



GNARLY TREE
SUSTAINABILITY
INSTITUTE

City of Bloomington Sustainability Action Plan Transportation Working Group Meeting 3

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Current Situation in Bloomington

- Factors that contribute to bicycle and pedestrian safety and infrastructure:
- Walkability - “fair”
- Bikeability - “fair”
- City Connectivity - “good”
- Transportation safety - “good”
- Multi-Modal Transportation (drive, bus, bike, walk)
- Mode-Share Split
- Complete Streets Policy
- Safety Incidents?
- Funding
 - Alternative Transportation Fund: \$21,576,706 for 2018-2040
 - Federal Surface Transportation Block Grant and Highway Safety Improvement Program funds also



Definition of Infrastructure and Safety

- **Infrastructure and safety:** the design of transportation infrastructure that promotes safety and accessibility for all modes of transportation through the implementation of safety design, implementation, regulation, and technology to minimize environmental impacts and safety risks while facilitating efficient, accessible, and connected transportation
- **Multi-modal transportation:** improved choice and access of alternative methods of transportation that are affordable, accessible, safe, and equitable to all people and neighborhoods, facilitated through infrastructure designed to achieve this



Infrastructure and Safety

Community Goals Found in Bloomington Documents

- Ensure that all Bloomington resident have safe access to transit and can walk or bicycle to meet all non-work needs and to meet this goal by 2020 (BEAP)
- Reduce “dependence on the automobile [by providing] a safe, efficient, accessible, and connected system of transportation that emphasizes public transit, walking, and biking to enhance options to reduce our overall dependence on the automobile.” (Transform 2040)
- Improve modal and social equity within the transportation system by improving development plans of biking and walking to coincide with public transit, and improving the safety all transportation modes by educating the public about safe driving, biking, walking, and using transit. (Transform 2040)
- “Continue to integrate all modes into transportation network and prioritize bicycle, pedestrian, public transit, and other non-auto modes to make network equally accessible, safe, and efficient for all users.” To achieve by 2020. (MTP/BCP)
- Achieve Platinum Level of Bicycle Friendly City designation



Metrics Found in Bloomington Documents

- Percentage of people walking/biking to work (BCP) - 14.6% walk, 4.6% bike in 2015
- Percentage of students walking/biking to school (BCP)
- Sidewalk, path, and trail mileage (BCP) - 63.12 miles of bike lanes (2014 - expansion underway)
- Estimated walking trips per household per day (BCP)
- Crash rates for walkers/bicyclists and injury rates (BCP) - 2013: 1,111 injuries (mode undefined)
- Fatality rates (motorized and non-motorized) (BCP) - 2013: 12 fatalities (mode undefined)
- Number of known sidewalk and ramp ADA violations (BCP)
- Percentage of transit stations and vehicles that are ADA accessible (BCP)
- Percentage of streets that meet “complete streets” criteria (BCP)
- Percentage of age and ability-friendly signs related to transportation of all kinds (BCP)
- Average pavement index by road typology (BCP)



Metrics Found in Bloomington Documents

- Miles of streets (Bloomington Public Works website) - 237 miles and 82 traffic signals
- Frequency and variety of pedestrian/biking education courses offered by the city (BEAP)
- Level of Bicycle Friendly City designation (goal Platinum): currently Gold since 2014 (BEAP)
- Number of high-destination community areas with covered bicycle parking/ secure parking (BEAP)
- Number of sheltered bus stops (BEAP)
- Reports of pedestrian areas in the community that lack crosswalks, crosswalk signs, sidewalks, or need repair work. (BEAP)
- Accessibility by mode/ ADA accessibility (Transform 2040)
- Number of jobs within X minutes (Transform 2040)
- Shopping within X minutes (Transform 2040)
- Transit person hours (Transform 2040)



Metrics Used in Other Cities

- Frequency and variety of education courses offered by the city (West Lafayette/ Columbia)
- Legal compliance with existing road-share laws (West Lafayette)
- Number of enforcement mechanisms in place to comply with pedestrian law (Columbia)
- Number of obstacles reduced that contribute to poor driving safety (Iowa City)
- Number of sidewalk gaps reduced (Columbia)
- Number of crosswalks constructed (Columbia/ Lawrence)
- ADA compliant (Columbia/ Lawrence/ Ann Arbor)
- Number of added miles bikeways, walkways, and sidewalks (Columbia)
- Walk-friendly City Certification (Lawrence)
- Bicycle Friendly Designated City (Multiple)
- Measure of distance of goods/services from households (Ann Arbor)



Metrics Recommended in STAR

- BE-3: Compact and Complete Communities
 - Outcome 1: Density, destinations, and transit: residential density, employment density, transportation availability, diverse uses
 - Outcome 2: Walkability: sidewalks on both sides, crosswalks, street trees
- BE-6: Public Spaces
 - Outcome 3: Connectivity, - 90% of households are located within 3 miles of an off-road trail for increased bicycling and walking activity
- BE-7: Transportation Choices
 - Outcome 1: Mode split, indicating a bike + walk + transit minimum of 25%, or a bike + walk minimum of 5%
 - Outcome 2: Transportation Safety: incremental progress towards zero fatalities for bike and pedestrians by 2040 compared to baseline year not predating 2000



Metrics Recommended in ISO and Complete Streets

- ISO indicators
 - Indicator 18.5: percentage of commuters using a travel mode to work other than a personal vehicle
 - Indicator 18.7: kilometers of bike paths and lanes per 100,000 population
- Complete Streets
 - # of streets that comply with Complete Streets criteria (10)



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Actions Used in Other Cities

- **Columbia:** *GetAbout Columbia* is a pilot program that will use federal funds to improve the current walking and biking opportunities of the city. (Columbia)
- **Ann Arbor:** Commuter Challenge, *getDowntown* program, community rideshare, carpooling
- **West Lafayette:** Provide skills courses, celebrate National bike month, implement bicycle friendly business program, initiate a bike-to-school day, remove ordinances that create barriers to bicyclists, and maintain on-and-off-road bike facilities
- **Iowa City:** “Bike-to-Work Week” program
- Bike-Share programs (West Lafayette, Iowa City, Lawrence, College Station, Ann Arbor)
- Telecommuting support - city employee incentives (Iowa City, Ann Arbor)
- Incorporate safety issues into transportation planning, maximize opportunities for modal transit for low-income communities, and ADA improvements (Iowa City, Columbia)
- Expand bike and pedestrian facilities (College Station, Ann Arbor)



Actions Recommended in STAR

- Walkability Standards for streets (BE 3 Local Action 4)
- Improve/incentivize alternative transportation amenities in development projects (HS 1 Local Actions 2 & 9)
- Bicycle Friendly City designation (HS 1 Local Action 6)
- Walk Friendly City designation (HS 1 Local Action 6)
- Implement programs and services to transition community towards alternative transport and low emissions vehicles (CE2 Local Action 8)
- Partner with organizations to support transportation management associations that promote rideshare programs and commuter incentives (NS4 Local Action 5)



Actions Recommended in STAR

- Adopt bike/ped master plan to improve safety/access to alternative transport (BE 7 Local Action 1)
- Adopt complete streets policy (BE 7 Local Action 2)
- Require walkability standards for subdivision and other development regulations (BE 7 Local Action 3)
- Offer incentives for local government employees for non-SOV commuting (BE 7 Local Action 4)
- Implement 2+ types of enforcement programs to ensure ped, bike, motorist safety (BE 7 Local Action 5)
- Increase percentage of households with access to transit (BE 7 Local Action 6)
- Increase mileage of sidewalks (BE 7 Local Action 7)
- Increase mileage of striped/buffered bike lanes or parallel off-street paths (BE 7 Local Action 8)
- Establish/support community-wide public bike share program (BE 7 Local Action 9)
- Construct/retrofit transportation infrastructure to meet standards of ADA (BE 7 Local Action 10)



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Thank You

Questions and Answers