



MEMO FROM COUNCIL OFFICE:

To: Members of the Common Council

From: Ash Kulak, Deputy Administrator/Deputy Attorney

Date: September 29, 2023

Re: Resolution 23-17 - To Initiate Amendments to the City's Comprehensive Plan Re: Leading Pedestrian Intervals and Pedestrian Recall Phases

Synopsis

This resolution, sponsored by Councilmember Flaherty, directs the Plan Commission to prepare an amendment to the City's Comprehensive Plan consistent with the prioritization of leading pedestrian intervals and pedestrian recall phases as the default mechanisms, when feasible, at pedestrian crossings over which the City has exclusive control.

Relevant Materials

- Resolution 23-17
- USDOT Fact Sheet

Summary

Resolution 23-17 is sponsored by Councilmember Flaherty and would initiate an amendment to the City's Comprehensive Plan for the purpose of prioritizing the use of leading pedestrian intervals and pedestrian recall phases at signalized intersections where feasible.

Leading pedestrian intervals (LPIs) give pedestrians a walk signal several seconds before vehicles are given a green light. Several city intersections already use this technology in intersections with high pedestrian activity, including 3rd Street & Indiana Ave. An example of how this technology works can be found at the following [YouTube video](#) demonstrating pedestrian traffic crossing for a few seconds before the traffic light turns green.

Pedestrian recall phases trigger walk signals at every cycle without the need for pedestrians to push a button to activate the signal. Pedestrian recall phases are recommended in downtown areas and other urban areas of high pedestrian activity and low vehicular traffic speed.

This resolution would call for an amendment to the Comprehensive Plan to establish a city preference to prioritize the use of both LPIs and pedestrian recall phases within the city, where feasible.

According to Indiana Code [36-7-4-501](#), the Comprehensive Plan is meant for the promotion of public health, safety, morals, convenience, order, or the general welfare and for the sake of efficiency and economy in the process of development.



Once adopted, the City must give consideration to the general policies and pattern of development set out in the Comprehensive Plan in the:

- (1) authorization, acceptance, or construction of water mains, sewers, connections, facilities, or utilities;
- (2) authorization, construction, alteration, or abandonment of public ways, public places, public lands, public structures, or public utilities; and
- (3) adoption, amendment, or repeal of zoning ordinances, including zone maps and PUD district ordinances, subdivision control ordinances, historic preservation ordinances, and other land use ordinances.

The resolution cites existing portions of the City's [Comprehensive Plan](#) that call for prioritizing pedestrian safety in various ways.

Indiana Code [36-7-4-511](#) allows the Common Council to initiate an amendment to the Comprehensive Plan. This resolution would do so by directing the Plan Commission to prepare the amendment and to submit it to the Council for consideration. In preparing the amendment, the Plan Commission would be required to follow the procedures set forth in state law for the adoption of comprehensive plans, which include the publication of a notice and holding one or more public hearings on the proposal.

State law says that the Plan Commission has sixty (60) days to prepare and submit an amendment after the formal written request by the Council. However, the Council may grant the Commission an extension of time, of specified duration, in which to prepare and submit the amendment. Planning staff have indicated that they intend to prepare and propose Comprehensive Plan and Transportation Plan updates by spring 2024 to, in part, better position the city to apply for [Safe Streets and Roads for All \(SS4A\)](#) grant funding from the federal government. In addition, city staff from Engineering and Public Works – Street Division have mentioned that city-controlled crosswalks will be undergoing a signal phasing and retiming study beginning before the end of this year. In order to avoid a duplication of efforts and to align this proposed amendment with the upcoming efforts from the Planning and Transportation, Engineering, and Public Works Departments, this resolution provides that the Plan Commission has 300 days to prepare and submit the amendment rather than 60 days.

Statement from Planning & Transportation: Scott Robinson, Director of Planning & Transportation, has provided the following comments about the resolution that he wishes to share with the Council: “This is consistent with our timeline and a Comprehensive Plan/Transportation update. Staff can incorporate these changes as part of this forthcoming effort – pending final approval of the resolution.”



City of Bloomington Indiana

City Hall | 401 N. Morton St. | Post Office Box 100 | Bloomington, Indiana 47402

Office of the Common Council | (812) 349-3409 | Fax: (812) 349-3570 | email: council@bloomington.in.gov

Fiscal Impact: The sponsor of this legislation does not expect it to have any direct fiscal impact to the City other than what was already budgeted for. According to City Engineer Andrew Cibor, the signal retiming study was included in the 2023 budget, and it would cover implementation of LPIs or more pedestrian recall phases. Public Works also has a budget request within the 2024 budget proposal that would enable more use of these tools as old technology and equipment are upgraded or replaced.

Contact

Councilmember Matt Flaherty, matt.flaherty@bloomington.in.gov, 812-349-3409

Scott Robinson, Planning & Transportation Director, robinsos@bloomington.in.gov, 812-349-3566

Andrew Cibor, Director of Engineering, andrew.cibor@bloomington.in.gov, 812-349-3913

Joe VanDeventer, Director of Street Operations, vandevej@bloomington.in.gov, 812-349-3448