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 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 *(example, an observed value at the 40th percentile would equate to 15.2 points)*
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 *(example, an observed value at the 30th percentile would equate to 2.4 points [.30 x 8=2.4])*
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 *(example, an observed value at the 60th percentile would equate to 12 points [.60 x 20=12])*

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 2021 and 2022
BPSC releases Resident-Led Traffic Calming Evaluation Methodology	November 2021
City releases Requests for 2022 Projects	January 2022
Residents submit Letter of Intent + Previous 1 Year Applications	January - February 2022
Pre- Application Meetings	February 2022
Application Deadline	April 1, 2022
BPSC Preliminary Review of Applications	May 9, 2022
Send Notifications `	July 2022
Project Hearing	August 8, 2022