

Bicycle Pedestrian Safety Commission

Monday, September 13 2021

Link: <https://bloomington.zoom.us/j/81857391715?pwd=WHo3bnVlVUhRUEY1TXR0cnd5djJlTdz09>

Meeting Agenda:

1. Attendance
2. Approval of Minutes- June 4th, June 23rd, August 23rd
3. Reports from Staff
 - a. Sidewalk Prioritization Mapping Project Preview
 - b. Resident-Led Traffic Calming Evaluation Methodology
4. Reports from Commission Members
5. Public Comment
6. Adjourn

Public Comment:

The 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 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 all public comment.

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Minutes: Bicycle Pedestrian Safety Commission
June 14, 2021 5:30pm

<https://bloomington.zoom.us/j/96285100688?pwd=V1VBSXdBT21OTVdqYk1keXM3VGRtQT09>

1. Attendance: Staff: Mallory Rickbeil, Beth Rosenbarger, Tim Street
Commissioners: Zac Huneck, Kelly Clark, Jaclyn Ray, Casey Green
Public: Carole Canfield, B Square Beacon (Dave Askins), Paul Ash, Ron Brown, Albert ?, Paul Kern, Sue Sgambelluri, Greg Alexander, Valda Hillery, Mark Stosberg , Susan Glowacz, Mark Carpenter
2. Meeting Minutes- May 2021: Mallory will add the text of Ron's report. Zac moved to approve the minutes pending addition of Ron's report. Kelly seconded. Minutes approved.
3. Reports from Commission Members:
Casey suggested having a time limit on how long people may speak. Mallory said that we don't usually have a time limit, but it used to be 5 minutes. Kelly asked for clarification that it would be 5 minutes per person per topic for public input.
Ann spoke about the High Street project. Neil at one time said that the project would include some way to include a resolution to the stop sign issue reported by residents of Arden Place; namely that cars on High Street don't stop. Also would it be possible to add greenway signs at Arden where the sidepath ends to point bicyclists toward using Arden and existing greenways to get to campus or downtown rather than continuing on High. Mallory said she would ask Neil to follow up with Ann regarding the stop sign issue, but would check on the possibility of greenway signage herself.
4. Reports from Staff
 1. Lower Cascades Trail Pilot/ Road Closure- Tim Street, Operations and Development Division Director
Tim Street introduced himself. The Cascades closure started in March of last year before the pandemic. People noted that doing it during the pandemic wasn't a good time to get realistic idea of the effect. In September the pilot was extended. Tim says that they have heard passionate feedback. This commission is the last stop on the feedback tour. He wants to present what he's been hearing. On June 22 the recommendation is going to the Parks Board and the Board of Public Works. Public Works has the final say in whether it should be closed. Tim says that they want to create an experience that is good for all. He says they have heard a lot about access and accessibility. Accessibility has a specific connotation related to the ADA and standards. Some people were using informal pullouts as parking areas; these pullouts are not available with the road closure. That is not strictly an issue of accessibility standards but of access. There are issues related to universal design principals. The first survey was about the experience. The second survey was the impact survey and there were different questions to gauge the impact on people. The experience survey was more positive about the road closure. The impact survey was more negative. On the experience survey 30% were opposed and 52% were in favor. On the

impact survey on a scale of 1 to 7 there were more opposed. Safety issues came up quite a bit. There were questions about how BPD could patrol the park, and that is being considered. Another safety issue involves the broad variety of mixed use, including families with little children, but there have also been bicyclists coming down the hill at great speed and continuing to speed on the closed road. Signs have been put up to deal with that. The issue of using the road as a bypass when Walnut is not available came up mostly because of event traffic. The park needs to be safe and accessible for all. The stream bank project will build an accessible path on the west side of the creek from the northern shelter to the waterfall. This project is separate from this decision. The goal is to connect the northern loop trails to Miller-Showers Park. Tim appreciates all the spirited feedback.

Kelly has several questions and will ask one at a time. The impact survey requested that respondents provide addresses. Tim says that may be true. Kelly wants to know the breakdown of respondents as to where they came from. Kelly shared her screen showing the Conversion Project screen <https://bloomington.in.gov/parks/lower-cascades-road>. The May 11 results did show districts where the responses are coming from.

Casey is asking whether there is any walking and bike connection now other than the road, and Tim confirmed that there is not.

Tim is showing that the south end of the road connects to the north end of Miller Showers. There is just a little bit of sidewalk. Tim said they will explore options including opening the road and trying to find space for a path, opening the road one way to provide a lane for bike and pedestrian pathway, or leaving it closed. Casey asked about comparative costs. Tim said making it one way would require safety barriers. Building a separate path would probably cost a couple million dollars. If they opened the road, they would have to consider safety options, such as restricting truck traffic, and traffic calming.

Ann asked whether we have any idea whether there is commuter bike traffic as opposed to recreational traffic. Beth said that they do not have that data for either cars or bicycles. This information is hard to determine for any mode. With bicycling infrastructure, the best forecaster is to consider how separated the facility is from traffic. More experienced, recreational bicyclists are more likely to bike where there is less separation from traffic. In the experience survey they did ask how people arrived at the park. The percentage of cyclists arriving by bike was higher than the percentage of commuter traffic is for the city as a whole.

Casey shared that she decided against living in the area because she didn't have a car and didn't feel safe biking in the area.

Zac asked whether the pilot was considered a success. Tim says they got a lot of useful feedback, and in that sense it was a successful pilot. Zac wondered whether the pilot impacted the visitation. Tim says the pandemic dampened usage in some cases and increased the use of parks in others.

Kelly has a question from a resident. She wanted to know who would be voting and whether she can get contact information for the commissioners who will be voting. Comments can be submitted to public.works@bloomington.in.gov or to Adam Wason, the director of public works at wasona@bloomington.in.gov. Tim is willing to be a conduit to the Parks commissioners, tim.street@bloomington.in.gov.

Kelly wants to know when the road would open if that is the commissioners vote to open. Tim says the pilot ends at the end of June. Tim says it depends on how the vote goes, whether the vote is to open both lanes all the way or open one way or to get more feedback. Tim says the Parks Board meeting starts at 4 and the Board of Public Works meeting starts at 5:30 on June 22. Tim reiterated that the Public Works Board does control the opening of the road and will make the final decision. Kelly wanted to know whether the path in the creek stabilization project is linked to the decision on this road closure. Tim said that whatever the decision the path will connect to the road, but it is a separate issue. Kelly said that Dave Askins of Bsquare Beacon has done a traffic study related to commuting and hasn't seen any bicyclists at times people would be traveling to or from work. Kelly asked what the Parks recommendation would be. Tim said that he cannot say. Kelly says that she lives and works in the area and that many of her clients also live in the area. She says there are quite a few senior citizens in Matlock Heights and Blue Ridge. She says these seniors really enjoy driving through the park as a way of enjoying the park. A lot of this is about the ability to use the park. Kelly says that the experience survey allowed people to respond multiple times and didn't ask where people lived. Kelly says that most of the impact answers came after May 11, but the experience answers came before May 11.

Casey pointed out that it is 6:30 and suggests that public comment be limited to 3 minutes per person. Beth will run the queue and Mallory will run the timer. Greg Alexander raised hand but can't be heard.

Carole Canfield says her main concern is that conducting this pilot during a pandemic when traffic isn't the same as usual skews the results. She isn't physically able to get around; she can't walk to the shelter from where she has to park now. She pointed out that both the road and park are historic. She says that denying access to the park is denying access to history. She says that people don't know about the pilot and don't know how to get to the surveys. She says the citizens should not have to publicize it. She wants the road open.

Greg Alexander tried again.

Sue Sgambelluri represents District 2. She thanks us for our thoughts and patience. She thanks Tim and Paula for spending time talking to people living in her district. She thanks the people in Blue Ridge and Matlock Heights for their involvement. She says that many constituents have spoken to her. She said that people with developmental disabilities find it soothing to drive through there. She says that the road is required for traffic because of many events in the area and that traffic calming should be considered.

Valda Hillery says she lives north of the city and used to drive through there on her way to and from work and found it a calming beginning and end of the day for 21 years. She says that speed can be an issue, but she thinks that bicyclists use the road instead of paths where the paths exist to the north of the closed road. She votes to open the road.

Casey read Greg's text from the comments:

sorry! this tablet appears to be broken. I just wanted to thank the staff that worked on this because thanks to this new path, my kids have been biking and walking to cascades playground for the first time just over the last year. we used to always turn back at the bridge under the bypass, because there was no shoulder, no visibility, and high car speeds. thanks!

Mark Stosberg says he visited the park during the closure, and he has seen more people walking and running during the closure than during previous park visits.

Mark Carpenter says he has respiratory issues and can't use the park when the road is closed. He loved going to the park when the road was open, and he can't do that now. He has mobility issues because of his respiratory problems, and that closing the road is closing the park for him.

Paul Kern says another inconvenience is that if you are at Kroger when BHSN lets out you are trapped because of the traffic.

Casey wants to know whether the pilot can be extended. Tim says that's possible but is not an option that is being considered.

2. Sidewalk Equity Matrix- Mallory Rickbeil, Bicycle and Pedestrian Coordinator

Mallory presented the key findings of Mark's Sidewalk Equity Report and noted that the BPSC voted to support the changes to the Sidewalk Committee Process recommended by Mark's report.

Kelly shared a link to Mark's report in the comments:

<https://storymaps.arcgis.com/stories/3685e1fa75674ca5b71443543c12ca5c>

Mallory says they are still working on implementing all the recommendations. Mallory shared the maps that they are currently working with to recommend sidewalks. Today we are just looking at the different variables to be considered. They are ranking areas using the new variables. The highest ranked areas are the highest priority. The highest BIPOC area is in the northeast. Land use policies have created discrepancies. BIPOC people are disproportionately represented in fatal crashes, and so they are looking at race for intermodal equity. Walkers in lower income areas are more likely to experience fatal crashes. They are looking at areas with lower income. Mark found that sidewalk funding underrepresented lower income renters. They also look at population density, helping the greatest number of people for the money spent. They also looked at median vehicles. There are more crashes and more severity of crashes on larger arterial streets.

Kelly asked about some projects being old in terms of having been on the list for many years and wondered whether being old would raise priority. Mallory said that for many of those projects the funding is the issue. Casey wondered whether projects fall behind because they are too expensive to move forward. Mallory said that they tend to pick

low hanging fruit, getting the most done with limited funding. Zac said the variables seem to point to campus and he doesn't think of students as living in systemic poverty. Mallory says that they do see overrepresentation because of all the students. Zac concedes that students have needs but they are not people he thinks of living in poverty. Mark says that spacially the city has holes and you could create a hole for campus because those areas have sidewalks already. Beth said that historically the committee has only funded new sidewalks, rather than funding sidewalk repair. She says that would rule out those campus areas. Mark says that this analysis relies on census data that doesn't line up with boundaries of the city. This could affect the ranking and complicate things. Beth commented on IU and funding. She said that most streets are city streets. That would indicate that the city pays for sidewalks, but sometimes IU pays to rebuild a street that's a city street. She cited Jordan as an example. Kelly says that with funding being scarce, if IU can pay for sidewalks, we should allow that. Beth says that it depends on the goal that we are looking for. Fee Lane is one of the densest areas in the city, and serving the most people might guide our investments.

Casey asked for public comment and sees nothing. Mallory invites emails with more ideas.

5. New Business

Casey asked for new business

6. Public Comment

Casey asked for general public comment.

7. Adjourn

Minutes: Bicycle Pedestrian Safety Commission Meeting

Wednesday, June 23rd 2021@5:30pm

Meeting Link: meet.google.com/yew-rdrf-qsg

1. Attendance: Staff: Mallory Rickbeil

Commissioners: Zac Huneck, Jim Rosenbarger, Casey Green, Kelly Clark, Jaclyn Ray, Ann Edmonds

2. Electronic Meetings Policy :

Change policies to allow electronic meetings.

Jaclyn says she didn't have time to read the policy.

Mallory says it is a policy that allows the option of electronic meetings. It says that outside of ~~G~~governor's emergency declaration, at least 50% of the attendees must attend in person. A member must attend at least 50% of the meetings in person, barring certain exemptions, such as military service. The same restrictions apply for two electronic attendances in a row. If there are electronic members participating, the meeting must be open to the public.

Casey read the policy that you could have two electronic meetings in a row, but not three.

Mallory will check in with us, because we need to let her know three days in advance of meeting electronically.

Mallory says this policy has to start in July because that's when the governor's order expires.

Zac says that the policy says that you must be seen and heard to vote, but there may be technical difficulties preventing that.

Ann lost connection for a while.

Mallory says we could go to all in person meetings. Sarah, as a student, will have difficulty with in person meetings in the summer.

Casey says that having in person meetings has been a barrier to her participation in the past.

She feels that priority should be given to people attending in person to speak.

Zak thinks that's fair.

Casey is asking for a motion to approve or amend.

Jim thinks it may be too messy to allow both in person and electronic, but Mallory says we can amend the policy, if necessary.

Zac moves to adopt. Kelly seconds.

Kelly wrote in the comments: Other commissions and council have begun to do simultaneous electronic and in person, basically we just need to assign someone to monitor the electronic activity.

Ann said she has some difficulty with the google technology.

Mallory says that the google meeting today is because Monday was a holiday, and she could not create a zoom meeting.

~~All present Roll -Call Vote, Motion carried 6-0voted in favor.~~

Meetings: Jaclyn noted that the July meeting is cancelled. She will be on vacation in August.

She asked whether she could zoom in. There will always be a zoom meeting link.

Mallory says this is our policy.

Kelly asked why is there no July meeting.

Mallory said because city council doesn't meet in July; we could meet, but she doesn't have anything in the docket. She noted that we don't have a December meeting schedules either. Kelly is ok with that.

3. Adjourn

Minutes Bicycle Pedestrian Safety Commission

Monday, August 23, 2021 @ 5:30PM

Link: <https://bloomington.zoom.us/j/92798690223?pwd=MHAYZHpxOXhzc3c3RENidDhzcmxidz09>

Meeting Agenda:

1. Attendance: Staff: Mallory Rickbeil, Beth Rosenbarger, Neil Kopper
Commissioners: Casey Green, Jaclyn Ray, Jim Rosenbarger, Zac Huneck, Sarah Waters, Kelly Clark, Ann Edmonds
Public: Mark Stosberg, Ron Brown, Neil Taylor, Leon Gordon, Paul Ash
2. Reports from Staff
 1. Local Motion Grants
Mallory says that for 2021 the city has \$2400 to disperse in Local Motion Grants. Mallory is putting out the word to organizations. They need to meet with Mallory by September 24; they will need to apply by September 29, and we will meet on October 11 to decide by the end of October.
Casey pointed out that we will meet on October 4 not the 11th.
Mallory invited us to let organizations know that might want to apply.

****after the meeting, City staff decided that the Planning and Transportation Department will forgo the Local Motion Grants for one year***

No questions from commissioners.

2. Traffic Calming and Greenways Program Overview/ Recommended Projects
Mallory's background is in public health. She is taking this opportunity to talk about what it means to be safe. She will talk about objectives and deliverables as well. She wants to talk about the health issues associated with public safety. There is some sensitive content. There are images of marginalization, including pictures of people who have died in traffic stops.
Can we make streets safe? Several commissioners gave a thumbs up. What does it mean to be safe or unsafe? Feeling safe is one of the most important aspects affecting people's health.
The physiological roots of safety/danger: the brain noticing a stressor alerts the sympathetic nervous system. Stressors may be either tangible or intangible. Fear happens at a deep level in the brain and is not susceptible to logic which is in the frontal lobe. The amygdala is deep in the brain stem. The lymphatic system releases stress hormones. Hopefully when the stressor is removed activates the parasympathetic nervous system to bring the body back to homeostatic equilibrium.
What is stress? This system is supposed to be for dealing with short term stresses. Ongoing and prolonged stress exists at three levels: no stress, manageable stress, and toxic stress. Toxic stress is a prolonged intensive experience of trauma.
A feeling of safety is an extension of one's ability to return to homeostatic equilibrium. As infants we are exposed to the stress level of our care givers. Infants absorb and mirror the stress levels of their care givers. Care givers

experiencing toxic stress are less able to respond to infants' stress levels. There is an intergenerational stress loop established.

Therefore, we need to talk about stress and trauma as it relates to safety. The extent to which we experience stress affects our ability to feel safe. We need to create mechanisms to enable people who have experienced intergenerational trauma to feel safe.

Can we make streets safe? You can't make someone feel safe if they physiologically do not. This isn't the right question.

Can we make streets objectively less likely to cause harm? This is the framework for Vision Zero. Vision Zero goals involve: reducing vehicle speeds, reducing miles traveled, supporting connectivity, supporting equity, community agency, and empowerment, leading to supporting a multimodal shift.

The traffic calming and greenway program objectives include, reducing speeds in residential areas, supporting the agency of residents to develop and support projects, using objective data to choose among projects.

For 2022 Program deliverables, we had 11 meetings, 9 interested applicants, 7 groups applied for 8 program projects.

Casey asked whether one program selected two projects, and Mallory said yes. Mallory has a map of the projects. In May we voted for Crestmont and Highpoint to go to the next step based on the methodology. Park Ridge had two applications.

Crestmont scored highest using the methodology. Ann observed that in the graphs, the demographic points didn't vary that much among the projects, and most of the difference in scores involved crash data. Mallory will review the methodology for next year's rubric.

Neil discussed traffic calming. If you have five blocks, it's best to calm all the blocks rather than just one. Both of the top projects had large areas, and the staff had to reduce the size of the project based on crash data. In Crestmont, they noticed that Twelfth and Thirteenth streets both had high crash data and are parallel. Neil said they are looking at two humps on Twelfth and three on Thirteenth. Because of input from the transit department, they are opting from speed cushions on Twelfth. In response to a question from Casey, Neil explained that speed cushions allow large vehicles like buses to straddle the humps, while speed bumps go all the way across the street.

At High Point staff focused on Lincoln and Washington. Neil explained that only one block of Twelfth street was included even though the neighbors might have wanted more included.

The staff looked to see whether they should recommend High Point instead of Crestmont despite Crestmont having the highest score because of some other factor not included in the rubric, but they couldn't find anything.

Paul wants to comment that he is pleased that the politics has been taken out of the process and that it is more empirical.

Staff recommends the highest scoring project.

Casey asked for clarification on what we need to recommend. Could we recommend two? Neil says there is only enough funding for one project. We assume that these projects will be strong contenders for next year. Mallory said that these projects will be considered active for next year. The groups may want to adjust the application but they need not reapply.

Beth says that that the former sidewalk committee, now the transportation committee, might be able to find additional funding, but it is unlikely.

Casey is asking for a show of hands for public comment. Casey asked Leon Gordon whether he wanted to comment, and he said that he represents Crestmont and wanted to watch the discussion. Neil Taylor asked Mallory in a private chat about sidewalk coverage and Mallory will include that in the final report. Mallory said that for higher speed roads they may want to consider sidewalks. Sidewalks and traffic calming are different tools for different issues. Casey asked what the places part of the graph means. Mallory explained that it was points for proximity to places like parks and schools and community centers. Mallory said we will need to consider how to map walk potential.

Casey asked whether we need to vote tonight. Mallory said that would be helpful. Neil said that the city has till the end of the year to put out a package for bid, and that getting approval soon would be helpful for meeting the deadline.

It is a coincidence that Twelfth St is involved in both projects.

Zac is thinking in terms of potential impact between the two highest ranking projects. He thinks that the Crestmont project would be more effective by slowing the two primary streets in that neighborhood. In highpoint there are more alternatives to divert traffic.

Ann moved to approve the Crestmont project. Jim seconded. All commissioners voted in favor.

3. Resident Led- Traffic Calming Project Hearing/ Public Comment

Comments from Paul Ash, Neil Taylor, and Leon Gordon included above.

4. Reports from Commission Members

Casey said that she is enjoying the new 7-line, but she thinks that people will need to learn how to use it. She wanted to know whether there is some way to alert sight impaired people to construction. Neil said that there are standards for setting up barriers to prevent people from falling into construction sites, but he recognizes that blind people can't read detour signs. He advised that we alert the city when we see a specific problem, so they can work with the contractor to address the issue.

Ann asked about trails that the Parks Department is planning trails heading west from Switchyard and south toward Clear Creek. Ann asked whether those trails were coordinated with the Transportation Department.

Kelly asked about construction of the road through Cascades. Neil said that part of the road was washed out and needed to be repaired before traffic calming can be put out to bid.

5. Public Comment

Casey observed that there is no public comment. She noted that we will approve the minutes of the June meetings at the next meetings in September.

6. 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/ infants under the age of 16 plus % of households w/ adults over the age of 65+	Percentile of observed data * 4 points <i>(example, an observed value at the 55th percentile would equate to 3.4 points [.55 x 4=3.4])</i>
1.1.2	% of households w/ people with disabilities	Percentile of observed data * 4 points <i>(example, an observed value at the 70th percentile would equate to points .70 x 4= 2.8)</i>
1.1.3	Household median income	Inverse of the Percentile of observed data * 4 points <i>(example, an observed value at the 70th percentile would equate to points [(1-.70) x 4= 1.2])</i>
1.1.4	% of households w/o access to a car	Percentile of observed data * 4 points <i>(example, an observed value at the 25th percentile would equate to 1 point [.25 x 4=1])</i>

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

1.2.1	Average demand 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	1-15 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

2.1.1	Average project MPH based on speed data collected within the past 5 years	Percentile of observed data * 7 points <i>(example, an observed value at the 55th percentile would equate to 3.85 points [.55 x 7=3.85])</i>
2.1.2	Average project MPH @ 85 th percentile based on speed data collected within the past 5 years	Percentile of observed data * 30 points <i>(example, an observed value at the 30th percentile would equate to 10 points [.30 x 30=10])</i>
2.1.3	Average project MPH @95 th percentile based on speed data collected within the past 5 years	Percentile of observed data * 2 points <i>(example, an observed value at the 90th percentile would equate to 1.8 points [.90 x 2=1.8])</i>

2.2 Crash Data

2.2.2	# of crashes/foot within the proposed traffic calming boundary (not including intersections) within the past 5 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>
2.2.3	# of crashes/foot within the proposed traffic calming boundary (not including intersections) within the past 5 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 (16%)
 - 2. Demand (17%)
 - 3. Safety- Speed (39%)
 - 4. Safety- Crashes (28%)
- Total 100%