Bloomington Sustainability Action Plan Transportation Working Group
Meeting 1 Notes
8 March 2018
City Hall
7:15 pm – 8:30 pm

Topic: Introductions and Prioritization of Transportation Issues
Facilitator: Stephanie Richards
Easel/Note Pad: Sonja Meintsma
Computer notes: Logan Pfeiffer
Participants: Stephanie Richards, Logan Pfeiffer, Sonja Meinstma, Beth Rosenbarger, Jim Rosenbarger, Elaine Caldwell Emmi, Perry Maull, Martin Bentley, Lew May, Rutu Patel, Jane St. John, Alex Jorck

Summary of Interests discussed

- Brief introductions and outlined the process and role of the transportation group
- Thoughtful discussion about topics and recommendations that were derived from the recent open houses
- After discussion, dot-voting followed to prioritize issues of concern
  - Round 1: vote indicates a priority issue
  - Round 2: vote indicates affiliated organization could impact issue
  - Round 3: vote indicates voter could impact this issue in daily life
- Resulting primary issues to address:
  - Micro Communities: 14 (5 org votes, 2 me votes)
  - Transit Service: 11 (10 org votes, 8 me votes)
  - Multi-modal Infrastructure: 9 (5 org votes, 4 me votes)
  - Bike and Pedestrian Safety: 6 (6 org votes, 9 me votes)
- Next meeting Thursday, April 5 (6-8 p.m.)

Detailed Notes

Introduction

- Based on two prior open houses, ideas have been collected and organized into issues and subtopics with recommended actions
- Hosted mini-course on Sustainability Action Planning to help develop the plan and speak a common language within the working groups
- Assembled experts within the community into working groups to collaborate to best solve issues

Review of working group responsibilities and process

- First meeting’s goal is to just go through issues discussed and the recommended actions, then vote on critical challenges
• Next meetings will do a deeper dive on these prioritized issues, this is a short meeting
• Between now and next meeting, SPEA students will delve into these issues, perform benchmarking, measure other cities and programs, and seek potential funding opportunities to give a practical plan within the city’s budget
• SPEA students will give 15-minute presentation discussing the issues, then establish goals and actions for the community to achieve those goals
• Stephanie will be working with members of advisory board to discuss feasibility with existing resources in an iterative process to determine achievement of issues/actions
• Questions, feedback, recommendations always welcome to improve the process

Review Working Group List
• Confirmed participation is highlighted in green
• If any members know of others who should be included, email Stephanie to get them involved
• Kevin Whited’s email will be sent to Stephanie
• Include INDOT? Because of state highways and funding potential
• Bike Project, possibly?
• Someone else from Bicycle and Pedestrian Safety Commission
• Someone who works with those with disabilities that uses transit

Priority Issues
• All issues from open house divided into main topics
• Go through each topic and make additions/changes

Priority Issues and Ensuing Suggestions

1. Multi-modal infrastructure
   • Streetlight synchronicity should be for vehicles (suggest using traffic signal), may not be great for pedestrians
   • Along with beautified streets, integrate better stormwater infrastructure
   • Salt Lake City used a bucket at either end of crosswalk with orange flags – walkers take flag and hold while crossing to make vehicles more aware of pedestrians and makes them visible \( \rightarrow \) some similar measure to make pedestrians safer
   • Add “shade” component to beautified streets

2. Bicycle-Pedestrian Safety
   • Add enforcement for sidewalk clearing regarding snow – little awareness of ordinance
     o Enforcement may necessitate a change in legal code language
   • Review design standards to enhance safety of infrastructure
   • Road repair, especially for potholes
   • Recognize that when there are more pedestrians on the streets, there is less traffic

3. Traffic Congestion (encouraging less traffic and disincentivizing car ownership)
   • Interest in connecting “switchyard” area with downtown with something like a shuttle (maybe a trolley)
   • Encourage walking/biking as a strategy
   • Education around idea that congestion isn’t all bad – “congestion tolerance”
   • Quit building streets that induce and encourage more traffic (wider, more lanes)
Vermont reaching out to businesses to provide sustainability incentives to employees – e.g., free ridership on local transit, benefits to employees for carpooling

4. **Micro Communities (all amenities within walking distance + mixed use neighborhood)**
   - In Gavle, Sweden, they don’t allow development without the “basic” services, then community must be connected by public transit to nearest city
   - Micro-communities may be confusing, “polycentric” (i.e., more than one center), a city is a collection of villages
   - Good connections to other areas

5. **Transit Service**
   - Add comfort of service to subtopics – amenities such as wi-fi, also incentivize service and ridership with technology
     - IUPUI with GoExpress – alerts to increase ridership
   - Potentially raise taxes so everyone can ride free
   - Land use component – work with county, declare no development outside city limits because people don’t have access (e.g., Ivy Tech) also requires more city funds to provide access

**Statement of facts to rectify misconceptions/unawareness**
- Suggested “Free-fare day” to reduce barriers like unawareness, fear, incentivize kids over summer (Summer Fun Pass does exist, as does free-fare days on Rosa Parks, Earth Day, others)
- Had “Night Owl Service” Fri and Saturday until 3am
- Evening service last leaves downtown at 11pm, but hourly at night (less frequent)
- BT doesn’t go to Ivy Tech, but Rural Transit does, hourly from downtown, maybe more frequent at certain times of day – these and other don’t need to be actions to take, but need to fix the disconnect and promote these
- More bus stops now than ever, past comments said there were less
- Maybe use BT metrics to compare to other cities

6. **Bicycling Culture**
   - Protected bike parking should include covered parking, e.g., in Sweden
   - Community rides to promote the culture
   - “Concerned, yet interested” potential bicyclists would seek certain infrastructure, e.g., attracted to greenway, not fast streets like Walnut

**Wrap up and next steps**
Dot voting: Round 1 priority issues, round 2 indicate affiliated organization could impact issue, round 3 indicates voter could impact this issue in daily life

Final vote tally:

1. Micro Communities: 14 (5 org votes, 2 me votes)
2. Transit Service: 11 (10 org votes, 8 me votes)
3. Multi-modal Infrastructure: 9 (5 org votes, 4 me votes)
4. Bike and Pedestrian Safety: 6 (6 org votes, 9 me votes)
5. Bicycling Culture: 4 (5 org votes, 9 me votes)
6. Traffic Congestion: 4 (5 org votes, 5 me votes)
• Is this too much to tackle, or try to address all of these?
• One suggestion it’s too much
• One mention of micro communities being a long-term vision and perhaps out of scope, 2 rebuttals
• Bike and pedestrian safety seen as subset of multi-modal infrastructure
• 8 votes to address top 4 priorities, leave last two for next cycle of planning

• Next meeting Thursday, April 5 (6-8 p.m.)
• Notes will be available on website soon
• Will draft definitions of municipal sustainability in Bloomington
• Ask for thoughts on Bloomington’s vision statement
• Future topics will be released soon
• Email Stephanie with any suggestions
Priority Issues

1) Micro communities (14)
2) Transit service (11)
3) Multi-Modal Infrastructure (9)
4) Bike + Pedestrian Safety (6)
5) Bicycling culture (4)
6) Traffic Congestion (4)
Issue: Micro-communities

Recommended Actions:
- Increase access to amenities closer to neighborhoods
- Encourage mixed-use neighborhoods
- Limit developments w/o services & public transit (Gäble, Sweden)
- Create collection of villages
- Improve walkability
- Good connections to other areas
Issue: Transit Service

* Org Me

Recommended Actions:

- Tailor bus service to allow access to needed services/amenities
- Convert to electric buses
- Free fare
- Promote amenities
- Comfort + Amenities
- Affordability

Challenge:

- Land use changes to build new existing routes
- Summer bus for kids
- Shelters at bus stops

- Prioritize bus travel
- More schedules at bus stops
- Better info
- Educate people on how to ride bus
- Improve weekend service
- Improve transit for visitors
- “Drunk bus” @ midnight
- Transit to Ivy Tech + Cook