

**BLOOMINGTON PLATINUM BIKING TASK FORCE**  
**MEETING SUMMARY January 13, 2011**

*Meeting summaries are transcribed in an abridged manner. Audio recordings of the meeting are available in the Planning Department for reference.*

***Attendance:***

Task Force Members: Wendy Saffell-Clemmer, Michael Wallis Jr., Kerry Greer, Chris Tietz, Chad Roeder, and Jim Rosenbarger

Others in attendance: Scott Robinson (staff), Raymond Hess (staff), Monica Zahasky (Bloomington Police Department, Joseph Crider (Bloomington Police Department), Jackie Moore (Legal Department), Clair Murphy, Ron Brown, Amy O’Shea, Jacob Knight, Eric Van Martin, and Jacqui Bauer (Economic and Sustainable Development).

**I. Call to order (~12:03 PM)**

**II. Task Force Reports and Announcements**

Mr. Tietz agreed with past discussions on the need for an internet central information hub is apparent, because the presence of local bike websites is disjointed. As a board member of the Bloomington Bicycle Club (BBC) they believe their internet site is good, but could be enhanced. He handed out an email message he sent to the BBC Board that highlights BikePortland.org webpage and several examples of local internet bike websites. The message raises the question for the BBC to spearhead an effort to consolidate constituencies into a single web presence. Mr. Tietz said the BBC is interested in holding a summit with others to further explore the “single web presence” idea and asked the Task Force to help in identifying local contacts for him to follow-up with.

**III. Reports from Staff**

Mr. Robinson explained the current maintenance procedures for snow plowing activities by the City. The Parks Department plows all paved multiuse trails after a snowfall of two inches or more and is a high priority condition. Crushed stone or unimproved trails are not plowed. The use of de-icers is rare and only used as needed for safety, sand is not used, and snow and ice removal overall is managed with frequent plowing efforts. The Public Works department plows all paved sidepaths and City streets. The 2011 budget includes a total increase of \$10,000 for snow removal along sidepaths (\$5,000) and downtown sidewalks where they cross alleys (\$5,000). These snow removal activities are contracted out and cost \$1,275 per snow event. Priority for street snow removal is generally aimed to ensure streets are safe and passable for emergency services and transit. He also said that staff met with the Chair and Co-Chair to outline a time-table for the remaining meetings. This will be presented to the Task Force at the next meeting for discussion.

**IV. Old Business**

**A. Task Force Discussion – Encouragement (continued)**

None

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### V. New Business

#### A. Enforcement – Staff Presentations

Ms. Zahasky provided an overview of current Bloomington Police Department activities in regards to questions 64 to 71 on Bloomington's Bicycle Friendly Community application. Outreach includes National Night Out, Bicycle Rodeos, bike light giveaway, and other community events in conjunction with the Parks Department. Officers are first trained during a 16-week law enforcement academy that includes bicycle laws/traffic laws (state laws/infraction citations). Then there are daily roll-call trainings as well as 3-4 month on the job training with experienced officers. These trainings usually focus on local ordinances (ordinance violations). She explained the bike patrols (ten officers are certified through a IPMBA 48 hour course) that typically happen in the downtown, B-Line Trail, high crime areas, and community events. The general frequency of the patrols is weather dependent, on an as needed basis, and seasonal. Indiana University (IU) and Bloomington Hospital also have police and medical staff on bike patrols during IU games and in conjunction with other community events (Little 500). Zahasky said the most tickets issued are infraction citations and not local ordinance violations such as registrations and bike rentals (rarely used). Riding bikes on the sidewalks (ordinance) is useful because there are no traffic laws (infractions) that cover this enforcement activity. Ordinance violations fines run from \$3 to \$100. The most common infraction citation issued is riding the wrong way on a one way street (local ordinance cover some traffic laws too, but are rarely used to issue tickets – infraction citations are more efficient, easy to use, and fines are steeper).

Mr. Robinson asked if it is possible to track the number of bicycle related tickets. Ms. Zahasky explained that since most are infraction violations they are generally tracked as moving violations using the state system. The new e-ticket system does allow an option to assign non-motorized vs. motorized for infractions, but data is managed by the State (not tracked locally). She said staff is looking into getting data tallies on non-motorized tickets. Ordinance violations (hand written tickets) are tracked locally where the fines can be paid or appealed in court. Riding on sidewalks, without lights, and failure to stop are the three most common violations, but not many are issued. She said in her eleven years of service she has only written a couple per year. Most of the time officers prefer warnings and explain the laws. Mr. Wallis asked if bike riders are required to carry identification and Mr. Crider said they are not, but have to identify themselves. Discussion ensued with definitions (bicyclists treated as motorized vehicles), identifications, and other issues to issuing tickets. Ms. Zahasky said carrying an ID is good practice for emergency reasons and talked about prioritizing enforcement activities where usually the most serious violations (all types) are enforced. This depends on many factors including the number of officers on patrol.

Ms. Zahasky showed a map of detailed bike/pedestrian crash data and explained most crashes occur around the Downtown and IU Campus. These would be good target areas for special details. Mr. Hess mentioned that annual crash reports are available on the City's website. Discussion ensued about types of data on crashes and protocol on investigating the cause. Mrs. Saffell-Clemmer asked about crosswalks, the B-line Trail, and who's responsible to yield in regards to cyclists. Mr. Crider said it is clear about sidewalks – cyclists must dismount, but the B-Line trail is different. Discussion ensued about various scenarios and Mr. Hess said a good recommendation from the Task Force would address the confusing situation for cyclists, the laws, crosswalks, trails, and right of way/yielding. State law is pretty clear for pedestrians. Ms. Moore said the state law is clear for cyclists and crosswalks where they must dismount

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and walk across the street. Mrs. Bauer asked if there are any targeted enforcement activities and Mr. Crider said there have not been special details towards bike and motor vehicle relationships much like seatbelt details. He did say the motorcycle units and their primary task is to enforce traffic related violations and motor vehicle accidents. Ms. Greer asked if the crash data is available and is interested in time of year and other information for analysis. Mr. Crider said the data is from the state and is not publically available. Mr. Hess said staff will work with the task force on data requests.

Ms. Moore provided an overview of how ordinance violations are processed. The City can file fifty claims/complaints per week for unpaid violations. The majority are parking violations. Court costs are \$114 per complaint and are added to the fine. Generally most claims filed are for multiple violations and higher fines. For example, a \$40 parking violation plus \$114 is a total \$154 for just one parking ticket. However, where fines are higher it makes more sense to file these complaints taken with the court costs and the limited number of claims the City can file. Once a month there is also a ticket day for notices to appear (in court) and pay or contest the violation. Very few violations in these instances are bike related (nature of violation and relationship to other violations – noise). Ms. Moore also explained the limits to Bloomington’s ability to enact local laws. Generally, laws, if enabled, can be more stringent, but cannot duplicate or conflict. She provided handouts of state and local codes. As for the provisions on bike rentals she was not aware of this being an issue and was first adopted back in 1982 (with few changes). Currently staff is looking at updating the local code and is open to feedback on suggestions. Moore understands the interest in diversion programs, but said currently there is no program in place for this or other community service related programs. She said the administration is welcome to ideas, such as this. Ms. O’Shea asked about the City’s impounded bikes. Moore explained the state rules for abandoned bikes and there are about 20 bikes currently impounded. Ms. Greer asked about the definitions of bicycle, the City, and IU and the relationship with bikes and enforcement. The discussion ensued: Bikes are not defined as motorized vehicles, but cyclists do have to obey traffic laws; jurisdictional boundaries (can be confusing) determine which agency responds to enforcement and other needs; there are small differences between local ordinances and their applicability (riding bicycles on sidewalks is prohibited in the City, but is not prohibited on campus/IU); and state laws exist for bikes/cyclists.

### **VI. Public Comment**

None

### **VII. Next Meeting – January 27th, 2011**

#### **A. Topic Suggestions (future agenda items)**

**Adjournment (~1:00 PM)**