



POLICY COMMITTEE

March 6, 2015

1:30 – 3:00 p.m.

Council Chambers (#115)

- I. Call to Order
- II. Approval of Minutes
 - a. January 21, 2015
- III. Communications from the Chair
- IV. Reports from Officers and/or Committees
 - a. Citizens Advisory Committee
 - b. Technical Advisory Committee
- V. Reports from the MPO Staff
 - a. MTP Update
 - b. Quarterly Project Tracking Report
- VI. Old Business
- VII. New Business
 - a. Transportation Improvement Program Amendment
 - (1) DES# 1383223 Surface Treatment on SR 446; SR46 to Moores Pike*
 - b. TAP Grant Awards*
 - c. HSIP Grant Awards*
- VIII. Communications from Committee Members (*non-agenda items*)
 - a. Topic Suggestions for Future Agendas
- IX. Upcoming Meetings
 - a. Technical Advisory Committee – March 25 at 10:00 a.m. (McCloskey Room)
 - b. Citizens Advisory Committee – March 25 at 6:30 p.m. (McCloskey Room)
 - c. Policy Committee – April 10 at 1:30 p.m. (Council Chambers)

Adjournment

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



**Policy Committee Meeting Minutes
January 9, 2015 Council Chambers Room 115, City Hall**

Policy Committee minutes are transcribed in a summarized outline manner. Audio recordings are on file with the City of Bloomington Planning & Transportation Department.

Attendance

Policy Committee: Tony McClellan (INDOT-Seymour District), Scott Wells (Monroe County Plan Commission), Jack Baker (City of Bloomington Plan Commission), Laurel Cornell (Citizens Advisory Committee), Cheryl Munson (Monroe County Council), John Collison (Monroe County Highway Dept), Jason Banach (IU), Susie Johnson (City of Bloomington), Tom Micuda (City of Bloomington), Andy Ruff (City of Bloomington Council Member), Kent McDaniel (Bloomington Public Transportation), Iris Kiesling (Monroe County Commissioner)

Others: Alexa Lopez (City of Bloomington), Jane Fleig (City of Bloomington)

MPO Staff: Josh Desmond, Anna Dragovich, Emily Avers

I. Call to Order

II. Election of Officers

A. Chair

****Tom Micuda made motion to nominate Kent McDaniel. Andy Ruff seconded. Motion approved by unanimous voice vote.**

B. Vice Chair

****Laurel Cornell made motion to nominate Jack Baker. Cheryl Munson seconded. Motion approved by unanimous voice vote.**

III. Approval of Minutes - September 12, 2014 and November 7, 2014

A. Scott Wells asked that the power point presentation be referenced in the minutes. Josh Desmond said the power point can be referenced in the minutes and the actual power point can be available for any one who requests it to view.

****Micuda made motion to approve both minutes, with above described changes for September 12 minutes. Cornell seconded. Motion passed by unanimous voice vote.**

III. Communications from the Chair - None at this time

IV. Reports from Officers and/or Committees

A. Citizens Advisory Committee - Cornell said Citizen's Advisory Committee met and approved two TIP amendments. Cornell thanked Anna Dragovich for providing a map. The map was helpful to guide the committee's discussion of the two amendments.

B. Technical Advisory Committee - Jane Fleig stated Technical Advisory Committee met in November and approved the two TIP amendments being reviewed at this meeting of the Policy Committee.

V. Reports from the MPO Staff

A. Upcoming Business for 2015 - Desmond provided an outlook on several important projects that will come before all the MPO committees over the next 5-6 months. There are four big projects. One is the new TIP which is currently being prepared. This will update the existing TIP and bring it forward for another two years, to cover fiscal years 2016 through 2019. There will be a new format for the TIP. The new format should make the information easier for the committee and public to understand and easier for staff to administer. A call for projects was sent out in late November to local partner agencies. The submission deadline was earlier this week. Now the applications are in and need to be evaluated. There are special eligibility requirements for HSIP and TAP funding programs. There will be a committee meeting January 21st to review all of the TAP applications and make a recommendation for which applications should have funding awarded for the TIP. The final recommendation of the committee will be presented to the Policy Committee in February for a final decision. Desmond presented a quick listing of the applications that have been received. The list did not include details for when the projects are scheduled to happen, which funding sources they are seeking or how much funding they are seeking. The list includes existing projects which will presumably be carried through the next TIP as well as new projects.

City of Bloomington - existing projects

- Old S.R. 37 and Dunn St. intersection
- Tapp and Rockport Road intersection
- Black Lumber Trail Spur
- Bikeways Projects
- Downtown Intersection Improvements

City of Bloomington - new projects

- Woodlawn Ave (12th Street to 13th Street including railroad crossing) - this is in conjunction with IU. Susie Johnson asked if IU made this application. Desmond clarified this would be a City project with funding from IU as the local match. The project is being presented to get the federal funding. Kent McDaniel added IU's trustees have already funded 4.7 million in addition to money the IU trustees had already spent on utilities in the area. Johnson asked if the money for the project would come out of the STP fund. Desmond said it is proposed for funding through the TIP.
- 17th St (I-69 Overpass to 17th/Arlington Roundabout)
- 10th St RR Overpass (East of IU Campus)
- 3rd & Woodcrest Signal Replacement
- 2nd and College Signal Replacement
- 4th and Rogers Pedestrian Island
- Allen Street Rectangular Rapid Flashing Beacon (at Walnut Street)
- Rogers Road Sidepath (The Stands Drive to existing Sidepath)
- Henderson Street Sidepath (Black Lumber Trail to Winslow Road)
- Jackson Creek Trail (Rogers Road to Southeast Park/Sherwood Oaks Park to Sare Road)

- Moore's Pike Guardrail (at north end of Southeast Park)
- Winslow Rd Sidepath (Walnut Street to Highland Avenue)

Monroe County- existing projects

- Fullerton Pike Phase 1 (From 475 west of Walnut Street to 200 feet east of Walnut Street Pike)
- Karts Farm Greenway Phase 3
- Bridge safety Inspection and Inventory

Monroe County - new projects

- Fullerton Pike Phase 2 (from Phase 1 west to 500 feet west of Rogers Street)
- Traffic Signal Black Backing Plates (7 county signals)

Bloomington Transit- existing projects

- Operating Assistant
- Mobility Management/ Voucher Program
- Support Vehicle Replacement
- Vehicle Maintenance (engines/transmissions/tires/etc.)
- Passenger Shelters
- Grimes Lane Facility Surveillance Equipment
- Fare Collection Equipment Replacement
- Maintenance Facility Exhaust System Replacement
- BT Access Vehicle Purchase
- 35-foot Hybrid Bus Purchase
- 40-foot Diesel Bus Purchase

Bloomington Transit- new projects

- Fleet Maintenance Software Replacement
- Radio Communication Equipment Replacement

Rural Transit- existing projects

- Operating Assistance

Rural Transit-new projects

- Vehicle Maintenance

Desmond reminded the Committee this is the first TIP under the new business rules for financing. Iris Kiesling requested the list of proposals be sent to committee members. The target for the adoption of the TIP is May. Desmond said a new two year Unified Planning Work Program as adopted last year. This year an amendment to the previous work program will be made to carry over funding from the last work program and to incorporate new funding guidance from INDOT, Federal Highway and Federal Transit. The funding and projects will be added May or June. The Metropolitan Transportation Plan Travel Demand model is now complete. Some components have been installed to staff's computers and

others will be installed through this week. Staff training has been completed. May is the target for adoption of the plan. Every MPO is required to have a Memorandum of Understanding (MOA) between the MPO, the state department of transportation and the local transit provider. The MOA establishes and formalizes roles of those entities in carrying out the federal transportation planning process. This MPO does have an old MOA, so this is just to update it. Desmond has a template which was provided by INDOT. He is working to customize the template to fit how this MPO works. He will bring the MOA forward for review in the next few months. It will also need to be brought to the Bloomington Transit board and INDOT for their approvals. Keisling asked if any approval needs to be done with Federal Transit. Desmond does not know, but he will be asking this. Wells asked about the budget being cut from 220 million to 120 million. Desmond said the federal allotment is 120 million for all the MPOS. When all the projects of all the MPOs were presented to INDOT, the total was closer to 220 million, so all the MPOs have been asked to rearrange and cut items to stay within the allotment. This MPO has done a pretty good job. We're either close to or at our funding limit. Then moving forward to 2016 and beyond we will be able to spend down the balance of rollover funds. Wells clarified at that point the funds with either need to be spent within that fiscal year or they will be lost. Desmond said that is correct. Wells asked Desmond to break down the funds available for the year. Desmond said the STP fund is 2.5 million, the HSIP fund is 400,000, and the TAP fund is 150,000. Wells asked if there were still 14 MPOs throughout the state. Desmond said there are.

VI. Old Business - none at this time

VII. New Business

A. Transportation Improvement Program Amendments

i. DES# 1401351 - Concrete Pavement Restoration

ii. DES# 1401344 - Concrete Pavement Restoration

These are very similar projects. One is on the east side of S.R. 37 and one is on the west side. The project is to redo the concrete sections in the area going over S.R. 37. The west side is \$204,000 total coming from INDOT's STP fund source. The total on the east side is \$205,000, coming from the same funding source.

There was no public comment.

****Johnson moved to approve the TIP amendment. McClellan seconded. Motion passed by unanimous voice vote.**

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

Scott Wells presented a power point of erosion problems related to the I69 construction. The power point showed photos of the I69 ROW taken January 3rd, 2015 after of 1.7 inches of rain January 2nd and 3rd. The photos show soil runoff into Indian Creek Road, choking siltation into the Evans Rd Culvert, and the flooding around the swallow holes on the Wisniewski property which was supposedly corrected. The water flow was redirected away from the swallow holes and now it is flooding the Wisniewski's driveway and into the road. Wells also showed photos of the spring on the Garvey's property which is still contaminated with the soil

runoff. Wells made some requests for INDOT to compensate for the silt and sediment in the Garvey's spring, to correct the drainage pattern and soil runoff problems with the Wisniewski property, and to correct the drainage design flaws in the I69 ROW that cause these repeated bouts of choking siltation. Wells added he's just trying to represent the people he serves. He wants INDOT to look at this from the property owner's view point.

Munson stated this is her last meeting. She will be replaced as the Monroe County Council's representative by Geoff McKim. It is sad for her to leave when there is so much unfinished business but that's the nature of transportation projects. She is particularly interested in the Tapp and Rockport Rd improvements and I69. She has worked with property owners who have been or will be affected by these developments and she is sure she will continue to hear from property owners about these projects. She has heard particularly from many residents about the Fullerton Pike project. These residents have many concerns about property values and safety. She sees ways that the project can be made safer and have less impact on surrounding properties. She is optimistic this can be resolved in a way so that trucks don't go roaring by the neighborhoods and schools in the area. She will be following transportation, even when she is not on the committee. McDaniel thanked Munson for her service.

McDaniel stated the IU intercampus shuttle had its soft open December 1st. The official opening is January 12th. The website is campuscommute.com. The shuttle will let you get a ticket for \$7 to go to IUPUI or the state house. You can also reserve a seat for \$15

IX. Upcoming Meetings

- A. **Technical Advisory Committee** – January 21, 2015 at 10:00 a.m. (McCloskey Room)
- B. **Citizens Advisory Committee** – January 21, 2015 at 6:30 p.m. (McCloskey Room)
- C. **Policy Committee** – February 6, 2015 at 1:30 p.m. (Council Chambers)

Adjournment

*These minutes were adopted by the Policy Committee at their meeting held on _
(EJEA)*



MEMORANDUM

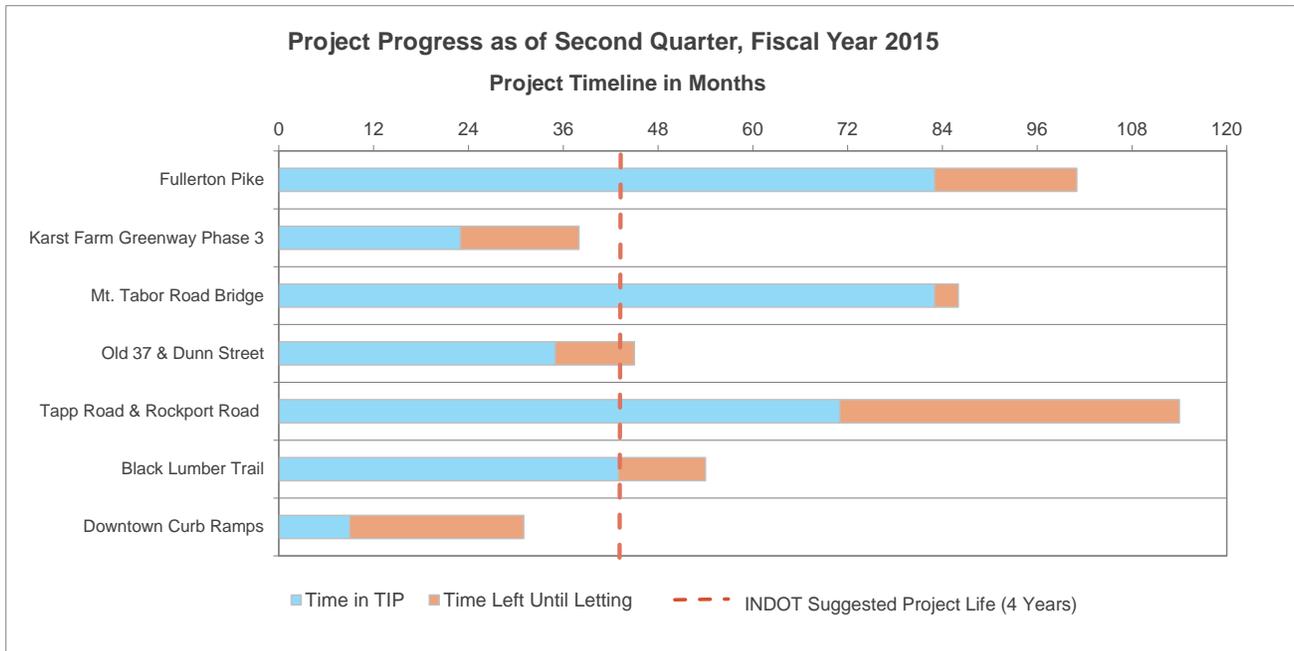
To: MPO Policy Committee
From: Anna Dragovich, Senior Transportation Planner
Date: March 6, 2015
Re: Second Quarter, Fiscal Year 2015 Quarterly Tracking Report

Tracking Meetings are conducted at the beginning of every quarter (July, October, January, & April). The purpose of Quarterly Tracking Meetings is to assist the Local Public Agencies (LPAs), consultants, the Indiana Department of Transportation (INDOT), and the Metropolitan Planning Organization (MPO) with improved communication and coordination of project estimates and timelines.

The BMCMPPO Unified Planning Work Program includes project tracking as a task to be accomplished on a quarterly basis. This report includes a brief summary of the status of each project as of the Quarterly Tracking Meeting on January 28 as well as graphs illustrating the timeline and budget of each project.

Project updates are also warranted pursuant to the Complete Streets Policy adopted in January 2009. The rationale behind these project updates is to keep the committees of the MPO informed of project development in the hopes that projects stay on schedule and on budget.

Second Quarter, Fiscal Year 2015 Quarterly Project Progress



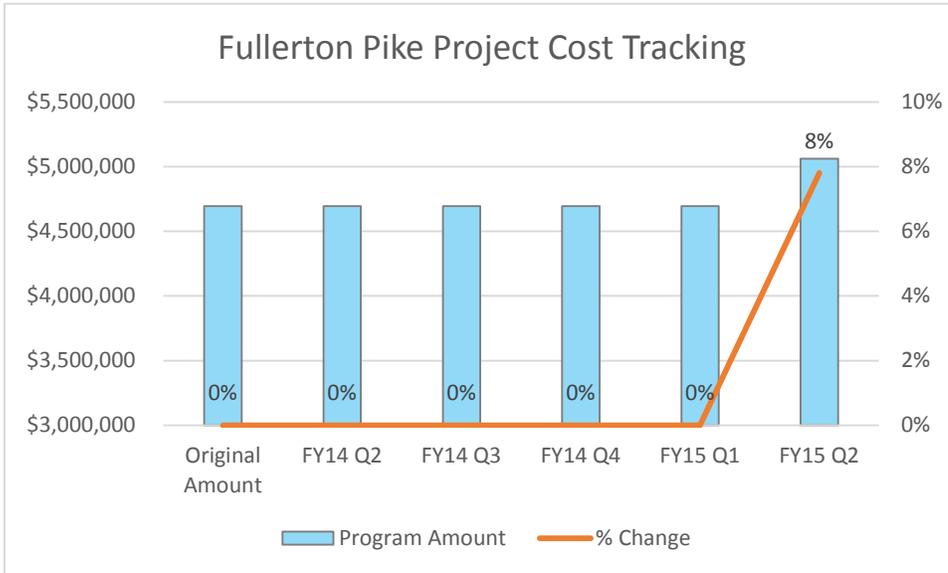
The figure above illustrates project progress from initial adoption in to the TIP to the most recent quarterly tracking meeting on January 21, 2015. Ideally projects would get through the process from adoption into the TIP through construction in four years. This has been illustrated as a red dashed line. For many reasons, projects don't always make this deadline. This is often to no fault of their own. Nonetheless, four years serves as a good baseline comparison.

Project Name	Original Program Date	Estimated Letting Date
Fullerton Pike	2-Jan-08	13-Jul-16
Karst Farm Greenway Phase 3	2-Jan-13	1-Apr-16
Mt. Tabor Road Bridge	2-Jan-08	1-Apr-15
Old 37 and Dunn Street	2-Jan-12	10-Nov-15
Tapp and Rockport Road	2-Jan-09	8-Aug-18
Black Lumber Trail	13-May-11	9-Dec-15
Downtown Curb Ramps	2-Mar-14	2-Nov-16

The table above corresponds with the Project Progress figure. Each project has an initial programming date also known as the date that it was first programmed in the TIP. Subsequently, each project has a letting date. This is a major milestone which signifies that the project can be bid out to contractors who can then begin to construct the project.

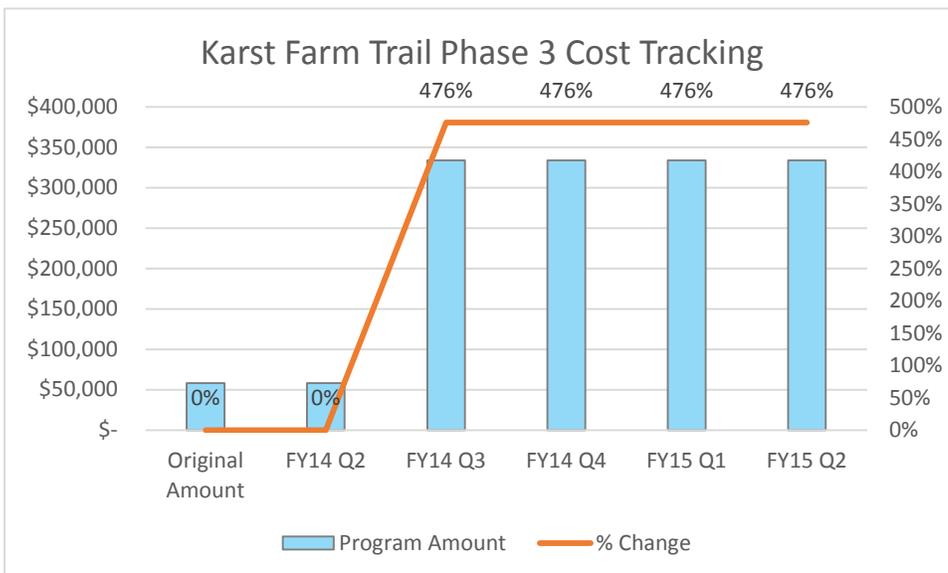
Second Quarter, Fiscal Year 2015 Quarterly Project Cost Tracking

The following graphs serve to illustrate project funding fluctuations from the original program amount to the most recent quarter. Project costs include both federal and local funding amounts reported at each quarterly meeting.



Fullerton Pike Phase 1
DES # 0801059

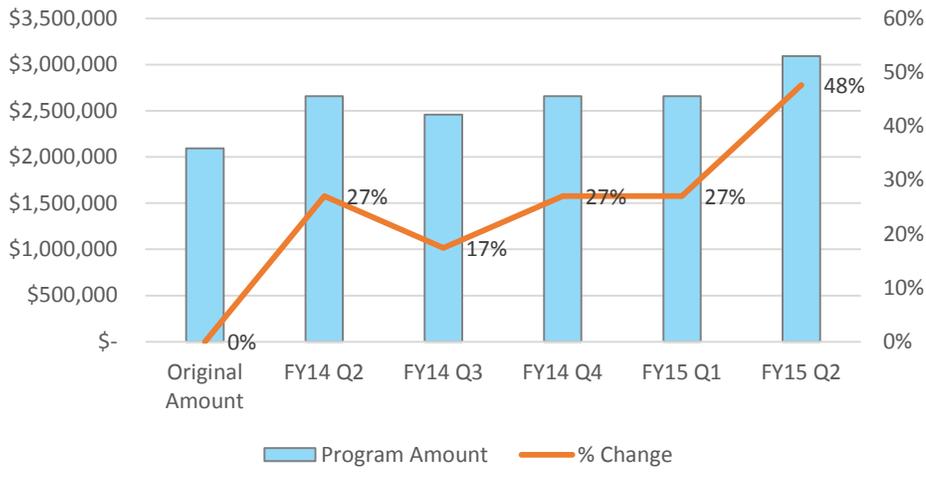
Environmental Assessment approved November 2014. Public hearing was held December 11, 2014. Working through and compiling public comments. Changes to estimate to concur with TIP amendment.



Karst Farm Trail Phase 3
DES # 1382431

Currently in contract negotiations with IXOYE for project development. Anticipate completing this in January, 2015 and will have an updated schedule at that time. TIP application was submitted for additional TAP funding for design. Project is waiting for award or denial.

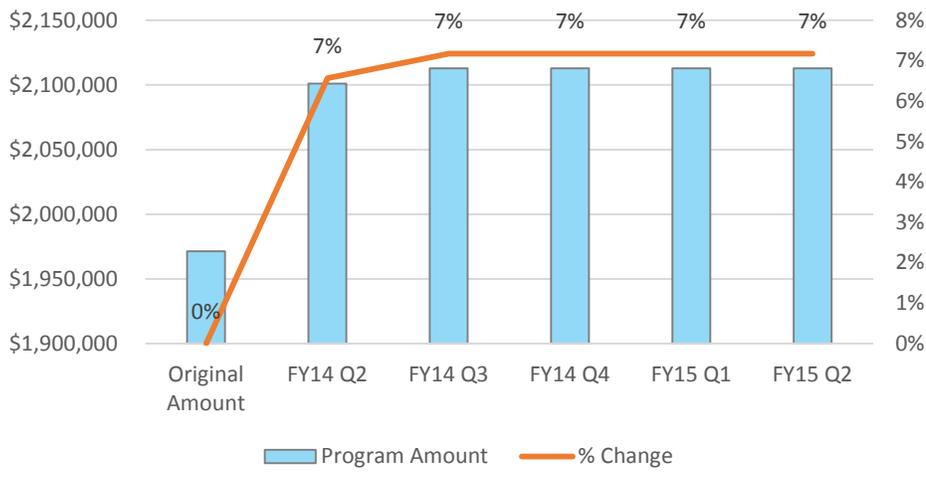
Mt. Tabor Road Project Cost Tracking



Mt. Tabor Road Bridge
DES # 0801060

Construction cost was updated for tracings submittal and now includes all reimbursable utilities. Federal/local split of construction cost adjusted for sewer utility work to be included but not eligible for federal reimbursement. Right of way costs reflect final settlement values for property acquired, all properties are now secured. Overall, project is on track for April 2015 letting.

Old 37 & Dunn Project Cost Tracking



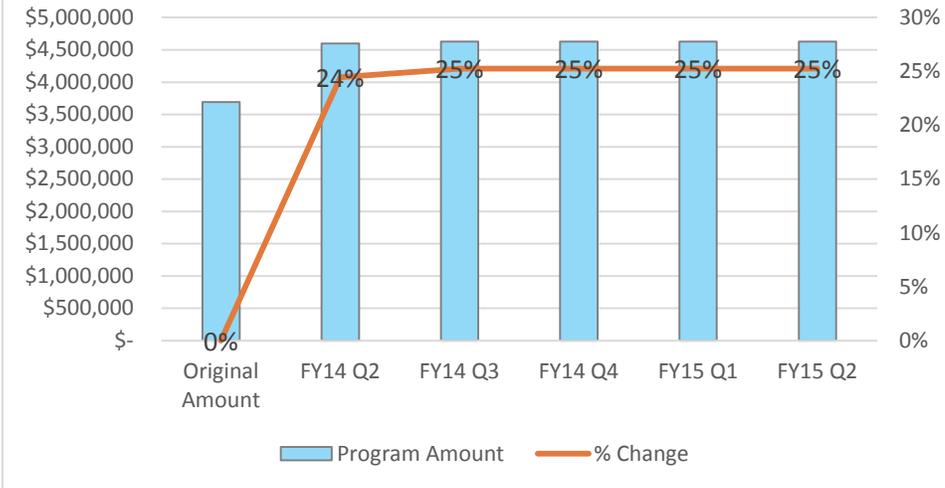
Old 37 & Dunn St.
DES # 1297060

Environmental documents have been approved. Received feedback on Stage 2 design and will proceed with Stage 3 design work. Ongoing coordination with utility companies. Letting scheduled for November 2015.

Tapp & Rockport Road Project Cost Tracking

Tapp & Rockport Road
DES # 0901730

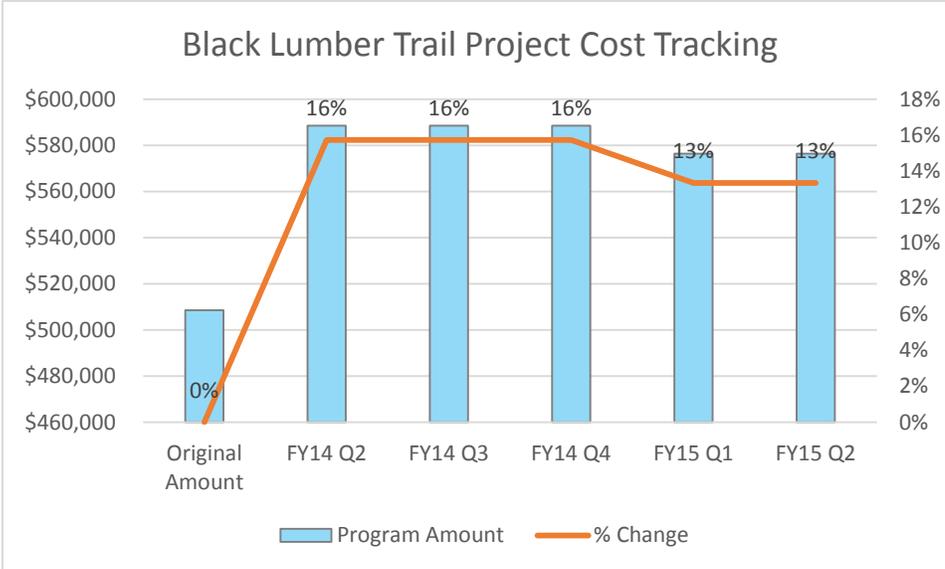
Waiting on notice to proceed in order to begin design work. Letting date is scheduled for August FY 2018.



Black Lumber Trail Project Cost Tracking

Black Lumber Trail
DES # 1382429

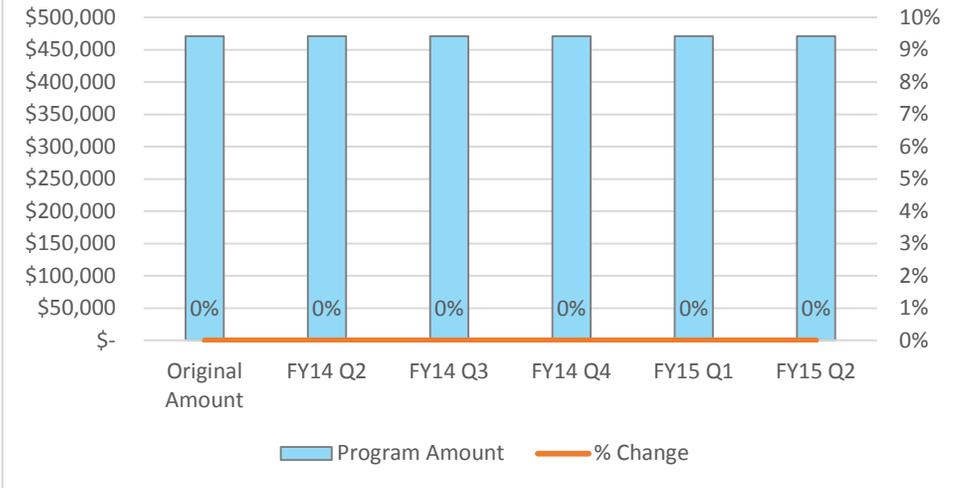
Working on getting a consultant under contract for design. Letting date scheduled for December 2015.



Downtown Curb Ramps Project Cost Tracking

Downtown Curb Ramps
DES # 140067

Project has temporarily been placed on hold. Letting is scheduled for November 2016.

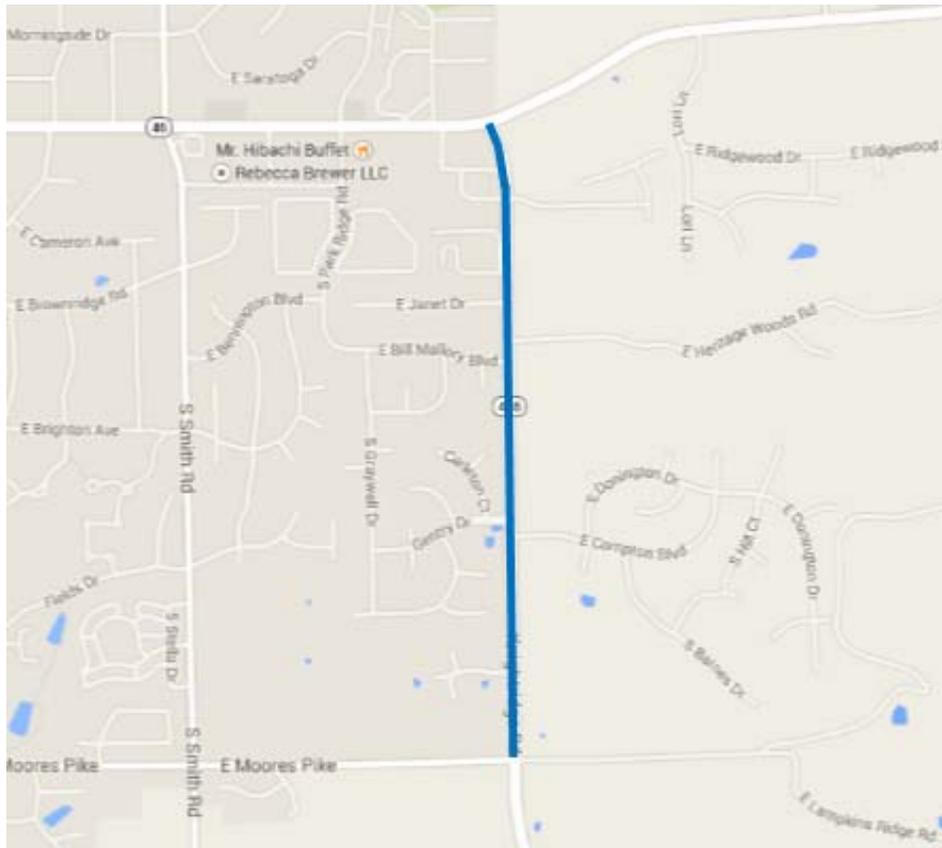


MEMORANDUM

To: MPO Policy Committee
From: Anna Dragovich, Senior Transportation Planner
Date: March 6, 2015
Re: Transportation Improvement Program (TIP) Amendment

Indiana Department of Transportation

The Indiana Department of Transportation (INDOT) has requested a modification to project #1383223, resurfacing of SR446 between SR46 and Moores Pike. The project is currently in the FY 2014-2017 TIP, however it has been requested that the funding amount be increased from \$146,742 Federal (STP) and \$36,686 State to \$227,200 Federal (STP) and \$58,800 State.



The following table illustrates how the project is currently programmed:

State of Indiana Projects		Funding Source	Fiscal year			
			2014	2015	2016	2017
Project:	State Route 446	PE				
Location:	SR 446, E Moores Pike to SR 46					
Description:	Surface treatment of SR 446 from E Moores Pike to SR 46	RW				
DES#	1383223	CN	STP	\$ 146,742		
Support:			State	\$ 36,686		
Allied Projects:	State Route 46 Des#1383224	TOTAL		\$ 183,428		

The following table illustrates the requested modifications:

State of Indiana Projects		Funding Source	Fiscal year			
			2014	2015	2016	2017
Project:	State Route 446	PE				
Location:	SR 446, E Moores Pike to SR 46					
Description:	Surface treatment of SR 446 from E Moores Pike to SR 46	RW				
DES#	1383223	CN	STP	\$ 227,200		
Support:			State	\$ 56,800		
Allied Projects:	State Route 46 Des#1383224	TOTAL		\$ 284,000		

Requested Action

The Policy Committee is asked to vote on the requested amendment. The Technical Advisory Committee and Citizen Advisory Committee have both recommended approval of this amendment.

MEMORANDUM

To: MPO Policy Committee
From: Josh Desmond, MPO Director
Date: March 6, 2015
Re: FY 2016-2019 Transportation Alternatives Program (TAP) Awards

Background

In October 2013, the BMCMPPO Policy Committee (PC) approved guidelines for the local Transportation Alternatives Program (TAP), a new funding program authorized by the MAP-21 transportation bill. The approved TAP guidelines defined eligible activities to be considered and established a process to review, select, and award TAP funds to local public agencies. The TAP guidelines call for a TAP Selection Committee to review and score all TAP applications, based on prescribed criteria. This memo details the recommendations of the TAP Selection Committee that reviewed applications received during the FY 2016-2019 TIP development process.

TAP Call for Projects

The FY 2016-2019 TAP call for projects was announced to local public agencies on November 21, 2014. The total amount of TAP funds available during this period is \$929,158. The following applications for TAP funding were submitted to the MPO:

- Karst Farm Trail Phase 3 (Monroe County)
- Rogers Road Sidepath (Bloomington)
- Henderson Street Sidepath (Bloomington)
- Jackson Creek Trail Extensions (Bloomington)
- Winslow Road Sidepath (Bloomington)

TAP Selection Committee Project Scoring and Recommendations

Each of the three BMCMPPO Committees nominated two members to participate in the TAP Selection Committee: Iris Kiesling (PC), Jack Baker (PC), Jason Eakin (TAC), Dave Williams (TAC), Paul Ash (CAC), Laurel Cornell (CAC). Committee members scored the project applications based on criteria established in the approved TAP guidelines. A meeting was held on January 21, 2015 to discuss the project scoring results and to recommend an award of funds. A summary of the project scoring results is provided in the two charts at the bottom of this section, and complete project applications are included in this packet.

Based on the evaluation of project applications and projections of available funding, the TAP Selection Committee recommends that TAP funds for Fiscal Years 2016 through 2019 be awarded as follows:

Fiscal Year 2016:

- Karst Farm Greenway Phase 3 (PE & CN phases) - \$203,127

Fiscal Year 2017:

- South Henderson Sidepath (PE phase) - \$154,049

Fiscal Year 2018:

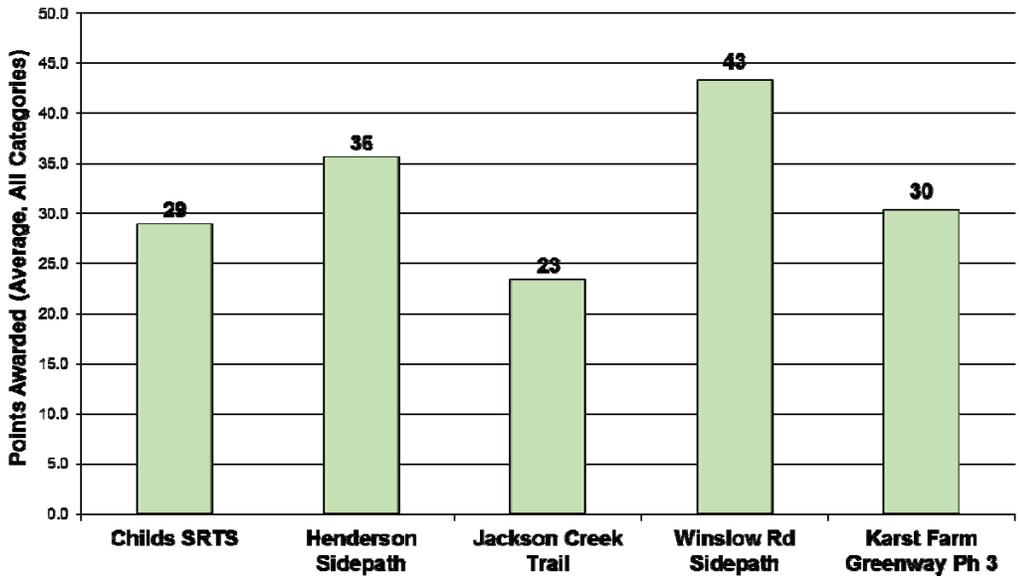
- Jackson Creek Trail Extensions (PE phase) - \$154,049

Fiscal Year 2019:

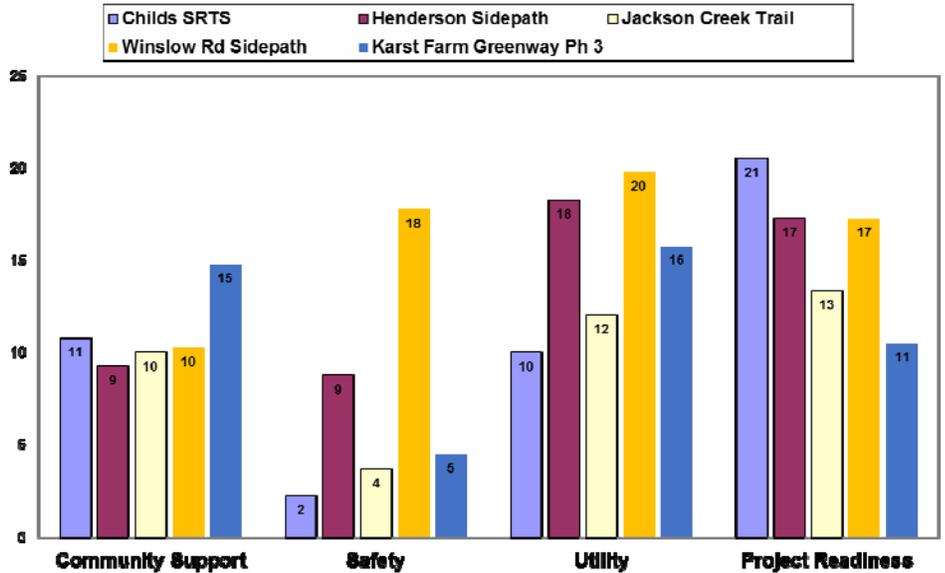
- Jackson Creek Trail Extensions (PE phase) - \$200,000

The requested TAP funds for the Rogers Road Sidepath and the Winslow Road Sidepath have been converted to STP funds and are anticipated to be awarded with the adoption of the new TIP. Based on these recommended TAP awards, there is a remaining balance of TAP funds in the amount of \$198,793 in Fiscal Year 2019. This balance could still be awarded to a project for FY 2019, but will not roll over to a future year if it remains unspent.

**TAP Selection Committee Evaluations:
Total Points Awarded**



**TAP Selection Committee Evaluations:
Points Awarded By Category**



Action Requested

The Policy Committee is asked to vote on the proposed TAP funding awards. The Technical Advisory Committee and Citizens Advisory committee both recommended approval of the awards as proposed in this memo.

January 5, 2015

Bloomington/Monroe County MPO
Attn. Josh Desmond
401 North Morton Street, Suite 160
Bloomington, IN 47402

Childs Safe Routes to School Project

RE: Transportation Alternatives Program FY 2016-2019 Call for Projects

Dear Mr. Desmond:

The City of Bloomington is pleased to submit an application under the TAP call for projects for our Childs Safe Routes to School project. This project would replace a substandard, narrow, and hazardous sidewalk (steep grade, cross-slope, heaving, etc.) from the Rogers Road sidepath at the Jackson Creek bridge to The Stands Drive/Winding Brook Circle with approximately 600 feet of an elevated 8' wide (minimum) ADA compliant boardwalk and sidepath. Intersection pedestrian crossing safety enhancements will also be provided across Rogers Road at The Stands Drive. Enhancements could include Rectangular Rapid Flashing Beacon warning signs, crosswalk pavement markings and other countermeasures to slow traffic and increase yielding when pedestrians need to cross Rogers Road. Historically, approximately 30% of Childs Elementary School students walk or ride their bicycles to school. Many more could since, of the approximately 450 students, many live within one mile from school. In total, this route provides about 1/3 of a mile long safe route from The Stands Drive to Childs Elementary.

This project qualifies under the Transportation Alternatives Program for several eligible activities: sidewalks; off-street bicycle infrastructure; traffic calming; and safe routes for non-drivers. The project application form is attached, as well as a map showing the project location and major pedestrian generators.

The total cost of the project (local and federal) will be \$470,000 and we are requesting a TAP match of 80%, or \$52,160 for the design phase. Construction is anticipated for FY 2017.

We are committed to completing the design for this project in calendar year 2016 and are pursuing a contract letting in December 14, 2017 for construction. Roy Aten will serve as the Employee Responsible in Charge (ERC) for the project and main point of contact for any questions. The City of Bloomington appreciates your consideration for this highly valuable project.

Sincerely,

Mark Kruzan, Mayor



FY 2016-2019 Transportation Improvement Program Project Request Form

Please return form fully completed by December 22, 2014

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402
Email: dragovia@bloomington.in.gov
Fax: (812) 349-3520

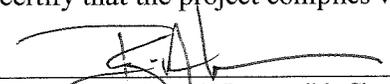
Section 1: Local Public Agency Information

- City of Bloomington
- Monroe County
- Town of Ellettsville
- Indiana University
- Bloomington Transit
- Rural Transit
- INDOT
- _____

Employee in Responsible Charge (ERC): Roy Aten
Phone: 812-349-3423
Email: atenro@bloomington.in.gov

Section 2: Verification

I hereby certify that the information submitted as part of this form is complete and accurate. Furthermore, if applicable, I certify that the project complies with the BMCMPPO Complete Streets Policy.



Employee in Responsible Charge (ERC)

1/9/15

Date

Section 3: Project Information

- A. Project Name: Childs Safe Routes to School
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned): TBD
- D. Project Location (detailed description of project termini): The north side of E. Rogers Road approximately 400 feet east of High Street to the intersection of The Stands Drive/ Winding Brook Circle.

E. Please identify the primary project type (select only one):

- Bicycle & Pedestrian
- Bridge
- Road – Intersection
- Road – New/Expanded Roadway
- Road – Operations & Maintenance
- Road – Reconstruction/Rehabilitation/Resurfacing
- Sign
- Signal
- Transit

F. Project Support (local plans, LRTP, TDP, etc.):

Project is identified in the Bicycle and Pedestrian Transportation and Greenways System Plan (BPTGSP -2008) with a sidepath along Rogers Road. It is also included within the BMCMPPO 2030 Long Range Transportation Plan as part of the Tapp/Country Club/Winslow Road/Rogers Road corridor.

G. Allied Projects: Jackson Creek Trail, Phase I and Sare Road and Rogers Road Roundabout

H. Does the Project have an Intelligent Transportation Systems (ITS) component?

- Yes No

If yes, is the project included in the MPO's ITS Architecture?

- Yes No

I. Anticipated Letting Date: December 14, 2016

Section 4: Financial Plan

Identify all anticipated costs for all phases of the project, including any costs anticipated in years beyond the scope of this TIP. All phases must incorporate a four percent (4%) per year inflation factor per BMCMPPO policy. All CN phases must include an appropriate amount of funding for construction inspection in addition to project construction costs.

Note: Fiscal Year 2016 begins on July 1, 2015, and ends on June 30, 2016.

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	Outlying Years
PE	Local	\$ 13,040	\$ 0	\$	\$	\$
	TAP	\$ 52,160	\$ 0	\$	\$	\$
		\$ 0	\$ 0	\$	\$	\$
RW		\$ 0	\$ 0	\$	\$	\$
		\$ 0	\$ 0	\$	\$	\$
		\$ 0	\$ 0	\$	\$	\$
CE	Local	\$ 0	\$ 52,800	\$	\$	\$
		\$ 0	0	\$	\$	\$
		\$ 0	\$ 0	\$	\$	\$
CN	Local	\$ 0	\$ 70,400	\$	\$	\$
	STP	\$ 0	\$ 281,600	\$	\$	\$
		\$ 0	\$ 0	\$	\$	\$
Totals:		\$65,200.00	\$404,800.00	\$	\$	\$

Does the financial plan include the required costs for construction engineering in the CN phase?

- Yes No NA

Does the financial plan incorporate the required 4% inflation factor?

Yes No

Section 5: Complete Streets Policy

A. Select one of the following:

- Compliant** - This project is subject to the Complete Streets Policy because it involves the new construction or reconstruction of local roadways that will use federal funds through the BMCMPPO for any phase of project implementation. *Additional Information items 1-8 (below) must be submitted for Compliant projects.*
- Not Applicable** - This project is not subject to the Complete Streets Policy because it is a transit project, a non-roadway project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, or is a project that uses federal funds for which the BMCMPPO does NOT have programming authority. *No Additional Information items (below) have to be provided for projects to which the Complete Streets Policy does not apply.*
- Exempt** – The LPA is requesting that this project be exempted from the Complete Streets Policy due to certain circumstances or special constraints, as detailed in Section IV of the Complete Streets Policy. Please provide a detailed explanation of why the project should be exempted. *Additional Information items 1, 4-8 (below) must be submitted for Exempt projects.*

Justification for Exemption: _____

B. Additional Information:

Attach to this application form the following information as required by the Complete Streets Policy. If any items are unknown at the time of application, the applicant may indicate that “specific information has not yet been determined.” Any required information not provided at the time of this application must be reported to the MPO as soon as it becomes available.

- 1) Detailed Scope of Work – Provide relevant details about the project that would be sufficient to use when seeking consulting services (detailed project description, vehicular elements, non-vehicular elements, new construction/reconstruction).
- 2) Performance Standards – List specific performance standards for multimodal transportation, including, but not limited to transit, pedestrian, bicycle, and automobile users, ADA and Universal Design, environmental, utilities, land use, right of way, historic preservation, maintenance of services plan, and any other pertinent design component in relation to current conditions, during implementation/construction, and upon project completion.
- 3) Measurable Outcomes – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.).
- 4) Project Timeline – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date.
- 5) Key Milestones – identify key milestones (approvals, permits, agreements, design status, etc.).
- 6) Project Cost – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.
- 7) Public Participation Process – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.).
- 8) Stakeholder List – Identify the key parties/agencies/stakeholders/interest groups anticipated to be engaged during project development and their respective purpose for being on the list.



Bloomington/Monroe County Metropolitan Planning Organization

Construction Engineering/Inspection: Does the project include an acceptable percentage of construction costs set aside for construction engineering or inspections? Yes No Not Applicable

Year of Implementation Cost: Has a four percent (4%) inflation factor been applied to all future costs? Yes No

Detailed Project Description (not to exceed 250 words) – identify the project scope, overview, objective, and any other relevant project details.

This project would replace a substandard, narrow, and hazardous sidewalk (steep grade, cross-slope, heaving, etc.) from the Rogers Road sidepath at the Jackson Creek bridge to The Stands Drive/Winding Brook Circle with an elevated 8' wide (minimum) ADA compliant boardwalk and sidepath. Intersection pedestrian crossing safety enhancements will also be provided across Rogers Road at The Stands Drive. Enhancements could include Rectangular Rapid Flashing Beacon warning signs, crosswalk pavement markings and other countermeasures to slow traffic and increase yielding when pedestrians need to cross Rogers Road. Rogers Road has approximately 8,000 vehicles per day (ADT). Historically, approximately 30% of Childs Elementary School students walk or ride their bicycles to school. Enrollment is around 450 students with many living within one mile from school. A parent survey found the most common barrier to walking to school is safety of intersections and crossings while parents of children who do walk to school list adequate sidewalks/paths as the most common condition that affects their decision to allow a child to walk to school. This project aims to address both reasons by improving an intersection crossing and providing approximately 600' of sidepath so more children can walk to school. Children who would use this route do not have any other intersection crossings to get to Childs once they are past The Stands Drive. This safe route would provide about 1/3 of a mile from The Stands Drive to Childs.

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

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

Project Elements (All that apply):

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

Community Support (20 points maximum)

- a. Is the project supported by local planning documents? **(10 points maximum)**
Please list each planning document that supports the project and describe how it provides support.

Project is identified in the Bicycle and Pedestrian Transportation and Greenways System Plan (BPTGSP -2008) with a sidepath along Rogers Road. It is also included within the BMCMPPO 2030 Long Range Transportation Plan as part of the Tapp/Country Club/Winslow Road/Rogers Road corridor.



Bloomington/Monroe County Metropolitan Planning Organization

- b. Has the project received letters of support from community organizations? **(5 points maximum)**
Please include a copy of each letter.

Please see the letter from MCCSC included with this application.

- c. Has the project been presented at public meetings? **(5 points maximum)**
Please list the name, date, and location of each meeting.

The BTGSP was adopted by City Council in 2008. This process involved public workshops, a resolution adoption through the City Plan Commission, and finally at City Council. Through all steps of the process the public had opportunity to comment and provide detailed feedback.

The BMCMPPO 2030 Long Range Transportation Plan was adopted by the committees of the BMCMPPO in 2006. This adoption process also provided several opportunities for public comments and participation.

Safety (25 points maximum)

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

- ‘Top Locations by Crash Total’ (Year(s): None)
- ‘Top Locations by Crash Rate’ (Year(s): None)
- ‘Top Locations by Crash Severity’ (Year(s): None)
- ‘Eligible HSIP Locations’ (Year(s): No)
- ‘Top Bicycle and Pedestrian Crash Locations’ (Year(s): None)

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

None listed for this location within the most recent crash report.

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

None listed for this location within the most recent crash report.

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

- Pedestrians
- Bicyclists
- Motorists
- Transit users
- Disabled persons

Utility (25 points maximum)

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

Please check all that apply.

- Public Park
- School
- Library
- Employment
- Retail

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

Please check all that apply.

- Multi-use Trail
- On-street bikeway
- Sidepath
- Sidewalk
- Signed bike route

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

Route #5 – Stop at The Stands Drive and at Childs Elementary School

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

Project is not within the underserved areas identified in the 2030 LRTP.

Project Readiness (30 points maximum):

- a. What percentage of design work is currently completed for the project? **(10 points maximum)**

Project is only in the conceptual phase and no preliminary engineering has been completed. A detailed engineer's estimate was prepared.

- b. What percentage of the project right-of-way is owned by the project sponsor at the time of this application? **(10 points maximum)**

Based on the detailed engineers estimate and existing sidewalks it is anticipated that no additional permanent right of way will be needed. Currently, 100% is assumed to be within City owned right of way.

- c. Is this project eligible for a categorical exclusion from NEPA reviews? **(5 points maximum)**

Yes, it is anticipated the project will be eligible for a categorical exclusion, but this cannot be determined until the preliminary engineering has initiated and a determination made by INDOT/FHWA.

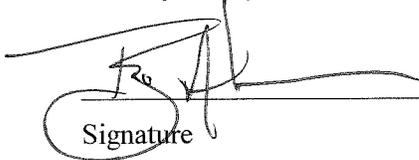
d. With the funds requested, will the project be fully funded, or a phase of the project fully funded?
(5 points maximum)

The funding request will fully fund the design phase for this project and further help leverage funding options for construction. The applications for this project (TAP and TIP) are requesting to use STP funds for construction in FY 2017, with the assumption that TAP funds are awarded for FY 2016. The annual allocation for TAP projects is much less than the estimated construction costs for this project and therefore STP funds are required. Furthermore, phasing into a multi-year project is not practically feasible given the scope, respective costs, and site constraints.

PLEASE ATTACH THE FOLLOWING:

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

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



Signature

1/9/15

Date



Monroe County

Community School Corporation

2013 Indiana "A" School Corporation

Mr. Chris Ciolli,
Director of Building Operations

Mr. John Carter,
Director of Planning

Mrs. Hattie L. Johnson,
Director of Food Service

Mr. Gib Niswander,
Director of Transportation

December 29, 2014

Bloomington/Monroe County MPO
Attn. Josh Desmond
401 North Morton Street, Suite 160
Bloomington, IN 47402

RE: Transportation Alternatives Program – 2014/2015 Call for Projects

Dear Mr. Desmond:

It is with pleasure that I write this letter to support the application for the TAP call for projects for the Childs Safe Routes to School Project. There are well over 100 elementary students living in The Stands. They all reside within the one mile walk-in distance of the school. These students are now provided school bus transportation because of a hazardous intersection. Designing safety enhancements at the intersection of The Stands Drive/Winding Brook Circle and Rogers Road would allow the students to cross the road safely. Upgrading a good portion of the side path and boardwalk going down Rogers Road toward the round-about would provide a safer and more navigable route.

It is well known that the generation of students in elementary school is in need of more regular exercise. This short walk from houses in The Stands to the school and back will go a long way in providing a minimum amount of exercise for these students.

Another benefit for the school district would be the elimination of a bus route through this area for the elementary students. This would be a savings for the school district in reducing the number of miles traveled per day.

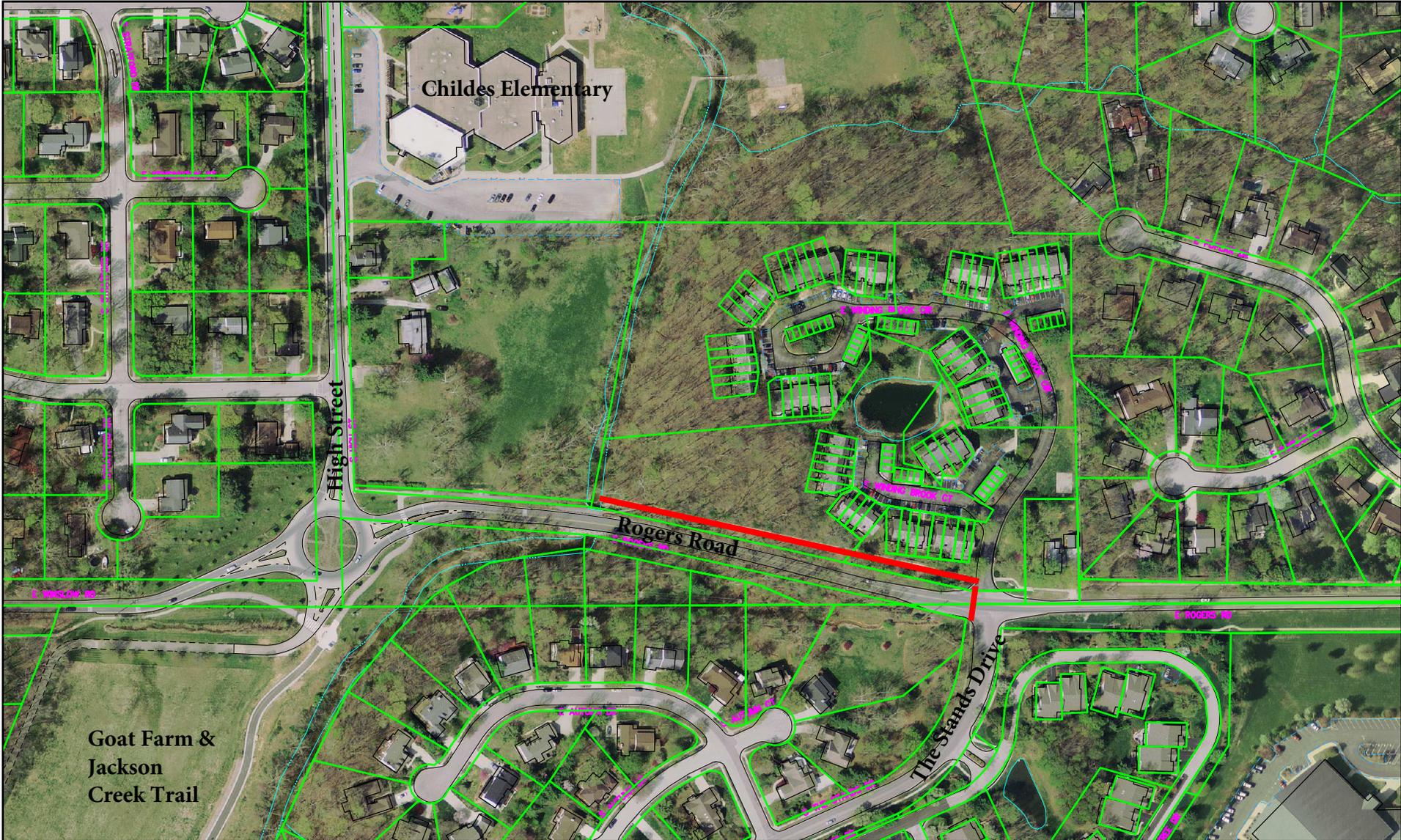
Thank you for your consideration of this application for the Childs Safe Routes to School Project.

Sincerely,

Director of Planning/MCCSC

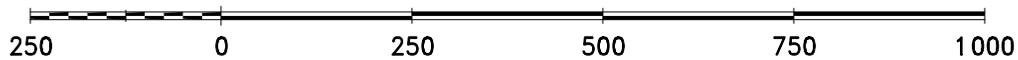
Food Service 560 E. Miller Drive, Bloomington, IN 47401 • Ph. (812) 349-4762 • Fax (812) 330-7791
Building Operations, 560 E. Miller Drive, Bloomington, IN 47401 • Ph.(812) 330-7720 • Fax (812) 330-7791
Transportation, 505 E. North Drive, Bloomington • (812) 330-7719 • Fax (812) 330-2493

Our mission: Empowering students to maximize their educational success to become productive, responsible global citizens.



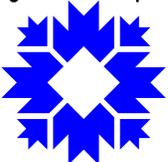
Childs Safe Routes to School 

By: robinsos
24 Dec 14



For reference only; map information NOT warranted.

City of Bloomington
Planning & Transportation



Scale: 1" = 250'

January 5, 2015

Bloomington/Monroe County MPO
Attn. Josh Desmond
401 North Morton Street, Suite 160
Bloomington, IN 47402

South Henderson Street Sidepath Project

RE: Transportation Alternatives Program FY 2016-2019 Call for Projects

Dear Mr. Desmond:

The City of Bloomington is pleased to submit an application under the TAP call for projects for our South Henderson Street Sidepath project. This project will provide approximately 4,800 feet of an 8' wide (minimum) ADA compliant sidepath from the Black Lumber Trail to Winslow Road. Intersection pedestrian crossing safety enhancements will also be provided across Henderson Street, Miller Drive, South Drive, North Drive, and Graham Drive. Enhancements will include warning signs, crosswalk pavement markings and other countermeasures to improve safety at all intersection crossings. This sidepath will provide better access and mobility for many residents living near S. Henderson and will offer safe bicycle and pedestrian facilities that will link the future Black Lumber Trail with the Winslow Road Sidepath. Bloomington South High School, Frank Southern Ice Arena, and shopping areas are key destinations along this project, including improved access to Bloomington Transit Routes #1 and #7.

This project qualifies under the Transportation Alternatives Program for off-street bicycle infrastructure. The project application form is attached, as well as a map showing the project location and major pedestrian generators.

The total cost of the project (local and federal) is estimated at \$1,442,980 and we are requesting a TAP match of 80%, or \$152,000 for the design phase. Some right of way acquisition is anticipated along portions north of Miller Drive. Construction is anticipated for FY 2018.

We are committed to commencing the design phase in calendar year 2016 and are pursuing a contract letting for construction March 7, 2018. This date is timed nicely with the anticipated completion of the Black Lumber Trail and Winslow Road Sidepath projects. Roy Aten will serve as the Employee in Responsible Charge (ERC) for the project and main point of contact for any questions. The City of Bloomington appreciates your consideration for this highly valuable project.

Sincerely,

Mark Kruzan, Mayor



FY 2016-2019 Transportation Improvement Program Project Request Form

Please return form fully completed by December 22, 2014

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402
Email: dragovia@bloomington.in.gov
Fax: (812) 349-3520

Section 1: Local Public Agency Information

- City of Bloomington
- Monroe County
- Town of Ellettsville
- Indiana University
- Bloomington Transit
- Rural Transit
- INDOT
- _____

Employee in Responsible Charge (ERC): Roy Aten
Phone: 812-349-3423
Email: atenro@bloomington.in.gov

Section 2: Verification

I hereby certify that the information submitted as part of this form is complete and accurate. Furthermore, if applicable, I certify that the project complies with the BMCMPPO Complete Streets Policy.

Employee in Responsible Charge (ERC) 1/9/15
Date

Section 3: Project Information

- A. Project Name: South Henderson Sidepath
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned): TBD
- D. Project Location (detailed description of project termini): East termini of the Black Lumber Trail to Winslow Road along South Henderson Street. Sidepath may be on either side of Henderson Street, but conceptually it will run along the east side of Henderson Street from Winslow Road to Miller Drive then over to the west side to the Black Lumber Trail.

E. Please identify the primary project type (select only one):

- Bicycle & Pedestrian
- Bridge
- Road – Intersection
- Road – New/Expanded Roadway
- Road – Operations & Maintenance
- Road – Reconstruction/Rehabilitation/Resurfacing
- Sign
- Signal
- Transit

F. Project Support (local plans, LRTP, TDP, etc.):

Project is identified in the Bicycle and Pedestrian Transportation and Greenways System Plan (BPTGSP -2008) with a sidepath along Winslow Road. Policy guidance support this project based upon the 2030 LRTP goals #1 and #2 for Mobility and Accessibility.

G. Allied Projects:

Black Lumber Trail and Winslow Road Sidepath

H. Does the Project have an Intelligent Transportation Systems (ITS) component?

- Yes No

If yes, is the project included in the MPO's ITS Architecture?

- Yes No

I. Anticipated Letting Date: March 7, 2018

Section 4: Financial Plan

Identify all anticipated costs for all phases of the project, including any costs anticipated in years beyond the scope of this TIP. All phases must incorporate a four percent (4%) per year inflation factor per BMCMPO policy. All CN phases must include an appropriate amount of funding for construction inspection in addition to project construction costs.

Note: Fiscal Year 2016 begins on July 1, 2015, and ends on June 30, 2016.

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	Outlying Years
PE	Local	\$ 0	\$ 38,000	\$ 0	\$ 0	\$ 0
	TAP	\$ 0	\$ 152,000	\$ 0	\$ 0	\$ 0
		\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
RW	Local	\$ 0	\$ 0	\$ 24,000	\$ 0	\$ 0
	STP	\$ 0	\$ 0	\$ 96,000	\$ 0	\$ 0
		\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
CE	Local	\$ 0	\$ 0	\$ 147,780	\$ 0	\$ 0
		\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
		\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
CN	Local	\$ 0	\$ 0	\$ 197,040	\$ 0	\$ 0
	STP	\$ 0	\$ 0	\$ 788,160	\$ 0	\$ 0
		\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Totals:		\$ 0	\$190,000.00	\$1,252,980.00	\$ 0	\$ 0

Does the financial plan include the required costs for construction engineering in the CN phase?

Does the financial plan include the required costs for construction engineering in the CN phase?

Yes No NA

Does the financial plan incorporate the required 4% inflation factor?

Yes No

Section 5: Complete Streets Policy

A. Select one of the following:

- Compliant** - This project is subject to the Complete Streets Policy because it involves the new construction or reconstruction of local roadways that will use federal funds through the BMCMPPO for any phase of project implementation. *Additional Information items 1-8 (below) must be submitted for Compliant projects.*
- Not Applicable** - This project is not subject to the Complete Streets Policy because it is a transit project, a non-roadway project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, or is a project that uses federal funds for which the BMCMPPO does NOT have programming authority. *No Additional Information items (below) have to be provided for projects to which the Complete Streets Policy does not apply.*
- Exempt** - The LPA is requesting that this project be exempted from the Complete Streets Policy due to certain circumstances or special constraints, as detailed in Section IV of the Complete Streets Policy. Please provide a detailed explanation of why the project should be exempted. *Additional Information items 1, 4-8 (below) must be submitted for Exempt projects.*

Justification for Exemption: _____

B. Additional Information:

Attach to this application form the following information as required by the Complete Streets Policy. If any items are unknown at the time of application, the applicant may indicate that "specific information has not yet been determined." Any required information not provided at the time of this application must be reported to the MPO as soon as it becomes available.

- 1) Detailed Scope of Work - Provide relevant details about the project that would be sufficient to use when seeking consulting services (detailed project description, vehicular elements, non-vehicular elements, new construction/reconstruction).
- 2) Performance Standards - List specific performance standards for multimodal transportation, including, but not limited to transit, pedestrian, bicycle, and automobile users, ADA and Universal Design, environmental, utilities, land use, right of way, historic preservation, maintenance of services plan, and any other pertinent design component in relation to current conditions, during implementation/construction, and upon project completion.
- 3) Measurable Outcomes - Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.).
- 4) Project Timeline - Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date.
- 5) Key Milestones - identify key milestones (approvals, permits, agreements, design status, etc.).
- 6) Project Cost - Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.
- 7) Public Participation Process - Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.).
- 8) Stakeholder List - Identify the key parties/agencies/stakeholders/interest groups anticipated to be engaged during project development and their respective purpose for being on the list.



Bloomington/Monroe County Metropolitan Planning Organization

FY 2016-2019 Transportation Alternatives Program Application

Please complete all pertinent fields and return an electronic copy to MPO staff at mpo@bloomington.in.gov.

LOCAL PUBLIC AGENCY INFORMATION (check one & fill in all fields):

- Monroe County
 City of Bloomington
 MCCSC
 RBBCSC
 Town of Ellettsville

Primary Project Contact: Roy Aten

Phone: 812-349-3423

Address: 401 N. Morton St. Suite 130

Fax: 812-349-3520

Bloomington, IN

Email: atenro@bloomington.in.gov

PROJECT INFORMATION (fill in all applicable fields):

Project Name: South Henderson Street Sidepath

DES Number: # TBD

Project Location: South Henderson Street from the Black Lumber Trail to Winslow Road

Brief Project Description: This project will provide approximately 4,800 feet of an 8' wide (minimum) ADA compliant sidepath from the Black Lumber Trail to Winslow Road. Intersection pedestrian crossing safety enhancements will also be provided across Henderson Street, Miller Drive, South Drive, North Drive, and Graham Drive. The sidepath is expected to be on the east side of Henderson from Winslow Road to Miller Drive. The sidepath may shift to the west side of Henderson Street north of Miller Drive depending on right of way constraints and access to the Black Lumber Trail.

Allied Projects (other projects related to this one): Black Lumber Trail and Winslow Road Sidepath

Project Cost:

Identify **ALL** anticipated project costs for all phases, including total anticipated project costs beyond the four years to be programmed in the TIP, as well as construction engineering costs.

Note: FY 2016 starts 7/1/15 and ends 6/30/16

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	Outlying Years
PE	Local	\$	\$ 38,000	\$ 0	\$ 0	\$
	TAP	\$	\$ 152,000	\$ 0	\$ 0	\$
		\$	\$ 0	\$ 0	\$ 0	\$
RW	Local	\$	\$ 0	\$ 24,000	\$ 0	\$
	STP	\$	\$ 0	\$ 96,000	\$ 0	\$
		\$	\$ 0	\$ 0	\$ 0	\$
CE	Local	\$	\$ 0	\$ 147,780	\$ 0	\$
		\$	\$ 0	\$ 0	\$ 0	\$
		\$	\$ 0	\$ 0	\$ 0	\$
CN	Local	\$	\$ 0	197,040	\$ 0	\$
	STP	\$	\$ 0	\$ 788,160	\$ 0	\$
		\$	\$ 0	\$ 0	\$ 0	\$
Totals:		\$ 0	\$190,000.00	\$1,252,980.00	\$ 0	\$



Bloomington/Monroe County Metropolitan Planning Organization

Construction Engineering/Inspection: Does the project include an acceptable percentage of construction costs set aside for construction engineering or inspections? Yes No Not Applicable

Year of Implementation Cost: Has a four percent (4%) inflation factor been applied to all future costs? Yes No

Detailed Project Description (not to exceed 250 words) – identify the project scope, overview, objective, and any other relevant project details.

The South Henderson Street Sidepath project will provide approximately 4,800 feet of an 8' wide (minimum) ADA compliant sidepath from the Black Lumber Trail to Winslow Road. Intersection pedestrian crossing safety enhancements will also be provided across Henderson Street, Miller Drive, South Drive, North Drive, and Graham Drive. Enhancements will include warning signs, crosswalk pavement markings and other countermeasures to improve safety at all intersection crossings. An existing sidewalk will be upgraded to a multi-use sidepath facility to accommodate a more diverse range of users. This sidepath will provide better access and mobility for many residents living near S. Henderson and will offer safe bicycle and pedestrian facilities that will link the Black Lumber Trail with the Winslow Road Sidepath. Destinations to Bloomington South High School, Frank Southern Ice Arena, shopping areas, and improved access to Bloomington Transit Routes #1 and #7 are some notable destinations that users may access via transit, bicycle, and/or walking.

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

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

Project Elements (All that apply):

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

Community Support (20 points maximum)

- a. Is the project supported by local planning documents? **(10 points maximum)**
Please list each planning document that supports the project and describe how it provides support.

Project is identified in the Bicycle and Pedestrian Transportation and Greenways System Plan (BPTGSP - 2008) with a sidepath along Winslow Road.

- b. Has the project received letters of support from community organizations? **(5 points maximum)**
Please include a copy of each letter.



Bloomington/Monroe County Metropolitan Planning Organization

- c. Has the project been presented at public meetings? **(5 points maximum)**
Please list the name, date, and location of each meeting.

The BTGSP was adopted by City Council in 2008. This process involved public workshops, a resolution adoption through the City Plan Commission, and finally at City Council. Through all steps of the process the public had opportunity to comment and provide detailed feedback.

Safety (25 points maximum)

- a. Does the project location occur on any of the following lists in the MPO's crash reports from the previous 3 years? **(10 points maximum)**
Please check each list on which the project location appears and indicate which year's crash report the list is in.
- 'Top Locations by Crash Total' Year(s): None
 - 'Top Locations by Crash Rate' Year(s): None
 - 'Top Locations by Crash Severity' Year(s): None
 - 'Eligible HSIP Locations' Year(s): None
 - 'Top Bicycle and Pedestrian Crash Locations' Year(s): None

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

At the intersection of Winslow Road and Walnut Street Pike 38 crashes occurred from 2009-2011.

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

At the intersection of Winslow Road and Walnut Street one fatal or incapacitating crash occurred from 2009-2011.

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

- Pedestrians
- Bicyclists
- Motorists
- Transit users
- Disabled persons

Utility (25 points maximum)

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

Please check all that apply.

- ▶▶ Public Park
- ▶▶ School
- Library
- Employment
- ▶▶▶ Retail

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

Please check all that apply.

- ▶▶ Multi-use Trail
- On-street bikeway
- ▶▶ Sidepath
- ▶▶ Sidewalk
- Signed bike route

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

Bloomington Transit routes #1 and #7 run along S. Henderson Street and provide direct access for transit users. Route # 4 is within ¼ mile and provides service along portions of Winslow Road.

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

The project is not within the areas identified in the 2030 LRTP for underserved populations. However, there are higher density residential units within the study area (1/4 mile) and some units are subsidized for lower income families.

Project Readiness (30 points maximum):

- a. What percentage of design work is currently completed for the project? **(10 points maximum)**

Project is only in the conceptual and scoping phase and no preliminary engineering has been completed.

- b. What percentage of the project right-of-way is owned by the project sponsor at the time of this application? **(10 points maximum)**

It is anticipated that the project will need to acquire right of way north of Miller Drive to the Black Lumber Trail, about 650 liner feet. This acquisition area would equate to approximately 13 % of the total project length, thus 87% is owned by the City.

- c. Is this project eligible for a categorical exclusion from NEPA reviews? **(5 points maximum)**



Bloomington/Monroe County Metropolitan Planning Organization

Yes, it is anticipated the project will be eligible for a categorical exclusion, but this cannot be determined until the preliminary engineering has been initiated and a determination made by INDOT/FHWA.

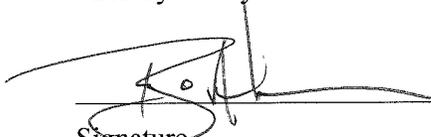
- d. With the funds requested, will the project be fully funded, or a phase of the project fully funded?
(5 points maximum)

The funding request will fully fund the design phase for this project and further help leverage funding options for right of way acquisition and construction. The applications for this project (TAP and TIP) are requesting to use STP funds for rights of way and construction in FY 2018, with the assumption that TAP funds are awarded for FY 2017. The annual allocation for TAP projects is much less than the estimated construction costs for this project and therefore STP funds are required. Furthermore, phasing into a multi-year project is not practically feasible given the scope, respective costs, site constraints, and project delivery time necessary to complete this project.

PLEASE ATTACH THE FOLLOWING:

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

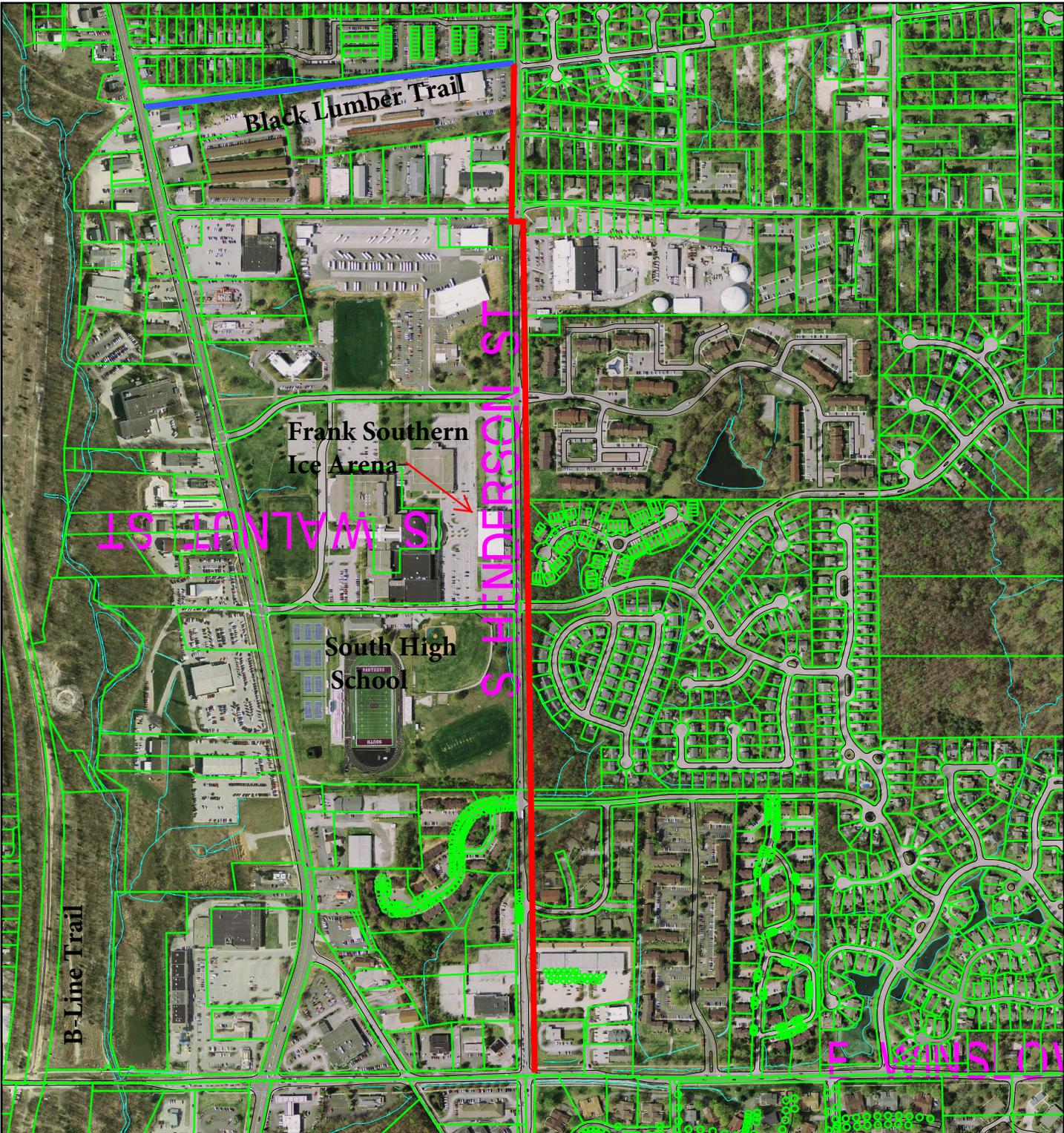
I hereby certify that the information submitted as part of this application is accurate.



Signature

1/9/15

Date

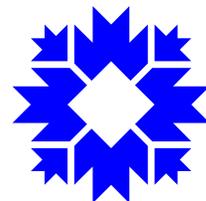


South Henderson Street Sidepath ———

By: robinsos
26 Dec 14



City of Bloomington
Planning & Transportation



Scale: 1" = 650'

For reference only; map information NOT warranted.

January 5, 2015

Bloomington/Monroe County MPO
Attn. Josh Desmond
401 North Morton Street, Suite 160
Bloomington, IN 47402

Jackson Creek Trail Project

RE: Transportation Alternatives Program FY 2016-2019 Call for Projects

Dear Mr. Desmond:

The City of Bloomington is pleased to submit an application under the TAP call for projects for our Jackson Creek Trail project. This project will add to the Jackson Creek Trail by extending the trail to the south and north of the existing trail. In total this project will more than double the length of the existing Jackson Creek Trail and provide approximately 2 miles of trail. It will make key neighborhood connections to the north and complete a key connection going south where ultimately the trail will one day connect to the Clear Creek Trail. It also will link destinations for schools (Jackson Creek Middle School and Childs Elementary) and parks (Southeast, Sherwood Oaks, and Olcott).

This project qualifies under the Transportation Alternatives Program for several eligible activities: sidewalks; off-street bicycle infrastructure; traffic calming; and safe routes for non-drivers. The project application form is attached, as well as a map showing the project location and major pedestrian generators.

The total construction cost of the project is estimated at over \$2,200,000 in 2020 and we are requesting a TAP match of 80%, or \$352,000 for preliminary engineering design in FY 2018 and FY 2019.

We are committed to completing the preliminary engineering for this project in calendar year 2019 and are pursuing a contract letting sometime in FY 2020 or March 4, 2020. Dave Williams will serve as the Employee Responsible in Charge (ERC) for the project and main point of contact for any questions. The City of Bloomington appreciates your consideration for this highly valuable project.

Sincerely,

Mark Kruzan, Mayor



FY 2016-2019 Transportation Improvement Program Project Request Form

Please return form fully completed by December 22, 2014

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402
Email: dragovia@bloomington.in.gov
Fax: (812) 349-3520

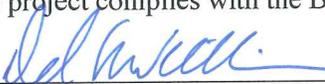
Section 1: Local Public Agency Information

- City of Bloomington
 Monroe County
 Town of Ellettsville
 Indiana University
 Bloomington Transit
 Rural Transit
 INDOT

Employee in Responsible Charge (ERC): Dave Williams
Phone: 812-349-3423
Email: williamd@bloomington.in.gov

Section 2: Verification

I hereby certify that the information submitted as part of this form is complete and accurate. Furthermore, if applicable, I certify that the project complies with the BMCMPPO Complete Streets Policy.


Employee in Responsible Charge (ERC)

1/9/15
Date

Section 3: Project Information

- A. Project Name: Jackson Creek Trail
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned): TBD
- D. Project Location (detailed description of project termini): Southeast Park/Arden Drive to High Street and then to Sherwood Oaks Park/Goat Farm heading south to Rhorer Road and then east to Sare Road.

E. Please identify the primary project type (select only one):

- Bicycle & Pedestrian
- Bridge
- Road – Intersection
- Road – New/Expanded Roadway
- Road – Operations & Maintenance
- Road – Reconstruction/Rehabilitation/Resurfacing
- Sign
- Signal
- Transit

F. Project Support (local plans, LRTP, TDP, etc.):

Jackson Creek Trail Master Plan (2003), Bicycle and Pedestrian Transportation and Greenways System Plan (2008), and the 2030 Long Range Transportation Plan.

G. Allied Projects: Childs Safe Routes to School, Jackson Creek Trail Phase 1, and Fullerton Pike

H. Does the Project have an Intelligent Transportation Systems (ITS) component?

- Yes No

If yes, is the project included in the MPO's ITS Architecture?

- Yes No

I. Anticipated Letting Date: March 4, 2020

Section 4: Financial Plan

Identify all anticipated costs for all phases of the project, including any costs anticipated in years beyond the scope of this TIP. All phases must incorporate a four percent (4%) per year inflation factor per BMCMPPO policy. All CN phases must include an appropriate amount of funding for construction inspection in addition to project construction costs.

Note: Fiscal Year 2016 begins on July 1, 2015, and ends on June 30, 2016.

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	Outlying Years
PE	Local	\$	\$	\$ 50,000	\$ 38,000	\$ 0
	TAP	\$	\$	\$ 200,000	\$ 152,000	\$ 0
		\$	\$	\$ 0	\$ 0	\$ 0
RW	Local	\$	\$	\$ 0	\$ 0	\$ 40,000
	STP	\$	\$	\$ 0	\$ 0	\$ 160,000
		\$	\$	\$ 0	\$ 0	\$ 0
CE	Local	\$	\$	\$ 0	\$ 0	\$ 246,918
		\$	\$	\$ 0	\$ 0	\$ 0
		\$	\$	\$ 0	\$ 0	\$ 0
CN	Local	\$	\$	\$ 0	\$ 0	\$ 352,740
	STP	\$	\$	\$ 0	\$ 0	\$ 1,258,960
	TAP	\$	\$	\$ 0	\$ 0	\$ 152,000
Totals:		\$	\$	\$250,000.00	\$190,000.00	\$2,210,618.00

Does the financial plan include the required costs for construction engineering in the CN phase?

- Yes No NA

Does the financial plan incorporate the required 4% inflation factor?

Yes No

Section 5: Complete Streets Policy

A. Select one of the following:

- Compliant** - This project is subject to the Complete Streets Policy because it involves the new construction or reconstruction of local roadways that will use federal funds through the BMCMPPO for any phase of project implementation. *Additional Information items 1-8 (below) must be submitted for Compliant projects.*
- Not Applicable** - This project is not subject to the Complete Streets Policy because it is a transit project, a non-roadway project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, or is a project that uses federal funds for which the BMCMPPO does NOT have programming authority. *No Additional Information items (below) have to be provided for projects to which the Complete Streets Policy does not apply.*
- Exempt** - The LPA is requesting that this project be exempted from the Complete Streets Policy due to certain circumstances or special constraints, as detailed in Section IV of the Complete Streets Policy. Please provide a detailed explanation of why the project should be exempted. *Additional Information items 1, 4-8 (below) must be submitted for Exempt projects.*

Justification for Exemption: _____

B. Additional Information:

Attach to this application form the following information as required by the Complete Streets Policy. If any items are unknown at the time of application, the applicant may indicate that "specific information has not yet been determined." Any required information not provided at the time of this application must be reported to the MPO as soon as it becomes available.

- 1) Detailed Scope of Work - Provide relevant details about the project that would be sufficient to use when seeking consulting services (detailed project description, vehicular elements, non-vehicular elements, new construction/reconstruction).
- 2) Performance Standards - List specific performance standards for multimodal transportation, including, but not limited to transit, pedestrian, bicycle, and automobile users, ADA and Universal Design, environmental, utilities, land use, right of way, historic preservation, maintenance of services plan, and any other pertinent design component in relation to current conditions, during implementation/construction, and upon project completion.
- 3) Measurable Outcomes - Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.).
- 4) Project Timeline - Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date.
- 5) Key Milestones - identify key milestones (approvals, permits, agreements, design status, etc.).
- 6) Project Cost - Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.
- 7) Public Participation Process - Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.).
- 8) Stakeholder List - Identify the key parties/agencies/stakeholders/interest groups anticipated to be engaged during project development and their respective purpose for being on the list.



Bloomington/Monroe County Metropolitan Planning Organization

FY 2016-2019 Transportation Alternatives Program Application

Please complete all pertinent fields and return an electronic copy to MPO staff at mpo@bloomington.in.gov.

LOCAL PUBLIC AGENCY INFORMATION (check one & fill in all fields):

- Monroe County City of Bloomington MCCSC
 RBBCSC Town of Ellettsville

Primary Project Contact: Dave Williams

Phone: 812-349-3423

Address: 401 N. Morton St. Suite 130

Fax: 812-349-3520

Bloomington, IN

Email: williamd@bloomington.in.gov

PROJECT INFORMATION (fill in all applicable fields):

Project Name: Jackson Creek Trail

DES Number: # TBD

Project Location: Southeast Park/Arden Drive to High Street and then to Sherwood Oaks Park/Goat Farm heading south to Rhorer Road and then east to Sare Road.

Brief Project Description: Multi-use Trail extension of the Jackson Creek Trail going south to Rhorer Road and going north to Southeast Park.

Allied Projects (other projects related to this one): Jackson Creek Trail/Goat Farm, Childs Safe Routes to School, and Fullerton Pike.

Project Cost:

Identify **ALL** anticipated project costs for all phases, including total anticipated project costs beyond the four years to be programmed in the TIP, as well as construction engineering costs.

Note: FY 2016 starts 7/1/15 and ends 6/30/16

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	Outlying Years
PE	Local	\$	\$	\$ 50,000	\$ 38,000	\$ 0
	TAP	\$	\$	\$ 200,000	\$ 152,000	\$ 0
		\$	\$	\$ 0	\$ 0	\$ 0
RW	Local	\$	\$	\$ 0	\$ 0	\$ 40,000
	STP	\$	\$	\$ 0	\$ 0	\$ 160,000
		\$	\$	\$ 0	\$ 0	\$ 0
CE	Local	\$	\$	\$ 0	\$ 0	\$ 246,918
		\$	\$	\$ 0	\$ 0	\$ 0
		\$	\$	\$ 0	\$ 0	\$ 0
CN	Local	\$	\$	\$ 0	\$ 0	\$ 352,740
	STP	\$	\$	\$ 0	\$ 0	\$ 1,258,960
	TAP	\$	\$	\$ 0	\$ 0	\$ 152,000
Totals:		\$	\$	\$250,000.00	\$190,000.00	\$2,210,618.00



Bloomington/Monroe County Metropolitan Planning Organization

Construction Engineering/Inspection: Does the project include an acceptable percentage of construction costs set aside for construction engineering or inspections? Yes No Not Applicable

Year of Implementation Cost: Has a four percent (4%) inflation factor been applied to all future costs? Yes No

Detailed Project Description (not to exceed 250 words) – identify the project scope, overview, objective, and any other relevant project details.

This project would complete approximately 2 miles of uninterrupted multi-use trail of the Jackson Creek Trail system. Phase one has been partially completed within the Goat Farm and Southeast Park properties, but many more phases of this trail system remain to be completed both within Bloomington and Monroe County. Completion of these sections (phase one and phase four) will provide key linkages to area schools (Childs Elementary and Jackson Creek Middle School) and community parks (Sherwood Oaks, Olcott, Southeast, and Winslow Sports Parks, and the YMCA). It also will enhance access to transit service along High Street (route # 5) and provide safe pedestrian crossings at all intersection crossings. Enhancements will include warning signs, crosswalk pavement markings and other countermeasures to improve safety. An existing sidewalk will be upgraded to a multi-use trail along High Street and Arden Drive to accommodate a more diverse range of users. A new multi-use trail going south from Sherwood Oaks Park to Rhorer Road will offer a more natural and park-like context as the trail transitions from urban to rural context heading south. Multi-use trails continue to be highly popular and have been ranked the number one amenity desired from recent Bloomington Parks and Recreation Department citizen surveys.

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

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

Project Elements (All that apply):

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

Community Support (20 points maximum)

- a. Is the project supported by local planning documents? **(10 points maximum)**
Please list each planning document that supports the project and describe how it provides support.

Jackson Creek Trail Master Plan (2003), Bicycle and Pedestrian Transportation and Greenways System Plan (2008), and the 2030 Long Range Transportation Plan. All identify the trail's location with some policy guidance on design, costs, and phasing.

- b. Has the project received letters of support from community organizations? **(5 points maximum)**
Please include a copy of each letter.



- c. Has the project been presented at public meetings? **(5 points maximum)**

Please list the name, date, and location of each meeting.

Jackson Creek Trail Master Plan (2003), Bicycle and Pedestrian Transportation and Greenways System Plan (2008), and the 2030 Long Range Transportation Plan all went through public planning processes and offered several opportunities for public comments.

Safety (25 points maximum)

- a. Does the project location occur on any of the following lists in the MPO's crash reports from the previous 3 years? **(10 points maximum)**

Please check each list on which the project location appears and indicate which year's crash report the list is in.

- 'Top Locations by Crash Total' Year(s): none
- 'Top Locations by Crash Rate' Year(s): none
- 'Top Locations by Crash Severity' Year(s): none
- 'Eligible HSIP Locations' Year(s): none
- 'Top Bicycle and Pedestrian Crash Locations' Year(s): none

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

No crashes were identified within the proposed project corridor.

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

- d. No fatal or incapacitating crashes occurred within the proposed project corridor.

- e. Does the proposed project improve safety for multiple user groups? **(5 points maximum)**

Please check all that apply.

- Pedestrians
- Bicyclists
- Motorists
- Transit users
- Disabled persons

Utility (25 points maximum)

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

Please check all that apply.



Bloomington/Monroe County Metropolitan Planning Organization

- ▶▶ Public Park
 - ▶▶ School
 - Library
 - Employment
 - Retail
- b. Does the proposed project connect to existing bicycling and walking networks? **(5 points maximum)**
Please check all that apply.
- ▶▶ Multi-use Trail
 - On-street bikeway
 - ▶▶▶ Sidepath
 - ▶▶ Sidewalk
 - Signed bike route
- c. How many transit routes and transit stops are located within the proposed project, or are located within ¼ mile of the proposed project? **(5 points maximum)**
- Bloomington Transit Route # 5 runs along High Street and multiple stops are within the project's corridor.
- d. Does the project enhance bicycle and pedestrian access for traditionally underserved populations, as identified in the MPO's Long Range Transportation Plan? **(5 points maximum)**

The project area is not within the locations identified in the LRTP for traditionally underserved populations.

Project Readiness (30 points maximum):

- a. What percentage of design work is currently completed for the project? **(10 points maximum)**

The project is in the conceptual design phase with design and general cost estimates provided within the Jackson Creek Trail Master Plan.

- b. What percentage of the project right-of-way is owned by the project sponsor at the time of this application? **(10 points maximum)**

The majority of the project is expected to be within the City's right of way. There are a few parcels currently identified on the southern section that will need to have some right of way acquired by the City.

- c. Is this project eligible for a categorical exclusion from NEPA reviews? **(5 points maximum)**

Yes, it is anticipated the northern section of the project will be eligible for a categorical exclusion, but this cannot be determined until the preliminary engineering has been initiated and a determination made by INDOT/FHWA. However it is anticipated the southern section will need to go through some higher level of environmental review due to its proximity to Jackson Creek.

- d. With the funds requested, will the project be fully funded, or a phase of the project fully funded? **(5 points maximum)**



Bloomington/Monroe County Metropolitan Planning Organization

The funding request will fully fund the design phase for this project and further help leverage funding options for right of way acquisition and construction. The applications for this project (TAP and TIP) are requesting to use STP funds for rights of way and construction in outlying years, with the assumption that TAP funds are awarded for FY 2018 and FY 2019 for the preliminary engineering for the north and south sections of the trail respectively. The annual allocation for TAP projects is much less than the estimated construction costs for this project, phased or not, and therefore STP funds are required. Furthermore, additional phasing into a multi-year project is not practically feasible given the scope, respective costs, site constraints, and project delivery time necessary to complete this project.

PLEASE ATTACH THE FOLLOWING:

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

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

Signature

Date

January 5, 2014

Bloomington/Monroe County MPO
Attn. Josh Desmond
401 North Morton Street, Suite 160
Bloomington, IN 47402

Winslow Road Sidepath Project

RE: Transportation Alternatives Program FY 2016-2019 Call for Projects

Dear Mr. Desmond:

The City of Bloomington is pleased to submit an application under the TAP call for projects for our Winslow Road Sidepath project. This project will provide approximately 3,800 feet of an 8' wide (minimum) ADA compliant sidepath from S. Walnut Street to S. Highland Avenue. Intersection pedestrian crossing safety enhancements will also be provided across Walnut Street, Walnut Street Pike, Henderson Street, Winslow Court, Burberry Lane, Winslow Farm Drive, and Highland Avenue. Enhancements will include warning signs, crosswalk pavement markings and other countermeasures to improve safety at all intersection crossings. Once completed, this sidepath will create a safe off-street bicycle and pedestrian route from I69 to Xavier Court. This is over 3 miles of safe bicycle and pedestrian facilities that links parks, the YMCA, shopping areas, a community farm and orchard, schools, and the Clear Creek Trail and B-line Trail.

This project qualifies under the Transportation Alternatives Program for off-street bicycle infrastructure. The project application form is attached, as well as a map showing the project location and major pedestrian generators.

The total cost of the project (local and federal) is estimated at \$1,126,300 and we are requesting a TAP match of 80%, or \$105,920 for the design phase. Right of way acquisition is anticipated along three residential units or five platted lots just west of Highland Avenue. Construction is anticipated for FY 2017.

We are committed to commencing the design phase in calendar year 2016 and are pursuing a contract letting in for construction March 1, 2017. Roy Aten will serve as the Employee Responsible in Charge (ERC) for the project and main point of contact for any questions. The City of Bloomington appreciates your consideration for this highly valuable project.

Sincerely,

Mark Kruzan, Mayor



FY 2016-2019 Transportation Improvement Program Project Request Form

Please return form fully completed by December 22, 2014

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402

Email: dragovia@bloomington.in.gov

Fax: (812) 349-3520

Section 1: Local Public Agency Information

- City of Bloomington
- Monroe County
- Town of Ellettsville
- Indiana University
- Bloomington Transit
- Rural Transit
- INDOT
- _____

Employee in Responsible Charge (ERC): Roy Aten
Phone: 812-349-3423
Email: atenro@bloomington.in.gov

Section 2: Verification

I hereby certify that the information submitted as part of this form is complete and accurate. Furthermore, if applicable, I certify that the project complies with the BMCMPO Complete Streets Policy.



 Employee in Responsible Charge (ERC)

1/9/15

 Date

Section 3: Project Information

- A. Project Name: Winslow Road Sidepath
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned): TBD
- D. Project Location (detailed description of project termini): North side of Winslow Road from S. Walnut Street to S. Highland Avenue.

E. Please identify the primary project type (select only one):

- Bicycle & Pedestrian
- Bridge
- Road – Intersection
- Road – New/Expanded Roadway
- Road – Operations & Maintenance
- Road – Reconstruction/Rehabilitation/Resurfacing
- Sign
- Signal
- Transit

F. Project Support (local plans, LRTP, TDP, etc.):

Project is identified in the Bicycle and Pedestrian Transportation and Greenways System Plan (BPTGSP -2008) with a sidepath along Winslow Road. It is also included within the BMCMPPO 2030 Long Range Transportation Plan as part of the Tapp/Country Club/Winslow Road/Rogers Road corridor.

G. Allied Projects: Country Club Sidepath Phase I, II, and III, B-line Trail, and Childs Safe Routes to School

H. Does the Project have an Intelligent Transportation Systems (ITS) component?

- Yes No

If yes, is the project included in the MPO's ITS Architecture?

- Yes No

I. Anticipated Letting Date: March 1, 2017

Section 4: Financial Plan

Identify all anticipated costs for all phases of the project, including any costs anticipated in years beyond the scope of this TIP. All phases must incorporate a four percent (4%) per year inflation factor per BMCMPPO policy. All CN phases must include an appropriate amount of funding for construction inspection in addition to project construction costs.

Note: Fiscal Year 2016 begins on July 1, 2015, and ends on June 30, 2016.

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	Outlying Years
PE	Local	\$ 27,660	\$ 0	\$	\$	\$
	TAP	\$ 110,640	\$ 0	\$	\$	\$
		\$ 0	\$ 0	\$	\$	\$
RW	Local	\$ 0	\$ 18,200	\$	\$	\$
	STP	\$ 0	\$ 72,800	\$	\$	\$
		\$ 0	\$ 0	\$	\$	\$
CE	Local	\$ 0	\$ 117,000	\$	\$	\$
		\$ 0	\$ 0	\$	\$	\$
		\$ 0	\$ 0	\$	\$	\$
CN	Local	\$ 0	\$ 156,000	\$	\$	\$
	STP	\$ 0	\$ 642,000	\$	\$	\$
		\$ 0	\$ 0	\$	\$	\$
Totals:		\$138,300.00	\$988,000.00	\$	\$	\$

Does the financial plan include the required costs for construction engineering in the CN phase?

- Yes No NA

Does the financial plan incorporate the required 4% inflation factor?

Yes No

Section 5: Complete Streets Policy

A. Select one of the following:

- Compliant** - This project is subject to the Complete Streets Policy because it involves the new construction or reconstruction of local roadways that will use federal funds through the BMCMPPO for any phase of project implementation. *Additional Information items 1-8 (below) must be submitted for Compliant projects.*
- Not Applicable** - This project is not subject to the Complete Streets Policy because it is a transit project, a non-roadway project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, or is a project that uses federal funds for which the BMCMPPO does NOT have programming authority. *No Additional Information items (below) have to be provided for projects to which the Complete Streets Policy does not apply.*
- Exempt** - The LPA is requesting that this project be exempted from the Complete Streets Policy due to certain circumstances or special constraints, as detailed in Section IV of the Complete Streets Policy. Please provide a detailed explanation of why the project should be exempted. *Additional Information items 1, 4-8 (below) must be submitted for Exempt projects.*

Justification for Exemption: _____

B. Additional Information:

Attach to this application form the following information as required by the Complete Streets Policy. If any items are unknown at the time of application, the applicant may indicate that "specific information has not yet been determined." Any required information not provided at the time of this application must be reported to the MPO as soon as it becomes available.

- 1) Detailed Scope of Work - Provide relevant details about the project that would be sufficient to use when seeking consulting services (detailed project description, vehicular elements, non-vehicular elements, new construction/reconstruction).
- 2) Performance Standards - List specific performance standards for multimodal transportation, including, but not limited to transit, pedestrian, bicycle, and automobile users, ADA and Universal Design, environmental, utilities, land use, right of way, historic preservation, maintenance of services plan, and any other pertinent design component in relation to current conditions, during implementation/construction, and upon project completion.
- 3) Measurable Outcomes - Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.).
- 4) Project Timeline - Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date.
- 5) Key Milestones - identify key milestones (approvals, permits, agreements, design status, etc.).
- 6) Project Cost - Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.
- 7) Public Participation Process - Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.).
- 8) Stakeholder List - Identify the key parties/agencies/stakeholders/interest groups anticipated to be engaged during project development and their respective purpose for being on the list.



Bloomington/Monroe County Metropolitan Planning Organization

FY 2016-2019 Transportation Alternatives Program Application

Please complete all pertinent fields and return an electronic copy to MPO staff at mipo@bloomington.in.gov.

LOCAL PUBLIC AGENCY INFORMATION (check one & fill in all fields):

- Monroe County City of Bloomington MCCSC
 RBBCSC Town of Ellettsville

Primary Project Contact: Roy Aten

Phone: 812-349-3423

Address: 401 N. Morton St. Suite 130

Fax: 812-349-3520

Bloomington, IN

Email: atenro@bloomington.in.gov

PROJECT INFORMATION (fill in all applicable fields):

Project Name: Winslow Road Sidepath

DES Number: # TBD

Project Location: Winslow Road along the north side from S. Walnut Street to S. Highland Avenue

Brief Project Description: This project will provide approximately 3,800 feet of an 8' wide (minimum) ADA compliant sidepath from S. Walnut Street to S. Highland Avenue. Intersection pedestrian crossing safety enhancements will also be provided across Walnut Street, Walnut Street Pike, Henderson Street, Winslow Court, Burberry Lane, Winslow Farm Drive, and Highland Avenue.

Allied Projects (other projects related to this one): I69, Tapp Road Phase I,II, and III, Clear Creek Trail, Rockport/Tapp/Country Club Intersection, B-line Trail, S. Rogers Street and Country Club Intersection, Country Club sidepath Phase I, II, and III,

Project Cost:

Identify **ALL** anticipated project costs for all phases, including total anticipated project costs beyond the four years to be programmed in the TIP, as well as construction engineering costs.

Note: FY 2016 starts 7/1/15 and ends 6/30/16

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	Outlying Years
PE	Local	\$27,660	\$ 0	\$	\$	\$
	TAP	\$ 110,640	\$ 0	\$	\$	\$
	0	\$ 0	\$ 0	\$	\$	\$
RW	Local	\$ 0	\$ 18,200	\$	\$	\$
	STP	\$ 0	\$ 72,800	\$	\$	\$
	0	\$ 0	\$ 0	\$	\$	\$
CE	Local	\$ 0	\$ 117,000	\$	\$	\$
		\$ 0	\$ 0	\$	\$	\$
	0	\$ 0	\$ 0	\$	\$	\$
CN	Local	\$ 0	\$ 156,000	\$	\$	\$
	STP	\$ 0	\$ 624,000	\$	\$	\$
	0	\$ 0	\$ 0	\$	\$	\$
Totals:		\$138,300.00	\$988,000.00	\$	\$	\$



Bloomington/Monroe County Metropolitan Planning Organization

Construction Engineering/Inspection: Does the project include an acceptable percentage of construction costs set aside for construction engineering or inspections? Yes No Not Applicable

Year of Implementation Cost: Has a four percent (4%) inflation factor been applied to all future costs? Yes No

Detailed Project Description (not to exceed 250 words) – identify the project scope, overview, objective, and any other relevant project details.

This project will provide approximately 3,800 feet of an 8’ wide (minimum) ADA compliant sidepath from S. Walnut Street to S. Highland Avenue. Intersection pedestrian crossing safety enhancements will also be provided across Walnut Street, Walnut Street Pike, Henderson Street, Winslow Court, Burberry Lane, Winslow Farm Drive, and Highland Avenue. Enhancements will include warning signs, crosswalk pavement markings and other countermeasures to improve safety at all intersection crossings. An existing sidewalk is present from Walnut Street to Burberry Lane, but has ADA compliance issues, lacks a consistent, safe, and consistent layout, and generally is substandard given the range of destinations and locations of higher residential densities this corridor serves. Missing links present significant barriers to many who use the existing sidewalk. This project will improve access to a wider range of users and minimize site and design barriers currently present. Once completed, this project will create an off-street bicycle and pedestrian corridor from I69 to Xavier Court. This is over 3 miles of safe bicycle and pedestrian facilities that link parks, the YMCA, shopping areas, a community farm and orchard, schools, and the Clear Creek Trail, B-line Trail, and Jackson Creek Trail.

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

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

Project Elements (All that apply):

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

Community Support (20 points maximum)

a. Is the project supported by local planning documents? **(10 points maximum)**

Please list each planning document that supports the project and describe how it provides support.

Project is identified in the Bicycle and Pedestrian Transportation and Greenways System Plan (BPTGSP - 2008) with a sidepath along Winslow Road. It is also included within the BMCMPPO 2030 Long Range Transportation Plan as part of the Tapp/Country Club/Winslow Road/Rogers Road corridor.

- b. Has the project received letters of support from community organizations? **(5 points maximum)**
Please include a copy of each letter.

- c. Has the project been presented at public meetings? **(5 points maximum)**
Please list the name, date, and location of each meeting.

The BTGSP was adopted by City Council in 2008. This process involved public workshops, a resolution adoption through the City Plan Commission, and finally at City Council. Through all steps of the process the public had opportunity to comment and provide detailed feedback.

The BMCMPPO 2030 Long Range Transportation Plan was adopted by the committees of the BMCMPPO in 2006. This adoption process also provided several opportunities for public comments and participation.

Safety (25 points maximum)

- a. Does the project location occur on any of the following lists in the MPO's crash reports from the previous 3 years? **(10 points maximum)**
Please check each list on which the project location appears and indicate which year's crash report the list is in.
 - 'Top Locations by Crash Total' Year(s): Ranked #31 2009-2011
 - 'Top Locations by Crash Rate' Year(s): Ranked #19 2009-2011
 - 'Top Locations by Crash Severity' Year(s):
 - 'Eligible HSIP Locations' Year(s): ranked #25 - 2009-2011
 - 'Top Bicycle and Pedestrian Crash Locations' Year(s): None

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

The 2009-2011 crash report listed 38 at the intersection of Winslow Road and Walnut Street Pike.

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

The 2009-2011 crash report listed one at the intersection of Winslow Road and Walnut Street Pike.

- d. Does the proposed project improve safety for multiple user groups? **(5 points maximum)**
Please check all that apply.
 - Pedestrians
 - Bicyclists
 - Motorists
 - Transit users
 - Disabled persons

Utility (25 points maximum)

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

Please check all that apply.

- ▶▶ Public Park
- ▶▶ School
- Library
- ▶▶ Employment
- ▶▶ Retail

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

Please check all that apply.

- ▶▶ Multi-use Trail
- On-street bikeway
- ▶ Sidepath
- Sidewalk
- ▶▶ Signed bike route

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

Three transit routes are within the project scope, the #1, #4, and #7 routes.

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

The project is not within the areas identified in the 2030 LRTP for underserved populations. However, there are higher density residential units within the study area (1/4 mile) and some units are subsidized for lower income families.

Project Readiness (30 points maximum):

- a. What percentage of design work is currently completed for the project? **(10 points maximum)**

Project is only in the conceptual phase and no preliminary engineering has been completed. A detailed engineer's estimate was prepared.

- b. What percentage of the project right-of-way is owned by the project sponsor at the time of this application? **(10 points maximum)**

Based on the detailed engineers estimate and existing site conditions it is anticipated that the project will need to acquire right of way from at least three single family residences on five lots or about 600 linear feet. This acquisition area would equate to approximately 15 % of the total project length, thus 85% is owned by the City.

- c. Is this project eligible for a categorical exclusion from NEPA reviews? **(5 points maximum)**



Bloomington/Monroe County Metropolitan Planning Organization

Yes, it is anticipated the project will be eligible for a categorical exclusion, but this cannot be determined until the preliminary engineering has initiated and a determination made by INDOT/FHWA.

- d. With the funds requested, will the project be fully funded, or a phase of the project fully funded?
(5 points maximum)

The funding request will fully fund the design phase for this project and further help leverage funding options for right of way acquisition and construction. The applications for this project (TAP and TIP) are requesting to use STP funds for rights of way and construction in FY 2017, with the assumption that TAP funds are awarded for FY 2016. The annual allocation for TAP projects is much less than the estimated construction costs for this project and therefore STP funds are required. Furthermore, phasing into a multi-year project is not practically feasible given the scope, respective costs, site constraints, and project delivery time necessary to complete this project.

PLEASE ATTACH THE FOLLOWING:

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

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



Signature

1/9/15

Date

Year of Implementation Cost: Has a four percent (4%) inflation factor been applied to all future costs?
 Yes No

Detailed Project Description (not to exceed 250 words) – identify the project scope, overview, objective, and any other relevant project details.

This phase of the Karst Farm Greenway will extend the 12 foot wide multi-use trail approximately 1,000 feet west from the abandoned railroad bed (Phase 2b), to Hartstrait Road at SR 46, later to be extended to the Heritage Trail. The trail will feature amenities such as benches and lighting. This total request is for \$220,800 of TA funds with a local match of \$55,200 in order to provide an 80%/20% split of TA and Local funds for all phases of this segment, as allowed for the project. It is the County's intent to construct Phase 2b with local funds as the INDOT will not allow federal funds to be used on rail banked lines per directive from INDOT Central Office. The long range goal of this trail is to connect with the B-Line Trail, via Vernal Pike or another approved route, and the Heritage Trail in Ellettsville.

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

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

Project Elements (All that apply):

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

Community Support (20 points maximum)

- a. Is the project supported by local planning documents? **(10 points maximum)**
Please list each planning document that supports the project and describe how it provides support.
2030 Long Range Transportation Plan, Monroe County's Alternative Transportation & Greenways System Plan, Bloomington Alternative Transportation Greenways System Plan, support the Karst Farm Greenway construction.
- b. Has the project received letters of support from community organizations? **(5 points maximum)**
Please include a copy of each letter.
Yes. Monroe County's Active Transportation Group, via the Monroe County Planning Department, supports this project.
- c. Has the project been presented at public meetings? **(5 points maximum)**
Please list the name, date, and location of each meeting.
Monroe County Board of Commissioners, Monroe County Council, B/MC MPO, Active Transportation Committee, and coordination with City of Bloomington Parks & Recreation Dept.,

all in government meetings at various times. Discussions with the Town of Ellettsville have continued to occur regarding this connection as well.

Safety (25 points maximum)

- a. Does the project location occur on any of the following lists in the MPO's crash reports from the previous 3 years? **(10 points maximum)**
Please check each list on which the project location appears and indicate which year's crash report the list is in.
 - 'Top Locations by Crash Total' (Year(s): _____)
 - 'Top Locations by Crash Rate' (Year(s): _____)
 - 'Top Locations by Crash Severity' (Year(s): _____)
 - 'Eligible HSIP Locations' (Year(s): _____)
 - 'Top Bicycle and Pedestrian Crash Locations' (Year(s): _____)
- b. How many total crashes occurred within ¼ mile of the proposed project in the previous 3 years? **(5 points maximum)**
3; 2 in 2011, 0 in 2012 and 1 in 2013
- c. How many fatal or incapacitating injury crashes occurred within ¼ mile of the proposed project in the previous 3 years? **(5 points maximum)**
00
- d. Does the proposed project improve safety for multiple user groups? **(5 points maximum)**
Please check all that apply.
 - Pedestrians
 - Bicyclists
 - Motorists
 - Transit users
 - Disabled persons

Utility (25 points maximum)

- a. Does the project connect to destinations such as parks, schools, libraries, retail centers, or employment centers? **(10 points maximum)**
Please check all that apply.
 - Public Park *Karst Farm Park via Phase 1, 2a&b, and Campbell's Park in Ellettsville*
 - School *Ivy Tech, Highland Park School and Grand View School, via Phase 1*
 - Library *No*
 - Employment *Yes. Industrial area (Cook, GE, Baxter, Pliant, USPS, etc.)*
 - Retail *Areas in Ellettsville and Highland Village*
- b. Does the proposed project connect to existing bicycling and walking networks? **(5 points maximum)**
Please check all that apply.

- Multi-use Trail *Karst Farm Greenway, Phase 2b and Heritage Trail*
 - On-street bikeway
 - Sidepath
 - Sidewalk *Along State Road 46*
 - Signed bike route
- c. How many transit routes and transit stops are located within the proposed project, or are located within ¼ mile of the proposed project? **(5 points maximum)**
None but the area is served by Rural Transit with "on-call" service.
- d. Does the project enhance bicycle and pedestrian access for traditionally underserved populations, as identified in the MPO's Long Range Transportation Plan? **(5 points maximum)**
- e. *Yes. This segment of the trail will complete construction to Ellettsville, near Hartstrait Road & SR 46. Monroe County has secured the rail banking rights for construction of a trail on the old Monon / Indiana Railroad Co. line south of Woodyard Rd to SR 46. This will allow access to several adjacent subdivisions as well as provide for a connection to the Heritage Trail.*

Project Readiness (30 points maximum):

- a. What percentage of design work is currently completed for the project? **(10 points maximum)**
0% However we have selected a consultant to perform the preliminary engineering and are in contract negotiations. This is why the additional funds for PE are requested.
- b. What percentage of the project right-of-way is owned by the project sponsor at the time of this application? **(10 points maximum)**
0%
- c. Is this project eligible for a categorical exclusion from NEPA reviews? **(5 points maximum)**
Yes.
- d. With the funds requested, will the project be fully funded, or a phase of the project fully funded? **(5 points maximum)**
If the request for funds is approved, this project will be fully funded.

PLEASE ATTACH THE FOLLOWING:

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

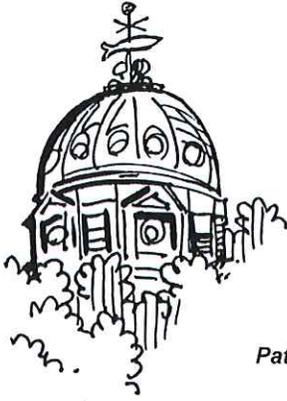
I hereby certify that the information submitted as part of this application is accurate.



Signature

January 5, 2015

Date



OFFICE OF
MONROE COUNTY COMMISSIONERS
100 West Kirkwood Avenue
The Courthouse, Room 322
BLOOMINGTON, INDIANA 47404

Telephone 812-349-2550
Facsimile 812-349-7320

Patrick Stoffers, President Iris F. Kiesling, Vice President, Julie Thomas Member

January 5, 2015

Josh Desmond, Director
Bloomington / Monroe County Metropolitan Planning Organization
401 N. Morton Street, Suite 160, P. O. Box 100
Bloomington, Indiana 47402

RE: Transportation Alternatives (TA) Application;
Karst Farm Greenway, Phase 3.

Dear Desmond,

Thank you for the opportunity to submit this application for additional funding for Phase 3 of the Karst Farm Greenway. We are excited about the development of the new trail for this community and believe this project will provide both safety and alternative transportation improvements to this part of Monroe County.

Please accept this letter of commitment for the development of the project. If Transportation Alternative funding is approved for this improvement, Monroe County will provide the local match as outlined in the application. This improvement will further our trail project goals by extending the trail to tie into the Heritage Trail of the Town of Ellettsville, completing the Karst Farm Greenway. Furthermore, our personnel will serve as the Employee in Responsible Charge (ERC) for this project on behalf of the Monroe County.

We are very committed to this project and will see it completed.

Therefore, I provide my steadfast and highest support for this project. Please feel free to contact me at your convenience if you have any questions or comments on this matter.

Sincerely,

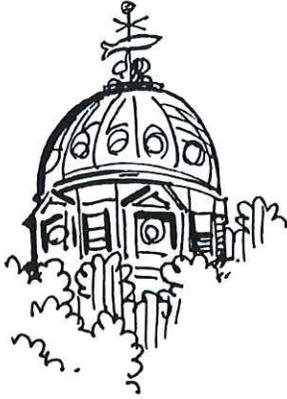
Monroe County Board of Commissioners

A handwritten signature in blue ink, appearing to be 'Patrick Stoffers', is written over a horizontal line. The signature is fluid and cursive.

Patrick Stoffers, President

PS/ww

Cc: Bill Williams, Monroe County Public Works Director/Highway Engineer (ERC)



OFFICE OF
MONROE COUNTY AUDITOR
100 West Kirkwood Avenue
The Courthouse Room 209
BLOOMINGTON, INDIANA 47404

Telephone 812-349-2510
Facsimile 812-349-2280

Steve Saulter, Monroe County Auditor

January 5, 2015

Josh Desmond, Director
Bloomington / Monroe County Metropolitan Planning Organization
401 N. Morton Street, Suite 160, P. O. Box 100
Bloomington, Indiana 47402

RE: Transportation Alternatives (TA) Application;
Karst Farm Greenway, Phase 3.

Dear Mr. Desmond:

Thank you for the opportunity to assist the Monroe County Board of Commissioners on the submittal of the application for additional funding for Phase 3 of the Karst Farm Greenway.

Please be advised that the Monroe County Redevelopment Commission has appropriated an adequate amount of matching funds for this project. The Commission created a line in the Westside Economic Development Area titled "Multi-Use Trail Corridor", line number 4920-000-30.0016 that has a balance of funds that will cover the matching funds for this phase of the Karst Farm Greenway.

Please feel free to contact me at your convenience if you have any questions or comments on this matter.

Sincerely,

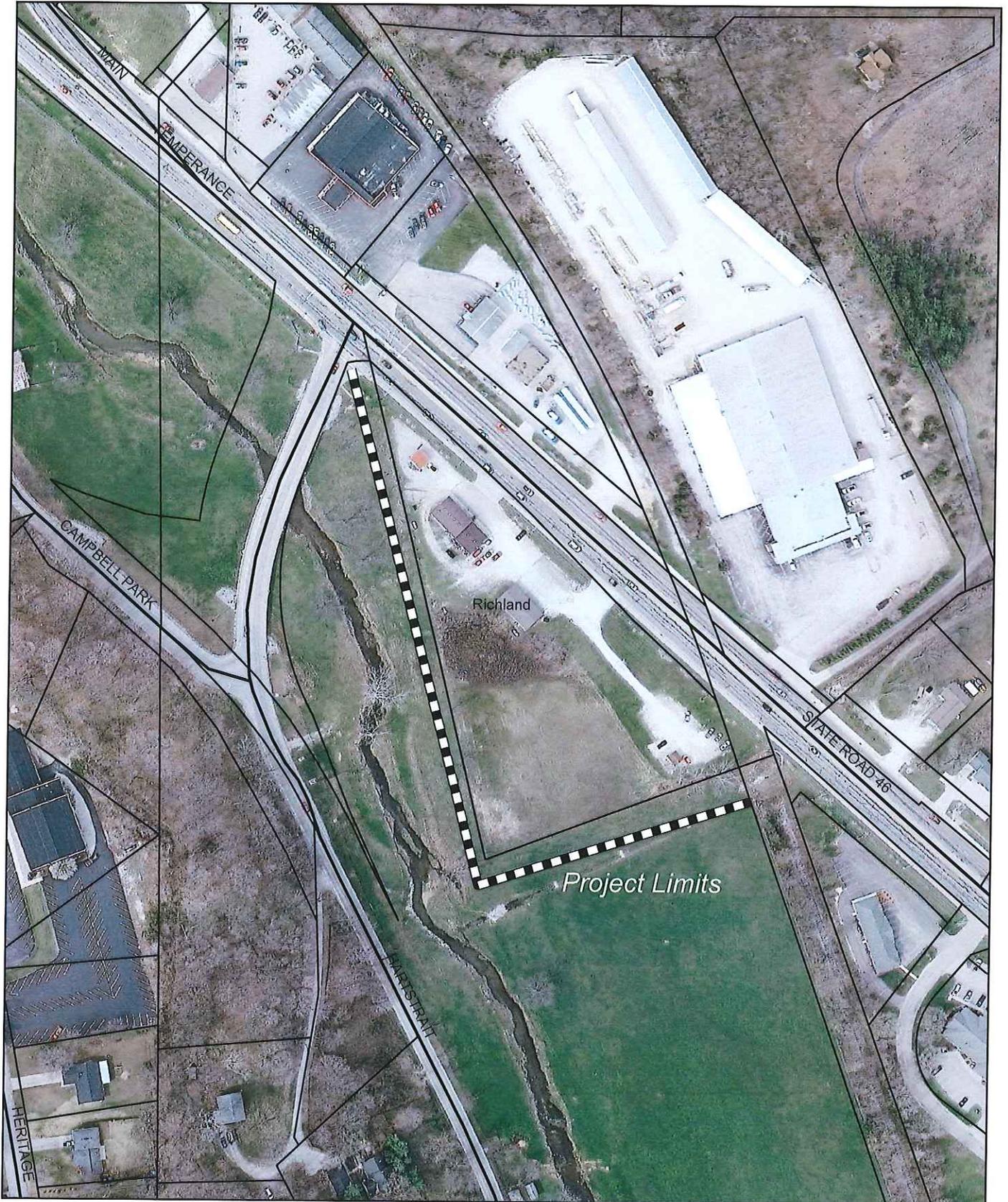


Steve Saulter, Monroe County Auditor

SS/ww

Cc: Bill Williams, Monroe County Public Works Director/Highway Engineer (ERC)

Karst Farm Greenway Phase 3





MONROE COUNTY ACTIVE TRANSPORTATION BOARD
Monroe County Government Center - 501 N. Morton St., Suite 224 Bloomington, IN 47404
Telephone: (812) 349-2560 <http://monroeonthego.org/>

November 25, 2013

Bill Williams
Monroe County Public Works Director / Highway Engineer
Monroe County Highway Department
501 N. Morton Street, Suite 216
Bloomington, Indiana 47404

RE: **Karst Farm Greenway, Phase 2A**

Mr. Williams:

Please accept this letter as the Monroe County Active Transportation Board's strong endorsement of the proposed Karst Farm Greenway Phase 2A project and of our support of the entire Karst Farm Greenway Project as proposed by the Monroe County Board of Commissioners. The provision of the proposed facility helps further the goals and objectives stated in the Monroe County Comprehensive Plan, the Monroe County Alternative Transportation and Greenways Plan and contributes to a more balanced and complete transportation system.

The proposed facility is a vital piece of infrastructure that will enable non-motorized movement between hundreds of homes, thousands of jobs, and educational and recreation facilities. The planning for this facility has been on-going for some time and has demonstrated the willingness of the many jurisdictions and organizations in Monroe County to work together to further a goal that benefits all of the residents of the county.

I urge you to support this worthwhile project and encourage INDOT and the FHWA to join in our partnership to achieve this important goal.

Sincerely,

A handwritten signature in black ink, appearing to read "David Landis".

David Landis, President
Monroe County *Active* Transportation Board



MEMORANDUM

To: MPO Policy Committee
From: Josh Desmond, MPO Director
Date: March 6, 2015
Re: FY 2016-2019 Highway Safety Improvement Program (HSIP) Awards

Background

The Highway Safety Improvement Program (HSIP) is a funding source established to improve the safety of roads which have a high crash rate or need effective low cost preventative safety improvements. HSIP is administered by the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO), with oversight provided by Indiana Department of Transportation (INDOT). The BMCMPPO HSIP guidelines (revised October, 2013) provide project selection procedures and evaluation processes.

HSIP Applications

The FY 2016-2019 HSIP call for projects was announced to local public agencies on November 21, 2014. Several project applications were received and are summarized below. Project application materials are included in the pages following this memo. All of the requested projects fall under the "low cost, systemic" eligibility provisions, which require no additional analysis or justification in order to receive HSIP funding. For that reason, along with the availability of funds, all of the requested projects may be awarded HSIP funds. The projects recommended for award are as follows:

Fiscal Year 2016:

- Black Back Plates (CN) - \$74,025 [Monroe County]

Fiscal Year 2017:

- Moores Pike Guardrail (CN) - \$28,116 [Bloomington]
- Allen & Walnut RRFB (CN) - \$18,900 [Bloomington]
- 4th & Rogers Pedestrian Island (CN) - \$36,568 [Bloomington]

Two other applications were submitted (signal upgrades at 2nd & College and 3rd & Woodscrest) but were determined to be ineligible under the low cost, systemic project provisions. Those projects are instead proposed to be funded with STP funds as part of the new TIP. Based on these recommended HSIP awards above, there is a remaining balance of HSIP funds in the in following fiscal years:

- **2016:** \$467,314
- **2018:** \$507,304
- **2019:** \$507,304

These balances can still be awarded to eligible projects. However, if these funds remain unspent they will not roll over to a future fiscal year. Staff will issue a supplemental call for projects after the TIP is completed so that these future funds can be awarded to eligible projects.

Action Requested

The Policy Committee is asked to vote on the proposed HSIP funding awards. The Technical Advisory Committee and Citizens Advisory committee both recommended approval of the awards as proposed in this memo.

January 5, 2015

Bloomington/Monroe County MPO
Attn. Josh Desmond
401 North Morton Street, Suite 160
Bloomington, IN 47402

Rogers Street Pedestrian Refuge Island Project

RE: Highway Safety Improvement Program FY 2016-2019 Call for Projects

Dear Mr. Desmond:

The City of Bloomington is pleased to submit an application under the HSIP call for projects for our Rogers Street Pedestrian Refuge Island project. This project is another example of an ongoing iteration of improvements aimed to improve bicycle and pedestrian activity and safety. 4th Street in Downtown Bloomington serves many functions and provides easy access to Indiana University and the B-Line Trail plus many businesses within Downtown because of its flat topography, low traffic volumes and speed, and its general character. It is identified as a Festival Street in the Downtown Vision and Infill Strategy Plan and recently bike lanes, crosswalks, and sharrows were installed as part of the Bikeways Implementation Plan. The intersection of 4th Street and Rogers Street is a gateway into Downtown or Prospect Hill Neighborhood, but Rogers Street presents crossing challenges. A conceptual design was prepared by Burgess and Niple for safety improvements at this location in 2012. This conceptual site plan is included for reference. In addition to the pedestrian refuge island, curb ramps and pedestrian warning devices will also be included as part of this project. Specifically, up to four solar powered Rectangular Rapid Flashing Beacon (RRFB) signs will be incorporated into the refuge island to ensure high compliance with yielding.

This project qualifies as a low-cost systemic improvement, Rule Number 11, as defined in the *INDOT Special Rules for Eligibility of Highway Safety Improvement Project*, released August 1, 2013. The project application form is attached, as well as a map showing the project location and major pedestrian generators.

The total cost (local and federal) of the project will be \$74,271 and we are requesting an HSIP match of 90% of the construction cost, or \$58,635.

We are committed to completing this project early in calendar year 2016 and are pursuing a contract letting in March 2, 2016. Roy Aten will serve as the Employee Responsible in Charge (ERC) for the project and main point of contact for any questions. The City of Bloomington appreciates your consideration for this highly valuable project.

Sincerely,

Mark Kruzan, Mayor



FY 2016-2019 Transportation Improvement Program Project Request Form

Please return form fully completed by December 22, 2014

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402
Email: dragovia@bloomington.in.gov
Fax: (812) 349-3520

Section 1: Local Public Agency Information

- City of Bloomington
- Monroe County
- Town of Ellettsville
- Indiana University
- Bloomington Transit
- Rural Transit
- INDOT
- _____

Employee in Responsible Charge (ERC): Roy Aten
Phone: 812-349-3423
Email: atenro@bloomington.in.gov

Section 2: Verification

I hereby certify that the information submitted as part of this form is complete and accurate. Furthermore, if applicable, I certify that the project complies with the BCMPO Complete Streets Policy.

Employee in Responsible Charge (ERC)

1/9/15

Date

Section 3: Project Information

- A. Project Name: Rogers Street Pedestrian Refuge Island
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned): TBD
- D. Project Location (detailed description of project termini): The intersection of S. Rogers Street and West 4th Street.

E. Please identify the primary project type (select only one):

- Bicycle & Pedestrian
- Bridge
- Road – Intersection
- Road – New/Expanded Roadway
- Road – Operations & Maintenance
- Road – Reconstruction/Rehabilitation/Resurfacing
- Sign
- Signal
- Transit

F. Project Support (local plans, LRTP, TDP, etc.):

- State Highway Safety Plan – Emphasis Areas for Vulnerable User Crashes
- 2030 LRTP – Safety and Security policy guidance
- Bicycle and Pedestrian Transportation and Greenways System Plan (2008) – Bikeway Implementation Plan
- Downtown Vision and Infill Strategy Plan (2005)
- South Rogers Street Identity Study (2009)

G. Allied Projects:

- Bikeways Implementation Plan – bike lanes, crosswalks, and sharrows installation

H. Does the Project have an Intelligent Transportation Systems (ITS) component?

- Yes No

If yes, is the project included in the MPO’s ITS Architecture?

- Yes No

I. Anticipated Letting Date: March 2, 2016

Section 4: Financial Plan

Identify all anticipated costs for all phases of the project, including any costs anticipated in years beyond the scope of this TIP. All phases must incorporate a four percent (4%) per year inflation factor per BMCMPPO policy. All CN phases must include an appropriate amount of funding for construction inspection in addition to project construction costs.

Note: Fiscal Year 2016 begins on July 1, 2015, and ends on June 30, 2016.

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	Outlying Years
PE	Local	\$9,121	\$	\$	\$	\$
		\$ 0	\$	\$	\$	\$
		\$ 0	\$	\$	\$	\$
RW		\$ 0	\$	\$	\$	\$
		\$ 0	\$	\$	\$	\$
		\$ 0	\$	\$	\$	\$
CE	Local	\$ 0	\$	\$	\$	\$
		\$ 0	\$	\$	\$	\$
		\$ 0	\$	\$	\$	\$
CN	HSIP	\$ 58,635	\$	\$	\$	\$
	Local	\$ 6,515	\$	\$	\$	\$
		\$ 0	\$	\$	\$	\$
Totals:		\$74,271.00	\$	\$	\$	\$

Does the financial plan include the required costs for construction engineering in the CN phase?

Project will be inspected by City Staff, so costs are accounted for through in-kind labor.

Yes No NA

Does the financial plan incorporate the required 4% inflation factor?

Yes No

Section 5: Complete Streets Policy

A. Select one of the following:

- Compliant** - This project is subject to the Complete Streets Policy because it involves the new construction or reconstruction of local roadways that will use federal funds through the BMCMPPO for any phase of project implementation. *Additional Information items 1-8 (below) must be submitted for Compliant projects.*
- Not Applicable** - This project is not subject to the Complete Streets Policy because it is a transit project, a non-roadway project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, or is a project that uses federal funds for which the BMCMPPO does NOT have programming authority. *No Additional Information items (below) have to be provided for projects to which the Complete Streets Policy does not apply.*
- Exempt** – The LPA is requesting that this project be exempted from the Complete Streets Policy due to certain circumstances or special constraints, as detailed in Section IV of the Complete Streets Policy. Please provide a detailed explanation of why the project should be exempted. *Additional Information items 1, 4-8 (below) must be submitted for Exempt projects.*

Justification for Exemption: _____

B. Additional Information:

Attach to this application form the following information as required by the Complete Streets Policy. If any items are unknown at the time of application, the applicant may indicate that “specific information has not yet been determined.” Any required information not provided at the time of this application must be reported to the MPO as soon as it becomes available.

- 1) Detailed Scope of Work – Provide relevant details about the project that would be sufficient to use when seeking consulting services (detailed project description, vehicular elements, non-vehicular elements, new construction/reconstruction).
- 2) Performance Standards – List specific performance standards for multimodal transportation, including, but not limited to transit, pedestrian, bicycle, and automobile users, ADA and Universal Design, environmental, utilities, land use, right of way, historic preservation, maintenance of services plan, and any other pertinent design component in relation to current conditions, during implementation/construction, and upon project completion.
- 3) Measurable Outcomes – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.).
- 4) Project Timeline – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date.
- 5) Key Milestones – identify key milestones (approvals, permits, agreements, design status, etc.).
- 6) Project Cost – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.
- 7) Public Participation Process – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.).
- 8) Stakeholder List – Identify the key parties/agencies/stakeholders/interest groups anticipated to be engaged during project development and their respective purpose for being on the list.

Highway Safety Improvement Program Low Cost Systemic LPA Project Eligibility Request

SPONSOR

Date Submitted by

Local Public Agency

Official Signatory

Office Title

Project Contact

Telephone Email

PROJECT

Request Des No. of existing project

Road Name

Improvement Type

SIGN UPGRADE PROJECT QUESTION

If improvement selected above is a sign retroreflectivity upgrade project, also indicate the following:

Sign Inventory

If installing signs at formerly unsigned locations? (Select if yes)

LOCATION DESCRIPTION

Include start and end points of corridor or number of locations in area. (attach project map) list all that apply:
 County
 Township
 City/Town

SCHEDULE AND FUNDING

If LPA is to contribute more than 10% match Local Contribution Amount

Existing project funding type

P/E Est. Start Date

Land Acquisition Est. Start Date

Construction Est. Start Date

Construction Eng.

Total

PROJECT INTENT (required)

Provide a short description of the safety improvements to be achieved. Attach a map or aerial photos depicting the proposed project limits.

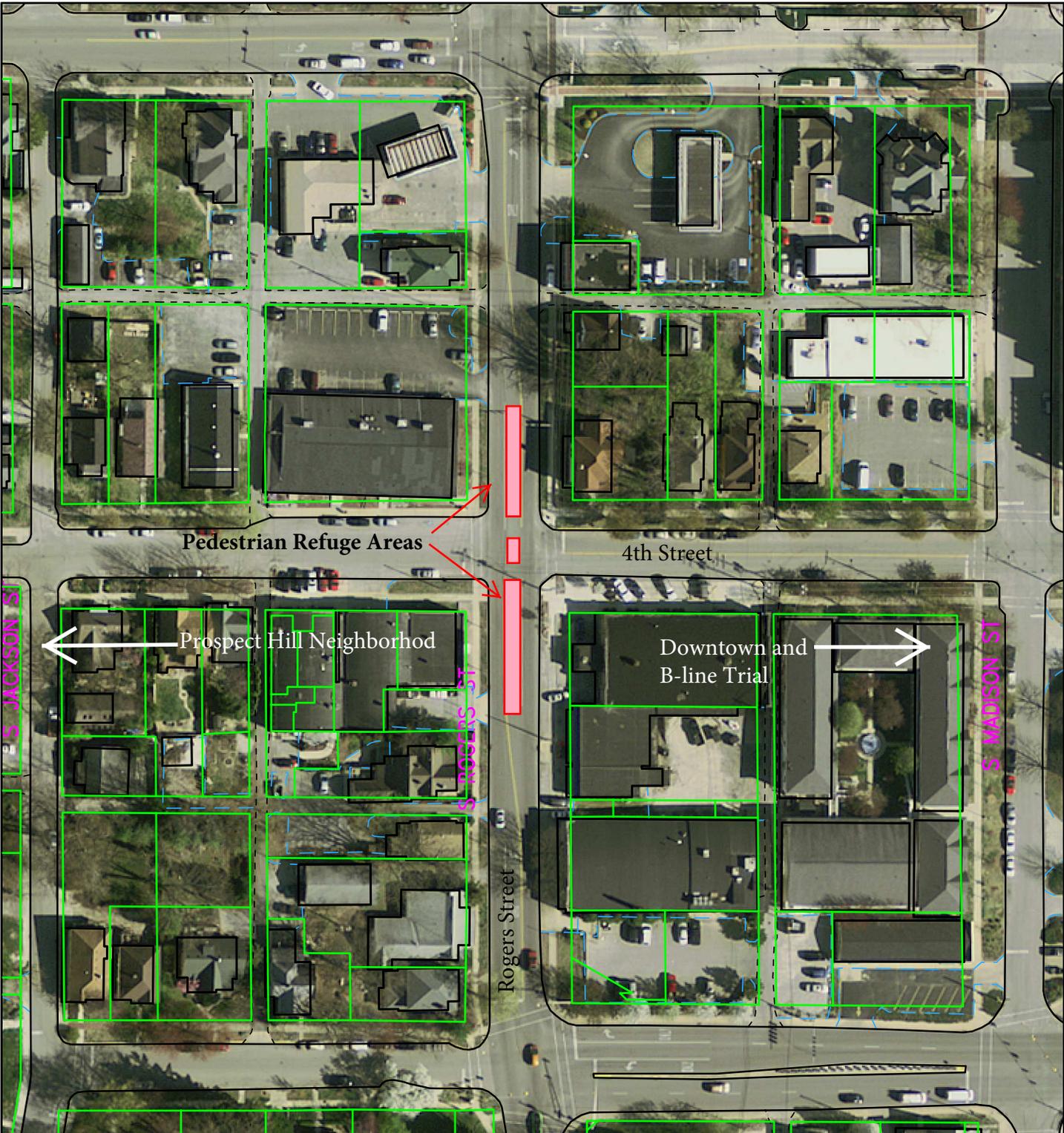
The Rogers Street Pedestrian Refuge Island project will improve curb ramps, provide a pedestrian refuge island, and install pedestrian warning signs including RRFB's. The 4th Street corridor is prioritized for high bicycle and pedestrian usage along with lower speed traffic and volumes.

Special Rule Narrative (attach additional pages if needed)

Provide a detailed narrative to explain that the location experiences a higher than normal frequency, rate, and/or risk of fatal and incapacitating injury events (severe crashes); and how the proposed project will reduce severe crashes.

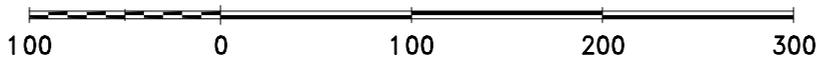
4th Street is a key pedestrian and bicyclist corridor that offers access to Indiana University, the Downtown Bloomington Central Business District, the B-line Trail, and the Prospect Hill Neighborhood. The 4th Street crossing at Rogers Street is at an uncontrolled intersection for north and south traffic on Rogers, which presents significant challenges to cross the road. This location is prioritized base on the following circumstances: 4th Street provides easy access to Indiana University, the B-Line Trail, many Downtown Bloomington businesses, and the Prospect Neighborhood; its flat topography, low traffic volumes and speed are very suitable to pedestrians and bicyclists; and it is identified in multiple local planning documents as a key corridor (Festival Street in the Downtown Vision and Infill Strategy Plan, bike lanes in the Bicycle and Pedestrian Transportation and Greenways Plan, context sensitive solutions in the South Rogers Street Identity Study). Traffic volumes on South Rogers are approximately 11,000 vehicles per day. Conversely, traffic volumes along 4th Street are approximately 2,000 east of Rogers and less than 1,000 west of Rogers. Furthermore, the downtown Bloomington Transit Station moved to another location and bus traffic has significantly been reduced along 4th Street due to the station's new location. New traffic counts for 4th Street have not been taken, but staff expects ADT to be lower on east of Rogers since the transit station moved. Together with local plans, major pedestrian and bicyclists destinations (generators), and system improvements to bicycle and pedestrian facilities, 4th Street is a high priority for pedestrian and bicycle modes of transportation.

A conceptual site plan has been prepared and is included for reference. In addition to the pedestrian refuge island, curb ramps and pedestrian warning devices will also be included as part of this project, which is also an eligible low-cost systemic safety improvement (Rule Number 6). Up to four solar powered Rectangular Rapid Flashing Beacon (RRFB) signs will be incorporated into the refuge island to ensure high compliance with yielding.



Rogers Street Pedestrian Refuge Island —

By: robinsos
23 Dec 14



City of Bloomington
Planning & Transportation

N

Scale: 1" = 100'

For reference only; map information NOT warranted.

January 5, 2014

Bloomington/Monroe County MPO
Attn. Josh Desmond
401 North Morton Street, Suite 160
Bloomington, IN 47402

Allen Street Neighborhood Greenway Rectangular Rapid Flashing Beacon (RRFB) Project

RE: Highway Safety Improvement Program FY 2016-2019 Call for Projects

Dear Mr. Desmond:

The City of Bloomington is pleased to submit an application under the HSIP call for projects for our Allen Street Neighborhood Greenway Rectangular Rapid Flashing Beacon (RRFB) project. This project will improve the crossing conditions for pedestrians and bicyclists crossing at South Walnut Street and East Allen Street with the installation of up to four solar powered RRFB signs. Recently, a protected refuge island was installed as well as crosswalk pavement markings and crosswalk warning signs. This crossing is an important link between neighborhoods, Bryan Park, and the B-Line Trail. But challenging multi-lane crossing conditions remain for users who cross S. Walnut at this intersection. Typical Average Daily Traffic volumes along S. Walnut Street are ~19,000. This project will improve the crossing conditions and safety significantly. The installation of RRFB's will enhance safety and effectiveness of other treatments already in place by increasing yielding to pedestrians. A Transportation Research Board Study found yielding went from 18% to 88% when using RRFB's. Furthermore, user-activated RRFB's are an effective lower cost alternative to traffic signals when used to supplement standard pedestrian crossing warning signs and markings.

This project qualifies as a low-cost systemic improvement, Rule Number 6, as defined in the *INDOT Special Rules for Eligibility of Highway Safety Improvement Project*, released August 1, 2013. The project application form is attached, as well as a map showing the project location and major pedestrian generators.

The total cost of the project is estimated at \$21,000 and we are requesting an HSIP match of 90%, or \$18,900.

We are committed to completing this project in calendar year 2016 and are pursuing a contract letting in March 2, 2016. Roy Aten will serve as the Employee of Responsible Charge (ERC) for the project and main point of contact for any questions. The City of Bloomington appreciates your consideration for this highly valuable project.

Sincerely,

Mark Kruzan, Mayor



FY 2016-2019 Transportation Improvement Program Project Request Form

Please return form fully completed by December 22, 2014

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402
Email: dragovia@bloomington.in.gov
Fax: (812) 349-3520

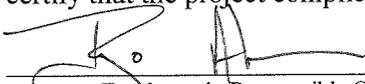
Section 1: Local Public Agency Information

- City of Bloomington
- Monroe County
- Town of Ellettsville
- Indiana University
- Bloomington Transit
- Rural Transit
- INDOT
- _____

Employee in Responsible Charge (ERC): Roy Aten
Phone: 812-349-3423
Email: atenro@bloomington.in.gov

Section 2: Verification

I hereby certify that the information submitted as part of this form is complete and accurate. Furthermore, if applicable, I certify that the project complies with the BMCMPO Complete Streets Policy.



Employee in Responsible Charge (ERC)

1/9/15

Date

Section 3: Project Information

- A. Project Name: Allen Street Neighborhood Greenway RRFB
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned): TBD
- D. Project Location (detailed description of project termini): Intersection of South Walnut Street and East Allen Street including existing refuge island.

E. Please identify the primary project type (select only one):

- Bicycle & Pedestrian
- Bridge
- Road – Intersection
- Road – New/Expanded Roadway
- Road – Operations & Maintenance
- Road – Reconstruction/Rehabilitation/Resurfacing
- Sign
- Signal
- Transit

F. Project Support (local plans, LRTP, TDP, etc.):

- State Highway Safety Plan – Emphasis Areas for Vulnerable User Crashes
- 2030 LRTP – Safety and Security policy guidance
- Bicycle and Pedestrian Transportation and Greenways System Plan – Bikeway Implementation Plan

G. Allied Projects:

Allen Street Pedestrian and Bicycle Refuge Island (2013)

H. Does the Project have an Intelligent Transportation Systems (ITS) component?

- Yes No

If yes, is the project included in the MPO's ITS Architecture?

- Yes No

I. Anticipated Letting Date: March 2, 2016

Section 4: Financial Plan

Identify all anticipated costs for all phases of the project, including any costs anticipated in years beyond the scope of this TIP. All phases must incorporate a four percent (4%) per year inflation factor per BMCMPO policy. All CN phases must include an appropriate amount of funding for construction inspection in addition to project construction costs.

Note: Fiscal Year 2016 begins on July 1, 2015, and ends on June 30, 2016.

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	Outlying Years
PE	Local	\$ 0	\$	\$	\$	\$
		\$ 0	\$	\$	\$	\$
		\$ 0	\$	\$	\$	\$
RW		\$ 0	\$	\$	\$	\$
		\$ 0	\$	\$	\$	\$
		\$ 0	\$	\$	\$	\$
CE	Local	\$ 0	\$	\$	\$	\$
		\$ 0	\$	\$	\$	\$
		\$ 0	\$	\$	\$	\$
CN	HSIP	\$ 18,900	\$	\$	\$	\$
	Local	\$ 2,100	\$	\$	\$	\$
		\$ 0	\$	\$	\$	\$
Totals:		\$21,000.00	\$	\$	\$	\$

Does the financial plan include the required costs for construction engineering in the CN phase?
 Project will be inspected by City staff, so costs are accounted for through in-kind labor.

- Yes No NA

Does the financial plan incorporate the required 4% inflation factor?

Yes No

Section 5: Complete Streets Policy

A. Select one of the following:

- Compliant** - This project is subject to the Complete Streets Policy because it involves the new construction or reconstruction of local roadways that will use federal funds through the BMCMPPO for any phase of project implementation. *Additional Information items 1-8 (below) must be submitted for Compliant projects.*
- Not Applicable** - This project is not subject to the Complete Streets Policy because it is a transit project, a non-roadway project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, or is a project that uses federal funds for which the BMCMPPO does NOT have programming authority. *No Additional Information items (below) have to be provided for projects to which the Complete Streets Policy does not apply.*
- Exempt** – The LPA is requesting that this project be exempted from the Complete Streets Policy due to certain circumstances or special constraints, as detailed in Section IV of the Complete Streets Policy. Please provide a detailed explanation of why the project should be exempted. *Additional Information items 1, 4-8 (below) must be submitted for Exempt projects.*

Justification for Exemption: _____

B. Additional Information:

Attach to this application form the following information as required by the Complete Streets Policy. If any items are unknown at the time of application, the applicant may indicate that “specific information has not yet been determined.” Any required information not provided at the time of this application must be reported to the MPO as soon as it becomes available.

- 1) Detailed Scope of Work – Provide relevant details about the project that would be sufficient to use when seeking consulting services (detailed project description, vehicular elements, non-vehicular elements, new construction/reconstruction).
- 2) Performance Standards – List specific performance standards for multimodal transportation, including, but not limited to transit, pedestrian, bicycle, and automobile users, ADA and Universal Design, environmental, utilities, land use, right of way, historic preservation, maintenance of services plan, and any other pertinent design component in relation to current conditions, during implementation/construction, and upon project completion.
- 3) Measurable Outcomes – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.).
- 4) Project Timeline – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date.
- 5) Key Milestones – identify key milestones (approvals, permits, agreements, design status, etc.).
- 6) Project Cost – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.
- 7) Public Participation Process – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.).
- 8) Stakeholder List – Identify the key parties/agencies/stakeholders/interest groups anticipated to be engaged during project development and their respective purpose for being on the list.

Highway Safety Improvement Program Low Cost Systemic LPA Project Eligibility Request

SPONSOR

Date Submitted by

Local Public Agency

Official Signatory

Office Title

Project Contact

Telephone Email

PROJECT

Request Des No. of existing project

Road Name

Improvement Type

SIGN UPGRADE PROJECT QUESTION

If improvement selected above is a sign retroreflectivity upgrade project, also indicate the following:

Sign Inventory

If installing signs at formerly unsigned locations? (Select if yes)

LOCATION DESCRIPTION

Include start and end points of corridor or number of locations in area. (attach project map) list all that apply:
 County
 Township
 City/Town

Monroe County
 Perry Township
 City of Bloomington
 Intersection of South Walnut Street and East Allen Street

SCHEDULE AND FUNDING

If LPA is to contribute more than 10% match Local Contribution Amount

Existing project funding type

P/E Est. Start Date

Land Acquisition Est. Start Date

Construction Est. Start Date

Construction Eng.

Total

PROJECT INTENT (required)

Provide a short description of the safety improvements to be achieved. Attach a map or aerial photos depicting the proposed project limits.

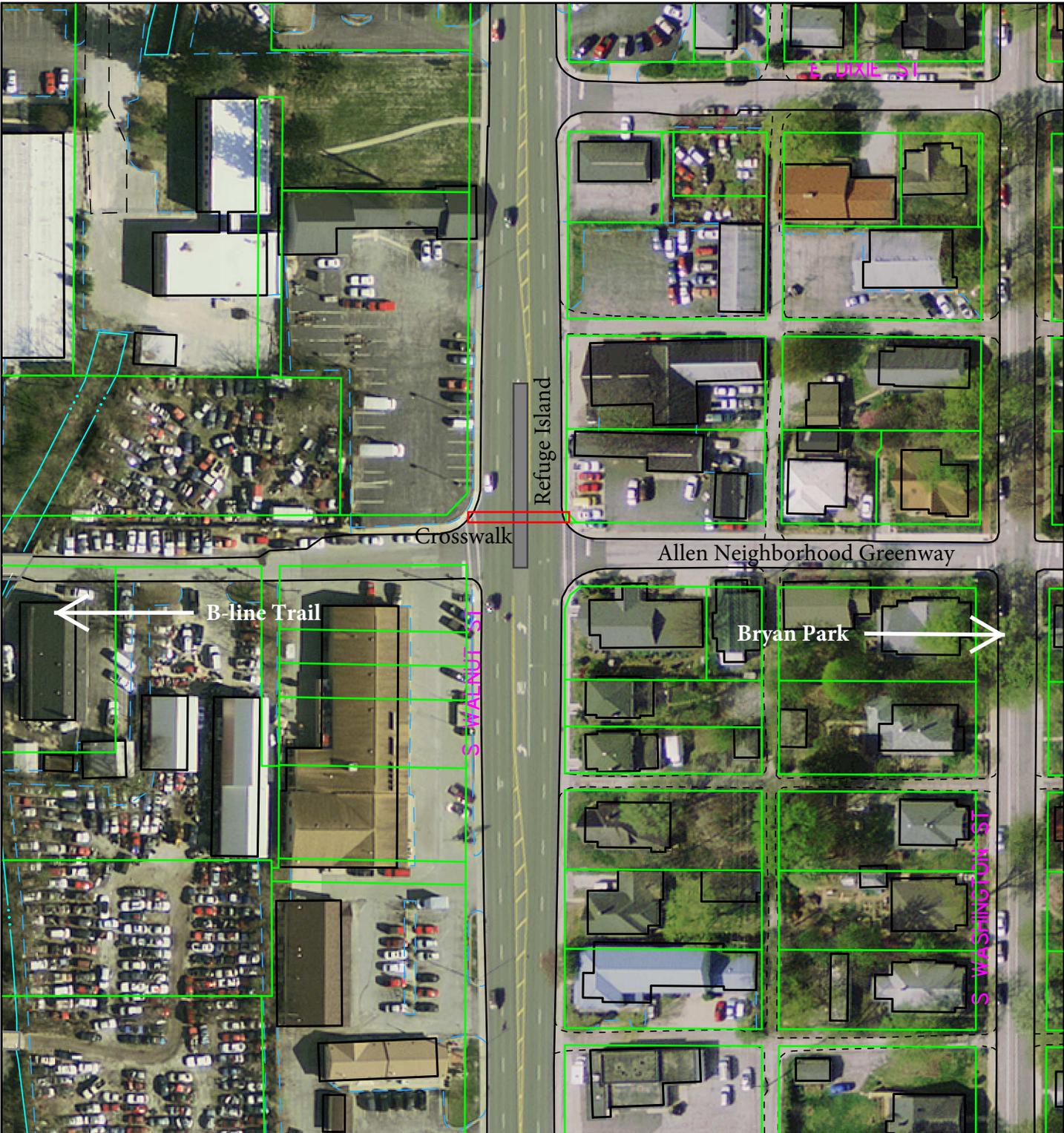
This project will improve the crossing conditions for pedestrians and bicyclists crossing at the South Walnut Street and East Allen Street intersection with the installation of up to four solar powered RRFB signs.

Special Rule Narrative (attach additional pages if needed)

Provide a detailed narrative to explain that the location experiences a higher than normal frequency, rate, and/or risk of fatal and incapacitating injury events (severe crashes); and how the proposed project will reduce severe crashes.

Recently (2012), a protected refuge island was installed at this location including crosswalk pavement markings and crosswalk warning signs. This crossing is an important link between neighborhoods, Bryan Park, and the B-Line Trail. Allen Street is identified as a Neighborhood Greenway that prioritizes non-motorized modes of transportation and low vehicle speeds and traffic volumes of motorized modes. Increases in pedestrian and bicycle activity continue to grow. South Walnut Street is a major urban arterial which Allen Street intersects with and presents a significant challenge to cross for many users. Neighborhood residences and access to Bryan Park and the B-Line Trail are some key destinations that Allen Street serves. But challenging, multi-lane crossing conditions remain for users who cross at S. Walnut Street. Typical Average Daily Traffic volumes along S. Walnut Street are ~19,000. This project will improve the crossing conditions and safety significantly. The installation of RRFB's will enhance safety effectiveness of other treatments already in place by increasing yielding to pedestrians. A Transportation Research Board Study found yielding went from 18% to 88% when using RRFB's. Furthermore, user-activated RRFB's are an effective lower cost alternative to traffic signals when used to supplement standard pedestrian crossing warning signs and markings.

This project qualifies as a low-cost systemic improvement, Rule Number 6, as defined in the INDOT Special Rules for Eligibility of Highway Safety Improvement Project, released August 1, 2013. A map showing the project location and major pedestrian generators is attached.

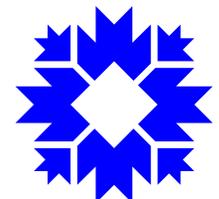
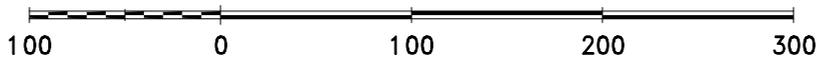


Allen Street Neighborhood Greenway – South Walnut RRFB Crossing Project



City of Bloomington
Planning & Transportation

By: robinsos
22 Dec 14



Scale: 1" = 100'

For reference only; map information NOT warranted.

January 5, 2015

Bloomington/Monroe County MPO
Attn. Josh Desmond
401 North Morton Street, Suite 160
Bloomington, IN 47402

Moore's Pike Guardrail Project

RE: Highway Safety Improvement Program FY 2016-2019 Call for Projects

Dear Mr. Desmond:

The City of Bloomington is pleased to submit an application under the HSIP call for projects for our Moore's Pike Guardrail project. This project will bring important safety improvements along E. Moore's Pike protecting both motorists and non-motorized travelers with a new guardrail (~160 long). This location averages approximately 11,500 vehicles per day and had 11 crashes from 2010-2012. Several off roadway obstructions are present and pose additional safety concerns in the event of collisions. This project aims to reduce the severity of crashes by preventing collisions with obstructions in roadway departure crashes. More importantly, this has the potential to prevent fatal crashes in the future because of the roadway's close proximity to the pedestrian path (vulnerable users), stream, retaining wall, and utility pole, coupled with the differences in relative elevations/grade. Because of these unique site conditions, along with the history of crashes and heavy traffic volumes, this location is a high priority.

This project qualifies as a low-cost systemic improvement, Rule Number 10, as defined in the *INDOT Special Rules for Eligibility of Highway Safety Improvement Project*, released August 1, 2013. It also addresses an emphasis area, roadway departure crashes, identified in the state's 2010 Strategic Safety Highway Plan. The project design will include a range of improvements. The project application form is attached, as well as a map showing the project location and major pedestrian generators.

The total cost (local and federal) of the project is estimated at \$40,640 and we are requesting an HSIP construction match of 90%, or \$28,116.

We are committed to completing this project in calendar year 2016 and are pursuing a contract letting in February 3, 2016. Roy Aten will serve as the Employee of Responsible Charge (ERC) for the project and main point of contact for any questions. The City of Bloomington appreciates your consideration for this highly valuable project.

Sincerely,

Mark Kruzan, Mayor



FY 2016-2019 Transportation Improvement Program Project Request Form

Please return form fully completed by December 22, 2014

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402

Email: dragovia@bloomington.in.gov

Fax: (812) 349-3520

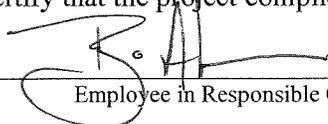
Section 1: Local Public Agency Information

- City of Bloomington
- Monroe County
- Town of Ellettsville
- Indiana University
- Bloomington Transit
- Rural Transit
- INDOT
- _____

Employee in Responsible Charge (ERC): Roy Aten
Phone: 812-349-3423
Email: atenro@bloomington.in.gov

Section 2: Verification

I hereby certify that the information submitted as part of this form is complete and accurate. Furthermore, if applicable, I certify that the project complies with the BMCMPO Complete Streets Policy.



Employee in Responsible Charge (ERC)

1/9/15

Date

Section 3: Project Information

- A. Project Name: Moores Pike Guardrail
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned): TBD
- D. Project Location (detailed description of project termini): E. Moores Pike, approximately 220 feet west of Valley Forge Road to 400 feet west of Valley Forge Road along the south side of the roadway.

E. Please identify the primary project type (select only one):

- Bicycle & Pedestrian
- Bridge
- Road – Intersection
- Road – New/Expanded Roadway
- Road – Operations & Maintenance
- Road – Reconstruction/Rehabilitation/Resurfacing
- Sign
- Signal
- Transit

F. Project Support (local plans, LRTP, TDP, etc.):

State Highway Safety Plan – Emphasis Areas for Roadway Departure Crashes
 2030 LRTP – Safety and Security policy guidance

G. Allied Projects: Moores Pike Roundabout

H. Does the Project have an Intelligent Transportation Systems (ITS) component?

- Yes No

If yes, is the project included in the MPO’s ITS Architecture?

- Yes No

I. Anticipated Letting Date: February 3, 2016

Section 4: Financial Plan

Identify all anticipated costs for all phases of the project, including any costs anticipated in years beyond the scope of this TIP. All phases must incorporate a four percent (4%) per year inflation factor per BMCMPPO policy. All CN phases must include an appropriate amount of funding for construction inspection in addition to project construction costs.

Note: Fiscal Year 2016 begins on July 1, 2015, and ends on June 30, 2016.

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	Outlying Years
PE	Local	\$ 4,700	\$	\$	\$	\$
		\$ 0	\$	\$	\$	\$
		\$ 0	\$	\$	\$	\$
RW		\$ 0	\$	\$	\$	\$
		\$ 0	\$	\$	\$	\$
		\$ 0	\$	\$	\$	\$
CE	Local	\$ 4,700	\$	\$	\$	\$
		\$ 0	\$	\$	\$	\$
		\$ 0	\$	\$	\$	\$
CN	HSIP	\$ 28,116	\$	\$	\$	\$
	Local	\$ 3,124	\$	\$	\$	\$
		\$ 0	\$	\$	\$	\$
Totals:		\$40,640.00	\$	\$	\$	\$

Does the financial plan include the required costs for construction engineering in the CN phase?

- Yes No NA

Does the financial plan incorporate the required 4% inflation factor?

Yes No

Section 5: Complete Streets Policy

A. Select one of the following:

- Compliant** - This project is subject to the Complete Streets Policy because it involves the new construction or reconstruction of local roadways that will use federal funds through the BMCMPO for any phase of project implementation. *Additional Information items 1-8 (below) must be submitted for Compliant projects.*
- Not Applicable** - This project is not subject to the Complete Streets Policy because it is a transit project, a non-roadway project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, or is a project that uses federal funds for which the BMCMPO does NOT have programming authority. *No Additional Information items (below) have to be provided for projects to which the Complete Streets Policy does not apply.*
- Exempt** – The LPA is requesting that this project be exempted from the Complete Streets Policy due to certain circumstances or special constraints, as detailed in Section IV of the Complete Streets Policy. Please provide a detailed explanation of why the project should be exempted. *Additional Information items 1, 4-8 (below) must be submitted for Exempt projects.*

Justification for Exemption: _____

B. Additional Information:

Attach to this application form the following information as required by the Complete Streets Policy. If any items are unknown at the time of application, the applicant may indicate that “specific information has not yet been determined.” Any required information not provided at the time of this application must be reported to the MPO as soon as it becomes available.

- 1) Detailed Scope of Work – Provide relevant details about the project that would be sufficient to use when seeking consulting services (detailed project description, vehicular elements, non-vehicular elements, new construction/reconstruction).
- 2) Performance Standards – List specific performance standards for multimodal transportation, including, but not limited to transit, pedestrian, bicycle, and automobile users, ADA and Universal Design, environmental, utilities, land use, right of way, historic preservation, maintenance of services plan, and any other pertinent design component in relation to current conditions, during implementation/construction, and upon project completion.
- 3) Measurable Outcomes – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.).
- 4) Project Timeline – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date.
- 5) Key Milestones – identify key milestones (approvals, permits, agreements, design status, etc.).
- 6) Project Cost – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.
- 7) Public Participation Process – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.).
- 8) Stakeholder List – Identify the key parties/agencies/stakeholders/interest groups anticipated to be engaged during project development and their respective purpose for being on the list.

Highway Safety Improvement Program Low Cost Systemic LPA Project Eligibility Request

SPONSOR

Date Submitted by

Local Public Agency

Official Signatory

Office Title

Project Contact

Telephone Email

PROJECT

Request Des No. of existing project

Road Name

Improvement Type

SIGN UPGRADE PROJECT QUESTION

If improvement selected above is a sign retroreflectivity upgrade project, also indicate the following:

Sign Inventory

If installing signs at formerly unsigned locations? (Select if yes)

LOCATION DESCRIPTION

Include start and end points of corridor or number of locations in area. (attach project map) list all that apply:
 County
 Township
 City/Town

Monroe County
 Perry Township
 Bloomington, Indiana
 Approximately 220 feet West from the intersection of Valley Forge Road and Moores Pike along E. Moores Pike.

SCHEDULE AND FUNDING

If LPA is to contribute more than 10% match Local Contribution Amount

Existing project funding type

P/E	<input type="text" value="4,700"/>	Est. Start Date	<input type="text" value="9/1//2015"/>
Land Acquisition	<input type="text" value="0"/>	Est. Start Date	<input type="text"/>
Construction	<input type="text" value="31,240"/>	Est. Start Date	<input type="text" value="2/3/2016"/>
Construction Eng.	<input type="text" value="4,700"/>		
Total	<input type="text" value="40,640"/>		

PROJECT INTENT (required)

Provide a short description of the safety improvements to be achieved. Attach a map or aerial photos depicting the proposed project limits.

Installation of a new guardrail (~160 long) aims to prevent roadway departure crashes and collisions with several off-road obstructions. The guardrail will also increase the safety for non-motorized travelers (vulnerable users) using the path to access a community park (destination) and other destinations in the event of roadway departure crashes.

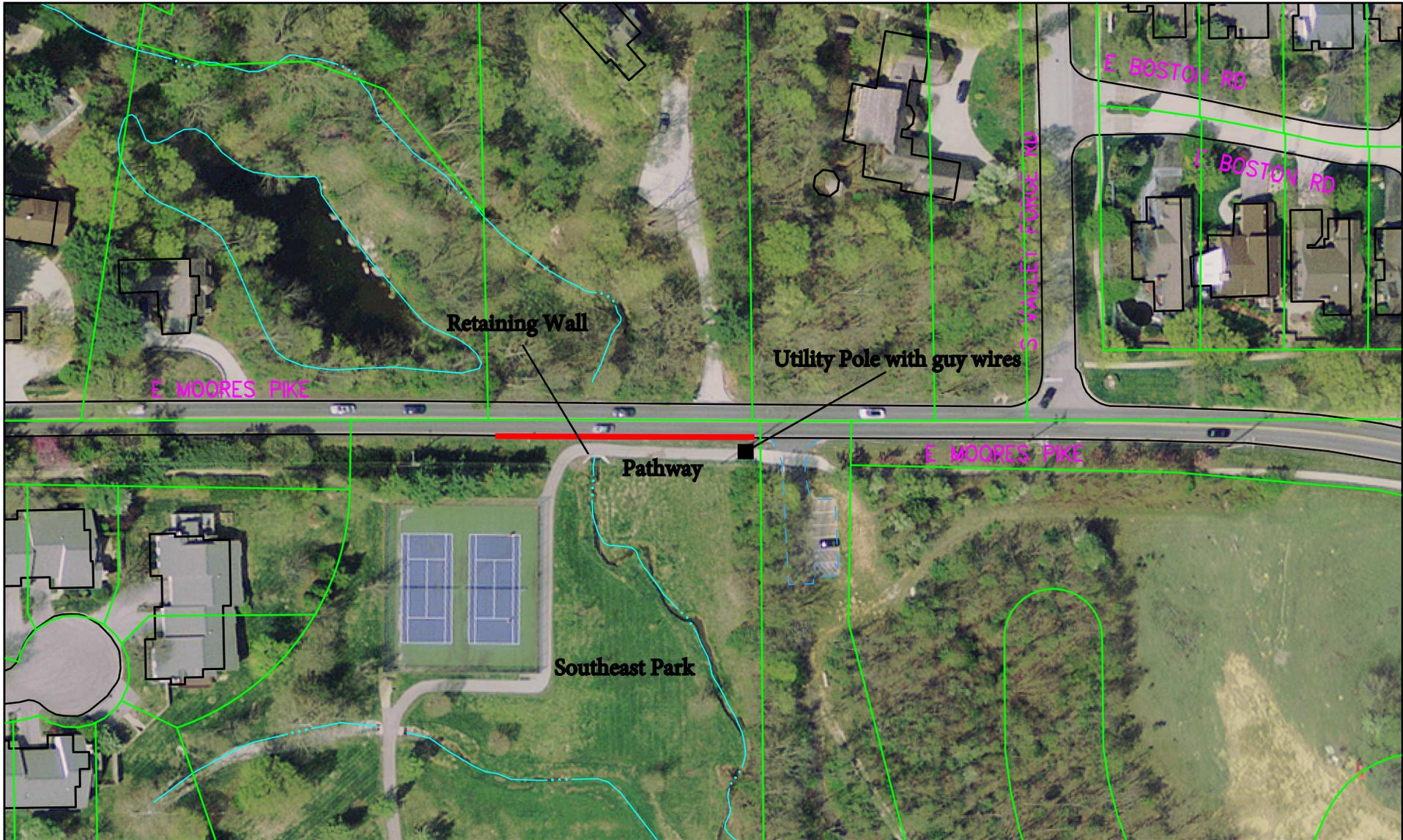
Special Rule Narrative (attach additional pages if needed)

Provide a detailed narrative to explain that the location experiences a higher than normal frequency, rate, and/or risk of fatal and incapacitating injury events (severe crashes); and how the proposed project will reduce severe crashes.

The project location is along E. Moores Pike (denoted with red line on attached map) adjacent to Southeast Park (destination), a bicycle and pedestrian path (below the street grade by ~4 feet), a utility pole with guy wires, and a stream with drainage concrete retaining walls. Moores Pike has a posted speed limit of 30 M.P.H. and has a traffic volume of ~ 11,500 ADT. From 2010-2012, 11 crashes were reported at or near this location, including one roadway departure crash. Completed engineering plans and inspection services will be completed with local resources. No right of way (ROW) is anticipated for this project, as the location is either within existing ROW or property owned by the City of Bloomington (Southeast Park).

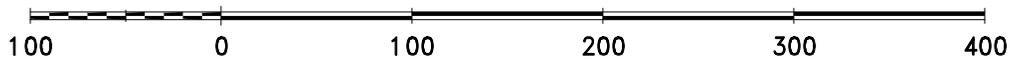
This project will reduce the severity of crashes by preventing collisions with obstructions in roadway departure crashes with the installation of a new guardrail following INDOT specified design guidelines. More importantly, this project has the potential to prevent fatalities because of the roadway's close proximity to the pedestrian path (with vulnerable users), stream, retaining wall, and utility pole, which is further compounded by the relative differences in elevations between the roadway and obstructions on the south side of the road. According to FHWA, 51% of departure crashes result in fatalities (http://safety.fhwa.dot.gov/roadway_dept/crash_facts/). Four of the top five "First Harmful Event in Roadway Departure Crashes" (overturn vehicle, trees, drainage features, posts/poles) are possible events that may occur at this project location.

Because of these unique site conditions along with the history of crashes, heavy traffic volumes, and possible crash costs, this location is a high priority. The INDOT Index of Crash Cost is expected to exceed 1.5, given the high costs of crashes and the relative costs for the proposed mitigation or countermeasures for this location. If approved, the City of Bloomington will continue to maintain the guardrail after completion of this project.



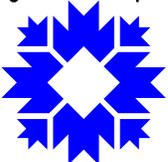
Moors Pike - HSIP new guardrail 

By: robinsos
16 Dec 14



For reference only; map information NOT warranted.

City of Bloomington
Planning & Transportation



Scale: 1" = 100'

January 5, 2015

Bloomington/Monroe County MPO
Attn. Josh Desmond
401 North Morton Street, Suite 160
Bloomington, IN 47402

2nd Street and College Avenue Signal Replacement Project

RE: Highway Safety Improvement Program FY 2016-2019 Call for Projects

Dear Mr. Desmond:

The City of Bloomington is pleased to submit an application under the HSIP call for projects for our 2nd Street and College Avenue Signal Replacement project. This project will bring the signal and intersection curb ramps into compliance with Federal Americans with Disabilities Act requirements and other applicable safety standards. This intersection is within Downtown Bloomington and experiences high levels of pedestrian, bicycle, transit, and motor vehicle activity. College Avenue and 2nd Street are two urban arterials that experience average daily traffic volumes in the 12,000 range. It is also adjacent to Seminary Park and a large grocery store amongst other local businesses. Needless to say this area has many destinations. The existing signal is nearing its life expectancy and is quickly becoming obsolescent when meeting current safety standards and best engineering practices. Furthermore, this intersection is listed on the most recent BMCMPPO Crash Report and is ranked as 21 in the top fifty crash locations from 2009-2011 by crash frequency, which make this a priority for safety improvements.

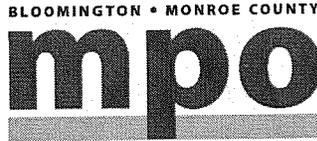
This project also qualifies as a low-cost systemic improvement, Rule Number 2, as defined in the *INDOT Special Rules for Eligibility of Highway Safety Improvement Project*, released August 1, 2013. The project design will include a range of signal improvements to this busy urban intersection.

The total cost of the project (local and federal) will be \$234,300 and we are requesting an HSIP match of 90% of total construction cost, or \$153,000. There may be some minimal right of way acquisition necessary for the new signal poles and is included in the overall project estimate.

We are committed to completing this project in calendar year 2016 and are pursuing a contract letting on September 14, 2016. Roy Aten will serve as the Employee Responsible in Charge (ERC) for the project and main point of contact for any questions. The City of Bloomington appreciates your consideration for this highly valuable project.

Sincerely,

Mark Kruzan, Mayor



FY 2016-2019 Transportation Improvement Program Project Request Form

Please return form fully completed by December 22, 2014

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402

Email: dragovia@bloomington.in.gov

Fax: (812) 349-3520

Section 1: Local Public Agency Information

- City of Bloomington
- Monroe County
- Town of Ellettsville
- Indiana University
- Bloomington Transit
- Rural Transit
- INDOT
- _____

Employee in Responsible Charge (ERC): Roy Aten
Phone: 812-349-3423
Email: atenro@bloomington.in.gov

Section 2: Verification

I hereby certify that the information submitted as part of this form is complete and accurate. Furthermore, if applicable, I certify that the project complies with the BCMCMPO Complete Streets Policy.

Employee in Responsible Charge (ERC)

1/12/15

Date

Section 3: Project Information

- A. Project Name: 2nd Street and College Avenue Signal Replacement
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned): TBD
- D. Project Location (detailed description of project termini): Intersection of 2nd Street and College Avenue - signal replacement and upgrade.

E. Please identify the primary project type (select only one):

- Bicycle & Pedestrian
- Bridge
- Road – Intersection
- Road – New/Expanded Roadway
- Road – Operations & Maintenance
- Road – Reconstruction/Rehabilitation/Resurfacing
- Sign
- Signal
- Transit

F. Project Support (local plans, LRTP, TDP, etc.):

BMCMPO 2009-2011 Crash Report – ranked as 21st of the top fifty crash locations by crash frequency
 State Highway Safety Plan – Emphasis Areas for Intersection Crashes
 2030 LRTP – Safety and Security policy guidance

G. Allied Projects: College Avenue Streetscape

H. Does the Project have an Intelligent Transportation Systems (ITS) component?

- Yes No

If yes, is the project included in the MPO's ITS Architecture?

- Yes No

I. Anticipated Letting Date: September 14, 2016

Section 4: Financial Plan

Identify all anticipated costs for all phases of the project, including any costs anticipated in years beyond the scope of this TIP. All phases must incorporate a four percent (4%) per year inflation factor per BMCMPO policy. All CN phases must include an appropriate amount of funding for construction inspection in addition to project construction costs.

Note: Fiscal Year 2016 begins on July 1, 2015, and ends on June 30, 2016.

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	Outlying Years
PE	Local	\$ 23,800	\$ 0	\$	\$	\$
		\$ 0	\$ 0	\$	\$	\$
		\$ 0	\$ 0	\$	\$	\$
RW	Local	\$ 15,000	\$ 0	\$	\$	\$
		\$ 0	\$ 0	\$	\$	\$
		\$ 0	\$ 0	\$	\$	\$
CE	Local	\$ 0	\$ 25,500	\$	\$	\$
		\$ 0	\$ 0	\$	\$	\$
		\$ 0	\$ 0	\$	\$	\$
CN	HSIP	\$ 0	\$ 153,000	\$	\$	\$
	Local	\$ 0	\$ 17,000	\$	\$	\$
		\$ 0	\$ 0	\$	\$	\$
Totals:		\$38,800.00	\$195,500.00	\$	\$	\$

Does the financial plan include the required costs for construction engineering in the CN phase?

- Yes No NA

Does the financial plan incorporate the required 4% inflation factor?

Yes No

Section 5: Complete Streets Policy

A. Select one of the following:

- Compliant** - This project is subject to the Complete Streets Policy because it involves the new construction or reconstruction of local roadways that will use federal funds through the BMCMPPO for any phase of project implementation. *Additional Information items 1-8 (below) must be submitted for Compliant projects.*
- Not Applicable** - This project is not subject to the Complete Streets Policy because it is a transit project, a non-roadway project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, or is a project that uses federal funds for which the BMCMPPO does NOT have programming authority. *No Additional Information items (below) have to be provided for projects to which the Complete Streets Policy does not apply.*
- Exempt** - The LPA is requesting that this project be exempted from the Complete Streets Policy due to certain circumstances or special constraints, as detailed in Section IV of the Complete Streets Policy. Please provide a detailed explanation of why the project should be exempted. *Additional Information items 1, 4-8 (below) must be submitted for Exempt projects.*

Justification for Exemption: _____

B. Additional Information:

Attach to this application form the following information as required by the Complete Streets Policy. If any items are unknown at the time of application, the applicant may indicate that "specific information has not yet been determined." Any required information not provided at the time of this application must be reported to the MPO as soon as it becomes available.

- 1) Detailed Scope of Work - Provide relevant details about the project that would be sufficient to use when seeking consulting services (detailed project description, vehicular elements, non-vehicular elements, new construction/reconstruction).
- 2) Performance Standards - List specific performance standards for multimodal transportation, including, but not limited to transit, pedestrian, bicycle, and automobile users, ADA and Universal Design, environmental, utilities, land use, right of way, historic preservation, maintenance of services plan, and any other pertinent design component in relation to current conditions, during implementation/construction, and upon project completion.
- 3) Measurable Outcomes - Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.).
- 4) Project Timeline - Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date.
- 5) Key Milestones - identify key milestones (approvals, permits, agreements, design status, etc.).
- 6) Project Cost - Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.
- 7) Public Participation Process - Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.).
- 8) Stakeholder List - Identify the key parties/agencies/stakeholders/interest groups anticipated to be engaged during project development and their respective purpose for being on the list.

Highway Safety Improvement Program Low Cost Systemic LPA Project Eligibility Request

SPONSOR

Date	<input type="text" value="Dec 22, 2014"/>	Submitted by	<input type="text" value="BMCMPPO"/>
Local Public Agency	<input type="text" value="City of Bloomington"/>		
Official Signatory	<input type="text" value="Mark Kruzan"/>		
Office Title	<input type="text" value="Mayor"/>		
Project Contact	<input type="text" value="Roy Aten"/>		
Telephone	<input type="text" value="812-349-3423"/>	Email	<input type="text" value="atenro@bloomington.in.gov"/>

PROJECT

Request	<input type="text" value="New Project"/>	Des No. of existing project	<input type="text"/>
Road Name	<input type="text" value="2nd Street and College Avenue Signal"/>		
Improvement Type	<input type="text" value="2 Upgrade traffic signals to a minimum of one signal head per travel lane"/>		

SIGN UPGRADE PROJECT QUESTION

If improvement selected above is a sign retroreflectivity upgrade project, also indicate the following:

Sign Inventory

If installing signs at formerly unsigned locations? (Select if yes)

LOCATION DESCRIPTION

Include start and end points of corridor or number of locations in area. (attach project map) list all that apply:

County
Township
City/Town

Intersection of 2nd Street and College Avenue
Monroe County,
Perry Township
Bloomington, Indiana

SCHEDULE AND FUNDING

If LPA is to contribute more than 10% match Local Contribution Amount

Existing project funding type

P/E Est. Start Date

Land Acquisition Est. Start Date

Construction Est. Start Date

Construction Eng.

Total

PROJECT INTENT (required)

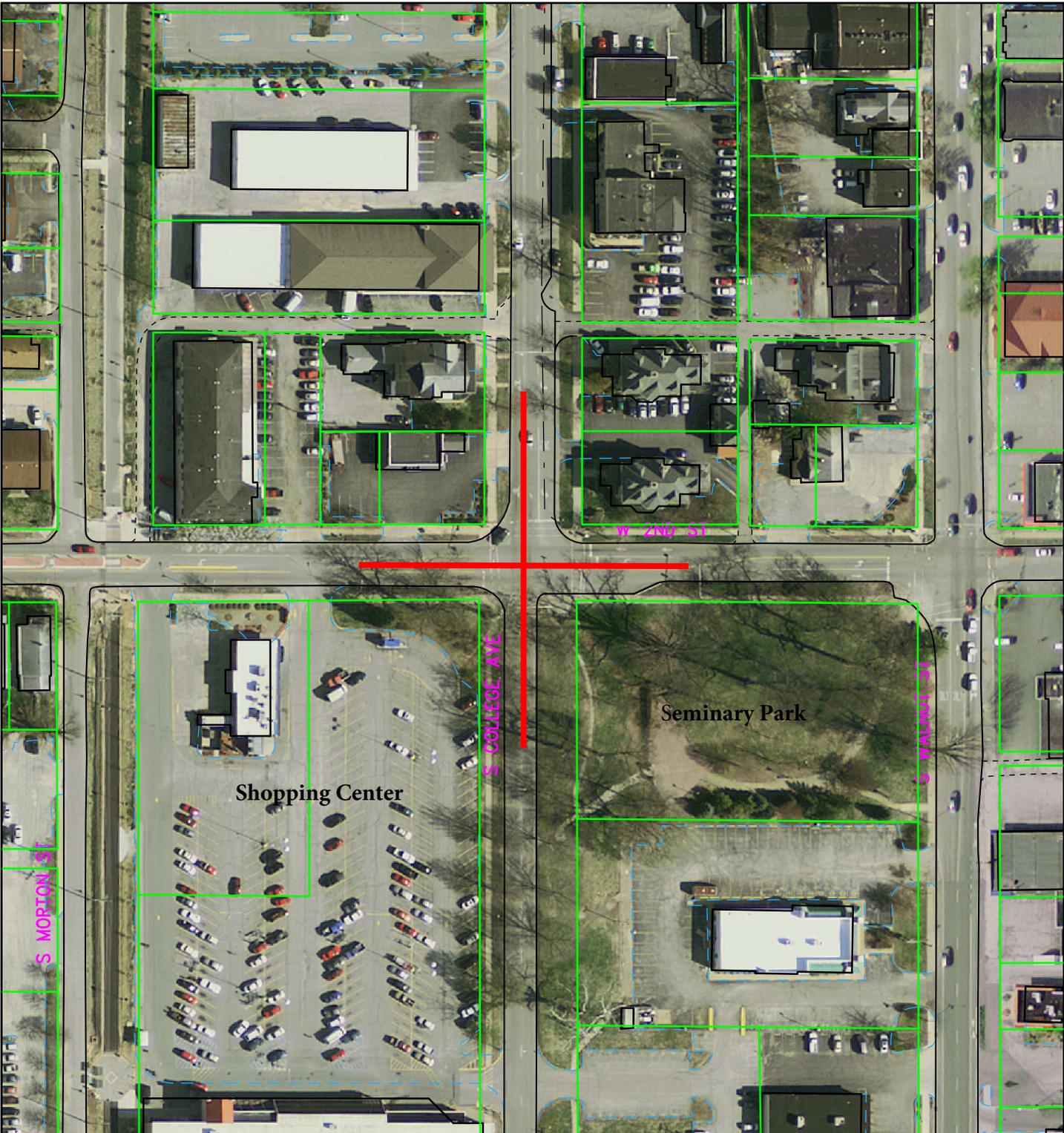
Provide a short description of the safety improvements to be achieved. Attach a map or aerial photos depicting the proposed project limits.

Replace the signal at the intersection of 2nd Street and College Avenue with a new traffic signal that meets or exceeds applicable safety and engineering standards and guidelines.

Special Rule Narrative (attach additional pages if needed)

Provide a detailed narrative to explain that the location experiences a higher than normal frequency, rate, and/or risk of fatal and incapacitating injury events (severe crashes); and how the proposed project will reduce severe crashes.

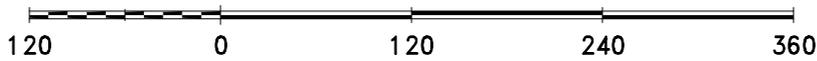
The new signal will have safety enhancements, such as black backing plates, one signal head per traffic lane, pedestrian signals and countdown signals, and other features to meet or exceed ADA and other applicable traffic safety and engineering standards. This intersection is ranked 21st on the BMCMPPO's most recent Crash Report for top fifty crash locations by frequency. The previous report, the intersection was ranked 17th and continues to demonstrate a history of high crash frequencies. Modern signal enhancements are proven countermeasure that have reduce the frequency and severity of crashes. Effective countermeasures will be included as part of this signal improvement and generally will meet the following low cost systematic safety improvement criteria: upgrade traffic signals to a minimum of one signal head per travel lane; install black backing plates with reflective border on all traffic signal heads; make changes to yellow interval traffic signal timing or signal interconnect to improve safety; and install pedestrian push button and countdown heads on traffic signals.



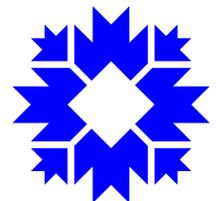
2nd Street and College Avenue Signal Replacement



By: robinsos
17 Dec 14



City of Bloomington
Planning & Transportation



Scale: 1" = 120'

For reference only; map information NOT warranted.

January 5, 2015

Bloomington/Monroe County MPO
Attn. Josh Desmond
401 North Morton Street, Suite 160
Bloomington, IN 47402

3rd Street and Woodcrest Drive Signal Replacement Project

RE: Highway Safety Improvement Program FY 2016-2019 Call for Projects

Dear Mr. Desmond:

The City of Bloomington is pleased to submit an application under the HSIP call for projects for our 3rd Street and Woodcrest Drive Signal Replacement project. This project will bring the signal and intersection curb ramps into compliance with Federal Americans with Disabilities Act requirements and other applicable safety standards. This intersection is along an urban arterial and near regional shopping centers and experiences high levels of pedestrian, bicycle, transit, and motor vehicle activity. East 3rd Street experiences average daily traffic volumes in the 21,000 range. Woodcrest Drive has average daily traffic volumes in the 5,000 range south of 3rd Street, but north of 3rd Street counts are estimated at less than 1,000 since it only serves the Green Acres Neighborhood. This intersection also has a skewed alignment where a new signal can improve sight lines and visibility. The existing signal is nearing its life expectancy and is quickly becoming obsolescent when meeting current safety standards and best engineering practices. Furthermore, this intersection is listed on the most recent BMCMPPO Crash Report and is ranked in the top 10 crash locations from 2009-2011 for bicycles and pedestrians, which make this a priority for safety improvements.

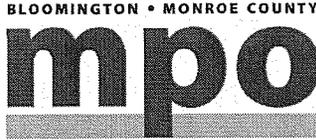
This project also qualifies as a low-cost systemic improvement, Rule Number 2, as defined in the *INDOT Special Rules for Eligibility of Highway Safety Improvement Project*, released August 1, 2013. The project design will include a range of signal improvements to this busy urban intersection.

The total cost of the project (local and federal) will be \$271,500 and we are requesting an HSIP match of 90% of the construction cost, or \$202,500. There may be some minimal right of way acquisition necessary for the new signal poles, which is included in the overall project estimate.

We are committed to completing this project in calendar year 2017 and are pursuing a contract letting on March 1, 2017. Roy Aten will serve as the Employee of Responsible Charge (ERC) for the project and main point of contact for any questions. The City of Bloomington appreciates your consideration for this highly valuable project.

Sincerely,

Mark Kruzan, Mayor



FY 2016-2019 Transportation Improvement Program Project Request Form

Please return form fully completed by December 22, 2014

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402

Email: dragovia@bloomington.in.gov

Fax: (812) 349-3520

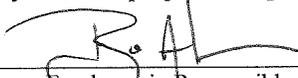
Section 1: Local Public Agency Information

- City of Bloomington
- Monroe County
- Town of Ellettsville
- Indiana University
- Bloomington Transit
- Rural Transit
- INDOT
- _____

Employee in Responsible Charge (ERC): Roy Aten
Phone: 812-349-3423
Email: atenro@bloomington.in.gov

Section 2: Verification

I hereby certify that the information submitted as part of this form is complete and accurate. Furthermore, if applicable, I certify that the project complies with the BMCMPO Complete Streets Policy.


Employee in Responsible Charge (ERC)

1/9/15
Date

Section 3: Project Information

- A. Project Name: 3rd Street and Woodscrest Drive Signal Replacement
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned): TBD
- D. Project Location (detailed description of project termini): Intersection of East 3rd Street and Woodscrest Drive.

E. Please identify the primary project type (select only one):

- Bicycle & Pedestrian
- Bridge
- Road – Intersection
- Road – New/Expanded Roadway
- Road – Operations & Maintenance
- Road – Reconstruction/Rehabilitation/Resurfacing
- Sign
- Signal
- Transit

F. Project Support (local plans, LRTP, TDP, etc.):

BMCMPO 2009-2011 Crash Report – ranked in top ten intersections for bicycle and pedestrian crashes
 State Highway Safety Plan – Emphasis Areas for Intersection Crashes
 2030 LRTP – Safety and Security policy guidance

G. Allied Projects:

H. Does the Project have an Intelligent Transportation Systems (ITS) component?

- Yes No

If yes, is the project included in the MPO’s ITS Architecture?

- Yes No

I. Anticipated Letting Date: March 1, 2017

Section 4: Financial Plan

Identify all anticipated costs for all phases of the project, including any costs anticipated in years beyond the scope of this TIP. All phases must incorporate a four percent (4%) per year inflation factor per BMCMPO policy. All CN phases must include an appropriate amount of funding for construction inspection in addition to project construction costs.

Note: Fiscal Year 2016 begins on July 1, 2015, and ends on June 30, 2016.

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	Outlying Years
PE	Local	\$ 31,500	\$ 0	\$	\$	\$
		\$ 0	\$ 0	\$	\$	\$
		\$ 0	\$ 0	\$	\$	\$
RW	Local	\$ 15,000	\$ 0	\$	\$	\$
		\$ 0	\$ 0	\$	\$	\$
		\$ 0	\$ 0	\$	\$	\$
CE	Local	\$ 0	\$ 0	\$	\$	\$
		\$ 0	\$ 0	\$	\$	\$
		\$ 0	\$ 0	\$	\$	\$
CN	HSIP	\$ 0	\$ 202,500	\$	\$	\$
	Local	\$ 0	\$ 22,500	\$	\$	\$
		\$ 0	\$ 0	\$	\$	\$
Totals:		\$46,500.00	\$225,000.00	\$	\$	\$

Does the financial plan include the required costs for construction engineering in the CN phase?
 Project will be inspected by City staff, so costs are accounted for through in-kind labor.

- Yes No NA

Does the financial plan incorporate the required 4% inflation factor?

Yes No

Section 5: Complete Streets Policy

A. Select one of the following:

- Compliant** - This project is subject to the Complete Streets Policy because it involves the new construction or reconstruction of local roadways that will use federal funds through the BMCMPPO for any phase of project implementation. *Additional Information items 1-8 (below) must be submitted for Compliant projects.*
- Not Applicable** - This project is not subject to the Complete Streets Policy because it is a transit project, a non-roadway project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, or is a project that uses federal funds for which the BMCMPPO does NOT have programming authority. *No Additional Information items (below) have to be provided for projects to which the Complete Streets Policy does not apply.*
- Exempt** – The LPA is requesting that this project be exempted from the Complete Streets Policy due to certain circumstances or special constraints, as detailed in Section IV of the Complete Streets Policy. Please provide a detailed explanation of why the project should be exempted. *Additional Information items 1, 4-8 (below) must be submitted for Exempt projects.*

Justification for Exemption: _____

B. Additional Information:

Attach to this application form the following information as required by the Complete Streets Policy. If any items are unknown at the time of application, the applicant may indicate that “specific information has not yet been determined.” Any required information not provided at the time of this application must be reported to the MPO as soon as it becomes available.

- 1) Detailed Scope of Work – Provide relevant details about the project that would be sufficient to use when seeking consulting services (detailed project description, vehicular elements, non-vehicular elements, new construction/reconstruction).
- 2) Performance Standards – List specific performance standards for multimodal transportation, including, but not limited to transit, pedestrian, bicycle, and automobile users, ADA and Universal Design, environmental, utilities, land use, right of way, historic preservation, maintenance of services plan, and any other pertinent design component in relation to current conditions, during implementation/construction, and upon project completion.
- 3) Measurable Outcomes – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.).
- 4) Project Timeline – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date.
- 5) Key Milestones – identify key milestones (approvals, permits, agreements, design status, etc.).
- 6) Project Cost – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.
- 7) Public Participation Process – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.).
- 8) Stakeholder List – Identify the key parties/agencies/stakeholders/interest groups anticipated to be engaged during project development and their respective purpose for being on the list.

Highway Safety Improvement Program Low Cost Systemic LPA Project Eligibility Request

SPONSOR

Date	<input type="text" value="Dec 22, 2014"/>	Submitted by	<input type="text" value="BMCMPPO"/>
Local Public Agency	<input type="text" value="City of Bloomington"/>		
Official Signatory	<input type="text" value="Mark Kruzan"/>		
Office Title	<input type="text" value="Mayor"/>		
Project Contact	<input type="text" value="Roy Aten"/>		
Telephone	<input type="text" value="812-349-3423"/>	Email	<input type="text" value="atenro@bloomington.in.gov"/>

PROJECT

Request	<input type="text" value="New Project"/>	Des No. of existing project	<input type="text"/>
Road Name	<input type="text" value="3rd Street and Woodscrest Drive Signal Replacement"/>		
Improvement Type	<input type="text" value="2 Upgrade traffic signals to a minimum of one signal head per travel lane"/>		

SIGN UPGRADE PROJECT QUESTION

If improvement selected above is a sign retroreflectivity upgrade project, also indicate the following:

Sign Inventory

If installing signs at formerly unsigned locations? (Select if yes)

LOCATION DESCRIPTION

Include start and end points of corridor or number of locations in area. (attach project map) list all that apply:
 County
 Township
 City/Town

Intersection of East 3rd Street and Woodscrest Drive
 Monroe County
 Bloomington Township
 City of Bloomington

SCHEDULE AND FUNDING

If LPA is to contribute more than 10% match Local Contribution Amount

Existing project funding type

P/E Est. Start Date

Land Acquisition Est. Start Date

Construction Est. Start Date

Construction Eng.

Total

PROJECT INTENT (required)

Provide a short description of the safety improvements to be achieved. Attach a map or aerial photos depicting the proposed project limits.

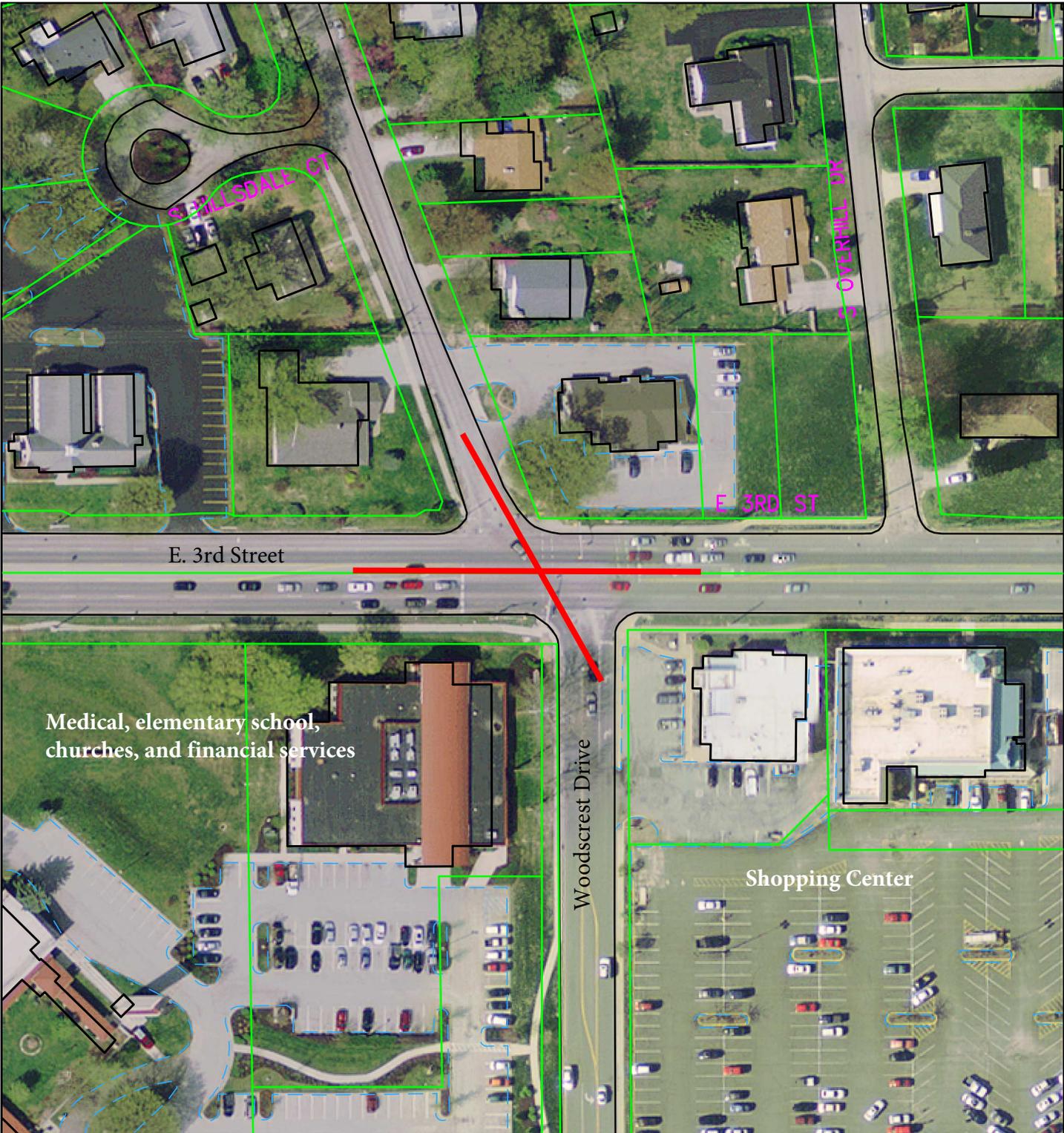
Replace the signal at the intersection of 3rd Street and Woodcrest Drive with a new traffic signal that meets or exceeds applicable safety and engineering standards and guidelines.

Special Rule Narrative (attach additional pages if needed)

Provide a detailed narrative to explain that the location experiences a higher than normal frequency, rate, and/or risk of fatal and incapacitating injury events (severe crashes); and how the proposed project will reduce severe crashes.

The new signal will have safety enhancements, such as black backing plates, one signal head per traffic lane, pedestrian signals and countdown signals, and other features to meet or exceed ADA and other applicable traffic safety and engineering standards. This intersection is ranked in the top ten on the BMCMPD's most recent Crash Report for bicycle and pedestrian crash locations. The previous report, the intersection was also ranked in the top ten and continues to demonstrate a history of high crash frequencies. Modern signal enhancements are a proven countermeasure that have reduced the frequency and severity of crashes. Effective countermeasures will be included as part of this signal improvement and generally will meet the following low cost systematic safety improvement criteria: upgrade traffic signals to a minimum of one signal head per travel lane; install black backing plates with reflective border on all traffic signal heads; make changes to yellow interval traffic signal timing or signal interconnect to improve safety; and install pedestrian push button and countdown heads on traffic signals.

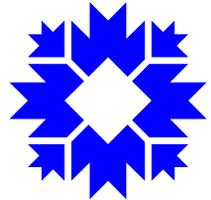
Construction engineering/inspection may be performed by certified City staff.



3rd Street and Woodcrest Signal Replacement

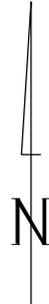
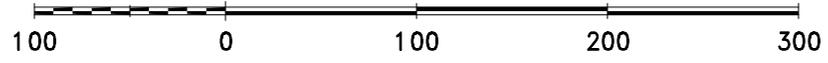


City of Bloomington
Planning & Transportation



Scale: 1" = 100'

By: robinsos
24 Dec 14



For reference only; map information NOT warranted.



FY 2016-2019 Transportation Improvement Program Project Request Form

Please return fully completed by December 22, 2014

Mail: Bloomington/Monroe County MPO
401 N. Morton Street Suite 130
Bloomington, Indiana 47402

-OR-

email: dragovia@bloomington.in.gov
fax: (812) 349-3520

1. Public Agency Information (Fill in all applicable fields):

- Monroe County City of Bloomington Town of Ellettsville INDOT
- Rural Transit Indiana University Bloomington Transit _____

Employee in Responsible Charge (ERC): Bill Williams

Phone: (812) 349-2577

Email: bwilliams@co.monroe.in.us

2. Verification

I hereby certify that the information submitted as part of this form is complete and accurate. Furthermore, if applicable, I certify the project follows the Complete Streets Policy.

January 14, 2015

Employee in Responsible Charge (ERC) Signature

Date

3. Project Information: (Fill in all applicable fields):

a. Project Name: Signal Backplate Safety Project

b. Is this project already in the TIP? Yes No

c. Project Location (detailed description of project termini or attach an illustration)

At signal locations on Curry Pike at Gifford Rd, Jonathan Dr, Profile Parkway, Vernal Pk, Woodyard Rd, and on Liberty Drive at Baxter, and on Old 37 South at Fairfax Rd

d. Brief Project Description

Installation of backplates at signalized intersections in accordance with INDOT Design Manual and Standard Specifications.. Project includes, PE, CN and CE.

3. Project Information (continued)

- e. Please identify the primary transportation need you feel this project will satisfy.
Safety improvement at intersections. Backplates will improve visibility of the signals by adding a contrasting background.
- f. Support for the Project (ie: Local plans, LRTP, TDP, etc.):
LRTP
- g. Allied Projects (other projects related to this one): *None*
- h. Does the project have an Intelligent Transportation Systems component? *No*
If so, is the project included in the MPO's ITS architecture? _____
- i. What is the anticipated construction letting date for the project? 07/13/2016

4. Financial Plan:

Identify *ALL* anticipated project costs for all phases, including total anticipated project costs beyond the four years to be programmed in the TIP, as well as construction engineering costs.

Note: FY 2016 starts 7/1/15 and ends 6/30/16

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	Outlying Years
PE	HSIP	\$ 15,750	\$	\$	\$	\$
	Local	\$ 1,750	\$	\$	\$	\$
		\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
CE	HSIP	\$	\$11,025	\$	\$	\$
	Local	\$	\$ 1,225	\$	\$	\$
		\$	\$	\$	\$	\$
CN	HSIP	\$	\$	\$	\$	\$
	Local	\$	\$63,000	\$	\$	\$
		\$	\$ 7,000	\$	\$	\$
Totals:		\$ 17,500	\$ 82,250	\$	\$	\$

Construction Engineering/Inspection:

- a. Does the above project financial plan include an acceptable percentage of construction costs set aside for construction engineering or inspections? Yes No N/A

Year of Implementation Cost:

- a. Has a four percent (4%) inflation factor been applied to all future costs? Yes No

5. Complete Streets Applicability and Compliance – Check one of the following:

- Not Applicable** – **If project is Not Applicable, please skip to Section 5.** The project is not subject to the Complete Streets Policy because it is a transit project, a non-road project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, a ‘grandfathered’ local roadway project included in the TIP before the adoption of the policy, or is a project that uses federal funds which the BMCMPPO does NOT have programming authority. *No Additional Information items (below) have to be provided for projects to which the Complete Streets Policy does not apply.*
- Compliant** - The project will accommodate all users of the corridor. The project is new construction or reconstruction of local roadways that will use federal funds through the BMCMPPO for **any** phase of project implementation. *Additional Information items 1-8 (below) must be submitted for compliant projects.*
- Exempt** - The project is unable to accommodate all users of the corridor due to certain circumstances or special constraints, as detailed in Section IV of the CS Policy. *Additional Information items 1, 4-8 (below) must be submitted for exempt projects.*

Reason for exemption: _____

6. Additional Information – Attach to this application form the following information as required by the Complete Streets Policy. If any fields are unknown at the time of application, the applicant may indicate that “specific information has not yet been determined.”

- 1) **Detailed Scope of Work** – Provide relevant details about the project that would be sufficient to use when seeking consulting services (detailed project description, vehicular elements, non-vehicular elements, new construction/reconstruction).
- 2) **Performance Standards** – List specific performance standards for multimodal transportation, including, but not limited to transit, pedestrian, bicycle, and automobile users, ADA and Universal Design, environmental, utilities, land use, right of way, historic preservation, maintenance of services plan, and any other pertinent design component in relation to current conditions, during implementation/construction, and upon project completion.
- 3) **Measurable Outcomes** – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.).
- 4) **Project Timeline** – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date.
- 5) **Key Milestones** – identify key milestones (approvals, permits, agreements, design status, etc.).
- 6) **Project Cost** – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.
- 7) **Public Participation Process** – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.).
- 8) **Stakeholder List** – Identify the key parties/agencies/stakeholders/interest groups anticipated to be engaged during project development and their respective purpose and roll for being on the list.

Highway Safety Improvement Program Low Cost Systemic LPA Project Eligibility Request

SPONSOR

Date Submitted by

Local Public Agency

Official Signatory

Office Title

Project Contact

Telephone Email

PROJECT

Request Des No. of existing project

Road Name

Improvement Type

SIGN UPGRADE PROJECT QUESTION

If improvement selected above is a sign retroreflectivity upgrade project, also indicate the following:

Sign Inventory

If installing signs at formerly unsigned locations? (Select if yes)

LOCATION DESCRIPTION

Include start and end points of corridor or number of locations in area. (attach project map) list all that apply:
County
Township
City/Town

We are interested in installing back plates on all of Monroe County's 7 signals. They are located at; Curry Pike/Gifford Road, Curry Pk/Jonathan Drive, Curry Pk/Profile Parkway, Curry Pk/Vernal Pike, Curry Pk/Woodyard Road, Old SR 37 South/Fairfax Road, and Liberty Drive/Baxter. They are in Richland, Perry and Van Buren Townships, outside of Bloomington, IN.

SCHEDULE AND FUNDING

If LPA is to contribute more than 10% match Local Contribution Amount

Existing project funding type

P/E Est. Start Date

Land Acquisition Est. Start Date

Construction Est. Start Date

Construction Eng.

Total

PROJECT INTENT (required)

Provide a short description of the safety improvements to be achieved. Attach a map or aerial photos depicting the proposed project limits.

To improve driver safety approaching the traffic signal. The locations are shown on the attached map. All work will be done within the existing Rights-of-Way at each intersection. Backplates will be added to a traffic signal indication in order to improve the visibility of the illuminated face of the signal by introducing a controlled-contrast background. A retroreflective border will also be added to the backplates. Together, a signal head equipped with a backplate with retroreflective border is made more visible and conspicuous in both daytime and nighttime conditions, which is intended to reduce unintentional red-light running crashes.

Special Rule Narrative (attach additional pages if needed)

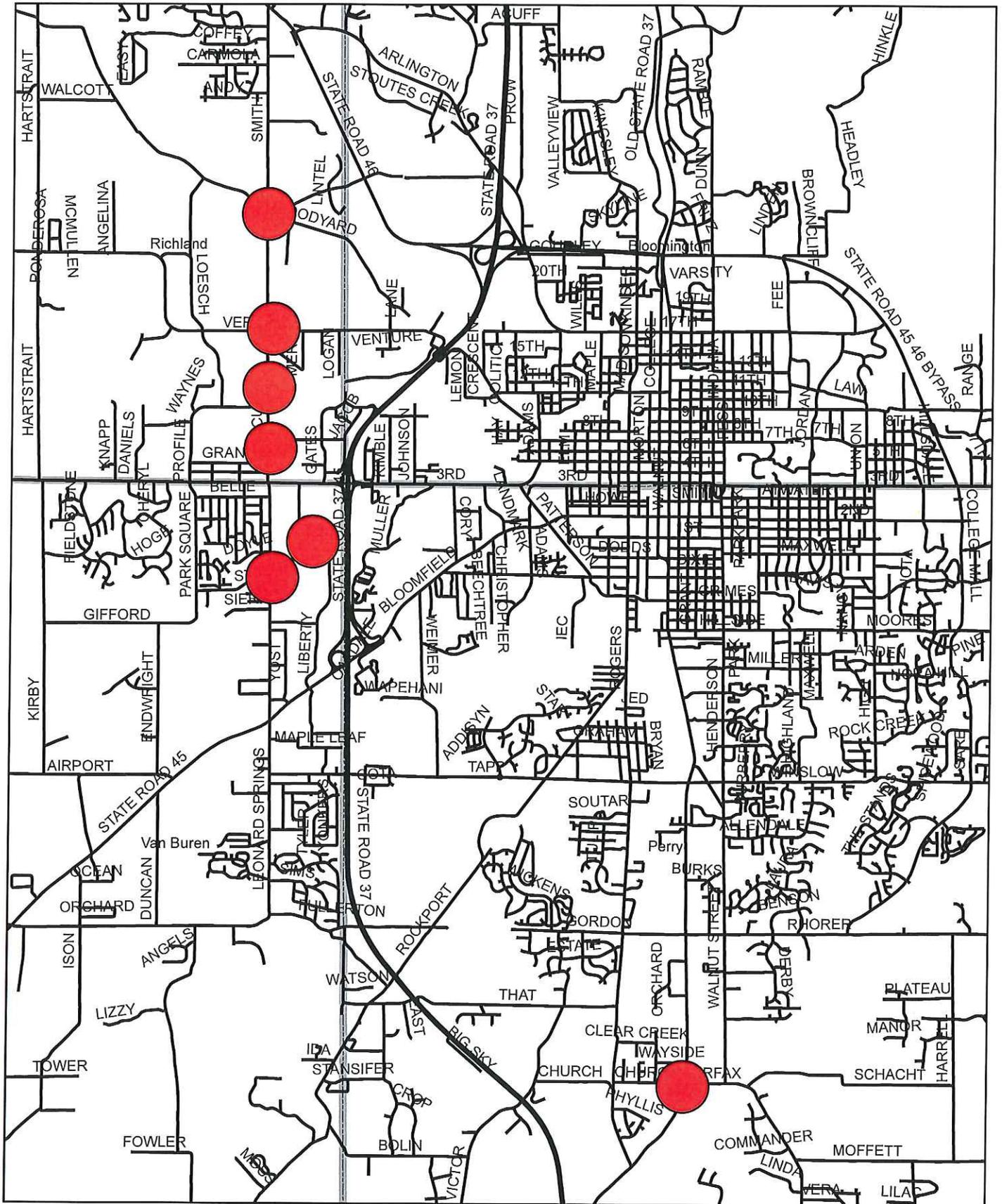
Provide a detailed narrative to explain that the location experiences a higher than normal frequency, rate, and/or risk of fatal and incapacitating injury events (severe crashes); and how the proposed project will reduce severe crashes.

All locations are on high volume roadway, most at or near the industrial area west of Bloomington. There exists a high percentage of truck traffic in this area. It is only expected to increase in total volume with the construction of I-69 as Curry Pike is one mile west of this interstate. Also, Liberty Drive links SR 45 and SR 48 1/2 mile west of the interstate and traffic is anticipated to increase due in accordance with I-69 traffic studies. The last three years crashes are as follows;

INTERSECTION	TOTAL	PI	Fatality
Fairfax and Old SR 37 South	8	2	0
Liberty Drive and Baxter	0	0	0
Curry Pike and Gifford Road	10	2	0
Curry Pike and Jonathon Drive	12	4	0
Curry Pike and Profile Parkway	3	2	0
Curry Pike and Woodyard Road	11	4	0
Curry Pike and Vernal Pike	14	1	0

* This data received from the ARIES system for calendar years 2012, 2013 and 2014.

Signal Back Plate Project



Project Locations (7)