Summary of City's Transportation Plan

Executive Summary
Goals:
1. Plan for future street connections
2. Integrate transportation and land use
3. Redesign Kirkwood Avenue as a shared street with focus on pedestrians
4. Improve multimodal travel along major E-W and N-S corridors
5. Extend B-Line and invest in high-priority multimodal routes
6. Expand the neighborhood greenway network
7. Adopt a Complete Streets policy

Chapter 1: Introduction
How this plan fits in with the Comprehensive Master Plan
How this plan was developed with public participation

Chapter 2: The State of Transportation in Bloomington
Bloomington's transportation history and trends
What is transportation like in the city now?
- The relationship between public health and transportation mode choice
- Access to public transit and walking/biking options

Review of previous transportation and development plans (city, county, IU)
Existing transportation conditions
- Public wiki-map survey results
- Traffic volumes
- Areas with high accident rates
- Bicycle routes

Chapter 3: Street Network and Classifications
Planning approach
- Create or maintain an urban grid network
- Coordinate land use and transportation
- Build or redevelop streets using a Complete Streets model

Street typologies (listed from most pedestrian-friendly to most car-centered)
- Shared street (Example: none currently, Kirkwood proposed)
- Neighborhood residential street (Example: Grant St. south of 3rd.)
- Main street (Example: Walnut & College downtown)
- General Urban street (Example: 3rd St.)
- Neighborhood connector street (Example: Lincoln St.)
- Suburban connector street (Examples: S. High St., Winslow Rd., the Bypass)

Notes to understand street typologies
- The design parameters are guidelines for new streets and don't necessarily reflect the widths or characteristics of our current streets
- These typologies reflect how the street is designed, not how much traffic volume it can hold.
- They don't replace the classification system of primary/secondary arterials, primary/secondary collectors, and local streets.

Bicycle facility types
Bicycle network/connectivity
Pedestrian network assessment
Key route/intersection treatments

- Overall traffic circulation should be considered; one-way vs. two-way
- Modern roundabouts
- Protected intersections
- Loading zones and alleyways
- Traffic calming

Chapter 4: Recommended Projects

1. New roadway connections (67) – many of these would only be implemented if an area is redeveloped
2. Multimodal projects (33)

Both types of project depend on funding and would only move forward with significant public input

Chapter 5: Next Steps for Key Recommendations

Here the plan repeats some of the goals found in the Executive Summary
Overall approaches

- Plan for future street connections
- Improve multimodal travel along major N-S and E-W corridors
- Redesign Kirkwood Avenue as a shared street
- Extend the B-Line and invest in high-priority bicycle network

Policy recommendations

- Develop a new complete streets policy
- Develop a street grid network policy
- Improve curbside management
- Establish transit as a priority
- Update existing traffic calming policy
- Update the UDO
- Adapt to new and emerging trends, including Transportation Network Companies (Uber, Lyft) and self-driving vehicles
- Facilitate (and regulate?) dockless mobility of bikes and scooters

Chapter 6: Conclusion

Refers back to the Comprehensive Master Plan that we are trying to implement

Appendices

A. Plan Review, including the many projects already in our plans
B. Public Outreach
C. Demographic Data
D. Bicycle Facility Selection Criteria
E. Detailed design framework for street typologies
F. Pedestrian focus area methodology
G. List of all streets and their designated typologies (could be more than one per street, depending on segment)

MEETINGS on the plan: Jan. 30, Feb. 6, Feb. 27.   Amendments due Feb. 13, must have Council sponsor.