BLOOMINGTON • MONROE COUNTY
mpo

# TECHNICAL ADVISORY COMMITTEE

January 25, 2012
10:00 – 11:30 a.m.
McCloskey Room (#135)

I. Call to Order and Introductions

II. Elections of Officers
   A. Chair
   B. Vice-Chair

III. Approval of Minutes:
   A. October 26, 2011

III. Communications from the Chair

IV. Reports from Officers and/or Committees
   A. Updates on BMCMPO funded projects
   B. Citizens Advisory Committee
   C. ADA Transition Plans
   D. LRTP Task Force
   E. I-69

V. Reports from the MPO Staff
   A. 2008-2010 Crash Report
   B. FY 2011 Annual Completion Report
   C. MAP-21

VI. Old Business

VII. New Business
   A. Coordinated Human Services and Public Transportation Plan Update
      *Recommendation Requested*
   B. Transportation Improvement Program Amendments
      a. SR 37 and Tapp Road Intersection Improvement (INDOT)
      b. SR 46 and Matthews Drive Signalization (INDOT)
      c. Voice Enunciators (BT)
      *Recommendation Requested on all TIP Amendments*
   C. Operational Bylaws Amendment Discussion

VIII. Communications from Committee Members *(non-agenda items)*
   A. Topic Suggestions for future agendas



**401 N. Morton Street ▪ Suite 160 ▪ PO Box 100 ▪ Bloomington, IN 47402 ▪ Web: www.bloomington.in.gov/mpo**
**Ph: (812) 349-3423 ▪ Fx: (812) 349-3535 ▪ Email: mpo@bloomington.in.gov**

IX. Upcoming Meetings

A. Policy Committee – February 10, 2012 at 1:30 p.m. (location to be determined)
B. Technical Advisory Committee – February 22, 2012 at 10:00 a.m. (McCloskey Room)
C. Citizens Advisory Committee – February 22, 2012 at 6:30 p.m. (McCloskey Room)

Adjournment

**Public comment prior to vote (limited to five minutes per speaker*)

## 3.4 Officers

A. **Officers:** The Technical Advisory Committee shall elect the following officers:

1. Chair
2. Vice-Chair

B. **Eligibility:** Officers of the Technical Advisory Committee shall be chosen from the voting members of the Technical Advisory Committee.

C. **Elections:** Election of officers shall occur in January of each year. Elections for all officers shall be by majority vote.

D. **Duties:** The duties of the elected officers of the Technical Advisory Committee shall be as follows:

1. Chair
   a. Preside over the meetings of the Technical Advisory Committee.
2. Vice-Chair
   a. In the absence of the Technical Advisory Committee Chair, to preside over the meetings of the Technical Advisory Committee.

## 3.5 Meeting Procedure

A. **Quorum:** A quorum shall consist of nine (9) voting members of the Technical Advisory Committee, or their proxies.

1. Committee Action: No action shall be taken by the Technical Advisory Committee without a quorum.
2. Rescheduling: If a quorum is not present, those present may tentatively reschedule the meeting to another day when a quorum can be obtained.

B. **Schedule:** Meetings of the Technical Advisory Committee shall be open to the public and be held on a monthly basis or as needed for special business.

C. **Special Votes:** The Chair of the Technical Advisory Committee may request a mail, fax, or e-mail vote on issues already presented at previous meetings.

1. Limitations: This practice will be used only if Federal and/or State imposed deadlines are an issue or if the vote is necessitated due to the urgency of a local, State, or Federal project.
2. Committee Report: A mail, fax, or e-mail vote will be presented at the next scheduled Technical Advisory Committee meeting as part of the previous meeting minutes.

## 3.6 Order of Business

The business of the Technical Advisory Committee shall be taken up for consideration and disposition in the following order, unless order is suspended by unanimous consent:

1. Call to order by the Chair
2. Approval of minutes of the previous meeting

**Bloomington/Monroe County Metropolitan Planning Organization**
Technical Advisory Committee

# Technical Advisory Committee Meeting Minutes
## Oct 26, 2011 McCloskey Conference Room 135, City Hall

*Technical Advisory Committee minutes are transcribed in a summarized outline manner. Audio recordings are on file with the City of Bloomington Planning Department.*

***Attendance***

Technical Advisory Committee: John Carter (MCCSC), John Collisson (County Highway), Jane Fleig (CBU), Laura Haley (GIS Coordinator), Tom Micuda (City Planning Director), Doug Norton (Rural Transit), Adrian Reid (City Engineering), Andrea Roberts (Deputy Director Public Works), Jim Ude (INDOT), Mike Trexler (City Controller), and Dave Williams (City Parks).

Others: Sandra Flum (INDOT), Justin Wykoff (City Engineering), Clint Sparks (American Structure-point), and Rod Spaw (Herald-Times).

MPO Staff: Josh Desmond, Raymond Hess and Jane Weiser.

**I. Call to Order**

**II. Approval of Minutes:**

**A. October 26, 2011---** Tom Micuda moved approval. Dave Williams seconded. The minutes were approved by unanimous voice vote.

**III. Communications from the Chair—**No report.

**IV. Reports from Officers and/or Committees**

**A. Updates on BMCMPO funded projects—**Mr. Collisson said Vernal Pike should be finished by mid-November. Mr. Reid said the City is finishing up their last few parcels on S. Rogers St. The Sare/Rogers project is nearly done with right-of-way acquisition. Bids for that project will be in mid-April.

**B. Citizens Advisory Committee**—Mr. Hess reported the CAC will consider the same agenda as the TAC plus a report on TAC comments regarding the ADA policy statements. Any changes will be reported to the TAC next month.

**C. ADA Transition Plans**—Mr. Desmond reported that the last meeting of the internal team for ADA Transition plans for the City was on Oct. 6. As of that date the City has adopted/endorsed PROWAG as the official standards for construction. A grievance procedure has been agreed upon. The team is looking at an inventory of existing intersections and sidewalks. They are working on a system to prioritize locations in need of improvement.

**V. Reports from the MPO Staff**

**A. Long Range Transportation Task Force**—Meetings with the Task Force are continuing. Staff received feedback and is working on a draft request for qualifications for a firm to develop the Plan's travel demand model. Mr. Micuda said that we may be seeking assistance from the County for consulting money in addition to what we will get in 2012.

## VI. Old Business

## VII. New Business

### A. FY2010-2013 Transportation Improvement Program Amendments

**a. Removal of I-69 Section 4 (Ruff)—**At the Policy Committee (PC) meeting last summer, the Policy Committee was presented with an amendment to both TIPs for inclusion of the construction phase I-69 Section 4. A subcommittee was created with 6 different PC members—Mark Kruzan, Mark Stoops, Lynn Coyne, Kent McDaniel, Jack Baker and Richard Martin. The PC was given an opportunity to ask INDOT questions about I-69.This subcommittee was going to work with INDOT and FHWA on reviewing those questions and responses prior to the next PC meeting on Nov. 4. Staff has compiled that information under the Nov. 4 PC bullet. The TIP amendment from Councilmember Ruff presented after the Sept 9 meeting calls for removing I-69 from this older TIP. It is considered a major amendment since it is a cost change of 100%. Staff enacted at 30-day written public comment period which ends today. We have gotten about 100 public comments so far. There was a comment from FHWA that right-of-way and engineering funds have already been obligated. We received a letter from Audra Blasdel of INDOT indicating that an amendment such as this would not be accepted by the State. If we submitted a TIP with an amendment for the removal of I-69, the governor would not sign off on it. At the Nov. 4th PC meeting, there will be 3 different TIP amendments related to I-69.

Mr. Micuda pointed out that there is a meeting this afternoon with this subcommittee of the PC, INDOT and FHWA to talk about the questions and answers and to discuss getting more information. Mr. Williams asked Mr. Hess if the governor signs all TIP amendments. Mr. Hess said yes.

Mr. Micuda said that it seems that this body has consistently been concerned about impact to local projects as a result of I-69 not being in the TIP. This amendment in particular complicates things since this is the TIP we are working under as opposed to the new TIP. He suggested that the TAC make a negative recommendation or no recommendation since more information is coming in. Mr. Reid asked if Mr. Ruff gave a reason for this amendment. He didn't think there was a compelling reason to take it out at the moment. He would suggest a negative recommendation. ***Ms. Fleig moved for a negative recommendation. Mr. Collisson seconded.** Mr. Williams asked if Mr. Micuda was expecting a scenario at the meeting today where Mr. Ruff might remove his amendment. Mr. Micuda said no. He expected the discussion this afternoon to clarify PC positions and information for the Nov. 4th meeting. He said that since this project is already obligated, removing it from the TIP might not affect the current status of the project. The impacts are either unknown or potentially really significant for the community. We also have objections from the sponsor, INDOT, regarding a different entity removing an INDOT project. ***The motion was approved by a unanimous vote.**

**b. Bicycle Lockers for Downtown Transfer Facility (BT)—*Recommendation requested.*** Mr. Hess said that BT has received discretionary transit grants totaling $24,900 plus a local match of $5,100 for the purchase of bike lockers at their Downtown Transfer Facility site. BT hopes that this will help increase commutes by alternative transportation. This needs to be

reflected in the TIP. *****Mr. Micuda moved for approval. Ms. Fleig seconded**. The motion was approved by unanimous voice vote.

**VIII. Communications from Committee Members (non-agenda items)**

**A. Topic Suggestions for future agendas**

Ms. Fleig said she wondered if the TAC should have a member on the PC. Is this something that could be brought to discussion at the meeting TAC meeting? Mr. Micuda said there is no prohibition of this but adding members tends to get hotly discussed because you are changing the dynamics of the particular board or commission. Adding one member would bring their membership to 14 and most boards are made up of an odd number of members. Mr. Hess said there is no prohibition of this. It would require amendment to the bylaws approved by a 2/3 majority vote. PC is made up of people who serve on commissions that are elected. TAC has appointments from some non-elected entities. A lot of other MPOs have a joint session with PC and TAC. We used to have that but in the past decided to separate the two in hopes of a more distinct voice from the two committees. The recommendations of the TAC and CAC may not play as significant a role when the PC is discussing an issue that some of their members feel very strongly about. Most of the time, the TAC and CAC positions are usually considered about 90% of the time except on really big issues like I-69. Staff would craft a bylaw amendment if the TAC would like. Ms. Fleig said she hoped that the issue could be discussed in more detail at a future meeting.

**IX. Upcoming Meetings**

**A. MPO Winter Open House – December 9, 2011 at 12:00 p.m. (McCloskey Room)**
**B. Technical Advisory Committee – January 25, 2012 at 10:00 a.m. (McCloskey Room)**
**C. Citizens Advisory Committee – January 25, 2012 at 6:30 p.m. (McCloskey Room)**
**D. Policy Committee – February 10, 2012 at 1:30 p.m. (location to be determined)**

Adjournment

*These minutes were adopted by the TAC at their regular meeting held on _____(RCH).*

*Bloomington/Monroe County*
*Metropolitan Planning Organization*

# Crash Report

## Calendar Years 2008 through 2010

**February 2012**

BLOOMINGTON • MONROE COUNTY
mpo

*(this page intentionally left blank)*

# Table of Contents

**Executive Summary** ..... **3**

**Introduction** ..... **5**

**Methodology and Data Considerations** ..... **6**

**Analysis** ..... **7**

- **Crash Characteristics** ..... **7**
- **Table 1. Crashes by Type and Severity, 2008-2010** ..... 7
- **Time of Crashes** ..... **8**
- **Figure 1. Crashes per Hour by Time of Day, 2008-2010** ..... 8
- **Figure 2. Crashes by Day of Week, 2008-2010** ..... 9
- **Crash Locations** ..... **9**
- **Table 2. Top 50 Crash Locations, 2008-2010** ..... 10
- **Crash Factors** ..... **10**
- **Table 3. Top 10 Primary Crash Factors by Severity, 2008-2010** ..... 11
- **Fatalities** ..... **12**
- **Table 4. Fatalities by Crash Type, 2008-2010** ..... 12
- **Fatal Crash Locations** ..... **13**
- **Table 5. Fatal Crashes by Type and Location, 2008-2010** ..... 13
- **Bicycle and Pedestrian Crashes** ..... **14**
- **Table 6. Top 15 Bicycle and Pedestrian Crash Locations, 2008-2010** ..... 14

**Conclusion** ..... **15**

**Appendix** ..... **16**

- **Figure A1. Top 50 Total Crash Locations, 2008-2010** ..... **16**
- **Figure A2. Intersections with Three or More Bicycle and Pedestrian Crashes, 2008-2010** ..... **16**
- **Figure A3. Fatal Crashes, 2008-2010** ..... **17**
- **Figure A4. Fatalities by Gender and Crash Type, 2008-2010** ..... **19**
- **Figure A5. Portion of Individuals in All Crashes and Individuals Fatally Injured, by Age Class, 2008-2010** ..... **19**

**HSIP Eligibility List** ..... **20**

- **Table A1. Eligible HSIP Locations, 2008 – 2010** ..... **21**



Issued: February, 2012

Issued: February, 2012

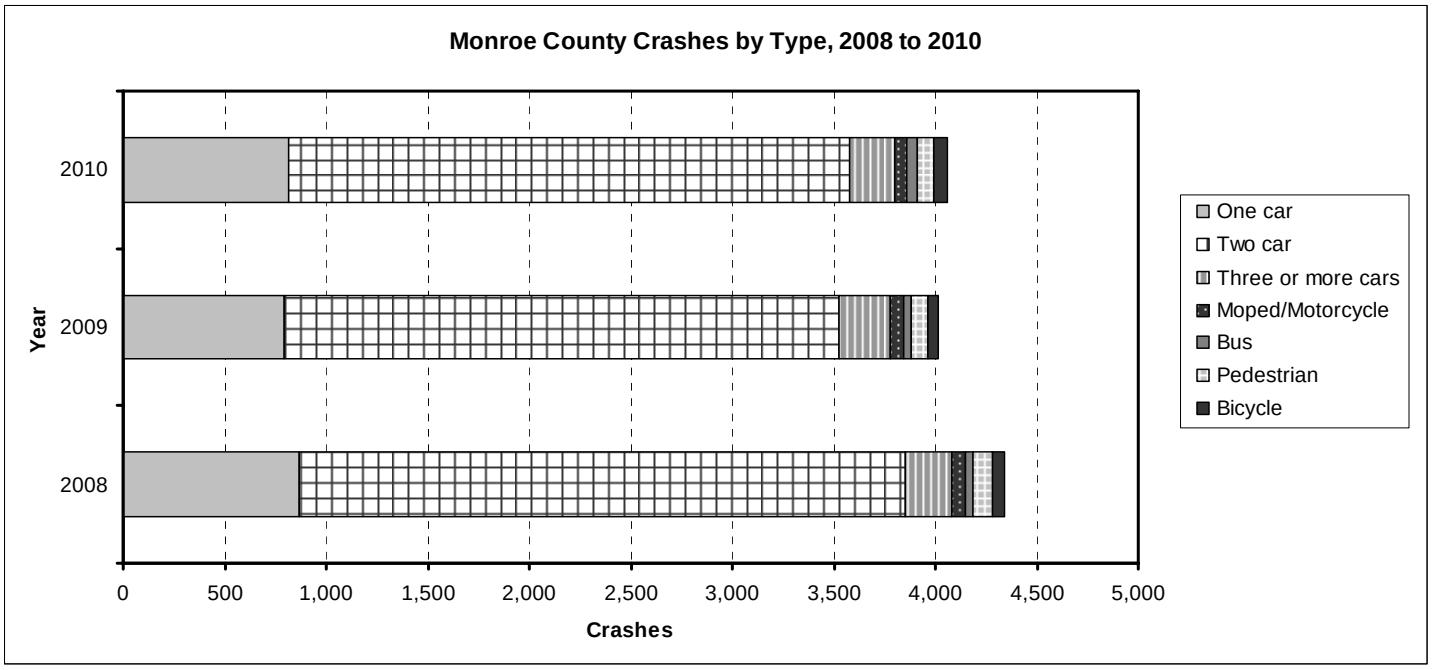
# Executive Summary

The current version of the Bloomington/Monroe County Metropolitan Planning Organization (MPO) Crash Report continues the MPO's effort to provide a thorough analysis of the causes and trends of crashes in Monroe County. This year's report includes crash data from 2008 to 2010.

This report has been compiled to provide information to the Citizen's Advisory Committee, Technical Advisory Committee, and Policy Committee of the MPO. Additionally, the report will be available to local government agencies, Indiana University, and the general public through the MPO website and the office of the Bloomington Planning Department.

A summary of the crash trends reported within Monroe County is provided below to highlight general information on crash data within Monroe County. In the following sections, detailed tables, charts, and summaries are provided to highlight information on the frequency, severity, and other related characteristics of crashes that occurred from 2008 to 2010. Additionally, the appendix contains information and analysis that may be of interest to some readers.

**Summary of Crash Trends from 2008 to 2010**
A total of 12,415 crashes were reported between 2008 and 2010 (Table 1). This figure is roughly the same as the three year total from 2007 to 2009, as reported in last year's crash report. Total crashes for 2010 increased 1.1% compared to 2009, but decreased 6.5% compared to 2008. Just over three quarters of the total crashes reported no injuries (property damage or unknown) and the rest reported various levels of severity in injuries sustained.




A further breakdown of the total 12,415 crashes provides useful insights into trends involving pedestrians, bicyclists, buses, mopeds/motorcycles, and crashes that resulted in fatalities. Over the course of the three years analyzed, there were 31 fatalities (Table 4), somewhat more than the 22 fatalities reported from 2007 to 2009. Of the 31 fatalities, almost half (13) were from single car crashes, six were from two-car crashes, six involved mopeds/motorcycles, and five involved a pedestrian. There were no fatalities involving a bicycle or a bus.

The time distribution of crashes continues to follow a predictable pattern. The greatest number of crashes occurred during weekday rush hours between 3:00 P.M. and 6:00 P.M., with an average slightly greater than 1 crash per hour (Figure 1). The weekend also follows a predictable pattern, but the crash rate has a more even distribution through the day and early

evening hours. Between the hours of 7pm and 4am, the weekend experiences a higher crash frequency than during the week. Friday continued to have the highest number of crashes overall, while Sunday had the lowest number of crashes (Figure 2).

State highways are prominently featured in the list of problematic intersections (Table 2). This could be attributable to several factors, but higher traffic volumes and speeds on these roads are likely factors. The intersection at College Avenue/Walnut Street and the State Road 45/46 Bypass topped the list of problematic intersections, followed by Bloomfield Road and State Road 37 and then W 3rd Street and State Road 37. Because these intersections continue to exhibit high numbers of crashes from year to year, safety improvements should be considered. Other locations that show a high number of crashes, but do not involve state managed highways, should also be considered for safety improvements through the MPO's Highway Safety Improvement Program (Table A1). Future reports would benefit from a reliable methodology to normalize crashes to volumes of traffic, road classification, and/or some other value so that ranking of problematic locations and intersections is not solely based on the total number of crashes.

The leading cause of crashes during the study period was once again failure to yield right of way with 2,470 incidents (Table 3). Other leading causes include reaction to other driver behaviors, following too closely, and unsafe backing. These causes may be reduced through law enforcement and education efforts as well as through physical improvements. Running off the right side of the road and speeding in adverse weather present opportunities for physical safety improvements, such as guard rails, rumble strips, and interactive signage. These types of improvements should be explored further to reduce crashes.

Bicycle and pedestrian crashes are an important consideration due to a relatively high number of non-motorized trips in the area, and the sensitivity to injury of individuals using these modes. It is well understood that when compared to other types of crashes, those involving bicyclists and pedestrians are much more likely to result in a fatality or incapacitating injury. Therefore, reducing the frequency of these crashes is a priority. The intersection of Dunn Street and Kirkwood Ave has the topped the list for pedestrian crashes in two consecutive crash reports, warranting further investigation.

# Introduction

Mobility continues to be a defining aspect of life in the United States and around the world. Investment in transportation infrastructure has led to new opportunities for trade, travel, recreation, relocation, and economic growth. The BMCMPO receives approximately $3.1 million per year of federal transportation funding allocated from the Indiana Department of Transportation to invest in our local transportation network. Despite this continued investment, the effectiveness of our transportation system is undermined by human, economic, and financial costs attributable to motor vehicle crashes.

Motor vehicle crashes are a significant cause of death, injury, property loss and productivity loss in the United States. Data for 2008 shows that unintentional accidents were the 5th leading cause of death overall, and of the 121,902 total unintentional accidents reported, 42,709 (35.0%) are attributed to transportation.[1] While it may not be possible to completely eliminate motor vehicle crashes, gaining a better understanding of their causes can help transportation planners and engineers reduce their frequency and severity. This report attempts to characterize the motor vehicle crashes in Monroe County, Indiana, providing the basis for informed transportation policies and infrastructure investments.

The annual Crash Reports demonstrate that motor vehicle crashes contribute to a significant loss of life, property, and productivity in Monroe County. Through continued efforts in crash reporting and analysis, a better understanding of crash trends will be attained. From this information, targeted infrastructure investments should further improve safety on roads within the county. Therefore, the purpose of this report is twofold. First, the report provides a consistent and straightforward means to disseminate annual crash data which can be utilized by any interested individual or organization. Second, the report provides another tool for civil engineers, transportation planners, and local policy makers to use when considering mitigation strategies aimed to reduce the frequency and severity of transportation related crashes. Specifically, the Indiana Department of Transportation and the BMCMPO require Local Public Agencies (LPAs) to use crash data as part of the Highway Safety Improvement Program (HSIP). This program provides federal funding to target areas with high incidences of crashes. It is the overall goal of HSIP to reduce the number of fatal and incapacitating injury crashes. Through annual reporting and analysis, effective mitigation strategies can be implemented to further curtail crashes within Monroe County.

This report focuses on a three year period from 2008 to 2010. By focusing on a longer time horizon, random variations in annual crashes do not unduly influence the trends reported. For instance, annual variations in bicycle and pedestrian crashes, fatalities and incapacitating injuries, and location-specific crashes can be significant, even though there may not be an actual change in the likelihood of those crashes. By using a three-year window, identified trends are more likely to be meaningful. Results from 2010 alone are also presented in some instances to provide a snapshot of the most recent year.

[1] Centers for Disease Control, National Center for Health Statistics. National Vital Statistics Reports – Deaths: Final Data for 2008. Volume 59, Number 10. http://www.cdc.gov/nchs/data/nvsr/nvsr59/nvsr59_10.pdf. Accessed on December 8, 2011.

# Methodology and Data Considerations

The data for the Bloomington/Monroe County Crash Report originates from the "Automated Report and Information Exchange System" (ARIES) of the Indiana State Police. This system contains crash data from police reports since 2003. The police report data is organized by collisions, units (vehicles), and individuals. These entities are related to one another by a field in each table (Master Record Number), but can also be analyzed independently. It is possible to retrieve information regarding collisions (e.g., where and when did the greatest number of crashes occur?), vehicles involved (e.g., how many crashes involved bicycles?), and individuals involved (e.g., how old were the crash victims?). It is also possible to perform more complex analyses using attributes from each of these entities (e.g., which location had the most elderly crash victims?).

As with any database, the validity of conclusions resulting from the data is contingent upon accurate and complete data entry. Lack of information from hit-and-run collisions, confusion surrounding alternate names of roads (e.g., Country Club Drive, Winslow Road), misspelled or mis-entered street names, GPS errors, and incomplete data entry undoubtedly introduce some error into the results of this report. Therefore, results should not be interpreted rigidly.

A significant effort was made to correct data errors and validate results. It is important to note that the methodology was improved for this report. Consequently, some minor inconsistencies will be evident when comparing crash reports from different years. Therefore, it should be understood that the most recently issued Crash Report reflects the best and most accurate crash information. For this report, data was analyzed primarily based on the reported latitude and longitude of the crash location. This methodology was determined to be more reliable than using the reported location and captured over 90% of all reported crashes. Regardless of methodological changes and slight differences between reports, the list of problematic intersections remains relatively consistent, and the overall findings of this report are consistent with those of past years.

Collisions were categorized for analysis based on the type and severity of the crash. If the crash included a moped, motorcycle, bus, bicyclist or pedestrian, it was classified as a "moped/motorcycle", "bus", "bicycle" or "pedestrian" crash, accordingly, regardless of the number of vehicles involved. If the crash involved only motor vehicles, the "crash type" classification was based on the number of cars: one car, two cars, or three or more cars. The "severity" classification of a collision was based on the most severe injury that resulted from the crash. For example, if a crash resulted in a fatality as well as a non-incapacitating injury, the severity of the crash was classified as "Fatal Injury." Most data methods used in the report are self-explanatory.

When reading the report, it is important to understand the distinction between "crashes" and "individuals." The term "crash" is used when the characteristics of the crash itself are under consideration, whereas the terms "individual" and "fatality" are used when the focal point is the people involved. For example, the "Fatal Injury" column of Table 1 ("Crash by Type and Severity, 2008-2010") shows how many crashes resulted in a fatal injury in 2010, but it would be incorrect to interpret this column as the number of fatalities in 2010, since more than one fatality can result from a single crash.



Issued: February, 2012

# Analysis

## Crash Characteristics

This section provides a summary of crash characteristics in Monroe County, including the type and severity of crashes from 2008-2010. These factors reflect trends in the overall safety of the transportation system.

In 2010, a total of 4,060 motor vehicle crashes were reported in Monroe County (Table 1). Of these, thirteen resulted in one or more fatalities, while 73 caused incapacitating injuries. For the vast majority of crashes (3,121), injuries were not reported. Two-car crashes were the most common, comprising 68% of the total. One-car crashes and those involving three or more cars were also common, accounting for 20% and 5% of total crashes reported, respectively. Crashes involving a pedestrian, cyclist, moped/motorcycle, or bus were much less frequent. However, with the exception of crashes involving a bus, these were much more likely to involve injury than vehicle crashes.

Compared with 2008 and 2009, the overall number of crashes in 2010 remained fairly constant (1.1% increase). However, the portion of crashes resulting in fatalities or incapacitating injury rose sharply to 2.1% of all crashes, from 1.5% in 2009 and 1.4% in 2008. This figure should be monitored in future years to see if this trend continues.

**Table 1. Crashes by Type and Severity, 2008-2010**

| | Crash Type | Severity | | | | Annual Total | Percent of Annual Total |
|---|---|---|---|---|---|---|---|
| | | Fatal Injury | Incapacitating Injury | Non-incapacitating | No injury/unknown | | |
| 2008 | One car | 4 | 10 | 170 | 680 | **864** | **19.9%** |
| | Two car | 1 | 19 | 447 | 2523 | **2990** | **68.9%** |
| | Three or more cars | 0 | 4 | 72 | 149 | **225** | **5.2%** |
| | Bus | 0 | 0 | 6 | 63 | **69** | **1.6%** |
| | Moped/Motorcycle | 3 | 9 | 64 | 27 | **103** | **2.4%** |
| | Bicycle | 0 | 1 | 31 | 2 | **34** | **0.8%** |
| | Pedestrian | 3 | 4 | 41 | 8 | **56** | **1.3%** |
| | **Total** | **11** | **47** | **831** | **3452** | **4341** | **100.0%** |
| | **Percent of Annual Total** | **0.3%** | **1.1%** | **19.1%** | **79.5%** | **100.0%** | |
| 2009 | One car | 3 | 12 | 154 | 620 | **789** | **19.7%** |
| | Two car | 0 | 18 | 448 | 2273 | **2739** | **68.2%** |
| | Three or more cars | 1 | 4 | 94 | 151 | **250** | **6.2%** |
| | Bus | 0 | 1 | 5 | 57 | **63** | **1.6%** |
| | Moped/Motorcycle | 2 | 11 | 53 | 19 | **85** | **2.1%** |
| | Bicycle | 0 | 1 | 30 | 6 | **37** | **0.9%** |
| | Pedestrian | 1 | 6 | 41 | 3 | **51** | **1.3%** |
| | **Total** | **7** | **53** | **825** | **3129** | **4014** | **100.0%** |
| | **Percent of Annual Total** | **0.2%** | **1.3%** | **20.6%** | **78.0%** | **100.0%** | |
| 2010 | One car | 6 | 15 | 153 | 642 | **816** | **20.1%** |
| | Two car | 5 | 30 | 460 | 2265 | **2760** | **68.0%** |
| | Three or more cars | 0 | 3 | 93 | 125 | **221** | **5.4%** |
| | Bus | 0 | 0 | 5 | 57 | **62** | **1.5%** |
| | Moped/Motorcycle | 1 | 12 | 56 | 17 | **86** | **2.1%** |
| | Bicycle | 0 | 3 | 40 | 8 | **51** | **1.3%** |
| | Pedestrian | 1 | 10 | 46 | 7 | **64** | **1.6%** |
| | **Total** | **13** | **73** | **853** | **3121** | **4060** | **100.0%** |
| | **Percent of Annual Total** | **0.3%** | **1.8%** | **21.0%** | **76.9%** | **100.0%** | |
| 3-Year | **Total** | **31** | **173** | **2509** | **9702** | **12415** | |
| | **Percent of 3-Year Total** | **0.2%** | **1.4%** | **20.2%** | **78.1%** | **100.0%** | |

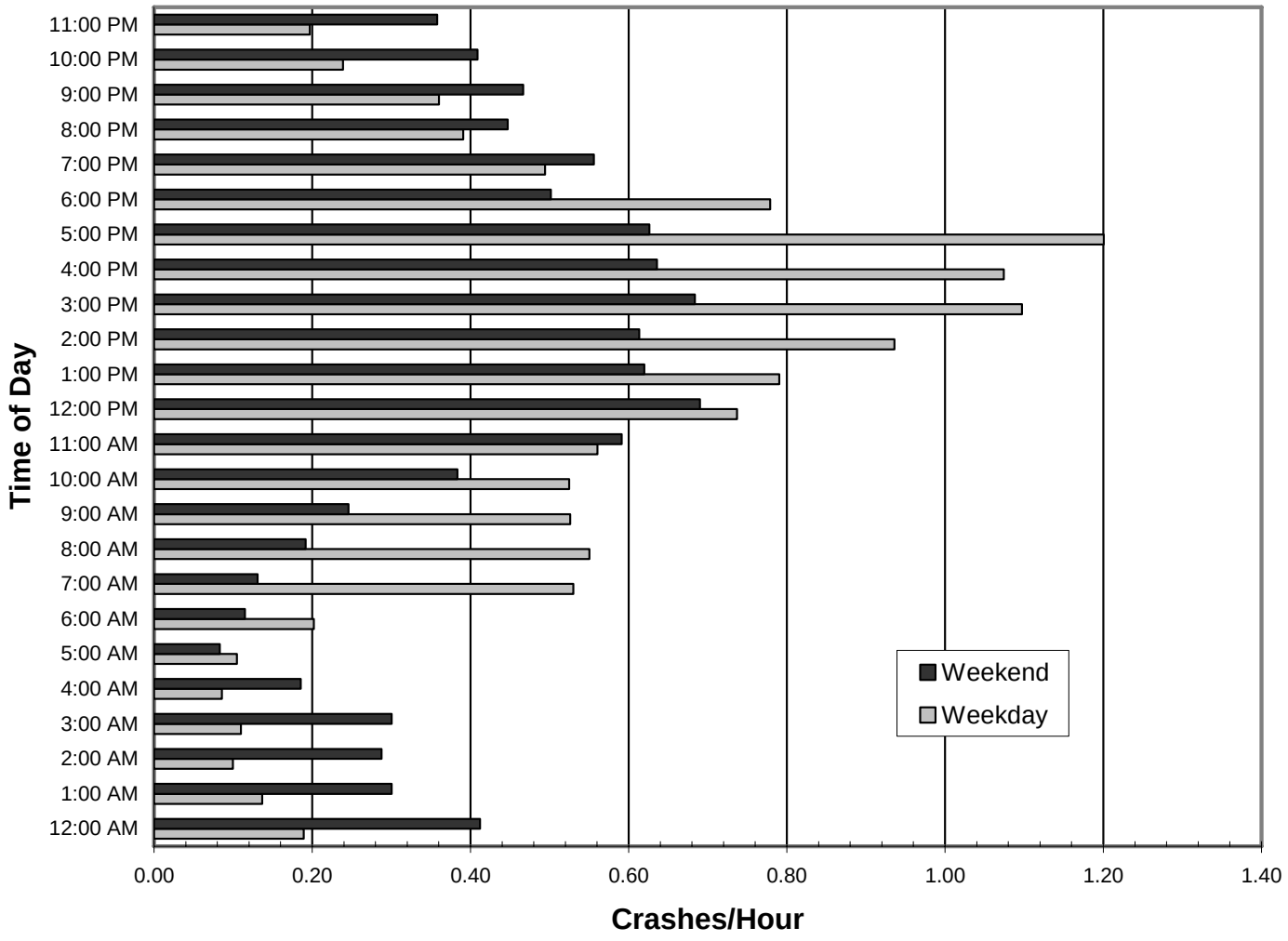
## Time of Crashes

This section summarizes the number of crashes by hour and day. Information relating to the timing of crashes can be used by law enforcement agencies and emergency responders for planning purposes. Additionally, decision makers may use this information in an attempt to reduce peak crash times.

On weekdays, the number of crashes typically increased in conjunction with traffic from the morning rush hour, 7:00 AM to 9:00 AM, and then increased gradually throughout the day until the end of the waning of the evening rush hour, 5:00 PM to 7:00 PM. The late afternoon was the most likely time for a crash to occur, with more than one per hour.

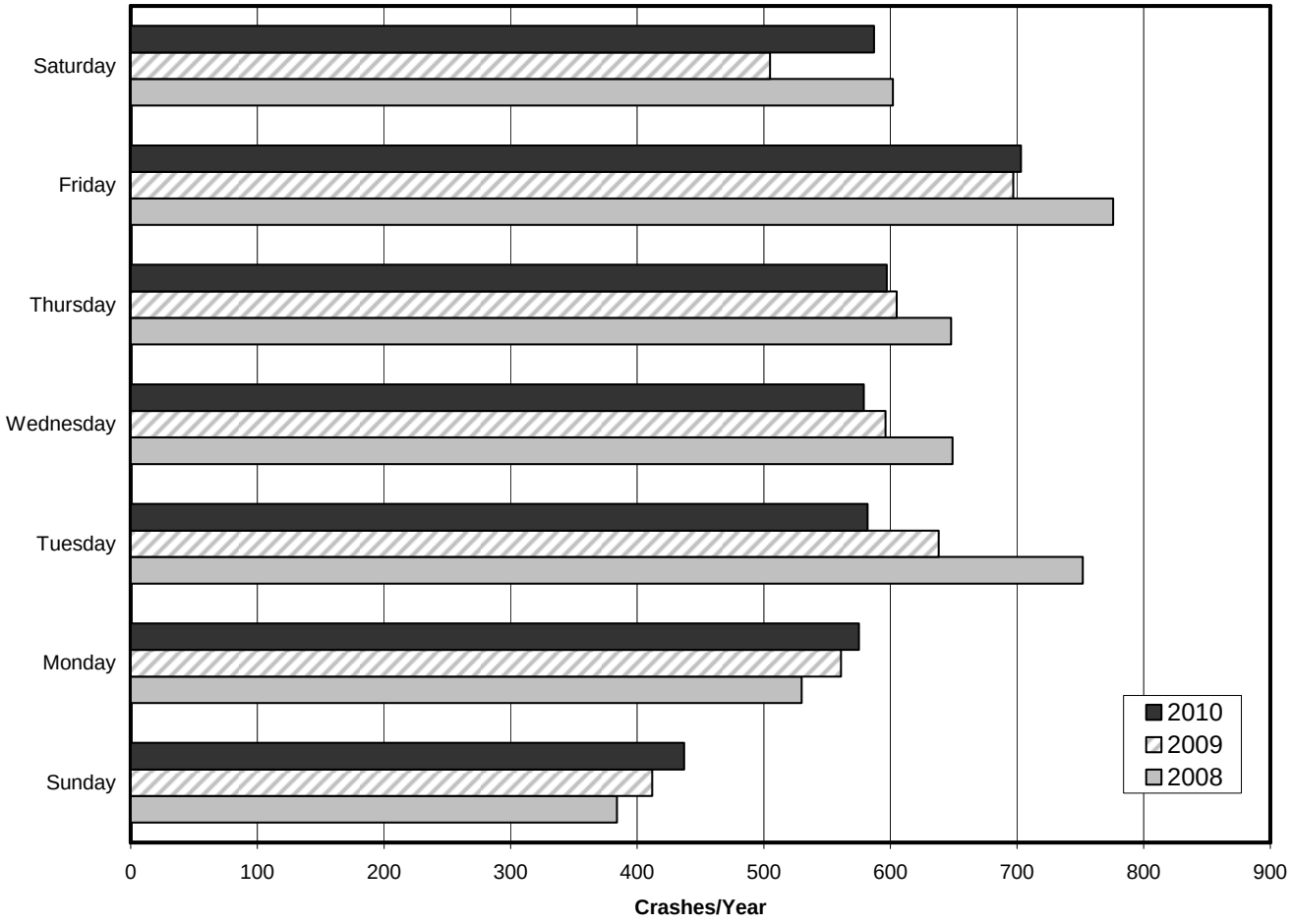
The hourly distribution of crashes for the weekend was less varied than for the work week. Crashes in the late evening and early morning were much more common during the weekend, and rush hour peaks were not as prevalent as on weekdays. During the study period, a greater number of crashes occurred on Fridays than on any other day and the fewest crashes occurred on Sundays (Figure 2).

**Figure 1. Crashes by Time of Day, 2008-2010** [2]




[2] Hours shown represent the beginning of the hour. For example, "12:00 AM" represents the time period from 12:00 AM to 12:59 AM.

**Figure 2. Crashes by Day of Week, 2008-2010**




## Crash Locations

This section addresses the spatial distribution of crashes in Monroe County, highlighting problematic intersections and corridors. The ranking method is based on the total number of crashes that occurred at each location or intersection over three years. Transportation planners and engineers can use this information to prioritize infrastructure projects for safety improvements.

In 2010, the intersection with the greatest number of total crashes was E Third Street and Pete Ellis Drive, where 47 crashes were reported, an 81% jump from 2009 (Table 2). However, the intersection of College Avenue/Walnut Street and State Road 45/46 Bypass had the most crashes during the period 2008-2010 with 122 crashes. Although traffic volume is certainly an important element, intersection design factors, such as limited visibility, topographic constraints, and awkward turning movements, may contribute to greater crash frequency at some high crash locations.

Locations and intersections that have lower traffic and/or hazardous conditions may not be identified using this ranking method because the total number of crashes is not large enough to make any reasonable sized list. However, crashes may occur at a frequent rate and increased severity level for some of these locations. Therefore, future reports should develop a methodology to normalize the data such that traffic volumes, road classifications, and/or other attributes can be used to rank problematic locations using several methods to aid transportation planners, engineers, and officials.

**Table 2. Top 50 Crash Locations, 2008-2010**

| Rank | Intersection | 2008 | 2009 | 2010 | 3-Year Total |
|---|---|---|---|---|---|
| 1 | STATE ROAD 45/46 BYPASS @ N COLLEGE AVE/N WALNUT ST | 52 | 41 | 29 | **122** |
| 2 | STATE ROAD 37 @ W BLOOMFIELD RD | 41 | 30 | 42 | **113** |
| 3 | STATE ROAD 37 @ W 3RD ST | 40 | 37 | 28 | **105** |
| 4 | E 3RD ST @ S PETE ELLIS DR | 30 | 26 | 47 | **103** |
| 5 | STATE ROAD 46 @ E 3RD ST | 32 | 36 | 33 | **101** |
| 6 | STATE ROAD 37 @ W VERNAL PIKE | 40 | 33 | 24 | **97** |
| 7 | STATE ROAD 45 @ S CURRY PIKE/S LEONARD SPRINGS RD | 31 | 31 | 27 | **89** |
| 8 | STATE ROAD 45 @ S LIBERTY DR | 29 | 23 | 36 | **88** |
| 9 | STATE ROAD 45/46 BYPASS @ E 10TH ST | 32 | 22 | 30 | **84** |
| 10 | W 3RD ST @ S LIBERTY DR | 29 | 25 | 24 | **78** |
| 11 | W 3RD ST @ S GATES DR | 23 | 22 | 21 | **66** |
| 12 | E 3RD ST @ S KINGSTON DR | 22 | 24 | 19 | **65** |
| 13 | STATE ROAD 45 46 BYPASS @ N KINSER PIKE | 21 | 19 | 19 | **59** |
| 14 | E 10TH ST @ N FEE LN | 17 | 15 | 24 | **56** |
| 15 | W 10TH ST @ N COLLEGE AVE | 18 | 15 | 22 | **55** |
| 16 | E 10TH ST @ N JORDAN AVE | 19 | 16 | 16 | **51** |
| 17 | W 2ND ST @ S COLLEGE AVE | 12 | 23 | 15 | **50** |
| 18 | E 3RD ST @ S SMITH RD | 15 | 20 | 14 | **49** |
| 18 | W 7TH ST @ N WALNUT ST | 16 | 15 | 18 | **49** |
| 20 | E 3RD ST @ S WASHINGTON ST | 8 | 24 | 16 | **48** |
| 20 | S WALNUT STREET PIKE @ E WINSLOW RD | 20 | 16 | 12 | **48** |
| 22 | E 3RD ST @ S JORDAN AVE | 17 | 11 | 18 | **46** |
| 23 | W 3RD ST @ N WALNUT ST | 16 | 18 | 11 | **45** |
| 23 | STATE ROAD 37 @ W TAPP RD | 11 | 11 | 23 | **45** |
| 23 | E 10TH ST @ N PETE ELLIS DR/N RANGE RD | 12 | 21 | 12 | **45** |
| 26 | W 3RD ST @ S COLLEGE AVE | 14 | 12 | 18 | **44** |
| 26 | STATE ROAD 46 @ STATE ROAD 446 | 20 | 15 | 9 | **44** |
| 28 | W GRIMES LN @ S WALNUT ST | 17 | 12 | 13 | **42** |
| 28 | W 2ND ST @ S ROGERS ST | 15 | 10 | 17 | **42** |
| 28 | W KIRKWOOD AVE @ N WALNUT ST | 16 | 14 | 12 | **42** |
| 28 | STATE ROAD 46 @ E EASTGATE LN | 11 | 14 | 17 | **42** |
| 32 | W 17TH ST @ N KINSER PIKE/N MADISON ST | 13 | 14 | 14 | **41** |
| 33 | E 3RD ST @ S WOODSCREST DR | 16 | 21 | 3 | **40** |
| 33 | E 17TH ST @ N FESS AVE | 13 | 17 | 10 | **40** |
| 35 | W 7TH ST @ N COLLEGE AVE | 11 | 14 | 14 | **39** |
| 36 | E RHORER RD @ S WALNUT STREET PIKE | 16 | 9 | 13 | **38** |
| 36 | W 3RD ST @ S CORY LN | 6 | 9 | 23 | **38** |
| 36 | W 3RD ST @ S CURRY PIKE | 20 | 14 | 4 | **38** |
| 36 | E 10TH ST @ N SUNRISE DR | 11 | 13 | 14 | **38** |
| 36 | E 13TH ST @ N INDIANA AVE | 17 | 10 | 11 | **38** |
| 41 | E ATWATER AVE @ S HENDERSON ST | 17 | 10 | 10 | **37** |
| 41 | STATE ROAD 45/46 BYPASS @ N DUNN ST | 12 | 13 | 12 | **37** |
| 43 | E 3RD ST @ S WOODLAWN AVE | 16 | 7 | 13 | **36** |
| 43 | E 3RD ST @ S FESS AVE | 13 | 10 | 13 | **36** |
| 43 | E 4TH ST @ S WALNUT ST | 16 | 6 | 14 | **36** |
| 43 | N INDIANA AVE @ E KIRKWOOD AVE | 13 | 11 | 12 | **36** |
| 47 | E 10TH ST @ N UNION ST | 12 | 10 | 13 | **35** |
| 47 | N JORDAN AVE @ E LAW LN | 16 | 6 | 13 | **35** |
| 47 | W 17TH ST/W ARLINGTON RD @ N MONROE ST | 17 | 11 | 7 | **35** |
| 50 | S BASSWOOD DR @ W BLOOMFIELD RD | 16 | 8 | 10 | **34** |
| 50 | E 3RD ST @ S PARK RIDGE RD | 9 | 13 | 12 | **34** |



Issued: February, 2012

## Crash Factors

This section summarizes the primary crash factors from 2008 to 2010. An understanding of these causes informs infrastructure investments, enforcement activities, and educational efforts. For instance, unsafe speeds can be addressed by traffic enforcement and road design, while the tendency of motorists to drive off the road can be mitigated with a guardrail or rumble strips. Similarly, enforcement and education could reduce the number of crashes attributable to alcohol.

Failure to yield right of way was the most common cause of crashes during the study period, contributing to over 2,500 crashes from 2008 to 2010. Other driver errors, following too closely, and unsafe backing were also significant crash factors. Table 3 shows the top 10 primary crash factors for 2008-2010, which account for over three-quarters of total accidents. Driving under the influence of alcohol (ranked 14th with 252 total crashes) or driving left of center (ranked 16th with 219 crashes) do not contribute to as many crashes overall, but such crashes tend to be more severe.

**Table 3. Top 10 Primary Crash Factors by Severity, 2008-2010**

| Rank | Primary Factor | Severity | | | | 3-Year Total |
|---|---|---|---|---|---|---|
| | | Fatal Injury | Incapacitating Injury | Non-Incapacitating Injury | No Injury/ Unknown | |
| 1 | Failure to yield right of way | 2 | 36 | 621 | 1,811 | **2,470** |
| 2 | Other driver errors | 2 | 12 | 253 | 1,282 | **1,549** |
| 3 | Following too closely | 0 | 11 | 384 | 1,119 | **1,514** |
| 4 | Unsafe backing | 0 | 1 | 23 | 1,170 | **1,194** |
| 5 | Ran off road right | 6 | 14 | 167 | 438 | **625** |
| 6 | Speed too fast for weather conditions | 0 | 4 | 105 | 439 | **548** |
| 7 | Driver distracted | 1 | 3 | 140 | 386 | **530** |
| 8 | Disregard signal/reg sign | 0 | 10 | 155 | 288 | **453** |
| 9 | Roadway surface condition | 0 | 7 | 56 | 387 | **450** |
| 10 | Animal/object in roadway | 1 | 8 | 43 | 372 | **424** |

## Fatalities

This section provides a focused look at motor vehicle fatalities in Monroe County from 2008 to 2010. As with previous sections, the material presented here can be useful for enforcement, education, and decision-making.

In 2010, there were thirteen fatalities in Monroe County (Table 4). Of these, six resulted from single-car crashes, five from two-car crashes, one from a crash involving a moped or motorcycle, and one from a crash involving a pedestrian. Over the period from 2008 to 2010, the average annual number of fatalities per 100,000 residents was 7.8 for Monroe County. This figure is below the U.S. average of 11.01 for 2009.[3]

**Table 4. Fatalities by Crash Type, 2008-2010**

| Year | Crash Type | | | | | | Total | Fatalities per 100,000 Population |
|---|---|---|---|---|---|---|---|---|
| | One car | Two cars | Three cars or more | Moped and Motorcycle | Bicycle | Pedestrian | | |
| 2008 | 4 | 1 | 0 | 3 | 0 | 3 | **11** | **8.5** |
| 2009 | 3 | 0 | 1 | 2 | 0 | 1 | **7** | **5.4** |
| 2010 | 6 | 5 | 0 | 1 | 0 | 1 | **13** | **9.4** |
| **Total** | **13** | **6** | **1** | **6** | **0** | **5** | **31** | **7.8** |

[3] U.S. Department of Transportation, National Center for Statistics & Analysis. Fatality Analysis Reporting System, Web-Based Encyclopedia. http://www-fars.nhtsa.dot.gov/ Accessed on December 29, 2011.

## Fatal Crash Locations

This section summarizes the locations for crashes that resulted in fatalities. From 2008 to 2010, there were 31 fatal crashes, which resulted in 31 fatalities. The locations of these fatal crashes are identified in Table 5. Location information will aid transportation planners and engineers to identify problematic locations. Fatalities are a major factor in determining HSIP funding eligibility (see the Table A1 in the appendix for more information).

**Table 5. Fatal Crashes by Type and Location, 2008-2010**

| Location | Crash Type | | | | |
|---|---|---|---|---|---|
| | One Car | Two Cars | Three or More Cars | Moped or Motorcycle | Pedestrian |
| AIRPORT RD from CAVE RD to KIRBY DR | 1 | 0 | 0 | 0 | 0 |
| ANDERSON RD from DORA RD to LYDY RD | 0 | 0 | 0 | 1 | 0 |
| ARLINGTON RD & CANTERBURY CT | 1 | 0 | 0 | 0 | 0 |
| COCKRELL RD from ROCKPORT RD to SWEEETWATER LN | 0 | 0 | 0 | 0 | 1 |
| CURRY PIKE & BEASLEY DR | 1 | 0 | 0 | 0 | 0 |
| CURRY PIKE & PROFILE PKWY | 0 | 0 | 0 | 0 | 1 |
| E 13TH & N FEE LN | 0 | 0 | 0 | 0 | 1 |
| E ELLIS RD & N SHOWERS RD** | 0 | 0 | 0 | 1 | 0 |
| LEONARD SPRINGS RD & STAPLETON | 0 | 1 | 0 | 0 | 0 |
| MONROE COUNTY (exact location unknown) | 0 | 0 | 0 | 1 | 0 |
| MONROE DAM RD from STRAIN RIDGE RD to FOGGY MORNING RD | 1 | 0 | 0 | 0 | 0 |
| N THOMAS RD & W VERNAL PIKE | 1 | 0 | 0 | 0 | 0 |
| NORTH DR & WALNUT ST | 0 | 1 | 0 | 0 | 0 |
| OLD STATE ROAD 37 from GOURLEY PIKE to CLUB HOUSE DR | 0 | 0 | 0 | 1 | 0 |
| PIONEER LN & WOODYARD DR | 1 | 0 | 0 | 0 | 0 |
| S JOHNSON AVE & BEAUMONT LN | 0 | 0 | 0 | 0 | 1 |
| STATE ROAD 45 & OLD STATE ROAD 45 | 0 | 1 | 0 | 0 | 0 |
| STATE ROAD 37 & SAMPLE RD | 0 | 1 | 0 | 0 | 0 |
| STATE ROAD 37 & WAYPORT RD | 0 | 1 | 0 | 0 | 0 |
| STATE ROAD 37 from ELLIS RD to WYLIE RD | 1 | 0 | 0 | 0 | 0 |
| STATE ROAD 446 from OLD RICHARDSON RD to MERRITT DR | 0 | 1 | 0 | 0 | 0 |
| STATE ROAD 446 from CHAPEL HILL RD to ALLENS CREEK RD | 1 | 0 | 0 | 0 | 0 |
| STATE ROAD 46 & KINGS RD | 1 | 0 | 0 | 0 | 0 |
| STATE ROAD 46 & TRAILWAY DR | 1 | 0 | 0 | 0 | 0 |
| STATE ROAD 45 from AIRPORT RD to LEONARD SPRINGS RD | 0 | 0 | 0 | 0 | 1 |
| STATE ROAD 46 from FLATWOODS RD to RED HILL RD | 0 | 0 | 1 | 0 | 0 |
| W 3RD ST & S PATTERSON DR | 0 | 0 | 0 | 1 | 0 |
| W ELLER RD & S GARRISON CHAPEL | 0 | 0 | 0 | 1 | 0 |
| W HOWARD RD & N STARNES RD | 1 | 0 | 0 | 0 | 0 |
| W PROSPECT ST & S ROGERS ST | 1 | 0 | 0 | 0 | 0 |
| W VERNAL PIKE from STATE ROAD 48 to OARD RD | 1 | 0 | 0 | 0 | 0 |

## Bicycle and Pedestrian Crashes

This section reports on the number of bicycle and pedestrian crashes in Monroe County from 2008 to 2010. Such crashes are an important consideration in Bloomington and Monroe County due to a relatively high number of non-motorized trips in the area. For instance, the 2005-2009 American Community Survey (5-Year Estimate) reported that 2.6% of commuters in Bloomington use a bicycle as their primary mode of transportation, while 10.8% walked. By comparison, 0.6% of US commuters reported bicycling and 2.9% reported walking as their primary modes in 2009. Individuals using these modes of transportation are particularly vulnerable to injury.

In 2010, there were 51 reported crashes involving a cyclist and 64 involving a pedestrian (Table 1). Of these, one pedestrian was killed. There were also ten pedestrian and three bicycle crashes in 2010 that resulted in incapacitating injuries. During the period from 2008 to 2010, 293 pedestrian and bicycle crashes were reported, resulting in five pedestrian fatalities. It is well understood that bicycle and pedestrian crashes more often result in injury when compared with other crash types, thus there is a need to reduce the frequency and severity of these crashes.

**Table 6. Top 14 Bicycle and Pedestrian Crash Locations, 2008-2010**

| Intersection | Crash Type | | Total |
|---|---|---|---|
| | Bicycle | Pedestrian | |
| N DUNN ST @ E KIRKWOOD AVE | 0 | 7 | 7 |
| E 4TH ST @ S WASHINGTON ST | 0 | 4 | 4 |
| E 7TH ST @ N WALNUT ST | 0 | 4 | 4 |
| E 10TH ST @ N JORDAN AVE | 2 | 2 | 4 |
| S COLLEGE MALL RD @ EASTLAND PLAZA | 2 | 1 | 3 |
| E 3RD ST @ S WALNUT ST | 1 | 2 | 3 |
| E 3RD ST @ S WOODSCREST DR | 2 | 1 | 3 |
| W 6TH ST @ N ROGERS ST | 1 | 2 | 3 |
| W 7TH ST @ N COLLEGE AVE | 1 | 2 | 3 |
| STATE ROAD 45 46 BYPASS @ E 10TH ST | 0 | 3 | 3 |
| E 10TH ST @ N FEE LN | 2 | 1 | 3 |
| N FEE LN @ E LAW LN | 1 | 2 | 3 |
| E 15TH ST @ N WALNUT ST | 3 | 0 | 3 |
| E 17TH ST @ N FEE LN | 0 | 3 | 3 |



Issued: February, 2012

# Conclusion

This report has demonstrated a number of meaningful trends relating to motor vehicle crashes in Monroe County. The information should inform transportation decision-making and, ultimately, lead to a safer, more efficient transportation system.

Some problem areas noted in this and past reports have already been improved or are in the process of being addressed. For example, the City of Bloomington completed improvements to the intersection of 17th Street and Fee Lane in 2009, and improvements to the intersection of Atwater Avenue and Henderson Street in 2011. Additionally in 2009, Monroe County finished improvements to the dangerous curve at Rogers Road and Smith Road. These projects are expected to reduce the frequency and severity of crashes and we will highlight crash data for these locations in future reports.

There are many additional locations that will require further study to see if physical improvements could be implemented to improve safety. Several intersections along State Roads (37, 45, 46, Bypass) continue to be problematic due to the sheer frequency of crashes. Due to jurisdictional boundaries at these locations, state and local officials, engineers, and staff will need to coordinate targeted safety improvements and reach agreements before any improvements can occur.

Data and analysis on other attributes are included within the report (e.g. bus, moped, motorcycle, fatalities, causes, locations, severity of crashes), providing additional information to identify trends and/or areas of concern. Future versions of this report may consider a more detailed analysis of the circumstances of fatal crashes and the characteristics of individuals involved in fatal crashes. An improved understanding of these factors would help the community to better focus its efforts on reducing motor vehicle fatalities, which is one of the primary purposes of this report.

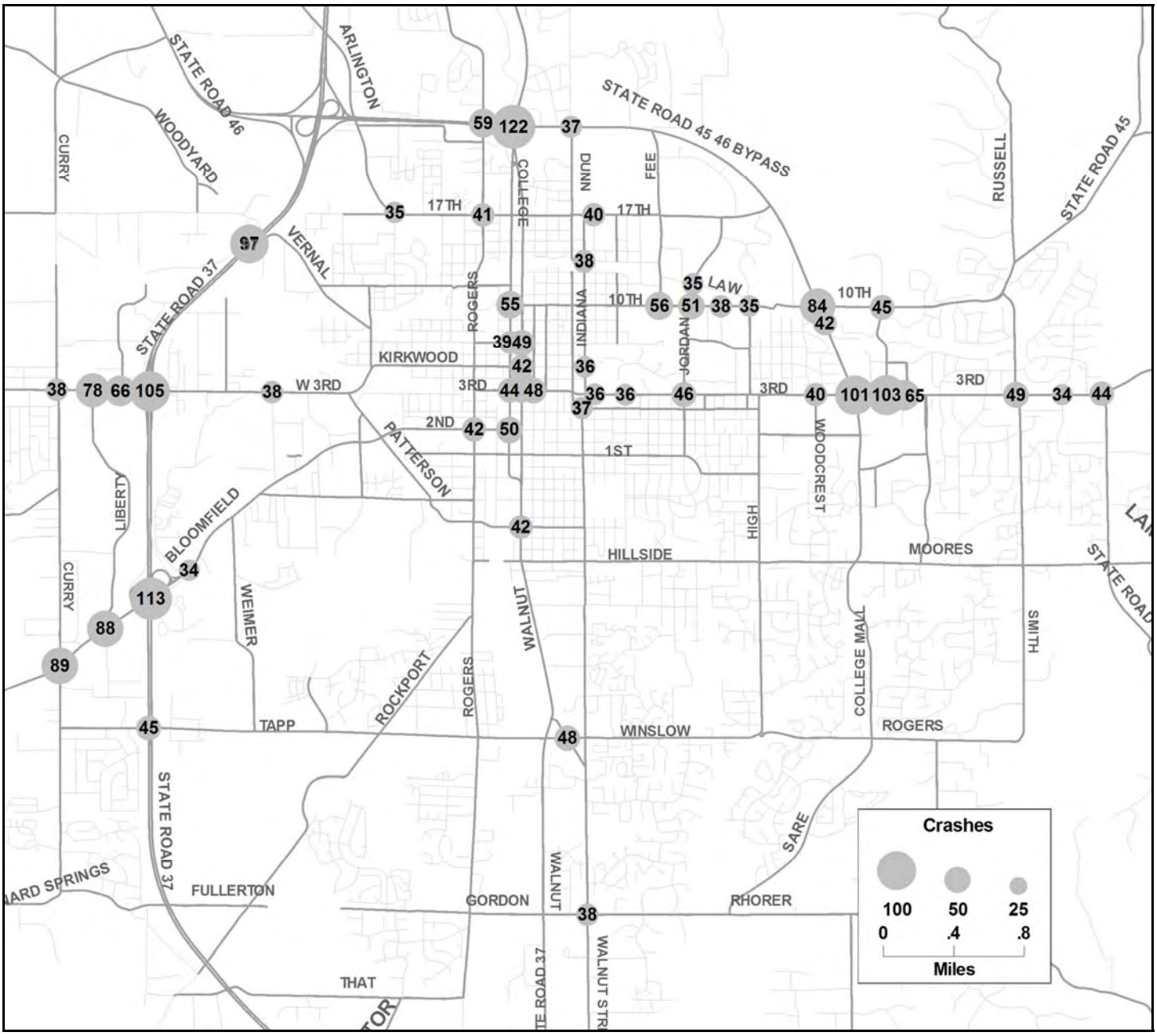
Beginning with the next Crash Report, covering the period from 2009 to 2011, future reports will evaluate locations that have implemented safety improvements. As mentioned above, this will include the 17th Street and Fee Lane intersection, the Rogers Road and Smith Road curve, and the Atwater Avenue and Henderson Street intersection. Evaluation of past and future crash data at these, and other, locations will further aid in implementing appropriate and effective mitigation strategies to reduce crashes. Agencies receiving funding through the HSIP will also be required to analyze crash trends before and after road improvements. This report has taken the first step by identifying problematic locations. It is expected that transportation planners, engineers, and officials together will use this information to prioritize locations that need immediate attention, and possibly seek Highway Safety Improvement Program funding or other means (enforcement, education) to improve safety.



Issued: February, 2012

# Appendix

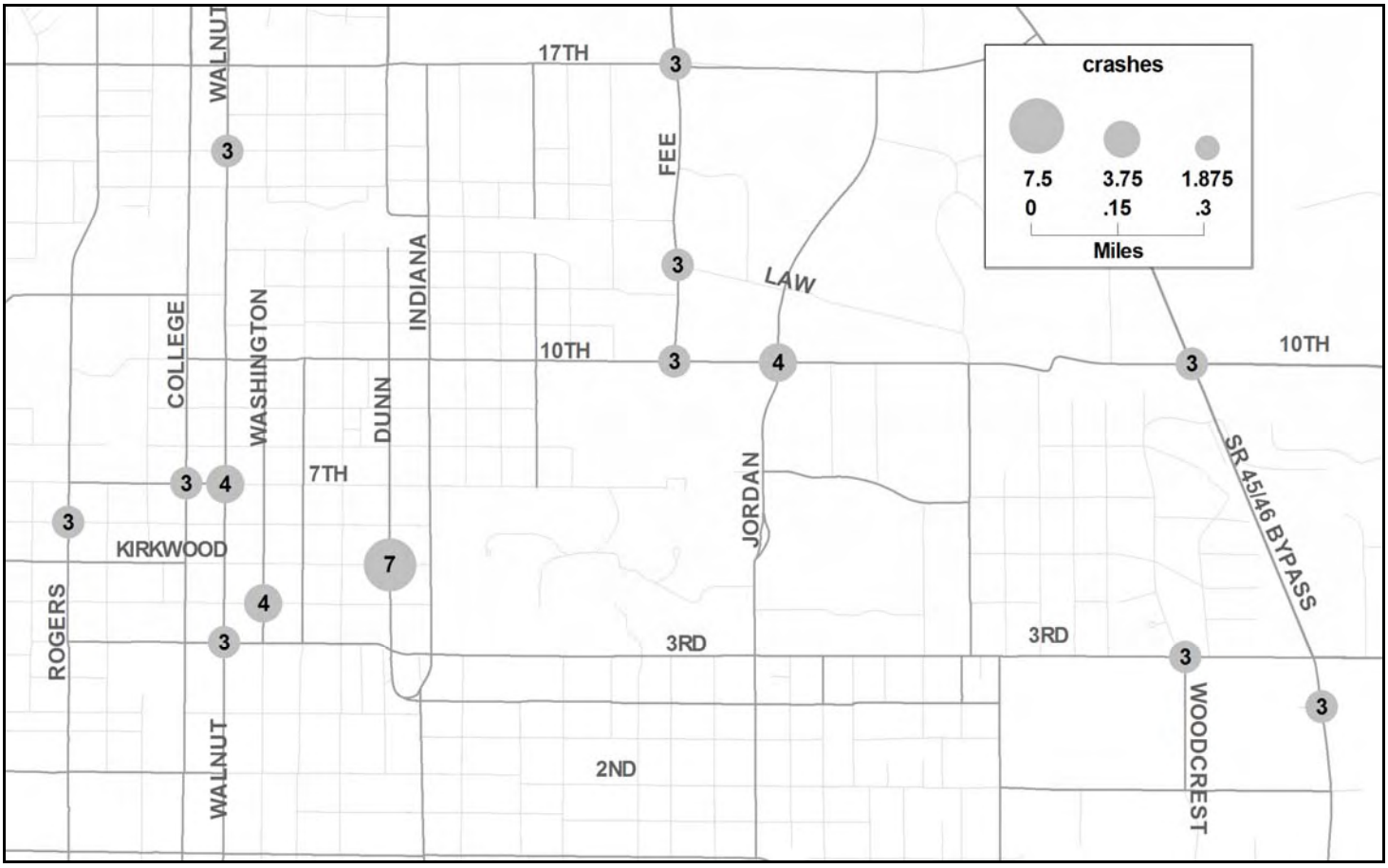
**Figure A1. Top 50 Total Crash Locations, 2008-2010**






Issued: February, 2012

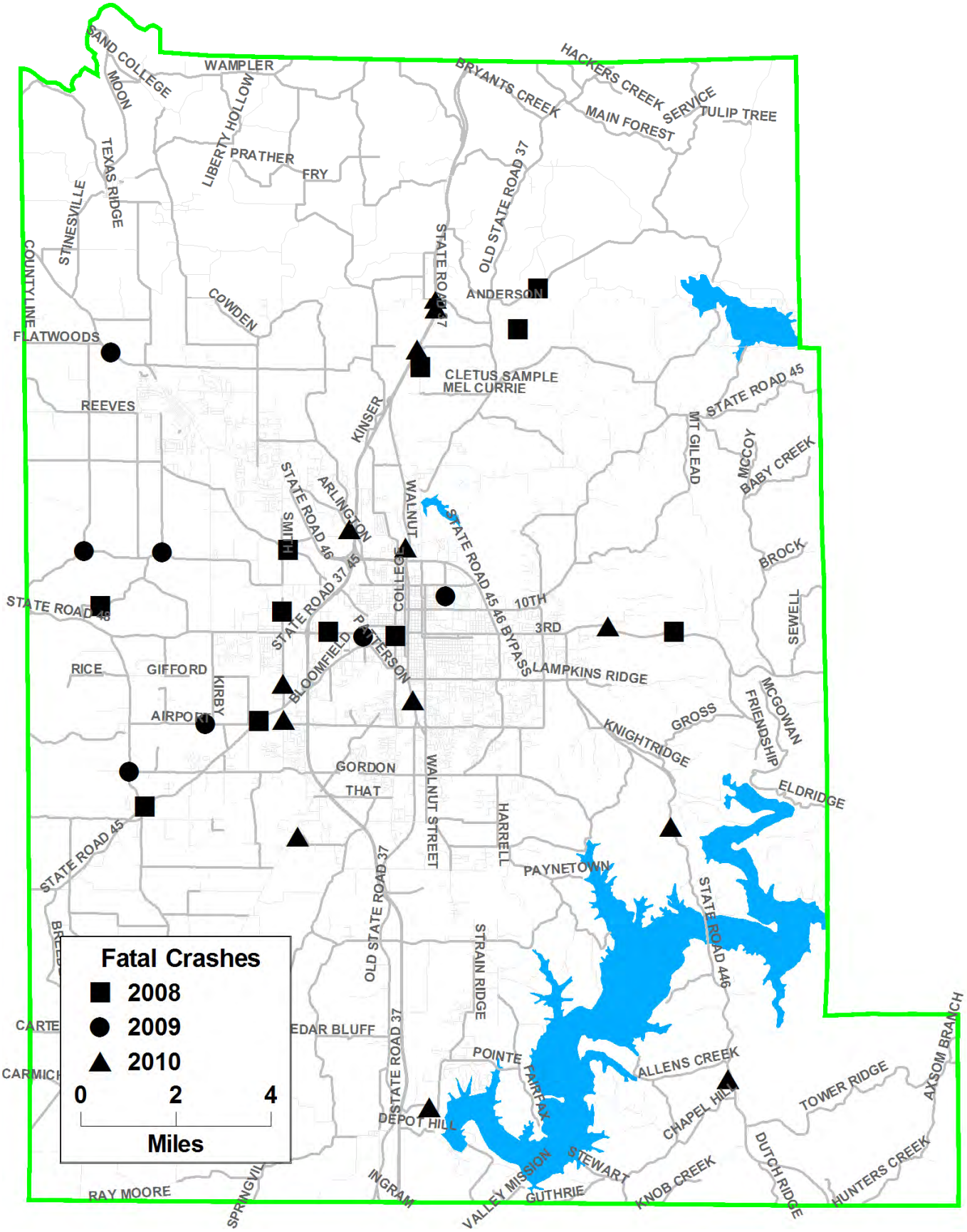
**Figure A2. Intersections with Three or More Bicycle and Pedestrian Crashes, 2008-2010**






Issued: February, 2012

**Figure A3. Fatal Crashes in Monroe County, 2008-2010**






Issued: February, 2012

**Figure A4. Fatalities by Gender and Crash Type, 2008-2010**

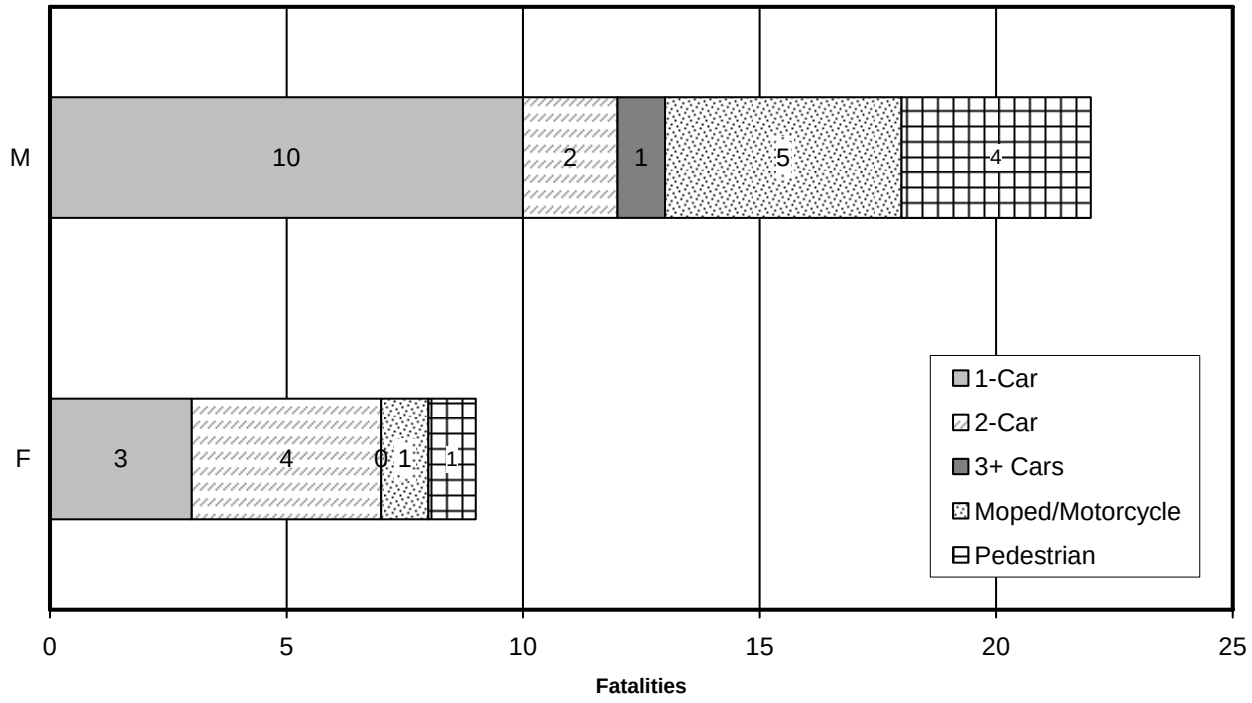
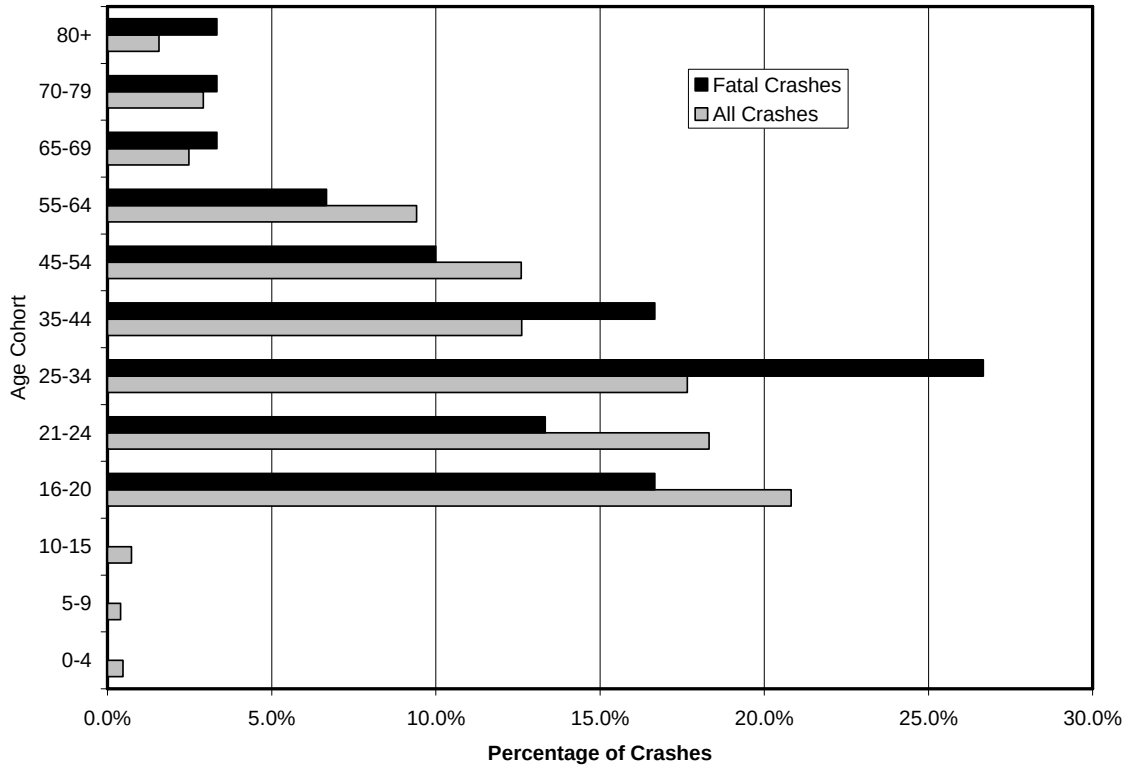



**Figure A5. Portion of Individuals in All Crashes and Individuals Fatally Injured, by Age Class, 2008-2010** [4]




[4] For the purposes here, individuals whose age was not reported were excluded from the total number of individuals.

## HSIP Eligibility List

The Highway Safety Improvement Program (HSIP) is a program that provides federal funding for areas with a high incidence of crashes, as identified through the annual crash reports. Emphasis is paid to locations which have high frequencies of fatal and incapacitating crashes. The intent of the funding is to leverage effective safety improvements in a timely fashion to reduce the severity and frequency of crashes. Below is the list of eligible locations for HSIP funding located along local roads. Other locations not listed below may be eligible for HSIP funding and additional information can be found within the detailed HSIP application and procedures.



Issued: February, 2012

## Table A1. Eligible HSIP Locations, 2008 – 2010

| Rank | Location | Fatal & Incapacitating Injury Crashes | Total Crashes | Fatal | Incapacitating | Non-incapacitating | Property Damage |
|---|---|---|---|---|---|---|---|
| 1 | W 2ND ST @ S WALKER ST | 3 | 11 | 0 | 3 | 5 | 3 |
| 2 | W 3RD ST @ S PATTERSON DR | 2 | 20 | 1 | 1 | 3 | 15 |
| 3 | S CURRY PIKE @ W GIFFORD RD | 2 | 13 | 0 | 2 | 3 | 8 |
| 4 | N CURRY PIKE @ W JONATHAN DR | 2 | 9 | 0 | 2 | 4 | 3 |
| 5 | E 7TH ST @ W 7TH ST @ N WALNUT ST | 1 | 49 | 0 | 1 | 9 | 39 |
| 6 | S WALNUT STREET PIKE @ E WINSLOW RD | 1 | 48 | 0 | 1 | 9 | 38 |
| 7 | E 3RD ST @ S WALNUT ST | 1 | 47 | 0 | 1 | 7 | 39 |
| 8 | E 3RD ST @ S JORDAN AVE | 1 | 46 | 0 | 1 | 8 | 37 |
| 9 | W 2ND ST @ S ROGERS ST | 1 | 42 | 0 | 1 | 8 | 33 |
| 10 | W 17TH ST @ N KINSER PIKE @ N MADISON ST | 1 | 41 | 0 | 1 | 10 | 30 |
| 11 | E 10TH ST @ N SUNRISE DR | 1 | 38 | 0 | 1 | 4 | 33 |
| 12 | E 4TH ST @ S WALNUT ST | 1 | 36 | 0 | 1 | 4 | 31 |
| 13 | N JORDAN AVE @ E LAW LN | 1 | 35 | 0 | 1 | 4 | 30 |
| 14 | W GORDON PIKE @ S OLD STATE ROAD 37 @ S WALNUT ST @ | 1 | 30 | 0 | 1 | 6 | 23 |
| 15 | N DUNN ST @ N OLD STATE ROAD 37 | 1 | 27 | 0 | 1 | 11 | 15 |
| 16 | E 3RD ST @ S SWAIN AVE | 1 | 26 | 0 | 1 | 1 | 24 |
| 17 | E 13TH ST @ N FEE LN | 1 | 21 | 1 | 0 | 4 | 16 |
| 18 | E 15TH ST @ N WALNUT ST | 1 | 20 | 0 | 1 | 5 | 14 |
| 19 | E 17TH ST @ N LINCOLN ST | 1 | 18 | 0 | 1 | 4 | 13 |
| 20 | S FAIRFAX RD @ S WALNUT STREET PIKE | 1 | 17 | 0 | 1 | 8 | 8 |
| 21 | E 3RD ST @ S BALLANTINE RD | 1 | 16 | 0 | 1 | 2 | 13 |
| 22 | W 3RD ST @ S YANCY LN | 1 | 16 | 0 | 1 | 4 | 11 |
| 23 | E DILLMAN RD @ S OLD STATE ROAD 37 | 1 | 15 | 0 | 1 | 3 | 11 |
| 24 | E 10TH ST @ N FESS AVE | 1 | 15 | 0 | 1 | 1 | 13 |
| 25 | W 15TH ST @ N COLLEGE AVE | 1 | 15 | 0 | 1 | 0 | 14 |
| 26 | E 18TH ST @ N DUNN ST | 1 | 14 | 0 | 1 | 1 | 12 |
| 27 | S CURRY PIKE @ W ROLL AVE | 1 | 13 | 0 | 1 | 2 | 10 |
| 28 | S COLLEGE MALL RD @ E DRIVE TO EASTLAND PLAZA | 1 | 13 | 0 | 1 | 4 | 8 |
| 29 | N GRANT ST @ S GRANT ST @ E KIRKWOOD AVE | 1 | 12 | 0 | 1 | 2 | 9 |
| 30 | N THOMAS RD @ W VERNAL PIKE | 1 | 11 | 1 | 0 | 2 | 8 |
| 31 | S WALNUT ST @ S WALNUT STREET PIKE | 1 | 11 | 0 | 1 | 0 | 10 |
| 32 | E ATWATER AVE @ S PARK AVE | 1 | 11 | 0 | 1 | 2 | 8 |
| 33 | S FAIRFAX RD @ E SCHACHT RD | 1 | 10 | 0 | 1 | 4 | 5 |
| 34 | N ELM ST @ W KIRKWOOD AVE | 1 | 9 | 0 | 1 | 0 | 8 |
| 35 | W 11TH ST @ N MORTON ST | 1 | 8 | 0 | 1 | 0 | 7 |
| 36 | W ALLEN ST @ S PATTERSON DR | 1 | 8 | 0 | 1 | 2 | 5 |
| 37 | W FULLERTON PIKE @ S ROCKPORT RD | 1 | 7 | 0 | 1 | 1 | 5 |
| 38 | S FAIRFAX RD @ E RAMP CREEK RD @ E SMITHVILLE RD | 1 | 6 | 0 | 1 | 2 | 3 |
| 39 | S ROGERS ST @ W THAT RD | 1 | 6 | 0 | 1 | 1 | 4 |
| 40 | S CURRY PIKE @ W DOYLE AVE | 1 | 6 | 0 | 1 | 1 | 4 |
| 41 | W HOWE ST @ S ROGERS ST | 1 | 6 | 0 | 1 | 1 | 4 |
| 42 | N OLD STATE ROAD 37 @ E ROBINSON RD | 1 | 5 | 0 | 1 | 2 | 2 |
| 43 | E NORTH DR @ S WALNUT ST | 1 | 5 | 1 | 0 | 1 | 3 |
| 44 | W BEASLEY DR @ S CURRY PIKE | 1 | 5 | 1 | 0 | 1 | 3 |
| 45 | E 11TH ST @ N INDIANA AVE | 1 | 5 | 0 | 1 | 1 | 3 |
| 46 | N FISHER CT @ N JORDAN AVE | 1 | 5 | 0 | 1 | 0 | 4 |
| 47 | E INVERNESS WOODS RD @ S KNIGHTRIDGE RD | 1 | 4 | 0 | 1 | 1 | 2 |
| 48 | N CURRY PIKE @ S CURRY PIKE @ W GRAND AVE | 1 | 4 | 0 | 1 | 1 | 2 |
| 49 | N FRITZ DR @ N WALNUT ST | 1 | 4 | 0 | 1 | 1 | 2 |
| 50 | W HOWARD RD @ N STARNES RD | 1 | 3 | 1 | 0 | 2 | 0 |



Issued: February, 2012

# Bloomington/Monroe County Metropolitan Planning Organization

## Unified Planning Work Program

## Annual Completion Report for Fiscal Year 2011

### INTRODUCTION

The A*nnual Completion Report for Fiscal Year 2011* summarizes the activities undertaken by the Bloomington/ Monroe County Metropolitan Planning Organization (BMCMPO) as identified in the *Unified Planning Work Program Fiscal Years 2011-2012* (UPWP). This report describes activities accomplished in Fiscal Year (FY) 2011 between July 1, 2010 and June 30, 2011. This document is prepared to meet federal financial reporting requirements.

Several years ago, the metropolitan planning organizations in the State and the Indiana Department of Indiana agreed to develop Unified Planning Work Programs which covered two fiscal years. The result is a more streamlined process and more predictability in funding levels. The BMCMPO had a budget totaling $759,571 for fiscal years 2011 and 2012. This report focuses on FY 2011 which budgeted $337,895 total dollars as identified in the Unified Planning Work Program FY2011-2012:

- Metropolitan Planning Funds (PL) provided by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) through the Indiana Department of Transportation (INDOT) in the amount of $270,316; and
- Local match provided by the BMCMPO and its contract service agencies in the amount $67,579 (or 20% of total project costs to match against Federal funds received).

The BMCMPO had several significant accomplishments in Fiscal Year 2011. It completed an intensive certification review process with FHWA, FTA, and INDOT. The certification review process analyzed all operational aspects of the BMCMPO to ensure federal and state guidelines and regulations were being met in the continuing, cooperative, and comprehensive planning process. The BMCMPO passed the review and no corrective actions were issued.

The BMCMPO partnered with Bloomington Transit and Southern Indiana Center for Independent Living to apply for an “Accessible Transportation Coalition Initiative” technical assistance grant. Easter Seals selected the Bloomington urbanized area as one of ten in the country to receive this assistance. A workshop facilitated by Easter Seals in September started a year long systems change process. Ultimately, a group of stakeholders hopes to develop an action plan on how to effectuate change in transportation infrastructure and services to better serve the needs of persons with disabilities.

Other notable accomplishments of the BMCMPO are centered on updates to existing documents. The BMCMPO drafted and adopted an amendment to the Public Participation Plan which updates the document, improves readability, establishes consistency with the Operational Bylaws, and establishes a new procedure for administrative amendments. After a year hiatus, the BMCMPO also draft a new Transportation Improvement Program for fiscal years 2012-2015. The process to develop the document involved extensive coordination with local public agencies and public input opportunities. Lastly, BMCMPO staff produced the Crash Report for calendar years 2007-2009. The Crash Report analyses data from law enforcement agencies to identify dangerous locations of the transportation network for vehicles, pedestrians, and bicyclists.

In addition to the work done by the BMCMPO and its staff, agreements were executed with local public agencies (referred to in this report as Contract Service Agencies or CSAs) so that they could assist the BMCMPO accomplish certain UPWP elements. For example, under Element #203 “Data Collection and Analysis,” the City of Bloomington Engineering Department conducted over 180 traffic and intersection counts and Monroe County Highway Department conducted road segment data analysis of the pavement management. The Town of Ellettsville began work to develop an American with Disabilities Act Transition Plan under Element #202 “Short Range Transportation Studies and Activities.” Lastly, Bloomington Transit nearly completed work on the Grimes Lane Operations Facility Study under Element #301 “Long Range Alternative Transportation Planning.”

The following sections of this report give an overview of what was accomplished during FY 2011 and the amount of money spent on each element. The first section titled Work Element Analyses gives a brief description of the UPWP Work Elements and identifies what was accomplished. Additionally, this section gives the budgetary standing of each element and provides a statement of its status at the end of FY 2011. The last section of the report, Expenditure Summary, is a synopsis of all expenditures made in FY 2011 broken down by quarter, by Work Element, and by Contract Service Agency (CSA).

## WORK ELEMENT ANALYSES

This section of the Annual Completion Report analyzes each work element of the Unified Planning Work Program and identifies the tasks to be accomplished, the work completed by the BMCMPO and its contract service agencies, budgetary breakdown of the element, and the status of the element at the end of FY 2011.

### #101 - Transportation Planning Coordination

*Purpose*

This element includes activities associated with administering the BMCMPO Policy Committee, the BMCMPO Technical Advisory Committee, the Citizens Advisory Committee, and daily BMCMPO administrative activities with the Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT). Additionally, the BMCMPO must develop and administer the Unified Planning Work Program (UPWP) which describes all planning activities and documents work that will be performed with federal planning monies and local matching funds over the course of the fiscal year. The BMCMPO and its staff must also administer FHWA and Federal Transit Administration (FTA) planning grants associated with the FY 2011-2012 UPWP. BMCMPO staff participates in monthly meetings of the statewide Indiana MPO Council. BMCMPO staff is also expected to attend regular trainings and conferences to develop staff expertise. The BMCMPO will also foster dissemination of information through the upkeep of its website. Lastly, the BMCMPO will ensure that the public participation process is followed and improved upon.

*Accomplishments*

During FY 2011, the BMCMPO accomplished the following tasks identified in the UPWP:

A. Intergovernmental Coordination:

- Organized seven meetings of the Policy Committee (1st, 2nd, 3rd, & 4th Quarters)
- Organized eight meetings of the Technical Advisory Committee (TAC) (1st, 2nd, 3rd, & 4th Quarters)
- Organized nine meetings of the Citizens Advisory Committee (CAC) (1st, 2nd, 3rd, & 4th Quarters)
    - Organized the meetings of the CAC's ADA Subcommittee which drafted a policy statement on accessibility for use by the BMCMPO
    - Organized the meetings of the CAC's Vision Statement Project Prioritization Subcommittee which drafted a matrix by which to score projects in the TIP.
- Administered and managed BMCMPO staff (1st, 2nd, 3rd, & 4th Quarters)
- Fostered comprehensive, cooperative, and continuous transportation planning with FHWA, INDOT, and local project partners (1st, 2nd, 3rd, & 4th Quarters)
    - Fostered coordination with INDOT concerning the SR45/46 Bypass Project, I-69, the Statewide Transportation Improvement Program, and other State projects/studies.
        - Submitted comments on the Draft Environmental Impact Statement for Section 4 of I-69.
- Hosted the third annual Open House which provides a relaxed atmosphere for Committees to interact with one another and the public (2nd Quarter).
- Completed an intensive certification review process with FHWA, FTA, and INDOT. The certification review process analyzed all operational aspects of the BMCMPO to ensure federal guidelines were being met in the continuing, cooperative, and comprehensive planning process. The BMCMPO passed the review and no corrective actions were issued (3rd & 4th Quarter).

B. Unified Planning Work Program:
- Produced and transmitted the FY2010 Annual Completion Report (1st Quarter)
- Processed an amendment to the FY2011-2012 UPWP to include new planning emphasis areas from FHWA and updated funding amounts (3rd & 4th Quarter).

C. Planning Grant Administration
- Tracked BMCMPO fiscal activities (1st, 2nd, 3rd, & 4th Quarters):
    - Tracked expenditures and receipts for FY 2011
    - Produced Quarterly Billings
    - Facilitated a routine audit by the State Board of Accounts

D. Indiana Metropolitan Planning Organization Council
- Attended eleven Indiana MPO Council Meetings (1st, 2nd, 3rd, & 4th Quarters)

E. Staff Training and Education
- BMCMPO staff attended the Indiana MPO Council Annual Conference in Jeffersonville (1st Quarter)
    - Gave a presentation on Complete Streets
    - Submitted a nomination to the MPO Council for the City of Bloomington's B-Line Trail which was awarded the 2010 Outstanding Transportation Project.
- BMCMPO staff attended the Travel Demand Model Forum hosted by INDOT (2nd Quarter)
- BMCMPO staff attended the Ohio/Kentucky/Indiana regional planning conference (1st & 2nd Quarter)
- BMCMPO staff attended Indiana Road School (3rd Quarter)
    - Gave a presentation on Complete Streets
- BMCMPO staff attended the Annual Planning Association National Conference in Boston (4th Quarter)
- BMCMPO staff attended several web conferences (1st, 2nd, 3rd, & 4th Quarters)
    - Integrating bicycle and pedestrian with transit (Association of Pedestrian and Bicycle Professionals (APBP))
    - Road diets (APBP)
    - Bicycle boulevard planning and design (APBP)
    - Signs and Billboards (American Institute of Certified Planners (AICP))
    - Complete Streets (Robert Woods Johnson Foundation (RWJF) and the Local Initiative Support Corporation)
    - Alternatives to Motorized Transportation (RWJF)
    - Regulation Controversial Uses (AICP)
    - Retrofitting Corridors (AICP)
    - Traffic Analysis Zones (Census Bureau)
    - Women and Bicycling (APBP)
    - Professional management (City of Bloomington)
    - Renewable Local Energy (AICP)
    - Bike Facilities (National Association of City Transportation Officials(NACTO))
    - Transportation Bill Reauthorization (Association of Metropolitan Planning Organizations (AMPO) and the National Association of Regional Councils (NARC))
    - Public Health (Indiana Dept. of Health)
    - Planning Law Review (AICP)

F. Web Site Administration
- Posted materials related to BMCMPO Committees (PC, TAC, CAC) meetings, agendas, and packets (1st, 2nd, 3rd, & 4th Quarters).
- Maintained the BMCMPO, Policy & Advisory Committees, transportation planning, Long Range Transportation Task Force, and bicycle & pedestrian planning webpages (1st, 2nd, 3rd, & 4th Quarters).
- Posted plans and documents on the BMCMPO's webpage as well as the documents clearinghouse webpage (1st, 2nd, 3rd, & 4th Quarters).

G. Public Participation Process
- Drafted and adopted an amendment to the Public Participation Plan to update the document, improve readability, establish consistency with the Operational Bylaws and establish a new procedure for administrative amendments (1st, 2nd, 3rd, & 4th Quarters)
- Issued 30 day written public comment periods (1st, 2nd, 3rd, & 4th Quarters).

- Changes to the Public Participation Plan
- Changes to the FY2010-2013 Transportation Improvement Program (I-69, SR45 @ Garrison Chapel Rd.)
- Draft 2012-2015 Transportation Improvement Program

*Budget*

| Funding Source | Programmed Amount | Spent Amount | Remaining Balance | Expenditures Ratio | |
|---|---|---|---|---|---|
| | | | | Spent | Unspent |
| Federal (PL/FTA) | $ 116,956.00 | $ 101,398.24 | $ 15,557.76 | 86.7% | 13.3% |
| Local | $ 29,239.00 | $ 25,349.56 | $ 3,889.44 | | |
| **Total** | **$ 146,195.00** | **$ 126,747.80** | **$ 19,447.20** | | |

*Status*

This work element was satisfactorily completed in Fiscal Year 2011 and its ongoing status is continued into FY2012 of the *Fiscal Year 2011-2012 Unified Planning Work Program*.

## #102 – Transportation Improvement Program

*Purpose*

This element includes activities to develop a Transportation Improvement Program (TIP), pursuant to U.S. Department of Transportation requirements, which details all federal-aid projects. This task includes on-going project coordination, federal aid grant coordination and assistance, quarterly project tracking, and attendance of project development meetings. The BMCMPO is responsible for administering a local Highway Safety Improvement Program (HSIP) which awards funds to projects which address safety issues. The BMCMPO is also responsible for administering a local allocation of Transportation Enhancement (TE) funds used for eligible projects focused on the expansion of transportation choices and the enhancement of the transportation experience. Lastly, the BMCMPO has taken a lead role in the program administration of a Safe Routes to School (SRTS) initiative and the management of the associated SRTS Task Force.

*Accomplishments*

During FY 2011, the BMCMPO accomplished the following tasks identified in the UPWP:

A. Transportation Improvement Program (TIP)
- Researched the feasibility of submitting a TIGER II application to the Dept. of Transportation (1st Quarter)
- Amended the FY2010-2013 TIP (1st, 2nd, 3rd, & 4th Quarters)
  - Updated INDOT's project list: added SR 446 resurfacing project; added Section 4 of I-69; added intersection improvement at SR45 and Garrison Chapel Road;
  - Updated Monroe County's project list: updated Karst Farm Greenway Phase I schedule; added sign upgrade project;
  - Updated Bloomington's project list: updated Atwater Ave/Henderson St. intersection and Cascades Trail project schedules; awarded additional HSIP funds to Atwater Ave/Henderson St. intersection project; added sign upgrade project (x2);
  - Updated Ellettsville's project list: updated the Ellettsville Heritage Trail project;
  - Updated School Corporations' project list: updated schedules for RBBCSC sidewalk construction and Batchelor Middle School Infrastructure;
  - Updated Rural Transit's project list: added parking lot resurfacing project;
  - Updated Bloomington Transit's project list: updated Bloomington Transit's project costs for 35 foot buses, operational assistance, and BT Access vehicles; added fare collection equipment;
  - Updated IU Campus Transit's project list: updated project schedule for Park and Ride improvements;
- Adopted a new Transportation Improvement Program for fiscal years 2012-2015 (3rd & 4th Quarters)
  - Held three meetings with local public agencies to discuss projects

- Presented the project list/document to the TAC two times, the CAC two times, and the Policy Committee three times
- Held a 30 day written public comment period on the document

B. Highway Safety Improvement Program (HSIP) Administration
- Coordinated two call for projects for HSIP funds. The applications were reviewed by the BMCMPO Committees and award recommendations were made for three sign upgrade projects, which were ultimately awarded by INDOT (1st, 2nd, 3rd, & 4th Quarters).

C. Transportation Enhancement Program (TE) Administration
- Coordinated a call for projects for TE funds. The applications were reviewed by the BMCMPO Committees and an award recommendation was made for Ellettsville's Heritage Trail Phase II project, which was ultimately awarded by INDOT (2nd, 3rd, & 4th Quarters)

D. Safe Routes to School Program (SRTS) Administration (note: also refer to Element 302.B for additional SRTS activities)
- Helped the Monroe County Community School Corporation submit a non-infrastructure grant application to the State for comprehensive education, encouragement, and outreach activities aimed at increasing walking and biking and safety at seven city elementary schools (4th Quarter)

*Budget*

| Funding Source | Programmed Amount | Spent Amount | Remaining Balance | Expenditures Ratio | |
|---|---|---|---|---|---|
| | | | | Spent | Unspent |
| Federal (PL/FTA) | $ 32,800.00 | $ 12,743.15 | $ 20,056.85 | 38.9% | 61.1% |
| Local | $ 8,200.00 | $ 3,185.79 | $ 5,014.21 | | |
| **Total** | **$ 41,000.00** | **$ 15,928.94** | **$ 25,071.06** | | |

*Status*

This work element was satisfactorily completed in Fiscal Year 2011 and its ongoing status is carried into FY2012 of the *Fiscal Year 2011-2012 Unified Planning Work Program*.

## #201 – Long Range Transportation Plan

*Purpose*

This element includes activities to embark upon a multi-year process to update the Long Range Transportation Plan and the associated Travel Demand Model. The update will include public participation and support for technical expertise provided by a consultant. This element also includes licensing fees for TransCAD, the computer program used to create the Travel Demand Model.

*Accomplishments*

During FY 2011 the BMCMPO accomplished the following tasks as identified in the UPWP:

A. 2035 Long Range Transportation Plan (LRTP):
- Coordinated meetings of the Long Range Transportation Plan Task Force. This includes research, meeting packets, meeting recaps, and staff support at meetings (1st, 2nd, 3rd, & 4th Quarters)
  - Identified initial considerations in the update of the LRTP
  - Refined the project schedule and tasks to be accomplished
  - Networked with peer communities and presented findings
  - Established a webpage for LRTP Task Force
  - Met with a modeling expert to discuss strategies on Travel Demand Forecasting.
- Renewed the annual license and technical support for TransCAD (2nd Quarter)

*Budget*

| Funding Source | Programmed Amount | Spent Amount | Remaining Balance | Expenditures Ratio | |
|---|---|---|---|---|---|
| | | | | Spent | Unspent |
| Federal (PL/FTA) | $ 11,600.00 | $ 7,954.42 | $ 3,645.58 | 68.6% | 31.4% |
| Local | $ 2,900.00 | $ 1,988.60 | $ 911.40 | | |
| **Total** | **$ 14,500.00** | **$ 9,943.02** | **$ 4,556.98** | | |

*Status*

This work element was satisfactorily completed in Fiscal Year 2011 and its ongoing status is continued into FY2012 of the *Fiscal Year 2011-2012 Unified Planning Work Program*.

## #202 – Short Term Transportation Studies and Activities

*Purpose*

This element includes special studies to be conducted by the BMCMPO and its project partners, often with the assistance of a consultant. Specifically, the BMCMPO will work with the Citizens Advisory Committee to submit project ideas to a student design team from Rose-Hulman Institute of Technology or Ball State University to address a transportation issue. Additionally, the BMCMPO will provide a support role to local public agencies in the development or update to their American with Disabilities Act Transition Plans.

*Accomplishments*

During FY 2011, the BMCMPO accomplished the following tasks:

A. Citizens Advisory Committee/Student Assisted Study
   - No tasks were accomplished by the BMCMPO this fiscal year with the Student Assisted study.

B. ADA Transition Plans
   - Partnered with Bloomington Transit and Southern Indiana Center for Independent Living to apply for an "Accessible Transportation Coalition Initiative" technical assistance. Easter Seals selected the Bloomington urbanized area as one of ten in the country to receive this assistance. This program initiated a year-long systems change process with a two day workshop (3rd & 4th Quarters).
   - The Town of Ellettsville conducted ADA research, presented transition plan requirements to Town Council, issued press releases, and requested public participation on a Task Force (3rd & 4th Quarters).

*Budget*

| Funding Source | Programmed Amount | Spent Amount | Remaining Balance | Expenditures Ratio | |
|---|---|---|---|---|---|
| | | | | Spent | Unspent |
| Federal (PL/FTA) | $ 15,600.00 | $ 4,298.71 | $ 11,301.29 | 27.6% | 72.4% |
| Local | $ 3,900.00 | $ 1,074.68 | $ 2,825.32 | | |
| **Total** | **$ 19,500.00** | **$ 5,373.39** | **$ 14,126.61** | | |

*Status*

The CAC was unable to perform work on the Student Assisted Study, partly because existing proposals have not been chosen by classes for study. The Town of Ellettsville began work on its ADA Transition Plan. They will continue this work and Bloomington and Monroe County will be encouraged to work on ADA Transition Plans to fulfill this planning emphasis area from the FHWA. Work on this element will be continued into FY2012 of the *Fiscal Year 2011-2012 Unified Planning Work Program*.

## #203 – Data Collection and Analysis

*Purpose*

This element includes activities to conduct vehicular volume counts within the Metropolitan Planning Area for arterial and collector streets on a rotational cycle. Traffic counts will be conducted with assistance from the Bloomington Public Works Department, and the Town of Ellettsville Planning Department so that the BMCMPO's functionally classified roadway network is covered. The Bloomington Public Works Department, the Town of Ellettsville, and Monroe County Highway Department will continue to develop and maintain a comprehensive infrastructure management plan, with emphasis on pavement management. This element includes activities to develop and maintain a Regional Intelligent Transportation Systems (ITS) Architecture in order to identify technological solutions to improve the safety and efficiency of the transportation network. Additionally, the BMCMPO will produce an annual crash report in an effort to identify potentially hazardous intersections and corridors.

*Accomplishments*

During FY 2011, the BMCMPO with the help of its contract service agencies accomplished the following tasks:

A. Traffic Volume Counting
- The of Bloomington Engineering Department conducted 163 traffic counts and 18 turning movement counts in addition to support work for these counts. This also includes administrative duties associated with these counts (1st, 2nd, 3rd & 4th Quarters).
- The Town of Ellettsville conducted 60 hours of traffic counts (3rd & 4th Quarters).
- The BMCMPO transferred responsibility of utility costs of four INDOT permanent traffic volume counting stations back to INDOT (1st & 2nd Quarters).
- BMCMPO and City staff attended a Highway Performance Monitoring System training held by INDOT (4th Quarter).

B. Infrastructure Management Plan
- Monroe County Highways Department continued segment data input and analysis, updated inventory data of new roadways and traffic counts in areas including impacts of Section 4 of I-69 and preparation of GASB-34 reporting data (1st, 2nd, 3rd, & 4th Quarters).
- The City of Bloomington performed work on the three year and ten year pavement schedules and entered data into Cartegraph (1st, 2nd, 3rd, & 4th Quarters).

C. Intelligent Transportation Systems Architecture (ITS) Maintenance
- No tasks were accomplished by the BMCMPO this fiscal year with the ITS Architecture.

D. Annual Crash Report
- Produced the Crash Report for calendar years 2007 through 2009 (1st Quarter).
- Began work on the next crash report which will analyze crash data for calendar years 2008-2010 (4th Quarter).

*Budget*

| Funding Source | Programmed Amount | Spent Amount | Remaining Balance | Expenditures Ratio | |
|---|---|---|---|---|---|
| | | | | Spent | Unspent |
| Federal (PL/FTA) | $ 55,200.00 | $ 38,745.89 | $ 16,454.11 | 70.2% | 29.8% |
| Local | $ 13,800.00 | $ 9,686.47 | $ 4,113.53 | | |
| **Total** | **$ 69,000.00** | **$ 48,432.36** | **$ 20,567.64** | | |

*Status*

No work was warranted on the ITS architecture. All other aspects of this work element were satisfactorily completed in Fiscal Year 2011 and the ongoing status is continued into FY2012 of the *Fiscal Year 2011-2012 Unified Planning Work Program*.

## #301 – Long Range Alternative Transportation Planning

*Purpose*

This element includes activities to study long term bicycle, pedestrian, and transit investments. Specifically, Bloomington Transit will study, with the help of a consultant, the expansion of the Grimes Lane Operations facility which serves Bloomington Transit and IU Campus Transit.

*Accomplishments*

During FY 2011, the BMCMPO with the help of its contract service agencies accomplished the following tasks:

A. Grimes Lane Operations Facility Study
   - Bloomington Transit, with the help of a consultant, completed 97% of the Grimes Lane Operations Facility Study. The study evaluates options to expand the maintenance facility currently servicing Bloomington Transit and IU Campus Transit buses. Note: The BMCMPO Director authorized additional expenditures for this study to cover cost over-run on this project (1st, 2nd, 3rd, & 4th Quarters).

*Budget*

| Funding Source | Programmed Amount | Spent Amount | Remaining Balance | Expenditures Ratio | |
|---|---|---|---|---|---|
| | | | | Spent | Unspent |
| Federal (PL/FTA) | $ 24,800.00 | $ 30,774.19 | $ (5,974.19) | 124.1% | -24.1% |
| Local | $ 6,200.00 | $ 7,693.55 | $ (1,493.55) | | |
| **Total** | **$ 31,000.00** | **$ 38,467.74** | **$ (7,467.74)** | | |

*Status*

This work element was nearly completed in Fiscal Year 2011 and its ongoing status is continued into FY2012 of the *Fiscal Year 2011-2012 Unified Planning Work Program*.

## #302 – Short Range Alternative Transportation Studies and Activities

This element includes activities to maintain the locally developed Coordinated Human Services Public Transportation Plan which evaluates how transit projects serve the needs of the elderly, persons with disabilities, and persons with low income. Additionally, the BMCMPO will promote and encourage bicycle and pedestrian activities as viable modes of transportation through continued cooperation with the Bicycle and Pedestrian Safety Commission. BMCMPO staff will also host bicycle skills and safety training seminars and other outreach on alternative forms of transportation.

*Accomplishments*

During FY 2011, the BMCMPO with the help of its contract service agencies accomplished the following tasks:

A. Coordinated Human Services Public Transit Plan
   - No tasks were accomplished this fiscal year on the Coordinated Human Services Public Transit Plan. However, work accomplished associated with the Accessible Transportation Coalition Initiative (Element 202.B) may result in changes to the Coordinated Plan.

B. Bicycle and Pedestrian Safety and Project Coordination
   - Attended and provided staff support to thirteen Bicycle and Pedestrian Safety Commission (1st, 2nd, 3rd and 4th Quarters)
   - Attended meetings of the Monroe County Alternative Transportation and Greenways System Plan Technical Committee (2nd, 3rd, & 4th Quarters)
   - Assisted with the City of Bloomington's Allen Street Bicycle Boulevard implementation strategy (2nd & 3rd Quarters)
   - Taught bicycling safety to 13 adults through Traffic Skills 101, a Brown Bag Bicycle Safety Discussion, and Commuter 101 classes (1st, 3rd, & 4th Quarters)

- Taught bicycling safety to over 300 children through various bicycle rodeos and Learn-to-Ride classes (1st & 4th Quarters).
- Provided staff support to the Monroe County Safe Routes to School Task Force (2nd Quarter)
- Helped Monroe County Community School Corporation with a non-infrastructure grant application (4th Quarter)
- Helped plan and implement International Walk to School Day (1st & 2nd Quarters).
- Gave a presentation on the success of the local SRTS Program at a state-wide Safe Routes to School Workshop in Indianapolis (1st Quarter).
- Gave a presentation on local active transportation initiatives at the Healthy Community Forum in Evansville (2nd Quarter)
- Assisted Bloomington's Platinum Biking Task Force (1st, 2nd, 3rd, & 4th Quarters).
    - Planned and implemented the Platinum Bike Summit, a community workshop designed to solicit input on how to make Bloomington a premier cycling community.
- Advised Indiana University and Monroe County on pursuit of Bicycle Friendly designations from the League of American Bicyclists (3rd & 4th Quarters).
- Discussed bicycle initiatives with IU (including a bike share program) and the City of Bloomington (health fair) (3rd & 4th Quarters).
- Hosted presentations by national bicycling experts Mia Birk and Bill Nesper (3rd & 4th Quarters)
- Hosted a bicycle planning workshop conducted by the Indiana Department of Health (4th Quarter)
- Provided staff support to the City of Bloomington's employee bike pool (3rd & 4th Quarters)
- Fostered coordination between INDOT, BT, and the City on transit stops along the SR45/46 bypass (3rd Quarter).

*Budget*

| Funding Source | Programmed Amount | Spent Amount | Remaining Balance | Expenditures Ratio | |
|---|---|---|---|---|---|
| | | | | Spent | Unspent |
| Federal (PL/FTA) | $ 7,760.00 | $ 26,387.35 | $ (18,627.35) | 340.0% | -240.0% |
| Local | $ 1,940.00 | $ 6,596.84 | $ (4,656.84) | | |
| **Total** | **$ 9,700.00** | **$ 32,984.19** | **$ (23,284.19)** | | |

*Status*

This work element was satisfactorily completed in Fiscal Year 2011 and its ongoing status is continued into FY2012 of the *Fiscal Year 2011-2012 Unified Planning Work Program*.

## #303 – Transit, Bicycle, and Pedestrian Data Collection

This element includes activities to prepare transit ridership data and bicycle and pedestrian volume counts. This information will aid in establishing annual passenger mile estimates for mass transit, will aid in estimating facilities that are under- or over-utilized, and will aid in the prioritization of capital improvements.

*Accomplishments*

During FY 2011, the BMCMPO with the help of its contract service agencies accomplished the following tasks:

A. Transit Ridership, Bicycle, and Pedestrian Data Collection
- Bloomington Transit conducted 135 ridership surveys (4th Quarters).
- Conducted bicycle counts in the Spring and Fall with the help of over 130 hours of volunteer labor. In conjunction with the effort Bloomington Transit monitored bike rack usage on all buses on a day that counts were conducted in Spring (1st, 2nd, & 4th Quarters).
- Conducted regular bike rack counts in downtown Bloomington (4th Quarter)

*Budget*

| Funding Source | Programmed Amount | Spent Amount | Remaining Balance | Expenditures Ratio | |
|---|---|---|---|---|---|
| | | | | Spent | Unspent |
| Federal (PL/FTA) | $ 5,600.00 | $ 4,709.32 | $ 890.68 | **84.1%** | **15.9%** |
| Local | $ 1,400.00 | $ 1,177.33 | $ 222.67 | | |
| **Total** | **$ 7,000.00** | **$ 5,886.65** | **$ 1,113.35** | | |

*Status*

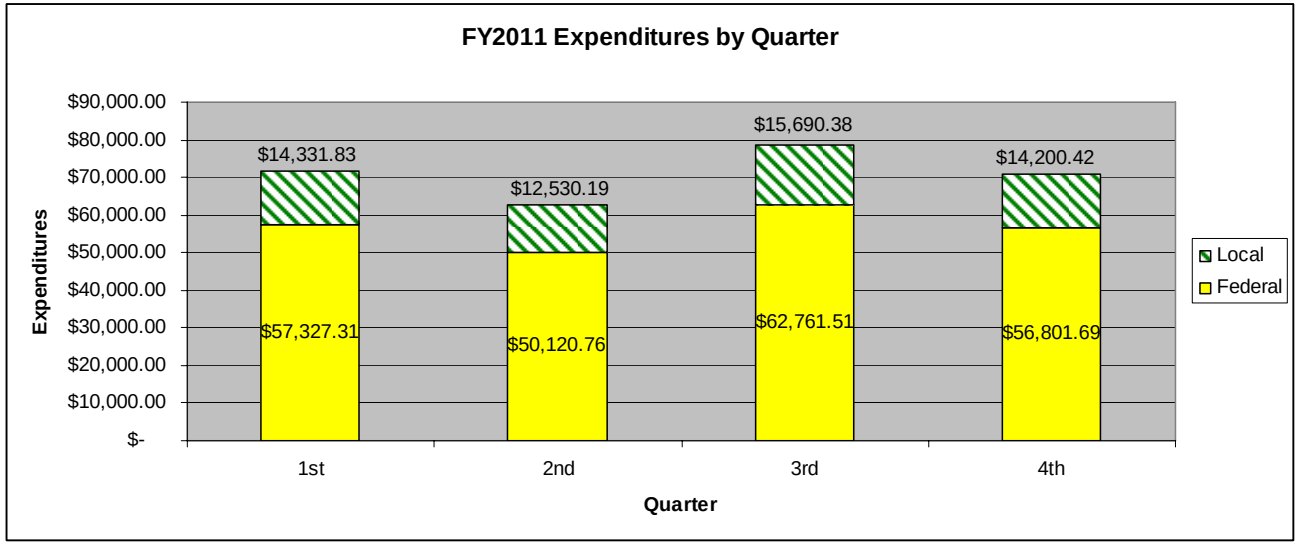
This work element was satisfactorily completed in Fiscal Year 2011 and its ongoing status is continued into FY2011 of the *Fiscal Year 2011-2012 Unified Planning Work Program* (#202).

# EXPENDITURE SUMMARY

This section of the Annual Completion Report provides a synopsis of all expenditures made in FY 2011. Expenditures are broken down by quarter, by work element, by Contract Service Agency (CSA), and by overall MPO fiscal activity.

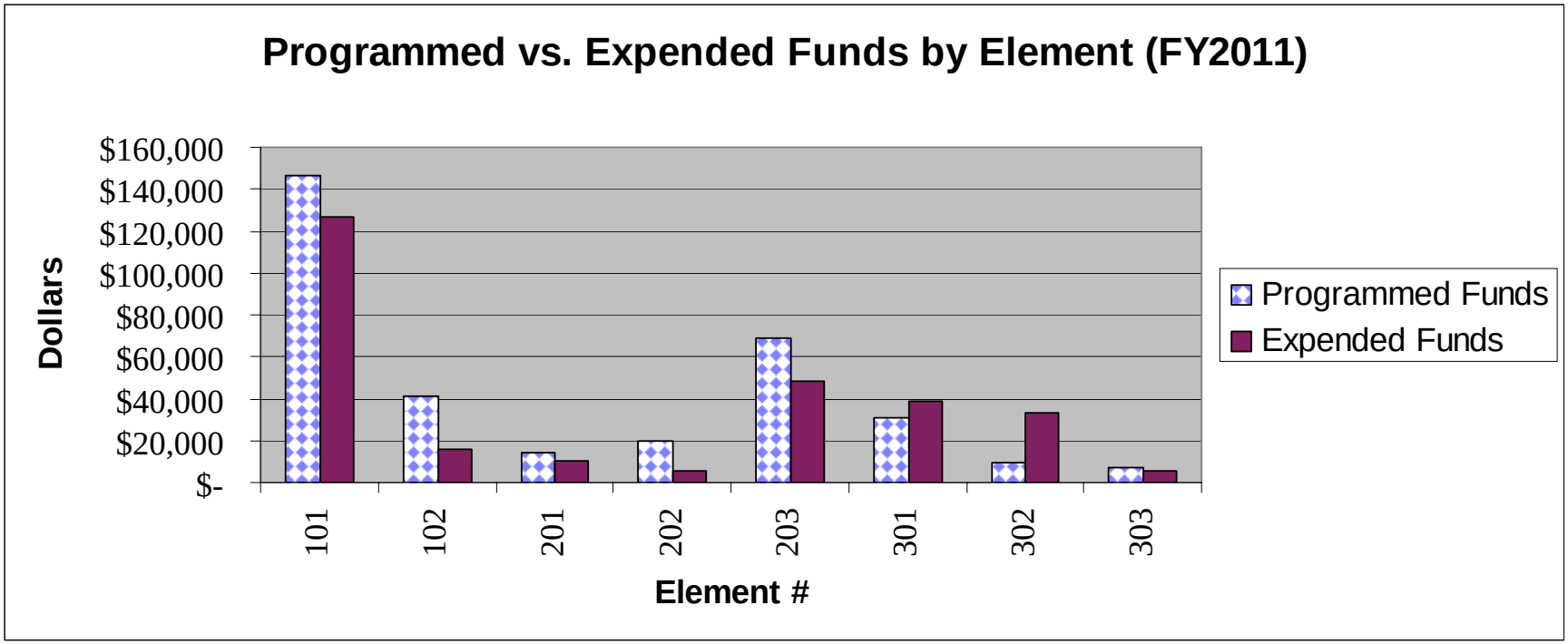
## FY 2011 QUARTERLY EXPENDITURES

| *Quarterly Spending Summary* | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Quarter** | Q1 / FY 2011 | | | Q2 / FY 2011 | | | Q3 / FY 2011 | | | Q4 / FY 2011 | | |
| **Period** | 07/01/2010 - 09/30/2010 | | | 10/01/2010 - 12/31/2010 | | | 01/01/2011 - 03/31/2011 | | | 04/01/2011 - 06/30/2011 | | |
| **Element #** | **Local** | **PL/FTA** | **Total** | **Local** | **PL/FTA** | **Total** | **Local** | **PL/FTA** | **Total** | **Local** | **PL/FTA** | **Total** |
| 101 | $ 6,316.01 | $ 25,264.02 | $ 31,580.03 | $ 5,877.82 | $ 23,511.28 | $ 29,389.10 | $ 7,115.24 | $ 28,460.97 | $ 35,576.21 | $ 6,265.49 | $ 25,061.98 | $ 31,327.47 |
| 102 | $ 292.41 | $ 1,169.65 | $ 1,462.07 | $ 447.89 | $ 1,791.55 | $ 2,239.43 | $ 1,664.53 | $ 6,658.10 | $ 8,322.63 | $ 809.46 | $ 3,237.85 | $ 4,047.31 |
| 201 | $ 426.49 | $ 1,705.96 | $ 2,132.45 | $ 497.33 | $ 1,989.30 | $ 2,486.63 | $ 579.82 | $ 2,319.30 | $ 2,899.12 | $ 519.16 | $ 2,076.66 | $ 2,595.82 |
| 202 | $ 25.81 | $ 103.23 | $ 129.04 | $ 0.13 | $ 0.51 | $ 0.64 | $ 474.22 | $ 1,896.89 | $ 2,371.12 | $ 574.52 | $ 2,298.07 | $ 2,872.59 |
| 203 | $ 3,307.86 | $ 13,231.45 | $ 16,539.31 | $ 2,849.37 | $ 11,397.49 | $ 14,246.86 | $ 1,783.03 | $ 7,132.11 | $ 8,915.14 | $ 1,746.21 | $ 6,984.84 | $ 8,731.05 |
| 301 | $ 2,868.22 | $ 11,472.89 | $ 14,341.11 | $ 1,979.43 | $ 7,917.73 | $ 9,897.16 | $ 2,178.21 | $ 8,712.86 | $ 10,891.07 | $ 667.68 | $ 2,670.72 | $ 3,338.40 |
| 302 | $ 884.38 | $ 3,537.52 | $ 4,421.90 | $ 766.28 | $ 3,065.11 | $ 3,831.39 | $ 1,622.21 | $ 6,488.86 | $ 8,111.07 | $ 3,323.96 | $ 13,295.86 | $ 16,619.82 |
| 303 | $ 210.65 | $ 842.58 | $ 1,053.23 | $ 111.95 | $ 447.79 | $ 559.74 | $ 273.10 | $ 1,092.42 | $ 1,365.52 | $ 581.63 | $ 2,326.53 | $ 2,908.17 |
| **Total** | **$ 14,331.83** | **$ 57,327.31** | **$ 71,659.13** | **$ 12,530.19** | **$ 50,120.76** | **$ 62,650.95** | **$ 15,690.38** | **$ 62,761.51** | **$ 78,451.89** | **$ 14,488.13** | **$ 57,952.50** | **$ 72,440.63** |



## FY 2011 TOTAL EXPENDITURES PER ELEMENT

| *Fiscal Year Budget Summary* | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Programmed Funds | | | Funds Expended To Date | | | Unspent Funds | | | Total Expenditures Ratio | |
| Element # | Local | PL/FTA | Total | Local | PL/FTA | Total | Local | PL/FTA | Total | Expended | Unspent |
| 101 | $ 29,239.00 | $ 116,956.00 | $ 146,195.00 | $ 25,349.56 | $ 101,398.24 | $ 126,747.80 | $ 3,889.44 | $ 15,557.76 | $ 19,447.20 | 86.7% | 13.3% |
| 102 | $ 8,200.00 | $ 32,800.00 | $ 41,000.00 | $ 3,185.79 | $ 12,743.15 | $ 15,928.94 | $ 5,014.21 | $ 20,056.85 | $ 25,071.06 | 38.9% | 61.1% |
| 201 | $ 2,900.00 | $ 11,600.00 | $ 14,500.00 | $ 1,988.60 | $ 7,954.42 | $ 9,943.02 | $ 911.40 | $ 3,645.58 | $ 4,556.98 | 68.6% | 31.4% |
| 202 | $ 3,900.00 | $ 15,600.00 | $ 19,500.00 | $ 1,074.68 | $ 4,298.71 | $ 5,373.38 | $ 2,825.32 | $ 11,301.29 | $ 14,126.62 | 27.6% | 72.4% |
| 203 | $ 13,800.00 | $ 55,200.00 | $ 69,000.00 | $ 9,686.47 | $ 38,745.89 | $ 48,432.36 | $ 4,113.53 | $ 16,454.11 | $ 20,567.64 | 70.2% | 29.8% |
| 301 | $ 6,200.00 | $ 24,800.00 | $ 31,000.00 | $ 7,693.55 | $ 30,774.19 | $ 38,467.74 | $ (1,493.55) | $ (5,974.19) | $ (7,467.74) | 124.1% | -24.1% |
| 302 | $ 1,940.00 | $ 7,760.00 | $ 9,700.00 | $ 6,596.84 | $ 26,387.35 | $ 32,984.19 | $ (4,656.84) | $ (18,627.35) | $ (23,284.19) | 340.0% | -240.0% |
| 303 | $ 1,400.00 | $ 5,600.00 | $ 7,000.00 | $ 1,177.33 | $ 4,709.32 | $ 5,886.65 | $ 222.67 | $ 890.68 | $ 1,113.35 | 84.1% | 15.9% |
| **Total** | **$ 67,579.00** | **$ 270,316.00** | **$ 337,895.00** | **$ 56,752.82** | **$ 227,011.27** | **$ 283,764.08** | **$ 10,826.18** | **$ 43,304.73** | **$ 54,130.92** | **84.0%** | **16.0%** |



## FY 2011 TOTAL EXPENDITURES BY CONTRACT SERVICE AGENCY (CSA)

### Monroe County

| WORK | PROGRAMMED AMOUNT (FY2011) | | | SPENT AMOUNT (YTD) | | | REMAINING BALANCE | | | EXPENDITURES | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ELEMENT | PL/FTA | Local | Total | PL/FTA | Local | Total | PL/FTA | Local | Total | Spent | Unspent |
| 202 | $ 4,000.00 | $ 1,000.00 | $ 5,000.00 | $ - | $ - | $ - | $ 4,000.00 | $ 1,000.00 | $ 5,000.00 | 0.0% | 100.0% |
| 203 | $ 8,800.00 | $ 2,200.00 | $ 11,000.00 | $ 5,879.30 | $ 1,469.82 | $ 7,349.12 | $ 2,920.70 | $ 730.18 | $ 3,650.88 | 66.8% | 33.2% |
| TOTALS | $ 12,800.00 | $ 3,200.00 | $ 16,000.00 | $ 5,879.30 | $ 1,469.82 | $ 7,349.12 | $ 6,920.70 | $ 1,730.18 | $ 8,650.88 | 45.9% | 54.1% |

### Bloomington

| WORK | PROGRAMMED AMOUNT (FY2011) | | | SPENT AMOUNT (YTD) | | | REMAINING BALANCE | | | EXPENDITURES | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ELEMENT | PL/FTA | Local | Total | PL/FTA | Local | Total | PL/FTA | Local | Total | Spent | Unspent |
| 202 | $ 4,000.00 | $ 1,000.00 | $ 5,000.00 | $ - | $ - | $ - | $ 4,000.00 | $ 1,000.00 | $ 5,000.00 | 0.0% | 100.0% |
| 203 | $ 35,200.00 | $ 8,800.00 | $ 44,000.00 | $ 24,452.24 | $ 6,113.06 | $ 30,565.30 | $ 10,747.76 | $ 2,686.94 | $ 13,434.70 | 69.5% | 30.5% |
| TOTALS | $ 39,200.00 | $ 9,800.00 | $ 49,000.00 | $ 24,452.24 | $ 6,113.06 | $ 30,565.30 | $ 14,747.76 | $ 3,686.94 | $ 18,434.70 | 62.4% | 37.6% |

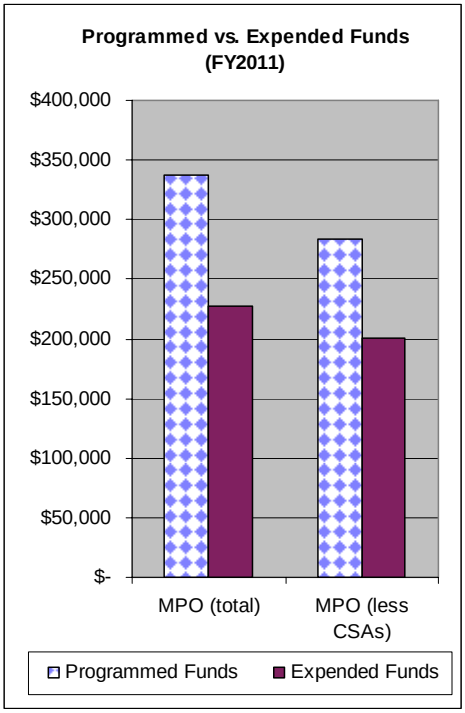
### Ellettsville

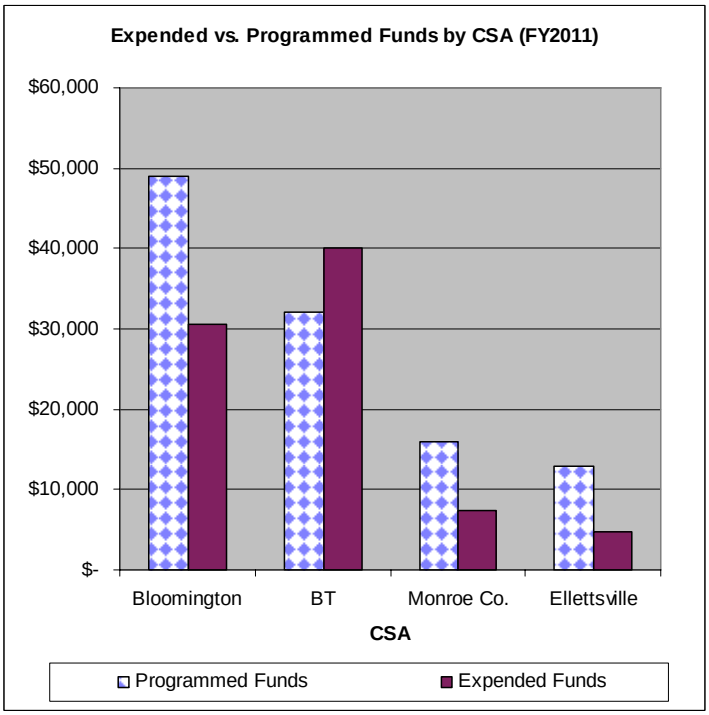
| WORK | PROGRAMMED AMOUNT (FY2011) | | | SPENT AMOUNT (YTD) | | | REMAINING BALANCE | | | EXPENDITURES | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ELEMENT | PL/FTA | Local | Total | PL/FTA | Local | Total | PL/FTA | Local | Total | Spent | Unspent |
| 202 | $ 4,000.00 | $ 1,000.00 | $ 5,000.00 | $ 2,967.06 | $ 741.77 | $ 3,708.83 | $ 1,032.94 | $ 258.23 | $ 1,291.17 | 74.2% | 25.8% |
| 203 | $ 6,400.00 | $ 1,600.00 | $ 8,000.00 | $ 765.08 | $ 191.27 | $ 956.35 | $ 5,634.92 | $ 1,408.73 | $ 7,043.65 | 12.0% | 88.0% |
| TOTALS | $ 10,400.00 | $ 2,600.00 | $ 13,000.00 | $ 3,732.14 | $ 933.04 | $ 4,665.18 | $ 6,667.86 | $ 1,666.96 | $ 8,334.82 | 35.9% | 64.1% |

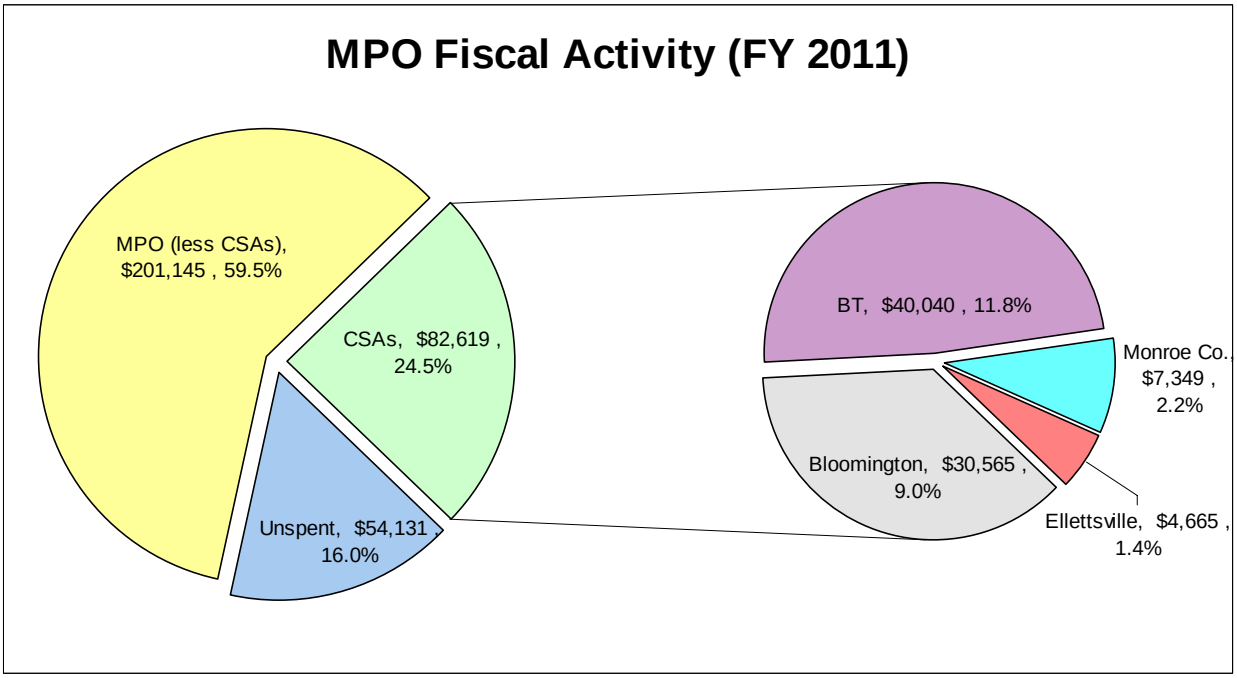
### Bloomington Transit

| WORK | PROGRAMMED AMOUNT (FY2011) | | | SPENT AMOUNT (YTD) | | | REMAINING BALANCE | | | EXPENDITURES | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ELEMENT | PL/FTA | Local | Total | PL/FTA | Local | Total | PL/FTA | Local | Total | Spent | Unspent |
| 301 | $ 24,000.00 | $ 6,000.00 | $ 30,000.00 | $ 29,931.12 | $ 7,482.78 | $ 37,413.90 | $ (5,931.12) | $ (1,482.78) | $ (7,413.90) | 124.7% | -24.7% |
| 303 | $ 1,600.00 | $ 400.00 | $ 2,000.00 | $ 2,100.57 | $ 525.14 | $ 2,625.71 | $ (500.57) | $ (125.14) | $ (625.71) | 131.3% | -31.3% |
| TOTALS | $ 25,600.00 | $ 6,400.00 | $ 32,000.00 | $ 32,031.69 | $ 8,007.92 | $ 40,039.61 | $ (6,431.69) | $ (1,607.92) | $ (8,039.61) | 125.1% | -25.1% |

## FY 2011 TOTAL EXPENDITURES BY BMCMPO & CONTRACT SERVICE AGENCIES (CSAs)




Prepared by:
Bloomington/Monroe County Metropolitan Planning Organization Staff
November 2011

*The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Dept. of Transportation.*

**MAP-21**
**Subtitle B – Performance Management**
**Sec. 1201 Metropolitan Planning**

**PL funding**

- No longer a percent set-aside of core programs- now based on share of 2009 apportionments
- Incremental growth under MAP 21

**Suballocation of program funds & project selection**

- 50% of Transportation Mobility Program (down from the 62.5% under STP after Enhancement set-aside) in UZA over 200,000, non-urban over 5,000, and other areas of the state
  - Tier I & II MPOs select projects in consultation with state and on **concurrence of the facility owner**
  - Obligation authority dropped but managers amendment included new (h) that may be meant to address requirement to provide OA (staff discussion pending)
- 50% of CMAQ suballocated (after setting aside an amount for Enhancements, Safe Routes to School, and Rec Trails) for projects in nonattainment or maintenance areas
  - Distributed by formula that considers population and severity of pollution
  - 50% of these funds obligated to address fine PM
  - 30% (of the above 50%) obligated to on- or off-road construction diesel engine retrofits
  - Projects selected by the states consistent with 134, which says Tier I selects in consultation with state and **on concurrence of the facility owner**

**MPO designation and Tier structure**

- MPO designated at 200,000 up from 50,000 in population
- Tier I MPO – 1M and over; Tier II MPO – 200,000 and over
- Designation met once minimum planning requirements are met
- Tier II can request designation as Tier 1 (must meet Tier I requirements)
- Secretary has 1 year to issue regulations for minimum planning requirements for Tier I & II
- MPOs under 200,000 terminate 3 years after rules are "promulgated"
  - 1 year probationary continuation may be granted to permit the MPO to attempt to meet the minimum Tier II regulations

- MPOs under 200,000 may request, within 2 years after planning rules are published, designation as Tier II
  - Unfavorable determination - 180 days for MPO to submit plan to dissolve in six months and transfer responsibilities

**Plans and TIPs**

- Tier I & II developed in cooperation with state
- **Tier I plan** – performance based
  - MPO establishes targets (90 days after the state sets its own targets) in coordination with state that address the performance measures under National Highway Performance Program, Safety, CMAQ, and National Freight Program
  - MPO integrates into the plan state targets, goals, measures, and objectives directly or by reference
  - Performance measures and targets shall be used, at a minimum, as the basis for policies, programs, and investments reflected in the plan and TIP
  - To the maximum extent practicable advisory groups should be formed for interested parties
  - Plan shall include:
    - Description of performance measures
    - Current and projected usage of the transportation system
    - System performance report – progress achieved, performance report (progress in meeting targets, money spent and projects completed, when appropriate analysis of how preferred scenario improved conditions and performance), strategies and investments for improving performance, optional illustrative list of projects, discussion of environmental and storm water mitigation activities, strategies investments to support intercity transportation.
    - May develop multiple scenarios for consideration
    - Develop a financial plan to support the plan and shall contain projected resource requirements, difference between cost and revenue, strategies for securing additional revenue, projects only if full funding can reasonably be anticipated to be available
- **Tier II plan**
  - Develop plan and TIP – not required to be performance based unless Secretary permits

**Certification**

- Tier I &II every 4 years with approved TIP
- Secretary may delegate fact finding authority to state regarding Tier II certification
- Certification may be made in consultation with the state

**Bloomington/Monroe County Metropolitan Planning Organization**

# MEMORANDUM

To: BMCMPO Technical & Citizens Advisory Committees

From: Raymond Hess, Sr. Transportation Planner

Date: January 18, 2012

Re: Coordinated Plan Update

## Background

Current transportation legislation, known as SAFETEA-LU, requires MPOs to develop a Coordinated Human Services and Public Transportation Plan (Coordinated Plan). The general purpose of the Coordinated Plan is to identify how to better serve the transportation needs of older adults, disabled persons, and people with low/no income. The Coordinated Plan must identify public and private transportation providers in the community, transportation needs of the three aforementioned populations, and strategies on how to address those needs. Once a project is identified in the Coordinated Plan as a strategy for meeting unmet needs, that project becomes eligible to receive one of three funding categories (see Appendix E for additional details). In this way, the Coordinated Plan acts as a pre-application for these funding sources which are awarded by the Indiana Department of Transportation after a competitive statewide annual call for projects.

Locally, the Bloomington Monroe County Metropolitan Planning Organization (BMCMPO) adopted a Coordinated Plan in June 2007. There is a need to update the document to identify new transportation providers, new needs in the community, and new strategies for meeting those needs. A group of interested stakeholders known as the Mobility Steering Committee formulated a strategy to update the Plan and made recommendations on draft language. There was interest from those in attendance at the Mobility Steering Committee meetings to have the changes to the Coordinated Plan adopted at the next Policy Committee meeting. The reason for the short turn-around is that some local transportation providers hope to apply for the next round of funding. As previously mentioned, projects must first be identified in the Coordinated Plan before they can be eligible for certain types of funding.

## Proposed Changes

The substantive changes to the Coordinated Plan as follows (note: a mark-up version of the document which tracks changes can be provided upon request):

- The following entities and their descriptions were added to Assesment of Available Services:
  - Monroe Hospital (p 9),
  - Veterans of Foreign Wars (p 9-10),
  - Classic Medicab (p 10),
  - J & S Medi-cab (p 10),
  - e2 Taxi (p 11),
  - Miller Trailways (p 11),
  - Redbud Hills (p 12),
  - First United Church (p 14),
  - Monroe County United Ministries (p 14), and
  - Salvation Army (p 14)
- The following changes were made to Identified Needs
  - Added “Accomodations for Persons with Physical Disabilities” and associated language (p 15)
  - Expanded “Transportation Affordability” to include “Active Transportation Options” including the last sentence under this heading (p 15)
  - Added Transportation Education and Safety and associated language (p 15)
  - Added Lack of Coordination among Transportation Agencies (p 16)

- The following changes were made to Strategies for Meeting Service Needs
  - Section 5310 Program
    - The first bullet was expanded to allow applications for private or for-profit entities.
    - The last five bullets are new
  - Section 5316 Program
    - The last five bullets are new
  - Section 5317 Program
    - The fourth bullet was expanded to allow applications for private or for-proft entities.
    - The last seven bullets are new

### Recommendation Requested

The Technical Advisory Committee and Citizens Advisory Committee are requested to make a recommendation to the Policy Committee on the proposed draft Coordinated Human Services and Public Transportation Plan.

# Coordinated Human Services – Public Transportation Plan

*Draft*

January 2012

BLOOMINGTON • MONROE COUNTY

mpo

*The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.*

# Table of Contents

Introduction

Mission & Vision

Short-range Action Plan

Long-range Action Plan

Assessment of Available Services

*Mass Public Transit*

*Medical Related Transportation*

*Private Transportation Providers*

*Transportation Providers for older adults*

*Non-Profit Transportation Providers*

Identified Needs

Strategies for Meeting Service Needs

Appendices

*A: Bloomington Transit Fixed Routes*

*B: Indiana University Campus Bus Fixed Routes*

*C: Rural Transit Fixed Routes*

*D: Transportation Systems and Targeted Populations*

*E: Grant Funding Overview*

*F: Adoption Resolution*

*(This page intentionally left blank.)*

## Introduction

A Mobility Steering Committee (Committee) was formed in March 2007 by the Bloomington/Monroe County Metropolitan Planning Organization (MPO) to explore how Bloomington and Monroe County could make the best use of the community's resources to provide optimal transportation service for persons in need. The Mobility Steering Committee was reconvened in December 2011 to evaluate the Coordinated Human Services – Public Transportation Plan and identify any needed changes. The following community agencies, organizations, businesses, and governmental departments were invited to participate in the Committee in either 2007 and/or 2011:

- Abilities Unlimited
- American Cancer Society
- Area 10 Agency on Aging (Rural Transit)
- Bell Trace Senior Living Community
- Big Brothers Big Sisters of Monroe County
- Bloomington Hospital (Assisted Medical Transport)
- Bloomington/Monroe County Metropolitan Planning Organization
- Bloomington Public Transportation Corporation (BT/BT Access)
- Bloomington Shuttle Service
- Catholic Charities Bloomington
- Center for Women's Ministries
- Child Protection Services of Monroe County
- City of Bloomington's Council for Community Accessibility
- City on a Hill
- Community Kitchen
- Dunn Mental Health Center
- e2 Taxi
- Family Service Association of Monroe County
- Greater Bloomington Chamber of Commerce
- Habitat for Humanity Monroe County Inc.
- Harmony School
- Housing Solutions Inc.
- Indiana University Campus Bus Service
- Indiana University Institute on Disability and Community (Center for Aging and Community)
- Meadowood Retirement Community
- Mental Health America
- Middle Way House
- Monroe House
- Monroe County Coalition for Access and Mobility
- Monroe County Planning Department
- National Center on Accessibility
- New Leaf
- Life Designs (formerly Options for Better Living)
- Salvation Army
- Shalom Community Center
- South Central Community Action Program
- St. Vincent De Paul Society
- Stepping Stones
- Stone Belt
- United Way Community Services of Monroe County Inc.
- The Villages
- Volunteers in Medicine
- WorkOne Bloomington
- Yellow Cab Co. Inc.

The primary goal of the steering committee was the development of this Coordinated Human Services – Public Transportation Plan (Coordinated Plan or Plan). The Plan would not only attempt to address the transportation needs of the community, especially for those with special needs, but it would also fulfill a requirement mandated by the

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

## Mission and Vision

*Mission:*

> To optimize and coordinate human services and transportation resources for Bloomington and Monroe County through a steering committee representing diverse perspectives.

*Vision:*

> To develop a coordinated transportation system offering accessible, affordable, universal, and diverse transportation options. This system will address currently unmet needs and serve every person, especially disabled persons, older adults, and those with low/no-income, who must rely on forms of transportation other than a personal vehicle.

## Short-range Action Plan

It is important to set obtainable goals as part of the Plan. Given the amount of time and resources afforded the Mobility Steering Committee, the goal of this Plan was to establish a foundation upon which subsequent versions could be built. Therefore, the following tasks needed to be accomplished:

- Create and maintain a mobility steering committee
- Develop a Mission and Vision
- Identify and assess available transportation services
- Conduct preliminary analysis to evaluate how well existing transportation services meet the needs of targeted populations
- Identify funding opportunities for transportation infrastructure and special projects
- Identify eligible projects that meet the needs of targeted populations
- Develop long-range action plan
- Develop the Coordinated Plan and get approval by the Policy Committee of the Bloomington/Monroe County Metropolitan Planning Organization

## Long-range Action Plan

The Plan is envisioned to be a living document that will be updated regularly. With time, the Mobility Steering Committee will be able to assess how well the Plan is coordinating transportation and human service providers to address unmet needs. It is anticipated that the Plan will be re-evaluated in an effort to address some of the following points:

- Conduct or review needs assessment to identify unmet needs and duplication of services
- Expand analysis of how well existing services are meeting the needs of targeted populations and formulate strategies based on this analysis
- Seek out best practices and evaluate options
- Pursue related pilot projects
- Expand mobility steering committee to be more inclusive of stakeholder interests

- Assess ability to maintain current services
- Assess ability to expand services
- Identify funding opportunities and explore innovative funding partnerships

## Assessment of Available Services

### *MASS PUBLIC TRANSIT*

**Area 10 Agency on Aging (Rural Transit)**
630 W. Edgewood Dr
Ellettsville, IN 47429
Ph: (812) 876-1079
Fx: (812) 876-9922
Email: area10@area10.bloomington.in.us
Web: http://www.area10.bloomington.in.us/ruraltransit/

Rural Transit offers transportation services in Lawrence, Monroe, Owen and Putnam counties. Express services offers opportunities to travel between Spencer, Ellettsville, and Bloomington Monday through Friday. County Sweeps offer round-trip service between specific points in the county (see Appendix A for Rural Transit Routes).

Rural Transit offers the following services and amenities to accommodate those with disabilities or special needs:

- Wheelchair lift (ADA compliant),
- TTY communication available at : 1-800-743-3333
- Rural Transit is a Medicaid Transportation Provider. Medicaid recipients are encouraged to call the dispatcher for more information.

**Bloomington Public Transportation Corporation (Bloomington Transit)**
130 W. Grimes Ln.
Bloomington, IN 47403
Ph: (812) 332-5688
Fx: (812) 332-3660
Web: http://www.bloomingtontransit.com/
Email: customer@bloomingtontransit.com

The Bloomington Public Transportation Corporation, known as Bloomington Transit (BT), provides public transportation services exclusively within the Bloomington corporate limits on nine fixed routes. A downtown transfer facility is provided whereby passengers can make convenient transfers between routes (see Appendix B for Bloomington Transit routes).

BT's fixed route transit system offers the following services and amenities to accommodate those with disabilities:

- Schedules are available in Braille, audio cassette, cd, or large print.

- Many BT buses are equipped with kneelers which lower the front end of the bus, making it easier to board.
- All BT buses are wheelchair accessible.
- TTY Communication available at: 330-7853

In addition to these services, Bloomington Transit also offers BT Access which is a demand response van service for people with disabilities who are unable to use the fixed route system. BT Access is a transportation service for persons who, by means of a disability, cannot use the existing Bloomington Transit fixed route bus system. BT Access service is provided with vans equipped with wheelchair lifts. Eligible patrons can be picked up by these vans and taken anywhere in Bloomington for work, school, medical or dental appointments, shopping, or to visit friends.

Eligibility to use BT Access may be granted on a full or conditional basis depending on the person's ability to use regular fixed route bus service. Those persons who receive full eligibility status may use BT Access for all trips within the service area during days and hours that the service operates. Conditional eligibility may be granted to persons who under certain conditions may be able to use regular fixed route service. Persons with conditional eligibility may use BT Access when their disability prevents them from using the regular fixed route service. Personal Care Attendants, if required, may accompany passengers at no charge. It should also be noted that all patrons who qualify to ride BT Access may ride Bloomington Transit's fixed route system free of charge.

**Indiana University Campus Bus Service**
120 W. Grimes Ln.
Bloomington, IN 47403
Ph: (812) 855-8384
Email: ubus@indiana.edu
Web: http://www.iubus.indiana.edu/campus_bus/index.html

Indiana University Campus Bus provides public transportation services primarily serving student transportation needs on the Indiana University campus on five fixed routes. Campus Bus service is a fare free system in which no fares are charged or collected from any passenger (see Appendix C for Indiana University Campus Bus routes).

Indiana University Campus Bus Service offers the following services and amenities to accommodate those with disabilities or special needs:

- Wheelchair accessible ramps,
- Kneeling bus feature,
- Wheelchair-designated seating areas.
- Designated seating areas for people with disabilities and older adults.
- Audible announcements of major landmarks and bus stops.

## *MEDICAL RELATED TRANSPORTATION*

**IU Health Bloomington Hospital - Assisted Medical Transport**
630 South Patterson Street
Bloomington, IN 47403
Ph: (812) 353-9232 / (800) 222-9589
Fx: (812) 353-4084
Web: http://www.iuhealthbloomington.org/oth/Page.asp?PageID=OTH000170

Assisted Medical Transport service provides assistance to patients traveling to and from medical appointments at IU Health Bloomington Hospital, doctor's office, or other healthcare facilities. People in wheelchairs or with other mobility problems can schedule one of six specially equipped vans. All of the vans are staffed by Indiana-certified emergency medical personal who are employees of Bloomington Hospital Ambulance Service (BHAS). Customers receive personal assistance to and from the van and are transferred to a responsible person at each destination

**American Cancer Society**
Southeast Indiana Area Service Center
4567 Progress Drive
Columbus, IN 47201
Ph: (812) 376-6781
Web: http://www.cancer.org/

The American Cancer Society provides transportation to and from treatments for cancer patients in Bartholomew, Brown, Dearborn, Decatur, Fayatte, Franklin, Henry, Jackson, Jefferson, Jennings, Monroe, Ohio, Ripley, Rush, Scott, Switzerland, Union, Washington, and Wayne counties through a volunteer driver service. All arrangements need to be coordinated through the ACS office.

**Monroe Hospital**
4011 S. Monroe Medical Park Boulevard
Bloomington, IN 47403
Ph: (812) 369-2161
E-Mail address: we.care@monroehospital.com
Web: http://www.monroehospital.com

Monroe Hospital offers wheelchair accessible vans to provide medical transportation to residents of Monroe County and adjacent areas. Patrons should call three to four days in advance to reserve a trip. Medicaid is accepted.

**Veterans of Foreign Wars**
Post #604
209 S. College Ave.
Bloomington, IN 47401
Ph: (812) 332-4686
Web: http://vfwwebcom.org/in/post604

The VFW offers free transportation for Monroe County veterans to the Veterans Affairs Hospital in Indianapolis. They do not have wheelchair accessible vehicles.

**Classic Medicab Transportation**
312 W. Main St.
Greensburg, IN 47420
Ph: (866) 663-9990

Classic Medicab Transportation offers medical trips to Indianapolis from Monroe County, Owen County and adjacent areas. Vehicles are not wheelchair accessible and drivers do not assist passengers door to door. Appointments must be made 48 hours in advance. There is a reduced rate for Medicaid recipients.

**J & S Medi-Cab**
2901 S. 100 West
Washington, IN 47501
Ph: (812) 254-7244 or (888)311-7244

J & S Medi-cab provides medical transportation to Indianapolis and other locations from Monroe and Owen counties. Door-to-door service is offered to people on Medicaid. Vehicles are not wheelchair accessible.

***PRIVATE TRANSPORTATION PROVIDERS***

**Go Express Travel (Shuttle, Charter, Limousine)**
3200 Venture Blvd.
Bloomington, IN 47404
Ph: (812) 332-6004 or (800) 589-6004
Web: http://www.bloomingtonshuttle.com/

Go Express Travel (formerly known as Bloomington Shuttle Service) offers different transportation services. The airport shuttle picks up and delivers from five different Bloomington locations leaving the city nine times a day beginning at 4:40 a.m. and ending at 9:20 p.m. For the return trip, the shuttle departs the Indianapolis International Airport nine times a day beginning at 6:40 a.m. and ending at 10:40 p.m.

Bloomington Shuttle Service also offers luxury busses that can be chartered to go anywhere in the continental United States for any length of time. The charter service can serve as few as a couple of people or groups of hundreds.

Signature limousines is the last service offered by Bloomington Shuttle Service and can be used for any occasion including private door-to-door transportation to the airport, weddings, anniversaries, birthdays, concerts, a special night on the town, proms or pampering an important business client.

The Chicagoland Express offers transportation service on buses between Bloomington and three suburban Chicago locations: Merillville, IN; Oakbrook, IL; and Schaumburg, IL. The bus makes one roundtrip journey per day.

**e2 Taxi**
500 S. Morton St.
Bloomington, IN 47403
Ph: (812)961-8294
Web: http://e2taxi.com/index.php

Fully licensed and insured taxis may be hired for in-town travel or for an out-of-town trip. Fares are determined before the trip begins. Every taxi is equipped with internal and external cameras for passenger safety and to provide visual proof in case of accidents. The e2 Taxi fleet is made up of at least 50% accessible vehicles. Service is provided 24 hours a day and 7 days a week.

**Miller Trailways, Bloomington**
217 W. 6th St.
Bloomington, IN 47404
Ph: (800)544-2383
http://www.hoosierride.com

Miller Trailways provides bus service that links cities in Indiana, including stops in Bloomington and Indianapolis, and with national Greyhound bus system. Patrons must call 24 hours in advance for a wheelchair accessible bus.

**Star of America Charter Service**
8111 N. State Road 37
Bloomington, IN 47404-9443
Ph: (812)876-7851 or (800)933-0097

Star of America is a first class charter service offering coaches which can accommodate 55 passengers. The busses can be chartered to go anywhere in the continental United States for any length of time.

**Yellow Cab Co. Inc. (White Cab Co.)**
217 W. 6th St.
Bloomington, IN 47403
Ph: (812) 339-9744 or (812) 336-4100

Fully licensed and insured taxis may be hired for in-town travel or for an out-of-town trip. Fares are typically determined by distance and by the number of passengers. Taxis usually operate 24 hours a day, 7 days a week.

## *TRANSPORTATION PROVIDERS FOR OLDER ADULTS*

**Bell Trace**
800 Bell Trace Circle

Bloomington, IN 47408
Ph: (812) 332-2355
Fx: (812) 353-7575
Web: http://www.belltrace.com/
Email: belltrace@cardon.us

Bell Trace is a private facility offering independent and assisted living arrangements. Bell Trace provides scheduled transportation for its residents for shopping, medical appointments and Bloomington events.

**Meadowood Retirement Community**
2455 N. Tamarack Trail
Bloomington, IN 47408
Ph: (812)336-7060
Web: http://www.meadowoodrc.com/

Meadowood Retirement Community is a private facility offering garden homes, mid-rise apartments, and health pavilion for elderly residents. Meadowood offers regular transportation shuttles to westside, eastside, and downtown shopping, local groceries, health care facilities, dinner runs, and special events and programs. Additionally, personalized schedules and transportation can be arranged through the concierge service.

**Monroe House**
2770 S. Adams Street
Bloomington, IN 47403
Ph: (812) 331-8153
Fax: (812) 331-0155
Web: http://www.alcco.com/

Monroe House is a private facility offering independent living, assisted living, companion living and respite care. Scheduled transportation is a service offered to its residents.

**Redbud Hills Independent Retirement Community**
3211 E. Moores Pike
Bloomington, IN 47401
Ph: (812)335-8119
Web: http://www.redbudhills.com/

Meadowood Retirement Community is a private facility offering studio to 2 bedroom apartments with a variety of amenities including transportation.

***NON-PROFIT TRANSPORTATION PROVIDERS***

**Stone Belt**
2815 E. 10th St.
Bloomington, IN 47408

Tel: (812)332-2168
Fax: (812)323-4610
Web: http://www.stonebelt.org/MonroeCtyLocations.htm

Stone Belt offers a full range of programs and services for over 1,300 individuals with developmental disabilities in Monroe, Lawrence, Owen, Bartholomew and surrounding counties. Stone Belt owns and operates a fleet of vehicles to serve the transportation needs of its consumers.

**Life Designs**
200 East Winslow Road
P.O. Box 1732
Bloomington, IN 47402
Tel: (800) 875-9615
Fax: (812) 332-1186
Web: http://www.optionsfbl.com/

Life Designs partners with people with disabilities and their communities to bring about self-directed and fulfilled lives. Options provides limited transportation services to more than 200 children and adults within its residential program.

**Community Kitchen**
1515 South Rogers St.
Bloomington, IN 47403
Ph: (812)332-0999
Fax: (812)332-1937
Email: kitchen@bloomington.in.us
Web: http://www.monroecommunitykitchen.com

Community Kitchen works alone and in collaboration with others to eliminate hunger in Monroe County and surrounding areas, through direct service, education and advocacy. The Community Kitchen offers free Bloomington Transit bus passes upon request.

**Shalom Community Center**
620 S. Walnut St.
Bloomington, IN 47401
Ph: (812)334-5728
Web: http://shalomcommunitycenter.org/

The Shalom Community Center is dedicated to relieving the plight of those experiencing homelessness and poverty in South Central Indiana. Shalom procures a set number of bus passes on a monthly basis and provides them to people in need of transportation for employment, medical appointments, or other essential needs.

**First United Church**

The Love Fund
2420 E. 3rd St.
Bloomington, IN 47401
Ph: (812)332-4439
Internet Site: www.firstunitedchurchbloomington.org

The First United Church's Love fund is a source of help for members of the community who run into financial difficulties. Services include gas service payment assistance, medical care expense assistance, and transportation expense assistance.

**Monroe County United Ministries**
827 W. 14th Court
Bloomington, IN 47404
Ph: (812)339-3429
Internet Site: www.mcum.org

Monroe County United Ministries provides emergency relief to those in need including Bloomington Transit bus passes for people who need transportation to work.

**Salvation Army of Monroe County**
111 N. Rogers St.
Bloomington, IN 47404
Ph: (812)334-1366
Internet Site: www.bloomington.salvationarmyindiana.org

The Salvation Army of Monroe County provides emergency relief to those in need including Bloomington Transit bus passes for people who need transportation to work.

## Identified Needs

The Mobility Steering Committee evaluated how established transportation systems are meeting the needs of older adults, people with disabilities, and people with low income/no income. The Committee identified the following needs in the community (see Appendix D for a comparison of the transportation system and targeted populations):

**Transit Operating Hours**
Most mass transit routes historically stopped running at 8 PM. As a result, people who were in need of public transportation after this time were left without many affordable transportation options. This potentially affected persons with low income and/or disabilities the hardest because it presented hardships going to and from work, especially in the retail sector.

Additionally, all mass transit providers have limited service on Sundays. This affects persons with low income, older adults, and those with disabilities whose options for affordable transportation are severely limited on this day of the week.

**Accommodations for Persons with Physical Disabilities**
Many patrons who qualify for para-transit may opt to ride the fixed route system because of cost and convenience. However, many bus stops and the pedestrian infrastructure (e.g. sidewalks, curb cuts, pedestrian crossing signals) to access them is not accessible to people in wheelchairs or who have other disabilities. Additionally, riders who are visually impaired have difficulty knowing when they have reached their destination since audible notifications are not routinely given.

**Para-Transit Operating Hours and Coverage**
Para-transit is typically operated during the same hours as the fixed route system. Consequently services were only available to persons with disabilities until 8 PM. As a result, people with disabilities who were in need of public transportation after this time were left without many affordable transportation options.

In addition to this, para-transit system often did not cover the entire city because ADA only requires para-transit to operate within ¾ of a mile from any given route. Without full access to the City, persons with disabilities were not able to reach their desired destinations using affordable transportation options.

**Para-Transit Reservations**
BT Access para-transit services require that qualified individuals make reservations the day prior to the planned trip. Though this meets the minimum requirements of the American with Disabilities Act, it presents a hardship to disabled users of the para-transit systems that may not know of their transportation needs a day in advance.

**Transportation Affordability and Active Transportation Options**
The cost of transportation, even subsidized mass transit, often presents a hardship to persons with low or no income. Private transportation, though more flexible, is often cost prohibitive. Additionally, organizations which provide free bus passes to qualified low income/no income individuals and families are often unable to secure enough passes to meet the need. Lastly, the network of facilities for bicyclists and pedestrians may be incomplete or inadequate to reach destinations.

**Transportation Education and Safety**
Older adults, people with disabilities, and people with low income/no income may not have access to use of a private vehicle and may have difficulty obtaining information about transportation options in the community because of language barriers, limited access to technology or communication devices, or information which is not accessible to certain populations, especially those with vision impairments. One of the problems is to educate the community on what is available and how to use the services. Additionally, users of mass transit, pedestrians, and bicyclists are more vulnerable than people travelling in vehicles. Therefore, the need exists to educate all transportation users including motorists, pedestrians, cyclists, and mass transit users, about best practices to ensure everyone's safety.

**Lack of Coordination among Transportation Agencies**
Agencies responsible for the development and implementation of transportation services and infrastructure often do not coordinate with individuals or organizations representing the interests of people with disabilities, older adults, or people with low/no income. This may result in projects which fail to incorporate solutions to address the needs of these targeted populations and may result in costly retrofits in the future.

## Strategies for Meeting Service Needs

Strategies for meeting service needs were gathered by members of the Mobility Steering Committee during the Plan development and update process. These strategies were then compared against available funding sources to determine which strategies might be eligible to receive assistance from outside funding (see Appendix E for a Grant Funding Overview):

**Section 5310 Program – Older Adults and Persons with Disabilities**

- Purchase vehicles for use by public, private, non-profit, or for-profit organizations serving older adults and disabled populations. This may include purchase from public agencies such as Area 10 Agency on Aging and for-profit organizations which provide accessible 24 hour taxi service.
- Develop a transportation voucher system to serve older adults and persons with disabilities
- Establish a volunteer transportation network which connects people in need with those willing to assist with transportation services.
- Encourage mobility management and improve coordination among project implementers to ensure the needs of elderly populations and persons with disabilities are being met.
- Develop a transportation handbook that can be used by older adults or persons with disabilities to assist them with understanding transportation choices, how to access them, and ways to get involved in the transportation planning process.
- Ensure that information about transportation is accessible to all, especially electronic and information technologies (e.g. websites, brochures, printed materials)

**Section 5316 Program – Job Access and Reverse Commute (JARC) Program**

- Extend Bloomington Transit hours for all operating fixed routes until after 11pm
- Extend Bloomington Transit hours for all fixed routes to include Sunday service
- Develop a transportation voucher system to serve persons with limited/no income
- Purchase capital equipment for Rural Transit to provide JARC program services
- Provide expanded Rural Transit service to serve JARC program services
- Expand public transit fixed routes to better serve low income populations.
- Purchase vehicles or assist with operational expenses for public, private, non-profit, or for-profit organizations serving elderly and disabled populations
- Establish a volunteer transportation network which connects people in need with those willing to assist with transportation services.
- Encourage mobility management and improve coordination among project implementers to ensure the needs of low/no income populations are being met..

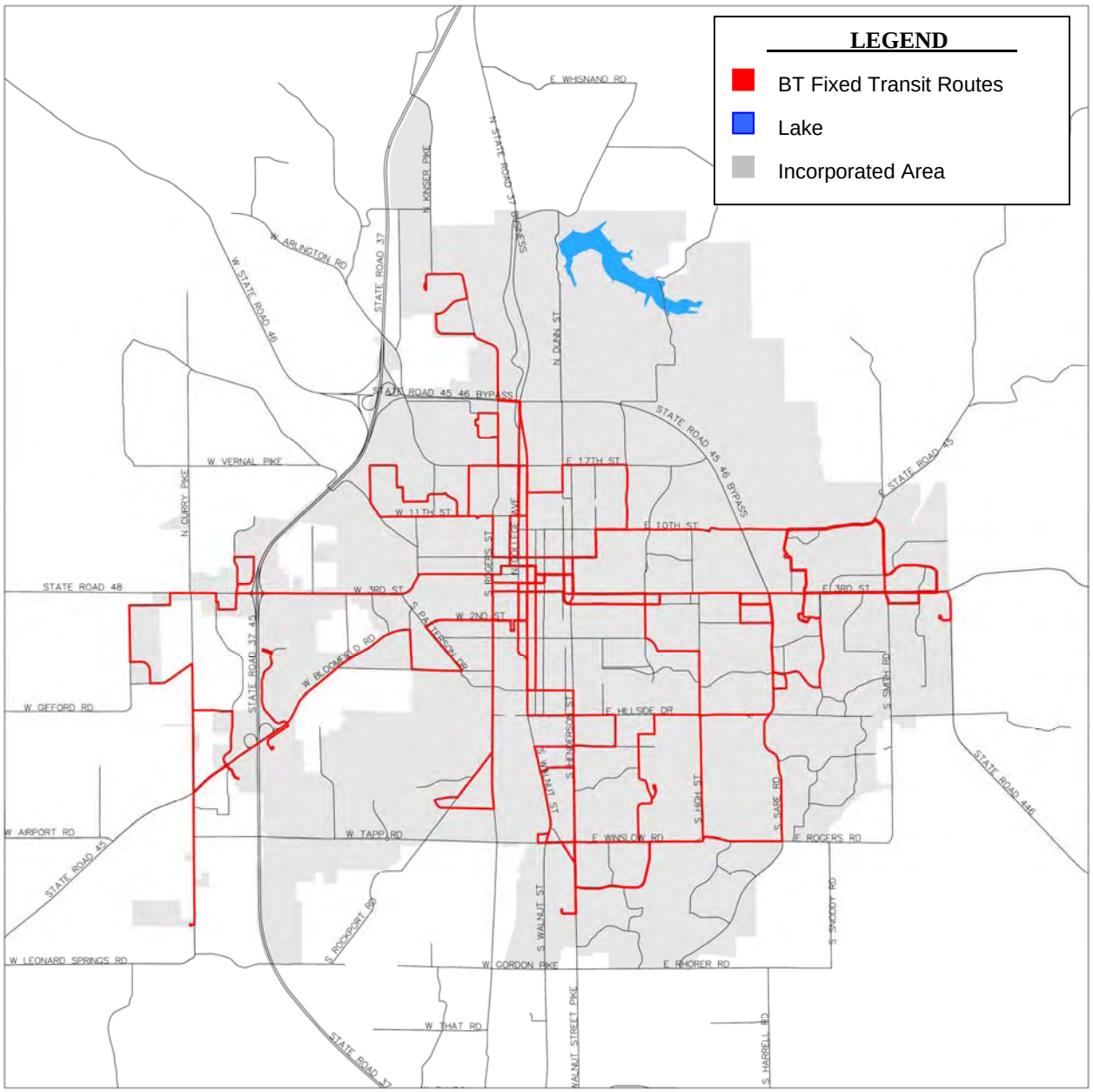
- Develop a transportation handbook that can be used by low income populations to assist them with understanding transportation choices and how to access them
- Implement bicycle and pedestrian projects to increase mobility options for low/no income individuals for their work trips, including the provision of bicycles, retrofits to bicycles to improve carrying capacity and bicycle commuter training.

**<u>Section 5317 Program</u> – New Freedom Program**

- Extend BT Access hours until after 11pm (to mirror the services of the fixed route system)
- Extend BT Access hours to include Sunday service
- Extend BT Access coverage to include the entire City limits
- Purchase vehicles or assist with operational expenses for public, private, non-profit, or for-profit organizations serving elderly and disabled populations
- Improve the para-transit scheduling to reduce the call ahead requirement to same day reservations
- Purchase capital equipment for Rural Transit to provide New Freedom program services
- Provide expanded Rural Transit service to serve New Freedom program services.
- Provide travel training for older adults and individuals with disabilities so that they can more effectively use the Bloomington Transit and Rural Transit systems and other transportation providers options.
- Establish a volunteer transportation network which connects people in need with those willing to assist with transportation services.
- Encourage mobility management and improve coordination among project implementers to ensure the needs of disabled persons are being met..
- Develop a transportation handbook that can be used by persons with disabilities to assist them with understanding transportation choices and how to access them
- Make Bloomington Transit fixed route bus stops accessible and ADA compliant
- Make the pedestrian infrastructure network (e.g. sidewalks, curb cuts, pedestrian crossing signals) accessible
- Add voice enunciators on Bloomington Transit fixed routes to assist people, especially those with visual impairments, to help proper route, orient them, and identify their destination.
- Develop a transportation voucher system to serve older adults and persons with disabilities

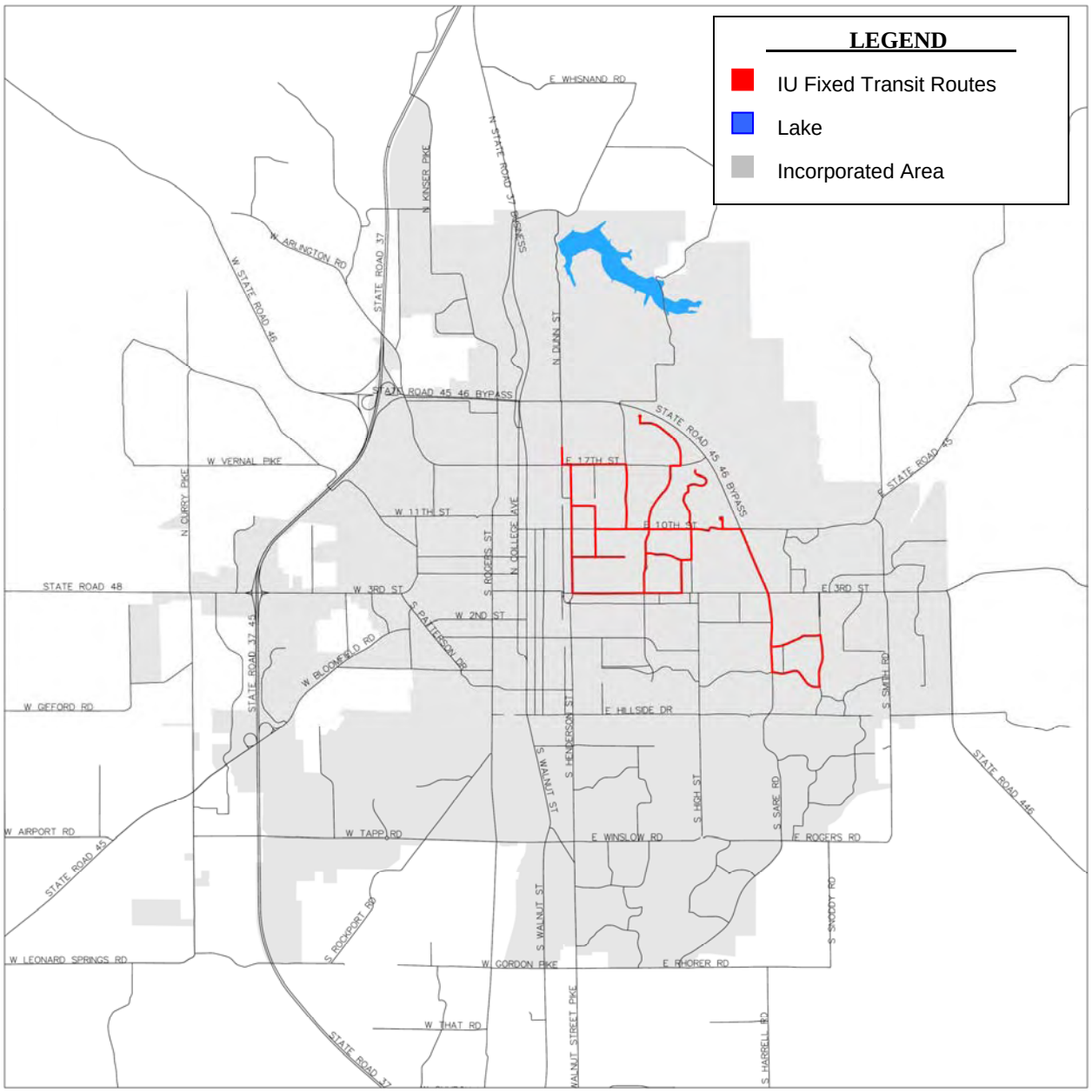
## Appendix A *(not yet updated)*

## Bloomington Transit Fixed Routes



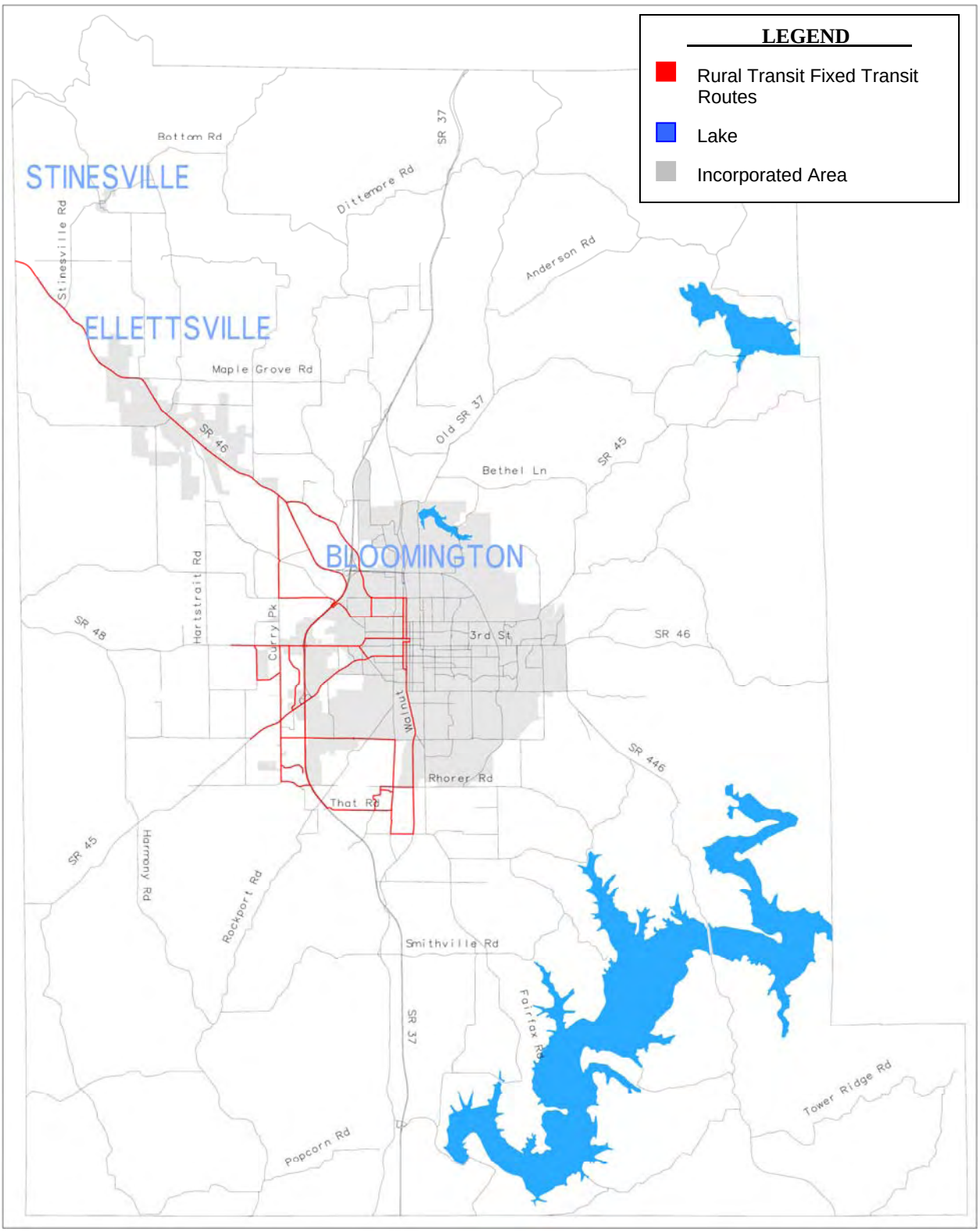
## Appendix B *(not yet updated)*

## Indiana University Campus Bus Fixed Routes



## Appendix C *(not yet updated)*

## Rural Transit Fixed Routes



## Appendix D *(not yet updated)*

## Transportation Systems and Targeted Populations

Low Income Households by Census Tract

The median household income for Monroe County is $33,311 as identified by the 2000 Census. Table D-l shows the population, number of households, median household income, number of households with low income, and the percentage of the population below the median income in each Census Tract of Monroe County. The table also highlights those Census Tracts with households that earned approximately 50 percent or less of the median household income of $16,700 and the percentage of the population below the median income.

For purposes of this study, low income is defined as those Census Tracts in which 50 percent or more of the households in the Census Tract earned less than 50 percent of the median household income of $33,311 for Monroe County. Four of the twenty-nine total Census Tracts in Monroe County are identified as low income Census Tracts by this definition and are highlighted in Table D-1. These Census Tracts are:

- Census Tract 2.02 – 78% of the households earned less than $16,700
- Census Tract 16.00 – 62% of the households earned less than $16,700
- Census Tract 2.01 – 59% of the households earned less than $16,700
- Census Tract 1.00 – 57% of the households earned less than $16,700

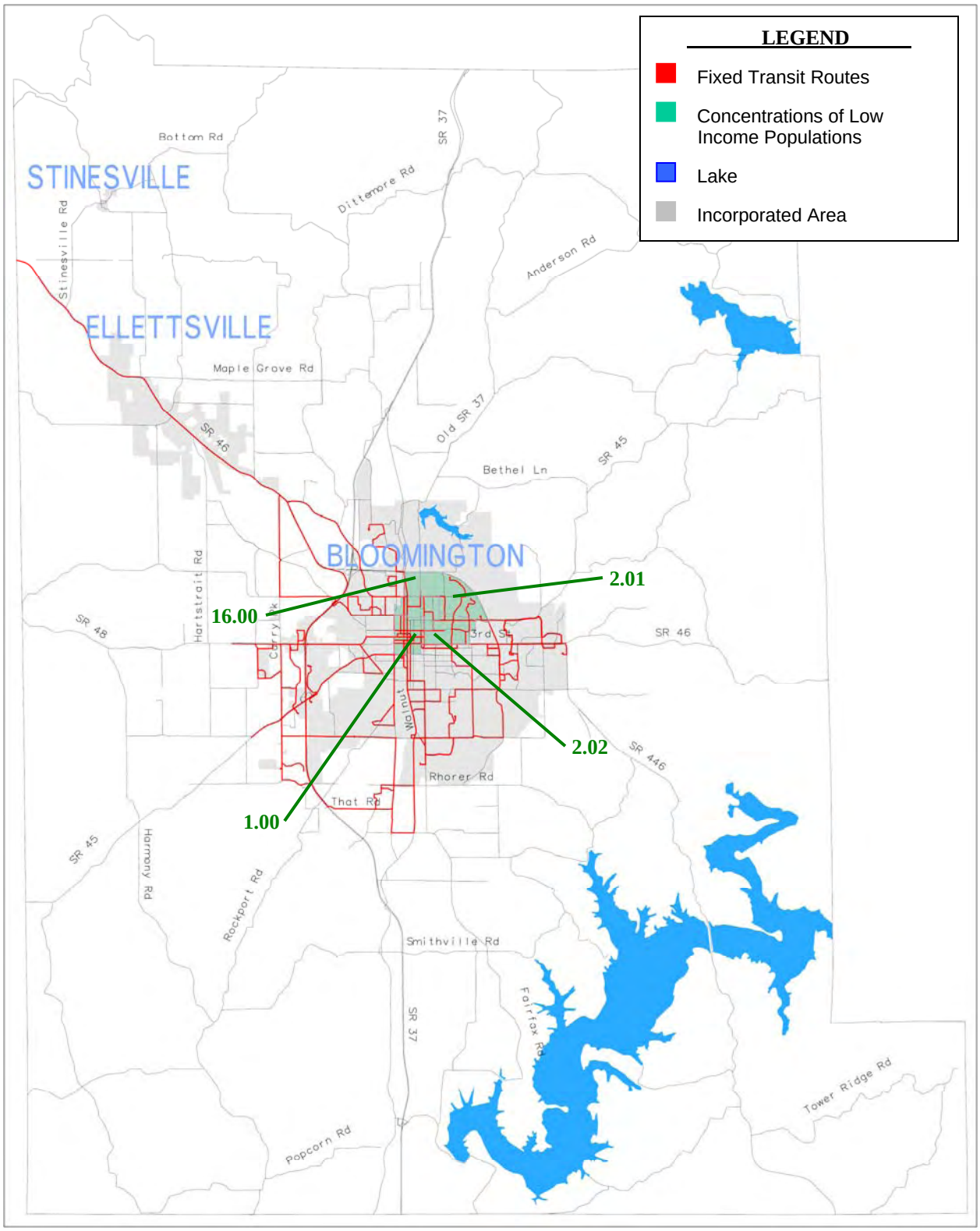
Map D-1 illustrates the location of Census Tracts with high concentrations of low income households within Monroe County.

*Table D-1: Household Income per Census Tract for Monroe County*

| Census Tract | Population | Households | Median Income | Households w/ Low Income (<$16,700) | % Population Below Median Income |
|---|---|---|---|---|---|
| **1.00** | **3,160** | **1,707** | **$13,954** | **978** | **57.3%** |
| **2.01** | **7,078** | **603** | **$13,510** | **356** | **59.0%** |
| **2.02** | **4,542** | **209** | **$4,432** | **163** | **78.0%** |
| 3.01 | 4,346 | 2,062 | $19,573 | 902 | 43.7% |
| 3.02 | 3,082 | 1140 | $44,679 | 243 | 21.3% |
| 4.01 | 2,980 | 1378 | $27,575 | 471 | 34.2% |
| 4.02 | 2,580 | 1124 | $26,685 | 333 | 29.6% |
| 5.01 | 3,911 | 1674 | $32,658 | 318 | 19.0% |
| 5.02 | 3,307 | 1344 | $39,063 | 159 | 11.8% |
| 6.00 | 6,838 | 3,054 | $20,856 | 1,263 | 41.4% |
| 7.00 | 2,872 | 1,137 | $49,009 | 117 | 10.3% |
| 8.00 | 5,162 | 2,427 | $36,921 | 659 | 27.2% |
| 9.01 | 2,414 | 1,164 | $31,783 | 353 | 30.3% |
| 9.03 | 4,448 | 2,292 | $28,009 | 671 | 29.3% |
| 9.04 | 2,994 | 1,311 | $45,625 | 285 | 21.7% |
| 10.01 | 4,423 | 1,708 | $77,082 | 140 | 8.2% |
| 10.02 | 4,843 | 2,134 | $49,909 | 290 | 13.6% |
| 11.01 | 5,051 | 2,382 | $25,581 | 843 | 35.4% |
| 11.02 | 2,601 | 1,246 | $29,973 | 338 | 27.1% |
| 11.03 | 2,745 | 1,107 | $37,804 | 143 | 12.9% |
| 12.00 | 5,755 | 2,171 | $46,150 | 168 | 7.7% |
| 13.01 | 5,659 | 2,210 | $47,098 | 264 | 11.9% |
| 13.03 | 4,445 | 1,704 | $48,429 | 176 | 10.3% |
| 13.04 | 3,184 | 1,235 | $37,301 | 176 | 14.3% |
| 13.05 | 1,871 | 655 | $43,393 | 81 | 12.4% |
| 14.01 | 1,855 | 726 | $46,193 | 125 | 17.2% |
| 14.02 | 4,966 | 1,987 | $53,184 | 180 | 9.1% |
| 15.00 | 6,726 | 2,693 | $48,156 | 278 | 10.3% |
| **16.00** | **6,725** | **2,314** | **$12,377** | **1,443** | **62.4%** |

*Source: US Census Bureau / 2000 Census*

*Map D-1: Low Income Census Tracts and All Existing Fixed Route Transit Services*



Elderly Populations by Census Tract

According to the 2000 Census, 12.1% of the population in Monroe County is 60 years of age or older. Table D-2 shows the distribution of people 60+ years old across census tracts in Monroe County.

For purposes of this study, the top six (or 20%) Census Tracts with the largest concentration of elderly populations are identified as having significant concentrations of elderly persons. By this definition, six of the twenty-nine total Census Tracts in Monroe County were identified as having populations with significant concentrations of elderly persons and are highlighted in Table D-2. These Census Tracts were:

- Census Tract 9.01 – 23% of the population is 60 years or older
- Census Tract 5.01 – 21% of the population is 60 years or older
- Census Tract 4.01 – 20% of the population is 60 years or older
- Census Tract 8.00 – 20% of the population is 60 years or older
- Census Tract 11.02 – 19% of the population is 60 years or older
- Census Tract 10.02 – 18% of the population is 60 years or older

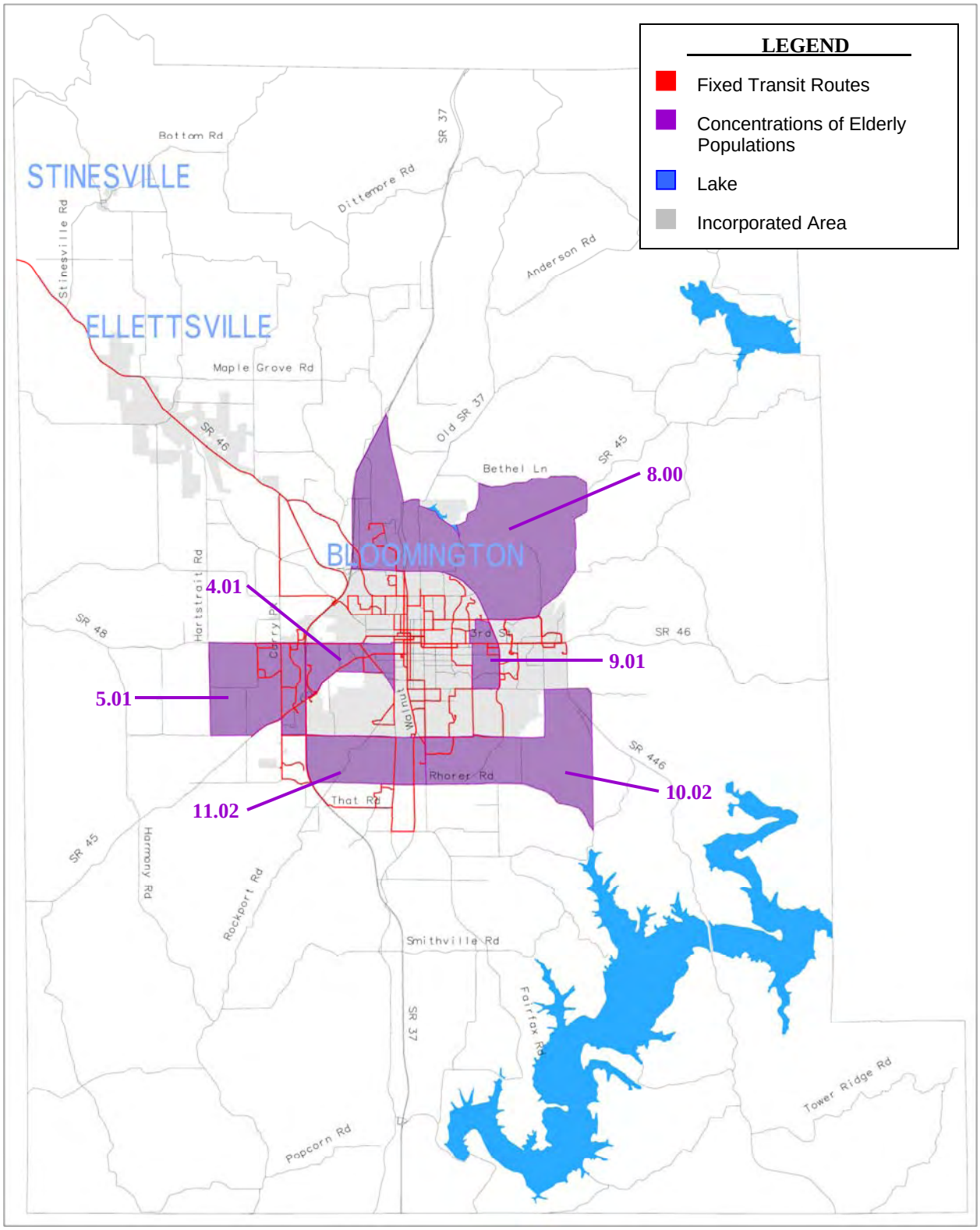
Map D-2 illustrates the location of Census Tracts with high concentrations of elderly populations within Monroe County.

*Table D-2: Elderly Population Distribution per Census Tract for Monroe County*

| Census Tract | Population | 60+ Population | 60+ % Total |
|---|---|---|---|
| 1.00 | 3,160 | 90 | 2.8% |
| 2.01 | 7,078 | 20 | 0.3% |
| 2.02 | 4,542 | 11 | 0.2% |
| 3.01 | 4,346 | 332 | 7.6% |
| 3.02 | 3,082 | 444 | 14.4% |
| **4.01** | **2,980** | **605** | **20.3%** |
| 4.02 | 2,580 | 208 | 8.1% |
| **5.01** | **3,911** | **808** | **20.7%** |
| 5.02 | 3,307 | 399 | 12.1% |
| 6.00 | 6,838 | 599 | 8.8% |
| 7.00 | 2,872 | 479 | 16.7% |
| **8.00** | **5,162** | **1,020** | **19.8%** |
| **9.01** | **2,414** | **555** | **23.0%** |
| 9.03 | 4,448 | 754 | 17.0% |
| 9.04 | 2,994 | 417 | 13.9% |
| 10.01 | 4,423 | 675 | 15.3% |
| **10.02** | **4,843** | **889** | **18.4%** |
| 11.01 | 5,051 | 582 | 11.5% |
| **11.02** | **2,601** | **484** | **18.6%** |
| 11.03 | 2,745 | 335 | 12.2% |
| 12.00 | 5,755 | 727 | 12.6% |
| 13.01 | 5,659 | 825 | 14.6% |
| 13.03 | 4,445 | 541 | 12.2% |
| 13.04 | 3,184 | 367 | 11.5% |
| 13.05 | 1,871 | 312 | 16.7% |
| 14.01 | 1,855 | 235 | 12.7% |
| 14.02 | 4,966 | 749 | 15.1% |
| 15.00 | 6,726 | 1,043 | 15.5% |
| 16.00 | 6,725 | 70 | 1.0% |

*Source: US Census Bureau / 2000 Census*

*Map D-2: Census Tracts with Largest Concentrations of Elderly Persons and All Existing Fixed Route Transit Services*



Populations with a Disability by Census Tract

According to the 2000 Census, 17.4% of the population in Monroe County is identified as having a disability. The Census Bureau defines disability "as a long-lasting physical, mental, or emotional condition" that "can make it difficult for a person to do activities such as walking, climbing stairs, dressing, bathing, learning, remembering, or going outside home alone to work at a job or business." Table D-3 shows the distribution of people with disabilities across census tracts.

For purposes of this study, the top seven (or 20%) of census tracts with the highest proportion of persons with disability are identified as having significant concentrations of disabled persons. Seven of the twenty-nine total Census Tracts in Monroe County are identified as having significant concentrations of persons with disabilities and are highlighted in Table D-3. These Census Tracts are:

- Census Tract 4.01 – 37% of the population is disabled
- Census Tract 15.00 – 35% of the population is disabled
- Census Tract 11.01 – 34% of the population is disabled
- Census Tract 6.00 – 33% of the population is disabled
- Census Tract 14.01 – 32% of the population is disabled
- Census Tract 5.01 – 30% of the population is disabled
- Census Tract 11.02 – 30% of the population is disabled

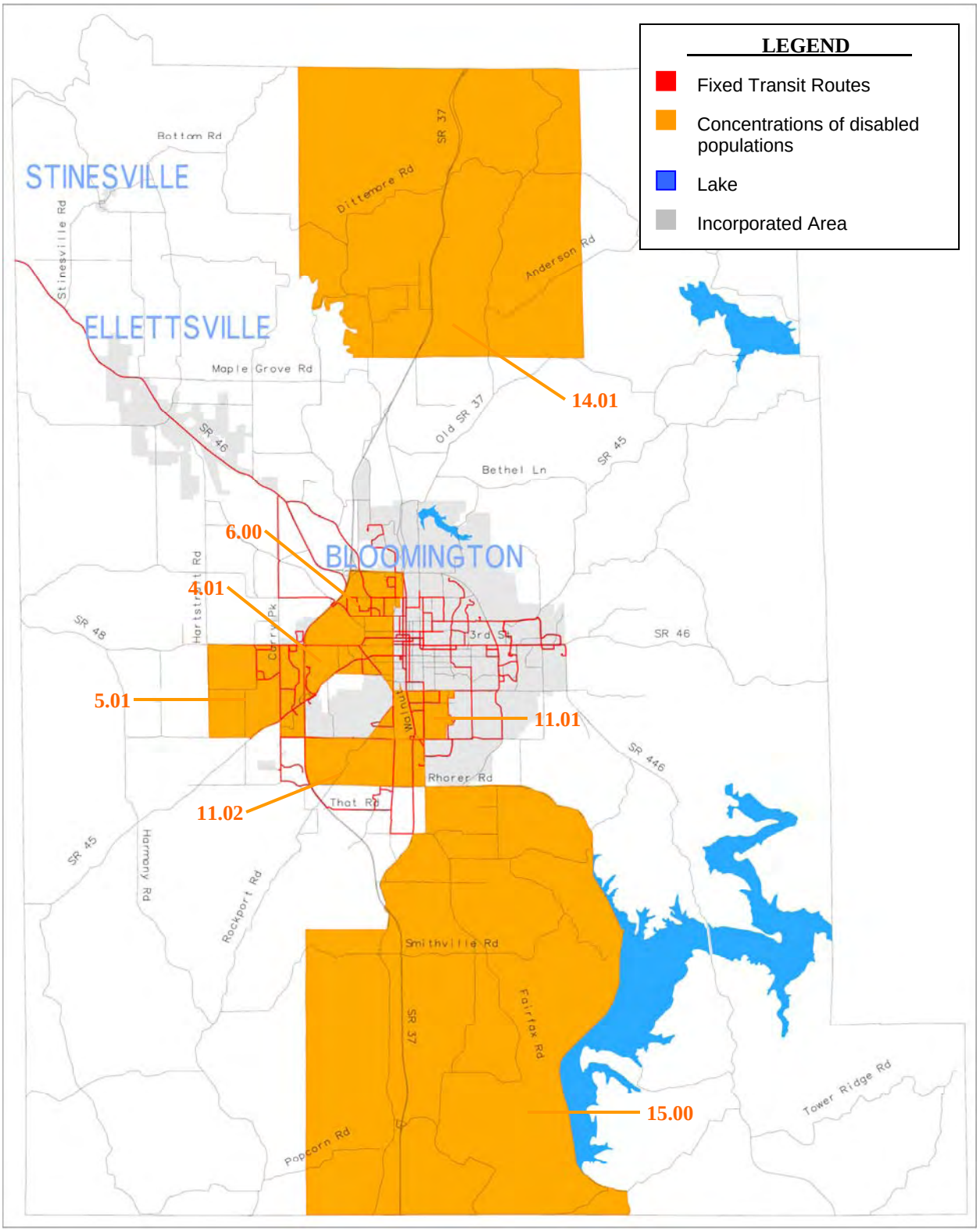
Map D-3 illustrates the location of Census Tracts with high concentrations of disabled populations within Monroe County.

*Table D-3: Disabled Population Distribution per Census Tract for Monroe County*

| Census Tract | Population | Total Disability | Total Disability % |
|---|---|---|---|
| 1.00 | 3,160 | 393 | 12.4% |
| 2.01 | 7,078 | 405 | 5.7% |
| 2.02 | 4,542 | 428 | 9.4% |
| 3.01 | 4,346 | 898 | 20.7% |
| 3.02 | 3,082 | 328 | 10.6% |
| **4.01** | **2,980** | **1,093** | **36.7%** |
| 4.02 | 2,580 | 563 | 21.8% |
| **5.01** | **3,911** | **1,170** | **29.9%** |
| 5.02 | 3,307 | 776 | 23.5% |
| **6.00** | **6,838** | **2,228** | **32.6%** |
| 7.00 | 2,872 | 556 | 19.4% |
| 8.00 | 5,162 | 1,068 | 20.7% |
| 9.01 | 2,414 | 530 | 22.0% |
| 9.03 | 4,448 | 1,279 | 28.8% |
| 9.04 | 2,994 | 317 | 10.6% |
| 10.01 | 4,423 | 675 | 15.3% |
| 10.02 | 4,843 | 752 | 15.5% |
| **11.01** | **5,051** | **1,735** | **34.3%** |
| **11.02** | **2,601** | **768** | **29.5%** |
| 11.03 | 2,745 | 711 | 25.9% |
| 12.00 | 5,755 | 1,603 | 27.9% |
| 13.01 | 5,659 | 1,431 | 25.3% |
| 13.03 | 4,445 | 1,263 | 28.4% |
| 13.04 | 3,184 | 787 | 24.7% |
| 13.05 | 1,871 | 483 | 25.8% |
| **14.01** | **1,855** | **595** | **32.1%** |
| 14.02 | 4,966 | 1,009 | 20.3% |
| **15.00** | **6,726** | **2,333** | **34.7%** |
| 16.00 | 6,725 | 455 | 6.8% |

*Source: US Census Bureau / 2000 Census*

*Map D-3: Census Tracts with Largest Concentrations of Disabled Persons and All Existing Fixed Route Transit Services*



## Appendix E – *(not yet updated)*

## Grant Funding Overview

Section 5310 Program *
Section 5310 funds are a form of financial assistance for transportation services planned, designed, and carried out to meet the special transportation needs of older adults and persons with disabilities in all areas. In Indiana, the current designated recipient for the Section 5310 Program is the INDOT. INDOT evaluates and grants Section 5310 to subrecipients Statewide.

Congress establishes the allocation levels for the Section 5310 Program through a formula based on the population of elderly and disabled individuals in a state. Table E-1 contains the current levels (as of June 2006) of Section 5310 funding for the State of Indiana through Federal Fiscal Year (FFY) 2009. These figures are subject to change from potential future congressional rescission of funds.

*Table E-1: Allocations of Program Funds for Indiana*

| Program | FFY06 | FFY07 | FFY08 | FFY09 |
|---|---|---|---|---|
| Section 5310 | 2,281,514 | 2,408,422 | 2,615,787 | 2,750,575 |
| JARC | 1,682,656* | 2,428,364 | 2,630,728 | 2,774,069 |
| New Freedom | 1,159,776* | 1,634,380 | 1,765,534 | 1,866,422 |

* see Table E-2 Apportionment of Program Funds by Population for Indiana

Section 5310 Program funds are available to public bodies the State approves to coordinate services for older adults and persons with disabilities; or public bodies which certify to the Governor that no non-profit corporations or associations are readily available in an area to provide the service. Local public bodies eligible to apply for Section 5310 funds as coordinators of services for elderly persons and persons with disabilities are those that the State designates to coordinate human service activities in a particular area.

Section 5310 Program Federal funds can fund no more than 80% of the total eligible capital and program administrative costs for approved projects. There is an exception to this ratio for vehicle-related equipment required by the Clean Air Act Amendments of 1990 (CAAA) or the Americans with Disabilities Act of 1990 (ADA). The Federal share is 90% for vehicle-related equipment required by the CAAA or ADA. Only the incremental cost of the equipment required by the ADA or CAAA may be funded at 90%, not the entire cost of the vehicle, even if the vehicle is purchased for use in service required by the ADA or CAAA.

According to FTA Guidance funds for the Section 5310 program are available for capital expenses to support the provision of transportation services to meet the special needs of elderly persons and persons with disabilities. Examples of capital expenses include, but are not limited to:

- “Vehicles;

- Radios and communication equipment;
- Vehicle shelters;
- Wheelchair lifts and restraints;
- Vehicle rehabilitation, manufacture, or overhaul;
- Preventive maintenance, defined as all maintenance costs;
- Extended warranties which do not exceed the industry standard;
- Microcomputer hardware and software;
- Initial component installation costs;
- Vehicle procurement, testing, inspection and acceptance costs;
- Lease of equipment when lease is more cost effective than purchase;
- Acquisition of transportation services under a contract, lease, or other arrangement. Eligible capital expenses may also include, at the option of the subrecipient, the acquisition of transportation services under a contract, lease or other arrangement. Both capital and operating costs associated with contracted service are eligible expenses. User-side subsidies are considered one form of eligible arrangement. The State, as recipient, has the option to decide whether to provide funding for such acquired services. Funds may be requested for contracted services covering a time period of more than one year;
- The introduction of new technology, through innovative and improved products, into mass transportation; and
- Transit-related intelligent transportation systems."

The INDOT Public Transit Section manages the Section 5310 Program for the State. This office can provide further information on the Section 5310 Program and the eligible expenses for the State.

Section 5316 JARC Program *

The JARC Program is intended to support the development and maintenance of job-access and job-related transportation services for welfare recipients and eligible low-income individuals. The JARC Program has no specific limitation for services for people with disabilities. For communities or areas in the State with populations under 200,000, INDOT serves as the JARC Program manager and will select all subrecipients for projects in those areas.

Congress allocates JARC funds through a formula apportioned by the population of welfare recipients and eligible low-income individuals. On a national level, for the JARC program, approximately 60% of the funds go to designated recipients in urbanized areas with populations over 200,000, 20% goes to states for urbanized areas with populations between 50,000 and 200,000, and 20% goes to states for non-urbanized areas. JARC funds may be transferred between urbanized areas with less than 200,000 in population and non-urbanized areas when the Governor certifies that all of the JARC objectives have been met in the area from which funds are to be transferred. Table E-1 summaries the allocation of JARC funds through FFY 2009. Table E-2 presents the appropriation divisions for the JARC program for the State by population. These figures are subject to change from potential future congressional rescission of funds. JARC funding also may change as it is subject to the congressional appropriations process.

*Table E-2: FFY06 Apportionment of Program Funds by Population for Indiana*

| Area | JARC | New Freedom |
|---|---|---|
| Urbanized Area, Population 200,000 or greater (Indianapolis) | 462,916 | 317,294 |
| Urbanized Areas, Population 50,000 to 199,999 | 672,488 | 407,634 |
| Non-urbanized Area, Population Less than 50,000 | 547,252 | 434,848 |
| TOTAL | 1,682,656 | 1,159,776 |

JARC Program Federal funds can fund 80% of capital expenses, 50% of operating expenses, and 100% of up to 10% of the apportionment available for planning, administration, and technical assistance. Non-U.S. Department of Transportation (U.S. DOT) Federal funds may be used as matching funds, if the funds permit their use for transportation.

JARC Program funding assistance may be provided for a variety of transportation services and strategies that are directed at addressing welfare recipients' and eligible low-income individuals' unmet transportation needs. Examples of the types of projects that may use JARC funds include, but are not limited to:

- Developing new or expanded transportation projects or services that provide access to employment opportunities;
- Promoting public transportation by low-income workers, including the use of public transportation by workers with non-traditional work schedules;
- Promoting the use of transit vouchers for welfare recipients and eligible low-income individuals;
- Promoting the use of employer-provided transportation, including the transit pass benefit program under section 132 of the Internal Revenue Code of 1986;
- Subsidizing the costs associated with adding reverse commute bus, train, carpool, van routes, or service from urbanized areas and other than urbanized areas to suburban workplaces;
- Subsidizing the purchase or lease by a non-profit organization or public agency of a van or bus dedicated to shuttling employees from their residences to a suburban workplace; and
- Facilitating public transportation services to suburban employment opportunities.

JARC capital funds may be used for "mobility management." In the interim guidance, FTA defines "mobility management" as "consisting of short range planning and management activities for projects for improving coordination among public transportation and other transportation services providers carried out by a recipient or subrecipient through an agreement entered into with a person, including a government entity, under this section (other than sections 5309 and 5320); but excluding operating public transportation services."

"Mobility management activities may not be used for the direct provision and operation of coordinated transportation services, including the scheduling, dispatching and

monitoring of vehicles. FTA proposes the following as eligible mobility management activities:

- The development of coordinated plans;
- The support of State and local coordination policy bodies and councils;
- The maintenance and operation of transportation brokerages to coordinate providers, funding agencies and customers;
- The development and maintenance of other transportation coordination bodies and their activities, including employer-oriented Transportation Management Organizations, human service organization customer-oriented travel navigator systems and neighborhood travel coordination activities;
- The development and support of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and
- The acquisition of intelligent transportation technologies to help plan and operate coordinated systems inclusive of Global Information Systems (GIS) mapping, coordinated vehicle scheduling, dispatching and monitoring technologies as well as technologies to track costs and billing in a coordinated system and single smart customer pay systems."

JARC Program funds are available for transportation services provided by public, non-profit or private-for-profit operators. INDOT's Public Transit Section can provide additional information on the JARC Program in other areas of the State.

<u>Section 5317 New Freedom Program</u> *
The focus of the New Freedom Program is to provide improved transportation services and public transportation alternatives for people with disabilities. These services extend beyond those required by the ADA. FTA defines services beyond the ADA requirements to mean services not specifically required in the ADA and U.S. DOT implementing regulations. Services funded through the New Freedom Program must be in compliance with the ADA. New Freedom includes, but is not limited to, job-related transportation services.

On a national level, for the New Freedom Program, approximately 60% of the funds go to designated recipients in urbanized areas with populations over 200,000, 20% goes to states for urbanized areas with populations between 50,000 and 200,000, and 20% goes to states for non-urbanized areas. INDOT is responsible for management of the New Freedom Program funds allocated to areas with populations under 200,000. See Tables E-1 and E-2 for a listing of the federal allocation of the New Freedom Program funds.

New Freedom Program Federal funds can fund 80% of capital expenses, 50% of operating expenses, and 100% of up to 10% of the apportionment available for planning, administration, and technical assistance. Non-U.S. DOT Federal funds may be used as matching funds, if they permit their use for transportation.

New Freedom Program funds may be used for public transportation services and alternatives, beyond those required by the ADA, that assist individuals with disabilities. Conference Report language gives examples of projects and activities that might be funded under the program. These include, but are not limited to:

- Purchasing vehicles and supporting accessible taxi, ride-sharing, and vanpooling programs;
- Providing paratransit services beyond minimum requirements (3/4 mile to either side of a fixed route), including for routes that run seasonally;
- Making accessibility improvements to transit and intermodal stations not designated as key stations;
- Supporting voucher programs for transportation services offered by human service providers;
- Supporting volunteer driver and aide programs; and
- Supporting mobility management and coordination programs among public transportation providers and other human service agencies that provide transportation.

New Freedom Program funds may only be used to provide new public transportation services and public transportation alternatives that assist persons with disabilities with transportation. New Freedom capital funds may be used for "mobility management" (see above discussion on mobility management under the JARC Program for additional information on these types of projects). New Freedom Program funds are available to a State or local governmental authority, non-profit organization or operator of public transportation services (including private-for-profit operators). INDOT's Public Transit Section can provide additional information on the New Freedom Program in other areas of the State.

* Source: Draft Coordinated Public Transit Human Services Transportation Plan for the Indianapolis Metropolitan Planning Organization

**Bloomington/Monroe County Metropolitan Planning Organization**

# MEMORANDUM

To: BMCMPO Technical & Citizens Advisory Committees

From: Raymond Hess, Sr. Transportation Planner

Date: January 18, 2012

Re: Transportation Improvement Programs Amendments.

## Amendments to INDOT Project List:

The Indiana Department of Transportation has requested to add two new projects to the Transportation Improvement Program (TIP): an added turn lane at the intersection of State Road 37 and Tapp Road; and a new signal installation at the intersection of State Road 46 and Matthews Drive. These are considered minor amendments pursuant to the Public Participation Plan. Please note that amendments should be made to both the approved FY2010-2013 Transportation Improvement Program and the FY2012-2015 Transportation Improvement Program to maintain consistency between the two documents.

INDOT requests the following project tables be added to the TIPs:

*SR37 at Tapp Road*

FY2010-2013 TIP

| State of Indiana Projects | | | Funding Source | Fiscal Year 2010 | 2011 | 2012 | 2013 |
|---|---|---|---|---|---|---|---|
| **Project:** | **State Road 37** | PE | HSIP | | | $ 67,500 | $ 13,500 |
| **Location:** | Intersection of State Road 37 and Tapp Road | PE | State | | | $ 7,500 | $ 1,500 |
| **Description:** | Intersection improvement project with added turn lanes | ROW | HSIP | | | | |
| | | ROW | State | | | | |
| | | CON | HSIP | | | | $ 90,000 |
| **DES#:** | 1173269 | CON | State | | | | $ 10,000 |
| **Support:** | | | | | | | |
| **Allied Projects:** | I-69 | | **TOTAL** | $ - | $ - | $ 75,000 | $ 115,000 |

FY 2012-2015 TIP (note: INDOT has project costs identified in FY2014)

| State of Indiana Projects | | | Funding Source | Fiscal Year 2012 | 2013 | 2014 | 2015 |
|---|---|---|---|---|---|---|---|
| **Project:** | **State Road 37** | PE | HSIP | $ 67,500 | $ 13,500 | | |
| **Location:** | Intersection of State Road 37 and Tapp Road | PE | State | $ 7,500 | $ 1,500 | | |
| **Description:** | Intersection improvement project with added turn lanes | ROW | HSIP | | | | |
| | | ROW | State | | | | |
| | | CON | HSIP | | $ 90,000 | $ 180,000 | |
| **DES#:** | 1173269 | CON | State | | $ 10,000 | $ 20,000 | |
| **Support:** | | | | | | | |
| **Allied Projects:** | I-69 | | **TOTAL** | $ 75,000 | $ 115,000 | $ 200,000 | $ - |

*SR45 at Matthews Drive*

FY2010-2013 and FY2012-2015 TIPs

| State of Indiana Projects | | Funding Source | Fiscal Year 2010 | 2011 | 2012 | 2013 |
|---|---|---|---|---|---|---|
| **Project:** | **State Road 46** | PE HSIP | | | | |
| **Location:** | Intersection of State Road 46 and Matthews Drive | PE State | | | | |
| **Description:** | New signal installation at intersection of SR46 and Matthews Dr. | ROW HSIP | | | | |
| | | ROW State | | | | |
| | | CON HSIP | | | | |
| **DES#:** | 1173647 | CON State | | | | $ 200,000 |
| **Support:** | | | | | | |
| **Allied Projects:** | | **TOTAL** | | | | $ 200,000 |

## Amendments to Bloomington Transit Project List:

Bloomington Transit has requested to add two a new project to the Transportation Improvement Program (TIP): Voice enunciators for buses on the fixed routes. This is considered a minor amendments pursuant to the Public Participation Plan. Please note that amendments should be made to both the approved FY2010-2013 Transportation Improvement Program and the FY2012-2015 Transportation Improvement Program to maintain consistency between the two documents.

BT requests the following project table be added to the TIPs. Note: the project is being shown as illustrative until grant funds are awarded:

*Voice Enunciators*

FY2010-2013 and FY2012-2015 TIPs

| Bloomington Transit Projects | | | Fiscal Year 2010 | 2011 | 2012 | 2013 |
|---|---|---|---|---|---|---|
| **Project:** | **Voice Enunciators** | FTA 5317 | | | *$ 240,000* | |
| **Description:** | Retrofit fixed route buses with GPS-enabled voice enunciator equipment to announce key bus stops, major intersections, and major destinations to assist persons with visual impairments while on the bus | Local | | | $ 60,000 | |
| **DES#:** | To be assigned | | | **Note:** The figures in italics represent illustrative funding | | |
| **Support:** | TDP, Coordinated Plan | **TOTAL** | $ - | $ - | $ 300,000 | $ - |

## Recommendation Requested

The Technical Advisory Committee and Citizens Advisory Committee are requested to make a recommendation to the Policy Committee on the proposed TIP amendments.