



# Chapter 7 Transportation

## 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.
  - **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 near multimodal 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, multimodal transit stations and employment centers including those within Bloomington.
  - **Policy 7.1.6:** Continue to encourage the provision of 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.
  - **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.

## 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 Freeway/Expressway, Arterial (Primary & Accessory), Collector (Primary & Secondary), and Local.
  - **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.
  - **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.
  - **Policy 7.3.2:** Balance vehicular circulation needs with the goal of creating walkable and bike friendly neighborhoods.
  - **Policy 7.3.3:** 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

- Provide a high level of safety for motorists, pedestrians, and bicyclists on Bloomington streets consistent with Vision Zero strategies.
  - **Policy 7.4.1:** Continue to make safety and accessibility the top priority of citywide transportation planning.

