



# Bloomington Platinum Biking Task Force September 23, 2010





# Task Force Charge

- Acquire Information – the state of bicycling
  - Current Facilities, Education, Enforcement, Amenities, and Benefits
- Seek Community Feedback – vulnerabilities and solutions
- Research Best Practices
- Coordinate Efforts
- Develop a Plan





# Platinum Task Force Schedule

- Meetings are on the 2<sup>nd</sup> AND 4<sup>th</sup> Thursdays of each month
- First focus on Five Es (Evaluation and Planning, Education, Encouragement, Enforcement, Engineering)
- Staff Presentations to kick-off each E topic
- Followed by Task Force focus discussion
- Encouragement, Enforcement and Engineering – will be called upon to present to the Task Force





# New Business

## Evaluation and Planning

- Area Plans
- Facilities
- Funding
- Data Collection and Analysis





# Bloomington BFC Application “Silver 2010 to 2014”

- Focus on Questions #72 to #83
  - Review responses to identify areas of improvement
- Changing “No” to Yes (#76, #78, #81, #82)
- Look at other BFC for examples and ideas to emulate
- BFC Themes – Data collection, Hazards and Needs Analysis, and #85 areas of improvement





### Evaluation and Planning

\* 72. What is the most current journey-to-work data for your community? (this percentage can be found in the [U.S. Census or the American Community Survey](#))

1.8

\* 73. What additional information do you have on bicycle use for your community?

The City recently began conducting manual and automated counts of bicyclists on trails and at intersections. In 2010, volunteers logged over 90 hours counting bikes at intersections throughout town, and City staff conducts additional counts throughout the year. These counts include male/female breakdown, as female cyclists have often been cited as an "indicator" of good conditions for bicyclists. Based on our count data, female cyclists constitute roughly 30% of all cyclists. We have also conducted intercept surveys based on the forms developed by the National Bicycle and Pedestrian Documentation Project. We are in the process of compiling this data for a baseline report, which will be updated on a regular basis to monitor trends. In 2009, Bloomington Transit completed its Transit Development Strategy, which included some questions regarding bike access to transit. We are also working the BT to count the number of riders who use the bike racks on buses. In 2006, the Bloomington Parks and Recreation Dept. conducted a statistically valid Community Attitude and Interest survey, which revealed that the Bloomington Rail Trail and Clear Creek Trail are the second and third most popular Parks facilities in Bloomington. In the same survey, respondents indicated the highest need for biking and walking trails, compared to other facility types. The Bloomington-based Eppley Institute for Parks and Public Lands has conducted extensive trail surveys and counts on the Clear Creek Trail, and plans to develop a similar program for the B-Line Trail.

\* 74. How many cyclist/motor vehicle fatalities have occurred in your community in the past five years?

0

\* 75. How many cyclist/motor vehicle crashes have occurred in your community in the past five years?

172

\* 76. Do you have a specific plan or program to reduce these numbers?

Yes

No

\* 76a. If yes, provide the link to the plan or describe.

\* 77. Does your community have a bicycle plan?

Yes

No

\* 77a. When was it passed or most recently updated?

2008

\* 77b. Is there a dedicated funding source for implementation?

Yes

No





\* 77c. If yes, describe.

Each year, the City Council sets aside funding for implementation of the Bicycle and Pedestrian Transportation & Greenways System Plan. This fund has typically been set at \$500,000/yr., though it was reduced to \$250,000 in 2010 due to budget shortfalls. Other funding sources such as American Recovery and Reinvestment Act, Transportation Enhancements, Tax-Increment Financing, Community Development Block Grants, and Congressional earmarks, are used to implement facilities identified in the Plan.

\* 77d. What percentage of the plan has been implemented?

25%

\* 77e. Are you meeting annual target goals for implementation?

Yes

No

\* 77f. Provide a link to the plan or describe.

<http://bloomington.in.gov/media/media/application/pdf/57.pdf>

\* 78. Do you have a trails master plan that addresses mountain bike access?

Yes

No

\* 78a. If yes, provide the link to the plan or describe.

\* 79. Is there [formal cooperation](#) between the mountain biking community and the community recreation and planning staff?

Yes

No

\* 79a. If yes, describe.

The Parks and Recreation Department works with the I.U. Mountain Biking Club and the Hoosier Mountain Biking Association to develop solutions to mountain biking issues at Wapehani Mountain Bike Park. These groups also participate in trail maintenance.

\* 80. Do you have [trip reduction ordinances, policies or programs](#)?

Yes

No

\* 80a. If yes, describe.

The City has several planning documents and other adopted resolutions that include trip reduction as a goal. The Growth Policies Plan (Comprehensive Plan) includes a Policy Goal designed to "enhance the community transportation system in a manner that reduces automobile dependency and increases access to multiple transportation modes such as walking, bicycling and transit." On a more specific level, the City recently implemented parking maximums for new developments and modified sites. Also, in 2009, the City Council approved the Bloomington Peak Oil Task Force Report, which includes several strategies aimed at reducing dependency on automobiles, including [trip consolidation and improved bicycle facilities](#).

\* 81. Have you done an [economic impact study](#) on bicycling in your community?

Yes

No





\* 81a. If yes, describe.

\* 82. Do you have a mechanism to ensure facilities, programs and encouragement efforts are implemented in traditionally underserved communities?

\* 83. Does your community have other programs or policies to evaluate and/or plan bicycling conditions, programs, and facilities in your community?

Yes

No

\* 83a. If yes, describe.

**The City recently established the Bloomington Platinum Biking Task Force, which is set to begin meeting in fall 2010. This group is charged with coming up with a comprehensive set of recommendations to advance the state of bicycling in Bloomington, with Platinum recognition from the League as the ultimate measure of success. The group will develop specific implementation strategies in the areas of infrastructure and engineering, education, encouragement, enforcement, evaluation, and planning. The City's Bicycle and Pedestrian Safety Commission reviews major public infrastructure and private development proposals and proposes measures to improve conditions for bicycling.**

85. What are the three aspects of your community most in need of improvement in order to accommodate bicyclists?

\* 85a.

**Driver and bicyclist education, and enforcement of traffic laws is needed to improve safety and foster better relations between cyclists and motorists. As a college town, Bloomington experiences a high turnover of students and residents. Furthermore, many of these individuals are new to the United States, and may not be familiar or comfortable with the rules of the road. This makes driver and bicyclist education an ongoing challenge, but one that can be solved with effective education and enforcement.**

\* 85b.

**Increased investment in Bloomington's cycling infrastructure is needed to better accommodate bicyclists. In particular, development of the on-street bike network and seamless connections between on-street and off-street facilities are needed. Additionally, better connections to outer neighborhoods and commercial centers, and across state highways would make cycling a more viable option to citizens farther from downtown.**

\* 85c.

**Increased encouragement of cycling by business leaders and civic groups would greatly advance the status of bicycling in Bloomington. Such groups could encourage and reward their employees for riding to work, and create a culture of acceptance and appreciation of cycling. These steps would lead to increased ridership, greater awareness of cycling issues, and safety in numbers. Leadership from these groups would also help the community to move beyond misunderstandings between motorists and cyclists.**



# Area Plans



## Bicycle and Pedestrian Transportation and Greenways System Plan

- Provides policy direction
  - Benefits: Reduce traffic congestion, non-driver accessibility, quality of life, health and wellness, economic and tourism, and environment.
  - Goals and Objectives: Bicycle and pedestrian users, connectivity, funding, maintenance, environment, economic development, and tourism
- Focus on facility types and locations
- Focus on priorities (high, medium, low)



# Facilities



- Signed Bike Route
- Bike Lane
- Sidepath
- Connector Path
- Multi-use Trail
- Bicycle Boulevard

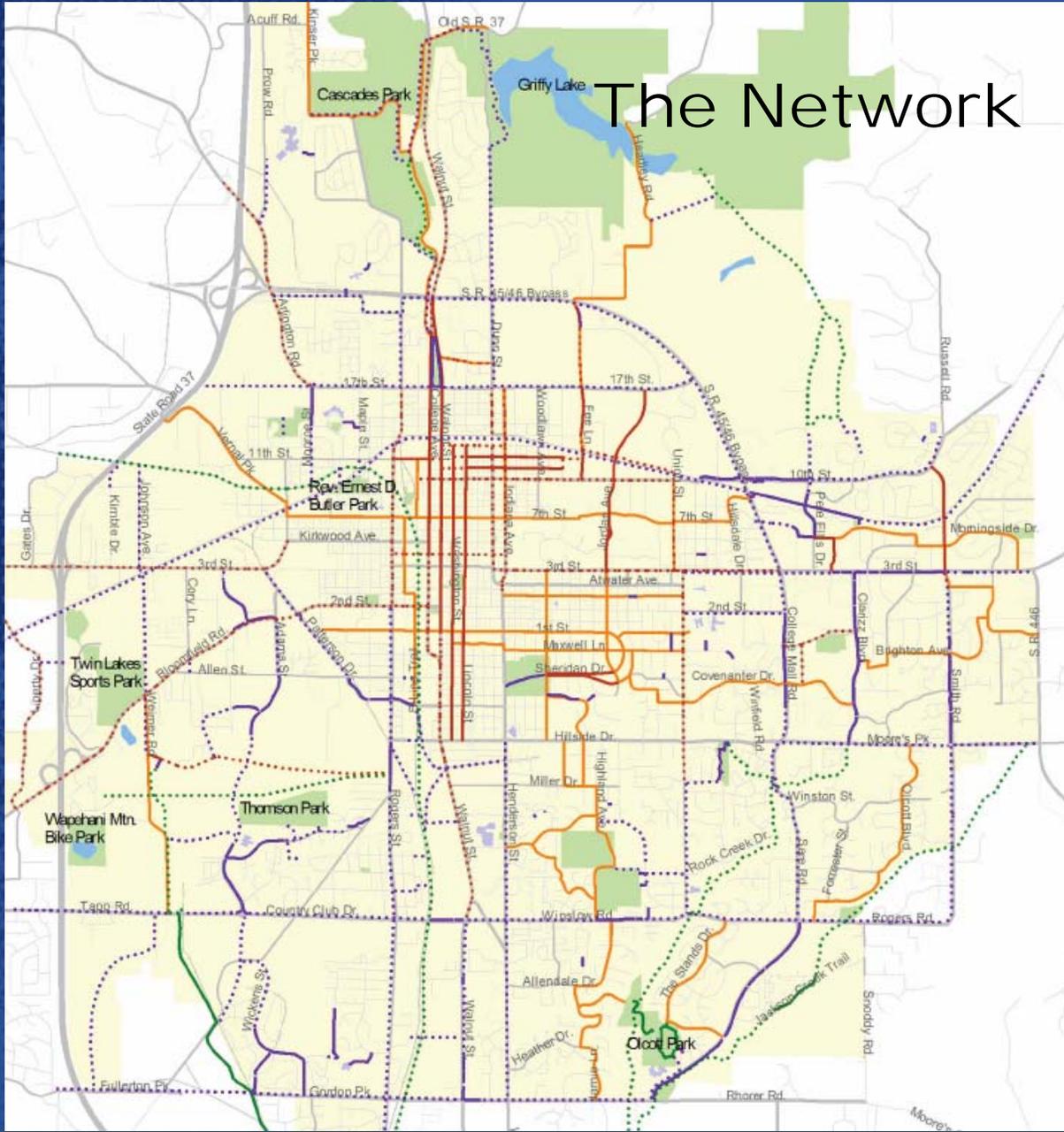


City Bike Route



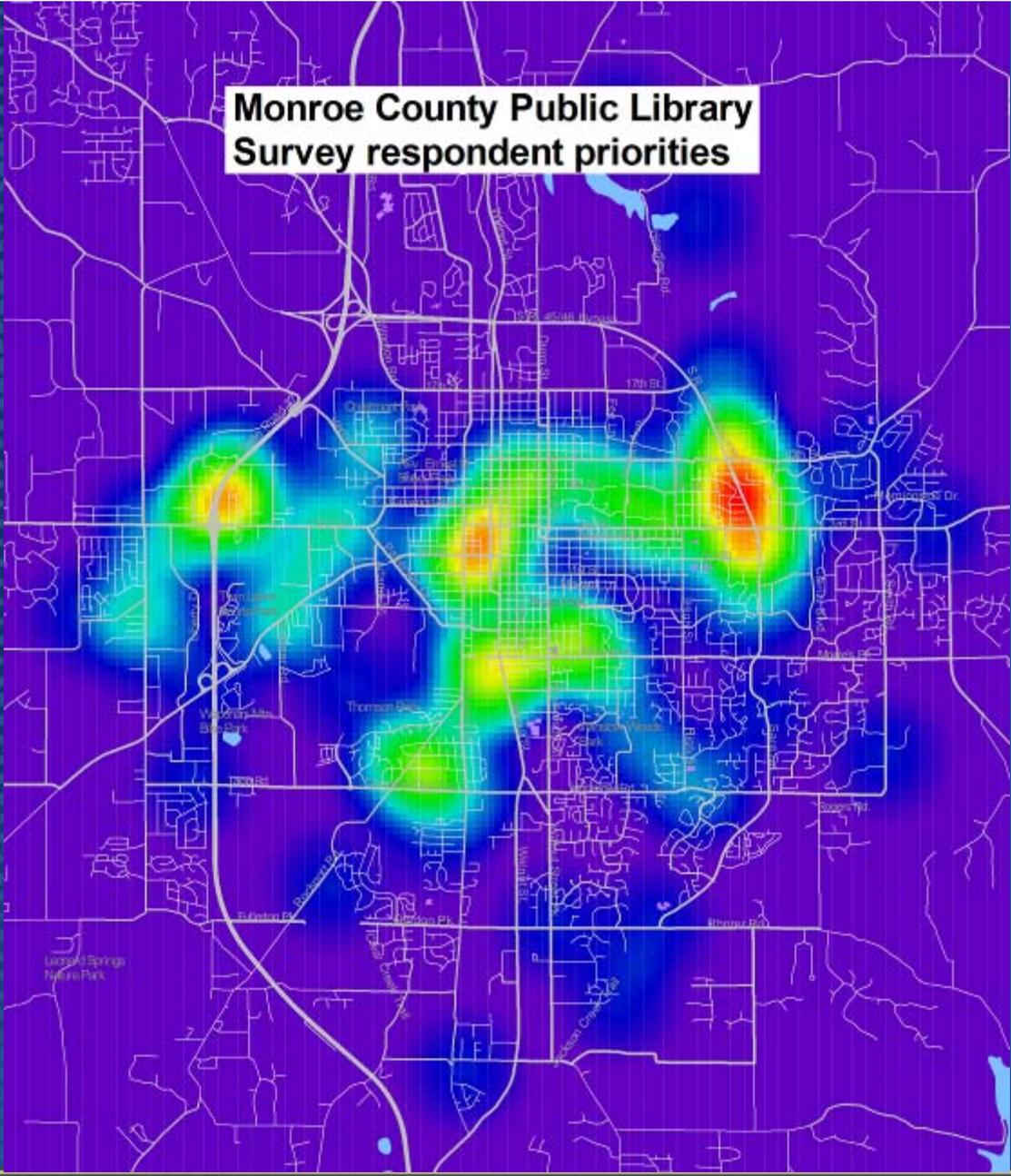


# The Network

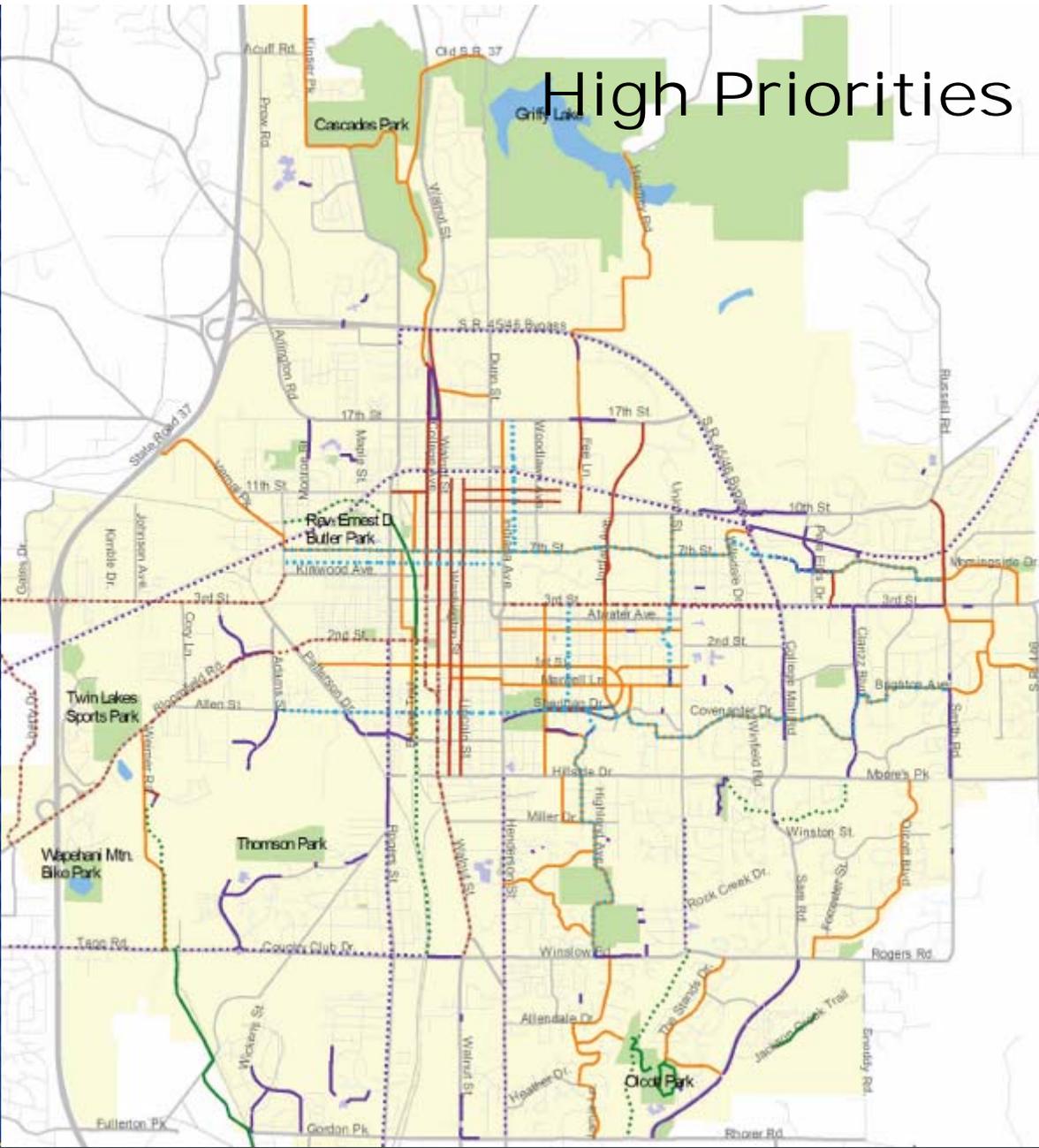




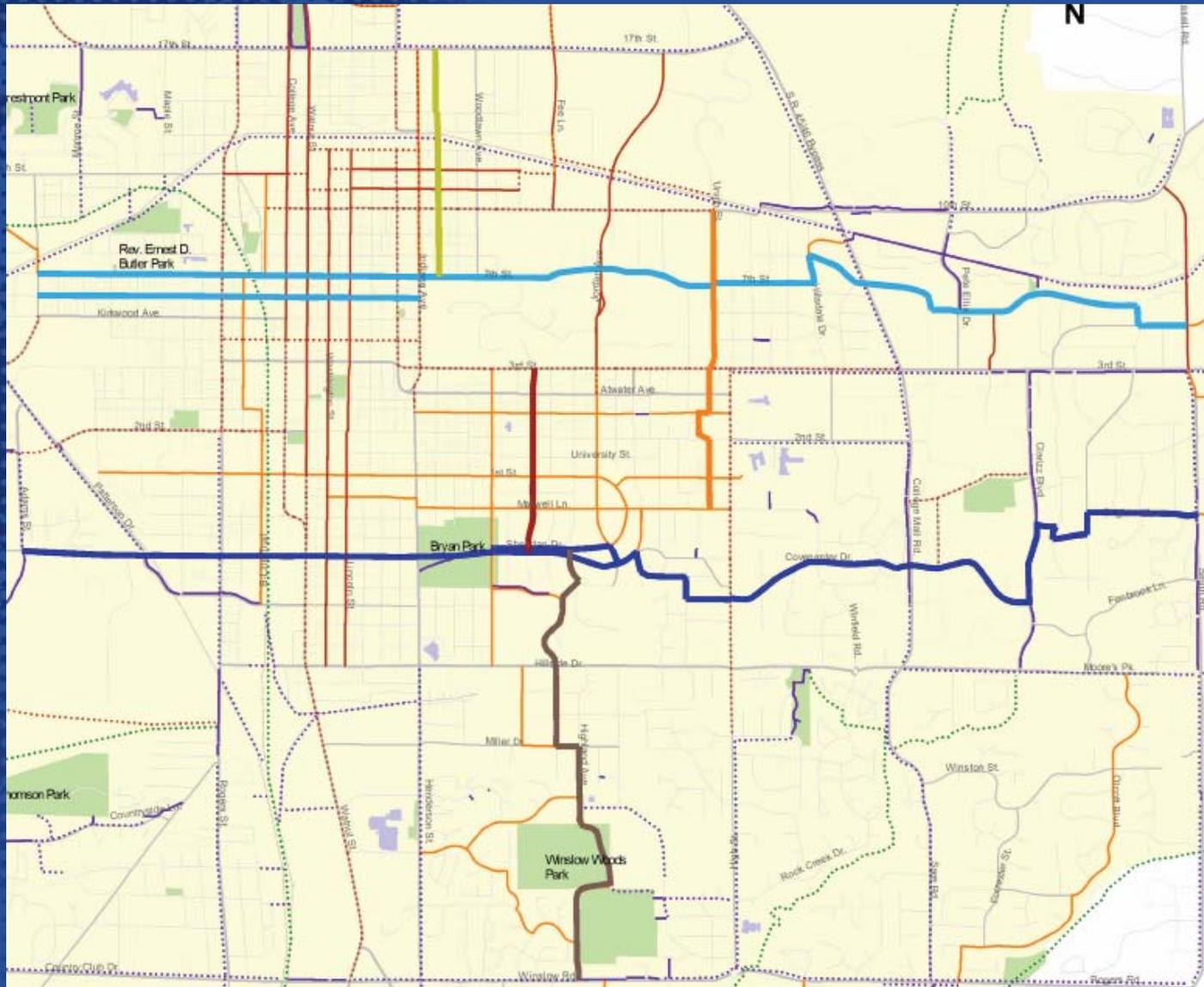
# Monroe County Public Library Survey respondent priorities



# High Priorities



# Bicycle Boulevards



# Funding

## Local – Public Works

- Average ~ \$400,000 annually
- 2010 - \$0 (direct)

## State and Federal

- Transportation Enhancement
- SRTS ?
- HSIP ?
- Other ?





# Data Collection and Analysis

- Bloomington Transit – surveys
- Electronic – B-Line Trial
- Volunteer Efforts
- Crash Report (172 crashes)
- Other?



# Homework



## Trip Scenarios

- West Side/ Ivy Tech/ Baxter
- North High School/Crestmont Neighborhood
- SIMP/ Wapehani
- College Mall
- Downtown
- IU Campus
- Jackson Creek

