

# BICYCLE & PEDESTRIAN SAFETY COMMISSION

## TCGP RESIDENT- LED REQUEST FOR PROJECTS

The Bloomington Bicycle and Pedestrian Safety Commission (BPSC) seeks resident-led projects for Traffic Calming installations per the Traffic Calming and Greenways Program (TCGP). The TCGP provides a process for residents to work with the City to manage motor vehicle traffic in their neighborhoods. Traffic Calming devices primarily considered for this program include speed cushions, and speed humps; in some contexts other devices may also be considered.

The City of Bloomington Planning and Transportation Department will consider requests for resident-led installations. All requests will be evaluated and prioritized based on objective criteria approved by the Bicycle and Pedestrian Safety Commission in December 2020 and based on available funding. Up to a total of \$50,000 has been allocated by the Engineering Department for the TCGP.

There is one Resident-Led TCGP cycle annually and applicants who do not receive funding may have the option to reapply for future annual cycles.

### PROJECT PERIODS

The Resident-Led TCGP has one cycle annually beginning at the start of each calendar year. The process for the annual cycle is as follows:

**Request for Projects:** Requests will be accepted beginning in January of each year. Residents who wish to apply to the Resident-Led process of the TCGP must submit a Letter of Intent (LOI) to the Bicycle and Pedestrian Coordinator on or before Sunday, February 21 2021. Submittal information will be updated posted at: <https://bloomington.in.gov/tcgp>

### Letters of Intent Requirements:

- Contact information (name, phone number, address, email) for a minimum of two (2) project co-organizers who represent two separate dwelling units within the proposed area to be considered
  - Individuals who reside in the same dwelling are not permitted to serve as a project co-organizers without the inclusion of a neighbor of a differing dwelling unit within the proposed area
  - Individuals who reside in different dwelling units of a larger multi-family complex are permitted to serve as project co-organizers
- A general description of the concern
- A map of the proposed area to be considered (for example: a screen clipping of a google map with streets highlighted)

In the event that an LOI does not meet the minimum requirements, City staff may notify the project co-organizers and allow up to an additional 4 business days to resubmit with recommended changes.

### Pre-Application Meeting:

Upon the receipt of a complete LOI, City staff will schedule a mandatory conference call or virtual-based meeting with each group of project co-organizers who have advanced to the Pre-Application phase of the Resident-led Traffic Calming process. At the meeting staff shall discuss:

- The application requirements, processes and deadlines;
- Share preliminary information required in the application;
- Provide an electronic link to the application materials; and
- Answer any questions from the project co-organizers

For a description of the entire Resident-Led Traffic Calming Process please refer to the policy document located at: [www.bloomington.in.gov/tcgp](http://www.bloomington.in.gov/tcgp)

### REVIEW CRITERIA

TCGP applications are evaluated on two areas of focus detailed below. The review criteria were approved by the Bicycle and Pedestrian Safety Commission in December 2020.

#### Areas with an increased prevalence of vulnerable users

- Community Place Type:
  - Elementary School (public or private)
  - Parks
  - Community Centers/ Food Pantries
- Census block group data
  - % of households with children under the age of 16
  - % of households with people aged 65+
  - % of households with people with disabilities
  - % of households with people who are eligible for SNAP benefits

#### Areas with an increased incidence of crashes and behaviors which are causal in injury

- Within the past 5 years, the number of crashes on record within the zone
- Within the past 5 years, the number of fatal or injury causing crashes on record within the zone
- The # of MPH above the posted speed limit at the 85<sup>th</sup> percentile

### REQUIRED ACKNOWLEDGEMENTS

By submitting an LOI, project co-organizers acknowledge they have read, understand, and agree to the policies and procedures of the Resident-led Traffic Calming and Greenways program.