



TECHNICAL ADVISORY COMMITTEE

September 27, 2023

10:00 – 11:30 a.m.

Bloomington City Hall - Council Chambers and Virtual Location via Zoom

Join Zoom Meeting

<https://bloomington.zoom.us/j/8657231124?pwd=VG9sQWZsNTZpU1ZBa0lzdjJSNkQ5dz09>

Meeting ID: 865 723 1124

Passcode: BMCMPPO

Dial by your location

+1 312 626 6799 US (Chicago)

Find your local number: <https://bloomington.zoom.us/u/ky1ihyfjN>

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.

The City is committed to providing equal access to information. However, despite our efforts, at times, portions of our board and commission packets are not accessible for some individuals. If you encounter difficulties accessing material in this packet, please contact the Melissa Hirtzel at hirtzelm@bloomington.in.gov and provide your name, contact information, and a link to or description of the document or web page you are having problems with.

- I. Call to Order and Introductions
- II. Approval of Meeting Agenda*
- III. Approval of Minutes*
 - a. August 23, 2023
- IV. Communications from the Chair and Vice Chair
- V. Reports from Officers and/or Committees
- VI. Reports from the MPO Staff
 - a. Regulation of after-market exhaust systems of vehicles
 - b. Urban area boundary based on 2020 Census data
 - c. INDOT FY 2024 - 2028 STIP Approval
- VII. Old Business
 - a. 2023 Indiana MPO Conference
- VIII. New Business
 - a. FY 2024-2028 TIP Amendments*
 - (1) DES#1802977 - Fullerton Pike, Phase III, Roadway
 - (2) DES#1900493 - Pedestrian Trail Crossing Improvements
 - b. BMCMPPO FY 2024 Complete Streets Policy - Draft
- 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*)
 - a. Communications
 - b. Topic Suggestions for Future Agendas

- XI. Upcoming Meetings
 - a. Policy Committee - October 6, 2023 at 1:30 p.m. (Hybrid)
 - b. Technical Advisory Committee - October 25, 2023 at 10:00 a.m. (Hybrid)
 - c. Citizens Advisory Committee - October 25, 2023 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.



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Members Present: John Baeten, Meghan Blair, Patrick Carpenter (V), Neil Kopper (P), John Connell*, Jane Fleig, Jackie Jelen*, Lisa Salyers (P), Nate Nickel, Linnea Wellings (P), Scott Robinson, Paul Satterly, Rex Vint (P), Steve Cotter (P)*, Cheryl Gilliland (P), Kelli Witmer

* = individual arrived late, so some votes do not have full attendance, however the meeting in entirety met quorum

Staff Present: Rachael Sargent, Pat Martin

I. Call to Order and Introductions

II. Approval of Meeting Agenda*

****Scott Robinson moved for approval of the meeting agenda. John Baeten seconded.**

Motion passed by a roll call vote (12-0).*

III. Approval of Minutes*

a. June 28, 2023

****John Baeten moved for approval of the meeting minutes. Neil Kopper seconded. Motion passed by a roll call vote (12-0).***

IV. Communications from the Chair and Vice Chair

a. Paul Satterly provided update on several projects including the Bicentennial Trail (under construction), Karst Farm Trail Connector (scheduled letting in January 2024), Vernal Pike Connector (scheduled letting in December 2023), Fullerton Pike (scheduled letting in December 2023).

- b. Nate Nickel provided several updates including Winslow and the Community Crossings grant, City-wide budget process (beginning next week).

V. Reports from Officers and/or Committees

- a. None

VI. Reports from the MPO Staff

- a. Updated 2023 MPO Meeting Schedules
 - b. BMCMPPO FY 2024 Unified Planning Work Program (UPWP) Approval
 - (1) Bipartisan Infrastructure Law 2.5% Complete Streets Requirement
 - c. BMCMPPO FY 2024-2028 Transportation Improvement Program (TIP) Approval
 - d. BMCMPPO FY 2050 Metropolitan Transportation Plan (MTP) - Status Report
 - e. CY 2023 Indiana Metropolitan Planning Organization Annual Conference
- Rachael Sargent provided updates from the MPO Staff.

VII. Old Business

VIII. New Business

- a. FY 2022-2026 TIP Amendments and FY 2024-2028 TIP Amendments*
 - (1) DES#1700198 - SR 45-46 0.2 miles E of I-69 (Arlington Road) to 0.93 miles E of I-69 (Kinser Pike)
 - (2) DES#2300671 - Protect Program Development for Infrastructure Investment & Jobs Act
 - (3) DES#2200146 - Eagleson Avenue Bridge Replacement over The Indiana Rail Road
 - (4) DES# 1900399 - 1st Street Reconstruction and Safety Improvements
 - (5) DES# TBD - Covenanter Protected Bike Lanes and Intersection Improvements
 - (6) DES# TBD - Go Bloomington, Transportation Demand Management (TDM) program for Bloomington and Monroe County
 - (7) DES# 2200021 - Downtown Curb Ramps Phase 4

Pat Martin presented the FY 2022-2026 TIP amendments and the FY 2024-2028 TIP amendments. Discussion ensued.

****Scott Robinson moved for approval of the FY 2022-2026 TIP Amendments and FY 2024-2028 TIP Amendments. Neil Kopper seconded. Motion passed by a roll call vote (14-0-1).***
- b. BMCMPPO FY 2024 Complete Streets Policy - Proposed Update and Discussion
Rachael Sargent provided an update with the Complete Streets policy.

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*)

- a. Communications
- b. Topic Suggestions for Future Agendas

- (1) John Baeten requested a discussion on the regulation of after-market exhaust systems of vehicles.
- (2) Jackie Jelen requested a discussion and update on the 2020 Census urbanization map and the smoothing process.

XI. Upcoming Meetings

- a. Policy Committee - September 8, 2023 at 1:30 p.m. (Hybrid)
- b. Technical Advisory Committee - September 27, 2023 at 10:00 a.m. (Hybrid)
- c. Citizens Advisory Committee - September 27, 2023 at 6:30 p.m. (Hybrid)

XII. Adjournment

**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

September 1, 2023

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

SUBJECT: Indiana FY2024-2028 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 FY2024-2028 Indiana Statewide Transportation Improvement Program (INSTIP), which was submitted by the Indiana Department of Transportation (INDOT) request letter dated August 23, 2023.

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 FY2024-2028 STIP, including the Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIPs) incorporated into the STIP by reference, 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 FY2024-2028 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 FY2024-2028 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 September 1, 2023 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.

If you have questions or need additional information concerning our approval and the FPF, please contact Ms. Erica Tait of the FHWA Indiana Division at (317) 226-7481, or by email at erica.tait@dot.gov, or Mr. Tony Greep of the FTA Region 5 Office at (312) 353-1646, or by email at anthony.greep@dot.gov.

Sincerely,

**KELLEY
BROOKINS** Digitally signed by
KELLEY BROOKINS
Date: 2023.08.31
17:33:15 -05'00'

Kelley Brookins
Regional Administrator
FTA Region V

Sincerely,

**JERMAINE
R HANNON** Digitally signed by
JERMAINE R HANNON
Date: 2023.09.01
11:46:31 -04'00'

Jermaine R. Hannon
Division Administrator
FHWA Indiana Division



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-Executive Office
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

August 28, 2023

Mr. Jermaine R. Hannon, Division Administrator
FHWA Indiana Division
575 North Pennsylvania St., Room 254
Indianapolis, IN 46204

Ms. Kelley Brookins, Regional Administrator
FTA Region 5
200 West Adams St.
Suite 320
Chicago, IL 60606-5253

Dear Mr. Hannon /Ms. Brookins:

The Indiana Department of Transportation is pleased to submit its FY 2024-2028 Statewide Transportation Improvement Program (STIP) for review and approval by your offices.

Included in the final submitted document is a listing of the state's expansion/preservation and local small urban and rural and rural transit projects. The following Metropolitan Planning Organization TIPs will be included in the FY 2024-2028 STIP by reference.

- | | |
|---|--------------|
| Area Plan Commission of Tippecanoe County (APCTC) | FY 2024-2028 |
| <ul style="list-style-type: none">• https://www.tippecanoe.in.gov/DocumentCenter/View/40728/FY-2024-2028-TIP-including-0-amendments | |
| Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) | FY 2024-2028 |
| <ul style="list-style-type: none">• https://bloomington.in.gov/sites/default/files/2023-08/BMCMPPO%20FY%202024%20-%202028%20TIP%20-%2006-30-23%20-%20ADOPTED%20FINAL.pdf | |
| Columbus Area Metropolitan Planning Organization (CAMPO) | FY 2024-2028 |
| <ul style="list-style-type: none">• https://www.columbus.in.gov/planning/tip/ | |
| Delaware-Muncie Metropolitan Plan Commission (DMMPC) | FY 2022-2025 |
| <ul style="list-style-type: none">• <i>Including Amendments/modifications through 2/14/23</i>• https://www.co.delaware.in.us/egov/documents/1692987897_47263.pdf | |
| Evansville Metropolitan Planning Organization (EMPO) | FY 2024-2028 |
| <ul style="list-style-type: none">• http://www.evansvillempo.com/Docs/TIP/TIP_2024-2028/TIP_2024-2028.pdf | |
| Kokomo-Howard County Governmental Coordinating Council (KHCGCC) | FY 2022-2026 |
| <ul style="list-style-type: none">• <i>Including Amendments/modification through 7/28/23</i>• https://www.kokomompo.com/project/tip-2020-2024/ | |

www.in.gov/dot/

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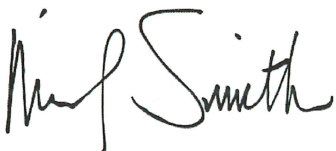


Kentuckiana Regional Planning and Development Agency (KIPDA)	FY 2023-2026
<ul style="list-style-type: none"> • https://www.kipda.org/wp-content/uploads/2023/05/FY2023-TIP-FINAL-5-25.pdf 	
Indianapolis Metropolitan Planning Organization (IMPO)	FY 2024-2027
<ul style="list-style-type: none"> • https://www.indympo.org/whats-underway/irtip 	
Michiana Area Council of Governments (MACOG)	FY 2024-2028
<ul style="list-style-type: none"> • http://www.macog.com/docs/transportation/tip/approved/fy2028tip_projects.pdf 	
Madison County Council of Governments (MCCOG)	FY 2022-2026
<ul style="list-style-type: none"> • <i>Including Amendments/modifications through 7/28/23</i> • https://irp.cdn-website.com/65a760a0/files/uploaded/TIP%202022-2026%20-%20updated%205-1-23.pdf 	
Northeastern Indiana Regional Coordinating Council (NIRCC)	FY 2024-2028
<ul style="list-style-type: none"> • https://www.nircc.com/uploads/1/2/9/8/129837621/final_2024-2028_tip_5-25-23.pdf 	
Northwestern Indiana Regional Planning Commission (NIRPC)	FY 2022-2026
<ul style="list-style-type: none"> • <i>Including Amendments/modifications through 7/25/23</i> • https://nirpc.org/2040-plan/mobility/transportation-improvement-program/ 	
Ohio-Kentucky-Indiana Regional Council of Governments (OKI)	FY 2024-2027
<ul style="list-style-type: none"> • https://www.oki.org/transportation-planning/transportation-improvement-program-tip/ 	
Terre Haute Area Metropolitan Planning Organization (THAMPO)	FY 2024-2028
<ul style="list-style-type: none"> • https://www.terrehauteampo.com/images/THAMPO_2024_2028_AdoptionTIP.pdf 	

In addition, INDOT has expanded our public involvement process by taking advantage of virtual meeting techniques and allowing accessibility to online documents, materials, virtual meeting registration, recorded virtual meetings, and comment forms. INDOT also leveraged our planning partner contacts (MPOs, RPOs, LTAP), social media, and notifications sent to local libraries, housing authorities, senior aging centers, and local newspapers across the state.

We greatly appreciate FHWA/FTA support in the development of the STIP 2024-2028 and look forward to working together to achieve our mutual goals. Should you have any questions pertaining to this amendment, please contact April Leckie, STIP Administration at 317-232-5466 or at aleckie@indot.in.gov.

Sincerely,



Michael Smith, Commissioner
Indiana Department of Transportation

cc: (w/enclosure): Angelica Salgado, FTA
Cecilia Crenshaw, FTA
Erica Tait, FHWA
Lyndsay Quist, INDOT
Kristin Brier, INDOT
Kathy Eaton-McKalip, INDOT
Louis Feagans, INDOT

April Leckie, INDOT
Roy Nunnally, INDOT
Larry Buckel, INDOT
Jay Mitchell, INDOT
Jason Casteel, INDOT
Michael McNeil, INDOT



FY 2024 - 2028 Transportation Improvement Program Project Request Form

(Please return fully completed form by February 10, 2023)

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
- _____

Employee in Responsible Charge (ERC): Lisa Ridge, Highway Director
Phone: 812-349-2555
Email: ljridge@co.monroe.in.us

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.

Lisa Ridge

9-13-2023

Employee in Responsible Charge (ERC)

Date

Section 3: Project Information

- A. Project Name: Fullerton Pike, Phase III, roadway
- B. Is project already in the TIP?
 Yes No
- C. INDOT DES# or INDOT Office of Transit ID# (if assigned): #1802977
- D. Project Location (detailed description of project termini if applicable): 500' west of Rogers Street to Rockport Road

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
- Public Transit
- Other (Specify) _____

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

Monroe County Comprehensive Plan, Monroe County Urbanizing Area Plan, Monroe County SR 37 Corridor Plan, Monroe County Thoroughfare Plan, 2040 Metropolitan Transportation Plan of the BMCMPO.

G. Allied Projects: Completion of Fullerton Pike Phase I and II. Completion of INDOT I69 Corridor project through Monroe County.

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: 7/12/2023

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 BMCMPO policy. All CN phases must include an appropriate amount of funding for construction inspection in addition to project construction costs.

Note: Fiscal Year 2024 begins on July 1, 2023 and ends on June 30, 2024.

Phase	Funding Source	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Outlying Years
PE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE	STBG	\$ 0.00	\$	\$	\$	\$	\$
	Local	\$757,101.00	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	STBG	\$2,750,133.00	\$	\$	\$	\$	\$
	Local	\$3,306,672.00	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$ \$6,813,906.00	\$	\$	\$	\$	\$

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:

B. Additional Required Information:

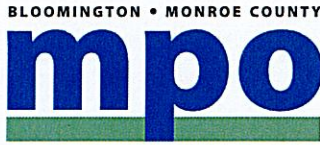
Please attach to this application form or provide the following information below as required by the Complete Streets Policy to expedite processing of this project request. If any items are unknown at the time of application, the applicant may indicate that “specific information has not yet been determined.” 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).
Please see attached detailed description of the project.
- 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.

All phases of this project have included all ADA compliancy and improving all modes of transportation, including bicyclists and pedestrians by providing multi-use paths and sidewalks. All environmental processes have been followed throughout the whole corridor. The multi-use path included in the project will provide significant multimodal connectivity benefits with existing trail networks, by providing direct east/west access to the north/south Bloomington Rail Trail and Clear Creek Trail.

- 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.). The project was planned for many years to be a southwest connection to I69. The purpose of the project is to provide connectivity in the southern portion of the county.
- 4) **Project Timeline** – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date. The project is set for letting in July 2023. The project will take approximately 18-24 months to be completed.
- 5) **Key Milestones** – identify key milestones (approvals, permits, agreements, design status, etc.). All permits have been applied for and approved. All project timelines have been met from design, to right-of-way to construction to keep the project on target for the projected letting date. All contracts have been completed and approved.
- 6) **Project Cost** – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above. Monroe County has been committed to see the completion of the project by providing all the necessary funding for the project. 60% of the design cost was paid from various funding sources for the project. 50% of the right-of-way costs were paid from county funds also. The county has committed these funds to see the project to completion.
- 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.). Monroe County has held numerous public meetings for several years for this project. The first phase of this project began in 2008, however the original concept of the project dates as far back as 1995 in the Monroe County Thoroughfare Plan that was adopted that year.
- 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. Bloomington Monroe County MPO, Monroe County Council, Monroe County Commissioners, Monroe County Redevelopment Commission and INDOT.

Source: Bloomington-Monroe County Metropolitan Planning Organization, 01-06-23.



FY 2024 - 2028 Transportation Improvement Program Project Request Form

Mail: Bloomington - Monroe County MPO
401 N Morton Street, Suite 130
Bloomington, Indiana 47402
Email: rachael.sargent@bloomington.in.gov
Tel: (812) 349-3588
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
- _____

Employee in Responsible Charge (ERC): Lisa Ridge, Highway Director
Phone: 812-349-2555
Email: ljridge@co.monroe.in.us

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.

Lisa Ridge

9-20-23

Employee in Responsible Charge (ERC)

Date

Section 3: Project Information

- A. Project Name: Pedestrian Trail Crossing Improvements
- B. Is project already in the TIP?
 Yes No
- C. INDOT DES# or INDOT Office of Transit ID# (if assigned): #1900493
- D. Project Location (detailed description of project termini if applicable): This project is to improve the pedestrian crossings at various locations around the county with flashing beacons. The installations will be installed at City of Bloomington and Monroe County Trail crossing locations.

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
- Public Transit
- Other (Specify) _____

F. Project Support (local plans, LRTP, TDP, etc.):
Alternative Transportation Plan for Monroe County

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: 2/15/2024

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 BMCMPO policy. All CN phases must include an appropriate amount of funding for construction inspection in addition to project construction costs.

Note: Fiscal Year 2024 begins on July 1, 2023 and ends on June 30, 2024.

Phase	Funding Source	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Outlying Years
PE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE	HSIP	\$22,500.00	\$	\$	\$	\$	\$
	Local	\$2,500.00	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	HSIP	\$ 154,328.00	\$	\$	\$	\$	\$
	Local	\$24,100.00	\$	\$	\$	\$	\$
	STBG	\$ 56,512.00	\$	\$	\$	\$	\$
Totals:		\$ 259,940.00	\$	\$	\$	\$	\$

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:

B. Additional Required Information:

Please attach to this application form or provide the following information below as required by the Complete Streets Policy to expedite processing of this project request. 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).

The project involves the installation of Rectangular Rapid Flashing Beacons (RRFBs) at seven existing multi-use path road crossings, located within Monroe County. The RRFB's will be pushbutton-actuated, and will be ADA-compliant. The following locations will receive this system:

- 1) Clear Creek Trail @ Rockport Road
- 2) Clear Creek Trail @ W That Road
- 3) Clear Creek Trail @ Victor Pike
- 4) Bloomington Rail Trail @ Rogers Street
- 5) Bloomington Rail Trail @ W That Road
- 6) Limestone Greenway @ Church Lane
- 7) Limestone Greenway @ Dillman Road

The objective of this project is to improve crossing safety. Currently, the crossings are addressed with warning signage.

- 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.

The design will adhere to PROWAG, Indiana Department of Transportation Design Manual ,and FHWA/AASHTO Guidelines.

- 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.).

This project will improve pedestrian crossing safety by increasing awareness of crossing pedestrians. Additionally, the project will reduce accident rates near the crosswalks, as all approaching vehicles will have increased awareness of potentially stopped vehicles (reduce rear end crashes).

- 4) **Project Timeline** – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date.

Consultant Selection: Complete

Public Participation: Not required (this is a CE Level 1)

Design: 7/27/22-4/3/23

Right-of-Way Acquisition: No R/W Req'd

Construction: 3/1/24-6/1/24

Completion: 6/1/24

- 5) **Key Milestones** – identify key milestones (approvals, permits, agreements, design status, etc.).

Approvals: INDOT Design Approval will be Completed as a part of the Stage 3 and Tracings

Submittals (see dates above)

Permits: No Permits Required

Agreements: Design Agreement is Complete

Inspection Agreement Anticipated be Complete by Fall/23 (Tracings Due Date)

Design Status: Design is 100% Complete

- 6) **Project Cost** – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.

No other cost considerations.

- 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.).

The project will be limited to safety enhancements at existing facilities, within the existing right-of-way. No public participation is planned.

- 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.

Monroe County Board of Commissioners, Monroe County Council, Monroe County Parks and Recreation Department

Source: Bloomington-Monroe County Metropolitan Planning Organization, 09-12-23.



BMCMPO Nov. 2018 Complete Streets Policy Feedback

Element 2

2A

Criteria: This definition may be quantitative (i.e. neighborhoods with X% of the population without access to a vehicle or where the median income is below a certain threshold) or qualitative (i.e. naming specific neighborhoods).

Feedback: though the glossary does mention Priority Groups, the definition is not measurable

2B

Criteria: The policy language requires the jurisdiction to "prioritize" underinvested and underserved communities. This could include neighborhoods with insufficient infrastructure or neighborhoods with a concentration of people who are disproportionately represented in traffic fatalities.

Feedback: On page 3, there is acknowledgment of the intention to benefit underserved communities, however the communities and the ways in which they are impacted are not specified.

“To ensure equity for all people who use the transportation network, regardless of race, socioeconomic status or physical ability.”

Element 7



7C

Criteria: Policy requires the consideration of the community context as a factor in decision-making.

Feedback: On Page 12 under Project Prioritization the last section mentions Context Sensitivity but the points under that section are not quite specific/concrete enough

7D

Criteria: Policy specifies the need to mitigate unintended consequences such as involuntary displacement.

Feedback: No mention

Element 8

8C

Criteria: Policy embeds equity in performance measures by measuring disparities by income/race/vehicle access/language/etc. as relevant to the jurisdiction.

Feedback: Page 11 (under Performance Measures)"Equity" states "Impacts and benefits *should be looked at* for traditional disadvantages populations". Language can be strengthened here.

8D

Criteria: Policy specifies a time frame for recurring collection of performance measures

Feedback: Page 9 under Evaluation "BMCMPO *may* evaluate projects using the performance measures". There is no specified time frame, and the language can be strengthened here.



8F

Criteria: Policy assigns responsibility for collecting and publicizing performance measures to a specific individual/agency/committee

Feedback: There is no mention of who is responsible for collecting and publicizing performance data

Element 9

9B

Criteria: Policy specifically addresses how equity will be embedded into project selection criteria.

Feedback: Page 12 Table 2 - Project Prioritization Criteria says "Health and Equity includes increased accessibility for people with a low income and minorities" but the language is not active as to how equity will be embedded

Element 10

10B

Criteria: Policy requires workshops or other training opportunities for transportation staff. Policy is specific about the timing and/or participants for the training and workshops.

Feedback: On page 13, encourages but does not require

10C

Criteria: Policy assigns responsibility for implementation to a new or existing committee that includes both internal and external stakeholders that are representative of underinvested and vulnerable communities. Specific about which stakeholders are/will be represented on the committee.



Smart Growth America
Improving lives by improving communities



**National Complete
Streets Coalition**

Feedback: Not specific about inclusion of internal and external stakeholders

10D

Criteria: Policy creates a community engagement plan with specific strategies for who, when, and how they will approach public engagement but does not address underrepresented communities.

Feedback: Page 6 (under Community Engagement) mentions a plan but does not specifically address underrepresented communities

**DRAFT Bloomington-Monroe County Metropolitan Planning
Organization**

Complete Streets Policy DRAFT

(BMCMPPO Policy Committee Adoption - November 2018)

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I. DEFINITION

Complete Streets are roadways designed to accommodate all users, including, but not limited to, pedestrians, bicyclists, users of public transit, and individual mobility devices, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users. Through Complete streets, the safety and mobility for vulnerable road users is as much of a priority as all other modes.

II. APPLICABILITY

This policy shall apply to each of the following at the beginning of 2025:

1. All new construction and reconstruction/retrofit of local roadways that will use federal funds through the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) for any phase of project implementation including planning, design, right-of-way acquisition, construction, or construction engineering. This includes all maintenance and ongoing operations projects such as resurfacing, repaving, restriping, rehabilitation, or other types of changes to the transportation system; or
2. Local roadway projects that are included in the Transportation Improvement program (TIP) *and* are not past the Preliminary Field Check Phase or more than thirty percent (30%) complete with design at the time this policy is adopted; or
3. Local roadway projects where the BMCMPPO has the programming authority to allocate federal funding; or
4. Projects which are beyond thirty percent (30%) complete with design are still bound to comply with the 2018 Complete Streets Policy.

III. VISION AND PURPOSE

This Complete Streets Policy is written to empower and direct residents, elected officials, government agencies, planners, engineers, and architects to use an interdisciplinary approach to incorporate the needs of all users into the design and construction of roadway projects funded through the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO).

The Complete Streets concept is an initiative to design and build roads that adequately accommodate all users of a corridor, including pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users. This concept dictates that appropriate accommodations be made so that all modes of transportation can function safely, comfortably and independently in current and future conditions. A Complete Streets policy can be adapted to fit local

community needs and used to direct future transportation planning. Such a policy must incorporate community values and qualities including environment, scenic, aesthetic, historic and natural resources, as well as safety and mobility. This approach demands careful multimodal evaluation for all transportation corridors integrated with best management strategies for land use and transportation.

The desired outcome of this Complete Streets Policy is to create an equitable, balanced, and effective transportation system for all types of users that is integrated with adjacent land uses where every roadway user can safely and comfortably travel throughout the community.

The goals of this Complete Streets Policy are:

1. To ensure that the safety and mobility of all users of the transportation system are accommodated, including pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users;
2. To incorporate the principles in this policy into all aspects of the transportation project development process, including project identification, scoping procedures and design approvals, as well as design manuals and performance measures;
3. To create a comprehensive, integrated and connected transportation network that supports compact, sustainable development;
4. To ensure the use of the latest and best design standards, policies and guidelines;
5. To recognize the need for flexibility to accommodate different types of streets and users;
6. To ensure that the Complete Streets design solutions fit within the context(s) of the community; and
7. To ensure equity for all people who use the transportation network, regardless of race, socioeconomic status, or physical ability.

IV. POLICY

1. Roadway projects shall appropriately accommodate the safety and comfort of all users of the transportation system, including pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders, and

adjacent land users. It is important to remember that vulnerable road users have less crash protection than people contained inside vehicles and therefore have a higher risk of being injured or killed in the event of a collision due to the lack of external crash protection provided by larger motor vehicles.

2. The BMCMPPO will promote the Complete Streets concept throughout the region and, therefore, encourages and recommends that all local MPO partner agencies adopt their own comprehensive Complete Streets policy that applies to projects not funded through the MPO.
3. Complete Streets solutions shall be developed to fit within the context(s) of the community and those solutions shall be flexible so that the vision and goals of the BMCMPPO Metropolitan Transportation Plan (MTP) can be met.
4. The Local Planning Agency (LPA) shall identify anticipated phases and key milestones of project development.
5. The LPA shall create a project specific community engagement plan.
6. The LPA shall maintain open lines of communication with key party/agency/interest groups and shall identify and maintain a key stakeholder list, which includes internal and external stakeholders.
7. Every project shall ensure that the provision of accommodations for one (1) mode does not prevent safe and comfortable use by another mode.
8. Every project shall provide and maintain accommodations for all modes of transportation to continue to use the roadway safely and efficiently during any construction or repair work that encroaches on the right-of-way, sidewalk and multiuse path. For instances where the full closure of a roadway is necessary to complete construction work, detour routes for all modes shall be established and signed using appropriate traffic control signage.
9. All projects shall make use of the latest and best design standards, policies and guidelines.
10. Projects sponsored by the Indiana Department of Transportation (INDOT) that are located within the BMCMPPO urbanizing area are strongly encouraged to comply with INDOT's self-adopted Complete Streets policy.

V. **PROCESS**

Transportation Improvement Program (TIP) Development

In response to a BMCMPPO issued Call for Projects for any roadway project that seeks to use federal funding and be programmed in the TIP, the Local Planning Agency (LPA) shall submit a completed TIP application form. The LPA shall submit the following information to the BMCMPPO staff:

- a. A detailed project location map and project description (e.g. project scope, reconstruction/new construction, specify facilities for each mode);
- b. A detailed purpose and need;
- c. A clear relationship to the purpose of a project to the MTP and any other existing plans and policies (e.g. MPO Crash Report);
- d. The intent for the project to be Complete Streets Compliant or to seek a Complete Streets exception;
- e. The amount of federal funding requested by phase (e.g. preliminary engineering, rights-of-way, construction, construction inspection);
- f. The anticipated dates for project design initiation and construction contract letting;
- g. The project stakeholder list or key party/agency/interest group identification list, including any underrepresented groups or communities;
- h. The public participation process with goals to attain, such as public meeting dates and what will be accomplished (It is best not to come to the public to simply present pre-established goals but rather to encourage participation and dialogue that leads to useful information. LPA's should be prepared to discuss constructively what the public cares about and ask for ideas.); and
- i. Contact information for the project manager.

Project Selection Process and Criteria

BMCMPPO staff shall evaluate project applications based on the Project Prioritization Criteria found in *Section IX. Project Prioritization Criteria*.

The BMCMPPO staff will forward the prioritized list and corresponding score sheets for each project to the committees of the MPO as a recommendation for final decision. This list of prioritized projects is not intended to serve as a definitive decision-making tool but rather as guidance for programming projects into the TIP.

Community engagement for project programming shall occur in accordance with the BMCMPPO Public Participation Plan.

BMCMPPO staff shall update the *MPO Environmental Justice Map*, found on the [City of Bloomington's GIS Data Portal](#), with local projects submitted LPAs. The *MPO Environmental Justice Map* displays the U.S. EPA's Environmental Justice demographic indexes datasets, including low-income and people of color populations, based on Census ACS 2017-2021 5-Year estimates data. The map informs LPAs of local priority groups.

Post-Transportation Improvement Program (TIP) Adoption

1. Community Engagement

Maintaining a direct line of communication between residents and decision makers can improve outreach efforts and, ultimately, the projects themselves.

- a. The LPA shall update the purpose and need of the project, if necessary, following initial public outreach as established in the original TIP application.
- b. The LPA shall utilize a participatory design approach and engage the community and the BMCMPPO Citizens Advisory Committee (CAC) early in the project design process. The CAC may host internal and external stakeholders, particularly those representing vulnerable communities and/or priority groups, to understand perspectives and impacts.
- c. At least one (1) public meeting is required, with the expectation that more may be necessary depending on factors such as project cost, size, or scope.
- d. The LPA shall engage underrepresented communities and stakeholders identified in the original TIP application. The *MPO Environmental Justice Map* assists LPAs in identifying priority groups.
- e. Outreach strategies should occur at convenient times for the general public and at locations making use of easy and natural gathering spaces such as neighborhood association meetings, community centers, public libraries, or farmers' markets.

2. Complete Streets Design Guidance

Final design plans for all projects will be context-sensitive with the adjacent land use while incorporating Americans with Disabilities Act (ADA) compliant design standards. Each project must be considered both separately and as part of a connected network to determine the level and type of project necessary for the street to be complete. LPA's are strongly encouraged to utilize a participatory design approach to project development.

LPA's shall use the latest and best design standards available with the understanding that some design standards are required such as those set by the Indiana Department of Transportation (INDOT) and the United States Department of Transportation (USDOT). Other design guides include, but are not limited to:

- a. U.S. Access Board Public Right-of-Way Accessibility Guidelines (PROWAG);
- b. National Association of City Transportation Officials (NACTO) Urban Street Design Guide;
- c. NACTO Urban Bikeway Design Guide;
- d. Institute of Transportation Engineers (ITE) Designing Walkable Urban Thoroughfares: A Context Sensitive Approach;
- e. American Association of State Highway Transportation Officials (AASHTO) Guide for the Planning, Designing, and Operation of Pedestrian Facilities;
- f. AASHTO Guide for the Development of Bicycle Facilities;
- g. AASHTO Green Book; and
- h. Manual on Uniform Traffic Control Devices (MUTCD) – Federal and Indiana Supplement.

VI. EXCEPTIONS

1. Approval Process

- a. LPA's requesting a Complete Streets policy exception shall submit clear and supportive documentation for justifying the exception.
- b. A fourteen (14) day public comment period shall precede any final decisions made by the BMCMPPO Policy Committee. The

public shall be notified via legal notices in the newspaper, on the MPO website, and via the MPO contact list.

- c. Exceptions to this policy shall be approved by resolution of the BMCMPPO Policy Committee with guidance from the Technical and BMCMPPO Citizens Advisory Committees, internal and external stakeholders, and the public at large.
- d. The BMCMPPO Policy Committee shall make a decision to certify or not certify an exception under certain circumstances, including the following:
 - i. The project involves a roadway that bicyclists and pedestrians are prohibited by law from using. In such case, efforts should be made to accommodate bicyclists and pedestrians elsewhere;
 - ii. There are extreme topographic or natural resource constraints;
 - iii. The Metropolitan Transportation Plan's twenty (20) year or greater Average Daily Traffic (ADT) projection is less than 1000 vehicles per day;
 - iv. When other available means or factors indicate an absence of need presently and in the twenty (20) year or greater forecast horizon;
 - v. A reasonable and equivalent alternative already exists for certain users or is programmed in the TIP as a separate project; and
 - vi. The project is not a roadway improvement project and/or the BMCMPPO has no programming authority (e.g. State, Bloomington Transit, Rural Transit, and other projects).
- e. No project shall be granted an exception to any criteria that opposes any item in Section II. Applicability.
- f. Only exceptions approved from the National Complete Streets Coalition's list may be granted:
 - i. Accommodation is not necessary on corridors where specific users are prohibited, such as interstate freeways or pedestrian malls. Exclusion of certain users on particular corridors should not exempt projects from accommodating other permitted users;

- ii. Cost of accommodation is excessively disproportionate to the need or probable use;
- iii. A documented absence of current and future need;
- iv. Emergency repairs such as a water main leak that require an immediate, rapid response; however, temporary accommodations for all modes should still be made (depending on the severity of the repairs, opportunities to improve multimodal access should still be considered where possible);
- v. Transit accommodations are not required where there is no existing or planned transit service;
- vi. Routine maintenance of the transportation network that does not change the roadway geometry or operations, such as mowing, sweeping, and spot repair; and
- vii. Where a reasonable and equivalent project along the same corridor is already programmed to provide facilities exempted from the project at hand.

2. Appeals Process

Project sponsors may request a re-review of their projects by the BMCMPPO Technical Advisory Committee (TAC) subject to the following:

- a. All appeals will be heard and decided upon by a quorum of the TAC on an as needed basis;
- b. The project sponsor shall submit adequate information to explain and substantiate the need for an exception;
- c. BMCMPPO staff will review the request initially and provide a report with recommendations to the TAC in advance of the regular meeting;
- d. Members with conflicts of interest on a particular project must recuse themselves from deliberation on that project; and
- e. A sponsor may appeal only once to the TAC per special case before the decision rests, and a sponsor may not appeal to any other committee of the MPO thereafter.

VII. EVALUATION

1. Complete Streets Policy

The BMCMPPO shall, at a minimum, evaluate this policy prior to the adoption of every new TIP. This evaluation shall include recommendations for amendments to the Complete Streets Policy and subsequently be considered by the BMCMPPO Citizens Advisory

Committee, Technical Advisory Committee and Policy Committee. Recommendations for amendments shall be distributed to the LPA for review prior to consideration by the BMCMPPO Committees.

2. Post-Construction Evaluation of Projects

The BMCMPPO must evaluate projects using the performance measures in Section IX to understand the outputs and outcomes of transportation design, scope, and, ultimately, programming decisions on a biennial basis, aligning with the Transportation Improvement Program schedule.

VIII. PERFORMANCE MEASURES

The intent of this policy is the creation of a transportation system that accommodates all users and modes. The performance of Complete Streets planning and this Complete Streets Policy will be measured via the metrics below and made available publicly. Data will be collected and presented by the BMCMPPO using trend patterns with the intent to inform the public and decision makers about transportation project funding and design. The adage “what gets measured gets done” is important to remember when measuring the outputs and outcomes of transportation project decisions.

Table 1. Recommended Place Measures and Metrics, is inspired, adapted by, and adopted from Evaluating Complete Streets Projects: A guide for practitioners, a resource created by American Association of Retired Persons (AARP) and Smart Growth America (SGA) for measuring the results of alternative transportation projects. Place Measures fall under the macro-level headings of “Place”, “Crash Risk”, and “Equity.” Application scales consider project and network levels. Detailed applicable project and network “metrics” represent the foundation of each Place Measure and relevant application scale.

Table 1. Recommended Place Measures and Metrics*

PLACE MEASURE	APPLICATION SCALE	METRIC
<p>PLACE Being aware of community context, including existing and plane land use and buildings can result in streets that are vital public spaces. Place-based focused measurements ensure a product that is compatible and enhances the community.</p>		
Quality of bicycling environment	Project	<ul style="list-style-type: none"> • Width of bicycle facilities • Pavement condition of bicycling facility • Bicyclist level of comfort. Comfort is in accord with separation of traffic, volume and speed of cars • Right turn on red restrictions
Quality of pedestrian environment	Project	<ul style="list-style-type: none"> • Crossing distance and time • Presence of enhanced crosswalks • Wait time at intersection • Width of walking facility • Right turn on red restrictions • Planting of new or maintaining existing trees
Quality of transit environment	Project	<ul style="list-style-type: none"> • Transit Level of Service/Multimodal Level of Service (MMLOS) at segment and/or intersection • Quality of accommodations for passengers at stops • Presence of wayfinding and system information • Real-time arrival information • Off-board payment option
Resident participation	Project	<ul style="list-style-type: none"> • Number of responses gathered • Number of people at meetings
Quality of automobile trips	Project	<ul style="list-style-type: none"> • Travel lane pavement condition
<p>CRASH RISK Safe travel is a fundamental transportation goal. Safety measures should watch for elements associated with injurious crashes and those associated with perceptions of safety.</p>		
Compliance with posted speed limit	Project	<ul style="list-style-type: none"> • Percentage of drivers exceeding the posted speed limit • Match between target speed, design speed, and 85th percentile
Crashes	Project	<ul style="list-style-type: none"> • Number of crashes by mode on project (before and after) • Crash severity by mode and location
Crashes	Network	<ul style="list-style-type: none"> • Total Number • Rate and location by mode
Fatalities	Project	<ul style="list-style-type: none"> • Number of fatalities by mode on project (before and after)
Fatalities	Network	<ul style="list-style-type: none"> • Number of fatalities suffered by all modes

Table 1. Recommended Place Measures and Metrics (continued)

PLACE MEASURE	APPLICATION SCALE	METRIC
<p>EQUITY Transportation services impact some populations and neighborhoods more than others. In project selection and evaluation, the distribution of impacts and benefits must be looked at for traditional disadvantaged populations.</p>		
Auto trips	Project	<ul style="list-style-type: none"> • Driving trips as portion of total trips along project
Auto trips	Network	<ul style="list-style-type: none"> • Driving trips to primary and secondary schools • Vehicle Miles Traveled (VMT) per capita • Driving commutes to work as portion of total commutes to work
Bicycle trips	Project	<ul style="list-style-type: none"> • Bicycling trips as portion of total trips along project
Bicycle trips	Network	<ul style="list-style-type: none"> • Bicycling trips as portion of total trips • Bicycling commutes to work as portion of total commutes to work
Transit trips	Network	<ul style="list-style-type: none"> • Transit trips as portion of total trips • Transit commutes to work as portion of total commutes to work
Walk trips	Project	<ul style="list-style-type: none"> • Walk trips as portion of total trips along project
Walk trips	Network	<ul style="list-style-type: none"> • Walk trips as portion of total trips in community • Walk commutes to work as portion of total commutes to work

Source: BMCMPO, November 2018.

IX. Project Prioritization Criteria

The following Project Prioritization Criteria (Table 2) serves the BMCMPO Citizens Advisory Committee, the Technical Advisory Committee, and the Policy Committee as a guiding prioritization framework for the placement of projects into the Transportation Improvement Program (TIP). The BMCMPO is not bound by any outcomes of this process.

Table 2. BMCMPO Transportation Improvement Program – Project Prioritization Criteria

BMCMPO TIP - Project Prioritization Criteria			
	Weighting	Yes = 1, No = 0	
System Preservation and Maintenance			
Project improves upon existing infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps)	15%		
Project addresses a maintenance need (e.g. repaving, bridge repair)			
Project is located within existing right of way			
	Total	0	
Safety			
Project addresses a known high crash risk location			
Project location is identified in the most recent MPO Crash Report's top 50 crash locations	20%		
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations			
Project incorporates strategies that reduce crash risk			
Geometrical improvement for motorized safety			
Geometrical Improvement for non-motorized safety			
Signalization Improvement			
Signage/Wayfinding			
Project improves safe travel to nearby schools (within 1 mile)			
Other improvements with rationale as to how the project reduces crash risk			
	Total	0	
Multi-Modal Options			
Project incorporates Multi-Modal solutions			
Project located along existing transit service	20%		
Project located along existing pedestrian/bicycle facility			
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)			
Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority)			
Project includes sidewalk improvements			
Project includes bicycle facility improvements			
Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path)			
Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island, crosswalk enhancement)			
Project makes a connection to an existing active mode facility			
	Total	0	
Congestion Management			
Project incorporates congestion management strategies			
Grade separation or dedicated travel space for individual modes	10%		
Improvements to access management			
Signalization improvement			
Improves parallel facility or contributes to alternative routing			
Provides capacity for non-motorized modes			
Adds transit capacity			
Other strategies			
	Total	0	
Health and Equity			
Project provides increased accessibility for people with a low income & minorities	10%		
Project corrects ADA non-compliance			
Project promotes physical activity			
Project reduces vehicle emissions			
Project will not have a negative impact for a natural resource			
Project will not have a negative impact for a socio-cultural resources			
	Total	0	
Consistency with Adopted Plans			
Project located along planned transit service	10%		
Project located along planned pedestrian/bicycle facility			
Local Master Thoroughfare Plan Priority			
Transit Plan Priority			
Bicycle/Pedestrian Plan Priority			
Project supports goals and principles of MPO Metropolitan Transportation Plan			
Project supports goals and principles of local land use plans			
Other applicable planning documents			
	Total	0	
Context Sensitivity and Land Use			
Project contributes to the sense of place and matches the surrounding land use			
Project balances the need to move people with other desirable outcomes	15%		
Project involves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation)			
Project is seen as adding lasting value to the community			
Project supports high quality growth and land use principles			
Project improves accessibility and/or connectivity to existing land use development			
Project location supports infill/redevelopment			
Project contributes to transportation network grid development/roadway network connectivity			
	Total	0	
Overall Total		0	

Source: BMCMPO, November 2018.

X. GLOSSARY DEFINITIONS

Environmental Justice (EJ) – the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

Participatory Design – an approach to project design that actively involves all stakeholders to ensure the final design meets their needs and is usable.

Priority Group – a specific concentration of environmental justice populations, outlined in the *MPO Environmental Justice Map*. High concentrations of EJ populations indicate a greater than 50% demographic index, including low-income and people of color populations. Medium-High concentrations of EJ populations indicate a greater than 25% demographic index (but lower than 50%), including low-income and people of color populations. Medium-Low concentrations of EJ populations indicate a greater than 10% demographic index (but lower than 25%), including low-income and people of color populations.

Underrepresented Area – a geographic area that largely consists of marginalized or minority residents.

Vulnerable Road User or Vulnerable User – a person utilizing the right-of-way for transportation purposes whereby the individual is disadvantaged or limited by either the amount of protection in traffic (e.g. pedestrians and cyclists) or by the amount of task capability to smoothly integrate with other types of traffic (e.g. older or younger individuals). Vulnerable Users do not typically have a protective shell and/or move at slower speeds and are thus more susceptible to physical harm in the event of a collision, especially with vehicles with a larger mass.

NEXT STEPS

1. **Update MPO Plans and Documents.** The MPO should update the *Public Participation Plan* to coincide with this Complete Streets Policy within nine (9) months of the adoption of this policy.

The MPO should update the *Metropolitan Transportation Plan (MTP)* to coincide with this policy and reevaluate the MTP projects utilizing the project selection process and criteria in this policy. The recommended update should occur within one (1) year of the adoption of this policy.

The MPO should update the *MPO Environmental Justice Map* during the development of a TIP in addition to any changes made to individual projects between TIP developments. The *MPO Environmental Justice Map* may be found at the link below:

<https://bloomington.in.gov/arcgis/apps/webappviewer/index.html?id=906a510caffc484cab4fe152092f3024>

2. **Education and Training.** Education about Complete streets roadway design best practices for community members and decision makers is essential. The BMCMPPO requires professional development and training on Complete Streets and active transportation issues for any MPO representative and staff including but not limited to LPA project managers, members of the Policy Committee, the Technical Advisory Committee, the Citizens Advisory Committee, as well as BMCMPPO staff. These individuals are encouraged to attend at least one (1) of the following opportunities per year: the annual Indiana MPO Conference, the Indiana Walk & Bike Summit, the annual Purdue Road School as well as any other Complete Streets related conferences, webinars, workshops and seminars that are sponsored by America Walks, Smart Growth America, the Institute of Transportation Engineers, the American Planning Association, and the Congress for the New Urbanism.
3. **Integrate Transportation and Land Use.** The BMCMPPO along with the LPA's should create place-based street typologies to ensure sound transportation project decisions are made in conjunction with sound land use decisions. Place-based street typologies should be adopted/updated along with every MTP.





The Bloomington-Monroe County Metropolitan Planning Organization Complete Streets Policy was officially adopted by the BMCMPPO Policy Committee on November 9, 2018.



City of Bloomington Planning and Transportation Department
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Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) Transportation Improvement Program (TIP) - Project Prioritization Criteria

	Weighting	Yes = 1, No = 0	
System Preservation and Maintenance			
Project improves upon existing infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps)	15%		
Project addresses a maintenance need (e.g. repaving, bridge repair)			
Project is located within existing right of way			
Total		0	
Safety			
Project addresses a known high crash risk location			
Project location is identified in the most recent MPO Crash Report's top 50 crash locations	20%		
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations			
Project incorporates strategies that reduce crash risk			
Geometrical improvement for motorized safety			
Geometrical Improvement for non-motorized safety			
Signalization Improvement			
Signage/Wayfinding			
Project improves safe travel to nearby schools (within 1 mile)			
Other improvements with rationale as to how the project reduces crash risk			
Total		0	
Multi-Modal Options			
Project incorporates Multi-Modal solutions			
Project located along existing transit service	20%		
Project located along existing pedestrian/bicycle facility			
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)			
Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority)			
Project includes sidewalk improvements			
Project includes bicycle facility improvements			
Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path)			
Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island, crosswalk enhancement)			
Project makes a connection to an existing active mode facility			
Total			0
Congestion Management			
Project incorporates congestion management strategies			
Grade separation or dedicated travel space for individual modes	10%		
Improvements to access management			
Signalization improvement			
Improves parallel facility or contributes to alternative routing			
Provides capacity for non-motorized modes			
Adds transit capacity			
Other strategies			
Total		0	
Health and Equity			
Project provides increased accessibility for people with a low income & minority populations			
Project corrects ADA non-compliance	10%		
Project promotes physical activity			
Project reduces vehicle emissions			
Project will not have a negative impact for a natural resource			
Project will not have a negative impact for a socio-cultural resources			
Project utilized MPO Environmental Justice Map to understand priority groups			
Total		0	
Consistency with Adopted Plans & Inter-Agency Coordination			
Project located along planned transit service	10%		
Project located along planned pedestrian/bicycle facility			
Local Master Thoroughfare Plan Priority			
Transit Plan Priority			
Bicycle/Pedestrian Plan Priority			
Project supports goals and principles of MPO Metropolitan Transportation Plan			
Project supports goals and principles of local land use plans			
Other applicable planning documents			
Consultation with other agencies within organization			
Total		0	
Context Sensitivity and Land Use			
Project contributes to the sense of place and matches the surrounding land use			
Project balances the need to move people with other desirable outcomes	15%		
Project involves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation)			
Project adds lasting value to the community			
Project mitigates unintended consequences (e.g. involuntary displacement)			
Project supports high quality growth and land use principles			
Project improves accessibility and/or connectivity to existing land use development			
Project location supports infill/redevelopment			
Project contributes to transportation network grid development/roadway network connectivity			
Total		0	
Overall Total		0	