



City of Bloomington
Common Council
Legislative Packet –Addendum
(Issued on Wednesday, 21 October 2020)

Wednesday, 21 October 2020

Regular Session
6:30 PM

Contained Herein:

- Potential Amendment to [Ordinance 20-17](#)
- Transportation Committee Report on [Ordinance 20-17](#)

**Please see the notes on the [Agenda](#) about public meetings during the public health emergency. For a schedule of upcoming meetings of the Council and the City's boards and commissions, please consult the City's [Calendar](#).*

***** Amendment Form *****

Ordinance #: 20-17
Amendment #: Am 01 (amendment to Traffic Calming and Greenways Program incorporated by reference into Ord 20-17)
Submitted By: Cm. Rosenbarger
Date: 21 October 2020
Proposed Amendment:

1. Step 3 of the Resident-Led Traffic Calming Process, as the same appears on page 7 of the Traffic Calming and Greenways Program, shall be amended by reducing the percentage of signatures required from Affected Housing Units impacted by a proposed traffic calming installation from 51% to 30% as follows:

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 ~~51%~~ **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

Synopsis

This amendment is sponsored by Councilmember Rosenbarger. The amendment reduces the percentage of signatures required from Affected Housing Units impacted by a proposed traffic calming installation in an effort to simplify the resident-led traffic calming process, improve efficiency, and remove unnecessary barriers to traffic calming installations.

Committee Action (10/7/2020):	N/A
Regular Session Action (10/21/2020):	Pending

Transportation Committee City of Bloomington Common Council

Report of Referral of:

Ordinance 20-17 – To Amend Title 15 of the Bloomington Municipal Code Entitled “Vehicles and Traffic” Re: Amending Chapter 15.26 Entitled “Neighborhood Traffic Safety Program” by Replacing the Neighborhood Traffic Safety Program with the Traffic Calming and Greenways Program.

Referral and Deliberations

Date	Entity	Action
10/07/2020	Common Council Regular Session	Introduction and referral to Transportation Committee
10/07/2020	Council Transportation Committee Meeting	Staff Presentation, discussion, public comment, do-pass vote to return to Council.

Summary and Recommendations

The Transportation Committee met on Wednesday, October 7, 2020 for approximately one (1) hour to discuss Ordinance 20-17. Mallory Rickbeil, Bicycle and Pedestrian Coordinator, gave the staff presentation on the proposed changes to Title 15. Ordinance 20-17 replaces the existing Neighborhood Traffic Safety Program (NTSP) with a newly-proposed Traffic Calming and Neighborhood Greenways Program (TCNGP). The TCNGP seeks to address concerns about speed limit compliance, refines the resident-led request for traffic calming projects process, and establishes a process for staff-led traffic calming projects.

Discussion focused on concerns about speed limit compliance, and the similarities and differences between the NTSP and the TCNGP. Since the adoption of the NTSP, there have been few successful traffic calming projects, largely due to the cumbersome process set forth in the NTSP. Additionally, the NTSP does not contemplate staff-led traffic calming projects. The newly proposed Traffic Calming and Neighborhood Greenways program seeks to address these issues.

Councilmember Rosenbarger said she would work with staff on Step 3 of the Resident-Led Traffic Calming process, potentially reducing the number of required signatures from affected housing units impacted by the traffic calming installation proposed.

The TCNGP provides two distinct processes to follow in order to install traffic calming:

1. Resident-Led Traffic Calming – groups of organized residents can request to add speed cushions and speed humps in order to slow motor vehicle traffic and mitigate speeding. Projects will be evaluated and ranked based upon the presence of risk-causing factors and prevalence of vulnerable users. The Bicycle and Pedestrian Safety Commission (BPSC) determines the priority of projects and funding based on available resources in that funding cycle.
2. Staff-Led Traffic Calming –The program provides the City the tools to implement projects identified in the Transportation Plan and to address public safety risks.

Committee members were very favorable toward the project. The do-pass recommendation received an affirmative vote of 4-0.

/s/ Kate Rosenbarger
Kate Rosenbarger (Chair)

October 21, 2020
Date

Ron Smith

Date

/s/ Isabel Piedmont-Smith
Isabel Piedmont-Smith

October 21, 2020
Date

/s/Stephen Volan
Stephen Volan

October 21, 2020
Date