



**POLICY COMMITTEE**

January 8, 2010; 1:30 – 3:00 p.m.  
McCloskey Room (#135)

- I. Call to Order
- II. Election of Officers
  - A. Chair
  - B. Vice-Chair
- III. Approval of Minutes:
  - A. October 9, 2009
- IV. Communications from the Chair
- V. Reports from Officers and/or Committees
  - A. Citizens Advisory Committee
  - B. Technical Advisory Committee
- VI. Reports from the MPO Staff
  - A. Progress Report FY2010 1<sup>st</sup> Quarter
  - B. MPO Conference
  - C. ADA Transition Plans
- VII. Old Business
- VIII. New Business
  - A. Transportation Improvement Program Amendments
    - Action Requested\**
    - 1. Transportation Enhancement Awards
      - a. Historic Street Restoration (Bloomington)
      - b. Karst Farm Trail Phase IIa (Monroe County)
    - 2. Updates to Projects
      - a. Operating and Capital Budget (Rural Transit)
      - b. Pavement Preservation (Monroe County)
      - c. Batchelor Middle School Infrastructure Project (MCCSC)
  - B. Mt. Tabor Rd. Bridge #33 (Monroe County) and Complete Streets Compliance
    - Action Requested\**
- IX. Communications from Committee Members (*non-agenda items*)
  - A. Topic Suggestions for future agendas
- X. Upcoming Meetings
  - A. Technical Advisory Committee – January 27, 2010 at 10:00 a.m. (McCloskey Room)
  - B. Citizens Advisory Committee – January 27, 2010 at 6:30 p.m. (McCloskey Room)
  - C. Policy Committee – March 12, 2010 at 1:30 p.m. (McCloskey Room)

Adjournment

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



**Policy Committee Meeting Minutes**  
**Oct. 09, 2009 McCloskey Conference Room 135, City Hall**

*Policy Committee minutes are transcribed in a summarized outline manner. Audio recordings are on file with the City of Bloomington Planning Department.*

**Attendance**

**Policy Committee:** Susie Johnson (Bloomington Public Works Department), Richard Martin (Monroe County Plan Commission), Kent McDaniel (Bloomington Public Transportation Corp.), Mark Kruzan (City of Bloomington Mayor), Andy Ruff (Bloomington City Council), Jim Stark (Indiana Department of Transportation), Bill Williams (Monroe County Highway Department) and Iris Kiesling (Monroe County Commissioner).

**Others:** Adrian Reid (City Engineering, Lew May (BT),

**MPO Staff:** Raymond Hess, Scott Robinson and Jane Weiser.

- I. **Call to Order**—Kent McDaniel called the meeting to order.
- II. **Approval of Minutes:**
  - A. **September 11, 2009**—\*\*\*Richard Martin moved to approve the minutes. Susie Johnson seconded. There was unanimous approval of the minutes.
- III. **Communications from the Chair** – No report
- IV. **Reports from Officers and/or Committees**
  - A. **Citizens Advisory Committee**—No report
  - B. **Technical Advisory Committee**—No report
- V. **Reports from the MPO Staff**
  - A. **Bloomington Transit’s Transit Development Program Overview**—Mr. May introduced Dennis Fletcher from Entra Consultants who has been helping Bloomington Transit (BT) prepare their master plan for transit service over the next 5-10 year period. Several public meetings have been held. BT is trying to match the future changes to their services to the future development and changes within the community. A draft of the report is available online at BT’s website and the MPO website. Mr. Fletcher presented the report. The most used and crowded routes are the student-oriented ones. BT Access is performing well within industry standards. Customer surveys included an on-board passenger survey, BT Access rider survey, and an online survey for the public. There is general satisfaction with the service but a strong desire for increased service particularly on weekends, earlier/later hours and more frequent service. A series of stakeholder meetings were held as well as rounds of community forums. There is long term anticipated community and business growth to the north and northwest and along the Hwy 37 corridor especially if the hospital moved into that area. The hospital didn’t seem to see transit as an important issue. That could be since it is not directly served at this time. Three basic route networks were developed, costs for each were estimated and all 3 were presented to a public workshop. That workshop came up with Option 4 which included bits of all 3 options. Any 60-minute service routes should be eliminated as soon as possible. BT

**Bloomington/Monroe County Metropolitan Planning Organization  
Policy Committee**

Access ridership should be discouraged by providing more attractive fixed route service. He presented many more suggestions for improving transit service. There was discussion about the north/northwest area growth in population and as employment centers.

Mr. May discussed the cost of BT Access and rider workshops to help passengers feel comfortable using BT fixed route service.

Mr. Martin asked about the discrepancy between Exhibit 1 and Exhibit 3 concerning a travel pattern to the Ellettsville area and a few other discrepancies. He added that there is not a lot of area for growth to the north outside of the city. Mr. May said that the point is that there is an unmet transit service gap between Ellettsville and Bloomington. They want to begin trying to fill that gap.

**B. Annual Completion Report FY2009**—Mr. Hess presented this culmination of the quarterly reports. Staff provides this report, as required, to INDOT. The report provides information about what the MPO has done in the past year and what remains to be done on projects that have been started. Mr. Martin asked if the program for the 2<sup>nd</sup> year would be adjusted with respect to the funds that are not spent in the first year. Mr. Hess noted that in May the UPWP was amended to bring in the 2010 dollars and the 2010 expenditures for the MPO and LPAs. As the North Campus Area study and others get further along, we will get closer to the mark.

**C. CY 2007 Crash Report**—Mr. Robinson presented the 2005-2007 Crash Report. It is available on the MPO's website. This is the 2<sup>nd</sup> 3-year time series report. We plan to continue doing this kind of report every year in the future. He explained the structure of the report. Fatalities and fatal crashes have been decreasing recently. This report helps pinpoint locations where the most crashes occur and the most frequent causes of crashes. Staff hopes to have the 2008 report out by the end of the year. There was discussion concerning the results of increased bicycle usage in the campus area. Bicycle crashes are often underreported. Mr. McDaniel referred to the 3 pedestrian accidents at the beginning of the school year. He reported that the Provost has formed a committee to discuss pedestrian safety. Mr. Williams asked about a former method of rating intersections and corridors that is not found in this report. Mr. Robinson said that MEV (Million Entering Vehicles) was used to normalize the data in the past but was taken out of this report since calculating MEV relied on very specific data that we didn't have.

**D. 2010 Meeting Schedule**—Mr. Hess presented the schedule.

**VI. Old Business**—None

**VII. New Business**

**A. Transportation Enhancement Award--Action Requested\***

Mr. Robinson explained how these projects were selected for TE funds. The projects were recommended by the TE Selection Committee, the CAC and the TAC. If the PC votes to award the funds, the decision will be forwarded on to the State (by Oct. 15) for review. The awards will be announced on Nov. 5. The projects selected are the University Courts Brick Street

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Restoration Project and the Karst Farm Greenway Phase IIa. **\*\*\*Susie Johnson moved approval as outlined in the report. Iris Kiesling seconded. The motion was unanimously approved.**

**B. Transportation Improvement Program Amendment****a. Preventive Maintenance of Old SR 37 (Monroe County)--Action Requested\***

Mr. Hess presented. Monroe County was able to compete statewide for rural ARRA funds for several section of road outside of the Urbanized Area. One section is actually outside of the Urbanized Area but inside the Metropolitan Planning Area. This project needs to be added to the TIP. **\*\*\*Iris Kiesling moved approval (with the new cost amount of \$320,775). Richard Martin seconded. Unanimous approval.**

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

Mr. Martin said that Jay Mitchell (INDOT) told him that the Evansville MPO staff report to their Policy Committee includes a short synopsis of each of the projects that are in their MPO plan. The information has been shared with MPO staff. Our MPO website does not have very much information about ongoing projects. He requested staff to consider that something like this be prepared as part of the MPO packets and made available so that the public can find out the status of such projects. He didn't know how much of the information was provided by the local MPO vs. INDOT. If this report became part of the packet that is available online, that would be sufficient. Mr. Hess said that in the UPWP they have added a quarterly reporting requirement for the local level. Staff will be coordinating with the City, County and Ellettsville as to how that reporting should happen and in what form. There is a reporting requirement in the Complete Streets Policy, as well. He anticipated coordinating with INDOT to figure out the most effective way to get updates for State projects. Mr. Stark asked about the MPO's access to INDOT's data base. Mr. Hess answered. Mr. Stark said he will check on access to facilitate the MPO's reporting.

**IX. Upcoming Meetings**

**A. Technical Advisory Committee – October 28, 2009 at 10:00 a.m. (McCloskey Room)**

**B. Citizens Advisory Committee – October 28, 2009 at 6:30 p.m. (McCloskey Room)**

**C. Policy Committee – November 13, 2009 at 1:30 p.m. (McCloskey Room)**

**Adjournment**

*These minutes were \_\_\_\_\_ by the Policy Committee at their meeting held on \_\_\_\_\_, 2010  
(RCH 01/08/2010)*

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## **F.Y. 2010 Unified Planning Work Program First Quarter Progress Report July 1, 2009 – September 30, 2009**

### **Executive Summary**

The Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO) is charged with implementation of the Fiscal Year 2009-2010 Unified Planning Work Program (UPWP). The UPWP describes all planning activities that are anticipated in the BMCMPPO study area over the next programming year, and documents the work that will be performed with federal highway and transit planning funds. This progress report is for the first quarter of the 2010 fiscal year and covers activities accomplished between July 1 and September 30, 2009.

The Bloomington/Monroe County Metropolitan Planning Organization had several notable accomplishments this quarter. Particularly, the BMCMPPO successfully processed an emergency amendment to the FY2010-2013 Transportation Improvement Program to reprogram time-sensitive ARRA funds. The BMCMPPO also began the process to evaluate and award the local allocation of Transportation Enhancement funds following the guidelines adopted in FY 2009. Lastly, the BMCMPPO provided bicycle safety trainings in the form of a Traffic Skills 101 class and a League Cycling Instructor seminar.

The BMCMPPO continued its commitment to a comprehensive, cooperative and continuous transportation planning and programming process. The BMCMPPO facilitated communication between all levels of government, including local public agencies (LPAs), the Indiana Department of Transportation (INDOT), and the Federal Highway Administration (FHWA). Additionally, the BMCMPPO engaged the community through various committees and through the dissemination of information. BMCMPPO staff coordinated meetings of the Policy Committee, the Technical Advisory Committee, the Citizens Advisory Committee, and the Safe Routes to School Task Force. Additionally, BMCMPPO staff regularly participated in meetings of the Bloomington Bicycle and Pedestrian Safety Committee, the Monroe County Alternative Transportation and Greenways System Plan Technical Advisory Committee, City of Bloomington Projects Team meetings, and various other committees that are concerned with transportation planning in the BMCMPPO urbanized area.

BMCMPPO staff also performed core functions to ensure the continued operation of the BMCMPPO. Such tasks involved preparing quarterly billings for the fourth quarter of FY 2009 as well as the annual completion report.

Contract service agencies of the BMCMPPO provided invaluable services as well. Bloomington's Engineering Department conducted routine traffic counts, maintained permanent traffic count stations, analyzed and recorded road pavement conditions, and conducted work on the City's 10 year pavement schedule. Indiana University and a consultant accomplished significant work on the North Campus Area Study, including public workshops and other public outreach measures. Monroe County performed data input and analysis on its infrastructure management plan.

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## F.Y. 2010 Unified Planning Work Program First Quarter Progress Report July 1, 2009 – September 30, 2009

### Work Program Elements

#### #101 - Transportation Planning Coordination

This element includes activities associated with administering the BMCMPPO Policy Committee, the BMCMPPO Technical Advisory Committee, and daily BMCMPPO administrative activities with the Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT). Additionally, the BMCMPPO must develop and administer the Unified Planning Work Program (UPWP) which describes all planning activities and documents that will be performed with federal planning monies and local matching funds over the course of the fiscal year. The BMCMPPO and its staff must also administer FHWA and Federal Transit Administration (FTA) grants associated with the FY 2009-2010 UPWP. BMCMPPO staff participates in monthly meetings of the statewide Indiana MPO Council. Lastly, BMCMPPO staff will play a local coordinating role for the upcoming 2010 Census

During this quarter, the BMCMPPO accomplished the following tasks:

#### A. Intergovernmental Coordination:

- BMCMPPO staff coordinated Policy Committee meetings (minutes, packets, staff support at meetings):
  - September 11, 2009
  - Processed a special electronic vote on August 12, 2009 to amend the TIP to reprogram American Recovery and Reinvestment Act funds (from Heritage Trail to Signal Modernization)
- BMCMPPO staff coordinated Technical Advisory Committees (TAC) meetings (minutes, packets, staff support at meetings):
  - August 26, 2009
  - September 23, 2009
- The BMCMPPO administered and managed BMCMPPO staff
- BMCMPPO staff fostered interagency coordination with FHWA, INDOT, and local project partners
  - Continued coordination with INDOT concerning the State projects (SR45, SR45/46, I69)
  - Grant coordination
    - Surface Transportation Program (STP);
    - American Recovery and Reinvestment Act (ARRA);
    - Highway Safety Improvement Program (HSIP);
    - Transportation Enhancement (TE);
    - Safe Routes To School (SRTS).
  - Extensive coordination to manage American Recovery and Reinvestment Act funds

#### B. Unified Planning Work Program:

- Produced and transmitted the FY 2009 Annual Completion Report.

#### C. Planning Grant Administration

- BMCMPPO staff tracked the BMCMPPO's fiscal activities:
  - Tracked expenditures and receipts for the 4<sup>th</sup> quarter of 2009 and the 1<sup>st</sup> quarter of F.Y. 2010
  - Produced F.Y. 2009 4<sup>th</sup> Quarter Billings

#### D. Indiana Metropolitan Planning Organization Council

- BMCMPPO staff attended Indiana MPO Council Meetings:
  - July 23, 2009
  - August 27, 2009
  - September 24, 2009

- Submitted a recognition nomination to the MPO Council for the BMCMPPO's Complete Streets Policy
- E. Census 2010 Coordination and Support
- No tasks were accomplished by the BMCMPPO this quarter with the Census 2010

### **#102 - Training and Professional Development**

This element includes activities to continue development of BMCMPPO staff expertise through the attendance and participation in transportation related courses, seminars, and conferences, as well as the purchase of educational/reference materials, professional periodical subscriptions, and technical software training.

During this quarter, the BMCMPPO accomplished the following tasks:

A. Staff Training, Education, and Technical Needs

- The BMCMPPO updated its annual TransCAD license
- BMCMPPO staff attended the following trainings:
  - International Bicycle and Pedestrian Scan by the Association of Pedestrian and Bicycle Professionals (APBP) (7/8/09)
  - Counting Bicycles and Pedestrians by the APBP (7/15/09);
  - ADA Accessibility survey methodology (7/31/09)
  - Fundamentals for connecting transit and pedestrian/bicycle facilities by the Pedestrian and Bicycle Information Center (9/23/09);
  - Project Management by the American Planning Association (9/30/09).

### **#103 - Public Participation Coordination**

This element includes activities to solicit citizen input into the transportation planning process through monthly meetings of the Citizens Advisory Committee (CAC). Additionally, the BMCMPPO is to maintain a website so that citizens, businesses, and other interested parties can download reports, data, updates, and other information related to the functions of the BMCMPPO. Lastly, the BMCMPPO must keep current its Public Participation Plan and the associated Citizens Guide to Transportation Planning so that citizens can become familiar with the workings of BMCMPPO activities, contacts, and resources.

During this quarter, the BMCMPPO accomplished the following tasks:

A. Citizens Advisory Committee:

- BMCMPPO staff coordinated Citizens Advisory Committee Meetings (minutes, packets, staff support at meetings):
  - August 26, 2009
  - September 23, 2009
- Continued to work with the CAC on preliminary project prioritization which incorporates the vision statement of the 2030 Long Range Transportation Plan.

B. Web Site Administration

- BMCMPPO staff managed web pages
  - Posted materials related to BMCMPPO Committees (PC, TAC, CAC) meetings, agendas, and packets
  - Maintained the BMCMPPO , Policy/Advisory Committees , transportation planning, and bicycle & pedestrian planning webpages
  - Posted plans and documents on the BMCMPPO's webpage as well as the documents clearinghouse webpage

C. Public Involvement Process

- No tasks were accomplished by the BMCMPPO this quarter with the public involvement process

### **#201 - Transportation Improvement Program**

This element includes activities to develop a Transportation Improvement Program (TIP) pursuant to U.S. Department of Transportation requirements which details all federal-aid projects. The BMCMPPO

is now responsible for administering a local Highway Safety Improvement Program. Staff also attends monthly meetings with representatives from various City of Bloomington departments for transportation project management coordination. The BMCMPPO is now responsible for administering a local allocation of Transportation Enhancement funds. Lastly, the BMCMPPO is charged with assisting local public agencies in the development of ADA Compliance Plans.

During this quarter, the BMCMPPO accomplished the following tasks:

- A. Transportation Improvement Program
  - The BMCMPPO amended the FY 2010-2013 TIP as follows:
    - Reallocated ARRA funds through a special electronic vote (8/12/09);
  - BMCMPPO developed a quarterly tracking form based on INDOT's reporting requirements and the BMCMPPO's Complete Streets Policy;
  - Engaged in early project coordination on Bloomington's Sare/Rogers Roundabouts
- B. Highway Safety Improvement Program (HSIP)
  - No tasks were accomplished by the BMCMPPO this quarter with HSIP
- C. Project Coordination
  - BMCMPPO staff attended monthly meetings of the City of Bloomington's Projects Team
    - July 16, 2009
    - August 20, 2009
    - September 17, 2009
- D. TE Administration
  - The BMCMPPO handled a call for projects for the BMCMPPO's allocation of TE funding
    - TE Selection Committee was formed with representation from the CAC, TAC, and Policy Committees
    - The TE Selection Committee reviewed and scored applications (9/22/09) and the TAC & CAC (9/23/09) reviewed the recommendation of the TE Selection Committee
- E. ADA Compliance Plans
  - No tasks were accomplished by the BMCMPPO this quarter with ADA Compliance Plans

### **#202 – Short-Range Transportation Studies**

This element includes special studies to be conducted by the BMCMPPO and its project partners, often with the assistance of a consultant. Specifically, the BMCMPPO will work with IU and the City of Bloomington to conduct a North Campus Area Study to evaluate current and future transportation conditions for all modes of travel and make recommendations for improvements that would address mobility issues along the 10<sup>th</sup> Street corridor. The BMCMPPO will also work with the City to complete the West 2<sup>nd</sup> Street Feasibility Study to address traffic congestion, access management, and lack of alternative transportation facilities along this corridor. Lastly, the Citizens Advisory Committee will submit project ideas to a student design team from Rose-Hulman Institute of Technology or Ball State University to address a transportation issue.

During this quarter, the BMCMPPO with the help of its contract service agencies accomplished the following tasks:

- A. North Campus Area Study
  - BMCMPPO continued coordination between the University, the City, the BMCMPPO, and the consultant (Study completion is at ~85%)
  - Public workshops were held at the Monroe County Public Library and the Kelley School of Business (9/10/09)
  - Maintained a webpage and a Facebook page dedicated to the study
- B. West 2<sup>nd</sup> Street Feasibility Study
  - No tasks were accomplished by the BMCMPPO this quarter with the 2<sup>nd</sup> Street Feasibility Study
- C. CAC/Student Assisted Study
  - No tasks were accomplished by the BMCMPPO this quarter with the Student Assisted Study

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### **#301 – Long Range Transportation Plan**

This element includes activities to update the Long Range Transportation Plan and the associated Travel Demand Model. Additionally, this element includes activities to develop and maintain a Regional Intelligent Transportation Systems (ITS) Architecture in order to identify technological solutions to improve the safety and efficiency of the transportation network.

During this quarter, the BMCMPPO accomplished the following tasks:

- A. 2035 Long Range Transportation Plan (LRTP)
  - No tasks were accomplished by the BMCMPPO this quarter with the LRTP.
- B. ITS Architecture Maintenance
  - No tasks were accomplished by the BMCMPPO this quarter with the ITS Architecture.

### **#401 - Vehicular Data Collection**

This element includes activities to conduct vehicular volume counts within the Metropolitan Planning Area for arterial and collector streets on a rotational cycle. To standardize how this work will be done, the BMCMPPO plans to update its Traffic Counting Manual. Traffic counts will be conducted with assistance from the Bloomington Public Works Department, and the Town of Ellettsville Planning Department so that the BMCMPPO's functionally classified roadway network is covered. Additionally, the BMCMPPO will produce an annual crash report in an effort to identify potentially hazardous intersections and corridors.

During this quarter, the BMCMPPO through the help of its contract service agencies accomplished the following tasks:

- A. Traffic Volume Counting
  - The City of Bloomington Engineering Department conducted ninety traffic counts and nine turning movement counts.
  - The BMCMPPO and City of Bloomington continued to support nine permanent traffic volume counting stations, including utility and maintenance costs.
- B. Annual Crash Report
  - No tasks were accomplished by the BMCMPPO this quarter with the annual crash report

### **#402 - Infrastructure Management**

This element includes activities to perform work necessary to develop and maintain a comprehensive infrastructure management plan, with particular emphasis on pavement management. Ongoing assessment of current conditions for existing and new infrastructure is performed and recorded with assistance from the Monroe County Highways Department, Bloomington Public Works Department, and the Town of Ellettsville Planning Department.

During this quarter, the BMCMPPO through the help of its contract service agencies accomplished the following tasks:

- A. Infrastructure Management Plan
  - The Monroe County Highways Department entered data and analyzed segments as part of infrastructure management.

### **#501 - Transit, Bicycle, and Pedestrian Data Collection**

This element includes activities to prepare transit ridership data and bicycle and pedestrian volume counts. This information will aid in establishing annual passenger mile estimates for mass transit, will aid in estimating facilities that are under- or over-utilized, and will aid in the prioritization of capital improvements.

During this quarter, the BMCMPPO with the help of its contract service partners accomplished the following tasks:

- A. Transit Ridership and Bicycle/Pedestrian Data Collection
  - BMCMPPO staff conducted bicycle and pedestrian counts at a few locations in Bloomington including counts along the B-Line Trail and bike rack counts throughout Bloomington.

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## #502 - Short Range Alternative Transportation Studies

This element includes activities to coordinate the Safe Routes to School Task (SRTS) Force so that local stakeholders can work cooperatively to generate project ideas and apply for SRTS funding. Additionally, BMCMPPO staff will promote and encourage bicycle and pedestrian activities as viable modes of transportation through continued cooperation with the Bicycle and Pedestrian Safety Commission. BMCMPPO staff will also host bicycle skills and safety training seminars for the public. Bloomington Transit with the assistance of a private consultant will continue work on a new Transit Development Program (TDP) which will comprehensively analyze the operations of Bloomington Transit and provide recommendations for future improvements to transit. Bloomington Transit will also embark upon a study to evaluate the capacity and expansion opportunities of the Grimes Lane Operations Facility. Lastly, BMCMPPO will work with the City and Indiana University to explore options of establishing a car sharing program in the community in an effort to promote a convenient and affordable alternative to personal vehicle ownership.

During this quarter, the BMCMPPO with the help of its contract service partners accomplished the following tasks:

- A. Safe Routes to School (SRTS) Program
  - BMCMPPO staff coordinated SRTS Task Force and subcommittee meetings (minutes, packets, &/or staff support):
    - September 3, 2009 (collaboration with Columbus, IN)
    - September 16, 2009 (SRTS Task Force)
    - September 30, 2009 (International Walk to School Day prep)
- B. Bicycle and Pedestrian Project Coordination
  - BMCMPPO staff attended meetings and workshops of the Bicycle and Pedestrian Safety Commission:
    - July 6, 2009 (workshop)
    - July 13, 2009 (meeting)
    - August 3, 2009 (workshop)
    - August 17, 2009 (meeting)
    - August 24, 2009 (education/outreach subcommittee)
    - September 21, 2009 (meeting)
  - BMCMPPO staff attended meetings of the Monroe County's Karst Farm Trail Design Meeting:
    - July 13, 2009
- C. LCI Training Program
  - BMCMPPO staff taught a Traffic Skills 101 class, a class to teach safe vehicular cycling techniques, to 8 adults (8/15/09)
  - BMCMPPO hosted a League Cycling Instructor Seminar, a League of American Bicyclists program to train new cycling instructors, to 10 adults (8/28-30/09)
- D. Transit Development Program (TDP)
  - No tasks were accomplished by the BMCMPPO this quarter with the Transit Development Program.
- E. Grimes Lane Operations Facility Study
  - No tasks were accomplished by the BMCMPPO this quarter with the Grimes Lane Operations Facility Study
- F. Car Sharing Program Support
  - BMCMPPO continued coordination with IU on bringing a car-sharing program to Bloomington (7/15/09 & 8/19/09)

## #503 - Long Range Alternative Transportation Programs

This element includes activities to continue implementation of the SR37/I-69 Alternative Transportation Corridor Study which was produced in FY 2007 and provided design recommendations for bicycle and pedestrian facilities for interchanges and overpasses. Additionally, the BMCMPPO must maintain the locally developed Coordinated Human Services Public Transportation Plan and evaluate how transit projects serve the needs of the elderly, persons with disabilities, and persons with low income.

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During this quarter, the BMCMPPO accomplished the following tasks:

- A. Alternative Transportation Corridor Study
  - No tasks were accomplished this quarter with the Alternative Transportation Corridor Study.
- B. Coordinated Human Services Public Transit Plan
  - No tasks were accomplished this quarter with the Coordinated Plan.

Prepared by: Bloomington/Monroe County Metropolitan Planning Organization Staff  
November 2009



**Financial Status Report: Fiscal Year 2010**

Quarterly Spending Summary												
Quarter	Q1 / FY 2010			Q2 / FY 2010			Q3 / FY 2010			Q4 / FY 2010		
Period	07/01/2009 - 09/30/2009			10/01/2009 - 12/31/2009			01/01/2010 - 03/31/2010			04/01/2010 - 06/30/2010		
Element #	Local	PL/FTA	Total	Local	PL/FTA	Total	Local	PL/FTA	Total	Local	PL/FTA	Total
101	\$ 4,498.64	\$ 17,994.55	\$ 22,493.19	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
102	\$ 661.89	\$ 2,647.54	\$ 3,309.43	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
103	\$ 499.56	\$ 1,998.25	\$ 2,497.81	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
201	\$ 271.48	\$ 1,085.92	\$ 1,357.40	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
202	\$ 8,513.47	\$ 34,053.89	\$ 42,567.36	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
301	\$ 6.53	\$ 26.13	\$ 32.66	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
401	\$ 1,615.97	\$ 6,463.90	\$ 8,079.87	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
402	\$ 455.46	\$ 1,821.86	\$ 2,277.32	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
501	\$ 127.39	\$ 509.55	\$ 636.94	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
502	\$ 1,425.43	\$ 5,701.70	\$ 7,127.13	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
503	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ 18,075.82</b>	<b>\$ 72,303.28</b>	<b>\$ 90,379.10</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Fiscal Year Budget Summary											
Element #	Programmed Funds			Funds Expended To Date			Unspent Funds			Total Expenditures Ratio	
	Local	PL/FTA	Total	Local	PL/FTA	Total	Local	PL/FTA	Total	Expended	Unspent
101	\$ 15,554.34	\$ 62,217.38	\$ 77,771.72	\$ 4,498.64	\$ 17,994.55	\$ 22,493.19	\$ 11,055.71	\$ 44,222.83	\$ 55,278.53	28.9%	71.1%
102	\$ 2,608.55	\$ 10,434.19	\$ 13,042.74	\$ 661.89	\$ 2,647.54	\$ 3,309.43	\$ 1,946.66	\$ 7,786.65	\$ 9,733.31	25.4%	74.6%
103	\$ 7,494.03	\$ 29,976.11	\$ 37,470.14	\$ 499.56	\$ 1,998.25	\$ 2,497.81	\$ 6,994.46	\$ 27,977.86	\$ 34,972.32	6.7%	93.3%
201	\$ 16,286.54	\$ 65,146.14	\$ 81,432.68	\$ 271.48	\$ 1,085.92	\$ 1,357.40	\$ 16,015.06	\$ 64,060.23	\$ 80,075.28	1.7%	98.3%
202	\$ 23,146.68	\$ 92,586.72	\$ 115,733.40	\$ 8,513.47	\$ 34,053.89	\$ 42,567.36	\$ 14,633.21	\$ 58,532.84	\$ 73,166.04	36.8%	63.2%
301	\$ 26,961.24	\$ 107,844.96	\$ 134,806.20	\$ 6.53	\$ 26.13	\$ 32.66	\$ 26,954.71	\$ 107,818.83	\$ 134,773.54	0.0%	100.0%
401	\$ 10,246.69	\$ 40,986.75	\$ 51,233.44	\$ 1,615.97	\$ 6,463.90	\$ 8,079.87	\$ 8,630.71	\$ 34,522.85	\$ 43,153.57	15.8%	84.2%
402	\$ 3,375.34	\$ 13,501.37	\$ 16,876.71	\$ 455.46	\$ 1,821.86	\$ 2,277.32	\$ 2,919.88	\$ 11,679.51	\$ 14,599.39	13.5%	86.5%
501	\$ 3,041.71	\$ 12,166.82	\$ 15,208.53	\$ 127.39	\$ 509.55	\$ 636.94	\$ 2,914.32	\$ 11,657.27	\$ 14,571.59	4.2%	95.8%
502	\$ 20,912.68	\$ 83,650.72	\$ 104,563.40	\$ 1,425.43	\$ 5,701.70	\$ 7,127.13	\$ 19,487.25	\$ 77,949.02	\$ 97,436.27	6.8%	93.2%
503	\$ 3,732.40	\$ 14,929.59	\$ 18,661.99	\$ -	\$ -	\$ -	\$ 3,732.40	\$ 14,929.59	\$ 18,661.99	0.0%	100.0%
<b>Total</b>	<b>\$ 133,360.19</b>	<b>\$ 533,440.75</b>	<b>\$ 666,800.94</b>	<b>\$ 18,075.82</b>	<b>\$ 72,303.28</b>	<b>\$ 90,379.10</b>	<b>\$ 115,284.37</b>	<b>\$ 461,137.47</b>	<b>\$ 576,421.84</b>	<b>13.6%</b>	<b>86.4%</b>

**Monroe County**

WORK ELEMENT	PROGRAMMED AMOUNT (2010)			SPENT AMOUNT (YTD)			REMAINING BALANCE			EXPENDITURES	
	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
402	\$ 10,760.38	\$ 2,690.09	\$ 13,450.47	\$ 1,821.86	\$ 455.46	\$ 2,277.32	\$ 8,938.52	\$ 2,234.63	\$ 11,173.15	16.9%	83.1%
<b>TOTALS</b>	<b>\$ 10,760.38</b>	<b>\$ 2,690.09</b>	<b>\$ 13,450.47</b>	<b>\$ 1,821.86</b>	<b>\$ 455.46</b>	<b>\$ 2,277.32</b>	<b>\$ 8,938.52</b>	<b>\$ 2,234.63</b>	<b>\$ 11,173.15</b>	<b>16.9%</b>	<b>83.1%</b>

**Bloomington**

WORK ELEMENT	PROGRAMMED AMOUNT (2010)			SPENT AMOUNT (YTD)			REMAINING BALANCE			EXPENDITURES	
	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
202	\$ 36,000.00	\$ 9,000.00	\$ 45,000.00	\$ -	\$ -	\$ -	\$ 36,000.00	\$ 9,000.00	\$ 45,000.00	0.0%	100.0%
401	\$ 32,068.21	\$ 8,017.05	\$ 40,085.26	\$ 5,246.31	\$ 1,311.58	\$ 6,557.89	\$ 26,821.90	\$ 6,705.47	\$ 33,527.37	16.4%	83.6%
402	\$ (563.57)	\$ (140.89)	\$ (704.46)	\$ -	\$ -	\$ -	\$ (563.57)	\$ (140.89)	\$ (704.46)	0.0%	100.0%
<b>TOTALS</b>	<b>\$ 67,504.64</b>	<b>\$ 16,876.16</b>	<b>\$ 84,380.80</b>	<b>\$ 5,246.31</b>	<b>\$ 1,311.58</b>	<b>\$ 6,557.89</b>	<b>\$ 62,258.33</b>	<b>\$ 15,564.58</b>	<b>\$ 77,822.91</b>	<b>7.8%</b>	<b>92.2%</b>

**Ellettsville**

WORK ELEMENT	PROGRAMMED AMOUNT (2010)			SPENT AMOUNT (YTD)			REMAINING BALANCE			EXPENDITURES	
	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
401	\$ 4,344.55	\$ 1,086.14	\$ 5,430.69	\$ -	\$ -	\$ -	\$ 4,344.55	\$ 1,086.14	\$ 5,430.69	0.0%	100.0%
402	\$ 3,304.56	\$ 826.14	\$ 4,130.70	\$ -	\$ -	\$ -	\$ 3,304.56	\$ 826.14	\$ 4,130.70	0.0%	100.0%
<b>TOTALS</b>	<b>\$ 7,649.11</b>	<b>\$ 1,912.28</b>	<b>\$ 9,561.39</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 7,649.11</b>	<b>\$ 1,912.28</b>	<b>\$ 9,561.39</b>	<b>0.0%</b>	<b>100.0%</b>

**Bloomington Transit**

WORK ELEMENT	PROGRAMMED AMOUNT (2010)			SPENT AMOUNT (YTD)			REMAINING BALANCE			EXPENDITURES	
	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
501	\$ 1,600.00	\$ 400.00	\$ 2,000.00	\$ -	\$ -	\$ -	\$ 1,600.00	\$ 400.00	\$ 2,000.00	0.0%	100.0%
502	\$ 60,457.21	\$ 15,114.30	\$ 75,571.51	\$ -	\$ -	\$ -	\$ 60,457.21	\$ 15,114.30	\$ 75,571.51	0.0%	100.0%
<b>TOTALS</b>	<b>\$ 62,057.21</b>	<b>\$ 15,514.30</b>	<b>\$ 77,571.51</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 62,057.21</b>	<b>\$ 15,514.30</b>	<b>\$ 77,571.51</b>	<b>0.0%</b>	<b>100.0%</b>

**Indiana University**

WORK ELEMENT	PROGRAMMED AMOUNT (2010)			SPENT AMOUNT			REMAINING BALANCE			EXPENDITURES	
	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
202	\$ 38,216.00	\$ 9,554.00	\$ 47,770.00	\$ 31,120.00	\$ 7,780.00	\$ 38,900.00	\$ 7,096.00	\$ 1,774.00	\$ 8,870.00	81.4%	18.6%
<b>TOTALS</b>	<b>\$ 38,216.00</b>	<b>\$ 9,554.00</b>	<b>\$ 47,770.00</b>	<b>\$ 31,120.00</b>	<b>\$ 7,780.00</b>	<b>\$ 38,900.00</b>	<b>\$ 7,096.00</b>	<b>\$ 1,774.00</b>	<b>\$ 8,870.00</b>	<b>81.4%</b>	<b>18.6%</b>

# MEMORANDUM



To: Policy Committee Members  
 From: Raymond Hess  
       *Sr. Transportation Planner*  
 Date: December 21, 2009  
 Re: Transportation Improvement Program Amendments

## Transportation Enhancement Awards

In October, the Policy Committee of the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO) awarded locally administered Transportation Enhancement (TE) awards to two projects. These projects have been deemed eligible to receive TE grant funds by INDOT and FHWA. The BMCMPPO must amend the Transportation Improvement Program to add the following projects:

### City of Bloomington – Historic Brick Street Restoration

City of Bloomington Projects	Funding Source	Fiscal Year			
		2010	2011	2012	2013
<b>Project:</b> University Courts Brick St. Restoration	PE				
<b>Location:</b> Park Avenue from 7th St to 8th St. (~.1mi)					
<b>Description:</b> Phased restoration of brick streets in the University Courts Historic District including 8th St. intersection and replacement of sidewalks and curbing	ROW				
<b>DES#:</b> <i>to be assigned</i>	CON Local			\$ 130,000	
<b>Support:</b> Historic Survey				\$ 134,354	
<b>Allied Projects:</b>	<b>TOTAL</b>	\$ -	\$ -	\$ 264,354	\$ -

### Monroe County – Karst Farm Trail Phase IIa

Monroe County Projects	Funding Source	Fiscal Year			
		2010	2011	2012	2013
<b>Project:</b> Karst Farm Greenway (Phase IIa)	PE				
<b>Location:</b> Vernal Pike to Woodyard Rd.					
<b>Description:</b> Preliminary engineering, Right-of-Way and construction of a multi-use trail for non-motorized use, including site amenities (~1.1 miles long)	ROW	Local			
<b>DES#:</b> <i>to be assigned</i>	CON Local				\$ 430,000
<b>Support:</b> LRTP, MCATGSP, BATGSP, ERCP					\$ 107,500
<b>Allied Projects:</b> Ellettsville Heritage Trail, B-Line Trail	<b>TOTAL</b>	\$ -	\$ -	\$ -	\$ 537,500

## Updates to Projects

### Rural Transit

Rural Transit has received its final budget approvals from INDOT. Minor changes to existing projects in the TIP are required to more accurately reflect project costs and scopes. The following projects in the TIP would be amended as follows:

Bloomington/Monroe County Metropolitan Planning Organization

Rural Transit – Capital Budget (the project description changed; p. 44 of current TIP)

Rural Transit Projects		Fiscal Year			
		2010	2011	2012	2013
<b>Project:</b> Transit Stimulus Capital Equipment	ARRA	\$ 1,019,514			
<b>Description:</b> Software and misc. equipment 12 light transit vehicles					
<b>DES#:</b> n/a					
<b>Support:</b> Coordinated Plan	<b>TOTAL</b>	\$ 1,019,514	\$ -	\$ -	\$ -

Rural Transit – Operating Budget (the 2010 budget increased by \$16,732 and funding sources are broken down in more detail; p. 44 of current TIP)

Rural Transit Projects		Fiscal Year			
		2010	2011	2012	2013
<b>Project:</b> Operating Budget	FTA	\$ 758,482	\$ 1,067,183	\$ 1,132,183	\$ 1,157,183
<b>Description:</b> Operating budget assistance. Monroe, Owen, Lawrence & Putnam Counties.	PMTF	\$ 304,853			
	Local	\$ 553,629	\$ 533,049	\$ 532,699	\$ 540,997
<b>DES#:</b> n/a					
<b>Support:</b> Coordinated Plan	<b>TOTAL</b>	\$ 1,616,964	\$ 1,600,232	\$ 1,664,882	\$ 1,698,180

Monroe County

It was determined by INDOT and FHWA that Hartstrait Rd. from Vernal Pike to Walcott Ln. was ineligible for preventive maintenance treatment. This section of road must be removed from Monroe County’s Pavement Preservation project description.

Monroe County – Pavement Preservation (the project description changed; p. 21 of current TIP)

Monroe County Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
<b>Project:</b> Pavement Preservation	That Rd from SR37 to Rogers St. Woodyard Rd. from Curry Pike to Vernal Busines 37 N from SR37 to Old 37 Old SR 37 from Rogers St to Rhorer Rd Old SR 37 from Rogers St. to SR 37	Local	\$ 43,763			
<b>Location:</b>						
<b>Description:</b> Preventive Maintenance (minor re-surfacing/crack seal/chip & seal) (DES #s 0901220, 0901216, 0901540, 0901218, 0901074 respectively)						
<b>DES#:</b> See Project Description						
<b>Support:</b>		ARRA	\$ 1,474,160			
<b>Allied Projects:</b>		<b>TOTAL</b>	\$ 1,517,923	\$ -	\$ -	\$ -

Monroe County Community School Corporation

The project costs for the Batchelor Middle School infrastructure project changed. Design costs have increased by \$14,600 and construction costs have decreased by \$14,600. The total project cost remains the same.

Bloomington/Monroe County Metropolitan Planning Organization

MCCSC - Batchelor Middle Infrastructure (project budget changed; p 41 of current TIP)

Monroe County Community School Corporation Projects		Funding Source	Fiscal Year			
			2010	2011	2012	2013
<b>Project:</b> MCCSC Batchelor Middle Infrastructure		SRTS	\$ 24,600			
<b>Location:</b>	Batchelor Middle School property and adjacent roads (Rogers Street & Gordon Pike)					
<b>Description:</b>	700 ft of sidewalk and improved crossings on Gordon Pike and Rogers Street					
<b>DES#:</b>	0710204	SRTS	\$ 35,400			
<b>Support:</b>	MCATGSP					
<b>Allied Projects:</b>	MCCSC Non-Infrastructure Project	<b>TOTAL</b>	\$ 60,000	\$ -	\$ -	\$ -

**Administrative Amendments and the Public Participation Plan**

Some TIP amendments processed by the BMCMPPO are seemingly inconsequential or perfunctory in nature. Federal legislation allows for administrative amendments that can be approved by the MPO Director without formal approval from the Policy Committee. The allowance of administrative amendments could prove to be beneficial for time-sensitive amendments that do not conveniently fall within the meeting schedules of the BMCMPPO Committees.

However, the BMCMPPO’s Public Participation Plan does not allow for administrative amendments. Staff would like to explore the option to add administrative amendment procedures to the Public Participation Plan after reviewing federal regulations. Staff will likely present something to the Committees of the BMCMPPO later this year.

**Action Requested**

The Policy Committee is requested to amend the FY 2010-2013 Transportation Improvement Program as follows:

- Add Bloomington’s “University Courts Brick Street Restoration” project
- Add Monroe County’s “Karst Farm Trail Phase IIa” project
- Modify the project description for Rural Transit’s “Transit Stimulus Capital Equipment”
- Modify the 2010 budget for Rural Transit’s “Operating Budget”
- Modify the project description for Monroe County’s “Pavement Preservation” project
- Modify the budget for Monroe County Community School Corporation’s “Batchelor Middle Infrastructure” project

## MEMORANDUM



To: Policy Committee Members

From: Raymond Hess  
Sr. Transportation Planner

Date: December 21, 2009

Re: Changes to Monroe County's Mt. Tabor Road Bridge #33

---

### Background

In December Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO) staff was informed by Monroe County that changes to the Mt. Tabor Road (aka Matthews Drive) Bridge #33 were warranted. Environmental constraints will narrow the vehicular travel lanes to 11' and the paved shoulders to 2' in some sections. See the attached email from Bill Williams for further details.

### Complete Streets Implications

The Policy Committee certified through resolution in June that the Mt. Tabor Road Bridge #33 was compliant with the Complete Streets Policy. The original project description stated that the "road segment will provide an adequate on-road opportunity for bicycles through the project limits" (attached). Because the changes to the project may adversely affect a user group of the corridor (bicyclists), staff felt it was appropriate for the Policy Committee to review the new scope of the project and make one of the following determinations:

- 1.) Change is not significant – According to the Complete Streets Policy, *"If the changes do not significantly affect the intent [to be Complete Streets compliant] then no action by the Policy Committee is required."*
- 2.) Project is exempt – The Policy Committee can certify through resolution that justification exists for a roadway project to be exempted from being complete. One of the identified allowable exemptions in the Complete Streets Policy is, *"There are extreme topographic or natural resource constraints."*
- 3.) Project is noncompliant – The Policy Committee can determine that the project no longer meets the intent of the Complete Streets Policy. By doing so the *"the Policy Committee shall consider removing the project from the Transportation Improvement Program until such time that the project can be brought back into compliance with the Complete Streets Policy."*

### Action Requested

The Policy Committee is requested to make a determination as to whether the changes to the Mt. Tabor Rd. Bridge #33 project are insignificant, OR exempt, OR noncompliant.

Attachments: Email from Bill Williams to Raymond Hess date 12/11/09  
Preliminary Engineering alignment over aerial  
Mt. Tabor Road Bridge Project Submittal Form  
Complete Streets Policy

**From:** [Bill Williams](#)  
**To:** [Hess, Raymond;](#)  
**CC:** [Sheidler, Ann M.; carterbe@pbworld.com; Swango, Shelby;](#)  
**Subject:** FW: Monroe Co. Bridge #33 - typical section issues  
**Date:** Friday, December 11, 2009 1:59:47 PM  
**Attachments:** [PrelimAlignment.pdf](#)

---

Good afternoon Raymond,

Here is the situation that I described to you this morning regarding our bridge project on Matthews Drive. On the attachments, you can see the problem start on pages 3 and 4 (Station 25+00 to 35+00) where Jack's Defeat Creek is on the west side and the detention ponds are on the east, getting closer as you go north to the end of the project.

In order to continue with our Complete Streets compliant requirement, I would like to propose the following;

- 1) narrow the pavement width to 11 foot lanes in each direction
- 2) try to get as much paved shoulder in as possible in the areas where the conflicts exist as described below by our engineer. This may be as little as two feet but will attempt to attain more if possible.
- 3) keep the same paved shoulder area south of Station 25+00 then taper north of this location to match the existing widths near the intersection of Maple Grove Road.

I would like to forward a response back to the engineer as soon as possible so they may continue with the design. If I need to make a request of the MPO committees, please put me on the agenda to do so.

If you have any questions or comments, please feel free to contact me at your convenience. Thank you for your consideration.

Bill

Bill Williams  
Monroe County Public Works Director / Highway Engineer  
Monroe County Highway Department  
100 West Kirkwood Ave., Courthouse, Room 323  
Bloomington, IN 47404  
Telephone: (812) 349-2577 (direct line)  
Cell: (812) 325-1133  
Fax: (812) 349-2959

e-mail: [bwilliams@co.monroe.in.us](mailto:bwilliams@co.monroe.in.us)

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**From:** Sheidler, Ann M. [mailto:Sheidler@pbworld.com]  
**Sent:** Friday, December 11, 2009 11:39 AM  
**To:** Bill Williams  
**Cc:** Carter, Beth; Swango, Shelby  
**Subject:** Monroe Co. Bridge #33 - typical section issues

Bill,

Per our discussion yesterday, here's a summary of the current typical section and the INDOT design criteria for Urban Local Street. It does appear that we could narrow the typical a bit, but let me know how that would affect the Complete Streets compliance.

Current Typical Section:

Travel lane: 12'

Usable Shoulder Width (uncurbed): 8'

Geometric Design Criteria for Urban Local Street (INDOT Design Manual Fig. 53-9)

Travel lane: 11'

Note: In a restricted area where there are few trucks, a width of 1 ft narrower than the given value may be used, but the total width may not be less than 10 ft.

Usable Shoulder Width (uncurbed): Des. 4'; Min. 2'

Even with minimum widths used I still may need to shift the alignment slightly to the east along the creek edge, but any movement that direction affects the pond berm also so I'll have to figure out the best fit given our typical. Let me know what you think given the Complete Streets considerations.

On another note, at the north end of the job it looks like our superelevation transition will end and our profile will tie in just before the intersection with W Maple Grove Rd. I assume we would want to be back to the existing roadway widths, etc., at that point also to avoid any impact to the intersection itself, correct? We will likely be close to the existing typical anyway once we narrow things up to fit between the pond and creek.

Ann Sheidler, P.E.

Highway Design

Parsons Brinckerhoff  
300 N. Meridian St., Ste. 1010  
Indianapolis, IN 46204

Direct: 317.287.3419  
Office: 317.972.1706  
Fax: 317.972.1708  
Email: [sheidler@pbworld.com](mailto:sheidler@pbworld.com)

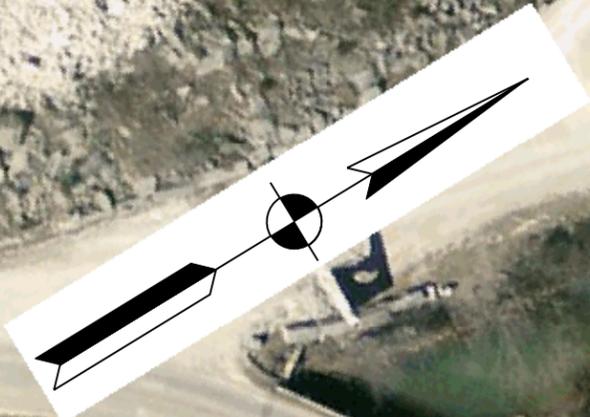
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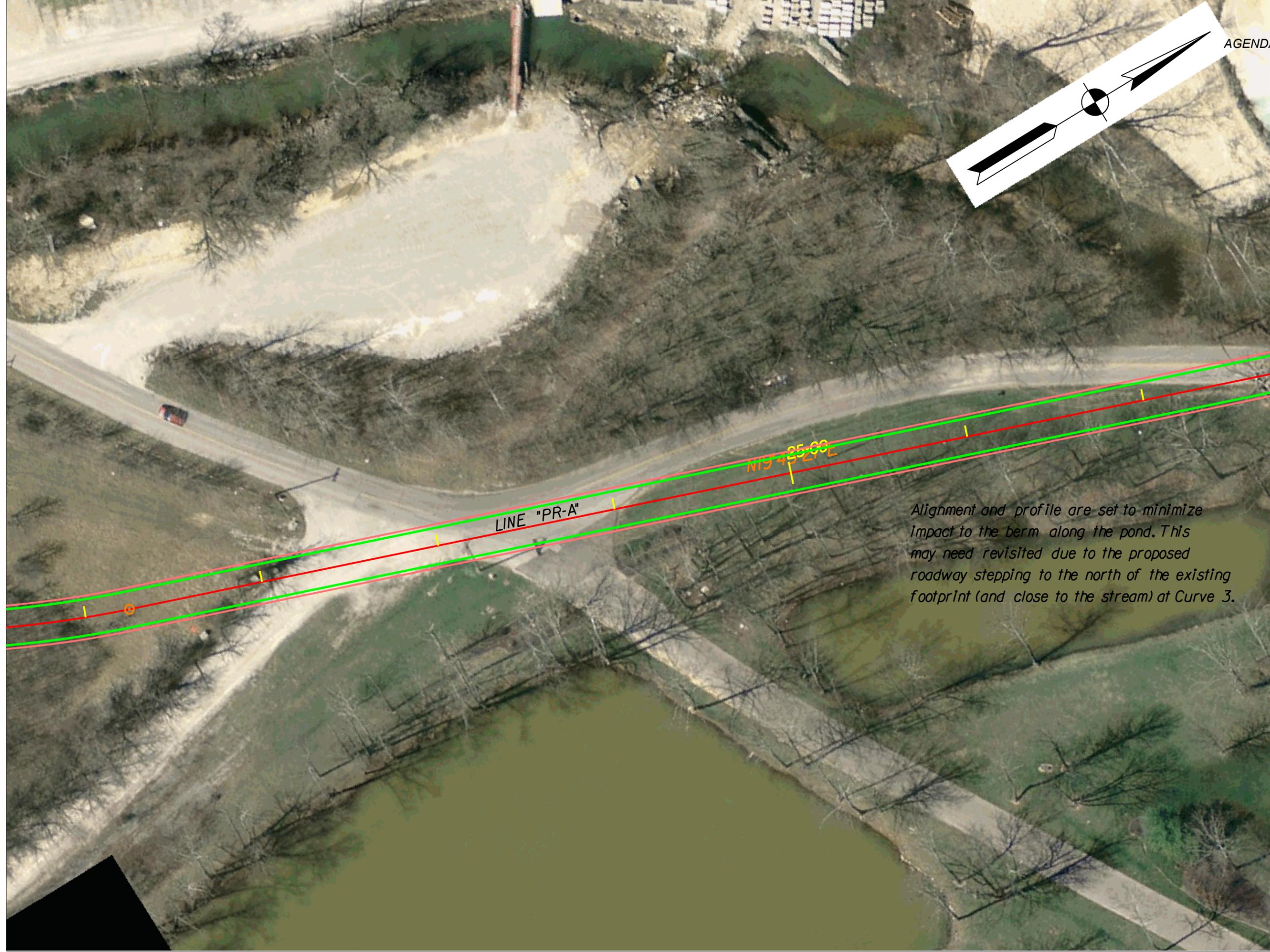
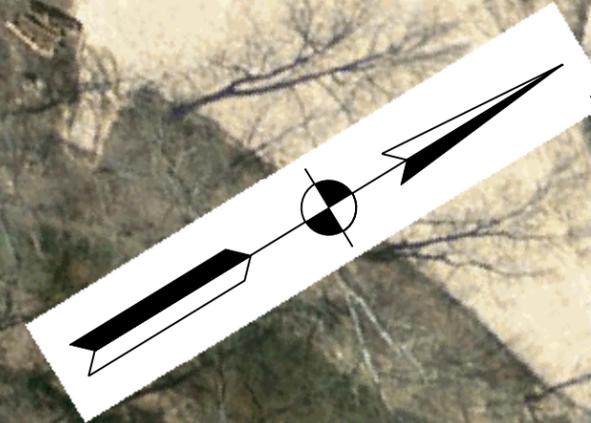


Current alignment will keep the footprint out of this area.



CURVE DATA1  
 P.J. STA. 13+87.80"PR-A"  
 $\Delta = 20^{\circ}33'52''$  RT.  
 D = 5'43'46"  
 R = 1000.00'  
 T = 181.41'  
 L = 358.92'  
 E = 16.32'  
 SE = 5.89%  
 DS = 40 MPH

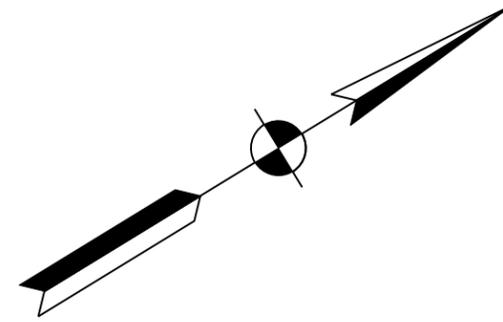
CURVE DATA2  
 P.J. STA. 20+04.12"PR-A"  
 $\Delta = 23^{\circ}21'56''$  LT.  
 D = 9'32'57"  
 R = 600.00'  
 T = 124.07'  
 L = 244.68'  
 E = 12.69'  
 SE = 7.52%  
 DS = 40 MPH



LINE "PR-A"

N19 45 27 E  
25.00

*Alignment and profile are set to minimize impact to the berm along the pond. This may need revisited due to the proposed roadway stepping to the north of the existing footprint (and close to the stream) at Curve 3.*



*Superelevation for Curve 3 is currently designed for design speed 40 mph. This puts the superelevation transition limits very close to or just inside intersection. May consider lowering the DS of this curve due to proximity to intersection, and also we can look at changing percentage of transition that is on/off the curve to shorten the transition limits. Current transition is 30% on curve, 70% on tangent.*

CURVE DATA3  
P.I. STA. 29+62.95"PR-A"  
 $\Delta = 19^{\circ}49'42"$  LT.  
 $D = 12^{\circ}43'57"$   
 $R = 450.00'$   
 $T = 78.65'$   
 $L = 155.73'$   
 $E = 6.82'$   
 $SE = 7.99\%$   
 $DS = 40$  MPH



Bloomington/Monroe County Metropolitan Planning Organization

Call for Projects - Project Submittal Form
FY2010-2013 Transportation Improvement Program

This two page form is to be completed by a Local Public Agency (LPA) which wishes to add a project to the Transportation Improvement Program. Please complete the form and return to BMCMPPO staff by 5/13/09:

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

LOCAL PUBLIC AGENCY INFORMATION (check one & fill in all fiends):

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

Project Contact: Bill Williams Phone: (812) 349-2577
Address: 100 W. Kirkwood Avenue Fax: (812) 349-2959
Bloomington, IN 47404 Email: bwilliams@co.monroe.in.us

PROJECT INFORMATION (fill in all applicable fields):

Project Name: Mt. Tabor Road Bridge #33 DES Number: # 0801060
Project Location: Over Jack's Defeat Creek, between McNeely Street and Maple Grove Road
Brief Project Description: Bridge Replacement
Support for the Project (e.g. Local plans, LRTP, ITS, etc.): LRTP, Bridge Inventory & Safety Inspection Report
Allied Projects (other projects related to this one): none

Project Cost:

Table with 6 columns: Phase, Funding Source, 2010, 2011, 2012, 2013. Rows include PE, ROW, CON, and Totals.

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

Year of Implementation Cost: Has a four percent (4%) inflation factor been applied to all costs in 2011, 2012, 2013 (2010 as the base year)? [X] Yes [ ] No [ ] Not Applicable



**Bloomington/Monroe County Metropolitan Planning Organization**

**COMPLETE STREETS** - Complete the following fields pursuant to the Complete Streets Policy

**Applicability** – Check all that apply:

- The project is new construction or reconstruction (excluding resurfacing activities that do not alter the current/existing geometric designs of a roadway) of local roadways that will use federal funds through the BMCMPPO for **any** phase of project implementation including planning, design, right-of-way acquisition, construction, or construction engineering;
- The project is a local roadway project included in the TIP after adoption of the Complete Streets Policy AND is not past the Preliminary Field Check Phase or more than 30% complete with design at the time the policy was adopted (1/9/09);
- The project is a local roadway project where the BMCMPPO has the programming authority to allocate federal funding (e.g. STP).
- The Complete Streets Policy does not apply to this project. (*Note: the following fields related to Complete Streets do not need to be completed*)

**Compliance** - The project seeks:

- Complete Streets Compliance
- Complete Streets Exemption (as detailed in Section IV of the Complete Streets Policy)

Reason for exemption: \_\_\_\_\_

**Additional Information** – All projects to which the Complete Streets Policy applies must provide the following information.\* Answers to these questions should not total more than one supplemental page:

- **Detailed Project Description** – scope, vehicular/non-vehicular elements, and other relevant details.
- **Performance Standards and Measurable Outcomes** – what purpose will the project serve and how will the LPA determine successful project implementation (*Note: Projects seeking an exemption do not need to provide this information*)?
- **Project Timeline and Key Milestones** – identify anticipated dates (beyond what was provided in the table above) for project design, right-of-way acquisition, construction, and other phases of the project as well as key milestones of project development.
- **Project Cost** – identify anticipated costs and the federal funding requested (beyond what was provide in the table above) for project design, right-of-way acquisition, construction, and other phases.
- **Public Participation Process** – identify the public participation process, the benchmark goals for the project, and how information will be shared about the project.
- **Stakeholder List** – identify the key parties/agencies/interest groups anticipated to be engaged during project development.

*\*If any fields are unknown at the time of application, the applicant may indicate that “specific information has not yet been determined”*

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.

Bill Wilson  
Signature

May 11, 2009  
Date



## Bloomington/Monroe County Metropolitan Planning Organization

**Additional Information** – All projects to which the Complete Streets Policy applies must provide the following information.\* Answers to these questions should not total more than one supplemental page:

- **Detailed Project Description** – replacement of the functionally obsolete and structurally deficient, deteriorated concrete & steel bridge with a structure that satisfies current design standards. The road approach will be improved to satisfy current standards as well inclusive of lane and shoulder width increases. Once completed, this road segment will provide an adequate on-road opportunity for bicycles through the project limits.
- **Performance Standards and Measurable Outcomes** – the project will serve the area with a bridge that will allow all vehicles, including school buses and large trucks, to traverse the creek in a safe manner. This will be measured utilizing the well established FHWA/INDOT bridge inspection procedures, conducted every two years. Crashes in the immediate area will continue to be monitored and reported annually to the Board of Commissioners and the BMCMPPO.
- **Project Timeline and Key Milestones** – a consultant was selected in FY2009 and Monroe County is currently in contract negotiations for PE. The contract will be approved by Board of Commissioners in May, 2009. The notice to proceed with design will follow immediately. Other key milestones will be determined at a later date as the project develops. We do anticipate using the INDOT's new project development procedures which will decrease project development time, thus saving money.
- **Project Cost** – The overall project estimated costs, as of this date, are as follows; PE (inclusive of all environmental, historical, land surveys, public hearings and design) = \$173,250; ROW Services (title search, deed and document preparation, negotiations) = \$45,000; CON (construction and construction engineering) = \$1,405,000. The local match will be provided from the Cumulative Bridge Fund. Total local costs are estimated at \$499,250, or 31%, and STP funds (for construction only) are \$1,124,000, or 69%, for a total project cost of \$1,623,250. This is subject to change as specific information is determined as a later date.
- **Public Participation Process** – this project will meet or exceed the public hearing and participation requirements as set forth by the FHWA, the INDOT and / or the BMCMPPO. This method is by advertisement via local media sources as well as information posted on our web site at [www.co.monroe.in.us/highway](http://www.co.monroe.in.us/highway). To date, we have had meetings with adjacent property owners, Bybee Stone Co., Cook, Inc., and the owner of the Matthews Mansion, to discuss impacts to their businesses and the historic home. It is important to discuss this at the project inception to review impacts with adjacent property owners in order to review impacts and save public funds. Information regarding project details will be made available to the public upon request as we receive it.
- **Stakeholder List** – Initially, on a project of this type, we begin by sending notices and request for comments to almost 30 local, state and federal agencies as part of satisfaction of the environmental portion of the project. Local key parties are many, but primarily the users of Mount Tabor Road. As mentioned above, Bybee Stone Company and Cook, Inc. are two major employers in the area and are adjacent to the project limits. Also, we will blend the design to lessen the visual impact upon the Matthews Mansion, currently on the National Register of Historic Places. We will review information with the Richland Bean Blossom School Corporation, the Town of Ellettsville, both corporate and utilities, and various offices of Monroe County Government, such as Rural Transit, Planning, and others as deemed necessary as the project develops.

Complete Streets Policy  
Adopted: January 9, 2009

**I: Purpose**

This Complete Streets Policy is written to empower and direct citizens, elected officials, government agencies, planners, engineers, and architects to use an interdisciplinary approach to incorporate the needs of all users into the design and construction of roadway projects funded through Bloomington and Monroe County Metropolitan Planning Organization.

The Complete Streets<sup>1</sup> concept is an initiative to design and build roads that adequately accommodate all users of a corridor, including pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users. This concept dictates that appropriate accommodation(s) be made so that all modes of transportation can function safely and independently in current and future conditions. A Complete Streets policy can be adapted to fit local community needs and used to direct future transportation planning. Such a policy should incorporate community values and qualities including environment, scenic, aesthetic, historic and natural resources, as well as safety and mobility. This approach demands careful multi-modal evaluation for all transportation corridors integrated with best management strategies for land use and transportation.

(A) Goals: The goals of this Complete Streets Policy are:

- 1) To ensure that the safety and convenience of all users of the transportation system are accommodated, including pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users;
- 2) To incorporate the principles in this policy into all aspects of the transportation project development process, including project identification, scoping procedures and design approvals, as well as design manuals and performance measures;
- 3) To create a comprehensive, integrated, and connected transportation network that supports compact, sustainable development;
- 4) To ensure the use of the latest and best design standards, policies and guidelines;
- 5) To recognize the need for flexibility to accommodate different types of streets and users;
- 6) To ensure that the Complete Streets design solutions fit within the context(s) of the community.

**II: Policy**

(A) Applicability: The Complete Streets Policy shall apply to all of the following:

- 1) New construction and reconstruction (excluding resurfacing activities that do not alter the current/existing geometric designs of a roadway) of local roadways that will use Federal funds through the BMCMPPO for **any** phase of

project implementation including planning, design, right-of-way acquisition, construction, or construction engineering.

- 2) Local roadway projects included in the TIP after the adoption of the Complete Streets Policy AND are not past the Preliminary Field Check Phase or more than 30% complete with design at the time this policy is adopted.
- 3) Local roadway projects where the BMCMPPO has the programming authority to allocate Federal funding.

**(B) Requirements:**

- 1) Roadway projects shall accommodate all users of the transportation system, including pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users.
- 2) Roadway projects shall make use of the latest and best design standards, policies, and guidelines. The Local Public Agency (LPA) shall also retain the justification and design decision authority over its projects.
- 3) Complete Streets solutions shall be developed to fit within the context(s) of the community and those solutions shall be flexible so that the needs of the corridor can be met.
- 4) Roadway projects shall utilize performance standards with measurable outcomes.
- 5) Roadway projects shall identify anticipated phases and key milestones of project development.
- 6) The LPA shall identify a public participation process including benchmark goals to attain as part of their public participation process.
- 7) The LPA shall maintain open lines of communication with key party/agency/interest groups and shall identify and maintain a key stakeholder list.

**III: Process**

**(A) Call for Projects:** The BMCMPPO shall issue an annual Call for Projects for any roadway project that seeks to use federal funding and to be programmed in the Transportation Improvement Program. The LPA shall submit a Project Description with the following information to the BMCMPPO:

- 1) a detailed project description (e.g. project scope, reconstruction/new construction, vehicular elements, non-vehicular elements);
- 2) the intent for the project to be Complete Streets Compliant or to seek a Complete Streets Exemption;
- 3) the performance standards and measurable outcomes;
- 4) project phases and key milestones ;
- 5) anticipated costs for design, rights-of-way acquisition, construction, and construction inspection;
- 6) amount of federal funding requested by phase (e.g. preliminary engineering, rights of way, construction, construction inspection);
- 7) anticipated dates for project design initiation and construction letting;

- 8) the public participation process with benchmark goals to attain;
- 9) the project stakeholder list or key party/agency/interest group identification list; and
- 10) the primary contact or project representative information.

If certain information required above is not yet known at the time of the Project Description submittal, the LPA shall provide general details on the required submittal information, but shall state, “specific information has not yet been determined”. Additionally, if the roadway project is programmed into the TIP, the LPA shall update the BMCMPPO as part of its regular reporting and notify any changes to the project description.

(B) Project Review and Approval: Project Description(s) will be reviewed by the Citizens Advisory Committee and the Technical Advisory Committee prior to being submitted to the Policy Committee for their consideration to adopt into the TIP. The Policy Committee shall certify by resolution that relevant projects identified in the TIP are Complete Streets compliant unless a project receives an exemption under certain circumstances. Roadway projects listed in the TIP shall clearly be identified as Complete Streets Compliant or Complete Streets Exempt.

(C) LPA Reporting: Once a project is programmed into the adopted TIP, the Local Public Agency shall fulfill the scope of work as detailed in the approved Project Description. The LPA shall submit written status reports to the BMCMPPO to be included in the meeting packets of the Citizens Advisory Committee, Technical Advisory Committee, and Policy Committee at a minimum of two times a year. The status report shall include a summary of issues identified, significant accomplishments since the initial Project Description submittal or last status report, new details on project implementation, and the preferred design solutions as they pertain to fulfilling the project parameters detailed by the Project Description.

(D) Project Description Change: The LPA shall report to the BMCMPPO immediately if a significant change to the roadway project is warranted, especially any change that affects the project’s accommodations for one of the users of the corridor. The Policy Committee will review the requested change(s) to the project and determine if the change(s) affects the intent (as detailed by the most recently approved Project Description) to be Complete Streets compliant, Complete Streets exempt, or Complete Streets noncompliant. If the changes significantly affect the intent the Policy Committee shall certify a revised Project Description and determine the roadway project’s standing to be Complete Streets compliant or Complete Streets exempt. If a capital roadway project is determined to be Complete Streets noncompliant the Policy Committee shall consider removing the project from the Transportation Improvement Program until such time that the project can be brought back into compliance with the Complete Streets Policy. If the changes do not significantly affect the intent then no action by the Policy Committee is required.

#### IV: Exemption

(A) Complete Streets Exemption: The BMCMPPO Policy Committee shall certify through resolution that justification exists for a roadway project to be exempted from any of the following requirements listed in section **II Policy, (B) Requirements: B1 through B4**. The Policy Committee may allow such an exemption under certain circumstances, including the following:

- 1) Ordinary maintenance activities designed to keep assets in serviceable condition (e.g. mowing, cleaning, sweeping, spot repair, and regular/seasonal maintenance);
- 2) The project involves a roadway that bicyclists and pedestrians are prohibited by law from using. In such case, efforts should be made to accommodate bicyclists and pedestrians elsewhere;
- 3) There are extreme topographic or natural resource constraints;
- 4) The Long Range Transportation Plan's 20-or-more year Average Daily Traffic projection is less than 1000 vehicles per day;
- 5) When other available means or factors indicate an absence of need presently and in the 20-or-more year horizon;
- 6) A reasonable and equivalent alternative already exists for certain users or is programmed in the TIP as a separate project;
- 7) The project is not a roadway improvement project and/or the Bloomington/Monroe County Metropolitan Planning Organization has no programming authority (e.g. State, Bloomington Transit, Rural Transit, and other projects).

#### V: Evaluation

The BMCMPPO shall, at a minimum, evaluate this policy prior to the adoption of the Long Range Transportation Plan. This evaluation shall include recommendations for amendments to the Complete Streets Policy and subsequently be considered by the Citizens Advisory Committee, Technical Advisory Committee and Policy Committee. Recommendations for amendments shall be distributed to the Local Public Agencies prior to consideration by the BMCMPPO Committees.

<sup>1</sup> Additional information on Complete Streets is available through the following resources:

National Complete Streets Coalition <http://www.completestreets.org/>

The American Planning Association - <http://www.planning.org/research/streets/index.htm>