

Bicycle Pedestrian Safety Commission

Agenda – Monday, December 14 2020

Zoom Link: <https://bloomington.zoom.us/j/99041138106?pwd=WEdXUWMydlhPdmhpcSU5GMk5vVDBOUT09>

Meeting ID: 990 4113 8106

Passcode: 499173

Meeting Agenda:

1. Call to Order/ Attendance
2. Approval of Minutes – November 2020
3. Old Business
 - a. TCGP Evaluation Methodology
 - i. Discussion
 - ii. Public Comment
 - iii. Vote to Approve 2021 Evaluation Methodology
4. New Business
5. Reports from Staff
6. Reports from Commission Members
7. Public Comment
8. Adjourn

Announcements/ Actionable Items:

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.

City of Bloomington, Indiana

Bicycle and Pedestrian Safety Commission

Minutes for Nov. 9th, 2020 meeting

1. Attendance

City Staff: Mallory Rickbeil, Karina,

Commissioners: Mark Stosberg, Paul Ash, Jaclyn Ray, Ann Edmonds, Ian Yarbrough, Kelly Clark, Jim Rosenbarger

Public: Ron Brown, Greg Alexander

2. Approval of minutes: approved and seconded

3. Old Business none

4. New Business

a. TCGP Evaluation Methodology –Mallory

-Approved 9-0 by City Council; City code is now updated; How to use the rubric? Based on harm to vulnerable road users; she made a ranking criteria example (based on Boston); up to us to rank the projects to be served by this program

-Case studies in the packet; let's pick one or two projects (avg. for a year probably)

-Mallory goes through each example in packet (not taking minutes only comments)

Ex 1 Kelly: is very curvy and easy to go fast

Ex 2 Ann no way to cross Highland to playground

Kelly: this is where the driver hit the high school student

Mark: this is very central and lacks E-W connectivity

Mallory: in a six-year plan to be slated as a Greenway

Ex. 3 Ann & Kelly: mostly student housing, one to be bulldozed and re-built

Ian: Walgreens popular

Mark: cut-through, just had his speed bumps taken out, speeds went up, now back in and traffic is back to reasonable speeds, makes a dramatic difference in safety

Mallory: many crashes in this area; will speed cushions have an effect on N Walnut?

Ex. 4 Ian: well known stretches that get you long distances while avoiding more traffic just like 14th/15th/16th as well

Jim: 1st to High very east end has speed cushions

Ann: when you are on 1st most continue onto Sheridan then Maxwell

Ex. 5 Ann: no traffic calming on High so if the problem is not stopping on High, then the traffic calming on Arden won't help with the stopping non-compliance problem

Mallory: is also slated to become a Greenway

Ann: High east-side sidewalks will become multi-use path so there will be development

Mallory: which two are you guys interested in?

Paul: Ex. 1, lower income nabes lower served; Ex. 2 Highland is dangerous as all get-out

Ann: Crestmont just dedicated a new playground so will increase traffic to park Ex.1 and Ex. 2 Highland; Ex. 3 where are the most crashes located

Kelly: Ex. 2 & 3 Crestmont road low traffic; Ex. 3 high density of crashes suspect due to proximity to stadium and huge amt of ped traffic and now sidewalks; Ex. 2 knowing that the high school student crash was there, also high yield area for cyclists

Ian: Ex. 2 & 3 maybe just stop signs in Ex. 3 where are the crashes exactly? Are they around game days? Inebriation related? Ex 1 don't think it is high traffic though narrow and no sidewalks, nice park, Frisbee golf and middle school right there, seems Monroe is more of a priority than Oolitic

Jim: agree with Paul to find a need in a low-income area; areas dominated by students vs. local residents low-income; interested in bicycle network analysis and walk scores

Jaclyn: Ex. 2

Mark: collectively we don't represent the whole town so like the idea of the rubric / matrix; better to provide input on metrics and see what they tell us; missing sidewalks vs. total number of sidewalks can be found out now on geo-spacial maps;

Mallory: didn't have enough time for the missing sidewalks; open missing columns to rank five projects; Ex 3 outlier due to crash data weighted heavily, change numbers goes from 1st to 4th; using census track data #1 eligibility for SNAP and people who have disabilities and under 14 yr olds. Could do under 19 but then areas with large student populations will rank significantly higher because of that;

Ann: freshmen live in dorms so that may not outweigh

Mark: check “% of household with access to car” and “% of households whose main form of travel is transit”

Mallory: sounds like “do least amount of harm” is important so play with numbers to increase that, say at Highland close to places where a lot of people walk

Jim: important to where people are going ex. low-income going to work eg. the mall

Mallory: look into walk-score in GIS add more nuance; fatal / injury crashes should we take out arterial streets?

Kelly: yes, take out arterial crashes, skews too much

Ian: may be cases where arterials have no crashes because there are no peds there so high crash arterials means there are lots of peds there

Mallory: lost on that one too

Kelly: way to isolate traffic coming from a smaller cross street vs. arterial, can we draw that out?

Mallory: not that I'm aware of, maybe I'll ask someone more advanced in GIS; will add speed limit data for case studies

Mark: your skills are there it's the tools, the City need to spend the money

Jim: would it make sense to meet on site?

Mallory: yes, for the actual projects in the future

Mark: missing data on sidewalk network will make a difference

Mallory: meeting next Monday on this

5. Reports from Staff

-Protected bike lane unveiling at 12 at Crescent Donuts, RSVP to attend, also streaming

6. Reports from Commission Members

Ian: winter cycling challenge for IU employees, may include walking

Mark: December need to have election of new president, I will not seek renewal as a commissioner; will send sidewalk paper to the City

7. Public Comment:

Greg: traffic calming project real exciting, I hope you go away dis-satisfied and say to Council that this (example) was a great project and we couldn't do it due to lack of funding; more activist approach

Mark: we have the option to spend money on traffic calming over funding sidewalks

8. Adjourn

MEMORANDUM

To: City of Bloomington Common Council

From: Mallory Rickbeil, Bicycle and Pedestrian Coordinator, Planning and Transportation Department

Date: Friday, December 11, 2020

Re: Updated NTSP Policy Framework and Proposed Evaluation Methodology

This memo provides a background on the current Neighborhood Traffic Safety Program (NTSP) (generally referred to as the Traffic-Calming Policy), and it explains a new program—the Traffic Calming and Neighborhood Greenways Program-- to replace the NTSP and provide the Evaluation Methodology criteria and reporting considerations for the first year of the program.

Neighborhood Traffic Safety Program (NTSP) Background

Bloomington City Council passed the NTSP as part of Chapter 15 Section 26 of the Bloomington Municipal Code (BMC) in June of 1999. In the twenty-one years since its adoption, very few projects have successfully installed traffic calming as a result of following the current program, and the lack of successful projects is not due to a lack of interest. The threshold that 51% of all eligible households vote in favor of the proposed traffic calming installation is a barrier to successful implementation. The current process is time consuming for both residents and City staff.

An updated program is proposed, and the goals of the new program are as follows: to manage a consistent process; to allocate resources in the most objective and efficient manner; and to provide a pathway for a City-led Traffic Calming and Neighborhood Greenway installation. The recently adopted Transportation Plan stresses implementation of a Bicycle Facilities Network, but the current NTSP does not support such implementation of Neighborhood Greenways, a major component of the bicycle network.

The Updated Policy

The new policy provides two distinct processes to follow in order to install traffic calming; the processes vary according to who is requesting the traffic calming. One process is for resident-led and resident-requested projects, and it functions similar to a grant cycle. The other is a clear process for the City to install traffic calming and Neighborhood Greenways. The two processes are described below and illustrated in the figures that follow:

- **Resident-Led Traffic Calming Process:** this process provides groups of organized residents the ability to request to add speed cushions and devices, in order to slow motor vehicle traffic and mitigate speed non-compliance, (See Figure 1). The process will run as a yearly grant cycle where projects will be objectively evaluated and ranked based upon the incidence of risk-causing factors and prevalence of vulnerable road users. High-ranking projects can be prioritized and funded based on the resources made available for these projects, and as determined by the Bicycle and Pedestrian Safety Commission. An example of possible ranking criteria is provided (see Figure 3).
- **Staff-Led Traffic Calming/ Neighborhood Greenway Process:** allows city staff to address situations that have potential to cause injury or other relatively minor changes that improve safety, especially for vulnerable users. Additionally, this process allows the City to lead the design, public engagement, and installation of Traffic Calming and Neighborhood Greenways, which are outlined in the Transportation Plan. A clear process allows residents and the City the opportunity to plan, engage, and install Neighborhood Greenways (See Figure 2). There is no current process that allows staff to lead and install Traffic Calming or Neighborhood Greenways.

The proposed program provides the City the tools to implement projects identified in the Transportation Plan, to address conditions which can increase risk, and to provide a functional mechanism for concerned residents to pursue safety improvements.

This updated Traffic Calming and Greenways Program is the result of recommendations from a former Council Committee, as well as recommendations in the Comprehensive Plan and the Transportation Plan. In 2012, the Council formed a Special Committee on Street Design to review the NTSP and make recommendations for updates. Several key recommendations from the Special Committee are included in the proposed program including: rewrite the NTSP; reduce the process to 12 months; make review by the BPSC an integral step; and create a scoring system for potential projects which resembles the Council Sidewalk Committee’s system, among other recommendations. The Comprehensive Plan and the Transportation Plan both call to update the traffic calming policy. Additionally, the Transportation Plan recommends using traffic calming as key elements in Neighborhood Greenways, which are integral to creating a transportation network for people walking and bicycling.

Commission Reviews: The Traffic Commission and the Bicycle and Pedestrian Safety Commission support the proposed Traffic Calming and Greenways Program.

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

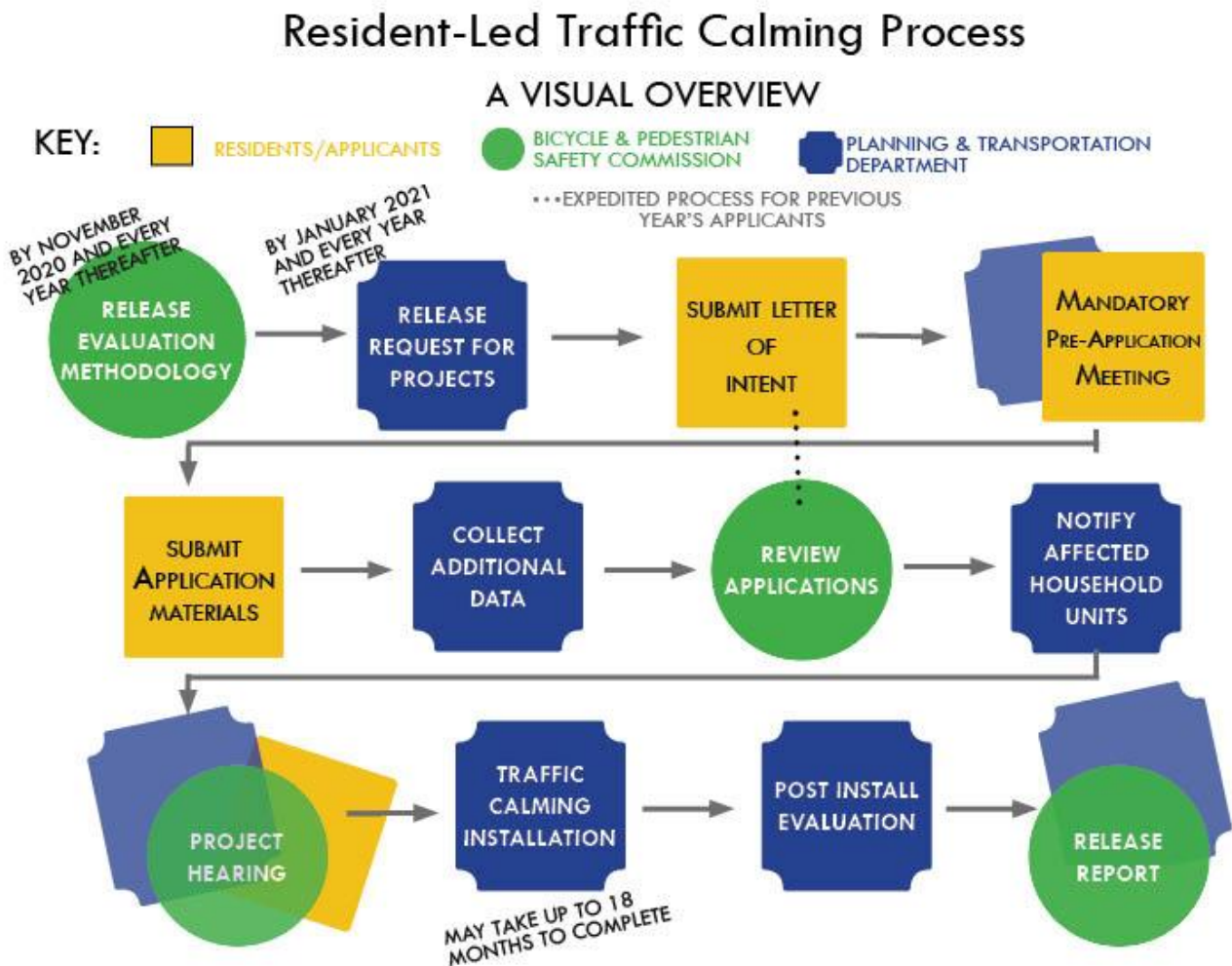
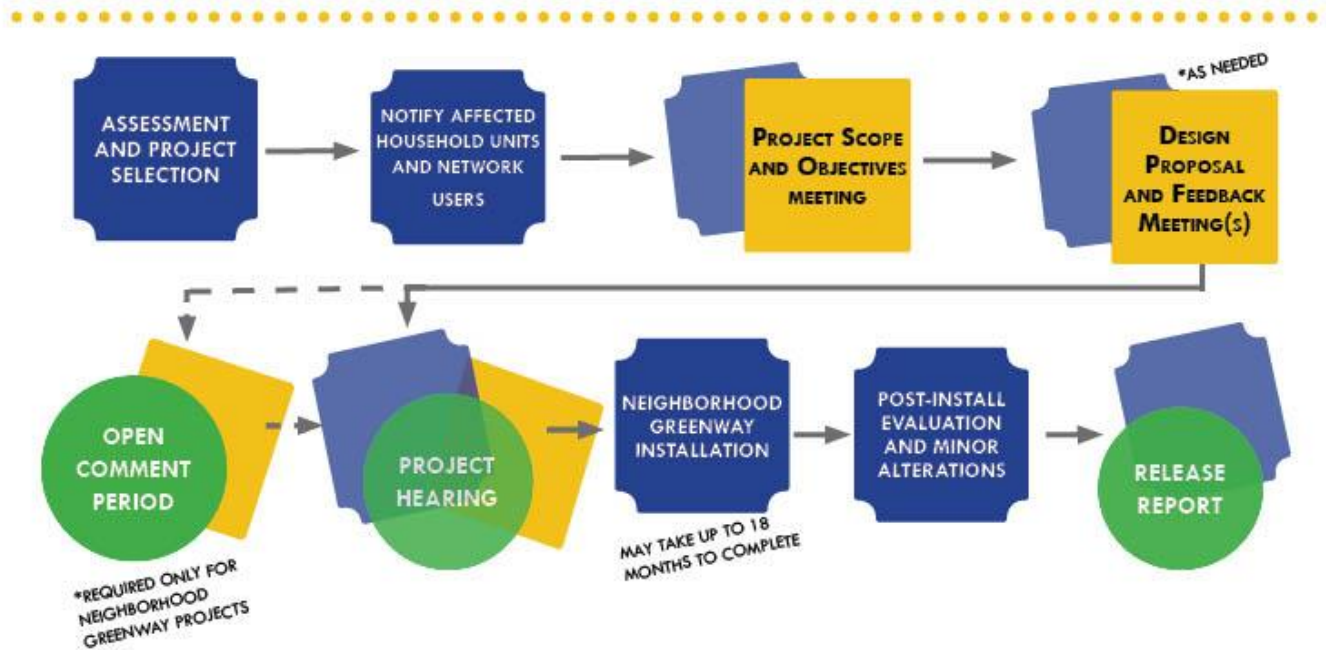


Figure 2: A visual overview of the Staff-Led Neighborhood Greenway Process

Staff-Led Neighborhood Traffic Calming/Greenway Process

A VISUAL OVERVIEW

KEY: ■ RESIDENTS/APPLICANTS ● BICYCLE & PEDESTRIAN SAFETY COMMISSION ■ PLANNING & TRANSPORTATION DEPARTMENT
-- -- ➔ PROCESS REQUIRED ONLY FOR NEIGHBORHOOD GREENWAYS



Performance Objective 1: Areas* that have an increased prevalence of vulnerable users		Example Grading Methodology
1.1	% of households w/ children under the age of 16	1 * % = # of points
1.2	% of households w/ people with disabilities	1 * % = # of points
1.3	% of households with people aged 65+	1 * % = # of points
1.4	% of households with people who are eligible for SNAP benefits	1.3 * % = # of points
1.5	Yes/No Community Place Type: Grade School (Public or Private)	10 points
1.6	Yes/ No Community Place Type: Parks	6 points
1.7	Yes/ No Community Place Type: Community Centers/ Food Pantries	6points
<p>*unless otherwise defined, "area" comprises of the Census Block Group for which data are available. If a project area spans beyond the border of a single Block Group, the represented Block Group percentages shall be averaged with equal weight given to all groups for an aggregate score.</p>		
Performance Objective 2: Areas with an increased incidence of crashes and behaviors which are causal in injury		Example Grading Methodology
2.1	# of crashes within the zone (within the past 5 years)	# * 5 = # of points
2.2	# of fatal or injury causing crashes within the zone (within the past 5 years)	# * 15 = # of points
2.3	# of MPH above the posted speed limit @ 85 percentile	# * 10 = # of points
Point Total for Performance Objectives 1.1 – 1.7		
Point Total for Performance Objectives 2.1 – 2.3		
Overall Project Total		

Yearly Report Indicators of Interest	
Walk Score	(2021)
Census data for % of households w/o vehicle	(2021)