



CITIZENS ADVISORY COMMITTEE

October 25, 2023

6:30 – 8:00 pm

Bloomington City Hall - McCloskey Room 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. September 27, 2023
- IV. Communications from the Chair and Vice Chair
- V. Reports from Officers and/or Committees
- VI. Reports from the MPO Staff
 - a. DES#1700198 - SR45-46 Access Improvements from Stone Lake Drive to Arlington Rd. (New Ramp & J-Turn Area)
 - b. DES#1800199 and DES#1800086 - SR45 from the SR45-46 Bypass through the Pete Ellis/Discovery Parkway Intersection
 - c. 2024 BMCMPPO CAC Meeting Schedule
- VII. Old Business
 - a. Urban area boundary based on 2020 Census data
 - b. 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

- (3) DES#2000231 - SR 45 Intersection Improvement with Added Turn Lanes - from the SR 45-46 Bypass to N Russel Rd
- (4) DES#1700198 - SR45-46 Intersection Improvement with Added Turn Lanes From 0.2 mi E of I-69 (Arlington) to 0.93 mi E of I-69 (Kinser)
- (5) DES#1800371 - SR37 Intersection Improvement with Added Turn Lanes at Dillman Road
- (6) DES#2100084 - 2022-2026 Bridge Safety Inspection & Inventory
- (7) DES#2300141 - 2024-2028 Bridge Safety Inspection & Inventory
- 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 - November 17, 2023 at 1:30 p.m. (Hybrid)
 - b. Technical Advisory Committee - November 15, 2023 at 10:00 a.m. (Hybrid)
 - c. Citizens Advisory Committee - November 15, 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.



CITIZENS ADVISORY COMMITTEE

September 27, 2023

6:30 – 8:00 pm

Bloomington City Hall - McCloskey Room and Virtual Location via Zoom

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Members Present: Sarah Ryterband, John Kennedy, Elizabeth Cox-Ash, Paul Ash, Mary Jane-Hall

Staff Present: Rachael Sargent, Pat Martin

Guests: Dan Eggert

I. Call to Order and Introductions

II. Approval of Meeting Agenda*

****Mary Jane Hall motioned to approve of the meeting agenda. John Kennedy seconded.
Motion passed by a unanimous voice vote 5-0.****

III. Approval of Minutes*

a. August 23, 2023

****Mary Jane Hall motioned to approve of the meeting agenda. John Kennedy seconded.
Motion passed by a unanimous voice vote 5-0.****

IV. Communications from the Chair and Vice Chair

V. Reports from Officers and/or Committees

VI. Reports from the MPO Staff

a. Urban Area Boundary Based on 2020 Census Data

Rachael Sargent provided an update that the BMCMPPO is working with INDOT staff to finalize the urban area boundary and shall work with Monroe County, the City of Bloomington, and the Town of Ellettsville. Few if any changes are anticipated.
Discussed ensued.

b. INDOT FY 2024 - 2028 STIP Approval

Pat Martin provided an update that BMCMPPO received TIP approval in July and STIP approval on September 1, 2023. The BMCMPPO TIP is automatically included in STIP.

VII. Old Business

a. 2023 Indiana MPO Conference

Rachael Sargent provided update that the conference will be held at the Monroe Convention Center October 10-12.

VIII. New Business

a. FY 2024-2028 TIP Amendments*

(1) DES#1802977 - Fullerton Pike, Phase III, Roadway

(2) DES#1900493 -Pedestrian Trail Crossing Improvements

No vote, CAC recommended awaits for corrected project applications until October CAC meeting.

b. BMCMPPO FY 2024 Complete Streets Policy – Draft

Rachael Sargent discussed the 2024 Complete Streets Policy update and requested that any comments to be sent to her. Discussion ensued.

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

Don Eggert introduced himself as a representative of the Environmental Commission, looking at what other committees/commissions/boards are doing in terms of the environment.

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).*

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INDIANA DEPARTMENT OF TRANSPORTATION

NOTICE OF PROJECT ADVANCEMENT – (SR 45/46 Access Improvements, Bloomington, Monroe County, Indiana and DES#1700198)

OCTOBER 2023

The Indiana Department of Transportation's (INDOT) Seymour District held a public hearing on June 7, 2022 regarding proposed improvements beginning 0.2 mile east of I-69 and extending east for 0.48 mile along SR 45/46 in Bloomington, Monroe County. The public hearing was held as part of the environmental analysis phase as required per the National Environmental Policy Act (NEPA). The purpose of the project is to reduce the likelihood of more severe right-angle and left turn crashes by reducing the number of crossing conflict points along this stretch of SR 45/46 between W Stonelake Drive/N Monroe Street and to restore local connectivity to areas north of SR 45/46.

The INDOT Preferred Alternative includes access modifications along SR 45/46 to the existing intersections of W Stonelake Drive and N Monroe Street, as well as at the SR 45/46 overpass of W Arlington Road. The project will modify the intersection of N Monroe Street/W Stonelake Drive and SR 45/46 utilizing a reduced conflict intersection concept. Additionally, a new off ramp will be constructed for westbound traffic on SR 45/46 to W Arlington Road in the northeast quadrant of the W Arlington Road and SR 45/46 overpass.

Under this alternative, the existing access point of W Stonelake Drive and SR 45/46 will be permanently removed. A new access point on SR 45/46 will be constructed approximately 600 feet east of the existing W Stonelake Drive and SR 45/46 intersection and align with N Stonelake Drive. The typical section of N Stonelake Drive would include two 12-foot travel lanes with 6-foot shoulders. The typical section of N Monroe Street will also include two 12-foot travel lanes with 6-foot shoulders. Auxiliary left- and right-turn lanes will be added to SR 45/46 to accommodate the new traffic pattern at N Stonelake Drive and an auxiliary right-turn lane will be added to SR 45/46 to accommodate the new traffic pattern at N Monroe Street. The typical section along SR 45/46 will include four 12-foot travel lanes (two in each direction) as well as two 12-foot left-turn lanes (one eastbound and one westbound) with 5-foot inside shoulders and 10-foot outside shoulders. Loons will be added at the minor approaches to allow for U-turns along SR 45/46. The loons are bump outs along the roadway, which will be constructed by widening the pavement of SR 45/46 to provide additional room for vehicles to complete the U-turn maneuver. The U-turn will be yield controlled; therefore, the loon has been designed to provide for an acceleration area before traffic merges onto SR 45/46. Additionally, a 5-foot sidewalk will be constructed to connect the existing sidewalk at the north end of the pedestrian bridge (P(45)46-53-06239) to the existing sidewalk located along the north shoulder of W Stonelake Drive, and a crosswalk will be constructed across W Stonelake Drive.

An additional 0.62 acre of permanent right-of-way and 0.02 acre of temporary right-of-way was added to the project after the CE document was released for public involvement to accommodate utility relocations, ensure adequate construction staging areas for the contractor, and grading adjustments. The total permanent right-of-way required for this project is 1.981 acres, and the total temporary right-of-way required for this project is 0.044 acre.

The purpose of this notice is to communicate the status of this project to community members. As part of INDOT's commitment to public involvement, it is important to keep the community informed of project developments. This is also an opportunity to formally announce the conclusion of the environmental analysis phase and transition to the next phase of development.

Subsequent to reviewing and considering all comments and materials received as a result of the public hearing held at North Central Church of Christ on June 7, 2022, **INDOT will advance this project to the next phase of development with construction anticipated to take place in 2024.** Environmental analysis documentation, including response to comments submitted as part of the public hearing, will remain available for public inspection until (30 days from postings) at the following locations:

1. Online via the project webpage at <https://www.structurepointpublic.com/sr46-46access>.
2. In-Person at: Monroe County Public Library, 303 East Kirkwood Avenue, Bloomington, Indiana

Should you have questions regarding this notice please contact the INDOT Customer Service Center at 1-855-463-6848 or indot@indot.in.gov.



INDIANA DEPARTMENT OF TRANSPORTATION

DES. # 1800199, 1800086

NOTICE OF PUBLIC HEARING

The Indiana Department of Transportation (INDOT) will hold a public hearing on **Thursday, October 19, 2023 from 5:30 to 7:30 pm at the North Central Church of Christ, 2121 N Dunn Street, Bloomington, IN 47408**. Doors will open at 5:30 p.m. and a presentation will begin at 6 p.m. The purpose of the public hearing is to offer all interested persons an opportunity to comment on the proposed project. INDOT has developed preliminary plans for proposed roadway improvements on State Road (SR) 45 (10th Street) between State Road (SR) 46/Bloomington Bypass to 0.19 miles east of Pete Ellis Drive and intersection improvements at Pete Ellis Drive/Discovery Parkway in Bloomington, Monroe County, Indiana.

The purpose of this project is to reduce congestion, improve intersection level of service, improve safety for all users and improve pedestrian mobility and system linkage in the area of the SR 45 east of SR 46 through the Pete Ellis Drive/Discovery Parkway intersection. The project will also provide typical section improvements necessary to meet current INDOT urban roadway design criteria. The need for the project is supported by capacity analysis documenting existing and future unacceptable levels of service at the intersection, the lack of pedestrian connectivity, substandard pedestrian crosswalks at the intersection, and rural roadway cross section elements present within an urban corridor.

The project proposes to widen SR 45 in order to provide exclusive left and right turn lanes on all approaches to the Pete Ellis Drive/Discovery Parkway intersection. The new configuration for SR 45 east and west of the intersection will consist of one through lane in each direction, a right turn lane and a left turn lane and a striped bike lane in each direction. Sidewalk will be constructed on the south side and a multi-use path will be reconstructed on the north side between SR 46 and Pete Ellis Drive/Discovery Parkway. East of Pete Ellis Drive/Discovery Parkway, sidewalk will be added and reconstructed on the north side of SR 45. The traffic signals at the Pete Ellis Drive intersection will be replaced, and crosswalks and pedestrian signal heads will be added. Drainage improvements will include new inlets, pipes, and in-line stormwater detention (oversized) pipe under the SR 45 pavement. The proposed construction of this project will require approximately 4.2 acres of new permanent right-of-way and 0.7 acres of temporary right-of-way.

The maintenance of traffic (MOT) plan proposes phased closure of Discover Parkway and Pete Ellis Drive with marked detours. During the first stage of construction, Discover Parkway north of SR 45 will be closed to all traffic and motorists will use SR 45 and SR 46 Bypass for the detour. During the second stage of construction, Pete Ellis Drive south of SR 45 will be closed to all traffic and motorists will use SR 46 and the SR 46 Bypass 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 November 2024.

The cost associated with Des. #1800199, SR 45 & Pete Ellis Drive intersection is approximately \$7,134,000 which includes preliminary engineering, right-of-way, construction with both federal and state funds anticipated to be used. The cost associated with Des. #1800086, SR 45 Added Travel Lanes is approximately \$2,650,000 which includes preliminary engineering, right-of-way, construction with both

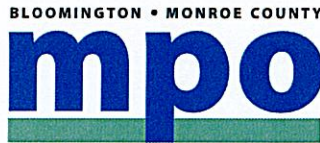
federal and state funds anticipated to be used. The Federal Highway Administration (FHWA) and INDOT have agreed this project falls within the guidelines of a Categorical Exclusion (CE) Level 4. Preliminary design plans along with the CE are available for review at the following locations:

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

In addition to providing written or verbal comments at the meeting, the public may submit comments to: Crawford, Murphy & Tilly, Inc. ATTN: Cassie Reiter, 8790 Purdue Road, Indianapolis, IN 46268 or Email creiter@cmtengr.com **INDOT respectfully requests comments be submitted by November 3, 2023.** You may also contact INDOT Customer Services at 855-463-6848 or www.indot4u.com.

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 Seymour 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 Seymour 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.



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
Employee in Responsible Charge (ERC)

9-29-2023
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): Des #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 SR37 Corridor Plan, Monroe County Thoroughfare Plan, 2040 Metropolitan Plan of the BMCMPPO.

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: January 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 BMCMPPO 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	\$2,875,277.00	\$	\$	\$	\$	\$
	Local	\$3,181,528.00	\$	\$	\$	\$	\$

		\$	\$	\$	\$	\$	\$
	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 January 2024. The project will take approximately 18-24 months for construction. Utilities are being relocated/installed at this time.

- 5) **Key Milestones** – identify key milestones (approvals, permits, agreements, design status, etc.). All permits have been applied for and waiting on final approval of the CLOMR permit. 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, 09-12-23.



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 BMCMPPO 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.

STIP AMENDMENT and/or MODIFICATION REQUEST

Amendment
Modification

Date: 28-Sep

Requestor: Taylor Herrin

Sponsor	DES	Route	Work Type	Location	County	District	Miles	Federal Category	Asset Program - (State Projects Only)	Phase	Federal	Match	2022	2023	2024	2025	2026	Remarks	Letting Date	MPO	Start Lat	Start Long	End Lat	End Long
INDOT	1800371	SR 37	Intersect. Improv. W/ Added Turn Lanes	At intersection of Dillman Road in Bloomington	Monroe	Seymour	0	NHS	Safety	CN	1,566,292	174,032			1,740,324				02/15/24	BMCMPPO	39 5 34.5303	86 32 44.7816	39 5 34.5303	86 32 44.7816

STIP AMENDMENT and/or MODIFICATION REQUEST

Amendment
Modification

Date: 5-Oct

Requestor: Taylor Herrin

Sponsor	DES	Route	Work Type	Location	County	District	Miles	Federal Category	Asset Program - (State Projects Only)	Phase	Federal	Match	2022	2023	2024	2025	2026	Remarks	Letting Date	MPO	Start Lat	Start Long	End Lat	End Long
INDOT	2000231	SR 45	Intersect. Improv. W/ Added Turn Lanes	from the SR 45-46 bypass to N Russel Rd	Monroe	Seymour	0	NHS	Safety	PE	539,701	59,967			599,668				04/09/25	BMCMPPO	39 10 17.6371	86 30 8.2116	39 10 17.6371	86 30 8.2116

STIP AMENDMENT and/or MODIFICATION REQUEST

Amendment
Modification

Date: 28-Sep

Requestor: Taylor Herrin

Sponsor	DES	Route	Work Type	Location	County	District	Miles	Federal Category	Asset Program - (State Projects Only)	Phase	Federal	Match	2022	2023	2024	2025	2026	Remarks	Letting Date	MPO	Start Lat	Start Long	End Lat
INDOT	1700198	SR45	Intersect. Improv. W/ Added Turn Lanes	From 0.2 mi E of I-69 (Arlington) to 0.93 mi E of I-69 (Kinser)	Monroe	Seymour	0	NHPP	Mobility	CN	7,736,831	1,934,208			9,671,039				02/15/24	BMCMPPO	39 11 12.9474	86 33 3.1742	39 11 12.9474
INDOT	1800371	SR 37	Intersect. Improv. W/ Added Turn Lanes	At intersection of Dillman Road in Bloomington	Monroe	Seymour	0	NHS	Safety	CN	1,566,292	174,032			1,740,324				02/15/24	BMCMPPO	39 5 34.5303	86 32 44.7816	39 5 34.5303

End Long
86 33 3.1742
86 32 44.7816

DES#2100084 2022-2026 Bridge Safety Inspection & Inventory

Des #: 2100084

Contract #:	Contract Letting Date:	Managed By:	Local
Lead Des #:	Program Year:	Work Category:	Local Bridge Inspection
Origin Des #: 2100084	Program Manager: Ritter, Colette	Work Type:	Bridge Inspections
Structure #:	Project Manager: Street, Sharon	Sponsor:	Monroe County
Road: IR 1001	Status: Active	Special Fund Category:	
Location: Countywide Bridge Inspection and Inventory Program for Cycle Years 2022-2025			



Funding Summary

Program

Appropriation

Purchase Order

Direct Expenditure

STIP

Priority:

Is this Project for Budget Tracking Only?

☒

Save

[Funding By Des](#)

Drag a column header and drop it here to group by that column

	State Fiscal Year	Phase	Funding Program	Funding Amount	Fund Rank	Comment
<div><div></div><div></div><div></div><div></div></div>	2022	Preliminary Engineering 1	Local Funds	\$29,337.08		
<div><div></div><div></div><div></div><div></div></div>	2022	Preliminary Engineering 1	Local Bridge Program	\$117,348.31		Includes Interim I costs.
<div><div></div><div></div><div></div><div></div></div>	2023	Preliminary Engineering 1	Local Bridge Program	\$12,725.60		Includes Interim IA costs.
<div><div></div><div></div><div></div><div></div></div>	2023	Preliminary Engineering 1	Local Funds	\$3,181.40		
<div><div></div><div></div><div></div><div></div></div>	2024	Preliminary Engineering 1	Local Funds	\$27,468.14		
<div><div></div><div></div><div></div><div></div></div>	2024	Preliminary Engineering 1	Local Bridge Program	\$109,872.58		Includes Interim II costs.
<div><div></div><div></div><div></div><div></div></div>	2025	Preliminary Engineering 1	Local Bridge Program	\$9,046.48		Includes Interim IIA costs.
<div><div></div><div></div><div></div><div></div></div>	2025	Preliminary Engineering 1	Local Funds	\$2,261.62		
				Total: \$311,241.21		

DES#2300141 2024-2028 Bridge Safety Inspection & Inventory

Des #: 2300141

Contract #:		Contract Letting Date:		Managed By:	Local
Lead Des #:		Program Year:		Work Category:	Local Bridge Inspection
Origin Des #:	2300141	Program Manager:	Ritter, Colette	Work Type:	Bridge Inspections
Structure #:		Project Manager:	Street, Sharon	Sponsor:	Monroe County
Road:	IR 1001	Status:	Active	Special Fund Category:	
Location:	Countywide Bridge Inspection and Inventory Program for Cycle Years 2026-2029				



Funding Summary

Program

Appropriation

Purchase Order

Direct Expenditure

STIP

Priority:

Is this Project for Budget Tracking Only?

☐

✓ Save

[Funding By Des](#)

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Drag a column header and drop it here to group by that column

	State Fiscal Year	Phase	Funding Program	Funding Amount	Fund Rank	Comment
<div><div>👁️</div><div>🖋️</div><div>✖️</div><div>↺</div></div>	2026	Preliminary Engineering 1	Local Funds	\$32,270.79		Estimate requested per KEM
<div><div>👁️</div><div>🖋️</div><div>✖️</div><div>↺</div></div>	2026	Preliminary Engineering 1	Local Bridge Program	\$129,083.14		Estimate requested per KEM
<div><div>👁️</div><div>🖋️</div><div>✖️</div><div>↺</div></div>	2027	Preliminary Engineering 1	Local Funds	\$3,499.54		Estimate requested per KEM
<div><div>👁️</div><div>🖋️</div><div>✖️</div><div>↺</div></div>	2027	Preliminary Engineering 1	Local Bridge Program	\$13,998.16		Estimate requested per KEM
<div><div>👁️</div><div>🖋️</div><div>✖️</div><div>↺</div></div>	2028	Preliminary Engineering 1	Local Funds	\$30,214.95		Estimate requested per KEM
<div><div>👁️</div><div>🖋️</div><div>✖️</div><div>↺</div></div>	2028	Preliminary Engineering 1	Local Bridge Program	\$120,859.84		Estimate requested per KEM
<div><div>👁️</div><div>🖋️</div><div>✖️</div><div>↺</div></div>	2029	Preliminary Engineering 1	Local Funds	\$2,487.78		Estimate requested per KEM
<div><div>👁️</div><div>🖋️</div><div>✖️</div><div>↺</div></div>	2029	Preliminary Engineering 1	Local Bridge Program	\$9,951.13		Estimate requested per KEM
				Total: \$342,365.33		

Version	Record Ty	Des #	Contract #	Lead Des #	Route	Corridor	Planning A	Urban Are	Sponsor	Work Cate	Work Type	Managed I	Des Length	Contract Li	Contract D	County	District	Reviewed I	Has Project	Has Fundir	Project Ms	Program Iv	Est. Cost	Ie	STIP Categ	Comments	Phase	Funding Pr	Total	Federal %	Federal Fu	Match %	Match Am	2024	2025	2026	2027	2028	Funds Autl	Status	Updated D	
STIP 2024 - Initial		2300141			IR 1001		BMCMPD	Not Applic	Monroe Cc	Local Bridg	Bridge Insç	Local	0		Countywid	Monroe	Seymour	N	Y		Street, Sha Ritter, Cole		342,000		STBG		PE	Local Fund	65,000	0	\$	-	100	#####			32,000	3,000	30,000		Draft	5/22/2023
STIP 2024 - Initial		2300141			IR 1001		BMCMPD	Not Applic	Monroe Cc	Local Bridg	Bridge Insç	Local	0		Countywid	Monroe	Seymour	N	Y		Street, Sha Ritter, Cole		342,000		STBG		PE	Local Bridg	264,000	100	#####	0	\$	-			129,000	14,000	121,000		Draft	5/22/2023

**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 ~~2009~~ 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 ~~should~~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 Public-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 Public 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 BMCMP 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 BMCMPO 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. BMCMPO 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 BMCMPO 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 BMCMPO Citizens Advisory

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

2. Post-Construction Evaluation of Projects

The BMCMPPO ~~may~~ 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
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.		
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
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.		
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
EQUITY Transportation services impact some populations and neighborhoods more than others. In project selection and evaluation, the distribution of impacts and benefits should <u>must</u> be looked at for traditional disadvantaged populations.		
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: BMCMPPO, November 2018.

IX. Project Prioritization Criteria

The following Project Prioritization Criteria (Table 2) serves the BMCMPPO 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 BMCMPPO is not bound by any outcomes of this process.

Table 2. BMCMPPO Transportation Improvement Program – Project Prioritization Criteria

BMCMPPO 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	20%	
Project location is identified in the most recent MPO Crash Report's top 50 crash locations		
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	20%	
Project located along existing transit service		
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	10%	
Grade separation or dedicated travel space for individual modes		
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	15%	
Project balances the need to move people with other desirable outcomes		
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
Overall Total		0

Source: BMCMPPO, 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

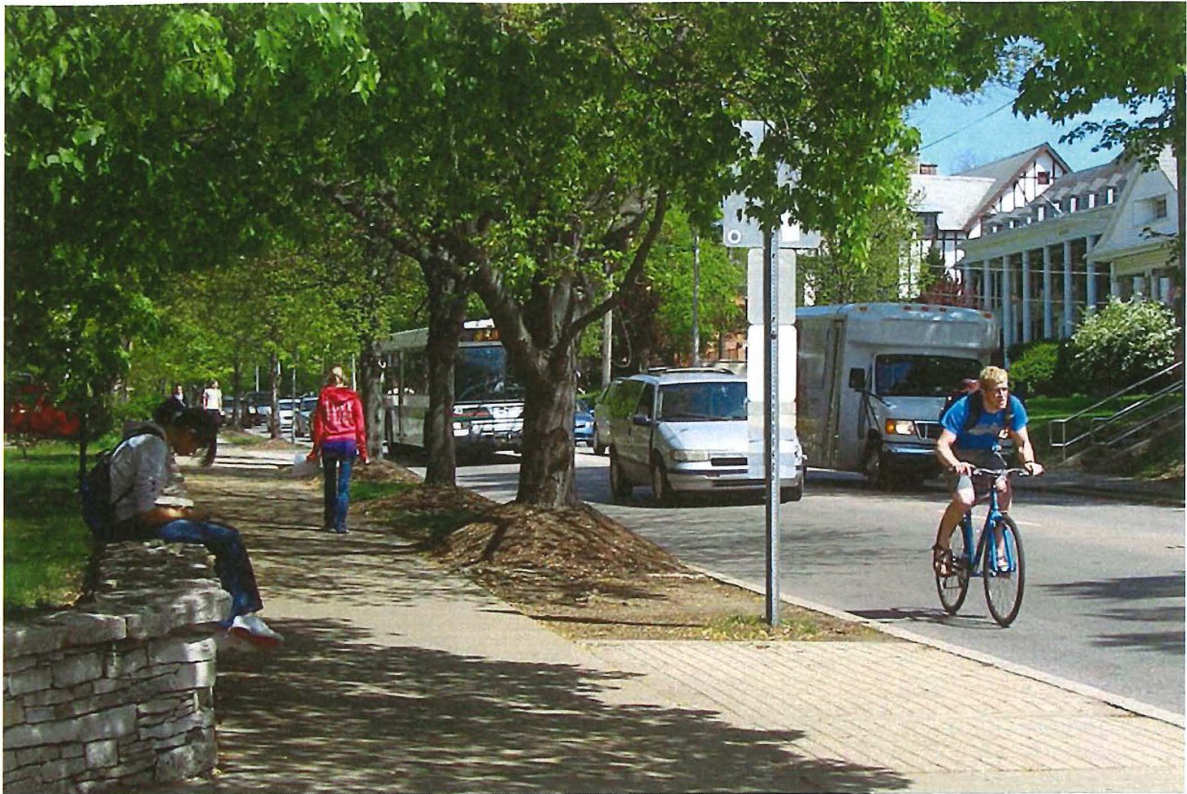
1. **Update MPO Plans and Documents.** The MPO should update the *Public Participation Plan* to coincide with this Complete Streets Policy within nine (9) months of the adoption of this policy.

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 ~~encourages~~ 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 ~~and~~ 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.



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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
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

Source: BMCMPPO Complete Streets Policy, November 2018.