



Transportation Working Group
Meeting 2
City Hall McCloskey Room
5 April 2018

Attendees: Kevin Whited, Rutu Patel, Perry Maull, Beth Rosenberger, Elaine Caldwell Emmi, Autumn Salamack, Stephanie Richards, Logan Pfeiffer, Sonja Meinstma



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Tonight's Agenda

- 6:00 pm – 6:05 pm: Review of Detailed Process
- 6:05 pm – 6:10 pm: Draft Definition of Sustainable Community
- 6:10 pm – 6:15 pm: Review of Draft Vision Statement for Sustainability Action Plan
- 6:15 pm – 6:20 pm: Draft Definition of Complete and Compact Community
- 6:20 pm – 6:40 pm: Presentation on Complete and Compact Communities
- 6:40 pm – 7:00 pm: Root Challenges to Achieving Complete and Compact Communities
- 7:00 pm – 7:45 pm: Breakout Groups (3) – Actions, Metrics, Partner Organizations
- 7:45 pm – 7:55 pm: Summary of Group Findings
- 7:55 pm – 8:00 pm: Wrap-up, Feedback, Election of Working Group Leaders

Summary of Main Points:

- Identified numerous root challenges and potential actions, metrics, and partners
- A lot of current impediments and potential corrective actions are tied to current zoning policies
- Solutions to root problems should use carrots as well as sticks
- Kevin and Beth will be group leaders in helping with report

Detailed Notes:

Review of Detailed Process

- Next steps:
 - After 4 working group meetings, Stephanie will meet with Advisory Board and gives presentation of ideas from working groups
 - First draft of BSAP in early July; sent to Advisory Board and Working Groups
 - Incorporate feedback from Advisory Board
 - Draft 2 – send to all working group members
 - Tonight: 2 leaders will be elected to collect feedback from group to submit comments to Stephanie (review during mid-August)
 - Final BSAP in late August
- Review of meeting 1:
 - Compiled top issues, from open house and Meeting 1, voted on priorities, these priorities are topical discussions for this and the next two meetings
 - Will discuss Complete and Compact Communities in this meeting
 - Infrastructure and Safety in Meeting 3
 - Public Transit in Meeting 4



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Draft Sustainable Community Definition

A sustainable community works together to manage its natural, social, and economic resources to ensure a healthy and just environment for existing and future generations everywhere.

Draft Sustainable Community Definition:

- Should everywhere be included? A: *We are concerned about global sustainability as well as Bloomington*
 - Maybe change to “in Bloomington and elsewhere”? – to reinforce local focus first
- General acceptance of definition in group



Draft Vision Statement

By 2030, the City of Bloomington will distinguish itself as the most sustainable community in Indiana. We will work collaboratively with the area's academia, nonprofits, and businesses to enhance our natural capital; build a diverse and growing economy; and ensure a healthy and equitable standard of living for all residents while enhancing the capacity of other Indiana cities and towns to do the same.

Draft Vision Statement:

- The last part is interesting (other Indiana cities/towns). How do you accomplish that? A: *Inspiring others, be a resource, maybe through the Environmental Resilience Institute*
- Are we aiming high enough with goal to be the best in Indiana? Should we be one of the best in the nation? Or best in Big 10 cities? Suggestion: keep best in Indiana, add "and one of the best in nation."
- Expressed interest to work with other governmental entities like region, country, university, etc.

Draft Definition of Complete and Compact Community:



Complete and Compact Community

Neighborhood with walkable center, dense development for a variety of income groups, diverse amenities, and access to public transit.

Sample amenities: public transit stop, employers, supermarket, convenience store, bank, gym, laundry, dry cleaner, recreational center, school, medical office, public library, social services.

Are there any neighborhoods in Bloomington that are already beginning to resemble complete and compact communities in Bloomington?

- This topic was chosen as first priority in Meeting 1
- “Complete and Compact Communities” is the term used in STAR
- Definition accepted
- Neighborhoods in Bloomington resembling this definition:
 - Renwick (College Mall)
 - College Mall is a big neighborhood with many destinations, but not pleasant
 - Windemere Woods – with a little work, more safety, could be very close
 - Hyde Park – better with newer crosswalk
 - Spice Wood
 - Park Ridge – used to be more contained, but now a dessert – must cross 3rd St. to get to grocery
 - Downtown neighborhoods
 - Elm Heights – but no grocery store
 - Bryan Park
 - McDole
 - Prospect Hill
 - Near Westside

- Maple Heights
- Seems that a walkable grocery store is one of the last amenities to be included in neighborhoods
- Westside:
 - Stores there are more big-box stores
 - Walnut & Winslow/Sherwood Oaks/Broadview/Moss Creek (condos) – has potential, has Lucky's (may be a hub) and some destinations, near B-Line, not far from YMCA

Presentation:

- Complete slides are attached

Current conditions

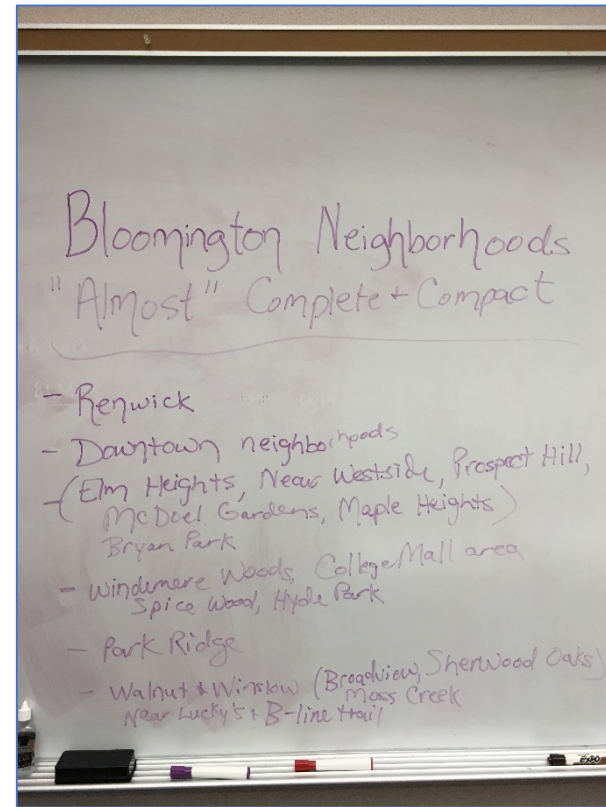
- Vehicle Ownership – at 2 cars per household
- Bloomington has funding of around \$22 million for alternative transportation
- Since 2001, bike path mileage has quadrupled – shows commitment
- Bus ridership has increased and IU bus ridership has decreased a little (though data is from 2013-2014)
- Perry noted that bus ridership has declined because proportionately few students live on campus; and IU students represent 70 percent of BT ridership
- Kevin has Transportation Demand Management survey to share with us and will email to Stephanie

Metrics

- Recent improvement in decreasing drive alone commuting metric
- Walkability has many metrics, but not being measured
- Bus ridership is measuring just BT Transit ridership
- Mode-share split is for work trips (some Bloomington organizations count school as work)
- IU – 80% faculty drive, less than 1% of students drive
- SOV transportation STAR goal feasible, just missing goal by 1.2% - can focus on this
- Could fold STAR walkability standards into future planning
- Some streets incorporate parking in the middle of the streets and have been shown to improve bicycle safety

Actions

- Ann Arbor is a comparable city (to Bloomington) doing the most and most interesting things to encourage alternative commuting and complete/compact commuting
- Most comparable cities have adopted Complete Streets policies
- Massachusetts is a leader in Complete Streets implementation
- Outlined 6 potential STAR actions to improve CCC

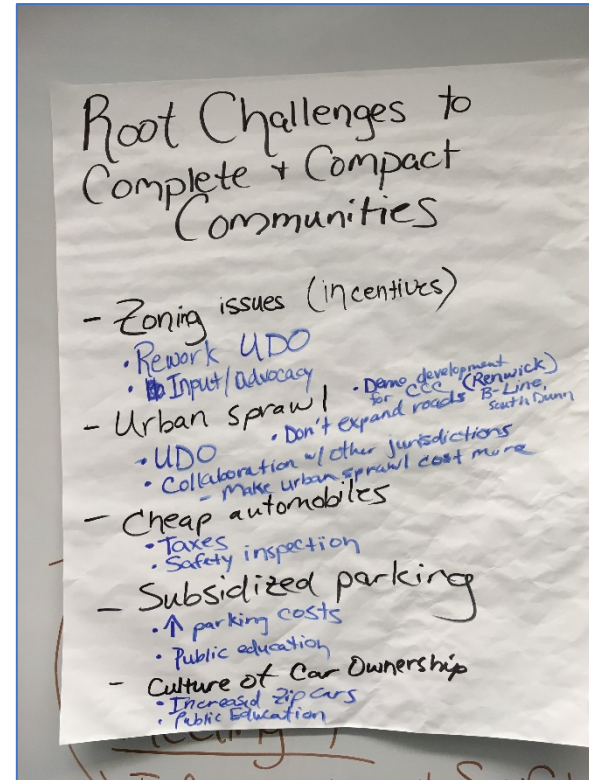


Root Challenges to Achieving Complete and Compact Communities

Try to use carrots, not just sticks

Zoning potential to solve many issues

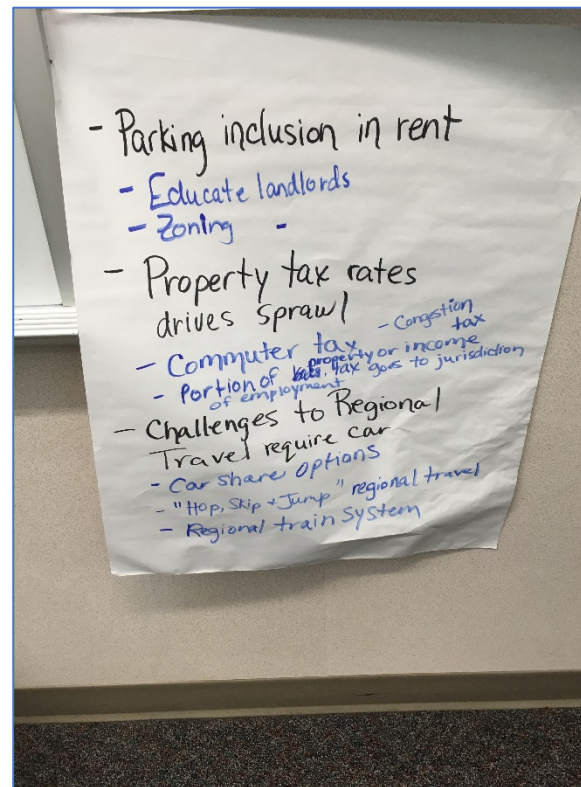
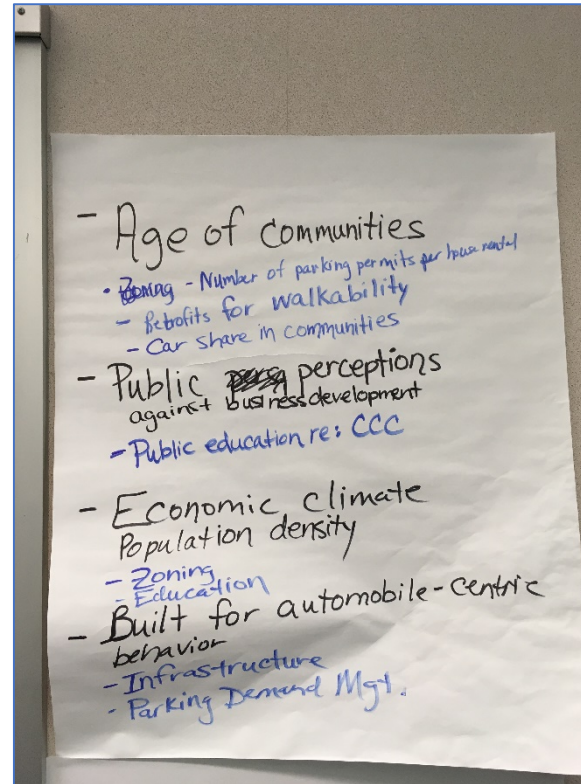
1. Zoning issues may prevent CCC
 - a. Currently reworking zoning and Transportation Plan (New Thoroughfare Plan coming this summer)
 - b. Solution: Federal grant to rewrite zoning process (rework UDO)
 - c. Solution: Local advocacy and input
2. Sprawl
 - a. Solution: Zoning (UDO)
 - b. Solution: Make developers pay
 - c. Solution: Work with other jurisdictions
 - d. Solution: Make sprawl cost more
 - e. Solution: Don't expand roads out to new subdivisions
 - f. Solution: Demonstration development area in downtown to spark interest (e.g., Renwick, B-Line Houses, South Dunn)
 - g. Solution: Build parking underground with new developments (but beware – bedrock issues)
3. Cheap vehicles
 - a. Solution: Taxes
 - b. Solution: Safety inspection
4. Free (and subsidized) parking
 - a. Solution: Charge more!
 - b. Solution: Challenge is people see free parking as a right
 - c. Solution: Public education
 - d. Solution: IU raising parking rates 7% per year – drives students parking off-campus, affects others in town
5. Culture of car ownership
 - a. Solution: Currently 13 Zipcars on campus in community – need certain demand to increase → increase demand
 - b. Solution: Public education
6. A lot of built environment already built a certain way (aged infrastructure limits current CCC) – no unbuilt space in some communities (Elm Heights grocery didn't make it, would never make it in Hyde Park)
 - a. Solution: Zoning
 - b. Solution: Limit number of neighborhood parking permits
 - c. Solution: Limit number of parking spaces per household (because some houses have 5-7 cars)
 - d. Solution: Retrofits
 - e. Solution: Car-share in communities



7. Public Perceptions
 - a. Solution: Public education re: CCC
8. Economic Climate/population density
 - a. Solution: Zoning
 - b. Solution: Education
 - c. Solution: Advocacy
9. Auto-centric built environment
 - a. Solution: PDM (Parking Demand Management) is new TDM (Traffic Demand Management) – can control driving through parking
 - b. Solution: More bike lanes
 - c. Solution: Infrastructure
10. Inclusion of parking in leases
 - a. Solution: Housing and neighborhood development?
 - b. Solution: Zoning – parking maximums (Bloomington currently has these)
11. Property Tax Structure – drives sprawl, people who live outside city don't pay city taxes, but often enter and use amenities within
 - a. Hard in Bloomington because housing is expensive
 - b. Solution: Commuter taxes
 - c. Solution: Portion of income tax splits between jurisdiction of where you work and where you live
 - d. Solution: Congestion tax
12. Hard to regional Travel – require car to get outside Bloomington
 - a. Solution: Car-share in city
 - i. Zipcar for only a couple hours
 - ii. Other service for couple days
 - b. Solution: something like Boulder, CO "Hop, Skip, and Jump" program
 - c. Solution: Bring back regional rail system

Challenges to Bicycle and Pedestrian Traffic

1. Safety
 - a. Solution: Protected bike lanes
2. Weather
3. Road design
 - a. Solution: Infrastructure designs
 - b. Solution: Road repair and debris removal
 - c. Solution: Bicycle and pedestrian funding
4. No sidewalks



- a. Bloomington is worst for sidewalks
5. Cost of bike ownership
 - a. Often don't use for half of year because of weather
 - b. *Solution: Advertise community bike-share program*
 - c. *Solution: Showers at work*
 - d. *Solution: Campus is starting new bike rooms, shower rooms, covered parking, bike lockers*
 - e. *Solution: Bike repair stations*
6. Safe and available bike parking
 - a. *Solution: More bike corrals on streets*
 - b. *Solution: Secured at work*

Breakout Groups: CCC group and

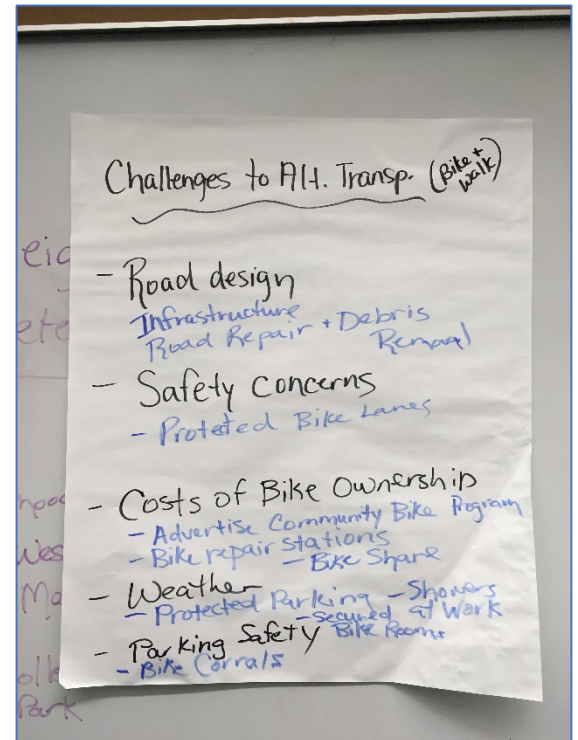
- *Have to analyze when zoning requirements are needed*

Zoning

1. Require new developments to have certain number of amenities within half mile radius
2. Encourage infill development
3. Incentivize landlords to transition from town-homes and multiple apartment houses to single-family (in old neighborhoods, also affordable housing issue)
4. Decide which areas can withstand dense development
5. More designated park space to prevent conversion to development

Urban Sprawl

1. Vary fees by Build/lot size



2. Joint city/county integration

Cheap Autos

1. Can't do anything at city level
2. Encourage employers to give incentives to not drive
3. Incentive programs not being used (challenge)

Subsidized Parking

1. Raise parking rates (PDM)
2. Give first half-hour free, then incremental rate structure
3. Variable rates – parking meters vs. parking garage – depends on what for and how long you need parking for – education about rates
4. Cost-savings study

Culture of Car Ownership

1. Zipcar – service chooses to add more cars to fleet based on utilization rate (~40%)
2. Place more cars at destination locations
3. Drive and Drop style (1-way), rather than drive back to original location (2-way)
 - a. Need more utilization to work up to that level

Age of Communities

1. Review neighborhood parking (Public Works)
2. Trial a neighborhood shared streets (retrofit)

Parking

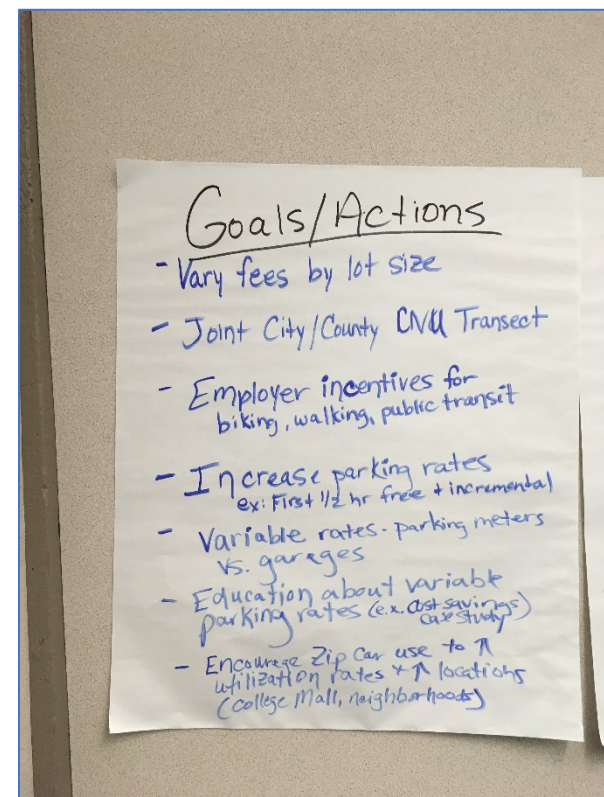
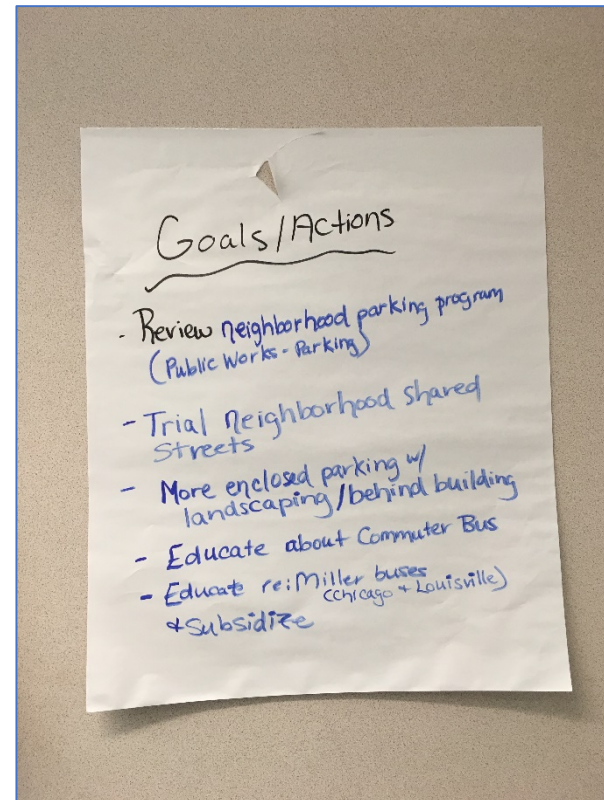
1. More enclosed parking with landscaping or behind building

Commuter Taxes

1. Not realistic in Indiana

Regional Travel

1. Commuter bus between campus of IUB to IUPUI – anyone can use
2. Miller Bus offers some regional transport – Louisville to Chicago – stops at BT hub
3. Subsidized structure with GoExpress



Hop, Skip, and Jump

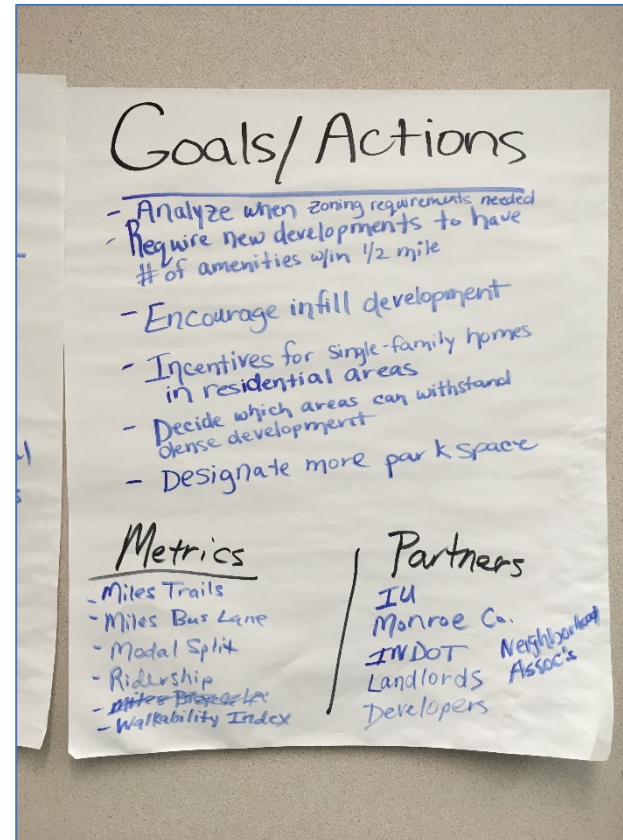
1. Branding buses

Partners:

- IU
- Monroe County
- INDOT
- Landlords
- Developers
- Neighborhood Associations

Metrics:

- Miles of bike lanes/miles
- Community mode-share
- Ridership
- Walkability index (walk-score helps with destinations but not infrastructure)



Road Repair and Debris Removal

1. MPO Complete Streets policy, but no city policy – adopt Complete Streets policy in city
2. Vision Zero Policy – drives Complete Streets (because strives for zero safety incidents)
3. Increase dedicated budget
4. Eliminate parking next to bike lanes
5. Working with businesses to encourage

Bike ownership

1. IU Surplus store has very cheap options,
 2. Start a bike bazaar, provide in more locations across town
 3. Community Bike Project – next to farmers' market, give children's bikes free
 4. Bike-share program (coming mid-June at latest)
 5. Add on-street bike parking
- Interactive Campus Map will have all bike rack parking facilities based on parking inventory – give to Google
 - Bike parking is being updated by city, but often not implemented well

Metrics:

- # bike corrals (current baseline: 4)
- # bike racks
- # bike parking

Partners:

- IU
- Zagster
- Google
- Community Bike Project

Wrap-up, Feedback, Election of Working Group Leaders:

- Had enough time to talk
- Leaders:
 - Kevin Whited
 - Beth Rosenberg

