BLOOMINGTON • MONROE COUNTY

mpo

CITIZENS ADVISORY COMMITTEE

June 22, 2011
6:30 – 8:00 p.m.
McCloskey Room (#135)

Suggested Time:

6:30pm I. Call to Order and Introductions

II. Approval of Minutes:
A. May 25, 2011

III. Communications from the Chair

IV. Reports from Officers and/or Committees

V. Reports from the MPO Staff
A. Platinum Biking Task Force
B. Bypass and accessibility

7:00pm VI. Old Business
A. ADA and Accessibility Policy
Recommendation Requested
B. Public Comment Discussion
C. Transportation Improvement Program Discussion
a. Information needed to make decisions about projects
b. Project Prioritization and Scoring System
c. Relation to other locally adopted documents

VII. New Business

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

IX. Upcoming Meetings
A. Technical Advisory Committee – August 24, 2011 at 10:00 a.m. (McCloskey Room)
B. Citizens Advisory Committee – August 24, 2011 at 6:30 p.m. (McCloskey Room)
C. Policy Committee – September 9, 2011 at 1:30 p.m. (McCloskey Room)

8:00pm Adjournment

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Citizens Advisory Committee Meeting Minutes
May 25, 2011 McCloskey Conference Room 135, City Hall

Citizens Advisory Committee (CAC) Minutes are transcribed in a summarized outline manner. Audio recordings of the meeting are available in the Planning Department for reference.

Attendance

Citizens Advisory Committee (Voting Members): Chair Patrick Murray (Prospect Hill NA), Vice Chair Laurel Cornell (citizen), Jack Baker (McDoel Gardens NA), Ted Miller (citizen), John Kehrberg (citizen), Paul Ash (McDoel Gardens NA), Elizabeth Cox-Ash (McDoel Gardens NA), Barbara Salisbury (S. IN Center for Independent Living), Bill Milroy (Old Northeast NA), Marc Cornett (citizen), Buff Brown (citizen), Joanne Henriot (Bryan Park NA), Larry Jacobs (Chamber of Commerce) and Sarah Ryterband (Prospect Hill NA).

Others In Attendance (including Non-Voting CAC Members): Josh Desmond (BMCMPO), Raymond Hess (BMCMPO), Justin Wykoff (Bloomington Engineering), Adrian Reid (Bloomington Engineering), Michelle Allen (FHWA), and Steven Walls (INDOT).

I. Call to Order and Introductions (~6:35 PM)

II. Approval of Minutes - The April 27, 2011 minutes were accepted.

III. Communications from the Chair – Mr. Murray reported on the May 13th Policy Committee meeting. The FY2012-2015 Transportation Improvement Program was adopted by the Policy Committee. I-69 was removed from the document prior to adoption. The adoption also included the CAC's recommendations concerning the Sare & Rogers Roundabout project and the W. 2nd Street Feasibility Study in addition to staff corrections.

IV. Reports from Officers and/or Committees – None.

V. Reports from MPO Staff

A. Quarterly Project Tracking – Mr. Hess explained quarterly project tracking is necessitated pursuant to the Complete Streets Policy and direction from FHWA. A new addition to this report is that a contact person was added for every project. He also reminded the Committee that the report is meant to track projects up to the point of letting and is not meant to give status updates during construction. There may be interest to continue to report on projects until they are complete. He reviewed the report with the CAC project by project. Several questions were asked as to why the Complete Streets Policy does not apply to several projects within the report. Mr. Hess responded that several projects were "grandfathered."

B. Long Range Transportation Plan Task Force - Mr. Hess provided an update on the Long Range Transportation Plan (LRTP) Task Force. Staff has contacted several other MPOs across the country to identify best practices which can be applied locally. Several of the MPOs have project prioritization methodologies and different ways to account for bike, ped, and transit trips in their Travel Demand Model which may be of interest to the BMCMPO. The Task Force will discuss the visioning process and how to capture public sentiment. This will likely include engaging stakeholder groups and a scientific survey. Mr. Cornett suggested that the results of the Long Range Plans be analyzed as well. Mr.

Cornett also expressed interest in sitting on the Task Force.

Mr. Desmond discussed the Certification Review Report developed by the Federal Highway Administration and the Federal Transit Administration. The BMCMPO was found to be in compliance with federal requirements and no corrective actions were identified. There were six recommendations proposed, four of which deal with the Long Range Transportation Plan. Michelle Allen further discussed FHWA's findings: Safety projects should be coordinated with INDOT; A map of bike/ped corridors should be included in the LRTP; The effectiveness of the LRTP should be measured in some way; and Accessibility and ADA Transition Plans are important. Barbara Salisbury asked if the Bypass project will include audible signals. Ms. Allen replied INDOT has committed to adding these signals but that the types of signals and locations have not yet been identified. In response to a question from Ms. Ryterband, Ms. Allen said she would share with MPO staff any best practices in LRTP performance measures she comes across. Mr. Brown suggested modeling can lead to desired indicators such as mode shift and reduced vehicle miles traveled.

VI. Old Business

A. ADA and Accessibility Policy – The draft policy was presented to the CAC last month and the Committee members were asked to provide feedback at this meeting. Mr. Baker asked if the policy is meant to be stand-alone or combined with Complete Streets. Mr. Murray replied that it could be merged with and influence existing policies. Mr. Baker suggested that the "relative worth" language in the first paragraph be modified. Mr. Cornett would like to see the Complete Streets Policy applied to more projects if this accessibility language is added. Staff explained why the Complete Streets Policy is not applicable to certain projects. Mr. Murray and Ms. Henriot explained that the point of the ADA Policy is to make sure that accessibility is a matter of course in the development of projects. Mr. Miller suggested that, under this policy, if a project cannot demonstrate accessibility and ADA compliance then the BMCMPO could remove it from the TIP. Mr. Baker stated the City will embark upon an update to the Growth Policies Plan and expects Complete Streets to be discussed as part of that process.

VII. New Business – In the interest of time, Mr. Baker made a motion to move the 17th/Arlington Roundabout discussion to the beginning of New Business. Ms. Cox-Ash seconded the motion and it passed unanimously.

C. 17th/Arlington Roundabout – This agenda item and the material in the packet was put in the packet at the request of Mr. Brown. He stated the City has no strategy identified in the TIP as to how it can become a platinum level Bicycle Friendly Community. Instead there are three costly roundabout projects proposed by the City. He detailed the safety concerns, cost and scope of the 17th and Arlington roundabout and questioned the need for the project. He suggested less costly options, such as a four way stop, could achieve the same safety benefits and free up millions of dollars so that projects which promote alternative transportation could be implemented. Portland has allocated funds to bicycle infrastructure which has resulted in an increase in bicycle use and a decrease in crashes. He suggested that benefit/cost analysis should be added to the scoring criteria used by the CAC. Ms. Cornett suggested an alternate approach to eliminating an entire project like the 17th/Arlington roundabout would be to take a little bit off of multiple projects and then

allocate that amount to alternative transportation. Mr. Baker informed the Committee that an affordable housing project at 17th and Crescent Rd. resulted in a City commitment to improve the 17th & Arlington and other nearby intersections. Mr. Cornett stated we are asking the wrong questions if these large roundabouts are the answer. Ms. Salisbury said navigating roundabouts as a visually impaired pedestrian is very difficult. Mr. Wykoff stated drivers must yield for pedestrians in a crosswalk and they reduce crossing distances for pedestrians. Mr. Wykoff provided further justification for the roundabout at the request of Mr. Baker. A well-attended public meeting for the project was held early in the process which presented several different options. There is a lot of public support for the project. This area also suffers from storm water issues and this project will address these concerns. The size of this roundabout is comparable to the other ones in town, with the exception of a slip lane for trucks heading west to access businesses along 17th St. Other options, such as a four way stop, would not have met the engineering performance standards. There are also long term considerations that went into the design such as the connection of 17th and Vernal Pike as part of the I-69 project. Mr. Miller expressed concern over the scope of the new proposed roundabouts at 17th/Arlington and Sare/Rogers – the more elaborate they become, the less likely they are the best solution. Mr. Wykoff explained that growth patterns demonstrate the need for these slip lanes. Ms. Cornell suggested that the CAC have a workshop on roundabouts to better understand them. Ms. Ryterband expressed concern over how cars accelerate coming out of the roundabout even in the presence of crosswalks and possibly pedestrians.

VIII. Communications from Committee Members

A. Topic Suggestions for future agendas – Mr. Murray stated that the agenda items not discussed would be put on the agenda for next month. He also stated the ADA and Accessibility Policy would be on agenda. Mr. Baker asked if the CAC could be given an explanation on the City's efforts to become a Platinum Bicycling Community. Ms. Salisbury would like to discuss the concerns she has about the SR45/46 Bypass and what actions the CAC could pursue.

IX. Upcoming Meetings

A. Policy Committee – June 10, 2011 at 1:30pm (Council Chambers)
B. Technical Advisory Committee – June 22, 2011 at 10:00am (McCloskey Room)
C. Citizens Advisory Committee – June 22, 2011 at 6:30pm (McCloskey Room)

Adjournment (~8:05 PM)

These minutes were _____ by the CAC at their regular meeting held on June 22, 2011.
(RH: 6/22/2011)

DRAFT

DRAFT Accessibility and Universal Design Policy Statement

Developed by the BMCPO Citizens Advisory Committee
Last revised 6/15/11

Introduction
The Bloomington/Monroe County Metropolitan Planning Organization (BMCMPO) is responsible for federally funded transportation projects within the urbanized area. The BMCMPO adopted a Complete Streets Policy to ensure transportation corridors accommodate all users, including people with disabilities. In July 2010, the Director of the BMCMPO signed a proclamation of recommitment to full implementation of the Americans with Disabilities Act (ADA).

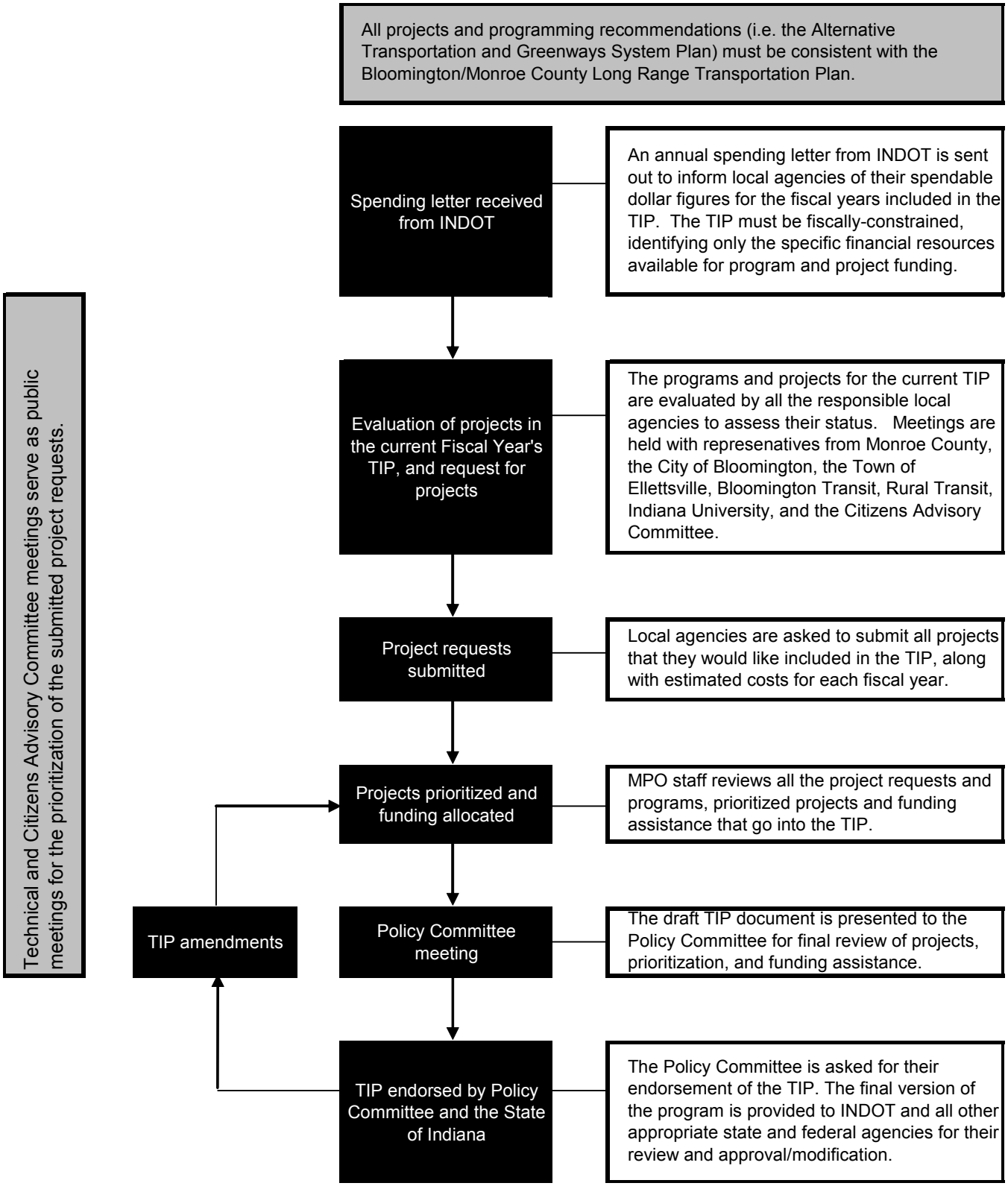
These directives of the BMCMPO ensure that all transportation planning activities will strive to achieve accessibility for persons with disabilities by:

i. Using direct access approaches to participation, information dissemination, and thoroughfare design and implementation for all people regardless of their abilities, mobility, age, and other physical characteristics; and
ii. Using other approaches to further augment direct access approaches through the use of assistive technologies.

Therefore, the Citizens Advisory Committee of the BMCMPO adopts the following recommendations and strategies to further enhance the policy directives already established:

i. Proactively seek direction on transportation investments from citizens with disabilities such that any investment can improve their ability to travel within the BMCMPO area.
    1. Designate disability advocates or local mobility experts to be on the project stakeholder list for federally funded projects (Complete Streets Policy – Sections II.B.6 & 7; TIP Call For Projects Form – section III.7); and
    2. Specify clear, concise, and realistic performance measures, measurable outcomes, and key milestones in relation to issues of accessibility and universal design for federally funded transportation projects (Complete Streets Policy – Section II.B.4 & 5; TIP call For Projects Form – Section III, items 2 and 3).
ii. Encourage participation on BMCMPO committees and subcommittees by citizens with disabilities.
    1. Annually invite local organizations representing persons with disabilities to serve on the Citizens Advisory Committee;
    2. Explore the possibility to have disability interests represented on other BMCMPO Committees, including but not limited to the Technical Advisory Committee and the Transportation Enhancement Selection Committee;
    3. others?
iii. Hold regular educational trainings for BMCMPO members on best practices of accessibility, ADA compliance, and universal design for public spaces and thoroughfares
iv. Require adoption of ADA Transition Plans (Plans) for BMCMPO local member agencies.
    1. Plans will prioritize or target areas of need;
    2. Plans will benchmark performance measures;
    3. Plans will specify funding priorities, timelines, and other implementation actions;
    4. Plans will set indicators to measure progress;
    5. LPAs will be held accountable to their Plans through project selection for the TIP;
v. Seek adoption of this policy by the Policy Committee

TIP Development Process



Bloomington/Monroe County Metropolitan Planning Organization

TIP Project Form (Updated 12/15/10)

Transportation Improvement Program
Project Form

INSTRUCTIONS: This form must be completed in order for a new project to be considered for inclusion in the Transportation Improvement Program (TIP) ***OR*** to make changes to an existing project already programmed in the TIP. Please complete the applicable sections, attach support materials, and return to BMCMPO staff at the address listed below.

Mail: Bloomington/Monroe County MPO
401 N. Morton Street Suite 160
PO Box 100
Bloomington, IN 47402

-OR-

email: mpo@bloomington.in.gov
fax: (812)349-3535

I. PUBLIC AGENCY INFORMATION (Fill in all applicable fields):

☐ Monroe County ☐ City of Bloomington ☐ Town of Ellettsville ☐ INDOT

☐ Rural Transit ☐ Indiana University ☐ Bloomington Transit ☐ _____

Contact Name (ERC): _____Phone: _____Fax: _____

Address: _____

Email: _____

II. PROJECT INFORMATION (Fill in all applicable fields):

Project Name: _____ DES Number: # _____

Is this project already in the TIP? ☐ Yes ☐ No

Project Location (detailed description of project termini or attach an illustration): _____

Brief Project Description: _____

Support for the Project (e.g. Local plans, LRTP, TDP, etc.)**: _____**

Allied Projects (other projects related to this one)**: _____**

ITS: Does the project have an Intelligent Transportation Systems component? _____ If so, is the project included in the MPO's ITS architecture? _____

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 (i.e. outlying years). Please identify any illustrative phases or costs in *italics*. Note: FY runs from July 1 to June 30; so FY2012 starts 7/1/11 and ends 6/30/12.

Phase	Funding Source	FY 2012	FY 2013	FY 2014	FY 2015	*Outlying Years*
		$	$	$	$	*$*
		$	$	$	$	*$*
		$	$	$	$	*$*
		$	$	$	$	*$*
		$	$	$	$	*$*
		$	$	$	$	*$*
		$	$	$	$	*$*
		$	$	$	$	*$*
		$	$	$	$	*$*
	Totals:	$	$	$	$	*$*

Construction Engineering/Inspection: Does the project include an acceptable percentage of construction costs set aside for construction engineering or inspections? ☐ Yes ☐ No ☐ N/A

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

III. COMPLETE STREETS - Complete the fields below as follows (refer to the Complete Streets Policy for more information):

New Projects – If a public agency wishes to request a new project to be included in the TIP, then section III ***MUST*** be completed.

Existing Projects – If a project is already included in the current, adopted TIP (compliant or exempt) and changes have occurred or will occur to the project which would have bearing on the Complete Streets Policy information on file, then all of section III must be updated and resubmitted for consideration.

Applicability and Compliance – Check one of the following**:**

☐ **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 BMCMPO 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: _____

☐ **Not Applicable -** 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 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.*

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 transportation, ADA/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, and/or 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.

IV. VERIFICATION

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

_____ _____

Signature Date