



# 2030 LONG RANGE TRANSPORTATION PLAN

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BLOOMINGTON/MONROE COUNTY METROPOLITAN PLANNING ORGANIZATION

ADOPTED BY THE  
MPO POLICY COMMITTEE:  
MARCH 31, 2006

AMENDED:  
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MAY 14, 2010

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Transportation is a common thread in the quality of life of the residents of any community. People need to move safely and efficiently between their homes, workplaces, shopping opportunities, and recreational activities. For each trip that a person makes, there are options. What mode of travel will be used? Which route will best connect the trip origin with its destination? What are the costs and benefits of the decisions made with regard to each trip?

The *2030 Long Range Transportation Plan* seeks to quantify the answers to those questions over a 25 year time horizon. The Plan serves primarily as a means to predict future transportation needs and to illustrate a plan of action to meet those needs. Specifically, it provides a menu of transportation projects to be implemented over the next 25 years that will alleviate projected congestion points, safety hazards, and connectivity limitations.

This document has been designed specifically to fulfill Federal and State transportation planning requirements, and, in doing so, to ensure that the Bloomington/Monroe County Metropolitan Planning Organization maintains its eligibility for Federal transportation funding. The Plan study area includes all of Monroe County to ensure that all communities are represented and that system-wide solutions to transportation issues can be created in a cooperative and coordinated process. In addition, the Plan strives to achieve a multi-modal transportation perspective, including provisions to improve facilities for bicycling, walking, and public transit.

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The *2030 Long Range Transportation Plan* was completed through the efforts of a variety of individuals and groups. Their input, assistance, and persistence is greatly appreciated. Special thanks to all who participated in the public workshops and made the voice of the community heard in this process.

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# EXECUTIVE SUMMARY

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2030 LONG RANGE TRANSPORTATION PLAN

1

## PURPOSE OF THE LONG RANGE TRANSPORTATION PLAN

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The 2030 Long Range Transportation Plan constitutes the long-range, multi-modal transportation plan for the Bloomington, Indiana Urbanized Area as required by Federal statutes (23 USC 135, Section 450.300) for the programming of Federal funds for transportation project planning and implementation of ground transportation modes (roadway, transit, bicycle, and pedestrian facilities). The Plan study area included all of Monroe County in order to make it coordinated and comprehensive in its scope. The City of Bloomington, Monroe County, and the Town of Ellettsville participated in a cooperative process through the MPO to develop the Plan. The 2030 Long Range Transportation Plan supersedes the 2025 Long Range Transportation Plan which was adopted by the Metropolitan Planning Organization’s Policy Committee in the year 2000. The 2030 Long Range Transportation Plan is a “living” document, and complements the ongoing operational and capital improvement programs of the City of Bloomington, Monroe County, and the Town of Ellettsville.

When Bloomington became an Urbanized Area with the 1980 Census, the Governor of the State of Indiana designated the City of Bloomington Plan Commission as the MPO responsible for transportation planning. The Bloomington Area MPO completed the first long range transportation plan in 1984. With the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991, the long-range transportation plan had to be fiscally constrained and multi-modal in character. The Transportation Equity Act for the 21st Century (TEA 21) adopted in 1998 continued these requirements, but permitted illustrative transportation projects if additional funding were available.

The Year 2030 Long Range Transportation Plan document consists of:

- A “Vision Statement” establishing transportation policies for preparing, evaluating and implementing multi-modal transportation improvements;
- A “Future Transportation Needs Plan” to identify forecasted transportation needs in the year 2030; and
- A “Cost Feasible Plan” showing the phasing for projects which reflects fiscal constraints.

The 2030 Long Range Transportation Plan incorporates all of Monroe County (including Ellettsville) into its study area to improve project coordination on the edge of the expanding urban area. Upon adoption, the 2030 Long Range Transportation Plan will:

- Serve as the basis from which to draw transportation projects involving Federal surface transportation funds for the Transportation Improvement Program for the Bloomington Urbanized Area;
- Be incorporated by reference into the Indiana Statewide Long-Range Multi-Modal Transportation Plan when it is updated; and
- Provide guidance of an advisory nature to Monroe County and the Indiana Department of Transportation on projects outside the Urbanized Area boundary.

The 2030 Long Range Transportation Plan should be updated at least every five years in order to maintain the required 25-year time horizon, but may be amended more frequently if needed.

The adoption of the 2025 Long Range Transportation Plan for the Bloomington Urbanized Area has led to the completion (or programming) of several major improvement projects listed in Bloomington and Monroe County. These projects include:

- East 3<sup>rd</sup> Street/Atwater one-way pair extension (programmed)
- Curry Pike widening & extension (programmed/partially constructed)
- State Road 37 East Frontage Road (programmed)
- Weimer Road upgrade (programmed)
- Adams Street extension (partially completed by private development)
- State Road 37 West Frontage Road between SR 45 and SR 48 (completed)
- Jackson Creek Multi-Use Trail (first phase in design)
- CSX Trail (first phase in design)
- Rogers Street corridor pedestrian improvements (first phase under construction)

These major transportation investments are essential in addressing such issues as alleviation of traffic congestion, improvements to street connectivity, upgrades to roadway safety, and improvements for bicycle and pedestrian accessibility and commuting.

## PUBLIC INVOLVEMENT

The public involvement process for the 2030 Long Range Transportation Plan encompassed three major efforts to inform the public and gain their insight on community transportation issues. Beginning in the fall of 2005, the Policy and Technical Advisory Committees of the MPO met in joint session seven times during the development of the Plan. In addition, the Citizens Advisory Committee (CAC) of the MPO discussed the Plan during nine separate meetings spanning a period of nine months. During all of these meetings, the MPO committees assisted staff in developing the Plan's Vision Statement. The committees also reviewed the different roadway improvement alternatives analyzed by the MPO staff and consultant as well as the final project listing generated for the Cost Feasible Plan. Finally, four separate workshops were held in Bloomington and Ellettsville to solicit county-wide public input. The first two workshops, which were conducted on November 8, 2005, were designed to identify transportation priorities and areas of concern. The second two workshops, which were conducted on February 21, 2006, were designed to prioritize transportation projects in the Transportation Needs Plan. More information about the results of the workshops and the public involvement process in general is provided in Appendix B: Methodology.

Participants add their comments to a map during one of the public workshops held in November 2005.



Consistent with the planning requirements of the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) and the input of community leaders and citizens on transportation policies and problems, future transportation goals and objectives were prepared to reflect a vision for the City of Bloomington, Monroe County, and the Town of Ellettsville. The Vision Statement highlights the need to:

- Develop a truly multi-modal system;
- Create a fully developed network of alternative transportation facilities;
- Reduce the number and length of auto trips;
- Achieve a better relationship between land uses to reduce auto dependency;
- Achieve the widest possible range of alternatives to the automobile;
- Make transportation investments that are consistent with comprehensive plans;
- Make transportation investments that protect the environment, promote energy conservation, and improve quality of life;
- Increase safety for all users of the transportation system;
- Support economic vitality through strategic transportation investments;
- Improve the movement of goods through the transportation system;
- Promote fiscally sound transportation investments and maximize financial resources; and
- Preserve existing transportation investments through operational improvements.

## FUTURE TRANSPORTATION NEEDS PLAN

Development of the Future Transportation Needs Plan involved a six-step process: forecasting future travel demand; considering “committed” transportation improvements; identifying major transportation problems; proposing new transportation improvement projects; evaluating transportation improvement alternatives; and refining the final Future Transportation Needs Plan.

### FUTURE TRAVEL

The MPO’s Travel Demand Forecast Model was updated and made more accurate by expanding the traffic analysis zonal system, incorporating Indiana University student travel patterns, and giving special treatment to industrial parks, shopping centers, and major apartment complexes. Housing and employment data by traffic analysis zone (TAZ) were updated to the 2000 base year of the new travel model using census data. Daily traffic counts from the on-going City and County traffic count programs were incorporated into the Travel Demand Model, and the Model was calibrated to replicate actual daily traffic counts in the year 2000.

Next, key variables for predicting future travel demand were forecasted to the year 2030 and compared to population and employment forecasts of the Indiana Business Research Center at Indiana University, the U.S. Bureau of Census, and the U.S. Bureau of Economic Analysis Regional Economic Information System. The forecast in Table 1-1 shows increasing population, employment, and income through the Year 2030.

**TABLE 1-1: SOCIOECONOMIC FORECASTS FOR MONROE COUNTY**

Year	Population	Group Quarters	Household Population	Households	Retail Employment	Total TAZ Employment (under-reported base)	Total Employment
2025 Technical Memorandum 5 Extrapolated to 2030							
1997	116,653	15,112	101,541	42,321	15,249	66,887	76,094
2000	120,665	15,112	105,553	45,108	15,924	--	79,234
2005	126,687	15,112	111,575	48,093	17,150	--	84,772
2010	132,219	15,112	117,107	50,916	18,081	--	88,992
2015	138,627	15,112	123,515	54,173	18,651	--	91,975
2020	145,575	15,112	130,463	57,984	18,859	82,183	93,496
2025	152,423	13,355	139,068	61,852	19,078	83,518	95,015
2030	159,271	13,355	145,916	65,728	19,297	84,853	96,534
2000 Control Indiana Statewide Travel Demand Model Documentation Binder							
2000	120,206	--	--	46,896	14,440	--	78,190
2030*	158,921	14,015	144,906	69,333	16,144	--	100,419
2000 Census and TAZ I-69 Corridor Model							
2000	120,563	14,331	106,232	46,898	14,440	--	78,141
2030*	159,271	13,007	146,264	65,946	17,155	--	100,416
2030**	160,022	13,007	147,015	66,227	17,326	--	101,002

\* Without I-69 Corridor / \*\*With I-69 Corridor / Source: BLA Technical Memorandum 8/19/2005

Based on these county-wide control totals, the growth of 21,119 new households, 1,402 retail jobs, and 20,366 non-retail jobs from 2000 to 2030 was spatially allocated to the TAZs on the basis of past trends, known development projects, and the future development recommendations contained in the City of Bloomington's Growth Policies Plan, Monroe County's Comprehensive Land Use Plan, and Ellettsville's Comprehensive Plan.

Finally, the updated MPO Travel Demand Model was used to forecast future travel based on the allocation of future growth to the TAZs and to test the performance of subsequent transportation improvement alternatives. As a result of the increase in population and households, continuing decline in household size, increase in the number of vehicles per household, increase in employment in Monroe County as a regional retail and employment center, and increase in external travel passing through Monroe County, there will be an increase in trip-making activity from 2000 through 2030. Forecasted increases in congestion over the next 25 years cannot be accommodated by merely taking transportation system management actions (low-cost capital investments such as intersection and signalization improvements) to preserve the capacity of the existing roadway network or by doubling public transportation's share vehicle trips.

### COMMITTED PROJECTS

Before identifying existing and future transportation problems, the base year 2000 highway network of the Travel Demand Model was modified to reflect programmed transportation improvements (known as "committed" projects) in the Fiscal Years 2006 through 2008 Transportation Improvement Program for the Bloomington/Monroe County Metropolitan Planning Organization. This modified network, which is termed the Existing Plus Committed (E+C) roadway network, incorporates transportation improvements that are realistically anticipated to be completed in the immediate future, that will be funded before new projects are identified, and that will not be second-guessed in the development of the future transportation plan. The committed highway projects are listed as follows (see Figure 1-1 for a map of committed projects):

- West 3<sup>rd</sup> Street Phase II: Widen to four lanes with landscaped median from Landmark Avenue to SR 37
- Curry Pike (City Phase): Widen to four lanes from SR 45 to Constitution Avenue
- Vernal Pike Phase I: Widen to three lanes from Curry Pike to Loesch Road and two-lane reconstruction from Loesch Road to Hartstrait Road
- Vernal Pike Phase II: Widen to three lanes from SR 37 to Curry Pike
- Country Club Drive/Rogers Street: Reconfigure intersection to add left-turn lanes
- Rogers Road/Smith Road: Realign curve to improve safety
- 3<sup>rd</sup> Street/Atwater Avenue: Extend one-way pair from Mitchell Street to High Street; spot intersection and safety improvements
- Basswood Drive: Extend two lane road from end of Basswood Drive to West 3<sup>rd</sup> Street/Johnson Avenue intersection

## FUTURE TRANSPORTATION NEEDS PLAN (CONT.)

- Weimer Road: Realign between Tapp Road and Wapahani Road
- State Road 45/46 Bypass: Widen to four lanes from North Walnut Street to East 3<sup>rd</sup> Street
- State Road 48: Widen to four lanes from Curry Pike to west of Hartstrait Road
- State Road 45: Widen to four lanes from SR 45/46 Bypass to Pete Ellis Drive; Widen to three lanes and reconstruction from Pete Ellis Drive to Russell Road
- Sare Road (Phases I & II): Reconstruction from Rogers Road to David Drive, including signalization at Rogers Road; Reconstruction from McCartney Lane to 400 feet south of Moores Pike

### MAJOR TRAFFIC PROBLEMS

Having added “committed” transportation improvements to the existing highway network, existing traffic (year 2000) and future traffic (year 2030) were assigned to the “existing-plus-committed” (E+C) highway network to identify traffic problems for which additional major transportation investments may be needed. Major traffic problem areas projected for year 2030 are as follows:

- State Road 46: Union Valley Road to Smith Pike
- State Road 48: Curry Pike to State Road 37
- 3<sup>rd</sup> Street: Woodlawn Avenue to Indiana Avenue
- Hartstrait Road: State Road 48 to Woodyard Road
- 2<sup>nd</sup> Street/Bloomfield Road: Patterson Drive to Rogers Street, Weimer Road to Allen Street, and Rogers Street to College Avenue
- State Road 45/46 Bypass: North Walnut Street to East 3<sup>rd</sup> Street congested even after widening project
- Atwater Avenue: East 3<sup>rd</sup> Street to Woodlawn Avenue
- Walnut Street: 10<sup>th</sup> Street to 17<sup>th</sup> Street and 2<sup>nd</sup> Street to 3<sup>rd</sup> Street
- College Avenue: 10<sup>th</sup> Street to 17<sup>th</sup> Street
- Adams Street: Kirkwood Avenue to Vernal Pike
- Rogers Street: Rockport Road to 17<sup>th</sup> Street
- Henderson Street: Winslow Road to Hillside Drive and Grimes Lane to 1<sup>st</sup> Street
- Indiana Avenue: 12<sup>th</sup> Street to 13<sup>th</sup> Street
- Woodyard Road: Thomas Road to Vernal Pike
- Vernal Pike: Woodyard Road to 11<sup>th</sup> Street
- 10<sup>th</sup> Street: Walnut Street to Dunn Street and Fee Lane to Jordan Avenue
- Grimes Lane: Rogers Street to Henderson Street
- Moores Pike: College Mall Road to Smith Road
- State Road 37: Rockport Road to State Road 45 and State Road 48 to the State Road 45/46 Bypass
- State Road 45: Pete Ellis Drive to John Hinkle Place

- State Road 46: Owen County Line to Maple Grove Road, Smith Pike to Arlington Road, Arlington Road to State Road 37 (westbound traffic only), and College Mall Road to Pete Ellis Drive
- 11<sup>th</sup> Street: Adams Street to Rogers Street
- That Road: State Road 37 to Rogers Street
- Victor Pike: State Road 37 to Church Lane

### TRANSPORTATION NEEDS PLAN

The Transportation Needs Plan addresses multi-modal transportation needs including transit investments, bicycle/pedestrian investments and roadway investments (“capacity expansion” projects). Of particular import, the Needs Plan also recognizes the essential need to first preserve existing transportation investments. The preservation of existing transportation investments (termed “capacity preservation”) involves:

- The ongoing operation and maintenance of the existing roadway system, improvements to public transportation fixed-route services, and new bicycle and pedestrian facilities to promote commuting and short distance trips;
- The preservation of roadways through resurfacing and reconstruction based on a pavement management program, bridges through rehabilitation and reconstruction based on a bridge management program, and public transit services through a bus replacement and capital facilities maintenance program; and
- The preservation of safety and roadway capacity through low-cost capital improvements to address spot safety and localized congestion concerns through intersection signalization, signage, pavement marking, access management, traffic calming and guardrail improvements.

Due to their on-going nature capacity preservation projects are not defined in the 2030 Long Range Transportation Plan, but rather funding must be set aside for transportation preservation activities which are defined in the annual operating and capital improvement programs for the City of Bloomington, Monroe County, the Town of Ellettsville, Bloomington Public Transportation Corporation, Indiana University Campus Bus Service, and Rural Transit, as well as those in the Transportation Improvement Program of the MPO.

## FUTURE TRANSPORTATION NEEDS PLAN (CONT.)

In addition to continuing to improve the operations of Bloomington Transit, Indiana University Campus Bus Service and Rural Transit, several specific transit needs have been identified. These include:

- Increased levels of service (number of days, hours of operation, frequency, and geographic coverage);
- A downtown shuttle system;
- New Park and Ride lot locations/ride sharing programs;
- Alternative fuels;
- A new/expanded downtown transfer facility;
- The creation of a regional transit authority; and
- Investigation of developing high occupancy vehicle (HOV) lanes.

In terms of bicycle and pedestrian needs, the Transportation Needs Plan:

- Calls for funding for bicycle and pedestrian projects;
- Includes bicycle and pedestrian facilities as a part of roadway investment projects in the City of Bloomington and Monroe County;
- Outlines major trail projects needed to provide commuting, recreational, and short-range trip opportunities; and
- Incorporates projects outlined in the City of Bloomington's Alternative Transportation and Greenways System Plan and the soon to be adopted Monroe County Alternative Transportation and Greenways System Plan.

The Transportation Needs Plan appears in Figures 1-2 and 1-3, and Tables 1-2, 1-3, 1-4, and 1-5. The Transportation Needs Plan also recommends transportation system management (TSM) actions to address a few lingering congestion problems where major transportation investments are not proposed.

The Winslow Road corridor is an example of an area where growing congestion and infrastructure conditions merit future improvements.







In translating the Transportation Needs Plan into the Cost Feasible Plan, a forecast of likely financial resources has been provided to establish a fiscally-constrained Plan as required by the Federal Transportation Equity Act for the 21st Century (TEA 21).

### **FORECAST OF EXISTING AND POTENTIAL FINANCIAL RESOURCES**

To determine the amount of local funds available for major transportation investments from Fiscal Year 2009 through 2030, funds are first set aside from the total transportation revenue stream for on-going operation and maintenance of the existing transportation system, for preservation of existing transportation investments (roadway resurfacing, bridge rehabilitation, transit operations, bicycle facilities, and pedestrian facilities), and for the completion of projects already in the pipeline. Accordingly, the City of Bloomington and Monroe County can fund \$290 million in major highway capital investments from Fiscal Years 2009 through 2030 over and above new investments in alternative modes (transit, bicycle, and pedestrian facilities). Thus, the \$84.4 million in City of Bloomington major highway projects and \$97.5 million in Monroe County initiated projects are fully funded.

Setting aside Federal and State funds normally used for capacity preservation activities, the Indiana Department of Transportation will be able to fund the \$345 million in potential State “capacity expansion” projects on State-maintained facilities between 2009 and 2030. Ultimately, the Cost Feasible Plan is advisory only for State projects because the Indiana Department of Transportation selects projects and establishes priorities on a statewide basis.

As noted in Figure 1-2, Interstate 69 has been identified as an Indiana Department of Transportation project to be included in the Cost Feasible Plan. Both Bloomington’s Common Council and Mayor have publicly stated their opposition to this project and do not see this highway as an inevitability. The inclusion of Interstate 69 in the 2030 Long Range Transportation Plan should not be construed to be an expression of City of Bloomington support for this proposal. Rather, the Plan includes this project because the MPO is required to include INDOT projects in its Cost Feasible Plan.

### **LONG RANGE TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM**

Because sufficient historical transportation resources exist to fully fund locally initiated projects, all projects in the Transportation Needs Plan were carried forward into the Cost Feasible Plan for implementation phasing for Fiscal Years 2009 through 2030. Based on the availability of funding over time, transportation improvement projects were divided up over two time periods, corresponding with expected funding re-authorizations and local priorities for implementing the projects.

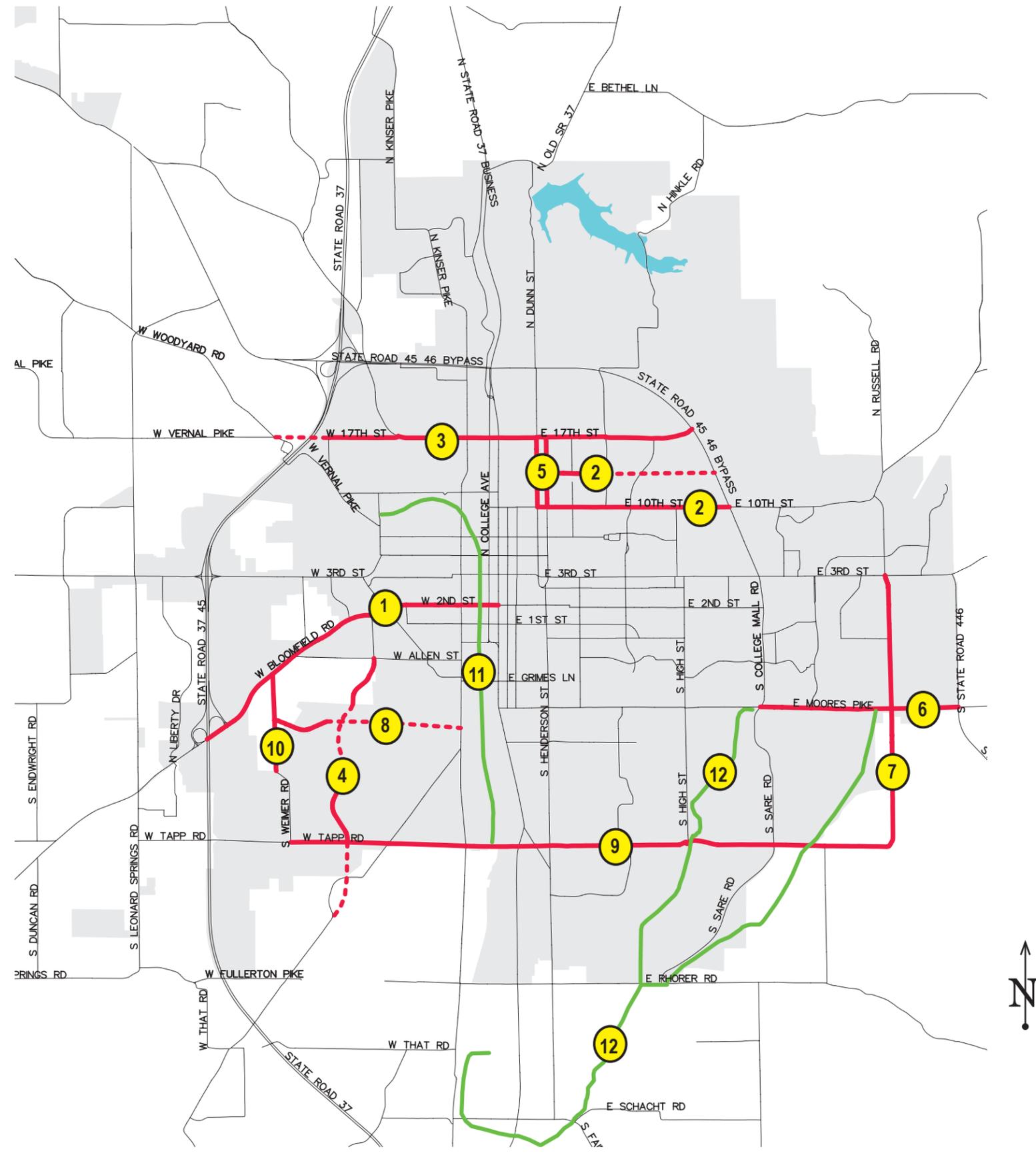
## COST FEASIBLE PLAN (CONT.)

The phasing of projects (see Tables 1-2, 1-3, 1-4, and 1-5) establishes a long-range capital improvement program for major transportation investments from which projects are chosen for inclusion in the MPOs three-year Transportation Improvement Program. The project priorities within each of the three phases are advisory in nature. Moreover, lower-cost transportation projects (such as transportation enhancement projects, transit capital investments, intersection improvements, signalization improvements, and safety improvements) may be added to the three-year Transportation Improvement Program as long as such projects are compatible with the 2030 Long Range Transportation Plan. Table 1-6 provides an overview of the specific design components recommended for each of the projects in the cost feasible plan. Refer to Appendix F: Projects Index for a more detailed description of each project.

**TABLE 1-2: PHASING OF HIGHWAY CAPITAL IMPROVEMENT PROJECTS FOR THE CITY OF BLOOMINGTON & INDIANA UNIVERSITY**

Project	Total Project Cost	Federal	Local Match	Other Funds	Project Total Funds	Cumulative Amounts
<b>Short-Term Projects (2009-2019)</b>						
2nd Street/Bloomfield Road (Phase III)	\$5,952,072	\$4,761,658	\$1,190,414	\$0	\$5,952,072	\$5,952,072
2nd Street/Bloomfield Road (Phase I)	\$3,005,387	\$2,404,310	\$601,077	\$0	\$3,005,387	\$8,957,459
10th Street/14th Street	\$8,949,066	\$7,159,253	\$1,789,813	\$0	\$8,949,066	\$17,906,525
17th Street	\$4,074,046	\$3,259,237	\$814,809	\$0	\$4,074,046	\$21,980,571
Adams Street	\$6,814,248	\$5,451,398	\$1,362,850	\$0	\$6,814,248	\$28,794,819
Dunn Street - 12th Street to 13th Street	\$1,051,085	\$840,868	\$210,217	\$0	\$1,051,085	\$29,845,904
Smith Road (Phase I)	\$3,291,438	\$2,633,150	\$658,288	\$0	\$3,291,438	\$33,137,342
Sudbury Road	\$0	\$0	\$0	\$5,321,238	\$5,321,238	\$38,458,580
Weimer Road	\$2,276,917	\$1,821,534	\$455,383	\$0	\$2,276,917	\$40,735,497
<b>Fiscal Years 2009-2019 (totals)</b>	<b>\$35,414,259</b>	<b>\$28,331,407</b>	<b>\$7,082,852</b>	<b>\$5,321,238</b>	<b>\$40,735,497</b>	
<b>Long-Term Illustrative Projects (2020-2030)</b>						
2nd Street/Bloomfield Road (Phase II)	\$18,047,010	\$14,437,608	\$3,609,402	\$0	\$18,047,010	\$18,047,010
Moore's Pike	\$3,903,258	\$3,122,606	\$780,652	\$0	\$3,903,258	\$21,950,268
Smith Road (Phase II)	\$3,291,438	\$2,633,150	\$658,288	\$0	\$3,291,438	\$25,241,706
Tapp Road/Country Club Drive/Winslow Road/Rogers Road	\$18,383,336	\$14,706,669	\$3,676,667	\$0	\$18,383,336	\$43,625,042
<b>Fiscal Years 2020-2030 (totals)</b>	<b>\$43,625,042</b>	<b>\$34,900,034</b>	<b>\$8,725,008</b>	<b>\$0</b>	<b>\$43,625,042</b>	

**FIGURE 1-2: CITY OF BLOOMINGTON/INDIANA UNIVERSITY TRANSPORTATION PROJECTS**



**LEGEND**

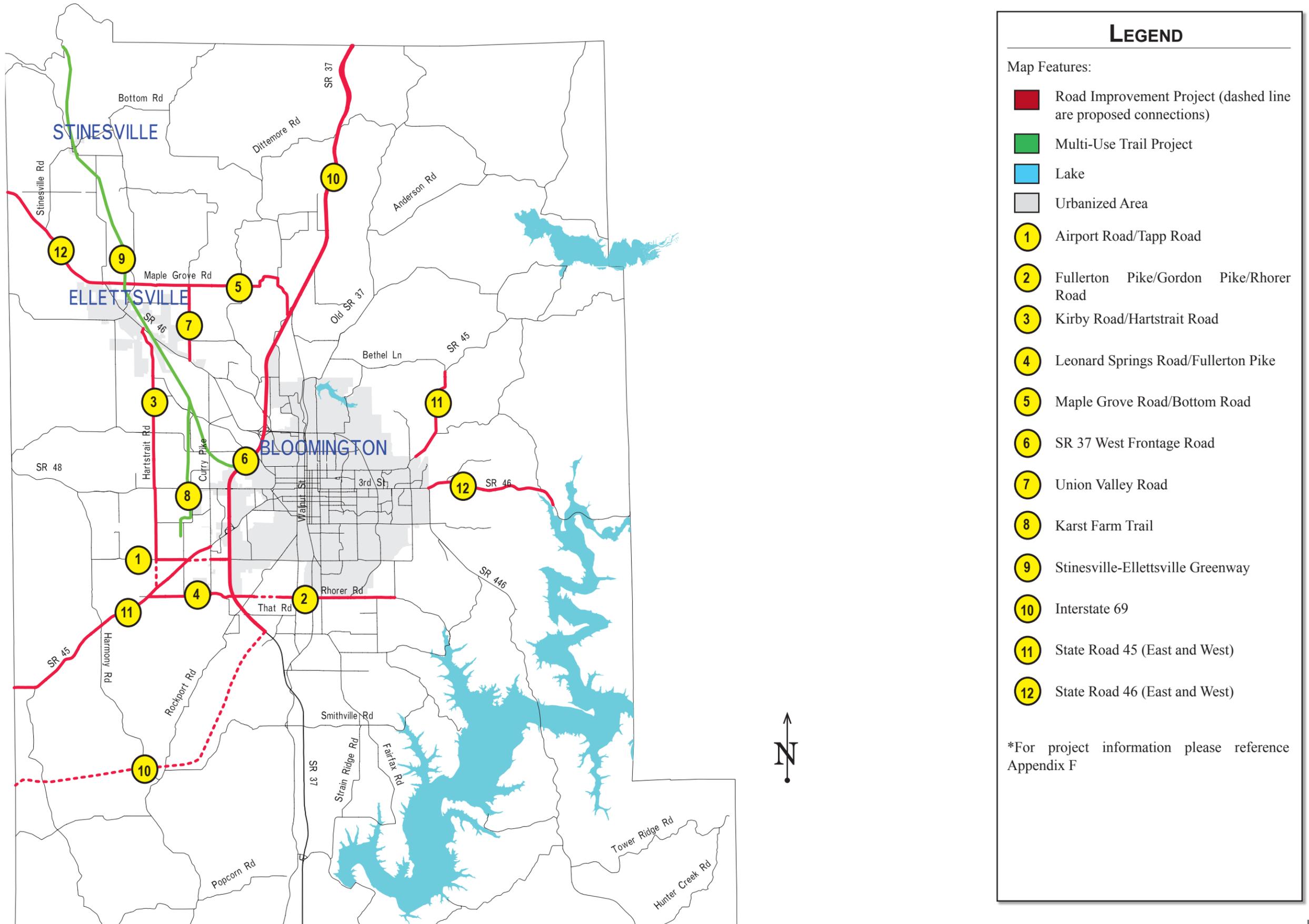
Map Features:

- Road Improvement Project (dashed line are proposed connections)
- Multi-Use Trail Project
- Lake
- Urbanized Area

- 1 2<sup>nd</sup> Street/Bloomfield Road
- 2 10<sup>th</sup> Street/14<sup>th</sup> Street
- 3 17<sup>th</sup> Street
- 4 Adams Street
- 5 Dunn Street
- 6 Moores Pike
- 7 Smith Road
- 8 Sudbury Drive
- 9 Tapp Road/Country Club Drive/Winslow Road/Rogers Road
- 10 Weimer Road
- 11 CSX Corridor Trail
- 12 Jackson Creek Trail

\*For project information please reference Appendix F

**FIGURE 1-3: MONROE COUNTY/INDOT TRANSPORTATION PROJECTS**



**TABLE 1-3: PHASING OF HIGHWAY CAPITAL IMPROVEMENT PROJECTS FOR MONROE COUNTY & ELLETTSVILLE**

Project	Total Project Cost	Federal	Local Match	Other Funds	Project Total Funds	Cumulative Amounts
<b>Short-Term Projects (2009-2019)</b>						
Airport Road/Tapp Road	\$6,740,745	\$5,392,596	\$1,348,149	\$0	\$6,740,745	\$6,740,745
Fullerton Pike/Gordon Pike/Rhorer Road (Phase I)	\$11,666,899	\$9,333,519	\$2,333,380	\$0	\$11,666,899	\$18,407,644
Fullerton Pike/Gordon Pike/Rhorer Road (Phase II)	\$886,005	\$708,804	\$177,201	\$0	\$886,005	\$19,293,649
Fullerton Pike/Gordon Pike/Rhorer Road (Phase III)	\$3,345,705	\$2,676,564	\$669,141	\$0	\$3,345,705	\$22,639,354
SR 37 West Frontage Road	\$10,609,362	\$8,487,490	\$2,121,872	\$0	\$10,609,362	\$33,248,716
Union Valley Road	\$4,919,289	\$3,935,431	\$983,858	\$0	\$4,919,289	\$38,168,005
<b>Fiscal Years 2009-2019 (totals)</b>	\$38,168,005	\$30,534,404	\$7,633,601	\$0	\$38,168,005	
<b>Long-Term Illustrative Projects (2020-2030)</b>						
Fullerton Pike/Gordon Pike/Rhorer Road (Phase IV)	\$4,301,621	\$3,441,297	\$860,324	\$0	\$4,301,621	\$4,301,621
Kirby Road/Hartstrait Road	\$35,203,539	\$28,162,831	\$7,040,708	\$0	\$35,203,539	\$39,505,160
Leonard Springs Road/Fullerton Pike	\$9,704,612	\$7,763,690	\$1,940,922	\$0	\$9,704,612	\$49,209,772
Maple Grove Road/Bottom Road	\$10,102,054	\$8,081,643	\$2,020,411	\$0	\$10,102,054	\$59,311,826
<b>Fiscal Years 2020-2030 (totals)</b>	\$59,311,826	\$47,449,461	\$11,862,365	\$0	\$59,311,826	

**TABLE 1-4: PHASING OF HIGHWAY CAPITAL IMPROVEMENT PROJECTS FOR THE STATE OF INDIANA IN MONROE COUNTY**

Project	Total Project Cost	Federal	Local Match	Other Funds	Project Total Funds	Cumulative Amounts
<b>Short-Term Projects (2009-2019)</b>						
Interstate 69	\$274,653,666	\$219,722,933	\$54,930,733	\$0	\$274,653,666	\$274,653,666
<b>Fiscal Years 2009-2019 (totals)</b>	\$274,653,666	\$219,722,933	\$54,930,733	\$0	\$274,653,666	
<b>Long-Term Projects (2020-2030)</b>						
SR 46 (East)	\$46,179,800	\$36,943,840	\$9,235,960	\$0	\$46,179,800	\$46,179,800
<b>Fiscal Years 2020-2030 (totals)</b>	\$46,179,800	\$36,943,840	\$9,235,960	\$0	\$46,179,800	

## COST FEASIBLE PLAN (CONT.)

**TABLE 1-5: PHASING OF MULTI-USE TRAIL PROJECTS FOR THE CITY OF BLOOMINGTON, MONROE COUNTY, AND ELLETTSVILLE**

Project	Total Project Cost	Federal	Local Match	Other Funds	Project Total Funds	Cumulative Amounts
<b>Short-Term Projects (2009-2019)</b>						
CSX Corridor Trail (Phase III) - Adams Street to Country Club Drive	\$5,428,386	\$4,342,709	\$1,085,677	\$0	\$5,428,386	\$5,428,386
Jackson Creek Trail (Phase I) - Rhorer Road to Child's School	\$1,654,670	\$1,323,736	\$330,934	\$0	\$1,654,670	\$7,083,056
Jackson Creek Trail (Phase II) - Rhorer Road to Fairfax Road	\$1,477,081	\$1,181,665	\$295,416	\$0	\$1,477,081	\$8,560,137
Jackson Creek Trail (Phase III) - Rhorer Road to Schmalz Park	\$1,184,058	\$947,246	\$236,812	\$0	\$1,184,058	\$9,744,195
Karst Farm Trail (Phase I) - Karst Farm Park to Vernal Pike	\$1,641,000	\$1,312,800	\$328,200	\$0	\$1,641,000	\$11,385,195
Karst Farm Trail (Phase II) - Vernal Pike to Stinesville-Ellettsville Trail	\$351,648	\$281,318	\$70,330	\$0	\$351,648	\$11,736,843
<b>Fiscal Years 2009-2019 (totals)</b>	\$11,736,843	\$9,389,474	\$2,347,369	\$0	\$11,736,843	
<b>Long-Term Projects (2020-2030)</b>						
Jackson Creek Trail (Phase IV) - Child's School to Southeast Park	\$955,894	\$764,715	\$191,179	\$0	\$955,894	\$955,894
Jackson Creek Trail (Phase V) - Schmalz Park to SR 446/Moores Pike	\$1,227,297	\$981,838	\$245,459	\$0	\$1,227,297	\$2,183,191
Jackson Creek Trail (Phase VI) - Sare Road to SR 446/Moores Pike	\$1,946,921	\$1,557,537	\$389,384	\$0	\$1,946,921	\$4,130,112
Jackson Creek Trail (Phase VII) - Fairfax Road to Clear Creek Trailhead	\$2,773,098	\$2,218,478	\$554,620	\$0	\$2,773,098	\$6,903,210
Stinesville-Ellettsville Greenway (Monroe County)	\$5,942,695	\$4,754,156	\$1,188,539	\$0	\$5,942,695	\$12,845,905
<b>Fiscal Years 2020-2030 (totals)</b>	\$12,845,905	\$10,276,724	\$2,569,181	\$0	\$12,845,905	

**TABLE 1-6: SUMMARY OF COST FEASIBLE PROJECT DESCRIPTIONS**

	RW	RE	RC	SW	SP/BL	MT	H/B
<b>City of Bloomington Projects</b>							
2nd Street/Bloomfield Road	X			X	X		X
10th Street/14th Street		X		X	X		X
17th Street			X	X	X		
Adams Street			X	X	X		
Dunn Street			X	X			X
Moore's Pike	X			X	X		
Smith Road	X			X	X		
Sudbury Drive			X	X	X		
Tapp Road/Country Club Drive/Winslow Road/Rogers Road	X			X	X		X
Weimer Road		X		X			
<b>Monroe County / Town of Ellettsville Projects</b>							
Airport Road/Tapp Road		X	X	X	X		
Fullerton Pike/Gordon Pike/Rhorer Road	X			X	X		
Kirby Road/Hartstrait Road	X			X	X		
Leonard Springs Road/Fullerton Pike	X			X	X		
Maple Grove Road/Bottom Road		X		X	X		
SR 37 West Frontage Road			X	X	X		
Union Valley Road		X		X	X		
<b>Indiana Department of Transportation Projects</b>							
Interstate 69	X		X			X	
State Road 45 (West)	X			X			
State Road 45 (East)	X						
State Road 46 (East)	X			X			
State Road 46 (West)	X			X			
<b>Greenways Projects</b>							
CSX Corridor Trail						X	
Jackson Creek Trail						X	
Karst Farm Trail						X	
Stinesville-Ellettsville Greenway						X	

RW = Road Widening / RE = Road Reconstruction / RC = New Road Connection  
 SW = Sidewalk Facility / SP/BL = Sidepath or Bikeline Facility / MT = Multi-Use Trail Facility  
 H/B = Feasibility Study for High Occupancy Vehicle/Bus Only Facility