

**BLOOMINGTON PLATINUM BIKING TASK FORCE**  
**MEETING SUMMARY February 24, 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, Dave Rollo, Kerry Greer, Chris Tietz, Wendy Saffell-Clemmer, Chad Roeder

Others in attendance: Scott Robinson (staff), Vince Caristo (staff), Adrian Reid (City Engineer), Justin 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 Roeder reported hearing the Bloomington Bicycle Project will inhabit a second building at the switchyard on Grimes, adjacent to the B-Line.

**III. Reports from Staff**

Mr. Robinson announced a community presentation by Mia Birk from 1-230 PM on Tuesday, March 1 at City Hall.

There was a discussion about future scheduling and inviting City Council candidates to meetings in order to build support for the efforts of the group.

**IV. Old Business**

**A. Task Force Discussion – Engineering (Continued)**

**Assignments BFC Applications Review (Questions #19-35)**

Mrs. Saffell-Clemmer started by telling about Boulder, CO. Boulder has 74 miles of bike lanes. They prioritize clearing bike routes prior to other city streets. They emphasize planning for bicycling, and offer continual training for planning. They also have an ordinance that requires bike parking and showers at businesses. Mr Rosenbarger attested to their impressive clearing of sidewalks and later noted they have tried hard to accommodate bikes and peds around suburban areas and shopping malls.

Mr Robinson asked if Mrs Saffell-Clemmer had any specific input for where bike infrastructure should be implemented? She replied there is no east-west passage that is in her opinion safe and feasible. She said the multi-use path on 2<sup>nd</sup> St/Patterson area is incomplete, as well as areas just behind Waynes Bros Pharmacy, near the Fireplace Center, and by the Twin Lakes Recreation Center there is no safe passage to get to the West Side of Bloomington. People need to get to Curry Pike and Ivy Tech. In the 3<sup>rd</sup> Street area, buffered bike lanes would make her feel much safer. On the East Side, the College Mall and Covenanter area need to be connected to the center of town.

Mr Tietz added that debris in bike lanes is a problem in many prime locations such as Walnut and College Rd. Mr Robinson asked if there were any methods to deal with this problem that

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are not complaint-driven. Mr Wykoff said it could be made a priority and there are things they could do, but bike lanes are always going to collect debris because they are on the edges of roadways.

Mr Tietz and Mrs. Saffell-Clemmer said identifying areas to implement buffered bike lanes should be a priority (College, Walnut, 3<sup>rd</sup>). She asked about the 3<sup>rd</sup> St project. A discussion ensued about the application of buffered bike lanes. Mr Robinson said they could take a full travel lane; Mr. Reid said wide roads with 45-50 mph and truck traffic might be a more likely application.

Mrs. Greer reported on Portland. Portland regulates response time for calls about debris, pot-holes, etc. They calibrate signals for a fast response. They offer development incentives for downtown shower facilities. They give incentives for bike lockers. Their bicycle signs include the distance, time, and direction to destinations.

Mr Rollo reported on Ann Arbor, MI. Michigan passed a complete streets law. U of M has over 10,000 bike racks. They have 60 miles of bike lanes, with an additional 20 planned. There are 32 bike lockers/corrals in Ann Arbor and they invite the public to decide where they are placed. Mr Rosenbarger said they were going to spend a lot of money to standardize their roadway markings. They sweep their lanes twice a year. They are going for bike lanes on all their arterials. Big highways restrict access in the community. They have back-angle parking. They utilized road diets to create bike and ped amenities.

Mrs Greer started a discussion on whether we should encourage cars to go on some roads and bikes on others, like Portland does, as opposed to aiming for bike lanes on all streets. Mr Rollo and Mr Rosenbarger advocated policies that aim to reduce overall motor vehicle use.

Mr Roeder reported on Davis, CA. They have clear markings, bike signals, bike lights, bike roundabouts, and underpasses.

Mr Robinson said it would be useful for the group to give direction on high priority areas and where to apply innovative infrastructure. Mr Rosenbarger said we could look to the BFC application for possible policies, such as road diets or speed limits less than 20 mph.

### **V. New Business**

### **VI. Public Comment**

Mr. Brown said you can get from Twin Lakes Recreation Center to Basswood Dr. using a path through the woods, which the City could pave. Mr Tietz said this would almost get you to the other side of SR 37. Mrs Greer said it would be terrifying for a woman to use a path through the woods.

### **VII. Next Meeting – February 24, 2011**

Mr. Robinson thanked everyone and announced the next meeting on March 10<sup>th</sup>. He said we are finished reviewing the 5 E's and now it's time to make some recommendations and increase public awareness about what we are doing.

**Adjournment (~1:00 PM)**