked Patrick for coming. Patrick said to send questions to Mallory.
Jaclyn is happy to hear that they will redesign Second Street.
b. Ann noted that the Sidewalk Committee has been reinstated. Mallory said that the city will use the methodology that we discussed and approved. There will be 4 (Dave Rollo, Kate Rosenbarger, Ron Smith, and Steve Volan) members of the committee. These four people were on the Transportation Committee, and they approved the recommended projects last year. Casey noted that it looks bad but that she has more faith that it will work.
c. Ann noted that at the last meeting we said that we would discuss questions for Parks and Rec regarding their MUPS. Jaclyn said that she hadn’t had a chance to talk with Beth and Neil about questions regarding MUPS. She will update us when that happens.

5. Old Business
   a. Resident-led Traffic Calming
      Mallory: There are 10 days for residents to submit a letter of intent. She has meetings scheduled with applicants. There may be more. She will post on social media. She encourages us to share with our networks.

6. New Business
   a. Review Outreach Methods for Resident-Led Traffic Calming Program
      Mallory said that with neighborhood greenway projects they are working on getting more involvement. The first meeting with Green Acres had only 2 attendees. The first on Broadview had only 4 attendees. She is working with IU students to come up with a survey. There will be a link to the survey on the posters, which were effective in getting neighborhood involvement. The survey will ask demographic input and qualitative as well as quantitative questions. Mallory is working with HAND to try to contact property management to get mailings to renters. They will use the HAND newsletter to seek input. They will do a press release. They will try to get word out early on to people to get early feedback. Ann noted that some people don’t have computer access. Mallory said she could add a phone number for people to ask for a paper copy of the survey, and the survey would work with a smartphone. Jaclyn suggested going through neighborhood associations.
Mallory will try to have meetings as close as possible to being on site. She will get the Bryan Park shelter for the Hawthorne greenway. She will try to get a site for the Allen greenway discussion.

b. Survey questions for Neighborhood Greenways
Mallory will send us a draft of the questions when she has them.

7. Public Comment

8. Adjourn
FROM: Beth Rosenbarger, AICP, Planning and Transportation Department
Neil Kopper, PE, Engineering Department

REQUEST: Modifications to Henderson Street

Location: Henderson Street between 2nd Street and Smith Avenue

Description and purpose: The City of Bloomington is recommending changes to Henderson Street in order to create an east-west connection between Smith Avenue and Hunter Avenue. Smith Avenue and Hunter Avenue are both part of an east-west Neighborhood Greenway, identified in the Transportation Plan as NG-4 “E Hunter Ave Neighborhood Greenway.” The east-west connection follows Howe Street, Smith Avenue, and Hunter Avenue for approximately 2.1 miles east-west.

Henderson Street is one-way, northbound, bicyclists attempting to travel eastbound on Smith Avenue and connect to Hunter Avenue—a half block south—lack options to travel southbound on Henderson. The proposed changes would repurpose an underutilized motor vehicle lane to be a multiuse path for pedestrians and bicyclists, thereby allowing bicyclists to travel southbound on this portion of Henderson. South of Hunter Avenue, it is recommended to continue the southbound bicycle lane until it reaches the intersection with 2nd Street.

This connection is a Recommended Project in the Transportation Plan and included in the Priority Bicycle Facilities Network, Phase 1.

Title 15 Changes: Section 15.16.010 will need to be edited to allow southbound bicycle travel on the northbound one-way street. This change can be made by adding an existing footnote to Schedule E “One Way Streets” as follows:

<table>
<thead>
<tr>
<th>Street</th>
<th>From</th>
<th>To</th>
<th>Direction of Travel</th>
</tr>
</thead>
<tbody>
<tr>
<td>Henderson Street</td>
<td>Second Street</td>
<td>Indiana Avenue</td>
<td>North (1)</td>
</tr>
</tbody>
</table>

(1) One-way travel for motor vehicle traffic only. Two-way bicycle traffic permitted.

Recommendation:

Staff recommends that the Commission forward the Title 15 changes to Council with a positive recommendation.
### FROM: Beth Rosenbarger, AICP, Planning and Transportation Department  
Neil Kopper, PE, Engineering Department

### REQUEST: Modifications to 17th Street

**Location:** 17th Street from Monroe Street to Grant Street (approximately)

**Description and purpose:** The City of Bloomington will be constructing a multiuse path on the north side of 17th Street. The plans are included in the packet. The multiuse path will be approximately 10 feet wide, separated from motor vehicle traffic with a curb and green space. This multiuse path will connect with existing multiuse path on both ends.

This multiuse path is a Recommended Project in the Transportation Plan and included in the Priority Bicycle Facilities Network, Phase 2.

**Title 15 Changes:** Title 15 will need to be amended to update the Speed Limit where this project proposes changes. Title 15 will need to be amended to correct and add intersections along this project to “15.20.020 Restricted turns on red at signalized intersections.”

**Recommendation:**  
Staff recommends that the Commission forward the Title 15 changes to Council with a positive recommendation.
Notes: All Stationing off Line "PR-A" Unless Otherwise Noted.

**LEGEND**

1. PCC For Approaches, 9" Ped on Denin Graded Subbase, 6", on Graded Type B on Subgrade Treatment Type II
2. Sodding, Concrete, 4" on 4" Compacted Aggregates, No. 53
3. Multi-Use Trail 4" PCC or Sodding @ 8 ft. Spacing on 4" Compacted Aggregates, No. 53 on Subgrade Treatment Type V
4. Milling, Asphalt, 1", 10'
5. PCC Base Patching, 7" on 7" Compacted Aggregates, No. 53 Subgrade Treatment Type IV
6. 165#/SYS QC/QA-HMA 3, 64, Surface 9.5mm on Variable Depth HMA Wedge & Level, Type B (Varies 0" To 4")
7. Curb & Gutter, Concrete, Modified
8. Curb, Concrete
9. Sodding, Nursery

INIDANA
DEPARTMENT OF TRANSPORTATION
CONSTRUCTION DETAILS LINE "PR-A"
STA. 123+75 TO 125+75

Date: Dec 31, 2021, 3:05pm  User Name: eolson
File: S:\_2019\119-0055\Road\CAD\MiscDWG\Const-Details 104+00 to 128+50.dwg
CONSTRUCTION DETAILS LINE "PR-A" STA. 125+75 TO 128+50

Referee trees:
- Swamp White Oak
- Kentucky Coffeetree
- Hackberry
- Shingle Oak
- Shumard Oak
- Blackgum
- Cherry

Native trees:
- Swamp White Oak
- Kentucky Coffeetree
- Hackberry
- Shingle Oak
- Shumard Oak
- Blackgum
- Cherry

DEMOCRATIC PARTY
INDIANA DEPARTMENT OF TRANSPORTATION
CONSTRUCTION DETAILS LINE "PR-A"
Notes:
All stationing off line "PR-A" unless otherwise noted.
CONSTRUCTION DETAILS LINE "PR-A"
STA. 141+00 TO 143+50

Notes:
All Stationing off Line "PR-A" unless Otherwise noted.

Native Trees:
- Blackgum
- Shumard Oak
- White Oak
- Hackberry
- Kentucky Coffeetree
- Swamp White Oak

LEGEND
- PCCP For Approaches, 9" Mod. on
  Existing Subgrade
- Subgrade Treatment Type II
- Multi-Use Trail

HMA For Approaches, 9" Mod. on
- Subgrade Treatment Type II
- Integral Concrete, Modified

1100#/SY HMA for Approaches, Type B on
- 165#/SY HMA Surface, Type B on
  Subgrade Treatment Type IV
- 275#/SY HMA Type B, Intermediate on
  Subgrade Treatment Type IV
- 660#/SY HMA Type B, Base on
  Subgrade Treatment Type IV

Plant, Deciduous Tree, Single Stem, 2" to 2.5"
(Tree Species See this Sheet)

Matching off Line "PR-A" unless Otherwise noted.
FROM: Neil Kopper, PE, Engineering Department

REQUEST: Adding traffic signals on Walnut Street at 11th Street and 14th Street

Location: Walnut Street at 11th Street and 14th Street

Description and purpose: The City of Bloomington is adding traffic signals at two intersections on Walnut Street—11th Street and 14th Street intersections.

The traffic signals are being added to improve safety at these intersections.

Title 15 Changes: A Title 15 amendment will be proposed to Council to add the intersections to the list of signalized intersections. Title 15 will need to be amended to correct and add intersections along this project to “15.20.020 Restricted turns on red at signalized intersections.”

Recommendation:

Staff recommends that the Commission forward the Title 15 changes to Council with a positive recommendation.
One-Way, Three-Section (12-inch Red, 12-inch Amber, 12-inch Green) Signal Indication Controller, 8-Phase, Menu Driven, in Cabinet on Base.

Contractor to Excavate Carefully. Final Placement of Pedestal to be Determined Based on Discovered Locations of Private Water Facilities.

Underground Distribution Lines are Approximate. Dune Energies Will Not Relocate or De-Energize Distribution Lines During Construction. Contractor Agrees to Work Around These Distribution Lines. For Utility Locates During Construction, Contact Dune Monday at 812-459-1200.

Notes:
- Additional 9C/14 Wire Labeled as "Spare" is Installed for the Potential of Walnut Street to be a 2-Way Road in the Future.
- One 3C/14 Wire is to be Used for Lighting Power.
- Push Buttons to be Within 10" Reach and Mounted Perpendicular to Crossings. Use of Extensions is Allowed to Achieve 10" Reach, with City Approval.
- Pedestrian Indication Units to Be Installed Such That Access for Maintenance Can Be Achieved Without Removing or Repositioning the Unit.
- Final Location of Handholes and Conduit to Be Field Placed to Avoid Underground Utility Conflicts.
- Final Location of Pedestals Will Be Determined Based on Discovered Locations of Private Water Facilities.

Pedestrian Indication to Be Installed Such That Access for Maintenance Can Be Achieved Without Removing or Repositioning the Unit.

Final Location of Handholes and Conduit to Be Field Placed to Avoid Underground Utility Conflicts.

Service Point (For Signal & Lighting)

Video Detection Zone

Video Detection Unit

Audible Pedestrian Push Button and Sign

Sheet Sign (See Sealing & Marking Plan)

Service Point (For Signal & Lighting)

Video Detection Zone

LED Luminaire on 8' Arm

Legend

- 1-Way, 3-Section (12-inch Red, 12-inch Amber, 12-inch Green) Signal Indication Controller, 8-Phase, Menu Driven, in Cabinet on Base.
- Pedestal Pole and Foundation
- 11-Foot Pedestal and Foundation
- Handhole
- Pedestrian Indication
- 2-Inch Conduit
- Audible Pedestrian Push Button and Sign
- Video Detection Unit
- Sheet Sign (See Sealing & Marking Plan)
- Service Point (For Signal & Lighting)
- Video Detection Zone
- LED Luminaire on 8' Arm

City of Bloomington

WALNUT ST. & 11TH ST.

Signal Layout

Photorcell

Circuit for Lighting

Circuit for Signal

Pedestal Foundation

PeDESTAL FOUNDATION

4' PEDESTAL

Circuit for Lighting

PhotoCell

Pedestal Foundation

PeDESTAL FOUNDATION

4' PEDESTAL
NOTES:
- ADDITIONAL 9C/14 WIRE LABELED AS "SPARE" IS INSTALLED FOR THE POTENTIAL OF WALNUT STREET TO BE A 2-WAY ROAD IN THE FUTURE.
- ONE 3C/14 WIRE IS TO BE USED FOR LIGHTING POWER.
- PUSH BUTTONS TO BE WITHIN 10" REACH AND MOUNTED PERPENDICULAR TO CROSSINGS. USE OF EXTENSIONS IS ALLOWED TO ACHIEVE 10" REACH, WITH CITY APPROVAL.
- PEDESTRIAN INDICATION UNITS TO BE INSTALLED SUCH THAT ACCESS FOR MAINTENANCE CAN BE ACHIEVED WITHOUT REMOVING OR REPRESSING THE UNIT.
- FINAL LOCATION OF HANDHOLES AND CONDUIT TO BE FIELD PLACED TO AVOID UNDERGROUND UTILITY CONFLICTS.

CONTRACTOR TO EXERCISE CAUTION WHEN EXCAVATING NEAR SANITARY SEWER. DO NOT IMPACT SANITARY SEWER LINES.
FROM: Neil Kopper, PE, Engineering Department

REQUEST: Crosswalk improvements at three locations

Location: 3rd Street and Grant Street; 11th Street, Diamond Street, and Blair Avenue; Patterson Drive, 3rd Street, and Isaac Drive

Description and purpose: The City of Bloomington is adding crosswalk improvements at three intersections.

The purpose of the crosswalk improvements is to improve safety for pedestrians specifically and all street users generally.

Improving street crossings for pedestrians is consistent with the Transportation Plan’s mode priority stating that “pedestrians should receive the greatest priority, because they are the most vulnerable and the most space-efficient road user.” Pedestrian improvements are consistent with multiple Comprehensive Plan goals, such as Goal 6.3 Improve the Bicycle and Pedestrian Network: Maintain, improve, and expand an accessible, safe, and efficient network for pedestrians, and attain platinum status as a Bicycle Friendly Community, as rated by the League of American Bicyclists.”

Title 15 Changes: Currently there is a section of Title 15, “15.20.010 Restricted turn intersections” with Schedule G. The purpose appears to be to list intersections where there are turn restrictions, distinct from the sections “restricted turns on red at signalized intersections.” However, schedule G is blank. Staff recommends removing this second from code. If a turn is restricted at an intersection, the restriction is posted or the turn is not possible due to physical objects (medians, curbs, off-set, etc.).

Recommendation:

Staff recommends that the Commission forward the Title 15 changes to Council with a positive recommendation.
FROM: Neil Kopper, PE, Engineering Department

REQUEST: Adding traffic signal at Tapp Road and Deborah Drive

Location: Tapp Road and Deborah Drive

Description and purpose: The City of Bloomington will be adding a traffic signal at the Tapp Road and Deborah Drive intersection. This is in connection with an Indiana Department of Transportation (INDOT) project.

Title 15 Changes: A Title 15 amendment will be proposed to Council to add the intersections to the list of signalized intersections.

Recommendation:

Staff recommends that the Commission forward the Title 15 changes to Council with a positive recommendation.
1. All Signal Heads Shall Be Black With Black Backplates And Yellow Retroreflective Strips.
2. Video Cables Shall Be Installed Per Manufacturers Recommendations.
3. Video Cables Denote A Coaxial Cable And A 3c/14 Cable for Video Detection Camera.
4. Add 6 in. Pushbutton Assembly Extensions At Each Location, As Directed By The Engineer.