





throughout the entire length of the temporary pedestrian facility. There should be no curbs or abrupt changes in grade or terrain that could cause tripping or be a barrier to wheelchair use. The geometry and alignment of the facility should meet the applicable requirements of the "Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG)" (see [Section 1A.11](#)).

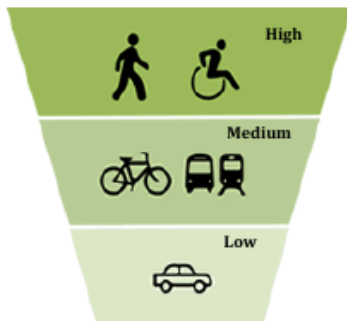
- D. *The width of the existing pedestrian facility should be provided for the temporary facility if practical. Traffic control devices and other construction materials and features should not intrude into the usable width of the sidewalk, temporary pathway, or other pedestrian facility. When it is not possible to maintain a minimum width of 60 inches throughout the entire length of the pedestrian pathway, a 60 x 60-inch passing space should be provided at least every 200 feet to allow individuals in wheelchairs to pass.*
- E. *Blocked routes, alternate crossings, and sign and signal information should be communicated to pedestrians with visual*

Street Typology Summary

Table 3 provides a summary of the key features of each street type. When faced with constraints and considering ways to preserve private property, mitigate environmental impacts, or reduce inordinate construction costs, the City of Bloomington will have to consider which modes to prioritize and their associated tradeoffs. As illustrated in Figure 18, pedestrians should receive the greatest priority, because they are the most vulnerable and the most space-efficient road user. Conversely, single-occupancy vehicle drivers should be the least prioritized, though safe motor vehicle access should still be provided.

Figure 19 shows the map of new street types for Bloomington based on the above typologies. Table provides additional guidance for each street typology. Appendix E provides a detailed design framework as well as step-by-step guidance on the typologies that were selected for specific streets.

Figure 18. Modal Priorities



Chapter 12.24 - TREES AND FLORA

Sections:

12.24.000 - Purpose and intent.

It is the purpose of this chapter to regulate the work on and planting and maintenance of boundary trees and trees on public property and in the public rights-of-way ("trees subject to these provisions") and flora on public property and in the public rights-of-way, to encourage proper selection and planting, and to assure compatibility with other urban infrastructure such as utilities, sidewalks and streets.

It is the intent of this chapter to establish the responsibilities of the city and its residents toward flora and trees subject to these provisions and to assure those regulations and policies maintain and increase the tree canopy within the city.

(Ord. 08-06 § 2 (part), 2008).

12.24.010 - Definitions.

Whenever in this chapter the following words are used, they shall have the meanings respectively ascribed to them in this section. When not inconsistent with the context, words used in the present tense include the future tense, words in the singular number include the plural number, and words in the plural number include the singular number. The term "shall" is always mandatory and not merely directory. Terms not defined in this section shall have the meanings customarily assigned to them.

"Approved street tree species list" means a list of proven trees deemed adaptable to the street conditions of the city of Bloomington. The list is located in the "City of Bloomington Tree Work Manual."

"Board" means the board of park commissioners of the city of Bloomington, Indiana.

"Boundary tree" means a tree that meets one or more of the following criteria:

- (1) The stem of the tree straddles the actual property line between the city public property and the adjoining property;
- (2) The city and the adjoining property owner have previously agreed that the tree will identify the property boundary;
- (3) The city and the adjoining property owner have previously agreed to share the cost of maintaining the tree.

A boundary tree is the common property of both landowners.

"City" means the city of Bloomington, Indiana, including, but not limited to, the board of park commissioners, the urban forester, or the board's designated agent.

"City of Bloomington Tree Work Manual" means the official arboricultural specifications manual of tree work as adopted by the city which specifies the policies and recommended practices of urban forestry and which includes recommendations of size, spacing, and species of trees in urban forestry.

"Commission" means the tree commission as established in Bloomington Municipal Code Section 2.20.150.

"Critical root zone" means a circular region measured outward from the tree trunk representing the essential area of the roots that must be maintained or protected for the tree's survival. Critical root zone is one foot in radial distance for every inch of tree diameter at breast height ("DBH"), with a minimum distance of eight feet. For specimen trees, the formula changes to one and one-half feet for every inch of tree DBH.

"Crown," also referred to as "canopy," means the above ground parts of a tree consisting of the branches, stems, buds, fruit and leaves.

"Department" means the department of parks and recreation of the city of Bloomington, Indiana.

"Flora" means all plants, including shrubbery, but expressly excluding weeds and turf grass.

"Maintenance" means the trimming, care, pruning, protection, treating, and preservation of trees and flora.

"Notice of violation" means a written notice of ordinance violation, as described in Section 12.24.110.

"Owner" means the person in whom is vested the ownership, dominion or title of property.

"Park trees" means trees on city-owned platted park areas.

"Person" means an individual, partnership, limited-liability company, corporation, firm, any other association or its agents or organization of any kind.

"Public street" means the entire area between the boundary lines of every dedicated right-of-way platted for and open to the use of the public, as a matter of right, for the purpose of vehicular and pedestrian traffic within the corporate limits of the city.

"Right-of-way" means a strip of land reserved for, occupied, or intended to be occupied by transportation facilities, public utilities or other special public uses. Right-of-way may be held in the form of easement or fee.

"Shrub" means a woody plant which is characteristically below twenty feet in height and is multi-stemmed supporting mainly leafy growth.

"Specimen tree" means any tree or grouping of trees that has been determined by the urban forester to be of high value because of its species, size, age, form or historical significance.

"Street tree" means a tree on real estate abutting a public street or right-of-way that is owned or controlled by the city.

"Topping" means the severe cutting back to stubs of limbs larger than three inches in diameter within the tree's crown so as to remove the normal canopy and disfigure the tree.

"Tree" means a perennial woody plant, ordinarily with one main stem or trunk, which develops many branches, and which ordinarily grows to a height of twenty feet or more.

"Tree lawn," also referred to as "tree plot area," means the land lying between the boundary of the public street and private property except such portion covered by sidewalk or used as a walkway.

"Tree work" means the planting, pruning, removal, treating, spraying, and any other tree maintenance or horticultural work intended for the enhancement or preservation of trees, and the removal and prevention of any and all damages to any trees caused by tree pests, blights and diseases. Tree work shall also include excavation near trees and the planting of shrubs within the public tree lawn.

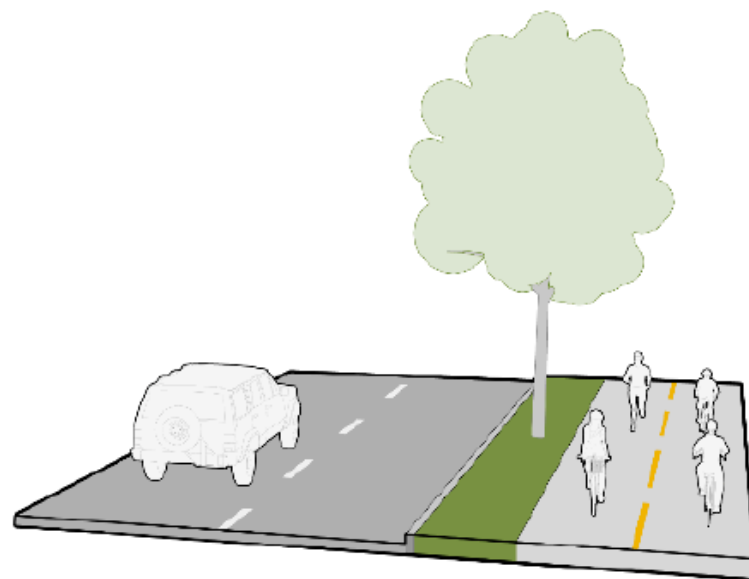
"Utilities" means both public and private utility companies.

3.3 Bicycle Facility Types

The following sections provide high-level guidance for the selection, design, and implementation of bicycle facilities included in the street typologies in section 3.2, the bicycle network in section 3.4, and the project recommendations in section 4. Bicycle facilities should be designed using national design guidance including the American Association of State Highway and Transportation Officials' Guide for the Development of Bicycle Facilities, Manual on Uniform Traffic Control Devices, the Federal Highway Administration's Separated Bike Lane Planning and Design Guide, and the National Association of City Transportation Officials' Urban Bikeway Design Guide.

Multiuse Paths and Trails

Multiuse paths are dedicated facilities for bicyclists and pedestrians that are typically located within the ROW of higher-speed roads with very few roadway or driveway crossings. Multiuse Paths and Trails are facilities that can accommodate all ages and abilities because of their separation from traffic. Snow removal and sweeping of these paths may require specialized equipment. Additionally, tree roots growing under the pavement may require periodic maintenance to preserve a comfortably smooth pathway surface. Alternatively, multiuse trails are shared-use facilities that are separate from roadways and in their own right-of-way.



Multiuse Path