ORDINANCE 83-18

To Amend Chapter 12.20 of the
Municipal Code, Entitled "Thoroughfare Plan"

BE IT HEREBY ORDAINED BY THE COMMON COUNCIL OF THE CITY OF BLOOMINGTON, MONROE COUNTY, INDIANA, THAT:

SECTION I. Section 12.20.020 of the Bloomington Municipal Code be amended to read as follows:

12.20.020 Incorporation by reference - description. The official thoroughfare plan is shown on the map entitled "Master Thoroughfare Plan, 1981 as amended April, 1983" and chart entitled "Master Thoroughfare Plan" which chart also incorporates the chart entitled "Pedestrian - Bicycle Pathways Amendment to the Master Thoroughfare Plan", two copies of which are on file in the office of the city clerk, city engineer, and department of planning, which are by this reference made a part of this code, showing location, alignment, functional classification, width of roadway, and minimum developed cross section of existing and proposed thoroughfares.

SECTION II. This ordinance shall be in full force and effect from and after its passage by the Common Council and approval by the Mayor.

PASSED and ADOPTED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this 18 day of May, 1983.

Katherine Dilcher
KATHERINE DILCHER, President
Bloomington Common Council

ATTEST:

Patricia Williams
PATRICIA WILLIAMS
City Clerk

PRESENTED by me to the Mayor of the City of Bloomington, Monroe County, Indiana, upon this 19 day of May, 1983.

Patricia Williams
PATRICIA WILLIAMS
City Clerk

SIGNED and APPROVED by me upon this 19th day of May, 1983.

Tomilea Allison
TOMILEA ALLISON, Mayor
City of Bloomington

SYNOPSIS

This ordinance would incorporate pedestrian-bicycle pathways into the Master Thoroughfare Plan enabling the City to require contribution of rights-of-way, establish cross sections, and provide for continuity of pedestrian and bicycle trails throughout the community. The plan has been approved by the Plan Commission and the Board of Public Works following public hearings.

****ORDINANCE CERTIFICATION****

In accordance with IC 18-7-4-508, I hereby certify that the attached Ordinance Number 83-18, is a true and complete copy of Plan Commission Case Number MP-12-82, which was given a recommendation of APPROVAL by a vote of 7 Ayes, 0 Nays, and 0 Abstentions by the Bloomington City Plan Commission at a public hearing held on February 21, 1983.

Date: April 27, 1983

Tim Mueller, Secretary
Plan Commission

Received by the Common Council Office this ____ day of _____, 1983.

Patricia Williams, City Clerk

Appropriation Ordinance # _____ Fiscal Impact Statement Ordinance # _____ Resolution# _____

Type of Legislation:

Appropriation	____	End of Program	____	Penal Ordinance	____
Budget Transfer	____	New Program	____	Grant Approval	____
Salary Change	____	Bonding	____	Administrative Change	____
Zoning Change	____	Investments	____	Short-Term Borrowing	____
New Fees	____	Annexation	____	Other Code Amendment	____

If the legislation directly affects City funds, the following must be completed by the City Controller:

Cause of Request:

Planned Expenditure	____	Emergency	____
Unforseen Need	____	Other	____

Funds Affected by Request:

Fund(s) Affected		
Fund Balance as of January 1	$	$
Revenue to Date		
Revenue Expected for Rest of year		
Appropriations to Date		
Unappropriated Balance		
Effect of Proposed Legislation(+/-)		
Projected Balance	$	$

Signature of Controller _____

Will the legislation have a major impact on existing City appropriations, fiscal liability or revenues? Yes ____ No X

If the legislation will not have a major fiscal impact, explain briefly the reason for your conclusion.

The Master Thoroughfare Plan is a guideline for private development approvals and one of many inputs into future public improvement decisions. As such, it does not commit the City to any expenditures. By enabling developer contribution of right-of-way, the plan will reduce right-of-way acquisition costs for future public projects. This ordinance merely adds pedestrian and bicycle pathways to the Plan.

If the legislation will have a major fiscal impact, explain briefly what the effect on City costs and revenues will be and include factors which could lead to significant additional expenditures in the future. Be as specific as possible. (Continue on second sheet if necessary)

Agency submitting legislation Plan Commission

By Tim Mueller Date 4/27/83

PEDESTRIAN - BICYCLE PATHWAYS

Amendment to the

MASTER THOROUGHFARE PLAN

City of Bloomington
Indiana

Bloomington City Plan Commission
Bloomington City Plan Department
Pedestrian/Bicycle Planning Committee

April, 1983

TABLE OF CONTENTS

FORWARD..... Project Impetus; Description of Process.....1

INTRODUCTION..... Master Thoroughfare Plan Amendments; Summary of Sections.....2

I. GREENBELT TRAILS.....3-4

II. EXISTING WALKING AND BICYCLE PATHS.....5

AMENDMENT TO THE MASTER THOROUGHFARE PLAN
PEDESTRIAN AND BICYCLE TRAILS

FORWARD

The designation of an official "Pedestrian - Bicycle Pathways" plan for the city grew out of the efforts of a VOLUNTEER group (Pedestrian/Bicycle Planning Committee) who conducted public input sessions. The intent was to provide a document which would become a part of the Municipal Code, and which would show locations, alignment, functional classification and width of trailway. This plan serves as a means by which the city can require developer contribution, to preserve rights-of-way needed to maintain continuity of pedestrian and bicycle trails throughout the community.

The trailways and footpaths identified on the "Master Thoroughfare Plan 1982, as amended April 1983" map represents an update to the City of Bloomington Comprehensive Park and Recreation Plan dated August, 1971. The parks plan proposed thirty miles of loop trail surrounding the city and seven miles of connector trail to provide access to the loop trail from within the city.

This plan, in schematic fashion, establishes in general detail the need for pedestrian and bicycle trails in largely undeveloped areas. The location of such trailways, as shown on the "Master Thoroughfare Plan 1982, as amended April, 1983" map is not precise. Specific location of such trailways is not prescribed in this plan. Such precision will be resolved between the developers of the areas in question and the city, as development and its subsequent public review may occur.

INTRODUCTION

PROPOSED AMENDMENTS -- MASTER THOROUGHFARE PLAN

The purpose of this Master Thoroughfare Plan amendment is to delineate both existing and future rights-of-way and facilities which establish needed and obvious links to the transportation system for the Bloomington area. This will enable the city, through its development authority, to require rights-of-way necessary to service developing lands, to maintain continuity of the transportation system, and to ensure that future facility improvements will address recognized problems.

The amendment, in schematic and narrative fashion, establish in general detail the need for various pedestrian and bicycle travel facilities. Routes and corridors are established which, by virtue of their locations, can be expected to have substantial usage and to fulfill assigned roles within the functional scheme for the system as a whole. Routes on the map are identified with two levels of specificity: first, routes which follow closely an existing facility, right-of-way or natural landform; second, general routes for which an exact course can only be defined as patterns of development become more clear. The general routes are identified as corridors.

Plan elements described in this amendment represent an addition to the most recent (1981) Master Thoroughfare Plan. The proposed routes and classifications for greenbelt trails is compatible with the functions for urban trails specified in the city's 1971 Comprehensive Park and Recreation Plan as well as the need to establish a system of primary travel routes for pedestrians and bicyclists on separate rights-of-way. Adoption of the plan follows state statutory requirements set forth for Master Plan elements. The amendment is technically presented as an ordinance before the City Council following passage of a plan commission resolution adopting the amendment.

GREENBELT TRAILS

Separate pedestrian/bicycle thoroughfare routes and corridors, along with functional classification and specification, are proposed. Inclusion of this route system in the Plan will allow preservation of rights-of-way which will be needed to provide pleasant, safe and healthy travel for pedestrians and bicyclists as the city's fringe area develops. The proposed rights-of-way will also serve to connect area parks and nature areas in accordance with the city's 1971 Comprehensive Parks and Recreation Plan.

EXISTING WALKING and/or BICYCLE PATHS

Some of the city's many existing paths have been generally located and recorded. Specifications will help preserve rights-of-way for such paths as devleopment take place. Including these paths in this Plan will also help integrate the walking and bicycling modes of travel into the regular transportation process.

GREENBELT TRAILS

This greenbelt proposal grew out of Pedestrian/Bicycle Planning Committee discussion of difficulties faced by members of the Older Americans Walking Group in finding safe, desirable, off-street places to walk around the city. After developing the concept, it was discovered that the idea goes back a number of years in Bloomington.

Bloomington's 1971 Comprehensive Park and Recreation Plan proposed an extensive system of Urban Trails, based on an assessment of demands for nature trails and a need to provide city residents with better access to poorly distributed park facilities. The same plan also noted that it was unsafe for children to walk to several parks due to conflicts between pedestrian movement and vehicular traffic. Provision of separate trail facilities minimizes such conflicts.

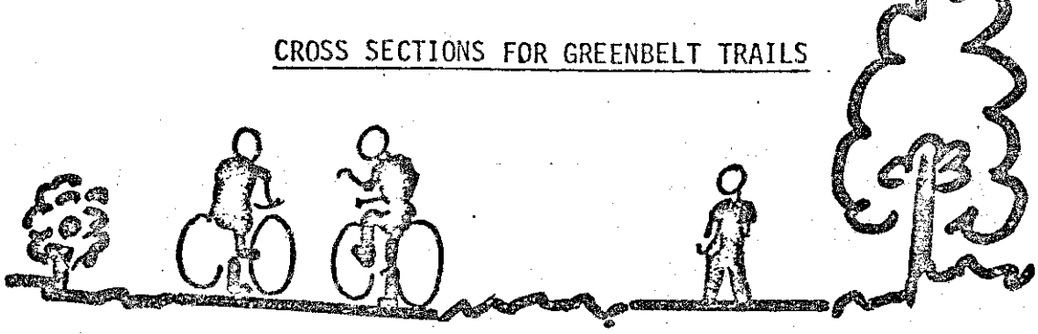
The city is fortunate in its natural endowement - e.g., such areas as Griffy Reservoir, Clear Creek and Jackson Creek are natural settings for pedestrian and/or bicycle parkways. When connected with occasional "spokes" into central city area, the trails can provide Bloomington area pedestrians and bicyclists with broad inter-neighborhood travel capability.

PLAN ELEMENTS

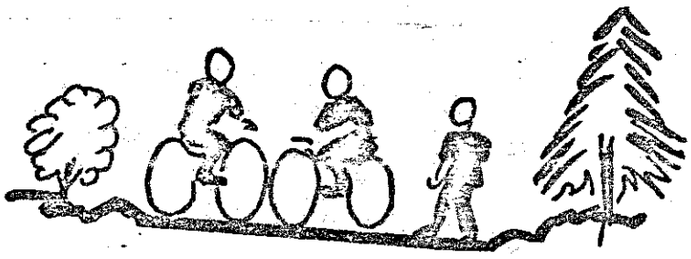
The plan links the proposal of new rights-of-way to functional classification outlines in the following page. The plan proposed minimum cross-sections to be adopted which correspond to the functional classification of pedestrian and bicycle thoroughfare facilities. These cross-sections are designed to provide sufficient right-of-way to permit the path of parkway to meet its purpose.

The cross-sections are not intended to be taken as actural construction proposals. They represent long-range configuration which may someday be required for each link.

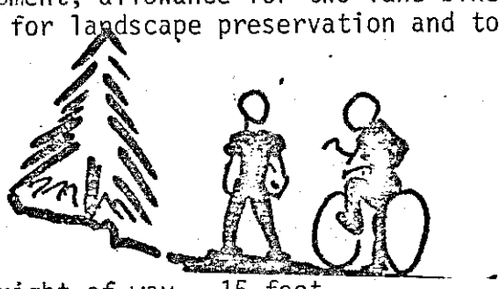
CROSS SECTIONS FOR GREENBELT TRAILS



1. PARKWAY - right-of-way - 30 feet
   Sparse land use develpment or undeveloped; allowance for two lane bike path, walking path and landscape protection and screening.



2. SUBURBAN TRAIL - right-of-way - 20 feet
   Partial development; allowance for two lane bike path, walking path and some allowance for landscape preservation and topographic constraints.



3. URBAN TRAIL - right-of-way - 15 feet
   Urban development areas; shared bicycle path and walking path with minimum screening

4. LIMITED CONNECTOR - right-of-way - 9 feet minimum (screening as available)
   Providing access to other trail facilities through high density developed areas. Specific design will depend on constraints at each site.

5. Additional trails should be developed from railroad rights-of-way upon abandonment.

6. Rest Areas located at key points along the "greenbelt system" are to be sited in parks and other publicly owned lands where appropriate

RECORD OF EXISTING WALKING and/or BICYCLE PATHS

1. Between Valley View Dr. and Bloomington High School North.

2. Between Cascades Addition and Arlington School and between Arlington School and Gourley Pike (including pedestrian overpass crossing).

3. From North Jackson St. (1700 Jackson Apts.) northerly to Colonial Crest Apts. with 2 branches (east and west) and 2 connections from the west branch to the trailer park on the west.

4. From Dyer Middle School crossing 14th St. and Orris Dr. to 12th St. cul-de-sac.

5. Along L&N RR from Morton St. west past Vernal Pike.

6. L&N RR connection north to Alexandria St.

7. L&N RR connection north to Summit St.

8. L&N RR connection west to Cottage Grove.

9. L&N RR connection from spring by the tracks northwest to 10th St. near Monroe.

10. L&N RR connection south to Hopewell St.

11. ICG spur track connection west to spring then 2 connections (north to ICG RR and south to ICG RR spur track).

12. ICG RR spur track connection east to W. 6th St.

13. ICG RR connection north to Hopewell.

14. ICG RR and ICG spur track connections north and south to Ritter and east to W. 7th St.

15. L&N RR spur track connecting L&N RR to ICG RR near Spring St.

16. From N. Jackson St. at 12th St. south to 11th St.

17. From W. 12th St. at Jackson St. east to Rogers St.

18. East-West alley way between 8th and 9th Sts. from Spring St. to Rogers St.

19. Eastside bikeway along ICG RR from near 46 Bypass to Park Ridge at Glenwood Ave.

20. Connection from Maxwell St. to Nota Dr.