Bloomington
Transportation Infrastructure Improvement Opportunities

WHAT WE WANT:
Everyone living in, working in, and visiting Downtown Bloomington to be able to easily get around without a car.

WHERE WE ARE TODAY:
Downtown Bloomington’s multimodal performance is strong!

WHERE WE COULD BE:
Stronger multimodal performance in Downtown Bloomington designed to also alleviate pressure on the parking supply.

Downtown Bloomington Non-Drive Alone Rate
Potential Based on Available Options

Downtown Bloomington Drive Alone Rate

Potential Commute Options for Downtown Employees
What's keeping Downtown Bloomington from reaching its potential?

**RESIDENTS ARE PAYING TO PARK/STORE CARS THEY RARELY USE.**

Nearly 3/4 of residents surveyed use their cars less than daily.

More residents use their cars on weekends than on weekdays.

The top 4 reasons residents use their cars are NOT related to commuting to work or school!

1. Run Errands
2. Shopping
3. Recreation
4. Travel Out of Town

These trips require convenience: people must be able to go with little to no planning ahead or advanced notice.

**WHY NOT COMMUTE BY BICYCLE?**

High stress bicycle areas are 7x greater than low stress bicycle areas. There is a direct correlation between current downtown employee bicycle ridership and low stress bicycle areas.

**BIKING SOLUTIONS**

Prioritize expanding protected bike lane network in quadrants south and west of Downtown Bloomington.

**WHY NOT COMMUTE BY BUS?**

35% of employees live + work within a 5-minute walk of a bus stop but only 2% are commuting by bus.

**TRANSIT SOLUTIONS**

- **Shorter Wait Times**
  - Improve frequency on existing routes

- **Shorter Travel Time**
  - Pilot microtransit in neighborhood with high concentration of downtown commuters
  - Establish bus rapid transit on central corridors across downtown to provide more direct access to downtown

**MANY DOWNTOWN WORKERS COULD COMMUTE BY PUBLIC TRANSIT OR BICYCLE BUT ARE CHOOSING NOT TO.**

49% of employees live within 3 miles of work and only 7% commute by bicycle.

**WHAT WE WANT:**

Improvement Opportunities

- Transportation Infrastructure
- Bloomington

**WHERE WE COULD BE:**

Downtown Bloomington Non-Drive Alone Rate

**WHERE WE ARE TODAY:**

Everyone living in, working in, and to be able to easily get around

**WHAT WE WANT:**

37% CARPOOL BUS WALK 52%

**Potential Commute Options**

- DOWNTOWN RESIDENTS
- 63%
- 82%

- DOWNTOWN EMPLOYEES
- 22%
- 48%

**Increase short-term car rental options in Downtown Bloomington.**

**Promote existing coach bus opportunities to travel out of town without a car.**

**Recommended by:**

- Planning Commission
- Transportation Department at: planning@bloomington.in.gov

**Recommendations & Next Steps**

- Identify funds to market existing opportunities and promote ridership.
- Upgrade high-ridership routes to full service BRT system.
- Identify funds to market existing opportunities and promote ridership.
- Pilot tech-enabled, dynamic, on-demand, direct service to Downtown.
- Identify funds to expand protected bike lanes in locations identified from target neighborhoods.
**Recommendations & Next Steps**

**SHORT-TERM ACTION ITEMS**

**Expand Carshare: Geographic Reach, Availability, and Affordability**
- Allocate 20 car-sharing spaces in Downtown Bloomington, which has the potential to reduce demand for 400 residential parking spaces**
- Guarantee 20 carshare vehicles at a total cost of ~$600,000 per year
- Encourage households to join carsharing, which has the potential to reduce the number of vehicles owned by member households by almost 50%*

*https://www.accessmagazine.org/spring-2011/impact-carsharing-household-ownership/

**MEDIUM-TERM ACTION ITEMS**

**Coach Buses**
Identify funds to market existing opportunities and promote ridership.

**Dedicated Transit Lanes**
Pilot north/south dedicated bus lanes on College Avenue and Walnut Street between 11th and 7th Streets to allow travel outside of auto traffic.
Pilot east/west dedicated bus lanes on 3rd and Atwater Streets between Indiana Avenue and Union Street to allow travel outside of auto traffic.

**10th Street Transit Way**
Pilot 10th Street as a transit, bicycle, and pedestrian only corridor between Woodland Avenue and Union Street.

**LONG-TERM ACTION ITEMS**

**Dedicated Transit Lanes**
Build upon initial bus lane pilots by expanding to additional locations and/or making lanes permanent.
Upgrade high-ridership routes to full service BRT system.

**Microtransit Study**
Identify funds to market existing opportunities and promote ridership.
Pilot tech-enabled, dynamic, on-demand, direct service to Downtown from target neighborhoods.

**Protected Bike Lanes**
Identify funds to expand protected bike lanes in locations identified in The Transportation Plan.

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For questions, or if you’re interested in supporting these initiatives, call or email the Planning and Transportation Department at: (812) 349-3423 | planning@bloomington.in.gov