



CITY OF
VALPARAISO

166 Lincolnway
Valparaiso, IN 46383
(219) 462-1161
valpo.us

Minutes for Traffic and Safety Committee Meeting held 8/18/2025

Meeting Date and Time: 8/18/2025 10am

Attendees:

Committee members

Max Rehlander, Engineering
Brian McDonald, Police
Maggie Clifton, Community Engagement
Katie Travis, Public Works
Ellen Kapitan, City Council

City Staff

Ashley Miller, Engineering
Daniela Martins, Engineering
Bob Thompson, Planning
Kevin Nuppnau, Parks
Chuck Gleason, Parks
Joe Hall, Police
Andre Cotton, Police

Members of the Public

Carol McCreary
Frances Saar
James Ferguson
Craig Anderson
Jan Dick

Absent Committee Members

Mike Cervik, Fire

Discussion Items

- a. E-Bike Policy for Pathways & Trails – Kevin states the parks works with the city for pathway growth and promotes pathway safety. One thing they've seen growing is the use of e-bikes throughout the pathway system in the city and potential dangers can cause on the pathway with e-bikes. Other communities have developed a policy of what type of e-bikes should be used and what type of pathway or trails should be used for each class. He goes over the printout that was provided. Next steps to keep researching topic and set a meeting to continue conversations with VPD & Engineering for signage, enforcement & education.



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- b. Proposed Pedestrian Crossing at Roosevelt Rd. – Kirchoff Park
Parks & Engineering have worked together to create options for installing pedestrian median islands on Roosevelt Rd in front of Kirchoff Park. Right now, committee members are encouraged to review and provide feedback. This would likely happen next year depending on school coordination.
- c. Signage for intersection of Garfield/Union/Linwood – Came in from Councilwoman Reed, it's a 5-legged intersection of Garfield which runs north/south, Union runs east/west & Linwood comes in from the southeast. She was concerned about one-way violators. Ellen states a lot of concern for wrong way in a one-way and then sight issue, possible signage needed. Engineering can look at this area and add signage as needed.
- d. All-way stop control study – Bloomingdale Ave. & Highland Dr. – Daniela states a resident requested an all-way stop at this intersection, so the engineering team conducted a traffic study. Currently this intersection has a stop control on Highland Dr. which is a local road with a speed of 30mph & Bloomingdale Ave. is a collector street with a speed of 25mph. Daniela goes over the printout of the study which determined a 4-way stop control is not warranted. The study has been shared with the resident.

Updates on Projects/Initiatives

- a. SS4A Grant – FHWA update

Max states the agreement is moving forward, Daniela and himself have put together a request for proposal for a engineering firm to perform a road safety audit for the entire city, that is currently posted to our website and accepting applications until the first week in September. It's called Safe Streets for All Road Safety Audit.

- b. VPD updates from Urban SDK –
 - i. Chestnut/Madison – Conversation about crosswalk, looking at speed data even at 95% everything is staying below the speed posted 25mph. Volume about 300 vehicles per day, if there are any more questions then he'd be happy to go over the data further with anyone.
 - ii. Jefferson/Greenwich – average driving speed through that intersection is 16mph in a 25mph. It



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does start to rise at 95% to 24mph, 700 vehicles per day. Joe states he can only see speed data but if there is an issue with people not stopping at the stop sign, we could have an officer monitor. Max states he would like to have police monitor the area for a day and then consider additional signage such as “cross traffic does not stop.”

- iii. 500 N/175 W – 2,000 per day, 88 vehicles hourly – significant numbers, we can look later as well to compare data, Max suggest doing another look at the data a year from now then the following year as well to compare with all the new homes being built in the area.
- iv. 250 W – Joe states elevated speeds, kind of an open road averaging 39 mph in a 35-mph speed zone, in the 95th % seeing 48-50 mph. It is somewhere to monitor since usually 12-15mph over speed limit gets our attention.

Public Comment:

- i. Carol McCreary, who lives in Keystones speaks on the crosswalk by the gazebo where the road goes from being narrow to widening, cars tend to speed up and she states she has seen people jump out of the way because of the way cars drive. Max answers with there have been a lot of concern since school has started this past week and police are continually monitoring it and the city did a speed study in July which average speed shows to be 28-mph and there is signage as well both ways.
- ii. Ellen speaks on the non-marking traffic arrows on the west side of the intersection of Calumet Ave. & Bullseye Lake Rd. There are two lanes on the west side of Calumet Ave., then once you cross over where it turns to Country Club it narrows to one lane. Engineering will look into this and then share with the committee their findings. Following Traffic & Safety, Board of Works approved painting lane marking arrows for the west approach.

Next meeting Monday September 15th, 2025, at 10:00am

Valpo Parks

August 18, 2025

Valparaiso E-Bike Policy for Public Pathways and Trails

This policy outlines the regulations for the use of electric bicycles (e-bikes) on public pathways, multi-use trails and designated bike lanes within the City of Valparaiso, Indiana, to ensure the safety and enjoyment of all users.

1. Definitions of E-Bike Classes

For the purpose of this policy, e-bikes are categorized into three classes, consistent with Indiana state law (IC 9-13-2-49.2):

- **Class 1 Electric Bicycle:** An electric bicycle equipped with a motor **that provides assistance only when the rider is pedaling**, and that ceases to provide assistance when the bicycle reaches the speed of **20 miles per hour**.
- **Class 2 Electric Bicycle:** An electric bicycle equipped with a motor **that may be used exclusively to propel the bicycle**, and that is not capable of providing assistance when the bicycle reaches the speed of **20 miles per hour**.
- **Class 3 Electric Bicycle:** An electric bicycle equipped with a motor **that provides assistance only when the rider is pedaling**, and that ceases to provide assistance when the bicycle reaches the speed of **28 miles per hour**, and is equipped with a speedometer.
- **“Class 4” Electric Bicycle:** An electric bicycle equipped with a motor that is **over 750 watts and may be used exclusively to propel the bicycle**, and that provides assistance when the bicycle goes **over the speed of 28 miles per hour**. (Unofficial designation: Used for Electric Dirt Bike and Electric Motorcycle)

2. Permitted E-Bike Usage on Public Pathways and Trails

1. Class 1 and Class 2 E-Bikes:
 - Permitted Use: Class 1 and Class 2 electric bicycles are permitted on all public pathways and designated bicycle lanes within the City of Valparaiso. Only Class 1 electric bicycles are allowed on multi-use trails, such as Creekside Trails.
 - Speed Limit: The maximum speed for Class 1 and Class 2 e-bikes on public pathways and trails is **20 miles per hour (mph)**. Riders must operate their e-bikes at a safe speed, considering trail conditions, pedestrian traffic, and visibility.
 - Yield to Pedestrians: E-bike riders must always **yield to pedestrians** and other non-motorized users on shared pathways.
 - Safe Operation: Riders must operate e-bikes in a safe and responsible manner, maintaining control and being aware of their surroundings.

3. Prohibited E-Bike Usage on Public Pathways and Trails

1. Class 3 E-Bikes:
 - o Prohibited Use: **Class 3 electric bicycles are NOT permitted on any public pathways or multi-use trails**, but may be ridden in designated bicycle lanes within the City of Valparaiso.
 - o Reasoning: Due to their higher potential speeds, Class 3 e-bikes pose an increased risk to pedestrians and other users on shared public pathways. Their use is restricted to roadways and on-road infrastructure where bicycles are permitted, in accordance with state and local traffic laws.
2. "Class 4" E-Bikes: (Electric Dirt Bikes and Electric Motorcycles)
 - o Prohibited Use: **"Class 4" electric vehicles are NOT permitted on any public pathways, multi-use trails, or bicycle lanes** within the City of Valparaiso.
 - o Reasoning: Due to their higher potential speeds, "Class 4" Electric vehicles pose an increased risk to pedestrians and other users on shared public pathways. Their use is restricted to **users over the age of 16** and must remain on roadways, in accordance with state and local traffic laws.

4. General Safety Guidelines and Rider Responsibilities

All e-bike riders on Valparaiso's public pathways and trails are expected to adhere to the following:

- **Helmets:** While not always legally mandated for adults, wearing a helmet is strongly recommended for all e-bike riders for personal safety.
- **Lights:** For riding during dawn, dusk, or nighttime hours, e-bikes must be equipped with a white front light visible from at least 500 feet and a red rear reflector or light visible from at least 600 feet.
- **Speed Limit:** Speed limited to 20 mph on all bicycle lanes, trails and pathways.
- **Audible Signal:** E-bike riders should have an audible signal (e.g., bell or horn) to alert other users when approaching.
- **Respect for Property:** Stay on designated paths and avoid damaging natural areas or private property.
- **No Impaired Operation:** Operating an e-bike under the influence of alcohol or drugs is strictly prohibited.
- **Compliance with Laws:** All e-bike operators must comply with all applicable Indiana state laws and City of Valparaiso ordinances regarding bicycle and e-bike operation.

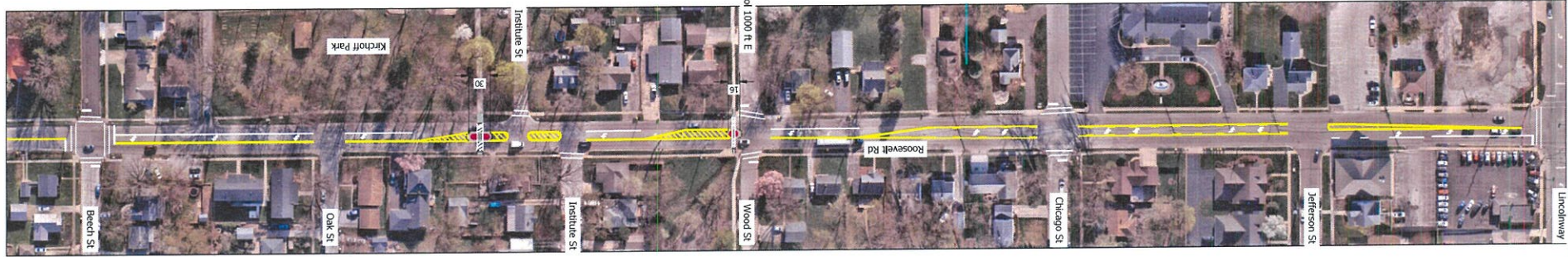
5. Enforcement

Violation of this E-Bike Policy may result in warnings, fines, or other penalties as determined by the Valparaiso Police Department.

This policy is subject to review and amendment by the City of Valparaiso as deemed necessary to ensure public safety and effective management of public recreational spaces.

1b.

OPTION #1 (Preferred)



RECOMMENDED FOR APPROVAL	
DESIGNED	DSM 07/01/25
DRAWN	DSM 07/01/25
CHECKED	
DATE	

PRELIM PLANS
NOT FOR CONSTRUCTION

CITY OF VALPARAISO
ENGINEERING DEPARTMENT
KIRCHHOFF PARK
IMPROVEMENTS PROJECT

PEDESTRIAN CROSSING ON ROOSEVELT RD	
REVISION NUMBER & DATE	



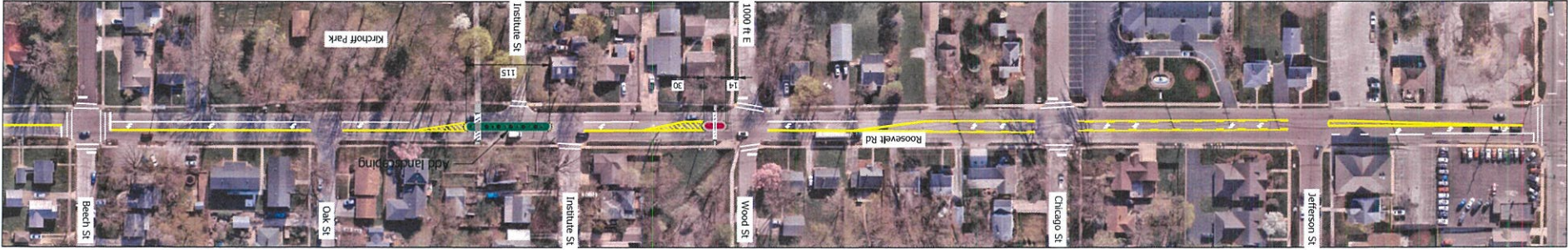
CITY OF
VALPARAISO

SHEET
1 OF 2

HORIZONTAL SCALE
1" = 75'

VERTICAL SCALE
NA

OPTION #2



RECOMMENDED FOR APPROVAL	
DATE	
DRAWN	DSM 07/01/23
CHECKED	DSM 07/01/23

PRELIM PLANS
NOT FOR CONSTRUCTION

CITY OF VALPARAISO ENGINEERING DEPARTMENT	KIRCHOFF PARK IMPROVEMENTS PROJECT
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REVISION NUMBER & DATE	PEDESTRIAN CROSSING ON ROOSEVELT RD
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HORIZONTAL SCALE	1" = 70'
VERTICAL SCALE	NA
SHEET	2 OF 2

1d.

ALL-WAY STOP CONTROL WARRANT STUDY BLOOMINGDALE AVE AND HIGHLAND DR.

AUGUST 2025

City of Valparaiso Engineering Department

INTRODUCTION

- This traffic control evaluation was conducted in response to a citizen's request. The primary concerns mentioned were traffic queueing on Bloomingdale Ave and the requester's observation of a couple of near-miss incidents.
- The intersection currently operates with a STOP control on Highland Dr, with free traffic flow (uncontrolled) along Bloomingdale Ave.
- Bloomingdale Ave has a posted speed limit of 25 MPH and is classified as a collector.
- Highland Dr has a posted speed limit of 30 MPH and is classified as a local road.
- A location map is attached for reference.

EVALUATION

The evaluation criteria used are from the Manual on Uniform Traffic Control Devices, 11th Edition (MUTCD). The MUTCD defines the standards used by engineers and road managers to install and maintain traffic control devices on all public streets, highways, bikeways, and pedestrian ways. The MUTCD is the definitive compilation of national standards for all traffic control devices, including road markings, highway signs, and traffic signals. The evaluation of each criterion for establishing an all-way stop follows:

Warrant A – Crash Experience

1. For a four-leg intersection, there are five or more reported crashes in a 12-month period or six or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control.
2. For a three-leg intersection, there are four or more reported crashes in a 12-month period or five or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control.

The Valparaiso Police Department reported no crashes at the intersection for the past 36-month period.

Warrant B – Sight Distance: Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and

Site inspections performed did not reveal sight distance obstructions.

Warrant C – Transition to Signal Control: Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal or for the installation of yield control at a circular intersection.

Not applicable, a traffic signal is not planned to be installed at this location.

Warrant D – 8-Hour Volume: If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrant may be reduced to 70 percent of the values given in Items 1 and 2 of this Section.

Traffic data from July 8th and 9th of 2025 shows that the 85th-percentile speed on Bloomindale Ave averaged 20 MPH, so the minimum vehicular volume warrants should not be reduced and should be kept as follows:

Item 1: 300 units/hour

Item 2: 200 units/hour

1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least **300** vehicles per hour for any 8 hours of an average day;

Traffic data from July 8th and 9th of 2025, shows that the major street, Bloomindale Ave, had an 8-hour average peak volume of less than 20 vehicles per hour, both SB and NB lanes. This does not meet the minimum threshold of 300 vehicles per hour.

2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least **200** units per hour for the same 8 hours.

Traffic data from July 8th and 9th of 2025, shows that the minor street, Highland Dr, had an 8-hour average peak volume of less than 15 vehicles per hour, both EB and SB lanes. This does not meet the minimum threshold of 200 vehicles per hour.

Warrant E – Other Factors: Other criteria that may be considered in an engineering study include:

3. The need to control left-turn conflicts;

No left-turn conflicts have been reported by the Valparaiso Police Department.

4. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve operational characteristics of the intersection.

The intersection consists of a collector and a local street, so the criterion does not apply.

5. Where pedestrian and/or bicyclist movements support the installation of all-way stop control.

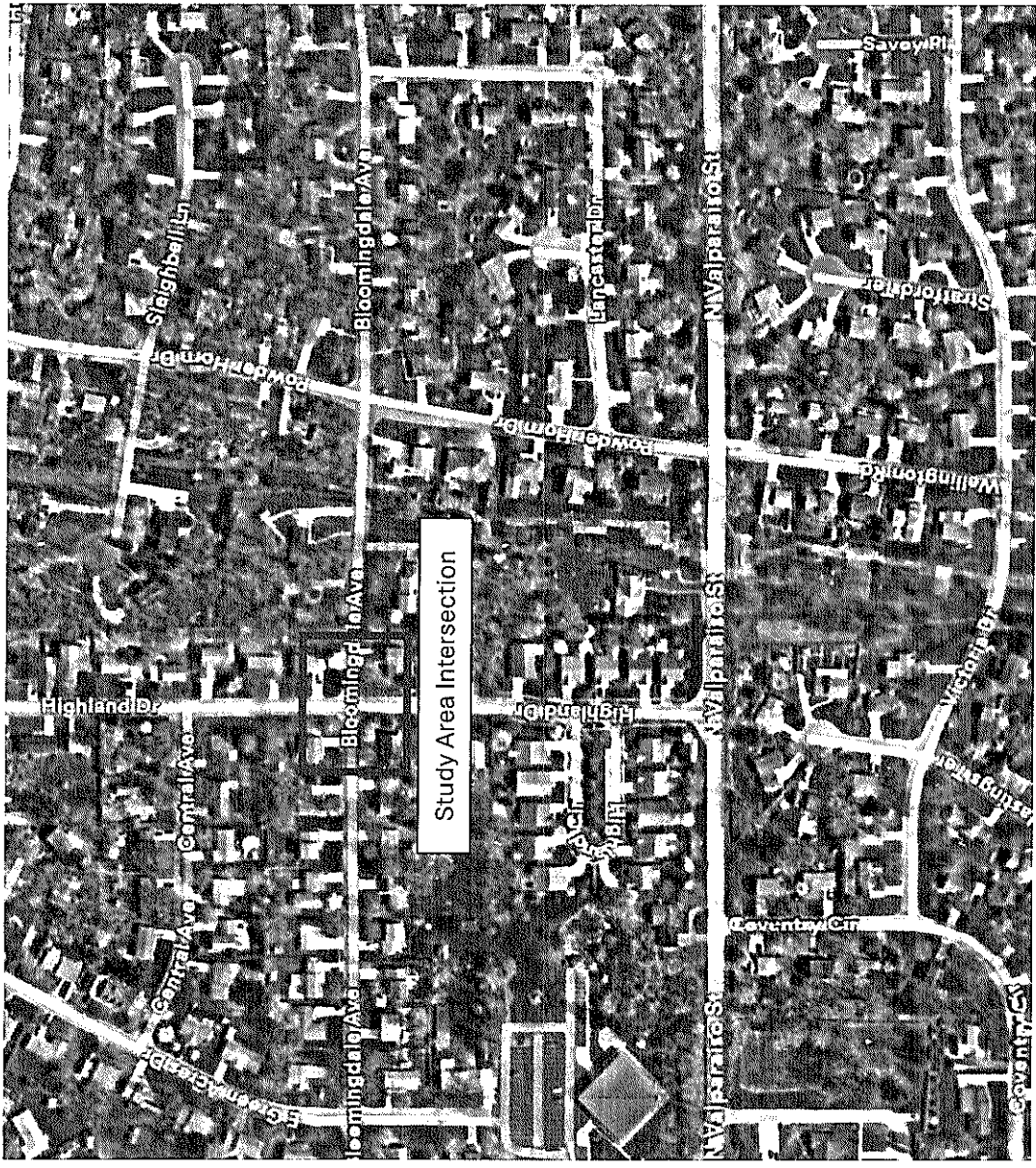
Pedestrian movements at this intersection are minimal, as the area is not designed for walking and there are no sidewalks, crosswalks, or other pedestrian facilities present.

Warrant	Guidance	Data	Applicable
A	Crash Experience	No Crashes	X
B	Sight Distance	Good visibility	X
C	Transition to Signal Control or Yield Control at a Circular Intersection	No plans for a signal or a roundabout	X
D	Major Streets 85th percentile speed exceeds 40 MPH	85% = 20 MPH	X
	D.1 Major Streets 210 ²⁵⁰ units/hr. For 8 hrs.	Less than 20 units/hr. For 8 hrs.	X
	D.2 Minor Streets 140 ²⁵⁰ units/hr. For 8 hrs.	Less than 15 units/hr. For 8 hrs.	X
E	E.1 Left-Turn Conflicts	No conflicts reported	X
	E.2 Two intersection residential neighborhood Collector Streets	Local and Collector Streets	X
	E.3 Pedestrian and Bicycle Movements	Currently low volume	X

CONCLUSIONS/RECOMMENDATIONS

It is not recommended to install an all-way stop at this location, as the intersection did not meet the warrants. It is also important to note that both the average and 85th percentile speeds on the roads were at or below the posted speed limit.

LOCATION MAP



85th percentile speed – Bloomingdale Ave

20 MPH
85th Percentile Speed

25 MPH 15 MPH 20 MPH
Speed Limit ☐ Avg. Speed ☐ 95% ☐

15 MPH 41 MPH 1 MPH
50% ☐ Max Speed ☐ Min Speed ☐

Average Pct 85 Breakdown ☐

Source: 2010-2011 Planning & Design, Aerial & Precipitation Data, Department of Public Works

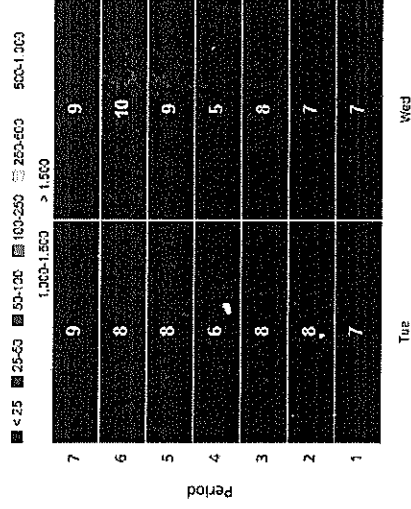
	<15	15-25	25-35	35-45	45-55	55-65	65-75	75+
7		22					17	
6			24				20	
5			20			23		
4			27			18		
3			21			16		
2			22			22		
1			16			12		
			Tue			Wed		
			Day of Week					

Volume Major Approach – Bloomingdale Ave
North Bound

8 Vehicles

Annual Average Hourly Traffic (AAHT)

Volume Hourly Breakdown

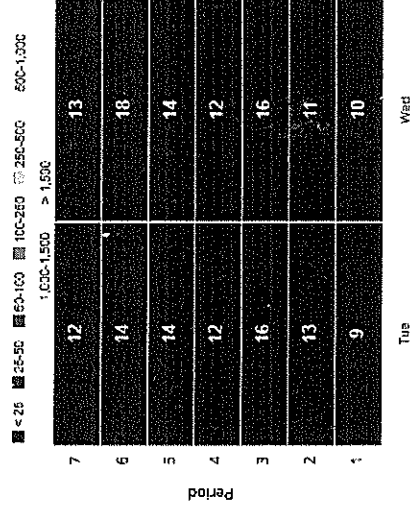


South Bound

13 Vehicles

Annual Average Hourly Traffic (AAHT)

Volume Hourly Breakdown

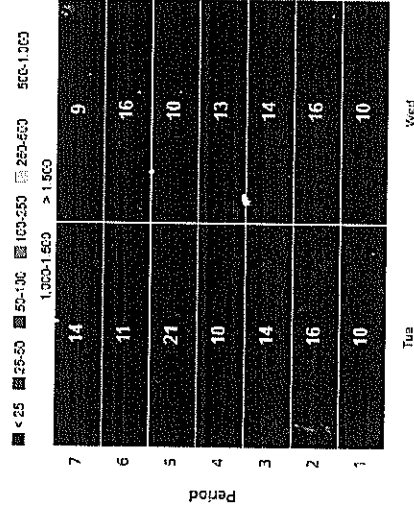


East Bound

13 vehicles

Annual Average Hourly Traffic (AAHT)

Volume Hourly Breakdown

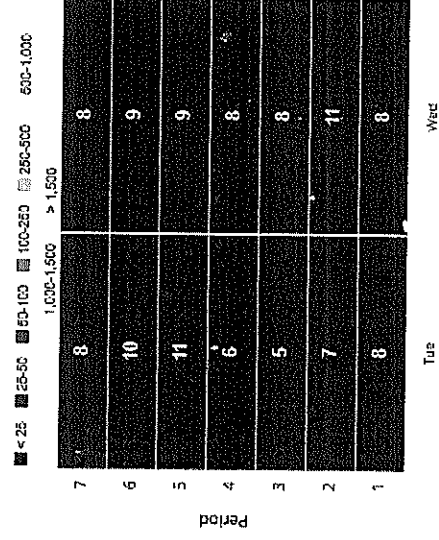
$$S_{\text{eff}} = \int d^4x \sqrt{-g} \left[\frac{1}{2} R - \frac{1}{2} (\partial_\mu \phi)^2 - V(\phi) \right] + \int d^4x \sqrt{-g} \mathcal{L}_m$$


West Bound

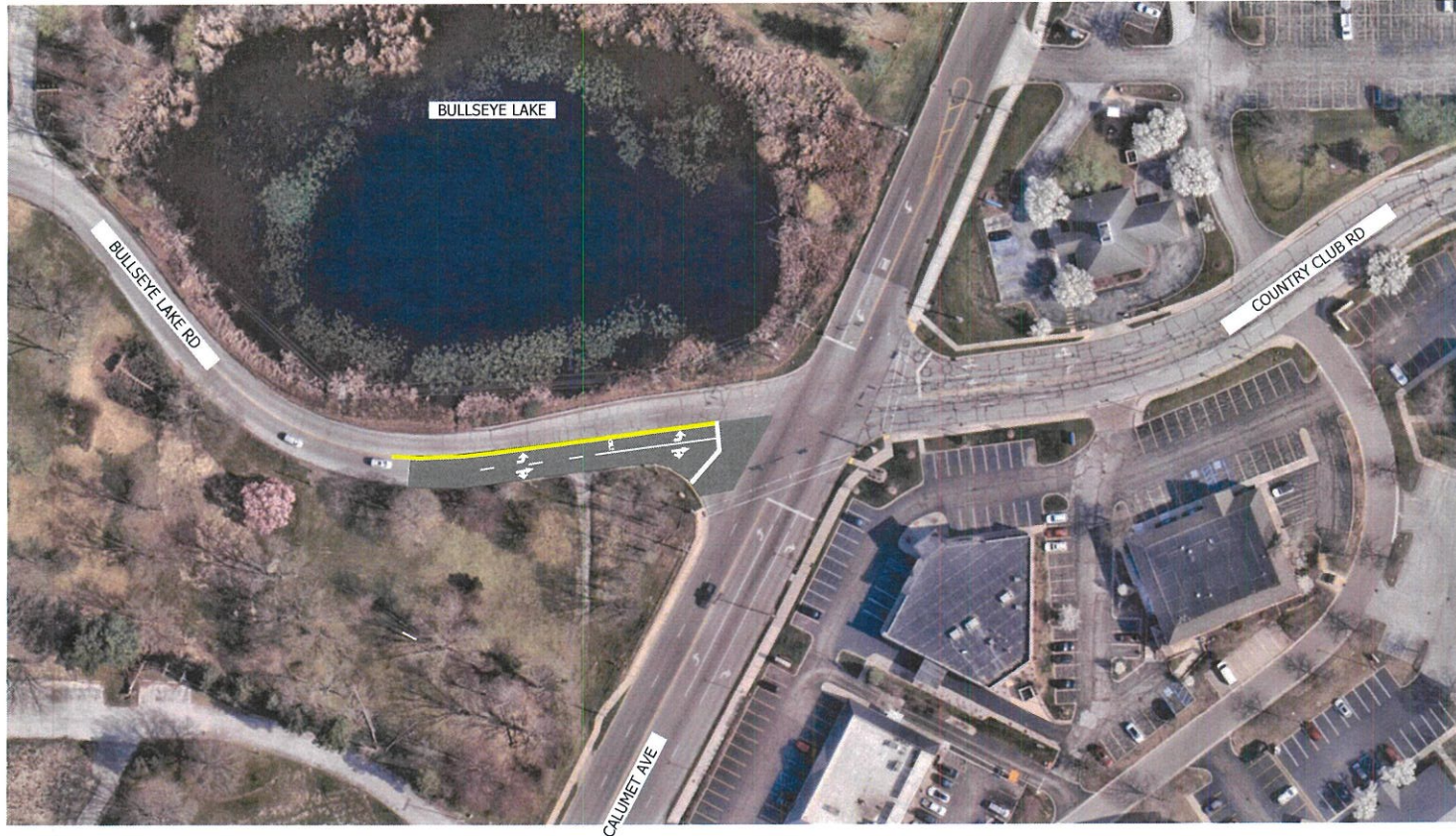
8 Vehicles

Annual Average Hourly Traffic (AAHT)

Volume Hourly Breakdown

[illegible]

Public Comment - ii.



RECOMMENDED FOR APPROVAL _____	
DATE _____	
DESIGNED: MRR 8/19/25	DRAWN: MRR 8/19/25
CHECKED: _____	CHECKED: _____

CITY OF VALPARAISO
ENGINEERING DEPARTMENT

PAVEMENT MARKING LAYOUT
West Approach Bullseye Lake at Calumet

REVISION NUMBER & DATE
PROPOSED

 CITY OF VALPARAISO	HORIZONTAL SCALE
	1" = 40'
	VERTICAL SCALE
	N/A
	SHEET 1 OF 1