



**POLICY COMMITTEE**

August 7, 2015

1:30 – 3:00 p.m.

Council Chambers (#115)

- I. Call to Order
- II. Communications from the Chair
- III. Reports from Officers and/or Committees
  - a. Citizens Advisory Committee
  - b. Technical Advisory Committee
- IV. Reports from the MPO Staff
  - a. TIP Administrative Modification
  - b. Fourth Quarter Fiscal Year 2015 Quarterly Report
- V. Old Business
- VI. New Business
  - a. Complete Streets Policy Review
  - b. 2040 Metropolitan Transportation Plan
- VII. Communications from Committee Members (*non-agenda items*)
  - a. Topic Suggestions for Future Agendas
- VIII. Upcoming Meetings
  - a. Technical Advisory Committee – August 26, 2015 at 10:00 a.m. (McCloskey Room)
  - b. Citizens Advisory Committee – August 26, 2015 at 6:30 p.m. (McCloskey Room)
  - c. Policy Committee – September 11, 2015 at 1:30 p.m. (Council Chambers)

Adjournment

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



**MEMORANDUM**

To: BMCMPO Policy Committee  
From: Anna Dragovich, Senior Transportation Planner  
Date: August 3, 2015  
Re: Transportation Improvement Program (TIP) Administrative Approval

Since the last Policy Committee meeting on June 12, 2015, the Bloomington Transit and Rural Transit requested an amendment to the FY 2016-2019 Transportation Improvement Program. As detailed in the Public Participation Plan, the requests were processed as “administrative approvals”. All Policy Committee members had the required three business days to object to the proposed amendments. No objections were received, leaving the amendments to be processed as requested.

Bloomington Transit and Rural Transit have partnered to request an amendment to the TIP that qualifies for administrative approval. The administrative approval process, as outlined in the [Public Participation Plan](#), allows the BMCMPO Director and Chair of the Policy Committee to approve certain amendments to the TIP after review by the membership. Any Policy Committee member may object to the administrative amendment. If this happens, the administrative amendment would be treated as a “minor amendment” and brought before the entire Policy Committee as an item on the next agenda.

**Proposed Amendment to Bloomington Transit/ Rural Transit Project**

DES #1500402 - Rehabilitation and preventative maintenance of the Rural Transit bus fleet in FY 2016.

Funding Source	2016	2017	2018	2019	Total
STP	\$150,000	\$-	\$-	\$-	\$150,000
Local Match	\$37,500	\$-	\$-	\$-	\$37,500
Totals	\$187,500	\$-	\$-	\$-	\$187,500

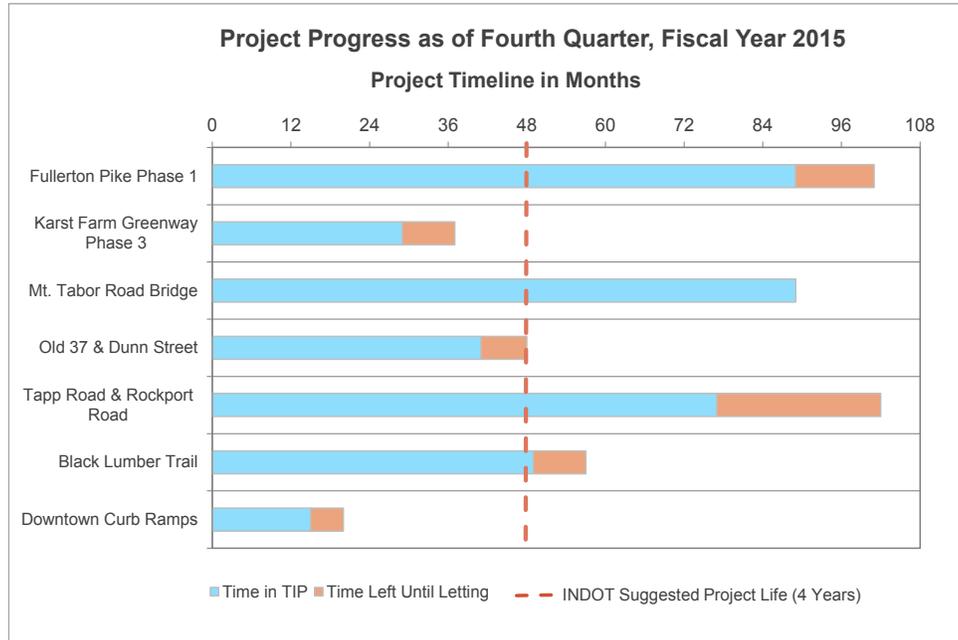
This project was recently approved in the FY 2016-2019 TIP. The initiative is to flex Surface Transportation Program (STP) funds from The Federal Highway Administration (FHWA) to The Federal Transit Administration (FTA) for use by Rural Transit. In order to flex STP funds for use under a transit operator, the funds must be transferred to an FTA designated recipient. Rural Transit is *not* a designated recipient of the FTA, however, Bloomington Transit is, and so has graciously agreed to partner with Rural Transit in order to administer the funds on their behalf. In case you are wondering how Rural Transit receives the rest of its funding, the organizations’ operation funds are administered by INDOT and not the FTA. It is here that we arrive at the need for an administrative amendment.

Currently, the funding is shown in the TIP as being administered by Rural Transit. This amendment would remove the funds from under Rural Transit and move it to be administered under Bloomington Transit. The funding will still be used for preventative maintenance and rehabilitation of Rural Transit vehicles, but will be administered by Bloomington Transit. There will be no changes to the funding amount, the year it will be spent or the activity it will be spent on.

**Action Requested**

No action requested. This memorandum is to inform the Policy Committee that no objections were received and that the amendment request was approved.

# Fourth Quarter, Fiscal Year 2015 Quarterly Project Progress



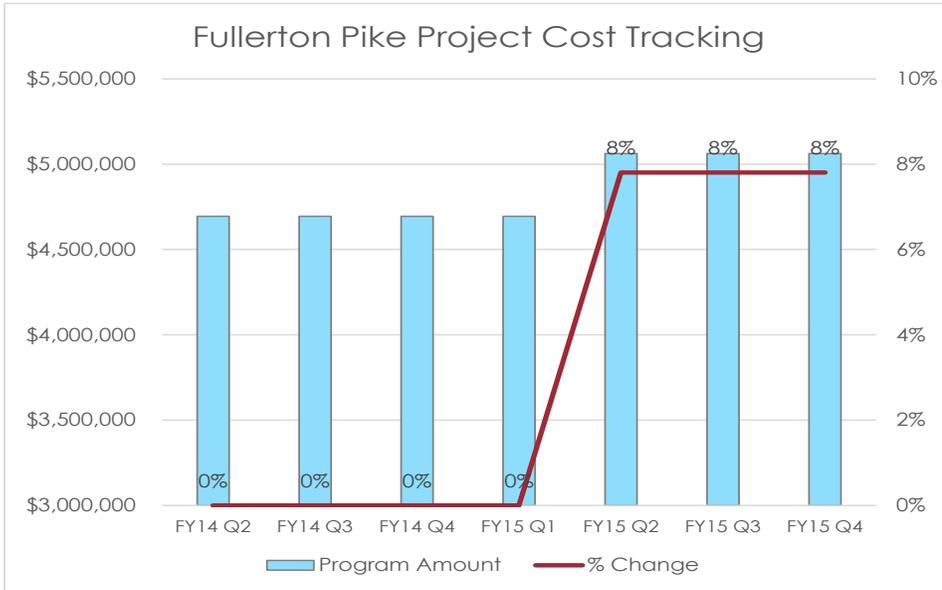
The figure above illustrates project progress from initial adoption in to the TIP to the most recent quarterly tracking meeting on July 8, 2015. Ideally projects would get through the process from adoption into the TIP through construction in four years. This has been illustrated as a red dashed line. 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 Phase 1	January 2, 2008	July 13, 2016
Karst Farm Greenway Phase 3	January 2, 2013	March 2, 2016
Old 37 and Dunn Street	January 2, 2012	February 3, 2016
Tapp and Rockport Road	January 2, 2009	August 9, 2017
Black Lumber Trail	May 13, 2011	December 9, 2015
Downtown Curb Ramps	March 2, 2014	November 2, 2016

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.

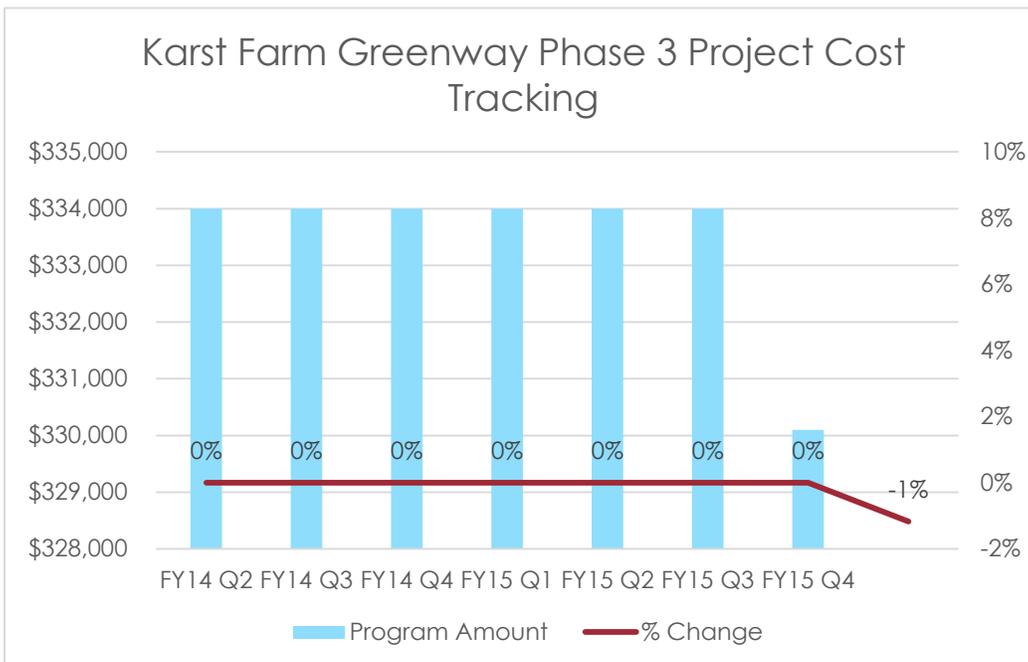
# Fourth Quarter, Fiscal Year 2015 Quarterly Project Cost Tracking

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

Design work continues. LPA and consultant met with the Bachelor Heights Neighborhood Association in July.



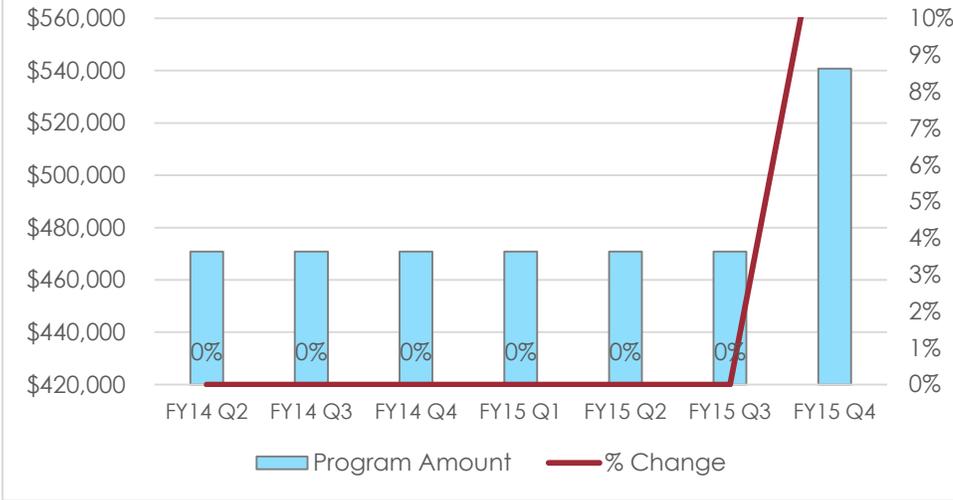
Karst Farm Trail Phase 3  
DES # 1382431

Consultant PE contract signed by Commissioners on 2/10/15, Notice to Proceed given to Consultant on 2/18/15. PE underway.

### Downtown Curb Ramps Project Cost Tracking

Downtown Curb Ramps  
DES # 140067

Letting has been rescheduled from November FY 2016 to March FY 2017. INDOT/LPA contract not yet signed. Pursuing RFQ to identify and select consultant to assist with preliminary engineering.

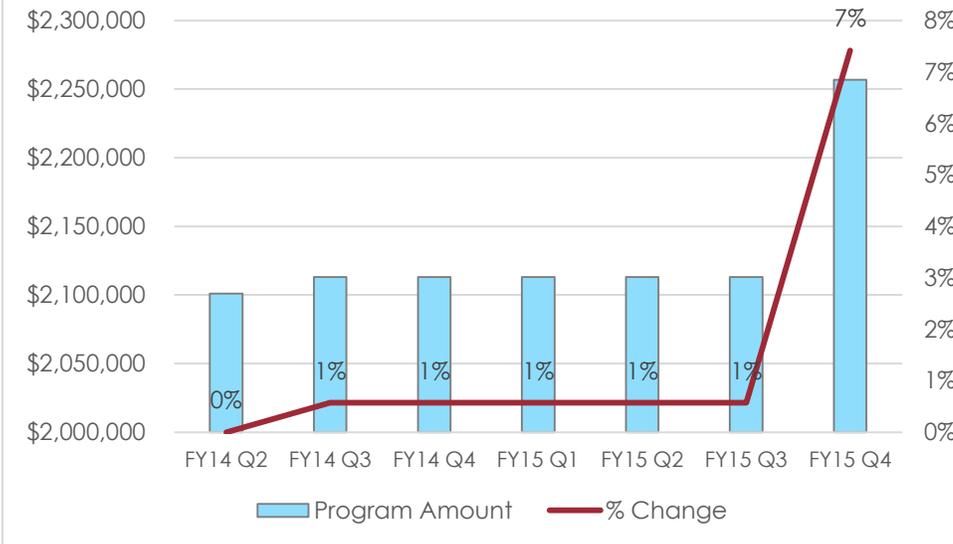


### Old 37 & Dunn Project Cost Tracking

Old 37 & Dunn St.  
DES # 1297060

Potential claim by Vectren for reimbursable utility relocation has been resolved with no relocation required in the project area. This was accomplished by a design revision to steepen the slopes slightly to avoid embankment work over the Vectren gas main.

Right of Way work underway by another City-hired consultant.



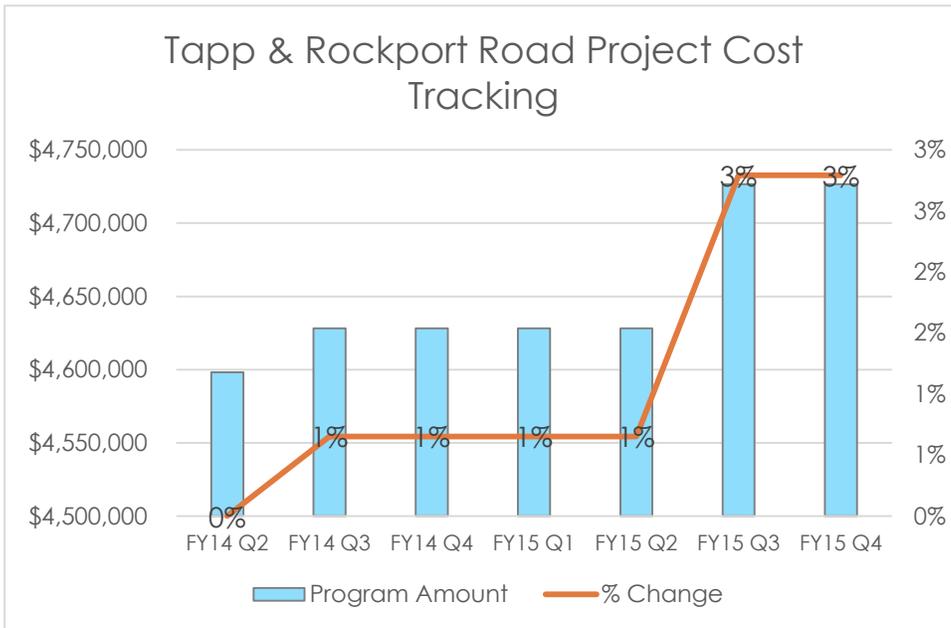
## Tapp & Rockport Road Project Cost Tracking

Tapp & Rockport Road  
DES # 0901730

PFC plans will be submitted in July 2015. Karst Report has been completed and sink holes identified. The project is not expected to impact any sink hole. However, there is on Swallow Hole on the North Leg (along Rockport Road) that will be impacted and will need to be filled.

### NEPA Update:

- Red Flag Investigation approved by INDOT
- Re-coordination with the



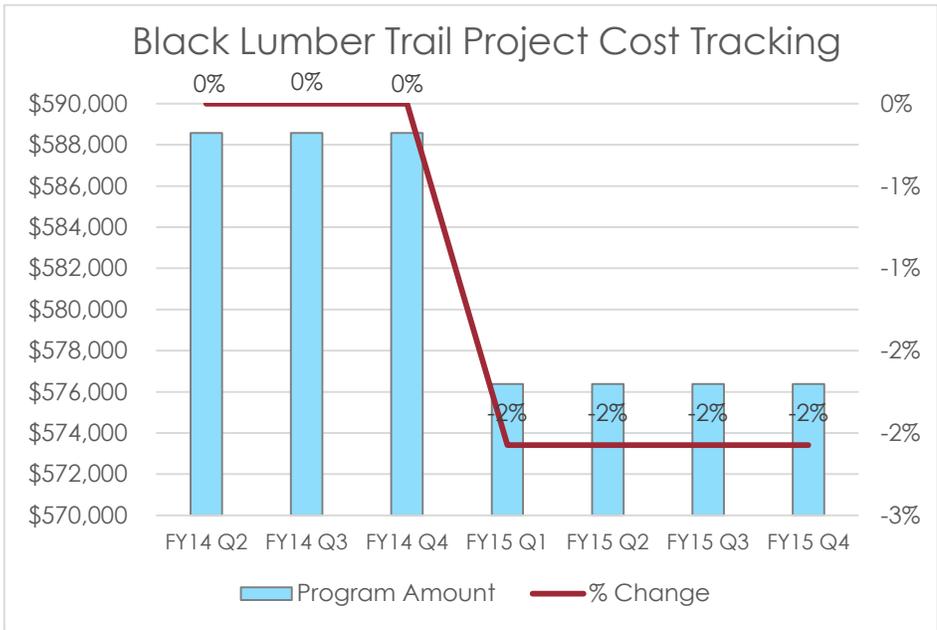
resource agencies

- Draft Karst Report reviewed by INDOT
- Draft "No Historic Properties Effected" documentation review by INDOT

NEPA Tasks in Progress:

- Re-coordination document sent to the cultural resource consulting parties on June 26th, 30 day response period pending. When the consulting party 30-day response period concludes, we will resubmit updated "No Adverse Effect" documentation and INDOT/FHWA will issue a determination and finding.
- When we have the signed INDOT/FHWA finding we can publish the Section 106 Public Notice and send the concurrent consulting party notifications.
- The Karst Report is pending final INDOT approval
- When the Section 106 30-day public notice period concludes and we have the SHPO's concurrence letter, we can submit the CE.

Anticipated CE document's release for Public Hearing is November 2015. Depending on if a Hearing is requested/conducted, final Environmental document approval is anticipated in Jan 2016.



**Black Lumber Trail  
DES # 1382429**

We have met with individual property owners to discuss project. Public meeting is unlikely to be needed for project, but could be held at local discretion.

The outstanding issue of potential right of way being needed has been cleared up with no additional right of way needed. Also, the potential need to include new fencing for Black Lumber as part of the project has been resolved with these needs to be completed by the City separate from the project.

A contract supplement was obtained for the detailed design and modeling of a concrete spillway structure. Modeling is completed and in review with CBU, then will need to be submitted to INDOT.

Revised Environmental Document has been submitted and is pending final approval.

Lastly, potential sanitary sewer relocation within the project limits has been scoped and turned over to CBU. It appears at this time that CBU plans to implement the needed work themselves, outside of the project. This will be discussed at the field check to determine if any impact to the project is likely.

**BMCMPQ QUARTERLY PROJECT UPDATE FORM**

Please fill out all forms completely and return to Anna Dragovich at [dragovia@bloomington.in.gov](mailto:dragovia@bloomington.in.gov) or call 812.349.3423 with questions or additional information.

**FY 2015 Fourth Quarter**

17<sup>th</sup> St. Reconstruction 1500375

Andrew Cibor, Transportation and Traffic Engineer, 812.349.3423

Local Public Agency: City of Bloomington

District: Seymour

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	\$500,000		\$400,000	\$100,000
b. right of way	\$755,281		\$604,225	\$151,056
<b>TOTAL (PE &amp; RW, lines a+b)</b>	<b>\$1,255,281</b>		<b>\$1,004,225</b>	<b>\$251,056</b>
c. construction (including inflation)*				
<b>Inflation rate used:</b>	-----	-----	-----	-----
d. credits (if applicable)				
e. construction engineering				
f. contingency				
<b>TOTAL (all construction, lines c-f)</b>	<b>\$3,511,620</b>		<b>\$2,145,501</b>	<b>\$1,366,119</b>
<b>Total All Phases</b>	<b>\$4,766,901</b>		<b>\$3,149,726</b>	<b>\$1,617,175</b>
Federal Fund % 66%				
Federal Fund Shortfall \$663,795				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized					
Final Environmental Document Approval					
Authorize Funds for PE					
Start Plan Development					
Prelim. Field Check					
Hearing Certification					
R/W Clear					
Stage 3 Final Plans					
Railroad Coordination					
Ready for Contracts					
Letting	3/6/2019				
Contract Award					
Final Audit					

**BMCMPO QUARTERLY PROJECT UPDATE FORM**

Please fill out all forms completely and return to Anna Dragovich at [dragovia@bloomington.in.gov](mailto:dragovia@bloomington.in.gov) or call 812.349.3423 with questions or additional information.

Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401					
404					
DNR					
Rule5					
FAA					
Flood Protection					

**Complete Streets Policy Compliance**

Project Description: [Reconstruct 17th Street to create one travel lane in each direction. For bicycle and pedestrian users, a 10 foot wide multiuse on the north side of the reconstructed street would be installed to tie into the multiuse being constructed by INDOT on the Vernal Pike overpass. Sidewalk would also be constructed on the south side of the street to tie into multiuse proposed facility. Finally, the reconstruction would resolve significant grade and sight distance problems, particularly those at the current intersection of Lindbergh Drive and 17th Street.](#)

Include an update which summarizes any issues identified, significant accomplishments since the initial project description submittal or since the last quarterly tracking meeting as well as any new details on project implementation and the preferred design solutions as they pertain to fulfilling the project parameters detailed by the project description.

[INDOT/LPA contract not yet signed. The City is planning on pursuing a local funding agreement with INDOT as a result of the I-69 construction project that if successful would remove this project from the TIP and federal funding process.](#)

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**FY 2015 Fourth Quarter**

2<sup>nd</sup>& College Ave. Signal Replacement 1500376

Andrew Cibor, Transportation and Traffic Engineer, 812.349.3423

Local Public Agency: City of Bloomington

District: Seymour

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	\$23,800			\$23,800
b. right of way	\$15,000			\$15,000
<b>TOTAL (PE &amp; RW, lines a+b)</b>	<b>\$38,800</b>			<b>\$38,800</b>
c. construction (including inflation)*				
<b>Inflation rate used:</b>	-----	-----	-----	-----
d. credits (if applicable)				
e. construction engineering				
f. contingency				
<b>TOTAL (all construction, lines c-f)</b>	<b>\$206,250</b>		<b>\$165,000</b>	<b>\$41,250</b>
<b>Total All Phases</b>	<b>\$245,050</b>		<b>\$165,000</b>	<b>\$80,050</b>
Federal Fund % 67%				
Federal Fund Shortfall				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized					
Final Environmental Document Approval					
Authorize Funds for PE					
Start Plan Development					
Prelim. Field Check					
Hearing Certification					
R/W Clear					
Stage 3 Final Plans					
Railroad Coordination					
Ready for Contracts					
Letting	3/1/2017				
Contract Award					
Final Audit					

**BMCMPO QUARTERLY PROJECT UPDATE FORM**

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Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401					
404					
DNR					
Rule5					
FAA					
Flood Protection					

**Complete Streets Policy Compliance**

Project Description: [Traffic signal upgrade at the 2nd Street & College Avenue Intersection.](#)

Include an update which summarizes any issues identified, significant accomplishments since the initial project description submittal or since the last quarterly tracking meeting as well as any new details on project implementation and the preferred design solutions as they pertain to fulfilling the project parameters detailed by the project description.

[INDOT/LPA contract not yet signed. Pursuing RFQ to identify and select consultant to assist with preliminary engineering.](#)

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**FY 2015 Fourth Quarter**

Woodlawn Ave. Railroad Crossing 1500380

Andrew Cibor, Transportation and Traffic Engineer, 812.349.3423

Local Public Agency: City of Bloomington

District: Seymour

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	\$123,835	\$166,531		\$166,531
b. right of way				
<b>TOTAL (PE &amp; RW, lines a+b)</b>	\$123,835	\$166,531		\$166,531
c. construction (including inflation)*		\$1,843,226	\$395,118	\$1,448,108
<b>Inflation rate used:</b>	-----	-----	-----	-----
d. credits (if applicable)				
e. construction engineering		\$276,484		\$276,484
f. contingency				
<b>TOTAL (all construction, lines c-f)</b>	\$1,700,000	\$2,119,710	\$395,118	\$1,724,592
<b>Total All Phases</b>	\$1,823,835	\$2,286,241	\$395,118	\$1,891,123
Federal Fund % 17%				
Federal Fund Shortfall				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized	05/08/2015		05/21/2015	100%	
Final Environmental Document Approval	09/15/2015		10/01/2015	10%	
Authorize Funds for PE	06/22/2015		05/21/2015	100%	
Start Plan Development	05/21/2015		06/22/2015	100%	
Prelim. Field Check	08/07/2015		09/07/2015		
Hearing Certification	n/a		n/a		
R/W Clear	10/01/2015		10/09/2015		
Stage 3 Final Plans	10/09/2015		11/09/2015		
Railroad Coordination	05/21/2015		11/09/2015		
Ready for Contracts	11/23/2015		12/23/2015		
Letting	-----		03/02/2016		
Contract Award					
Final Audit					

**BMCMPO QUARTERLY PROJECT UPDATE FORM**

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Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401	N				
404	N				
DNR	N				
Rule5	Y	11/23/2015			
FAA	N				
Flood Protection	N				

**Complete Streets Policy Compliance**

Project Description: [Construction of at-grade railroad crossing at Woodlawn Ave. between 12th & 13th Streets.](#)

Include an update which summarizes any issues identified, significant accomplishments since the initial project description submittal or since the last quarterly tracking meeting as well as any new details on project implementation and the preferred design solutions as they pertain to fulfilling the project parameters detailed by the project description.

**BMCMPO QUARTERLY PROJECT UPDATE FORM**

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**FY 2015 Fourth Quarter**

3<sup>rd</sup> St. & Woodscrest Signal Replacement 1500381

Andrew Cibor, Transportation and Traffic Engineer, 812.349.3423

Local Public Agency: City of Bloomington

District: Seymour

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	\$31,500			\$31,500
b. right of way	\$15,000			\$15,000
<b>TOTAL (PE &amp; RW, lines a+b)</b>	<b>\$46,500</b>			<b>\$46,500</b>
c. construction (including inflation)*				
<b>Inflation rate used:</b>	-----	-----	-----	-----
d. credits (if applicable)				
e. construction engineering				
f. contingency				
<b>TOTAL (all construction, lines c-f)</b>	<b>\$268,750</b>		<b>\$215,000</b>	<b>\$53,750</b>
<b>Total All Phases</b>	<b>\$315,250</b>		<b>\$215,000</b>	<b>\$100,250</b>
Federal Fund % 68%				
Federal Fund Shortfall				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized					
Final Environmental Document Approval					
Authorize Funds for PE					
Start Plan Development					
Prelim. Field Check					
Hearing Certification					
R/W Clear					
Stage 3 Final Plans					
Railroad Coordination					
Ready for Contracts					
Letting	3/1/2017				
Contract Award					
Final Audit					

**BMCMPO QUARTERLY PROJECT UPDATE FORM**

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Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401					
404					
DNR					
Rule5					
FAA					
Flood Protection					

**Complete Streets Policy Compliance**

Project Description: [Traffic signal modernization at intersection of 3rd St. and Woodscrest Dr.](#)

Include an update which summarizes any issues identified, significant accomplishments since the initial project description submittal or since the last quarterly tracking meeting as well as any new details on project implementation and the preferred design solutions as they pertain to fulfilling the project parameters detailed by the project description.

[INDOT/LPA contract not yet signed. Pursuing RFQ to identify and select consultant to assist with preliminary engineering.](#)

**BMCMPO QUARTERLY PROJECT UPDATE FORM**

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**FY 2015 Fourth Quarter**

E. Rogers Rd. Multiuse Path 1500382

Andrew Cibor, Transportation and Traffic Engineer, 812.349.3423

Local Public Agency: City of Bloomington

District: Seymour

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	\$75,000		\$60,000	\$15,000
b. right of way				
<b>TOTAL (PE &amp; RW, lines a+b)</b>	\$75,000		\$60,000	\$15,000
c. construction (including inflation)*				
<b>Inflation rate used:</b>	-----	-----	-----	-----
d. credits (if applicable)				
e. construction engineering				
f. contingency				
<b>TOTAL (all construction, lines c-f)</b>				
<b>Total All Phases</b>	\$75,000		\$60,000	\$15,000
Federal Fund % 80%				
Federal Fund Shortfall				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized					
Final Environmental Document Approval					
Authorize Funds for PE					
Start Plan Development					
Prelim. Field Check					
Hearing Certification					
R/W Clear					
Stage 3 Final Plans					
Railroad Coordination					
Ready for Contracts					
Letting	TBD				
Contract Award					
Final Audit					

**BMCMPO QUARTERLY PROJECT UPDATE FORM**

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Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401					
404					
DNR					
Rule5					
FAA					
Flood Protection					

**Complete Streets Policy Compliance**

Project Description: [Multiuse path on the north side of E. Rogers Rd. at the Jackson Creek bridge to The Stands Dr.](#)

Include an update which summarizes any issues identified, significant accomplishments since the initial project description submittal or since the last quarterly tracking meeting as well as any new details on project implementation and the preferred design solutions as they pertain to fulfilling the project parameters detailed by the project description.

[INDOT/LPA contract not yet signed. Preliminary Engineering funding is not available until FY2017. Right of way and construction funding is not yet identified.](#)

**BMCMPO QUARTERLY PROJECT UPDATE FORM**

Please fill out all forms completely and return to Anna Dragovich at [dragovia@bloomington.in.gov](mailto:dragovia@bloomington.in.gov) or call 812.349.3423 with questions or additional information.

**FY 2015 Fourth Quarter**

Winslow Rd. Multiuse Path 1500383

Andrew Cibor, Transportation and Traffic Engineer, 812.349.3423

Local Public Agency: City of Bloomington

District: Seymour

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	\$150,000		\$120,000	\$30,000
b. right of way				
<b>TOTAL (PE &amp; RW, lines a+b)</b>	\$150,000		\$120,000	\$30,000
c. construction (including inflation)*				
<b>Inflation rate used:</b>	-----	-----	-----	-----
d. credits (if applicable)				
e. construction engineering				
f. contingency				
<b>TOTAL (all construction, lines c-f)</b>				
<b>Total All Phases</b>	\$150,000		\$120,000	\$30,000
Federal Fund % 80%				
Federal Fund Shortfall				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized					
Final Environmental Document Approval					
Authorize Funds for PE					
Start Plan Development					
Prelim. Field Check					
Hearing Certification					
R/W Clear					
Stage 3 Final Plans					
Railroad Coordination					
Ready for Contracts					
Letting	TBD				
Contract Award					
Final Audit					

**BMCMPO QUARTERLY PROJECT UPDATE FORM**

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Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401					
404					
DNR					
Rule5					
FAA					
Flood Protection					

**Complete Streets Policy Compliance**

Project Description: [Multiuse path on Winslow Rd. from S. Walnut St. to S. Highland Ave.](#)

Include an update which summarizes any issues identified, significant accomplishments since the initial project description submittal or since the last quarterly tracking meeting as well as any new details on project implementation and the preferred design solutions as they pertain to fulfilling the project parameters detailed by the project description.

[INDOT/LPA contract not yet signed. Preliminary Engineering funding is not available until FY2017. Right of way and construction funding is not yet identified.](#)

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**FY 2015 Fourth Quarter**

S. Henderson St. Multiuse Path 1500384

Andrew Cibor, Transportation and Traffic Engineer, 812.349.3423

Local Public Agency: City of Bloomington

District: Seymour

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	\$200,000		\$160,000	\$40,000
b. right of way				
<b>TOTAL (PE &amp; RW, lines a+b)</b>	\$200,000		\$160,000	\$40,000
c. construction (including inflation)*				
<b>Inflation rate used:</b>	-----	-----	-----	-----
d. credits (if applicable)				
e. construction engineering				
f. contingency				
<b>TOTAL (all construction, lines c-f)</b>				
<b>Total All Phases</b>	\$200,000		\$160,000	\$40,000
Federal Fund % 80%				
Federal Fund Shortfall				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized					
Final Environmental Document Approval					
Authorize Funds for PE					
Start Plan Development					
Prelim. Field Check					
Hearing Certification					
R/W Clear					
Stage 3 Final Plans					
Railroad Coordination					
Ready for Contracts					
Letting	TBD				
Contract Award					
Final Audit					

**BMCMPO QUARTERLY PROJECT UPDATE FORM**

Please fill out all forms completely and return to Anna Dragovich at [dragovia@bloomington.in.gov](mailto:dragovia@bloomington.in.gov) or call 812.349.3423 with questions or additional information.

Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401					
404					
DNR					
Rule5					
FAA					
Flood Protection					

**Complete Streets Policy Compliance**

Project Description: [Multiuse path on S. Henderson from the eastern termini of Black Lumber Trail to Winslow Rd.](#)

Include an update which summarizes any issues identified, significant accomplishments since the initial project description submittal or since the last quarterly tracking meeting as well as any new details on project implementation and the preferred design solutions as they pertain to fulfilling the project parameters detailed by the project description.

[INDOT/LPA contract not yet signed. Preliminary Engineering funding is not available until FY2017. Right of way and construction funding is not yet identified.](#)

**BMCMPO QUARTERLY PROJECT UPDATE FORM**

Please fill out all forms completely and return to Anna Dragovich at [dragovia@bloomington.in.gov](mailto:dragovia@bloomington.in.gov) or call 812.349.3423 with questions or additional information.

**FY 2015 Fourth Quarter**

Signal Backplates 1500397

Bill Williams, Highway Engineer, 812.349.2555

Local Public Agency: Monroe County

District: Seymour

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	\$20,000.00	\$20,000.00	\$0.00	\$20,000.00
b. right of way				
<b>TOTAL (PE &amp; RW, lines a+b)</b>	\$20,000.00	\$20,000.00	\$0.00	\$20,000.00
c. construction (including inflation)*	\$75,000.00	\$75,000.00	\$67,500.00	\$7,500.00
<b>Inflation rate used:</b>	-----	-----	-----	-----
d. credits (if applicable)				
e. construction engineering	\$7,250.00	\$7,250.00	\$6,525.00	\$725.00
f. contingency				
<b>TOTAL (all construction, lines c-f)</b>	\$82,250.00	\$82,250.00	\$74,025.00	\$8,225.00
<b>Total All Phases</b>	\$102,250.00	\$102,250.00	\$74,025.00	\$28,225.00
Federal Fund % 90 % (CN & CE)				
Federal Fund Shortfall				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized	03/17/2015	Complete	03/17/2015	Complete	
Final Environmental Document Approval	04/17/2015	Complete	5/11/2015	Complete	
Authorize Funds for PE					
Start Plan Development	04/17/2015	Complete		50%	
Prelim. Field Check	N/A				
Hearing Certification	N/A				
R/W Clear	N/A				
Stage 3 Final Plans	04/17/2015	Complete	10/09/2015	50%	
Railroad Coordination	N/A				
Ready for Contracts	12/23/2015		12/23/2015	0%	
Letting	03/02/2016		03/02/2016	0%	
Contract Award	04/02/2016		05/02/2016	0%	
Final Audit	05/02/2016		05/02/2018	0%	

**BMCMPO QUARTERLY PROJECT UPDATE FORM**

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Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401	N				
404	N				
DNR	N				
Rule5	N				
FAA	N				
Flood Protection	N				

**Complete Streets Policy Compliance**

Project Description: Install Traffic Signal Backplates at various intersections within the County.

**BMCMPO QUARTERLY PROJECT UPDATE FORM**

Please fill out all forms completely and return to Anna Dragovich at [dragovia@bloomington.in.gov](mailto:dragovia@bloomington.in.gov) or call 812.349.3423 with questions or additional information.

**FY 2015 Fourth Quarter**

Fullerton Pike Phase 2 1500523

Bill Williams, Highway Engineer, 812.349.2555

Local Public Agency: Monroe County

District: Seymour

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	n/a	\$680,000	--	\$680,000
b. right of way	n/a	\$450,000	--	\$450,000
<b>TOTAL (PE &amp; RW, lines a+b)</b>	n/a	\$1,130,000	--	\$1,130,000
c. construction (including inflation)*	n/a	\$3,825,000	\$2,622,278	\$1,202,722
<b>Inflation rate used:</b>	-----	-----	-----	-----
d. credits (if applicable)	n/a	--	--	--
e. construction engineering	n/a	\$475,000	--	\$475,000
f. contingency	n/a	--	--	--
<b>TOTAL (all construction, lines c-f)</b>	n/a	\$4,300,000	\$2,622,278	\$1,677,722
Total All Phases	n/a	\$5,430,000	\$2,622,278	\$2,880,444
Federal Fund % 61				
Federal Fund Shortfall \$817,722				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized			6/14/13	Complete	
Final Environmental Document Approval			3/30/15	Complete	
Authorize Funds for PE			6/26/15	Complete	
Start Plan Development	6/26/15	Complete	6/26/15	On Target	
Prelim. Field Check	12/15/15	On Target	12/15/15		
Hearing Certification			1/29/15	Complete	
R/W Clear	2/16/18		2/16/18		
Stage 3 Final Plans	2/16/18		2/16/18		
Railroad Coordination	n/a	n/a	n/a		
Ready for Contracts	5/2/18				
Letting	7/11/18				
Contract Award	9/1/18				
Final Audit	9/1/20				

## **BMCMPO QUARTERLY PROJECT UPDATE FORM**

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Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401	Y	2/16/18	~Mar 2017	~Dec 2017	~Dec 2019
404	Y	2/16/18	~Mar 2017	~Dec 2017	~Dec 2019
DNR	N	-	-	-	-
Rule5	Y	2/16/18	~Aug 2017	~Dec 2017	~Dec 2019
FAA	N	-	-	-	-
Flood Protection	N	-	-	-	-

### **Complete Streets Policy Compliance**

Project Description: Intersection improvements to correct a skew, improve sight distance & geometry and add bicycle and pedestrian facilities.

Include an update which summarizes any issues identified, significant accomplishments since the initial project description submittal or since the last quarterly tracking meeting as well as any new details on project implementation and the preferred design solutions as they pertain to fulfilling the project parameters detailed by the project description.

**BMCMPO QUARTERLY PROJECT UPDATE FORM**

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**FY 2015 Fourth Quarter**

Moore's Pike Guardrail 1500377

Andrew Cibor, Transportation and Traffic Engineer, 812.349.3423

Local Public Agency: City of Bloomington

District: Seymour

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	\$4,700			\$4,700
b. right of way				
<b>TOTAL (PE &amp; RW, lines a+b)</b>	\$4,700			\$4,700
c. construction (including inflation)*				
<b>Inflation rate used:</b>	-----	-----	-----	-----
d. credits (if applicable)				
e. construction engineering				
f. contingency				
<b>TOTAL (all construction, lines c-f)</b>	\$39,845		\$35,000	\$4,845
<b>Total All Phases</b>	\$44,545		\$35,000	\$9,545
Federal Fund % 79%				
Federal Fund Shortfall				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized					
Final Environmental Document Approval					
Authorize Funds for PE					
Start Plan Development					
Prelim. Field Check					
Hearing Certification					
R/W Clear					
Stage 3 Final Plans					
Railroad Coordination					
Ready for Contracts					
Letting	3/1/2017				
Contract Award					
Final Audit					

**BMCMPO QUARTERLY PROJECT UPDATE FORM**

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Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401					
404					
DNR					
Rule5					
FAA					
Flood Protection					

**Complete Streets Policy Compliance**

Project Description: [Installation of guardrail on the south side of Moores Pike at Southeast Park.](#)

Include an update which summarizes any issues identified, significant accomplishments since the initial project description submittal or since the last quarterly tracking meeting as well as any new details on project implementation and the preferred design solutions as they pertain to fulfilling the project parameters detailed by the project description.

[INDOT/LPA contract not yet signed. Pursuing RFQ to identify and select consultant to assist with preliminary engineering.](#)

**BMCMPPO QUARTERLY PROJECT UPDATE FORM**

Please fill out all forms completely and return to Anna Dragovich at [dragovia@bloomington.in.gov](mailto:dragovia@bloomington.in.gov) or call 812.349.3423 with questions or additional information.

**FY 2015 Fourth Quarter**

Allen St. & Walnut St RRFB 1500378

Andrew Cibor, Transportation and Traffic Engineer, 812.349.3423

Local Public Agency: City of Bloomington

District: Seymour

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	\$3,432			\$3,432
b. right of way				
<b>TOTAL (PE &amp; RW, lines a+b)</b>	\$3,432			\$3,432
c. construction (including inflation)*				
<b>Inflation rate used:</b>	-----	-----	-----	-----
d. credits (if applicable)				
e. construction engineering				
f. contingency				
<b>TOTAL (all construction, lines c-f)</b>	\$28,625		\$25,000	\$3,625
<b>Total All Phases</b>	\$32,057		\$25,000	\$7,057
Federal Fund % 78%				
Federal Fund Shortfall				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized					
Final Environmental Document Approval					
Authorize Funds for PE					
Start Plan Development					
Prelim. Field Check					
Hearing Certification					
R/W Clear					
Stage 3 Final Plans					
Railroad Coordination					
Ready for Contracts					
Letting	3/1/2017				
Contract Award					
Final Audit					

**BMCMPO QUARTERLY PROJECT UPDATE FORM**

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Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401					
404					
DNR					
Rule5					
FAA					
Flood Protection					

**Complete Streets Policy Compliance**

Project Description: [Installation of Rectangular Rapid Flashing Beacon at the Allen St. & Walnut St. Intersection.](#)

Include an update which summarizes any issues identified, significant accomplishments since the initial project description submittal or since the last quarterly tracking meeting as well as any new details on project implementation and the preferred design solutions as they pertain to fulfilling the project parameters detailed by the project description.

[INDOT/LPA contract not yet signed. Pursuing RFQ to identify and select consultant to assist with preliminary engineering.](#)

**BMCMPO QUARTERLY PROJECT UPDATE FORM**

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**FY 2015 Fourth Quarter**

4<sup>th</sup> St. & Rogers St. Pedestrian Island 1500379

Andrew Cibor, Transportation and Traffic Engineer, 812.349.3423

Local Public Agency: City of Bloomington

District: Seymour

PROJECT COST	PREVIOUS TOTALS	NEW TOTALS	FEDERAL/LOCAL SPLIT OF NEW TOTALS	
			APPROVED FEDERAL	LOCAL MATCH
a. preliminary engineering	\$9,121			\$9,121
b. right of way				
<b>TOTAL (PE &amp; RW, lines a+b)</b>	\$9,121			\$9,121
c. construction (including inflation)*				
<b>Inflation rate used:</b>	-----	-----	-----	-----
d. credits (if applicable)				
e. construction engineering				
f. contingency				
<b>TOTAL (all construction, lines c-f)</b>	\$93,750		\$75,000	\$18,750
<b>Total All Phases</b>	\$102,871		\$75,000	\$27,871
Federal Fund % 73%				
Federal Fund Shortfall				

Schedule					
	Estimated Start Date or Scheduled Start Date	Start Date or Scheduled Start Date Status	Estimated Completion or Scheduled Completion Date	Estimated Completion or Scheduled Completion Status	Proposed Change to Completion Date
Project Authorized					
Final Environmental Document Approval					
Authorize Funds for PE					
Start Plan Development					
Prelim. Field Check					
Hearing Certification					
R/W Clear					
Stage 3 Final Plans					
Railroad Coordination					
Ready for Contracts					
Letting	3/1/2017				
Contract Award					
Final Audit					

**BMCMPO QUARTERLY PROJECT UPDATE FORM**

Please fill out all forms completely and return to Anna Dragovich at [dragovia@bloomington.in.gov](mailto:dragovia@bloomington.in.gov) or call 812.349.3423 with questions or additional information.

Permits					
Permit Type	Permits Required? (Y/N)	Estimated Completion Date	Date Applied	Date Approved	Date Expires
401					
404					
DNR					
Rule5					
FAA					
Flood Protection					

**Complete Streets Policy Compliance**

Project Description: [Construction of pedestrian refuge island at the 4th St. & Rogers St. intersection.](#)

Include an update which summarizes any issues identified, significant accomplishments since the initial project description submittal or since the last quarterly tracking meeting as well as any new details on project implementation and the preferred design solutions as they pertain to fulfilling the project parameters detailed by the project description.

[INDOT/LPA contract not yet signed. Pursuing RFQ to identify and select consultant to assist with preliminary engineering.](#)

## MEMORANDUM

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To: MPO Policy Committee  
From: Anna Dragovich, Senior Transportation Planner  
Date: August 7, 2015  
Re: Complete Streets Policy Update

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The BMCMPPO Complete Streets Policy was adopted in 2009 and at that time became a model for other MPOs across Indiana. The policy mandates that along with the development of the MTP, the policy be evaluated concurrently. This evaluation should include recommendations for amendments to the policy that will subsequently be considered by the committees of the MPO.

To kick off this evaluation, staff turned to Smart Growth America, a national coalition of state and local organizations working for smart growth across the country. One program of Smart Growth America, known as the National Complete Streets Coalition, puts together a report each year of the best complete streets policies and compares them to each other based on a set of criteria. You can find the complete report by clicking [here](#). Conveniently, the BMCMPPO policy was included in their analysis and rated against a number of other policies across the nation. The report analyzes complete streets policies on a number of elements and staff has gone through each to find the strengths and weaknesses of our policy.

Input outreach has already begun with the TAC and the CAC and will continue in to the fall as staff refines and prioritizes any updates. At their meetings on June 24, a number of ideas for improvements were recommended. Conversations going forward will center on those suggestions as well as the insight provided by Smart Growth America.

For reference, the BMCMPPO Complete Streets Policy can be found online [here](#).

### **Best Complete Streets Policies of 2014 by Smart Growth America**

1. Vision and intent –Visions cannot be empirically compared across policies, so this criterion compares the strength and clarity of each policy's commitment to Complete Streets. Clarity of intent and writing makes it easy for those tasked with implementation to understand the new goals and determine what changes need to be made to fulfill the policy's intent.

**5 points: The strongest policies are those that are clear in intent, saying facilities that meet the needs of people traveling on foot or bicycle "shall" or "must" be included in transportation projects. Full points also are awarded to policies in which the absolute intent of the policy is obvious and direct,**

even if they do not use the words “shall” or “must,” because there is a complete lack of other equivocating language.

**3 points:** Many policies are clear in their intent—defining what a community expects from the policy—but use equivocating language that waters down the directive. For example, an average policy says that the needs of pedestrians and bicyclists “will be considered” or “may be included” as part of the process.

**1 point:** Some policies are indirect: they refer to implementation of certain principles, features, or elements defined elsewhere; refer to general “Complete Streets” application with no clear directive; or instruct the development of a more thorough policy document.

✓ **BMCMPPO Score: 5**      **Max Score Possible: 5**

2. All users and modes – No policy is a Complete Streets policy without a clear statement affirming that people who travel by foot or on bicycle are legitimate users of the transportation system and equally deserving of safe facilities to accommodate their travel. It is therefore a requirement to include both modes—walking and bicycling—in the policy before it can be further analyzed. Beyond the type of user is a more nuanced understanding that not all people who move by a certain mode are the same.

**3 points:** Policy includes two more modes, in addition to walking, bicycling, and public transportation. Such modes include cars, freight traffic, emergency response vehicles, or equestrians.

**2 points:** Policy includes one more mode, in addition to walking, bicycling, and public transportation.

**1 point:** Policy includes public transportation, in addition to walking and bicycling. • **0 points:** Policy includes walking and bicycling only. The needs of people—young, old, with disabilities, without disabilities—are integral to great Complete Streets policies.

Two additional points are available, awarded independently of each other and the above points for modes.

**1 point:** A policy references the needs of people young and old.

**1 point:** A policy includes the needs of people of all abilities.

✓ **BMCMPPO Score: 5**      **Max Score Possible: 5**

*The BMCMPPO policy received extra points because it specifically references the needs of young and old people as well as people with disabilities.*

3. All projects and phases – The ideal result of a Complete Streets policy is that all transportation improvements are viewed as opportunities to create safer, more accessible streets for all users.

**3 points: Policy applies to reconstruction and new construction projects.**

**2 points: Policy clearly includes maintenance, operations, resurfacing, repaving, or other types of changes to the transportation system.**

**0 points: Policy does not apply to projects beyond newly constructed roads, or is not clear regarding its application.**

**x BMCMPO Score: 3            Max Score Possible: 5**

*BMCMPPO received three points because the policy applies to new construction and reconstruction projects. Our policy could include maintenance, operations, resurfacing, repaving and other types of changes to the transportation system in order to earn two more points.*

4. Clear, accountable exceptions –Making a policy work in the real world requires a process for exceptions to providing for all modes in each project. The Coalition believes the following exceptions are appropriate with limited potential to weaken the policy. They follow the Federal Highway Administration’s guidance on accommodating bicycle and pedestrian travel and identified best practices frequently used in existing Complete Streets policies.

1. Accommodation is not necessary on corridors where specific users are prohibited, such as interstate freeways or pedestrian malls.
2. Cost of accommodation is excessively disproportionate to the need or probable use.
3. A documented absence of current and future need. Many communities have included other exceptions that the Coalition, in consultation with transportation planning and engineering experts, also feels are unlikely to create loopholes:
  1. Transit accommodations are not required where there is no existing or planned transit service.
  2. Routine maintenance of the transportation network that does not change the roadway geometry or operations, such as mowing, sweeping, and spot repair.
  3. Where a reasonable and equivalent project along the same corridor is already programmed to provide facilities exempted from the project at hand. In addition to defining exceptions through good policy language, there must be a clear process for granting them, preferably with approval from senior management. Establishing this within a policy provides clarity to staff charged with implementing the policy and improves transparency and accountability to other agencies and residents.

**5 points: Policy includes one or more of the above exceptions—and no others—and stating who is responsible for approving exceptions.**

**4 points: Policy includes any exceptions, including those that weaken the intent of the Complete Streets policy, and stating who is responsible for approval.**

**3 points: Policy includes one or more of the above exceptions—and no others—but does not assign responsibility for approval.**

**1 point: Policy includes any exceptions, including those that weaken the intent of the policy, but does not assign responsibility for approval.**

**0 points: Policy lists no exceptions.**

✓ **BMCMPPO Score: 5**      **Max Score Possible: 5**

5. Network – policy recognizes the need for an integrated network, transportation projects are approached as part of the overall network and not as single segments to ensure safe access to destinations. The Coalition encourages additional discussion of connectivity, including block size and intersection density.
- An ideal Complete Streets policy recognizes the need for a connected, integrated network that provides transportation options to a resident’s many potential destinations. Approaching transportation projects as part of the overall network—and not as single segments—is vital for ensuring safe access to destinations. Successful Complete Streets processes recognize that all modes do not receive the same type of accommodation and space on every street, but that everyone can safely and conveniently travel across the network. The Coalition encourages additional discussion of connectivity, including block size and intersection density.

**5 points: Policy simply acknowledges the importance of a network approach.**

**0 points: Policy does not reference networks or connectivity**

✓ **BMCMPPO Score: 5**      **Max Score Possible: 5**

6. Jurisdiction – Creating Complete Streets networks is difficult because many different agencies control our streets. They are built and maintained by state, county, and local agencies, and private developers often build new roads. Individual jurisdictions do have an opportunity to influence the actions of others, through funding or development review, and through an effort to work with their partner agencies on Complete Streets. These two types of activities are awarded points independently.

**3 points: A state’s or Metropolitan Planning Organization’s policy clearly notes that projects receiving money passing through the agency are expected to follow a Complete Streets approach. County and municipal policy applies to private development.**

**2 points: Policy, at any level, articulates the need to work with others in achieving the Complete Streets vision.**

**0 points: Policy does not recognize the ways an agency can work with other organizations and developers to achieve Complete Streets.**

**x BMCMPO Score: 3      Max Score Possible: 5**

*The BMCMPO policy notes projects receiving funding are expected to follow the complete streets approach, but fails to articulate the need to work with others in achieving the complete streets vision.*

7. Design - Complete Streets implementation relies on using the best and latest design standards to maximize design flexibility. Agencies should be aware that design solutions need to balance modal and user needs. Points are awarded independently for these concepts.

**3 points: Policy clearly names specific recent design guidance, or references using the best available.**

**2 points: Policy addresses the need for a balanced or flexible design approach.**

**0 points: Policy does not address design guidance, balancing of user needs, or design flexibility.**

**✓ BMCMPO Score: 5      Max Score Possible: 5**

8. Context sensitivity - An effective Complete Streets policy must be sensitive to the surrounding community, its current and planned buildings, and current and expected transportation needs. Given the range of policy types and their varying ability to address this issue, a policy at minimum should mention context sensitivity in making decisions. The Coalition encourages more detailed discussion of adapting roads to fit the character of the surrounding neighborhood and development.

**5 points: Policy mentions community context as a factor in decision-making.**

**0 points: Policy does not mention context.**

**✓ BMCMPO Score: 5      Max Score Possible: 5**

9. Performance measures - Communities with Complete Streets policies can measure success a number of different ways, from miles of bike lanes to percentage of the sidewalk network completed to the number of people who choose to ride public transportation.

**5 points: Policy includes at least one performance measure. A direction to create measures without naming any is credited in the below section, "Implementation steps."**

**0 points: Policy does not include any performance measures.**

**x BMCMPO Score: 0      Max Score Possible: 5**

*The BMCMPO policy does not have any performance measures, however, the MTP will. There may be an opportunity to include these in the updated policy.*

10. Implementation steps - A formal commitment to the Complete Streets approach is only the beginning. The Coalition has identified four key steps to take for successful implementation of a policy:

1. Restructure or revise related procedures, plans, regulations, and other processes to accommodate all users on every project.
2. Develop new design policies and guides or revise existing to reflect the current state of best practices in transportation design. Communities may also elect to adopt national or state level recognized design guidance.
3. Offer workshops and other training opportunities to transportation staff, community leaders, and the general public so that everyone understands the importance of the Complete Streets vision.
4. Develop and institute better ways to measure performance and collect data on how well the streets are serving all users. Assigning oversight of implementation or requiring progress reports is a critical accountability measure, ensuring the policy becomes practice. Policies can also influence the funding prioritization system to award those projects improving the multimodal network. Points for either type of activity are awarded independently.

**3 points: Policy specifies the need to take action on at least two of the four steps identified above.**

**1 point: Policy includes at least one of the above four implementation steps.**

**1 point: Policy identifies a specific person or advisory board to oversee and help drive implementation, or establishes a reporting requirement.**

**1 point: Policy changes the way transportation projects are prioritized.**

**0 points: Policy does not include any implementation or accountability measures**

**x BMCMPO Score: 1      Max Score Possible: 5**

## MEMORANDUM

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**To:** MPO Policy Committee  
**From:** Josh Desmond, MPO Director  
**Date:** July 31, 2015  
**Re:** 2040 Metropolitan Transportation Plan

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### Background

The MPO is in the process of developing the 2040 Metropolitan Transportation Plan, tentatively titled *Transform 2040*. While the new Travel Demand Model is being completed by a consultant, staff has begun drafting some components of the new plan document. Several pieces of that draft material are being shared with the Committee in order for members to become familiar with the proposed structure and content of the final 2040 MTP. This memo provides an overview of three components of the developing MTP Document: an outline of the structure of the Plan, a draft of the Vision, Goals and Objectives section, and an overview of the performance measures by which the travel demand model scenarios will be evaluated.

### Document Outline

Staff is developing a document that will be user-friendly for all audiences, including MPO decision-makers, local officials, technical staff, and members of the public. Detailed technical data will be confined to appendices and separate volumes so that key plan information can be clearly conveyed in the body of the document. The document is proposed to be organized around four key themes (preceded by an Executive Summary):

#### *Executive Summary*

- (1) **Who We Are**
  - What is *Transform 2040*?
  - MTP Requirements (MAP-21, etc.)
  - Interagency Collaboration
  - Public Involvement
  - Guiding Principles, Vision and Goals
  
- (2) **Where We Are**
  - Regional Profile
  - Current Transportation System
    - Transit
    - Bicycle & Pedestrian
    - Roads
    - Freight
  - Analysis of Existing Transportation System

- Summary of Existing Conditions
- (3) ***Where We're Going***
- Population & Employment Projections
  - Predicted Future Transportation Conditions
  - Anticipated Transit Needs
  - Anticipated Bicycle & Pedestrian Needs
  - Anticipated Roadway Needs
  - Anticipated Freight Needs
  - Summary of Future Transportation Needs
- (4) ***How We'll Get There***
- Performance Measurement
  - Challenges & Opportunities
  - Financial Plan & Fiscal Constraint
  - Strategies
  - Plan Implementation

### **Vision Statement, Goals and Objectives**

Attached is a draft Vision Statement, Goals and Objectives for *Transform 2040*. This material is presented in a proposed format for the overall document, though that format is open to further development. The language of the proposed Vision, Goals and Objectives reflects information collected from public involvement, multiple conversations with the MTP Task Force, and staff input. This material is not final and is open to revision based on Committee discussion. The final Vision, Goals and Objectives will serve as a guide for implementation of the new plan, from infrastructure project selection and funding to development of new or revised MPO policies and standards.

### **Performance Measures**

The new Travel Demand Model will be used to test a variety of future scenarios for the regional transportation system. The results of each model scenario must be evaluated to determine which combination of growth predictions and infrastructure projects yields the best overall system performance. It is important to note that the model is not designed to test projects on an individual basis, but to illustrate overall transportation system performance. In order to measure this performance, a variety of metrics were developed. For each model scenario, this standardized set of metrics will be produced, allowing performance comparisons across all scenarios. The performance measures established for this model are in five categories as follows:

#### ***Travel Demand***

- Person Trips Per Day
- Daily Vehicle Trips
- Daily Vehicle Miles
- Daily Vehicle Hours
- Daily Transit Boardings
- Mode Shares

### ***Travel Efficiency***

- Vehicle Hours of Delay
- Accessibility by Mode
  - Number of jobs within X minutes
  - Shopping within X minutes
- Transit Person Hours
- Weighted Average Transit Walk Distance
- Weighted Average Transit Headway
- 5D Variables (see attached chart)

### ***Economic***

- Infrastructure Costs
- Monetized System User Benefits (time, cost, etc.)
- Potential Jobs Impacts
- Prosperity Index

### ***Safety***

- Predicted Number of Crashes
  - Fatal, Injury, Property Damage

### ***Environmental***

- Greenhouse Gas Emission Tonnage
- GHG Per Trip
- GHG Per Capita

In comparison, the previous travel demand model relied primarily on Vehicle Level of Service as a tool for comparing project alternatives. This new model will provide a more comprehensive and sophisticated methodology for analyzing system performance.

### **Next Steps**

The consultant will begin running the various scenarios during the first week of August. Results should be available soon thereafter, followed by installation of the model on a local computer as well as training for staff. It is anticipated that a description of all proposed scenarios and their results will be presented at the next meeting of the Policy Committee. Staff will also begin work on a financial forecast for the next 25 years as well as a methodology for estimating the approximate cost of future transportation infrastructure projects.

### **Action Requested**

No formal action is requested of the Committee at this time. The materials are being presented for discussion purposes only.

## 03 A BOLD NEW VISION



The purpose of the 2040 Metropolitan Transportation Plan (MTP), known as *Transform 2040*, is to provide a broad policy framework for improving the transportation system of the Bloomington Urbanized Area. Prepared by the Bloomington Monroe County Metropolitan Planning Organization, this plan addresses the regional transportation needs and challenges for the next 25 years.

### A TRANSPORTATION PLAN FOR THE NEXT 25 YEARS

A new transportation plan for the Bloomington Urbanized Area cannot begin without recognizing the significance of the Interstate 69 project. This project will convert State Road 37 through the MPO into an interstate highway, linking the region to a wider national network of highways. Though the impacts of Interstate 69 have not yet been fully realized, it is clear that significant new demand will be placed upon local roadways as a result of access changes along the highway corridor. The MPO will be challenged to balance investments required by this new demand with implementation of the broader regional vision articulated by *Transform 2040*.

Traditionally, growth has followed a cycle whereby as an area develops, existing roads cannot effectively handle the increased traffic. Growing traffic congestion, concerns over traffic safety, and the increasing cost of upgrading roads have elevated the importance of managing access to the roadway system. When new, multi-lane facilities are constructed to relieve the pressure, they attract more traffic with the promise of limited delays and reasonable travel speeds. Additional development is naturally attracted to these facilities and a variety of new growth begins to compound, leading once again to traffic congestion that overwhelms the transportation network. This cycle typically continues until it becomes physically or economically impossible to add more capacity to the roadway.

The transportation network of the future must provide a wide range of effective choices for community mobility without creating an unnecessary expansion of Bloomington's urbanized area. Access management, or the ability to reach desired destinations, together with effective land use management and a variety of modal choices, can preserve roadway capacity and, in turn, effectively improve efficiency while slowing down or even halting the cycle. Transform 2040 recognizes the link between transportation and land use planning to ensure that the transportation system effectively and efficiently serves existing and future development within the region.

A safe travel environment is a high priority for motorists, bicyclists, pedestrians and neighborhoods. The reduction of human and economic losses from death and injury attributed to transportation must be a priority. Innovative approaches to crash reduction must be included in the planning process, including the use of electronics and telecommunications, the use of roadway design best practices, as well as increased enforcement, encouragement and education that promotes safety and civil courtesy among all roadway users.

Paying the bill for transportation facilities is a challenge in every community. Limited fiscal resources are met with the demand for improvement in overall transportation system performance. This means that local agencies must be strategic in selecting transportation investments, whether for new or upgraded transportation infrastructure or for programs and policies that reduce the need for such projects. Reconstruction and new construction activities, or "hard projects", are important when working to improve and maximize the movement of traffic. In contrast, the less tangible "soft projects" such as traffic signal coordination, GPS transit trackers or simply smaller scale projects can have major positive effects for transportation. It is when these two types of projects are implemented concurrently that an extremely effective and efficient transportation network is created. Regardless of project type, transportation improvements should be viewed as long-term investments in the quality of life of the community.

Transform 2040 expresses a bold new vision for the future of the transportation system in the Bloomington Urbanized Area. The goals and objectives that follow provide specific guidance for progress toward that vision. Together, the vision, goals and objectives will support the BMCMPPO as it builds an effective, progressive transportation system.

## VISION

We will build a transportation system that ensures the safe, efficient movement of motor vehicles, transit, freight, bicyclists and pedestrians, that is directed by all relevant adopted land use and transportation plans, that is compatible with citizen desires and that ultimately links our communities to each other, our region, our state, and our nation.

## GOALS

### Mobility & Accessibility

*Improve the movement of people through the transportation system as a means to create modal and social equity within the community*

- Select transportation projects that do not induce sprawl development and that are sensitive to community character
- Encourage development patterns that are walkable, bikeable, and readily served by public transit
- Encourage infill development to most effectively utilize existing utilities and infrastructure
- Enhance the efficient movement of freight through maintenance, operational and capital investment decisions
- Annually allocate 20% of Surface Transportation Program funds, or their equivalent in future transportation bills, to independent non-motorized transportation projects that are not part of a larger roadway project
- Use local Americans with Disabilities Act (ADA) Transition Plans to identify deficiencies and implement projects that ensure proper integration of ADA components into the transportation system

### Transit

*Provide the community with efficient, affordable, frequent and reliable transit services*

- Expand, enhance, and increase the use of transit services throughout the region
- Pursue all possible funding opportunities to increase public transit capital and operating investment
- Prioritize projects that will create or improve direct access to transit services
- Use the BMCMPPO Coordinated Human Services Transportation Plan to identify and remove gaps in transit services to elderly, disabled and low-income citizens in the region
- Encourage transit projects that increase “choice-riders” who choose to take transit even though they may have other travel options.
- Continue to fund transit projects that maintain or upgrade current facilities
- Encourage the expansion of both geographic coverage and hourly services offered by transit
- Encourage the use of advanced technologies such as hybrid buses in regular transit services and operations

## Community

*Ensure that transportation projects maximize the community's quality of life and are compatible with local land use plans and policies*

- Involve the public in transportation project selection and scoping
- Incorporate context sensitive solutions and best design practices into all projects
- Select and design transportation projects in compliance with local comprehensive plans, alternative transportation plans, subdivision control ordinances and site design review processes
- Pursue all possible funding opportunities to increase trail use and investment
- Plan, design, develop, construct and maintain transportation facilities to minimize adverse impacts on environmentally sensitive areas, public parks and recreation areas, historic structures and neighborhoods
- Incorporate aesthetic elements such as streetscape features into transportation projects such that they are compatible with the abutting area
- Implement public outreach programs that create awareness of the impact that travel mode choices have on the transportation system, the environment, and the community

## Safety

*Improve the safety of the transportation system for all modes and all users*

- Fund non-traditional, non-capacity adding projects that encourage and educate the public about safe driving, biking, walking, and using transit
- Encourage safety and civility among roadway users of all modes
- Analyze the causes of traffic safety hazards and reduce those hazards in a comprehensive, systematic and sustainable way
- Annually evaluate the top 10 crash locations by crash rate and crash severity and implement quick, low-cost improvements while also seeking funding for more comprehensive changes if necessary

## Rebuild and Renew

*Directly focus on maintaining existing transportation facilities before building new ones*

- Adopt a “fix-it-first” mentality that directs funding and project selection to prioritize maintenance and renewal of existing transportation facilities
- Support “soft projects” that maximize the use of existing infrastructure through systematic and operational best practices
- Evaluate proposed project alternatives that maximize existing transportation facilities for all modes including freight
- Maintain and improve existing infrastructure through projects such as surface treatment, bridge repairs, improved striping paint, sign replacements and drainage improvements
- Create a Transportation Improvement Program that effectively directs spending in compliance with this Metropolitan Transportation Plan

# Aggregate Statistics

Urban Design Variables					
Elements	Variables		Data Source		Units
<b>Density</b>					
DENS1	Households Densiity		No. Households from TAZ data	TAZ land area in sq.mi	households per sq. mi.
DENS2	Employment Density		No. of Jobs from TAZ data	TAZ land area in sq.mi	jobs per sq.mi.
<b>Diversity</b>					
DIVERS	Jobs/Housing Ratio		No. of Jobs within 1 mile radius	No. Households within 1 mile radius	Jobs per household ratio
<b>Design</b>					
DESGN1	Walkability		Pct. Of TAZ streets that are walkable		miles walkable per total centerline miles
DESGN2	Average Blockface (miles)		Centerline miles of road (non-freeway)	Number of links (non-freeway)	Miles per link
DESGN3	Street Density		Centerline miles of road (non-freeway)	Land area of TAZ	road miles/square mile
<b>Destinations</b>					
DEST1	Commercial establishments within 10 min walk		Selection set of commercial parcels	Count parcels within 0.1667 mi	Number of establishments
DEST2	Retail jobs within 10 min walk		No. of Retail jobs from TAZ data	Count jobs within 0.1677 mi	Number of retail jobs
<b>Distance to Transit</b>					
DTT1	Street Coverage within 10min. Walk to Transit Stop		Street miles within a 10 min walk of transit stops		Pct. Of Centerline Miles
DTT2	Access to destinations via transit		Number of stops within 5 miles via transit		Number of stops