07

transportation

Chapter Overview

The ideal transportation network for Bloomington continues to be an important topic that generated significant comment during the ImagineBloomington outreach process. Transportation enables us to connect with people and places in our community. It's how we move from our homes to places of employment, education, shopping, and entertainment. Our transportation system operates within the largest publicly owned realm: our streets and paths. Public streets allow people to interact with each other, conduct business or simply just enjoy the day. The mobility demands on our streets are vast and range from the needs of an individual to 18-wheel semi-trucks for deliveries to the space that accommodates needed services like telecommunications, water, sanitary sewer, storm water, natural gas, and electricity. Clearly, transportation and its right-of-way dramatically impact individuals, businesses, neighborhoods, and even the global community, where it influences climate change, economic prosperity, and health.

This chapter introduces subsections expressed in Bloomington's long-term commitment to the providing an equitable multi-modal transportation system. The Transportation Chapter highlights the Transportation Portfolio, Health Friendly Network, Bicycle Friendly Network, Transit Friendly Network, Transportation Investments and Master Thoroughfare Plan, subsections, which are introduced below:

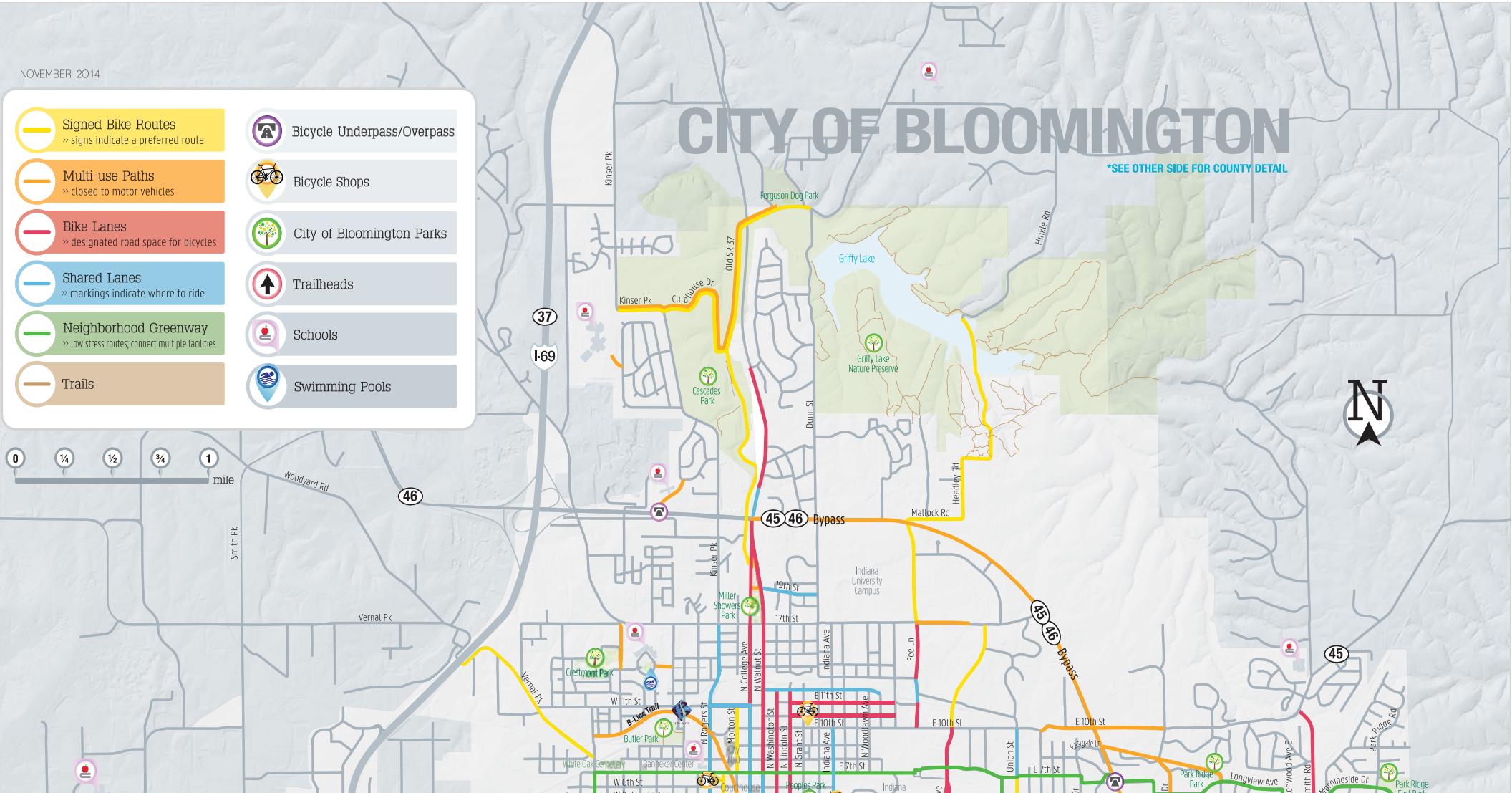
Transportation Portfolio | Bloomington has a diverse transportation portfolio made up of the bus, bicycle and pedestrian and vehicular modes. This subsection provides an introduction to Bloomington's multi-modal transportation portfolio.

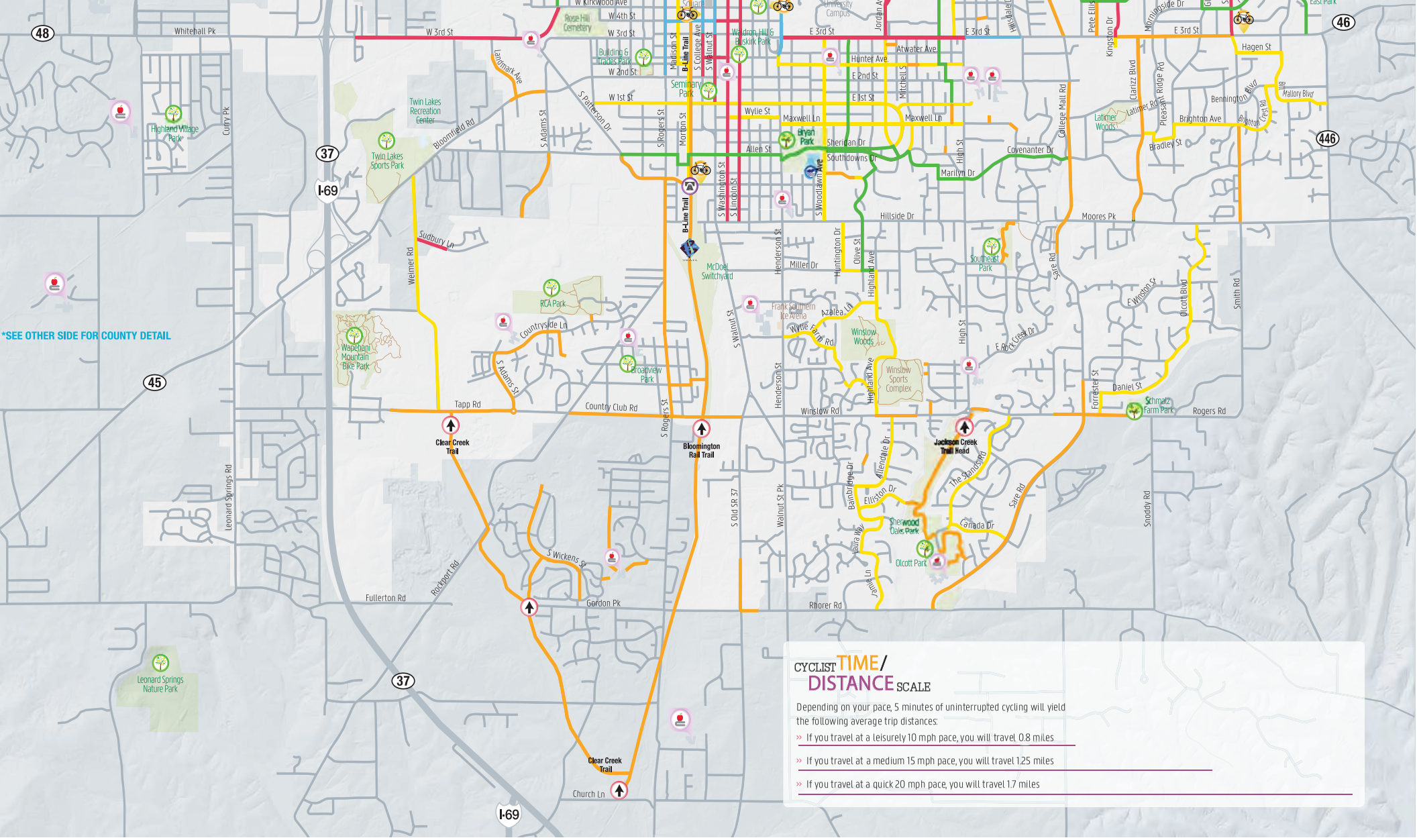
Health Friendly Network | Bloomington aspires to continue to place a high emphasis on becoming a healthier and more active city. Studies have shown that multi-modal transportation users are far more active than single transportation mode users. This subsection supports the health benefits of a balanced transport network.

Bicycle Friendly Network | Bloomington is nearly rated a Platinum Bicycle City by the League of American Bicyclists. This shows the community's dedication to cycling. This subsection further details initiatives, programs and bicycle amenities.

Bloomington Bike/Ped Map

This map illustrates the City of Bloomington's multiple recreation areas and trails.





CYCLIST TIME/ DISTANCE SCALE

Depending on your pace, 5 minutes of uninterrupted cycling will yield the following average trip distances:

- If you travel at a leisurely 10 mph pace, you will travel 0.8 miles
- If you travel at a medium 15 mph pace, you will travel 1.25 miles
- If you travel at a quick 20 mph pace, you will travel 1.7 miles

Transit-Friendly Network | As part of its multi-modal transportation portfolio Bloomington has an outstanding public transportation system. This subsection describes the importance of public transit in the community.

Vehicular Network | Bloomington maintains a Vehicular Network and keeps working to make it safer and cleaner. This subsection looks at safety and environmental impacts of vehicular transportation and how to make improvements.

Transportation Investments | Bloomington is working to make key investments to best enhance its multi-modal transportation system. This subsection defines projects initiatives and steps towards implementing those investments.

Master Thoroughfare Plan | Bloomington's Master Thoroughfare Plan satisfies State Statute and supports future transportation growth with a focus on multiple modes. This subsection includes a multi-modal thoroughfare map, transportation policies and a definition of functional classifications.

This chapter also includes Goals, Policies, and Programs that are implementation based and focus on creating quantifiable outcomes. Outcomes and indicators are tailored to track effectiveness and Goals, Policies and Programs with measurable results.

Transportation Portfolio

While the automobile continues to be the dominant mode of transportation, diversifying our system towards greater shares for walking, cycling, and public transit will strengthen the network's performance and better prepare Bloomington for the future. In the past, auto-focused strategies were pursued in an attempt to resolve only auto-induced issues such as traffic congestion, inefficiencies, crashes, and greenhouse gas emissions. These strategies included road widening, improved safety standards, and increased fuel efficiency standards. However, for a number of decades it has been increasingly recognized that successful strategies must also include accommodating, encouraging, and servicing other modes of transportation that may act as a substitute to vehicular travel if they are accessible, safe and convenient to use. Designing for and including the range of transportation options is known as multi-modal transportation planning. Taking a multi-modal approach with transportation planning will achieve significant progress towards improving environmental, economic and health issues stemming from an over reliance on the vehicular mode of transportation.

Taking a different approach to meeting transportation needs will result in multiple options for getting around town for residents and visitors. Accessibility to the places that make Bloomington wonderful is a basic need. By having walkable shopping destinations, transit access to jobs and education, and endless bike-friendly destinations, our entire community will receive large returns on these transportation investments.

Health Friendly Network

It is important to consider the health implications of our transportation network and auto dependence. Obesity and physical inactivity are serious public health problems. According to the Center for Disease Control, only about 20 percent of adults regularly get the recommended amount of aerobic and muscle-strengthening activity per day. Almost 70 percent of adults are either overweight or obese, with childhood (ages 1-19) obesity also rising across the country. Shifting our focus to local trends and policies, we can see the progress that has been made in Bloomington. The policies and transportation network's foundations are sound, though there is still room for improvement.

Pedestrian Friendly Network

Bloomington has a history of working to become a more walkable and bike-able community. In 1992, the City Council established the Alternative Transportation Fund. The fund receives excess revenues (an average of $300,000 per year) from the Residential Neighborhood Parking Permit program and is dedicated to reducing the network's dependence on the automobile as the only mode of transportation. The City Council Sidewalk Committee has primarily used the fund to design and construct new sidewalks in the community.

Bicycle Friendly Network

Another celebrated aspect of Bloomington is its close association with bicycles, brought to national attention with the acclaimed 1979 movie Breaking Away. The film features the Little 500 bicycle race, an annual IU event since 1951. "Little 5" is one of the most well-known collegiate traditions. Additionally, the Hilly Hundred is a major non-collegiate bicycle touring event held in the area that attracts thousands of bicycling enthusiasts. Thanks in part to this cycling culture, the City of Bloomington was first recognized by the League of American Bicyclists as a Bicycle Friendly City in 2003, earning a bronze designation. In 2010, it won a silver designation and received a gold designation in 2014. Bloomington is on the path to a platinum designation, which is only held by a few municipalities nationwide. In 2013, the League of American Bicyclists unveiled a new top designation category called diamond. Open only to communities that have achieved a platinum designation; this level seeks to aggressively increase bicycle ridership, safety and bicyclists' perceptions. Among other metrics, it requires a minimum of a 15 percent bicycle travel mode share. Once Bloomington achieves platinum status, striving to next obtain diamond designation is a very foreseeable future goal as the City looks to extend greenway trails and upgrade major corridors to "complete street" status, accommodating all modes of transportation.

In 2010, the Platinum Biking Task Force was established to assess Bloomington's strengths and weaknesses in regard to bicycling and to create a plan for the City to achieve a platinum designation from the league of American Bicyclists by 2016. The resulting report, Breaking Away: Journey to Platinum, was adopted by the City Council in 2011. The results of this report and the subsequent Bikeways Implementation Plan are well underway, with a 94 percent increase in mileage of bikeways, trails, and paths since 2010. Bloomington now enjoys a bikeway network of more than 69 miles. The most recent data from the US Census ranks Bloomington 7th in the country for the percentage of people who walk or bike to work, among cities greater than 65,000 in population.

Bloomington's enormously popular rails-to-trails project, the B-Line Trail, was completed in 2011. The trail links many neighborhoods which did not previously have a separated biking and walking route to downtown. People use the trail for a wide variety of reasons, from transportation and fitness to festivals and people watching. The B-Line's strong north-south pedestrian and bicycle connection has led to greater demand from residents for east –west connections that better protect bicyclists and pedestrians from motorized vehicles; such a connection could link the B-Line to Monroe County's Karst Farm Park Trail under development on the City's far west side.

Transit-Friendly Network

Bloomington Transit has an impressive track record over the last decade. In recognition of its accomplishments, the agency was named the 2010 Outstanding Public Transportation System in North America. Ridership has increased 72 percent, from 2.06 million in 2004 to 3.54 million riders in 2014. Bloomington Transit now offers service to previously underserved areas, such as from the Arlington Park area to the Clear Creek Shopping Center. Service has been extended until 11:30 PM on some routes, includes Sunday service for a few others and even includes a "Night Owl" service that operates near the IU Campus until 3:30 AM on Friday and Saturday nights. The opening of a modern downtown Transit Center, investments in hybrid buses, and implementation of a live bus tracker system have also helped to bolster Bloomington Transit's ridership and success.

Vehicular Network

One cannot forget that the health impacts associated with car crashes are significant. Nationally, in 2013, unintentional accidents were the fourth leading cause of death (130,557); of these, 32, 719 were traffic crashes. Locally, from 2010-2012, there were 12,056 car crashes reported in Monroe County, with approximately 22 percent resulting in injuries, fatalities, or both (BMCMPO 201-2012 Crash Report).

Around the world, a few cities and towns are taking a bold new approach to reducing transportation crashes and their associated injuries and deaths. Vision Zero, an approach that Sweden successfully chartered in 1997, continues to pay dividends in that country today. More recently, the Netherlands, New York City, and San Francisco have also implemented similar efforts. Vision Zero takes the simple stance that traffic crashes are not "accidents," but rather preventable incidents that can by systematically addressed. Using a multifaceted approach to enforcement, education, better roadway engineering and design, and improved emergency response have transformed attitudes regarding traffic death and injury to a series of actions that can be changed or prevented.

Vision Zero challenges the notion that fatalities on city streets are inevitable, and the approach that ending traffic deaths and subsequently reducing the severity of injuries on our streets is achievable. Advocates of Vison Zero argue improved safety is possible without losing freedom and mobility efficiencies. The program aims to eliminate the technical system failures of wearing seat belts, speeding, and driving under the influence, to name a few. Sweden sees positive results from their long-term efforts. Bloomington should take note of what this concept has to offer and work to improve the safety of our road network.

Transportation Investments

Transportation investments are significant undertakings by the City. Costs are always a limiting factor, especially for transportation. Daily operations and maintenance are often under-accounted for aspects of the system that many take for granted. However, the costs necessary to maintain the transportation system are substantial. The total costs associated with new network improvements must account for engineering, design, land acquisition, construction, and inspection costs.

Simply updating the traffic signals for an intersection typically starts at more than $170,000. Adding a new transit route can easily start around $1 million. Making new investments in our network should be carefully evaluated, not only from fiscal, locational, and demand contexts, but also considering implications on climate change, economic prosperity, and community health. One implementation tool to help foster these types of evaluations for our transportation objectives is the Master Thoroughfare Plan.

Master Thoroughfare Plan

A requirement of Indiana code IC-36-7-4-502, the comprehensive plan must contain a "statement of policy for the development of public ways, public places, public lands, public structures, and public utilities." To fulfill this requirement, this section uses a Master Thoroughfare Plan as the general policy guidance required for public ways. Other chapters also fulfill policy guidance on the development of public places and lands, such as parks, public utilities, services, and structures. The Thoroughfare Plan requirement establishes a means to plan for various investments needed to address a wide range of community needs.

Policy guidance must be closely tied to land use since public ways ultimately provide the conduits that transport goods, services, and utilities across all land uses. Public ways and land use have the ability to influence one another. Without consistent public policies in both areas, unintended impacts from growth and development could occur. Providing even basic services, such as sanitary sewer, police services, fire protection, and walkable public schools, becomes more problematic if not coordinated with land use development and public ways policies.

In the past, the Master Thoroughfare Plan (MTP) served Bloomington well in this basic fashion. It established right-of-way needs for roadways and utility infrastructure for a growing community. The Plan shaped street design to handle traffic flows and addressed general safety concerns through typical cross sections. It also prioritized roadways to accommodate traffic flows and to establish automobile speeds. The MTP aided in annual maintenance schedules for paving, snow plowing, and emergency routes. All of this was achieved by using a standard functional classification system, commonly utilized throughout the US. However, this method is antiquated because it fails to respect context, land uses, and most of all people. The functional classification system favors automobile mobility over the mobility and safety of people.

National trends in context-sensitive solutions, and complete streets have begun to address these shortcomings. New approaches balance speed, traffic flow, and roadway design while enhancing historic neighborhoods and natural features in order to create streets that support vibrant work, live, and shopping areas. Streets are public spaces that must interact with and enhance surrounding land uses, both existing and planned. Therefore, Bloomington is adopting a new approach in planning and designing our public streets which will draw on the concepts of complete streets and focus on the mobility of people using inviting, context-sensitive design.

Purpose of the Master Thoroughfare Plan (MTP):

1. Preservation and establishment of rights-of-way

2. Complete Streets/continuity in the function of respective modal transportation networks (for truck, automobile, transit, bicycle, and pedestrian modes)

3. Sensitivity to the many different land uses and natural contexts within the community that the transportation system serves and/or transects

4. Coordination of the provision of upgrading or providing new transportation system investments

5. Applications for on-street parking

6. Applications for traffic calming

7. Operations and maintenance programs for the roadway network generally should be based upon preference towards higher classified roadways over lower classified roadways in terms of priorities and /or frequencies. Operations and maintenance programs include, but are not limited to the following:
   A. Establishment of emergency routes
   B. Establishment of truck routes and delivery zones
   C. Establishment of snow removal routes and priorities
   D. Establishment of paving and signal needs and priorities
   E. Establishment of road closures and respective detours

General Policies of the Master Thoroughfare Plan:

1. Provide a safe, efficient, accessible and connected system of transportation that emphasizes public transit, walking, and bicycling to enhance options that reduce our overall dependence on the automobile (ImagineBloomington Vision Statement)

2. To the greatest extent possible, minimize the loss of life from transportation-related crashes by using vehicle speed suitability linked to the context of adjacent land uses, modal safety priorities, and congestion and air quality outcomes.

3. Ensure that the safety and convenience of all users of the transportation system are accommodated in the daily operations and maintenance of the functioning transportation network and respectively designed for new transportation system investments.

4. Recognize our constrained ability to expand or widen most roadways within an urban and built context, such

that retrofitting and innovative design solutions for transit, pedestrian, and/or bicycle mobility prevail before roadway widening activities transpire.

5. Establish a land use and transportation context needed to guide the scope, scale, context, and priority for public, capital improvement projects (reconstruction, retrofitting, redesigning, resurfacing, rehabilitation).

6. Identify locations where new major transportation facilities are needed while establishing a land use and transportation context needed to guide the scope, scale, context, and priority for any (public/private) roadway capital improvement project.

Master Thoroughfare Transportation Plan Application:

A local classification System provides spatial guidance for the application of general policies and purposes of the Master Thoroughfare Plan. Major future public ways (example Adams St.) that will provide main connections are also identified and respectively classified, but minor future connections (example new connections off of Adams Street) are not identified but are expected to be provided consistent with the Master Thoroughfare Plan, most specifically General Policy 1 of this section.

Main Street | streets that serve the Downtown and Neighborhood Centers of Bloomington with an emphasis of on-street parking, very low vehicle speeds below 20 mph, transit, bicycle, and pedestrian activity. Wide sidewalks should allow for outdoor seating, landscaping, bicycle parking, public art, and other amenities without hindering the ability for people to walks several abreast. On-street parking configurations should vary to maximize usage and safety. Enhanced crosswalks, ADA accessibility, and mid-block pedestrian crossings are priorities. Multi-lane vehicle configurations detract from Main Street where no more than two vehicle travel lanes should be provided. High trip activities are exhibited throughout the day and vary by mode. Mixing all modes in between the curbs is an appropriate, expected, and encouraged activity. Special events and street festivals are appropriate on Main Streets. Managed stormwater runoff strategies through landscaping, previous surfaces, and other green infrastructure applications are important in highly built-out and impervious context. Traffic calming activities are supported for safety, access, and mobility and also offer opportunities for stormwater management improvement.

Parkway | Streets that serve as the main cross-town corridors with an emphasis on mobility efficiency for longer trips for all modes and accommodations for the needs of larger vehicles. These streets function with moderate vehicular speeds of less than 35 mph and utilize limited

access and on-street parking. Heavy peak hour conditions, higher travel speeds, and multi-lane vehicular configurations require extra attention towards non-motorized modes, especially at intersections where mixing of modes is expected. Separating all modes is the most appropriate design strategy along roadways. In locations where all modes inevitably come together, such as mid-block crossing, intersections, trail crossings, and other unique situations, other design strategies should be implemented to maximize the safety of all users. Managed storm water runoff strategies vary given the high volumes, vehicular speeds, and range of land use contexts these facilities serve. Traffic calming activities are generally reserved for special situations where separation of modes is the preferred method for safety, access, and mobility.

Urban Avenue | streets that serve multi-modal needs and connect Parkways and Slow/Residential roadways with an emphasis on accessibility. These streets function with slower vehicular speeds under 30 mph, offer limited on-street parking, and have moderate vehicular, transit, bicycle, and pedestrian activity. Sidewalks, crosswalks, ADA accessibility, and mid-block crossings that separate pedestrians are the most appropriate. Mixing of vehicles and bicycles is expected and encouraged; separation should be reserved for special instances such as intersections, steep slopes, narrow bridges, railroad crossings, and similar situations. Multi-lane vehicle configurations detract from the Urban Avenue because most streets in this classification transect residential areas. No more than two vehicle lanes should be provided, unless in unique land use circumstances. Opportunities to improve storm water runoff strategies through landscaping, previous surfaces, and other green infrastructure applications are important considerations, but not a top priority. Traffic calming activities are supported for safety, access, and mobility and also offer limited opportunities for stormwater management improvements.

Slow/Residential | streets that serve both residential areas and walk zone areas for schools, parks, and other key pedestrian destinations with the highest emphasis on safety (zero fatalities). These streets function with very low vehicular speeds under 25 mph, offer plentiful on-street parking and have high pedestrian activity. Mixing of vehicular, bicycle, and pedestrians between the curbs is appropriate, expected, and encouraged because of narrow roadways widths, slow vehicular speeds, highly residential contexts, and high variability of the existing sidewalk network. Many trips by pedestrians and bicyclists are less than one mile, and of these trips, many are made by younger and older populations, which require a wide range of safety tolerances. Traffic calming activities are highly encouraged and supported for safety, access, and mobility and also offer opportunities for stormwater management improvements.

Maintain | public ways that need to maintain the mobility context with the prevailing land use conditions within each area that they serve.

Enhance | public ways that need to be enhanced toward a mobility context that strengthens conditions and balances mobility for all modes of travel.

Transform | pubic ways that present opportunities to be transformed into a mobility context that prioritizes transit, bicycle, and or pedestrian modes of travel over other vehicular transportation modes.

Chapter 7 | Transportation

Goals, Policies, and Programs

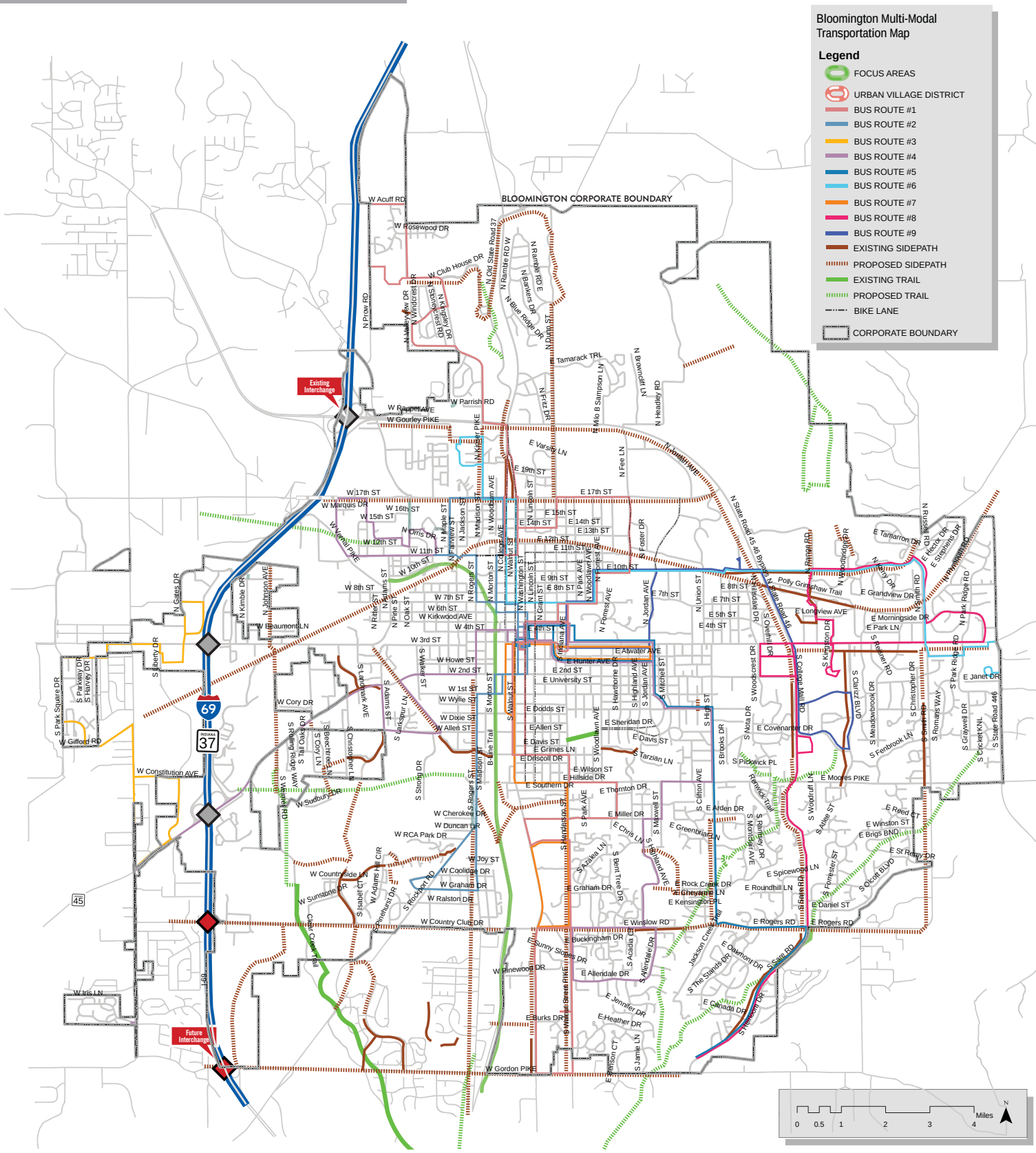
Goal 7.1 Create a sustainable transportation system that emphasizes walking, bicycling, the use of public transportation, and other methods to reduce greenhouse gas emissions and the use of single-occupancy vehicles.

Policy 7.1.1: Continue to support the adoption and use of technologies that reduce emissions of greenhouse gases and pollutants from passenger and transit vehicles.

- Program: Further encourage the installation of facilities that support alternative fuel vehicles by reviewing and amending the UDO where appropriate.
- Program: Promote incentives and establish public-private transportation partnerships to establish programs within the City to reduce single occupant vehicle use.

Bloomington Multi-Modal Transportation Map

This map identifies the complexity of Bloomington's transportation network by showing the locations of multi-use trails, transit routes, and city streets.



Policy 7.1.2: Make land use decisions that promote infill, redevelopment, and reuse of vacant or underutilized parcels employing minimum density requirements that support walking, bicycling and public transit use.

Policy 7.1.3: Locate higher density development near transit corridors, employment and retail centers, and multi-modal facilities.

Policy 7.1.4: Strive to balance economic, environmental, accessibility, and social cost issues in local transportation decisions.

Policy 7.1.5: Support public transit access to regional destinations, multi-modal transit stations and employment centers including those within Bloomington.

Policy 7.1.6: Continue to encourage amenities such as seating, lighting, and signage including real-time arrival information, at bus stops to increase rider comfort, safety, and convenience.

Policy 7.1.7: Prioritize pedestrian access and bicycle use within Bloomington and to surrounding communities.

- Program: Improve pedestrian and bicycle access to and between local destinations, including public facilities, schools, parks, open space, employment districts, neighborhoods, shopping centers, and multi-modal stations following the Bicycle and Pedestrian Transportation & Greenways System Plan

- Program: Implement the prioritized bicycle and pedestrian facilities improvements included in the Bicycle and Pedestrian Transportation & Greenways System Plan

- Program: Update the Bicycle and Pedestrian Transportation & Greenways System Plan every five years

- Program: Continue periodically publishing a local area bicycle route map jointly with adjacent jurisdictions.

Policy 7.1.8: Improve and add attractive, secure bicycle parking at both public and private facilities, including transit stations, City parks, City streets and other public rights of way, in private developments, and at other community destinations.

Policy 7.1.9: Encourage and require where legally feasible new private developments to dedicate easements and provide improvements for bicycle and pedestrian paths to complete the connectivity in the Bicycle and Pedestrian Transportation & Greenways System Plan.

Policy 7.1.10: Support the development of bicycle parking and service infrastructure such as bicycle stations and bicycle sharing programs consistent with the Bicycle and Pedestrian Transportation & Greenways System Plan.

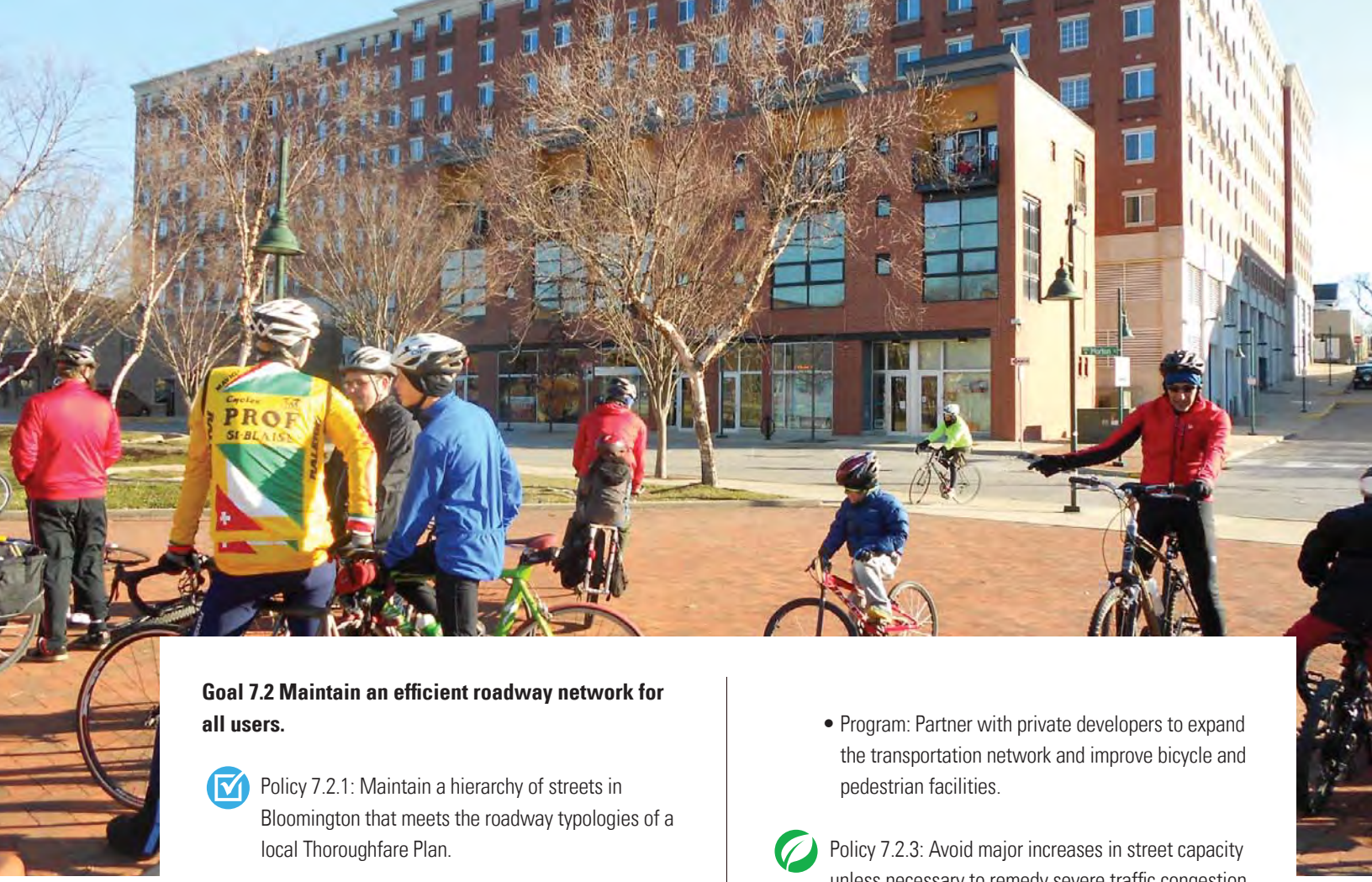
- Program: Work with Bloomington Transit to expand bicycle storage on public transit vehicles during both peak and off-peak hours.

- Program: Partner with Indiana University to further investigate and analyze a bike sharing program to service University and City users alike.

Policy 7.1.11: Improve neighborhood greenways including but not limited to seating, lighting, bicycle parking, street trees, and interpretive stations along paths and in City parks to encourage walking and cycling and enhance the feeling of safety.

Policy 7.1.12: Encourage pedestrian-friendly design features where feasible.

- Program: Identify and prioritize pedestrian crossings that should be improved and provide crossing improvements.



Goal 7.2 Maintain an efficient roadway network for all users.

Policy 7.2.1: Maintain a hierarchy of streets in Bloomington that meets the roadway typologies of a local Thoroughfare Plan.

- Program: Update the existing Thoroughfare Plan to include the Bicycle and Pedestrian Transportation & Greenways Systems Plan to identify connectors, and reflect complete streets guidelines and standards.

Policy 7.2.2: When constructing or modifying roadways, consider, plan, design and construct the roadway space for the use of all users, including motor vehicles, transit vehicles, freight, emergency responders, bicyclists, and pedestrians and formally adopt a city-wide Complete Streets Policy that anticipates transportation alternatives of the 21st Century.

- Program: Create City Street Design Specifications and Standards and design them to be consistent with Complete Streets best practices, focusing on bicycle and pedestrian safety and multi-modal uses.

- Program: Measure and consider the effects of street modifications on emergency vehicle response time.

- Program: Partner with private developers to expand the transportation network and improve bicycle and pedestrian facilities.

Policy 7.2.3: Avoid major increases in street capacity unless necessary to remedy severe traffic congestion or critical neighborhood traffic problems. Where capacity is increased, balance the needs of motor vehicles with those of pedestrians and bicyclists.

Goal 7.3 Protect neighborhood streets that support residential character and provide a range of local transportation options.

Policy 7.3.1: Implement traffic calming measures to manage traffic on residential streets and prioritize traffic calming measures over congestion management.

- Program: Update the Neighborhood Traffic Safety Program.

Policy 7.3.2: Balance vehicular circulation needs with the goal of creating walkable and bike-friendly neighborhoods.

Policy 7.3.3: Study where rolled curbs should be replaced by vertical curbs and prioritize such streets citywide as part of the Street Resurfacing Program.

Policy 7.3.4: Continue to improve connectivity between existing neighborhoods, existing and proposed trails, and destinations such as commercial areas and schools with improved pedestrian facilities such as sidewalks, multi-use facilities, and connector paths.

Goal 7.4 Encourage attractive, convenient public and private motor vehicle and bicycle parking facilities

Policy 7.4.1: Provide sufficient parking in the immediate downtown area to support vibrant economic activity. Limit under-parked development while there is insufficient public parking.

- Program: Develop a Parking Management Program for the downtown area that supports alternative transportation modes.
- Program: Promote programs to encourage ride sharing among employees within specific districts.
- Program: Review parking impacts for each new development with the downtown area.

Policy 7.4.2: Encourage and develop incentive-based approaches to beautify existing parking structures.

Policy 7.4.3: Update the UDO to require the installation of electric vehicle charging stations in new developments.

Policy 7.4.4: Design vehicle parking areas to reduce stormwater runoff, increase compatibility with street trees, and add visual interest to streets and other public locations. Encourage covered parking in parking lots or structures through the use of tree canopies or photovoltaic panel canopies.

Goal 7.5 Provide a high level of safety for motorists, pedestrians, and bicyclists on Bloomington streets.

Policy 7.5.1: Continue to make safety and multimodal accessibility the top priority of citywide transportation planning. Prioritize pedestrian, bicycle, automobile safety and transit accessibility over vehicle Level of Service at intersections.

- Program: Use engineering, enforcement, and educational tools to improve traffic safety on City roadways. Evaluate the performance of safety improvements and identify methods to encourage alternative transportation modes.
- Program: Implement safety improvements by employing an annual monitoring program to identify intersections with recurring traffic accidents.
- Program: Enhance walkability and bicycle safety by allowing for reduced vehicle speed zones in or near commercial and school areas.

Chapter 7 | Transportation

Outcomes and Indicators

7.1 Walkability is enhanced

- Percent of street length in the City with sidewalks on both sides of street (90%)
- Walk Score for Urban Village Redevelopment Districts and Downtown (Achieve 75 Walk Score all UVRDs and DT)

7.2 Public streets and right-of-way are designed for public safety

- Percent of public spaces visible from a street
- Number of motorist, pedestrian and bicyclist fatalities annually

7.3 Street network supports all travel modes

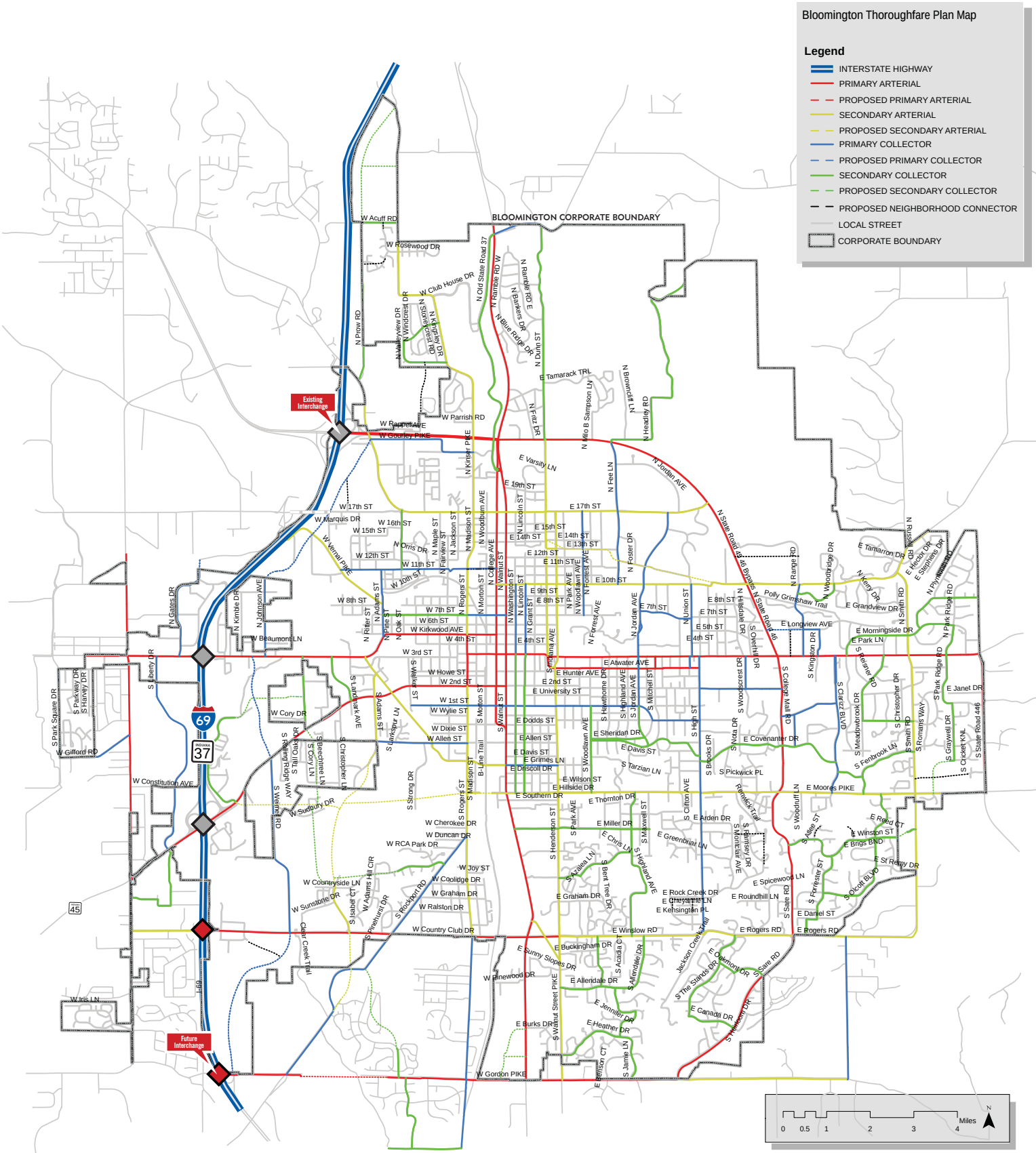
- Intersection per square mile
- Transit stops per square mile
- Percent of total street length with bicycle sharing

7.4 The Street network accommodates diverse ages and abilities

- Percent of students walking to school and residents walking to work
- Percent of arterial intersections with traffic-controlled crosswalks

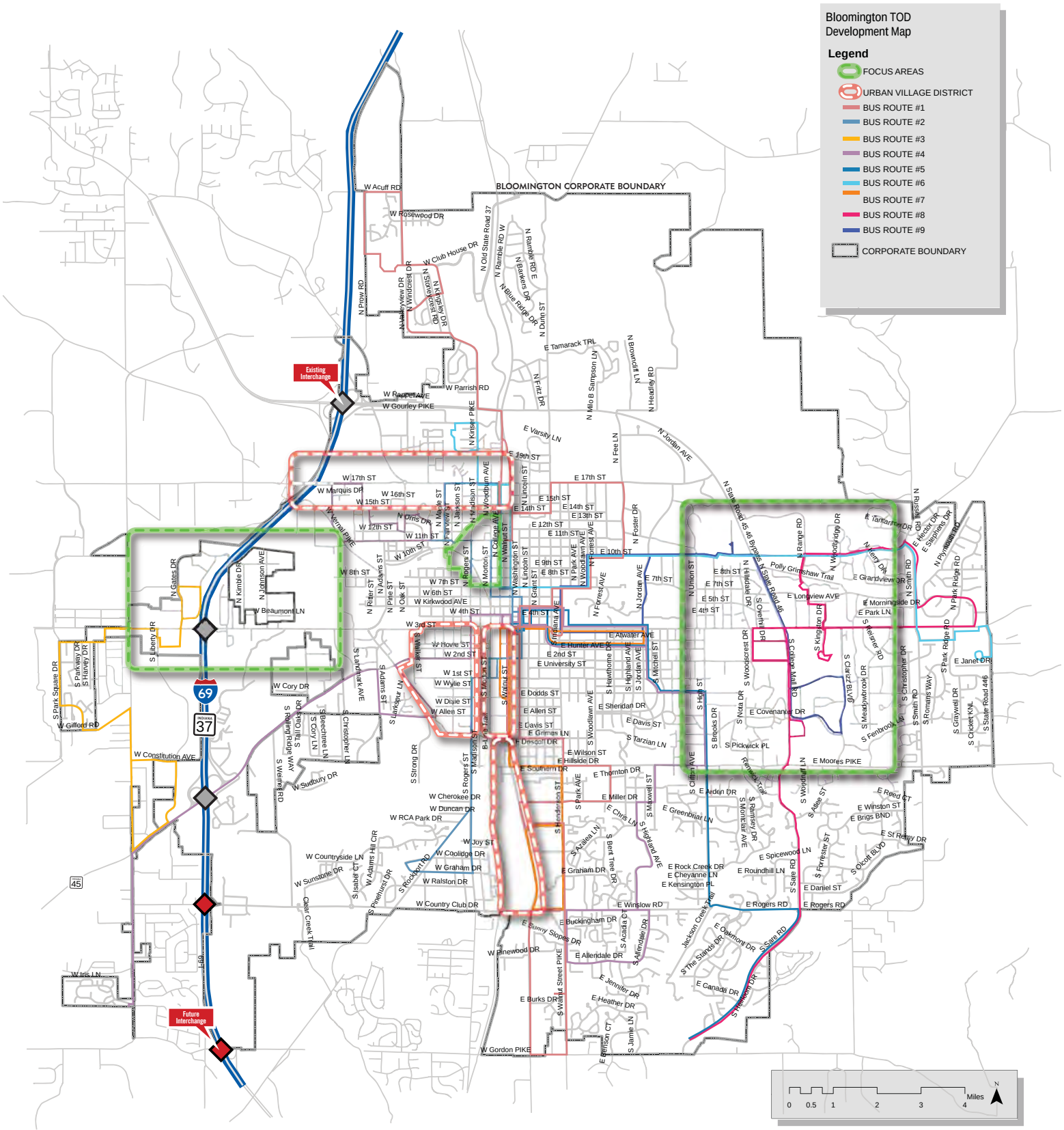
Bloomington Thoroughfare Plan Map

This map identifies the current street classification system for the City of Bloomington from Interstate level to Neighborhood collector level.



This map indicates that location of potential Transit Oriented Development (TOD) which is denser development that occurs around significant transit stops. These TODs are represented by the Focus Areas and Urban Village Districts on this map.

Bloomington TOD Development Map



Profile

Walkable Communities

The following characteristics are the qualities found in urban places where the pattern of development and design character combine to make frequent walking and transit use an efficient and preferred choice for many people. They also provide efficient and attractive solutions for vehicular traffic along with convenient and accessible parking. This case study illustrates how a complete street can be designed within the City public right of ways of major city streets. A complete street is multi-modal designed street that serves as a safe route for all modes of transportation.

- A mix of land use types (residential, office, retail, etc.) in close proximity to one another
- Building entries that front directly onto the street without parking between the entries and the public right-of-way (street or sidewalk)
- Building, landscaping, and roadway design that is pedestrian-scale -- the architectural details of and proportions between buildings/sidewalk widths/ frequency of street trees/etc. (urban design) are comfortable for people who are traveling on foot and observing from the street level
- Relatively compact residential and commercial developments (short distances between buildings)
- A highly-connected, multi-modal circulation network (paths, sidewalks, streets, etc.), created by relatively small blocks arranged in a grid
- Thoroughfares and other public spaces that contribute to "placemaking" -- the creation of unique locations that are compact, mixed-use and pedestrian -- are transit (bus)-oriented and produce strong feelings of pride and ownership in residents which can translate to a lasting economic value
- An increasing number of communities are recognizing the value of these features and are embracing them in land use, urban design and transportation plans, often using techniques drawn from planning and design movements such as smart growth and new urbanism.

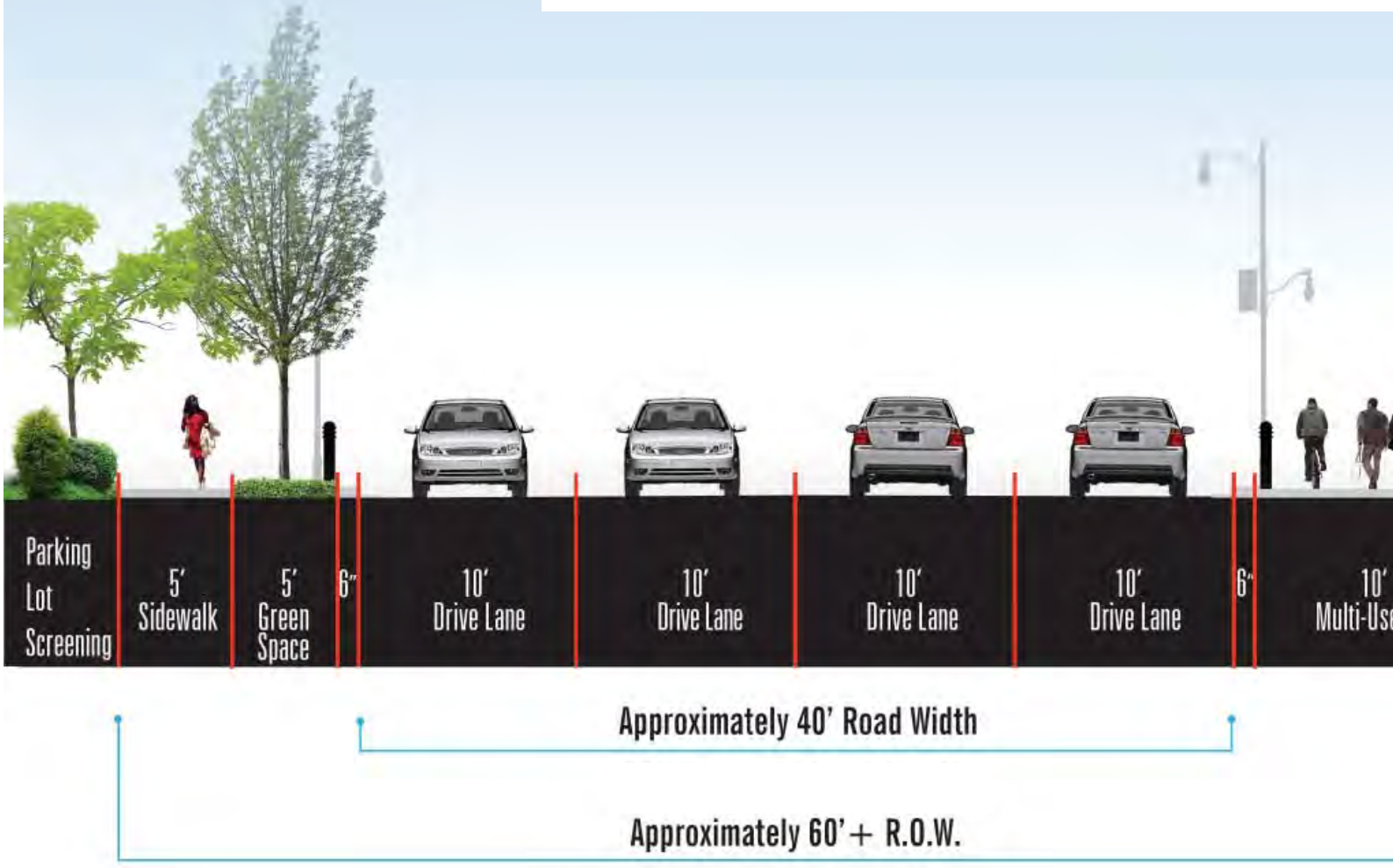
Source: Adapted from "Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities; An ITE Proposed Recommended Practice". 2006.

Case Study

Manage Improvements on Major Corridors

This street cross-section illustrates how a complete street can be designed within the City public right of ways of major city streets. A complete street is a multi-modal designed street that serves as a safe route for all modes of transportation.

Plan and implement roadway improvements for these north-south corridors. Coordinate with INDOT and other agencies to ensure that all roadwork improvements manage curb-cuts, provide sidewalks buffered from traffic by tree lawns, pedestrian-scale street lighting, bus shelters, bike lanes and an multi-use path on at least one side.



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