



CITIZENS ADVISORY COMMITTEE

March 24, 2010

6:30 – 8:00 p.m.

McCloskey Room (#135)

Suggested Time:

- 6:30 PM I. Call to Order
- II. Approval of Minutes:
A. February 24, 2010
- III. Communications from the Chair
A. ADA and Accessibility Subcommittee
- 6:50 PM IV. Reports from Officers and/or Committees
A. Performance Based Vision Score (aka Long Range Vision Statement/Project)
Prioritization Discussion
B. Bicycle & Pedestrian Project Identification Subcommittee
- 7:00 PM V. Reports from the MPO Staff
A. 10th Street Mobility Study (aka North Campus Area Study)
- 7:15 PM VI. Old Business
A. Long Range Transportation Plan and Travel Demand Model Update
- 7:45 PM VII. New Business
A. 2008 Crash Report
- VIII. Communications from Committee Members (*non-agenda items*)
A. Topic Suggestions for future agendas
- IX. Upcoming Meetings
A. Technical Advisory Committee – April 28, 2010 at 10:00 a.m. (McCloskey Room)
B. Citizens Advisory Committee – April 28, 2010 at 6:30 p.m. (McCloskey Room)
C. Policy Committee – May 14, 2010 at 1:30 p.m. (McCloskey Room)
- 8:00 PM Adjournment

Bloomington/Monroe County Metropolitan Planning Organization
Citizens Advisory Committee

Citizens Advisory Committee Meeting Minutes
February 24, 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 Patrick Murray (Prospect Hill NA), Vice-Chair Laurel Cornell (Prospect Hill NA), Jack Baker (McDoel Gardens 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), Natalie Wrubel (League of Women Voters), and John Kehrberg (County citizen).

Others In Attendance (including Non-Voting CAC Members): Jo Basey (Blue Ridge NA), Barbara Salisbury (SICIL), Jacob Schumacher (citizen), Paul Ash (McDoel Garden NA), Bill Williams (Monroe County Highway), Raymond Hess (BMCMPPO staff), and Scott Robinson (BMCMPPO staff).

I. Call to Order (~6:30 PM)

II. Election of Vice Chair – Mr. Hess explained that per the operational bylaws Mr. Murray will now serve as the Chair since Mr. Baker had to resign his position as Chair. Mr. Murray asked for nominations for Vice-Chair. Mr. Walter motioned to elect Ms. Cornell as Vice-Chair by acclamation. Ms. Ryterband seconded the motion and it passed unanimously.

III. Approval of Minutes - The January 27, 2010 meeting minutes were accepted.

III. Communications from the Chair – Mr. Murray asked for introductions and reminded everyone to ask staff or others questions if you don't understand an agenda item. Mr. Hess explained the importance of signing in and offered to give an overview of the BMCMPPO before any meeting.

IV. Reports from the Officers and/or Committees

A. Long Range Vision Statement/Project Prioritization – Mr. Robinson explained a draft is currently being reviewed by the subcommittee. The subcommittee will work next on a scoring and weighting system and should be ready for the CAC to review by March or April.

B. Bicycle and Pedestrian Identification Subcommittee – Ms. Ryterband asked if anyone would like to join. Mr. Paul said he was interested. Mr. Hess said staff would coordinate with them and arrange a future meeting and evaluate tasks. Mr. Brown mentioned that a group is working on a “cyclovia” for May 16th and invited anyone to join in on an organizational meeting on March 1st.

V. Reports from the MPO Staff

A. Progress Report – FY 2010 2nd Quarter – Mr. Hess explained the purpose of the report and outlined key findings found on the tables at the end of the Progress Report. There were no questions.

B. 10th Street Mobility Study (aka North Campus Area Study) – Mr. Hess announced that a public presentation will be held on March 11th, at the Monroe County Library, on the findings of the Study. He will notify BMCMPPO members on the final time and room location once these are finalized. Mr. Murray asked about the status of the Study. Mr. Hess said the public presentation will conclude the Study. Since it is only a feasibility study it does not need to be adopted by the BMCMPPO. Mr. Brown said he hopes it will sit on the shelf. Mr. Murray said implementing it will be the difficult part. Mr. Milroy asked if he could provide additional comments at the March presentation and Mr. Hess explained there were several public input opportunities which are well documented in the Study, but no additional input will be taken.

C. Project Quarterly Reports – Mr. Hess provided an overview of this first report on projects identified in the TIP and hopes that this will be a useful tool in future quarters. Ms. Cornell said she liked the user friendly format. There were no questions.

VI. Old Business

A. Mt. Tabor Rd/Matthews Dr. Bridge #33 – Mr. Hess provided a recap of this project and what transpired at the past Policy Committee and CAC meetings. He then explained how he worked with the proposal that Ms. Cornell submitted and is included in the meeting packet. Mr. Murray asked Mr. Williams to give an overview of the project and the issues. Mr. Williams provided the project details and explained the historic and environmental constraints with this project. He said that regardless of the design there will be an adverse affect on the historic Matthews Mansion and thus the need to investigate finding solutions like those proposed by Ms. Cornell. Mr. Miller, Ms. Cornell, Mr. Baker, and others expressed their gratification to Mr. Williams. Ms. Cornell made a motion that the CAC enthusiastically supports the current design as presented by Mr. Williams (different design than was presented at the January 22nd Policy Committee meeting). Mr. Paul seconded the motion. The motion passed unanimously. Mr. Williams said he will need other approvals, but the CAC motion and letter will help. CAC members expressed interest to provide additional assistance on this project.

B. SR 45/46 Bypass Update - Mr. Hess provided a detailed overview of the project status. Discussion ensued on various aspects of the project. Ms. Salisbury expressed concern about the lack of audible pedestrian signals and did not understand the reason for this decision. Mr. Paul agreed and said more needs to be done about educating the community the difference on ADA compliance (minimum standards) and more importantly on accessibility (mobility and functionality). Discussion ensued about what actions the CAC could pursue. Mr. Robinson suggested that staff contact INDOT first and then follow up with the CAC membership. He also suggested that the CAC look at accessibility issues system-wide and not on a case by case basis. Discussion ensued. Mr. Milroy said he is frustrated with the cavalier actions of government agencies that fail to address these requests. Ms. Salisbury said audible signals have been around for many

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years and expressed the need to include them in this project. Discussion ensued about policies, memorandums, resolutions, and internal coordination. The following was agreed upon: audible pedestrian signals for the Bypass are very important for safety and accessibility reasons; the CAC Chair will express this message at the March 12th Policy Committee meeting, BMCMPPO staff will immediately contact INDOT to gain more information on the topic and pass this along, and depending on the above items the CAC may take other formal actions (policy, memorandum, resolutions).

VII. New Business

A. Transportation Improvement Program Amendments – Mr. Hess provided an overview to the TIP amendment requests and staff report. Ms. Ryterband motioned to approve the amendments as detailed by staff for ARRA projects in the FY 2009-2012 TIP and Ms. Cornell seconded the motion. The motion unanimously passed. Mr. Ryterband motioned to approve the amendments as detailed by staff for the 2010-2013 TIP and Ms. Cornell seconded the motion. The motion unanimous passed.

B. Long Range Transportation Plan and Travel Demand Model Update – Mr. Brown provided a presentation on reasons to update the Travel Demand Model and Long Range Transportation Plan. The reasons he cited for an update include language found in the Unified Planning Work Program and to develop a Model and Plan that is sensitive to land use changes, transit, and bicycling. He distributed a new resolution to the Committee calling for the MPO to get started on the on the update. After the presentation the CAC agreed to continue this discussion until the next CAC meeting.

VIII. Communications from Committee Members

A. Topic Suggestions for future agendas – There were no suggestions.

IX. Upcoming Meetings

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

Adjournment (~8:20 PM)

These minutes were _____ by the CAC at their regular meeting held on March 24, 2010. (staff initials: 3/24/2010)

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

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