



CITIZENS ADVISORY COMMITTEE

October 28, 2015 6:30 – 8:00 pm
McCloskey Room (#135)

*Suggested
Time:*

~6:30pm

- I. Call to Order and Introductions
- II. Approval of Minutes:
 - a. September 23, 2015
- III. Communications from the Chair and Vice-Chair
- IV. Reports from Officers and/or Committees
 - a. Project Updates
- V. Reports from Staff
- VI. Old Business
 - a. 2040 MTP Material
 - b. Complete Streets Review

~6:45pm

- VII. New Business
 - a. Transportation Improvement Program Amendments
 - (1) *Remove* 1401351 Concrete Pavement Restoration on SR 46 at SR 37
 - (2) *Modify* 1296962 HMA Overlay, preventative maintenance on SR 45 from SR 46 to Unionville
- VIII. Communications from Committee Members (*non-agenda items*)
 - a. Topic suggestions for future agendas
- IX. Upcoming Meetings
 - a. Technical Advisory Committee – November 18, 2015 at 10:00 a.m. (McCloskey Room)
 - b. Citizens Advisory Committee – November 18, 2015 at 6:30 p.m. (McCloskey Room)
 - c. Policy Committee – November 6, 2015 at 1:30 p.m. (Council Chambers)

~8:00pm

- X. Topic Suggestions Under Consideration for Future Discussion

Adjournment

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



**Citizens Advisory Committee Meeting Minutes
September 23, 2015 McCloskey Room 135, City Hall**

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

Citizens Advisory Committee: Paul Ash, David Walter, Sarah Ryterband, Brandt Downey, Mary Jane Hall, Mary Ann Williams, Joan Keeler

MPO Staff: Anna Dragovich, Vince Caristo, Josh Desmond

Other: none

- I. Call to Order and Introductions
- II. Approval of Minutes
 - a. August 26, 2015 – A motion was made and seconded minutes were approved.
- III. Communications from the Chair
- IV. Reports from MPO Staff
 - a. Annual List of Obligated Projects
 - b. Crash Reports (2011-2013 and 2012-2014)
- V. Old Business
 - a. 2040 MTP Material
 - b. Complete Streets Policy Review
- VI. New Business
- VII. Communications from Committee Members (non-agenda items)
 - a. Topic suggestions for future agendas
- VIII. Upcoming Meetings
 - a. Technical Advisory Committee – October 28, 2015 at 10:00 a.m. (McCloskey Room)
 - b. Citizens Advisory Committee – October 28, 2015 at 6:30 p.m. (McCloskey Room)
 - c. Policy Committee – October 16, 2015 at 1:30 p.m. (Council Chambers)

Adjournment

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

These minutes were adopted by the Citizens Advisory Committee at their meeting held on MM/DD/2015



MEMORANDUM

To: MPO Technical and Citizens Advisory Committees
From: Josh Desmond, MPO Director
Date: October 21, 2015
Re: 2040 MTP – Travel Demand Model Scenarios & Results

Background

Since the last meeting, staff has received additional scenario results (see attachments). On the day of the Policy Committee meeting (October 16), our model consultant was in the MPO office to install the new Travel Demand Model and train staff on its use. This was partially completed and will require a couple of additional sessions to complete. He also attended the Policy Committee meeting that day to allow committee members to ask questions of him directly. The initial scenarios being tested on the model are again provided below for reference purposes.

Scenarios

There are twelve initial scenarios that have been tested on the new Travel Demand Model. A matrix comparing the contents of each scenario is attached to this memo. Below is a brief narrative overview of each scenario.

1. Do Nothing [also known as the Existing plus Committed Network (E+C)]

The network is under the base year conditions of 2013 (roadway configurations, operations of traffic control devices, transit services, and bicycle and pedestrian facilities) with only the committed or new transportation projects scheduled for construction (bid awards by FY 2014, not including operations and maintenance projects). The committed projects include: Section 5 of I-69; Fullerton Pike Phase I; Karst Farm Trail Phase 2a; Matthews Drive/Bridge 33 reconstruction; 17th Street/Arlington Road/Monroe Street roundabout; 17th Street and Jordan Avenue sidepath and reconstruction; Old SR 37 and Dunn Street trail and reconstruction; and the Black Lumber Trail. The E+C network is included as part of all other scenarios.

2. Bus Rapid Transit Route #3

This scenario converts and slightly modifies Bloomington Transit's Route #3 (an east/west route following 3rd Street) by changing it into a bus rapid transit (BRT) route. This route would have 10-minute headways and signal preemption for a time efficient route. This scenario will help understand the impacts associated with a major east-west bus rapid transit route.

3. State Road 37

This scenario matches Scenario 1 except for the exclusion of Section 5 of I-69. This is done to further understand the impacts associated with I-69 beyond the corridor as well to identify other local needs outside the I-69 corridor.

4. Peak Oil

In this scenario, the impacts of rising gasoline prices are considered as part of the mode choice process. The E+C network is not modified, but as fuel prices increase it is expected that trips will be altered or reduced. This scenario will help understand some of the economic and behavioral influences on transportation with fuel prices at \$5.00 per gallon. Fuel efficiencies as well as alternative fuels and new technologies may be mitigating factors, but this scenario tests a reasonable constraint (cost) in the mode-choice process.

5. Transportation Improvement Program (TIP)

This scenario represents the E+C network modified by the recent approval of the FY 2016-2019 TIP. Additional transportation projects for this scenario are: Rogers Road Sidepath; Winslow Road Sidepath; 10th Street and Law Lane new road connection; 17th Street reconstruction; Fullerton Pike Phases 1 & 2; South Henderson Sidepath; and Jackson Creek Trail Extensions. This scenario will provide information on the most recent projects approved in the TIP and expected to be completed well before 2040.

6. TIP + Public Workshop Allocation

This scenario uses the TIP network (Scenario 5) with the addition of priorities identified by two public workshops. The additional transportation projects include a westward B-Line Trail extension to Karst Farm Trail, Fullerton Pike connection from I-69 to Rogers Street (3-lane with sidewalks and sidepath that connects to Clear Creek Trail), a completed Jackson Creek Trail network, and new transit service route along Tapp/Winslow/Rogers/Country Club from Curry Pike and SR 45 to Sare Road and Rogers Road with 30 minute headways.

7. TIP + 2035 LRTP Carryover Projects

This scenario evaluates older priorities from the previous LRTP that have yet to come to fruition. Some of these projects have not moved forward for a variety of reasons, such as lack of anticipated private sector developments or changes in funding priorities. A detailed description is available in the 2035 MTP. Generally speaking, projects in this scenario include completing South Adams Street, connecting East 14th Street to Law Lane, completing Sudbury Drive, connecting Fullerton Pike from I-69 to Walnut Street, modernization of Curry Pike from Constitution Avenue to Tapp Road, realignment of Weimer Road, and completion of all of Jackson Creek Trail. Information from this scenario will help reassess some of the challenging lingering needs previously identified.

8. TIP + 2035 LRTP Limited Carryover

This scenario is essentially the same as Scenario 7, but omits Weimer Road, 14th Street, Curry Pike, Sudbury Drive, and sections of Jackson Creek Trail that are not part of the current TIP. This analysis provides information mostly on the new 3-lane connection of Fullerton Pike from I-69 to Rogers Street and projects included within the TIP.

9. TIP + IU Research Park

In this scenario, Bloomington Hospital will relocate to the Indiana University Research Park area at East 10th Street and SR 45/46 Bypass. The old Hospital site will convert to a traditional single family housing neighborhood. This scenario will help better understand some of the impacts associated with Bloomington Hospital relocating.

10. TIP + Sample Road Bedroom Community

A new interchange will be built at Sample Road as part of I-69. This scenario illustrates impacts associated with concept of a new bedroom community with easy access to either Bloomington or Indianapolis. This is possible due to improved access to relatively vacant land and the proximity of

Sample Road to major destinations. This scenario allocates most of the new population growth around this interchange to demonstrate maximum impacts for a sprawl-like land use development.

11. TIP + 2-Way Streets

This scenario converts certain one way streets back into two way streets, including College Avenue, Walnut Street, 3rd Street, and Atwater Avenue. This will provide some information on the impacts of one way streets in Scenario 5 when compared with the results of this scenario.

12. TIP + Urban Infill

Another way to look at allocating new population growth rather than with a new bedroom community is to allocate growth to existing housing by minor increases in neighborhood densities with the inclusion of accessory living units or granny flats. This scenario offers another way to compare the impacts of land use policy on the transportation network like in Scenario 10.

Action Requested

No action is requested at this time. Staff is seeking further input from the Policy Committee about potential projects and scenarios that may be tested on the Travel Demand Model.

Scenario Statistics		Scenario											
Category	Measure	Scen #-->	0	1	2	4	5	6	9	10	11	12	
		Land Use-->	Base	Mid-Stnd	Mid-Stnd	Mid-Stnd	Mid-Stnd	Mid-Stnd	Mid-Stnd	IURP	Bed Comm.	Mid-Stnd	Infill
		Net-->	Base	E+C	E+C+BRT	E+C	TIP	TIP+	TIP	TIP	2-Ways	TIP	
Demand	Vehicle Miles (VMT)		2,955,625	3,584,415	3,564,909	3,297,662	3,694,826	3,731,774	3,700,595	4,107,402	3,570,078	3,469,918	
Demand	Vehicle Hours (VHT)		108,575	152,246	154,597	135,499	152,050	154,939	152,203	166,853	153,584	148,175	
Demand	Work Trip - Vehicle Occupancy		1.08	1.08	1.07	1.09	1.08	1.08	1.07	1.07	1.08	1.08	
Demand	Person Trips		589,162	690,749	690,748	690,748	690,738	690,738	692,285	702,061	690,744	685,964	
Demand	Transit Share		4.49%	5.50%	6.39%	8.14%	5.50%	5.45%	5.51%	5.30%	5.50%	5.67%	
Demand	Daily Ridership		27,792	39,892	46,555	59,038	39,895	39,496	40,458	39,056	39,897	40,808	
Demand	Transit Trips		26,468	37,992	44,128	56,227	37,995	37,615	38,168	37,196	37,997	38,864	
Demand	Transit Person Miles		51,875	60,819	72,535	91,984	60,818	60,210	60,955	61,815	60,819	60,398	
Demand	Transit Person Hours		3,435	4,028	4,591	6,092	4,028	3,987	4,023	4,094	4,028	4,000	
Demand	Non-Motorized Share		38.3%	37.2%	36.7%	40.9%	37.2%	36.8%	37.2%	34.7%	37.2%	39.0%	
Demand	Non-Motorized Trips		225,589	256,619	253,542	282,280	256,617	254,051	257,262	243,832	256,619	267,585	
Demand	Non-Motorized Person Miles		278,934	327,028	320,831	359,731	327,024	323,754	327,756	310,732.84	327,026	306,894	
Demand	Non-Motorized Person Hours		42,974	50,384	49,435	55,421.94	50,383	49,879	50,496	48,176	50,383	47,287	
Efficiency	Vehicle Hours Under Delayed Conditions		5,976	28,416	28,826	25,006	28,379	28,168	28,294	28,002	29,717	28,568	
Efficiency	Avg. PM Peak Speed		27.22	23.54	23.06	24.34	24.30	24.09	24.31	24.62	23.25	23.42	
Efficiency	Avg. Auto Trip Length		6.78	6.50	6.55	9.36	6.50	6.57	6.51	6.43	6.50	6.24	
Efficiency	Lane Miles at LOS E or worse		9.93	65.88	65.91	58.00	65.79	64.48	65.59	64.92	68.89	65.52	
Environ	Vehicle Emissions (Daily Tons CO2)		1,418	1,845	1,835	1,697	1,902	1,921	1,905	2,114	1,838	1,786	
Safety	Fatal Accidents		12	15	15	14	16	16	16	17	15	15	
Safety	Injury Accidents		1,111	1,453	1,461	1,313	1,472	1,494	1,474	1,626	1,457	1,410	
Safety	Property Damage Accidents		3,068	4,011	4,034	3,626	4,066	4,126	4,071	4,489	4,023	3,894	
Econ	Avg. Daily Roadway User Costs in 2040 (\$2013 millions)		\$ 2,697	\$ 4,830	\$ 4,412	\$ 5,362	\$ 4,405	\$ 4,339	\$ 4,409	\$ 4,739	\$ 4,398	\$ 4,290	
Econ	Daily User Cost per Vehicle Trip (Autos and Trucks)		\$ 8.00	\$ 12.19	\$ 11.22	\$ 13.64	\$ 11.12	\$ 10.95	\$ 11.11	\$ 11.26	\$ 11.10	\$ 11.30	
Econ	Present Value (\$2013 millions) 2013-2040 lifecycle user and safety benefits		n/a	n/a	\$ 1,106.67	\$ (430.04)	\$ 1,019.04	\$ 1,042.39	\$ 993.90	\$ (1,064.14)	\$ 1,176.28	\$ 1,820.47	
Econ	Capacity Added to Meet Standards (Road Lane Miles)		9.93	65.88	65.91	58.00	65.79	64.48	65.59	64.92	68.89	65.52	
Econ	Est. Cost to Achieve LOS D (\$Million)		\$ 7.45	\$ 49.41	\$ 49.43	\$ 43.50	\$ 49.34	\$ 48.36	\$ 49.20	\$ 48.69	\$ 51.67	\$ 49.14	

Pct. Change Compared to Base Year		Scenario											
Category	Measure	Scen #-->	0	1	2	4	5	6	9	10	11	12	
		Land Use-->	Base	Mid-Stnd	Mid-Stnd	Mid-Stnd	Mid-Stnd	Mid-Stnd	Mid-Stnd	IURP	Bed Comm.	Mid-Stnd	Infill
		Net-->	Base	E+C	E+C+BRT	E+C	TIP	TIP+	TIP	TIP	2-Ways	TIP	
Demand	Vehicle Miles (VMT)		n/a	21.3%	20.6%	11.6%	25.0%	26.3%	25.2%	39.0%	20.8%	17.4%	
Demand	Vehicle Hours (VHT)		n/a	40.2%	42.4%	24.8%	40.0%	42.7%	40.2%	53.7%	41.5%	36.5%	
Demand	Work Trip - Vehicle Occupancy		n/a	-0.1%	-1.2%	1.2%	-0.1%	-0.1%	-1.2%	-1.2%	-0.1%	0.0%	
Demand	Person Trips		n/a	17.2%	17.2%	17.2%	17.2%	17.2%	17.5%	19.2%	17.2%	16.4%	
Demand	Transit Share		n/a	22.4%	42.2%	81.2%	22.4%	21.2%	22.7%	17.9%	22.4%	26.1%	
Demand	Daily Ridership		n/a	43.5%	67.5%	112.4%	43.5%	42.1%	45.6%	40.5%	43.6%	46.8%	
Demand	Transit Trips		n/a	43.5%	66.7%	112.4%	43.5%	42.1%	44.2%	40.5%	43.6%	46.8%	
Demand	Transit Person Miles		n/a	17.2%	39.8%	77.3%	17.2%	16.1%	17.5%	19.2%	17.2%	16.4%	
Demand	Transit Person Hours		n/a	17.2%	33.6%	77.3%	17.2%	16.1%	17.1%	19.2%	17.2%	16.4%	
Demand	Non-Motorized Share		n/a	-3.0%	-4.1%	6.7%	-3.0%	-3.9%	-2.9%	-9.3%	-3.0%	1.9%	
Demand	Non-Motorized Trips		n/a	13.8%	12.4%	25.1%	13.8%	12.6%	14.0%	8.1%	13.8%	18.6%	
Demand	Non-Motorized Person Miles		n/a	17.2%	15.0%	29.0%	17.2%	16.1%	17.5%	11.4%	17.2%	10.0%	
Demand	Non-Motorized Person Hours		n/a	17.2%	15.0%	29.0%	17.2%	16.1%	17.5%	12.1%	17.2%	10.0%	
Efficiency	Vehicle Hours Under Delayed Conditions		n/a	375.5%	382.3%	318.4%	374.9%	371.3%	373.4%	368.6%	397.3%	378.0%	
Efficiency	Avg. PM Peak Speed		n/a	-13.5%	-15.3%	-10.6%	-10.7%	-11.5%	-10.7%	-9.6%	-14.6%	-14.0%	
Efficiency	Avg. Auto Trip Length		n/a	-4.1%	-3.4%	38.1%	-4.1%	-3.0%	-4.1%	-5.1%	-4.1%	-7.9%	
Efficiency	Lane Miles at LOS E or worse		n/a	563.6%	563.9%	484.2%	562.7%	549.4%	560.7%	553.9%	593.9%	560.0%	
Environ	Vehicle Emissions (Tons CO2)		n/a	30.1%	29.4%	19.7%	34.1%	35.4%	34.3%	49.1%	29.6%	25.9%	
Safety	Fatal Accidents		n/a	27.7%	27.7%	19.1%	36.2%	36.2%	36.2%	44.7%	27.7%	27.7%	
Safety	Injury Accidents		n/a	30.8%	31.5%	18.2%	32.5%	34.5%	32.7%	46.4%	31.1%	26.9%	
Safety	Property Damage Accidents		n/a	30.7%	31.5%	18.2%	32.5%	34.5%	32.7%	46.3%	31.1%	26.9%	
Econ	Roadway User Costs		n/a	79.1%	63.6%	98.8%	63.3%	60.9%	63.5%	75.7%	63.0%	59.1%	
Econ	User Cost per Vehicle Trip (Autos and Trucks)		n/a	52.4%	40.3%	70.5%	39.0%	36.9%	38.9%	40.7%	38.8%	41.3%	
Econ	Capacity Added to Meet Standards (Road Lane Miles)		n/a	563.6%	563.9%	484.2%	562.7%	549.4%	560.7%	553.9%	593.9%	560.0%	
Econ	Est. Cost to Achieve LOS D (\$Million)		n/a	563.6%	563.9%	484.2%	562.7%	549.4%	560.7%	553.9%	593.9%	560.0%	

Pct. Change Compared to E+C		Scenario											
Category	Measure	Scen #-->	0	1	2	4	5	6	9	10	11	12	
		Land Use-->	Base	Mid-Stnd	Mid-Stnd	Mid-Stnd	Mid-Stnd	Mid-Stnd	Mid-Stnd	IURP	Bed Comm.	Mid-Stnd	Infill
		Net-->	Base	E+C	E+C+BRT	E+C	TIP	TIP+	TIP	TIP	2-Ways	TIP	
Demand	Vehicle Miles (VMT)		n/a	n/a	-0.5%	-8.0%	3.1%	4.1%	3.2%	14.6%	-0.4%	-3.2%	
Demand	Vehicle Hours (VHT)		n/a	n/a	1.5%	-11.0%	-1.8%	1.8%	0.0%	9.6%	0.9%	-2.7%	
Demand	Work Trip - Vehicle Occupancy		n/a	n/a	-1.1%	1.3%	0.0%	0.0%	-1.1%	-1.1%	0.0%	0.1%	
Demand	Person Trips		n/a	n/a	0.0%	0.0%	0.0%	0.2%	1.6%	0.0%	-0.7%		
Demand	Transit Share		n/a	n/a	16.2%	48.0%	0.0%	-1.0%	0.2%	-3.7%	0.0%	3.0%	
Demand	Daily Ridership		n/a	n/a	16.7%	48.0%	0.0%	-1.0%	1.4%	-2.1%	0.0%	2.3%	
Demand	Transit Trips		n/a	n/a	16.2%	48.0%	0.0%	-1.0%	0.5%	-2.1%	0.0%	2.3%	
Demand	Transit Person Miles		n/a	n/a	19.3%	51.2%	0.0%	-1.0%	0.2%	1.6%	0.0%	-0.7%	
Demand	Transit Person Hours		n/a	n/a	14.0%	51.2%	0.0%	-1.0%	-0.1%	1.6%	0.0%	-0.7%	
Demand	Non-Motorized Share		n/a	n/a	-1.2%	10.0%	0.0%	-1.0%	0.0%	-6.5%	0.0%	5.0%	
Demand	Non-Motorized Trips		n/a	n/a	-1.2%	10.0%	0.0%	-1.0%	0.3%	-5.0%	0.0%	4.3%	
Demand	Non-Motorized Person Miles		n/a	n/a	-1.9%	10.0%	0.0%	-1.0%	0.2%	-5.0%	0.0%	-6.2%	
Demand	Non-Motorized Person Hours		n/a	n/a	-1.9%	10.0%	0.0%	-1.0%	0.2%	-4.4%	0.0%	-6.1%	
Efficiency	Vehicle Hours Under Delayed Conditions		n/a	n/a	1.4%	-12.0%	-0.1%	-0.9%	-0.4%	-1.5%	4.6%	0.5%	
Efficiency	Avg. PM Peak Speed		n/a	n/a	-2.1%	3.4%	3.2%	2.3%	3.3%	4.6%	-1.3%	-0.5%	
Efficiency	Avg. Auto Trip Length		n/a	n/a	0.7%	44.0%	0.0%	1.1%	0.0%	-1.1%	0.0%	-4.0%	
Efficiency	Lane Miles at LOS E or worse		n/a	n/a	0.0%	-12.0%	-0.1%	-2.1%	-0.4%	-1.5%	4.6%	-0.5%	
Environ	Vehicle Emissions (Tons CO2)		n/a	n/a	-0.5%	-8.0%	3.1%	4.1%	3.2%	14.6%	-0.4%	-3.2%	
Safety	Fatal Accidents		n/a	n/a	0.0%	-6.7%	6.7%	6.7%	6.7%	13.3%	0.0%	0.0%	
Safety	Injury Accidents		n/a	n/a	0.6%	-9.6%	1.3%	2.8%	1.4%	11.9%	0.3%	-3.0%	
Safety	Property Damage Accidents		n/a	n/a	0.6%	-9.6%	1.4%	2.9%	1.5%	11.9%	0.3%	-2.9%	
Econ	Roadway User Costs		n/a	n/a	-8.7%	11.0%	-8.8%	-10.2%	-8.7%	-1.9%	-9.0%	-11.2%	
Econ	User Cost per Vehicle Trip (Autos and Trucks)		n/a	n/a	-7.9%	11.9%	-8.8%	-10.2%	-8.9%	-7.7%	-9.0%	-7.3%	
Econ	Capacity Added to Meet Standards (Road Lane Miles)		n/a	n/a	0.0%	-12.0%	-0.1%	-2.1%	-0.4%	-1.5%	4.6%	-0.5%	
Econ	Est. Cost to Achieve LOS D (\$Million)		n/a	n/a	0.1%	-12.0%	-0.1%	-2.1%	-0.4%	-1.5%	4.6%	-0.5%	

Color Coding	
	Best Performer
	Better than Avg.
	Average
	Worse than Avg.
	Worst Performer
	n/a

Scenario Statistics	Scenario										
	Scen #-->	0	1	2	4	5	6	9	10	11	12
	Land Use-->	Base	Mid-Stnd	Mid-Stnd	Mid-Stnd	Mid-Stnd	Mid-Stnd	IURP	Bed Comm.	Mid-Stnd	Infill
Measure	Net-->	Base	E+C	E+C+BRT	E+C	TIP	TIP+	TIP	TIP	2-Ways	TIP
Acres with a 5D Score > 0.8		1,208	1,623	1,623	1,623	1,623	1,620	1,682	1,548	1,623	1,794
Population with a 5D Score > 0.8		27,367	32,734	32,734	32,734	32,734	32,555	35,144	29,386	32,734	39,468
Households with a 5D Score > 0.8		6,575	9,516	9,516	9,516	9,516	9,461	10,013	7,397	9,516	10,956
Employment with a 5D Score > 0.8		35,293	52,307	52,307	52,307	52,307	52,183	47,637	47,311	52,307	57,080
Aggregate 5D Score (sum of 600 zones)		318.58	329.46	329.47	329.47	329.53	327.06	329.61	326.83	329.58	333.58
Average 5D Score		0.53	0.55	0.55	0.55	0.55	0.55	0.55	0.54	0.55	0.56
Aggregate Number of HH Autos		93,780	122,578	122,577	122,577	122,561	123,176	122,769	128,522	122,555	116,672
Population		152,952	188,760	188,760	188,760	188,760	188,760	189,464	188,229	188,760	188,759
Households		57,191	75,011	75,011	75,011	75,011	75,011	75,389	75,011	75,011	75,011
Jobs		79,611	107,138	107,138	107,138	107,138	107,138	107,138	107,136	107,138	107,138
Autos per Household		1.64	1.63	1.63	1.63	1.63	1.64	1.63	1.71	1.63	1.56
Pct. Of Acres with a 5D Score > 0.8		0.48%	0.64%	0.64%	0.64%	0.64%	0.64%	0.66%	0.61%	0.64%	0.71%
Pct. Of Population with a 5D Score > 0.8		17.9%	17.3%	17.3%	17.3%	17.3%	17.2%	18.5%	15.6%	17.3%	20.9%
Pct. Of Households with a 5D Score > 0.8		11.50%	12.69%	12.69%	12.69%	12.69%	12.61%	13.28%	10.01%	12.69%	15.11%
Pct. Of Employment with a 5D Score > 0.8		44.33%	48.82%	48.82%	48.82%	48.82%	48.71%	44.46%	44.16%	48.82%	53.28%

Pct. Change Compared to Base Year	Scenario										
	Scen #-->	0	1	2	4	5	6	9	10	11	12
	Land Use-->	Base	Mid-Stnd	Mid-Stnd	Mid-Stnd	Mid-Stnd	Mid-Stnd	IURP	Bed Comm.	Mid-Stnd	Infill
Measure	Net-->	Base	E+C	E+C+BRT	E+C	TIP	TIP+	TIP	TIP	2-Ways	TIP
Acres with a 5D Score > 0.8		n/a	34.3%	34.3%	34.3%	34.3%	34.1%	39.2%	28.1%	34.3%	48.5%
Population with a 5D Score > 0.8		n/a	19.6%	19.6%	19.6%	19.6%	19.0%	28.4%	7.4%	19.6%	44.2%
Households with a 5D Score > 0.8		n/a	44.7%	44.7%	44.7%	44.7%	43.9%	52.3%	12.5%	44.7%	66.6%
Employment with a 5D Score > 0.8		n/a	48.2%	48.2%	48.2%	48.2%	47.9%	35.0%	34.1%	48.2%	61.7%
Average 5D Score		n/a	3.4%	3.4%	3.4%	3.4%	3.3%	3.5%	2.6%	3.5%	4.7%
Aggregate Number of Autos		n/a	30.7%	30.7%	30.7%	30.7%	31.3%	30.9%	37.0%	30.7%	24.4%
Population		n/a	23.4%	23.4%	23.4%	23.4%	23.4%	23.9%	23.1%	23.4%	23.4%
Households		n/a	31.2%	31.2%	31.2%	31.2%	31.2%	31.8%	31.2%	31.2%	31.2%
Jobs		n/a	34.6%	34.6%	34.6%	34.6%	34.6%	34.6%	34.6%	34.6%	34.6%
Autos per Household		n/a	-0.3%	-0.3%	-0.3%	-0.4%	0.1%	-0.7%	4.5%	-0.4%	-5.1%
Pct. Of Acres with a 5D Score > 0.8		n/a	34.3%	34.3%	34.3%	34.3%	34.1%	39.2%	28.1%	34.3%	48.5%
Pct. Of Population with a 5D Score > 0.8		n/a	-3.1%	-3.1%	-3.1%	-3.1%	-3.6%	3.7%	-12.7%	-3.1%	16.9%
Pct. Of Households with a 5D Score > 0.8		n/a	10.3%	10.3%	10.3%	10.3%	9.7%	15.5%	-12.9%	10.3%	31.4%
Pct. Of Employment with a 5D Score > 0.8		n/a	10.1%	10.1%	10.1%	10.1%	9.9%	0.3%	-0.4%	10.1%	20.2%

Pct. Change Compared to E+C	Scenario										
	Scen #-->	0	1	2	4	5	6	9	10	11	12
	Land Use-->	Base	Mid-Stnd	Mid-Stnd	Mid-Stnd	Mid-Stnd	Mid-Stnd	IURP	Bed Comm.	Mid-Stnd	Infill
Measure	Net-->	Base	E+C	E+C+BRT	E+C	TIP	TIP+	TIP	TIP	2-Ways	TIP
Acres with a 5D Score > 0.8		n/a	n/a	-	0.00%	0.00%	-0.20%	3.62%	-4.61%	0.00%	10.52%
Population with a 5D Score > 0.8		n/a	n/a	0.00%	0.00%	0.00%	-0.55%	7.36%	-10.23%	0.00%	20.57%
Households with a 5D Score > 0.8		n/a	n/a	0.00%	0.00%	0.00%	-0.58%	5.22%	-22.27%	0.00%	15.13%
Employment with a 5D Score > 0.8		n/a	n/a	0.00%	0.00%	0.00%	-0.24%	-8.93%	-9.55%	0.00%	9.12%
Average 5D Score		n/a	n/a	0.003%	0.003%	0.020%	-0.730%	0.044%	-0.798%	0.035%	1.250%
Aggregate Number of Autos		n/a	n/a	0.00%	0.00%	-0.01%	0.49%	0.16%	4.85%	-0.02%	-4.82%
Population		n/a	n/a	0.00%	0.00%	0.00%	0.00%	0.37%	-0.28%	0.00%	0.00%
Households		n/a	n/a	0.00%	0.00%	0.00%	0.00%	0.50%	0.00%	0.00%	0.00%
Jobs		n/a	n/a	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Autos per Household		n/a	n/a	0.00%	0.00%	-0.01%	0.49%	-0.35%	4.85%	-0.02%	-4.82%
Pct. Of Acres with a 5D Score > 0.8		n/a	n/a	0.00%	0.00%	0.00%	-0.20%	3.62%	-4.61%	0.00%	10.52%
Pct. Of Population with a 5D Score > 0.8		n/a	n/a	0.00%	0.00%	0.00%	-0.55%	6.96%	-9.97%	0.00%	20.57%
Pct. Of Households with a 5D Score > 0.8		n/a	n/a	0.00%	0.00%	0.00%	-0.58%	4.70%	-21.10%	0.00%	19.11%
Pct. Of Employment with a 5D Score > 0.8		n/a	n/a	0.00%	0.00%	0.00%	-0.24%	-8.93%	-9.55%	0.00%	9.12%

Color Coding
Best Performer
Better than Avg.
Average
Worse than Avg.
Worst Performer
n/a

5D/Urban Design Score		
Category	Range	Characteristics
Auto oriented	0.0 to 0.2	Low density, low diversity, no destinations within walking distance, road design favors autos, little or no transit
More auto oriented than avg.	0.2 to 0.4	^
Average for area	0.4 to 0.6	
More walk oriented than avg.	0.6 to 0.8	v
Walk/Bike/Transit oriented	0.8 to 1.0	High density, mixed land uses, many destinations within walking distance, road design favors walking, good access to transit

Complete Streets Checklist for Project Sponsors

Date _____

This checklist accompanies the Bloomington-Monroe County Metropolitan Planning Organizations' Complete Streets policy and is developed to assist project sponsors in defining and designing their projects. Sections D, E and F are informational only and provide recommendations for certain stages and aspects of the project. Project sponsors who have received BMCMPPO funding will be asked to fill out Section G or Step 2 the complete streets policy project development process. Answers to these questions will help BMCMPPO staff in reviewing the project and providing assistance where needed.

Employee in Responsible Charge Name _____

Phone _____ E-mail _____

Project Name _____

Location and Limits _____

Section A: Existing Conditions

- Describe the projects purpose and need
- Explain how the project currently accommodates pedestrians (including ADA compliance), bicyclists, and transit users.
- Explain how the proposed project will accommodate them once completed.
- Please provide existing average daily traffic counts for all modes for which counts are available.
- Please describe the existing character of the project area, including land use, estimated pedestrian and bicycle traffic, any unofficial walking paths, density of development, perceived safety issues, transit routes and stops.
- Explain how the project will improve safety. BMCMPPO can evaluate the project using its cleaned crash data. Alternatively, you may submit your own crash data and methodology. Your crash information also needs to include the number of pedestrian and bicycle crashes by severity as well as if the project area includes any locations on BMCMPPO's or INDOT's high crash lists.
- Project limits should be selected so that they can accommodate existing and future connections. In this regard, were logical termini chosen to include connections through "pinch points" such as overpasses, railroad crossings, and bridges? If the project touches another jurisdiction, was a systems approach taken? Were cross-jurisdictional connections considered? Please explain.
- Are there planned transportation and land use projects that could affect circulation in the project area? Are planned projects anticipated to increase travel demand in the area? If so, for what types of users?

- Does your project include recommendations that are contained in any of the following plans? Check all that apply.
 - Thoroughfare Plan
 - 2040 MTP
 - INDOT Plans
 - ADA Transition Plans
 - Bikeway or Greenway Plans
 - GPP
 - Monroe County Urbanizing Plan
 - Parks Plans
 - Short or Long Range Transit Plans
 - No Plans
 - Other_____
- How does your project fulfill any of these plans? Explain and specify plan.
- Is there any additional information you would like to provide about the project?

Section B: Project Design

- Please cite specific design guidance or resources which relate to Complete Streets that you have used in developing the scope of your project.
- Transit accommodations to the extent needed should be handled in consultation with the local transit authority. Have you consulted your local transit agency to ensure that access to transit facilities will be provided, if applicable? Please explain.
- Please consider project conditions and context to determine if a speed study is necessary. Has a speed study been conducted for the street/corridor?
 - Yes
 - No
- Which, if any, of the following items already exist within the project limits.
 - Pedestrian Facilities
 - Bicycle Facilities
 - Transit Facilities
 - Traffic Calming Elements
 - Other_____
- If you are not providing any pedestrian, bicycle, or transit facilities, please explain why.
- Please list all collaborators involved during the early stages of the planning process.
- Describe your collaborator outreach process including who you will meet with, your desired contribution from them and when you anticipate having a meeting with these collaborators. Opportunities to attend meetings should be convenient and well publicized.
- Please explain all alternatives you anticipate sharing with your collaborators.
- Is there additional information you would like to provide about the project that is unique or wasn't captured previously with regard to the Complete Streets policy?

Section C: Construction

The purpose of this section is to ensure that project sponsors are maintaining adequate access for all users during the construction of their project, which may be done via keeping some facilities open for traffic or via providing clear detour routes for all users.

- During construction, will safe access be maintained for all users, including pedestrians, bicyclists, transit users, and motor vehicles?
Yes
No
- Will detour routes for all users on site or nearby be provided and clearly marked, including advanced warning signs?
Yes
No
- Is there additional information you would like to provide about the project regarding construction?
- Please include a map of the project area, showing land use and existing and future trip generators.

Section D: General Recommendations

The following are recommendations by BMCMPPO

- All users should be considered during the entire life cycle of a project, including planning, design, constructions, operations, and maintenance.
- When designing a facility that includes or crosses an existing or future transit route, ensure that the appropriate pedestrian and ADA access is provided to and from the transit stops.
- Traffic calming elements including, but not limited to, landscaping, street trees, and narrowing of lanes, should be considered where appropriate.
- Project sponsors should consider including street trees and landscape components with careful analysis of tree, site an design considerations.
- While this policy focuses on transportation, local governments should review their land use and zoning policies to provide for diverse land use developments and projects that provide direct non-vehicular connections within a given development.
- Each local community should regularly update project design procedures and train staff to adhere to them. -Local governments are encouraged to adopt their own Complete Streets policies that cover projects not utilizing federal funding.

Section E: Recommended Collaborator Outreach Practice

The collaborator outreach process may include public meetings, specific collaborator meetings, direct mailing, a project website, or other suitable methods.

- A link to project website should be provided to BMCMPPO, if available.
- Determination of the number of collaborator meetings should be made with regard to the number of affected persons, the type of project, and the desired outcome of the collaborator outreach process.
- Meetings should be held at appropriate and convenient times to allow a high number of people to attend with plenty of notice. The BMCMPPO staff is available to assist with spreading the word regarding meeting notices.

- Sufficient drawings and description of the project should be made accessible to the public via the project website or other means, in order to allow the public to understand the project.
- Comments should be allowed via conversation at meetings, email, fax, and regular mail. It is encouraged to get receive collaborator input by other means such as porch chats.
- Opportunities for all to collaborate should be well publicized.

Section F: Collaborators

Collaborators should be involved during the early stages of the planning process and be made aware of all details so they can be part of deciding key elements of the project. The following are examples of potential collaborators:

- Area commissions and civic associations
- Parks department representatives
- Planning department representatives
- Transit Authorities
- Representatives from major trip generators adjacent to your project
- Business associations
- Advocates (pedestrian, individuals disabilities, bicycle, transit)

Section G

- Please list all collaborators you reached out to during the planning process.
- Please list all collaborators who attended your meetings.
- Please explain the comments and feedback received during your outreach process.
- Did a specific alternative arise above the others during your outreach process? Explain.
- What are your next steps for the project following this outreach process?
- Please provide start and anticipated end dates for the following milestones.

	Anticipated Start Date	Anticipated End Date
Planning		
Preliminary Design		
Final Design		
Letting		
Construction		

- Please provide cost estimates for the project.

	Federal	Local	Total
PE			
RW			
CN			

MEMORANDUM

To: MPO Citizens Advisory and Technical Advisory Committee
 From: Anna Dragovich, Senior Transportation Planner
 Date: October 28, 2015
 Re: Transportation Improvement Program (TIP) Amendment

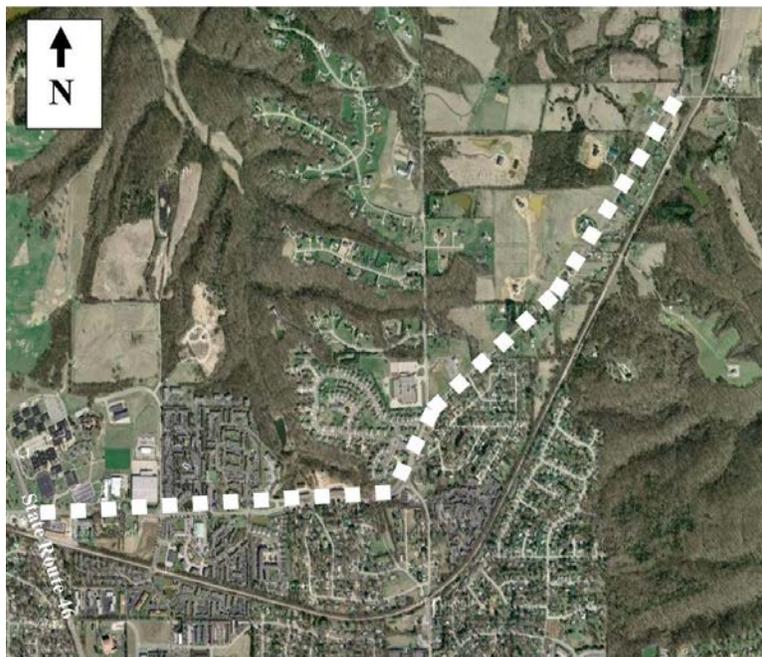
The Indiana Department of Transportation (INDOT) has requested to modify project #1296962. This project will fund the resurfacing of SR45 between SR46 and Unionville. The project is currently in the FY 2014-2017 TIP, however it has been requested that the funding amount be increased from \$1,243,920 Federal and \$310,980 Local to \$1,567,420 Federal and \$391,855 Local. INDOT has also requested that project #1401351 be removed from the TIP. This project is being funded through the greater I-69 Section 5 project.

Please consult the graphs and images below for more details.

Indiana Department of Transportation

The following table illustrates how the project is currently programmed.

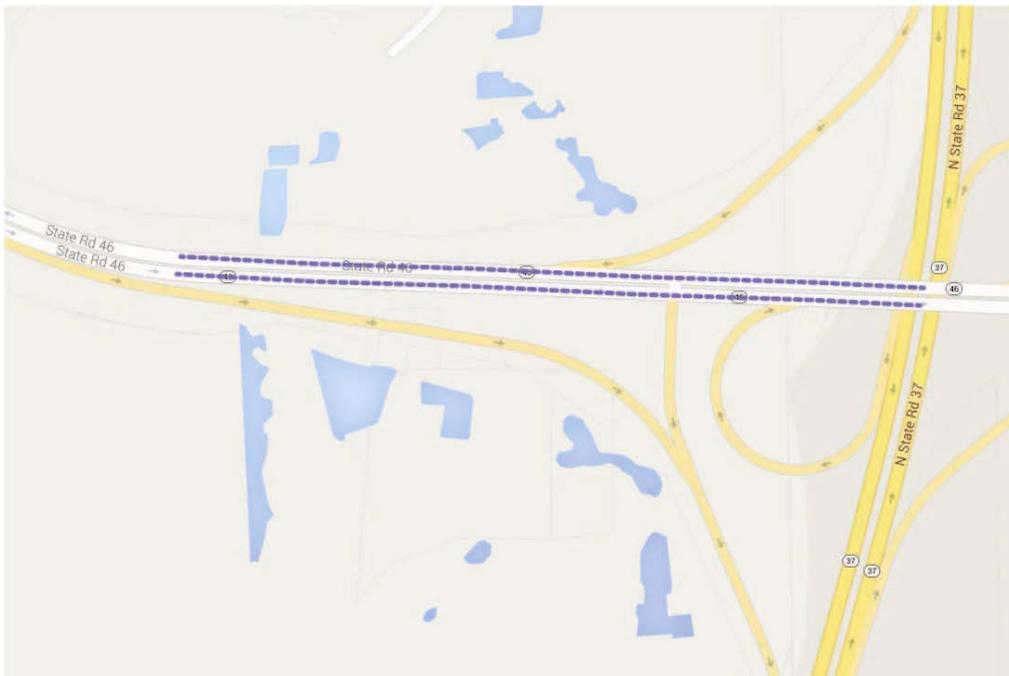
Pavement Project 1296962					
Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CN	2016	STP	\$ 1,243,920	\$ 310,980	\$ 1,554,900
Totals			\$ 1,243,920	\$ 310,980	\$ 1,554,900



The following table illustrates the requested modifications.

Pavement Project 1296962					
Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CN	2016	STP	\$ 1,567,420	\$ 391,855	\$ 1,959,275
Totals			\$ 1,567,420	\$ 391,855	\$ 1,959,275

State Route 46 Pavement Project 1401351					
Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CN	2016	STP	\$ 163,200	\$ 40,800	\$ 204,000
Totals			\$ 163,200	\$ 40,800	\$ 204,000



Requested Action

Make a recommendation to the Policy Committee on the above amendments.



Transportation Improvement Program Project Request Form

NOTE: This form must be completed in its entirety in order for a new project to be considered for inclusion into the Transportation Improvement Program (TIP) **OR** to make changes to an existing project already programmed in the TIP.

Please complete all parts, including signature verification, and attach all support materials before returning to BMCMPPO 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

1. 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](#)): Jane Twaddle Phone: 812-524-3945 Fax: _____

Address: 185 Agrico Lane, Seymour IN

Email: jtwaddle@indot.in.gov

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

- Project Name: HMA Overlay, PM DES Number: # 1296962
- Is this project already in the TIP? Yes No
- Project Location (detailed description of project termini or attach an illustration): From SR 46 to ECL of Unionville on SR 45
- Brief Project Description: HMA Overlay, Preventive Maintenance
- Support for the Project (e.g. Local plans, LRTP, TDP, etc.): _____
- Allied Projects (other projects related to this one): _____
- ITS Components: Does the project have an Intelligent Transportation Systems component? _____
If so, is the project included in the [MPO's ITS architecture](#)? _____

3. Financial Plan

Identify *ALL* anticipated project costs for all phases, including total anticipated project costs beyond the four years to be programmed in the TIP (i.e. outlying years). Please identify any illustrative phases or costs in *italics*.

Note: Fiscal Years run from July 1 to June 30 (For example, FY 2014 starts 7/1/13 and ends 6/30/14).

Phase	Funding Source	FY 2014	FY 2015	FY 2016	FY 2017	Outlying Years
CN		\$	\$	\$	\$	\$
	STP	\$	\$	\$ 1,567,420.	\$	\$
	State	\$	\$	\$ 391,855	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
	Totals:	\$	\$	\$ 1,959,275	\$	\$

- **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

4. Complete Streets

- **New Projects:** If this is a new project to be included in the TIP and the Complete Streets policy is applicable, then Section 4 **MUST** be completed.
- **Existing Projects:** If this project is already included in the currently 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 4 must be updated and resubmitted for consideration.
- **Not Applicable:** If this project is not subject to the Complete Streets Policy, check the **Not Applicable** box and proceed to Section 5.

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

Not Applicable – If Complete Streets Policy is Not Applicable, please skip to Section 5. The project is not subject to the Complete Streets Policy because it is a transit project, a non-road project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, a ‘grandfathered’ local roadway project included in the TIP before the adoption of the policy, or is a project that uses federal funds which the BMCMPPO does NOT have programming authority. *No Additional Information items (below) have to be provided for projects to which the Complete Streets Policy does not apply.*

Compliant - The project will accommodate all users of the corridor. The project is new construction or reconstruction of local roadways that will use federal funds through the BMCMPPO for **any** phase of project implementation. *Additional Information items 1-8 (below) must be submitted for compliant projects.*

Exempt - The project is unable to accommodate all users of the corridor due to certain circumstances or special constraints, as detailed in Section IV of the CS Policy. *Additional Information items 1, 4-8 (below) must be submitted for exempt projects.* Reason for exemption: _____

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.” For any sections marked as unknown, information should be submitted as soon as it is available.

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

5. Signature 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

Robin Bolte
Date



Transportation Improvement Program Project Request Form

NOTE: This form must be completed in its entirety in order for a new project to be considered for inclusion into the Transportation Improvement Program (TIP) **OR** to make changes to an existing project already programmed in the TIP.

Please complete all parts, including signature verification, and attach all support materials before returning to BMCMPPO staff at the address listed below.

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Bloomington, IN 47402

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fax: (812) 349-3535

1. 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](#)): Joe Bell Phone: 8125243973 Fax: _____

Address: 185 Agrico Lane, Seymour IN

Email: jbell@indot.in.gov

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

- Project Name: CPR on SR 46 DES Number: # 1401351
- Is this project already in the TIP? Yes No
- Project Location (detailed description of project termini or attach an illustration): on SR 46 from .35 mile east of Stout Creek Rd (end of concrete section) to SR 37
- Brief Project Description: Concrete Pavement Restoration. Delete this Des as the project is already included in the I-69 corridor work.
- Support for the Project (e.g. Local plans, LRTP, TDP, etc.): _____
- Allied Projects (other projects related to this one): _____
- ITS Components: Does the project have an Intelligent Transportation Systems component? _____
If so, is the project included in the [MPO's ITS architecture](#)? _____

3. Financial Plan

Identify *ALL* anticipated project costs for all phases, including total anticipated project costs beyond the four years to be programmed in the TIP (i.e. outlying years). Please identify any illustrative phases or costs in *italics*.

Note: Fiscal Years run from July 1 to June 30 (For example, FY 2014 starts 7/1/13 and ends 6/30/14).

Phase	Funding Source	FY 2014	FY 2015	FY 2016	FY 2017	Outlying Years
CN		\$	\$	\$	\$	\$
	NHS	\$	\$	\$ -164000	\$	\$
	State	\$	\$	\$ -41000	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
	Totals:	\$	\$	\$ 205,000	\$	\$

- **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

4. Complete Streets

- **New Projects:** If this is a new project to be included in the TIP and the Complete Streets policy is applicable, then Section 4 **MUST** be completed.
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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: _____

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

5. Signature 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

Robin Bolte

Date