

Minutes
Bicycle Pedestrian Safety Commission
Monday, March 20, 2023

Meeting Agenda:

1. Attendance:

Commissioners: Paul Ash, Pauly Tarricone, Jaclyn Ray, Zach Huneck, Mitch Rice, Rob Danzman

Staff: Hank Duncan, Andrew Cibor, Steve Cotter, Ryan Robling

Public: Eoban Binder, Greg Alexander, Hopi Stosberg, Natalie Levin, Anne Kavelerchik, Eric Ost

2. Approval of Minutes of Meeting: January 9, 2023

Jaclyn moves; Paul seconds; roll called, all approved 6-0

3. Election of Officers – Chair, Vice Chair, Secretary

Chair: Ann nominates herself; Jaclyn seconds; all vote in favor

Vice Chair: Zach nominates himself; Paul seconds; all vote in favor

Secretary: Jaclyn nominates herself; Paul seconds; all vote in favor

4. New Business

a. 2023 Traffic Calming and Greenways Program; the website is being updated

i. Staff-Led Projects – Hank Duncan

a. Morningside Drive public meetings

i. Wed May 10 Park Ridge East

ii. Tues Aug 15 in city hall

b. Allen Street Greenway public meetings

i. Wed May 24 at Allen St and B-line

ii. Aug 17 in city hall atrium

Hawthorne/Weatherstone traffic calming is still on hold because Council has not considered whether they want to require Council approval to move forward.

ii. Resident-Led Projects and Deadlines

Many letters of intent have been submitted. March 24 is the deadline for submission. Hank will set up meeting by April 7 with each potential applicant, and all applications are due by April 14

b. 7-Line Project Update & All-Way Stop Control Installation – Andrew Cibor

There has been an increase in crashes related to removal of stop signs at cross streets. Andrew's recommendation is to restore some of the stop signs.

Paul says that comments on-line are that 7th Street was safer before, but he disagrees.

Pauly asks whether other solutions are being considered, like rumble strips to slow traffic rather than restoring stop signs. Andrew says that reviewing the crash reports drivers say that they thought that cross traffic stopped. The road is already narrow, and drivers are going to fast anyway. He's afraid of causing confusion by having some drivers slow down while others don't know why.

Mitch thinks this is a problem with the memory of drivers. Drivers' inattention should not force us into a corner requiring more stop signs. Andrew says there is usually a window after making a change when you expect people to have trouble remembering. Mitch thinks there should be signage reminding users. Andrew says there are signs saying cross traffic doesn't stop.

Rob asked whether these increases in crashes are limited to the 7-line or whether other intersections are also seeing an uptick. Andrew says it is only where they changed the stop signs.

Pauly thinks that bicyclists tend not to stop at stop signs. Pauly asks whether that's considered. Andrew says they know that some users don't stop at stop signs. He says that it's rare for drivers to come to a full stop. Drivers tend to slow down from driving 30 mph while bicyclists are going 12 mph so it's not so clear that they are slowing down.

Andrew plans to recommend to Council that stop signs be reinstated.

Ann asked whether the recommendation is to reinstate all 5 stop signs or just the one at Dunn which had the most crashes. Andrew wants to recommend all be reinstated.

Paul asked whether Andrew expects drivers will slow down because of the stop signs. Paul thinks that drivers are now driving faster than before the project. Andrew expects that reinstating the stop signs will slow traffic.

Paul moves to support the recommendation that all stop signs be reinstated.

Jaclyn wants to know when this might go to Council. Andrew doesn't think it will be in the next month; he still needs to present it to the traffic commission.

Zach asked about reinstating just some stop signs. Andrew says that Washington and Lincoln as well as Dunn meet the threshold for reinstatement, and that Morton and Grant are close. Zach was questioning whether a year was enough. Mitch thinks that one year is not enough.

Zach is seconding Paul's motion.

Ryan is asking for public comment

Eoban Binder asks what is the MUTCD guidance? He notes that lower speeds reduce the number and severity of crashes. He wonders why other ways of reducing crashes, such as reducing speeds, are being considered. He thinks that making bicyclists stop at every intersection is stupid. He thinks that staff should consider other means of reducing crashes. He noted that People for Bicycles gave Bloomington an award for the 7-line, and he doesn't think we would have the award if there were a stop sign at each intersection.

Greg Alexander appreciates the report and the design. He thought that taking out the stop signs would be good if people drove at 20 mph, but not if people are going over 32 mph. If we have to reinstate the stop signs to get people to drive safely, then we should tear up the traffic plan. He thinks there should be more ticketing to enforce legal speed limits. He thinks this is a law enforcement problem.

Hopi Stosberg is echoing what Eoban said. She especially doesn't want stop signs going up the hill. She is ok with reinstating the Dunn Street stop sign. She says her biggest problem is with people turning the corner onto side streets in front of her after passing her. She would like to eliminate cross streets, or prevent people from turning onto them from 7th.

Natalie Levin bikes the 7-line to work and used to avoid it but prefers it now because of the lack of stop signs. She thinks that stop signs cause friction with drivers especially on a hill. If the stop signs go back up, she will return to biking on 4th street.

Anne Kavelerchik uses the 7-line now but didn't before and wouldn't if the stop signs were reinstated on the hill. She says her biggest problem is with cars turning left especially those going west. She suggests installing signs telling drivers how fast their cars are going. She wants to slow traffic without stop signs. Adding stop signs would hurt cyclists.

Ryan asking for more public comment. No more comments.

Paul votes against. Pauly thinks other changes should be considered and votes against. Jaclyn votes against all 5 intersections having stop signs. Ann votes against all 5. Mitch votes no but favors a stop at Dunn. Zach votes no. Rob no. All are opposed to reinstating all 5 stop signs.

Mitch moves to recommend reinstating only the Dunn Street sign. Pauly seconds.

Public comment is required and the commissioners vote to limit it to 30 seconds per person.

Eoban still objects to a stop sign as a permanent measure and wants other recommendations to be considered such as traffic calming and lower speed limits.

Greg agrees with Eoban.

Eric Ost appreciates the meeting and the effort in Andrew's report. As a bicyclist he thinks it's peculiar that bicyclists don't stop at stop signs.

Roll call vote is taken, and all agree to reinstating the stop sign only at Dunn.

c. Micro-Mobility Recommendations for 2023 and Beyond – Hank Duncan

Deferring this topic to next month because of the time. There will be a report on this to Council March 29 and at Board of Public Works when they next meet.

5. Old Business

none

6. Reports from Commissioners

Jacklyn wants all the pedestrian walk symbols to come on without having someone push a button. Currently some require a person to push the button, and some don't.

7. Public Comment

8. Adjourn