

Bike and Pedestrian Safety Commission  
Agenda  
Monday, October 21, 2013  
5:30 p.m. – Hooker Conference Room

- I. INTRODUCTIONS
- II. APPROVAL OF MINUTES
- III. PUBLIC COMMENT
- IV. COMMISSION MEMBER’S COMMENTS
- V. DEPARTMENTAL UPDATES
  - A. City Planning
    - 1) Muller Parkway Bike Route Proposal
    - 2) Bicycle Parking Ordinance
    - 3) 10th Street/University Elementary
  - B. City Engineering
  - C. Bloomington Police Department
- VI. NEW BUSINESS
- VII. OLD BUSINESS

NEXT WORK SESSION: Monday, November 4, 2013 in the Hooker Conference Room

NEXT MEETING: Monday, November 18, 2013 in the Hooker Conference Room at the Showers Building

**Date:** 9/25/13

**From:** Ron Brown, Advocacy Chair, Bloomington Bicycle Club

To The Bicycle & Pedestrian Safety Commission:

In July 2012 seven members of the Bloomington Bicycle Club met with INDOT and its contractor Michael Baker Inc to advocate for a stand-alone bicycle/pedestrian bridge across I-69. At this meeting was Geff McKim representing the County and Tom Micuda representing the City.

Here is the write-up of the plan for the bicycle/pedestrian bridge on the BBC website:

<http://bloomingtonbicycleclub.org/SR37Bridge/bridge.html>

The representatives of INDOT and Michael Baker Inc seemed to view this plan favorably. Following the meeting Monroe County sent a letter to INDOT signed by Mark Stoops showing strong support.

In a November 19 email Geoff McKim reports on conversations with Mary Jo Hamman (Michael Baker Inc) and Sandra Flum (the INDOT project manager for I-69). He said that "INDOT has given them permission to cost it out for possible inclusion in the final (FEIS)".

A March 22 letter from INDOT to local government officials lists some of the things that will be in the Final Environmental Impact Statement (FEIS) for I-69 Section 5.

Here is what it said about the proposed bicycle/pedestrian bridge:

"The stand-alone bicycle/pedestrian facility between SR-45/2nd Street and SR-48/3rd Street is not included in Refined Preferred Alternative 8".

In addressing the I-69 Community Advisory Committee Mary Jo Hamman mentioned that there was a private property issue with stand alone bicycle/pedestrian bridge.

I have concluded that the bicycle/pedestrian bridge was not included in the I-69 FEIS because the proposed connecting route from the city side was seen to use a private road (Muller Pkwy).

INDOT did encourage the continuing pursuit of the bicycle/pedestrian bridge as a separate project. Here is a quote from the letter:

"A stand-alone facility can be discussed as a separate project once connecting public bike/pedestrian paths are identified on either side of SR-37/I-69 for a free standing facility to serve."

On May 1 Geoff McKim had a conversation with with Sandra Flum (INDOT project manager for I-69). He said that she “seemed quite supportive of it (the bike/ped bridge) as a future project.” ... “She even made a comment that a dedicated facility wouldn't really cost that much.”

To lay the groundwork for the bicycle/pedestrian bridge as a separate project, Muller Pkwy needs to be designated by the City of Bloomington as an official bicycle route. This will require that the owner of Muller Park agree to allow through bicycle traffic.

Muller Park is Indiana University Student housing. It is owned by a company called Trinitas (Latin for three). This company specializes in developing student housing and is located in Lafayette, Indiana. Here is their website:

<http://www.trinitas-ventures.com>

Here is their page for Muller Park:

[http://www.trinitas-ventures.com/muller\\_park\\_description.html](http://www.trinitas-ventures.com/muller_park_description.html)

The bicycle/pedestrian bridge would be a benefit to many residents of Muller Park because it would allow them to walk to Menards. It seems that to get this benefit Muller Park would agree to through bicycle traffic.

There are five other large housing complexes who's numerous residents drive their cars on this private road as the only way to get to Third St. In view of that there should be no objection some bicyclist using this road also.

Here are the other housing complexes:

Canterbury House Apartments  
Forest Ridge Apartments  
Copper Beech Townhomes and Apartments  
Bradford Ridge Apartments  
Basswood Apartments

It is interesting that Google Maps shows the private road through Muller Park as a bicycle route:

<http://goo.gl/maps/6mA3S>

Bicycle routes, including the private road through Muller Park, are shown in green. Did Google Maps do this on-their-own or did they get some sort of direction from someone connected to Muller Park?

I am suggesting that the Bloomington Bicycle and Pedestrian Safety Commission initiate the process to make the private road through Muller Park an official Bloomington bicycle

route. This would be a very helpful step in getting INDOT to approve the bicycle/pedestrian bridge.

Ron Brown

Advocacy Chairman  
Bloomington Bicycle Club

# Alternative Transportation Standards (AT)

## 20.05.011 AT-02 [Alternative Transportation; Bicycle Parking Standards; General]

This Alternative Transportation Standards section applies to the following zoning districts:

RE RS RC RM RH MH CL CG CA CD IG BP IN MD QY

- (a) Rights-of-way: Bicycle parking spaces shall not be located fully or partially within a public right-of-way except upon approval from the Board of Public Works.
- (b) Access: All required bicycle parking spaces shall be located such that a three (3) foot clear space is provided to all sides of a standard six (6) foot bicycle parked in each required space.
- (c) Pedestrian Obstruction: Bicycle parking facilities shall not cause any obstruction to pedestrian traffic.
- (d) Surface: Bicycle parking areas shall be placed on a paved surface composed of concrete, asphalt, brick pavers, or the like. Under no circumstances shall bark mulch, crushed stone, stone, rock, dirt, sand or grass be permitted as a surface for bicycle parking areas.
- (e) Type: A long-term Class I or short-term Class II bicycle security facility shall be utilized for all bicycle parking requirements.
- (f) Collocation: Bicycle parking facilities may be located in one (1) non-required vehicular automobile parking space so long as it is not designated a handicap space and the location meets the other provisions of this section.

## 20.05.012 AT-03 [Alternative Transportation; Bicycle Parking Standards; Exceptions]

This Alternative Transportation Standards section applies to the following zoning districts:

CL CG CA CD BP IN

- (a) Partial Exceptions: The following nonresidential uses shall provide a minimum of two (2) Class II bicycle parking spaces, and are otherwise exempt from *Section 20.05.014: AT-05 [Alternative Transportation; Bicycle Parking Standards; Nonresidential and Mixed Use]*:
  - (1) Vehicle sales/rental;
  - (2) Boat sales;
  - (3) Car washes;
  - (4) Vehicle repair;
  - (5) Drive-through;
  - (6) Mortuaries;
  - (7) Cemeteries/mausoleums;
  - (8) Crematories;
  - (9) Crops and pasturage;
  - (10) Orchards; and
  - (11) Tree farms.
- (b) Full Exceptions: The following nonresidential uses are exempt from bicycle parking requirements:
  - (1) Utility substation and transmission facilities.
  - (2) Communications facilities.

## Alternative Transportation Standards (AT)

## 20.05.013 AT-04 [Alternative Transportation; Bicycle Parking Standards; Multifamily Residential]

This Alternative Transportation Standards section applies to the following zoning districts:

RM RH MH CL CG CA CD

- (a) **Number:** Multifamily developments shall provide one (1) Class II bicycle parking space per six (6) bedrooms, or a minimum of four (4) bicycle parking spaces, whichever is greater.
- (b) **Location:**
  - (1) *Proximity:* A dedicated bicycle parking area equipped with bicycle racks shall be within fifty (50) feet of the main entrance of each primary residential building on site.
  - (2) *Distribution:* Buildings with twelve (12) bedrooms or more shall provide a minimum of two (2) Class II bicycle parking spaces per residential building. These spaces shall count toward fulfilling the total site requirement.
- (c) **Covered Spaces:** Developments with more than thirty-two (32) bedrooms total shall provide a minimum of one-half (½) of the total number of required bicycle parking spaces as covered, short-term Class II bicycle parking facilities and a minimum of one quarter (1/4) as long term Class I facilities.

## 20.05.014 AT-05 [Alternative Transportation; Bicycle Parking Standards; Nonresidential and Mixed Use]

This Alternative Transportation Standards section applies to the following zoning districts:

CL CG CA CD IG BP IN MD QY

- (a) **Nonresidential Uses:**
  - (1) *Number:* Developments shall provide one (1) Class II bicycle parking space per fifteen (15) required vehicular parking spaces, or a minimum of four (4) bicycle parking spaces, whichever is greater. The Planning Director may approve a reduced number of bicycle parking spaces for a development within the CD zoning district where existing bicycle parking facilities located within the public right-of-way are within one hundred (100) feet of the building's main entrance, provided that a minimum of four (4) bicycle parking spaces are provided on-site.
  - (2) *Location:* A dedicated bicycle parking area, equipped with bicycle racks, shall be located within fifty (50) feet of the main entrance of each primary building on site.
  - (3) *Covered:* Developments with more than 20,000 square feet of gross floor area shall provide Class II covered bicycle parking spaces for all required spaces.
- (b) **Mixed Uses:**
  - (1) Developments with both nonresidential and residential uses shall provide the cumulative required number of bicycle parking spaces as calculated for the respective nonresidential and residential requirements in *Section 20.05.012: AT-03 [Alternative Transportation; Bicycle Parking Standards; Exceptions]*, *Section 20.05.013: AT-04 [Alternative Transportation; Bicycle Parking Standards; Multifamily Residential]* and *Section 20.05.014: AT-05 [Alternative Transportation; Bicycle Parking Standards; Nonresidential and Mixed Use]*.