

**City of Bloomington  
Common Council  
Legislative Packet**

**First Round Amendments to  
Resolution 19-01  
(Adoption of Transportation Plan)**

**Released Friday, April 12, 2019**

For legislation, background material, and schedule regarding  
Resolution 19-01[Adoption of Transportation Plan],  
please see [16 January 2019 Legislative Packet](#)  
and the [Council Website](#)

*For a schedule of upcoming meetings of the Council and the City's boards and commissions, please  
consult the City's [Calendar](#).*

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**FIRST ROUND  
OF COUNCIL AMENDMENTS <sup>1</sup>  
TO THE TRANSPORTATION PLAN**

**(Released April 12, 2019)**

***Note: Submission of Second-Round of Amendments are Due by Monday, April 29<sup>th</sup> – Sponsorship by Council Members is Required – Members are Encouraged to Circulate Amendments Well in Advance of the Deadline***

**AFFECTING THE ENTIRE DOCUMENT**

**Am 27 (Cm. Piedmont-Smith in concert with P&T staff) – Affects Various Chapters**  
– Corrects typographical errors and makes other minor insubstantial changes (*Note: Anticipated for consideration as item under a Consent Agenda.*)

**EXECUTIVE SUMMARY**

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

**Am 01 (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 affects the same paragraph as part of Am 18 but does not necessarily conflict with it.*)

**Am 18 (Cm. Ruff) – Affects Executive Summary (Page 1)** – Echoes Am 117 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 but does not necessarily conflict with it.*)

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

**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

**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 1: INTRODUCTION**

**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 04 (Cm. Piedmont-Smith) – Affects Section 1.1 (Vision and Planning Approach – Pages 1-2)** – As with Am 03, this clarifies that although this is a 20-year Plan, the City intends to re-examine and possibly revise it every 5 years.

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<sup>1</sup> *Note: There are 31 amendments (Am 01 – Am 32 [without Am 28]).*

**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.

## **CHAPTER 2: THE STATE OF TRANSPORTATION IN BLOOMINGTON**

**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 (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.

**Am 21 (Cm Sturbaum) – Affects Figure 18 (Page 30) and Appendix G** – Changes several typologies to more closely match the desire context of the streets (See attached Table).

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

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

**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

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

**Am 13 (Cm. Piedmont-Smith) – Affects 3.2 (Figure 18 (Page 39 [pdf])** – Questions range of land uses within the Suburban Connector typology and questions the Neighborhood Connector designation for Fairview, Weatherstone Lane, Olive and Maxwell Street, and Canada Drive east of Sare Road.

**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 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 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 Woodscresc as a New Connection, Shared Street, Bike Lane, and Recommended Project**

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

## **CHAPTER 4: RECOMMENDED PROJECTS**

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

**Am 26 (Cm. Piedmont-Smith in concert with P&T staff) – See Section 3.2 – Figure 18 above**

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

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

**Am 29 (Cm. Sturbaum) – See Executive Summary above**

**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 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**

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

**Am 29 (Cm. Sturbaum) – See Executive Summary above**

**Am 25 (Cm. Chopra and Granger) - See Section 4.2 – Table 7 above**

**Am 26 (Cm. Piedmont-Smith) - See Section 3.2 – Figure 18 above**

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

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

**Am 29 (Cm. Sturbaum) – See Executive Summary above**

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

**CHAPTER 6: CONCLUSION**

**APPENDICES**

**APPENDIX A: PLAN REVIEW**

**APPENDIX B: PUBLIC OUTREACH**

**APPENDIX C: DEMOGRAPHIC DATA**

**Am 07 (Cm. Piedmont-Smith)** – *See Chapter 2 above*

**APPENDIX D: BICYCLE FACILITY SELECTION CRITERIA**

**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 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 20 (Cm. Sturbaum)** – *See Chapter 3 above*

**Am 21 (Cm. Sturbaum in concert with P&T staff)** – *See Section 3.2 - Figure 18 above (and attached Table)*

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

AMENDMENT FORM

Resolution 19-01: To Adopt the City's [Transportation Plan](#) (linked) as an  
Amendment to the [2018 Comprehensive Plan](#) (linked)  
*Please complete all fields indicated in yellow.*

Amendment Number:1

Name of Sponsor(s):Isabel Piedmont-Smith

Date Submitted:3/9/19

Transportation Plan Chapter, Section, and Page

Chapter	Section	Page #
Executive Summary		1

Supported by Following Sections of the Comprehensive Plan

Chapter	Section (e.g., Overview, Goals & Policies, or Programs)	Page #
Objectives	#9 and #16	16

Synopsis and Legislative Intent (brief description of amendment and its motivation)

The purpose is to clearly place greenhouse gas reduction and support for modes of transportation other than individual passenger vehicles as top priorities of the transportation plan.

Amendment (indicate text added in **bold** and text to be deleted via ~~strikeout~~)

E.g., Except for as necessary for the development of the Convention Center site, discourage large footprint buildings (i.e. with a ~~maximum~~ size **greater than** of a quarter of a block) in order to encourage local developers and businesses and ~~better urban form~~ **create a more pedestrian-friendly public realm.**

*Change is coming...The Bicentennial reminds us of our obligation to the next generations - to pass along a city that will thrive, a community that will welcome... -- Mayor John Hamilton, 2018 State of the City Address*

**It's this obligation to the next generation that puts reduction of greenhouse gas emissions to slow climate change front and center as the primary goal of this transportation plan.** Bloomington's growing economy and population present immense opportunities and challenges to the city's transportation network. Even though residents are walking, bicycling, and taking transit at high rates, the existing transportation infrastructure was primarily designed to serve automobile transportation. Meanwhile, ~~growing public health concerns generate new questions about transportation's role in providing access to healthy food options, recreational activities, and walkable neighborhoods.~~ **We have renewed concerns about the link between transportation and healthy lifestyles. Meanwhile, the growing urgency of addressing climate change makes moving away from individual automobile use more imperative.**

(next 2 paragraphs - no changes)

This Plan recognizes the growing rates of walking, bicycling, and transit riding in Bloomington and the importance of planning for these active and healthy modes while continuing to maintain and improve the City's existing transportation infrastructure. The Plan achieves this shift by rethinking street classifications and providing updated multimodal facility recommendations. As Bloomington has limited right-of-way (ROW) for new or expanded transportation infrastructure, the City must consider the needs of all travelers in various types of environments as it retrofits existing facilities. ~~The City of Bloomington must balance its space, funding, and time between infrastructure for people who drive, take the bus, bicycle, or walk for transportation and recreation.~~ **As stated in the Comprehensive Master Plan goals, which were agreed upon after a thorough public vetting process, the City must "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.**

Council Action – [Date]:

AMENDMENT FORM

Resolution 19-01: To Adopt the City's [Transportation Plan](#) (linked) as an  
Amendment to the [2018 Comprehensive Plan](#) (linked)  
*Please complete all fields indicated in yellow.*

Amendment Number: 2

Name of Sponsor(s): Isabel Piedmont-Smith

Date Submitted: 3/9/19

Transportation Plan Chapter, Section, and Page

Chapter	Section	Page #
Executive Summary		2-3

Supported by Following Sections of the Comprehensive Plan

Chapter	Section (e.g., Overview, Goals & Policies, or Programs)	Page #

Synopsis and Legislative Intent (brief description of amendment and its motivation)

The purpose is two-fold:  
1. Rewrite the Executive Summary so it is indeed a summary rather than repeating text found later in the document.  
2. More accurately and completely summarize the document.



Amendment (indicate text added in **bold** and text to be deleted via ~~strikeout~~)

E.g., *Except for as necessary for the development of the Convention Center site, discourage large footprint buildings (i.e. with a ~~maximum~~ size **greater than** of a quarter of a block) in order to encourage local developers and businesses and ~~better urban form~~ create a more pedestrian-friendly public realm.*

The Plan recommends 67 new street connections, 33 multimodal projects, and ~~5 policy initiatives~~ **7 policy recommendations** ~~some of which are described below.~~ **Below is a summary of the major sections of this Plan.**

**NOTE: Delete all text after this paragraph except for the last paragraph of the Executive Summary. Add the following before the last paragraph.**

**OVERARCHING GOALS AND APPROACHES**  
Plan for future street connections  
Integrate transportation and land use  
Maintain the street grid network and expand it to new developments  
Adopt a Complete Streets policy

**SPECIFIC SUGGESTIONS FOR IMPROVEMENT**  
Redesign Kirkwood Avenue as a shared street with focus on pedestrians  
Improve multimodal travel along major E-W and N-S corridors  
    This mainly focuses on two pairs of one-way street corridors:  
    College Avenue and Walnut Street, and 3<sup>rd</sup> St. and Atwater Ave.  
Extend the B-Line and invest in high-priority multimodal routes  
Expand the neighborhood greenway network  
Update the neighborhood traffic calming policy and procedures

**INTEGRATE NEW TRENDS AND TRANSIT EXPANSION**  
Place a high priority on public transit  
Work on curbside management  
Plan for dockless mobility options  
Integrate ride-hailing services in the transportation system  
Plan for the use of autonomous vehicles

The Bloomington Transportation Plan responds to existing and future transportation needs and reflects the community’s shared visions, values, and goals. The Plan is a roadmap for a more connected and multimodal Bloomington.

Council Action – [Date]:

AMENDMENT FORM

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Amendment to the [2018 Comprehensive Plan](#) (linked)  
*Please complete all fields indicated in yellow.*

Amendment Number:3

Name of Sponsor(s):Isabel Piedmont-Smith

Date Submitted:3/9/19

Transportation Plan Chapter, Section, and Page

Chapter	Section	Page #
1 – Introduction	Opening paragraph	1

Supported by Following Sections of the Comprehensive Plan

Chapter	Section (e.g., Overview, Goals & Policies, or Programs)	Page #

Synopsis and Legislative Intent (brief description of amendment and its motivation)

To clarify that, although this is a 20-year document, the City intends to re-examine and possibly revise it every 5 years.

Amendment (indicate text added in **bold** and text to be deleted via ~~strikeout~~)

E.g., *Except for as necessary for the development of the Convention Center site, discourage large footprint buildings (i.e. with a ~~maximum~~ size **greater than** of a quarter of a block) in order to encourage local developers and businesses and ~~better urban form~~ **create a more pedestrian-friendly public realm.***

(starting mid-way through the second paragraph)

This Plan will help the City realized the Comprehensive Plan’s vision by defining the necessary steps to build a transportation system that works for all roadway users, regardless of age, income, mobility, or transportation mode. This Plan will also help the City improve and maintain its existing transportation system, implement new projects, and establish transportation priorities for the next 20 years. **Although the Plan has a 20-year horizon, the City intends for it to be reviewed, and possibly amended, every 5 years to remain current.**

Council Action – [Date]:

AMENDMENT FORM

Resolution 19-01: To Adopt the City’s [Transportation Plan](#) (linked) as an  
Amendment to the [2018 Comprehensive Plan](#) (linked)  
*Please complete all fields indicated in yellow.*

Amendment Number:4

Name of Sponsor(s):Isabel Piedmont-Smith

Date Submitted:3/9/19

Transportation Plan Chapter, Section, and Page

Chapter	Section	Page #
1 – Introduction	1.1 – Vision and Planning Approach	1-2

Supported by Following Sections of the Comprehensive Plan

Chapter	Section (e.g., Overview, Goals & Policies, or Programs)	Page #
Objectives		16

Synopsis and Legislative Intent (brief description of amendment and its motivation)

To clarify that, although this is a 20-year document, the City intends to re-examine and possibly revise it every 5 years.

Amendment (indicate text added in bold and text to be deleted via ~~strikeout~~)

E.g., Except for as necessary for the development of the Convention Center site, discourage large footprint buildings (i.e. with a ~~maximum~~ size **greater than** of a quarter of a block) in order to encourage local developers and businesses and ~~better urban form~~ **create a more pedestrian-friendly public realm.**

(starting mid-way through the second paragraph)

This Plan will help the City realized the Comprehensive Plan’s vision by defining the necessary steps to build a transportation system that works for all roadway users, regardless of age, income, mobility, or transportation mode. This Plan will also help the City improve and maintain its existing transportation system, implement new projects, and establish transportation priorities for the next 20 years. **Although the Plan has a 20-year horizon, the City intends for it to be reviewed, and possibly amended, every 5 years to remain current.**

Council Action – [Date]:

AMENDMENT FORM

Resolution 19-01: To Adopt the City’s [Transportation Plan](#) (linked) as an  
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*Please complete all fields indicated in yellow.*

Amendment Number:5

Name of Sponsor(s):Isabel Piedmont-Smith

Date Submitted:3/9/19

Transportation Plan Chapter, Section, and Page

Chapter	Section	Page #
1 – Introduction	1.1 – Vision and Planning Approach	1-2

Supported by Following Sections of the Comprehensive Plan

Chapter	Section (e.g., Overview, Goals & Policies, or Programs)	Page #
3 – Environment	Goal 3.7	47

Synopsis and Legislative Intent (brief description of amendment and its motivation)

To add reference to the Comp Plan goal of reducing greenhouse gas emissions, as this is closely related to transportation planning.

Amendment (indicate text added in **bold** and text to be deleted via ~~strikeout~~)

E.g., *Except for as necessary for the development of the Convention Center site, discourage large footprint buildings (i.e. with a ~~maximum~~ size **greater than** of a quarter of a block) in order to encourage local developers and businesses and ~~better urban form~~ **create a more pedestrian-friendly public realm.***

1.1 - last sentence of first paragraph

The Plan supports the City's vision by implementing one of the 16 identified Vision **Statement** Principles:  
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.

In addition to this transportation-focused Vision **Statement** Principle, this Plan also supports the following ~~five~~ **six** guiding principles from the Comprehensive Plan:

1 Nurture a resilient, environmentally responsible community by judiciously using our scarce resources, enhancing our natural assets, protecting our historic resources, and supporting a vital local food system  
In particular, the goal "reduce greenhouse gas emissions" from Chapter 3 of the Comprehensive Plan is relevant.

2 Nurture our vibrant and historic downtown as the flourishing center of the community

3 Ensure all land development activity makes a positive and lasting community contribution

...etc...

Council Action – [Date]:

AMENDMENT FORM

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Amendment to the [2018 Comprehensive Plan](#) (linked)  
*Please complete all fields indicated in yellow.*

Amendment Number:6

Name of Sponsor(s):Isabel Piedmont-Smith

Date Submitted:3/9/19

Transportation Plan Chapter, Section, and Page

Chapter	Section	Page #
1 – Introduction	1.3 – Planning Process	PDF pg. 9

Supported by Following Sections of the Comprehensive Plan

Chapter	Section (e.g., Overview, Goals & Policies, or Programs)	Page #

Synopsis and Legislative Intent (brief description of amendment and its motivation)

To clarify that this section is about how the transportation plan was developed, not how future transportation projects will be planned.



**Amendment** (indicate text added in **bold** and text to be deleted via ~~strikeout~~)

E.g., Except for as necessary for the development of the Convention Center site, discourage large footprint buildings (i.e. with a ~~maximum~~ size **greater than** of a quarter of a block) in order to encourage local developers and businesses and ~~better urban form~~ **create a more pedestrian-friendly public realm.**

1.3 ~~Planning Process~~ **Development of the Plan**

Council Action – [Date]:

AMENDMENT FORM

Resolution 19-01: To Adopt the City’s [Transportation Plan](#) (linked) as an  
Amendment to the [2018 Comprehensive Plan](#) (linked)  
*Please complete all fields indicated in yellow.*

Amendment Number:7

Name of Sponsor(s):Isabel Piedmont-Smith

Date Submitted:3/9/19

Transportation Plan Chapter, Section, and Page

Chapter	Section	Page #
2 – State of Transportation in Bloomington	2.2 – Bloomington Today	PDF pg. 11

Supported by Following Sections of the Comprehensive Plan

Chapter	Section (e.g., Overview, Goals & Policies, or Programs)	Page #

Synopsis and Legislative Intent (brief description of amendment and its motivation)

The census tract-level information about physical inactivity is only tangentially related to the transportation plan and should thus be relegated to an appendix.

Amendment (indicate text added in **bold** and text to be deleted via ~~strikeout~~)

E.g., Except for as necessary for the development of the Convention Center site, discourage large footprint buildings (i.e. with a ~~maximum~~ size **greater than** of a quarter of a block) in order to encourage local developers and businesses and ~~better urban form~~ **create a more pedestrian-friendly public realm.**

Third paragraph under Public Health

The level of physical inactivity among adults varies across the City of Bloomington. In reviewing data at the census tract level, adults that live north of 3<sup>rd</sup> Street, west of Rogers Street, and south of SR 45/46 Bypass are less likely to participate in leisure-time physical activities than adults in other parts of the city. **See Appendix X.** [Replace X with appropriate appendix number] This data aligns with the findings from the Bicycle Network Analysis (BNA) that was conducted as part of this Plan’s development. The BNA and its findings are discussed in Section 2.7.

Remove Figure 3 (pdf page 13) and place it into the appendix section.

Council Action – [Date]:

AMENDMENT FORM

Resolution 19-01: To Adopt the City's [Transportation Plan](#) (linked) as an  
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*Please complete all fields indicated in yellow.*

Amendment Number: 8

Name of Sponsor(s): Isabel Piedmont-Smith

Date Submitted: 3/9/19

Transportation Plan Chapter, Section, and Page		
Chapter	Section	Page #
2 – State of Transportation in Bloomington	2.4 – Existing Transportation Conditions	PDF pg. 16

Supported by Following Sections of the Comprehensive Plan		
Chapter	Section (e.g., Overview, Goals & Policies, or Programs)	Page #

Synopsis and Legislative Intent (brief description of amendment and its motivation)

To reorganize sections and subsections to separate topics relating to Existing Transportation Conditions from those related to New and Future Transportation Options.

Amendment (indicate text added in **bold** and text to be deleted via ~~strikeout~~)

E.g., *Except for as necessary for the development of the Convention Center site, discourage large footprint buildings (i.e. with a ~~maximum~~ size **greater than** of a quarter of a block) in order to encourage local developers and businesses and ~~better urban form~~ **create a more pedestrian-friendly public realm.***

Re-organize Chapter 2 as follows:

2.1 City Transportation History

2.2 Bloomington Today

2.3 Review of Previous Plans

2018 Bloomington Comprehensive Plan

After the current text, add the text currently under the heading "The Need for Multimodal Transportation Planning" (pg. 17 of the PDF). You can delete the sub-heading and just continue under the heading "2018 Bloomington Comprehensive Plan."

(no changes to other sub-headings/sections)

2.4 Existing Transportation Conditions

2.4.A Voices of the Public: WikiMap Survey Summary

2.4.B Signal and Communications Equipment

2.4.C Existing Street Network and Traffic Volumes

2.4.D Reported Crash Data

2.4.E Existing Bicycle Network Analysis

2.5 **Planning for New and Future Transportation Options**

Status of Autonomous Vehicles

Ride-Sharing

Ride-sharing options include Transportation Network Companies such as Uber and Lyft as well as non-profit or community-based endeavors to share cars. Uber and Lyft drivers have proliferated in Bloomington largely due to the presence of Indiana University, and they already present some problems in taking up curb space otherwise used by transit buses. Ride-sharing can be a good way for individuals to give up their personal cars or for families to make do with a single vehicle. The development of this mode of transport should be monitored to ensure public ROW is not abused by these users.

Dockless Scooters and Bicycles

In 2018, Bloomington saw the arrival of both a dockless bike-share program through Pace (in collaboration with the City and IU), and two dockless scooter programs through Lime and Bird (without prior notification to the City). Although both provide alternatives to individual automobile use, there have been complaints about the scooters blocking sidewalks and littering the streetscape. The City is currently exploring legislation to regulate scooter use and parking.

Also: Reflect changes in Table of Contents and correct any associated cites to these section.

Council Action – (Date):

AMENDMENT FORM

Resolution 19-01: To Adopt the City's [Transportation Plan](#) (linked) as an  
Amendment to the [2018 Comprehensive Plan](#) (linked)  
*Please complete all fields indicated in yellow.*

Amendment Number: 9

Name of Sponsor(s): Isabel Piedmont-Smith

Date Submitted: 3/17/19

Transportation Plan Chapter, Section, and Page

Chapter	Section	Page #
3 – Street Network and Classifications	3.1-Transportation Planning Approach	PDF pg. 28

Supported by Following Sections of the Comprehensive Plan

Chapter	Section (e.g., Overview, Goals & Policies, or Programs)	Page #

Synopsis and Legislative Intent (brief description of amendment and its motivation)

Update reference to the MPO’s Complete Streets Policy (new policy adopted Nov. 2018). The quoted text also exists in the new policy.

**Amendment** (indicate text added in **bold** and text to be deleted via ~~strikeout~~)

E.g., Except for as necessary for the development of the Convention Center site, discourage large footprint buildings (i.e. with a ~~maximum~~ size **greater than** of a quarter of a block) in order to encourage local developers and businesses and ~~better urban form~~ **create a more pedestrian-friendly**

Complete Streets

Corrections in first paragraph:

... The Bloomington/Monroe **County** Metropolitan Planning Organization (MPO) ~~2009~~ **2018** Complete Streets policy calls on the incorporation of "community values and qualities including environment, scenic, aesthetic historic and natural resources, as well as safety and mobility" into transportation planning and design.

Footnote should reference policy passed 11/9/18

public realm.

AMENDMENT FORM

Resolution 19-01: To Adopt the City’s [Transportation Plan](#) (linked) as an  
Amendment to the [2018 Comprehensive Plan](#) (linked)  
*Please complete all fields indicated in yellow.*

Amendment Number:10

Name of Sponsor(s):Isabel Piedmont-Smith

Date Submitted:3/17/19

Transportation Plan Chapter, Section, and Page

Chapter	Section	Page #
3 – Street Network and Classifications	3.2-Street Typologies	PDF pg. 31

Supported by Following Sections of the Comprehensive Plan

Chapter	Section (e.g., Overview, Goals & Policies, or Programs)	Page #

Synopsis and Legislative Intent (brief description of amendment and its motivation)

To correct Figure 12 to avoid confusion of those using the document.

NOTE: There is a lot wrong with this chapter, but I am awaiting staff-authored changes to clarify that the typologies are not meant to be applied retroactively to existing streets.



**Amendment** (indicate text added in **bold** and text to be deleted via ~~strikeout~~)

E.g., *Except for as necessary for the development of the Convention Center site, discourage large footprint buildings (i.e. with a ~~maximum~~ size **greater than** of a quarter of a block) in order to encourage local developers and businesses and ~~better urban form~~ **create a more pedestrian-friendly public realm.***

In Figure 12, Neighborhood residential street typical cross-section, the placement of the cars is confusing. The parked car on the right should be closer to the curb, and the car in the middle needs to move to the left (it currently seems to be straddling the 2 travel lanes).

**Council Action – (Date):**

AMENDMENT FORM

Resolution 19-01: To Adopt the City’s [Transportation Plan](#) (linked) as an  
Amendment to the [2018 Comprehensive Plan](#) (linked)  
*Please complete all fields indicated in yellow.*

Amendment Number:11

Name of Sponsor(s):Isabel Piedmont-Smith

Date Submitted:3/17/19

Transportation Plan Chapter, Section, and Page

Chapter	Section	Page #
3 – Street Network and Classifications	3.2-Street Typologies	PDF pg. 32

Supported by Following Sections of the Comprehensive Plan

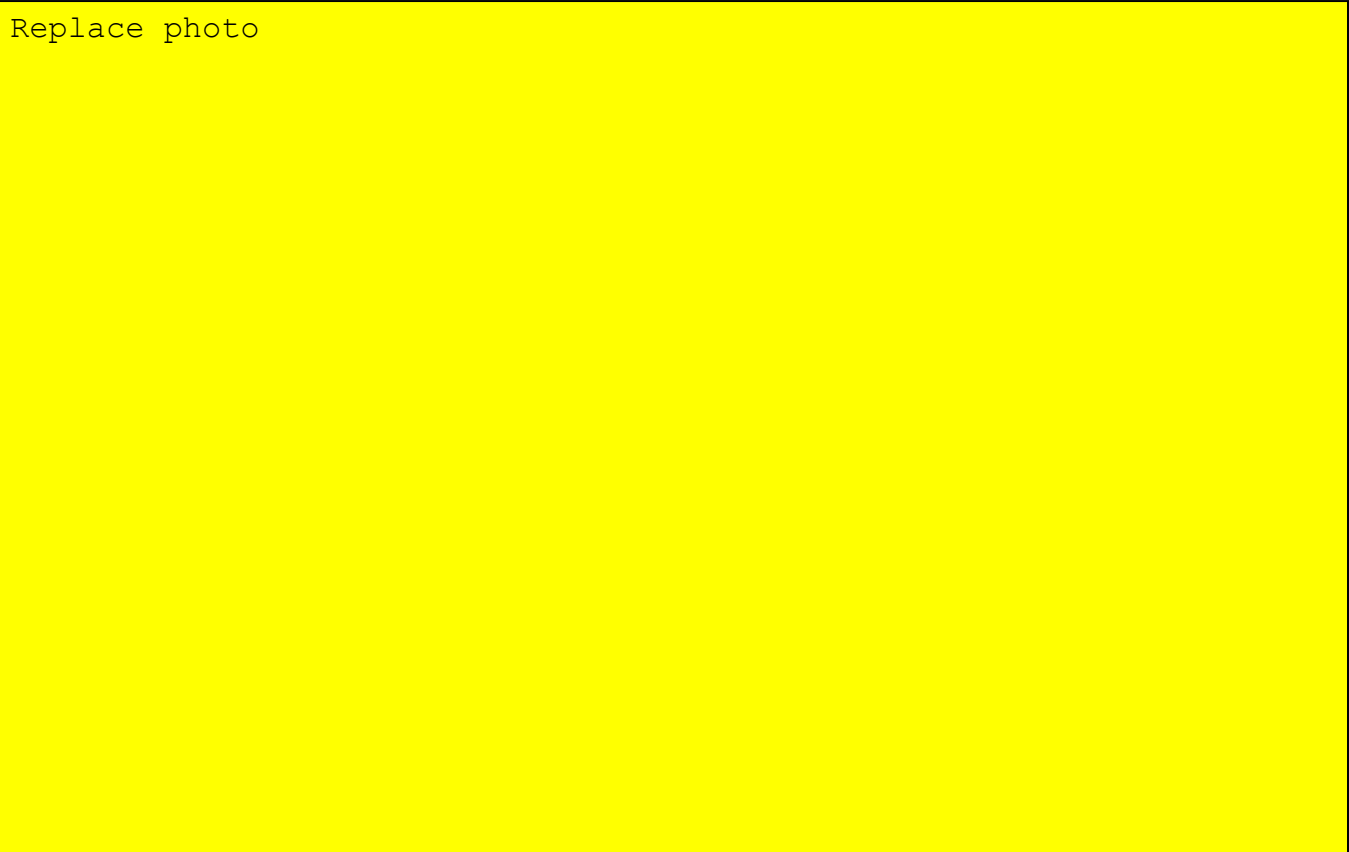
Chapter	Section (e.g., Overview, Goals & Policies, or Programs)	Page #

Synopsis and Legislative Intent (brief description of amendment and its motivation)

Replace photo to go with “Main Street” typology because it features skyscrapers and thus is not at all representative of Bloomington.

**Amendment** (indicate text added in **bold** and text to be deleted via ~~strikeout~~)

E.g., *Except for as necessary for the development of the Convention Center site, discourage large footprint buildings (i.e. with a ~~maximum~~ size **greater than** of a quarter of a block) in order to encourage local developers and businesses and ~~better urban form~~ **create a more pedestrian-friendly public realm.***



**Council Action – (Date):**

AMENDMENT FORM

Resolution 19-01: To Adopt the City’s [Transportation Plan](#) (linked) as an Amendment to the [2018 Comprehensive Plan](#) (linked)  
*Please complete all fields indicated in yellow.*

Amendment Number:12

Name of Sponsor(s):Isabel Piedmont-Smith

Date Submitted:3/17/19

Transportation Plan Chapter, Section, and Page

Chapter	Section	Page #
3 – Street Network and Classifications	3.2-Street Typologies	PDF pg. 33

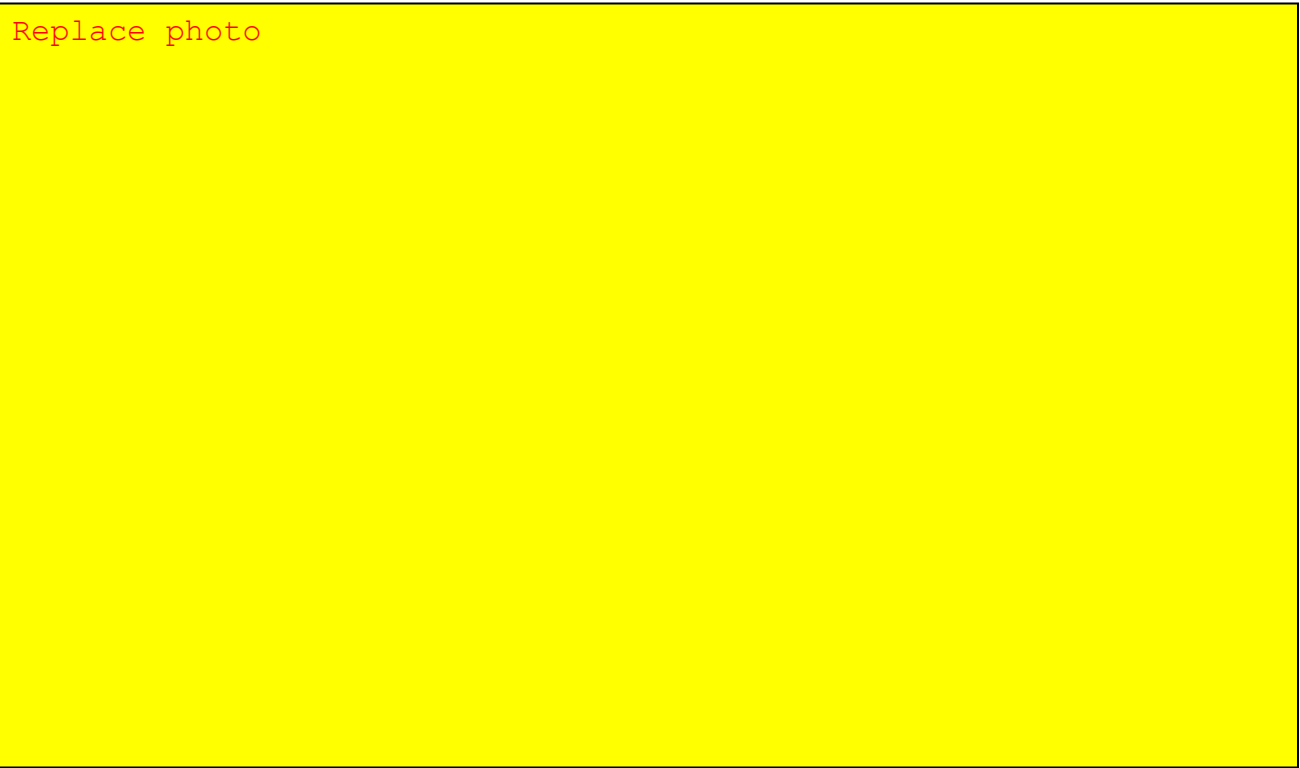
Supported by Following Sections of the Comprehensive Plan

Chapter	Section (e.g., Overview, Goals & Policies, or Programs)	Page #

Synopsis and Legislative Intent (brief description of amendment and its motivation)

Replace photo associated with the “General Urban Street” typology because it features skyscrapers and thus is not at all representative of Bloomington.

E.g., Except for as necessary for the development of the Convention Center site, discourage large footprint buildings (i.e. with a ~~maximum~~ size **greater than** of a quarter of a block) in order to encourage local developers and businesses and ~~better urban form~~ **create a more pedestrian-friendly public realm**.



**Council Action – (Date):**

AMENDMENT FORM

Resolution 19-01: To Adopt the City's [Transportation Plan](#) (linked) as an Amendment to the [2018 Comprehensive Plan](#) (linked)  
*Please complete all fields indicated in yellow.*

Amendment Number:13

Name of Sponsor(s):Isabel Piedmont-Smith

Date Submitted:3/17/19

Transportation Plan Chapter, Section, and Page

Chapter	Section	Page #
3 – Street Network and Classifications	3.2-Street Typologies	PDF pg. 39

Supported by Following Sections of the Comprehensive Plan

Chapter	Section (e.g., Overview, Goals & Policies, or Programs)	Page #

Synopsis and Legislative Intent (brief description of amendment and its motivation)

It is difficult for me to provide specific critiques to Figure 18 “New Connections and Street Typologies,” since I don’t know what criteria were used to label the existing streets with typologies from the transportation plan. However, a few of the categorizations do not seem at all logical to me, and I detail these on the next page.

E.g., Except for as necessary for the development of the Convention Center site, discourage large footprint buildings (i.e. with a ~~maximum~~ size **greater than** of a quarter of a block) in order to encourage local developers and businesses and ~~better urban form~~ **create a more pedestrian-friendly public realm.**

Suburban Connectors

It makes no sense to place highways like the Bypass in the same category as streets on which people live, like High Street and Hillside.

Neighborhood Connectors

I will focus on District 5, which I represent.

Fairview St. through McDoel Gardens neighborhood does not seem appropriate as a neighborhood connector. It is a small street, and the only reason there is more traffic there now than on the cross-streets (Dodds, Dixie, Wylie) is because of the hospital employee shuttle that runs from the old RCA plant property to the hospital. Anyone wanting to drive from one neighborhood to another would use Rogers St.

Weatherstone Ln. behind Carlisle manufacturing plant. There are only two very short dead-end streets that connect to Weatherstone Ln. Anyone wanting to connect from Woodlawn to Hillside would just take Woodlawn all the way south to Hillside. Weatherstone should not be a cut-through - there's no need for it.

Olive/Highland/Maxwell St. south of Carlisle off of Hillside Drive. There is no reason all three of these north-south streets should be neighborhood connectors. Highland is the most logical since it goes all the way south to Winslow.

Canada Drive. Although it makes sense for this street to be a neighborhood connector from The Stands Dr. to Sare Rd., it makes no sense for the street to continue to be categorized as such after it crosses Sare Rd. The map on page 39 of the PDF doesn't show Canada Dr. connecting with anything after the traffic circle at Creek's Edge.

**Council Action – (Date):**

AMENDMENT FORM

Resolution 19-01: To Adopt the City's [Transportation Plan](#) (linked) as an Amendment to the [2018 Comprehensive Plan](#) (linked)  
*Please complete all fields indicated in yellow.*

Amendment Number:14

Name of Sponsor(s):Isabel Piedmont-Smith

Date Submitted:3/19/19

Transportation Plan Chapter, Section, and Page

Chapter	Section	Page #
3 Street Network & Classification	3.4 Bicycle Network	PDF pg. 44

Supported by Following Sections of the Comprehensive Plan

Chapter	Section (e.g., Overview, Goals & Policies, or Programs)	Page #
6	Policy 6.6.4: Encourage provision of covered bicycle parking.	75

Synopsis and Legislative Intent (brief description of amendment and its motivation)

The purpose is to add covered bike parking, which is important to prevent bicycles from getting wet in the rain, and to make it more comfortable to park them when it's already raining. Also, "supporting an increase in multimodal activity" doesn't really make sense. We want an increase in non-automotive modes.



**Amendment** (indicate text added in **bold** and text to be deleted via ~~strikeout~~)

E.g., *Except for as necessary for the development of the Convention Center site, discourage large footprint buildings (i.e. with a ~~maximum~~ size **greater than** of a quarter of a block) in order to encourage local developers and businesses and ~~better urban form~~ **create a more pedestrian-friendly public realm.***

*First full paragraph on the page; Last paragraph before "Rails with Trails":*

In addition to on-street bicycle facilities for travel, bicycle parking is vital to a complete system. The community must increase attractive and convenient public bicycle parking facilities, **including covered bicycle parking,** to support ~~increase in multimodal transportation activity.~~ **an increase in bicycle mode share.**

Council Action – [Date]:

AMENDMENT FORM

Resolution 19-01: To Adopt the City’s [Transportation Plan](#) (linked) as an Amendment to the [2018 Comprehensive Plan](#) (linked)  
*Please complete all fields indicated in yellow.*

Amendment Number:15

Name of Sponsor(s):Isabel Piedmont-Smith

Date Submitted:3/19/19

Transportation Plan Chapter, Section, and Page

Chapter	Section	Page #
4 – Recommended Projects	4.2 Multimodal Projects – Table 7	PDF pg. 62

Supported by Following Sections of the Comprehensive Plan

Chapter	Section (e.g., Overview, Goals & Policies, or Programs)	Page #

Synopsis and Legislative Intent (brief description of amendment and its motivation)

High Street between 3<sup>rd</sup> and Hillside has monolithic sidewalks, and between 3<sup>rd</sup> and Viva Drive they are only on one side of the street. Therefore, the MU-8 Multiuse Path and bike lanes for High Street should extend north of Arden Drive all the way to 3<sup>rd</sup> St. I would argue the need is even higher north of Arden Drive, and especially north of Viva, where there is just monolithic sidewalk on one side.

**Amendment** (indicate text added in **bold** and text to be deleted via ~~strikeout~~)

E.g., Except for as necessary for the development of the Convention Center site, discourage large footprint buildings (i.e. with a ~~maximum~~ size **greater than** of a quarter of a block) in order to encourage local developers and businesses and ~~better urban form~~ **create a more pedestrian-friendly public realm.**

*Table 7. Multimodal Projects*

MU-8 Provide a multiuse path and bike lanes on S High St from E Winslow Rd to ~~E Arden Dr.~~ **E. 3<sup>rd</sup> St.**

Council Action – [Date]:

AMENDMENT FORM

Resolution 19-01: To Adopt the City’s [Transportation Plan](#) (linked) as an Amendment to the [2018 Comprehensive Plan](#) (linked)  
*Please complete all fields indicated in yellow.*

Amendment Number:16

Name of Sponsor(s):Isabel Piedmont-Smith

Date Submitted:3/19/19

Transportation Plan Chapter, Section, and Page

Chapter	Section	Page #
5 – Next Steps for Key Policy Recommendations	5.2 Policy Recommendations	PDF pg. 66

Supported by Following Sections of the Comprehensive Plan

Chapter	Section (e.g., Overview, Goals & Policies, or Programs)	Page #

Synopsis and Legislative Intent (brief description of amendment and its motivation)

Change MPO Complete Streets policy reference from 2009 to 2018. Also revise the section heading because it is currently too vague, suggesting endorsement of national guidance, rather than making use of national guidelines in the development of a local complete streets policy.

Amendment (indicate text added in **bold** and text to be deleted via ~~strikeout~~)

E.g., Except for as necessary for the development of the Convention Center site, discourage large footprint buildings (i.e. with a ~~maximum~~ size **greater than** of a quarter of a block) in order to encourage local developers and businesses and ~~better urban form~~ **create a more pedestrian-friendly public realm.**

Develop a New Complete Streets Policy and ~~Endorse National Guidance~~

Since the current **A new** Complete Streets policy was adopted by the MPO in 2009**2018, and** several key initiatives have been completed by the City and MPO **recently,** like the 2018 Comprehensive Plan, Transform 2040, and others. Bloomington's **needs to develop its** own Complete Streets policy ~~would~~ **that will** complement the MPO's but specifically address the City's needs and City-funded projects.  
(keep remainder of paragraph the same)

Council Action – [Date]:

AMENDMENT FORM

Resolution 19-01: To Adopt the City’s [Transportation Plan](#) (linked) as an Amendment to the [2018 Comprehensive Plan](#) (linked)  
Please complete all fields indicated in yellow.

Amendment Number:17

Name of Sponsor(s):Andy Ruff

Date Submitted:20 March 2019

Transportation Plan Chapter, Section, and Page

Chapter	Section	Page #
Exec. Summary	Paragraph 1, Sentence 1	1

Supported by Following Sections of the Comprehensive Plan

Chapter	Section (e.g., Overview, Goals & Policies, or Programs)	Page #
N/A		

Synopsis and Legislative Intent (brief description of amendment and its motivation)

This amendment cuts the phrase “hard work” from the first sentence of the first paragraph. This term is subjective, judgmental, and does not fit in with the other principles enumerated in the list of community values outlined the opening sentence.

Amendment (indicate text added in bold and text to be deleted via ~~strikeout~~)

E.g., *Except for as necessary for the development of the Convention Center site, discourage large footprint buildings (i.e. with a ~~maximum~~ size **greater than** of a quarter of a block) in order to encourage local developers and businesses and ~~better urban form~~ **create a more pedestrian-friendly public realm.***

The City of Bloomington’s Bicentennial in 2018 celebrates the community’s continued focus on its values of fairness, charity, kindness, ingenuity, innovation, **and** education. ~~—and hard work.~~

Council Action – [Date]:

AMENDMENT FORM

Resolution 19-01: To Adopt the City’s [Transportation Plan](#) (linked) as an Amendment to the [2018 Comprehensive Plan](#) (linked)  
*Please complete all fields indicated in yellow.*

Amendment Number:18

Name of Sponsor(s):

Andy Ruff

Date Submitted:

20 March 2019

Transportation Plan Chapter, Section, and Page		
Chapter	Section	Page #
Exec. Summary	Paragraph 1, Sentence 2	1
	Paragraph 2, Sentence 1	

Supported by Following Sections of the Comprehensive Plan		
Chapter	Section (e.g., Overview, Goals & Policies, or Programs)	Page #
Introduction	Vision Statement	11-14

Synopsis and Legislative Intent (brief description of amendment and its motivation)

The first two full paragraphs of the Executive Summary articulate a “vision” for the City that does not accurately track the Vision Statement and related interpretive guidance adopted by the Council. Specifically, those two paragraphs cite to “Bloomington’s growing economy and population.” This is a quantitative referent and is at odds with the interpretive guidance of the Comprehensive Plan providing that the community’s vision for “growth” is not quantitative and is not one that advocates for population growth, growth of the built environment, or growth in consumption as endpoints. Instead, the community’s vision for growth is a *qualitative* one that includes growth in social and economic equity; growth in environmental quality and integrity; growth in opportunities for quality education, quality employment, and civic engagement; and, growth in access to amenities for all.

This amendment recasts these passages such that: 1) the qualitative characteristics of “a healthy, humane, and thriving community” in the first paragraph are linked as ideas that attach to community character, not as foundations for economic and population growth and 2) physical growth in the second paragraph is clearly identified as a challenge to – not an opportunity for – the City’s transportation network.

Note: This interpretive guidance was articulated in Amendment #117 to the Comprehensive Plan. The amendment was sponsored by Councilmember Ruff and the Council voted unanimously to adopt this interpretive guidance on 17 January 2018.

**Amendment** (indicate text added in **bold** and text to be deleted via ~~strikeout~~)

E.g., *Except for as necessary for the development of the Convention Center site, discourage large footprint buildings (i.e. with a ~~maximum~~ size **greater than** of a quarter of a block) in order to encourage local developers and businesses and ~~better urban form~~ **create a more pedestrian-friendly public realm.***

The City of Bloomington’s Bicentennial in 2018 celebrates the community’s continued focus on its values of fairness, charity, kindness, ingenuity, innovation, education, and hard work. These values, along with the City’s vision of passing along a healthy, humane, and thriving community for future generations, are the foundation of Bloomington’s growing economy and population **central to our community’s identity and character.** With a history as a center for business, education, and culture in southern Indiana, Bloomington draws businesses, families, scholars, and visitors from around the world.

*Change is coming...The Bicentennial reminds us of our obligation to the next generations—to pass along a city that will thrive, a community that will welcome and work for people from all walks of life, and from all corners of the globe, a place where justice is evident and where opportunity abounds. Bloomington needs to be a city of choice for the next generations of caring, creative people who will chart the course and steer the ship for the coming decades.*

*– Mayor John Hamilton, 2018 State of the City Address*

Bloomington’s growing ~~economy and~~ population presents immense opportunities and challenges to the city’s transportation network. Even though residents are walking, bicycling, and taking transit at high rates, the existing transportation infrastructure was primarily designed to serve automobile transportation. Meanwhile, growing public health concerns generate new questions about transportation’s role in providing access to healthy food options, recreational activities, and walkable neighborhoods.

Council Action – [Date]:



AMENDMENT FORM

Resolution 19-01: To Adopt the City's [Transportation Plan](#) (linked) as an Amendment to the [2018 Comprehensive Plan](#) (linked)  
*Please complete all fields indicated in yellow.*

Amendment Number:19

Name of Sponsor(s):Isabel Piedmont-Smith

Date Submitted:3/20/19

Transportation Plan Chapter, Section, and Page

Chapter	Section	Page #
5	5.2	PDF pg. 67

Supported by Following Sections of the Comprehensive Plan

Chapter	Section (e.g., Overview, Goals & Policies, or Programs)	Page #
Objectives	#9 and #16	16
Chapter 3	Policy 3.7.2	47
Chapter 3	Outcomes & Indicators	49
Chapter 6	Goal 6.2	74

Synopsis and Legislative Intent (brief description of amendment and its motivation)

In order to achieve a significant decrease in greenhouse gas emissions in the transportation sector, we must increase transit ridership in Bloomington. The capacity of Bloomington Transit to expand is quite limited due to funding sources. The City should use some of the funding sources at its disposal, such as TIF funds, to support transit through the addition of buses to the fleet and work in collaboration with BT to run them.

Specific references in Comp Plan:  
**Goal 3.7:** Reduce greenhouse gas emissions.  
**Policy 3.7.2:** Reduce vehicle miles travelled per capita.

**Page 49:**  
**Outcome:** Fossil fuel consumption is reduced community-wide.

- Monitor community-wide electric, gasoline, diesel, and natural gas consumption data

**Outcome:** Air quality is maintained at a high level, and our carbon emissions are significantly reduced.

- Tracking of greenhouse gas emissions indicate that our community is emitting fewer greenhouse gases over time.

**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.

Amendment (indicate text added in **bold** and text to be deleted via ~~strikeout~~)

E.g., *Except for as necessary for the development of the Convention Center site, discourage large footprint buildings (i.e. with a ~~maximum~~ size **greater than** of a quarter of a block) in order to encourage local developers and businesses and ~~better urban form~~ **create a more pedestrian-friendly public realm.***

***Establish Transit as a Priority***

In addition to ensuring that curbside space is allocated to transit vehicles, the City of Bloomington can further establish transit as a citywide priority by considering **financial support for Bloomington Transit equipment and/or services, creating** slightly wider lane widths along high-frequency routes, implementing intersection improvements such as signal priority and queue jumps, requiring motorist yielding through ordinances, and improving transit access with two-way restoration projects.

Council Action – [Date]:

# AMENDMENT FORM

Resolution 19-01: To Adopt the City's [Transportation Plan](#) (linked) as an Amendment to the [2018 Comprehensive Plan](#) (linked)

*Please complete all fields indicated in yellow.*

Amendment Number: 20

Name of Sponsor(s): Cm. Sturbaum

Date Submitted: 4/04/19

## Transportation Plan Chapter, Section, and Page

Chapter	Section	Page #
Chapter 3	3.2 Street Typologies	22

## Supported by Following Sections of the Comprehensive Plan

Chapter	Section (e.g., Overview, Goals & Policies, or Programs)	Page #
6 Transportation	Goal 6.5 Protect Neighborhood Streets	75

## Synopsis and Legislative Intent (brief description of amendment and its motivation)

The intent of this amendment is to clarify that existing Neighborhood Residential streets will remain their existing, varied widths. Additionally, the amendment clarifies that the intent is for Neighborhood Residential streets to be calm, pedestrian-friendly streets.

**Amendment** (indicate text added in **bold** and text to be deleted via ~~strikeout~~)

E.g., *Except for as necessary for the development of the Convention Center site, discourage large footprint buildings (i.e. with a ~~maximum~~ size **greater than** of a quarter of a block) in order to encourage local developers and businesses and ~~better urban form~~ **create a more pedestrian-friendly public realm.***

**Add a new paragraph after the first paragraph and before Figure 12:**

**Many existing Neighborhood Residential Streets are quite narrow in width. In order to preserve neighborhood fabric, existing streets shall not be required to conform to these cross section standards. Priority for Neighborhood Residential Streets is on maintaining calm streets that create a safe and comfortable environment for walking, even if there are no sidewalks.**

Council Action – [Date]:

# AMENDMENT FORM

Resolution 19-01: To Adopt the City's [Transportation Plan](#) (linked) as an Amendment to the [2018 Comprehensive Plan](#) (linked)

*Please complete all fields indicated in yellow.*

Amendment Number: 21

Name of Sponsor(s):

Cm. Sturbaum  
(Proposed by Planning and Transportation Dept.)

Date Submitted:

4/04/19

Transportation Plan Chapter, Section, and Page

Chapter	Section	Page #
3	Figure 18 and Appendix G	30

Supported by Following Sections of the Comprehensive Plan

Chapter	Section (e.g., Overview, Goals & Policies, or Programs)	Page #
6: Transportation	Goal 6.5 Protect Neighborhood Streets	75
7: Land Use	Future Land Use Map	83

Synopsis and Legislative Intent (brief description of amendment and its motivation)

The intent of this amendment is to change several of the Typologies to more closely match the desired context of streets.

**Amendment** (indicate text added in **bold** and text to be deleted via ~~strikeout~~)

E.g., *Except for as necessary for the development of the Convention Center site, discourage large footprint buildings (i.e. with a ~~maximum~~ size **greater than** of a quarter of a block) in order to encourage local developers and businesses and ~~better urban form~~ **create a more pedestrian-friendly public realm.***

A list of streets is attached in a table format.

Council Action – [Date]:

	New Proposed Typology	Street	From	To	Current Typology in PC Approved Draft	Notes
1	NR	Maple	W. 7th	W. 2nd	NC	
2	NR	Maple	W. 11th	W. 17th	NC	
3	NR	3rd	Jackson	Patterson	NC	
4	NR	16th	N. Monroe	N. Hancock	NC	
5	NR	15th	N. Hancock	N. Oolitic	NC	
6	NR	Lindbergh	W. 15th	W. 17th	NC	
7	NR	Oolitic	W. 15th	W. 11th	NC	
8	NR	Fairview	W. 11th	W. 7th	NC	
9	NR	Fairview	W. 1st	Patterson	NC	
10	NR	Allen	S Patterson	S Rogers	NC	
11	NR	Walker	W 2nd	W. 1st	NC	
12	NR	Ransom	W. Bloomfield	W. Allen	NC	
13	NR	1st	Walker	Sheridan	NC	
14	NR	E. Miller	S. Henderson	Maxwell St.	NC	
15	NR	Ralston	S. Rogers	Rockport Rd	NC	
16	NR	W Adams Hill Circ	S. Adams St	W. Countryside Ln	NC	
17	NR	Sheridan	S. Woodlawn	E. 1st & S. Jordan Ave	NC	
18	NR	Southdowns	S. Woodlawn	S. Covenanter	NC	
19	NR	Circle Dr	S. Mitchell St	E. Southdowns	NC	
20	NR	Covenanter	E. Southdowns	S. High St	NC	
21	NR	S. Weatherstone Ln	S. Woodlawn Ave	E Hillside Dr	NC	
22	NR	Olive St	E. Hillside Dr.	E. Miller Dr.	NC	
23	NR	Thorton Dr	S. Olive St	S. Oxford Dr	NC	
24	NR	Oxford Dr	E. Thornton Dr	E Arden Dr	NC	
25	NR	Arden Dr + Wilton Dr	S. Oxford Dr	S. Monctclair Ave	NC	
26	NR	Maxwell	E. Hillside Dr.	E. Miller Dr.	NC	
27	NR	Winfield Rd	E. Rechter Rd	E Moores Pike	NC	
28	NR	Rechter Rd	Winfield	Covenanter Dr	NC	
29	NR	Woodbine Ave	E. Covenanter	S. Woodscrest	NC	
30	NR	Woodscrest	E. Woodbine Ave	E. 2nd St	NC	
31	NR	Longview Ave	N Glenwood Ave (appx)	E. Morningside Dr	NC	
32	NR	Morningside Dr	Smith Rd	S Park Ridge Rd dead-end past S.	NC	
33	NR	Winston St	S. Sare Road	Silver Creek Rd	NC	
35	NC	Crescent	W. 17th	Fountain Dr	NR	

36	NC	Fountain	W. 11th	W. 17th	NR	
37	NC	Adams St NC-20	NC-19	Adams Street existing portion	SC	
38	NC	Henderson	Hillside	Winslow	SC	
39	NC	Graham Dr	S Henderson St	E Hickory Stick Dr	NR	It seems no homes front on Graham Drive
40	NC	Hickory Stick Dr	E Graham	E Winslow Farm Dr	NR	front on this street with the exception of a small stuck out cul-de- sac
41	GU	Patterson	W. 3rd	S. Rogers	SC	
42	GU	Walnut St	Hillside	Rhorer	SC	
43	GU	College Mall Rd	E. 3rd	Moore's Pike	SC	
44	GU	E. 3rd	S. College Mall Rd	State Road 446	SC	Comp Plan > regional activity center, neighborhood residential > urban corridor
45	GU	Adams St.	Patterson Dr	Allen St	NR & NC	
46	GU	Woodscrest	E. 2nd St	E. 3rd St	NC	
47	SS	NC-56 9 (Hunter Ave)	E. High St	Woodscrest	GU	



# AMENDMENT FORM

Resolution 19-01: To Adopt the City's [Transportation Plan](#) (linked) as an Amendment to the [2018 Comprehensive Plan](#) (linked)

*Please complete all fields indicated in yellow.*

Amendment Number: 22

Name of Sponsor(s):

Cm. Volan

Date Submitted:

4/04/19

Transportation Plan Chapter, Section, and Page

Chapter	Section	Page #
3: Street Network and Classifications	3.2	20, 23, 24

Supported by Following Sections of the Comprehensive Plan

Chapter	Section (e.g., Overview, Goals & Policies, or Programs)	Page #
2: Culture & Identity	Goal 2.1 Public Space for Culture; Policy 2.1.1	39
4: Downtown	Goal 4.3 Promote Walking, Biking, and Public Transit	55
6: Transportation	Policy 6.1.5: Encourage the concept of streets as not merely for transportation, but as important public spaces where community thrives Goal 6.3: Improve the Bicycle and Pedestrian Network Policy 6.3.2; Policy 6.3.3; Policy 6.3.4 Goal 6.4: Prioritize Non-Automotive Modes	74-75

Synopsis and Legislative Intent (brief description of amendment and its motivation)

The intent of this amendment is to ensure that changes to streets and redevelopments provide ample space for pedestrians and the public realm to contribute to quality of place and quality of life.

Amendment (indicate text added in **bold** and text to be deleted via ~~strikeout~~)

*E.g., Except for as necessary for the development of the Convention Center site, discourage large footprint buildings (i.e. with a ~~maximum~~ size **greater than** of a quarter of a block) in order to encourage local developers and businesses and ~~better urban form~~ **create a more pedestrian-friendly public realm.***

[pg. 20]

add this paragraph after the second paragraph within 3.2 Street Typologies]

**If the elements of the typical cross-section cannot be accommodated within the right-of-way, developments must dedicate easements or right-of-way and provide the improvements for pedestrian and bicycle facilities, as required with redevelopment or new development. Even when the immediate user of the property is not intending to use the pedestrian space, it ensures connectivity and provides space for the pedestrian realm in the long term. The UDO will be updated to require easements or dedicated right-of-way, where legally feasible.**

[pg. 23, Main Street]

~~The cross-section in Figure 13 is only conceptual. The cross-sections in Figure 13 and Figure 14 are conceptual. They provide two examples of possible options for Main Streets.~~

Add attached image as a new Figure before Figure 13. Update figure numbers accordingly.

Remove the example image of a Main Street. Replace with the attached image and the attached caption.

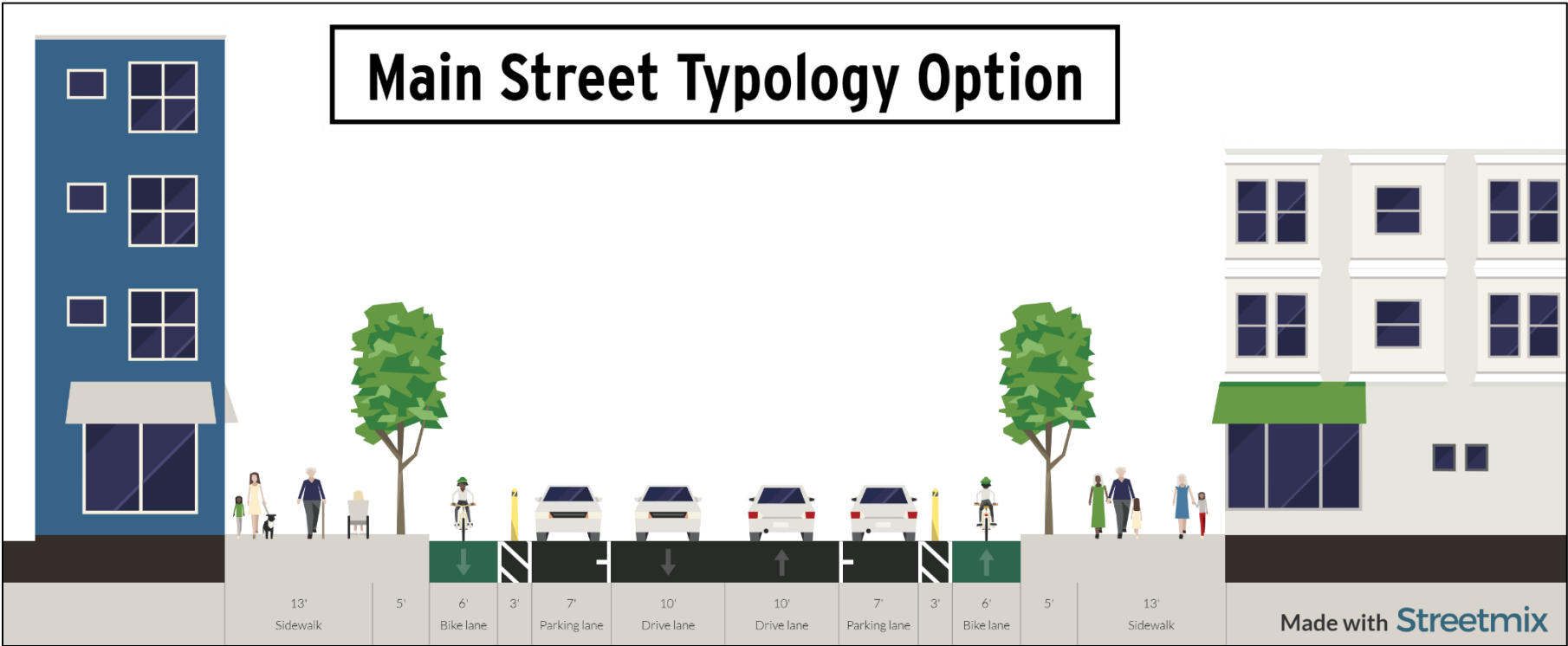
[pg. 24, General Urban Street]

~~Figure 14 shows the typical cross-section of the street type. Due to high traffic volumes and speeds, bicycle facilities on general urban streets should include physical separation to improve safety and comfort for bicyclists of all ages and abilities. The cross-sections in Figure 15 and Figure 16 provide two examples of options for General Urban Streets.~~

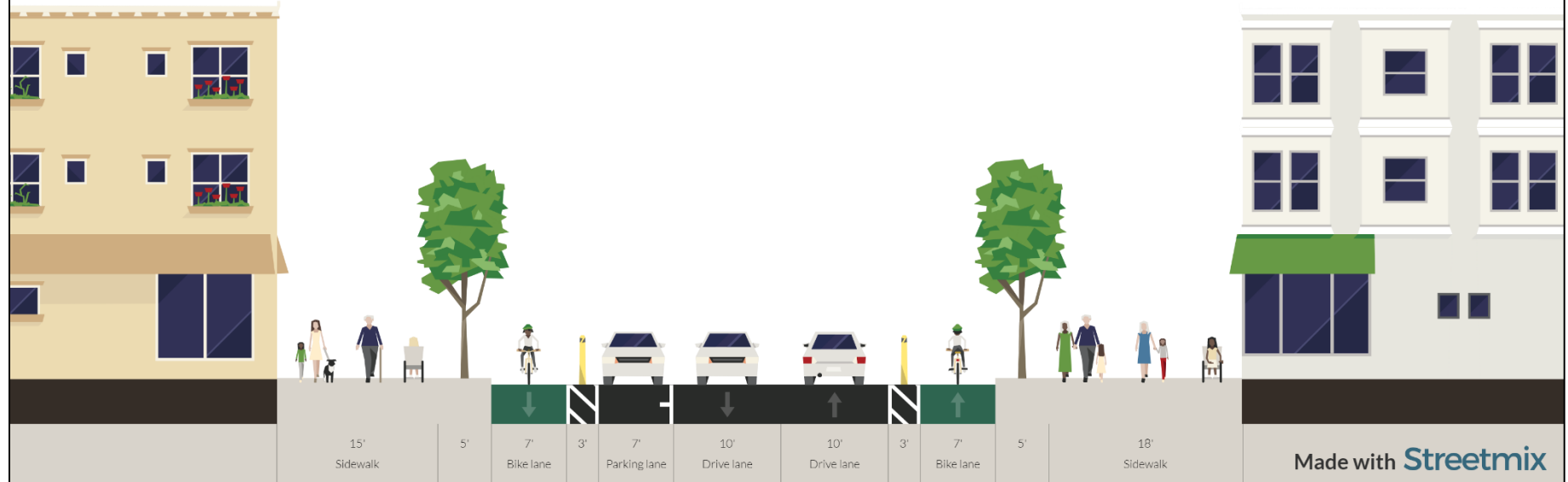
Add attached image as a new Figure, to be inserted before currently numbered Figure 14.

Council Action – [Date]:

Other Street typology options



# General Urban Street Typology Option





Main Street Example: This is an example of a Main Street configuration, which includes a center turn lane at the cost of a wider sidewalk. The preferred option would include wider sidewalks and more space for outdoor dining adjacent to businesses along the sidewalk.

# AMENDMENT FORM

Resolution 19-01: To Adopt the City's [Transportation Plan](#) (linked) as an Amendment to the [2018 Comprehensive Plan](#) (linked)

*Please complete all fields indicated in yellow.*

Amendment Number: 23

Name of Sponsor(s):

Cm. Volan

Date Submitted:

4/11/19

Transportation Plan Chapter, Section, and Page

Chapter	Section	Page #
Appendix G	Appendix G	131 of the pdf

Supported by Following Sections of the Comprehensive Plan

Chapter	Section (e.g., Overview, Goals & Policies, or Programs)	Page #

Synopsis and Legislative Intent (brief description of amendment and its motivation)

The intent of this amendment is to improve clarity and readability of Appendix G

Amendment (indicate text added in **bold** and text to be deleted via ~~strikeout~~)

E.g., *Except for as necessary for the development of the Convention Center site, discourage large footprint buildings (i.e. with a ~~maximum~~ size **greater than** of a quarter of a block) in order to encourage local developers and businesses and ~~better urban form~~ **create a more pedestrian-friendly public realm.***

## Appendix G

Add this language before the chart with Appendix G: See Sample Page from Chart (attached)

Add a header to each page of Appendix G:

For explanation of terms in this table, see page XX.

Appendix G outlines the proposed right-of-way widths for all street segments in the City of Bloomington based on the Street Typology and bicycle facility recommendation. Each street typology has a default width based on the proposed typical section. Each of the street segments has been refined by editing the proposed width based on the actual bicycle facility recommendation.

- ID: segment ID used in mapping software
- Street Direction: East (E), West (W), North (N), or South (S)
- Street name: the name of the street
- Suffix: Street (ST), Avenue (Ave), Road (Rd), Lane (LN), etc.
- Address block: the address number by the hundred, corresponding to that street segment
- Bicycle Facility Recommendation from Figure 19: the bicycle facility recommendation based on Figure 19 in the Plan
- Street Typology: Neighborhood Residential (NR), Neighborhood Connector (NC), General Urban (GU), Main Street (MS), Suburban Connector (SC), Shared Street (SS)
- Default width based on typology: this width comes from the Plan in Section 3.2 Street Typologies
- Proposed ROW Width: This proposed width was created by editing the "Default width based on typology" using the "Bicycle Facility Recommendation" in order to specifically tailor the proposed width based on the typology and bicycle facility recommendation. For Suburban Connector Streets only, the proposed ROW width was also tailored to reflect the number of travel lanes.
- Does proposed ROW width = default: this category just helps to quickly see if the proposed width is the same as the default. It is intended to aid in mapping.
- Documented reason for change in proposed ROW width: this category documents the reason for changing the proposed ROW width from the default. Due to character limitations in the mapping software, the reasons are brief.

Any changes made to the Transportation Plan regarding a street's Typology, Default Width, or Bicycle Facility Recommendation will result in changes to this table, which will need to be updated.

Council Action – (Date):

## Appendix G: Proposed Right-of-Way Widths for All Street Segments

Appendix G outlines the proposed right-of-way widths for all street segments in the City of Bloomington based on the Street Typology and bicycle facility recommendation. Each street typology has a default width based on the proposed typical section. Each of the street segments has been refined by editing the proposed width based on the actual bicycle facility recommendation.

### Explanation of columns:

- **ID:** The segment ID number used in the City's mapping software.
- **Street Direction:** East (E), West (W), North (N), or South (S)
- **Street Name:** The name of the street.
- **Street Suffix:** Street (ST), Avenue (Ave), Road (Rd), Lane (LN), etc.
- **Address Block:** The address number by the hundred, corresponding to that street segment.
- **Bicycle Facility Recommendation:** The bicycle facility recommendation from Figure 19 in the Plan.
- **Street Typology:** One of the six street typologies as defined in Section 3.2: Neighborhood Residential (NR), Neighborhood Connector (NC), General Urban (GU), Main Street (MS), Suburban Connector (SC), Shared Street (SS).
- **Default Right-of-Way (ROW) Width:** This is the default width for the particular Street Typology as defined in Section 3.2. This figure is used for planning purposes such as building setbacks, build-to lines, and subdivision regulations; it does not necessarily reflect the existing right-of-way width.
- **Proposed ROW Width:** This figure was determined by adjusting the Default ROW Width based on the Bicycle Facility Recommendation. Additionally, for Suburban Connector street segments only, the Proposed ROW Width may have been reduced based on its existing number of travel lanes, so as not to imply that the segment should be expanded to the maximum allowed under the description of the Typology.
- **Are Proposed and Default the Same?:** this category just helps to quickly see if the proposed width is the same as the default. It is intended to aid in mapping.
- **Reason for Change in Proposed ROW Width:** this category documents the reason for changing the proposed ROW width from the default. Due to character limitations in the mapping software, the reasons are brief.



ID	Street Direction	Street Name	Street Suffix	Address Block	Bicycle Facility Recommendation (from Figure 19)	Street Typology	Default ROW Width	Proposed ROW Width	Are Default and Proposed the Same?	Reason for Change in Proposed ROW Width
1645	E	10th	ST	1600	Protected Bike Lane	GU	90	90	yes	No change due to PBL as default
1632	E	10th	ST	1500	Protected Bike Lane	GU	90	90	yes	No change due to PBL as default
1634	E	10th	ST	1200	Protected Bike Lane	GU	90	90	yes	No change due to PBL as default
1636	E	10th	ST	900	Protected Bike Lane	GU	90	90	yes	No change due to PBL as default
1635	E	10th	ST	1000	Protected Bike Lane	GU	90	90	yes	No change due to PBL as default
1633	E	10th	ST	1300	Protected Bike Lane	GU	90	90	yes	No change due to PBL as default
1620	E	10th	ST	2300	Protected Bike Lane	GU	90	90	yes	No change due to PBL as default
1626	E	10th	ST	3350	Bike Lane and Multi-use Path	SC	95	75	no	2-Lanes, reduced by 20' no change needed BikeRec
1621	E	10th	ST	2050	Protected Bike Lane	GU	90	90	yes	No change due to PBL as default
1644	E	10th	ST	1800	Protected Bike Lane	GU	90	90	yes	No change due to PBL as default
1648	E	10th	ST	500	Protected Bike Lane	GU	90	90	yes	No change due to PBL as default
2426	E	10th	ST	3810	Bike Lane and Multi-use Path	SC	95	75	no	2-Lanes, reduced by 20' no change needed BikeRec
2592	E	10th	ST	3990	Bike Lane and Multi-use Path	SC	95	75	no	2-Lanes, reduced by 20' no change needed BikeRec
1653	E	10th	ST	400	Protected Bike Lane	GU	90	90	yes	No change due to PBL as default
1652	E	10th	ST	412	Protected Bike Lane	GU	90	90	yes	No change due to PBL as default
1654	E	10th	ST	300	Protected Bike Lane	GU	90	90	yes	No change due to PBL as default
2279	E	10th	ST	200	Protected Bike Lane	GU	90	90	yes	No change due to PBL as default
2427	E	10th	ST	3600	Bike Lane and Multi-use Path	SC	95	75	no	2-Lanes, reduced by 20' no change needed BikeRec
1647	E	10th	ST	2850	Bike Lane and Multi-use Path	SC	95	75	no	2-Lanes, reduced by 20' no change needed BikeRec
1651	E	10th	ST	600	Protected Bike Lane	GU	90	90	yes	No change due to PBL as default
1638	E	10th	ST	700	Protected Bike Lane	GU	90	90	yes	No change due to PBL as default
1637	E	10th	ST	800	Protected Bike Lane	GU	90	90	yes	No change due to PBL as default
2591	E	10th	ST	4076	Bike Lane and Multi-use Path	SC	95	75	no	2-Lanes, reduced by 20' no change needed BikeRec
1823	E	10th	ST	4310	Bike Lane and Multi-use Path	NR	58	60	no	Updated to 60ft. Extra width to trees or SW
1762	E	10th	ST	4100	Bike Lane and Multi-use Path	SC	95	75	no	2-Lanes, reduced by 20' no change needed BikeRec
1622	W	10th	ST	1000		NR	58	60	no	Updated to 60ft. Extra width to trees or SW
1618	W	10th	ST	1100	Neighborhood Greenway	NR	58	60	no	Updated to 60ft. Extra width to trees or SW
2353	W	10th	ST	1230	Neighborhood Greenway	NR	58	60	no	Updated to 60ft. Extra width to trees or SW
2890	W	10th	ST	200	Protected Bike Lane	GU	90	90	yes	No change due to PBL as default

# AMENDMENT FORM

Resolution 19-01: To Adopt the City's [Transportation Plan](#) (linked) as an Amendment to the [2018 Comprehensive Plan](#) (linked)

*Please complete all fields indicated in yellow.*

Amendment Number: 24

Name of Sponsor(s):

Cm. Volan

Date Submitted:

4/10/19

Transportation Plan Chapter, Section, and Page

Chapter	Section	Page #
3	3.6	40

Supported by Following Sections of the Comprehensive Plan

Chapter	Section (e.g., Overview, Goals & Policies, or Programs)	Page #
1: Community Services & Economics	Goal 1.5 Resilience; Policy 1.5.3	29
3: Environment	Goal 3.1 Increase renewable energy sources and reduce community-wide fossil fuel consumption	46
6: Transportation	Goal 3.7 Reduce greenhouse gas emissions; Policy 3.7.2	47
	Goal 6.1 Increase Sustainability	74
	Goal 6.2 Improve Public Transit	
	Goal 6.4 Prioritize Non-Automotive Modes	75

Synopsis and Legislative Intent (brief description of amendment and its motivation)

The Transportation Plan includes some mentions of transit, including access to transit, but the Plan could do more to address improving transit. Improving transit is a key recommendation from the Comprehensive Plan. The intent of these changes is to make specific recommendations about improving transit and recommendations for next steps.

**Amendment** (indicate text added in **bold** and text to be deleted via ~~strikeout~~)

E.g., *Except for as necessary for the development of the Convention Center site, discourage large footprint buildings (i.e. with a ~~maximum~~ size **greater than** of a quarter of a block) in order to encourage local developers and businesses and ~~better urban form~~ **create a more pedestrian-friendly public realm.***

**See attached text.**

Council Action – [Date]:

## **Transit proposed language:**

Create a new 3.6 section and renumber the existing 3.6 section to 3.7:

Remove the entire “Pedestrian Access to Transit” section within the 3.5 Pedestrian Network Assessment section. It is included and edited below.

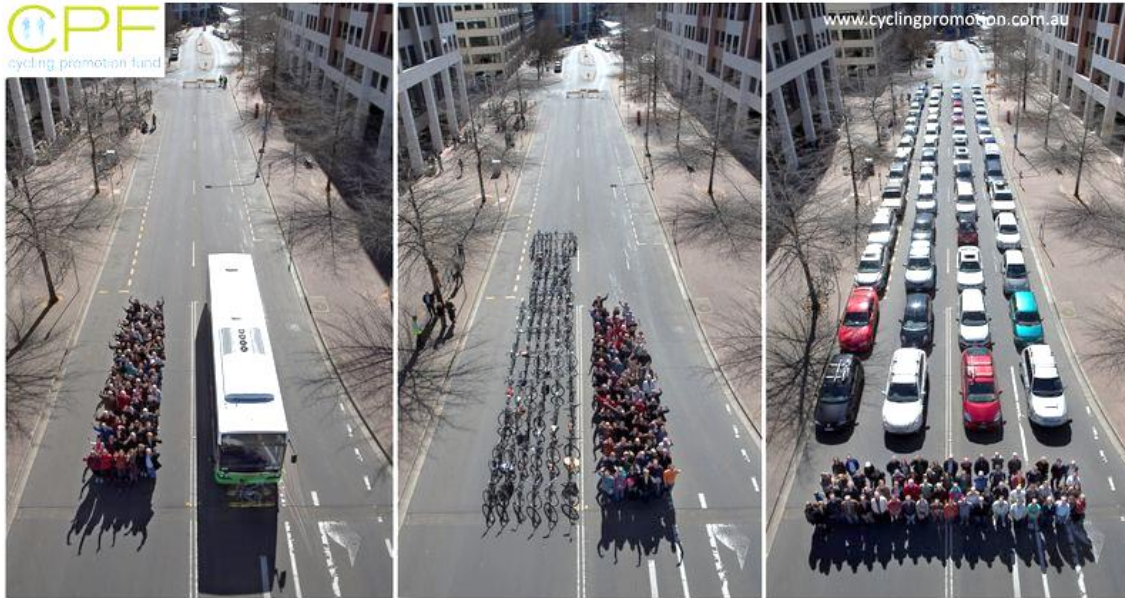
### **3.6 Transit Network**

Transit is an integral part of Bloomington’s transportation network. Bloomington Transit and IU Campus bus are each responsible for the operations of their transit agency. While the City of Bloomington cannot impact the operations of transit, the City does control the public right-of-way, where transit operates. The City can pursue several options within the right-of-way in order to prioritize and improve transit. Prioritizing transit with changes to the right-of-way, access to transit, and funding to improve transit are ways that Bloomington can work to meet the goals of the Comprehensive Plan, such as:

- Goal 6.1 Increase Sustainability
- Goal 6.2 Improve Public Transit: Maintain, improve, and expand an accessible, safe, and efficient public transportation system.
- 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.

#### **Prioritize space for transit to increase efficiency**

Buses are a space-efficient form of transportation. One Bloomington Transit bus fits approximately 75 people. One bus occupies the same street space as approximately two cars, but the bus can carry 7.5 times as many people as the two cars. In order to prioritize transit and transportation efficiency, Bloomington can consider ways to improve transit by dedicating space to buses only. Dedicating street space to buses allows the transit to maintain a more predictable schedule, to save time by not waiting in traffic, and to reduce the total route time, thereby potentially increasing bus frequency. Bloomington can consider dedicating space by creating transit-only streets, transit-only lanes, and transit-only curb space.



In order to improve transit efficiency, Bloomington should conduct a pilot project to examine 10<sup>th</sup> Street as a transit-only corridor from Woodlawn Avenue to Union Street, while still allowing walking and bicycling. This segment of the corridor is greatly congested and it serves as one of the primary transit corridors. The congestion makes it very difficult for transit to provide service in a reliable and competitive manner. Making this segment bus only would reduce travel time on transit, thus making it more competitive with the automobile and other modes. The pilot project is recommended for one year in order to examine how exclusive transit access on 10<sup>th</sup> Street can improve transit reliability and ridership. The pilot project should examine the benefits of a transit-only street for certain times of the day, such as 8:00am to 5:00pm, in order to allow motor vehicle access at other times of the day.

Bloomington can also consider introducing bus-only lanes in other areas of the community. Dedicated bus lanes provide more reliability and predictability in the provision of transit service in heavily congested corridors. Adding reliability and faster speeds to transit service in congested corridors will make transit more attractive to greater numbers of residents. Additionally, increasing the number of transit users within a corridor increases number of people that can move along a street. Streets with multiple lanes and high-transit activity are candidates, especially when it can be coordinated with transit-oriented development. Bus-only lanes should be considered during corridor studies and as a tool for improving transit.

In recent years, Bloomington Transit and IU Campus Bus are facing more and more competition for curb space at transit stops, especially on campus and in the downtown area. Currently, there are no rules—whoever arrives first at a bus stop gets the space. Bloomington should regulate and enforce bus stops and curb space access at key transit stops in the public right-of-ways on campus and downtown. This would help ensure public transit operators have clear access to bus stops without competition from privately operated shuttles, ride-hailing services, private automobiles, and commercial vehicles.

## **Improve Pedestrian Access to Transit**

Transit and the pedestrian network are linked because most people access transit by walking. The pedestrian environment can present significant barriers to people using transit. The City should focus investments and resources toward improving pedestrian access, especially near transit stops, to make our community more walkable and in turn, more transit friendly. When improving pedestrian infrastructure, especially along transit corridors, the following factors should be considered:

- Prioritize sidewalk connections to bus stops and provide safe midblock crossings where needed. In situations where midblock crosswalks aren't warranted, nearby intersections should be upgraded to include high-visibility crosswalks and ADA compliant pedestrian signals.
- Permissive turn phases at signalized intersections with high pedestrian volumes create conflict points that increase crash risk at the intersection. While pedestrians in the crosswalk legally have the right of way, motorists often aren't looking for pedestrians and sometimes complete the turns at high speeds to avoid collisions with oncoming vehicles. Higher numbers of motorists and pedestrians can be expected along transit corridors. Reducing curb radii to manage turning speeds, installing signage to restrict right turns on red or require yielding to pedestrians, and adjusting traffic signal timings can improve safety for motorists, transit users, and pedestrians at intersections.
- Increase the addition of shelters, seating, lighting, and signage at transit stops to increase rider comfort, safety, convenience, and accessibility for users of all ages and abilities.
- Large, expansive parking lots and frequent driveways reduce comfort and safety for pedestrians walking along the street. Efforts should be made to consolidate driveways and/or provide public access through parking lots to improve the pedestrian environment in the City.

## **Increase funding to improve transit service**

In the last fifteen years, there's been a proliferation of off-campus apartment complexes that offer private shuttle services to and from campus. These privately operated shuttle services are exclusively provided for the residents of the complexes and often compete with public transit for limited curb space at transit stops. Moreover, these services are likely impact public transit ridership. As large new apartment developments are considered for approval by the City, developers should be encouraged or required where possible to contract with Bloomington Transit to provide general public shuttle service to all residents in lieu of a privately operated shuttle that exclusively benefits the residents of the development. In cases where the City is able to do so, the City should strengthen the public transportation route network instead of contributing to private shuttle transportation. This will help transit provide broader access to more residents.

The most important consideration for improving transit services in the community is the provision of adequate local resources. Transit systems across the country are struggling for resources. Federal and State funding make up about 60 percent of the Bloomington Transit

budget. Locally derived taxes currently only generate about 18 percent of Bloomington Transit's budget. It is unlikely that funding from the federal or state level will increase in the near future. If transit services are to grow significantly in Bloomington, as promoted in the Comprehensive Plan, then it will be up to the local community to invest additional resources in transit. The City can consider new and innovative methods to provide more local resources to grow and expand transit in Bloomington.

AMENDMENT FORM

Resolution 19-01: To Adopt the City's [Transportation Plan](#) (linked) as an  
Amendment to the [2018 Comprehensive Plan](#) (linked)  
*Please complete all fields indicated in yellow.*

Amendment Number: 25

Name of Sponsor(s): Cm. Granger  
Cm. Chopra

Date Submitted: April 11, 2019

Transportation Plan Chapter, Section, and Page

Chapter	Section	Page #
4 - Recommended Projects	4.2 – Multimodal Projects – Table 7 Figure 22	53, 55

Supported by Following Sections of the Comprehensive Plan

Chapter	Section (e.g., Overview, Goals & Policies, or Programs)	Page #
6	Goal 6.3: Improve the Bicycle and Pedestrian Network	74

Synopsis and Legislative Intent (brief description of amendment and its motivation)

Comments Supporting the Amendment Provided by a Constituent:  
Please include a N Dunn Street Multi-Use Path on the list of recommended projects. A dedicated path for pedestrian and bicycle use is desperately needed for safe access to areas north of the 45/46 bypass.

According to Transportation Plan Appendix B - Public Outreach, online Wikimap respondents identified N Dunn Street as one of the most popular walking and biking routes in Bloomington, as well as one of the most difficult. From these responses, it is clear that a multi-use paths along N Dunn Street needs to be included as one of the recommended projects in Table 7. The neighborhoods of Blue Ridge and Matlock Heights are stuck between N Dunn Street and N Walnut. Despite the bike lanes on N Walnut, the traffic speed and volume render it a very daunting and dangerous option for cycling and walking. N Dunn is much more appealing, but the narrow lanes, lack of shoulders, poor pavement, and limited visibility present considerable hazards. Not only would a multi-use path on N Dunn provide for multi-modal transportation connectivity to the northern neighborhoods, it would also allow for improved access to recreational opportunities for all of the City's residents at Griffy Nature Preserve, Ferguson Dog Park, and Lower Cascades. Please consider adding a multi-use path along N Dunn Street between Old 37 and the 45/46 Bypass as a recommended Multi-modal Project. Thank-you.

-Andrew Knust, on behalf of the Blue Ridge Neighborhood Association



**Amendment** (indicate text added in **bold** and text to be deleted via ~~strikeout~~)

E.g., Except for as necessary for the development of the Convention Center site, discourage large footprint buildings (i.e. with a ~~maximum~~ size **greater than** of a quarter of a block) in order to encourage local developers and businesses and ~~better urban form~~ **create a more pedestrian-friendly public realm.**

<p><b>Table 7:</b></p> <p><b>MU-10 - Multiuse Path - N Dunn St Multiuse Path - Provide a multiuse path on N Dunn Street from Hwy 45/46 to Old 37.</b></p> <p>Figure 22:</p> <p>Add Multiuse Path (MU-10) to the map.</p>
--

Council Action – [Date]:

# AMENDMENT FORM

Resolution 19-01: To Adopt the City's [Transportation Plan](#) (linked) as an Amendment to the [2018 Comprehensive Plan](#) (linked)

*Please complete all fields indicated in yellow.*

Amendment Number: 26

Name of Sponsor(s):

Cm. Piedmont-Smith

Date Submitted:

3/26/19

Transportation Plan Chapter, Section, and Page

Chapter	Section	Page #
3 Street Typologies	Figure 18;	30;
4 Recommended Projects	Table 6. New Roadway Connections;	49;
	Figure 22	55

Supported by Following Sections of the Comprehensive Plan

Chapter	Section (e.g., Overview, Goals & Policies, or Programs)	Page #
6: Transportation	Goal 6.4 Prioritize Non-Automotive Modes; Policy 6.4.2	75

Synopsis and Legislative Intent (brief description of amendment and its motivation)

The intent of this amendment is to edit the description of the continuation of Hillside Drive to begin at S. Rogers Street and continue west.

**Amendment** (indicate text added in **bold** and text to be deleted via ~~strikeout~~)

E.g., *Except for as necessary for the development of the Convention Center site, discourage large footprint buildings (i.e. with a ~~maximum~~ size **greater than** of a quarter of a block) in order to encourage local developers and businesses and ~~better urban form~~ **create a more pedestrian-friendly public realm.***

### **Ch 3**

#### **Figure 18:**

Remove the connection shown of Hillside Drive through Switchyard Park labeled as a General Urban Street.

### **Ch 4**

#### **Table 6**

##### **NC-19 Hillside Drive Extension**

Extend Hillside Drive from ~~S Walnut Street~~ **S Rogers Street** to W Sudbury Dr as a new major EW connection

#### **Figure 22:**

Remove NC-68, which shows the connection as a street, from the map. The connection through Switchyard Park is shown in Figure 19 as a multiuse trail through the park; the multiuse trail connection will remain.

Council Action – [Date]:

## AMENDMENT FORM

Resolution 19-01: To Adopt the City's [Transportation Plan](#) (linked) as an Amendment to the [2018 Comprehensive Plan](#) (linked)

*Please complete all fields indicated in yellow.*

Amendment Number: 27

Name of Sponsor(s):

Cm. Piedmont-Smith

Date Submitted:

4/5/19

Transportation Plan Chapter, Section, and Page

Chapter	Section	Page #
Multiple	Multiple	Listed below

Supported by Following Sections of the Comprehensive Plan

Chapter	Section (e.g., Overview, Goals & Policies, or Programs)	Page #

Synopsis and Legislative Intent (brief description of amendment and its motivation)

This amendment proposes various corrections of typographical errors along with other minor, insubstantial changes.

**Amendment** (indicate text added in **bold** and text to be deleted via ~~strikeout~~)

E.g., *Except for as necessary for the development of the Convention Center site, discourage large footprint buildings (i.e. with a ~~maximum~~ size **greater than** of a quarter of a block) in order to encourage local developers and businesses and ~~better urban form~~ **create a more pedestrian-friendly public realm.***

[pg. 16, 2.7, second paragraph, last sentence]

The BNA's findings align with the observed pattern of higher levels of physical inactivity ~~near the Crescent Bend neighborhood~~ as discussed in **Section 2.2**. [section reference might change with a separate amendment]

[Table 7, pg. 53]

CS-1: Conduct a corridor study of College Ave and Walnut St, and nearby N-S roads, from ~~E-Dodds~~ **E Allen** to State Rd 45/46 to improve multimodal travel options.

NG-6: Provide a neighborhood greenway on S ~~Hawthorn~~ **Hawthorne** Dr...

[Table 7, pg. 54]

PBL-1: Provide protected bike lanes on N Fee Ln from E 10<sup>th</sup> Street to ~~E 17<sup>th</sup> St~~ **the 45/46 Bypass**

PBL-2: Provide protected bike lanes on 7<sup>th</sup> St from the B-Line Trail to ~~S~~ **N** Union St

~~RB-1: Roundabout; South College and Walnut Roundabout; Roundabout at S College Ave, S Walnut Street at E Dodd St intersection~~

~~RB-2: Roundabout; North College and Walnut Roundabout; Roundabout at N College Ave, N Walnut St and N Old State Rd 37 intersection~~

SS-1: Convert Kirkwood Avenue to shared street from Indiana Ave to ~~Grant St~~ **Walnut St**

All Maps:

Correct any mislabeled street name in the maps throughout the Plan. For example, in Figures, 3, 6, 7, 8, 9, and 10, Rogers Road is incorrectly labeled as Rogers Street. This change allows any mislabeled street to be corrected.

Council Action – [Date]:

AMENDMENT FORM

Resolution 19-01: To Adopt the City's [Transportation Plan](#) (linked) as an  
Amendment to the [2018 Comprehensive Plan](#) (linked)  
*Please complete all fields indicated in yellow.*

Amendment Number:29

Name of Sponsor(s):Cm. Sturbaum

Date Submitted:March 19. 2019

Transportation Plan Chapter, Section, and Page

Chapter	Section	Page #
Exec Sum		p 2
Ch 4: Recommended Projects	4.1 – Figure 22	p 53–54
	4,2 Multimodal Projects – Table 7	p 55
Ch 5: Next Steps ...	5,1 Kirkwood Avenue	p 56

Supported by Following Sections of the Comprehensive Plan

Chapter	Section (e.g., Overview, Goals & Policies, or Programs)	Page #
Ch 4 - Downtown	Objective 10 (Downtown)	P 16
Ch 6 –	Goal 6.1 (Increase Sustainability)	p 74
	Goal 6.6 (Optimize Public Space for Parking)	p 75

Synopsis and Legislative Intent (brief description of amendment and its motivation)

The Transportation Plan forwarded to the Council proposes that, after a charrette, a portion of Kirkwood Avenue (from Indiana Avenue to Walnut Street) be converted to a Shared Street. This amendment recommends that Kirkwood Avenue be a subject of a corridor study regarding whether this street segment could better serve the purposes of the Comprehensive Plan through redesign and, if so, how. In the event charrettes are part of the study, they should be open to possibilities beyond a Shared Street.

Amendment (indicate text added in bold and text to be deleted via ~~strikeout~~)

E.g., *Except for as necessary for the development of the Convention Center site, discourage large footprint buildings (i.e. with a ~~maximum~~ size **greater than** of a quarter of a block) in order to encourage local developers and businesses and ~~better urban form~~ **create a more pedestrian-friendly public realm.***

**Executive Summary - Redesign of Kirkwood Avenue (p 2)**

~~Redesign~~ **Conduct a Corridor Study of** Kirkwood Avenue ~~as a Shared Street with Focus on Pedestrians and Supporting Local Businesses~~  
Kirkwood Avenue is the center of downtown Bloomington as well as one of the main entrances to the Indiana University (IU) campus. This Plan recommends **a corridor study** ~~redesigning it as a shared~~ **of the** street, from Indiana Avenue to Walnut Street, ~~prioritizing~~ **recognizing the high volume of pedestrians, non-motorized** transportation slowing speeds, and using a ~~curbless~~ **innovative** design to support local businesses and festivals.

**Table 7: Multimodal Projects (p 53-54)**

~~Delete reference to SS-1 (regarding Kirkwood Avenue) and insert the following earlier in that table.~~

**CS-5 Corridor / Study Kirkwood Ave corridor study / Study Kirkwood Ave from Indiana Ave to Walnut Street to guide multimodal transportation improvements that nurtures our vibrant downtown as a flourishing center of the community for the long term.**

**Figure 22. Recommended Projects (p 55)**

~~Amend Figure 22 to reflect this change by: 1) deleting Shared Street from the Index; and 2) Converting the applicable segment of Kirkwood Ave from Shared Street to Corridor Study.~~

**5. Next Steps for Key Recommendations - 5.1 Overall Approaches (p 56)**

~~Amend in the following manner:~~

~~Redesign~~ **Conduct a Corridor Study of** Kirkwood Avenue ~~as a Shared Street with Focus on Pedestrians and Supporting Local Businesses~~

~~In order to implement the shared street recommendation on Kirkwood Avenue, from Indiana Avenue to Walnut Street, the City should first pursue a design charrette to gather input and ideas of business owners, residents, Indiana University, and other stakeholders. The design charrette would help to establish the vision for the street based on input, identify design elements that are important to stakeholders, and chart a clear path forward.~~

**Kirkwood Avenue is the center of downtown Bloomington as well as one of the main entrances to the Indiana University (IU) campus. This Plan recommends a corridor study of the street, from Indiana Avenue to Walnut Street, recognizing the high volume of pedestrians, slowing speeds, and using innovative design to support local businesses and festivals. In the event charrettes are part of the study, they should be open to possibilities beyond a Shared Street.**



Council Action – (Date):

AMENDMENT FORM

Resolution 19-01: To Adopt the City's [Transportation Plan](#) (linked) as an  
Amendment to the [2018 Comprehensive Plan](#) (linked)  
*Please complete all fields indicated in yellow.*

Amendment Number:30

Name of Sponsor(s):Cm. Sturbaum

Date Submitted:March 19, 2019

Transportation Plan Chapter, Section, and Page

Chapter	Section	Page #
Exec Sum	Introduction	p 2
Ch 3 – Street Networks ...	3.6 Key Treatments ... Traffic Calming	p 46
Ch 5 – Next Steps ...	5.2 Policy Recommendations	p 57

Supported by Following Sections of the Comprehensive Plan

Chapter	Section (e.g., Overview, Goals & Policies, or Programs)	Page #
Ch 6 – Transportation	Goal 6.5 Protect Neighborhood Streets	P 75

Synopsis and Legislative Intent (brief description of amendment and its motivation)

This amendment acknowledges that owners and residents on Neighborhood Residential Streets are most affected by changes in the right-of-way due to the planning and installation of traffic calming and Neighborhood Greenways. As such their preferences regarding what would be done along their properties should be formally determined and, unless contrary to sound engineering principles or other compelling reasons not to, followed in the installation of those measures.

Amendment (indicate text added in **bold** and text to be deleted via ~~strikeout~~)

E.g., *Except for as necessary for the development of the Convention Center site, discourage large footprint buildings (i.e. with a ~~maximum~~ size **greater than** of a quarter of a block) in order to encourage local developers and businesses and ~~better urban form~~ **create a more pedestrian-friendly public realm.***

**Executive Summary**

**Expand the Neighborhood Greenway Network (p 2)**

Due to limited public right-of-way in established neighborhoods, neighborhood greenways, also known as neighborhood bikeways or bicycle boulevards, can be a practical and cost-effective way to establish an expansive multimodal network in the city. Neighborhood greenways are shared facilities that include traffic-calming features, signs, and pavement markings to ~~optimize~~ **promote** bicycle travel **and pedestrian usage** by managing motor vehicle speeds and volumes. Neighborhood greenways also improve overall transportation safety and can improve conditions for pedestrians by enhancing crosswalks, reducing conflicts, and managing speeds. This Plan recommends several new and enhanced neighborhood greenways on existing high-comfort routes, such as East Allen Street, as well as new routes through areas of town that currently lack significant bicycle infrastructure. **The Plan also acknowledges that preferences of residents and owners of properties along neighborhood greenways must be ascertained and given due regard in the design and installation of these facilities.**

**Chapter 3 – Street Network and Classifications – Section 3.6 Key Treatments and Supporting Documents - Traffic Calming (p 46)**

**Traffic Calming**

Traffic calming aims to manage vehicular speeds and volumes. The greatest benefit of traffic calming is increased safety and comfort for all users. Compared with conventionally designed streets, traffic calmed streets typically have fewer collisions and fewer traffic-related injuries and fatalities.<sup>36</sup> These safety benefits are the result of slower speeds for motorists that result in greater driver awareness, shorter stopping distances, and less kinetic energy during a collision.

**In addition to “promoting safe, reasonably convenient, accessible and pleasant conditions” for the many users of neighborhood streets, the City’s current traffic calming program as codified in Title 15 (Vehicles and Traffic) also strives to “[i]mprove neighborhood livability by mitigating the negative impact of vehicular traffic on residential neighborhoods” and “encourage citizen involvement in all phases [of the program].” These objectives should be carried forward into the future.**

Traffic calming for speed reduction can be achieved by installing horizontal or vertical elements. The section below discusses a few of the elements that are effective at reducing vehicular speed. The list is not exhaustive and is intended for information only.

**(continue with existing text)**

**Chapter 5 – Next Steps for Key Recommendations - 5.2 Policy Recommendations (p. 47)**

**Update the Existing Traffic Calming Policy**

As Bloomington grows, traffic congestion and speeding in residential neighborhoods will likely be a recurring issue for many residents. The City should update its traffic calming policy to ensure it includes an appropriate process to receive traffic calming requests from residents and/or City Council. As not all residents or neighborhoods have the opportunity to voice concerns equally, the policy should include steps for **the installation of temporary**, proactive traffic calming **measures** as well as **the installation of longer term measures as a result of** a reactive process **in response to** ~~for responding to~~ **local** concerns. This could include determining the procedure to address the request, identifying the technical thresholds when traffic calming treatments may be appropriate, and providing installation guidelines. Having an up-to-date policy will help streamline the requests, set expectations, and provide adequate transparency to all residents. **In addition, the updated policies shall carry forward**

**the objectives of the existing policy including, but not limited to, improving neighborhood livability and encouraging citizen involvement in all phases of the program.**

Council Action – (Date):

AMENDMENT FORM

Resolution 19-01: To Adopt the City’s [Transportation Plan](#) (linked) as an  
Amendment to the [2018 Comprehensive Plan](#) (linked)  
*Please complete all fields indicated in yellow.*

Amendment Number:31

Name of Sponsor(s):Cm. Sturbaum

Date Submitted:March 19. 2019

Transportation Plan Chapter, Section, and Page

Chapter	Section	Page #
Appendix E	Typology Small-Scale Context	50
	Figure 15 – Roadway ... (Footnote #5)	53

Supported by Following Sections of the Comprehensive Plan

Chapter	Section (e.g., Overview, Goals & Policies, or Programs)	Page #
Chapter 2 – Culture and Identity	Objective 11 – land development activities ... lasting contribution	P 38
Chapter 6 - Transportation	Goal 6.6 (Optimize Public Space for Parking)	p 75

Synopsis and Legislative Intent (brief description of amendment and its motivation)

Appendix E sets forth a Detailed Design Framework and Step by Step Guidance on the allocation of space in the right-of-way. It starts with selection of the Street Typology, then determines the Design Parameters for Roadway and Pedestrian Zones, and lastly offers a table of Tradeoffs Based upon Typology. This amendment raises concerns that this typology-driven approach may result in allocations of right-of-way that do not properly account for the adjacent land use. For example, ground floor retail is encouraged along many streets in the City, but will be crippled if adequate cafe, pedestrian and parking space is not provided at the time of construction.

In addition, this amendment provides that, where café seating is anticipated along streets with angle parking, pull-in parking is recommended

Amendment (indicate text added in **bold** and text to be deleted via ~~strikeout~~)

E.g., *Except for as necessary for the development of the Convention Center site, discourage large footprint buildings (i.e. with a ~~maximum~~ size **greater than** of a quarter of a block) in order to encourage local developers and businesses and ~~better urban form~~ **create a more pedestrian-friendly public realm.***

Appendix E

Typology Small-Scale Context

More challenging is defining the small-scale context, which is based on **the adjacent land use**, building orientation and scale, right-of-way width, and modal ~~priority~~ **priorities**. Selecting a typology when more than one is potentially appropriate based on large-scale context and functional classification will require careful consideration of the unique characteristics **and land uses** of current and future buildings and right-of-way for each project. **For example, ground floor retail is being encouraged in many areas and the lack of adequate parking and pedestrian and dining space will cripple the site for that use if it is not added when the building is constructed.**

Step 2: Determine Design Parameters – Figure 15 (Roadway Parameters) – On-Street Parking (footnote #5) – p 53

On-Street Parking:

- The preferred configuration of on-street parking, where provided, is parallel. Other options for on-street parking can be explored for each typology so long as alternative configurations are compatible with the modal priority and goals for the project. Where angled on-street parking is provided on streets especially on streets with bike lanes, back-in angle configurations are preferred. However, pull-in angle configuration is preferred where café seating is anticipated.
- The preferred width for parallel parking lanes is 8 feet. Narrower (7-foot) lanes may be provided in constrained environments or to allow wider bike lanes. Decisions regarding parking lane width when adjacent to bike lanes should consider the amount of parking, parking turnover rates, and vehicle types. When parallel parking and bike lanes are provided adjacent to each other, the minimum combined width of the two is 14 feet. When in constrained environments, where there is low parking utilization or turnover adjacent to an uphill (low speed) bicycle lane, combined widths as low as 12 feet may be allowable.
- Shared Streets may include on-street parking in randomly-spaced stalls. Street designs should avoid continuous rows of cars.
- Neighborhood Connector Streets may include on-street parking if sufficient space is available after the inclusion of bike lanes.
- General Urban Streets may include on-street parking in urban contexts (Downtown, Neighborhood Commercial, Mixed-Use and Major Commercial).

Council Action – (Date):

AMENDMENT FORM

Resolution 19-01: To Adopt the City's [Transportation Plan](#) (linked) as an  
Amendment to the [2018 Comprehensive Plan](#) (linked)  
*Please complete all fields indicated in yellow.*

Amendment Number:32

Name of Sponsor(s):

Cm. Rollo

Date Submitted:

March 20, 2019

Transportation Plan Chapter, Section, and Page

Chapter	Section	Page #
Chapter 3 (Street Networks ... )	3.2 (Street Typologies) - Figure 18	p 30
	3.4 (Bicycle Network) - Figure 19	p 36
Chapter 4 (Recommended Projects)	4.1 (New ... Connections) – Table 6 – NC-56	p 51
	4.2 (Recommended Projects) – Figure 22	p 55
Appendix G		Appx

Supported by Following Sections of the Comprehensive Plan

Chapter	Section (e.g., Overview, Goals & Policies, or Programs)	Page #
Ch 5	Ojbectives: 11 & 13	P 63
Ch 6	Objective 16	P 74

Synopsis and Legislative Intent (brief description of amendment and its motivation)

This amendment responds to concerns of owners of property adjacent or proximate to the portion of the proposed New Connection on Hunter Avenue from High Street to Woodscrest. Their concern is that while the connection is unlikely to materialize, if it did, the connection should not be a through street and should not be available to motor vehicles. This amendment removes this segment as a new connection on Figure 18 & 22, revises the reference to it in Table 6 (NC-56), and removes the designation of this segment as a Bike Lane on Figure 19 and calls for an alternative route to be designated in the future. It also calls for the requisite changes in Appendix G.

**Amendment** (indicate text added in **bold** and text to be deleted via ~~strikeout~~)

E.g., *Except for as necessary for the development of the Convention Center site, discourage large footprint buildings (i.e. with a ~~maximum~~ size **greater than** of a quarter of a block) in order to encourage local developers and businesses and ~~better urban form~~ **create a more pedestrian-friendly public realm.***

Chapter 3 (Street Networks and Classifications) –

3.2 (Street Typologies) - Figure 18 (Street Typologies and New Connections) - p 30

Remove the New Connection of Hunter Avenue from High Street to Woodscrest.

*Note: This amendment would conflict with Am 21 – #46 (NC56-9) - which would convert this connection from a General Urban (GU) to a Shared Street (SS) typology.*

3.4 (Bicycle Network) – Figure 19 (Bicycle Facilities Network) – p 36

Remove the designation of Bike Lane on the extension E. Hunter from S. High Street to Woodscrest and designate a suitable alternative in the future.

Chapter 4 (Recommended Projects) –

4.1 (New Roadway Connections) – Table 6 (same) – p 51

Amend the last column for NC-56 to read as follows:

Extend E Hunter Ave from ~~S High St~~ **Woodscrest** to S College Mall Rd  
This connection would be implemented only if redevelopment of the area occurs.

- 4.2 (Multimodal Projects) – Figure 22 (Recommended Projects) – p 55

Remove the designation of a New Connection for E. Hunter from S. High Street to Woodscrest Avenue.

Appendix G

Reflect the above changes in Appendix G

Council Action – [Date]: