



ALL  
COMMUTE  
101



*Leadership*  
Bloomington - Monroe County

# INTRODUCTION

*The Leadership Bloomington – Monroe County Alternative Transportation Group started its work to encourage non-motorized transportation in our community. Our initial research revealed that both the City of Bloomington and Monroe County have thorough, comprehensive plans for alternative transportation infrastructure. Some of this infrastructure (paths, trails, and routes for biking and walking) is already in place and there are extensive plans to extend it, fill in gaps, and link to feeder systems to make it more usable. Many people are unaware of these plans and even unaware of the existing infrastructure. See the following web sites for more detailed information on the City and County plans:*

## CITY

## COUNTY

It will take several years for the City and County to complete the current plans; the pace of that expansion is dependent on the usage level and public perception of its value. Employers can make a meaningful contribution in this area by providing education and disseminating information on alternative transportation.

### The Alternative Transportation System

- What is the scope of the current alternative transportation system?
- What are current plans for expansion?

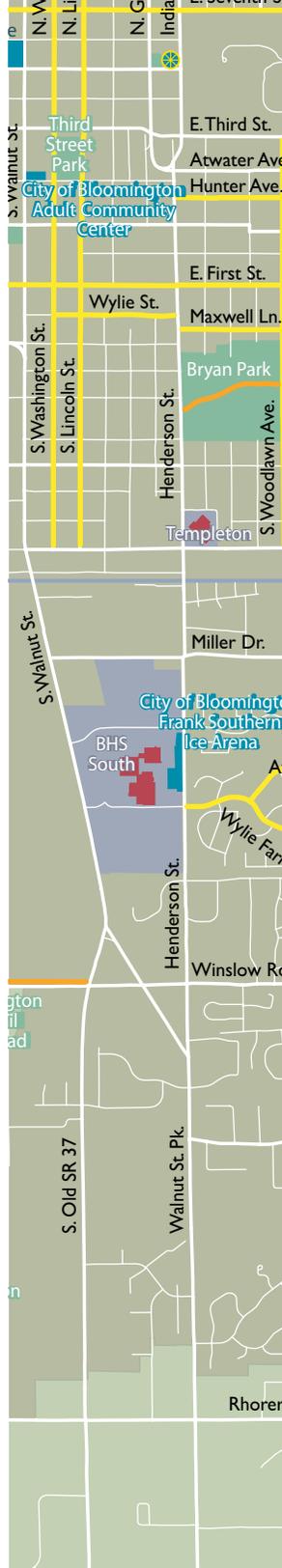
### Practical Concerns

- What route(s) should I use?
- How should I dress?
- How should I secure my bike?
- What should I do if the weather is bad?

### Motivation

- What are the health benefits?
- What are the cost savings?
- What is the impact on congestion and pollution?
- What are some financial incentives?

This educational approach will break down barriers for people and encourage more employees to try non-motorized commuting. Many of those that try it will make it a regular part of their life. These people will become the best educators and encourage others to join them in making the switch.





## Routes

*There is just something satisfying about going from “here to there” under your own power. City and County planning has afforded us with wonderful opportunities in which to do so. Bloomington streets provide both superior convenience and a high level of safety for the cyclist who chooses to bike to work in the downtown area. Choosing which route upon which to “peddle power” your way to work is easy Below are several useful links for those considering walking or biking to and from work.*

Here are 8 pages of [MAPS](#) which illustrate existing and future bike paths for the Bloomington downtown area.

If all you want is a [QUICK SIMPLE GUIDE](#) to the bike paths and specially paved roads with bicycle lanes, this link is for you.

Do you want to begin biking, but it’s been a while since you sat in the saddle? The City of Bloomington offers a low cost, one day, safety course entitled “[LEARN HOW TO DRIVE YOUR BIKE](#)” which will remind you of the rules of the road.

This is a link to the Bicycle and Pedestrian Transportation & Greenways System Plan (warning! this is a very large file), which contains much of the research which has been compiled over the years relating to biking in Bloomington.

Combining methods of alternative transportation such as walking and biking with bus riding can sometimes be a useful and effective means of commuting during inclement weather and when the range of travel is cumbersome for biking alone. Our local bus system, [BLOOMINGTON TRANSIT](#), has inexpensive yet extensive service and the buses are equipped with bike racks on board to facilitate bicyclists.

**ON THE GREAT GREEN TEAM      YOUTHFUL FIGURE**  
**NATURE IN SHAPE**  
**PEACEFUL EXERCISE**  
**FRESH QUICKER**  
**RICHER SAVINGS      HEALTHY OUTSIDE**  
**ECONOMICAL      AIR**  
**FREE**

## Benefits

*Studies show that about one of every 200 people bike to work -- and this number is rising. You might think “what if I bike or walk to work? How does that benefit me?”. To these questions there are numerous answers, many of which benefit your whole way of living. The following list might put you in the right direction.*

### Walking/Biking To Work, Benefits For Employees

- Provides an opportunity to get in shape while commuting
- Helps you feel more energetic and gives you an increased sense of vitality
- Feel stronger, concentrate and sleep better
- Reduces your risk of dying from heart disease and stroke
- Lowers high blood pressure (hypertension)
- Reduces your risk of catching a cold and other illnesses
- Improves your self-esteem, attitude and morale
- Adds to enjoyment of life
- Supports stress management
- Owning and maintaining a car is frequently ones largest financial expense after housing. The average annual expense of operating a car in 1996 was \$5,654. Today it is over \$8,000 with gas prices rising steeply in the last year - [www.yvcog.org](http://www.yvcog.org)
- Eliminates parking costs. Metered parking can run up to \$100/month while constantly facing the risk of the \$20 parking ticket. Hunting permits costs close to \$40/month and assigned parking spots are around \$55/month.

### Walking/Biking To Work, Benefits For Employers

- Improved employee health and sense well being
- Reduced work place stress
- Reduced healthcare costs - 50% of healthcare costs are mostly a result of poor lifestyle behaviors of employees, not genetics or bad luck. Employers with healthy employees reap financial savings and business success (up to 14% reduction this past year) - [WWW.NCHC.ORG](http://WWW.NCHC.ORG)
- Greater productivity. For business reasons – healthy employees are more productive, less expensive, and have lower absenteeism. When an employee is not healthy, not well, businesses can feel the impact long before the medical bills start to accumulate.
- Reduced parking fees. An employer can save \$600 or more annually for each employee that chooses not to drive to work and does not need a parking pass.
- Demonstrating a sense of civic engagement. By promoting walking and biking to work, employers are making the surrounding community more livable, and are showing good “community citizenship”.





## Additional Points Employers Might Consider

- Chronic diseases are among the most common and costly of all health problems. Amazingly, chronic diseases are among the most preventable. Three modifiable health-damaging behaviors - tobacco use, lack of physical activity and poor eating habits - cause the majority of problems. If your company is serious about controlling health care costs, you can't ignore the power of prevention.
- Make it clear that prevention is a priority. Work to create a culture of health. Make it clear that you value employees and that you REALLY value healthy employees.
- The U.S. Department of Health and Human Services developed an excellent report which clearly presents the need for immediate change relating to regular physical activity to effect a healthier nation. The report is supported by more than 30 scientific publications that establish and support the relationship between physical inactivity and chronic disease. Exercise is a key part of prevention; employees need to get regular exercise to be healthy. Biking to and from work allows employees to fit exercise in their busy schedules, during the workday without interfering with work.

## Benefits To The Community

- Improve air quality
- Reduced fuel consumption
- Reduced highway congestion
- Decreased noise pollution.
- Healthier environment. For every four miles ridden on a bicycle, you are keeping 15 pounds of pollutants out of the atmosphere. Riding a bike releases no fossil fuels or other deadly pollutants and does not adversely affect the ozone.

**CALCULATE  
YOUR CAR  
COST SAVINGS  
ON  
ATIVSOLUTIONS.  
COM**

Cost Savings Report

Week	Month	Year	Cost savings per year for not driving your car
70	280	3,360	
\$24.31	\$97.25	\$1,167.04	
94	376	4,512	
5	21	258	
3,518	14,073	168,878	
you save \$0.34 on your car.			
Insurance not included in calculations.			

Category	Amount
Fuel	\$448
Depreciation	\$551
Maint.	\$151
Tires	\$16

*You're lucky, you live in one of the most bike friendly communities in the country! There are dozens of dedicated bike paths and routes to help you get to where you need to be – work, the grocery store, and even your favorite pub! The better news – more bike routes, paths, and racks are on the way. Your tax dollars are helping to pave the way -- so you might as well get out and enjoy all that this community has to offer!*

### Carrying Your Stuff

A **rack** – there are many types of racks available with specific sizes for specialized items such as grocery bags, brief cases, and even six-packs of your favorite brew; or a **trailer** – allows for transportation of a significant amount of cargo and created for various types of loads ranging from flat beds to child carriers

### Gear

The right bike can make all the difference in the world. Pick a bike that will be comfortable on and that suits your commute. With that said, any bike will do. Things you might consider: **full fenders, chain guards, bike rack mounts, comfort/positioning** and of course **Coolness**. Besides the bike you will need some safety equipment.

#### Lights

- Front – various options ranging from cheap to very expensive
- Back – usually an inexpensive light will do the trick

#### Helmet

- A properly fitting helmet is a must – check with your local bike shop to ensure that your helmet fits and is being worn correctly

### Tools

Your local bike shop will be more than happy to explain the tools you may need and to show you how to fix a flat tire out on the road or trail. You can also go to the **BLOOMINGTON COMMUNITY BICYCLE PROJECT**, which has a great work shop available and is free of charge! You will also need **tire repair tools, spare tubes, tire inflation device** (hand pump or CO2), extra **batteries** for lights and possibly a **cell phone**

### Clothing

For short commutes (2 – 10 miles) you will be fine riding to work in your work clothes at a relaxed pace. For longer commutes (10 – 40miles) you might think of cycling-specific clothing:

- **Bike Shorts** –Padding, padding, and more padding may help to alleviate issues related to excessive saddle time.
- **Wind resistant / non-loose clothing** – will help to make your commute more efficient.
- **Bike Shoes and Cleats** – greatly enhance efficiency





Look for fabrics that wick away moisture. This will help you avoid issues related to excessive sweating. Gore-tex-like materials are waterproof, yet breathable materials and are useful for when inclement weather becomes a problem

### Bike Storage

Security and Stability in bike racks are key. Be sure to lock your bike in a manner that securely fastens it to an immovable rack. Use the bike frame for support to avoid the bending or “tacoing” of wheels. Racks should be located in convenient locations that are near to building entrances and attractions. Check with City officials if no racks are nearby as there may be funds to provide one near your workplace. Be sure to use caution if the rack is located on a busy sidewalk or pedestrian area.

**Interior storage** can provide a secure area that is free from the elements. Check with your employer to see if it is permissible to keep your bike in your office, building basement, or unused closet. Don't be afraid to be creative – bikes can fit in many interesting places! Even though you might sometimes store your bike in a private space, **always carry a lock** for unplanned visits and stops. There are many different kinds of locks – select the kind that works best for your specific needs and the environment in which your bike will be stored the most:

- **U-locks** – provide maximum security but can be heavy and bulky
- **Cable Locks** – are lighter and easier to use, but provide less security
- \* **Bloomington Ordinance prohibits locking bikes to trees, signs, and other objects.**

### Showers

While, a shower is not necessary for most bike commuting, **shower facilities** at your workplace can make bike commuting on those hot summer days more realistic. Unfortunately, due to space and other constrictions, many employers are unable to provide such facilities. Do not be afraid to ask around to see if there are any such facilities in or near your workplace that you are not currently aware of.

To avoid having to take a shower:

- Leave for work earlier in the day to enjoy cooler temperatures
- Wear athletic / breathable clothes during your commute and change into your work clothes once you arrive.
- Baby wipes; they can do amazing things in terms of freshening up once you arrive at your destination.

### INCLEMENT WEATHER

Unfortunately, inclement weather is part of living in Bloomington. Have **rain gear** packed in your bike bag so that you are ready for bad weather. If you are stranded at work due to bad weather look into taking the **BUS** home or requesting a ride from a co-worker



## NEW 2009 BICYCLE COMMUTER TAX BENEFIT

Did you know that employees can now qualify for tax benefits for commuting to work by bicycle?

Congress enacted a \$20 per month bicycle-commuter benefit as part of the emergency economic stabilization legislation signed into law on October 3, 2008. The benefit became available to bicycle commuters on January 1, 2009. The \$20 per month bicycle benefit operates similarly to the parking and mass transit benefits that employers have been able to offer commuters for years. As with parking and mass transit benefits, the new bicycle benefit is entirely voluntary for employers. But because the new bicycle benefit operates similarly to the existing commuter benefits, businesses that already offer the other benefits should be well positioned to offer the bicycle benefit, too.

### How The Bicycle Benefit Works

- Unlike parking and mass transit benefits, the bicycle benefit is strictly a reimbursement plan. During any month when an employee regularly uses a bicycle for a substantial portion of his or her commute, the employer can reimburse that employee up to \$20 for bicycle-related expenses. Bicycle benefits may not be funded by an employee's pretax contributions.
- Employees must first pay for their bicycle-related expenses out of pocket and then request reimbursement from their employers. The expenses that are eligible for reimbursement include: the purchase of a bicycle, bicycle improvements, repairs and storage.
- To substantiate their expenses, employees can submit expense claim forms or the actual receipts for their expenses.
- Upon receiving an employee's expense claim, the employer pays a cash reimbursement for the expense.
- The cash reimbursements are excludable from the employee's gross income.

For businesses that already offer commuter tax benefits, employees can submit their bicycle-related expenses in the same way that they currently submit parking or mass transit expenses. For businesses that do not already have a reimbursement plan in place, some leading providers of commuter-related products, such as **ACCOR SERVICES**, have developed programs to help employers institute the new bicycle benefit.

To provide additional guidance to employers on how to enact the new benefit program, the IRS has updated its **"EMPLOYER'S TAX GUIDE TO FRINGE BENEFITS"** publication to specifically address the new bicycle commuter benefit. Questions about the new bicycle commuter benefit can be directed to the IRS at 1-800-829-4933.





## INCENTIVES

*In 2001, the Surgeon General estimated that 61% of Americans were overweight or obese. Research conducted in 1999 by the Centers for Disease Control found that “obesity and overweight are linked to the nation’s number one killer--heart disease--as well as diabetes and other chronic conditions.” The American Medical Association reported that the main reason for Americans’ sedentary lifestyle is that “walking and cycling have been replaced by automobile travel for all but the shortest distances.” The Surgeon General also reported that less than one-third of Americans meet the federal recommendations to engage in at least 30 minutes of moderate physical activity at least five days a week, while 40 percent of adults engage in no leisure-time physical activity at all.*

Many employers have chosen to provide incentives for their employees to walk or cycle to work. Why? Employers benefit from a healthier, more productive work force. The programs currently in use are varied. San Luis Obispo’s Transportation Choices Program (TCP) allows employees to log days that they use any form of alternative transportation to get to and from work. They are rewarded with Lucky Bucks that they can redeem at local businesses for movie tickets, restaurant meals, smoothies, stamps, car washes, and more.

Incentives recommended by the Metropolitan Washington Council of Governments include

- flextime schedules
- amenities such as showers
- lockers and bike racks
- teleworking

Teleworking carries the additional benefit of reducing office space overhead and parking shortages, and promoting greater work/life balance for employees. Many of these incentives can be applied to employees who use other types of alternative transportation such as public transit and car and vanpooling. These alternatives, while not carrying the same health benefits, still benefit the community and the employer by reducing traffic congestion, air pollution, and parking problems.

Other incentives for using alternative motorized transportation include preferred or discounted parking for carpools and vanpools and company subsidized public transport passes. There is, of course, a range of other incentives for using alternative transportation, many of them more modest. Office parties for participants, certificates, and small gift baskets are among the more affordable employee recognition awards that help create a positive culture that celebrates alternative transportation.

 Signed bike routes and bicycle lanes

 Sidepaths and multi-use trails

 City limits

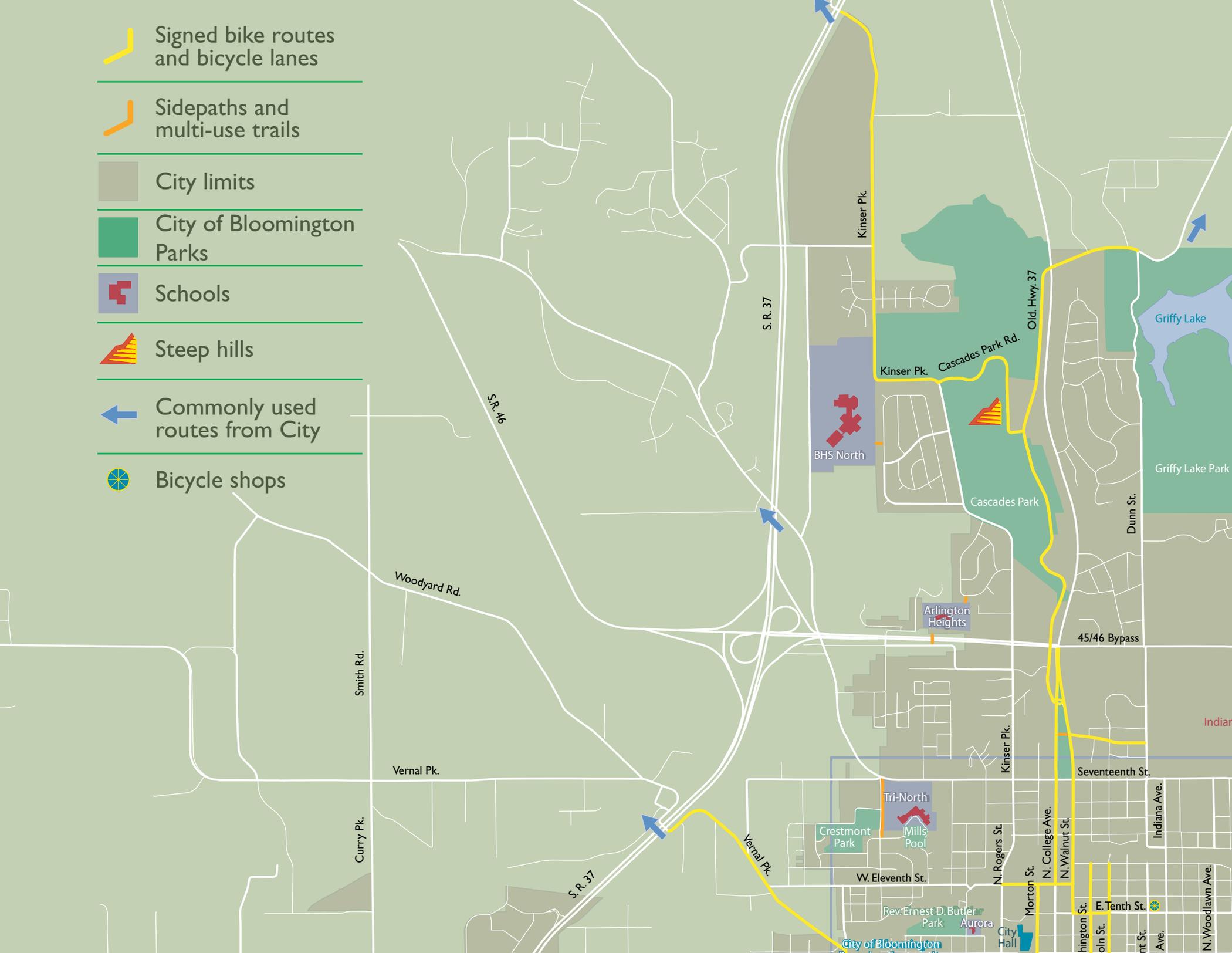
 City of Bloomington Parks

 Schools

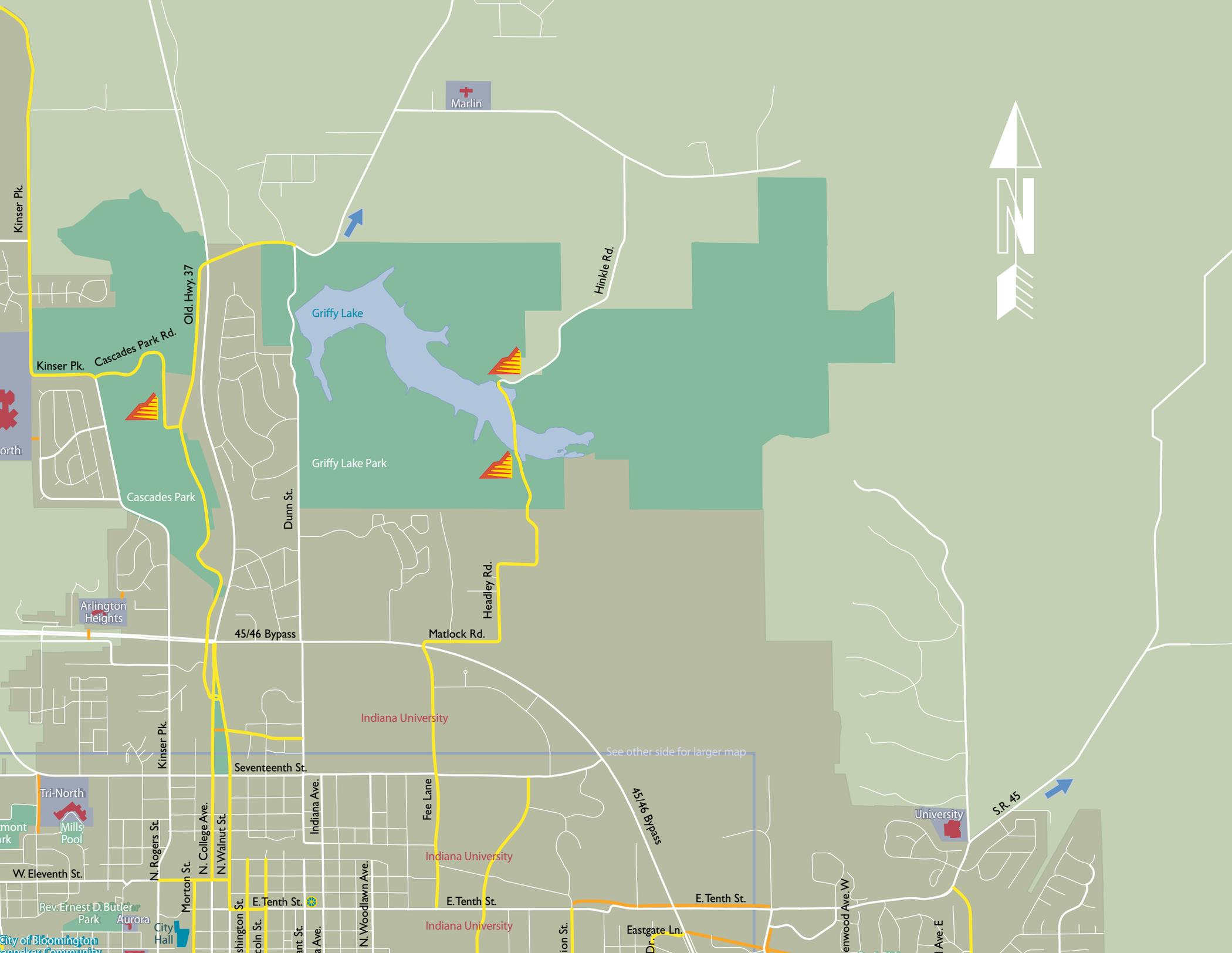
 Steep hills

 Commonly used routes from City

 Bicycle shops







Marlin



Griffy Lake

Griffy Lake Park

Cascades Park

Arlington Heights

Indiana University

Indiana University

Indiana University

University

See other side for larger map

Kinser Pk.

Kinser Pk.

North

Tri-North

W. Eleventh St.

City of Bloomington

Old Hwy. 37

Cascades Park Rd.

Kinser Pk.

N. Rogers St.

Morton St.

N. College Ave.

N. Walnut St.

Washington St.

Colon St.

Ant St.

ia Ave.

N. Woodlawn Ave.

Dunn St.

45/46 Bypass

Seventeenth St.

N. College Ave.

City Hall

Aurora

Rev. Ernest D. Butler Park

Millers Pool

Mont Park

W. Eleventh St.

Washington St.

Colon St.

Ant St.

ia Ave.

N. Woodlawn Ave.

E. Tenth St.

Fee Lane

Indiana Ave.

Indiana University

Indiana University

Indiana University

E. Tenth St.

E. Tenth St.

Indiana University

Headley Rd.

Matlock Rd.

Hinkle Rd.

45/46 Bypass

E. Tenth St.

Eastgate Ln.

Wood Ave. W

Ave. E

S.R. 45





Indiana State Law IC 9-21-11  
Chapter 11. Bicycles and Motorized Bicycles

IC 9-21-11-1 Parents and guardians; authorizing or permitting violation of chapter; bicycles; application of chapter

Sec. 1. (a) The parent of a child and the guardian of a protected person may not authorize or knowingly permit the child or protected person to violate this chapter.

(b) Subject to the exceptions stated, the provisions of this chapter applicable to bicycles apply whenever a bicycle is operated upon a highway or a path set aside for the exclusive use of bicycles.

As added by P.L.2-1991, SEC.9.

IC 9-21-11-2 Roadways; rights and duties

Sec. 2. A person riding a bicycle upon a roadway has all the rights and duties under this article that are applicable to a person who drives a vehicle, except the following:

- (1) Special regulations of this article.
- (2) Those provisions of this article that by their nature have no application.

As added by P.L.2-1991, SEC.9.

IC 9-21-11-3 Operation; seats; passengers

Sec. 3. (a) A person propelling a bicycle may not:

- (1) ride other than upon the permanent and regular seat attached to the bicycle; or
- (2) carry any other person upon the bicycle who is not seated upon a firmly attached and regular seat on the bicycle.

(b) A person may not ride upon a bicycle unless seated under this section.

As added by P.L.2-1991, SEC.9.

IC 9-21-11-4 Number of passengers

Sec. 4. A bicycle may not be used to carry more persons at one (1) time than the number for which the bicycle is designed and equipped.

As added by P.L.2-1991, SEC.9.

IC 9-21-11-5 Attachment to street car or vehicle; prohibition

Sec. 5. A person upon a bicycle, a coaster, roller skates, or a toy vehicle may not attach the bicycle, coaster, roller skates, or toy vehicle or the person to a street car or vehicle upon a roadway.

As added by P.L.2-1991, SEC.9.

IC 9-21-11-6 Lane use restrictions; riding two abreast

Sec. 6. A person riding a bicycle upon a roadway may not ride more than two (2) abreast except on paths or parts of roadways set aside for the exclusive use of bicycles.

As added by P.L.2-1991, SEC.9.

IC 9-21-11-7 Packages, bundles, or other articles preventing proper use of handlebars

Sec. 7. A person who rides a bicycle may not carry a package, a bundle, or an article that prevents the person from keeping both hands upon the handlebars.

As added by P.L.2-1991, SEC.9.

IC 9-21-11-8 Bell or other audible signaling devices; sirens; whistles

Sec. 8. A person may not ride a bicycle unless the bicycle is equipped with a bell or other device capable of giving a signal audible for a distance of at least one hundred (100) feet. A bicycle may not be equipped with and a person may not use upon a bicycle a siren or whistle.

As added by P.L.2-1991, SEC.9.

IC 9-21-11-9 Lamps and reflectors

Sec. 9. A bicycle operated on a highway from one-half (1/2) hour after sunset until one-half (1/2) hour before sunrise must be equipped with the following:

- (1) A lamp on the front exhibiting a white light visible from a distance of at least five hundred (500) feet to the front.
- (2) A lamp on the rear exhibiting a red light visible from a distance of five hundred (500) feet to the rear or a red reflector visible from a distance of five hundred (500) feet to the rear.

As added by P.L.2-1991, SEC.9.

IC 9-21-11-10 Brakes

Sec. 10. A bicycle must be equipped with a brake that will enable the person who operates the bicycle to make the braked wheels skid on dry, level, clean pavement.

As added by P.L.2-1991, SEC.9.

IC 9-21-11-11 Highways; regulations and requirements

Sec. 11. A person who operates a bicycle upon a highway shall observe the regulations and requirements of this article.

As added by P.L.2-1991, SEC.9.

IC 9-21-11-12 Motorized bicycles; prohibitions on operation; conditions

Sec. 12. A motorized bicycle may not be operated under any of the following conditions:

- (1) By a person less than fifteen (15) years of age.
- (2) By a person who has not obtained an identification card under IC 9-24, a permit under IC 9-24, an operator's license under IC 9-24, a chauffeur's license under IC 9-24, or a public passenger chauffeur's license under IC 9-24.
- (3) On an interstate highway or a sidewalk.
- (4) At a speed greater than twenty-five (25) miles per hour.

As added by P.L.2-1991, SEC.9.

IC 9-21-11-13 Persons under 18 years of age; operation of motorized bicycle; safety equipment

Sec. 13. A person less than eighteen (18) years of age who operates or rides a motorized bicycle on a street or highway shall do the following:

- (1) Wear protective headgear meeting the minimum standards set by the bureau or a helmet that meets the standards established by the United States Department of Transportation under 49 CFR 571.218 in effect January 1, 1979.
- (2) Wear protective glasses, goggles, or a transparent face shield.

As added by P.L.2-1991, SEC.9.

IC 9-21-11-14 Violations; Class C infraction

Sec. 14. A person who violates this chapter commits a Class C infraction.

As added by P.L.2-1991, SEC.9.

## CONTRIBUTORS : ACKNOWLEDGEMENTS

**Reed Adams**  
TSC Bloomington

**Maarten Bout**  
BCT Management, Inc

**Greg Bullman**  
Andrews Harrel Mann

**Brian Drummy**  
Bunger & Roberston

**Glenn Hughes**  
Clear Creek Christian Church

**James Riggins**  
NSWC Crane

**Nicole Schonemann**  
IU Office of Service-Learning

**Joshua Wolf**  
Monroe County Public Library

### **Leadership Bloomington Monroe County / IU School of Continuing Studies**

Mary-Catherine Carmichael  
Patty Abshire  
Kyla Cox

### **City of Bloomington**

Raymond Hess  
Joe Fish

### **Monroe County**

Jason Eakin

### **Fine Print**

Printing sponsor

### **All Participants in the video**

Mitch Rice, Danielle McClelland, Andy Ruff, Kelly Sax, Dory Lynch, Chris Jackson,  
Joan Middendorf, Phil Eskew, Geoff McKim

### **Pepin Press, Amsterdam, The Netherlands**

Illustration on pages 2,16

### **iStockphoto**

Imaging pages front, 3, 5, 6, 11

### **IRS**

Form on page 8

### **City of Bloomington**

Maps on pages 10, 11, 12, 13



*FINE  
PRINT*



*Leadership*  
Bloomington - Monroe County

101 W. Kirkwood Avenue, Suite 112  
Bloomington, IN, 47404  
812-855-1163  
[www.continue.indiana.edu/leadershipBloomington](http://www.continue.indiana.edu/leadershipBloomington)