

Bicycle Pedestrian Safety Commission
MINUTES
July 8, 5:30 P.M.
In-person and virtual hybrid meeting
McCloskey Room, #135

1. Attendance City Staff: Ryan Robling, Steve Cotter P&R
Commissioners: Jaclyn Ray, Drew Yeager, Ann Edmonds, Rob Danzman, Pauly Tarricone (zoom)
absent: Kori Renn, Stephanie Hatton,
Public who spoke: only recorded names of the public who made comments, see below

2. Approval of Minutes - June 10, 2024 **Drew** moves, **Rob** seconds **All** in favor: aye none opposed

3. New Business: **Ann**: get updates from missing Local-Motion grant recipients, heard from B&G Club, MCCSC program, not heard: MCPL, YMCA event happened, Bike Project from previous years **Drew**: met with student body president to meet with IU's transportation person and to meet with Hank in regards to getting more student involvement in City projects **Rob**: also more IU presence in general **Drew**: fear IU may not want to be involved, also dirt path in Switchyard and Hank said P&R already planning to pave it

4. Old Business:

a. Advisory Transportation Commission Staff Update: **Ryan**: draft presentation ATC shown, in feedback stage **Jaclyn**: 4 citizens? **Ryan**: 8 citizens **Drew**: 21 down to 8, gov't not supposed to be easy and fast, should be slow and safe, reason to have commissions to hear from the community **Ryan**: 9, 3rd St. bike lane took several years, safety needs to move quicker **Drew**: slow because of IU not community **Ryan**: due to bureaucratic red tape, safety cannot take time **Jaclyn**: 9 citizens **Ryan**: vetted thoroughly by council, all roadway users **Jaclyn**: so few cycle but everyone drives **Ann**: if doing their homework on their boards, already committed to a whole lot of time, this is another chunk of time, even more responsibility than we already have **Drew**: those 9 become czars **Ann**: padding their resume **Ryan**: this commission more susceptible to resume padding, we need the decision makers to hear feedback, needs to work both ways, 30 years of this commission and we are at an all-time high of deaths and serious injury of cyclists and pedestrians **Ann**: 30 year is not accomplishing safety, make good things better but not look for places where problems need to be solved **Ryan**: the public is not satisfied in how we prioritize projects **Ann**: also in purpose is federal funding for SS4A **Ryan**: no, our vision zero statement is separate, happening at the same time **Ann**: thought it was a requirement to get the funds **Ryan**: yes, happening at the same time **Rob**: how much impact do we have? **Ryan**: ton of feedback, not a vote **Rob**: when you hear a disagreement, how to repackage it that is helpful to you? "Consolidation of power" may not be helpful so what do you want to take back? Action items? **Ryan**: I encourage everyone to email me **Drew**: capped at 9? Could you increase that number? **Ryan**: hard to make quorum, State of Indiana sets quorum **Ann**: expand a bit for 'wild card' members? someone not on another commission but who advocates for safety **Jaclyn**: how much time do ppl have equity wise **Ann**: Plan commission is a heavy lift **Ryan**: rules to appoint reps, they are the conduit **Jaclyn**: how? **Ryan**: the City Engineer quarterly report to mayor and council **Jaclyn**: actual funds? **Ryan**: local-motion grant are the only funds, almost no funds, can look for funds into the future **Ann**: we will have a vote on projects that come up for consideration? **Ryan**: Neighborhood Greenways are required to be reviewed by BPSC, any Title 15 amendment will be reviewed, eventually everything will be reviewed by this body, similar to greenway projects **Ann**: sidewalks, council sidewalk committee used to be political, changed to be more based on data, does ATC have more of a say related to sidewalk committee? **Ryan**: currently a council committee, staff are invited to weigh in, could ask to incorporate **Drew**: what are pros for public? I know the benefits to staff **Ryan**: concern we hear from public that there are too many meetings to go to, e.g.: how to get a stop-sign in your neighborhood? **Drew**: they are still not going to know where to find the one committee, I don't see it solving the problem, in fact one commission might not care about a stop sign but another does **Ryan**: but currently the whims of the commission make the decisions, the ATC will design the rules for any decision made *on a slide, they will have to have findings **Ann**: spent time working with staff refining the Resident Led matrix based on data, we want to expand that idea to allocate resources on cost-benefit model, I don't see that **Drew**: add to that, agree with the goals but this plan doesn't get to that point in the most efficient way, is there a better way to do it? City improve communication? Wrong approach to great goal. **Ann**: Resident-Led based on data but never understood Staff-Led **Ryan**: I 100% agree, current process the prioritization makes sense to me but ppl are dying on our streets, SS4A will inform the T.Plan then inform this committee, this is the body not the muscle **Rob**: 'E' enforcement, that has been anemic, not

pointed at the staff, ATC would benefit from this, only one member from public safety, seems like a big part, there will be ppl that break rules **Ryan:** can talk about enforcement **Rob:** we've asked **Ryan:** traffic commish has a member of the Police Dept., we also don't have an engineer to come to this commission, limited amount of staff time, some community members also have problems with police voting, moving it to ATC may slightly ease this, (back to presentation) last 'E' is Education **Jaclyn:** parking commish comment on parking garages? **Ryan:** no but could go to ATC, then make a recommendation to council or planning commission **Drew:** these seem like rule changes **Ryan:** no difference, you could weigh in, but there is a current structure that staff tries to stick to **Drew:** nothing stopping us then? **Ryan:** feel free to weigh in **Drew:** my main concern is lack of public involvement, couldn't we do a sub-structure to council committee then commission? 3 to 1 committees with 1/3 members of the public, communication is inefficient, we need to build a pipeline to getting things done **Ryan:** internally communication is great, decision-making bodies are not communicating, 7 ppl here with no authority **Drew:** to increase communication this is reducing ppl talking 21 to 9 citizens, could the commissions communicate better? **Ryan:** you can do that now, burden on Ann but I'm saying the other way around and that there is a person there with the duty to act on the communication heard, we need a structural change so they are required to hear it **Drew:** you are saying we need decision makers together but my concern is the members of the public present, cutting out stakeholders **Ryan:** do you feel more heard with a vote on this body? **Drew:** no **Ryan:** they should be required to hear your concern and decision-makers should be required to address it **Rob:** many times we listen to public comment and just move forward without response, sometimes we address it, there is subjectivity to what we choose to respond to **Drew:** but anything we vote on we can make council accountable **Ryan:** I think the public should have the weight **Jaclyn:** ATC communicate better with public? BPSC do not do a good job **Ryan:** good idea **Drew:** that is a drawback to lose the number of people to spread out information about transportation so actually losing contact points **Ryan:** you will still be advocates to spread the word, we don't bring every decision to this commission, if there was a new body that could maintain an email list, social media, etc. **Ann:** frequency of meetings? **Ryan:** up to ATC, there are huge agendas that happen in the City and they make it happen, this is an open conversation, the ATC will have a structure **Steve Cotter:** I appreciate the position you're in with staff time, I think Bloomington is special, we have committed and intelligent ppl here, they have improved projects, lots of staff turnover and this body brings that new staff up to speed, low turn-out tonight due to summer, inefficient yes but not fair to say we still have fatalities in town, this commission does help reduce it, we are in a national epidemic, this commission is in a better place to advocate for safety, e.g. Right turn on red, this body advocated for that, the pipeline point is good, communication needs to be improved, they are ambassadors, venue for the public to come and share things that they might not be able to do with a bigger agenda, I'd hate to see it go **Ryan:** I don't mean to disparage this body once again, fatalities are not on your shoulders, no right turn on red came from council **Steve:** I do agree, duties and responsibilities of bpsc need improvement to be clear more rigid, maybe quarterly meeting? **Ann:** anyone from public who would like to speak on this? **Dave Askins:** issue of applying for grants, recall 2020 friction points community crossing project, no striped bike lanes, they did get added but the general policy question: shouldn't the council have more power to choose projects? Would this new body have power to choose community crossing projects? **Ryan:** yes, they would be involved in things like that, that one is staff-led, but that's a great point, we don't ask any commission about what we are proposing, yes, every transportation decision would go through this commission if formed

5. Reports from Commissioners: **Jaclyn:** B-line at University St. in Hopewell Plaza: taking into consideration the 400-person petition to keep bikes and peds separated on all MUPs, can we not mix the two at the Kroger bus stop area? ...big mistake to extend the pedestrian plaza there and mix bikes and peds. The City will regret that. No one likes the SYP Plaza area where cyclists ride through peds.

6. Public Comment none

7. Adjourn