

In the Council Chambers of the Showers City Hall on Wednesday, February 6, 2008 at 7:30 pm with Council President Susan Sandberg presiding over a Regular Session of the Common Council.

COMMON COUNCIL  
REGULAR SESSION  
February 6, 2008

Roll Call: Mayer, Piedmont, Rollo, Ruff, Sandberg, Satterfield, Sturbaum, Volan, Wisler  
Council President Sandberg gave the Agenda Summation

ROLL CALL

AGENDA SUMMATION

There were no minutes for approval at this meeting.

APPROVAL OF MINUTES

Susan Sandberg began by offering support to the Bloomington Police Department and all First Responders who find themselves in harm's way when they perform their duties to keep the City safe. During the recent HT on-line chat with Sandberg and Councilmember Mayer, there were several inquiries about the encounter between Officer Rogers and a violent suspect. Sandberg said the Council applauds Rogers for his professionalism and ability to handle a dangerous situation without it escalating to a more tragic end. It was a tribute to the training of the BPD and the judgment of Officer Rogers that allowed both parties to walk away from this serious incident.

REPORTS:

COUNCILMEMBERS

On behalf of the Council, Sandberg acknowledged the daily risk that police officers and firefighters take when doing their jobs. She thanked them for their service, and said she appreciated their professionalism, and supported the training and resources necessary for performing these critical front line jobs.

She also gave a word of thanks to the medical, legal, and social work professionals who provide protection, education, shelter and treatment for the victims of domestic violence, specifically to the caring providers of local hospitals and clinics, Middle Way House and the Prosecutor's Office. She added that those who work to prevent violence and protect its victims are to be commended also.

Tim Mayer mentioned that he attended the Cook Pharmica announcement that they would be expanding not only testing and developing pharmaceuticals for other firms but entering into packaging and fulfillment capacities of other products. The anticipated new employees will be about 200 with an estimated payroll of 9 million dollars. This is a major announcement with real hope and opportunity especially in light of recent closings in other industries.

Mike Satterfield met with the Bloomington Economic Development Commission for their organizational meeting. Positions are still available on the commission. Questions can be directed to Economic Development Director Danise Alano.

Chris Sturbaum said that the Indiana Association of Cities and Towns report on the property tax cut stated that it is unknown where the replacement money will come from at the local level. There is nothing magic about what will happen he said, but less money will be lead to local service cuts, which will mean redesigning how to provide basic services in the community. He called for common sense in our approach to government and the necessary services provided by local governments.

He attended a Green Training Council also attended by Tim Mayer and Isabel Piedmont, who he said would provide the report. He said this is a very interesting time as people think about how to deal with a post-oil future.

Steve Volan told a story of a councilmember who attended the meeting after being hit by a car while riding a bicycle. The councilmember was so shaken by the event that he didn't report the incident to the police. The question was if a councilmember doesn't report this type of incident to the police, then what kind of data will there be on incidents and how will they improved?

He also told the story of a friend whose former boyfriend was so distraught that he threatened to harm himself, and attacked her when she tried to stop him. He was shocked that some in this community wouldn't think of calling a place like Middle Way House or other resources. It requires the community's vigilance for local support services by supporting and advocating for them.

His statement was:

*Therefore, if you are in an accident, no matter how small, report it. If you or someone you know is a victim of domestic violence, Middle Way is there for help. If you are the victim of noisy neighbors, don't be afraid to call the police. If incidents are not reported there is no way to know a problem exists.*

Brad Wisler echoed Mayer's comments about the Cook Pharmica announcement, and said the community was truly blessed to have such an innovative and active employer creating jobs and products that make a difference to peoples' lives. He called them a really great asset to the community.

Wisler said he attended the Governor's Luncheon and heard about the tax proposal, and while there were questions, he was encouraged that this was a well thought out plan. He believed that this was a step in the right direction, and that it was important to provide input where improvement was needed.

Isabel Piedmont reported on the Indiana Building Green Symposium, where participants learned the difference between traditional building processes and green building processes, which are more holistic and use more efficient and environmentally friendly products.

She also reported on a local program called pARTners which is an activity-based art program for people with memory loss.

Finally, she reported that the Post Office has chosen a new site for their main office on the west side of town, and also promised a downtown retail location.

Andy Ruff shared an article from the Indianapolis Star about complaints by the Fishers Town Council concerning the redesign of intersections and lane additions to I-69 in the Hamilton County area which aren't scheduled for 10 years. The Council drafted a resolution urging the Governor to speed up the roadwork to inform the public of their opinion and concern. Ruff noted that the Bloomington Common Council was often criticized for taking positions such as Fishers did that were not under the control of the Council.

Ruff added that INDOT said that money was not available all at once for every project. He said that illustrates that we don't have the money to maintain the roads we have, much less spend billions on unnecessary and redundant projects that would then also need to be maintained and drain the already limited transportation funds.

Susan Sandberg noted that the Council Bowling Team for the Big Brothers/Big Sisters Bowl-for-Kids-Sake will be comprised of Councilmembers Sturbaum, Volan, Wisler, Piedmont, Ruff and Hank Ruff, Andy Ruff's son.

Beverly Calendar Anderson, Bloomington Safe and Civil City Director appeared on behalf of the Mayor to present the proclamation for National Girls and Women in Sports Day, which was officially

MAYOR and CITY OFFICES

Reports from the Mayor's Office  
(cont'd)

chartered by the US Congress in 1986 to honor female athletic achievement and recognize the importance of sports and fitness participation for all girls and women.

This year's theme is "All In" which highlights women's and girls' participation in sports as an effective avenue for development of self-discipline, initiative, confidence and leadership skills.

The Bloomington Community will commemorate this event with a minority mentoring program on February 16<sup>th</sup> and with activities before and during the IU vs Michigan women's basketball game at Assembly Hall on February 17<sup>th</sup>.

Locally, this celebration is a collaborative effort with IU HPER, Girl Scouts of Tulip Trace Council, the Monroe Chapter of the IU Alumni Association, the Indian Youth Institute, IU Campus Recreational Sports, IU Athletics, Girls, Inc., and the IU Office for Women's Affairs.

The proclamation was presented on behalf of Mayor Mark Kruzan to Ashley McDonald, Communications and PR Manager for Girl Scouts of Tulip Trace Council and to Carol McCord, Associate Dean, IU Office for Women's Affairs.

Ashley McDonald, accompanied by Girl Scouts from Monroe County and colleague Elizabeth Snell, accepted the proclamation and presented gift bags to the Council which contained Girl Scout Cookies and tickets to the basketball game.

She said the mission of Girl Scouts is to build girls of Courage, Confidence and Character who make the world a better place, which is supported by National Girls and Women in Sports Day. In addition, girl scouting helps girls avoid risky behaviors and develops qualities and leadership skills that will serve them all of their lives. She thanked the Mayor for the proclamation and all who helped make this event possible and who support the advancement of girls and women in this community.

Carol McCord, IU Office for Women's Affairs, thanked the many who supported this event and to the Mayor and the City for the proclamation. It is incredibly significant, she said, that this day is set aside to recognize and celebrate the opportunities for girls and women to participate in sports.

She noted that the Office for Women's Affairs, dedicated to identifying and overcoming barriers to equity of opportunity for women at IU was created in 1973, one year after the passage of Title IX.

There were no reports from council committees at this time.

David Keppel, of the Green Sanctuary Task Force of the Unitarian Universalist Church expressed deep appreciation from many in Bloomington for the work of the Council, which he said forms the basis of local democracy. He said it was a nucleus of action. He also thanked the Council for a letter under their consideration concerning Duke Energy's proposed coal plant at Edwardsport, Indiana. His Task force believes that this plant is a very serious mistake and is distressed by the approval granted by State regulatory bodies. He added that nationwide 60 proposed coal plants have either had their permits denied or are on hold. IDEM, which issued an air quality permit for this proposed plant failed in its duty. The money used to support development of this plant is no longer available for conservation, the most efficient use of energy, or for smart energy or alternative energy such as wind, solar and geothermal. He reported that nationally Indiana is ranked 49<sup>th</sup> environmentally by Forbes magazine.

COUNCIL COMMITTEES

~~PUBLIC INPUT~~

He said the organization Christian Aid estimated that by 2025 there will be one billion environmental refugees and Africa will be able to grow only one-fourth of its needed food due to intensifying drought as a result of climate change, which will be a global catastrophe. Keppel's hope is that elected officials and candidates for office consider these issues very seriously.

Steve Forrest used a free sandwich analogy to illustrate how no business could give away free sandwiches without going out of business, unless the city government subsidized it. Subsidizing parking

in the downtown area, which the city is doing through free parking is no different. Economic laws of price, supply and demand are applicable even to public infrastructure. If a parking space has any value or usefulness, then when the price is lowered to zero, the demand will skyrocket, like with free sandwiches.

A recent study showed that only 63% of the downtown parking supply was being used. If the City Council's function is, as its web site states, to ensure the efficient and cost effective delivery of City services, they are failing with parking services, because, he claimed the provision of parking services is not efficient as evidenced by the large number of people who complain there is a lack of parking, when actually parking is underused.

Also, parking isn't cost effective because free parking requires City expenditures without producing any revenue. If parking generated any revenue to offset part of the expenditures, then that would be more cost effective than the current system.

Objections to eliminating free parking include harming downtown businesses. However, evidence from other cities switching from free to paid parking indicates that it actually can improve business because those who wish to shop downtown may not find a parking space because all of the free spaces are taken, which is what happens when a valuable resource is given away for free. Of course they will all be taken. Free parking downtown is already causing businesses to lose customers because they can't find a place to park.

We have become so accustomed to free parking that no one bothers to question the assumption that parking should be free. We should not limit our options because of fear of what might happen. Instead we should look at the actual results of paid parking policies that have occurred in other cities. He asked for all to consider these points as parking revisions are explored.

It was moved and seconded to reappoint Jeff Mease to the Bloomington Urban Enterprise Association.

It was moved and seconded to reappoint Val Haughton, Byron Bangert and Emily Bowman to the Human Rights Commission.

It was moved and seconded to reappoint Jeff Weber and Jim Rosenbarger to the Traffic Commission.

It was moved and seconded to reappoint David Walters and Mike Szakaly to the Redevelopment Commission.

It was moved and seconded to reappoint Mike Chapuran to the Board of Housing Quality Appeals.

It was moved and seconded to reappoint Shirley Davies to the Animal Control Commission.

It was moved and seconded to reappoint Phaedra Pezzullo, Heather Reynolds, Jacque Bauer and Tom McGlasson to the Environmental Commission.

All appointments and reappointments were approved by a voice vote.

BOARD AND COMMISSION  
APPOINTMENTS

It was moved and seconded that Resolution 08-02 be introduced and read by title and synopsis. Clerk Moore read the legislation and synopsis, giving the Committee Do-Pass Recommendation of 6-1-2, It was moved and seconded that Resolution 08-02 be adopted.

Before the Resolution was discussed, two amendments were proposed. It was moved and seconded that Amendment #1 to Resolution 08-02 be adopted.

Piedmont explained that this amendment would revise the text in the preface to the Alternative Transportation and Greenways System Plan to incorporate two documents approved after the adoption of this plan.

The two resolutions provide further incentives to develop alternative transportation programs. The preface would state that as the document is put into practice, these two accompanying documents need to be considered as additional justification.

Ruff asked if the intent was to give increased importance to the priority of this resolution.

Piedmont said yes, it would further emphasize the importance of the Alternative Transportation and Greenways Plan.

Scott Robinson, Planning Department reported that staff had no questions on this amendment and that staff supports this recommendation since it is consistent with the objectives of the plan.

Public Comment:

Buff Brown said this is important and is a new priority which wasn't as visible as it is now.

Council Comment:

Rollo said he supports this because it provides context for future public policy.

Ruff thanked Piedmont for her efforts to bring this forward because this is all part of one big vision of the community's recognition for the need to move towards a more sustainable future.

Amendment #1 to Resolution 08-02 received a roll call vote of Ayes: 9, Nays: 0.

It was moved and seconded that Amendment #2 to Resolution 08-02 be adopted.

Volan introduced the proposed amendment. He said that with the exceptions of some roads managed by the state, bicyclists and pedestrians have the same right to public streets as cars. The term "alternative transportation" was concocted to cover any unanticipated forms of transportation, but the language should have reflected what was meant all along which was bicycle and pedestrian transportation. In the document, anywhere that the term "alternative transportation" is used, it is clear that the intent of the phrase is a reference to bicycle and pedestrian transportation. The exceptions are historical references to "alternative transportation" which will be exempt. He said this will remove the insidious message that walking and biking are mere alternatives. For many in this community, they are primary forms of transportation. This will help remove the perception that cars are the city's preferred mode of transportation.

LEGISLATION FOR SECOND READING

Resolution 08-02 To Amend the City's Comprehensive Plan to Include an update to the Alternative Transportation And Greenways System Plan.

Amendment #1 This amendment is sponsored by Councilmember Piedmont and changes the Plan Directive by accounting for two pieces of policy guidance not currently mentioned in the Plan. These pieces of legislation were adopted after the inception of the Plan and include Resolution 06-05 Supporting the Kyoto Protocol and the Reduction of the Community's Greenhouse Gas Emissions and Resolution 06-07 Recognizing the Peak of World Petroleum Production.

Amendment #2 This amendment sponsored by Councilmember Volan replaces the words "Alternative" with the words "Bicycle and Pedestrian" wherever it appears before the word "transportation" in the Plan, except where it refers to the 2001 Plan or is used in a different context. It also notes the change in the body of Resolution 08-02. The purpose of the amendment is to help change the public's thinking about bicycle and pedestrian forms of transportation so that they are considered co-equal to and not an "alternative" to driving a car.

Wisler said he appreciated the intent for language to convey our practice, but asked if the purpose was to eliminate a bias towards one form of transportation, then why was this language getting more specific in naming bike and pedestrian rather than rollerblades or Segways or Rascal electric scooters or any other form of transportation? If this actually was referring to any form of transportation that was not combustion engine driven, was there a better reference?

Volan responded that in a search of the document, every time "alternative" is mentioned, it was a clear reference to biking and walking. It has become recognized that rollerblading is not a means of transportation, but recreation. Therefore it is safe to include only biking and walking since these are the accepted forms of transportation that are not automobiles or buses.

Satterfield mentioned that while Volan was accurate in his analysis of the document's reference to walking and biking, "alternative" might be needed to be overarching and include any unforeseen forms of transportation. He used the example of scooters which would be omitted from this language. His fear was that if the language is narrowed too much, it might require revisions later. He opposed limiting the scope too much at this time.

Volan responded that scooters used by people with disabilities are indeed a motorized form of transportation as are electrical bicycles and golf carts. He said rules for that mode of transportation are covered in other documents, and said this document is clearly for non-motorized forms of travel.

Furthermore the list of signage's for the "alternative" facilities all refer to walking and biking.

He said bicyclists and pedestrians should not be denigrated with the pejorative adjective of "alternative". He said the perception is that it is somehow less than and not a primary transportation mode.

Piedmont said that consideration of terminology is important, and that "alternative" is considered a lesser form than the mainstream form of transportation which is the automobile. However, she wondered about the exclusion of other forms of transportation such as wheelchairs for example.

Volan said for all practical purposes, a wheelchair user is a pedestrian, and certainly wouldn't want to be considered "alternative". He noted that as a wheelchairs travel a sidewalk, they obey the rules as any other pedestrian. Again, any place the document says "alternative" it is clear that the reference is to walking and biking.

Piedmont said that in the design section for the multi-use paths there are references in the document to wheelchairs, strollers and rollerblades. Since those items are mentioned, she thinks it's important to include that language because it affects design and construction.

Volan responded that wheelchairs and strollers are not alternative forms of transportation, they are aids to transportation.

Sturbaum asked whether there was leeway given to the strict replacement of words, because some sentences might become nonsensical if the substitution is just mechanical.

Volan responded that there were seven exceptions listed in the amendment.

Amendment #2 to Resolution 08-02  
(cont'd)

Ruff agreed with Volan about the language replacement and felt all other forms mentioned were extensions of walking or biking. He referred to Satterfield's concern about limiting the scope with this language, and wondered what other mode might be disadvantaged with this proposed language.

Volan said this plan would be revised in five years, and if at that time there were any forms of transportation that were excluded, they could be added. But the purpose of this plan at this time is to improve biking and walking. The reference in the document to "alternatives" is a reference to biking and walking.

Satterfield asked how horses would be accommodated.

Volan said probably as it was in the past, and if that arises, the city would have to examine former laws that governed horses.

Scott Robinson thanked Volan for his amendment. He said when the plan is updated in the future, new modes of transportation could be included, such as horses or transit. He said currently however, horses were not allowed on the multi-use trails. If horses were included in this amendment, Robinson said he would defer to the Parks Board since they have jurisdiction over the trails. Robinson said his only concern was this language may limit the vision and goals for the future. He said it also could create confusion with a new and a cumbersome title. He said that this amendment helps the transportation plan move towards the goal of a comprehensive plan. He also said that he didn't see this as a disadvantage to any transportation mode, but as transportation changes, revisions will need to be made.

Sandberg asked if this amendment presented any other complications.

Robinson said it would require a change in the Unified Development Ordinance which specifically uses the title "Alternative Transportation."

Volan asked the name of the Unified Development Ordinance prior to its current name, indicating that there was a precedent for changing titles.

Rollo asked if this language change could limit future funding, to which Robinson said no.

Mayer recounted that during the development of the Clear Creek portion of the trail there was vigorous discussion about the inclusion of horses, which was adamantly opposed by Parks and Recreation because of the mixture of pedestrians, bicycles and horses.

Volan asked whether the Planning Department's definition of alternative transportation included commuting and recreational uses.

Robinson said the term transportation was all-inclusive, and the meaning might depend on the user and the facility used.

Piedmont asked if this would prevent rolled or wheeled conveyances on sidewalks to which Robinson said it would not.

Public comment:

David Keppel suggested a definition of "alternative" in reference to bicycles and pedestrians could include specifications that they would

not contribute to global warming, have weight limits and have a limited speed. He also said that he understood the term "alternative" meant "marginal" in our society, but he has never felt that personally. The priority should be making alternatives safer and widely practiced, but he said he would leave the language changes to the wisdom of the Council.

Steve Forrest agreed that there might be a need to define terms to make them more specific; however, he also believed in using words accurately. The basic meaning of alternative is option or choice, yet the connotation is that it refers to something 'sub-standard', which was a good reason for reconsidering use of that word. He supported the change in language.

Buff Brown described different terms that could be used such as 'preferred transportation' or 'low/no carbon transportation', or 'good transportation mode', and said anything having to do with a car should be called destructive. He said this plan was actually a bike and pedestrian plan, recalling that was the focus of this plan when it was originally designed. He said it should be called what it actually is – a bike and pedestrian plan.

Council comments:

Wisler said the comments were on point as they pertained to facilities. He suggested that if the title reflected the use of the facilities, it should be called Trails, Paths and Greenways, or another option could be 'Low Carbon' or 'Human Speed.' He said the terminology violated the intent, which was not to be preferential towards one particular mode of transportation over another. He said he viewed all modes of transportation as important. He disagreed with Volan that pedestrians were entitled to the same rights on the roads as cars, which they weren't, just as motored traffic was not allowed on the paths being discussed. He said a separate set of infrastructure was being created for a separate group of transportation modes. He said there needed to be a distinction in the names, but that it doesn't happen through labeling the individual preferred modes. He said he could support a change if he thought it was an appropriate change to the functional use of the facilities

Sturbaum said he supported this amendment because it made the plan clearer.

Rollo agreed that this was predominantly a biking and pedestrian infrastructure plan and would support the amendment. Also, he acknowledged that he was the person on the bike who was hit and didn't report it, but should have.

Ruff agreed that the term "alternative" was misused. It would be acceptable if all modes of transportation including cars were labeled "alternative" implying a choice involved, but in this case he thinks "alternative" means a lesser option. The names and labels influence public perception. He said he would support this amendment.

Piedmont agreed that "alternative" does imply lesser or secondary, and that the benefits of this change outweigh the potential negative aspects, and therefore would support this.

Volan said he could have chosen any of the terms mentioned during this discussion, but didn't want to politicize the point, and so instead decided to call it what it is – Bicycle and Pedestrian Transportation.



Amendment #2 to Resolution 08-02 received a roll call vote of Ayes: 6, Nays: 3 (Wisler, Satterfield, Mayer).

Amendment #2 to Resolution 08-02  
(cont'd)

Scott Robinson, Planning Department reported on the main resolution. In response to earlier questions he provided information on what other cities are doing relevant to this.

The Atlanta system is called the Beltline and is a 2.7 billion dollar project to implement trails and light rail around Atlanta. The Monon Trail in Indianapolis, initially planned in 1989 currently has fifteen miles of trail. The Indianapolis Cultural Trail is building off of the Monon to connect cultural districts. It is a privately funded fifty million dollar project.

Robinson also provided information in response to questions about a survey conducted by the Planning Department. He provided information on where respondents lived and population density. There was a good distribution throughout the community, as illustrated by the map which was distributed.

There also had been a question about traffic diverters in the implementation of bicycle boulevards. Robinson said this use depends on the street network, connectivity, grid pattern and the flow of street traffic among other things, and would be decided on a case by case basis.

Sturbaum asked if the downtown plan had been consulted, since that plan, developed in 2005 had pedestrian trails which were not currently reflected on the Greenways maps. Sturbaum said therefore this might more appropriately be called a bicycle plan since it contained primarily bicycle and multi use paths, but nothing that designated strictly pedestrian paths as the downtown plan did. He questioned the designation and location of paths on this map, since there had been much guidance received from a professional downtown consultant that hadn't been incorporated into this plan. His question was shouldn't the two plans and maps be integrated?

Robinson said they were integrated because they were both part of the Growth Policies Plan. He explained that the map he distributed identified primary pedestrian corridors, and did not think there was a difference in priorities between this plan and the Bicycle and Pedestrian Plan discussed this evening.

Sturbaum said it appeared 4<sup>th</sup> Street, a major pedestrian path had been left out of the plan. He said the only pedestrian aspect to this map was sidewalks, and other than that, it was completely about bicycles. A complete streets plan needs guidance for the intersections of all of the thoroughfares.

Robinson said no specific intersection improvements were incorporated into this plan, to which Sturbaum asked if that was an oversight because it's the intersections that are dangerous to bikes. Robinson said there was no need to integrate the two maps because they could each function separately. Sturbaum said the map presented was not easily used or accessible, and he believed there needed to be a cross reference between documents

Robinson said he didn't object to that, and that would be up to Council.

DISCUSSION ON THE MAIN  
MOTION: RESOLUTION 08-02  
AS AMENDED

It was moved and seconded that Amendment #3 to Resolution 08-02 be adopted.

Piedmont asked that Sturbaum summarize the questions about the map and map inclusion.

Sturbaum said that since it highlighted designated pedestrian routes and key intersections, it provided good guidance and a level of information that isn't covered by other maps in this plan.

Public comment:

Buff Brown said the Bicycle and Pedestrian Plan is for future needs, and that 4<sup>th</sup> Street is already good, and doesn't need to be improved.

Dan Sherman, Council Attorney suggested a different numbering of the map pages and making the appropriate changes in the page numbers located in the Appendix section of the Table of Contents on page iii.

Volan maintained that the purpose of the amendment was not about numbering pages, but was about placing the two maps adjacent to one another for easier reference.

Sherman suggested that the amendment be changed to reflect the page numbering changes on page iii.

Robinson asked where the Circulation Framework Map should be placed.

Sturbaum said it would be fine to place the Circulation Framework Map after the Sidewalk Inventory Map.

Volan said he endorsed this amendment and the cross-reference of the two maps.

Sturbaum said this change added the information on intersection improvements.

Amendment #3 to Resolution 08-02 received a roll call vote of Ayes: 8, Nays: 1 (Mayer)

Wisler referred to the bicycle boulevards where traffic diverters were being used and asked how non-emergency traffic would be restricted without restricting emergency vehicles.

Robinson said it would be through signage and a "staple" which is a large metal clip in the road that would limit vehicles without high clearance. Vehicles with high clearance that were prohibited, yet used the street anyway, could be fined to discourage vehicular use.

Wisler asked if vehicular traffic was to be restricted at certain intersections, would that be a staff decision or legislative decision.

Robinson said he didn't know, but that it might require Traffic Commission approval, but ultimately would come down to engineering standards, and their recommendation for traffic diverters.

Dan Sherman responded that the code wasn't amended for the sharrows or the bike lanes. Traffic calming has been codified however. Therefore, the answer was unclear.

Amendment #3 sponsored by Councilmember Sturbaum specifies inclusion of the Circulation Framework document of the City of Bloomington Downtown Vision and Infill Strategy Plan after the 2007 Sidewalk Inventory map on page 87 of the proposed Bicycle and Pedestrian Transportation and Greenways System Plan, and to reflect the changes in the Table of Contents.

CONTINUED DISCUSSION ON  
THE MAIN MOTION:  
RESOLUTION 08-02 AS  
AMENDED

Wisler said however, that creating a bike lane doesn't divert traffic or change traffic flow as with the proposed traffic diverters that would limit traffic.

Continued Discussion On The Main  
Motion: Resolution 08-02 As amended  
(cont'd)

Robinson, after consultation with Planning Staff agreed that Council action would be required for the placement of traffic diverters, since it limits traffic access.

Piedmont asked for a timeline for implementing the bicycle boulevards.

Robinson said that first there would be a feasibility study, as described in the strategic plan, which would provide information as to cost and locations. He hoped that it would occur in the next 3-5 years, and was identified as a high priority.

Sturbaum asked if 7<sup>th</sup> Street might be the first bike boulevard because it's the simplest plan and most identified in the maps.

Robinson said depending on the feasibility study, it could be 7<sup>th</sup> or 6<sup>th</sup> Street. The priority will be based on connectivity rather than ease of implementation.

Public comment:

Buff Brown said that Bloomington Transportation Options for People (BTOP) would like to see a prioritized list of what will happen, when it will happen, cost, funding sources and plans, as with the 2001 Alternative Transportation Plan. He said he would like this plan to be stronger than the last one with more money, firmer schedules and be integrated into the Long Range Plan. Brown called this plan a shelf-filler with no teeth. He wondered why bike lanes were categorized as low priority, and asked if the scoring of priorities was based on a vision. He said the vision and priorities of the plan should be based on the amount of trips reduced by car. He wanted a dollar amount associated with amount spent on reducing car use. He asked for more information on connector paths which were included in the 2001 report. He questioned whether this plan is what is really wanted. There needs to be further prioritization and costs associated before approving this plan. It needs to be stronger than the old one, not weaker.

Council comments:

Rollo expressed appreciation to Mr. Robinson and Mr. Fish for their work on this plan. He said he was impressed by the plan which should proceed aggressively, and he would expect a report from the Planning Staff on prioritization and budgets for implementing this plan.

Sturbaum said Buff Brown's points about how priorities were set were interesting. Specifically, he wondered about the Rogers St. sidepath project from Hillside Dr. to 2<sup>nd</sup> Street which he thought had been a high priority. He questioned whether there were other errors in prioritization of projects, which perhaps could be answered when it goes back to the Plan Commission.

Wisler raised the issue of how transportation modes were labeled as best or the preference for certain forms of transportation. He said that in regards to pollution and health, biking and walking are the best, but the same could not be said for long distance transportation of

large items. He said the term "alternative" came about because it was something that was not the norm, something in the minority. It doesn't mean better or worse, just not as highly used. He said the hope with transportation is that the demand was shifting, which can be accomplished as infrastructure is built, so that it's not just a question of health or the environment, but one of convenience, which should be the goal. His concern with the bicycle boulevard was that there would be a potential to force an increase in Vehicle Miles Traveled (VMT) in order to create an appearance of something more convenient for the fewer people who will use the boulevards for bicycle traffic. This also includes Vehicle hours Traveled (VHT) which accounts for a car stopped in traffic but which still creates emissions. The question is how these shifts would be matched with a shift in demand. He said he did not want to see an inconvenience created for residents of a street while increasing VMT and emissions if it wouldn't be offset by a significant increase in demand for biking and walking. He is confident that solutions to individual cases would be sought as this plan developed. He expressed concern that this would set out a vision without specifics and projects. Wisler said that this is another laundry list of priorities without knowing how or when they would be funded. He said he supported this in principle because it was clear the community supported this, but he looks forward to specifics such as deciding whether funding would be dedicated to completion of the B-Line trail or design of another recreational trail. He said the plan was good because it set out a direction, but it wasn't the answer to transportation questions.

Continued Discussion On The Main  
Motion: Resolution 08-02 As amended  
(cont'd)

Satterfield thanked Scott Robinson for his work. He said that there would be more complete surveying later on. He believed this was the first step with more to come, and was comfortable with the plan as it stood.

Piedmont appreciated the comments from Buff Brown. She said at this stage, it wouldn't be productive to send this document back to begin the process again. From this point forward, the Council should ask for regular reports on implementation to ensure it follows the desired path. She is willing to approve the document. She added that she would like attention paid to removing snow from sidepaths and bicycle lanes. She also would like more information shared with the public on the use and rules of sharrows lanes.

Mayer thanked staff for all of their work on this. He said there had been forethought, planning and funding in place for some of these projects, but it would take time to accomplish them because of things that are sometimes not under the control of the city. He was confident that these projects would be addressed. He shared concerns about funding, but recognized that funding has been set aside each year and invested into these projects.

Volan said he took Mr. Brown's serious reservations to heart. He had the same concerns about the Downtown Plan when it was introduced, feeling that it needed to be more explicit. He also had concerns about the GPP and the UDO, about which he was told plans were open to interpretation. He shared concerns about this plan's lack of specificity about costs and implementation, but said that after all, much of the implementation of this plan would occur through legislation. It would be up to the Council to prioritize and fund. He said he intended to implement as much of this plan into the UDO revisions and annual budgets as he could.

Ruff said he was sensitive to Mr. Brown's comments, but priorities change over time, and flexibility was required. The Council

communicates priorities to the executive branch each year, and in so doing has input into the priorities. In terms of VHT, it would only be when vehicle traffic is delayed, lines are long and the vehicle trip becomes too inconvenient that many will explore not making that trip. As long as car travel is convenient and cheap, there won't be an incentive for increases in other transportation modes.

Continued Discussion On The Main Motion: Resolution 08-02 As amended (cont'd)

Sandberg thanked staff for their work and patience.

Resolution 08-02 as amended received a roll call vote of Ayes: 9, Nays: 0

There was no legislation for first reading at this meeting.

LEGISLATION FOR FIRST READING

Steve Forrest said it was clear that there was no one single solution to transportation problems, but wanted to emphasize that parking policy reform had to be an integral part of this.

PUBLIC INPUT

Buff Brown said he calculated the cost of the West 3<sup>rd</sup> Street improvement which would cost 9.2 million dollars for .9 miles of road, which is about 10 million dollars per mile, which is about the cost of light rail construction. He said he believed the road in question was not congested, but when it was widened with the addition of two stoplights, traffic would move slower. He recommended that the money for 3<sup>rd</sup> Street should be used for the previously discussed plan.

Volan asked if there was business for the Committee of the Whole next week.

POINT OF ORDER

Sandberg announced there was a CDBG resolution coming forward.

The meeting was adjourned at 11:00 pm.

ADJOURNMENT

APPROVE:

ATTEST:



Susan Sandberg, PRESIDENT  
Bloomington Common Council

Regina Moore, CLERK  
City of Bloomington