



Indiana University - Bloomington

Graduate & Professional Student Government

Transportation Safety and Infrastructure Resolution

Whereas the Graduate and Professional Student body in February 2014 passed its “Resolution to Support Campus Bicycle Master Plan in Pursuit of Improved Safety, Transportation, and overall Campus Environment”,

Whereas, the current lack of sufficient infrastructure for alternative transportation options on campus poses a safety risk to students and faculty,

Whereas students and faculty have raised concerns about safety and compliance with state and federal safety standards on streets and areas where construction is happening on the Bloomington campus,

Whereas, the current bicycle infrastructure leads to unsafe conditions resulting in crashes and serious injuries, as documented in the Indiana Daily Student in Fall 2016, thus discouraging bicycling,

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

Whereas, contrary to this, Indiana University is now the lowest-ranked among the “Big Ten” universities with its Bicycle Friendly University ranking of “Bronze,” as designated by the League of American Bicyclists,

Whereas, the 2014 Bicentennial Strategic Plan for Indiana University Bloomington commits the university to creating a safe, vibrant, and healthy community,

Whereas, the Bicentennial Strategic Plan for Indiana University Bloomington ensures that the university will create an inviting on-campus atmosphere,

Whereas, the 2010 Campus Master Plan recommends transportation demand management (TDM) programs and infrastructure improvement to facilitate a more livable, pedestrian-friendly campus,



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Whereas, the 2012 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 Campus Master Plan identifies the need for new bicycle lanes, off-street paths, and bicycle-friendly streets,

Whereas, the TDM report states that the campus bicycle facility network is incomplete and bicycle infrastructure at IU Bloomington is deficient to the point of discouraging bicycling,

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 congestion and both toxic and carbon emissions reductions from automobiles, as called for in the Campus Master Plan,

Whereas decreasing transportation congestion and the number of cars, especially single occupancy vehicles, will help reduce greenhouse gas emissions in line with the stated Campus Master Plan goals of 30% by 2020,

Whereas, the 2015 Bicycle Master Plan acts upon the calls for improving bicycling conditions and specifies a wide range of efficient actions to be taken within a specific timeline,

Whereas the Bicycle Master Plan also serves as the most comprehensive document for transportation planning which would reduce pedestrian-bicyclist, bicyclist-car, bicyclist-bus conflicts and enhance campus experience,

Whereas, the adoption of the Bicycle Master Plan has not resulted in the significant improvements for transportation safety and infrastructure stated in the plan,

Whereas, the Graduate and Professional Student Government supports the work of the TDM Manager and the Office of Parking Operations, and encourages them to contribute to a better campus environment through proactive Engineering, Encouragement, Education, Enforcement and Evaluation & Planning,

Whereas the TDM Manager and the Transportation Policy Advisory Council in 2017 decided to start a pilot Zipbike share program for four years through a reliable and efficient partnership with companies Zipcar and Zagster,



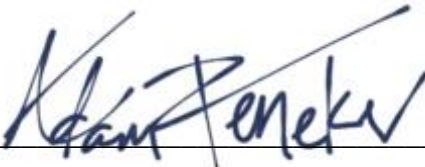
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Whereas, better and safer transportation infrastructure will correspond with a higher quality of life, more safety for users of all transportation modes on campus, avoid loss of prestige, and drive student recruitment;

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

- (1) Indiana University Administration immediately advise the responsible departments to comply with state and federal safety standards, like providing safe, separate pedestrian lanes on streets where construction is happening, and adequately signing paths for bicyclists on street;
- (2) Indiana University Administration with increased efforts and within reasonable time pursue actions and policies in the Bicycle Master Plan, in line with the goals of the Bicentennial Strategic Plan and the Campus Master Plan, to be implemented;
- (3) Indiana University Administration support the decision of the Transportation Policy Advisory Council to approve funding for a pilot bike share program for four years;
- (4) Indiana University Administration regularly inform the Graduate and Professional Student Government with updates pertaining to all projects promised from the Bicycle Master Plan;
- (5) Indiana University Administration ensure through the Office of Parking Operations, the Transportation Demand Manager, and the Office of Sustainability that graduate students are informed about campus transportation infrastructure and changes in alternative transportation options such as updates on biking infrastructure, bus routes, and major construction projects.

Respectfully submitted to and passed by the Graduate and Professional Student Government Assembly on this 3rd day of February 2017.



GPSG President

2/3/2017

Date