2040 Metropolitan Transportation Plan Task Force

October 28, 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. Next Meeting: November 18

Adjournment

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Prologue

The primary purpose of the 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. And so, this vision begins with linking 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 that is highly dependent on the continuing efficiency and economy of both freight and passenger services. However, 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 the growing number of rural residents who live an urban life without living in an urban community. As a result, 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.

Appropriately located 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.

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 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. The use of alternative sources of funding for transportation improvements should be utilized, including dedicated TIF districts and construction of certain facilities as a component of private development projects. In addition, we must also be flexible with our funding sources in order to construct priority projects of all types. Payments for priority transportation improvements should be viewed as long-term investments in the overall quality of life of the community.

The following goals and objectives serve to 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 of all types, 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 equity within the transportation system

    - 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 its 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 proper integration of ADA components into the transportation system

    Performance Measures:

    - Increase the current mode share for walking, biking and transit by at least 5% each by the year 2025
    - Annually increase the percentage of sidewalk ramps in compliance with Public Rights-of-Way Accessibility Guidelines, or PROWAG, to a system-wide update by 2025
    - Annually allocate 30% of Surface Transportation Program funds, or its equivalent in future transportation bills, to fund independent non-motorized transportation projects that are not part of a larger roadway project
    - Construct five new miles of sidewalks and/or sidepaths along roadways that do not have facilities on both sides of the road
    - Increase the number of intersections improved by pedestrian signal timing and countdown timers

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 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

Performance Measures:

- Increase overall investment in public transit services by 15% over the next ten years
- Install traffic signal priority equipment at five intersections annually as part of a larger strategy that includes all intersections by 2025
- Construct five new miles of sidewalk annually on high priority corridors that directly provide access to transit stops
- Increase transit ridership by 1% on average per year by 2020
- Increase the number of transit stops with shelters where a high number of passenger boardings are present
- Decrease the average headway for all fixed route buses by 2020
- Increase the number of fixed route bus routes that are operating on Sundays and late nights

Community

- Ensure that all transportation projects maximize the community's quality of life and is 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 fund an increase in 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

    Performance Measures

    - Increase the number of residents within ½ mile of a bike lane, side path or transit stop
    - Reduce the vehicle miles travelled per capita by at least 5% by 2025
    - Annually survey the community on transportation facilities and programs relating to, but not limited to, environmental, social, economic, and public health factors

Safety First

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

    - Fund non-traditional, non-capacity adding transportation projects that encourages and educates the public about safe driving, biking, walking, and using transit
    - Encourage roadway safety and civility amongst all modes
    - Gather and use data to determine the causes of traffic safety hazards and address them 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

    Performance Measures:
    - Reduce roadway crashes and injuries by 5% each year
    - Eliminate all traffic crash fatalities by 2030 and maintain a zero fatality rate each year following
    - Upgrade all signs and pavement markings to meet retroreflective standards by 2020

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 in order to focus on maintenance or renewal of existing facilities
    - Support "soft projects" that maximize the use of existing infrastructure through systematic and operational best practices
    - Evaluate proposed projects for productive 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.

    Performance Measures: (*under development*)
    - Annually decrease the number of bridges that have a sufficiency rating of less than 50 (out of 100) to a goal of no bridges scoring less than 50 by 2030