

In 2019, Bloomington adopted a new Transportation Plan. For decades, Bloomington has had goals related to improving walking, bicycling, and transit in our community, and yet, when the rubber meets the road, we fall short. The Transportation Plan outlines many projects that will help us reach our goals. The challenge is: how do we encourage the will and needed funding to build the projects.

- Funding: there is an annual budget of about \$350,000 for building pedestrian and bicycle projects. In order to build the infrastructure that is planned to reach our mode shift goals, much more funding (millions of dollars) need to be allocated.

- Autocentric culture (status quo bias): some of the infrastructure projects will require converting current auto-space to space for other modes (converting a car parking lane to a protected bike lane, for example). While the community supports the goals of walking and bicycling generally, when the changes impact space dedicated to driving, it is a barrier.

- Network v. link: Building pieces of a transportation network are not as valuable as an entire network. This barrier is related to the first two, but the ability to meet our goals requires a network, and building one piece at a time makes it difficult and unlikely to see the results we want in order to "justify" the change. Some projects from the plan are in the works.

There have not been attempts to increase funding in order to build more projects.

DATA: Timeline for implementation of projects.

<https://docs.google.com/spreadsheets/d/1JeTSSRNn2I-y4hwTdmYwNdKD8DUceVgrKQuSfIix3-4/edit?usp=sharing>