



TECHNICAL ADVISORY COMMITTEE

June 29, 2022

10:00 – 11:30 am

Hybrid Meeting - Council Chambers and via Zoom

Join Zoom Meeting

<https://bloomington.zoom.us/j/87332916269?pwd=L1JPWHBVcjBzS1BweHZjeFI5bEpQdz09>

Meeting ID: 873 3291 6269

Passcode: 028790

One tap mobile: +13126266799,,87332916269# US (Chicago)

Find your local number: <https://bloomington.zoom.us/u/kc8dXqpGiM>

Dial by your location: +1 312 626 6799 US (Chicago)

Clicking on the link will take you to the meeting. You will automatically receive a dial-in number if you want to use your phone for audio and not your computer microphone.

Agenda

- I. Call to Order and Introductions
- II. Approval of Meeting Agenda*
- III. Approval of Minutes*
 - a. April 27, 2022
- IV. Communications from the Chair and Vice Chair
- V. Reports from Officers and/or Committees
- VI. Reports from the MPO Staff
 - a. INDOT FY 2022 - 2026 Statewide Transportation Improvement Program (STIP)
(<https://www.in.gov/indot/resources/state-transportation-improvement-program-stip/stip-fy-2022-to-fy-2026/>)
 - b. INDOT DES#1800208 – SR46 & Smith Rd Intersection – Legal Notice for Public Involvement
 - c. INDOT Indiana EV Infrastructure Deployment Plan Meeting
(https://www.in.gov/indot/files/INDOT-NEVI-In-Person_6-14-22_FINAL.pdf)
 - d. INDOT 2023 Safety Targets Draft Final (Pending Official Submission)
 - e. C.Y. 2021 INDOT Public Transit Annual Report (<https://www.in.gov/indot/files/2021-Indiana-Public-Transit-Annual-Report-June-2022.pdf>)
 - f. Citywide Condition Assessment of Streets, Sidepaths, Sidewalks, and Accessible Curb Ramps
- VII. Old Business
 - a. CY 2015-2019 Crashes by Location: Monroe County and City of Bloomington
 - b. BMCMPO 2022 Complete Streets Policy Update - Audit of Policy Methodology & Related Plans

VIII. New Business

- a. FY 2022 - 2026 Transportation Improvement Program (TIP) Amendment*
(1) DES#2200146 – Eagleson Avenue Bridge Replacement over the Indiana Rail Road

IX. Public Comment on Matters Not Included on the Agenda (non-voting items). Limited to five minutes per speaker, and may be reduced by the committee if numerous people wish to speak.

X. Communications from Committee Members on Matters Not Included on the Agenda (non-voting items)

- c. Communications
- d. Topic Suggestions for Future Agendas

XI. Upcoming Meetings

- a. Policy Committee - August 12, 2022 at 1:30 p.m. (Hybrid)
- b. Technical Advisory Committee - August 24, 2022 at 10:00 a.m. (Hybrid)
- c. Citizens Advisory Committee - August 24, 2022 at 6:30 p.m. (Hybrid)

XII. Adjournment

**Action Requested / Public comment prior to vote (limited to five minutes per speaker).*

Auxiliary aids for people with disabilities are available upon request with adequate notice. Please call [812-349-3429](tel:812-349-3429) or e-mail human.rights@bloomington.in.gov.



TECHNICAL ADVISORY COMMITTEE

April 27, 2022

10:00 – 11:30 am

Hybrid Meeting - Council Chambers and via Zoom

Minutes

Members Present: Lisa Salyers (proxy), Tim Street, Jane Fleig, Tammy Behrman (proxy), Scott Robinson, Cheryl Gilliland (proxy), Patrick Ellis, Linea Wellings (proxy), Beth Cossairt, Neil Kopper (proxy), Nate Nickel, Laura Haley, Paul Satterly, Steve Cotter (proxy), Zac Huneck (proxy)

Staff Present: Ryan Clemens, Pat Martin

- I. Call to Order and Introductions
 - a. Nickel called the meeting to order

- II. Approval of Meeting Agenda*
 - a. *Robinson motioned to approve the Agenda. Fleig seconded. Motion passed unanimously by roll call vote (14-0).*

- III. Approval of Minutes*
 - a. February 23, 2022
 - (1) *Fleig motioned to approve the Minutes. Robinson seconded. Motion passed unanimously by roll call vote (14-0).*

Huneck joined the meeting.

- IV. Communications from the Chair and Vice Chair
 - a. Nickel noted the recent passing of David Walter who had been a long-standing member of the MPO's CAC. He, along with his outstanding contributions to the MPO, will be greatly missed but certainly remembered.

- V. Reports from Officers and/or Committees
 - a. City of Bloomington
 - (1) Nickel reported that paving season is about to be underway.
 - b. Monroe County
 - (1) Satterly reported that some portions of Curry Pike will be closed starting on April 28 and will be through October. Satterly also mentioned the Bicentennial Trail project will be letting in May and that the right-of-way will be cleared and utility coordination will commence.

- VI. Reports from the MPO Staff
 - a. INDOT FY 2022 - 2026 Statewide Transportation Improvement Program (STIP)

- (1) Staff reported that the STIP has still not been approved. This still means that MPOs around the state are still to use both their FY 2020 - 2024 TIPs for FY 2022 and FY 2023 projects until further notice. TIP amendments, however, will be to both TIPs until the STIP is approved.
- b. 2020 Census data and associated criteria for defining urbanized areas
 - (1) Staff reported that census benchmark information will hopefully be available sometime in the fall with new urbanized area boundaries hopefully defined by next year.

VII. Old Business

- a. Final Draft FY 2023 - 2024 Unified Planning Work Program (UPWP)*
 - (1) Staff presented the Draft UPWP which documented no additional comments by the public, FHWA, FTA, and INDOT. The only new updates included an increase in funding for Bloomington Transit's Strategic Plan and for the City of Bloomington to purchase new traffic counters. *Fleig motioned to recommend the approval of the UPWP to the Policy Committee. Cotter seconded. Motion passed unanimously by roll call vote (15-0).*

VIII. New Business

- a. FY 2020 - 2024 & FY 2022 - 2026 Transportation Improvement Program (TIP) Amendments*
 - (1) DES# 2101712 - Dillman Road Bridge #83, 3,000' W of SR 37
 - (a) Staff presented the proposed TIP Amendment. Discussion ensued over what the correct funding source was for the project since it was not officially listed on the TIP Application. It was decided that Local Off-System Bridge funds were the appropriate funding category to be used. *Satterly motioned to recommend the approval of the TIP Amendment to the Policy Committee. Cotter seconded. Motion passed by roll call vote (12-1-2).*

IX. Public Comment on Matters Not Included on the Agenda (*non-voting items*) *Limited to five minutes per speaker, and may be reduced by the committee if numerous people wish to speak*

- a. None

X. Communications from Committee Members on Matters Not Included on the Agenda (*non-voting items*)

- a. Communications
 - (1) None
- b. Topic Suggestions for Future Agendas
 - (1) None

XI. Upcoming Meetings

- a. Policy Committee - May 13, 2022 at 1:30 p.m. (Hybrid)
- b. Technical Advisory Committee - May 25, 2022 at 10:00 a.m. (Hybrid)
- c. Citizens Advisory Committee - May 25, 2022 at 6:30 p.m. (Hybrid)

Clemens reported that the June TAC and CAC meetings will be held one week later than normally scheduled and that all MPO Calendars have been revised to reflect that. The updated meeting date will be June 29th and will be held at the Committees' regular places and times.

XII. Adjournment

- a. Nickel adjourned the meeting.

**Action Requested / Public comment prior to vote (limited to five minutes per speaker).*

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Federal Transit Administration
Region V
200 West Adams St., Suite 320
Chicago, IL 60606-5253

U.S. Department
of Transportation

Federal Highway Administration
Indiana Division
575 N. Pennsylvania St., Rm 254
Indianapolis, IN 46204-1576

June 17, 2022

Mr. Michael Smith
Commissioner
Indiana Department of Transportation
100 N Senate Ave. N955
Indianapolis, IN 46204

SUBJECT: Indiana FY2022-2026 STIP Approval and Associated Federal Planning Finding

Dear Mr. Smith:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the FY2022-2026 Indiana Statewide Transportation Improvement Program (INSTIP), which was submitted by the INDOT request letter dated April 27, 2022.

Based on our review of the information provided, certifications of the Statewide and Metropolitan transportation planning processes for and within the state of Indiana, and our participation in those transportation planning processes (including planning certification reviews conducted in Transportation Management Areas), FHWA and FTA are jointly approving the FY2022-2026 STIP, including the Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIPs) directly incorporated into the STIP, subject to the corrective actions identified in the attached Federal Planning Finding (FPF) report. FHWA and FTA consider the projects in the 5th year for informational purposes only, and our approval does not exceed four years per 23 CFR 450.220(c).

FHWA and FTA are required under 23 CFR 450.220(b) to document and issue an FPF in conjunction with the approval of the FY2022-2026 STIP. At a minimum, the FPF verifies that the development of the STIP is consistent with the provisions of both the Statewide and Metropolitan transportation planning requirements. FHWA and FTA find that the Indiana FY2022-2026 STIP substantially meets the transportation planning requirements and are approving the STIP subject to the corrective actions outlined in the FPF. This approval is effective June 17, 2022, and is given with the understanding that an eligibility determination of individual projects for funding must be met, and INDOT must ensure the satisfaction of all administrative and statutory requirements, as well as address the corrective actions outlined in the attached report. FHWA and FTA will continue to partner with INDOT to ensure the previously developed action plan (attached) is implemented to address the corrective actions. If progress is not made in addressing the corrective actions, future amendments to the FY2022-2026 STIP, or adoption of the FY2024-2028 STIP, may not be approved by USDOT.

If you have questions or need additional information concerning our approval and the FPF, please contact Ms. Michelle Allen of the FHWA Indiana Division at (317) 226-7344, or by email at michelle.allen@dot.gov, or Mr. Jason Ciavarella of the FTA Region 5 Office at (312) 353-1653, or by email at jason.ciavarella@dot.gov.

Sincerely,

**KELLEY
BROOKINS** Digitally signed by
KELLEY BROOKINS
Date: 2022.06.13
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Kelley Brookins
Regional Administrator
FTA Region V

Sincerely,

**JERMAINE
R HANNON** Digitally signed by
JERMAINE R
HANNON
Date: 2022.06.13
15:57:46 -04'00'

Jermaine R. Hannon
Division Administrator
FHWA Indiana Division

cc: (transmitted by e-mail)
Louis Feagans, INDOT
Roy Nunnally, INDOT
Karen Hicks, INDOT

FY 2020-2024 STIP Federal Planning Finding (November 2021) Corrective Actions

Topic/Regulations	Required Action	INDOT Proposed Action	INDOT Proposed Date of Completion
<p>Planning Agreements (23 CFR 450.314 (a) and (b))</p>	<p>1. INDOT shall coordinate with MPOs and Transit providers to update the planning agreements.</p>	<p>Develop a documented process will be developed to address how the Infrastructure Investment and Jobs Act (IIJA) will be handled. The process will be incorporated or referenced in the INDOT-MPO Planning Procedures Manual (PPM) by this due date.</p>	<p align="right">6/30/2022</p>
		<p>In coordination with FTA, INDOT Legal Team, and MPOs, Transit Operating Planning Agreements boilerplate will be developed that are general enough to allow for flexibility for MPOs to develop a new agreement now and avoid having to perform another agreement. Jay will send Jason Casteel a copy of the old agreement and new agreement. The new boilerplate as anticipated to require high level and iterative coordination. A spreadsheet checklist will also be developed to identify the regulatory requirements and how and where in the draft agreements this has been addressed. A finally schedule will be developed to ID when each MPO Transit Operator will be endorsing the new agreement and presented to their policy board. All information will be stored on and INDOT server.</p>	<p align="right">7/30/2022</p>
<p>Public Involvement and Outreach (23 CFR 450.210 (b))</p>	<p>2. The INDOT Planning Public Involvement Procedures shall provide a specified process for seeking out and considering the needs of traditionally underserved populations, and outreach to underserved populations shall be implemented in planning processes and the development of the STIP and LRTP. This shall include a process for outreach beyond those who have signed up for the INDOT listserv.</p>	<p>Underserved Outreach Action Plan. INDOT will target the following underserved population groups: low income, minority households, rural communities, Tribal groups, the disabled, and Limited English-Speaking (LEP) populations.</p>	<p align="right">5/16/2022</p>
	<p>3. INDOT shall ensure the INDOT nonmetropolitan local officials process is made available to nonmetropolitan local officials and other interested parties for a period of at least 60 calendar days at least once every 5 years, and that the coordination process outlined is fully implemented in the development of future STIPs and LRTPs.</p>	<p>Revise PPIP with Items above and put out for 60-day comment period to end by 7/19/2022. Address any comments and make additional adjustments to finalize document by 8/1/22</p>	<p align="right">8/1/2022</p>
		<p>Create a new timeline with a three- month buffer delivery date prior to the February 14, 2026, due date. Nonmetropolitan coordination will be an ongoing activity throughout our planning process.</p>	<p align="right">5/16/2022</p>

<p>STIP/TIP Maintenance 23 CFR 450.218 (n); 23 CFR 450.328(a)</p>	<p>4. INDOT shall work with the MPOs to develop specific procedures related to TIP/STIP modifications and amendments, and a documented review process to ensure projects are not being moved forward without following the appropriate processes.</p>	<p>Based on DOT Scan Tours: Develop a quality check procedure with INDOT Planning Liaisons by May 30, 2022, for submission to FHWA/FTA for their review and input prior to implementation.</p>	<p>5/30/2022</p>
		<p>Setup monthly meetings with FHWA (and FTA as needed) to discuss STIP/TIP maintenance issues and updates on corrective action and draft documents from June 2022 thru December 2023. Any drafts of document and procedures are to be provided to FHWA/FTA for their comment prior to publication or distribution to MPO partners for STIP document or procedures along with schedule follow up meetings to discuss findings or concerns.</p>	<p>6/30/2022</p>
		<p>Based on DOT Scan Tours: Develop and coordinate new STIP amendment thresholds, discuss the need for standard MPO thresholds, and STIP/TIP checklists for amendments and modifications. These actions must be discussed with MPOs, PMs, CPMDs, LPA, and federal partners by May 30, 2022, and formally adopted by August 30, 2022.</p>	<p>8/30/2022</p>
		<p>Develop and agree on a standard core formatted spreadsheets to efficiently facilitate project data exchanges and comparisons between the TIPs and STIP. FHWA will receive copies of these spreadsheets as part of STIP and TIP amendments. This will involve setting up 3-meetings with MPO TIP working group, developing a SharePoint site to store templates with access by PMs, MPOs, Planning Liaisons, and FHWA. All changes must be adopted in PPM by 8/30/2022</p>	<p>8/30/2022</p>
		<p>Develop an interim plan for reconciling FMIS and NEPA project description inconsistencies and documenting the procedures by August 30, 2022. I permanent solution will not be available until a new STIP system upgrade is in place.</p>	<p>8/30/2022</p>
		<p>Determine new INDOT amendment process frequencies as well as any emergency STIP amendment protocols. INDOT will need to determine if we will continue to have monthly, bi-monthly, or quarterly STIP amendments, impacts to MPOs, PMs, and others and discuss the tradeoffs. Discussions and coordination with MPOs will need to be completed by July 30, 2022, and formally adopted by September 30, 2022, if changes to the amendment timeline are made.</p>	<p>9/30/2022</p>

		<p>Move to a more centralized approach for INDOT project programing and maintenance and removing access from PM by September 30, 2022. This date is dependent on the approval. The centralization of amendments and/or modifications will begin once the draft STIP 2022-2026 document has been approved. This will need to be coordinated with stakeholders and partners. Additional staff or a shift in staff resources is needed. System automation may reduce staff resource needs.</p>	9/30/2022
		<p>INDOT Planning will revise the STIP Training Handbook and incorporate the STIP Amendment Training presented by FHWA and place online for access by planning staff and PMs and referenced in the PPM by September 30, 2022.</p>	9/30/2022
		<p>INDOT will also include a copy of the STIP amendment comment spreadsheet as well. This spreadsheet provides access to standard comments to typical STIP amendments written in a manner that satisfy language requirement for FHWA. INDOT (April, Michael, and Ryan) will setup training specific to the STIP Amendment Training and Spreadsheets to be completed by October 30, 2022.</p>	10/30/2022
		<p>Review and consider STIP & TIP automation within existing scheduling system or other home-grown forms. Automation should include easy to access dashboards on STIP version amendments, status updates on key actions, ability to attach documents to STIP amendment submittals (resolution, conformity finding, project listing spreadsheet, and others requested by our federal partners. July 2022 – November 30, 2022. This activity will require high level coordination with PMs, MPOs, and others that will occur throughout. If STIP/TIP automation is viable, incorporation, testing, training, and other coordinated activities should be occurring from Page</p>	7/30/2023
	<p>5. INDOT shall develop an action plan to prevent similar delays conducting and completing non-TMA reviews in the future or develop a different process for assessment to be implemented going forward. The existing process as outlined in the INDOT PPM (both current and previous)</p>	<p>Develop a draft plan and structure to address delays in conducting non-TMA certifications and outstanding report submittals to FHWA/FTA. Draft plan will include KSM spreadsheet adjustments, FHWA/FTA coordination points, a standard template for conduction non-TMA certifications, & milestone dates.</p>	None provided

<p style="text-align: center;">INDOT Oversight of Required Planning Activities/Products 2 CFR 200.303 (a-d); 2 CFR 200.519 (b); 23 CFR 450.220(a)</p>	<p>should be employed to finalize the outstanding non-TMA reviews due 2019-2021. INDOT shall finalize all outstanding non-TMA reviews and the associated reports to provide documentation of compliance with the federal regulatory requirements reflected in the MPO self-certifications.</p>	<p>Provide FHWA/FTA dates for upcoming non-TMA certification reviews over the next 18-months. Planning Staff will use a monthly range for deliverables that will be provided to federal and MPO partners.</p>	<p>7/30/2022</p>
		<p>Review 4-DOT scans specific to compliant planning procedures, public engagement, and deliverables that considers STIP amendment thresholds, outreach activities and agreements within the agency, MPOs, and RPOs, procedures, checklists, templates, and others that can be incorporated in the INDOT Planning Process to develop a solid foundation with further enhancements later. Identified adjustments to the INDOT Planning Process resulting from the virtual scans will be coordinated and discussed with our various planning and federal partners and incorporated in the PPM if consensus dictates or as INDOT determines.</p>	<p>7/30/2022</p>
		<p>Develop a separate training program and action plan to ensure the metropolitan transportation planning process is being carried out in accordance with all applicable requirements. This training action plan will include checklists, will need to include documented discussions with MPOs, and will need to be included in the PPM.</p>	<p>8/30/2022</p>
		<p>From the -DOT scans develop training presentations and documentation that provide overview of the transportation planning requirements, roles, and responsibilities within the agency, planning public involvement requirements, conformity, and congestion mitigation requirement, and STIP amendment procedures.</p>	<p>8/30/2022</p>
	<p>6. INDOT shall develop a separate action plan and training program to ensure the metropolitan transportation planning process is being carried out in accordance with all applicable requirements.</p>	<p>Develop and implementation Field Guide to Air Quality Conformity for Compliance with TIP/STIP Amendments. This guide will be developed with input from FHWA along with checklists.</p>	<p>8/30/2022</p>
		<p>Incorporate the Field Guide to AQC into PPM and active on INDOT Website</p>	<p>9/30/2022</p>
		<p>Training action plan will need to be fully implemented and included in PPM.</p>	<p>8/30/2022</p>

		<p>INDOT Planning will be working with the INDOT Talent Management Team to develop a training program with fully developed lesson plans, objectives, and training videos that can be managed in the agency's Success Factors Training Program. The format will be self-paced training modules presented through power point slides. At the close of the training, the learning objectives will be reviewed and there will be a final knowledge evaluation quiz. Lesson plan will be developed between August 1, 2022 and will need to be in place by November 30, 2022. All Planning staff will be required to successfully complete the developed lesson plans within 30 days of the plan being active. Success Factors Application will track completion times.</p>	11/30/2022
		<p>Leverage available training from NHI/NTI and federal partners. Establish quarterly meetings/training sessions with FHWA/FTA from May 2022 – April 2023 on federal regulations, best practices, headquarter/resource center guidance, progress reporting, and new opportunities. Require All Planning Staff with the Planning & Programming Division (Roy, Jay, Emmanuel, Stephanie, Brandon, Seema, Frank, and new hires) to take the following specific to INDOT Planning Certification Standards.</p>	4/1/2023
		<p>Work with a cross-section of agency stakeholders and the MPOs to develop procedures and a reporting tool for STIP/TIP ALOP. The report will be distributed to our federal and MPO partners. Changes will be needed in the INDOT Data Warehouse System to address the format consistency issue in terms of project description between INDOT and the MPOs TIPS. For fiscal year 2023, the ALOP report will be generated using INDOT's current practice, coordinating with our Management Information Systems Team our SPMS Manager. The report will be coordinated with MPOs across the state.</p>	6/1/2023



DES. # 1800208

LEGAL NOTICE OF PLANNED IMPROVEMENT

The Indiana Department of Transportation (INDOT) has developed preliminary plans for a proposed intersection improvement at State Road (SR) 46 and Smith Road in Bloomington, Monroe County, Indiana.

The purpose of this project is to reduce congestion and improve pedestrian mobility and system linkage in the area of the SR 46 and Smith Road intersection. The project will also address drainage improvements that were identified during the early stages of project design. The need for the project is supported by capacity analysis documenting existing and future unacceptable levels of service at the intersection and the missing pedestrian crosswalks and signals at the intersection.

The project proposes to widen Smith Road in order to provide exclusive left-turn lanes on both the north and south intersection approaches. The new configuration for the north leg of Smith Road will consist of a striped bike lane in each direction. Sidewalks will be reconstructed along Smith Road and a sidewalk extension will be constructed in the southeast corner of the intersection to connect into the existing sidewalk to the east of the intersection. The traffic signals will also be replaced. The drainage improvements will include new inlets, pipes, and an in-line stormwater detention (oversized) pipe under the intersection. The proposed construction of this project will require approximately 0.2 acre of new permanent right-of-way and 0.5 acre of temporary right-of-way.

The maintenance of traffic (MOT) plan proposes phased closure of Smith Road with detours. During the first stage of construction, Smith Road north of SR 46 will be closed to through traffic and motorists will use SR 46, East State Road 46 Bypass, and SR 45 for the detour. During the second stage of construction, Smith Road south of SR 46 will be closed to through traffic and motorists will use SR 46, SR 446 (Knightridge Road), and East Moores Pike for the detour. Local roads may be used by local traffic. Each detour is expected to have a duration of 45 days. Access to all properties will be maintained throughout construction. Project stakeholders including, school corporations and emergency services, will be notified of potential closures and detours prior to construction. The proposed start of construction is June 2023.

The cost associated with this project is approximately \$2,200,000 which includes preliminary engineering, right-of-way, construction with both federal and state funds anticipated to be used. The Federal Highway Administration (FHWA) and INDOT have agreed this project falls within the guidelines of a Categorical Exclusion (CE) Level 2. Preliminary design plans along with the CE are available for review at the following locations:

1. Monroe County Public Library 303 E Kirkwood Ave, Bloomington, IN 47408
2. INDOT Seymour District Office at 185 Agrico Lane, Seymour, IN 46274 or INDOT4U Toll Free Telephone Number: 855-463-6848
3. INDOT Seymour District Website: www.seymour.indot.in.gov

All interested persons may request a public hearing be held and/or express their concerns by submitting comments INDOT Customer Services at 855-463-6848 or www.indot4u.com on or before JULY 6, 2022.

In accordance with the Americans with Disabilities Act (ADA), persons and/or groups requiring project information be made available in alternative formats are encouraged to contact the INDOT (Specific District) for the arrangement and coordination of services. Please contact INDOT Customer Service at 855-463-6848 or www.indot4u.com. In accordance with Title VI of the Civil Rights Act of 1964, persons and/or groups requiring project information be made available in another language are encouraged to contact the INDOT (Specific District)

This notice is published in compliance with: 1) Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) stating, “Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program.”; 2) 23 CFR 450.210(a)(1)(ix) stating, “Provide for the periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested parties and revise the process, as appropriate.”; and 3) The *INDOT Project Development Public Involvement Procedures* approved by the Federal Highway Administration on July 7, 2021.

Draft Target Projections Each Year	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Total Number of FARS Fatalities	781	784	745	817	829	916	860	810	897	898	921	945
VMТ/(Hundred Million VMТ)	788.89	784.00	792.55	785.58	829.00	817.86	819.05	826.53	766.67	854.42	829.84	837.90
Rate of Fatalities (Per HMVMT)	0.990	1.000	0.940	1.040	1.000	1.120	1.050	0.980	1.170	1.051	1.110	1.128
Number of Serious Injuries **	3823	3453	3338	3434	3505	3388	3210	3062	3304	3513	3449	3413
Rate of Serious Injuries (Per HMVMT)	4.846	4.404	4.212	4.371	4.228	4.143	3.920	3.704	4.310	4.112	4.156	4.073
Number of Non Motorized Fatalites & Serious Inj.	405	389	371	385	386	372	405	336	397	447	408	410

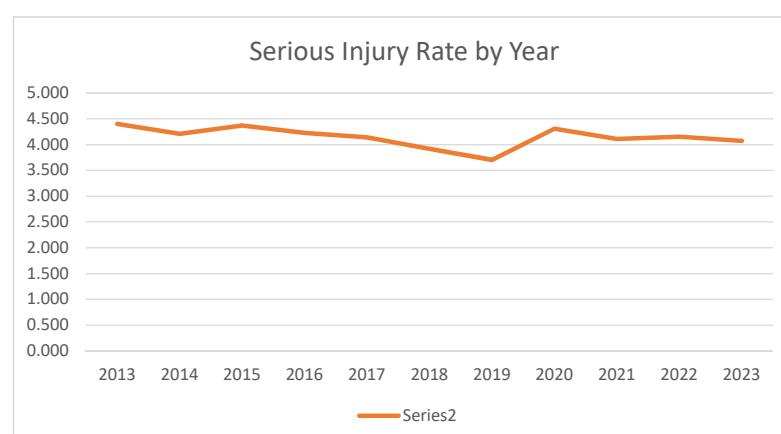
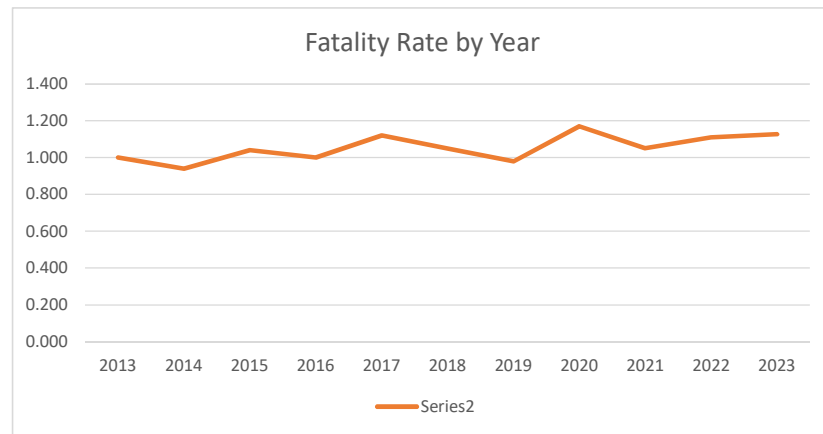
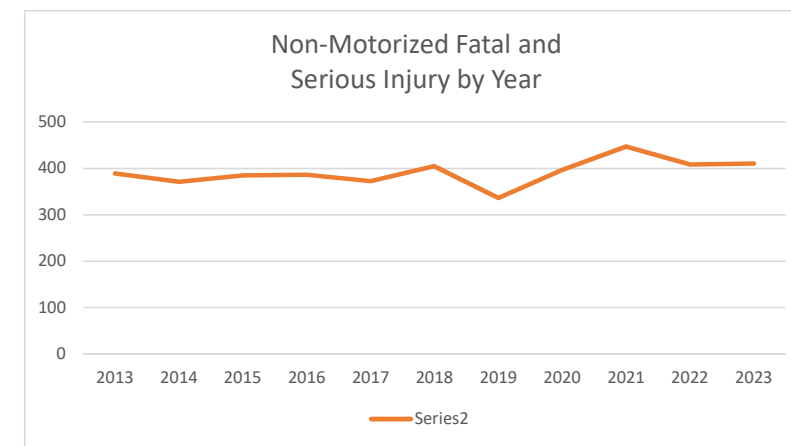
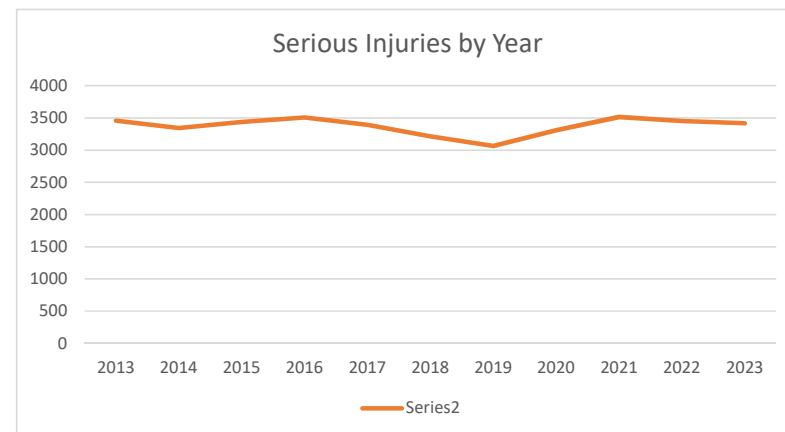
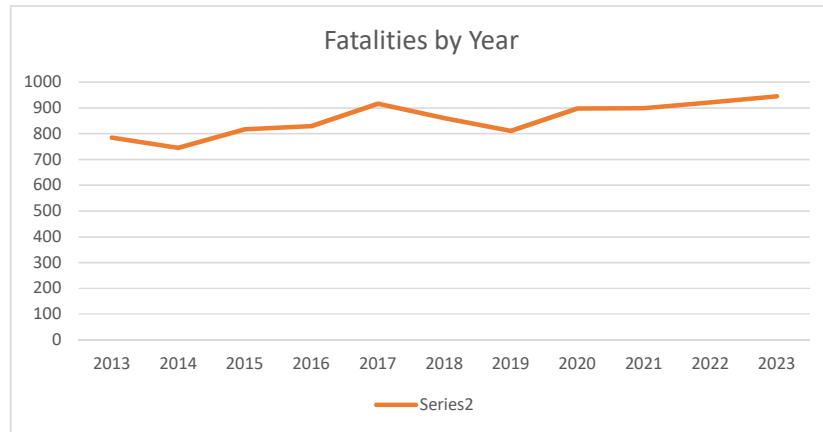
Projected
 Projeted
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 Calculated
 Forecast

FARS & FHWA
CALCULATED
PROJECTION
ARIES
INDOT ESTIMATED

* Rates are pending continued efforts to estimate VMT for 2022-2023

**Number of Serious Injuries: 2014-2019 (Estimate (0.072*Inj), 2020-2021 (Direct Count of Inj Nature Codes)

DRAFT Target Projections 5 Year Averages	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
Total Fatalities					791.2	818.2	833.4	846.4	862.4	876.2	877.2	894.2	<Target 1
VMТ/(Hundred Million VMТ)					796.00	801.80	808.81	815.60	811.82	816.90	819.30	823.07	<HMVMT
Rate of Fatalities (Per HMVMT)					0.994	1.020	1.030	1.038	1.064	1.074	1.072	1.088	<Target 2
Number of Serious Injuries**					3510.7	3423.8	3375.3	3319.9	3293.9	3295.5	3307.6	3348.1	<Target 3
Rate of Serious Injuries (Per HMVMT)					4.410	4.270	4.173	4.071	4.057	4.034	4.037	4.068	<Target 4
Number of Non Motorized Fatalites & Serious Inj.					387.2	380.6	383.8	376.8	379.2	391.4	398.6	399.6	<Target 5





Patrick Martin <martipa@bloomington.in.gov>

[cityhall-everyone] PRESS RELEASE: City to Update Street, Sidepath, Sidewalk, and Accessible Curb Ramp Condition Data

1 message

Andrew Krebs <andrew.krebs@bloomington.in.gov>
Reply-To: andrew.krebs@bloomington.in.gov
To: Andrew Krebs <andrew.krebs@bloomington.in.gov>
Bcc: city-everyone@bloomington.in.gov

Wed, Jun 1, 2022 at 10:01 AM

**FOR IMMEDIATE RELEASE:**

June 1, 2022

For more information, please contact:

Joe VanDeventer, Director of Street Operations
vandevj@bloomington.in.gov, or 812-349-3448

Andrew Krebs, Communications Director, Office of the Mayor
andrew.krebs@bloomington.in.gov or 812-349-3406

City to Update Street, Sidepath, Sidewalk, and Accessible Curb Ramp Condition Data

Bloomington, Ind. – The City of Bloomington Street Division is conducting a citywide assessment that will determine the current condition of streets, sidepaths, sidewalks, and accessible curb ramps. This project builds upon a similar effort that was last performed in 2017 by Public Works with the support of the Office of Innovation and will update the now five-year-old condition data for these important transportation assets.

The Board of Public Works approved a contract with the Infrastructure Management Services (IMS) Company in September of 2021 to undertake this project. Condition data and a variety of associated infrastructure metrics will be collected via a crew in a vehicle that incorporates Light Detection and Ranging (LIDAR) technology. LIDAR is more time-efficient than visual data collection alone and allows for real-time data collection while providing more uniform and accurate reporting.

The collected street pavement data will be utilized to update the current Pavement Condition Index (PCI) ratings for all of the City's 237 miles of public use streets. Staff will use these updated PCI ratings to prepare targeted improvements during the development of the City's annual paving schedule. An updated asset condition picture for the 29 miles of sidepaths and 236-mile-long sidewalk network, plus associated Americans with Disability Act compliant accessible curb ramps, is another major component of this project.

"Our City crews work hard every day taking care of the hundreds of miles of streets, sidepaths, and sidewalks in our community," said Mayor John Hamilton. "This new technology will allow us to provide even greater service in

the future. I greatly appreciate our Department of Public Works staff and all they do to keep our city running smoothly and our residents moving safely.”

This data will be utilized to directly assist in administering the City’s Sidewalk Repair Assistance Program, as well as to better target maintenance activities, identify areas of concern, and provide budget planning and direction for future non-motorized infrastructure improvements.

“We’re very excited to be using cutting-edge technologies that will provide us with a fresh look at the current conditions of our streets, sidepaths, sidewalks, and accessible curb ramps,” said Joe VanDeventer, Director of Street Operations. “Receiving this updated condition data is simply a game-changer. It really allows us to better plan and budget for maintenance and future improvements for both our motorized and non-motorized transportation networks.”

The project began in late April and data collection is on schedule to be completed by the end of September. A finalized condition data summary and statistics report is expected to be delivered by IMS in early 2023. The finished report will be available to the public on the B-Clear Open Data Portal, along with a host of other Street Division operations data and metrics, which can be found at data.bloomington.in.gov/.

###

Today's press release is available online at bloomington.in.gov/news/2022/05/31/5195.

ANDREW KREBBS *he/him/his*
COMMUNICATIONS DIRECTOR | OFFICE OF THE MAYOR

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CRASHES BY LOCATION 5-YEAR RANKS, AVERAGES, AND TOTALS - MONROE COUNTY

Intersection	JURISDICTION	OVERALL INTERSECTION RANK - 2015-2019	OVERALL AVERAGE INTERSECTION RANK - 2015-2019	JURISDICTION INTERSECTION RANK - 2015-2019	JURISDICTION AVERAGE INTERSECTION RANK - 2015-2019	OVERALL 5-YEAR TOTAL # OF CRASHES RANK - 2015-2019	5-YEAR AVERAGE # OF CRASHES - 2015-2019	5-YEAR TOTAL # OF CRASHES - 2015-2019
N CURRY PIKE & W VERNAL PIKE	MC	27	35.6	1	1.6	30	12.8	64
S WALNUT ST & S FAIRFAX RD / W CHURCH LN	MC	37	46.4	2	3.0	33	12.4	62
E RHORER RD & S WALNUT ST PIKE	MC	86	96.0	4	5.4	88	7.6	38
N CURRY PIKE & W WOODYARD RD	MC	77	88.2	3	5.4	90	7.4	37
S FAIRFAX RD & S WALNUT ST PIKE	MC	88	98.4	5	6.2	100	6.6	33
S WALNUT ST & E/W DILLMAN RD	MC	107	112.8	6	7.0	113	6.2	31
N SMITH PIKE & W WOODYARD RD	MC	113	118.0	7	7.4	113	6.2	31
S CURRY PIKE & W GIFFORD RD	MC	135	134.0	8	8.6	134	5.4	27
S FAIRFAX RD & E SCHACHT RD	MC	136	134.2	9	8.8	134	5.4	27
N CURRY PIKE & W JONATHAN DR	MC	143	137.6	10	8.4	134	5.4	27
S FAIRFAX RD & E DILLMAN RD / E RAYLETOWN RD	MC	151	141.6	11	8.6	144	5.0	25
N SMITH PIKE & W FOREST PARK DR	EL	165	154.6	12	11.0	162	4.4	22
S CURRY PIKE & W CONSITUTION AVE / LAMPLIGHTER MALL CT	MC	172	160.6	13	10.0	178	4.0	20
N HARTSTRAIT RD & W VERNAL PIKE	MC	217	182.6	14	13.2	209	3.2	16
S ROGERS RD & W GORDON PIKE	MC	242	197.2	15	14.0	239	2.6	13
S ROCKPORT RD & W HENNESSEY ST	MC	250	201.6	16	13.4	248	2.4	12
S WALNUT ST & W WAYSIDE RD	MC	262	210.6	18	15.0	252	2.2	11
E SAMPLE RD & N WAYPORT RD	MC	261	209.4	17	14.0	262	1.8	9
S/W LEONARD SPRINGS RD & W FULLERTON PIKE	MC	266	219.2	19	14.4	264	1.6	8

Source: BMCMPD

CRASHES BY LOCATION 5-YEAR RANKS, AVERAGES, AND TOTALS - CITY OF BLOOMINGTON

Intersection	JURISDICTION	OVERALL INTERSECTION RANK - 2015-2019	OVERALL AVERAGE INTERSECTION RANK - 2015-2019	JURISDICTION INTERSECTION RANK - 2015-2019	JURISDICTION AVERAGE INTERSECTION RANK - 2015-2019	OVERALL 5-YEAR TOTAL # OF CRASHES RANK - 2015-2019	5-YEAR AVERAGE # OF CRASHES - 2015-2019	5-YEAR TOTAL # OF CRASHES - 2015-2019
S WALNUT ST & W COUNTRY CLUB DR / E WINSLOW RD	COB	9	11.8	1	2.0	13	22.6	113
E 3RD ST & S SWAIN AVE	COB	13	20.0	2	5.4	17	18.4	92
E 3RD ST & S JORDAN AVE	COB	14	21.8	3	5.2	18	17.8	89
S WALNUT ST & E/W GRIMES LN	COB	19	26.8	4	7.8	24	15.0	75
E 10TH ST & N JORDAN AVE	COB	23	30.6	5	9.0	25	14.6	73
E 10TH ST & N UNION ST	COB	24	31.6	6	9.6	27	14.0	70
W 2ND ST & S PATTERSON DR	COB	25	32.4	7	9.2	29	13.2	66
E/W 10TH & N COLLEGE AVE	COB	30	40.8	8	16.2	28	14.0	70
S WALNUT ST & E RHORER RD / W GORDON PIKE	COB	31	41.0	9	15.2	26	14.4	72
E COVENANTER DR & S COLLEGE MALL RD	COB	33	41.4	10	14.6	38	11.6	58
W 17TH ST & N KINSER PIKE / N MADISON ST	COB	36	45.4	11	17.2	37	11.8	59
N/S COLLEGE AVE & W KIRKWOOD AVE	COB	39	47.4	12	18.6	40	11.4	57
W 2ND ST & S COLLEGE AVE	COB	41	50.6	13	19.8	46	10.8	54

W 3RD ST / S ADAMS ST & S PATTERSON DR	COB	42	50.8	14	19.4	49	10.6	53
E/W 7TH ST & N WALNUT ST	COB	43	51.0	15	20.2	46	10.8	54
W 3RD ST & S COLLEGE AVE	COB	45	54.8	16	23.4	40	11.4	57
S WALNUT ST & E MILLER DR	COB	47	56.4	17	22.4	54	9.6	48
N/S WALNUT ST & E/W KIRKWOOD AVE	COB	48	58.0	18	25.0	49	10.6	53
S HENDERSON ST / S INDIANA AVE & E ATWATER AVE	COB	50	59.6	19	25.4	54	9.6	48
W BLOOMFIELD RD & S OAKDALE DR / S BASSWOOD DR	COB	51	61.6	20	26.6	54	9.6	48
E 17TH ST & N JORDAN AVE	COB	52	63.0	21	29.4	60	9.4	47
W 2ND ST & S ROGERS ST	COB	53	63.4	22	27.4	65	9.0	45
E 3RD ST & S HIGHLAND AVE	COB	54	64.4	23	29.2	51	9.8	49
W 3RD ST & S LANDMARK DR	COB	55	64.6	24	28.0	61	9.2	46
W KIRKWOOD AVE & S/N ROGERS ST	COB	57	67.8	25	30.4	54	9.6	48
S WALNUT ST PIKE & E WINSLOW RD	COB	62	74.4	26	33.8	68	8.6	43
W 3RD ST & S FRANKLIN RD / S WYNNEDALE DR	COB	63	76.2	27	36.2	61	9.2	46
E/W 3RD ST & S WALNUT ST	COB	66	78.6	28	37.6	46	10.8	54
E 3RD ST & S WOODLAWN AVE	COB	67	80.4	29	38.4	77	8.0	40
N JORDAN AVE & E LAW LN	COB	69	81.4	30	38.8	77	8.0	40
S LIBERTY DR & W CONSTITUTION AVE	COB	70	82.4	31	40.0	72	8.2	41
E 2ND ST & S COLLEGE MALL RD	COB	72	83.0	32	40.0	68	8.6	43
W 3RD ST & S CORY DR	COB	73	84.2	33	40.2	77	8.0	40
E 3RD ST & S DUNN ST / E ATWATER AVE (2 INTERSECTIONS)	COB	74	85.4	34	42.2	82	7.8	39
E 3RD ST & S GRANT ST	COB	76	87.8	35	42.2	72	8.2	41
E 10TH ST & N SUNRISE DR	COB	78	89.0	36	43.4	72	8.2	41
E WINSLOW RD & S HENDERSON ST	COB	78	89.0	36	43.8	82	7.8	39
E MOORES PIKE & S SARE RD / S COLLEGE MALL RD	COB	80	89.4	38	43.2	93	7.2	36
W 6TH ST & N COLLEGE AVE	COB	82	91.6	39	44.8	77	8.0	40
E 3RD ST & S FESS AVE	COB	83	93.8	40	45.4	82	7.8	39
E/W 14TH ST & N WALNUT ST	COB	84	95.6	41	48.2	90	7.4	37
E 17TH ST & N FEE LN	COB	87	98.2	42	49.0	95	6.8	34
S WALNUT ST & E BURKS DR	COB	92	102.2	43	53.8	95	6.8	34
W 1ST ST & S COLLEGE AVE	COB	93	104.2	44	53.6	77	8.0	40
E 3RD ST & S WOODSCREST DR / S HILLSIDE DR	COB	94	104.6	45	52.4	107	6.4	32
E 3RD ST & S JEFFERSON ST	COB	97	106.4	46	54.6	95	6.8	34
E 10TH ST & JEFFERSON ST	COB	98	106.6	47	56.6	100	6.6	33
E/W 10TH ST & N WALNUT ST	COB	99	107.6	48	53.8	100	6.6	33
E 7TH ST & N JORDAN AVE	COB	100	107.8	49	55.6	100	6.6	33
S JORDAN AVE & E JONES AVE	COB	101	108.0	50	55.8	95	6.8	34

Source: BMCMPPO

BMCMPPO Complete Streets Policy Update (2022)

10 Elements of a "Complete" Complete Streets Policy: Smart Growth America Recommendations vs BMCMPPO Policy

Updates and best practices needed from BMCMPPO Plans to improve current CSP

Smart Growth America (SGA) Recommendations for Complete Streets Policy Organization	Current Version of BMCMPPO Complete Streets Policy (2018) incorporates model SGA Methodology and Model Policy Language	CSP - Complete Streets Policy (2018) - Aspects to carry over from current plan and/or expand upon	MTP - 2045 Metropolitan Transportation Plan (2020)	TIP - Transportation Improvement Program (FY 2022-2026) including TIP Project Application Form	UPWP - Unified Planning Work Program - Planning Emphasis Areas (FY 2023-2024)	CHSTP - Coordinated Human Services Transportation Plan (2022)	CR - 2015-2019 Crash Report (2021)
1. Vision and Intent: Acknowledges importance of how Complete Streets contribute to building a comprehensive transportation network, and states a commitment to integrate Complete Streets approach into transportation practices, policies, and decision-making processes	Yes	Needs updating	Yes	Yes	Yes		
2. Diverse Users: Ensures that Complete Streets are intended to benefit all users equally, particularly vulnerable users and the most underinvested in and underserved communities, and that all transportation choices should be safe, convenient, reliable, affordable, accessible, and timely regardless of race, age, income, access to a personal vehicle and other socioeconomic statuses	Somewhat	Needs major updating	Yes	Yes	Yes	Yes	
3. Commitment in All Projects and Phases: Includes that the ideal Complete Streets Policy has a strong commitment that all transportation projects and maintenance operations account for the needs of all modes of transportation and all users of the roadway network	No	Needs inclusion	Yes	Yes	Yes	Yes	
4. Clear, Accountable Exceptions: Includes that an effective implementation of the Complete Streets Policy requires a process for exceptions to providing for all modes in each project, as well as that the exception process must also be transparent by providing public notice with opportunity for comment by providing clear, supportive documentation justifying the exception	Yes	Meets SGA recommendations					
5. Jurisdiction: Aims to influence the actions of Local Public Agencies (LPAs), as well as actions through interagency collaboration, through policy that clearly notes that projects address how they will account for the needs of all modes and users, and aims to influence project coordination and connectivity	No	Needs inclusion	Yes	Yes	Yes	Yes	Yes
6. Design: Strives to create meaningful change on the ground at both the project level and in the creation of a complete, multimodal transportation network, and requires that jurisdictions create or update existing design guidance and standards to advance funded projects to full compliance per the Complete Streets Policy	Somewhat	Partially meets SGA recommendations, but needs updating	Yes	Yes	Yes	Yes	
7. Land Use and Context Sensitivity: Aims to prioritize and select transportation projects that will serve current and future land use, including the recommendation of using place-based street typologies, requiring the consideration of community context as a factor in decision-making, and specifies the need to mitigate unintended consequences such as involuntary displacement and negative environmental impacts	Somewhat	Needs updating	Yes	Yes		Yes	
8. Performance Measures: Strives to measure long range Complete Streets Policy performance through specific performance measurements including but not limited to safety, equity, environmental impacts, and public engagement, and requires that performance measures be released publicly and assigns responsibility for the collection and publication of performance measures to specific individuals, agencies, or committees	Yes	Partially meets SGA recommendations, but needs updating	Yes	Yes	Yes	Yes	Yes
9. Project Selection Criteria: Establishes specific project selection criteria and weighting to encourage funding prioritization for Complete Streets implementation, and specifically addresses how equity will be embedded in project selection criteria, as well as addresses how impacts on health, safety, climate change, and multimodal networks will be emphasized	Yes	Partially meets SGA recommendations, but needs major updating	Yes	Yes	Yes	Yes	Yes
10. Implementation Steps: Requires that related procedures, plans, regulations, and other processes be revised within specified timeframes, and creates a public participation plan with specific strategies for who, when, and how they will approach public engagement in the project selection, design, and implementation process, as well as addresses how the jurisdiction will overcome barriers to engagement for underrepresented communities	Somewhat	Partially Meets SGA recommendations, but needs major updating	Yes	Yes	Yes	Yes	



FY 2022 - 2026 Transportation Improvement Program Project Request Form

(Please return form fully completed by April 30, 2021)

Mail: Bloomington - Monroe County MPO
401 N Morton Street, Suite 130
Bloomington, Indiana 47402

Email: clemensr@bloomington.in.gov

Fax: (812) 349-3530

Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): N/A
Phone: 812-524-3961
Email: bfischvogt@indot.in.gov

Section 2: Verification

I hereby certify that the information submitted as part of this form is complete and accurate. Furthermore, if applicable, I certify that the project complies with the BMCMPPO Complete Streets Policy.

bfischvogt@indot.in.gov

Employee in Responsible Charge (ERC)

06-22-22

Date

Section 3: Project Information

A. Project Name: Superstructure replacement on Eagleson Avenue over Indiana RR Co

B. Is project already in the TIP?
 Yes No

C. DES # (if assigned): 2200146

D. Project Location (detailed description of project termini): Eagleson Avenue over Indiana RR Co.

E. Please identify the primary project type (select only one):

- Bicycle & Pedestrian
- Bridge**
- Road – Intersection
- Road – New/Expanded Roadway
- Road – Operations & Maintenance
- Road – Reconstruction/Rehabilitation/Resurfacing
- Sign
- Signal
- Transit

F. Project Support (local plans, LRTP, TDP, etc.):

G. Allied Projects:

H. Does the Project have an Intelligent Transportation Systems (ITS) component?

- Yes **No**

If yes, is the project included in the MPO's ITS Architecture?

- Yes **No**

I. Anticipated Letting Date: **01/14/2026**

Section 4: Financial Plan

Identify all anticipated costs for all phases of the project, including any costs anticipated in years beyond the scope of this TIP. All phases must incorporate a four percent (4%) per year inflation factor per BMCMPPO policy. All CN phases must include an appropriate amount of funding for construction inspection in addition to project construction costs.

Note: Fiscal Year 2022 begins on July 1, 2021 and ends on June 30, 2022.

Phase	Funding Source	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Outlying Years
PE	Local	\$	\$ 87,000	\$	\$	\$	\$
	Local Bridge	\$	\$ 348,000	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	Local	\$	\$	\$	\$	\$ 500,000	\$
	Local Bridge	\$	\$	\$	\$	\$ 2,000,000	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$	\$ 435,000	\$	\$	\$ 2,500,000	\$

Section 5: Complete Streets Policy

A. Select one of the following:

- Compliant** - This project is subject to the Complete Streets Policy because it involves the new construction or reconstruction of local roadways that will use federal funds through the BMCMPPO for any phase of project implementation. *Additional Information items 1-8 (below) must be submitted for Compliant projects.*
- Not Applicable** - This project is not subject to the Complete Streets Policy because it is a transit project, a non-roadway project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, or is a project that uses federal funds for which the BMCMPPO does NOT have programming authority. *No Additional Information items (below) have to be provided for projects to which the Complete Streets Policy does not apply.*
- Exempt** – The LPA is requesting that this project be exempted from the Complete Streets Policy due to certain circumstances or special constraints, as detailed in Section IV of the Complete Streets Policy. Please provide a detailed explanation of why the project should be exempted. *Additional Information items 1, 4-8 (below) must be submitted for Exempt projects.*

Justification for Exemption: This is a superstructure replacement project

B. Additional Information:

Attach to this application form the following information as required by the Complete Streets Policy. If any items are unknown at the time of application, the applicant may indicate that “specific information has not yet been determined.” Any required information not provided at the time of this application must be reported to the MPO as soon as it becomes available.

- 1) Detailed Scope of Work – Provide relevant details about the project that would be sufficient to use when seeking consulting services (detailed project description, vehicular elements, non-vehicular elements, new construction/reconstruction).
- 2) Performance Standards – List specific performance standards for multimodal transportation, including, but not limited to transit, pedestrian, bicycle, and automobile users, ADA and Universal Design, environmental, utilities, land use, right of way, historic preservation, maintenance of services plan, and any other pertinent design component in relation to current conditions, during implementation/construction, and upon project completion.
- 3) Measurable Outcomes – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.).
- 4) Project Timeline – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date.
- 5) Key Milestones – identify key milestones (approvals, permits, agreements, design status, etc.).
- 6) Project Cost – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.
- 7) Public Participation Process – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.).

- 8) Stakeholder List – Identify the key parties/agencies/stakeholders/interest groups anticipated to be engaged during project development and their respective purpose for being on the list.