



Monday, November 17, 2014
5:30 – 7:00 p.m.
Hooker Conference Room, Bloomington City Hall
AGENDA

- I. Call to Order and Introductions
- II. Approval of Minutes:
 - a. October 20, 2014
- II. Public Comments
- III. Communications from Committee Members
- IV. Reports from Staff
 - a. Minutes policy
 - b. 2015 Bikeways Projects
 - c. Sidewalk closures update
- V. Old Business
 - a. Bike/Ped Needs List
 - b. Winter maintenance
- VI. New Business
 - a. Commission-member crosswalk and stop sign recommendations
 - b. MTP Plan
- VII. Topic suggestions for future agendas
- VIII. Upcoming Meetings
 - Monday, December 15, 2014, 5:30 – 7:00 pm, Hooker Conference Room, Bloomington City Hall
 - 2015 meeting schedule
- IX. Adjourn

MINUTES
BIKE AND PEDESTRIAN SAFETY COMMISSION
10-20-2014

I. CALL TO ORDER AND INTRODUCTIONS – 6:35 PM

Members present: Nick Metzger, Jim Rosenbarger, Paul Ash, and Mark Stosberg

Guests: Mary Boutain – Commission on Aging

Staff: Scott Robinson – Planning & Transportation, Vince Caristo – Planning & Transportation – Commission Staff

II. APPROVAL OF MINUTES

Jim Rosenbarger made a motion to approve the minutes from September 15th with one correction. Paul Ash seconded. The motion passed.

III. PUBLIC COMMENT

Mary Boutain is interested in healthy communities, active living, and specifically more advocacy on walking for Bloomington. In the spring, she participated in an Active Living Workshop hosted by the Center on Aging and Health by Design, and as part of her follow-up from that she interested in just observing as this is her first time attending a meeting of the BPSC. Mr. Rosenbarger mentioned that over time the Commission has focused on walking, but with the Platinum Bicycle Friendly Community efforts their recent focus has been mostly on bicycling the last several years. Mr. Stosberg mentioned sidewalk closures during construction were recently discussed and Bloomington also received a Walk Friendly Community designation. Discussion ensued and Mr. Rosenbarger thanked Ms. Boutain for her interest and comments.

IV. COMMUNICATIONS FROM COMMISSION MEMBERS

Paul and Jim enjoyed the presentation by Professor Peter Norton at IU.

Mr. Stosberg mentioned the growth in electric bicycles and wondered how the laws, or if any rules, apply to them differently.

Mr. Rosenbarger was glad to hear about MCCSC's efforts with walking school bus efforts at local elementary schools. He would like to invite them to a future meeting and find out how the Commission may be able to help out.

REPORTS FROM STAFF

2014 Bikeways Improvements

Mr. Caristo gave an update on the progress of improvements underway this fall. Most pavement markings have been completed. A map that illustrated the various locations with on-street improvements was provided for reference. Commission members discussed the need for facilities along West 2nd Street, west of Rogers to Patterson, as another segment to consider.

Right hook and near miss concerns over transition zones from bike lanes ending at intersections at busy locations will need monitoring (3rd and Indiana was discussed as an example).

Civil Streets Year 1 Final Report

Mr. Caristo said the grant has ended and he compiled a final report detailing the aspects of the grant activities over the last year. An overview on the data for unsafe behaviors was provided. He submitted another grant for next year. Mr. Ash asked if Civil Streets efforts will continue without the grant and Mr. Caristo explained it would be limited to activities not requiring capital expenses such as paid advertising, printing, and bike lights.

Local Motion Grant Update

The Buskirk Chumley Theater completed their event on October 5 and submitted their invoice and will provide a final report. Mr. Caristo attended part of the event and gave a summary which matched the details in their grant application. Nothing else to report from the other two grant recipients. Mr. Robinson explained that staff has tried several times to get the grant recipients to get registered into the City's vendor system, so their funding can be properly allocated before the end of the year. Mr. Rosenbarger asked staff to give firm deadlines and wondered if funds could go to others, such as the walking school bus, if these grant applicant do not come to fruition.

OLD BUSINESS

Small Maintenance and Project List

Mr. Stosberg got some very thoughtful suggestions from Bloomington Bicycle Club members on network needs, which he will compile and provide for the Commission. These suggestions are not ones currently on the growing list of ideas. Mr. Rosenbarger said the list needs to be prioritized and paired down, keeping in mind the understanding of small projects. All ideas are good ones to keep track of for helping to identify a range of needs.

NEW BUSINESS

Longview Bike Lane

Mr. Caristo provided a summary of the existing bike lane specifications along Longview Avenue and Kingston Drive. Mr. Stosberg raised previous concerns of the narrow width and gutter for these bike lanes and Caristo explained that some segments do not meet minimum design standards. Mr. Metzger asked if paving over the gutter would address some design issues, but Mr. Robinson explained this creates a maintenance concern over time because of the concrete gutter tends to cause an asphalt layer to crack with freeze thaw cycles. All agreed the current bike lanes along Longview create a level of expected protection that may not suffice for many cyclists with the narrow vehicle lane width of ten feet wide with frequent bus traffic. Discussion ensued with other narrow bike lanes and the trade off concerns with using sharrows and less confident cyclists. Commission members all agreed that the bike lanes along Longview should be replaced with sharrow markings given the existing profile of the roadway.

TOPIC SUGGESTIONS FOR FUTURE AGENDAS

Adjourned 7:05 PM



**MARK KRUZAN
MAYOR**

CITY OF BLOOMINGTON

401 N Morton St Suite 210
PO Box 100
Bloomington IN 47402

OFFICE OF THE MAYOR

p 812.349.3406
f 812.349.3455
mayor@bloomington.in.gov

Bloomington /Monroe County Metropolitan Planning Organization
Attn: Josh Desmond
Bloomington Planning Department
401 N. Morton Street, Suite 160
Bloomington, IN 47404

December 16, 2013

Re: Transportation Alternatives Program (TAP) Grant Application for 2015 Greenways Projects

Dear Josh,

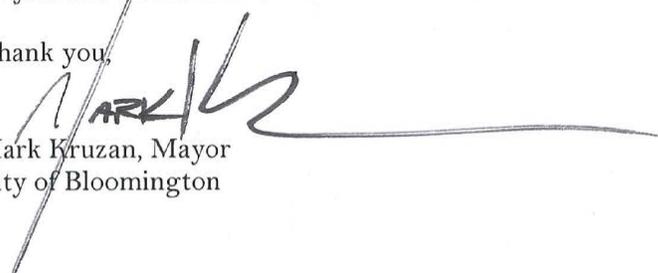
The City of Bloomington is pleased to submit our request for TAP funding for the 2015 Greenways Implementation Plan. The project proposes pavement markings on various streets identified in the City's Greenways Implementation Plan which was completed in 2012. These projects would include the following:

- Indiana Avenue - shared lane markings from 10th Street to 13th Street
- Dunn Street - bike lane and shared lane markings from 3rd Street to 12 Street and from 13th Street to 17th Street
- Fess Avenue - Neighborhood Greenway from 7th Street to 13th Street
- Liberty Drive - bike lanes from State Route 48 to State Route 45
- 10th Street - bike lanes and shared lane markings from Morton Street to Union Street
- Law Lane - shared lane markings from Union Street to Fee Lane
- North Walnut Street - bike lanes from State Route 46 to Old State Route 37

In 2010, the Bloomington City Council established a goal for the City of Bloomington to achieve Platinum level status as a Bicycle Friendly Community as designated by the League of American Bicyclists. With this goal in mind, the City undertook its Greenways Implementation Plan, a capital improvement program detailing various projects selected through a series of meetings involving City staff, community stakeholders, interest groups, and the community at-large. This initiative, completed in 2012, resulted in implementation of nine (9) on-street bicycle infrastructure projects in 2013 and another six (6) projects scheduled for 2014. The City is seeking TAP funding for similar projects in 2015 as outlined in the attached application.

If you have questions about the information in the attachments, please contact Adrian Reid in the Department of Public Works. The City appreciates the opportunity to apply for funding for this project and would like to thank the MPO in advance for their consideration of our application.

Thank you,


Mark Kruzan, Mayor
City of Bloomington



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- *Fess Avenue from 7th Street to 13th Street*
- *Liberty Drive from State Route 48 to State Route 45*
- *10th Street from Morton Street to Union Street*
- *Law Lane from Union Street to Fee Lane*
- *North Walnut Street from State Route 46 to Old State Route 37*

The conceptual plans for these proposed facilities are already provided in the Greenways Implementation Plan, including typical sections for each facility. No right-of-way acquisition is required to construct these projects, and the City doesn't anticipate that NEPA reviews will apply.

The Greenways Implementation Plan is a product of the City's goal to achieve Platinum status as a Bicycle-Friendly Community, a designation awarded by the League of American Bicyclists, by 2016. The Bloomington City Council established this goal in 2010 (see Appendix C), and the nine (9) bicycle facilities constructed in 2013 represent the first projects in a series of urban bikeway projects intended to help achieving this goal. There are six (6) projects scheduled for construction in 2014, and construction of the projects included in this application would follow in 2015.

Primary Purpose (Select one): Please select which description best fits your project. All eligible project types are considered equally during evaluation.

- Construction of Bike/Ped Facilities
- Safe Routes to School
- Multi-use trail project

Project Elements (All that apply):

- Sidewalks
- On-street or off-street bicycle infrastructure
- Pedestrian and bicycle signals
- Maintenance or construction of recreational trail or trailhead facilities
- Traffic calming techniques
- Lighting and other infrastructure that improves bicycle and pedestrian safety
- Infrastructure projects that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs
- Safe Routes to School programming (Education, Encouragement, Enforcement, Evaluation)

Community Support (20 points maximum)

- a. Is the project supported by local planning documents? **(10 points maximum)**
All of the projects are included in the City's 2009 Greenways Plan and specific projects were vetted through the Greenways Implementation Plan process.
- b. Has the project received letters of support from community organizations? **(5 points maximum)**



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The City has not received specific letters of support from community organizations, but the Greenways Plan is widely supported by various interest groups and City organizations such as the Bicycle and Pedestrian Safety Commission.

- c. Has the project been presented at public meetings? **(5 points maximum)**
In 2009, the City of Bloomington's Bicycle and Pedestrian Transportation & Greenways System Plan was adopted by the Bloomington Plan Commission in two (2) public meetings. The overall Greenways Implementation Plan, which includes the individual projects listed in this application, included several public meetings. The first of these meetings occurred on September 28 & 29, 2011. The last of these meetings was held on May 10, 2012, where the overall plan was unveiled to the public.

Safety (25 points maximum)

- a. Does the project location occur on any of the following lists in the MPO's crash reports from the previous 3 years? **(10 points maximum)**
Please check each list on which the project location appears and indicate which year's crash report the list is in.

- 'Top Locations by Crash Total' (Year(s): 2009-2011)
 'Top Locations by Crash Rate' (Year(s): 2009-2011)
 'Top Locations by Crash Severity' (Year(s): _____)
 'Eligible HSIP Locations' (Year(s): 2009-2011)
 'Top Bicycle and Pedestrian Crash Locations' (Year(s): 2009-2011)

- b. How many total crashes occurred within ¼ mile of the proposed project in the previous 3 years?
(5 points maximum)

There were 477 total accidents along all of the routes included in this application, and many more (thousands) if we calculated accidents within 1/4 mile of the projects.

- c. How many fatal or incapacitating injury crashes occurred within ¼ mile of the proposed project in the previous 3 years? **(5 points maximum)**

One (1) fatal accident – 13th & Fee Lane; seven (7) incapacitating accidents. These are accidents just along the routes and not estimated within 1/4 mile of the projects.

- d. Does the proposed project improve safety for multiple user groups? **(5 points maximum)**
Please check all that apply.

- Pedestrians
 Bicyclists
 Motorists
 Transit users
 Disabled persons

Utility (25 points maximum)

- a. Does the project connect to destinations such as parks, schools, libraries, retail centers, or employment centers? **(10 points maximum)**
Please check all that apply.

X Public Park

X School

X Library

X Employment

X Retail

- b. Does the proposed project connect to existing bicycling and walking networks? **(5 points maximum)**
Please check all that apply.

Multi-use Trail

X On-street bikeway

X Sidepath

Sidewalk

X Signed bike route

- c. How many transit routes and transit stops are located within the proposed project, or are located within ¼ mile of the proposed project? **(5 points maximum)**

Because there are several projects and many of them are close to IU campus, there are dozens of transit stops within 1/4 mile of the proposed project. The 10th Street project will be constructed on the busiest transit corridor in the City.

- d. Does the project enhance bicycle and pedestrian access for traditionally underserved populations, as identified in the MPO's Long Range Transportation Plan? **(5 points maximum)**

Yes, many of the proposed greenways projects serve IU campus.

Project Readiness (30 points maximum):

- a. What percentage of design work is currently completed for the project? **(10 points maximum)**
Approximately 25% of design has occurred. Conceptual plans and typical sections already exist for each project.

- b. What percentage of the project right-of-way is owned by the project sponsor at the time of this application? **(10 points maximum)**
No ROW is required for the project.



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- c. Is this project eligible for a categorical exclusion from NEPA reviews? **(5 points maximum)**
At this time, this project appears to be eligible for a blanket categorical exclusion from NEPA reviews.

- d. With the funds requested, will the project be fully funded, or a phase of the project fully funded?
(5 points maximum)
The funds requested would fully fund up to seven (7) projects, which constitute one (1) phase of the overall Greenways Implementation Plan.

PLEASE ATTACH THE FOLLOWING:

- **Cover letter signed by the highest elected local official as well as the highest financial officer of the LPA**
- **Project Map (Appendix A)**
- **NEPA Approval Letter (if applicable)**
- **Letters of support (if applicable)**

I hereby certify that the information submitted as part of this application is accurate.



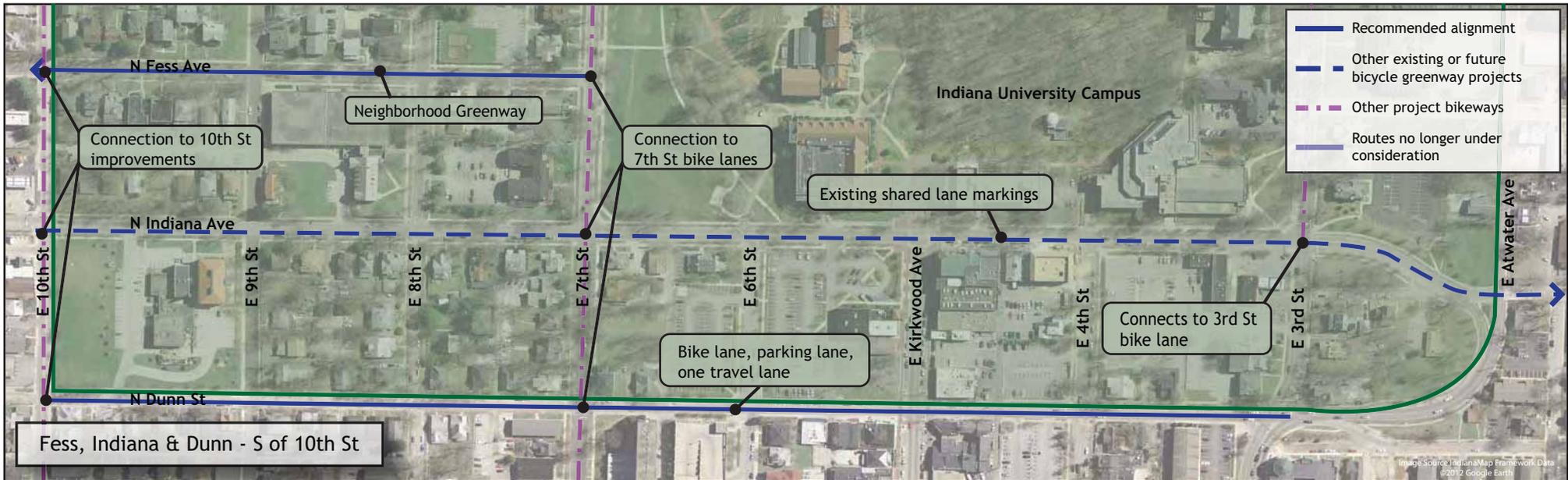
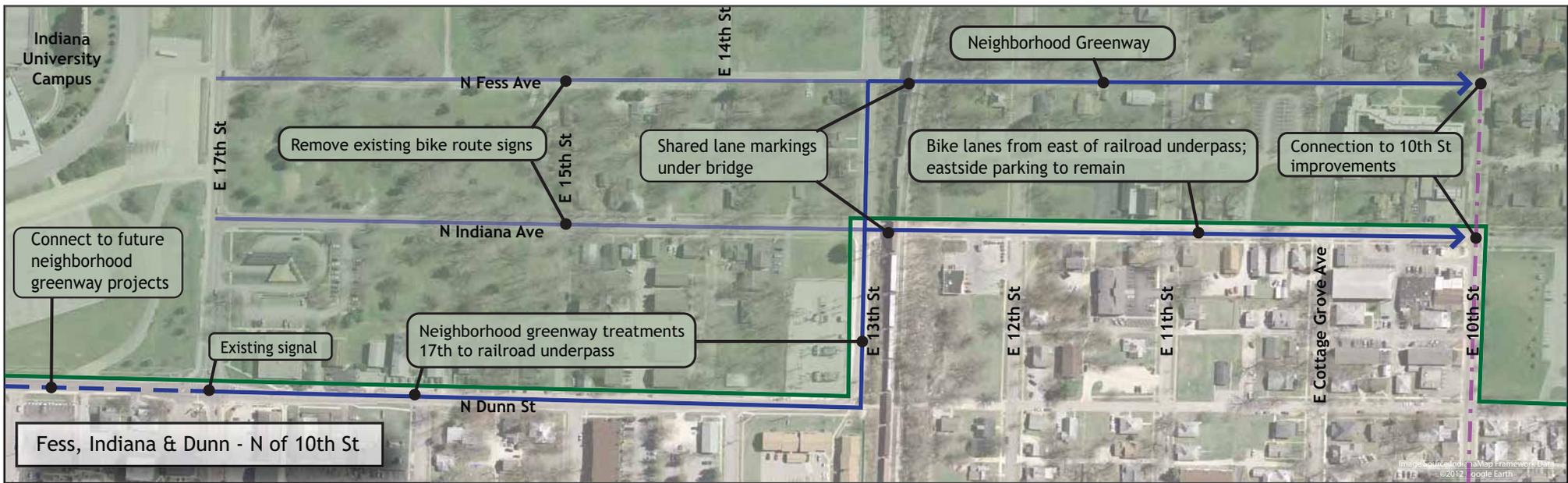
Signature

12/13/13

Date

Appendix A

Maps

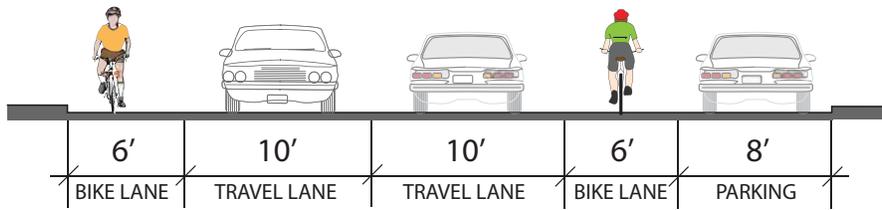


IM5 Fess Ave, IM3A Indiana Ave, IM3B Dunn St: E 17th St to E 3rd St

Bloomington Bikeways Implementation Plan

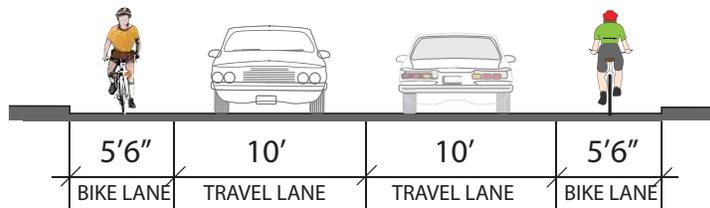
Source: Google Earth Aerial
 Author: RW
 Date: March 2012

N Indiana Ave from 10th to 12th



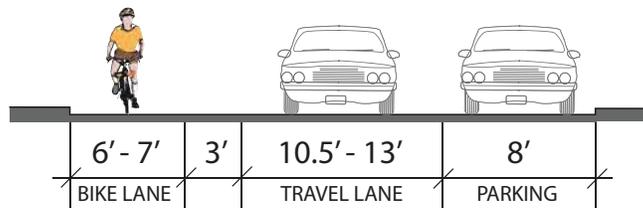
W ————— 40' PAVEMENT ————— E

N Indiana Ave from 12th to 13th



W ————— 31' PAVEMENT ————— E

N Dunn St from 13th to 17th

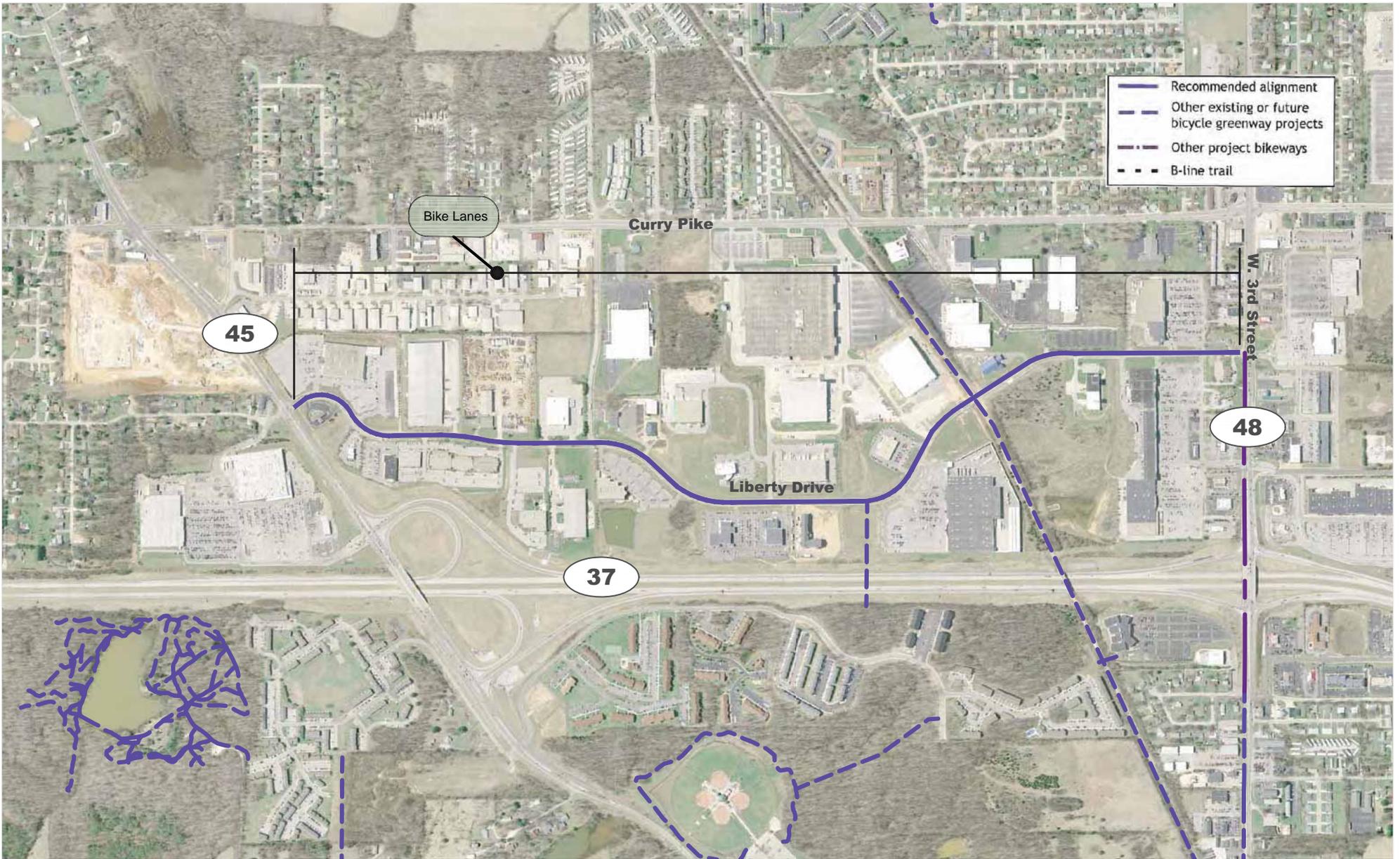


W ————— 27'-6" - 31' PAVEMENT ————— E

IM5 Fess Ave, IM3A Indiana Ave, IM3B Dunn St: E 17th St to E 7th St

Bloomington Bikeways Implementation Plan

Author: RW
Date: March 2012



LT2 Liberty Drive: State Road 45 to State Road 48/ West 3rd Street

Bloomington Bikeways Implementation Plan

Source Google Earth Aerial
 Author: JRF
 Date: March, 2012

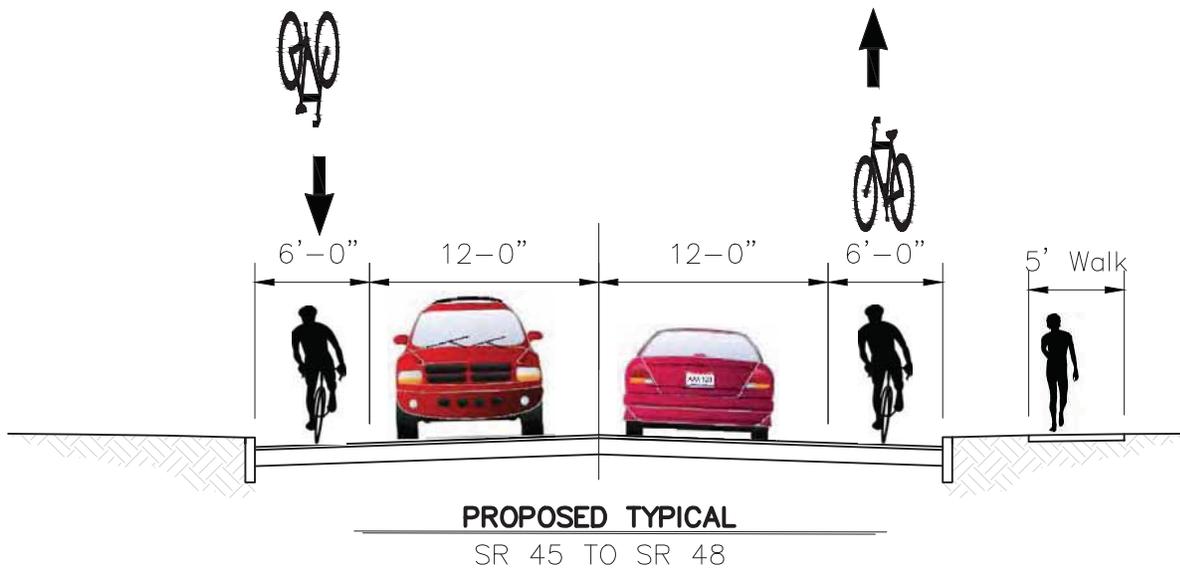
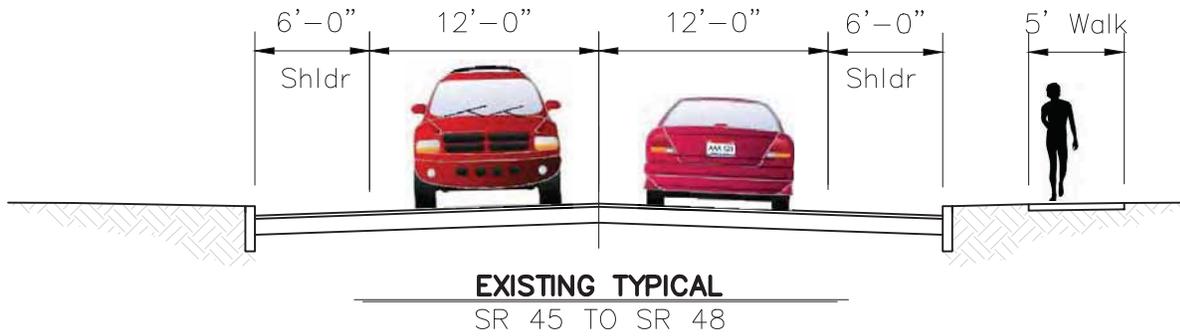


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LIBERTY DRIVE



LT2 Liberty Drive : SR 45 to SR 48

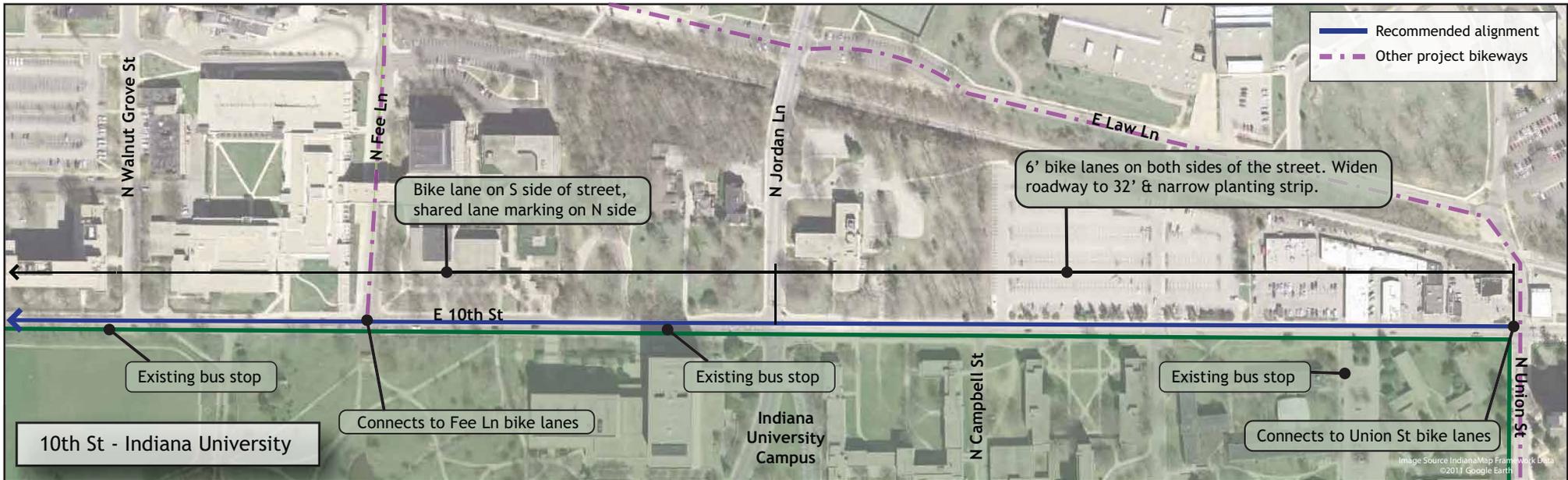
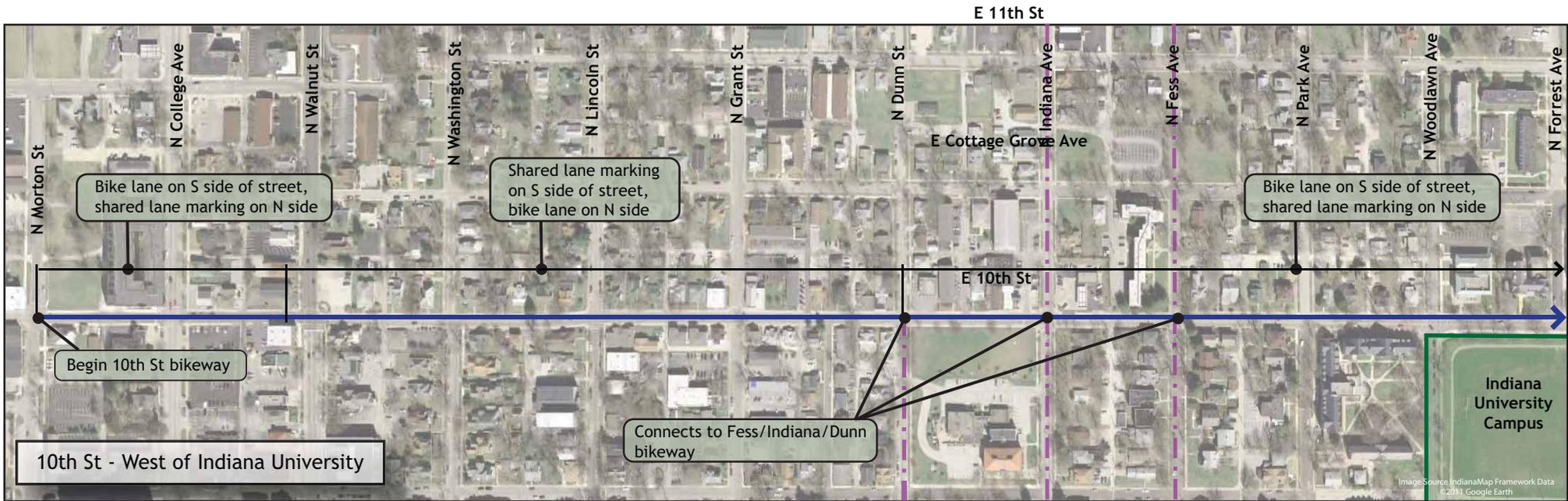
Bloomington Bikeways Implementation Plan

Source Google Earth Aerial
Author: JRF
Date: March, 2012



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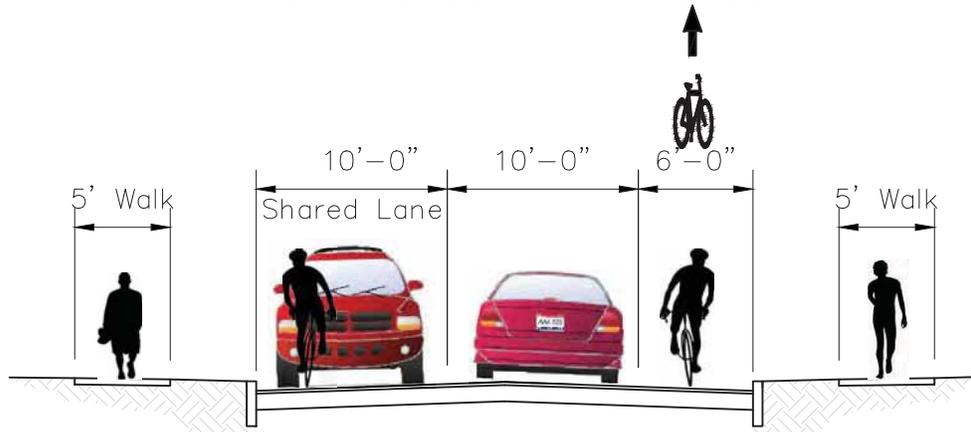
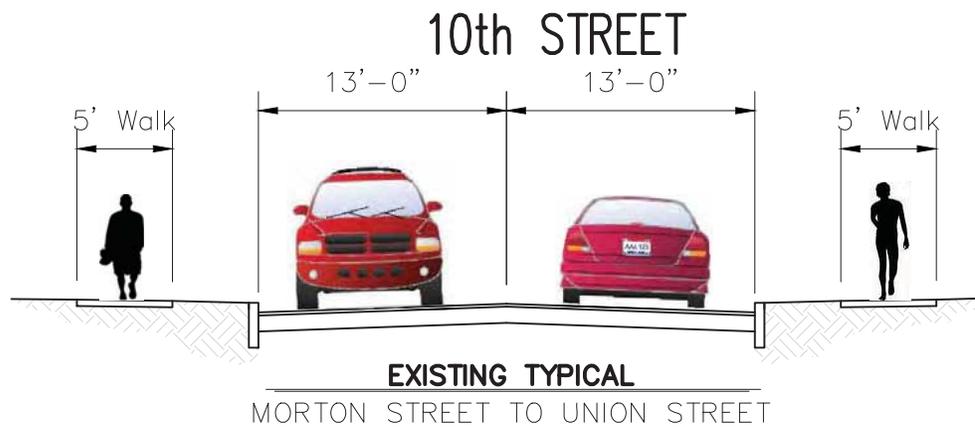




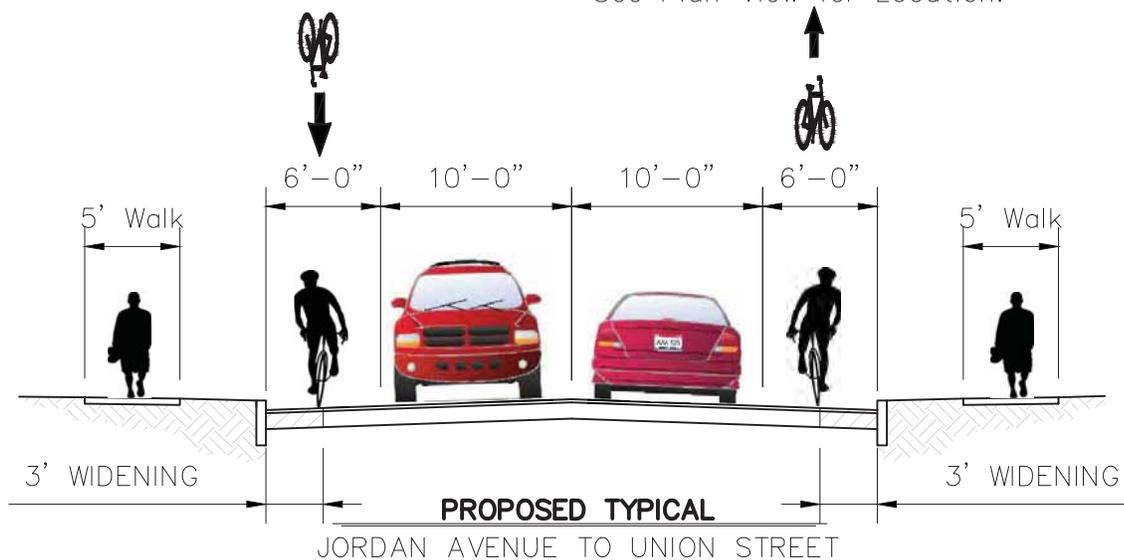
LT6 10th St: Morton St to Union St

Bloomington Bikeways Implementation Plan

Source: Google Earth Aerial
 Author: RW
 Date: March 2012



NOTE: Shared Lane & Bike Lane Location Alternates.
See Plan View for Location.



LT6 10th Street : Morton Street to Union Street





LT7 Law Lane: N Fee Ln to N Union St

Bloomington Bikeways Implementation Plan

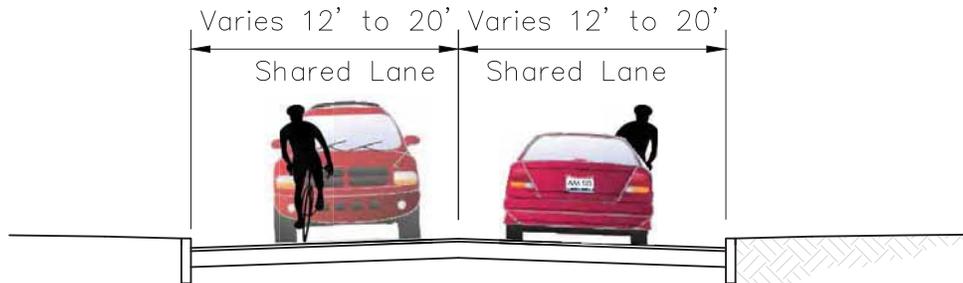
Source: Google Earth Aerial
 Author: RW
 Date: March 2012

LAW LANE



EXISTING TYPICAL

N. FEE LANE TO UNION STREET



PROPOSED TYPICAL

N. FEE LANE TO UNION STREET

LT7 Law Lane : N Fee Lane to N Union Street

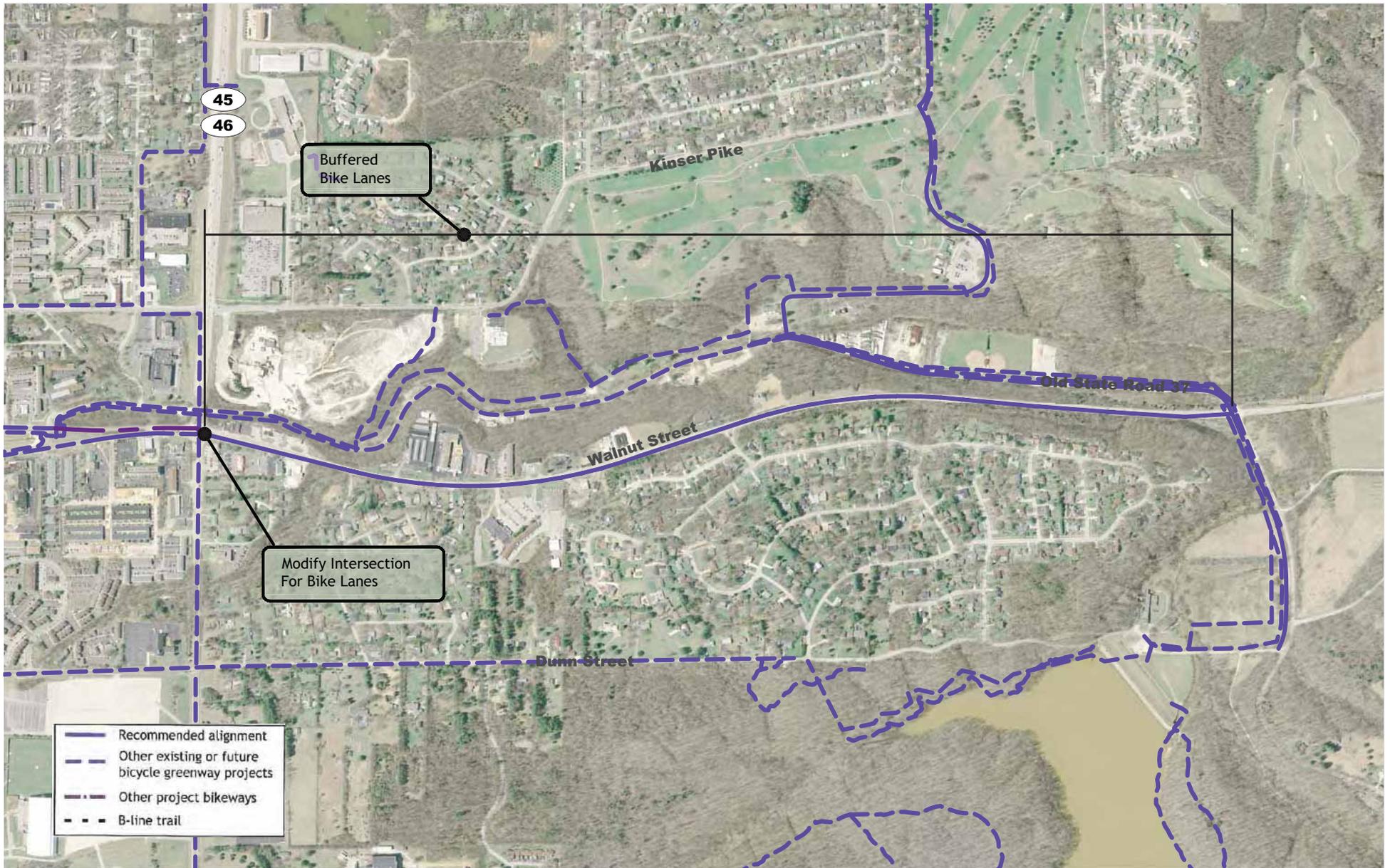
Bloomington Bikeways Implementation Plan

Source Google Earth Aerial
Author: JRF
Date: March, 2012



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LT3B Walnut Street: State Road 45 & 46 to Old State Road 37

Bloomington Bikeways Implementation Plan

Source: Google Earth Aerial

Author: JRF

Date: March, 2012

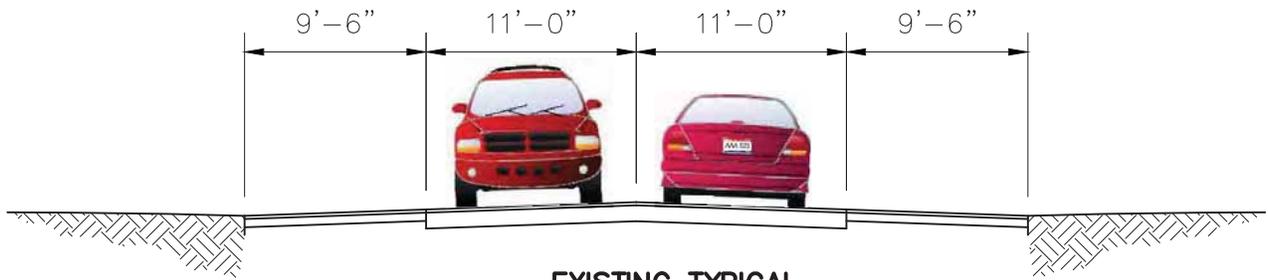


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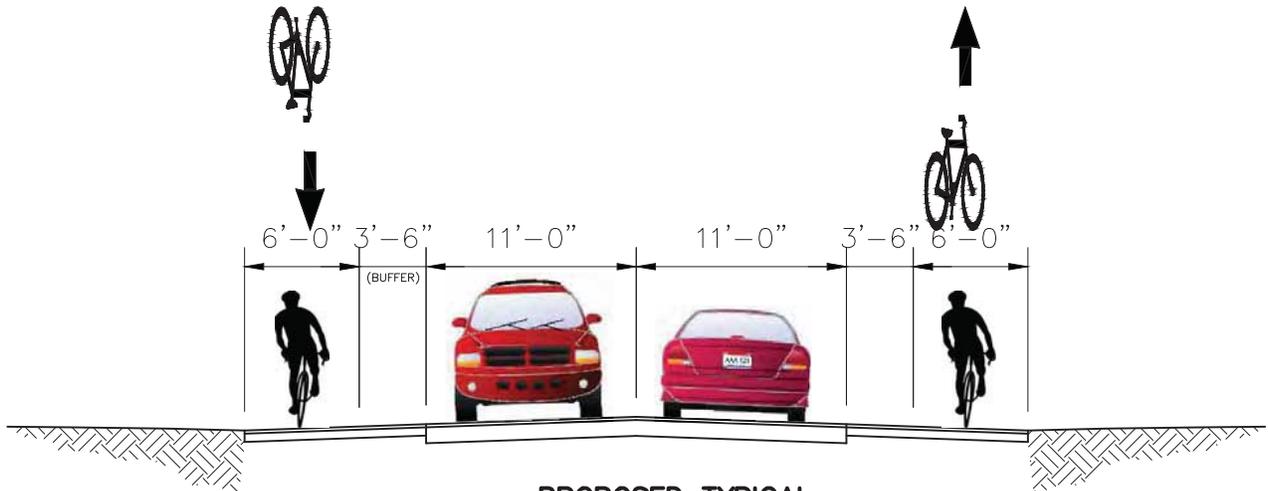
alta
PLANNING + DESIGN

WALNUT STREET – NORTH



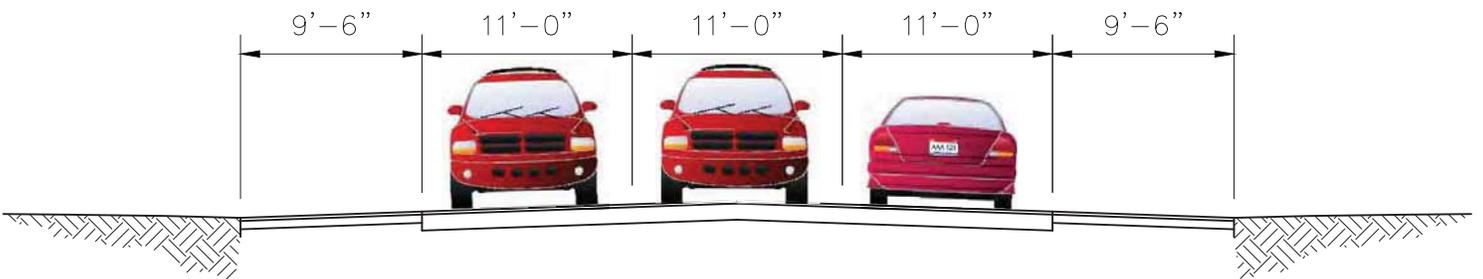
EXISTING TYPICAL

STATE ROAD 46/45 TO BLUE RIDGE DRIVE



PROPOSED TYPICAL

STATE ROAD 46/45 TO BLUE RIDGE DRIVE



EXISTING TYPICAL

BLUE RIDGE DRIVE TO OLD STATE ROAD 37

LT3B Walnut Street : SR 45/46 to SR 37

Bloomington Bikeways Implementation Plan

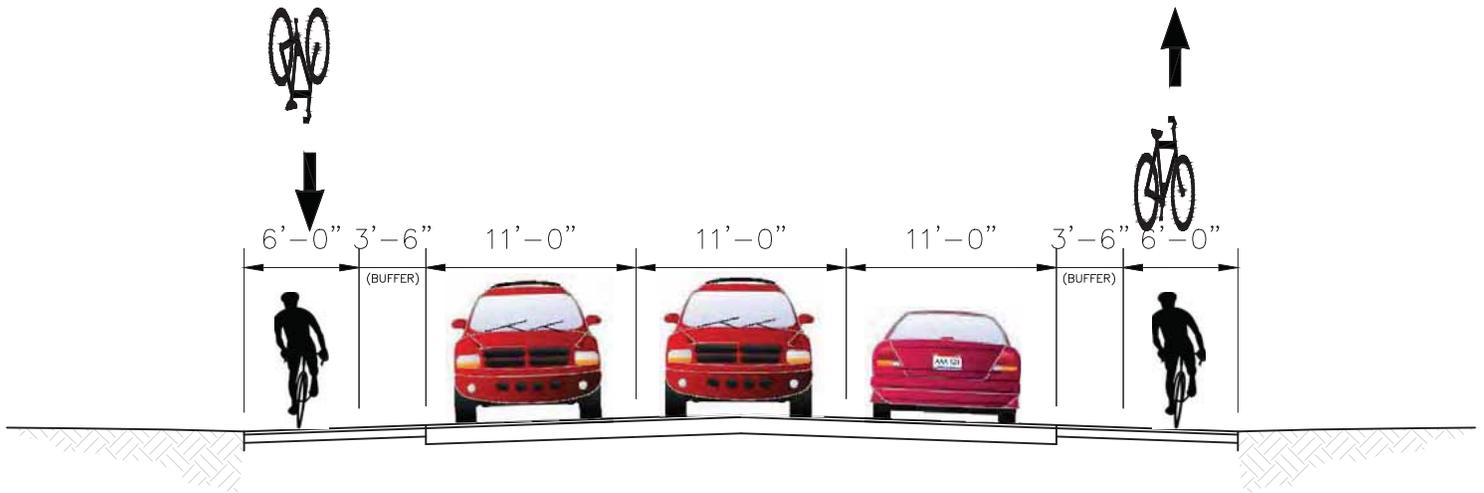
Source Google Earth Aerial
 Author: JRF
 Date: March, 2012



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WALNUT STREET – NORTH



PROPOSED TYPICAL
BLUE RIDGE DRIVE TO OLD STATE ROAD 37

LT3B Walnut Street : SR 45/46 to SR 37

Bloomington Bikeways Implementation Plan

Source Google Earth Aerial
Author: JRF
Date: March, 2012



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Appendix B
Crash Report Data

Table A1. Eligible HSIP Locations, 2009–2011

Current Rank	Previous Rank	Location	Jurisdiction	Fatal or Incapacitating Injury Crashes	Total Crashes	Fatal	Any Injury
1	8	E 3rd St & S Jordan Ave	COB	2	51	0	22%
2	15	N Dunn St & N Old State Road 37	COB	2	24	1	46%
3	2	W 3rd St & S Patterson Dr	COB	2	21	1	33%
4	1	W 2nd St & S Walker St	COB	2	9	0	67%
5	34	N Elm St & W Kirkwood Ave	COB	2	8	0	38%
5	33	S Fairfax Rd & E Schacht Rd	MC	2	8	1	63%
7	4	N Curry Pk & W Jonathan Dr	MC	2	6	0	67%
8	5	W 7th St & N Walnut St	COB	1	45	0	20%
9	10	W 17th St & N Kinser Pk/N Madison St	COB	1	43	0	33%
10	11	E 10th St & N Sunrise Dr	COB	1	38	0	18%
11	9	W 2nd St & S Rogers St	COB	1	33	0	30%
12	-	W Grimes Ln & S Walnut St	COB	1	31	0	39%
13	16	E 3rd St & S Swain Ave	COB	1	29	0	3%
14	-	N Smith Pk & W Woodyard Rd	MC	1	27	0	30%
14	-	E Miller Dr & S Walnut St	COB	1	27	0	26%
16	13	N Jordan Ave & E Law Ln	COB	1	25	0	8%
17	19	E 17th St & N Lincoln St	COB	1	24	0	25%
18	-	W 3rd St & S Kimble Dr	COB	1	23	0	48%
19	-	E Longview Ave & N Pete Ellis Dr	COB	1	20	0	25%
19	20	S Fairfax Rd & S Walnut Street Pk	MC	1	20	0	50%
21	-	N Curry Pk & W Vernal Pk	MC	1	18	0	22%
21	21	E 3rd St & S Ballantine Rd	COB	1	18	0	11%
23	17	E 13th St & N Fee Ln	COB	1	17	1	29%
24	18	W 15th St & N Walnut St	COB	1	16	0	31%
25	27	S Curry Pk & W Roll Ave	COB	1	15	0	33%
25	30	S Walnut St & S Walnut Street Pk	COB	1	15	0	7%
27	26	E 18th St & N Dunn St	COB	1	14	0	14%
27	29	N Grant St & E Kirkwood Ave	COB	1	14	0	29%
29	-	W 11th St & N Rogers St	COB	1	13	0	31%
30	-	E 4th St & S Grant St	COB	1	12	0	8%
30	21	W 3rd St & S Yancy Ln	COB	1	12	0	25%
30	27	S College Mall Rd & Eastland Plaza	COB	1	12	0	58%
30	3	S Curry Pk & W Gifford Rd	MC	1	12	0	50%
34	23	E 10th St & N Fess Ave	COB	1	11	0	18%
35	-	N Jacob Dr & W Whitehall Crossing Blvd	COB	1	10	0	20%
35	35	W Allen St & S Patterson Dr	COB	1	10	0	40%
35	-	E 1st St & S Fess Ave	COB	1	10	0	40%
38	23	W 15th St & N College Ave	COB	1	9	0	11%
38	35	W 11th St & N Morton St	COB	1	9	0	11%
38	-	E 8th St & N Washington St	COB	1	9	0	11%
41	42	E 11th St & N Indiana Ave	COB	1	7	0	29%
41	-	W Fullerton Pk & S Leonard Springs Rd	COB	1	7	0	14%
41	-	W Gordon Pk & S Rogers St	MC	1	7	0	14%
44	-	E 6th St & N Indiana Ave	COB	1	6	0	33%
44	37	W Fullerton Pk & S Rockport Rd	MC	1	6	0	17%
46	-	E Burks Dr & S Walnut Street Pk	COB	1	5	0	40%
46	-	N Curry Pk & W Grand Ave	MC	1	5	0	40%
46	-	E Atwater Ave & S Park Ave	COB	1	5	0	20%
46	-	W Howe St & S Rogers St	COB	1	5	0	40%
46	-	W Grimes Ln/W Patterson Dr & S Morton St	COB	1	5	0	60%
46	-	S Rogers St & W That Rd	MC	1	5	0	40%

Table 3. Top 50 Crash Locations by Crash Rate, 2009-2011

Crash Rate Rank	Crash Frequency Rank	Intersection	Jurisdiction	3-Year Total	Crashes per Million Entering Vehicles
1	5	State Road 46 & S Pete Ellis Dr	IN	94	1.83
2	47	E 13th St & N Indiana Ave	COB	32	1.72
3	31	E 10th St & N Sunrise Dr	COB	38	1.46
4	12	State Rd 46 & S Kingston Dr	IN	61	1.44
5	15	E 10th St & N Fee Ln	COB	54	1.39
6	2	State Road 46 & E 3rd St	IN	104	1.37
7	15	W 10th St & N College Ave	COB	54	1.33
8	36	State Road 46 & S Park Ridge Rd	IN	36	1.31
8	18	State Road 45 & S Gillham Dr	IN	51	1.31
10	17	E 3rd St & S Washington St	COB	53	1.28
10	36	E 17th St & N Fess Ave	COB	36	1.28
12	44	E 10th St & N Jefferson St	COB	33	1.26
13	14	W 3rd St & S Cory Ln	COB	56	1.22
14	26	State Road 45 & N Pete Ellis Dr/N Range Rd	IN	44	1.20
14	26	E 10th St & N Union St	COB	44	1.20
16	6	State Road 45 & S Curry Pk/S Leonard Springs Rd	IN	83	1.18
17	36	E 3rd St & S Woodlawn Ave	COB	36	1.16
18	39	E 3rd St & S Fess Ave	COB	35	1.14
19	31	S Walnut Street Pk & E Winslow Rd	COB	38	1.13
19	41	E Rhorer Rd & S Walnut Street Pk	MC	34	1.13
19	3	State Road 45/46 Bypass & N College Ave/N Walnut St	IN	99	1.13
19	31	State Road 46 & E Eastgate Ln	IN	38	1.13
19	7	State Road 45/46 Bypass & E 10th St	IN	79	1.13
24	10	State Road 48 & S Liberty Dr	IN	70	1.12
25	9	State Road 45 & S Liberty Dr	IN	74	1.10
26	24	W 7th St & N Walnut St	COB	45	1.06
27	18	State Road 46 St & S Smith Rd	IN	51	1.05
28	31	E 17th St & N Dunn St	COB	38	1.02
29	44	E 10th St & N Woodlawn Ave	COB	33	1.01
30	23	E 17th St & N Jordan Ave	COB	46	1.00
31	21	W 2nd St & S College Ave	COB	50	0.99
31	11	W 3rd St & S Gates Dr	IN	63	0.99
33	18	E 3rd St & S Jordan Ave	COB	51	0.97
34	28	W 17th St & N Kinser Pk/N Madison St	COB	43	0.96
34	22	W 3rd St & S College Ave	COB	47	0.96
36	28	E 10th St & N Jordan Ave	COB	43	0.92
37	8	State Road 37 & W Vernal Pk	IN	77	0.91
38	1	State Road 37 & W Bloomfield Rd	IN	108	0.89
39	39	W 7th St & N College Ave	COB	35	0.87
40	31	W Kirkwood Ave & N Walnut St	COB	38	0.83
40	13	State Road 45/46 Bypass & N Kinser Pk	IN	59	0.83
42	47	W 4th St & S Walnut St	COB	32	0.78
43	4	W 3rd St & State Road 37	IN	97	0.75
44	44	W 2nd St & S Rogers St	COB	33	0.66
45	50	E 3rd St & S Jefferson St	COB	31	0.64
46	30	W 3rd St & N Walnut St	COB	40	0.61
47	41	State Road 45/46 Bypass & E 17th St	IN	34	0.60
48	41	State Road 45/46 Bypass & N Dunn St	IN	34	0.58
49	50	W 2nd St & S Patterson Dr	COB	31	0.53
50	24	State Road 37 & W Tapp Rd	IN	45	0.52
51	47	State Road 46 & N Centennial Dr	IN	32	0.51
52	50	E Grimes Ln & W Grimes Ln & S Walnut St	COB	31	0.43

Table 2. Top 50 Crash Locations by Crash Frequency, 2009-2011

Crash Frequency Rank	Previous Rank	Intersection	Jurisdiction	Year			3-Year Total
				2009	2010	2011	
1	2	State Road 37 & W Bloomfield Rd	IN	30	42	36	108
2	5	State Road 46 & E 3rd St	IN	36	33	35	104
3	1	State Road 45/46 Bypass & N College Ave/N Walnut St	IN	41	29	29	99
4	3	State Road 37 & State Road 48/W 3rd St	IN	37	28	32	97
5	4	State Road 46 & S Pete Ellis Dr	IN	26	47	21	94
6	7	State Road 45 & S Curry Pike/S Leonard Springs Rd	IN	31	27	25	83
7	9	State Road 45/46 Bypass & E 10th St	IN	22	30	27	79
8	6	State Road 37 & W Vernal Pike	IN	33	24	20	77
9	8	State Road 45 & S Liberty Dr	IN	23	36	15	74
10	10	State Road 48 & S Liberty Dr	IN	25	24	21	70
11	11	State Rd 48 & S Gates Dr	IN	22	21	20	63
12	12	State Rd 46 & S Kingston Dr	IN	24	19	18	61
13	13	State Road 45/46 Bypass & N Kinser Pike	IN	19	19	21	59
14	36	W 3rd St & S Cory Ln	COB	9	23	24	56
15	15	W 10th St & N College Ave	COB	15	22	17	54
15	14	E 10th St & N Fee Ln	COB	15	24	15	54
17	20	E 3rd St & S Washington St	COB	24	17	12	53
18	54	State Road 45 & S Gillham Dr	IN	16	11	24	51
18	22	E 3rd St & S Jordan Ave	COB	11	18	22	51
18	18	State Road 46 & S Smith Rd	IN	20	14	17	51
21	17	W 2nd St & S College Ave	COB	23	15	12	50
22	26	W 3rd St & S College Ave	COB	12	18	17	47
23	50	E 17th St & N Jordan Ave	COB	6	14	26	46
24	23	State Road 37 & W Tapp Rd	IN	11	23	11	45
24	18	W 7th St & N Walnut St	COB	15	18	12	45
26	47	E 10th St & N Union St	COB	10	13	21	44
26	23	State Road 45 & N Pete Ellis Dr/N Range Rd	IN	21	12	11	44
28	16	E 10th St & N Jordan Ave	COB	16	17	10	43
28	32	W 17th St & N Kinser Pike/N Madison St	COB	14	14	15	43
30	23	W 3rd St & N Walnut St	COB	19	11	10	40
31	20	S Walnut Street Pike & E Winslow Rd	COB	16	12	10	38
31	28	W Kirkwood Ave & N Walnut St	COB	14	12	12	38
31	36	E 10th St & N Sunrise Dr	COB	13	14	11	38
31	28	State Road 46 & E Eastgate Ln	IN	14	17	7	38
31	64	E 17th St & N Dunn St	COB	12	8	18	38
36	43	E 3rd St & S Woodlawn Ave	COB	7	13	16	36
36	50	State Road 46 & S Park Ridge Rd	IN	13	12	11	36
36	33	E 17th St & N Fess Ave	COB	17	10	9	36
39	43	E 3rd St & S Fess Ave	COB	10	13	12	35
39	35	W 7th St & N College Ave	COB	14	14	7	35
41	36	E Rhorer Rd & S Walnut Street Pike	MC	9	13	12	34
41	70	State Road 45/46 Bypass & E 17th St	IN	10	11	13	34
41	41	State Road 45/46 Bypass & N Dunn St	IN	13	12	9	34
44	29	W 2nd St & S Rogers St	COB	10	17	6	33
44	70	E 10th St & N Jefferson St	COB	11	10	12	33
44	64	E 10th St & N Woodlawn Ave	COB	9	13	11	33
47	58	State Road 46 & N Centennial Dr	IN	8	14	10	32
47	45	W 4th St & S Walnut St	COB	6	14	12	32
47	40	E 13th St & N Indiana Ave	COB	10	11	11	32
50	28	W Grimes Ln & S Walnut St	COB	12	13	6	31
50	76	E 3rd St & S Jefferson St	COB	11	10	10	31
50	58	W 2nd St & S Patterson Dr	COB	11	15	5	31

Fatal Crash Locations

This section summarizes the locations for crashes that resulted in fatalities. From 2009 to 2011, there were 29 fatal crashes, which resulted in 29 fatalities. The locations of these fatal crashes are identified in Table 6. Location information will aid transportation planners and engineers to identify problematic locations. Fatalities are a major factor in determining HSIP funding eligibility (see the Table A1 in the appendix for more information).

Table 6. Fatal Crash Locations by Type, 2009-2011

Location	Jurisdiction	Total	Crash Type				
			One Car	Two Cars	Three or More Cars	Moped or Motorcycle	Pedestrian
State Road 37 @ W Wayport Rd	IN	2	0	2	0	0	0
E 13th St @ N Fee Ln	COB	1	0	0	0	0	1
E Monroe Dam Rd From S Strain Ridge Rd To S Foggy Morning Rd	MC	1	1	0	0	0	0
E North Dr @ S Walnut St	COB	1	0	1	0	0	0
N Dunn St @ N Old State Road 37	COB	1	0	0	0	1	0
N Old State Road 37 From W Gourley Pk To W Club House Dr	COB	1	0	0	0	1	0
N Thomas Rd from W Vernal Pike to W Ratliff Rd	MC	1	1	0	0	0	0
S Fairfax Rd @ E Schacht Rd	MC	1	0	1	0	0	0
S Leonard Springs Rd @ W Stapleton Ave	MC	1	0	1	0	0	0
State Road 37 & W Sample Rd	IN	1	0	1	0	0	0
State Road 37 From E Ellis Rd To E Wylie Rd	IN	1	1	0	0	0	0
State Road 37 From E Zikes Rd To E Smithville Rd	IN	1	0	0	0	1	0
State Road 37 From W Simpson Chapel Rd To S Lee Paul Rd	IN	1	1	0	0	0	0
State Road 446 @ E Chandler Rd	IN	1	0	0	0	1	0
State Road 446 From E Kent Rd To N Brummetts Creek Rd	IN	1	0	1	0	0	0
State Road 446 From Moores Pk To Old State Road 446	IN	1	1	0	0	0	0
State Road 446 From S Chapel Hill Rd To E Allens Creek Rd	IN	1	1	0	0	0	0
State Road 45 & W Sparks Rd	IN	1	1	0	0	0	0
State Road 46 @ E Kings Rd	IN	1	1	0	0	0	0
State Road 46 From W Flatwoods Rd To N Red Hill Rd	IN	1	0	0	1	0	0
State Route 446 From S Old Richardson Rd To E Merritt Drive	IN	1	0	1	0	0	0
W 3rd St @ S Patterson Dr	COB	1	0	0	0	1	0
W Airport Rd From S Cave Rd To S Kirby Dr	MC	1	1	0	0	0	0
W Arlington Rd @ N Canterbury Ct	MC	1	1	0	0	0	0
W Beasley Dr @ S Curry Pike	MC	1	1	0	0	0	0
W Cockrell Rd From S Rockport Rd To S Sweetwater Ln	MC	1	0	0	0	0	1
W Eller Rd @ S Garrison Chapel Rd	MC	1	0	0	0	1	0
W Howard Rd @ N Starnes Rd	MC	1	1	0	0	0	0

Bicycle and Pedestrian Crashes

This section reports on the number of bicycle and pedestrian crashes in Monroe County from 2009 to 2011. Such crashes are an important consideration in Bloomington and Monroe County due to a relatively high number of non-motorized trips in the area. For instance, data from the 2010 American Community Survey indicates that 2.7% of commuters in Bloomington use a bicycle as their primary mode of transportation, while 10.7% walk⁷. By comparison, 0.6% of US commuters reported bicycling and 2.9% reported walking as their primary modes in 2010⁸. Individuals using these modes of transportation are particularly vulnerable to injury.

In 2011, there were 41 reported crashes involving a cyclist and 77 involving a pedestrian (Table 1). This included ten pedestrian and three bicycle crashes that resulted in incapacitating injuries. During the period from 2009 to 2011, 321 pedestrian and bicycle crashes were reported, resulting in two pedestrian fatalities. It is well understood that crashes involving these modes of transportation more often result in injury when compared with other crash types, therefore there is a need to reduce the frequency and severity of these crashes.

Table 7. Top Bicycle and Pedestrian Crash Locations, 2009-2011

Current Rank	Previous Rank	Intersection	Jurisdiction	Crash Type		Total
				Bicycle	Pedestrian	
1	-	E 7th St & N Jordan Ave	COB	5	1	6
2	1	N Dunn St & E Kirkwood Ave	COB	0	5	5
2	2	E 10th St & N Jordan Ave	COB	2	3	5
2	5	E 10th St & N Fee Ln	COB	3	2	5
2	5	N Fee Ln & E Law Ln	COB	2	3	5
7	5	W 7th St & N College Ave	COB	0	4	4
7	2	W 7th St & N Walnut St	COB	1	3	4
9	-	State Road 45 & S Curry Pk	IN	0	3	3
9	-	E Miller Dr & S Walnut St	COB	1	2	3
9	5	S College Mall Rd & Eastland Plaza	COB	2	1	3
9	5	E 3rd St & S Woodcrest Dr	COB	2	1	3
9	5	State Road 46 & S Kingston Dr	IN	0	3	3
9	-	N Grant St & E Kirkwood Ave	COB	1	2	3
9	-	E 10th St & N Union St	COB	2	1	3
9	-	E 13th St & N Indiana Ave	COB	3	0	3

⁷ US Census Bureau. 2010 American Community Survey, 1-Year Estimate. <http://www.census.gov/acs/> Accessed on July 27, 2012.

⁸ Ibid.

THE GATEWAY APARTMENTS
17TH & COLLEGE, IN
BLOOMINGTON, IN

PROJECT NO. 13055
DATE
REVISIONS 07-24-14
Bid Set

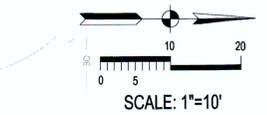
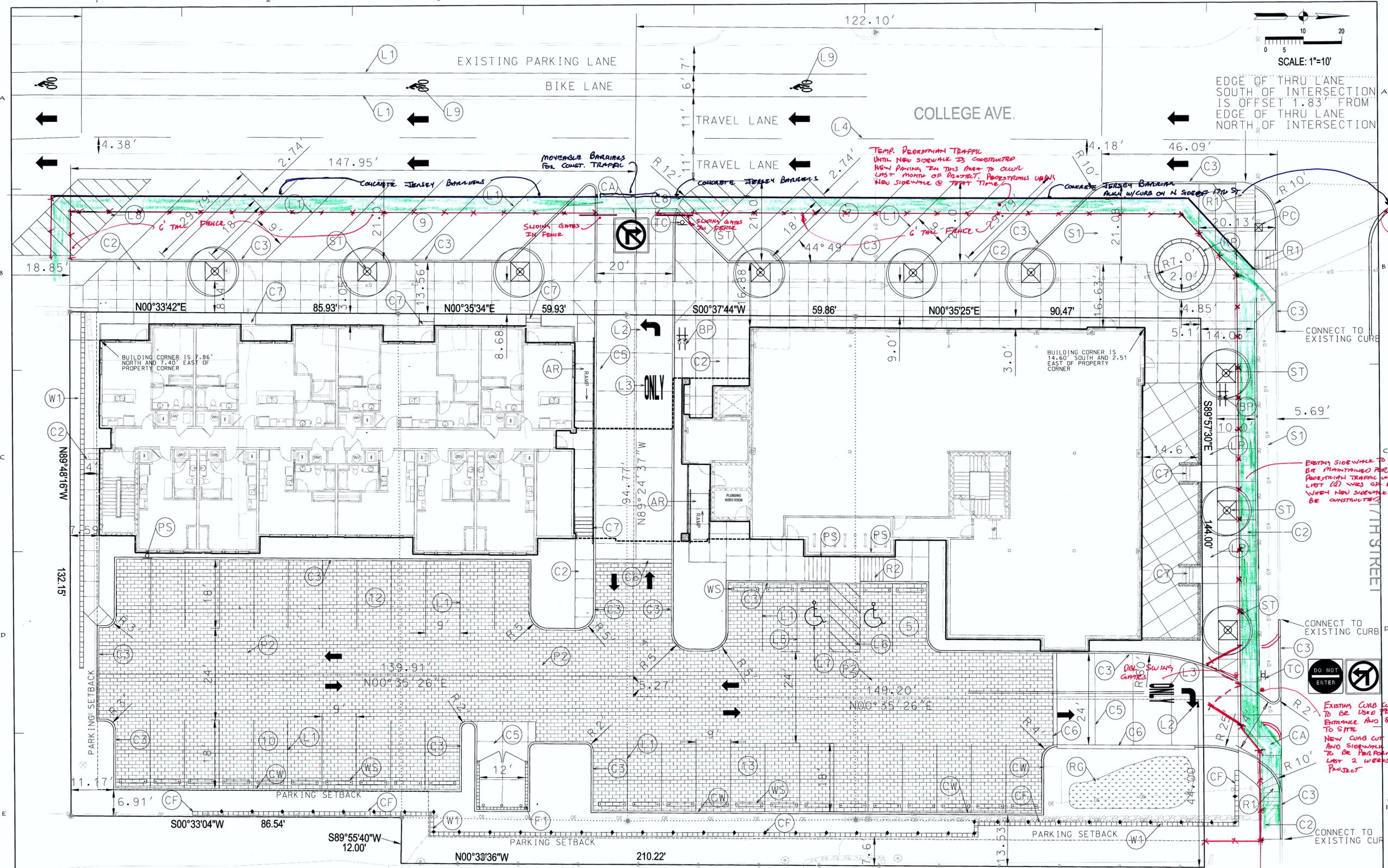
CERTIFICATION

REGISTERED PROFESSIONAL ENGINEER
NO. 16156
STATE OF INDIANA

SHEET DESCRIPTION
SITE PLAN

SHEET NUMBER
C201

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GENERAL NOTES

- SEE SMITH BREHOB 2014 STANDARD SPECIFICATIONS FOR CONSTRUCTION REQUIREMENTS.
- TOP OF CASTING ELEVATIONS ARE GIVEN IN THE FOLLOWING LOCATIONS: A) MANHOLES; B) ELEVATION; C) INLETS; D) GUTTER ELEVATION.
- LOCATION OF EXISTING UTILITIES ARE TO BE VERIFIED IN THE FIELD BY THE CONTRACTOR. PLEASE NOTIFY ENGINEER IF FIELD ADJUSTMENTS ARE NECESSARY.

SITE PLAN NOTES

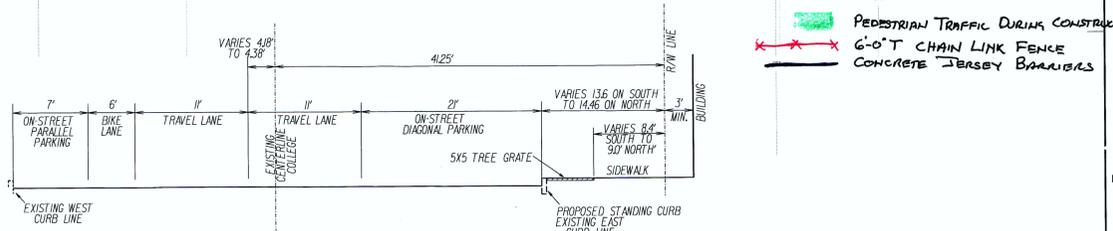
- SIDEWALK RAMP SHALL BE IN ACCORDANCE WITH THE LATEST ADA AND CITY OF BLOOMINGTON REQUIREMENTS. CONTRACTOR SHALL COORDINATE WORK WITH CITY ENGINEERING PRIOR TO COMMENCEMENT.
- PAYMENT MARKINGS, IF SHOWN, SHALL BE APPLIED IN ACCORDANCE WITH SECTION 808 & 912.14 OF THE 2014 INDOT STANDARD SPECIFICATIONS AND AS SHOWN ON THE PLANS.
- CONTRACTOR IS RESPONSIBLE FOR OBTAINING A CITY DOW EXCAVATION PERMIT IF WORK WITHIN THE PUBLIC R/W IS NECESSARY FOR THE PROJECT COMPLETION.
- REFER TO ARCHITECTURAL AND STRUCTURAL PLANS FOR BUILDING DIMENSIONS AND DETAILS.

DEVELOPMENT DATA

ZONING - CG (COMMERCIAL GENERAL)
LOT AREA = 0.95 ACRES (41,661.78 SF)
IMPERVIOUS PERMITTED = 60% = 24,997.06 SF
BUILDING AREA = 15,848.87 SF
SLABS, PATIOS AND SIDEWALKS = 3,356.00 SF
PARKING AND DRIVE AREA = 14,817.96 SF
POTENTIAL TOTAL IMPERVIOUS SITE AREA = 34,027.83 SF
ACTUAL TOTAL IMPERVIOUS SITE AREA = 13,183.96 SF
IMPERVIOUS SHOWN = 150%
PARKING LOT PERMEABLE PAVER PERCENTAGE = 89%

MATERIALS LEGEND

<ul style="list-style-type: none"> ① HYDRA-BLOCK PRECAST CONCRETE PERMEABLE PAVEMENT SYSTEM ② CONCRETE SIDEWALK - WIDTH VARIES 4" THICK CONCRETE, 4000 PSI ③ 4" COMPACTED AGGREGATE BASE #53 ④ CONCRETE APPROACH 6" THICK, 4000 PSI CONCRETE ⑤ 6" COMPACTED AGGREGATE BASE #53 ⑥ 6" STANDING CURB ⑦ CONCRETE PAVEMENT 6" THICK CONCRETE, 4000 PSI ⑧ 8" COMPACTED AGGREGATE BASE #53 ⑨ CONCRETE EDGE RESTRAINT ⑩ DUMPTER ENCLOSURE (REFER TO ARCHITECTURAL PLANS FOR DETAIL) ⑪ STREET TREE IN 5' X 5' TREE GRATE ⑫ BICYCLE PARKING ⑬ TRAFFIC CONTROL SIGN "DO NOT ENTER" ⑭ TRAFFIC CONTROL SIGN "NO RIGHT TURN" ⑮ LINE, PAINT, SOLID, WHITE, 4" ⑯ SYMBOL, PAINT, YELLOW, LANE INDICATION ARROW ⑰ PAVEMENT MESSAGE MARKINGS, PAINT, WHITE, WORD, "ONLY" ⑱ LINE, PAINT, WHITE, 4", SKIP LINE ⑲ LINE, PAINT, SOLID, BLUE, 4" ⑳ LINE, PAINT, SOLID, BLUE, 6" CROSSHATCH LINE ㉑ SYMBOL, PAINT, BLUE, ACCESSIBLE PARKING SPACE ㉒ LINE, PAINT, SOLID, YELLOW, 6" CROSSHATCH LINE 	<ul style="list-style-type: none"> ㉓ SYMBOL, PAINT, WHITE, BICYCLE LANE ㉔ NURSERY SOD ㉕ HANDICAP RAMP TYPE G ㉖ HANDICAP RAMP TYPE K ㉗ RECON BLOCK - PRECAST CONCRETE MODULAR BLOCK ㉘ CONCRETE RETAINING WALL, COLOR AND FACE CHOICE BY OWNER. CONTRACTOR TO SUBMIT CERTIFIED SHOP DRAWINGS FOR REVIEW AND APPROVAL ㉙ CURB WALL - SEE DETAIL ㉚ CONCRETE STAIRS 17" RISER, 12" TREAD UNLESS NOTED AND HANDRAILS ㉛ 18" TALL RAISED PLANTER WITH LIMESTONE CAP ㉜ LANDSCAPE PLANTER AREA WITHIN PUBLIC R/W ㉝ PRECAST CONCRETE WHEEL STOP ㉞ ACCESSIBLE PARKING SIGN, MOUNTED ON BOLLARD OR PIPE BOLLARD ㉟ RAIN GARDEN. SEE LANDSCAPE PLAN FOR PLANT MATERIAL ㊱ ACCESSIBLE RAMP AND HANDRAIL ㊲ CHAIN LINK FENCE, 42" HIGH, GREEN VINYL COATED ㊳ PEDESTRIAN CROSSING SIGNAL. CONTRACTOR TO COORDINATE PLACEMENT AND WORK WITH CITY TRAFFIC SPECIALIST ㊴ NICK SHEETS 812-325-7636 (lshannon@bloomington.in.gov)
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COLLEGE AVENUE TYPICAL SECTION

PEDESTRIAN TRAFFIC DURING CONSTRUCTION
6'-0" CHAIN LINK FENCE
CONCRETE JERSEY BARRIERS

TRANSform2040

Below are a proposed Vision Statement, Goals, and Objectives for the new 2040 Metropolitan Transportation Plan, tentatively titled TRANSform 2040. Please provide MPO staff with your feedback after reading this material. Your input will be used to review and revise this material before it is proposed for adoption. You may submit comments to the MPO at mpo@bloomington.in.gov.

VISION

We will build a transportation system that ensures the safe, efficient movement of motor vehicles, transit, freight, bicyclists and pedestrians, that is directed by all relevant adopted land use and transportation plans, that is compatible with citizen desires and that ultimately links our communities to each other, our region, our state, and our nation.

GOALS

Mobility & Accessibility

Improve the movement of people through the transportation system as a means to create modal and social equity within the transportation system community

- Select transportation projects that do not induce sprawl development and that are sensitive to community character
- Encourage development patterns that are walkable, bikeable, and readily served by public transit
- Encourage infill development to most effectively utilize existing utilities and infrastructure
- Enhance the efficient movement of freight through maintenance, operational and capital investment decisions
- Annually allocate 30% of STP, or its equivalent in future transportation bills, to fund independent non-motorized projects that are not part of a larger roadway project
- Use local Americans with Disabilities Act (ADA) Transition Plans to identify deficiencies and implement projects that ensure promote proper integration of ADA components into the transportation system

Transit

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

- Pursue all possible funding opportunities to increase public transit capital and operating investment to and expand, enhance, and increase the use of transit services
- Prioritize projects that will create or improve direct access to transit services
- Use the BMCMPO Coordinated Human Services Transportation Plan to identify and remove gaps in transit services to elderly, disabled and low-income citizens in the region
- Encourage transit projects that increase “choice-riders” who choose to take transit even though they may have other travel options.
- Continue to fund transit projects that maintain or upgrade current facilities
- Encourage the expansion of both geographic coverage and hourly services offered by transit
- Encourage the use of advanced technologies such as hybrid buses in regular transit services and operations

Community

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

- Involve the public in transportation project selection and scoping
- Incorporate context sensitive solutions and best practices into all project designs as set forth in alternative transportation plans, comprehensive plans, subdivision control ordinances and site design review processes
- Pursue all possible funding opportunities to increase trail use and investment
- Plan, design, develop, construct and maintain transportation facilities to minimize adverse impacts on environmentally sensitive areas, public parks and recreation areas, historic structures and neighborhoods
- Incorporate aesthetic elements such as streetscape features into transportation projects such that they are compatible with the abutting area
- Implement public outreach programs that create awareness of the impact that travel mode choices have on the transportation system, the environment, and the community

Safety

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

- Fund non-traditional, non-capacity adding projects that encourage and educate the public about safe driving, biking, walking, and using transit
- Encourage safety and civility among roadway users of all modes
- Analyze the causes of traffic safety hazards and reduce those hazards in a comprehensive, systematic and sustainable way
- Annually evaluate the top 10 crash locations by crash rate and crash severity and implement quick, low-cost improvements while also seeking funding for more comprehensive changes if necessary

Rebuild and Renew

Directly focus on maintaining existing transportation facilities before building new ones

- Adopt a “fix-it-first” mentality that directs funding and project selection to prioritize maintenance and renewal of existing transportation facilities
- Support “soft projects” that maximize the use of existing infrastructure through systematic, systemic and operational best practices
- Evaluate proposed project alternatives that maximize existing transportation facilities for all modes including freight
- Maintain and improve existing infrastructure through projects such as surface treatment, bridge repairs, improved striping paint, sign replacements and drainage improvements
- Create a Transportation Improvement Program that effectively directs spending in compliance with this Metropolitan Transportation Plan



A Typology of Transportation Projects

The following categories represent the types of transportation projects that localities can undertake through the Bloomington-Monroe County MPO.

New Roadways

This category includes projects that will increase motor vehicle capacity in the roadway network. These projects require additional right-of-way to be acquired.

Examples include: new roadway construction; roadway widening for additional or broader motor vehicle lanes; capacity improvements at intersections (i.e. the addition of turning lanes, roundabout conversions).

Bicycle & Pedestrian

This category includes projects that will expand or upgrade the network of bicycling or walking facilities.

Examples include: new sidewalks; new trails; new on-street bike facilities; bicycle parking infrastructure; accessibility or usability upgrades to existing sidewalks, trails, or on-street bicycling facilities.

Transit

This category includes capital projects that aim to expand or improve public transportation services.

Examples include: expansion or maintenance of accessibility to persons with disabilities; improvements to safety and security; comfort and amenity improvements; communications/information sharing and transit service planning technology; implementation of bikeshare transit facilities.

Safety

This category includes projects whose primary purpose is to reduce the frequency or severity of traffic-related injuries.

Examples include: existing roadways, intersections, or bridges that are reconstructed with the main intent to improve operational safety, not to add capacity; educational outreach to improve compliance with traffic safety laws.

Maintenance & Operations

This category includes projects that embody a 'fix it first' mentality, and that occur entirely within existing right-of-way.

Examples include: resurfacing projects on existing roadways or bridges; restoration or upgrade of operational components (i.e. traffic signals, signs, sidewalks or curb ramps, pavement markings).

Bloomington Cycles

Local Motion Grant Report

The Stats:

- 97 total attendance (+ ~20 bike ride attendees, + ~25 happy hour attendees)
- \$494 ticket sale revenue
- 4 Collaborators: Open Streets, Bloomington Bicycle Club, Bloomington Bagel Company, and Upland Brewing Company
- 3 short film competition entries

Financials

	Revenue	Expenses
Bton Bicycle Club	\$1000	
Bton Bagel Company	\$500	
Local Motion Grant	\$600	
Ticket Sales	\$494 (97 @ \$5, 3 @ \$3)	
Total	\$2,594	
Film Rights		\$775 \$500 <i>Half the Road</i> \$275 <i>Breaking Away</i>
Marketing		\$482 \$123 <i>Posters</i> \$12 <i>Facebook</i> \$219 <i>WTTS</i> \$128 <i>The Ryder</i>
Tech Staff		\$390
Facility		\$1215
Total		\$2862
	Difference	(\$268)

Narrative

Development

Bloomington Cycles brought together a broad range of organizations that care about Bloomington's cycling culture, alternative transportation, and a vital downtown. By attempting to link the Open Streets event with a day-long film festival of cycling-related films at the Buskirk-Chumley Theater, we found new strengths, and a few challenges.

Early commitment from the Bloomington Bicycle Club meant BCT Management Inc./Buskirk-Chumley Theater could move forward in reserving the film rights for *Breaking Away* and commit the Theater to

this event. When Sue Aquila of the Bloomington Bagel Company brought a documentary film, *Half the Road* to our attention and offered to sponsor its inclusion in the day, BCTM was able to flesh out the day's activities.

Challenges

Through collaboration with Open Streets, BCTM hoped to link daytime activity on the streets with the film showings. Unfortunately, despite some support from nearby restaurants, the plan for Open Streets to occur in front of the Theater was not approved. Delays in marketing execution caused by the wait to determine what the route of the Open Streets would be impacted the event further. Consequently, joint marketing efforts were not as successful as we might have hoped. It was difficult to combine all the information into one concrete marketing package, and this was further complicated by the lack of a cohesive location.

Another disappointment included a very small attendance (25) for the *Half the Road* documentary. Despite special efforts in reaching out to biking enthusiasts through the Little 500 Association, only a very few made it out to this free screening. BCTM has experienced similar difficulties in promoting documentary film in the past, but had hoped the involvement of so many cycling-oriented groups would insure a greater attendance.

Successes

However, Upland Brewing Company's happy hour for local bike stores prior to the film involved another enthusiastic group, and further identified the Theater as a partner in cycling advocacy.

Three intrepid filmmakers also created new short films for entry into the competition, bringing many of their friends with them to the screening. Michelle Hartman, winner by audience vote, created this charming stop action short:

https://www.youtube.com/watch?v=NXjawl_wsCo&list=UU2gE02OIYE-GiK5-1KbAUCw

And the runner up, by Andrew Hartman:

<https://www.youtube.com/watch?v=TMSSbKlb4Vs>

Both go a long way to capture Bloomington's culture of cycling in a form that can be shared in an ongoing way.



2015 Meeting Schedule

*Regular meetings occur on the **3rd Monday of each month**,
from 5:30 pm to 7:00 pm, in the Hooker Conference Room
at Bloomington City Hall, 401 N Morton St, Bloomington, IN 47402.*

- January 12, 2015
- February 9, 2015
- March 9, 2015
- April 13, 2015
- May 11, 2015
- June 15, 2015
- July 13, 2015
- August 17, 2015
- September 14, 2015
- October 19, 2015
- November 16, 2015
- December 14, 2015