



POLICY COMMITTEE

January 8, 2021

1:30 – 3:00 p.m.

Virtual Location via Zoom:

<https://bloomington.zoom.us/j/91628358213?pwd=YThsRG51WjhieFVBVzBnSnErVys1QT09>

- I. Call to Order and Introductions
- II. Approval of the Agenda*
- III. Nominations and Election of Officers for Calendar Year 2021*
 - a. Chair
 - b. Vice-Chair
- IV. Approval of the Minutes*
 - a. November 13, 2020
- V. Communications from the Chair
- VI. Reports from Officers and/or Committees
 - a. Citizens Advisory Committee
 - b. Technical Advisory Committee
- VII. Reports from the MPO Staff
 - a. CY 2021 Policy Committee Meeting Schedule
 - b. Metropolitan Planning Organization 101
 - c. Coordinated Human Services Public Transportation Plan
- VIII. Old Business
- IX. New Business
 - a. Complete Streets Policy Review
- X. Communications from Committee Members (*non-agenda items*)
 - a. Topic Suggestions for Future Agendas
- XI. Upcoming Meetings
 - a. Technical Advisory Committee – January 27, 2021 at 10:00 a.m. (Virtual)
 - b. Citizens Advisory Committee – January 27, 2021 at 6:30 p.m. (Virtual)
 - c. Policy Committee – February 12, 2021 at 1:30 p.m. (Virtual)

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.



POLICY COMMITTEE

November 13, 2020

1:30 – 3:00 p.m.

Virtual Location via Zoom:

<https://bloomington.zoom.us/j/93981196019?pwd=U1FmVWxTWlVYjdjY2pYRm13MkIMUT09>

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

Policy Committee present: Jason Banach, Matt Flaherty, Penny Githens, Kent McDaniel, Nate Nickel (proxy), Scott Robinson (proxy), Pam Samples, Lisa Ridge, Sarah Ryterband, Dave Warren, Kate Wiltz.

Staff present: Pat Martin, Ryan Clemens

- I. Call to Order and Introductions
- II. Approval of the Agenda*
**Sarah Ryterband motioned. Kent McDaniel seconded. Motion carried by roll call vote 11:0 - Approved.
- III. Approval of the Minutes*
 - a. October 9, 2020
**Sarah Ryterband motioned. Kent McDaniel seconded. Motion carried by roll call vote 11:0 - Approved.
- IV. Communications from the Chair - None.
- V. Reports from Officers and/or Committees
 - a. Citizens Advisory Committee
Sarah Ryterband reported the CAC met and recommended approval of the INDOT Statewide Target Performance Measures.
 - b. Technical Advisory Committee
Lew May reported the TAC met and recommended approval of the INDOT Statewide Target Performance Measures.
- VI. Reports from the MPO Staff - None
- VII. Old Business - None.
- VIII. New Business
 - a. INDOT Statewide Target Performance Measures*
 - (1) Safety Target Performance Measures
 - (2) Pavement Condition Performance Measures
 - (3) Bridge Condition Performance Measures
 - (4) Truck Travel Time Reliability (TTTR) Index Performance Measures
**Sarah Ryterband motioned to approve INDOT Statewide Target Performance Measures. Scott Robinson seconded. Motion carried by roll call vote 11:0 - Approved.
- IX. Communications from Committee Members (non-agenda items)
 - a. Topic Suggestions for Future Agendas

Upcoming Meetings

- a. Policy Committee - January 8, 2020 at 1:30 p.m. (Virtual)
- b. Technical Advisory Committee - November 18, 2020 at 10:00 a.m. (Virtual)
- c. Citizens Advisory Committee - November 18, 2020 at 6:30 p.m. (Virtual)

Adjournment

** Sarah Ryterband motioned to adjourn. Kent McDaniel seconded. Motion carried.

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

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2021 BMCMPO Committee Meeting Schedules

POLICY COMMITTEE	TECHNICAL ADVISORY COMMITTEE	CITIZENS ADVISORY COMMITTEE
1/8/2021, 1:30 pm	1/27/2021, 10:00 am	1/27/2021, 6:30 pm
2/12/2021, 1:30 pm	2/24/2021, 10:00 am	2/24/2021, 6:30 pm
3/12/2021, 1:30 pm	3/24/2021, 10:00 am	3/24/2021, 6:30 pm
4/9/2021, 1:30 pm	4/28/2021, 10:00 am	4/28/2021, 6:30 pm
5/14/2021, 1:30 pm	5/26/2021, 10:00 am	5/26/2021, 6:30 pm
6/11/2021, 1:30 pm	6/23/2021, 10:00 am	6/23/2021, 6:30 pm
Summer Recess - No Meetings		
8/13/2021, 1:30 pm	8/25/2021, 10:00 am	8/25/2021, 6:30 pm
9/10/2021, 1:30 pm	9/22/2021, 10:00 am	9/22/2021, 6:30 pm
10/8/2021, 1:30 pm	10/27/2021, 10:00 am	10/27/2021, 6:30 pm
11/5/2021, 1:30pm*	11/17/2021, 10:00am*	11/17/2021, 6:30 pm*
Winter Recess - No Meetings		

**Moved ahead one week due to holiday*

ALL MEETINGS WILL BE HELD VIRTUALLY UNTIL FURTHER NOTICE
 Technical & Citizens Advisory Committees (4th Wednesdays)
 Policy Committee (2nd Fridays)

“MPO 101”

The Purpose & Function of a Metropolitan Planning Organization (MPO)



MPO 101 Overview

Key Concepts

- MPOs – What, Why, Who?
- Functions & Products
- Structure
- Best Practices
- Challenges
- Resources
- Discussion

MPO 101 Overview

Key Concepts

- Fiscal Constraint
- Public & Stakeholder Involvement
- Collaboration
- Multimodalism/Intermodalism
- Transportation – Land Use Connection
- Transportation – Economic Vitality Connection
- System Management & Operations (M&O)
- Safety & Security

MPOs - **What**, Why, Who?

What is an MPO?

- A Metropolitan Planning Organization (MPO) is a transportation policy-making and planning body with representatives of local, state & federal government and transportation authorities
- Required in urbanized areas of 50,000+ residents
- Ensures federal spending on transportation occurs through a comprehensive, cooperative and continuing (“3-C”) process
- Variety of organizational arrangements – “hosted” by another agency; stand-alone; existing agency designated as MPO by the Governor



MPOs - What, **Why**, Who?

Why an MPO?

- Transportation investment means allocating scarce transportation funding resources appropriately
- Planning must reflect the region's shared vision for its future
- Requires a comprehensive examination of the region's future and investment alternatives
- MPO **facilitates collaboration** of governments, interested parties and residents

MPOs - What, Why, **Who?**

Who is the MPO?

- Elected Officials
- State Agencies (e.g., DOTs and others)
- Municipalities, Counties, Regional Agencies
- Transit Operators
- Public
- Federal Agencies (e.g. FHWA, FTA)
- Private Sector Representatives
- ADA Accessibility
- Other Interest Groups

MPO – Functions, Process, Products

MPO Core Functions

- Establish a fair & impartial setting
- Evaluate multi-modal transportation alternatives
- Development of a Long Range Transportation Plan (LRTP)
- Development of a Transportation Improvement Program (TIP)
- Involve the public residents and key affected sub-groups (Public Participation Plan)

MPO – Functions, Process, Products

The MPO Process

- Regional Vision & Goals
- Alternate Improvement Strategies – Operations & Capital
- Strategies Evaluation & Prioritization of Strategies
- Maintenance of a Long-Range Transportation Plan
- Maintenance of a Transportation Improvement Program
- Project Development and supportive project advancement monitoring
- System Operation

MPO – Functions, Process, Products

MPO Products (All Performance Monitoring)

- *Unified Planning Work Program (UPWP)*
 - 2 Year Time Horizon
 - Includes Planning Studies, Tasks, Budget
 - Update Requirements = Annual
- *Transportation Improvement Program (TIP)*
 - 5-Year Time Horizon
 - Includes Transportation Investment Projects
 - Local Project Federal Funding Sources: STBG (80/20); TA (80/20); HSIP (90/10)
 - Update FAST Act Performance Measures = Every 2 years; project amendments as required
- *Long-Range Transportation Plan (LRTP)*
 - 20-Year Minimum Time Horizon
 - Includes Future Goals, Strategies & Projects
 - Update Requirements = Every 5 years

MPO – Functions, Process, Products

Unified Planning Work Program

- Reflects local planning priorities
- Lists studies & tasks to be performed by MPO and/or member agencies with MPO funds
- Covers at least one year
- Funding sources for each planning study/task
- Basis for planning (PL) funding & FTA 5303 (planning) transferability
- Delivery schedules
- Responsible agencies for each study/task
- Often includes a “preamble” element explaining a purpose and need



MPO – Functions, Process, Products

Long Range Transportation Plan

- Statement of region’s transportation systems investment priorities and plans
- Minimum 20-year time horizon
- Focused on systems level planning & intermodal/multimodal in nature
- Clearly links with regional land use, development, housing & employment goals & plans
- Emphasizes safety, the efficient use of the existing transportation system, and preservation
- Consistent with Statewide Transportation Plan
- Conforms with State Implementation Plan (SIP in non-attainment areas only) for Air Quality
- Fiscally-constrained prioritized listing of projects



“Typical” MPO Structure

MPO Policy Committee (“The MPO”)

- Locally Elected & Appointed Officials
- Modal representatives
- State Agency Officials
- Interest Group Representatives
- Tribal Governments

“Typical” MPO Structure

Technical Advisory Committee

- An advisory body to the MPO Policy Committee for transportation issues, primarily technical in nature
- Oversees MPO staff technical work and develops recommendations on projects and programs for Policy Committee consideration
- Meets on a regular schedule
- Usually comprised of staff-level technical officials of local, state & federal agencies, Citizens Advisory Committee, MPO professional staff

“Typical” MPO Structure

Citizens’ Advisory Committee

- Often acts in an advisory capacity to MPO on public participation strategies and offers “real world” feedback on issues of jurisdictional concern
- May meet regularly to review and develop plans, and also assists in organizing and managing public meetings and comments
- Comprised of members of the public
 - Often appointed by localities & MPO Policy Board
 - May include representatives of community, environmental & other interested organizations

MPO Operating Procedures

MPO Operations

- Decision-making processes
- Effective & ongoing public involvement

Decision-Making

- MPO process is designed to be “bottom-up” from stakeholders
- Leadership is critical to progress
- Policy Committee must clearly delineate roles & responsibilities of committees & staff (through adoption/maintenance of Bylaws)



MPO Operating Procedures

Effective Public Involvement

- *Public Participation Plan (PPP)*
 - Required document
 - Must clearly define process, strategy and responsibilities for ensuring continuous public input and education opportunities
 - Public involvement methods stressed in current federal funding bill
- Innovation in public involvement can enhance the process and make it more cost-effective

MPO Operating Procedures

Effective Public Involvement Examples

- Interactive & social media websites
- Videos/Animation
- Public Access TV
- Electronic communications
- Telephone “hotlines”
- Speakers & Speakers’ kits
- Local liaisons
- Community meetings
- Interactive workshops/open houses
- Resident surveys
- Newsletters/media releases
- Other efforts to reach the “under-involved”

MPO Operating Procedures

MPO Best Practices

- Considerable innovation across MPOs in many different topics
- Small MPOs are sometimes among the leaders being more agile and closer to stakeholders
- Worth considering best practices for lessons learned and local applicability

MPO Operating Procedures

Themes of MPO Best Practices

- Creativity & innovation in public & stakeholder involvement
- Focus on consensus-building on priorities & actions
- Innovation - use planning tools & process to effectively address hot topics in the region (e.g., visualization)
- Aggressively monitor & report on regional transportation system performance measures
- Develop plans, projects and work programs within a strategic framework
- Strong leadership is the most important determinant of MPO success

MPO Operating Procedures

MPO Challenges

- “Meeting fatigue” – MPO participants, citizens, professional staff
- Coordination among different players in MPO process (and knowing who they are!)
- Staying on top of emerging issues and requirements – federal, state, local levels
- Balancing the management of in-house work and consultant tasks
- Achieving organizational goals with limited financial and staff resources

MPO 101 - Resources

Additional MPO Informational Resources

- *The Metropolitan Transportation Planning Process: Key Issues - A Briefing Notebook for MPO Board Members* (Nov. 2001)
- Transportation Planning Capacity Building Program - www.planning.dot.gov/metro.asp
- Association of Metropolitan Planning Organizations (AMPO) - www.ampo.org
- National Transportation Research Board (NTRB) on Metropolitan Policy, Planning and Processes - www.trb.org

MPO 101 - Questions

- Questions?
- Questions?
- Suggestions?
- Suggestions?
- Contact Bloomington-Monroe County Metropolitan Planning Organization
 - BMCMPPO: mpo@Bloomington.in.gov
 - Pat Martin: martipa@Bloomington.in.gov
 - Ryan Clemens: clemensr@Bloomington.in.gov



Coordinated Human Services – Public Transportation Plan

Adopted
June 8, 2007

Amended
February 24, 2012



The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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Introduction

A Mobility Steering Committee (Committee) was formed in March 2007 by the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO) to explore how Bloomington and Monroe County could make the best use of the community's resources to provide optimal transportation service for persons in need. The Mobility Steering Committee was reconvened in December 2011 to evaluate the Coordinated Human Services – Public Transportation Plan and identify any needed changes. The following community agencies, organizations, businesses, and governmental departments were invited to participate in the Committee in either 2007 and/or 2011:

- Abilities Unlimited
- American Cancer Society
- Area 10 Agency on Aging (Rural Transit)
- Bell Trace Senior Living Community
- Big Brothers Big Sisters of Monroe County
- Bloomington Hospital (Assisted Medical Transport)
- Bloomington/Monroe County Metropolitan Planning Organization
- Bloomington Public Transportation Corporation (BT/BT Access)
- Catholic Charities Bloomington
- Center for Women's Ministries
- Child Protection Services of Monroe County
- City of Bloomington's Council for Community Accessibility
- City on a Hill
- Community Kitchen
- Dunn Mental Health Center
- e2 Taxi
- Family Service Association of Monroe County
- Go Express Travel
- Greater Bloomington Chamber of Commerce
- Habitat for Humanity Monroe County Inc.
- Harmony School
- Housing Solutions Inc.
- Indiana University Campus Bus Service
- Indiana University Institute on Disability and Community (Center for Aging and Community)
- Life Designs (formerly Options for Better Living)
- Meadowood Retirement Community
- Mental Health America
- Middle Way House
- Monroe House
- Monroe County Coalition for Access and Mobility
- Monroe County Planning Department
- National Center on Accessibility
- New Hope Family Shelter
- Salvation Army
- Shalom Community Center
- South Central Community Action Program
- St. Vincent De Paul Society
- Stepping Stones
- Stone Belt
- United Way Community Services of Monroe County Inc.
- The Villages
- Volunteers in Medicine
- WorkOne Bloomington
- Yellow Cab Co. Inc.

The primary goal of the steering committee was the development of this Coordinated Human Services – Public Transportation Plan (Coordinated Plan or Plan). The Coordinated Plan would not only attempt to address the transportation needs of the community, especially for those with special needs, but it would also fulfill a requirement

mandated by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Mission and Vision

Mission:

To optimize and coordinate human services and transportation resources for Bloomington and Monroe County through a steering committee representing diverse perspectives.

Vision:

To develop a coordinated transportation system offering accessible, affordable, universal, and diverse transportation options. This system will address currently unmet needs and serve every person, especially disabled persons, older adults, and those with low/no-income, who must rely on forms of transportation other than a personal vehicle.

Short-range Action Plan

It is important to set obtainable goals as part of the Plan. Given the amount of time and resources afforded the Mobility Steering Committee, the goal of this Plan was to establish a foundation upon which subsequent versions could be built. Therefore, the following tasks needed to be accomplished:

- Create and maintain a mobility steering committee
- Develop a Mission and Vision
- Identify and assess available transportation services
- Conduct preliminary analysis to evaluate how well existing transportation services meet the needs of targeted populations
- Identify funding opportunities for transportation infrastructure and special projects
- Identify eligible projects that meet the needs of targeted populations
- Develop long-range action plan
- Develop the Coordinated Plan and get approval by the Policy Committee of the Bloomington/Monroe County Metropolitan Planning Organization

Long-range Action Plan

The Plan is envisioned to be a living document that will be updated as needed. With time, the Mobility Steering Committee will be able to assess how well the Plan is coordinating transportation and human service providers to address unmet needs. It is anticipated that the Plan will be re-evaluated in an effort to address some of the following points:

- Conduct or review needs assessment to identify unmet needs and duplication of services
- Expand analysis of how well existing services are meeting the needs of targeted populations and formulate strategies based on this analysis

- Seek out best practices and evaluate options
- Pursue related pilot projects
- Expand mobility steering committee to be more inclusive of stakeholder interests
- Assess ability to maintain current services
- Assess ability to expand services
- Identify funding opportunities and explore innovative funding partnerships

Assessment of Available Services

MASS PUBLIC TRANSIT

Area 10 Agency on Aging (Rural Transit)

630 W. Edgewood Dr

Ellettsville, IN 47429

Ph: (812) 876-1079

Fx: (812) 876-9922

Email: area10@area10.bloomington.in.us

Web: <http://www.area10.bloomington.in.us/ruraltransit/>

Rural Transit offers transportation services in Lawrence, Monroe, Owen and Putnam counties. Express services offers opportunities to travel between Spencer, Ellettsville, and Bloomington Monday through Friday. County Sweeps offer round-trip service between specific points in the county (see Appendix A for Rural Transit Routes).

Rural Transit offers the following services and amenities to accommodate those with disabilities or special needs:

- Wheelchair lift (ADA compliant),
- TTY communication available at : 1-800-743-3333
- Rural Transit is a Medicaid Transportation Provider. Medicaid recipients are encouraged to call the dispatcher for more information.

Bloomington Public Transportation Corporation (Bloomington Transit)

130 W. Grimes Ln.

Bloomington, IN 47403

Ph: (812) 332-5688

Fx: (812) 332-3660

Email: customer@bloomingtontransit.com

Web: <http://www.bloomingtontransit.com/>

The Bloomington Public Transportation Corporation, known as Bloomington Transit (BT), provides public transportation services exclusively within the Bloomington corporate limits on nine fixed routes. Passengers can make convenient transfers between routes from a downtown transfer facility (see Appendix B for Bloomington Transit routes). Upon approval from its board, the

Bloomington Public Transportation Corporation offers discounted passes to agencies which serve the needs of persons with low/no income.

BT's fixed route transit system offers the following services and amenities to accommodate those with disabilities:

- Schedules are available in audio cassette, cd, or large print.
- Most BT buses are equipped with kneelers which lower the front end of the bus, making it easier to board.
- All BT buses are wheelchair accessible.
- TTY Communication available at: 330-7853

In addition to these services, Bloomington Transit also offers BT Access which is a demand response van service for people with disabilities who are unable to use the fixed route system. BT Access service is provided with vans equipped with wheelchair lifts. Eligible patrons can be picked up by these vans and taken anywhere in Bloomington for work, school, medical or dental appointments, shopping, or to visit friends.

Eligibility to use BT Access may be granted on a full or conditional basis depending on the person's ability to use regular fixed route bus service. Those persons who receive full eligibility status may use BT Access for all trips within the service area during days and hours that the service operates. Conditional eligibility may be granted to persons who under certain conditions may be able to use regular fixed route service. Persons with conditional eligibility may use BT Access when their disability prevents them from using the regular fixed route service. Personal Care Attendants, if required, may accompany passengers at no charge. It should also be noted that all patrons who qualify to ride BT Access may ride Bloomington Transit's fixed route system free of charge.

Indiana University Campus Bus Service

120 W. Grimes Ln.

Bloomington, IN 47403

Ph: (812) 855-8384

Email: ubus@indiana.edu

Web: www.iubus.indiana.edu/campus_bus/index.html

Indiana University Campus Bus provides public transportation services primarily serving student transportation needs on the Indiana University campus on five fixed routes. Campus Bus service is a fare free system in which no fares are charged or collected from any passenger (see Appendix C for Indiana University Campus Bus routes).

Indiana University Campus Bus Service offers the following services and amenities to accommodate those with disabilities or special needs:

- Wheelchair accessible ramps,
- Kneeling bus feature,
- Wheelchair-designated seating areas.

- Designated seating areas for people with disabilities and older adults.
- Audible announcements of major landmarks and bus stops.

MEDICAL RELATED TRANSPORTATION

IU Health Bloomington Hospital - Assisted Medical Transport

630 South Patterson Street

Bloomington, IN 47403

Ph: (812) 353-9232 / (800) 222-9589

Fx: (812) 353-4084

Web: www.iuhealthbloomington.org/oth/Page.asp?PageID=OTH000170

Assisted Medical Transport service provides assistance to patients traveling to and from medical appointments at IU Health Bloomington Hospital, doctor's office, or other healthcare facilities. People in wheelchairs or with other mobility problems can schedule one of six specially equipped vans. All of the vans are staffed by Indiana-certified emergency medical personal who are employees of Bloomington Hospital Ambulance Service (BHAS). Customers receive personal assistance to and from the van and are transferred to a responsible person at each destination

American Cancer Society

Southeast Indiana Area Service Center

4567 Progress Drive

Columbus, IN 47201

Ph: (812) 376-6781

Web: www.cancer.org/

The American Cancer Society provides transportation to and from treatments for cancer patients in Bartholomew, Brown, Dearborn, Decatur, Fayette, Franklin, Henry, Jackson, Jefferson, Jennings, Monroe, Ohio, Ripley, Rush, Scott, Switzerland, Union, Washington, and Wayne counties through a volunteer driver service. All arrangements need to be coordinated through the ACS office.

Monroe Hospital

4011 S. Monroe Medical Park Boulevard

Bloomington, IN 47403

Ph: (812) 369-2161

E-Mail: we.care@monroehospital.com

Web: www.monroehospital.com

Monroe Hospital offers wheelchair accessible vans to provide medical transportation to residents of Monroe County and adjacent areas. Patrons should call three to four days in advance to reserve a trip. Medicaid is accepted.

Veterans of Foreign Wars

Post #604

209 S. College Ave.
Bloomington, IN 47401
Ph: (812) 332-4686
Web: <http://vfwwebcom.org/in/post604>

The VFW offers free transportation for Monroe County veterans to the Veterans Affairs Hospital in Indianapolis. They do not have wheelchair accessible vehicles.

Classic Medicab Transportation

312 W. Main St.
Greensburg, IN 47420
Ph: (866) 663-9990

Classic Medicab Transportation offers medical trips to Indianapolis from Monroe County, Owen County and adjacent areas. Vehicles are not wheelchair accessible and drivers do not assist passengers door to door. Appointments must be made 48 hours in advance. There is a reduced rate for Medicaid recipients.

J & S Medi-Cab

2901 S. 100 West
Washington, IN 47501
Ph: (812) 254-7244 or (888)311-7244

J & S Medi-cab provides medical transportation to Indianapolis and other locations from Monroe and Owen counties. Door-to-door service is offered to people on Medicaid. Vehicles are not wheelchair accessible.

PRIVATE TRANSPORTATION PROVIDERS

Go Express Travel (Shuttle, Charter, Limousine)

3200 Venture Blvd.
Bloomington, IN 47404
Ph: (812) 332-6004 or (800) 589-6004
Web: www.bloomingtonshuttle.com/

Go Express Travel (formerly known as Bloomington Shuttle Service) offers different transportation services. The airport shuttle picks up and delivers from five different Bloomington locations leaving the city nine times a day beginning at 4:40 a.m. and ending at 9:20 p.m. For the return trip, the shuttle departs the Indianapolis International Airport nine times a day beginning at 6:40 a.m. and ending at 10:40 p.m.

Go Express Travel also offers luxury busses that can be chartered to go anywhere in the continental United States for any length of time. The charter service can serve as few as a couple of people or groups of hundreds.

Signature limousines is offered by Go Express Travel and can be used for any occasion including private door-to-door transportation to the airport, weddings, anniversaries, birthdays, concerts, a special night on the town, proms or pampering an important business client.

The Chicagoland Express offers transportation service on buses between Bloomington and three suburban Chicago locations: Merrillville, IN; Oakbrook, IL; and Schaumburg, IL. The bus makes one roundtrip journey per day.

e2 Taxi

500 S. Morton St.
Bloomington, IN 47403
Ph: (812)961-8294
Web: www.e2taxi.com/index.php

Fully licensed and insured taxis may be hired for in-town travel or for an out-of-town trip. Fares are determined before the trip begins. Every taxi is equipped with internal and external cameras for passenger safety and to provide visual proof in case of accidents. The e2 Taxi fleet is made up of at least 50% accessible vehicles. Service is provided 24 hours a day and 7 days a week.

Miller Trailways, Bloomington

217 W. 6th St.
Bloomington, IN 47404
Ph: (800)544-2383
Web: www.hoosieride.com

Miller Trailways provides bus service that links cities in Indiana, including stops in Bloomington and Indianapolis, and with national Greyhound bus system. Patrons must call 24 hours in advance for a wheelchair accessible bus.

Star of America Charter Service

8111 N. State Road 37
Bloomington, IN 47404-9443
Ph: (812)876-7851 or (800)933-0097

Star of America is a first class charter service offering coaches which can accommodate 55 passengers. The busses can be chartered to go anywhere in the continental United States for any length of time.

Yellow Cab Co. Inc. (White Cab Co.)

217 W. 6th St.
Bloomington, IN 47403
Ph: (812) 339-9744 or (812) 336-4100

Fully licensed and insured taxis may be hired for in-town travel or for an out-of-town trip. Fares are typically determined by distance and by the number of passengers. Taxis usually operate 24 hours a day, 7 days a week.

TRANSPORTATION PROVIDERS FOR OLDER ADULTS

Bell Trace

800 Bell Trace Circle
Bloomington, IN 47408
Ph: (812) 332-2355
Fx: (812) 353-7575
Email: belltrace@cardon.us
Web: www.belltrace.com

Bell Trace is a private facility offering independent and assisted living arrangements. Bell Trace provides scheduled transportation for its residents for shopping, medical appointments and Bloomington events.

Meadowood Retirement Community

2455 N. Tamarack Trail
Bloomington, IN 47408
Ph: (812)336-7060
Web: www.meadowoodrc.com

Meadowood Retirement Community is a private facility offering garden homes, mid-rise apartments, and health pavilion for elderly residents. Meadowood offers regular transportation shuttles to westside, eastside, and downtown shopping, local groceries, health care facilities, dinner runs, and special events and programs. Additionally, personalized schedules and transportation can be arranged through the concierge service.

Monroe House

2770 S. Adams Street
Bloomington, IN 47403
Ph: (812) 331-8153
Fax: (812) 331-0155
Web: www.alcco.com

Monroe House is a private facility offering independent living, assisted living, companion living and respite care. Scheduled transportation is a service offered to its residents.

Redbud Hills Independent Retirement Community

3211 E. Moores Pike
Bloomington, IN 47401
Ph: (812)335-8119
Web: www.redbudhills.com

Redbud Hills Independent Retirement Community is a private facility offering studio to 2 bedroom apartments with a variety of amenities including transportation.

NON-PROFIT TRANSPORTATION PROVIDERS

Community Kitchen

1515 South Rogers St.
Bloomington, IN 47403
Ph: (812)332-0999
Fax: (812)332-1937
Email: kitchen@bloomington.in.us
Web: www.monroecommunitykitchen.com

Community Kitchen works alone and in collaboration with others to eliminate hunger in Monroe County and surrounding areas, through direct service, education and advocacy. The Community Kitchen offers free Bloomington Transit bus passes upon request.

First United Church

The Love Fund
2420 E. 3rd St.
Bloomington, IN 47401
Ph: (812)332-4439
Web: www.firstunitedchurchbloomington.org

The First United Church's Love fund is a source of help for members of the community who run into financial difficulties. Services include gas service payment assistance, medical care expense assistance, and transportation expense assistance.

Life Designs

200 East Winslow Road
P.O. Box 1732
Bloomington, IN 47402
Ph: (800) 875-9615
Fax: (812) 332-1186
Web: www.lifedesignsinc.org

Life Designs partners with people with disabilities and their communities to bring about self-directed and fulfilled lives. Life Designs provides limited transportation services to more than 200 children and adults within its residential program.

Martha's House

919 S. Rogers St.
Bloomington, IN 47403
Ph: (812)332-1444
Web: www.marthashouseofbloomington.org

Martha's House is a 28 bed homeless shelter which provides safe overnight shelter with the necessary professional social services to help men and women obtain self-sufficiency. Residents receive case management services and

assistance with banking, access to community services, and learning the bus system.

Monroe County United Ministries

827 W. 14th Court
Bloomington, IN 47404
Ph: (812)339-3429
Web: www.mcum.org

Monroe County United Ministries provides emergency relief to those in need including Bloomington Transit bus passes for people who need transportation to work.

New Hope Family Shelter, Inc.

PO Box 154
Bloomington, IN 47402
Ph: (812)334-9840
Email: newhope@nhfsinc.org
Web: www.newhopefamilyshelter.org/

New Hope Family Shelter's mission is to provide temporary shelter for homeless families in Bloomington and Monroe County and, in collaboration with other agencies, to help those families regain housing by addressing the problems that led to homelessness. New Hope Family Shelter may offer bus passes to its residents if they have been donated in-kind to the organization.

Salvation Army of Monroe County

111 N. Rogers St.
Bloomington, IN 47404
Ph: (812)334-1366
Web: www.bloomington.salvationarmyindiana.org

The Salvation Army of Monroe County provides emergency relief to those in need including Bloomington Transit bus passes for people who need transportation to work.

Shalom Community Center

620 S. Walnut St.
Bloomington, IN 47401
Ph: (812)334-5728
Web: <http://shalomcommunitycenter.org/>

The Shalom Community Center is dedicated to relieving the plight of those experiencing homelessness and poverty in South Central Indiana. Shalom procures a set number of bus passes on a monthly basis and provides them to people in need of transportation for employment, medical appointments, or other essential needs.

Stone Belt

2815 E. 10th St.

Bloomington, IN 47408

Ph: (812)332-2168

Fax: (812)323-4610

Web: www.stonebelt.org/MonroeCtyLocations.htm

Stone Belt offers a full range of programs and services for over 1,300 individuals with developmental disabilities in Monroe, Lawrence, Owen, Bartholomew and surrounding counties. Stone Belt owns and operates a fleet of vehicles to serve the transportation needs of its consumers.

Identified Needs

The Mobility Steering Committee evaluated how established transportation systems are meeting the needs of older adults, people with disabilities, and people with low income/no income (also known as low to moderate income or LMI). The Committee identified the following needs in the community (see Appendix D for a comparison of the transportation system and targeted populations):

Transit Operating Hours

Most mass transit routes historically stopped running at 8 PM. As a result, people who were in need of public transportation after this time were left without many affordable transportation options. This potentially affected persons with low income and/or disabilities the hardest because it presented hardships going to and from work.

Additionally, all mass transit providers have limited service on Sundays. This affects persons with low income, older adults, and those with disabilities whose options for affordable transportation are severely limited on this day of the week.

Accommodations for Persons with Disabilities

Many patrons who qualify for para-transit may opt to ride the fixed route system because of cost and convenience. However, many bus stops and the pedestrian infrastructure to access them (e.g. sidewalks, curb cuts, pedestrian crossing signals) are not accessible to people in wheelchairs or who have other disabilities. Additionally, riders who are visually impaired have difficulty knowing when they have reached their destination since audible notifications are not routinely given.

Para-Transit Operating Hours and Coverage

Para-transit is typically operated during the same hours as the fixed route system. Consequently services were only available to persons with disabilities until 8 PM. As a result, people with disabilities who were in need of public transportation after this time were left without many affordable transportation options.

In addition to this, para-transit system often did not cover the entire city because ADA only requires para-transit to operate within ¼ of a mile from any given route. Without

full access to the City, persons with disabilities were not able to reach their desired destinations using affordable transportation options.

Para-Transit Reservations

BT Access para-transit services require that qualified individuals make reservations the day prior to the planned trip. Though this meets the minimum requirements of the American with Disabilities Act, it presents a hardship to disabled users of the para-transit systems that may not know of their transportation needs a day in advance.

Transportation Affordability and Active Transportation Options

The cost of transportation, even subsidized mass transit, often presents a hardship to persons with low or no income. Private transportation through the use of an automobile, though more flexible, is often cost prohibitive. Additionally, organizations which provide free bus passes to qualified low income/no income (LMI) individuals and families are often unable to secure enough passes to meet the need. Lastly, the network of facilities for bicyclists and pedestrians may be incomplete or inadequate to reach destinations.

Transportation Education and Safety

Older adults, people with disabilities, and people with low income/no income (LMI) may have difficulty obtaining information about transportation options in the community because of language barriers, limited access to technology or communication devices, or information which is not accessible to certain populations, especially those with vision impairments. There is a need to educate the community on what is available and how to effectively use these services. Additionally, users of mass transit, pedestrians, and bicyclists are more vulnerable than people travelling in vehicles. Therefore, the need exists to educate motorists, pedestrians, cyclists, and mass transit users, about best practices to ensure everyone's safety.

Lack of Coordination among Transportation Agencies

Agencies responsible for the development and implementation of transportation services and infrastructure often do not coordinate with individuals or organizations representing the interests of people with disabilities, older adults, or people with low/no income. This may result in projects which fail to incorporate solutions to address the needs of these targeted populations and may result in costly retrofits in the future.

Strategies for Meeting Service Needs

Strategies for meeting service needs were gathered by members of the Mobility Steering Committee during the Plan development and update process. These strategies were then compared against available funding sources to determine which strategies might be eligible to receive assistance from outside funding (see Appendix E for a Grant Funding Overview):

Section 5310 Program – Older Adults and Persons with Disabilities

1. Purchase vehicles for use by public, private, non-profit, or for-profit organizations serving older adults and disabled populations. This may include purchase by public agencies such as Area 10 Agency on Aging and for-profit organizations which provide accessible taxi service.

2. Ensure that information about transportation is accessible to all, especially electronic and information technologies (e.g. websites, brochures, printed materials)
3. Develop a transportation voucher system to serve older adults and persons with disabilities
4. Establish a volunteer transportation network which connects people in need with those willing to assist with transportation services.
5. Encourage mobility management and improve coordination among project implementers to ensure the needs of older adults and persons with disabilities are being met.
6. Develop a transportation handbook that can be used by older adults or persons with disabilities to assist them with understanding transportation choices, how to access them, and ways to get involved in the transportation planning process.

Section 5316 Program – Job Access and Reverse Commute (JARC) Program

1. Extend Bloomington Transit hours for all operating fixed routes until after 11pm;
2. Extend Bloomington Transit hours for all fixed routes to include Sunday service;
3. Purchase capital equipment for Rural Transit to provide JARC program services;
4. Provide expanded Rural Transit service to serve JARC program services;
5. Expand public transit fixed routes to better serve low income populations;
6. Implement bicycle and pedestrian projects to increase mobility options for low/no income individuals for their work trips, including the provision of bicycles, retrofits to bicycles to improve carrying capacity and bicycle commuter training.
7. Purchase vehicles or assist with operational expenses for public, private, non-profit, or for-profit organizations serving older adults and disabled populations. This may include service by public agencies such as Area 10 Agency on Aging and for-profit organizations which provide accessible taxi service;
8. Develop a transportation voucher system to serve persons with limited/no income;
9. Establish a volunteer transportation network which connects people in need with those willing to assist with transportation services;
10. Encourage mobility management and improve coordination among project implementers to ensure the needs of low/no income populations are being met;
11. Develop a transportation handbook that can be used by low income populations to assist them with understanding transportation choices and how to access them;

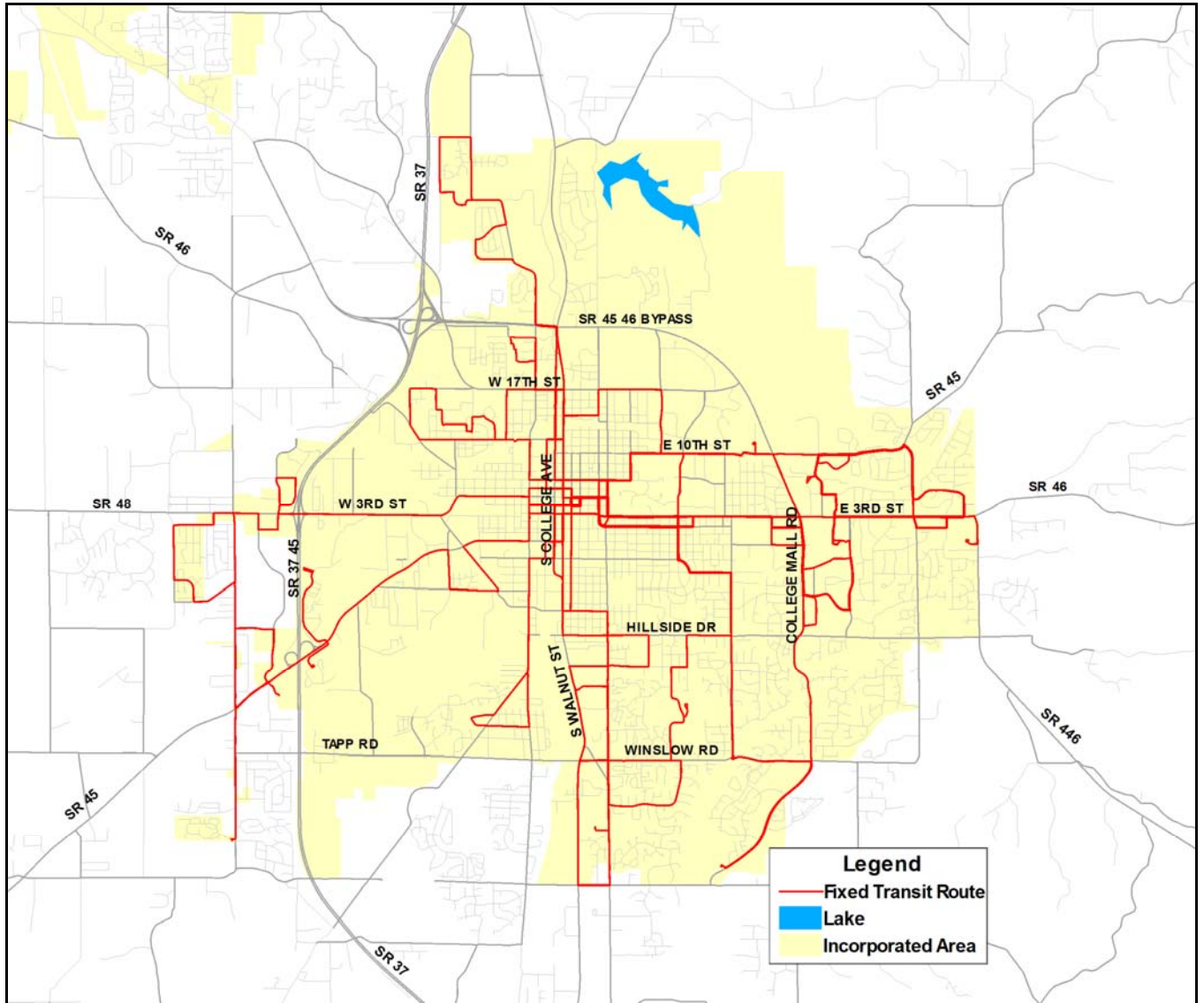
Section 5317 Program – New Freedom Program

1. Extend BT Access hours until after 11pm (to mirror the services of the fixed route system);
2. Extend BT Access hours to include Sunday service;
3. Extend BT Access coverage to include the entire City limits;
4. Purchase vehicles or assist with operational expenses for public, private, non-profit, or for-profit organizations serving older adults and disabled populations. This may include service by public agencies such as Area 10 Agency on Aging and for-profit organizations which provide accessible taxi service;
5. Improve the para-transit scheduling to reduce the call ahead requirement to same day reservations;

6. Purchase capital equipment for Rural Transit to provide New Freedom program services;
7. Provide expanded Rural Transit service to serve New Freedom program services;
8. Provide travel training for older adults and individuals with disabilities so that they can more effectively use Bloomington Transit, Rural Transit, and other transportation providers;
9. Make Bloomington Transit fixed route bus stops accessible and ADA compliant;
10. Make the pedestrian infrastructure network accessible (e.g. sidewalks, curb cuts, pedestrian crossing signals);
11. Add voice enunciators on Bloomington Transit fixed routes to assist people, especially those with visual impairments, with route and destination identification and general orientation;
12. Develop a transportation voucher system to serve older adults and persons with disabilities.
13. Establish a volunteer transportation network which connects people in need with those willing to assist with transportation services;
14. Encourage mobility management and improve coordination among project implementers to ensure the needs of disabled persons are being met;
15. Develop a transportation handbook that can be used by persons with disabilities to assist them with understanding transportation choices and how to access them;

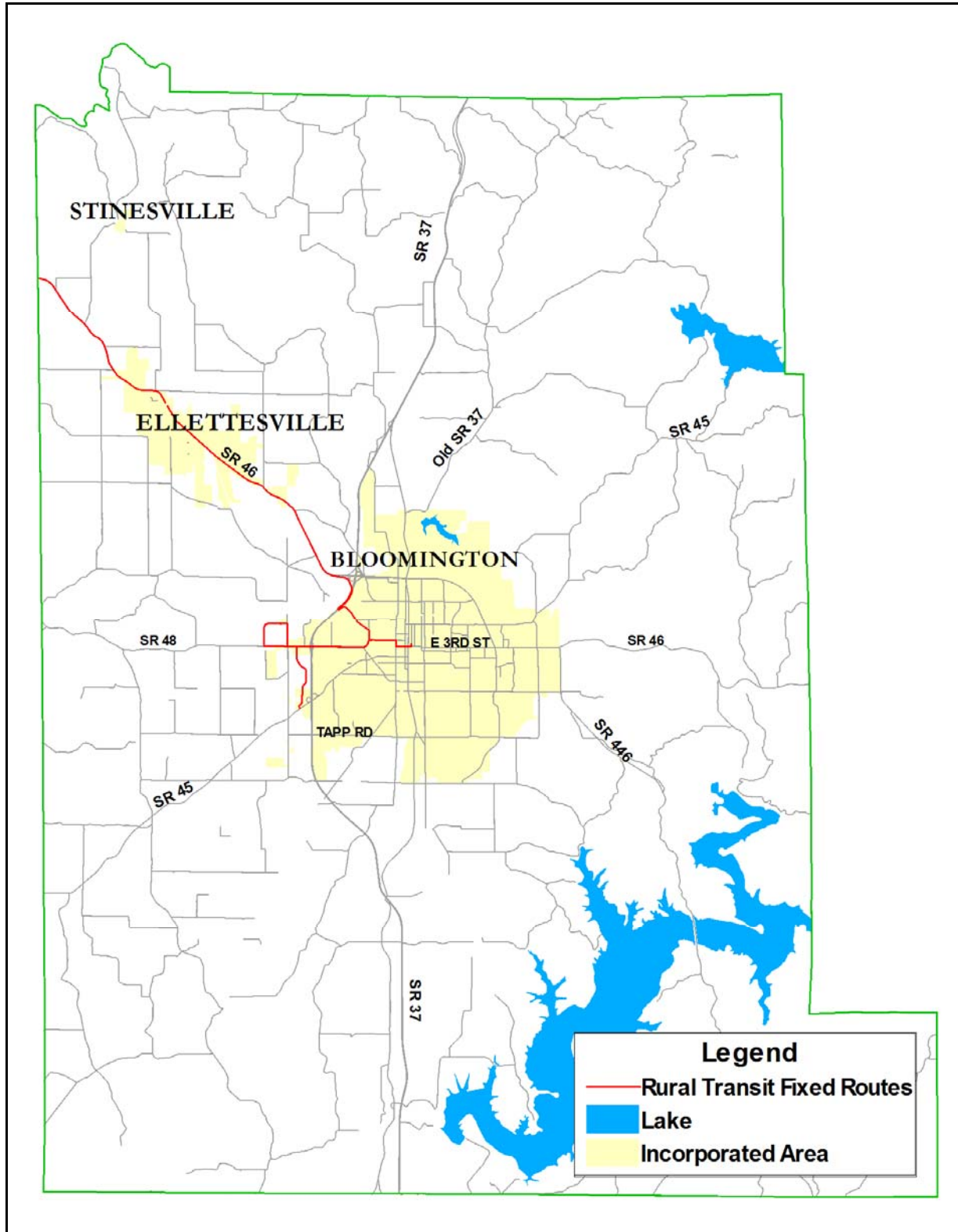
Appendix A

Bloomington Transit Fixed Routes



Appendix C

Rural Transit Fixed Routes



Appendix D

Transportation Systems and Targeted Populations

Low Income Households by Census Tract

The median household income for Monroe County is \$38,137 as identified by the 2010 American Community Survey (5-Year Estimate). Table D-I shows the population and median household income of each Census Tract in Monroe County. The table also highlights low income Census Tracts.

For purposes of this study, low income is defined as those Census Tracts in which 50 percent or more of the households in the Census Tract earned less than 50 percent of the median household income of Monroe County, or \$19,069. Four of the twenty-nine total Census Tracts in Monroe County are identified as low income Census Tracts by this definition and are highlighted in Table D-1. These Census Tracts are:

- Census Tract 2.02 – Median household income is \$5,000
- Census Tract 16.00 – Median household income is \$8,848
- Census Tract 1.00 – Median household income is \$9,047
- Census Tract 2.01 – Median household income is \$15,451

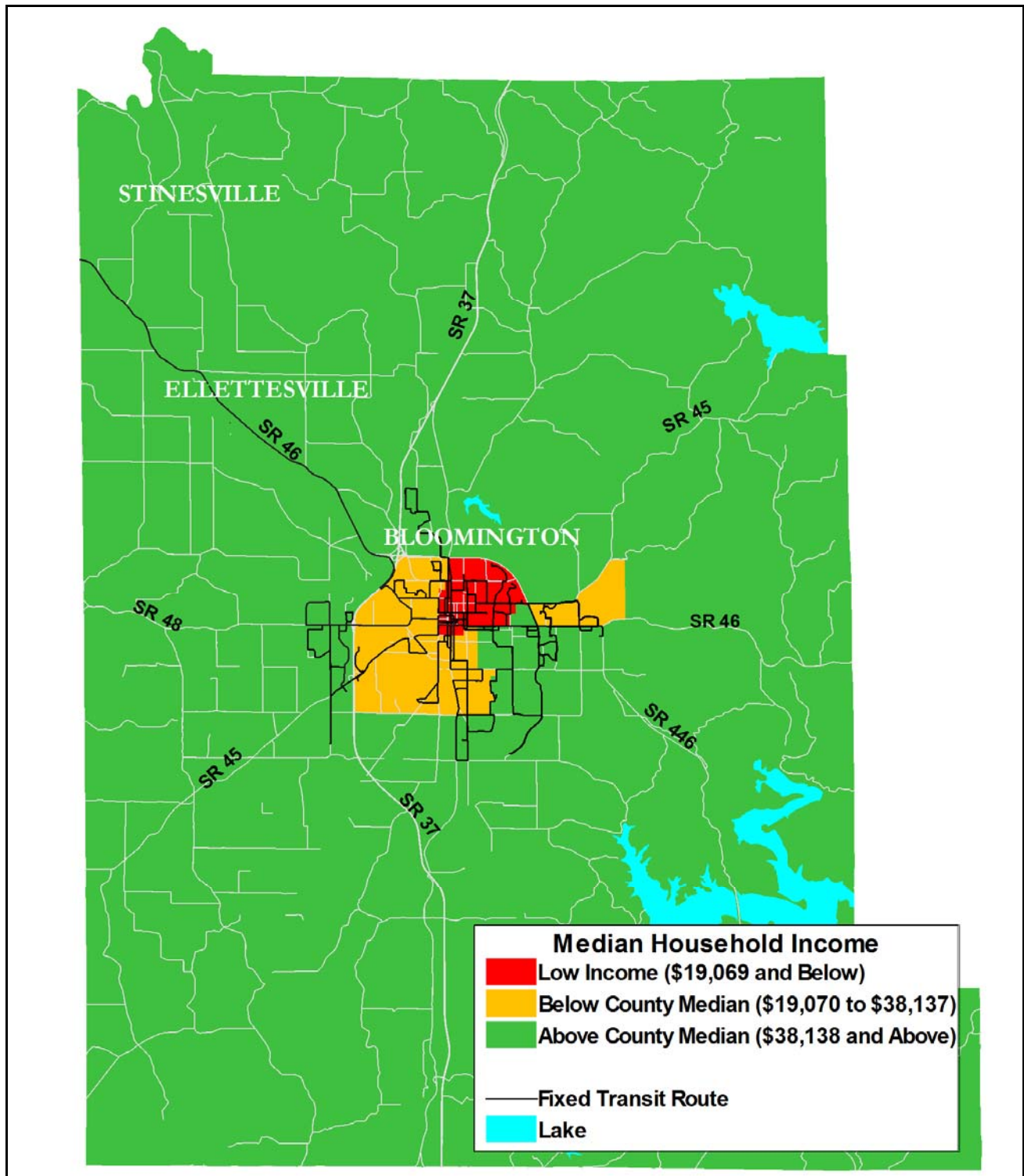
Map D-1 illustrates the location of Census Tracts with high concentrations of low income households within Monroe County.

Table D-1: Household Income per Census Tract for Monroe County

Census Tract	Population	Median Household Income
1.00	4,159	\$9,047
2.01	6,903	\$15,451
2.02	7,530	\$5,000
3.01	4,266	\$29,250
3.02	3,043	\$47,833
4.01	3,322	\$27,911
4.02	4,186	\$33,597
5.01	4,651	\$45,820
5.02	3,458	\$41,201
6.01	2,733	\$22,159
6.02	3,183	\$20,649
7.00	3,029	\$57,267
8.00	5,279	\$44,309
9.01	2,911	\$43,611
9.03	4,323	\$28,902
9.04	5,561	\$40,270
10.01	4,989	\$79,868
10.02	5,958	\$57,104
11.01	5,112	\$25,719
11.02	3,838	\$40,910
11.03	3,214	\$49,736
12.00	5,310	\$44,016
13.01	5,253	\$54,143
13.03	5,316	\$61,667
13.04	3,667	\$46,121
13.05	2,643	\$46,181
14.01	2,113	\$56,813
14.02	5,174	\$58,422
15.01	5,047	\$56,229
15.02	2,296	\$73,261
16.00	5,975	\$8,848

Source: US Census Bureau / 2010 American Community Survey 5-Year Estimate

Map D-1: Low Income Census Tracts and All Existing Fixed Route Transit Services



Older Adult Populations by Census Tract

According to the 2010 American Community Survey (5-Year Estimate), 14.2% of the population in Monroe County is 60 years of age or older. Table D-2 shows the distribution of people 60+ years old across census tracts in Monroe County.

For purposes of this study, Census Tracts in which at least 20% of the population is 60 years or older are identified as having significant concentrations of older adults. By this definition, six of the twenty-nine total Census Tracts in Monroe County (20%) were identified as having populations with significant concentrations of older adults and are highlighted in Table D-2. These Census Tracts were:

- Census Tract 14.01 – 25.2% of the population is 60 years or older
- Census Tract 10.1 – 23.1% of the population is 60 years or older
- Census Tract 7.00 – 21.9% of the population is 60 years or older
- Census Tract 8.00 – 21.8% of the population is 60 years or older
- Census Tract 13.03 – 21.1% of the population is 60 years or older
- Census Tract 9.01 – 20.3% of the population is 60 years or older

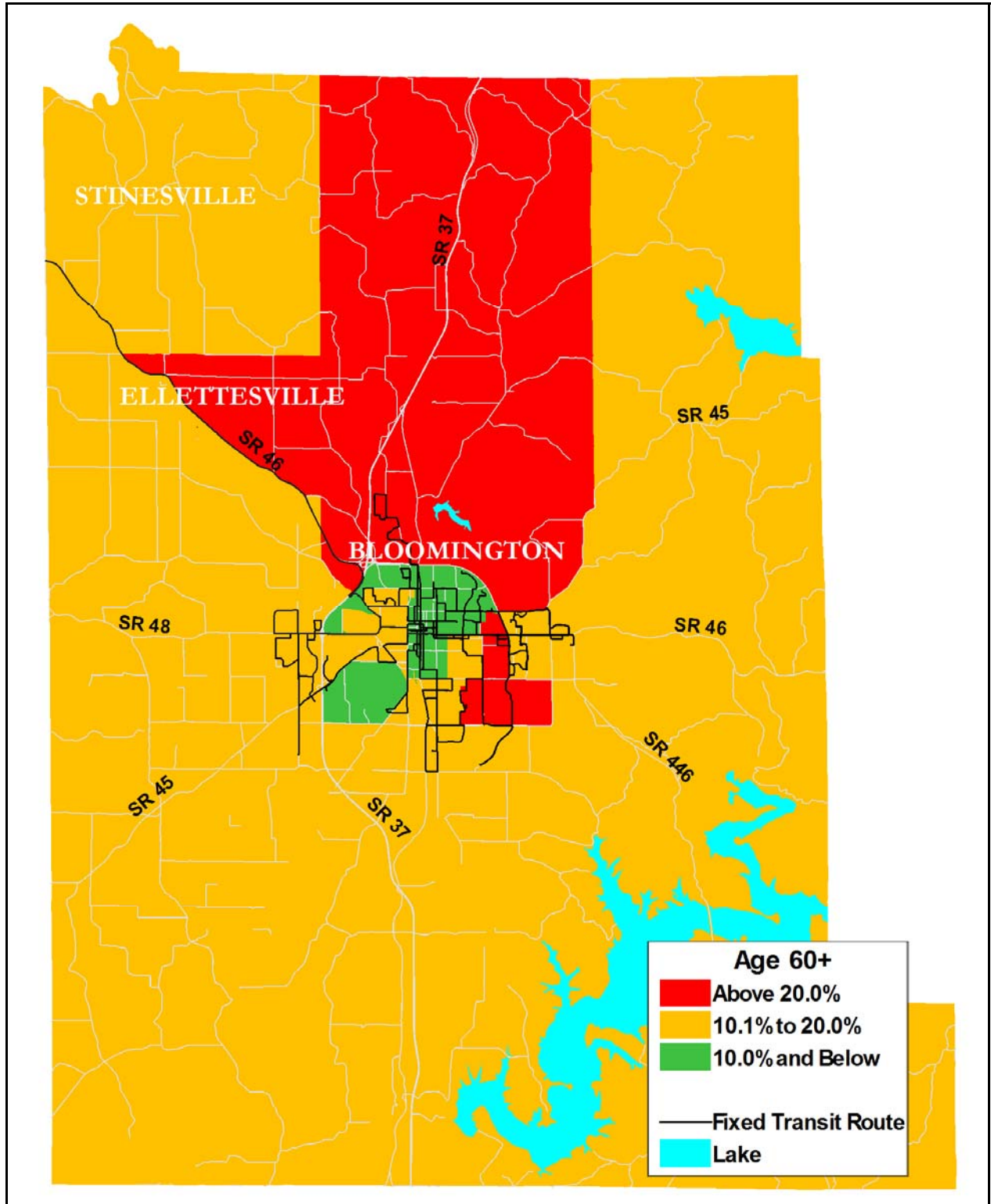
Map D-2 illustrates the location of Census Tracts with high concentrations of older adults within Monroe County.

Table D-2: Older Adult Population Distribution per Census Tract for Monroe County

Census Tract	Population	60+ Population	60+ % Total
1.00	4,159	96	2.3%
2.01	6,903	41	0.6%
2.02	7,530	38	0.5%
3.01	4,266	363	8.5%
3.02	3,043	466	15.3%
4.01	3,322	442	13.3%
4.02	4,186	301	7.2%
5.01	4,651	921	19.8%
5.02	3,458	515	14.9%
6.01	2,733	361	13.2%
6.02	3,183	178	5.6%
7.00	3,029	663	21.9%
8.00	5,279	1151	21.8%
9.01	2,911	591	20.3%
9.03	4,323	791	18.3%
9.04	5,561	673	12.1%
10.01	4,989	1152	23.1%
10.02	5,958	1156	19.4%
11.01	5,112	665	13.0%
11.02	3,838	453	11.8%
11.03	3,214	472	14.7%
12.00	5,310	998	18.8%
13.01	5,253	972	18.5%
13.03	5,316	1122	21.1%
13.04	3,667	653	17.8%
13.05	2,643	455	17.2%
14.01	2,113	532	25.2%
14.02	5,174	973	18.8%
15.01	5,047	833	16.5%
15.02	2,296	452	19.7%
16.00	5,975	90	1.5%

Source: US Census Bureau / 2010 American Community Survey 5-Year Estimate

Map D-2: Census Tracts with Largest Concentrations of Older Adults and All Existing Fixed Route Transit Services



Populations with a Disability by Census Tract

According to the 2000 Census (our most recent available data), 17.4% of the population in Monroe County is identified as having a disability. The Census Bureau defines disability “as a long-lasting physical, mental, or emotional condition” that “can make it difficult for a person to do activities such as walking, climbing stairs, dressing, bathing, learning, remembering, or going outside home alone to work at a job or business.”

Table D-3 shows the distribution of people with disabilities across census tracts.

For purposes of this study, the top seven (or 20%) of census tracts with the highest proportion of persons with disability are identified as having significant concentrations of disabled persons. Seven of the twenty-nine total Census Tracts in Monroe County are identified as having significant concentrations of persons with disabilities and are highlighted in Table D-3. These Census Tracts are:

- Census Tract 4.01 – 37% of the population is disabled
- Census Tract 15.00 – 35% of the population is disabled
- Census Tract 11.01 – 34% of the population is disabled
- Census Tract 6.00 – 33% of the population is disabled
- Census Tract 14.01 – 32% of the population is disabled
- Census Tract 5.01 – 30% of the population is disabled
- Census Tract 11.02 – 30% of the population is disabled

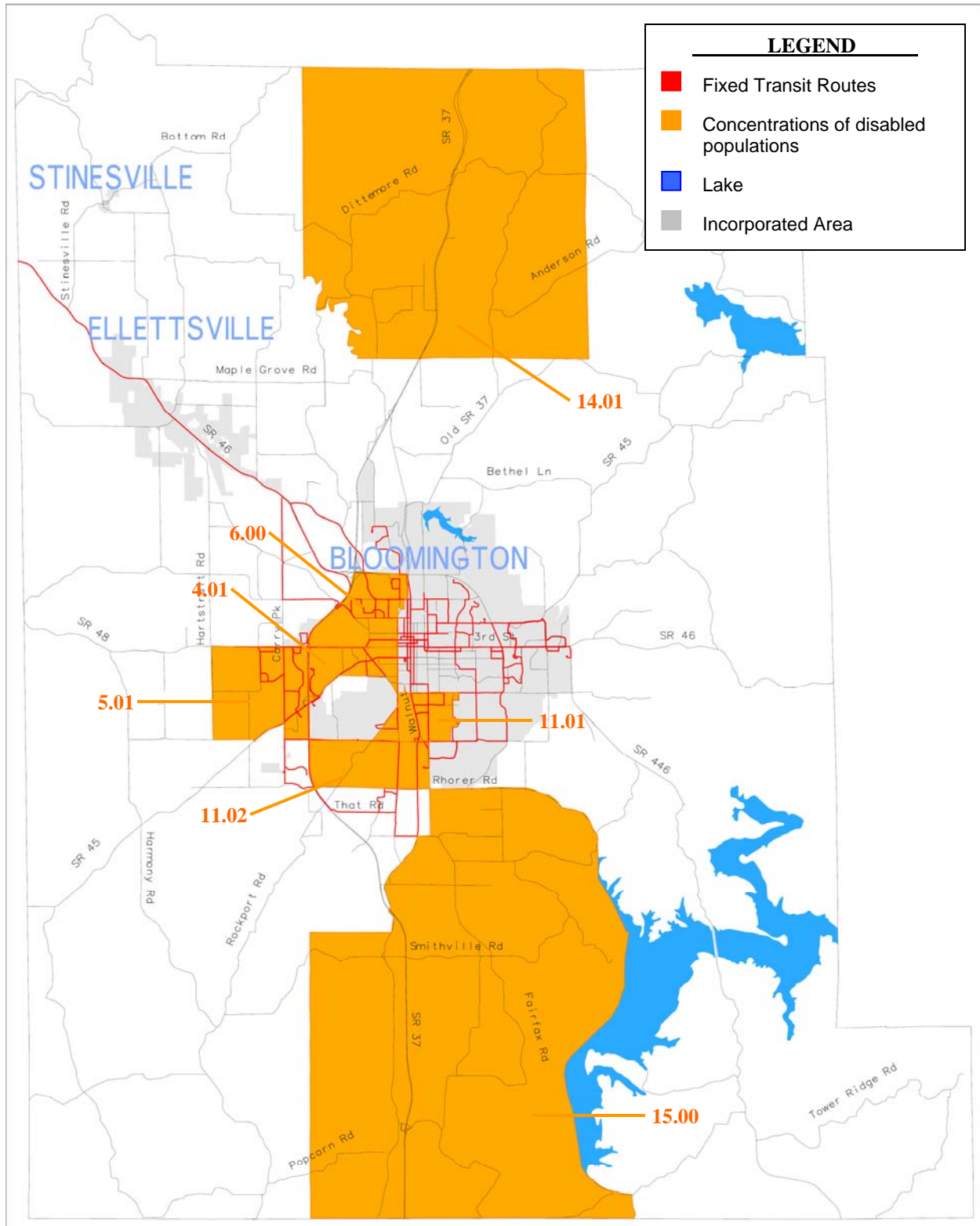
Map D-3 illustrates the location of Census Tracts with high concentrations of disabled populations within Monroe County.

Table D-3: Disabled Population Distribution per Census Tract for Monroe County

Census Tract	Population	Total Disability	Total Disability %
1.00	3,160	393	12.4%
2.01	7,078	405	5.7%
2.02	4,542	428	9.4%
3.01	4,346	898	20.7%
3.02	3,082	328	10.6%
4.01	2,980	1,093	36.7%
4.02	2,580	563	21.8%
5.01	3,911	1,170	29.9%
5.02	3,307	776	23.5%
6.00	6,838	2,228	32.6%
7.00	2,872	556	19.4%
8.00	5,162	1,068	20.7%
9.01	2,414	530	22.0%
9.03	4,448	1,279	28.8%
9.04	2,994	317	10.6%
10.01	4,423	675	15.3%
10.02	4,843	752	15.5%
11.01	5,051	1,735	34.3%
11.02	2,601	768	29.5%
11.03	2,745	711	25.9%
12.00	5,755	1,603	27.9%
13.01	5,659	1,431	25.3%
13.03	4,445	1,263	28.4%
13.04	3,184	787	24.7%
13.05	1,871	483	25.8%
14.01	1,855	595	32.1%
14.02	4,966	1,009	20.3%
15.00	6,726	2,333	34.7%
16.00	6,725	455	6.8%

Source: US Census Bureau / 2000 Census

Map D-3: Census Tracts with Largest Concentrations of Disabled Persons and All Existing Fixed Route Transit Services



Appendix E

Grant Funding Overview

Section 5310 Program *

Section 5310 funds are a form of financial assistance for transportation services planned, designed, and carried out to meet the special transportation needs of older adults and persons with disabilities in all areas. In Indiana, the current designated recipient for the Section 5310 Program is the INDOT. INDOT evaluates and grants Section 5310 to subrecipients Statewide.

Congress establishes the allocation levels for the Section 5310 Program through a formula based on the population of older adults and disabled individuals in a state. Table E-1 contains the current levels (as of June 2006) of Section 5310 funding for the State of Indiana through Federal Fiscal Year (FFY) 2009. These figures are subject to change from potential future congressional rescission of funds.

Table E-1: Allocations of Program Funds for Indiana

Program	FFY06	FFY07	FFY08	FFY09
Section 5310	2,281,514	2,408,422	2,615,787	2,750,575
JARC	1,682,656*	2,428,364	2,630,728	2,774,069
New Freedom	1,159,776*	1,634,380	1,765,534	1,866,422

* see Table E-2 Apportionment of Program Funds by Population for Indiana

Section 5310 Program funds are available to public bodies the State approves to coordinate services for older adults and persons with disabilities; or public bodies which certify to the Governor that no non-profit corporations or associations are readily available in an area to provide the service. Local public bodies eligible to apply for Section 5310 funds as coordinators of services for older adults and persons with disabilities are those that the State designates to coordinate human service activities in a particular area.

Section 5310 Program Federal funds can fund no more than 80% of the total eligible capital and program administrative costs for approved projects. There is an exception to this ratio for vehicle-related equipment required by the Clean Air Act Amendments of 1990 (CAAA) or the Americans with Disabilities Act of 1990 (ADA). The Federal share is 90% for vehicle-related equipment required by the CAAA or ADA. Only the incremental cost of the equipment required by the ADA or CAAA may be funded at 90%, not the entire cost of the vehicle, even if the vehicle is purchased for use in service required by the ADA or CAAA.

According to FTA Guidance funds for the Section 5310 program are available for capital expenses to support the provision of transportation services to meet the special needs of older adults and persons with disabilities. Examples of capital expenses include, but are not limited to:

- "Vehicles;

- Radios and communication equipment;
- Vehicle shelters;
- Wheelchair lifts and restraints;
- Vehicle rehabilitation, manufacture, or overhaul;
- Preventive maintenance, defined as all maintenance costs;
- Extended warranties which do not exceed the industry standard;
- Microcomputer hardware and software;
- Initial component installation costs;
- Vehicle procurement, testing, inspection and acceptance costs;
- Lease of equipment when lease is more cost effective than purchase;
- Acquisition of transportation services under a contract, lease, or other arrangement. Eligible capital expenses may also include, at the option of the subrecipient, the acquisition of transportation services under a contract, lease or other arrangement. Both capital and operating costs associated with contracted service are eligible expenses. User-side subsidies are considered one form of eligible arrangement. The State, as recipient, has the option to decide whether to provide funding for such acquired services. Funds may be requested for contracted services covering a time period of more than one year;
- The introduction of new technology, through innovative and improved products, into mass transportation; and
- Transit-related intelligent transportation systems.”

The INDOT Public Transit Section manages the Section 5310 Program for the State. This office can provide further information on the Section 5310 Program and the eligible expenses for the State.

Section 5316 JARC Program *

The JARC Program is intended to support the development and maintenance of job-access and job-related transportation services for welfare recipients and eligible low-income individuals. The JARC Program has no specific limitation for services for people with disabilities. For communities or areas in the State with populations under 200,000, INDOT serves as the JARC Program manager and will select all subrecipients for projects in those areas.

Congress allocates JARC funds through a formula apportioned by the population of welfare recipients and eligible low-income individuals. On a national level, for the JARC program, approximately 60% of the funds go to designated recipients in urbanized areas with populations over 200,000, 20% goes to states for urbanized areas with populations between 50,000 and 200,000, and 20% goes to states for non-urbanized areas. JARC funds may be transferred between urbanized areas with less than 200,000 in population and non-urbanized areas when the Governor certifies that all of the JARC objectives have been met in the area from which funds are to be transferred. Table E-1 summarizes the allocation of JARC funds through FFY 2009. Table E-2 presents the appropriation divisions for the JARC program for the State by population. These figures are subject to change from potential future congressional rescission of funds. JARC funding also may change as it is subject to the congressional appropriations process.

Table E-2: FFY06 Apportionment of Program Funds by Population for Indiana

Area	JARC	New Freedom
Urbanized Area, Population 200,000 or greater (Indianapolis)	462,916	317,294
Urbanized Areas, Population 50,000 to 199,999	672,488	407,634
Non-urbanized Area, Population Less than 50,000	547,252	434,848
TOTAL	1,682,656	1,159,776

JARC Program Federal funds can fund 80% of capital expenses, 50% of operating expenses, and 100% of up to 10% of the apportionment available for planning, administration, and technical assistance. Non-U.S. Department of Transportation (U.S. DOT) Federal funds may be used as matching funds, if the funds permit their use for transportation.

JARC Program funding assistance may be provided for a variety of transportation services and strategies that are directed at addressing welfare recipients' and eligible low-income individuals' unmet transportation needs. Examples of the types of projects that may use JARC funds include, but are not limited to:

- Developing new or expanded transportation projects or services that provide access to employment opportunities;
- Promoting public transportation by low-income workers, including the use of public transportation by workers with non-traditional work schedules;
- Promoting the use of transit vouchers for welfare recipients and eligible low-income individuals;
- Promoting the use of employer-provided transportation, including the transit pass benefit program under section 132 of the Internal Revenue Code of 1986;
- Subsidizing the costs associated with adding reverse commute bus, train, carpool, van routes, or service from urbanized areas and other than urbanized areas to suburban workplaces;
- Subsidizing the purchase or lease by a non-profit organization or public agency of a van or bus dedicated to shuttling employees from their residences to a suburban workplace; and
- Facilitating public transportation services to suburban employment opportunities.

JARC capital funds may be used for "mobility management." In the interim guidance, FTA defines "mobility management" as "consisting of short range planning and management activities for projects for improving coordination among public transportation and other transportation services providers carried out by a recipient or subrecipient through an agreement entered into with a person, including a government entity, under this section (other than sections 5309 and 5320); but excluding operating public transportation services."

"Mobility management activities may not be used for the direct provision and operation of coordinated transportation services, including the scheduling, dispatching and

monitoring of vehicles. FTA proposes the following as eligible mobility management activities:

- The development of coordinated plans;
- The support of State and local coordination policy bodies and councils;
- The maintenance and operation of transportation brokerages to coordinate providers, funding agencies and customers;
- The development and maintenance of other transportation coordination bodies and their activities, including employer-oriented Transportation Management Organizations, human service organization customer-oriented travel navigator systems and neighborhood travel coordination activities;
- The development and support of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and
- The acquisition of intelligent transportation technologies to help plan and operate coordinated systems inclusive of Global Information Systems (GIS) mapping, coordinated vehicle scheduling, dispatching and monitoring technologies as well as technologies to track costs and billing in a coordinated system and single smart customer pay systems.”

JARC Program funds are available for transportation services provided by public, non-profit or private-for-profit operators. INDOT’s Public Transit Section can provide additional information on the JARC Program in other areas of the State.

Section 5317 New Freedom Program *

The focus of the New Freedom Program is to provide improved transportation services and public transportation alternatives for people with disabilities. These services extend beyond those required by the ADA. FTA defines services beyond the ADA requirements to mean services not specifically required in the ADA and U.S. DOT implementing regulations. Services funded through the New Freedom Program must be in compliance with the ADA. New Freedom includes, but is not limited to, job-related transportation services.

On a national level, for the New Freedom Program, approximately 60% of the funds go to designated recipients in urbanized areas with populations over 200,000, 20% goes to states for urbanized areas with populations between 50,000 and 200,000, and 20% goes to states for non-urbanized areas. INDOT is responsible for management of the New Freedom Program funds allocated to areas with populations under 200,000. See Tables E-1 and E-2 for a listing of the federal allocation of the New Freedom Program funds.

New Freedom Program Federal funds can fund 80% of capital expenses, 50% of operating expenses, and 100% of up to 10% of the apportionment available for planning, administration, and technical assistance. Non-U.S. DOT Federal funds may be used as matching funds, if they permit their use for transportation.

New Freedom Program funds may be used for public transportation services and alternatives, beyond those required by the ADA, that assist individuals with disabilities. Conference Report language gives examples of projects and activities that might be funded under the program. These include, but are not limited to:

- Purchasing vehicles and supporting accessible taxi, ride-sharing, and vanpooling programs;
- Providing paratransit services beyond minimum requirements (3/4 mile to either side of a fixed route), including for routes that run seasonally;
- Making accessibility improvements to transit and intermodal stations not designated as key stations;
- Supporting voucher programs for transportation services offered by human service providers;
- Supporting volunteer driver and aide programs; and
- Supporting mobility management and coordination programs among public transportation providers and other human service agencies that provide transportation.

New Freedom Program funds may only be used to provide new public transportation services and public transportation alternatives that assist persons with disabilities with transportation. New Freedom capital funds may be used for “mobility management” (see above discussion on mobility management under the JARC Program for additional information on these types of projects). New Freedom Program funds are available to a State or local governmental authority, non-profit organization or operator of public transportation services (including private-for-profit operators). INDOT’s Public Transit Section can provide additional information on the New Freedom Program in other areas of the State.

* Source: Draft Coordinated Public Transit Human Services Transportation Plan for the Indianapolis Metropolitan Planning Organization

ADOPTION RESOLUTION 2007-13

RESOLUTION ADOPTING THE COORDINATED HUMAN SERVICES – PUBLIC TRANSPORTATION PLAN, as presented to the Policy Committee and Technical Advisory Committee of the Bloomington/Monroe County Metropolitan Planning Organization (MPO) on June 8, 2007.

WHEREAS, the Bloomington/Monroe County Metropolitan Planning Organization is the duly designated MPO for the Bloomington, Indiana urbanized area; and

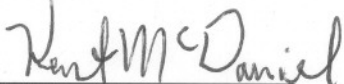
WHEREAS, the MPO is responsible for ensuring that the Bloomington, Indiana urbanized area's transportation planning program is continuing, comprehensive, and coordinated between the MPO and other public and citizen organizations throughout the planning process, as outlined in the metropolitan planning rule jointly issued in the Federal Register by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on October 28, 1993; and

WHEREAS, a locally developed Coordinated Human Services – Public Transportation Plan must be developed pursuant to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).


NOW, THEREFORE, BE IT RESOLVED:

- (1) That the *Coordinated Human Services – Public Transportation Plan* is hereby adopted by motion of the Policy Committee.
- (2) That the adopted document 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 Department, located in the Showers Center City Hall at 401 North Morton Street, Bloomington, Indiana.

PASSED AND ADOPTED by the Policy Committee by a vote of 11 - 0, upon this 8th day of June, 2007.



Kent McDaniel
Chair, Policy Committee
Bloomington/Monroe County MPO



Attest: Josh Desmond
Director
Bloomington/Monroe County MPO

ADOPTION RESOLUTION FY 2012-14

RESOLUTION ADOPTING AN UPDATE TO THE COORDINATED HUMAN SERVICES – PUBLIC TRANSPORTATION PLAN as presented to the Policy Committee of the Bloomington/Monroe County Metropolitan Planning Organization on February 24, 2012.

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, a locally developed Coordinated Human Services – Public Transportation Plan (Coordinated Plan) was developed and adopted in 2007 as required by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); and


WHEREAS, the Coordinated Plan was in need of update to reflect new transportation providers in the community, new identified needs, and strategies for meeting those needs; and

WHEREAS, the Technical Advisory Committee and Citizens Advisory Committee recommended approval of the proposed changes to the Coordinated Plan at their meeting held on January 25, 2012.

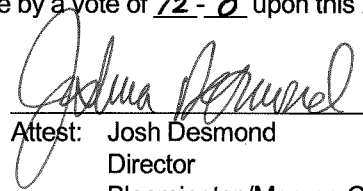
NOW, THEREFORE, BE IT RESOLVED:

- (1) The Bloomington/Monroe County Metropolitan Planning Organization hereby adopts the updated Coordinated Human Services – Public Transportation Plan to identify new transportation providers in the community, new identified needs, and new strategies for meeting those needs, among other changes.
- (2) This resolution 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 Department, located in the Showers Center City Hall at 401 North Morton Street, Bloomington, Indiana.

PASSED AND ADOPTED by the Policy Committee by a vote of 12 - 0 upon this 24th day of February, 2012.



Kent McDaniel
Chair, Policy Committee
Bloomington/Monroe County MPO



Attest: Josh Desmond
Director
Bloomington/Monroe County MPO

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COMPLETE STREETS

Policy

Goals, Standards & Processes to Ensure a Safe & Equitable Transportation Network

**Adopted:
November 2018**





The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration and the Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Bloomington-Monroe County Metropolitan Planning Organization Complete Streets Policy

(BMCMPPO Policy Committee Adoption - November 2018)

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I. DEFINITION

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

II. APPLICABILITY

This policy shall apply to each of the following:

1. All new construction and reconstruction/retrofit of local roadways that will use federal funds through the Bloomington-Monroe County Metropolitan Planning Organization (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; or
2. Local roadway projects that are included in the Transportation Improvement program (TIP) *and* are not past the Preliminary Field Check Phase or more than thirty percent (30%) complete with design at the time this policy is adopted; or
3. Local roadway projects where the BMCMPO has the programming authority to allocate federal funding; or
4. Projects which are beyond thirty percent (30%) complete with design are still bound to comply with the 2009 Complete Streets Policy.

III. VISION AND PURPOSE

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

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

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

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

The goals of this Complete Streets Policy are:

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

IV. POLICY

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

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

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

strongly encouraged to comply with INDOT's self-adopted Complete Streets policy.

V. PROCESS

Transportation Improvement Program (TIP) Development

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

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

Project Selection Process and Criteria

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

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

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

Post-Transportation Improvement Program (TIP) Adoption

1. Community Engagement

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

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

2. Complete Streets Design Guidance

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

LPA's shall use the latest and best design standards available with the understanding that some design standards are required such as those

set by the Indiana Department of Transportation (INDOT). Other design guides include, but are not limited to:

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

VI. EXCEPTIONS

1. Approval Process

- a. LPA's requesting a Complete Streets policy exception shall submit clear and supportive documentation for justifying the exception.
- b. A fourteen (14) day public comment period shall precede any final decisions made by the Policy Committee. The public shall be notified via legal notices in the newspaper, on the MPO website, and via the MPO contact list.
- c. Exceptions to this policy shall be approved by resolution of the MPO Policy Committee with guidance from the Technical and Citizens Advisory Committees and the public at large.
- d. The BMCMPPO Policy Committee shall make a decision to certify or not certify an exception under certain circumstances, including the following:
 - i. The project involves a roadway that bicyclists and pedestrians are prohibited by law from using. In such case, efforts should

be made to accommodate bicyclists and pedestrians elsewhere;

- ii. There are extreme topographic or natural resource constraints;
 - iii. The Metropolitan Transportation Plan's twenty (20) year or greater Average Daily Traffic (ADT) projection is less than 1000 vehicles per day;
 - iv. When other available means or factors indicate an absence of need presently and in the twenty (20) year or greater forecast horizon;
 - v. A reasonable and equivalent alternative already exists for certain users or is programmed in the TIP as a separate project; and
 - vi. The project is not a roadway improvement project and/or the BMCMPPO has no programming authority (e.g. State, Bloomington Transit, Rural Transit, and other projects).
- e. No project shall be granted an exception to any criteria that opposes any item in Section II. Applicability.

2. Appeals Process

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

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

VII. EVALUATION

1. Complete Streets Policy

The BMCMPPO shall, at a minimum, evaluate this policy prior to the adoption of every new TIP. This evaluation shall include recommendations for amendments to the Complete Streets Policy and subsequently be considered by the BMCMPPO Citizens Advisory Committee, Technical Advisory Committee and Policy Committee. Recommendations for amendments shall be distributed to the Local Public Agencies for review prior to consideration by the BMCMPPO Committees.

2. Post-Construction Evaluation of Projects

The BMCMPPO may evaluate projects using the performance measures in Section IX to understand the outputs and outcomes of transportation design, scope, and, ultimately, programming decisions.

VIII. PERFORMANCE MEASURES

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

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

Table 1. Recommended Place Measures and Metrics*

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

Table 1. Recommended Place Measures and Metrics (continued)

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

Source: BMCMPO, November 2018.

IX. Project Prioritization Criteria

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

Table 2. BMCMPO Transportation Improvement Program – Project Prioritization Criteria

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

Source: BMCMPO, November 2018.

X. GLOSSARY DEFINITIONS

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 consists of marginalized or minority residents.

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

NEXT STEPS

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

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

2. **Education and Training.** 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 encouraged to attend at least one (1) of the following opportunities per year: the annual Indiana MPO Conference, the Indiana Walk & Bike Summit, the annual Purdue Road School as well as any other Complete Streets related conferences, webinars, workshops and seminars that are sponsored by America Walks, Smart Growth America, the Institute of Transportation Engineers, the American Planning Association, and the Congress for the New Urbanism.

- 3. Integrate Transportation and Land Use.** The BMCMPPO along with the LPA's should create place-based street typologies to ensure sound transportation project decisions are made in conjunction with sound land use decisions. Place-based street typologies should be adopted/updated along with every MTP.







ADOPTION RESOLUTION FY 2019-04

RESOLUTION ADOPTING THE COMPLETE STREETS POLICY as presented to the Policy Committee of the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO) on November 9, 2018.

WHEREAS, the 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, it is the intent of the BMCMPPO to institutionalize a Complete Streets Policy so that all roads will be designed and built to accommodate all users of a corridor including but not limited to pedestrians, bicyclists, users of public transit, and individual mobility devices, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users; and

WHEREAS, the BMCMPPO has prioritized development of a multi-modal system in the stated goals of the Metropolitan Transportation Plan; and

WHEREAS, the civic guidance of the Citizens Advisory Committee and the technical expertise of the Technical Advisory Committee can ensure that investment in transportation infrastructure addresses the needs of all users of a corridor.

NOW, THEREFORE, BE IT RESOLVED:

- (1) That the Bloomington/Monroe County Metropolitan Planning Organization hereby adopts the Complete Streets Policy herein attached; and
- (2) That the adopted policy shall be forwarded to all relevant public officials and government agencies and shall be available for public inspection online at www.bloomington.in.gov/mpo and during regular business hours at the City of Bloomington Planning & Transportation Department, located in the Showers Center City Hall at 401 North Morton Street, Bloomington, Indiana.

PASSED AND ADOPTED by the Policy Committee

By a vote of 11 - 1, upon this 9th day of November 2018



Lisa Ridge

Chair, Policy Committee, BMCMPPO



Patrick Martin

Senior Transportation Planner, BMCMPPO Staff

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



City of Bloomington Planning and Transportation Department
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812-349-3423 • <https://bloomington.in.gov/mpo>