

Bicycle Pedestrian Safety Commission

AGENDA

November 14, 2022, 5:30 P.M.

In-person and virtual hybrid meeting
City Hall, Hooker Conference Room #245

Online link:

<https://bloomington.zoom.us/j/83544042112?pwd=N1hxbzd1MC9uMDJuNHV1aVRKdGhPUT09>

Meeting ID: 835 4404 2112

Dial in: +1 301 715 8592

Meeting Agenda:

1. Attendance
2. Approval of Minutes- October 10, 2022
3. New Business
 - a. Resident-Led Traffic Calming: Evaluation Methodology for 2023
 - b. W. Allen Street Neighborhood Greenway
 - c. Traffic Calming and Greenways Program Amendment
4. Old Business
5. Reports from Commissioners
6. Public Comment
7. Adjourn

Public Comment:

The Bicycle Pedestrian Safety Commission (BPSC) welcomes public comment at meetings for both items being discussed as part of the topic and new items that are not on the meeting's agenda. Members of the public wishing to comment on specific agenda items may have the opportunity to do so once the presentation has concluded and the BPSC Members have had an opportunity to ask initial questions. At that time, the BPSC Chair may ask if there are members of the public who wish to comment, or commenters may ask to be recognized. Members of the public wishing to comment on items not on listed on the agenda, but related to BPSC business will have the opportunity to do so during the meeting's designated public comment period. To ensure equal access to comment, BPSC chair may establish a time limit for each public comment.

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.

Minutes
Bicycle Pedestrian Safety Commission
Monday, October 10, 2022

1. Attendance:

Commissioners: In person: Paul Ash, Zack Huneck, Jaclyn Ray, Mitch Rice

On zoom: Ann Edmonds, Sarah Waters

Staff: In person: Neil Kopper, Ryan Robling, Beth Rosenbarger, Michael Shermis, Tim Street

Public: Ron Brown (BBC), Ben Fulton, Samuel Dove

2. Approval of Minutes of Meeting: June 13, 2022

Motion to Approve: Paul moved; Jaclyn seconded; all voted to approve

3. New Business

a. Parks Trail Signage: Tim Street, operations director of Parks and Rec

i. Parks and Recreation Department will discuss updated trail signage and e-bikes policies.

Parks department will increase signage regarding policy, specifically related to motorized vehicles. They are also working on policies regarding trail closure. The signage project is in progress. They are working with engineering on specifics regarding maintenance and upgrades.

Updating e-bike policy. Tim shared a copy of the new proposed project, which was included in the meeting packet. First they looked at state policy. E-bikes are recognized as bikes but state law allows trail managers to set own rules. The term "e-bikes" includes similar vehicles, operating at a maximum speed of 20 mph. Policies statewide vary. Indy has no motorized vehicles allowed on their trails.

Also, nationally there are various policies.

Paul asked about scooters. Tim said city policy allows scooters. Beth noted that there are specific rules related to companies that provide the shared electric vehicles.

Mitch thought the dividing line is whether they are human powered. Beth says that both scooters and e-bikes can be used either with power or not.

Tim says that bicycles and similar vehicles, like scooters, may be operated on trails. Mobility aids are also allowed.

Mitch said that we should be allowed to alert someone, if we see a vehicle that isn't allowed.

Tim says the city website defines what is meant by similar vehicles. Beth asked about skateboards.

Tim said gas powered motorcycles and mopeds are not allowed. Jaclyn wondered about the order of the policy. She wants "Keep right except to pass" higher up on the list of rules because people might not read the whole list, and she thinks that rules is especially important.

Beth said that it shouldn't say don't trample native plants, just to leave out the word native because people don't know the difference.

Mitch asked about class 3 bikes. Tim thinks they are allowed as long as they stay under 20 mph.

Tim says there is money in the budget to repair the B-line, especially the paved areas, and including a center line to help people stay to the right.

b. Neighborhood Greenway Updates generally and upcoming public meetings:

Each year the city designs two greenways and each year they install two that were designed the year before. Seventh Street in Greenacres and Graham Drive Greenway were installed this year.

i. W. Allen Street Neighborhood Greenway

They held a public meeting in the spring. The second meeting will be Monday the 17th at Hoosier Heights from 5 to 6:30 to review the design.

ii. Hawthorne/Weatherstone Neighborhood Greenway

The second meeting will be Monday the 24th at Woodlawn shelter .

Beth showed pictures of greenways. She showed a rain garden on Allen. She showed a whimsical line on the Graham greenway to signal to people that they are on a greenway rather than on a traffic controlled residential street. Another reason for the green line is to signal a jog in the greenway.

Pinch points and speed cushions are the dominant feature of greenways.

Jaclyn asked about feedback. Neil said there were no problems reported from the neighborhood.

Mitch asked about the kind of paint. Neil said that it is standard paint. They might use different paint if they decide to use this feature in other greenways.

Beth said they hadn't gotten feedback. Usually, they get feedback when people don't like things. They chose Graham for this paint because it wasn't repaved. Seventh was repaved.

Sarah thinks it looks great.

c. ADA Transition Plan: Michael Shermis

Beth said the new plan is online and the link was included in the packet. This is about all city facilities needing ADA standards.

Streets, sidewalks, buildings must all be brought into compliance. October 15 is the deadline for sharing feedback.

Michael arrived late. The city is required to have a plan to say how entities that are not in compliance will become in

compliance. This new plan is more people centric than the old. It does involve curb cuts and sidewalks. This is the last

commission being asked for feedback.

4. Old Business

Beth said that in the June meeting someone asked for the meeting recording. Beth is having technology problems providing it but will do so.

Jaclyn said Thursday the 25th there is a meeting in city hall on the hospital project. She wants the b-line to stay black asphalt and that the pavers just go up to the b-line.

Ryan clarified the purpose of the meeting. It is specifically about the zoning map. There will be a new district on top of the existing zoning. Council asked for some specific changes, regarding green space and parking.

Beth says that meeting will not be about how streets intersect with the B-line, but it will be about driveways intersecting alleys rather than streets, parking standards. Making different regulations for

residential rather than commercial buildings regarding sidewalks. It will be pedestrian focused.

Paul said that initially the plans were less auto-centric and are becoming more auto-centric.

Jaclyn said that she has read that all trails will go under planning and not under parks and rec. Beth said that at the traffic commission Greg Alexander said the B-line should be changed to right of way but that will not affect who manages it. Beth said the project manager is in engineering, and he will chat with planning and with parks and rec concerning changes.

5. Reports from Commissioners

Zach said there is an upcoming transit public meeting October 19, at 6 o'clock on Grimes Lane.

Mitch asked whether it would be about changes to routes. Zach said they would welcome comments about routes.

Mitch asked whether there was some way to document small changes.

Specifically, he mentioned the Polly Grimshaw trail and said it gets used a lot. He says it is really bumpy coming down the hill. Mitch says he is aware of ureports. Paul says one problem with Polly Grimshaw is that it was done before there were modern standards.

Mitch says that on Clarizz there is a little trench that needs to be fixed. Beth said to use ureport. Mitch mentioned that you can't reply to a ureport response. Ann brought up the guy wires in the multi-use path on High Street. Paul said that it is a utility issue. Neil says the project is still active because it includes the extension of the Jackson Creek trail. He says that they are aware of the guy wires.

Beth said that they can follow up with u-report.

Jaclyn says that there needs to be more of an indication to people that concrete multi-use paths are available for cyclists to use. She was especially concerned about the end of the bike lane on College Mall near the Moore's Pike intersection. She felt that cyclists didn't know that they could be on what appears to be a sidewalk.

6. Public Comment- No public comment

Beth noted that the next meeting is November 14.

Ryan will start as the Bike Ped coordinator on October 31.

7. Adjourn

Application Criteria:

Project Scope: Project length is subject to staff approval. Generally, proposals should be more than one block and up to about 6 blocks; this can range from about 330 feet to 2,200 feet. Staff will work with applicants during pre-application meetings and determine a logical project length based on intersections, topography, and other factors. **Projects generally can be only one street; staff may allow a proposal for two or more streets.**

Road Typology: The Resident-Led Traffic Calming Process is best suited for streets designated as Neighborhood Residential in the Transportation Plan. **Neighborhood Connectors require additional approval of EMS Providers to be eligible for the Resident-Led Traffic Calming program.** Staff will work with applicants during the pre-application meeting to determine the road typology, and Engineering Department staff will coordinate with EMS providers to determine the feasibility of traffic calming on Neighborhood Connector streets.

Performance Objective 1.1 (Equity): Census Block Groups* that have an increased prevalence of vulnerable users. Demographic data is scored relative to all other census block groups within the City.

1.1.1	% of households w/ children under the age of 17 + % of households w/ adults over the age of 65+	Aggregate z values for all listed performance objectives	.01 x rank of observed z-values [(1-91) 1, being the lowest performing census block group, 91 being the highest] *20 = # of points
1.1.2	% of households w/ people with disabilities		
1.1.3	Difference of the highest reported median income – observed median income		
1.1.4	% of households w/o access to a car		

Performance Objective 1.2 (Demand): Areas that have an increased prevalence of users

1.2.1	Highest Walk Potential Score for all hexagons which fall at least 25% within the boundary of the proposed project area of the Bloomington 10- Minute Walk Score Rubric	1-14 points
1.2.2	Does at least 50% of the proposed project area fall on a street that is recommended as a Neighborhood Greenway in the Transportation Plan ? Is it a Greenway that is part of the Priority Network?	No- 0 points Yes, Neighborhood Greenway that is part of the Priority Network- 1 point Yes, Neighborhood Greenway that is NOT listed as part of the Priority Network – 2 points

* Census Block Groups: If a census block group includes more than a single Census Block Group (CBG), the equity scoring shall reflect the percentages in proportion to the area which falls within each zone for an aggregate total to represent the entire project.

*Census Block Groups (cont.): If a proposed project, in whole or part, outlines a border between multiple Census Block Groups (CBGs), the percentage of the project which serves as the border will be weighed with equal measure between the respective CBGs. Any remaining

portion of the proposed project (which falls does not serve as the border) will earn points in proportion to the number of feet of the proposed project which is entirely contained within the associated CBG.

Performance Objective 2 (Safety): Areas with an increased incidence of crashes and behaviors which are causal in injury. Speed data and crash data is scored relative to the other projects in the applicant pool.

2.1 Speed Data

2.1	% of performance based on Speed/Volume Score* based on data collected within the past two years	# of vehicles 1-5mph > speed limit (1 point)+ # of vehicles 5-6mph > speed limit (2 points)+ # of vehicles 6-10mph > speed limit (3 points)+ # of vehicles 11-15mph > speed limit (4 points)+ = Total Speed/Volume Score Percentile of observed data * 38 points <i>(example, an observed value at the 40th percentile would equate to 15.2 points)</i>
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2.2 Crash Data

2.2.1	# of crashes/foot within the proposed traffic calming boundary (not including intersections) within the past 7 years where speed was possibly a contributing factor	0 crashes = 0 points Percentile of observed data * 8 points <i>(example, an observed value at the 30th percentile would equate to 2.4 points [.30 x 8=2.4])</i>
2.2.2	# of crashes/foot within the proposed traffic calming boundary (not including intersections) within the past 7 years where speed was likely a contributing factor	0 crashes = 0 points Percentile of observed data *20 points <i>(example, an observed value at the 60th percentile would equate to 12 points [.60 x 20=12])</i>

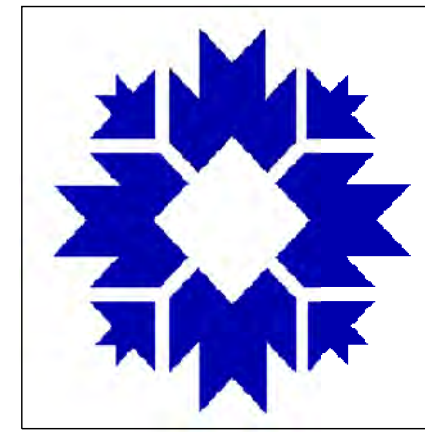
Scoring Mechanism/ Weight (Points Possible):

- 1. Equity (18%)
 - 2. Demand (16%)
 - 3. Safety- Speed (38%)
 - 4. Safety- Crashes (28%)
- Total 100%

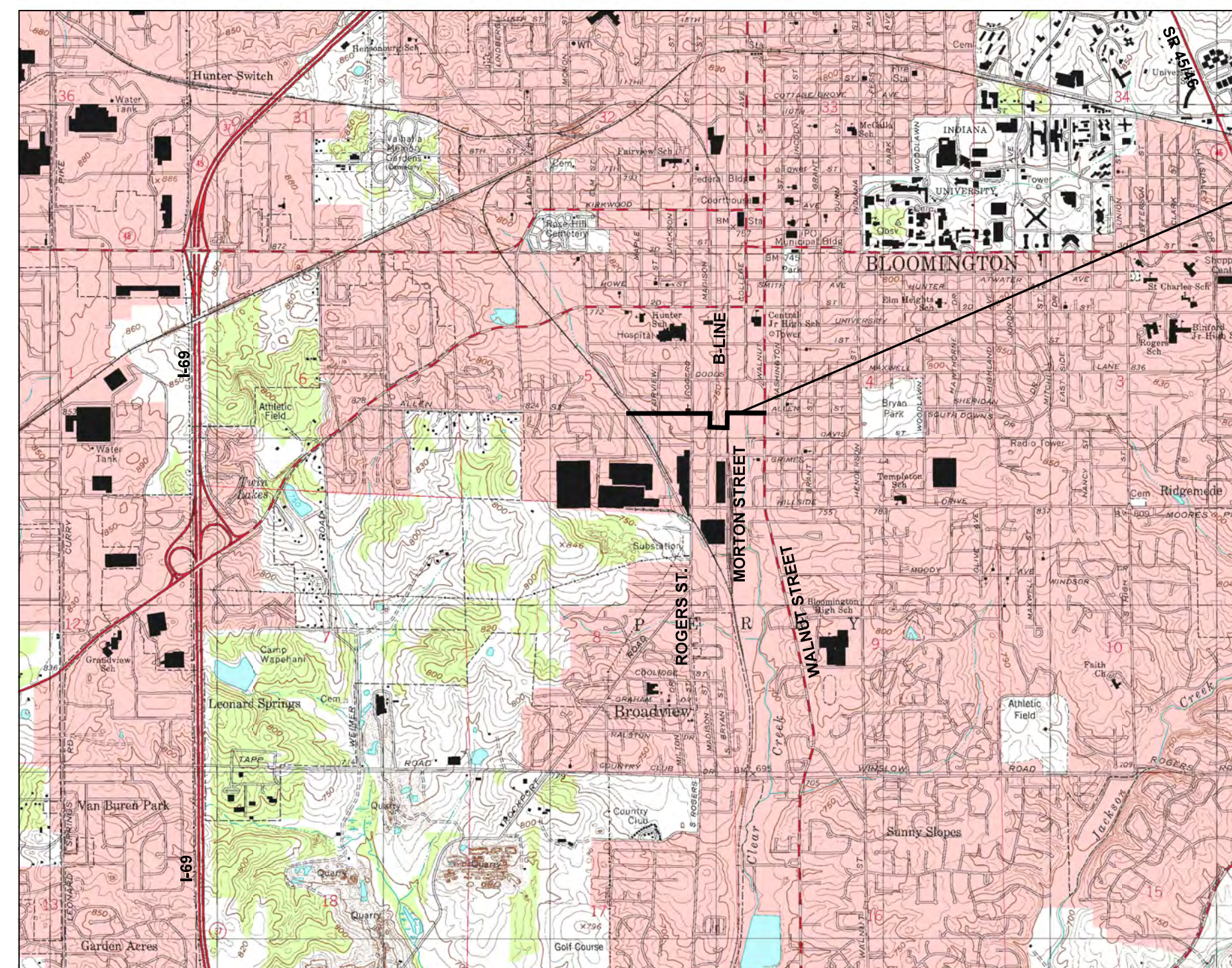
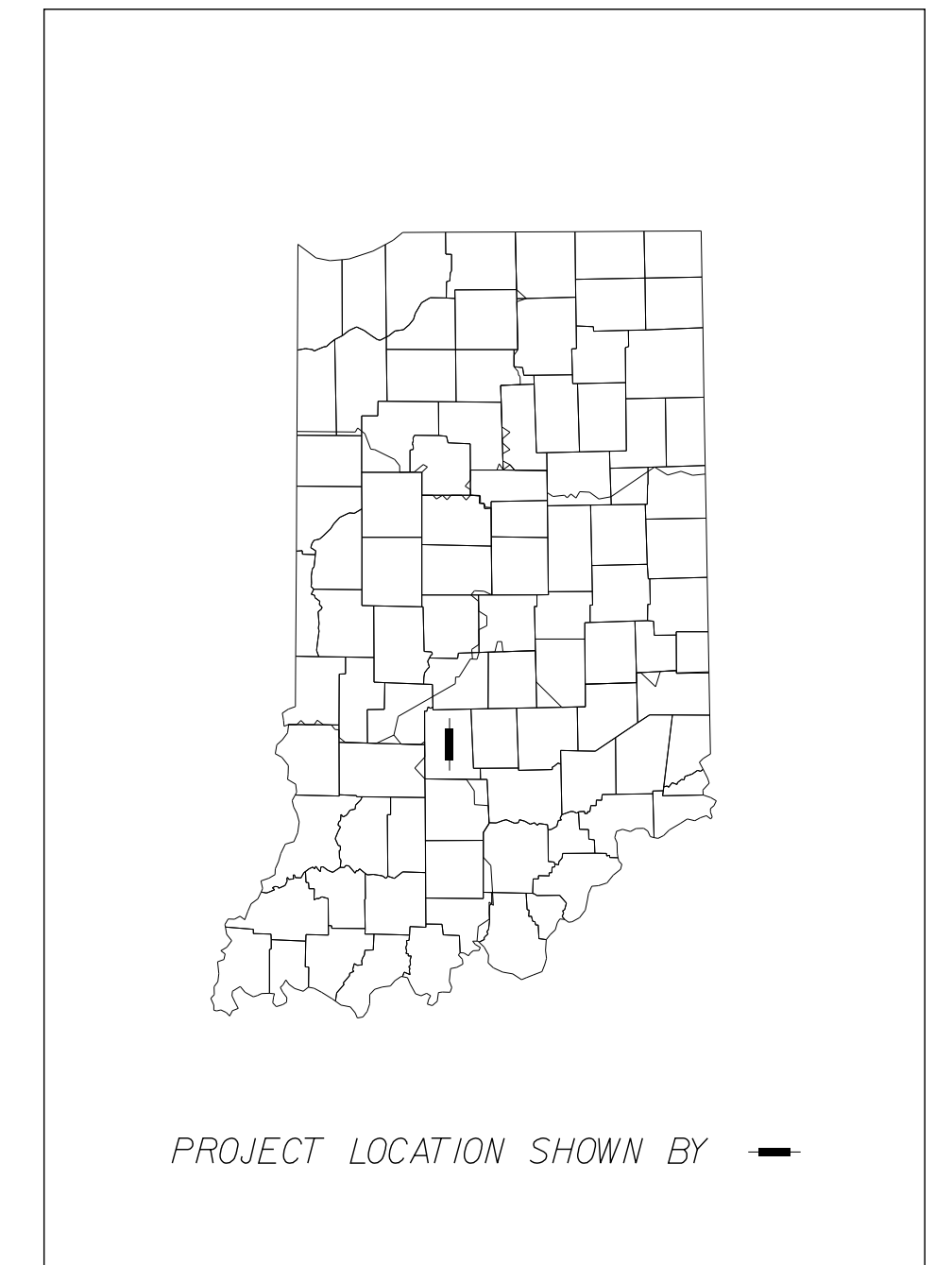
Timeline/ Process and Schedule:

Process Step and Description	Timeline 2022 and 2023
BPSC releases Resident-Led Traffic Calming Evaluation Methodology	November 2022
City releases Requests for 2023 Projects	January 2023
Residents submit Letter of Intent + Previous 1 Year Applications	January - February 2023
Pre- Application Meetings	February 2023
Application Deadline	April 1, 2023
BPSC Preliminary Review of Applications	May 2, 2023
Send Notifications`	July 2023
Project Hearing	August 14, 2023

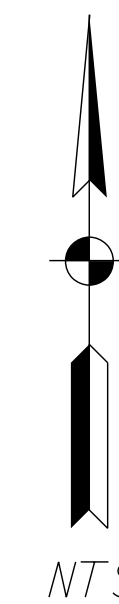
CITY OF BLOOMINGTON DEPARTMENT OF ENGINEERING



WEST ALLEN STREET GREENWAY PATTERSON DRIVE TO WALNUT STREET



PROJECT LOCATION



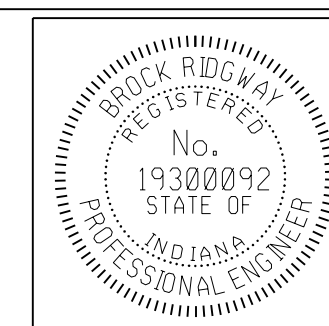
PROJECT LOCATION MAP
CITY OF BLOOMINGTON, MONROE COUNTY

INDIANA DEPARTMENT OF TRANSPORTATION
STANDARD SPECIFICATIONS CURRENT EDITION
TO BE USED WITH THESE PLANS.

PREPARED BY:



1321 Laurel Oak Drive
Avon, Indiana 46123
(317)370-9672



PLANS PREPARED BY:

CERTIFIED BY:

APPROVED FOR LETTING:

B. Ridgway



(317) 370-9672
PHONE NUMBER

10-19-2022
DATE

DATE

SHEETS	
1	of 14
PROJECT	

WEST ALLEN STREET GREENWAY

UTILITIES

<p>CABLE TELEVISION COMCAST ATTN: STEVE McARTOR 2450 SOUTH HENDERSON ST. BLOOMINGTON, IN 47401 (812) 360-3090</p> <p>GAS CENTERPOINT ENERGY ATTN: ARIEL THOMAS 205 SOUTH MADISON BLOOMINGTON, IN 47404 (812) 330-4018 ariele.thomas@centerpoint.com</p> <p>FOR SERVICE RELOCATIONS (48 HOUR NOTICE NEEDED) ATTN:</p> <p>DATA BLOOMINGTON DIGITAL UNDERGROUND ATTN: RICK DIETZ ITS DEPT. CITY HALL 401 N. MORTON ST. SUITE 150 BLOOMINGTON, IN 47404 (812) 349-3485</p>	<p>ELECTRIC DUKE (DISTRIBUTION) ATTN: CHRISTINA GIROD 16475 SOUTH PARK DRIVE WESTFIELD, IN 46074 (812) 273-9596 christina.girod@duke-energy.com</p> <p>STORM/SANITARY/WATER CITY OF BLOOMINGTON UTILITIES ATTN: PHIL PEDEEN 600 E. MILLER DRIVE BLOOMINGTON, IN 47401 (812) 349-3634 pedeen@bloomington.in.gov 24-HR CONTROL OPERATOR (812) 339-1444</p> <p>TELEPHONE/COMMUNICATIONS US SIGNAL ATTN: JOHN LUNDELL 201 IONIA AVENUE SW GRAND RAPIDS, MI 49503 (616) 988-7117 jlundell@ussignal.com</p> <p>CENTURYLINK (FORMERLY LEVEL 3 AND GTE) ATTN: DEWAYNE HAMILTON 4625 WEST 86TH STREET INDIANAPOLIS, IN 46268 (317) 966-3356 dewayne.hamilton@centurylink.com</p>	<p>TELEPHONE/COMMUNICATIONS (CONT.) AT & T PRIMARY: JOHN HALL (812) 334-4742 ALT: TOD MOORE (812) 334-4718 4517 INDIANA BELL COURT BLOOMINGTON, IN 47408</p> <p>SMITHVILLE TELEPHONE CO. ATTN: JOE BRYNIARSKI 1600 W. TEMPERANCE ST. ELLETTSVILLE, IN 47429-0729 (812) 935-2262 joe.bryniarski@smithville.com</p> <p>CITY OF BLOOMINGTON CITY OF BLOOMINGTON STREET DEPARTMENT ATTN: FREDDIE LOVE 1981 S. HENDERSON STREET BLOOMINGTON, IN 47401 (812) 349-3448 freddie.love@bloomington.in.gov</p> <p>ZAYO ATTN: WAYLON HIGGINS 9209 CASTLE GATE DRIVE INDIANAPOLIS, IN 46256 (765) 341-1199 waylon.higgins@zayo.com</p>
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GENERAL NOTES

1	ALL REMOVAL AND EXCAVATION ITEMS ARE TO BE PAID AS CLEARING.
2	ALL RADII ARE TO BACK OF CURB LINE.
3	USE OF INDOT STANDARD SPECIFICATIONS, UNLESS OTHERWISE PROVIDED IN THESE PLANS OR THE TECHNICAL SPECIFICATIONS, MATERIALS AND WORKMANSHIP OF THE WORK SHALL BE AS REQUIRED BY THE CURRENT EDITION OF THE INDOT STANDARD SPECIFICATIONS.
4	USE OF PROPERTY: NO MATERIALS OR EQUIPMENT SHALL BE STORED IN A LOCATION OR MANNER WHICH PRESENTS A HAZARD TO THE PUBLIC OR THE ENVIRONMENT. THE SAFEGUARD OF MATERIALS REMAINING IN THESE AREAS IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
5	COORDINATION OF DRAWINGS, TECHNICAL SPECIFICATIONS, AND STANDARD SPECIFICATIONS: THE CONTRACT DOCUMENTS WHICH ARE LISTED IN THE AGREEMENT ARE INTENDED TO BE COMPLEMENTARY AND TO DESCRIBE AND PROVIDE FOR COMPLETE WORK. A REQUIREMENT APPEARING IN ONE IS BINDING AS THOUGH OCCURRING IN ALL. IN CASE OF DISCREPANCY, THE FOLLOWING ORDER OF PRECEDENCE WILL APPLY: 1. CONSTRUCTION AGREEMENT. 2. INSTRUCTIONS TO BIDDERS. 3. SUPPLEMENTARY GENERAL CONDITIONS. 4. PERMITS ISSUED BY FED/STATE/LOCAL AGENCIES 5. TECHNICAL SPECIFICATIONS. 6. GENERAL CONDITIONS. 7. PROJECT DRAWINGS. 8. STANDARD SPECIFICATIONS AS PUBLISHED BY THE INDIANA DEPARTMENT OF TRANSPORTATION, CURRENT EDITION.
6	PRESENCE OF UTILITIES: MOST OF THIS PROJECT IS PRESENTED ON A GIS BASE MAP AND UTILITIES ARE NOT SHOWN. EXISTING UTILITIES THAT ARE SHOWN ON PLANS ARE APPROXIMATED IN ACCORDANCE WITH AVAILABLE RECORDS, LOCATOR'S MARKINGS, AND PHYSICAL EVIDENCE. OTHER UTILITIES MAY ALSO BE PRESENT. EXACT LOCATIONS AND ELEVATIONS ARE TO BE DETERMINED BY CONTRACTOR.
7	UTILITY LOCATIONS: CONTRACTOR IS REQUIRED BY LAW TO NOTIFY INDIANA UNDERGROUND LOCATION SERVICE AT LEAST TWO WORKING DAYS PRIOR TO COMMENCING ANY EXCAVATION WORK. CONTACT NUMBER IS 811. OTHER LOCAL UTILITIES MAY NOT BE SUBSCRIBERS AND MUST BE CONTACTED INDIVIDUALLY FOR LOCATE REQUESTS.
8	INCIDENTAL WORK: ALL WORK SHOWN OR SPECIFIED IN THE CONTRACT DOCUMENTS AND OTHER WORK WHICH MAY BE INCIDENTAL TO THE DENOTED WORK SHALL BE CONSIDERED TO BE INCLUDED IN THE TOTAL CONTRACT LUMP SUM PRICE.
9	STAKING: CONTRACTOR SHALL BE RESPONSIBLE FOR ALL STAKING.

INDEX

SHEET NO.	DRAWINGS INDEX
1	TITLE SHEET
2	INDEX / GENERAL NOTES / LEGEND / UTILITY DATA
3 - 5	TYPICAL DETAILS
6 - 12	GREENWAY PLANS - ALLEN STREET
13	INTERSECTION DETAIL
14	MAINTENANCE OF TRAFFIC PLANS

GENERAL LEGEND (EXISTING SCREENED, PROPOSED IN BOLD)

<p> LIGHT POLE</p> <p> WATER VALVE</p> <p> INLETS</p> <p> HYDRANT</p> <p> TREES</p> <p> SIGN</p> <p> POWER POLE</p> <p> MANHOLE (STORM, SANITARY)</p> <p> TELECOM MANHOLES</p> <p> AIR CONDITIONER</p> <p> TELE. RISER</p> <p> ELEC. RISER</p> <p> TELECOM MANHOLES</p> <p> PARKING METER</p> <p> MAILBOX</p>	<p> WATER METER</p> <p> GAS VALVE</p> <p> GAS METER</p> <p> BOLLARD</p> <p> DOWNSPOUT</p> <p> STORM</p> <p> UNDERGROUND ELECTRIC</p> <p> UNDERGROUND TELEPHONE</p> <p> OVERHEAD UTILITY</p> <p> WATER MAINS/WATER LINES</p> <p> GAS MAINS/LINE</p> <p> GUARDRAIL</p> <p> WOOD FENCE</p>
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RAIN GARDEN PREFABRICATED STRUCTURE REQUIREMENTS:

PROJECT INCLUDES 2 EACH PRETREATMENT SEDIMENT AND TRASH TRAPS. THESE SHALL BE RAIN GUARDIAN "TURRET" MODEL UNITS AS MANUFACTURED BY RINKER MATERIALS. FOR MORE INFORMATION
www.RainGuardian.biz

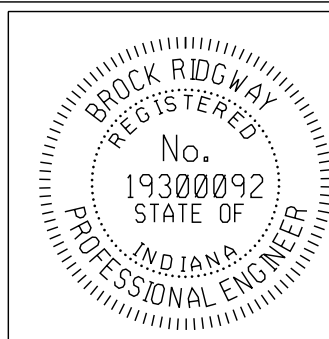
MAINTENANCE OF TRAFFIC AND EROSION CONTROL ITEMS

	INDOT STANDARD DRUM WITH STEADY BURN LIGHTS
	TEMPORARY CONSTRUCTION FENCING, 48" MESH, ORANGE, ON TEMPORARY STANDS
	BARRICADE (TYPE III)
	CONSTRUCTION SIGNS (SHAPE PER MUTCD)

PROPOSED ITEMS

<p>--- EXISTING R/W</p> <p>(12) CONCRETE CURB, MOUNTABLE PROFILE</p> <p>(13) CONCRETE CURB</p> <p>(14) REINFORCED CONCRETE CURB</p> <p>(26) NURSERY SODDED AREA - INCLUDED UP TO 6" TOPSOIL UNLESS OTHERWISE NOTED</p> <p>(38) 2" WHITE LINES FOR CROSSWALKS OR STOP BARS, THERMOPLASTIC</p> <p>(41) 4" YELLOW, SOLID LINE, THERMOPLASTIC</p> <p>(43) 4" GREENWAY RIBBON MARKING, THERMOPLASTIC</p> <p>(44) BIKE SYMBOLS, THERMOPLASTIC</p> <p>(45) WHITE CHEVRONS (FOR BIKE ROUTE), THERMOPLASTIC</p> <p>(46) SPEED CUSHION MARKINGS, THERMOPLASTIC</p> <p>(50) REMOVE EXISTING SIGN AND POST</p> <p>(56) RESET EXISTING SIGN ON NEW TYPE I POST WITH UNREINFORCED ANCHOR BASE</p> <p>(62) NEW SIGN ON TYPE I POST WITH UNREINFORCED ANCHOR BASE</p>	<p>(CCB) CENTER CURB, B, MODIFIED</p> <p>(CL) CONSTRUCTION LIMITS</p> <p>(DW) CAST STEEL DETECTABLE WARNING PLATES (ON RADIUS, IF RADIUS LABELLED)</p> <p>(F) CONCRETE SIDEWALK, 4" ON 4" COMPACTED AGGREGATE</p> <p>(F6) CONCRETE SIDEWALK, 6" ON 4" COMPACTED AGGREGATE</p> <p>(P) PCCP FOR PATCHING, 12" WITH 1.5" HMA OVERLAY</p> <p>(CR) RAMP, CONCRETE INCLUDING METAL DETECTABLE WARNING PLATES 6" THICK ON 4" COMPACTED AGGREGATE BASE NO. 53s</p> <p>(T4) NEW TREE, 2" MIN. CALIPER, AMELANCHIER X GRANDIFLORA (CROSS OF ALLEGHENY SERVICE BERRY AND DOWNY SERVICE BERRY)</p> <p>(RI) MILL 1.0' AND RESURFACE/WEDGE UP TO 1.5" HMA SURFACE, B</p>
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C:\Users\Robert.Allen\OneDrive - 12-2020 Eagle Ridge Civil\HPEN\NY\Projects\10240\Drawings\Index\2400002.dgn 8:00:23 AM 10/26/2022 PH-ALLEN

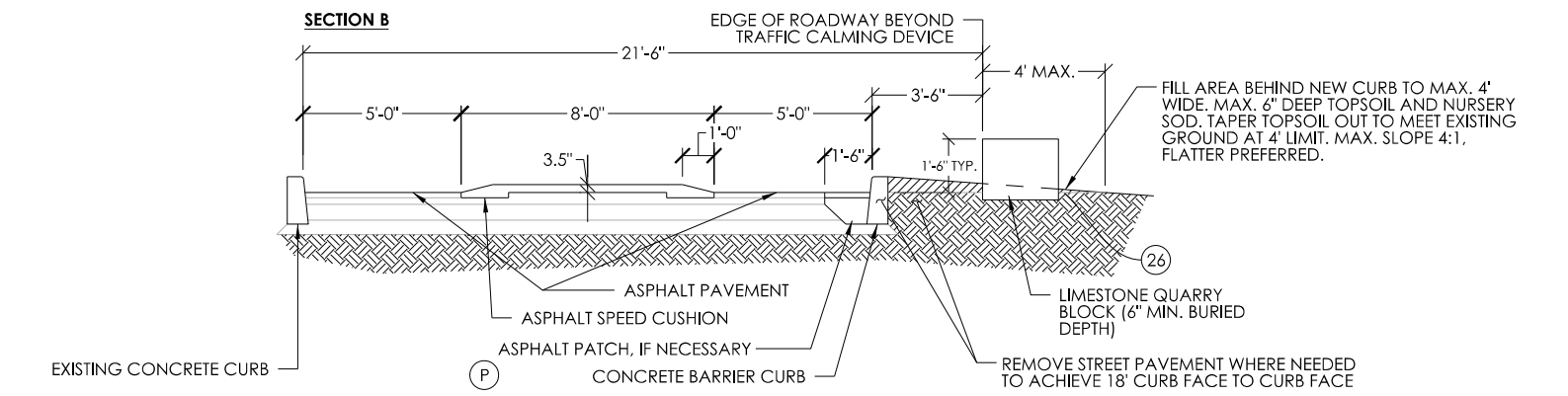
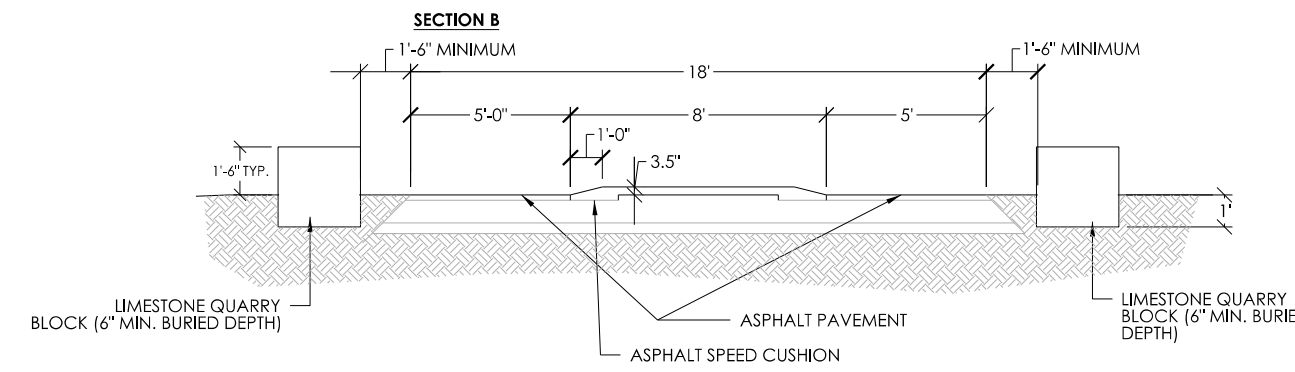
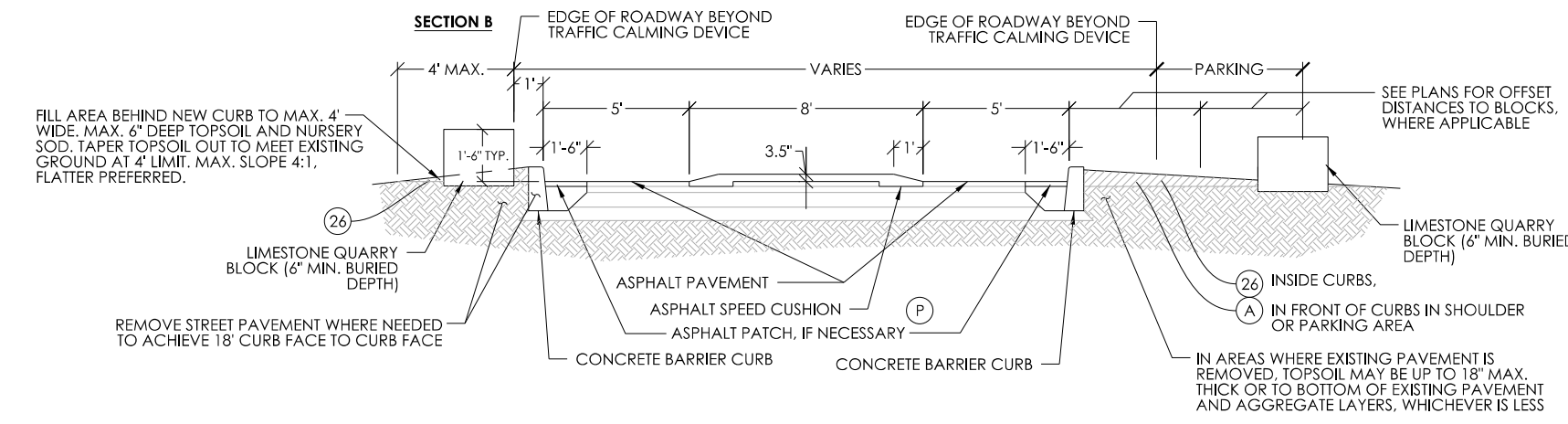
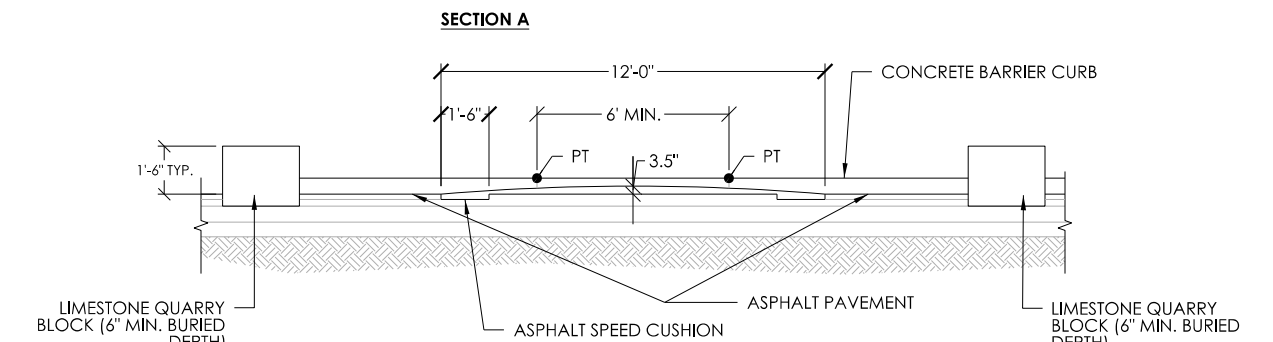
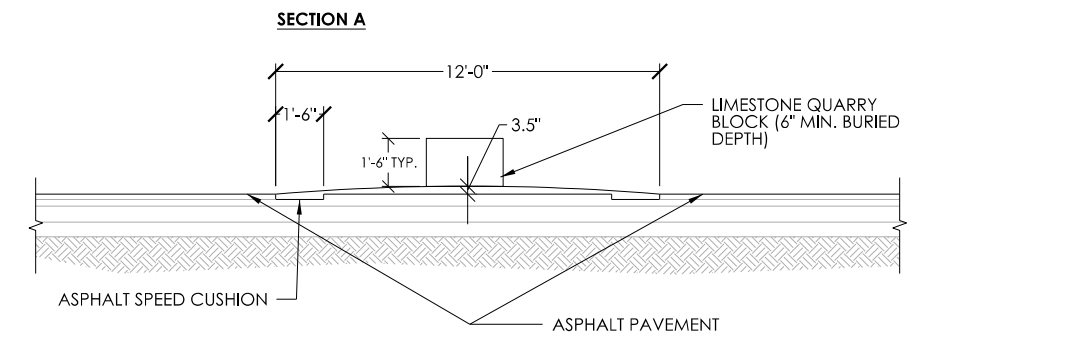
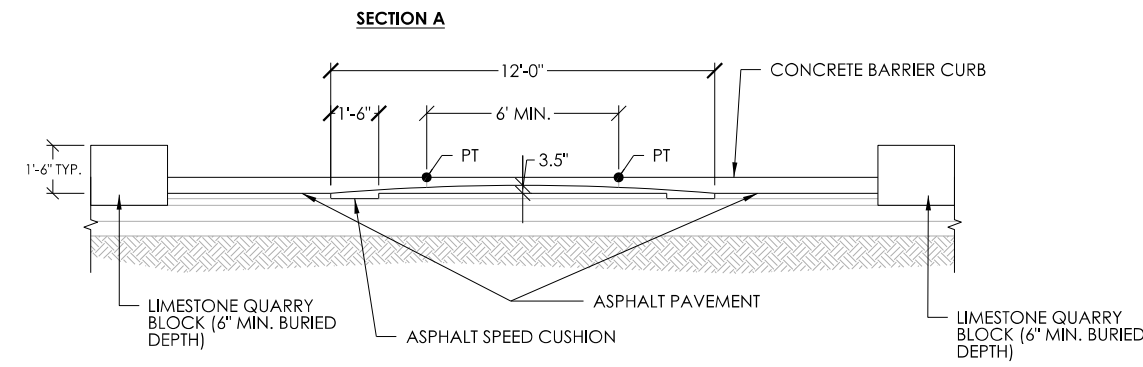


RECOMMENDED FOR APPROVAL	10-19-2022 DATE
DESIGNED: BR	DRAWN: RBA
CHECKED: MT	CHECKED: BR

**CITY OF BLOOMINGTON
DEPARTMENT OF ENGINEERING**

**INDEX / GENERAL NOTES / LEGEND /
UTILITY DATA**

HORIZONTAL SCALE	ERCES PROJECT NUMBER
VERTICAL SCALE	240
N/A	SHEET NUMBER
	2



SC3 ASPHALT SPEED CUSHION FOR CURBLESS ROADWAY - SECTION
NOT TO SCALE

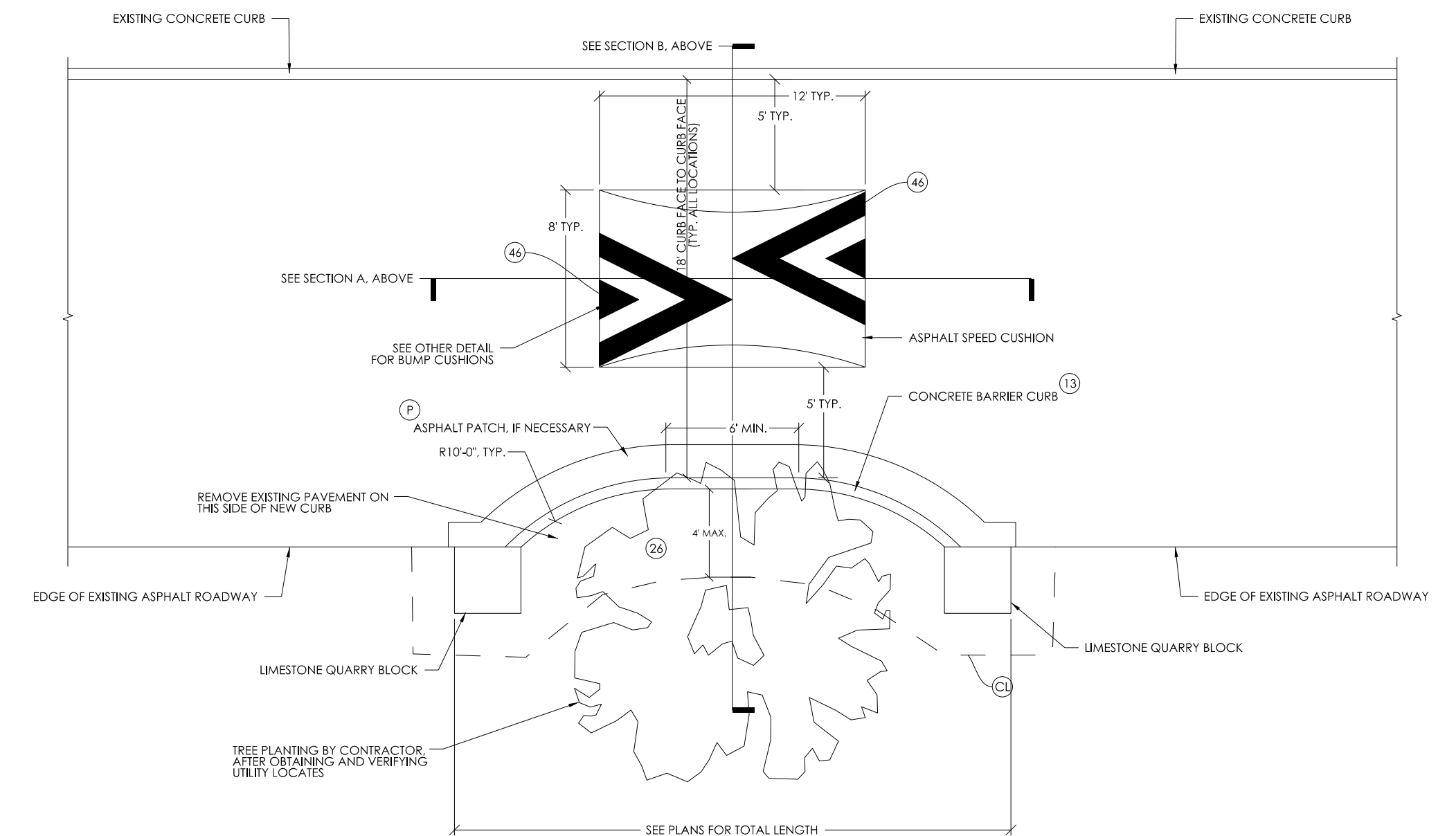
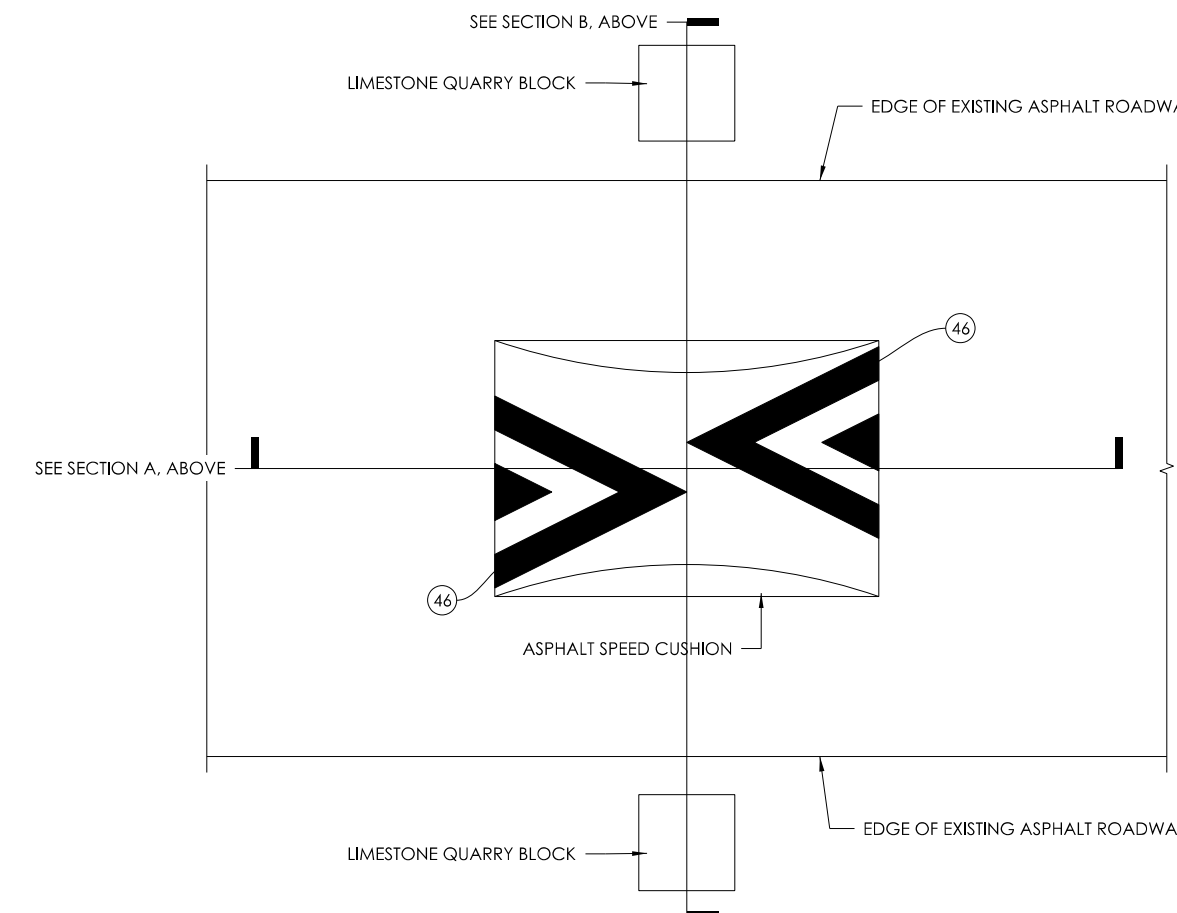
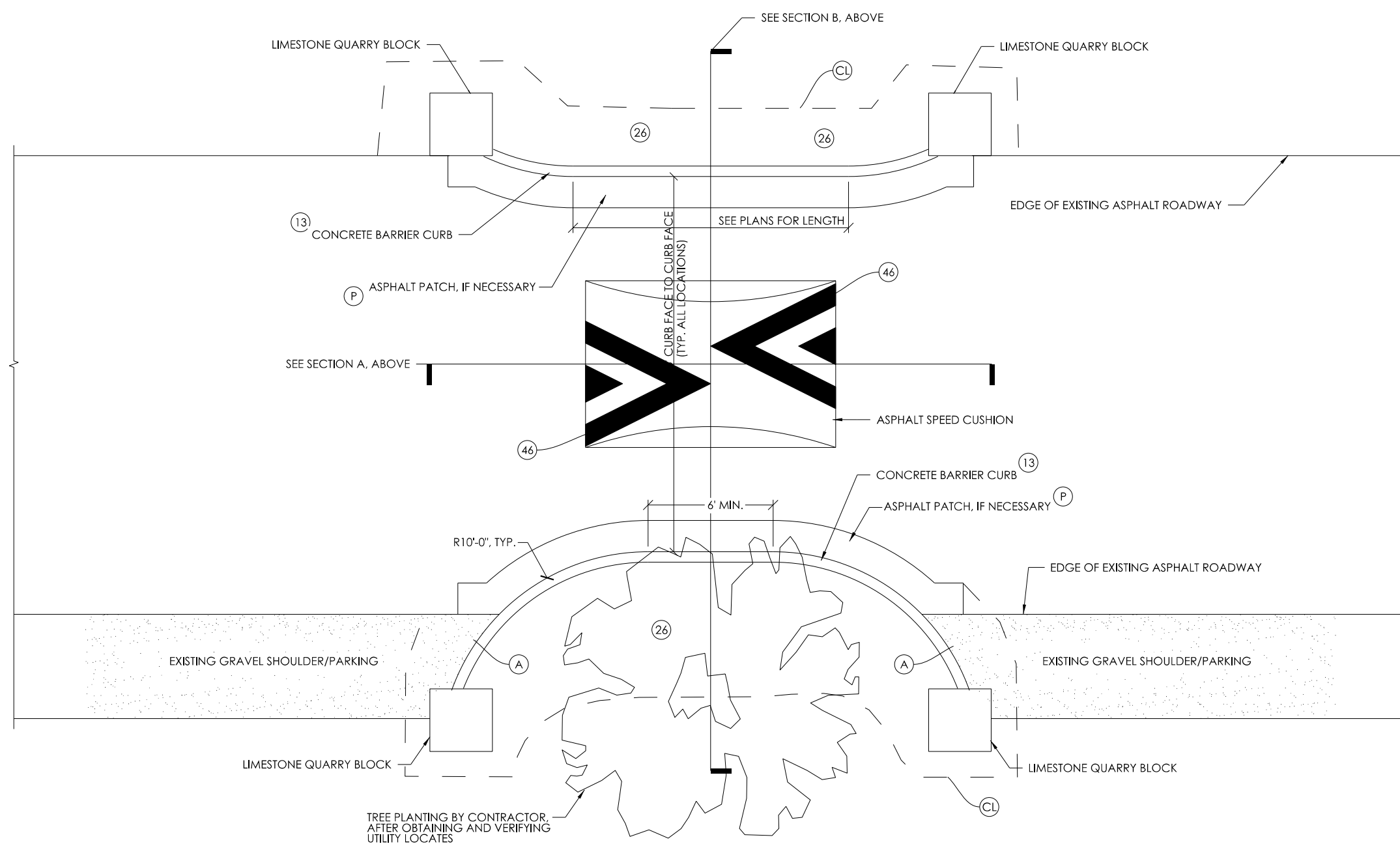
SC4 ASPHALT SPEED CUSHION FOR CURBLESS ROADWAY - SECTION
NOT TO SCALE

SC5 ASPHALT SPEED CUSHION FOR PARTIALLY CURBED ROADWAY - SECTION
NOT TO SCALE

LIMESTONE BLOCK INFO:
LIMESTONE QUARRY BLOCKS MAY VARY IN SIZE WITHIN THE RANGES STIPULATED BELOW:
1. LENGTH: 24" MIN. - 36" MAX.
2. WIDTH: 24" MIN. - 30" MAX.
3. HEIGHT: 24" MIN. - 30" MAX.
NOTE THAT QUARRY BLOCK SHALL BE BURIED SO THAT THE EXPOSED HEIGHT ABOVE GRADE IS 18". MINIMUM BURIED DEPTH = 6"

LIMESTONE BLOCK INFO:
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LIMESTONE BLOCK INFO:
LIMESTONE QUARRY BLOCKS MAY VARY IN SIZE WITHIN THE RANGES STIPULATED BELOW:
1. LENGTH: 24" MIN. - 36" MAX.
2. WIDTH: 24" MIN. - 30" MAX.
3. HEIGHT: 24" MIN. - 30" MAX.
NOTE THAT QUARRY BLOCK SHALL BE BURIED SO THAT THE EXPOSED HEIGHT ABOVE GRADE IS 18". MINIMUM BURIED DEPTH = 6"



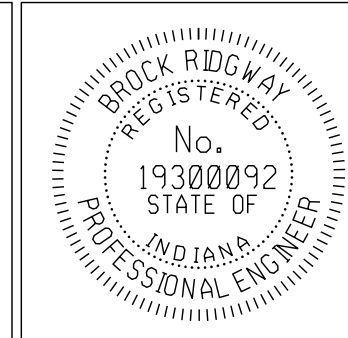
SC3 ASPHALT SPEED CUSHION FOR CURBLESS ROADWAY - PLAN WITH ONE SIDE WIDTH RESTRICTIONS
NOT TO SCALE

SC4 ASPHALT SPEED CUSHION FOR CURBLESS ROADWAY - PLAN
NOT TO SCALE

SC5 ASPHALT SPEED CUSHION FOR PARTIALLY CURBED ROADWAY - PLAN
NOT TO SCALE

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Det-002
10/26/2022 8:00:25 AM

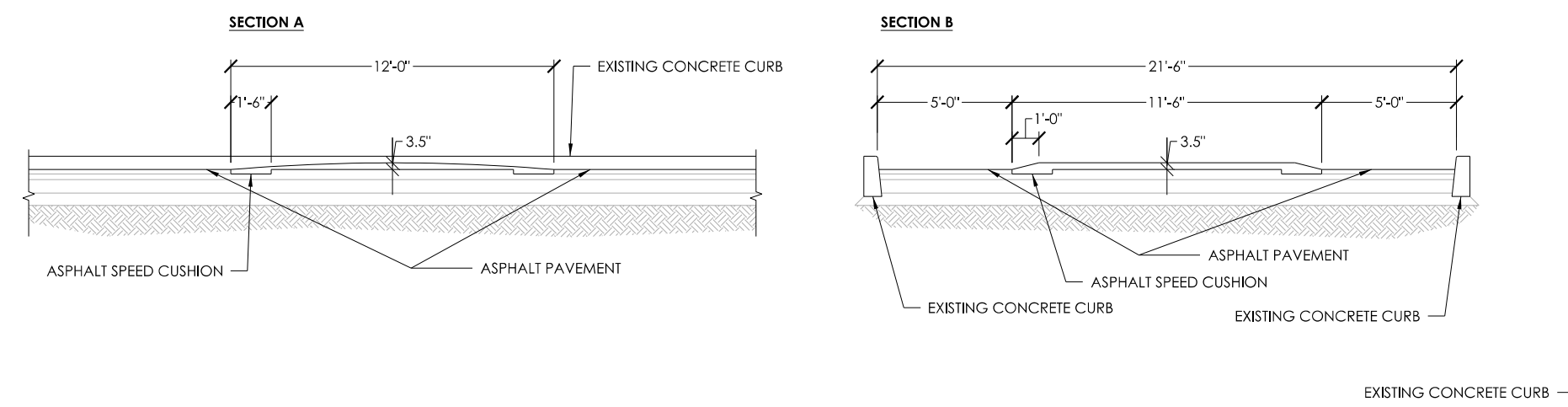


RECOMMENDED FOR APPROVAL	<i>B. Lidgum</i>	DESIGN ENGINEER	10-19-2022	DATE
DESIGNED:	BR	DRAWN:	RBA	
CHECKED:	MT	CHECKED:	BR	

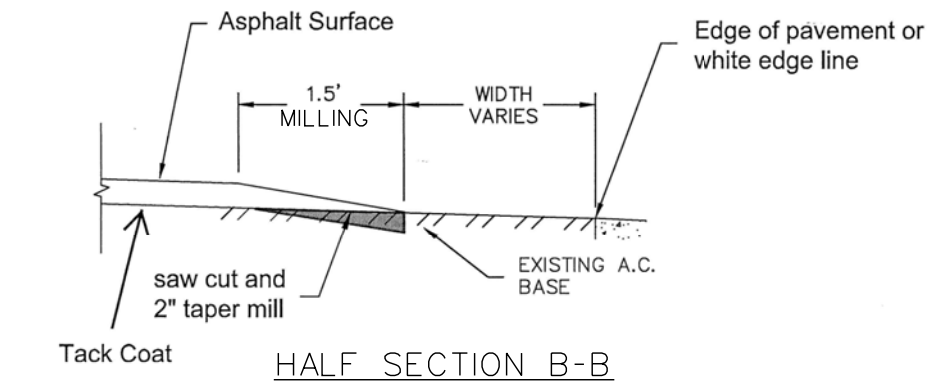
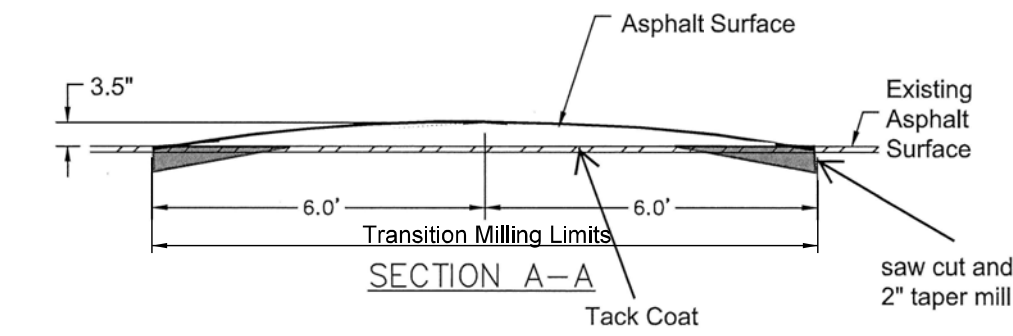
CITY OF BLOOMINGTON
DEPARTMENT OF ENGINEERING

GREENWAY TREATMENT DETAILS

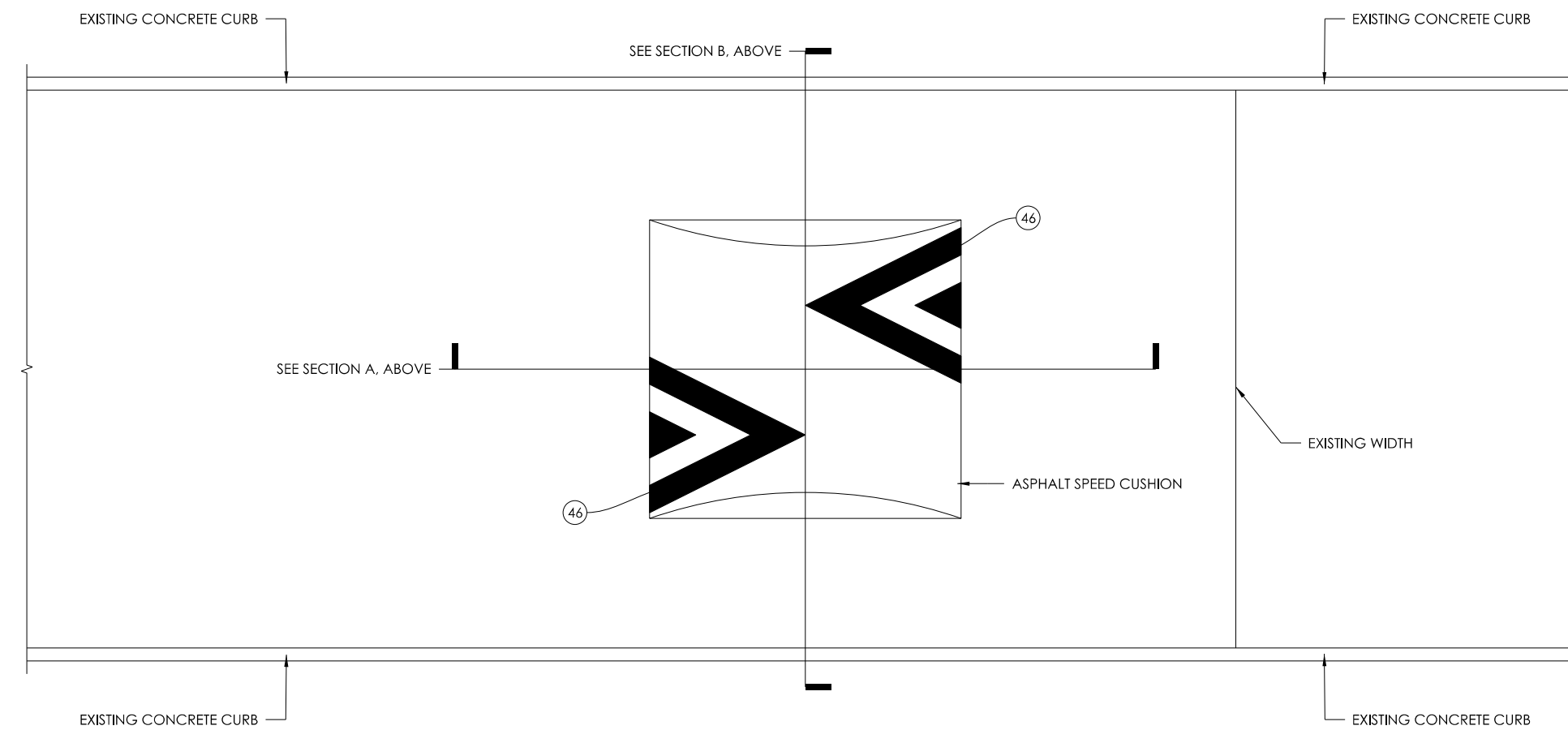
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AS NOTED	240
VERTICAL SCALE	
	SHEET NUMBER
	3



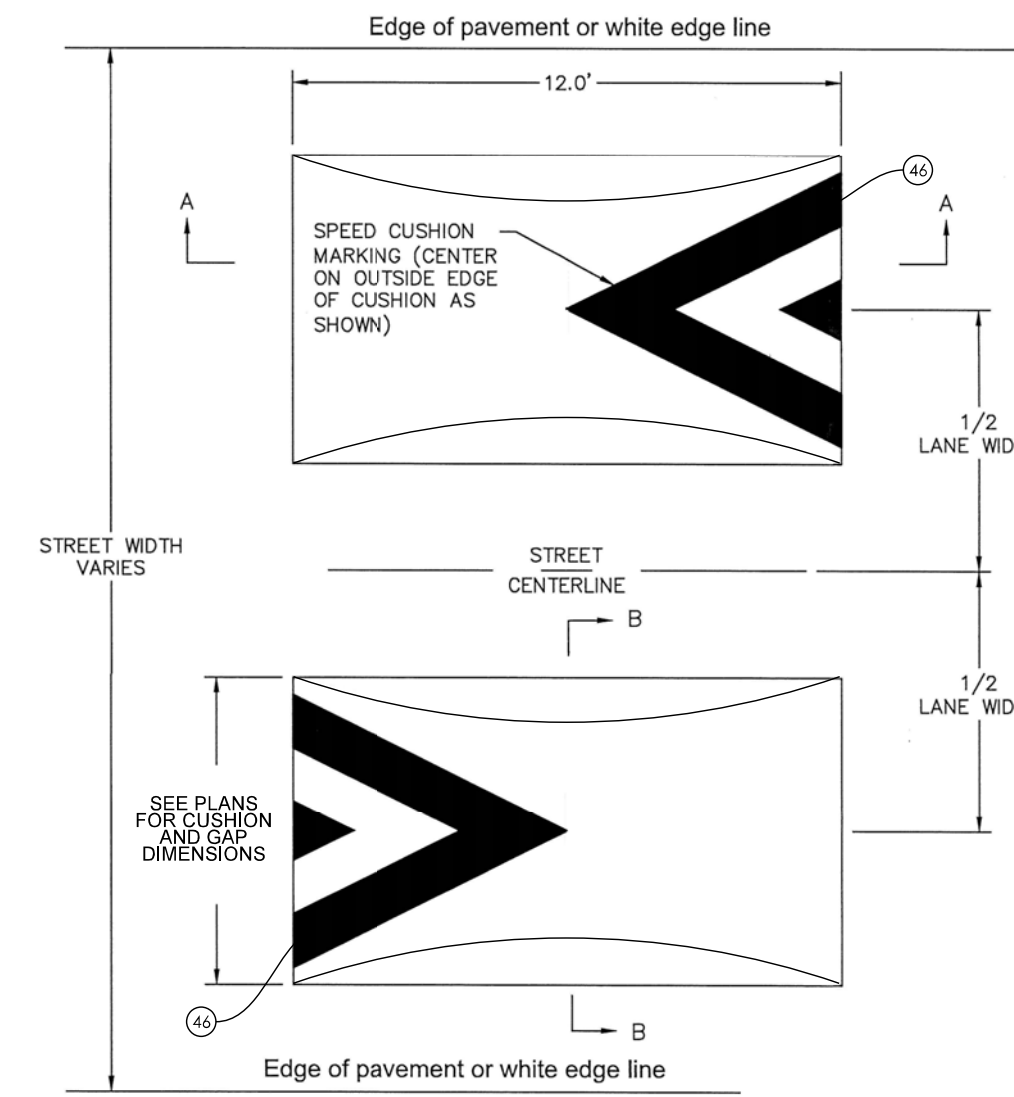
SC6 ASPHALT SPEED CUSHION FOR FULLY CURBED ROADWAY - SECTION
NOT TO SCALE



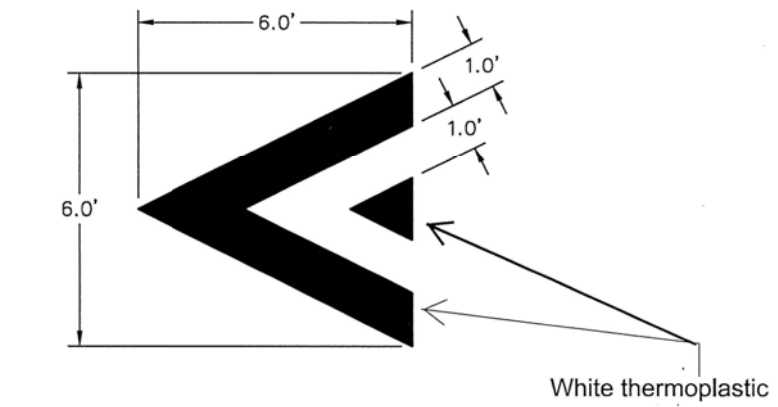
SPEED CUSHION HEIGHT TOLERANCES
NOT TO SCALE



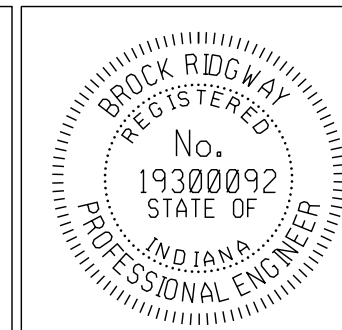
SC6 ASPHALT SPEED CUSHION FOR FULLY CURBED ROADWAY - PLAN
NOT TO SCALE



SC7 ASPHALT SPEED CUSHION FOR INSTALLATIONS WITHOUT BUMPOUTS - TWIN CUSHION INSTALLATION
NOT TO SCALE



46 SPEED CUSHION MARKING
NOT TO SCALE



RECOMMENDED FOR APPROVAL *B. Ridgway* DESIGN ENGINEER 10-19-2022 DATE

DESIGNED: BR DRAWN: RBA
CHECKED: MT CHECKED: BR

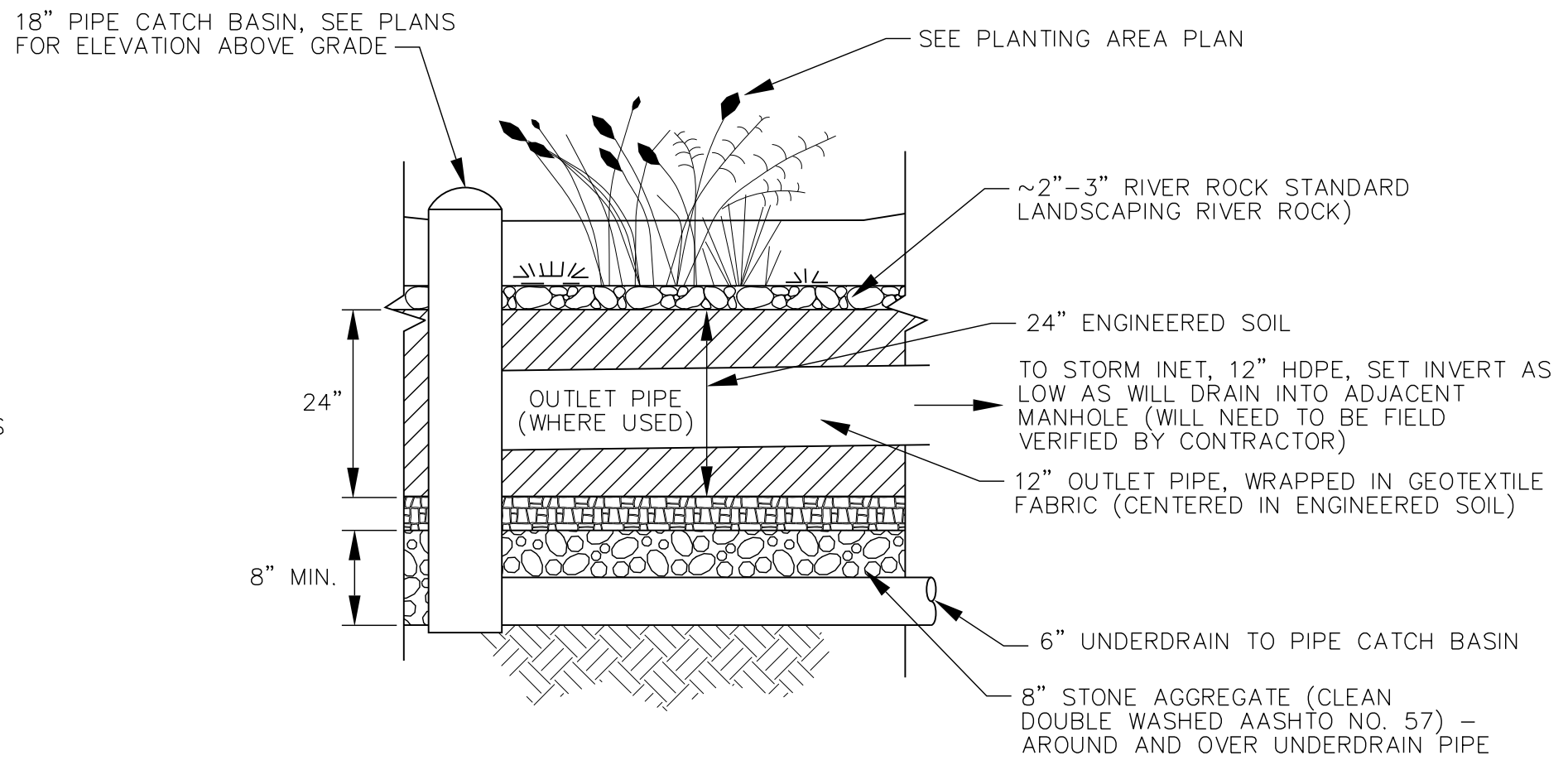
CITY OF BLOOMINGTON
DEPARTMENT OF ENGINEERING

GREENWAY TREATMENT DETAILS

HORIZONTAL SCALE	ERCES PROJECT NUMBER
AS NOTED	240
VERTICAL SCALE	
	SHEET NUMBER
	4

SHEET SIGN SUMMARY TABLE																		
SIGN DATA												REMARKS						
LOCATION				SIGN DESCRIPTION	SIGN CODE	SIGN SIZE (in. x in.)	RELOCATE EXISTING SIGN (Pair as Chain)	REMOVE SIGN (Pair as Chain)	NEW SIGN	ENCAPSULATED LENS METAL THICKNESS (in.)			SIGN POST					
BLOCK	NORTH	SOUTH	EAST							WEST	0.080		0.100	0.125	TYPE 1 2.25" x 2.25" x 12 ga. UNREINFORCED ANCHOR BASE			
				SFT	SFT	SFT	1	2	TOTAL									
STREET GREENWAY PROJECT AREA																		
E of Patterson		X			SPEED HUMP	W17-1					1	6.25			12			
Raingarden 1 (716 Allen St)	X				15 MPH (Advisory Plaque)	W13-1P					1	2.25						Mount with Speed Hump
	X				SPEED HUMP	W17-1					1	6.25			12			Mount with Speed Hump
Bumpout at 603 Allen St		X			SPEED HUMP	W17-1					1	6.25			12			Mount with Speed Hump
	X				15 MPH (Advisory Plaque)	W13-1P					1	2.25						Mount with Speed Hump
W of Rogers		X			SPEED HUMP	W17-1					1	6.25			12			Mount with Speed Hump
	X				15 MPH (Advisory Plaque)	W13-1P					1	2.25						Mount with Speed Hump
	X				Existing Speed Limit 25	Existing					1							
Rogers, north of crossing			X		Existing Yield Here for Pedestrians	Existing					1							
Rogers, at north crosswalk			X		Existing State Law Stop for Pedestrians	R1-6a					1							Also Paint existing Yield Markings Black
Rogers, at north crosswalk				X	STATE LAW - YIELD TO PEDESTRIANS	R1-6			1	3.00								Place on existing post in center of median island
Center of Rogers, Center median					Existing Right Only and Except Bicycles	Existing			4									Reset to center of Median
Center of Rogers, South median					Existing Keep Right and No Left Turn	Existing			2									Reset to center of Median
Rogers, south of crossings		X			Existing Yield Here for Pedestrians	Existing			1									Also Paint existing Yield Markings Black
Rogers, at south crosswalk		X			Existing State Law Stop for Pedestrians	R1-6a			1									Also Paint existing Yield Markings Black
Rogers, at south crosswalk			X		STATE LAW - YIELD TO PEDESTRIANS	R1-6			1	3.00								Place on new post in center of median island with relocated signs
East of Rogers at cushion	X				SPEED HUMP	W17-1				6.25					12			Mount with Speed Hump
		X			15 MPH (Advisory Plaque)	W13-1P				2.25								Mount with Speed Hump
On Madison north of Allen		X			SPEED HUMP	W17-1				6.25					12			Mount with Speed Hump
On Morton, 65' south of Alley		X			15 MPH (Advisory Plaque)	W13-1P				2.25								Mount with Speed Hump
On Morton, north of Allen			X		SPEED HUMP	W17-1				6.25					12			Mount with Speed Hump
			X		15 MPH (Advisory Plaque)	W13-1P				2.25								Mount with Speed Hump
At B Line and Allen	X				Existing Stop	Existing					1				12			Reset Stop sign to new stop bar location
At B Line and Allen	X	X			Existing Trail Signs Stop and Cross Traffic	Existing			4									Leave decorative posts in place
TOTALS									7	10		74.0						132
PAY UNIT									EACH	EACH		SFT						LFT

NOTE:
PAVEMENT MARKINGS AND SIGNS SHALL BE INSTALLED BEFORE OPENING ANY LANE TO TRAFFIC THAT IS OCCUPIED BY A SPEED CUSHION. TEMPORARY MARKINGS MAY BE USED UP TO TWO WEEKS IN LIEU OF PERMANENT MARKINGS. NO ADDITIONAL PAYMENT WILL BE MADE FOR TEMPORARY MARKINGS.



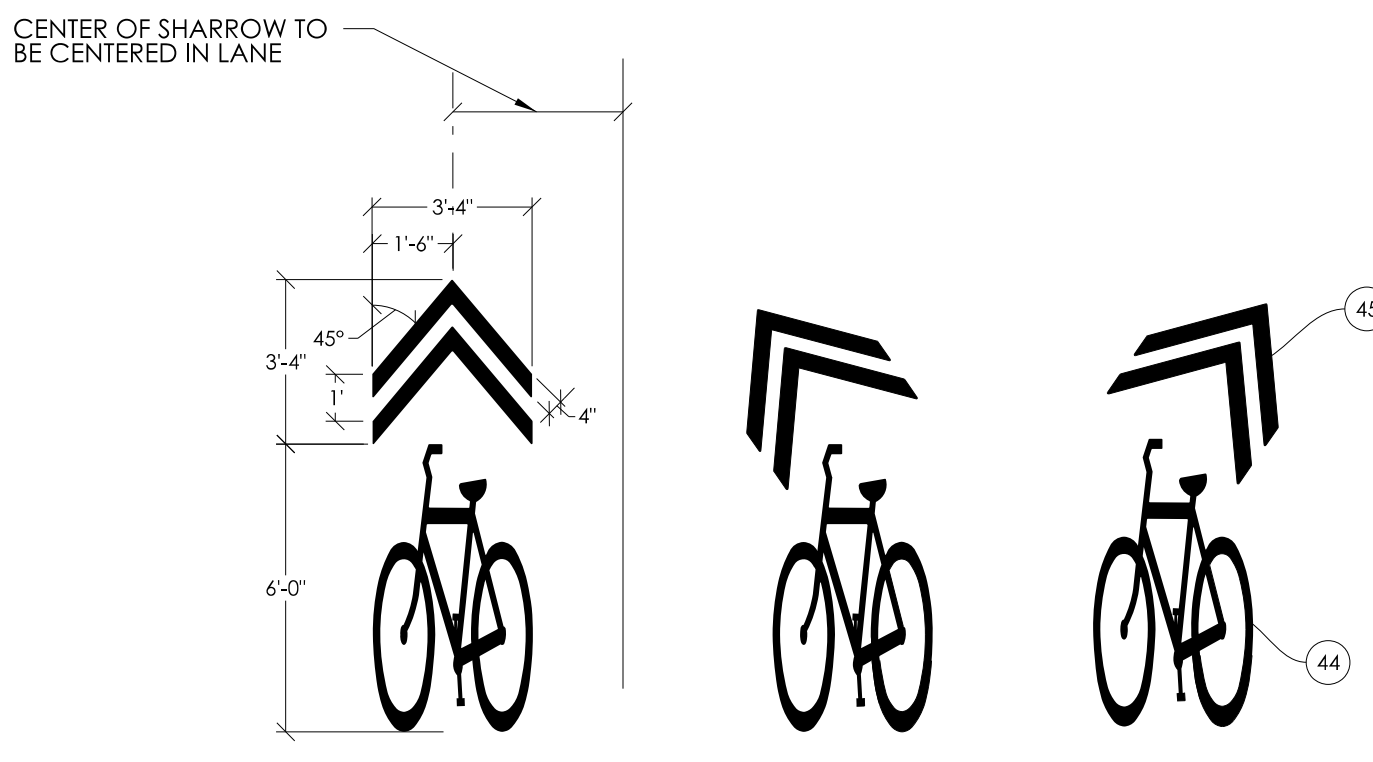
RAINGARDEN SECTION FOR LOCATIONS WITH UNDERDRAIN AND OVERFLOW TO STORM SEWER

NOT TO SCALE

NOTE:
PIPE CATCH BASIN (OVERFLOW STRUCTURE) TO RECEIVE WATER FROM UNDERDRAIN PIPES, BUT THE OUTLET PIPE TO THE STORM SYSTEM SHALL BE FIELD DETERMINED TO FLOW TO ADJACENT MANHOLE. IT MAY BE HIGHER THAN UNDERDRAINS SUCH THAT THE UNDERDRAINS ARE FULL PRIOR TO SURCHARGING INTO MANHOLE.

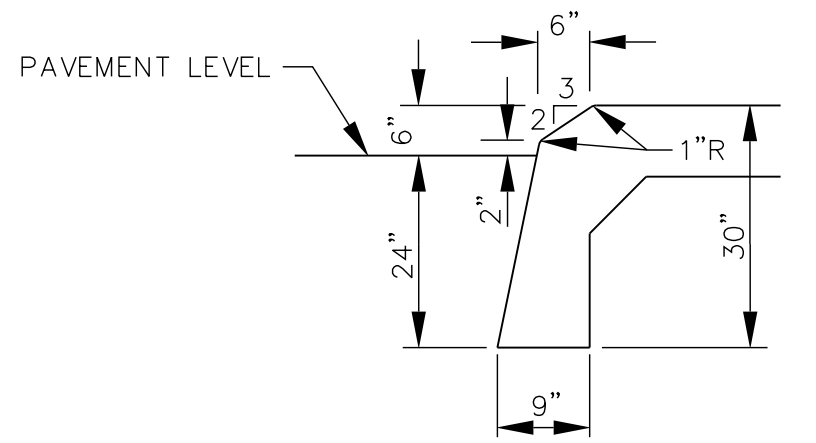
RAINGARDEN NOTES:

1. RAINGARDENS WITHOUT UNDERDRAINS OR OVERFLOW STRUCTURES SHALL INCLUDE ONLY THE 24" ENGINEERED SOIL OVERTOPPED WITH A WEED PREVENTATIVE GEOFABRIC AND 2"-3" OF RIVERROCK COVER.
2. GEOFABRIC TO BE CUT OUT FOR PLANTINGS.
3. RIPRAP-RIVER ROCK AT ENTRY AND EXIT POINTS SHALL BE LARGER AGGREGATE THAN LANDSCAPING RIVER ROCK BUT OF SAME COLORS AND SHAPE (COBBLE STONES, ETC.)
4. RIVER ROCK AND RIPRAP-RIVER ROCK TO BE APPROVED IN ADVANCE BY ENGINEER.
5. EACH END OF UNDERDRAINS SHALL HAVE A VERTICAL CLEANOUT WITH CAP EXTENDED ABOVE GRADE.



44/45 SHARED LANE MARKINGS AND CHEVRON DIMENSIONS

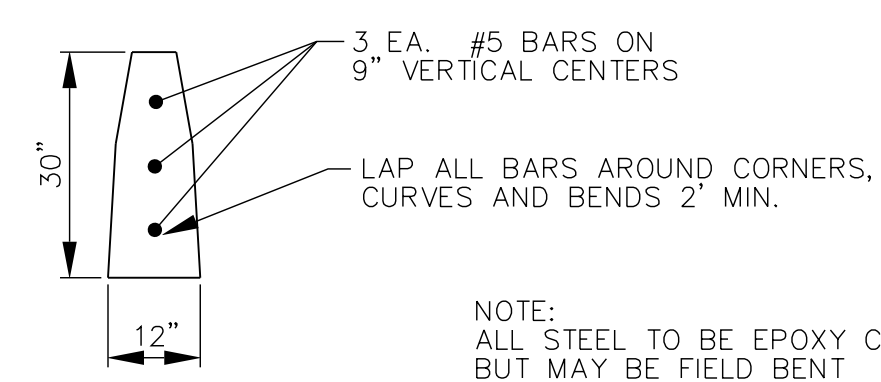
NOT TO SCALE



12 CONCRETE CURB (MOUNTABLE PROFILE)

NOT TO SCALE

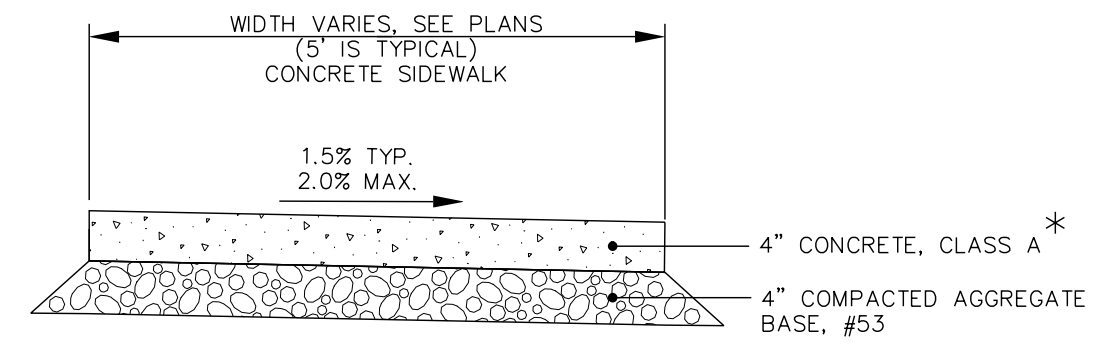
WHERE THIS PROFILE IS USED, IT IS PAID AS PART OF CENTER CURB, B



14 REINFORCED CONCRETE CURB FOR RAINGARDENS

NOT TO SCALE

NOTE:
ALL STEEL TO BE EPOXY COATED, BUT MAY BE FIELD BENT



F TYPICAL SIDEWALK DETAIL

NOT TO SCALE

* **F6** DENOTES 6" THICK SIDEWALK

SIDEWALK JOINT NOTES:

1. INSTALL 1/2" PREFORMED JOINT FILLER BETWEEN SIDEWALKS AND ANY OTHER FIXED FEATURES (CURBS, STEPS, RAMPS, BUILDINGS, ETC.)
2. IN EACH SIDEWALK SEGMENT, TOOL CONSTRUCTION JOINTS AT EVEN SPACING BUT NO MORE THAN 6' MAXIMUM APART. INSTALL AN EXPANSION JOINT WITH 1/2" PREFORMED JOINT FILLER AT A MAXIMUM SPACING EVERY 30' IN SIDEWALKS, AND AT EACH SIDEWALK CONNECTION TO OTHER SIDEWALKS, AT CURBS, AND AT RAMPS.
3. CONTRACTION AND EXPANSION JOINTS SHALL BE INSTALLED BY TOOLING, BUT FINAL SURFACE SHALL BE BROOM FINISHED. NO "WINDOW-PANE" OR SIMILAR TOOLING SHALL BE USED.

CONCRETE SLAB JOINT NOTES:

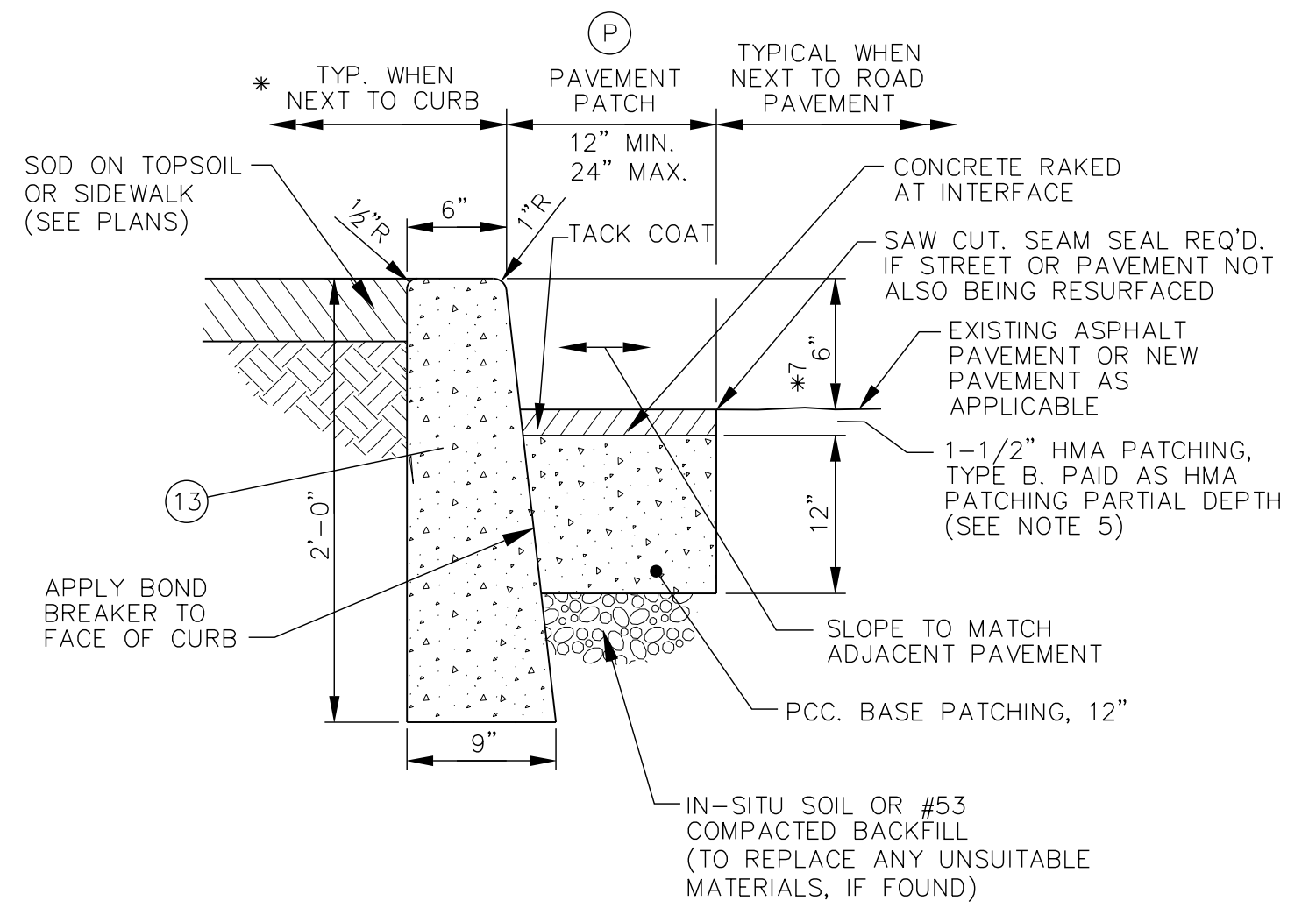
1. CONCRETE SLAB CONSTRUCTION AND EXPANSION JOINTS SHALL BE IN ACCORDANCE WITH INDOT STANDARDS.

CURB JOINT NOTES:

1. ALL CURBS SHALL RECEIVE A FULL DEPTH EXPANSION JOINT FORMED WITH 1/2" PREFORMED JOINT FILLER AT THE FOLLOWING LOCATIONS:
 - EVERY EXPANSION JOINT IN ADJACENT SIDEWALKS OR MEDIAN BUFFER STRIP
 - AT EACH RADIUS POINT
 - ON EITHER SIDE OF CURB INLETS OR OTHER CASTINGS
 - AT SAWCUT, LIMITS OF REMOVAL TO ANY EXISTING CURB
 - AT 100' MAXIMUM INTERVALS, IF NO OTHER JOINTS NEEDED
2. CURBS & COMBINED CURB AND GUTTER SHALL RECEIVE A TOOLED CONTRACTION JOINT AT 20' MAXIMUM SPACING.

CURB RAMPS AND TRUNCATED DOMES:

1. RAMPS TO BE CONSTRUCTED AT A MAXIMUM 12:1 SLOPE TO A LANDING AREA FOR ENTRY ONTO ROADWAY PER PLANS.

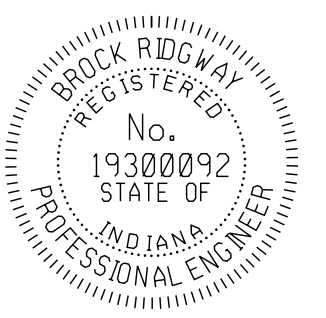


13 P PAVEMENT PATCH / CONCRETE CURB (VERTICAL)

NOT TO SCALE

NOTES:

- * 1. AREA BEHIND CURBS TO RECEIVE TREATMENT AS SHOWN ON PLANS.
2. REFER TO CURB JOINTS NOTES FOR CURB JOINTING.
3. PAVEMENT PATCHING MAY NOT BE REQUIRED IF EXISTING PAVEMENT CAN BE REMOVED TO A CLEAN AND STRAIGHT EDGE AT FRONT OF PROPOSED CURB OR GUTTER. OWNER APPROVAL IS REQUIRED.
4. PAVEMENT PATCHING REQUIRED WHEREVER PAVEMENT IS CUT, AND WHERE EXISTING PAVEMENT IS DAMAGED TO COMPLETE THE REQUIRED CURB, DRIVE OR SIDEWALK WORK.
5. CONTRACTOR SHALL ASSUME THEY ARE TO PLACE THE ASPHALT OVERLAY ON ALL PATCHED AREAS UNLESS OTHERWISE DIRECTED.
6. PATCHING PORTION OF THIS DETAIL TO ALSO BE USED WITH 14 REINFORCED CONCRETE CURB FOR RAINGARDENS.
7. CURB HEIGHT VARIES, CHECK PLANS FOR VARIATIONS FROM 6", OTHER TYPICAL HEIGHT IS 6".

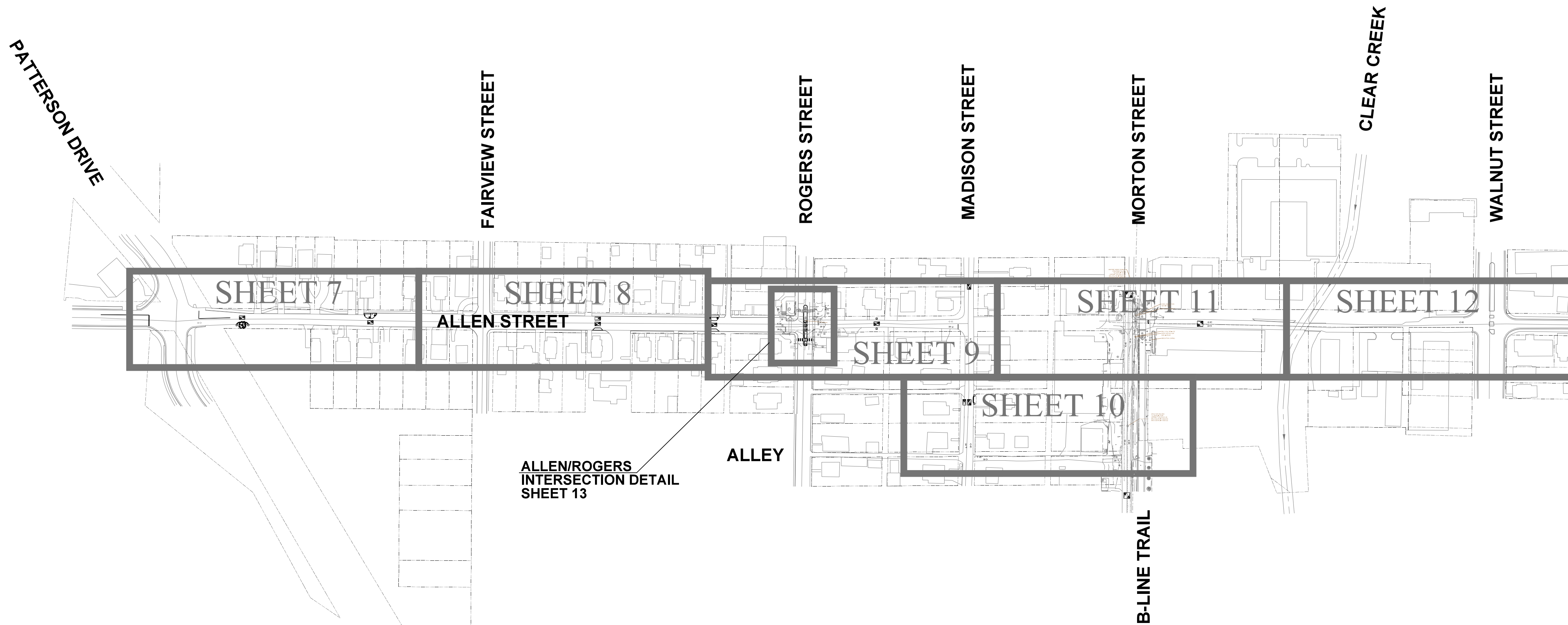


RECOMMENDED FOR APPROVAL	<i>B. Ridgway</i>	DESIGN ENGINEER	10-19-2022	DATE
DESIGNED:	BR	DRAWN:	RBA	
CHECKED:	MT	CHECKED:	BR	

**CITY OF BLOOMINGTON
DEPARTMENT OF ENGINEERING**

MISCELLANEOUS DETAILS

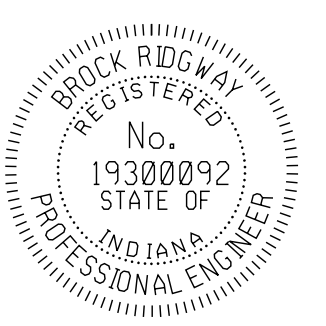
HORIZONTAL SCALE	ERCS PROJECT NUMBER
AS NOTED	240
VERTICAL SCALE	
	SHEET NUMBER
	5



KEY MAP
NTS

ESTIMATE OF PAVEMENT AND MISCELLANEOUS QUANTITIES TABLE

LOCATION	LEGEND CODE >>	ESTIMATE OF PAVEMENT AND MISCELLANEOUS QUANTITIES TABLE																																									
		CONCRETE SIDEWALK, 4"				CURB RAMP				HMA SPEED CUSHIONS				STREET PATCHING				RAINGARDEN STRUCTURES				PAVEMENT MARKINGS				TREE				PERENNIALS IN RAINGARDENS				RIVER ROCK									
		SYS	SYS	SYS	SYS	LFT	LFT	SFT	SYS	EA	SYS	SYS	SYS	P	R1	P or R1	P or R1	EA	LFT	EA	LFT	EA	38	38	41	NA	44	45	46	43	T4	EA	EA	EA	EA	EA	CYS	CYS	SYS	CYS	EA		
7	1st Speed Cushion					25				1	11	11	11	3				3	3												2	Below							11	2			
7	Raingarden / 2nd Speed Cushion	14				13	80		14	1	11	11	11	6	6	6	6	1	30	1	4	1									2	Below					1.5	1.5	6	12	0		
8	All of sheet	10				26			10	2	20	20	20	3	3	3	3										1	1	1	3		Below											
9	West of Rogers / Raingarden 2	11	12			26	49		23	1	11	11	11	6	6	6	6	1													7	9	25	9	1	1					8		
9 & 13	Rogers intersection	0		4	39			20	39														36				80	4	4			Below											
9	east of Rogers									1	11	11	11																			Below									2		
9	at Madison and in Madison north of Allen									1	11	11	11														3	3	2			Below											
10	in Madison south of Allen and at alley					20				2	20	20	20	2	2	2	2										4	4	3			Below					5				2		
10	at Morton/Alley													24	24	24											4	4				Below											
10	South of Alley in Morton									2	18	18	18																			Below											
11	at Morton/Allen																										4	4				Below											
11	north of Allen in Morton									2	20	20	20																			Below											
11	Allen east of Morton									1	11	11	11																			Below											
12	Allen west of Walnut																															Below											
ALL	Greenway Ribbon																															Below											
Subtotal>		21	26	4	39	110	129	20	86	14	144	144	144	35	24	59	59	2	30	1	4	1	36	10	120	99	23	23	3300		1	22	43	76	25	2.5	2.3	22	20	6			
Subtotal Units>		SYS	SYS	SYS	SYS	LFT	LFT	SFT	SYS	EA	SYS	SYS	SYS	SYS	SYS	SYS	SYS	EA	LFT	EA	LFT	EA	LFT	LFT	LFT	LFT	EA	EA	EA	LFT	EA	EA	EA	EA	EA	CYS	CYS	SYS	CYS	EA			
Pay Total>		21	26	4	39	110	129	2	19		14	35	24	6	59	2	30	1	4	1			36	10	120	99	23	23	3300	1	Merge >	166	4	4	22	20	76						
Pay Units>		SYS	SYS	SYS	SYS	LFT	LFT	SYS	TON	EA	SYS	SYS	TON	SYS	EA	LFT	EA	LFT	EA	LFT	EA	EA	LFT	LFT	LFT	LFT	EA	EA	EA	LFT	EA	EA	EA	EA	EA	TON	TON	SYS	CYS	CFT			



RECOMMENDED FOR APPROVAL *Bridgway* DESIGN ENGINEER 10-19-2022 DATE

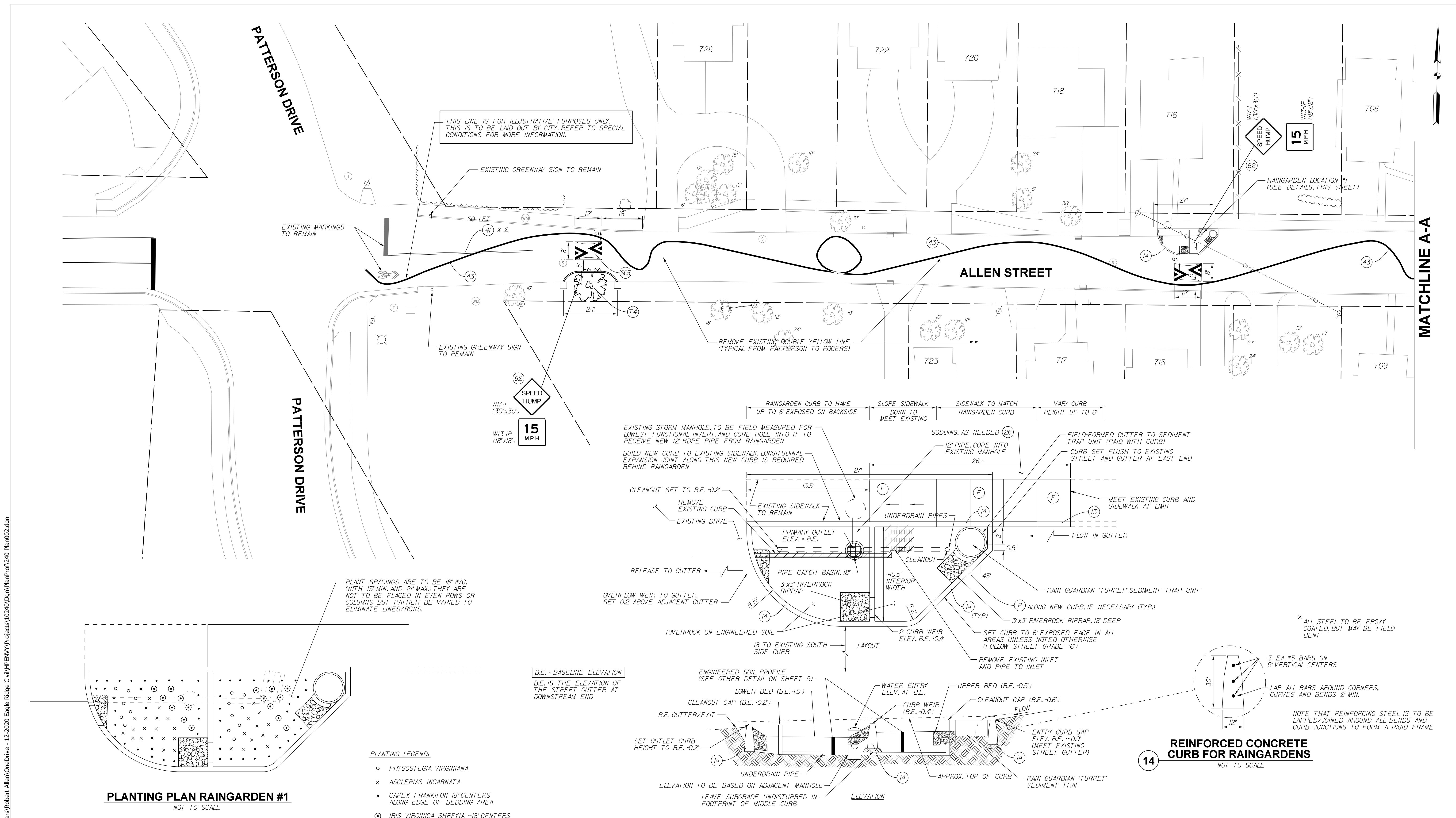
DESIGNED: BR DRAWN: RBA

CHECKED: MT CHECKED: BR

CITY OF BLOOMINGTON
DEPARTMENT OF ENGINEERING

KEY MAP

HORIZONTAL SCALE	ERCS PROJECT NUMBER
N/A	240
VERTICAL SCALE	
	SHEET NUMBER
	6



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LEGEND:

(13) CONCRETE CURB	(43) 4" GREENWAY RIBBON MARKING, THERMOPLASTIC
(14) REINFORCED CONCRETE CURB	(62) NEW SIGN ON TYPE I POST WITH UNREINFORCED ANCHOR BASE
(26) NURSERY SODDED AREA - INCLUDED UP TO 6" TOPSOIL UNLESS OTHERWISE NOTED	(F) CONCRETE SIDEWALK, 4" ON 4" COMPACTED AGGREGATE
(41) 4" YELLOW, SOLID LINE, THERMOPLASTIC	(P) PCCP FOR PATCHING, 12" WITH 1.5" HMA OVERLAY

B.E. = BASELINE ELEVATION
 B.E. IS THE ELEVATION OF THE STREET GUTTER AT DOWNSTREAM END

- PLANTING LEGEND:**
- PHYSOSTEGIA VIRGINIANA
 - × ASCLEPIAS INCARNATA
 - CAREX FRANKII ON 18" CENTERS ALONG EDGE OF BEDDING AREA
 - ⊙ IRIS VIRGINICA SHREYIA ~18" CENTERS

PLANTING PLAN RAINGARDEN #1
 NOT TO SCALE

RAINGARDEN #1
 1" = 4'-0"

REINFORCED CONCRETE CURB FOR RAINGARDENS
 NOT TO SCALE

PROCK RIDGWAY REGISTERED
 No. 19300092
 STATE OF INDIANA
 PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL: *B. Ludwig* DESIGN ENGINEER 10-19-2022 DATE

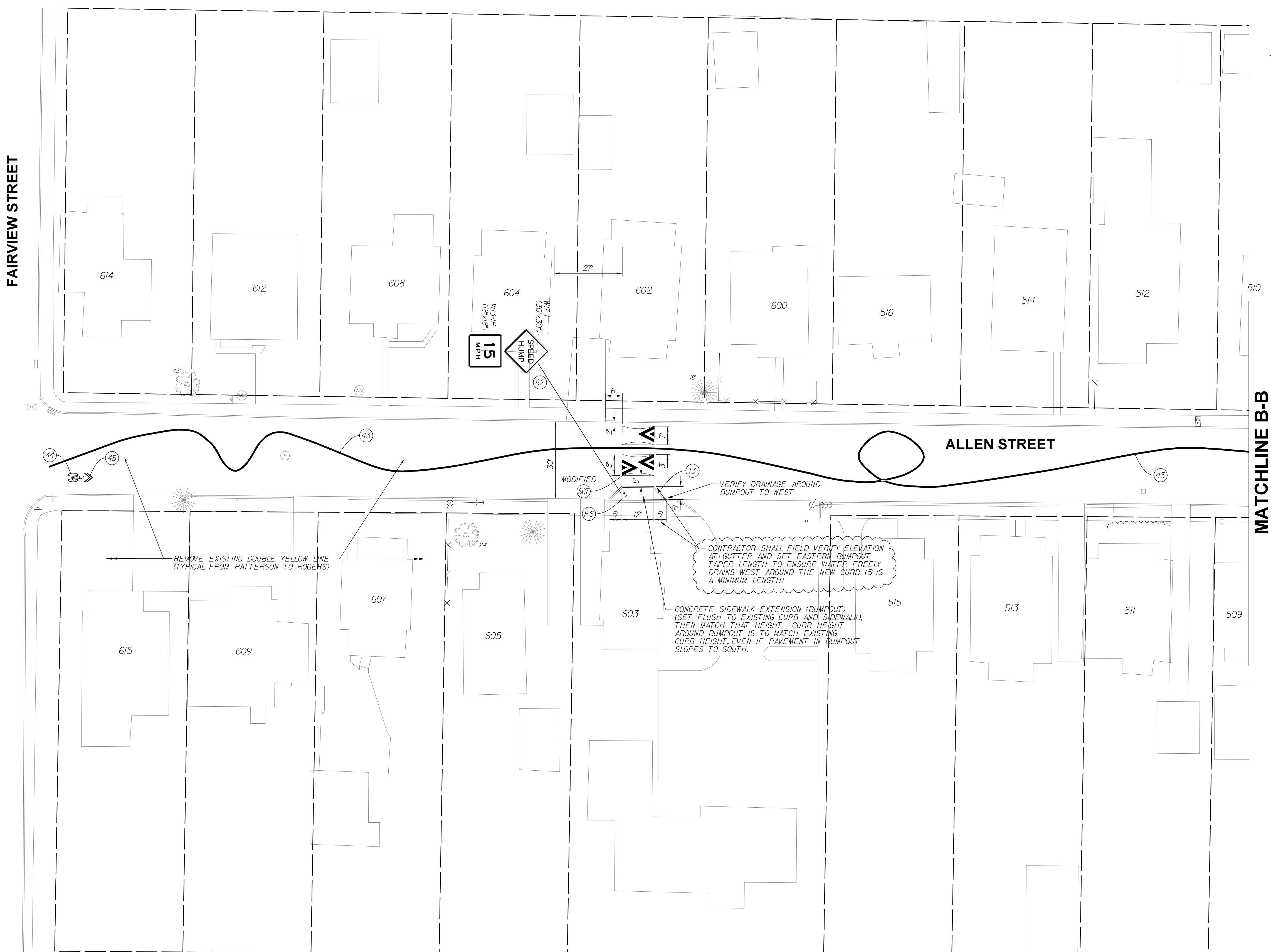
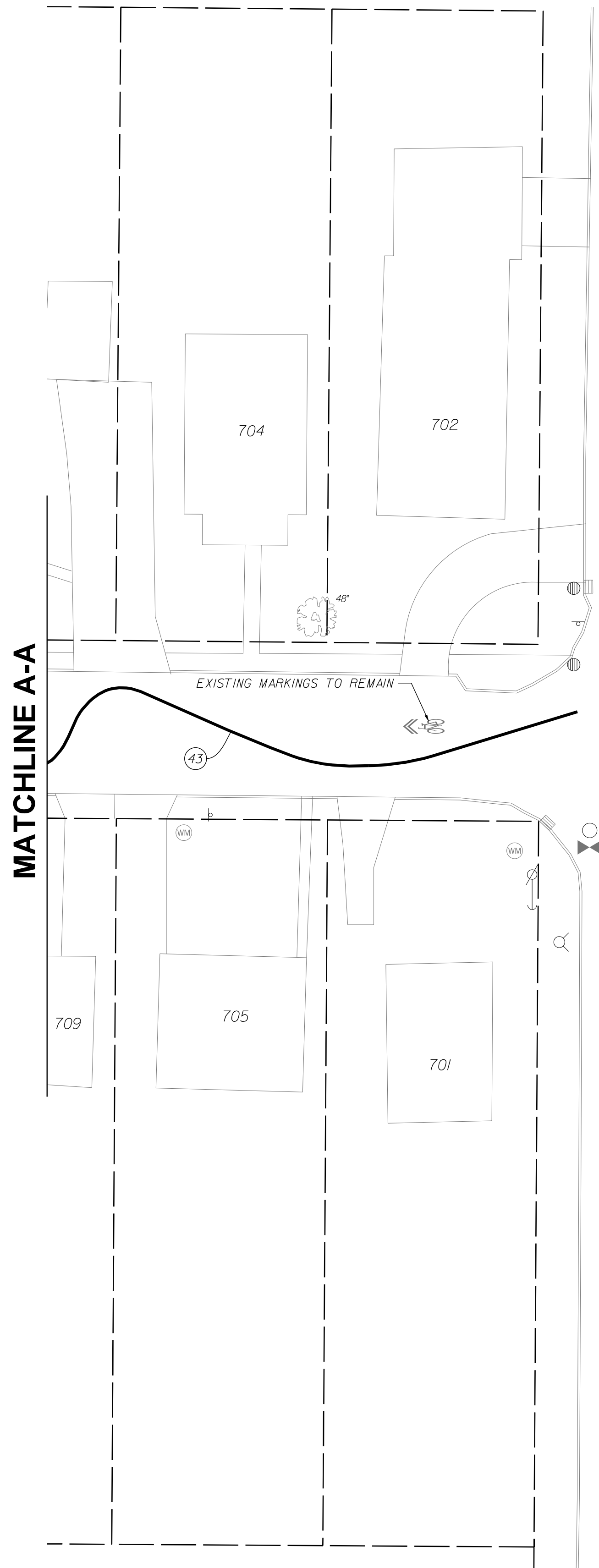
DESIGNED: BR DRAWN: RBA
 CHECKED: MT CHECKED: BR

CITY OF BLOOMINGTON
DEPARTMENT OF ENGINEERING

NEIGHBORHOOD GREENWAY PLANS
ALLEN STREET

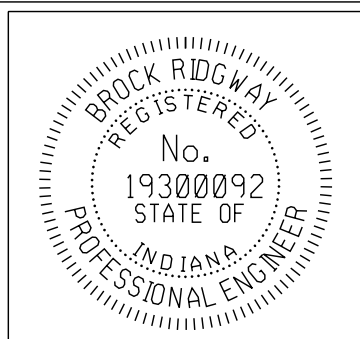
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1" = 20'-0"	240
VERTICAL SCALE	
	SHEET NUMBER
	7

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 10/26/2022



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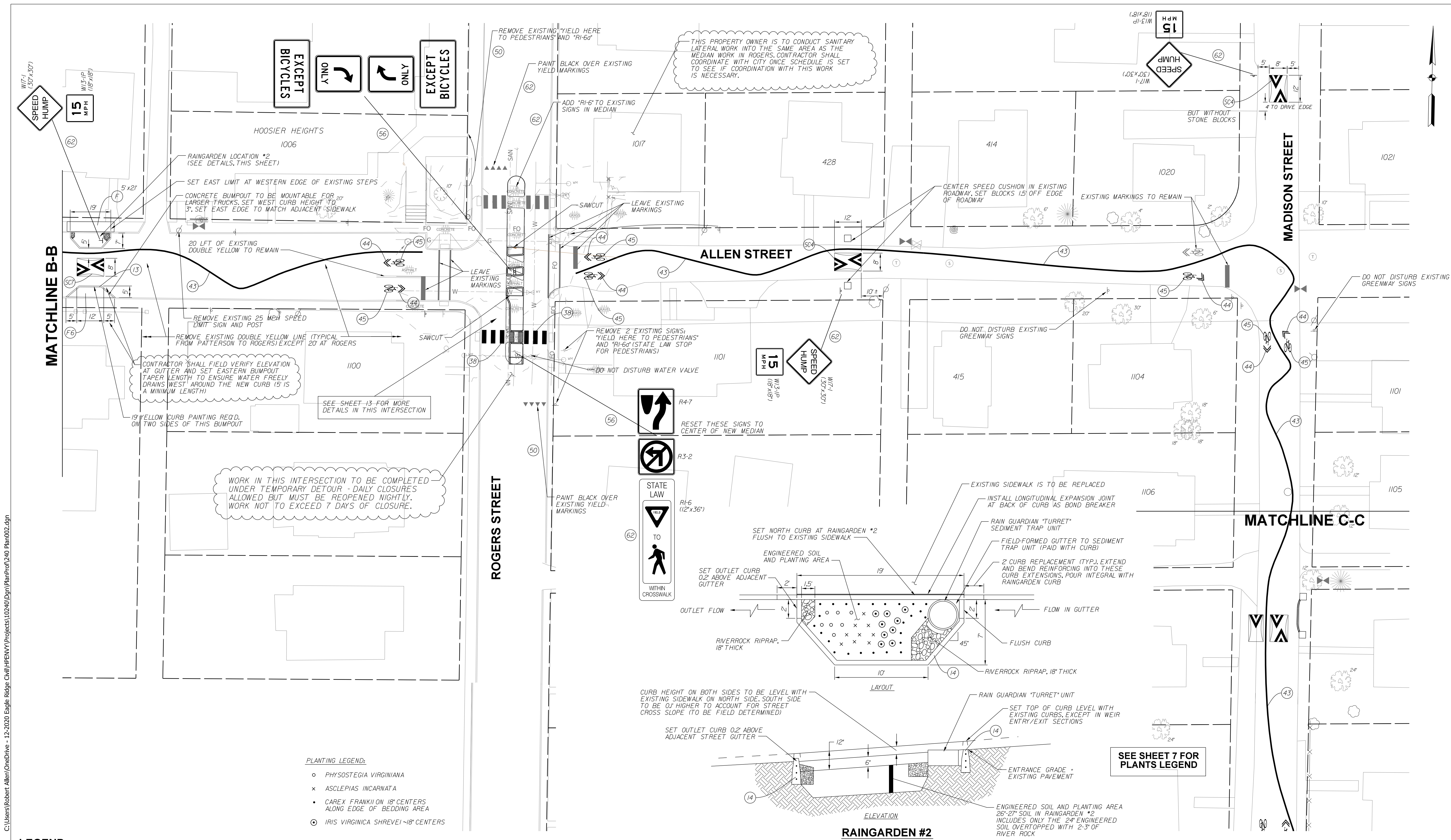
- | | |
|---|--|
| (13) CONCRETE CURB | (F6) CONCRETE SIDEWALK, 6' ON 4" COMPACTED AGGREGATE |
| (43) 4" GREENWAY RIBBON MARKING, THERMOPLASTIC | (62) NEW SIGN ON TYPE I POST WITH UNREINFORCED ANCHOR BASE |
| (44) BIKE SYMBOLS, THERMOPLASTIC | |
| (45) WHITE CHEVRONS (FOR BIKE ROUTE), THERMOPLASTIC | |



RECOMMENDED FOR APPROVAL	<i>Bridgway</i>	DESIGN ENGINEER	10-19-2022	DATE
DESIGNED:	BR	DRAWN:	RBA	
CHECKED:	MT	CHECKED:	BR	

CITY OF BLOOMINGTON
DEPARTMENT OF ENGINEERING
NEIGHBORHOOD GREENWAY PLANS
ALLEN STREET

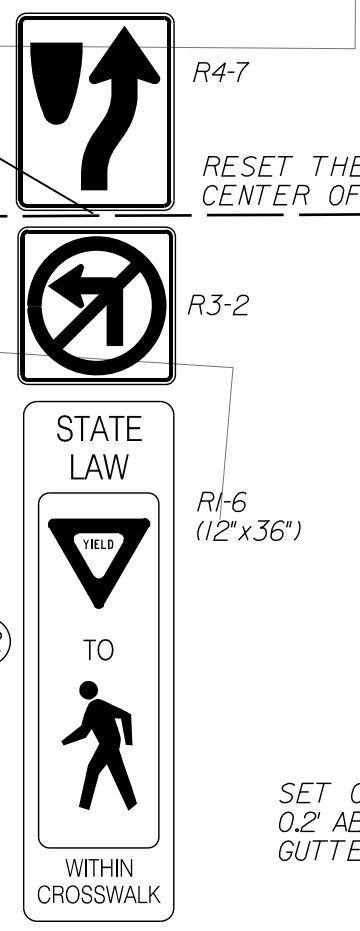
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1" = 20'-0"	240
VERTICAL SCALE	
	SHEET NUMBER
	8



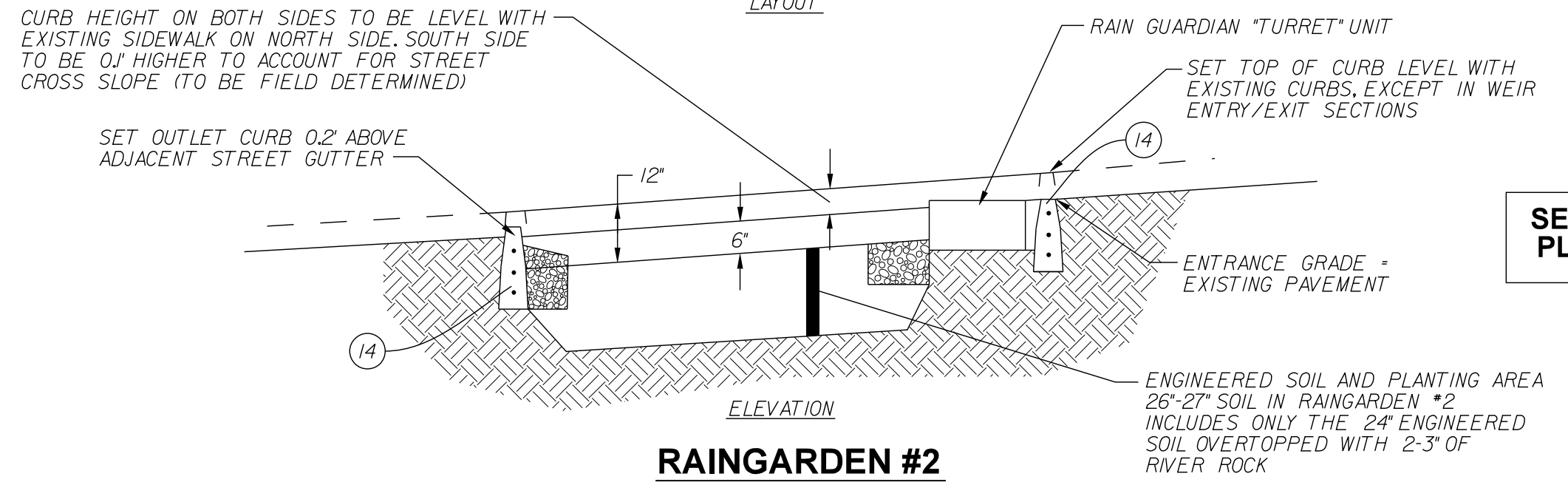
CONTRACTOR SHALL FIELD VERIFY ELEVATION AT GUTTER AND SET EASTERN BUMPOUT TAPER LENGTH TO ENSURE WATER FREELY DRAINS WEST AROUND THE NEW CURB (5 IS A MINIMUM LENGTH)

WORK IN THIS INTERSECTION TO BE COMPLETED UNDER TEMPORARY DETOUR - DAILY CLOSURES ALLOWED BUT MUST BE REOPENED NIGHTLY. WORK NOT TO EXCEED 7 DAYS OF CLOSURE.

THIS PROPERTY OWNER IS TO CONDUCT SANITARY LATERAL WORK INTO THE SAME AREA AS THE MEDIAN WORK IN ROGERS. CONTRACTOR SHALL COORDINATE WITH CITY ONCE SCHEDULE IS SET TO SEE IF COORDINATION WITH THIS WORK IS NECESSARY.

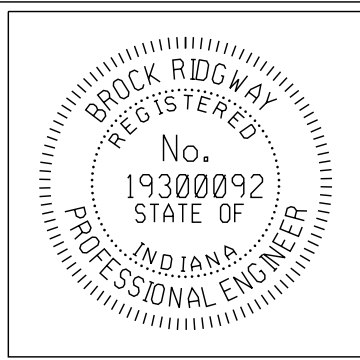


- PLANTING LEGEND:**
- PHYSOSTEGIA VIRGINIANA
 - × ASCLEPIAS INCARNATA
 - CAREX FRANKII ON 18" CENTERS ALONG EDGE OF BEDDING AREA
 - ⊙ IRIS VIRGINICA SHREVEI ~18" CENTERS



LEGEND:

13	CONCRETE CURB	41	4" YELLOW, SOLID LINE, THERMOPLASTIC	56	RESET EXISTING SIGN ON NEW TYPE I POST WITH UNREINFORCED ANCHOR BASE
14	REINFORCED CONCRETE CURB	43	4" GREENWAY RIBBON MARKING, THERMOPLASTIC	62	NEW SIGN ON TYPE I POST WITH UNREINFORCED ANCHOR BASE
26	NURSERY SODDED AREA - INCLUDED UP TO 6" TOPSOIL UNLESS OTHERWISE NOTED	44	BIKE SYMBOLS, THERMOPLASTIC	F	CONCRETE SIDEWALK, 4" ON 4" COMPACTED AGGREGATE
38	24" WHITE LINES FOR CROSSWALKS OR STOP BARS, THERMOPLASTIC	45	WHITE CHEVRONS (FOR BIKE ROUTE), THERMOPLASTIC	P	PCCP FOR PATCHING, 12" WITH 15" HMA OVERLAY
		50	REMOVE EXISTING SIGN AND POST		



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DEPARTMENT OF ENGINEERING**

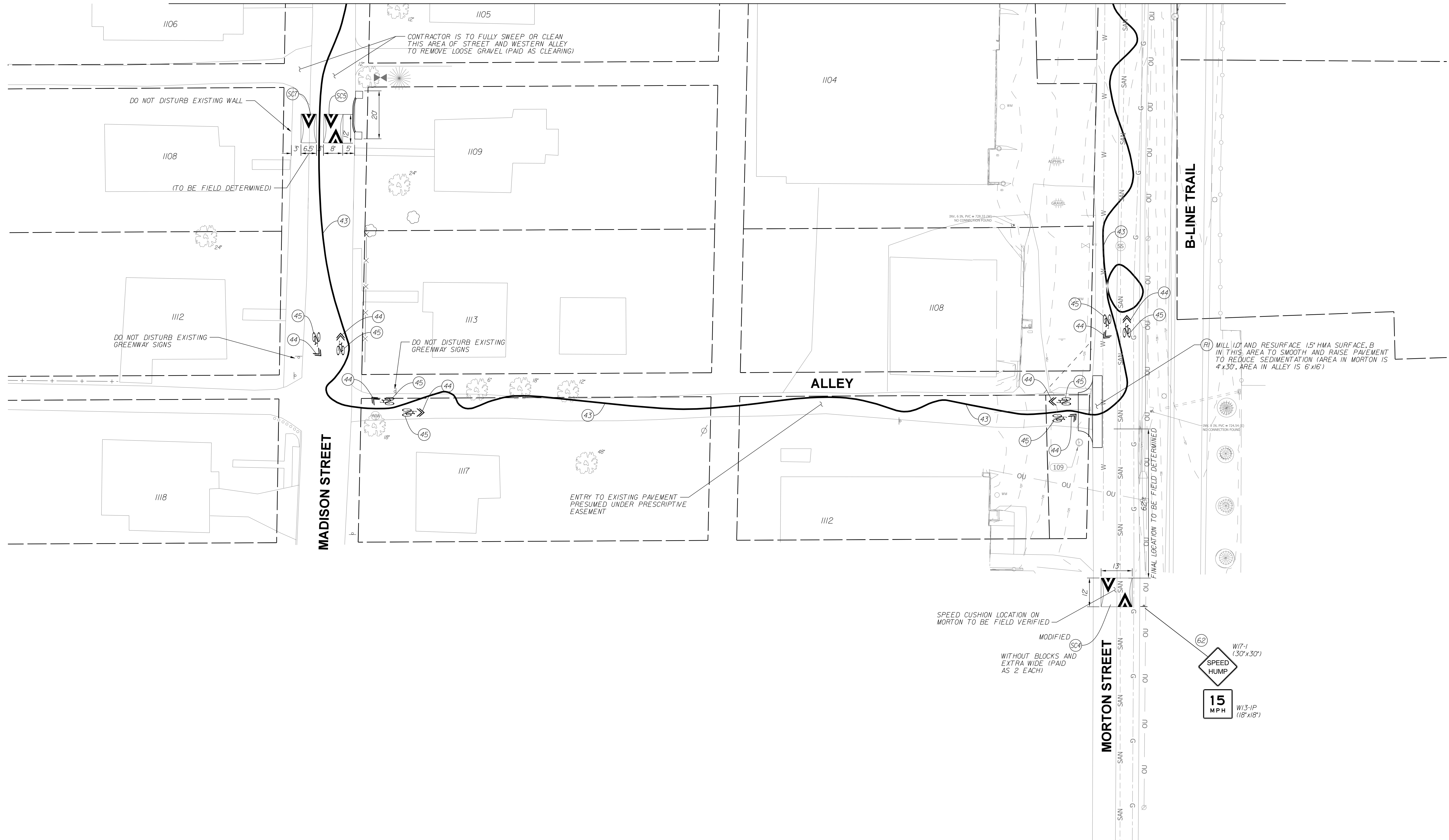
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ALLEN STREET**

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VERTICAL SCALE		SHEET NUMBER	9

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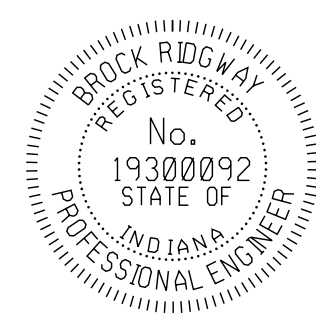
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LEGEND:

- 43 4" GREENWAY RIBBON MARKING, THERMOPLASTIC
- 44 BIKE SYMBOLS, THERMOPLASTIC
- 45 WHITE CHEVRONS (FOR BIKE ROUTE), THERMOPLASTIC
- 62 NEW SIGN ON TYPE I POST WITH UNREINFORCED ANCHOR BASE

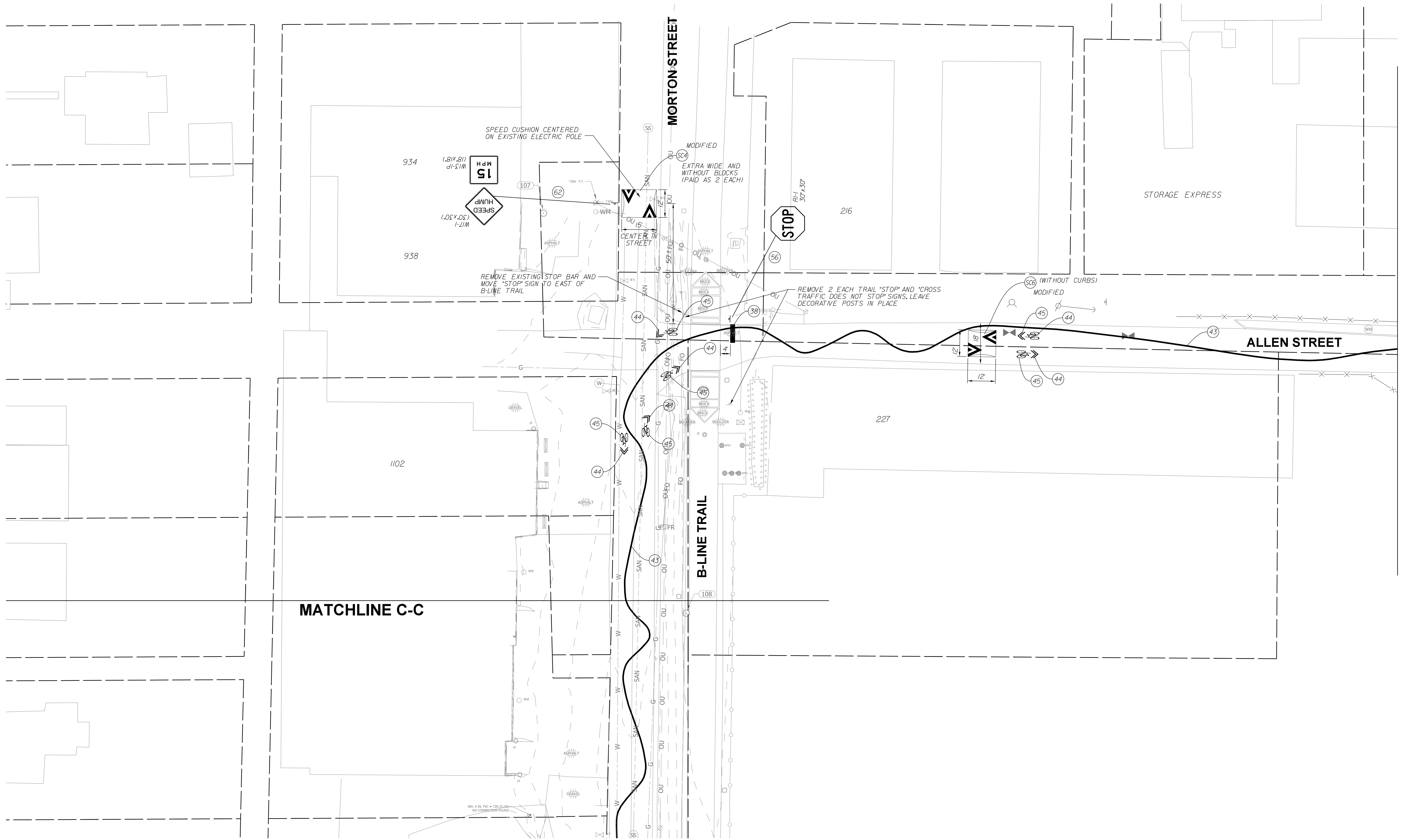


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NEIGHBORHOOD GREENWAY PLANS
ALLEN STREET

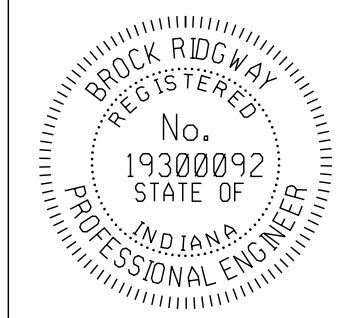
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VERTICAL SCALE		SHEET NUMBER	10

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LEGEND:

- 38 24" WHITE LINES FOR CROSSWALKS OR STOP BARS, THERMOPLASTIC
- 43 4" GREENWAY RIBBON MARKING, THERMOPLASTIC
- 44 BIKE SYMBOLS, THERMOPLASTIC
- 45 WHITE CHEVRONS (FOR BIKE ROUTE), THERMOPLASTIC
- 62 NEW SIGN ON TYPE 1 POST WITH UNREINFORCED ANCHOR BASE



RECOMMENDED FOR APPROVAL	<i>Bridgway</i>	DESIGN ENGINEER	10-19-2022	DATE
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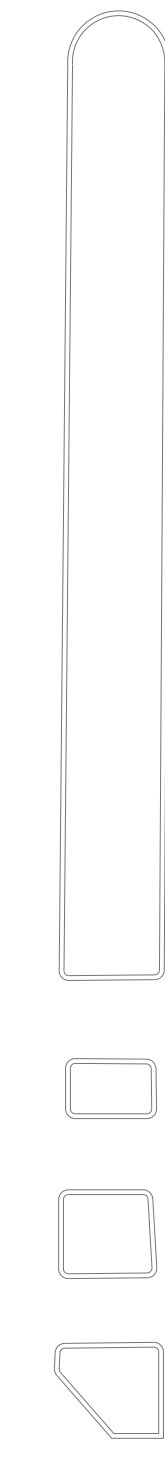
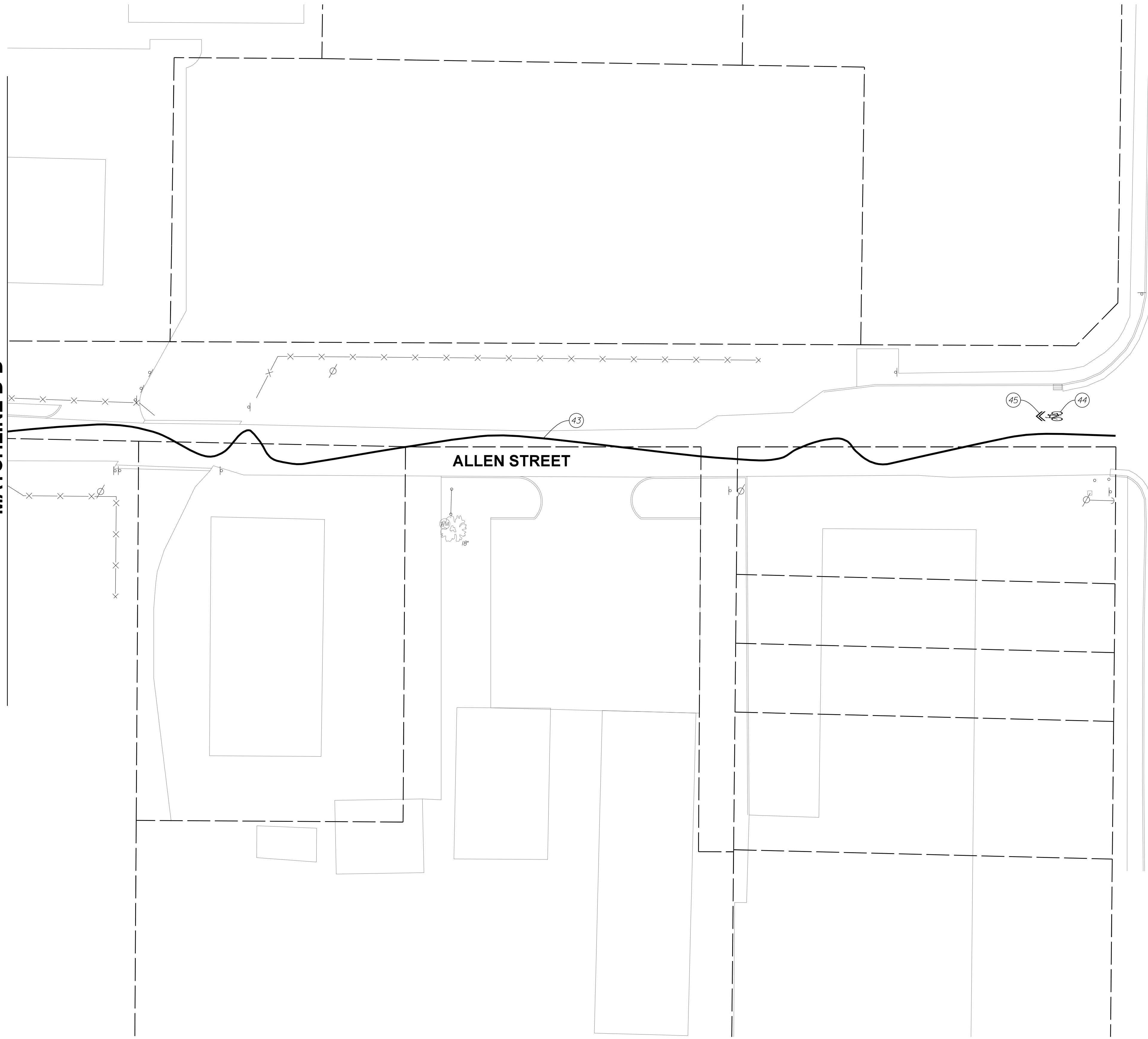
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NEIGHBORHOOD GREENWAY PLANS
 ALLEN STREET

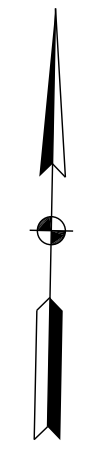
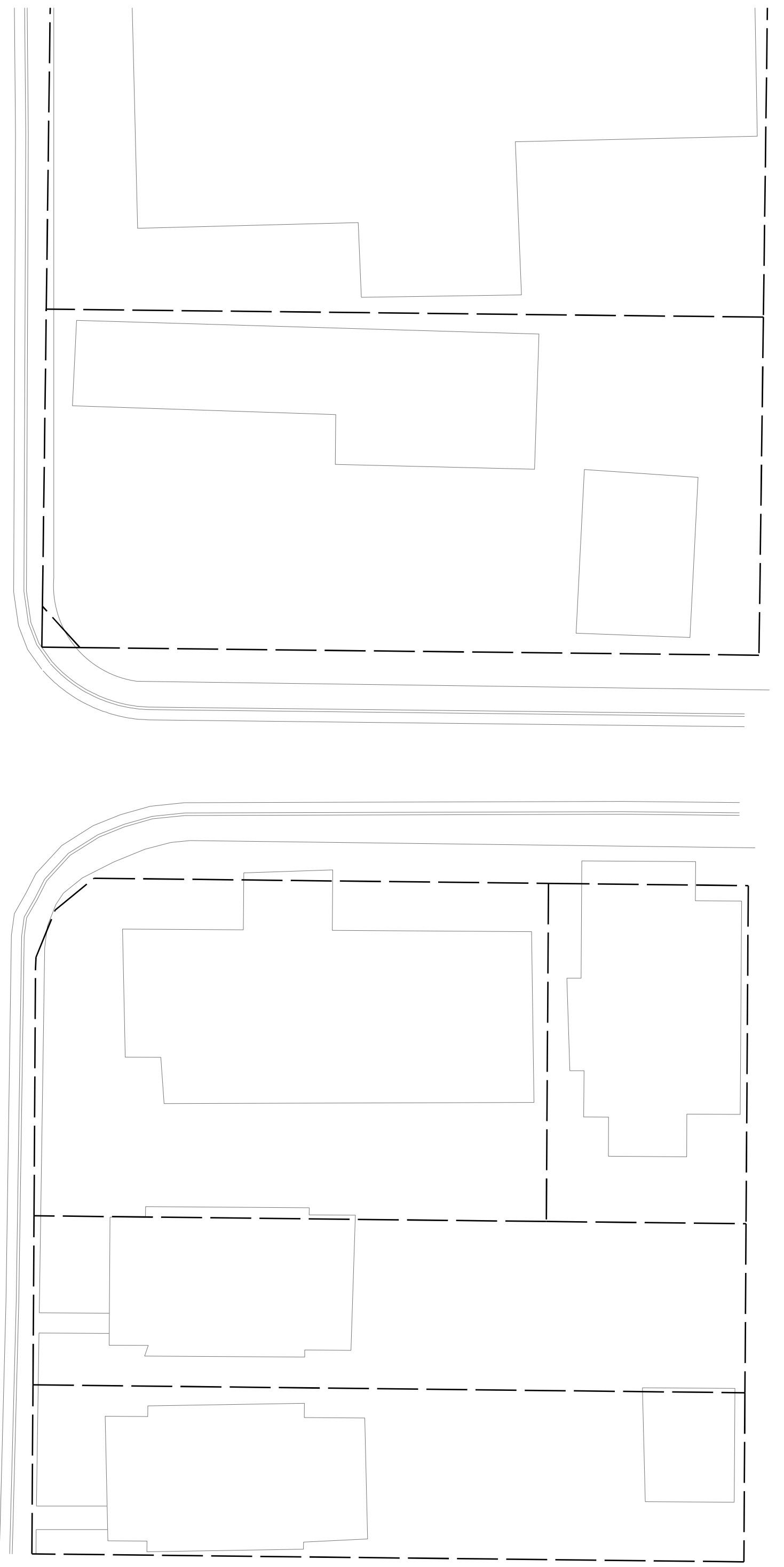
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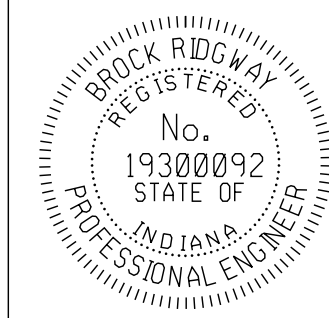


WALNUT STREET



LEGEND:

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- 44 BIKE SYMBOLS, THERMOPLASTIC
- 45 WHITE CHEVRONS (FOR BIKE ROUTE), THERMOPLASTIC



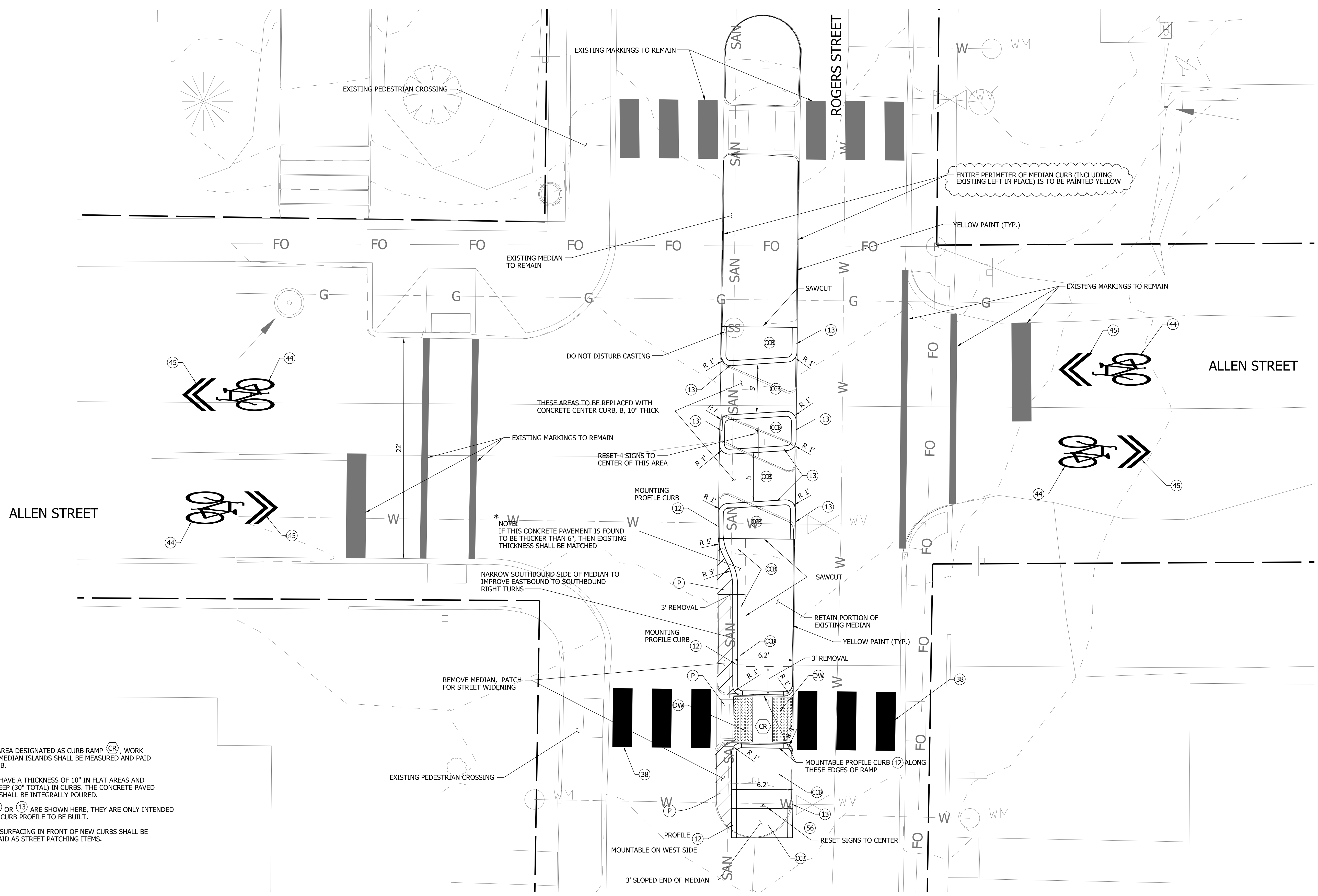
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NEIGHBORHOOD GREENWAY PLANS
ALLEN STREET

HORIZONTAL SCALE	ERCS PROJECT NUMBER
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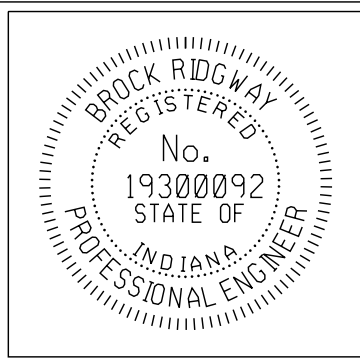


NOTES:

1. EXCEPT FOR THE AREA DESIGNATED AS CURB RAMP (CR), WORK FOR THE CENTER MEDIAN ISLANDS SHALL BE MEASURED AND PAID AS CENTER CURB, B.
2. CONCRETE SHALL HAVE A THICKNESS OF 10" IN FLAT AREAS AND POURED TO 24" DEEP (30" TOTAL) IN CURBS. THE CONCRETE PAVED AREAS AND CURB SHALL BE INTEGRALLY POURED.
3. WHERE CURBS (12) OR (13) ARE SHOWN HERE, THEY ARE ONLY INTENDED TO INDICATE THE CURB PROFILE TO BE BUILT.
4. PATCHING AND RESURFACING IN FRONT OF NEW CURBS SHALL BE MEASURED AND PAID AS STREET PATCHING ITEMS.

SIGN AND PAVEMENT MARKINGS LEGEND ITEMS:

- | | | |
|---|---|--|
| <ul style="list-style-type: none"> (38) 24" WHITE LINES FOR CROSSWALKS OR STOP BARS, THERMOPLASTIC (39) 8" WHITE LINES FOR CROSSWALKS, THERMOPLASTIC (40) ARROW, THERMOPLASTIC (USE APPROVED PRIMER WHEN IN CONCRETE) (41) 4" YELLOW, SOLID LINE, THERMOPLASTIC | <ul style="list-style-type: none"> (42) 4" DOUBLE YELLOW, THERMOPLASTIC, SKIP LINE (4' LINE, 8' GAP) (44) BIKE SYMBOLS, THERMOPLASTIC (USE APPROVED PRIMER WHEN IN CONCRETE) (45) WHITE CHEVRONS (FOR BIKE ROUTE), THERMOPLASTIC (46) 4" YELLOW DASH LINE, 2' LINE, 4' GAP (USE APPROVED PRIMER WHEN IN CONCRETE) | <ul style="list-style-type: none"> (50) REMOVE EXISTING SIGN AND POST (56) RESET EXISTING SIGN ON NEW TYPE 1 POST (62) NEW SIGN ON TYPE 1 POST (DW) DETECTABLE WARNING (TS) TURNING SPACE MAX. 2% |
|---|---|--|

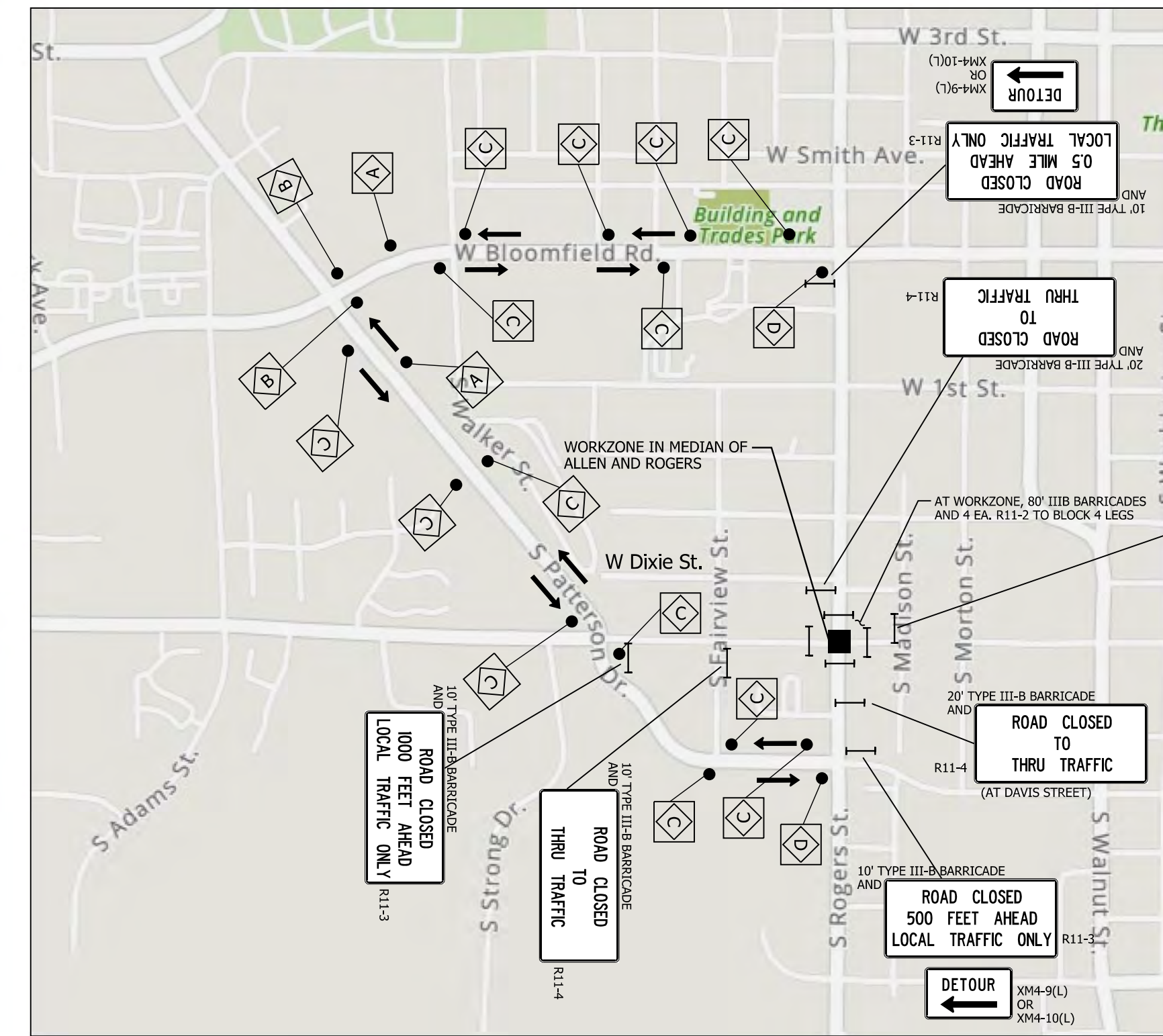
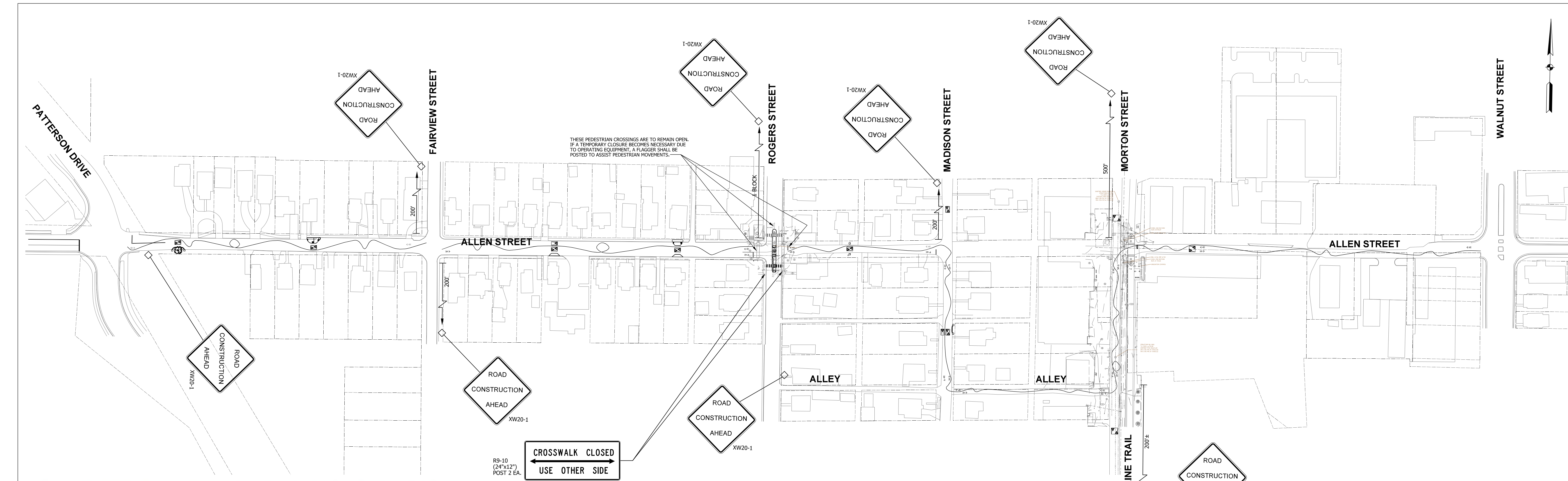


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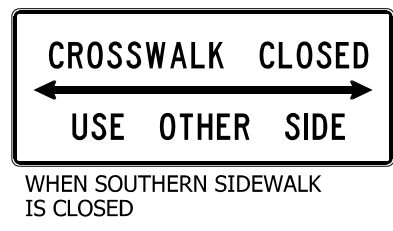
CITY OF BLOOMINGTON
DEPARTMENT OF ENGINEERING

INTERSECTION DETAILS
WEST ALLEN STREET AT ROGERS STREET

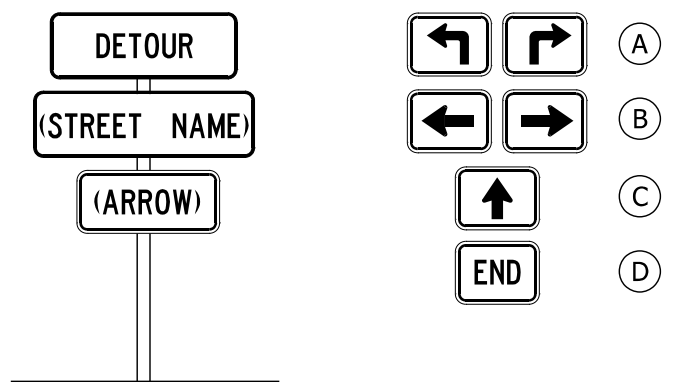
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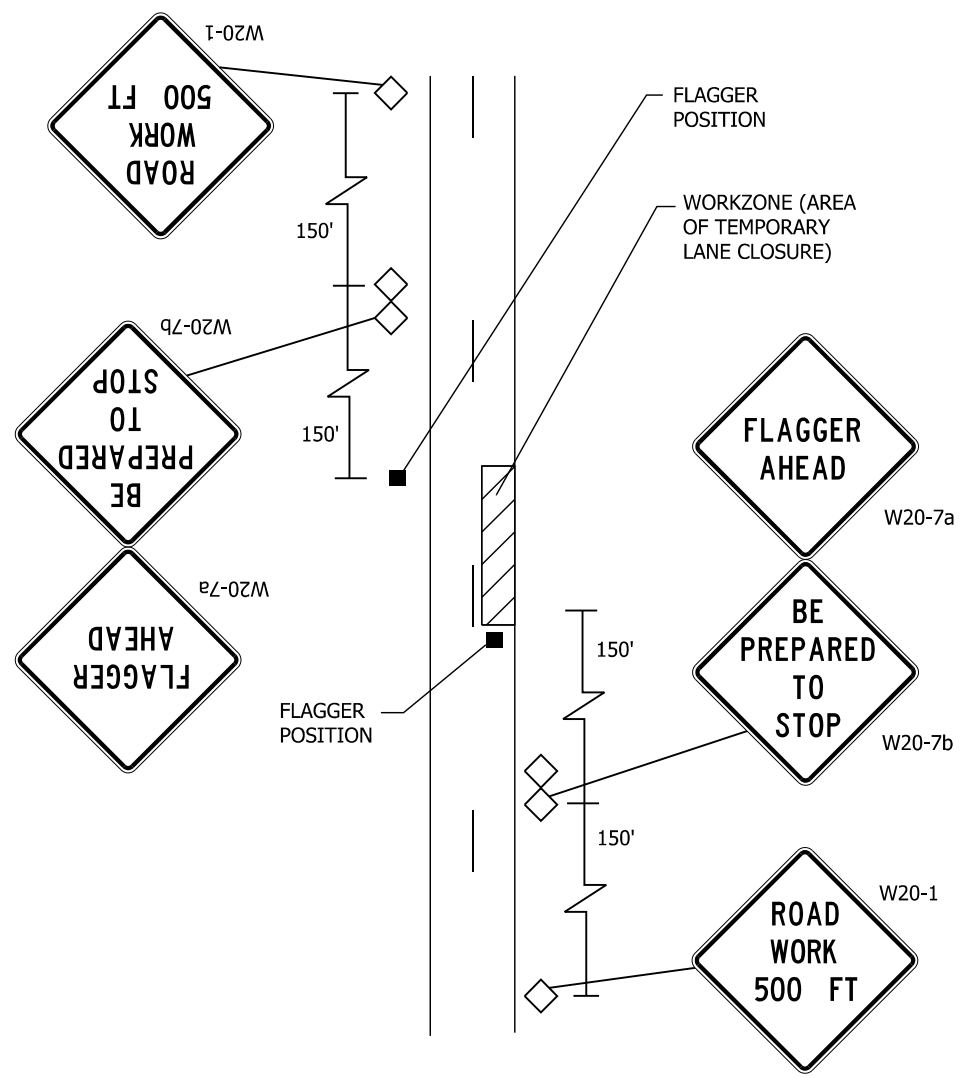
DETOUR MAP
NTS



NOTE:
CLOSURES OF ROGERS STREET ARE TO BE DAILY, NOT OVERNIGHT. CONTRACTOR MAY SELECT DAYS BASED ON WEATHER OR TO SUIT THEIR OWN SCHEDULES AND AVAILABILITY. USE COVERS ON ALL DETOUR - RELATED SIGNS ON DAYS WHEN ROGERS IS NOT CLOSED.



DETOUR ROUTE MARKER ASSEMBLIES



TYPICAL LANE RESTRICTIONS ON PUBLIC ROADS USING FLAGGER (IF NEEDED)

NOTE:
DISTANCES SHALL BE ADJUSTED TO FIELD CONDITIONS WHERE SPACE IS LIMITED.

THIS DETAIL MAY BE USED ONLY DURING DAYTIME HOURS. IT SHALL NOT BE USED WHERE PATCHING OPERATIONS ARE LEFT UNFINISHED OVERNIGHT WITHOUT ATTENDANTS.

GENERAL REQUIREMENTS:

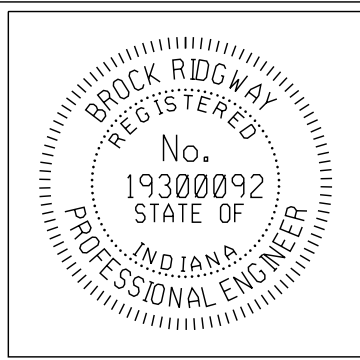
1. FLAGGER OPERATIONS AND TEMPORARY SIGNAGE IN ACCORDANCE WITH INDIANA MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES ARE REQUIRED FOR ALL LANE RESTRICTIONS.
2. ALL SIGNS TO BE MOUNTED ON STANDARDS.
3. ALL SIGNS, BARRICADES AND DRUMS TO BE MOUNTED WITH A TYPE C (STEADY BURN) WARNING LIGHT AND MAINTAINED DUSK TO DAWN.

SPECIAL MAINTENANCE OF TRAFFIC CONDITIONS:

1. FULL ROAD CLOSURES ARE ONLY EXPECTED DURING ASPHALT PAVING IN THE STREET, INCLUDING CUSHION INSTALLATIONS. FLAGGER OPERATIONS SHALL BE USED FOR WORK AT EDGE AND OFF STREETS.
2. FULL CLOSURES SHALL CONSIST OF A SOFT CLOSURE AT PRIMARY CROSS STREETS. HARD CLOSURE SHALL BE AT WORK SITE, SET AS SHORT AS PRACTICABLE.
3. LANDLOCKED PROPERTY OWNERS SHALL BE CONTACTED A MINIMUM ONE WEEK IN ADVANCE FOR TEMPORARY RESTRICTION OF ACCESS TO DRIVES.
4. ROAD RESTRICTIONS SHALL BE LIFTED NIGHTLY.
5. FULL CLOSURES OF ROGERS STREET SHALL USE THE PROVIDED DETOUR PLAN.

MOT QUANTITIES		
ROAD CLOSURE ASSEMBLIES		
ROAD CLOSED	R11-2	4 EA.
ROAD CLOSED, LOCAL TRAFFIC ONLY	R11-3	4 EA.
ROAD CLOSED TO THRU TRAFFIC	R11-4	3 EA.
	TOTAL	11 EA.
BARRICADES, III-B		
ON PLANS		170 LFT
UNDISTRIBUTED		60 LFT
	TOTAL	230 LFT
CONSTRUCTION SIGNS, A		
ROAD CONSTRUCTION AHEAD	XW20-1	8 EA.
UNDISTRIBUTED/OWNER DETERMINED		4 EA.
FLAGGER AHEAD	W20-7a	2 EA.
BE PREPARED TO STOP	W20-7b	2 EA.
ROAD WORK, 500 FEET		2 EA.
	TOTAL	18 EA.
CONSTRUCTION SIGNS, B		
DETOUR	XM4-9	2 EA.
SIDEWALK CLOSED - USE OTHER SIDE (24"x12")	R9-10	2 EA.
	TOTAL	4 EA.
DETOUR ROUTE MARKER ASSEMBLY		20 EA.

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CITY OF BLOOMINGTON
DEPARTMENT OF ENGINEERING

MAINTENANCE OF TRAFFIC

HORIZONTAL SCALE	ERCES PROJECT NUMBER
VERTICAL SCALE	240
	SHEET NUMBER
	14



CITY OF
BLOOMINGTON
PLANNING AND TRANSPORTATION

TRAFFIC CALMING & GREENWAYS PROGRAM

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BACKGROUND

The City of Bloomington (the City) places a high value on livability. Livability, as a concept, has largely been the rationale for public policies which serve to benefit the community. One such policy, Chapter 15.26, added to the City’s Code on June 2, 1999, established the Neighborhood Traffic Safety Program (NTSP). The NTSP aimed to increase a neighborhood’s livability by enabling groups of organized residents to manage driving behaviors on neighborhood streets through the installation of speed cushions, chicanes, and other traffic calming devices.

The City of Bloomington Traffic Calming and Greenways Program (TCGP) seeks to replace the NTSP program and envisions a process for Bloomington which is:

- Based upon objective, measurable data
- Viewed through the lenses of connectivity and accessibility
- Aligned with the City’s Comprehensive Plan and Transportation Plan
- Managed through a consistent process
- Openly shared and transparent to the community

RATIONALE

The rationale for replacing the NTSP policy is based on the Bloomington Comprehensive Plan (2018) and the Bloomington Transportation Plan (2019):

- Continue to integrate all modes into the transportation network while prioritizing bicycle, pedestrian, public transit, and other non-automotive modes to make our network equally accessible, safe, and efficient for all users (*Comprehensive Plan Goal 6.4*)
- Protect neighborhood streets that support residential character and provide a range of local transportation options (*Comprehensive Plan Goal 6.5*)
 - Implement traffic calming measures where safety concerns exist to manage motor vehicle traffic on residential streets (*Comprehensive Plan, Policy 6.5.1*)
 - Balance vehicular circulation needs with the goal of creating walkable and bike-friendly neighborhoods (*Comprehensive Plan, Policy 6.5.2*)
 - Continue to improve connectivity between existing neighborhoods, existing and proposed trails, and destinations such as commercial areas and schools (*Comprehensive Plan, Policy 6.5.3*)
- Ensure an appropriate process to receive traffic calming requests from residents and include steps for the installation of temporary, proactive traffic calming measures as well as the installation of longer-term measures as a result of a reactive process in response to local concerns (*Transportation Plan, p. 51*)
- Encourage resident involvement (*Transportation Plan, p. 64*)

GUIDING PRINCIPLES

The following eight guiding principles inform the TCGP:

1. Evaluation and prioritization of TCGP installations should be based upon objective, pre-established criteria; be in alignment with the City of Bloomington adopted plans and goals; ~~and~~ be reviewed by a designated City Commission ~~who that~~ oversees traffic calming, and/or long range transportation planning; ~~and be subject to approval by the Bloomington Common Council.~~
2. Traffic Calming and Greenways Program projects shall enhance pedestrian, bicyclist, and other **micromobility** mode user's access through the neighborhood and preference shall be given to projects that enhance access to transit as well.
3. Traffic calming devices should be planned and designed in keeping with planning and engineering best practices.
4. Reasonable emergency and service vehicle access and circulation should be preserved.
5. City staff shall direct the installation of traffic calming measures in compliance with this policy and as adopted into Bloomington Municipal Code.
6. The TCGP is mainly intended for: **Shared Street**, **Neighborhood Residential Street**, and **Neighborhood Connector Street** typologies and, on occasion, may include traffic calming elements as part of a larger infrastructure project.
7. Some motorists may choose to reroute from one neighborhood street to another as a result of an TCGP project. In some cases, this rerouting may require updates to a project, but the goals of mode shift and improved safety for all road users should generally supersede minor shifts in rerouting. Minor increases in traffic volumes on adjacent streets are anticipated and acceptable levels should be defined on a project-by-project basis.
8. Processes shall provide for reasonable but not onerous resident participation in plan development and evaluation.

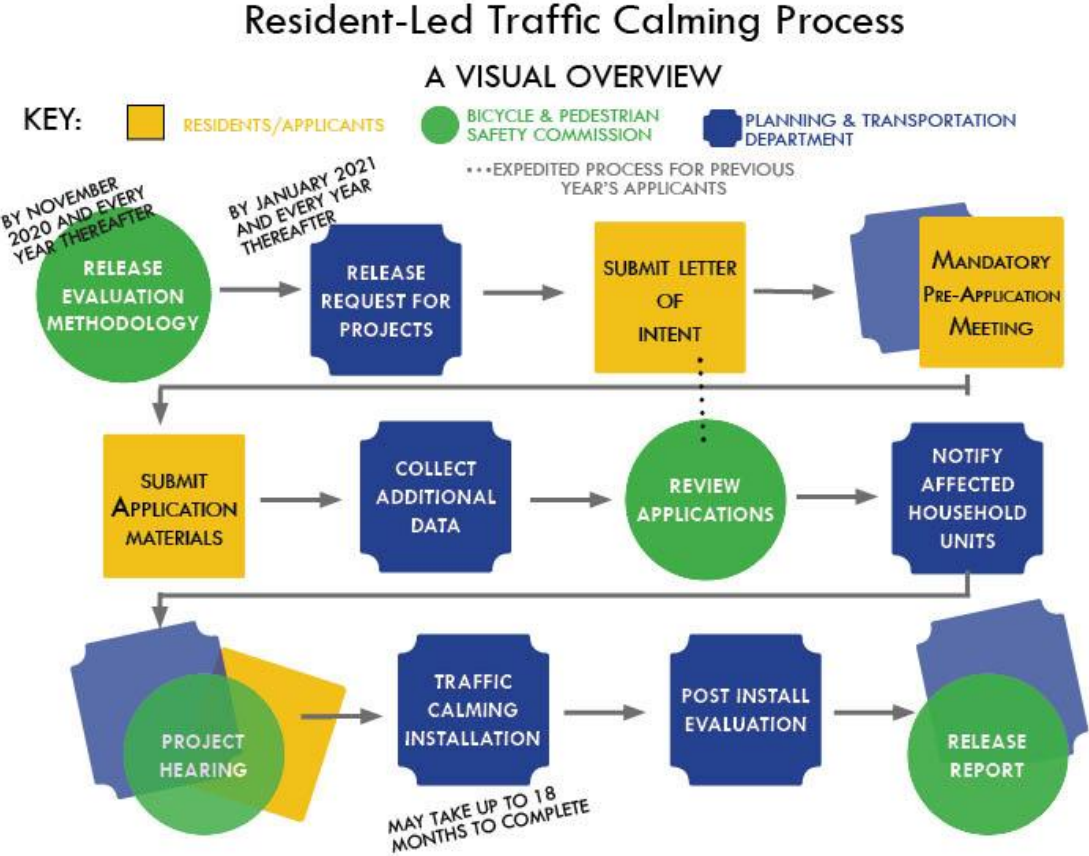
RESIDENT-LED TRAFFIC CALMING PROCESS

The TCGP provides a mechanism for residents to work with the City to manage traffic in their neighborhoods. The TCGP is intended to provide a simple process for residents to address traffic and speeding concerns on neighborhood streets. The TCGP processes also provide a consistent framework to ensure efficient use of resident and City staff time.

This section describes in detail the steps involved in participating in the Resident-led Traffic Calming process including the City’s request for projects, the application requirements, benchmark data collection, the review and prioritization of high-ranking projects, the installation of traffic calming devices, and an evaluation of the project’s success. The Resident-Led Traffic Calming Process is illustrated below in Figure 1 and in the [Appendix](#).

Traffic Calming devices primarily considered for this program include **speed cushions** and **speed humps**, in some contexts other devices may also be considered.

Figure 1: Visual Overview of the: Resident-led Traffic Calming Process



BICYCLE PEDESTRIAN SAFETY COMMISSION RELEASES EVALUATION METHODOLOGY

The Evaluation Methodology defines the objective criteria used to review project requests. The evaluation methodology is reviewed each year before the start of a new process cycle. By November 30, 2020 and by November 30 of each year thereafter, the Bicycle Pedestrian Safety Commission (BPSC) shall submit revisions of the TCGP Evaluation Methodology to the Planning and Transportation Department as well as a report that includes the following:

- Any changes to the application evaluation methodology from the previous year;
- A status report on the previous years' designed and installed projects; and
- Projects which applied for funding but did not receive funding based on the priority ranking during the previous year's cycle.

CITY RELEASES REQUEST FOR PROJECTS

In January 2021 and every year in January thereafter, the City Planning Department will release a Request for Projects (RFP) for participation in the Traffic Calming and Greenways Program. Each RFP issued shall be dependent upon funding availability, and the amount of available funding may be made known to prospective applicants. Requests for participation will be made through the BPSC and City staff to residents upon the opening of the RFP process.

STEP 1: RESIDENTS SUBMIT LETTER OF INTENT

Residents who wish to engage in the TCGP must submit a Letter of Intent (LOI) to the Planning Department before the end of the posted deadline. Prospective applicants are responsible for checking the TCGP guidelines for additional formatting and submission requirements. The LOI from the interested parties shall include but may not be limited to:

- Contact information for a minimum of two project co-organizers;
- Project organizers must represent two (2) separate dwelling units within the proposed area to be considered.
 - Individuals who reside in the same dwelling shall not be permitted to serve as project co-organizers without the collaboration of a neighbor or resident of a differing dwelling unit.
 - Individuals who reside in different dwelling units of a larger multi-family complex shall be permitted to serve as project co-organizers.
- A general description of the concern;
- A map of the proposed area to be considered;
- Acknowledgement of program policies; and
- Any supplemental information requested by staff.

Previous Applicants: Project co-organizers who have submitted an application for the previous one (1) year program cycle and did not receive funding may reapply with an updated LOI and any supplemental materials requested by City Staff.

Staff Action: When the submission window has closed, City staff shall review each of the LOIs. City staff will notify applicants who have met the requirements to advance to the application process of the Resident-led Traffic Calming Process. In the event that an application does not meet the minimum

requirements to apply, City staff may notify the project co-organizers and allow up to 4 additional business days to resubmit with recommended changes dependent upon the quantity and extent of changes needed. LOIs which do not meet the minimum requirements will not progress beyond Step 2 of the Resident-led Traffic Calming Process and shall be notified by City staff.

STEP 2: PRE-APPLICATION MEETINGS WITH CITY STAFF AND PROJECT ORGANIZERS

City staff shall schedule a mandatory meeting with each group of project co-organizers who have advanced to Step 2 of the Resident-led Traffic Calming Process. At the mandatory pre-application meeting staff shall:

- Discuss the application requirements, processes, and deadlines;
- Disseminate preliminary information required in the application;
- Provide a link to the application materials; and
- Answer questions from the project organizers.

STEP 3: RESIDENTS SUBMIT APPLICATION MATERIALS

Project co-organizers will have approximately six to eight weeks to complete and submit their applications. Application materials shall include:

- Three (3) Letters of Support from stakeholders.
 - Must include at least one (1) City Council Representative
 - May include an organization or professional which serves the residents living within the identified area (i.e., neighborhood association, school, neighborhood resource specialist, faith based organization, and/or a non-profit which serves households located within the specified area but may not necessarily be located within the specified zone)
 - Only three letters will be reviewed. Additional letters will not be reviewed with the project application.
- ~~Twenty-four (24) or~~ Signatures from 51% of 30% (whichever is the lesser) signatures from **Affected Housing Units** impacted by the traffic calming installations proposed.
 - Staff shall provide a template document for collecting signatures which must be used for collecting signatures. No other forms will be accepted.
 - Electronic signatures may be used for this purpose if deemed appropriate and with written approval of the City Planning Department Director.
- A finalized map of the proposed project area.
- Additional relevant data requested by City staff

City staff shall send a confirmation email once an application has been received. In the event that an application requires clarification or has proposed a zone which is incompatible with the program, City staff may notify the project organizers and allow up to an additional 4 business days to resubmit with recommended changes dependent upon the quantity and extent of changes needed. Incomplete applications which are submitted with insufficient supporting documents/ materials will not progress beyond Step 3 of the Resident-led Traffic Calming Process and shall be notified by City staff.

STEP 4: CITY STAFF PREPARE RELEVANT DATA

City staff shall collect preliminary information about current traffic conditions. Relevant data may include crash history, speed counts and volume data, and other relevant facts. City staff shall notify the affected safety and emergency services of the initiative to include but not be limited to: the Bloomington Police Department, Bloomington Fire Department, local ambulance services, and Bloomington Transit.

City staff may collect and summarize preliminary information about existing plans for development, census data, and pedestrian and bicycle network infrastructure near the proposed project.

STEP 5: BPSC REVIEW OF APPLICATIONS

Upon the receipt of completed applications, the BPSC will review the materials submitted and the preliminary data collected by City staff. The BPSC will validate successful applications, and rank the projects which score highest as determined by the evaluation methodology. All applications will be evaluated using the same criteria.

The evaluation criteria for the Resident-led Traffic Calming Process must account for two main areas of emphasis:

1. Prevalence of vulnerable users (e.g., children, persons with disabilities, older adults, economically disadvantaged households) and community centers.
2. Incidence of crashes and behaviors which are the causal factors for increased injury to vulnerable users (crashes, speeding, volume).

STEP 6: NOTIFICATIONS SENT TO AFFECTED HOUSING UNITS IN HIGH RANKING AREAS

Notifications will be sent via post to **Affected Housing Units** and electronically to **Network Users** in the areas surrounding projects that are likely to be funded based upon the number of applications and the designated resources for traffic calming.

Information presented in the notification shall include:

- Information related to the location and placement of the proposed traffic calming installations;
- The objectives for the traffic calming;
- Notification of all scheduled meetings associated with the project and prioritization process; and Contact information and project website to direct feedback, ask questions, or present concerns.

STEP 7: PROJECT PRIORITIZATION HEARING

The BPSC shall host a hearing in which **Affected Housing Units**, **Network Users**, and members of the public may voice their questions, concerns, support, or critique of the Traffic Calming project. Based upon information gleaned at the prioritization hearing, the BPSC may vote to **recommend and** advance fundable projects to the **Common Council Action step design/installation phase** for those which rank highest unless extenuating circumstances become known which calls into question a project's merit or evidence that an application was not put forth in good faith with the program policies.

STEP 8: COMMON COUNCIL ACTION

Based on the project meetings, collected data, and BPSC review, City staff members prepare a resolution and report for the Common Council. The report outlines the process followed, includes the project findings, and states the reasons for the BPSC's recommendations. City staff shall present the resolution and report to the Common Council for action. If the resolution is not adopted by the Common Council, the project does not proceed to installation.

STEP 9B: INSTALLATION

After the project has been approved by the Common Council, City staff will proceed with final design and installation. Planning, design, and construction may take up to 18 months depending on the scope of the project. Installations will typically be planned with permanent materials; however, using temporary materials may be appropriate to evaluate design options or to accelerate project timelines.

STEP 109A: POST-INSTALLATION EVALUATION (TAKES PLACE CONCURRENTLY WITH STEP 9B)

Up to 18 months after the construction of the Traffic Calming project, the City may conduct a follow-up evaluation. After the installation has been completed, City of Bloomington Planning Department Staff will work to gather data which may include traffic counts, speed studies, and crash history. In some instances, evaluations of adjacent and parallel streets will also be included.

STEP 109B: MAINTENANCE AND MINOR ALTERATIONS (TAKES PLACE CONCURRENTLY WITH STEP 9A)

The City of Bloomington Planning Department is responsible for the construction and the minor alteration of any traffic calming device implemented as part of the Resident-led Traffic Calming Process. Alterations may occur either during the design of the project or after the construction is complete. Changes to signs, markings, or location of traffic calming devices may be considered minor alterations. Other changes which could have a more significant impact on a street's operations should follow the Staff-led Traffic Calming/Neighborhood Greenways Process or the Resident-led Traffic Calming Process in subsequent funding cycles.

The Department of Public Works will be responsible for maintenance of completed Traffic Calming installations.

OTHER PROCESSES A: INCREASED TRAFFIC CALMING AND MODIFICATIONS

If residents desire to have their traffic calming modified to include major alterations, a request in writing must be made to City Planning and Transportation staff. Requests for traffic calming tools beyond those typically used for Resident-led projects shall require staff approval in writing. Projects that are able to be supported and prioritized for increased traffic calming will follow the Staff-led Traffic Calming/Neighborhood Greenways Process beginning at [Step Six](#). In some cases, the City may choose to start at an earlier step in the process.

Residents may request to make major modifications to existing traffic-calming on public streets by applying to the Resident-led Traffic-Calming Process. To request major modifications to existing traffic

calming, residents shall follow the Resident-Led Process, starting at [Step 1](#) but may not do so within 7 years of the date which the traffic calming installation was approved.

OTHER PROCESSES B: REMOVAL PROCESS

If residents of a neighborhood request to have their traffic calming installations removed, an application shall be submitted with no less than sixty-six (66) percent of the **Affected Housing Units** in support of the removal. Removal of Traffic calming must be based upon the same boundaries as the original project request and may not be divided into smaller portions thereof. Applications for removal and required signatures shall not be submitted within 7 years of the date which the traffic calming installation was approved. City staff shall provide a template document for collecting signatures which **must** be used for collecting signatures required for traffic calming removal. No other forms will be accepted for this purpose. The City may provide an electronic signature option if deemed appropriate and with written approval of the City Planning Department Director.

City Planning Department staff shall validate completed applications and present it to the Bicycle Pedestrian Safety Commission for approval. Based upon the application materials provided, traffic speed and volume data, and public comment, BPSC shall vote to remove the traffic calming installations (or any portion thereof) unless sixty-six (66%) percent majority of BPSC appointed members vote to deny the removal of the traffic calming installations.

In some extenuating circumstances, the City Engineer may remove a traffic calming installation if they find it poses increased and unnecessary risk to public. In the event of such circumstances, the Engineer must submit a report within 180 days of the removal of a traffic calming device to both the BPSC and City Council explaining the rationale which the removal was deemed necessary.

STAFF-LED TRAFFIC CALMING/ NEIGHBORHOOD GREENWAY PROCESS:

The Staff-led Traffic Calming/ Neighborhood Greenway Process provides a framework for Planning and Engineering Department staff to identify and implement traffic calming projects, improve safety and/or support pedestrian, bicyclist, or transit initiatives.

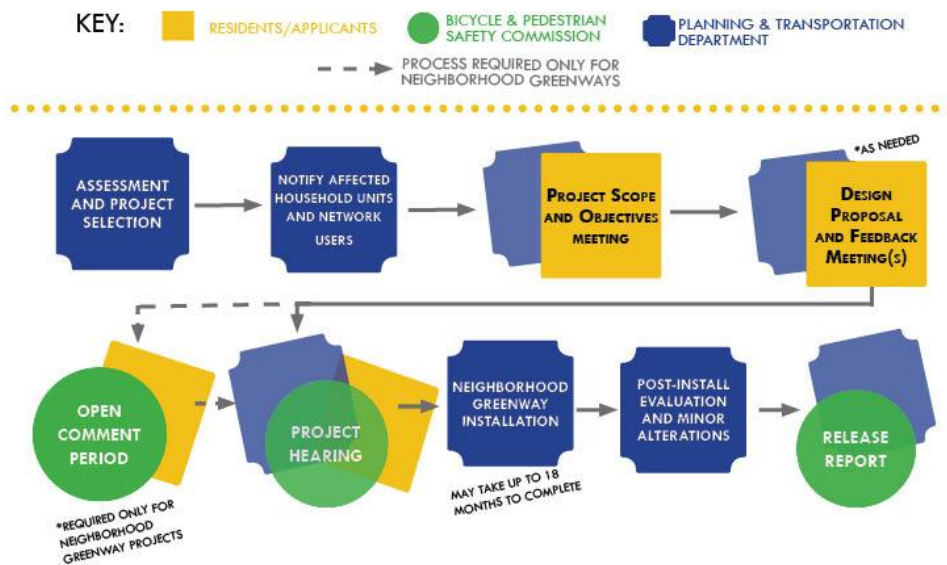
Traffic Calming, or devices used for reducing speeds on residential streets are defined by state code and may include: speed bumps, curb extensions, chicanes, and/or diagonal diverters. While the state provides a definition for specific traffic-calming devices which may be used, there are other street design elements (i.e., adding on-street parking, the design of on-street parking, narrowing lanes) which may result in slowing motorized vehicle traffic. These design elements alone do not trigger the Staff-Led Traffic Calming process. However, the design strategies may be included in a traffic-calming project.

A **Neighborhood Greenway** is a street that serves as a shared, slow street with the intention of prioritizing bicycling and improving walking. The Bloomington Transportation Plan identifies certain streets as Neighborhood Greenways. Traffic Calming installations, signs, and pavement markings are often used to create the basic elements of a Neighborhood Greenway-- but are, in and of themselves not Greenways for the purposes of the program until they are identified within the Transportation Plan. To be considered ~~for as~~ a Neighborhood Greenway, a street must be identified as a Neighborhood Greenway in the Bicycle Facilities Network in the Bloomington Transportation Plan.

This section describes in detail the steps involved in the Staff-led Traffic Calming/Neighborhood Greenways Process including the City’s notification to the public, the process for gaining feedback from **Affected Housing Units**, and the installation and evaluation for each Neighborhood Greenway project. The Staff-led Neighborhood Greenway Process is illustrated below in Figure 2 and in [the Appendix](#).

Staff-Led Neighborhood Traffic Calming/Greenway Process

A VISUAL OVERVIEW



STEP 1: NOTICE MAILING

City staff shall notify **Affected Housing Units** by a postal mailing and electronically to **Network Users** in advance of any work sessions or meetings which discuss the installation of the Traffic Calming/ Neighborhood Greenway project.

The intent of the notification is to alert residents and stakeholders of the project and provide details of upcoming meetings. Other notifications, such as postings on social media or signs posted in the vicinity of the proposed project, are additional measures which may be used to increase engagement with residents.

STEP 2: FIRST MEETING- PROJECT SCOPE AND OBJECTIVES MEETING

City Planning and Transportation Department Staff shall host a meeting about the proposed project. Staff will seek input from residents, stakeholders, and **Network Users**. Staff will present information including but not limited to the following:

- What is Traffic Calming? What is a Neighborhood Greenway?
- What are the boundaries of this phase of the project?
- How do the Traffic Calming/ Neighborhood Greenways support the City's Comprehensive Plan and Transportation Plan goals for multimodal connectivity?
- What are the funding limitations for this project or phase?

STEP 3: SECOND MEETING- FEEDBACK ON PRELIMINARY DESIGN

City staff will host a second meeting to share the preliminary design and to take input from residents and users.

STEP 4: THIRD MEETING (OPTIONAL) DESIGN/BUILD OUT OPTION WORK MEETING

A third meeting is optional, based on feedback of the preliminary design.

STEP 5: OPEN COMMENT PERIOD (NEIGHBORHOOD GREENWAY PROJECTS ONLY)

Staff-led Neighborhood Greenway plans shall be made available for comment by **Affected Housing Units, Network Users**, and other stakeholders. Comments shall be made on the project website, email, phone, or post mail. Comments housed in social media platforms and listservs will not be considered in the BPSC Discussion/ Review.

The open comment period is expected to last 4 weeks, unless extenuating circumstances require a longer timeframe. When City staff feel confident that a design best suited to the project and location has been achieved, the proposed Staff- Led Neighborhood Greenway installation will proceed forward to the BPSC Discussion and Review Phase.

STEP 6: BPSC DISCUSSION/REVIEW

City staff shall present the project, objectives, baseline data, notes from public meetings, and design concepts to the BPSC for review and recommendation. By default, projects will proceed to the next step, unless a seventy-five percent (75%) of the BPSC appointed members vote to send the project back to the City staff for further refinement.

STEP 7: COMMON COUNCIL ACTION

Based on the project meetings, collected data, and BPSC review, City staff members prepare a resolution and report for the Common Council. The report outlines the process followed, includes the project findings, and states the reasons for the BPSC's recommendations. City staff shall present the resolution and report to the Common Council for action. If the resolution is not adopted by the Common Council, the project does not proceed to installation.

STEP ~~7~~8: INSTALLATION

After the project has been approved by the Common Council, the City of Bloomington Planning Department shall install the Traffic Calming or Neighborhood Greenways. The installation is intended to be constructed with permanent materials; however, in some cases, using temporary materials may be appropriate in order to evaluate design techniques or to accelerate project timelines.

STEP ~~8~~9A: EVALUATION *(HAPPENS CONCURRENTLY WITH STEP 8B)*

Within eighteen months after the construction of a Traffic Calming/ Neighborhood Greenway project is complete, the City may conduct a follow-up evaluation. This evaluation may include traffic counts, speed studies, and crash history. In some instances, evaluations of adjacent and parallel streets will also be beneficial.

STEP ~~8~~9B: MAINTENANCE AND ALTERATIONS *(HAPPENS CONCURRENTLY WITH STEP 8A)*

The City of Bloomington Planning Department is responsible for the construction and the minor alterations of any traffic calming device implemented as part of the program. These alterations may occur either during the design of the project or after the construction is complete. Changes to signs, markings, or location of traffic calming devices may be considered **minor alterations**.

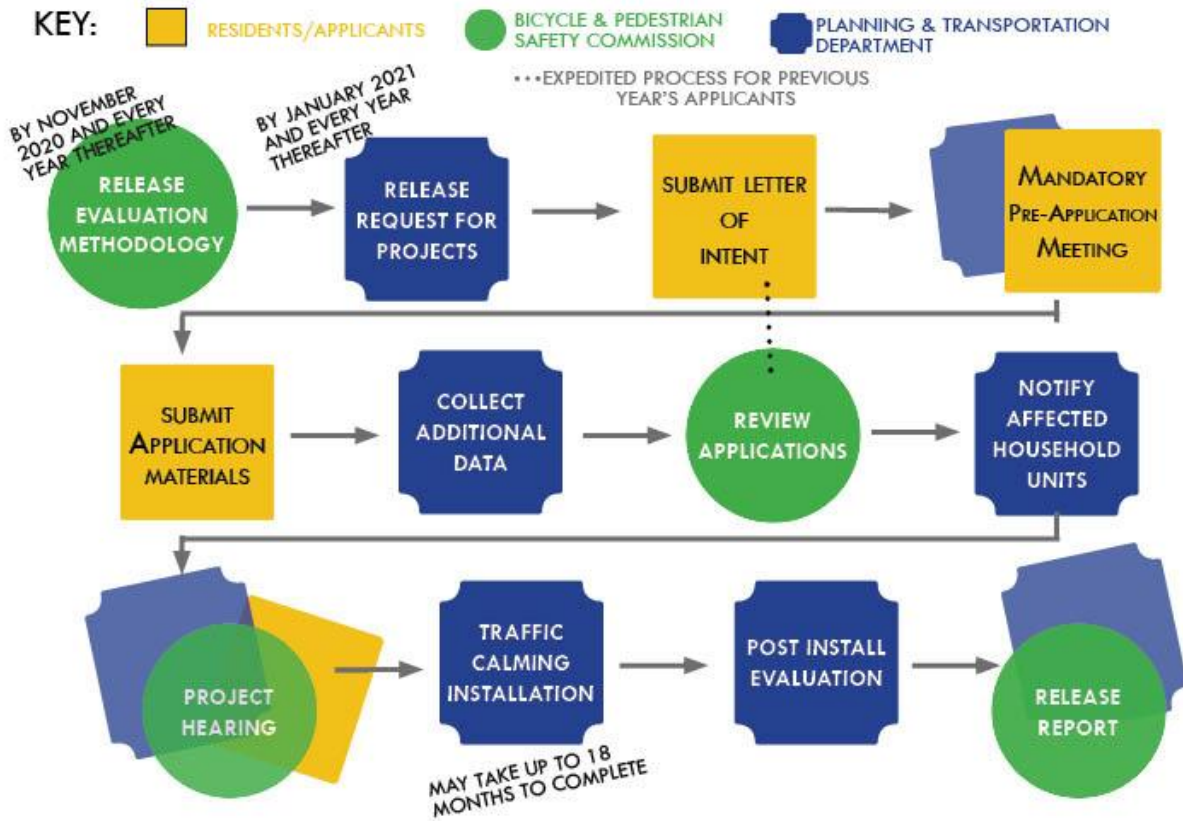
City Staff may request to make **major modifications** to existing traffic calming installations on public streets by following the Staff-led Traffic Calming and Neighborhood Greenways Process, starting at [Step 6](#). In some cases, the City may choose to start at an earlier step in the process.

The Department of Public Works will be responsible for maintenance of completed Traffic Calming/ Neighborhood Greenway installations.

APPENDIX: VISUAL OVERVIEW OF RESIDENT-LED AND STAFF-LED PROCESSES

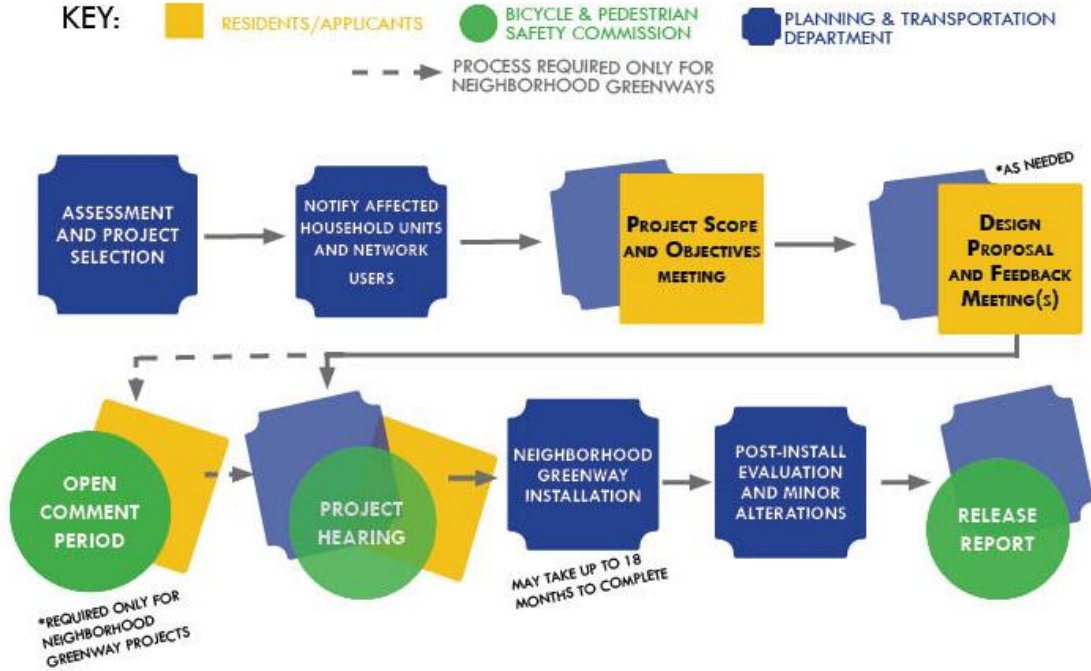
Resident-Led Traffic Calming Process

A VISUAL OVERVIEW



Staff-Led Neighborhood Traffic Calming/Greenway Process

A VISUAL OVERVIEW



APPENDIX: DEFINITIONS

Affected Housing Units: residents and property owners of record located within two lots not to exceed 300 feet of streets affected by the proposed traffic calming installation.

Major alterations: A change other than a minor alteration.

Micromobility: a category of modes of transport that are provided by very light vehicles such as scooters, electric scooters, electric skateboards.

Minor alterations: a change which has no appreciable effect on the surface area of the street dedicated to the travel for motor vehicles. Changes to signs, markings, parking policies or location of traffic calming devices may be considered minor alterations. All other changes are considered 'major alterations.'

Neighborhood Connector Street: streets which provide connections between the neighborhood residential and general urban or suburban connector streets. They collect traffic from residential neighborhoods and distribute it to the broader street network. Most of the land uses surrounding neighborhood connectors are generally low/medium-density residential with commercial nodes as it connects to the larger street network.

Neighborhood Residential Street: streets that provide access to single and multifamily homes and are not intended to be used for regional or cross-town motor vehicle commuting. Neighborhood residential streets have slow speeds and low vehicular volumes with general priority given to pedestrians.

Neighborhood Greenway: a low-speed, low-volume shared roadway that creates a high-comfort walking and bicycling environment. Neighborhood Greenways are identified in the Bloomington Transportation Plan.

Network Users: People who utilize a street for their primary means of access to pedestrian, bicycle, or transit networks.

Shared Streets: Streets designed for pedestrians, bicyclists, transit riders, and motorists to operate in a "shared" space; shared streets utilize design elements such as pavement treatments, planters, roadway widths, parking spaces, and other elements to direct traffic flow and to encourage cooperation among travel modes in typically flush or curbless environments.

Speed Cushions: speed humps that include wheel cutouts to allow large vehicles, cyclists, scooters and strollers to pass unaffected, while reducing passenger car speeds.

Speed Humps: a ridge set in a road surface, typically at intervals, to control the speed of vehicles.

Traffic Calming: methods described within the state code which are used to slow cars on residential streets. Traffic Calming devices may include curb extensions, chicanes, and/or diagonal diverters.