



NOTICE AND AGENDA

Commission on Sustainability

Tuesday, April 9, 2019, 6:00 p.m.
McCloskey Room, City Hall, 401 N. Morton

1. Call to Order
2. Roll Call
 - Present: Gwen White (Chair), Pam Weaver, Erin Hatch, Matt Flaherty, Alex Crowley
 - Absent: Olivia Ranseen, Sneha Dave, Chris Reinhart, Nejla Routsong, Cynthia Bretheim
3. Approval of Agenda
4. Approval of Minutes, February 16th, March 12, and March 26, 2019
5. Announcements
 - Matt: Chasing Ice screening tomorrow at IU Franklin Hall.
6. Public Comment
 - Rachel Bahr, new local food systems specialist for City of Bloomington: Will be working with growers and institutions to increase local food capacity within the community.
 - Alex: This position is funded through a USDA grant that the city applied for last year, it's a matching grant will be a combined effort with the USDA. There are 3 other individuals throughout Indiana with this position, and it is a 3-year position. She is working out of ESD.
7. Beth Rosenbarger – Transportation Plan
 - General Background – Induced Demand and Transportation Myths
 - In planning or civil engineering, transportation is a derived demand. We don't demand transport itself but we demand other things (goods to get to us, the ability to get to work, etc.), things that are pure leisure don't fall under this type of demand. Recreational driving doesn't happen as much as it did outside of the 1950s. Traffic congestion is when many people are trying to get between places at the same time, and concentrates in a small or narrow space. When our problem has been that a street is full of

car, our previous solution was to make the street bigger. This solution envisioned an outcome where the same number of cars would have more space to move freely. Instead this added capacity results in more people driving, and more cars end up on the street, so congestion returns. If you have a highway then get to a smaller urban street, there is an expectation that your car will fit in this space and your car can be stored somewhere. In an urban context, we have limited space. If we continue to build out streets, this could lead to harm to neighborhoods, public spaces, communities and that harm is inequitably distributed.

- Induced demand incorporates the idea that we are constantly changing behavior based on what is available. Biggest flaw in previous planning efforts was thinking behavior is static. Congestion was viewed as a static equation. However, as more options become available people shift behavior and lifestyle. People have a tolerance level for congestion, so when a place become uncongested it will fill up again until we reach the cultural tolerance of congestion. People shift modes, time of travel, housing locations, jobs, etc. People will also choose to take trips that they wouldn't have taken previously when we try to add capacity. Capacity changes can be made physically or through changes in signal changes.
- We want to change the question from how many cars can we move down the street, to instead how many people can we move down the street. We may even want to think how many people can we make linger on the streets.
- Transportation Plan
 - This plan is replacing the transportation and greenways system plan (2008), and the growth policies plan. Also, this plan is taking into account the CMP, and the Transportation plan will be adopted into the CMP. The transportation goals in the CMP overwhelmingly are about increased sustainability, prioritizing non-automotive modes of transit, and planning public space multi-modal transit connectivity and parking.
 - This plan was approved by Plan Commission and moved to City Council. City Council has postponed approving the plan to allow for amendments. Planning and transportation staff have been working with City Council to make amendments, and these will be posted online April 12th. This reflects concerns that we heard from multiple members of the public.
 - Gwen: In general has response to plan been positive?
 - Beth: Late last summer, there was a survey for each of the key recommendations of the plan. About 780 people took the survey. Most aspects of the plan had lots of support, and some had neutral opinions. The recommendation that received the most unsupportive feedback was to restore

two-way traffic to College Ave./Walnut St. and 3rdSt./Atwater St.. This was changed to recommend instead a study of those streets, and come up with plans to improve all forms of transit. The community has expressed anxiety about potential widening of streets, but the intent of the plan is not to widen streets especially neighborhood streets. There are a lot of existing neighborhood streets, so we are clarifying the plan language to state that these streets remain calming neighborhood streets. On the City website there is an amendment form for the plan. These amendments need support from a Council member. If there are specific changes you want to make, I would suggest I meet with you or a council member. Also, wants amendments to have support from the CMP. The deadline for the submitting amendments is Monday April 29th at noon.

- Erin: Can you speak on Lyft/Uber and incorporating Transportation Network Companies (TNC) in this plan?
- Beth: When it comes to TNCs management is generally more about enforcement. Previous discussions on TNCs have mainly been about challenges to curb space and the competing issues of spaces, in particular transit on 10th St. There are different parts in the plan dealing with prioritization of curb space for the bus. Also, there have been other discussions, such as ticketing of other uses (private shuttles, TNCs) and specified TNC drop-off points on the IU campus.
- Erin: Is it possible to physically protect bus/transit lanes?
- Beth: It is possible with bike lanes to use different barriers, such as with protected bike lanes. One option for busses is prioritizing transit, like a painted bus lane. There has been interest in piloting transit only lanes on 10th St. Another recommendation from transit, is that that cities can have laws that require individuals to yield to the bus. In Indiana municipalities are not allowed to use speed cameras or red light cameras.
- Erin: What about sidewalk connectivity?
- Beth: We don't have as many specific recommendations to improve the pedestrian network. The next step would be an updated sidewalk inventory map.
- Pam: Once this plan is in place with whatever amendments, what happens then?
- Beth: The goal would be to amend the plan every five years.
- Erin: Can you talk about the roundabouts included in the plan?

- Beth: Roundabouts are going to be removed as a recommended project, as they were connected with the recommendation for two-way traffic restoration for College Ave./Walnut St. and 3rdSt./Atwater Ave.. Generally roundabouts have a higher upfront cost. They are safer due to fewer conflict points, but if you have vision impairments they can be tricky to navigate as a pedestrian, since people are sometimes are taught to listen for breaks in traffic sound which doesn't happen at a roundabout.
 - Pam: Is there a section that addresses affordability?
 - Beth: The transportation plan does talk about traditional cap of 30% of income for mortgage costs, but instead this should be a cap of 40% income for housing plus transit. Housing appreciates in value but transit does not appreciate, so there is some equitability issues.
 - Pam: How do these sorts of projects get funded, it seems that its not as easy for non-car transit projects to get funding?
 - Alex: The Bicentennial Bond is a larger bond focusing on non-car transit projects, such as trails and alleyways.
 - Beth: The B-line was funded with stimulus money. We need a network. The Bicentennial bond will pay for a two-way protected bike lane on 7th St, to be built in 2020.
 - Pam: If commissioners want to send me amendments ideas I can compile them. Get them in by April 19th.
- 8. Commission strategic plan goals - updates
 - ~~Sustainability Indicators~~
 - Sustainability Awards –
 - Pam: Does the announcement for the Award nomination go out to the Chamber at all?
 - Alex: It has been publicized generally off of the city channels.
 - ~~Award Statues~~
 - Change Work Session from April 23 to May 7 – Finalize awards
 - ~~Food Policy~~
 - ~~Climate Action~~
 - ~~Sustainable City Planning~~
 - ~~Collaboration~~
- 9. ~~Report from Chair~~
- 10. ~~New Business~~
- 11. Adjournment

Next Meeting:

Work Session, Tuesday, May 7, 2019, McCloskey Room (#135), City Hall at 6:00 p.m.

Auxiliary aids for people with disabilities are available upon request with adequate notice. Please call 812.349.3837.