2040 Metropolitan Transportation Plan Task Force

November 18, 2013; 12:00 – 1:30 p.m.
City Hall, Hooker Room (245)

I. Welcome

II. Travel Demand Model Update

III. 2040 Vision Statement, Goals & Strategies Discussion

IV. 2014 MTP Task Force Meeting Schedule

V. Next Meeting: TBD

Adjournment

401 N. Morton Street ▪ Suite 160 ▪ PO Box 100 ▪ Bloomington, IN 47402 ▪ Web: www.bloomington.in.gov/mpo
Ph: (812) 349-3423 ▪ Fx: (812) 349-3535 ▪ Email: mpo@bloomington.in.gov

MEMORANDUM

To: MPO Metropolitan Transportation Plan Task Force

From: Anna Dragovich, Senior Transportation Planner

Date: November 15, 2013

Re: Revisions to the Draft 2040 MTP Vision, Goals and Objectives

The following revisions to the Draft 2040 MTP Vision, Goals and Objectives document are those that have been made since the last meeting of the Task Force on October 28. Since that meeting, I have received feedback from two Task Force members, and so, have incorporated various changes in to this latest version. I have also worked to include changes that the Task Force requested during the October meeting. Any words that appear in blue and underlined are new additions or changes since the last draft. Also, any words that are strikethrough are suggested to be omitted with the final version.

For your reference, I have provided data that was collected from the household travel survey conducted earlier this year. This mode share data has been provided in response to previous discussions regarding an annual STP set aside. It has been suggested that an alternative approach to the current draft objective be that the percentage of STP to be set aside reflect current mode splits. As data from the household travel survey shows the Bloomington Urbanized Area has a mode split of 4.6% transit, 20.7% walking, 17.2% biking and 57.5% driving. Furthermore, it's also been suggested that any money set aside for this purpose, first be awarded to independent, non-motorized projects. It is only then, if money is left over, or if no funding requests are submitted, the money could subsequently be opened to all other eligible projects.

Additionally, performance measures were previously included in past Task Force packets. However, due to the need for MPO staff to collect and determine various types of appropriate baseline data, development of performance measures will continue in future Task Force meetings.

Prologue

The purpose of this 2040 Metropolitan Transportation Plan (MTP) is to provide a broad framework that satisfies existing and future demands of the transportation system by serving the Bloomington Urbanized Area in a way that only strengthens our vision of an ideal community and way of life. A proper regional long range transportation plan for the Bloomington Urbanized Area cannot begin without recognizing the significance of upgrading State Route 37 to Interstate 69. Though the aftereffects of this project have not yet been fully realized, the MPO anticipates a new demand upon our local roadways that will require a balance between this new demand and all other significant aspects of our vision. This balancing act will necessitate the entire MPO to approach transportation planning in a continuing, comprehensive, and cooperative manner. One important aspect of that balancing act is the link between transportation and land use planning to ensure that the transportation system effectively and efficiently serves existing and future development within the community.

The network of transportation facilities that serves the community has been instrumental in creating a society highly dependent on the continuing efficiency and economy of both freight and passenger services. Changes to this transportation network have been one of the factors which have caused an expanded metropolitan area, a dispersal of shopping and industry, and a growing number of rural residents who live an urban life without living in an urban community. The transportation network of the future must provide a wide range of effective choices for community mobility without creating an unnecessary expansion of Bloomington's urbanized area. Appropriate land use and transportation will create a lasting network to preserve community character and quality of life.

Traditionally, growth has followed a cycle whereby as an area develops, existing roads cannot effectively handle the increased traffic. Growing traffic congestion, concerns over traffic safety, and the increasing cost of upgrading roads have elevated the importance of managing access to the roadway system. When new, multi-lane facilities are constructed to relieve the pressure, they attract more traffic with the promise of limited delays and reasonable travel speeds. Additional development is naturally attracted to these facilities and a variety of new growth begins to compound, leading once again to traffic congestion that overwhelms the transportation network. This cycle typically continues until it becomes physically or economically impossible to add more capacity to the roadway. Access management, or the ability to reach desired destinations, together with effective land use management and a variety of modal choices, can preserve roadway capacity and, in turn, effectively improve efficiency while slowing down or even halting the cycle. And so, this plan recognizes the importance of again balancing land use and transportation while also recognizing the need to provide a safe travel environment for all road users.

A safe travel environment is a high priority for motorists, bicyclists, pedestrians and neighborhoods. The 2040 Metropolitan Transportation Plan is committed to reducing human and economic losses from death and injury attributed to mobility. Innovative approaches to accident reduction ~~should~~ will be included in the planning process, including the use of electronics and telecommunications, the use of roadway design best practices, as well as, increased enforcement, encouragement and education that promotes safety and civil courtesy amongst all roadway users.

Paying the bill for transportation facilities is a challenge in every community. Limited fiscal resources are met with the demand for improvement in overall roadway capacity and efficiency. This means being strategic in selecting preferred roadway upgrades and investing in programs that reduce the need for such road projects. Reconstruction and new construction roadway projects, or "hard projects" are important when working to improve and maximize the movement of traffic. In contrast, "soft projects" or projects that are intangible such as traffic signal coordination, GPS transit trackers or simply smaller scale projects can have major positive effects for improvements to transportation. It is when these two types of projects are implemented concurrently that an extremely effective and efficient transportation network is created. For example, a brilliant surgeon will never reach full potential with

hard skills alone such as the ability to medically treat patients. In addition to hard skills, he or she must also develop soft skills such as a pleasant bedside manner. Likewise, a transportation system which incorporates these two types of projects can grow and mature to reach a higher level of operation. ~~Transportation improvements should be utilized, including dedicated TIF districts and construction of certain public facilities as a component of private development projects. In addition~~ At the same time, we must ~~also~~ be flexible with our funding sources in order to construct priority projects of all types. Overall, costs of priority transportation improvements should be viewed as long-term investments in the sincere quality of life of the community.

The following goals and objectives provide specific guidance for progress towards the vision set forth in this plan. These goals and objectives provide a broad framework that satisfies existing and future demands of the transportation system in a way that only strengthens our vision of an ideal community.

Vision

Build a transportation system that ensures the safe, efficient movement of motor vehicles, transit, freight, bicyclists and pedestrians, that is directed by all relevant adopted land use and transportation plans, that is compatible with citizen desires and that ultimately links our communities to each other, our region, our state, and our nation.

Mobility and Accessibility

- Improve the movement of people through the transportation system as a means to create modal and social equity within the ~~transportation system~~ community
    - Select transportation projects that do not induce sprawl development and that are sensitive to the community's character
    - Encourage development patterns that are walkable, bikeable, and readily served by public transit
    - Encourage infill development to most effectively utilize existing space, utilities and infrastructure
    - Enhance the efficient movement of freight through maintenance, operational and capital investment decisions
    - Adopt a policy that annually allocates 30% of STP, or it's equivalent in future transportation bills, to fund independent non-motorized projects that are not part of a larger roadway project
    - Use local Americans with Disabilities Act (ADA) Transition Plans as tools to identify deficiencies and implement projects that ~~ensure~~ promote proper integration of ADA components into the transportation system to achieve genuine accessibility

Transit

- Provide the community with efficient, affordable, frequent and reliable transit services
    - Pursue all possible funding opportunities to increase public transit capital and operating investment ~~to~~ and expand, enhance, and increase the use of transit services
    - Prioritize projects that will create or improve direct access to transit services
    - Use the BMCMPO Coordinated Human Services Transportation Plan ~~as a tool~~ to identify and implement gaps in transit services to elderly, disabled and low-income citizens in the region
    - Encourage transit projects that increase the ridership of "choice-riders" who choose to take transit even though they may have other modal choices at hand.
    - Continue to fund transit projects that replace or maintain current facilities

- Encourage the expansion of both geographic coverage and hourly services offered by transit
- Encourage the use of advanced technologies such as hybrid buses into regular transit services and operations

Community

- Ensure that all transportation projects maximize the community's quality of life and ~~is~~ are compatible with the most up to date land use plans and policies

  - Involve the public in transportation project selection and scoping
  - Incorporate context sensitive solutions and best practices into all project designs as set forth in alternative transportation plans, comprehensive plans, subdivision control ordinances and site design review processes
  - Pursue all possible funding opportunities to increase trail use and investments
  - Plan, design, develop, construct and maintain transportation facilities to minimize adverse impacts on environmentally sensitive areas, public parks and recreation areas, historic structures and neighborhoods
  - Incorporate aesthetic elements such as streetscape features into transportation projects such that they are compatible with the abutting area
  - Implement one public outreach program per year that will create awareness of the impact that travel mode choices have on the transportation system, the environment, and the community

Safety

- Improve the safety of the transportation system for all modes and all users

  - Fund non-traditional, non-capacity adding transportation projects that encourage and educate the public about safe driving, biking, walking, and using transit
  - Encourage roadway safety and civility amongst all ~~modes~~ road users
  - Gather data to determine the causes of traffic safety hazards and ~~address~~ reduce ~~them~~ those hazards in a comprehensive, systematic and sustainable way
  - Annually evaluate the top 10 crash locations by "crash rate" and "crash severity" in the most recent MPO Crash Report and implement quick, low-cost improvements while ~~also~~ seeking funding for more comprehensive changes ~~if necessary~~

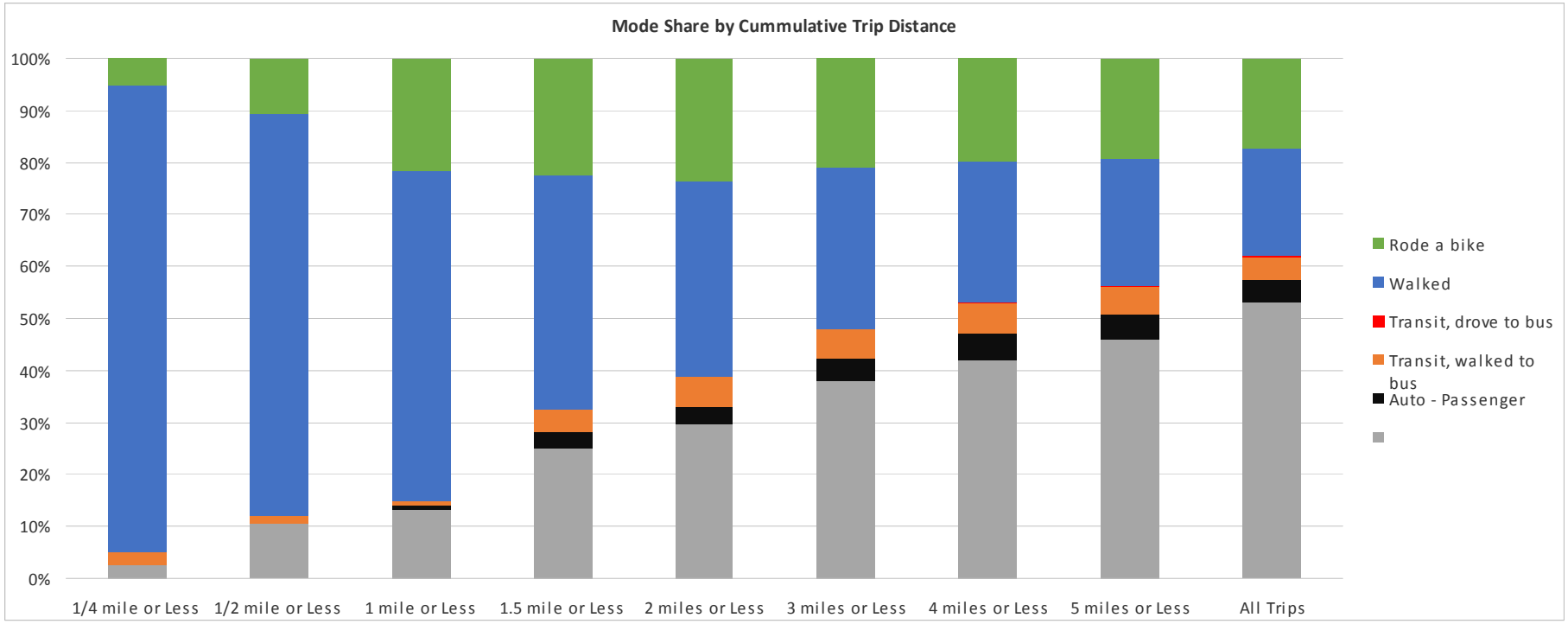
Rebuild and Renew

- ~~Directly~~ Focus on existing transportation facilities before building new

  - Adopt a "fix-it-first" mentality that directs transportation funding and project selection to focus on maintenance or renewal of existing roadway facilities
  - Support "soft projects" that maximize the use of existing infrastructure through ~~systematic~~ systemic and operational best practices
  - Evaluate proposed project alternatives that maximize existing transportation facilities for all modes including freight
  - ~~Maintain and improve the existing infrastructure through projects such as surface treatment, bridge repairs, improved striping paint, sign replacements and drainage improvements~~
  - Create an objective Transportation Improvement Program that effectively directs spending in compliance with this Metropolitan Transportation Plan.

Mode Share by Cummulative Trip Distance
Bloomington-Monroe County 2013 Household Travel Survey

Reported Distance (Cummulative)	Auto - Driver	Auto - Passenger	Transit, walked to bus	Transit, drove to bus	Walked	Rode a bike	Grand Total
1/4 mile or Less	2.6%	0.0%	2.6%	0.0%	89.5%	5.3%	100.0%
1/2 mile or Less	10.7%	0.0%	1.3%	0.0%	77.3%	10.7%	100.0%
1 mile or Less	13.2%	0.8%	0.8%	0.0%	63.6%	21.5%	100.0%
1.5 mile or Less	25.1%	3.1%	4.2%	0.0%	45.0%	22.5%	100.0%
2 miles or Less	29.6%	3.5%	5.7%	0.0%	37.8%	23.5%	100.0%
3 miles or Less	37.8%	4.3%	5.9%	0.0%	30.9%	21.1%	100.0%
4 miles or Less	42.1%	5.2%	5.5%	0.3%	27.1%	19.9%	100.0%
5 miles or Less	46.1%	4.7%	5.2%	0.3%	24.6%	19.1%	100.0%
All Trips	53.1%	4.4%	4.4%	0.2%	20.7%	17.2%	100.0%



The following dates are proposed meeting dates for 2014. All dates are the fourth Monday of the month except for May, November and December which are the third Mondays of the month.

May, November and December meeting dates are proposed for the third Monday in order to work around holidays that fall on or close to the fourth Monday.

Proposed 2014 MTP Task Force Meeting Dates

January 27

February 24

March 24

April 28

May 19

June 23

July 28

August 25

September 22

October 27

November 17

December 15