BLOOMINGTON • MONROE COUNTY

mpo

POLICY COMMITTEE

November 5, 2010; 1:30 – 3:00 p.m.
Council Chambers (#115)

I. Call to Order

II. Approval of Minutes:
   A. September 10, 2010

III. Communications from the Chair

IV. Reports from Officers and/or Committees
   A. Citizens Advisory Committee
   B. Technical Advisory Committee

V. Reports from the MPO Staff
   A. Project Tracking
   B. 2009 Crash Report
   C. Annual Completion Report
   D. 2011 Meeting Schedule
   E. Annual MPO Conference
   F. I-69 DEIS public comment submittal

VI. Old Business
   A. Public Participation Plan Amendment
   B. FY 2010-2013 Transportation Improvement Program Amendment
      1. I-69 Section 4 (INDOT) *continued from 9/10/10*

VII. New Business
   A. Highway Safety Improvement Program Application Review & Award
      *Action Requested**
   B. FY2010 -2013 Transportation Improvement Program Amendment
      1. Highway Safety Improvement Program projects (MPO staff)
      2. Atwater/Henderson Signal (City of Bloomington)
      3. I-69 Section 4 Segment from May Creek to SR 37 (INDOT)
      *Action 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 – November 17, 2010 at 10:00 a.m. (McCloskey Room)
   B. Citizens Advisory Committee – November 17, 2010 at 6:30 p.m. (McCloskey Room)
   C. MPO Open House – December 8, 2010 at 12:00 p.m. (McCloskey Room)
   D. Policy Committee – January 14, 2011 at 1:30 p.m. (McCloskey Room)

Adjournment

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

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Bloomington/Monroe County Metropolitan Planning Organization
Policy Committee

Policy Committee Meeting Minutes
September 10, 2010 McCloskey Conference Room 135, City Hall

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

Attendance

Policy Committee: Jack Baker (Bloomington Plan Commission), Lynn Coyne (IU Real Estate), Mike Farmer (Ellettsville Town Council), Susie Johnson (Bloomington Public Works), Richard Martin (Monroe County Plan Commission), Kent McDaniel (Bloomington Public Transportation Corp.), Mark Kruzan (Mayor—City of Bloomington), Patrick Murray (CAC Chair), Andy Ruff (Bloomington City Council), Jim Stark (INDOT), Mark Stoops (County Commissioners), Julie Thomas (Monroe County Council), Bill Williams (Monroe County Highway Department),

Others: Jay DuMontelle (FHWA), Connie Griffin (Town of Ellettsville), Veda Stanfield (CARR), Steve Hendricks, Clark Sorensen (Indian Creek), Thomas Tokarski (CARR), Larry Jacobs (Chamber of Commerce), Jim Rosenbarger (citizen), Bev Ohneck-Holly (CARR), Sandra Flum (INDOT).

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

I. Call to Order—Mr. McDaniel called the meeting to order. He told the public how the meeting would proceed. Mr. Martin moved that item VII A. 4 be considered before item VI. Mr. Stoops seconded. There was no discussion and the motion was approved by unanimous voice vote.

II. Approval of Minutes:

A. June 11, 2010—Mr. Coyne moved approval. Mr. Martin seconded. The motion was approved by unanimous voice vote.

III. Communications from the Chair—None

IV. Reports from Officers and/or Committees

A. Citizens Advisory Committee—Mr. Murray reported. The CAC passed all items except for the one calling for including I-69 in the TIP.

B. Technical Advisory Committee—Mr. Reid reported that the TAC unanimously passed all items on the agenda, including the I-69 TIP amendment.

V. Reports from the MPO Staff --None

VII. A. **4. I-69 Section 4 (INDOT)** –Mr. Stark made a motion on behalf of INDOT to postpone the request to amend the TIP to the November Policy Committee meeting. Mr. Stoops seconded. The motion was approved by voice vote with Mr. Martin voting no.

VI. Old Business

A. Public Participation Plan Amendment (*Action Requested*) – Mr. Robinson reviewed changes to the Public Participation Plan (PPP). The changes have been presented and passed by the TAC and CAC. Ms. Thomas asked which projects have been adversely

affected by the absence of an administrative approval process. Mr. Robinson said that in the past year, especially with the ARRA funding, there were minor changes to projects already in the TIP, such as changes from one fiscal year to the next fiscal year. Another example is the Batchelor Middle School project which needed funds shifted from construction to engineering design. If the changes to the PPP are approved, they would allow the simple administrative changes TIP amendments to be approved without going through the whole process. Administrative amendments would have to be approved both by the MPO director and the Policy Committee chair. Staff would be required to notify all committees and update the TIP when items have been approved administratively. Ms. Thomas asked if a Policy Committee member could respond via email to say that they want to bring it to the Policy Committee. Mr. Robinson said the director and the chair could decide that an amendment should not be a fast track decision. There are very few circumstances where an administrative modification would be considered. Mr. Ruff asked how this relates to minor amendments which don't have to go to the TAC or the CAC. Is staff comfortable that the spirit of the public participation policy would still be met even in the situation where there is an administrative approval dealing with cost changes of between 20% and 100%? Mr. Robinson said any change would have to have qualifying funding and "be fiscally constrained." Mr. Stoops said he didn't see the part about changes between 20% and 100%. Mr. Hess explained that there are 3 levels of approvals. The first is a Major Amendment which is a project cost change > 100% or any new project which adds capacity or requires the acquisition of right-of-way. Such amendments would go through the entire process. The next is a Minor Amendment which would be anything with a cost change between 20% and 100%. Minor amendments only need to be approved by the Policy Committee, though staff tries to take minor amendments to the CAC and TAC if time permits. The third level is an Administrative Amendment where the project cost change is under 20% and there is concurrence between the Policy Committee chair and the MPO director. In that case, we could administratively approve the change. Staff is just trying to streamline some very minor changes to existing projects which have already been reviewed and approved by MPO Committees. Ms. Johnson asked if a particular portion of a project were stripped out of a project that might have some very significant impacts to the community but not have any significant impact to the MPO budget—How would that be handled? Mr. Robinson said that changing the scope of the project significantly would not be handled by an administrative approval. Mr. Martin asked if staff had identified issues that could be dealt with administratively. Mr. Robinson gave some examples. Mr. Martin asked why staff didn't add a monetary threshold. Mr. Stoops asked if as part of the administrative procedure and minor amendments policy could include some kind of notification of the committee members and some time for comments from them. Mr. Robinson said that could possibly be added but staff felt that the MPO director and Policy Committee chair could be relied upon. Mr. Stoops said that he would like notification added. Mr. McDaniel asked if the Committee wanted to take action on this today. Ms. Thomas wanted to postpone until more language is included. Mr. McDaniel asked for comments to be directed to staff. Mr. Martin said he would like to add language about a monetary cap for administrative changes. Also, staff should consider the notification issue. *****Ms. Thomas moved to postpone action on this issue until the issues listed by Mr. Martin are addressed. Mr. Martin seconded the motion and it was approved by unanimous voice vote.**

DRAFT

VII. New Business

A. FY2010 -2013 Transportation Improvement Program Amendments *(Action Requested)*

1. 2010 project carryover to 2011 (Bloomington, Monroe County, Ellettsville, School Corporations, Transit)—Mr. Hess introduced this amendment. He explained that in the absence of developing a new TIP, some project schedules have become outdated. The amendment was presented to and approved by both the TAC and CAC. There was no public comment. *****Mr. Stark moved approval. Mr. Baker seconded. The motion was approved by unanimous voice vote.**

2. Heritage Trail (Ellettsville)—Mr. Hess introduced the amendment and explained that Ellettsville would like to move forward with the Heritage Trail. In order to do so, the cost for project's phases needed to be updated in the TIP. It was taken to the CAC and TAC and both recommended approval. There was no public comment. *****Mr. Williams moved approval. Mr. Martin seconded.**

3. SR 446 Resurfacing (INDOT)—Mr. Hess introduced the amendment and explained INDOT has requested to add a new project to the TIP for the resurfacing of SR 446 from SR 46 to Pine Grove Rd. There was no public comment. It was taken to the CAC and TAC and both recommended approval. Mr. Martin wanted to make sure that the road and the shoulders will be repaved due to heavy bicycle traffic. There was no public comment. *****Mr. Coyne moved approval. Mr. Martin seconded. The motion was approved by unanimous voice vote.**

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

Mr. McDaniel discussed a report called "More Transit = More Jobs." One of the conclusions is that investing in transit results in more jobs than investing the same amount of money in more highways. The authors evaluated TIPs to gather their information. He complemented staff for their TIP reporting. The report can be found at www.transportationequity.org.

IX. Upcoming Meetings

A. Technical Advisory Committee – September 22, 2010 at 10:00 a.m. (McCloskey Room)
B. Citizens Advisory Committee – September 22, 2010 at 6:30 p.m. (McCloskey Room)
C. Policy Committee – November 5, 2010 at 1:30 p.m. (McCloskey Room)

Adjournment

These minutes were adopted by the Policy Committee at their meeting held on_____. (JFW)

DRAFT

MEMORANDUM

To: BMCMPO Committee Members

From: Raymond Hess, *Sr. Transportation Planner*

Date: October 21, 2010

Re: Project Tracking

Background

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

INDOT Projects

State Road 45/46 Bypass from Monroe St. to Kinser Pike *(DES# 0600811) p. 11 of TIP*

- Current Status: This project was let in May 2010.
- Complete Streets: Not applicable

State Road 45/46 Bypass - Kinser Pike to Pete Ellis Dr. *(DES# 0300585,9010075,9611470,0015830) p.12*

- Current Status: This project was let in May 2010.
- Complete Streets: Not applicable

State Road 46 intersection improvement at Smith Road *(DES# 0100773) p.13*

- Current Status: This project is scheduled to be let in September 2011.
- Complete Streets: Not applicable

State Road 446 Resurfacing*(DES# 1005184) p.14*

- Current Status: This project was amended into the TIP in September 2010.
- Complete Streets: Not applicable

Monroe County Projects

Fullerton Pike road reconstruction from SR 37 to Sare Rd. *(DES# 0801059) p. 16 of TIP*

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

- Current Status: Progress slow due to other duties related to existing projects. Considering readvertising for Letters of Interest to select a consultant per INDOT regulations and proceed with design studies.
- Complete Streets: No changes in scope which affect CS compliance: bike, ped, and transit accommodations expected. Too early in process to detail preferred design solutions.

Karst Farm Greenway Phase I *(DES# 0600370) p. 17*

ROW Acquisition	Letting Date	Construction Begin	Construction End
12 parcels by late 2010 (est.)	3/2011 (est.)	4/2011	10/2011

- Current Status: ROW engineering is underway. 9 of 12 property owners have indicated they will donate their portion of land for the trail. Final plan edits and permitting issues are being worked on. Indiana Railroad has asked fro a second review of the planned crossing from their safety experts.

Several land owners requested changes in the alignment. These issues have caused the schedule to be pushed back slightly.

- Complete Streets: Not applicable.

Karst Farm Greenways Phase IIa *(DES# 09002263) p.18*

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

- Current Status: Advertised for consulting services in March 2010. Received and currently scoring 7 Letters of Intent for consulting.
- Complete Streets: Not applicable

Mt. Tabor Road (Matthews Dr.) Bridge over Jack Defeat's Creek *(DES# 0801060) p. 19*

ROW Acquisition	Letting Date	Construction Begin	Construction End
7 parcels by 2/2012 (est.)	10/2012 (est.)	11/2012(est.)	11/2013(est.)

- Current Status: Environmental documents related to historic and preliminary design are being developed. All permits are expected to be secured in by 2012.
- Complete Streets: This project was determined to be exempt from the Complete Streets Policy by the Policy Committee (01/2010) at its northern end because of the constraints of the creek and the historic property. An 8ft shoulder will be provided along the entire alignment on the east side of the road and as far as possible on the west side of the road in the absence of environmental constraints.

Pavement Preservation *(DES# 0901219, 0901220, 0901216, 0901540, 0901218)p. 20*

ROW Acquisition	Letting Date	Construction Begin	Construction End
Not Applicable	12/2009 & 01/2010	04/2010	07/2010

- Current Status: This project is complete.
- Complete Streets: Not applicable

Vernal Pike Phase II from Curry Pike to Woodyard Rd. *(DES# 9683080) p.21*

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

- Current Status: This project was let in April 2010. INDOT confirmed a change order allowing Monroe County to upgrade a sidewalk to a sidepath.
- Complete Streets: Not applicable.

City of Bloomington Projects

W. 3rd St. from SR 37 to Landmark *(DES# 0300766) p. 23 of TIP*

ROW Acquisition	Letting Date	Construction Begin	Construction End
Completed 12/2008	4/2009	5/2009	7/2011 (est.)

- Current Status: Construction is underway and is 41% complete. Contractor is preparing to switch traffic to phase 2 by Thanksgiving 2010. A change order totaling $49,494 was administratively approved to correct the quantities of water meter pits and copper service line.
- Complete Streets: Not applicable.

17th St. roundabout at Arlington Rd. *(DES# 0900216) p. 24*

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

- Current Status: Field check meeting conducted 9/22/10. Addendum to the design contract will be necessary to bring the plans to completion. This will require a minor amendment to the PE amount in the TIP.
- Complete Streets: The project's preferred design solutions include sidewalks, sidepaths, improved pedestrian crossings, and traffic calming.

17th St. intersection improvement at Jordan Ave. *(DES#0901710) p. 25*

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

- Current Status: Environmental documentation was approved July 2010. The bid letting date has been moved to 2012 because no funding source has been identified for construction.
- Complete Streets: Not applicable. The project's preferred design solutions include sidewalk, sidepath, improved pedestrian crossing, and improved sight distance.

Atwater Ave. intersection improvement at Henderson St. *(DES#0800443) p. 26*

ROW Acquisition	Letting Date	Construction Begin	Construction End
Complete as of 07/2010	10/2010	05/2011 (est.)	09/2011 (est.)

- Current Status: The project was let on 10/6/10 and Crider & Crider was the lowest bidder at $580,490 ($627,000 is programmed in the TIP).
- Complete Streets: Not applicable.

B-Line Trail Phase II from 2nd St. Country Club Dr. and Rogers St. to Adams St. *(DES# 0901422) p. 27*

ROW Acquisition	Letting Date	Construction Begin	Construction End
Not applicable	02/2010	05/2010	06/2011 (est.)

- Current Status: The construction of this project is underway. The bridge will be set by year's end.
- Complete Streets: Not applicable

Cascades Trail Phase I from Dunn St. to Club House Dr*. p. 28*

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

- Current Status: A TIP amendment was processed 09/2010 to moved the construction year from FY2010 to FY2012.
- Complete Streets: Not applicable

Jackson Creek Trail Phase I from Rogers Rd. to Sherwood Oaks Park *(DES# 0200987) p. 29*

ROW Acquisition	Letting Date	Construction Begin	Construction End
Not applicable	01/2010	04/2010	09/2010

- Current Status: This project is complete and open to the public as of October 5, 2010. A change order totaling $49,494 was administratively approved for additional sub-base stabilization measures.
- Complete Streets: Not applicable

Old SR37 Intersection improvement at Dunn St. *p. 30*

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

- Current Status: Design funding included in both City and County budgets for 2011.
- Complete Streets: The preferred design solutions include sidewalk, sidepath, sight distance improvements, and intersection improvements.

University Courts Brick Street Restoration *(DES# TBD) p. 31*

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

- Current Status: No change from the last quarterly report.
- Complete Streets: Not applicable

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

ROW Acquisition	Letting Date	Construction Begin	Construction End
20 of 59	06/2011 (est.)	07/2011(est.)	11/2012(est.)

- Current Status: Right-of-way engineering for all parcels is complete. Appraisals and review appraisals have been completed for 42 of 62 parcels; 22 offers have been made and 17 property owners have received payment.. Just compensation amounts are exceeding the expected amounts in large part because of setback damages, so the ROW amount programmed in the TIP will need to be adjusted.
- Complete Streets: Not applicable. The preferred design solutions include sidewalk, sidepath, tree plot separation, and formalized on-street parking.

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

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

- Current Status: Field check is scheduled. Design of CBU watermain through project limits added into design contract to ensure coordination between the two projects.
- Complete Streets: Project includes connections for sidewalk and sidepath.

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

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

- Current Status: Public Meeting to be held 10/27/10. Utility Coordination meeting to follow.
- Complete Streets: The preferred design solutions include sidewalk, sidepath, improved pedestrian crossing, and traffic calming.

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

ROW Acquisition	Letting Date	Construction Begin	Construction End
Not applicable	1/2010	04/2010	03/2011(est.)

- Current Status: Structural analysis of INDOT standard aluminum signal poles revealed that the poles do not meet the loading criteria outlined in the 2009 AASHTO standards. As a result, the City has been awaiting guidance from INDOT on how to proceed, i.e. whether to use steel poles which trigger Section 106 review or whether to use standard aluminum poles under an early AASHTO specification. INDOT's guidance is the latter and the City is proceeding with aluminum poles with the understanding that not completing the project this year could result in escalation costs which are not reimbursable with Stimulus funding.
- Complete Streets: Not applicable. The project will modernize the pedestrian signals and update curb ramps.

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

ROW Acquisition	Letting Date	Construction Begin	Construction End
Not applicable	12/2009	03/2010	06/2010

- Current Status: This project is complete.
- Complete Streets: Not applicable.

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

ROW Acquisition	Letting Date	Construction Begin	Construction End
Not applicable	01/2010	03/2010	05/2010

- Current Status: This project is substantially complete.
- Complete Streets: Not applicable. The project includes new sidewalks and updated curb ramps.

Town of Ellettsville Projects

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

ROW Acquisition	Letting Date	Construction Begin	Construction End
TBD	10/2011	03/2012	06/2012

- Current Status: A TIP amendment was processed 09/2010 to identify engineering, right-of-way and updated construction phases. Ellettsville is currently working with INDOT to issue an RFP for preliminary engineering.
- Complete Streets: Not applicable

Community School Corporation Projects

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

ROW Acquisition	Letting Date	Construction Begin	Construction End
4 parcels by 01/2011 (est.)	05/2011 (est.)	TBD	TBD

- Current Status: Eagle Ridge Civil Engineering has been hired to handle permitting and design. The preparation of environmental documents and coordination with utilities are underway. Final design is anticipated by December 2010.
- Complete Streets: Not applicable

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

ROW Acquisition	Letting Date	Construction Begin	Construction End
Not applicable	05/2011	06/2011	08/2011

- Current Status: Design is complete.
- Complete Streets: Not applicable.

Change Orders

In 2007 the MPO adopted a Change Order Policy. The Policy sets aside 5% of the MPO's allocation of Surface Transportation Program (STP) funds into a Change Order Reserve. The Change Order Reserve can then be tapped by local public agencies for projects which have run into unforeseen costs once construction has begun. The following table provides a synopsis of the Change Order Reserve status for fiscal year 2011.

Project – Nature of CO	Approval	Date	Local Match	CO Reserve	Other funding	Total
W. 3rd St.–correction of quantities for water meter pits and copper service line	Administrative	7/7/10	$20,530.00	$82,120.00		$102,650
Jackson Creek Trail-additional sub-base stabilization	Administrative	10/5/10	$9,898.86	$39,595.44		$49,494.31
Change Order Reserve Balance = $94,204.11						

Bloomington/Monroe County
Metropolitan Planning Organization

Crash Report

Calendar Years 2007 through 2009

September 2010

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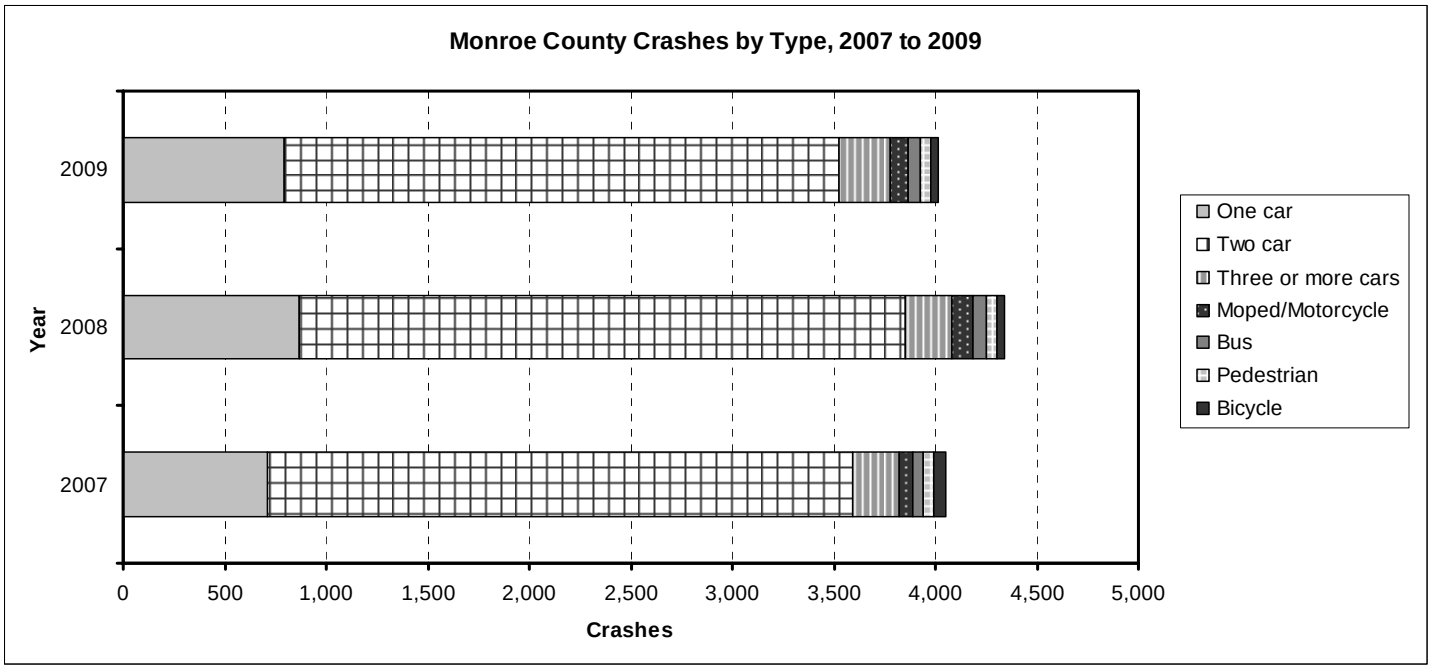
Executive Summary

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%**	

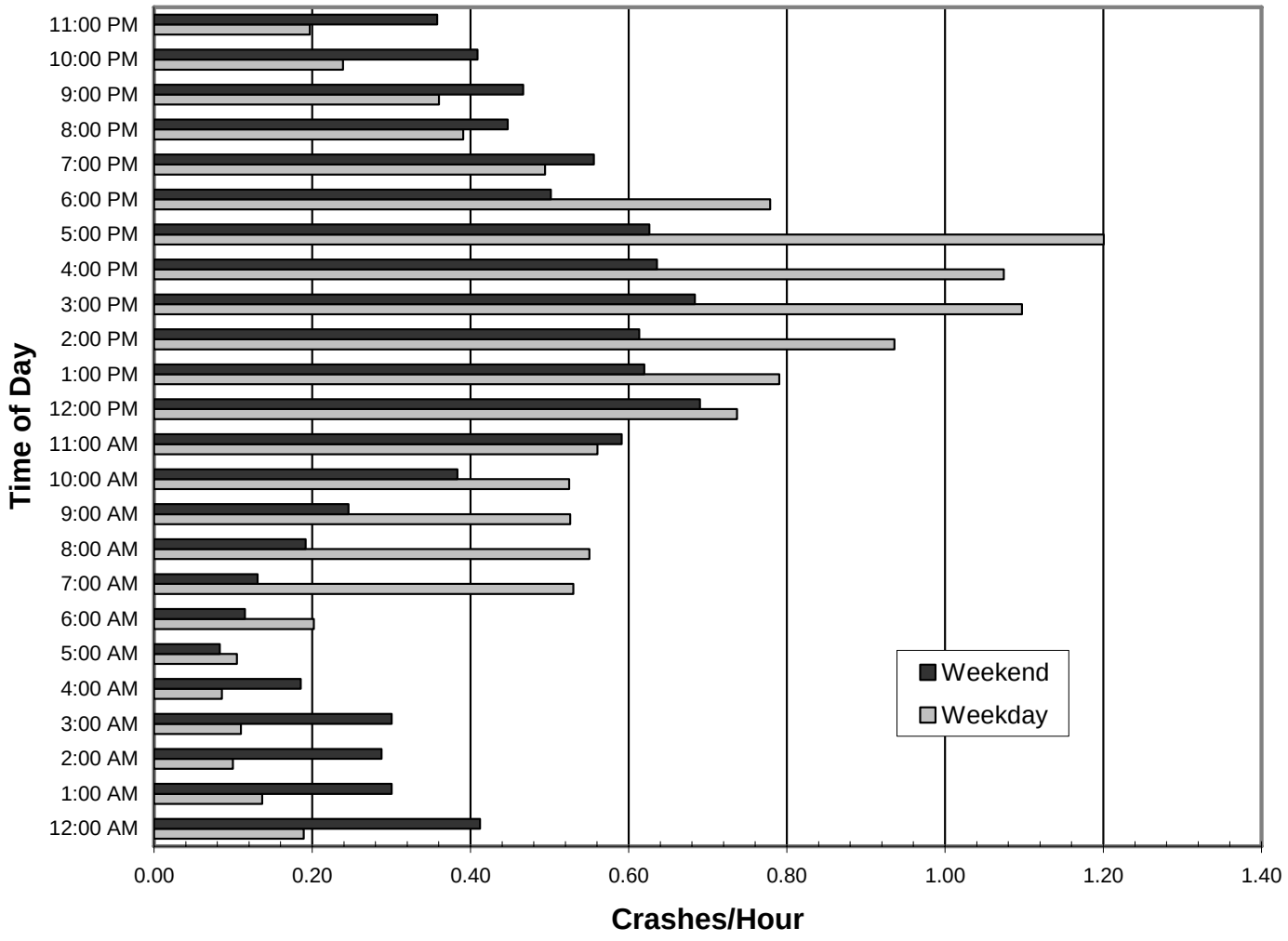
Time of Crashes

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).

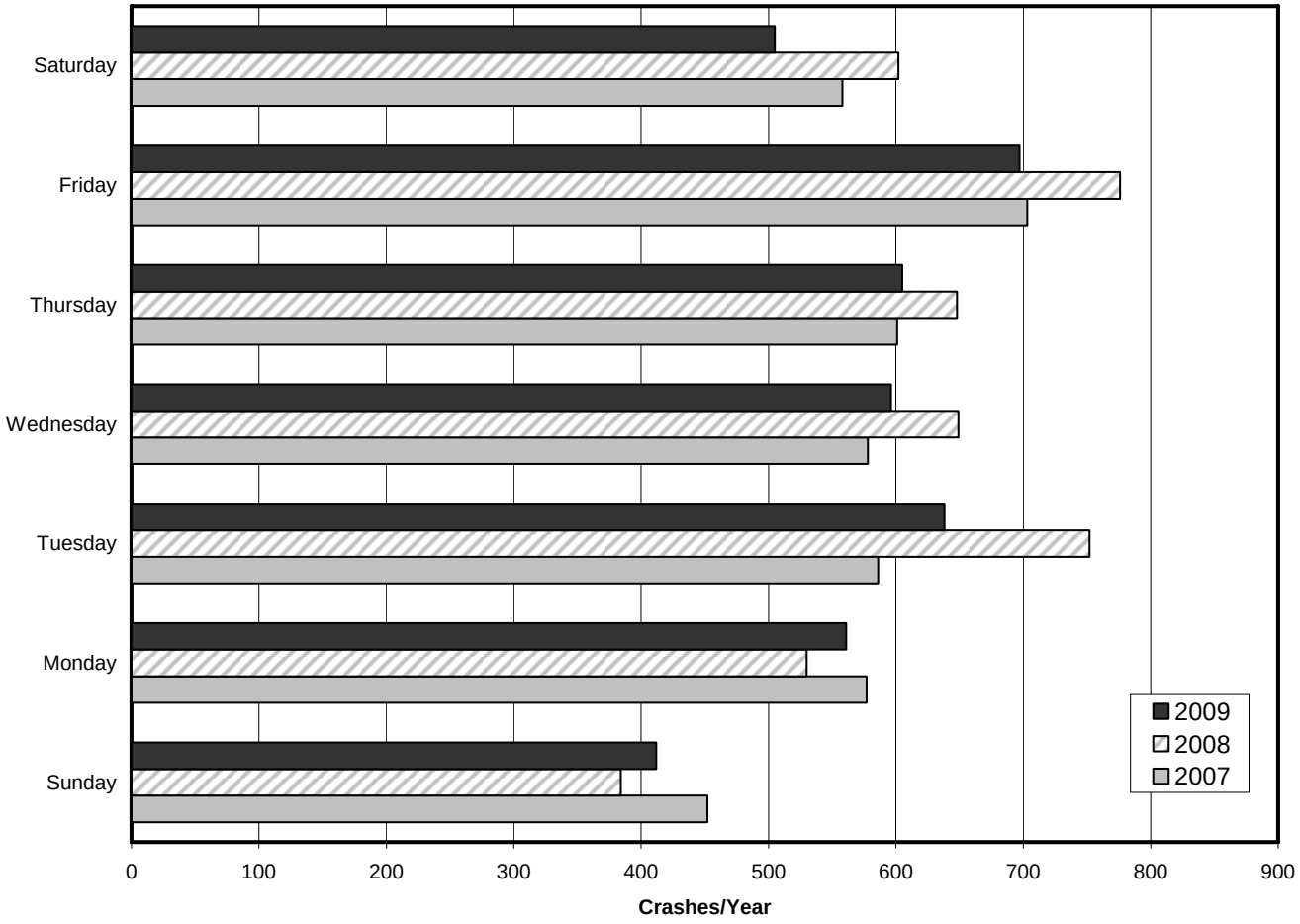
Figure 1. Crashes by Time of Day, 2007-2009 [3]



[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**

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 errors	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	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
Monroe County (exact location unknown)				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

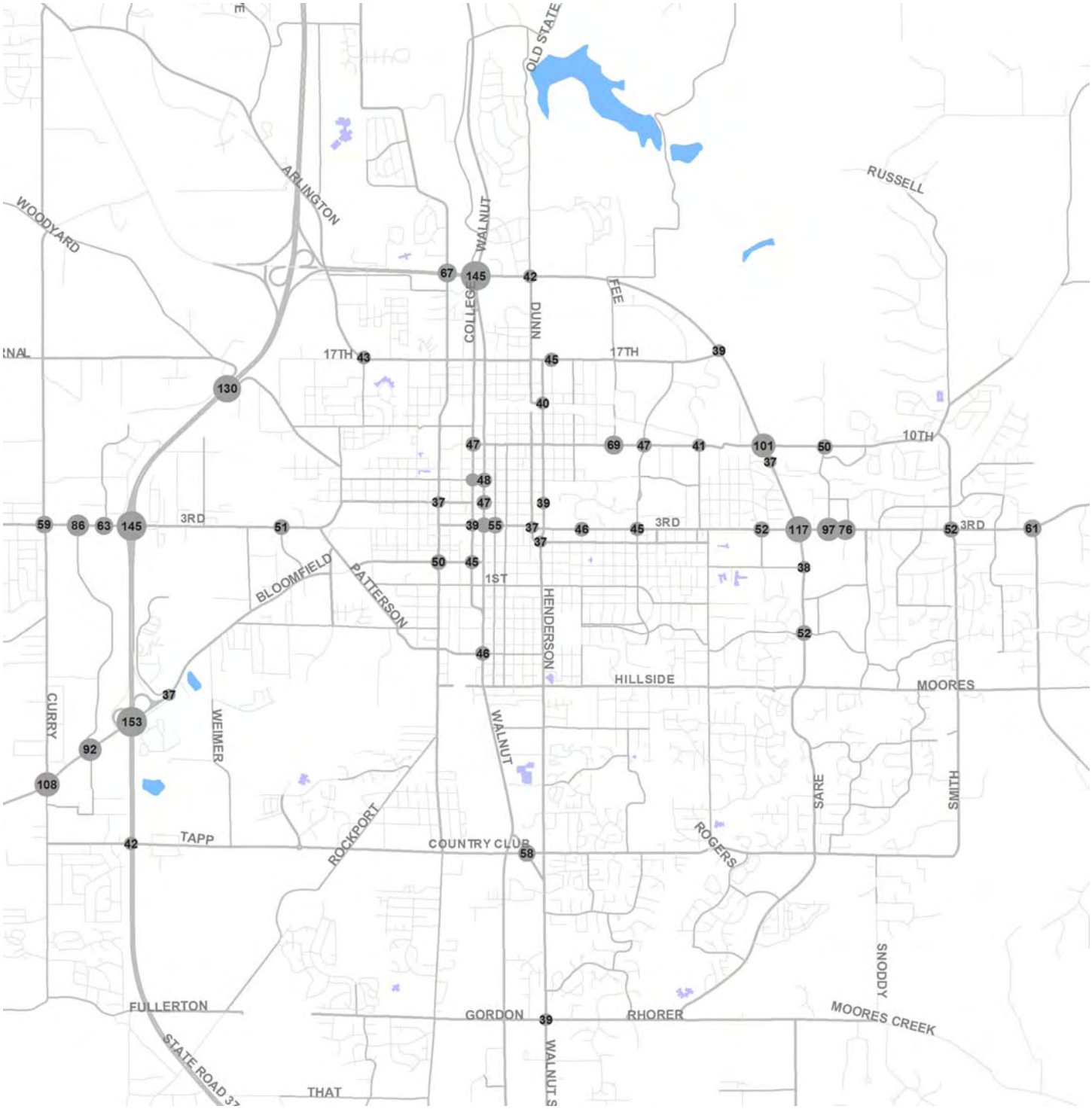


Figure A2. Intersections with Three or More Bicycle and Pedestrian Crashes, 2007-2009

Figure A3. Fatal Crashes, 2007-2009

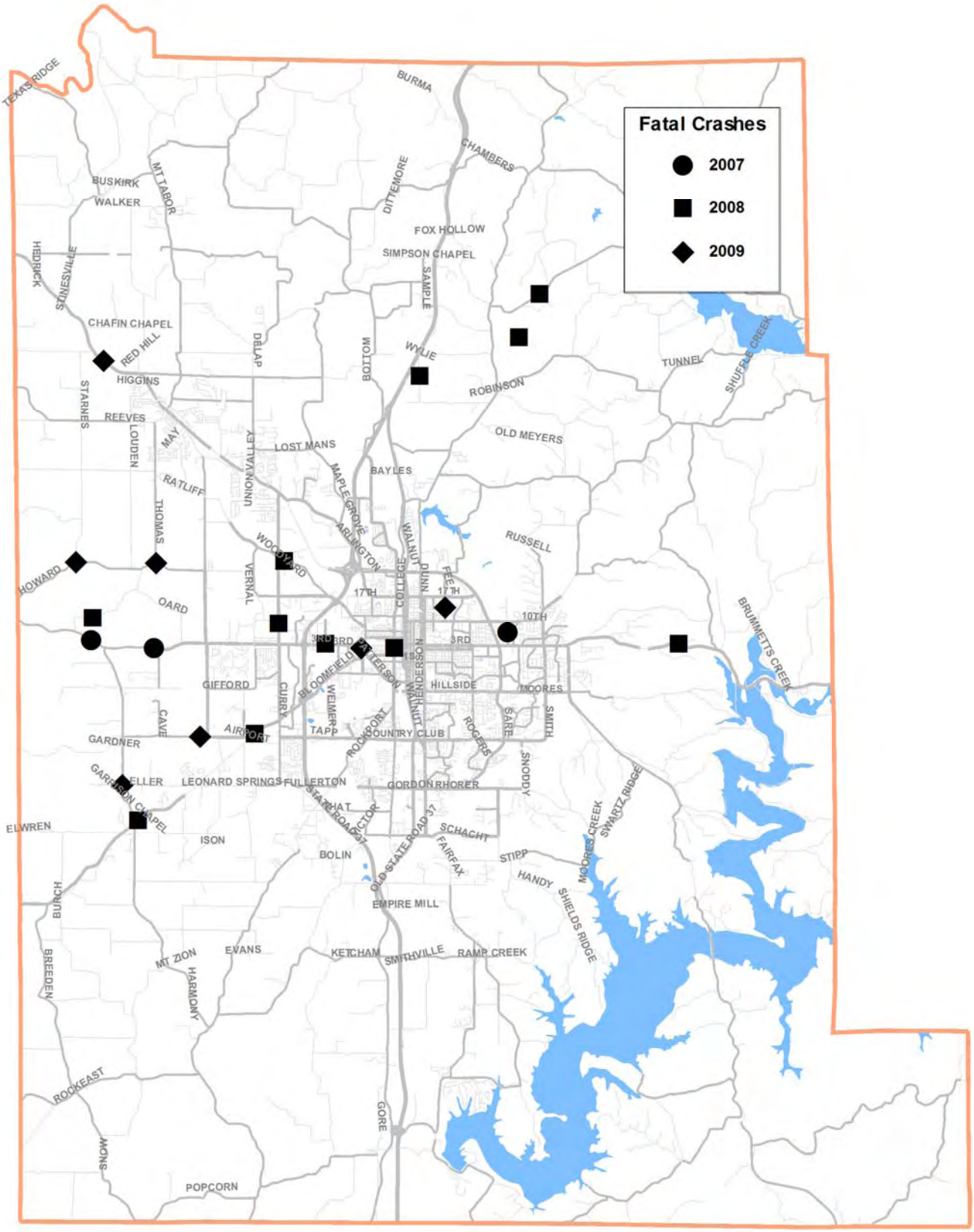


Figure A4. Fatalities by Gender and Crash Type, 2007-2009

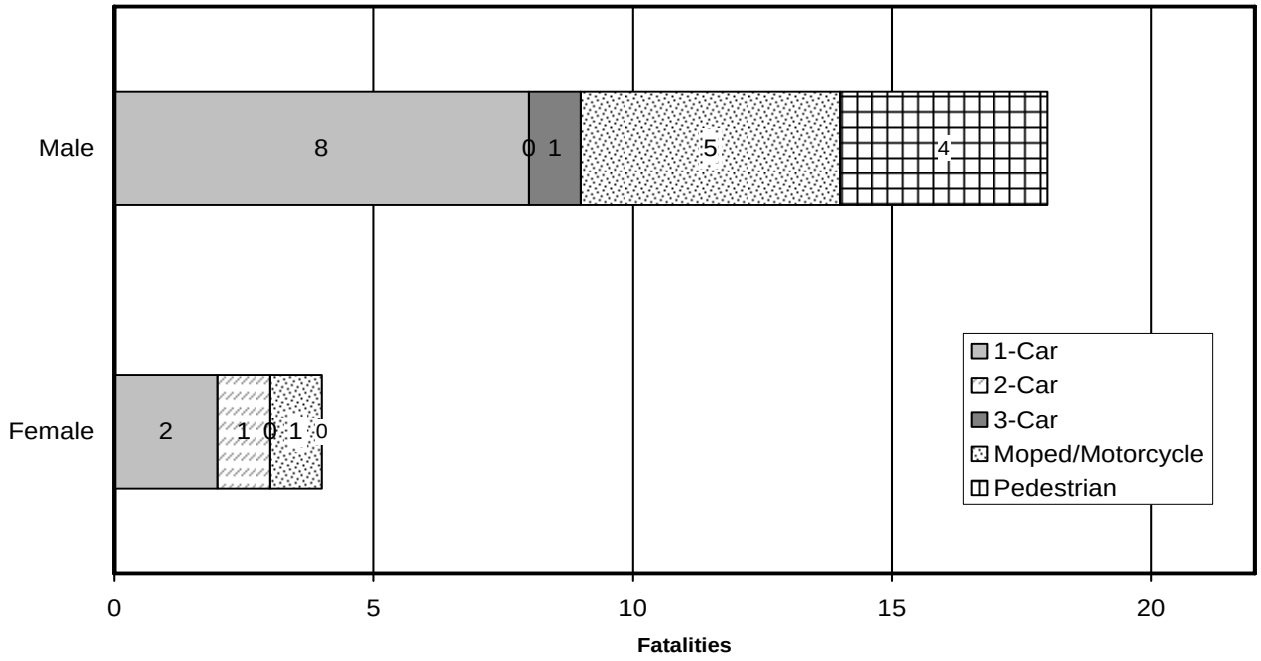
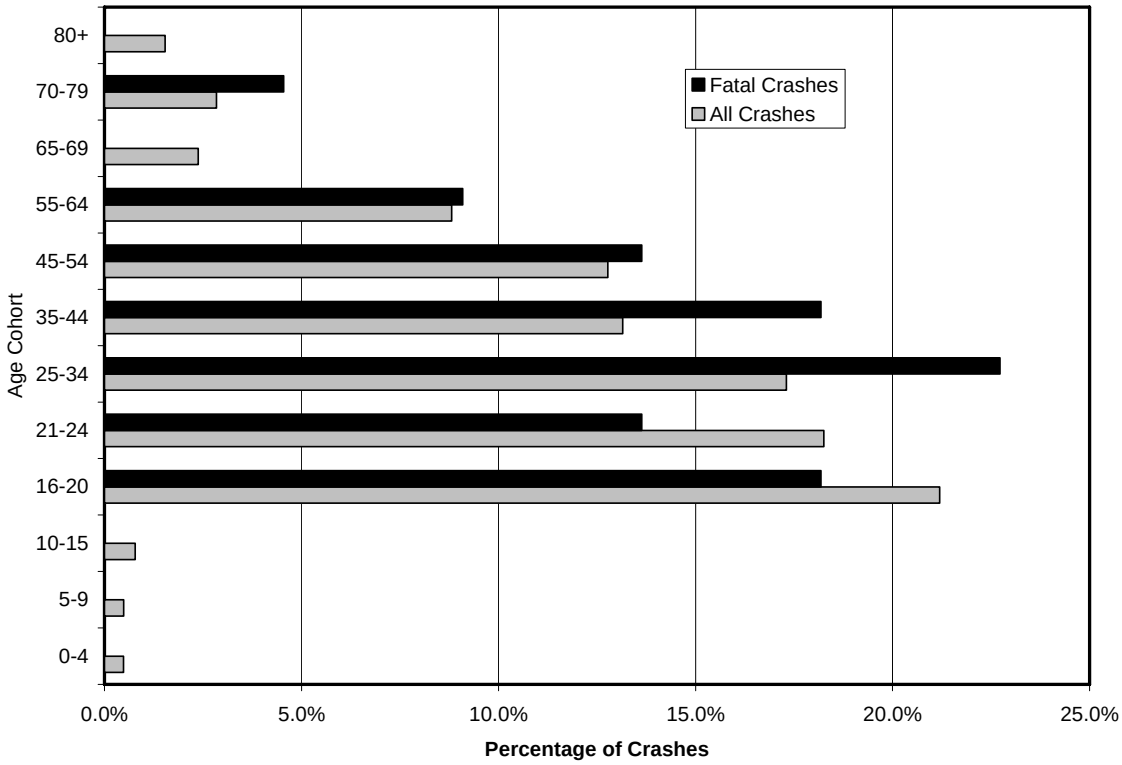


Figure A5. Portion of Individuals in All Crashes and Individuals Fatally Injured, by Age Class, 2007-2009 [5]



[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	E 13TH ST @ N FEE LN	1	27	1	0	5	21
21	E 17TH ST @ N WALNUT ST	1	24	0	1	5	18
22	W 3RD ST @ S YANCY LN	1	24	0	1	7	16
23	W 3RD ST @ S FRANKLIN RD	1	21	0	1	5	15
24	E 10TH ST @ N INDIANA AVE	1	19	0	1	6	12
25	E KIRKWOOD AVE @ N LINCOLN ST	1	19	0	1	2	16
26	E ROGERS RD @ S SARE RD	1	17	0	1	3	13
27	W GOURLEY PIKE @ N KINSER PIKE	1	16	0	1	2	13
28	E HILLSIDE DR @ S WOODLAWN AVE	1	15	0	1	1	13
29	N ADAMS ST @ W VERNAL PIKE	1	15	0	1	2	12
30	N ELM ST @ W KIRKWOOD AVE	1	14	0	1	1	12
31	E 10TH ST @ N WASHINGTON ST	1	13	0	1	3	9
32	E 17TH ST @ N LINCOLN ST	1	13	0	1	4	8
33	E 3RD ST @ S UNION ST	1	13	0	1	1	11
34	E BRAESIDE DR @ N PETE ELLIS DR	1	12	1	0	2	9
35	W 2ND ST @ S WALKER ST	1	12	0	1	6	5
36	N THOMAS RD @ W VERNAL PIKE	1	10	1	0	2	7
37	S FAIRFAX RD @ E SCHACHT RD	1	10	0	1	3	6
38	S OLD STATE ROAD 37 @ S ORCHARD LN	1	10	0	1	6	3
39	S CURRY PIKE @ W DOYLE AVE	1	9	0	1	2	6
40	S ROGERS ST @ W THAT RD	1	9	0	1	2	6
41	W 17TH ST @ N LINDBERGH DR	1	9	0	1	1	7
42	W 3RD ST @ S MADISON ST	1	9	0	1	1	7
43	N CURRY PIKE @ W PROFILE PKWY	1	7	1	0	1	5
44	E BAYLES RD @ N STATE ROAD 37 BUSINESS	1	7	0	1	0	6
45	E DILLMAN RD @ S OLD STATE ROAD 37	1	7	0	1	1	5
46	W ARLINGTON RD @ W STOUTES CREEK RD	1	7	0	1	0	6
47	W FULLERTON PIKE @ S ROCKPORT RD	1	7	0	1	1	5
48	E 11TH ST @ N INDIANA AVE	1	6	0	1	1	4
49	E DODDS ST @ S WASHINGTON ST	1	6	0	1	1	4
50	N FRITZ DR @ N WALNUT ST	1	6	0	1	1	4

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.

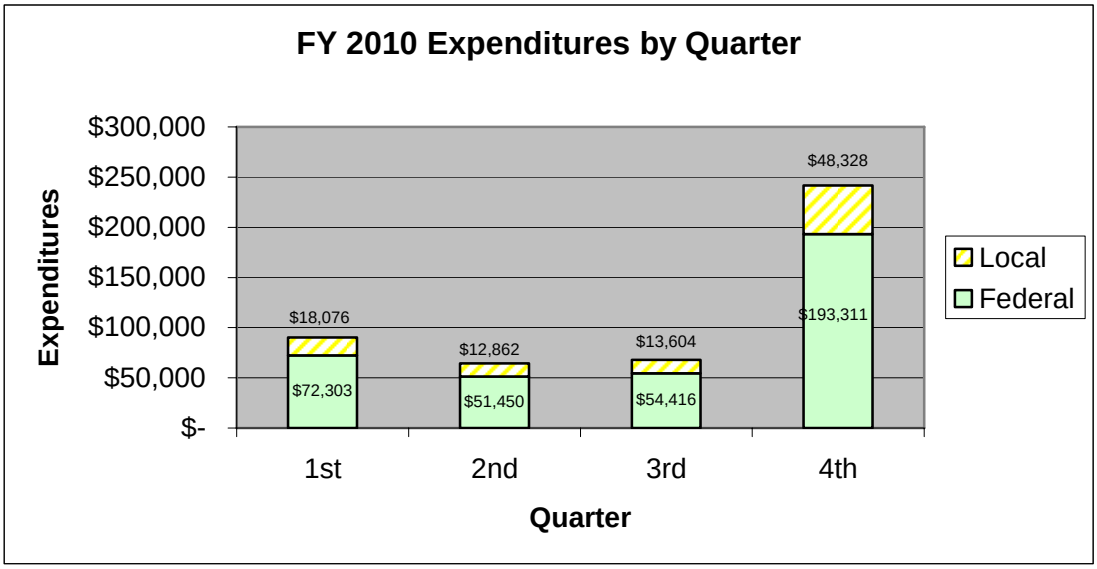
FY 2010 QUARTERLY EXPENDITURES

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**

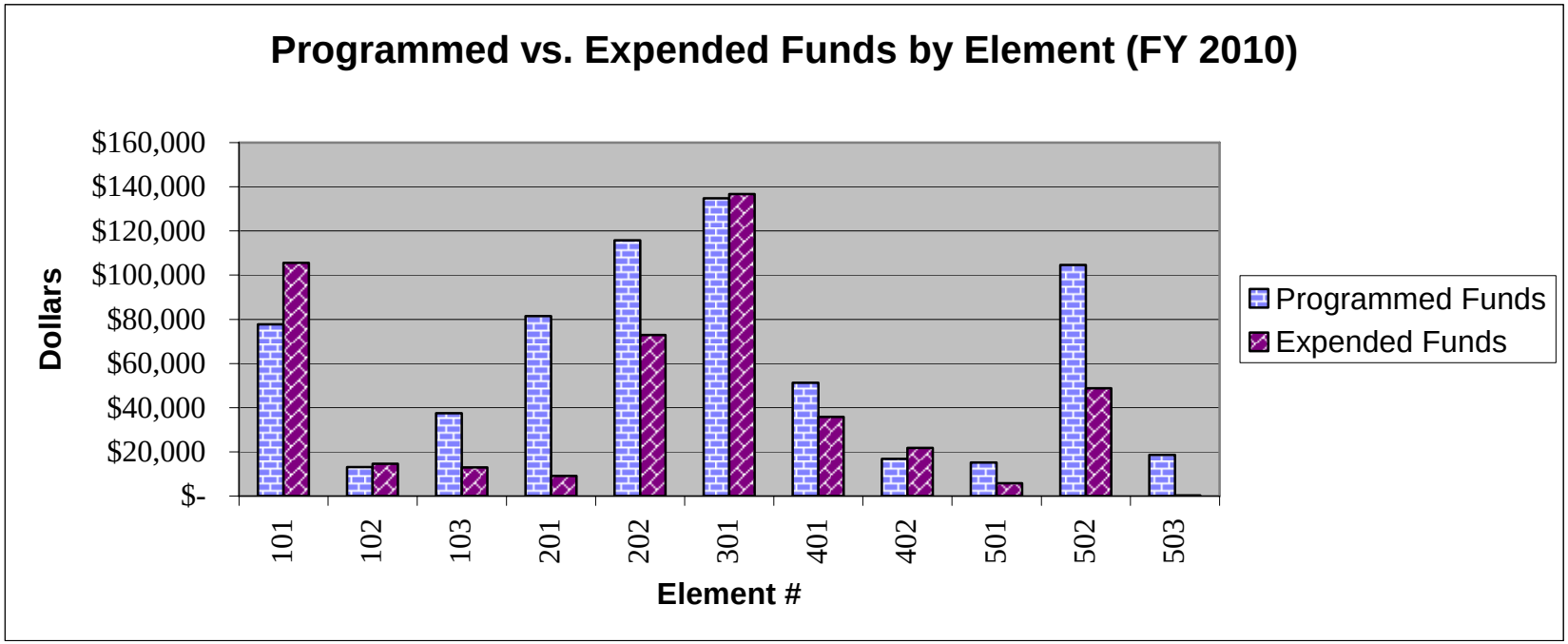
Third Quarter Summary			
Quarter	Q3 / FY 2010		
Period	01/01/2010 - 03/31/2010		
Element #	**Local Share**	**PL/FTA Share**	**Total Amount**
101	$ 5,390.76	$ 21,563.06	$ 26,953.82
102	$ 483.26	$ 1,933.04	$ 2,416.30
103	$ 864.73	$ 3,458.91	$ 4,323.64
201	$ 581.62	$ 2,326.49	$ 2,908.11
202	$ 3,850.32	$ 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%

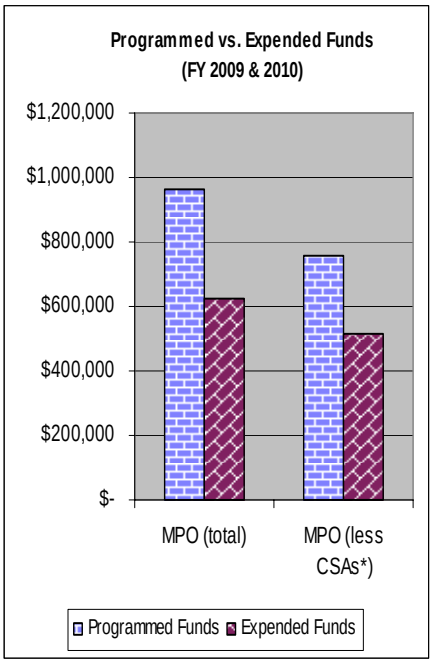
Bloomington Transit

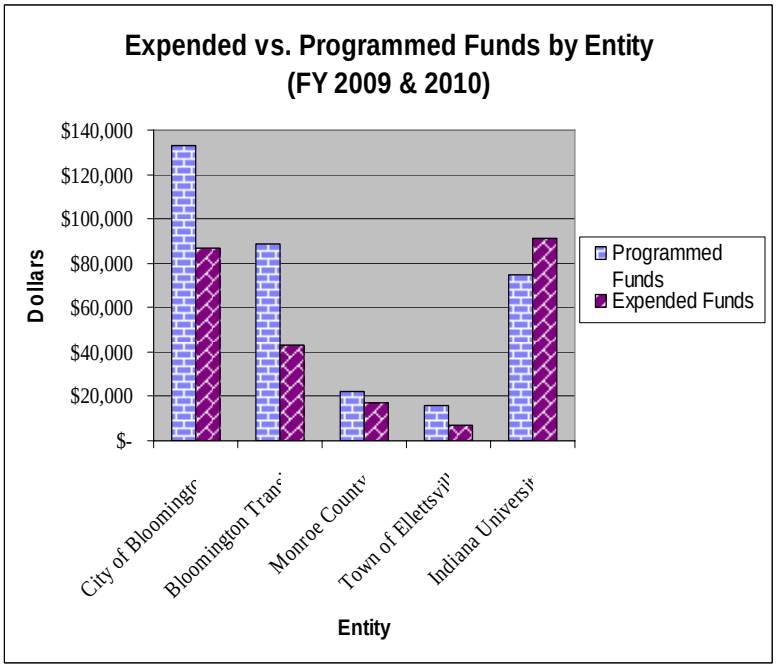
WORK	PROGRAMMED AMOUNT (2009 & 2010)			SPENT AMOUNT (YTD)			REMAINING BALANCE			EXPENDITURES	
ELEMENT	PL/FTA	Local	Total	PL/FTA	Local	Total	PL/FTA	Local	Total	Spent	Unspent
501	$ 3,200	$ 800	$ 4,000	$ 1,600	$ 400	$ 2,000	$ 1,600	$ 400	$ 2,000	50.0%	50.0%
502	$ 68,000	$ 17,000	$ 85,000	$ 32,700	$ 8,175	$ 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%

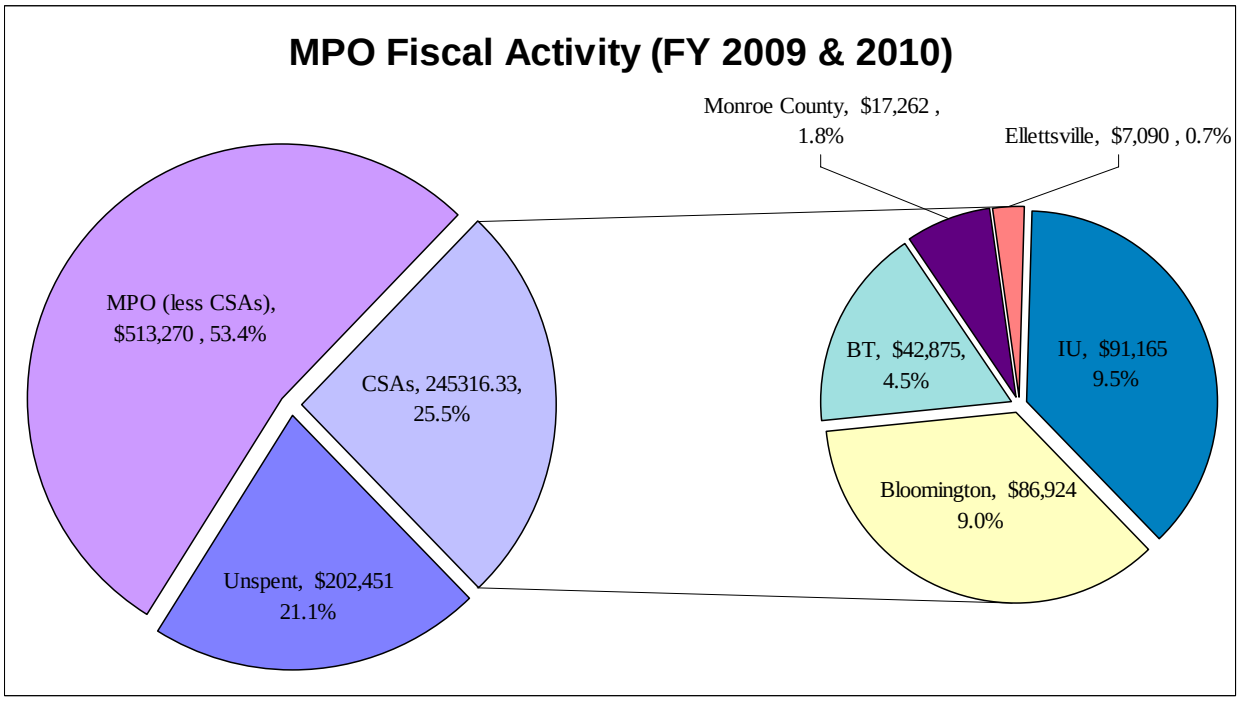
Indiana University

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: Policy Committee Members

From: Raymond Hess
Sr. Transportation Planner

Date: October 29, 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 2011 calendar year. If the Technical Advisory Committee and Citizens Advisory Committee wish to keep the same meeting schedule as 2010 and meet on the second Friday ov every other month approximately at 1:30pm, the meeting schedule would be as follows:

January 14, 2011
March 11, 2011
May 13, 2011
June 10, 2011
September 9, 2011
November 4, 2011 (Note: This meeting is scheduled a week earlier than usual because of the Thanksgiving holiday)

Consensus Requested

The Policy Committee is asked to come to consensus on its meeting schedule for 2011 so that the McCloskey Room can be reserved accordingly.

BLOOMINGTON • MONROE COUNTY
mpo

October 28, 2010

Mr. Gary Fisk
DLZ Indiana LLC
PO Box 8464
Evansville, IN 47716

RE: Public Comment on the Tier 2 Draft Environmental Impact Statement for Section 4 of I-69

Mr. Fisk,

Please accept this letter and attachments as the Bloomington/Monroe County Metropolitan Planning Organization's (BMCMPO) written public comment for the Tier 2 Draft Environmental Impact Statement for Section 4 of I-69 (DEIS). The BMCMPO seeks clear, understandable, and accountable decisions regarding the development and implementation of I-69. The BMCMPO requests the following issues be addressed in the Final Environmental Impact Statement (FEIS) and ensuing Record of Decision (ROD):

Traffic and Safety Mitigation: ***The FEIS should address mitigation strategies to improve the safety of dangerous intersections within the BMCMPO MPA.***

Section 4 of I-69 will significantly impact the BMCMPO's Metropolitan Planning Area (MPA), even though less than 2 miles are within the current MPA. This is because a completed four-lane divided highway will now exist, where once there was none, between Evansville and the Canadian border. This connection will bring increased traffic onto a facility which already has noteworthy safety issues.

This concern is particularly salient because there currently is no identified implementation schedule for Section 5 of I-69. While it is understood that Section 5 will attempt to address dangerous intersections within its project boundaries, the absence of an implementation schedule provides no assurance that these improvements will be made in the foreseeable future. This is worrisome because many dangerous intersections within the BMCMPO MPA will have to accommodate the pressures of increased traffic upon the completion of Section 4.

Therefore, the BMCMPO requests that the FEIS address mitigation strategies to improve the safety of these dangerous intersections within the BMCMPO MPA even in the absence of full Section 5 construction. This request is in keeping with Goal 4 of the "Purpose and Need, I-69 between Evansville and Indianapolis" of the DEIS (p. 2-2), "[to] Reduce traffic safety problems."

Specifically, the following locations have been consistently identified as some of the most dangerous intersections in Monroe County and the State of Indiana:

- State Road 37 and Vernal Pike – Support documentation: Indiana 2007 Five-Percent Report (Attachment A); BMCMPO Crash Report CY 2003-2006 (Attachment B); BMCMPO Crash Report CY 2005-2007 (Attachment C); BMCMPO Crash Report CY 2006-2008 (Attachment D); BMCMPO Crash Report CY 2007-2009 (Attachment E)
- State Road 37 and Bloomfield Rd. – Support documentation: BMCMPO Crash Report CY 2003-2006 (Attachment B); BMCMPO Crash Report CY 2005-2007 (Attachment C); BMCMPO Crash Report CY 2006-2008 (Attachment D); BMCMPO Crash Report CY 2007-2009 (Attachment E)
- State Road 37 and State Road 48/3rd Street - Support documentation: Indiana 2008 Five-Percent Report (Attachment F); BMCMPO Crash Report CY 2003-2006 (Attachment B); BMCMPO Crash Report CY 2005-2007 (Attachment C); BMCMPO Crash Report CY 2006-2008 (Attachment D); BMCMPO Crash Report CY 2007-2009 (Attachment E)
- State Road 37 and Tapp Road - Support documentation: BMCMPO Crash Report CY 2003-2006 (Attachment B); BMCMPO Crash Report CY 2005-2007 (Attachment C); BMCMPO Crash Report CY 2007-2009 (Attachment E)

- State Road 37 and Dillman Road - Support documentation: Indiana 2007 Five-Percent Report (Attachment A); BMCMPO Crash Report CY 2003-2006 (Attachment B); BMCMPO Crash Report CY 2007-2009 (Attachment E)
- State Road 37 and Victor Pike – Support documentation: BMCMPO Crash Report CY 2006-2008 (Attachment D);
- State Road 37 and S. Old State Road 37 – Support Documentation: BMCMPO Crash Report CY 2007-2009 (Attachment E);
- State Road 37 and W. Fullerton Pike – Support Documentation: Indiana 2009 Five-Percent Report (Attachment F)

Traffic and Air Quality: ***The FEIS should provide further investigation of the effects of I-69 on the air quality of Monroe County.***

The DEIS states, "Because Bloomington and Monroe County are attainment areas for the National Ambient Air Quality Standards (NAAQS), there are no air quality conformity analysis requirements applicable to Bloomington and Monroe County" (p. 5-231). This determination seems shortsighted and represents a failure to demonstrate that air quality within the Monroe County will not be adversely affected in the long-term by the increased traffic expected along I-69.

According to the Indiana Department of Environmental Protection, "Recent research indicates that the largest sources of air toxics emissions are vehicles like cars and trucks" [1]. There is no debate that Section 4 of I-69 is anticipated to generate additional traffic. Table 5.6-6 of the DEIS (p. 5-198) shows significant increases to average daily traffic (ADT) over existing conditions. For example SR 37 and Tapp Road is expected to experience more than a doubling in traffic between 2007 and 2030, even if Sections 5 and 6 are not constructed. The BMCMPO's Travel Demand Model (TDM) developed in 2005/2006 by Bernardin, Lochmueller and Associates, Inc. shows even higher ADT projections for the I-69 corridor (Attachment H).

Furthermore, the Particulate Matter 2.5 air quality monitor located in Monroe County indicates that 73 days of 342 days monitored (or 21%) between October 2009 and September 2010 exceeded the annual NAAQ standard for fine particulate (Attachment I). It is acknowledged that these current levels indicate that the BMCMPO is not in danger of becoming a nonattainment area. However, the BMCMPO would like reassurance that Section 4 of I-69 will not push the BMCMPO closer to noncompliance with the Clean Air Act. For this reason, the BMCMPO asks that the FEIS provide further investigation and analysis of the effects of I-69 on the air quality of Monroe County.

Non-motorized Transportation: ***The FEIS should better document the accommodations for non-motorized transportation, especially the inclusion of a multi-use trail into the project.***

Multi-modal transportation has long been a priority for the BMCMPO, Monroe County, and the City of Bloomington. Unfortunately, the DEIS does not adequately address accessible, non-motorized transportation or identify adequate provisions for bicyclists, pedestrians, or users of mass transit. In particular, the absence of an identified multi-use trail to be incorporated as part of I-69 is a noteworthy omission. This seems contrary to federal, state, and local policy.

Support for a trail along the I-69 corridor is documented in the following policies and plans:

- United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation which states, "The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects" (Attachment J).
- Indiana's comprehensive trail plan, "Hoosiers on the Move," identifies a trail along I-69 as a "priority visionary trail" (Attachment K).
- The Monroe County Alternative Transportation and Greenways System Plan identifies a "freeway greenway opportunity" along I-69 (Attachment L).
- The BMCMPO's 2030 Long Range Transportation Plan states that "A multi-use path along State Road 37/Interstate I 69 should be constructed from Morgan County to Lawrence County (SR 37) and/or

[1] Source: http://www.in.gov/idem/6544.htm (accessed 10/25/10)

Green County (I-69) with exclusive east/west bicycle/pedestrian crossings including but not limited to 2nd Street, 3rd Street and Vernal Pike. This would provide an alternative transportation spine that could serve Bloomington and Monroe County and provide access to adjoining counties" (Attachment M).

Preservation of the existing transportation network: ***The existing transportation network should be preserved to the extent possible.***

The BMCMPO does not have specific guidelines as to which roads should remain connected within the project limits of Section 4. Instead, the Vision Statement of the 2030 Long Range Transportation Plan provides some guidance that efforts should be made to "Ensure connectivity of the transportation system, including all modes of travel, between jurisdictions" (Attachment N).

Therefore, the BMCMPO suggests the Section 4 team continue coordination with Monroe County, emergency responders, school corporations, and other stakeholders to ensure that losses of connectivity to the existing road network are carefully considered and legitimately rationalized. The "dead-ending" of roads seems contrary to the second goal of the "Purpose and Need, I-69 between Evansville and Indianapolis" of the DEIS (p. 2-2), "[to] Improve personal accessibility for Southwest Indiana residents." Particular attention should be paid to the frontage road connection of Tapp Road to Rockport Road since its construction is split between Sections 4 and 5.

Continuing, Cooperative, and Comprehensive (3-C) Planning Process – ***The Section 4 team should have engaged the BMCMPO and its staff earlier and throughout the development of the project.***

A letter from the BMCMPO dated 1/24/05 notified the project manager of I-69 that a portion of Section 4 would likely be part of the BMCMPO's updated boundary (Attachment O). However, there is no indication that the BMCMPO was invited to participate in the project's Community Advisory Committee. There is also no indication that the BMCMPO was contacted to provide input on Section 4 of I-69 during the development of the DEIS. Contact on I-69 has historically been focused on Section 5 and the Long Range Transportation Plan, but not Section 4. Discussions specific to Section 4 between the BMCMPO and the Indiana Department of Transportation/Section 4 Team didn't occur until the summer of 2010 when the Indiana Department of Transportation proposed amending Section 4 into the BMCMPO Transportation Improvement Program (TIP). This is an unfortunate breakdown of the 3-C process which may have resulted in misunderstandings about the project and neglect of the aforementioned issues.

Thank you for your consideration of these matters as the Final Environmental Impact Statement is developed. Please contact me if I may provide further clarification.

Sincerely,

Josh Desmond

Josh Desmond, AICP
Director, Bloomington/Monroe County Metropolitan Planning Organization

CC: BMCMPO Policy Committee
BMCMPO Technical Advisory Committee
BMCMPO Citizens Advisory Committee
File

List of Attachments

A – Indiana 2007 Five-Percent Report (p. 13)
B – BMCMPO Crash Report Calendar Years 2003 through 2006 (p. 7)
C – BMCMPO Crash Report Calendar Years 2005 through 2007 (p. 9)
D – BMCMPO Crash Report Calendar Years 2006 through 2008 (p. 10)
E – BMCMPO Crash Report Calendar Years 2007 through 2009 (p. 10)
F – Indiana 2008 Five-Percent Report (p. 4 of 8)
G – Indiana 2009 Five-Percent Report (p. 28)
H – Bloomington/Monroe County Travel Demand Model year 2030 Alternative 5 – Run 2
I – Aggregated data from the CAMS 69 (Bloomington) PM 2.5 Air monitoring station between October 2009 and September 2010
J - United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations
K - Hoosiers on the Move (p. 15)
L - The Monroe County Alternative Transportation and Greenways System (p. 3.22-.23, 3.43-.45)
M - The BMCMPO 2030 Long Range Transportation Plan (p 66).
N - The BMCMPO 2030 Long Range Transportation Plan (p 23).
O – Letter from Karen Ryg dated 1/24/05

Table 2 Intersections and interchanges in Indiana 2007 Five-Percent Report (sorted by county)

Location	City	County	No. Fatal Crashes (FTC)	No. Incapa-citating Injury Crashes (IINC)	No. Non-Incapa-citating Injury Crashes (NINC)	No. Property-Damage-Only Crashes (PDC)	No. Fatal and Injury Crashes (IFC)	No. Persons Killed (FTP)	No. Persons Seriously Injured (IINP)	Index of Crash Loss (I)	No. Fatal and Incapa-citating Injury Crashes (FTIINC)	No. Persons Killed or Seriously Injured (FTINP)	Inter-section ID (INT_ID)
SR 930 (Coliseum Blvd) at Crescent Av, 2.2 miles east of US 27	Fort Wayne	Allen	0	4	17	85	21	0	5	3.59	4	5	11116
SR 930 (Coliseum Blvd) at Coldwater Rd, 0.7 mile east of US 27	Fort Wayne	Allen	1	2	32	117	35	1	4	4.97	3	5	10664
SR 930 (Coliseum Blvd) at Goshen Rd, 0.4 mile southeast of I-69	Fort Wayne	Allen	0	2	13	68	15	0	3	4.54	2	3	10836
US 27 (Lafayette St) at Main St, 2.8 miles south of SR 930	Fort Wayne	Allen	0	2	18	63	20	0	4	4.26	2	4	13039
SR 930 (Coliseum Blvd) at Clinton St, 1.1 miles east of US 27	Fort Wayne	Allen	1	1	23	92	25	1	2	3.76	2	3	10674
US 31 at 10th St at Taylor Rd, 3.3 miles north of SR 46	Columbus	Bartholomew	1	1	16	44	18	1	1	3.76	2	2	21583
SR 18 at CR CR 400W/CR 1200E (Grant-Blackford county line), 5.5 miles east of I-69	NA	Blackford	0	2	6	15	8	0	2	3.19	2	2	27173
SR 62 at Decker Ln, 4.2 miles northeast of SR 3, near Charleston	NA	Clark	2	0	10	17	12	2	1	3.59	2	3	51386
SR 257 at old US 50 (National St) at Wolf St	Washington	Daviess	0	3	16	23	19	0	3	5.51	3	3	70664
SR 8 at Grandstaff Dr	Auburn	DeKalb	0	2	17	84	19	0	3	5.56	2	3	90994

Table 2 continues

SR 9 at 5th St	Anderson	Madison	1	2	16	55	19	1	2	3.19	3	3	260789
SR 135 at Southport Rd	Indianapolis	Marion	1	6	16	45	23	1	7	3.44	7	8	296638
US 31 at Thompson Rd	Indianapolis	Marion	0	5	30	80	35	0	5	3.55	5	5	296806
US 36 (Pendleton Pike) at Franklin Rd, 0.5 mile northeast of I-465 East Leg	Indianapolis	Marion	1	2	28	68	31	2	5	3.78	3	7	274653
US 40 at Raceway Rd	Indianapolis	Marion	0	2	40	91	42	0	2	7.09	2	2	174154
US 36 (Pendleton Pike) at Post Rd, 1.6 miles east of I-465 East Leg	Indianapolis	Marion	0	2	29	58	31	0	3	4.53	2	3	274966
US 36 (Rockville Rd) at Girls School Rd	Indianapolis	Marion	0	2	28	172	30	0	2	4.52	2	2	291100
SR 135 at Johnson-Marion County Line Rd	Indianapolis, Greenwood	Marion	1	1	19	64	21	1	1	3.69	2	2	204269
US 52 at Post Rd	Indianapolis	Marion	1	1	11	31	13	1	1	3.33	2	2	290158
US 36 at High School Rd	Indianapolis	Marion	0	2	31	104	33	0	2	3.05	2	2	289727
US 30 at Oak Road, 3.1 miles west of US 31	Plymouth	Marshall	1	1	15	42	17	1	1	4.3	2	2	301405
SR 37 at Dillman Rd, 4.2 miles south of SR 45 west junction	NA	Monroe	1	2	14	13	17	1	2	3.59	3	3	319704
SR 37 at Vernal Pike	Bloomington	Monroe	0	2	32	56	34	0	2	5.57	2	2	311409
SR 45 at Curry Pike/Leonard Springs Rd	Bloomington	Monroe	0	2	15	36	17	0	4	3.72	2	4	315343

Many of the intersections that were problematic in 2006 have been associated with higher crash frequency for several years. For instance, the intersection of State Road 37 & Vernal Pike is consistently the worst intersection in Monroe County in terms of the overall number of crashes, averaging approximately 50 crashes annually (Table 3; see appendix Figure A1 for a corresponding map of total crashes by location and Figure A4 for an aerial photo of State Road 37 & Vernal Pike).

Table 3. Total Crashes by Location, 2003-2006

Rank	Location	Year				4-Year Total
		2003	2004	2005	2006	
1	State Road 37 & Vernal Pike	50	50	47	52	**199**
2	Bloomfield Road & State Road 37	44	46	46	38	**174**
3	3rd Street & State Road 45/46 Bypass	50	43	36	29	**158**
4	Country Club Drive & Walnut Street	41	35	41	30	**147**
5	10th Street & State Road 45/46 Bypass	33	36	36	39	**144**
6	3rd Street & State Road 37	33	49	35	26	**143**
7	State Road 45/46 Bypass & Walnut Street	32	42	18	25	**117**
8	3rd Street & Jordan Avenue	23	29	39	22	**113**
9	10th Street & Jordan Avenue	25	27	28	29	**109**
10	3rd Street & Liberty Drive	21	29	32	26	**108**
11	3rd Street & Curry Pike	24	31	27	10	**92**
12	3rd Street & Gates Drive	24	32	18	18	**92**
13	3rd Street & Smith Road	15	26	16	23	**80**
14	10th Street & College Avenue	21	15	27	11	**74**
15	17th Street & Fee Lane	26	19	12	17	**74**
16	3rd Street & Kingston Drive	8	29	20	12	**69**
17	13th Street & Indiana Avenue	17	21	14	15	**67**
18	Atwater Avenue & Henderson Street	16	17	16	18	**67**
19	State Road 37 & Tapp Road	13	20	17	14	**64**
20	3rd Street & Washington Street	16	21	13	13	**63**
21	Leonard Springs Road & State Road 45	15	16	18	14	**63**
22	10th Street & Fee Lane	17	18	8	19	**62**
23	3rd Street & College Avenue	22	10	12	18	**62**
24	3rd Street & Pete Ellis Drive	15	17	12	17	**61**
25	Dillman Road & State Road 37	20	15	12	14	**61**

In addition to the total number of crashes, the frequency of crashes compared to the number of vehicles entering the intersection is an important consideration. This allows the crash tendency of intersections to be compared without the influence of traffic volume. In 2006, the intersection of 13th Street & Indiana Avenue had the worst crash rate from this perspective, with close to five crashes per million vehicles entering the intersection (Table 4, appendix Figures A2, A5).[5]

[5] The Crashes per Million Entering Vehicles Rate (MEV) is calculated as follows: *(Annual number of crashes * 1,000,000) / (Average Daily Traffic*365).* Average Daily Traffic was obtained using the Bloomington/Monroe County Travel Demand Model.

Table 2. Total Crashes Ranked by Location from 2005-2007

Rank	Intersection	Year			3-Year Total
		2005	2006	2007	
1	SR 37 and Vernal Pike	38	43	50	**131**
2	3rd Street and SR 45/46 Bypass	36	32	46	**114**
3	10th Street and SR 45/46	34	41	30	**105**
4	Bloomfield Road and SR 37	23	29	40	**92**
5	3rd Street and SR 37	46	25	17	**88**
5	3rd Street and Pete Ellis Drive	12	34	42	**88**
7	College Avenue/Walnut Street and SR 45/46	21	22	39	**82**
8	*Walnut Street Pike and Winslow Road* *	31	28	19	**78**
9	Curry Pike/Leonard Springs Road and SR 45	22	17	37	**76**
9	Hickory Leaf Drive/Liberty Drive and SR 45	19	25	32	**76**
11	10th Street and Jordan Avenue	30	34	10	**74**
12	3rd Street and Kingston Drive	24	23	22	**69**
12	10th Street and Fee Lane	13	32	24	**69**
14	3rd Street and Liberty Drive	22	21	19	**62**
15	3rd Street and Jordan Avenue	31	14	16	**61**
16	3rd Street and Landmark Drive	20	21	18	**59**
17	Kinser Pike and SR 45/46	20	12	25	**57**
18	3rd Street and Washington Street	18	15	23	**56**
19	3rd Street and Gates Drive	17	26	12	**55**
20	3rd Street and Curry Pike	25	9	16	**50**
20	3rd Street and Highland Avenue	14	16	20	**50**
20	3rd Street and Smith Road	15	22	13	**50**
20	3rd Street and College Avenue	19	18	13	**50**
20	Kirkwood Avenue and Walnut Street	18	15	17	**50**
25	Atwater Avenue and Henderson Street	17	21	10	**48**
26	8th Street and College Avenue	21	16	10	**47**
27	Grimes Lane and Walnut Street	9	20	17	**46**
27	2nd Street and College Mall Road	15	15	16	**46**
27	10th Street and College Avenue	23	11	12	**46**
30	3rd Street and Woodlawn Avenue	11	12	21	**44**
30	7th Street and Walnut Street	10	17	17	**44**
32	3rd Street and Walnut Street	15	14	13	**42**
32	17th Street and SR 45/46	5	20	17	**42**
34	3rd Street and Dunn Street	16	10	15	**41**
34	7th Street and College Avenue	8	15	18	**41**
34	10th Street and Union Street	14	13	14	**41**
34	10th Street and Pete Ellis Drive/Range Road	12	15	14	**41**
34	13th Street and Indiana Avenue	13	15	13	**41**
39	*Country Club Drive/Winslow Road and Walnut Street**	13	18	9	**40**
39	17th Street and Fee Lane	10	12	18	**40**
41	Union Valley Road/Outback Road and SR 46	19	11	9	**39**
41	SR 37 and Tapp Road	15	9	15	**39**
41	3rd Street and Indiana Avenue	9	16	14	**39**
41	4th Street and Walnut Street	20	9	10	**39**
41	9th Street and College Avenue	13	10	16	**39**
41	10th Street and Woodlawn Avenue	15	14	10	**39**
47	17th Street and Dunn Street	11	14	13	**38**
48	Miller Drive and Walnut Street	14	10	13	**37**
48	College Avenue and Kirkwood Avenue	12	11	14	**37**
48	SR 46 and SR 446	4	11	22	**37**

***** Close proximity of these intersections may introduce difficulty in the assignment of crashes to either intersection.

Table 2. Total Crashes Ranked by Location from 2006-2008

Rank	Intersection	Year			3-Year Total
		2006	2007	2008	
1	W Bloomfield Rd at S SR 37 Ramp	43	50	54	**147**
2	W 3rd St at S SR 37 Ramp	44	50	46	**140**
3	N SR 37 at W Vernal Pike	44	50	45	**139**
4	N College Ave/N Walnut St at E SR 45/46 Bypass	23	38	63	**124**
5	E 3rd St/S College Mall Rd at S SR 46	34	49	33	**116**
6	E 10th St at N SR 45/46 Bypass	41	31	41	**113**
7	E 3rd St at S Pete Ellis Dr	33	39	30	**102**
8	S Liberty Dr at W SR 45	25	32	34	**91**
9	S Curry Pike / S Leonard Springs Rd at W SR 45	17	37	35	**89**
10	E 10th St at N Fee Ln	32	24	23	**79**
11	E 3rd St at S Kingston Dr	23	25	26	**74**
12	W 3rd St at S Gates Dr	34	12	26	**72**
13	S Walnut Street Pike at E Winslow Rd	28	19	22	**69**
14	W 3rd St at S Liberty Dr.	13	20	32	**65**
15	E 10th St at N Jordan Ave	34	10	19	**63**
16	N Kinser Pike at W SR 45/46 Bypass	12	25	21	**58**
17	SR 446 at SR 46	11	22	22	**55**
18	Grimes Ln at S Walnut St	20	17	17	**54**
19	E 3rd St at S Smith Rd	22	13	17	**52**
20	W 3rd St at S Landmark Ave	20	19	12	**51**
21	7th St at N Walnut St	17	17	16	**50**
22	E 3rd St at S Woodlawn Ave	12	21	16	**49**
22	W 3rd St at S Curry Pike	9	19	21	**49**
24	E Atwater Ave at S Henderson St	21	10	17	**48**
24	Kirkwood Ave at S Walnut St	15	17	16	**48**
24	W 17th St / Arlington Rd at N Monroe St	16	13	19	**48**
27	E 2nd St at S College Mall Rd	15	16	16	**47**
27	E 3rd St at S Jordan Ave	14	16	17	**47**
27	S College Mall Rd at E Covenanter Dr	8	20	19	**47**
30	E 17th St at N SR 45/46 Bypass	20	18	8	**46**
30	E 3rd St at S Washington St	15	23	8	**46**
30	E Eastgate Ln at N SR 46 Bypass	17	13	16	**46**
33	E 10th St at N Pete Ellis / Range Rd	17	14	14	**45**
33	E 13th St at N Indiana Ave	15	13	17	**45**
33	E 3rd St at S Highland Ave	16	20	9	**45**
33	W 2nd St at S Rogers St	11	11	23	**45**
33	W 3rd St at S College Ave	18	13	14	**45**
38	E 10th St at N Union St	15	16	13	**44**
38	3rd St at S Walnut St	14	13	17	**44**
38	W 7th St at N College Ave	15	18	11	**44**
41	W 10th St at N College Ave	11	14	18	**43**
42	E 17th St at N Fess Ave	11	14	14	**39**
42	N Dunn St at E SR 45/46 Bypass	11	13	15	**39**
42	Indiana Ave at E Kirkwood Ave	11	15	13	**39**
45	E 3rd St at S Dunn St	10	15	13	**38**
45	E 3rd St at S Indiana Ave	17	13	8	**38**
45	W Kirkwood Ave at Rogers St	8	15	15	**38**
48	E 17th St at N Fee Ln	12	18	7	**37**
48	E 3rd St at S Overhill Dr	13	13	11	**37**
48	E 3rd St at Woodscrest Dr	6	15	16	**37**
48	E Rhorer Rd at S Walnut Street Pike	10	10	17	**37**
48	SR 37 at S. Victor Pike	16	14	7	**37**
48	W Gordon Pike at Old SR 37 / S Walnut St	8	11	18	**37**

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**

US 421 (Franklin Street) at W Kieffer Road, 0.53 mi N of I-94	Michigan City	LaPorte	LaPorte	0	4	15	44	19	0	4	3.36

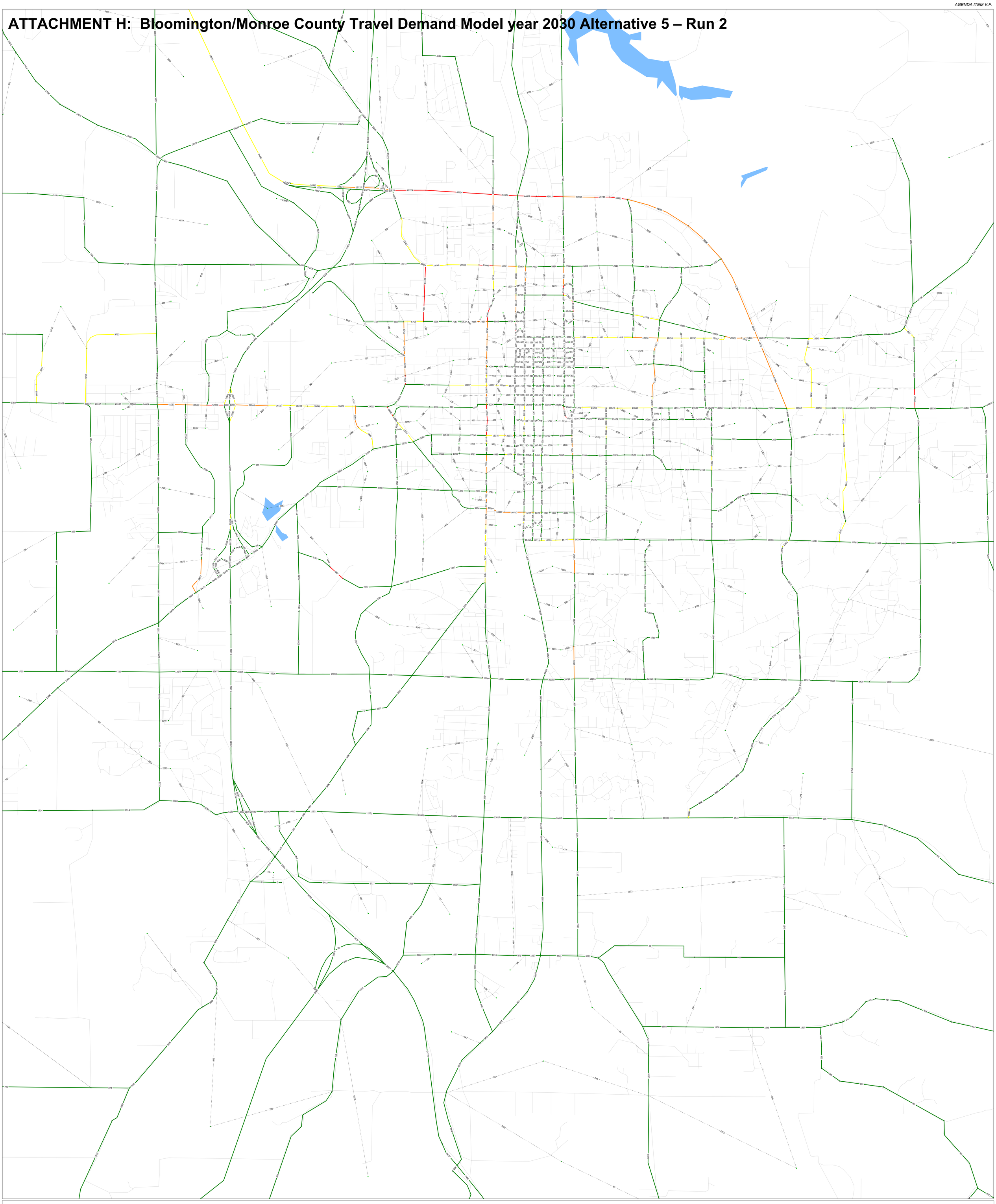
2008 5% State Road Intersections

Location	City / Town	County	DISTRICT	No. Fatal Crashes (FTC)	No. Incapaci-tating Injury Crashes (IINC)	No. Non-Incapaci-tating Injury Crashes (NINC)	No. Property-Damage-Only Crashes (PDC)	No. Fatal and Injury Crashes (IFC)	No. Persons Killed (FTP)	No. Persons Seriously Injured (IINP)	Crash Loss Index (I)
SR 9 (Scatterfield Road) at SR 236 (E 53rd Street), 0.59 mi N of I-69	Anderson	Madison	Greenfield	0	2	30	125	32	0	2	2.93
US 40 (W Washington Street) at S Raceway Road, 3.53 mi SW of I-465 (West Leg)	Indianapolis	Marion	Greenfield	0	2	22	61	24	0	2	4.28
US 40 (E Washington St) at Mitthoeffer Road, 2.13 mi E of I-465 (E Leg)	Indianapolis	Marion	Greenfield	0	2	38	109	40	0	2	4.25
US 52 (Brookville Rd) at Franklin Rd, 0.41 mi NE of I-465 (E Leg)	Indianapolis	Marion	Greenfield	0	2	23	54	25	0	3	3.63
US 36 (Pendleton Pike) at N Post Road, 1.60 mi NE of I-465 (E Leg)	Lawrence	Marion	Greenfield	0	2	23	62	25	0	3	2.80
US 31 (S East Street) at E Thompson Road, 0.40 mi S of I-465 (S Leg)	Indianapolis	Marion	Greenfield	0	5	33	101	38	0	5	2.77
SR 67 (Kentucky Ave) at Norcroft Dr, 0.31 mi SW of I-465 (W Leg)	Indianapolis	Marion	Greenfield	0	2	12	34	14	0	2	2.74
SR 37 (Ruel Steele Memorial Hwy) at SR 48 (3rd Street), 1.89 mi S of SR 46	Bloomington	Monroe	Seymour	0	2	28	49	30	0	2	3.62
SR 45 at S Leonard Springs Rd/S Curry Pike, 0.64 mi SW of SR 37	Bloomington	Monroe	Seymour	0	2	15	55	17	0	4	3.22

2009 Five Percent State Road Intersections in Indiana (Cont'd)

Location	City / Town	County	District	No. Fatal Crashes (FTC)	No. Incapaci-tating Injury Crashes (IINC)	No. Non-Incapacitating Injury Crashes (NINC)	No. Property-Damage-Only Crashes (PDC)	No. Fatal and Injury Crashes (INJFAT)	No. Persons Killed (FTP)	No. Persons Seriously Injured (IINP)	Crash Loss Index (I)	Signifi-cance of Crash Loss (P)
Intersection SR 45/SR 46 (E Matlock Road) at N Walnut St (~ 1.10 mi E of SR 37)	Bloomington	Monroe	SEYMOUR	0	2	12	66	15	0	2	6.02	0.00000
Intersection of SR 45/SR 46 Bypass at Kinser Pike (~ 0.93 mi E of SR 37)	Bloomington	Monroe	SEYMOUR	0	3	10	33	17	0	3	4.63	0.00000
Intersection of SR 48 (3rd Street) at SR 37(Ruel Steeler Memorial Hwy)(~1.89 mi NE of SR 46)	Bloomington	Monroe	SEYMOUR	0	2	11	44	16	0	2	4.55	0.00000
Intersection of SR 37 at W Fullerton Pike (~ 1.77 mi S of SR 45)	Monroe	Monroe	SEYMOUR	0	4	10	7	17	0	8	4.38	0.00600
Intersection of SR 37 S at Hospital Dr (~ 0.5 mi SW of SR 44)	Martinsville	Morgan	SEYMOUR	0	4	11	66	16	0	4	7.02	0.00000
Intersection of SR 37 at Burton Ln (~0.44 mi S of SR 39 (Morton Ave))	Martinsville	Morgan	SEYMOUR	0	2	11	18	13	0	2	4.37	0.01126
Intersection of SR 37 at Industrial Dr (~1.36 mi SW of SR 252(Hospital Dr))	Martinsville	Morgan	SEYMOUR	0	2	5	21	7	0	2	3.87	0.01468

ATTACHMENT H: Bloomington/Monroe County Travel Demand Model year 2030 Alternative 5 – Run 2



Bloomington/Monroe County Travel Demand Model

Year 2030 Alternative 5 - Run2 (Daily Volume and LOS)

BLM 2030 ALT5
LOS
- LOS C (VC<=1.0)
- LOS D (VC<=1.19)
- LOS E (VC<=1.4)
- LOS F (VC>1.4)

0 .1 .2 .3
Miles

LOS and Daily Capacity

2030 ALT5 Network
Monday, December 5, 2005
BLM30_ALT5_2 LOS.LAY

ATTACHMENENT I

Available online: http://leads.idem.in.gov/cgi-bin/idem/monthly_summary.pl

Aggregated data from the CAMS 69 (Bloomington) PM 2.5 Air monitoring station between October 2009 and September 2010

	2009			2010								
	October	**November**	**December**	**January**	**February**	**March**	**April**	**May**	**June**	**July**	**August**	**September**
# of Days with an Average 2.5 Particulate Matter > 15µg/m^3	1	3	6	9	11	1	8	4	3	11	13	3
# of Days monitored	23	23	31	31	28	31	25	31	30	31	29	29
Monthly Maximum	50.05	57.44	88.19	64.6	47.6	26.31	34.06	29.01	32.64	32.76	44.5	38.46
Monthly Average	8.06	11.82	11.83	12.6	14.37	9.33	12.15	10.76	10.44	13.688	15.64	8.14

ATTACHMENT J: USDOT Policy Statement on Bicycle & Pedestrian Accommodation Regulations & Recommendations

Available online: http://www.fhwa.dot.gov/environment/bikeped/policy_accom.htm

United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations

Signed on March 11, 2010 and announced March 15, 2010

Purpose

The United States Department of Transportation (DOT) is providing this Policy Statement to reflect the Department's support for the development of fully integrated active transportation networks. The establishment of well-connected walking and bicycling networks is an important component for livable communities, and their design should be a part of Federal-aid project developments. Walking and bicycling foster safer, more livable, family-friendly communities; promote physical activity and health; and reduce vehicle emissions and fuel use. Legislation and regulations exist that require inclusion of bicycle and pedestrian policies and projects into transportation plans and project development. Accordingly, transportation agencies should plan, fund, and implement improvements to their walking and bicycling networks, including linkages to transit. In addition, DOT encourages transportation agencies to go beyond the minimum requirements, and proactively provide convenient, safe, and context-sensitive facilities that foster increased use by bicyclists and pedestrians of all ages and abilities, and utilize universal design characteristics when appropriate. Transportation programs and facilities should accommodate people of all ages and abilities, including people too young to drive, people who cannot drive, and people who choose not to drive.

Policy Statement

The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide — including health, safety, environmental, transportation, and quality of life — transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.

Authority

This policy is based on various sections in the United States Code (U.S.C.) and the Code of Federal Regulations (CFR) in Title 23—Highways, Title 49—Transportation, and Title 42—The Public Health and Welfare. These sections, provided in the Appendix, describe how bicyclists and pedestrians of all abilities should be involved throughout the planning process, should not be adversely affected by other transportation projects, and should be able to track annual obligations and expenditures on nonmotorized transportation facilities.

Recommended Actions

The DOT encourages States, local governments, professional associations, community organizations, public transportation agencies, and other government agencies, to adopt similar policy statements on bicycle and pedestrian accommodation as an indication of their commitment to accommodating bicyclists and pedestrians as an integral element of the transportation system. In support of this commitment, transportation agencies and local communities should go beyond minimum design standards and requirements to create safe, attractive, sustainable, accessible, and convenient

bicycling and walking networks. Such actions should include:

- Considering walking and bicycling as equals with other transportation modes: The primary goal of a transportation system is to safely and efficiently move people and goods. Walking and bicycling are efficient transportation modes for most short trips and, where convenient intermodal systems exist, these nonmotorized trips can easily be linked with transit to significantly increase trip distance. Because of the benefits they provide, transportation agencies should give the same priority to walking and bicycling as is given to other transportation modes. Walking and bicycling should not be an afterthought in roadway design.
- Ensuring that there are transportation choices for people of all ages and abilities, especially children: Pedestrian and bicycle facilities should meet accessibility requirements and provide safe, convenient, and interconnected transportation networks. For example, children should have safe and convenient options for walking or bicycling to school and parks. People who cannot or prefer not to drive should have safe and efficient transportation choices.
- Going beyond minimum design standards: Transportation agencies are encouraged, when possible, to avoid designing walking and bicycling facilities to the minimum standards. For example, shared-use paths that have been designed to minimum width requirements will need retrofits as more people use them. It is more effective to plan for increased usage than to retrofit an older facility. Planning projects for the long-term should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.
- Integrating bicycle and pedestrian accommodation on new, rehabilitated, and limited-access bridges: DOT encourages bicycle and pedestrian accommodation on bridge projects including facilities on limited-access bridges with connections to streets or paths.
- Collecting data on walking and biking trips: The best way to improve transportation networks for any mode is to collect and analyze trip data to optimize investments. Walking and bicycling trip data for many communities are lacking. This data gap can be overcome by establishing routine collection of nonmotorized trip information. Communities that routinely collect walking and bicycling data are able to track trends and prioritize investments to ensure the success of new facilities. These data are also valuable in linking walking and bicycling with transit.
- Setting mode share targets for walking and bicycling and tracking them over time: A byproduct of improved data collection is that communities can establish targets for increasing the percentage of trips made by walking and bicycling.
- Removing snow from sidewalks and shared-use paths: Current maintenance provisions require pedestrian facilities built with Federal funds to be maintained in the same manner as other roadway assets. State Agencies have generally established levels of service on various routes especially as related to snow and ice events.
- Improving nonmotorized facilities during maintenance projects: Many transportation agencies spend most of their transportation funding on maintenance rather than on constructing new facilities. Transportation agencies should find ways to make facility improvements for pedestrians and bicyclists during resurfacing and other maintenance projects.

Conclusion

Increased commitment to and investment in bicycle facilities and walking networks can help meet goals for cleaner, healthier air; less congested roadways; and more livable, safe, cost-efficient communities. Walking and bicycling provide low-cost mobility options that place fewer demands on local roads and highways. DOT recognizes that safe and convenient walking and bicycling facilities may look different depending on the context — appropriate facilities in a rural community may be different from a dense, urban area. However, regardless of regional, climate, and population density differences, it is important that pedestrian and bicycle facilities be integrated into transportation systems. While DOT leads the effort to provide safe and convenient accommodations for pedestrians and bicyclists, success will ultimately depend on transportation agencies across the country embracing and implementing this policy.

Ray LaHood, United States Secretary of Transportation

APPENDIX

Key Statutes and Regulations Regarding Walking and Bicycling

Planning Requirements

The State and Metropolitan Planning Organization (MPO) planning regulations describe how walking and bicycling are to be accommodated throughout the planning process (e.g., see 23 CFR 450.200, 23 CFR 450.300, 23 U.S.C. 134(h), and 135(d)). Nonmotorists must be allowed to participate in the planning process and transportation agencies are required to integrate walking and bicycling facilities and programs in their transportation plans to ensure the operability of an intermodal transportation system. Key sections from the U.S.C. and CFR include, with italics added for emphasis:

- The scope of the metropolitan planning process "will address the following factors…(2) Increase the safety for motorized and *non-motorized users*; (3) Increase the security of the transportation system for motorized and *non-motorized users*; (4) Protect and enhance the environment, promote energy conservation, improve the quality of life…" 23 CFR 450.306(a). See 23 CFR 450.206 for similar State requirements.
- Metropolitan transportation plans "…shall, at a minimum, include…existing and proposed transportation facilities (including major roadways, transit, multimodal and intermodal facilities, *pedestrian walkways and bicycle facilities*, and intermodal connectors that should function as an integrated metropolitan transportation system…" 23 CFR 450.322(f). See 23 CFR 450.216(g) for similar State requirements.
- The plans and transportation improvement programs (TIPs) of all metropolitan areas "shall provide for the development and integrated management and operation of transportation systems and facilities (including *accessible pedestrian walkways and bicycle transportation facilities*)." 23 U.S.C. 134(c)(2) and 49 U.S.C. 5303(c)(2). 23 CFR 450.324(c) states that the TIP "shall include …trails projects, pedestrian walkways; and bicycle facilities…"
- 23 CFR 450.316(a) states that "The MPOs shall develop and use a documented participation plan that defines a process for providing…representatives of users of *pedestrian walkways and bicycle transportation facilities, and representatives of the disabled*, and other interested parties with reasonable opportunities to be involved in the metropolitan planning process." 23 CFR 450.210(a) contains similar language for States. See also 23 U.S.C. 134(i)(5), 135(f)(3), 49 U.S.C. 5303(i)(5), and 5304(f)(3) for additional information about participation by interested parties.

Prohibition of Route Severance

The Secretary has the authority to withhold approval for projects that would negatively impact pedestrians and bicyclists under certain circumstances. Key references in the CFR and U.S.C. include:

- "The Secretary shall not approve any project or take any regulatory action under this title that will result in the severance of an existing major route or have significant adverse impact on the safety for nonmotorized transportation traffic and light motorcycles, unless such project or regulatory action provides for a reasonable alternate route or such a route exists." 23 U.S.C. 109(m).
- "In any case where a highway bridge deck being replaced or rehabilitated with Federal financial participation is located on a highway on which bicycles are permitted to operate at each end of such bridge, and the Secretary determines that the safe accommodation of bicycles can be provided at reasonable cost as part of such replacement or rehabilitation, then such bridge shall be so replaced or rehabilitated as to provide such safe accommodations." 23 U.S.C. 217(e). Although this statutory requirement only mentions bicycles, DOT encourages States and local governments to apply this same policy to pedestrian facilities as well.

- 23 CFR 652 provides "procedures relating to the provision of pedestrian and bicycle accommodations on Federal-aid projects, and Federal participation in the cost of these accommodations and projects."

Project Documentation

- "In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO shall cooperatively develop a listing of projects (including investments in *pedestrian walkways and bicycle transportation facilities*) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year." 23 CFR 332(a).

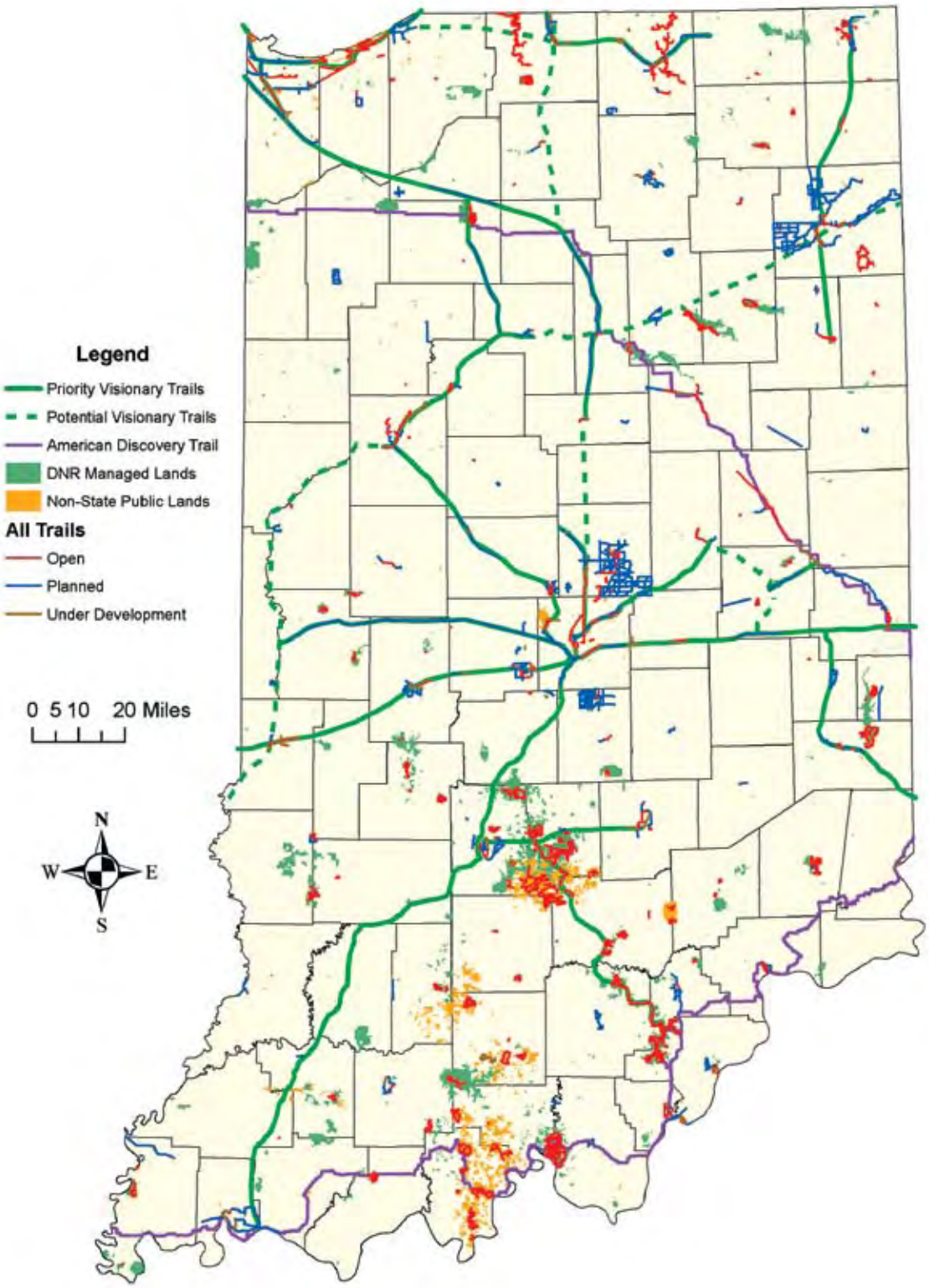
Accessibility for All Pedestrians

- Public rights-of-way and facilities are required to be accessible to persons with disabilities through the following statutes: Section 504 of the Rehabilitation Act of 1973 (Section 504) (29 U.S.C. §794) and Title II of the Americans with Disabilities Act of 1990 (ADA) (42 U.S.C. §§ 12131-12164).
- The DOT Section 504 regulation requires the Federal Highway Administration (FHWA) to monitor the compliance of the self-evaluation and transition plans of Federal-aid recipients (49 CFR §27.11). The FHWA Division offices review pedestrian access compliance with the ADA and Section 504 as part of their routine oversight activities as defined in their stewardship plans.
- FHWA posted its **Clarification of FHWA's Oversight Role in Accessibility** to explain how to accommodate accessibility in policy, planning, and projects.

ATTACHMENT K: Hoosiers on the Move

Available online:
http://www.in.gov/indot/2957.htm

Making the Connections
Indiana's Trail System



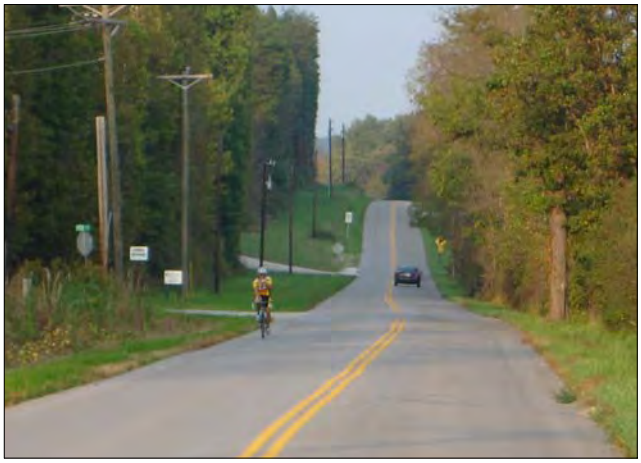
A vision of the Indiana State Trails System (July, 2006)

2. ROAD IMPROVEMENT OPPORTUNITIES

Road improvement opportunities are identified on the "Vision Plan" along state roads and major arterials throughout the County. These opportunities connect with the facilities located in the *Bloomington Alternative Transportation & Greenways System Plan* at the City of Bloomington limits. The primary benefits for all road improvement opportunities is connectivity. Although all offer the possibility of a recreational benefit, especially for bicyclists. These benefits relate to the previously discussed plan concepts and goals.

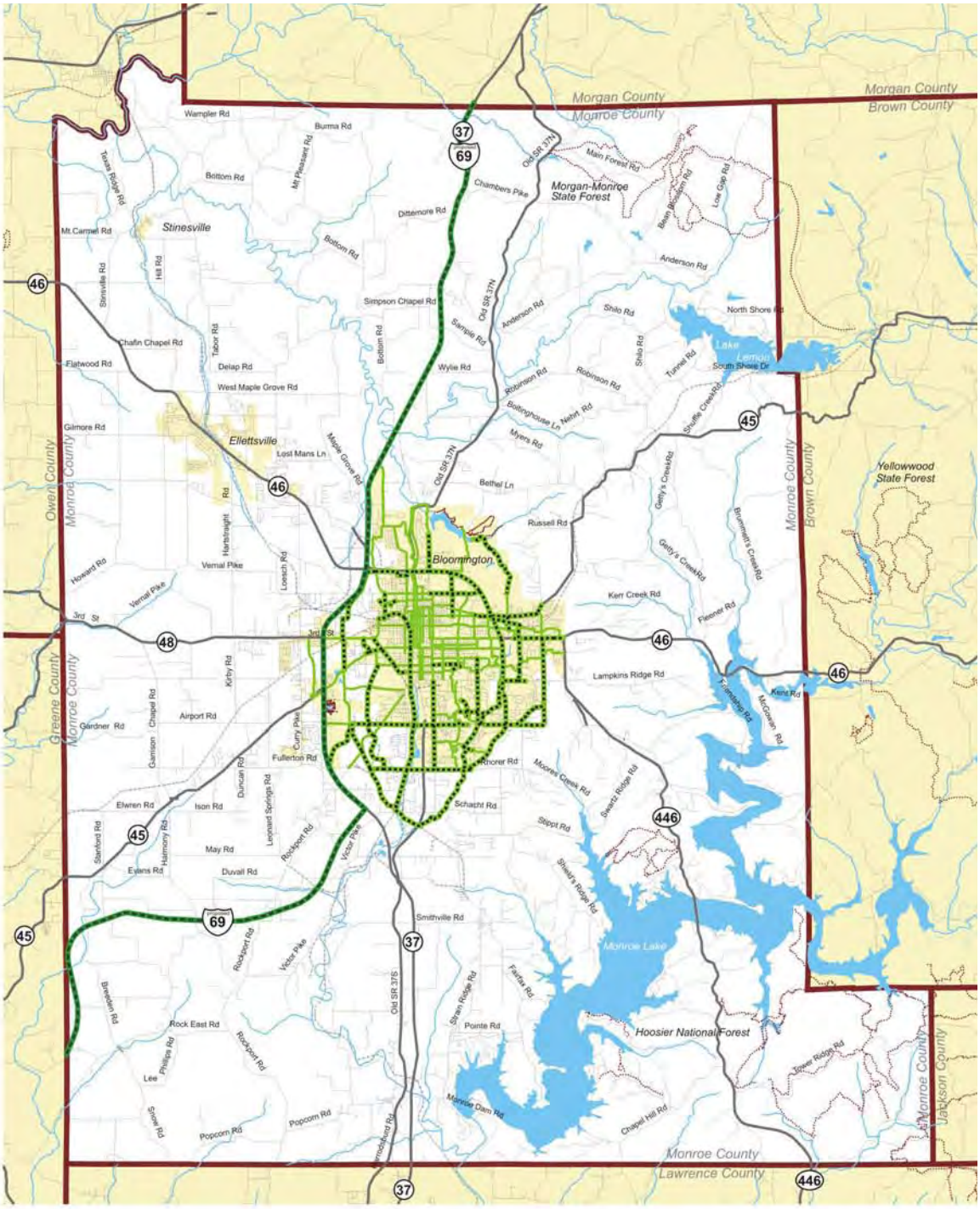
3. FREEWAY GREENWAY OPPORTUNITY

The freeway greenway opportunity illustrated in the "Vision Plan" is located along the proposed route of Interstate 69. Currently, a parallel facility is planned from Bloomington to Indianapolis. It will be separated from vehicular traffic, but remain located within the road right-of-way. A design challenge exists where the greenway crosses interchanges. This facility has the potential to extend throughout Monroe County and beyond, possibly linking Evansville to northern Indiana and all points in between. This opportunity has the potential of connectivity, recreation, and tourism benefits. These benefits relate to the previously discussed plan concepts and goals.



Cyclists currently use many of Monroe County's roads. An alternative transportation road improvement opportunity would include a road designated as a bike route, with appropriate signage, or creating an on-street bike lane. Photo courtesy Storrow Kinsella Associates.

FREEWAY GREENWAY OPPORTUNITY



Monroe County Freeway Greenway Opportunity

Bloomington ATP Off-Street Opportunity

Bloomington ATP On-Street Opportunity

Bloomington & DNR Trail (Hiking, Biking, Equestrian)

Incorporated Municipality (Bloomington, Ellettsville, Stinesville)

3. FREEWAY GREENWAY OPPORTUNITY

Description

Incorporating alternative modes of transportation into freeways is challenging. However, as illustrated in the photos to the right, other communities are incorporating bicycle and pedestrian modes into limited access and freeway right-of-ways.

If planned correctly, incorporating a multi-use trail or sidepath into a freeway can also serve transportation modes such as horse and buggies in addition to bicycles and pedestrians.

Benefits

- Promotes and facilitates a variety of mobility options.
- Shares the infrastructure and right-of-way of existing or new roadway corridors, leveraging existing infrastructure.
- Shares continuous corridors that provide regional/area-wide connectivity.
- Provides opportunity for shared use and multiple constituencies to become engaged with development and management.

Recommendations

- Utilize adjacent paths as right-of-way opportunities for underground utilities.
- New roadways should incorporate all alternative transportation modes in their planning for optimal utilization of their infrastructure investment.

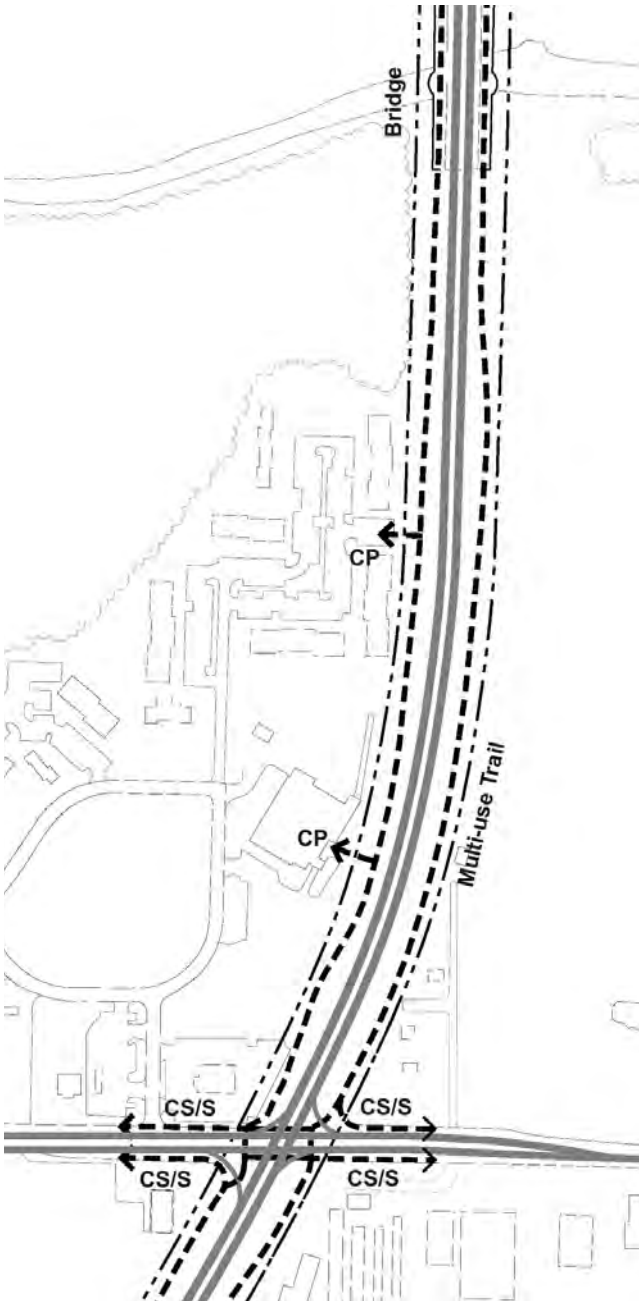
GENERAL DISCUSSION

Adjacent multi-use path within an urban interstate right-of-way.

Adjacent multi-use path on an interstate bridge.

Separated crossings can be planned into the facility.

3. FREEWAY GREENWAY OPPORTUNITY



FACILITY: MULTI-USE TRAIL ALONG LIMITED ACCESS ROADWAYS

Benefits

- Provides long-distance pedestrian and bicycle connectivity between destinations.
- Breaks down the barrier between adjacent land uses that are separated by limited access roadways by incorporating safe crossings.

Recommendations

- Create places to pause and overlooks at intervals and on bridges to enhance bicycle and pedestrian facilities.
- Provide connector paths to adjacent destinations to promote economic development.
- Physical separation or barrier may be needed between travel lanes and trail/ sidepath.

Key	Design Guidelines	Notes
CS/S Collector Sidewalk/Sidepath	8' min if bike lane provided in the roadway, 10' width desirable for shared bike/pedestrian use separated from roadway.	Should be consistent width and provide connectivity to adjacent destinations.
CP Connector Path	8' width desirable.	Connector path links the Freeway Greenway with adjacent destinations.
Bridge	Bridge accommodates multi-use path.	Opportunity to provide an overlook.

3. FREEWAY GREENWAY OPPORTUNITY

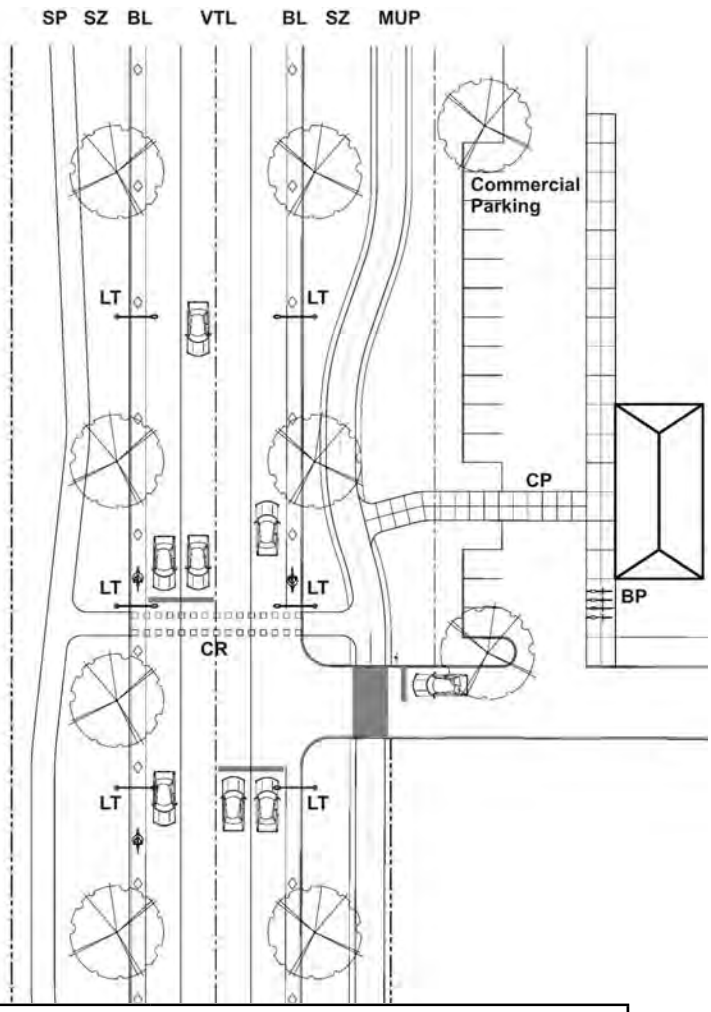
Benefits

- Provides long-distance pedestrian and bicycle connectivity between destinations.
- Breaks down the barrier between adjacent land uses by incorporating safe crossings.

Recommendations

- Provide clear crossings at driveways/ entrances and from one side of the road to the other.
- Provide connector paths to adjacent destinations to promote economic development.

FACILITY: MULTI-USE TRAIL ALONG COLLECTOR ROADS



Key	Design Guidelines	Notes
BL Bike Lane	5' min width recommended, varies depending on traffic speed and volume.	N/A
BP Bike Parking	Encourage the provision of bike parking at destinations.	N/A
CP Connector Path	8' min if bike lane provided in the roadway, 10' width desirable for shared bike/pedestrian use separated from roadway.	Should be consistent width and provide connectivity to adjacent destinations.
CR Crossing	Traffic volume and speed will determine crossing design. Shown is "yield to pedestrian" signage with pedestrian activated flashers.	Recommend treating multi-modal crossings like "school zone crossings."
CS/S Collector Sidewalk/Sidepath	8' min width if bike lanes provided.	Provide connectivity to adjacent destinations.
MUP Multi-Use Trail	See Multi-Use Trail Guideline.	Should be consistent width and provide connectivity to adjacent destinations.
SZ Separation Zone	Varies in width, accommodates utilities, lights (LT), and urban forest.	N/A

Areas of special concern, in no particular order, are:

State Road 37/Interstate 69 (Morgan County Line to the Lawrence County and/or Greene County Line)

- **Problem**: This highway bisects the County and provides no alternative transportation opportunities. It is also a substantial barrier to east/west alternative transportation movement.
- **Need**: A multi-use path along State Road 37/Interstate 69 should be constructed from Morgan County to Lawrence County (SR 37) and/or Greene County (I-69) with exclusive east/west bicycle/pedestrian crossings including but not limited to 2nd Street, 3rd Street and Vernal Pike. This would create an alternative transportation spine that could serve Bloomington and Monroe County and provide access to adjoining counties.

State Road 45 (Greene County Line to State Road 37)

- **Problem**: This state road lacks bicycle and pedestrian facilities along the majority of this section. The lack of facilities limits connections between Greene County, Monroe County, and Bloomington.
- **Need**: Bicycle and pedestrian facilities should be installed along State Road 45 from the Greene County Line to State Road 37.

State Road 45 (State Road 45/46 Bypass to Brown County)

- **Problem**: This section of state road serves a significant number of residential units and businesses but has either substandard bicycle/pedestrian facilities, or lacks them altogether. The lack of facilities limits connections between Bloomington, Monroe County, and Brown County.
- **Need**: The bicycle and pedestrian facilities along E. State Road 45 should be upgraded to current standards, filled in where lacking, and extended to Brown County.

State Road 45/46 Bypass (State Road 37 to East 3rd Street)

- **Problem**: This bypass serves a large concentration of the population within the MPA and connects to educational, commercial, and recreational destinations but provides negligible bicycle and pedestrian facilities. Additionally, crossing several lanes of congested high speed traffic poses a significant risk to both pedestrians and cyclists along the bypass.
- **Need**: Bicycle and pedestrian facilities should be installed along the State Road 45/46 Bypass from State Road 37 to 3rd Street. Exclusive bicycle/pedestrian crossings at 10th Street and 7th Street and improved crossings at Walnut Street, College Avenue, and 3rd Street should be provided along the State Road 45/46 Bypass.

Mobility is an integral component of economic activity, recreation, education and travel. The network of transportation facilities that serves the community has been instrumental in creating a society that is highly dependent on the continuing efficiency and economy of both freight and passenger services. However, changes to this transportation network have been one of the factors which have caused an expanded metropolitan area, a dispersal of shopping and industry and the growing number of rural residents who live an urban life without living in an urban community. As a result, the transportation network of the future must provide a menu of effective choices for community mobility without creating an unnecessary expansion of Bloomington's urbanized area.

GOAL 1

Develop a well-integrated, multi-modal transportation system for the efficient and economic movement of people and goods while supporting the land use policies of the respective communities Comprehensive Plans.

Objective 1.1 Provide for better access between the arterial roadway network and major employment and activity centers.

Objective 1.2 Ensure connectivity of the transportation system, including all modes of travel, between jurisdictions.

Objective 1.3 Enhance the efficient movement of freight through maintenance, operational and capital investment decisions.

Objective 1.4 Identify transportation needs for individuals with limited resources and/or limited access to a personal vehicle.

Objective 1.5 Identify opportunities for improved coordination and cost effective delivery of transportation services associated with human services destinations such as schools, hospitals, and social service agencies.

Objective 1.6 Increase public transit capital and operating investment to expand, enhance, and increase the use of transit services.

GOAL 2

Create a network of multi-use pathways, bicycle routes, greenways and sidewalks that traverses the community, connects activity centers, and links recreation opportunities.

Objective 2.1 Ensure transit, bicycle, and pedestrian facility design standards are incorporated into the design standards for thoroughfares as set forth in alternative transportation plans, thoroughfare plans, subdivision control ordinances and site design review processes.

Objective 2.2 Provide walkways, bikeways, and aesthetic features in association with all thoroughfare improvements to ensure their integration with the overall transportation network.

Objective 2.3 Identify and solicit transportation enhancement projects for the metropolitan area in a coordinated and unified manner, and aggressively pursue funding of selected projects.

Objective 2.4 Pursue all opportunities for the expansion of the community's alternative transportation and greenways networks, including rail-to-trail and rail-with-trail projects.

ATTACHMENT O: Letter from Karen Ryg dated 1/24/05 **Available in DEIS Appendix P**

City of Bloomington
Planning Department

January 24, 2005

Mr. Bruce Hudson
Project Manager
I-69 Evansville to Indianapolis Tier 2 Studies
3802 Industrial Blvd., Unit 2
Bloomington, IN 47403

Re: Bloomington/Monroe County Metropolitan Planning Organization Boundaries

Dear Mr. Hudson,

Per our previous conversation I have enclosed copies of the Metropolitan Planning Organization (MPO) Urbanized Area Boundaries for the area around State Road 37 and Victor Pike. The first map is of our current MPO boundaries. Based on the current MPO Urbanized Area, Section 4 for the Tier 2 Study does not fall within those existing boundaries.

The second map is of the proposed MPO boundaries based on the 2000 Census. These boundaries are proposed by INDOT and have not yet been approved by the MPO. As they are currently drawn, it appears that a portion of your section would be within the MPO Urbanized Area. We are still in the process of working with INDOT to finalize the boundary locations and having the MPO Policy Committee approve them. Once that process is complete, I will provide you with an updated boundary map.

Please let me know how you would like to handle the MPO's involvement in your portion of the Tier 2 Study considering the potential change in the MPO boundaries. Feel free to contact me if you have any questions. I can be reached by phone at (812) 349-3423 or by email at ryg k@bloomington.in.gov.

Sincerely,

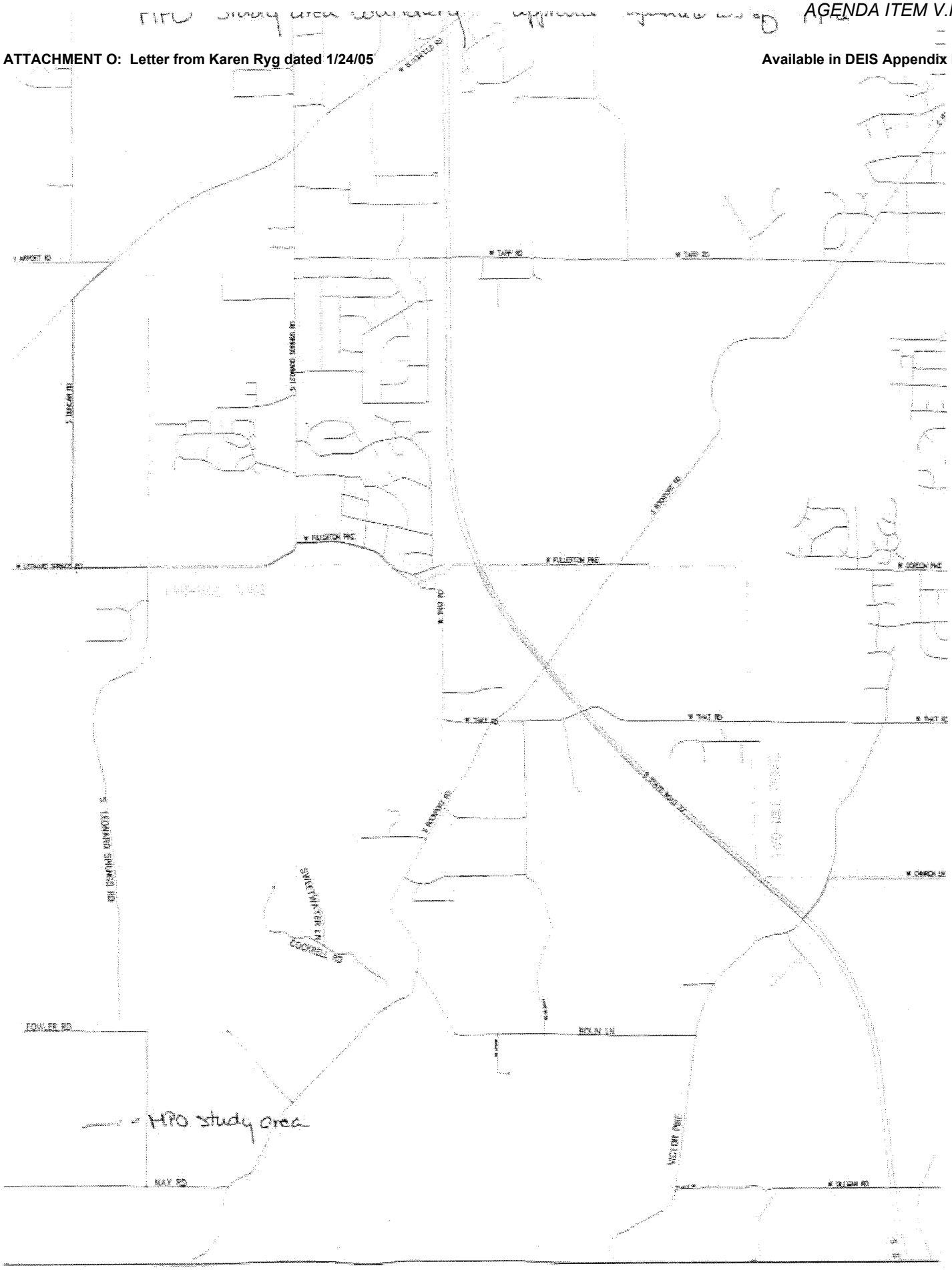
REC'D JAN 2 7 2005

Karyn Ryg
Transportation Planner

Enclosure: MPO boundary maps

401 N. Morton Street • Bloomington, IN 47404 City Hall Phone: (812) 349-3423 • Fax: (812) 349-3535
www.bloomington.in.gov
e-mail: planning@bloomington.in.gov

ATTACHMENT O: Letter from Karen Ryg dated 1/24/05 **Available in DEIS Appendix P**



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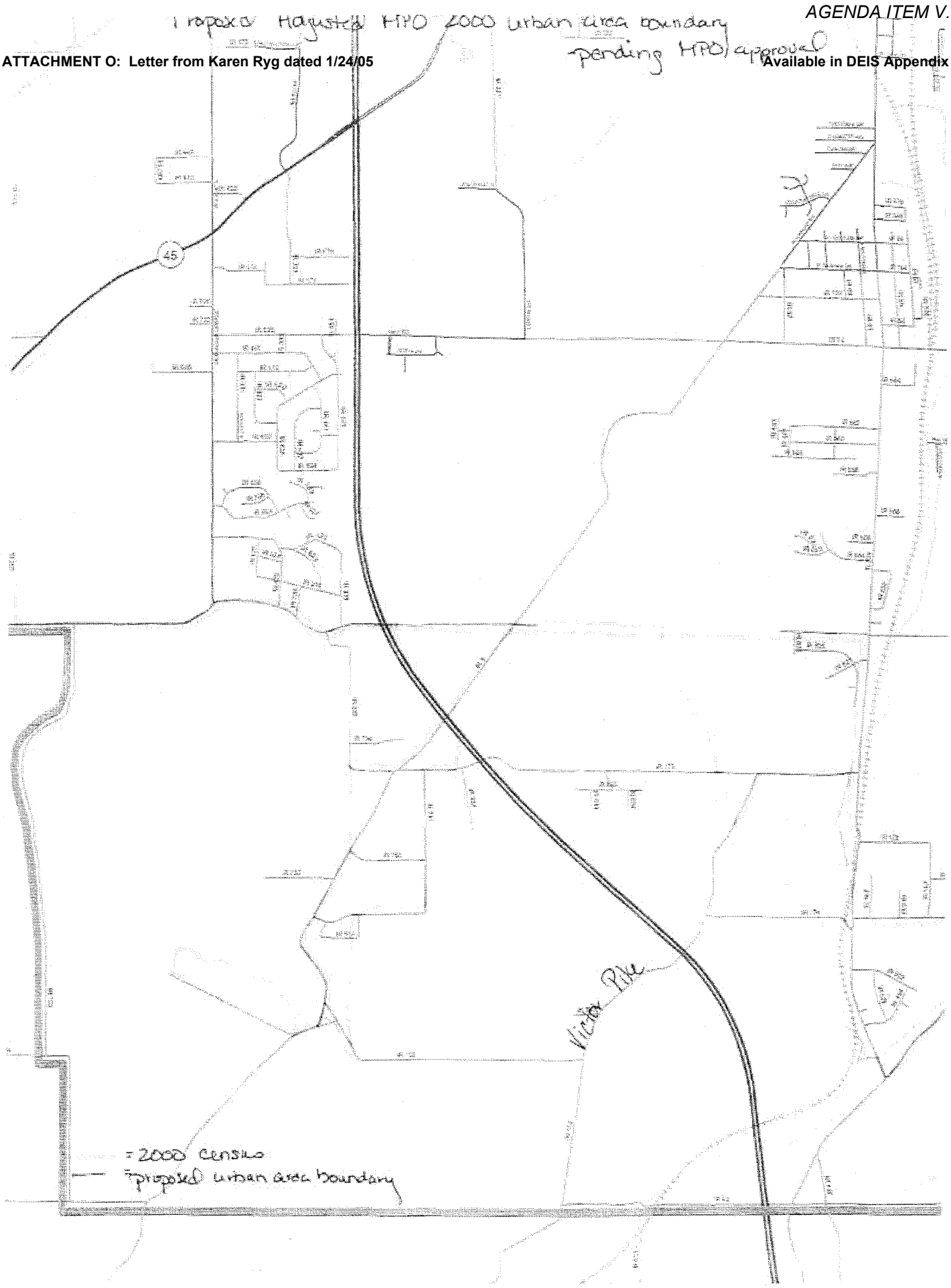


Bloomington/Monroe County Metropolitan Planning Organization

MEMORANDUM

To: BMCMPO Policy, Technical Advisory, and Citizen Advisory Committee Members

From: Scott Robinson, Long Range/Transportation Manager

Date: October 12, 2010

Re: Public Participation Plan (PPP) Amendment Status Report

Public Participation Plan Background

The Public Participation Plan (PPP) was adopted in 2002 and later amended in 2007 to meet basic state and federal requirements as it pertains to public involvement. In addition, the PPP establishes local requirements for public notification and involvement that exceed these requirements. The 2007 PPP can be viewed at http://bloomington.in.gov/media/media/application/pdf/67.pdf, or at the City of Bloomington Planning Department, or at the Monroe County Library Indiana Room.

2010 Amendment Overview

Staff continues to refine the administrative approval process previously presented to all members of the BMCMPO. Concerns were raised by the Policy Committee at their September 10th meeting and adoption was postponed. The Policy Committee directed staff to make changes on the notification process for administrative approvals and to provide past examples on actions and their respective approval process as it pertains to the draft PPP. A chart is provided in the meeting packet to illustrate past action items and their respective approval process under the existing 2007 PPP and the draft 2011 PPP. A final revised 2011 PPP will be ready for review and public comment by early January 2011. Outlined below are the current PPP changes under consideration:

- Amendments to the PPP requires a minimum 45 day public comment period;
- Allow administrative TIP amendments for minor changes to existing projects;
- Allow administrative TIP amendments for illustrative projects pending grant or other funding approvals;
- Require both the acting MPO Director and Policy Committee Chairperson to approve administrative TIP amendments;
- Require all administrative requests endure a final notice period for three business days to all Policy Committee members before an administrative request can be approved;
- Require that all administrative approvals, change orders, and special votes subsequently be reported to all BMCMPO members;
- Reorganized the PPP to make it more understandable and consistent with the Operational Bylaws and other MPO documents.

Public Comment Period

A 45-day public comment period will commence once staff has finalized revisions based on Advisory Committee and Policy Committee feedback. A public notice will be issued and timed so any comments received can be included in all BMCMPO committee packets for their consideration. Staff anticipates recommendations from the TAC and CAC at their February 23, 2011 meetings and final action from the Policy Committee at their March 11, 2011 meeting.

Action Requested

None.

Attachment: Public Participation Plan Amendment Overview spreadsheet

The purpose of this table is to provide historic examples of projects that could be administratively approved. The "2007 PPP" column shows how amendments were adopted using the existing PPP. The "2011 PPP" column shows how amendments could be adopted using the proposed changes to the PPP.

Public Participation Plan Amendment Overview

Amendment Approval History (FY 2007-2011)	2007 PPP		2011 PPP			Administrative Approval Notes
	Major	Minor	Major	Minor	Admin	
Public Participation Plan - Update Adoption (2007)	✔		✔			
Long Range Transportation Plan Amendment Adoption	✔		✔			
Safe Routes to School Application Endorsement*		✔		✔		
Change Order Policy		✔		✔		
JARC Application BT (extend service for dntn routes until 11:35pm)		✔		✔		
JARC Application RT (extend service in urbanized area)		✔		✔		
New Freedom Application BT (extend BT Access coverage to whole City until 11:35pm)		✔		✔		
New Freedom Application RT (extend RT coverage in urbanized area)		✔		✔		
TIP Amendment - BT New Freedom/JARC; SRTS Templeton, SRTS Edgewood, SRTS Ed		✔			✔	all grants were previously reviewed and approved by MPO Committees
TIP Amendment - COB Rogers and Country Club timeline and costs		✔			✔	minor change to timeline and cost
TIP Amendment - INDOT SR45 Pete Ellis to Russell Rd.		✔		✔		
TIP Amendment - INDOT SR45/46 Monroe to Kinser Pike		✔			✔	minor change to timeline and cost
TIP Amendment - INDOT SR46 446 to 135 removal	✔		✔			
Bylaws Amendment - COB Engineer on TAC		✔		✔		
5310 Application - RT purchase of buses		✔		✔		
2009-2010 UPWP Adoption		✔		✔		
SRTS Application COB & MCCSC (infrastructure & SRTS plans)		✔		✔		
TIP FY 2009-2012 Adoption	✔		✔			
TIP FY 2008-2011 Amendment (BT Transfer Facility)		✔			✔	minor change to cost
TIP Amendment - Bloomington's Atwater/Henderson HSIP award	✔				✔	grant was previously reviewed and approved by MPO Committees
TIP Amendment - Bloomington's W. 3rd Street project cost update		✔			✔	minor change to cost
TIP Amendment - INDOT's I-69 ROW hardship acquistion	✔		✔			
TIP Amendment - ARRA suballocation programming (County, City, Ellettsville)	✔			✔		
TIP Amendment - Bloomington Transit (Operational Expense)		✔			✔	minor change to cost
TIP Amendment - Rural Transit Stimulus Package change		✔		✔		
TIP Amendment - INDOT's SR48 from SR37 to Curry Pike Preventive Maintenance		✔		✔		

Public Participation Plan Amendment Overview

Amendment Approval History (FY 2007-2011)	2007 PPP		2011 PPP			Administrative Approval Notes
	Major	Minor	Major	Minor	Admin	
Transportation Enhancement Process		✔		✔		
UPWP Amendment - Amend 2010 funding and add select PEAs		✔		✔		
Complete Streets Compliance for 6 County and City projects		✔		✔		
FY 2010-2013 Transportation Improvement Plan Adoption	✔		✔			
TIP Amendment - I-69 Hardship Right-of-way acquisition	✔		✔			
TIP Amendment - remove Eville Heritage Trail as ARRA and replace with Btown signals		✔		✔		
Transportation Enhancement Award		✔		✔		
TIP Amendment - Preventive Maintenance of Old SR 37		✔		✔		
TIP Amendment - add TE projects, update RT Op Budget, MC Pave Pres, Batchelor SRTS		✔			✔	grants were previously reviewed and approved by MPO Committees; minor changes to costs
Complete Streets - review of Monroe County Mt Tabor/Matthews Dr. Bridge		✔		✔		
TIP Amendment (FY09-12) - update projects which have been let while awaiting 10 TIP		✔			✔	minor change to costs
TIP Amendment - update ARRA projects, delete INDOT projects		✔	✔		✔	minor changes to costs (removal of projects is a major amendment)
Readoption of 2010 Long Range Transportation Plan	✔		✔			
Amendment to FY09-10 UPWP - adding County aerials		✔		✔		
FY2011-2012 UPWP adoption		✔		✔		
HSIP amendment - aligning with State procedures, allowing low-cost programmatic projects		✔		✔		
TIP Amendment - IU Campus Transit hybrid buses		✔			✔	project is illustrative
TIP Amendment - Carryover 2010 projects to 2011 for Bton, MoCo, CSCs, Transit		✔			✔	minor changes to timelines
TIP Amendment - update Ellettsville Heritage Trail		✔			✔	minor changes to timeline and cost
TIP Amendment - INDOT SR446 Resurfacing		✔		✔		

Bloomington/Monroe County Metropolitan Planning Organization

MEMORANDUM

To: MPO Policy Committee Members

From: Raymond Hess, AICP
Senior Transportation Planner

Date: October 22, 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. A local allocation of HSIP funding 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.

TIP Amendment

If the Policy Committee decides to fund one or both of the projects, staff requests that they also pass an amendment to the Transportation Improvement Program (TIP) to reflect this award and so that the

projects can proceed expeditiously. The project tables for the TIP amendment would be reflected in the following manner:

Monroe County Projects		Funding Source		Fiscal Year 2010	2011	2012	2013
Project:	**Upgrade Signs**	PE					
Location:	Various locations						
Description:	Replace outdated regulatory, warning, and guide signs to meet the Manual of Uniform Traffic Control Devises (MUTCD) retroreflectivity requirements on roadways	ROW					
		CON	HSIP	$ 58,500			
DES#:	*to be assigned*		Local	$ 6,500			
Support:	MUTCD						
Allied Projects:		**TOTAL**		$ 65,000	$ -	$ -	$ -

City of Bloomington Projects		Funding Source		Fiscal Year 2010	2011	2012	2013
Project:	**Upgrade Signs**	PE					
Location:	Various locations						
Description:	Replace outdated regulatory, warning, and guide signs to meet the Manual of Uniform Traffic Control Devises (MUTCD) retroreflectivity requirements on roadways	ROW					
		CON	HSIP	$ 162,000			
DES#:	*to be assigned*		Local	$ 18,000			
Support:	MUTCD						
Allied Projects:		**TOTAL**		$ 180,000	$ -	$ -	$ -

Committee Recommendations

The Technical Advisory Committee and Citizens Advisory Committee both recommended awarding HSIP funds to Monroe County and the City of Bloomington for the projects described above. Additionally, they recommended approval of an amendment to add these projects into the TIP.

Action Requested

The Policy Committee is requested to take action to award HSIP funding as requested by the Monroe County for the upgrade of signs.

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

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		Project sizing method	Inventory
Amount	18,000		
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.

Bloomington/Monroe County Metropolitan Planning Organization

MEMORANDUM

To: MPO Policy Committee Members

From: Raymond Hess, AICP
Senior Transportation Planner

Date: October 22, 2010

Re: Atwater/Henderson Signal Transportation Improvement Program (TIP) Amendment

Background

The City of Bloomington's Atwater/Henderson Signal project (p. 26 of the current TIP) was let in October, 2010. The City is requesting additional HSIP funds in order to cover 90% of the entire cost of construction and construction inspection. The request would mark a 4% increase to the project total (+$26,051) and the amount of HSIP funds (+$23,445) currently allocated to the project. The City is requesting that the project be awarded additional HSIP funds and be updated in the TIP to be reflected as follows:

City of Bloomington Projects		Funding Source	Fiscal Year 2010	2011	2012	2013
Project:	**Atwater/Henderson Signal**	PE Local				
Location:	Intersection of Atwater & Henderson					
Description:	Intersection safety improvements and installation of traffic signal	ROW Local				
		CON Local		$ 65,305		
DES#:	0800443	CON HSIP		$ 587,746		
Support:	Crash Report					
Allied Projects:		**TOTAL**	$ -	$ 653,051	$ -	$ -

Action Requested

The Policy Committee is requested to take action on the City's request to award additional HSIP funds to the Atwater/Henderson Signal project and to update the TIP accordingly.

Bloomington/Monroe County Metropolitan Planning Organization

MEMORANDUM

To: Policy Committee Members

From: Raymond Hess, Transportation Planner

Date: October 22, 2010

Re: I-69 Transportation Improvement Program (TIP) Amendment

Segment of Section 4 of I-69 Section (from May Creek to SR 37)

INDOT has requested that a Segment of Section 4 of I-69 be amended into the TIP. This segment represents the portion of the project within the MPO's Metropolitan Planning Area from May Creek to State Road 37 and has a total project cost of $67,563,000. This is a change to INDOT's previous amendment request to show the entire Section 4 from US 231 to SR 37 with a total project cost of $546,500,000.

This amendment is being reheard by the MPO Committees and reopened for public comment because the Public Participation Plan states "if substantive changes occur, then an additional 30 day public written comment period shall be provided." Staff determined that the change was substantive since the project scope and cost will be reflected differently than what was originally proposed. The written public comment period was reopened on October 2, 2010 and will close on October 31, 2010. The public comments will be available to the Policy Committee and the public on November 1, 2010 once they have been compiled.

The TIP amendment request is to show preliminary engineering in fiscal year 2011 totaling $2.75 million. It would show right-of-way in 2012 totaling $3.12 million. It would show construction in 2013 totaling $61.693 million. INDOT requests the following project table be added into the TIP:

State of Indiana Projects		Funding Source		Fiscal Year 2010	2011	2012	2013
Project:	**I-69 Section 4**	PE	NHS		$ 2,200,000		
Location:	May Creek (s. of Rolling Glen Estates) to SR 37 (south of Bloomington)	PE	State		$ 550,000		
Description:	New interstate highway road construction	ROW	NHS			$ 2,496,000	
		ROW	State			$ 624,000	
		CON	NHS				$ 49,354,400
DES#:	TBD	CON	State				$ 12,338,600
Support:	LRTP						
Allied Projects:		**TOTAL**			$ 2,750,000	$ 3,120,000	$ 61,693,000

*Note: This segment of I-69 is the part that runs through the metropolitan planning area. This segment is part of the larger I-69 Section 4 project which runs from US 231 to SR 37 and costs $546,500,000.

Committee Recommendations

The Technical Advisory Committee recommended to approve the aforementioned TIP amendment request on October 27, 2010. The Citizens Advisory Committee decided not recommend approval of the TIP amendment on October 27, 2010.

Action Requested

The Policy Committee is requested to take action on INDOT's request to amend a segment of Section 4 of I-69 into the Transportation Improvement Program.

Public Comments Concerning
I-69 Section 4 (May Creek to State Road 37 segment)
11-1-10

Note from MPO staff: All public comments have been arranged in the order they were received. The comments have been copied verbatim with the following exceptions: email addresses have been removed from the "From:" line; the "To:" and "cc:" lines have been eliminated; and extra line spacing has been removed to condense the overall length of this document.

From: **Linda Greene**
Date: Sat, Oct 2, 2010 at 2:46 PM
Subject: I-69 & TIP

I urge you to omit I-69 from the TIP. The highway is a disaster and should be kept out of the TIP. I also urge you to read the attached article, which will give an picture of local opposition to the highway.

http://www.bloomingtonalternative.com/node/10570

Linda Greene
7487 N. John Young Rd.
Unionville, IN 47468

From: **Grey Larsen**
Date: Tue, Oct 26, 2010 at 7:57 AM
Subject: I-69 amendment to MPO TIP

Dear Members of the MPO.

I am totally opposed to the construction of a new-terrain I-69. It is just plain nuts and corrupt to build a new-terrain highway. Whose interests would it serve? It would be far too expensive as well.

We need to use and upgrade our existing roads instead, not running people off of the land.

Please stand up to InDOT's threats. Please vote NO to including I-69 in the TIP! Please continue to support our quality of life in Bloomington and Monroe County!

Thank you,

Grey Larsen

==========
Grey Larsen
http://www.GreyLarsen.com
Author of The Essential Guide to Irish Flute and Tin Whistle
Irish Flute Concerts and Educational Programs
Producer, Mastering Engineer, Recording Engineer, Music Editor
PO Box 2652, Bloomington, IN 47402-2652, USA

From: **Rupp, Robin F**
Date: Tue, Oct 26, 2010 at 5:20 PM
Subject: no to I-69, please

To all on the MPO,

I would like to add my opinion to the mix. Please support local roads and oppose I-69!

Thanks for your hard work,
Robin Rupp

From: **James R. Pennell**
Date: Tue, Oct 26, 2010 at 5:46 PM
Subject: New terrain I-69

As someone who dearly loves the southern part of our state and its natural beauty, please DO NOT SUPPORT the new terrain route between Evansville and Bloomington. This will result in destruction of forests, farmland, and natural beauty that we can never reverse. We also don't need the added expense, and have existing roads that could use the attention and funds.

James and Greta Pennell
Indianapolis

From: **Heidi Zurcher-Neely**
Date: Tue, Oct 26, 2010 at 7:14 PM
Subject: Stop I-60

Hello,
I am opposed to the I-69 plan as it now stands. It seems to be a complete waste of money. There are certainly other ways to improve the compute from Evansville to Indianapolis than by wiping out so much of our farmland and communities.

I've been opposed to this proposed plan since it was first suggested years ago. I can not understand why our Indiana government continues to push for it, when it is clearly opposed by so many. It continues to make me wonder if there are some in the decision making process who will profit from this, because it doesn't seem logical.
Please consider using/improving local roads and highways.
Thank you,
Brian and Heidi Neely
(Greenwood)

From: **Cheek, Amy M**
Date: Wed, Oct 27, 2010 at 7:29 AM
Subject: oppose new terrain I-69

Hello,

Please support local roads and oppose the new terrain I-69. The construction costs, destruction of farmland and forest, and limited road access are excellent reasons to oppose I-69.

Sincerely,

Amy Cheek
410 Eastside Dr.
Bloomington, IN 47401

From: **Kercheval, Aaron Christopher**
Date: Wed, Oct 27, 2010 at 12:38 PM
Subject: I-69 amendment to MPO TIP

To whom it concerns,

My wife and I have lived for 18 years in a two-story, brick, Greek Revival farmhouse built in 1865. We chose the house because of its historical significance and bucolic location. Currently, I-69 will run 300 yards from our home. Of course, impact studies have concluded that the superhighway will not affect us. (Who makes up the criteria by which that is decided?!) Aesthetics are of the highest value to my wife and me. Our quality of life will be immeasurably harmed by the construction of this interstate highway, the stated need for which is still unconvincing. Sadly, I realize that for people who will profit from this endeavor, aesthetics is an abstract and insignificant issue. So let me address the harm that I-69 will do to us in terms that have more meaning for the money-minded.

My wife and I will be cut off from Bloomington and Indiana University where we both work. We will have to drive two to three times as far every day to get to work as well as the social and arts events that were an important factor in our decision to move to Bloomington in the first place. This will triple our fuel costs, increase auto maintenance and repair costs and reduce the life span

of our cars. That is a lot of money coming directly out of our pockets! Also, spending triple the amount of time driving in increased traffic on local roads not designed for heavy traffic will rob us of an hour every day. (I realize increased driving time may fall into the aesthetics category for those who measure value only in terms of money, so feel free to move the last sentence to the first paragraph.)

Regardless, building I-69 will cost my wife and me real money. Abstract projections of envisioned economic prosperity resulting from such projects are rarely realized. So I must conclude that someone is going to make money now. What I want to know is, who, (specific individuals and groups), is going to make money from our loss?

Aaron Kercheval

Aaron Kercheval, Ph.D.
Indiana University School of Education
akerchev@indiana.edu
812.825.7506

From: **Venstra, Elizabeth**
Date: Fri, Oct 29, 2010 at 3:06 PM
Subject: I-69 in TIP for MPO

Dear folks of the MPO,

I would like to share my concerns about INDOT's request for you to include I-69 in the TIP, which I understand will come up at the meeting on November 5, which I will, unfortunately, be unable to attend. To be fair, I will admit up front that perhaps you ought not to consider my comment, since I do not live in Monroe County (and I am speaking here as a private individual and not for B-TOP). However, I do spend a great amount of time on a daily basis in Bloomington, so I am concerned about the future of the community, broadly defined. Moreover, I-69 will impact residents of Greene County as well, so I am glad that so far the local leaders in the Bloomington/Monroe County government have been more enlightened on this matter than the local leaders in Solsberry seem to be!

I hope you will resist INDOT's pressure and vote no. I do not believe I-69 will be a benefit to this area, but a detriment. It will divide the areas it passes through and close local roads, forcing people to drive long distances around in some cases. It will likely make it more difficult to promote alternative transportation in this area. It may bring high volumes of heavy truck traffic, increasing emissions that could impact our health (not to mention increasing global warming) and decreasing safety due to the high speeds. On the other hand, in the long run, it is likely to prove unnecessary, as the world will, perforce, be moving away from this type of transportation when we pass the point of 'peak oil'.

In my view, INDOT has consistently shown a disregard for the desires of our community. Please don't give in.

Thank you,

Elizabeth Venstra
Knowledge Management team
UITS Online Support
(812) 855-0459
erytting@indiana.edu

From: **Chris Doran**
Date: Sat, Oct 30, 2010 at 11:48 AM
Subject: Please do not include I-69 in TIP

Dear Metropolitan Planning Organization:

Please do not include I-69 in your Transportation Improvement Plan. There is nothing about I-69 that will improve transportation for Monroe County or Bloomington. It will wreak irreparable damage on the quality of life in the region, and it is quality of life that makes Bloomington and the surrounding area unique and wonderful versus anywhere else in the state, or possibly even the entire country.

As you are aware, residents of Bloomington and Monroe County are strongly opposed to this highway being built. Also as you are probably aware, the highway is by no means a done deal, and INDoT has not adequately disclosed how they are going to pay for it. Already they have cheapened many aspects.

Also as you are aware, by INDoT's own rules, Section 4 does not have to built. Each section must prove its own independent utility. On that basis alone, there is clearly no utility for Section 4, which is overwhelmingly opposed by the very citizens it is supposed to benefit.

I understand the state and INDoT are putting a great deal of pressure on the MPO and the mayor to include I-69 in the TIP. This is blatant bullying and should be denounced publicly. The citizens of the city and county will support you, as evidenced by the support shown for and leading to resolutions passed by both the city and county governments opposing I-69.

Including I-69 in the TIP will help facilitate billions taken from other areas of the state that are already desperately underfunded. Indiana as a state is shameful in its provision of basic life amenities to the poor, unemployed, and those families with physical or mental disabilities. Again, Bloomington and Monroe County are different. And it is these differences in values that is the dominant reason Bloomington and the area is so cherished by its citizens, and so admired by so many others who wish they could live in a similar community.

And it is why you should not only do the right thing, but do the thing expected and demanded by the overwhelming number of your constituents: VOTE NO TO INCLUDING I-69 in the TIP.

Please!

Regards,

Christopher Doran
Tecumseh House, 817 North Jackson
Bloomington, Indiana 47404

From: **CARR**
Date: Sun, Oct 31, 2010 at 4:56 PM
Subject: Comments on MPO I-69 amendment

Mr. Hess,

Please distribute these comments to the members of the MPO.

Thank you,
Thomas Tokarski
<>~<>~<>~<>~<>~<>~<>~<>~<>~<>~<>

Thomas & Sandra Tokarski
CARR
PO Box 54
Stanford, IN 47463
carr@bluemarble.net
812-825-9555
800-515-6936

29 October 2010

Comments by Thomas Tokarski for Citizens for Appropriate Rural Roads (CARR), to the Bloomington/Monroe County MPO concerning the request to amend the TIP to include Section 4, in whole or in part, of the proposed I-69 extension.

I have respect for all members of this MPO. You are, indeed, serving the people. And that is all we ask of you. You are not required to be an underwriter for the political ambitions of the Governor. Nor are you expected to be pawns in the service of any other state or federal agency. We ask no more than that you do your job intelligently and honestly and in the best interest of the people of this MPO district. Thank you for your service.

It is obvious that INDOT and FHWA, working hand in hand, with no other oversight, want very badly to have I-69 endorsed by this MPO. This will negate the overwhelming opposition to this highway among the citizens of this area. It will be used to show that Bloomington and Monroe County have finally gotten in line with I-69. It will also be used to get funding for the highway. If you put I-69 in the TIP you are, in fact, endorsing and asking that I-69 be built. It will not be a meaningless formality. INDOT will see to it that a vote to put I-69 in the TIP will cancel out any other actions that have been taken to object to I-69.

I-69 is a politically driven highway that will prevent responsible transportation planning in this community. It is so expensive, even in its cheaper version, that other more desirable transportation plans for this community will go unfunded. I-69 is a money sink that will eliminate funding for many other projects here and in the rest of the state. This is already happening.

INDOT's threat of extortion must not be condoned or surrendered to. If INDOT cuts funding for other projects because this MPO does not do its biding, that is extortion. It is absolutely contrary to the spirit and the law that underpins this body. It is also undemocratic and offensive to the principle of equality among partners in this MPO. We ask you not to give in to threats and become a pawn doing INDOT's bidding. That is not your responsibility.

Section 4 must be fiscally constrained or it cannot be in the TIP. Based on the chart in the agenda/packet for the September 10th MPO meeting, Section 4 will cost $546 million. $192 million of the funding for construction is listed as "Illustrative" and will be spent after 2013. This nebulous funding category, beyond the time requirements of the TIP, does not demonstrate fiscal constraint. As far as we can tell, all of this money will come from the pots of money INDOT uses for all of its projects in the state. There is no special pot of federal money for I-69. Sections 1-3 are being built with the money from the long-term lease of the northern toll road. The balance of that fund is unknown and efforts to find out how much is left have been rebuffed. We do know that 19 projects that were to be funded by Major Moves have been delayed beyond 10 years. We also know that gas tax revenues are down.

If regular gas tax dollars are to be the source of funding for I-69, Section 4, then ironclad verification of this funding must be given to the MPO before including Section 4 in the TIP.

Indeed, it is our contention that the entire I-69 project should be fiscally constrained. It clearly is not. Since the project has been segmented, at a very minimum, each section should be fiscally constrained. INDOT's/FHWA's attempt to avoid this regulation is as obvious as it is unacceptable. If the money were there, there would be no reason for INDOT/FHWA not to certify that it is in the bank.

INDOT's/FHWA's latest approach to including I-69 in the TIP by reducing the project to one interchange, included in a 1.8 mile segment, is a scheme to avoid having to show fiscal constraint. One interchange does not an interstate make. **Clearly, this small piece is not the entire project as it will impact Bloomington/Monroe County. This MPO should demand that the impacts of the entire Section 4 be addressed. Not to do so is to allow its hands to be tied in its consideration of the impacts on the citizens it represents.** Local control is a fundamental principle of the MPO process. This MPO cannot make informed decisions if it is not allowed to consider all the information associated with a project. INDOT/FHWA are not acting as co-equal partners in the MPO process. They are acting like dictators.

Given INDOT's current backlog of unfunded projects in the state, members of the MPO should demand that INDOT/FHWA show us the money to build Section 4. If Section 4 is not in the TIP then federal funds cannot be used to build it. Putting Section 4 in the TIP based on false or misleading information about funding is improper and disrespectful of this MPO. It appears that INDOT and FHWA will say anything to get I-69 approved by the Bloomington/Monroe County MPO.
In the 2004, Tier 1, ROD, (see Technical Memorandum 1), FHWA assured us that normal funding levels would be sufficient to build I-69. The cost of I-69, at that time was estimated to be $1.78 billion. The cost is now estimated to be over $3 billion. Clearly, the earlier cost estimate and availability of funds were wrong. Now we are again being asked to believe that INDOT has the money to build I-69, even though the cost has shot up. INDOT's efforts to cut costs only makes the problem worse and still leaves the cost out of reach of normal funding mechanisms. The Governor's accelerated construction schedule makes funding using normal funding means even less probable.

According to INDOT, each of the 6 sections of I-69 has "independent utility", i.e., each is studied and funded independently of the other sections and will have usefulness as an independent unit. Within the Tier 2 procedures, there is no legal requirement to build Section 4. Segmenting the project by using SIUs was a tactic used so INDOT would not have to show all of the costs and impacts for the whole route. But this also means they don't have to build every section. By INDOT's own rules, Section 4 does not have to be built.

Sections 5 and 6 have no source of funding and are unlikely to be built in the foreseeable future. This means that if Section 4 is built, much more traffic will be dumped on SR-37 with no plan for improvements to that already stressed highway. This will cause SR-37 to fail, i.e. it will become greatly congested and unsafe. This condition is borne out by the conclusion in the first DEIS for this highway. That EIS was for a highway from Evansville to Bloomington only. The DEIS states clearly that in that situation, with the highway ending at SR 37, over 85% of SR 37 would experience "saturated conditions" with a Level Of Service of E or F. (Draft EIS, Southwest Indiana Highway Corridor, March 1996, page 19.) In short, it would fail. This was part of the reason the highway was extended all the way to Indianapolis. Now we are in the same situation we were in 1996.

Lack of funding is a major problem for INDOT. It is uncertain if Sections 1-3 can be completed with available funds. INDOT is building those sections in bits and pieces for a reason. There is uncertainty as to whether the first three sections can be completed on schedule and on budget. Their plan appears to be to get it stared in several separated segments and then go back to funders and say: gee, we ran out of money. We have sunk so much into this project that you must give us the money to complete it. This is a well-known and deceptive tactic that should be rejected. . Until those sections are completed why is INDOT pushing so hard to get Section 4 started? If they can' t show the money is available to build it from start to finish, on schedule, then it should not be started. There are bridges decaying in the middle of cornfields in Illinois that were built until plans were changed. Now they serve as a reminder of past mistakes, but are we paying attention?

Even after the ROD has been approved for Sections 1-3, significant design changes are being made in those sections. Interchanges are being "deferred", which means they will likely never be built, bridges are being shortened which will cause the backup of more water and more flooding, shoulders are being narrowed. Medians are being narrowed, access roads and grade separations are being eliminated, more roads are being closed, pavement is being thinned and could be asphalt instead of concrete, depending on which is cheaper at the time of construction. These changes will make the highway less accessible, less durable and will result in more accidents and fatalities. The highway is being cheapened because the state does not have the money to build it as planned. As currently being designed, this will be a substandard highway.

INDOT is, in reality, asking the MPO for a blanket endorsement of I-69, and the MPO, at this time, does not know what that means. This is unacceptable in any type of plan. If I had a contractor design and build a house I would expect that it would have the agreed upon number of square feet, the designated number of bathrooms and bedrooms and the heating and air conditioning unit would be of the proper size. I would not accept it if the contractor came back and said, well, I can't build it to your specifications so you're getting only one bathroom and 2 bedrooms instead of 3 and a smaller hearing and cooling system. And it will cost you twice as much. No! That is unacceptable.

I-69 is antagonistic to, an in outright contradiction to, many of the principles in this MPO's vision statement (copied below). Indeed, all of these needs can be satisfied without including Section 4 of I-69. With I-69, many will fail to be achieved.

transPortatIon VIsIon Statement *(See page 5, 2030 LRTP)*
Consistent with the planning requirements of the Transportation Equity Act for the 21st Century (TEA-21) and the input of community leaders and citizens on transportation policies and problems, future transportation goals and objectives were prepared to reflect a vision for the City of Bloomington, Monroe County, and the Town of Ellettsville. The Vision Statement highlights the need to:

- *Develop a truly multi-modal system;*
- *Create a fully developed network of alternative transportation facilities;*
- *Reduce the number and length of auto trips;*
- *Achieve a better relationship between land uses to reduce auto dependency;*
- *Achieve the widest possible range of alternatives to the automobile;*
- *Make transportation investments that are consistent with comprehensive plans;*
- *Make transportation investments that protect the environment, promote energy conservation, and improve quality of life;*
- *Increase safety for all users of the transportation system;*
- *Support economic vitality through strategic transportation investments;*
- *Improve the movement of goods through the transportation system;*
- *Promote fiscally sound transportation investments and maximize financial resources; and*
- *Preserve existing transportation investments through operational improvements.*

The comment period for the DEIS, Section 4 ends on September 28th. The FEIS will not be done until the end of this year or next year. Until then, we have no idea what this highway will look like. Unfortunately, INDOT's statements cannot be trusted because they are likely to change. It is premature to include Section 4 in the TIP until you have a much better idea of how it will be designed and how it will impact this MPO district.

We ask you to vote responsibly and not out of fear of retribution. If you really want I-69 to cut through this county and this city, regardless of how it may be designed, then vote yes to include I-69 in the TIP. If you don't want it here, or if you have doubts and unanswered questions then you should vote no, at least until all your questions and doubts are addressed. As policy makers who are deciding the fate of this community, we expect you to act in the best interest of our community.

Please, do not amend the TIP to include any portion of I-69; to do so is to accept I-69 in its entirety.

From: **Morgan Hutton**
Date: Sun, Oct 31, 2010 at 7:22 PM
Subject: public cmment regarding I-69 TIP amendment

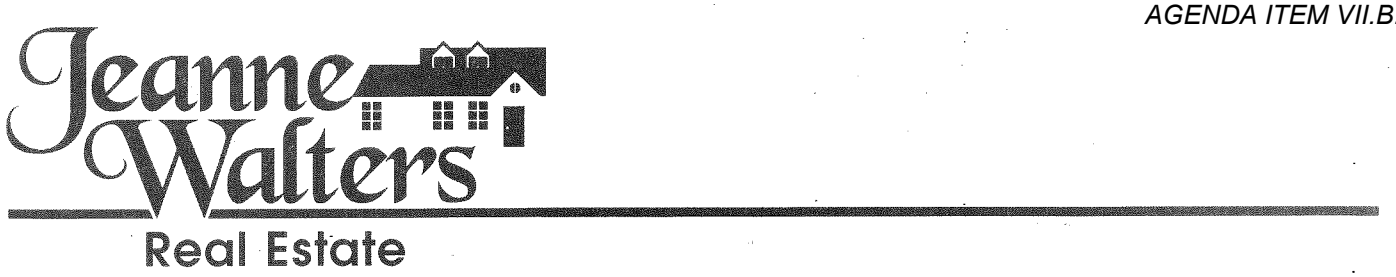
Please accept the attached public comment on behalf of The Greater Bloomington Chamber of Commerce regarding the I-69 TIP amendment.
Morgan Hutton

Director of Advocacy
The Greater Bloomington Chamber of Commerce
400 West 7th Street, Ste. 102
Bloomington, IN 47404
☎ 812.336.6381 🗎 812.336.0651

The Chamber

The Greater Bloomington Chamber of Commerce urges the Bloomington/Monroe County Metropolitan Planning Organization (MPO) to amend the 2010-2013 Transportation Improvement Program (TIP) to include the Section 4 segment of I-69 from May Creek to State Road 37. The Indiana Department of Transportation (INDOT) has requested this TIP amendment to maintain the accelerated schedule to complete sections of I-69 spanning from Evansville and into Monroe County. The Chamber recognizes that not all MPO members personally support I-69. This amendment is not intended to signify blanket approval of the project in its entirety or a specific route alternative or design. Construction is underway in Sections 1 through 3, and it is of critical importance that planning officials actively participate in the planning process to ensure a best case scenario for Sections 4 and 5 which fall in the MPO's planning jurisdiction.

I-69 will have a measurable effect on our community with impacts to traffic flow, shipment of goods, access to area businesses and neighborhoods, emergency response, school bus routes, the environment and the overall aesthetics of the gateway into Bloomington and Monroe County. Granting this TIP amendment will signify the MPO's intent to remain cooperative partners in the planning process and further the ability of the community to be involved in discussions and decision making as planning for the highway proceeds.



Mayor Mark Kruzan,

We are aware of your past efforts to retain the quality of life in Bloomington by opposing the construction of 1-69 through the city. This highway would divide our city in many ways. We thank you for those efforts.

As members of the business community in Bloomington and Monroe County we now strongly urge you and the members of this MPO to resist including any portion of I-69 in the Bloomington/Monroe County MPO's transportation plans.

Dividing our community with 1-69 will change the character of Bloomington and Monroe County in ways it will be difficult or impossible to control. This city and county are bright spots in Indiana's economy without 1-69. As you know, we are part of a very special community which you helped to create.

INDOT is not being honest about the 1-69 project--funding sources to complete this highway are vague or absent. Indeed, due to budget shortfalls, funding to complete the highway is in doubt.

INDOT cares less about the integrity of Bloomington than about finishing the highway for political ends. This could result in very negative economic impacts on Bloomington.

1-69 will have seriously negative environmental impacts in SW Indiana. As citizens of this state, we feel we cannot condone a destructive highway that will impair the quality of life for so many citizens and further degrade our environment.

We also recognize there is widespread opposition to 1-69 in our community. In a democracy we think that should matter. We believe we can work towards a better future without this destructive highway.

Thank you again for your help in keeping Bloomington a special place to live and work.

Jeanne Walters

107 E 6TH ST, BLOOMINGTON IN 47408 • (812) 331-8951 • FAX (812) 331-7532 • www.JeanneWalters.com

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Merubeth Snider
athena

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Thank you again for your help in keeping Bloomington a special place to live and work.

Joii Canada
Howard's Bookstore
101 W. Kirkwood
Bloomington In 47404