



**MEMO FROM COUNCIL OFFICE ON:**

**Ordinance 23-08 - To Amend the Traffic Calming and Greenways Program Incorporated by Reference into Title 15 (“Vehicles and Traffic”) of the Bloomington Municipal Code - Re: Amending the Traffic Calming and Greenways Program Incorporated by Reference into Bloomington Municipal Code Section 15.26.020**

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**Synopsis**

This ordinance adopts an amended Traffic Calming and Greenways Program. The Traffic Calming and Greenways Program sets the standard for the prioritization and placement of neighborhood traffic calming and related traffic control devices and requires a consistent procedure for resident-led and staff-led processes. The amendments to the program include the addition of Common Council Action as a required step in both the resident-led and staff-led processes.

**Relevant Materials**

- Ordinance 23-08
- Attachment A – Amended Traffic Calming and Greenways Program
- Presentation slides from Beth Rosenbarger, Assistant Director of Planning and Transportation, shown during November 30, 2022 Committee of the Whole meeting

**Background re: Ordinance 22-35 - previously introduced and considered by the Council in 2022**

A previous version of this proposal was introduced as Ordinance 22-35 at the Council’s November 16, 2022 Regular Session and discussed at the Council’s November 30, 2022 Committee of the Whole meeting.

At that November 30 meeting, the councilmember sponsor (Cm. Rollo) presented the proposal. Beth Rosenbarger, Assistant Director of Planning and Transportation, gave the administration’s position on Ord 22-35 and provided a presentation (slides included herein) that covered the Traffic Calming and Greenways Program, the planning process generally, and concerns that staff had with the proposed ordinance. Councilmembers asked questions, heard public comment, and provided their own comments on the ordinance. The Committee voted to recommend that the Council adopt the ordinance by a vote of four in favor, three opposed, and one abstention.

At the Council’s December 7, 2022 Regular Session, the Council amended the meeting agenda to remove Ordinance 22-35 as an item for consideration at the request of the sponsor. The current proposed ordinance, 23-08, differs from the previous proposal in that it would not change the signature threshold applicable to Affected Housing Units as part of the resident-led traffic-calming process.



## Summary

Ordinance 23-08 would amend the city's Traffic Calming and Greenways Program ("TCGP"). The TCGP, adopted in 2020 via Ordinance 20-17, replaced the city's previous traffic calming policy, the Neighborhood Traffic Safety Program ("NTSP"). Materials associated with Ordinance 20-17 can be viewed in the Council's October 7, 2020 Legislative Packet. The NTSP was adopted in 1999 via Ordinance 99-16.

The TCGP is incorporated into Bloomington Municipal Code Section 15.26.020 by reference and includes any amendments to the program approved by the Council by ordinance. The TCGP is administered by the Planning and Transportation Department and provides the policies and procedures used by the city to determine the appropriate location and construction of traffic calming and related devices in neighborhoods. The TCGP defines "traffic calming device" as "a device erected to slow traffic on residential streets, including the following:

- (1) traffic circles;
- (2) curb extensions;
- (3) neck downs;
- (4) diagonal diverters;
- (5) truncated diagonal diverters; or
- (6) chicanes."

The amendments to the TCGP proposed by Ordinance 22-35 are shown in Attachment A to the ordinance and include:

1. The addition of Common Council Action as a necessary step in both the resident-led and staff-led traffic calming processes before projects can proceed to installation.
2. Correction of various grammatical errors and adjustments to the table of contents and the visual overviews to reflect the amendments.

The proposed amendments to the TCGP have not been reviewed by the Traffic Commission or by the Bicycle and Pedestrian Safety Commission. Planning and Transportation Department Director Scott Robinson previously noted, when Ordinance 22-35 was considered, that the Department was not in support of these specific proposed changes but was open to discussing suggestions and improvements to the program that councilmembers wished to consider.

The ordinance sponsor, Councilmember Rollo, does not anticipate that the proposed amendments to the TCGP will directly impact city revenues, expenditures, or any debt obligations.

## Contact

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