



CITIZENS ADVISORY COMMITTEE

June 22, 2016

6:30 – 8:00 pm

McCloskey Room (#135)

*Suggested
Time:*

~6:30pm

I. Call to Order and Introductions

II. Approval of Minutes:

a. May 25, 2015

III. Communications from the Chair and Vice-Chair

IV. Reports from Officers and/or Committees

V. Reports from Staff

a. Administrative Amendment

VI. Old Business

VII. New Business

a. Transportation Improvement Program Amendments*

(1) INDOT – HMA Overlay SR 37 from Dillman Rd. to I-69

(2) IU Campus Bus – Bus Replacement

(3) City of Bloomington – 2nd/Bloomfield Multimodal Safety Improvements

b. City Council Sidewalk Committee Prioritization System Demonstration and Discussion

~6:45pm

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

a. Topic suggestions for future agendas

IX. Upcoming Meetings

a. Policy Committee – August 12, 2016 at 1:30 p.m. (Council Chambers)

b. Technical Advisory Committee – August 24, 2016 at 10:00 a.m. (McCloskey Room)

c. Citizens Advisory Committee – August 24, 2016 at 6:30 p.m. (McCloskey Room)

~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
May 25, 2016 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: Sarah Ryterband, Paul Ash, David Walter, Joan Keeler, Daniel McClellan, Mary Jane Hall

MPO Staff: Cierra Olivia Thomas - Williams, Anna Dragovich

- I. Call to Order and Introductions
- II. Approval of Minutes
 - a. April 27, 2016– **Mr. Ash motioned, Mr. Walter seconded. Motion approved with corrections.**
- III. Communications from the Chair
- IV. Reports from Officers and/or Committees
- V. Reports from Staff
 - a. Quarterly Tracking Report
- VI. Old Business
- VII. New Business
 - a. Final Draft FY 2017-2018 Unified Planning Work Program* - **Ms. Hall motioned, Mr. Walter seconded. Motion approved.**
 - b. Bloomington Inclusive Collaborative Presentation
- VIII. Communications from Committee Members (non-agenda items)
 - a. Topic suggestions for future agendas
- IX. Upcoming Meetings
 - a. Policy Committee – June 3, 2016, 2016 at 1:30 p.m. (Council Chambers)
 - b. Technical Advisory Committee – June 22, 2016 at 10:00 a.m. (McCloskey Room)
 - c. Citizens Advisory Committee – June 22, 2016 at 6:30 p.m. (McCloskey Room)

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/2016

MEMORANDUM

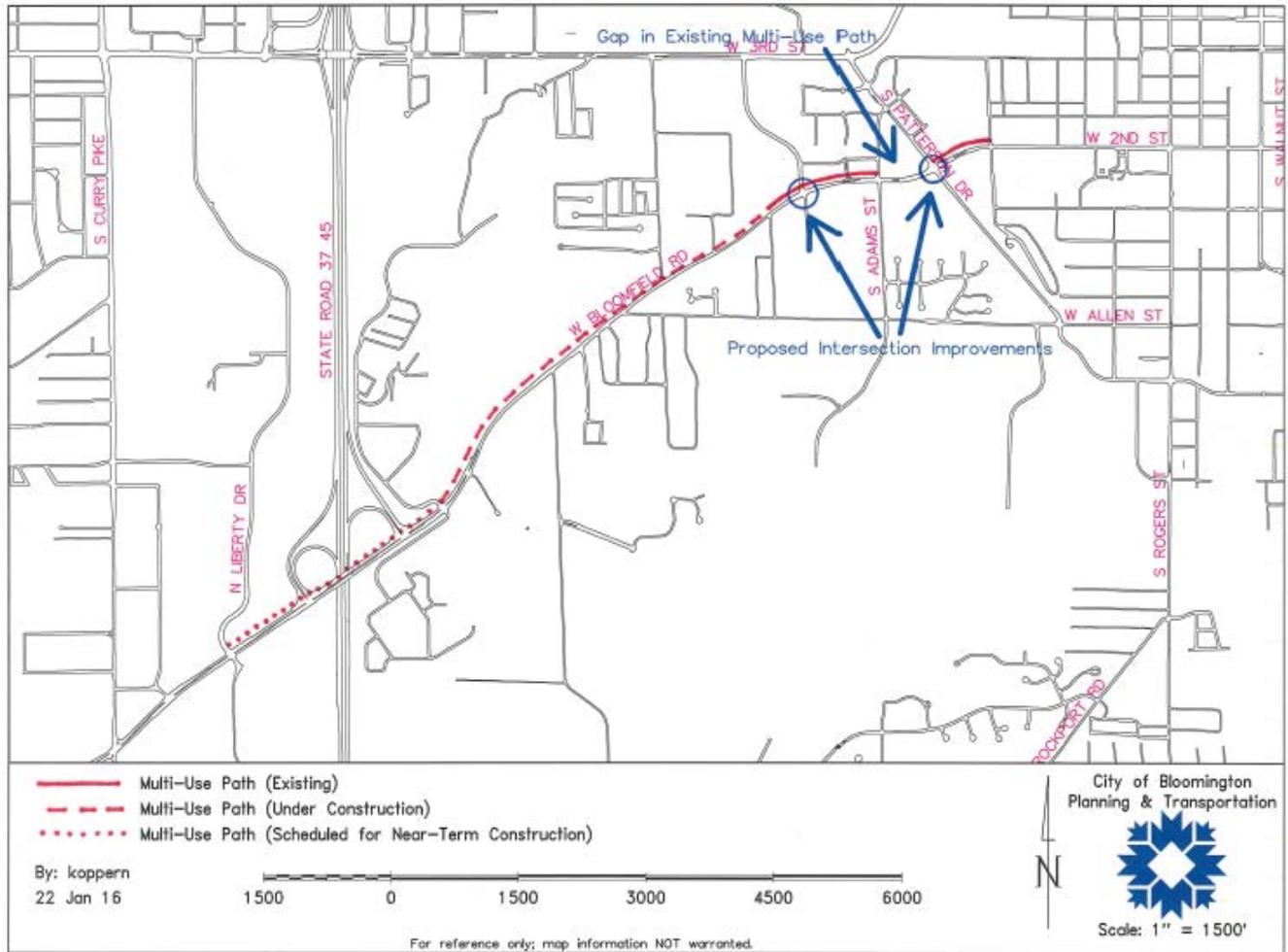
To: MPO Citizens Advisory and Technical Advisory Committee
 From: Anna Dragovich, Senior Transportation Planner
 Date: June 22, 2016
 Re: Transportation Improvement Program (TIP) Amendment

The City of Bloomington, INDOT and IU Campus Bus have all requested new amendments to the TIP. The first amendment is to add the project titled: 2nd/Bloomfield Multimodal Safety Improvements (DES# to be assigned). The project will improve the signalized intersections at S. Landmark Ave and at S. Patterson Dr. to include pedestrian signal indications and buttons, crosswalks, accessible curb ramps, at least one signal head per travel lane, signal head backplates and other geometric improvements. The project will also include the construction of the gap in the existing multi-use path along the north side of 2nd St. between S. Adams St. and S. Patterson Dr.

The next amendment is to replace transit buses for Indiana University Campus Bus (DES# to be assigned). Buses to be replaced are nine 1999 40-foot low floor diesel buses with 35-foot low floor diesel buses. Each of these buses has been in regular service for seventeen years. IU Campus Bus has submitted a grant application directly to the Federal Transit Administration (FTA) and is anticipating an award announcement in September of 2016. Until the award is officially granted, the funds will be shown as illustrative in the TIP and changed when the grant dollars are awarded.

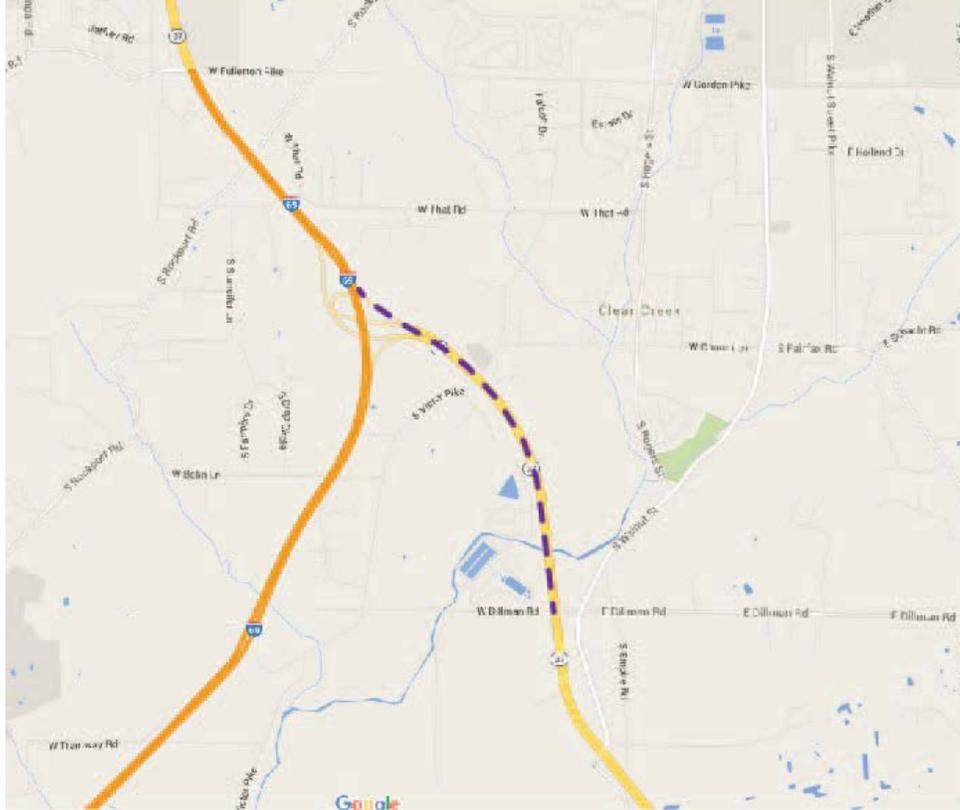
Finally, INDOT has requested a TIP amendment to include their project (DES# 1400095) involving HMA Overlay of State Route 37 from Dillman Rd. to I-69.

2nd/Bloomfield Multimodal Safety Improvements					
Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2017	Local	\$ -	\$ 170,000	\$ 170,000
RW	2018	Local	\$ -	\$ 80,000	\$ 80,000
CN	2019	TAP	\$ 198,173	\$ 133,827	\$ 332,000
		HSIP	\$ 507,304	\$ 143,696	\$ 651,000
Totals			\$ 705,477	\$ 527,523	\$ 1,233,000



Bus Replacement					
Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
N/A	2017	5339	\$ 2,880,000	\$ 720,000	\$ 3,600,000
Totals			\$ 2,880,000	\$ 720,000	\$ 3,600,000

HMA Overlay on SR 37 140095					
Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2017	NHPP/STP	\$ 68,000	\$ 17,000	\$ 85,000
Totals			\$ 68,000	\$ 17,000	\$ 85,000



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](#)): Joe Bell Phone: 812-524-3973 Fax: _____

Address: 185 Agrico Lane, Seymour IN

Email: jbelle@indot.in.gov

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

- Project Name: HMA Overlay, Functional DES Number: # 1400095
- Is this project already in the TIP? Yes No
- Project Location (detailed description of project termini or attach an illustration): on SR 37 from Dillman Road to I-69
- Brief Project Description: Functional HMA overlay on SR 37
- 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
PE		\$	\$	\$	\$	\$
	NHPP	\$	\$	\$	\$ 68000	\$
	State	\$	\$	\$	\$ 17000	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
	Totals:	\$	\$	\$	\$	\$

- Construction Engineering/Inspection:**

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

- Year of Implementation Cost:**

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

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.

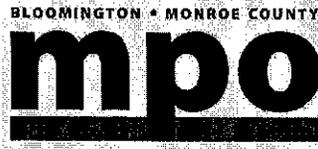
5. Signature Verification

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

04/07/2016

Date



FY 2016-2019 Transportation Improvement Program Project Request Form

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

-OR-

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

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

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

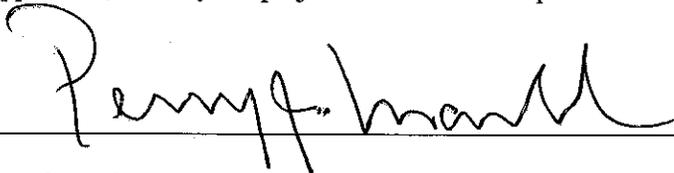
Employee in Responsible Charge (ERC): Perry J. Maull

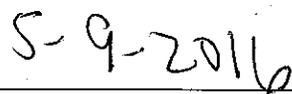
Phone: 812-855-8961

Email: pjmaull@indiana.edu

2. Verification

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

 _____



Employee in Responsible Charge (ERC) Signature

Date

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

- a. Project Name: Bus replacement
- b. Is this project already in the TIP? Yes No
- c. Project Location (detailed description of project termini or attach an illustration)
- Indiana University Bloomington campus.
- d. Brief Project Description: Replace nine (9) 1999 low floor transit buses.

4. Project Information (continued)

- e. Please identify the primary transportation need you feel this project will satisfy.
- Public transportation on the IU Bloomington campus.

f. Support for the Project (ie: Local plans, LRTP, TDP, etc.):

Public transportation service for the IU Bloomington campus is included in the MPO's Long Range Transportation Plan. Campus bus service is also included in the IU Bloomington Campus Master Plan.

g. Allied Projects (other projects related to this one): None.

h. Does the project have an Intelligent Transportation Systems component? No.

If so, is the project included in the MPO's ITS architecture? _____

i. What is the anticipated construction letting date for the project?

Award of contract will be 120 days after grant award. We are anticipating grant award by September 30, 2016.

5. Financial Plan:

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

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	Outlying Years
N/A	FTA Bus and Bus Facilities Program Section 5339b		\$2,880,000	\$	\$	\$
	IU		\$720,000	\$	\$	\$
		\$	\$	\$	\$	\$
N/A		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
N/A		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
N/A		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
Totals:			\$3,600,000	\$	\$	\$

The entire local share will come from Indiana University funds already in Reserve for Bus Replacement account.

Construction Engineering/Inspection:

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

Year of Implementation Cost:

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

This will be a single year procurement, so there is no need for an inflation factor.

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

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

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

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

Reason for exemption: _____

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

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

January 28, 2016

2nd/Bloomfield Multimodal Safety Improvements Project

RE: Transportation Alternatives Program (TAP) and Highway Safety Improvement Program (HSIP)
Fiscal Year 2019 (FY19) Funding

Dear Mr. Desmond:

The City of Bloomington is pleased to submit these two funding applications to utilize available TAP and HSIP funding in one coordinated project. The TAP portion of this project would construct a gap in the existing multi-use path along the north side of West 2nd Street/West Bloomfield Road between South Adams Street and South Patterson Drive. The HSIP portion would improve the signalized intersections at South Landmark Avenue and at South Patterson Drive to include pedestrian signal indications and buttons, crosswalks, accessible curb ramps, at least one signal head per travel lane, signal head backplates, and other geometric improvements. When coordinated into a single project, these individual components can be constructed much more efficiently and provide safety improvements for all modes of transportation.

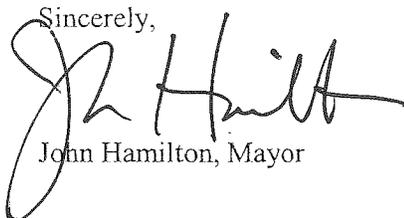
This project implements elements of the City's Bicycle and Pedestrian Transportation & Greenways System Plan and the City's ADA Transition Plan. It also addresses an "[area] of special concern" in the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO) 2035 Long Range Transportation Plan. Most importantly, this project utilizes numerous nationally documented safety countermeasures and would reduce crash risk at a location ranked 19th on the BMCMPPO's most recent Crash Report for the top fifty crash locations based on crash severity.

This project qualifies for TAP funding based on several eligible activities including sidewalks, off-street bicycle infrastructure, infrastructure that improves bicycle and pedestrian safety, and safe routes for non-drivers. The project qualifies for HSIP funding through its use of low-cost, systematic improvements including pedestrian push buttons and countdown heads at traffic signals, new pedestrian crosswalks, a minimum of one signal head per travel lane, and black backing plates on all signal heads at a traffic signal. The project application forms and a map showing the project area are attached to this letter.

The total multi-use path construction and construction engineering costs are estimated at \$332,000 and we are requesting a TAP match of \$198,173. The total intersection improvement construction and construction engineering project costs are estimated at \$651,000 and we are requesting an HSIP match of \$507,304 in FY19. Preliminary engineering and any right of way acquisition is currently slated for local funding. A summary showing these conceptual cost estimates separated by year and funding source is also attached to this letter.

We are committed to completing the preliminary engineering and right of way phases for this project and pursuing a construction contract letting in FY19. Neil Kopper will serve as the Employee in Responsible Charge (ERC) for the project and the main point of contact for any questions. The City of Bloomington appreciates your consideration for this highly valuable project.

Sincerely,



John Hamilton, Mayor

Jeffrey H.
Underwood

Digitally signed by Jeffrey H.
Underwood
DN: cn=Jeffrey H. Underwood, o,
email=junderwood@alumni.iu.edu,
c=US
Date: 2016.02.24 10:24:55 -0500

Jeff Underwood, Controller



FY 2016-2019 Transportation Improvement Program Project Request Form

Please return fully completed by July 2, 2015

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

-OR-

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

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

Employee in Responsible Charge (ERC): Neil Kopper

Phone: (812) 349-3593

Email: koppern@bloomington.in.gov

2. Verification

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

1/25/2016

Employee in Responsible Charge (ERC) Signature

Date

3. Is this project seeking Low Cost Systemic Highway Safety Improvement Program (HSIP) funding?

Yes

If yes, do not fill out this form any further and complete the INDOT form for Low Cost Systemic HISP funding and attach to this form. If no, skip to Section 4.

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

a. Project Name:

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

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

d. Brief Project Description

4. Project Information (continued)

- e. Please identify the primary transportation need you feel this project will satisfy.

- f. Support for the Project (ie: Local plans, LRTP, TDP, etc.):

- g. Allied Projects (other projects related to this one):

- h. Does the project have an Intelligent Transportation Systems component? Yes No
 If so, is the project included in the MPO's ITS architecture? Yes No

- i. What is the anticipated construction letting date for the project? _____

5. Financial Plan:

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

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

Phase	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	Outlying Years
PE		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
CN		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
Totals:		\$	\$	\$	\$	\$

Construction Engineering/Inspection:

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

Year of Implementation Cost:

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

6. Is this project seeking Complete Streets Policy :

- Compliance
- Exemption
- Not Applicable

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

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

Highway Safety Improvement Program Low Cost Systemic LPA Project Eligibility Request

SPONSOR

Date	<input type="text" value="Jan 27, 2016"/>	Submitted by	<input type="text" value="BMCMPPO"/>
Local Public Agency	<input type="text" value="City of Bloomington"/>		
Official Signatory	<input type="text" value="John Hamilton"/>		
Office Title	<input type="text" value="Mayor"/>		
Project Contact	<input type="text" value="Neil Kopper"/>		
Telephone	<input type="text" value="812-349-3593"/>	Email	<input type="text" value="koppern@bloomington.in.gov"/>

PROJECT

Request	<input type="text" value="New Project"/>	Des No. of existing project	<input type="text"/>
Road Name	<input type="text" value="West 2nd Street/West Bloomfield Road"/>		
Improvement Type	<input type="text" value="5 Install pedestrian push button and countdown heads on a traffic signal"/>		

SIGN UPGRADE PROJECT QUESTION

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

Sign Inventory

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

LOCATION DESCRIPTION

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

West 2nd Street/West Bloomfield Road at South Patterson Drive and at South Landmark Avenue (map attached). This project is located in:
 County = Monroe County
 Townships = Perry
 City = City of Bloomington

SCHEDULE AND FUNDING

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

Existing project funding type

P/E Est. Start Date

Land Acquisition Est. Start Date

Construction Est. Start Date

Construction Eng.

Total

PROJECT INTENT (required)

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

The proposed project on West Bloomfield Road and West 2nd Street at South Landmark Avenue and at South Patterson Drive (see attached map) will improve safety and accessibility for pedestrian, bicycle, and motor vehicle traffic by:

- Providing marked crosswalks, accessible ramps, signal heads, and push buttons for pedestrians at these intersections which both serve a multi-use path, Bloomington Transit bus stops, and nearby commercial and residential land uses
- Improving these signalized intersections to reflect current standards (back plates, number of signal heads, flashing yellow arrow signals, appropriate corner radii, etc.)
- Addressing a top 20 crash location in the MPO boundary

The components of this HSIP application are part of a larger project vision which also proposes constructing a short gap in the existing multi-use path using TAP funding.

Special Rule Narrative (attach additional pages if needed)

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

Crashes involving people walking or bicycling are more likely to result in a fatality or incapacitating injury than crashes involving only people in motor vehicles. These fatal and incapacitating injury crashes are also much more likely to occur at street intersections or along street segments without appropriate pedestrian and bicycle facilities. At the two signalized intersections included in this project's scope, people walking or bicycling along the trail on the north side of the street do not have a signal head to indicate when they should cross the street and the presence of exclusive left turn phases at these intersections increases the difficulty of determining an appropriate crossing opportunity.

This project targets an area with significant opportunities to improve safety and applies numerous proven countermeasures. These countermeasures include multiple HSIP eligible low-cost, systematic improvements such as:

- Install pedestrian push button and countdown heads at traffic signals.
- Install new pedestrian crosswalk signs, flashing beacons, special pavement markings and refuge areas.
- Upgrade traffic signals to a minimum of one signal head per travel lane.
- Install black backing plates on all signal heads at a traffic signal.

The intersection of West 2nd Street and South Patterson Drive is ranked 19th on the BMCMPD's most recent Crash Report for the top fifty crash locations based on crash severity. New trail construction already in progress in the area (as indicated in the attached map) is expected to increase the number of people using these pedestrian and bicycle facilities and further highlight the benefits of improvements.

Documented crash reduction factors indicate that implementation of pedestrian signal heads with countdown timers could result in a 25% reduction of pedestrian crashes that result in injury or fatality and installation of signal backplates could result in a 50% decrease in right-angle crashes. These crash reduction factors represent only a portion of the expected benefits from this project.



Bloomington/Monroe County Metropolitan Planning Organization

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

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

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

The attached map indicates the portion of this corridor where a trail on the north side of the street is existing, under construction, or will be under construction shortly. This project would construct the gap in the trail between Adams Street and Patterson Drive.

This trail segment has not been previously constructed due to significant grade issues along the north side of the street. However, by coordinating this trail construction with the proposed HSIP project for intersection improvements in this area, City staff anticipate avoiding the majority of these grade complications. The HSIP project will reduce the wide pavement of the Patterson Drive intersection and shift the travel lanes to the south in order to allow the trail to be built on the north side with minimized need for additional retaining walls. Any attempt to construct this trail without also improving the intersection is expected to result in a less ideal design with significantly higher costs.

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

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

Project Elements (All that apply):

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



Bloomington/Monroe County Metropolitan Planning Organization

Community Support (20 points maximum)

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

Yes, bicycle and pedestrian facilities along 2nd/Bloomfield from SR 37 to Walnut are specifically noted as “areas of special concern” in the BMCMPPO 2035 Long Range Transportation Plan. Bicycle and pedestrian facilities on this corridor are also specified in the Bicycle and Pedestrian Transportation & Greenways System Plan. This project also supports the City’s ADA Transition Plan.

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

No, the project has not yet solicited any letters of support.

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

The first public discussion of this project is scheduled for the February 8th, 2016 meeting of the Bicycle and Pedestrian Safety Commission which takes place at City Hall.

Safety (25 points maximum)

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

‘Top Locations by Crash Total’ (Year(s): 2014)

‘Top Locations by Crash Rate’ (Year(s): 2014)

‘Top Locations by Crash Severity’ (Year(s): 2014)

‘Eligible HSIP Locations’ (Year(s): 2014, 2013)

‘Top Bicycle and Pedestrian Crash Locations’ (Year(s): _____)

- b. How many total crashes occurred within ¼ mile of the proposed project in the previous 3 years?
(5 points maximum) 103 crashes

- c. How many fatal or incapacitating injury crashes occurred within ¼ mile of the proposed project in the previous 3 years? **(5 points maximum)** 9 crashes

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

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

Utility (25 points maximum)

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

- Public Park
- School
- Library
- Employment
- Retail

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

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

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

1 transit route (Route 4, Bloomfield Rd/Heatherwood) provides service and has 9 stops within ¼ mile of the project.

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

The project is not located within a low-income district as defined by the Long Range Transportation Plan, but it does facilitate bicycle and pedestrian access to a low-income district. In general, the western side of Bloomington is underserved in terms of infrastructure and this project would enhance access to and from that area.

Project Readiness (30 points maximum):

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

Concept planning and draft scope are complete, but no preliminary engineering has been completed.

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

The majority of this right-of-way is already owned by the City. However, it is likely that some temporary right-of-way will be necessary in order to build the path and reconstruct driveways. The need for some permanent right-of-way may be revealed during preliminary engineering.

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

Yes, it is anticipated that this project will be eligible for a categorical exclusion. However, that eligibility cannot be determined with certainty without preliminary engineering and coordination with INDOT/FHWA.

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

Overall project costs for this path are estimated to be 60% federally funded. The amount requested will fund the construction phase of this project with 70% federal funding based on current cost estimates. This federal funding is lower than could be applied (80% allowable for TAP funding), but is substantial enough to make the project possible. Preliminary engineering and any right of way acquisition are currently slated for local funding.

PLEASE ATTACH THE FOLLOWING:

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

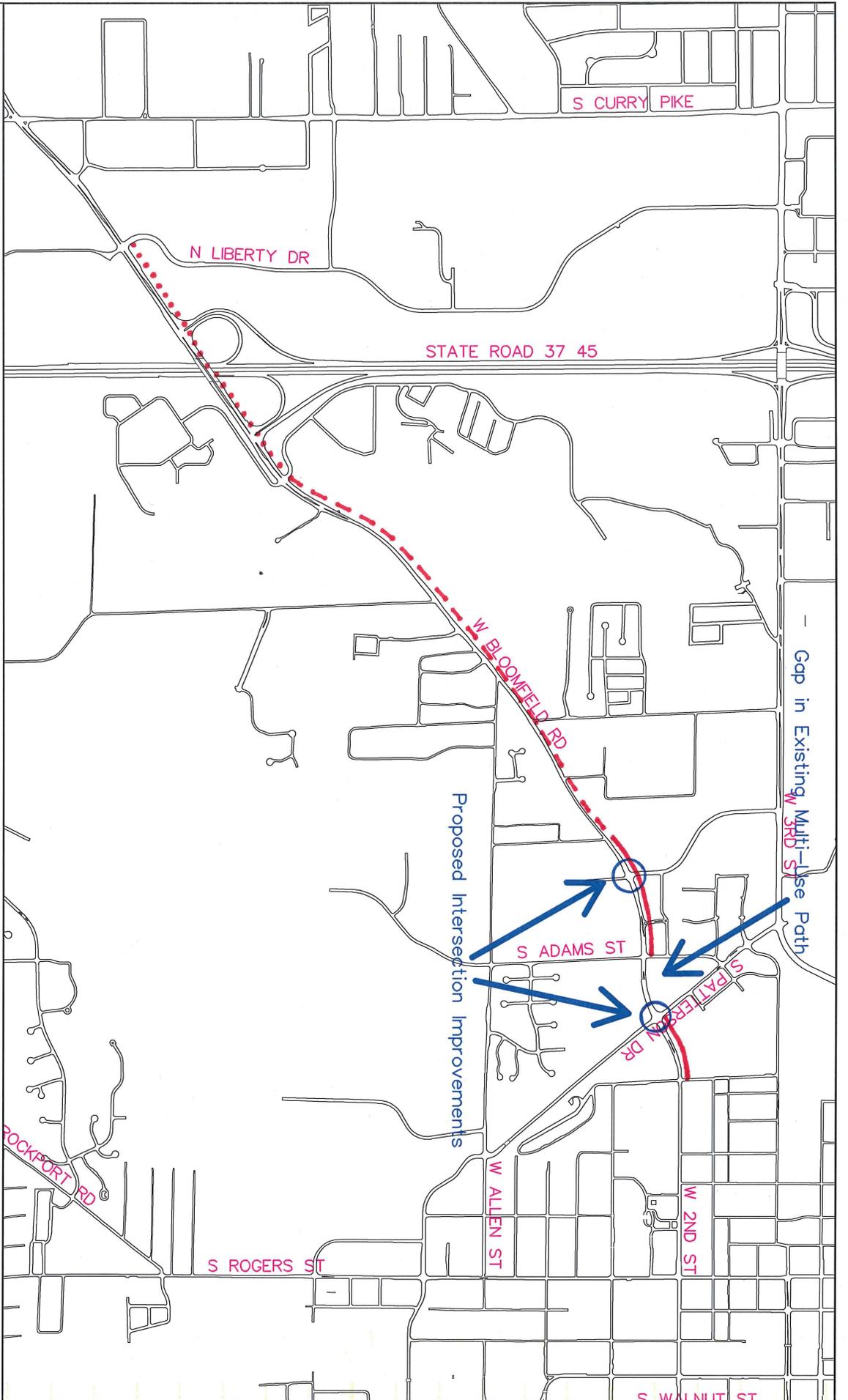
I hereby certify that the information submitted as part of this application is accurate.



Signature

1/28/2016

Date



- Multi-Use Path (Existing)
- - - Multi-Use Path (Under Construction)
- · · · · Multi-Use Path (Scheduled for Near-Term Construction)

By: koppern
22 Jan 16



For reference only; map information NOT warranted.



Scale: 1" = 1500'

2nd/Bloomfield Multimodal Safety Improvements Project - Conceptual Cost Estimate

Multi-Use Path

<u>Phase</u>	<u>Funding Source</u>	<u>FY17</u>	<u>FY18</u>	<u>FY19</u>
PE	local	\$55,000	--	--
RW	local	--	\$60,000	--
CE	local	--	--	\$48,000
	TAP	--	--	--
CN	local	--	--	\$85,827
	TAP	--	--	\$198,173
	Totals	\$55,000	\$60,000	\$332,000

Intersection Improvements

<u>Phase</u>	<u>Funding Source</u>	<u>FY17</u>	<u>FY18</u>	<u>FY19</u>
PE	local	\$115,000	--	--
RW	local		\$20,000	--
CE	local	--	--	\$35,000
	HSIP	--	--	\$60,000
CN	local	--	--	\$108,696
	HSIP	--	--	\$447,304
	Totals	\$115,000	\$20,000	\$651,000

Combined Project (Path + Intersections)

<u>Phase</u>	<u>Funding Source</u>	<u>FY17</u>	<u>FY18</u>	<u>FY19</u>
PE	local	\$170,000	--	--
RW	local	--	\$80,000	--
CE	local	--	--	\$83,000
	HSIP	--	--	\$60,000
CN	local	--	--	\$194,523
	HSIP	--	--	\$447,304
	TAP	--	--	\$198,173
	Totals	\$170,000	\$80,000	\$983,000

City of Bloomington
City Council Sidewalk Committee Prioritization Process

Process Overview

1. Council members and staff work from a list of sidewalk requests.
2. Planning staff evaluates each project using prioritization method described below.
3. Council Sidewalk Committee discusses proposed projects, with consideration given to project rankings developed by Planning, additional input from City staff, Committee members, and the general public.
4. The Committee makes funding recommendations to the City Council for their consideration and approval for sidewalk projects. Revenue from the Neighborhood parking permits is used to fund the Council Sidewalk Fund.
5. Planning and Transportation implements selected projects.

Prioritization Methodology

1. The Walk Score for each project was determined by entering the address nearest the center of the proposed project into www.walkscore.com. The results are recorded into a spreadsheet. Higher walk scores indicate greater demand for walking.
2. The existing Pedestrian Level of Service was calculated for each proposed project using aerial photos and traffic data. Since the projects in question do not currently have sidewalks, PLOS accounts for features such as existing traffic volumes, speed, and outside lane width. Without sidewalks (and hence without measurable buffers), PLOS is rather “sticky” – scores tend to cluster in the C to D range. Higher PLOS scores indicate lower quality walking environments.
3. Transit scores were calculated as follows:
 - a. Each transit route was recorded in a GIS line layer with a column for passengers per hour (from the Bloomington Transit Fixed Route Operational Analysis Study).
 - b. GIS buffers of 1/8 mi. (660 ft.) and 1/4 mi. (1,320 ft.) radii were created for each route. The passenger per hour data was transferred to the buffers, with the narrower 1/8 mi. buffer weighted at twice the value of the 1/4 mi. buffer.
 - c. To account for areas of overlapping transit route influence, a 1/16 mi. grid was superimposed over the transit service area, and weighted transit values from buffers were summed for each grid cell. A simple averaging method was then used to eliminate abrupt changes in the grid (i.e., to smooth the data). The result of this operation was a continuous transit route influence grid for nearly the entire City.
 - d. Transit route scores were assigned to proposed sidewalk projects according to the location of the midpoint of the sidewalk.
4. To account for population, the following method was used:
 - a. A circle with 1/8 mi. radius was established around the approximate center point of a project.
 - b. Parcels within each circle were tagged according to their zoning classification, and population densities were assigned based on the population that could live within this area according to zoning. The following density assumptions were used:
 - i. RE, RS, RC = 1 unit/parcel
 - ii. RM = 7 units/acre
 - iii. RH, CL, CG, CA, PUD = 15 units/acre
 - iv. MH = 1 unit/ lot
 - v. IG, BP, QY = none
 - vi. IN = none for most instances, except for IU where 15 units/acre was used
 - vii. MD = 7 units/acre
 - viii. Downtown Overlays
 1. CSO, UVO, DGO = 100 bedrooms/acre
 2. DCO = 180 bedrooms/acre
 3. DEO = 60 bedrooms/acre
 4. STPO = 45 bedrooms/acre

- c. After assigning density values (area or lot-based) to each parcel, population per parcel was determined using conversion factors of 2 people/unit (based on census household data for Bloomington), and 1 person/bedroom.
 - d. The population values for all parcels were summed to obtain the total population value for each project.
5. For each data category (Walk Score, PLOS, Transit, and Density), the projects were ranked and then the ranked scores were subsequently summed to obtain an overall measure for the priority of the project. The projects with the lowest scores (a score of 4 would be the highest score) are highest priorities using this system and the projects with the highest scores are the lowest priorities.

Known Issues

1. The methodology doesn't account for network connectivity or alternate routes, both of which are important.
2. PLOS doesn't work well for off-street facilities, so it's hard to compare these using this methodology.
3. The method assumes an equal weighting, which may or may not be appropriate.

Walk Score

Walk Score is a web-based tool (www.walkscore.com) that measures the proximity of a particular location to a mix of commercial destinations. Walk Score is a good proxy for pedestrian demand, although it doesn't account for demographic factors that can also be significant. The maximum possible walk score is 100. The range of values can be thought of as follows:

- **90–100 = Walkers' Paradise:** Most errands can be accomplished on foot and many people get by without owning a car.
- **70–89 = Very Walkable:** It's possible to get by without owning a car.
- **50–69 = Somewhat Walkable:** Some stores and amenities are within walking distance, but many everyday trips still require a bike, public transportation, or car.
- **25–49 = Car-Dependent:** Only a few destinations are within easy walking range. For most errands, driving or public transportation is a must.
- **0–24 = Car-Dependent (Driving Only):** Virtually no neighborhood destinations within walking range.

For reference, some additional walk scores from Bloomington are provided below:

- 100 W. Kirkwood Ave. (Courthouse Square): 95
- 104 S. Indiana Ave. (Kirkwood & Indiana): 88
- 3300 W. 3rd St. (3rd & Gates Dr.): 74
- 1424 S. Walnut St. (Walnut & Hillside): 63
- 574 W. Bloomfield Rd. (Bloomfield & Landmark): 45
- 2000 S. High St. (High & Rogers Rd.): 32
- 3980 S. Sare Rd. (Jackson Creek Middle School): 22
- 2770 S. Adams St. (Tapp Rd. & Adams St. roundabout): 9

Pedestrian Level of Service (Ped LOS)

Pedestrian Level of Service (Ped LOS) may be thought of as the quality and safety of the walking environment. While Walk Score is related to pedestrian demand, Ped LOS is closely related to the supply of pedestrian facilities. Ped LOS accounts for traffic volume and speed, lane width, presence and width of sidewalk, and presence, type, and width of the buffer. Ped LOS scores typically range from 1 to 5, with lower scores representing better pedestrian facilities. These quantitative scores are broken down into letter scores A-F for ease of understanding. Generally speaking, most people would find a facility receiving a score of "C" to be pretty comfortable.

2016 Council Sidewalk Committee - Initial Project Prioritization

Street	Description	Project Length (approx.)	Walk Score (potential ped usage)	WS Rank	PLOS Score	PLOS Rank	Transit Route Score	Transit Route Rank	Density Score	Density Rank	Rank Sum	Overall Project Rank (2015)*	Overall Project Rank
Pete Ellis Dr. (2016)	3rd St. to 10th St.	2,750	71	5	3.57	23	270	2	1,587	2	32		1
Indiana Ave. (2016)	NW Corner 3rd St. & Indiana Ave.	268	87	1	2.95	38	633	1	1,193	6	46		2
E. 3rd St. (2015)	2 vacant Lots E of Park Ridge	340	20	39	4.16	3	268	3	1,552	3	48		3
Union St.	4th St. to 7th St.	954	68	7	3.84	12	103	21	1,035	8	48		3
14th St.	Madison St. to Woodburn Ave.	450	85	2	3.58	22	220	10	769	15	49		5
19th St. (2011)	Walnut St. to Dunn St.	1,120	51	17	3.48	26	178	12	1,229	5	60		6
Smith Rd. (2011)	Grandview Dr. to 10th St.(west)	1,352	42	23	3.63	19	260	7	771	14	63		7
Moores Pk.	AndrewsSt. to College Mall Rd.	1,289	51	17	3.99	8	52	34	1,453	4	63		7
17th St. (2012)	Crescent Street to College Ave.	5,500	45	20	2.46	41	216	11	996	9	63		7
E. 10th St. (2015)	Grandview Dr. to Russell Rd.	2,390	19	40	4.01	6	268	3	571	18	67		10
Jefferson St.	3rd St. to 7th St.	1,375	66	8	3.66	16	97	22	393	22	68		11
S. Rogers St.	south of Hillside Dr.	480	43	22	3.97	10	90	25	825	13	70		12
17th St.	Indiana Ave. to Forrest Ave.	1,323	45	20	4.23	1	58	32	525	20	73		13
N. Indiana (2015)	15th St. to 17th St.	409	58	12	3.61	20	76	29	881	12	73		13
5th St.	Union St. to Hillsdale Dr.	1,671	66	8	3.52	25	131	15	298	28	76		15
Miller Dr.	Huntington Dr. to Olive St.	423	38	26	3.66	16	82	27	1,191	7	76		15
Walnut St.	Hooper St. to Force Fitness driveway	369	52	15	3.74	15	34	37	986	11	78		17
Fairview St. (2011)	Wylie St. to Allen St.	1,005	52	15	3.48	26	120	17	343	24	82		18
Moores Pk.	Valley Forge Rd. to High St.	1,060	34	30	4.17	2	107	20	240	31	83		19
E 7th St. (2011)	SR 45/46 Bypass to Hillsdale Dr.	830	69	6	3.30	35	240	8	202	34	83		19
Clark St.	3rd St. to 7th St.	1,390	60	11	3.25	37	131	14	360	23	85		21
Palmer St. connector path	Wylie St. to 1st St.	529	75	4	1.50	44	146	13	328	25	86		22
Walnut St.	Winston/Thomas to Nat'l Guard Armory	1,064	42	23	3.99	8	34	38	679	17	86		22
Rockport Rd. (~1/2 built 2014)	Countryside Ln. to Tapp Rd.	3,198	25	36	4.07	4	61	30	716	16	86		22
High St.	Covenanter Dr. to 2nd St.	2,622	46	19	4.01	6	93	24	156	38	87		25
10th St. (2013)	Smith Rd. to Russell Rd.	1,010	22	38	3.92	11	268	3	172	36	88		26
Wylie St. (2013)	Lincoln St. to Henderson St.	1,150	77	3	2.33	42	121	16	301	27	88		26
Mitchell St. (2016)	Maxwell Ln. to Atwatter Ave.	1,890	56	13	2.91	39	265	6	282	30	88		26
Bryan St. (2013)	3rd St. to 7th St.	1,400	55	14	3.34	32	90	26	539	19	91		29
Allen St. (2015)	Henderson St. to Lincoln St.	1,184	66	8	1.98	43	113	19	302	26	96		30
Walnut St. (2013)	SR 45/46 to 500 ft N of Fritz Dr	2,300	37	27	3.65	18	18	39	481	21	105		31
Corey Ln. (2015)	2nd St. to 3rd. St.	2,332	15	41	3.61	20	48	35	987	10	106		32
Fee Ln. (2015)	SR 45/46 to Lot 12 Entrance	1,353	11	44	3.44	30	48	35	5,400	1	110		33
Morningside Dr. (2012)	Sheffield Dr. to Park Ridge Rd.	1,276	35	28	2.87	40	228	9	174	35	112		34
Rhorer Rd.	Walnut St. to Sare Rd.	4,775	40	25	4.06	5	0	41	69	42	113		35
Nancy St.	Hillside Dr. to Mark St.	878	31	33	3.48	26	94	23	235	32	114		36
Smith Rd. (2011)	Hagan St. to Brighton Ave. (west)	1,817	28	34	3.56	24	118	18	122	39	115		37
Mitchell St. (2012)	Maxwell Ln. to Circle Dr. (east)	624	34	30	3.34	32	77	28	297	29	119		38
Graham Dr. (2011)	Rockport Rd. to Rogers St.	1,815	35	28	3.34	32	58	31	234	33	124		39
Dunn St.	SR 45/46 to Tamarack Tr.	2,044	32	32	3.83	13	7	40	74	41	126		40
S. Highland (2015)	Winslow Park Parking to Sidewalk	755	23	37	3.45	29	55	33	158	37	136		41
Kinser Pk.	north of Acuff Rd.	1,595	12	42	3.83	13	0	41	40	44	140		42
Ramble Rd.	Ramble Rd. to Dunn St.	875	28	34	3.26	36	0	41	86	40	151		43
N. Dunn St. (2015)	Tamarack Trail to Lakewood Dr.	3,602	12	42	3.41	31	0	41	64	43	157		44

* This column was added by the Council Office. It compares rankings from one year to the next and found no changes greater than 3 slots.

** The shaded rows indicate new proposals for consideration in 2016

*** See the Index (which follows this sheet in the materials) for a list of recently completed projects as well as recently removed proposals.