



CITIZENS ADVISORY COMMITTEE

February 24, 2010

6:30 – 8:00 p.m.

McCloskey Room (#135)

Suggested Time:

6:00 PM **MPO 101 - a brief overview of the BMCMPPO, its committees, functions, & documents (before the meeting - for new members, existing members wanting a refresher, and interested citizens)**

- 6:30 PM I. Call to Order
- II. Election of Officers (per the [Operational Bylaws](#))
- A. Vice-Chair
- III. Approval of Minutes:
- A. January 27, 2009
- IV. Communications from the Chair
- V. Reports from Officers and/or Committees
- A. Long Range Vision Statement/Project Prioritization Subcommittee
- B. Bicycle & Pedestrian Project Identification Subcommittee
- VI. Reports from the MPO Staff
- A. Progress Report – FY 2010 2nd Quarter
- B. 10th St. Mobility Study (aka North Campus Area Study)
- C. Project Quarterly Reports
- 7:00 PM VII. Old Business
- A. Mt. Tabor Rd./Matthews Dr. Bridge
- B. SR 45/46 Bypass Update
- 7:30 PM VIII. New Business
- A. Transportation Improvement Program Amendments (*Recommendation Requested*)
- a. 2009-2012 TIP Amendments
- i. ARRA projects
- b. 2010-2013 TIP Amendments
- i. B-Line Trail Phase II
- B. Long Range Transportation Plan and Travel Demand Model Update
- IX. Communications from Committee Members (*non-agenda items*)
- A. Topic Suggestions for future agendas
- X. Upcoming Meetings
- A. Policy Committee – March 12, 2010; 1:30 p.m. (McCloskey Room)
- B. Technical Advisory Committee – March 24, 2010; 10:00 a.m. (McCloskey Room)
- C. Citizens Advisory Committee – March 24, 2010; 6:30 p.m. (McCloskey Room)
- 8:00 PM Adjournment

Bloomington/Monroe County Metropolitan Planning Organization
Citizens Advisory Committee

Citizens Advisory Committee Meeting Minutes
January 27, 2010 McCloskey Conference Room 135, City Hall

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

Attendance

Citizens Advisory Committee (Voting Members): Chair Jack Baker (McDoel Gardens NA), Vice-Chair Patrick Murray (Prospect Hill NA), Sarah Ryterband (Prospect Hill NA), Elizabeth Cox-Ash (McDoel Gardens NA), Ted Miller (citizen), Bill Milroy (Old Northeast NA), Buff Brown (citizen), Joanne Henriot (Bryan Park NA), Randy Paul (Citizen), David Walter (6th & Ritter NA), Jerry Stasny (Old Northeast NA), Natalie Wrubel (League of Women Voters), and Laurel Cornell (Prospect Hill NA).

Others In Attendance (including Non-Voting CAC Members): Dave Rollo (City Council/Peak Oil Task Force), Christine Glaser (Peak Oil TF), Larry Jacobs (Chamber of Commerce), Eve Corrigan (citizen), Raymond Hess (BMCMPPO staff), and Joe Fish (BMCMCO staff).

- I. Call to Order (~6:30 PM)**
- II. Election of Officers** - Mr. Baker indicated that he and Mr. Murray were interested in continuing to serve as Chair and Vice-Chair, respectively. There were no other nominations. Ms. Cornell motioned that the bylaws be suspended and that the vote be carried out by acclamation. Ms. Ryterband seconded the motion and it passed unanimously. Ms. Ryterband then motioned to approve Mr. Baker as Chair and Mr. Murray as Vice-Chair. Ms. Henriot seconded the motion and it passed unanimously.
- III. Approval of Minutes** - The minutes from the November 18, 2009 meeting were accepted as presented.
- III. Communications from the Chair** – Mr. Baker mentioned that the Policy Committee scheduled a special meeting to discuss the Mt. Tabor Rd. Bridge project. The road had to be narrowed due to existing constraints along the corridor.
- IV. Reports from the Officers and/or Committees** – Mr. Hess stated that the Project Prioritization Subcommittee finished ranking the goals and objectives of the Long Range Transportation Plan Vision Statement. Staff will now take this information and try to develop a matrix by which projects could be prioritized. The Subcommittee will be reconvened to review the work performed by staff before something is brought back before the CAC as a whole.
- V. Reports from the MPO Staff**
 - A. Peak Oil Task Force Report – “Redefining Prosperity”** – Mr. Rollo and Ms. Glaser gave an extensive overview of the Peak Oil Task Force Report (the report is available online), especially the chapter related to transportation. A few of the reports key findings are: world oil supply peaked in 2008; the current built environment is our main vulnerability with regard to transportation; and proactively reducing fuel demand is a top priority. Ms. Cox-Ash suggested that energy efficient homes be made affordable.

Bloomington/Monroe County Metropolitan Planning Organization
Citizens Advisory Committee

Mr. Murray suggested incentivizing energy efficient measures through local policy documents. Mr. Milroy questioned the economic impact on the middle class to implement some of the report's suggestions. Mr. Paul commended the Task Force for their work. Mr. Brown stated that transportation costs are a serious burden on the middle class which could be lessened if viable alternatives were offered. He also went on to say that several documents support this but that the same sort of automobile-centric projects keep getting implemented.

B. TIP Amendments 1/8/10 – Mr. Hess explained that the Policy Committee adopted a series of minor TIP amendments on January 8th. The amendments include: adding the City of Bloomington's University Courts Brick St. Restoration Transportation Enhancement project; adding Monroe County's Karst Farm Trail Phase IIa Transportation Enhancement project; simplifying the project description for Rural Transit's Transit Stimulus Capital Equipment project; changing Rural Transit's Operating Budget; changing Monroe County's Pavement Preservation Project; and changing MCCSC's Batchelor Middle Infrastructure project to reflect updated preliminary engineering costs. Additionally, Mr. Hess suggested that staff will bring forth an amendment to the Public Participation Plan to allow for administrative amendments to projects in the TIP. This is allowable under federal regulations and would simplify certain straight-forward TIP amendments, some of which are time-sensitive in nature.

D. Mt. Tabor Rd/Matthews Dr. Bridge #33 – In follow-up to what Mr. Baker reported on earlier, Mr. Hess illustrated the Mt. Tabor Rd/Matthews Dr. Bridge. The bridge will be replaced and the road will be realigned. When Monroe County submitted this project for inclusion in the TIP, it asserted adequate accommodations for bicycles and pedestrians. However, at the northern edge of the project near Maple Grove Rd., the project is constrained by a creek on the west side and a historic property on the east side. As a result, Monroe County will be unable to continue the 8' shoulders at this end of the project. This affects its compliance with the Complete Streets Policy. The Policy Committee held a special meeting on January 22nd to discuss this project and after careful deliberation by the Policy Committee, the project was granted an exemption to the Complete Streets Policy where these constraints exist. Ms. Cornell suggested this was a bad idea and that the historic property could benefit from added shoulders. The expertise exists in the community to do this project correctly while avoiding adverse impacts to the historic property. Mr. Baker stated that the Policy Committee was told this was impossible and it's difficult to refute what was presented. Mr. Jacobs also stated that the area floods and that this project will mitigate this problem. Ms. Cox-Ash stated that road upgrades could be viewed as changing the setting of the historic property which could make the local government susceptible to lawsuits. This is why road construction projects across the country avoid impacting historic properties. Mr. Miller and Mr. Paul suggested that the CAC advise the Policy Committee to reconsider. Mr. Walter mentioned that the Ellettsville Heritage Trail is identified to go through this area. Ms. Ryterband expressed concern that a historic preservationist was not present at that meeting and that the information presented to the Policy Committee by the consultant may not have explored all of the possibilities. She suggested a meeting with Monroe County and interested parties to find an innovative solution to the problem. Ms. Ryterband motioned that the CAC request clarification from the Policy Committee on the

following points: Why was this not considered by the CAC before going to the Policy Committee?; Could the project scope be amended or the design be reconsidered so that the road with shoulders could provide an enhancement to the historic property, perhaps in the form of a historic street? Ms. Ryterband reworded the motion to request the Policy Committee to reconsider the design of the road to include the possibility of a historic road design which is complete streets compliant. Mr. Paul seconded the motion. The motion passed 12-1.

Ms. Ryterband then motioned to extend the meeting to no later than 8:15pm. Ms. Henriot seconded and the motion passed unanimously.

Mr. Hess explained that the advisory committees did not review this project before the Policy Committee because the Complete Streets Policy only mandates review by the Policy Committee and the schedule of the committee meetings would have meant that Monroe County would have had to wait over three months for this issue to be resolved.

E. The Jobs Bill - Mr. Hess explained that the Jobs Bill has been passed by the US House of Representatives and awaits consideration by the Senate. As it is written now, the Jobs Bill will be very similar to the American Recovery and Reinvestment Act (ARRA) in terms of project eligibility and funding levels. However, the timelines are more accelerated than ARRA which means eligible projects need to be identified as soon as possible.

VI. Old Business

A. Discussion – Role of CAC on bicycle and pedestrian issues – Mr. Baker suggested that a subcommittee be formed to take on this topic. Ms. Ryterband volunteered to be on the subcommittee. Mr. Murray said he will consider it. Anyone else interested in volunteering should email Mr. Baker.

VII. New Business

Ms. Cornell suggested that future presentations by outside groups be limited to 10 minutes of slides and 20 minutes of discussion.

VIII. Communications from Committee Members

A. Topic Suggestions for future agendas – Ms. Ryterband would like a status update on the Bypass and whether any of the City’s bike/ped requests were incorporated since the letting is scheduled for May.

IX. Upcoming Meetings

- A. Technical Advisory Committee – February 24, 2010 at 10:00am (McCloskey Room)
- B. Citizens Advisory Committee – February 24, 2010 at 6:30pm (McCloskey Room)
- C. Policy Committee – March 12, 2010 at 1:30pm (McCloskey Room)

Adjournment (~8:15 PM)

These minutes were _____ by the CAC at their regular meeting held on February 24, 2010. (staff initials: 2/24/2010)

F.Y. 2010 Unified Planning Work Program Second Quarter Progress Report October 1, 2009 – December 31, 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 second quarter of the 2010 fiscal year and covers activities accomplished between October 1 and December 31, 2009.

The Bloomington/Monroe County Metropolitan Planning Organization had several notable accomplishments this quarter. Most notably is that the BMCMPPO's Complete Streets Policy was awarded the *Outstanding MPO Planning Project* at the annual Indiana MPO Conference because it "exemplifies the principles of good, sound transportation planning." The staff of the BMCMPPO did significant outreach at the State level – two presentations were given at the MPO Conference, and a presentation was given at the Indiana Bicycle Summit. Lastly, the BMCMPPO awarded its allocation of Transportation Enhancement funds using its recently adopted guidelines and application procedure.

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). To this end, the BMCMPPO organized an Open House to allow all of these partners to mingle in a relaxed atmosphere as well as review MPO documents and provide feedback. 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 maintaining the Transportation Improvement Program by processing necessary amendments. It also resulted in the preparation of quarterly billings as provided in the Unified Planning Work Program.

Contract service agencies of the BMCMPPO provided invaluable services as well. Bloomington's Engineering Department conducted routine traffic counts, and maintained permanent traffic count stations. 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.

F.Y. 2010 Unified Planning Work Program Second Quarter Progress Report October 1, 2009 – December 31, 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 which 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):
 - October 9, 2009
- BMCMPPO staff coordinated Technical Advisory Committees (TAC) meetings (minutes, packets, staff support at meetings):
 - November 18, 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
 - ARRA Teleconferences with INDOT and other MPOs (11/5/09 & 12/8/09)
 - BMCMPPO reviewed the new HSIP rules and procedure developed by INDOT
 - The Policy Committee awarded Transportation Enhancement funds to Bloomington's historic brick street restoration and Monroe County's Karst Farm Trail.
 - Held a BMCMPPO Open House for all Committee members and the public to socialize, review/request copies of MPO documents, and provide feedback (12/9/09)

B. Unified Planning Work Program:

- Updated the Contract Service Agreements for the Local Public Agencies.

C. Planning Grant Administration

- BMCMPPO staff tracked the BMCMPPO's fiscal activities:
 - Tracked expenditures and receipts for the 1st and 2nd quarters of F.Y. 2010
 - Produced F.Y. 2010 1st Quarter Billings

D. Indiana Metropolitan Planning Organization Council

- BMCMPPO staff attended Indiana MPO Council Meetings:
 - December 3, 2009

E. Census 2010 Coordination and Support

- BMCMPPO staff assisted with the LUCA, the LUCA appeal, the Complete Count process, and the New Construction Program

#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

- BMCMPPO staff attended the following trainings:
 - Annual Indiana MPO Conference (10/13-15/09)
 - Staff gave two presentations: "Bicycle Safety" and "Mobilizing a Safe Routes to School Task Force"
 - The BMCMPPO's Complete Streets Policy was awarded the "Outstanding MPO Planning Project" at the conference
 - Congress of New Urbanism Transportation Summit (11/4-6/09);
 - American Planning Association audio/web conferences
 - Monetizing Sustainability (10/14/09)
 - Planning with Large Institutions (11/18/09)
 - FHWA web conference on the Safety Effects of Marked and Unmarked Crosswalks (11/9/09)

#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):
 - October 28, 2009
 - November 18, 2009
- Continued to work with the CAC on preliminary project prioritization which incorporates the vision statement of the 2030 Long Range Transportation Plan.
 - October 1, 2009
 - October 14, 2009
 - November 11, 2009
 - December 9, 2009

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:
 - Programmed ARRA funds for Monroe County's preventive maintenance of Old SR37 from SR37 to Rogers Rd. (10/9/09);
 - BMCMPPO received information from Local Public Agencies on project status through the quarterly reporting requirements;
- 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
 - October 15, 2009
 - November 19, 2009
 - December 17, 2009
- D. TE Administration
 - The BMCMPPO awarded the BMCMPPO's allocation of TE funding
 - The Policy Committee awarded TE funds to the City of Bloomington's Park Ave. historic brick street restoration and Monroe County's Karst Farm Park Phase IIa (10/9/09).
- E. ADA Compliance Plans
 - The BMCMPPO hosted a presentation by FHWA on ADA transition plans and distributed information materials (11/19/09).

#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 10th Street corridor. The BMCMPPO will also work with the City to complete the West 2nd 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 staff continued coordination between the University, the City, the BMCMPPO, and the consultant (Study completion is at ~95%)
 - Maintained a webpage and a Facebook page dedicated to the study
- B. West 2nd Street Feasibility Study

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- No tasks were accomplished by the BMCMPPO this quarter with the 2nd Street Feasibility Study
- C. CAC/Student Assisted Study
- No tasks were accomplished by the BMCMPPO this quarter with the Student Assisted Study

#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 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)
 - BMCMPPO strategized on the next steps to update the LRTP and the TDM.
- 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 49 traffic counts and six turning movement counts.
 - The BMCMPPO and City of Bloomington continued to support nine permanent traffic volume counting stations, including utility and maintenance costs
 - City of Bloomington and BMCMPPO discussed the permanent traffic count station program and determined to discontinue it in 2010 due to escalating 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 and bike rack counts throughout Bloomington
 - BMCMPPO staff worked to update the Sidewalk inventory for the City of Bloomington.

#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):
 - International Walk to School Day (10/7/09)
- B. Bicycle and Pedestrian Project Coordination
 - BMCMPPO staff gave a presentation on “Bicycle Friendly Communities” at the Indiana Bicycle Summit (10/17/09)
 - BMCMPPO participated in a walkability audit as part of a Sociology class at Indiana University (11/12/09)
 - BMCMPPO staff attended meetings and workshops of the Bicycle and Pedestrian Safety Commission:
 - October 5, 2009 (workshop)
 - October 19, 2009 (meeting)
 - November 2, 2009 (workshop)
 - November 16, 2009 (meeting)
 - December 7, 2009 (workshop)
 - December 14, 2009 (meeting)
 - BMCMPPO staff attended meetings of the Monroe County’s Alternative Transportation Technical Committee meeting:
 - October 5, 2009
- C. LCI Training Program
 - BMCMPPO staff strategized on how to implement a bicycle safety class at Batchelor Middle School
- 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

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- No tasks were accomplished by the BMCMPPO this quarter with the Car Sharing Program Support

#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.

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
February 2010

First Quarter Summary			
Quarter	Q1 / FY 2010		
Period	07/01/2009 - 09/30/2009		
Element #	Local Share	PL/FTA Share	Total Amount
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	\$ -	\$ -	\$ -
Total	\$ 18,075.82	\$ 72,303.28	\$ 90,379.10

Second Quarter Summary			
Quarter	Q2 / FY 2010		
Period	10/01/2009 - 12/31/2009		
Element #	Local Share	PL/FTA Share	Total Amount
101	\$ 5,047.04	\$ 20,188.17	\$ 25,235.22
102	\$ 1,271.31	\$ 5,085.24	\$ 6,356.55
103	\$ 444.70	\$ 1,778.78	\$ 2,223.48
201	\$ 592.84	\$ 2,371.37	\$ 2,964.22
202	\$ 2,183.86	\$ 8,735.45	\$ 10,919.31
301	\$ 49.82	\$ 199.27	\$ 249.09
401	\$ 2,046.09	\$ 8,184.37	\$ 10,230.46
402	\$ 371.28	\$ 1,485.12	\$ 1,856.40
501	\$ 377.82	\$ 1,511.27	\$ 1,889.09
502	\$ 477.65	\$ 1,910.61	\$ 2,388.26
503	\$ -	\$ -	\$ -
Total	\$ 12,862.41	\$ 51,449.66	\$ 64,312.07



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	\$ 5,047.04	\$ 20,188.17	\$ 25,235.22	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
102	\$ 661.89	\$ 2,647.54	\$ 3,309.43	\$ 1,271.31	\$ 5,085.24	\$ 6,356.55	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
103	\$ 499.56	\$ 1,998.25	\$ 2,497.81	\$ 444.70	\$ 1,778.78	\$ 2,223.48	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
201	\$ 271.48	\$ 1,085.92	\$ 1,357.40	\$ 592.84	\$ 2,371.37	\$ 2,964.22	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
202	\$ 8,513.47	\$ 34,053.89	\$ 42,567.36	\$ 2,183.86	\$ 8,735.45	\$ 10,919.31	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
301	\$ 6.53	\$ 26.13	\$ 32.66	\$ 49.82	\$ 199.27	\$ 249.09	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
401	\$ 1,615.97	\$ 6,463.90	\$ 8,079.87	\$ 2,046.09	\$ 8,184.37	\$ 10,230.46	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
402	\$ 455.46	\$ 1,821.86	\$ 2,277.32	\$ 371.28	\$ 1,485.12	\$ 1,856.40	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
501	\$ 127.39	\$ 509.55	\$ 636.94	\$ 377.82	\$ 1,511.27	\$ 1,889.09	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
502	\$ 1,425.43	\$ 5,701.70	\$ 7,127.13	\$ 477.65	\$ 1,910.61	\$ 2,388.26	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
503	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 18,075.82	\$ 72,303.28	\$ 90,379.10	\$ 12,862.41	\$ 51,449.66	\$ 64,312.07	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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	\$ 9,545.68	\$ 38,182.72	\$ 47,728.40	\$ 6,008.66	\$ 24,034.65	\$ 30,043.32	61.4%	38.6%
102	\$ 2,608.55	\$ 10,434.19	\$ 13,042.74	\$ 1,933.19	\$ 7,732.78	\$ 9,665.97	\$ 675.35	\$ 2,701.41	\$ 3,376.77	74.1%	25.9%
103	\$ 7,494.03	\$ 29,976.11	\$ 37,470.14	\$ 944.26	\$ 3,777.04	\$ 4,721.29	\$ 6,549.77	\$ 26,199.07	\$ 32,748.84	12.6%	87.4%
201	\$ 16,286.54	\$ 65,146.14	\$ 81,432.68	\$ 864.32	\$ 3,457.29	\$ 4,321.61	\$ 15,422.21	\$ 61,688.85	\$ 77,111.06	5.3%	94.7%
202	\$ 23,146.68	\$ 92,586.72	\$ 115,733.40	\$ 10,697.33	\$ 42,789.34	\$ 53,486.67	\$ 12,449.35	\$ 49,797.39	\$ 62,246.73	46.2%	53.8%
301	\$ 26,961.24	\$ 107,844.96	\$ 134,806.20	\$ 56.35	\$ 225.40	\$ 281.75	\$ 26,904.89	\$ 107,619.56	\$ 134,524.45	0.2%	99.8%
401	\$ 10,246.69	\$ 40,986.75	\$ 51,233.44	\$ 3,662.07	\$ 14,648.27	\$ 18,310.33	\$ 6,584.62	\$ 26,338.48	\$ 32,923.10	35.7%	64.3%
402	\$ 3,375.34	\$ 13,501.37	\$ 16,876.71	\$ 826.74	\$ 3,306.98	\$ 4,133.72	\$ 2,548.60	\$ 10,194.39	\$ 12,742.99	24.5%	75.5%
501	\$ 3,041.71	\$ 12,166.82	\$ 15,208.53	\$ 505.21	\$ 2,020.82	\$ 2,526.03	\$ 2,536.50	\$ 10,146.00	\$ 12,682.50	16.6%	83.4%
502	\$ 20,912.68	\$ 83,650.72	\$ 104,563.40	\$ 1,903.08	\$ 7,612.31	\$ 9,515.39	\$ 19,009.60	\$ 76,038.41	\$ 95,048.01	9.1%	90.9%
503	\$ 3,732.40	\$ 14,929.59	\$ 18,661.99	\$ -	\$ -	\$ -	\$ 3,732.40	\$ 14,929.59	\$ 18,661.99	0.0%	100.0%
Total	\$ 133,360.19	\$ 533,440.75	\$ 666,800.94	\$ 30,938.23	\$ 123,752.94	\$ 154,691.17	\$ 102,421.95	\$ 409,687.81	\$ 512,109.77	23.2%	76.8%

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	\$ 3,306.98	\$ 826.74	\$ 4,133.72	\$ 7,453.40	\$ 1,863.35	\$ 9,316.75	30.7%	69.3%
TOTALS	\$ 10,760.38	\$ 2,690.09	\$ 13,450.47	\$ 3,306.98	\$ 826.74	\$ 4,133.72	\$ 7,453.40	\$ 1,863.35	\$ 9,316.75	30.7%	69.3%

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	\$ 9,963.40	\$ 2,490.85	\$ 12,454.25	\$ 22,104.81	\$ 5,526.20	\$ 27,631.01	31.1%	68.9%
402	\$ (563.57)	\$ (140.89)	\$ (704.46)	\$ -	\$ -	\$ -	\$ (563.57)	\$ (140.89)	\$ (704.46)	0.0%	100.0%
TOTALS	\$ 67,504.64	\$ 16,876.16	\$ 84,380.80	\$ 9,963.40	\$ 2,490.85	\$ 12,454.25	\$ 57,541.24	\$ 14,385.31	\$ 71,926.55	14.8%	85.2%

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%
TOTALS	\$ 7,649.11	\$ 1,912.28	\$ 9,561.39	\$ -	\$ -	\$ -	\$ 7,649.11	\$ 1,912.28	\$ 9,561.39	0.0%	100.0%

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%
TOTALS	\$ 62,057.21	\$ 15,514.30	\$ 77,571.51	\$ -	\$ -	\$ -	\$ 62,057.21	\$ 15,514.30	\$ 77,571.51	0.0%	100.0%

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	\$ 37,344.00	\$ 9,336.00	\$ 46,680.00	\$ 872.00	\$ 218.00	\$ 1,090.00	97.7%	2.3%
TOTALS	\$ 38,216.00	\$ 9,554.00	\$ 47,770.00	\$ 37,344.00	\$ 9,336.00	\$ 46,680.00	\$ 872.00	\$ 218.00	\$ 1,090.00	97.7%	2.3%

MEMORANDUM



To: BMCMPO Committee Members
From: Raymond Hess, Sr. *Transportation Planner*
Date: February 17, 2009
Re: Quarterly Project Tracking

Background

The BMCMPO amended the Unified Planning Work Program in June to include quarterly project tracking. Project updates are also warranted pursuant to the Complete Streets Policy adopted in January 2009. The rationale for these project updates is to keep the committees of the BMCMPO informed of project development in the hopes that projects stay on schedule and on budget. The 2010-2013 Transportation Improvement Program is referenced for each project by page number and should be consulted for further details (available online at: www.bloomington.in.gov/clearinghouse).

INDOT Projects

State Road 45 Intersection Improvement at Garrison Chapel Rd. (DES# 0710011) p. 10 of TIP

- Current Status: This project has an anticipated letting of 2017. INDOT has requested that this project be removed from the 2010-2013 Transportation Improvement Program because the project has been moved to future years beyond the timeline of the TIP.
- Complete Streets: Not applicable

State Road 45 capacity adding project from the Bypass to Pete Ellis Dr. (DES# 8824615, 947897A) p. 11

- Current Status: INDOT has requested that this project be removed from the 2010-2013 TIP because the project has been moved to future years beyond the timeline of the TIP.
- Complete Streets: Not applicable

State Road 45 road reconstruction from Pete Ellis Dr. to Russell Rd. (DES# 9902910) p. 12

- Current Status: INDOT has requested that this project be removed from the 2010-2013 TIP because the project has been moved to future years beyond the timeline of the TIP.
- Complete Streets: Not applicable

State Road 45/46 Bypass from Monroe St. to Kinser Pike (DES# 0600811) p. 13

- Current Status: According to INDOT personnel, this project is scheduled for letting in October 2010.
- Complete Streets: Not applicable

State Road 45/46 Bypass - Kinser Pike to Pete Ellis Dr. (DES# 0300585,9010075,9611470,0015830) p.14

- Current Status: This project is scheduled for letting on 5/12/10 according to INDOT's 18 month letting list.
- Complete Streets: Not applicable

State Road 46 intersection improvement at Smith Road (DES# 0100773) p.15

- Current Status: Preliminary field check is complete. This project is scheduled to be let in late 2011.
- Complete Streets: Not applicable

State Road 46 preventive maintenance from SR 446 to SR 135 (DES# 0810411) p.16

- Current Status: This project is complete. Federal funds were obligated in FY2009. Consequently, INDOT has requested that the project be removed from the 2010-2013 TIP.
- Complete Streets: Not applicable

Bloomington/Monroe County Metropolitan Planning Organization

Monroe County Projects

Fullerton Pike road reconstruction from SR 37 to Sare Rd. (DES# 0801059) p. 18 of TIP

ROW Acquisition	Letting Date	Construction Begin	Construction End
100 parcels (est.)	01/2014 (est.)	05/2014 (est.)	9/2016 (est.)

- Current Status: TIGER grant to fund project was not awarded.
- Complete Streets: No changes in scope which affect CS compliance: bike, ped, and transit accommodations expected. Too early in process to detail preferred design solutions.

Karst Farm Greenway Phase I (DES# 0600370) p. 19

ROW Acquisition	Letting Date	Construction Begin	Construction End
18 parcels by 03/2010 (est.)	09/2010 (est.)	Unknown	Unknown

- Current Status: ROW engineering is underway. Plans have been brought to Design Hearing Stage. Public input has been sought on the current plans which led to alteration of alignment.
- Complete Streets: Not applicable.

Karst Farm Greenways Phase IIa (DES# 09002263)

ROW Acquisition	Letting Date	Construction Begin	Construction End
4 parcels by 10/2012 (est.)	06/2013 (est.)	07/2013(est.)	05/2014(est.)

- Current Status: This project was awarded TE funds by the MPO in November 2009. The project was amended into the 2010-2013 TIP in January 2010. Scoping meeting w/ INDOT on 1/26/10
- Complete Streets: Not applicable

Mt. Tabor Road (Matthews Dr.) Bridge over Jack Defeat's Creek (DES# 0801060) p. 20

ROW Acquisition	Letting Date	Construction Begin	Construction End
7 parcels by 02/2010 (est.)	06/2011 (est.)	07/2011(est.)	12/2011(est.)

- Current Status: Environmental and preliminary design are being developed
- Complete Streets: This project was determined to be exempt from the Complete Streets Policy by the Policy Committee (01/2010) at its northern end because of the constraints of the creek and the historic property. The CAC (01/2010) requested that the design be reconsidered to include the possibility of a historic road design which is complete streets compliant.

Pavement Preservation (DES# 0901219, 0901220, 0901216, 0901540, 0901218)p. 21

ROW Acquisition	Letting Date	Construction Begin	Construction End
Not Applicable	12/2009 & 01/2010	07/2011(est.)	12/2011(est.)

- Current Status: Business SR 37 (DES# 0901540) was let 12/2009. That Rd. (DES# 0901220), Woodyard Rd. (DES#0901216), and the two segments of Old SR 37 (DES#s 0901218, 0901074) were let 01/2010.
- Complete Streets: Not applicable

Vernal Pike Phase II from Curry Pike to Woodyard Rd. (DES# 9683080) p.22

ROW Acquisition	Letting Date	Construction Begin	Construction End
39 of 40 acquired	04/2010 (est.)	05/2010(est.)	09/2011(est.)

- Current Status: This project may be considered for JOBS bill funding because of its anticipated letting date.
- Complete Streets: Not applicable.

City of Bloomington Projects

W. 3rd St. from SR 37 to Landmark (DES# 0300766) p. 24 of TIP

ROW Acquisition	Letting Date	Construction Begin	Construction End
12/2008	4/2009	5/2009	11/2010 (est.)

- Current Status: Utility relocation has taken longer than scheduled and will cause delays in the project
- Complete Streets: Not applicable.

Bloomington/Monroe County Metropolitan Planning Organization

17th St. roundabout at Arlington Rd. (DES# 0900216) p. 25

ROW Acquisition	Letting Date	Construction Begin	Construction End
15 parcels by 11/2011 (est.)	03/2012 (est.)	04/2012(est.)	04/2013(est.)

- Complete Streets: The project’s preferred design solutions include sidewalks, sidepaths, improved pedestrian crossings, and traffic calming.

17th St. intersection improvement at Jordan Ave. (DES#0901710) p. 26

ROW Acquisition	Letting Date	Construction Begin	Construction End
5 parcels by 9/2011 (est.)	03/2012 (est.)	05/2012(est.)	12/2012(est.)

- Current Status: The City may seek HSIP funding for this project in the future.
- Complete Streets: The project’s preferred design solutions include sidewalk, sidepath, improved pedestrian crossing, and improved sight distance.

Atwater Ave. intersection improvement at Henderson St. (DES#080043) p. 27

ROW Acquisition	Letting Date	Construction Begin	Construction End
3 parcels by 01/2010 (est.)	05/2010 (est.)	06/2010 (est.)	10/2010 (est.)

- Complete Streets: Not applicable.

B-Line Trail Phase II from 2nd St. Country Club Dr. and Rogers St. to Adams St. (DES# 0901422) p. 28

ROW Acquisition	Letting Date	Construction Begin	Construction End
Not applicable	02/2010 (est.)	04/2010 (est.)	06/2011 (est.)

- Current Status: This project will be able to absorb any remaining ARRA funds as a result of contract price favorability experienced on other local ARRA projects.
- Complete Streets: Not applicable

Cascades Trail Phase I from Dunn St. to Club House Dr. p. 29

ROW Acquisition	Letting Date	Construction Begin	Construction End
Not applicable	TBD	TBD	TBD

- Complete Streets: Not applicable

Jackson Creek Trail Phase I from Rogers Rd. to Sherwood Oaks Park (DES# 0200987) p. 30

ROW Acquisition	Letting Date	Construction Begin	Construction End
Not applicable	01/2010	TBD	TBD

- Complete Streets: Not applicable

Old SR37 Intersection improvement at Dunn St. p. 31

ROW Acquisition	Letting Date	Construction Begin	Construction End
6 parcels by 11/2013 (est.)	03/2014 (est.)	04/2014 (est.)	07/2015 (est.)

- Current Status: The City may seek HSIP funding for this project in the future.
- Complete Streets: The preferred design solutions include sidewalk, sidepath, sight distance improvements, intersection improvements.

Rogers Street road improvement from Rockport Rd. to Watson St. (DES# 0600496) p. 32

ROW Acquisition	Letting Date	Construction Begin	Construction End
63 parcels by 11/2010 (est.)	03/2011 (est.)	04/2011(est.)	07/2012(est.)

- Complete Streets: Not applicable. The preferred design solutions include sidewalk, sidepath, tree plot separation, and formalized on-street parking.

Sare Rd. roundabout at Rogers Road (DES# 0900213) p. 33

ROW Acquisition	Letting Date	Construction Begin	Construction End
8 parcels by 11/2010 (est.)	04/2011 (est.)	5/2011 (est.)	04/2012 (est.)

- Complete Streets: Project includes connections for sidewalk and sidepath.

Tapp Rd. intersection improvement at Rockport Rd. (DES#0901730) p. 34

ROW Acquisition	Letting Date	Construction Begin	Construction End
6 parcels by 11/2013 (est.)	03/2014 (est.)	04/2014(est.)	07/2015(est.)

- Complete Streets: The preferred design solutions include sidewalk, sidepath, improved pedestrian crossing, and traffic calming.

Traffic Signal upgrade at 4th/Walnut and 4th/College (DES# 0901808, 0901809) p. 35

ROW Acquisition	Letting Date	Construction Begin	Construction End
Not applicable	12/2009 (est.)	04/2010(est.)	07/2010(est.)

- Complete Streets: Not applicable. The project will modernize the pedestrian signals.

Walnut Street pavement preservation from 1st St. to Country Club Dr. (DES# 0901506) p. 36

ROW Acquisition	Letting Date	Construction Begin	Construction End
Not applicable	12/2009	03/2010(est.)	08/2010(est.)

- Complete Streets: Not applicable. The project will improve curb ramps to ADA standards.

Sidewalk Restoration at various locations in the City (DES# 0901685) p. 37

ROW Acquisition	Letting Date	Construction Begin	Construction End
Not applicable	01/2010	02/2010(est.)	04/2010(est.)

- Complete Streets: Not applicable

Park Ave. Brick Street Restoration

ROW Acquisition	Letting Date	Construction Begin	Construction End
Not applicable	03/2013 (est.)	04/2013(est.)	07/2013(est.)

- Current Status: This project was awarded TE funds by the MPO in November 2009. The project was amended into the 2010-2013 TIP in January 2010
- Complete Streets: Not applicable

Town of Ellettsville Projects

Heritage Trail Phase I from Main St. to Depot Rd. (DES 0301167) p. 38 of TIP

ROW Acquisition	Letting Date	Construction Begin	Construction End
TBD	TBD	TBD	TBD

- Complete Streets: Not applicable

Community School Corporation Projects

RBBCSC Sidewalk Construction along Ridge Springs Ln. (DES# 0800021) p. 40 of TIP

ROW Acquisition	Letting Date	Construction Begin	Construction End
TBD	01/2011 (est. per INDOT)	TBD	TBD

- Complete Streets: Not applicable

MCCSC Batchelor Middle Infrastructure (DES# 0710204) p. 41

ROW Acquisition	Letting Date	Construction Begin	Construction End
Not applicable	TBD	TBD	TBD

- Current Status: The engineering budget was revised because it was underestimated during the grant writing process. Stage 1 plans are under review with constituents
- Complete Streets: Not applicable.

From: Laurel Cornell [mailto:cornell@indiana.edu]
Sent: Thursday, February 18, 2010 11:25 AM
To: Hess, Raymond
Cc: Robinson, Scott
Subject: Proposed CAC Memo re Mt. Tabor Road bridge #33 project

Hi Raymond---

Thanks for that long conversation we had yesterday. It was really useful!

I am attaching a revised version of my earlier proposal, in both .doc and .pdf format. It is now entitled "Proposed CAC Memo re: Mt. Tabor Road Bridge #33 project." I would appreciate it if you would include this version in the packet for the next Citizens Advisory Committee meeting, rather than the earlier version I sent you.

I've made several changes based on our conversation and on your comments on the earlier draft. First, this definitely should be a Memo, not a Resolution. So I have drafted it that way. I've also addressed it specifically to the Policy Committee rather than to any wider audience. I refocused it to put the Complete Streets argument first. I also made two separate recommendations: that the roadway be widened to accommodate bicyclists and pedestrians and that a pull off be added to it. I took out some of the hackles-raising language. However, since it is now a Memo rather than a Resolution, I've left in the background information about the importance of the Matthews Mansion. I also framed this as an issue of economic development, since economic development is a central concern of policymakers.

If the CAC would like to forward this to the Policy committee, they can change my "I" to "we."

It looks like I'm going to make your noon deadline! Thanks for all your help in working on this!

Best,
Laurel

--

Laurel L. Cornell, Ph.D, M.LAR, Associate Professor, Department of Sociology, Henry Radford Hope School of Fine Arts, Department of East Asian Languages and Cultures, Indiana University 1020 E. Kirkwood Ave. BH 744, Bloomington, IN 47405.
cornell@indiana.edu, 812-855-4127.

MEMORANDUM: Recommendation that the Policy Committee reconsider its Resolution FY 2010-06 and amend it to suggest that the County acquire easement on the Matthews Mansion property

TO: Policy Committee, Bloomington/Monroe County Metropolitan Planning Organization

FROM: Citizens Advisory Committee, Bloomington/Monroe County Metropolitan Planning Organization

Written by: Laurel L. Cornell, Ph.D., M.LAR.
18 February 2010

In its Resolution FY 2010-06 the Policy Committee of the Bloomington/Monroe County Metropolitan Planning Organization made one segment at the north end of Monroe County's Mt. Tabor Road Bridge #33 Project exempt from the Complete Streets Policy, on the grounds that environmental and historic preservation constraints limited the width of the proposed roadway.

In my view, there is an alternative way of resolving this issue, so that bicyclists and pedestrians can be accommodated on this narrow road segment. That is: that the County should acquire an easement on the Matthews Mansion property wide enough that bicycles and pedestrians can be accommodated.

Road engineers justifiability may worry about the difficulties of impacting historic properties. However, the change I propose will have a positive impact both on the safety of the road and on the accessibility of the historic property.

Why should we care about this road segment? The Matthews Mansion was built by John Matthews, the man responsible for establishing the dimensional limestone industry in Monroe County. It was constructed between 1862 and 1869, in French Empire style not found elsewhere in the county, is a building categorized as "Outstanding" in the Indiana Historic Sites and Structure Inventory, and is eligible for inclusion on the National Register of Historic Places.

The Convention and Visitor's Bureaus of Monroe and Lawrence Counties are working to establish these counties as regional, national, and international tourism destinations based on the historic limestone industry distinctive to them. The establishment of Monroe and Lawrence Counties as tourism destinations will create jobs and add to economic development in these counties.

The best view of the Matthews Mansion is its west façade, on the east side of North Matthews Drive/ Mt. Tabor Road. Stopping to view the Matthews Mansion already poses a safety hazard due to the lack of shoulders on the existing road.

The proposed straightening of the road will increase the speed of traffic. This road segment will be narrow and will have narrow shoulders. The narrow shoulders and higher speeds of traffic in this northern segment of the project will create additional safety hazard for those who stop to view the Matthews Mansion.

Therefore I propose that the County Highway Department work with the property owner and with historic preservation professionals, including Bloomington Restorations, Inc. (BRI), Historic Landmarks Foundation of Indiana (HLFI), the State Historic Preservation Officer, and the Monroe County Historic Preservation Commission to acquire enough easement on the Matthews Mansion property that

*bicycle and pedestrian traffic can be accommodated in accord with the Complete Streets Policy; and

* a place to pull off the road for a short time in order to take a picture of the Matthews Mansion can be provided for visitors.

Such a pull off will create a positive impact, rather than an adverse impact, on the historic property by making visual access to its west facade easier and safer. Local context-sensitive road designs have been encouraged under Federal highway funding since ISTEA in 1991, and there are many examples of how roads have been constructed in order to maintain and improve access to historic properties in books such as Paul Daniel Marriott. 1998. Saving Historic Roads (NY: John Wiley & Sons) and Krista L. Schneider 2003. The Paris-Lexington Road (Washington, DC: Island Press).

In addition, Bloomington and Monroe County have a large number of experienced professionals in the field of historic preservation who are knowledgeable about the issues and well-versed in dealing with government officials. "Historic roads" is a new and fascinating issue in the field of historic preservation which professionals would be interested in exploring.

I recommend that the Policy Committee urge the County Engineer to explore this issue in greater detail. If we do not do this exploration we lose access along this road for bicyclists and pedestrians, create a road safety hazard, and limit visual access to a historic property crucial for economic development in Monroe County.

MEMORANDUM



To: Technical Advisory Committee & Citizen Advisory Committee Members

From: Raymond Hess, Sr. *Transportation Planner*

Date: February 17, 2010

Re: Transportation Improvement Program Amendments

2009-2012 Transportation Improvement Program

The 2010-2013 Transportation Improvement Program (TIP) has not yet been approved by the State of Indiana. Consequently, the only valid TIP is the 2009-2012 Transportation Improvement Program. However, the 2009-2012 TIP was not kept up-to-date and several projects are either absent or inaccurately reflected therein. The resulting problem is that projects which have been erroneously let need to be accurately reflected in the valid 2009-2012 TIP (note: both TIPs are available in online at www.bloomington.in.gov/clearinghouse).

INDOT, FHWA, and BMCMPPO staff agree that the best course of action is to amend the 2009-2012 TIP so that it accurately reflects all projects which have been let or will be let in the near future. Therefore, the following changes (which for the most part are already reflected in the 2010-2013 TIP) need to be incorporated into the 2009-2012 TIP:

Monroe County Pavement Preservation Project (p 26 of 09-12 TIP) – The scope and cost will be updated to reflect the current project (as identified on p 21 of the 10-13 TIP) with the exception of the Hartstrait Rd. segment which was deemed ineligible to receive American Recovery & Reinvestment Act (ARRA) funds.

Monroe County Projects	Funding Source	Fiscal Year				
		2010	2011	2012	2013	
Project: Pavement Preservation Location: 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 Description: Preventive Maintenance (minor re-surfacing/crack seal/chip & seal) (DES #s 0901220, 0901216, 0901540, 0901218, 0901074 respectively) DES#: See Project Description Support:	Local	\$ 43,763				
	ARRA	\$ 1,474,160				
Allied Projects:	TOTAL	\$ 1,517,923	\$ -	\$ -	\$ -	-

Monroe County Bridge Deck Overlay Project (p 27 of 09-12 TIP) – This project will be removed since it was deemed ineligible to receive ARRA funds.

Ellettsville Trail Ph II (p 44 of 09-12 TIP) – This project will be removed since it could not meet the deadlines associated with ARRA funds.

Bloomington B-Line Trail (Phase II) – This project will be added (as identified on p 28 of the 10-13 TIP). New funding sources will also be identified: earmark = \$500,000; and ARRA-MPO = \$257,180. The “earmark” was from FY 2010 Transportation appropriations bill. The “ARRA-MPO” reflects all remaining MPO ARRA funds (from price favorability) going to the B-Line Trail. Lastly, the TCSP amount will be reduced from \$950,000 to \$889,200 in light of recent information provided by INDOT.

AGENDA ITEM VIII.A.
Bloomington/Monroe County Metropolitan Planning Organization

City of Bloomington Projects	Funding Source	Fiscal Year			
		2010	2011	2012	2013
Project: B-Line Trail (Phase II)	Local	\$ 255,000			
Location: 2nd St. to Country Club Dr. & Rogers St. to Adams St.	PE				
Description: Construction of a multi-use trail for non-motorized use, including site amenities (2.4 miles).	ROW				
	TCSP	\$ 889,200			
	ARRA (MPO)	\$ 257,180			
	ARRA (INDOT)	\$ 1,800,000			
	Earmark	\$ 500,000			
	IDEM	\$ 400,000			
DES#: 0901422	DNR	\$ 900,000			
Support: LRTP, GPP, BPBTGSP, PMP	Local	\$ 815,585			
Allied Projects: Clear Creek Trail, Bloomington Rail Trail	TOTAL	\$ 5,816,965	\$ -	\$ -	\$ -

Bloomington Traffic Signal Modernization – This project will be added (as identified on p 35 of the 10-13 TIP) and the costs will be updated to reflect the actual contract amount including construction inspection.

City of Bloomington Projects	Funding Source	Fiscal Year			
		2010	2011	2012	2013
Project: Traffic Signal Modification					
Location: Intersections of 4th St. and Walnut St. and 4th St. and College Ave.	PE				
Description: Traffic Signal Upgrade	ROW				
DES#: 0901808, 0901809	ARRA	\$ 387,397			
Support:	CON				
Allied Projects:	TOTAL	\$ 387,397	\$ -	\$ -	\$ -

2010-2013 Transportation Improvement Program

As detailed above, recent developments in the B-Line Trail Phase II and the Traffic Signal Modification warrant amendments to the FY2010-2013 TIP so that projects are reflected as accurately as possible.

Additionally, the Indiana Department of Transportation (INDOT) has adopted its 2010-2013 Statewide Transportation Improvement Program (INSTIP). The INSTIP reflects changes to certain State projects which need to be updated in the local TIP. INDOT is requesting that the following projects be removed from the MPO's FY2010-2013 Transportation Improvement Program:

- State Road 45 intersection improvement project at Garrison Chapel Rd. (p. 10 of the 2010-2013 TIP) – This project has been moved to future years beyond the TIP's timeline.
- State Road 45 added travel lane project from the Bypass to Pete Ellis Dr. (p. 11 of the 2010-2013 TIP) - This project has been moved to future years beyond the TIP's timeline.
- State Road 45 road reconstruction project from Pete Ellis Dr. to Russell Rd. (p 12 of the 2010-2013 TIP) - This project has been moved to future years beyond the TIP's timeline.
- State Road 46 preventive maintenance from SR446 to SR135 (p. 16 of the 2010-2013 TIP) – Federal funds for this project were obligated in FY2009 and should not be reflected in FY2010.

Recommendation Requested

The Advisory Committees of the BMCMPPO are requested to make a recommendation to the Policy Committee on the following Transportation Improvement Program amendments (as detailed above):

FY2009-2012 Transportation Improvement Program

- Update Monroe County's Pavement Preservation Project;
- Remove Monroe County's Bridge Deck Overlay Project;
- Add Bloomington's B-Line Trail Ph II;
- Add Bloomington's Traffic Signal Modernization;

Bloomington/Monroe County Metropolitan Planning Organization

- Remove the Ellettsville Trail Ph II;

FY2010-2013 Transportation Improvement Program

- Update Bloomington's B-Line Trail Phase II;
- Update Bloomington's Traffic Signal Modernization;
- Remove INDOT's SR45/Garrison Chapel Rd. intersection improvement project;
- Remove INDOT's SR45 added travel lane project (from the Bypass to Pete Ellis Dr.);
- Remove INDOT's SR45 road reconstruction project (from Pete Ellis Dr. to Russell Rd.);
- Remove INDOT's SR 46 preventive maintenance project (from SR446 to SR135).

Proposed Resolution for the Citizens' Advisory Committee, Bloomington Metropolitan Planning Organization.

Written by Buff Brown (buff.brown11@gmail.com)
February 16, 2010

Resolution to prioritize the need to update the Long Range Transportation Plan and the Travel Demand Model, as planned, and evaluate a transit-oriented transportation and land use scenario.

Whereas

- The [UPWP](#)¹ (Unified Planning Work Program; amended in June 2009) states that the MPO will create a 2035 Long Range Transportation Plan (LRTP) by the end of the fiscal year 2010, and,
- the update will include a complete update of the Travel Demand Model, and,
- the evaluation will include a feasibility analysis for Bus Rapid Transit or other highly efficient modes of mass transit, and,
- funding has been allocated to provide for consultant assistance with technical analysis (primarily modeling support) as well as for MPO staff time spent in developing the overall Plan, and, \$134,500 has been allocated for this purpose, and,
- this project was to start in FY 2009 and be completed in FY 2010, and has not yet commenced.
- The MPO planning staff has indicated they are not going to start it until 2012.
- The current LRP is going to expire in 2011.
- The current plan is to recertify the current LRTP (virtually unchanged) before it expires.

And Whereas

- The [Bloomington Transit Development Program](#) has recently been published. It states,
 - “Key corridor services could be enhanced in Bloomington with the provision of transit priority measures, such as transit signal priority, dedicated lanes, and lane segments, or queue-jump lanes...while these measures... would benefit transit services and ridership overall, it is unlikely that the changes would be acceptable to the community at large without a large scale assessment of the complete traffic network in the city...ENTRA recommends more detailed analysis to assess the opportunities for transit priority measures ...” (p 69)
- The [Report of the Bloomington Peak Oil Task Force](#)² has just been published and it encourages a focus on transit, bike and pedestrian infrastructure.
 - It states that when the MPO updates the LRTP, it “should do so informed by the phenomenon of peak oil” and that the “reliance of public transit, walking and biking will increase.” (p 142)
 - It recommends, “**Bus Lanes** - ...dedicating a network of existing streets and lanes as bus lanes making bus service faster and more reliable. The City and BT should start exploring the cost and feasibility of several fast east-west and north-south routes in which buses have priority.” (p 144)

¹ Page 21, section 301(a)

² See Transportation section beginning on page 112.

- The [Growth Policies Plan](#) requests us to deemphasize car travel and sprawl policies while emphasizing other modes and encouraging dense, mixed use development (examples):
 - “Bloomington must strive to reduce the number of vehicle trips traveled per resident. Reducing automobile trip-making not only reduces congestion but improves air quality, saves energy, and increases bicycle and pedestrian safety within the transportation system.” (p. 14)
 - “Bloomington... has an opportunity to change the pattern of automobile trip making over time by embracing alternative forms of transportation.” (p. 14)
- The [Mayors Climate Protection Agreement](#), which our mayor is a signatory, reiterates these goals. Here are two:
 - Goal 2: Adopt and enforce land-use policies that reduce sprawl, preserve open space, and create compact, walkable urban communities;
 - Goal 3: Promote transportation options such as bicycle trails, commute trip reduction programs, incentives for car pooling and public transit;

And Whereas

- The completion of the 10th Street corridor study is imminent. Requests for the consideration of transit-oriented solutions were made, but not honored. Only car-oriented alternatives were offered.
- The Bypass widening is currently on the INDOT docket, and an analysis which uses more contemporary data and new transit-oriented planning concepts will affect Bypass traffic and will be evident in the model results.
- West 3rd is being widened to 4-laned. A BRT on that corridor should be evaluated.
- The Bloomington Transit in-city limitation has been lifted (e.g., could go to Ivy Tech).
- The new IU Master Plan shows significant development in the Bypass corridor in the future and should do its best to consider and provide alternatives to driving.
- An IU task force is considering pedestrian safety policy and infrastructure in the 10th St/Fee lane area.
- A project scoring system based on the LRTP Vision statement is being development and a model analysis of these long-term concepts would be valuable toward accurate scoring based on quantitative model results.

And Whereas

- Communities that have gone with a transit-oriented transportation and land use plan have done so only after a Travel Demand Model (TDM) analysis that indicated such a plan would better meet the long-term goals of the community.
 - Portland, Oregon – 1000 Friends of Oregon did a study called [LUTRAQ](#) (Land Use, Transportation, Air Quality, 1988) where a Modeling Consultant compared a transit-oriented plan to the current ODOT highway plan showing significant VMT, energy and land use benefits.
 - Montgomery Co, Maryland did a model analysis comparing a highway-oriented plan to a transit-oriented plan (includes land use policy changes) and found a 9% to 25% reduction in VMT.

The Citizen's Advisory Committee of the Monroe County MPO recommends that:

- The MPO Planning staff move forward as described in the approved UPWP.
- The Bloomington Travel Demand Model be updated to be sensitive to transit, fuel price, parking policy, land use changes, and as needed through further study.
- A transit-oriented (transportation and land use) scenario be evaluated as described in the above documents and as determined through further study.
- If planning funds (PL) are not sufficient, other funding sources such as those available to the Public Works department be considered.
- It is extremely valuable that we know the long-term effects of Public Works projects, and that they not move us toward a future counter to the community's desired goals. As a result we should consider holding projects that may negatively affect these goals until this is completed.

DRAFT

MEMORANDUM



To: Technical Advisory Committee & Citizens Advisory Committee Members

From: Raymond Hess, Sr. Transportation Planner

Date: February 17, 2010

Re: Long Range Transportation Plan Update

The MPO's Long Range Transportation Plan (LRTP or Plan) will expire in March 2011, five years after its adoption in March 2006. The Plan must show a 20-year time horizon at the time of adoption, and must be updated at least every five years. The MPO should begin the update of the LRTP now in order to stay compliant with federal regulations and avoid any risk of jeopardizing federal transportation funding.

MPO staff's preferred course of action would be to readopt the existing LRTP with no changes. FHWA has indicated that "it would be acceptable to just update the current 2030 LRTP, reaffirm goals, objectives and adequacy of latest planning assumptions." This would establish a new five year life of the LRTP.

Staff supports this option for the following reasons:

- *Least Expensive / Quickest Option* – This option could be done by MPO staff and would not require hiring a consultant (which may cost as much as \$100,000). It would simply require documentation, possibly in the form of an appendix to the Plan, that the LRTP is still valid.
- *Buys Time* – There is interest in completely overhauling the Plan's Travel Demand Model from both staff and members of the public. However, waiting a couple of years to do so is strongly recommended because it would allow us to use 2010 Census information rather than relying on projections from the original 2000 Census data. Additionally, new federal transportation legislation is expected in the next year. The forthcoming legislation may set new requirements of the LRTP and the Travel Demand Model.
- *Funding*: New federal legislation will certainly impact the fiscal assumptions we make when selecting future transportation projects. Without projections for federal funding based on new legislation, we'd have difficulty knowing what we could afford to implement during our 20 year time frame.
- *20 Year Horizon* – Federal law requires that the LRTP cover a span of 20 years at the time of adoption. If we readopt the LRTP in 2010 we will meet this criterion since our Plan goes out to 2030.
- *State Project List*: INDOT is currently developing a new statewide 2035 Long Range Transportation Plan, but it is not expected to be done until the fall of 2010. It would be difficult to do a full plan update without a final list of State projects in the MPO area.

Projected Timeline

- 2/24/10 – Broach the issue with the CAC & TAC and seek direction
- 3/12/10 – Broach the issue with the Policy Committee and seek direction
- 3/24-4/22/10 – 30 Day Public Comment period
- 4/28/10 – Seek CAC & TAC recommendations
- 5/14/10 – Seek Policy Committee adoption