

**RESOLUTION 2024-11**

**TO AMEND THE CITY OF BLOOMINGTON’S COMPREHENSIVE PLAN IN ORDER TO INCORPORATE ONE NEW GOAL AND THREE NEW POLICIES RELATED TO ACCESSIBLE TRANSPORTATION AND MOBILITY PRINCIPLES**

WHEREAS, pursuant to IC 36-7-4-500 et seq., the Plan Commission is responsible for preparing comprehensive plans and amendments thereto and forwarding them to the Common Council; and

WHEREAS, on March 21, 2018, with the passage of Resolution 18-01, the Common Council adopted the City’s current Comprehensive Plan; and

WHEREAS, on July 26, 2023, pursuant to IC 36-7-4-511, the Common Council passed Resolution 23-14 and directed the Plan Commission to prepare an amendment to the Comprehensive Plan within three hundred (300) days from the resolution’s effective date to include new policies consistent with four Accessible Transportation and Mobility Principles identified in the resolution; and

WHEREAS, the Plan Commission has considered this case, MP-15-24, and recommended that one new goal and three new policies be added to “Chapter 6: Transportation” of the Comprehensive 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 Comprehensive Plan is amended.


SECTION 2. An Amended Comprehensive Plan, including other materials that are incorporated therein by reference, is hereby adopted. The amendments to be made to the Comprehensive Plan consist of the following documents, which are attached hereto and incorporated herein:

1. The proposal forwarded to the Common Council by the Plan Commission, which received a positive recommendation by a vote of 8 Ayes, 0 Nays, and 0 Abstentions., consisting of:
  - a. MP-15-24, (hereinafter “Attachment A”)

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 05 day of June, 2024.

  
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 ISABEL PIEDMONT-SMITH, President  
 Bloomington Common Council

ATTEST:   
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 NICOLE BOLDEN, Clerk  
 City of Bloomington

PRESENTED by me to the Mayor of the City of Bloomington, Monroe County, Indiana, upon this 10 day of June, 2024.



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NICOLE BOLDEN, Clerk,  
City of Bloomington

SIGNED and APPROVED by me upon this 11 day of June, 2024.



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KERRY THOMSON, Mayor  
City of Bloomington

#### SYNOPSIS

Pursuant to state law, this resolution amends the City of Bloomington's Comprehensive Plan in order to incorporate one new goal and three new policies related to accessible transportation and mobility principles.

Distributed to: Clerk, Community and Family Resources, Council Attorney, Legal, Mayor, and Planning & Transportation.

\*\*\*\*RESOLUTION CERTIFICATION\*\*\*\*

In accordance with IC 36-7-4-508 I hereby certify that the attached Resolution Number 2024-11 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 8 Ayes, 0 Nays, and 0 Abstentions by the Bloomington City Plan Commission at a public hearing held on April 15, 2024.

Date: April 17, 2024

D. H.  
David Hittle, Secretary  
Plan Commission

Received by the Common Council Office this 17 day of May, 2024.

N. Bolden  
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.)

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MEMORANDUM

To: Common Council

From: Ryan Robling, Planning Services Manager

Date: April 17, 2023

Re: Plan Commission Case Number MP-15-24 - Amendment to the City of Bloomington's Comprehensive Plan in order to incorporate one new goal, and three new policies related to accessible transportation and mobility principles. As directed by the Common Council in Resolution 23-14.

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The Plan Commission heard case MP-15-24 on April 15, 2024 and voted to send the petition to the Common Council with a positive recommendation with a vote of 8-0. The packet of information provided to the Plan commission for MP-15-24 is below.

The Common Council initiated a proposal to amend the Comprehensive Plan through Resolution 23-14. The resolution directs that a Comprehensive Plan amendment be prepared by the Plan Commission to reflect additional accessible transportation and mobility principles. The resolution calls for the inclusion of new policies consistent with four principles from the Accessible Transportation and Mobility Principles for the City of Bloomington (ATM) adopted in 2022.

The four principles identified are as follows:

1. Involve people with disabilities in decision-making. Establish a transparent, equitable public process that includes people with low vision, mobility challenges, and other disabilities in the full range of transportation decisions from design to operations.
2. Develop equitable access. Connect people with disabilities meaningfully to essential needs and services, including housing, grocery stores, health care facilities, jobs, schools, mass transit stops, parks, and other places to live, work, and play.
3. Provide safe and functional mobility. Prioritize transportation safety for the most vulnerable users over and above access and speed for cars and trucks, through funding for infrastructure such as well-maintained sidewalks, readily-available ramps, and accessible transit stops.
4. Ensure accountability. Document and evaluate progress on implementation of the municipality's ADA Transition Plan by updating the Plan's data and revising its goals at least biennially.

The Planning and Transportation Department has drafted an amendment to the Comprehensive Plan for review by the Plan Commission. This amendment incorporates the principles outlined in the resolution, introducing one new goal and three new policies to Chapter 6: Transportation of the Comprehensive Plan. The goal and policies from the resolution were included as written to ensure alignment with the principles outlined in the ATM, and to ensure coherence and consistency between the ATM and the Comprehensive Plan. The new goal, identified as Goal 6.8: Development of Equitable Access, includes the new policies Policy 6.8.1: Involve people with disabilities in decision making, 6.8.2: Provide safe and functional mobility, and Policy 6.8.3: Ensure accountability.

## Goals & Policies

Policies in this chapter most closely respond to the adopted 2013 Vision Statement objective to:

16. Provide a safe, efficient, accessible, and connected system of transportation that emphasizes public transit, walking, and biking to enhance options to reduce our overall dependence on the automobile

The policies in this chapter also respond to the following 2013 Vision Statement objective:

3. Meet basic needs and ensure self-sufficiency for all residents
4. Fortify our progress toward improving public safety and civility
5. Invest in diverse high quality economic development that provides equitable job opportunities to our residents, supports an entrepreneurial small business climate, enhances the community's role as a regional hub, and is responsive towards larger concerns of sustainability
6. Enhance the community's role as a regional economic hub
11. Ensure all land development activity makes a positive and lasting community contribution

### Goal 6.1 Increase Sustainability: Improve the sustainability of the transportation system.

**Policy 6.1.1:** Maintain a local Master Thoroughfare Plan, as required by state law, that plans for all modes of transportation.

**Policy 6.1.2:** Balance economic, environmental, accessibility, and equity issues in local transportation decisions.

**Policy 6.1.3:** In land use decisions, require sufficient density through infill, redevelopment, and reuse of vacant or under-utilized parcels to support multimodal transportation and discourage urban sprawl.

**Policy 6.1.4:** Locate transit and multimodal facilities near higher-density developments and employment and retail centers, social services, and community facilities.

**Policy 6.1.5:** Encourage the concept of streets as not merely for transportation, but as important public spaces where community thrives.

**Policy 6.1.6:** Ensure City transportation and land use decisions are coordinated with anticipated developments in automated/autonomous vehicles, to ensure safety and increase mobility.

**Policy 6.1.7:** Prioritize safety and accessibility over capacity in transportation planning, design, construction, and maintenance decisions.

**Policy 6.1.8:** Evaluate city roads, sidewalks, paths, trails, ramps, and traffic devices regularly and implement an adequately funded maintenance program.

### Goal 6.2 Improve Public Transit: Maintain, improve, and expand an accessible, safe, and efficient public transportation system.

**Policy 6.2.1:** Support public transit access to regional destinations.

**Policy 6.2.2:** Encourage the provision of seating, lighting, and signage (including real-time arrival information) at transit stops to increase rider comfort, safety, and convenience.

**Policy 6.2.3:** Support the adoption and use of technologies that reduce emissions of greenhouse gases and pollutants from vehicles.

### Goal 6.3 Improve the Bicycle and Pedestrian Network: Maintain, improve, and expand an accessible, safe, and efficient network for pedestrians, and attain platinum status as a Bicycle Friendly Community, as rated by the League of American Bicyclists.

**Policy 6.3.1:** Prioritize pedestrian and bicycle infrastructure within Bloomington and to connect with surrounding communities.

**Policy 6.3.2:** Encourage and require (where legally feasible) new private developments to dedicate easements or right of way and provide improvements for pedestrian and bicycle facilities to complete the connectivity in the networks.

**Policy 6.3.3:** Enhance the pedestrian and bicycle network with benches, pedestrian-scaled lighting, bicycle parking, street trees and landscaping, interpretive stations, public art, and/or other features to further improve the physical conditions that support walking and biking.

**Policy 6.3.4:** Require pedestrian-friendly design features.

**Policy 6.3.5:** Require provision of covered bicycle parking in new construction.

**Goal 6.4 Prioritize Non-Automotive Modes:**

Continue to integrate all modes into the transportation network and to prioritize bicycle, pedestrian, public transit, and other non-automotive modes to make our network equally accessible, safe, and efficient for all users.

**Policy 6.4.1:** Consider all ages, all abilities, and all modes, including pedestrians, bicyclists, transit vehicles, emergency responders, and freight when planning, designing, modifying, and constructing transportation facilities.

**Policy 6.4.2:** As capacity needs increase, focus on multimodal improvements and optimization of the existing transportation system rather than adding more lanes for passenger vehicles.

**Goal 6.5 Protect Neighborhood Streets: Protect neighborhood streets that support residential character and provide a range of local transportation options.**

**Policy 6.5.1:** Implement traffic calming measures where safety concerns exist to manage motor vehicle traffic on residential streets.

**Policy 6.5.2:** Balance vehicular circulation needs with the goal of creating walkable and bike-friendly neighborhoods.

**Policy 6.5.3:** Continue to improve connectivity between existing neighborhoods, existing and proposed trails, and destinations such as commercial areas and schools.

**Goal 6.6 Optimize Public Space for Parking:**

Plan and develop parking for cars and bicycles with a focus on efficiency and equity.

**Policy 6.6.1:** Implement creative parking strategies to minimize inefficiencies and facilitate equitable use of public space, including potential adaptive reuse of structures as needs may evolve.

**Policy 6.6.2:** Encourage attractive and environmentally sensitive parking areas.

**Policy 6.6.3:** Prioritize on-street parking spaces for equitable and environmentally conscious uses, such as for people with physical handicaps, or spaces set aside for carpools or car sharing.

**Policy 6.6.4:** Encourage provision of covered bicycle parking.

**Goal 6.7 Educate the Public: Increase residents' safe use of transportation options that minimize negative environmental and infrastructure impacts.**

**Policy 6.7.1:** Educate drivers, bicyclists, and pedestrians on sharing the public right-of-way safely.

**Policy 6.7.2:** Collaborate with community organizations to educate residents about using public transit and bicycling.

**Policy 6.7.3:** Utilize enforcement programs to support desired motorist and active transportation user behavior.

**Policy 6.7.4:** Educate the public about the multiple entry points to the city's parking system, including its menu of options for where to park, how to use the system, and wherever feasible, real-time space availability.

**Goal 6.8 Develop Equitable Access: Connect people with disabilities meaningfully to essential needs and services, including housing, grocery stores, health care facilities, jobs, schools, mass transit stops, parks, and other places to live, work, and play.**

**Policy 6.8.1:** Involve people with disabilities in decision-making. Establish a transparent, equitable public process that includes people with low vision, mobility challenges, and other disabilities in the full range of transportation decisions from design to operations.

**Policy 6.8.2:** Provide safe and functional mobility. Prioritize transportation safety for the most vulnerable users over and above access and speed for cars and trucks, through funding for infrastructure such as well-maintained sidewalks, readily-available ramps, and accessible transit stops.

**Policy 6.8.3:** Ensure accountability. Document and evaluate progress on implementation of the municipality's ADA Transition Plan by updating the Plan's data and revising its goals at least biennially.

