The following information was provided by City Engineer Andrew Cibor in response to an individual councilmember's questions about additional data and information needed to consider Ordinance 2024-11. The questions are in black font, and staff's answers are in blue font:

- Trends - can we get an update on scooter/bicycle use? At the time of the last count, bike/scooter data had increased 259% along the corridor. Unfortunately I have limited new data to share on this topic given we have very limited 'before' data and we did not collect new 'after' data during a comparable time period (the before counts that were a part of the 259% calculation were conducted in winter months). We do have the permanent bicycle counter data adjacent to IU's campus and I can share some additional information from that location but it also has limitations (it doesn't count scooters). The permanent bike lane counter seems to suggest bicycle traffic is showing signs of slight continued growth.
- Motor vehicle traffic - can we get another round of traffic counts, similar to what was previously done? We could; however, with IU being on summer break it would be hard to draw many conclusions when comparing volume levels unless we waited until the fall. I do not expect traffic volumes to be significantly different from previous data collection efforts.
- Motor vehicle traffic - can we get an update on traffic speeds, similar to what was previously done? Similiar response regarding the traffic count data while IU is on summer break. I don't expect new measured speeds to be significantlly different than the most recent measurements.
- Crash data - can we get more details on types of crashes - fatal/serious injury vs. fender bender, number of pedestrians involved in crashes, number of scooters involved in crashes, and number of bicycles involved in crashes. And similar to your previous report, can this data be shown quarterly? Attached are 3 presentation slides showing quarterly crashes (total reported crashes, injury reported crashes, and vulnerable road user crashes). Some additional details you may be interested in that are not captured in those slides: 1) There are no fatal crashes in the before or after periods. 2) There has been 1 incapacitating injury crash in the 'after' period (2.25 year time period) but there were 5 in the 'before' (4 year time period). The 1 incapacitating injury crash since the 7-Line project involves a bicyclist in the protected bicycle lane and a vehicle entering the driveway ~30' west of the Washington St intersection.
- Bike/Ped Commission - is this ordinance going before bike/ped for their recommendation? The October 2023 version did, and I would like to see that in this process as well. I understand your desire. Unfortunately Bike/Ped didn't have a meeting in April due to conflicts with the eclipse and we've been trying to resolve the long-standing 180-day order in place at the Dunn St intersection. We are planning on discussing this topic with the BPSC at their meeting next week so I'll be able to provide Council an update of their feedback.

Inserting the 2 tables below - can you tell me the timeline for this data? Is it updated based on the previous 12 months, so roughly 6 months different from the October 2023 table? Thank you for your clarification! The memo from last year reflected crash data from January 2022 through the beginning of March 2023. The 2024 memo reflects crash data from January 2022 through the end of March 2024. That being said, the values in these tables reflect the highest number of reported crashes within a 12-month window that are susceptible to correction during the time period listed (does that help? I can see it being confusing and I may not be doing a good job describing it - sorry!)

From October 2023 Memo

Intersection Cross Street	Interim measure for traffic signal installation?	≥ 5 reported crashes susceptible to correction by all-way stop?	Meets minimum volume threshold?	Meets a combination of thresholds to at least 80% of values?
Morton St	No	No (3)*	No	No
Washington St	No	Yes (5)*	No	N/A
Lincoln St	No	Yes (5)*	No	N/A
Grant St	No	No (4)	No	No
Dunn St	No	Yes (12)	Yes**	N/A

*This criteria uses a rolling 12-month period. For intersections that did not have at least 5 crashes during the 2022 year of crash data (1/1/2022 through 12/31/2022), a subsequent evaluation was performed to search for a higher 12-month period using data available to date (e.g. 2/1/2022 through 1/31/2023). The Morton, Washington, and Lincoln intersections yielded an increase with this evaluation. When looking only at 2022 data, Morton had 2 crashes, Washington had 4 crashes, and Lincoln had 4 crashes.
**The Dunn Street intersection did not meet the minimum volume criteria based on pre-project data, but does meet the criteria using post-project data.

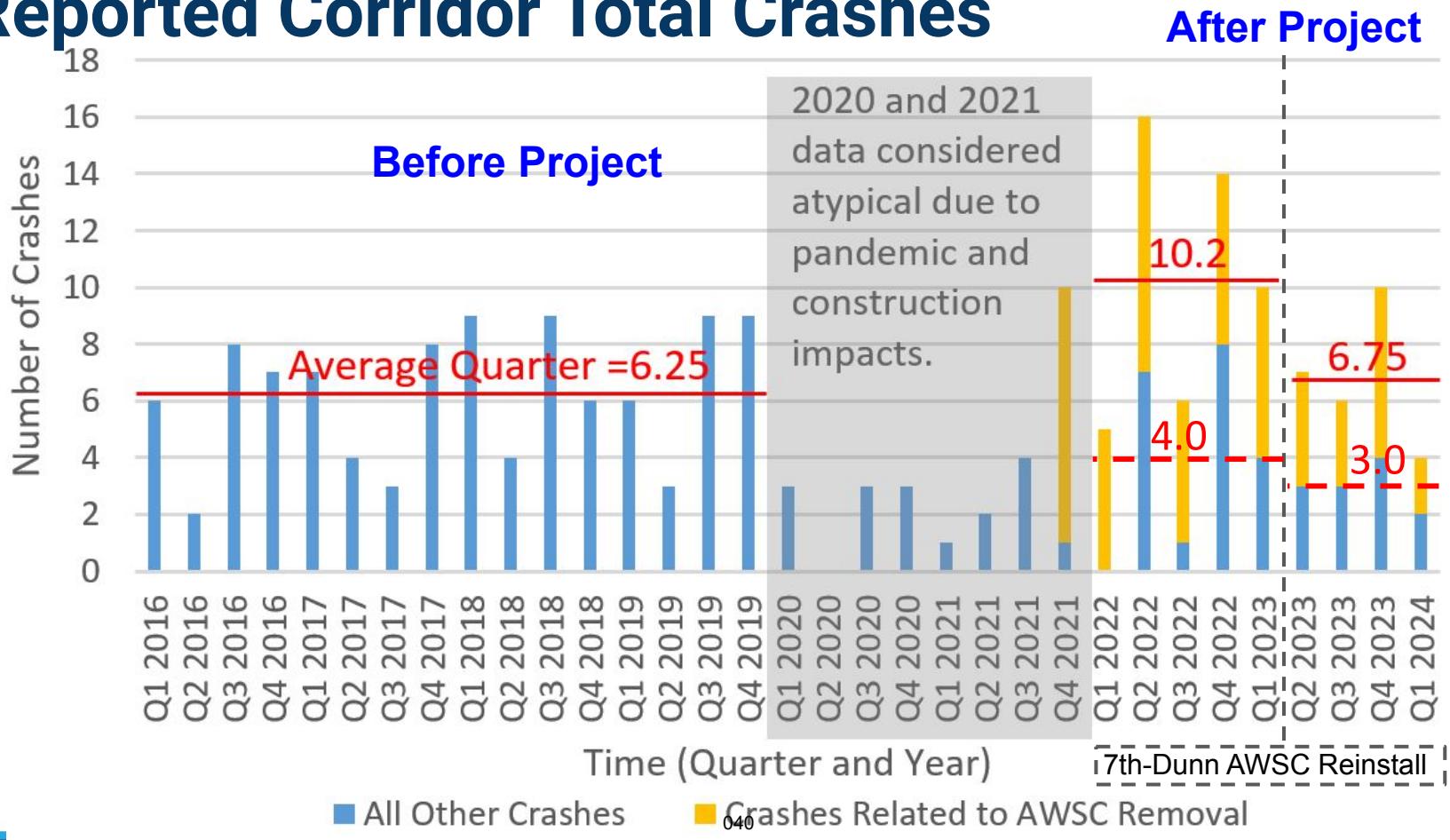
From May 2024 Memo

Table 1 - IN MUTCD All-Way Stop Evaluation (2022-current)

Intersection Cross Street	Interim measure for traffic signal installation?	≥ 5 reported crashes susceptible to correction by all-way stop in a 12-month period?	Meets minimum volume threshold?	Meets a combination of thresholds to at least 80% of values?
Morton St	No	No (3)	No	No
Washington St	No	Yes (5)	No	N/A
Lincoln St	No	Yes (7)	No	N/A
Grant St	No	Yes (6)	No	N/A
Dunn St	No	Yes (12)	Yes*	N/A

*The Dunn Street intersection did not meet the minimum volume criteria based on pre-project data, but does meet the criteria using post-project data.

Reported Corridor Total Crashes



Reported Corridor Injury Crashes