



## TECHNICAL ADVISORY COMMITTEE

November 17, 2021

10:00 – 11:30 pm

Virtual Location via Zoom

Join Zoom Meeting

<https://bloomington.zoom.us/j/84043577688?pwd=ei82ZEk2TTgwNGVpczIEb3h3dmhEZz09>

Find your local number: <https://bloomington.zoom.us/j/84043577688?pwd=ei82ZEk2TTgwNGVpczIEb3h3dmhEZz09>

Dial by your location: +1-312-626-6799,,84043577688# US (Chicago)

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.

- I. Call to Order and Introductions
- II. Approval of the Meeting Agenda\*
- III. Approval of Minutes\*
  - a. October 27, 2021
- IV. Reports from Officers and/or Committees
  - a. LPA Project Updates
- V. Reports from the MPO Staff
  - a. Calendar Year 2022 BMCMPO Committee Meeting Schedules
  - b. Fiscal Years 2022 - 2026 Transportation Improvement Program (TIP)
  - c. BMCMPO Crash Report Updates
  - d. BMCMPO Public Participation Plan Update
- VI. Old Business - None
- VII. New Business - None
- VIII. Public Comment on Matters Not Included on the Agenda (*non-voting items*)  
*Limited to five minutes per speaker, and may be reduced by the Committee Chair if numerous people wish to speak*
- IX. Communications from Committee Members (*non-agenda items*)
  - a. Communications
  - b. Topic Suggestions for Future Agendas
- X. Upcoming Meetings
  - a. Policy Committee - January 14, 2022 at 1:30 p.m. (Virtual or Hybrid)
  - b. Technical Advisory Committee - January 26, 2022 at 10:00 a.m. (Virtual or Hybrid)
  - c. Citizens Advisory Committee - January 26, 2022 at 6:30 p.m. (Virtual or Hybrid)

## XI. 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](mailto:human.rights@bloomington.in.gov).**



## TECHNICAL ADVISORY COMMITTEE

October 27, 2021

10:00 – 11:30 pm

Virtual Location via Zoom

Join Zoom Meeting

<https://bloomington.zoom.us/j/85445764626?pwd=NzVGbXUwRHVKZExVTmZzQWNhQXlaQT09>

Find your local number: <https://bloomington.zoom.us/kd4mpFGeba>

Dial by your location +1 312 626 6799 US (Chicago)

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.

Members Present: Jane Fleig, John Connell, Becky Packer (proxy), Kevin Tolloty, Lisa Salyers (proxy), Nate Nickel, Patrick Ellis, Paul Satterly, Neil Kopper (proxy), Jason George (proxy), Scott Robinson, Brian Noojin

Staff Present: Ryan Clemens, Pat Martin

- I. Call to Order and Introductions
  - a. Fleig called the meeting to order.
- II. Approval of the Meeting Agenda\*
  - a. \*Robinson motioned to approve the meeting agenda. Kopper seconded. Motion passed unanimously by voice vote (12-0).\*
- III. Approval of Minutes\*
  - a. September 23, 2021
    - (1) \*Nickel motioned to approve the minutes. Kopper seconded. Motion passed unanimously by voice vote (12-0).\*
- IV. Reports from Officers and/or Committees
  - a. LPA Project Updates
    - (1) Monroe County
      - (a) Satterly reported that the Curry/Woodyard/Smith roundabout project utility relocation work will be completed by February 2022. Satterly also mentioned that the Bicentennial Pathway Project is being delayed due to water and utility work delays (not CBU) and to expect a February 2022 letting for the project.
- V. Reports from the MPO Staff
  - a. FY 2022 - 2026 Transportation Improvement Program (TIP)
    - (1) Staff reported that the BMCMPO still has not received a TIP Approval Letter from INDOT and that hopefully it will be received by the end of the year.
  - b. FHWA Freight Study Kickoff Meeting

- (1) Staff reported that they worked with INDOT regarding the update of the BMCMPPO's freight survey. Staff discussed the initial process of creating a regional freight advisory committee at some point early next calendar year.

VI. Old Business - None

VII. New Business

a. BMCMPPO Public Participation Plan\*

- (1) Staff reported on the update to the Public Participation Plan which is a subset of the Title VI Plan. Specifically, staff reiterated its goals, mission, environmental justice principles, equity principles, and the myriad ways the BMCMPPO interacts and includes public within its operations and planning processes.

\*Robinson motioned to recommend approval of the Public Participation Plan to the Policy Committee with the exception of striking the past references to SAFETEA-LU, the predecessor to the FAST Act which is also referenced in the Plan. Nickel seconded. Motion passed unanimously by voice vote (12-0).\*

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

a. Topic Suggestions for Future Agenda

- (1) None

IX. Upcoming Meetings

- a. Policy Committee - November 5, 2021 at 1:30 p.m. (Virtual or Hybrid)
  - (1) Moved up one week due to holiday.
- b. Technical Advisory Committee - November 17, 2021 at 10:00 a.m. (Virtual or Hybrid)
  - (1) Moved up one week due to holiday.
- c. Citizens Advisory Committee - November 17, 2021 at 6:30 p.m. (Virtual or Hybrid)
  - (1) Moved up one week due to holiday.

X. Adjournment

- a. Fleig adjourned the meeting.

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

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## 2022 BMCMPO Committee Meeting Schedules

POLICY COMMITTEE	TECHNICAL ADVISORY COMMITTEE	CITIZENS ADVISORY COMMITTEE
1/14/2022, 1:30 pm	1/26/2022, 10:00 am	1/26/2022, 6:30 pm
2/11/2022, 1:30 pm	2/23/2022, 10:00 am	2/23/2022, 6:30 pm
3/11/2022, 1:30 pm	3/23/2022, 10:00 am	3/23/2022, 6:30 pm
4/8/2022, 1:30 pm	4/27/2022, 10:00 am	4/27/2022, 6:30 pm
5/13/2022, 1:30 pm	5/25/2022, 10:00 am	5/25/2022, 6:30 pm
6/10/2022, 1:30 pm	6/22/2022, 10:00 am	6/22/2022, 6:30 pm
July - Summer Recess - No Meetings		
8/12/2022, 1:30 pm	8/24/2022, 10:00 am	8/24/2022, 6:30 pm
9/9/2022, 1:30 pm	9/28/2022, 10:00 am	9/28/2022, 6:30 pm
10/14/2022, 1:30 pm	10/26/2022, 10:00 am	10/26/2022, 6:30 pm
11/4/2022, 1:30 pm*	11/16/2022, 10:00 am*	11/16/2022, 6:30 pm*
December - Winter Recess - No Meetings		

*\*Meeting moved ahead one week due to holiday*

**ALL MEETINGS WILL BE HELD VIRTUALLY OR IN A HYBRID FASHION AS PER BMCMPO  
RESOLUTION 22-01 UNTIL FURTHER NOTICE**

Technical & Citizens Advisory Committees (4<sup>th</sup> Wednesdays)  
Policy Committee (2<sup>nd</sup> Fridays)

*Bloomington-Monroe County  
Metropolitan Planning Organization*

**Crash Report -  
Calendar Years 2015 through 2019**

November 17, 2021



# 2015-2019 Crash Report

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# 2015-2019 Crash Report

## Executive Summary

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) 2015-2019 Crash Report represents a continuation of the MPO's effort to provide an analysis of the crash location causes and trends within Monroe County. This report includes an analysis of crash data from the Indiana State Police (ISP) Department ARIES data portal (<https://www.in.gov/isp/3147.htm>) for Calendar Years 2015, 2016, 2017, 2018, and 2019.

This crash report prepared by the BMCMPPO staff from the ISP crash data provides relevant generalized information for the MPO Citizen's Advisory Committee (CAC), the Technical Advisory Committee (TAC), and the Policy Committee (PC). The crash report shall additionally achieve distribution to local units of government, Indiana University, and the general public through the BMCMPPO website hosted by the Bloomington Planning and Transportation Department.

A summary of the specific calendar year crash trends provided below highlight general information on crash data within Monroe County. Detailed tables, charts, and summaries provided in subsequent chapters highlight information on annual and daily observational trends involving total numbers, frequency, and other related characteristics of crashes that occurred within the calendar years of 2015 through 2019.

## Introduction

Mobility is a defining aspect of life in the United States and around the world. Transportation infrastructure investments have led to new opportunities for trade, travel, recreation, relocation, and economic growth. The BMCMPPO receives approximately \$3.7 million per year of federal transportation funding allocated from the Indiana Department of Transportation (INDOT) for local transportation network investments. Despite this continued investment, tangible and intangible costs attributable to motor vehicle crashes undermine the effectiveness of the local transportation system.

The BMCMPPO crash reports demonstrate that motor vehicle crashes contribute to be a significant loss of life, property, and productivity in Monroe County. A better understanding of crash trends is attainable through continued efforts in crash reporting and analysis. Targeted infrastructure investments should further improve safety on roads within Monroe County.

The purpose of this Crash Report is twofold. First, the Crash Report provides a consistent and straightforward means to disseminate annual crash data for use by any interested individual or organization. Second, the Crash Report provides another useful tool for civil engineers, transportation planners, and local policy makers when considering both funding and design strategies aimed at reducing the frequency and severity of transportation-related crashes. Specifically, the Indiana Department of Transportation (INDOT) and the BMCMPPO require Local Public Agencies (LPAs) to use crash data as part of the Highway Safety Improvement Program (HSIP). This program provides federal funding to target areas with high incidences of crashes. The HSIP primary goal is reducing fatal and incapacitating injury crashes. Furthermore, information found in the Crash Report is used as criteria within the BMCMPPO's Complete Streets Policy to guide the MPO in the selection of transportation projects. The implementation of effective mitigation strategies further curtail crashes within Monroe County through annual reporting and analysis.

This Crash Report focuses on a five-year period for Calendar Years 2015, 2016, 2017, 2018, and 2019, with some tables and figures including the Calendar Years 2013 and 2014 to depict a longer time period trend to inform five-year rolling averages. By focusing on a longer time horizon, random variations in annual crashes do not unduly influence the trends reported. For instance, annual variations in crashes, fatalities and incapacitating injuries, and location-specific



## 2015-2019 Crash Report

crashes can be significant, even though there may not be an actual change in the likelihood of those crashes. By using a five-year analysis window, identified trends are more likely to be meaningful than by using a three-year analysis window like previous reports. The crash data tabulated from 2019 alone provides a snapshot of the most recent year we have data for at the moment. Furthermore, information from this Crash Report will help inform future crash reports.

### Methodology and Data Considerations

The data for the Bloomington-Monroe County Crash Report originates from the “Automated Report and Information Exchange System” (ARIES) of the Indiana State Police (<https://www.in.gov/isp/3147.htm>). This system maintains statewide crash data from law enforcement agency reports dating back to 2003. The Indiana law enforcement report data are organized by collisions, units (vehicles), and individuals. These data elements, related to one another by a common master field (e.g., Master Record Number) offer independent analysis capability. It is possible to retrieve information regarding collisions (e.g., locations and dates of greatest crash frequency), number of vehicles involved, and individuals involved. It is also possible to perform more complex analyses using attributes from each of these entities.

As with any database, the validity of conclusions resulting from the data is contingent upon accurate and complete data entry. Lack of data information from hit-and-run collisions, confusion surrounding alternate names of roads (e.g., Country Club Drive and Winslow Road, SR 46 and 3<sup>rd</sup> St., and similar road names being used in multiple jurisdictions like 2<sup>nd</sup> St. or Walnut Ave.), misspelled or mis-entered street names, GPS errors, and incomplete data entry undoubtedly introduce some error into the results of this report. Therefore, results of the Crash Report should not have a rigid interpretation. With that being mentioned, all efforts were made to correct these issues in the raw data before analysis and inclusion in this Crash Report.

The BMCMPD staff corrected obvious data errors to achieve valid results. Consequently, some minor inconsistencies may be evident when comparing crash reports from prior years. For instance, data may be updated from previous years’ reports for consistency reasons, if errors were found and need updating, and if new analyses need to be reported for a number of reasons. Therefore, the most recently issued Crash Report reflects the best and most accurate crash information. Regardless of methodological changes and slight differences between reports, the overall findings of this report are consistent with those of past years. The most recent report before this Crash Report was the 2013-2015 Crash Report, so methodologically, the raw data for years 2016-2019 have all been analyzed in the same way, with the year 2015 being updated to reflect the processes of the subsequent years.

Collisions were analyzed using available geographic, road inventory, and traffic count data. Individual crashes were located according to reported geographic coordinates which were available for more than 93% of all records. A crash frequency was determined for each intersection (where enough data was available) by tabulating the total number of crashes that occurred within a maximum of a 250-ft radius of the center of the intersection. Crash rates were determined from available traffic data from the City of Bloomington, the Town of Ellettsville, Monroe County, and the Indiana Department of Transportation using standard adjustments and engineering judgment as necessary.

When reading the Crash Report, it is important to understand the distinction between “crashes” and “individuals.” The term “crash” refers to the characteristics of the crash itself under consideration. For example, a “Fatal Injury” column (e.g., “Fatalities and Fatal Crashes by Year, 2015-2019”) shows how many crashes resulted in a fatal injury; it would be incorrect, however, to interpret this column as the number of fatalities since more than one fatality can result from a single crash.

## 2015-2019 Crash Report

### ***Crash Characteristics***

This section provides a summary of crash characteristics in Monroe County, including the type and severity of crashes from 2015-2019. These factors reflect trends in the overall safety of the transportation system.

A further breakdown of the Calendar Year 2015-2019 crash totals provides insights into trends involving pedestrians, bicyclists, buses, mopeds/motorcycles, scooters, and crashes that resulted in fatalities. Over the course of the five years analyzed, there were **forty-three (43)** fatal crashes resulting in **forty-eight (48)** fatalities (Figure 9), slightly fewer than the **fifty (50)** fatalities reported from 2014 to 2018.

The time distribution of crashes (Figure 1) continues to follow a predictable pattern correlating with peak hour and off-peak hour traffic volumes. The greatest number of crashes occurred during weekday rush hours between 4:00 P.M. and 6:00 P.M., with an average slightly greater than one (1) crash per hour for the entire county. There is also a peak from 12:00 P.M. to 1:00 P.M. on weekdays. The weekend also follows a similar pattern in terms of frequency of crashes, but the crash rate has a more even distribution through the day and early evening hours. Between the hours of 7:00 PM and 4:00 AM, the weekend experiences a higher crash frequency compared with weekdays. Friday continued to have the highest number of crashes overall, while Sunday had the lowest number of crashes.

State and federal designated highway routes are prominently featured in the list of the highest crash frequency intersections or the total number of crashes over a given time period. Higher traffic volumes on these roads are undeniably the primary factor. INDOT jurisdictional intersections at SR 37 and 3<sup>rd</sup> Street, SR 45/46 and 10<sup>th</sup> Street, and SR 37 and Bloomfield Road are consistently high frequency crash locations. These intersections therefore warrant constant monitoring as do several local jurisdictional intersections that exhibit consistently high crash frequencies.

The leading cause of crashes during the Calendar Year 2015-2019 study period was once again a **“failure to yield right of way”** with **3,593** incidents (Table 5). A typical leading cause of this includes **“following too closely”** with **3,464** incidents, and **“ran off road right”** with **1,500** incidents. Most “unsafe backing” incidents have been omitted in this report due to them not occurring in the public right-of-way, such as within private parking lots or driveways, although several of these incidents still occur within the public right-of-way and are counted in this report. Many causes of these crashes are addressable through education efforts as well as through selective physical improvements. “Running off the right side of the road” and “speeding in adverse weather” additionally present opportunities for physical safety improvements, such as guard rails, rumble strips, and interactive signage. These types of improvements warrant further exploration for crash reductions; however they are designed to decrease the amount of crashes resulting in injuries and fatalities.

Crashes involving pedestrians and bicyclists are considerably important within the BMCMPPO’s Metropolitan Planning Area given a relatively high number of urbanized area non-motorized trips, the vulnerability to injury of individuals using these modes, and the BMCMPPO’s goals for increasing walking and bicycling modal shares. Compared to other types of crashes, those involving pedestrians and bicyclists are much more likely to result in a fatality or an incapacitating injury. Reducing the frequency and severity of these crashes is therefore a priority and will be addressed in a future report.

# 2015-2019 Crash Report

## # OF CRASHES BY TIME OF DAY - 2015-2019

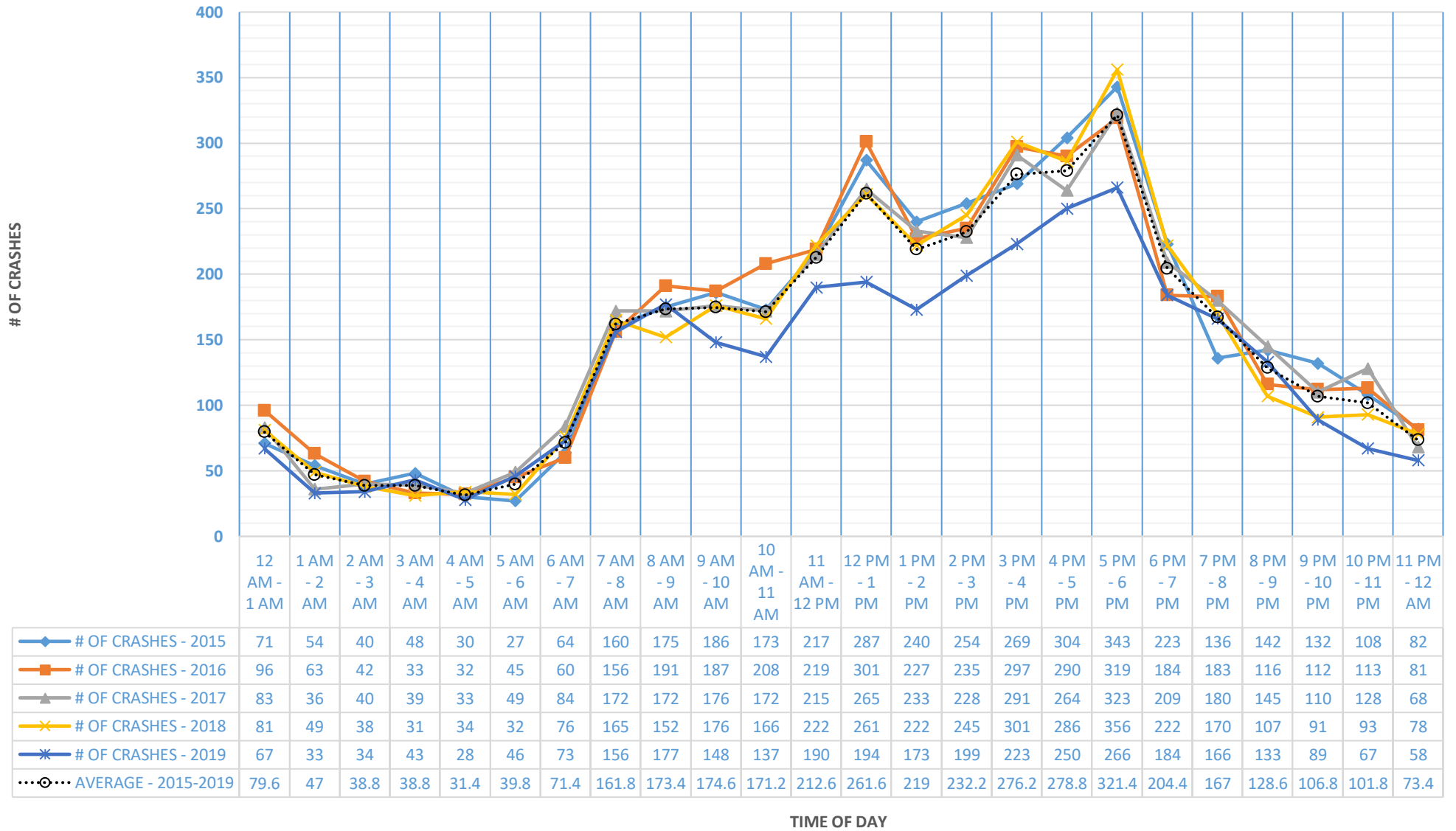


Figure 1: Number of Crashes by Time of Day in Monroe County - 2015-2019

## 2015-2019 Crash Report

### CUMULATIVE # OF CRASHES BY TIME OF DAY - 2015-2019

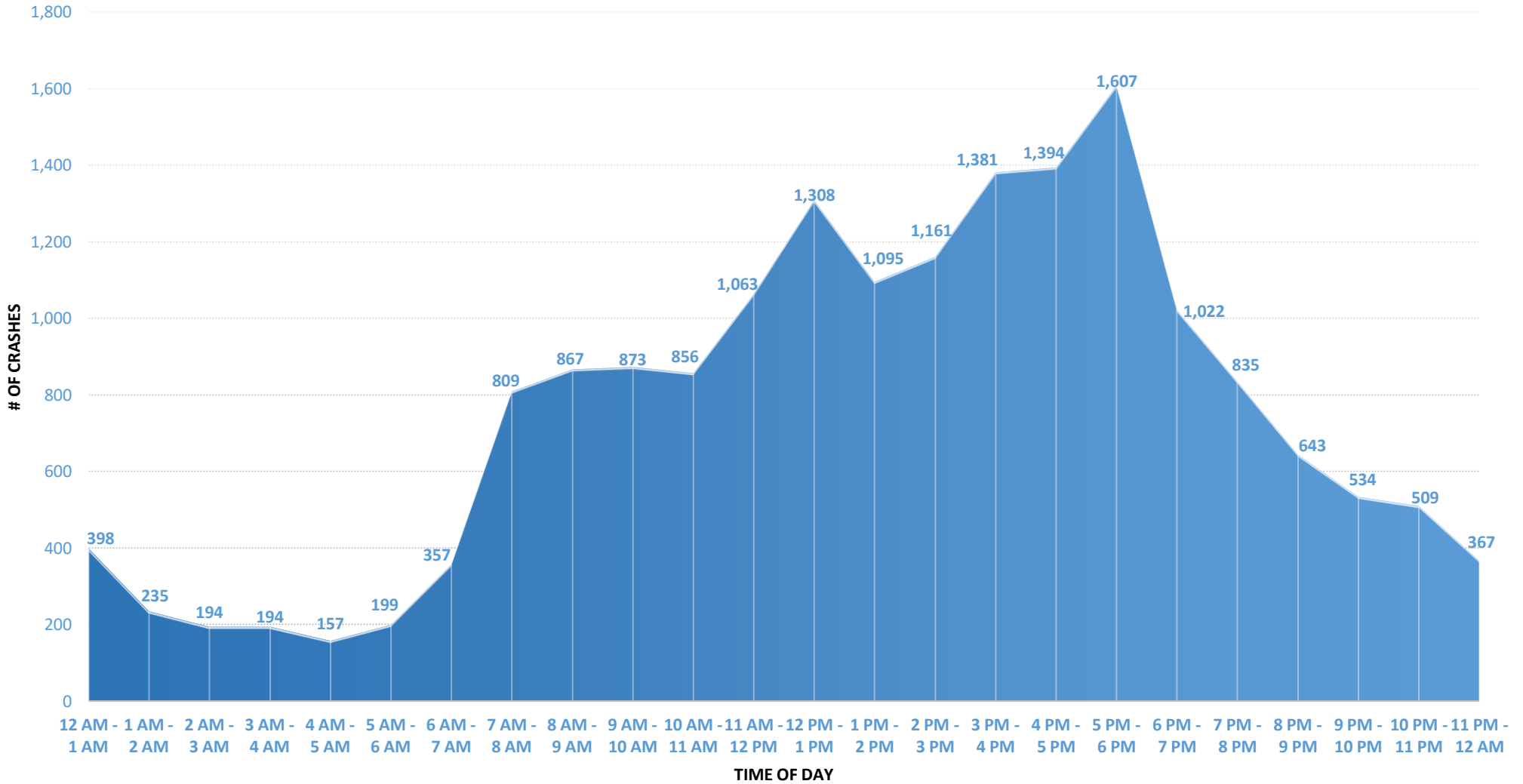


Figure 2: Cumulative Number of Crashes by Time of Day in Monroe County - 2015-2019

## 2015-2019 Crash Report

### # OF CRASHES BY DAY OF WEEK - 2015-2019

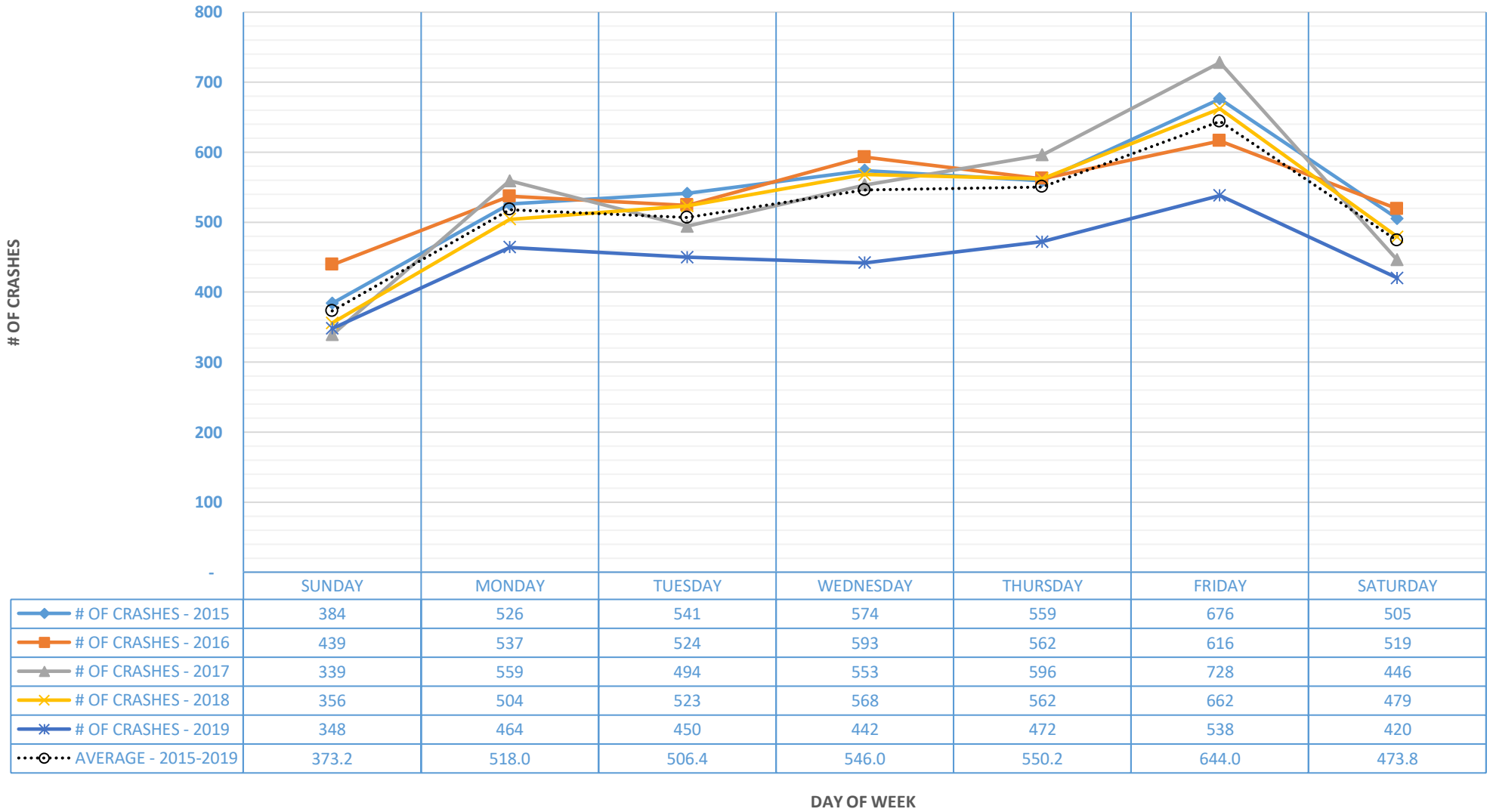


Figure 3: Number of Crashes by Day of Week in Monroe County - 2015-2019

## 2015-2019 Crash Report

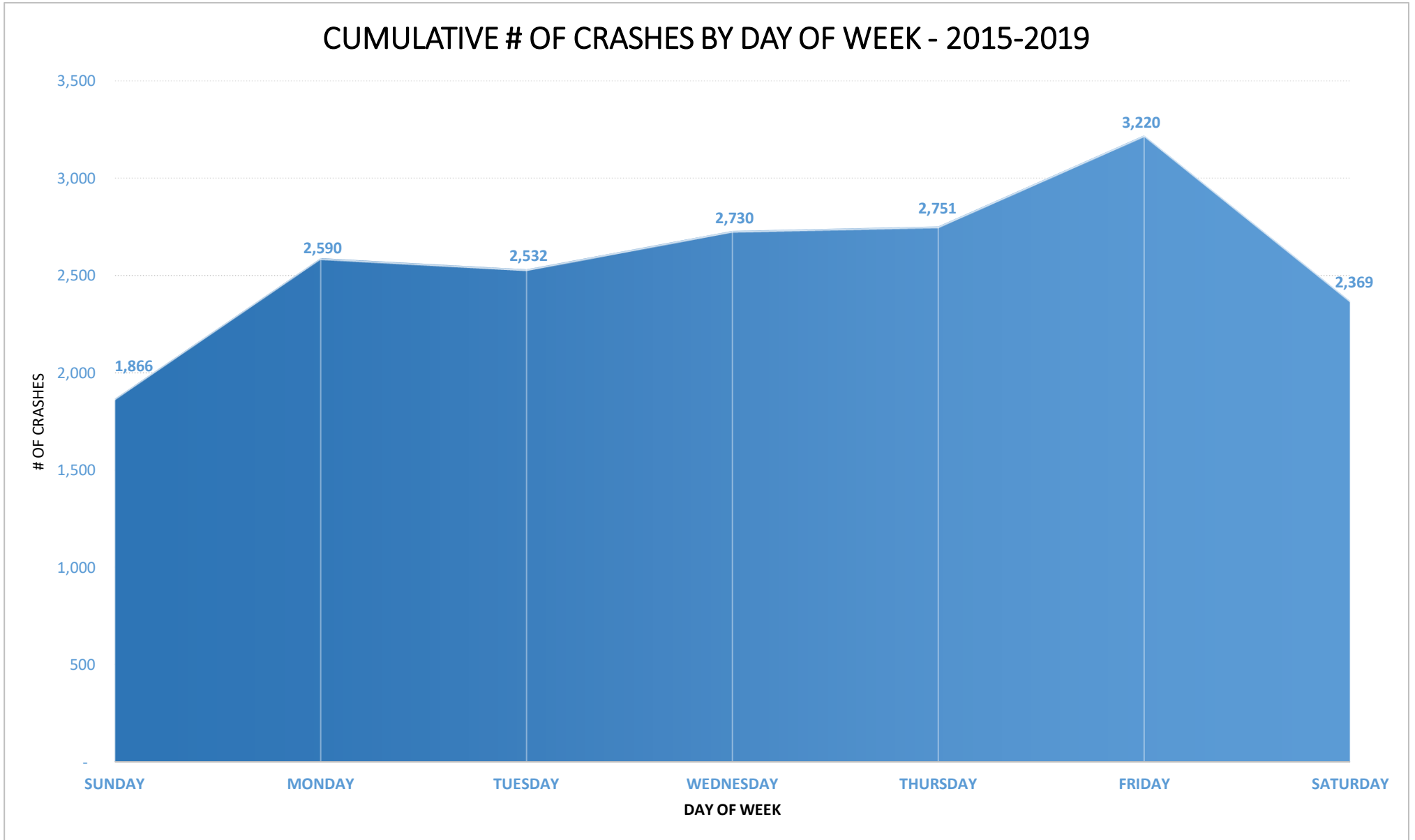


Figure 4: Cumulative Number of Crashes by Day of Week in Monroe County - 2015-2019

## 2015-2019 Crash Report

### # OF CRASHES BY MONTH - 2015-2019

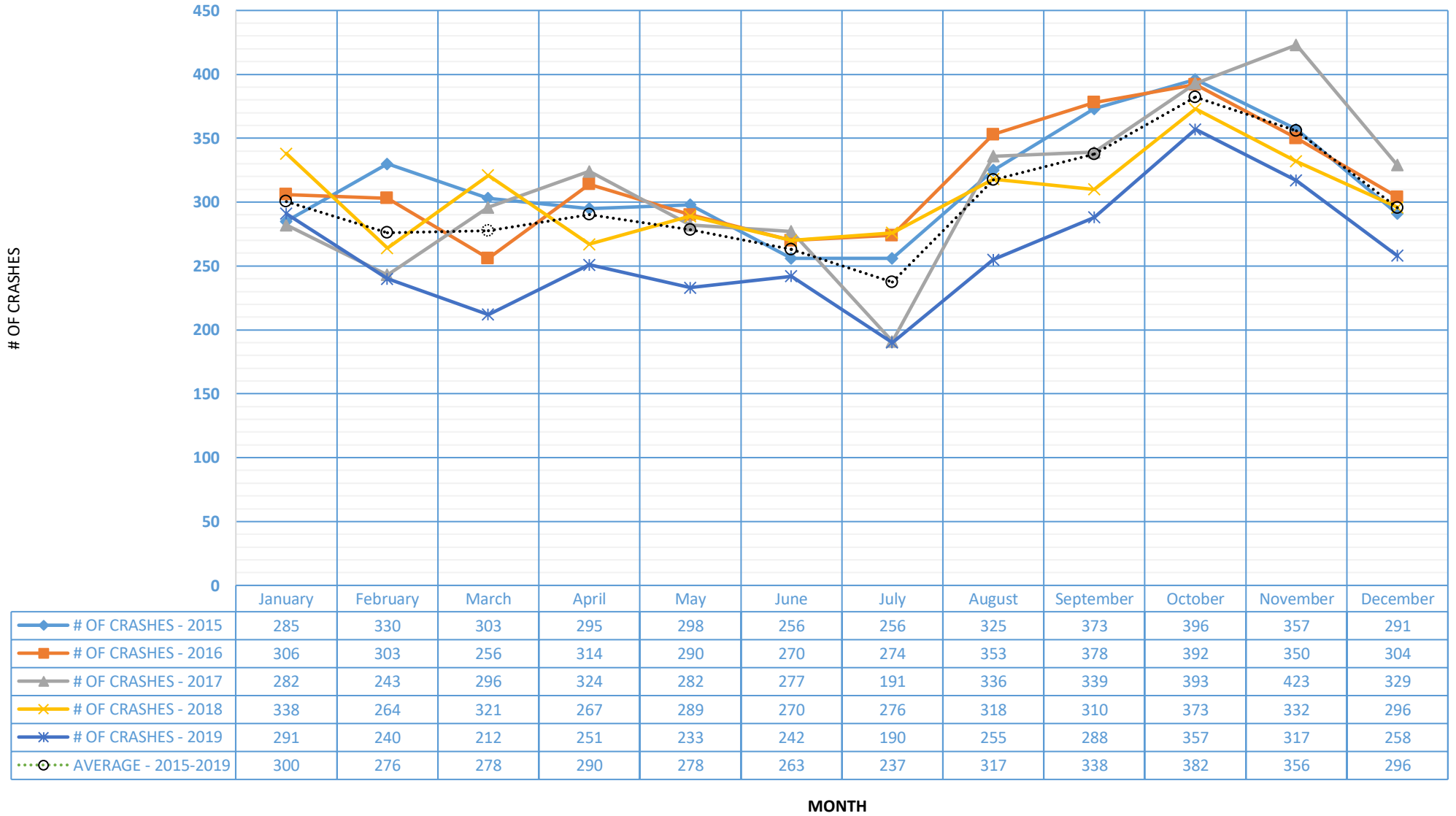


Figure 5: Number of Crashes by Month in Monroe County - 2015-2019

## 2015-2019 Crash Report

### CUMULATIVE # OF CRASHES BY MONTH - 2015-2019

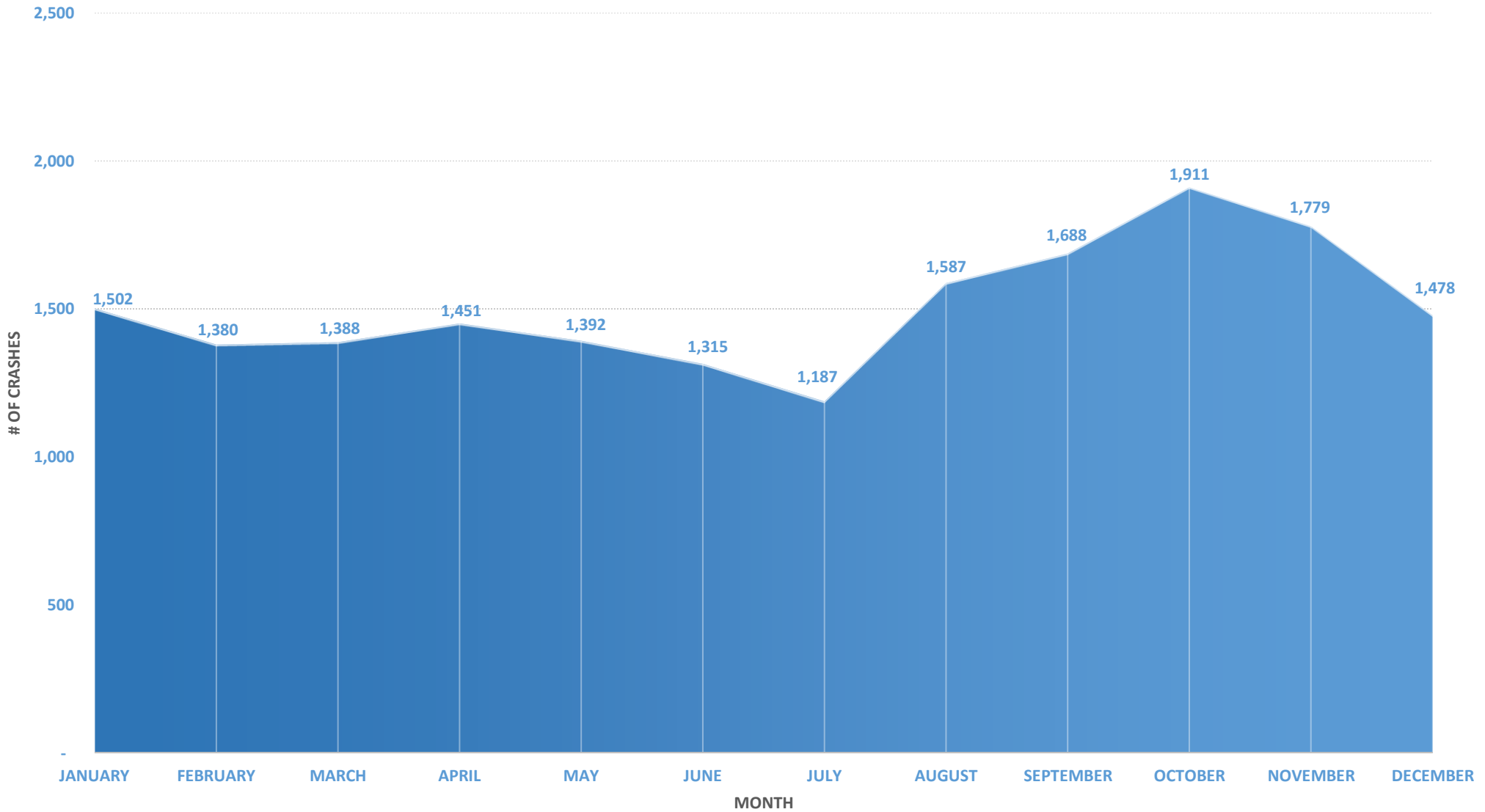


Figure 6: Cumulative Number of Crashes by Month in Monroe County - 2015-2019



## 2015-2019 Crash Report

### ***Crash Locations***

This section addresses the spatial distribution of crashes in Monroe County highlighting locations of high crash frequency and crash rates. This identification process used a stepwise approach: (1) ranking the sum total of all CY 2015-2019 all Monroe County intersection crash locations into the “Top 50 Crash Locations” (Table 1) and (2) adjusting these crash locations with traffic volume data thereby deriving five-year crash rates (Table 2).

The methodology used in this report does not identify locations which have a higher than expected (i.e. statistically significant) crash totals, crash rates, or severity indices. Future crash reports should therefore consider a comparative analysis of intersections with similar operating characteristics. The BMCMPPO staff shall additionally explore a network solution for calculating crash rates at lower crash frequency locations.

# 2015-2019 Crash Report

## TOP 20 CRASH LOCATIONS - 5-YEAR TOTAL - 2015-2019

# OF CRASHES - 2015   # OF CRASHES - 2016   # OF CRASHES - 2017   # OF CRASHES - 2018   # OF CRASHES - 2019

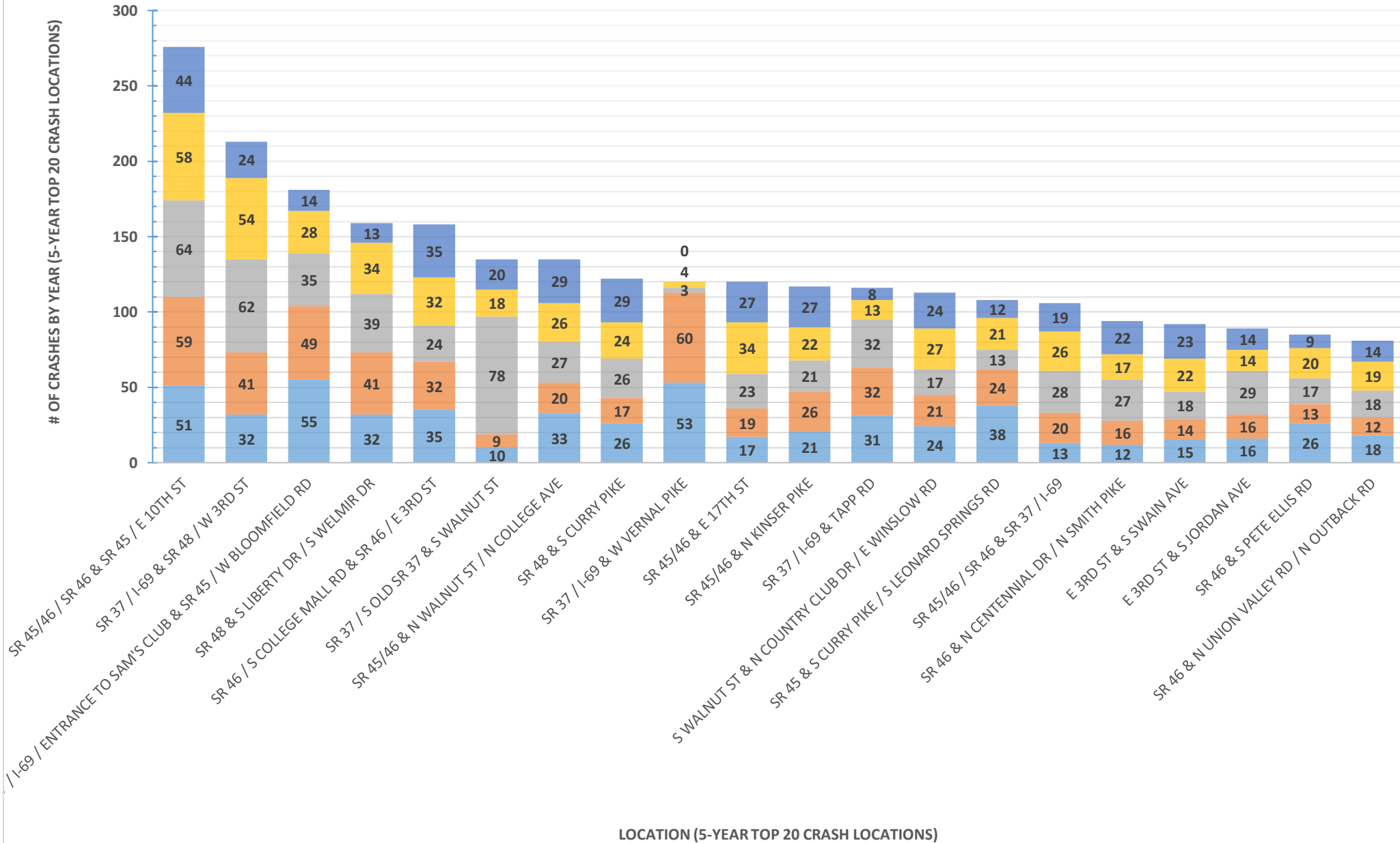


Figure 7: Top 20 Crash Locations in Monroe County - 2015-2019

# 2015-2019 Crash Report

## TOP 20 CRASH LOCATIONS OF 2019 WITH 5-YEAR REFERENCE - 2015-2019

# OF CRASHES - 2015   # OF CRASHES - 2016   # OF CRASHES - 2017   # OF CRASHES - 2018   # OF CRASHES - 2019

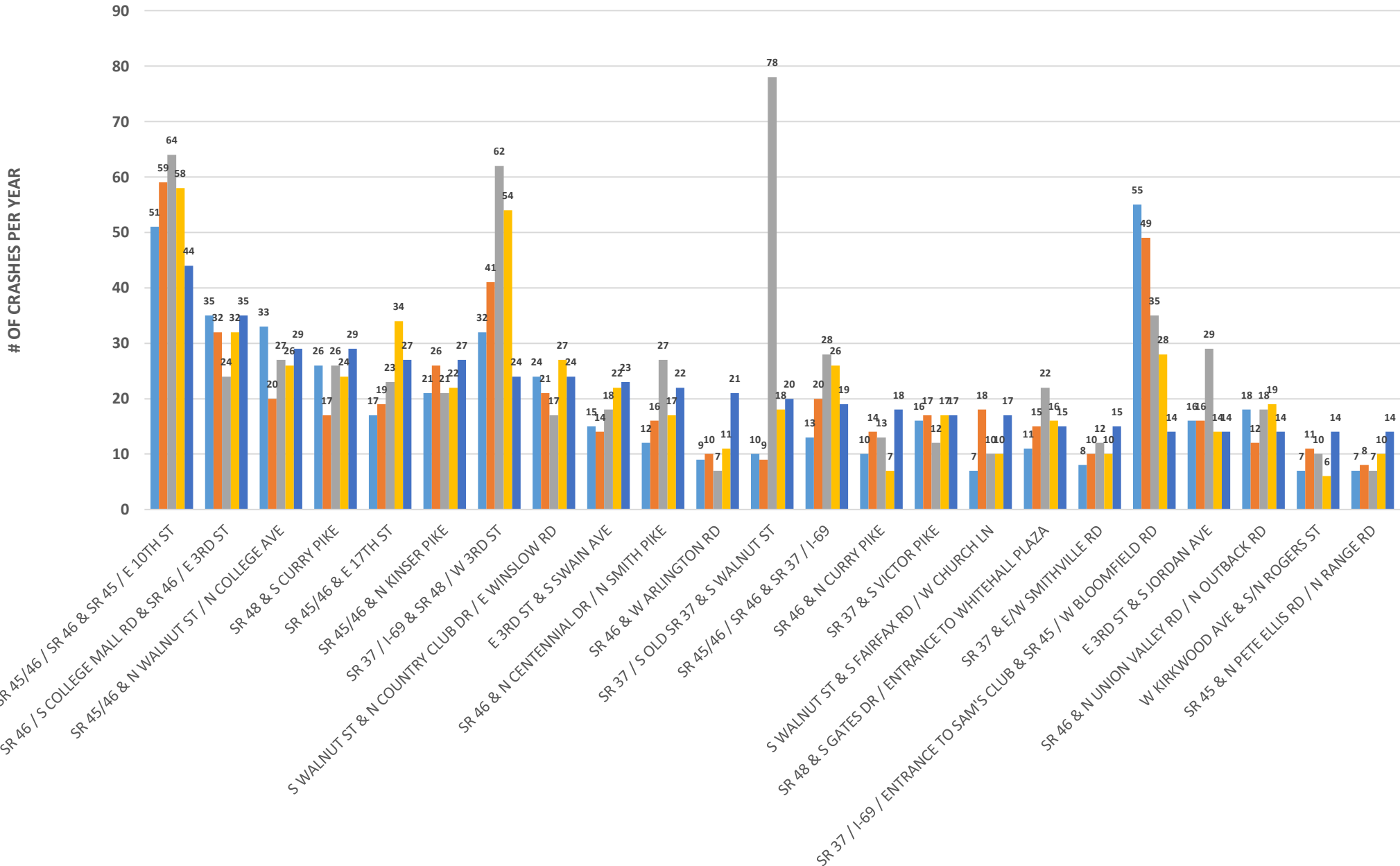


Figure 8: Top 20 Crash Locations of 2019 in Monroe County

TOP CRASH LOCATIONS OF 2019

## 2015-2019 Crash Report

Table 1: Top 50 Crashes by Location in Monroe County

<b>TOP 50 CRASHES BY LOCATION (5-YEAR RANKS, AVERAGES, TOTALS, AND PROGRESS)</b>					
Intersection	INTERSECTION RANK - 2015- 2019	AVERAGE INTERSECTION RANK - 2015- 2019	5-YEAR TOTAL # OF CRASHES RANK - 2015-2019	5-YEAR AVERAGE # OF CRASHES - 2015-2019	5-YEAR TOTAL # OF CRASHES - 2015-2019 <small>(Green = Improving, Red = Worsening)</small>
SR 45/46 / SR 46 & SR 45 / E 10TH ST	1	1.8	1	55.2	276
SR 37 / I-69 & SR 48 / W 3RD ST	2	4.6	2	42.6	213
SR 37 / I-69 / ENTRANCE TO SAM'S CLUB & SR 45 / W BLOOMFIELD RD	4	6.8	3	36.2	181
SR 48 & S LIBERTY DR / S WELMIR DR	6	8.4	4	31.8	159
SR 46 / S COLLEGE MALL RD & SR 46 / E 3RD ST	3	6.0	5	31.6	158
SR 45/46 & N WALNUT ST / N COLLEGE AVE	5	7.6	6	27.0	135
SR 37 / S OLD SR 37 & S WALNUT ST	25	32.4	6	27.0	135
SR 48 & S CURRY PIKE	7	11.0	8	24.4	122
SR 45/46 & E 17TH ST	9	11.8	9	24.0	120
SR 37 / I-69 & W VERNAL PIKE	115	119.4	9	24.0	120
SR 45/46 & N KINSER PIKE	8	11.2	11	23.4	117
SR 37 / I-69 & TAPP RD	16	22.8	12	23.2	116
S WALNUT ST & N COUNTRY CLUB DR / E WINSLOW RD	9	11.8	13	22.6	113
SR 45 & S CURRY PIKE / S LEONARD SPRINGS RD	12	17.0	14	21.6	108
SR 45/46 / SR 46 & SR 37 / I-69	11	15.0	15	21.2	106
SR 46 & N CENTENNIAL DR / N SMITH PIKE	15	22.0	16	18.8	94
E 3RD ST & S SWAIN AVE	13	20.0	17	18.4	92
E 3RD ST & S JORDAN AVE	14	21.8	18	17.8	89
SR 46 & S PETE ELLIS RD	20	27.4	19	17.0	85
SR 46 & N UNION VALLEY RD / N OUTBACK RD	18	24.6	20	16.2	81
SR 37 & S VICTOR PIKE	17	23.4	21	15.8	79
SR 48 & S GATES DR / ENTRANCE TO WHITEHALL PLAZA	21	28.0	21	15.8	79
SR 45 & S LIBERTY DR / S HICKORY LEAF DR	22	30.0	23	15.6	78
S WALNUT ST & E/W GRIMES LN	19	26.8	24	15.0	75

## 2015-2019 Crash Report

E 10TH ST & N JORDAN AVE	23	30.6	25	14.6	73
S WALNUT ST & E RHORER RD / W GORDON PIKE	31	41.0	26	14.4	72
E 10TH ST & N UNION ST	24	31.6	27	14.0	70
E/W 10TH & N COLLEGE AVE	30	40.8	28	14.0	70
W 2ND ST & S PATTERSON DR	25	32.4	29	13.2	66
N CURRY PIKE & W VERNAL PIKE	27	35.6	30	12.8	64
SR 45/46 & N RANGE RD	28	35.8	30	12.8	64
SR 37 / I-69 & E/W SAMPLE RD	44	52.0	30	12.8	64
SR 46 & N CURRY PIKE	34	43.6	33	12.4	62
S WALNUT ST & S FAIRFAX RD / W CHURCH LN	37	46.4	33	12.4	62
W OLD SR 37 & N WALNUT ST / N SR 37 BUSINESS	29	38.0	33	12.4	62
SR 46 & N HARTSTRAIT RD	32	41.2	36	12.2	61
W 17TH ST & N KINSER PIKE / N MADISON ST	36	45.4	37	11.8	59
SR 46 & W ARLINGTON RD	46	56.2	38	11.6	58
E COVENANTER DR & S COLLEGE MALL RD	33	41.4	38	11.6	58
W 3RD ST & S COLLEGE AVE	45	54.8	40	11.4	57
SR 45/46 & N DUNN ST	35	44.6	40	11.4	57
N/S COLLEGE AVE & W KIRKWOOD AVE	39	47.4	40	11.4	57
SR 46 & N/S SALE ST (2 INTERSECTIONS)	38	46.6	43	11.2	56
SR 37 & E/W DILLMAN RD	49	58.8	43	11.2	56
SR 37 & E/W SMITHVILLE RD	40	49.2	45	11.0	55
E/W 3RD ST & S WALNUT ST	66	78.6	46	10.8	54
W 2ND ST & S COLLEGE AVE	41	50.6	46	10.8	54
E/W 7TH ST & N WALNUT ST	43	51.0	46	10.8	54
W 3RD ST / S ADAMS ST & S PATTERSON DR	42	50.8	49	10.6	53
N/S WALNUT ST & E/W KIRKWOOD AVE	48	58.0	49	10.6	53
SR 46 & KINGSTON DR S	61	73.4	51	9.8	49
E 3RD ST & S HIGHLAND AVE	54	64.4	51	9.8	49
SR 37 & E/W MONROE DAM RD	65	77.6	51	9.8	49

## 2015-2019 Crash Report

Table 2: Top 50 Crash Locations by Crash Rate in Monroe County - 2015-2019

<b>TOP 50 CRASH LOCATIONS BY CRASH RATE – 5 YEAR AVERAGES AND RANKS – 2015-2019</b>				
INTERSECTION	JURISDICTION	2015-2019 INTERSECTION CRASH RATE (# OF CRASHES / MEV) - AVERAGE	INTERSECTION CRASH RATE RANK - 2015-2019	AVERAGE INTERSECTION CRASH RATE RANK - 2015-2019
W OLD SR 37 & N DUNN ST	COB	6.107	1	19.4
E 3RD ST & S SWAIN AVE	COB	5.205	2	1.8
SR 45/46 / SR 46 & SR 45 / E 10TH ST	INDOT	3.526	3	4.4
SR 37 / S OLD SR 37 & S WALNUT ST	INDOT	3.006	4	36.4
W OLD SR 37 & N WALNUT ST / N SR 37 BUSINESS	COB	2.806	5	11.0
SR 446 & S SWARTZ RIDGE RD	INDOT	2.790	6	25.2
S WALNUT ST & S FAIRFAX RD / W CHURCH LN	MC	2.671	7	14.8
SR 48 & W VERNAL PIKE	INDOT	2.608	8	46.6
E 3RD ST & S JORDAN AVE	COB	2.585	9	14.2
E/W 10TH & N COLLEGE AVE	COB	2.413	10	20.0
S FAIRFAX RD & S WALNUT ST PIKE	MC	2.263	11	17.0
W 6TH ST & N COLLEGE AVE	COB	2.149	12	28.0
SR 45/46 & E 17TH ST	INDOT	2.127	13	20.0
S FAIRFAX RD & E SCHACHT RD	MC	2.042	14	26.2
N CURRY PIKE & W VERNAL PIKE	MC	1.990	15	18.8
SR 46 / S COLLEGE MALL RD & SR 46 / E 3RD ST	INDOT	1.962	16	22.0
SR 46 & S PETE ELLIS RD	INDOT	1.954	17	27.0
SR 37 & S VICTOR PIKE	INDOT	1.954	18	21.0
SR 46 & S PARK RIDGE RD	INDOT	1.931	19	27.4
S LIBERTY DR & W CONSTITUTION AVE	COB	1.924	20	25.6
S WALNUT ST & W COUNTRY CLUB DR / E WINSLOW RD	COB	1.914	21	24.2
S HENDERSON ST / S INDIANA AVE & E ATWATER AVE	COB	1.903	22	23.4
E 17TH ST & N JORDAN AVE	COB	1.814	23	27.4

## 2015-2019 Crash Report

SR 45/46 & N WALNUT ST / N COLLEGE AVE	INDOT	1.747	24	30.6
E 7TH ST & N JORDAN AVE	COB	1.698	25	37.0
E 3RD ST & S FESS AVE	COB	1.678	26	39.2
SR 37 & W DILLMAN RD	INDOT	1.675	27	38.8
E 10TH ST & N JORDAN AVE	COB	1.665	28	33.0
SR 45 & E MARTIN DR	INDOT	1.635	29	46.6
N SMITH PIKE & W WOODYARD RD	MC	1.591	30	41.4
N CURRY PIKE & W WOODYARD RD	MC	1.557	31	36.8
SR 37 & E/W SMITHVILLE RD	INDOT	1.498	32	40.4
S WALNUT ST PIKE & E WINSLOW RD	COB	1.498	33	41.6
N HARTSTRAIT RD & W VERNAL PIKE	MC	1.482	34	47.2
W OLD SR 37 & E BETHEL LN	INDOT	1.448	35	53.0
E RHORER RD & S WALNUT ST PIKE	MC	1.430	36	48.0
E/W 14TH ST & N WALNUT ST	COB	1.419	37	46.6
W 2ND ST & S PATTERSON DR	COB	1.406	38	40.2
SR 46 & N UNION VALLEY RD / N OUTBACK RD	INDOT	1.398	39	41.8
W 4TH ST & S COLLEGE AVE	COB	1.384	40	49.6
W 1ST ST & S COLLEGE AVE	COB	1.380	41	55.2
E 3RD ST & S INDIANA AVE	COB	1.379	42	54.2
E 3RD ST & S WOODLAWN AVE	COB	1.367	43	46.0
E 17H ST & N INDIANA AVE	COB	1.346	44	58.6
W 3RD ST & N KIMBLE DR	COB	1.327	45	50.8
SR 46 & N CURRY PIKE	INDOT	1.324	46	50.8
W 9TH ST & N COLLEGE AVE	COB	1.296	47	55.2
S WALNUT ST & E/W GRIMES LN	COB	1.270	48	48.4
SR 46 & SR 446	INDOT	1.266	49	55.4
E/W 7TH ST & N WALNUT ST	COB	1.253	50	50.4

## 2015-2019 Crash Report

### Crash Factors, Fatalities, and Injuries

This section summarizes the primary crash factors from 2015 to 2019. An understanding of these causes informs infrastructure investments, enforcement activities, and educational efforts. Traffic law enforcement and road design can address unsafe speeds, while guardrail, rumble strips, or safety education can mitigate the tendency of motorists to drive off the road. Similarly, enforcement and education could reduce the number of crashes attributable to alcohol potentially leading to a decrease of weekend/late night hit and run crashes.

Table 5 illustrates all Primary Crash Factors for 2015-2019. “Failure to Yield Right-of-Way” and “Following Too Closely” were both once again the most common causes of crashes from 2015 to 2019 as it was from 2013 to 2015. “Running Off the Road to the Right” and “Animals/Objects in the Roadway” were additional significant crash factors. While “Failing to Yield Right-of-Way” was the most frequent crash cause, “Running off the Road to the Right” was more dangerous based on the percentage of crashes that resulted in fatality or incapacitating injury. Table 4 shows the Primary Crash Factors for 2015-2019 ranked in order of percent of fatalities resulting from the crash. Of the most during the time period, which resulted in 48 fatalities occurring in 43 crashes.

The frequency of crashes ranked by primary factor provides information about which crashes happen most often. The percentage comparison reveals which primary factors for crashes have previously resulted in injury and which are less likely to result in injury. For example, unsafe backing ranked ninth as a primary factor in a crash, but comparing likelihood of injury, 98% of crashes from unsafe backing result in no injury.

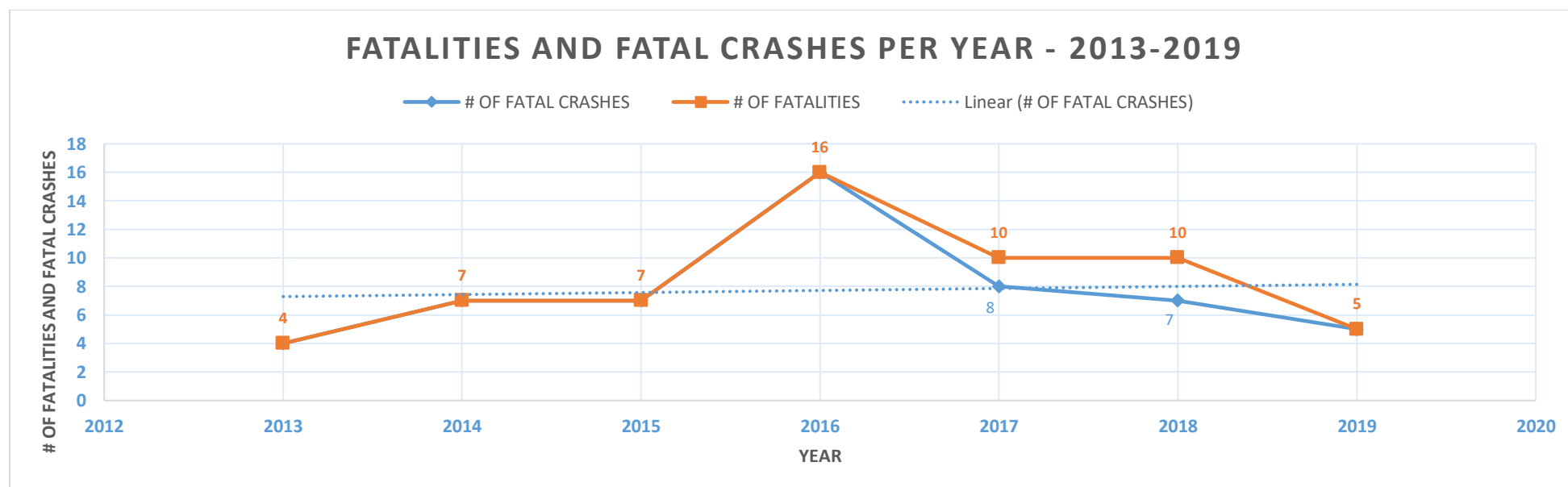


Figure 9: Fatalities and Fatal Crashes per Year - 2013-2019



## 2015-2019 Crash Report

*Table 3: Fatal Crash Primary Factors by Year for Years 2015-2019*

<b>FATAL CRASH PRIMARY FACTORS - 2015</b>			
RANK	PRIMARY FACTOR	FATAL INJURY	% OF TOTAL
1	RAN OFF ROAD - RIGHT	4	57%
2	UNSAFE SPEED	1	14%
2	DISREGARD SIGNAL / REG SIGN	1	14%
2	LEFT OF CENTER	1	14%
TOTAL		7	100%

<b>FATAL CRASH PRIMARY FACTORS - 2016</b>			
RANK	PRIMARY FACTOR	FATAL INJURY	% OF TOTAL
1	RAN OFF ROAD - RIGHT	4	25%
1	LEFT OF CENTER	4	25%
3	UNSAFE SPEED	3	19%
4	SPEED TOO FAST - WEATHER CONDITIONS	2	33%
5	DISREGARD SIGNAL / REG SIGN	1	6%
5	PEDESTRIAN ACTION	1	6%
5	FAILURE TO YIELD RIGHT-OF-WAY	1	6%
TOTAL		16	100%

<b>FATAL CRASH PRIMARY FACTORS - 2017</b>			
RANK	PRIMARY FACTOR	FATAL INJURY	% OF TOTAL
1	RAN OFF ROAD - RIGHT	3	30%
1	DRIVER DISTRACTED	3	30%
3	ANIMAL/OBJECT IN ROADWAY	1	10%
3	OVERCORRECTING/OVERSTEERING	1	10%
3	FAILURE TO YIELD RIGHT-OF-WAY	1	10%
3	LEFT OF CENTER	1	10%
TOTAL		10	100%

## 2015-2019 Crash Report

<b>FATAL CRASH PRIMARY FACTORS - 2018</b>			
RANK	PRIMARY FACTOR	FATAL INJURY	% OF TOTAL
1	LEFT OF CENTER	5	50%
2	FAILURE TO YIELD RIGHT-OF-WAY	1	10%
2	IMPROPER LANE USAGE	1	10%
2	UNSAFE BACKING	1	10%
2	ENGINE FAILURE OR DEFECTIVE	1	10%
2	PEDESTRIAN ACTION	1	10%
TOTAL		10	100%

<b>FATAL CRASH PRIMARY FACTORS - 2019</b>			
RANK	PRIMARY FACTOR	FATAL INJURY	% OF TOTAL
1	REAR-END - CAR TO BICYCLIST	1	20%
1	PEDESTRIAN ACTION	1	20%
1	RAN OFF ROAD - RIGHT	1	20%
1	RAN OFF ROAD - LEFT	1	20%
1	DRIVER ILLNESS	1	20%
TOTAL		5	100%

## 2015-2019 Crash Report

*Table 4: Fatal Crash Primary Factors - Cumulative - 2015-2019*

<b>FATAL CRASH PRIMARY FACTORS - 2015-2019</b>			
<b>RANK</b>	<b>PRIMARY FACTOR</b>	<b>FATAL INJURY</b>	<b>% OF TOTAL</b>
1	RAN OFF ROAD - RIGHT	12	25%
2	LEFT OF CENTER	11	23%
3	UNSAFE SPEED	4	8%
4	PEDESTRIAN ACTION	3	6%
4	FAILURE TO YIELD RIGHT-OF-WAY	3	6%
4	DRIVER DISTRACTED	3	6%
7	DISREGARD SIGNAL / REG SIGN	2	4%
7	SPEED TOO FAST - WEATHER CONDITIONS	2	4%
9	ANIMAL/OBJECT IN ROADWAY	1	2%
9	OVERCORRECTING/OVERSTEERING	1	2%
9	IMPROPER LANE USAGE	1	2%
9	UNSAFE BACKING	1	2%
9	ENGINE FAILURE OR DEFECTIVE	1	2%
9	REAR-END - CAR TO BICYCLIST	1	2%
9	RAN OFF ROAD - LEFT	1	2%
9	DRIVER ILLNESS	1	2%
<b>TOTAL</b>		<b>48</b>	<b>100%</b>

## 2015-2019 Crash Report

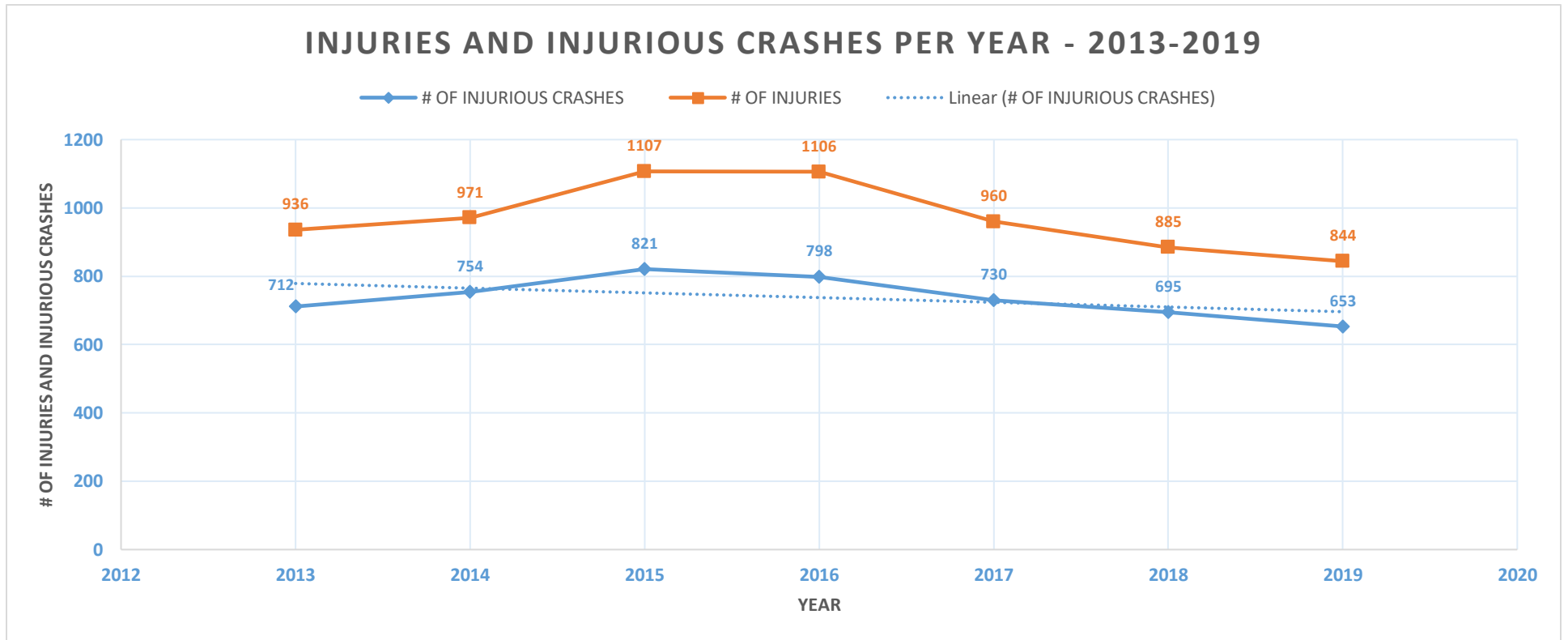


Figure 10: Injuries and Injurious Crashes per Year - 2013-2019

## 2015-2019 Crash Report

Table 5: Cumulative Number of Crashes by Primary Factor - 2015-2019

<b># OF CRASHES PER YEAR BY PRIMARY CRASH FACTOR – 2015-2019</b>			
<b>PRIMARY CRASH FACTOR</b>	<b>5-YEAR TOTAL # OF CRASHES PER PRIMARY FACTOR - 2015-2019</b>	<b>5-YEAR AVERAGE # OF CRASHES PRIMARY FACTOR - 2015-2019</b>	<b>5-YEAR AVERAGE PRIMARY FACTOR RANK - 2015-2019</b>
FAILURE TO YIELD RIGHT OF WAY	3,593	1	1.0
FOLLOWING TOO CLOSELY	3,464	2	2.0
RAN OFF ROAD RIGHT	1,500	3	3.0
OTHER (DRIVER)	1,111	4	4.8
ANIMAL/OBJECT IN ROADWAY	979	5	5.2
UNSAFE LANE MOVEMENT	843	6	7.4
IMPROPER TURNING	841	7	7.4
SPEED TOO FAST FOR WEATHER CONDITIONS	763	8	8.0
UNSAFE BACKING	762	9	8.2
DISREGARD SIGNAL/REG SIGN	744	10	7.6
DRIVER DISTRACTED	472	11	12.0
UNSAFE SPEED	467	12	11.8
LEFT OF CENTER	376	13	13.4
UNKNOWN WITH NO OFFICER NARRATIVE	369	14	13.6
IMPROPER LANE USAGE	358	15	14.2
ROADWAY SURFACE CONDITION	210	16	17.0
IMPROPER PASSING	180	17	17.4
OVERCORRECTING/OVERSTEERING	172	18	17.6
OTHER (VEHICLE)	132	19	19.0
BREAK FAILURE OR DEFECTIVE	126	20	19.2
PEDESTRIAN ACTION	96	21	21.4
DRIVER ASLEEP OR FATIGUED	91	22	21.6
OTHER (ENVIRONMENTAL)	88	23	22.2
DRIVER ILLNESS	50	24	24.4
VIEW OBSTRUCTED	48	25	25.2

## 2015-2019 Crash Report

CELL PHONE USAGE	38	26	26.2
WRONG WAY ON ONE WAY	32	27	27.2
TIRE FAILURE OF DEFECTIVE	27	28	28.0
INSECURE/LEAKY LOAD	17	29	30.2
ACCELERATOR FAILURE OR DEFECTIVE	17	29	30.8
STEERING FAILURE	15	31	30.8
HEADLIGHT DEFECTIVE OR NOT ON	14	32	32.2
ENGINE FAILURE OR DEFECTIVE	13	33	31.4
OBSTRUCTION NOT MARKED	13	33	31.6
HOLES/RUTS IN SURFACE	11	35	32.6
TRAFFIC CONTROL MISSING/INOPERABLE/OBSCURED	8	36	33.8
OVERSIZE/OVERWEIGHT LOAD	7	37	34.4
OTHER LIGHTS DEFECTIVE	4	38	36.2
TOW HITCH FAILURE	3	39	36.6
REAR END - CAR TO BICYCLE	1	40	38.4
RAN OFF ROAD LEFT	1	40	38.4
OTHER TELEMATIC IN USE	1	40	38.0
LANE MARKING OBSCURED	1	40	38.4

Bloomington-Monroe County Metropolitan Planning Organization

# Public Participation Plan



***Adopted***

December 13, 2002

***Amended***

June 8, 2007

March 11, 2011

February (TBD), 2022





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## Introduction

Federal legislation requires the establishment of a Metropolitan Planning Organization (MPO) to conduct transportation planning in urban areas where the population exceeds 50,000 people. The basic objectives of an MPO are to encourage and promote the development of transportation systems, to embrace multiple modes of transportation, and to minimize transportation related fuel consumption and air pollution.

Indiana Governor Robert D. Orr designated the City of Bloomington Plan Commission as the MPO for the Bloomington urban area on March 4, 1982.

Locally, the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) fulfills the MPO mission as an intergovernmental transportation policy group that manages transportation project funding for the Bloomington-Monroe County Urbanized Area (which includes the City of Bloomington, the Town of Ellettsville, and urbanizing portions of Monroe County). The Bloomington-Monroe County MPO is responsible for ensuring that the transportation planning program in the Urbanized Area incorporates consultation, cooperation, and coordination between the MPO, various civic organizations, and the public. The MPO Policy Committee (PC) endorses decisions upon the recommendation of both the Technical Advisory Committee (TAC) and the Citizens Advisory Committee (CAC).

The Policy Committee (PC) consists of municipally and county elected officials from city, town, and county governments, membership from the Bloomington Public Transportation Corporation, Indiana University (IU), the Indiana Department of Transportation (INDOT), and the Federal Highway Administration (FHWA), and non-elected members. The Technical Advisory Committee includes state and local planners, engineers, transit operators, and other transportation-related professionals. The Citizens Advisory Committee represents a broad cross-section of citizens and community interests who reside within the boundaries of the Metropolitan Planning Area (MPA).

## Purpose

The Public Participation Plan (the Plan) for the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) has been developed pursuant to the final federal metropolitan regulations of the United States Department of Transportation (USDOT) as contained in the October 28, 1993 Federal Register and any subsequent changes herein mandated by federal legislation.

The Bloomington-Monroe County MPO has established a set of goals for the public participation process to guide MPO staff in developing opportunities for the involvement of public officials and citizens. These goals also assist in ensuring the public participation process meets the needs of the communities involved in the transportation planning activities for the region.

The Public Participation Plan is periodically updated and revised in order to improve continuous, comprehensive, and cooperative transportation planning (Federal 3C Process) for the BMCMPPO. Plan updates are typically in response to local needs and interests or due to new state and federal requirements.

### **Public Participation Plan Goals**

The BMCMPPO Public Participation Plan was prepared in compliance with the Federal Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) and predecessor federal legislation applicable to metropolitan transportation planning. Title VI, 6001 (a).134 (i) (5), (A):

*“Each metropolitan planning organization shall provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, pedestrian walkways and bicycle transportation facilities, representatives of the disabled and other interested parties with a reasonable opportunity to comment on the long-range transportation plan [for the Transportation Improvement Program (TIP)]”*

The Plan is developed using the following FAST Act and BMCMPPO general goals:

- Provide adequate public notice and time for public review and comment at key decision points;
- Demonstrate explicit consideration and response to public input received;
- Seek out the needs and input of the public who typically are underserved by existing transportation systems;
- Provide periodic reviews of the public involvement process and participation plan in terms of their effectiveness;
- Coordinate to the maximum extent practical with statewide public involvement processes;

- Educate and raise awareness within the Metropolitan Planning Area (MPA) boundary about current and future transportation needs;
- Encourage broad public participation from all sectors of the community and provide the community with adequate opportunities to participate in the decision making process; and
- Foster a sense of ownership toward the transportation planning process and the resulting projects within the community.

***Public Participation Mission Statement***

The BMCMPPO is committed to providing Monroe County, the Town of Ellettsville, and the City of Bloomington with quality transportation planning programs and services, as well as working to provide access to an efficient and safe transportation system for all citizens. Toward this goal, the BMCMPPO shall be committed to:

- Promoting the environmental justice principles in all of its programs and policies as prescribed by the governing Environmental Justice Policy Statement (This involves the development of equitable programs and policies that avoid disproportionately negative effects on minority and/or low-income populations, as well as expediting the distribution of benefits from these projects);
- Working continuously to ensure the full and fair participation of all affected communities in the transportation planning process; and
- Providing an equitable distribution of transportation infrastructure affecting public and environmental health, as well as to the development of a just public transit system.

## Public Participation Plan Policy

It is the policy of the BMCMPPO to provide access to the transportation planning process so as to engage the public to encourage comments on transportation planning activities. By doing so, the BMCMPPO Policy Committee will have available to them public ideas, concerns, and suggestions on all MPO transportation planning issues.

Two areas of primary interest for transportation planning issues and public involvement are the Long Range Transportation Plan (LRTP), and the Transportation Improvement Program (TIP). The MPO is responsible for adopting and maintaining these core MPO products. The LRTP is the minimum twenty-five-year long range, multi-modal transportation plan for the Bloomington Urbanized Area as required by Federal Statutes (23 USC 135, Section 450.300) for the programming of Federal funds for transportation project planning and implementation of ground transportation modes (roadway, transit, pedestrian, bicycle, and other foot/hand-propelled modes of transportation). The LRTP shall have updated as needed every five years in order to maintain a minimum twenty-five-year horizon, but may require amendment more frequently if needed. The TIP is the five-year short range capital improvement plan to implement the LRTP. Project details such as timing, costs, design, phases, and funding sources detailed within the TIP, and, thus, provide a strategic planning document to program funding for actual transportation projects.

Additional areas of interest for transportation planning issues and public involvement exist for all programs and products of the MPO. These areas may include, but are not limited to, transportation studies, transportation grant applications (e.g. Transportation Enhancement, Safe Routes to School), design feasibility studies, MPO policies and procedures (e.g. operational bylaws), and other related programs, processes, and activities as detailed within the applicable fiscal year Unified Planning Work Program (UPWP).

### ***Adoption Resolutions and Major Amendments Policy***

The BMCMPPO shall follow to the fullest extent possible the Public Participation Plan for adoption resolutions and major amendments to the LRTP and the TIP. MPO staff shall bring all such resolutions and amendments to the Citizens Advisory Committee and Technical Advisory Committee prior to adoption by the Policy Committee. The public shall have a minimum of 30 days for written comment on such resolutions and amendments before adoption by the Policy Committee.

This section applies to the following resolutions and amendments:

- Adoption of a new Transportation Improvement Program;
- Adoption of a new Long Range Transportation Plan;

- Adoption of a new, or amendment to an existing, Public Participation Plan, except that the required written public comment period shall be 30 days for such action;
- Inclusion into an adopted TIP of new capital improvement projects that meet either the criteria for capacity expansion and/or the criteria for acquisition of right-of-way;
- Removal from an adopted TIP of an existing capital improvement project;
- Amendments to an adopted TIP that change the total cost of an existing capital improvement project by 100% or more; and
- Amendments to the LRTP that modify transportation projects identified in the Plan.

### ***Related MPO Programs and Minor Amendments Policy***

The BMCMPPO shall follow to the fullest extent possible the Public Participation Plan for related MPO program adoption resolutions and minor amendments to the Long Range Transportation Plan and the Transportation Improvement Program. MPO staff may bring such resolutions and amendments to the Citizens Advisory Committee and Technical Advisory Committee before proposed adoption by the Policy Committee, but may only present them to the Policy Committee due to time constraints. The may also be waived for such resolutions and amendments may receive a waiver from the 30-day written public comment period.

This section applies to the following resolutions and amendments:

- Adoption of a new Unified Planning Work Program (UPWP)
- Inclusion into an adopted TIP of new capital improvement projects that do not meet either the criteria for capacity expansion and/or the criteria for acquisition of right-of-way;
- Amendments to an adopted TIP that change the total cost of an existing capital improvement project by greater than 20% but less than 100%;
- Amendments to the Long Range Transportation Plan that modify transportation policy, document text, or other material in order to be compliant with federal, state, and/or local regulations and policy; and
- Any other MPO product or program requiring Policy Committee approval.

### ***Administrative Approval Policy***

Certain resolutions and amendments shall only require administrative approval by the MPO Staff and the MPO Policy Committee Chairperson once a Final Notice Period of three business days has transpired without any objection from any Policy Committee member (see Other Approvals for Final Notice Period). Such resolutions and amendments shall have exemption from review by the Citizens Advisory Committee and Technical Advisory Committee prior to their administrative approval. Such resolutions and amendments may receive a waiver from the 30-day written public comment period. All MPO Committees shall receive a report of all such resolutions and amendments approved under these administrative procedures at their next regularly scheduled meetings.

This section applies to the following resolutions and amendments:

- Modifications to the text or graphics in an adopted TIP that do not affect project costs, scopes, or schedules;
- Amendments to an adopted TIP that change the proposed year for a phase of an existing capital improvement project;
- Amendments to an adopted TIP that change the total cost of an existing capital improvement project by 20% or less;
- Inclusion into an adopted TIP of new capital improvement projects that are labeled as “illustrative” because they have not received formal approval for their expected funding source and have time-sensitive or emergency-related circumstances associated with the amendment;
- Changing “illustrative” projects to funded projects with the receipt of additional funds and the Policy Committee has previously reviewed and acted on the project. Examples include projects funded through the Transportation Alternatives Program (TAP), the Highway Safety Improvement Program (HSIP), the Safe Routes to School (SRTS), and transit capital improvement projects into new capital improvement projects provided that the formal funding awards has subsequently been received. All new “illustrative” projects that seek formal funding must obtain a TIP amendment using the procedures provided under the Major Amendments Policy.

### ***Other Approvals***

Three other approval types provided for the MPO include:

- Change Orders: The MPO Staff may approve Change Orders to projects in an adopted TIP subject to the procedures of the BMCMPPO Change Order Policy;
- Special Votes: The Policy Committee may conduct special votes using mail, fax, e-mail or virtual public meetings in the event of a time-sensitive business item, subject to the procedures of the BMCMPPO Operational Bylaws; and
- Final Notice Period: Staff shall issue a “Final Notice Period” by email to all Policy Committee members for eligible administrative approval requests. The message shall contain “Final Notice Period” in the subject line, details on the nature of the request, the response requested (objection only), the deadline to respond, and detail the minor amendment process actions if any objection is received by BMCMPPO staff. The Policy Committee will have three business days for response from the time the Final Notice Period issuance. The MPO Staff and the MPO Policy Committee Chairperson may approve a request once the Final Notice Period is expired and there are no objections. If any member of the Policy Committee objects, then the amendment will receive consideration at the next Policy Committee meeting and follow the Minor Amendments Policy process.

Such approvals are not be subject to public comment period requirements, but the MPO Staff shall report the approvals to all MPO Committees at their next regularly scheduled meeting.

### ***General Provisions***

When required under these procedures, the written public comment period for resolutions and amendments shall begin on the first date of the legal public notice published in the local newspaper(s), provided no substantive changes have occurred to the advertised resolutions and amendments by the time the Policy Committee takes formal action. If substantive changes occur, then the MPO Staff shall provide an additional 30-day written public comment. The MPO Staff may use additional public notification methods to supplement the required legal notice.

At minimum, the public shall always have the opportunity for comment on any MPO topic, agenda item, or other relevant transportation issue. This may occur during any MPO Committee meeting as governed by the Operational Bylaws of the BMCMPPO. The public, MPO staff, MPO Committees, and related BMCMPPO partner agencies shall mutually respect all comments conveyed and shall always conduct themselves in a professional manner. The MPO Staff will make all information related to any MPO activity accessible to anyone and available upon request.

### ***Environmental Justice Policy***

Under the 1993 Federal Transit Act, metropolitan planning processes must be in compliance with Title VI of the 1964 Civil Rights Act. The 1994 Presidential Executive Order (12898) directed every federal agency to make environmental justice a part of its mission by identifying and addressing the effects of all policies, programs, and projects on low income and/or minority populations. This Order provides further clarification of Title VI. The USDOT (United States Department of Transportation) Final Order on environmental justice specifically requires that "procedures shall be established, or expanded as necessary, to provide meaningful opportunities for public involvement by members of minorities and low-income populations during the planning and development of programs, policies, and activities."

The fundamental principles of environmental justice are:

- To avoid, minimize, or remedy disproportionately high and adverse human health and environmental (including social and economic) effects of policies, programs, and projects on all living and non-living things, regardless of perceived or real economic, social, or ecological status;
- To ensure the full and fair participation of all affected communities in the transportation decision making process; and
- To prevent the denial of, reduction in, or significant delays in, the receipt of project benefits by all populations regardless of perceived or real economic, social, or ecological status.



Specific to transportation planning, applying these environmental justice principles involves:

- Maintaining equity in programs and policies by balancing the benefits and negative results of transportation projects in all communities;
- Closely examining the scope of proposed transportation programs and projects; and
- Keeping programs flexible, and seeking the input of affected communities in developing project options.

By applying the following guidelines, the BMCMPPO further complies with Title VI, EO 12898 and the Department of Transportation (DOT) Order to Address Environmental Justice in Minority and Low Income Populations. These criteria provide guidance for the BMCMPPO transportation planning activities and a common understanding of the concept of environmental justice.

### Six Environmental Justice Principles for Transportation Planning

1. *Making Environmental Justice a Priority* - The BMCMPPO is committed to following the spirit, as well as the letter of the Order (DOT Order to Address Environmental Justice in Minority Populations and Low Income Populations), throughout all of its projects and activities. The MPO will require that all BMCMPPO transportation planning partners (i.e. INDOT, Bloomington Transit, Indiana University Campus Bus, etc.) do so as well.
2. *Increasing Meaningful Public Participation* - The BMCMPPO will continuously work to develop public participation that will:
  - Be thorough and fully inclusive, involving all relevant stakeholders and communities. The MPO involves the broadest cross-section of the community in the transportation planning process, based on geographic distribution, sex, race, socioeconomic status, and interests (environmental, neighborhood, etc.);
  - Adapt and tailor programs to specific populations and situations, taking in to account a wide range of differences;
  - Reach out to communities that have not traditionally been involved in transportation planning, particularly low income and minority communities;
  - Provide opportunities to members of affected communities to influence project decisions by proactively soliciting their input;
  - Have opportunities for public input throughout the project development process (from project selection, design, and implementation); and
  - Develop and maintain a Public Involvement Process that is transparent and open in its methods.
3. *Maintaining Project Flexibility* - In implementing environmental justice practices, the BMCMPPO will tailor its methods to reflect the unique issues and populations affected by each policy, program, or project. The MPO will work with members of affected communities and all stakeholders to

encourage input and develop project options that meet transportation goals as well as community needs.

4. *Promoting Project Equity* - In developing programs and policies, the BMCMPPO will work continuously to balance the benefits and negative results of transportation projects in all communities. Programs will not result in disproportionate negative impacts solely on low-income or minority communities.
5. *Utilizing Rigorous Demographic Analysis* - In order to address potential environmental justice issues, low income and/or minority populations will receive identification through demographic (U.S. Bureau of the Census) data and then mapped. To identify and map potential low-income and/or minority populations, the BMCMPPO will:
  - Present quantitative data wherever possible;
  - Use community profile information (as defined in the National Environmental Policy Act of 1969-NEPA) whenever possible;
  - Provide thorough documentation of information sources; and
  - Use flexible methods of gathering information designed to address specific population(s).
6. *Developing Effective Conflict Resolution Methods* - If conflicting interests and issues arise during a project, an appropriate resolution process will follow a process respectful to the desires and wishes of stakeholders and communities, and a process that is flexible in nature designed to address the specific needs of affected communities.

# Public Participation Plan

## ***Public Education***

Successful and meaningful public participation must ensure a public education effort where the issues and complexities of transportation planning involve simple exploitations and open discussion. Public education will take place using the MPO website, public workshops, and various media outlets. By increasing publicity and awareness for the MPO and its activities, more citizens will become educated about transportation issues.

## ***Visualization***

The MPO shall employ visualization techniques to depict a metropolitan Long Range Transportation Plan, a Transportation Improvement Program, and other significant MPO related projects to improve comprehension of these often complex transportation related projects and further promote successful and meaningful public participation. Techniques may include, but are not limited to, one or more of the following:

- 3D Renderings
- 2D Overlays
- Maps
- GIS
- Engineering Designs

## ***Website***

The MPO staff will develop and maintain a home page for the MPO on the World Wide Web. This home page may consist of historical information regarding transportation planning in the city and county, published documents, draft documents for review, reports, and links to related internet sites, as well as MPO staff member contact information.

At a minimum, the content of this page will include the following:

- The current Bloomington-Monroe County Metropolitan Transportation Plan (MTP);
- The current Bloomington-Monroe County Transportation Improvement Plan (TIP);
- The current Bloomington-Monroe County Unified Planning Work Program (UPWP);
- The Policy Committee (PC), Technical Advisory Committee (TAC), and Citizens Advisory Committee (CAC) meeting schedules;
- The agendas for upcoming Policy Committee (PC), Technical Advisory Committee (TAC), and Citizens Advisory Committee (CAC) meetings; and
- Archives of minutes from previous Policy Committee (PC), Technical Advisory Committee (TAC), and Citizens Advisory Committee (CAC) meetings.

### ***Committee Meetings***

The MPO committees (Policy Committee, Technical Advisory Committee, and Citizens Advisory Committee) have regularly scheduled meetings that are open to the public. The MPO Staff will annually develop a schedule of meeting dates for each committee, consisting of monthly meeting times, dates, and places. The meeting schedule and agendas are available from the MPO website (<https://bloomington.in.gov/mpo>) or by request. The public is actively encouraged to attend MPO committee meetings and to be involved in the transportation planning process. Please refer to the BMCMPPO website, the BMCMPPO Operational Bylaws, or contact the BMCMPPO at (812) 349-3423 for information on these committees.

### ***Public Meetings and Workshops***

The MPO Staff will regularly conduct multiple workshops and/or public information meetings timed to coincide with important milestones in the development of the regular update of the Long Range Transportation Plan. The MPO Staff will try to hold these meetings at various locations throughout the urbanized area. The purpose of these workshops will support development and public review of the Long Range Transportation Plan. The MPO Staff will additionally conduct interagency coordination workshops timed to coincide with the preparation for annual development of the Transportation Improvement Program. This coordination will provide the technical support needed in the preparation of the TIP for public comment and review through the committee meeting process.

### ***Media Participation and Public Notification***

The MPO staff will provide the major newspapers in the Bloomington urbanized area (the Bloomington Herald-Times and the Indiana Daily Student) with timely notice regarding the adoption of the LRTP and TIP. The MPO Staff may issue press releases about other related MPO activities in conjunction with the City of Bloomington on a case by case basis. All press releases will include information on the meeting date(s) and time(s) for the MPO committees, announcements for public meetings/workshops to discuss the MPO's transportation planning documents and other pertinent information.

The MPO staff may announce committee and public meeting/workshop information in the following media outlets:

- The Bloomington Herald-Times (in the On the Agenda section);
- The Indiana Daily Student;
- Radio Public Service Announcements (as needed) on B97, WHFB, WFIU or other similar outlets;
- Television Public Service Announcement (as needed) on B-CATS;
- On the MPO website - <http://bloomington.in.gov/mpo>;
- At the Monroe County Public Library (Bloomington and Ellettsville); and
- At the Showers Center City Hall.

Please note that press releases do not guarantee that any of the media agencies listed will actually publish or announce the press release unless the MPO pays for advertising. Typically, the MPO does not have funding available to pay for advertising and relies on these media outlets to make these announcements in a timely manner. Some instances may warrant the need to pay for advertising for public notification.

### ***Individuals with Disabilities***

All of the meeting rooms at Bloomington's City Hall are accessible by Americans with Disabilities Act (ADA) standards.

Upon request, any MPO document will become available in alternative formats to individuals with disabilities. Please contact the City of Bloomington Legal Department at (812) 349-3426 or the City of Bloomington Community and Family Resources Department at (812) 349-3430 for information on sign language interpreters or Braille translations.

Individuals with disabilities who need accommodations to participate in committee meetings or public hearings, should contact the City of Bloomington Facilities Manager at (812) 349-3410.

### ***Getting in Touch - Comments***

Public comment can be submitted in several ways:

- By attending meetings and workshops;
- By visiting the City of Bloomington Planning and Transportation Department located at 401 North Morton Street; Suite 130; Showers Center City Hall;
- By phone (812) 349-3423;
- By fax (812) 349-3535;
- By US Postal Service: Attention: MPO; Showers Center City Hall; 401 N Morton St.; Bloomington, IN 47402; and/or
- By email: [mpo@bloomington.in.gov](mailto:mpo@bloomington.in.gov)

## **Measuring Public Outreach**

In order to evaluate the quality of input and participation generated through the public participation technique(s) used, the BMCMPPO has developed a set of performance objectives: accessibility, diversity, outreach, and impact.

### ***Accessibility***

- The MPO will hold public workshops and/or meetings in all areas/communities affected by a proposed project.
- All meeting locations will have accessibility by mass transit.
- All meetings must be accessible under the requirements of the Americans with Disabilities Act (ADA).

### **Diversity**

- The demographic composition of the Citizens Advisory Committee (age, ethnicity, geographic location, disability, and socio-economic level) should roughly mirror the demographics of the Bloomington urbanized area.
- The participation of low income and minority populations at MPO meetings will receive encouragement to the maximum extent possible.

### **Outreach**

- The MPO Staff and MPO Committee Members are encouraged to participate in potential outreach activities (e.g. other committees, workshops, and meetings) to increase public awareness of the MPO.
- The MPO should issue press releases of all of its activities.
- When appropriate, the MPO will participate in radio and/or TV spots to extend public outreach.

### **Impact**

- All written comments received as part of a written public comment period will undergo review and communicated by the MPO Staff to transportation decision makers.
- All written comments received as part of a formal written public comment period will receive acknowledgement by the MPO Staff so that citizens are confident that their comments received consideration in MPO decision making process.

## Appendix A

### ***Core Transportation Planning Documents***

The FAST Act continues the requirements of the development of a Long Range Transportation Plan (LRTP) and a Transportation Improvement Plan (TIP) by each MPO. The Act further requires the incorporation of these documents into a statewide plan and program of projects. The annual Unified Planning Work Program (UPWP) outlines and documents the MPO planning process.

#### Long Range Transportation Plan (LRTP)

The BMCMPPO Long Range Transportation Plan, also known as the Metropolitan Transportation Plan (MTP), is a comprehensive multimodal transportation plan for the Bloomington-Monroe County Metropolitan Planning Area. Transportation projects (including but not limited to major roadways, transit, and other multimodal facilities) proposed by the plan provide a guideline of future transportation investments over a long-term planning horizon. The plan undergoes reviews and updates every three to five years to confirm its consistency with current and forecasted transportation and land use trend, and to maintain a minimum 20 year forecast horizon stipulated under current federal-aid requirements. The transportation plan reflects environmental and intermodal considerations and provides a financially constrained vision of future transportation investments.

#### Transportation Improvement Plan (TIP)

The TIP is a short term document covering three to five fiscal years with annual updates or as needed. The TIP includes a list of priority projects for implementation in each of the identified program years. The TIP serves as a strategic management tool to accomplish the goals of the MTP. The TIP projects must therefore have consistency with the MTP. The TIP lists all roadway, transit, and intermodal projects planned to receive federal, state, and local funding. The TIP organizes projects by the local public agency implementing the project and the year the scheduled project action. The TIP must additionally achieve annual fiscal constraint and include only those projects with identified funding sources. The MPO develops the TIP financial plan in cooperation with local and state transportation agencies as well as transit operators. The TIP becomes part of the Statewide Transportation Improvement Program (STIP) after adoption by the Policy Committee. Adoption of the TIP by the Policy Committee is a reaffirmation of the MTP. If at the time of adoption the TIP does not agree with the MTP, amendment of the MTP will become necessary for the adoption of the proposed TIP to achieve concurrence.

#### Unified Planning Work Program (UPWP)

The UPWP guides the MPO and summarizes transportation planning activities for the various agencies and interests in the Bloomington urbanized area. It shows the agency responsible for specific planning studies, a work completion schedule, allocated resources, and what final end product. The UPWP also serves as a program budget and includes anticipated financial resources and

expenditure information for individual fiscal years. The UPWP receives annual updates, subject to review and approvals by state and federal funding agencies.



## Appendix B

### *BMCMPO Resolution 22-01 – Electronic Meetings Policy*

#### **ADOPTION RESOLUTION FY 2022-01**

**A RESOLUTION ESTABLISHING THE POLICY BY WHICH MEMBERS OF THE TECHNICAL ADVISORY COMMITTEE, CITIZENS ADVISORY COMMITTEE, AND POLICY COMMITTEE OF THE BMCMPO, ASSOCIATED STAFF, AND MEMBERS OF THE PUBLIC MAY PARTICIPATE IN MEETINGS BY ELECTRONIC MEANS OF COMMUNICATION** as presented to the Policy Committee of the Bloomington-Monroe County Metropolitan Planning Organization on April 9, 2021.

**WHEREAS**, the Indiana General Assembly adopted HEA 1437 in the 2021 Regular Session, which amended Indiana Code (IC) 5-14-1.5-1 et seq. (Act) by amending IC 5-14-1.5-3.5 to prescribe new requirements by which members of the governing body of a public agency of a political subdivision may participate in a meeting by an electronic means of communication; and

**WHEREAS**, a member of the governing body may participate by any means of communication that: allows all participating members of the governing body to simultaneously communicate with each other; and except for a meeting that is an executive session, allows the public to simultaneously attend and observe the meeting; and

**WHEREAS**, the Act requires the governing body to adopt a written policy establishing the procedures that apply to a member's participation in a meeting by an electronic means of communication and allows the governing body to adopt procedures that are more restrictive than the procedures established by IC 5-14-1.5-3.5; and

**WHEREAS**, the Committees of the Bloomington-Monroe County Metropolitan Planning Organization are governing bodies of the BMCMPO and wish to adopt such a policy;

**NOW, THEREFORE, BE IT RESOLVED:**

1. **Section I.** The Bloomington-Monroe County Metropolitan Planning Organization's Rules and Procedures are modified in accordance with Indiana Code sections 5-14-1.5-1 and 5-14-1.5-3.5, et seq., BMCMPO Committee meetings may be conducted electronically.
2. **Section II.** The BMCMPO Policy Committee hereby adopt the following **Electronic Meeting Policy** on the participation of a member of the Committees, city staff, and members of the public in a meeting of the

Policy Committee, Technical Advisory Committee, and Citizens Advisory Committee by an electronic means of communication:

The provisions of the Act, including definitions, apply to this resolution. This resolution shall be known as the “Electronic Meetings Policy” and applies to the BMCMPPO and any of its committees, including the Policy Committee, the Technical Advisory Committee, and the Citizens Advisory Committee.

Subject to Sections III and V, any member may participate in a meeting by any electronic means of communication that simultaneously communicate with each other and other than a meeting that is an executive session, allows and the public to simultaneously attend and observe the meeting.

A member who participates by an electronic means of communication shall be considered present for purposes of establishing a quorum and may participate in final action only if the member can be seen and heard. All votes taken during a meeting at which at least one (1) member participates by an electronic means of communication must be taken by roll call vote.

3. **Section III.** At least fifty percent (50%) of the members must be physically present at a meeting at which a member will participate by means of electronic communication.

Not more than fifty percent (50%) of the members may participate by an electronic means of communication at that same meeting.

A member may not attend more than a fifty percent (50%) of the meetings in a calendar year by an electronic means of communication unless the member’s electronic participation is due to military service, illness or other medical condition, death of a relative, or an emergency involving actual or threatened injury to persons or property.

A member may attend two (2) consecutive meetings (a set of meetings) by electronic communication. A member must attend in person at least one (1) meeting between sets of meetings that the member attends by electronic communication, unless the member’s absence is due to military service, illness or other medical condition, death of a relative; or an emergency involving actual or threatened injury to persons or property.

A member who plans to attend a meeting by any electronic means of communication shall notify the presiding officer and relevant staff within three (3) days before the meeting so that arrangements may be made for the member’s participation by electronic communication and so that notices may be prepared.

4. **Section IV.** The memoranda and any minutes prepared for a meeting at which any member participates by electronic means of communication must (1) identify each member who was physically present at the meeting, (2) participated in the meeting by electronic means of communication, (3) was absent; (4) identify the electronic means of communication by which members participated in the meeting; (5) members participated in the meeting; and (6) members of the public attended and observed the meeting, if the meeting was not an executive session.
  
5. **Section V.** In the event the governor declares a disaster emergency under IC 10-14-3-12 or the executive (as defined in IC 36-1-2-5) of a political subdivision declares a local disaster emergency under IC 10-14-3-29, the BMCMPPO Committees may meet by any means of electronic communication if the following requirements of IC 5-14-1.5-3.7 are satisfied:
  - At least a quorum of the members of the Committee participate in the meeting by means of electronic communication or in person.
  - The public is able to simultaneously attend and observe the meeting; however, this subdivision does not apply to a meeting held in executive session.
  - The memoranda and any minutes prepared for a meeting held under this section must state the name of each member of the Committee who participated in the meeting by using electronic means of communications, was absent, and identify the electronic means of communication by which members of the Committee participated in the meeting members of the public attended and observed the meeting if the meeting was not an executive session, and all votes taken during a meeting under this section must be taken by a roll call vote.
  
6. **Section VI.** At any meeting of the Committees where any member participates by an electronic means of communication, members of the public shall be able to attend and observe the meeting via electronic means. Subject to the Committees' rules for making public comment, members of the public may also participate in the meeting via electronic means.

7. **Section VII.** At any meeting of the Committees where any member participates by an electronic means of communication, staff members may also participate in the meeting via electronic means, provided there is no actual need for a staff member to be physically present at a particular meeting. Such need shall be determined in the sole discretion of the presiding officer.
  
8. **Section VIII.** If any section, sentence, or provision of this resolution, or the application thereof to any person or circumstances shall be declared invalid, such invalidity shall not affect any of the other sections, sentences, provisions, or applications of this resolution which can be given effect without the invalid provision or application, and to this end the provisions of this resolution are declared to be severable.
  
9. **Section IX.** This resolution shall be in full force and effect from and after its passage by the BMCMPPO Policy Committee.

PASSED AND ADOPTED by the BMCMPPO Policy Committee upon this 9<sup>th</sup> day of July, 2021.



\_\_\_\_\_  
Lisa J. Ridge  
BMCMPPO Policy Committee Chair



\_\_\_\_\_  
Attest: Patrick Martin  
BMCMPPO Senior Transportation Planner