



CITIZENS ADVISORY COMMITTEE

November 20, 2019

6:30 – 8:00 p.m.

Kelly Conference Room (#155)

*Suggested
Time:*

~6:30 p.m.

I. Call to Order and Introductions

II. Approval of Meeting Agenda*

III. Approval of Minutes*
a. October 23, 2019

IV. Communications from the Chair and Vice Chair

V. Reports from Officers and/or Committees

~6:45 p.m.

VI. Reports from Staff
a. BMCMPPO Bylaws Update
b. Complete Streets Policy Update

VII. Old Business

VIII. New Business
a. INDOT 2020 Safety Performance Targets*
b. FY 2020 – 2024 Transportation Improvement Program Amendment*
(1) DES#1902020 – Traffic Signal Visibility Improvements at various locations in Monroe County
c. BMCMPPO CY 2020 Committee Meeting Schedule

IX. Communications from Committee Members and the public (*non-agenda/non-voting items*)
a. Topic suggestions for future agendas

~8:00 p.m.

X. Upcoming Meetings
a. Policy Committee – January 10, 2020 at 1:30 p.m. (Council Chambers)
b. Technical Advisory Committee – January 22, 2020 at 10:00 a.m. (McCloskey Room)
c. Citizens Advisory Committee – January 22, 2020 at 6:30 p.m. (McCloskey Room)

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.

Suggested Readings:



CITIZENS ADVISORY COMMITTEE – MINUTES

October 23, 2019

6:30 – 8:00 p.m.

McCloskey Room (#135)

*Suggested
Time:*

~6:30 p.m.

Citizens Advisory Committee minutes are transcribed in a summarized outline manner. Audio recordings of the meeting are available in the Planning & Transportation Department for reference.

Members present: Paul Ash, Mary Ann Williams, John Kennedy, Mary Jane Hall, David Walter, Sarah Ryterband

Staff present: Pat Martin

I. Call to Order and Introductions

II. Approval of Agenda: ****David Walter moved approval of the October 23, 2019, meeting agenda. Paul Ash seconded. Motion passed by unanimous consent by voice vote.****

III. Approval of Minutes: ****Mary Jane Hall moved approval of the September 18, 2019, meeting minutes. John Kennedy seconded. Motion passed by unanimous consent by voice vote.****

~6:45 p.m.

IV. Communications from the Chair and Vice Chair

- a. David Walter noted his participation and concern comments at a public meeting for the proposed improvement of the 3rd Street, Kirkwood Avenue & Adams Street intersection on the near west side of Bloomington. Discussion ensued. The staff will convey detailed concerns to the Planning & Transportation engineering staff.
- b. Sarah Ryterband reported on today's Technical Advisory Committee regarding Fullerton Pike construction, public meeting comments, the 2nd Street & Patterson construction project, IU Campus Bus route optimization, and an IU project involving the SR45-46 Bypass and Fee Lane.

V. Reports from Officers and/or Committees

- a. None.

VI. Reports from Staff

~8:00 p.m.

- a. Indiana MPO Conference – Pat Martin shared a BMCMPPO Complete Streets PowerPoint presentation.
- b. Quarterly Project Tracking – Pat Martin reported all county and city projects are progressing. The staff additionally requested from INDOT approval for the planned re-scoping of Karst Farm Greenway extension to an intersection with Bloomington's Bloomfield Road multi-use pathway.
- c. BMCMPPO Bylaws Update – A Working Group meeting has a scheduled meeting date next week.

VII. Old Business

- a. None.

VIII. New Business

- a. Complete Streets Policy Review and Update – Staff requested a review of the Complete Streets Policy adopted by the BMCMPPO in November 2018. The Policy stipulates an annual review involving the CAC and TAC for recommendations to the Policy Committee. Comments are encouraged via email to the staff.

- b. Bloomington Transit Route Optimization Study & Recommend Service Scenario – Staff referenced Bloomington Transit’s website link identifying the recommended service scenario (still subject to public comment) scheduled for implementation in August 2020. With the exception of a proposed service extension to the new Bloomington Hospital site, the IU Campus Bus recommended service scenario remains under consideration.

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

- a. Topic suggestions for future agendas

X. Upcoming Meetings

- a. Policy Committee – November 8, 2019 at 1:30 p.m. (Council Chambers)
- b. Technical Advisory Committee – November 20, 2019 at 10:00 a.m. (McCloskey Room)
- c. Citizens Advisory Committee – November 20, 2019 at 6:30 p.m. (McCloskey Room)

Adjournment



To: BMCMPPO Technical Advisory Committee and Citizens Advisory Committee

From: Pat Martin
Senior Transportation Planner

Date: November 13, 2019

Re: INDOT Safety Target Performance Measures Letter

The Indiana Department of Transportation (INDOT) and all Indiana Metropolitan Transportation Planning Organizations (MPOs) must adopt Safety Performance Measures by February 28, 2020 to achieve compliance with the USDOT Fixing America's Surface Transportation Act ("Fast Act") Requirements. Indiana MPOs have the option of agreeing to support INDOT targets or develop urbanized-area specific targets based upon defined measurable statistical crash data and vehicle miles of travel.

The BMCMPPO staff recommends the support of INDOT safety performance measures as the most prudent and feasible alternative.

A proposed support letter to INDOT is as follows:

"The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) has elected to plan and program projects so that they contribute towards the accomplishments of the Indiana Department of Transportation's 2020 safety target for the performance measures listed below:

- *Number of Fatalities*
- *Number of Serious Injuries*
- *Fatality Rate*
- *Serious Injury Rate*
- *Total Number of Non-Motorized Fatalities and Serious Injuries*

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) agrees to support the 2020 targets established by the Indiana Department of Transportation as reported to the National Highway Traffic Safety Administration and Federal Highway Administration. The 2020 safety targets based on five-year rolling averages are:

- *Number of Fatalities = **965***
- *Number of Serious Injuries = **3,628***
- *Fatality Rate (fatalities per 100 million miles traveled) = **1.154***

- *Serious Injury Rate (serious injuries per 100 million miles traveled) = **4.342***
- *Total Number of non-motorist fatalities and serious injuries = **420***

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) will support the safety targets by incorporating planning activities, programs, and projects in the 2040 Metropolitan Transportation Plan and the FY2020 - 2024 Transportation Improvement Program. The BMCMPPO Policy Committee approved this action at their regularly scheduled meeting on January 10, 2020.”

Requested Action

Recommend approval the proposed INDOT Safety Target Performance Measures letter and an accompanying Adoption Resolution to achieve FAST Act compliance by February 28, 2020.

PPM/pm

Appendix A
Technical Background
Indiana Department of Transportation Calculation Methodology

Number of Fatalities Target Calculation Methodology

For the purpose of comparison to the State Highway Safety Office (SHSO) Annual Report, the 5 year average performance target is based on a projected calendar **2020 value of 965** as described in the following methodology.

“Baseline projections are calculated using fatality counts and applying an equation to generate predictive values for 2019-2020. This was accomplished by the software built into Microsoft Excel for applying a logarithmic trend line with a forward forecast of two years. The equation is of the form $[y = A*\ln(x) + B]$. The resulting equation is then adjusted to more closely fit recent peak years by shifting the value of B to produce a matching value for the recorded peak. INDOT estimates seven (7) fatalities annually may be influenced by every 0.1% change in annual unemployment. Recent economic forecasts indicate an additional decrease in annual unemployment of 0.2% during the 2018-2020 period can be reasonably anticipated in Indiana. Consequently, the fatality count projections include an additional seven (7) fatalities each year in anticipation of an improving economic climate influencing greater risk-taking and unfortunately increased severe crash outcomes.”

Data Source: Fatality Analysis Reporting System, 2009-2015 FARS Final File Count, 2016 FARS Annual Report File, 2017 Indiana State Police FARS Report.

Number of Serious Injuries Target Calculation Methodology

For the purpose of comparison to the SHSO annual report, the 5 year average performance target listed above is based on a projected calendar **2020 value of 3,628** as described in the following methodology.

“Baseline projections are calculated using incapacitating injury counts (or estimations) and applying an equation to generate predictive values for 2014-2018. This was accomplished by the software built into Microsoft Excel for applying a logarithmic trend line with a forward forecast of four years. The equation is of the form $[y = A*\ln(x) + B]$. The resulting equation is then adjusted to more closely fit recent peak years by shifting the value of B to produce a matching value for the recorded peak.”

Data Source: Automated Reporting Information Exchange System (ARIES), 2009- 2013 the “As reported” count of “Incapacitating Injuries”, 2014-2017 an estimated count amounting to 7.2% of all non-fatal injuries.

Fatality Rate Methodology

For the purpose of comparison to the SHSO annual report, the 5 year average performance target listed above is based on a projected calendar **2020 value of 1.154** as described in the following methodology.

“Estimated/Predicted values for 2018-2020: The FHWA approved VMT for 2017 was significantly lower than the INDOT reported value there for an adjustment

was made to the projection of annual Vehicle Miles Traveled (VMT) growth rate estimates. For 2018 a growth of 1.2% was used as in past years however for each of the next two years growth is estimated to be 1.05% to account for the effect on projections due to the last FHWA approved (2017) VMT of 817.52 hundred million VMT. INDOT's Technical Planning Support & Programming Division estimates VMT by averaging the last 5 years of Annual Growth Rates for each of five factor groups and then averaging them. The Office of Traffic Safety uses those predicted annual estimates along with estimated fatalities then evaluated with the projected VMTs for their respective future years to produce predicted fatality rates per 100-million VMT."

Data Source: Fatality Analysis reporting System, The NHTSA calculated and reported values through 2016.

Serious Injury Rate Methodology

The INDOT calculated and reported values through 2013. Using estimated incapacitating injuries and the FHWA VMT values for 2014-2018. The 5 year average performance target listed above is based on a projected calendar **2020 value of 4.342** as described in the following methodology.

"Estimated/Predicted values for 2017-2020: The FHWA approved VMT for 2017 was significantly lower than the INDOT reported value there for an adjustment was made to the projection of annual Vehicle Miles Traveled (VMT) growth rate estimates. For 2018 a growth of 1.2% was used as in past years however for each of the next two years growth is estimated to be 1.05% to account for the effect on projections due to the last FHWA approved (2017) VMT of 817.52 hundred million VMT.

INDOT's Technical Planning Support & Programming Division estimates VMT by averaging the last 5 years of Annual Growth Rates for each of five factor groups and then averaging them. The Office of Traffic Safety uses those predicted annual estimates for incapacitating injuries along with the projected VMTs for their respective future years to produce predicted fatality rates per 100-million VMT."

Data Source: Automated Reporting Information Exchange System (ARIES).

Total Number of Non-Motorist Fatalities and Serious Injuries Methodology

The 5 year average performance target listed above is based on a projected calendar **2019 value of 420** as described in the following methodology.

"Baseline projections of Non-Motorist Fatalities are calculated using FARS Fatality counts and applying an equation to generate predictive values for 2018-2020. This was accomplished by the software built into Microsoft Excel for applying a logarithmic trend line with a forward forecast of two years. The equation is of the form $[y = A \cdot \ln(x) + B]$. The resulting equation is then adjusted to more closely fit recent peak years by shifting the value of B to produce a matching value for the recorded peak.

Non-Motorist incapacitating injuries are projected logarithmically as above for 2019-2020 with non-motorist incapacitating injuries projected as 13% of projected all non-motorist non-fatal injuries."

Data Source: A Fatality Analysis Reporting System (Non-motorist persons), 2009-2014 FARS Final File Count, 2016-2017 FARS Annual Report File, 2018 Indiana State Police FARS Report, Automated Reporting Information Exchange System (ARIES) (Non-motorist persons), * 2009-2013 the “As reported” count of “Incapacitating Injuries”, 2014-2018 an estimated count amounting to 13% of all non-fatal injuries.

*In addition to persons classified as pedestrians or pedal-cyclists, persons classified as animal drawn vehicle operators are included in the calculation. This is due to the significant number of crashes involving these vehicles across Indiana (Based on (Target Year 4) to (Target Year) 5-year average. For example, for the 2019 reporting period the target year is 2020 (displayed above table for this question). The footnote would read “Based on 2016 – 2020 5 year average”.)

ADOPTION RESOLUTION FY 2020-XX

RESOLUTION AMENDING THE 2040 Metropolitan Transportation Plan as presented to the Policy Committee of the Bloomington/Monroe County Metropolitan Planning Organization on January 10, 2020.

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, in cooperation with the State, the BMCMPPO must develop and maintain a Metropolitan Transportation Plan and a Transportation Improvement Plan which illustrate and reflect how federal funds will be expended on transportation projects within the urbanized area; and

NOW, THEREFORE, BE IT RESOLVED:

- (1) The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) has elected to plan and program projects so that they contribute towards the accomplishments of the Indiana Department of Transportation's 2020 safety target for the performance measures listed below:

- Number of Fatalities
- Number of Serious Injuries
- Fatality Rate
- Serious Injury Rate
- Total Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) agrees to support the 2020 targets established by the Indiana Department of Transportation as reported to the National Highway Traffic Safety Administration and Federal Highway Administration. The 2020 safety targets based on five-year rolling averages are:

- Number of Fatalities = **965**
- Number of Serious Injuries = **3,628**
- Fatality Rate (fatalities per 100 million miles traveled) = **1.154**
- Serious Injury Rate (serious injuries per 100 million miles traveled) = **4.342**
- Total Number of Non-Motorist Fatalities and Serious Injuries = **420**

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) will support the safety targets by incorporating planning activities, programs, and projects in the 2040 Metropolitan Transportation Plan and the FY 2020 - 2024 Transportation Improvement Program. The BMCMPPO Policy Committee approved this action at their regularly scheduled meeting on January 10, 2020.

- (2) That the adopted documents shall be forwarded to all relevant public officials and government agencies, and shall be available for public inspection during regular business hours at the City of Bloomington Planning and Transportation Department, located in the Showers Center City Hall at 401 North Morton Street, Bloomington, Indiana.

PASSED AND ADOPTED by the Policy Committee upon this 10th day of January 2020.

Lisa Ridge
Chair, Policy Committee, BMCMPPO

Patrick Martin
Senior Transportation Planner, BMCMPPO



To: BMCMPO Technical Advisory Committee & Citizens Advisory Committee
From: Pat Martin, Ryan Clemens
Date: November 12, 2019
Re: FY 2020 - 2024 Transportation Improvement Program (TIP) Amendment

INDOT requests one (1) amendments to the BMCMPO FY 2020-2024 TIP. The proposed amendment includes:

Traffic Signal Visibility Improvements at various locations in Monroe County – Safety (DES#1902020).

This project will improve traffic signal visibility at the following locations located within Monroe County: SR 45 and Leonard Springs, SR 45 and Walmart, SR 48 and Curry Rd., SR45 and Airport Rd., SR48 and Park Square, SR48 and Daniels Way, SR48 and SR 48 and Hartstraight Rd., SR 46 (Main St) and Sale, SR 46 (Temperance) and Sale, SR 46 and Smith Pike, SR 46 and Union Valley, SR 46 and Matthews, SR 46 and Arlington Rd., SR 46 and SR 446, SR 37 and Victor Pike, SR 37 and Walnut, SR 46 and Clarizz, SR 46 and Kingston, SR 46 and Pete Ellis, and SR 45/SR 46 at 17th St.

Traffic Signal Visibility Improvements I Monroe County (DES#1902020)					
Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
CN	2023	HSIP	\$540,000	\$60,000	\$600,000
Totals			\$540,000	\$60,000	\$600,000

Requested Action

Recommend the addition of the presented projects to the BMCMPO FY2020-2024 Transportation Improvement Program amendments for the January 10, 2020 BMCMPO Policy Committee meeting.

PPM/pm

3. Financial Plan

Identify *ALL* anticipated project costs for all phases, including total anticipated project costs beyond the four years to be programmed in the TIP (i.e. outlying years). Please identify any illustrative phases or costs in *italics*.

Note: Fiscal Years run from July 1 to June 30 (For example, FY 2014 starts 7/1/13 and ends 6/30/14).

Phase	Funding Source	FY 2019	FY 2020	FY 2021	FY 2022	Outlying Years
PE		\$	\$	\$	\$	\$
	STP	\$	\$	\$		\$
	State	\$	\$	\$		\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
CN		\$	\$	\$	\$	\$ 600,000
		\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$
Totals:		\$	\$	\$	\$	\$

- **Construction Engineering/Inspection:**

Does the project include an acceptable percentage of construction costs set aside for construction engineering or inspections? Yes No N/A

- **Year of Implementation Cost:**

Has a four percent (4%) inflation factor been applied to all future costs? Yes No

4. Complete Streets

- **New Projects:** If this is a new project to be included in the TIP and the Complete Streets policy is applicable, then Section 4 **MUST** be completed.
- **Existing Projects:** If this project is already included in the currently adopted TIP (compliant or exempt) and changes have occurred or will occur to the project which would have bearing on the Complete Streets Policy information on file, then all of Section 4 must be updated and resubmitted for consideration.
- **Not Applicable:** If this project is not subject to the Complete Streets Policy, check the **Not Applicable** box and proceed to Section 5.

Complete Streets Applicability and Compliance – Check one of the following:

Not Applicable – If Complete Streets Policy is Not Applicable, please skip to Section 5. The project is not subject to the Complete Streets Policy because it is a transit project, a non-road project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, a ‘grandfathered’ local roadway project included in the TIP before the adoption of the policy, or is a project that uses federal funds 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.*

Compliant - The project will accommodate all users of the corridor. The project is 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.*

Exempt - The project is unable to accommodate all users of the corridor due to certain circumstances or special constraints, as detailed in Section IV of the CS Policy. *Additional Information items 1, 4-8 (below) must be submitted for exempt projects.* Reason for exemption: _____

Additional Information – Attach to this application form the following information as required by the Complete Streets Policy. If any fields are unknown at the time of application, the applicant may indicate that “specific information has not yet been determined.” For any sections marked as unknown, information should be submitted as soon as it is available.

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

5. Signature Verification

I hereby certify that the information submitted as part of this form is accurate. Furthermore, if applicable, I certify the project follows the Complete Streets Policy.

Signature

04/07/2016
Date

STIP AMENDMENT and/or MODIFICATION REQUEST

Date: 21-Oct 2019

Amendmen
modificatio

Requestor: Robin Bolte

Sponsor	DES	Route	Work Type	Location	County	District	Miles	Federal Category	Asset Program - (State Projects Only)	Phase	Federal	Match	2020	2021	2022	2023	2024	Remarks	Letting Date	MPO
INDOT	1902020	Various	Traffic Signal Visibility Improvements	Various locations in Monroe County	Monroe	Seymour		HSIP	Safety	CN	540,000	60,000				600,000		Amend CN phase in FY 2023 to current TIP/STIP	03/04/20	BMCMPO



2020 Meeting Schedule

	POLICY COMMITTEE	TECHNICAL ADVISORY COMMITTEE	CITIZENS ADVISORY COMMITTEE
January	1/10/2020; 1:30pm	1/22/2020; 10:00am	1/22/2020; 6:30pm
February	2/14/2020; 1:30pm	2/26/2020; 10:00am	2/26/2020; 6:30pm
March	3/13/2020; 1:30pm	3/25/2020; 10:00am	3/25/2020; 6:30pm
April	4/10/2020; 1:30pm	4/22/2020; 10:00am	4/22/2020; 6:30pm
May	5/8/2020; 1:30pm	5/27/2020; 10:00am	5/27/2020; 6:30pm
June	6/12/2020; 1:30pm	6/24/2020; 10:00am	6/24/2020; 6:30pm
July	Summer Recess - No Meetings		
August	8/14/2020; 1:30pm	8/26/2020; 10:00am	8/26/2020; 6:30pm
September	9/11/2020; 1:30pm	9/23/2020; 10:00am	9/23/2020; 6:30pm
October	10/9/2020; 1:30pm	10/28/2020; 6:30pm	10/28/2020; 6:30pm
November	11/13/2020; 1:30pm	11/18/2020; 10:00am	11/18/2020; 6:30pm
December	Winter Recess - No Meetings		

Meetings are held at: City of Bloomington City Hall at the Showers Complex
 Policy Committee - Council Chambers; Suite 115
 Technical & Citizens Advisory Committees - McCloskey Room; Suite 135
 401 N Morton Street
 Bloomington, IN 47404