BLOOMINGTON • MONROE COUNTY
mpo

TECHNICAL ADVISORY COMMITTEE
September 22, 2010
10:00 – 11:30 a.m.
McCloskey Room (#135)

I. Call to Order

II. Approval of Minutes:
   A. August 25, 2010

III. Communications from the Chair

IV. Reports from Officers and/or Committees
   A. Updates on BMCMPO & ARRA funded projects
   B. Citizens Advisory Committee

V. Reports from the MPO Staff
   A. CY 2011 Meeting Schedule
   B. 2009 Crash Report
   C. Annual Completion Report

VI. Old Business

VII. New Business
   A. Highway Safety Improvement Program Application Review & TIP Amendment
      1. Monroe County – Sign upgrade
      2. City of Bloomington – Sign Upgrade
      Recommendation Requested (on all of the above)

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

IX. Upcoming Meetings
   A. Technical Advisory Committee – October 27, 2010 at 10:00 a.m. (McCloskey Room)
   B. Citizens Advisory Committee – October 27, 2010 at 6:30 p.m. (McCloskey Room)
   C. Policy Committee – November 5, 2010 at 1:30 p.m. (Council Chambers)

Adjournment

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Bloomington/Monroe County Metropolitan Planning Organization
Technical Advisory Committee

Technical Advisory Committee Meeting Minutes
August 25, 2010 McCloskey Conference Room 135, City Hall

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

Attendance

Technical Advisory Committee: Kurt Babcock (County GIS), John Carter (MCCSC), John Collisson (County Highway), Jay DuMontelle (FHWA), Jason Eakin (County Planning), Jane Fleig (City of Bloomington Utilities), Connie Griffin (Town of Ellettsville), Laura Haley (City GIS), Perry Maull (IU Campus Bus), Tom Micuda (City Planning Director), Emmanuel Nsonwu (INDOT), Adrian Reid (City Engineering), Andrea Roberts (City Public Works), Mike Trexler (City Controller), Jim Ude (INDOT), Dave Williams (City Parks)

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

Others: David Butts (INDOT), Gary Fisk (DLZ Indiana), Morgan Hutton (Chamber of Commerce), Bruce Hudson (DLZ Indiana), Barry Elkins (citizen), Eric Swickard (BLA), David Isley (BLA), Sam Sarvis (INDOT), Sandra Flum (INDOT), Jim Stark (INDOT), Susie Johnson (City Public Works), Marvin Jenkins (INDOT), and Mary Jo Hamman (Michael Baker, Jr., Inc.)

I. Call to Order—Mr. Reid called the meeting to order.

II. Approval of Minutes:

A. **June 23, 2010—**Ms. Fleig moved approval. Mr. Ude seconded. The minutes were approved by unanimous voice vote.

III. Communications from the Chair—Mr. Reid noted that they had had their first meeting of the Long Range Transportation Plan Steering Committee. It went well. They anticipate that the entire process will take approximately 2 years.

IV. Reports from Officers and/or Committees

A. Updates on BMCMPO & ARRA funded projects—Mr. Collisson reported that their ARRA projects are all completed. Mr. Reid reported that the S. Walnut re-paving project is finished, Henderson and Atwater has been cleared to move forward, but the 4th St. signals project is detained at present. Mr. Williams reported that the 2nd phase of the B-Line Trail is on schedule. The Jackson Creek Trail has been completed.

B. Citizens Advisory Committee—Mr. Hess reported that the CAC will cover the same agenda as the TAC. He discussed their 2 subcommittees.

V. Reports from the MPO Staff—No reports from staff. Mr. Hess noted that staff has been directed to produce fewer packets to save on waste. If you know you will need to pick up a packet, please let staff know ahead of time.

VI. Old Business

A. Public Participation Plan Amendment (*Recommendation Requested*)

Mr. Robinson presented the memo found in the packet. He reviewed proposed changes to the

existing Public Participation Plan (PPP). It was clarified that in order to amend or change the PPP, there would be a minimum of 45-day public comment period. The PPP outlines what kind of TIP amendments could be done administratively and the process that would be used. The MPO staff will have to report MPO committees on any of these administrative TIP amendments. ***Mr. Maull moved to approve, Mr. Micuda seconded.** Mr. Williams pointed out that on page 21, the meeting time of the TAC was incorrect. It should be 10:00 am. ***The motion was approved by unanimous voice vote.**

VII. New Business

A. FY2010 -2013 Transportation Improvement Program Amendments—Mr. Hess presented the minor TIP amendments and commented that these could be handled administratively in the future since the PPP was approved. Since we did not develop a new TIP for FY2011-2014, we are relying on our existing FY2010-2013 TIP. We have some projects that need to be updated into the TIP to show a more updated implementation year.

1. 2010 project carryover to 2011 (Bloomington, Monroe County, Ellettsville, School Corporations, IU Transit)—Mr. Hess listed the projects that need to be moved from FY 2010 to 2011. There were no questions on these projects. ***Ms. Fleig moved approval. Mr. Maull seconded. There was unanimous approval.**

2. Heritage Trail (Ellettsville)—Mr. Hess reported that this project is moving forward and suggested contacting Ms. Griffin for details. This is a TE project and other phases of the project need to be added to the TIP to accurately reflect project timing and phases. There is a net change in the total cost, as well. Ms. Griffin provided more details. Ms. Fleig asked how they managed a cost savings. Ms. Griffin mentioned that several entities have been working on refining the final cost estimates. ***Mr. Maull moved approval. Ms. Fleig seconded. There was unanimous approval.**

3. SR 446 Resurfacing (INDOT)—Mr. Hess reported that INDOT wants to resurface SR 446 from Pine Grove Rd. to SR 46. Since part of the area is within the MPO, it needs to be reflected in the TIP. ***Mr. Micuda moved approval. Mr. Maull seconded. There was unanimous approval.**

4. I-69 Section 4 (INDOT)—Mr. Desmond noted that INDOT has requested to amend into our TIP Section 4 of the I-69 project. Part of this area is within our MPO which is why this has to be listed within the MPO TIP at this time. There is a request to put preliminary engineering, right-of-way and construction phases for this section into the TIP between years FY2011-2014. The total cost of all those phases across all 4 years would be approximately $473 million which would be reflected in the TIP. A letter dated 7/12 is included in the packet providing more information about the project and this request. The required 30-day public comment period was advertised initiating the period on 7/29. To this point we have received no written comments. People still have time to turn in comments or speak at the Policy Committee in September.

Sam Sarvis, Deputy Commissioner for INDOT for Major Programs, offered to answer questions. Mr. Micuda said he knew this question would come up at Policy Committee and possibly at Citizens Advisory Committee. If the MPO votes “no” on the request, quite a few people would like to know what the anticipated ramification might be for the local MPO in terms of project funding. How would it affect the I-69 project in Section 4? Mr. Sarvis said he had no reason to believe that the MPO wouldn’t approve

the amendment and then we wouldn't move ahead. He did not see that activity—if it were to happen—to delay their current schedule for Section 4. It certainly wouldn't stop the process they are in right now. Mr. Micuda asked what about in terms of local MPO projects that depend on non-local sources of revenue. Can you comment on that issue? Mr. Sarvis said that he was confident that the State, FHWA and the MPO have had these discussions. They continue to work together. He didn't think that we would be in a situation where that becomes a concern for us. Mr. Micuda said, with all due respect, you will probably have to give a more specific answer than that to the Policy Committee. He thinks they will want to know what the funding situation might be if they chose to make a "no" vote.

Mr. Collisson said from the County's standpoint, the Commissioners are requesting an extension of a 180-day period for written comments due to the number of road closures that are listed. Has there been a decision from INDOT about that extension. Mr. Sarvis said that at this point both INDOT and FHWA agree that the 60-day mandatory comment period was reasonable for the expectation of comments. That actually ends around 9/28. We are hopeful that we can work with the County and the City and Green County, as well, on any questions or concerns that they have. Certainly the public comment period is the opportunity for both local officials and the public in general to voice their concerns. He didn't think that the overpasses or underpasses are an issue that should stop us from moving forward. If we had the opportunity to construct all of them, the question is, as good stewards of taxpayers dollars, are they all necessary? That is the perspective he is using approaching the overpasses. We've got plenty of time to look at that, see what the impacts are to the school corporations, fire and public service. Where they are necessary and make sense, we will construct them. Mr. Collisson said that obviously the County's stand would be to go for overpasses and underpasses and keep as many open as we can. The other question is whether it is established that this is going to be a design-build or is it going to be, "Here's the prints and that's it." Mr. Sarvis said they have not established the delivery method for any of the contracts, the sequencing of the contracts or the size of the contracts. Mr. Collisson asked if at the time that is settled, will there be any opportunity for review and comment prior to building. Mr. Sarvis said he would hope that Monroe County, the MPO and Greene County would be active participants in Section 4 and how it gets developed. He thought they were successful working with the Daviess County officials. A number of the jobs in northern Daviess County came from the design-build. He said he was hopeful that they could replicate that Monroe County. Ms. Fleig said that we had a 30-day comment period for our MPO but it sounded like INDOT has a 60-day public comment period for your notice. Mr. Sarvis said for the draft EIS there is a 60-day period. Mr. Reid said that he spoke with Bill Williams of the County this morning and his biggest concern with design-build is that when that happens, the plans aren't as developed. He had some specific concerns about stormwater and those sorts of things. Some reviews will need to be done.

Barry Elkins said that he owns a farm that will be cut right in the middle by I-69 and he is all for it. He wants to get on with it. It's held that farm back for 20 years as far as doing anything with it. He wanted to go on the record as being all for it. We've had

plenty of public comment from the City and the County and not everybody is against I-69.

*****Mr. Micuda moved that the Technical Advisory Committee recommends that INDOT's TIP amendment for Section 4 is adopted by the Policy Committee. Mr. Nsonwu seconded. There was unanimous approval.**

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

IX. Upcoming Meetings
A. Policy Committee – September 10, 2010 at 1:30 p.m. (Council Chambers)
B. Technical Advisory Committee – September 22, 2010 at 10:00 a.m. (McCloskey Room)
C. Citizens Advisory Committee – September 22, 2010 at 6:30 p.m. (McCloskey Room)

Adjournment

These minutes were ____by the TAC at their regular meeting held on 9/22/10 ( )

DRAFT

Bloomington/Monroe County Metropolitan Planning Organization

MEMORANDUM

To: Technical Advisory Committee & Citizens Advisory Committee Members

From: Raymond Hess
Sr. Transportation Planner

Date: September 15, 2010

Re: Meeting Schedule for Calendar Year 2011

The Committees of the Bloomington/Monroe County Metropolitan Planning Organization must consider their meeting schedules for the 2010 calendar year. If the Technical Advisory Committee and Citizens Advisory Committee wish to keep the same meeting schedule as 2010 and meet on the fourth Wednesday every month (TAC @ 10:00am; CAC @ 6:30pm), the meeting schedule would be as follows:

January 26, 2011
February 23, 2011
March 23, 2011
April 27, 2011
May 25, 2011
June 22, 2011
July – Summer recess
August 24, 2011
September 28, 2011
October 26, 2011
November 16, 2011 (Note: This meeting is scheduled a week earlier than usual because of the Thanksgiving holiday)
December – Winter recess

Consensus Requested

The Technical Advisory Committee and Citizens Advisory Committee are asked to come to consensus on their respective meeting schedule for 2011 so that the McCloskey Room can be reserved accordingly.

Bloomington/Monroe County
Metropolitan Planning Organization

Crash Report

Calendar Years 2007 through 2009

September 2010

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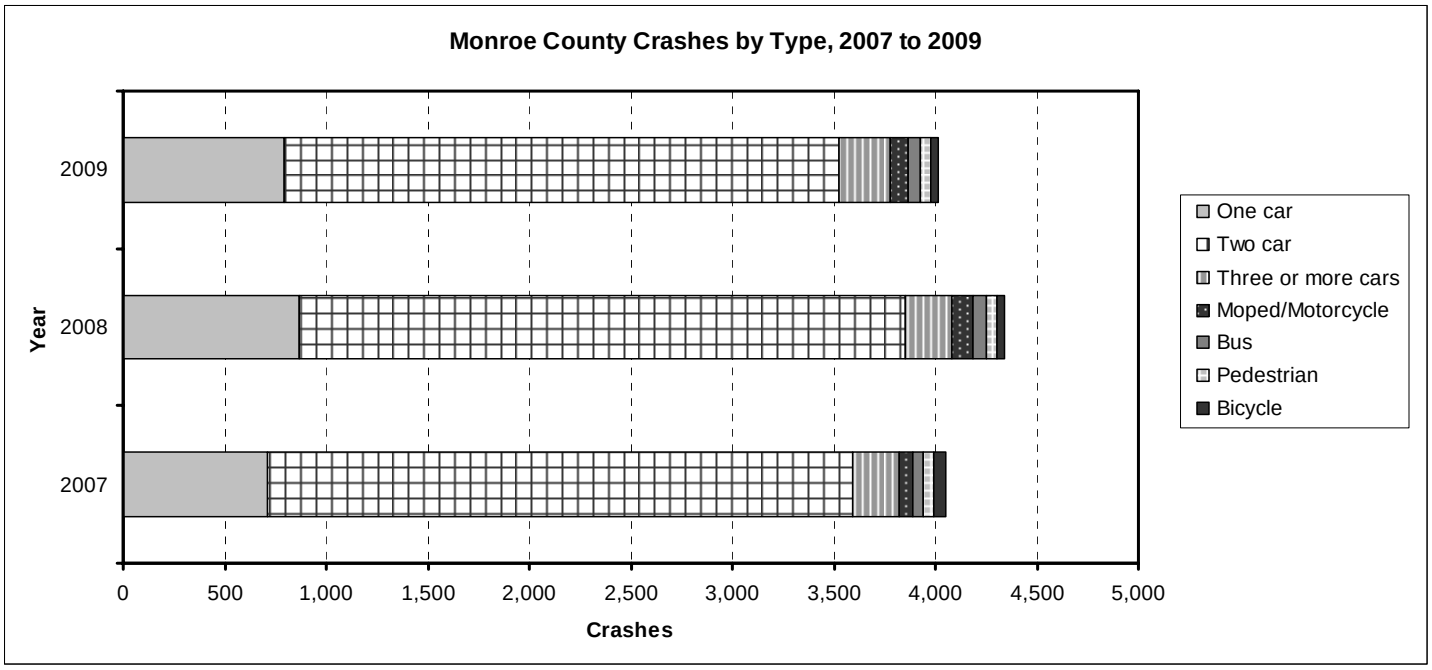
Executive Summary

The current version of the Bloomington/Monroe County Metropolitan Planning Organization (MPO) Crash Report continues the MPO's effort to provide a thorough analysis of the causes and trends of motor vehicle crashes in Monroe County. This year's report includes crash data from 2007 to 2009.

This report has been compiled to provide information to the Citizen's Advisory Committee, Technical Advisory Committee, and Policy Committee of the MPO. Additionally, the report will be available to local government agencies, Indiana University, and the general public through the MPO website and the office of the Bloomington Planning Department.

A summary of the crash trends reported within Monroe County is provided below to highlight general information on crash data within Monroe County. In the following sections, detailed tables, charts, and summaries are provided to highlight information on the frequency, severity, and other related characteristics of crashes that occurred from 2007 to 2009. Additionally, the appendix contains information and analysis that may be of interest to some readers.

Summary of Crash Trends from 2007 to 2009
A total of 12,410 crashes were reported between 2007 and 2009 (Table 1). This figure is roughly the same as the three year total from 2006 to 2008, as reported in last year's crash report. Total crashes for 2009 were down 7.5% from 2008. Just over three quarters of the total crashes reported no injuries (property damage or unknown) and the rest reported various levels of severity in injuries sustained.



A further breakdown of the 12,410 crashes provides useful insights into trends involving pedestrians, bicyclists, buses, mopeds/motorcycles, and crashes that resulted in fatalities. Over the course of the three years analyzed, there were 22 fatalities (Table 4), somewhat less than the 30 fatalities reported from 2006 to 2008. Of the 22 fatalities, almost half (10) were from single vehicle crashes, while six involved mopeds/motorcycles, and four involved a pedestrian. There were no fatalities involving a bicycle or a bus.

The time distribution of crashes continues to follow a predictable pattern. The greatest number of crashes occurred during weekday rush hours between 3:00 P.M. and 6:00 P.M., with an average slightly greater than 1 crash per hour (Figure 1). The weekend also follows a predictable pattern, but the crash rate has a more even distribution through the day and early

evening hours. Between the hours of 7pm and 4am, the weekend experiences a higher crash frequency than during the week. Friday continued to have the highest number of crashes overall, while Sunday had the lowest number of crashes (Figure 2).

State highways are prominently featured in the list of problematic intersections (Table 2). This could be attributable to several factors, but higher traffic volumes and speeds on these roads are likely factors. The intersection at Bloomfield Rd and State Road 37 topped the list of problematic intersections followed by Vernal Pike and State Road 37 and then College Ave/Walnut St. and the Bypass. Because these intersections continue to exhibit high numbers of crashes from year to year, safety improvements should be considered. Other locations that show a high number of crashes, but do not involve state managed highways, such as 3rd St. and Washington St., should also be considered for safety improvements through the MPO's Highway Safety Improvement Program. Future reports would benefit from a reliable methodology to normalize crashes to volumes of traffic, road classification, and/or some other value so that ranking of problematic locations and intersections is not solely based on total crashes.

The leading cause of crashes during the study period was once again failure to yield right of way with 2,531 incidents (Table 3). Other leading causes include reaction to other driver behaviors, following too closely, and unsafe backing. These causes may be reduced through law enforcement and education efforts as well as through physical improvements. Running off the right side of the road and speeding in adverse weather present opportunities for physical safety improvements, such as guard rails, rumble strips, and interactive signage. These types of improvements should be explored further to reduce crashes.

Bicycle and pedestrian crashes are an important consideration due to a relatively high number of non-motorized trips in the area, and the sensitivity to injury of individuals using these modes. It is well understood that when compared to other types of crashes, those involving bicyclists and pedestrians are much more likely to result in a fatality or incapacitating injury. Therefore, reducing the frequency of these crashes is a priority. Four of the top ten locations that reported crashes with bicycles and pedestrians are along Jordan Avenue on the Indiana University Campus (Table 6 and Figure A2). Numerous locations along Jordan Avenue should therefore be considered for future safety improvements. Although none resulted in a fatality in this area (Table 5), the Jordan corridor should be given a high priority to investigate the possible causes and solutions associated with these crashes.

Introduction

Increased mobility continues to be a defining aspect of life in the United States and around the world. Investment in transportation infrastructure has led to new opportunities for trade, travel, recreation, relocation, and economic growth. The enactment of the American Recovery and Reinvestment Act of 2009 speaks to the importance that transportation infrastructure plays in our society. The BMCMPO received approximately $3.1 million through this federal legislation to invest in our local transportation network. The benefits of these investments have only recently begun to materialize, and should be evident in the years to come. However, the effectiveness of our transportation system continues to be undermined by human, economic, and financial costs attributable to motor vehicle crashes.

Motor vehicle crashes are a significant cause of death, injury, property loss and productivity loss in the United States. Preliminary data for 2007 shows that unintentional accidents were the 5th leading cause of death overall, and of the 117,075 total unintentional accidents reported, 45,832 (39.1%) are attributed to transportation.[1] While it may not be possible to completely eliminate motor vehicle crashes, gaining a better understanding of their causes can help transportation planners and engineers reduce their frequency and severity. This report attempts to characterize the motor vehicle crashes in Monroe County, Indiana, providing the basis for informed transportation policies and infrastructure investments.

The annual Crash Reports demonstrate that motor vehicle crashes contribute to a significant loss of life, property, and productivity in Monroe County. Through continued efforts in crash reporting and analysis, a better understanding of crash trends will be attained. From this information, targeted infrastructure investments should further improve safety on roads within the county. Therefore, the purpose of this report is twofold. First, the report provides a consistent and straightforward means to disseminate annual crash data which can be utilized by any interested individual or organization. Second, the report provides another tool for civil engineers, transportation planners, and local policy makers to use when considering mitigation strategies aimed to reduce the frequency and severity of transportation related crashes. Specifically, the Indiana Department of Transportation and the BMCMPO require Local Public Agencies (LPAs) to use crash data as part of the Highway Safety Improvement Program (HSIP). This program provides federal funding to target areas with high incidences of crashes. It is the overall goal of HSIP to reduce the number of fatal and incapacitating injury crashes. Through annual reporting and analysis, effective mitigation strategies can be implemented to further curtail crashes within Monroe County.

The report focuses on a three year period from 2007 to 2009. By focusing on a longer time horizon, random variations in annual crashes do not unduly influence the trends reported. For instance, annual variations in bicycle and pedestrian crashes, fatalities and incapacitating injuries, and location-specific crashes can be significant, even though there may not be an actual change in the likelihood of those crashes. By using a three-year window, identified trends are more likely to be meaningful. Results from 2009 alone are also presented in some instances to provide a snapshot of the most recent year.

[1] Centers for Disease Control, National Center for Health Statistics. National Vital Statistics Reports – Deaths: Preliminary Data for 2007. Volume 58, Number 1. http://www.cdc.gov/nchs/data/nvsr/nvsr58/nvsr58_01.pdf. Accessed on May 6, 2010.

Methodology and Data Considerations

The data for the Bloomington/Monroe County Crash Report originates from the "Automated Report and Information Exchange System" (ARIES) of the Indiana State Police. This system contains crash data from police reports since 2003. The police report data is organized by collisions, units (vehicles), and individuals. These entities are related to one another by a field in each table (Master Record Number), but can also be analyzed independently. It is possible to retrieve information regarding collisions (e.g., where and when did the greatest number of crashes occur?), vehicles involved (e.g., how many crashes involved bicycles?), and individuals involved (e.g., how old were the crash victims?). It is also possible to perform more complex analyses using attributes from each of these entities (e.g., which location had the most elderly crash victims?).

As with any database, the validity of conclusions resulting from the data is contingent upon accurate and complete data entry. Lack of information from hit-and-run collisions, confusion surrounding alternate names of roads (e.g., Country Club Drive, Winslow Road), misspelled or misentered street names, gps errors, and incomplete data entry undoubtedly introduce some error into the results of this report. Therefore, results should not be interpreted rigidly.

A significant effort was made to correct data errors and validate results. It is important to note that the methodology was improved for this report. Consequently, some minor inconsistencies will be evident when comparing crash reports from different years. Therefore, it should be understood that the most recently issued Crash Report reflects the best and most accurate crash information. Regardless of methodological changes and slight differences between reports, the list of problematic intersections remains relatively consistent, and the overall findings of this report are consistent with those of past years.

Once the raw data was corrected, collisions were categorized for analysis based on the type and severity of the crash. If the crash included a moped, motorcycle, bus, bicyclist or pedestrian, it was classified as a "moped/motorcycle", "bus", "bicycle" or "pedestrian" crash, accordingly, regardless of the number of vehicles involved. If the crash involved only motor vehicles, the "crash type" classification was based on the number of cars: one car, two cars, or three or more cars. The "severity" classification of a collision was based on the most severe injury that resulted from the crash. For example, if a crash resulted in a fatality as well as a non-incapacitating injury, the severity of the crash was classified as "Fatal Injury." Most data methods used in the report are self-explanatory.

When reading the report, it is important to understand the distinction between "crashes" and "individuals." The term "crash" is used when the characteristics of the crash itself are under consideration, whereas the terms "individual" and "fatality" are used when the focal point is the people involved. For example, the "Fatal Injury" column of Table 1 ("Crash by Type and Severity, 2007-2009") shows how many crashes resulted in a fatal injury in 2009, but it would be incorrect to interpret this column as the number of fatalities in 2009, since more than one fatality can result from a single crash.

Analysis

Crash Characteristics

This section provides a summary of crash characteristics in Monroe County, including the type and severity of crashes from 2007-2009. These factors reflect trends in the overall safety of the transportation system.

In 2009, a total of 4,014 motor vehicle crashes were reported in Monroe County (Table 1). Of these, seven resulted in one or more fatalities, while 53 caused incapacitating injuries. For the vast majority of crashes (3,129), injuries were not reported. Two-car crashes were the most common, comprising 68.2% of the total. One-car crashes and those involving three or more cars were also common, accounting for 19.7% and 6.2% of total crashes reported, respectively. Pedestrian, cyclist, moped/motorcycle, and bus crashes were much less frequent. However, with the exception of bus crashes, these were much more likely to involve injury than vehicle crashes.

Compared with 2008, the overall number of crashes in 2009 showed a notable decrease (7.5%). The portion of crashes resulting in fatalities or incapacitating injury (1.5%) was roughly the same as in 2008 (1.4%). This figure should be monitored in future years to see if this trend continues.

Table 1. Crashes by Type and Severity, 2007-2009

	Crash Type	Severity				Annual Total	Percent of Annual Total
		Fatal Injury	Incapacitating Injury	Non-incapacitating	No injury/unknown		
2007	One car	2	10	161	539	**712**	**17.6%**
	Two car	0	28	493	2357	**2878**	**71.0%**
	Three or more cars	0	3	82	148	**233**	**5.7%**
	Moped/Motorcycle	1	11	46	11	**69**	**1.7%**
	Bus	0	0	4	43	**47**	**1.2%**
	Pedestrian	0	6	42	5	**53**	**1.3%**
	Bicycle	0	7	50	6	**63**	**1.6%**
	Total	**3**	**65**	**878**	**3109**	**4055**	**100.0%**
	Percent of Annual Total	**0.1%**	**1.6%**	**21.7%**	**76.7%**	**100.0%**	
2008	One car	4	10	170	680	**864**	**19.9%**
	Two car	1	19	447	2523	**2990**	**68.9%**
	Three or more cars	0	4	72	149	**225**	**5.2%**
	Moped/Motorcycle	3	9	64	27	**103**	**2.4%**
	Bus	0	0	6	63	**69**	**1.6%**
	Pedestrian	3	4	41	8	**56**	**1.3%**
	Bicycle	0	1	31	2	**34**	**0.8%**
	Total	**11**	**47**	**831**	**3452**	**4341**	**100.0%**
	Percent of Annual Total	**0.3%**	**1.1%**	**19.1%**	**79.5%**	**100.0%**	
2009	One car	3	12	154	620	**789**	**19.7%**
	Two car	0	18	448	2273	**2739**	**68.2%**
	Three or more cars	1	4	94	151	**250**	**6.2%**
	Moped/Motorcycle	2	11	53	19	**85**	**2.1%**
	Bus	0	1	5	57	**63**	**1.6%**
	Pedestrian	1	6	41	3	**51**	**1.3%**
	Bicycle	0	1	30	6	**37**	**0.9%**
	Total	**7**	**53**	**825**	**3129**	**4014**	**100.0%**
	Percent of Annual Total	**0.2%**	**1.3%**	**20.6%**	**78.0%**	**100.0%**	
3-Year	**Total**	**21**	**165**	**2534**	**9690**	**12410**	
	Percent of 3-Year Total	**0.2%**	**1.3%**	**20.4%**	**78.1%**	**100.0%**	

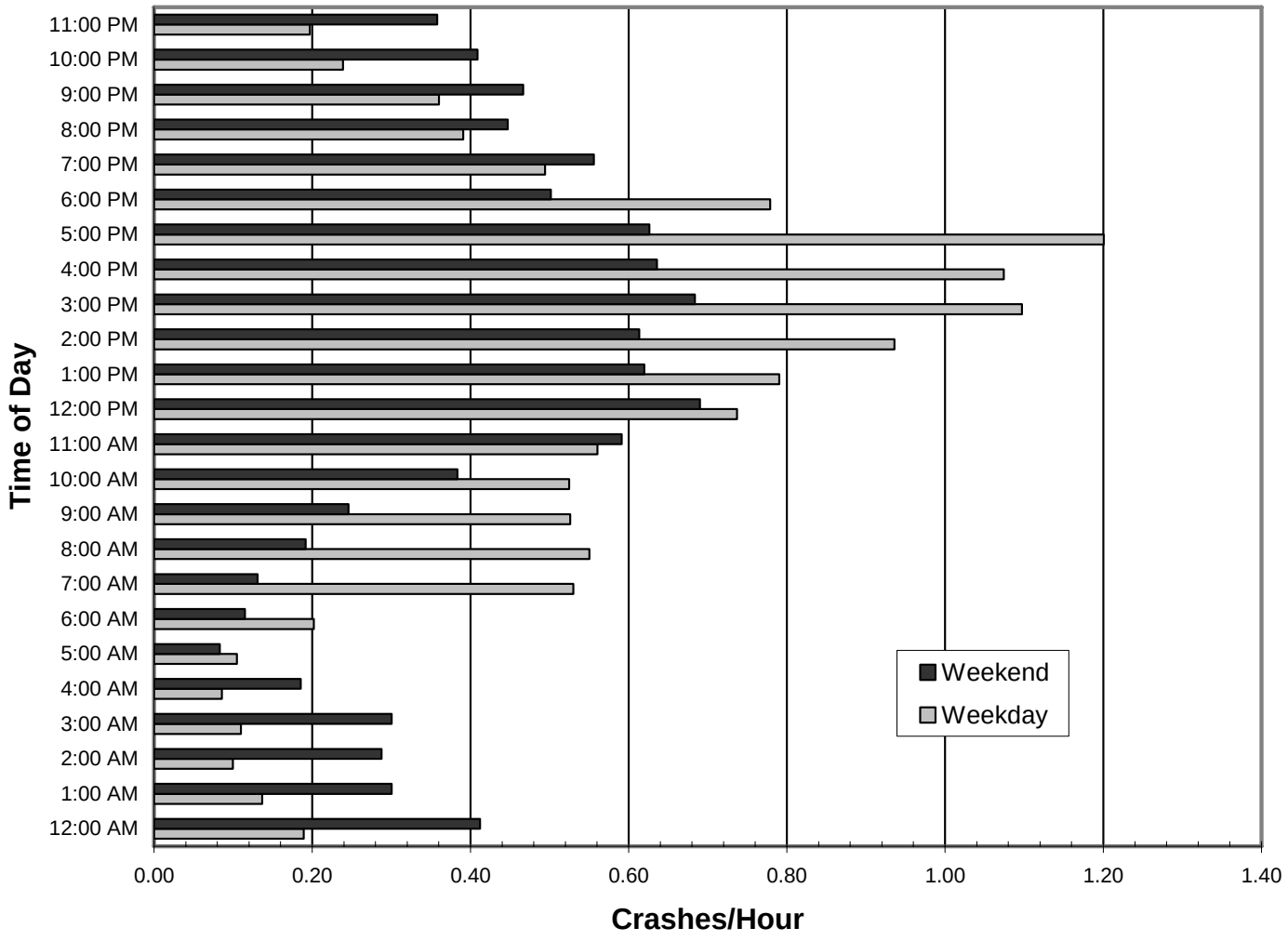
Time of Crashes

This section summarizes the number of crashes by hour and day. Information relating to the timing of crashes can be used by law enforcement agencies and emergency responders for planning purposes. Additionally, decision makers may use this information in an attempt to reduce peak crash times.

On weekdays, the number of crashes typically increased in conjunction with traffic from the morning and noon rush hours – 7:00 AM to 9:00 AM, and 12:00 PM to 1:00 PM (Figure 1).[2] Hourly crashes also increased from 1:00 PM until around 5:00 PM. The late afternoon was the most likely time for a crash to occur, with more than one per hour.

The hourly distribution of crashes for the weekend was less varied than for the work week. Crashes in the late evening and early morning were much more common during the weekend, and rush hour peaks were not as prevalent as on weekdays. During the study period, a greater number of crashes occurred on Fridays than on any other day and the fewest crashes occurred on Sundays (Figure 2).

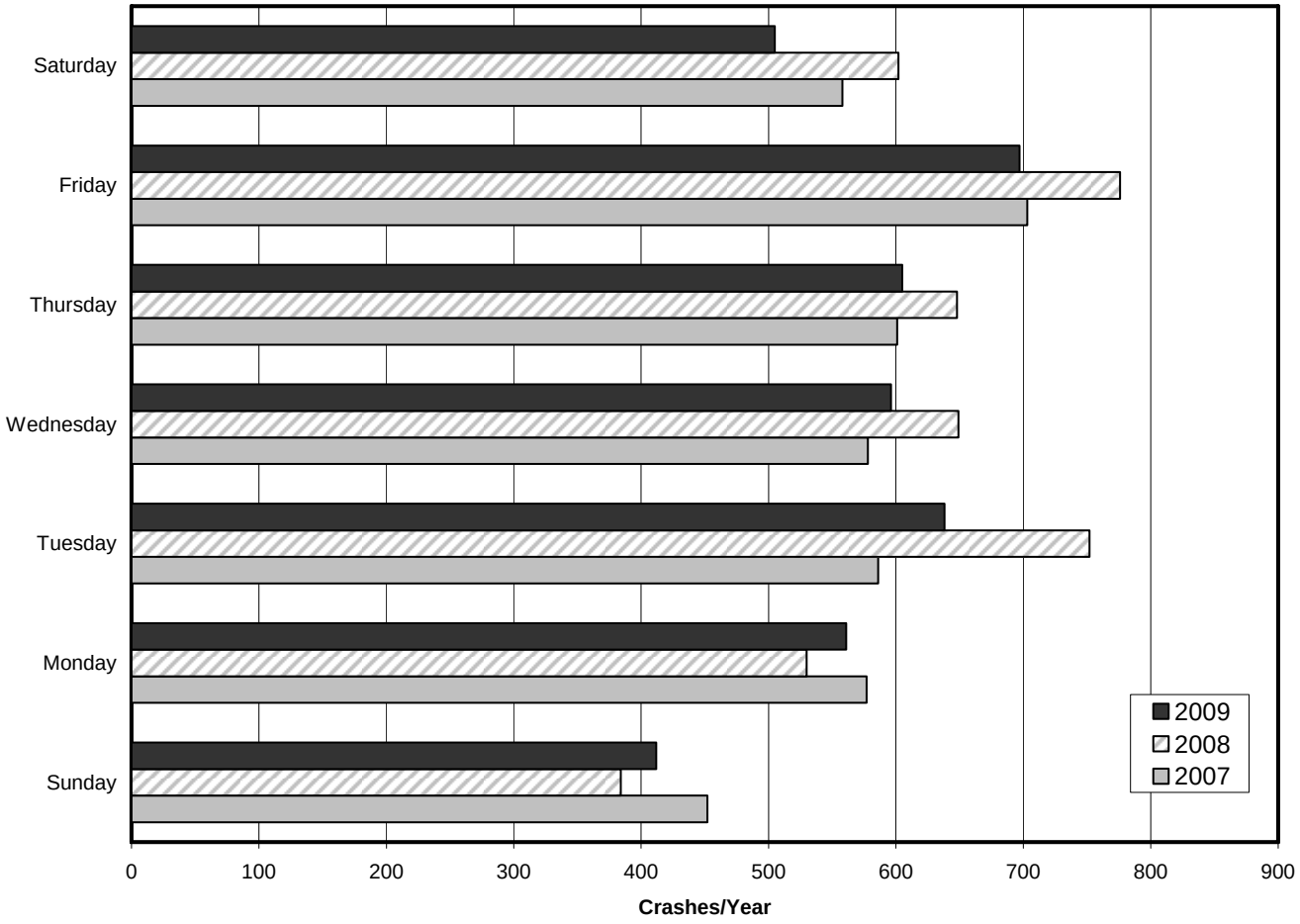
Figure 1. Crashes by Time of Day, 2007-2009 [3]



[2] For the purposes of this report, "weekdays" begin on Sunday at 7:00 PM and end on Friday at 6:59 PM. Conversely, "weekends" begin on Friday at 7:00 PM and end on Sunday at 6:59 PM.

[3] Hours shown represent the beginning of the hour. For example, "12:00 AM" represents the time period from 12:00 AM to 12:59 AM.

Figure 2. Crashes by Day of Week, 2007-2009



Crash Locations

This section addresses the spatial distribution of crashes in Monroe County, highlighting problematic intersections and corridors. The ranking method is based on the total number of crashes that occurred at each location or intersection over three years. Transportation planners and engineers can use this information to prioritize infrastructure projects for safety improvements.

In 2009, the intersection with the greatest number of total crashes was N. College Avenue/N. Walnut Street and State Road 45/46 Bypass, where 45 crashes were reported (Table 2). However, the intersection of Bloomfield Rd at State Road 37 had the most crashes between 2007 and 2009 with 153 crashes. Although traffic volume is certainly an important element, intersection design factors, such as limited visibility, topographic constraints, and awkward turning movements, may contribute to greater crash frequency at some high crash locations.

Locations and intersections that have lower traffic and/or hazardous conditions may not be identified using this ranking method because the total number of crashes is not large enough to make any reasonable sized list. However, crashes may occur at a frequent rate and increased severity level for some of these locations. Therefore, future reports should develop a methodology to normalize the data such that traffic volumes, road classifications, and/or other attributes can be used to rank problematic locations using several methods to aid transportation planners, engineers, and officials.

Table 2. Top 50 Crash Locations, 2007-2009

Rank	Intersection	Year			3-Year Total
		2007	2008	2009	
1	State Road 37 & S. Bloomfield Rd.	55	56	42	**153**
2	State Road 37 & W. 3rd St.	53	50	42	**145**
2	State Road 45/46 Bypass & N. College Ave./N. Walnut St.	38	62	45	**145**
4	State Road 37 & W. Vernal Pike	50	45	35	**130**
5	State Road 46/S. College Mall Rd. & E. 3rd St.	47	32	38	**117**
6	State Road 45 & S. Curry Pike/S. Leonard Springs Rd.	37	35	36	**108**
7	State Road 45/46 Bypass & E. 10th St.	34	39	28	**101**
8	E. 3rd St. & S. Pete Ellis Dr.	39	30	28	**97**
9	State Road 45 & S. Liberty Dr.	32	34	26	**92**
10	W. 3rd St. & S. Liberty Dr.	20	35	31	**86**
11	E. 3rd St. & S. Kingston Dr.	25	26	25	**76**
12	E. 10th St. & N. Fee Ln.	24	23	22	**69**
13	State Road 45/46 Bypass & N. Kinser Pike	25	21	21	**67**
14	W. 3rd St. & S. Gates Dr.	12	26	25	**63**
15	State Road 46 & State Road 446	22	22	17	**61**
16	W. 3rd St. & S. Curry Pike	19	21	19	**59**
17	S. Walnut St. Pike & E. Winslow Rd.	19	22	17	**58**
18	E. 3rd St. & S. Washington St.	23	8	24	**55**
19	E. 3rd St. & S. Woodscrest Dr.	15	16	21	**52**
19	E. 3rd St. & S. Smith Rd.	13	17	22	**52**
19	S. College Mall Rd. & E. Covenanter Dr.	20	19	13	**52**
22	W. 3rd St. & S. Landmark Ave.	19	12	20	**51**
23	W. 2nd St. & S. Rogers St.	11	23	16	**50**
23	E. 10th St. & N. Pete Ellis Dr./N. Range Rd.	14	14	22	**50**
25	E. 3rd St & S. Walnut St.	13	17	19	**49**
26	E. 7th St. & N. Walnut St.	17	16	15	**48**
27	E. 10th St. & N. Jordan Ave.	10	19	18	**47**
27	E. Kirkwood Ave. & S. Walnut St.	17	16	14	**47**
27	W. 10th St. & N. College Ave.	14	18	15	**47**
30	E. Grimes Ln. & S. Walnut St.	17	17	12	**46**
30	E. 3rd St. & S. Woodlawn Ave.	21	16	9	**46**
32	E. 17th St. & N. Fess Ave.	14	14	17	**45**
32	E. 3rd St. & S. Jordan Ave.	16	17	12	**45**
32	W. 2nd St. & S. College Ave.	9	13	23	**45**
35	W. 7th St. & N. College Ave.	18	11	14	**43**
35	W. 17th St./W. Arlington Rd. & N. Monroe St.	13	19	11	**43**
37	State Road 37 & W. Tapp Rd.	16	12	14	**42**
37	State Road 45/46 Bypass & N. Dunn St.	13	15	14	**42**
39	E. 10th St. & N. Union St.	16	13	12	**41**
40	E. 13th St. & N. Indiana Ave.	13	17	10	**40**
41	N. Indiana Ave. & E. Kirkwood Ave.	15	13	11	**39**
41	W. 3rd St. & S. College Ave.	13	14	12	**39**
41	State Road 45/46 Bypass & E. 17th St.	18	9	12	**39**
41	E. Rhorer Rd. & S. Walnut Street Pike	10	17	12	**39**
45	E. 2nd St. & S. College Mall Rd.	16	16	6	**38**
45	State Road 37 & S. Old State Road 37	11	11	16	**38**
47	State Road 46 & E. Eastgate Ln.	11	12	14	**37**
47	E. Atwater Ave. & S. Henderson St.	10	17	10	**37**
47	E. 3rd St. & S. Dunn St.	15	13	9	**37**
47	S. Basswood Dr. & W. Bloomfield Dr.	11	17	9	**37**
47	W. Kirkwood Ave. & N. Rogers St.	15	15	7	**37**

Issued: September, 2010

Crash Factors

This section summarizes the primary crash factors from 2007 to 2009. An understanding of these causes informs infrastructure investments, enforcement activities, and educational efforts. For instance, unsafe speeds can be addressed by traffic enforcement and road design, while the tendency of motorists to drive off the road can be mitigated with a guardrail or rumble strips. Similarly, enforcement and education could reduce the number of crashes attributable to alcohol.

Failure to yield right of way was the most common cause of crashes during the study period, contributing to over 2,500 crashes from 2007 to 2009. Other driver errors, following too closely, and unsafe backing were also significant crash factors. Table 3 shows the top 10 primary crash factors for 2007-2009, which account for over three-quarters of total accidents. Driving under the influence of alcohol (ranked 12th with 355 total crashes) or driving left of center (ranked 15th with 198 crashes) do not contribute to as many crashes overall, but such crashes tend to be more severe.

Table 3. Top 10 Primary Crash Factors by Severity, 2007-2009

Rank	Primary Factor	Severity				3-Year Total
		Fatal Injury	Incapacitating Injury	Non-Incapacitating Injury	No Injury/ Unknown	
1	Failure to yield right of way	1	37	611	1,882	**2,531**
2	Other (driver) - explain in narrative	0	16	296	1,477	**1,789**
3	Following too closely	0	9	335	1,037	**1,381**
4	Unsafe backing	0	0	20	1,135	**1,155**
5	Driver distracted - explain in narrative	1	8	157	445	**611**
6	Ran off road right	6	9	158	334	**507**
7	Disregard signal/reg sign	0	11	153	308	**472**
8	Speed too fast for weather conditions	0	2	91	369	**462**
9	Roadway surface condition	1	7	57	364	**429**
10	Animal/object in roadway	0	5	39	353	**397**

Fatalities

This section provides a focused look at motor vehicle fatalities in Monroe County from 2007 to 2009. As with previous sections, the material presented here can be useful for enforcement, education, and decision-making.

In 2009, there were seven fatalities in Monroe County (Table 4). Of these, three resulted from single-car crashes, one from a crash involving three or more cars, two from crashes involving a moped or motorcycle, and one from a crash involving a pedestrian. Over the period from 2007 to 2009, the average annual number of fatalities per 100,000 residents was 5.7 for Monroe County. This figure is well below the U.S. average of 13.4.[4]

Table 4. Fatalities by Crash Type, 2007-2009

Year	Crash Type						Total	Fatalities per 100,000 Population
	One car	Two cars	Three cars or more	Moped and Motorcycle	Bicycle	Pedestrian		
2007	3	0	0	1	0	0	**4**	**3.1**
2008	4	1	0	3	0	3	**11**	**8.5**
2009	3	0	1	2	0	1	**7**	**5.4**
Total	**10**	**1**	**1**	**6**	**0**	**4**	**22**	**5.7**

[4] U.S. Department of Transportation, National Center for Statistics & Analysis. Fatality Analysis Reporting System, Web-Based Encyclopedia. http://www-fars.nhtsa.dot.gov/ Accessed on May 7, 2010.

Fatal Crash Locations

This section summarizes the locations for crashes that resulted in fatalities. From 2007 to 2009, there were 21 fatal crashes, which resulted in 22 fatalities. The locations of these fatal crashes are identified in Table 5. Location information will aid transportation planners and engineers to identify problematic locations. Fatalities are a major factor in determining HSIP funding eligibility (see the appendix section for more information).

Table 5. Fatal Crashes by Type and Location, 2007-2009

Location	Crash Type				
	One Car	Two Cars	Three or More Cars	Moped or Motorcycle	Pedestrian
Unknown location				1	
Curry Pike & Profile Pkwy.					1
Airport Rd. from Cave Rd. to Kirby Rd.	1				
Anderson Rd. from Dora Rd. to Lydy Rd.				1	
S Johnson Ave. & Beaumont Ln.					1
E 13th St. & N. Fee Ln.					1
E Braeside Dr. & N. Pete Ellis Dr.	1				
E Ellis Rd. & N. Showers Rd.				1	
E. State Road 46 & E. Trailway Dr.	1				
N. Pioneer Ln. & W. Woodyard Rd.	1				
N. Thomas Rd. & W. Vernal Pike	1				
State Road 48 & S. Cave Rd.	1				
State Road 45 from Airport Rd. to Leonard Springs Rd.					1
State Road 46 from Flatwoods Rd. to Red Hill Rd.			1		
State Road 48 from Vernal Pike to Garrison Chapel Rd.				1	
Vernal Pike from State Road 48 to Oard Rd.	1				
W 3rd St. & S. Patterson Dr.				1	
W. Eller Rd. & S. Garrison Chapel Rd.				1	
W. Howard Rd. & N. Starnes Rd.	1				
State Road 45 & W. Old State Road 45		1			
W. Prospect St. & S. Rogers St.	1				

Bicycle and Pedestrian Crashes

This section reports on the number of bicycle and pedestrian crashes in Monroe County from 2007 to 2009. Such crashes are an important consideration in Bloomington and Monroe County due to a relatively high number of non-motorized trips in the area. For instance, the 2000 U.S. Census reported that 2.7% of commuters in Bloomington use a bicycle as their primary mode of transportation, while 14.5% walked. By comparison, 0.3% of Indiana commuters reported bicycling and 2.4% reported walking as their primary modes. Individuals using these modes of transportation are particularly vulnerable to injury.

In 2009, there were 37 reported crashes involving a cyclist and 51 involving a pedestrian (Table 1). Of these, one pedestrian was killed. There were also six pedestrian and one bicycle crash in 2009 that resulted in incapacitating injuries. Over the period from 2007 to 2009, 294 pedestrian and bicycle crashes were reported, resulting in four pedestrian fatalities. It is well understood that bicycle and pedestrian crashes more often result in injury when compared with other crash types, thus there is a need to reduce the frequency and severity of these crashes.

Over the past several years, Jordan Avenue has emerged as a high crash corridor for pedestrians and cyclists, as illustrated in Table 6. Four of the top ten ranked locations are along a 1/2 mile stretch of Jordan Avenue between 3rd Street and 10th St.

Table 6. Top 15 Bicycle and Pedestrian Crash Locations, 2007-2009

Rank	Intersection	Crash Type		Total
		Bicycle	Pedestrian	
1	E. 7th St. & N. Jordan Ave.	5	1	6
2	E. 3rd St. & S. Woodscrest Dr.	2	2	4
3	E. 3rd St. S. Walnut St.	1	3	4
4	E. 3rd St. & S. Jordan Ave.	2	2	4
5	W. 7th St. & N. College Ave.	2	2	4
6	E. 10th St. & N. Jordan Ave.	2	2	4
7	W. Kirkwood Ave. & N. Rogers St.	1	3	4
8	E. 10th St. & N. Union St.	1	2	3
9	E. 10th St. & N. Fee Ln.	2	1	3
10	E. Jones Ave. & S. Jordan Ave.	3	0	3
11	W. 6th St. & N. Rogers St.	1	2	3
12	N. Dunn St. & E. Kirkwood Ave.	0	3	3
13	N. Fee Ln. & E. Law Ln.	2	1	3
14	N. Indiana Ave. & E. Kirkwood Ave.	1	2	3
15	E. 17th St. & N. Walnut St.	2	1	3

Conclusion

This report has demonstrated a number of meaningful trends relating to motor vehicle crashes in Monroe County. The information should inform transportation decision-making and, ultimately, lead to a safer, more efficient transportation system.

Some problem areas noted in this and past reports have already been improved or are in the process of being addressed. For example, in 2009, the City of Bloomington completed improvements to the intersection of 17th Street & Fee Lane. Additionally in 2009, Monroe County finished improvements to the dangerous curve at Rogers Road and Smith Road. Safety improvements will commence in 2011 for Atwater Avenue and Henderson Street. These projects are expected to reduce the frequency and severity of crashes and it will be noteworthy to highlight crash data for these locations in future reports.

There are many additional locations that will require further study to see if physical improvements could be implemented to improve safety. Several intersections along State Roads (37, 45, 46, Bypass) continue to be problematic due to the sheer frequency of crashes. Due to jurisdictional boundaries at these locations, state and local officials, engineers, and staff will need to coordinate targeted safety improvements and reach agreements before any improvements can occur. Another area of notable concern is the Jordan Avenue corridor between 10th and 3rd Street, where high concentrations of bicycle and pedestrian crashes have been noted. This corridor presents an opportunity for targeted bicycle and pedestrian safety improvements.

Data and analysis on other attributes are included within the report (e.g. bus, moped, motorcycle, fatalities, causes, locations, severity of crashes), providing additional information to identify trends and/or areas of concern. Future versions of this report may consider a more detailed analysis of the circumstances of fatal crashes and the characteristics of individuals involved in fatal crashes. An improved understanding of these factors would help the community to better focus its efforts on reducing motor vehicle fatalities, which is one of the primary purposes of this report.

Future versions of the Crash Report should evaluate locations that implemented safety improvements. As mentioned above, this would include the 17th and Fee intersection, the Rogers Road and Smith Road curve, and the Atwater Avenue and Henderson Street intersection. Evaluation of past and future crash data at these, and other, locations will further aid in implementing appropriate and effective mitigation strategies to reduce crashes. Agencies receiving funding through the HSIP will also be required to analyze crash trends before and after road improvements. This report has taken the first step by identifying problematic locations. It is expected that transportation planners, engineers, and officials together will use this information to prioritize locations that need immediate attention, and possibly seek Highway Safety Improvement Program funding or other means (enforcement, education) to improve safety.

Appendix

Figure A1. Top 50 Total Crash Locations, 2007-2009

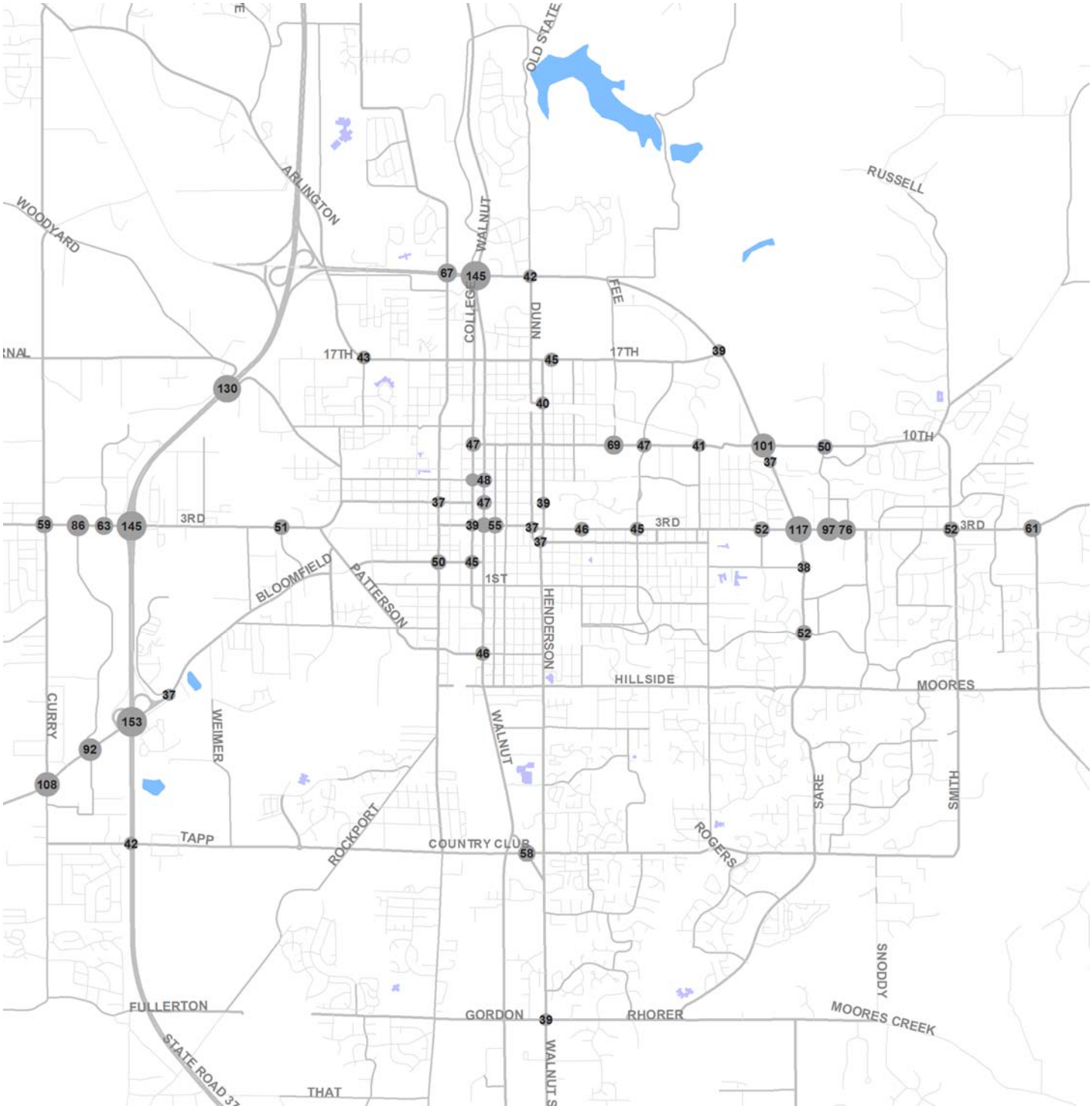


Figure A2. Intersections with Three or More Bicycle and Pedestrian Crashes, 2007-2009

Figure A3. Fatal Crashes, 2007-2009

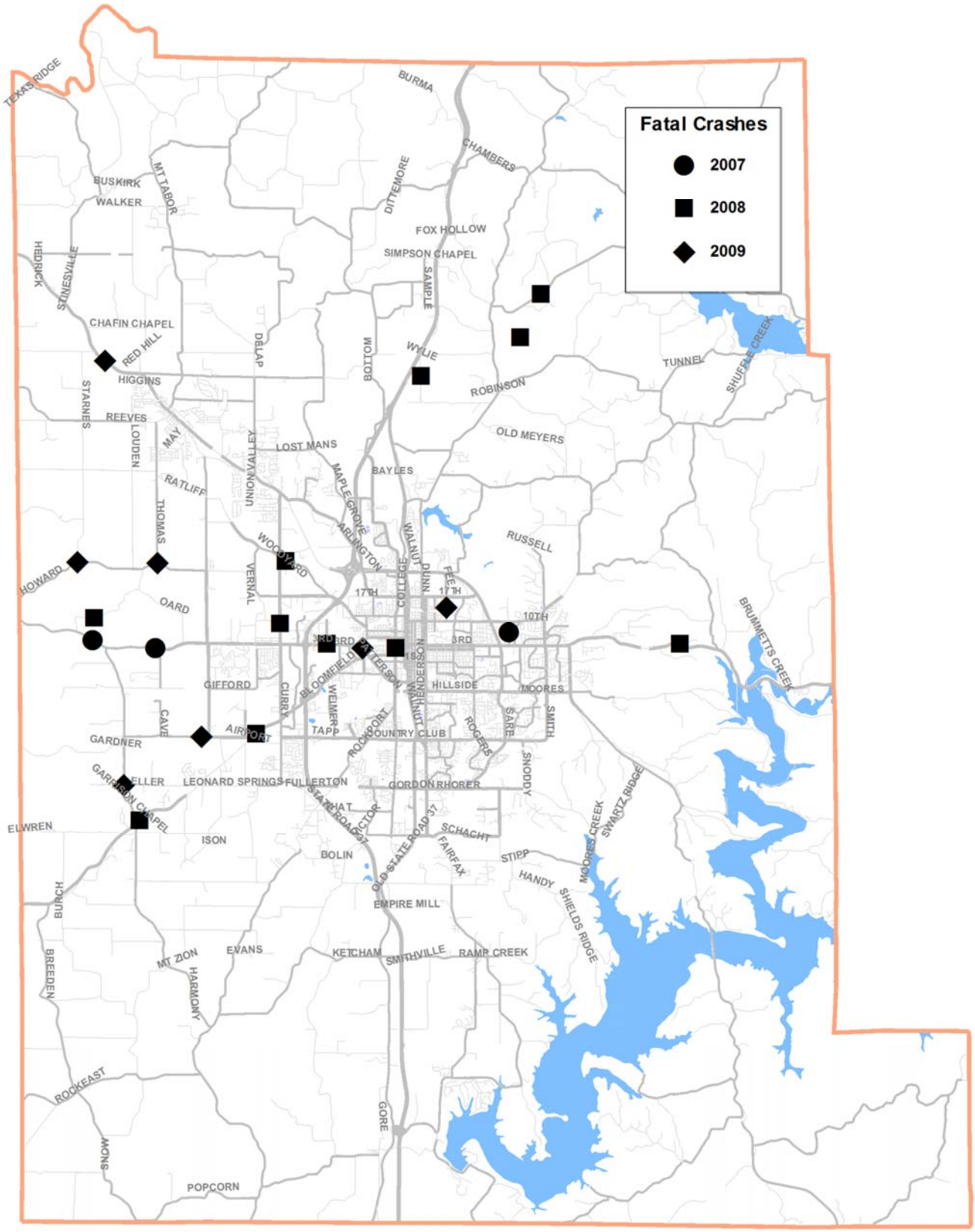


Figure A4. Fatalities by Gender and Crash Type, 2007-2009

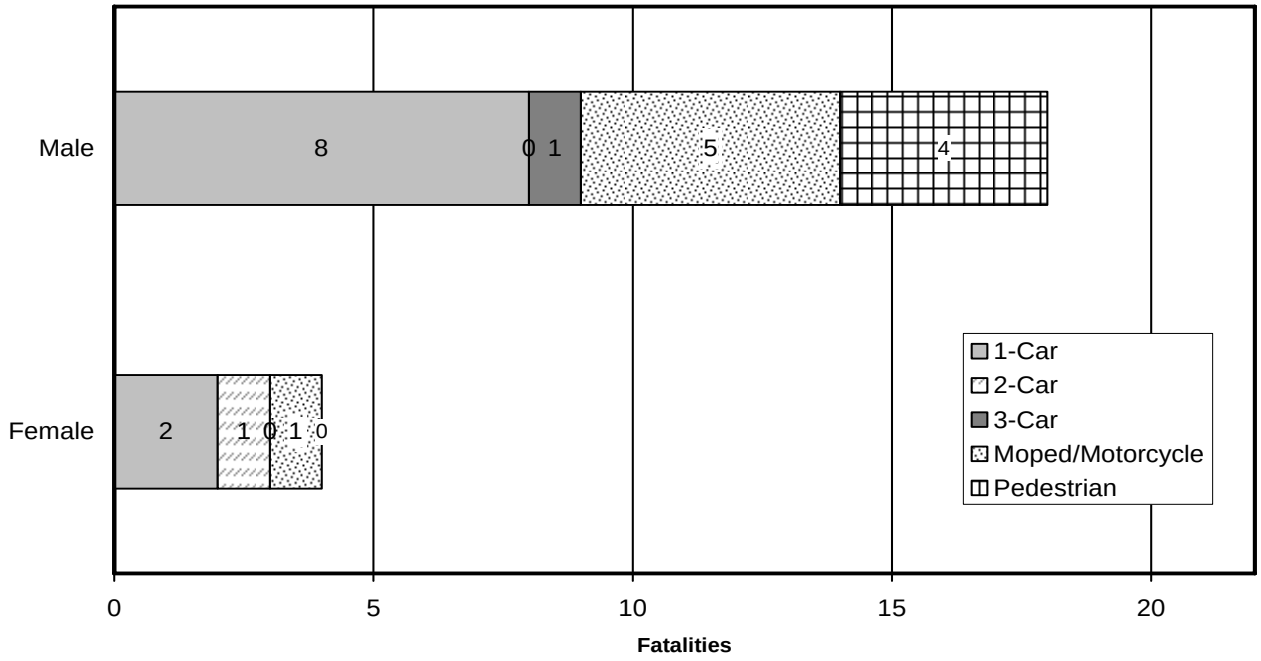
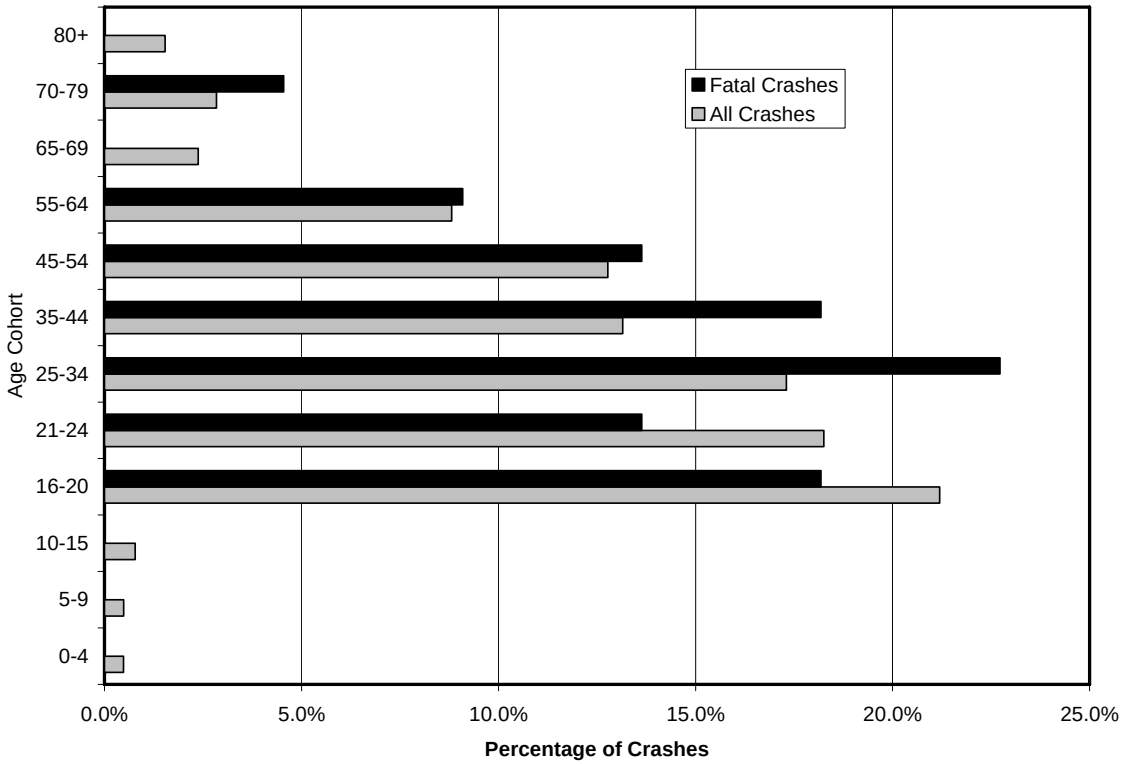


Figure A5. Portion of Individuals in All Crashes and Individuals Fatally Injured, by Age Class, 2007-2009 [5]



[5] For the purposes here, individuals whose age was not reported were excluded from the total number of individuals.

HSIP Eligibility List

The Highway Safety Improvement Program (HSIP) is a program that provides federal funding for areas with a high incidence of crashes, as identified through the annual crash reports. The intent of the funding is to leverage effective safety improvements in a timely fashion to reduce the severity and frequency of crashes. Below is the list of eligible locations for HSIP funding located along local roads. Other locations not listed below may be eligible for HSIP funding and additional information can be found within the detailed HSIP application and procedures.

Table A1. Eligible HSIP Locations, 2007 – 2009

Rank	Location	Fatal & Incapacitating Injury Crashes	Total Crashes	Fatal	Incapacitating	Non-incapacitating	Property Damage
1	S CURRY PIKE @ W GIFFORD RD	3	13	0	3	3	7
2	E 10TH ST @ N SUNRISE DR	2	30	0	2	3	25
3	E 3RD ST @ S BALLANTINE RD	2	19	0	2	4	13
4	S WALNUT ST @ S WALNUT STREET PIKE	2	18	0	2	0	16
5	W 3RD ST @ S PATTERSON DR	2	18	1	1	2	14
6	E HILLSIDE DR @ S WALNUT ST	2	12	0	2	2	8
7	N CURRY PIKE @ W JONATHAN DR	2	11	0	2	4	5
8	S FAIRFAX RD @ E SMITHVILLE RD	2	4	0	2	1	1
9	S WALNUT STREET PIKE @ E WINSLOW RD	1	58	0	1	9	48
10	E 3RD ST @ S WALNUT ST	1	49	0	1	6	42
11	E ATWATER AVE @ S HENDERSON ST	1	37	0	1	11	25
12	N COLLEGE AVE @ W KIRKWOOD AVE	1	36	0	1	3	32
13	W GORDON PIKE @ S WALNUT ST	1	36	0	1	6	29
14	W 3RD ST @ S KIMBLE DR	1	34	0	1	7	26
15	E 4TH ST @ S WALNUT ST	1	32	0	1	6	25
16	E MILLER DR @ S WALNUT ST	1	30	0	1	8	21
17	E 17TH ST @ N INDIANA AVE	1	29	0	1	7	21
18	W BLOOMFIELD RD @ S LANDMARK AVE	1	29	0	1	4	24
19	E 3RD ST @ S LINCOLN ST	1	28	0	1	4	23
20	N SALE ST @ W TEMPERANCE ST	1	28	0	1	12	15
21	E 13TH ST @ N FEE LN	1	27	1	0	5	21
22	E 17TH ST @ N WALNUT ST	1	24	0	1	5	18
23	W 3RD ST @ S YANCY LN	1	24	0	1	7	16
24	W 3RD ST @ S FRANKLIN RD	1	21	0	1	5	15
25	E 10TH ST @ N INDIANA AVE	1	19	0	1	6	12
26	E KIRKWOOD AVE @ N LINCOLN ST	1	19	0	1	2	16
27	E ROGERS RD @ S SARE RD	1	17	0	1	3	13
28	W GOURLEY PIKE @ N KINSER PIKE	1	16	0	1	2	13
29	E 3RD ST @ E MORNINGSIDE DR	1	15	0	1	7	7
30	E HILLSIDE DR @ S WOODLAWN AVE	1	15	0	1	1	13
31	N ADAMS ST @ W VERNAL PIKE	1	15	0	1	2	12
32	N ELM ST @ W KIRKWOOD AVE	1	14	0	1	1	12
33	E 10TH ST @ N WASHINGTON ST	1	13	0	1	3	9
34	E 17TH ST @ N LINCOLN ST	1	13	0	1	4	8
35	E 3RD ST @ S UNION ST	1	13	0	1	1	11
36	DEADEND - E EDWARD ROW	1	12	0	1	0	11
37	E BRAESIDE DR @ N PETE ELLIS DR	1	12	1	0	2	9
38	W 2ND ST @ S WALKER ST	1	12	0	1	6	5
39	N THOMAS RD @ W VERNAL PIKE	1	10	1	0	2	7
40	S FAIRFAX RD @ E SCHACHT RD	1	10	0	1	3	6
41	S OLD STATE ROAD 37 @ S ORCHARD LN	1	10	0	1	6	3
42	BOUNDARY - S CURRY PIKE	1	9	0	1	3	5
43	S CURRY PIKE @ W DOYLE AVE	1	9	0	1	2	6
44	S ROGERS ST @ W THAT RD	1	9	0	1	2	6
45	W 17TH ST @ N LINDBERGH DR	1	9	0	1	1	7
46	W 3RD ST @ S MADISON ST	1	9	0	1	1	7
47	N CURRY PIKE @ W PROFILE PKWY	1	7	1	0	1	5
48	E BAYLES RD @ N STATE ROAD 37 BUSINESS	1	7	0	1	0	6
49	E DILLMAN RD @ S OLD STATE ROAD 37	1	7	0	1	1	5
50	W ARLINGTON RD @ W STOUTES CREEK RD	1	7	0	1	0	6

Bloomington/Monroe County Metropolitan Planning Organization

Unified Planning Work Program

Annual Completion Report for Fiscal Year 2010

INTRODUCTION

The A*nnual Completion Report* summarizes the activities undertaken by the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPO) as identified in the *Unified Planning Work Program Fiscal Year 2009-2010* (UPWP). This report describes activities accomplished in Fiscal Year (FY) 2010 between July 1, 2009 and June 30, 2010. This document is prepared to meet federal financial reporting requirements.

The Bloomington/Monroe County Metropolitan Planning Organization (BMCMPO) had a budget totaling $961,037.50 for FY 2009 and FY 2010 which came from the following sources (Note: the UPWP covers two fiscal years: FY 2009 = $421,985.00; FY 2010 = $539,052.50):

- Metropolitan Planning Funds (PL) provided by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) through the Indiana Department of Transportation (INDOT) in the amount of $708,830.00; and
- Surface Transportation Program (STP) funds "flexed" from the Transportation Improvement Program (TIP) to the UPWP. These funds were provided by the FHWA through the INDOT in the amount of $60,000; and
- Local match provided by the BMCMPO and its contract service agencies in the amount $192,207.50 (or 20% of total project costs to match against Federal funds received).

The BMCMPO had several significant accomplishments in Fiscal Year 2010. It readopted the 2030 Long Range Transportation Plan to avoid a lapse in the document next year. A Long Range Transportation Plan Task Force made up of members from the Policy Committee, Technical Advisory Committee, and Citizens Advisory Committee was established to help in the development of a new 2035 Long Range Transportation Plan. The new LRTP is expected to integrate more progressive modeling and project selection techniques., The 2035 LRTP is expected to be complete by the end of 2013.

The BMCMPO continued to be a leader in the state-wide discussion of Complete Streets. The BMCMPO's Complete Streets Policy was awarded *Outstanding MPO Planning Project* by the Indiana MPO Council and was awarded the *2010 Outstanding Project* by the American Planning Association – Indiana Chapter. Additionally, staff testified before an Indiana Congressional subcommittee on the importance of a state policy and gave a presentation on the subject at Road School.

Other notable accomplishments of the BMCMPO focused on the development of procedures which determine how funds suballocated to the BMCMPO will be awarded or allocated. Specifically, the Policy Committee adopted an amendment to the procedures by which safety projects would be evaluated and awarded Highway Safety Improvement Program (HSIP) funds. The BMCMPO also awarded two Transportation Enhancement (TE) funded projects. Lastly, the BMCMPO went to great lengths to correctly program American Recovery and Reinvestment Act (ARRA) funds to qualified local projects and facilitate project implementation.

In addition to the work done by the BMCMPO and its staff, agreements were executed with local public agencies (referred to in this report as Contract Service Agencies or CSAs) so that they could assist the BMCMPO accomplish certain UPWP elements. For example, the City of Bloomington Engineering Department conducted over 220 traffic and intersection counts under Element #401 - Vehicular Data Collection; Monroe County Highway Department conducted road segment data analysis of the pavement management system under Element #402 - Infrastructure Management Plan; Bloomington Transit began work on the Grimes Lane Operations Facility Study under Element #502 – Short Range Alternative Transportation Studies; and Indiana University completed the North Campus Area Study with the help of a consultant under Element #202 – Short-Range Transportation Studies. The use of consultants provided valuable services as well.

The following sections of this report give an overview of what was accomplished during FY 2010 and the amount of money spent on each element. The first section titled Work Element Analyses gives a brief description of the UPWP Work Elements and identifies what was accomplished. (Note: The organization of the Work Element Analyses is meant to be consistent with the FY 2009-2010 UPWP). Additionally, this section gives the budgetary standing of each element and provides a statement of its status at the end of FY 2010. The last section of the report, Expenditure Summary, is a synopsis of all expenditures made in FY 2010 broken down by quarter, by Work Element, and by Contract Service Agency (CSA).

WORK ELEMENT ANALYSES

This section of the Annual Completion Report analyzes each work element of the Unified Planning Work Program and identifies the tasks to be accomplished, the work completed by the BMCMPO and its contract service agencies, budgetary breakdown of the element, and the status of the element at the end of FY 2010.

#101 - Transportation Planning Coordination

Purpose

This element includes activities associated with administering the BMCMPO Policy Committee, the BMCMPO Technical Advisory Committee, and daily BMCMPO administrative activities with the Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT). Additionally, the BMCMPO 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 BMCMPO and its staff must also administer FHWA and Federal Transit Administration (FTA) grants associated with the FY 2009-2010 UPWP. Lastly, BMCMPO staff participates in monthly meetings of the statewide Indiana MPO Council.

Accomplishments

During FY 2010, the BMCMPO accomplished the following tasks identified in the UPWP:

A. Intergovernmental Coordination:
- Organized seven meetings of the Policy Committee (1st, 2nd, 3rd, & 4th Quarters)
- Organized nine meetings of the Technical Advisory Committee (1st, 2nd, 3rd, & 4th Quarters)
- Administered and managed BMCMPO staff (1st, 2nd, 3rd, & 4th Quarters)
- Fostered comprehensive, cooperative, and continuous transportation planning with FHWA, INDOT, and local project partners (1st, 2nd, 3rd, & 4th Quarters)
    - Fostered coordination with INDOT concerning the SR 45 project, the SR45/46 Bypass Project, I-69, the State's Long Range Plan, and other State projects/studies
    - Drafted responses to the Federal Highway Administration for the Certification Review.
    - Helped coordinate local rail crossing prioritization and endorsement
    - Assisted local public agencies with grant coordination
        - Surface Transportation Program (STP)
        - Transportation Enhancement (TE)
            - Awarded HSIP funds to Bloomington's historic brick street restoration project and Monroe County's Karst Farm Trail
        - Safe Routes to School (SRTS)
        - Community Planning Grant
        - American Recovery and Reinvestment Act (ARRA) funds
        - JOBS Bill and TIGER II funds
        - Highway Safety Improvement Program (HSIP) funds
            - Reviewed the State's HSIP rules and procedures
            - Modified local HSIP guidelines to match the State's procedures
    - Developed and adopted a procedure to locally administer Transportation Enhancement funding
    - Coordinated extensively with federal, state, and local partners on the American Recovery and Reinvestment Act funds and how such funds could be spent

- Engaged in the state-wide discussion about Complete Streets Policy (2nd Quarter)

B. Unified Planning Work Program:
- Developed and adopted the new FY 211-2012 UPWP, including the Cost Allocation Plan, the self-certification statement, and contract service agreements (3rd & 4th Quarters)
- Processed an amendment to the FY2009-2010 UPWP to include update the County aerial and GIS data (4th Quarter).

C. Planning Grant Administration
- Tracked BMCMPO fiscal activities (1st, 2nd, 3rd, & 4th Quarters):
  - Tracked expenditures and receipts for FY 2010
  - Produced Quarterly Billings
  - Facilitated a routine audit by the State Board of Accounts
- Completed and transmitted the FY 2008 Annual Completion Report (1st Quarter)

D. Indiana Metropolitan Planning Organization Council
- Attended ten Indiana MPO Council Meetings (1st, 2nd, 3rd, & 4th Quarters)

E. Census 2010 Coordination and Support
- Participated in the 2010 Census coordination of the New Construction Program, Title 13 Verification, the Complete Count Committee, LUCA, the Census Boundary Validation Program, and the Participant Statistical Areas Program (1st, 2nd, 3rd, & 4th Quarters).

Budget

Funding Source	Programmed Amount	Spent Amount	Remaining Balance	Expenditures Ratio	
				Spent	Unspent
Federal (PL/FTA)	$ 62,217.38	$ 84,434.73	$ (22,217.35)	135.7%	-35.7%
Local	$ 15,554.34	$ 21,108.68	$ (5,554.34)		
Total	**$ 77,771.72**	**$ 105,543.41**	**$ (27,771.69)**		

Status

This work element was satisfactorily completed in Fiscal Year 2010 and its ongoing status is continued into FY2011 of the *Fiscal Year 2011-2012 Unified Planning Work Program* (#101).

#102 - Training and Professional Development

Purpose

This element includes activities to continue development of BMCMPO 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.

Accomplishments

During FY 2010, the BMCMPO accomplished the following tasks identified in the UPWP:

A. Staff Training, Education, and Technical Needs
- Renewed annual TransCAD license (1st Quarter)
- BMCMPO staff attended several web conferences (1st, 2nd, 3rd, & 4th Quarters)
  - International Bicycle and Pedestrian Scan (hosted by APBP)
  - Counting Bicycles and Pedestrians (hosted by APBP)
  - ADA Accessibility Survey methodology
  - Fundamentals of connecting transit and bike/ped facilities (hosted by PBIC)
  - Project management (hosted by APA)
  - Monetizing Sustainability (hosted by APA)
  - Planning with Large Institutions (hosted by APA)
  - Safety Effects of Marked and Unmarked Crosswalks (hosted by FHWA)
  - 7 Trends that will transform local government (hosted by NARC)

- Selection of pedestrian treatments at intersections (hosted by PBIC)
- Performance measures in transportation planning (hosted by APA)
- Redevelopment and Revitalization for a new era (hosted by APA)
- TIGER II (hosted by FHWA)
- Design graphics for planning (hosted by APA)
- Planning Law Review (hosted by APA)

- BMCMPO staff attended the Indiana MPO Council Annual Conference (1st Quarter)
  - Gave presentations on bicycle safety and mobilizing a safe routes to school task force
  - Was awarded "Outstanding MPO Planning Project" for the Complete Streets policy
- BMCMPO staff attended the Transportation Summit hosted by the Congress for New Urbanism (2nd Quarter)
- BMCMPO staff attended Indiana Road School (3rd Quarter)
  - Gave a presentation on Complete Streets
- BMCMPO staff attended the annual APA-Indiana spring conference
- BMCMPO staff attended a Complete Streets workshop (4th Quarter)

Budget

Funding Source	Programmed Amount	Spent Amount	Remaining Balance	Expenditures Ratio	
				Spent	Unspent
Federal (PL/FTA)	$ 10,434.19	$ 11,729.05	$ (1,294.86)	112.4%	-12.4%
Local	$ 2,608.55	$ 2,932.26	$ (323.71)		
Total	**$ 13,042.74**	**$ 14,661.31**	**$ (1,618.57)**		

Status

This work element was satisfactorily completed in Fiscal Year 2010 and its ongoing status is carried into the *Fiscal Year 2010-2011 Unified Planning Work Program* (#101).

#103 - Public Participation Coordination

Purpose

This element includes activities to solicit citizen input into the transportation planning process through monthly meetings of the Citizens Advisory Committee (CAC). Additionally, the BMCMPO 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 BMCMPO. Lastly, the BMCMPO 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 BMCMPO activities, contacts, and resources.

Accomplishments

During FY 2010 the BMCMPO accomplished the following tasks as identified in the UPWP:

A. Citizens Advisory Committee (CAC):
   - The Citizens Advisory Committee met ten times (1st, 2nd, 3rd, & 4th Quarters)
   - The Citizens Advisory Committee formed two subcommittees: ADA compliance subcommittee, and Vision scoring and prioritization subcommittee (1st, 2nd, 3rd, & 4th Quarters)

B. BMCMPO Web Page Administration
   - Managed the BMCMPO's website; www.bloomington.in.gov/mpo (1st, 2nd, 3rd, & 4th Quarters)
     - Posted materials related to BMCMPO Committee (PC, TAC, CAC) meetings, agendas, and packets
     - Maintained the BMCMPO, Policy/Advisory Committees, Transportation Planning, Alternative Transportation Planning, and Documents Clearinghouse webpages.

- Posted draft/final plans and documents to the website and the Monroe County Public Library (Amended FY 2010-2013 TIP, Amended FY 2009-2010 UPWP, readopted 2030 Long Range Transportation Plan etc.)

C. Public Involvement Process
- Held a public open house which made BMCMPO documents available for review and afforded BMCMPO Committee members an opportunity to interact amongst themselves and the public in a relaxed atmosphere (2nd Quarter)
- Held a 30 day public review and comment period for the readoption of the 2030 Long Range Transportation Plan (3rd Quarter)

Budget

Funding Source	Programmed Amount	Spent Amount	Remaining Balance	Expenditures Ratio	
				Spent	Unspent
Federal (PL/FTA)	$ 29,976.11	$ 10,381.40	$ 19,594.71	34.6%	65.4%
Local	$ 7,494.03	$ 2,595.35	$ 4,898.68		
Total	**$ 37,470.14**	**$ 12,976.75**	**$ 24,493.39**		

Status

This work element was satisfactorily completed in Fiscal Year 2010 and its ongoing status is continued into FY2011 of the *Fiscal Year 2011-2012 Unified Planning Work Program* (#101).

#201 - Transportation Improvement Program

Purpose

This element includes activities to develop a Transportation Improvement Program (TIP) pursuant to U.S. Department of Transportation requirements which detail all federal-aid projects. The BMCMPO 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 BMCMPO is now responsible for administering a local allocation of Transportation Enhancement funds. Lastly, the BMCMPO is charged with assisting local public agencies in the development of ADA Compliance Plans.

Accomplishments

During FY 2010, the BMCMPO accomplished the following tasks:

A. Transportation Improvement Program (TIP)
- Processed and adopted TIP amendments to the FY 2009-2012 TIP (3rd Quarter)
  - Updated eight ARRA funded projects
- Processed and adopted TIP amendments to the FY 2010-2013 TIP (1st, 2nd, 3rd & 4th Quarters)
  - Reallocated ARRA funds through a special vote (Bloomington/Ellettsville)
  - Programmed ARRA funds for preventive maintenance of Old SR37 (Monroe County)
  - Added two Transportation Enhancement funded projects (Bloomington, Monroe County)
  - Updated six ARRA projects (Bloomington, Monroe County)
  - Removed four State projects (INDOT)
  - Added purchase of hybrid buses (IU)
- Processed a complete streets compliance determination for the Mount Tabor Rd. Bridge (3rd Quarter)
- Developed and implemented a quarterly project tracking procedure (1st, 2nd, 3rd, & 4th Quarters)

B. Highway Safety Improvement Program (HSIP)
- The State approved the local HSIP procdures adopted in 2009 (3rd Quarter)
- Updated the local HSIP procedures to be consistent with the State's procedures which allowed for programmatic, system-wide projects (3rd & 4th Quarters)
- Attended a training on the State's HSIP procedures and provided comments on it (4th Quarter)

C. Project Coordination
- Attended twelve meetings of the City of Bloomington's Projects Team (1st, 2nd, 3rd, & 4th Quarters)
- Participated in project workshops (1st & 3rd Quarters)

D. Transportation Enhancement (TE) Administration
- Issued a call for projects for TE funds and sought recommendations from a TE Selection Committee and the Advisory Committees (1st Quarter)
- Awarded TE funds to Monroe County's Karst Farm and Bloomington's Park Ave. historic brick street restoration projects (3rd Quarter)

E. Americans with Disabilities Act (ADA) Compliance Plans
- The BMCMPO hosted presentations and trainings on ADA Transition plans (2nd & 3rd Quarter)
- Formed a CAC subcommittee to discuss accessibility (3rd & 4th Quarters)

Budget

Funding Source	Programmed Amount	Spent Amount	Remaining Balance	Expenditures Ratio	
				Spent	Unspent
Federal (PL/FTA)	$ 65,146.14	$ 7,258.68	$ 57,887.46	11.1%	88.9%
Local	$ 16,286.54	$ 1,814.67	$ 14,471.87		
Total	**$ 81,432.68**	**$ 9,073.35**	**$ 72,359.33**		

Status

This work element was satisfactorily completed in Fiscal Year 2010 and its ongoing status is continued into FY2011 of the *Fiscal Year 2011-2012 Unified Planning Work Program* (#101).

#202 – Short-Range Transportation Studies

Purpose

This element includes special studies to be conducted by the BMCMPO and its project partners, often with the assistance of a consultant. Specifically, the BMCMPO worked 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 BMCMPO 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.

Accomplishments

During FY 2010, the BMCMPO with the help of its contract service agencies accomplished the following tasks:

A. North Campus Area Study
- Fostered coordination between Indiana University, the City of Bloomington, the BMCMPO, and the consultant to complete the N. Campus Area Study (1st, 2nd, & 3rd Quarters)
  - Held public workshops, maintained a webpage and Facebook page, presented the final findings of the study to the MPO Committees.

B. West 2nd Street Feasibility Study
- No tasks were accomplished with the W. 2nd St. Feasibility Study in FY 2010

C. CAC/Student Assisted Study
- No tasks were accomplished with the CAC/Student Assisted Study in FY 2010

Budget

Funding Source	Programmed Amount	Spent Amount	Remaining Balance	Expenditures Ratio	
				Spent	Unspent
Federal (PL/FTA)	$ 92,586.72	$ 58,317.59	$ 34,269.13	63.0%	37.0%
Local	$ 23,146.68	$ 14,579.40	$ 8,567.28		
Total	**$ 115,733.40**	**$ 72,896.99**	**$ 42,836.41**		

Status

The North Campus Area Study of this work element was satisfactorily completed in Fiscal Year 2010. The BMCMPO will no longer support the West 2nd Street Feasibility Study. The BMCMPO will pursue opportunities with the CAC to partner with students to complete studies in FY 2011. However, the CAC must await selection of its project(s) by a class before this project can proceed. The CAC/Student Assisted Study as well as new consultant driven studies will be carried forward into 2011 of the *Fiscal Years 2011-2012 Unified Planning Work Program* (#102).

#301 – Long Range Transportation Studies

Purpose

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. Lastly, the UPWP was amended to include an update to the county-wide Geographic Information Systems (GIS) layers.

Accomplishments

During FY 2010, the BMCMPO with the help of its contract service agencies accomplished the following tasks:

A. 2035 Long Range Transportation Plan (LRTP)
   - The BMCMPO strategized on the update to the Long Range Transportation Plan and decided to readopt the existing 2035 Long Range Transportation Plan (2nd, 3rd, & 4th Quarter)
     - Held a 30 day public written public comment period on the LRTP readoption
     - Established a Task Force to guide the development of a new 2035 Long Range Transportation Plan.

B. ITS Architecture Maintenance
   - No tasks were accomplished with Regional Intelligent Transportation Systems Architecture in FY 2010.

C. Update County-wide Aerial and Elevation GIS Layers
   - Monroe County, with the help of a consultant, conducted data acquisition and processing for the aerial update (4th Quarter)

Budget

Funding Source	Programmed Amount	Spent Amount	Remaining Balance	Expenditures Ratio	
				Spent	Unspent
Federal (PL/FTA)	$ 107,844.96	$ 27,364.29	$ 80,480.67	101.4%	-1.4%
Local	$ 26,961.24	$ 109,385.18	$ (82,423.94)		
Total	**$ 134,806.20**	**$ 136,749.47**	**$ (1,943.27)**		

Status

Aspects of this work element were satisfactorily completed in Fiscal Year 2010. The readoption of the existing 2030 Long Range Transportation Plan was a stop-gap measure to prevent the Plan from lapsing while allowing the MPO to formulate a strategy to develop an improved 2035 LRTP. No changes to the ITS

Architecture were warranted in FY2010. Work from this element will be continued into FY2011 of the *Fiscal Year 2011-2012 Unified Planning Work Program* (#102).

#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 BMCMPO 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 BMCMPO's functionally classified roadway network is covered. Additionally, the BMCMPO will produce an annual crash report in an effort to identify potentially hazardous intersections and corridors.

Accomplishments

During FY 2010, the BMCMPO with the help of its contract service agencies accomplished the following tasks:

A. Traffic Volume Counting
   - The City of Bloomington conducted 222 traffic counts and 30 intersection turning movements within the BMCMPO urbanized area boundary (1st, 2nd, 3rd, & 4th Quarters)
   - The BMCMPO and the City of Bloomington continued to support but downsized its permanent traffic volume counting stations program from nine counters (1st & 2nd Quarters) to three (3rd & 4th Quarters), including utility and maintenance costs.
   - The Town of Ellettsville conducted 24 vehicular counts (4th Quarter)

B. Annual Crash Report
   - Collected and analyzed data and finalized the CY 2008 Annual Crash Report (3rd and 4th Quarters)

Budget

Funding Source	Programmed Amount	Spent Amount	Remaining Balance	Expenditures Ratio	
				Spent	Unspent
Federal (PL/FTA)	$ 40,986.75	$ 28,672.85	$ 12,313.90	70.0%	30.0%
Local	$ 10,246.69	$ 7,168.21	$ 3,078.48		
Total	**$ 51,233.44**	**$ 35,841.06**	**$ 15,392.38**		

Status

Aspects of this work element were satisfactorily completed in Fiscal Year 2010. The BMCMPO will no longer pursue an update to the local traffic counting procedures. Additionally, the BMCMPO will need to produce the CY 2009 Crash Report. The ongoing status of this element is continued into FY2011 of the *Fiscal Year 2011-2012 Unified Planning Work Program* (#201).

#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.

Accomplishments

During FY 2010, the BMCMPO with the help of its contract service agencies accomplished the following tasks:

A. Infrastructure Management Plan
   - Monroe County Highways Department entered data and analyzed segments as part of infrastructure management (1st, 2nd, & 4th Quarters).
   - The City of Bloomington conducted work on the three year and ten year pavement schedule and entered data into the infrastructure management software (4th Quarters).

Budget

Funding Source	Programmed Amount	Spent Amount	Remaining Balance	Expenditures Ratio	
				Spent	Unspent
Federal (PL/FTA)	$ 13,501.37	$ 17,398.78	$ (3,897.41)	128.9%	-28.9%
Local	$ 3,375.34	$ 4,349.70	$ (974.36)		
Total	**$ 16,876.71**	**$ 21,748.48**	**$ (4,871.77)**		

Status

This work element was satisfactorily completed in Fiscal Year 2010 and its ongoing status is continued into FY2011 of the *Fiscal Year 2011-2012 Unified Planning Work Program* (#202).

#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.

Accomplishments

During FY 2010, the BMCMPO with the help of its contract service agencies accomplished the following tasks:

A. Transit, Bicycle and Pedestrian Data Collection
- BMCMPO staff conducted bicycle and pedestrian counts as well as bike rack counts (1st, 2nd & 4th Quarters)
- BMCMPO staff worked with the City's Sidewalk Committee on the sidewalk inventory (2nd & 3rd Quarters)

Budget

Funding Source	Programmed Amount	Spent Amount	Remaining Balance	Expenditures Ratio	
				Spent	Unspent
Federal (PL/FTA)	$ 12,166.82	$ 4,639.74	$ 7,527.08	38.1%	61.9%
Local	$ 3,041.71	$ 1,159.94	$ 1,881.77		
Total	**$ 15,208.53**	**$ 5,799.68**	**$ 9,408.85**		

Status

Aspects of this work element were satisfactorily completed in Fiscal Year 2010. The BMCMPO will need to coordinate with Bloomington Transit to continue transit ridership data collection. Additionally, bicycle and pedestrian count procedures should become routine and streamlined. The ongoing status of this element is continued in FY2011 in the *Fiscal Year 2011-2012 Unified Planning Work Program* (#301).

#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, BMCMPO staff will promote and encourage bicycle and pedestrian activities as viable modes of transportation through continued cooperation with the Bicycle and Pedestrian Safety Commission. BMCMPO 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, BMCMPO staff 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.

Accomplishments

During FY 2010, the BMCMPO with the help of its contract service agencies accomplished the following tasks:

A. Safe Routes to School (SRTS) Program
- Coordinated the Safe Routes to School Task Force (1st, 2nd, 3rd, & 4th Quarters)
  - Coordinated regular meetings of the Safe Routes to School Task Force and its subcommittees
  - Helped coordinate International Walk to School Day activities at schools within BMCMPO urbanized area
  - Participated in the statewide Safe Routes to School initiative

B. Bicycle and Pedestrian Project Coordination
- Attended meetings and workshops of the Bloomington Bicycle and Pedestrian Safety Commission (1st, 2nd, 3rd, & 4th Quarters)
- Attended meetings of the Monroe County Alternative Transportation Technical Advisory Committee (1st, 2nd, 3rd, & 4th Quarters)

C. League Cycling Instructor (LCI) Training Program
- Conducted bicycle safety sensitizations and outreach to over 100 cyclists (1st, 2nd, 3rd, & 4th Quarters)
  - Taught Smart Cycling 101, Learn to Ride, and bike rodeos classes
  - Held an LCI Seminar to certify new LCIs
  - Gave a presentation on bicycle safety to the Bloomington Bicycle Club
  - Gave a presentation on Bicycle Friendly Communities at the Indiana Bicycle Summit
  - Distributed bike lights to cyclists riding at night without them
- Worked with the City of Bloomington on Bike Week activities including Bike to Work Day (4th Quarter)
- Worked on Bloomington's Bicycle Friendly Community and Bicycle Friendly Business applications.

D. Transit Development Program (TDP)
- This task was completed in FY 2009
  - A consultant worked with BT in development of the TDP including a public charrette was held to get feedback on transit proposals

E. Grimes Lane Operations Facility Study
- Bloomington Transit, with the help of a consultant, complete 68% of the study (4th Quarter)

F. Car Sharing Program Support
- BMCMPO continued coordination with IU on bringing a car-sharing program to Bloomington (1st Quarter)

Budget

Funding Source	Programmed Amount	Spent Amount	Remaining Balance	Expenditures Ratio	
				Spent	Unspent
Federal (PL/FTA)	$ 83,650.72	$ 39,020.10	$ 44,630.62	46.6%	53.4%
Local	$ 20,912.68	$ 9,755.03	$ 11,157.65		
Total	**$ 104,563.40**	**$ 48,775.13**	**$ 55,788.27**		

Status

This work element was satisfactorily completed in Fiscal Year 2010 and its ongoing status is continued into FY2011 of the *Fiscal Year 2011-2012 Unified Planning Work Program* (#302).

#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 BMCMPO 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.

Accomplishments

During FY 2010, the BMCMPO accomplished the following tasks:

A. Alternative Transportation Corridor Study
   - BMCMPO staff strategized on bicycle wayfinding measures and greenways projects (3rd Quarter).

B. Coordinated Human Services Public Transit Plan
   - BMCMPO staff coordinated with Bloomington Transit on long range policies, the possibility of "small starts" funding, group ridership agreements, and Google Transit (3rd Quarter).

Budget

Funding Source	Programmed Amount	Spent Amount	Remaining Balance	Expenditures Ratio	
				Spent	Unspent
Federal (PL/FTA)	$ 14,929.59	$ 241.83	$ 14,687.76	**1.6%**	**98.4%**
Local	$ 3,732.40	$ 60.46	$ 3,671.94		
Total	**$ 18,661.99**	**$ 302.29**	**$ 18,359.70**		

Status

Aspects of this work element were satisfactorily completed in Fiscal Year 2010. The BMCMPO will have to continue to facilitate coordination with local transit providers and human service providers. The BMCMPO has decided to not continue work on the Alternative Transportation Corridor Study. The ongoing status of this element is continued in FY 2011 in the *Fiscal Year 2011-2012 Unified Planning Work Program* (#303).

EXPENDITURE SUMMARY

This section of the Annual Completion Report provides a synopsis of all expenditures made in FY 2010. Expenditures are broken down by quarter, by work element, by Contract Service Agency (CSA), and by overall MPO fiscal activity.

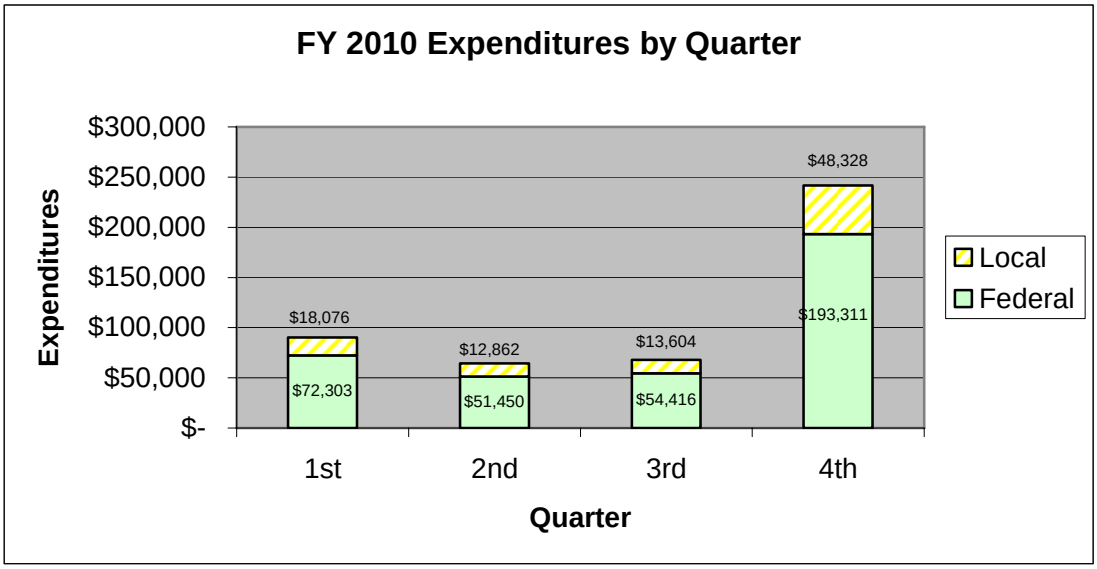
FY 2010 QUARTERLY EXPENDITURES

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**

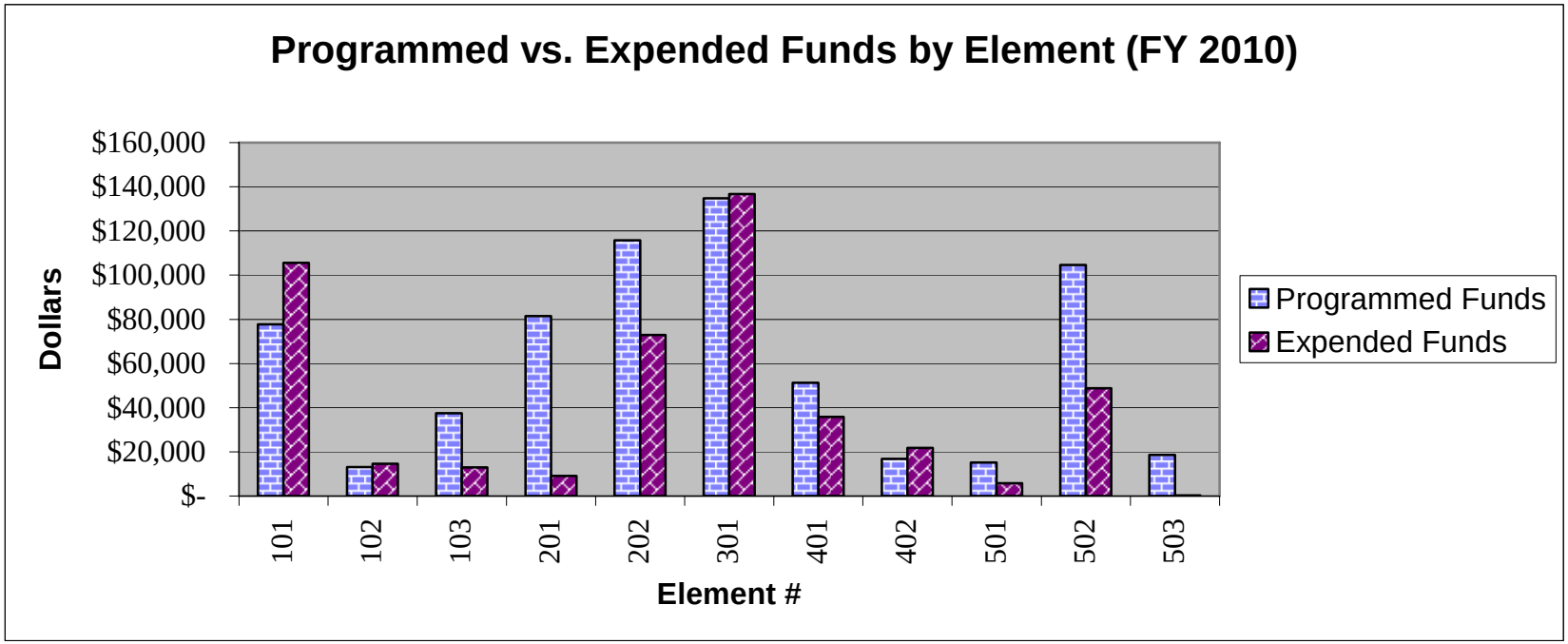
Third Quarter Summary			
Quarter	Q3 / FY 2010		
Period	01/01/2010 - 03/31/2010		
Element #	**Local Share**	**PL/FTA Share**	**Total Amount**
101	$ 5,390.76	$ 21,563.06	$ 26,953.82
102	$ 483.26	$ 1,933.04	$ 2,416.30
103	$ 864.73	$ 3,458.91	$ 4,323.64
201	$ 581.62	$ 2,326.49	$ 2,908.11
202	$ 3,850.32	$ 15,401.29	$ 19,251.61
301	$ 242.21	$ 968.82	$ 1,211.03
401	$ 1,565.73	$ 6,262.92	$ 7,828.65
402	$ -	$ -	$ -
501	$ 153.76	$ 615.04	$ 768.80
502	$ 411.21	$ 1,644.85	$ 2,056.06
503	$ 60.46	$ 241.83	$ 302.29
Total	**$ 13,604.06**	**$ 54,416.25**	**$ 68,020.31**

Fourth Quarter Summary			
Quarter	Q4 / FY 2010		
Period	04/01/2010 - 06/30/2010		
Element #	**Local Share**	**PL/FTA Share**	**Total Amount**
101	$ 6,172.24	$ 24,688.95	$ 30,861.18
102	$ 515.81	$ 2,063.23	$ 2,579.04
103	$ 786.36	$ 3,145.45	$ 3,931.81
201	$ 368.72	$ 1,474.90	$ 1,843.62
202	$ 31.74	$ 126.97	$ 158.71
301	$ 27,047.74	$ 108,190.96	$ 135,238.69
401	$ 1,940.41	$ 7,761.66	$ 9,702.07
402	$ 3,522.95	$ 14,091.81	$ 17,614.76
501	$ 500.97	$ 2,003.88	$ 2,504.85
502	$ 7,440.74	$ 29,762.94	$ 37,203.68
503	$ -	$ -	$ -
Total	**$ 48,327.69**	**$ 193,310.74**	**$ 241,638.43**



FY 2010 TOTAL EXPENDITURES PER ELEMENT

Fiscal Year Budget Summary											
	Programmed Funds			Funds Expended To Date			Unspent Funds			Total Expenditures Ratio	
Element #	Local	PL/FTA	Total	Local	PL/FTA	Total	Local	PL/FTA	Total	Expended	Unspent
101	$ 15,554.34	$ 62,217.38	$ 77,771.72	$ 21,108.68	$ 84,434.73	$ 105,543.41	$ (5,554.34)	$ (22,217.35)	$ (27,771.69)	135.7%	-35.7%
102	$ 2,608.55	$ 10,434.19	$ 13,042.74	$ 2,932.26	$ 11,729.05	$ 14,661.31	$ (323.71)	$ (1,294.85)	$ (1,618.56)	112.4%	-12.4%
103	$ 7,494.03	$ 29,976.11	$ 37,470.14	$ 2,595.35	$ 10,381.40	$ 12,976.75	$ 4,898.68	$ 19,594.71	$ 24,493.39	34.6%	65.4%
201	$ 16,286.54	$ 65,146.14	$ 81,432.68	$ 1,814.67	$ 7,258.68	$ 9,073.35	$ 14,471.87	$ 57,887.46	$ 72,359.33	11.1%	88.9%
202	$ 23,146.68	$ 92,586.72	$ 115,733.40	$ 14,579.40	$ 58,317.59	$ 72,896.99	$ 8,567.28	$ 34,269.13	$ 42,836.41	63.0%	37.0%
301	$ 26,961.24	$ 107,844.96	$ 134,806.20	$ 27,346.29	$ 109,385.18	$ 136,731.47	$ (385.05)	$ (1,540.22)	$ (1,925.27)	101.4%	-1.4%
401	$ 10,246.69	$ 40,986.75	$ 51,233.44	$ 7,168.21	$ 28,672.85	$ 35,841.06	$ 3,078.48	$ 12,313.90	$ 15,392.38	70.0%	30.0%
402	$ 3,375.34	$ 13,501.37	$ 16,876.71	$ 4,349.70	$ 17,398.78	$ 21,748.48	$ (974.35)	$ (3,897.42)	$ (4,871.77)	128.9%	-28.9%
501	$ 3,041.71	$ 12,166.82	$ 15,208.53	$ 1,159.94	$ 4,639.74	$ 5,799.68	$ 1,881.77	$ 7,527.08	$ 9,408.85	38.1%	61.9%
502	$ 20,912.68	$ 83,650.72	$ 104,563.40	$ 9,755.03	$ 39,020.10	$ 48,775.13	$ 11,157.65	$ 44,630.61	$ 55,788.27	46.6%	53.4%
503	$ 3,732.40	$ 14,929.59	$ 18,661.99	$ 60.46	$ 241.83	$ 302.29	$ 3,671.94	$ 14,687.76	$ 18,359.70	1.6%	98.4%
Total	**$ 133,360.19**	**$ 533,440.75**	**$ 666,800.94**	**$ 92,869.98**	**$ 371,479.93**	**$ 464,349.91**	**$ 40,490.21**	**$ 161,960.83**	**$ 202,451.03**	**69.6%**	**30.4%**



FY 2009 & 2010 TOTAL EXPENDITURES BY CONTRACT SERVICE AGENCY

Monroe County

WORK	PROGRAMMED AMOUNT (2009 & 2010)			SPENT AMOUNT (YTD)			REMAINING BALANCE			EXPENDITURES	
ELEMENT	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
402	$ 17,600	$ 4,400	$ 22,000	$ 13,810	$ 3,452	$ 17,262	$ 3,790	$ 948	$ 4,738	78.5%	21.5%
TOTALS	$ 17,600	$ 4,400	$ 22,000	$ 13,810	$ 3,452	$ 17,262	$ 3,790	$ 948	$ 4,738	78.5%	21.5%

Bloomington

WORK	PROGRAMMED AMOUNT (2009 & 2010)			SPENT AMOUNT (YTD)			REMAINING BALANCE			EXPENDITURES	
ELEMENT	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
202	$ 36,000	$ 9,000	$ 45,000	$ -	$ -	$ -	$ 36,000	$ 9,000	$ 45,000	0.0%	100.0%
401	$ 52,800	$ 13,200	$ 66,000	$ 40,947	$ 10,237	$ 51,184	$ 11,853	$ 2,963	$ 14,816	77.6%	22.4%
402	$ 17,600	$ 4,400	$ 22,000	$ 28,592	$ 7,148	$ 35,740	$ (10,992)	$ (2,748)	$ (13,740)	162.5%	-62.5%
TOTALS	$ 106,400	$ 26,600	$ 133,000	$ 69,539	$ 17,385	$ 86,924	$ 36,861	$ 9,215	$ 46,076	65.4%	34.6%

Ellettsville

WORK	PROGRAMMED AMOUNT (2009 & 2010)			SPENT AMOUNT (YTD)			REMAINING BALANCE			EXPENDITURES	
ELEMENT	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
401	$ 6,400	$ 1,600	$ 8,000	$ 2,577	$ 644	$ 3,221	$ 3,823	$ 956	$ 4,779	40.3%	59.7%
402	$ 6,400	$ 1,600	$ 8,000	$ 3,095	$ 774	$ 3,869	$ 3,305	$ 826	$ 4,131	48.4%	51.6%
TOTALS	$ 12,800	$ 3,200	$ 16,000	$ 5,672	$ 1,418	$ 7,090	$ 7,128	$ 1,782	$ 8,910	44.3%	55.7%

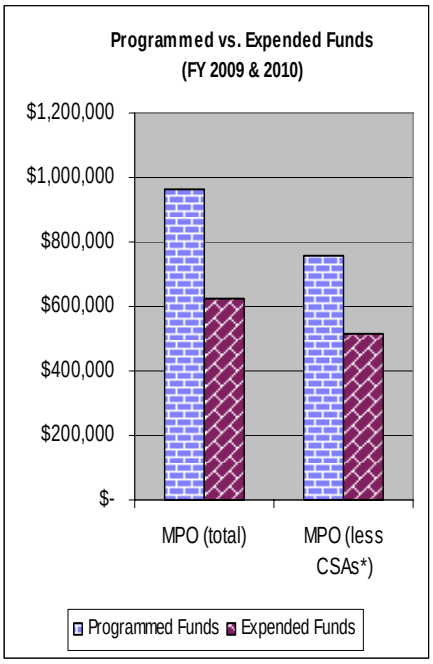
Bloomington Transit

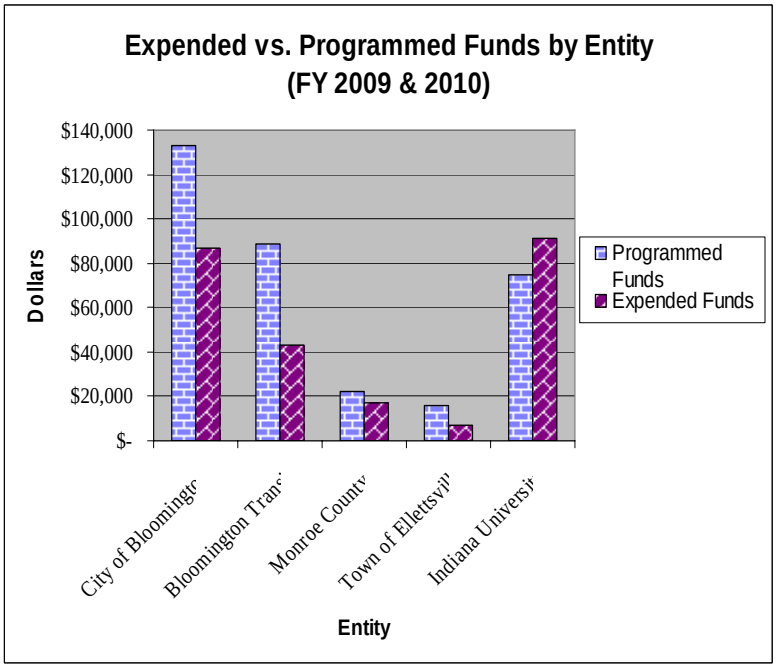
WORK	PROGRAMMED AMOUNT (2009 & 2010)			SPENT AMOUNT (YTD)			REMAINING BALANCE			EXPENDITURES	
ELEMENT	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
501	$ 3,200	$ 800	$ 4,000	$ 1,600	$ 400	$ 2,000	$ 1,600	$ 400	$ 2,000	50.0%	50.0%
502	$ 68,000	$ 17,000	$ 85,000	$ 32,700	$ 8,175	$ 40,875	$ 35,300	$ 8,825	$ 44,125	48.1%	51.9%
TOTALS	$ 71,200	$ 17,800	$ 89,000	$ 34,300	$ 8,575	$ 42,875	$ 36,900	$ 9,225	$ 46,125	48.2%	51.8%

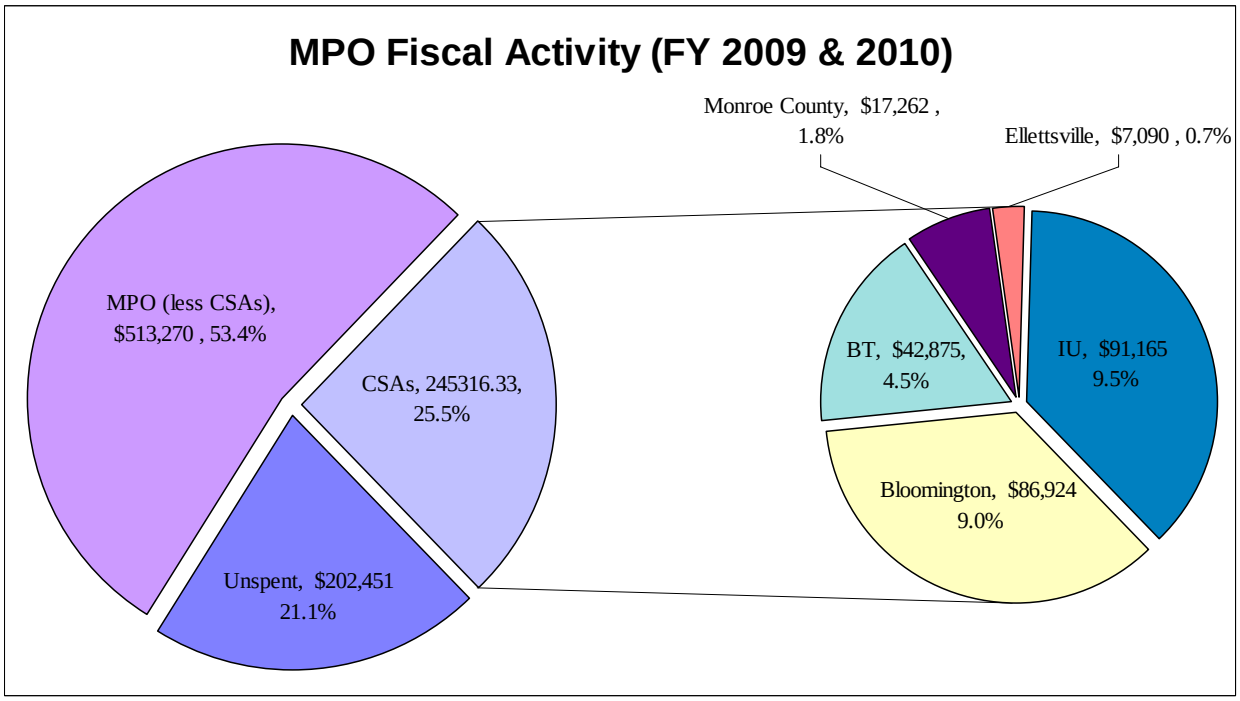
Indiana University

WORK	PROGRAMMED AMOUNT (2009 & 2010)			SPENT AMOUNT			REMAINING BALANCE			EXPENDITURES	
ELEMENT	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
202	$ 60,000.00	$ 15,000.00	$ 75,000.00	$ 72,932.00	$ 18,233.00	$ 91,165.00	$(12,932.00)	$ (3,233.00)	$(16,165.00)	121.6%	-21.6%
TOTALS	$ 60,000.00	$ 15,000.00	$ 75,000.00	$ 72,932.00	$ 18,233.00	$ 91,165.00	$(12,932.00)	$ (3,233.00)	$(16,165.00)	121.6%	-21.6%

FY 2009 & 2010 TOTAL EXPENDITURES BY CONTRACT SERVICE AGENCY







Prepared by BMCMPO Staff
September 2010

Bloomington/Monroe County Metropolitan Planning Organization

MEMORANDUM

To: MPO Technical and Citizens Advisory Committee Members

From: Raymond Hess, AICP
Senior Transportation Planner

Date: September 15, 2010

Re: Highway Safety Improvement Program Applications Review

Background

The Highway Safety Improvement Program (HSIP) is a funding source established to improve the safety of roads which have a high crash rate or need effective low cost preventative safety improvements. HSIP is now administered by the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPO), with oversight provided by Indiana Department of Transportation (INDOT). The BMCMPO HSIP guidelines (revised June 11, 2010) provide project selection procedures and evaluation processes. Approximately $407,734 in HSIP funding is available for the BMCMPO to program through FY 2010.

HSIP Application

The BMCPO issued a Call for Projects on July 7, 2010. The deadline for submittal was September 15, 2010. Two applications were received and submitted to INDOT for their eligibility review. The projects are summarized below and the application letters are included in the meeting packet for additional information:

Applicant:	**Monroe County Highway Department**
Project Location:	Monroe County
Project Description:	Replace outdated regulatory, warning, and guide signs to meet the Manual of Uniform Traffic Control Devises (MUTCD) retroreflectivity requirements on roadways managed by Monroe County Highway Department.
Project Cost:	$58,500 in HSIP funds / $6,500 in local match ($65,000 Total)
Benefit/Cost Ratio:	N/A
Eligibility:	Identified as an eligible low cost programmatic improvement.

Applicant:	**City of Bloomington**
Project Location:	City of Bloomington
Project Description:	Replace outdated regulatory, warning, and guide signs to meet the Manual of Uniform Traffic Control Devises (MUTCD) retroreflectivity requirements on roadways managed by the City of Bloomington.
Project Cost:	$162,000 in HSIP funds / $18,000 in local match ($180,000 Total)
Benefit/Cost Ratio:	N/A
Eligibility:	Identified as an eligible low cost programmatic improvement.

Recommendation Requested

The Citizens Advisory Committee is requested to make a recommendation to the Policy Committee on the City of Bloomington's request for HSIP funding.

BLOOMINGTON • MONROE COUNTY
mpo

Last Revised: 7/12/10

BMCMPO HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) APPLICATION

APPLICANT CONTACT INFORMATION

1. Local Public Agency (LPA) Name: Monroe County Highway Department	
2. Project Contact Name: Bill Williams	3. Title: Public Works Director / Highway Engineer
4. E-mail Address: bwilliams@co.monroe.in.us	5. Phone: (812) 349-2577

PROJECT INFORMATION

6. Location:[1]	
7. Is the project location listed as an eligible location in the most recent published Crash Report (available from the BMCMPO)?[1] YES NO	If no, please include a memo that states the reasons for an appeal request.
8. General Project Description: Replacement of all signs within the MPO area that are within the jurisdiction of Monroe County.	

ESTIMATED COSTS AND FUNDING REQUEST

9. Total Project Cost: $65,000	10. Design: $10,000	
11. Right-of-Way: $0	12. Construction: $45,000	13. Inspection: $10,000
14. Total Local Match (≥ 10%): $6,500	15. Total HSIP Funding Request (≤ 90%): $58,500	
16. Benefit/Cost Ratio:[1]	17. Current Project Status: Inventory of Replacement Signs	
18. Anticipated Design Completion Date: 10/1/2010	19. Anticipated ROW Completion Date: N/A	
20. Anticipated Letting Date: 1/10/2011	21. Anticipated Construction Completion Date:	

SUBMITTAL INFORMATION CHECKLIST
(PLEASE ATTACH THE FOLLOWING INFORMATION TO THE APPLICATION)

22. Cover letter signed by the highest elected official of the local public agency	X
23. Detailed Narrative Project Description (100-500 words)	X
24. Location Map (for system-wide projects, a list of locations may substitute for a map)	X
25. Explanation of Site Prioritization Process (i.e., why was this site chosen over other sites) (100-250 words)[1]	X
26. Road Safety Audit report, including RSA team member list, description of safety problems, and recommended crash countermeasures[1]	X
27. LPA Response to RSA (must include justification of proposed treatment if different than RSA recommendation)[1]	X
28. Benefit/Cost Ratio Worksheet[1]	X
29. Data Collection Plan – A comprehensive 3-Year Pre and 3-Year Post Treatment Comparison[1]	X
30. INDOT application for low-cost systematic improvement projects (not required for site-specific projects)	X

SIGNATURES

I, Bill Williams, affirm that the information provided is true and correct to the best of my professional knowledge.

Signature of applicant: Bill Williams	Date: August 9, 2010
Date application received by BMCMPO staff:	BMCMPO Staff Initials:

[1] Required for site-specific projects only

OFFICE OF
MONROE COUNTY COMMISSIONERS
100 West Kirkwood Avenue
The Courthouse Room 322
BLOOMINGTON, INDIANA 47404

Telephone 812-349-2550
Facsimile 812-349-7320

Patrick Stoffers, President *Iris F. Kiesling, Vice President* *Mark Stoops, Member*

August 9, 2010

Josh Desmond, Director
Bloomington / Monroe County Metropolitan Planning Organization
P. O. Box 100
Bloomington, Indiana 47402

RE: HSIP Intent to Apply for funds.

Dear Mr. Desmond,

Please consider this letter Monroe County's intent to apply for HSIP funds through the B/MCMPO for sign replacements in the urbanized area of the City of Bloomington. We believe this program will assist Monroe County in achieving the safety requirements for the signs in this area of the MPO. This low-cost programmatic improvement will improve safety of those that traverse our road system.

Monroe County has already begun sign replacements throughout the County, having completed townships in the northern part of our jurisdiction. We are currently working with the Indiana Local Transportation Assistance Program (INLTAP) to complete the sign replacements in the remainder of our area.

If you have any questions or comments on this, please feel free to contact me or Bill Williams, Monroe County Highway Department, at your convenience. Thank you for your consideration.

Sincerely,

Patrick Stoffers, President
Monroe County Board of Commissioners

PS/bw

MONROE COUNTY HIGHWAY DEPARTMENT
ENGINEERING DIVISION
COURTHOUSE, ROOM 323 • BLOOMINGTON, INDIANA • 47404
PHONE: (812) 349-2555 • FAX: (812) 349-2959
www.co.monroe.in.us

August 9, 2010

TO: Josh Desmond, Director, Bloomington / Monroe County MPO

FROM: Bill Williams, Public Works Director / Highway Engineer

CC: Monroe County Board of Commissioners, Scott Robinson, Raymond Hess

RE: HSIP Application; Project Narrative

Recent changes to the Manual on Uniform Traffic Control Devices (MUTCD) now requires local public agencies to meet new retroreflectivity requirements for all traffic signs. All agencies, large and small, that own and maintain traffic signs, are required to adhere to these new requirements for their signs. Implementing these requirements may also involve beginning a new sign maintenance program in some instances.

By January, 2012, all agencies must establish and implemented a sign maintenance program that addresses the minimum sign reflectivity requirements. By January, 2015, all agencies are required to comply with the these requirements for most of their traffic signs they have installed, including all red and white or white and black regulator signs, yellow and black warning signs and ground mounted green and white guide signs, except street identification signs. By January, 2018, all agencies must comply with the new requirements for overhead guide and all street name signs.

Monroe County began changing signs two years ago to comply with this regulation. We have changed out all the signs in three townships (Bean Blossom, Washington and Benton). We are in the process of making an application through the Indiana Local Transportation Assistance Program (INLTAP) HELPERS program to replace the remainder of the engineer grade signs in the remaining rural part of our jurisdiction. If the HELPERS project and this request are approved, we will have successfully completed replacing all of the signs within our area. We have inventoried 450 signs in the urbanized area, on County maintained roads and streets, which must be changed in order to be in compliance with the retroreflectivity requirement. All signs have been inventoried and a list of signs to be replaced, as well as location, is attached.

Our estimate of the project is as follows;

Design	$10,000
Right-of-Way	$0
Construction	$45,000
Construction Supervision	$10,000
Total Project	$65,000

WEW/me

City of Bloomington
Office of the Mayor

September 13, 2010

Bloomington/Monroe County MPO
Attn. Josh Desmond
401 North Morton Street, Suite 160
Bloomington, IN 47402

Dear Mr. Desmond:

The 2009 Manual of Uniform Traffic Control Devices (MUTCD) provides new federal requirements mandating that all agencies must comply with new retroreflectivity requirements for regulatory, warning, and guides signs by January 2015. By January 2018, all agencies must comply with these requirements for overhead guide signs and street name signs. As a result of these requirements, the City of Bloomington is pleased to submit its Highway Safety Improvement Program (HSIP) grant application to the Bloomington / Monroe County MPO. The purpose of our funding request is to upgrade existing regulatory, warning, and guide signage to meet retroreflectivity requirements as mandated in the 2009 MUTCD.

The City will conduct replacement of signs and posts in-house so that the HSIP funding will be used exclusively for materials. The Bloomington Traffic Division maintains an inventory of approximately 15,000 signs using Cartograph, an asset management program which tracks our current inventory. Upgrading signs will be prioritized by replacing signs which

- are older than 10 years,
- do not have retroreflective, prismatic sheeting,
- are damaged, *or*
- otherwise fail to meet minimum retroreflectivity standards.

The City's replacement plan has been prioritized into zones, the first of which, "Zone 1," includes downtown Bloomington, much of the Indiana University Campus, and many of the core neighborhoods in Bloomington. This area has the highest priority because replacement of signs will impact the most people using the City's infrastructure network. The Bloomington Department of Public Works has committed $18,000 in matching funding to meet the requirements of the grant. The Bloomington Traffic Division will conduct the replacement of signs and anticipates completion of the project by the end of 2011. Thank you for your consideration of this HSIP funding request.

Sincerely,

Mark Kruzan, Mayor

cc: Susie Johnson, Public Works Director
Adrian Reid, P.E., City Engineer
Justin Wykoff, Manager of Engineering Services

401 North Morton Street – Bloomington, IN 47404 Phone: (812) 349.3417 - Fax: (812) 349.3520
www.bloomington.in.gov
email: engineering@bloomington.in.gov

Print Form | Submit by Email

Application for High Priority Low Cost Systematic Highway Safety Improvement Project

SPONSOR

DATE	Sep 13, 2010	Submited by	BMCMPO
Local Public Agency	City of Bloomington, Indiana		
Official Signatory	Mark Kruzan		
Office Title	Mayor, City of Bloomington		
Project Contact	Adrian Reid, P.E.		
Telephone	812-349-3417	Email	reida@bloomington.in.gov

PROJECT

Request	New Project	Des No. of existing project	
Road Name	n/a		
Work Type	Replacement of signs to meet MUTCD retroreflectivity requirements		
Project Location County Township City/Town (list all that apply)	City of Bloomington, IN		

SCHEDULE AND FUNDING

☐ LPA plans to contribute more than 10% match

Amount: 18,000

Project sizing method: Inventory

P/E	0	Est. Start	
Land Acquisition	0	Est. Start	
Construction	157,205	Est. Start	
Construction Eng.	22,795		
Total	180,000		
Const. type	Force Account Agreement (Notice to proceed DATE)	>>>	Jan 3, 2011

Additional Information:
The City of Bloomington is requesting funding for upgrading signs in Zone 1 (see attached maps) to meet 2009 MUTCD retroreflectivity requirements. Zone 1 includes downtown Bloomington, a large portion of Indiana University Campus, and many core neighborhoods in the City. The maps covering this area also include roadway segments which are used to track the sign inventory. These segments are found on the enclosed spreadsheets which list the signs to be replaced and indicate the approximate location of the signs. The City of Bloomington's HSIP funding request totals $180,000 in signs and sign posts, as needed.

Zone 1 was prioritized over other areas because it includes areas of Bloomington and Indiana University Campus with some of the highest pedestrian, vehicle, and bicycle volumes in the City. Upgrading signs in these areas will impact the most people who utilize the City's transportation infrastructure and thus will provide the biggest safety benefit for roadway users.

Because sign upgrades related to retroreflectivity standards are categorized as a Low-Cost Programmatic Improvements, the City has excluded a cost/benefit analysis. In addition, City staff did not conduct data collection, including crash data for pre- and post-treatment comparisons. Finally, a Road Safety Audit (RSA) is not a requirement for Low-Cost Programmatic Improvement projects. As a result, the City did not conduct a RSA as part of the project.

The Bloomington Department of Public Works has committed $18,000 to fund the 10% match. Bloomington Traffic Division will not only fund the match but also conduct the replacement of signs to INDOT specifications, which is their current standard practice. If awarded the HSIP grant, Bloomington Traffic Division will replace approximately 3,000 signs over the course of one calendar year and can start as soon as the matching funds are available January 2011. Guidance from INDOT indicates that construction inspection for the sign replacement may not be necessary. However, if construction inspection is required (as estimated in the City's request), the City Engineering Department also has the capability of conducting inspection with a staff employee certified as an INDOT inspector.

Another item included in this funding request is the purchase of the new Highway Safety Manual, and document published by the American Association of State Highway and Transportation Officials (AASHTO) for the purpose of evaluating the safety of transportation projects quantitatively. This will assist the City Engineering Department in evaluating the benefits of future safety-related improvements.