



Monday, July 11, 2016  
5:30 – 7:00 p.m.  
Hooker Conference Room, Bloomington City Hall  
**AGENDA**

- I. Call to Order and Introductions
- II. Approval of Minutes
  - a. June 13, 2016
- III. Public Comments
- IV. Communications from Commission Members
- V. Reports from Staff
  - a. Permanent Bike Counters
  - b. City Project Updates
- VI. Old Business –
  - a. US 235 Bike Route – Resolution\*
- VII. New Business
  - a. Bloomington Bicycle Laws
- VIII. Topic suggestions for future agendas – Bloomington Comprehensive Plan
- IX. Upcoming Meetings/Events - August 8, BPSC
- X. Adjourn

*\*Action requested*

***Auxiliary aids for people with disabilities are available upon request with adequate notice. Please call [812-349-3429](tel:812-349-3429) or e-mail [human.rights@bloomington.in.gov](mailto:human.rights@bloomington.in.gov).***



Monday June 13, 2016  
Hooker Conference Room, Bloomington City Hall  
**MINUTES**

*\*Minutes are transcribed in a summarized outline manner. An audio recording of the meeting is available upon request.\**

**I. CALL TO ORDER AND INTRODUCTIONS – 5:35 P.M.**

Members present: Paul Ash, Jacklyn Ray, Mitch Rice, and Jim Rosenbarger

Others: Mike Biggs, Lisa Ridge (County Hwy), and Neil Kopper (staff), Beth Rosenbarger (staff), and Scott Robinson (staff)

**II. APPROVAL OF MINUTES**

Jim Rosenbarger motioned approval, Paul Ash seconded to approve the minutes from the May 9th, 2016 meeting. *Motion passed.*

**III. PUBLIC COMMENTS** – Mike Biggs spoke about concerns of motorists harassing cyclists. He has had several times where he has been harassed. He would like the Commission to consider a harassment ordinance and forward to the City Council. He also would like to see sharrows used more along busy streets like Grimes Drive and South Walnut Street.

**IV. COMMUNICATIONS FROM COMMISSION MEMBERS** – Paul Ash mentioned the bike tour he hosted for a task force from Brentwood, TN. They came to see Bloomington and learn about our bicycle friendly community as Brentwood is similar to Bloomington in many ways – including an interstate bisecting the community. The tour took them around to show a variety of facilities. Scott Robinson thanked Paul for his efforts and said the task force sent a report to us about their visit. There were no other communications.

**V. REPORTS FROM STAFF**

- a. **New Bicycle and Pedestrian Coordinator** – Scott Robinson introduced Beth Rosenbarger as the new Coordinator and was pleased with the recruitment process. Beth Rosenbarger said she is excited to begin work with the Commission and explained her background while working for the County and City. Everyone welcomed Beth and looks forward to working with her.
- b. **4<sup>th</sup> and Rogers Update** – Neil Kopper provided an update about the preferred design alternative for this intersection improvement. Curb extensions, Rectangular Rapid Flashing Beacon signs are planned improvements scheduled to be completed next summer. There is no traffic island in the preferred design alternative. There were no other comments or questions.

- c. **ADA Detectable Warnings (curb ramps)** – Neil Kopper said the red or cast iron color detectable warning ramps will be the standard color the City will use. Most existing ramps are this color and aesthetically is the preferred color over the other options. There were no questions or comments.
- d. **May 23<sup>rd</sup> Work Session** – Scott Robinson said the discussion at the work session over the new development proposal on North Dunn Street were helpful for the first Plan Commission meeting. Generally the Plan Commission was in support of the projects concept and location.
- e. **Hillside and Henderson Project (added at meeting)** – Beth Rosenbarger wanted to get feedback for an upcoming Plan Commission case at the intersection of Henderson Street and Hillside Drive. She provided an overview of the proposal and commission members provided feedback on parking, sidewalk, outdoor seating, and a multiuse trail. She will coordinate additional comments by email due to the timing of the Commission’s next meeting and the first hearing at the Plan Commission.

**VI. OLD BUSINESS**

- a. **US 235 Bike Route – Resolution** - Scott Robinson asked the Commission if there was support for this proposal. If there was, staff would draft a resolution or letter to the administration for the Commission to approve at their next meeting. The consensus of the Commission was in support of the US bike route proposal into the City. Staff will prepare something for the Commission to adopt at their next meeting.

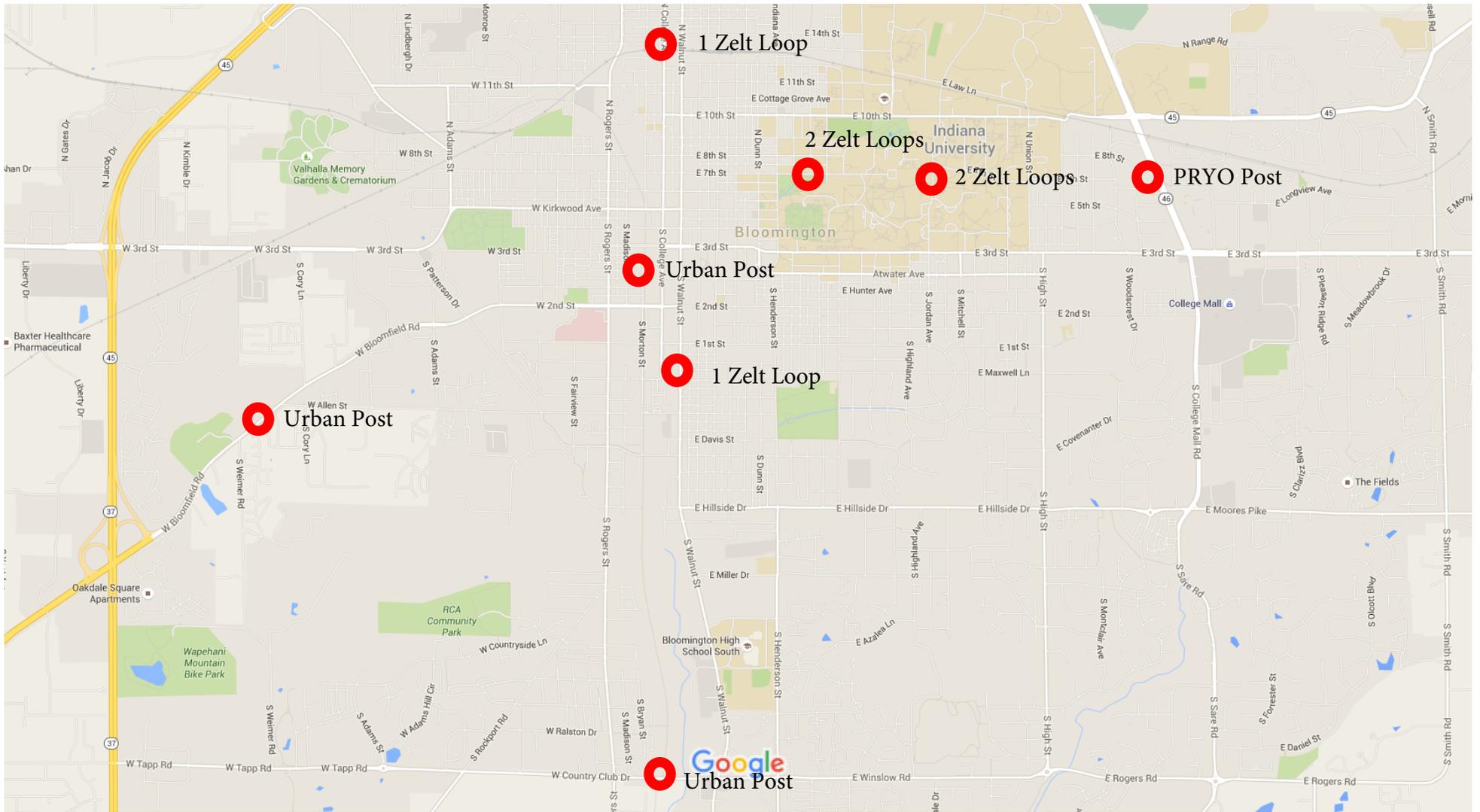
**VII. NEW BUSINESS**

- a. **County Project – Old SR 37** – Lisa Ridge explained the background of the project as it started as a trail proposal along SR 45. INDOT supported a separated trail along SR45, but was determined to be too expensive and the County proposed an on-road facility. INDOT was not in support of this on-road scope and suggested a project modification to keep the funding in place. The County is now looking to make minor improvements along Old SR 37, Robinson Road, and other county roads to link Lake Griffy and Lake Lemon. INDOT has approved this project modification. Jim Rosenbarger mentioned the existing context of this route is very desirable for cyclists and motorists too. He thinks this route is a good choice and was pleased to learn the scope was limited to pavement markings, signage, and limited shoulder improvements to allow for passing. He is not in support of any road widening aspects. Other commission members agreed and are interested in the developments of this project. Lisa Ridge said she would provide funding and other project details as this moves forward.

**VIII. TOPIC SUGGESTIONS FOR FUTURE AGENDAS – none.**

**IX. Upcoming Meetings/Events** – The next Bicycle and Pedestrian Safety Commission meeting is on Monday, July 11<sup>th</sup>.

**X. Adjourn – 7:00 P.M.**



Map data ©2016 Google 1000 ft

 Counter Location



July 11, 2016

Dear Mayor Hamilton,

The Bicycle and Pedestrian Safety Commission heard a request by the Bloomington Bicycle Club's to support U.S. Bike Route 235 (USBR 235) into Bloomington at our May meeting. This route would be a spur off already approved U.S. Bike Route 35. This 100 plus mile spur leaves downtown Indianapolis and follows many designated bicycle trails and bicycle routes on primary country roads and into the cities of Brooklyn, Martinsville, Bloomington, and onto Columbus.

At our June meeting, we had discussions with a Monroe County official regarding their concurrent bicycle friendly efforts that also supports this USBR 235 proposal. Subsequently, at our July meeting we acknowledged the need, economic value, and practicality of designating this spur, which comes right into downtown Bloomington. We also acknowledge that this designation does not require any resources from the City.

As part of the spur's approval process, each local agency would need to support the proposed route within their respective jurisdiction before the Indiana Department of Transportation could designate the route. Other local agencies along the USBR 235 route have subsequently endorsed the proposal. It is with our great pleasure and full support of USBR 235 that we recommend your endorsement of U.S. Bike Route 235.

Sincerely,

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**Mitch Rice, Chair**  
mrice@indiana.edu

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**Jaclyn Ray, Vice-Chair**  
jaclyn@clutterwrangler.com

[www.bloomington.in.gov/bpsc](http://www.bloomington.in.gov/bpsc)  
2<sup>nd</sup> Monday at 5:30 p.m.  
Hooker Conference Room | Bloomington City Hall, 401 N. Morton St

## **Title 15 Bloomington Municipal Code – BICYCLES, SKATEBOARDS AND OTHER FOOT-PROPELLED VEHICLES**

### **15.56.010 Applicability of state laws.**

Every person who operates a bicycle upon any street or road shall be subject to the state laws concerning bicycles as set out in Title 9 of the Indiana Code and to all city traffic ordinances except where additional requirements are imposed by this chapter, or the nature of such rules or ordinances renders them inapplicable to bicycles or bicycle traffic.

(Ord. 00-16 § 1, 2000; Ord. 82-1 § 1 (part), 1982).

### **15.56.015 Definitions.**

When appearing in this chapter the following words shall have the following meanings:

"Bicycle" means a human powered vehicle with two wheels in tandem designed to transport, by the action of pedaling, one or more persons seated on one or more bicycle seats on its frame. Such term also includes a human-powered vehicle designed to transport by pedaling which has more than two wheels where the vehicle is used on a public highway, public bicycle path or other public right-of-way, but does not include a tricycle.

"Bicycle trailer" means a vehicle with two or more wheels that is attached to a bicycle and pulled in whole or in part by the pedaling action of the operator of the bicycle.

"Operator" means a person who travels on a bicycle seated on a bicycle seat from which that person is intended to and can pedal the bicycle.

"Passenger" means any person who travels on a bicycle in any manner except as an operator.

"Protective bicycle helmet" means a piece of headgear which meets or exceeds the impact standards for protective bicycle helmets set by the American National Standards Institute (ANSI) or the Snell Memorial Foundation.

"Restraining seat" means a seat separate from the seat of the operator of the bicycle that is fastened securely to the frame of the bicycle and is adequately equipped to restrain the passenger in such seat and protect such passenger from the moving parts of the bicycle.

"Tricycle" means a three-wheeled human powered vehicle designed for use as a toy by a single child under the age of six years of age, the seat of which is no more than two feet from ground level.

(Ord. 96-07 § 1, 1996)

### **15.56.020 Operating bicycles.**

Every person who operates a bicycle on public property shall comply with the following provisions.

- (a) No person shall operate a two-wheeled bicycle on a sidewalk if the wheel diameter of the bicycle exceeds fourteen inches. All persons riding bicycles on sidewalks permitted by this section shall yield to pedestrians. Such restrictions do not apply to officers of the Bloomington police department who are in the act of performing their duties. A violation of this provision shall be a Class G Traffic Violation, which bears a penalty listed in Section 15.64.010(h).
- (b) No person shall operate a bicycle in violation of:
  - (i) 15.12.010 (running a stop sign);

- (ii) 15.12.020 (running a yield sign);
- (iii) 15.12.030 (running a traffic light);
- (iv) 15.16.010 (going the wrong way on a one-way street);
- (v) 15.16.020 (going the wrong way on a one-way alley).

A violation of this provision shall be a Class F Traffic Violation, which bears a penalty listed in Section 15.64.010(g).

(Ord. 00-16 § 2, 2000; Ord. 97-17 § 10, 1997; Ord. 82-1 § 1 (part), 1982).

**15.56.025 Prohibition of coasters, skateboards and roller skates.**

- (a) No person upon roller skates, skateboards, or riding in or by means of any coaster, toy vehicle or similar device, shall go upon any roadway except while crossing a street in a crosswalk, and when so crossing such person shall be granted all the rights and shall be subject to all of the duties applicable to pedestrians.
- (b) Operating a skateboard in the following locations is hereby declared a public nuisance and is therefore prohibited.

**STREETS:**

Kirkwood Avenue from Indiana Avenue to College Avenue.

Sixth Street from Walnut Street to College Avenue.

Walnut Street from Third Street to Seventh Street.

College Avenue from Third Street to Seventh Street.

**PARKS:**

Third Street Park fountain circle.

- (c) The city shall have the discretion to post signs as necessary and appropriate.
- (d) Violation of Section 15.56.025 is a Class G Traffic Violation and subject to the penalty listed in Section 15.64.010(h).

(Ord. 01-09 § 24, 2001; Ord. 00-16 §§ 3, 4, 2000; Ord. 91-54 § 1, 1991; Ord. 90-42 §§ 1—3, 1990; Ord. 82-1 § 1 (part), 1982).

**15.56.030 Bicycle license required.**

- (a) No person shall ride a bicycle on any road, street, or bicycle path within the city unless the bicycle has been licensed and a valid license decal firmly attached to the seat tube of such bicycle. Bicycles owned by non-residents of Bloomington and bicycles validly registered by Indiana University, Bloomington, are exempt from this license requirement.

(Ord. 82-1 § 1 (part), 1982).

**15.56.040 Issuance of license.**

The city controller shall, upon receiving proper application, issue a bicycle license decal, at no charge to the applicant.

(Ord. 82-1 § 1 (part), 1982).

**15.56.050 Bicycle license records.**

- (a) The city controller shall maintain a record of all bicycle licenses issued. Such record shall contain the number of the license decal issued, the date of issue, the name and address of the owner, the make and serial number of the bicycle, and any other information deemed necessary.
- (b) A duplicate of the record provided for in subsection (a) of this section shall be maintained by the city police department.

(Ord. 82-1 § 1 (part), 1982).

**15.56.060 Removal of license decal prohibited.**

No person shall remove a license decal from a bicycle during the period for which the license was issued except upon a transfer of ownership of the bicycle, or in the event the bicycle is dismantled and is no longer operated upon any street, road or bicycle path in the city.

(Ord. 82-1 § 1 (part), 1982).

**15.56.070 Bicycle rentals.**

- (a) Any person or business who rents or offers a bicycle for rent in this city shall be responsible for compliance with all license and safety equipment requirements and shall indemnify any person renting such bicycle for fines incurred due to any noncompliance with these requirements.
- (b) Failure to license rental bicycles and to indemnify renter for any fines incurred is a Class B Traffic Violation subject to the penalty listed in Section 15.64.010(b).

(Ord. 82-1 § 1 (part), 1982).

**15.56.080 Bicycle paths established.**

Bicycle paths are established for the purpose of providing a separate traffic lane on designated city streets for the sole use of persons riding bicycles. Bicycle paths shall be located on a strip four feet wide and shall be separated from the automobile traffic lane by solid lane-marking strips. The location of bicycle paths shall be designated by signs and/or appropriate markings on the surface of the street. The following are designated bicycle paths:

- (1) East side bicycle path: the path that runs parallel to and south of the Illinois Central and Gulf Railroad tracks between the State Road 46 bypass and the Park Ridge subdivision.
- (2) Tenth Street bicycle path: the path that runs parallel to and north of Tenth Street between the University Elementary and Middle Schools and the extension of Pete Ellis Drive.
- (3) Path running between Maxwell Lane and Binford Middle School.
- (4) Path running between Wexley Road and Winslow Sports Complex.

(Ord. 82-1 § 1 (part), 1982).

(Ord. No. 11-03, § 8, 4-6-2011)

### **15.56.085 Right-of-way of bicycle riders.**

- (a) Any bicycle rider legally within a bicycle path shall have the right-of-way.
- (b) The use of motorized vehicles on bicycle paths is prohibited; provided, however, that motorized bicycles of less than fifty cubic centimeters (cc) engine displacement shall not be considered motorized vehicles for purposes of this section.
- (c) Rules and regulations applying to pedestrians, bicycles, and motorized bicycles of less than 50 cc engine displacement shall apply on bicycle paths.

(Ord. 82-1 § 1 (part), 1982).

(Ord. No. 11-03, § 9, 4-6-2011)

**Editor's note**— Ord. No. 11-03, adopted April 6, 2011, renumbered the former § 15.56.090 as § 15.56.085 and enacted new §§ 15.56.090 and 15.56.095 as set out herein. The historical notation has been retained with the amended provisions for reference purposes.

### **15.56.090 Bicycle parking.**

- (a) No person shall park a bicycle:
  - (1) In a manner as to hinder or obstruct pedestrian traffic or to damage public property in any manner;  
or
  - (2) In any space designed and intended for use by motor vehicles unless such area shall be specifically allocated to bicycle parking by placement of a bicycle rack.
- (b) Bicycle racks may be installed in the public rights-of-way upon application for a no-charge permit from the planning and transportation department and approval of the board of public works. All bicycle racks constructed pursuant to this section shall be located, constructed and maintained in accordance with the specifications of the transportation and traffic engineer who shall be responsible for keeping sufficient records of permits and specifications.
- (c) Any bicycle parked in violation of this chapter or abandoned pursuant to Section 15.56.095 is subject to impoundment. It is lawful for the city to remove locking devices in order to impound a bicycle. The city shall not be responsible for damage done to locks during impoundment.

(Ord. No. 11-03, § 10, 4-6-2011; Ord. No. 14-11, § 143, 7-2-2014)

**Note**— See the editor's note to § 15.56.085.

### **15.56.095 Abandoned bicycles.**

- (a) Abandoned Bicycles.
  - (1) No person shall abandon any bicycle on any public way within the city. A bicycle shall be deemed abandoned if it: (i) is in such a state of disrepair as to be incapable of being operated in its present condition, (ii) has not been moved for at least two weeks; or (iii) bears physical indicia of having been abandoned.
  - (2) Any bicycle deemed abandoned pursuant to subsection (1) of this section may have a notice affixed to it which informs the bicycle's owner that the bicycle appears to be abandoned. The police department or designee is authorized to affix such notices upon bicycles. This notice shall indicate: (i) a telephone number for the owner to call to inform the police department that the

bicycle is not abandoned; and (ii) the date after which the bicycle may be removed if it is not claimed by its owner. A bicycle shall not be deemed to be abandoned if the owner of the bicycle, within seven days of the affixing of a notice of abandonment, notifies the police department that the bicycle is not abandoned.

- (3) If a bicycle is not relocated or claimed by its owner within seven days of the affixing of a notice of abandonment, that bicycle may be removed and impounded by the police department.
- (b) Reclaiming Impounded Bicycle. Impounded bicycles may be reclaimed by the owner of the bicycle. A fee of thirty dollars shall be paid before the bicycle is released to the owner.
- (c) An impounded bicycle shall be subject to disposal in accordance with state law if the bicycle has remained unclaimed for at least one year.

(Ord. No. 11-03, § 11, 4-6-2011; Ord. No. 14-11, §§ 144, 145, 7-2-2014)

**Note**— See the editor's note to § 15.56.085.

### **15.56.100 Requirements for helmet and restraining seat use.**

With regard to any bicycle used on a public highway, public bicycle path, or other public right-of-way:

- (a) It shall be a violation of this chapter for any person under the age of eighteen to operate or be a passenger on a bicycle or bicycle trailer unless at all times when the person is so engaged he or she wears a protective bicycle helmet of good fit fastened securely upon the head with straps of the helmet.
- (b) It shall be a violation of this chapter for any person under the age of eighteen (18) to be a passenger on a bicycle or bicycle trailer unless at all times:
  - (1) The person is able to maintain a seated position on the bicycle or bicycle trailer; and
  - (2) The person is properly seated alone on a bicycle seat separate from that of the operator; or
  - (3) With respect to any person who weighs less than forty pounds, or who is less than forty inches in height, the person can be and is properly seated in and adequately secured to a restraining seat.
- (c) It shall be a violation of this chapter for any parent or legal guardian of a person below the age of eighteen to permit such person to operate or be a passenger on a bicycle in violation of subsection (a) or (b) of this section.
- (d) It shall be a violation of this chapter to rent or lease any bicycle to or for the use of any person under the age of eighteen unless:
  - (1) The person is in possession of a protective bicycle helmet of good fit at the time of such rental or lease; or
  - (2) The rental or lease includes a protective bicycle helmet of good fit, and the person intends to wear the helmet, as required by subsection (a), at all times while operating or being a passenger on the bicycle.
- (e) Any person violating the requirements of parts (a) through (c) of this section shall be subject to a Class G Traffic Violation, which bears the penalty listed in Section 15.64.010(h). And, any person violating the requirements of part (d) of this section shall be subject to a Class B Traffic Violation, which bears the penalty listed in Section 15.64.010(b).
- (f) In the case of a person's first citation under parts (a), (b), or (c) of this section, the fine may be waived upon receipt of satisfactory proof that the cited person has since the date of the violation purchased or otherwise obtained, as appropriate, a protective bicycle helmet or a restraining seat, and uses and intends to use the same whenever required to do so under the terms of this chapter.

(Ord. 96-07 § 2, 1996).

**15.56.110 Violations and penalty.**

Unless a provision refers to another penalty, a violation of any provision of this chapter shall be a Class E Traffic Violation and is subject to the penalty listed in Section 15.64.010(e). Except for those violations which, by their very nature, can occur more than once in one day, each day that a violation continues shall constitute a separate violation.

(Ord. 00-16 § 5, 2000: Ord. 96-97 § 3, 1996: Ord. 82-1 § 1 (part), 1982).