



Agenda for the Policy Committee of the Bloomington Metropolitan Planning Organization

Meeting Date, Time, & Location

- May 29, 2026, 10:00AM
- Attend in-person at Council Chambers at City Hall, which is located at 401 North Morton Street in Bloomington Indiana.
- Attend virtually using the [2026 BMCMPO Policy Committee zoom link](#).

Meeting Information

- In the agenda, links to documents and websites with [external resource] listed after them not created by MPO staff may not be accessible.
- In the agenda, an * after an agenda item indicates a vote is requested.
- Quorum consists of seven (7) voting members of the PC or their proxies. No action shall be taken by the Policy Committee without a quorum. If a quorum is not present, those present may choose to reschedule the meeting to another day when a quorum can be obtained, or take action at the next scheduled meeting.
- Links to the meeting materials and the calendar entry for this meeting can be found on the [Policy Committee's webpage](#).
- Recordings for past Policy Committee meetings can be viewed on [CATSTV's website](#) or on [CATSTV's YouTube Channel](#).

Agenda

1. Call to Order and Introductions
 - 1.1. *Reminder to committee members to please turn on your camera and microphones in order for your vote to count.*
2. Approval of Agenda for May 29, 2026* pages 1-4
 - 2.1. *Motion & Second*
 - 2.2. *Committee Vote*
3. Approval of [Minutes from April 24, 2026*](#) pages 5-9
 - 3.1. *Motion & Second*
 - 3.2. *Committee Vote*
4. Communications from Chair and Vice Chair
5. Communications from Officers and/or Committees



6. Reports from MPO Staff
 - 6.1. [INDOT May 12, 2026 News Release: Single-lane closures planned on I-69 in Greene and Monroe Counties \[external resource\]](#) pages 10-12
 - 6.2. [2026 City of Bloomington ADA Transition Plan \(DRAFT\)](#) pages 13-56
 - 6.3. [Memo: Bloomington Transit Proposed Service Improvements](#) pages 57-59
 - 6.3.1. [Bloomington Transit hearing notice \[external resource\]](#)
 - 6.4. [Memo: transit updates made since previous meeting](#) pages 60-61
 - 6.5. [Memo: non-transit updates made since previous meeting](#) pages 62-63
 - 6.6. [INDOT Traffic Engineer Memo, May 4 2026 \[external resource\]](#) pages 64-68
 - 6.7. [Highway Safety Improvement Program Updated Crash Costs \[external resource\]](#) pages 69-70
 - 6.8. [Memo: calendar year 2025 motor vehicle crash overview for Monroe County](#) pages 71-76
 - 6.9. Recent updates on BMCMPPO Transportation Improvement Program (TIP) projects. For more information, view the [virtual public map of project locations](#) and view the [TIP project status/letting date listing](#).
7. Old Business
8. New Business
 - 8.1. [BMCMPPO resolution FY2026-08: proposed changes to the FY2026-2030 BMCMPPO TIP*](#) pages 77-83
 - 8.1.1. *Motion & Second*
 - 8.1.2. *Public Comment (limited to five minutes per speaker, and may be modified by Committee at beginning of public comment period)*
 - 8.1.3. *Committee Vote*
9. Public Comment
 - 9.1. On non-voting matters not included on the agenda (*limited to five minutes per speaker, and may be reduced by the committee if numerous people wish to speak*)
10. Communications from Committee Members on non-voting matters not included on the agenda
 - 10.1. Communications
 - 10.2. Topic Suggestions for Future Agendas
11. Upcoming Meetings



- 11.1. Technical Advisory Committee: July 22, 2026 at 10:00AM (hybrid)
- 11.2. Citizens Advisory Committee: July 22, 2026 at 5:30PM (hybrid)
- 11.3. Policy Committee: July 24, 2026 at 10:30AM (hybrid)
- 12. Adjournment

Board Membership

Pursuant to applicable law and policy, and in compliance with Indiana Code 5-14-9-6, the following details are provided regarding the officers serving on this committee. BMCMPPO Policy Committee members are assigned their place on this committee based on their role and members do not have a set term expiration date.

Board Member	Representing	Title
Andrew Cibor	City of Bloomington	Director of the Engineering Department (alternate representation for Mayor)
Dan Swafford	Town of Ellettsville	Council Member
David G. Henry	Monroe County	Council Member (alternate representation for President of County Council)
Doug Horn	Bloomington Public Transit Corporation	Treasurer of the Board of Directors
Erica Tait [non-voting]	Federal Highway (FHWA) - Indiana Division	Interim Deputy Division Administrator
Hopi Stosberg [vice-chair]	City of Bloomington	Council Member (alternate representation for the President of City Council)
Jason Banach	Indiana University	Director of Real Estate
Julie Thomas, Ph.D.	Monroe County	Commissioner
Lisa Ridge [chair]	Monroe County	Director of the Highway Department
Nate Nickel	City of Bloomington	Data Analyst & Manager of the Public Works Department (alternate representation for Director)
Rebecca Packer	Indiana Department of Transportation (INDOT) - Seymour District	Director of Technical Services (alternate representation for Deputy Commissioner)



Board Member	Representing	Title
Sam Tobin-Hochstadt, Ph.D.	BMCMPPO Citizens Advisory Committee	Chair and Citizen
Scott Faris	Monroe County	President of the Plan Commission
Steve Bishop	City of Bloomington	Plan Commission Member (alternate representation for President)
Susan Weber [non-voting]	Federal Transit Administration (FTA) - Region 5	Team Lead/Community Planner for the Planning & Program Development Division



Meeting Minutes for the Policy Committee

Meeting Minutes for the April 24, 2026 meeting of the Policy Committee of the Bloomington Metropolitan Planning Organization.

Attendance

- **Members Present:** Andrew Cibor, Doug Horn, Hopi Stosberg, Jason Banach, Julie Thomas, Lisa Ridge, Nate Nickel, Rebecca Packer, Sam Tobin-Hochstadt, Steve Bishop, Scott Faris
- **Staff:** Katie Gandhi, Patrick Martin
- **Guests:**
 - Online: 2 members of the public
 - In-person: David Schilling (Administrative Attorney for the Legal Department)

Meeting Recording

- A full account of the meeting can be viewed by watching the video recording, which can be viewed on [CATSTV's website](#) or on [CATSTV's YouTube Channel](#).

Meeting Notes

1. **Call to Order and Introductions**
2. **Approval of Agenda for April 24, 2026***

Horn moved to approve the agenda. Stosberg moved to approve the April 24, 2026 meeting agenda with the following alteration: the committee will complete agenda item #8 New Business prior to agenda item #7 Old Business. Cibor seconded. Motion carried by a voice vote of 11-0.
3. **Approval of Minutes from February 27, 2026***

Faris moved to approve the February 27, 2026 meeting minutes. Bishop seconded. Motion carried by a voice vote of 11-0.
4. **Communications from Chair and Vice Chair**
5. **Communications from Officers and/or Committees**



Nickel shared that at its previous meeting, the TAC recommended approval of today's new business items. Tobin-Hochstadt shared that at its previous meeting, the CAC recommended approval of today's new business items.

6. Reports from MPO Staff

- 6.1. [Public Hearing Notice for three Bloomington Transit public comment sessions](#) [external resource]

Martin shared information about three upcoming public comment sessions being held by Bloomington Transit to discuss service improvements to Route 16, which runs between downtown Bloomington to Ivy Tech to the W Bloomfield road in southwest Bloomington.

- 6.2. [March 30, 2026 Speed limit reduction announcement for state road 46 in Ellettsville](#) [external resource]

Martin shared an INDOT March 30th 2026 press release regarding a speed limit reduction from 30 mph to 25 mph for state road 46 in Ellettsville between 2nd Street and Paul Street.

- 6.3. [AASHTOWARE Safety Software](#) implementation for INDOT [external resource]

Martin shared updates from INDOT regarding the implementation of AASHTOWARE Safety Software, which will allow crash data to be displayed and refined at the state level instead at the local community level as it has in the past. BMCMPPO staff may be beta testers for the software.

- 6.4. MPO process update for [INDOT Traffic Count Database System \(TCDS\)](#) [external resource]

Martin shared that from now on the BMCMPPO (and a couple other MPOs) will be able to utilize the state's (INDOT's) license to upload traffic counts into the INDOT Traffic County Database System (TCDC) instead of us having to pay for our own license account as we have in the past.



- 6.5. [INDOT Draft Active Transportation Report news release](#) [external resource] (this link includes links to both the draft report and the comment form)
Martin shared that the State of Indiana has written a draft Active Transportation Report, which is open right now for public comment.
- 6.6. 2026 Board and Commission Conflict of Interest Questionnaire
Martin reminded everyone to please complete their 2026 Board and Commission Conflict of Interest Questionnaire, which is a requirement for all members and proxies of City of Bloomington boards and commissions.
- 6.7. [Monroe County map of flood locations and flood signage](#), which includes areas of known flooding, locations of “Road May Flood” signage, and flood hazard data from the DNR
Gandhi shared Monroe County’s new map of flood locations. Their map was created in order to fulfill a request from the US Army Corps of Engineers’ Flood Safety and Messaging Signage campaign, who was asking for local information on hazardous flooding areas - either known areas of severe roadway flooding or areas where a fatality has already occurred. The BMCMPPO helped compile a list for the city of Bloomington using crash data.
- 6.8. [2026 Roadmap to Safety Report](#), created by [Advocates for Highway and Auto Safety](#) [external resource]
Gandhi briefly shared this resource and highlighted the State of Indiana numbers.
- 6.9. Extra funds received from INDOT for fiscal year 2026
Gandhi shared that the BMCMPPO has received an extra \$47,894 in FY2026 funds, which must be used by September 30, 2026. Allocation of these funds is addressed in items 6.10 and 8.1.
- 6.10. [Memo regarding April 8, 2026 meeting between BMCMPPO staff and local public agencies](#) to discuss extra fiscal year 2026 funds, changing TIP project construction phase dates, and potential exchanging of funds with another MPO.



Gandhi shared that per the meeting described in this memo, the BMCMPPO will propose, through future amendments presented to the committee: to give the extra \$47,894 in FY2026 funds to the Downtown Curb Ramps phase 5 project; and, to move the construction phase years for the Old SR 37/Dillman Road and College & Walnut phase 1 projects.

6.11. Recent updates on BMCMPPO Transportation Improvement Program (TIP) projects

Gandhi shared updates to projects being funded using federal MPO funds. For more information, view the [virtual public map of project locations](#) and view the [TIP project listing](#).

7. Old Business

7.1. New intra-operative intra-local agreement for MPO

7.1.1. [Email from committee member Faris](#) to MPO staff on April 15, 2026 [3rd party document]

7.1.2. [Letter submitted by committee member Faris](#) to MPO staff on April 15, 2026 [3rd party document]

7.1.3. [BMCMPPO Historical Designation Documentation](#)

Discussion ensued regarding the possibility of making a formal request to City and County elected officials and legal staff to review the arrangement that has been in place since 1982, which established the City of Bloomington Plan Commission as the contracting body of the BMCMPPO. The current arrangement means that the City of Bloomington is responsible for hiring, housing, and paying for MPO staff; however, all formal BMCMPPO business remains under authority of the BMCMPPO Policy Committee.

Previously, MPO staff informally informed the county and city legal council that some preliminary questions had been raised by a couple members of the Policy Committee, regarding the 1982 agreement that designated the City of Bloomington as the BMCMPPO in 1982. David Schilling, Administrative Attorney for the Legal Department,



attended today's meeting as a guest to observe the conversation. Schilling mentioned that he hopes to have a very preliminary discussion about this topic with corporation council members.

Faris moved that the BMCMPPO PC recommend the Office of the Mayor and the Office of the County Commissioners prepare a new interlocal agreement for the urbanized area of Bloomington/Monroe County, as required, to be presented back to the BMCMPPO PC for approval. Thomas seconded. Motion failed by a voice vote of 4-6, with one (1) abstention (Packer).

8. New Business

- 8.1. Committee vote on [proposed amendments to the FY2026-2030 BMCMPPO TIP \(BMCMPPO resolution FY2026-07\)](#)*

Tobin-Hochstadt moved for the approval of the proposed amendments to the FY2026-2030 TIP (BMCMPPO resolution FY2026-07). Stosberg seconded. Motion carried by a voice vote of 11-0.

9. Public Comment on matters not included on the agenda (non-voting items)

10. Communications from Committee Members on matters not included on the agenda (non-voting items)

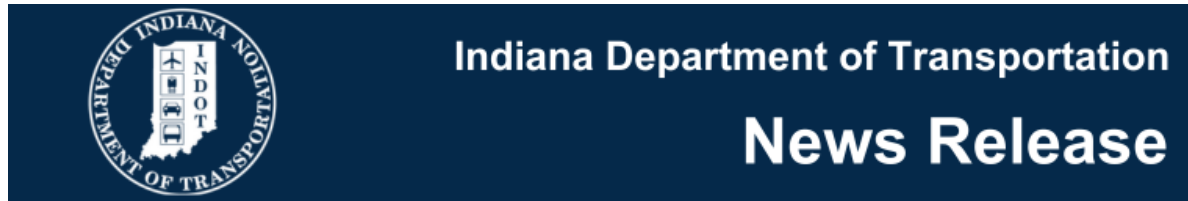
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12. Adjournment

To view this email as a web page, click [here](#).



May 12, 2026

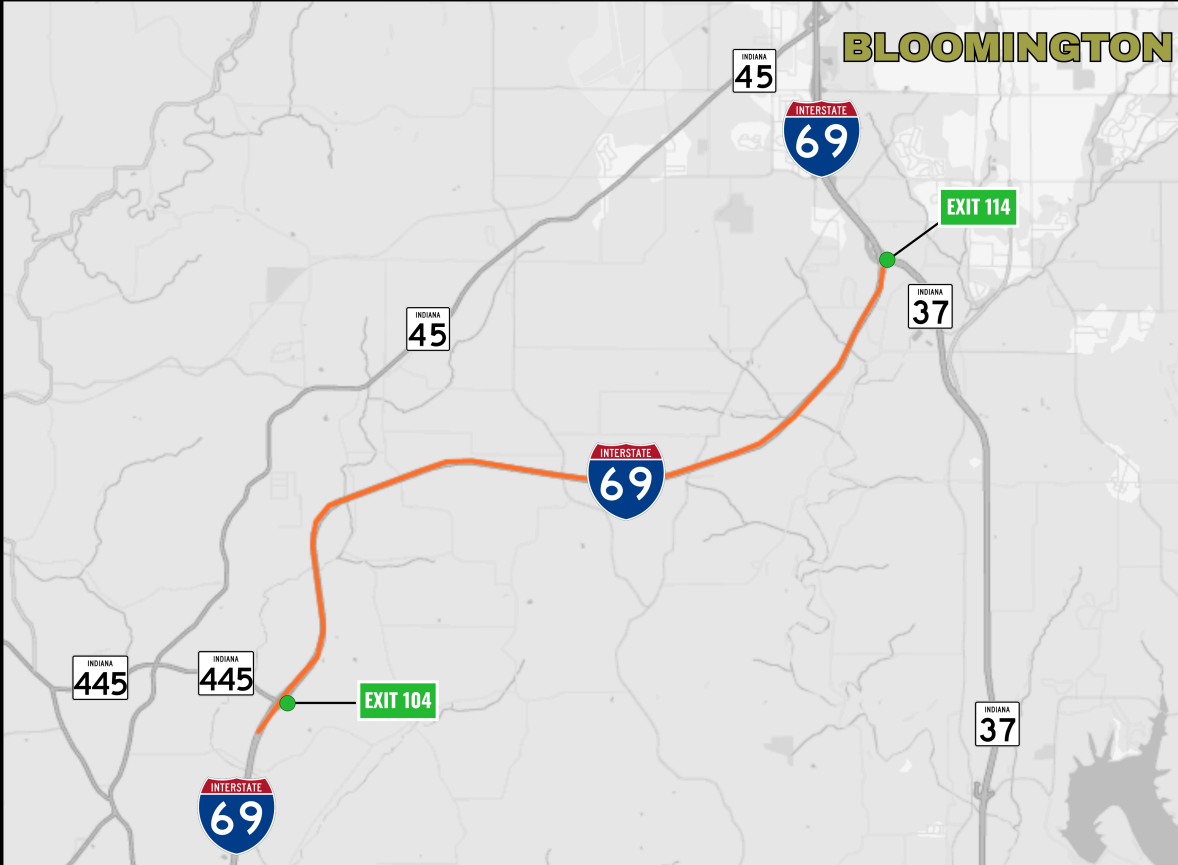
Single-lane closures planned on I-69 in Greene and Monroe counties

GREENE/MONROE COUNTY, Ind. – The Indiana Department of Transportation announces upcoming single-left-lane closures on I-69 in Greene and Monroe counties.

Beginning on or after Friday, May 15, contract crews will begin median cable barrier installation work along northbound and southbound I-69 between just south of State Road 445 (Exit 104) and State Road 37 (Exit 114).


Motorists should expect intermittent left lane closures on northbound and southbound I-69 while work is in progress. The right lanes will remain open. Installation work is expected to be complete in late August, weather permitting.

This project is part of a contract awarded to RMD Holdings in January 2026. INDOT reminds drivers to slow down, use extra caution, and avoid distractions when traveling in and near work zones. All work is weather dependent and schedules are subject to change.



SINGLE-LANE CLOSURES PLANNED ON I-69 IN GREENE AND MONROE COUNTIES

ON OR AFTER FRIDAY, MAY 15, CREWS WILL BEGIN CABLE BARRIER INSTALLATION WORK ALONG NORTHBOUND AND SOUTHBOUND I-69 BETWEEN JUST SOUTH OF EXIT 104 AND EXIT 114 IN GREENE AND MONROE COUNTIES. SINGLE-LEFT-LANE CLOSURES WILL BE USED INTERMITTENTLY WHILE WORK IS IN PROGRESS. WORK IS EXPECTED TO BE COMPLETE IN LATE AUGUST, WEATHER PERMITTING.



Stay Informed

Motorists in Southeast Indiana can monitor road closures, road conditions, and traffic alerts any time via:

- Facebook: [facebook.com/INDOTSoutheast](https://www.facebook.com/INDOTSoutheast)
- Twitter: [@INDOTSoutheast](https://twitter.com/INDOTSoutheast)
- TrafficWise: [511in.org](https://www.511in.org)

- Mobile App: [iTunes App Store](#) and the [Google Play store for Android](#)

About the Indiana Department of Transportation

INDOT is responsible for planning, constructing, maintaining, and operating the State of Indiana's more than 29,000 highway lane miles and 5,700 bridges, and providing support for 4,500 rail miles and 127 aviation facilities throughout the Hoosier State. With six district offices and over 3,500 employees, INDOT works to ensure safe, efficient, and reliable transportation infrastructure while supporting the state's economic vitality. The department is committed to fostering innovation, sustainability, and safety in transportation planning and development, in addition to collaborating with local governments and private sector partners to meet the state's transportation needs. For the eighth consecutive year, Indiana has placed in the top ten in the nation for infrastructure in CNBC's "America's Top States for Business" rankings. Learn more at in.gov/indot.

About Buckle Up Phone Down

Buckle Up Phone Down is a safety initiative adopted by the Indiana Department of Transportation in late 2023. Unrestrained motorists and passengers, as well as distracted driving continue to be contributing factors in fatal and serious injury crashes on Indiana roadways. Buckle Up Phone Down is one of many efforts to change driver behavior and improve roadway safety across Indiana.

The actions are simple: when you get into a vehicle, buckle up. If you are the driver, put the phone down. Every trip. Every time. Learn more and accept the challenge at BUPDIN.com.

Customer Service

1-855-463-6848

www.indot4u.com

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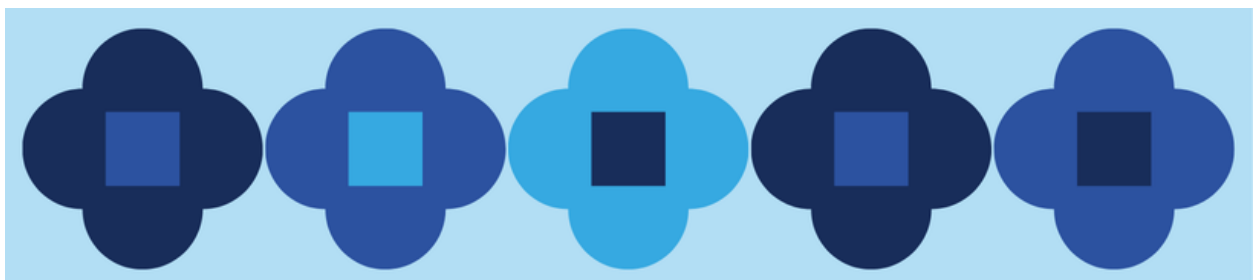


CITY OF
BLOOMINGTON

2026 ADA Transition Plan

DRAFT

City of Bloomington
401 N. Morton St.
Bloomington, IN 47404
bloomington.in.gov/accessible



INTRODUCTION

The Americans with Disabilities Act (ADA) was enacted on July 26, 1990, and amended effective January 1, 2009. Title II of the ADA prohibits state and local governments from discriminating against people on the basis of their disability and from excluding people from participation in programs, services, or activities because of their disability.

Title II requires local governments to prepare Transition Plans. The City of Bloomington prepared its first ADA Transition Plan in 1990 and has updated it several times since. The most recently updated plan, created in 2024, is available online at bloomington.in.gov/accessible. Our goal is to ensure program accessibility for people with disabilities in our community by meeting or exceeding the requirements of the ADA. Periodic updates help us evaluate how well we are achieving that goal.

The City of Bloomington has designated the liaison to the Bloomington Human Rights Commission as the ADA Coordinator. The ADA Coordinator manages the City's efforts to comply with Title II of the ADA and communicate with local businesses their responsibilities to comply with Title III of the ADA and is responsible for investigating any alleged violations of the ADA by the City.

We are making a conscious decision to begin this Transition Plan by focusing on people. We know that by changing minds and attitudes about accessibility, we can make it easier to address barriers to accessibility and ensure that decisions are made with accessibility in mind. With that, we will look at some of the recent efforts of the Council for Community Accessibility (CCA).

The CCA is a volunteer group that advocates for the interests of people with disabilities. Formerly known as the Community Council on Handicap Concerns, the group was formed in 1990. The CCA promotes awareness of the challenges faced by people with disabilities, works to develop solutions to barriers to accessibility in the community, and envisions an inclusive community where everyone is valued and empowered to access equitable opportunities.

While they come from diverse backgrounds, CCA members share a personal interest in accessibility issues and bring a range of leadership experiences to their work on the Council. Many members have disabilities themselves or are family members of those with disabilities.

CCA VISION AND OBJECTIVES

The Council for Community Accessibility envisions an inclusive community where everyone is valued and empowered to access equitable opportunities.

- Assessment: To seek information about the needs and available services for persons with disabilities.
- Awareness: To educate all segments of the community.
- Accessibility: To promote access to places of public accommodation, housing, programs, and services.
- Advocacy: To promote the best interests of persons with disabilities by supporting specific, identified issues.
- Advice: To serve as a resource for the community.

CCA EVENTS/PROGRAMS

In 2025, the Council for Community Accessibility held several annual events and programs that increased community awareness of barriers and accessibility challenges faced by people with disabilities.

ADA Anniversary Celebration

The anniversary of the Americans with Disabilities Act (ADA) is marked each year on July 26. To celebrate the occasion, the Council for Community Accessibility brings together local community organizations and disability advocacy groups to table on the Fernandez Plaza outside City Hall. In 2025, more than 250 people visited tables from City departments and commissions, Stone Belt, Mobility Aids Lending Library, Special Olympics Monroe County, Indiana Institute on Disability and Community, and SICIL.

Below, Hannah Lencheck from Stone Belt quizzes young attendees on an ADA trivia question, with prizes to be won!



Gather 'round the Table

Each year, the Council for Community Accessibility hosts Gather 'round the Table, a free event designed to bring together the disability community for conversation, celebration, and learning around a meal.

On October 27, 2025, CCA members, community partners, and others met at The Mill to discuss barriers to employment for people with disabilities and ways to accommodate accessibility in the workplace. Panelists discussed applying and interviewing for jobs, requesting reasonable accommodations, and dealing with common barriers like transportation.

Recent past themes have included disability and the arts, accessible travel, and accessible housing and transportation in a new neighborhood.

At left, participants listen to panelists at the October 2025 event.



Disability Awareness Trainings

In 2025, the Council for Community Accessibility began offering new trainings on disability awareness and etiquette. These trainings were presented by CCA members, discussed relevant hypothetical situations and lived experiences, and focused their content on each department's day-to-day work.

The first training was offered to the Bloomington Fire Department, including the Mobile Integrated Health Unit, in June 2025. The CCA has since presented trainings to the Planning and Transportation Department, the Parks and Recreation Department, and the Information Technology Services Department. Future trainings have been or will be scheduled with organizations in the community, including Bloomington Township Trustee, Beacon Inc., Middle Way House, Monroe County Public Library, Stone Belt, United Way, as well as additional City departments.

Below at left, CCA members Karin Willison and Casey Guarino present to several crews from the Bloomington Fire Department. Below at right, CCA member MarChé Daughtry demonstrates cane technique to members of the city's Planning and Transportation Department.



AccessAbility Decal Program

The AccessAbility Decal Program recognizes local businesses that meet minimum standards of accessibility, such as accessible parking spaces, entrances without steps, wider aisles, and wheelchair-accessible restrooms. Qualifying businesses are presented with a decal to display on their storefront. In 2025, we began using BlueDAG, an accessibility software, to improve the consistency and accuracy of our surveys. This has allowed us to issue detailed, professional reports that list specific ADA citations related to accessibility barriers.

Snow Buddies

Last year, the CCA launched the Snow Buddies program, which pairs a volunteer with a neighbor who is unable to shovel snow because of their disability or age. Volunteers are assigned to a resident for the winter and come by each time it snows to clear their sidewalk and a pathway to their front door. The program pilot was a great success and highlighted that this program meets an important need.

During the 2025-2026 winter, we expanded the program, connecting volunteers to even more households. Snow Buddies also inspired a similar effort in Indianapolis and Marion County, just as we were initially inspired by a Montana program.

To learn more, volunteer, or request services, visit the [Snow Buddies website](#).

MALL

The Mobility Aids Lending Library (MALL) began in 2022 in partnership with CCA and the Monroe County Public Library and has since gained its 501(c)3 status as a nonprofit. Their mission is to provide free mobility devices, including canes, walkers, rollators, manual wheelchairs, and power wheelchairs, to those who need them. Those who have unneeded devices can donate them to be used within the community.

CURRENT CCA GOALS

In January 2026, CCA members revisited the strategic goals the Council had established in 2025.

Transportation

- Expansion of BT Access or other publicly funded accessible transit options to include routes outside of Bloomington (to appointments in Indianapolis, for example) (5 years)
- Incentivize accessible Ubers or taxis in Bloomington (available any time, including late at night) (1-5 years)

The CCA will continue to work toward these goals, but will not prioritize them in 2026. Bloomington Transit's new microtransit option is accessible.

Accessibility/ADA Standards

- Work with city and county government and business communities to incentivize stricter, better-than-ADA standards within Bloomington city limits for new constructions of hotels, restaurants, the new convention center, etc. (Ongoing, increasing over 1-5 years)

The CCA will prioritize this goal in 2026, maintaining the momentum developed in conversations about the Hopewell development. A new priority will be discussing amendments to Bloomington's Unified Development Ordinance (UDO) to implement more effective accessibility requirements.

- Work with BMV, City, IU and police department to educate drivers about accessible parking etiquette and develop methods for enforcing while educating offenders. (5 years)
- Work with City and subcontractors on effective snow removal procedures to remove access barriers to paths of travel for people with disabilities. (now and ongoing)

The CCA will not prioritize these issues in 2026. In 2025, the CCA opened conversations with relevant City departments and personnel about snow removal procedures.

Community Connections

- Increase community engagement and outreach by meeting people where they are with “Traveling CCA Meetings” (similar to Meet the Mayor) hosted by the CCA once a quarter at Stone Belt, Endwright, or other locations. (now and ongoing)
- Increase diversity of perspectives by connecting with other social service organizations that work with people with disabilities, such as the library, Beacon, HealthNet, and Middle Way House. (1-5 years)
- Host informal social meetings to connect with potential members (within the year)
- Offer Disability Awareness/Etiquette trainings (starting this summer)

The CCA will continue to look for new connections and collaboration possibilities in 2026. We will especially prioritize offering trainings, which were successfully launched in 2025.

Employment

- Creation of a peer-to-peer support program around employment (1-5 years)
- Collaborate with organizations like Fehribach Center (IU), Goodwill and DWD to reach out to hiring managers at major employers (e.g., Cook, NovoNordisk, MCCSC, IU) to offer training on hiring people with disabilities (1-5 years)
- Connect local consultants (e.g., CCA members) with businesses and organizations looking for assistance with accessibility questions (now and increasing within 1-5 years)

The CCA will backburner these efforts for 2026 after hosting a successful Gather ‘round the Table on the theme of employment.

Housing

- Become more involved in efforts to increase local stock of affordable and accessible housing, reaching out to HAND, City Council and CoDesign Commons (1-5 years)

The CCA will continue to work on the issue of housing, potentially through adding it as a new focus for the existing Transportation and Mobility Committee.

Advocacy

- Continue to be a voice in local and state-wide efforts to defend the rights of people with disabilities in the face of current threats to Medicaid, Education, and Section 504, and any new threats on the horizon. (now and ongoing)

The CCA will respond to new threats to people with disabilities in 2026, particularly by recommending effective individual actions to CCA members.

CCA SERVICES

- Awareness Training: For organizations, businesses, and government employees
- Disabilities Awareness Presentations: To schools and religious and civic groups through our Speakers Bureau
- Free Consultations: To review building or architectural plans to evaluate accessibility according to Americans with Disabilities Act (ADA) specifications
- Workshops for Businesses: On the benefits and responsibilities of complying with the ADA

ACCESSIBLE TRANSPORTATION AND MOBILITY PRINCIPLES

The following Principles were developed by community volunteers in consultation with City staff members in the Community and Family Resources, Engineering, and Planning and Transportation departments. The Principles are included in the Comprehensive Plan that was adopted by the City Council.

Statement of Purpose

These Accessible Transportation and Mobility Principles seek to guide how the City of Bloomington plans and implements accessible transportation and mobility considerations for persons with disabilities. These Principles are intended to inform city-wide improvements and developments of public spaces so that legislation and infrastructure truly reflect the needs of our diverse community.

Goals & Policies

Goal 6.8 Develop Equitable Access: Connect people with disabilities meaningfully to essential needs and services, including housing, grocery stores, health care facilities, jobs, schools, mass transit stops, parks, and other places to live, work, and play.

Policy 6.8.1: Involve people with disabilities in decision-making. Establish a transparent, equitable public process that includes people with low vision, mobility challenges, and other disabilities in the full range of transportation decisions from design to operations.

Policy 6.8.2: Provide safe and functional mobility. Prioritize transportation safety for the most vulnerable users over and above access and speed for cars and trucks, through funding for infrastructure such as well-maintained sidewalks, readily-available ramps, and accessible transit stops.

Policy 6.8.3: Ensure accountability. Document and evaluate progress on implementation of the municipality's ADA Transition Plan by updating the Plan's data and revising its goals at least biennially.

ADA STANDARDS AND GUIDELINES

The City of Bloomington is committed to ensuring that all of its new facilities, including buildings, parks, trails and sidewalks, and all renovations to those facilities comply with the ADA. The City also works to make its programs, meetings, and entertainment as inclusive as possible. Recently, this has included the addition of mobility options like an accessible golf cart, mini bus, and all-terrain wheelchair and the installation of a tactile map in Switchyard Park. The CCA has also been consulted to help with art installations.

In 2011, the City's Board of Public Works passed Resolution 2011-99, adopting the proposed Public Right of Way Accessibility Guidelines (PROWAG) as the standards to follow for evaluation, design and construction of infrastructure in the public right of way (see Appendix A for a copy of the resolution). The City will continue to comply with PROWAG in all future projects and renovations.

SELF EVALUATION

Evaluation of Physical Facilities

Accessibility surveys and audits were done by CCA-trained volunteers and City staff. The original facility survey was designed by the CCA and the City's ADA Coordinator and examined parking; path of travel; entrance and doors; elevators, stairs, and railings; common areas; and public restrooms and drinking fountains. In each area, surveyors checked for a minimum compliance with ADA standards. Parks & Recreation staff reviewed all of the parks for accessibility.

Definition of *technically infeasible*:

In the following material, "technically infeasible" with respect to an alteration of a building or a facility means that it has little likelihood of being accomplished because existing structural conditions would require removing or altering a load-bearing member which is an essential part of the structural frame; or because other existing or site constraints prohibit modification or addition of elements, spaces, or features which are in full and strict compliance with the minimum requirements for new construction and which are necessary to provide accessibility.

Assessment of City-Owned Parking Facilities

Parking Lots

- E. 6th St. & N. Lincoln St. Parking Lot is ADA Compliant.
- W. 4th St. & N. Washington St. Parking Lot is ADA Compliant.
- E. 4th St. & N. Dunn St. Parking Lot is ADA Compliant.

Parking Garages

- 300 N. Morton St. (“Morton St. Garage”)
 - Stairway railings don’t all have 12” extensions beyond risers.
 - Stair railings are scheduled to be replaced within the next five years (by 2032). The stair railings will not be fully compliant until that replacement occurs.
- W. 7th St. & N. Walnut St. (“Walnut St. Garage”) is ADA Compliant.
- W. 4th St. & N. College Ave. (“4th St. Garage”) is ADA Compliant.
- Trades District Garage is ADA Compliant.

Assessment of City-Owned Buildings

All buildings have been surveyed or reviewed in the past three years. They are presented in alphabetical order.

- Allison-Jukebox Community Center (349 S. Washington St.)
 - An accessible push-button entry system was added to the front door and back door in late 2025.
 - New mini-bus with lift entry and wheelchair securing areas purchased in 2025 for camp use.
 - Outdoor railings don’t all have 12” extensions beyond risers, but this is technically infeasible to fix without major renovation.
 - Restrooms don’t have the appropriate turning radius due to limited space that would require major renovations.
- Animal Shelter (3410 S. Walnut St.)
 - ADA compliant.
- Banneker Center (930 W. 7th St.)
 - Handrails on interior stairways don’t all have 12” extensions beyond risers, but this is technically infeasible to fix without major renovation.

- Exterior door handles aren't able to be opened with a closed fist, but new handles cannot be added to existing doors. A new push-button door opener was added to the doors in 2025.
- Restroom doors on the ground floor have door handles on the inside that can't be opened with a closed fist.
- The elevator is still functional but is on the capital replacement list as it is nearing the end of its lifespan.
- Worn front entry steps that caused trip hazards and accessibility issues were replaced in February 2026.
- Bloomington Fire Department Station 1 (300 E. 4th St.)
 - Facility has been remodeled to be ADA compliant. New accessibility survey scheduled for Fall 2026.
- Bloomington Fire Department Station 2 (210 S. Yancy Ln.)
 - Facility has been remodeled to be ADA compliant. New accessibility survey scheduled for Fall 2026.
- Bloomington Fire Department Station 3 (800 N. Woodlawn Ave.)
 - Facility has been remodeled to be ADA compliant. New accessibility survey scheduled for Fall 2026.
- Bloomington Fire Department Station 4 (2201 E. 3rd St.)
 - Path of travel needs signage to indicate the accessible entrance. The exterior door has a knob, which should be a lever. Restroom doors are too narrow, restroom is not 5' x 5', there are no grab bars, the paper towel dispenser is too high, and the toilet paper dispensers are not the correct height. There is no accessible signage. The accessible parking is not striped correctly.
 - With the significant investments made in the other four facilities, funding isn't currently available to address these changes. However, when funding is available, these issues will be addressed.
- Bloomington Fire Department Station 5 (1987 S. Henderson Ave.)
 - Facility has been remodeled to be ADA compliant. New accessibility survey scheduled for Fall 2026.
- Bloomington Police Department Administration (220 E. 3rd St.)
 - ADA compliant.
- Bloomington Police Department Sub-Station (245 W. Grimes)
 - ADA compliant.
- Cascades Golf Course Clubhouse (3550 N. Kinser Pike)
 - ADA compliant.
- Frank Southern Ice Arena (1965 S. Henderson St.)

- Bleachers are not accessible, but are technically infeasible to fix. A platform area for wheelchair users was added in 2023.
 - New push-button exterior entry doors were added in 2025.
- Showers City Hall (401 N. Morton St.)
 - ADA compliant.
- Switchyard Park Pavilion (1601 S. Rogers)
 - ADA compliant.
 - Added a tactile map in 2025 specifically for people with vision impairments.
 - Added a golf cart shuttle in 2024 for people who use mobility assistance devices. The shuttle includes a ramp and the ability to secure a wheelchair during transit.
- Twin Lakes Recreation Center (1700 W. Bloomfield Rd.)
 - ADA compliant.
 - The front doors were replaced, new entry concrete was poured, and an accessible push-button entry system was added in late 2025.

Assessment of City-Owned Parks and Trails

The City's Parks and Recreation Department strives to exceed its obligations under the ADA. The department regularly surveys its facilities to make sure that they are accessible. When it finds barriers to accessibility in possible violation of the ADA, it implements plans and budgets for removing those barriers as quickly as possible. Parks and Recreation employs an Inclusive Recreation Coordinator who makes sure that its programs are as accessible as possible. Anyone with a question about accessibility at a Parks property or event should contact the Parks and Recreation Department. The site conditions were updated based on site visits in the summer of 2022. A broader reassessment will be considered in the next couple years. A list of all parks and trails locations are in Appendix B.

Parks and Trails

Parks and trails are presented together in alphabetical order.

- B-Line Trail

- 3.2-mile hard surfaced recreational trail, parking lot, and site amenities (benches, tables, fountains) are all accessible. Continuous assessment of paver sections for missing or uneven pavers is needed.
- Continuous assessment of edges of trail for drop-offs is needed.
- **Bloomington Rail Trail**
 - 2-mile crushed stone surface recreational trail is technically infeasible to make more accessible, but gravel surface is groomed and repaired periodically.
- **Broadview Park**
 - Accessible shelter and playground, site amenities.
- **Bryan Park**
 - Picnic shelters (3), playgrounds (3), parking lots (6), swimming pool, restrooms, stream bridges (2), paved fitness trail south of the stream, and site amenities are all accessible.
 - A new accessible lift chair was installed at the pool in 2024
 - The pool and locker room are dated (1960s) and could use renovation. Pool does not have a zero-entry edge. Locker rooms are accessible to navigate through but do not have accessible shower features/grab bars/etc.
 - Bryan Park 5-12 playground was replaced in 2024, improving the level of accessible playground equipment versus what was present previously.
 - The playground surfacing on the 2-5 playground was replaced in 2025 due to cracks and seams between the tiles – the new pour-in-place surfacing improves accessibility.
 - The trail north of the stream and the bridge are technically infeasible to make accessible.
- **Building & Trades Park**
 - Basketball courts (5), restrooms, playgrounds (2), shelters (2), perimeter walking trail, parking lot area are all accessible.
 - In 2025, the outdated (and technically inaccessible) ramp was removed and replaced with a new asphalt walking trail that provides smoother, safer access through the park. The existing picnic shelter was demolished and a new shelter constructed along the new path to make the shelter easier for visitors to reach and use. Parking lot upgrades were also completed, improving transitions between the asphalt surface and the concrete walking trail.

- Butler Park
 - Playgrounds (2), parking lot, restrooms, basketball court are all accessible.
 - Paved walking trail on north end is too steep, and thus is technically infeasible to make accessible.
 - No maintained path exists to the northwest picnic shelter.
 - In spring of 2025, 3 raised garden beds were added to the Community Garden. These are still accessed via soft-surface grass areas.
 - Steps and railing were replaced to meet modern accessibility standards in Spring of 2025.
- Cascades Park – Lower
 - Sycamore Shelter, Waterfall Shelter, Sycamore Parking Lot, 1.5+ miles of paved trail, 700+ feet of accessible boardwalk are all accessible.
 - Hiking trails and some areas on the west side of the creek near the southern end of the park (rugged terrain, inaccessible narrow bridges) are technically infeasible to make accessible.
- Cascades Park – Upper (Lions Den)
 - Shelter, playground, site amenities are all accessible.
- Cascades Park – Upper (Skate Park)
 - Basketball court, parking, site amenities are all accessible.
- Clear Creek Trail
 - 2.4-mile paved trail is fully accessible.
- Creeks Edge Trail
 - Section of trail is “missing” between north and south sections of trail (it becomes soft-surface grass and does not meet slope standards), but land acquisition and capital funds would be required to acquire and fill in this missing section.
 - Some sections of asphalt trail on the south end near Sare Rd. do not meet cross-slope requirements.
- Crestmont Park
 - Parking lot, basketball courts, playground (1), and site amenities are all accessible.
 - The east shelter and disc golf course are technically infeasible to make accessible due to the terrain.
- Ferguson Dog Park

- Parking, access path to fenced dog area, and site amenities are all accessible. Once into the dog parks the terrain is all natural or crushed limestone path.
- Griffy Lake Nature Preserve
 - Parking, boat rental, boat dock, trails, fishing pier, and causeway walkway are all accessible.
 - Trails are technically infeasible to make accessible.
 - Two pits toilets at Griffy are too high off the ground to be considered accessible. There are railings but they need to be lowered, but there are also issues with lowering the vault height and the floodplain.
 - In 2025, the parking entry drive was repaved and a dedicated pedestrian lane was added and striped to create better access between the parking lot and causeway.
- Highland Village Park
 - Parking lot, shelter, basketball courts, playground, paved walking trail, and site amenities are all accessible.
- Hopewell Commons
 - In April 2025, Hopewell Commons opened. It was designed and built as a curbless environment, and interactions between the park and the street are all accessible.
- Jackson Creek Trail
 - 1.15-mile hard surfaced recreational trail and site amenities are all accessible.
- Leonard Springs Nature Park
 - Hiking trails are technically infeasible to make accessible.
- Miller-Showers Park
 - Parking lot, observation pier, 0.5-mile paved walking trail, and site amenities are all accessible. In 2025, paving repairs were made to the east-side trail to eliminate root heave from nearby trees.
- Mills Pool
 - A new lift chair was installed for accessible pool entry in 2024.
 - Accessible parking was added to the entry cul-de-sac in 2025.
 - Pool has zero-entry edge.
 - The pool and locker room are dated (1960s) and could use renovation. Locker rooms are accessible to navigate through but do not have accessible shower features/grab bars/etc.
- Olcott Park

- Parking lot, woods trail, shelter, playground, restroom/concession building, and site amenities are all accessible.
- The trail to Sherwood Oaks Park is technically infeasible to make accessible due to the slope.
- Perimeter trail has heavy root heave and needs asphalt repairs for accessibility.
- Park Ridge Park
 - Tennis courts, shelter, basketball courts, playground, and site amenities are all accessible.
 - Accessible path connects street level to picnic shelter, water fountain/bottle filler, and playground. Playground surfacing is engineered wood chips.
 - No accessible path connection to basketball court.
- Park Ridge East Park
 - Accessible path bisects park N-S and connects picnic shelter, playground (engineered wood chip surfacing) and sidewalk to tennis courts. No accessible/paved path to basketball or tennis court exists.
 - Community garden area (soft surface) is inaccessible.
- Peoples Park
 - Sidewalks and site amenities are all accessible.
- Polly Grimshaw Trail
 - .67-mile trail is paved and accessible.
- RCA Park
 - Parking, tennis courts, basketball courts, shelters (2), restroom, playground, site amenities, and paved walking loop trail are all accessible. Hiking trails are soft-surface and not feasible to make accessible.
 - In late 2024, a new picnic shelter replaced the old one, moving it to a more central and accessible location. An accessible ramp was added as well as accessible picnic tables.
- Rogers Family Park
 - Jackson Creek Trail is accessible through the park.
- Rose Hill Cemetery
 - Roads and sidewalks through the cemetery are accessible.
- Schmalz Farm Park
 - Playground, shelter, site amenities, and pedestrian entrance are all accessible.

- Seminary Park
 - Sidewalks, plaza, and site amenities are all accessible.
- Sherwood Oaks Park
 - Parking, tennis courts, playground, and site amenities are all accessible.
 - Shelter and basketball court are technically infeasible to make accessible in current locations due to floodplain issues.
- Southeast Park
 - Parking and tennis courts are all accessible.
 - Southeast Trail is accessible. Improvements were made to trail on its north end along Moores Pike in 2024.
 - There is no accessible path to the basketball court. Budget considerations will determine when this gets addressed in the future.
- Switchyard Park
 - Stage, restrooms, sports courts, dog park, playground, shelter, and spray pad are all accessible.
 - Two water chairs for use at the spray pad are available.
 - An accessible golf cart for Switchyard Park was purchased to aid with mobility needs in the park.
 - New universal tactile map of facility was installed in summer 2025.
- Twin Lakes Sports Park
 - Parking, ballfields, playground, restrooms, concessions, and site amenities are all accessible.
 - Perimeter soft surface walking rail is technically infeasible to make accessible.
- Waldron, Hill, and Buskirk Park
 - Stage and paver audience area, fountain area, and areas around playground are all accessible. Playground has accessible elements and pour-in-place surfacing.
- Wapehani Mountain Bike Park
 - Parking and mountain biking trails are technically infeasible to make accessible.
- Winslow Sports Park
 - Parking, ballfields, playground, restrooms, concessions, and soft surface fitness trail are all accessible.
- Winslow Woods Park

- Parking, basketball courts, playground, shelter, garden plots, and site amenities are all accessible.
- Hiking trails are technically infeasible to make accessible.
- The Community Orchard added pavers to their paths after the Department added a concrete sidewalk to the orchard.
- Added 2 additional raised bed gardens to the Willie Streeter Community Garden in spring of 2025. These are still accessed via soft-surface grass areas.
- Two additional water spigots were added to the Willie Streeter Community Garden in the summer of 2024 in order to improve access to watering gardens - reducing the distance of carrying water or a hose.

Hiking, mountain biking, soft-surface walking, and mowed trails which are technically infeasible to make accessible due to rugged terrain are not listed above.

Public Right of Way Data

The City of Bloomington uses many different strategies to remove barriers to accessibility in the public-right-of-way. These include identifying and repairing accessibility issues as identified by sidewalk and curb ramp condition assessments, responding to citizen complaints, and removing barriers as part of new construction or resurfacing projects.

The Public Works Department contracted for real-time street pavement condition field assessments in 2017 and again in 2021. The data collected during these endeavors was used to update all of the current Pavement Condition Index (PCI) ratings for the City's 239 miles of public use streets. This marked a significant improvement over prior methods that did not allow for consistent reporting or entire citywide assessments to be completed due to time and staff limitations. The Public Works Department utilized these updated PCI ratings to prepare targeted improvements and investments during the development of the City's annual paving schedule.

An asset condition picture for the 240 mile sidewalk network, 29 miles of sidepaths and all associated Americans with Disabilities Act (ADA) compliant accessible curb ramps were another component of these two condition

assessment projects. They were conducted via a line-of-site method during the street PCI collection phase. Although it provided a holistic view of citywide sidewalk and sidepath conditions for the first time ever and was a major milestone in data collection for the City of Bloomington, it was not comprehensive. The final report suffered from limitations ranging from parked vehicles to vegetation overgrowth that obstructed sidewalk views and made visual collection by the surveyors impossible in some areas.

In 2025 the Public Works Department contracted for a new street pavement PCI condition assessment. However, unlike the previous two assessment projects, additional funding was available to also include a citywide detailed assessment focused completely on sidewalks, sidepaths and ADA compliant curb ramps in a fashion very similar to the street pavement PCI. During the summer and fall of 2025 an off-road vehicle driven by contractor personnel outfitted with an array of technological tools drove the entire sidewalk and sidepath network to collect extremely detailed real-time field conditions.

The condition data that was gathered will provide a comprehensive analysis to assist in identifying areas of concern, developing a prioritized rehabilitation program, better targeted maintenance activities and assist in administering the City's Sidewalk Repair Assistance Program. It will also allow the City to better plan and budget for maintenance and future improvements to both the motorized and non-motorized transportation networks.

Full data and statistical reports will be delivered in the second quarter of 2026, which will also include a presentation by the contractor to the City Council and Traffic Commission during an upcoming meeting. The finished report, along with data from the previous reports from 2017 and 2021, will also be completely available to the public on the City of Bloomington B-Clear Open Data Portal. Additionally, a host of other Public Works Department operational data and metrics is available for review as well. It can all be found at data.bloomington.in.gov.

On the next page, a front profile view of the sidewalk testing vehicle that was used to perform the 2026 sidewalk, sidepath and curb ramp assessment for the City of Bloomington.



Definitions:

- *Sidewalks*: The part of a street between the curb lines, or the lateral lines of a roadway, and the adjacent property lines intended for the use of pedestrians (I.C. 9-13-2-167)
- *Multiuuse Path*: A type of sidewalk designed primarily for use by pedestrians, persons riding bicycles, and persons using coasters for transportation and recreation purposes that is physically separated from motor vehicle traffic and within a highway right-of-way or adjacent easement (BMC 15.04.057)

- *Multiuse Trail*: A facility designed primarily for use by pedestrians, persons riding bicycles, and persons using coasters for transportation and recreation purposes that is physically separated from motor vehicle traffic, has all the same operational requirements of a sidewalk, and is a public facility not within a highway right-of-way or adjacent easement (BMC 15.04.058).

Public Right of Way Data

The table below includes updated figures from 2024-2025. The program to fix sidewalk trip hazards was not started until 2018. Figures for 2019-2021 include sidewalk repaired via the Sidewalk Repair Assistance Program. In 2018, there was a focus on installing audible pedestrian signals and countdown timers at signals.

Infrastructure	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Sidewalks New (linear feet)	3105	2885	2295	2095	2310	1505	405	175	4730	985
Sidewalks Repaired/Replaced (linear feet)*	7817	5898	6921	8918	8360	7343	7869	7767	4635	985
Multiuse Path New (linear feet)	9522	0	1780	2510	13315	4640	6345	3640	3200	3510
Multiuse Path Repaired/Replaced (linear feet)	0	0	0	50	0	160	0	0	550	300
Trail New (linear feet)	1700	0	255	0	0	0	2810	0	130	490
Sidewalk Trip Hazards Repaired i.e., sidewalk grinding (linear feet)	-	-	749	0	7400	3861	9632	5566	6147	21717
Sidewalk Trip Hazards Saw Cut (number of)	-	-	179	0	2272	1112	2836	1681	3124	8179

Infrastructure	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
ADA Curb Ramps Installed (number of)	114	191	137	208	174	227	219	179	449	273
Traffic Signals New/Replaced (number of)	2	2	1	2	1	3	4	1	2	0
Audible Pedestrian Signals	2	2	15	2	1	3	4	1	5	4

Estimated Costs

The City of Bloomington estimates the cost of sidewalk reconstruction at \$1.3 million for a half mile of new sidewalk, \$10,000 for ADA ramps per intersection corner (\$20,000 if it includes bump outs), and \$400,000-500,000 per signalized intersection modernization.

Funding Sources

A variety of local, state, and federal sources of funding are available to remove the sidewalk and curb ramp access barriers identified in this Transition Plan. These sources include, but are not limited to, those listed below.

Local Funding Sources

- General Funds
- Tax Increment Finance Districts (TIF)
- Alternative Transportation Fund (ATF)
- General Obligation (G.O.) Bonds
- Cumulative Capital Development

State Funding Sources

- Motor Vehicle Highway
- Local Road & Street

Federal (HUD)

- Community Development Block Grants (CDBG)

Federal (FHWA)

- Surface Transportation Program (STP)
- Highway Safety Improvement Program (HSIP)

- Transportation Alternative Program (TAP)

Modifications and New Construction

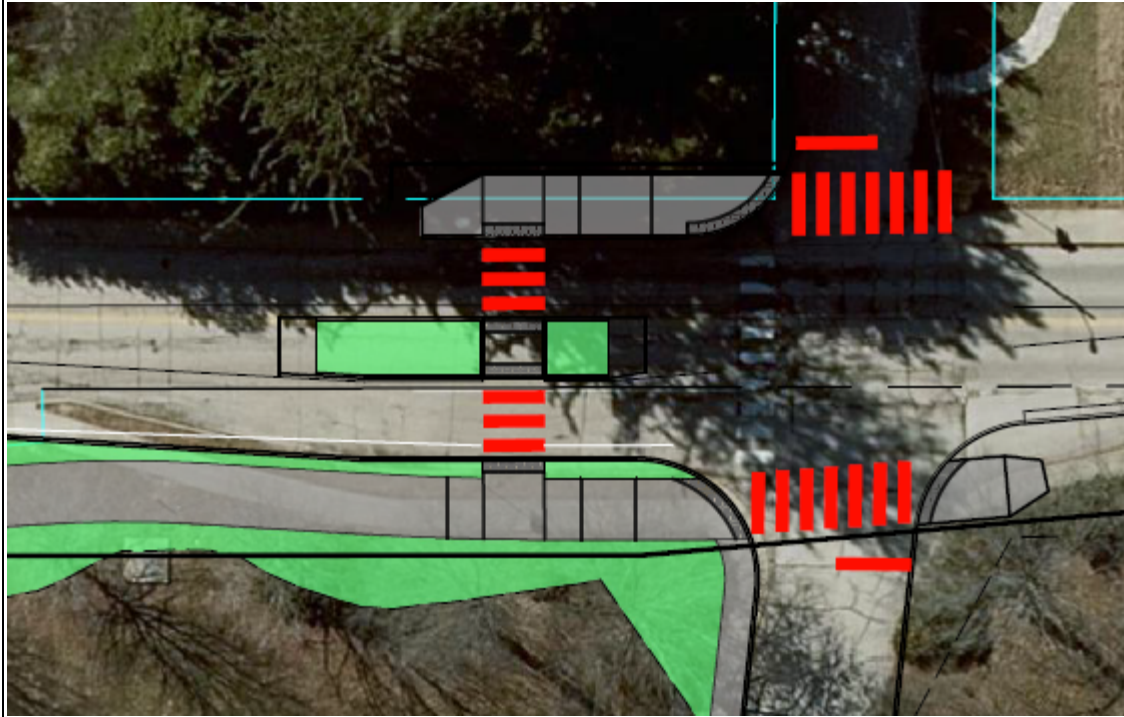
Since 1995, the City of Bloomington has included pedestrian facilities in almost all of its public improvements, with very few exceptions. For new construction projects, the City adheres to the proposed Public Right of Way Accessibility Guidelines (PROWAG) for all pedestrian facilities included in our projects. In 2011, the Bloomington Board of Public Works formally adopted the PROWAG as the City's accessibility design standard.

Improvements to the right-of-way such as repaving (mill and fill, overlay, etc.), traffic signal modernization, sidewalk improvements and repairs, et al., require the City to update pedestrian facilities to meet ADA specifications. Therefore, the City's policy for paving operations is to update curb ramps at intersections with public streets and public alleys where sidewalks exist to the maximum extent feasible.

For traffic signal modernization projects, the City's policy, in addition to bringing existing curb ramps into compliance with ADA, is to include accessible pedestrian signals (APS) the maximum extent feasible.

Many of the City's accessibility improvements are implemented in coordination with other projects such as street resurfacings and traffic signal replacements. The City also pursues standalone projects that are specifically intended to improve pedestrian safety and accessibility including projects to install new or improved curb ramps and crosswalks in prioritized areas.

The image below shows accessible curb ramps and an improved crosswalk to be constructed across High Street at Hunter Avenue as part of the High Street Multiuse Path and Intersection Improvements Project.



Yearly Schedule

Accessibility improvements will be achieved each year in coordination with the construction of capital facilities, street repaving projects, and traffic signal modernizations.

Bloomington Transit Stop Accessibility

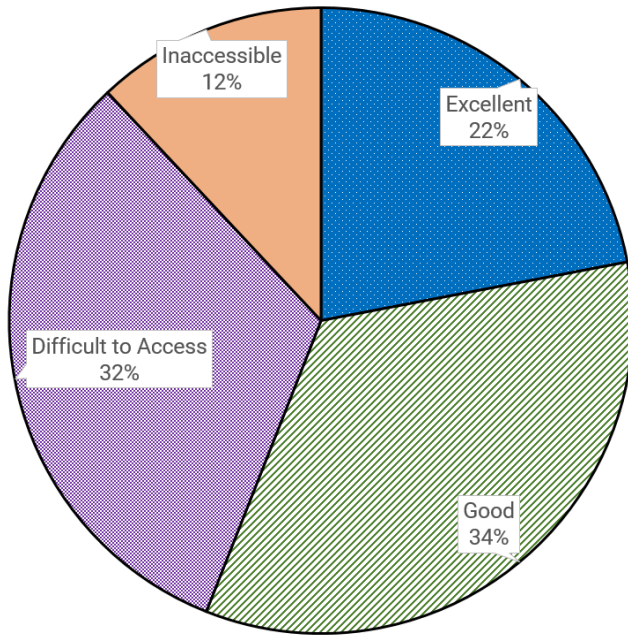
In the summer of 2024, Bloomington Transit conducted a complete bus stop inventory as an update to the 2019 system inventory. This provided insights on the state of all 450+ stops in the network and helped prioritize areas most in need of improvement. Between 2023 and 2025 Bloomington Transit improved two dozen bus stops with City of Bloomington crews upgrading many more to meet ADA requirements. The approach for upgrades focused on adjusting stop locations and improving stop accessibility during routine road paving. Bloomington Transit has also focused on bringing stops with 'good' accessibility up to 'excellent' to ensure as many stops as possible are accessible according to all metrics in the ADA standards.

Bloomington Transit has worked with the Environmental & Sustainable Development office to have additional ADA shelters installed around the city to

target areas that lack adequate shade. Collaborations are also made with City Planning & Transportation and Engineering Departments to ensure all new development and sidewalk work includes improvements to the existing bus stops in the area.

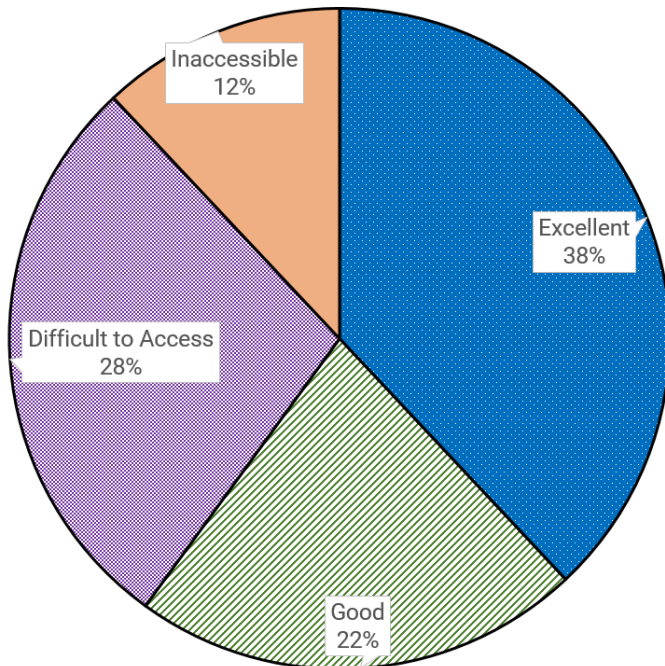
Bus Stop Accessibility Ratings 2023

Description	Percentage
Excellent (No issues with access)	22%
Good (Minor accessibility problems, improvements could be made)	34%
Difficulty to access (someone with a disability may avoid this stop)	32%
Inaccessible (Hazardous, consider relocating)	12%
Total	100%



Bus Stop Accessibility Ratings 2025

Description	Percentage
Excellent (No issues with access)	38%
Good (Minor accessibility problems, improvements could be made)	22%
Difficulty to access (someone with a disability may avoid this stop)	28%
Inaccessible (Hazardous, consider relocating)	12%
Total	100%



Accessibility for City Website and Digital Distribution

In 2021, the City's Information & Technology Services (ITS) Department developed and provided training on Document Accessibility for City Website and Digital Distribution. In 2023, the training was updated and distributed to all City staff as an annual, mandatory video-based training. In 2025 and 2026, ITS has trained key department staff in department-specific trainings, and established digital accessibility office hours. In addition to the training, the ITS department

also provides resources to City staff for making public documents and website pages accessible including:

- Internal knowledge base of instructions and resources for creating accessible documents including a checklist on how to make documents (Word, Acrobat, and Google Docs) accessible (see Appendix C),
- Tools to test webpages and documents for accessibility, such as Grackle Docs, Adobe Acrobat Pro and Equidox software and associated training for remediating existing PDF documents for accessibility,
- Internal knowledge base of best practices for creating accessible web pages,
- Internal help desk form for requesting ITS assistance with creating accessible content, and
- ITS in-house expertise in implementing document accessibility.

In February of 2023, the City started an Accessibility Working Group to prepare for the Department of Justice's (Department) final rule updating its regulations for Title II of the Americans with Disabilities Act. The final rule has specific requirements about how to ensure that web content and mobile applications (apps) are accessible to people with disabilities. The Working Group of Information Technology staff, the Human Rights Liaison/ADA Coordinator, a Legal Department attorney, and department representatives meet bi-monthly to develop and implement training and guidance for all City staff.

The City is now working to improve compliance with governmental accessibility standards, such as ADA, WCAG, and more. This activity builds on the work of the internal Accessibility Working group and is aimed toward implementing ADA Web/Mobile accessibility rules. ([ADA Fact Sheet](#))

PUBLIC INPUT

The City provided the following opportunities for individuals and community organizations to comment on this Transition Plan:

- Public notice of a public comment period via a City press release (April 27, 2026)

- Draft document made available on the City's website (<https://bloomington.in.gov/accessible>)
- Document made available at the Monroe County Public Library
- Presentation and discussion with the City of Bloomington Council for Community Accessibility on (April 27, 2026)
- Presentation and discussion with the City of Bloomington Transportation Commission on (April 27, 2026)
- Presentation and adoption by City Council on (Date TBD)

CONTACT

This document is online at <https://bloomington.in.gov/accessible>.

For more information, contact the ADA Coordinator/Council for Community Accessibility staff liaison.

Michael Shermis (812-349-3471; cca@bloomington.in.gov)

APPENDIX A: PROWAG Resolution

Resolution 2011-99

Board of Public Works Accessibility Guidelines.

Whereas, the City of Bloomington is updating the ADA Transition Plan; and

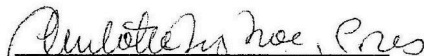
Whereas, to complete the revision, public infrastructure must be evaluated against criteria to determine compliance and barriers; and

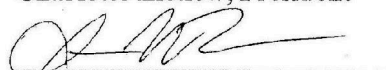
Whereas, the United States Access Board has provided Public Right Of Way Accessibility Guidelines specific to pedestrian circulation in public rights of way (hereafter, PROWAG); and


Whereas, the Federal Highway Administration has identified PROWAG as best practices for accessible design for public rights of way.

Now, Therefore, Be it resolved that the Board of Public Works adopts the PROWAG for evaluation, design, and construction of infrastructure in the public right of way.

BOARD OF PUBLIC WORKS


Charlotte Zietlow, President

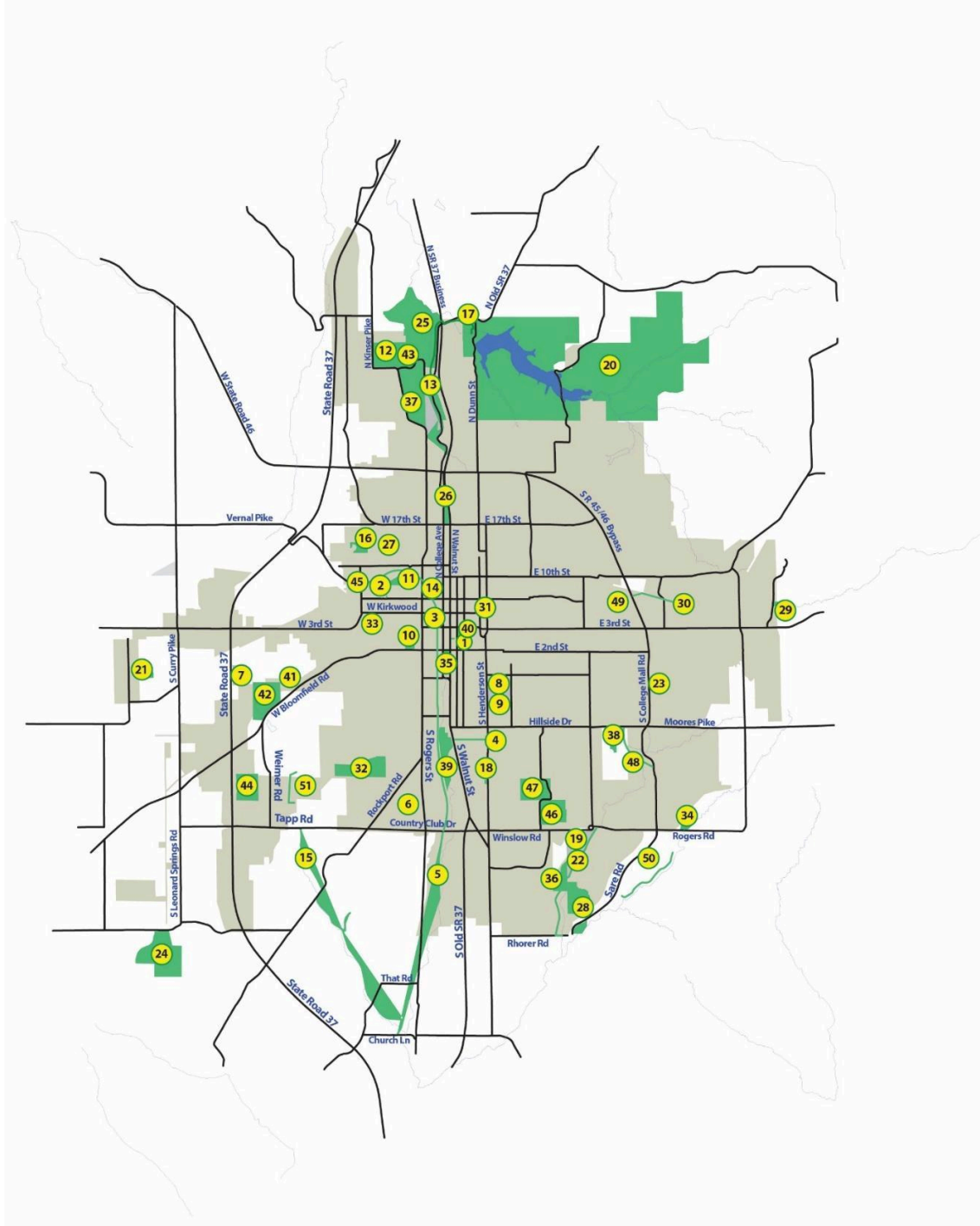

James McNamara


Dr. Frank N. Hrisomalos

Date: 9/27/11

APPENDIX B: Parks and Trails Map/List

The information in these graphics is presented in a full-text version below the images. Note that these graphics and full text versions do not include the most recent accessibility improvements to all parks and trails.



(Restrooms, drinking fountains, rental space, lighting, and electricity available in all facilities)

1. Allison-Jukebox Community Center (351 S. Washington St., 349-3731). Accessible.
 - a. Parking.
2. Banneker Community Center (930 W. Seventh St., 349-3735). Accessible.
 - a. Basketball courts.
3. Bryan Park Pool (1020 S. Woodlawn Ave.) Accessible. Open seasonally.
 - a. Concessions, benches, picnic tables, seasonal restrooms, parking.
4. Cascades Golf Course (3550 N. Kinser Pk., 349-3764). Accessible.
 - a. Benches, picnic tables, seasonal restrooms, porta johns, parking, paved trail, unpaved trail, shelters.
5. City Hall/Showers Common/Fernandez Plaza (401 N. Morton St., 349-3700). Accessible.
 - a. Benches, parking, public art.
6. Frank Southern Ice Arena (2100 S. Henderson St., 349-3740). Accessible.
 - a. Concessions, benches, picnic tables, parking.
7. Mills Pool (1100 W. 14th St.). Accessible. Open seasonally.
 - a. Benches, picnic tables, parking.
8. Twin Lakes Recreation Center (1700 W. Bloomfield Rd., 349-3720). Accessible.
 - a. Benches, picnic tables, parking, basketball courts, volleyball court, fitness stations.

Trails

(Many parks below also have trails.)

1. B-Line Trail: 3.1 mile trail between Adams St. and Country Club Dr., 29.3 acres. Accessible.
 - a. Drinking fountains, benches, picnic tables, porta johns, parking, paved trail, fitness stations, public art, lighting.
2. B-Link: 0.32 mile trail between Henderson St. and Walnut St., 1.17 acres. Accessible.
 - a. Paved trail, public art.
3. Bloomington Rail Trail: 2.0 mile trail, trailhead at W. Country Club Dr., 63 acres. Gravel surface. Not accessible.
 - a. Drinking fountains, benches, parking, unpaved trail.

4. Cascades Park Trail: 1.4 mile trail, trailheads at Waterfall Shelter and Lions Den Shelter. Accessible.
 - a. Drinking fountains, picnic tables, seasonal restrooms, parking, paved trail, playground.
5. Clear Creek Trail: 2.4 mile trail, trailheads at W. Tapp Rd., That Rd., and Church Ln. between S. Rogers St. and S. Old SR 37, 22 acres. Accessible.
 - a. Benches, porta johns, parking, paved trail.
6. Jackson Creek Trail: 1.3 mile trail, 32.5 acres. Accessible.
 - a. Drinking fountains, benches, parking.
7. Southeast Trail: Southeast Park, 1600 Sycamore Ct. to Sare Rd., 0.3 acres. Accessible.
 - a. Paved trail.
8. Polly Grimshaw Trail: 0.64 mile trail, 0.64 acres. Accessible.
 - a. Paved trail.
9. Creek's Edge Trail: 0.61 mile trail, 0.61 acres. Accessible.
 - a. Paved trail.
10. Mill Trail: 0.25 mile trail, 0.25 acres. Accessible.
 - a. Paved trail.

Parks

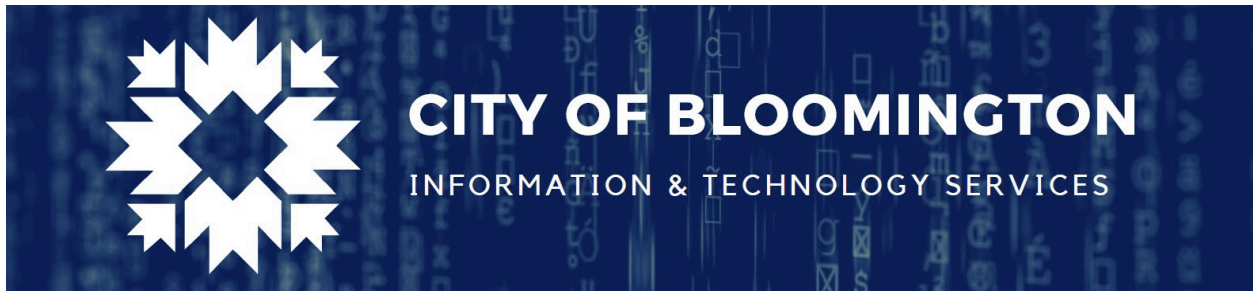
1. Broadview Park (704 W. Graham Dr.) 1 acre. Accessible.
 - a. Drinking fountains, benches, picnic tables, parking, shelters, grills, playground, basketball courts.
2. Brown's Woods (Basswood Dr. just east of Hwy. 37). 16 acres, undeveloped property. Not accessible.
3. Bryan Park (1001 S. Henderson St.) 33 acres. Accessible.
 - a. Drinking fountains, benches, picnic tables, seasonal restrooms, porta johns, parking, paved trail, shelters, grills, playground, basketball courts, ballfields, volleyball court, tennis court, fitness stations, lighting, electricity.
4. Building Trades Park (619 W. Howe St.) 3.3 acres. Accessible.
 - a. Drinking fountains, benches, picnic tables, seasonal restrooms, parking, paved trail, shelters, grills, playground, basketball courts, lighting.
5. Rev. Ernest D. Butler Park and Community Gardens (812 W. Ninth St.) 9.7 acres. Accessible.

- a. Storywalk Trail, drinking fountains, benches, picnic tables, seasonal restrooms, parking, paved trail, shelters, grills, playground, basketball courts, ballfield, fitness stations, lighting, electricity.
- 6. Crestmont Park (600 W. 16th St.). 14 acres. Accessible.
 - a. 18-hole frisbee golf course, drinking fountains, benches, picnic tables, parking, shelters, grills, playground, basketball courts.
- 7. Ferguson Dog Park (4300 N. Stone Mill Rd.). 8.5 acres. Accessible.
 - a. Dog rinse and waste bag stations, drinking fountains, benches, picnic tables, porta johns, parking.
- 8. Griffy Lake Nature Preserve (3400 N. Headley Rd., 349-3732). 1220 acres. Not accessible.
 - a. Trails and boating, picnic tables, seasonal restrooms, porta johns, parking, unpaved trails.
- 9. Highland Village Park (950 S. Harvey Dr.). 6.2 acres. Accessible.
 - a. Drinking fountains, benches, picnic tables, parking, paved trail, shelters, grills, playground, basketball courts, ballfields, lighting, electricity.
- 10. Latimer Woods (3200 E. Buick Cadillac Blvd.). 10 acres. Not accessible.
 - a. Parking, unpaved trail.
- 11. Leonard Springs Nature Park (4685 S. Leonard Springs Rd.). 84.8 acres. Not accessible.
 - a. Picnic tables, porta johns, parking, unpaved trail.
- 12. Lower Cascades Park (2851 N. Old State Rd. 37). 62.4 acres. Not accessible.
 - a. Drinking fountains, benches, picnic tables, seasonal restrooms, parking, paved trail, unpaved trail, shelters, grills, playground, ballfields, volleyball court, public art, lighting, electricity.
- 13. Miller-Showers Park (100 W. 17th St.). 9 acres. Accessible.
 - a. Drinking fountains, benches, parking, paved trail, public art, lighting.
- 14. Olcott Park (2300 E. Canada Dr.). 41.5 acres. Accessible.
 - a. Drinking fountains, benches, picnic tables, seasonal restrooms, parking, paved trail, shelters, grills, playground, ballfields, lighting, electricity.
- 15. Park Ridge East Park (4221 E. Morningside Dr.). 5.8 acres. Accessible.
 - a. Drinking fountains, benches, picnic tables, parking, shelters, grills, playground, basketball courts, ballfields, tennis court.
- 16. Park Ridge Park (3421 E. Longview Dr.). 0.5 acres. Accessible.

- a. Drinking fountains, benches, picnic tables, parking, shelters, grills, playground, basketball courts.
- 17. Peoples Park (501 E. Kirkwood Ave.). 0.3 acres. Accessible.
 - a. Drinking fountains, benches, picnic tables, public art.
- 18. RCA Community Park (1400 W. RCA Park Dr.). 47.9 acres. Accessible.
 - a. Six pickleball courts, drinking fountains, benches, picnic tables, seasonal restrooms, parking, paved trail, unpaved trail, shelters, grills, playground, basketball courts, ballfields, tennis court, lighting, electricity.
- 19. Rogers Family Park (2000 E. Winslow Rd.). 1.5 acres. Not accessible.
 - a. Restored native prairie, paved trail, unpaved trail.
- 20. Rose Hill Cemetery (1100 W. Fourth St., 349-3498). 26.3 acres. Not accessible.
 - a. Dog waste bag stations, benches, parking.
- 21. Schmalz Farm Park (3010 E. Daniel St.). 6 acres. Accessible.
 - a. Drinking fountains, benches, picnic tables, parking, shelters, playground.
- 22. Seminary Park (100 W. Second St.). 1 acre. Accessible.
 - a. Drinking fountains, benches.
- 23. Sherwood Oaks Park (1600 E. Elliston Dr.). 15.8 acres. Accessible.
 - a. Drinking fountains, picnic tables, porta johns, parking, shelters, playground, basketball court, tennis court.
- 24. Skate Park at Upper Cascades (2602 N. Kinser Pk.). 32 acres. Not accessible.
 - a. Bowl, ramps, rails, and skating terrain, drinking fountains, benches, porta johns, parking, basketball court, lighting.
- 25. Southeast Park (1600 Sycamore Ct.). 8.9 acres. Accessible.
 - a. Drinking fountains, benches, picnic tables, parking, paved trail, shelters, grills, playground, basketball court, ballfields, tennis court.
- 26. Switchyard Park and Community Gardens (1601 S. Rogers St.). 48.9 acres. Accessible.
 - a. Pickleball courts, skate park, dog park, drinking fountains, benches, picnic tables, seasonal restrooms, parking, paved trail, shelter, grills, playground, basketball court, fitness stations, lighting, electricity.
- 27. The Waldron, Hill, and Buskirk Park (331 S. Washington St.). 5.5 acres. Accessible.
 - a. Drinking fountains, benches, picnic tables, parking, playground, lighting, electricity.

28. Twin Lakes Sports Park (2350 W. Bloomfield Rd.). 52.9 acres. Accessible.
 - a. Drinking fountains, benches, picnic tables, seasonal restrooms, parking, unpaved trail, grills, playground, ballfields, lighting.
29. Upper Cascades Park (514 W. Clubhouse Dr.). 6.1 acres. Accessible.
 - a. Drinking fountains, benches, picnic tables, porta johns, parking, shelters, grills, playground, lighting, electricity.
30. Wapehani Mountain Bike Park (3401 W. Wapehani Rd.). 43.3 acres. Not accessible.
 - a. Picnic tables, porta johns, parking, unpaved trail.
31. White Oak Cemetery (1200 W. Seventh St., 349-3498). 3.7 acres. Not accessible.
 - a. Parking.
32. Winslow Sports Complex (2800 S. Highland Ave.). 40 acres. Accessible.
 - a. Drinking fountains, benches, seasonal restrooms, parking, paved trail, playground, ballfields, tennis court, fitness stations, lighting.
33. Winslow Woods Park/Willie Streeter Community Gardens (2120 S. Highland Ave.). 40 acres. Accessible.
 - a. Drinking fountains, picnic tables, porta johns, parking, unpaved trail, shelters, grills, playground, basketball court, lighting, electricity.

APPENDIX C: Web Accessibility Checklist



Accessibility Guidelines for Public Documents

All files uploaded to the City website, or otherwise electronically distributed to the public, need to be accessible. Accessible includes, *but is not limited to*, readable by assistive technology, images with captions and/or alternative text descriptions, and the use of high color contrast when placing text over an image.

Accessibility Checklist

When creating documents and before uploading or distributing documents electronically, complete this checklist to ensure the document is accessible.

- Name the file with a descriptive name (e.g. "Accessibility Guidelines" rather than "File 1").
- Use Styles and Headings to improve navigation.
- Use automatic bullets and numbering to make lists, rather than making lists manually.
- Use formatted columns rather than tabs and spaces to create text columns.
- Use simple tables for displaying tabular data, and avoid merged or split cells. Distinguish when using a different language.
- Use descriptive link text (e.g. "View the [City of Bloomington website](#)" instead of "View the City of Bloomington website [here](#)").
- Add text alternatives to images and graphics.
- Do not use text boxes.
- Do not convey information using only color or sensory characteristics.
- Check color contrast at: webaim.org/resources/contrastchecker/ to ensure text and background have a ratio of 4.5:1 or higher.

- Use electronic signatures when possible and add alternative text to scanned documents with wet ink signatures.

Verify Accessibility and Correct Issues

Documents that were not created for accessibility should be checked and remediated to enable accessibility. Instructions and guidance on creating, checking, and remediating documents for accessibility are available to city staff on the [Document Accessibility for City Website and Digital Distribution internal Knowledgebase page](#).

Remediate Scanned Documents

Scanned documents appear as an image unless you apply Optical Character Recognition (OCR) using Adobe Acrobat Pro or Equidox. If your document requires a wet signature or other situations where scanning is unavoidable, apply OCR on the document after it is scanned and remediate the PDF document as needed using Adobe Acrobat Pro or Equidox. Verify the accessibility of the remediated document using Grackle Go.

APPENDIX D: ADA Grievance Procedure

The Americans with Disabilities Act requires that public entities such as the City of Bloomington that employ 50 or more people adopt and publish grievance procedures providing for prompt and equitable resolutions of grievances alleging any action that could be prohibited by Title II. The City of Bloomington's grievance procedure is described below. Anyone who believes they have been denied access to a City facility, program or service because of their disability may file a grievance. Anyone who is representing a person with a disability, as a parent, guardian, attorney or advocate, may do so as well.

Step One: Filing a Grievance

You or your representative should fill out an ADA complaint form (See Appendix F or online: <https://bloomington.in.gov/accessible>) as completely as possible. The form should be filed in writing with the ADA Coordinator within 180 days of the alleged discriminatory act. Upon request, reasonable accommodations will be provided in completing the form, or alternative formats of the form will be provided. You may obtain a copy of the form by calling 812-349-3478 (voice), by e-mailing human.rights@bloomington.in.gov, or by going to the [City of Bloomington's Accessibility webpage](#). The form explains the filing procedures.

Step Two: Conducting an Investigation

The City's ADA Coordinator will notify you that he has received your complaint within two business days of receiving it. He will begin his investigation into the merits of the complaint within five business days of receiving it. If necessary, he or an authorized representative may contact you to get more details about your complaint. If you do not want to be contacted, please indicate that on the complaint form. If your complaint alleges misconduct on the part of the ADA Coordinator, the Mayor will appoint another individual to investigate the merits of your complaint.

Step Three: Decision

After full consideration of the merits of the complaint, the ADA Coordinator or other authorized individual will prepare a written decision. A copy of the decision will be mailed to you within three business days of completion.

Step Four: Appealing the Decision

If you are dissatisfied with the ADA Coordinator's written decision, you may file a written appeal with the Mayor's Office within 20 business days from the date the decision was mailed. Your appeal must include an explanation of why you are dissatisfied with the written decision, and must be signed by you or by someone authorized to sign on your behalf. The Mayor's Office will notify you that it has received your appeal within two business days of receiving the appeal. The Mayor's Office, working with appropriate City staff, will decide the appeal within 20 business days of receiving it. A copy of the written decision on the appeal will be sent to you within three business days of completion.

Any City employee involved with processing or investigating ADA complaints will maintain the confidentiality of all files and records relating to the complaint, unless disclosure is authorized by the complainant or required by law. Any retaliation or intimidation used to discourage a complainant from filing a complaint or to punish a complainant for filing a complaint is prohibited and should be reported immediately to the ADA Coordinator and/or the Mayor's Office, as appropriate.

APPENDIX E: ADA Complaint Form

The City of Bloomington strives to never discriminate against anyone on the basis of any legally protected category, including disability, and takes all such complaints seriously. If you believe the City has discriminated against you on the basis of your disability, please let us know so that we can take appropriate action.

You can file an informal complaint by contacting the City's ADA compliance officer at human.rights@bloomington.in.gov or by calling 812-349-3478. Or if you prefer, you may complete the [ADA Complaint Form](#) online and submit it to the City.

You must file your complaint within 180 days of the alleged discriminatory incident.

If you believe that another entity in the City is violating the ADA, we want to know about that, too. We don't have the power to require private entities to comply with the ADA, but we can and do let them know if we believe they are in violation and what steps they can take to be compliant. If they do become compliant, we award them with an accessibility decal so members of the public know they are entering an accessible business.

If you need any assistance to complete this form, or if you need the form in an alternative format, please let us know.

- Full name
- Mailing address
- Phone
- Email address
- Preferred contact method
- Please provide a detailed description of the alleged discriminatory practice or action which occurred. To the extent you can, please provide relevant names and dates, telling us who you believed discriminated against you, what happened, when it happened, where it happened and any other details you believe would be helpful to us.
- How can this issue be resolved to your satisfaction?
- If there is anyone we may contact for more information to support or clarify your complaint, please list them here.

- Have you filed this complaint with anyone else? If so, with whom and when?
- Complainant signature
- Date

(If you prefer, you may submit this complaint anonymously. We will do our best to look into the situation and to remove any barriers to accessibility, with or without your name.)

The preferred submission method is online through the [ADA Complaint Form](#). You may also

- Email the information to human.rights@bloomington,in.gov;
- Fax it to 812-349-3483
- Mail it to ADA Compliance Officer, P.O. Box 100, Bloomington, IN 47402-0100
- Drop it off at Showers City Hall, 401 N. Morton St., Bloomington, IN.

APPENDIX F: City Council Resolution

Forthcoming upon review completion



Memorandum

Date: May 27, 2026 (TAC and CAC) and May 29, 2026 (PC)

To: BMCMPPO Committee Members

From: Bloomington Metropolitan Planning Organization (BMCMPPO) Staff

Subject: Bloomington Transit - Proposed Service Improvements: Route 16 West Side - Public Hearing, May 4th, May 6th, and May 7th, 2026

Bloomington Transit conducted a series of public meetings on the dates referenced above focused on a combination of Route 3W and Route 13 into a new Route 16 with continuing service to Cook Medical and Ivy Tech Community College (see Notice Attachment). The proposed changes taking effect on June 1, 2026, will preserve service outside the City of Bloomington limits with supplemental support from the Monroe County Council through an Interlocal Agreement.

Please contact Bloomington Transit staff using the contact information on [the Bloomington Transit contract webpage \(www.bloomingtontransit.com/contact\)](http://www.bloomingtontransit.com/contact), with any concerns or additional questions

401 North Morton Street, Bloomington, Indiana 47404
812-349-3423 | mpo@bloomington.in.gov | bloomington.in.gov/mpo



Notice of Public Hearings

Bloomington Transit has announced the following schedule to receive public comment concerning proposed service improvements to fixed-route bus service on the west side of Bloomington:

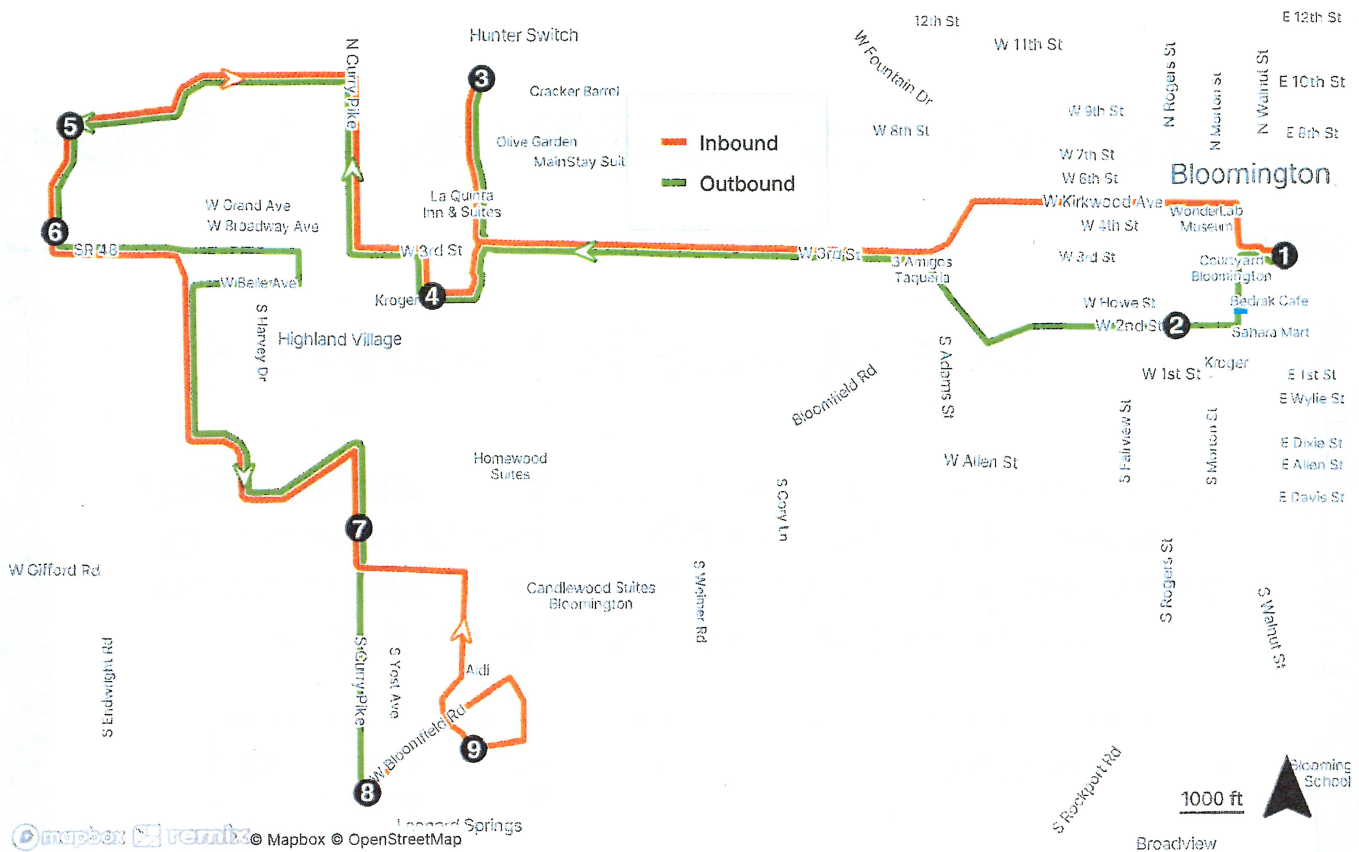
Monday, May 4th	5 – 6 p.m.	Ivy Tech (Lamkin Hall) 200 Daniels Way
Wednesday, May 6th	12 – 1 p.m.	BT Transit Center 301 S. Walnut St
Thursday, May 7th	4 – 5 p.m.	BT Transit Center 301 S. Walnut St

The purpose of these meetings are to gather feedback on route changes concerning the Route 3 West and 13. Bloomington Transit is proposing to combine the Route 3 West and 13 into one travel pattern on the west side.

Additional information will also be provided on Bloomington Transit's upcoming network changes, including expanded BLink Microtransit options and improved technological capabilities.

Participants may submit comments at an in-person hearing or by emailing customer@bloomingtontransit.com on or before the meeting dates.

Proposed Service Improvements: Route 16 West Side



Overview

- Combination of Routes 3W and 13
- Full round trip on route takes 90 mins
- Starting date: Monday, June 1st

Monday-Saturday

- (M-F) Service hours: 6 a.m. - 10 p.m.
- (SAT) Service hours: 8:10 a.m. - 6:10 p.m.
- Departs Transit Center every 30 mins
- Departs Transit Center at :10 and :40
- Three buses on Route 16 at all times
- Bus at each stop every 30 mins

Sunday

- Service hours: 8:10 a.m. - 5:10 p.m.
- Departs Transit Center every 90 mins
- One bus on Route 16 (six round trips)
- Bus at each stop every 90 mins

#	Location
1	Transit Center
2	Hopewell
3	Whitehall Plaza
4	Kroger
5	Cook Medical
6	Ivy Tech
7	Monroe BMW
8	Walmart
9	Sam's Club





Memorandum

Date: April 29, 2026

To: Indiana Department of Transportation (INDOT) and the Federal Transit Administration

From: Bloomington Metropolitan Planning Organization (BMCMPPO) Staff

Subject: Updates to the BMCMPPO FY 2026-2030 BMCMPPO Transportation Improvement Program (TIP)

BMCMPPO staff made the following changes to the BMCMPPO FY26-30 TIP document, shown below. These changes are considered administrative modifications by the BMCMPPO so they did not require approval by the BMCMPPO Policy Committee. However, staff share these updates with committees as informational items.

Here is where you can view the [revised BMCMPPO FY2026-2030 TIP](#).

If you have any questions or concerns, please contact BMCMPPO Staff at the following email address: mpo@bloomington.in.gov.

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1. Update the Bloomington Transit’s EV Mobile Chargers project:
 - a. Change the funding source from FTA 5307 to FTA 5339
 - b. Increase the FY2026 federal total from \$280,000 to \$362,897
 - c. Increase the FY2026 local share total from \$70,000 to \$90,726
 - d. Increase the project total from \$350,000 to \$453,623
 - e. See image of current funding below:

EV Mobile Chargers							
Lead Agency: Bloomington Transit							
Description: This project will purchase EV mobile chargers to be utilized in the maintenance garage for the electric buses in Bloomington Transit's fleet.							
Performance Target: Transit Equipment							
Transit ID#: BLO-26-030							
FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
FTA 5307	Capital	\$ 280,000					\$ 280,000
Local	Capital	\$ 70,000					\$ 70,000
TOTALS		\$ 350,000	\$ -	\$ -	\$ -	\$ -	\$ 350,000
*Estimated Total Project Cost (23 CFR 45.326(g)(2))							
**FY 2029-2030 represent illustrative project years.							
NOTE: Project was added to the TIP on 12-12-2025 per resolution FY2026-03.							

- f. See image of proposed updated funding below:

EV Mobile Chargers							
Lead Agency: Bloomington Transit							
Description: This project will purchase EV mobile chargers to be utilized in the maintenance garage for the electric buses in Bloomington Transit's fleet.							
Performance Target: Transit Equipment							
Transit ID#: BLO-26-030							
FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
FTA 5339	Capital	\$ 362,897					\$ 362,897
Local	Capital	\$ 90,726					\$ 90,726
TOTALS		\$ 453,623	\$ -	\$ -	\$ -	\$ -	\$ 453,623
*Estimated Total Project Cost (23 CFR 45.326(g)(2))							
**FY 2029-2030 represent illustrative project years.							
NOTE: Project was added to the TIP on 12-12-2025 per resolution FY2026-03.							
In April 2026, Bloomington Transit requested to change the funding source from FTA 5307 to FTA 5339 and to change the total project cost from \$350,000 to \$453,623.							

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Memorandum

Date: April 29, 2026

To: Indiana Department of Transportation

From: Bloomington Metropolitan Planning Organization

Subject: Updates to the BMCMPPO FY 2026-2030 BMCMPPO Transportation Improvement Program (TIP)

BMCMPPO staff wish to notify INDOT of the following updates recently made to the BMCMPPO FY2026-2030 TIP.

The changes made to the project funding tables in the TIP, shown in the tables below, are considered administrative modifications by the BMCMPPO, which did not require approval by the BMCMPPO Policy Committee. Changes made to the TIP include the following:

1. Update Monroe County's Dillman Road Bridge #83 Replacement project (DES #2101712), due to environmental impact, by moving the bridge program and local match funds for the right of way (RW) phase from fiscal year 2026 to 2027.

Here is where you can view the [revised BMCMPPO 2026-2030 TIP](#).

If you have any questions or concerns, please contact BMCMPPO Staff at the following email address: mpo@bloomington.in.gov.

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1. Update Dillman Road Bridge #83 Replacement project (DES #2101712)

Current TIP funding table

Dillman Road, Bridge #83 Replacement							
Lead Agency: Monroe County							
Description: Replacement of the existing structurally deficient one lane bridge carrying Dillman Road over Clear Creek. Also improves the geometrics of the approaching roadway leading up to the bridge. A multi-use path will be incorporated along							
Performance Target: Bridge Condition							
Contract #: 44297							
DES#: 2101712							
FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
Local Funds	RW	\$ 32,000					\$ 32,000
Bridge Program Funds	RW	\$ 128,000					\$ 128,000
Local Funds	PE UT			\$ 20,000			\$ 20,000
Bridge Program Funds	PE UT			\$ 80,000			\$ 80,000
Local Funds	CE			\$ 84,000			\$ 84,000
Bridge Program Funds	CE			\$ 336,000			\$ 336,000
Local Funds	CN			\$ 470,600			\$ 470,600
Bridge Program Funds	CN			\$ 1,882,400			\$ 1,882,400
TOTALS		\$ 160,000	\$ -	\$ 2,873,000	\$ -	\$ -	\$ 3,033,000
							TOTAL PROJECT COST*: \$ 3,562,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2)) - includes funding from this TIP and funding beyond the years shown in this TIP

**FY 2029-2030 represent illustrative project years.

NOTE: An amendment was approved by the Policy Committee in September 2025 (resolution FY2026-02) to move RW funds to 2026 and to add a UT PE phase to this project.

Proposed TIP funding table

Dillman Road, Bridge #83 Replacement							
Lead Agency: Monroe County							
Description: Replacement of the existing structurally deficient one lane bridge carrying Dillman Road over Clear Creek. Also improves the geometrics of the approaching roadway leading up to the bridge. A multi-use path will be incorporated along the							
Performance Target: Bridge Condition							
Contract #: 44297							
DES#: 2101712							
FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
Local Funds	RW	\$ -	\$ 32,000				\$ 32,000
Bridge Program Funds	RW	\$ -	\$ 128,000				\$ 128,000
Local Funds	PE UT			\$ 20,000			\$ 20,000
Bridge Program Funds	PE UT			\$ 80,000			\$ 80,000
Local Funds	CE			\$ 84,000			\$ 84,000
Bridge Program Funds	CE			\$ 336,000			\$ 336,000
Local Funds	CN			\$ 470,600			\$ 470,600
Bridge Program Funds	CN			\$ 1,882,400			\$ 1,882,400
TOTALS		\$ -	\$ 160,000	\$ 2,873,000	\$ -	\$ -	\$ 3,033,000
							TOTAL PROJECT COST*: \$ 3,562,000

*Estimated Total Project Cost (23 CFR 45.326(g)(2)) - includes funding from this TIP and funding beyond the years shown in this TIP

**FY 2029-2030 represent illustrative project years.

NOTE: An amendment was approved by the Policy Committee in September 2025 (resolution FY2026-02) to move RW funds to 2026 and to add a UT PE phase to this project.

NOTE: At the request of Monroe County, MPO staff updated this funding table in April 2026, as follows: move bridge program and local match RW phase funds from FY2026 to FY2027.

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INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Mike Braun, Governor
Lyndsay Quist, Commissioner

DATE: 5/4/2026

TO: Indiana Safety Professionals:

INDOT Traffic Engineers

MPO Staff

ICJI Staff

LTAP HELPERs Staff

LexisNexis Staff

FROM: Taylor Ruble, PE, RSP₁
Manager, Office of Traffic Safety, INDOT

SUBJECT: Changes to Injury Severity Determination Method for Crash Data Analysis

This memo explains Indiana's transition from officer-reported incapacitating injury classifications to a consistent Suspected Serious Injury (SSI) method aligned with national KABCO standards. To avoid fluctuations in severe injury totals in crash data from year to year, and to better align the state with national best practices, Indiana is changing how injury severity levels are determined. With the upcoming rollout of AASHTOWare Safety for the state, this is an ideal time to make this change while other processes are also evolving.

Incapacitating Injury Crashes

Historically, Indiana has used the following crash severity levels for our analysis: Fatal or Incapacitating Injury, Non-Incapacitating Injury, and Property Damage Only (PDO). The determination of whether an injury was incapacitating or non-incapacitating relied on officers assigning injury severity based on their individual interpretation. This method led to some inconsistencies as officers based the injury severity level on their individual perspectives and as the ARIES definition for incapacitating was altered between software versions. Because officer input changed over time, annual severe-injury totals fluctuated independently of actual safety trends. To mitigate these fluctuations, practitioners had to check each injury crash to verify if the person was transported to a hospital or not. The state is moving away from this method.

Suspected Serious Injury Crashes (SSI)

Instead of using incapacitating vs non-incapacitating injury, the state will start basing severity determination on Suspected Serious Injuries (SSI). This will be defined by utilizing the individual crash report. In INDOT's copy of the ARIES data, an SSI indicator has been added to the collision level report. For internal INDOT users, this data can be accessed via the Traffic Safety Portal. This data will also be available in AASHTOWare Safety under the field "Crash Severity Level (NEW)."

The Model Minimum Uniform Crash Criteria 6th Edition (MMUCC) standards provide injury natures that should be counted as a severe injury. These eight codes align with the MMUCC definition of a Suspected Serious Injury. In the field titled "Nature of Most Severe Injury," if the officer selects one of the following eight options, the injury will count as an SSI:

1. Crush Injury
2. Fracture/Dislocation (See Note)
3. Internal
4. Paralysis
5. Severe Bleeding
6. Severe Burn
7. Severed (See Note)
8. Unconsciousness (See Note)

Note: For Fracture/Dislocation, only fractures or dislocations of extremities should be counted per the MMUCC. Fractures or dislocations of fingers or toes should not be counted. For Unconsciousness, only persons who left the scene unconscious should be counted per the MMUCC. Persons who were briefly unconscious should not be counted. For Severed, only severed limbs/appendages should be counted. Severed fingers and smaller severed body parts should not be counted unless the injury would also fall under one of the seven other categories listed above.

All other injury nature codes will be counted as a B- or C-level injury. Both incapacitating and non-incapacitating injury crashes could be counted as SSI crashes depending on the nature of the most severe injury. Whether someone was transported to the hospital will not be relevant to whether a crash counts as an SSI.

The injury nature code was present in ARIES 5, but not all relevant options were included in the drop-down. Because of this, SSI should only be used for 2022 and subsequent years. In 2022 and 2023, the SSI data will not be complete due to the 15-25% of ARIES 5 reports still being used, but it will be complete enough for preliminary use. For 2024 and future years, all reports will be completed using ARIES 6.

The following table illustrates how SSI counts vary by ARIES version and year, showing how SSI crash totals stabilized by 2024 once ARIES 5 had been completely phased out. Note how 2019 totals (ARIES 5) are unreasonably low and should not be used.

Suspected Serious Injuries by Year

ARIES Version	2019 SSI Injury Crashes	2022 SSI Injury Crashes	2023 SSI Injury Crashes	2024 SSI Injury Crashes	2025 SSI Injury Crashes
ARIES 5	3,090				
ARIES 5 & 6		3,960	4,130		
ARIES 6				4,095	3,900

The KABCO Injury Scale

Indiana has been performing safety analysis and reporting based on incapacitating injury crashes for many years. The safety tools that are used in the state are built around this use of incapacitating injury. However, Indiana is shifting from incapacitating injury to Suspected Serious Injury (SSI). This change will align Indiana with much of the rest of the United States on the KABCO scale and should stabilize the large fluctuations that have been occurring.

In the updated KABCO scale for Indiana, the following definitions will apply:

- K will be Killed - someone was killed in the crash,
- A will be Suspected Serious Injury (SSI) - the nature of the most severe injury resides within the SSI parameters (Crush, Fracture/Dislocation, Paralysis, Severe Bleeding, etc.),
- B will be Non-Suspected Serious Injury (Non-SSI or NSSI) - the most severe injury is visible or evident to observers at the scene of the crash (abrasions, bruises, minor lacerations, lumps on the head, etc.),
- C will be Minor Injury - the injury is not visible or evident to observers at the scene of the crash (complaint of pain, limping, nausea, hysteria, reported momentary unconsciousness, whiplash, etc.), and
- O will be Property Damage Only (PDO) – no person was killed or injured in the crash.

The most severe injury in the crash determines the level of severity for the whole crash. The Indiana safety tools will initially categorize crash severity according to the following logic:

- K – Someone was killed in the crash,
- A – Not a K crash and someone had a severity level of SSI in the crash,
- B – Not a K or A crash and someone was marked as either incapacitating or non-incapacitating in the crash,
- C – Not a K, A, or B crash and someone was marked as Possible, Refused, Not Reported, or Unknown,
- O – No person was injured or killed in the crash.

Timeline

The change from incapacitating to SSI will go into effect in Indiana on October 1st, 2026. All work done for traffic safety analysis on the state or local network, all reporting, and all research must be done using the updated method after that date. The 2032 call for projects on the state system should be done using SSI methodology.

Note: The local safety call that typically takes place in November 2026 will still allow analysis using the old methodology. Every subsequent local call for projects will utilize SSI methodology.

The various tools such as the INDOT TSAM scoresheet and RoadHAT will be updated or retired to account for this change.

How to Handle Errors

Crash narratives will still be an important part of a safety analysis to verify accuracy of severity level and crash type. Since crash reports are entered by individual police officers, there will be cases where the severity level listed on the report is not accurate. In such cases, modifications should be made to accurately reflect the true severity level. Any change made by the analysis should be documented in project scoping documents and scoresheets. Examples of changes that could be made are:

- An SSI crash with injury nature of “fracture/dislocation” has been clarified as a minor broken nose with no other injury in the narrative. The practitioner should modify this record to a Non-SSI crash and document the change in their analysis.
- A Non-SSI crash with injury nature of “minor bruise” notes in the narrative that someone was found unconscious after the crash. The practitioner should modify this record to an SSI crash and document the change in their analysis.
- A Minor Injury crash with injury nature of “complaint of pain” has been clarified in the narrative as minor lacerations. The practitioner should modify this record to a Non-SSI crash and document the change in their analysis.
- A PDO crash may show no injuries, but the narrative may describe an injured person or other error. The practitioner should modify this record appropriately and document the change in their analysis.

In most cases, unless there has been an obvious mistake, the practitioner should default to the officer’s injury selection on the report.

Crash Costs

To calculate benefit cost ratios, to perform statistical analysis for network screening and scoring, and for statewide research, crashes of different severities must be converted to dollars or equivalent property damage crashes (EPDO). For most work in Indiana, a conversion to dollars is used but the calculations will work with either method and produce identical results.

The estimated cost of a crash is based on the nature of the most severe injury in the crash. If multiple people are injured or killed, the crash cost will still be based on the severity level for the crash as a whole and not on a sum of the individual injuries. The following costs should be used for projects in Indiana (in 2025 dollars):

- K = \$857,956
- A = \$857,956
- B = \$212,262
- C = \$125,600
- O = \$15,587

These costs were selected after a review of the current methodology and a survey of what other states have been using. K crashes have the same estimated cost as A crashes because the inflated cost of a fatal crash (as much as \$20M by some estimations) causes too much of an impact on the selection of safety projects. Fatal crashes are very random and are unlikely to reoccur in the same spot twice within a few years. By overweighting fatal crashes, safety projects are programmed to locations that had one severe crash and may not actually have a pattern of severe crashes.

Number Of Years Used in Analysis

Since severe crashes are rare, if too few years are used, a pattern of crashes may not be apparent. However, too many years may result in the inclusion of crashes that took place when conditions were significantly different than they are today. Historically, Indiana has used 3 years of crash data to evaluate a location for a safety improvement. Going forward, 5 years of data will be used. Five years of data will allow for a more robust crash pattern to become apparent and should allow the practitioner to select the best-fitting countermeasure for the location.

For locations that may have experienced a major change in the past few years such as a new development, roadway project, or work zone, an exception to allow a shorter crash history may be approved.

Note: For the INDOT state 2032 call for projects, only 4 years of SSI data are available. Therefore, only 2022-2025 will be used for analysis. For the 2033 call for projects, 5 years will be utilized (2022-2026). Every subsequent year will use the 5 preceding years of data.

Updated Crash Costs for Highway Safety Analysis

The *Crash Costs for Highway Safety Analysis*¹ was published in 2018, releasing national comprehensive crash costs for each KABCO² crash-unit severity level in 2016 dollars. The comprehensive crash costs are a combination of economic costs (e.g., vehicle damage, lost wages) and quality-adjusted life years (QALY) costs. The crash costs have been updated to incorporate changes in safety performance and economics. The crash costs in 2024 dollars (rounded to the nearest hundred dollars) are summarized in Table 1.

Table 1. New KABCO Crash Costs, 2024 Dollars. [Source: FHWA]

KABCO Severity Category	Economic Crash Unit Costs, 2024 Dollars	QALY Crash Unit Costs, 2024 Dollars	Comprehensive Unit Costs, 2024 Dollars
K	\$2,238,500	\$13,749,500	\$15,988,000
A	\$272,700	\$1,432,400	\$1,705,100
B	\$80,800	\$303,200	\$384,000
C	\$53,000	\$151,600	\$204,600
O	\$18,100	\$0	\$18,100

Applications of Crash Costs

Crash costs are integral to several aspects of highway safety analysis. First, they are used to quantify the economic and societal impact of crashes which have already occurred, both for summarizing safety performance at a site and for communicating with stakeholders about safety challenges. Second, they are used to monetize the benefits of potential crash reductions for a proposed alternative and subsequently applied for benefit-cost analysis. Third, they are used to evaluate the safety performance of a completed project, performing benefit-cost analysis by comparing the cost of crashes prevented to the cost of the project.

Update Process

Comprehensive KABCO-level crash costs are derived using injury costs from the Maximum Abbreviated Injury Scale (MAIS), crash-level injury data, and person-level injury data. *Crash Costs for Highway Safety Analysis* describes a five-step process for determining these costs. The following sections describe the methodology used to generate the new crash costs.

¹ Harmon, T., Bahar, G., & Gross, F. (2018, January). Crash costs for highway safety analysis. Federal Highway Administration, FHWA-SA-17-071. Washington, D.C. <https://highways.dot.gov/safety/data-analysis-tools/rsdp/rsdp-tools/crash-costs-highway-safety-analysis-0>.

² K = Fatal Injury; A = Suspected Serious Injury; B = Suspected Minor Injury; C = Possible Injury; O = Property Damage Only



Step 1 – Translate Person-Injury Unit Costs from MAIS to KABCO

The first step calls for translating MAIS person-injury unit costs to KABCO person-injury unit costs using the most recent [MAIS person-injury unit costs](#) and [MAIS-to-KABCO translation values](#).

MAIS Category	Economic Costs	QALY Costs	Comprehensive Cost
MAIS0	\$4,789	\$-	\$4,789
MAIS1	\$23,974	\$41,112	\$65,086
MAIS2	\$75,961	\$402,341	\$478,302
MAIS3	\$288,385	\$1,763,881	\$2,052,266
MAIS4	\$675,727	2,938,008	\$3,613,735
MAIS5	\$979,328	\$5,068,923	\$6,048,251
Fatal	\$1,606,644	\$9,651,851	\$11,258,495
Vehicle	\$7,913	\$-	\$7,913

KABCO Person Injury	Economic Costs	QALY Costs	Comprehensive Cost
K	\$1,606,644	\$9,651,851	\$11,258,495
A	\$172,179	\$917,345	\$1,089,524
B	\$44,490	\$180,107	\$224,597
C	\$25,933	\$85,348	\$111,281
O	\$6,269	\$3,927	\$10,196

Step 2 – Calculate Injury-to-Crash and Vehicle-to-Crash Ratios

To convert the person-injury unit costs to crash-unit costs, crash-level, vehicle-level, and person-level data from the National Highway Traffic Safety Administration’s (NHTSA) Crash Report Sampling System (CRSS) for the years 2019 through 2023 were used to calculate the number of KABCO person-injuries per crash by maximum injury severity category. For instance, for the 5,934 fatal crashes in the dataset, there were 6,493 fatal (K) injuries, 1,593 suspected serious (A) injuries, 1,506 suspected minor (B) injuries, 1,111 possible (C) injuries, and 3,838 uninjured persons (O). Thus, the average fatal crash includes 1.09 fatalities, 0.27 A injuries, 0.25 B injuries, 0.19 C injuries, and 0.65 non-injured persons. Additionally, these calculations found that the average property damage only (PDO) crash included 1.86 vehicles per crash.

Step 3 – Convert Person-Injury Unit and Vehicle Unit Costs to KABCO Crash Unit Costs

With the person-injury unit costs and the average injuries and vehicles per crash, the next step is to calculate the average cost of each crash by severity. Since the MAIS costs were in 2019 dollars, these KABCO crash unit costs also reflect 2019 dollars.

Step 4 – Update KABCO Crash Unit Costs to 2024

The KABCO crash unit costs were then converted to 2024 dollars. This requires growing the economic costs using Consumer Price Index (CPI) and growing the QALY costs using Median Usual Weekly Earnings (MUWE). Per the Bureau of Labor Statistics (BLS), the average non-seasonally adjusted monthly CPI was \$256 in 2019 and \$314 in 2024, resulting in a growth ratio of 1.227 for economic costs. Additionally, BLS reported the average quarterly MUWE was \$917 in 2019 and \$1160 in 2024, resulting in a growth ratio of 1.265 for QALY costs. Using these growth ratios, the 2024 crash costs are summarized in Table 1.

Step 5 – Adjust National Costs to State Costs

States can use Per Capita Income (PCI) to convert the national costs to State-specific crash costs. The Bureau of Economic Analysis (BEA) data was used to derive national and State-level PCI for 2024; comparing the State PCI to national PCI gives the ratio needed to convert the crash costs.

Relevant Resources

For more information about the development and application of crash costs, see FHWA’s [Crash Costs for Highway Safety Analysis](#). FHWA’s [Highway Safety Benefit-Cost Analysis Guide](#) and [Tool](#) have additional information about the application of crash cost in benefit-cost analysis. If you are interested in following a similar process for your agency, you can use the updated [Crash Costs for Highway Safety Analysis Companion Spreadsheet Tool](#).



Memorandum

Date: May 27, 2026 (TAC and CAC) and May 29, 2026 (PC)

To: BMCMPPO Policy Committee (PC), Technical Advisory Committee (TAC), & Citizens Advisory Committee (CAC)

From: Bloomington Metropolitan Planning Organization (BMCMPPO) Staff

Subject: calendar year 2025 motor vehicle crash overview for Monroe County

BMCMPPO and GIS staff are in the final stages of reviewing and refining crash data from calendar year 2025. The [crash dashboard](#), which can provide more detailed information, such as time of day, road conditions, crash locations, high-frequency streets and intersections and additional trends, will be updated with the 2025 data as soon as possible. In addition to the crash dashboard, we wish to provide you with an overview of some of the data.

2025 General Crash Information*

Total Crashes	3,662
Motor Vehicle Crashes (crashes involving one or more motor vehicles)	3,568
Bicycle Crashes (crashes involving one or more motor vehicles and one or more bicycles)	43
Pedestrian Crashes (crashes involving one or more motor vehicles and one or more pedestrians)	51

**these totals includes crashes that took place on both private and public property*

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Crashes in the BMCMPPO Metropolitan Planning Area (MPA)

2025 Fatal Crashes & Serious/Incapacitating Injuries Within the BMCMPPO MPA

Number of Monroe County Indiana fatal crashes occurring within the BMCMPPO's MPA	10 out of 14 total crashes
Number of Monroe County Indiana serious/incapacitating injury crashes occurring within the BMCMPPO's MPA	43 out of 62 total crashes

Fatal Crashes

Fatal crashes are defined as crashes with any injuries that result in one or more deaths within a 30-day period after the crash occurred. Between 2019 to 2025, 72 crashes that resulted in at least one fatality (75 total fatalities) occurred in Monroe County Indiana.

Fatal Crashes, 2019-2025

Category by Year	2019	2020	2021	2022	2023	2024	2025
Number of fatal crashes (crashes resulting in one or more fatalities)	5	8	11	13	11	10	14* *one crash did not occur on a public road
Total fatalities	5	8	11	13	12 (1 crash with 2 deaths)	10	16* (2 crashes with 2 deaths) *1 death did not occur on a public road
Number of fatal vehicle crashes (involves one or more motor vehicles)	3	5	11	11	10	8	13
Number of fatal pedestrian crashes (involves one or more vehicles & one or more pedestrians)	1	3	0	2	1	2	1
Number of fatal bicycle crashes (involves one or more vehicles & one or more bicycles)	1	0	0	0	0	0	0

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2025 Fatal Crash Locations & Descriptions (as reported in the police report)

Location	Description	Number of Fatalities
S SR 446 (just south of S Dutch Ridge Road)	A vehicle left the roadway (possibly due to a slick road from freezing rain, but unconfirmed) and struck a tree. The driver was not wearing a seatbelt and was thrown into the tree as the vehicle struck the tree.	1
I-69 (.6 miles north of Sample Road)	A vehicle traveling southbound in the northbound lane collided head on with a vehicle traveling north in northbound lane.	1
I-69 (1.5 miles south of S Breeden Road)	A vehicle traveling northbound began to drift towards the median. The driver overcorrected to avoid crossing the median, the car rolled several times and the driver was thrown from the vehicle.	1
W SR 46, 8800 block (just north of W Chafin Chapel Road)	A vehicle traveling westbound crossed the centerline into oncoming traffic and collided head on with a vehicle traveling east in the eastbound lane. The cause of the driver crossing the centerline is unknown.	2
W SR 46 (between S Park St and N Hartstrait Rd)	A vehicle traveling westbound veered off road and collided into a limestone "Welcome to Ellettsville" sign. The suspected cause of the driver leaving the road is a loss of consciousness.	1
W SR 46 (near N Cypress Lane)	A vehicle traveling westbound crossed the center turn lane into oncoming eastbound traffic and collided head on with a vehicle traveling east in the eastbound lane. The cause of the driver crossing the road center into oncoming traffic is unknown.	2
W SR 46 (.6 miles north of Hunter Valley Road)	A vehicle traveling eastbound crossed the grass median into oncoming westbound traffic and collided head on with a vehicle traveling west in the westbound lane. The suspected cause of the driver crossing the median is loss of consciousness.	1
W Vernal Pike and W Woodyard Road	A vehicle traveling eastbound on W Vernal Pike stopped at the stop sign at W Woodyard Rd. As the vehicle passed through the intersection, a vehicle driving south on W Woodyard Rd failed to stop at the stop sign and collided with the vehicle traveling east on W Vernal Pike.	1

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Memorandum from the Bloomington Metropolitan Planning Organization (BMCMPPO)

Location	Description	Number of Fatalities
SR 45/46 bypass and E 17th St	A vehicle traveling north on SR 45/46 bypass was in the left turn lane for E 17th St. The vehicle began the turn in order to travel west on E 17th St, as the light was yellow, and collided with a motorcycle traveling south on the SR 45/46 bypass.	1
W SR 48/W 3rd St and S Liberty Drive	A pedestrian traveling north across W SR 48/W 3rd St, from the southwest corner of the intersection, in the crosswalk, was struck by a vehicle turning left from S Liberty onto W SR48/W 3rd St. The turn signal was reportedly a yellow arrow.	1
W SR 45 and W Airport Road	A vehicle traveling east on W SR 45 was in the left turn lane waiting to turn onto W Airport Rd. As the vehicle began to turn left, the arrow was yellow and the vehicle collided with a motorcycle traveling west on W SR 45 through the intersection as the light turned red.	1
S Old SR 37 (near SR 37, south of Dillman Rd)	A motorcycle traveling northeast on S Old SR 37 lost control of the motorcycle due to high speed and left the roadway at the last curve in the road just before SR 37. The driver and passenger of the motorcycle were both ejected.	1
E Kirkwood Ave/S Lincoln Street parking garage	A vehicle struck the wall of the parking garage and parking garage gate at the top of the ramp, due to a foot slipping off the brake. <i>*NOTE: this crash did not occur on a public road and as such may not be included in future official reporting</i>	1
W Bloomfield Road and S Landmark Avenue	A vehicle traveling south on W Bloomfield Road was in the left turn lane waiting to turn onto S Landmark Ave. As he began to turn, he collided with a sportbike traveling westbound on W Bloomfield Road. Witness accounts state that the sportbike crossed the double yellow line in order to pass all westbound vehicles in front of the sportbike that had slowed at the yellow light.	1

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2025 Fatal Crashes by Manner of Collision

Manner of Collision	Number of Fatal Crashes
Collision with Object in Road	1
Head on Between Two Motor Vehicles	4 (2 crashes had 2 deaths)
Left Turn	2
Other	1
Ran Off Road	3
Right Angle	2
Right Turn	1

Serious/Incapacitating Injury Crashes

BMCMPPO uses the phrase “serious injuries” to describe a non-fatal injury that prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred. Hospitalization is usually required. Examples are: severe lacerations, broken limbs, skull fracture, crushed chest, internal injuries, etc. This definition is equivalent to the injury classification of “incapacitating injury” as used by the Indiana State Police.

Historically, Indiana has used the following crash severity levels for their analysis: fatal, incapacitating injury, non-incapacitating injury, & property damage. The ARIES definition for serious/incapacitating was altered between software versions. Additionally, the determination of whether an injury was serious/incapacitating or non-incapacitating relied on officers assigning injury severity based on their individual interpretation. The aforementioned software update and the method used to analyze crashes has led to some inconsistencies in the data, which explains the more significant drop in the data around 2022. The state intends to move away from this method in the future and utilize the Suspected Serious Injury (SSI) method aligned with national KABCO standards beginning in October of 2026.

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Serious/Incapacitating Injury Crashes, 2019-2025

Category by Year	2019	2020	2021	2022	2023	2024	2025
Number of motor vehicle crashes (at least one motor vehicle) with one or more serious/incapacitating injuries	285	175	216	111	90	84	62
Number of pedestrian crashes (at least one motor vehicle and at least one pedestrian) with one or more serious/incapacitating injuries	19	18	22	11	14	12	6
Number of bicycle crashes (at least one motor vehicle and at least one bicycle) with one or more serious/incapacitating injuries	13	6	4	5	3	6	2

Number of Serious/Incapacitating Injury Crashes by Primary Factor of Crash

Brake Failure/Defect	1	Other (Driver)	4
Cell Phone Usage	1	Other (Vehicle)	1
Disregard Signal/Sign	4	Overcorrecting/Oversteering	2
Driver Distracted	7	Pedestrian Action	3
Driver Illness	3	Road Under Construction	1
Failure to Maintain Lane	5	Speed Too Fast For Weather Conditions	4
Failure to Yield Right of Way	11	Unsafe Lane Movement	1
Following Too Closely	3	Unsafe Speed	5
Left of Center	5	Wrong Way on One Way	1

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Bloomington Monroe County Metropolitan Planning Organization (BMCMPPO) Policy Committee

Resolution 2026-08

Resolution to approve amendments to the Bloomington Monroe County Metropolitan Planning Organization's FY 2026– 2030 Transportation Improvement Program (TIP) as presented to the BMCMPPO Policy Committee on May 29, 2026.

Preamble

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

Whereas, in cooperation with the State of Indiana, the BMCMPPO is required by the U.S. Department of Transportation to develop and maintain a Transportation Improvement Program (TIP); and

Whereas, all local public agency and INDOT state-owned transportation improvements within the BMCMPPO planning area that utilize federal funds granted to the BMCMPPO or to INDOT, must be included in the BMCMPPO TIP prior to the expenditure of federal funds; and

Whereas, the Policy Committee is the policy body of the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO) responsible for approving changes to the TIP classified by the BMCMPPO as amendments; and

Whereas, the approved amendments result in a TIP that remains fiscally constrained.

Be It Resolved by the Bloomington Monroe County (Indiana) Metropolitan Planning Organization, That:

- The Bloomington Monroe County Metropolitan Planning Organization's FY 2026– 2030 TIP is amended to include the attached changes.
- The amended FY 2026– 2030 TIP is consistent with the changes attached below.

Severability

If any section, sentence or provision of this resolution, or the application thereof to any person or circumstances shall be declared invalid, such invalidity shall not affect any of the other sections, sentences, provisions or applications of this resolution which can be given effect without the invalid provision or application, and to this end the provisions of this resolution are declared to be severable.

Effective Date

This Resolution shall be in full force and effect from and after its adoption by the Policy Committee of the Bloomington Monroe County Metropolitan Planning Organization.

Passed

Passed by the Policy Committee of the Bloomington Monroe County Metropolitan Planning Organization on May 29, 2026.

Signatures

Lisa Ridge, Policy Committee Chair
Bloomington Monroe County Metropolitan Planning Organization (BMCMPPO)

Patrick Martin, Director
Bloomington Monroe County Metropolitan Planning Organization (BMCMPPO)



Memorandum

Date: May 27, 2026 (TAC and CAC) and May 29, 2026 (PC)

To: BMCMPO Policy Committee (PC), Technical Advisory Committee (TAC), & Citizens Advisory Committee (CAC)

From: Bloomington Metropolitan Planning Organization (BMCMPO) Staff

Subject: Updates to the BMCMPO FY 2026-2030 BMCMPO Transportation Improvement Program (TIP)

BMCMPO staff present to BMCMPO committees the following updates to the Fiscal Year 2026-2030 TIP. BMCMPO staff request your vote to approve these updates per [BMCMPO Resolution FY2026-08](#).

If the changes below are approved, the image below demonstrates what fiscal constraint of the annual MPO federal fund allocation would look like: \$122,674 in FY2028 MPO annual federal fund allocations and \$97,853 in FY2029 MPO annual federal fund allocations remain unallocated at this time. As mentioned at the April 2026 committee meetings, these allocations will be proposed to the committees at a later time.

FISCAL CONSTRAINT					
FY2026	FY2027	FY2028	FY2029	FY2030	
\$ 4,422,798	\$ 4,533,387	\$ 4,640,663	\$ 4,640,663	\$ 4,640,663	ANTICIPATED FEDERAL ALLOCATION*
\$ 5,649,692	\$ 2,162,050	\$ 2,260,663	\$ 3,181,228	\$ 5,611,663	TOTAL FUNDS AVAILABLE (Federal Allocation + Exchanges out & in + EOY EXTRA)
\$ 5,649,692	\$ 2,162,050	\$ 2,137,989	\$ 3,083,375	\$ 5,611,663	TOTAL OBLIGATED
\$ -	\$ -	\$ 122,674	\$ 97,853	\$ -	TOTAL REMAINING/OVERSPENT

1. Add a new Monroe County project called That Road, Bridge #79 Replacement, DES #2401800, with a total project cost of \$2,169,461. This bridge is [located on That Road near the Clear Creek Trail](#). This project will receive local bridge federal funds from the State of Indiana for its construction phases in fiscal year 2031; all other phases will be completed using local funds. The proposed work includes removal and replacement of the existing bridge. Additional work addressed during the replacement includes upgrading the bridge rail and adding a multi-use path with pedestrian handrail on the north side of the bridge. The primary outcome of this project is improved safety.
 - a. See image below for a table visual of this **proposed new project** funding amounts by year and project phase.

That Road Bridge #79 Replacement							
Lead Agency: Monroe County							
Description: The proposed work includes removal and replacement of the existing bridge. Additional work addressed during the replacement includes upgrading the bridge rail and adding a multi-use path with pedestrian handrail on the north side of the bridge. The primary outcome of this project is improved safety.							
Performance Target: Bridge Condition							
Contract #:							
DES#: 2401800							
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	2031
Local Funds	RW	\$ 18,160					
Local Funds	CE						\$ 56,595
Bridge Program Funds	CE						\$ 226,378
Local Funds	CN						\$ 377,298
Bridge Program Funds	CN						\$ 1,509,190
TOTALS		\$ 18,160	\$ -	\$ -	\$ -	\$ -	\$ 2,169,461
TOTAL PROJECT COST*:							

NOTE: In May 2026, Monroe County requested to add this project to the TIP. The PE phase initiated in 2024.

Resolution to amend the BMCMPPO FY2026-2030 TIP

2. Update the College & Walnut phase 1 project, DES #2500059 by: removing the FY2029 exchange, STBG, TA, CRP, and PROTECT funding from the project; moving the CE and CN phases from FY2029 to FY2030, adding \$2,000,000 in FY 2030 federal MPO funds to this project. The \$2,000,000 in FY2030 funds is coming from the MCCOG MPO in exchange for \$2,000,000 in BMCMPPO FY2029 funds.
 - a. See image below for a table visual of this project’s **current** funding amounts in the current TIP by year and project phase.

College Ave & Walnut St Corridor Improvement Project - Phase 1							
Lead Agency: City of Bloomington							
Description: Improvement of multimodal safety and mobility on College Ave and Walnut St from State Road 45/46 to Allen Street. Project priorities include improving safety as well as expanding capacity by adding facilities for non-motorized modes that connect to other existing pedestrian and bicycle facilities. The project includes the installation of accessible bus stops, pedestrian and bicycle infrastructure, and safety improvements to reduce vehicular speeds and minimize pedestrian conflicts. Some traffic signals will require replacement due to age, while others will receive safety improvements and other modifications determined during detailed design. The work will include updates to signage and markings to improve predictability. This project is expected to include updates to the stormwater system with an increased number of drainage structures in order to remove rainwater from the roadway.							
Performance Target: Safety and Reliability							
Contract #: N/A							
DES#: 2500059							
FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL
Local Funds	PE	\$ 1,000,000					\$ 1,000,000
Local Funds	RW			\$ 100,000			\$ 100,000
Local Funds	CE				\$ 600,000		\$ 600,000
STBG	CN				\$ 3,095,792		\$ 3,095,792
BMCMPPO-MACOG MPO exchange	CN				\$ 540,565		\$ 540,565
TA	CN				\$ 389,047		\$ 389,047
CRP	CN				\$ 339,452		\$ 339,452
PROTECT	CN				\$ 124,997		\$ 124,997
Local Funds	CN				\$ 1,210,147		\$ 1,210,147
TOTALS		\$ 1,000,000	\$ -	\$ 100,000	\$ 6,300,000	\$ -	\$ 7,400,000
TOTAL PROJECT COST*:							\$ 7,400,000

- b. See image below for a table visual of this project’s **proposed new** amounts in the current TIP by year and project phase.

College Ave & Walnut St Corridor Improvement Project - Phase 1							
Lead Agency: City of Bloomington							
Description: Improvement of multimodal safety and mobility on College Ave and Walnut St from State Road 45/46 to Allen Street. Project priorities include improving safety as well as expanding capacity by adding facilities for non-motorized modes that connect to other existing pedestrian and bicycle facilities. The project includes the installation of accessible bus stops, pedestrian and bicycle infrastructure, and safety improvements to reduce vehicular speeds and minimize pedestrian conflicts. Some traffic signals will require replacement due to age, while others will receive safety improvements and other modifications determined during detailed design. The work will include updates to signage and markings to improve predictability. This project is expected to include updates to the stormwater system with an increased number of							
Performance Target: Safety and Reliability							
Contract #: N/A							
DES#: 2500059							
FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL
Local Funds	PE	\$ 1,000,000					\$ 1,000,000
Local Funds	RW			\$ 100,000			\$ 100,000
Local Funds	CE				\$ -	\$ 600,000	\$ 600,000
STBG	CN				\$ -		\$ -
BMCMPPO-MCCOG MPO exchange	CN				\$ -	\$ 2,000,000	\$ 2,000,000
TA	CN				\$ -		\$ -
CRP	CN				\$ -		\$ -
PROTECT	CN				\$ -		\$ -
Local Funds	CN				\$ -	\$ 3,700,000	\$ 3,700,000
TOTALS		\$ 1,000,000	\$ -	\$ 100,000	\$ -	\$ 6,300,000	\$ 7,400,000
TOTAL PROJECT COST*:							\$ 7,400,000

Resolution to amend the BMCMP0 FY2026-2030 TIP

3. Update the Old SR 37/Dillman Road project, DES #2500061 by moving the CE and CN phases from FY2028 to FY2029 and the RW and UT phases from FY2027 to FY2028. Since the current letting date is March of FY2027, moving this project to FY2028 provides extra time in case of delays. The reason for the shift in fiscal years for the RW and UT phases is mainly due to the current longer delays in NEPA environmental approval.
 - a. See image below for a table visual of this project’s **current** funding amounts in the current TIP by year and project phase.

Old SR 37 South and Dillman Road Intersection Improvement							
Lead Agency: Monroe County							
Description: Implement improvements to the intersection to increase traffic safety conditions. Replace the existing intersection (preferred alternative is a single-lane roundabout). Add curbs and gutters and even out road width. Improve sight distance along Old SR37 by clearing trees and straightening the road curve south of the intersection. Creation of a new storm sewer to drain road runoff to either Clear Creek or a new detention basin in the northwest quadrant of the intersection. Replace two existing driveway culverts.							
Performance Target: Safety							
Contract #: T-46098							
DES#: 2500061							
FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
Local Funds	PE	\$ 53,500					\$ 53,500
HSIP	PE	\$ 481,500					\$ 481,500
Local Funds	RW		\$ 155,674				\$ 155,674
STBG	RW		\$ 39,326				\$ 39,326
Local Funds	UT		\$ 120,000				\$ 120,000
Local Funds	CE			\$ 78,000			\$ 78,000
STBG	CE			\$ 312,000			\$ 312,000
Local Funds	CN			\$ 520,000			\$ 520,000
STBG	CN			\$ 2,080,000			\$ 2,080,000
TOTALS		\$ 535,000	\$ 315,000	\$ 2,990,000	\$ -	\$ -	\$ 3,840,000
TOTAL PROJECT COST*:							\$ 3,840,000

- b. See image below for a table visual of this project’s **proposed new** amounts in the current TIP by year and project phase.

Old SR 37 South and Dillman Road Intersection Improvement							
Lead Agency: Monroe County							
Description: Implement improvements to the intersection to increase traffic safety conditions. Replace the existing intersection (preferred alternative is a single-lane roundabout). Add curbs and gutters and even out road width. Improve sight distance along Old SR37 by clearing trees and straightening the road curve south of the intersection. Creation of a new storm sewer to drain road runoff to either Clear Creek or a new detention basin in the northwest quadrant of the intersection. Replace two existing driveway culverts.							
Performance Target: Safety							
Contract #: T-46098							
DES#: 2500061							
FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
Local Funds	PE	\$ 53,500					\$ 53,500
HSIP	PE	\$ 481,500					\$ 481,500
Local Funds	RW		\$ -	\$ 155,674			\$ 155,674
STBG	RW		\$ -	\$ 39,326			\$ 39,326
Local Funds	UT		\$ -	\$ 120,000			\$ 120,000
Local Funds	CE			\$ -	\$ 78,000		\$ 78,000
STBG	CE			\$ -	\$ 312,000		\$ 312,000
Local Funds	CN			\$ -	\$ 520,000		\$ 520,000
STBG	CN			\$ -	\$ 2,080,000		\$ 2,080,000
TOTALS		\$ 535,000	\$ -	\$ 315,000	\$ 2,990,000	\$ -	\$ 3,840,000
TOTAL PROJECT COST*:							\$ 3,840,000

Resolution to amend the BMCMP0 FY2026-2030 TIP

4. Update the High Street project, DES #2500061 by adding \$2,162,050 in FY2027 federal MPO funds (obtained through an exchange) to the CN phase. When the Old SR 37/Dillman Road project moved from FY2028 to FY2029, the BMCMP0 was able to exchange \$2,230,000 in FY2028 BMCMP0 federal funds with APCTC MPO to receive \$2,230,000 in FY2027 funds. Due to the FY2027 anticipated spending authority level being \$4,533,387 (provided by INDOT as of 3-2026), the recent availability of \$39,326 in FY2027 MPO funds due to the Old SR 37/Dillman Road RW phase moving to FY2028, and the previous trade commitment with Indianapolis MPO of \$4,601,337, only \$2,162,050 of the trade with APCTC is available to apply towards this project in FY2027; however this does bring the construction phase up from 0% to 54% federally funded.
 - a. See image below for a table visual of this project's **current** funding amounts in the current TIP by year and project phase.

High Street Intersection Modernizations and Multiuse Path							
Lead Agency: City of Bloomington							
Description: Construction of multimodal safety and mobility improvements (sidewalk curb ramps, accessible bus stops, multiuse path, stormwater							
Performance Target: Safety and Reliability							
Work Type: Safety Revisions							
Contract #: R-44721							
DES#: 2200020							
FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL
Local Funds	CE	\$ -	\$ 350,000				\$ 350,000
STBG	CE	\$ -					\$ -
Local Funds	CN	\$ -	\$ 4,000,000				\$ 4,000,000
STBG	CN	\$ -					\$ -
TA	CN						\$ -
CRP	CN						\$ -
PROTECT	CN						\$ -
TOTALS		\$ -	\$ 4,350,000	\$ -	\$ -	\$ -	\$ 4,350,000
						TOTAL PROJECT COST*: \$ 6,593,160	

- b. See image below for a table visual of this project's **proposed new** amounts in the current TIP by year and project phase.

High Street Intersection Modernizations and Multiuse Path							
Lead Agency: City of Bloomington							
Description: Construction of multimodal safety and mobility improvements (sidewalk curb ramps, accessible bus stops, multiuse path,							
Performance Target: Safety and Reliability							
Work Type: Safety Revisions							
Contract #: R-44721							
DES#: 2200020							
FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL
Local Funds	CE	\$ -	\$ 350,000				\$ 350,000
STBG	CE	\$ -					\$ -
Local Funds	CN	\$ -	\$ 1,837,950				\$ 1,837,950
BMCMP0-APCTC MPO exchange	CN	\$ -	\$ 2,162,050				\$ 2,162,050
TA	CN						\$ -
CRP	CN						\$ -
PROTECT	CN						\$ -
TOTALS		\$ -	\$ 4,350,000	\$ -	\$ -	\$ -	\$ 4,350,000
						TOTAL PROJECT COST*: \$ 6,593,160	