

## Overview of Proposed Routes

### Route 1

The proposed Route 1 (**Figure 26**) would provide hourly weekday and Saturday service between the Downtown Transit Center and Bloomington Meadows Hospital. While covering a large portion of the current Route 1 North, the proposed route would provide a more streamlined service, remaining on College Avenue and Walnut Street between Kirkwood Avenue and 11<sup>th</sup> Street to cover a portion of the current Route 6.

Key destinations along the proposed alignment include:

- Family and Social Services Administration
- Bloomington High School North
- Bloomington Meadows Hospital
- Kinser Crossing Shopping Center

**Table 25** shows proposed service levels for Route 1. Route 1 would be interlined with Route 5. During regular service, Route 1 would provide hourly service over 13 weekday service hours and 10 Saturday service hours.

Figure 26: Proposed Route 1

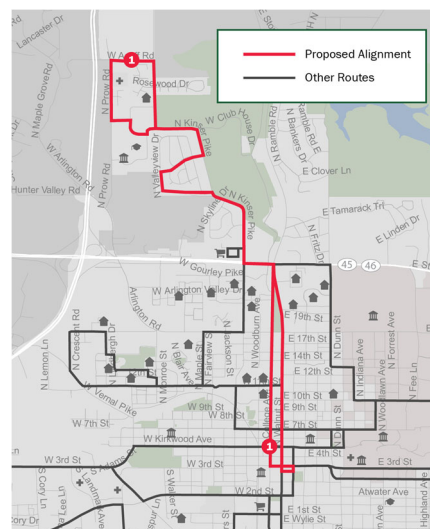


Table 25: Proposed Route 1 Service Levels

Service Period	Service Span		Frequency (Minutes)	
	Peak	Off-Peak	Peak	Off-Peak
Weekday				
Regular Service	6:00 a.m.–6:00 p.m.	6:00-7:00 p.m.	60	60
Reduced Service	6:00 a.m.–5:00 p.m.	5:00-6:00 p.m.	60	60
Saturday				
Regular Service	8:00 a.m.-6:00 p.m.		60	
Reduced Service	8:00 a.m.-6:00 p.m.		60	
Sunday				
Regular Service	--		--	
Reduced Service	--		--	

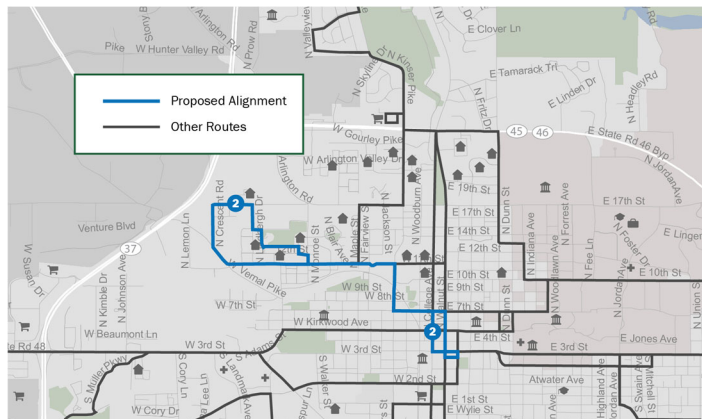
## Route 2

The proposed Route 2 (**Figure 27**) would provide weekday and Saturday service between the Downtown Transit Center and the Reserve at Chandler's Glen apartment complex. Although the proposed Route 2 would cover a large portion of the current Route 2 West, the new alignment is intended to minimize one-way and out-of-direction service for the majority of riders along the route. Service would no longer operate along Blair Avenue, and service on Maple and 17<sup>th</sup> Streets would be provided by the proposed Route 60 instead.

Key destinations along the proposed alignment include:

- Reserve at Chandler's Glen
- Bloomington Housing Authority
- Bloomington Township Trustee
- Bloomington City Hall

Figure 27: Proposed Route 2



**Table 26** shows proposed service levels for Route 2. Route 2 would be interlined with Route 3. During regular service, Route 2 would provide 30-minute peak service and hourly off-peak service over 16 service hours. The route would provide hourly service over 10 hours on Saturdays.

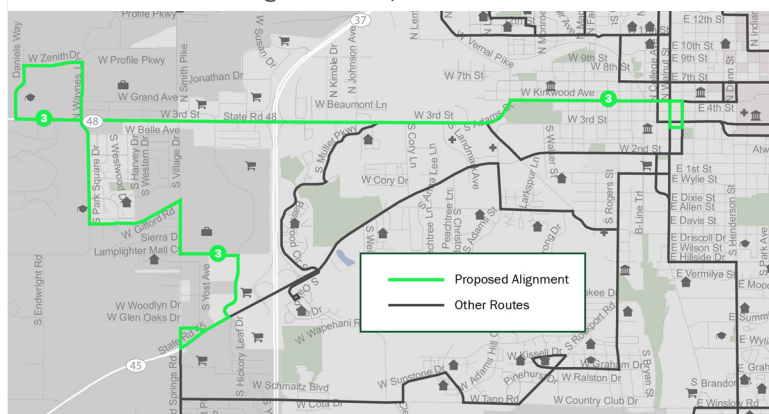
Table 26: Proposed Route 2 Service Levels

Service Period	Service Span		Frequency (Minutes)	
	Peak	Off-Peak	Peak	Off-Peak
Weekday				
Regular Service	6:00 a.m.–6:00 p.m.	6:00-10:00 p.m.	30	60
Reduced Service	6:00 a.m.–5:00 p.m.	5:00-9:00 p.m.	30	60
Saturday				
Regular Service	8:00 a.m.-6:00 p.m.		60	
Reduced Service	8:00 a.m.-6:00 p.m.		60	
Sunday				
Regular Service	--		--	
Reduced Service	--		--	

### Route 3

The proposed Route 3 (**Figure 26**) would provide weekday and Saturday service between the Downtown Transit Center and Walmart at Bloomfield Road and Curry Pike. Route 3 is also proposed to serve Ivy Tech Community College, an institution currently served by Rural Transit. As Ivy Tech is currently located outside Bloomington Transit's legal jurisdiction, service to this destination may require an agreement with Rural Transit and/or adjustments to Bloomington Transit's serviceable boundaries.

Figure 28: Proposed Route 3



The proposed Route 3 would cover a similar alignment to the current Route 3 West with some notable differences. First, the new route would not service Curry Pike between Industrial Boulevard and Constitution Way. Second, it would provide consistent bi-directional service on its southwestern end (between Walmart and 3<sup>rd</sup> Street). Currently, Route 3 West provides northbound service on Curry Pike on weekdays between 3:00 and 6:00 p.m. only, and does not provide service to Orchard Glen/Highland Village during this time. Third, the proposed Route 3 would avoid deviations into Whitehall Plaza or Whitehall Crossing, instead serving the shopping centers via a streamlined service along 3<sup>rd</sup> Street.

Key destinations along the proposed alignment include:

- Whitehall Crossing/Whitehall Plaza
- Ivy Tech Community College
- Orchard Glen Apartments
- Bureau of Motor Vehicles
- Aldi
- Walmart

**Table 27** shows proposed service levels for Route 3. Route 3 would be interlined with Route 2. During regular service, Route 3 would offer 30-minute weekday peak service and hourly off-peak service over 16 service hours. Route 3 would provide hourly Saturday service over 10 hours.

Table 27: Proposed Route 3 Service Levels

Service Period	Service Span		Frequency (Minutes)	
	Peak	Off-Peak	Peak	Off-Peak
Weekday				
Regular Service	6:00 a.m.–6:00 p.m.	6:00-10:00 p.m.	30	60
Reduced Service	6:00 a.m.–5:00 p.m.	5:00-9:00 p.m.	30	60
Saturday				
Regular Service	8:00 a.m.-6:00 p.m.		60	
Reduced Service	8:00 a.m.-6:00 p.m.		60	
Sunday				
Regular Service	--		--	
Reduced Service	--		--	

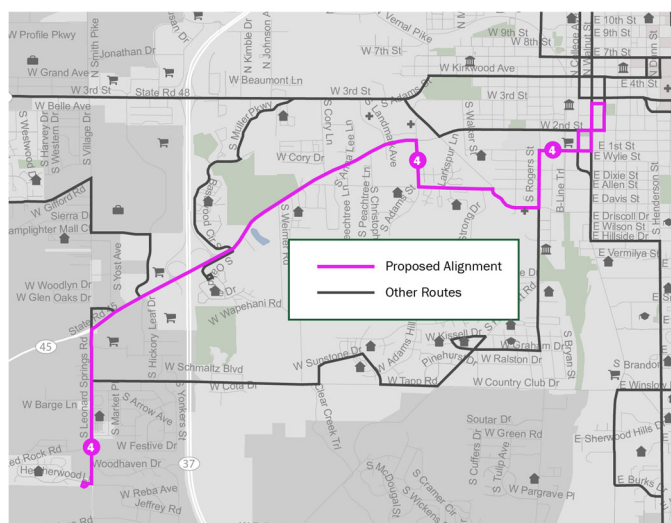
### Route 4

The proposed Route 4 (**Figure 29**) would provide weekday and Saturday service between the Downtown Transit Center and Heatherwood Mobile Home Park. The route would operate as a streamlined version of the current Route 4 West via Bloomfield Road. To improve route directness, deviations into the Oakdale Square and Basswood apartment complexes would be transferred to the proposed Route 14.

Key destinations along the proposed alignment include:

- Bloomington Hospital
- Willows Apartments
- Twin Lakes Recreation Center
- Walmart
- Woodland Springs Apartments
- Heatherwood Mobile Homes

Figure 29: Proposed Route 4



**Table 28** shows proposed service levels for Route 4. During regular service, Route 4 would operate hourly on weekdays (13 service hours) and on Saturdays (10 service hours).

Table 28: Proposed Route 4 Service Levels

Service Period	Service Span		Frequency (Minutes)	
	Peak	Off-Peak	Peak	Off-Peak
Weekday				
Regular Service	6:00 a.m.–6:00 p.m.	6:00-7:00 p.m.	60	60
Reduced Service	6:00 a.m.–5:00 p.m.	5:00-6:00 p.m.	60	60
Saturday				
Regular Service	8:00 a.m.-6:00 p.m.		60	
Reduced Service	8:00 a.m.-6:00 p.m.		60	
Sunday				
Regular Service	--		--	
Reduced Service	--		--	

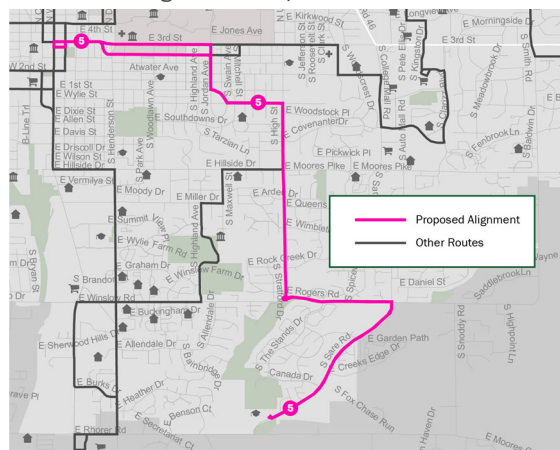
### Route 5

The proposed Route 5 (**Figure 30**) would provide weekday and Saturday service between the Downtown Transit Center and Jackson Creek Middle School. The route's alignment would be identical to the current Route 5, with the exception of no service on Dunn Street and Indiana Avenue north of 3<sup>rd</sup> Street.

Key destinations along the proposed alignment include:

- Jackson Creek Middle School
- Woodland Apartments
- Heritage Apartments
- Maxwell Terrace Apartments
- Indiana University – Jacobs School of Music, Jordan Hall, Maurer School of Law

Figure 30: Proposed Route 5



**Table 29** shows proposed service levels for Route 5. Route 5 would be interlined with Route 1. During regular service, Route 5 would provide hourly service over 13 weekday service hours and 10 Saturday service hours.

Table 29: Proposed Route 5 Service Levels

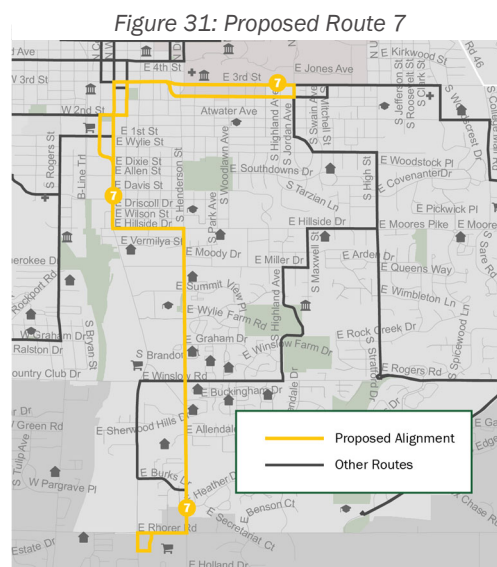
Service Period	Service Span		Frequency (Minutes)	
	Peak	Off-Peak	Peak	Off-Peak
Weekday				
Regular Service	6:00 a.m.–6:00 p.m.	6:00-7:00 p.m.	60	60
Reduced Service	6:00 a.m.–5:00 p.m.	5:00-6:00 p.m.	60	60
Saturday				
Regular Service	8:00 a.m.-6:00 p.m.		60	
Reduced Service	8:00 a.m.-6:00 p.m.		60	
Sunday				
Regular Service	--		--	
Reduced Service	--		--	

### Route 7

The proposed Route 7 (**Figure 31**) would provide weekday and Saturday service between the Clear Creek Shopping Center and 3<sup>rd</sup> Street and Jordan Avenue, via the Downtown Transit Center. Combining elements of the current Routes 1 South and 7, the proposed Route 7 would provide a link from south Bloomington to the IU campus via Walnut Street Pike and Henderson Street. However, one-way service would no longer be provided on Walnut Street between North Drive and Winslow Road/Country Club Drive.

Key destinations along the proposed alignment include:

- Clear Creek Shopping Center
- Walnut Grove Apartments
- Bloomington High School South
- Regency Place Apartments
- Indiana University – Optometry School, Maurer School of Law, Swain Hall, Jacobs School of Music



**Table 30** shows proposed service levels for Route 7. During regular service, Route 7 would offer 20-minute weekday peak service and hourly off-peak service over 16 service hours. Route 7 would provide hourly Saturday service over 10 hours.

Table 30: Proposed Route 7 Service Levels

Service Period	Service Span		Frequency (Minutes)	
	Peak	Off-Peak	Peak	Off-Peak
Weekday				
Regular Service	6:00 a.m.–6:00 p.m.	6:00-10:00 p.m.	20	60
Reduced Service	6:00 a.m.–5:00 p.m.	5:00-9:00 p.m.	30	60
Saturday				
Regular Service	8:00 a.m.-6:00 p.m.		60	
Reduced Service	8:00 a.m.-6:00 p.m.		60	
Sunday				
Regular Service	--		--	
Reduced Service	--		--	



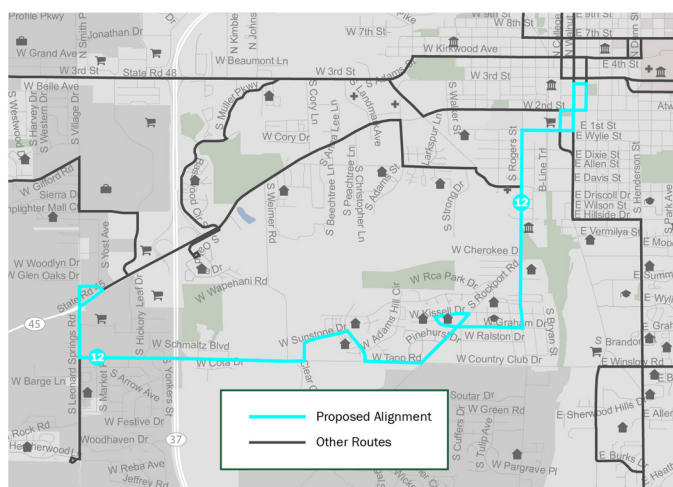
### Route 12

The proposed Route 12 (**Figure 32**) would provide weekday and Saturday service between the Downtown Transit Center and Walmart at Bloomfield Road and Curry Pike. Route 12 would cover the majority of the current Route 2 South alignment, but would then extend east along Tapp Road to Walmart on Curry Pike.

Key destinations along the proposed alignment include:

- Seminary Square Shopping Center
- Community Kitchen
- Countryview Apartments
- Adams Village Apartments
- Southern Indiana Medical Park
- Walmart

Figure 32: Proposed Route 12



**Table 33** shows proposed service levels for Route 12. During regular service, Route 12 would offer 30-minute weekday peak service and hourly off-peak service over 13 service hours. Route 12 would provide hourly Saturday service over 10 hours.

Table 31: Proposed Route 12 Service Levels

Service Period	Service Span		Frequency (Minutes)	
	Peak	Off-Peak	Peak	Off-Peak
Weekday				
Regular Service	6:00 a.m.–6:00 p.m.	6:00-7:00 p.m.	30	60
Reduced Service	6:00 a.m.–5:00 p.m.	5:00-6:00 p.m.	60	60
Saturday				
Regular Service	8:00 a.m.-6:00 p.m.		60	
Reduced Service	8:00 a.m.-6:00 p.m.		60	
Sunday				
Regular Service	--		--	
Reduced Service	--		--	

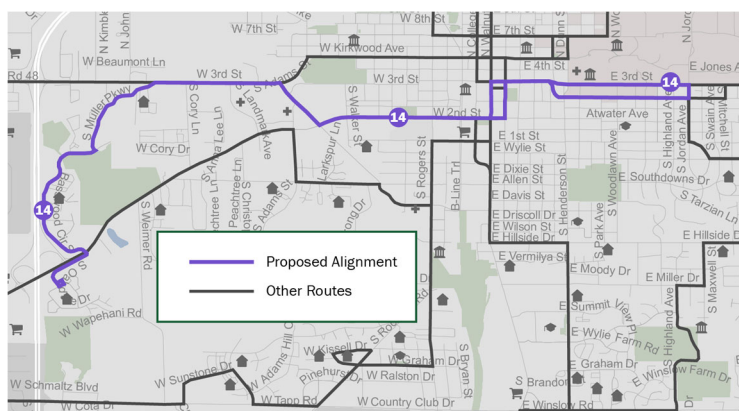
### Route 14

The proposed Route 14 (**Figure 33**) would provide weekday and Saturday service between the Oakdale Square Apartments and 3<sup>rd</sup> Street and Jordan Avenue, via the Downtown Transit Center. Route 14 would offer simplified and streamlined service between multiple west side apartment communities and both downtown Bloomington and the IU campus. The proposed route would also allow for significant streamlining of Route 4 serving Walmart via Bloomfield Road.

Key destinations along the proposed alignment include:

- Oakdale Square Apartments
- Basswood Apartments
- Canterbury Apartments
- The Dillon Apartments
- Indiana University – Jacobs School of Music, Jordan Hall, Maurer School of Law

Figure 33: Proposed Route 14



**Table 32** shows proposed service levels for Route 14. During regular service, Route 14 would offer 30-minute weekday peak service and hourly off-peak service over 13 service hours. Route 14 would provide hourly Saturday service over 10 hours.

Table 32: Proposed Route 14 Service Levels

Service Period	Service Span		Frequency (Minutes)	
	Peak	Off-Peak	Peak	Off-Peak
Weekday				
Regular Service	6:00 a.m.–6:00 p.m.	6:00-7:00 p.m.	30	60
Reduced Service	6:00 a.m.–5:00 p.m.	5:00-6:00 p.m.	60	60
Saturday				
Regular Service	8:00 a.m.-6:00 p.m.		60	
Reduced Service	8:00 a.m.-6:00 p.m.		60	
Sunday				
Regular Service	--		--	
Reduced Service	--		--	



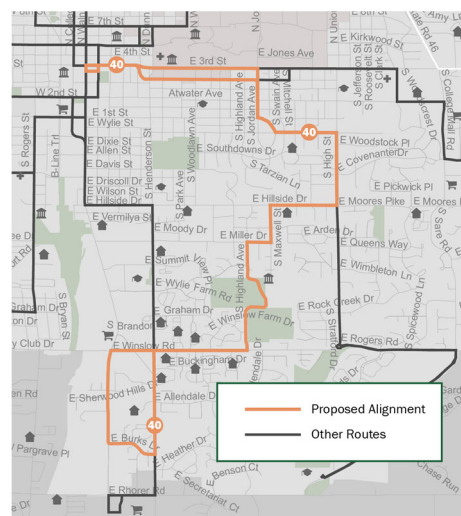


### Route 40

The proposed Route 40 (**Figure 35**) would provide weekday and Saturday service between the Downtown Transit Center and Burks Drive in south Bloomington. Route 40 would cover the majority of the current Route 4 South alignment and a small portion of the current Route 1 South alignment (along Walnut Street Pike and Walnut Street). Key destinations along the proposed alignment include:

- Walnut Grove Apartments
- Winslow Park Shopping Center
- Henderson Court Apartments
- The Bloomington YMCA
- Heritage Apartments
- Maxwell Terrace Apartments
- Indiana University – Jacobs School of Music, Jordan Hall, Maurer School of Law

Figure 35: Proposed Route 40



**Table 34** shows proposed service levels for Route 40. During regular service, Route 40 would offer 30-minute weekday peak service and hourly off-peak service over 13 service hours. Route 40 would provide hourly Saturday service over 10 hours.

Table 34: Proposed Route 40 Service Levels

Service Period	Service Span		Frequency (Minutes)	
	Peak	Off-Peak	Peak	Off-Peak
Weekday				
Regular Service	6:00 a.m.–6:00 p.m.	6:00-7:00 p.m.	30	60
Reduced Service	6:00 a.m.–5:00 p.m.	5:00-6:00 p.m.	60	60
Saturday				
Regular Service	8:00 a.m.-6:00 p.m.		60	
Reduced Service	8:00 a.m.-6:00 p.m.		60	
Sunday				
Regular Service	--		--	
Reduced Service	--		--	

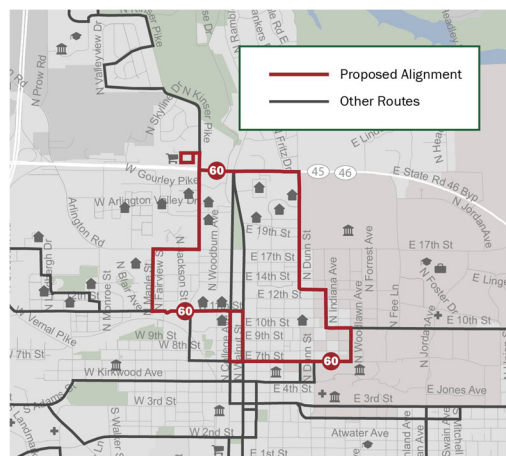
### Route 60

The proposed Route 60 (**Figure 36**) would provide weekday, Saturday, and Sunday circulator service between the IU campus and downtown/north Bloomington via Kinser Pike, Maple Street, College Avenue/Walnut Street, Woodlawn Avenue, 10<sup>th</sup> Street, and Dunn Street. The proposed route would operate bi-directionally and cover elements of the current Routes 1 North, 2 West, and 6. While the route appears to be a complete loop, buses would actually turn back at Kroger on Kinser Pike, rather than continuing in the same direction.

Key destinations along the proposed alignment include:

- Kroger
- Hoosier Court Apartments
- Jackson Heights Apartments
- Smallwood on College
- Monroe County Circuit Court
- Indiana Memorial Union
- Brownstone Terrace Apartments
- Memorial Stadium
- Stadium Crossing Apartments

Figure 36: Proposed Route 60



**Table 35** shows proposed service levels for Route 60. During regular service, Route 60 would offer 15-minute weekday peak service and 30-minute off-peak service over 16 service hours. Route 60 would provide 30-minute Saturday service over 11 hours and hourly Sunday service over 10 service hours.

Table 35: Proposed Route 60 Service Levels

Service Period	Service Span		Frequency (Minutes)	
	Peak	Off-Peak	Peak	Off-Peak
Weekday				
Regular Service	6:00 a.m.–6:00 p.m.	6:00-10:00 p.m.	15	30
Reduced Service	6:00 a.m.–5:00 p.m.	5:00-9:00 p.m.	30	60
Saturday				
Regular Service	8:00 a.m.-7:00 p.m.		30	
Reduced Service	8:00 a.m.-6:00 p.m.		60	
Sunday				
Regular Service	8:00 a.m.-6:00 p.m.		60	
Reduced Service	10:00 a.m.-6:00 p.m.		60	

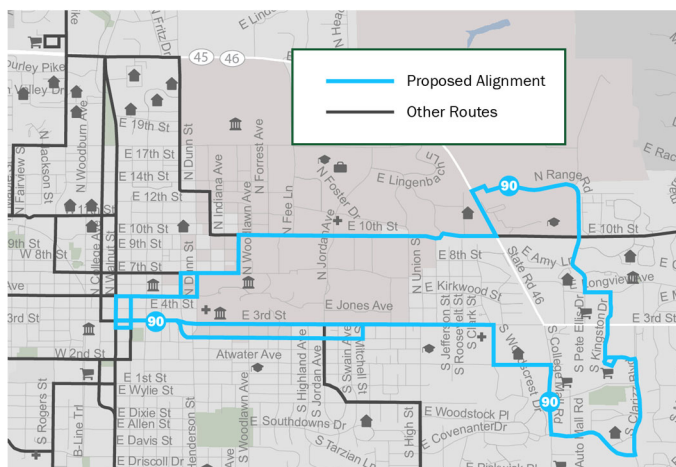
### Route 90

The proposed Route 90 (**Figure 37**) would provide weekday, Saturday, and Sunday circulator service to College Mall, the new IU Health Bloomington Hospital facility, the IU campus, and the Downtown Transit Center via 3<sup>rd</sup> Street and 10<sup>th</sup> Street. Route 90 would cover the alignments of several current routes, including Routes 3 East, 8, and 9. The proposed route would provide direct access from College Mall and surrounding residential areas to the IU Campus as well as an important link to the new hospital off Range Road.

Key destinations along the proposed alignment include:

- New IU Health Bloomington Hospital (new site)
- College Mall Shopping Center
- Several apartment complexes off Covenanter Drive and Clarizz Boulevard
- Jackson Creek Shopping Center
- Indiana University – Jacobs School of Music, Jordan Hall, Maurer School of Law, Kelley School of Business, Wells Library

Figure 37: Proposed Route 90



**Table 36** shows proposed service levels for Route 90. During regular service, Route 90 would offer 20-minute weekday peak service and 30-minute off-peak service over 16 service hours. Route 90 would provide 30-minute Saturday service over 11 hours and 30-minute Sunday service over 10 hours.

Table 36: Proposed Route 90 Service Levels

Service Period	Service Span		Frequency (Minutes)	
	Peak	Off-Peak	Peak	Off-Peak
Weekday				
Regular Service	6:00 a.m.–6:00 p.m.	6:00-10:00 p.m.	20	30
Reduced Service	6:00 a.m.–5:00 p.m.	5:00-9:00 p.m.	30	30
Saturday				
Regular Service	8:00 a.m.-7:00 p.m.		30	
Reduced Service	8:00 a.m.-6:00 p.m.		30	
Sunday				
Regular Service	8:00 a.m.-6:00 p.m.		30	
Reduced Service	10:00 a.m.-6:00 p.m.		30	