

## Transportation Plan

### Background

- Public input: January 2018 planning charette, July 2018 input on first draft, discussion by Plan Commission in Fall 2018
- Plan Commission adopted current draft Nov. 8, 2018
- City Council took up Res. 19-01 on Jan. 16, 2019, held three meetings on the matter, then postponed action

### Amendments sponsored by Council Members (43)

#### 1) Overall emphasis of the document

- Emphasis on reducing greenhouse gas emissions and non-automotive modes of transportation (1, 5, 14, 36)
- Clarifies the social role of streets and prioritizes pedestrian safety (42, 43)
- Revises language in executive summary to more accurately reflect Bloomington (17)
- Frame growth as qualitative rather than quantitative in executive summary (18)

#### 2) Corrections to the document

- Making the document easier to read and more logically organized (2, 6, 7, 8, 23)
- Correcting errors and clarifying points in the text (3, 9, 10, 16, 26, 27)

#### 3) Street typologies

- Using more accurate photos as examples of street typologies (11, 12)
- Clarification about how street typologies will be applied (20, 39)
- Changing street typologies of existing streets (21, 34, 35)
  - Am. 21 changes 33 streets from Neighborhood Connector to Neighborhood Residential, plus some other changes
  - Am. 34 changes 27 streets from Suburban Connector to Neighborhood Connector or General Urban
  - Am. 35 changes Maple St. from W. 2<sup>nd</sup> St. to W. 17<sup>th</sup> St. to a Neighborhood Greenway (instead of Fairview St, which would become a Neighborhood Residential street)
- Adding more pedestrian/bicycle space for certain street typologies (22, 33)
- Change the recommendation for E. Kirkwood Ave. from a Shared Street typology to a corridor study (29)
- In appendix that explains how typologies were chosen, emphasizes adjacent land use (31)

#### 4) Emphasis on biking, walking, and taking the bus

- Additional support for Bloomington Transit (19, 24)
- Prioritizes adequate sidewalk width over loading zones (38)
- Calls for a comprehensive analysis of pedestrian facilities (44)
- Back up multi-modal corridor studies (E-W and N-S) with funding (45)
  - These are the proposed studies of College/Walnut downtown and Atwater/3<sup>rd</sup> along the south side of campus
- Places emphasis on pedestrian safety in E-W and N-S corridor studies (40) and in the Complete Streets Policy to be adopted (41)

#### 5) Changes to lists of projects

- Changes to list of recommended new bike/pedestrian infrastructure (25, 37)
  - Am. 25 formalizes a few short bike path connections between neighborhoods
  - Am. 37 adds a multiuse path on N. Dunn St. between the Bypass and Old SR 37
- Changes to list of new street connections (28, 32)
  - Am. 28 provides for the new connection N-S through the hospital site to be Fairview St. rather than Maple St.
  - Am. 32 removes the new eastward expansion of Hunter Ave. from High St. to Woodcrest Dr. as a proposed project

#### 6) Neighborhood Greenways

- Emphasizes input from residents before such facilities are installed (30)