



**Bloomington Sustainability Action Plan Transportation
Working Group Meeting Three Notes (Part 1)
19 April 2018
City Hall
6 pm – 8 pm**

Topic: Identify challenges regarding multi-modal transportation and propose solutions.

Facilitator: Stephanie Richards

Computer notes: Steven Chybowski

Number of participants: 8 (Pat Martin, Kevin Whited, Jim Rosenberger, Martin Bentley, Beth Rosenbarger, Autumn Salamack, Stephanie Richards, Sonja Meintsma, Steven Chybowski)

Agenda

6:00 pm – 6:05 pm: Update on Feedback on Sustainability Definition and Vision Statement
6:05 pm – 6:20 pm: Review of Meeting 2 Recommendations for Compact and Complete Communities
6:20 pm – 6:40 pm: Presentation on Multi-Modal Infrastructure and Bicycle and Pedestrian Safety
6:40 pm – 7:00 pm: Root Challenges to Multi-Modal Infrastructure and Bicycle and Pedestrian Safety
7:00 pm – 7:45 pm: Breakout Discussions
7:45 pm – 7:55 pm: Sharing of Breakout Results
7:55 pm – 8:00 pm: Wrap up

Summary of Topics discussed

- Review goals and actions discussed in meeting two
- Background presentation of the current situation of Bloomington multi-modal transportation
- Identify challenges the City faces with building multi-modal infrastructure
- Identify challenges and solutions for using multi-modal transportation

Detailed Notes

Overview of the Meeting

- Stephanie will review all the feedback regarding the vision statement and sustainability definition

Review of Meeting Two Goals, Actions, Metrics, and Partners

Recommendations from Meeting 2

Complete and Compact Communities

Possible Actions

- Pursue adjustments needed to establish Complete and Compact Communities in those neighborhoods close to meeting criteria – Renwick, Downtown neighborhoods (Elm Heights, Near Westside, Prospect Hill, McDoel Gardens, Maple Heights, Bryan Park), College Mall area (Spicewood, Windemere Woods, Hyde Park), Park Ridge, Walnut and Winslow area (Broadview, Sherwood Oaks, Moss Creek)
- Require new development to have certain level of amenities
- Encourage infill development
- Incentivize landlords to transition from town-homes and multiple apartment houses to single-family (in old neighborhoods, also affordable housing issue)
- Decide which areas can withstand dense development
- Set aside more designated park space to prevent conversion to development
- Vary permit fees by building/lot size to encourage compact development
- Collaborate with County to encourage joint planning efforts (CNU Transect)
- Encourage employers to give incentives not to drive

Recommendations from Meeting 2

Possible Actions (continued)

- Raise parking rates/adjust to free first half-hour then incremental rate structure and variable rates for parking meters vs. garages and educate public
- Encourage Zipcar usage to increase numbers (need 40% utilization to get more cars)
- Place more cars at destination locations
- Determine possibility for more one-way Zipcars
- Review neighborhood parking permits
- Introduce a neighborhood with shared streets
- Make more parking enclosed with landscaping or behind building
- Encourage use of commuter bus between IUB and IUPUI
- Promote Miller Bus services between Louisville and Chicago and consider subsidization
- Brand long distance buses to make more fun

Potential Metrics

Miles of bike lanes, Mode share, Ridership, Walkability index

Potential Partners

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

Recommendations from Meeting 2

Multi-Modal Transportation

Possible Actions

- Pursue Complete Streets Policy/Vision Zero Policy
- Increase funding for complete streets
- Eliminate parking near bike lanes
- Work with businesses to encourage bike parking
- Promote bikes at IU Surplus and consider bike bazaar at locations across town
- Develop bike parking inventory and share with Google
- Promote bike share
- Increase number of bike corrals

Potential Metrics

Bike Corrals (currently 4), # Bike Racks, # Bike Parking (Bike Friendly Standard)

Potential Partners

IU, Google, Community Bike Project, Zagster

- Go Express provides weekend trips to Chicago
- How will we handle conflicting actions? we will use dot voting at the next meeting to prioritize actions
- Converting the housing back to single homes may be counterintuitive to our goals – maybe we can make that goal more specific
- Miles of bike lanes – should that also include trails?
- How do we determine mode share? – Census data
- All ages bicycle network is another way to measure “bike miles”
- Our actions have a reverse proportion of bike actions to pedestrian actions
- We need more actions for pedestrians
- We need to consider sidewalk connectivity and bike lanes
- Miles of bike lanes is not a good indicator – we want to reduce single-rider vehicles and the number of vehicles on the road
- Miles of bike lanes is not as important of a metric as effectiveness of bike lanes
- The B-line is an example that serves the goal of reducing single occupancy vehicles
- It is easy to calculate miles of bike lanes, but it's not that useful of a measurement
- The bike lane on Walnut gets about 25 riders per day
- The B-line can see about 2,000 people per day
- There's a lot of overlap between all our topics
- For the first goal, we should look to rewrite it as “establish walking neighborhood centers” – it might sell better if people do not feel that their residential streets will be affected – specific residential neighborhoods will not be centers, the centers will be bigger than that
- Changing intersections at 3rd and College Mall would not be small
- Urban Centers, village centers – not how far/fast you can drive across an area, but the walkability of it with a central point
- Each center is where things get built up
- Centers do not have to be in the literal “center”
- Idea is that a city is made up of many villages
- 3rd and Patterson could be another center – near the Dillon apartments – is a popup village
- Latent demand
- Covenanter and College Mall Rd is a bad intersection
- “Certain level of amenities” is too vague

- Change encourage employers to give “incentives not to drive” to “incentive to encourage walking/biking/transit”
- It is hard to separate actions out as they are all related
- Do we want more metrics that focus on the evaluation of compact/complete communities?
- Single occupancy vehicle rates – another metric
- Total bike network – metric
- All ages facilities – metric
- Encouraging people to work at home
- Vehicles per capita

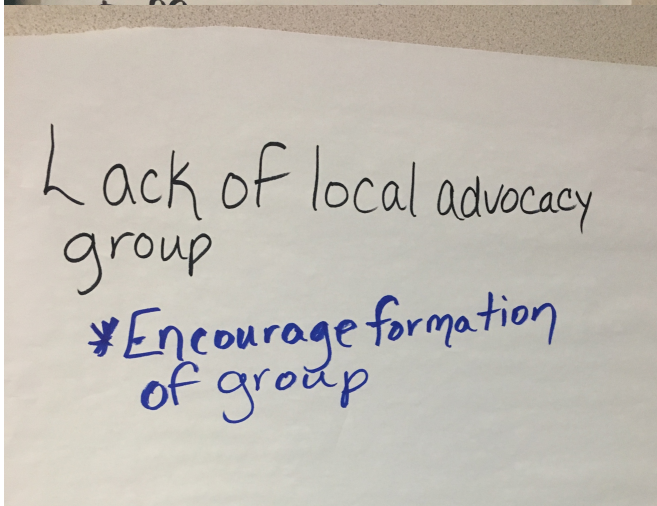
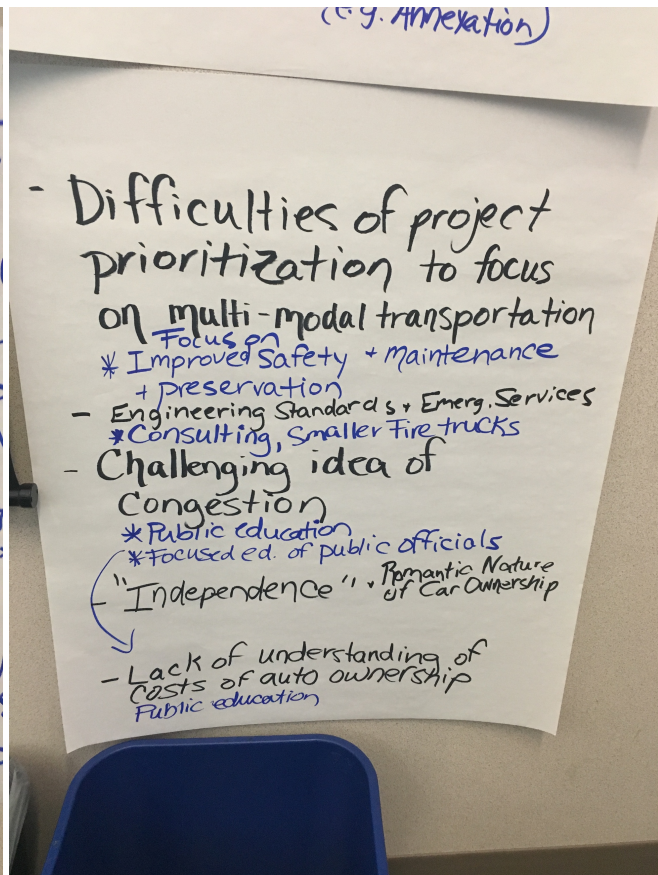
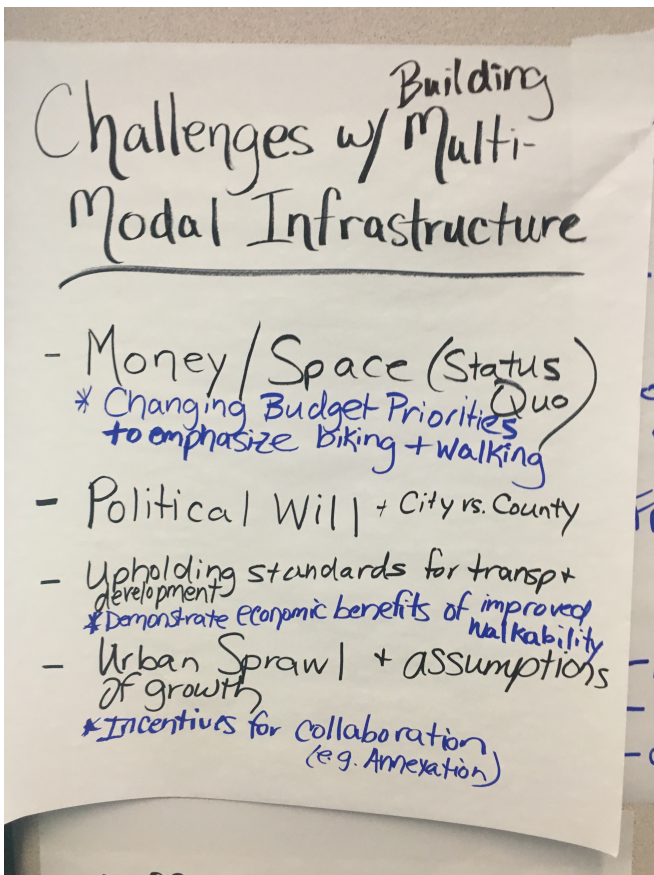
Presentation on Multi-Modal Transportation

- Detailed information in attached presentation
- Crash rates number in the presentation needs to be edited – the data should be available and is likely under 100
- Bloomington Transit has the answer for the percent of transit stations and vehicles that are ADA accessible
- Transit person hours is time on the bus – stratified random sample
- Travel demand forecast model – used for jobs in X minutes in Transform 2040 plan
- What is a walk-friendly city certification? – similar to a bicycle-friendly city – it is another certification for which the City can apply
- Buffered bike lanes are striped bike lanes
- Any physical barrier lining a bike lane is a protected lane
- Focus on not saying “alternative transportation” – just say “transportation” – walking, biking, transit, driving is the rhetorical order

What are the Challenges faced for Building Multi-Modal Transportation?

- Money
- *Possible Solution: Adjust the allocation*
- *Possible Solution: Change budget priorities to emphasize biking and walking*
- Infrastructure funding is all automobile-directed
- Space
- Status quo
- Urban Sprawl is cheap and assumptions of growth
- *Possible Solution: Incentives for collaboration*
- *Possible Solution: Annexation*
- Political will – at all government levels
- *Possible Solution: Encourage formation of local advocacy group*
- Upholding standards for transportation and development
- *Possible Solution: Demonstrate the economic benefits of improved walkability*
- Difficulties of project prioritization to focus on multi-modal transportation
- *Possible Solution: Improve safety, maintenance, and preservation*
- Idea of congestion
- *Possible Solution: Public education*
- *Possible Solution: Educate politicians*
- “Independence” and American pro-driving culture
- *Possible Solution: Public education*
- Education on the economic impact of cars
- *Possible Solution: Public education*
- No local advocacy organization

- Possible Solution: Encourage formation of local advocacy group
- Engineering standards and emergency services
- Possible Solution: Consulting, smaller fire trucks when possible



What Challenges Stand in our way for Increasing the Utilization of Multi-Modal Transportation?

- We get the user we design for
- Possible Solution: Make better infrastructure and look at other suggestions
- Perception of safety
- Possible Solution: Design
- Possible Solution: Education
- Possible Solution: Buddy system

- Possible Solution: Improved bike parking (indoor options and covered parking to protect bikes)
- Differing concepts of safety
- Convenience
- Possible Solution: Build appropriate infrastructure
- Possible Solution: Promote infill
- Possible Solution: Education
- Missing connectors and robustness
- Possible Solution: Fill in connectors
- Time constraints and multiple demands
- Possible Solution: Education on where you choose to live
- Possible Solution: Safe infrastructure
- Possible Solution: Encourage school bus use
- Distance of amenities
- Possible Solution: Keep neighborhood schools open
- Housing affordability
- Possible Solution: Education about housing costs vs. transportation costs
- Lack of familiarity with transit systems
- Possible Solution: Workshops, mentors, videos
- Habits
- Possible Solution: Incentives
- Possible Solution: Competitions
- Possible Solution: Education

Challenges to Use of Multi-Modal Transportation

- Get user you design for
 - * Build appropriate infrastructure
- Safety/Perceptions of Safety / Differing Concepts of Safety
 - * Design
 - * Education (e.g. safety)
 - * Buddy System (e.g. Faculty/Staff)
 - * Improved Bike Parking
 - * Inside Parking / Covered Parking
- Convenience
 - * Appropriate infrastructure
 - * Promote infill
 - * Education
- Missing Connectors/Robustness
 - * Fill in connectors

- Time Constraints / Demands
 - * Education
 - * Safe Infrastructure
 - * Encourage school bus use, change culture
- Distance of Amenities
 - * Keep schools opened
- Housing Affordability
 - * Education about housing vs. transportation costs
- Lack of Familiarity
 - * Workshops, mentors, videos
- Habits
 - * Incentives
 - * Education
 - * Competitions