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City of Bloomington Sustainability Action Plan Transportation Working Group Meeting 4

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Public Transit

Current Situation in Bloomington

Factors that contribute to bicycle and pedestrian safety and infrastructure:

- City Connectivity - “good”
- Public Transit - “fair”
- Bloomington Transit system was rated as an “Outstanding Public Transportation System in North America” in 2010.
- Multi-Modal Transportation (drive, bus, bike, walk)
- Mode-Share Split - 5.2% commute to work using public transit in 2015 (BCP) (STAR says 6.6%)
- Bus Ridership - 50.2 annual transit trips per capita (ISO 18.3)
- Transit Systems: Bloomington Transit System, IU Campus buses, GoExpress, Rural Transit, Miller Bus



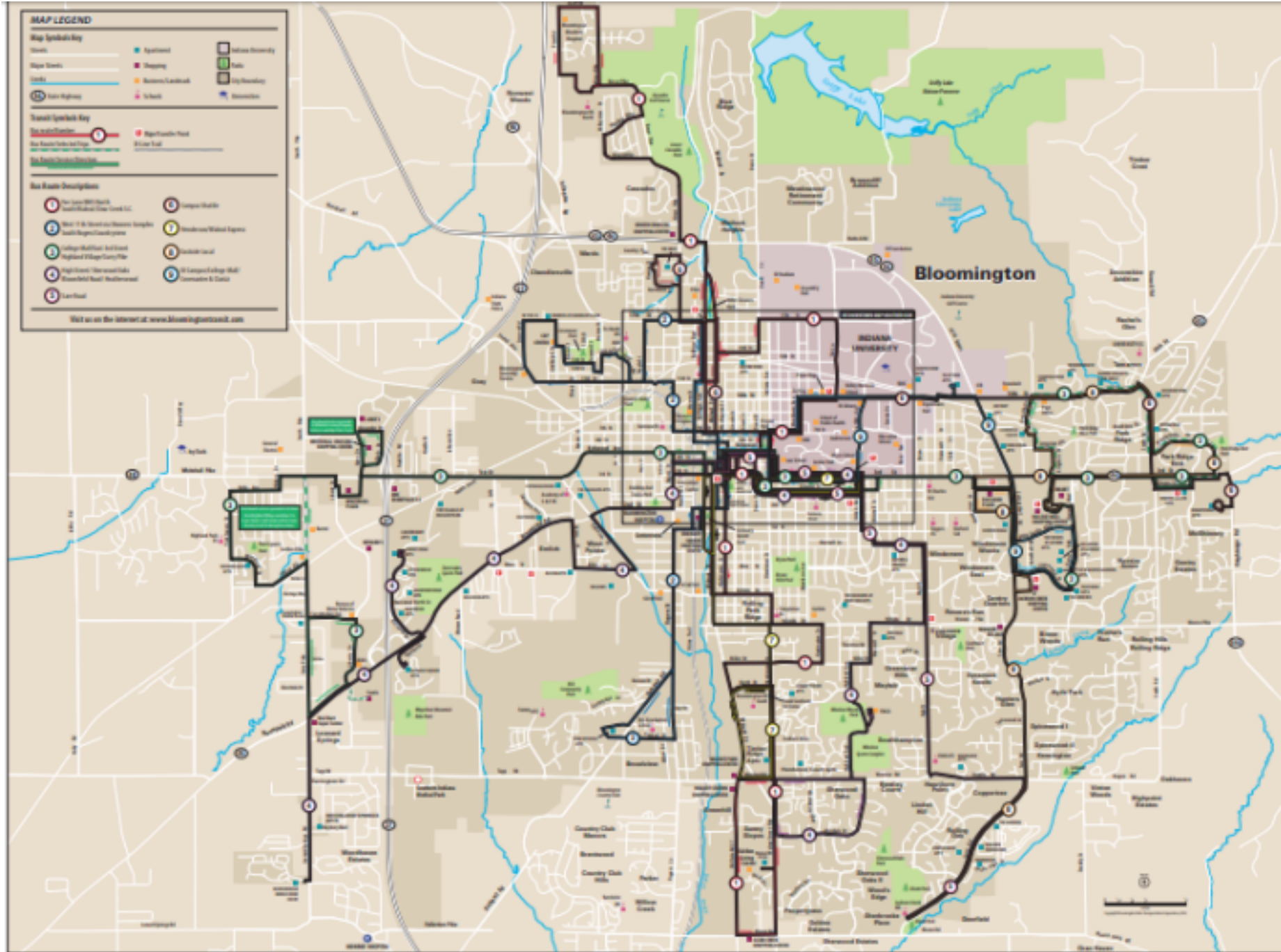
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Public Transit

Bloomington Transit

Planned Actions for Bloomington Transit (from Marketing Plan)

- Expand employee pass program
- Improve signage/ information at bus stops
- Promote bike-to-bus connections (including education videos and provision of bike racks)
- Emphasize Downtown Transit Center hub
- Expand days of free ride service (Rosa Parks Day and Earth Day), hold events for transit-related celebrations (Rosa Parks)
- Stuff-a-Bus program promotion
- Summer Fun Pass program
- Improve Double Map app, improve website
- Continue IU student/employee system
- Expand advertising



Source: Bloomington
Transit

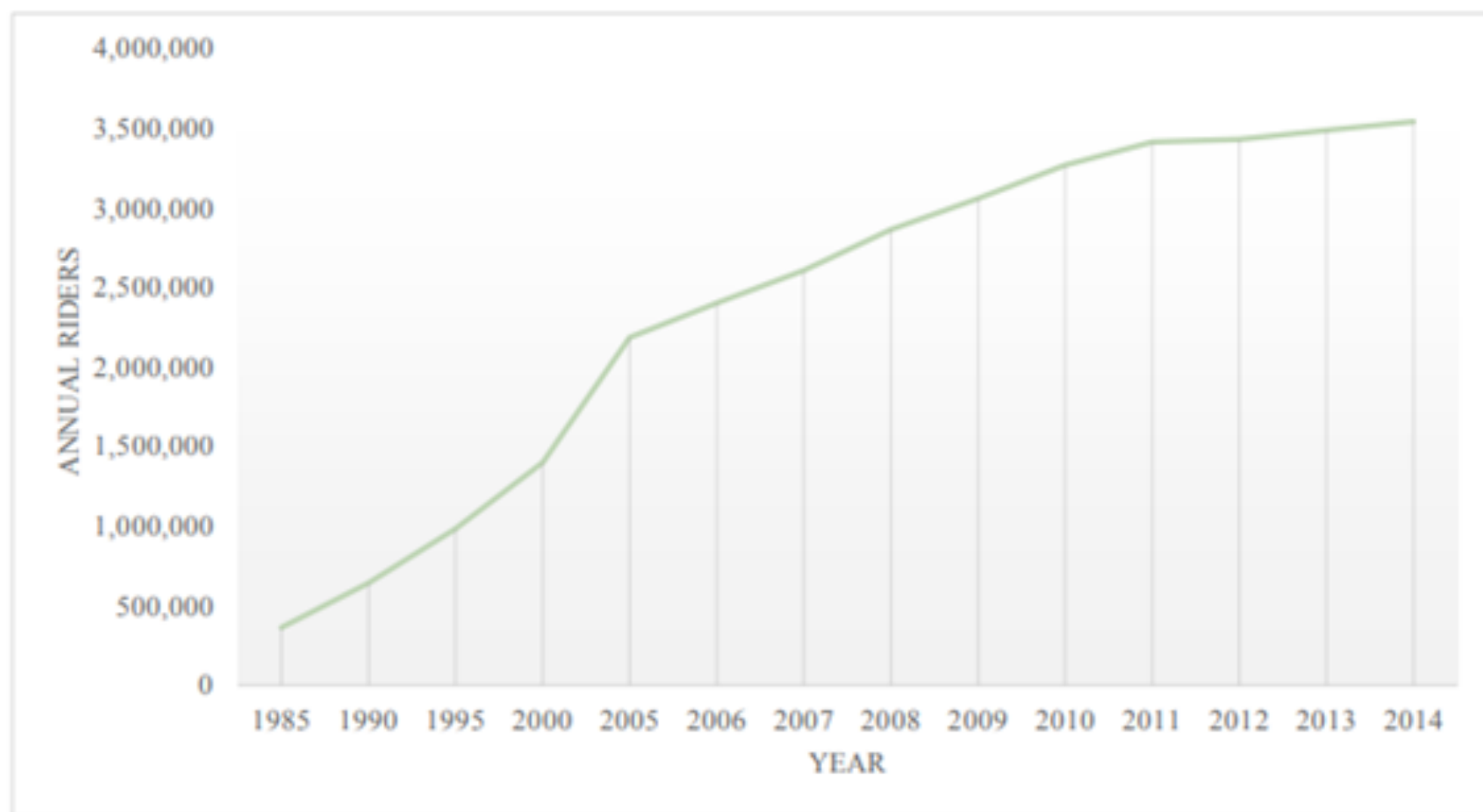


Figure 4. Total annual bus ridership for Bloomington Transit (1985-2014). Source: *Lew May (Bloomington Transit, Director). Personal Communication. June 2015.*

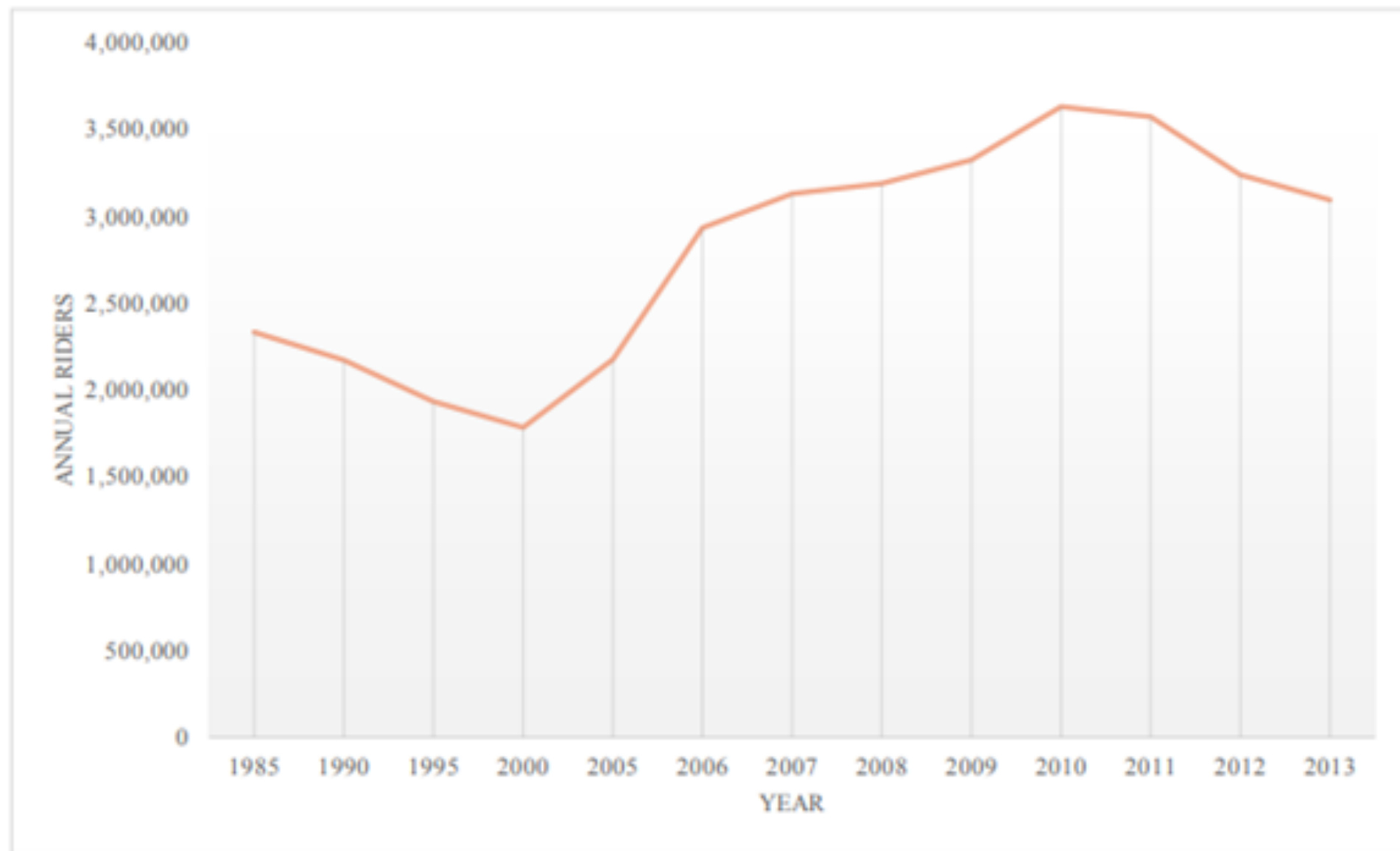


Figure 5. Total annual IU bus ridership (1985-2013). Source: *adapted to reflect calendar years from* http://iubus.indiana.edu/campus_bus/information/index.aspx



Public Transit

Community Goals Found in Bloomington Documents

- Ensure that all Bloomington residents have safe access to transit and can walk or bicycle to meet all non-work needs by 2020 (BEAP)
- to “[take] action by Bloomington Transit...[to] lobby Indiana state legislators to allow Bloomington to implement a local option income tax to increase Bloomington Transit funding for bus service expansions” (BEAP)
- “Maintain, improve, and expand an accessible, safe, efficient public transport system” (BCP)
- To “Increase resident's safe use of transport options that minimize negative environmental and infrastructure impacts [through educational programs]” (BCP)
- “Continue to integrate all modes into transportation network and prioritize bicycle, pedestrian, public transit, and other non-auto modes to make the network equally accessible, safe, and efficient for all users.” To achieve by 2020 (MTP/BCP)



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Public Transit

Community Goals Found in Bloomington Documents

- 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)



Public Transit

Community Actions Found in Bloomington Documents

- Improve transit and multimodal services in high-density areas (BCP)
- Prioritize safety and accessibility over capacity in transit design, planning, construction, and maintenance decisions. (BCP)
- Create plans to link multimodal transit systems by connecting existing networks and linking different modes of transport; including using smart vehicle technology (BCP)
- Improvement of services offered by mass transit, including park and ride programs, assistance in funding, and expansion of time and accessibility of public transit systems (BCP)
- Support public transit access to regional destinations (BCP)
- Encourage the provision of seating, lighting, and signage (including real-time arrival information) at transit stops to increase rider comfort, safety, and convenience (BCP)
- Support the adoption and use of technologies that reduce emissions of greenhouse gases and pollutants from [public transit] vehicles (BCP)



Public Transit

Community Actions Found in Bloomington Documents

- Prioritize projects that will improve direct access to transit services (Transform 2040)
- Encourage choice-riders (riders that take public transit even with other options available) (T. 2040)
- Fund upgrades to current facilities (T. 2040)
- Expand geographic coverage and hourly services offered by transit (T. 2040)
- Encourage use of advanced technologies such as electric, CNG, and autonomous buses (T. 2040)
- Promote public awareness and education of the existing transit system (T. 2040)



Public Transit

Metrics Found in Bloomington Documents

- Percentage of people taking public transit to work (BCP) - 5.2% in 2015 (but STAR reports 6.6% - discrepancy may be due to measurement definitions)
- Percentage of transit stations and vehicles that are ADA accessible (BCP)
- Percentage of age and ability-friendly signs related to transportation of all kinds (BCP)
- Total number of buses per hour in both directions for all stops within a quarter mile (BCP)
- Percentage of streets that meet “complete streets” criteria (BCP)
- Percentage of non-motorized or shared-ride commuting programs offered (BCP)
- Percentage of riders using public transit for daily needs (BCP)
- Percentage of alternative or low-emission rated city fleet vehicles (BCP)



Metrics Found in Bloomington Documents

- Miles of streets (Bloomington Public Works website) - 237 miles and 82 traffic signals
- Number of sheltered bus stops (BEAP) - currently 70 with plans to add 5 more
- Percent of revenue vehicles that have met or exceeded their useful life benchmark (Transform 2040)
- Percent of service vehicles that have met or exceeded their useful life benchmark (Transform 2040)
- Percent of facilities rated below 3 on the condition scale (Transform 2040)
- 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)



Public Transit

Metrics Used in Other Cities

- ADA compliant (Columbia/ Lawrence/ Ann Arbor)
- Measure of distance of goods/services from households (Ann Arbor)
- Number of households within a $\frac{1}{4}$ mile of sidewalk/bike/transit service opportunities (Ann Arbor)
- Measurement of air quality (Ann Arbor)
- Measurement of green infrastructure capacity (Ann Arbor)
- Annual ridership (Iowa City)
- Ridership growth annually (Iowa City)



Public Transit

Metrics Recommended in STAR

- BE-3: Compact and Complete Communities
 - Outcome 1: Density, destinations, and transit: residential density, employment density, transportation availability, diverse uses
 - **Transit Availability:** At least 60 weekday trips and 40 weekend trips
 - Households located within $\frac{1}{4}$ mile walk distance of bus stop or within $\frac{1}{2}$ mile walk distance of bus rapid transit stops
- BE-7: Transportation Choices
 - **Outcome 1:** Mode-split, indicating a bike + walk + transit minimum of 25%
 - **Outcome 2:** Transportation Affordability: show at least 50% of households are estimated to spend less than 15% of income on transportation costs
- EJ-2: Green Market Development
 - Outcome 1: Community resource efficiency: demonstrate decreased GHG intensity over time



Public Transit

Metrics Recommended in ISO and Complete Streets

- ISO indicators
 - Indicator 18.2: km of light passenger public transport system per 100,000 population
 - **Indicator 18.3:** annual number of public transport trips per capita
 - Indicator 18.5: percentage of commuters using a travel mode to work other than a personal vehicle
- Complete Streets
 - # of streets that comply with Complete Streets criteria (10)



Public Transit

Actions Used in Other Cities

- **Ann Arbor, MI:** Commuter Challenge, *getDowntown* program, *go!Pass* program, community rideshare, carpooling, public transit use incentives, expansion of bus service, using market-based and incentive-based parking strategies and rates, greening public transit
- **College Station, TX:** investment in alternative transportation options, expand and enhance transit services within and between activity centers and dense residential areas and concentrations of student housing.
- **Columbia, MO:** Donate bus passes to low-income areas, coordinate long-range land use and transportation planning on regional and local levels



Public Transit

Actions Used in Other Cities

Lawrence, KS:

- Target resources to non-existing and non-compliant ADA ramps and develop ADA transition plan
- improve routing based on performance and service
- establish an off-street location for a regional and/or local transit hub and multimodal transfer center
- acquire green transit buses
- develop long-term funding strategy for operations
- coordinate marketing and education efforts to improve choice rider rates
- ease transitions between mode
- improve technology and infrastructure to improve navigation and reliability of transit service
- develop regional commuter routes and park & ride choice
- assess safety and security equipment and procedures on transit system



Actions Recommended in STAR

- Adopt a climate action plan designed to reduce GHG emissions throughout the jurisdiction (CE2 Local Action 1)
- 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)
- Improve traffic signal timing or upgrade intersections to relieve congestion (NS4 Local Action 8)
- Adopt Complete Streets policy (BE 7 Local Action 2)
- Install electric vehicle charging stations (EJ 2 Local Action 10)



Public Transit

Actions Recommended in STAR

- Adopt regulatory strategies that permit or incentivize increased residential and employment densities and diverse uses in transit-served areas and areas identified for compact, mixed-use development (BE3 Local Action 3)
- Increase the percentage of households with access to transit (BE3 Local Action 10 & BE7 Local Action 6)
- Offer incentives for local government employees for non-SOV commuting (BE7 Local Action 4)
- Construct/retrofit transportation infrastructure to meet standards of ADA (BE7 Local Action 10)



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Thank You

Questions and Answers