

**NOTICE AND AGENDA  
BLOOMINGTON COMMON COUNCIL  
SPECIAL SESSION  
6:30 P.M., WEDNESDAY, 22 MAY 2019  
COUNCIL CHAMBERS  
SHOWERS BUILDING, 401 N. MORTON ST.**

**I. ROLL CALL**

**II. AGENDA SUMMATION**

**III. CONTINUATION OF CONSIDERATION OF RESOLUTION 19-01 – TO ADOPT THE CITY’S TRANSPORTATION PLAN AS AN AMENDMENT TO THE CITY’S COMPREHENSIVE PLAN**

1. Resolution 19-01 – To Adopt the City’s Transportation Plan as an Amendment to the City’s Comprehensive Plan  
*Motion anticipated to take from the table Res 19-01, which was laid on the table on 06 February 2019.*

**Consideration of Amendments Submitted by Both the First Round and Second Round Deadlines**

**CONSENT AGENDA**

*Amendments for consideration which may be adopted by one, roll-call vote. Please note that any Council member may request that amendments on the Consent Agenda be moved to their ordinary order of deliberation later on in the agenda.*

**Am 03 (Cm. Piedmont-Smith) – Affects the Introduction (Page 1)** – Clarifies that although this is a 20-year Plan, the City intends to re-examine and possibly revise it every 5 years.

**Am 05 (Cm. Piedmont-Smith) – Affects Section 1.1 (Vision and Planning Approach – Pages 1-2)** – Adds references to the Comprehensive Plan goal of reducing greenhouse gas emissions, given it’s close relationship with transportation.

**Am 06 (Cm. Piedmont-Smith) – Affects Section 1.3 (Planning Process – Page 9 [pdf])** – Clarifies that this section is about how the Transportation Plan was developed, not how the future of transportation projects will be planned.

**Am 07 (Cm. Piedmont-Smith) – Affects Section 2.2 (Bloomington Today – Page 11 [pdf])** – Moves Figure 3 (Physical Inactivity Rates) to a suitable appendix.

**Am 08-R (Cm. Piedmont-Smith) – Affects Sections 2.4 – 2.7 (Page 16 – 25 [pdf])** – Reorganizes sections and subsections to separate Existing Transportation Conditions from New and Future Transportation Options.

*Note: This amendment significantly reorganizes this chapter without those changes seen in place (which may yield some unintended results when incorporated in to the Plan).*

**Am 09 (Cm. Piedmont-Smith) – Affects Section 3.1 (Transportation Planning Approach – Complete Streets – Page 28 [pdf])** – Updates reference to the MPO’s Complete Streets Policy.

**Am 10 (Cm. Piedmont-Smith) – Affects Figure 12 (Neighborhood Street Cross Section – Page 31 [pdf])** – Corrects Figure 12 to avoid confusion regarding travel and parking lanes (and notes, in passing, other concerns with this chapter)

**Am 11 (Cm. Piedmont-Smith) – Affects 3.2 (Main Street Image – Page 32 [pdf])** – Requests using an image without skyscrapers as more suitable for the City’s main streets

**Am 12 (Cm. Piedmont-Smith) – Affects 3.2 (General Urban Image – Page 33 [pdf])** – As with Am 11, this amendment requests an image of this street typology without skyscrapers

**Am 13-R (Cm. Piedmont-Smith) – Affects 3.2 (Figure 18: New Connections [Page 39 [pdf])** – Changes Canada Drive south of Sare Road from Suburban Connector to Neighborhood Connector

*(Note: Made one (Canada Drive), rather than many, changes to street typologies.*

*Note: Sponsor indicated intent not to introduce this amendment.)*

*Auxiliary aids are available upon request with adequate notice. Please call (812) 349 – 3409 or e-mail [council@bloomington.in.gov](mailto:council@bloomington.in.gov).*

Posted and Distributed: 17 May 2019

**Am 14 (Cm. Piedmont-Smith) – Affects Section 3.4 (Bicycle Network – Page 44 [pdf])** – Supports covered bicycle parking and clarifies the goal of such facilities is to increase the bicycle as a mode of transportation

**Am 15 (Cm. Piedmont-Smith) – Affects Section 4.2 (Multimodal Projects –Table 7 – Page 62 [pdf])** – Extends Multiuse Path 8 (MU-8) along High Street north from Arden to 3<sup>rd</sup> Street given the need for bicycle and pedestrian use

**Am 16 (Cm. Piedmont-Smith) – Affects Section 5.2 (Policy Recommendations – Develop New Complete Streets Policy – Page 66 [pdf])** – Refers to the MPO’s Complete Streets Policy and the need for the City to establish one that addresses the City’s needs

**Am 19 (Cm. Piedmont-Smith) – Affects Section 5.2 (Policy Recommendations – Establish a Transit Policy – Page 67 [pdf])** – Urges consideration of additional financial support for Bloomington Transit equipment and/or services and cites goals, policies, and outcomes in support of this amendment

**Am 20 (Cm. Sturbaum in concert with P&T staff) – Affects Section 3.2 (Neighborhood Streets - Page 22)** – Adds paragraph excepting existing Residential Streets from cross section standards

**Am 21 (Cm. Sturbaum in concert with P&T staff) – Affects Section 3.2 (Figure 18: New Connections [Page 30] and Appendix G)** – Provides changes in the street typology for about four dozen street segments. *(Please see the Table attached to the amendment for the list)*

**Am 22 (Cm. Volan in concert with P&T staff) – Affects 3.2 (Street Typologies – Page 20), Main Street – Cross Section and Image (Page 23) and General Urban – Cross Section (Page 24)** – Increases pedestrian space in both Main Street and General Urban Street Typologies

**Am 23 (Cm. Volan in concert with P&T staff – Affects Appendix G (Right-of-Way Widths) –** Reformats and adds text to clarify and improve Appendix G – *See attached sample page and additional language*

**Am 24 (Cm. Volan in concert with P&T staff) – Adds New Section 3.6 (Transit Network – Page 43) –** Adds new section on Transit which incorporates some recommendations offered by Lew May, Director, BT

**Am 25 (Cm. Chopra and Granger in concert with P&T staff) – Affects Table 7 (Page 53) and Figure 22 (Page 55)** – Adds North Dunn from SR45/46 to Old SR 37 as a recommended Multiuse Path

**Am 26 (Cm. Piedmont-Smith in concert with P&T staff) – Affects Figure 18 (Page 30), Table 6 (NC-19 - Page 49), and Figure 22 (Page 55)** – Revises the new connection for Hillside to start at Rogers Street rather than S. Walnut Street

**Am 27-R (Cm. Piedmont-Smith in concert with P&T staff) – Affects Various Chapters and Sections (Set Forth in attached list)** – Corrects typographical errors and makes other minor insubstantial changes *(Note: The need for further corrections may be discovered during Council deliberations at the Special Session. If this amendment is adopted as part of the Consent Agenda, additional changes might be addressed by a new amendment or by inclusion in this amendment by its reconsideration.)*

**Am 28 (Cm. Sturbaum in concert with P&T staff) – Affects Section 3.2 (Figure 18 – Page 30), Chapter 4 (Table 6 – Page 51 – and Figure 22 – Page 55), and Appendix G** – Adjusts conceptual alignment of NC-44 of Fairview through the hospital site

**Am 33 (Cm. Piedmont-Smith) - Affects 3.2 (Suburban Connector – Figure 16 Cross-Section [Page 26]) and Appendix G** – Adds protected bike lanes to Suburban Connector cross-section

**Am 34 (Cm. Piedmont-Smith) – Affecting Section 3.2 (Street Typologies – Figure 18 [Page 30]) and Appendix G** – Converts various street segments from Suburban Connector either to General Urban and Neighborhood Connector street typologies *(Note: Includes an attached table.)*

**Am 35 (Cm. Piedmont-Smith) – Affects Section 3.4 (Bicycle Network – Figure 19 [Page36]) and Appendix G** – Makes Maple, rather than Fairview, a Neighborhood Connector on the Near Westside (with Multiuse Path through Butler Park)

**Am 36 (Cm. Piedmont-Smith) – Affects Chapter 6 (Conclusion – Page 69 [pdf] – Rewrites the Conclusion emphasizing the importance of reducing greenhouse gas emissions**

**Am 37 (Cm. Piedmont-Smith) – Affects Section 3.4 (Bicycle Network [Page 34-35]) and Figure 19 (Bicycle Facilities Network [Page 36]) – Adds existing small connections and proposes to plan for others in the future**

**Am 38 (Cm. Piedmont-Smith) – Affects Section 3.6 (Key Treatments and Supporting Guidance – Loading Zones [Page 45]) – Removes recommendation that sidewalks be narrowed to make room for loading zones**

**Am 42 (Cm. Rollo) – Affects Section 1.2 (Purpose [Page 2]) – Clarifies the role streets play in the social, public, and economic vitality of the City**

**Am 43 (Cm. Rollo) – Affects Section 3.5 (Pedestrian Network Assessment (Page 38) – Prioritizes a safety and comfort when improving walking conditions throughout the City**

**Am 44 (Cm. Ruff) – Affects Section 3.5 – Pedestrian Network Assessment (Page 38) – Calls for adopting a comprehensive system for evaluating pedestrian facilities.**

*(Note: Both Am 43 and Am 44 would change Section 3.5, but do not create a textual conflict that must be reconciled prior to adoption.)*

**Am 45 (Cm. Ruff) – Affects Section 5.1 – Overall Approached – Improve Multimodal Travel along Major N-S and E-W Corridors (Page 56) - Calls for placing funding priorities on infrastructure recommendations that emerge from these corridor studies.**

## **NON-CONSENT AGENDA:**

### **EXECUTIVE SUMMARY**

**Am 01-R<sup>1</sup> (Cm. Piedmont-Smith) – Affects Executive Summary (Page 1) – Places reduction of greenhouse gases and support for modes of transportation other than individual passenger vehicles as top priorities.**

*(Note: This amendment deletes paragraph affected by Am 17 and affects the same paragraph as part of Am 18 but does not necessarily conflict with it.)*

**Am 17 (Cm. Ruff) – Affects Executive Summary (Page 1) – Revises the first paragraph to more accurately reflect the community’s identity and character**

**Am 18 (Cm. Ruff) – Affects Executive Summary (Page 1) – Echoes Am 17 of the Comprehensive Plan that emphasizes “growth” as a qualitative (as in improving the quality of life) rather than a quantitative term (as in increasing the City’s population or built environment).**

*(Note: This amendment affects the same paragraph as Am 01 (which would delete and replace that paragraph).*

**Am 02 (Cm. Piedmont-Smith) – Affects Executive Summary (Pages 2-3) – Revises text to more accurately and completely summarize the document.**

*(Note: By outlining and abbreviating the Executive Summary, this amendment conflicts with many other amendments affecting the Executive Summary.*

***The sponsor is attempting to work through these conflicts with sponsors of the other amendments. Those amendments include: Am 29 (Sturbaum), Am 30 (Sturbaum), Am 39 (Rollo), Am 40 (Rollo), and Am 41 (Rollo).***

## **CHAPTER 1: INTRODUCTION - None**

## **CHAPTER 2: THE STATE OF TRANSPORTATION IN BLOOMINGTON - None**

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<sup>1</sup> The “-R” following an amendment number indicates that the amendment was revised after being released for public review. Auxiliary aids are available upon request with adequate notice. Please call (812) 349 – 3409 or e-mail [council@bloomington.in.gov](mailto:council@bloomington.in.gov).

## **CHAPTER 3: STREET NETWORK AND CLASSIFICATIONS**

### **3.1 Transportation Planning Approach**

**Am 39 (Cm. Rollo) – Affects Executive Summary (Page 2) and Section 3.1–Transportation Planning Approach-Coordinated Land Use and Transportation (Page 18-19) - Distinguishing application of Street Typologies on designing new versus existing streets, prioritizing pedestrians, livability & enhancing quality of place, and introducing the Comprehensive Plan concepts of maintain (not suitable for street design), enhance, and transform**

### **3.2 Street Typologies - Figure 18: New Connections and Street Typologies**

**Am 32 (Cm. Rollo) – Affecting Section 3.2 Street Typologies – Figure 18 (Page 30) Section 3.4 (Bicycle Network – Figure 19 – Page 36), Section 4.1 New Roadway Connections (Page 51), Section 4.2 – Figure 22 (Page 55), and Appendix G – Removes the extension of E. Hunter Avenue from High Street to Woodcrest as a New Connection, Shared Street, Bike Lane, and Recommended Project**

### **Section 3.4 – Bicycle Network**

### **3.4 Bicycle Network – Figure 19: Bicycle Facilities Network**

**Am 32 (Cm. Rollo) – See Section 3.2 – Figure 18 above**

### **Remaining Portions of Chapter 3**

**Am 30 (Cm. Sturbaum) – Affects Executive Summary (Page 20), Section 3.6 – Key Treatments (Page 46) & Section 5.2 (Policy Recommendations) – Acknowledges that owners and residents on Neighborhood Residential Streets are most affected by traffic calming and Neighborhood Greenway initiatives and their preferences should be formally determined prior to permanent installation of those facilities**

## **CHAPTER 4: RECOMMENDED PROJECTS**

### **4.1 New Roadway Connections – Table 6: New Roadway Connections**

**Am 30 (Cm. Sturbaum) – See Remaining Chapter 3 – above**

**Am 32 (Cm. Rollo) – See Section 3.2 – Figure 18 above**

### **4.2 Multimodal Projects - Table 7: Multimodal Projects**

**Am 29 (Cm. Sturbaum) – Affects Executive Summary (Page 2), Table 7 (Page 53), Figure 22 (Pages 55) & Section 5.1 (Page 56) – Recommends that Kirkwood Avenue from Indiana to Walnut be subject of Corridor Study rather than be redesigned as a Shared Street**

### **Figure 22: Recommended Projects**

**Am 29 (Cm. Sturbaum) – See 4.2 above**

**Am 30 (Cm. Sturbaum) – See Remaining Chapter 3 – above**

**Am 32 (Cm. Rollo) – See Section 3.2 – Figure 18 above**

## **CHAPTER 5: NEXT STEPS FOR KEY RECOMMENDATIONS**

**Am 40 (Cm. Rollo) – Affects Executive Summary (Page 2) – Chapter 5 – Section 5.1 Overall Approaches – Improve Multimodal Travel Along Major N-S and E-W Corridors (Page 56) – Prioritizes pedestrians over bicyclists regarding studies of major E-W and N-S corridors**

**Am 29 (Cm. Sturbaum) – See 4.2 above**

**Am 41 (Cm. Rollo) – Affects Executive Summary (Adopt Complete Streets Policy [Page 3]) and Section 5.2 Develop a New Complete Streets Policy ... (Page 57) –** Articulates the modal priorities - pedestrians, bicyclists, public transit and private vehicles - and focus of goals - prioritizing pedestrians, enhancing public realm, and improving livability – for a new Complete Streets Policy.

**Am 30 (Cm. Sturbaum) – See Remaining Chapter 3 – above**

## **CHAPTER 6: CONCLUSION**

### **APPENDICES**

**APPENDIX A: PLAN REVIEW - None**

**APPENDIX B: PUBLIC OUTREACH - None**

**APPENDIX C: DEMOGRAPHIC DATA - None**

**APPENDIX D: BICYCLE FACILITY SELECTION CRITERIA - None**

**APPENDIX E: DETAILED DESIGN FRAMEWORK AND STEP BY STEP GUIDANCE**

**Am 31 (Cm. Sturbaum) – Affecting Appendix E - Typology Small Scale Context (Page Appx 50) and Figure 15 (Roadway Zone Parameters – Page 53) –** Accounts for adjacent land use in application of typologies and, if angle parking is located adjacent to anticipated café seating, recommends pull-in parking

**APPENDIX F: PEDESTRIAN FOCUS AREA METHODOLOGY**

**APPENDIX G: STREET-BY-STREET RIGHT-OF-WAY EFFECT OF TRANSPORTATION PLAN**

**Am 30 (Cm. Sturbaum) – See Executive Summary above**

**Am 32 (Cm. Rollo) – See Section 3.2 – Figure 18 above**

### **IX. OTHER BUSINESS**

**X. COUNCIL SCHEDULE** (including further deliberation of the *Transportation Plan*, if necessary.)

### **XI. ADJOURNMENT**