

2017 League of Women Voters/Bike BloNo Bloomington Candidate Questionnaire - Diana DeSio Hauman (candidate for Mayor)

1. U.S. Census figures show that more than 10,000 of Bloomington-Normal's 97,000 workers 16 years or older did not use a car as their primary mode of transportation to work from 2011 to 2015. Which of the following methods have you or a member of your immediate family regularly used in the last six months to get to work or school? *(select all that apply)*

Car, truck, or van	I do	Family member does
Public transportation	I do	Family member does
Taxicab	I do	Family member does
Motorcycle	I do	Family member does
Bicycle	I do	Family member does
Walked	I do	Family member does
Other means	I do	Family member does
Worked at home	I do	Family member does

Comments: Both my husband and I are retired. As a city alderman, I drive to most meetings at City Hall and with residents. (I do walk as my major form of exercise, using Constitution Trail extensively.)

2. Both Bloomington and Normal voted in 2016 to adopt Complete Streets policies. These policies instruct engineering staff to consider all modes of transportation (i.e., ensuring that pedestrians, cyclists, and transit users of all ages and abilities feel safe and comfortable using the facility) when reconstructing or resurfacing streets. Would you have voted/did you vote to adopt a Complete Streets policy?

- Yes
 No

Comments: I did vote for the concept of "Complete Streets" and endorse our city staff using it in any street design or resurfacing actions.

3. Both Bloomington and Normal voted in 2016 to send a portion of revenue from a 1-percentage point increase in the sales tax to Connect Transit. From both communities that new funding totals \$1 million, which allowed Connect Transit to begin offering service on Sundays. In FY 2016, Connect Transit provided more than 2.5 million rides to passengers and about 75,000 rides on paratransit service for people with special needs. Would you have voted/did you vote to fund Connect Transit?

- Yes
 No

Comments: I did vote for the one penny sales tax increase to fund Connect Transit, infrastructure, our general fund and the collaborative mental health initiatives with the city, town and county. I have been encouraged to see riders on Sundays and discouraged by the drop in overall ridership since the new routes and extended service for introduced in August. I also appreciate the Uptown to Downtown green line - now that I have been re-introduced to it!

4. The Robert Wood Johnson Foundation, in a report cited by the 2016 McLean County Community Health Needs Assessment, found that "Among other issues, use of cars contributes to low levels of physical activity in the US. In the last several decades car-reliance has increased. The percent of US workers driving to work rose from 64 to 88 percent from 1960 to 2000, while the share walking to work declined."

The report went on: "There is an increasing recognition of the need to focus on environmental factors—including the 'built environment'—that may help promote activity. The 'built environment' describes physical or man-made features such as sidewalks, bicycle trails, streetlights, traffic, safety from crime and parks that may promote or discourage activity."

In our community - and many others across the United States - the built environment took a dramatic shift starting in the 1960s away from compact, walkable, bikeable communities in favor of suburban sprawl. Do you think revitalizing our urban cores - specifically Downtown Bloomington and Uptown Normal - can help provide citizens with an option to live, work, and play in communities that enable healthy active transportation and recreation?

- Yes
 No

Comments: Yes, I do believe that revitalizing our urban cores would benefit our residents on multiple levels. And, it supports the Regional Comprehensive Plan - Bring It On Bloomington, in particular related to reducing "sprawl" and focusing on infill. I believe our council is accepting of this and I know that our Community Development department is using this to make decisions concerning planning and zoning recommendations.

5. In addition to the impact of the built environment on public health, sprawl tends to cost municipalities more than compact development; each additional foot of roadway, sewer, water main, and other infrastructure to serve large properties costs the municipality more, typically without an increase in tax revenue large enough to account for that increase in infrastructure costs. Large properties also mean it takes longer to walk or bike places, leading more people to choose other modes more often. Do you think it's important, all else being equal, to promote investment in our urban cores instead of encouraging more suburban sprawl?

Yes

No

Comments: Yes, as noted in question 4, our Regional Comprehensive Plan addresses this. Our challenge (which is neither an excuse nor an obstacle that cannot be overcome) will be encouraging developers to look at single or small groups of residential houses in the city versus large subdivisions on the outskirts of the city, as well as commercial development in our core. This could also encourage a more vibrant downtown with more residents (millennials especially), businesses, restaurants, etc.

6. Bloomington's Public Works Department created an award-winning Sidewalk Master Plan, which was adopted by the City Council in October 2015. The plan outlines a few key investments to dramatically improve the walkability of the community, such as:

- \$7.4 million to make the entire network compliant with the 1990 Americans with Disabilities Act
- \$4.1 million to bring the most dangerous sidewalks up to a minimum pavement quality
- \$261,000 to fill in connectivity gaps in the sidewalk network, which are often very short segments that prevent people from walking at all or - even worse - end up in a collision because they walk in the street.

If elected, would you prioritize making all of these improvements over ten years, as the plan calls for?

Yes

No

Comments: Yes, I did endorse our Sidewalk Master Plan. We will be factoring these into our overall \$400,000,000 infrastructure Capital Improvement Plan. This plan is based on a 10 plus-year time frame.

7. Streets are expensive. Bigger streets are more expensive. Standard engineering doctrine over the last several decades has encouraged engineers to build streets to accommodate “peak hour traffic” - essentially building roads that are big enough to move the most cars that might be seen at the busiest time of day, with almost zero delay. That’s why we’ve seen Towanda Barnes Road balloon from two lanes to five; 95% of the time, a two-lane road in this location would be perfectly sufficient, but engineering doctrine requires that they build it wide enough to eliminate congestion for the busiest few minutes a day - even though it more than doubles the cost.

Not every community does it this way. Policymakers are free to instruct their engineers to allow congestion at certain times of day if it’ll save money. These decisions allow communities to repair more streets with the same amount of money, and they usually end up creating safer, more vibrant communities. The drawback, of course, is that commuters may experience some amount of congestion.

As part of the discussion surrounding Complete Streets, proponents argued that policies promoting sustainable transportation could save the community money in the long run by allowing people the choice to commute by bike, transit, or on foot - reducing the number of cars on the street and the associated congestion.

If elected, would you instruct engineers to focus on eliminating congestion or building safer, smaller, more efficient streets?

- Eliminate congestion with bigger streets
- Allow peak-hour congestion so more streets can be repaired

Comments: This would be a council decision and not an independent decision as mayor or as an alderman. I would work with council to adopt this type of policy and provide direction to our public works department. This would require educating our residents on why we would be enacting this type of policy and encourage their acceptance and cooperation. Change can be difficult for some, however I am confident that this could be accomplished!

I appreciate the opportunity to answer these questions. As a walker/pedestrian, all items related to streets, sidewalks, etc., tend to make it safer for me to walk.