

**BLOOMINGTON PLATINUM BIKING TASK FORCE
MEETING SUMMARY February 10, 2011**

Meeting summaries are transcribed in an abridged manner. Audio recordings of the meeting are available in the Planning Department for reference.

Attendance:

Task Force Members: Jim Rosenbarger, Michael Wallis, Dave Rollo, Kerry Greer, and Chris Tietz

Others in attendance: Scott Robinson (staff), Raymond Hess (staff), Vince Caristo (staff), Joseph Crider (Bloomington Police Department), Jacqui Bauer (Economic and Sustainable Development), Adrian Reid (City Engineer), Justine Wykoff (Engineering Division of Public Works), Eric Van Martin, Jacob Schumacher, Ron Brown, Clair Murphy, and Jake Knight.

I. Call to order (~12:04 PM)

II. Task Force Reports and Announcements

Mr. Tietz mentioned Oregon's legislative/enforcement efforts for reducing stop sign violation fines for bicyclists, bicycle signals as official traffic control devices, and headphone use (he provided handouts). The signals might provide a good example for us to use as well as the reduced fine. Bikes travel much slower than vehicles and thinks this is a reasonable approach as opposed to allowing bicyclists to run stop signs. He also talked about the minimum three foot passing buffer taking place in Indiana. Mr. Rollo said Los Angeles has a recommendation from City Council to develop a law addressing threats, harassment, and assaults against bicyclists. This too is something we should consider.

III. Reports from Staff

Mr. Robinson introduced Vince Caristo as the new Bicycle and Pedestrian Coordinator. He will be working closely with the Task Force as one of his primary duties. Mia Birk will be giving a presentation in Council Chambers on March 1st starting at 1:00 PM. Her talk will focus on bicycle friendly communities and Robinson asked everyone to share this information. He said it would be great if there is good attendance. He congratulated Mr. Tietz for his appointment to the Bike IN Board as the southern region's representative and reminded everyone to provide contact information regarding the centralized web page that Mr. Tietz is working on.

IV. Old Business

A. Task Force Discussion – Enforcement (Continued)

None

V. New Business

A. Engineering – Staff Presentation (Engineering Division of Public Works)

Mr. Robinson introduced Mr. Wykoff and Mr. Reid and they provided background information on Bloomington regarding questions 19-35 on the application. Mr. Reid gave an overview on codes, guidelines, and policies that help govern engineering designs and best practices. He also gave a general rubric on how public works approaches projects from project selection, preliminary design, to how bicycle and pedestrian amenities are incorporated. Reid said bike and pedestrian facilities can't go everywhere and then broke

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down projects into low and high cost projects. Mr. Tietz asked if these costs were taken in aggregate and Mr. Wykoff said it depends on several factors when developing a project scope. Mr. Rollo asked if engineering operates under the assumption that vehicular congestion requires expanding roadways, which is a high cost option and contrary to Redefining Prosperity (Peak Oil). A better approach is to reduce car traffic. Mr. Wykoff said they meet the need of each user and gave some examples. Mr. Reid said they also have to make the most of their resources now and reducing congestion reduces carbon emissions. Mr. Rollo asked if the assumption is car traffic will always grow and not decline. Mr. Reid said the data suggests it will grow. Mr. Rosenbarger asked when will City policies trump typical engineering guidelines, standards, and practices and when does it change from conventional to City Policy. Mr. Rollo said congestion is a signal for people to consider other modes of transportation and Mr. Rosenbarger added how much friction is a good thing versus a bad thing and this is a City Policy. Mr. Reid said unnecessarily long travel times are problems and the data suggests this. Mr. Rosenbarger suggests this is a policy question and Mr. Tietz said citizen complaints also play into decision making. Mr. Wykoff continued the presentation and focused on maintenance issues and stressed that it is a big consideration to ensure facilities are well maintained. Mr. Reid explained that available funding, modernization of facilities, and uniformity are other key considerations factored into engineering designs.

Mr. Rollo asked if it is possible to break out projects by modes and Mr. Reid said it is possible and to some extent is done for most projects. Ms. Greer asked if the projects have itemized budgets and Mrs. Bauer said it was done for the Atwater and Henderson project. Mr. Reid said they have to demonstrate safety improvements. Mr. Caristo asked how projects were selected and Mr. Reid said the Director of Public Works ultimately decides. Mr. Wallis asked if the Task Force had any more questions so there was opportunity for public comment. Mr. Reid provided an illustration for the 17th and Arlington “K” intersection as an example of some bike and pedestrian improvements being designed. Discussion ensued with specific questions on this project.

Mr. Robinson would like everyone to review the NACTO engineering material to help with our discussion at the next meeting and asked about the relationship of data in regards to reactive or proactive approaches. Mr. Tietz said he would rather not be a crash statistic and thinks close call data is more useful especially for bicyclists. Mr. Caristo asked about public involvement and Mr. Wykoff explained standard practices. Mr. Reid said they also use the Greenways Plan and Long Range Transportation Plan and Mr. Rollo suggest they also use Redefining Prosperity report – the urgency is there. Mr. Rosenbarger closed the discussion with wait time scenarios as a good way to present congestion and not as a level of service.

VI. Public Comment

Mr. Brown again gave his support for the bicycle bridge over SR 37 to help relieve congestion along West 2nd Street. Mr. Murphy asked about the life cycle costs of asphalt and concrete and Mr. Wykoff said concrete is more effective over the long run.

VII. Next Meeting – February 24, 2011

A. Topic Suggestions (future agenda items)

Adjournment (~1:05 PM)