



**City of Bloomington
Office of the Common Council**

May 31, 2019

Joe Hoffmann, President
City of Bloomington Plan Commission
City Hall, Suite 160
Bloomington, IN 47402

Dear Prof. Hoffmann,

On Wednesday, May 22, 2019, the Common Council approved Resolution 19-01 - To Adopt the City's Transportation Plan as an Amendment to the City's Transportation Plan, with 40 amendments. As you may know, the Plan Commission forwarded a proposal to the Common Council to adopt a new Transportation Plan on December 10, 2018. The Common Council began its deliberations on January 16, 2019 and, in early February, suspended its deliberations, for about two months to provide more time for members of the Council and public to learn more about this plan and how it would affect the community over the next twenty years.

I.C. 36-7-4-510 provides that, in the event the Common Council amends Plan Commission proposals to amend the City's Comprehensive Plan, the Council must return the proposal with a written statement of reasons for the amendments. Unless extended by the Common Council, the Plan Commission then has 60 days to file a report approving or rejecting the amendments. If you have any questions about how the Plan Commission should proceed under statute, please consult your attorney.

This letter and the accompanying materials are intended to commence your review of these changes. The accompanying materials include a copy of Resolution 19-01 (signed by the Council President) and an amendment packet. This amendment packet is comprised of an Index of all amendments, including both amendments that were adopted and those that were not (the latter of which are indicated by gray rows in the Index). Please note, however, that the amendment packet only includes copies of the amendments adopted by the Council (along with any attachments). For the required written statement of reasons for the amendments, please see the first page of each amendment for a box entitled "Supported by the Following Sections of the Comprehensive Plan" and the text in the Synopsis (which also appear in the Index. Please note that, at this point, there is no version of the Transportation Plan which incorporates these changes.

Thank you for the hard work of your commission in helping formulate these important policies for the City.

Sincerely,

Dave Rollo, District IV, President
Bloomington Common Council

attachments: resolution 19-01; amendment packet, which includes the Index of Amendments
and copies of the adopted amendments (with any attachments)
cc: Council Members; City Clerk

RESOLUTION 19-01

**TO ADOPT THE CITY'S TRANSPORTATION PLAN AS AN AMENDMENT TO THE
CITY'S COMPREHENSIVE PLAN**

- WHEREAS, pursuant to Indiana Code 36-7-4-501, the Plan Commission is responsible for preparing comprehensive plans and amendments thereto and forwarding them to the Common Council; and
- WHEREAS, A new Comprehensive Plan was adopted on March 20, 2018, in accordance with Indiana Code 36-7-4-500; and
- WHEREAS, while a Transportation Plan was not included in the adopted Comprehensive Plan as provided by Indiana Code 36-7-4-503, the City Planning and Transportation Department and Plan Commission were directed by the Comprehensive Plan to create a new Transportation Plan; and
- WHEREAS, upon adoption, the Transportation Plan will replace the existing Bicycle and Pedestrian Transportation and Greenways System Plan as well as the Master Thoroughfare Plan; and
- WHEREAS, pursuant to Indiana Code 36-7-4-511, each amendment to the Comprehensive Plan must be approved following procedures set forth in the 500 series; and
- WHEREAS, the new Transportation Plan, which is an amendment to the Comprehensive Plan, was approved by the Plan Commission on November 8, 2018, and certified to the Common Council on December 10, 2018;

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE COMMON COUNCIL OF THE CITY OF BLOOMINGTON, MONROE COUNTY, INDIANA, THAT:

SECTION 1. The City's Transportation Plan, as certified by the Plan Commission, shall be adopted as amended by the Common Council and shall serve as an amendment to the City's Comprehensive Plan.

SECTION 2. If any section, sentence or provision of this legislation, or the application thereof to any person or circumstances shall be declared invalid, such invalidity shall not affect any of the other sections, sentences, provisions, or applications of this legislation which can be given effect without the invalid provision or application, and to this end the provisions of this legislation are declared to be severable.

PASSED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this 22 day of MAY, 2019.



DAVE ROLLO, President
Bloomington Common Council

SIGNED and APPROVED by me upon this _____ day of _____, 2019.

JOHN HAMILTON, Mayor
City of Bloomington

ATTEST:

NICOLE BOLDEN, Clerk
City of Bloomington

SYNOPSIS

This resolution adopts the City's 2018 Transportation Plan as an amendment to the City's Comprehensive Plan. This proposed City of Bloomington Transportation Plan replaces the existing Bicycle and Pedestrian Transportation and Greenways System Plan as well as the Master Thoroughfare Plan, known as Part Five of the Growth Policies Plan. The Transportation Plan builds on the goals of the Comprehensive Plan. It includes information about street typologies, right-of-way widths, pedestrian facilities, bicycle facilities, new street connections, and other transportation related projects.

Log of Amendments to Res 19-01 (To Adopt the City's Transportation Plan as an Amendment to the City's Comprehensive Plan)

Council Am #	Section & Page Affected	Subsection / Figure/Table	Sponsor	Synopsis (Including the Required Statement of Reason(s) for the Amendment)	Action	Vote ¹	Date of Action
FIRST ROUND AMENDMENTS – RELEASED APRIL 12, 2019 (WITH SOME REVISIONS (-R) MADE THEREAFTER)							
01-R ²	Exec Sum p 1		Piedmont-Smith	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. <i>Note: This amendment was released on April 17th, and released again on May 17th with revisions. The revisions further elaborate upon, and emphasize the purpose of this amendment.</i> <i>Note: This amendment was revised after distribution on May 17th to incorporate changes proposed in Am 18 in one paragraph of the Executive Summary (which are highlighted in red font in the amendment).</i>	Adopted	7-0-0	5.22.19
02	Exec Sum p 2-3		Piedmont-Smith	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.	Adopted	7-0-0	5.22.19
03	1 - Intro 1 st para p 1		Piedmont-Smith	To clarify that, although this is a 20-year document, the City intends to re-examine and possibly revise it every 5 years.	Adopted via Consent Agenda	8-0-0	5.22.19
A-04³	1 - Intro p 1-2		Piedmont-Smith	To clarify that, although this is a 20-year document, the City intends to re-examine and possibly revise it every 5 years. <i>Note: This amendment was removed because it duplicated Am 03.</i>	Not Introduced		
05	1 - Intro p 1-2	1.1 – Vision and Planning Approach	Piedmont-Smith	To add reference to the Comp Plan goal of reducing greenhouse gas emissions, as this is closely related to transportation planning.	Adopted via Consent Agenda	8-0-0	5.22.19

¹ Please see the Memoranda and Minutes to learn the votes of Council member on each amendment.

² The suffix “-R” indicates that the amendment was revised since released on April 12, 2019.

³ Amendments with strikeout and shaded gray were not introduced.

06	1 – Intro p 9 (pdf)	1.3 Planning Process	Piedmont-Smith	To clarify that this section is about how the transportation plan was developed, not how future transportation projects will be planned.	Adopted via Consent Agenda	8-0-0	5.22.19
07	2 – State of Transport in [City] P 11 (pdf)	2.2 – Bloomington Today	Piedmont-Smith	The census tract-level information about physical inactivity is only tangentially related to the transportation plan and should thus be relegated to an appendix.	Adopted via Consent Agenda	8-0-0	5.22.19
08-R	2 – State of Transport in [City] P 11 (pdf)	2.4 – Existing Transportation Conditions	Piedmont-Smith	To reorganize sections and subsections to separate topics relating to Existing Transportation Conditions from New and Future Transportation Options. <i>Note: Sponsor requested that the extensive changes be incorporated into Chapter 2 to make them easier to understand (but, such changes were not presented).</i> <i>Note: This amendment was revised after released on May 17th to highlight in bold proposed new text regarding “Ride Sharing” and “Dockless Scooters.”</i>	Adopted via Consent Agenda	8-0-0	5.22.19
09	3 – Street Network and Classifi- cations p 28 (pdf)	3.1 – Transportation Planning Approach	Piedmont-Smith	Update reference to the MPO’s Complete Streets Policy (new policy adopted Nov. 2018). The quoted text also exists in the new policy.	Adopted via Consent Agenda	8-0-0	5.22.19
10	3 – Street Network ... p 31 (pdf)	3.2 – Street Typologies	Piedmont-Smith	To correct Figure 12 to avoid confusion of those using the document.	Adopted via Consent Agenda	8-0-0	5.22.19
11	3 – Street Network and Classifica- tions p 32 (pdf)	3.2 – Street Typologies	Piedmont-Smith	Replace photo to go with “Main Street” typology because it features skyscrapers and thus is not at all representative of Bloomington.	Adopted via Consent Agenda	8-0-0	5.22.19
12	3 – Street Network and Classifica- tions	3.2 – Street Typologies	Piedmont-Smith	Replace photo associated with the “General Urban Street” typology because it features skyscrapers and thus is not at all representative of Bloomington. (Note: When adopted as part of the Consent Agenda, the amendment did not include the photo and caption, although that was the sponsor’s intent. This was brought to the attention of the	Adopted via Consent Agenda	8-0-0	5.22.19

	p 33 (pdf)			Council subsequent to approval via the Consent Agenda, and Council authorized staff to make the change.)			
13 - R	3 – Street Network and Classifications p 39 (pdf)	3.2 – Street Typologies Fig. 18	Piedmont-Smith	<p>The intent is to change the street typology of part of Canada Drive in the southeast edge of the city. 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.</p> <p><i>Note: This amendment was released on April 17th, and released again on May 17th with revisions. The revisions addressed one, rather than many, changes to street typologies.</i></p>	Adopted via Consent Agenda	8-0-0	5.22.19
14	3 – Street Network and Classifications p 44 (pdf)	3.4 - Bicycle Network	Piedmont-Smith	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.	Adopted via Consent Agenda	8-0-0	5.22.19
15	4 – Recom'n'd Projects p 62 (pdf) p 55	4.2 - Multimodal Projects – Table 7 Figure 22	Piedmont-Smith	High St. between 3rd and Hillside has monolithic sidewalks, and between 3rd St. and Viva Dr. 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 Dr. all the way to 3rd St. I would argue the need is even higher north of Arden Dr., and especially north of Viva, where there is just monolithic sidewalk on one side.	Adopted via Consent Agenda	8-0-0	5.22.19
16	5 – Next Steps for Key Recom'n's p 66 (pdf)	5.2 - Policy Recomm'd'ns	Piedmont-Smith	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 on the development of a local complete streets policy.	Adopted via Consent Agenda	8-0-0	5.22.19
17	Exec Sum p 1		Ruff	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.	Not Introduced		
18	Exec Sum p 1		Ruff	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	Not Introduced		

				<p>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.</p> <p>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.</p> <p>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.</p> <p>Note: Conflict with Am 01-R. Resolved. Amendment was not introduced.</p>			
19	5 – Next Steps for Key Recom’d’s p 67 (pdf)	5.2 - Policy Rec’	Piedmont-Smith	<p>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.</p> <p>Specific references in Comp Plan: Goal 3.7: Reduce greenhouse gas emissions. Policy 3.7.2: Reduce vehicle miles travelled per capita.</p> <p>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.</p> <p>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.</p>	Adopted via Consent Agenda	8-0-0	5.22.19

20	3 - Street Network ... P 22	3.2 – Street Typologies	Sturbaum with P&T	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.	Adopted	8-0-0	5.22.19
21	3 – Street Network... P 30	Figure 18 Appendix G	Sturbaum with P&T	The intent of this amendment is to change several of the Typologies to more closely match the desired context of streets. <i>Note: These changes are set forth in an attached list.</i>	Adopted	8-0-0	5.22.19
22	3 – Street Network.... P 20, 23-4	3.2– Street Typologies	Volan with P&T	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. <i>Note: The amendment includes cross section options for the Main Street and General Urban typologies in addition to a depiction of a Main Street typology with center turn lane and narrower sidewalk.</i>	Adopted as Amended	8-0-0	5.22.19
23	Appendix G – p 131 (pdf)	Appendix G	Volan with P&T	The intent of this amendment is to improve the clarity and readability of Appendix G. <i>Note: The amendment includes a description of Appendix G, a proposed explanation of the columns to precede it, and a sample page from this Appendix.</i>	Adopted via Consent Agenda	8-0-0	5.22.19
24	3 – Street Network ... P 40	3.5 3.6 (new) 3.7 (renumbered)	Volan with P&T	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. <i>Note: This amendment moves Pedestrian Access to Transit from 3.5 to a new 3.6 (Transit Network) and renumbers current 3.6 (Key Treatments ...) as 3.7 and includes these changes as an attachment to the amendment.</i>	Adopted via Consent Agenda	8-0-0	5.22.19
25	4 – Rec’ Projects P 53 P55	4.2 Multimodal Projects Table 7 Figure 22 – Recom’ Projects	Granger & Chopra	<i>Comments Supporting the Amendment Provided by a Constituent (Andrew Knust – on behalf of the Blue Ridge Neighborhood Association):</i> 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	Adopted via Consent Agenda	8-0-0	5.22.19

				<p>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.</p> <p>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.</p>			
26	3 – Street .. p 30 4 – Recom' Projects p 49 p 55	Figure 18 Figure 22	Piedmont-Smith	<p>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.</p>	Adopted via Consent Agenda	8-0-0	5.22.19
27-R	Multiple	Multiple	Piedmont-Smith (with P&T)	<p>This amendment proposes various corrections of typographical errors along with other minor, insubstantial changes.</p> <p><i>Note: This amendment was released on April 17th, and released again on May 17th with revisions.</i></p> <p><i>Note: The changes are in a form of a list as an attachment to amendment.</i></p>	Adopted via Consent Agenda	8-0-0	5.22.19
28-R	3 – Street Network ... p 30 4 – Recom'd Projects p 51 & p 55 Appx G	3.2 - Figure 18 Table 6 Figure 22 Appx G	Sturbaum with P&T	<p>The intent of this amendment is to adjust the conceptual alignment of NC-44 in order to provide more of a grid, and continue S. Fairview St. through the hospital site.</p> <p><i>Note: This amendment was submitted as part of the Second Round of amendments.</i></p> <p><i>Note: The amendment was revised to clarify the location of this new connection.</i></p>	Adopted via Consent Agenda	8-0-0	5.22.19

29-R ⁴	Exec Sum p 2 4 – Recom’ Projects P 53-5 5 – Next Steps P 56 App’d’x G	4.1 – Figure 22 4.2 – Table 7 5.1 – Kirkwood Append’ G	Sturbaum	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. <i>Note: This amendment was revised in order to offer a manner of reconciling it with Am 02 (which reformats the Executive Summary) in the event both were adopted.</i>	Defeated	1-7-0	5.22.19
30a	Exec Sum p 2 3 – Street Networks.. p 46 5 – Next Steps ... p 57	Introduction 3.6 – Key Treatments ... 5.2 – Policy Recom’s	Sturbaum	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.	Not Introduced		
30b	Exec Sum P 2 3 – Street Networks.. p 33 5 – Next Steps ... p 46, 57	Introduction 3.3 Bicycle Facility Types – Neighborhood Greenways 3.6 Key Treatments ... Traffic Calming 5.2 Policy Recomm’d’ns	Sturbaum	Am 30-b is a variant of Am 30 that the sponsor may introduce. Unlike the other two variants of resident/owner input on Neighborhood Greenways and traffic calming projects, this variant does not require a formal determination and installation of resident/owner references for either neighborhood greenways or traffic calming; instead it calls for paying “due regard” to those preferences in regard to neighborhood greenways and carrying-forward livability and resident input in regard to developing traffic calming policies.	Adopted	8-0-0	5.22.19
30c	Exec Sum P 2	Introduction 3.3 Bicycle Facility Types –	Sturbaum	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	Not Introduced		

⁴ Defeated amendments are shaded in gray with no strikeout.

	3 – Street Networks.. p 33 5 – Next Steps ... p 46, 57	Neighborhood Greenways 3.6 Key Treatments ... Traffic Calming 5.2 Policy Recomm'd's		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			
31	App'dx E p 50, 53	Typo'g Small Scale Context Figure 15 –fn #5	Sturbaum	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	Defeated	1-6-0	5.22.19
32	3 – Street .. p 30 p 36 4 – Recom' Projects p 51 p 55 App'x G	3.2 – Figure 18 3.4 – Figure 19 4.1 – Table 6 4.2 – Figure 22 Appx	Rollo	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 Woodcrest. 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.	Defeated	2-6-0	5.22.19
SECOND ROUND AMENDMENTS – BEING PREPARED FOR RELEASE ON MAY 17, 2019							
33	3 – Street .. p 26 App'x G	3.2 – Figure 16	Piedmont-Smith with P&T	The intent of this amendment is to establish protected bike lanes on the Suburban connector street typical cross-section (Figure 16), correlating Appendix G entries, and ensuing development. These additions are necessary to assure increased safety, comfort, and utility for bicyclists.	Adopted via Consent Agenda	8-0-0	5.22.19
34	3 – Street .. p 30 App'x G	3.2 – Figure 18 Appendix G	Piedmont-Smith with P&T	The intent of this amendment is to change several of the Typologies to more closely match the desired context of streets. The street typology changes are focused on switching the majority of Suburban Connector Street Types in order to plan for and	Adopted via Consent Agenda	8-0-0	5.22.19

				redesign streets that more closely align with the adopted goals of the Comprehensive Plan. The Suburban Connector Street design prioritizes getting cars from one part of the city to another quickly, while making transportation less comfortable for bicyclists and pedestrians. Such streets are also wider with more impermeable surface. They allow high speeds which detract from neighborhood character, and they don't allow on-street parking. Thus planning for more Suburban Connector Streets goes against our Comprehensive Plan. See the above goals as well as Ch. 7 showing residential neighborhood land use where currently Suburban Connector streets are shown going through (not around). <i>Note: The amendment includes an attached list with changes in typologies for various street segments.</i>			
35	3 – Street .. p 36 App'x G	3.4 – Figure 19	Piedmont-Smith with BPSC/P&T	The intent of this amendment is to establish Maple Street as a Neighborhood Greenway from West 2 nd through 9 th Street, and from the North Side of Butler Park to 17 th Street instead of the corresponding Neighborhood Greenway along Fairview. This switch is a desirable option due to Maple Street's continuous nature, direct route, and improved crossing on W. Kirkwood.	Adopted via Consent Agenda	8-0-0	5.22.19
36	6 – Conclusion p 69 [pdf]	6 - Conclusion	Piedmont-Smith	A conclusion should come full circle back to the framework established by the introduction. Thus, this amendment goes along with Am. 01 to once again emphasize the importance of our transportation plan in reducing greenhouse gas emissions.	Adopted via Consent Agenda	8-0-0	5.22.19
37	3 – Street .. p 34-35 p 36	3.4 Figure 19	Piedmont-Smith with P&T	The intent of this amendment is to include several existing small connections and to plan for more in the future. The small connections provide safe access for people walking and bicycling.	Adopted via Consent Agenda	8-0-0	5.22.19
38	3 – Street .. p 54 [pdf]	3.6 – Key Treatments ... Loading Zones	Piedmont-Smith	This amendment removes the recommendation that sidewalks could be narrowed to make room for loading zones because sidewalks (= pedestrian mode) should not be compromised for loading.	Adopted	8-0-0	5.22.19
39-R	Ex. Sum. p 2 3– Street.. p 19	3.1 Transportation Planning..	Rollo	Proposed street typologies work for new streets but will be difficult to apply to existing streets. This amendment proposes a more nuanced approach of taking existing street typologies into consideration. <i>Note: This amendment was revised to reconcile with Am 02 in the event both are adopted.</i>	Adopted via Consent Agenda	8-0-0	5.22.19
40-R	Ex. Sum p 2 5 p 56	ES – Improve Travel --- Major – Corridors 5.1 Overall Approaches	Rollo	Transportation by foot far out-numbers bicycle transportation in the E-W and N-S corridors proposed for further study. This amendment suggests flipping bullet points to reflect this hierarchy.	Adopted via Consent Agenda	8-0-0	5.22.19

				<p><i>Note: This amendment was circulated in draft-form on May 10th and was revised, in principal part, to move text from the Executive Summary to Chapter 5.</i></p> <p><i>Note: An additional revision was made to reconcile this amendment with Am 02, which reformatted the Executive Summary, in the event both were adopted.</i></p>			
41-R	Ex. Sum p 3 5 p 57	Adopt Complete Streets Policy 5.2 Develop a New Comp. Str..	Rollo	<p>This amendment adds language to elaborate on the goals and purpose of a Complete Streets policy. The added language also aims to clarify that the new street typologies can be easily applied to new streets but recognizes that projects on existing streets will need to consider context and livability.</p> <p><i>Note: This amendment was revised to reconcile with Am 02 in the event both are adopted.</i></p>	Adopted via Consent Agenda	8-0-0	5.22.19
42	1 p 2	Introduction – 1.2 Purpose	Rollo	This amendment focuses on the role streets play in livability as well as social, public, and economic vitality. The intent is to consider these elements of our largest public spaces for new streets and existing streets.	Adopted via Consent Agenda	8-0-0	5.22.19
43	3 – Street .. p 38	3.5 – Pedestrian Network ...	Rollo	<p>This amendment prioritizes a safe and complete walking network throughout the City.</p> <p><i>Note: This amendment was circulated in draft-form on May 10th and was revised before release on May 17th.</i></p>	Adopted via Consent Agenda	8-0-0	5.22.19
44	3 – Street .. p 38	3.5 – Pedestrian Network ...	Ruff	This amendment is sponsored by Councilmember Ruff and calls for the City to adopt a comprehensive system for evaluating pedestrian facilities.	Adopted via Consent Agenda	8-0-0	5.22.19
45	5 p 56	5.1 – Overall Approaches – Improve Multimodal ...	Ruff	This amendment is sponsored by Councilmember Ruff and strengthens the recommendation for studies of major N-S and E-W corridors by calling for placing funding priorities on the infrastructure recommendations that emerge from such studies.	Adopted via Consent Agenda	8-0-0	5.22.19
46	3 – Street.. P 39, 41 Appendix F. Pedestrian Focus Area Methodol.,	3.5 Pedestrian Network Ass.. “Pedestrian Priority Areas” Figure 21. Pedestrian Priority Areas	Volan	The intent of this amendment is to delete in their entirety a paragraph, map and appendix related to “Pedestrian Priority Areas”, including Appendix F, which staff believes no longer needs to remain in the <i>Plan</i> .	Adopted	7-0-0	5.22.19