

Goals & Policies

Policies in this chapter most closely respond to the adopted 2013 Vision Statement objective to:

16. Provide a safe, efficient, accessible, and connected system of transportation that emphasizes public transit, walking, and biking to enhance options to reduce our overall dependence on the automobile

The policies in this chapter also respond to the following 2013 Vision Statement objective:

- 3. Meet basic needs and ensure self-sufficiency for all residents*
- 4. Fortify our progress toward improving public safety and civility*
- 5. Invest in diverse high quality economic development that provides equitable job opportunities to our residents, supports an entrepreneurial small business climate, enhances the community's role as a regional hub, and is responsive towards larger concerns of sustainability*
- 6. Enhance the community's role as a regional economic hub*
- 11. Ensure all land development activity makes a positive and lasting community contribution*

Goal 6.1 Increase Sustainability: Improve the sustainability of the transportation system.

Policy 6.1.1: Maintain a local Master Thoroughfare Plan, as required by state law, that plans for all modes of transportation.

Policy 6.1.2: Balance economic, environmental, accessibility, and equity issues in local transportation decisions.

Policy 6.1.3: In land use decisions, require sufficient density through infill, redevelopment, and reuse of vacant or under-utilized parcels to support multimodal transportation and discourage urban sprawl.

Policy 6.1.4: Locate transit and multimodal facilities near higher-density developments and employment and retail centers, social services, and community facilities.

Policy 6.1.5: Encourage the concept of streets as not merely for transportation, but as important public spaces where community thrives.

Policy 6.1.6: Ensure City transportation and land use decisions are coordinated with anticipated developments in automated/autonomous vehicles, to ensure safety and increase mobility.

Policy 6.1.7: Prioritize safety and accessibility over capacity in transportation planning, design, construction, and maintenance decisions.

Policy 6.1.8: Evaluate city roads, sidewalks, paths, trails, ramps, and traffic devices regularly and implement an adequately funded maintenance program.

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.

Policy 6.2.2: Encourage the provision of seating, lighting, and signage (including real-time arrival information) at transit stops to increase rider comfort, safety, and convenience.

Policy 6.2.3: Support the adoption and use of technologies that reduce emissions of greenhouse gases and pollutants from vehicles.

Goal 6.3 Improve the Bicycle and Pedestrian Network: Maintain, improve, and expand an accessible, safe, and efficient network for pedestrians, and attain platinum status as a Bicycle Friendly Community, as rated by the League of American Bicyclists.

Policy 6.3.1: Prioritize pedestrian and bicycle infrastructure within Bloomington and to connect with surrounding communities.

Policy 6.3.2: Encourage and require (where legally feasible) new private developments to dedicate easements or right of way and provide improvements for pedestrian and bicycle facilities to complete the connectivity in the networks.

Policy 6.3.3: Enhance the pedestrian and bicycle network with benches, pedestrian-scaled lighting, bicycle parking, street trees and landscaping, interpretive stations, public art, and/or other features to further improve the physical conditions that support walking and biking.

Policy 6.3.4: Require pedestrian-friendly design features.

Policy 6.3.5: Require provision of covered bicycle parking in new construction.

Goal 6.4 Prioritize Non-Automotive Modes:

Continue to integrate all modes into the transportation network and to prioritize bicycle, pedestrian, public transit, and other non-automotive modes to make our network equally accessible, safe, and efficient for all users.

Policy 6.4.1: Consider all ages, all abilities, and all modes, including pedestrians, bicyclists, transit vehicles, emergency responders, and freight when planning, designing, modifying, and constructing transportation facilities.

Policy 6.4.2: As capacity needs increase, focus on multimodal improvements and optimization of the existing transportation system rather than adding more lanes for passenger vehicles.

Goal 6.5 Protect Neighborhood Streets: Protect neighborhood streets that support residential character and provide a range of local transportation options.

Policy 6.5.1: Implement traffic calming measures where safety concerns exist to manage motor vehicle traffic on residential streets.

Policy 6.5.2: Balance vehicular circulation needs with the goal of creating walkable and bike-friendly neighborhoods.

Policy 6.5.3: Continue to improve connectivity between existing neighborhoods, existing and proposed trails, and destinations such as commercial areas and schools.

Goal 6.6 Optimize Public Space for Parking:

Plan and develop parking for cars and bicycles with a focus on efficiency and equity.

Policy 6.6.1: Implement creative parking strategies to minimize inefficiencies and facilitate equitable use of public space, including potential adaptive reuse of structures as needs may evolve.

Policy 6.6.2: Encourage attractive and environmentally sensitive parking areas.

Policy 6.6.3: Prioritize on-street parking spaces for equitable and environmentally conscious uses, such as for people with physical handicaps, or spaces set aside for carpools or car sharing.

Policy 6.6.4: Encourage provision of covered bicycle parking.

Goal 6.7 Educate the Public: Increase residents' safe use of transportation options that minimize negative environmental and infrastructure impacts.

Policy 6.7.1: Educate drivers, bicyclists, and pedestrians on sharing the public right-of-way safely.

Policy 6.7.2: Collaborate with community organizations to educate residents about using public transit and bicycling.

Policy 6.7.3: Utilize enforcement programs to support desired motorist and active transportation user behavior.

Policy 6.7.4: Educate the public about the multiple entry points to the city's parking system, including its menu of options for where to park, how to use the system, and wherever feasible, real-time space availability.

Goal 6.8 Develop Equitable Access: Connect people with disabilities meaningfully to essential needs and services, including housing, grocery stores, health care facilities, jobs, schools, mass transit stops, parks, and other places to live, work, and play.

Policy 6.8.1: Involve people with disabilities in decision-making. Establish a transparent, equitable public process that includes people with low vision, mobility challenges, and other disabilities in the full range of transportation decisions from design to operations.

Policy 6.8.2: Provide safe and functional mobility. Prioritize transportation safety for the most vulnerable users over and above access and speed for cars and trucks, through funding for infrastructure such as well-maintained sidewalks, readily-available ramps, and accessible transit stops.

Policy 6.8.3: Ensure accountability. Document and evaluate progress on implementation of the municipality's ADA Transition Plan by updating the Plan's data and revising its goals at least biennially.

****RESOLUTION CERTIFICATION****

In accordance with IC 36-7-4-508 I hereby certify that the attached Resolution Number 2024-11 is a true and complete copy of Plan Commission Case Number MP-15-24 which was given a recommendation of approval by a vote of 8 Ayes, 0 Nays, and 0 Abstentions by the Bloomington City Plan Commission at a public hearing held on April 15, 2024.

Date: April 17, 2024



 David Hittle, Secretary
 Plan Commission

Received by the Common Council Office this _____ day of _____, 2024.

 Nicole Bolden, City Clerk

Appropriation Ordinance # _____	Fiscal Impact Statement Ordinance # _____	Resolution # _____
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Type of Legislation:

Appropriation	End of Program	Penal Ordinance
Budget Transfer	New Program	Grant Approval
Salary Change	Bonding	Administrative Change
Zoning Change	Investments	Short-Term Borrowing
New Fees	Annexation	Other

If the legislation directly affects City funds, the following must be completed by the City Controller:

Cause of Request:

Planned Expenditure _____	Emergency _____
Unforeseen Need _____	Other _____

Funds Affected by Request:

Fund(s) Affected _____		
Fund Balance as of January 1	\$ _____	\$ _____
Revenue to Date	\$ _____	\$ _____
Revenue Expected for Rest of year	\$ _____	\$ _____
Appropriations to Date	\$ _____	\$ _____
Unappropriated Balance	\$ _____	\$ _____
Effect of Proposed Legislation (+/-)	\$ _____	\$ _____
Projected Balance	\$ _____	\$ _____

Signature of Controller

Will the legislation have a major impact on existing City appropriations, fiscal liability or revenues?

Yes _____ No _____ XX _____

If the legislation will not have a major fiscal impact, explain briefly the reason for your conclusion.

Approval of case MP-15-24 amends the 2018 Comprehensive Plan, with one new goal and three new policies to Chapter 6 Transportation, by the Bloomington Plan Commission. This resolution is in accordance with Indiana Code 36-7-4-500.

If the legislation will have a major fiscal impact, explain briefly what the effect on City costs and revenues will be and include factors which could lead to significant additional expenditures in the future. Be as specific as possible. (Continue on second sheet if necessary.)