

MONROE COUNTY

TRANSPORTATION ALTERNATIVES



**MONROE COUNTY
PLAN COMMISSION**

Adopted: February 21, 2018

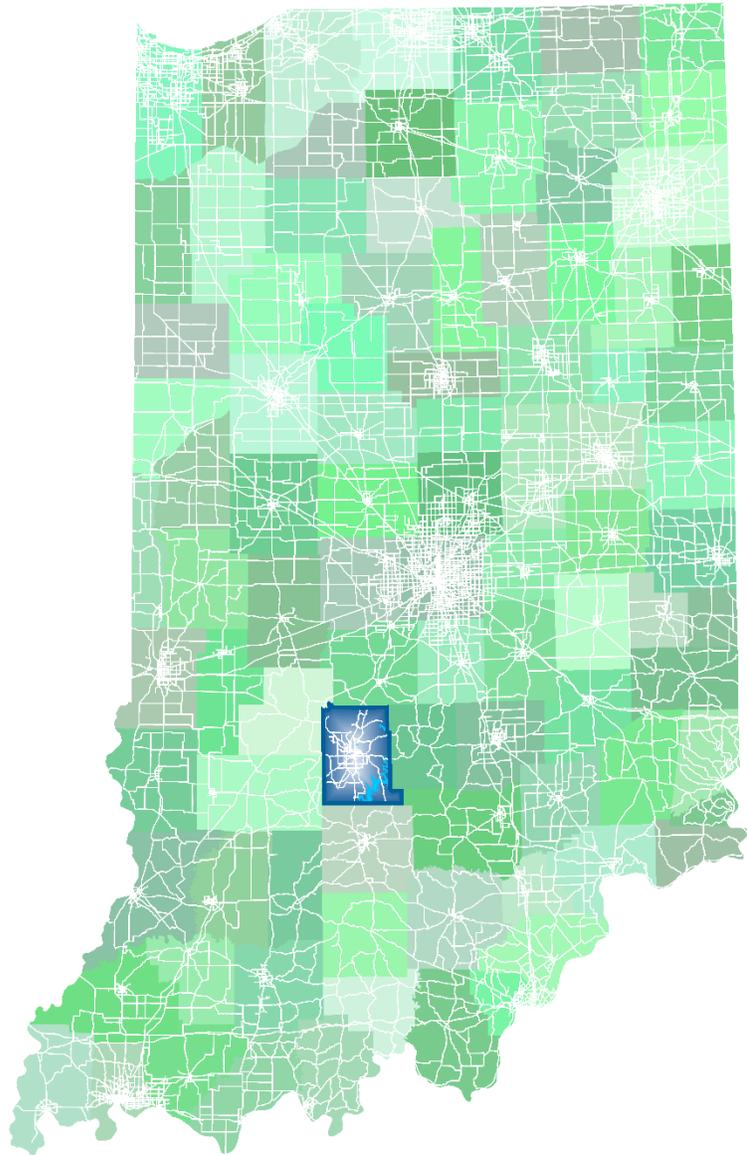


TABLE OF CONTENTS

TITLE PAGE	1
TABLE OF CONTENTS	2
ACKNOWLEDGEMENTS	4
RESOLUTION 2018-01	5
SECTION I: EXECUTIVE SUMMARY	7
INTRODUCTION	7
PLAN VISION STATEMENT	8
PRIORITY STRATEGIES	8
MONROE COUNTY VISION MAP	8
DOCUMENT ORGANIZATION	10
SECTION II: CONTEXT AND FRAMEWORK	11
BACKGROUND & PLANNING PROCESS	11
LOCATION, DEMOGRAPHICS, AND ECONOMY	12
LAND USE CHARACTERISTICS	13
SECTION III: SYSTEM PLAN	15
BENEFITS OF TRANSPORTATION ALTERNATIVES	15
GOALS FOR TRANSPORTATIVE ALTERNATIVES	17
OPPORTUNITIES FOR TRANSPORTATION ALTERNATIVES	18
FACILITY DESCRIPTIONS & GUIDELINES	22
GREENWAY OPPORTUNITY	23
Multi-Use Trail	24
Multi-Use and Equestrian Trail	25
Unimproved Trail	26
ROAD IMPROVEMENT OPPORTUNITY	27
Signed Bike Route	28
Urban Bike Lane	29
Rural/Suburban Bike Lane	30
Sidepath	31
Urban Residential Sidewalk	32
Rural/Suburban Residential Sidewalk	33
Urban Collector Sidewalk	34

Rural/Suburban Collector Sidewalk.....	35
Connector Path	36
GENERAL DESIGN & MAINTENANCE	37
Crossings	37
Traffic Calming	38
Places to Pause & Amenities	38
Identity & Wayfinding	39
SECTION IV: ACTION STEPS	40
PLAN CONCEPTS.....	40
PRIORITY STRATEGIES	41
MONROE COUNTY VISION MAP	41
POLICIES	47
PARTNERSHIPS	49
FUNDING	51
SECTION V: APPENDIX.....	52
PUBLIC MEETING – NOVEMBER 16, 2017	52
PUBLIC SURVEYS	53
COMMUNITY SURVEY 2015-2017	53
STAKEHOLDER SURVEY 2017	65

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RESOLUTION 2018-01

MONROE COUNTY BOARD OF COMMISSIONERS RESOLUTION 2018-01

Resolution Amending the Monroe County Comprehensive Plan to Incorporate the Monroe County Transportation Alternatives Plan.

WHEREAS, over the past three years, the Monroe County Plan Commission (“Plan Commission”) and the Planning Department staff solicited public input (“Input”) from County residents and local stakeholders relative to desired amendments to the 2006 Monroe County Alternative Transportation & Greenways System Plan (“2006 Plan”);

WHEREAS, the Planning Department prepared a proposed **Transportation Alternatives Plan** to amend the 2006 Plan to reflect the Input and the alternative transportation policies deemed necessary to guide future development in Monroe County, Indiana;

WHEREAS, the proposed **Transportation Alternatives Plan** contains the following five sections: Section 1 of the plan is the Executive Summary; Section 2 is the Context and Framework describing the planning process in addition to Monroe County’s demographic, physical, and economic conditions; Section 3 is the System Plan articulating the benefits of transportation alternatives and prefaces the plan recommendations; Section 4, Action Steps, outlines recommended strategies to implement the plan; and Section 5 is the Appendix containing supporting documentation collected and created through the planning process;

WHEREAS, the Plan Commission conducted a public hearing (“Hearing”) on the proposed **Transportation Alternatives Plan** on January 16, 2018, and heard and accepted all public comments and objections during the Hearing;

WHEREAS, the Plan Commission found that the proposed **Transportation Alternatives Plan** fairly addressed the comments and objections presented during the above-noted public hearing;

WHEREAS, the Plan Commission further found that the adoption of the proposed **Transportation Alternatives Plan** would serve the health, safety, morals, convenience, order, and general welfare of the citizens of Monroe County, Indiana, by promoting and guiding the establishment of transportation alternatives;

WHEREAS, during its Hearing, the Monroe County Plan Commission considered the **Monroe County Transportation Alternatives Plan (Petition No. 1710-CPA-01)** and made a **favorable recommendation** to the Board of Commissioners of Monroe County, Indiana, by a vote of 7-1, Yes: (Clements, Enright-Randolph, Guerrettaz, Johnson, Jones, Stainbrook, Thomas), No: (Carpenter).

NOW THEREFORE, BE IT RESOLVED by the Monroe County Board of Commissioners as follows:

Section 1. The Monroe County Transportation Alternatives Plan, as certified from the Monroe County Plan Commission and as attached hereto and incorporated herein as “Exhibit A,” shall

be, and hereby is adopted as a component of the Monroe County Comprehensive Plan.

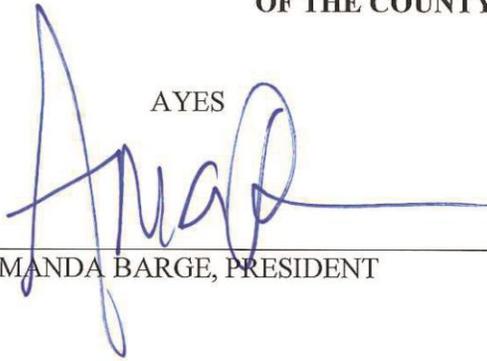
Section 2. The Exhibit A plan repeals and replaces the 2006 Plan.

Section 3. The Monroe County Auditor is directed to place one of this Resolution, including the Exhibit A Plan, on file in the Monroe County Recorder's Office pursuant to Indiana Code 36-7-4-509(b).

SO APPROVED AND ADOPTED by the Board of Commissioners of the County of Monroe, Indiana, this 21st day of February, 2018.

**BOARD OF COMMISSIONERS
OF THE COUNTY OF MONROE, INDIANA**

AYES


AMANDA BARGE, PRESIDENT

NAYS

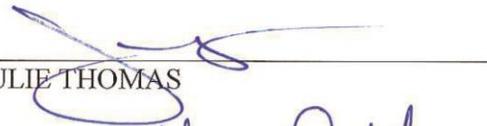
AMANDA BARGE, PRESIDENT

Not Present

PATRICK STOFFERS, VICE PRESIDENT

PATRICK STOFFERS, VICE PRESIDENT

JULIE THOMAS



JULIE THOMAS

ATTEST:


CATHERINE SMITH, AUDITOR

SECTION I: EXECUTIVE SUMMARY

INTRODUCTION

The *Monroe County Transportation Alternatives Plan* is a **vision document**.

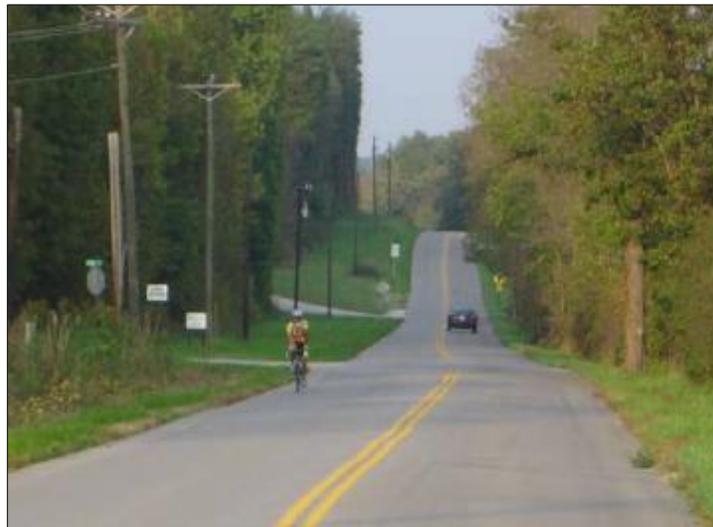
This plan presents the **Transportation Alternatives** that serve as the basis for plan concepts, goals and objectives, opportunities, and priority strategies for Monroe County. Our local officials and staff can rely on this plan to inform their daily and long-term decision-making processes as they relate to transportation.

This vision and subsequent supporting recommendations from this plan have the long-term goal of making transportation alternatives **increasingly accessible** for Monroe County residents. Transportation alternatives have a broad definition:

Transportation alternatives support a variety of mobility and accessibility options, including various modes, services and destinations.

The plan builds upon the success of the 2006 *Monroe County Alternative Transportation & Greenways System Plan*. The intention is for the plan to be flexible and to allow changes and modifications when situations change. In order to remain relevant and effective, staff should review and update this document on an as needed basis.

The Monroe County Transportation Alternatives Plan incorporates new ideas for project priorities, goals, and strategies, and supplies a reference for funding resources, *for the County to continue to succeed in advancing our transportation network*.



Transportation Alternatives include modes of travel other than private automobiles, such as walking, bicycling, or horseback riding.

PLAN VISION STATEMENT

The Plan’s vision statement, created through the planning process, prefaces all of our goals and objectives. This vision is a description of how Monroe County will advance initiatives for transportation alternatives over the long-term.

The *Monroe County Transportation Alternatives Plan Vision Statement* is as follows:

The Monroe County transportation alternatives network should be an integrated, multi-modal system that provides diverse and effective alternatives to the private automobile for all Monroe County residents and visitors.

PRIORITY STRATEGIES

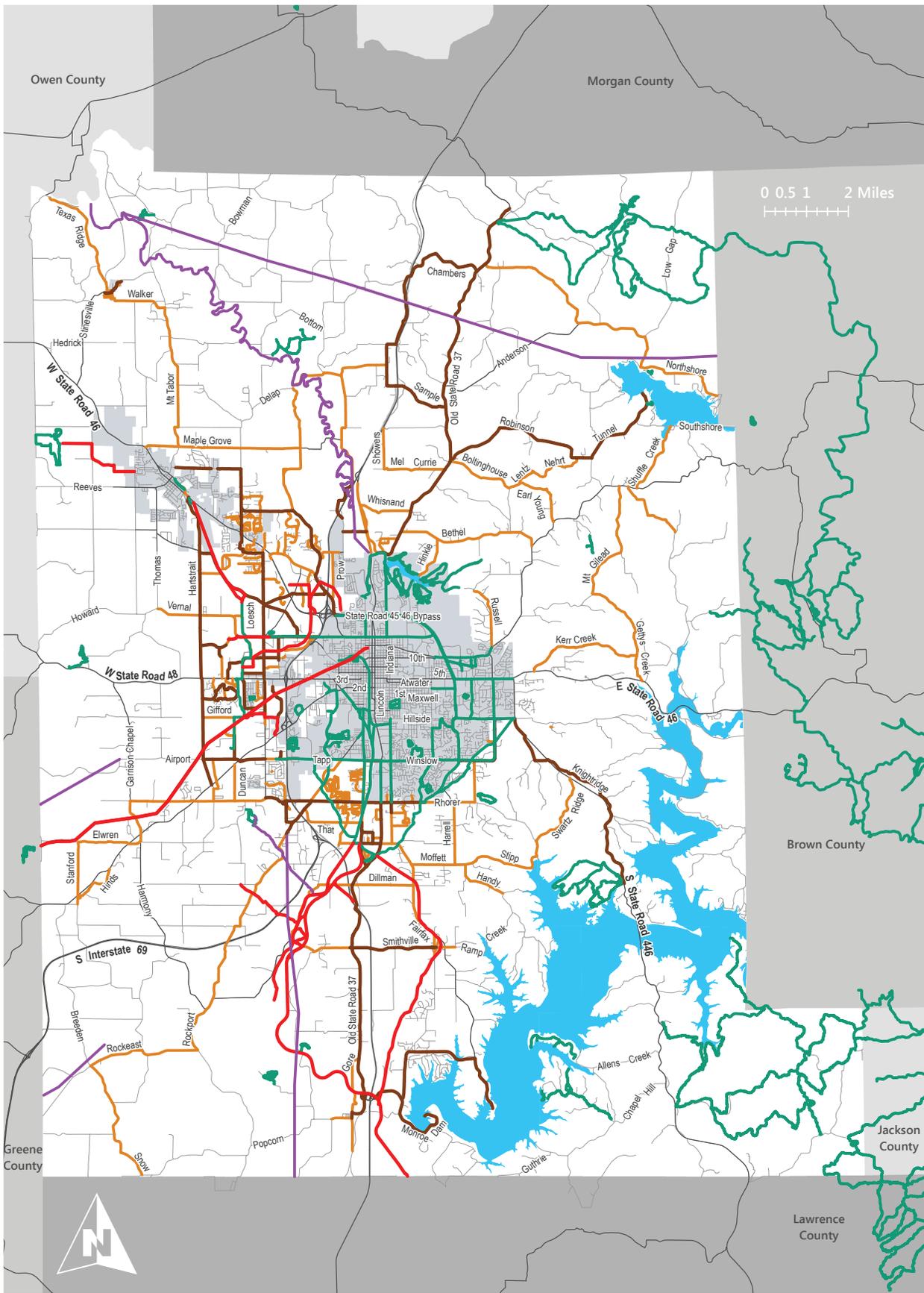
The development of a **comprehensive transportation system** in Monroe County that includes transportation alternatives will continue to occur over time, as land uses evolve, as public interest and support grows, and as resources become available. The *Monroe County Transportation Alternatives Plan* does not outline specific projects with firm deadlines, but rather presents an ideal vision for the County of how **resources and efforts combine to achieve success**, how to **build momentum** for project and initiatives, and how to **gain support** for transportation alternatives in the community.

The *Monroe County Transportation Alternatives Plan Priority Strategies* are as follows:

1. **Connectivity** – Build transportation alternatives to every possible destination.
2. **Contiguity** – Create an interconnected network of transportation alternatives.
3. **Inclusivity** – Encourage all modes of transportation alternatives to serve any user.
4. **Opportunity** – Integrate transportation alternatives within all projects.

MONROE COUNTY VISION MAP

The **Monroe County Vision Map**, shown on the next page, **combines priority Greenway Opportunities and Road Improvement Opportunities**, as well as existing trail improvements, to provide an overall picture of where Monroe County stands in 2018, and where the potential exists to continue to grow transportation alternatives. The intention of the map is to serve as guidance for present and future transportation alternatives projects as local, state and federal opportunities become available. This map is for guidance only, and is meant to provide general assistance to upcoming projects.



MONROE COUNTY VISION MAP

- High Priority Greenway Corridor —
- High Priority Road Improvements —
- Moderate Priority Greenway Corridor —
- Moderate Priority Road Improvements —
- Bloomington Trails & Other Recreational Trails —
- Incorporated Areas +

DOCUMENT ORGANIZATION

This document has five sections, with each section and a brief description listed below:

- Section 1: Executive Summary
- Section 2: Context & Framework
This section describes the *Monroe County Transportation Alternatives Plan* planning process along with the Monroe County demographic, physical, and economic conditions.
- Section 3: System Plan
This section articulates the benefits of transportation alternatives and prefaces the plan recommendations.
- Section 4: Action Steps
The Action Steps section outlines recommended strategies to implement this plan. This implementation includes strategic approaches to transportation alternatives, a recommended plan and transportation alternatives management structure with suggested policies and tasks, potential partnerships, and possible funding sources.
- Section 5: Appendix
This section contains supporting documentation collected and created through the planning process.

SECTION II: CONTEXT AND FRAMEWORK

BACKGROUND & PLANNING PROCESS

The *Monroe County Transportation Alternatives Plan* builds upon the efforts and planning process taken to create the original plan, the *2006 Monroe County Alternative Transportation & Greenways System Plan*. For the present plan, staff gathered input through **committee and commission meetings**, held a **public meeting**, and conducted two new **public surveys**. The plan presents this new information herein and in the Appendix.

The focus of this plan is to reflect on *changes in transportation alternatives over the last decade*, the new physical opportunities for greenway and road improvements, and to streamline the work contained in this document to keep it functional and efficient.

Both the Monroe County Plan Commission and Monroe County Commissioners will hear this document and subsequently have the opportunity comment on and adopt the *Monroe County Transportation Alternatives Plan* through resolution in **early 2018**.

The following two paragraphs detail **the history of the initial 2006 plan** and the comprehensive planning process undertaken to create it:

Demographic data, physical conditions, economic trends, previous planning reports and on-going studies, stakeholder involvement, and public input, all contributed to the 2006 plan. A ten member Steering Committee guided an eight-month planning process, meeting on three occasions in 2005. The Steering Committee and Monroe County Plan Commission met for a final presentation in January 2006. The draft plan received a hearing at the January 2006 Monroe County Plan Commission meeting and a second reading at the March 2006 meeting.

The planning team at the time reviewed several planning efforts throughout Monroe County. Documents reviewed include: *Monroe County Parks and Recreation Five Year Master Plan – 2003-2007*; Monroe County zoning ordinance; *Bloomington/Monroe County State Road 37 Corridor Accessibility Study*; *Bloomington/Monroe County Metropolitan Planning Organization Transportation Improvement Program*; Bloomington Bicycle Club maps; *Jackson Creek Trail Master Plan*; *Ellettsville Area Rural Community Plan*; *Ellettsville Community Design and Beautification Guidelines*; *Pedestrian Corridor Planning, Case Study: Ellettsville*; *Smithville-Sanders Area Rural Community Plan*; *Town of Stinesville Revitalization Plan*; *Harrodsburg Area Rural Community Plan*; and several informal documents and memorandum.

LOCATION, DEMOGRAPHICS, AND ECONOMY

Monroe County is in south central Indiana, approximately 35 miles south of Indianapolis, the State capitol. The County has a total area of 411 square miles; four percent of this area is water. It is accessible by 943 miles of road, including 89 miles of State highways, 680 miles of County highways, and 200 miles of city streets. State roads 37 South, 45, 46, and 446 and State Road 37 North/Interstate 69 all traverse the rolling topography of Monroe County. Bloomington is the Monroe County seat and is the County's most populated municipality. *Source: US Census (www.census.gov).*

Monroe County's **2016 population of 145,496** comprises roughly two percent of the State of Indiana's total population of 6,633,053 (2016), making it the 12th most populated county in the State of Indiana. Projections have the County experiencing a slight annual growth rate over the coming years. Bloomington, Ellettsville, and Stinesville are Monroe County's three largest cities/towns. More than 58 percent of Monroe County residents reside in Bloomington, more than four percent reside in Ellettsville, and less than one percent resides in Stinesville. The remaining population lives in unincorporated areas throughout the County, which includes areas within 11 townships.

There are two public school systems in Monroe County: Monroe County Community School Corporation and Richland-Bean Blossom Schools. Additionally, Monroe County is home to Indiana University and Ivy Tech Community College. With the presence of Indiana University and its enrollment of **more than 45,000 undergraduate and graduate students**, Monroe County trends towards having a young population. The median age is 28.4 years. In comparison, the median age for the State of Indiana is 37.3 years (2015). More than 92.4 percent of Monroe County residents have earned a high school diploma or higher, this is above the State high school graduation rate of 87.8 percent (2015). Approximately 45 percent of all Monroe County residents have earned a Bachelor's degree or higher, this is significantly above the State college graduation rate of 24.1 percent (2015). This high level of educational attainment may be attributed to the presence of a nationally ranked university.

Both the per capita and median household incomes for Monroe County are below the per capita and median household incomes for the State of Indiana. In 2015, the Monroe County per capita income was \$24,266 annually (State of Indiana, \$25,346 annually) and the median household income was \$42,404 (State of Indiana, \$49,255). These statistics are consistent with communities with a large student population. Monroe County is **a regional employment center** for surrounding counties. In 2015, more than 14,000 employees commuted to Monroe County from elsewhere in the state. The majority of these commuting employees live in nearby counties. More than 14,000 Monroe County residents commuted to places outside of the County for work, with Marion County being an employment destination. *Source: Indiana Business Research Center, Kelley School of Business, Indiana University (www.stats.indiana.edu); US Census Bureau (www.factfinder.census.gov).*

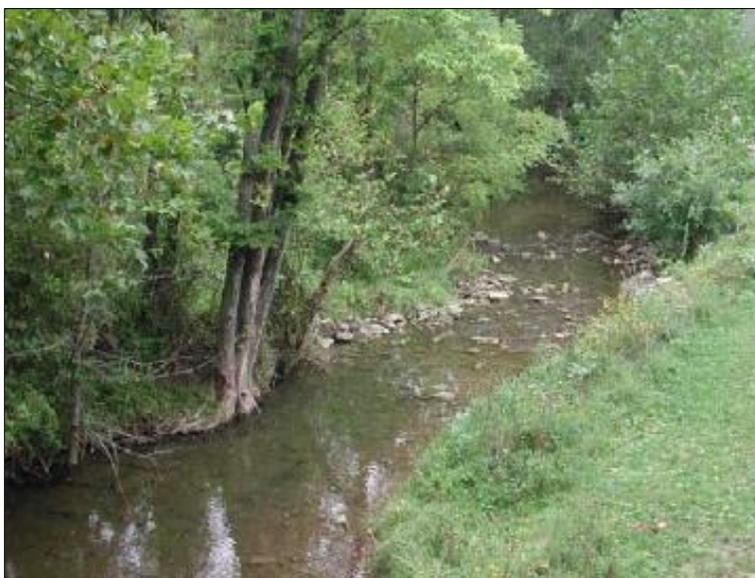
LAND USE CHARACTERISTICS

The *Monroe County Parks and Recreation Department Five Year Master Plan – 2013-2017* identified the **three physiography regions** in Monroe County: 1) Norman Upland – an area of steep, rocky hills and narrow ridgetops in the northern and eastern parts of the County; 2) Mitchell Plain – a rolling plain that in many places has abundant sinkholes and typically moderate slopes in a central, six mile belt from Stinesville through Bloomington to Harrodsburg; and 3) Crawford Upland – hills that have broad ridgetops and typically moderate slopes in the southwestern part of the County.

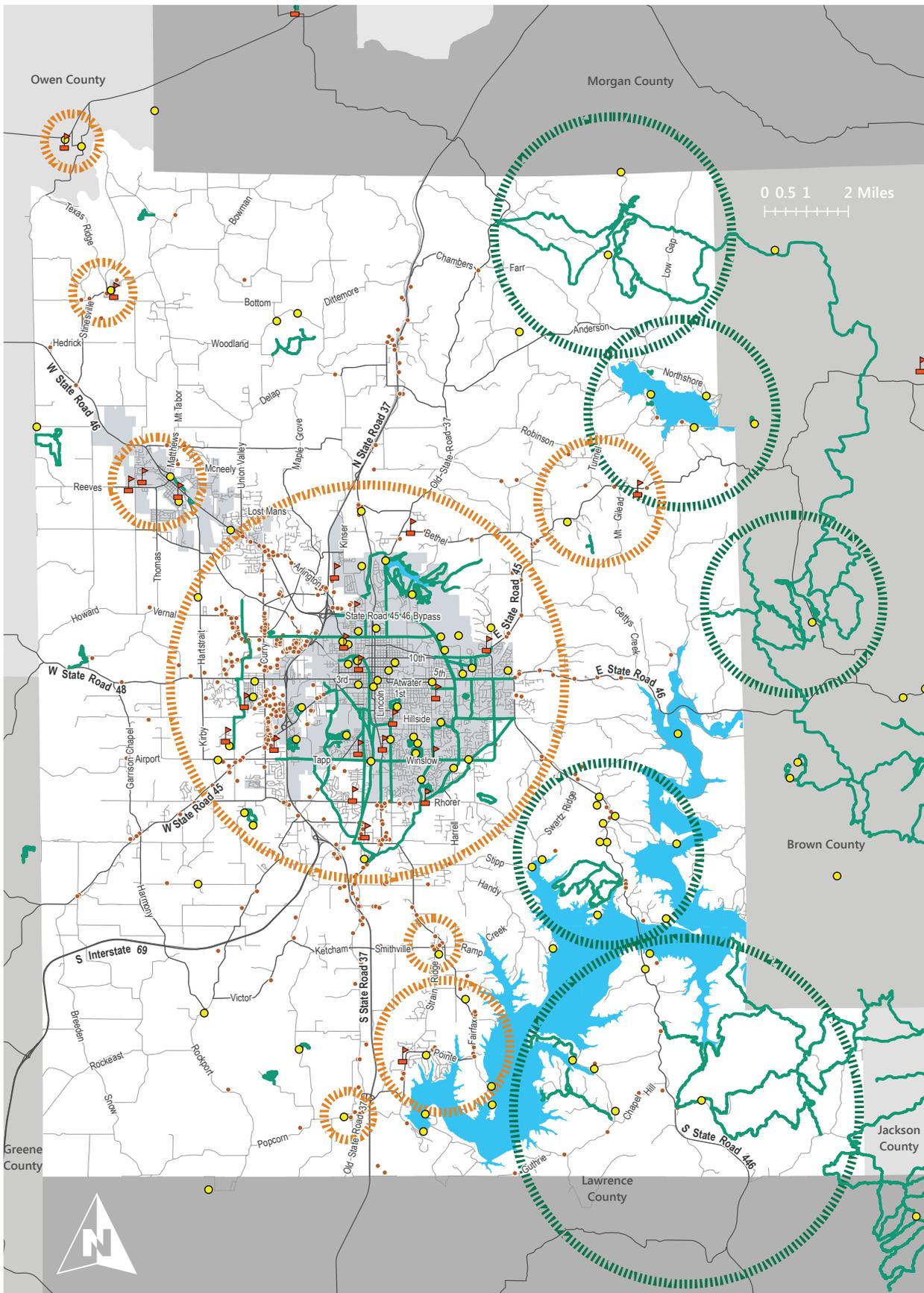
Approximately four (4) percent of Monroe County’s area is water. Creeks such as Griffy, Bean Blossom, Jackson, Clear, Indian, and Salt are presently flowing across this County. Reservoirs built along creeks have created the **Griffy Reservoir, Lake Lemon, and Lake Monroe**, all used as water supplies or for recreation. Forest covers a significant amount of Monroe County land. **Morgan-Monroe State Forest** is located in the northern part of the County in parts of Washington and Benton townships. In the southeastern part of the County, the **Hoosier National Forest** occupies nearly all of Polk Township and part of Salt Creek Township. The County’s topography, natural, and some man-made features have dictated the land use and development patterns in Monroe County.

Development and urbanization within Monroe County is concentrated in and around the City of Bloomington, primarily within Bloomington, Perry, Van Buren, and Richland townships. New development is occurring south of Bloomington and west/northwest of Bloomington, towards Ellettsville. With a 2010 population of 360 people, Polk Township is the least populated and least developed township in the County. Polk Township is primarily comprised of the Hoosier National Forest. Salt Creek and Indiana Creek townships are less populated than the more urban townships.

The map on the following page illustrates the many education and recreation destinations throughout Monroe County. This map also shows the County’s destinations, either labeled “Community Destination Hot Spots” or “Recreational Destinations Hot Spots”.



Monroe County’s topography and natural features are amenities that enhance transportation alternatives systems.



MONROE COUNTY DESTINATIONS MAP 2018

- | | | | |
|--|---|-----------------------|---|
| Community Destination Hot Spots |  | Recreational Facility |  |
| Recreational Destination Hot Spots |  | Educational Facility |  |
| Bloomington Trails & Other Recreational Trails |  | Business Locations |  |
| Incorporated Areas |  | | |

SECTION III: SYSTEM PLAN

BENEFITS OF TRANSPORTATION ALTERNATIVES

There are numerous benefits derived from the implementation or provision of transportation alternatives. The US Department of Transportation, Federal Highway Administration (FHWA) is an advocate and promoter of transportation alternatives and their related benefits. Transportation alternatives are a critical link throughout the overall transportation network, providing pedestrian and bicycle access to home, work, education, commerce, transit, and recreation. Because these systems provide such fundamental services to the public, their design must meet the needs of the maximum number of potential user groups.

People with disabilities who live in areas without accessible transportation networks and do not have access to automobiles face a greater risk of becoming isolated from the community and unnecessarily dependent upon others to perform routine activities such as grocery shopping. An all-inclusive approach to transportation facility design addresses the needs of all potential users, including people with disabilities.

Transportation alternatives can enrich the livability of a community; they provide opportunity for a population that does not have, or chooses not to have, access to a vehicle. Commercial districts with diverse transportation access will have a larger customer base. In addition, all people will be able to participate more easily in the community if a system is available because they can reach their desired destinations more easily. Neighborhoods that incorporate and connect into transportation alternatives that encourage walking or biking become safer because there are more people on the street. A broader range of consumer, social, and recreational opportunities is available in areas that connect to transportation alternatives.



Transportation alternatives can be enjoyed by all members of society.

The mindset of those who plan, design, develop, and construct private sector improvements is evolving to recognize the human and economic benefits of transportation alternatives. Incorporating these facilities in developments makes the product more attractive to customers, which results in increased sales and premiums for sites adjacent to the systems. The mindset is shifting away from including facilities because of regulatory requirements and towards including facilities as a response to customer demand.

Benefits of transportation alternatives include:

- *Healthy lifestyles.* As opportunities for walking and biking are increased, reliance on the automobile decreases. Transportation alternatives remove physical barriers and create safe, pleasant environments to walk or bike.
- *Increased property values.* Property owners consider transportation alternatives an amenity that increase their property values and boost potential for infill development in established areas. “It may not have sand and crashing waves, but the Monon Trail is the equivalent of beachfront property in the Indianapolis area” – Bill Ruthart *Indianapolis Star* November 23, 2003. A study found that homes within a half-mile of the Monon Trail in Indianapolis command a sales premium. Source: Indiana Center for Urban Policy and the Environment, Indiana University-Purdue University, 2003. policyinstitute.iu.edu
- *Smart growth.* Inclusive transportation systems encourage less dependence on the personal automobile and allow a community to grow in an economically, environmentally, and socially responsible way, where reliance on non-renewable resources is limited.
- *Reduced congestion.* Progressive communities are realizing that a way to alleviate congestion and gridlock is to reduce the number of vehicles on the street by using transportation alternatives, in particular for short trips.
- *Neighborhood organizing and public gathering places.* The system provides a physical infrastructure that encourages social interaction, creates a stage for public activities and community building.
- *Economic development.* Transportation alternatives spur economic development. “Once a region has a basic paved roadway system, further roadway expansion provides declining marginal benefits, while investments in alternative modes and mobility management generally provide greater economic returns. Similarly, research indicates that efforts to minimize vehicle, road, parking and fuel prices (through low taxes, and direct and indirect subsidies) reduces economic competitiveness and wealth generation. In addition, research also indicates that excessive land use sprawl creates economic costs.” Source: *Evaluating Transportation Economic Development Impacts*. Todd Litman, 2017.
- *Improved mobility.* Systems create independence and transportation options for those who do not drive, whether due to health, environmental stewardship, age, disability, or preference. These options should be available to all as a basic choice.
- *Safe Routes to School.* If children walk to school, they gain familiarity with their neighborhoods and community, and a healthy lifestyle becomes a way-of-life.
- *Quality of life.* Transportation alternatives contribute to a community’s amenities and assets, which are used to determine its desirability. Improving a community’s quality of life increases the ability to retain and attract residents and commerce.

GOALS FOR TRANSPORTATIVE ALTERNATIVES

The **Monroe County Comprehensive Land Use Plan**, adopted in 2012, summarized the importance of inter-jurisdictional coordination efforts for transportation alternatives in order to make Monroe County more attractive for new and current residents. The **Monroe County Urbanizing Area Plan**, adopted in 2015 as part of the Comprehensive Plan, contained the planning objective to *create a multimodal transportation system*.

With these mandates issued, the efforts of the County, its boards, staff, and volunteers have contributed to revised goal statements and subsequent objectives for this plan, with the intention to have **clear, flexible and wide-ranging goals**. These goals are as follows:

Goal: Facilities & Users

Increase opportunities for all users to efficiently and safely commute and play all over Monroe County.

Goal: Connectivity

Create a network of transportation alternatives to connect to every possible destination.

Goal: Governance

Ensure that initiatives for transportation alternatives in Monroe County and are coordinated and integrated within all projects.

Goal: Funding

Fiscally plan for the development and maintenance of transportation alternatives and place its funding priority equal to that of roadways.

Goal: Design

Establish standards for design that encourage creativity, interest, and variety, and build upon local heritage and character, while ensuring compliance with applicable state and federal design standards.

Goal: Safety

Increase the safety of transportation alternatives users, through safety education outreach (e.g. Bike to Work Day, Share the Road signage) and emergency 911 wayfinding signage, and pursue safety improvement options.

Goal: Maintenance

Maintain and upgrade transportation alternatives regularly for safe access for all users throughout the year.

Goal: Environment

Enhance the integrity of the natural environment through the sensitive development of transportation alternatives projects.

Goal: Economic Development

Promote transportation alternatives as a distinguishing feature of Monroe County to attract and retain quality residents, businesses, and industry.

Goal: Tourism

Add facilities to cater to distance cyclists, family vacations, adventurers, naturalists, and other tourism-focused groups.

OPPORTUNITIES FOR TRANSPORTATION ALTERNATIVES

Throughout the plan update process, Monroe County collected public input on possible routes for transportation alternatives and on the types of facilities that could accommodate their users. The maps in this section, called: **Greenway Opportunities** and **Road Improvement Opportunities**, label these routes by priority, and identify the routes as opportunities. The Monroe County Vision Map contains both of these opportunity types.

The opportunities maps do not represent a list of projects; rather, these opportunities articulate many possibilities for the enhancement of transportation alternatives in Monroe County. Future updates to this plan may modify this list of opportunities, as circumstances change, priorities shift, and future development occurs.

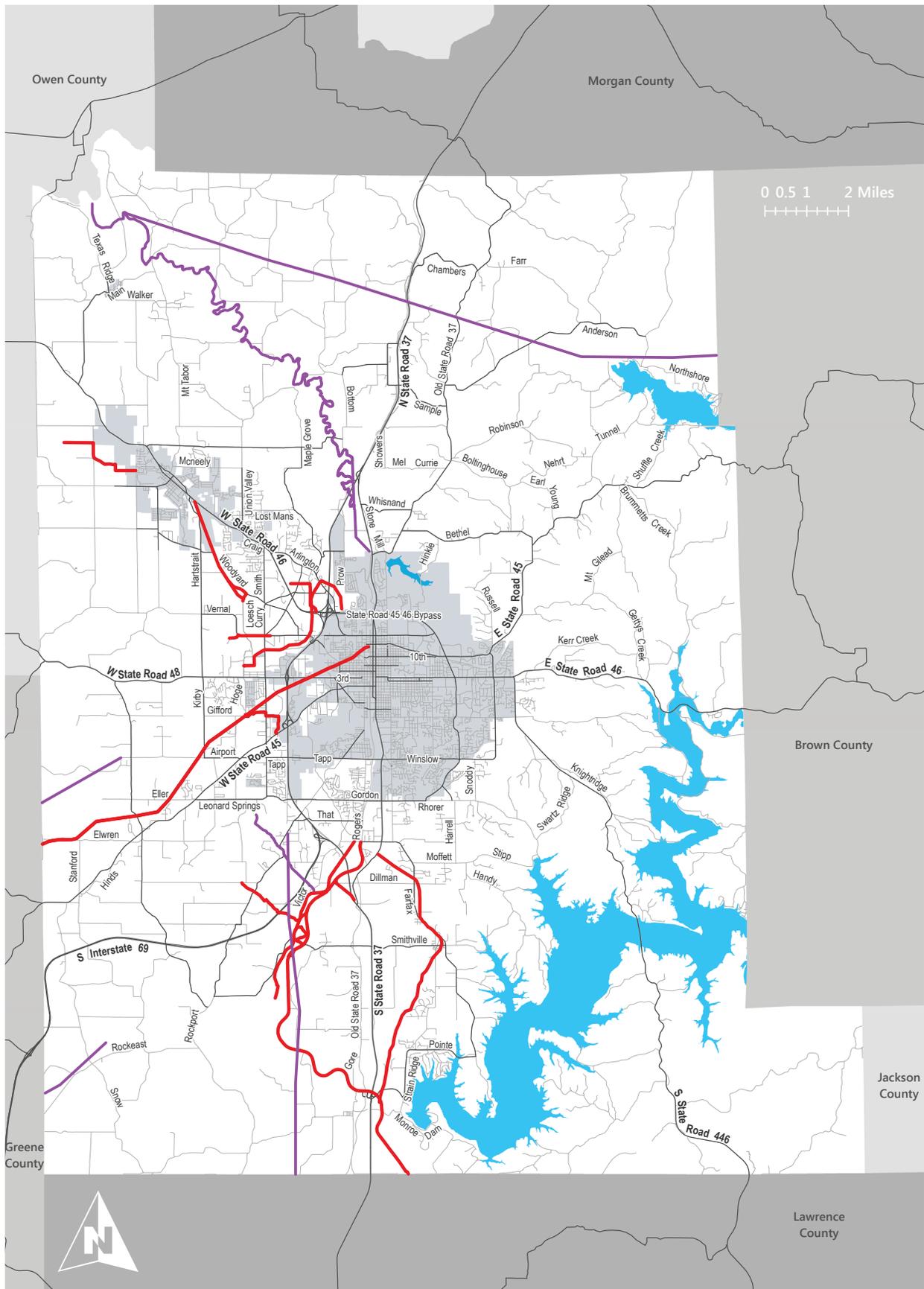
To determine **priority** (high or moderate), Staff evaluated routes based on the following **contributing factors**:

- Road characteristics:
 - Traffic Volume
 - Road Width
 - Speed Limit
 - Functional Class
- Proximity to:
 - Trails
 - Sidewalks
 - Bus Stops
 - Parks
 - Schools
 - Business activity
- Zone Areas:
 - Gateway or Urban Infill Zones, as identified in the Monroe County Urbanizing Area Plan
 - Tax Increment Financing (TIF) Areas
 - Metropolitan Planning Organization (MPO) Areas
 - Platted Subdivisions

Greenway Opportunity. A greenway opportunity is defined as a linear corridor not associated with a vehicular roadway. These “off-street” corridors are often referred to as trails and are used frequently for recreational purposes. However, these corridors often provide direct access between destinations with minimal conflict between users and vehicles. As such, and as areas become more urbanized, these corridors become a part of an efficient and convenient transportation network providing a means for travel to home, work, commerce, transit, and recreation that does not involve a personal vehicle.

The width of the corridor will determine the type of facility and potential user groups that could be accommodated by a greenway. Because greenways serve both transportation and recreation users, if possible, a greenway should have parallel trails – one paved and one unpaved for recreational users, such as boats, equestrians, cross-country skiers, snowmobiles, or all-terrain vehicles (unimproved trail). There are a variety of corridor types that have been identified as greenway opportunities:

- Former rail corridors
- Active rail corridors
- Utility corridors (i.e. power line, sewer and water easements)
- Stream/waterway corridors



GREENWAY OPPORTUNITIES MAP

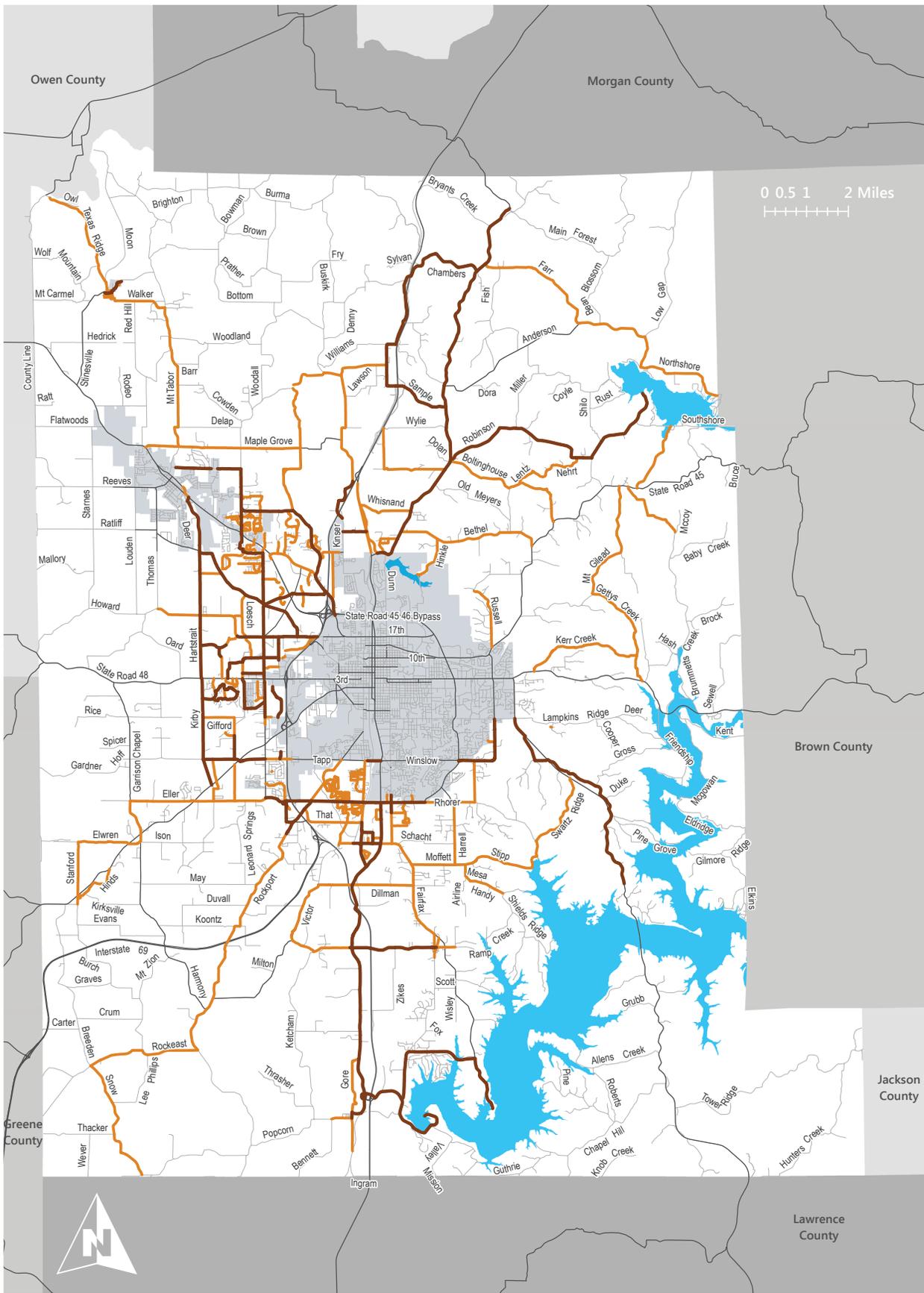
High Priority Greenway Corridor —

Moderate Priority Greenway Corridor —

Incorporated Areas

Road Improvement Opportunity. A road improvement opportunity is defined as an opportunity for transportation alternatives that exists within a road right-of-way. These opportunities are critical to the transportation network because they provide the connectivity that is needed for a comprehensive system and access to destinations and developed areas. A facility associated with a road improvement opportunity may be immediately adjacent to the road or separated from vehicular traffic. The right-of-way width and physical conditions will determine the facility type appropriate for the opportunity. A sidepath, with separation from vehicular traffic, is usually the desired facility. Sidepaths provide access for a range of users, ages, and abilities. Many roads have been identified as opportunities, each with varying possibilities and challenges:

- Highways
- County roads
- Local streets
- Bridges



ROAD IMPROVEMENT OPPORTUNITIES MAP

- High Priority Road Improvements ———
- Moderate Priority Road Improvements ———
- Incorporated Areas ———

FACILITY DESCRIPTIONS & GUIDELINES

The *Monroe County Transportation Alternatives Plan* identifies opportunities for several types of multi-modal facilities. The following guidelines are intended to establish common standards for unified and consistent transportation alternatives in Monroe County.

The type of facility implemented may vary based on the opportunities and constraints of the particular corridor or district. While site conditions and circumstances often make applying specific solutions difficult, these guidelines may reduce the need for ad hoc decisions. However, the guidelines are schematic and may require application and judgment by a qualified design professional. Even when the specific guideline cannot be fully met, the implementing agency or designer should attempt to find the solution that best meets the goals and objectives of the plan and ensure that designs are consistent with American Association of State Highway and Transportation Officials (AASHTO)/Indiana Department of Transportation (INDOT) and Manual on Uniform Traffic Control Devices (MUTCD), with guidance from the Monroe County Highway Department.

The emergence of Autonomous Vehicles as a new mode of transportation will bring about new ideas for multi-modal facility integration and resource management. Autonomous Vehicles may make it easier for a variety of transportation modes to share the public right-of-way.

Note that specific references to facility dimensions are recommendations. Current ordinances may need to be updated to meet these guidelines.

The guidelines are organized as follows (Color Code):

Greenway Opportunity (Green)

- Multi-Use Trail
- Multi-Use and Equestrian Trail
- Unimproved Trail

Road Improvement Opportunity (Red)

- Signed Bike Route
- Urban Bike Lane
- Rural/Suburban Bike Lane
- Sidepath
- Urban Residential Sidewalk
- Rural/Suburban Residential Sidewalk
- Urban Collector Sidewalk
- Rural/Surburban Collector Sidewalk
- Connector Path

Design & Maintenance Considerations (Blue)

- Crossings
- Traffic Calming
- Places to Pause & Amenities
- Identity & Wayfinding

GREENWAY OPPORTUNITY

Description

Greenways can be described as linear open space not associated with a vehicular roadway used to create a network that connects parks and natural areas. Typically greenways are located along creeks, streams, river, or utility corridors and are managed as natural environments.

Both recreation and transportation uses can be accommodated within greenway corridors. As the network becomes more complete, recreational uses often transition to become transportation uses.

Wherever feasible, the *Monroe County Transportation Alternatives Plan* recommends incorporating greenways as a transportation alternative.

Benefits

- Protects natural corridors and environmentally sensitive areas.
- Provides continuous wildlife paths.
- Creates, shares, or preserves continuous corridors that provide regional/area-wide connectivity.
- Provides opportunity for shared use and multiple constituencies to become engaged with development and management.

Recommendations

- Rail bank all rail corridors.
- Natural corridors should be wide enough to include continuous sensitive areas such as wetlands or riparian corridors.



A greenway is linear open space not associated with a vehicular roadway used to create a network that connects parks and natural areas.

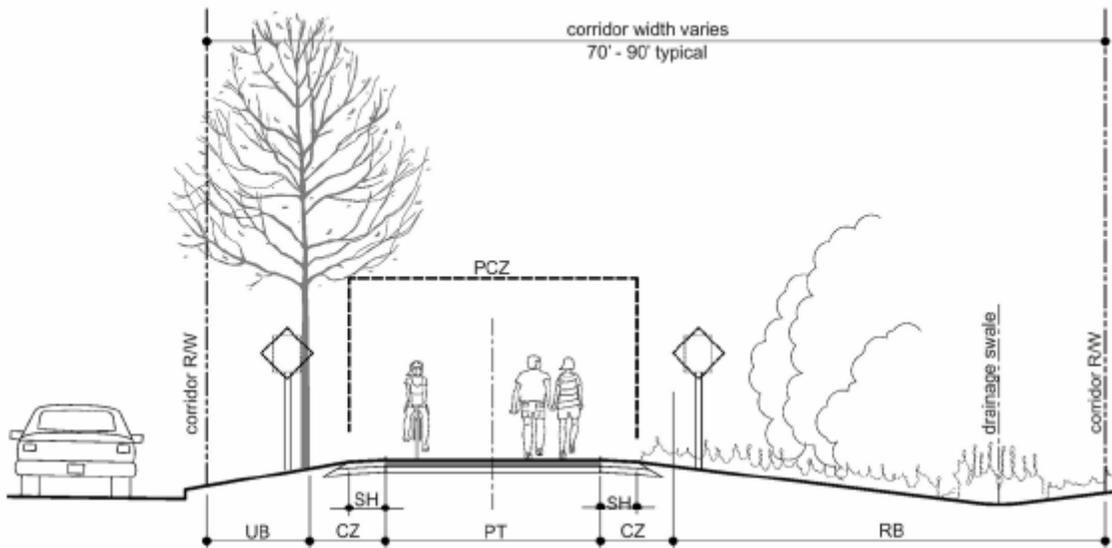
Multi-Use Trail

Benefits

- Provides connectivity between destinations.
- Creates, shares, or preserves continuous corridors that provide regional/area-wide connectivity.
- Utilizes off-road corridors that may otherwise experience dumping and illicit activity.
- Provides access to and sense of traffic-free open space or “green space.”

Recommendations

- Encourage the use of sustainable, high performance, efficient and environmentally responsible construction materials.
- Utilize consistent identity and wayfinding systems across jurisdictional boundaries.
- Rail bank all rail corridors.
- Require new utility easements to share right-of-way with bicycle and pedestrian paths and develop amendments to existing utility easements to allow shared use.



Key	Design Guidelines	Notes
CZ Clear Zone	3' min - 6' max horizontal clearance.	N/A
PCZ Pedestrian Clear Zone	8' min vertical clearance by trail width where open to the sky.	Vertical clearance should be greater for bridge underpasses or tunnels.
PT Paved Trail	10' min - 12' desirable width.	Asphalt pavement recommended to accommodate bicycles. Crushed stone optional. Consistency throughout recommended.
RB Rural Buffer	Width varies.	Naturalized meadow ground cover to reduce maintenance or for habitat.
SH Shoulder	2' min width.	Crushed stone or mown turf.
UB Urban Buffer	Width varies.	Mown turf and shade trees where maintainable and in context.

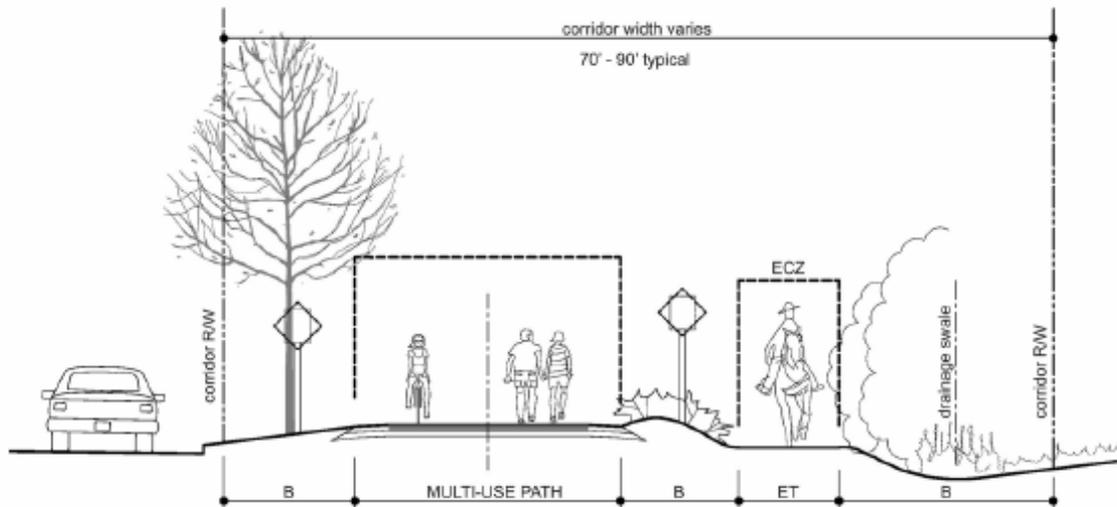
Multi-Use and Equestrian Trail

Benefits

- Provides parallel recreation and transportation benefits, and creates connectivity between destinations.
- Creates, shares, or preserves continuous corridors that provide regional/area-wide connectivity.
- Utilizes off-road corridors that may otherwise experience dumping and illicit activity.
- Provides access to and sense of traffic-free open or “green space.”

Recommendations

- Encourage the use of sustainable, high performance, efficient and environmentally responsible construction materials.
- Utilize consistent identity and wayfinding systems across jurisdictional boundaries.
- Rail bank all rail corridors.
- Require new utility easements to share right-of-way with bicycle and pedestrian paths and develop amendments to existing utility easements to allow shared use.
- Opportunity to develop partnerships among multiple constituencies.



Key	Design Guidelines	Notes
B Buffer	5' min desirable.	Landscape plantings, grade change, and/or fencing can be used to create separation.
ECZ Equestrian Clear Zone	10' min vertical clearance by trail width where open to the sky.	Vertical clearance should be greater for bridge underpasses or tunnels.
ET Equestrian Trail	6' min - 10' desirable width.	Compacted earth.
MUP Multi-Use Path	See previous Design Guideline for detail.	N/A

Unimproved Trail

Benefits

- Provides primarily recreational use; expands potential users to include horses, boats, snowmobiles, all-terrain vehicles, among others.
- Allows access and utilization of a corridor.
- May be transitional. As connections are made and urbanization and development occurs, the trail may take on a more transportation role.
- Protects natural corridors and environmentally sensitive areas.
- Provides continuous wildlife paths.
- Creates, shares, or preserves continuous corridors that provide regional/area-wide connectivity.

Recommendations

- May be paired with bicycle/pedestrian trails and paths if appropriate separation is provided and there is sufficient right-of-way.
- Encourage environmental stewardship.
- Natural corridors should be wide enough to include continuous sensitive areas such as wetlands or riparian corridors.



An unimproved trail suitable for several recreational uses.

ROAD IMPROVEMENT OPPORTUNITY

Description

A Road Improvement Opportunity is a transportation alternatives opportunity within the road right-of-way for continuity of the multimodal network.

It is important that the improvements within the roadway corridor connect to both the greenway and district components of the network.

There are various jurisdictions and agencies involved in the management of the roadway system. It is imperative to form partnerships between these entities to ensure consistent standards and a seamless network. Without complete connectivity, the majority of use of these facilities will be recreational. Once a connected network is in place, the system will become useful for commuters and can replace automobile trips.

Benefits

- Promotes and facilitates a variety of mobility options.
- Shares the infrastructure and right-of-way of existing or new roadway corridors, leveraging capital expenditures.
- Provides opportunity for shared use and multiple constituencies to engage in development processes.

Recommendations

- Anticipate and support development of transit options by planning park and ride lots, transit centers/stops, and transit-oriented development.
- New roadways should incorporate all modes of transportation alternatives in their planning for optimal utilization of their infrastructure investment.



A road improvement opportunity exists where continuity of the multi-modal network can be achieved within the road right-of-way.

Signed Bike Route

Benefits

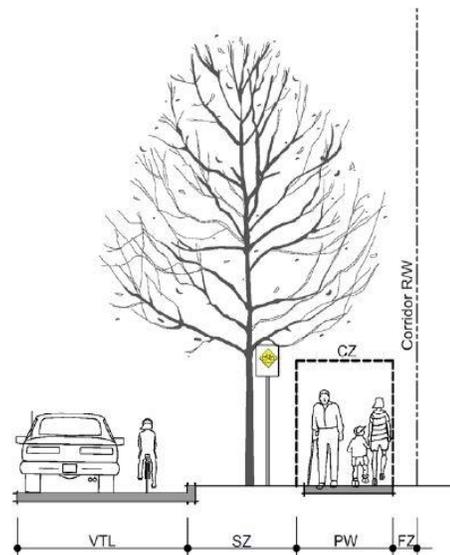
- Provides bicycle connectivity between destinations.
- Incorporated into the design and layout of roads. Can utilize existing roadway facilities if the travel lane is sufficiently wide, if accident rate is sufficiently low, and the area does not have a high crash history of any type.
- Low-cost and low-maintenance facility.

Recommendations

- Works well as short transition facilities to connect discontinuous segments of bike lanes, sidepaths, and multi-use trails.
- Suitable for streets with low traffic volumes and vehicle speeds.
- Suitable for experienced bicyclists who are comfortable riding with traffic, not suitable for inexperienced or average bicyclists.
- Requires the shoulder to be swept periodically to keep debris to a minimum.



A signed bike route is a street that is safe for use by both vehicles and bicycles without a designated bicycle facility, but with appropriate signage.



Key	Design Guidelines	Notes
CZ Clear Zone	8' min vertical clearance by pedestrian way (PW) width where open to the sky.	Vertical clearance may be greater at buildings.
SZ Separation Zone	5' min - 10' max.	If doubles as a parking lane, corner curb extensions can accommodate utilities and
PW Pedestrian Way	4' min - 6' desirable width.	Varies, should be consistent
FZ Frontage Zone	6" minimum width for furnishings, maintain clear pedestrian way (PW).	Wider frontage zones can accommodate sidewalk cafes, flower pots and other amenities.
VTL Vehicle Travel Lane	Wider to accommodate shared bicycle use, recommended 14' minimum.	N/A

Urban Bike Lane

Benefits

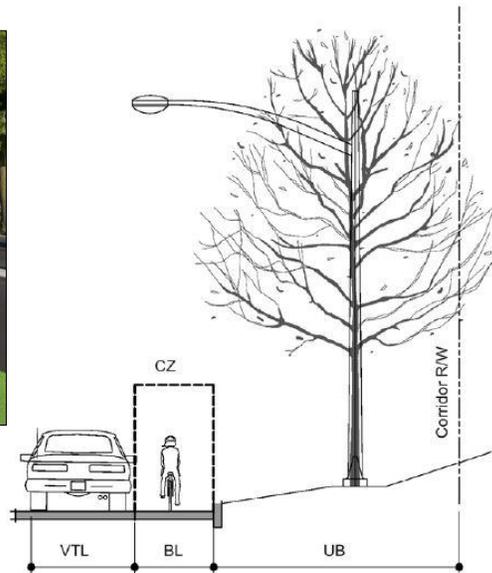
- Provides bicycle connectivity between destinations.
- Incorporated into the design and layout of roads. Can utilize existing roadway facilities if the corridor is sufficiently wide and the area does not have a high crash history of any type.
- Has a channelizing effect on traffic and allows for more predictable movement of vehicles and bicycles.
- Less experienced bicyclists are more confident in a bike lane versus a signed bike route.

Recommendations

- Recommend five-foot bike lanes for roadways with vehicular speeds greater than 40 miles per hour (mph) and/or with curb and gutter.



An urban bike lane is a portion of the road that is designated and designed for the exclusive use of bicycles with distinct signage and pavement marking on a curbed street.



Key	Design Guidelines	Notes
BL Bike Lane	5' min width recommended, varies depending on traffic speed and condition.	Provide distinct signage and pavement markings. Bike lanes travel in the same direction as vehicular traffic.
CZ Clear Zone	8' min vertical clearance by bike lane (BL) width where open to the sky.	Vertical clearance should be greater for bridge underpasses or tunnels.
FZ Frontage Zone	Separation between roadway and furnishings/ utilities. 3' recommended min.	N/A
UB Urban Buffer	Width varies.	Mown turf and shade trees where maintainable and in context.
VTL Vehicle Travel Lane	Width varies. Can reduce to 10-1/2' to accommodate alternative transportation modes.	Varies.

Rural/Suburban Bike Lane

Benefits

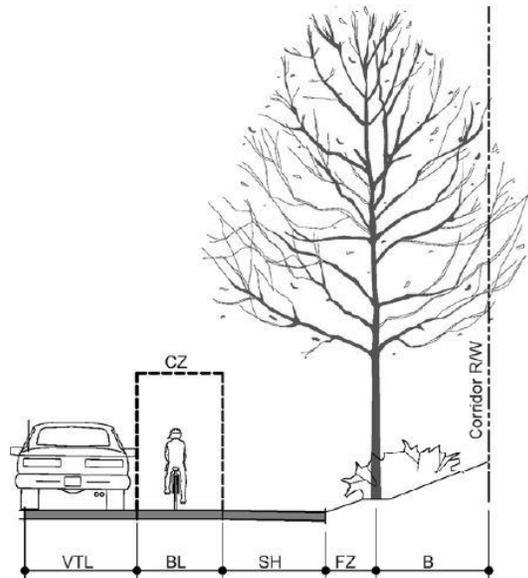
- Provides bicycle connectivity between destinations.
- Incorporated into the design and layout of roads. Can utilize existing roadway facilities if the corridor is sufficiently wide and the area does not have a high crash history of any type.
- Has a channelizing effect on traffic and allows for more predictable movement of cars and bicycles.

Recommendations

- Less experienced bicyclists are more confident in a bike lane versus a signed bike route.
- Recommend four-foot bike lanes for roadways with 30 to 40 miles per hour (mph) traffic and/or without curb and gutter.
- Recommend five-foot bike lanes for roadways with vehicular speeds greater than 40 miles per hour (mph) and/or with curb and gutter.



A rural/suburban bike lane is a portion of the road that is designated and designed for the exclusive use of bicycles with distinct signage and pavement marking on a roadway with shoulder.



Key	Design Guidelines	Notes
B Buffer	Width varies.	Landscape development or naturalized plantings.
BL Bike Lane	5' min width recommended, varies depending on traffic speed and condition.	Provide distinct signage and pavement markings. Bike lanes travel in the same direction as vehicular traffic.
CZ Clear Zone	8' min vertical clearance by bike lane (BL) width where open to the sky.	Vertical clearance should be greater for bridge underpasses or tunnels.
FZ Frontage Zone	Separation between roadway and furnishings/ utilities. 3' recommended min.	N/A
SH Shoulder	Roadway shoulder can be shared as bike lane (BL) as shown in the photograph above.	N/A
VTL Vehicle Travel Lane	Width varies. Can reduce to 10-1/2' to accommodate alternative transportation modes.	Varies.

Sidepath

Benefits

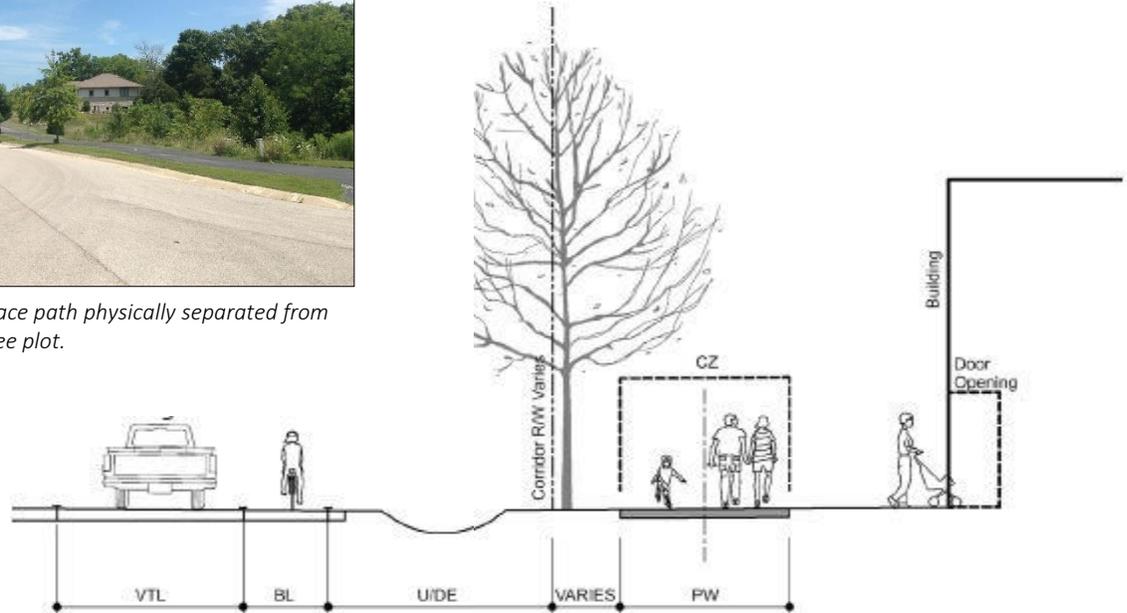
- Provides pedestrian and bicycle connectivity between destinations.
- Incorporated into the design and layout of roads. Can utilize existing roadway corridor if the right-of-way is sufficiently wide and the area does not have a high crash history of any type. May require agreements with adjoining property owners.
- Sidepaths are generally more comfortable for less experienced or recreational bicyclists due to physical separation from vehicular traffic.

Recommendations

- Utilize consistent identity and wayfinding systems across jurisdictional boundaries.
- Provide connections to adjacent destinations such as schools, shopping, and government services.
- Consider the dedication of public right-of-way or easement as a requirement for obtaining a building permit or land use approval.
- Competing needs for space within a corridor can be resolved by acquisition or additional right-of-way, public walkway easements, narrowing vehicular travel lanes or reducing the number of lanes.



A sidepath is a hard surface path physically separated from the road by a grass or tree plot.



Key	Design Guidelines	Notes
BL Bike Lane	5' desirable width. Recommended, but may not be needed if Sidepath is 10' wide.	Keep swept clean of debris.
CZ Clear Zone	8' min vertical clearance by trail width where open to the sky.	Vertical clearance should be greater for bridge underpasses or tunnels.
PW Pedestrian Way (Side Path)	8' min width if bike lane provided; 10' width desirable for shared bike/pedestrian use.	Should be consistent width and provide connectivity to adjacent destinations.
U/DE Utility/Drainage Easement	Varies in width. 5' min separation desirable between vehicle travel lane (VTL) and 2-way N/A pedestrian way (PW).	
VTL Vehicle Travel Lane	Width varies.	Vehicle travel lane (VTL) width may be reduced to accommodate bike lanes (BL).

Urban Residential Sidewalk

Benefits

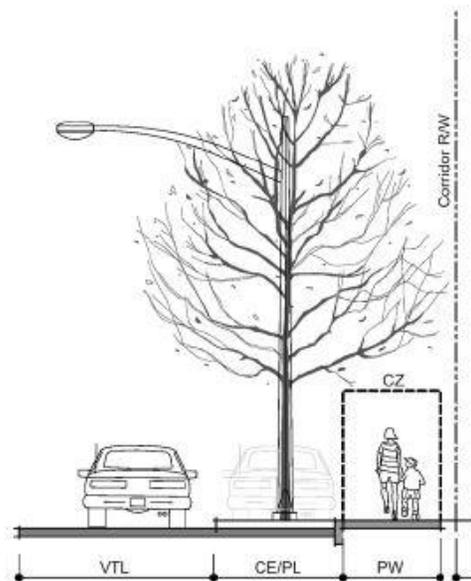
- Provides pedestrian connectivity between destinations.
- Incorporated into the design and layout of roads. Can utilize the existing roadway corridor if the right-of-way is sufficiently wide.

Recommendations

- Pedestrian separated from traffic with a buffer strip.
- Where there is space, a four to six-foot pedestrian way is preferred.
- Traffic calming such as corner curb extensions are important to slow down traffic and contain the parking lane.
- Consider the dedication of public right-of-way or easement as a requirement for obtaining a building permit or land use approval.



An urban residential sidewalk is a hard surface path along a street with curb and gutter, ideally separated from traffic with a buffer strip or corner curb extensions.



Key	Design Guidelines	Notes
CZ Clear Zone	8' min clearance by pedestrian width (PW)	Vertical clearance may need to be greater at width where open to the sky.
CE/PL Curb Extension/Parking Lane	Parking lanes can be reduced to 8' to gain sufficient space for a clear pedestrian way (PW).	Curb extensions provide shorter crossing distances for pedestrians and urban forestry opportunities.
PW Pedestrian Way	4' min width - 6' preferred width.	Pedestrian scaled materials, i.e. scored concrete, brick, or other pavers are preferred.
VTL Vehicle Travel Lane	10' min width - 12' max width.	Generally, the wider the travel lane the faster the traffic speed.

Rural/Suburban Residential Sidewalk

Benefits

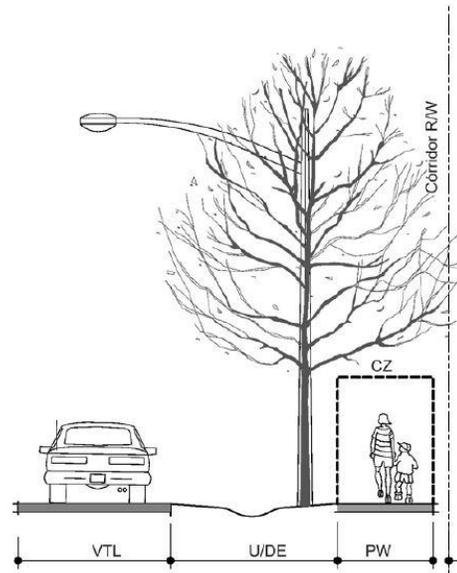
- Provides pedestrian connectivity between destinations.
- Incorporated into the design and layout of roads. Can utilize the existing roadway corridor if the right-of-way is sufficiently wide.

Recommendations

- Pedestrian separated from traffic with a buffer strip.
- Where there is space, a four to six-foot pedestrian way is preferred.
- Traffic calming such as corner curb extensions are important to slow down traffic and contain the parking lane.
- Consider the dedication of public right-of-way or easement as a requirement for obtaining a building permit or land use approval.
- Competing needs for space within a corridor can be resolved by acquisition or additional right-of-way, public walkway easements, narrowing vehicular travel lanes or reducing the number of lanes.



A rural/suburban sidewalk is a hard surface path along a street in a residential subdivision.



Key	Design Guidelines	Notes
CZ Clear Zone	8' min clearance by pedestrian way (PW) width where open to the sky.	Vertical clearance may need to be greater at buildings.
U/DE Utility/Drainage Easement	Varies in width. 5' min separation desirable between vehicle travel lane (VTL) and pedestrian way (PW).	N/A
PW Pedestrian Way	4' min - 6' preferred width.	Should be consistent width and provide connectivity to adjacent destinations.
VTL Vehicle Travel	10' min - 12' max width.	Generally, the wider the vehicle travel lane (VTL) the faster the traffic speed.

Urban Collector Sidewalk

Benefits

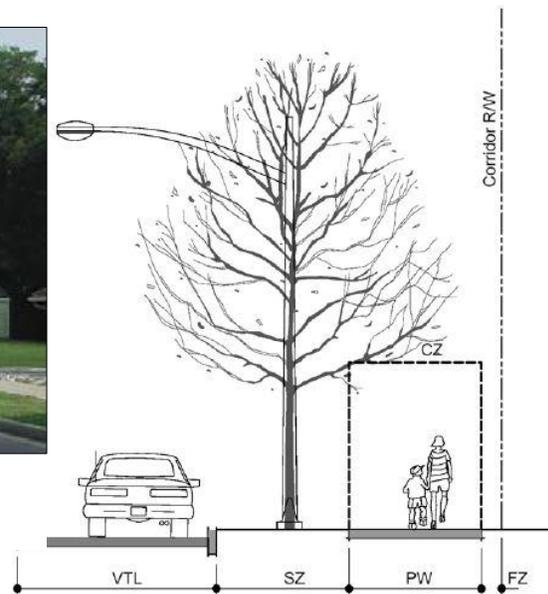
- Provides pedestrian connectivity between destinations.
- Incorporated into the design and layout of roads. Can utilize existing roadway corridor if the right-of-way is sufficiently wide.

Recommendations

- Pedestrian separated from traffic with a buffer strip.
- Where there is space, a six to eight foot pedestrian way is preferred.
- Consider the dedication of public right-of-way or easement as a requirement for obtaining a building permit or land use approval.
- Competing needs for space within a corridor can be resolved by acquisition or additional right-of-way, public walkway easements, narrowing vehicular travel lanes or reducing the number of lanes.



An urban collector sidewalk is a hard surface path along an arterial street with curb and gutter.



Key	Design Guidelines	Notes
CZ Clear Zone	8' min clearance by pedestrian way (PW) width where open to the sky.	Vertical clearance may need to be greater at buildings.
FZ Frontage Zone	6" min width to protect pedestrians from adjacent land uses or structures.	Examples include door openings, street furnishings such as flower pots or railings.
PW Pedestrian Way	6' min - 8' preferred width, wider preferred in dense pedestrian districts.	Pedestrian scaled materials, i.e. scored concrete, brick, or other pavers.
SZ Separation Zone	5' min width for area of protection between the pedestrian way (PW) and roadway.	N/A
VTL Vehicle Travel Lane	10' min - 12' max width.	Generally, the wider the vehicle travel lane (VTL) the faster the traffic speed.

Rural/Suburban Collector Sidewalk

Benefits

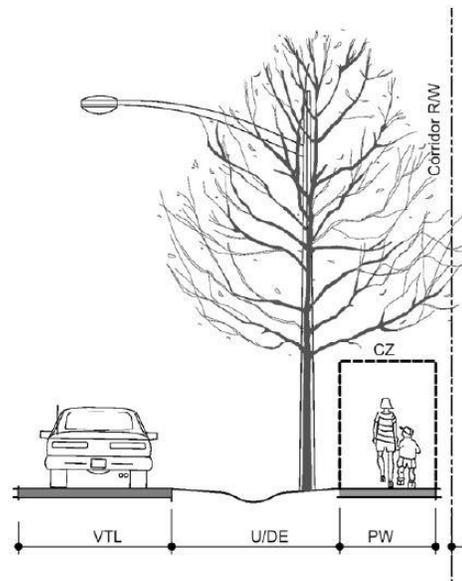
- Provides pedestrian connectivity between destinations.
- Incorporated into the design and layout of roads. Can utilize existing roadway corridor if the right-of-way is sufficiently wide.

Recommendations

- Pedestrian separated from traffic with a buffer strip.
- Where there is space, a six to eight foot pedestrian way is preferred.
- Consider the dedication of public right-of-way or easement as a requirement for obtaining a building permit or land use approval.
- Competing needs for space within a corridor can be resolved by acquisition or additional right-of-way, public walkway easements, narrowing vehicular travel lanes or reducing the number of lanes.



A rural/suburban collector sidewalk is a hard surface path along a major street with no curb and gutter.



Key	Design Guidelines	Notes
CZ Clear Zone	8' min clearance by pedestrian way (PW) width where open to the sky.	Vertical clearance may need to be greater at buildings.
PW Pedestrian Way	6' min - 8' preferred width, wider preferred in dense pedestrian districts.	Should be consistent width and provide connectivity to adjacent destinations.
U/DE Utility/Drainage Easement	Width varies. 5' min separation desirable between vehicle travel lane (VTL) and pedestrian way (PW).	N/A
VTL Vehicle Travel Lane	10' min - 12' max width.	Generally, the wider the vehicle travel lane (VTL) the faster the traffic speed.

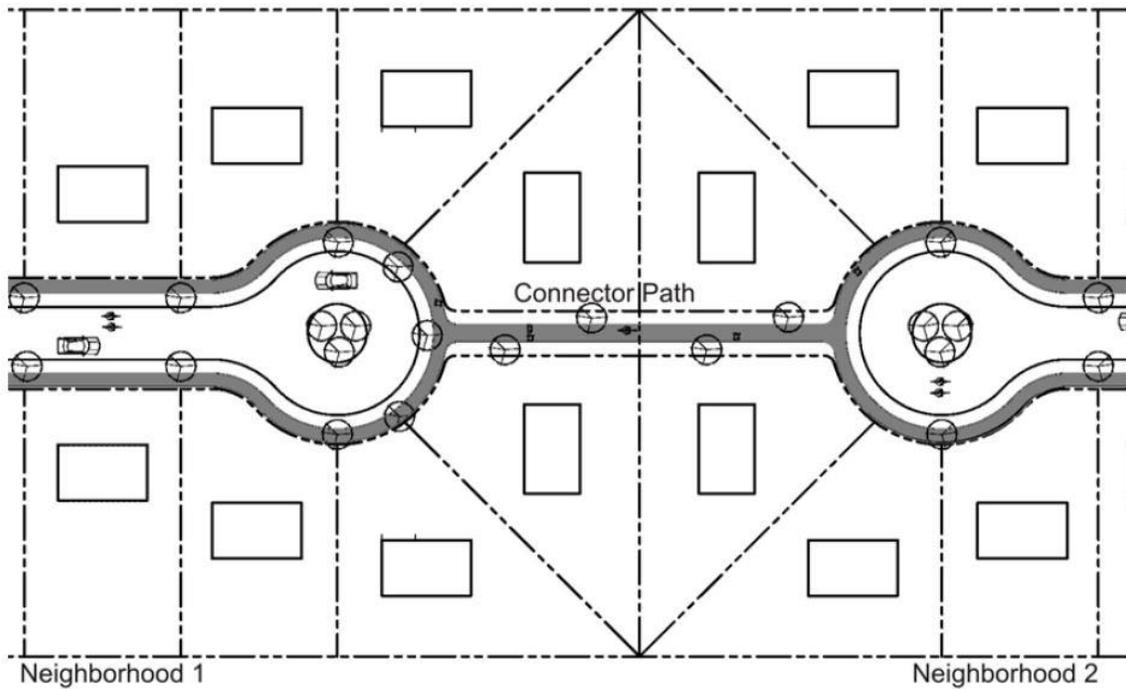
Connector Path

Benefits

- Provides pedestrian and bicycle connectivity between destinations.
- Incorporated into the design and layout of neighborhoods and districts. Can utilize existing drainage and utility corridors if easements allow dual use.

Recommendations

- Connectors typically link neighborhoods to the larger transportation network.
- Bollards or physical barrier may be necessary to restrict vehicular traffic.
- Consider bridges and other structures as “connectors.”



Key	Design Guidelines	Notes
Connector Path	25' R/W width / 8' path width desirable.	Where there is space, a wider path is desirable to accommodate bicycles. Pathways within neighborhoods could also link to playgrounds, clubhouses, or other destinations.

GENERAL DESIGN & MAINTENANCE

Crossings

Benefits

- Safe crossings provide ADA accessible refuge that allows non-motorized traffic to carefully and efficiently interface with other modes of transportation and/or physical environmental barriers.

Recommendations

- Mode of transportation, traffic volume and speed, and form of barriers determine specific crossing techniques.
- Clear signage and pavement markings alert users of potential conflicts.
- Ensure adequate separation and warning devices at mid-block crossings for trails.
- Use refuge islands for users to pause until they can safely cross busy streets.



Making the pedestrian route attractive and interesting encourages walking as an alternative to driving. Benches, shade, buffering from high-traffic areas, and landscape separation enhance the pedestrian experience and add value to places.



A crossing design that has curb bump-outs and special paving to improve pedestrian safety and wayfinding, while calming traffic.

Traffic Calming

Description

Traffic Calming uses various design strategies to reduce traffic speed and volume on a particular roadway.



Traffic circles, or roundabouts, can be traffic calming when designed effectively.



Traffic calming islands can be landscaped for community beautification.

Places to Pause & Amenities

Description

Places to pause reduce conflict between a mix of user modes by having opportunities for pausing out of the traffic stream and to access amenities such as benches, water fountains, public art, interpretive signage or bicycle parking. Trash receptacles and pet stations are furnishings that assist with facility cleanliness and maintenance.



The clustering principle: this drinking fountain and seat wall serve multiple constituencies by occurring adjacent to a trailhead and a recreational use.



This bicycle/pedestrian roundabout along a multi-use trail provides an amenity cluster of bike parking, water fountain, and wayfinding and interpretive graphics, as well as placemaking and identity.

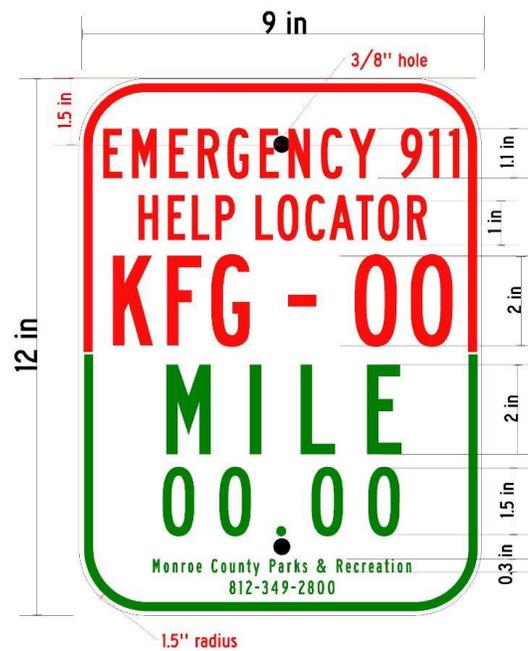
Identity & Wayfinding

Description

System identity and wayfinding are parallel concepts. Corridors achieve linear identity and continuity through naming, repetition of signature elements, use of a color palette, furnishing, landscape, and signage. Maps can locate pedestrians near the corridor and trailheads as well as describe the overall system. “You Are Here” maps assist with user comfort and sense of connectivity. Trail numbering signs assist in emergency 911 call locators.



A local trail logo.



A emergency 911 sign marker.

SECTION IV: ACTION STEPS

PLAN CONCEPTS

The *Monroe County Transportation Alternatives Plan* developed out of three general concepts.

1. **Connectivity.** Monroe County and the City of Bloomington have initiated and completed many individual projects for transportation alternatives. However, several of these projects do not yet connect to other routes, facilities or destinations. This plan aims to provide connections among the routes and facilities to every possible destination.
2. **Incorporation of Local Heritage.** Monroe County has distinctive historic sites and structures that are unique features of the area's historic development. This heritage should be celebrated and available for public enjoyment. Historic points of interest include: *historic districts*, such as the Stinesville Commercial Historic District, listed on both the State and National Registers of Historic Places; *bridges*, such as the Friendship Road Bridge; *stone walls*, such as the wall along Maple Grove Road; *railroads and depots*, such as the Illinois Central Railroad Freight Depot, listed on both the State and National Registers of Historic Places; and *land uses*, such as the limestone quarries for which Monroe County is known.

With interpretative signage and educational features, these historic sites could become destinations and accessing these destinations using transportation alternatives can become a part of the experience.

3. **Shared Facilities for Transportation and Recreational Uses.** Many additional recreation opportunities exist within Monroe County that will not likely serve a commuter function. These may include mountain bike trails, exclusive equestrian facilities, or all-terrain vehicle facilities. The County Parks and Recreation Board is encouraged to explore these recreation opportunities further. Many transportation alternatives are initially used for recreational purposes because they may be isolated, do not link to other routes or facilities, or do not provide access to destinations. As connections are built, and as urbanization and development occurs along or near a route containing transportation alternatives, the system takes on a new role – with less recreation, and more transportation.

PRIORITY STRATEGIES

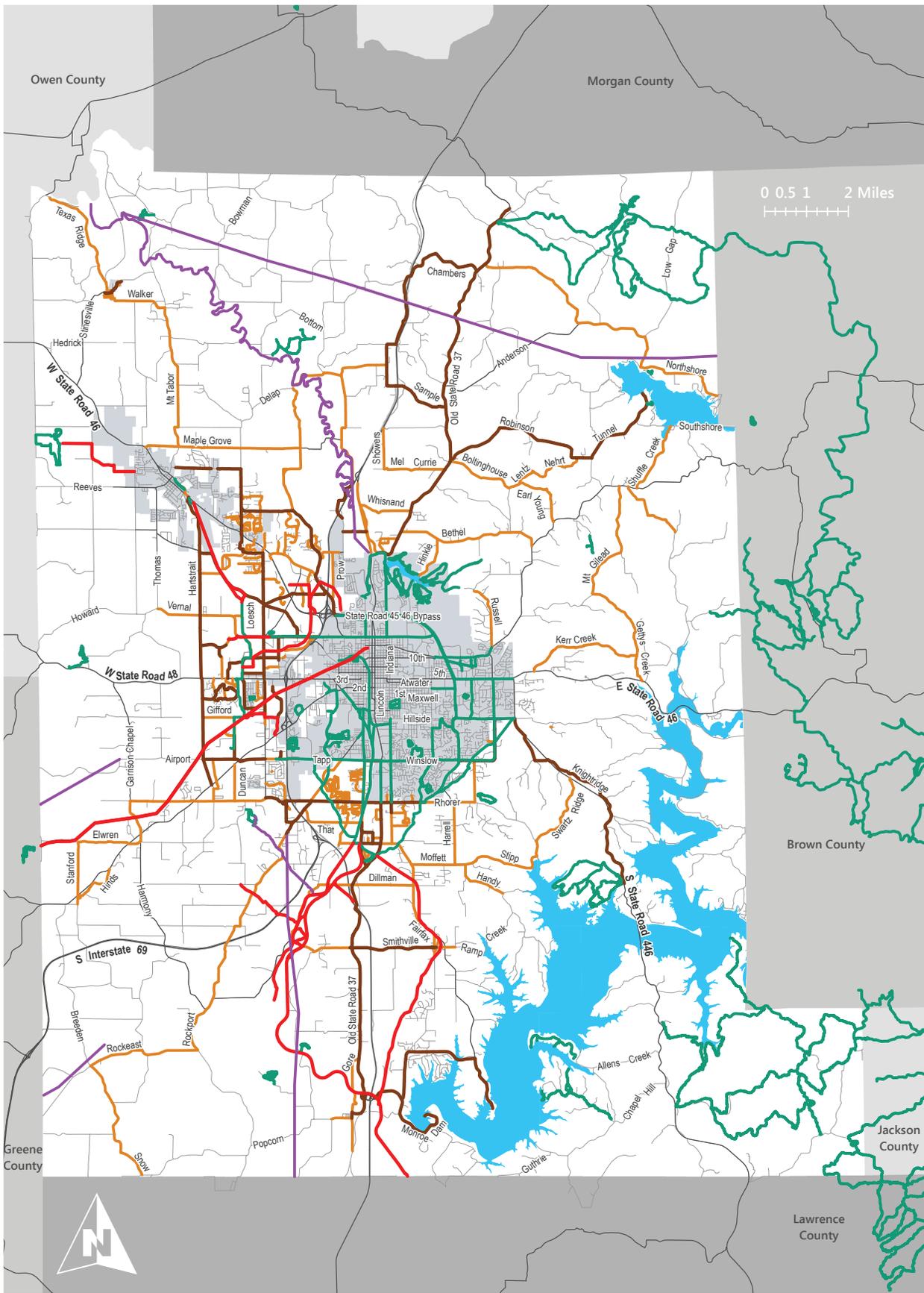
The development of a **comprehensive transportation system** in Monroe County that includes transportation alternatives will continue to occur over time, as land uses evolve, as public interest and support grows, and as resources become available. The *Monroe County Transportation Alternatives Plan* does not outline specific projects with firm deadlines, but rather presents an ideal vision for the County of how **resources and efforts combine to achieve success**, how to **build momentum** for project and initiatives, and how to **gain support** for transportation alternatives in the community. Section I: Executive Summary also lists these strategies.

The *Monroe County Transportation Alternatives Plan* **Priority Strategies** are as follows:

1. **Connectivity** – Build transportation alternatives to every possible destination.
2. **Contiguity** – Create an interconnected network of transportation alternatives.
3. **Inclusivity** – Encourage all modes of transportation alternatives to serve any user.
4. **Opportunity** – Integrate transportation alternatives within all projects.

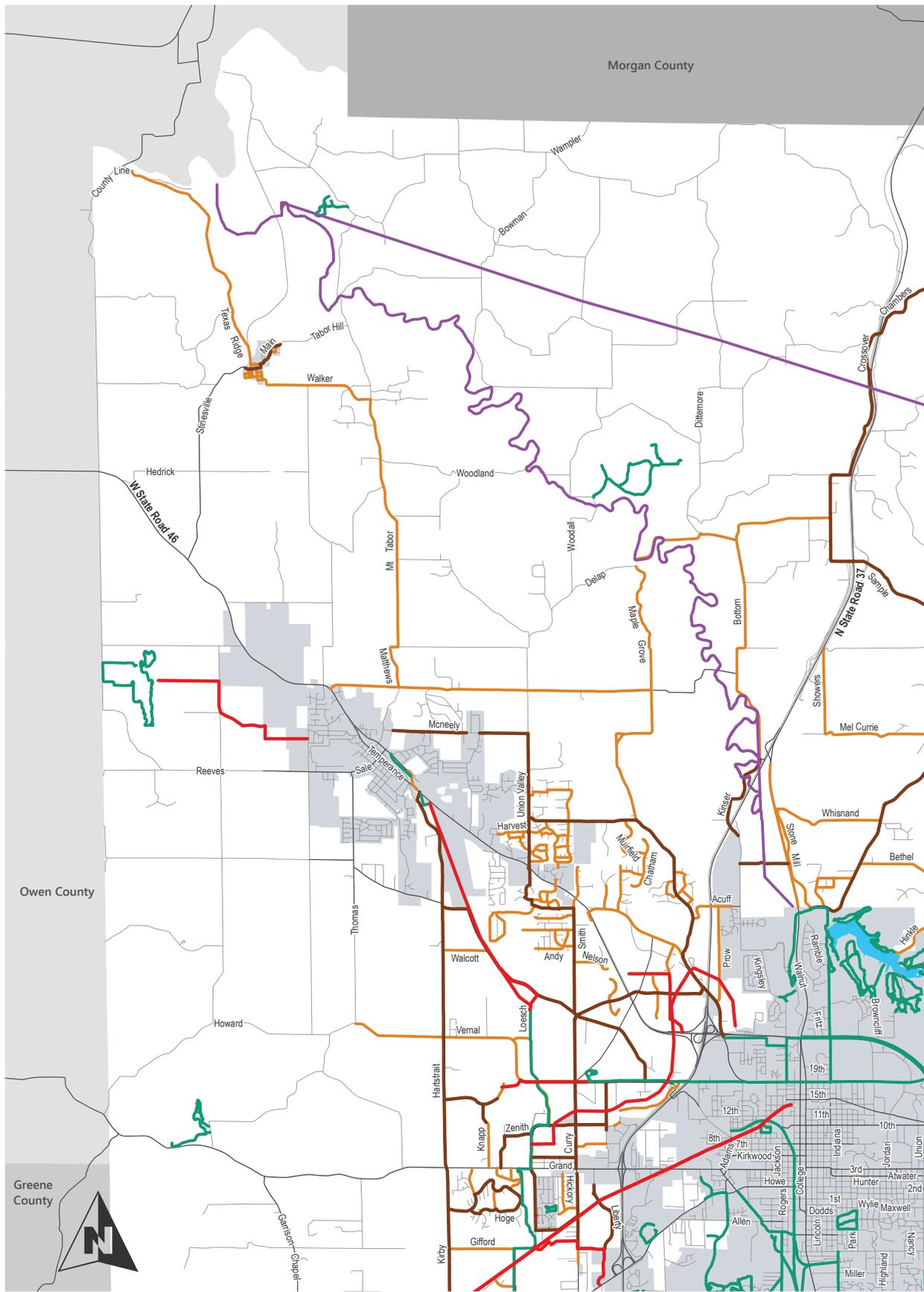
MONROE COUNTY VISION MAP

The **Monroe County Vision Map**, shown on the next page **combines priority Greenway Opportunities and Road Improvement Opportunities**, as well as existing trail improvements, to provide an overall picture of where Monroe County stands in 2018, and where the potential exists to continue to grow transportation alternatives. The intention of the map is to serve as guidance for present and future transportation alternatives projects as local, state and federal opportunities become available. This map is for guidance only, and is meant to provide general assistance to upcoming projects. Section I: Executive Summary also includes this map. In addition, smaller scale maps provide more detail.



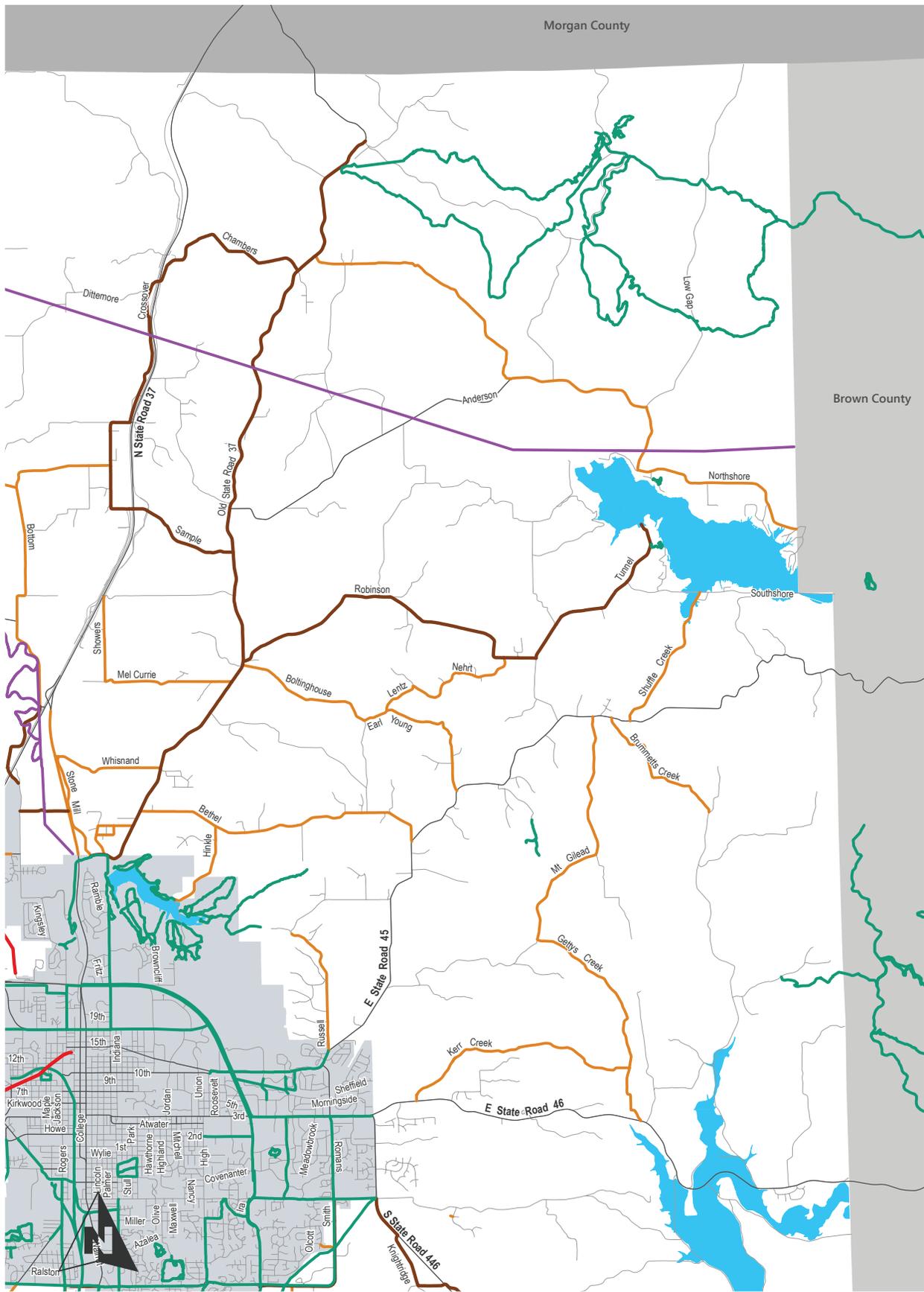
MONROE COUNTY VISION MAP

- High Priority Greenway Corridor —
- High Priority Road Improvements —
- Moderate Priority Greenway Corridor —
- Moderate Priority Road Improvements —
- Bloomington Trails & Other Recreational Trails —
- Incorporated Areas ■



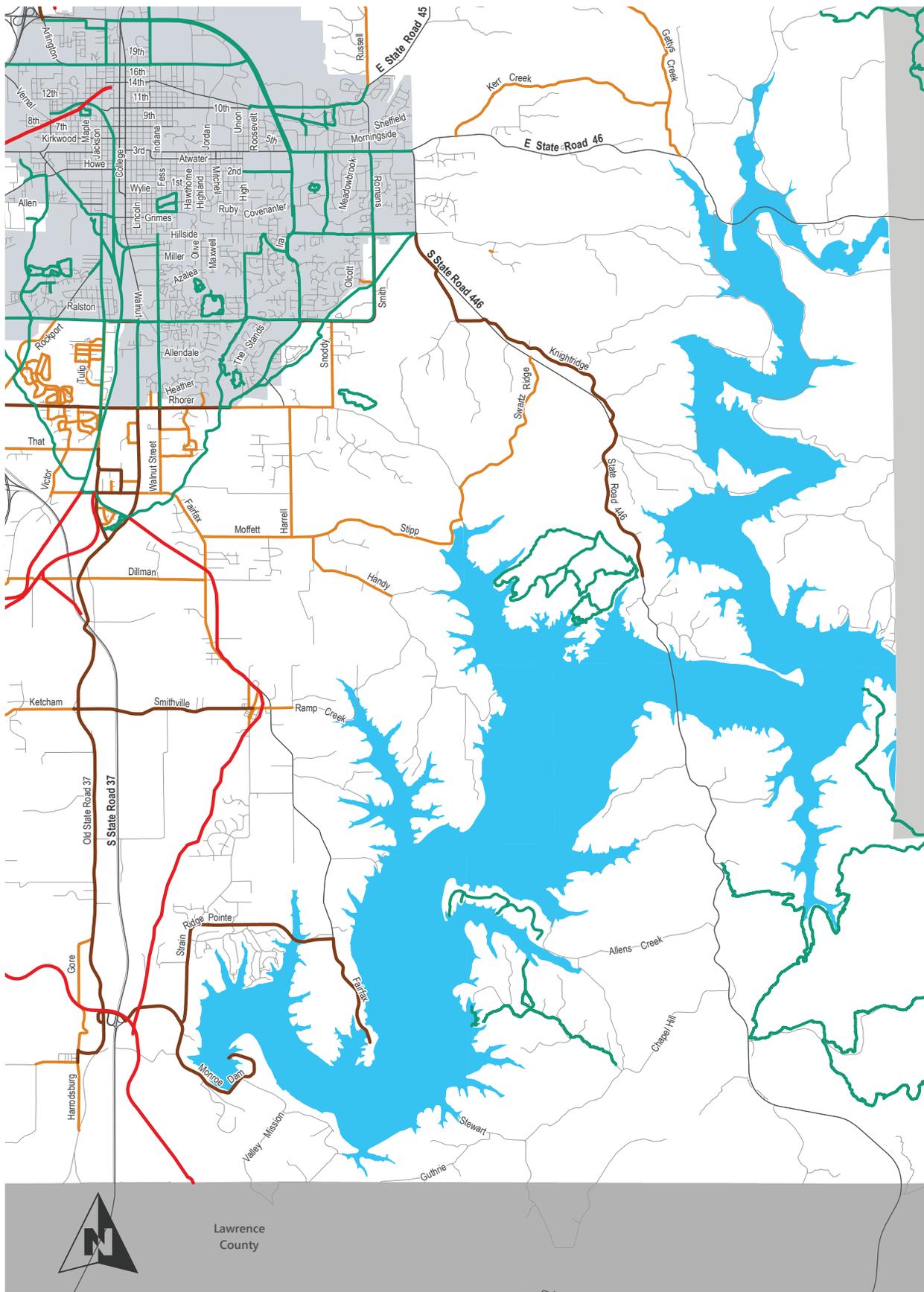
MONROE COUNTY VISION MAP -- NORTH WEST

- High Priority Greenway Corridor —
- Moderate Priority Greenway Corridor —
- Bloomington Trails & Other Recreational Trails —
- High Priority Road Improvements —
- Moderate Priority Road Improvements —
- Incorporated Areas ■



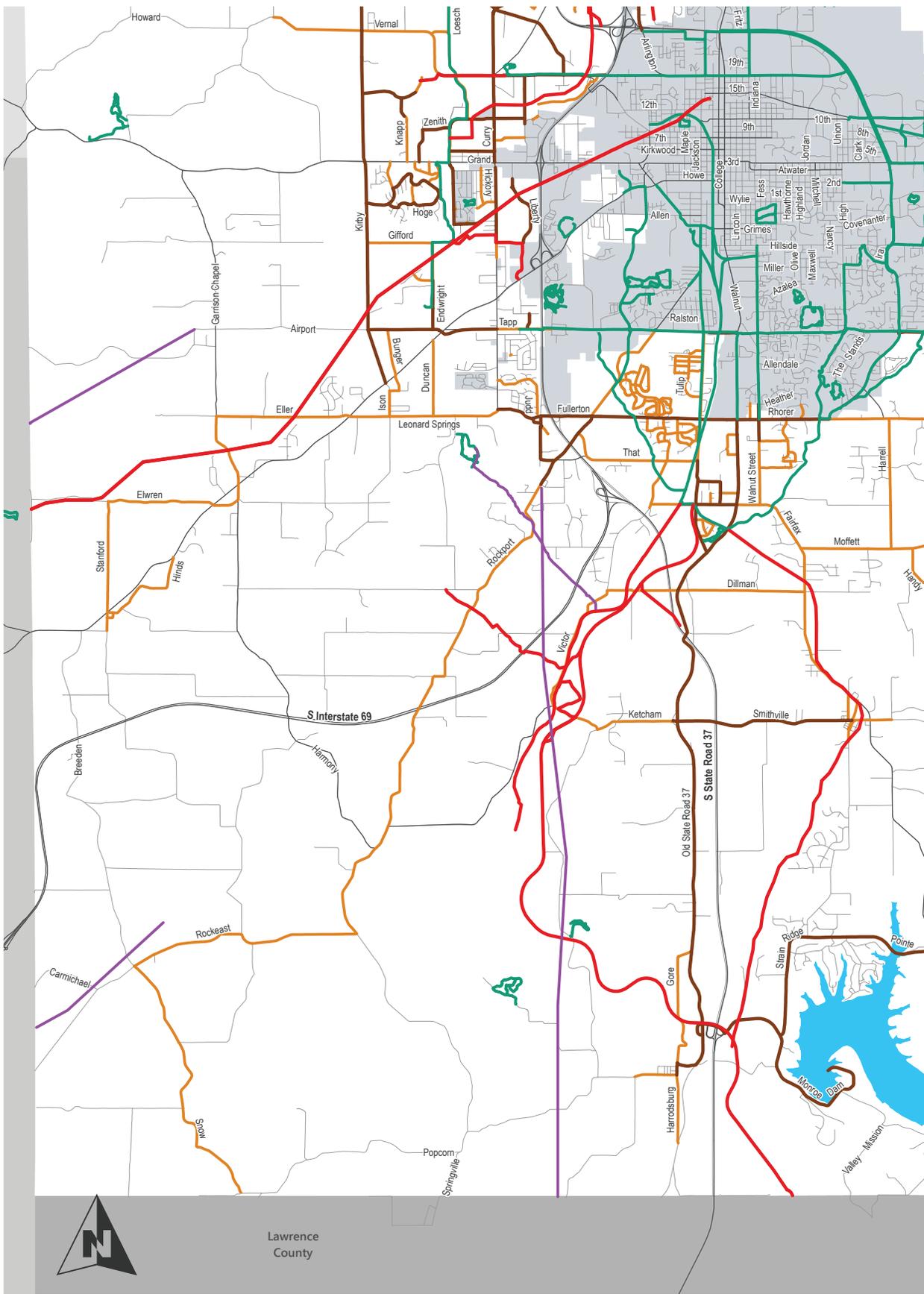
MONROE COUNTY VISION MAP -- NORTH EAST

- High Priority Greenway Corridor —
- Moderate Priority Greenway Corridor —
- Bloomington Trails & Other Recreational Trails —
- High Priority Road Improvements —
- Moderate Priority Road Improvements —
- Incorporated Areas ■



MONROE COUNTY VISION MAP -- SOUTH EAST

- High Priority Greenway Corridor —
- Moderate Priority Greenway Corridor —
- Bloomington Trails & Other Recreational Trails —
- High Priority Road Improvements —
- Moderate Priority Road Improvements —
- Incorporated Areas



MONROE COUNTY VISION MAP -- SOUTH WEST

- High Priority Greenway Corridor —
- Moderate Priority Greenway Corridor —
- Bloomington Trails & Other Recreational Trails —
- High Priority Road Improvements —
- Moderate Priority Road Improvements —
- Incorporated Areas ■

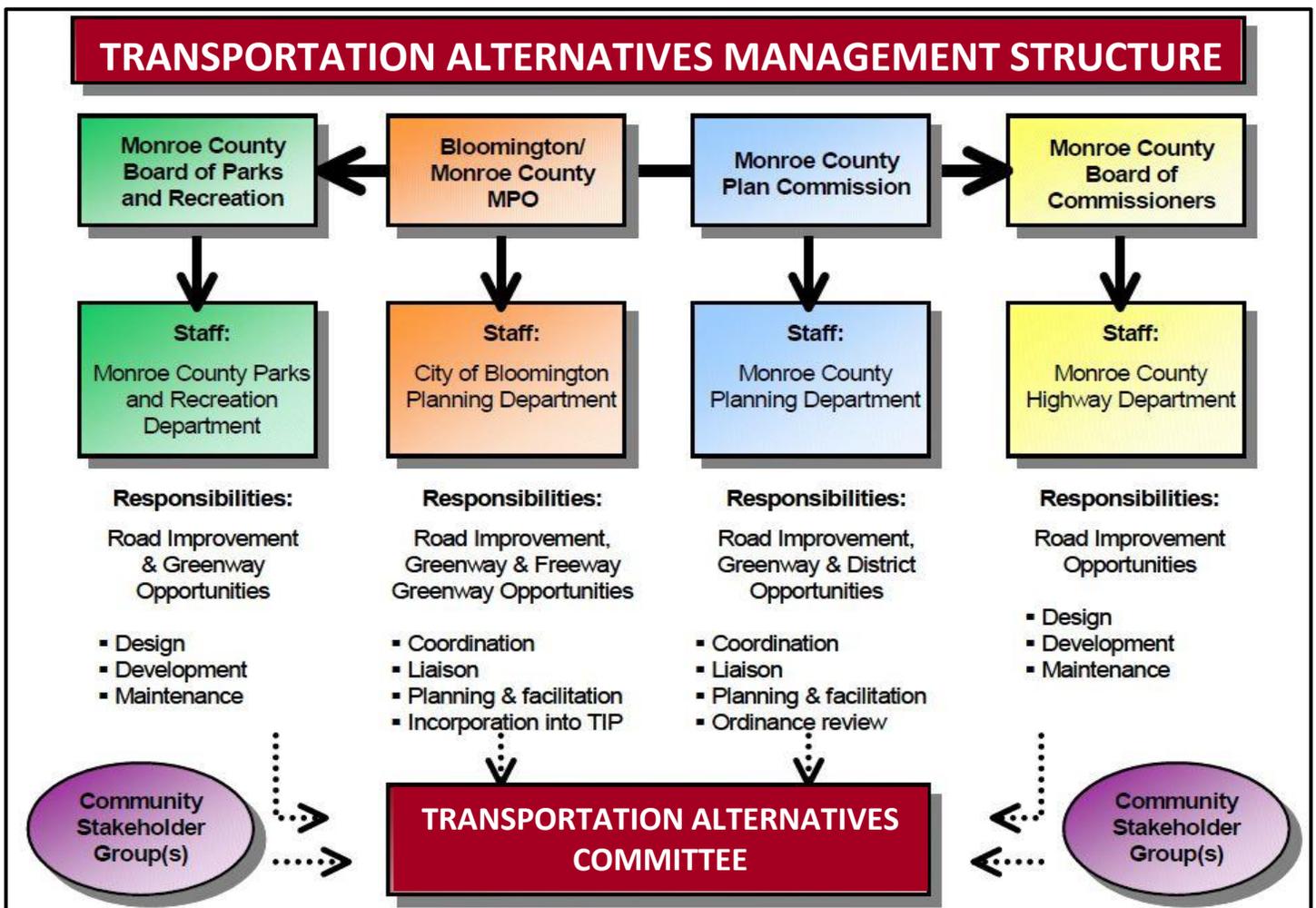
POLICIES

Implementation of a comprehensive, connected system of transportation alternatives requires commitments and strategic partnerships among several entities within and outside of Monroe County.

Four agencies within the Monroe County government structure should be the primary advocates and implementers of the Monroe County Transportation Alternatives Plan:

1. Monroe County Plan Commission
2. Bloomington/Monroe County Metropolitan Planning Organization (MPO)
3. Monroe County Parks and Recreation Board, and
4. Monroe County Board of Commissioners, acting through the Monroe County Highway Department

The Bloomington/Monroe County MPO and the Monroe County Plan Commission should be the coordinators for transportation alternatives in the County. These two entities should provide the planning and facilitation for these projects in accordance with current and future vehicular transportation and land use patterns. The MPO has included several projects outlined in the Bloomington Alternative Transportation & Greenways System Plan into the current **Transportation Improvement Program (TIP)**. The TIP should also include project recommendations based on the Monroe County Transportation Alternatives Plan.



The Monroe County Plan Commission should advance transportation alternatives in Monroe County through current and long range planning activities. All future planning efforts in the County should include recommendations on transportation alternatives. The Plan Commission should review ordinances and, when needed, create ordinances to ensure they support, encourage, and, when appropriate, require the inclusion of transportation alternatives in the development or redevelopment of property. These facilities are important both within a site and as external connections to adjacent land uses. For example, the Plan Commission could require that all new developments include facilities for pedestrians and bicycles in the form of a sidepath along external, perimeter roads, and connectors between adjacent developments and residential neighborhoods. The Plan Commission is the liaison to the private development community and, whenever possible, project site plans should incorporate transportation alternatives. The Plan Commission is also the liaison to local jurisdictions throughout the County as well as neighboring counties. As Monroe County's system is developed, it is important to link to other systems and destinations outside the County.

The Monroe County Board of Commissioners and Highway Department are critical implementers of this plan. The **Monroe County Highway Department oversees transportation alternatives projects within the road right-of-way**, identified as "Road Improvement Opportunities". Funding should be made available for maintenance of all transportation alternatives.

The **County Parks and Recreation Board** contributes to the network of transportation alternatives, and **plans and develops recreational, or "greenway," facilities** throughout Monroe County. They are responsible for leading the design, development, and maintenance of multi-use and unimproved trails. Greenway opportunities should include a multi-use trail, at a minimum for both pedestrians and bicyclists, and wherever possible be coupled with a separated unimproved trail to accommodate equestrian or other non-pedestrian, non-bicycle uses.

A **Transportation Alternatives Committee**, formed of parties from each of the four advocate agencies, should assist in the implementation of the Monroe County Transportation Alternatives Plan. The Committee's membership can also include selected key stakeholder representatives, including representatives from local jurisdictions. The Committee can meet monthly or bi-monthly to coordinate efforts for transportation alternatives, suggest revisions to adopted County plans and ordinances to aid in implementation, and keep the plan current and relevant through monitoring and updating. Each of these agencies should develop their own annual work program in the context of the Transportation Alternatives Plan and in coordination with their partner agencies. This work program should define specific initiatives and identify responsibility for exploration of opportunities and subsequent implementation of recommendations. As Monroe County's network of transportation alternatives matures, the committee may consider other options for management, such as a quasi-public taxing authority, that would generate continuous funds and provide sustainability.

PARTNERSHIPS

Several partnerships with entities outside of Monroe County government are critical for efforts on transportation alternatives. They include partnerships with State and local government, not for-profits, schools and institutions, and the private sector.

- Indiana Department of Transportation (INDOT).** Interstate 69 and four State roads pass through Monroe County: State roads 37, 45, 46, and 446. It was determined, through this planning process, that the four State roads are popular bike routes, however, the conditions of some of these roads is not ideal for bicyclists. The County could enter into an agreement with the State and assume responsibility of sweeping the shoulders of the State roads so that they are safer for bicycle use. Monroe County should also partner with INDOT to plan for and accommodate bicycles, as a signed bike route or with a dedicated bike lane, and, when feasible accommodate bicycles and pedestrians with a sidepath along State roads. Interstate or State Road crossings should be improved for all transportation modes whenever possible.
- Local government.** City of Bloomington, Town of Ellettsville, Town of Stinesville, Monroe County townships, Morgan County, Brown County, Jackson County, Lawrence County, Greene County, and Owen County. At minimum, the incorporated municipalities of Monroe County each have sidewalks within city/town limits. It is important that the Monroe County system provide linkages to every possible destination.
- Not-for-profit organizations.** Not-for-profit organizations could assume the responsibility of planning, financing, constructing, maintaining, and managing greenway/recreational facilities, through an agreement or cooperative effort with Monroe County. Bloomington is fortunate to have the Bloomington Bicycle Club, a group of bicycle enthusiasts that maps routes, evaluates conditions, and provides a network of advocates for transportation alternatives. Monroe County should continue to work with this “on the street” club to identify new routes, locate areas within the County in need of maintenance or repair, and promote the advantages of transportation alternatives.
- Indiana University.** Indiana University is a resource for Monroe County. Transportation alternatives offer several educational opportunities. The university could potentially provide research assistance with historical or cultural interpretation, economic impact of the system, environmental impact of greenways, planning and programming, or other ways to use the transportation system as an outdoor laboratory. Additionally, Indiana University could assist in grant writing to fund projects.
- School systems.** There are two public school systems in Monroe County, Monroe County Community School Corporation and Richland-Bean Blossom Schools. Administrators of the two school systems should be educated on the plans for and benefits of transportation alternatives in Monroe County.
- Rural Transit.** Currently, Rural Transit offers limited service in Monroe County. Bloomington Transit does not operate outside of the Bloomington City limits. As the transportation alternatives develop in Monroe County and the number of users increases, opportunities will arise to pair pedestrian/bicycle travel and park-n-ride facilities with bus transit. For instance, a commuter could take the bus into work and bike home. As Rural Transit’s service expands throughout Monroe County, it should continue to coordinate with Bloomington Transit to create a connected transit system that provides service to a majority of the populated areas within the County.

- **Greater Bloomington Chamber of Commerce and Bloomington Economic Development Corporation.** One of the purposes of this effort is to enhance the local economy through the development of transportation alternatives. Research has found that transportation alternatives may improve property values. Local businesses with access along a route that supports transportation alternatives might gain an additional customer base. Specialized retail and service businesses, such as bike repair/rental and food vendors, are likely to establish along these routes in response to the traffic and market demand.
- **Bloomington/Monroe County Convention and Visitors Bureau (CVB).** Tourism continues to be a growing industry in Indiana and throughout the United States. The Bloomington/Monroe County CVB has an aggressive campaign to bring visitors, defined as those traveling for than 50 miles to reach a destination, to Bloomington/ Monroe County. Transportation alternatives are a part of County’s amenity package, a draw for visitors along with local residents. Visitors introduce new dollars into the local economy. If their experience in Monroe County is positive, repeat visits can be expected as well as the addition of new residents and businesses.

All stakeholders in Monroe County should be considered partners and be educated on the social, environmental, economic, and health benefits of transportation alternatives. Together we can work to shift the paradigm away from the automobile as the only transportation choice, so that walking, bicycling, and use of transit are not considered an “alternative” form of transportation, but rather the “preferred” form of transportation.

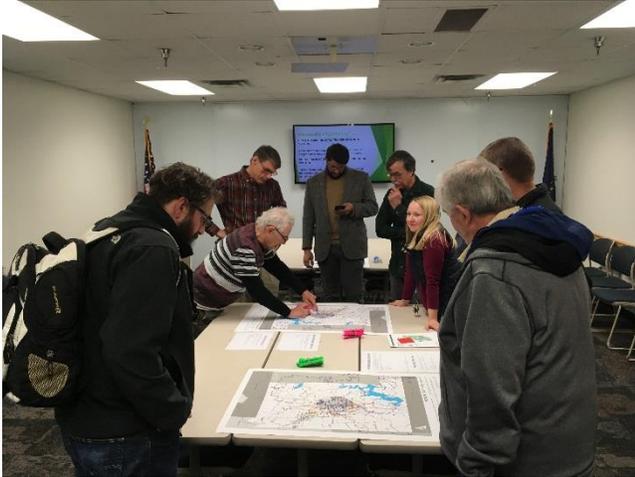
FUNDING

The development of transportation alternatives requires the use of Monroe County **financing resources**. The following are several potential funding sources:

- Indiana Department of Transportation (INDOT) provides Local Public Agency Programs that, although competitive, may offer a source of funds for transportation alternatives projects. The Community Crossings Grant Program (CCGP) provides funding for eligible sidewalk improvements in rural areas. While stand-alone trail projects may not be eligible for CCGP, the Common Path Initiative may be another source of funds for sidewalks, ADA improvements, or bike/pedestrian facilities. See www.in.gov/indot.
- Tax Increment Financing, or TIF, is a tool used by Monroe County for past and present transportation alternatives projects. TIF allows for reinvestment of all new property tax dollars in the defined TIF district where they are generated. This “new” revenue, or “increment,” incurs when new development takes place in the district or when existing property values rise, resulting in increased tax revenues. For example, the County could use TIF revenue as subsidies to encourage private development, for public infrastructure projects, or to acquire private property for redevelopment. There are presently three TIF districts in Monroe County:
 - Westside Economic Development Area
 - Bloomington Township State Road 46 TIF District
 - Fullerton Pike Economic Development Area
- In a manner compliant with federal and state laws, Monroe County could issue a bond for a significant capital improvement project, such as the development of an active transportation system and its connectors.
- The *Bloomington Alternative Transportation & Greenways System Plan* identified several local, state, federal, grant, and foundation types of funding opportunities. Some of these may be applicable to the Monroe County alternative transportation efforts.
- Private investment is a source of funding for project implementation. This investment could include financial contributions from individuals or corporations, an “adopt a facility” sponsorship program, volunteer maintenance and patrolling groups, and others. A majority of public meeting participants indicated that they would be willing to contribute to the development of transportation alternatives.

SECTION V: APPENDIX

PUBLIC MEETING – NOVEMBER 16, 2017



**MONROE COUNTY ALTERNATIVE
TRANSPORTATION & GREENWAYS SYSTEM PLAN**

- **WHAT:** Public Input Meeting – Join us for an opportunity to provide your input!
- **WHEN:** Thursday, November 16, 2017 (5:30 – 7:00 PM)
- **WHERE:** North Showers Building, Room 100B – 501 N. Morton Street, Bloomington, IN 47404
- **WHY:** To help implement the update to the 2006 Monroe County Alternative Transportation & Greenways System Plan



Come have your voice heard on all things Alternative Transportation!

Questions? Call 812-349-2560 or Email jyanke@co.monroe.in.us

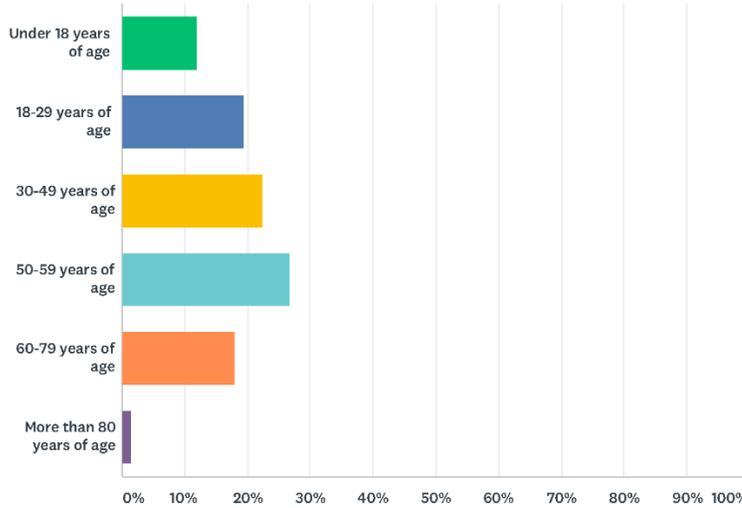
PUBLIC SURVEYS
COMMUNITY SURVEY 2015-2017

Monroe County Active Transportation Survey

SurveyMonkey

Q1 How old are you?

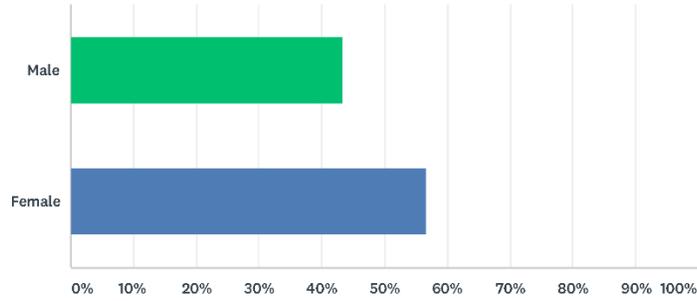
Answered: 67 Skipped: 1



ANSWER CHOICES	RESPONSES	
Under 18 years of age	11.94%	8
18-29 years of age	19.40%	13
30-49 years of age	22.39%	15
50-59 years of age	26.87%	18
60-79 years of age	17.91%	12
More than 80 years of age	1.49%	1
TOTAL		67

Q2 What is your gender?

Answered: 67 Skipped: 1



ANSWER CHOICES	RESPONSES	
Male	43.28%	29
Female	56.72%	38
TOTAL		67

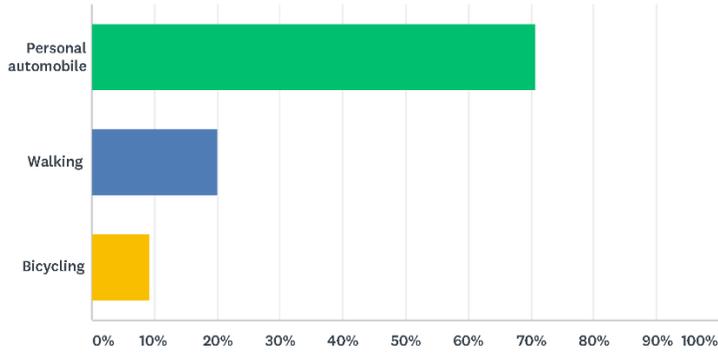
Q3 What zip code do you live in?

Answered: 66 Skipped: 2

ZIP Code	Count
47401	27
47403	14
47404	9
47408	12
47429	2
47433	1
47803	1
(blank)	2
Grand Total	68

Q4 What is your primary means of transportation?

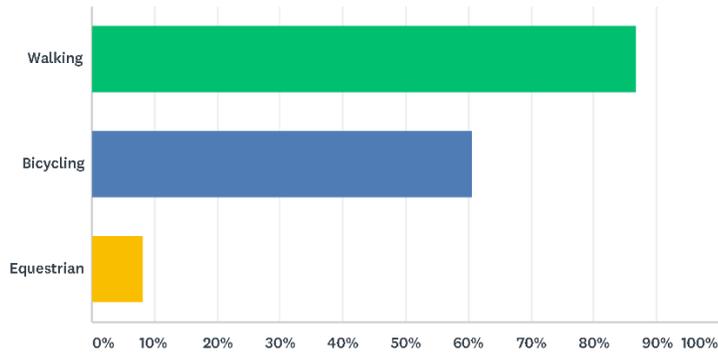
Answered: 65 Skipped: 3



ANSWER CHOICES	RESPONSES	
Personal automobile	70.77%	46
Walking	20.00%	13
Bicycling	9.23%	6
TOTAL		65

Q5 Which form(s) of Active Transportation do you engage in during a typical week?

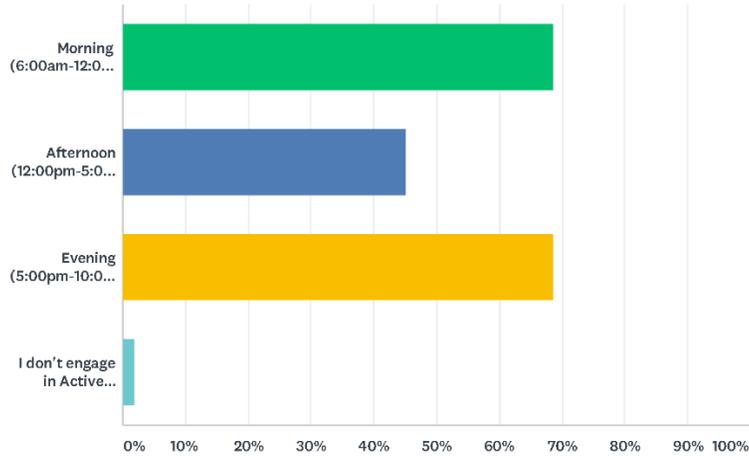
Answered: 61 Skipped: 7



ANSWER CHOICES	RESPONSES
Walking	86.89% 53
Bicycling	60.66% 37
Equestrian	8.20% 5
Total Respondents: 61	

Q6 What time of day are you most likely to engage in a form of Active Transportation?

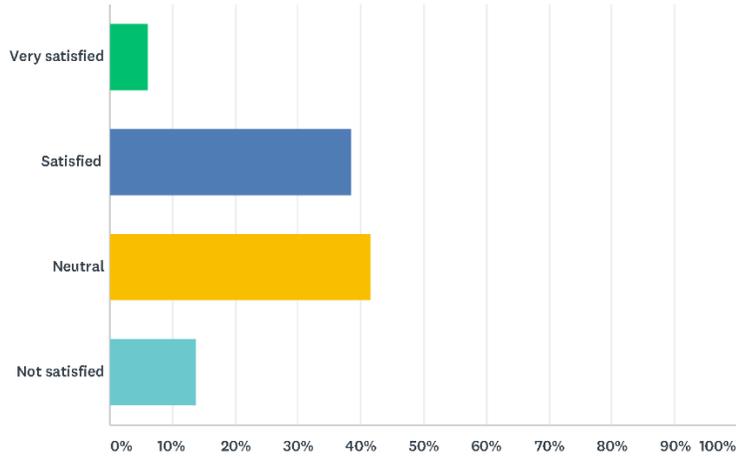
Answered: 51 Skipped: 17



ANSWER CHOICES	RESPONSES	
Morning (6:00am-12:00pm)	68.63%	35
Afternoon (12:00pm-5:00pm)	45.10%	23
Evening (5:00pm-10:00pm)	68.63%	35
I don't engage in Active Transportation	1.96%	1
Total Respondents: 51		

Q7 How satisfied are you with Monroe County's Active Transportation options?

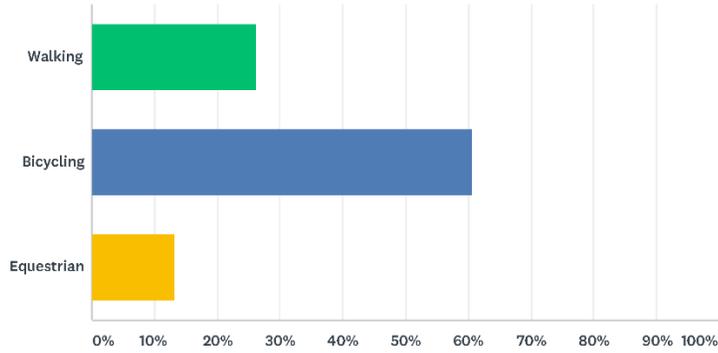
Answered: 65 Skipped: 3



ANSWER CHOICES	RESPONSES	
Very satisfied	6.15%	4
Satisfied	38.46%	25
Neutral	41.54%	27
Not satisfied	13.85%	9
TOTAL		65

Q8 Which form of Active Transportation should the County focus on?

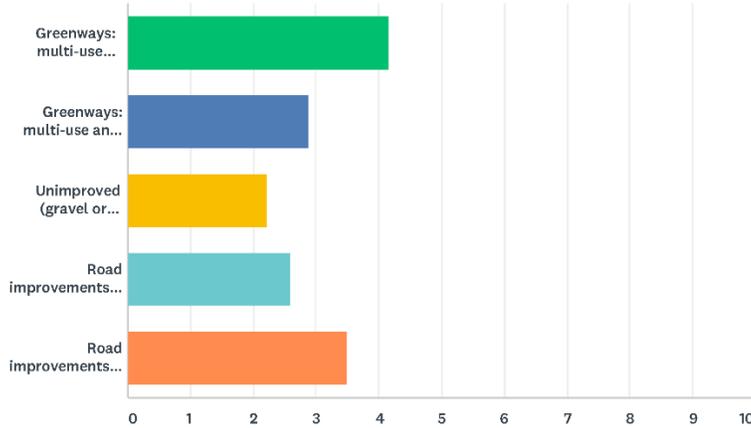
Answered: 61 Skipped: 7



ANSWER CHOICES	RESPONSES
Walking	26.23% 16
Bicycling	60.66% 37
Equestrian	13.11% 8
TOTAL	61

Q9 Please rank your preferences for project priorities in the County:

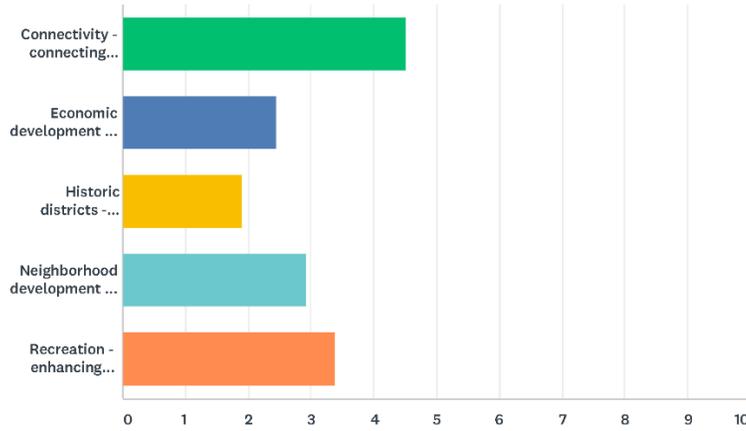
Answered: 63 Skipped: 5



	1	2	3	4	5	TOTAL	SCORE
Greenways: multi-use trails (walking, bicycling)	52.63% 30	22.81% 13	15.79% 9	5.26% 3	3.51% 2	57	4.16
Greenways: multi-use and equestrian (walking, bicycling, horseback riding)	21.82% 12	20.00% 11	12.73% 7	16.36% 9	29.09% 16	55	2.89
Unimproved (gravel or dirt) trails	6.00% 3	6.00% 3	24.00% 12	32.00% 16	32.00% 16	50	2.22
Road improvements: signed bike routes	3.85% 2	17.31% 9	30.77% 16	30.77% 16	17.31% 9	52	2.60
Road improvements: bike lanes	30.19% 16	30.19% 16	13.21% 7	11.32% 6	15.09% 8	53	3.49

Q10 Please rank your preferences for promoting Active Transportation in the County:

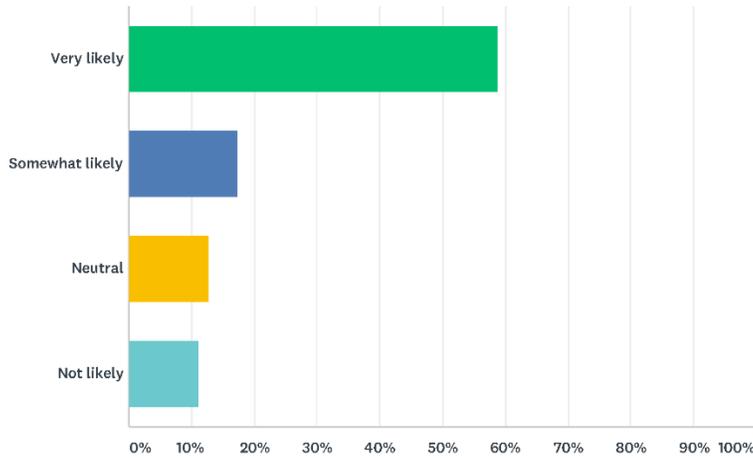
Answered: 61 Skipped: 7



	1	2	3	4	5	TOTAL	SCORE
Connectivity - connecting places we live to places we work, shop, and recreate	77.59% 45	5.17% 3	10.34% 6	5.17% 3	1.72% 1	58	4.52
Economic development - enhancing access to businesses and encouraging new business	1.82% 1	21.82% 12	21.82% 12	29.09% 16	25.45% 14	55	2.45
Historic districts - enhancing access to historic places and districts in the County	7.14% 4	0.00% 0	16.07% 9	30.36% 17	46.43% 26	56	1.91
Neighborhood development - making stronger neighborhood connections	5.56% 3	31.48% 17	29.63% 16	16.67% 9	16.67% 9	54	2.93
Recreation - enhancing access to recreational locations	14.81% 8	40.74% 22	20.37% 11	16.67% 9	7.41% 4	54	3.39

Q11 Some states/communities have laws requiring vehicles to pass bicycles with at least 3 feet of clearance. How likely are you to support a 3-foot passing rule for bicyclists in Monroe County?

Answered: 63 Skipped: 5



ANSWER CHOICES	RESPONSES	
Very likely	58.73%	37
Somewhat likely	17.46%	11
Neutral	12.70%	8
Not likely	11.11%	7
TOTAL		63

Q12 What additional suggestions do you have for Monroe County to enhance Active Transportation options?

Answered: 26 Skipped: 42

The county needs a long (10 mile +) continuous paved bike trail for recreational use.
Bike boxes at intersections with traffic signals to mitigate the danger of 'right-cross' accidents/injuries.
Quality of current roads could use some improvement. If you are going to strip roads, pave them shortly after!
Marketing campaigns to educate drivers that cyclists are not the enemy, and to educate cyclists that traffic laws apply to them.
I support current laws to enforce safe passing, however only because the culture here in the states treats bicycles as equals to 3000 pound vehicles, which makes no sense. If I had my choice bikes and cars would be segregated as they are in Northern Europe.
Please make safe bike paths from the west side to downtown.
I love greenways, but bike lanes would be less expensive. If bike lanes must be wide enough to accommodate three foot passing, they would be more expensive and difficult to implement.
Would love to see the County focus on trails for horses.
County has made good progress for walking and biking lately. However, East 10th Street out of town should be focused on for improving walking/biking opportunities.
add water trails
Education and enforcement of biking rules/obligations to bikers. Often times I observe bikers on the public streets ignore signage that should apply to them.
Make sure streets with bike lanes do not have potholes in area of bike travel.
Enforce bike lanes.
Add bike route over Interstate 69. Connect east with west with separate bike path.
Promote responsible biking. Cyclists are supposed to obey same traffic laws as cars.
Need to consider funding when assessing county residents' opinions on Active Transportation.
Connect Monroe County to City of Bloomington infrastructure. Create safe routes across Interstate 69.
Add improved safety options.
Add more bike trails, especially between cities (i.e. Bloomington to Ellettsville).
Create travel opportunities by bicycle from the west side of Bloomington to Ellettsville.
Encourage development of small businesses along the B-line, so walkers can tend to their daily needs/tasks without having to drive.
Form a transport system for the homeless population.
Have the police ticket (or at least warn) drivers who do not yield at crosswalks. Two spots where drivers don't often yield is in the City of Bloomington: where the B-Line crosses Rogers Street and were the B-Line crosses 2nd Street. Very dangerous!
When the County is expanding its Active Transportation Network, it should always make plans to connect its new infrastructure to the City of Bloomington. Without connectivity, existing and new options will not be a popular choice for residents to utilize.
Need a local tax dedicated to pay for improvements.

STAKEHOLDER SURVEY 2017

Monroe County Alternative Transportation Survey 2017

SurveyMonkey

Word Cloud Results

Q1 What aspects of alternative transportation throughout Monroe County have you seen improvement in over the past decade? What aspects should be a focus for improvement in the future?

Bloomington Trail Improvements Cycling Bus
Development Bike Lanes Greenway Better Bike

Q2 Describe how you envision all sectors of the community (i.e. public, private, non-profit) working toward a more effective and accessible alternative transportation network?

Private Sector Trail Community Bloomington
Alternative Transportation Businesses

Q3 What mechanisms can be put in place to allow for the development of a multi-modal alternative transportation system in Monroe County?

Question Healthy Similar Mechanism Incentives Funding
County Cycling Look Bike

Q4 If we gave you \$10 million to spend on alternative transportation, how would you choose to spend it and who would be involved?

Protected Bike Lanes Planning Park Bloomington
Monroe County Transportation Bike Bridge Lake Monroe

#2

COMPLETE

Web Link 1 (Web Link)
Collector: Monday, November 13, 2017 5:00:26 PM
Started: Monday, November 13, 2017 5:07:31 PM
Last Modified: 00:07:05
Time Spent: 23,124,117,214
IP Address:

Page 1

Q1 What aspects of alternative transportation throughout Monroe County have you seen improvement in over the past decade? What aspects should be a focus for improvement in the future?

More multi-use paths, bicycle lanes, and bike boulevards over the past decade. In the future, connect these facilities, and connect city with county facilities.

Q2 Describe how you envision all sectors of the community (i.e. public, private, non-profit) working toward a more effective and accessible alternative transportation network?

Educate the private sector that they may need to pony up to keep Bloomington ahead of everyone else in Indiana. The state government ignores Bloomington.

Q3 What mechanisms can be put in place to allow for the development of a multi-modal alternative transportation system in Monroe County?

A unigov type commission for the entire county that has the same footing as the City Planning Commission.

Q4 If we gave you \$10 million to spend on alternative transportation, how would you choose to spend it and who would be involved?

Build A central bike/ped bridge over I-66 with connecting bicycle facilities in the county and the city.

#1

COMPLETE

Web Link 1 (Web Link)
Collector: Monday, November 13, 2017 2:20:32 PM
Started: Monday, November 13, 2017 2:28:10 PM
Last Modified: 00:07:37
Time Spent: 66,244,112,213
IP Address:

Page 1

Q1 What aspects of alternative transportation throughout Monroe County have you seen improvement in over the past decade? What aspects should be a focus for improvement in the future?

Cycling, trail development.

Q2 Describe how you envision all sectors of the community (i.e. public, private, non-profit) working toward a more effective and accessible alternative transportation network?

Invest in trail development. Commit to less driving. Commit to more commuting by cycle.

Q3 What mechanisms can be put in place to allow for the development of a multi-modal alternative transportation system in Monroe County?

Trail connections. Bikeshare. Cycling incentives. Healthy living incentives.

Q4 If we gave you \$10 million to spend on alternative transportation, how would you choose to spend it and who would be involved?

Tax breaks to people that cycle to work in Monroe County, City and county.

#4

COMPLETE

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Monday, November 13, 2017 8:38:01 PM
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#3

COMPLETE

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Started:
Monday, November 13, 2017 8:15:13 PM
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Time Spent:
IP Address: 192.188.224.2

Page 1

Q1 What aspects of alternative transportation throughout Monroe County have you seen improvement in over the past decade? What aspects should be a focus for improvement in the future?

Increased sidewalks. However these need better signage so that people know they're not the same as sidewalks. Bikes are OK on sidewalks but dangerous on sidewalks.

Improvements: enforce rules about not parking on sidewalks. I can't imagine getting around in a wheelchair. Also, buses that come more frequently than 30 or 60 minutes. It's not worth taking the bus if you have to wait an hour for it.

Q2 Describe how you envision all sectors of the community (i.e. public, private, non-profit) working toward a more effective and accessible alternative transportation network?

private businesses taking responsibility for the sidewalks in front of their buildings, private businesses installing high quality bike racks, public and neighborhood based education and engagement.

Q3 What mechanisms can be put in place to allow for the development of a multi-modal alternative transportation system in Monroe County?

bus routes that connect with bike routes, route planning assistance

Q4 If we gave you \$10 million to spend on alternative transportation, how would you choose to spend it and who would be involved?

somehow kill the American car industry and become Copenhagen? Ok ok. have someone like Jeff Spock come in and make a plan. I'd trust anything he suggests.

Page 1

Q1 What aspects of alternative transportation throughout Monroe County have you seen improvement in over the past decade? What aspects should be a focus for improvement in the future?

Karsl Greenway was a big improvement identifying and striping space for bicycles on major roads would be great. More greenways that connect communities and with Bloomington would be great.

Q2 Describe how you envision all sectors of the community (i.e. public, private, non-profit) working toward a more effective and accessible alternative transportation network?

I imagine the public advocating for more facilities. I imagine that private sector could contribute funding as it will benefit from a healthier community and a community where employees want to live.

Q3 What mechanisms can be put in place to allow for the development of a multi-modal alternative transportation system in Monroe County?

A non-profit organization that can receive funding and then make donations to the County for infrastructure, the same way the Parks Foundation and Parks Dept. work together.

Q4 If we gave you \$10 million to spend on alternative transportation, how would you choose to spend it and who would be involved?

I would spend it all on a Greenway/separated facility for walking, running, and bicycling. I would want it to connect to Bloomington, Smithville, and Lake Monroe. I'm also open to it connecting to other rural communities of course! I would involve Monroe County Planners, City of Bloomington, rural communities, schools, IU Health, and Cook (maybe they're interested in contributing to the cost of the trail?).

SurveyMonkey

Monroe County Alternative Transportation Survey 2017

#5

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, November 14, 2017 10:56:51 AM
Last Modified: Tuesday, November 14, 2017 11:40:15 AM
Time Spent: 00:43:24
IP Address: 192.168.224.2

Page 1

Q1 What aspects of alternative transportation throughout Monroe County have you seen improvement in over the past decade? What aspects should be a focus for improvement in the future?

I have only lived in Bloomington for 3.5 years.

When I first moved here I was impressed with the perception that Bloomington was "bicycle friendly." However, after living here I realized that Bloomington still has a great deal of work to do. I would like to see more designated lanes just for bicyclists. I would be more inclined to bicycle to work, downtown, etc. if I did not have to share lanes with cars.

Q2 Describe how you envision all sectors of the community (i.e. public, private, non-profit) working toward a more effective and accessible alternative transportation network?

All sectors will need to show support financially.

Q3 What mechanisms can be put in place to allow for the development of a multi-modal alternative transportation system in Monroe County?

The city and county need to work together to make this happen.

Q4 If we gave you \$10 million to spend on alternative transportation, how would you choose to spend it and who would be involved?

Create separated, protected bike lanes on all roads.

5 / 16

SurveyMonkey

Monroe County Alternative Transportation Survey 2017

#6

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, November 14, 2017 1:11:48 PM
Last Modified: Tuesday, November 14, 2017 1:13:40 PM
Time Spent: 00:01:52
IP Address: 66.244.68.17

Page 1

Q1 What aspects of alternative transportation throughout Monroe County have you seen improvement in over the past decade? What aspects should be a focus for improvement in the future?

We've always had a good bus system. It has managed to stay consistently strong. Bicycle safety and pathways have improved!

Q2 Describe how you envision all sectors of the community (i.e. public, private, non-profit) working toward a more effective and accessible alternative transportation network?

??

Q3 What mechanisms can be put in place to allow for the development of a multi-modal alternative transportation system in Monroe County?

??

Q4 If we gave you \$10 million to spend on alternative transportation, how would you choose to spend it and who would be involved?

electric/solar tram?

6 / 16

SurveyMonkey

Monroe County Alternative Transportation Survey 2017

#7

COMPLETE

Collector: Web Link 1 (Web Link)
 Started: Tuesday, November 14, 2017 1:53:44 PM
 Last Modified: Tuesday, November 14, 2017 2:05:38 PM
 Time Spent: 00:11:54
 IP Address: 192.168.224.2

Page 1

Q1 What aspects of alternative transportation throughout Monroe County have you seen improvement in over the past decade? What aspects should be a focus for improvement in the future?

Rails to trails addition
 Reaching pocket areas such as Harrodsburg via a trail or addition of a bike lane on South Old State Road 37 when it is repaved.

Q2 Describe how you envision all sectors of the community (i.e. public, private, non-profit) working toward a more effective and accessible alternative transportation network?

I envision all stakeholders above coming together as a community to encourage and promote alternative transportation by whatever means they have to do so.

Q3 What mechanisms can be put in place to allow for the development of a multi-modal alternative transportation system in Monroe County?

I do not know the answer for this question.

Q4 If we gave you \$10 million to spend on alternative transportation, how would you choose to spend it and who would be involved?

Respondent skipped this question

7 / 16

SurveyMonkey

Monroe County Alternative Transportation Survey 2017

#8

COMPLETE

Collector: Web Link 1 (Web Link)
 Started: Tuesday, November 14, 2017 12:26:14 PM
 Last Modified: Tuesday, November 14, 2017 2:16:09 PM
 Time Spent: 01:48:54
 IP Address: 73.146.235.235

Page 1

Q1 What aspects of alternative transportation throughout Monroe County have you seen improvement in over the past decade? What aspects should be a focus for improvement in the future?

There have been great improvements in the cycling/pedestrian infrastructure available to residents. I have also seen improvements and expansion in the bus system which was much needed. I think creating more opportunities for impoverished residents to commute by bicycle or bus is needed. There needs to be safer and easier pedestrian corridors across Highway/interstate 37/69.

Q2 Describe how you envision all sectors of the community (i.e. public, private, non-profit) working toward a more effective and accessible alternative transportation network?

I see businesses and other organizations providing more incentive to commute without a car. The biggest thing is to try and dispel some of the stigma associated with riding the bus or riding a bike to work.

Q3 What mechanisms can be put in place to allow for the development of a multi-modal alternative transportation system in Monroe County?

More incentives for residents and employees to commute using alternative forms of transportation. I.e. Safe secure bike parking, better/more bike lanes, more commuter checks or something similar

Q4 If we gave you \$10 million to spend on alternative transportation, how would you choose to spend it and who would be involved?

I would expand the amount of multi use trails and bike paths leading out of town and into the county. I would also expand/move/develop Wapleham Mountain bike park. Monroe and Brown county are becoming and have been a Mountain Bike destination for a while now and having a nice park in town would draw tourism and residents to the sport.

8 / 16

#10

COMPLETE

Web Link 1 (Web Link)
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 Tuesday, November 14, 2017 3:28:34 PM
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 Time Spent:
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 IP Address:

Page 1

Q1 What aspects of alternative transportation throughout Monroe County have you seen improvement in over the past decade? What aspects should be a focus for improvement in the future?

The bus system and new bus station is updated and accessible. I still love and rely on the B-Line every single day. I would like for there to be a bike lane on Awater, specifically. But also, I want to be able to ride my bike safely to Brown County.

Q2 Describe how you envision all sectors of the community (i.e. public, private, non-profit) working toward a more effective and accessible alternative transportation network?

I would like for there to be more focus on making builders think about alternative transportation and not just giving more parking. I think that renters could pay a premium for a parking spot. I think that cyclists can work on showing where the best place for bike lanes could be. I think that those of us who all love Lake Monroe could work together to make it more accessible without a car - namely, a beautiful place to ride to.

Q3 What mechanisms can be put in place to allow for the development of a multi-modal alternative transportation system in Monroe County?

People need to pay the cost of car transport. It shouldn't be the free default. Parking meters were a great start to that. I think Bloomington has the opportunity to look into the future, to be a town where everyone wants to live because it was able to make the hard decisions that make it an ideal community well into the future. And for me, for everyone, I think that means a focus on alternative modes of transportation and infrastructure that supports it.

Q4 If we gave you \$10 million to spend on alternative transportation, how would you choose to spend it and who would be involved?

I would make more trails like the B-Line that unite north-south-east-west Bloomington (east Bloomington is a no man's land for cycling). I would make bike lanes a priority for direct access. I would make it so that cyclists had a safer way to ride farther out from Bloomington - another way to access Lake Monroe that isn't 44E. We should all feel it's safe to ride our bicycles to our beautiful wineries!

#9

COMPLETE

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Page 1

Q1 What aspects of alternative transportation throughout Monroe County have you seen improvement in over the past decade? What aspects should be a focus for improvement in the future?

I've seen better bike lanes in place, which is great! I would love to see more protected bike lanes, and I'd love for you to close off Kirkwood to car traffic, or make it one way and have the other half a pedestrian walk way.

Q2 Describe how you envision all sectors of the community (i.e. public, private, non-profit) working toward a more effective and accessible alternative transportation network?

Solicit more community opinions, including from businesses and nonprofits. Use nonprofits and the university to do research into what is working for other cities. Have businesses and nonprofits provide incentives for their employees to use alternative transportation.

Q3 What mechanisms can be put in place to allow for the development of a multi-modal alternative transportation system in Monroe County?

More incentives for regular citizens to use alternative transportation. Tax incentives? Employer incentives?

Q4 If we gave you \$10 million to spend on alternative transportation, how would you choose to spend it and who would be involved?

I would have more protected bike lanes (because cycling can be scary with the drivers in town). I would make Walnut and College two-way to slow traffic through those areas and add really nice bike lanes. I would involve all relevant stakeholders--businesses, city and county government, local residents, etc.

Q4 If we gave you \$10 million to spend on alternative transportation, how would you choose to spend it and who would be involved?

I might spend it on the dedicated bike bridge across I-69, because I'm not sure how else that project might be funded.

#11

COMPLETE

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Page 1

Q1 What aspects of alternative transportation throughout Monroe County have you seen improvement in over the past decade? What aspects should be a focus for improvement in the future?

I've noticed improvements in new multi-use paths, city/county bike map.

Specifically, I've had good experiences biking to some appointments at the NW YMCA. I appreciated the improved I-69 crossing and the partial multi-use path that was available on the way out.

I appreciate that there are some sidewalks towards a better bike connection to Ellettsville. I have had several people ask me about better bike routes to commute to or from Ellettsville.

Looking forward, some suggestions:

* Safe crossings of I-69 are important. Besides the bike/ped facilities in the I-69 plans, I endorse the Bloomington Bike Club plan for a dedicated bike/ped bridge over I-69. As a low-stress facility, I think it would be popular with the many residents on the west side of I-69 that need to commute the relatively short distance to downtown Bloomington or IU.

* There are some short stretches of road with little to no shoulder that would be of considerable interest to cyclists, including: the last two miles of 445 heading down to the lake, 45 out to Kerr Creek and 45 out to at least Mt. Gilead. Further out into the country, there are options for quieter routes, but to enter or exit Bloomington, these road sections are pinch points.

* The County might also consider a Transportation Demand Management Solution to help people find carpool, vanpool or "schoolpool" ride shares for longer trips. A TDM solution named RideAmigos is located at 501 N. Morton Street near some county offices.

Q2 Describe how you envision all sectors of the community (i.e. public, private, non-profit) working toward a more effective and accessible alternative transportation network?

The county would do well to also encourage the same kind of "Smart Growth" principles that Bloomington is using to encourage dense multi-use development and avoid sprawl. Another "village center" that's dense, walkable and bikeable could be encouraged, opposed to single-use sprawl.

Q3 What mechanisms can be put in place to allow for the development of a multi-modal alternative transportation system in Monroe County?

There are a lot of related issues. See the book "Suburban Nation: The Rise of Sprawl and Decline of the American Dream". A good starter mechanism is to have steady funding for the projects, as planner Mia Birk describes in her book about the rise of cycling in Portland: "Joyride: Pedaling Toward a Healthy Planet".

Monroe County Alternative Transportation Survey 2017
#12

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COMPLETE

SurveyMonkey

Page 1

Q1 What aspects of alternative transportation throughout Monroe County have you seen improvement in over the past decade? What aspects should be a focus for improvement in the future?

greenway development ... its beautiful although I've never actually travelled the full length.

Q2 Describe how you envision all sectors of the community (i.e. public, private, non-profit) working toward a more effective and accessible alternative transportation network?

private sponsorship of trail sections would be fabulous. perhaps a non-profit developed to raise funds for trail improvements/ maintenance... public moving the big projects forward hopefully with state and federal funding.

Q3 What mechanisms can be put in place to allow for the development of a multi-modal alternative transportation system in Monroe County?

not sure what you're looking for with this question....

Q4 If we gave you \$10 million to spend on alternative transportation, how would you choose to spend it and who would be involved?

connecting current infrastructure has to be a high priority, linking the current system to large public facilities, park, hospital etc.

Monroe County Alternative Transportation Survey 2017
#13

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COMPLETE

SurveyMonkey

Page 1

Q1 What aspects of alternative transportation throughout Monroe County have you seen improvement in over the past decade? What aspects should be a focus for improvement in the future?

Bike lanes, bike lanes

Q2 Describe how you envision all sectors of the community (i.e. public, private, non-profit) working toward a more effective and accessible alternative transportation network?

focus away from cars and making a more pedestrian and bike friendly community

Q3 What mechanisms can be put in place to allow for the development of a multi-modal alternative transportation system in Monroe County?

Respondent skipped this question

Q4 If we gave you \$10 million to spend on alternative transportation, how would you choose to spend it and who would be involved?

city planning with pedestrian and bike transportation at forefront.

#14

COMPLETE

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Page 1

Q1 What aspects of alternative transportation throughout Monroe County have you seen improvement in over the past decade? What aspects should be a focus for improvement in the future?

Improved bicycle infrastructure is obvious and appreciated. The inclusion of Uber/Lyft helps support a carless lifestyle here. Support for more park-and-ride like facilities so commuters can either meet and carpool/vanpool or take a bus (with frequent runs) into town could help formalize our support for these modes. The addition a bus or some other form of mass transit in between Bloomington and Indianapolis would be great.

Q2 Describe how you envision all sectors of the community (i.e. public, private, non-profit) working toward a more effective and accessible alternative transportation network?

I think public-private partnerships can help drive the adoption of these alternative modes of transportation. Employers who provide shower/locker facilities, carpool parking facilities, covered bike parking, etc. can all be helpful. Integration of commuting incentives and benefits for employees would help as well.

Q3 What mechanisms can be put in place to allow for the development of a multi-modal alternative transportation system in Monroe County?

First look for examples of comparable communities and see what the most successful strategies they have employed. There may be obvious and easy to implement solutions here (aka, low hanging fruit). Look towards implementing those first.

Before implementing any improvements, having good baseline data about the where/when/why/how people get around is valuable. Expanding upon the model that the AQMD uses in Southern California to survey area employers/employees would be a good way to supplement census data. This data will provide a mechanism to focus limited resources but also recurring surveys can provide useful data about the efficacy of any programs or changes.

While working towards general-purpose solutions, look through that data to find high-impact patterns (e.g., thousands of people drive from eastern Monroe county north on 37 at 7:30am or hundreds of commuters drive from Ellettsville to Bloomington). There are likely other communities (who may or may not be similar to Monroe Co) which have tackled similar problems.

Last but not least, consider having some public accountability for area employers. The AVR metric used by AQMD could be used for public recognition of the most sustainable employers OR could be the basis for requiring specific programs to be implemented by these employers. Getting employers actively engaged in these problems will drive the most change.

Similar to AQMD, the City of Santa Monica has their ETRP which has specific strategies for reducing the number of solo-drivers that employers can use.

Q4 If we gave you \$10 million to spend on alternative transportation, how would you choose to spend it and who would be involved?

Given the sum, my 30 seconds of consideration seems insufficient... but...

-\$1mm, conduct a comprehensive analysis to understand needs and current patterns, and set aside funds to repeat the analysis on a regular basis

-\$3mm on employer/employee outreach and marketing efforts - challenges, incentives, etc.

-\$3mm on direct subsidies for vanpools/transit/guaranteed ride home

-\$3mm for infrastructure improvements - park and ride, transit

in another form:

-\$1mm to planning consultants for survey and analysis

-\$1.5mm to marketing/outreach company to manage outreach

-\$1.5mm to employers and employees to promote programs

-\$3mm split between transportation providers, paid on behalf of commuters

-\$3mm on infrastructure

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