



ANNUAL REPORT 2018



PLANNING AND
TRANSPORTATION DEPARTMENT
BLOOMINGTON, IN

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DEPARTMENT STAFF

The Planning and Transportation Department has a total of 26 staff positions. Staff members include engineers, planners, and support staff that strive to provide the best service to the public. Our staff members hold certifications such as: Professional Planners with certification from the American Institute of Certified Planners (AICP), Professional Engineers (PE) licensed by the Indiana Professional Licensing Agency.

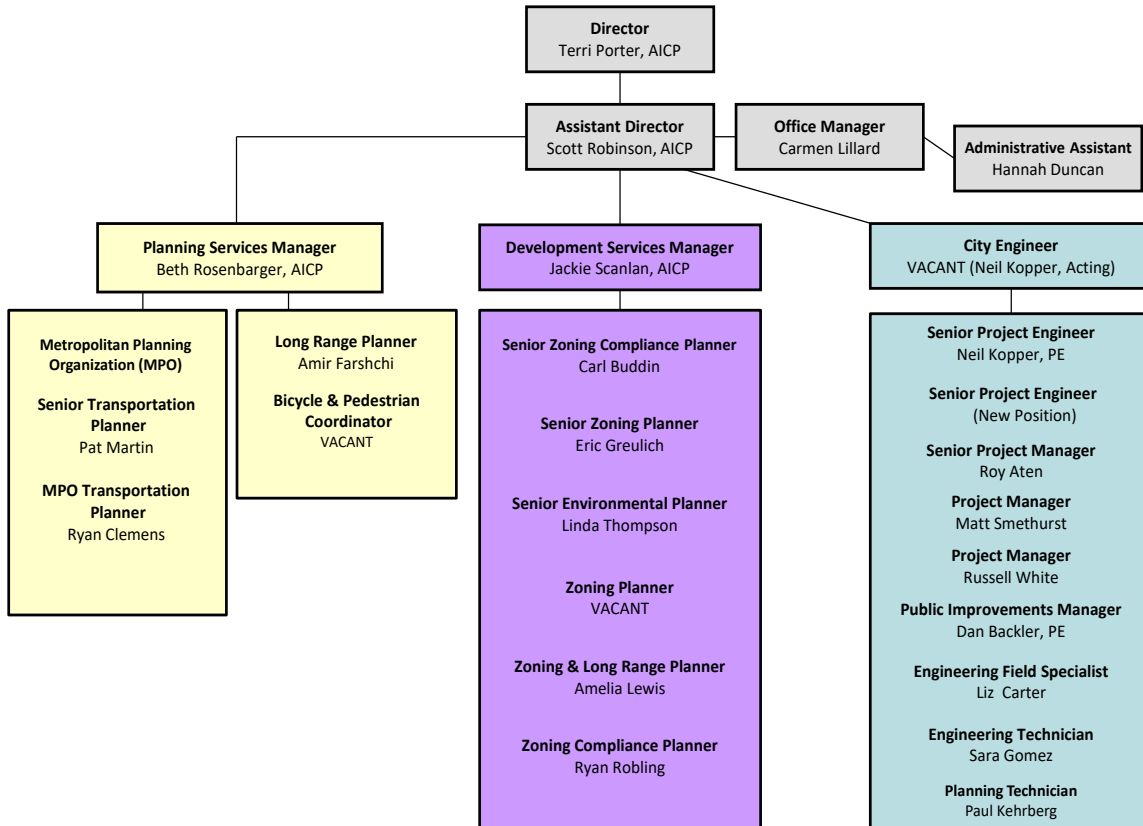
The Planning and Transportation Department staff provides direct support to the following boards, commissions, and organizations:

- Plan Commission
- Board of Zoning Appeals
- Plat Committee
- Hearing Officer
- Environmental Commission
- Bicycle & Pedestrian Safety Commission
- MPO Policy Committee
- MPO Technical Advisory Committee
- MPO Citizens Advisory Committee
- Traffic Commission
- Parking Commission
- Board of Public Works

The staff also provides support to the following boards, commissions, and organizations:

- Downtown Bloomington Incorporated
- Utilities Service Board
- City of Bloomington Common Council
- Historic Preservation Commission
- Land Use Committee (New in 2018)
- Community Development Block Grant Citizens Advisory Committee (CAC)

City of Bloomington Planning & Transportation Department



DEVELOPMENT SERVICES

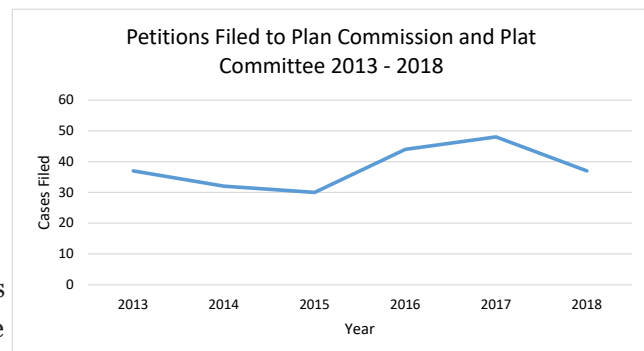
The Development Services Division reviews all development petitions for the City to ensure their compliance with the Unified Development Ordinance (UDO). This includes all building, signage, occupancy, and grading permits. Staff also reviews development petitions and presents them to the Plan Commission, Plat Committee, Board of Zoning Appeals, Hearing Officer, and Common Council. These petitions include subdivisions, rezoning requests, site plans, conditional uses and variances. Staff serves customers daily at the office's front counter and over the phone by answering zoning and land use questions.

PLAN COMMISSION AND PLAT COMMITTEE

The Plan Commission hears petitions for site plans, subdivisions, rezones, Planned Unit Developments, use variances and forwards recommendations to several other bodies, including the Board of Zoning Appeals. A petition can include multiple cases combined into one petition. The Plat Committee hears petitions related to subdividing property or alterations to existing plats.

The Department started the process of drafting a new Unified Development Ordinance, meaning development standards could substantially change. This may create some uncertainty as an updated UDO will be considered in 2019. Figure 1 shows that 2018 had a slight decline in the number of petitions that were filed when compared to the last two years. Of the 37 petitions filed with the Plan Commission or Plat Committee in 2018, the greatest number were for those

Figure 1: Petitions Filed by Year



related to Planned Unit Developments* (PUD) and plat procedures. The rise in these petitions are likely a result of developers' desires to build with more density- therefore establishing their own development regulations in a PUD or subdividing existing lots in the form of preliminary and final plats.

Table 1 on the following page shows the types of cases filed and heard and Figure 2 shows the type of petition heard by year. This year saw a decrease in the number of site plans and use variance recommendations, while the number of changes to the UDO and plans associated with Planned Unit Developments (PUD) increased. The least common type of case, amendments and updates to the Growth Policies Plan saw activity as the 2018 Comprehensive Plan was approved and adopted.

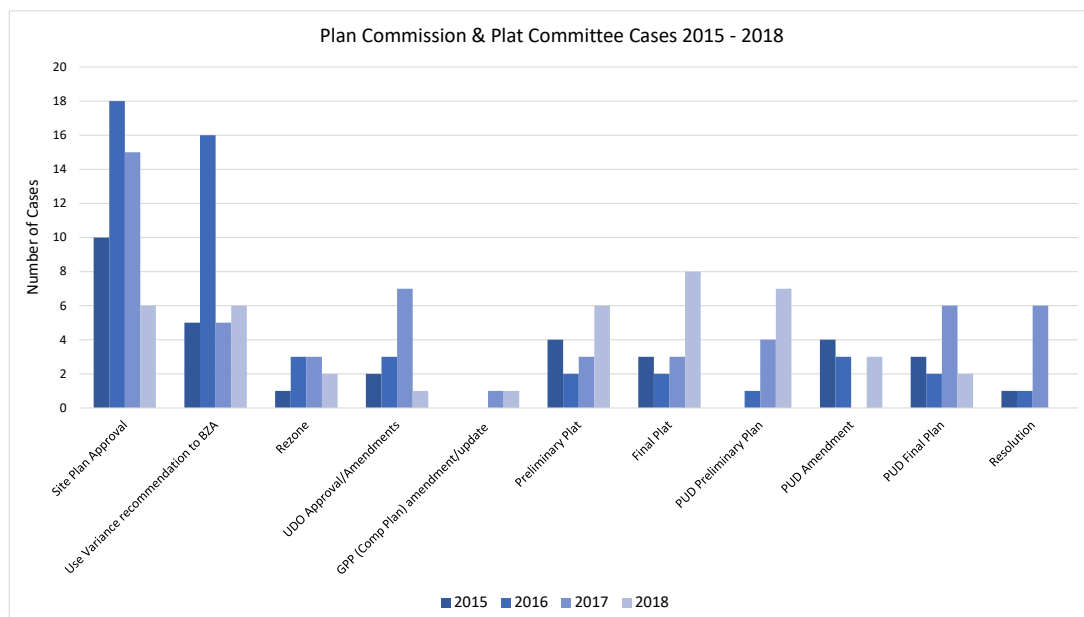
*Planned Unit Developments or PUDs are larger areas of land developed without the regulations found in any of the established zoning districts. The uses and standards expressed in the PUD District Ordinance constitute the use and development regulations for the Planned Unit Development site much like the regulations of standard zoning districts.

Table 1: Types of Petitions Filed to the Plan Commission and Plat Committee (2018)

	Approved (Positive Recommendation)	Denied	Withdrawn /Continued	Forwarded to Council (with a Positive Recommendation)	Forwarded to Council (with No Recommendation)	Total
Site Plan Approval	5	0	1	-	-	6
Use variance recommendation to BZA	2	0	4	-	-	6
Rezone	0	0	2	0	0	2
UDO approval/amendments	0	0	1	0	0	1
Comprehensive Plan amendment/update	0	0	0	1	0	1
Preliminary Plat	6	0	0	-	-	6
Final plat	6	0	2	-	-	8
PUD Preliminary Plan	4	0	0	1	2	7
PUD Amendment	2	0	0	1	-	3
PUD Final Plan	2	0	0	-	-	2
Resolution	0	0	0	-	-	0
Final Plan Staff Level Review*	2	0	0	-	-	2
Total Number of Cases**	29	0	10	3	2	44
Total Number of Petitions Filed						37

* In certain instances, staff is given the ability to approve final level site plans.

** The number of cases reflects the total number from each category. The number of petitions is less than the number of total cases as many petitions filed involved multiple requests and are combined.

Figure 2: Type of Petitions by Year (2015 - 2018)

BOARD OF ZONING APPEALS AND THE HEARING OFFICER

The Board of Zoning Appeals and the Hearing Officer hear and decide cases regarding variances, conditional use requests, and administrative appeals. These cases are usually requests to vary the requirements of the Unified Development Ordinance (UDO) due to peculiar conditions found on a property. The most common type of petition is a development standards variance. These are requests to vary the development standards such as required setbacks, minimum lot size, maximum impervious surface coverage, and so forth.

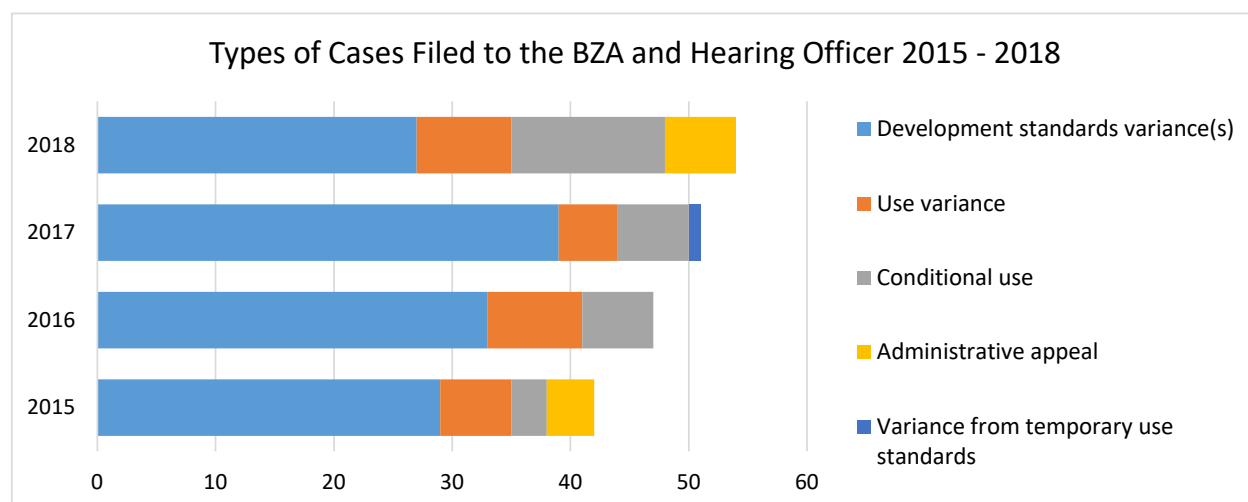
The number of petitions in 2017 and 2018 were higher than the previous two years. This past year saw 6 requests denied and 41 approved while 2017 saw 7 denied and 41 approved. The number of conditional use permits has increased in both years. This increase could likely be a result of the change in the UDO allowing accessory dwelling units (ADUs) through a conditional use approval, as well as attempts to redevelop properties near the existing hospital.

Table 2: Action Taken on Petitions by Types

Types of Petitions Filed to the BZA and Hearing Officer in 2018	Approved	Denied	Withdrawn/ Continued	Total
Development Standards Variance(s)	25	1	1	27
Use Variance	4	1	3	8
Conditional Use	11	0	2	13
Administrative Appeal	1	4	1	6
Variance from temporary use standards	0	0	0	0
Resolution	0	0	0	0
Total number of cases*	41	6	7	54
Total number of petitions filed	-	-	-	44

* The number of cases reflects the total number from each category. The number of petitions is less than the number of total cases as many petitions filed involved multiple requests and are combined.

Figure 3: Petitions by Types (2014 - 2018)



PERMITS

Development Services reviews a wide variety of permit applications, ranging in type from building permits for new residential or commercial structures to temporary signage permits. Each permit application is reviewed for compliance with the Unified Development Ordinance (UDO). The applicant is issued a Certificate of Zoning Compliance (CZC) if the application meets UDO standards.

In 2018, the department issued a total of 667 CZCs. Figure 4 summarizes the main categories of permits issued in 2018, but it is not a complete list. Additional permits included in the 667 include lot line adjustments, demolition permits, change in use, and several others. Any mixed-use building is categorized as “commercial,” meaning many of the projects listed as commercial include apartments as well as commercial. The numbers of permits for Multifamily Dwellings only reflect the projects that had no commercial component, which is why the number is lower.

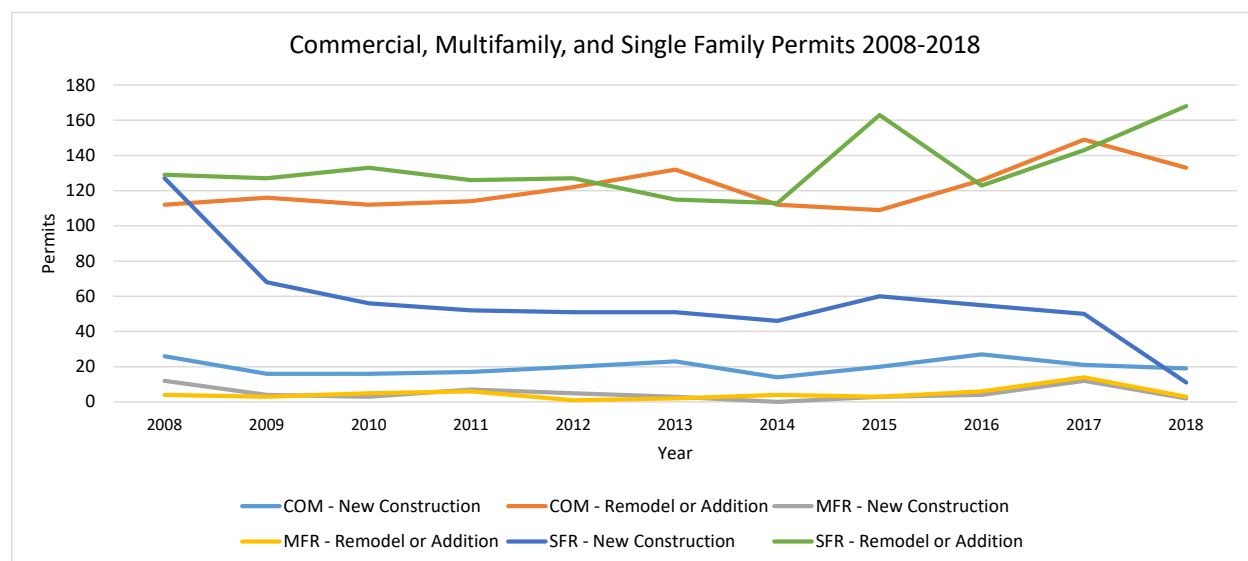
Figures 5 and 6 on the next page illustrate trends since 2008 by types and permits. Examining the number and type of permits issued can provide insight into current development trends.

Figure 4: Development Service Permits



Figure 5 focuses on the number of permits issued since 2008. This includes all permits for Single Family Residential Housing, Multifamily Residential Housing, and Commercial building permits. In the permitting system, remodels and additions are considered separate categories of permits; however, they both represent reinvestment in existing property compared with “New Construction.” For that reason, remodel and addition permits have been combined in order to compare reinvestment with new construction across these categories.

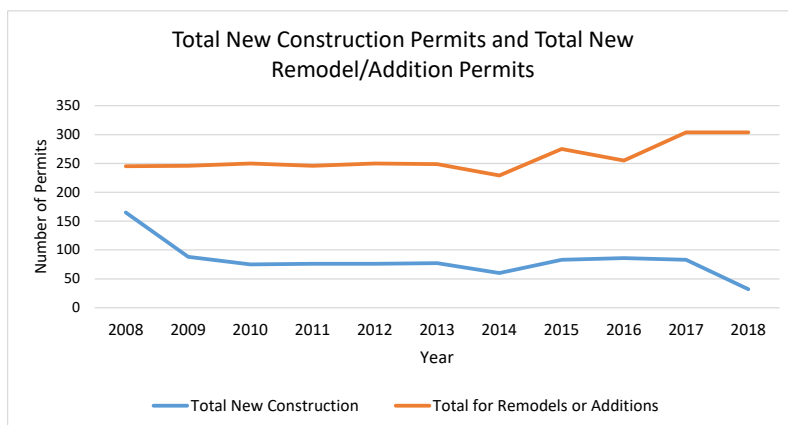
Figure 5: Permit Types Issued Annually (2008- 2018)



For single-family residential permits, 2008 was a significant year: the first year of the recession and the first year where remodel permits surpassed new construction. Since then, reinvestment has continued to outpace new construction. Similarly, in 2018 there was a slight decrease in new commercial buildings and significant growth in commercial remodels and additions. For commercial construction, since 2008, reinvestment has consistently exceeded new construction. The number of permits for multifamily residential, new construction and reinvestment have had similar volumes of permits since 2008.

In 2018, there were over 300 permits issued for remodels and additions (Figure 6), whereas there was a slight decline in the number of permits for new construction. This indicates that property owners are choosing reinvestment in existing structures as opposed to new construction. It is also likely an indicator that vacant land for new construction is becoming a scarce resource, limiting options for new construction in the city.

Figure 6: New Construction and Remodel/Addition Permits (2008- 2018)



ZONING ENFORCEMENT

The Zoning Enforcement staff is charged with ensuring that properties throughout Bloomington are in compliance with the rules set forth in the Unified Development Ordinance (UDO). The zoning enforcement staff inspects development sites to address signage, landscaping, erosion control, occupancy of sites, and conditions of development approvals. They also respond to citizens' inquiries, and administer enforcement actions with written warnings, violations, or, as a final option, legal action.

ZONING VIOLATION NOTIFICATIONS

Zoning Enforcement staff responded to numerous inquiries and complaints from the public concerning zoning violations. The types of violations are shown below in Table 3. In 2018 staff sent 97 notice of violation letters to tenants and property owners. Enforcement staff work to identify, notify, and work with property owners and tenants to resolve violations before fines are issued. The issuance of fines is typically a last resort for property owners who are not willing to comply.

Table 3: Violations by Type (2018)

UDO Violation	Issued/Resolved	Fines Issued/ Collected (2018)
Temporary Signage without a Permit	7/7	--
Parking on Unimproved Surface Tickets	24/24	--
Permanent Signage without a Permit	9/9	--
Temporary Use without a Permit	4/4	--
Change in Use without a Permit	0/0	--
Illegal Land Use	8/6	\$27,750
Home Occupation without a Permit	3/3	--
Failure to Obtain a Permit	2/2	--
Failure to Comply with Permit Conditions	6/3	--
Failure to Comply with Development Standards	26/26	--
Violation of Environmental Standards	8/8	--
Total UDO Violations	97/92	\$27,750/\$0

ENVIRONMENTAL

The Senior Environmental Planner is charged with reviewing development proposals and helps administer the UDO for compliance with environmental standards. She serves as the staff liaison to the Environmental Commission in order to coordinate efforts ranging from environmental best practices, to oral and written reports addressing development petitions on behalf of the Commission, to annual events and projects - such as the Eco-Heroes Contest.

ENVIRONMENTAL COMMISSION

The Environmental Commission (EC) was established in 1971 by municipal ordinance to be an advisory body composed of Bloomington citizens appointed by the Mayor and Common Council. The mission of the Environmental Commission is to advise the City of Bloomington on how its actions and policies may preserve and enhance the quality of Bloomington's environment, including the life-supporting processes that natural ecological systems provide to humans and other organisms.

The EC actively participates in the city planning process; researches and reports on environmental topics; develops educational outreach activities and materials; responds to inquiries from residents; and coordinates with other municipal boards and commissions and other organizations on issues of mutual interest. The EC has representatives from the following organizations: Tree Commission, Monroe County Environmental Commission, Bloomington Commission on Sustainability, Environmental Resources Advisory Council for Parks, City of Bloomington Plan Commission, and Sustainability Action Plan Steering Committee.

2018 PROJECT HIGHLIGHTS

NATIVE PLANT GIVEAWAY

The EC hosted a table at the Farmer's Market giving away plant plugs of native monarch host plants (*Asclepias incarnate* & *Asclepias syriaca*), giving away around 180 milkweed plugs. Plugs were purchased using funds donated to the Environmental Commission. Outreach material and information on previous reports produced by the Environmental Commission were also provided to the public.

PRODUCTION AND UPDATED OUTREACH MATERIAL

The EC spent time on updating and producing new outreach material for the public including: an updated native garden planting palette guide; providing pre-set combinations of plants for different planting conditions; and updated outreach material for Attracting Wildlife with Native Plants, providing information on how to produce beneficial wildlife habitat.

A New Native Plant Information guide was created which provides information on various native plants including their benefits and planting conditions.

ENVIRONMENTAL COMMISSION HANDBOOK

The EC updated and approved the comprehensive Environmental Commission Handbook.

BUGFEST AND THE MAYOR'S MONARCH PLEDGE

At the 2018 BugFest event at Hilltop garden the EC hosted a table where they provided outreach material to the public about native gardening.

Mayor John Hamilton gave a proclamation in support of the City of Bloomington joining the National Wildlife Federation's (NWF) Mayor's Monarch Pledge as requested by the Environmental Commission.

ECO-HEROES 2018 ART CONTEST

Local artists of all ages from the City of Bloomington submitted their work for the annual Eco-Heroes art contest. This year's contest theme focused on native pollinators, "(Protecting our pollinator pals)", to tie in with other Environmental Commission projects and reports such as the Bloomington Habitat-Connectivity Report and the NWF Mayor's Monarch Pledge.

This year, the EC received 78 art pieces from over 90 individuals. The art was exhibited in City Hall and winners were presented certificates of award and prizes by Mayor John Hamilton during the Eco-Heroes awards ceremony in Council Chambers on April 27, 2018. The EC solicited donations from local businesses and citizens, resulting in a donated value of \$1,398.

FRIENDS OF LAKE MONROE

The EC sent a letter of support to the Friends of Lake Monroe for the non-profit's endeavor to receive a 319 grant to study Lake Monroe. The 319 Grant Program is provided by the Environmental Protection Agency (EPA).

HABITAT CONNECTIVITY PLAN

The EC published a report titled the Bloomington Habitat Connectivity Plan (BHCP). The plan details how to strengthen biodiversity throughout Bloomington by connecting vegetated habitats. The purpose of the BHCP is fourfold: to improve the level of genetic diversity among pollinators and native plant species by (1) conserving greenspace where development could occur, (2) enhancing stable areas of greenspace, (3) expanding greenspace to promote habitat and reduce habitat fragmentation, and (4) improving habitat connectivity.

CONTINUATION OF DEVELOPER COMMITMENT REPORT

The EC interns compiled development petition data to track conditions and commitments to that developers are required to complete ranging back from 2001. A database was created to review the conditions of approval for developments (what the developer is required to complete). These conditions of approval were categorized by environmental topic (e.g. Floodplain, Tree Preservation, Green/Sustainable Development, etc.). This is a project that will continue into 2019. The next step is to analyze data for environmental trends in previous conditions of approval and to provide a method of tracking for the Planning and Transportation staff enforcement.

TRANSPORTATION & TRAFFIC SERVICES

The Transportation and Traffic Services Division oversees the planning, design, construction, and operation of both public and private projects in the public right of way. The Division has been a part of the Planning Department since it transitioned from the Public Works Department in 2014 to facilitate closer coordination between planning and engineering efforts.

Typical projects include street improvements, intersection safety enhancements, and implementation of pedestrian and bicycle infrastructure. Staff ensure that all work is consistent with applicable engineering principles, safety standards, and accessibility requirements in order to provide projects that enhance the quality of life for all of Bloomington's residents. This division also performs a wide range of other services including responding to transportation-related requests from citizens, reviewing and issuing right of way permits, and providing technical assistance to other divisions within the Planning and Transportation Department as well as other Departments.

Figure 7: Division Permits and Projects



2018 DIVISION HIGHLIGHTS

BUDGET PERFORMANCE

The Division manages capital project budget accounts in three different budget funds (Cum Cap Development, Alternative Transportation, and General Fund). In 2018 the Division's capital project budget amount was just over \$1.2 million (this is the amount in the City's Annual Budget) and 100% of it was spent or encumbered on project contracts. This high utilization rate highlights the Division's productivity and success in putting tax payer dollars to work by improving the City's transportation infrastructure.

PROJECT STATISTICS

In total, the Division expended approximately \$5.6 million on 31 capital projects in 2018 by leveraging state, federal, and local funding sources. The Division spent an additional \$4.4 million from other funds, including \$2.7 million in Metropolitan Planning Organization (MPO) federal funds. Eight capital projects were completed during the year bringing in a total just over \$6.7 million of project investments into the City's inventory.

CONSTRUCTION COST DELIVERY

The Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT) set a key performance indicator (KPI) for construction projects keeping 90% of final construction costs under 105% of the original bid amount. This is a measure for ensuring good cost control and keeping change orders to a minimum. In 2018, the Transportation & Traffic Services Division obtained a cumulative 95.9% delivery for its completed construction contracts, meaning the construction cost were brought in at less than the original bid amount in total. This is the second year in a row the Division has met this standard. In 2018 no completed projects came in at above the bid amount. This metric highlights the Division's efficient cost and quality control in delivering projects compared to industry standards.

The following pages highlight some of the projects the Division worked on last year.

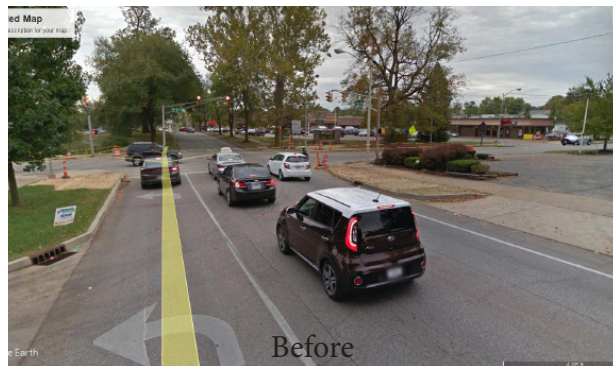
Note: All project cost values are taken from the Annual 2017 Work in Project Profit Report.

TRANSPORTATION AND TRAFFIC SERVICES

2nd Street & College Avenue

Estimated Total Project Costs \$556,000

The project made improvements to the intersection of 2nd Street and College Avenue. The existing traffic signal infrastructure was replaced with modern equipment (e.g. signal backplates, flashing yellow arrow left-turn indications, green mast arms and poles, etc.) and supplemented with enhanced pedestrian and accessibility features including curb ramps, push buttons, and countdown signal indications.



Rockport Road Sidewalk

Estimated Total Project Costs \$195,000

This project installed 706 feet of sidewalk along the west side of Rockport Road from Pinehurst Road to Graham Drive.

S. Rockport Road & W. Ralston Drive



Pedestrian Safety and Accessibility at Signalized Intersections

Total Project Costs \$918,710.00

This Project installed pedestrian signal heads with countdown timers and accessible pedestrian push buttons at 15 signalized intersections throughout Bloomington.



South Sare Road Crosswalk Islands

Total Project Costs \$ \$147,000

This Project installed two pedestrian islands in South Sare Road, one island at Winston Street and the other at Spicewood Lane. Funding for construction was provided through the Common Council Sidewalk Committee.



Kinser Pike Sidewalk

Estimated Total Project Costs \$203,000

This project installed over 1,000 feet of sidewalk along the west side of Kinser Pike from W Gourley Pike to Colonial Crest Apartments. These improvements made the path ADA compliant by removing the stairs as well as providing a tree plot between the sidewalk and the road to improve the comfort and safety of pedestrians.



PLANNING SERVICES

The Planning Services Division is responsible for developing, implementing, and evaluating comprehensive planning activities for the City of Bloomington. The Comprehensive Plan provides the overall framework for these planning activities. This framework also provides for the development of additional plans and studies to aid in achieving long-range goals and strategies of the community. These planning activities help to further coordinate responsibilities of the Division, which are necessary for related City ordinances, resolutions, and capital improvement projects and for interagency coordination (e.g. Indiana University, Monroe County, State of Indiana, other public agencies). Staff also provides support to several boards, commissions, and committees including: the Traffic Commission, Parking Commission, Bicycle and Pedestrian Safety Commission, and the MPO (page 20). In 2018, the outdoor seating permits, addressing, and data collection and analysis was transferred to the Transportation and Traffic Services Division. The Planning Services Division is also responsible for Data analysis and maintaining the social media accounts for the Department.

COMPREHENSIVE PLAN UPDATE

The Comprehensive Plan is the city's long range plan for land use and development. It is a set of goals, policies, and implementation strategies that state how the City of Bloomington should address development and growth based on the Vision Statement created by the community, steering committee and elected representatives. This plan replaced the 2002 Growth Policies Plan.

In 2013 when the planning process began, a Vision Statement to outline the “big picture” was adopted by resolution. The plan has 7 chapters covering Community Services & Economics, Culture & Identity, Environment, Downtown, Housing & Neighborhoods, Transportation, and Land Use. The first six chapters provide background information on each topic, and serve as the strategic component of the plan. Each chapter includes respective topic goals, policies, and programs. The goals are priorities that directly support the collective efforts and ideals of the community reflected in the Vision Statement. Policies provide a course of principle or action that can outline avenues or opportunities to achieve the intent of a goal. Programs provide examples of more specific implementation strategies taken by city officials, business leaders, community organizations, labor organizations, and residents to help accomplish the goals. The last chapter, Land Use, is directed only towards policy and does not take a strategic approach with goals and programs. This chapter places a strong focus on land use that is aimed at mixing use. This is achieved over time through policies aimed at maintaining, transforming, or enhancing various area of the community . The Plan has a total of 36 goals, 129 policies, and 205 programs. The Plan was adopted by City Council on January 17th, 2018. Link to access the Comprehensive Plan at: <https://bloomington.in.gov/planning/comprehensive-plan>



THE TRANSPORTATION PLAN

The Transportation Plan is a long range, multimodal transportation plan for the City of Bloomington. Previously, the Thoroughfare Plan and Bicycle and Pedestrian Transportation and Greenways System Plan were completed separately and adopted as separate plans. The new Transportation Plan takes a multimodal approach and merges the plans into one document. For the most part, all modes of transportation must occur within the same limited space, and a multimodal plan allows a broader discussion of the demands we place on our limited public right-of-way.

The Transportation Plan seeks to be consistent with and expound on the goals already adopted in the Comprehensive Plan, especially with the transportation chapter of the Plan. Staff uses the Transportation Plan to determine building setbacks for new and redevelopment projects, to plan for and design capital projects, and to update or propose new policies.

PLAN PROCESS

The consulting firm, Toole Design Group was hired to engage the public, meet with stakeholders, draft the plan and revise the plan based on input during public engagement processes held with stakeholders, members of the public, and elected officials. The Transportation Plan was discussed at a total of 9 public meetings with engagement and discussion opportunities. This included 3 public meetings hosted by the consultants, 2 Plan Commission Hearings, and 4 Common Council hearings in 2019.

Toole Design Group began the process in January of 2018 with a week of public meetings and discussions with stakeholders while they described the process they would be using for drafting the plan, as well as getting an understanding of how the city feels about current transportation opportunities and issues. Following this process, an online survey and wikimap were available. Approximately 250 people participated in the survey and wikimap.



Members of the public gather at small tables for focused discussions at the January 22 meeting.

In July 2018, the first draft of the Transportation Plan was published for review by the public. Two weeks later, Toole Design Group returned for feedback on the plan. Over 100 people attended this hearing to provide input on the draft plan, which was then used to create the draft that was presented to the Plan Commission in the fall. The Plan Commission held special hearings in October and November to make amendments and voted to adopt the Plan and to forward the Transportation Plan to Common Council for their consideration.

The Plan was presented to the City Council again in May 2019. The Council amended and approved the Plan.

METROPOLITAN PLANNING ORGANIZATION

The Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO) is the Metropolitan Planning Organization (MPO) that serves the City of Bloomington, the Town of Ellettsville and parts of Monroe County. Federal funding for transportation projects and programs is channeled through this organization to fund local transportation projects. The MPO is guided by three separate committees made up of volunteer citizens, elected and public officials. MPO staff regularly coordinate with local public agencies.

The Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) signed into law on December 4, 2015, currently guides Federal transportation policy and programs related to Metropolitan Transportation Planning Organizations (MPOs). The FAST Act provides long-term funding certainty for surface transportation infrastructure planning and investment.

Eight (8) planning factors guiding the programs and policies of all MPOs under current Federal legislation include:

- **Economic Vitality:** Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- **Safety:** Increase the safety of the transportation system for motorized and non-motorized users;
- **Security:** Increase the security of the transportation system for motorized and non-motorized users;
- **Mobility:** Increase accessibility and mobility of people and freight;
- **Environment:** Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- **System Integration:** Enhance the integration and connectivity of the transportation system across and between modes for people and freight;
- **System Management:** Promote efficient system management and operation; and
- **System Preservation:** Emphasize the preservation of the existing transportation system.

Core functions of the BMCMPPO include the establishment of a fair and impartial setting for the evaluation of transportation alternatives, the maintenance of a Metropolitan Transportation Plan (MTP), the development of the Transportation Improvement Program (TIP), and full public participation.

COMPLETE STREETS POLICY

Complete Streets are roadways designed to accommodate all users, including, but not limited to, pedestrians, bicyclists, users of public transit, and individual mobility devices, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users. Through the Complete Streets model, the safety and mobility for vulnerable road users is as much of a priority as all other modes.

In 2018, the MPO replaced the 2009 Complete Streets Policy with a new Complete Streets Policy to empower and direct residents, elected officials, government agencies, planners, engineers, and architects to use an interdisciplinary approach to incorporate the needs of all users into the design and construction of roadway projects funded through the Bloomington/Monroe County Metropolitan Planning Organization (MPO).

The Complete Streets concept requires that appropriate accommodations be made so that all modes of transportation can function safely, comfortably and independently in current and future conditions. A Complete Streets policy can be adapted to fit community needs and used to direct future transportation planning. Such a policy should incorporate community values and qualities including environment, scenic, aesthetic, historic and natural resources, as well as safety and mobility. This approach demands careful multimodal evaluation for all transportation corridors integrated with best management strategies for land use and transportation.

The desired outcome of this Complete Streets policy is to create an equitable, balanced, and effective transportation system for all types of users that is integrated with adjacent land uses where every roadway user can safely and comfortably travel throughout the community.

For a copy of the plan, please visit: <https://bloomington.in.gov/mpo/clearinghouse>



Photo Credit from Complete Streets

BENEFITS OF COMPLETE STREETS

- Improved safety for all users
- Encourages bicycling and walking
- Can decrease vehicular travel
- Provides safer, more accessible opportunities for physical activity
- Improved air quality
- Fiscal sense by creating a street that does not require retrofitting later