2050 Metropolitan Transportation Plan

Adopted February 14, 2025 by the BMCMPO Policy Committee
(INDOT approval is pending)

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Bloomington-Monroe County Metropolitan
Planning Organization

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Contents

Disclaimer

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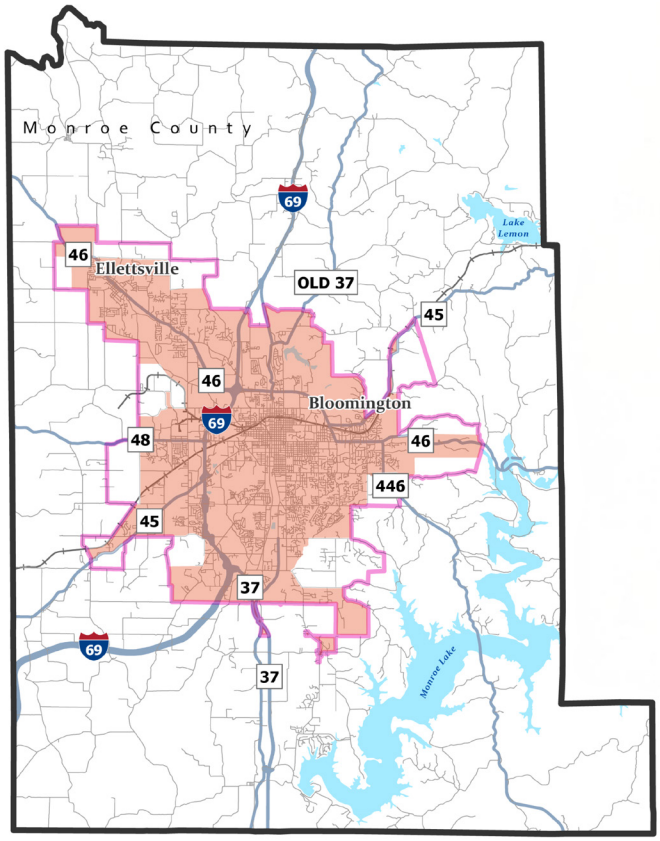
Executive Summary

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) 2050 Metropolitan Transportation Plan (MTP) outlines a strategic, long-range vision for the development of an efficient, sustainable, and multimodal transportation system for the Bloomington-Monroe County region. The 2050 MTP addresses the region's multimodal transportation needs through the year 2050.

The Plan utilizes regional transportation and demographic analysis and extensive engagement from the public and stakeholders. This analysis and engagement became the basis for targeted recommendations to enhance transportation efficiency and functionality that will address the evolving needs and preferences of residents. This includes projects focused on new infrastructure, improved connectivity across various modes, and enhancements to existing facilities.

This executive summary includes high level takeaways from existing conditions analysis and public engagement and the Plan's final recommendations.



Understanding the Region

It's crucial to understand where we are, before deciding where to go. Existing conditions analysis provides context that allows for evaluation of the current system performance, identification of system gaps and equity concerns, and informs how user preferences and shifting demographics should guide investment in the future.

The analysis that most impacted this plan's transportation goals were regional demographics, multimodal connections, and transportation safety.

Read more about the results of these analyses on the next page and in **Chapter 4**.

Regional Demographics

- Over 25% of Monroe County residents are 18 to 24 years old, leading to a median age (31.1) much lower than the statewide average (38.2).
- Low income populations and households without vehicle access were a focus of this plan's equity analysis. Results showed over 2,500 households do not have access to a vehicle - 4% of the population. These populations can benefit from improving the quality and quantity of transit and active transportation options to help reduce the cost and time burden of transportation.
- Monroe County residents are well-educated. The county ranks fourth among Indiana counties in terms of the percent of the population with a high school diploma and third in terms of the percent of the population with a B.A. degree or higher.

Multimodal Connection

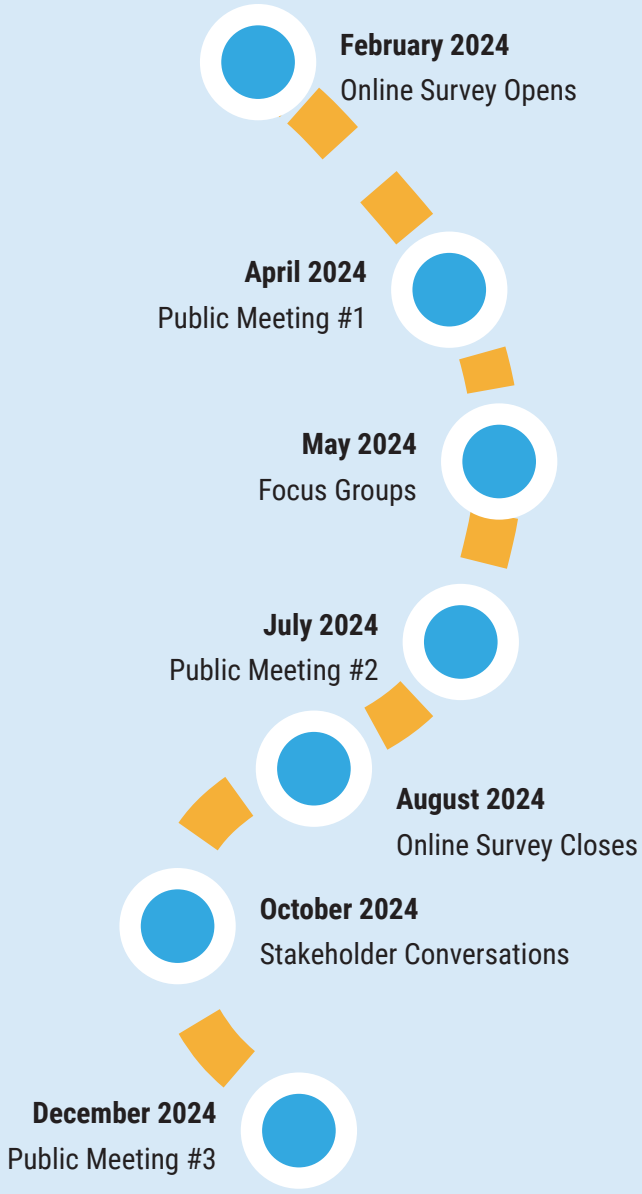
- Demand for transit exists today! Over 4,000 Monroe County residents use transit for their daily commute. In 2022, over 1,950,000 trips were made using transit services.
- Micromobility is emerging as a popular last mile option. In 2019, over 400,000 trips were made using e-scooters in the City of Bloomington.
- Overall, the region uses active transportation options more than the statewide average. In 2022, walking (4.1%) and biking (1.4%) would combine to be the most popular non-vehicular commute mode. Walking and bicycling are critical forms of transportation for many people, especially for the 4% of households without a vehicle.

Transportation Safety

- A crash analysis covering 2019-2023 was conducted, focusing on injury and fatal crashes on non-interstate roadways.
- Fatal crashes are dispersed throughout the roadway network but are predominantly found along state routes and major thoroughfares, including Third Street, Walnut Street and College Avenue.
- Bicycle and pedestrian crashes are primarily concentrated in downtown Bloomington, west of Indiana University.
- Additional hot spots are found near interchanges and commercial areas, including SR 45/46 and SR 48, just west of I-69.

Engagement Takeaways

The 2050 MTP engagement process gathered community input through surveys, public meetings, and focus groups, with guidance from local advisory committees. Public feedback highlighted priorities for safer roads, increased transit frequency, and better biking and walking infrastructure, with strong interest in sustainable and equitable transit options. The following takeaways were critical for establishing the MTP's goals and informing recommendations:



A Multimodal Approach

- Residents advocated for balanced planning that caters to all users, including cars, cyclists, pedestrians, and transit.
- Desired active transportation improvements include protected bike facilities, improved sidewalk coverage and maintenance, and addressing safety issues such as reckless driving and speeding.
- Desired transit improvements including reduced wait times, expanded routes, and connectivity to key locations like hospitals.

Roadway Priorities

- Safety is the top priority. Residents advocated for stricter traffic law enforcement, the use of speed cameras, and better driver education to promote road safety.
- Maintenance and preservation of existing facilities should take priority over expansion. There is a strong demand for repairing existing sidewalks, ensuring ADA compliance, and enhancing road quality. Addressing safety concerns around deteriorating sidewalks and adding pedestrian infrastructure on high-traffic streets were commonly mentioned.
- Respondents seek careful planning to accommodate growth, expressing concern about the traffic impacts from new developments.

Connecting Communities

- Improved pedestrian connectivity, shaded walkways, and efforts to make downtown more walkable were encouraged.
- Proposals for affordable housing near essential services aim to enhance walkability and reduce car dependency.

Goals & Objectives

The Plan identifies core transportation goals that BMCMPO strives for in all of its work. These goals were developed through engagement and analysis of existing and future conditions.

Objectives are systemic approaches to transportation planning that, if implemented, could advance BMCMPO toward each respective goal. The list of objectives included in this executive summary are abbreviated. Read the full detailed list of objectives in **Chapter 2.**

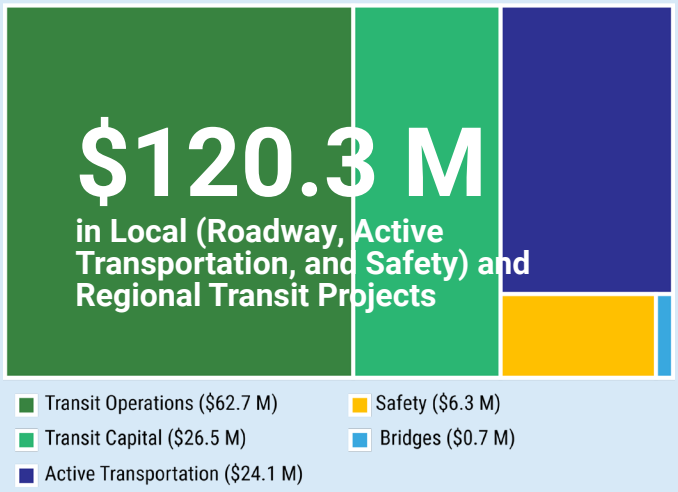
Goals	Objectives
Safety: Improve the safety of the transportation system for all users and all modes	• Target mode shift to lower VMT and improve safety • Promote projects that focus on improving safety • Pursue a "Vision Zero" Action Plan
Transportation Equity: Ensure that all transportation planning activities throughout the transportation system are equitable for all users	• Distribute project benefits equitably across communities • Emphasize accessibility for marginalized communities • Invite marginalized populations into to the transportation planning process
Climate Change: Strive to minimize, reduce the burdens of climate change equitably throughout all projects within our transportation system our transportation system	• Leverage local climate action, sustainability, and ecosystem connectivity plans to guide project implementation • Reduce the number and impact of carbon emitting vehicles and reduce the demand for longer trips • Prepare infrastructure for increasingly severe weather
Mobility & Accessibility: Improve accessibility and mobility of people by adding capacity through multimodal improvements and prioritizing networks for historically underfunded modes as a means to improve access within the community	• Measure street capacity using people throughput • Motivate walkable, bikeable, and transit oriented development • Target an annual average of 25% of STBG to fund non-motorized transportation projects
Transit: Provide the community with safe, efficient, convenient, affordable, frequent, and reliable transit services	• Use the BMCMPO Coordinated Human Services Transportation Plan to address transit gaps • Reduce transit travel time, increase frequency, and expand coverage to encourage transit mode shift • Pursue all funding opportunities to increase public transit capital and operating investments
Preservation & Fiscal Responsibility: Directly focus on maintaining existing transportation facilities before building new ones	• Adopt a "fix-it-first" mentality that prioritizes maintenance of facilities including, pavement, bridges, and sidewalks • Follow national and state transportation agency best management practices to maximize use of existing infrastructure • Construct a Transportation Improvement Program that directs spending in compliance with this Plan
Community Ensure that transportation projects maximize the community's quality of life and are compatible with local land use plans and policies	• Involve the public in transportation project scoping and implementation • Implement a context sensitive approach to transportation plans, subdivision control ordinances, and site design review • Pursue funding to close street grid connections, expand trail/path options, and implement "Complete Streets" projects

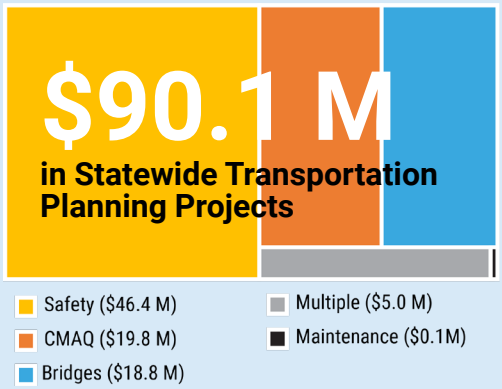
Recommendations

This plan provides a central reference point for the identification of recommended BMCMPO 2050 MTP multimodal projects. **Overall, the adopted project list makes strides toward addressing the concerns of local residents and transportation needs identified in this document.** These projects are fiscally constrained and supported by financial plan to fund and implement each project before 2030.

Also included are a list of "illustrative projects" that are visionary long-range multimodal projects BMCMPO aspires to pursue, but are not currently programmed. **These illustrative projects reflect the intention of BMCMPO to continue to focus on the goals of this MTP well into the future.**

Below is a breakdown of the investments outlined in the project list. Read more about the recommendations in **Chapter 8**.

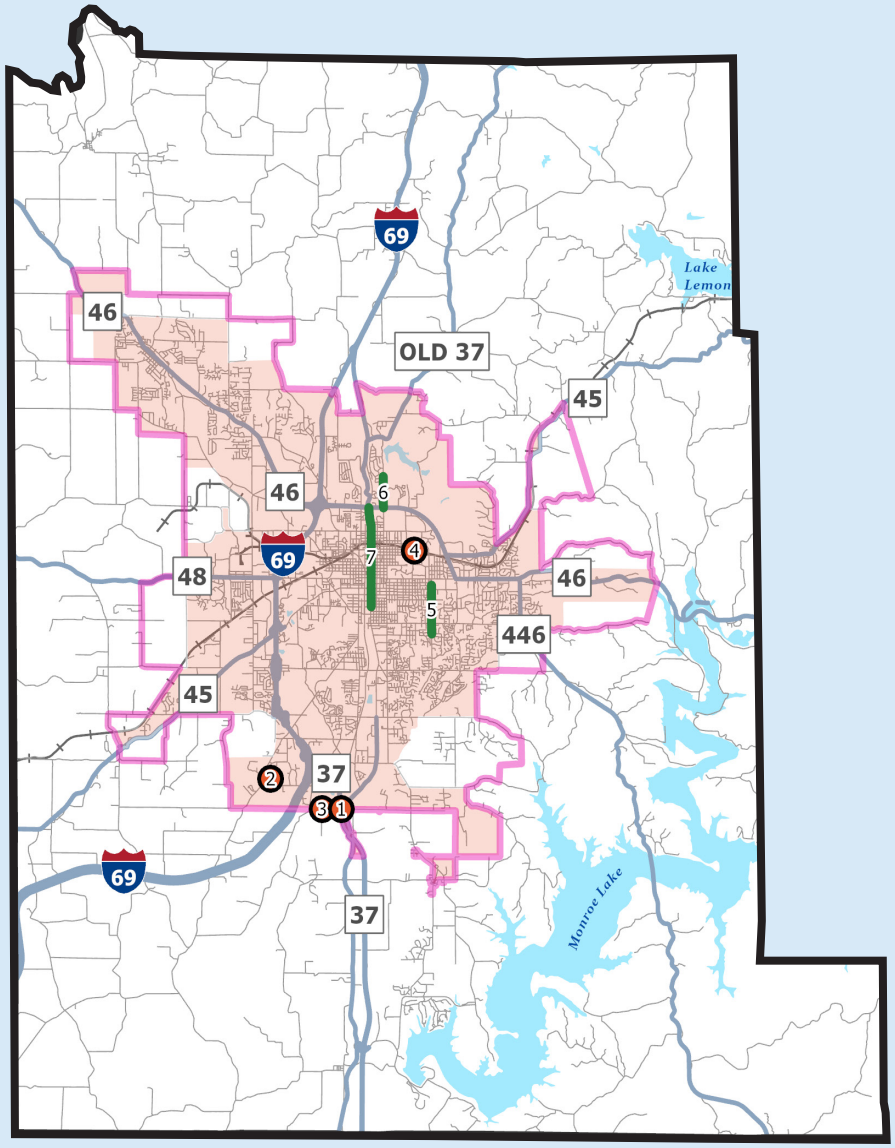




Regional Transit Projects

Applicant	Project
Rural Transit	Operating Costs
Bloomington Transit	Operating Assistance - Fixed Route & Paratransit Service
	Purchase Replacement Battery Electric Buses & Charging Equipment
	Purchase Support and Maintenance Vehicles
	Purchase Blink Replacement Vehicles
	Purchase an Rebuild Major Vehicle Components
	Greenline Design & Engineering - Bus Stop & Infrastructure
	Automated Passenger Counters - Updated
	Shop Equipment for New Facility
	Furnishings & Office Equipment for New Facility
	Financial Management and Accounting Software

Local Programmed Projects



Applicant	ID	Project
Monroe County	1	Old SR 37 South and Dillman Road
	2	Rockport Road, Bridge #308 Replacement
	3	Dillman Road, Bridge #83 Replacement
	4	Eagleson Avenue Bridge over IN RR
	N/A	2022-2026 & 2027-2030 Bridge Safety Inspection & Inventory
City of Bloomington	5	High Street Intersection Modernizations and Multiuse Path
	N/A	Crosswalk Safety Improvements Project - Phase 3 & 4
	6	North Dunn Street Multiuse Path
	7	College Ave & Walnut St Corridor Improvement Project - Phase 1 & 2

Chapter 1. Introduction

Introduction

The BMCMPO 2050 MTP presents a strategic, long-term vision to develop a safe, efficient, sustainable, and multimodal transportation system for the Bloomington-Monroe County region. This plan aligns with all requirements of the Infrastructure Investment and Jobs Act (IIJA)—also known as the Bipartisan Infrastructure Law (BIL)—signed into law on November 21, 2021. The IIJA reauthorized the Fixing America's Surface Transportation (FAST) Act, which had been in effect since 2016, and its predecessor, the Moving Ahead for Progress in the 21st Century Act (MAP-21), signed on July 6, 2012. By following a continuous, cooperative, and comprehensive ("3C") planning process, this plan ensures the region's continued eligibility for federal funding.

The plan's study area **(Figure 1)** covers all of Monroe County to ensure a coordinated and comprehensive approach. The Metropolitan Planning Organization (MPO) boundary includes the urbanized portions of Monroe County, encompassing both the City of Bloomington and the Town of Ellettsville. The City of Bloomington, Monroe County, the Town of Ellettsville, Bloomington Transit, IU Campus Bus, Rural Transit, the Indiana Department of Transportation (INDOT), and the Federal Highway Administration (FHWA) participated in a cooperative process through the MPO for Plan development.

The 2050 MTP addresses the region's multimodal transportation needs through the year 2050 and makes targeted recommendations to enhance transportation safety, efficiency and functionality. This includes projects focused on improved connectivity across various modes and enhancements to existing facilities. The plan was developed through extensive public and stakeholder input, coupled with a thorough analysis of related regional plans and datasets.

The plan ensures representation across the entire community and supports the development of coordinated, system-wide solutions. Emphasizing a multimodal perspective, it includes provisions for enhancing facilities for bicycling, walking, and public transit, fostering a balanced and sustainable transportation system that reduces automobile dependency, enhances equity, and promotes environmental stewardship.

As the comprehensive blueprint for transportation planning in the region, the 2050 MTP builds upon the framework established by its predecessor, the 2045 MTP. That plan introduced a consensus-based, multimodal policy approach for Monroe County, including the City of Bloomington and the Town of Ellettsville, through an ongoing, four-year planning cycle. This cycle ensures the development of a Transportation Improvement Program (TIP) for the urbanized area, reflecting the region's transportation policies, planning strategies, and public priorities. The 2050 MTP continues this approach, striving to further improve facilities for pedestrians, cyclists, and public transit users, while promoting equitable access to jobs, education, healthcare, and recreation across the region.

Transportation plays a crucial role in enhancing the quality of life within the BMCMPO region by ensuring safe, efficient, and reliable mobility. Connecting different modes of transportation—such as roads, public transit, bicycling, and walking—creates a seamless network that enables residents to access jobs, education, healthcare, and recreation. By fostering a multimodal transportation system, the BMCMPO aims to reduce congestion, improve connectivity, and promote equitable, sustainable travel options across the community.

Study Area

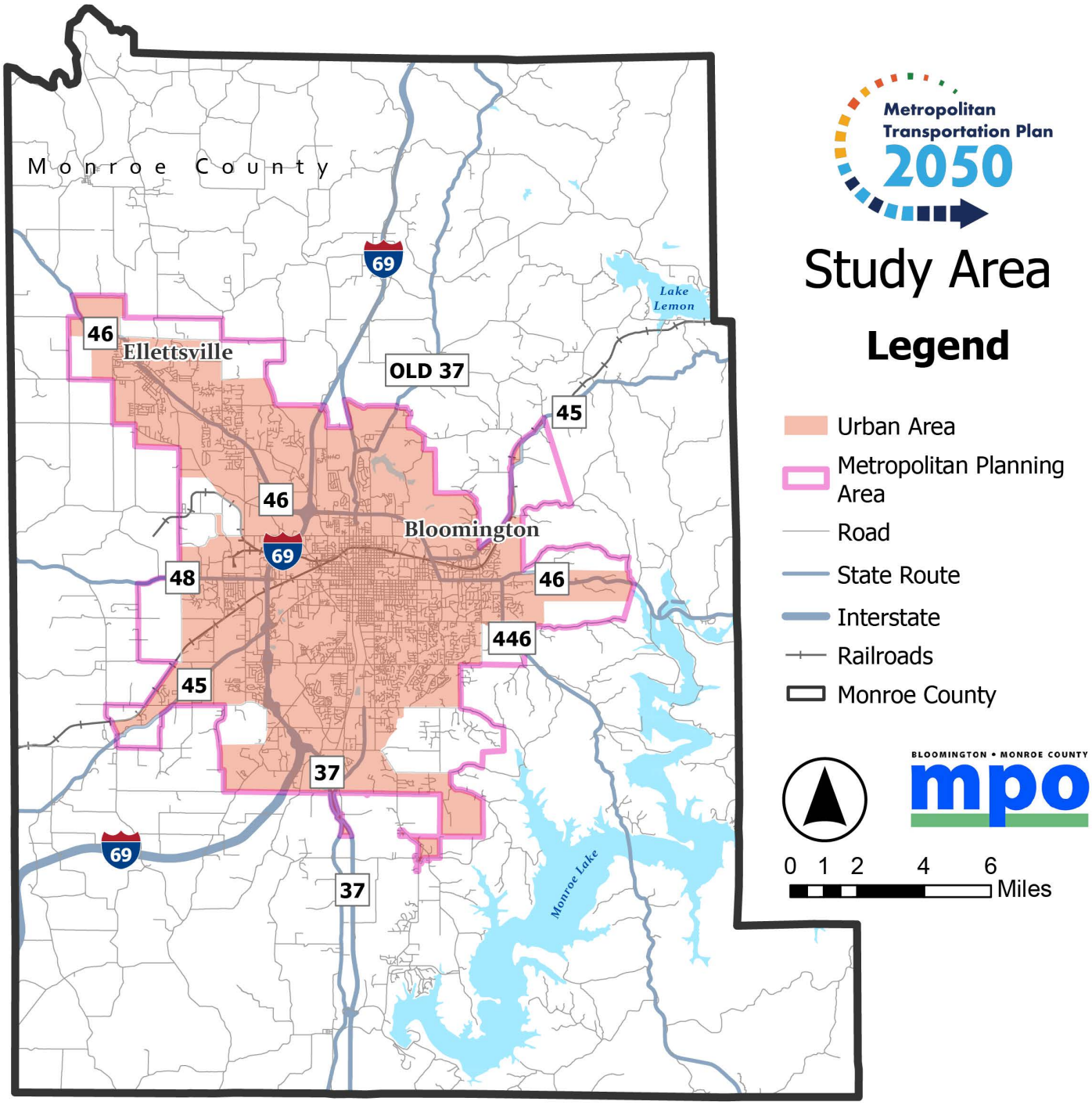


Figure 1: Study Area Map

Chapter 2. Guiding Principles

Vision

We will plan, build, and maintain a transportation system that ensures the safe, efficient movement of people and goods through multiple modes of travel as directed by locally adopted land use and transportation plans; we will prioritize projects that improve public health outcomes, address systemic inequities in access, reduce greenhouse gas emissions associated with personal transportation, improve safety, and enhance community well-being. We understand that the transportation system functions within our largest public space and serves to link residents, the community, our region, our state, and our nation.

Goals & Objectives

Safety

Improve the safety of the transportation system for all users and all modes

- Reduce Vehicle Miles Traveled (VMT) as one tool to improve safety that also serves to reduce greenhouse gas emissions and improve public health through improved air quality. Increased demand for other than motor vehicles (transit, bicycle, pedestrian) can lead to reduced VMT in the BMCMPO Urbanized Area.
- Target mode shift from Single Occupancy Vehicles to walking, bicycling, transit use, and carpooling as a tool to lower VMT and improve safety.
- Promote projects that focus on improving safety for all transportation modes recognizing that distracted driving, illegal speeding, and alcohol impairment are the leading causes of fatal and serious injury crashes.
- Analyze crash data to identify causes of crashes and safety hazards, using the most current federal and state transportation best management practices; pursue a "Vision Zero" Action Plan goal as a road map for safer streets for all modes and all users.
- Annually determine/assess significant fatal and serious injury locations with appropriate safe streets and roads for all engineering approaches.
- Fund projects that encourage and educate the public about safe driving, walking, bicycling, and transit system use.
- Prioritize safety as part of design. For example, projects should be designed for the target speed; favor compliance by design over selective compliance; depending on law enforcement for compliance is not considered a reliable strategy to consistently improve safety.

Transportation Equity

Ensure that all transportation planning activities throughout the transportation system are equitable for all users

- Ensure an equitable and just distribution of benefits and burdens of transportation projects, plans, and policies among individuals and groups that differ by race, income, and ability.
- Aim to protect and improve outcomes—with an emphasis on accessibility—for marginalized populations, especially low-income communities and communities of color.
- Allocate resources based on communities' needs, with the aim of correcting existing differences and removing the effects of discrimination.
- Provide efficient opportunities for marginalized populations to participate in the transportation decisions that will affect them.

Climate Change

Strive to minimize and reduce the burdens of climate change equitably throughout all projects within our transportation system

- Ensure that projects throughout our transportation system are resilient by better preparing infrastructure to deal with the impacts of severe weather.
- Use trees and other vegetation to reduce the impacts of the urban heat island effect while increasing walkability by creating lower shade temperatures.
- Lower greenhouse gas emissions and improve air quality by reducing the number and impact of carbon-emitting vehicles, as well as reducing the demand for longer trips.
- Incentivize using active and shared modes of transportation that use clean energy.
- Use local climate action plans, sustainability plans, and ecosystem connectivity plans to identify opportunities and deficiencies to implement projects that ensure and promote integration of the highest environmental standards into the transportation system.

Mobility & Accessibility

Improve accessibility and mobility of people by adding capacity through multimodal improvements and prioritizing networks for historically underfunded modes as a means to improve access within the community

- Select transportation projects that are sensitive to community character, promote a sustainable compact urban form, and use “Complete Streets” criteria that include pedestrian, bicycle, and transit facilities; each of these are integral to an equitable transportation network.
- Encourage local public agencies (LPAs) to require that new developments and redevelopments incorporate grid street patterns that are more walkable, bikeable, connected, and readily served by both transit and public services including local government service operations and emergency response providers.
- Identify, maintain, and enhance a dedicated freight and truck roadway network that facilitates the efficient movement of goods consistent with local, state, and interstate transportation needs.
- Target intersections and corridors that experience high levels of congestion for investment to increase mode shift and decrease greenhouse gas carbon emissions. Alleviating congestion by adding vehicular capacity in order to reduce vehicle idling will not be considered an overarching strategy for reducing greenhouse gas emissions due to the tradeoffs in induced demand. However, exceptions to adding vehicle capacity should be considered if specific intersection improvements can reduce vehicle crash severity, increase safety for all users, and improve emergency vehicle ingress/egress.
- Encourage infill land use development to most effectively utilizing existing infrastructure and promote shorter trips.
- Enhance the safe, efficient, and effective movement of people and goods through an annual planning process that defines a five-year outlook for infrastructure maintenance, operational needs, and capital investment needs.
- The City of Bloomington wil annually target an average of at least 25% STBG funding to fund non-motorized projects.
- Use local Americans with Disabilities Act (ADA) Transition Plans to identify deficiencies and implement projects that ensure and promote integration of ADA components into the transportation system.
- Measure street capacity using people throughput instead of conventional motor vehicle only capacity measurements.
- Prioritize funding for projects that serve residents within the MPO boundary. (Complete Streets-reduce sprawl)
- Accept that all street, trail, and facility designs will induce demand, as will new development. Prioritize projects that induce demand for walking, bicycling, and transit use, specifically, as opposed to projects that increase demand for driving private vehicles, which results in increased greenhouse gas emissions.

Transit

Provide the community with safe, efficient, convenient, affordable, frequent, and reliable transit services

- Prioritize projects that will create or improve direct access to transit services throughout the identified planning area.
- Pursue all prudent and feasible funding opportunities to increase public transit capital and operating investments.
- Use the BMCMPO Coordinated Human Services Transportation Plan to identify and remove gaps in transit services to elderly, disabled and low-income, and socially disadvantaged residents within the identified planning area.
- Encourage transit projects that increase ridership.
- Encourage transit projects that reduce the transit travel time and make using transit more time-competitive and time-equitable to driving a private vehicle.
- Continue to fund transit projects that maintain or upgrade current facilities.
- Encourage the expansion of both geographic coverage and hourly services offered by transit.
- Encourage investments in transit that reduce operations costs, improve efficiency, reduce time delay, and reduce greenhouse gas emissions, such as investing in electric buses.

Preservation & Fiscal Responsibility

Directly focus on maintaining existing transportation facilities before building new ones

- Focus on adding capacity to existing streets by adding safe and comfortable facilities for walking, bicycling, and transit; these added facilities may be retrofitted into a redesigned street by efficiently using underutilized space or added to the street.
- Prioritize projects that maximize the use of existing infrastructure by all users through the use of recognized national and state transportation agency best management practices and operational standards.
- Adopt a "fix-it-first" mentality that directs funding and project selection to prioritize maintenance and renewal of existing transportation facilities.
- Support projects that maximize the use of existing infrastructure through systematic, systemic, and operational best practices.
- Maintain and improve existing infrastructure through projects such as surface treatment, bridge repairs, improved striping, and sign replacements.
- Construct a Transportation Improvement Program that effectively directs spending in compliance with this Metropolitan Transportation Plan.

Community

Ensure that transportation projects maximize the community's quality of life and are compatible with local land use plans and policies

- Pursue federal and state grant opportunities, or utilize local funding, to complete missing street grid connections and/or major links to increase mobility for all users, reduce carbon emissions, and increase accessibility while increasing sustainability and public services/emergency response access.
- Involve the public in transportation project scoping and implementation.
- Incorporate context sensitive solutions and best practices into all project designs as set forth in transportation plans, comprehensive plans, subdivision control ordinances and site design review processes.
- Pursue possible funding opportunities to increase trail/path use and investment.
- Plan, design, develop, construct and maintain transportation facilities to minimize adverse impacts on environmentally sensitive areas, public parks and recreation areas, historic structures and neighborhoods.
- Incorporate aesthetic elements such as streetscape features as deemed desirable by local public agencies into transportation projects such that they are compatible with the adjacent area.

Chapter 3.
Performance Based Planning

Background

The Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law") signed into law on November 15, 2021, established new requirements for transportation planning performance management. The following national performance goals meet seven (7) key areas in accordance with 23 USC 150: National Performance Measure Goals. Individual states and MPOs must establish performance targets in support of the national goals. **Figure 2** shows BMCMPO's current Performance Measure Targets. The national performance goals specified by the U.S. Congress for the FHWA programs are as follows:

SAFETY: To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

INFRASTRUCTURE CONDITION: To maintain the highway infrastructure asset system in a state of good repair.

CONGESTION REDUCTION: To achieve a significant reduction in congestion on the National Highway System (NHS).

SYSTEM RELIABILITY: To improve the efficiency of the surface transportation system.

FREIGHT MOVEMENT & ECONOMIC VITALITY: To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

ENVIRONMENTAL SUSTAINABILITY: To enhance the performance of the transportation system while protecting and enhancing the natural environment.

REDUCED PROJECT DELIVERY DELAYS: To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through the elimination of delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Performance Measures

The FHWA and Federal Transit Administration (FTA) issued new transportation planning rules on the statewide and metropolitan transportation planning processes to reflect the use of a performance based approach to decision-making in support of the national goals. These processes must document in writing how the MPOs, INDOT, and providers of public transportation shall jointly agree to cooperatively develop and share information related to transportation performance data, the selection of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (23 CFR 450.306(d)), and the collection of data for the INDOT asset management plan for the National Highway System (NHS) as specified in 23 CFR 450.314(h).

The FTA's performance measures for Transit Asset Management are published and currently in effect. FHWA currently has performance measures and final regulations published for safety, bridge and pavement conditions, congestion reduction, and system reliability.

INDOT along with the MPOs and FHWA will continue collaborating to identify performance targets for each performance measure. Once performance targets are established, the TIP and Statewide Transportation Improvement Program (STIP) shall require modification reflecting this information.

For FHWA and FTA to approve any TIP amendments after May 27, 2018, INDOT, MPOs and Public Transit Operators must reflect this information and describe how projects in the TIP/STIP, shall (to the maximum extent practicable) achieve the federally required performance targets identified in the Statewide and Metropolitan Transportation Plans, linking investment priorities to these performance targets.

Safety Target Performance Measures

INDOT, the MPOs, FHWA, and the Indiana Criminal Justice Institute actively discuss and collaborate on the Indiana's Safety Performance Measures and Safety Performance Targets. INDOT initially submitted Safety Performance Target Measures in 2018 followed by annual target updates.

All Indiana MPOs support INDOT's Safety Targets. The Highway Safety Improvement Program (HSIP) is a primary source of federal funds for qualifying safety improvement projects. INDOT and the Indiana's MPOs use HSIP funds along with other funding sources for the implementation of safety improvements with the express purpose of reducing public roadway crashes, and corresponding reductions in fatalities, serious injuries, and non-motorized fatalities and serious injuries on all public roads.

The CY 2025 Safety Targets for meeting safety performance measures are:

- Number of fatalities;
- Rate of fatalities;
- Number of serious injuries;
- Rate of serious injuries; and
- Number of non-motorized fatalities and non-motorized serious injuries.

BMCMPO agreed in January 2020 to support the 2020 safety targets established by INDOT as reported to the National Highway Traffic Safety Administration and Federal Highway Administration.

INDOT completed the annual process in 2024 to establish jointly with the Indiana Criminal Justice Institute and the MPO Council, the PM1 Safety Performance Targets for Calendar Year 2025.

The Indiana Statewide Targets that were established are as follows:

- **Number of Fatalities = 812.4**
- **Rate of Fatalities = 1.009**
- **Number of Suspected Serious Injuries = 3031.9**
- **Rate of Suspected Serious Injuries = 3.402**
- **Number of Non-Motorized Fatalities and Serious Injuries = 363.4**

The BMCMPO will support INDOT's maximum safety targets by incorporating planning activities, programs, and projects in the 2050 Metropolitan Transportation Plan and the FY 2026-2030 TIP. The BMCMPO Policy Committee approved this action at a regularly scheduled meeting on December 9, 2024.

Pavement Condition Target Performance Measure

The BMCMPO will support the Pavement Condition targets established by INDOT for reporting to the FHWA by incorporating planning activities, programs, and projects in the adopted MTP and the TIP. The BMCMPO Policy Committee approved this action at their regularly scheduled meeting on October 14, 2022. The pavement targets based on a certified Transportation Asset Management Plan include:

- Percent of Interstate pavements in Good condition
- Percent of Interstate pavements in Poor condition
- Percent of non-Interstate NHS pavements in Good condition
- Percent of non-Interstate NHS pavements in Poor condition

Bridge Performance Measures

The BMCMPO will support the NHS Bridge Condition targets established by INDOT for reporting to the FHWA by incorporating planning activities, programs, and projects in the adopted MTP and the TIP. The BMCMPO Policy Committee approved this action at their regularly scheduled meeting on October 14, 2022. The pavement targets based on a certified Transportation Asset Management Plan include:

- Percent of NHS bridges by deck area classified as in Good condition
- Percent of NHS bridges by deck area classified as in Poor condition

System Performance

The system performance measures are also applicable to the Interstate and non-Interstate NHS. These performance measures assess NHS truck travel time reliability and interstate freight reliability targets, and performance measures for on-road mobile source emissions consistent with the national Congestion Mitigation and Air Quality (CMAQ) Program.

NHS Truck Travel Time Reliability Targets

The BMCMPO supports the NHS Truck Travel Time Reliability targets established by the INDOT for reporting to the FHWA by incorporating planning activities, programs, and projects in the Adopted MTP and TIP. The BMCMPO Policy Committee approved this action.

These targets include:

- Level of Travel Time Reliability on Interstate
- Level of Travel Time Reliability on non-Interstate NHS

Interstate Freight Reliability Targets

The BMCMPO supports the Interstate Freight Reliability targets established by INDOT for reporting to the FHWA by incorporating planning activities, programs, and projects in the Adopted MTP and the TIP. The BMCMPO Policy Committee approved this action.

INDOT - BMCMPO Performance Measure Targets

Performance Measure		2025 Target
Safety	**CY 2025 Total Fatalities**	812.4
	CY 2025 VMT/(Hundred Million VMT)	891.27
	CY 2025 Rate of Fatalities (Per HMVMT)	1.009
	CY 2025 Number of Serious Injuries	3031.9
	CY 2025 Rate of Serious Injuries (Per HMVMT)	3.402
	CY 2025 Number of Non-Motorized Fatalities & Serious Inj.	363.4

Performance Measure		2024 2-Year Target	2026 4-Year Target	Measured Units
Bridge	Percentage of NHS Bridges Classified as in Good Condition	49.0%	47.5%	
	Percentage of NHS Bridges Classified as in Poor Condition	3.0%	3.0%	
Pavement	Percentage of Pavements of the Interstate System in Good Condition	60.0%	62.0%	
	Percentage of Pavements of the Interstate System in Poor Condition	1.0%	1.0%	
	Percentage of Pavements of the Non-Interstate NHS in Good Condition	50.0%	48.0%	
	Percentage of Pavements of the Non-Interstate NHS in Poor Condition	1.5%	1.5%	
System Performance/Freight	Interstate System - % of person-miles traveled that are reliable Level of travel time reliability (LOTTR)	93.0%	93.5%	% of Person Miles Reliable
	Non-Interstate NHS System -% of person-miles traveled that are reliable Level of travel time reliability (LOTTR)	93.0%	93.5%	% of Person Miles Reliable
	Truck Travel Time Reliability Index (TTTR)	1.32	1.30	TTTR Index

Figure 2: INDOT's Performance Measure Targets for BMCMPO

Transit Performance Measures

The Transit Asset Management Final Rule requires transit providers to set performance targets for state of good repair by January 1, 2017. This Planning Rule requires each MPO to establish targets not later than 180 days after the date on which the relevant provider of public transportation establishes its performance targets. The following represent FY 2025 Bloomington Transit (BT) performance measures in the following categories:

Bloomington Transit Rolling Stock (Revenue Vehicles): Percent of revenue vehicles that have met or exceeded their useful life benchmark.

- FY 2025 Rolling Stock Target = 20%
- FY 2025 Cutaway Bus Target = 0%
- FY 2025 Minivan Target = 0%

Bloomington Transit Equipment: Percent of service vehicles that have met or exceeded their useful life benchmark.

- FY 2025 Non-revenue automobiles = 35%
- FY 2025 Trucks = 0%
- FY 2025 Vans = 70%
- FY 2025 Bus Wash = 100% FY 2025 Forklift = 100%

Bloomington Transit Facility: Percent of facilities rated below 3 on the condition scale.

- FY 2025 Administration/Maintenance facility = 0%
- FY 2025 Passenger facility (downtown transit center) = 0%

Conclusion

The Bloomington and Monroe County Metropolitan Planning Area (MPA) anticipates INDOT's issuance of newly updated performance-based planning targets on a continuous basis throughout the balance of FY 2025 and into future fiscal years. The BMCMPO Policy Committee shall adopt all relevant INDOT performance targets consistent with FHWA and FTA requirements after initial reviews and adoption recommendations by the BMCMPO Technical Advisory Committee and the Citizens Advisory Committee.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Chapter 4. Existing Conditions

Existing Conditions Summary

This chapter provides critical insights into the BMCMPO region's transportation landscape, covering demographic and economic characteristics, population trends, and commuting patterns to reveal current conditions and equity dynamics. It examines employment, land use, and points of interest for a comprehensive understanding of the region's socio-economic profile.

An analysis of transportation systems, including highways, airports, transit routes, and bicycle and pedestrian infrastructure, underscores the links between mobility and urban development. Safety considerations are highlighted through a crash analysis identifying hotspots from 2019 to 2023.

Summarizing previous and ongoing studies, the report emphasizes informed, evidence-based planning, with guidance from key plans like the 2045 and 2040 MTPs, TransformBT, and Bloomington's Transportation Plan. Supporting documents, such as the 2026-2030 TIP, Monroe County Thoroughfare Plan, Monroe County's Southwest Corridor Study, and the Bloomington Transit Route Optimization Study, underscore commitments to safety, connectivity, and multimodal options, while the Complete Streets Policy promotes coordinated, sustainable growth for the 2050 MTP.

This analysis provides a foundation for developing needs assessments and project recommendations, essential to supporting sustainable growth and enhancing residents' quality of life.

Demographic & Economic Characteristics

The demographic and economic characteristics within the BMCMPO planning area impact travel demand and the use of various transportation modes. By analyzing population trends, commuting patterns, equity considerations, land use, points of interest, multimodal data, and existing plans, a comprehensive understanding of the region's current conditions can be established. This insight is essential for identifying future transportation needs. Ultimately, understanding these factors allows the MTP to develop strategies that address present demands while planning for sustainable, long-term growth and enhanced regional connectivity.

Population Trends

Between 2010 and 2020, Monroe County experienced a modest population increase of about 1.3 percent, from approximately 138,000 to 140,000 people **(Table 1)**. However, since 2020, the County's population has been declining, possibly because there has been more domestic out-migration than in-migration **(Table 2)**. The net result is that the population in 2023 was only about 1.2 percent more than it was in 2010. Current population projections indicate that the 2030 population will be very similar to the total population today. Population counts for 2020 may be lower than actual due to the impact of the COVID-19 pandemic: in March of 2020, Indiana University suspended in-person classes, transitioned to remote classes, and did not require students to return back to campus after spring break. Further, it is unclear whether or not July 1, 2023 population estimate, a date that falls outside of the school-year, includes student counts.

The age distribution of Monroe County is significantly different from that of the rest of Indiana (Table 3). People tend to be much younger than elsewhere in the state, with a median age of only 31.1 years versus 38.2 years in Indiana as a whole. One key reason is that the student body of Indiana University comprises

Date	Monroe County Population	County Population Index (2010 = 1.000)	Indiana Population	Indiana Population Index (2010 = 1.000)
April 1, 2010	137,974	1.000	6,483,802	1.000
April 1, 2020	139,718	1.013	6,484,050	1.000
July 1, 2023 (estimate)	139,342	1.010	6,832,274	1.054
2030 (Projection)	139,283	1.010	7,014,880	1.082

Source for 2010, 2020 and 2023 data: U.S. Census Bureau. Retrieved from: https://www.census.gov/quickfacts/monroecountyindiana. Source for 2030 projection: Stats Indiana. Indiana's Public Data Utility. Monroe County, Indiana. Retrieved from: https://www.stats.indiana.edu/profiles/profiles.asp?scope_choice=a&county_changer=18105

Table 1: Monroe County Population Over Time

Component of Change	Number of People
Net Domestic Migration	-1,273
Net International Migration	913
Natural Increase (births minus deaths)	64

Source: Stats Indiana. Retrieved from: https://www.stats.indiana.edu/profiles/profiles.asp?scope_choice=a&county_changer=18105

Table 2: Components of Population Change (2022-2023)

a large percentage of the population of Bloomington. College-age individuals make up over a quarter of the population of Monroe County, versus only about 10 percent in the rest of the state. However, the rest of Indiana has a higher percentage of school age children (17 percent) than Monroe County (11.5 percent). While the population of older adults and seniors is also proportionately higher elsewhere in Indiana, there were almost 21,000 seniors in Monroe County in 2022. Monroe County also stands out in Indiana in terms of educational attainment **(Table 4)**. People who live in the county tend to be relatively well-educated compared to the rest of the state. It ranks fourth among Indiana counties in terms of the percent of the population with a high school diploma and third in terms of the percent of the population with a B.A. degree or higher.

A number of complex factors contribute to the declining population figures reported by the U.S. Census Bureau. Those factors include, but are not limited to: high cost of living, limited employment opportunities with sufficient salaries, an aging population, declining birth rates (nationally), and a low pool of diverse, affordable housing options. All of these reasons, and more, can play a role in any community experiencing reported stagnant and declining population counts. An improvement in one or more of these areas has the potential to alter population growth figures for Monroe County.

Despite federally reported population estimates, the City of Bloomington's population has increased by at least 10% every decade for well over a century. The Indiana University Bloomington campus set a record for enrollment in 2024: applications for the new class were up 25% from last year, making it the campus's second largest beginning class ever; and enrollment for IU Bloomington has grown 24% in the past decade. Finally, due to the presence of Indiana University and new commercial developments, Monroe County is attractive to housing developers. Finally, large housing developments, recent and planned, will impact future population counts.

Age Category	Number	Percent Distribution of Age Categories	
		Monroe County	Indiana
Preschool (0 to 4)	5,642	4.0%	5.9%
School Age (5 to 17)	16,096	11.5%	17.0%
College Age (18 to 24)	35,530	25.4%	9.9%
Young Adult (25 to 44)	34,644	24.8%	25.7%
Older Adult (45 to 64)	27,163	19.4%	24.5%
Seniors (65 and older)	20,670	14.8%	16.9%
Sources: U.S. Census Bureau; Indiana Business Research Center			

Table 3: Population Estimates By Age (2022)

Education	Number	Rank in State	Percent of State	Indiana
School Enrollment (2022/2023 Total Reported)	15,103	16	1.3%	1,124,094
Public	14,215	17	1.4%	1,035,718
Adults (25+ in 2022 ACS)	82,493	14	1.8%	4,532,091
with High School diploma or higher	94.7%	4		90%
with B.A. or higher degree	48.2%	3		28.2%
Sources: U.S. Census Bureau; Indiana Business Research Center				

Table 4: Education Attainment in Monroe County (2022)

Commuting Characteristics

Commute by Mode of Transportation

Journey to work data provides crucial insights into how people travel and engage with the transportation system in their community. These commute trips, necessary to support livelihoods, reveal the modes individuals choose when traveling to meet their employment-related needs. **Table 5** shows the percentage of commute modes by gender. The gender disparities are noteworthy. Driving alone in a car, truck, or van is the most common way to reach workplaces. Interestingly, remote workers form the second-largest group in this dataset, with carpooling using a car, truck, or van ranking as the second most popular method for commuting to physical work destinations. Males significantly outnumber females in solo driving to work. However, females exhibit a preference for public transit, using it over four percentage points more than males. They also engage in carpooling nearly six percentage points more and work from home over seven percentage points more than their male counterparts.

Commute Mode	Female	Male	Total
Car, Truck, Van - Drove Alone	54.8%	69.6%	63.3%
Car, Truck, Van - Carpooled	14.5%	8.9%	11.3%
Public Transportation	5.7%	1.1%	3.1%
Walked	4.1%	4.2%	4.1%
Bicycle	0.8%	1.9%	1.4%
Taxicab, Motorcycle, or Other Means	0.6%	1.4%	1.1%
Worked from Home	19.5%	12.8%	15.7%

Source: American Community Survey (ACS) Table S0801 Monroe County 2022

Table 5: Percent of Commuters by Mode and Gender

Table 6 summarizes Monroe County household vehicle availability by gender. Approximately 96 percent of households with workers have access to at least one vehicle.

Vehicles Available Per Household	Female	Male	Total
No Vehicle	1,531	1,039	2,570
1 Vehicle Available	10,217	9,423	19,640
2 Vehicles Available	13,112	14,725	27,838
3 or More Vehicles Available	8,420	10,677	19,097
Total	33,280	35,864	69,144

Source: American Community Survey (ACS) Table S0801 Monroe County 2022

Table 6: Commuter Vehicle Availability

Equity Considerations

Low Income Population

Investing in affordable transportation options is crucial for bridging economic disparities. Low-income individuals often rely on non-private modes of transportation, such as public transit and carpooling, as their primary means of travel. In Monroe County, housing and transportation costs significantly impact household budgets. It is essential to recognize the interconnectedness of housing affordability and transportation costs. As **Figure 3** shows, housing and transportation together account for 53 percent of a typical household's budget—27 percent for housing and 26 percent for transportation. Because expenses associated with owning and operating automobiles tend to be considerably higher than for other travel modes, addressing the affordability challenge requires reducing dependence on automobility. High-quality public transportation services, coupled with investments in walking and bicycling infrastructure are crucial for low-income populations seeking affordable travel options. Lower transportation expenses can alleviate financial strain, especially for those

struggling to pay rent. For this report, low-income population is defined as people living in households with annual incomes less than 150 percent of the poverty line. **Figure 4** provides a map showing the density of low-income households in the study area per square mile.

Cost of Living as a Percentage of Household Budget in Monroe County, Indiana
(Source: https://htaindex.cnt.org/map/)

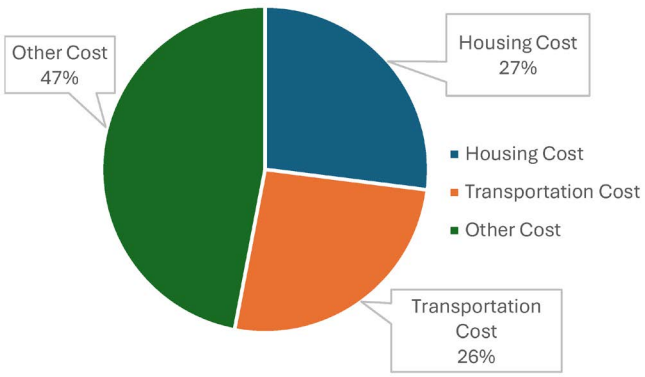


Figure 3: Housing and Transportation Costs in Monroe County, Indiana

Land Use & Points of Interest

Recognizing that land uses drive travel demand and that transportation infrastructure influences land use development is fundamental to developing a sustainable and efficient transportation system that meets the diverse needs of residents and businesses in the region. This section evaluates the existing land uses and key points of interest across the BMCMPO area.

Land Use

The majority of land in Monroe County is zoned for agriculture or forest reserves and there are industrial and mineral extraction zoned areas scattered around the agricultural areas. Closer to Bloomington, where the bulk of the population resides, residential zoning is the predominant use. Within Bloomington, many commercial areas are zoned for mixed use, and substantial portions are designated for institutional or public use. Zoning data was not available for Ellettsville, but land use data was. Land use data is broken up by tillable and non-tillable land which may contain residential properties and homesites which are typically homes with a larger land area.

Points of Interest

Monroe County is home to numerous state, regional, and city parks. The City of Bloomington oversees 34 parks, alongside several county-managed parks and State Parks, one of the most popular being Monroe Lake. Indiana University serves as a major destination for students, faculty, community members, and visitors. Several museums are affiliated with the University, and more are situated around downtown Bloomington. Three libraries serve the area—two in Bloomington and another in Ellettsville—and there are a total of 33 public schools. It is important to have a transportation system that reflects the needs of the population to not only reach job centers, but also key recreation locations, attractions, and centers of community activity.

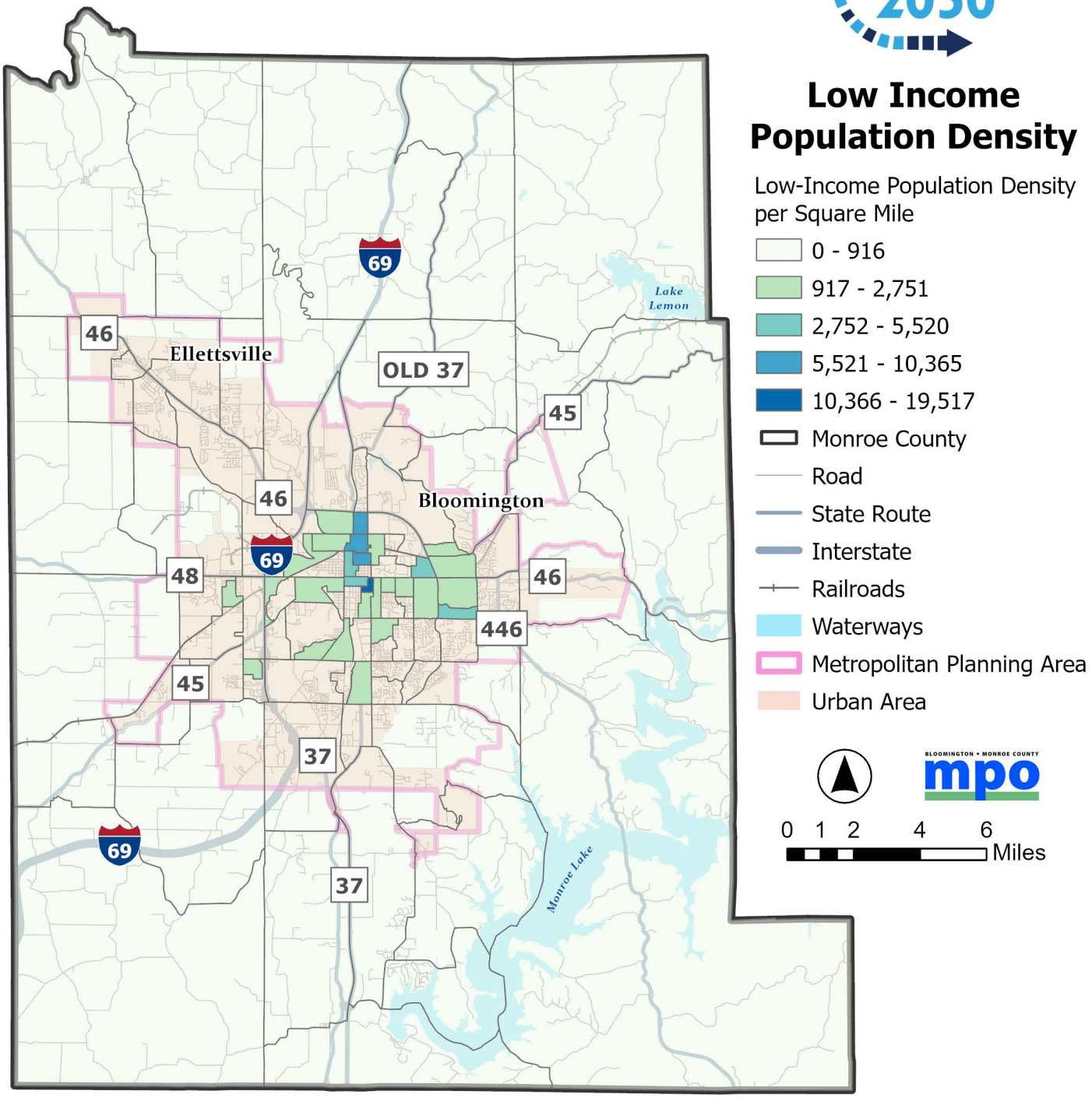


Figure 4: Low-Income Population Per Square Mile

Transportation System Analysis

Highway, Roads, & Airports

Interstate 69 connects the region to Indianapolis in the north and Evansville to the south, going through the west side of Bloomington, north to south across Monroe County. The region is served by several state highways, many of which connect to I-69. State Road (SR) 46 is a main east to west connection that runs through Ellettsville and across Bloomington. It transitions from a four-lane divided highway to a two-lane road depending on the surrounding context. SR 37 is another main north to south connection that connects southern municipalities in the county to I-69. The I-69, SR 37, SR 45, SR 46, SR 48, and SR 446 corridors see significant weekday employment-based commuter trip volumes.

While no passenger trains operate in the region, there is a freight rail line that runs east to west through Monroe County bisecting the City of Bloomington and operated by Indiana Rail Road. The Monroe County Airport connects the region nationally to business and shipping operations.

Safety

A crash analysis covering 2019-2023 was conducted, focusing on injury and fatal crashes on non-interstate roadways. Many of the identified hotspots are located along state roads, such as East and West Third Street in Bloomington. One area with a particularly high concentration of crashes is the SR 45/46 Bypass, which curves around the northern part of Bloomington. Additional hotspots are found near interchanges and commercial areas, including SR 45 and SR 48, just west of I-69. Fatal crashes are dispersed throughout the roadway network but are predominantly found along state routes and major thoroughfares. Notably, Third Street, which runs through downtown Bloomington, has a significant number of crashes, along with major north-south connections like Walnut Street and College Avenue. **Figure 5** is a heat map illustrating hot spots that indicate where more crashes have occurred. The heat map helps to show where these crashes are concentrated.

Bicycle and pedestrian crashes are primarily concentrated in downtown Bloomington, west of Indiana University. Tragically, three pedestrians were killed on Third Street in this area, with another fatality occurring on Walnut Street near 12th Street. **Figure 6** is a map that shows the number of bicycle and pedestrians crashes from 2019 to 2023.

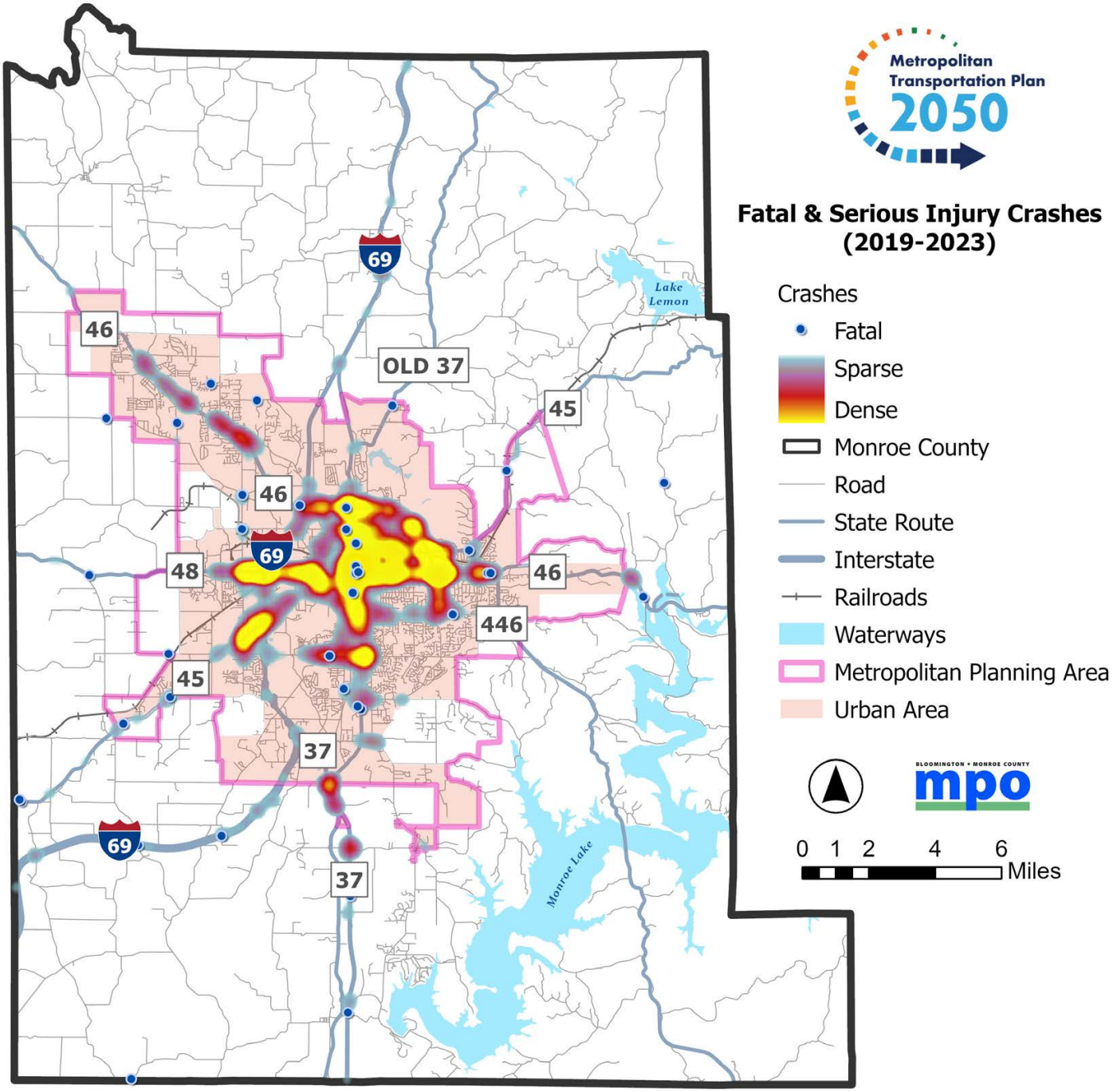


Figure 5: Fatal and Serious Injury Crashes (2019-2023)

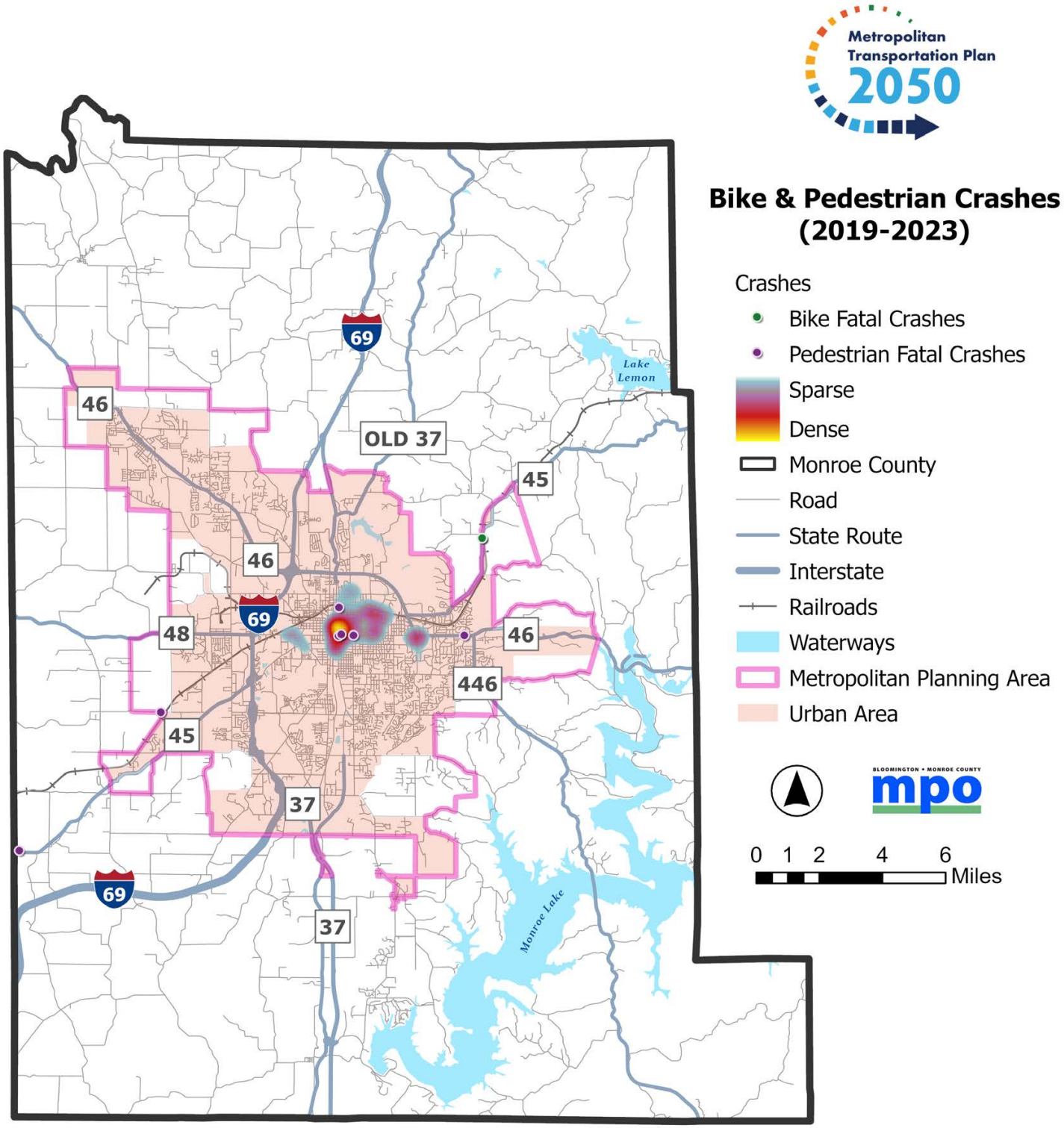


Figure 6: Bike and Pedestrian Crashes (2019-2023)

Transit Routes & Facilities

Bloomington Public Transit Corporation (BT) operates public transit services in Bloomington. BT's service area spans 21 square miles with a service area population of nearly 87,000 people. BT operates fixed-route transit service and ADA paratransit service, BT Access. Certain passengers are eligible to ride BT's fixed-route services for free, including BT Access eligible passengers, children under the age of four, City of Bloomington employees, IU Bloomington faculty, staff, and students, and Monroe County government employees. **Table 7** shows the fares for the BT fixed-route system.

BT Access provides curb-to-curb or door-to-door paratransit service for eligible passengers. The service operates in all areas within the Bloomington incorporated area from 6:00 a.m. to 11:30 p.m. Monday through Friday year-round. BT Access also provides service from 7:30 a.m. to 9:00 p.m. on Saturdays, and 9:30 a.m. to 9:00 p.m. on Sundays. BT Access rides cost $2.00. Ten-ride and 30 ride punch cards are available for purchase at $20.00 and $60.00, respectively. Personal care attendants are eligible to ride a BT Access passenger for free. Passengers are required to schedule their BT Access ride at least one day in advance and may book up to 14 days ahead.

BT operates three facilities and has a fleet of 53 revenue vehicles and 11 service vehicles. BT has 40 buses and 12 demand response vehicles. **Figure 7** displays BT's annual passenger miles and unlinked passenger trips by bus and demand response vehicle for 2022. **Figure 8** visualizes the BT fixed route system.

Ticket Type	Regular Fare	Reduced Fare
One-Way Ticket	$1.00	$0.50
Semi-Annual Pass	$150.00	$75.00
Monthly Pass	$30.00	$15.00
Summer Fun Pass	$12.00	-
Ten Ride Ticket	$10.00	$5.00
Transfer	Free	-

Table 7: BT Fares

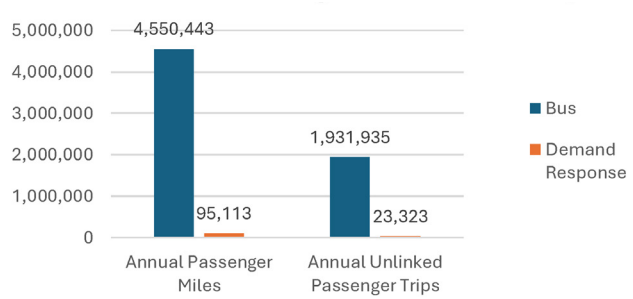


Figure 7: BT 2022 Passenger Miles and Ridership

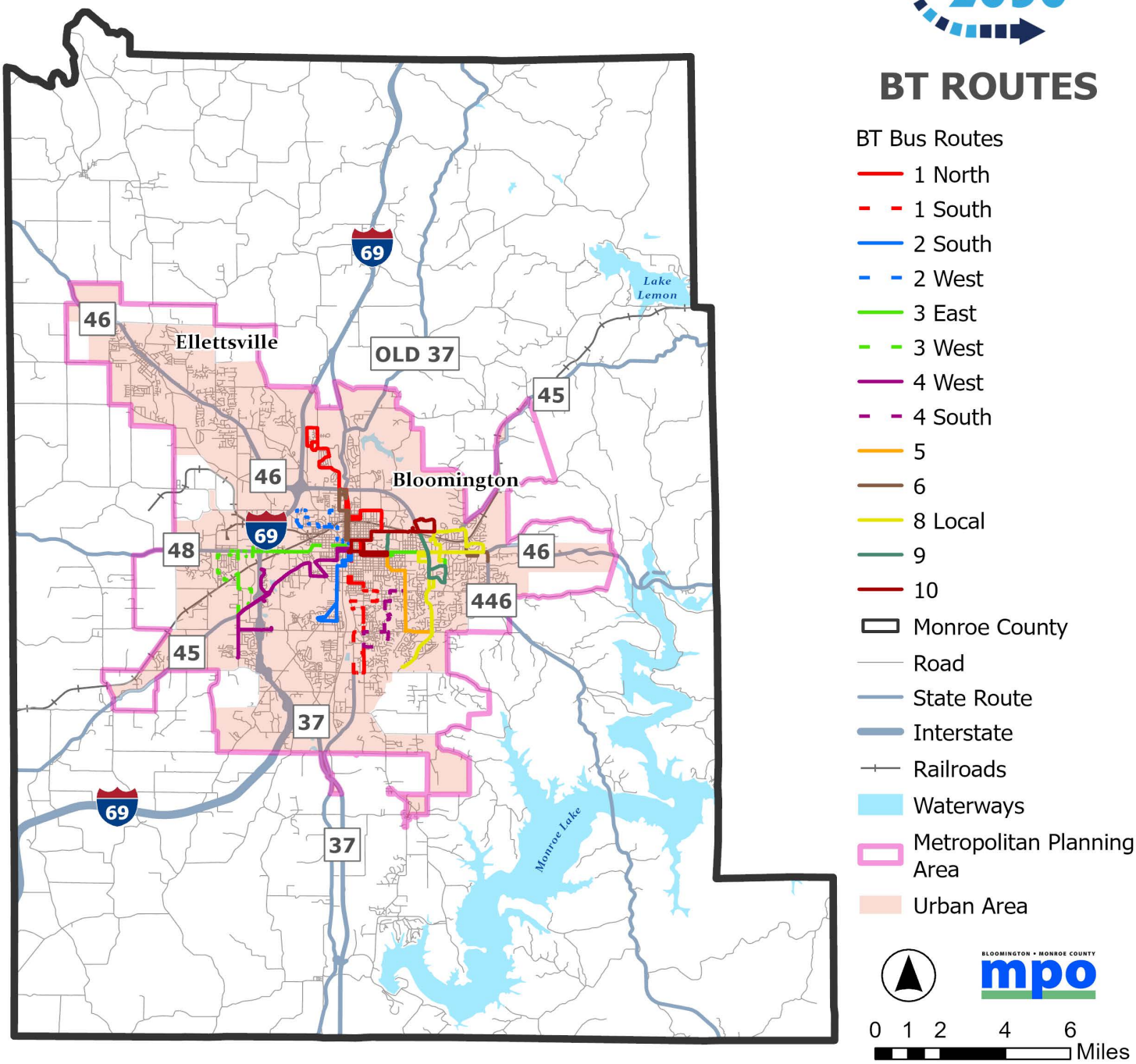


Figure 8: BT System - Individual Routes

Bicycle, Pedestrian, & Scooters

Walking and bicycling are critical forms of transportation for many people in the Bloomington-Monroe County MPO area. In 2022, 7% of households had no motor vehicle available and 40% had only one vehicle available. People in these households rely on walking, biking, and transit for all types of trips around the region. Additionally, 8% of people walked or biked to work in 2022, and many people walk and bike for recreation.

Currently, 1 percent of residents in the Bloomington-Monroe County MPO area bike to work. Looking specifically at the City of Bloomington, this number is even higher at 2 percent of residents. Both of these shares are significantly higher than the Indiana statewide average of 0.4 percent. **Figure 9** provides a map of existing bikeways and **Figure 10** provides a map of the proposed bikeways in the study area.

Respective Local Planning Agencies (LPAs) will examine all proposed bicycle, multimodal, and trail facilities to determine:

- If they meet a clear purpose and need
- If another alternative route will better meet the need
- If revenue sources for preliminary engineering, construction and future service life maintenance are attainable

Scooters

There are multiple shared e-scooter companies that operate in the City of Bloomington. E-scooters can help reduce single-occupancy motor vehicle trips and help people connect to transit. The e-scooters were available starting in 2018. In 2019, the first full year counting trips, there were almost 400,000 trips taken on e-scooters, or approximately 1,000 trips per day on average. The number of trips dropped in 2020 to approximately 180,000 trips, but started increasing again in 2021 and 2022, before dropping again in 2023.

Metropolitan Transportation Plan 2050

BLOOMINGTON • MONROE COUNTY mpo

0 1 2 4 Miles

Existing Sidewalks & Bicycle Facilities

- BMCMPO multiuse paths
- BMCMPO bike lanes
- BMCMPO signed bike routes, shared use lanes & greenways
- BMCMPO sidewalks
- Monroe County
- Municipality Boundary
- Road
- State Route
- Interstate
- Railroads
- Waterways

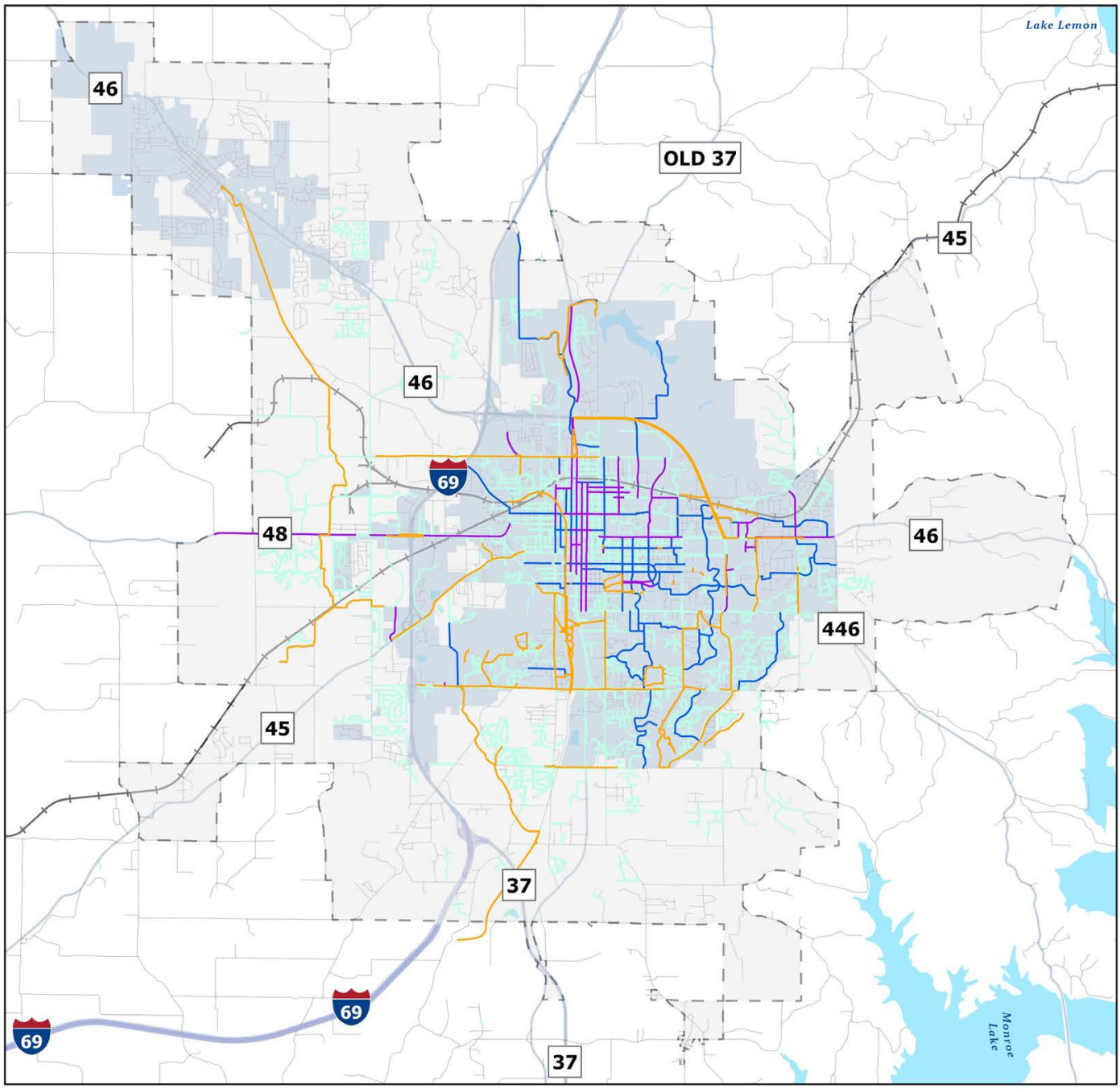


Figure 9: Existing Bikeways

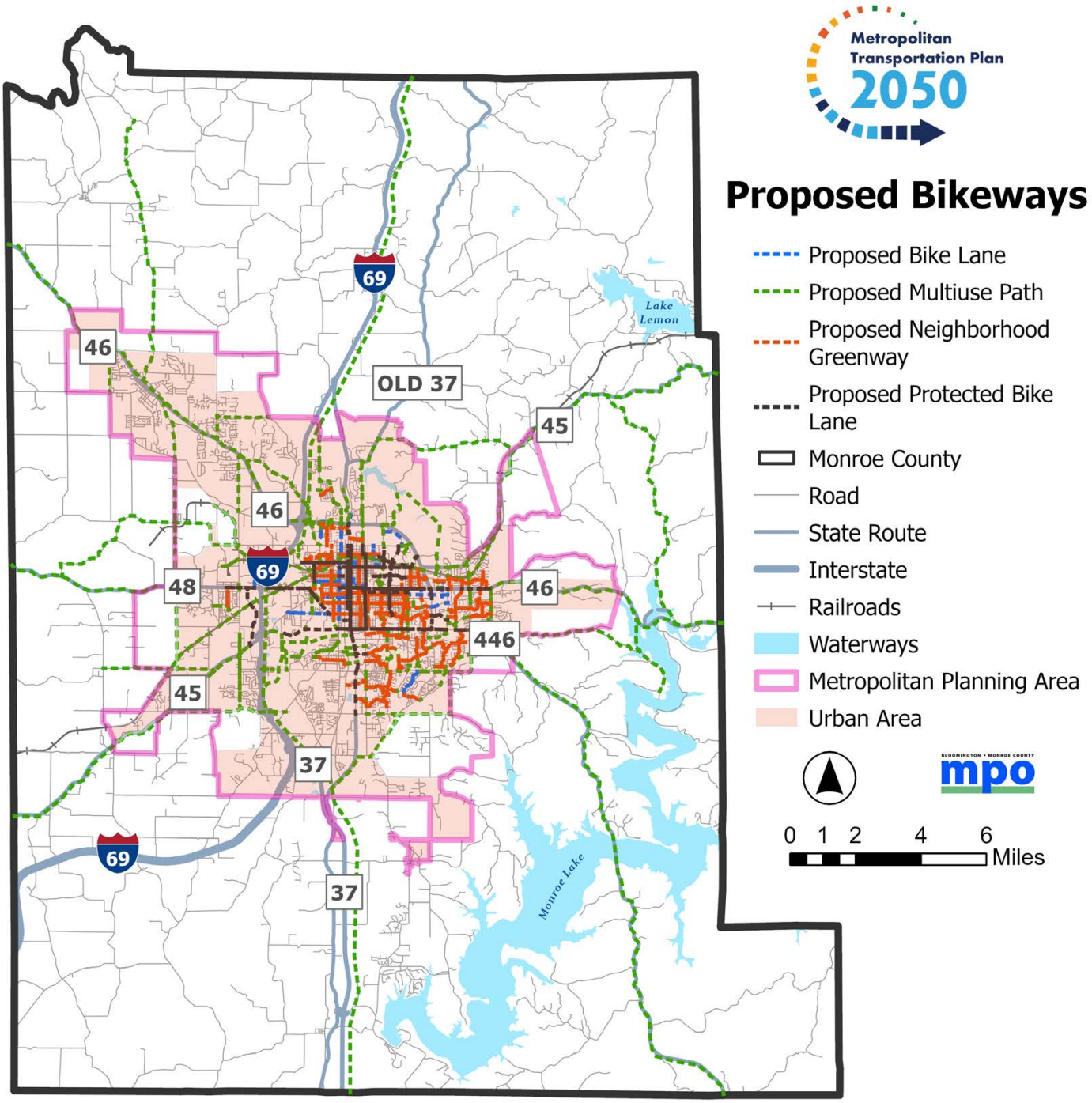
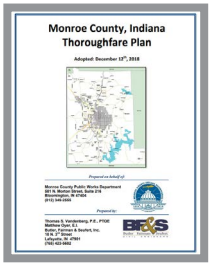


Figure 10: Proposed Bikeways

Summary of Previous Plans

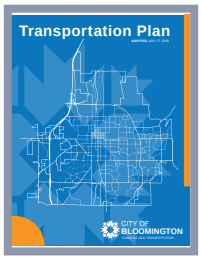
In recent years, BMCMPO and its communities have identified transportation needs and potential projects to improve mobility across the region. These foundational plans lay out a clear vision for the region's future. The following plans were reviewed to carry forward their findings and consider previously recommended projects for future funding and implementation:

Monroe County, Indiana Thoroughfare Plan



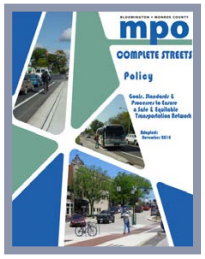
This 2018 plan assists in guiding long term, comprehensive, road construction and maintenance activities within the unincorporated areas of Monroe County and to promote the health, safety, comfort, and general welfare of the citizen of Monroe County, Indiana.

Bloomington Transportation Plan - 2019



This plan outlines Bloomington's vision for a "safe, efficient, accessible, and well-connected multimodal transportation system". It includes recommendations to reduce automobile dependence by emphasizing walking, biking, and transit alternatives.

BMCMPO Complete Streets

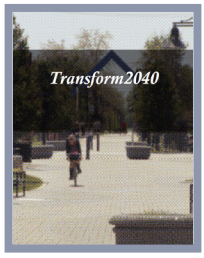


BMCMPO adopted their Complete Streets Policy in 2018. This document should inform the development of projects during the 2050 MTP process.

2045 Metropolitan Transportation Plan

The 2045 BMCMPO MTP identifies transportation system policies, planning strategies, public opinions, and priority transportation projects over the next twenty years and beyond. This regularly updated document provides a snapshot of the region's demographic profile, transportation system performance, and transportation system needs.

2040 Metropolitan Transportation Plan



The plan serves as a means to predict future transportation needs and to illustrate a plan of action to meet those needs. It provides a menu of transportation projects to be implemented over the next 20 years that may alleviate projected congestion points, safety hazards, and connectivity limitations. This plan has been designed to fulfill Federal and State transportation planning requirements, and, in doing so, to ensure that BMCMPO maintains its eligibility for Federal transportation funding.

Bloomington Route Optimization Study

The 2019 study evaluated the current transit services in Bloomington, Indiana, considering their alignment with the evolving mobility needs of the region. The study provided immediate and long-term improvements to meet the diverse needs of the community.

2023 TransformBT

This strategic plan will help guide decision-making of Bloomington Transit over the next 5-7 years. The plan defines actionable steps to achieve Bloomington Transit's goal of enhancing mobility for everyone in our community. By including initiatives like enhancing partnerships and engagement, modernizing operations, improving employee recruiting, retention, and satisfaction, and improving customer facing services, Transform BT provides a clear vision for the agency's desired path moving into the future.

2026-2030 Transportation Improvements Plan (TIP)

The FY 2026-2030 TIP is a capital budgeting tool that outlines the implementation timeline, funding sources, and responsible agencies for transportation projects within the metropolitan planning area. It sets the strategy for prioritizing regional transportation projects, focusing on maintaining and improving the roadway network and multimodal connections.

Southwest Corridor Study

The 2018 Southwest Corridor Study in Monroe County, Indiana, evaluates transportation needs and opportunities in the county's southwest region. The study seeks to enhance accessibility, improve connectivity, optimize traffic flow, alleviate congestion, and promote overall mobility.

The Coordinated Human Services Transportation Plan

The Coordinated Human Services Transportation Plan for BMCMPO outlines strategies to improve transportation for people with disabilities, seniors, and low-income individuals, addressing service gaps and enhancing coordination.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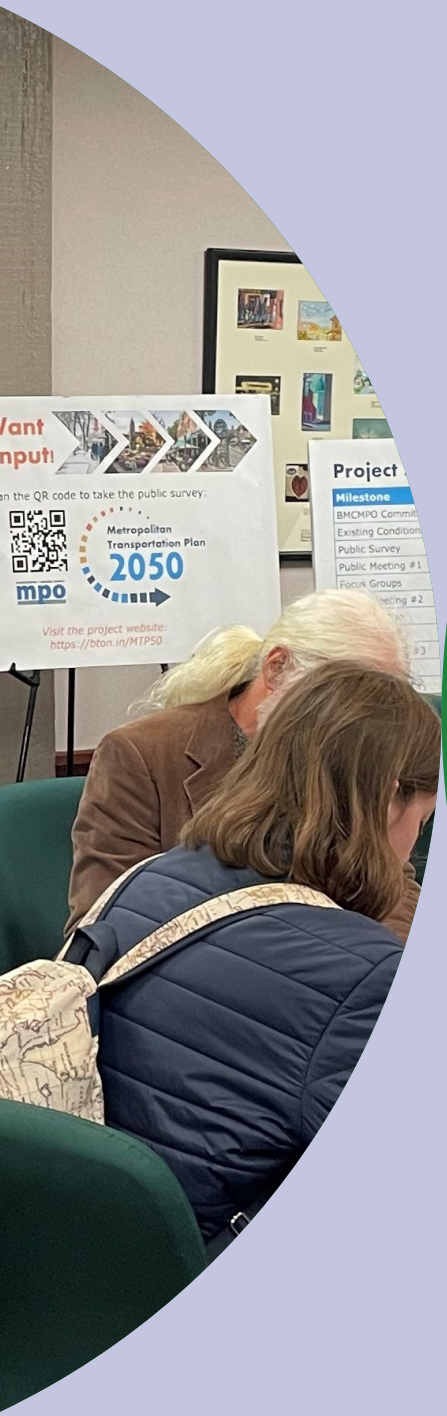
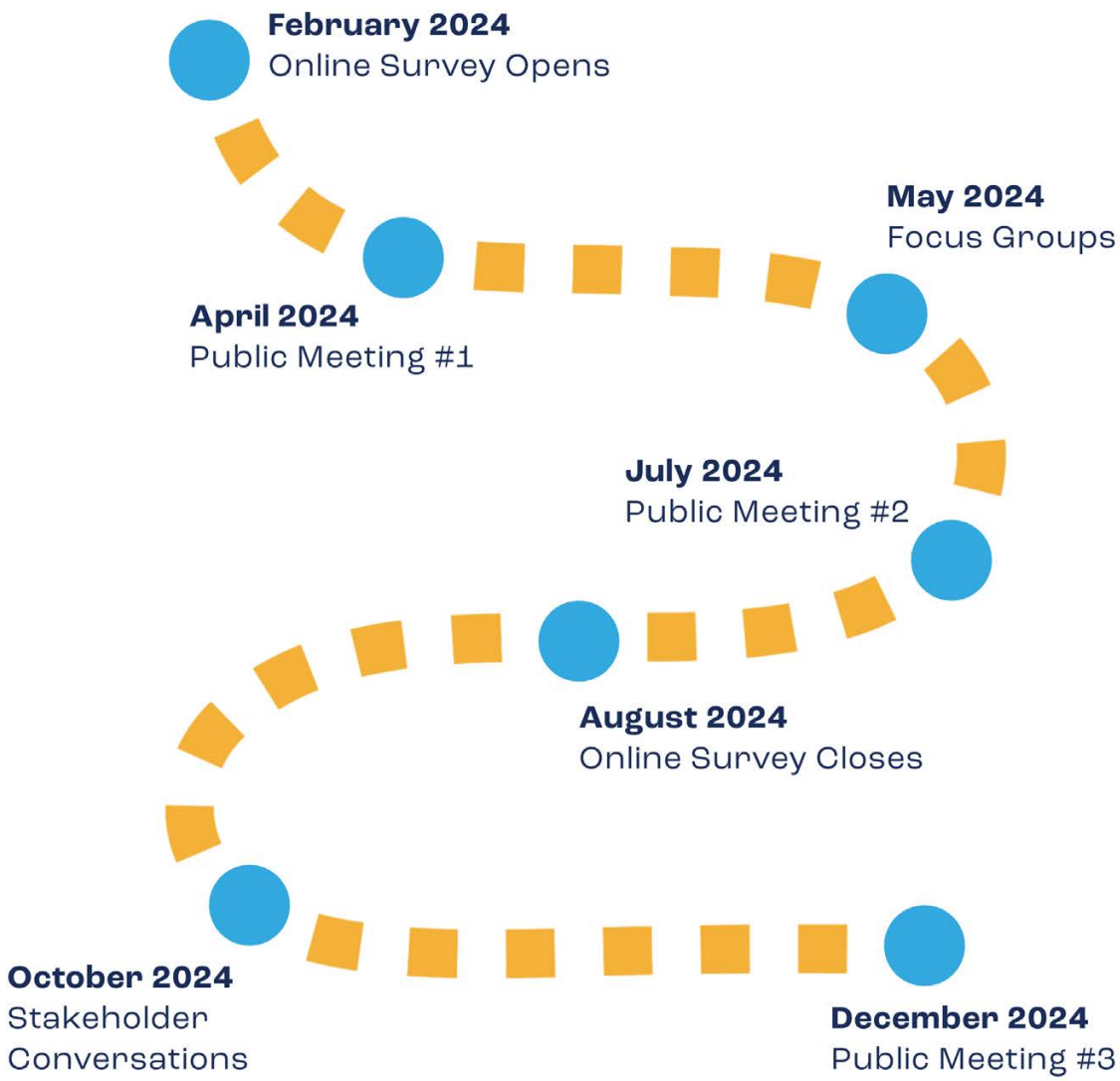


Chapter 5. Public & Stakeholder Involvement

Introduction

Public and stakeholder engagement is critical to the success of the MTP. The engagement process for the Plan included a range of activities: three public meetings, an online survey, facilitating three focus groups, and one-on-one stakeholder discussions. By actively engaging residents, community leaders, and key stakeholders, BMCMPO ensures that the 2050 MTP reflects diverse perspectives and addresses local needs. This collaborative approach helps to identify priorities, gather valuable insights, and build consensus around strategies and projects that will shape the region's transportation future.

Engagement Timeline



Public Meetings

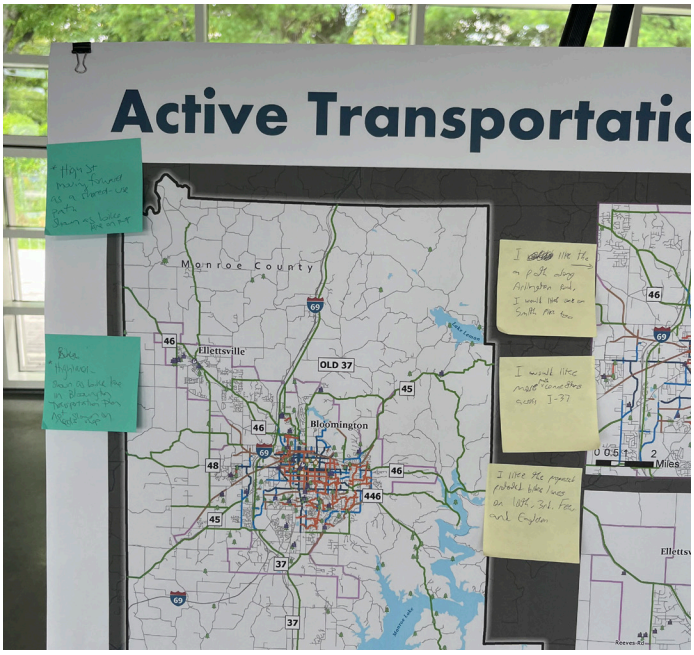
Throughout the planning process, three public meetings were held at key stages to engage the community. These meetings provided attendees with the opportunity to view exhibits, review draft recommendations, share feedback, participate in interactive activities, and actively contribute to the development of the plan.

Meeting #1

The first public meeting was held on April 3rd at Bloomington City Hall. The event featured exhibits displaying maps of existing conditions, along with handouts containing key plan information, contacts, and QR codes for surveys and the project website. The meeting included two interactive activities: a sticky dot exercise to prioritize transportation needs and a vision and goals exercise. Twelve attendees participated, highlighting high priority for increasing transit service frequency and developing new bicycle and pedestrian facilities. Other key priorities included roadway safety improvements and enhanced pedestrian infrastructure. During the visioning exercise, participants expressed a collective vision that prioritizes sustainability, equity, and innovation.

Meeting #2

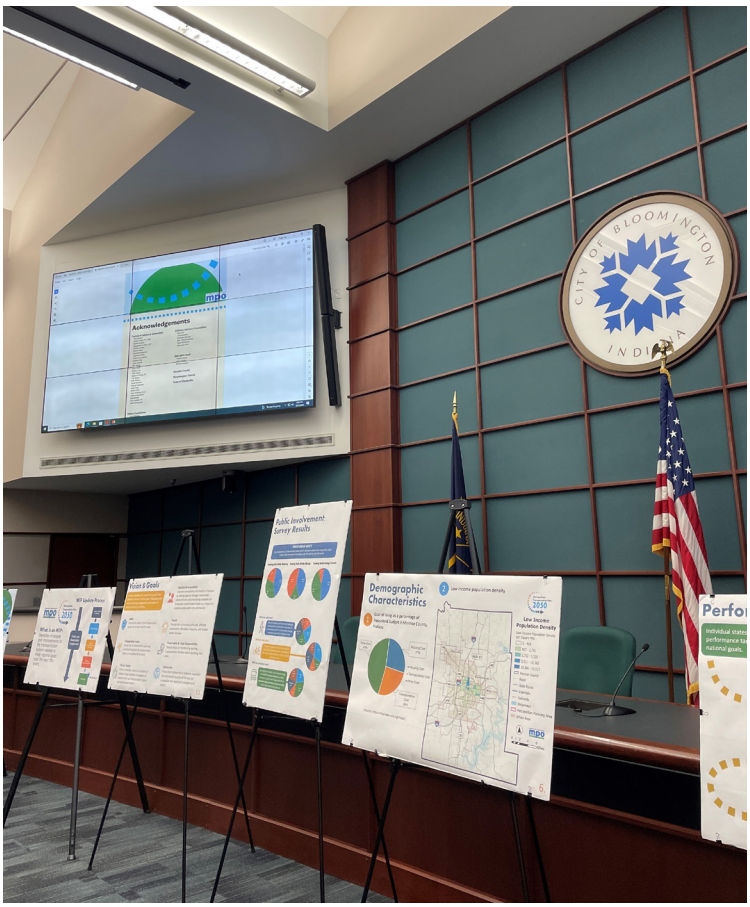
On July 22nd, the second public meeting was held at Switchyard Park Pavilion in Bloomington to present the needs assessment for the 2050 MTP. The event, attended by community members and local media, featured exhibits on roadway, transit, and active transportation needs, along with a public survey promotion. Attendees provided feedback, particularly emphasizing the importance of transit connections, coordinated land use planning, and enhanced active transportation infrastructure. Key suggestions included better path connections across SR-37 and improvements to existing and proposed bike and pedestrian lanes, which will inform future transportation planning efforts in Bloomington and Monroe County.



Meeting #3

The final public meeting for the BMCMPO 2050 MTP was held on December 5, 2024, as a hybrid event at Bloomington City Hall and via Zoom. Exhibits showcased the MTP update process, key plan elements, and proposed transportation investments. Attendees included members of the public and stakeholders involved in the planning process.

The meeting began with a presentation of the draft MTP, followed by an overview of BMCMPO's draft TIP. While no comments were received during the meeting, a 30-day public comment period began immediately afterward, allowing additional opportunities for feedback.



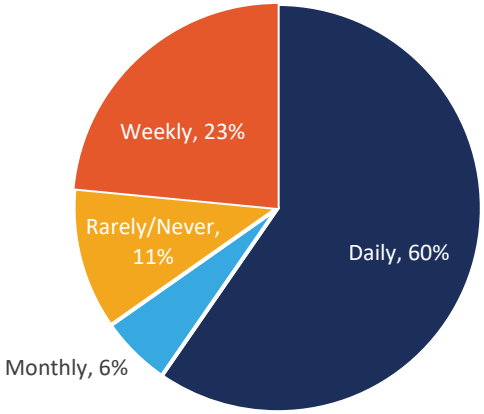
Online Survey

The public survey, conducted from February to August 2024, gathered 206 responses, providing valuable insights into the community's transportation needs and preferences. The feedback underscores a positive outlook toward enhancing multi-modal transportation and infrastructure across Bloomington.

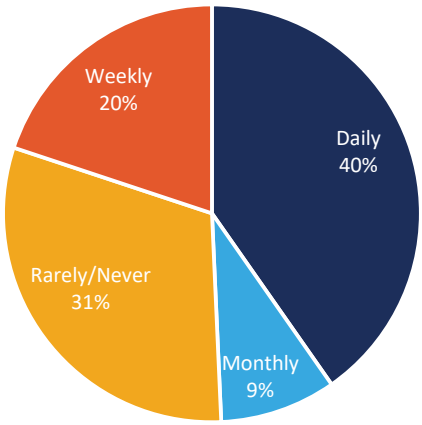
DAILY COMMUTE & USAGE

A majority of respondents (60%) drive a personal vehicle daily, while a significant portion walks (40%) or bikes/scoots (19%) regularly. Nearly half (49%) rate current traffic as moderate, with 59% of participants commuting less than five miles and 73% spending under 30 minutes commuting.

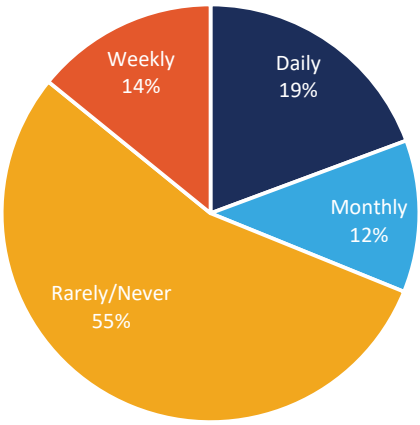
Frequency of Drivers



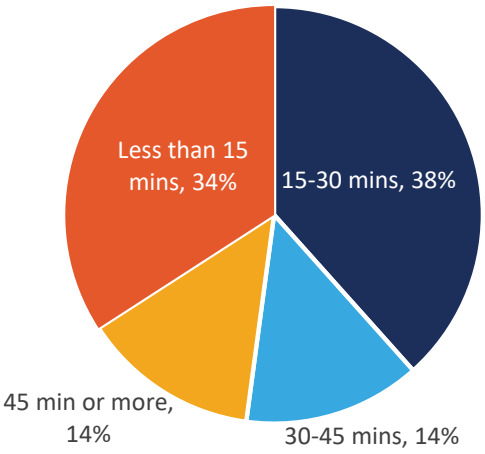
Frequency of Walkers



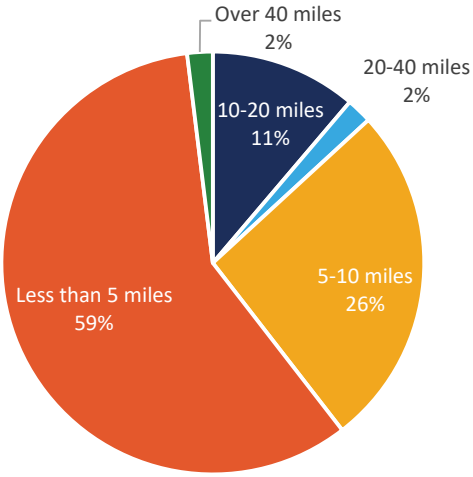
Frequency of Bikers



Time Spent Commuting



Miles Commuting



Rating Current Congestion

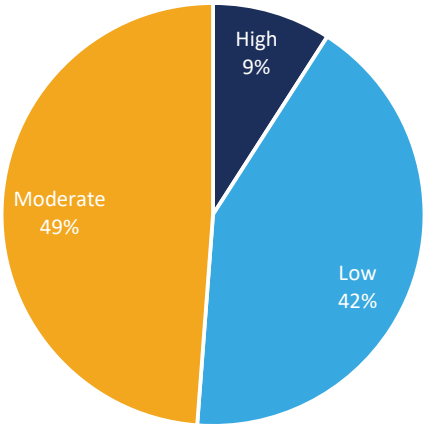
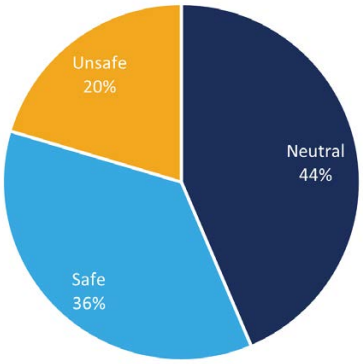


Figure 11: Daily Commute & Usage Survey Results

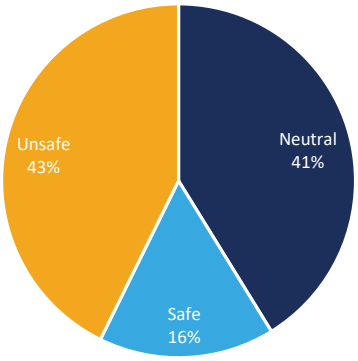
PERCEPTION OF SAFETY

Most respondents (73%) feel safe while driving, and 91% feel safe or neutral when using public transit. However, there are concerns around biking, with 43% reporting they feel unsafe.

Feeling Safe While Walking



Feeling Safe While Biking



Feeling Safe Using Transit

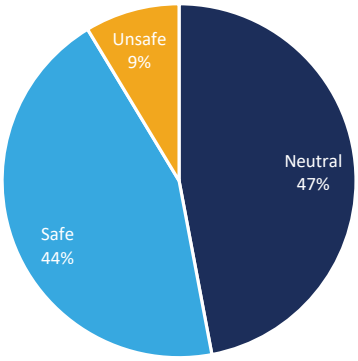


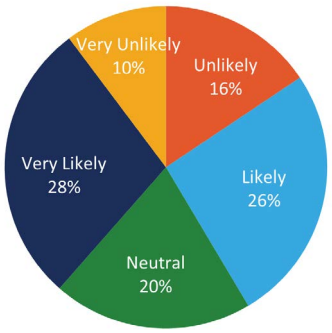
Figure 12: Perception of Safety Survey Results

INFRASTRUCTURE FEEDBACK

Respondents told us how improved pedestrian, bicycle, and transit facilities can lead to mode shift

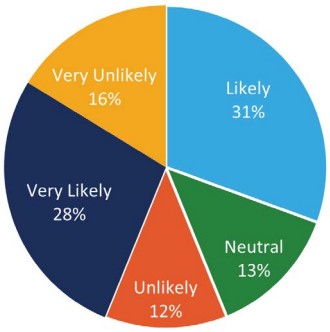
Would you walk more?

Improved sidewalks, safer pedestrian crossings, and more trails were identified as key areas for enhancement, with 54% indicating these changes would encourage them to walk more often.



Would you bike more?

Participants support adding more protected bike lanes, better-connected networks, and additional trails, with 58% likely to bike more if these solutions are implemented.



Would you use transit more?

Increased bus frequency, more convenient stops, and reduced trip times were seen as critical for improving public transit usage, with 40% of respondents expressing they would be more likely to use transit under these conditions.

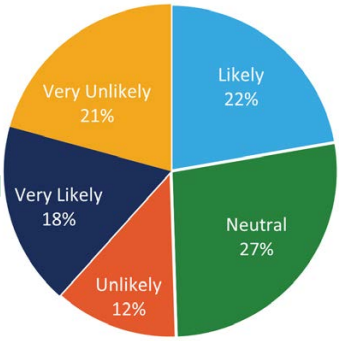


Figure 13: Infrastructure Feedback Survey Results

OPEN RESPONSE FEEDBACK

Survey respondents had the opportunity to provide open-ended feedback at the conclusion of the survey. The feedback highlighted several key themes and suggestions, including:

Road and Sidewalk Improvements: There is a strong demand for repairing existing sidewalks, ensuring ADA compliance, and enhancing road quality. Addressing safety concerns around deteriorating sidewalks and adding infrastructure on high-traffic streets were commonly mentioned.

Multi-Modal Transportation and Safety: Residents advocated for balanced planning that caters to all users, including cars, cyclists, and pedestrians. Suggestions include multi-use paths, more bike lanes, and addressing safety issues such as reckless driving and speed enforcement.

Public Transit Services: While some praise public transit as a viable alternative to driving, others call for improvements such as reduced wait times, expanded routes, and better connectivity, especially to key locations like hospitals.

Community Planning and Housing: Respondents seek careful planning to accommodate growth, prioritizing infrastructure improvements, and enhanced coordination through annexation to manage traffic impacts from new developments.

Inter-City Connectivity: There is a strong interest in enhancing connections between Bloomington and Indianapolis, with suggestions ranging from more frequent bus services to potential commuter rail options, which could foster economic growth.

Enforcement and Regulation: Stricter traffic law enforcement, the use of speed cameras, and better driver education to promote road safety were among the recommendations.

Pedestrian and Cyclist Safety: Feedback was mixed regarding bike lanes, with calls for safer, more protected lanes and improved maintenance. Concerns were raised around traffic-calming measures, suggesting a need for well-planned solutions.

Broader Urban Planning Issues: Improved pedestrian connectivity, shaded walkways, and efforts to make downtown more walkable were encouraged. Proposals for affordable housing near essential services aim to enhance walkability and reduce car dependency.

Environmental and Transit System Integration: Respondents see improvements in public transit as a step toward reducing emissions. Interest in electric buses, light rail, and better integration of various transit systems reflects the community's commitment to environmental sustainability.

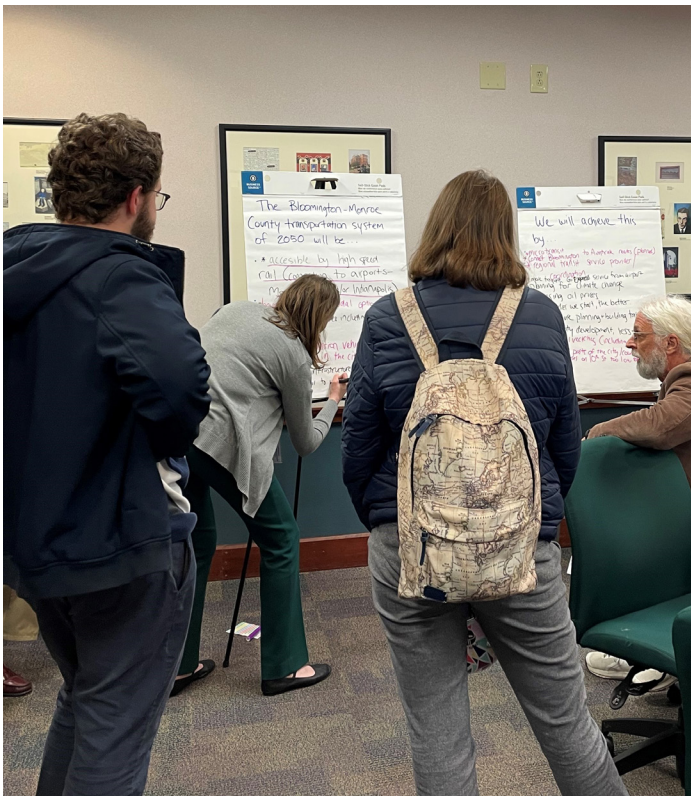
BMCMPO Committee Engagement

Part of the engagement process included meetings with the BMCMPO Technical Advisory Committee (TAC), Policy Committee, and Citizens Advisory Committee (CAC). These committees play vital roles in the planning and implementation of transportation initiatives by:

TAC Purpose: The TAC serves as a technical advisory body that provides expertise and recommendations related to transportation planning and infrastructure.

Policy Committee Purpose: The Policy Committee is responsible for making high-level decisions and establishing policies that guide transportation planning and funding.

CAC Purpose: The CAC focuses on engaging community members and stakeholders in the transportation planning process to ensure diverse perspectives are considered.



Focus Groups

Three focus groups were conducted to gather specific input from key transportation interest groups, each focusing on a critical area: Active Transportation; Diversity, Equity, and Inclusion; and Transit. The valuable insights from these discussions are essential for shaping the 2050 MTP, ensuring it reflects the diverse needs and priorities of the community. The complete summaries of these focus groups are available in **Appendix E**.

Key takeaways from these focus groups include:

Active Transportation

This group examined issues surrounding biking and walking infrastructure, safety, and connectivity, with the goal of identifying barriers and opportunities to enhance non-motorized travel within the community. Participants included representatives from the City of Bloomington, Monroe County, Indiana State University, local residents, and the Bike & Pedestrian Safety Committee.

Takeaways

While downtown Bloomington boasts a strong active transportation network, challenges such as limited connectivity, hazardous locations, and maintenance issues exist outside this core. Priorities include enhancing infrastructure, improving communication with property owners, and adapting to emerging trends like E-Bikes.

Diversity, Equity, & Inclusion

Participants in this group addressed the specific transportation needs of underserved populations, highlighting the critical importance of ensuring equitable access to transportation services and infrastructure for all community members. The group included representatives from the City of Bloomington, local residents, and the Council for Community Accessibility.

Takeaways

There are strengths and weaknesses in both pedestrian and transit services, particularly regarding safety and accessibility for vulnerable populations. Priorities for improvement focus on enhancing transit coverage, promoting alternative transportation, and engaging the community through inclusive outreach efforts to ensure equitable services for all.

Transit

This group concentrated on the current transit services, assessing strengths and weaknesses, and discussing ways to improve service frequency, coverage, and accessibility, particularly for those reliant on public transportation. Participants included Bloomington Transit, the City of Bloomington, and local residents.

Takeaways

Bloomington Transit has the potential to operate throughout the county but currently faces challenges related to service frequency and accessibility. Key priorities for improvement include expanding service coverage, increasing frequency, exploring the feasibility of Bus Rapid Transit (BRT) corridors, and enhancing coordination among various stakeholders to create a more efficient transit system.

Stakeholder Meetings

A series of virtual stakeholder meetings were held to gather comprehensive insights into the anticipated future needs of key regional partners. These meetings included discussions with representatives from Monroe County, the City of Bloomington, Bloomington Transit, and the Town of Ellettsville. Each stakeholder shared detailed perspectives on their long-term transportation priorities, identifying specific projects and improvements essential for supporting regional growth and enhancing connectivity, safety, and accessibility. The feedback obtained will guide future planning efforts to ensure that regional transportation solutions align with the evolving needs of these communities.

1

Bloomington Transit

Bloomington Transit

Bloomington Transit's needs for the 2050 MTP focus on fleet electrification, expanded infrastructure, and increased service coverage. Key priorities include transitioning to electric buses, establishing satellite hubs, and enhancing the downtown transit center to support future growth. Plans also emphasize exploring BRT routes, expanding microtransit and paratransit services, and fostering closer coordination with Indiana University transit. Long-term, BT is interested in coordination with regional partners to explore options to provide broader transit services across Monroe County and surrounding areas.

2

The Town of Ellettsville INDIANA

Town of Ellettsville

Ellettsville's needs for the 2050 MTP prioritize roadway upgrades, multimodal infrastructure, local public transit, and consistent infrastructure maintenance. Key projects include road widening and modernization, enhanced multimodal pathways, and improved pedestrian access through sidewalk replacements. Plans also call for establishing local public transit services and better connectivity with Bloomington. Ongoing pavement maintenance is budgeted annually to ensure roadway sustainability. These initiatives aim to boost safety, connectivity, and infrastructure resilience to support Ellettsville's growth and community needs.

3

CITY OF BLOOMINGTON INDIANA

City of Bloomington

Bloomington's needs for the 2050 MTP focus on corridor redesigns, multimodal improvements, and new multi-use pathways to enhance transportation safety, accessibility, and connectivity across key city areas. Projects include corridor redesigns along major streets such as College & Walnut, Dunn Street, East and West 3rd and 4th Streets, and Rogers Street, aimed at improving safety and mobility for pedestrians, cyclists, and other vulnerable road users. Additionally, new multi-use pathways are proposed for North Dunn Street and East Matlock Road, while multimodal upgrades are planned for Fee Lane. These initiatives support a more integrated and efficient transportation network for Bloomington's growing community.

4

Monroe County

Monroe County's 2050 MTP needs center on enhancing safety, connectivity, and multimodal accessibility. Key projects include new sidewalks, road extensions, rehabilitations, and intersection upgrades. Major initiatives involve extending Airport Road, adding sidewalks along Curry Pike, and constructing roundabouts at critical intersections on Fairfax Road and Fullerton Pike. These improvements support safer, more accessible transportation options and aim to create a cohesive, multimodal network for Monroe County's future growth.

Key Engagement Takeaways

The 2050 MTP engagement process gathered community input through surveys, public meetings, and focus groups, with guidance from local advisory committees. Public feedback highlighted priorities for safer roads, increased transit frequency, and better biking and walking infrastructure, with strong interest in sustainable and equitable transit options.

Survey responses underscored a desire for improved sidewalks, protected bike lanes, and expanded transit to encourage more active commuting. Focus groups emphasized the need for accessible, connected transportation for all, especially underserved populations, and explored options like BRT to enhance service. Open feedback further stressed infrastructure improvements, multi-modal safety, and better inter-city connections. Overall, residents see this vision for the 2050 MTP as a balanced, sustainable transit plan that supports a safe and thriving community.


STOP

Chapter 6. Regional Needs Assessment

Introduction

This regional transportation assessment outlines the process used to identify potential roadway, bike and pedestrian, and transit system needs in the BMCMPO region. Understanding and addressing these needs will enhance the overall effectiveness and efficiency of the transportation system.

Transportation for All

Every day, individuals make trips in their community and across the region within their own means. A healthy and functioning transportation system is as flexible as its people and makes space for all users to complete their daily trips safely, efficiently and with dignity. BMCMPO strives to advance the region toward a more efficient and equitable transportation system that meets people's needs and brings them together.

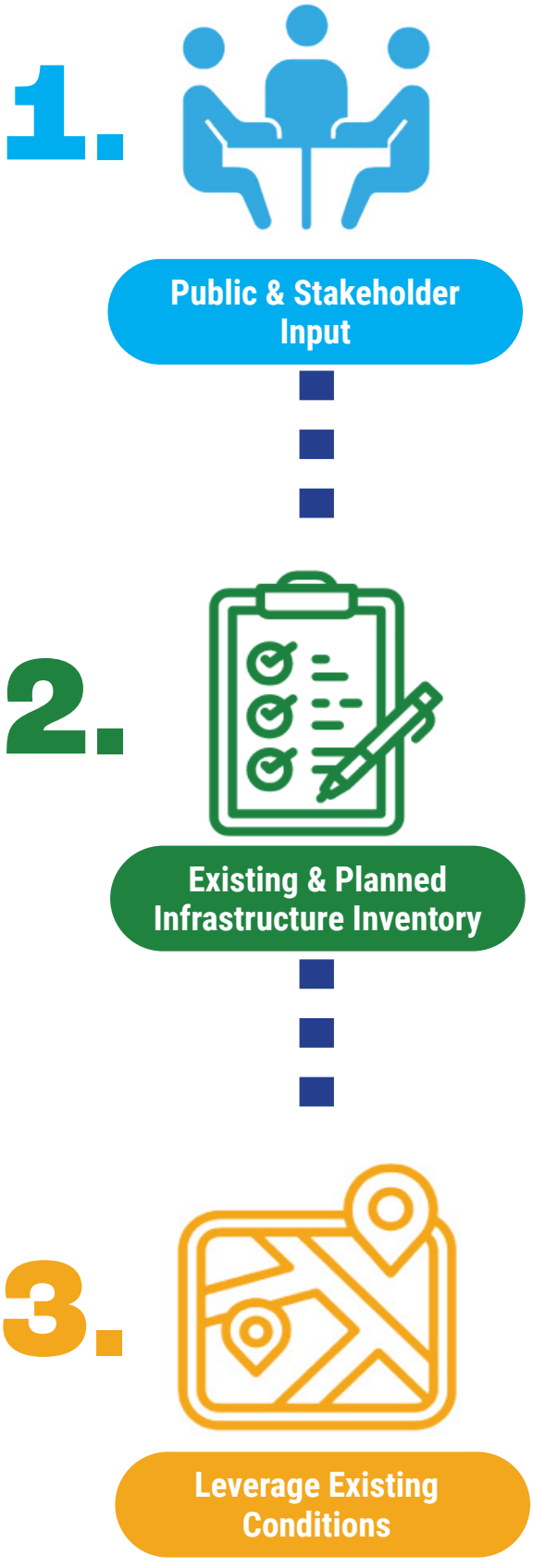
Approach

To ensure that the plan advances the region toward a more efficient and equitable transportation system, a comprehensive regional transportation needs inventory was developed to guide the development of recommendations for the BMCMPO 2050 Metropolitan Transportation Plan. This inventory was created using a three-pronged approach:

Needs identified by the public and stakeholders were documented to capture community priorities and concerns. (Refer back to Chapter 5)

Existing and planned infrastructure within the region was thoroughly inventoried to understand current assets and future projects. (Refer back to Chapter 4)

Existing conditions analysis was leveraged to identify gaps and opportunities for improvement across the transportation network. (Refer back to Chapter 4)



Needs Assessment

Transportation needs have been categorized into two main areas: Roadway & Active Transportation Needs and Transit Needs. Each category addresses specific infrastructure and service improvements vital for regional growth, safety, and connectivity.

Roadway & Active Transportation Needs

The BMCMPO region has been diligent in maintaining its roadway and active transportation network and making targeted improvements over time. Plans like the 2045 BMCMPO MTP and the 2026-2030 TIP lay out a clear list of transportation needs and projects that the regional agency is currently planning to address.

City of Bloomington

The City of Bloomington's roadway and active transportation needs for the BMCMPO 2050 MTP include extensive corridor redesigns, intersection upgrades, and multi-use pathways to improve safety, connectivity, and multimodal accessibility.

- College & Walnut (State Road 45/46 to Allen Street): Corridor Redesign
- College Mall Road (Covenanter Drive to State Road 46): Corridor Redesign
- Dunn Street (East 10th Street to East 3rd Street): Corridor Redesign
- East 10th Street (Walnut Street to State Road 45/46): Corridor Redesign
- East 3rd Street & East Atwater Street (Rogers Street to State Road 46): Corridor Redesign
- East and West 4th Street (Rogers Street to Indiana Avenue): Corridor Redesign
- East and West 7th Street (Rogers Street to Woodlawn Avenue): Corridor Redesign
- Hillside Drive (Walnut Street to Maxwell Street): Corridor Redesign
- Indiana Avenue (East 3rd Street to East 17th Street): Corridor Redesign
- Kinser Pike/Madison Street (State Road 45/46 to West 11th Street): Corridor Redesign
- Kirkwood Avenue (Adams Street to Indiana Avenue): Corridor Redesign
- Rogers Street (West 11th Street to West 2nd Street): Corridor Redesign
- South Curry Pike (Constitution Avenue to West Fullerton Pike): Corridor Redesign
- South Walnut Street (E. Allen Street to Country Club Drive): Corridor Redesign
- South Weimer Road (West Sudbury Drive to West Tapp Road): Corridor Redesign
- West 2nd Street (Rogers Street to Walnut Street): Intersection & Pathway
- West 3rd Street (Interstate 69 to Kirkwood Avenue): Corridor Redesign
- North Dunn Street (State Road 45/46 to N. Old State Road 37): Multiuse Pathway
- East Matlock Road/N. Headley Road (State Road 45/46 to N. Hinkle Road): Multiuse Pathway
- Fee Lane (10th Street to State Road 45/46): Multimodal Improvements
- "Danlyn Road Cut Through" for a bicycle/multiuse facility in the vicinity west of Tapp Road
- Multiuse pathway along Rhorer Road from South Nimit Drive to Jackson Creek

Monroe County

Monroe County's roadway and active transportation needs for the BMCMPO 2050 MTP focus on safety, connectivity, infrastructure upgrades, and enhancing pedestrian access through rehabilitating existing sidewalks and adding new sidewalks along key roadways.

- Airport Road future extension (SR 45 to South Leonard Springs Road): Add new sidewalk, curb, and curb ramps as part of the roadway construction project
- Fairfax Road (Walnut Street Pike to Schacht Road curve): Roundabout at Walnut Street Pike, a bridge replacement, left-turn at Schacht Road, and realignment of the Schacht Road curve
- Fullerton Pike Corridor (Phase IV: Walnut Street Pike to Sare Road): A bridge over Jackson Creek and a roundabout at Sare Road
- Rogers Street/Church Lane: Realignment and roundabout to replace an existing intersection
- South Leonard Spring Road/Fullerton Pike: Replace existing intersection with a roundabout
- Curry Pike (SR 48 to SR 45): Rehabilitate existing sidewalk as necessary and add new sidewalk on either side of the roadway where nonexistent to facilitate continuous access through the roadway
- Kirby Road extension (Airport Road to SR 45): Add new sidewalk, curb, and curb ramps as part of the roadway construction project
- Multiuse path connector between Vernal Pike and the Karst Farm Greenway Trailhead
- Tapp Road (South Leonard Springs Road to I-69: Add new sidewalk, curb, and curb ramps with the roadway widening project
- Multiuse path between Woodyard Road and N Collins Drive to connect the West Brook Downs area to the Greenway

Town of Ellettsville

The Town of Ellettsville's roadway and active transportation needs for the BMCMPO 2050 MTP emphasize essential modernization, safety improvements, multiuse pathways, and connectivity upgrades, with all initiatives planned over the next five to ten years to support growth and accessibility.

- Flatwoods Road: Modernization/Widening
- Starnes Road: Modernization/Widening
- Sales Street: Redesign to be more multimodal boulevard focused
- Chafin Chapel Road (North of SR 46): Upgrade corridor for the development of a new 243-acre Planned Unit Development (PUD) that will accommodate light industrial, commercial, and residential land uses
- Harmon Farms entrance: Reconstruction
- Flatwoods Intersection (With SR 46): Realignment
- Entire SR 46 Corridor through the town: Traffic & Speed Study
- Wells Park to the Monroe County Line: Multiuse Pathway
- Stewart Park South to Wells Park: Multiuse Pathway
- Townwide: Sidewalk and Curb ramp Replacement

Indiana Department of Transportation

The INDOT needs assessment reflects recommendations of the Monroe County Southwest Corridor Study (https://www.co.monroe.in.us/topic/index.php?topicid=260&structureid=26t) developed in 2018 that examined future investment needs published in the BMCMPO 2045 Metropolitan Transportation Plan.

The identified long-term needs for INDOT within the urban area include recommended potential intermediate and long-term improvements at the following locations:

- SR 45 and Leonard Spring Road/Eller Road
- SR 45 and Airport Road
- I-69 SB Off-Ramp and Tapp Road
- SR 45 and Curry Pike/Leonard Springs Road
- SR 45 and Liberty Drive/Hickory Leaf Drive
- SR 45 and I-69 SB Off-Ramp
- SR 45 and Park Square Drive/Profile Parkway
- SR 48 and Curry Pike
- SR 48 and Liberty Drive
- SR 48 and I-69 SB Off-Ramp
- SR 48 and I-69 NB Off-Ramp

Contemporary assessments of these locations by INDOT Seymour District staff will determine if these needs have applicability given transportation operational changes/modifications that have transpired since 2018. Independent of Monroe County's Southwest Corridor Study, the BMCMPO recognizes the need for a potential near-term INDOT engineering operations and/or safety assessment of the SR 46 corridor through Ellettsville extending from West Maple Grove Road to West Arlington Road with a corridor focus on the area from West Hartstrait Road to Forest Park Drive where opportunities may exist for corridor size evaluations leading to safety improvments, 85th percentile speed reductions, turning movement conflict reductions, and non-motorized movement opportunities.

Transit Needs

The transit needs identified in this section focus largely on facilitating connections between key destinations (shopping centers, schools, parks, and cultural or recreation facilities), residential communities, large employment centers, and the Indiana University campus.

The Town of Ellettsville and Rural Transit

A priority for the next one to five years is to establish public transportation services within the Town of Ellettsville, along with improved connectivity to the City of Bloomington. This initiative aims to enhance accessibility and provide residents with seamless travel options between the two communities.

Bloomington Transit

BT provides public transportation exclusively within Bloomington's corporate limits. BT shares a joint operational and maintenance facility on Grimes Lane in Bloomington with Indiana State University's transit system.

A key priority identified is the electrification of BT's fleet, a commitment outlined in the agency's recent 2023 Strategic Plan. Transitioning to electric buses remains a crucial step towards sustainable transit, with estimated costs of $1.5 million per bus. Despite the shift, BT plans to retain some diesel buses for emergency use.

BT emphasizes the need for infrastructure expansion to support future growth. A key priority is acquiring additional land, as outlined in the TIP. Enhancing the existing downtown transit center is also essential, with plans to install opportunity charging infrastructure

over the next decade. Looking ahead, BT anticipates the development of satellite transfer centers or hubs BT provides public transportation exclusively within Bloomington's corporate limits. BT shares a joint operational and maintenance facility on Grimes Lane in Bloomington with Indiana State University's transit system.

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BT emphasizes the need for infrastructure expansion to support future growth. A key priority is acquiring additional land, as outlined in the TIP. Enhancing the existing downtown transit center is also essential, with plans to install opportunity charging infrastructure over the next decade. Looking ahead, BT anticipates the development of satellite transfer centers or hubs in the northern, western, and eastern parts of the city over the next 15 years to extend service coverage. There is also potential for expanding the downtown convention center, along with discussions about introducing a future downtown circulator to improve connectivity within the city.

BT is actively studying the feasibility of a Bus Rapid Transit (BRT) system along a 3rd Street corridor. Looking beyond the next six years, the vision includes the development of three BRT lines: two running east-west and one north-south. To address service gaps, BT plans to expand its micro transit offerings, which currently operate on weeknights, to provide broader coverage and complement the BRT network. Additionally, as the population aged 65 and older continues to grow, there is an increasing demand for expanded paratransit services.

Regarding policy recommendations, there is interest in exploring a more integrated agency model within the next 10 to 15 years that would encompass all of Monroe County and Ellettsville, facilitating a more regional approach to transit services. There is a strong commitment to enhancing collaboration between BT and Indiana University Campus Bus, aimed at optimizing transit coordination and creating a more seamless transportation network within the city of Bloomington.


WOOD COUNTY COURT HOUSE

Chapter 7.

Financial Forecast

Financial Forecast Assumptions

This narrative defines reasonable financial forecasts that support the recommended multimodal transportation needs plan for the Bloomington and Monroe County urbanized area. The resulting fiscally constrained plan of projects is a requirement first set forth in the Intermodal Surface Transportation Efficiency Act of 1991. Successive federal transportation legislation (TEA-21, SAFETEA-LU, MAP-21, FAST, and IIJA/BIL) continued this requirement and permitted the inclusion of "illustrative" transportation projects for potential implementation if additional funding were to become available during the established final program FY 2050 planning horizon.

Financial resources for federal, state, and local highway transportation projects are set aside within the following categorical areas:

Safety and Security
Represent the highest multimodal transportation system priority by protecting people, system users, and infrastructure investments.

Facility Maintenance and Preservation
Protects existing capital investments which include operation and maintenance and reconstruction (including pavement resurfacing, bridge rehabilitation transit operations, and bicycle/pedestrian facilities) of existing transportation facilities and services.

Capacity Expansion
Adds to the functional capacity of the multimodal transportation system through the addition of travel lanes, new transit facilities, sidewalks, and new bicycle/pedestrian multi-use pathways.

New Facilities
Represent major new capital investments including new roadways, bridges, and interchanges where such facilities do not currently exist.

Federal Resource Programs

The Infrastructure Investment and Jobs Act (IIJA) (Pub. L. 117-58, also known as the "Bipartisan Infrastructure Law" (BIL)) governs current federal funding for highway, transit, and railroad facilities. The IIJA/BIL provides $550 billion over federal fiscal years 2022 through 2026 in new Federal infrastructure investments for roads, bridges, mass transit, water infrastructure, resilience, and broadband access services

The IIJA/BIL apportions federal program funds using a formula or a set of formulas, takedowns, and set-asides. Legally established formulas determine sum amounts for each state's federal-aid apportionment. These sums may further subdivide among different programs (outlined below) based upon legally defined percentages. Federal legislation further requires the distribution of various programs within the state to promote the fair and equitable use of funds and to meet certain priorities. Apportioned funds account for the overwhelming majority of Federal Highway Administration (FHWA) funds.

Major funding programs administered by the FHWA and the Federal Transit Administration (FTA) under current Bipartisan Infrastructure Law legislation include the:

National Highway Performance Program (NHPP)

This program provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of federal-aid funds in highway construction directly support progress toward the achievement of performance targets established in a State of Indiana's asset management plan for the NHS.

Surface Transportation Block Grant Program (STBG)

This program provides flexible funding for use by states and localities to preserve and improve the conditions and performance on any federal-aid highway or bridge on any public road, pedestrian and bicycle infrastructure, and transit capital projects.

Highway Safety Improvement Program (HSIP)

The HSIP serves as a core federal-aid program within the STBG with the purpose of achieving significant reductions in traffic fatalities and serious injuries on all public roads, including non-state-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance. The main elements of HSIP include the Strategic Highway Safety Plan (SHSP), the state HSIP or program of highway safety improvement projects, and the Railway-Highway Crossings Program (RHCP).

Railway-Highway Crossings Program

Section 130 of this program provides funds for the elimination of hazards at public railway-highway crossings. The Section 130 Program has correlated success significantly reducing fatalities at railway-highway grade crossings over the past two decades. The funds are set-aside from the HSIP apportionment.

National Highway Freight Program (NHFP)

This program (https://www.fhwa.dot.gov/bipartisan-infrastructure-law/nhfp.cfm) provides states with highway-focused formula funding for use on freight-related projects and Increases the maximum number of miles designated as critical urban freight corridors in a State.

Congestion Mitigation and Air Quality Improvement Program (CMAQ):

This program directs flexible funding resources to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act (CAA). Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). The Bloomington-Monroe County metropolitan planning area (MPA) meets established air quality levels and therefore does qualify for CMAQ funds.

Metropolitan Planning Program (PL)

Under the IIJA/BIL Act, the Metropolitan Planning Program directs a cooperative, continuous, and comprehensive multimodal planning framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint Federal Highway Administration and Federal Transit Administration responsibility. Current legislation continues requirements that MTPs and TIPs provide the inclusion of intermodal transportation system facilities, including pedestrian and bicycle facilities.

Carbon Reduction Program

This program established under IIJA/BIL legislation provides funds for projects designed to reduce transportation emissions specifically defined as carbon dioxide (CO2) emissions from on-road highway sources.

PROTECT Formula Program

The PROTECT Formula Program promotes environmental resilience to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters.

Federal Funding Projections

Surface Transportation Block Grant (STBG)

The STBG program funds represent the primary source of federal support for improvements to Bloomington-Monroe County urbanized area roadways. The STBG funding category promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.

Urbanized areas with a population of 200,000 or more persons (referred to as Group I areas) have a dedicated funding allocation stipulated by federal statute. Indiana urbanized areas, such as Bloomington, with a population of 50,000 to less than 200,000 persons (referred to as Group II areas) receive funding allocations based on a proportion of statewide population given the current U.S. Census of Population. Under a sharing agreement for surface transportation programs, INDOT retains 75% of the federal funds received by the State of Indiana. INDOT distributes the remaining 25% federal fund balances to local jurisdictions, including Metropolitan Planning Organizations.

The projected FY 2026 STBG fund allocation for the BMCMPO beginning July 1, 2025 has an estimated fund equaling $3.18 million. The forecast of STBG funds available between FY 2026 and 2050 assumes a constant core annual growth rate of 3.0% pending Congressional reauthorization of the IIJA/BIL funding.

Highway Safety Improvement Program (HSIP)

HSIP project funding delivers to road user's cost-effective countermeasures to hazards identified through data analysis as the greatest contributors to serious injury or fatality crashes. The BMCMPO will receive an approximate allocation of $571,731 in FY 2026. The forecast of HSIP funds available between FY 2026 and 2050 assumes a constant core annual growth rate of 3.0% rate pending Congressional reauthorization of the IIJA/BIL funding.

Transportation Alternatives (TA) Program

The Transportation Alternatives (TA) program provides federal funding for programs and projects defined as transportation alternatives, including on and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation, and enhanced mobility. The BMCMPO will receive an approximate allocation of $396,933 in FY 2026. The forecast of TA funds available between FY 2026 and 2050 assumes a constant core annual growth rate of 3.0% pending Congressional reauthorization of the IIJA/BIL funding.

Section 164 Penalty Program Funds

The BMCMPO will receive a Section 164 program fund allocation of approximately $135,958 in FY 2026 as a supplement to eligible HSIP projects. The forecast of Section 164 funds available between FY 2026 and 2050 assumes a constant core growth rate of 3.0 % rate pending Congressional reauthorization of the IIJA/BIL funding.

Carbon Reduction Program (CRP) Funds

CRP funds represent a new federal-aid program under current legislation, and may be obligated for projects that support the reduction of transportation emissions. The BMCMPO will receive an approximate CRP allocation of $346,384 in FY 2026. The forecast of CRP funds available between FY 2026 and 2050 assumes a constant core annual growth rate of 3.0% pending Congressional reauthorization of the IIJA/BIL funding.

PROTECT (Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation) Funds

PROTECT funds represent another new federal-aid program under the IIJA/BIL directed at project activities that promote resilience to climate change and natural disasters. The BMCMPO will receive an approximate PROTECT fund allocation of $128,207 in FY 2026. The forecast of PROTECT funds available between FY 2026 and 2050 assumes a constant core annual growth rate of 3.0% pending Congressional reauthorization of the IIJA/BIL funding.

State of Indiana Investments

With the exception of geometric safety improvements along the SR 45 corridor on Bloomington's east side extending from the SR 46 Bypass to Russell Road, INDOT does not have any committed major capital projects identified for construction in Bloomington and Monroe County beyond FY 2030 given completion of the I-69 corridor through the Metropolitan Planning Area (MPA). INDOT's investment priorities shall focus on safety enhancements, system preservation, and maintenance of existing state highway transportation corridors.

Federal Transit Program Formula Grants, Capital Investment Grants, and State Assistance

Federal Transit Administration (FTA)

FTA funding programs vary according to Bloomington-Monroe County urban area use. Bloomington Transit, for example, relies on FTA Section 5307 operating assistance through formula allocations, Section 5310 funds for enhanced mobility of seniors and individuals with disabilities, and Section 5339 funds for capital bus/vehicle and bus facility needs. Rural Transit relies on Section 5311 funds for the provision of rural transportation services outside of the Bloomington-Monroe County urbanized area.

Indiana Public Mass Transit Fund (PMTF)

PMTF, established by the Indiana State Legislature (I.C. 8-23-3-8), promotes the development of Indiana's public transit systems with the allocation of funds using a performance based formula for the delivery of efficient and effective transportation.

Local Resources

Primary resources for locally initiated transportation projects include Motor Vehicle Highway Account (MVHA) fund receipts, Local Road and Street Funds, the Wheel Tax, the Cumulative Bridge Fund, the Major Bridge Fund, Cumulative Capital Development Funds, alternative transportation funds and, in certain instances, Tax Increment Financing District funds and general obligation bonds.

Fiscal Constraint

The BMCMPO FY 2026-2050 must demonstrate fiscal constraint with the inclusion of project expected phases that shall achieve full funding within the near-term FY 2026-2030 program years. Illustrative projects have been included for the FY 2031-2050 time period as additional resources become available. The BMCMPO shall update the MTP every four years or as directed by state and federal funding sources.

The financial forecast of the revenue sources for Monroe County, the City of Bloomington, Rural Transit, and Bloomington Transit clearly support economic growth and capital investment levels growing at a constant real dollar rate of 3.0% throughout the period extending from FY 2026 through FY 2050 given stable core economic performance, capital investments, and job growth over the past twenty-five years from the education, biomedical, medical services and retail sectors of the BMCMPO regional economy.

Chapter 8.
Recommendations

Introduction

The recommendations outlined in this chapter are intended to respond to and help address the regional transportation system needs highlighted in **Chapter 6**. This chapter provides a central reference point for the identification of recommended BMCMPO 2050 MTP multimodal projects administered by Monroe County, the Town of Ellettsville, the City of Bloomington, Bloomington Transit, Indiana University Campus Bus, Area 10 Agency on Aging Rural Transit, and the Indiana Department of Transportation. Project cost estimation is a critical step for project selection, programming and scheduling. The BMCMPO 2050 MTP includes project cost estimates provided by the LPAs and INDOT

2050 Metropolitan Transportation Plan Projects

The projects within this chapter currently reside within the planning horizon of the 2050 MTP. Unless otherwise noted as "Illustrative", all identified projects represent current FY 2025 programming of the BMCMPO FY 2026-2030 TIP and the current FY 2026-2030 Indiana Statewide Transportation Improvement Program (INSTIP).

This project index is not all-inclusive, nor does it necessarily represent a formal investment commitment by governmental entities or governmental entity partners pending further engineering study, priority establishment, funding availability, and formal programming within the framework of the local and state transportation improvement programming process.

This chapter further considers non-programmed "illustrative" or non-funded TIP and INSTIP projects in their current form pending formal programming commitments by specific LPAs and INDOT. All projects nevertheless reflect a central reference point of local and state project intentions.

The estimated costs for all currently programmed projects include federal, state, and local sources. Many local public agency projects have substantial local fund commitments greatly beyond federal fund matching fund requirements since the demand for federal funds greatly exceeds the supply of federal funds allocated to Monroe County, the Town of Ellettsville, and the City of Bloomington.

The type of activity scheduled and the Federal funding category determine locally initiated project priorities. Additional project prioritization influences include state and local policy-level decision-making and the availability of Federal, State, and local funds. Wherever possible, technical and non-technical factors jointly determine projects which have the greatest need for implementation.

Figure 14 presents mapped MTP projects within the BMCMPO area. Note that only fiscally constrained location-specific infrastructure projects are displayed; illustrative projects and other listed projects are not included.

BMCMPO Local Projects Index: FY 2026-2030

Map ID	DES#	Project	Project Type	Estimated Cost [mil]	Notes
1	TBD	Old SR 37 South and Dillman Road Intersection Improvement	Safety	$3.84	FY2026-2030 programmed
N/A	2100084 and 2300141	Bridge Safety Inspection & Inventory	Preservation	$0.7	FY2026-2030 programmed
2	1902772	Rockport Road, Bridge #308 Replacement	Bridge	$2.1	FY2026-2030 programmed
3	2101712	Dillman Road, Bridge #83 Replacement	Bridge	$2.8	FY2026-2030 programmed
4	2200146	Eagleson Avenue Bridge over IN RR	Bridge	$4.9	FY2026-2030 programmed
5	2200020	High Street Intersection Modernizations and Multiuse Path	Modernization & Multiuse Pathway	$6.4	FY2026-2030 programmed
N/A	TBD	Crosswalk Safety Improvements Project – Phase 4	Safety	$0.3	FY2026-2030 programmed
N/A	2400041	Crosswalk Safety Improvements Project – Phase 3	Safety	$1	FY2026-2030 programmed
N/A	TBD	Downtown Curb Ramps – Phase 5	Safety	$1.2	FY2026-2030 programmed
6	2400042	North Dunn Street Multiuse Path	Multiuse Path	$3.5	FY2026-2030 programmed
7	TBD	College Avenue & Walnut Street Corridor Improvement Project – Phase 1	Modernization & Multiuse Pathway	$7.2	FY2026-2030 programmed
7	TBD	College Avenue & Walnut Street Corridor Improvement Project – Phase 2	Modernization & Multiuse Pathway	$7.0	FY2026-2030 programmed

Table 8: BMCMPO Local Projects Index: FY 2026-2030*

*Estimated cost includes all fund sources.

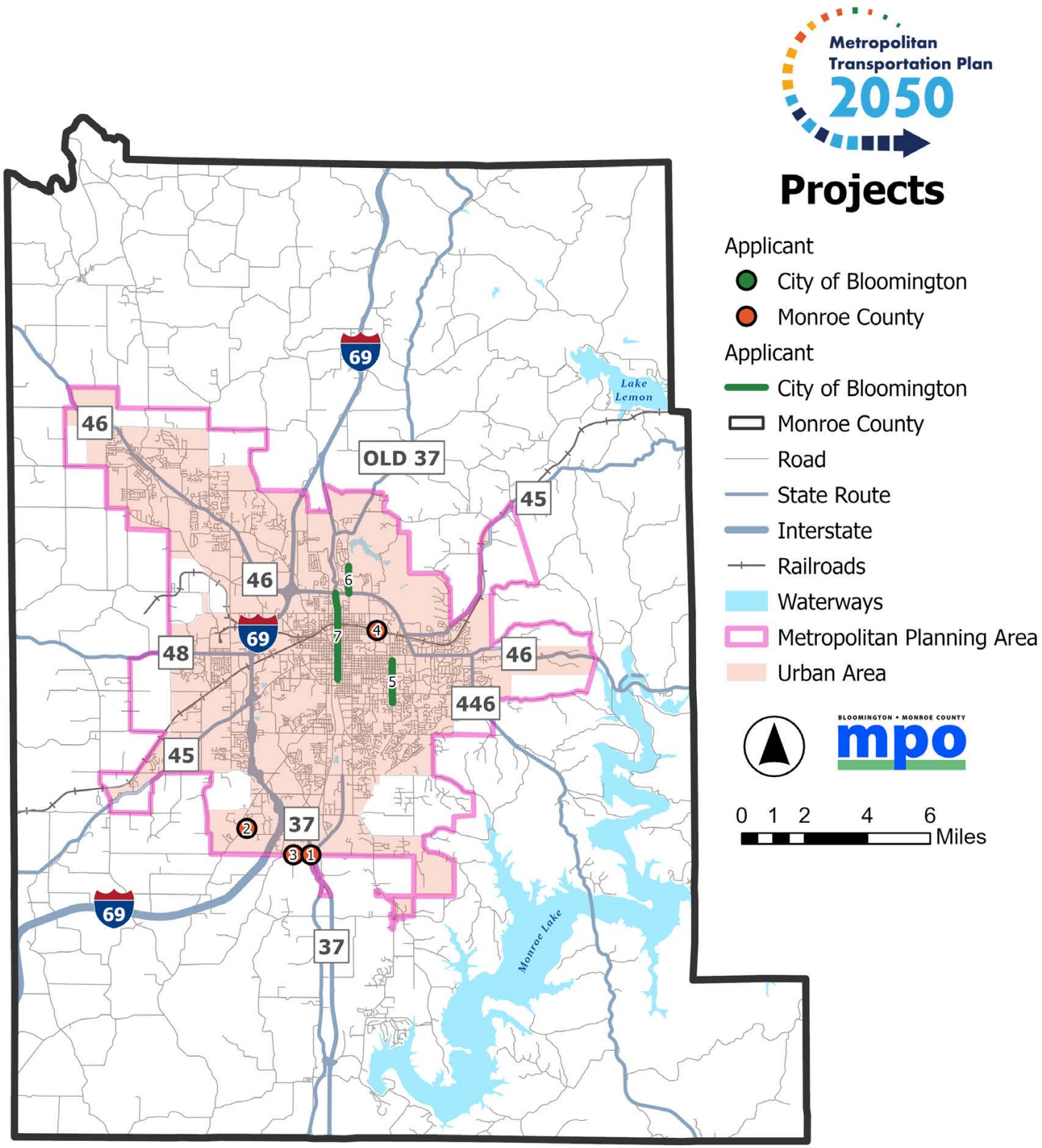

Figure 14: BMCMPO 2050 MTP Local Projects

BMCMPO Public Transit Projects Index: FY 2026-2030

FY 2026-2030 DES#	Project	Project Type	Estimated Cost [mil]	Notes
Multiple	Rural Transit Operations	Operating	$9.8	FY2026-2030 programmed
Multiple	Operating Assistance – Fixed Route & Paratransit Service	Operating	$52.8	FY2026-2030 programmed
TBD	Purchase Replacement Battery Electric Buses & Charging Equipment	Capital	$17.2	FY2026-2030 programmed
TBD	Purchase Support and Maintenance Vehicles	Capital	$0.6	FY2026-2030 programmed
TBD	Purchase Blink Replacement Vehicles	Capital	$1.4	FY2026-2030 programmed
TBD	Purchase and Rebuild Major Vehicle Components	Capital	$1.4	FY2026-2030 programmed
TBD	Greenline Design & Engineering – Bus Stop & Infrastructure	Capital	$4.5	FY2026-2030 programmed
TBD	Automated Passenger Counters	Capital	$0.2	FY2026-2030 programmed
TBD	Shop Equipment for New Facility	Capital	$0.4	FY2026-2030 programmed
TBD	Furnishings & Office Equipment for New Facility	Capital	$0.8	FY2026-2030 programmed
TBD	Financial Management and Accounting Software	Capital	$0.1	FY2026-2030 programmed

Table 9: BMCMPO Public Transit Projects Index: FY 2026-2030*

*Estimated cost includes all fund sources.

BMCMPO INDOT Projects Index: FY 2026-2030

FY 2026-2030 DES#	Project	Project Type	Estimated Cost [mil]	Notes
2100766	SR 37 - Small Structure Pipe Lining over UNT Clear Creek, 1.45 miles S of I-69	Safety	$1.0	FY2026-2030 programmed
2400106	SR 45 - ADA Sidewalk Ramp Construction at Liberty Drive/S Hickory Leaf Dr.	Safety	$0.8	FY2026-2030 programmed
R-42595 1800086, 1800199	SR 45 - Intersection Improvements with added turn lanes from the SR 46 Bloomington bypass to the intersection of Pete Ellis	Safety	$6.5	FY2026-2030 programmed
2000231	SR 45 - Intersection Improvements with added turn lanes from the SR 46 bypass to N Russell Rd	Safety	$0.94	FY2026-2030 programmed
2300998	SR 45 - Small Structure Replacement at 05.94 mile E SR 45/46 E junction	Bridge Condition	$6.5	FY2026-2030 programmed
2100752	SR 46 - Bridge Deck Overlay at N Hartstrait Rd over Branch Jacks Defeat Creek, 0.02 miles S of SR 46	Bridge Condition	$1.4	FY2026-2030 programmed
2301124	SR 446 - HMA Overlay Minor Structural from 0.98 miles S of SR 46 (near E. Moores Pike) to SR 46	Pavement Condition	$0.1	FY2026-2030 programmed
2301145	I-69 - Slide Correction from SR 37 to 3.96 miles S of SR 252 (Indian Creek Bridge)	Safety	$6.4	FY2026-2030 programmed
2300919	I-69 - Bridge Thin Deck Overlay on Rockport Rd N bridge over I-69 NB/SB, 0.39 mi S Fullerton Pike	Bridge Condition	$1.0	FY2026-2030 programmed
2200619	I-69 - Bridge Deck Overlay at West Arlington Road, 0.07 mile N of SR 46	Bridge Condition	$1.6	FY2026-2030 programmed
2100726	I-69 - Bridge Thin Deck Overlay at S Harmony Rd Bridge over I-69 NB/SB, 8.95 miles N of SR 54	Bridge Condition	$5.7	FY2026-2030 programmed
2201711, 2400816, 2400831	INDOT Seymour & Vincennes Districts - ITS & Signal Maintenance Contracts for FY2026, FY2027, FY2028	CMAQ	$2.0	FY2026-2030 programmed
2201149, 2301236, 2200937	INDOT Seymour District - Traffic Signals Modernization & Placeholder for Traffic Signal Modernizations at various locations in Seymour District in 2027, 2028	Safety	$7.0	FY2026-2030 programmed
2100157	INDOT - Seymour District Various locations; Traffic Signal Modernization SR 60 and Payne Kohler Rd • I-65 US 31 Lowell Rd	Safety	$1.4	FY2026-2030 programmed
2100189, 2200935, 2301237	INDOT Seymour District - Raised Pavement Markings, Refurbished at Various Locations	Safety	$2.3	FY2026-2030 programmed

FY 2026-2030 DES#	Project	Project Type	Estimated Cost [mil]	Notes
2301238	INDOT Seymour District - Placeholder Seymour District HSIP Systemic Treatments - FY 2028	Safety	$2.9	FY2026-2030 programmed
2200940	INDOT Seymour District - Systemic Safety - New or Slotted Left Turn (No ROW)	Safety	$3.3	FY2026-2030 programmed
2101257, 2101627, 2400748	INDOT Seymour District - Discretionary Placeholder	Multiple	$5.0	FY2026-2030 programmed
2200939	INDOT Statewide - Install New Cable Rail Barriers From 1.9 miles N of Exit 17 to 3500' S of Exit 17, from the Ohio to Kentucky State Lines	Safety	$0.8	FY2026-2030 programmed
2100195	INDOT Statewide - Install New Cable Rail Barriers from SR 445 to SR 37	Safety	$2.0	FY2026-2030 programmed
2400543	INDOT - Statewide Various Bridges Around the State	Bridge Condition	$0.5	FY2026-2030 programmed
2300076	INDOT - Statewide Underwater Bridge Inspection FY-24 through FY-27	Bridge Condition	$0.8	FY2026-2030 programmed
2300077	INDOT - Statewide Vertical Clearance measuring over/ under bridges. FY-2024 through FY-2027	Bridge Condition	$0.4	FY2026-2030 programmed
2300290	INDOT - Tunnels throughout the State	Bridge Condition	$0.9	FY2026-2030 programmed
2002952, 2400804, 2400819, 2400823	INDOT Statewide - Software License for Statewide ATMS for FY26, FY27, FY28 & Statewide ATMS Camera/ Communications/Detection / DMS Replacements for FY28	CMAQ	$2.3	FY2026-2030 programmed
2002953, 2400806, 2400821	INDOT Statewide - TMC Dispatcher Operations (& Engineering Support) Contract for FY26, FY27, FY28	CMAQ	$5.4	FY2026-2030 programmed
2002955, 2400807, 2400820	INDOT Statewide - O&M fee for CARS (Condition Acquisition & Reporting System) for FY26, FY27, FY28	CMAQ	$1.5	FY2026-2030 programmed
2002956, 2400808, 2400818	INDOT Statewide - INRIX Traffic Data for FY26, FY27, FY28	CMAQ	$3.6	FY2026-2030 programmed
2201179, 2400809, 2400824	INDOT - Statewide Cell Service for Communications for Signals and ITS Devices for FY26, FY27, FY28	CMAQ	$3.8	FY2026-2030 programmed

FY 2026-2030 DES#	Project	Project Type	Estimated Cost [mil]	Notes
2201180, 2400810, 2400825	INDOT - Statewide ITS Field Device Cell Hardware (Modem) Upgrades for FY26, FY27, FY28	CMAQ	$1.2	FY2026-2030 programmed
2001561	INDOT Statewide Various Locations - Conflict Warning Systems	Safety	$1.6	FY2026-2030 programmed
2001788	INDOT Statewide Various Locations - Geotechnical On Call at Various Locations Throughout the State	Safety	$3.0	FY2026-2030 programmed
2101642	INDOT Statewide - Post-Construction BMP Program Implementation / MS4 MCM5 – Various Locations	Safety & Multiple	$1.2	FY2026-2030 programmed
2201247	INDOT - Statewide High Mast Tower Lighting Replacement at various interchanges	Safety	$3.9	FY2026-2030 programmed
2400077	INDOT - Statewide HELPERS Program for Local Roads and Streets	Safety	$1.1	FY2026-2030 programmed
2400095	INDOT - Statewide Noise Analysis Technical Review Support - Small Purchase Contract	Safety	$0.5	FY2026-2030 programmed

Table 10: BMCMPO INDOT Projects Index: FY 2026-2030*

*Estimated cost includes all fund sources.

BMCMPO Illustrative Projects

FY 2031-2050 DES#	Conceptual Project	Project Type	Potential Funding Sources	Estimated Cost [mil]	Timeline Notes
TBD	College Mall Road/Covenanter Drive to SR 46	Corridor Redesign	STBG, TA, Local	$8	Illustrative
TBD	East 10th Street (Walnut Street to SR 45/46)	Corridor Redesign	STBG, TA, Local	$25	Illustrative
TBD	East 3rd Street and East Atwater Street (Rogers Street to SR 46)	Corridor Redesign	STBG, TA, Local	$40	Illustrative
TBD	East and West 4th Streets (Rogers Street to Indiana Avenue)	Corridor Redesign	STBG, TA, Local	$5	Illustrative
TBD	East and West 7th Street (Rogers Street to Woodlawn Avenue)	Corridor Redesign	STBG, TA, Local	$1	Illustrative
TBD	East Matlock Road/North Headley Road (SR 45/46 to North Hinkle Road)	Multiuse Pathway	STBG, TA, Local	$15	Illustrative
TBD	Fee Lane (10th Street to SR 45/46)	Multimodal Improvements	STBG, TA, Local	$12	Illustrative

FY 2031-2050 DES#	Conceptual Project	Project Type	Potential Funding Sources	Estimated Cost [mil]	Timeline Notes
TBD	Hillside Drive (Walnut Street to Maxwell Street)	Corridor Redesign	STBG, TA, Local	$20	Illustrative
TBD	Indiana Avenue (East 3rd Street to East 17th Street)	Corridor Redesign	STBG, TA, Local	$10	Illustrative
TBD	Kinser Pike/Madison Street (SR 45/46 to West 11th Street)	Corridor Redesign	STBG, TA, Local	$15	Illustrative
TBD	Kirkwood Avenue (Adams Street to Indiana Avenue)	Corridor Redesign	STBG, TA, Local	$15	Illustrative
TBD	Rogers Street (West 11th Street to West 2nd Street)	Corridor Redesign	STBG, TA, Local	$15	Illustrative
TBD	South Curry Pike (Constitution Avenue to West Fullerton Pike)	Corridor Redesign	STBG, TA, Local	$30	Illustrative
TBD	South Walnut Street (E. Allen Street to Country Club Drive)	Corridor Redesign	STBG, TA, Local	$20	Illustrative
TBD	South Weimer Road (West Sudbury Drive to Tapp Road)	Corridor Redesign	STBG, TA, Local	$5	Illustrative
TBD	West 2nd Street (Rogers Street to Walnut Street)	Corridor Redesign	STBG, TA, Local	$3	Illustrative
TBD	West 3rd Street (I-69 to Kirkwood Avenue)	Corridor Redesign	STBG, TA, Local	$20	Illustrative
TBD	Airport Road (SR 45 to South Leonard Springs Road	Roadway Extension	STBG, TA, Local	$5.4	Illustrative
TBD	Fairfax Road (Walnut Street Pike to Schacht Road curve)	Corridor Redesign/ Safety	STBG, TA, Local	$5	Illustrative
TBD	Fullerton Pike Corridor Phase IV (Walnut Street Pike to Sare Road)	Bridge/ Safety	STBG, TA, Local	$9	Illustrative
TBD	Rogers Street and Church Lane Realignment and Roundabout	Safety	STBG, TA, HSIP, Local	$2	Illustrative
TBD	South Leonard Springs Road Roundabout	Safety	STBG, TA, HSIP, Local	$1.5	Illustrative
TBD	Flatwoods Road	Modernization and Widening	STBG, TA, Local	TBD	Illustrative
TBD	Starnes Road	Modernization and Widening	STBG, TA, Local	TBD	Illustrative

FY 2031-2050 DES#	Conceptual Project	Project Type	Potential Funding Sources	Estimated Cost [mil]	Timeline Notes
TBD	Sales Street	Corridor Redesign and Multimodal Improvements	STBG, TA, Local	TBD	Illustrative
TBD	Chafin Road and Chapel Road (north of SR 46)	Corridor Redesign	STBG, TA, Local	TBD	Illustrative
TBD	Flatwoods and SR 46 Intersection Realignment	Safety	STBG, TA, HSIP, Local	TBD	Illustrative
TBD	SR 46 Corridor through Town of Ellettsville	Traffic & Speed Study	STBG, TA, Local	TBD	Illustrative
TBD	Curry Pike (SR 48 to SR 45) Sidewalks	Multimodal Improvements	STBG, TA, Local	TBD	Illustrative
TBD	Kirby Road (Airport Road to SR 45)	Roadway Extension	STBG, TA, Local	TBD	Illustrative
TBD	Tapp Road (South Leonard Springs to I-69) Roadway Widening and Multimodal Improvements	Widening/ Multimodal Improvements	STBG, TA, Local	TBD	Illustrative
TBD	Wells Park to Monroe County Line	Multiuse Pathway	STBG, TA, Local	TBD	Illustrative
TBD	Stewart Park south to Wells Park	Multiuse Pathway	STBG, TA, Local	TBD	Illustrative
TBD	Sidewalk and Curb Ramp Replacements throughout Town of Ellettsville	Multimodal Improvements	STBG, TA, Local	TBD	Illustrative
TBD	BT Land and Property Acquisition	Transit - Capital	FTA, Local	TBD	Illustrative
TBD	BT Expansion of Transit Terminal	Transit – Capital	FTA, Local	TBD	Illustrative
TBD	BT Bus Rapid Transit Route(s)	Capital	FTA, Local	TBD	Illustrative
TBD	BT Opportunity Charging Infrastructure	Capital	FTA, Local	TBD	Illustrative
TBD	BT Satellite Transit Centers	Capital	FTA, Local	TBD	Illustrative
TBD	Multiuse path connector between Vernal Pike and the Karst Farm Greenway Trailhead	Multimodal Improvements	Local	2.0	Illustrative

FY 2031-2050 DES#	Conceptual Project	Project Type	Potential Funding Sources	Estimated Cost [mil]	Timeline Notes
TBD	Multiuse path between Woodyard Road and N Collins Drive to connect the West Brook Downs area to the Greenway	Multimodal Improvements	Local	TBD	Illustrative
TBD	"Danlyn Road Cut Through" for a bicycle/multiuse facility in the vicinity west of Tapp Road	Multimodal Improvements	STBG, TA, Local	TBD	Illustrative
TBD	Multiuse pathway along Rhorer Road from South Nimit Drive to Jackson Creek	Multimodal Improvements	STBG, TA, Local	9.0	Illustrative

Table 11: BMCMPO Illustrative Projects**

**Estimated costs reflect gross estimates subject to significant variability in the absence of concept planning.


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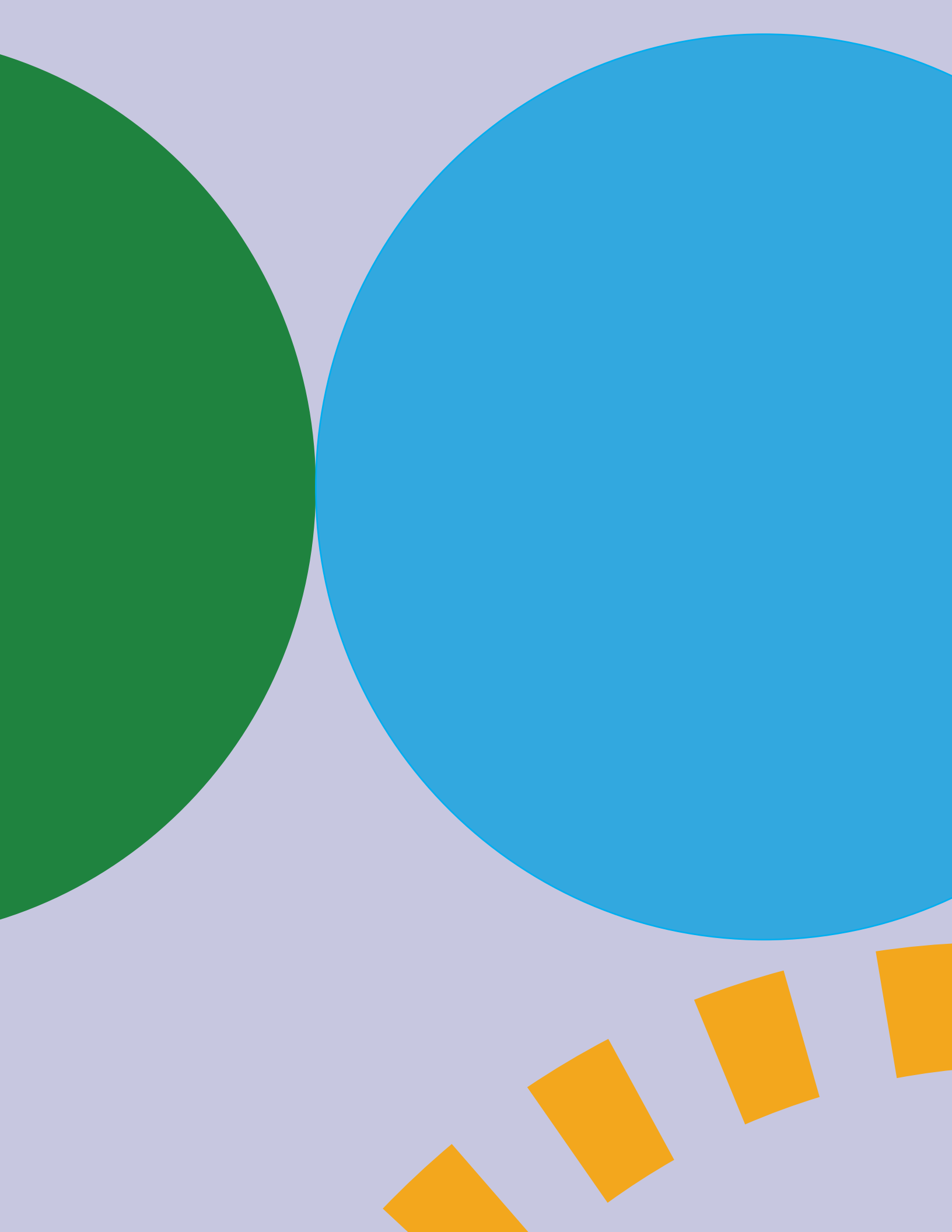
Chapter 9.
Conclusion

Conclusion

The BMCMPO's 2050 Metropolitan Transportation Plan charts a comprehensive strategy for meeting the region's evolving transportation needs, drawing on a diverse array of funding sources from federal, state, and local levels. Utilizing and analyzing current conditions, public and stakeholder engagement, guiding principles, and performance-based planning targets, BMCMPO has identified key recommendations to address existing and anticipated needs.

The financial strategy supporting this plan reflects a commitment to fiscal responsibility, with funding anticipated to grow at a steady annual rate of 3%. This approach ensures that the BMCMPO can implement planned projects within established timelines, enabling maintenance and expansion efforts to meet both current demands and future objectives. Updates TIP and MTP will incorporate ongoing community input, supporting alignment with federal and state guidelines.

As the region grows, the BMCMPO will continue to update the TIP and MTP to align with federal and state standards, address community feedback, and respond to evolving priorities. By integrating community voices and long-term planning objectives, these efforts support the creation of a safer, resilient, and interconnected transportation network that facilitates regional connectivity and sustainability.



Appendix

Appendix

Contents

Appendix A: Transportation Planning Requirements

Introduction

The Bloomington-Monroe County Metropolitan Transportation Organization (BMCMPO) 2050 Metropolitan Transportation Plan (MTP) and the Fiscal Year (FY) 2026-2030 Transportation Improvement Program (TIP) were prepared in compliance with the Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL) (Pub. L. No. 117-58) and predecessor federal legislation applicable to metropolitan transportation planning. Metropolitan Planning Organizations (MPOs) must demonstrate a continuous, cooperative and comprehensive ("3C") planning processes that implement projects, strategies, and services that will address the ten (10) core planning factors. This Appendix addresses the core federal planning factors (23 CFR 450.306(d)(4)(vi)) and further notes how the 2050 MTP incorporates each core planning factor.

Federal Transportation Planning Factors

Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.

The BMCMPO 2050 Metropolitan Transportation Plan supports and builds upon the locally adopted 2012 Monroe County Comprehensive Plan, the 2018 City of Bloomington Comprehensive Plan, the 2018 Monroe County Transportation Alternatives Plan, and the 2019 City of Bloomington Transportation Plan in supporting the local economic development goals of partner communities. The 2050 MTP promotes a safe and efficient multi-modal compact urban form transportation network with high levels of travel time reliability and on-time delivery/ service maintenance by strengthened network circulation. The 2050 MTP addresses and incorporates safety, mobility, connectivity, and the ease of movement by persons and freight goods in and through the metropolitan area by making multimodal investments thereby ensuring the availability of multiple sustainable travel options and bringing a comprehensive balance to the transportation system.

Increase the safety of the transportation system for motorized and non-motorized users.

The 2050 Metropolitan Transportation Plan focuses on increased safety of the transportation system for motorized and non-motorized users in the following ways:

- The Plan fully supports the national transportation safety measures and safety targets of the Indiana Department of Transportation.

- The Plan advocates system preservation over capacity expansion, thereby limiting the addition of lane-miles where potential multi-modal user conflicts could occur.

- The Plan supports increased investment in bicycle, pedestrian, and transit modes, providing opportunities for safer and more efficient travel by users of those modes.

- The projects contained in the Plan reduce congestion by providing alternative routes for user needs thereby decreasing system conflicts and enhancing safety.

- The BMCMPO Complete Streets Policy requires local planning agencies (LPAs) to consider the needs of all users within a corridor when designing a project investment.

- The Plan recommends the adoption of a BMCMPO-specific "Vision Zero" guiding principle goal under the premise that traffic deaths and severe injuries are largely preventable. This commitment shall define a timeline and bring stakeholders together to ensure a basic right of

safety for all transportation system users through clear, measurable strategies.

Increase the security of the transportation system for motorized, non-motorized and transit users.

The BMCMPO 2050 MTP enhances the security of all transportation users in several ways. Increasing roadway connectivity provides redundancy in the system, allowing for multiple motorist, freight, transit and non-motorist routes of ingress and egress plus flexibility in planning evacuation routes in emergency situations. The Monroe County Emergency Management Administration (EMA) is the lead county agency for security issues and BMCMPO shall serve in a supporting role providing assistance as needed.

Bloomington Transit, IU Campus Bus and Rural Transit have multiple security strategies in operation including access control, surveillance and monitoring on system vehicles, the downtown transfer center, and office/ maintenance facilities. Operations include Computer-Aided Dispatching and Automatic Vehicle Locater technology on all vehicles.

Increase the accessibility and mobility options available to people and freight.

The 2050 MTP strengthens and creates accessibility on two distinct levels. One focuses on improving the continuity of the road network. The other provides additional connections and improvements between modes of travel. All residents, travelers and businesses benefit from this dual approach. This Plan reduces travel and delivery time by increasing accessibility through the completion of key new connections and the enhancement of existing corridors. Access to the I-69 highway corridor through Monroe County increases statewide and national connectivity for local and regional interstate system users, including the movement of freight origin-destination operations within the urban metropolitan planning area.

The Plan increases bicycle and pedestrian mobility, as well as the safety of transit riders since all proposed road improvements are required to include provisions for these modes through an adopted Complete Streets Policy. Transit users, bicyclists, and pedestrians achieve greater safety with the availability of well-maintained sidewalks, curb ramps meeting current ADA standards, side-paths, multi-use pathways, and trails.

Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

The BMCMPO 2050 MTP clearly supports these goals by recommending the implementation of transportation projects that are consistent with adopted local land use plans. It is clear from analysis of the MPO region that local land use decisions have the greatest impact on transportation system performance. It is thus paramount that transportation investments made by the MPO are supportive of best practices in land use planning, including focusing development density in existing urban centers rather than encouraging sprawl development.

The Plan focuses on system preservation over expansion as well as an emphasis on investment in non-motorized transportation facilities that shall support environmental protection and enhancement.

Finally, the Plan strongly supports additional public transit systems services that will reduce single-occupant vehicle usage on the roadway network, and vehicle carbon emissions.

Enhance the integration and connectivity of the transportation system, across and between modes.

The BMCMPO 2050 MTP sets forth a program projects and guiding principles that support the integration and connectivity of the transportation system. Roadway network improvements focus on enhancing the existing system while simultaneously providing key new connections. Investments across surface transportation modes will expand travel options for community

residents.

The Plan additionally builds upon the multi-modal plans and programs of previous adopted metropolitan transportation plans where freight movements, transit system use, bicycling, and walking play an increased regional role. The Plan makes specific recommendations for public transit, bicycling, and walking because multi-modal travel promotes reduced congestion, energy conservation, vehicle emissions, and quality of life improvements.

Promote efficient system management and operation.

The BMCMPO's local partners have refined pavement, bridge, traffic, and transit asset management systems. These systems allow responsible jurisdictions to monitor system performance, identify deficiencies, specify needs, and then define target projects to address needs.

Pavement, bridge, traffic, transit and other asset management systems provide jurisdictional authorities the ability to use existing transportation facilities more efficiently and effectively in response to every changing system needs. All jurisdictions within the BMCMPO are continuously updating individual asset management systems to address Americans with Disabilities Act needs and to establish multi-modal investment priorities.

Bloomington Transit, IU Campus Bus and Rural Transit have mature asset and system management practices that promote safety, mobility and more efficient use of their existing transportation infrastructure as evidenced by the employment of information management, fleet maintenance and acquisition, marketing, schedule adherence and strategic planning, all contributing to public transit systems that successfully provides an alternative to automobiles.

Emphasize the preservation of the existing transportation system.

System preservation is a key tenet of the BMCMPO 2050 MTP guiding principles, vision, and goals. The Plan advocates a "fix it first" methodology to ensure that maintenance and system preservation represent a higher priority over investments that would expand the capacity of existing roads or the creation of new corridors.

Virtually all BMCMPO 2050 MTP proposed roadway and roadway reconstruction improvements are on existing transportation corridors. Projects identified within the Plan follow changes in land use thereby necessitating modernization investments for roadway safety, updated design standards, and the accommodation of multi-modal transit, bicycle and pedestrian users.

Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.

The Monroe County Emergency Management Agency (EMA) is the local community's lead for crisis and disaster response. The MPO's local partners have representation on the Local Emergency Planning Committee. The EMA additionally works in close cooperation with Community Organizations Active in Disaster (COAD) for Monroe County as well as District 8 Indiana EMA, a multi-county regional EMA. Established local asset management systems allow for the timely assessment, speedy repair and recovery from unexpected infrastructure damage. Bloomington and Monroe County have long operated storm water utilities that manage such infrastructure and provide for its maintenance and enhancement over time. All new or upgraded roadway corridors include storm water runoff control as a mandatory design component.

Enhance travel and tourism.

Monroe County and the City of Bloomington are historically recognized throughout the Midwest United States and Indiana as major travel and tourism destinations for:

• Arts and Cultural Opportunities within and outside of the Indiana Arts Commission's recognized Bloomington Entertainment and Arts District (BEAD). BEAD includes the "what to do"

element of art galleries, museums, cultural centers, historic landmarks, and regional trails. The "what to eat" element of BEAD incorporates American and International cuisine restaurants, food trucks and carts, coffee & sweet shops, bars & pubs, breweries, and wineries and distilleries. BEAD's "where to say" element includes hotels and motels, inns and Bed & Breakfasts, cabins and guesthouses, apartments and suites.

• Outdoor Recreation Opportunities given the presence of the Hoosier National Forest, the Charles C. Deam Wilderness Area, the Morgan-Monroe State forest, the Paynetown State Recreational Area, Lake Monroe, Lake Lemon, Griffy Lake Reservoir, nature preserves, hiking/biking trails, extensive county and community parks, recreational facilities, and alternative transportation multimodal pathway systems offering a full range of alternative active or passive recreational choices for all residents and visitors.

• Major "Big Ten Conference" Sporting Events and Cycling Events throughout the Indiana University academic calendar, including the women's and men's Little 500 Bike Races on the Indiana University Campus and the Central Indiana Bicycle Association's Hilly Hundred Bike Ride.

• Regional and local retail shopping locations, and

• Access to high quality research through the Indiana University School of Medicine, major regional health care providers, diverse health care services, and regional health care facilities.

Given this context of travel and tourism, Monroe County and the City of Bloomington will maintain and continually modernize existing multimodal transportation system corridors while continually expanding pedestrian and bicycle infrastructure investments with new investments directed toward safety, convenience and seamless connectivity.

Appendix B: Air Quality and Climate Change Assessments

Overview

The Clean Air Act of 1970 (CAA 1970) requires the development of a State Implementation Program (SIP) for achieving National Ambient Air Quality Standards (NAAQS) in non-attainment areas. The relationship between transportation planning and air quality planning formalized with the Clean Air Act Amendments of 1990. Locally, this led to the establishment of a direct relationship between projects in the Bloomington-Monroe County Metropolitan Planning Organization's (BMCMPO) Transportation Improvement Program (TIP) and air quality compliance.

Air quality conformity determinations are required under current federal requirements for major transportation investments in designated air quality "non-attainment" and "maintenance" areas. The composite of major transportation investments contained in a Metropolitan Planning Area's (MPA) Long Range Transportation Plan (LRTP) must therefore demonstrate air quality improvement or, at minimum, no degradation in air quality relative to the "Existing Plus Committed" transportation network. The BMCMPO study area that includes the urbanized area within Monroe County is an air quality attainment area.

The State of Indiana's Ambient Air Quality Monitoring Network includes the operation of one (1) air quality monitoring site within the Bloomington-Monroe County Metropolitan Planning Area. This monitoring site, located at Binford Elementary School, active since April 1, 2009 (www.in.gov/idem/airmonitoring/air-quality-data/), continuously samples fine particulate matter with a diameter of 2.5 microns or less (PM2.5) in hourly increments. The creation of this

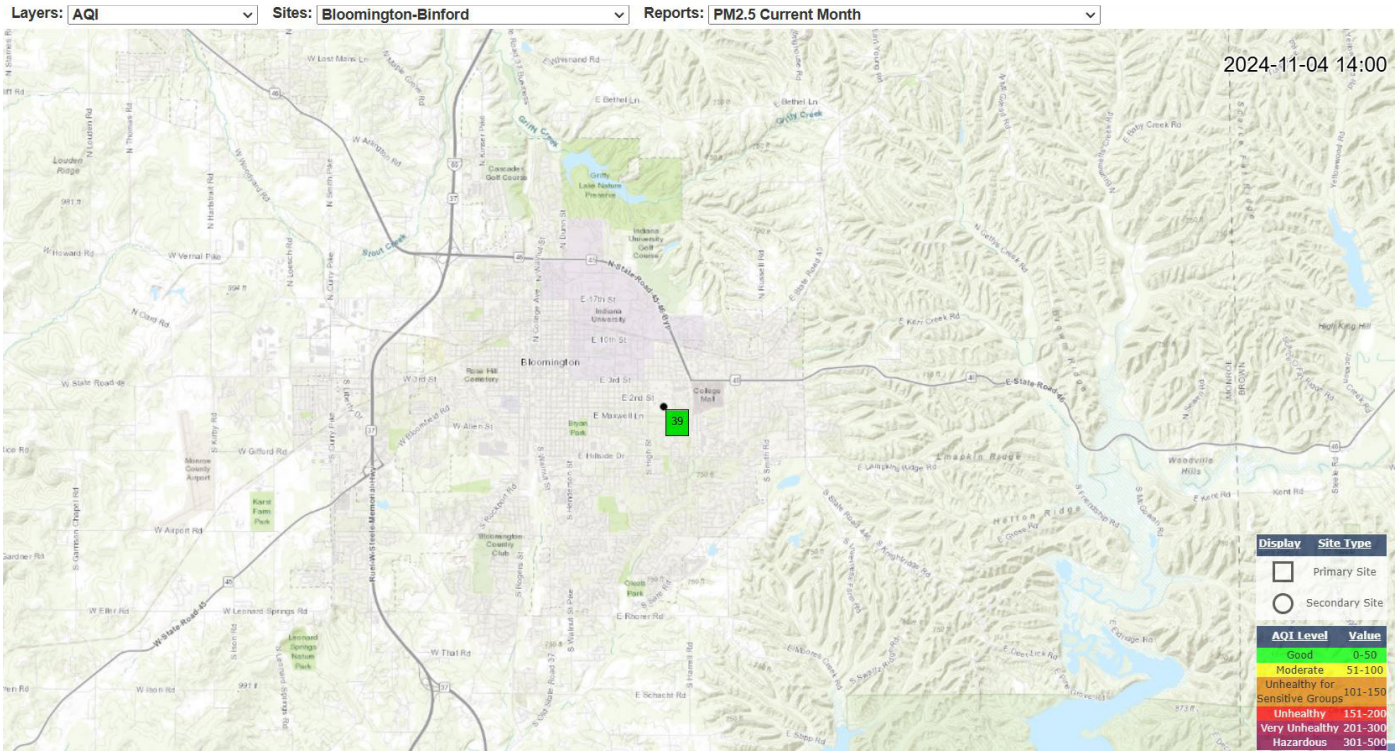


Figure 1: Air Quality Monitoring Site, Source: www.in.gov/idem/airmonitoring/air-quality-data/

fine particulate matter primarily originates from industrial processes and fuel combustion.

Air Quality Compliance

Monroe County and the City of Bloomington currently meet federal air quality standards, and the region is therefore in "attainment" for criteria pollutants. The NAAQS set limits on atmospheric concentrations of six criteria pollutants (i.e., lead, carbon monoxide, nitrogen dioxide, sulfur dioxide, ozone, and particulate matter) that cause smog, acid rain, and other health hazards.

An air quality conformity determination is not required for the Bloomington and Monroe County Metropolitan Planning Area (MPA). The projects programmed in the FY 2026-2030 TIP will not result in any adverse impacts to air quality given a system-wide investment focus on multimodal safety, maintenance, system preservation, public transit, and bicycle/pedestrian facilities.

Climate Change Scientific Assessments

Climate change is a critical concern of the BMCMPO. Climate change represents an immediate, near-term, and long-term threat to human health, welfare, economic activity, existing public infrastructure investments, public water resources, agriculture, forestry, energy generation and use, foreseen urban environments, and aggregate regional ecosystems. Climate change within the context of the FY 2026-2030 TIP means the long-term rise in the average temperature of the Earth's climate system, a major aspect of climate change scientifically demonstrated by direct temperature measurements and by measurements of various effects of the warming.

The Indiana Climate Change Impacts Assessment Report published by Purdue University (https://ag.purdue.edu/indianaclimate/indiana-climate-report/) identifies rising average annual temperatures and rising average annual precipitation for more than a century as the most significant climate change threats to the State of Indiana's residents, Indiana's food system, and the state's economic viability. The conclusion of this March 2018 scientific study notes:

> "This assessment documents that significant changes in Indiana's climate have been underway for over a century, with the largest changes occurring in the past few decades. The findings in this assessment highlight the projected future changes using two scenarios representing the rise of heat-trapping gases over the next century. These projections generally suggest that the trends that are already occurring will continue and the rates of these changes will accelerate. They indicate that Indiana's climate will warm dramatically in the coming decades, particularly in summer. Both the number of hot days and the hottest temperatures of the year are projected to increase markedly. Indiana's winters and springs are projected to become considerably wetter, and the frequency and intensity of extreme precipitation events are expected to increase, although more research is needed in this area to better determine the details."

Climate change vulnerabilities for Monroe County documented through additional independent scientific research by the Indiana University Environmental Resilience Institute (https://hri.eri.iu.edu/index.html)and (https://hri.eri.iu.edu/climate-vulnerability/index.html?placeid=MONROE%20County#climateExpoHead) further identifies primary community metrics in a geographic information system (GIS) format identifying forecast events of extreme temperatures, the alteration of precipitation levels, climate impacts on land use, and sociological/demographic individualities.

Climate Change Scientific Assessment Conclusions

Irrefutable scientific data from the U.S. Environmental Protection Agency (USEPA), IDEM, Purdue University, Indiana University, and countless national and international sources document climate change currently underway within the State of Indiana and the metropolitan planning area.

This ongoing scientific fact of climate change has profound implications for resident health, economic livelihood, and all infrastructure. Planning for climate change adaptation is a critical next step (https://www.epa.gov/arc-x/planning-climate-change-adaptation).

Appendix C: Environmental Justice

Introduction

The U.S. Environmental Protection Agency (USEPA) defines Environmental Justice (EJ) as "fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies."

Federal Statutes

Title VI of the Civil Rights Act of 1964 requires that no person in the United States shall on the grounds of race, color, national origin, gender, age, or disability be excluded from participation in, or be denied the benefits of, or be subjected to discrimination under any provision or activity of federal aid recipients, sub-recipients or contractors. Title VI established a standard of conduct for all federal activities that prohibits discrimination.

Executive Order 12898, issued on February 11, 1994 titled Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, and the President's Memorandum on Environmental Justice, directed every federal agency to make environmental justice part of its mission by identifying and addressing the effects of all programs, policies and activities on "minority populations and low-income populations".

The institution of EJ ensures equal protection under federal laws, including the following:

• Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252);

• The National Environmental Policy Act (NEPA) of 1969, 42 U.S.C. § 4321;

• The Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970, as amended, 42 U.S.C. § 4601;

• Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.) as amended, (prohibits discrimination on the basis of disability);

• The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age); and

• The Americans with Disabilities Act of 1990, as amended, (42 U.S.C. § 12101 et seq.), (prohibits discrimination on the basis of disability).

All policies, programs, and other activities undertaken, funded, or approved by the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), or other United States departments of transportation components must comply with EJ requirements from initial concept development through post-construction operations and maintenance (policy decisions, systems planning, project development and NEPA review, preliminary design, final design, right of way, construction, operations, and maintenance).

The underlying principle of Title VI for the current 2050 Metropolitan Transportation Plan (MTP) is that minority and low-income residents will:

• Participate in the planning process;

• Benefit from planned transportation improvements; and

• Not bear an unfair burden of the environmental impacts.

Methodology and Results

The 2050 MTP addressed Environmental Justice considerations through analyzing 2022 American Community Survey Data 5-Year estimates on the measures of:

- Housing and Transportation Cost
- Low-Income Population
- Minority Population
- Senior Population
- Young Adult Population
- Population with Disabilities

- Zero Car and One Car Households
- Educational Attainment, and
- Commute Time

The project team utilized the US DOT Equitable Transportation Community Explorer to determine the disadvantaged census tracts in the BMCMPO planning area. These results are shown in Figure 2. The dashboard shows that about 18,600 people are living in a disadvantaged census tract in the planning area.

The EJ census tracts identified for the BMCMPO 2050 MTP encompass large areas of the Indiana University campus housing and/or illustrate high concentrations of private sector off-campus and/or adjacent-campus rental/leased housing desired by the university's undergraduate, graduate, post-doctoral, research student populations that place them in close proximity to the campus physical environment. The high percentage low to moderate income classification for these tract residents very likely reflects the large number of undergraduate and graduate students residing within geographically and traditionally established Indiana University campus boundaries.

The City of Bloomington Engineering Department, Bloomington Transit, and IU Campus Bus are

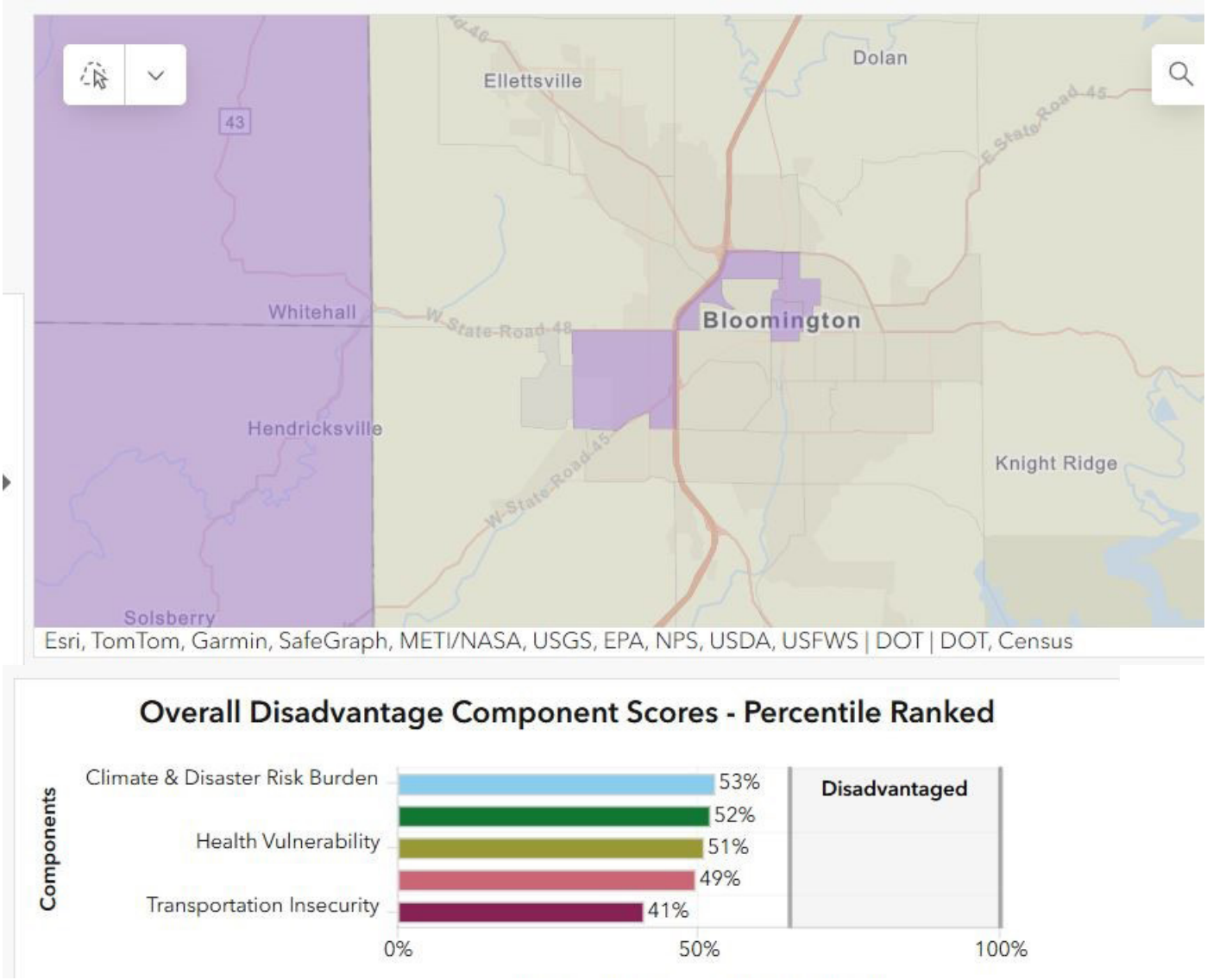


Figure 2: US DOT ETC Explorer Dashboard, Source: https://experience.arcgis.com/experience/0920984aa80a4362b8778d779b090723/page/ETC-Explorer---National-Results/

highly responsive to federal-aid transportation improvement program programming needs in these areas and recognize the priority need to address specific EJ concerns as a project move forward with implementation.

Taken together, Bloomington Transit (with high-level regular scheduled service coupled with micro-transit, paratransit services, and supplemental contractual support partnerships with Uber and Lyft, IU Campus Bus, and Rural Transit provide a very comprehensive range of public transportation services to all Environmental Justice census tracts within the Bloomington-Monroe County urban area. Future transit investments supported by the 2050 MTP and the BMCMPO FY 2026-2030 TIP shall continue maintain and to enhance mobility and service for all Environmental Justice tract populations.

The multimodal transportation improvement projects programmed within the BMCMPO 2050

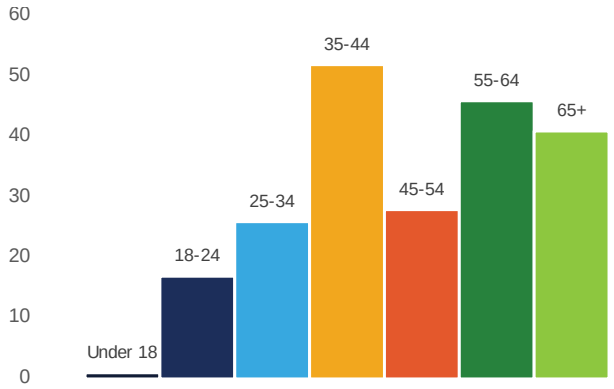
MTP and the BMCMPO FY 2026-2030 TIP will benefit areas with a concentration of low-income households through improved mobility and accessibility without "disproportionately high" or "adverse" impacts. No households will undergo displacement in implementing transportation improvements within these low-income or high minority areas. Finally, the 2050 MTP and the FY 2026-2030 TIP will program multimodal transportation investment commitments within the identified Environmental Justice areas thereby ensuring that low-income groups receive a proportionate share of benefits, without enduring adverse social, economic, or environmental impacts. Given these multiple consideration factors, the 2050 MTP and the FY 2026-2030 TIP are in compliance with Title VI relative to Environmental Justice.

Appendix D: Public Survey Results

Demographic Data

The demographic data shows that the highest percentage of respondents are adults aged 35-44, making up 24% of the group. The next largest groups are those aged 55-64 (21%) and 65+ (19%).

Figure 3: Age



The income data indicates that the highest percentage of respondents fall within the $100,000-$149,999 range, making up about 21% of the group. This is followed by those earning $150,000 or more (18%) and $75,000-$99,999 (13%).

Figure 4: Income

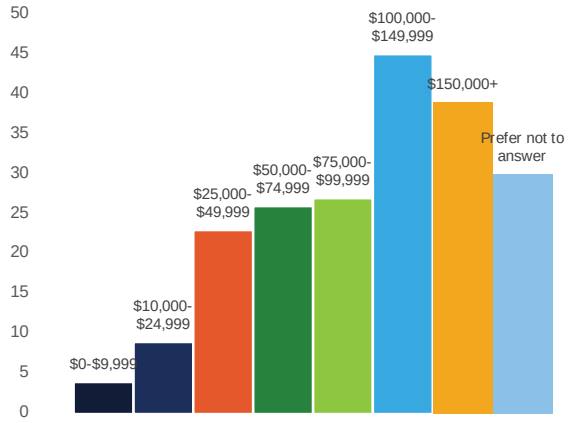
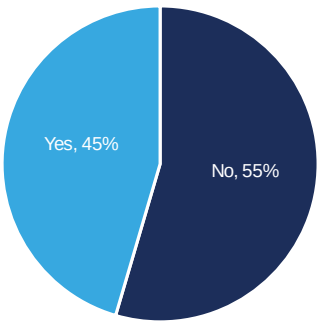


Figure 7: University Enrollment



Eleven people responded to the question of whether they were enrolled in a university. The responses were split with slightly more indicating they were not.

The racial demographic data shows that the majority of participants identify as White, comprising about 79% of the group. Small percentages include two or more races (2%), Asian (2%), Hispanic or Latino (1%), and Black or African American (0.5%).

Figure 5: Race

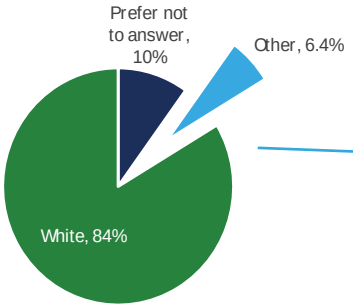
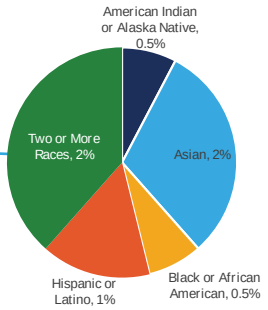


Figure 6: Other Race



Commuting Characteristics

Figure 8: How much time daily do you typically spend commuting?

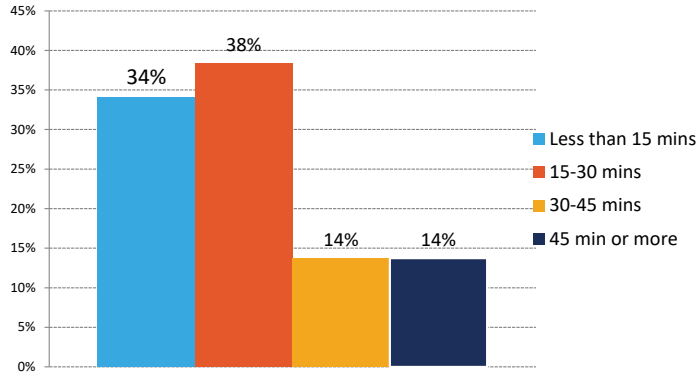
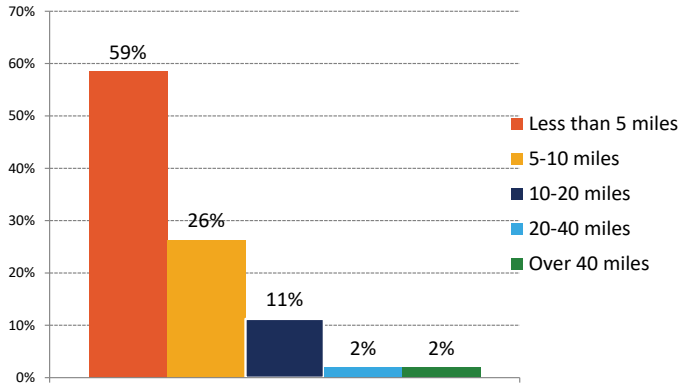


Figure 9: How far is your commute in miles?



Respondents rated the current level of traffic congestion as: Low: 40%, Moderate: 47%, High 9%. A majority of respondents rated the current road conditions as "Good" or "Fair", 26% and 43% respectively.

How Often Do You Use the Following Transportation Modes?

Figure 10: Personal Vehicle

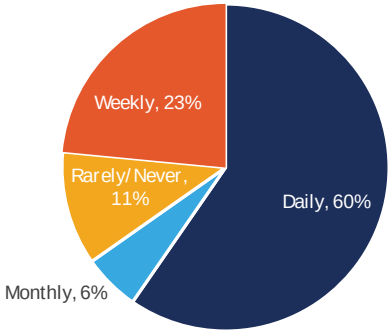


Figure 11: Rideshare (Uber/Lyft)

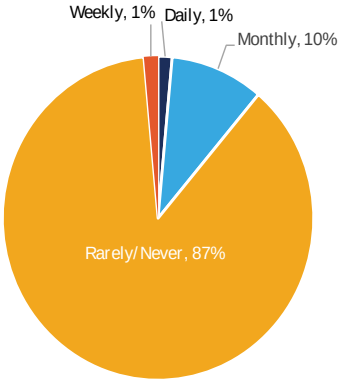


Figure 12: Walk

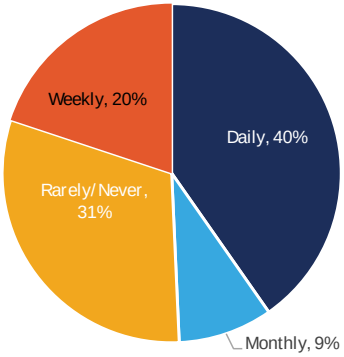


Figure 13: Bike or Scooter

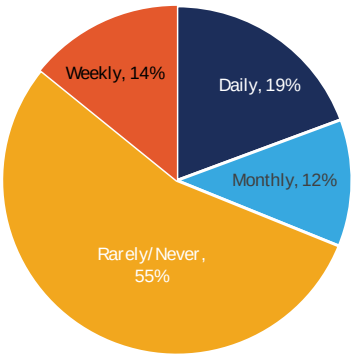
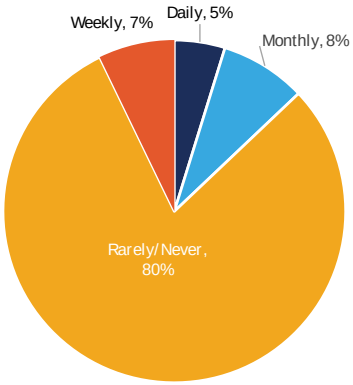


Figure 14: Use Transit



Improvements

Figure 15: How would you rate the accessibility and safety of biking and walking infrastructure?

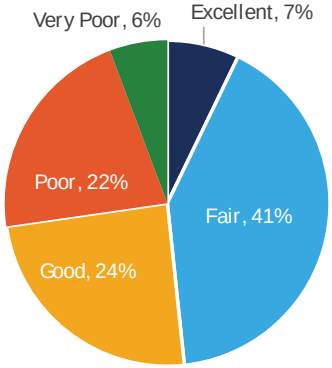


Figure 16: How safe do you feel driving, walking, biking, or using transit?

	Safe	Neutral	Unsafe
Driving	72%	19%	7%
Walking	35%	43%	20%
Biking	15%	38%	40%
Using Transit	38%	40%	7%

Figure 17: What factors would encourage you to walk more?

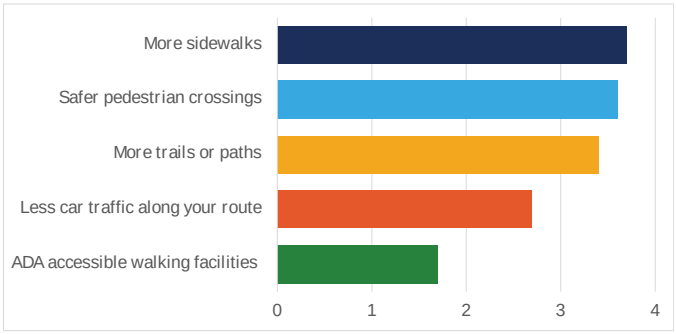


Figure 18: How likely are you to walk to your destinations if the above improvements are made?

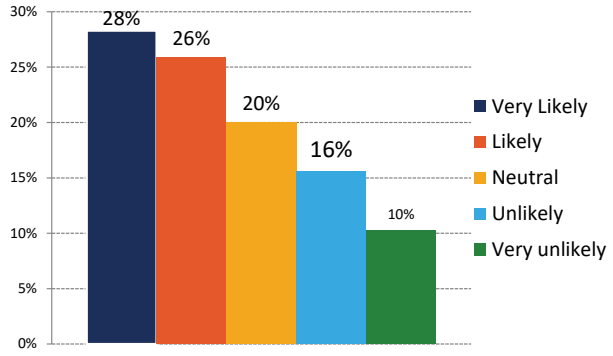


Figure 19: What factors would encourage you to bike more?

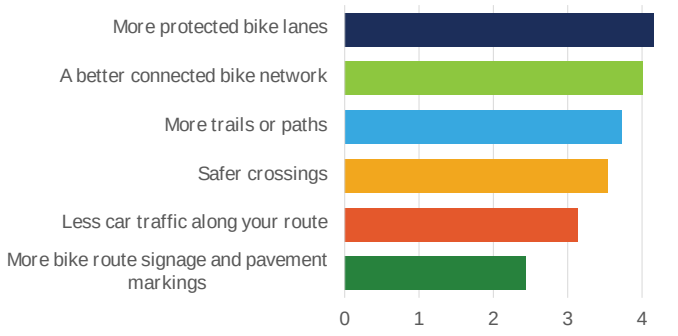


Figure 20: How likely are you to bike to your destinations if the above improvements are made?

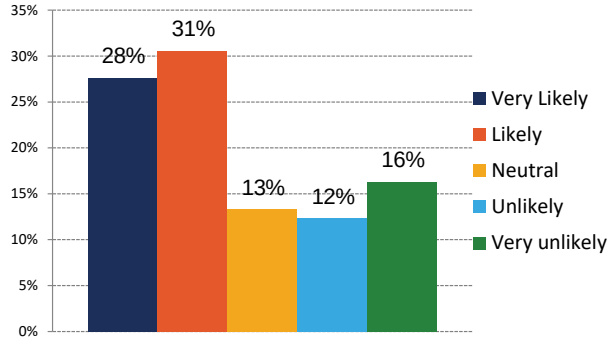


Figure 21: What factors would encourage you to ride transit more?

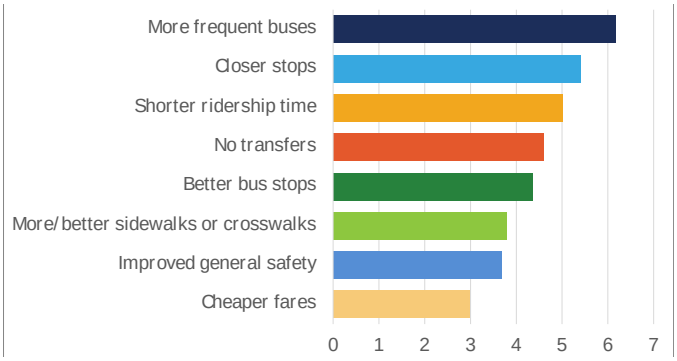


Figure 22: How likely are you to ride transit to your destinations if the above improvements are made?

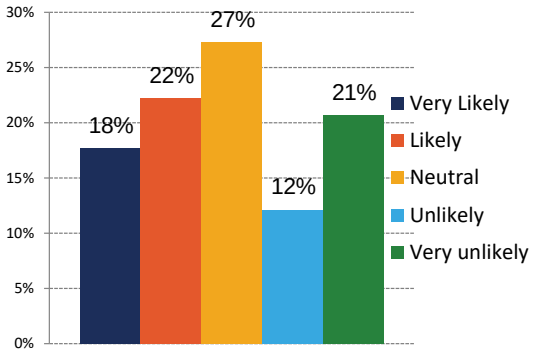
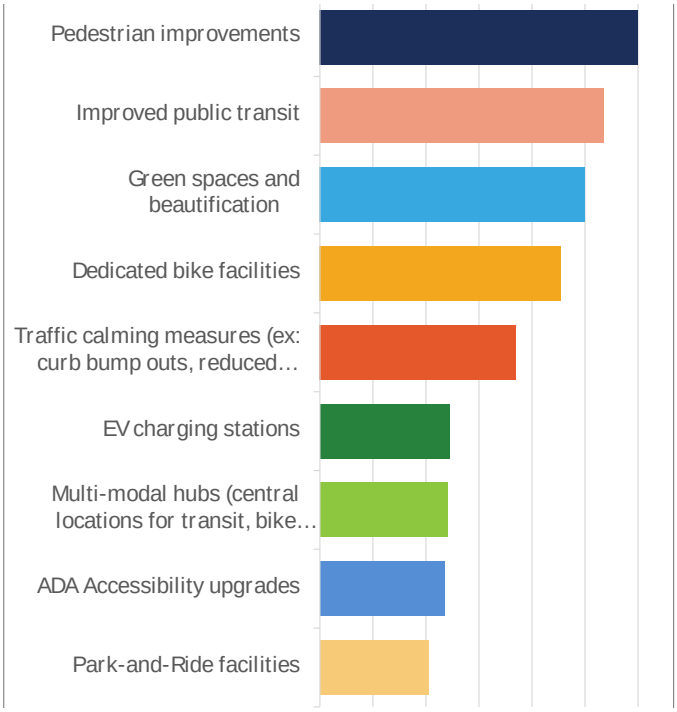


Figure 23: What specific improvements would you like to see in the transportation system?



Appendix E: Focus Group Summaries

BMCMPO 2050 MTP
Active Transportation Focus Group
May 16th, 2024, 11:30 AM

Active Transportation Focus Group Members

Pat Martin, BMCMPO
Rachael Sargent, BMCMPO
Ryan Robling, BMCMPO
Hank Duncan, City of Bloomington (Planning & Transportation)
Anna Dragovich, Indiana University
Rob Danzman, Bicycle & Pedestrian Safety Commission
Raye Anne Cox, City of Bloomington Public Works (Parking Services)
Shelby Drake, City of Bloomington (Parks & Rec.)
Paul Satterly, Monroe County (Highway Department)
Neil Kopper, City of Bloomington (Engineering)
Brandon Burgoa, INDOT
John Kennedy, MPO CAC
Jayme Deckard, Monroe County (Parks & Rec.)
Karina Pazos, City of Bloomington (Planning & Transportation)
Michelle Wahl, City of Bloomington Public Works (Parking Services)
Collin Nielsen, Resident
Michael White, Resident
Bill Baus, Resident
Sam Tobin-Hoschstadt, Resident
Keith Humphrey, B&N
Erin Grushon, B&N

Summary:

The meeting started with a brief presentation about the purpose of the focus group, an overview of the 2050 MTP update process, and a review of existing conditions in the region. The existing conditions presentation highlighted current pedestrian and bikeway facilities throughout the study area. After the presentation, the focus group discussed the active transportation needs and priorities in the region as well as opportunities and challenges related to addressing those needs. The discussion is summarized below.

QUESTION 1:

What are your thoughts in general on the current bicycle network and infrastructure in the City of Bloomington and Monroe County? (Can you access most destinations by bike? If not, which areas are inadequately served? Does it feel safe to travel by

bicycle? How easy is it for bicyclists to navigate the system? How well are the bicycle facilities maintained?)

- SR-46 by Arlington Road is dangerous for bicyclists and pedestrians due to narrow sidewalks, lack of raised medians, and other appropriate infrastructure to provide safety to bicyclists and pedestrians.
- In Ellettsville, pedestrians and bicyclists have to cross 5 to 6 lanes of traffic to use the Karst Farm Greenway Trailhead. Bicyclists have to use the pedestrian sidewalks to safely get to the greenway.
- In Bloomington, the denser downtown area has decent active transportation network connections. If you need to leave the greater Bloomington area, connectivity isn't as good, and more challenges are present.
- Some of the bypasses throughout the city are a challenge for bicyclists and pedestrians.
- In terms of infrastructure, the area between Rogers Street and the bypass at College Mall Road is decent but outside of that could be considered a barrier.
- Getting to the east side of College Mall area is dangerous for bicyclists.
- Getting to the hospital on SR 45/46 is difficult.
- The pedestrian and bicyclist underpass at 7th Street and SR-46 is excellent infrastructure for active transportation users but other areas are not as convenient. There is limited east-west connection for active transportation users.
- Traveling on Curry Pike is a challenge due to a lack of infrastructure. Difficult to get to the BMV since it's located on Curry Pike.
- It could be worth researching how other MPOs with universities located within them coordinate and collaborate with each other to build sustainable and better-connected active transportation networks.
- The general side path infrastructure in Bloomington needs a great amount of maintenance. There is a priority of maintaining roadways over active transportation infrastructure. Currently, the side paths are not assigned to any specific group to maintain and that contributes to the lack of maintenance. Infrastructure ownership is not cohesive.
- Debris accumulation in bike lanes is a significant issue, despite efficient snow removal by the city in these areas. To address this, a policy similar to roadway pothole repair should be considered for regular bike lane maintenance and debris removal. This initiative could benefit from the support of the MPO, which could help organize and advocate for such measures. In addition, it's crucial to consider long-term maintenance costs when planning new infrastructure to ensure sustainability.
    - Educational campaigns could raise awareness and encourage proper maintenance practices among the public. Funding opportunities from

sources like the Federal Highway Administration (FHWA), as provided by INDOT, could be explored to support these maintenance efforts.

- The continued improvement of road pavement would be beneficial to bicyclists.
- The B Line trail is helpful, but signage is not visible and rider behavior can become unpredictable and dangerous.
- Bicyclists and pedestrians may utilize trails, but can be out of the way. Discussion on trails used for commute versus recreation.

QUESTION 2:

What are your thoughts in general on the current pedestrian network and infrastructure in the City of Bloomington and Monroe County? (Can you easily walk to destinations that are within a comfortable walking distance for you? If not, which areas are inadequately served? Does it feel safe to walk around the area? How easy is it for pedestrians to navigate the system? How well are the pedestrian facilities maintained?)

- The maintenance of pedestrian infrastructure is worse than maintenance of bicycle infrastructure.
- Intersections, especially uncontrolled intersections, create a highly vulnerable environment for pedestrians. These areas should be considered first when addressing pedestrian infrastructure.
- The Monroe County Parks and Recreation gets more requests for sidewalks maintenance than any other maintenance request.
- Accessibility is a critical issue with most of the active transportation infrastructure.
- Sidewalks often switch sides or come end abruptly, which leaves the pedestrian more vulnerable by having to cross the road to connect to another available sidewalk.
- Lower vehicle speeds and traffic volumes enhance pedestrian comfort and are a key feature of downtown Bloomington. Extending these conditions to areas beyond the downtown core has been discussed.
- Trees not only provide environmental benefits but could also help with traffic calming.
- Older westside neighborhoods of Bloomington don't have adequate sidewalk networks, such as Arlington Road (connecting SR-46 and 17th street), as well as the College Mall area.
- The stretch of SR-46 spanning from Walnut Street to I-69 is densely populated with businesses yet lacks adequate pedestrian infrastructure. Additionally, this area experiences a significant number of serious accidents.

- Disadvantaged populations who rely solely on this infrastructure are placed in highly vulnerable situations.
- “Simple sidewalks” (cheap, directly adjacent to the road) aren’t achieving goal of building usable pedestrian facilities.

QUESTION 3

What are the greatest bicycle and pedestrian mobility challenges and needs in the region?

- Connectivity is considered a primary need for the area.
- Consider schools and foster better coordination with educational institutions is crucial in the design of transportation infrastructure around school areas.
- Implementing strategies to alleviate traffic congestion can help reduce stress on transportation networks.
- Need to shift from an “individual” to a “regional” mindset.

QUESTION 4

What are the highest priorities for bicycle and pedestrian improvements?

- Connectivity and maintenance of infrastructure.
- Wish a better regional process to communicate with property owners existed.
- There could be a more efficient process to ensure residents take care of sidewalks on their property.
- There were discussions around the feasibility of increasing funding for speed enforcement. The group discussed equity concerns surrounding this idea, including the risk of police profiling. Focusing on street design could be a more efficient method than increasing enforcement.
    - Need speed enforcement in construction zones, such as cameras or speed boards.
- The City of Bloomington is developing a Safe Streets and Roads for All (SS4A) plan with consultants Toole Design, who are also on the MTP consultant team. Coordination between these planning efforts will provide insight into what safety recommendations are being considered for the City.
    - Need for a safe systems approach to reduce speed to ultimately reduce injuries and fatalities.
- MPO Council may have leverage for speed enforcement at the state level.

QUESTION 5

Are there any additional recently completed or upcoming bicycle and pedestrian plans or projects that we should be aware of?

- The Vernal Pike Connector project aims to link the White Hall Crossing Shopping Center with via a two-lane roadway featuring wider lanes. Additionally, it includes the construction of a multi-use path to facilitate access to the shopping center for various users.

- The Fullerton Pike Connector project also aims to increase connectivity.

QUESTION 6

Do you have any additional Active Transportation Issues?

- E-Bikes will likely gain more popularity through the timeline of the 2050 MTP plan, which could increase the overall number of bikes in the region. It was suggested that adding additional bike speed limits signs could encourage E-bikes to slow down on paths and creates better accountability if incidents occur.
- Scooters should also be considered as a mode of active transportation, and it was encouraged to include them in the plan. Parking for scooters is an issue need for more secure and covered parking (barrier for bicycles)
- Land use policy plays a huge role in active transportation.
- It is imperative to build accessibility and connectivity to transit.
- Regional trail is in the works.

BMCMPO 2050 MTP
Diversity, Equity, and Inclusion Focus Group
May 16th, 2024, 4:00 PM

DEI Focus Group Members

Pat Martin, BMCMPO
Rachael Sargent, BMCMPO
Michael Shermis, City of Bloomington (Community & Family Resources Department)
Sam Dixon, Resident
MarChe' Daughtry, Member of Council for Community Accessibility
Eliza Brader, City of Bloomington (Information & Technology Services Department)
Keith Humphrey, B&N
Erin Grushon, B&N

Purpose:
BMCMPO is in the process of preparing an updated long-range Metropolitan Transportation Plan (MTP). The purpose of this meeting was to facilitate a focus group discussion on diversity, equity, and inclusion in the MTP update process.

Summary:

The meeting started with a brief presentation about the purpose of the focus group, an overview of the 2050 MTP update process, and a review of existing conditions in the region. The existing conditions presentation highlighted data from the U.S. Census Bureau's American Community Survey and included maps showing the distribution of different populations across the BMCMPO MPO including people over the age of 65, people with disabilities, minority populations, households below the poverty level, and households with no access to a vehicle. After the presentation, the focus group discussed transportation needs and priorities for traditionally underserved populations in the region as well as opportunities and challenges related to addressing those needs. The discussion is summarized below.

QUESTION 1:

What are your thoughts in general on the current bicycle network and infrastructure in the City of Bloomington and Monroe County? (Does it feel safe to travel by bicycle? How easy is it for bicyclists to navigate the system?)

- There is a mixed feeling about bicyclist safety in the area. Some areas feel safe (example: the 7 line extension), but there are other areas where it doesn't really feel safe (ex: some crossings of the B-Line). There have been improvements that have really increased bicycle mobility in the last five years, but there are still trouble spots (examples: Walnut, College, and 3rd Street).
- The area on 10th Street by 10th and Smith, where there are a lot of active transportation users and students, lacks adequate infrastructure for wheelchairs. INDOT is currently working on addressing this area, but this project has been pushed back 5 to 6 years due to cost.

QUESTION 2:

What are your thoughts in general on the current pedestrian network and infrastructure in the City of Bloomington and Monroe County? (Does it feel safe to walk around the area? How easy is it for pedestrians to navigate the system?)

- There are many areas that are not well lit and lack maintenance of sidewalk infrastructure. It sometimes feels safer to be on the road to avoid trip hazards on the sidewalks.
- Four stop signs on 7th Street were removed, allowing vehicles to move at a quicker speed, making it more difficult and more dangerous for pedestrians and people with disabilities to cross the street. There are no places where you can cross safely on Walnut and College between 7th and 10th Streets. .
- The American Disabilities Act (ADA) Transition Plan is nearly complete and identifies numerous hazards and maintenance issues within the sidewalk network. The current condition of the sidewalk infrastructure poses significant challenges for disabled individuals trying to navigate the area. The ADA Transition Plan draft will be sent to the project team so it can be considered in the development of the 2050 MTP.
- Wheelchairs can get stuck in the cracks in the sidewalks. Lack of curbcuts and misaligned curbcuts make it difficult to navigate with a wheelchair, particularly for people who are blind.
- A training session was held for government employees including planners, engineers, and others, featuring predetermined field visits. During these visits, attendees walked routes alongside a disabled individual, providing them with a firsthand experience of the barriers within the current sidewalk network. There were many times where participants had to go into the road to avoid obstacles on the sidewalk.
- The overall sidewalk network is solid in a lot of spots, but there are some areas that need a lot of direct improvements. Some of the crosswalks are very wide with a long

distance for pedestrians to cross, like on College and Walnut, around 8th and 9th Street in particular.

- The city council passed a no right on red ordinance, but drivers continue to make right turns, and enforcement of the new law is minimal.
- Construction projects also affect people's ability to use the sidewalks, particularly when there is not adequate notice and people are not aware that they are entering a construction site. This has resulted in people who use a wheelchair getting stuck at a construction site and needing to contact the police for assistance. Offering maps of where construction is occurring would help disabled individuals better plan their routes.

QUESTION 3:

What are your thoughts in general on the current transit service available in the City of Bloomington and Monroe County? (Can you access most destinations by transit? If not, which areas are inadequately served? How easy is it for transit riders to navigate the system?)

- Annunciators weren't consistent on the Bloomington Transit fixed route service, which created a barrier for vision impaired riders because it prevented them from knowing their location. The transit provider has since made this feature permanent.
- There appears to be inconsistency with education (knowledge on how to operate disability equipment, service dog laws, etc.) among Bloomington Transit operators, resulting in several incidents where operators were uncertain on how to assist users requiring help.
- Overall, BT Access has improved and recently expanded its service, enabling riders to reach their medical appointments more easily. This service is more attentive to the needs of disabled riders compared to the fixed route system. However, there are concerns that the dial-a-ride paratransit service may lack sufficient staff and vehicles to meet demand.
- The BT Access application process lacks clarity and consistency in determining eligibility for the service, making it challenging for users to navigate.
- Users have voiced frustration with the way Bloomington Transit handles their complaints.
- The west side Bloomington Transit route lacks efficiency and connectivity. Implementing Bus Rapid Transit (BRT) lanes for east-west travel would be advantageous.

QUESTION 4:

What are the greatest transportation needs and priorities for traditionally underserved populations in the region? (Do you anticipate that these needs will shift or change between now and 2050? What are the biggest challenges to addressing the needs and priorities that have been identified? What ideas do you have for overcoming those challenges?)

- Training transit operators to be more consistent in knowing how to work with people with disabilities.
- Service coverage and frequency is a high priority and need.
- There is a desire to promote transportation mode shift within the city, encouraging more people to utilize bicycles and other alternative forms of transportation instead of relying solely on vehicles.
- Hold programs accountable when things go wrong. This is essential to gaining citizen trust with programs.
- It is crucial to enhance transit accessibility for all users. One suggestion is to reserve front row seats for disabled riders to facilitate easy access.
- There is a need for additional funding to go towards the maintenance of sidewalks and bike lanes throughout the city.
- There is a desire for development within the city to be more transit oriented.
- Micro transit is expected to gain popularity in the future.
    - Sometimes microtransit drivers (such as Uber, Lyft) aren't trained in working with people with disabilities.
- Attendees discussed working on applying for the Indiana University Trailblazer Award, which supports collaborative, community-engaged research projects focused on topics that have potential to improve health, examine social determinants of health (SDoH), or enhance health equity.

QUESTION 5:

Are there additional outreach strategies we should consider for informing and engaging underserved/underrepresented populations in the planning process?

- Exploring LGBTQ data within the study area to gain insights into whether transportation services are equitable for this community.
- Encouraging community participation in the Council for Accessibility Needs Committee meetings would be beneficial.
- It is important to continue to host these conversations and do more target outreach to get broad perspectives.
- Offering a variety of meeting times would be helpful to accommodate people's schedules and encourage attendance.

BMCMPO 2050 MTP
Transit Focus Group Summary
May 15th, 2024, 2:00 PM

Transit Focus Group Members

Pat Martin, BMCMPO
Rachael Sargent, BMCMPO
Ryan Robling, BMCMPO
John Connell, Bloomington Transit
Shelley Strimaitis, Bloomington Transit
Jeff Jackson, City of Bloomington (Economic and Sustainable Development)
Katie Gandhi, Resident & City of Bloomington (Planning & Transportation)
Erin Grushon, B&N
Keith Humphrey, B&N

Purpose:

BMCMPO is in the process of preparing an updated long-range Metropolitan Transportation Plan (MTP). The purpose of this meeting was to facilitate a focus group discussion on transit needs and priorities in the BMCMPO planning area.

Summary:

The meeting started with a brief presentation about the purpose of the focus group, an overview of the 2050 MTP update process, and a review of existing conditions in the region. The existing conditions presentation highlighted current Bloomington Transit routes and public transit travel flow data. After the presentation, the focus group discussed transit needs and priorities in the region as well as opportunities and challenges related to addressing those needs. The discussion is summarized below.

QUESTION 1:

What are your thoughts in general on the current transit service available in the City of Bloomington and Monroe County? (Can you access most destinations by transit? If not, which areas are inadequately served? Does the current transit service feel safe? Is the frequency of current transit service sufficient? Is the current transit service reliable? How easy is it for transit riders to navigate the system?)

- Historically, Bloomington Transit has operated solely within the city limits. However, a recent ordinance passed by the city council allows Bloomington Transit to operate countywide, but expansion beyond the city would require additional funding. There are areas that are currently underserved or not served at all.
- Ideally, BT would like to see 15-minute headways on our fixed routes during peak hours and 30-minute headways during nonpeak hours. However, there are challenges related to equipment, personnel (i.e. driver shortage), and other factors that make that challenging. The most popular routes tend to be the ones with the most frequent service.
- Reliability is not considered a significant issue for Bloomington Transit.
- Overall, the service feels safe.
- Enhancements are necessary at bus stops, particularly to enhance accessibility. This year, there is a budget allocation of $240,000 earmarked for bus stop improvements. Priority will be given to replacing the oldest passenger shelters initially.
- During a discussion about Bloomington Transit's winter operations, there was an inquiry about the use of chains on buses for snow maneuverability. Chains aren't utilized because the winter storms in the area are not severe enough to warrant their use. In addition, Bloomington Transit usually suspends service on less frequently plowed roads to facilitate road maintenance, while maintaining operations on main routes.
    - Participant noted that they experienced this hindrance as they took the bus to work on a winter morning and when it started snowing, they had to find an alternative means to get home since the transit system was down.
- The commercial driver shortage is an issue for Bloomington Transit and contributes to the frequency issue in Bloomington. The highest frequency of service is 15 minutes and that is for a high-volume route. Right now, most routes at 60 minutes. The goal in the future is to increase frequency across the network.
- The reevaluation of transit routes is an ongoing process from the planning perspective. Bloomington Transit usually follows Indiana University's semester schedules. Typically, when changes are made, they are only slight changes. When creating new routes, the process can take longer, possibly up to a year.
- Bloomington Transit has an app that has gotten great feedback from the community.
- Bloomington Transit reviewed the public transit travel flow map and highlighted that some of the travel flows depicted on the map occur outside of the service area. The project team will gather more information on the methodology used to create transit trip travel flows.

QUESTION 2:

What do you consider to be the top transit needs and priorities for the region currently?

- Increasing frequency, expansion of service outside urbanized areas, and a dedicated source of local revenue to support future expansion of services are all current public transit priorities.
- The 10th Street underpass currently does not allow low emission and no emission vehicles to travel to and from campus, prompting a need to explore solutions for this issue in the future.

QUESTION 3:

Do you anticipate that these needs will shift or change between now and 2050? If so, how?

- A more robust on-demand service will become increasingly essential due to the growing demand from an aging population and shifting preferences in the future.
- BT is currently studying a 3rd street BRT corridor (East/West). Bus rapid transit (BRT) is a viable option to help keep buses more reliable. By 2050, the community could support two east to west BRT corridors and at least one, possibly two, north to south BRT corridors.
- Signal prioritization, traffic management, bus-only lanes and vehicular flows are all important things to look at in the future.
- The idea of light rail in the city was discussed and if funding opportunities could go to that but there would need to be substantial population growth for that to be a practical idea.

QUESTION 4:

What are the biggest challenges to addressing the needs and priorities that have been identified?

- As mentioned previously, frequency, expansion of service outside urbanized area, and dedicated source of local revenue to support future expansion of services.
- Implementing an on-demand service was discussed, noting its growing preference but also acknowledging that it would be a more expensive service to operate in Bloomington.
- Adequate space at the current Bloomington Transit facility is an issue because there is no space for expanding their fleet. It would be a priority to build a new facility that could meet the current needs of the transit system.

- Encouraging individuals to adopt alternative transportation methods (behavior change) poses a significant challenge, as does addressing concerns about the frequency of service, which may serve as a barrier to utilization.
- There is a need for a product that is attractive to those who don't currently take transit and the BRT study is a feasible way of addressing this issue. Street size could be a barrier in implementing BRT in the city and coordination with the city is going to be a challenge to making sure the system is optimal.
- It was also suggested that the on-demand service should mirror the fixed route for efficiency.
- Bloomington Transit wants to build more pedestrian shelters, but some sidewalks do not allow that due to size.
- The expansion of transit services to Ellettsville is a priority for the community.
- There seems to be a lack of coordination between city planners and University planners, which can result in duplications of services that lead to inefficiencies from an economic standpoint.
- There is an appeal for transit-oriented development to be of higher importance rather than development first with transit as an afterthought. During development coordination, there should be discussions about transit service and maybe creating incentives to incorporate transit into development plans.
- Title 20.04.050 from the City of Bloomington was highlighted, which provides some language regarding transit and development coordination. Currently, all maximum parking minimums are based on usage of the site and if a site is near transit then parking minimums can be lessened. The City is open to looking more into parking minimums and discovering ways to make transit-oriented development more of a focus.

QUESTIONS 5 & 6

What ideas do you have for overcoming those challenges? Do you have any additional Transit issues?

- The improvement of all the bus stops will require a lot of coordination and a regional transit authority approach could help address the issues mentioned today.

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ADOPTION RESOLUTION FY 2025-01

RESOLUTION ADOPTING THE 2050 METROPOLITAN TRANSPORTATION PLAN (2050 MTP) as **presented to the Policy Committee of the Bloomington-Monroe County Metropolitan Planning Organization on February 14, 2025.**

WHEREAS, the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) is the organization designated by the Governor of Indiana as the Metropolitan Planning Organization responsible for carrying out, with the State of Indiana, the provisions of 23 U.S.C. 134, and capable of meeting the requirements thereof for the Bloomington, Indiana urbanized area; and

WHEREAS, the MPO is responsible for ensuring that the Bloomington, Indiana, urbanized area's transportation planning program is continuing, comprehensive and coordinated between the MPO and other public organizations throughout the planning process as outlined in the metropolitan planning rule jointly issued in the Federal Register by the Federal Highway Administration and the Federal Transit Administration on October 28, 1993;and

WHEREAS, public comment on the proposed 2050 MTP was sought and comments were recorded within the 2050 MTP that were received during the 30-day public comment period extending from December 6, 2024 through January 6, 2025.

NOW, THEREFORE, BE IT RESOLVED:

1. That the Bloomington-Monroe County Metropolitan Planning Organization Policy Committee adopts the ***BMCMPO 2050 Metropolitan Transportation Plan***; and

2. That the adopted document shall be forwarded to- all relevant public officials and government agencies, and shall be available on the BMCMPO website and for public inspection during regular business hours at the City of Bloomington Planning Department, located in the Showers Center City Hall at. 401 North Morton Street, Bloomington, Indiana.

PASSED AND ADOPTED by the Policy Committee by a vote of 11-0 upon this 14th day of February 2025.

Lisa J Ridge
Chair, BMCMPO Policy Committee

Patrick P. Martin
MPO Director, BMCMPO