A MULTIMODAL APPROACH TO TRANSPORTATION SHOULD BE ADOPTED FOR ALL NEW PROJECTS IN THE URBANIZING AREA.

A. BACKGROUND

With a general development shift toward more walkable neighborhoods and a growing desire for various transportation options, there is an opportunity to shift toward a more balanced transportation approach within the Urbanizing Area.

B. A MULTIMODAL STRATEGY

Future projects within the area should incorporate the needs of motorists, cyclists, pedestrians and transit users. A core goal of a multimodal strategy within the Urbanizing Area is to connect key employment areas to residential areas. Also, an effective multimodal strategy should connect the Urbanizing Area to Downtown Bloomington and the Indiana University campus.

COMPLETE STREETS

A fundamental component of a multimodal strategy is that all new roadways or roadway improvement projects be designed with a 'complete streets' approach. Complete streets include a balance of priorities and accommodate automotive, bicycle, pedestrian, and transit considerations. Complete streets should include sensory and aesthetic considerations for pedestrians and cyclists, including comfort, shade, space and safety. They also are able to accommodate a layer of sustainable design; including stormwater management systems, and mitigation of urban heat island effect, reduction of energy consumption, and conservation of resources.

LEGEND

1 COMPLETE STREET

2 TRANSIT EXPANSION AREA

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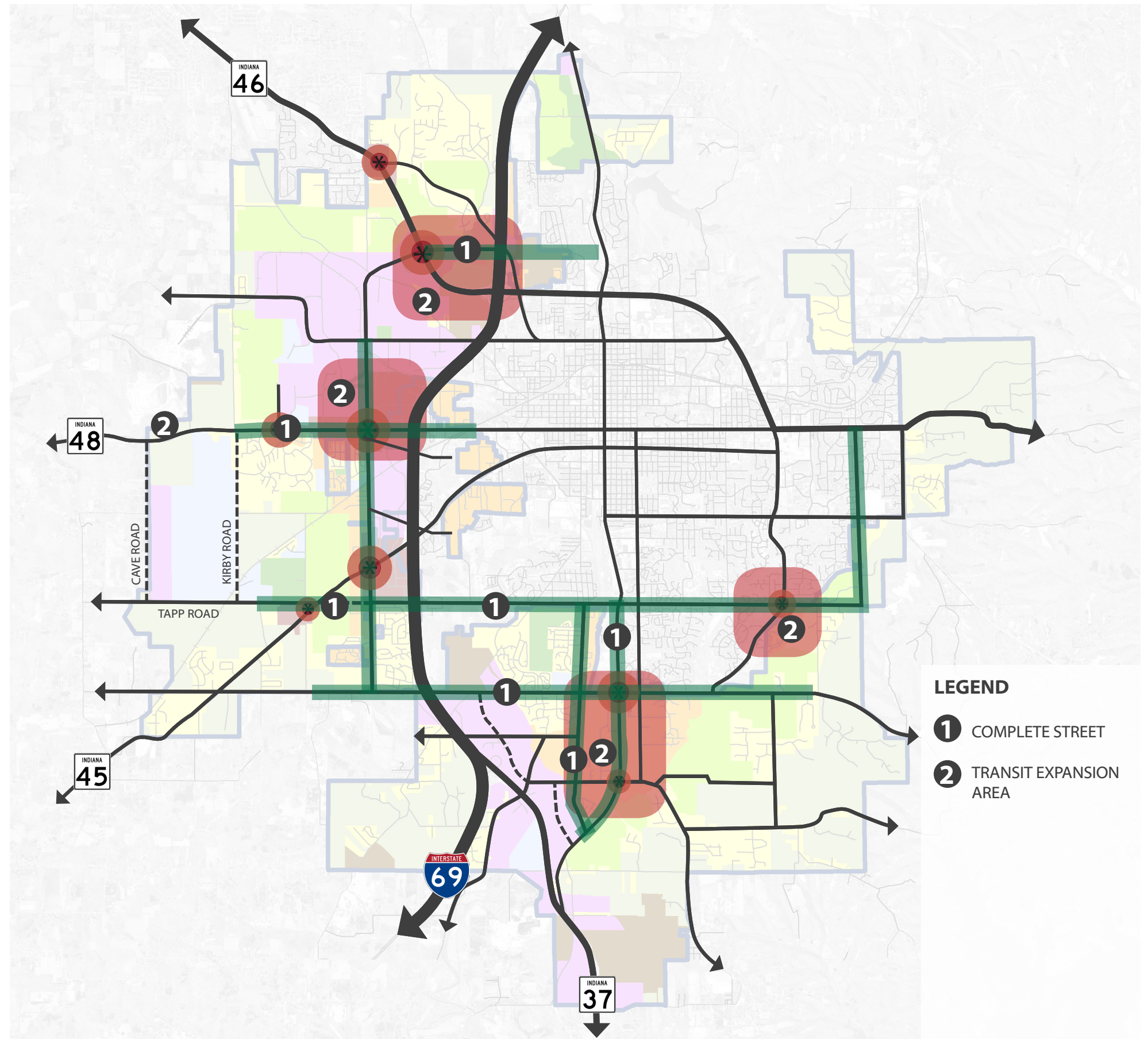
PEDESTRIAN CONSIDERATIONS

Designing for a strong pedestrian environment requires a number of elements beyond the basic provision of sidewalks and pathways. A stronger mix of uses will create better pedestrian environment through providing active pathways with important destinations. Additional destinations such as parks and schools within walking distance supports a walkable network.

BIKE CONNECTIVITY

Connectivity for cyclists is both a transportation and recreational amenity and requires a number of key provisions. All new streets or street improvement projects should accommodate bicycle use within the Right-of-Way. Various scales and types of techniques should be utilized, including shared roadways, bicycle boulevards, bike lanes, protected cycle tracks and off street multi-use trails. Each street or roadway will require a customized design to accommodate both the roadway functionality and the incorporation of bicycle facilities.

TRAILS

Trails are an important component of a recreational system, but also support transportation by both cyclists and pedestrians. New trails will likely follow streams or other natural networks, but care should be taken to integrate tye trail system with bike and pedestrian facilities within public rights-of-way.

TRANSIT EXPANSION

Currently, public transit provides some limited access to the Urbanizing Area through its routing along adjacent City of Bloomington rights-of-way. This is caused through a legislative issue in which public transit may not provide direct service to the Urbanizing Area because it is outside the City of Bloomington taxing district. Transit expansion into the Urbanizing Area is necessary to provide equity for employment opportunities and access to education, with key destinations including Ivy Tech, GE, Cook Enterprises, schools, and shopping retailers. It is critical to expand transit into the study area through policy changes or other means.

CREATE UNIQUE TRANSIT SHELTERS

Gordon Square, Cleveland, Ohio

Effective and efficient public transportation is a critical supportive element for walkable neighborhoods and vibrant activity centers. Riders should be provided with amenities to provide for comfortable and safe use. Also, public transportation should be celebrated with vibrant and beautiful infrastructure.

With potential transit expansion into the Urbanizing Area, there is an opportunity to create both beautiful new features within public spaces and a strong amenity for users. A public arts program should be created to commission, fund and construct new unique transit shelters throughout the new transit service areas.

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