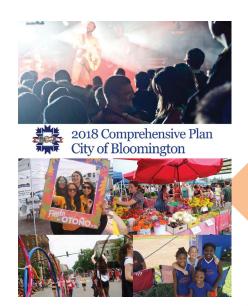# Comprehensive Plan Tracking 2020

Overview & Objective

The Comprehensive Plan is the City of Bloomington's long-range plan for land use, transportation and development.
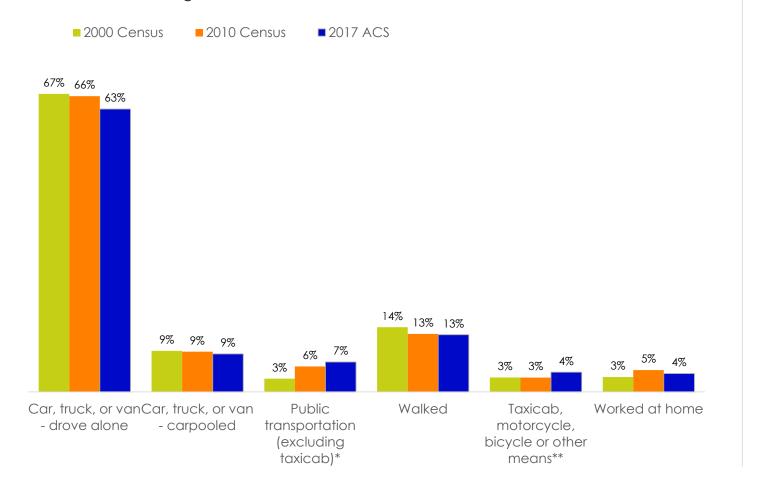

Objective: The objective of the Comprehensive Plan Tracking is to bring our goals to the forefront of conversations, establish where we are in relation to those goals, and work to connect decision-making with adopted goals.

Outcome: The transportation network supports all travel modes for people of all ages and abilities.

Indicator:
Percentage of people walking to work; Percentage of people bicycling to work; Percentage of people taking transit to work; Percentage of people driving alone to work
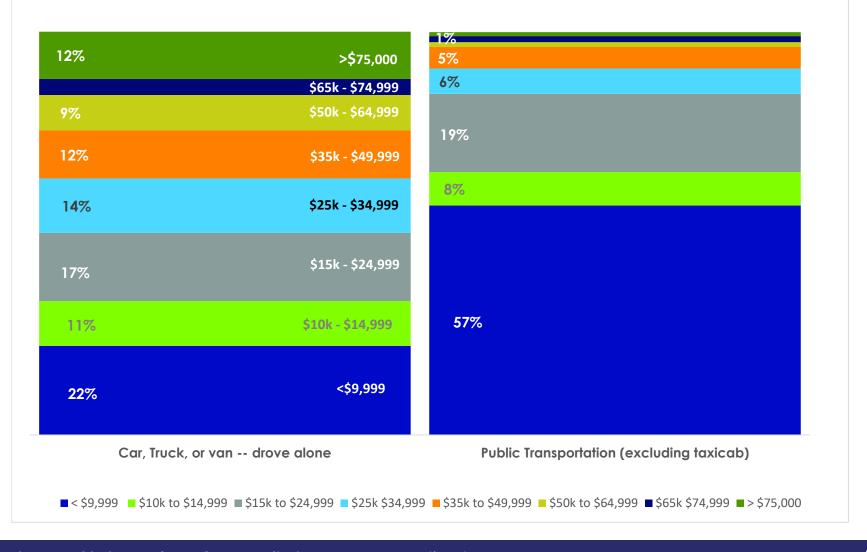
Commute to Work Trends: 2000- 2017
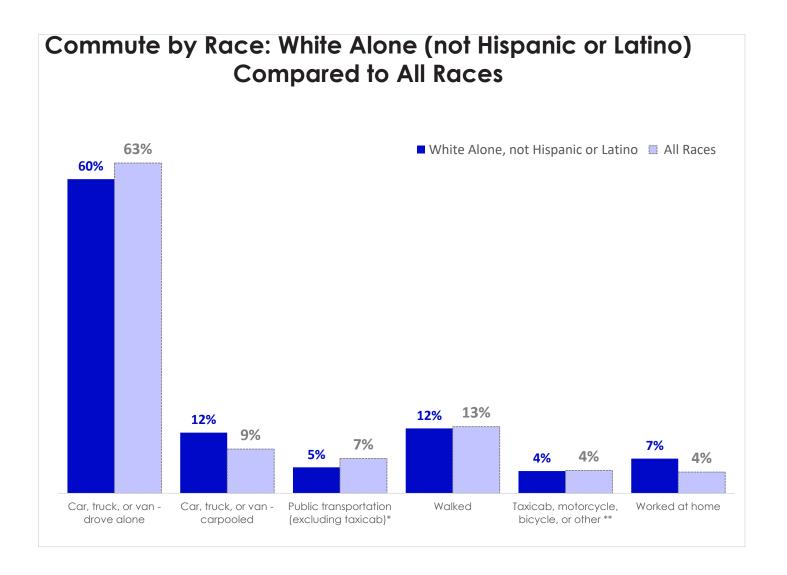
These data are from the US Census and American Community Survey, and they represent over 33,000 workers in Bloomington.

Legend: ■ 2000 Census ■ 2010 Census ■ 2017 ACS

Category	2000 Census	2010 Census	2017 ACS
Car, truck, or van - drove alone	67%	66%	63%
Car, truck, or van - carpooled	9%	9%	9%
Public transportation (excluding taxicab)*	3%	6%	7%
Walked	14%	13%	13%
Taxicab, motorcycle, bicycle or other means**	3%	3%	4%
Worked at home	3%	5%	4%

Commute by Income Level: SOV Compared with Transit

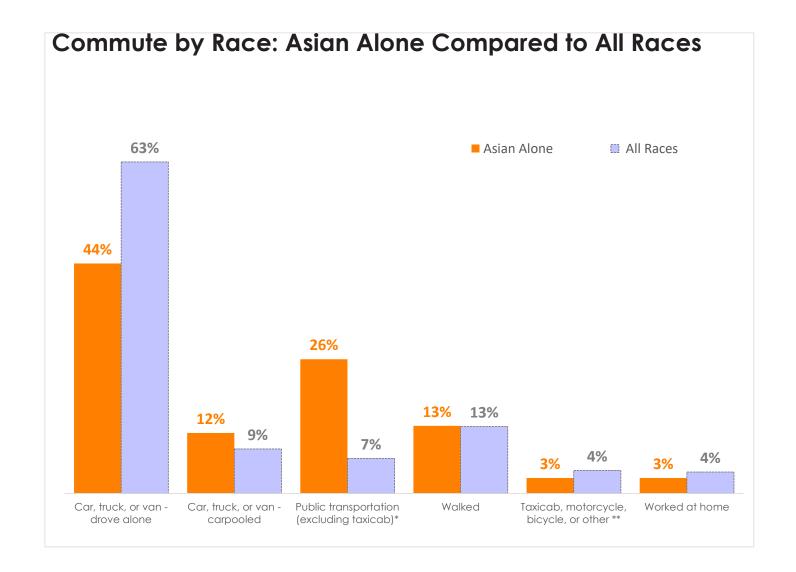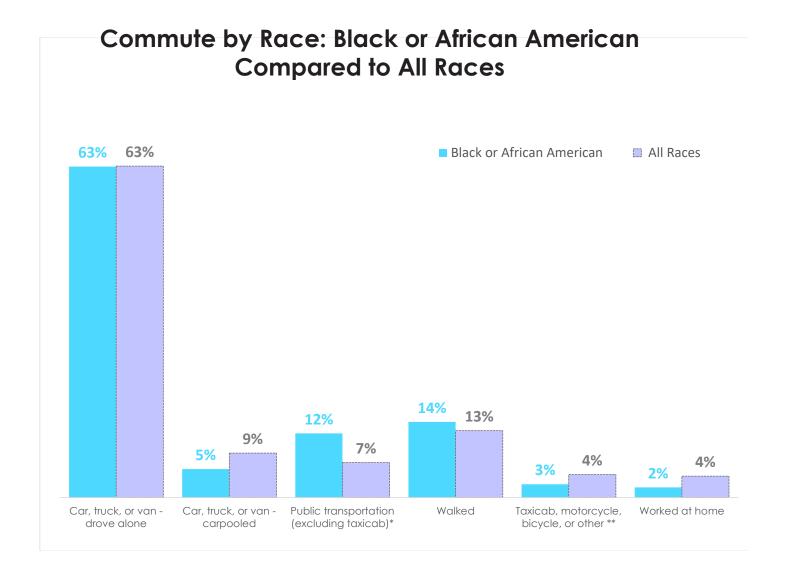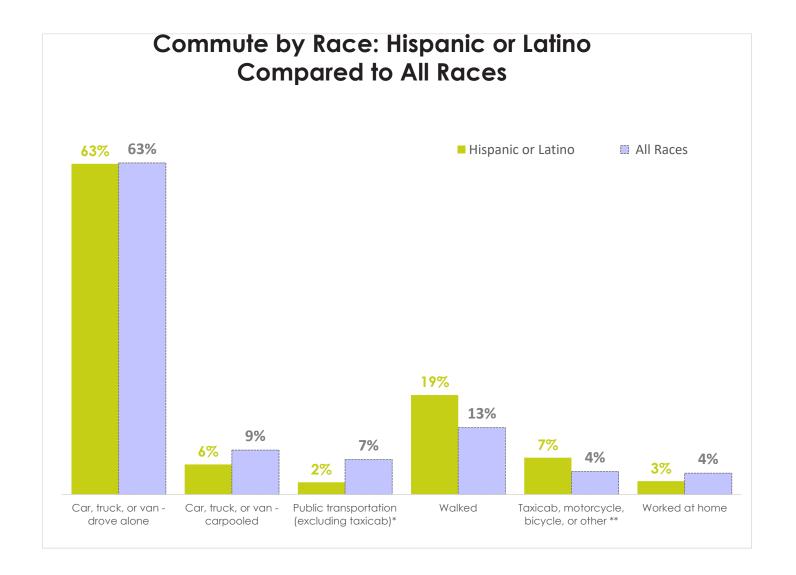Residents who earn less than $25,000/year constitute **84%** of the people who use public transportation for commuting.

Car, Truck, or van -- drove alone

Income	Percent
>$75,000	12%
$65k - $74,999	
$50k - $64,999	9%
$35k - $49,999	12%
$25k - $34,999	14%
$15k - $24,999	17%
$10k - $14,999	11%
<$9,999	22%

Public Transportation (excluding taxicab)

Income	Percent
$65k - $74,999	1%
$35k - $49,999	5%
$25k - $34,999	6%
$15k - $24,999	19%
$10k - $14,999	8%
<$9,999	57%

Legend: ■ < $9,999 ■ $10k to $14,999 ■ $15k to $24,999 ■ $25k $34,999 ■ $35k to $49,999 ■ $50k to $64,999 ■ $65k $74,999 ■ > $75,000

Commute by Race: White Alone (not Hispanic or Latino) Compared to All Races

Commute by Race: Asian Alone Compared to All Races

■ Asian Alone   ▦ All Races

- Car, truck, or van - drove alone: Asian Alone 44%, All Races 63%
- Car, truck, or van - carpooled: Asian Alone 12%, All Races 9%
- Public transportation (excluding taxicab)*: Asian Alone 26%, All Races 7%
- Walked: Asian Alone 13%, All Races 13%
- Taxicab, motorcycle, bicycle, or other **: Asian Alone 3%, All Races 4%
- Worked at home: Asian Alone 3%, All Races 4%

Commute by Race: Black or African American Compared to All Races

Legend: ■ Black or African American   ▨ All Races

Category	Black or African American	All Races
Car, truck, or van - drove alone	63%	63%
Car, truck, or van - carpooled	5%	9%
Public transportation (excluding taxicab)*	12%	7%
Walked	14%	13%
Taxicab, motorcycle, bicycle, or other **	3%	4%
Worked at home	2%	4%

Commute by Race: Hispanic or Latino Compared to All Races

Commute by Race: 2+ Races or 'Some Other Race' Compared to All Races

Legend: ■ 2+ races or "some other race" ▦ All Races

Category	2+ races or "some other race"	All Races
Car, truck, or van - drove alone	67%	63%
Car, truck, or van - carpooled	20%	9%
Public transportation (excluding taxicab)*	6%	7%
Walked	13%	13%
Taxicab, motorcycle, bicycle, or other **	3%	4%
Worked at home	1%	4%

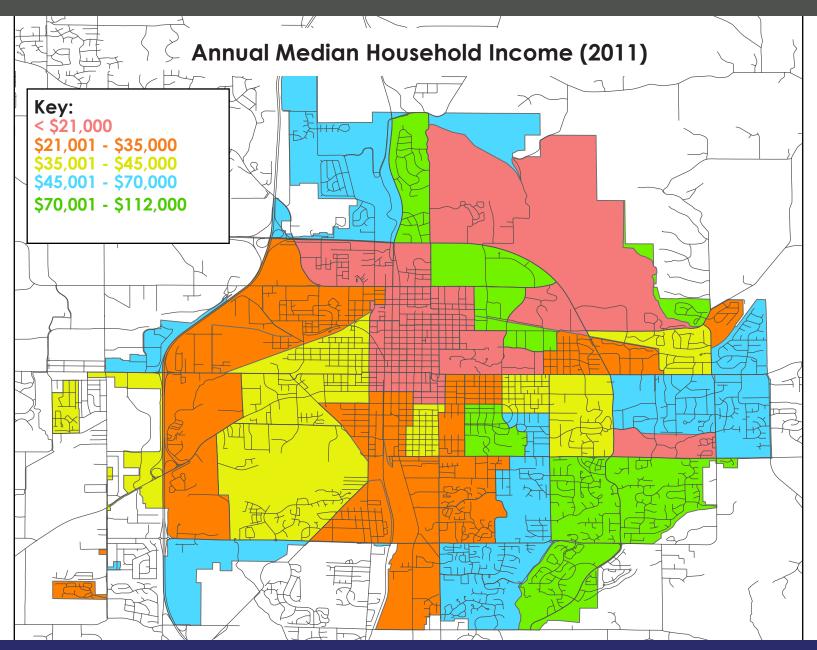# Commute Mode (SOV excluded) by Sex/Gender:

Carpooling is the category with the largest difference between Males and Females. Women carpool and walk more. Men bicycle and take public transit slightly more.
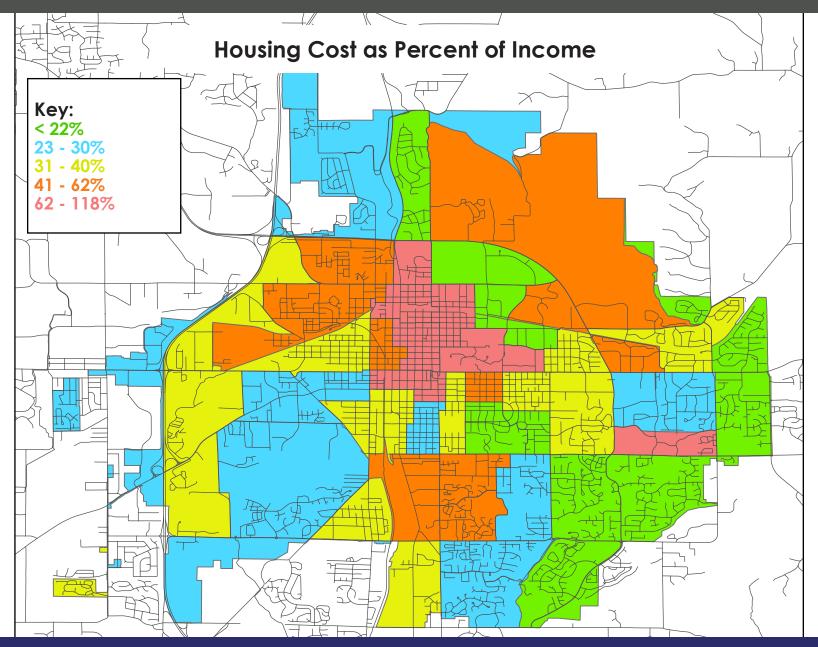

Legend: ■ Male ■ Female

Category	Male	Female
Carpooled	7.3%	9.8%
Public transportation (excluding taxicab)	6.9%	6.4%
Walked	12.2%	13.4%
Bicycle	4.6%	2.8%
Taxicab, motorcycle, or other means	0.9%	0.6%
Worked at home	4.0%	4.2%

**Indicator:
Estimated household
transportation cost**

Annual Household Transportation Cost

Key: ($/per year)
< $6,000
$6,001 - $8,000
$8,001 - $10,000
$10,001 - $12,000
$12,001 - $14,000

Annual Household Transportation Cost as Percent of Income

Key:
< 10%
11 - 15%
16 - 25%
26 - 35%
35 - 57%

Annual Median Household Income (2011)

Key:
< $21,000
$21,001 - $35,000
$35,001 - $45,000
$45,001 - $70,000
$70,001 - $112,000

Housing Cost as Percent of Income

Key:
< 22%
23 - 30%
31 - 40%
41 - 62%
62 - 118%

Housing and Transportation Cost as a Percent of Income

Key:
< 40%
41 - 56%
57 - 72%
73 - 107%
108 - 172%

Outcome: Public Streets and rights of way have positive public health impacts.

Indicator: Percentage of transit stations and vehicles that are ADA accessible.
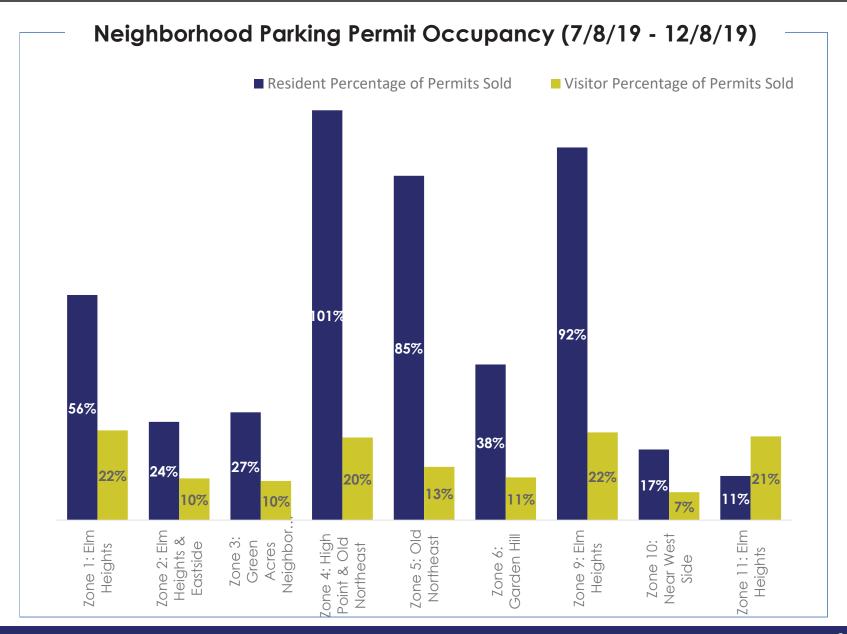
Bloomington Transit Facilities:
 # Accessible and Not Accessible

	Fully Accessible No issues with access	Nearly Accessible Minor accessibility problems, improvements could be made	Difficult to Access Someone with a disability may avoid this stop	Inaccessible Hazardous, consider relocating
Count	91	195	161	83

100% of Bloomington Transit buses are ADA accessible

Outcome: Public parking demands are managed efficiently and effectively, to an optimum level of 85% of supply.

Indicator: Downtown public parking garage and neighborhood parking zone utilization rates.
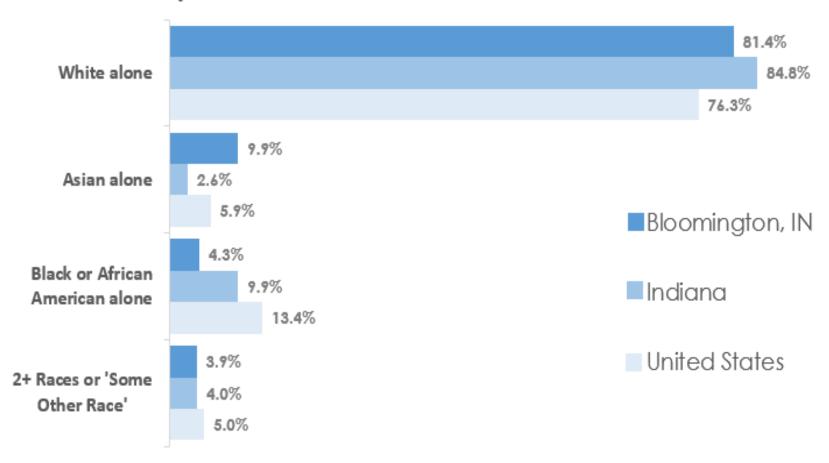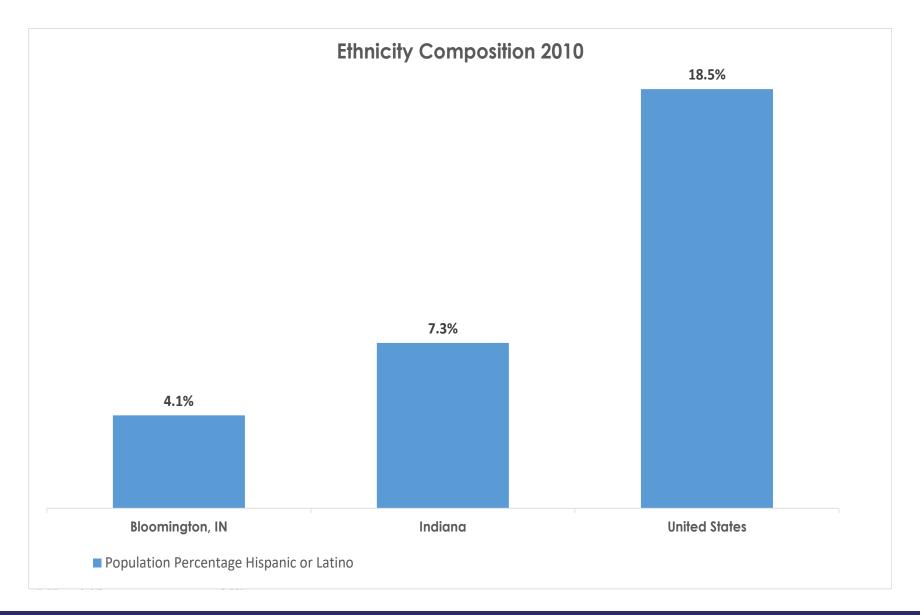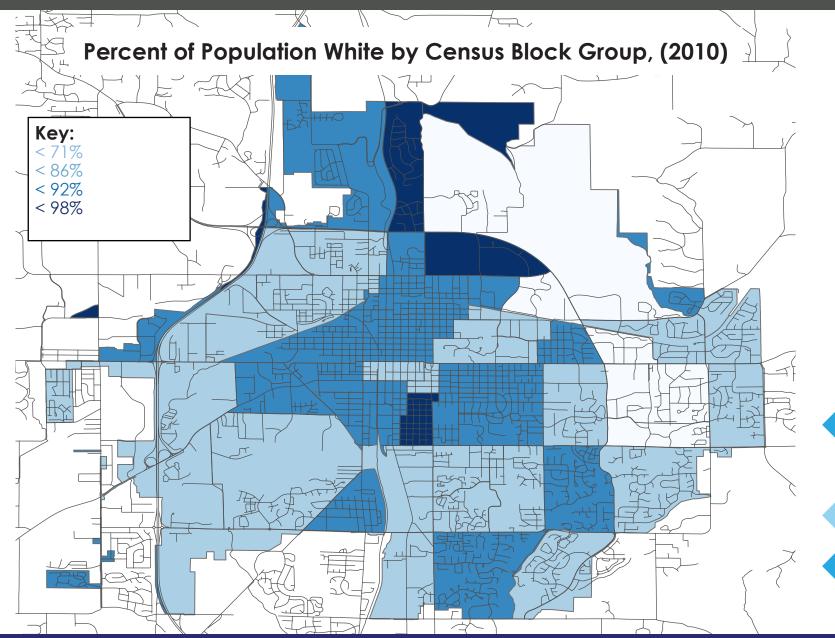
Parking Garage Utilization Rate - 2019

Neighborhood Parking Permit Occupancy (7/8/19 - 12/8/19)

■ Resident Percentage of Permits Sold   ■ Visitor Percentage of Permits Sold

Zone	Resident %	Visitor %
Zone 1: Elm Heights	56%	22%
Zone 2: Elm Heights & Eastside	24%	10%
Zone 3: Green Acres Neighbor...	27%	10%
Zone 4: High Point & Old Northeast	101%	20%
Zone 5: Old Northeast	85%	13%
Zone 6: Garden Hill	38%	11%
Zone 9: Elm Heights	92%	22%
Zone 10: Near West Side	17%	7%
Zone 11: Elm Heights	11%	21%

Source: Parking Services

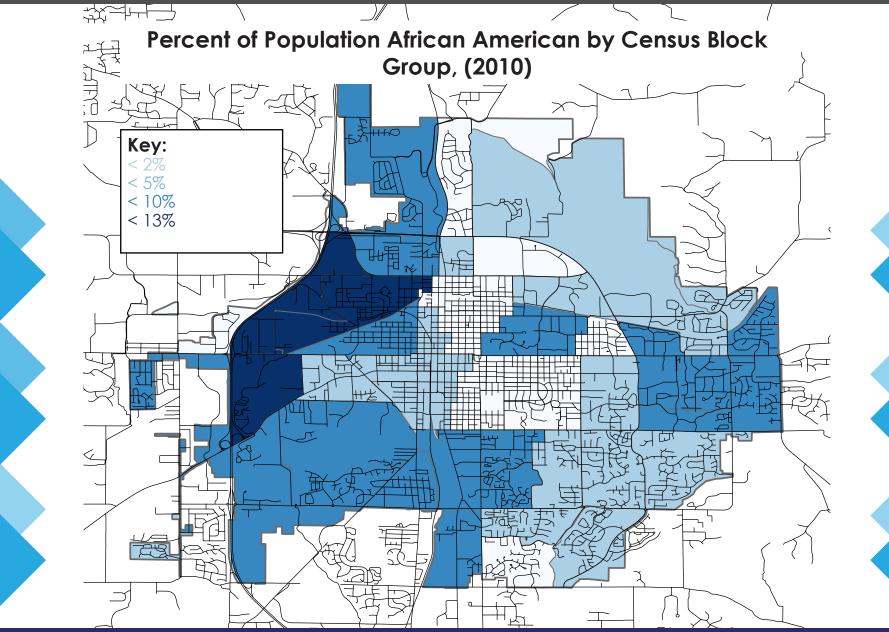**Outcome: Increased diversity in neighborhoods**

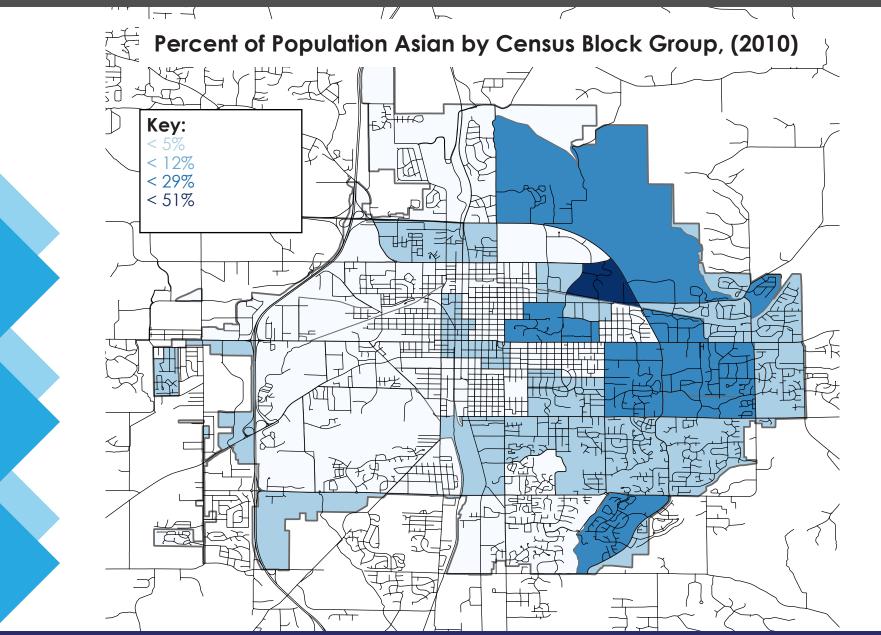**Indicator: Neighborhood Diversity Index to view changes to racial and ethnic diversity in neighborhoods over time**

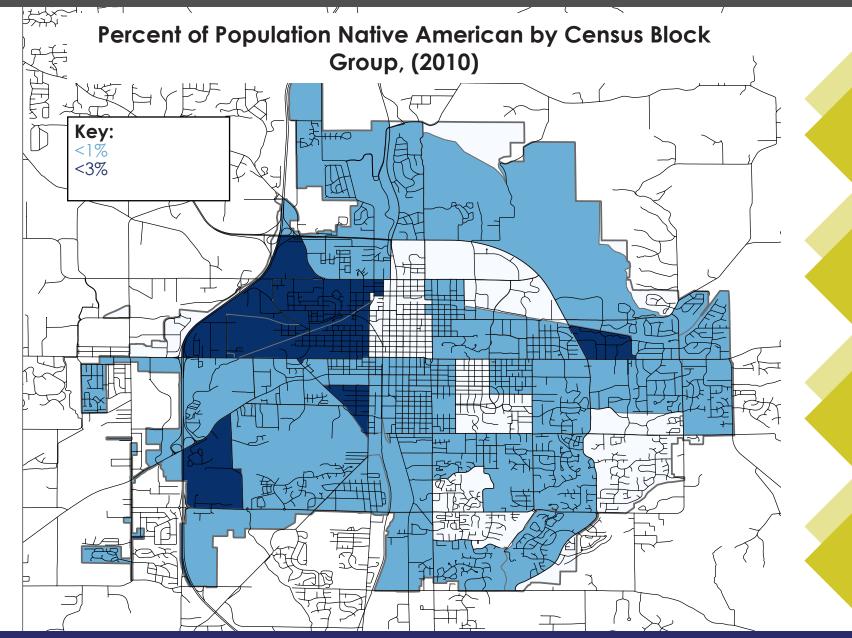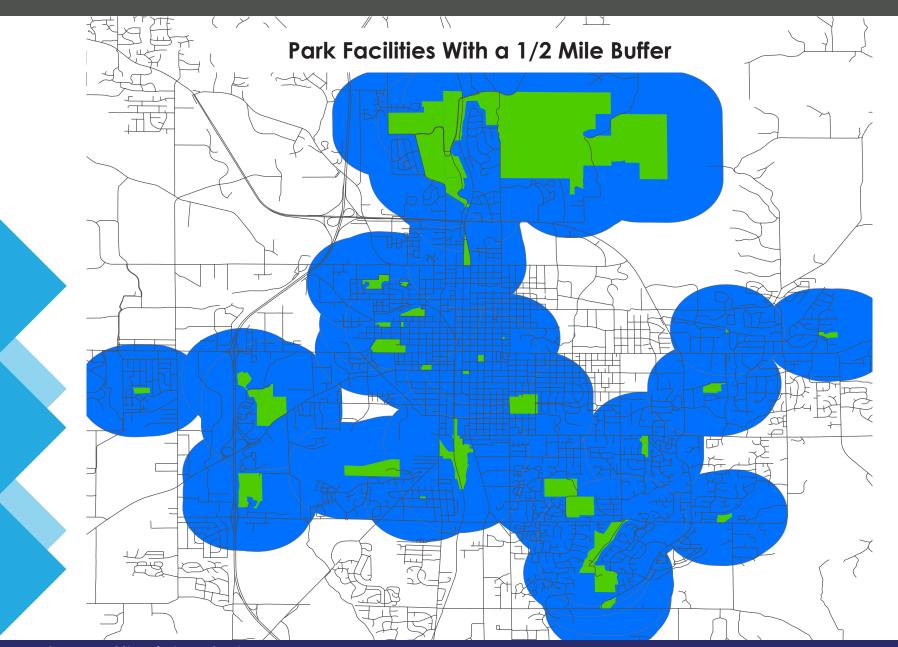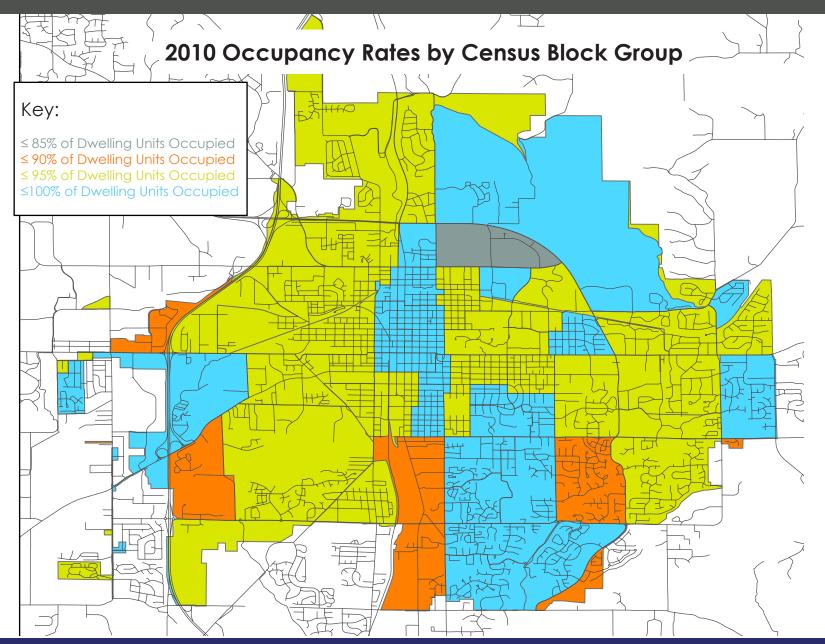Racial Compositon: Local, State, and National- 2010

Source: U.S. Census Bureau, 2010

Ethnicity Composition 2010

- Bloomington, IN: 4.1%
- Indiana: 7.3%
- United States: 18.5%

■ Population Percentage Hispanic or Latino

Percent of Population White by Census Block Group, (2010)

Key:
< 71%
< 86%
< 92%
< 98%

Percent of Population African American by Census Block Group, (2010)

Key:
< 2%
< 5%
< 10%
< 13%

Percent of Population Asian by Census Block Group, (2010)

Key:
< 5%
< 12%
< 29%
< 51%

Percent of Population Native American by Census Block Group, (2010)

Key:
<1%
<3%

Outcome: Improved access of neighborhood housing to community amenities, employment, and essential services.

Indicator: Number of parks within a half-mile by US Census block group

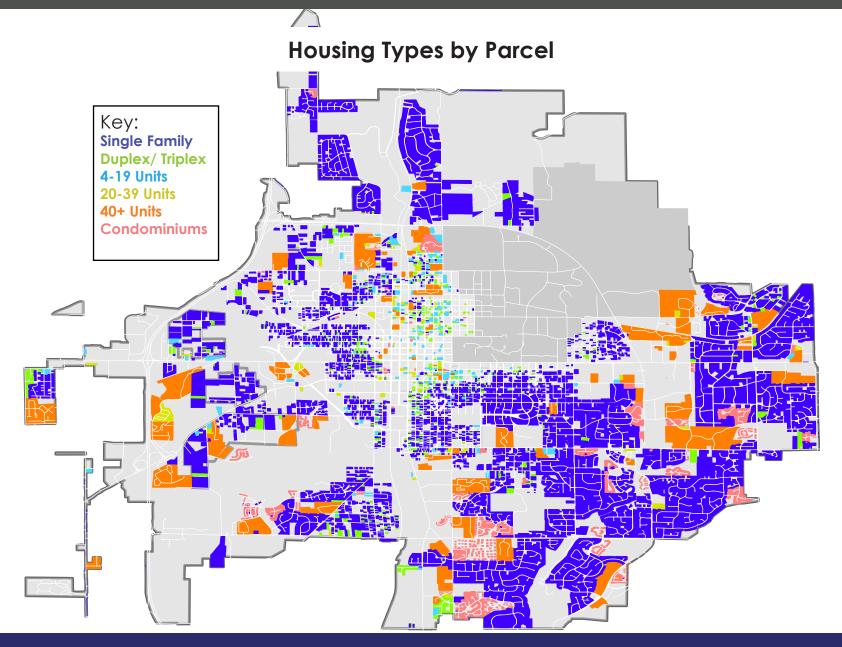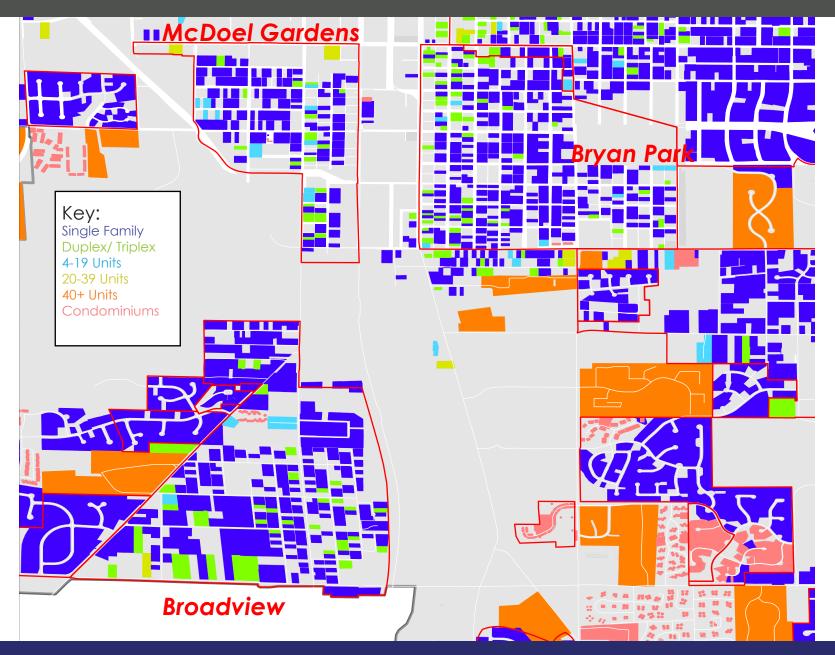# Park Facilities With a 1/2 Mile Buffer

Outcome: Increase the range of affordable housing options that are universally designed and environmentally sustainable.

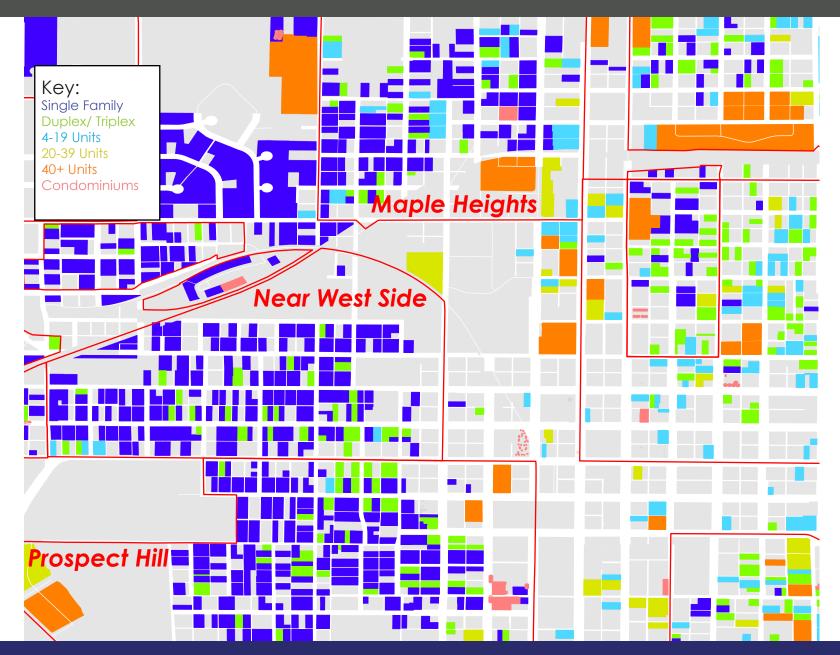**Indicator: Percentage of dwelling units occupied.**

2010 Occupancy Rates by Census Block Group

Key:

≤ 85% of Dwelling Units Occupied
≤ 90% of Dwelling Units Occupied
≤ 95% of Dwelling Units Occupied
≤100% of Dwelling Units Occupied

**Indicator:
Neighborhood Housing
Type Diversity Index**

Housing Types by Parcel

Key:
Single Family
Duplex/ Triplex
4-19 Units
20-39 Units
40+ Units
Condominiums

McDoel Gardens

Bryan Park

Broadview

Key:
Single Family
Duplex/ Triplex
4-19 Units
20-39 Units
40+ Units
Condominiums

Key:
Single Family
Duplex/ Triplex
4-19 Units
20-39 Units
40+ Units
Condominiums

Maple Heights

Near West Side

Prospect Hill
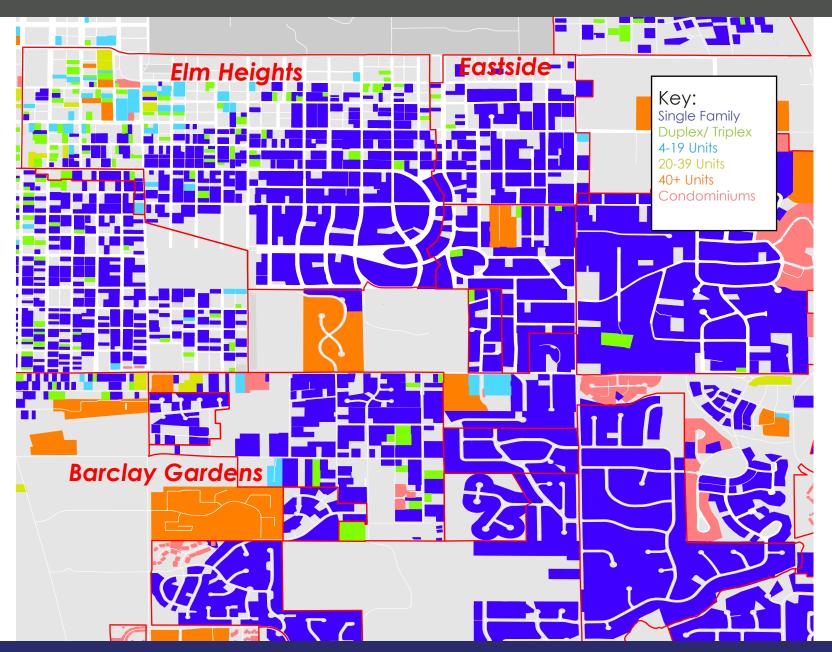
Source: Monroe County Assessor (edited 7.6.20 KG)

Conclusion

We will continue to track the indicators of the
Comprehensive Plan

https://bloomington.in.gov/planning/comprehensive-plan

Questions?

Sources

U.S. Department of Labor, Bureau of Labor Statistics Data source: U.S. Department of Labor, Bureau of Labor Statistics, Consumer Expenditure Survey (2015); 2010 Census (PL 94 - 171 files for April 1, 2010); U.S. Census Bureau & Bureau of Labor Statistics Current Population Survey (04/01/2014); U.S. Census Bureau, American Community Survey (5 year, 3 year and 1 year data); U.S. Census Bureau, Population Division, Population Estimates Branch, 2010 Housing Unit Estimates

Source Agency: Easy Analytic Software, Inc. (EASI) - Consumer Expenditures (CEX) Database
Vendor: EASI
Dataset: Consumer Expenditure US

(7/1/2015); U.S. Postal Service Data: Mailable Households derived from a ZIP4 Carrier route File & Delivery Statistics (1/1/2019).