

RESOLUTION 2024-20

TO AMEND THE CITY OF BLOOMINGTON'S TRANSPORTATION PLAN IN ORDER TO INCORPORATE THE SAFE STREETS AND ROADS FOR ALL (SS4A) SAFETY ACTION PLAN

WHEREAS, pursuant to IC 36-7-4-501, the Plan Commission is responsible for preparing comprehensive plans and amendments thereto and forwarding them to the Common Council; and

WHEREAS, on May 22, 2019, with the passage of Resolution 19-01, the Common Council adopted the City's current Transportation Plan as an amendment to the City's Comprehensive Plan; and

WHEREAS, the Common Council, via Resolution 2024-07, directed that a Transportation Plan amendment proposal be considered by the Plan Commission to adopt a Safe Streets and Roads for All (SS4A) Safety Action Plan; and

WHEREAS, the Plan Commission has considered this case, MP-38-24, and recommended that an SS4A Safety Action Plan be amended into the Transportation Plan; and

WHEREAS, the Plan Commission requests that the Common Council consider this petition;

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

SECTION 1. The City's Transportation Plan is amended.

SECTION 2. An Amended Transportation Plan, including other materials that are incorporated therein by reference, is hereby adopted. Said addendum to the Transportation Plan consists of the following documents which are attached hereto and incorporated herein:

1. The proposal forwarded to the Common Council by the Plan Commission with a positive recommendation by a vote of 6 Ayes, 1 Nays, and 0 Abstentions., consisting of:
 - a. MP-38-24, (hereinafter "Attachment A as twice amended")
 - b. Appendices A through C, (hereinafter "Attachment B as amended")

SECTION 3. If any section, sentence or provision of this ordinance, or application thereof to any person or circumstances shall be declared invalid, such invalidity shall not affect any of the other sections, sentences, provisions or application of this ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this ordinance are declared to be severable.

PASSED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this 4 day of December, 2024.



ISABEL PIEDMONT-SMITH, President
Bloomington Common Council

ATTEST:



NICOLE BOLDEN, Clerk
City of Bloomington

PRESENTED by me to the Mayor of the City of Bloomington, Monroe County, Indiana, upon this 25th day of March, 2024.



NICOLE BOLDEN, Clerk,
City of Bloomington

SIGNED and APPROVED by me upon this 26 day of March, 2024.



KERRY THOMSON, Mayor
City of Bloomington

SYNOPSIS

Pursuant to state law and as directed by the Common Council in Resolution 2024-07, this resolution amends the City of Bloomington's Transportation Plan in order to incorporate the Safe Streets and Roads for All (SS4A) Safety Action Plan.

Note: At the November 20, 2024 Regular Session, the Council considered and adopted Amendment 01 to Resolution 2024-20, which included a revised version of the SS4A Safety Action Plan in final, rather than draft, form and three appendices of additional material.

Additional Note: At the December 4, 2024 Regular Session, the Council considered and adopted Amendment 02 to Resolution 2024-20, which included a further revised version of the SS4A Safety Action Plan and revised appendices that corrected typos, updated graphics, added citations and updated standards, and improved clarity of information presented.

Distributed to: Clerk, Council Attorney, Engineering, Legal, Mayor, Planning and Transportation, and Public Works.

*****Amendment Form*****

Resolution #: 2024-20
Amendment #: Am 01
Submitted By: Cm. Stosberg
Date: November 20, 2024

Proposed Amendment:

Section 2 of Resolution 2024-20 shall be amended by incorporating a revised version of the Safe Streets and Roads for All (SS4A) Safety Action Plan as “Attachment A as amended”. Section 2 of Resolution 2024-20 shall be further amended by inserting a new subdivision “b” to include three (3) associated appendices (hereinafter “Attachment B”), to read as follows:

SECTION 2. An Amended Transportation Plan, including other materials that are incorporated therein by reference, is hereby adopted. Said addendum to the Transportation Plan consists of the following documents which are attached hereto and incorporated herein:

1. The proposal forwarded to the Common Council by the Plan Commission with a positive recommendation by a vote of 6 Ayes, 1 Nays, and 0 Abstentions., consisting of:
 - a. MP-38-24, (hereinafter “Attachment A as amended”)
 - b. Appendices A through C, (hereinafter “Attachment B”)

Synopsis

This amendment is proposed by Cm. Stosberg at the request of Planning and Transportation staff. It includes a revised version of the SS4A Safety Action Plan that corrects typos, updates graphics, and improves clarity; incorporates three completed appendices; and makes several substantive changes to address errors, provides additional information and context, and reorganizes action items. Additionally, it includes detailed descriptions of potential future funding, staffing, and other requirements necessary for completion.

11/20/2024 Regular Session Action: Adopted 9-0

*****Amendment Form*****

Resolution #: 2024-20
Amendment #: Am 02
Submitted By: Cm. Piedmont-Smith
Date: December 4, 2024

Proposed Amendment:

Section 2 of Resolution 2024-20 shall be amended by incorporating a second revised version of the Safe Streets and Roads for All (SS4A) Safety Action Plan as “Attachment A as twice amended”. Section 2 of Resolution 2024-20 shall be further amended by incorporating a revised version of the three (3) associated appendices, to read as follows:

SECTION 2. An Amended Transportation Plan, including other materials that are incorporated therein by reference, is hereby adopted. Said addendum to the Transportation Plan consists of the following documents which are attached hereto and incorporated herein:

1. The proposal forwarded to the Common Council by the Plan Commission with a positive recommendation by a vote of 6 Ayes, 1 Nays, and 0 Abstentions., consisting of:
 - a. MP-38-24, (hereinafter “Attachment A as twice amended”)
 - b. Appendices A through C, (hereinafter “Attachment B as amended”)

Section 2 of Resolution 2024-20 shall be further amended by incorporating the following changes to the Safe Streets and Roads for All (SS4A) Safety Action Plan:

Chapter	Section	Page #
Getting to Zero	Immediate or Short Term Action Items (2024-2027) - PPGS3	41
Getting to Zero	Immediate or Short Term Action Items (2024-2027) – PPGS12	43
Getting to Zero	Immediate or Short Term Action Items (2024-2027) – SSI10	48
Progress & Moving Forward	Performance Measures & Annual Reporting	59

A redlined version of the changes is included.

Synopsis

This amendment is proposed by Cm. Piedmont-Smith. Part of it comes forward at the request of Planning and Transportation and Engineering staff. This includes a revised version of the SS4A Safety Action Plan and its appendices that corrects typos, updates graphics, includes additional citations, incorporates updated engineering standards, and improves clarity. Additionally, this amendment removes one image from page 9 of Appendix C: Proven Safety Countermeasures that was not compliant with current City standards for crosswalks. In the section proposed by Cm. Piedmont-Smith, this amendment also provides clarifying language to the "Additional Information" section of three Action Items and the "Performance Measures & Annual Reporting" section. While substantive, the changes do not alter the proposed Action Items themselves but instead aim to clarify what accomplishing each Action Item entails. The revisions to the "Performance Measures & Annual Reporting" section add language specifying that some reported performance measures will include countermeasures expected to have the greatest impact on safety, drawn from those listed in Appendix C.

12/04/2024 Regular Session Action: Adopted 8-0

ID	Description	Interim Goal Year	Who Is Responsible	Additional Resources Needed
PPGS3	Modify existing fatal crash analysis structure	2025	Engineering (development); Engineering, Planning, Fire, Police (participation)	Additional staff position (engineering) to review data, coordinate meetings, and report findings
<p>Additional information:</p> <ul style="list-style-type: none"> Schedule a regular (monthly or quarterly as needed) meeting with engineering, planning, fire, police, EMS, other jurisdictions (INDOT, Monroe County), and public health professionals to discuss methods for improving data collection, analyze contributing factors, and identify potential short- and long-term solutions to address crash causes. Expand to include serious injury crashes as staffing allows. Provide brief report on crash data and findings to Advisory Transportation Committee (see PPGS1). 				
ID	Description	Interim Goal Year	Who Is Responsible	Additional Resources Needed
PPGS4	Develop and/or revise City standard details for driveways, sidewalks, bikeways, etc. that integrate Safe Systems Approach design principles	2025	Engineering	Funding (\$50,000 estimated consultant cost)
<p>Additional information:</p> <ul style="list-style-type: none"> Add standard details for sidewalks, driveways, bikeways, RRFBs, traffic signals, safety countermeasures provided in Appendix C: Proven Safety Countermeasures, etc. that currently do not exist but contribute to safety for all transportation users. Revise existing details (such as pavement markings) to reflect latest safety research and data. For example, increase lane line striping to 6" width and default to continental/block, "ladder", or other high-visibility crosswalk striping. 				
ID	Description	Interim Goal Year	Who Is Responsible	Additional Resources Needed
PPGS5	Revise land use and zoning standards to support transportation safety	2025	Planning	Planning staff
<p>Additional information:</p> <ul style="list-style-type: none"> Promote redevelopment and new development that encourages slow vehicle speeds, mode shift to non-personal vehicle transportation, and funds adjacent transportation safety projects. Utilize development opportunities to meet other goals, such as filling in sidewalk gaps, intersection improvements, and road diets. Utilize proactive land use planning, such as small area plans, to inform potential developers of future land use intent. 				
ID	Description	Interim Goal Year	Who Is Responsible	Additional Resources Needed
PPGS6	Develop appropriate truck turning standards and evaluate existing roadway system for excessive curb radii	2025 (development), 2027 (evaluation)	Engineering	Additional Engineering staff

PPGS10	Prepare an annual report highlighting progress made toward zero deaths/serious injuries goal, and present to City Council and Advisory Transportation Commission	2025	Planning	Funding (\$5,000 estimated consultant cost to establish report template)
Additional information:				
<ul style="list-style-type: none"> Also post to City website, social media, and in locations accessible to the public. 				
ID	Description	Interim Goal Year	Who Is Responsible	Additional Resources Needed
PPGS11	Explore establishing a citywide 20 mph speed limit and/or slower speed zones in school areas	2025	Planning	Funding (\$5,000 estimated consultant cost for background information report)
Additional information:				
<ul style="list-style-type: none"> Other slower speed zones, such as neighborhood slow zones, may also be considered as part of this effort. 				
ID	Description	Interim Goal Year	Who Is Responsible	Additional Resources Needed
PPGS12	Identify and develop prioritization plan for eliminating sidewalk and bikeway gaps and reducing barriers to use	2026	Planning	Funding (\$25,000 estimated consultant cost to complete)
Additional information:				
<ul style="list-style-type: none"> Use available city data and public input to prioritize improvements. Projects along roadways with a high number of VPD and higher vehicle speeds should be given greater priority in the prioritization plan. Incorporate criteria similar to those used in the 2022 Sidewalk Evaluation Matrix developed by the Council Sidewalk Committee. Prioritize construction of at least one side of sidewalk where none currently exist and to fill in gaps in existing sidewalks. Where available right of way and roadway geometrics allow, provide physical horizontal and vertical separation between roadway and sidewalk/bikeway. Increase potential for mode shift away from personal vehicles and toward active transportation, reducing system kinetic energy and helping the City meet climate goals. 				
ID	Description	Interim Goal Year	Who Is Responsible	Additional Resources Needed
PPGS13	Analyze sight distance and visibility of all roadway users at intersections and midblock crossings	2027	Engineering	Additional Engineering staff

ID	Description	Interim Goal Year	Who Is Responsible	Additional Resources Needed
SSI7	Implement lighting improvement program for intersection visibility and personal safety	2027 (development); Ongoing (implementation)	Engineering, Planning, Public Works	Funding (\$150,000 estimated consultant cost for analysis; suggest \$250,000 annually for implementation) and additional Engineering staff to administer

Additional information:

- May require UDO update to allow for appropriate lighting types and levels.

ID	Description	Interim Goal Year	Who Is Responsible	Additional Resources Needed
SSI8	Develop Road Safety Audit materials, checklists, etc. for use in execution of proactive and reactive Road Safety Audits, and conduct Road Safety Audits on at least 2 additional 1-mile corridors by the goal year	2027	Engineering	Funding (\$10,000 estimated consultant cost for development of materials; \$200,000 for conducting audits)

Additional information:

- Staff time also required to participate in Road Safety Audit process.
- Road Safety Audit materials could be repurposed from existing materials readily available developed by others.

ID	Description	Interim Goal Year	Who Is Responsible	Additional Resources Needed
SSI9	Develop long-range capital planning (10+ years, ideally through safety goal year) to coordinate safety improvements with other capital needs (such as pavement preservation and underground utility replacements) to achieve future project cost savings	2026	Planning, Engineering, Public Works, Parks, Administration, Office of The Controller	None

Additional information:

- Significant additional study may be needed to project City infrastructure preservation and replacement needs in the future if such information does not currently exist (would require significant additional funding for study).

ID	Description	Interim Goal Year	Who Is Responsible	Additional Resources Needed
SSI10	Complete design and construct College Avenue/Walnut Street project	2027 (Design) 2030 (Construction)	Engineering	Design and construction funding (to be determined based on cost estimate for the project)

Additional information:

- 48 • Secure local and/or federal funding to construct identified improvements to College Avenue and Walnut Street.

| Progress & Moving Forward

This plan is full of actions, strategies, and projects that will help reduce fatal and serious injuries on Bloomington’s roadways. However, this plan needs to be embraced, discussed, emphasized, implemented, and reinforced every day as decisions are made, projects are built, and people move around the community.

The actions, strategies, and projects described in this plan are a transformative step for Bloomington and may not come naturally or easily. Thus, it is important to track what is (and, perhaps, isn't) happening and how (or if) actions are resulting in safer streets so the plan can be modified to ensure success.

Performance Measures & Annual Reporting

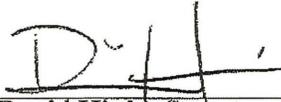
It is essential that there are regular public conversations about Bloomington’s roadway safety and progress toward zero deaths and serious injuries. To institutionalize these conversations, the City will produce an annual report that will be posted on their website and publicized through its main communication channels. **The annual report should include the following performance measures, at minimum: The annual report should include performance measures based on data from the Safety Action Plan and countermeasures listed in Appendix C: Proven Safety Countermeasures. The following performance measures should serve as the minimum starting point for annual reporting, as they are expected to have the greatest impact:**

Performance Measure
Number of fatal and serious injury crashes
Number of fatal and serious injury crashes involving people walking, biking, or rolling
Number of crashes involving speeding
Number of crashes involving distracted driving
Number of crashes involving driving under the influence (DUI)
Number of rapid implementation intersection safety projects completed
Number of miles of speed management projects completed on HIN streets
Number of action items started
Number of action items completed
Location and number of street segment and intersection improvements (including non-motorized transportation) made on the High Priority Network
Number of road diet/road reconfiguration projects completed
Number of intersection reconstruction projects completed
Number of roundabouts completed
Dollar amount invested in infrastructure improvements along the High Priority Network as a percentage of all transportation projects

****RESOLUTION CERTIFICATION****

In accordance with IC 36-7-4-508 I hereby certify that the attached Resolution Number 2024-20 is a true and complete copy of Plan Commission Case Number MP-15-24 which was given a recommendation of approval by a vote of 6 Ayes, 1 Nays, and 0 Abstentions by the Bloomington City Plan Commission at a public hearing held on October 7, 2024.

Date: October 15, 2024



 David Hittle, Secretary
 Plan Commission

Received by the Common Council Office this 15 day of October, 2024.



 Nicole Bolden, City Clerk

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

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

Cause of Request:

Planned Expenditure _____	Emergency _____
Unforeseen 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 _____ XX _____

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

Approval of case MP-15-24 amends the 2018 Comprehensive Plan, with one new goal and three new policies to Chapter 6 Transportation, by the Bloomington Plan Commission. This resolution is in accordance with Indiana Code 36-7-4-500.

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.)



City of Bloomington
Office of the Common Council

December 6, 2024

City of Bloomington Plan Commission
401 North Morton Street, Room 160
P.O. Box 100
Bloomington, IN 47402

Dear Plan Commissioners,

This letter is being written pursuant to I.C. 36-7-4-510, which requires the Council, in the event it amends a proposal to amend the City's Comprehensive Plan, to return the proposal and the amendment(s) to the Plan Commission, with a statement of reasons for the amendment(s). On October 15, 2024, the Common Council received certification of the Plan Commission's action on proposals to amend certain provisions of the Transportation Plan, which is part of the City's Comprehensive Plan, and came forward as:

- Resolution 2024-20 – To Amend the City of Bloomington's Transportation Plan in Order to Incorporate the Safe Streets and Roads for All (SS4A) Safety Action Plan

At a Regular Session on November 20, 2024, the Common Council adopted Amendment 01 to Resolution 2024-20 by a vote of 9-0. The Council postponed further discussion of the resolution until the next Regular Session on December 4, 2024, at which the Common Council approved of the resolution listed above with a second amendment, Amendment 02, both of which passed by a vote of 8-0. Attached to this correspondence are copies of the following records:

- Resolution 2024-20, signed by the Council President;
- Attachment A to this ordinance, consisting of MP-38-24, the proposal forwarded to the Council by the Plan Commission;
- Attachment B to this ordinance, consisting of the two relevant Council amendments to the proposal and their relevant attachments, which includes a written statement of the reasons for the amendment.

The Council extends its deep appreciation for the work of the Plan Commissioners and staff on these items and is looking forward to your response to these proposed amendments. Please forward any questions to your staff and your attorney.

Sincerely,

Isabel Piedmont-Smith, President
Bloomington Common Council

****REPORT TO THE COMMON COUNCIL****

In accordance with Indiana Code 36-7-4-510(b), I hereby file this Report to the Common Council of the action of the Plan Commission in regard to Resolution 2024-20. Resolution 2024-20 amended the City's Transportation Plan in order to incorporate the Safe Streets and Roads for All (SS4A) Safety Action Plan as amended by the Common Council and was accompanied by the amendments and a statement of reasons for those amendments. I certify that the Plan Commission considered the aforementioned materials via Case Number MP-38-24 and approved the SS4A Safety Action Plan as amended by a 6-0 vote at a public meeting on January 13, 2025.

Date: January 14, 2025



David Hittle, Secretary
Plan Commission

Received by the Common Council Office this 20 day of March, 2025.



Nicole Bolden, City Clerk

