



Resolution to Support Campus Bicycle Master Plan (BMP) in Pursuit of Improved Safety, Transportation, and overall Campus Environment

Whereas, bicycling improves public health, as well as reduces noise and congestion, compared to transportation by automobile;

Whereas, bicycling as a mode of transportation is faster and more convenient for many than walking;

Whereas, Indiana University has a rich and deep bicycling culture, rooted in the Little 500, and demonstrated through the 1979 film, *Breaking Away*;

Whereas, increased bicycling improves public health for cyclists and non-cyclists alike: cyclists benefit from increased cardiovascular health and strength, and the general public benefits from reduced levels of toxic emissions from automobiles;

Whereas, the public health benefits of bicycling are hindered where bicycle infrastructure is deficient or nonexistent, as unsafe conditions result in crashes and other incidents, thus discouraging bicycling;

Whereas, bicycle infrastructure at IU Bloomington is very limited, and is deficient to the point of discouraging bicycling;

Whereas, the current lack of bicycle infrastructure on campus poses a safety threat to users of all modes of transportation: cyclists, pedestrians, and automobile drivers;

Whereas, for example, the lack of a path or bike lane connecting 7th Street, between Woodlawn Avenue and Jordan Avenue results in frequent conflict between bicycles, vehicles, and pedestrians;

Whereas, the IU Campus Master Plan (CMP) recommends promoting bicycling as an alternative mode of transportation to improve campus circulation;

Whereas, the CMP identifies the need for new bicycle lanes, off-street paths, and bicycle-friendly streets;



Whereas, the CMP identifies design principles to guide development of new bicycle facilities, including improving connectivity with surrounding infrastructure as well as generally making it easier to bicycle as a mode of transportation;

Whereas, the CMP identifies nine specific recommendations for improving bicycle circulation on campus, which together may serve as a foundation for the development of a BMP;

Whereas, the Transportation Demand Management (TDM) study found that 23% of students and 71% of employees drive alone to campus; of these, over 55% and 50%, respectively state that better bicycle infrastructure would make them more likely to bike to campus;

Whereas, the TDM lists seven specific planned bicycle improvements, including on-road bicycle lanes and pavement markings, none of which have been constructed to date;

Whereas, the TDM states that the campus bicycle facility network is incomplete;

Whereas, IU administration has indicated a desire to defer implementation of infrastructural improvements until a comprehensive plan has been adopted;

Whereas, a BMP will serve as the comprehensive plan needed to begin implementing improvements in bicycle infrastructure;

Whereas, a BMP is a necessary complement to the nascent bicycle-sharing program, which will increasingly require safer, more complete facilities to encourage use of the program, and to make use safer and more enjoyable;

Whereas, the City of Bloomington added twenty miles of new bicycle infrastructure in 2013 and plans to add ten additional miles in 2014;

Whereas, the increasing connectivity and completeness of bicycle infrastructure within the city further highlights the lack of proper bicycle facilities on campus;

Whereas, the lack of connectivity with the increasing bicycle facilities surrounding campus poses a safety threat, as more people are encouraged to bicycle throughout Bloomington, yet face unsafe, unconnected, and incomplete infrastructure upon entering campus;



Whereas, the adoption of a BMP has been acknowledged as a requirement for advancing beyond the Bicycle Friendly University (BFU) ranking of “Bronze,” as designated by the League of American Bicyclists; and

Whereas, a higher BFU ranking will correspond with a higher quality of life and a higher degree of safety for users of all transportation modes on campus;

Therefore, be it resolved by the Graduate and Professional Student Organization Assembly that –

- (1) The momentum being currently generated by the Transportation Working Group and others in pursuit of a Campus BMP has the full support of the GPSO;
- (2) Improvements, such as an extension of the 7th Street bike lane between Woodlawn Avenue and Jordan Avenue, construction of a bike and/or bike/pedestrian path on the north side of IU Auditorium, and a signed bike route allowing for travel through the campus arboretum be constructed as soon as possible;
- (3) Funding for a Campus BMP be identified and its use approved no later than February 28, 2014;
- (4) The request-for-proposal process for development of the Campus BMP be initiated as soon as possible, and no later than April 21, 2014; and
- (5) The funding for creation and implementation of a BMP be sought in a way that minimizes the impact on IU students, faculty, and staff, and that existing funds be prioritized.

Respectfully submitted to and passed by the Graduate and Professional Student Organization Assembly on this [insert day] day of [month], [year].



GPSO President

February 7, 2014

Date