



POLICY COMMITTEE

October 12, 2018

1:30 – 3:00 p.m.

Council Chambers (#115)*

- I. Call to Order
- II. Approval of the Minutes*
 - a. August 10, 2018
 - b. September 14, 2018
- III. Communications from the Chair
- IV. Reports from Officers and/or Committees
 - a. Citizens Advisory Committee
 - b. Technical Advisory Committee
- V. Reports from the MPO Staff
 - a. I-69 Update
- VI. Old Business
- VII. New Business
 - a. INDOT Statewide Target Performance Measures*
 - b. BMCMPPO Complete Streets Policy Plan - Draft
 - c. BMCMPPO Calendar 2012-2014 Crash Report & Analysis Findings - Draft
- VIII. Communications from Committee Members (*non-agenda items*)
 - a. Topic Suggestions for Future Agendas
- IX. Upcoming Meetings
 - a. Technical Advisory Committee – October 24, 2018 at 10:00 a.m. (McCloskey Room)
 - b. Citizens Advisory Committee – October 24, 2018 at 6:30 p.m. (McCloskey Room)
 - c. Policy Committee – November 9, 2018 at 1:30 p.m. (Council Chambers)

Adjournment

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

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POLICY COMMITTEE

August 10, 2018

2:20 p.m. – 3:00 p.m.

Council Chambers (#115)

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

Policy Committee in Attendance: Paul Satterly, Sarah Ryterband, Trohn Enright-Randolph, Isabel Piedmont-Smith, Brad Wisler, John Hamilton, Tony McClellan, Adam Wason, Andrew Cibor

Staff: Pat Martin, Scott Robinson, Anna Dragovich,

Guests: Sandra Flum

- I. Call to Order
- II. Approval of the Minutes*
 - a. June 8, 2018
Ryterband moved to approve the June 2018 Minutes. Piedmont-Smith seconded. Motion passed by voice vote
- III. Communications from the Chair - None at this time.
- IV. Reports from Officers and/or Committees
 - a. Citizens Advisory Committee – Ryterband reported that CAC discussed the Complete Streets policy, which originated with the CAC.
 - b. Technical Advisory Committee – Cibor reported that TAC had their last meeting on June 27th. Some of the focus of the discussion was an update on I-69, the Complete Streets. They have been reviewing the operational by-laws of the MPO. It has been a while since these have been looked at, so there are things that need to be updated. One of these things is committee membership. There is a long list of TAC members and attendants. Staff has been reaching out to all members to remind them about potential involvement as well as taking a close look at what the membership should look like. Another focus of the meeting was about Prior Year Balance funds. The MPO has programmed Prior Year Balance funds of around \$900,000 in fiscal year 2021. It is their understanding that these funds now need to be expended by fiscal year 2020. The City and others are looking at options to reprogram that money, which will most likely come forward to Policy Committee as a TIP amendment proposal.

Hamilton announced that Andrew Cibor, City Engineer, will be taking another position. He has served the City in two administrations and has been an outstanding ally and advocate for the City.

Cibor said he will be working for the City of Asheville in North Carolina as the City Traffic Engineer. His last day will be August 24th.

Enright-Randolph asked how they are deciphering who best fits in these roles and if any consideration has been given to the Monroe County Surveyor Office. Enright-Randolph is currently the county Surveyor.

Cibor responded that TAC is taking a look at all of the committees. The key things they've been looking at has been attendance of members of TAC and also how MPO membership by the by-laws compare to other MPOs in the state.

Enright-Randolph said he would like to extend a conversation to the TAC because there is a lot of technical data there that could provide assistance moving forward.

V. Reports from the MPO Staff

- a. I-69 Update – Sandra Flum from INDOT reported that the current status is INDOT is making every effort to make every lane available that's possible. Permanently opening these lanes right now is not an option. Two lanes are available from Fullerton to Sample Rd. At Sample, it restricts down to single lane condition until the end of the project, which is south of Martinsville. INDOT is going to continue paving operations throughout, from now until September, particularly from Sample Rd. to Indian Creek. Next week, which is move in week for IU, INDOT is expecting to have four lanes available up to Chambers Pike. INDOT pavers are working 6 days a week, 16 hour days every day it doesn't rain. There are interchanges that are open and operational. There are lane restrictions on 2nd and 3rd St. These will continue as the signals and their electronics are put in. Intermittently over the next week, ramps will be closed by Liberty Church near Martinsville. They had been open, but they will be closed for surface paving. The last of the pavement was put down on 2nd and 3rd St yesterday. Striping will follow. There will be disruptions at 2nd and 3rd St for the remainder of August. There will be paving on Burma Rd., which is an access road in the county on the west side of the interstate which connects Sylvan Lane to Simpson Chapel. Turkey Trot and Burma Rd. access points to 37 will not be taken away until all local access roads are paved, and then they will be taken away. INDOT is doing other work, such as drainage, installing guard rail lighting, regulatory signs, non-regulatory signs, shoulder improvements, driveways. August 31st for substantial completion is not a contracted date, it's a target. INDOT will be working towards this goal at the end of the month. It is difficult working with 20+ contractors. The paving will spill into the middle of September. The 2nd and 3rd St. work is nighttime work after the 15th on one and then after the 31st on the other. This will remove some of the daytime disruptions. People have found a new normal navigating around this congestion, recent traffic patterns report. INDOT will still be working on August 31st. There are still driveways to complete, local access roads need to be paved and striped. INDOT continues to work with local engineers to ensure they're meeting expectations and doing punch lists. INDOT is doing a punch list for every contractor for every location. As a contractor is finishing up their work, they do not want them to wander off. Next spring, trees will be seeded and planted. Erosion control devices will be removed. At this point, the project will be complete. There is work on SR 46. At the interchange of 37 and 46, there was work planned in the developer's schedule in their maintenance schedule. INDOT has pulled that into the current plan, so they will not be back in 3-4 years to disrupt Bloomington traffic again. This involves coordinating with IU Football so they have access to the interchange, but this work won't start until September. It involves some ramp work. This is not going to be a painless month. Things are better than they were, but are not as good as they are going to be.

Ryterband thanked Flum for the progress, the accountability, and communication since the demise of the public-private partnership. Ryterband asked when disruption will occur in Section 6.

Flum said they are purchasing property in Martinsville and the design work is going on for Section 6 in Martinsville. That work will start in 2019 off of the mainline and 2020 on the mainline.

Ryterband asked if Section 6 will be a progressive process.

Flum said they have talked about building from south to north. Mostly, it's a budget issue. The estimates Flum last heard was that the whole thing would be finished up by 2027.

Wason echoed Ryterband's gratitude. Wason said there is still some frustration, as August 31st has been long talked about for substantial completion. Weather delays aside, the frustration is that 2nd and 3rd St will have lane restrictions until mid-October. Wason cautioned INDOT that the community expects substantial completion if they are being told there will be substantial completion. When there is still bridge work, signal work, and all the work that will continue until next spring, the general public is not going to consider this substantially complete. Wason said the MPO and INDOT needs to better communicate to the community. The general public has no idea that this work will be continuing for so long. Wason said they need to avoid errors, like the one made today. There were major lane restrictions at Walnut and the bypass without any notification. It sounds like a communication issue between INDOT and a subcontractor. Those sorts of things eat at the public's confidence in the project. This is several years delayed. When talking substantial completion, INDOT's definition is going to be completely different than what the public is expecting. Wason thanked INDOT for the communication so far, but urged them to be clearer to the public.

Hamilton said it seems that we collectively need to report that there will not be substantial completion by August 31st. Hamilton asked when there will be two full lanes, at speed, on Section 5, all the way from Bloomington to Martinsville.

Flum said she does not have an answer to that. The two lanes part is achievable by mid-September. The at-speed part is complicated because they would need safe speeds for those working on the side of the road, on the shoulders, in the ditch lines.

Hamilton asked what the speed would be.

Flum said the speed would be 55 MPH through the MPO area and 70 MPH outside of that.

Hamilton asked if there will still be rolling lane closures.

Flum said that keeping the lanes closed in the north side of the project is allowing them to pave in longer sections.

Hamilton clarified he was asking if there would be rolling lane closures after mid-September.

Flum said after the paving of the mainline is done, it will be more like a rolling closure for a few days. The outside edges need to be corrugated, raised lane markers need to be put in. There are still some overhead signs that will require INDOT to take a lane.

Hamilton asked how long INDOT expects there will be rolling, periodic lane closures until there are 2 lanes that are done.

Flum said by the end of October, but they are aiming for sooner.

Hamilton said that it is important to let the public know that there will not be substantial completion by August 31st. Transparency and directness about this is very important. Speed will not be available for a while.

Flum said communication will be key when it comes to if a lane needs to be taken after the mid-September date.

Hamilton says it will be important to communicate the facts of this, as this is the last MPO meeting until after August 31st, if there are going to be lane restrictions continuing on 2nd and 3rd St. periodically through October.

Flum said these restrictions during the day will be lifted on August 31st, but at night, they will still be taking lanes to do some work.

Hamilton asked what the definition of “night” is.

Flum said between 7PM and 6AM. 2nd St.’s date is in the middle of August and 3rd St’s is August 31st.

Hamilton said that collectively, they need to get a story out about the way this is going to be and that there will not be substantial completion as planned. Hamilton asked when you would not be able to notice a difference whether you were going south from Bloomington on 69 or north of Bloomington from 69 for 20 miles.

Flum said at the end of this construction season, you would not be able to notice a difference. In the spring, trees will be planted.

Hamilton asked what the 46/37 work is about and what it will mean to the traveler.

Flum said they are still working through the details about what all will be done there. It will be a crossover of traffic and a single lane condition on 46 for some part of that time. It can take about 8 weeks to do the repairs and pavement replacement. It will not be 8 weeks at the same location. There might be a ramp that they have to close down and dig out for a week, but that ramp could be fine after a week.

Hamilton asked if the 46 crossover would be 1 lane each way for a period of 8 weeks or so.

Flum confirmed.

Hamilton asked if the ramps would be closed.

Flum said that there is at least one ramp that will need to be closed. It will be a week. They will coordinate with what they know to be heavy schedules, like football games, and plan accordingly.

Piedmont-Smith said she was trying to understand the second slide. It says “2 lanes on the mainline are currently unrestricted on Fullerton to Sample”. Piedmont-Smith asked if she meant 2 lanes going each direction or one lane going each direction.

Flum said that on the mainline, its two lanes in each direction.

Piedmont-Smith asked if the plan for move in, which starts on Sunday, is 4 lanes.

Flum said it is 4 lanes, 2 lanes in each direction, up to Chambers Pike and then it will come back down to single lane.

Piedmont-Smith explained she was confused because in the first bullet point, “2 lanes” was used to mean “2 lanes” in both directions. In the next bullet point, “4 lanes” is used to mean “2 lanes” in both directions.

Flum said they mean a single lane in each direction when talking about up to Sample Rd. in the current condition. It will be 4 lanes up to Chambers. If you go from Chambers Pike north to Martinsville, that will be single lane continuously. South of Chambers to Bloomington will be 2 lanes in each direction for move in.

Enright-Randolph said he has a safety concern at 2nd and Basswood. Driving westbound, there were cones to divide the lane. It was unclear if it was meant for right hand turn only, it looked like one was meant to go straight. There was a motorcycle pulling up alongside of another car and then there were two lines intending to go straight to merge into one lane of traffic. This happened last night.

Flum responded that they were finishing up paving of 2nd St. last night and she will check to make sure they have their cones reset correctly.

Enright-Randolph said the cones were configured right but no one knew what to do. Maybe a sign would be better.

- b. Quarterly Tracking 4th Quarter, Fiscal Year 2018 – Martin said Fullerton Pike and Gordon Pike over the Clear Creek bridge and Fullerton Phase II right-of-ways scheduled for contract. These were scheduled for the 8th. On Bloomfield Rd., the multi-modal safety improvements on the Stage III plans were due on the 24th of this month.
- c. Crash Report 2013 – 2015 – Martin reported that this Crash Report will be going to TAC and CDC at the end of this month. That will be the 2013-2015 Crash Report. Staff has been working on a 5 year report for 2013-2017 which will provide better data for statistical analysis.

Hamilton nominated Brad Wisler to run the remainder of the meeting.

- d. Complete Streets Policy Update – Dragovich reported Staff presented the recommendations to the Policy Committee during the work session prior to this meeting. Those recommendations will be digested into a draft policy that will be continuously worked on and presented to at next month’s work session or a meeting such as this.

Enright-Randolph noted that he read a statement by Margaret Clements during the work session.

- VI. New Business – none at this time.
- VII. Communications from Committee Members (*non-agenda items*)
 - a. Topic Suggestions for Future Agendas
 - b. Other Non-Agenda Items

Wason requested an update on ongoing MPO projects. Quarterly tracking didn't address the Fullerton Pike project. Any updates there on timing and what future phases would look like would be helpful for the Policy Committee.

Hamilton said there should be a press release of I-69.

Martin said that Staff can work with communications Staff in the Mayor's office on this to put together a press release based on the information from Flum.

Hamilton asked if MPO could put this out.

Wason motioned to send an updated release to the public on the status of I-69. Ryterband seconded.

Ryterband said it would be most appropriate coming from INDOT. If the MPO believes it should be the informing agent, that's fine.

Wisler said they can clarify things in a way that are more locally specific this way.

McClellan said INDOT will be happy to work with the MPO however they see fit.

Banach suggested they touch base with contacts at IU.

**Wason motioned to send an updated release to the public on the status of I-69. Ryterband seconded. Passed by voice vote.*

VIII. Upcoming Meetings

- a. Technical Advisory Committee – August 22, 2018 at 10:00 a.m. (McCloskey Room)
- b. Citizens Advisory Committee – August 22, 2018 at 6:30 p.m. (McCloskey Room)
- c. Policy Committee – September 14, 2018 at 1:30 p.m. (Council Chambers)

Adjournment

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

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POLICY COMMITTEE MINUTES

September 14, 2018

1:30 – 3:00 p.m.

Council Chambers (#115)*

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

Policy Committee in Attendance: Jason Banach, Adam Wason, Margret Clements, Geoff McKim, John Hamilton, Lisa Ridge, Isabel Piedmont-Smith, Sarah Ryterband, Kent McDaniel

Staff: Pat Martin Anna Dragovich

I. Call to Order

II. Approval of the Minutes*

a. August 10, 2018

*Ryterband moved to approve the August 2018 minutes

Piedmont-Smith said these minutes did not include the attendance, so they should not be approved.

Dragovich said the minutes can be approved now with the understanding the attendance will be added in later or it they can be approved next meeting.

Ridge says they should be tabled until next meeting and once the attendance is added, they can be approved.

*Ryterband withdrew her movement to approve the August 2018 minutes

Ridge moved to table the August 2018 minutes to the October 2018 meeting. Wason seconded. Motion passed by voice vote

III. Communications from the Chair

None at this time.

IV. Reports from Officers and/or Committees

a. Citizens Advisory Committee – Ryterband reported that CAC discussed the Complete Streets Policy and suggested approval to the Policy Committee for the TIP amendments.

b. Technical Advisory Committee – Dragovich reported there has been an ongoing discussion regarding the Operational Bylaws. Membership of all the committees and reaching quorum was included in this discussion. There was also discussion about when approving TIP amendments, also amending the MTP.

Ridge noted that sometimes it is difficult for the public to attend during the day and suggested holding it after the work day.

Dragovich responded that most of the issue is with the attendance of the membership who are in staff positions and working during the day.

Ryterband commented that if TAC met at 5, CAC meets at 6:30. This would make it a tremendous burden to the Staff. Another issue is that Staff members would no longer be on the clock.

V. Reports from the MPO Staff

- a. I-69 Update – Martin reported that at the last Policy Committee meeting of the MPO, it was recommended Staff prepare a press release regarding the announced I-69 Section 5 delays that are impacting the IU move in week and beyond. Staff sent it out and the idea was to inform the public that although August 31st was substantial completion, this date was somewhat of a floating date. It included information about work going on into September, with other elements continuing until the winter time. Work is still ongoing with the Department of Transportation in terms of punch list development. City and County had walkthroughs this week and last. There is still a lot of work to do including fencing, lighting, tree planting, drainage, shoulder improvements, and maintenance traffic will be going through the end of the year. Another significant issue is the SR 46/SR 37/I-69 interchange. One of the ramp projects was supposed to be in the spring of next year, but it has been accelerated to this fall. There will be a temporary ramp closure. During move in week, it was relatively safe. There were no significant crashes or issues, but there was a lot of congestion. There was a press release sent today by I-69 Section 5 regarding restrictions for September 14th. It said there will be SR 37/I-69 lane closures, temporary lane closures on SR 48, SR 45, and Arlington Rd. On Monday morning, Staff sent an email to the I-69 Section 5 office requesting any information and updates on progress. Agency meetings ended August 21st and there has not been any communication since then in a group form. There was no response to this request.

Wason said that they just sent an email in response to Jason Bunselmeier on a different issue, the SR 37 and I-69 bypass, that bridge work on the ramps inquiries, and he has not gotten any updates or schedules for that project.

Martin added that Staff met with the Seymour district yesterday and they did not have anything to do with this. This is all I-69 Section 5.

Ryterband asked whether the lack of contact from INDOT from August 31st is reactive to the statement from the City of Bloomington from August 14th. It was wonderful having Flum here last time to speak and give updates.

Ridge said that even before this statement came out, communication had already ceased by that point. They were tying up ends, marking pavement, and doing all these punch list walkthroughs. The City and County are very involved with these walkthroughs weekly. Ridge said in her view, it is not as though they have been thrown out of the process.

Ryterband responded that Wason asked them for information and they have not responded. Ryterband asked what happened to the communication being received on a regular basis.

Ridge said she received an email minutes ago from Bunselmeier about road inspections and paving.

Wason clarified that the only thing he has not gotten a response on is an update to the schedule of SR 46. Ridge is correct that the City is doing walkthroughs on a regular basis with an engineering team and INDOT. It is more the specific bridge project that Public Works is looking for information on.

McKim said that he received an email in response to his question about SR 46 bridgework. The response stated they do not have an updated schedule yet.

Barge thanked Wason and Ridge for communicating so well.

Wason said he knows I-69 Section 5 has been working closely with IU Athletics for the timing of that, so at this point, getting a project schedule update to the whole community would be helpful. As McKim said, there is an update right now. Wason said he has heard it could potentially get pushed back to next spring.

Barge asked how IU felt about the traffic during move in week.

Banach said they were not happy. Moving is a frustrating time no matter what.

Hamilton said he appreciates all of the work and believes we should continue to urge INDOT to provide regular updates at this meeting. It is not substantially complete, but is getting close. A formal update should be requested every time Policy Committee meets until it is complete.

- b. Crash Report – Martin says the Crash Report is not finished, but they are hoping to have it done by October. It will be the 2013-2015 Crash Report. Staff is also preparing a 5 year Crash Report from 2013 to 2017. A 3 year look has always been a rolling average. The 5 year will have better statistical analysis. The data is showing the same intersections over and over again are the ones that are most frequent in terms of crashes. In terms of severity, if you adjust for the traffic volumes, it is also showing a similar pattern. Having a 5 year data base, Staff will be working with the Seymour district as well as the central INDOT central office for strategies on how to examine the intersections. Staff did an interesting study where they took the crash data of 2013-2015 where the INDOT data was taken out and just looked at Monroe County and City of Bloomington. It was amazingly consistent from year to year. It was the same intersections over and over again.

Ridge said that will be perfect timing because Monroe County's crash report will be submitted to the Traffic Commission next week for approval and it will then be put on the County website.

Martin said some of the crashes might differ from time to time. Staff is trying to take out private property accidents from the report. They are identified as an intersection from a geo standpoint, but in reality they are either in a private driveway or an alley. Staff is trying to reduce down backing accidents, which are the 3rd or 4th most common cause of accidents in order to come up with real, actionable data locations to look at. Staff will be working very closely with the Department of Transportation, City of Bloomington, and Monroe County.

Piedmont-Smith asked if these Crash Reports would include collisions with deer.

Martin responded yes, they will. Normally animal incidents are at the same locations again and again because they use the same common paths for migration. Staff has not specifically looked at drunk driving incidents either. These accidents usually happen on a Saturday night,

early Sunday morning. There are usually patterns that come out of all of this. Having 5 year data will help these patterns show through.

- c. Complete Streets Policy – Dragovich said she wants to talk about the Draft Project Prioritization criteria today. This is also a very rough draft and still needs to go through the collaboration process. There is a lot of potential with the MPO to establish a framework for how projects are chosen and which ones are funded. The MPO provides federal transportation dollars to projects, similar to a granting agency. The hope is to get the Draft Project Prioritization criteria in place before the new TIP. There will be a call for new projects for the TIP in December or January, at the latest. There are a few different categories, including: Systems Preservation & Maintenance, Safety, Multi-modal Options, Congestion Management, Health & Equity, Consistency with Plans, and Context Sensitivity and Land Use. This is not an answer machine, but instead is supposed to guide discussion around the project. The way this works is, it asks a series of questions. The projects would receive a 1 or a 0 depending on how the project informs that question. For example, under Systems Preservation & Maintenance, the first question is “Project improves upon existing infrastructure”. That would be 1 for yes, 0 for no. This would apply to existing ROW compared to new types of projects. Each category is weighted and that category is weighted at 15%. Subsequent categories are weighted at 20% or 10%. It goes through and addresses safety, asking “Project location identified in most recent MPO Crash Report Top 50 Crash Locations”. This is a way to use the tools that Staff works hard on that have not been used as much as they should in terms of funding decisions in the past.

Ridge asked if Dragovich has reached out to the Indianapolis MPO area, INDOT, or Federal Highway on how they prioritize.

Dragovich said that this policy is inspired by other MPOs and her own ideas.

Ryterband said that under policy #7 in the draft document, she appreciates that every project should ensure the provision of accommodation that one mode does not prevent another. Ryterband would like to think that the most vulnerable are prioritized in that activity and have that actually recognized that the most vulnerable take priority. For example, in the situation of an 18-wheeler vs. someone in a wheelchair, the person in the wheelchair should take priority. This should be stated in this policy document.

Barge suggested that Health & Equity be a part of each category rather than just its own category.

Ryterband said that her other comment is on the evaluation process itself. It does not include that there will be a QA process on the projects already finished and to look back to see if they met the goals the Policy Committee wanted and how to readdress the policy accordingly.

McKim asked how Dragovich would prefer the feedback, in writing or wait for the next draft.

Dragovich said that she is showing it to them now for early and often feedback. Whatever the Committee feels comfortable with, whether it is right now, through email, or meeting to talk about it.

McKim asked when feedback would be most useful.

Dragovich said as soon as possible.

McDaniel noted that in the performance measures part, there are not any standards there to measure performance. McDaniel asked if this is merely intended as a time trend analysis, collecting data for our own benefit, or will there ultimately be a peer group analysis. If so, what are the consequences of not meeting the standards of the peer group?

Dragovich said that it may needed to be decided as an MPO.

Piedmont-Smith asked if there was currently criteria to evaluate projects to amend to the plan.

Dragovich said that there is no formal criteria.

Martin noted that safety projects are obviously first and those are based on limitation of how many dollars received for safety money.

Piedmont-Smith clarified that there is money received specifically for safety and those receive more guidance.

Dragovich said that the federal funding is broken out into three sources STP, HSIP, and TAP. STP, any kind of project is eligible, including roadway projects, bike-ped projects, and even planning projects. HSIP can only be used for safety specific projects. TAP is specifically allocated to bike-ped only projects. In the past, there was a prioritization process for HSIP and TAP, but not STP. This would cover all projects ideally.

Hamilton thanked Dragovich for sharing this document. Hamilton echoed Ryterband's comment regarding quality assurance. It will be helpful to have trend data, even without a target.

Clements added that the data should be normalized for population growth. As for the equality measures, it is important that a distorted metric system is not created to a point where 5% of the population is satisfied and 95% of the population is aggravated.

Ridge said that the Mayor brought up a good point about pavement condition and the way the programs are set up within Public Works and Street Dept. Part of the house bill that was passed for the local LPAs to receive extra funding for road projects and preservation. Everybody has an asset management program. You are required to rate your roads. This information is easily obtained by the departments. It is one way you have to report the condition of your roads to receive federal funding.

McDaniel clarified he is not opposed to collecting data, he just wants to ensure they know what they're going to do with it before collecting it.

VI. Old Business

None at this time.

VII. New Business

a. FY 2018-2021 Transportation Improvement Program Amendments*

(1) DES# 1602142 – SR 45 Bridge Painting

Martin reported this is the SR 45 bridge painting. This is the bridge on Arlington Rd. That project is in 2020 for preliminary engineering and 2020 for construction. This is all using National Highway funding. \$24,000 for preliminary engineering, \$256,000

for construction. Painting would take care of the dull color and ensure no additional rusting or deterioration.

- (2) DES# 1700198 – SR45-46 Arlington Rd to Kinser Pike Intersection Improvement (West Stonelake Drive) w/ Added Turn Lanes

Martin reported this is an intersection improvement. This is where the dog leg intersection coming in from the north and a very minor intersection from the south. This one has been on the Seymour district's radar for 3 years, but there has not been money to address this. The proposal now is preliminary engineering in 2019 and right-of-way acquisition in 2021. Current thinking on the scope of the project is that it would be a Mission J type project. If they wanted to go in the opposite direction, they would go to a crossover point and there would be a safe design for this.

Hillary Lowther explained that plan is for this is to build a new road up to Arlington Rd. and use Gurley Pike to come back around. There would not be a median U-turn for this specific intersection. It would be utilizing Arlington Rd. up and over to Gurley Pike. The reason is because of the traffic coming off of I-69 at the speeds and volumes that they will be, it is a likely spot for accidents and crashes. They were looking at a safe means to make a left turn from either Gurley or Stone Lake.

- (3) DES# 1800198 - SR 45/West Ison Road and SR 45/South Bunger Road Intersection Improvement w/ Added Turn Lanes

Martin reported that these are bundled together because of the proximity of the two intersections. This adds a travel lane and an acceleration lane. It is a central intersectional widening for this area. This comes from crash data. There is limited sight distance. One comes from a skew from the north, which also limits sight distance in this area.

McMillen asked what the process is on finalizing the specific design for these projects and if the public has any say.

Lowther said it depends on the level of how big the project is and the intensity. For this one specifically, probably.

Clements said the public needs to be consulted for the SR45/46 and Pete Ellis Dr. and Smith Rd. improvement plans.

Martin said the preliminary engineering is in 2019 and ROW acquisition is in 2021. Construction is in 2022.

- (4) DES# 1800199 – SR 45 at Pete Ellis Drive - Intersection Improvement w/ Added Turn Lanes

Martin reported that this will be the back entrance for the Bloomington Hospital. It will also be the commercial service entrance for the Bloomington Hospital. This is where the tractor trailers will deliver supplies to the hospital. This intersection is extremely tight right now. There will be some land acquisition to the northeast. There will be no ROW acquisition to the south whatsoever because of the farms and historic component of that. There will be some right-of-way acquisition from the Post Office property. This has not been designed at all, only scoped. It is still fluid in terms of when they will be developing this. Preliminary engineering does not begin until 2019. Right-of-way acquisition would be in 2021. The intention is to have the primary entrance constructed first and commercial entrance after that.

McDaniel asked when the hospital is supposed to be finished.

Wason answered that it would be done around 2020 or early 2021.

McKim applauded INDOT for taking on this intersection, because it is dangerous and tight. It is also a heavily pedestrian traffic area. There are apartment complexes around it and also a multiuse path. McKim said he would like INDOT to allow for public input on this project.

Martin said given the significance of this project, there will most likely be public information meetings on this one. In 2005-2006, the Department of Transportation tried to improve this corridor and met with resistance because they were going to take the tree row of off the farm area to the south. They talked about shifting the project to the north and that was unacceptable. Instead of going through the controversy, the Department of Transportation dropped the project. There will be no ROW acquisition to the south side. All of the ROW will shift in a different direction. Pedestrian traffic is very heavy in this area.

Ryterband said there are 10,000 riders on that corridor every day. There is a bus on it every ten minutes, so it is a heavily trafficked corridor in terms of transit.

Clements said this has the potential to really impact the design of our town. Many eyes and many voices should be included on this.

Wason asked for the funding mechanisms for this.

Martin said the funding mechanism for the SR 45 and Pete Ellis is Surface Transportation Program Funding. For preliminary engineering, Surface Transportation Program. For right-of-way, Surface Transportation Program. These are STP funding. \$188,000 for engineering, \$40,000 for construction, and 1.3-1.4 million dollars for construction.

Wason asked if these funds that regular LPAs would then have for other projects.

Martin said these are all state wide Surface Transportation Program. They are not available to any metropolitan area in the entire state.

Hamilton said it is important to recognize the support from the state and INDOT on this project. It is appreciated.

(5) DES# 1800208 – SR 46 at Smith Road - Intersection Improvement w/ Added Turn Lanes

Martin reported that this project is intersection widening. The site distance and queuing is poor. The volumes on the SR 46 corridor are very significant in the morning. It loads up early and stays that way until almost 7PM. The preliminary engineering is 2019 using National Highway Prioritization Program funding. \$80,000 for right-of-way acquisition in 2021. Construction is in 2022 for \$465,000. It is a safety issue and needs to be addressed.

Clements said out of all the other intersections, this is not the worst one. Clements doesn't understand why this one was selected. Widening Walnut, College, 3rd St., and 2nd St. should be a priority.

McKim said he believes the opposite. The issue is for people going north-south along Smith, not so much east-west. One left turn coming from Smith onto 3rd St. can consume the entire light cycle. People will try to skirt around.

Barge noted that the Century Village project being looked at would add to this issue.

- (6) DES# 1801525 – SR 45-46 at 14th Street. – Intersection Improvement w/ Added Turn Lanes
Martin reported this is basically the front door to the new Bloomington Hospital. The understanding is for traffic southbound on SR 45-46, it would be a double left to the east going into the entrance of the hospital. This one is on an accelerated timeline. ROW acquisition is in 2019 using NHPP money, \$8,000. Construction will happen in 2020 using State funds of \$2 million. This would be a signalized intersection. The acceleration lanes would be paid for by the developer. The developer in this case is IU Health. Traffic signaling would also be paid for by the developer, IU Health. This is one of the two key points to building the new Bloomington Hospital building.

Piedmont-Smith asked if the stub north of Range Rd. is what is being discussed.

Martin said they are talking about the intersection to the east going into the main hospital. They are not talking about a projected extension of 14th St.

Piedmont-Smith asked if the location of the entrance to the hospital would be the stub.

Martin said yes.

Piedmont-Smith asked what exactly IU Health is paying for,

Martin said IU Health is paying for the preliminary engineering and for the acceleration rates for construction. They would also be paying for the traffic signal. These are normal developer costs.

Lowther said it is all funded by INDOT, not IU Health.

Ryterband asked about a crosswalk in this area.

Hilary said she has not seen any details for this yet but would assume there would be one, since there is sidewalk on both sides.

Ryterband said she was hoping there would be one, especially since there will be buses taking people in and out.

Clements asked if it is possible to see a long range plan before this is approved.

McKim asked for additional information. IU Master Plan does have IU's vision for the streets there, including the extension of 14th St. to collect then with Law Ln.

Banach said the project is IU Health, not Indiana University. Indiana University is leasing the parcel to IU Health. IU Health is the developer of the parcel. Indiana University also has a building going there that they will be leasing back. There is no issue with asking them to share plans. There are no immediate plans to extend 14th St. to west of the bypass. The stub previously referred to will eventually become 14th St. to the east. The university already has taken steps to grant easements and actually give some property to the City of Bloomington for this to become a public street.

McKim asked if the 14th St. to the west does show up as a proposed road in the IU Master Plan.

Hamilton said that that is in discussion right now, but nothing is planned.

Banach said the University Master Plan is a lot like the City's. It has been discussed for 15 years. Many things are in there that may or may not happen in the future.

Hamilton said this is the single largest economic development in the City's history with IU Health. There will be a great deal of discussion about potential line ups and the transfer of the right-of-way. Hamilton thanked INDOT for their hand in this.

****Ryterband moved approval of the TIP Amendments. Wason seconded.****

McKim asked if they are adopting Resolution 2019-01.

Martin responded that the first part of this is adopting the amendment to the Transportation Improvement Program to include all of these projects. The adoption resolution is documentation that these were adopted. This signed document then goes to the Department of Transportation as a stamp of approval for these projects.

Piedmont-Smith asked if the funding for these projects is being approved.

Martin responded that they are approving the projects with the funding attached to these. The funding is subject to increase or decrease depending on the scoping of the project. All of this is federal money that cannot be accessed by local projects.

Ryterband said what they are doing is making sure our TIP is in alignment with the state TIP and that these projects can move forward because they are in our TIP.

****Ryterband moved approval of the TIP Amendments. Wason seconded. Motion passed by voice vote. Clements voted no.****

****McDaniel moved approval of Resolution FY 2019-01. Wason seconded. Motion passed with voice vote. Clements voted no.****

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

- a. Topic Suggestions for Future Agendas
None at this time.

IX. Upcoming Meetings

- a. Technical Advisory Committee – September 19, 2018 at 10:00 a.m. (McCloskey Room)
- b. Citizens Advisory Committee – September 19, 2018 at 6:30 p.m. (Kelly Room)
- c. Policy Committee – October 10, 2018 at 1:30 p.m. (Council Chambers)

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.



October 12, 2018

Mr. Louis Feagans, Statewide Technical Services Director
Mr. Roy Nunnally, Long Range Planning, Modeling and Traffic Counting Director
Indiana Department of Transportation
100 Senate Street
Indianapolis, IN 46204

RE: Safety Target Performance Measures

Dear Mr. Feagans,

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) has elected to plan and program projects so that they contribute towards the accomplishment of the Indiana Department of Transportation's 2019 safety targets for the performance measures listed below.

- 1) Number of fatalities
- 2) Rate of fatalities per 100 million miles traveled
- 3) Number of serious injuries
- 4) Rate of serious injuries per 100 million miles traveled
- 5) Number of non-motorized fatalities and non-motorized serious injuries

The BMCMPPO agrees to support the 2019 safety targets established by the Indiana Department of Transportation as reported to the National Highway Traffic Safety Administration and Federal Highway Administration. The 2019 safety targets based on five-year rolling averages are **less than or equal to**:

- Number of fatalities – 889.6
- Rate of fatalities per 100 million miles traveled – 1.087
- Number of serious injuries – 3,501.9
- Rate of serious injuries per 100 million miles traveled – 4.234
- Number of non-motorist fatalities and serious injuries – 393.6

The BMCMPPO will support the safety targets by incorporating planning activities, programs, and projects in the Adopted Metropolitan Transportation Plan and the current Transportation Improvement Program. The BMCMPPO Policy Committee approved this action at their regularly scheduled meeting on October 12, 2018. Attached is a copy of the Adoption Resolution.

Sincerely,

Lisa J. Ridge
Chair, BMCMPPO Policy Committee



October 12, 2018

Mr. Louis Feagans, Statewide Technical Services Director
Mr. Roy Nunnally, Long Range Planning, Modeling and Traffic Counting Director
Indiana Department of Transportation
100 Senate Street
Indianapolis, IN 46204

RE: Pavement Condition Target Performance Measures

Dear Mr. Feagans,

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) has elected to plan and program projects so that they contribute towards the accomplishment of the Indiana Department of Transportation's 2019 and 2021 Pavement Condition targets for the performance measures listed below.

- 1) Percent of Interstate pavements in Good condition
- 2) Percent of Interstate pavements in Poor condition
- 3) Percent of non-Interstate NHS pavements in Good condition
- 4) Percent of non-Interstate NHS pavements in Poor condition

The BMCMPPO agrees to support the 2019 and 2021 Pavement Condition targets established by the Indiana Department of Transportation that will be reported to the Federal Highway Administration. The 2019 and 2021 pavement targets based on a certified Transportation Asset Management Plan are:

- 2019 Percent of Interstate pavements in Good condition – 84.24%
- 2019 Percent of Interstate pavements in Poor condition – 0.80%
- 2019 Percent of non-Interstate NHS pavements in Good condition – 78.71%
- 2019 Percent of non-Interstate NHS pavements in Poor condition – 3.10%
- 2021 Percent of Interstate pavements in Good condition – 84.24%
- 2021 Percent of Interstate pavements in Poor condition – 0.80%
- 2021 Percent of non-Interstate NHS pavements in Good condition – 78.71%
- 2021 Percent of non-Interstate NHS pavements in Poor condition – 3.10%

The BMCMPPO will support the Pavement Condition targets by incorporating planning activities, programs, and projects in the Adopted Metropolitan Transportation Plan and the current Transportation Improvement Program. The BMCMPPO Policy Committee approved this action at their regularly scheduled meeting on October 12, 2018. Attached is a copy of the Adoption Resolution.

Sincerely,

Lisa J. Ridge
Chair, BMCMPPO Policy Committee



October 12, 2018

Mr. Louis Feagans, Statewide Technical Services Director
Mr. Roy Nunnally, Long Range Planning, Modeling and Traffic Counting Director
Indiana Department of Transportation
100 Senate Street
Indianapolis, IN 46204

RE: NHS Bridge Condition Target Performance Measures

Dear Mr. Feagans,

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) has elected to plan and program projects so that they contribute towards the accomplishment of the Indiana Department of Transportation's 2019 and 2021 statewide NHS Bridge Condition targets for the performance measures listed below.

- 1) Percent of NHS bridges by deck area classified as in Good condition
- 2) Percent of NHS bridges by deck area classified as in Poor condition

The BMCMPPO agrees to support the 2019 and 2021 NHS Bridge Condition targets established by the Indiana Department of Transportation that will be reported to the Federal Highway Administration. The 2019 and 2021 NHS Bridge Condition targets based on a certified Transportation Asset Management Plan are:

- 2019 Percent of NHS bridges by deck area classified in Good condition - 48.32%
- 2019 Percent of NHS bridges by deck area classified in Poor condition – 2.63%
- 2021 Percent of NHS bridges by deck area classified in Good condition – 48.32%
- 2021 Percent of NHS bridges by deck area classified in Poor condition – 2.63%

The BMCMPPO will support the NHS Bridge Condition targets by incorporating planning activities, programs, and projects in the Adopted Metropolitan Transportation Plan and the current Transportation Improvement Program. The BMCMPPO Policy Committee approved this action at their regularly scheduled meeting on October 12, 2018. Attached is a copy of the Adoption Resolution.

Sincerely,

Lisa J, Ridge
Chair, BMCMPPO Policy Committee



October 12, 2018

Mr. Louis Feagans, Statewide Technical Services Director
Mr. Roy Nunnally, Long Range Planning, Modeling and Traffic Counting Director
Indiana Department of Transportation
100 Senate Street
Indianapolis, IN 46204

RE: NHS Truck Travel Time Reliability Target Performance Measures

Dear Mr. Feagans,

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) has elected to plan and program projects so that they contribute towards the accomplishment of the Indiana Department of Transportation's 2019 and 2021 NHS Truck Travel Time Reliability targets for the performance measures listed below.

- 1) Level of Travel Time Reliability on Interstate
- 2) Level of Travel Time Reliability on non-Interstate NHS

The BMCMPPO agrees to support the 2019 and 2021 NHS Truck Travel Time Reliability targets established by the Indiana Department of Transportation that will be reported to the Federal Highway Administration. The 2019 and 2021 statewide travel time reliability targets based on percent of person miles that are certified as reliable:

- 2019 Percent of person miles reliable on Interstate – 90.5%
- 2021 Percent of person miles reliable on Interstate – 92.8%
- 2021 Percent of person miles reliable on non-Interstate – 89.8%

The BMCMPPO will support the NHS Truck Travel Time Reliability targets by incorporating planning activities, programs, and projects in the Adopted Metropolitan Transportation Plan and the current Transportation Improvement Program. The BMCMPPO Policy Committee approved this action at their regularly scheduled meeting on October 12, 2018. Attached is a copy of the Adoption Resolution.

Sincerely,

Lisa J, Ridge
Chair, BMCMPPO Policy Committee



October 12, 2018

Mr. Louis Feagans, Statewide Technical Services Director
Mr. Roy Nunnally, Long Range Planning, Modeling and Traffic Counting Director
Indiana Department of Transportation
100 Senate Street
Indianapolis, IN 46204

RE: Interstate Freight Reliability Target Performance Measure

Dear Mr. Feagans,

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) has elected to plan and program projects so that they contribute towards the accomplishment of the Indiana Department of Transportation's 2019 and 2021 Interstate Freight Reliability targets for the performance measure listed below.

1) Interstate Freight Reliability

The BMCMPPO agrees to support the 2019 and 2021 Interstate Freight Reliability targets established by the Indiana Department of Transportation that will be reported to the Federal Highway Administration. The 2019 and 2021 Interstate Freight Reliability targets based on the truck travel time reliability index are:

- 2019 Interstate freight reliability index – 1.27
- 2021 Interstate freight reliability index – 1.24

The BMCMPPO will support the Interstate Freight Reliability targets by incorporating planning activities, programs, and projects in the Metropolitan Transportation Plan and the current Transportation Improvement Program. The BMCMPPO Policy Committee approved this action at their regularly scheduled meeting on October 12, 2018. The adopted Resolution of the October 12, 2018, meeting is attached.

Sincerely,

Lisa J. Ridge
Chair, BMCMPPO Policy Committee



October 12, 2018

Mr. Louis Feagans, Statewide Technical Services Director
Mr. Roy Nunnally, Long Range Planning, Modeling and Traffic Counting Director
Indiana Department of Transportation
100 Senate Street
Indianapolis, IN 46204

RE: On-Road Mobile Source Emission Target Performance Measures

Dear Mr. Feagans,

The Bloomington-Monroe County Metropolitan Planning Organization (BMMPO) has elected to plan and program projects so that they contribute towards the accomplishment of the Indiana Department of Transportation's 2019 and 2021 On-Road Mobile Source Emission targets for the performance measures listed below.

- 1) CMAQ project reduction volatile organic compounds (VOC)
- 2) CMAQ project reduction carbon monoxide (CO)
- 3) CMAQ project reduction oxides of nitrogen (NOx)
- 4) CMAQ project reduction particulate matter less than 10 microns (PM10)
- 5) CMAQ project reduction particulate matter less than 2.5 microns (PM2.5)

The BMCMPPO agrees to support the 2019 and 2021 On-Road Mobile Source Emission reduction targets established by the Indiana Department of Transportation that will be reported to the Federal Highway Administration. The 2019 and 2021 On-Road Mobile Source Emission reduction targets based on kilograms per day are:

- 2019 Volatile Organic Compounds (VOCs) reduction of 1,600 kilograms per day
- 2019 Carbon Monoxide (CO) reduction of 200 kilograms per day
- 2019 Oxides of Nitrogen (NOx) reduction of 1,600 kilograms per day
- 2019 Particulate Matter (PM10) less than 10 microns reduction of 0.30 kilograms per day
- 2019 Particulate Matter (PM2.5) less than 2.5 microns reduction of 20 kilograms per day
- 2021 Volatile Organic Compounds (VOCs) reduction of 2,600 kilograms per day
- 2021 Carbon Monoxide (CO) reduction of 400 kilograms per day
- 2021 Oxides of Nitrogen (NOx) reduction of 2,200 kilograms per day
- 2021 Particulate Matter (PM10) less than 10 microns reduction of 0.50 kilograms per day
- 2021 Particulate Matter (PM2.5) less than 2.5 microns reduction of 30 kilograms per day

The BMCMPPO will support the On-Road Mobile Source Emission reduction targets by incorporating planning activities, programs, and projects in the Metropolitan Transportation Plan and the current Transportation Improvement Program. The BMCMPPO Policy Committee approved this action at their regularly scheduled meeting on October 12, 2018. The adopted Resolution of the October 12, 2018, meeting is attached.

Sincerely,

Lisa J. Ridge
Chair, BMCMPPO Policy Committee



ADOPTION RESOLUTION FY 2019-03

RESOLUTION ENDORSING INDOT TARGET PERFORMANCE MEASURES FOR SAFETY, PAVEMENT CONDITION, NHS BRIDGE CONDITION, NHS TRUCK TRAVEL TIME RELIABILITY, INTERSTATE FREIGHT RELIABILITY, ON-ROAD MOBILE SOURCE EMISSIONS as approved by the Policy Committee of the Bloomington/Monroe County Metropolitan Planning Organization on October 12, 2018.

WHEREAS, each urbanized area participating in the programs of the Federal Highway Administration and Federal Transit Administration must assure that relevant transportation plans are maintained through a process that is comprehensive, cooperative, and coordinated; and

WHEREAS, the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO) is the organization designated by the Governor of Indiana as the Metropolitan Planning Organization responsible for carrying out, with the State of Indiana, the provisions of 23 U.S.C. 134, and capable of meeting the requirements thereof for the Bloomington, Indiana urbanized area; and

WHEREAS, the basis for transportation planning and improvement programming in the Bloomington Urbanized Metropolitan Planning Area is the 2040 Metropolitan Transportation Plan (MTP) adopted in 2017, and the 2018-2021 Transportation Improvement Program (TIP) adopted in 2017, and an annually prepared Metropolitan Transportation Planning Process Self-Certification Statement; and

WHEREAS, the planning process maintained by the Bloomington/Monroe County Metropolitan Planning Organization staff has assured that those plans, and subsequent improvement projects, are consistent with the comprehensively planned development of the Bloomington/Monroe County urbanized area as well as Federal policies and priorities.

NOW, THEREFORE, BE IT RESOLVED:

- (1) That the Bloomington/Monroe County Metropolitan Planning Organization hereby endorses the INDOT target performance measures.

PASSED AND ADOPTED by the Policy Committee by voice vote upon this 12th day of October 2018.

Lisa J. Ridge
Policy Committee Chair
Bloomington/Monroe County MPO

Patrick Martin
Senior Transportation Planner
Bloomington/Monroe County MPO

I. DEFINITION¹

Complete streets are roadways designed to safely and comfortably accommodate all users, including, but not limited to, pedestrians, bicyclists, users of public transit, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users².

II. APPLICABILITY³

This policy shall apply to all of the following:

1. All new construction and reconstruction/retrofit of local roadways that will use federal funds through the BMCMPO 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.⁴
2. Local roadway projects included in the TIP after the adoption of the Complete Streets Policy *and* are not past the Preliminary Field Check Phase or more than 30% complete with design at the time this policy is adopted.
3. Local roadway projects where the BMCMPO has the programming authority to allocate federal funding.

III. VISION AND PURPOSE

This Complete Streets Policy is written to empower and direct citizens, 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 (BMCMPO).

The Complete Streets¹ 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 accommodation(s) 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 incorporate community values and qualities including environment, scenic, aesthetic, historic and natural resources, as well as safety and mobility. This approach demands careful

¹ New heading.

² Unchanged.

³ Unchanged.

⁴ Formerly excluded resurfacing activities that do not alter the current/existing geometric designs of a roadway

multi-modal evaluation for all transportation corridors integrated with best management strategies for land use and transportation.⁵

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.⁶

The goals of this Complete Streets Policy are:

1. To ensure that the safety and convenience 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.
7. To ensure equity for all people who use the transportation network, regardless of race, income or physical ability⁷.

IV. POLICY

1. Roadway projects shall appropriately accommodate the safety and comfort 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.⁸
2. 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 MPO⁹.
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 needs of the corridor can be met.¹⁰

⁵ Unchanged

⁶ New.

⁷ New goal.

⁸ Unchanged.

⁹ New.

¹⁰ Unchanged.

4. The LPA shall identify anticipated phases and key milestones of project development.¹¹
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.¹²
7. Every project shall ensure that the provision of accommodations for one mode does not prevent safe and comfortable use by another mode¹³.
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 and/or sidewalk and multi-use path¹⁴.
9. All projects shall make use of the latest and best design standards, policies, and guidelines¹⁵.
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 policy¹⁶

V. PROCESS

In response to a BMCMPPO issued Call for Projects for any roadway project that seeks to use federal funding and be programmed in the Transportation Improvement Program (TIP), the Local Public Agency (LPA) shall submit a completed TIP application form.

1. The LPA shall submit the following information to the BMCMPPO:
 - a. A detailed project location map and project description (e.g. project scope, reconstruction/new construction, vehicular facilities, non-vehicular facilities);
 - b. Detailed purpose and need;
 - c. Clearly relate the purpose of a project to existing plans and policies (e.g. MTP, Crash Report);
 - d. The intent for the project to be Complete Streets Compliant or to seek a Complete Streets Exception¹⁷;
 - e. Amount of federal funding requested by phase (e.g. preliminary engineering, rights of way, construction, construction inspection);
 - f. Anticipated dates for project design initiation and construction letting;
 - g. The project stakeholder list or key party/agency/interest group identification list;
 - h. The public participation process with goals to attain (e.g. public meeting dates and what will be accomplished). It is best not to come to the public to simply present

¹¹ Unchanged.

¹² Unchanged

¹³ New.

¹⁴ New.

¹⁵ Unchanged, except eliminates: "The Local Public Agency (LPA) shall also retain justification and design decision authority over its projects".

¹⁶ New.

¹⁷ Changed "exemption" to "exception"

pre-established goals but rather to encourage participation and dialogue that leads to consensus. LPA's should be prepared to discuss constructively what the public cares about and ask for ideas;

- i. The primary contact or project representative information.

2. Project selection process and criteria¹⁸

BMCMPPO staff shall convene a Project Prioritization Committee as part of the TIP development process. The purpose of this is to evaluate projects based on the criteria found in Appendix A. This committee will forward a prioritized list of projects to the committees of the MPO as a recommendation for final decision.

3. Complete Streets Design Guidance¹⁹

Final design plans for all projects will be context-sensitive and mesh well 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). 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 Operating Pedestrian Facilities
- f. AASHTO Guide for the Development of Bicycle Facilities
- g. AASHTO Green Book
- h. Manual on Uniform Traffic Control Devices (MUTCD) – federal and Indiana Supplement

VI. EXCEPTIONS²⁰

1. Process

- a. Exceptions to this policy shall be approved by resolution of the MPO Policy Committee with guidance from the Technical and Citizen's Advisory Committees and the public at large.²¹

¹⁸ New.

¹⁹ New in that specific design guides are called out.

²⁰ New.

²¹ New.

- b. A 14 day public comment period shall precede any final decisions made by the Policy Committee. The public shall be notified via legal notices in the newspaper, on the MPO website and via the MPO contact list.²²
- c. LPA's requesting an exception shall submit clear and supportive documentation for justifying the exception.²³
- d. The BMCMPO Policy Committee shall certify an exception under certain circumstances, including the following²⁴:
 - 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 20-or-more year Average Daily Traffic projection is less than 1000 vehicles per day;
 - iv. When other available means or factors indicate an absence of need presently and in the 20-or-more year horizon;
 - v. A reasonable and equivalent alternative already exists for certain users or is programmed in the TIP as a separate project;
 - vi. The project is not a roadway improvement project and/or the Bloomington/Monroe County Metropolitan Planning Organization has no programming authority (e.g. State, Bloomington Transit, Rural Transit, and other projects).

VII. IMPLEMENTATION²⁵

1. Implementation Process

- a. The MPO should update the Public Participation Plan to coincide with this Complete Streets Policy within nine months of the adoption of this policy.
- b. 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.

2. 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 MPO Citizen's Advisory Committee at the following project milestones:
 - i. During the project planning and scoping stages
 - ii. When design is 25% complete

²² New.

²³ New.

²⁴ Unchanged.

²⁵ New.

- iii. When design is 55% complete
- iv. When design is 100% complete
- v. Prior to finalizing the maintenance of traffic plans
- c. The LPA shall engage underrepresented communities and stakeholders identified in the original TIP application.
- d. 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 farmer's market.

3. Education and Training²⁶

Education about complete streets roadway design best practices for community members and decision makers is essential. The BMCMPPO encourages 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 and MPO staff.

These individuals are encourage to attend at least one of the following opportunities per year: the annual Indiana MPO Conference, the Indiana Walk & Bike Summit, annual Purdue Road School as well as any other complete streets related conferences, webinars, workshops and seminars that may be put on by America Walks, Smart Growth America, Institute of Transportation Engineers, The American Planning Association and The Congress for the New Urbanism.

4. 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.

VIII. EVALUATION

The BMCMPPO shall, at a minimum, evaluate this policy prior to the adoption of the Transportation Improvement Program²⁷. This evaluation shall include recommendations for amendments to the complete streets policy and subsequently be considered by the Citizens Advisory Committee, Technical Advisory Committee and Policy Committee. Recommendations for amendments shall be distributed to the Local Public Agencies prior to consideration by the BMCMPPO Committees.

IX. PERFORMANCE MEASURES²⁸

The intent of this complete streets policy is to create a safe and effective transportation system that accommodates all users and modes. The performance of complete streets

²⁶ New.

²⁷ Changed from "long range transportation plan" to "transportation improvement program"

²⁸ New.

planning and this complete streets policy will be measured via the metrics below and made available publicly. Data will be presented using trend patterns with the intent to inform the public and decision makers about transportation project funding and design.

Performance Measure	Responsible for Collection	Mechanism for Data Collection	Responsible for Local Publication	Timeframe
1. Number and percentage of fatalities (motorized & non-motorized)	MPO Staff	Crash Report	MPO Staff	Annually
2. Number and percentage of serious injuries (motorized & non-motorized)	MPO Staff	Crash Report	MPO Staff	Annually
3. Number and percentage of bridges in good condition	Monroe County Staff	Asset Management Systems	MPO Staff	Every two years
4. Number and percentage of bridges in poor condition	Monroe County Staff	Asset Management Systems	MPO Staff	Every two years
5. Percentage of pavement in good condition	Local Public Agencies	Asset Management Systems	MPO Staff	Every two years
6. Percentage of pavement in poor condition	Local Public Agencies	Asset Management Systems	MPO Staff	Every two years
7. Annual hours of National Highway System peak hour excessive delay per capita	INDOT	TBD	MPO Staff	Annually
8. Number of transit vehicles that have met and exceeded their useful life	Bloomington Transit and IU Campus Bus	Asset Management Systems	MPO Staff	Every two years
9. Number of transit stops in need of amenities	Bloomington Transit to MPO Staff	Asset Management Systems	MPO Staff	Every two years
10. Percentage of people walking, biking and using transit	MPO Staff	Travel Survey, Traffic Counters	MPO Staff	Every three years
11. Number of projects constructed in low-income and racial minority census blocks	U.S. Census Data	Annual List of Obligated Projects, Census Data	MPO Staff	Annually
12. Number of community members engaged at large and how many of those members are of an underrepresented population	MPO Staff	MPO and LPA Records	MPO Staff	Annually
13. Percentage of underrepresented population driving, walking, bicycling and using transit	MPO Staff	Travel Survey	MPO Staff	Every three years
14. Acreage of sensitive lands on which new transportation infrastructure is built (e.g. parks, karst, habitat)	MPO Staff	MPO and LPA Records	MPO Staff	Every three years
15. Average vehicle occupancy	MPO Staff	Travel Survey	MPO Staff	Every three years

X. DEFINITIONS

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

Underrepresented Area – a geographic area that largely consist 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.

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Appendix A

Project Prioritization	
System Preservation & Maintenance	15%
Project improves upon <i>existing</i> infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps)	+
Project addresses a maintenance need (e.g. repaving, bridge repair)	+
Project is located within existing right of way	+
Fiscal Responsibility	10%
Project budget is within the financial means of the MPO	+
Safety	15%
Project Addresses a High Crash Location	
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 safety improvement strategies	
Geometrical improvement for vehicular safety	+
Geometrical Improvement for bicycle safety	+
Geometrical Improvement for pedestrian safety	+
Signalization Improvement	+
Signage/Wayfinding	+
Project improves safe travel to nearby schools (within 1 mile)	+
Other improvements with rationale as to how the project improves safety	+
Multi-Modal Options	15%
Project incorporates Multi-Modal solutions	
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	+
Congestion Management	10%
Project incorporates congestion management strategies	
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	+
Health & Equity	10%
Project provides increased accessibility for people with a low income & minorities	+
Project corrects ADA non-compliance	+
Project provides transportation choices for people with disabilities	+
Project provides transportation choices for aging adults	+
Project provides choices for young children	+
Project promotes physical activity	+
Project reduces vehicle emissions	+
Project has negative consequences for a natural resource	-
Project has negative consequences for a socio-cultural resources	-
Consistency with Adopted Plans	10%
Project located along planned transit service	+
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	+
Context Sensitivity and Land Use	15%
Project contributes to the sense of place and matches the surrounding land use	
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	+