Traffic Calming and Greenways Program

Common Council – Committee of the Whole

NOVEMBER 30, 2022

Traffic Calming and Greenways Program

Staff is open to improvements to the Traffic Calming and Greenways Program. Proposed changes impact:

1. Resident-Led Traffic Calming by increasing the number of resident-signatures required to apply. This increase will be the most challenging for projects that include multi-family housing. Also, requiring that all resident-led projects are approved as a final step by the Common Council.

2. Staff-Led Traffic Calming and Greenways Projects would require Common Council approval as a final step.

Staff is open to a discussion about what is not currently working well with the recently adopted program.

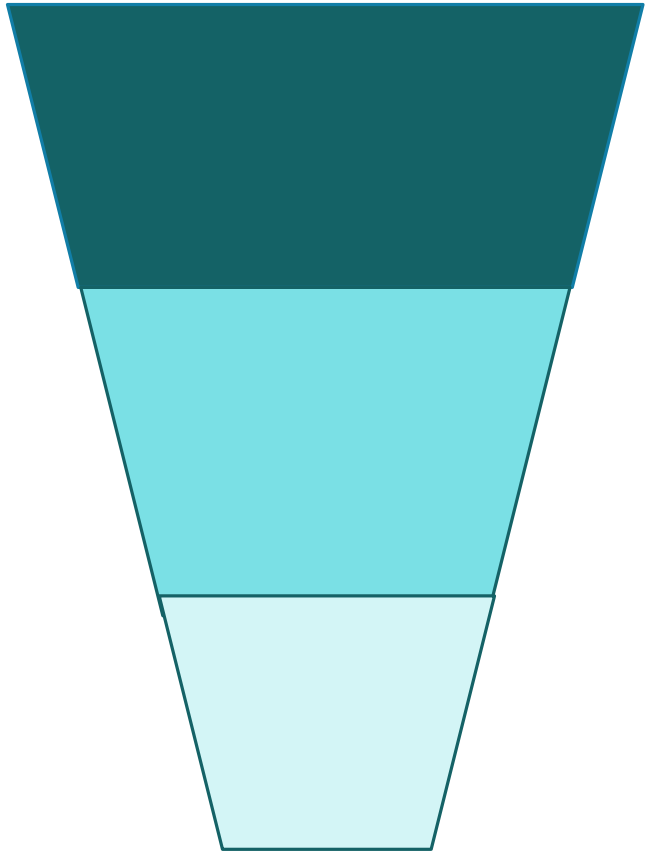
Traffic Calming and Greenways Program Overview

1. Planning processes and engagement
2. Traffic Calming and Greenways Program – the process
3. TCGP projects
4. Project objectives: improving safety, creating a network
5. Project prioritization
6. Questions, concerns, next steps

Planning processes and engagement

Broad to specific

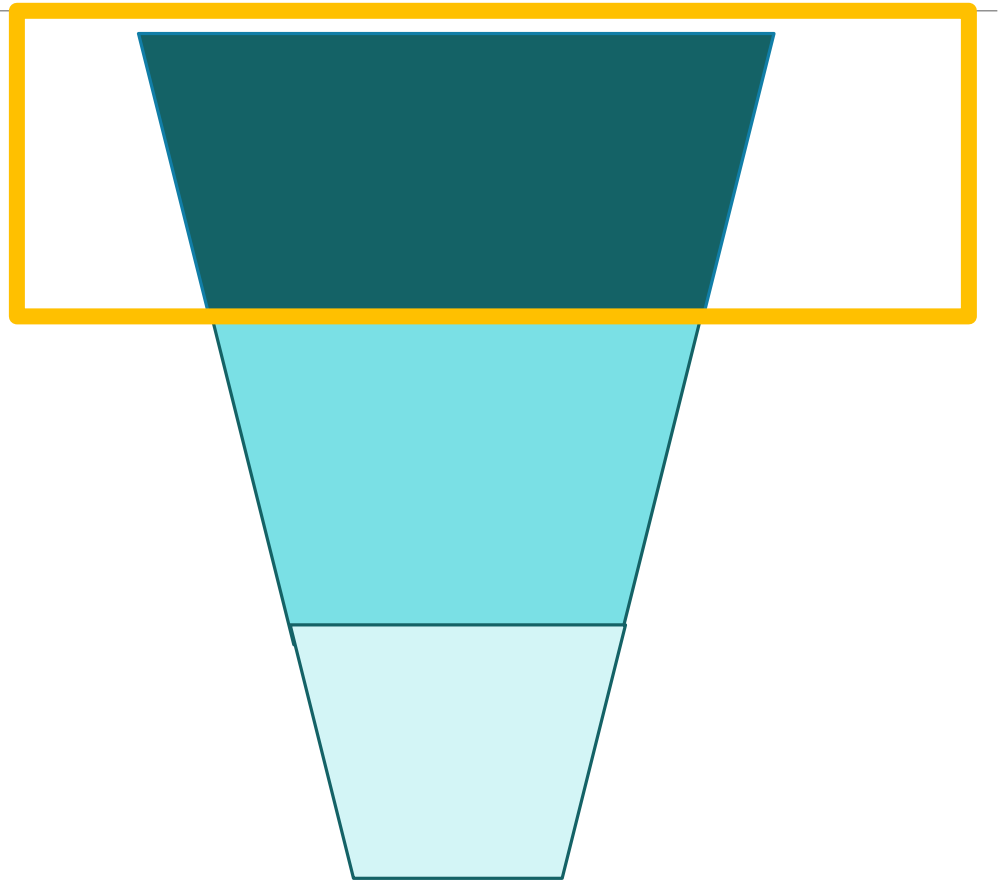
1. Comprehensive Plan
2. Transportation Plan
3. Traffic Calming and Greenways Program



Planning processes and engagement

Comprehensive Plan

1. Broad engagement and broad questions
2. What is our vision for the future?
3. What are our goals to achieve that vision?
4. Big picture, many topics, engagement across the community



Planning processes and engagement

Comprehensive Plan

1. Community Services & Economics
2. Culture & Identity
3. Environment
4. Downtown
5. Housing and Neighborhoods
6. Transportation
7. Land Use

Air Quality and Emissions

Goal 3.6 Protect local air quality from pollutants.

Policy 3.6.1: Ensure that the air we breathe is safe for all Bloomington residents and visitors.

Goal 3.7: Reduce greenhouse gas emissions.

Policy 3.7.1: Promote energy-saving retrofitting of public and private buildings and informed decision-making for building renters based on energy consumption.

Policy 3.7.2: Reduce vehicle miles travelled per capita.

Policy 3.7.3: Utilize tree, shrub, and native prairie perennials to sequester carbon in order to reduce our carbon dioxide emissions.

Planning processes and engagement

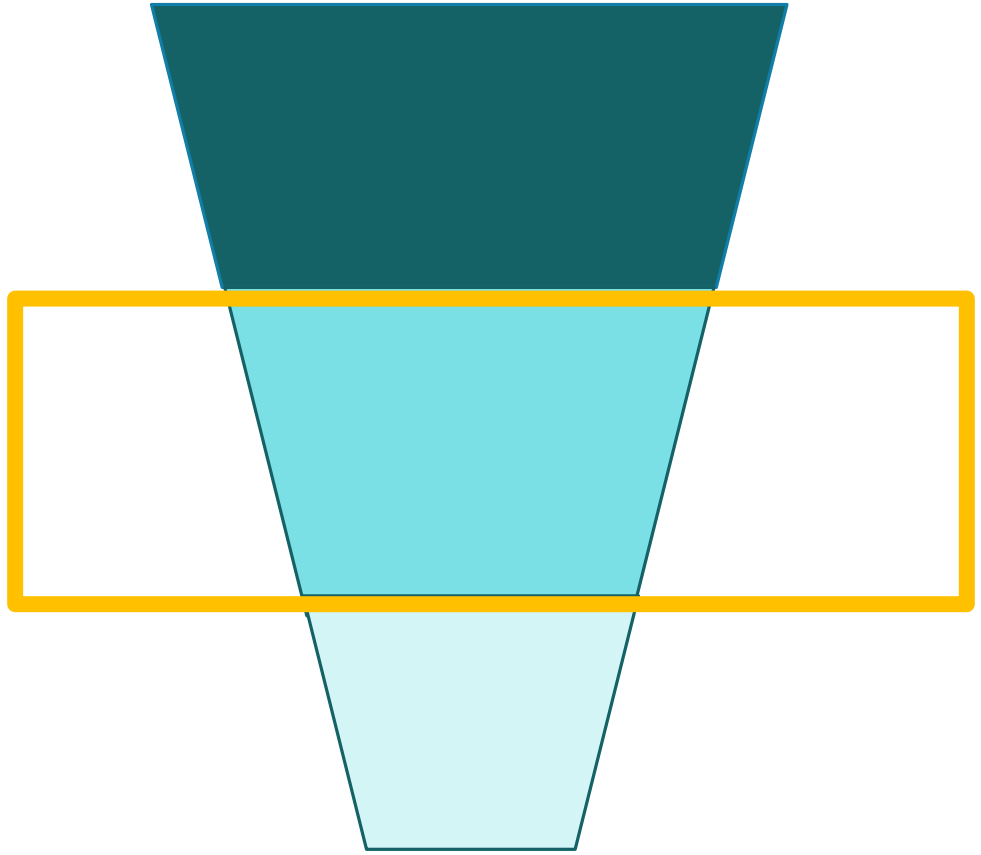
Comprehensive Plan: Transportation

6.1	**Increase Sustainability:** Improve the sustainability of the transportation system.
6.2	**Improve Public Transit:** Maintain, improve, and expand an accessible, safe, and efficient public transportation system.
6.3	**Improve the Bicycle and Pedestrian Network:** Maintain, improve, and expand an accessible, safe, and efficient network for pedestrians, and attain platinum status as a Bicycle Friendly Community, as rated by the League of American Bicyclists.
6.4	**Prioritize Non-Automotive Modes:** Continue to integrate all modes into the transportation network and to prioritize bicycle, pedestrian, public transit, and other non-automotive modes to make our network equally accessible, safe, and efficient for all users.
6.5	**Protect Neighborhood Streets:** Protect neighborhood streets that support residential character and provide a range of local transportation options.
6.6	**Optimize Public Space for Parking:** Plan and develop parking for cars and bicycles with a focus on efficiency and equity.
6.7	**Educate the Public:** Increase residents' safe use of transportation options that minimize negative environmental and infrastructure impacts.

Planning processes and engagement

Transportation Plan

1. Broad engagement and transportation-specific questions
2. Builds on the goals of the Comp Plan—how do we operationalize those goals in our community?



Planning processes and engagement

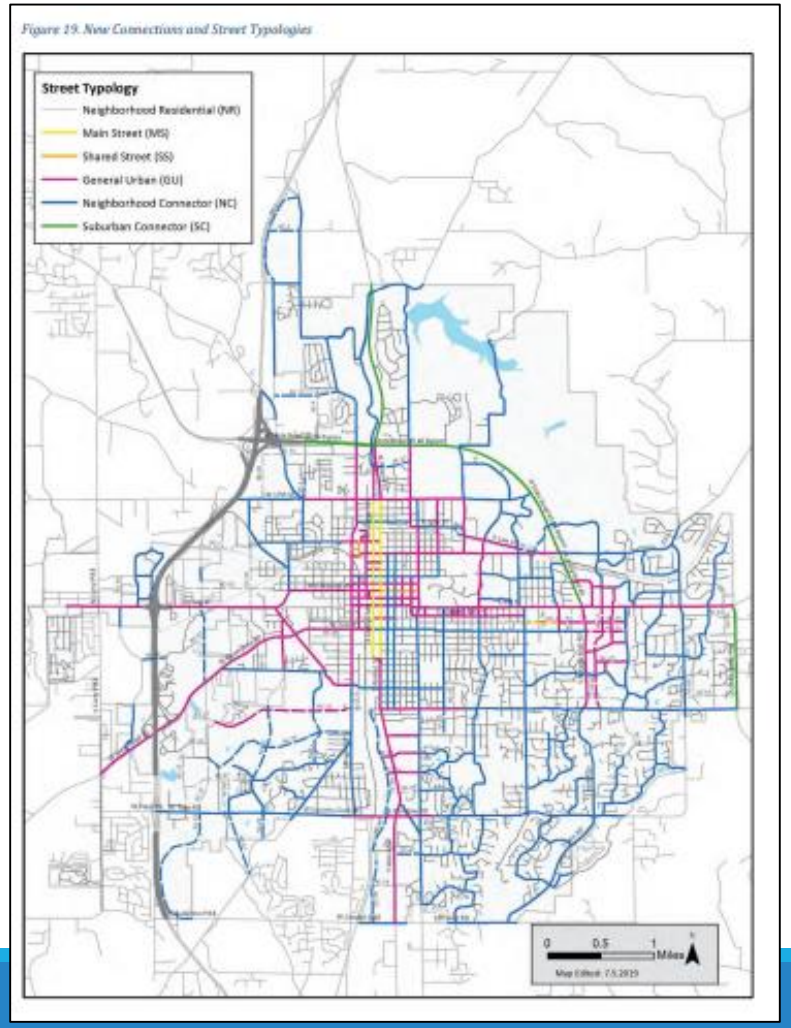
Transportation Plan

1. How do we achieve our Comprehensive Plan goals for our transportation network?
2. In order to meet our goals, what are our recommendations for every street within the city?
3. Because this builds on the Comprehensive Plan, the engagement questions do not ask, “What are our goals?” That question has been answered.

Planning processes and engagement

Transportation Plan

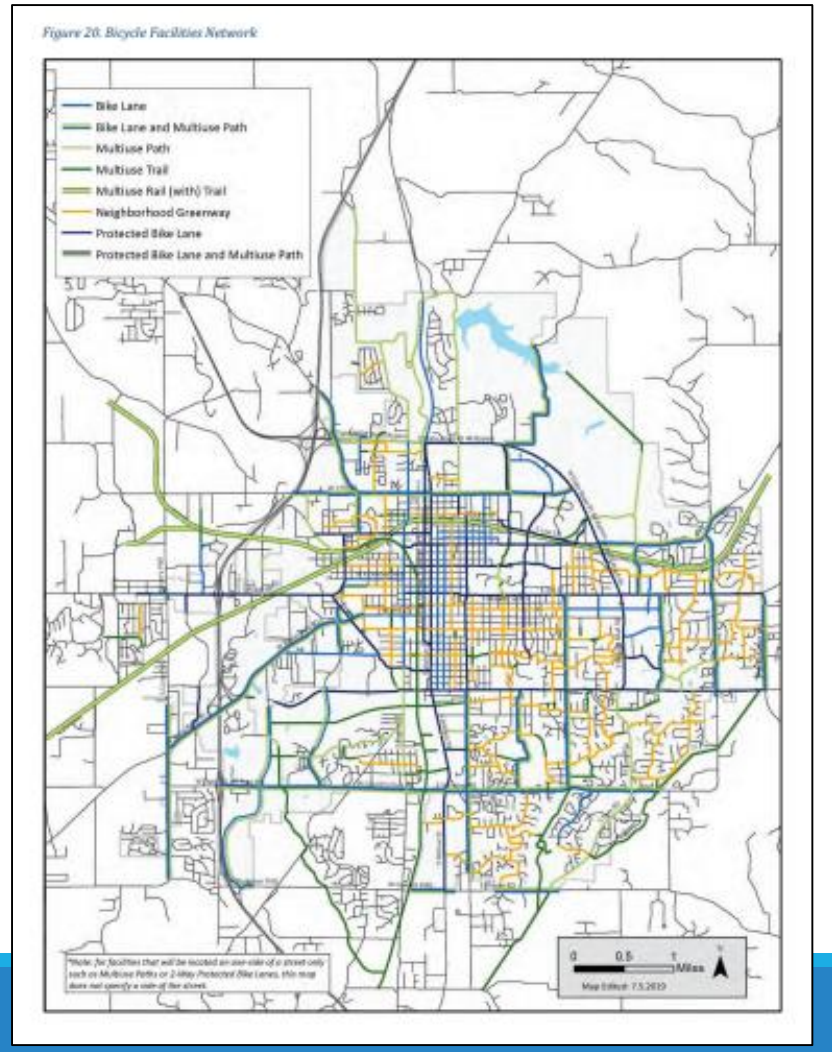
1. Street typologies
2. Every street in the city is assigned a street typology
3. Typologies specify sidewalk widths, treeplot widths, travel lane widths, and on-street parking
4. Figure 19: New Connections and Street Typologies



Planning processes and engagement

Transportation Plan

1. Bicycle Facility Network
2. Every street in the city was reviewed and an appropriate bicycle facility was recommended based on Comprehensive Plan goals
3. Figure 20: Bicycle Facilities Network

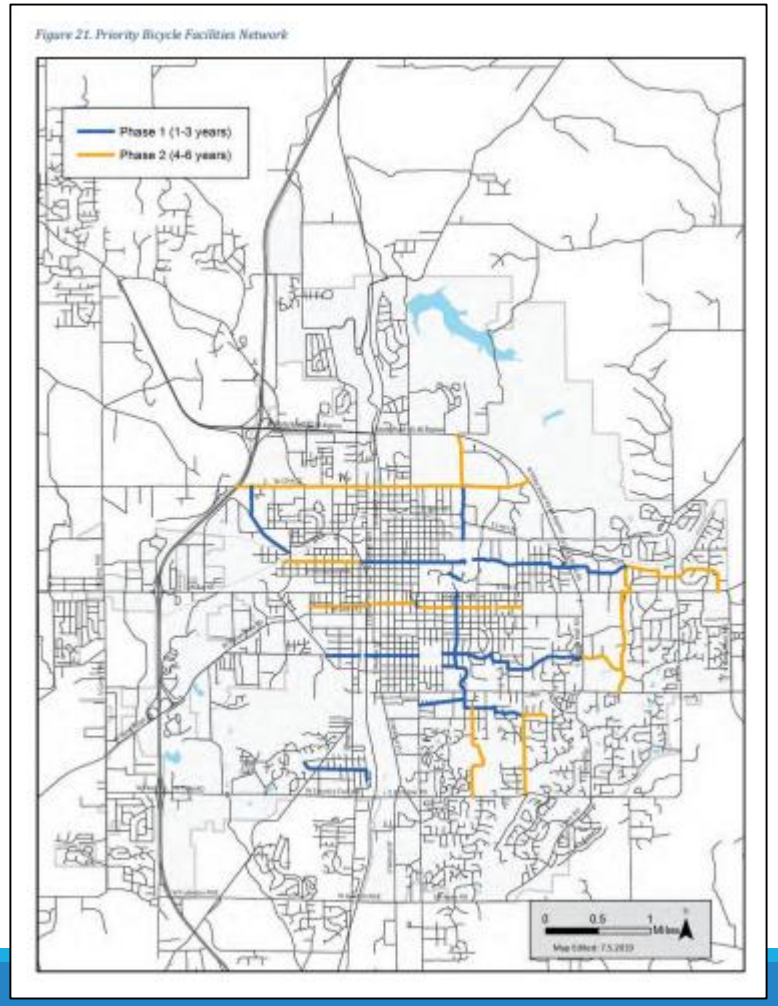


Planning processes and engagement

Transportation Plan

Bicycle Facility Types:

- Multiuse Paths and Trails
- Protected Bike Lanes
- Buffered Bike Lanes
- Conventional Bike Lanes
- Neighborhood Greenways
- Advisory Bike Lane/Shoulder



Planning processes and engagement

Transportation Plan

1. Bicycle Facilities defined: protected bike lane, conventional bike lane, trail, neighborhood greenway etc.
2. Similar to street typologies, each bicycle facility type is described in the text of the plan.
3. Neighborhood Greenway is a type of bicycle facility.

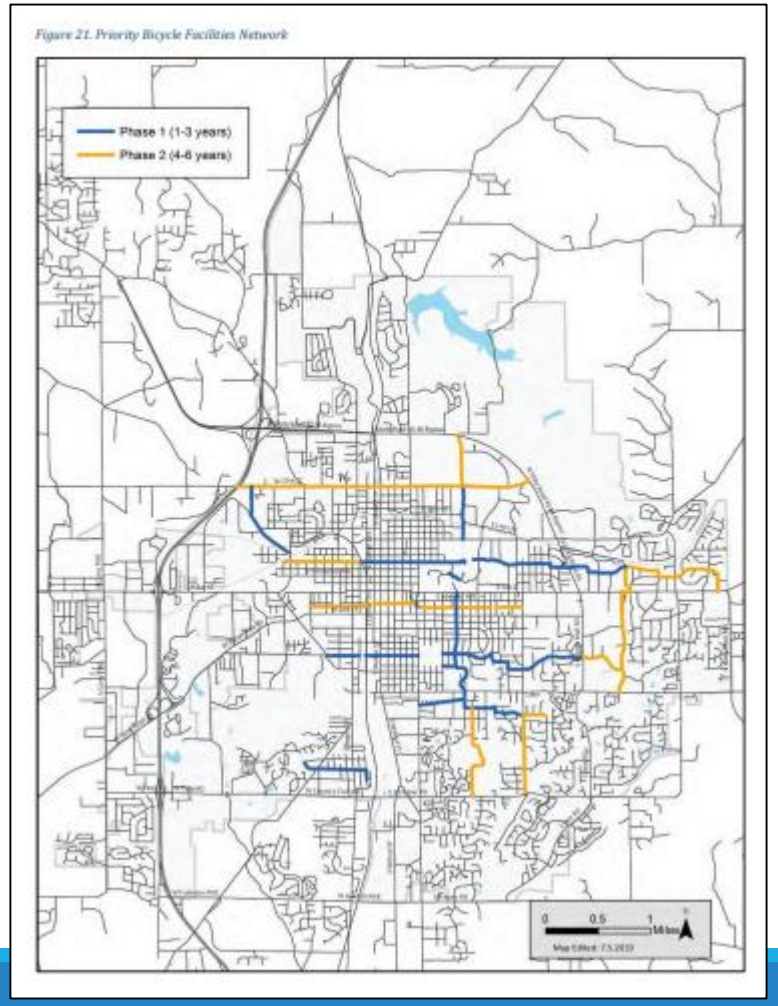
Neighborhood Greenways

Neighborhood greenways (also referred to as bicycle boulevards or neighborhood bikeways) are low-speed, low-volume shared roadways that create a high-comfort walking and bicycling environment. In addition to shared lane markings and wayfinding signs, traffic calming or diversion treatments are often used to promote speed and volume reduction (less than 25 mph and 3,000 vehicles per day). Another option would be to

Planning processes and engagement

Transportation Plan

1. Priority Bicycle Facilities Network
2. “Figure 21 shows the High-Priority Bike Network for Bloomington. Given the limited resources, the projects highlighted in the map and listed in Table 7, are anticipated to achieve the biggest impact within a short timeframe to advance multimodal transportation in the City. These projects form the basic east-west and north-south bicycle network that will be the backbone of the multimodal transportation system in the City.”



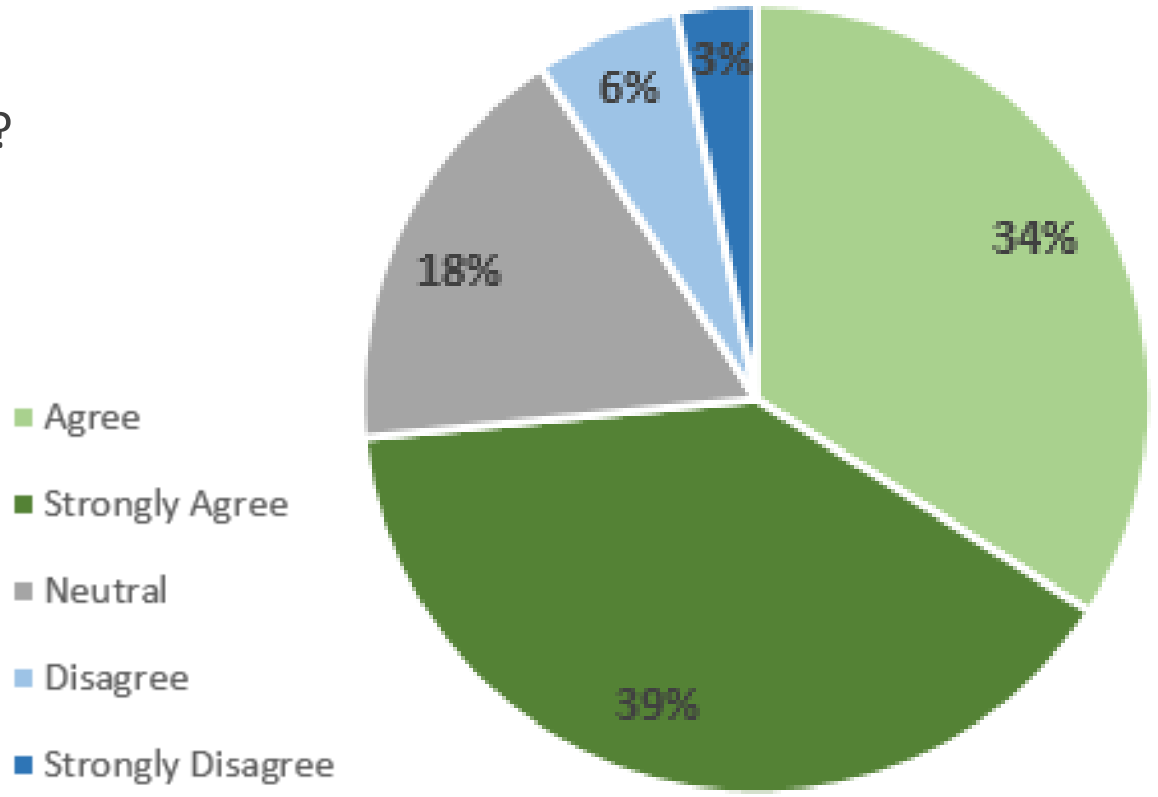
Planning processes and engagement

Transportation Plan

Is there support to extend the B-Line and invest in high-priority multimodal routes?

Yes, 523 respondents

73% of residents Strongly Agree or Agree



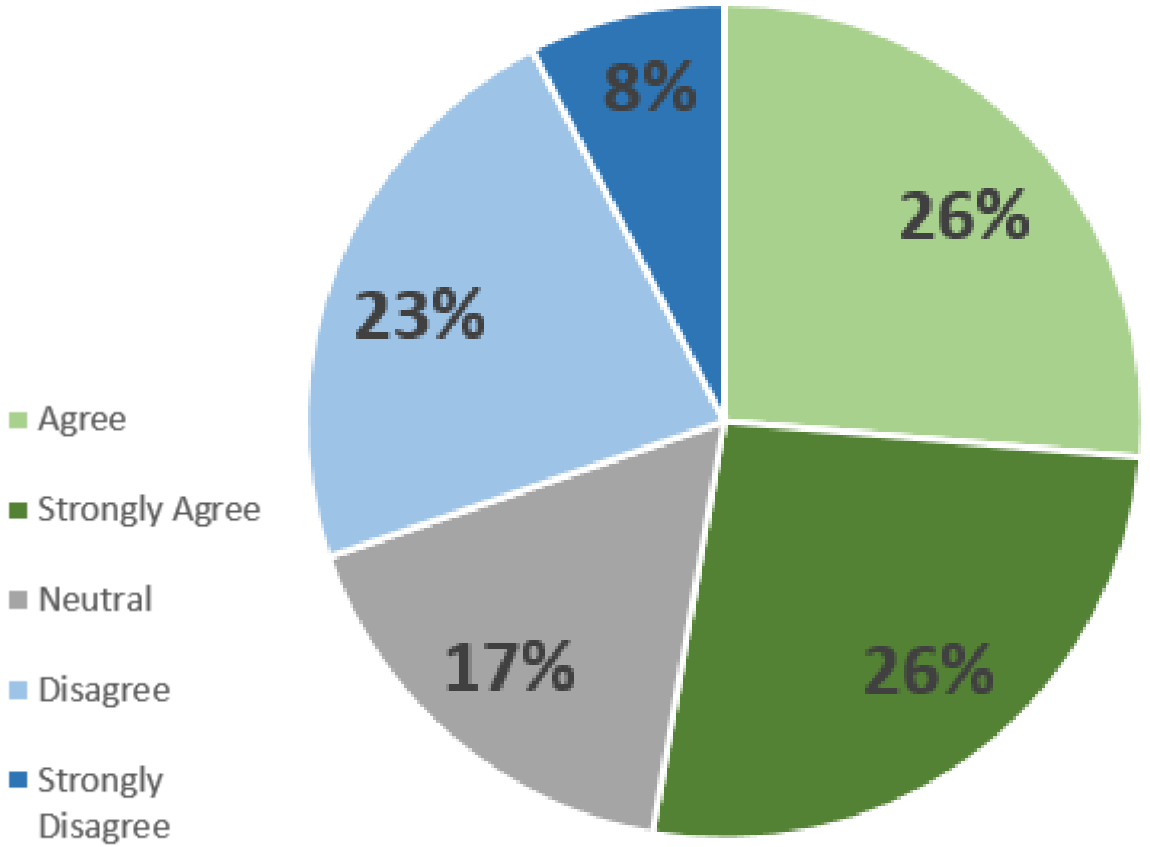
Planning processes and engagement

Transportation Plan

Is there support to expand the Neighborhood Greenway network?

Yes, 618 respondents

52% of residents Strongly Agree or Agree, 17% neutral



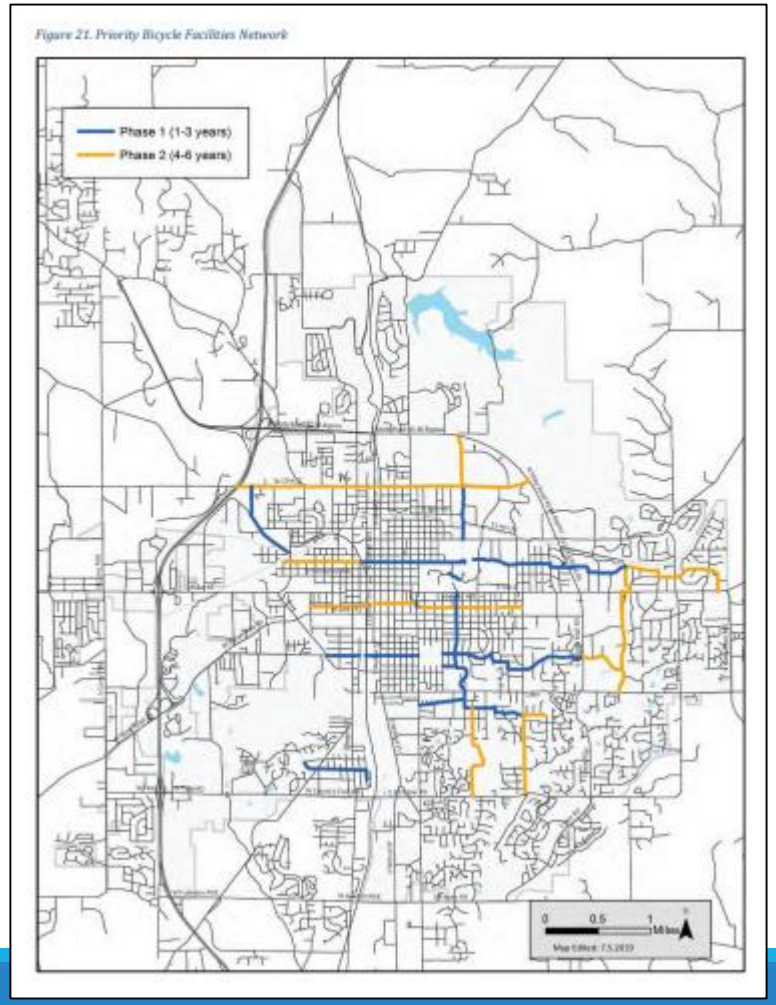
Planning processes and engagement

Transportation Plan

The Transportation Plan was passed by the Common Council on May 22, 2019

Based on the goals adopted in the Comprehensive Plan, the Transportation Plan answers:

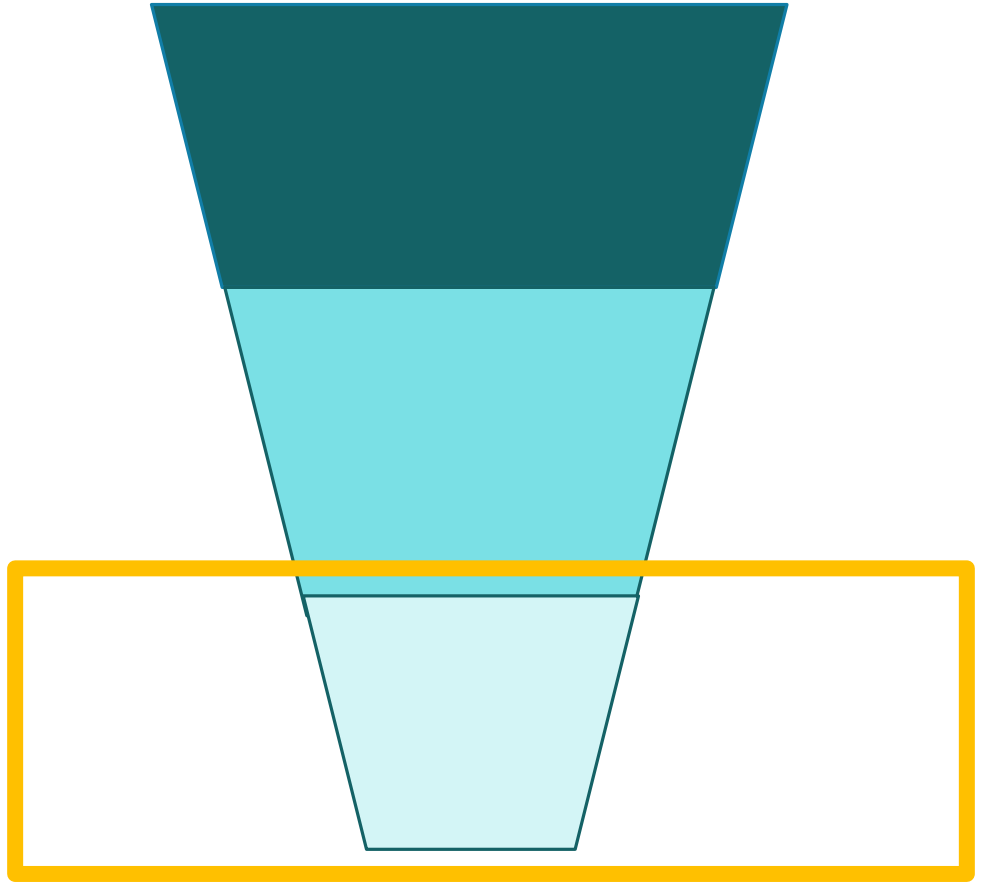
- What do we want our streets to look like;
- What are the bicycle facilities recommendations for each street in the City;
- Recommendations for how to prioritize projects; and
- Recommendations for determining tradeoffs.



Planning processes and engagement

Traffic Calming and Greenways Program

1. Targeted engagement and design-specific questions
2. Builds on the goals of the Comp Plan and recommendations of the Transportation Plan
3. For Neighborhood Greenways, other plans have answered why and where.



	Is this project needed?	Does this project support community goals?	How is project design approached?
Resident-Led	Residents identify their interest by talking with neighbors, collecting signatures, and requesting support from a councilmember. Staff collects data to determine if there is a need.	Only certain street typologies are eligible. Supports improving safety, walking, bicycling, and access to transit.	• Project design is approached from a technical perspective, focused on improving safety. • Resident project leaders are involved throughout. • Residents within 300 feet of the project are mailed letters and informed of opportunities to share input with staff or in a public meeting.

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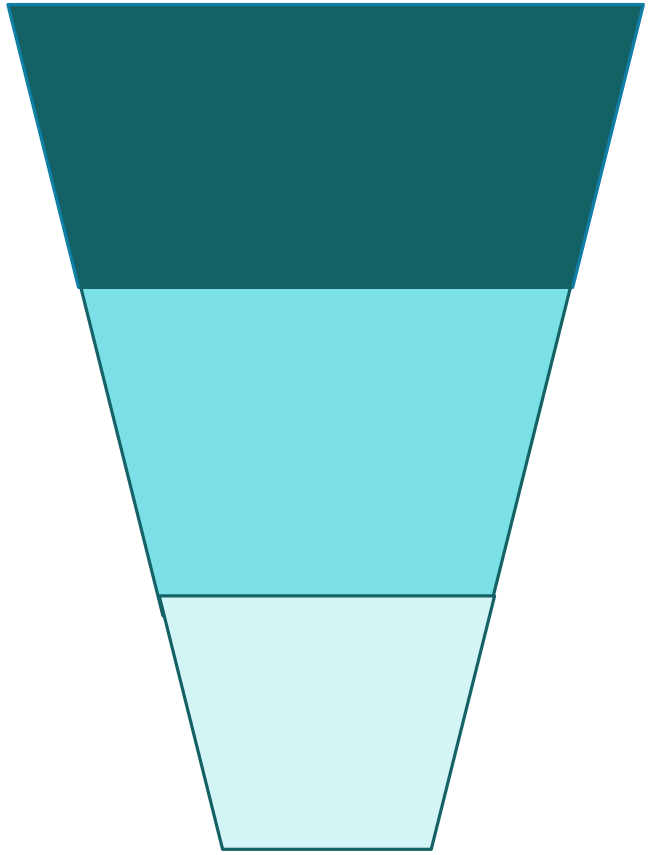
Staff-Led Neighborhood Greenway	This was reviewed and identified in the Transportation Plan.	This was reviewed and identified by the goals of the Comp Plan and then the recommendations of the Transportation Plan.	• This is the focus of public engagement for a neighborhood greenway. • Residents within 300 feet of the project are mailed information about the project and about the meetings. • Staff hosts 2-3 meetings to ask for input, review design, and present design changes. • Design is reviewed and approved in a public meeting of the Bicycle and Pedestrian Safety Commission.

Planning processes and engagement

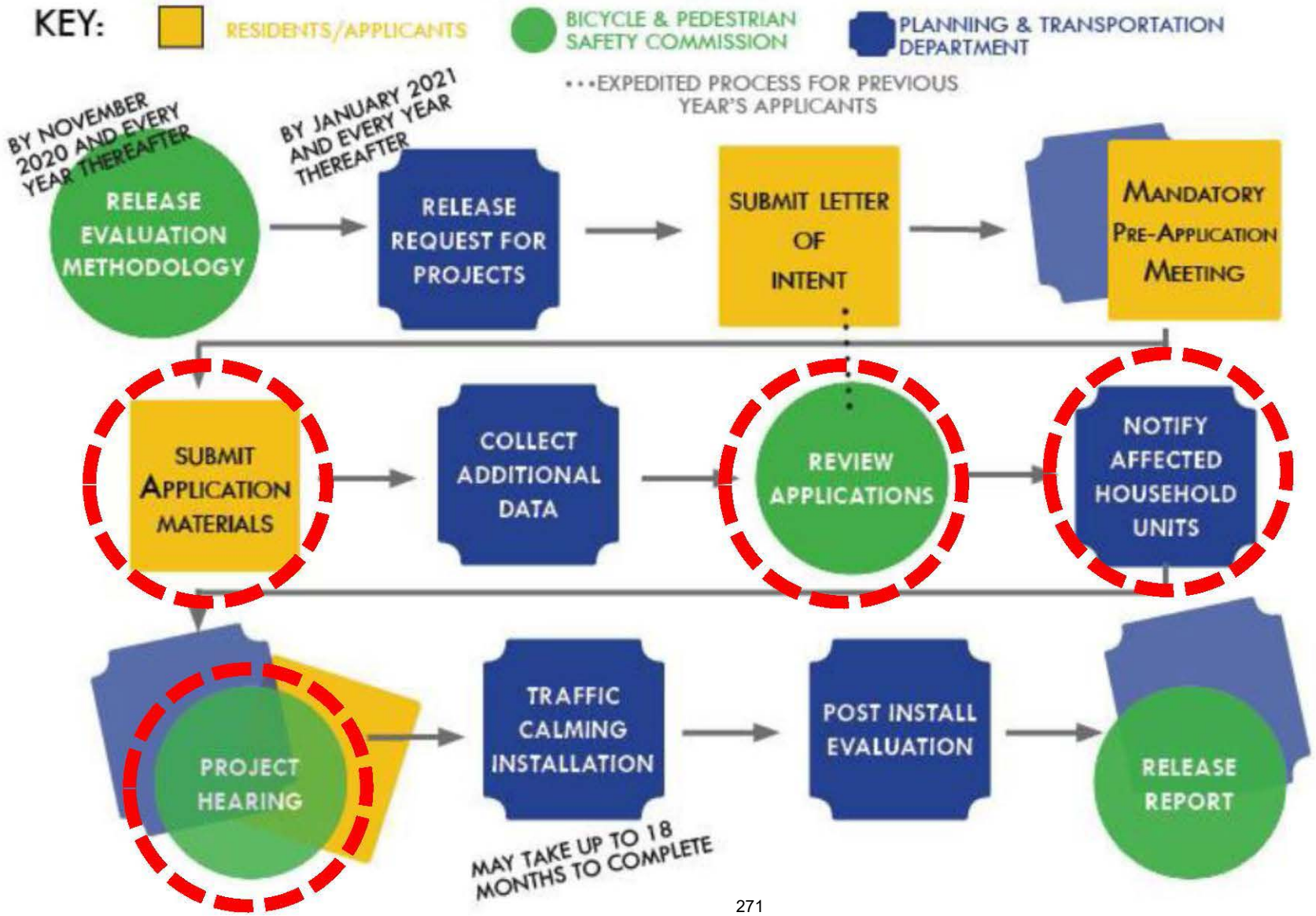
Summary

1. Comprehensive Plan: What is vision for the future our community?
2. Transportation Plan: In order to meet our goals, what are our recommendations for every street within the city?
3. TCGP: How do we design neighborhood greenways and other traffic calming to support community goals?



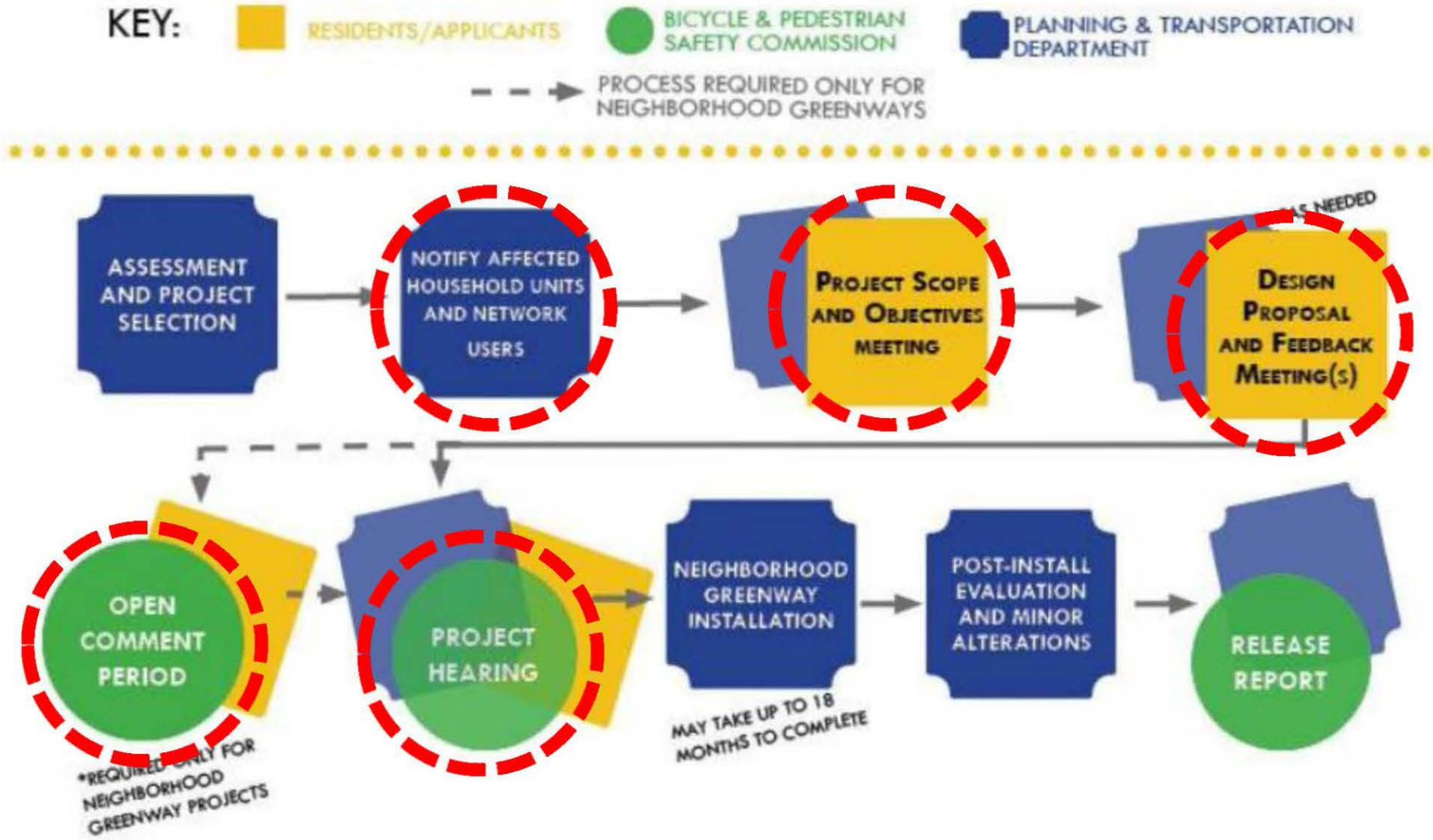
Resident-Led Traffic Calming Process

A VISUAL OVERVIEW



Staff-Led Neighborhood Traffic Calming/Greenway Process

A VISUAL OVERVIEW



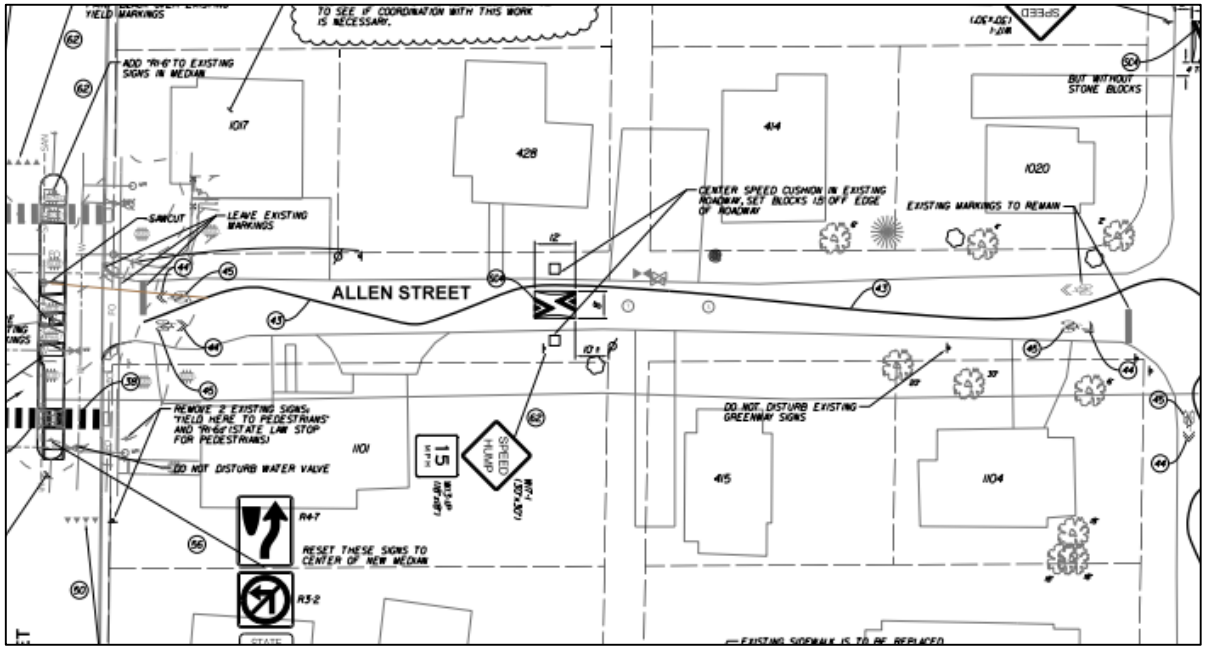
TCGP Projects

Process	Projects
Resident-Led	• W. 12th Street and W. 13th Street (installed) • E. Maxwell Lane (designed, planned for installation 2023)
Staff-Led Neighborhood Greenways	• E. Allen Street (Walnut St. to Henderson St., installed) • E. 7th Street (Union St. to the Bypass, installed) • W. Graham Dr. (Rockport Rd. to the B-Line Trail, installed) • W. Allen Street (Patterson Dr. to the B-Line Trail, designed, planned for installation 2023) • S. Hawthorne Dr./Weatherstone Ln (in process, 3rd public meeting scheduled)

TCGP Projects: Design Considerations

Design considerations:

- Feedback from residents about use of the street
- Location of driveways
- On-street parking
- Under and above ground utilities
- Locations where trees can be added
- Stormwater infrastructure
- Proximity to intersections
- Spacing of speed humps or speed cushions
- Gaps in speed cushions
- Emergency service routes

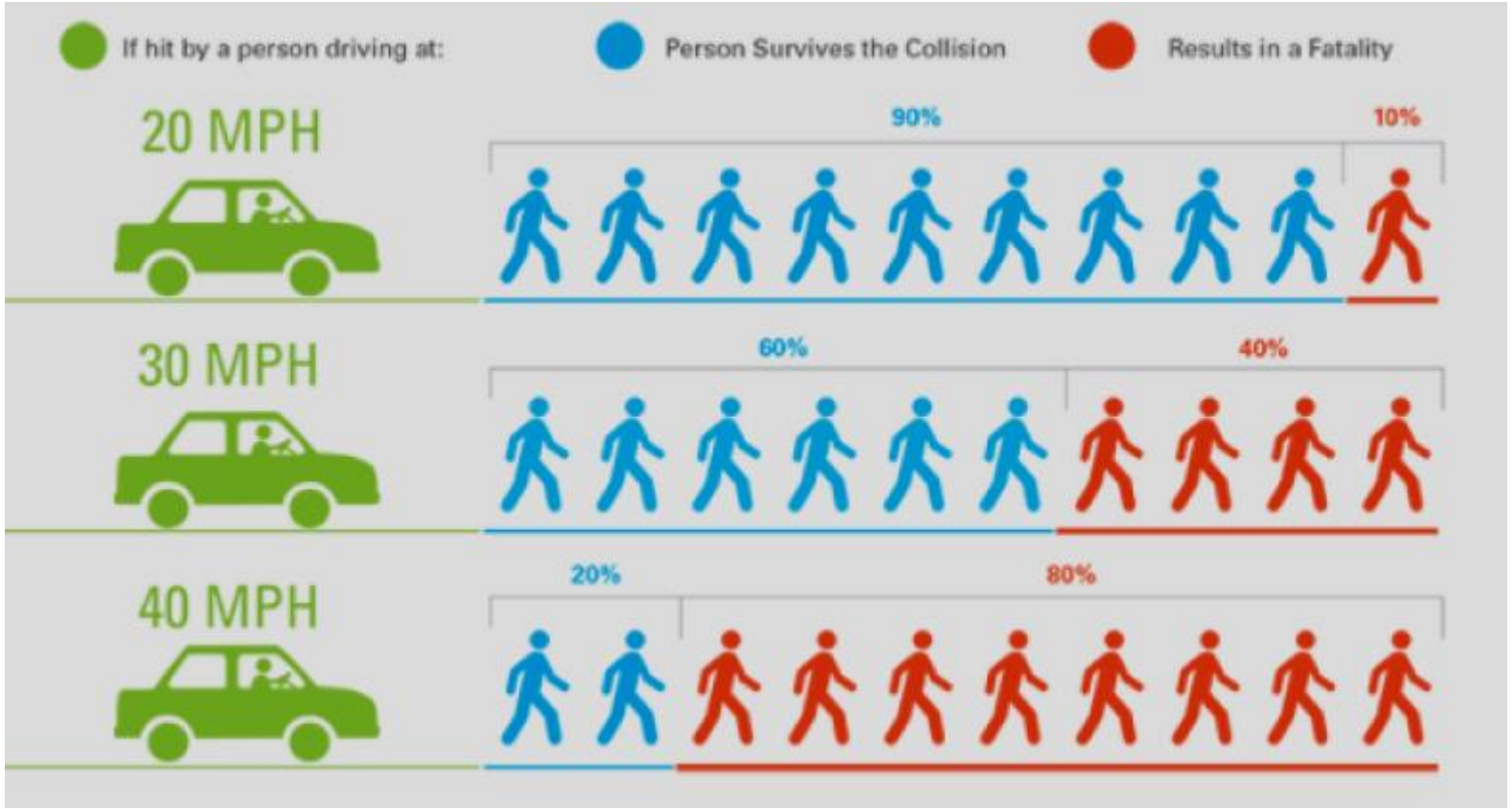


TCGP Project Objectives

Connected to Comprehensive Plan Goals

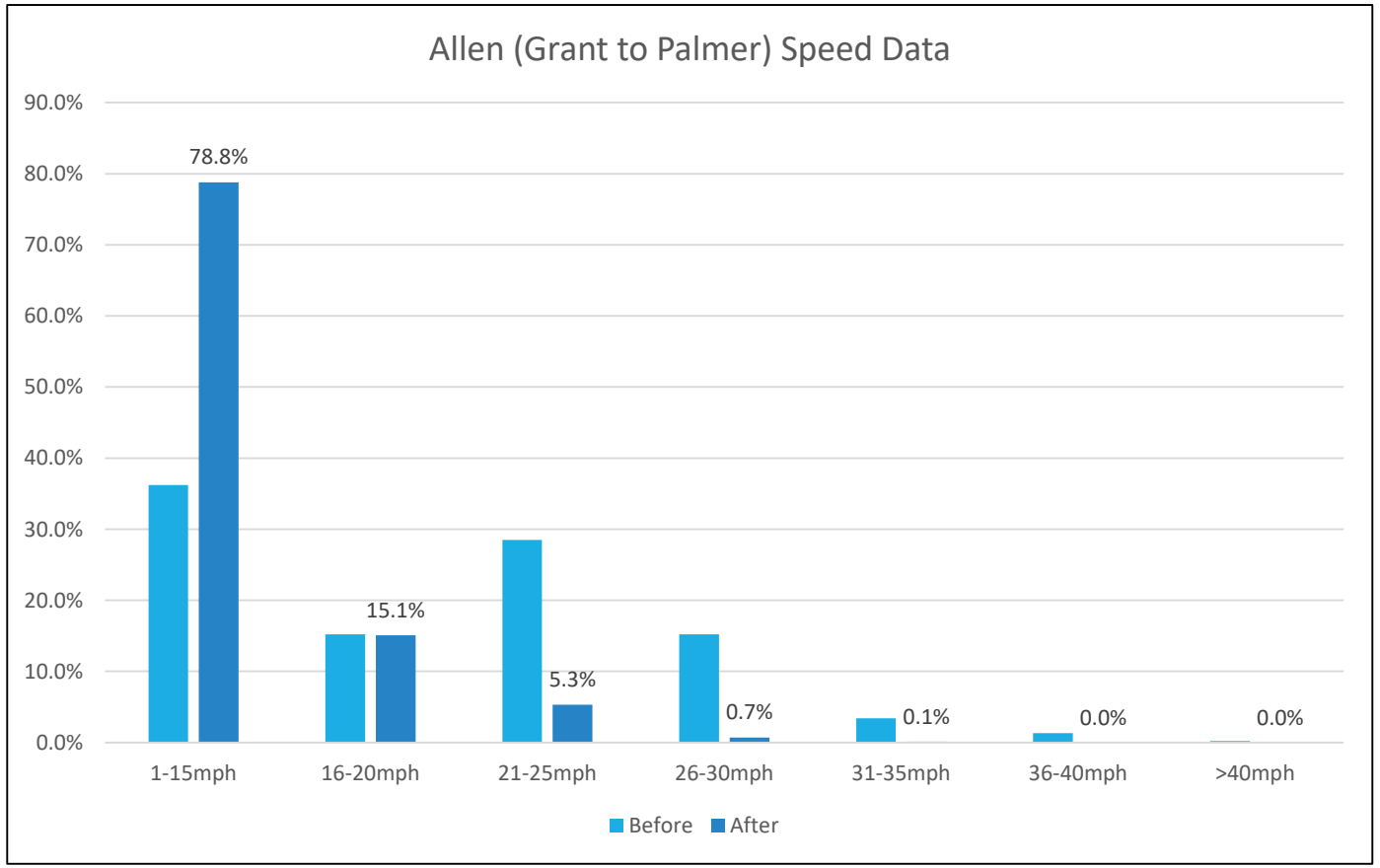
1. Goal 6.1 Increase Sustainability: Improve the sustainability of the transportation system.
2. Goal 6.3 Improve the Bicycle and Pedestrian Network: Maintain, improve, and expand on accessible, safe, and efficient network for pedestrians, and attain platinum status as a Bicycle Friendly Community, as rated by the League of American Bicyclists.
3. Goal 6.4 Prioritize Non-Automotive Modes: Continue to integrate all modes into the transportation network and to prioritize bicycle, pedestrian, public transit, and other non-automotive modes to make our network equally accessible, safe, and efficient for all users.

TCGP Project Objectives



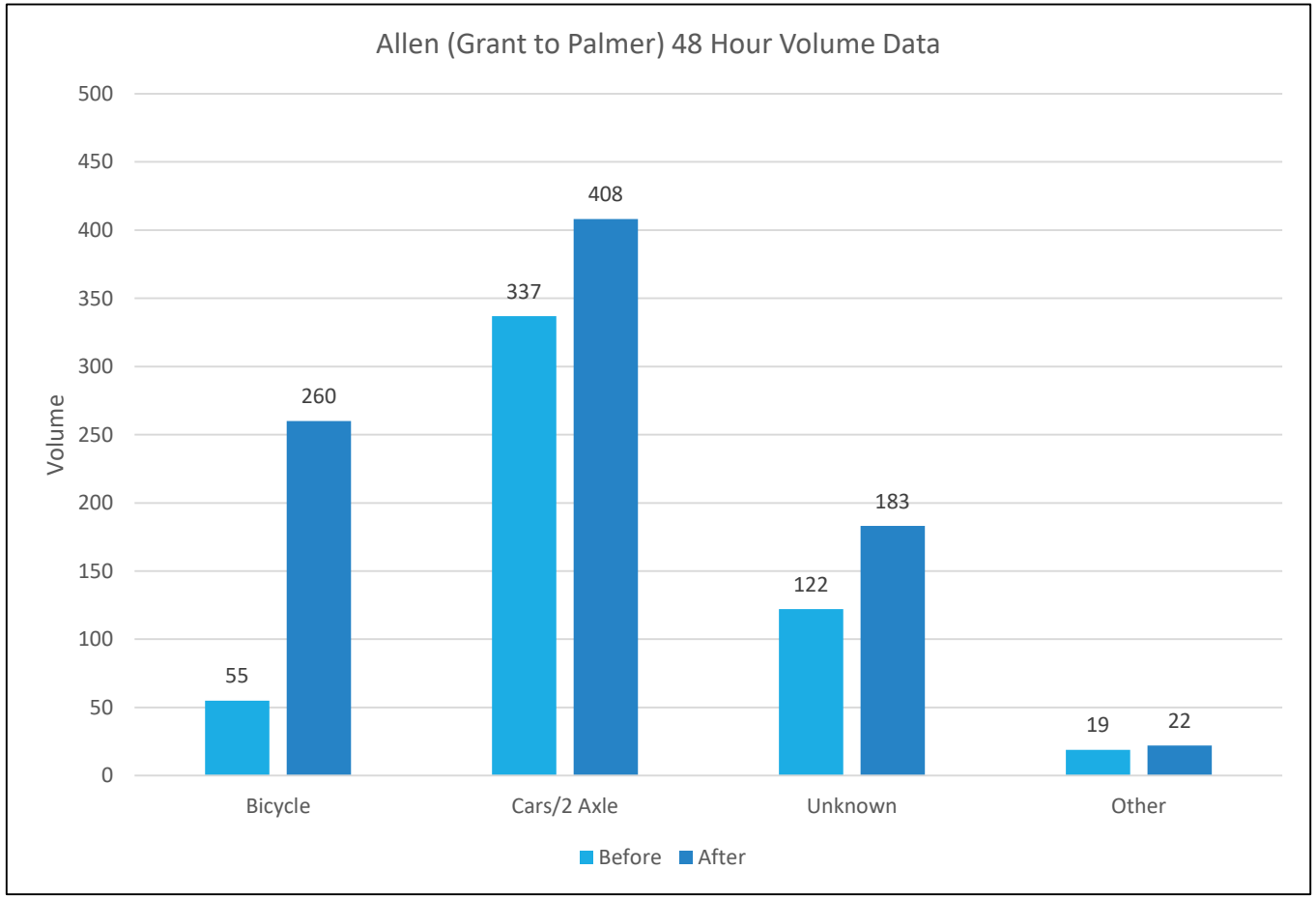
- Even small changes in impact speed have a large effect on the risk of fatal injury.
- A risk of pedestrian fatality at an impact speed of 20 MPH is 10%, the risk of a pedestrian fatality at an impact speed of 40 MPH is 80% (this increases with SUVs and trucks)
- Source: US Dept. of Transportation, March 2000

TCGP Project Objectives



- Goal 6.3 Improve the Bicycle and Pedestrian Network
- Improve safety

TCGP Project Objectives



- Goal 6.3 Improve the Bicycle and Pedestrian Network
- Allen Street: increased pedestrian usage.
- “The pedestrian parade”

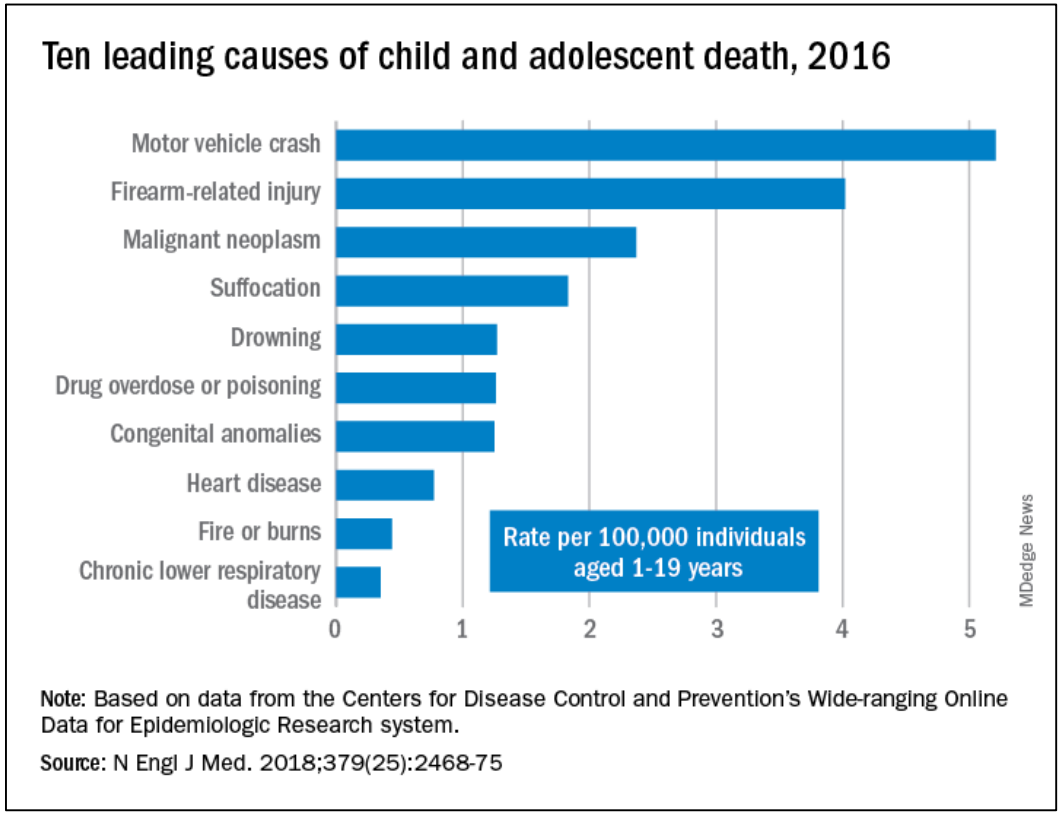
Project Prioritization

- For Neighborhood Greenways, staff uses the Priority Bicycle Facilities Map from the Transportation Plan to prioritize.

- Resident-led: residents request projects. Then, the Bicycle and Pedestrian Safety Commission prioritizes projects using an annually -reviewed and –adopted evaluation methodology. The criteria focus on history of crashes, likely prevalence of pedestrians, motor vehicle volumes, and motor vehicle speeds.

Questions, concerns, and next steps

- Resident-led traffic calming typically receives ~$50,000 a year. This can be allocated by the Council Sidewalk Committee.
- Neighborhood Greenway projects are funded through the Alternative Transportation Fund, which is approximately $375,000 each year. That quantity typically funds construction of two sections of Neighborhood Greenway.
- Neighborhood Greenways construction cost about $200,000 - $400,000 per mile.
- New sidewalks on one side of a street cost approximately $2 million per mile.
- According to Zillow, the average cost of a home in Bloomington is $310,290.



Questions, concerns, and next steps

- Staff is concerned that a higher threshold of signatures will be a barrier for people to participate in the resident-led program.
- Consider increasing the number of letters of support from councilmembers for resident-led projects in place of approval at the end of the process.
- Staff is concerned with the timing of the council approval for both processes. Each process includes public engagement.
- If there are concerns that a street should not be a Neighborhood Greenway, then the Transportation Plan should be amended.
- What are concerns with the current process?
- What criteria does council intend to use to review and approve projects? It will be helpful for staff to be aware of criteria.