

APRIL | 2024



CITY OF BLOOMINGTON

# NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

## Procedure Document



## PROGRAM GOALS

Through engagement, discussion with the Technical Review Committee (TRC), and peer research, staff identified the following goals for the traffic calming request program:

- Improve quality of life
- Simplify process and options
- Prioritize requests with criteria
- Provide trial options for traffic calming
- Use City resources efficiently to manage the program
- Identify alternative funding source for design and implementation of traffic calming treatments

## Engineering Staff Contact

Paul Jarvis, Traffic Management Coordinator  
(952) 563-4548 or [pjarvis@bloomingtonmn.gov](mailto:pjarvis@bloomingtonmn.gov)

The Traffic Management Coordinator is the city staff member that facilitates the Neighborhood Traffic Management Programs. This is the staff member you should contact to start the process and answer any questions you may have regarding the program.

## STREET ELIGIBILITY

Only local streets are eligible for this program, since these are the streets that the City owns and due to the types of activities on local streets, traffic levels and speed levels of these streets. Streets with planned construction through the Capital Improvement Plan (CIP) or Pavement Management Program (PMP) are still eligible as well. **Streets that are not eligible include:**

- **Cul-de-sacs or blocks less than 250 feet in length:** Implementation of a traffic calming tool requires more space and is less useful without thru traffic that is less likely to be speeding.
- **Larger streets** (such as Lyndale Avenue, American Boulevard, 86th Street): The traffic calming tools are generally appropriate for streets with lower traffic volume and speeds than these. Additional safety measures beyond the toolbox are applicable for larger streets.
- **Streets under County or MnDOT jurisdiction, or privately-owned streets:** Traffic calming may be installed by the agencies responsible for the street.
- **Streets with active construction:** Construction typically disrupts traffic and would make the study of an area inaccurate to the long-term functioning of the street.

## PROCESS

The redesigned process is summarized below, with key differences from the previous process highlighted. This process is shown graphically in **Figure 24**.

1.  **Public Request (January-YEAR 1):** Any resident, business owner, or other community member can submit a traffic calming request at any time.
  - There is no application fee or petition requirement.
  - While applications will be accepted year-round, the process will be advertised in the summer and fall and reviewed at the end of January. This allows potential projects to be implemented with the Pavement Management Program cycle.
2.  **Request Prioritization (February):** City staff will use engineering criteria analyzed through the lens of equity to prioritize projects.
  - Demographic data are included as part of the prioritization process to help projects support the program's equity goals.
3.  **Information Gathering (March- September):** City staff may gather more data or conduct a speed study. At this point, staff may choose to implement a trial solution.
  - **Initial Speed study (March-May):** Data for consideration will include average speeds, traffic volume and percentage of travelers speeding 5 and 10 miles over the speed limit.
  - **Install trial traffic calming (June-August):** Trial strategies are a fast, reversible, and low-cost way to test out traffic calming in a neighborhood.

These can be installed during this time period and provide an opportunity to understand the effects and impacts of the traffic calming in a given location.

- **Speed Study (June-September):** Data to evaluate effectiveness including average speeds, traffic volume and percentage of travelers speeding five and ten mph over the speed limit.
- **Develop list of final (permanent) projects (August-September):** These can stand alone or align with planned pavement improvements in the following year’s PMP process.
- 4. **Community Input (June- September):** City staff will gather feedback from the community via open houses, mailed surveys, and other methods. Internal stakeholders and partner agencies will also be consulted throughout the cycle. More details provided in the following section of this document.
- 5. **Approval (September-October):** Projects will be brought to the Planning Commission and City Council for approval.
- 6. **Implementation (YEAR 2):** Projects will be constructed.
  - Includes final design, bidding and construction for the permanent solutions.
  - Trial strategies may be kept in place or medium- to long-term solutions may be implemented. Higher-impact strategies may be implemented as part of the Pavement Management Program cycle. For more on potential treatments, see Toolbox of Options below.
- 7. **Evaluation (YEARS 2-4):** Data will be gathered to assess the effectiveness of the tool chosen. This will include monitoring of safety and traffic speeds.
  - Data for consideration will include changes to average speeds, traffic volume, and percentage of travelers speeding five and ten mph over the speed limit from the initial information gathering phase.

The program is designed to be adaptable. There are multiple places in the process where staff can opt to immediately implement safety improvements or not go forward with requests. These could happen in the following steps of the process:

1. **Public Request:** City staff can determine that a public request represents an immediate and significant safety issue that needs to be addressed immediately outside of the request cycle.
2. **Request Prioritization:** If a request does not score highly, it can be considered in a future cycle.
3. **Information Gathering:** Data collection may indicate that the problem does not need to be investigated further.
4. **Community Input:** Feedback from the community may demonstrate that the safety problem is larger than can be addressed within the scope of this program. Implementation of temporary solutions and subsequent community engagement may demonstrate that the safety problem has been solved by the temporary solution.



Figure 24 Traffic calming request program cycle.

## PRIORITIZATION CRITERIA

Staff developed a set of criteria for prioritizing traffic calming requests that accounted for both traffic safety as well as the demographic characteristics of the potential project area which provide additional perspective on equity considerations. An equity focus in traffic calming is important because traffic safety issues tend to disproportionately impact BIPOC communities, low-income communities, and households without vehicle access.<sup>14</sup>

### The prioritization criteria identified include:

- Traffic
- Safety / Pedestrian and Bicycle Experience
- Equity
- Community Destinations
- Number of People

Staff developed measures, thresholds, and weighting for the recommended traffic calming prioritization criteria.

Each traffic calming application is evaluated by Public Works using these considerations and prioritized based on its needs. The quantitative criteria were selected based on data that reflected transportation needs and community priorities, as well as data that were readily available and easy to understand. Additional information about the methodology and data sources is included in **Appendix H**.

CRITERIA	WHAT IS MEASURED	THRESHOLD	MAX. # OF POINTS
<b>Traffic</b>	Traffic Volume	AADT > 500, 20 points; AADT > 1000, 35 points	35
	Pedestrian & Bicycle Facility Gaps		15
<b>Safety / Experience</b>	Pedestrian Infrastructure	If no facility (sidewalks, paths, etc.) = 10 points	10
	Bicycle Infrastructure	If no facility (conventional or protected bike lanes, shared-use paths, etc.) = 5 points	5
	Populations for Bloomington	Incorporate seniors, disability populations, youth and redistribute points	30
<b>Equity</b> <i>*Above the city-wide rate</i>	Non-white population, block level data	Greater than 30% of population*	12
	Low-income households, block group level data	Median household income for the block group is less than \$80,582* or people below poverty level is greater than 8%*	6
	Limited vehicle availability, block group level data	Population with no vehicles is greater than 6%* of the population	6
	Limited English Proficiency, block group level data	Speaks English less than "very well" is greater than 8%* of the population	6
	Proximity to schools, parks, libraries, and community centers	Community destination within ¼ mile 1 = 5 points; 2 = 10 points; 3+ = 15 points	15
<b># of People</b>	Residential density adjacent to street	Medium density (5-10 residential units) = 2 points;	5
		High density (10+ units) = 5 points	
<i>Speed (bonus, if data available)</i>	<i>Vehicle speeds traveled</i>	<i>Excessive speeding: 5 mph above posted limit</i>	<i>Up to 20 bonus points</i>
<b>Total</b>			<b>100 (20 bonus points)</b>

**Table 6** Recommended Traffic Calming Prioritization Criteria

## TOOLBOX OF OPTIONS

### OVERVIEW

A variety of traffic calming treatments exist, and the appropriateness of each treatment depends on the context. Staff developed a toolbox of options to streamline the decision-making process about which treatments are suitable by providing a set of proven and cost-effective tools to choose from.

### OPTIONS

Two tiers of traffic calming treatments were developed. The first tier is intended for use in the traffic calming resident request program. These treatments are effective and relatively easy to implement, and trial options are also included. The second tier is intended for use on streets where other improvements are already being made as part of the Pavement Management Program (see below for more information). Aligning traffic calming improvements with other street improvements helps to minimize disruption to people traveling on the street and living in the neighborhood. The tools are listed in **Table 7** and described in more detail in **Appendix G**.

### TRIAL OPTIONS

In some cases, City staff may determine that while implementing a permanent traffic calming treatment isn't the right choice for a certain street, a trial option can be used to test out the effectiveness of traffic calming. This can allow for swifter action on traffic safety problems at a lower cost and can build neighborhood support for traffic calming by demonstrating effectiveness. Temporary options for all treatments in the toolkit can be implemented.

### CONSIDERATIONS

For both Tier 1 and Tier 2, street context and safety factors are considered to determine which treatment is right. These include location, effectiveness, cost, ease of use, and other impacts.

#### Location

Some traffic calming treatments are best suited for intersections or crossing where pedestrians and vehicles may interact, while others are most effective when used midblock. For example, curb extensions work best at crosswalks, while speed humps are typically used midblock.



**Effectiveness**

In some contexts, reducing driver speed is the highest priority; in others, crashes are a specific issue.

**Cost**

For all tools, the cost to build and the cost to maintain need to be considered.

**Matrix of Considerations**

Considerations for each treatment are summarized in **Table 7**.

**Ease of Use and Other Impacts**

Traffic calming treatments are installed on streets that need maintenance and that are used by different people with different needs. Maintenance is a special concern in Minnesota, where snowy winter require regular plowing and freeze-thaw cycles can result in pavement and concrete damage. Other considerations include ADA accessibility, bicycle and pedestrian friendliness, drainage, and environmental impacts.

OPTION	LOCATION	EFFECTIVENESS		COST			EASE OF USE AND OTHER IMPACTS
				\$ Under 5k	\$\$ 5-10k	\$\$\$ 10k+	
		Speed Reduction	Crash/Severity Reduction	Type	Capital	O&M (annual)	
<b>Speed Table</b>	Midblock and midblock crossings	High	Medium	Trial	-\$-\$	-	<ul style="list-style-type: none"> <li>Generally, better for maintenance vehicles and buses</li> <li>Drainage and utility relocation may be required to avoid maintenance issues</li> <li>Option for a raised crosswalk at midblock crossing</li> <li>Option for placemaking with alternative materials/pavers</li> <li>Drainage and utility relocation may be required to avoid maintenance issues</li> </ul>
				Full Build	\$\$\$	\$	
<b>Speed Hump</b>	Midblock	Medium-High	Medium	Trial	-\$-\$	-	<ul style="list-style-type: none"> <li>Drainage and utility relocation may be required to avoid maintenance issues</li> <li>Can have issues for bikes depending on implementation</li> </ul>
				Full Build	\$\$\$	\$	
<b>Speed Cushion</b>	Midblock	Medium-High	Medium	Trial	\$	-	<ul style="list-style-type: none"> <li>Speed cushions provide best accommodation for emergency vehicles</li> </ul>
					\$	\$	
<b>Curb Extension</b>	Intersections and midblock crossings	Medium	Medium	Trial	\$ per street corner	-	<ul style="list-style-type: none"> <li>Reduced curb radii may require large turning vehicles to cross centerlines</li> <li>Drainage and utility relocation may be required to avoid maintenance issues</li> <li>Opportunities for greening/planting</li> </ul>
					\$\$\$ per street corner	\$\$	
<b>Neighborhood Traffic Circle</b>	Intersections	High	Medium-High	Trial	\$	-	<ul style="list-style-type: none"> <li>May be difficult for emergency vehicles to navigate without mountable curb</li> <li>May block pedestrian sight lines</li> <li>Opportunities for greening/planting</li> <li>Potential maintenance issues with planting and vehicle strikes</li> </ul>
					\$\$\$	-\$-\$*	
<b>Chicane<sup>15</sup></b>	Along the street	High	High	Trial	\$\$	-	<ul style="list-style-type: none"> <li>May require removal of some on-street parking</li> <li>Opportunity for greening/planting</li> <li>Drainage and utility relocation may be required to avoid maintenance issues</li> </ul>
					\$\$\$	-\$-\$*	
<b>Partial Closure</b>	Midblock	High	High	Trial	\$	-	<ul style="list-style-type: none"> <li>Create obstacles for emergency vehicle access</li> <li>Can improve pedestrian crossing safety</li> </ul>
					-\$-\$	-\$-\$	
<b>Diverter<sup>16</sup></b>	Intersections	High	N/A, significantly lowers traffic volume	Trial	\$\$	-	<ul style="list-style-type: none"> <li>Concern for emergency vehicle access</li> <li>More effective in sets throughout neighborhood</li> </ul>
					\$\$\$	-\$-\$*	
<b>Choker<sup>17</sup></b>	Intersections and midblock	High	High	Trial	\$\$	-	<ul style="list-style-type: none"> <li>May require relocation of drainage and utilities</li> <li>Opportunity for greening/planting</li> </ul>
					-\$-\$	-\$-\$*	

**Table 7** Considerations for Traffic Calming Treatments  
 \*Price can vary greatly with design style and if it is including landscaping.

15 SRTS Guide, n.d.

16 Federal Highway Administration, "Module 3: Toolbox of Individual Traffic Calming Measures Part 1," n.d.

17 SRTS Guide, n.d.

## REQUEST PROCESS AND PAVEMENT MANAGEMENT PROGRAM

Bloomington’s Pavement Management Program (PMP) is a maintenance plan for the 342 miles of streets that the City is responsible for maintaining. Each year, the City assesses conditions on a third of its streets, inputs this data into a database, and uses it to plan maintenance cycles, so that resources can be used where they are most needed before street conditions deteriorate. Interventions in the PMP range from applying new sealcoat to reconstructing the road.

While these improvements are necessary to keep roads in safe condition, the City also recognizes that these processes can be disruptive. Taking advantage of already-planned road maintenance cycles to install traffic calming treatments minimizes this disruption. The traffic calming request process is structured to work in tandem with the PMP. See **Figure 25** for an overview of how program schedules will be aligned.

### TRAFFIC CALMING & PMP PROCESS

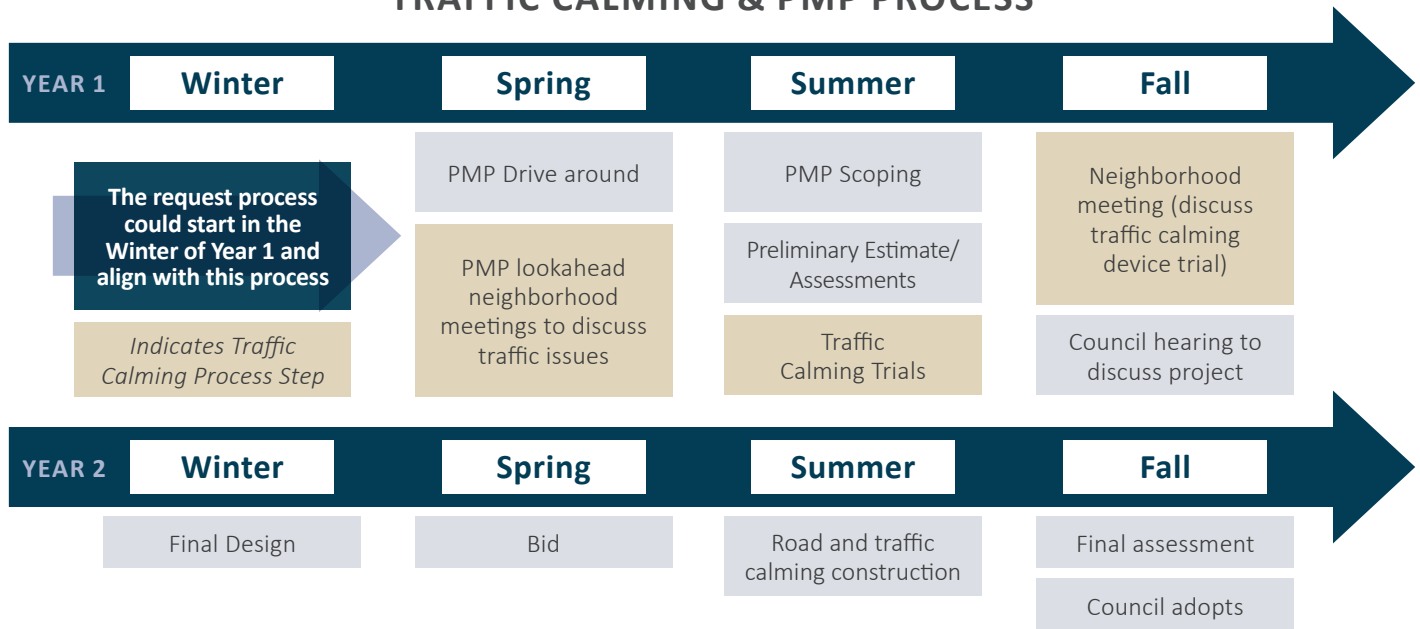


Figure 25 Recommended traffic calming request program and pavement management program.

## RACIAL EQUITY ANALYSIS - TRAFFIC CALMING

As previously stated, neighborhoods in Bloomington with larger BIPOC populations see more traffic incidents and thus stand to benefit the most from traffic calming treatments. However, Bloomington’s current traffic calming program advantages those who identify as white, are property owners, and have the time and money to apply. It disadvantages BIPOC and less affluent residents who do not have the financial or time resources to apply. Additionally, it disadvantages renters in favor of property owners.

The recommended changes to the traffic calming request program will remove these financial and time barriers. The application fee will be eliminated, as will the need for a petition and the requirement that the application be submitted by a property owner. The recommended changes also include project selection criteria that prioritize equity and population density that should further benefit disadvantaged communities. The City will track participants in the program to ensure that the program is reaching disadvantaged communities and, if not, take steps to improve access and awareness.

Most of the documents for the existing traffic calming program are kept electronically, so those who do not have reliable access to the Internet are disadvantaged. Documents will be available in English and Spanish, but communities that speak another language could be negatively affected. Offering documents in a wider variety of languages will potentially lower this barrier so that more communities can benefit from the program. See **Appendix F** for the full City of Bloomington Racial Equity Impact Assessment for this project.

APPENDIX G

# TRAFFIC CALMING PUBLIC GUIDE AND TOOLKIT

---



# APPENDIX G: TRAFFIC CALMING PUBLIC GUIDE AND TOOLKIT

## WHAT IS TRAFFIC CALMING?

Traffic calming uses changes to the street to encourage people to drive at slower and safer speeds. Traffic calming tools can help pedestrians cross more safely and nudge drivers to use more caution at intersections and on neighborhood streets. You may have seen examples of traffic calming tools like speed humps, curb extensions, and roundabouts around Bloomington.

## HOW CAN I MAKE MY STREET SAFER?

### If you've noticed:

- ✓ People speeding on neighborhood streets
- ✓ Crashes in your neighborhood
- ✓ Drivers failing to yield to pedestrians
- ✓ Other traffic conditions that make your streets unsafe

You can use Bloomington's updated Traffic Calming Request Program to tell city staff about safety problems and potentially get traffic calming treatments put in place on your street.

## HOW DOES THE PROCESS WORK?



- The process begins when you submit a request for traffic calming to Public Works. Requests are free and you can submit them anytime.
- From there, staff will gather more information to assess your request by looking at speed and crash data, learning more about your neighborhood, and asking the community what kind of improvements make sense. In some cases, it may make sense to install a temporary traffic calming tool.
- If your request is chosen to move forward and approved by the Planning Commission and City Council, it will be built over the next construction season.
- Public Works will evaluate the impacts of the traffic calming treatment after it is built.



## WILL MY PROJECT BE SELECTED?

Public Works uses a set of criteria to choose which projects will move forward. Some of the factors we look at include:

- ✓ **Traffic**
- ✓ **Safety / Pedestrian and Bicycle Experience**
- ✓ **Equity**
- ✓ **Community Destinations**
- ✓ **Number of People**

If your request wasn't selected to move forward, it may be considered during the next application cycle.

## WHAT ABOUT IF...

You may have other issues on your street that Public Works can help with.

- [My street has potholes that need to be fixed](#)
- [A streetlight isn't working](#)
- [I have a problem with construction on the street](#)
- [I need to park on the street](#)

## TRAFFIC CALMING TOOLBOX

There are many different tools for traffic calming, and you've probably seen some of them around Bloomington. We've put together a toolkit of options that are proven to be effective and can work in a variety of situations, like at intersections where cut-through traffic is an issue or at mid-block pedestrian crossings. The guide shows you what these treatments look like and factors like cost and maintenance that go into choosing them.

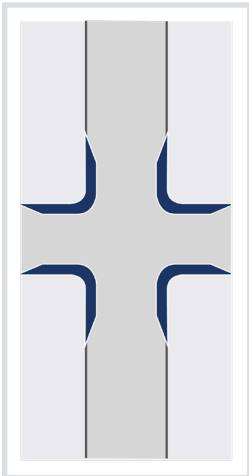
These tools are divided into two categories: Tier 1 and Tier 2. Tier 1 options are used when residents request traffic calming treatments. Tier 2 options are used for higher impact treatments and coordinated with our Pavement Management Plan.

### TIER 1 OPTIONS

When you tell us about traffic safety concerns in your neighborhood, we have a set of effective and easy to implement tools ready to go. These tools slow down traffic and make crossings safer.

#### CURB EXTENSION

A curb extension narrows the roadway at an intersection, reducing the time it takes pedestrians to cross in front of vehicles and encouraging motorists to drive more slowly and carefully.

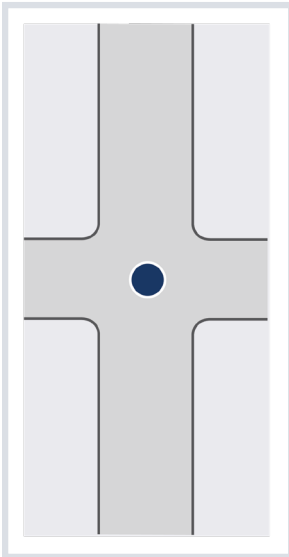


Source: NACTO

TREATMENT	WHERE IT WORKS	HOW IT WORKS Low to High		COST			EASE OF USE
		Lower Speeds	Fewer/Less Severe Crashes	Type	Construction	Maintenance	
<b>Curb Extension</b>	Intersections and midblock crossings	Medium	Medium	Trial	\$ per street corner	-	<ul style="list-style-type: none"> <li>• May require large turning vehicles to cross centerlines</li> <li>• Drainage and utility relocation may be required</li> <li>• Opportunity for greening/planting</li> </ul>
				Full Build	\$\$\$ per street corner	\$\$	

## NEIGHBORHOOD TRAFFIC CIRCLE

A neighborhood traffic circle horizontally deflects traffic at an intersection, forcing vehicles to slow down.

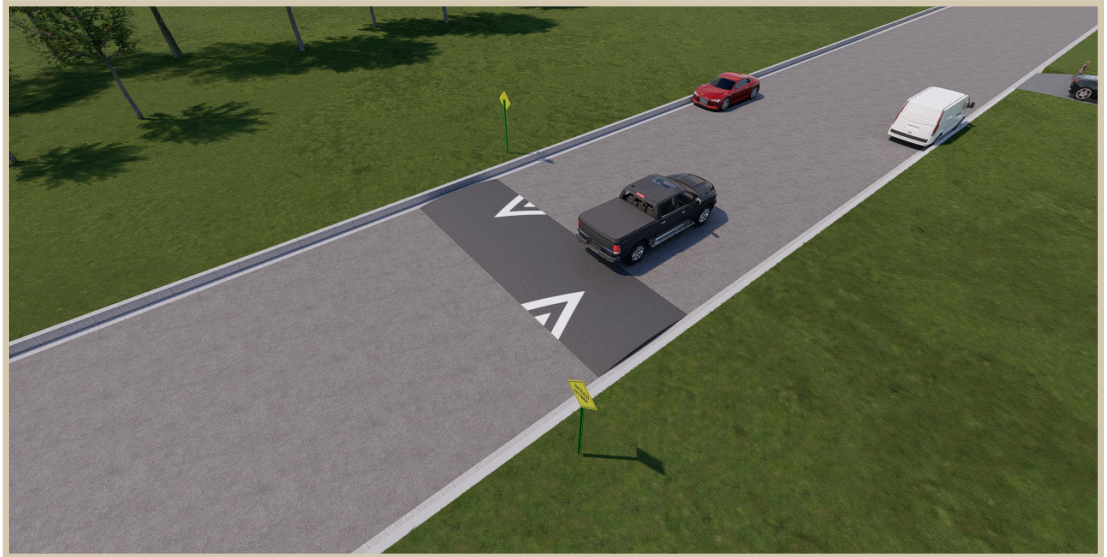
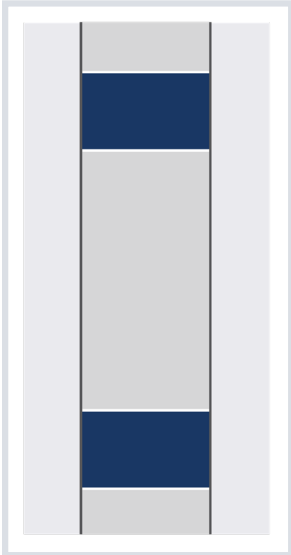


TREATMENT	WHERE IT WORKS	HOW IT WORKS Low to High		COST			EASE OF USE
		Lower Speeds	Fewer/Less Severe Crashes	Type	Construction	Maintenance	
Neighborhood Traffic Circle	Intersections	High	Medium-High	Trial	\$	-	<ul style="list-style-type: none"> <li>• May be difficult for emergency vehicles without a mountable curb</li> <li>• Opportunity for greening/planting and community beautification</li> <li>• May block sight lines for pedestrians</li> <li>• Potential maintenance issues with greening and vehicle strikes</li> </ul>
				Full Build	\$\$\$	\$-\$\$	



## SPEED HUMP

A speed hump vertically deflects traffic and extends across the width of the street or can drop at the edge of the street to allow for cyclists to pass. For use mid-block.



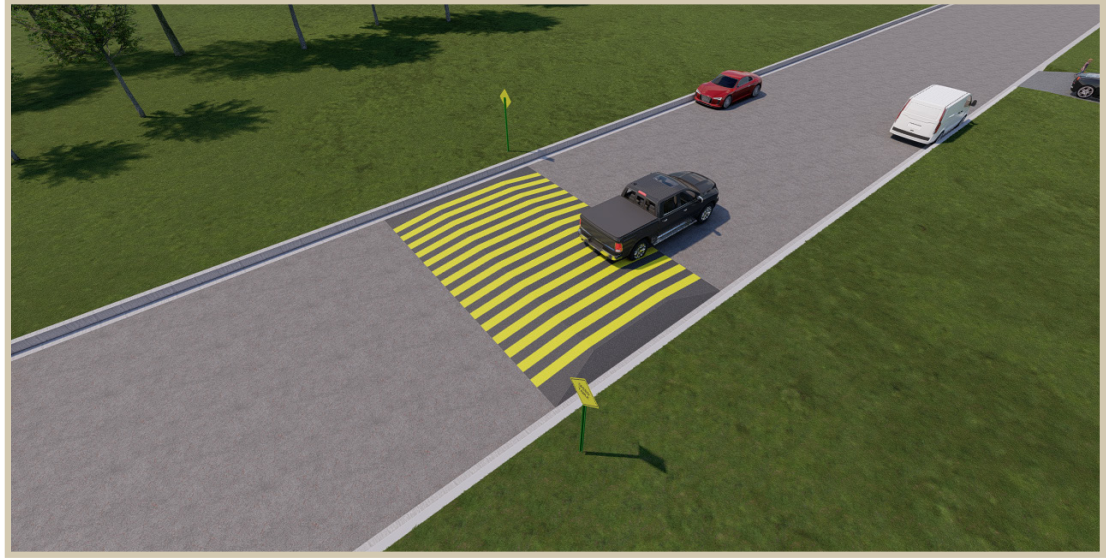
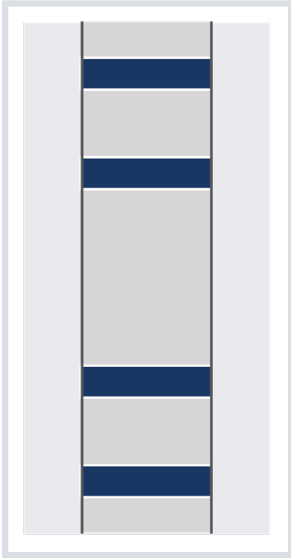
Source: NACTO

TREATMENT	WHERE IT WORKS	HOW IT WORKS		COST			EASE OF USE
		Low to High	Fewer/Less Severe Crashes	Type	Construction	Maintenance	
Speed Hump	Midblock	Lower Speeds	Fewer/Less Severe Crashes	Trial	\$-\$	-	<ul style="list-style-type: none"> <li>• Drainage and utility relocation may be required to avoid potential maintenance issues</li> <li>• Can have issues for bikes depending on implementation</li> </ul>
		Medium-High	Medium	Full Build	\$\$\$	\$\$	



## SPEED TABLE

A speed table vertically deflects traffic by raising all four wheels of a vehicle at once. It is longer than a speed hump. For use mid-block.

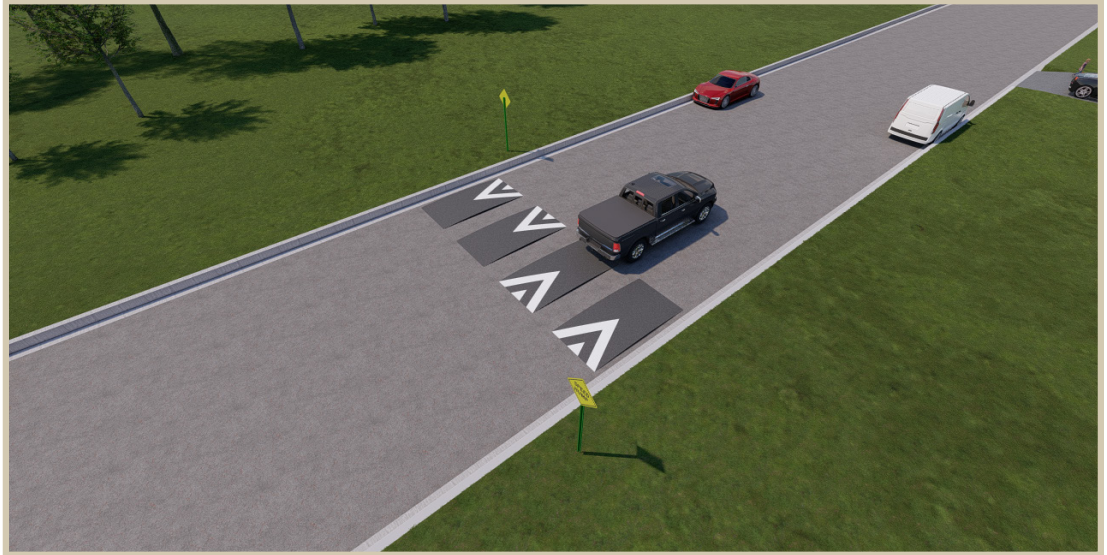
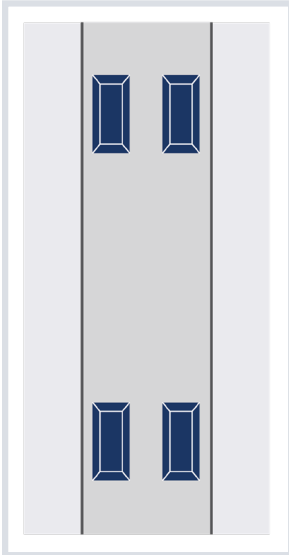


Source: NACTO

TREATMENT	WHERE IT WORKS	HOW IT WORKS		COST			EASE OF USE
		Low to High	Fewer/Less Severe Crashes	Type	Construction	Maintenance	
Speed Table	Midblock and midblock crossings	High	Medium	Trial	\$-\$	-	<ul style="list-style-type: none"> <li>• Generally better for maintenance vehicles and buses</li> <li>• Drainage and utility relocation may be required to avoid potential maintenance issues</li> <li>• Option for a raised crosswalk at midblock crossing</li> <li>• Option for placemaking with alternative materials/pavers</li> </ul>
				Full Build	\$\$\$	\$\$	

## SPEED CUSHION

A speed cushion is a speed hump or table with cutouts to allow for large vehicles, such as emergency vehicles or buses, to pass while slowing down other motor vehicle traffic. For use mid-block.



Source: NACTO

TREATMENT	WHERE IT WORKS	HOW IT WORKS		COST			EASE OF USE
		Low to High	Fewer/Less Severe Crashes	Type	Construction	Maintenance	
Speed Hump and Speed Cushion	Midblock	Lower Speeds	Fewer/Less Severe Crashes	Trial	\$	-	<ul style="list-style-type: none"> <li>• Drainage and utility relocation may be required to avoid potential maintenance issues</li> <li>• Can have issues for bikes depending on implementation</li> <li>• Speed cushion provides best accommodation for emergency vehicle access</li> </ul>
		Medium-High	Medium	Full Build	\$\$	\$\$	

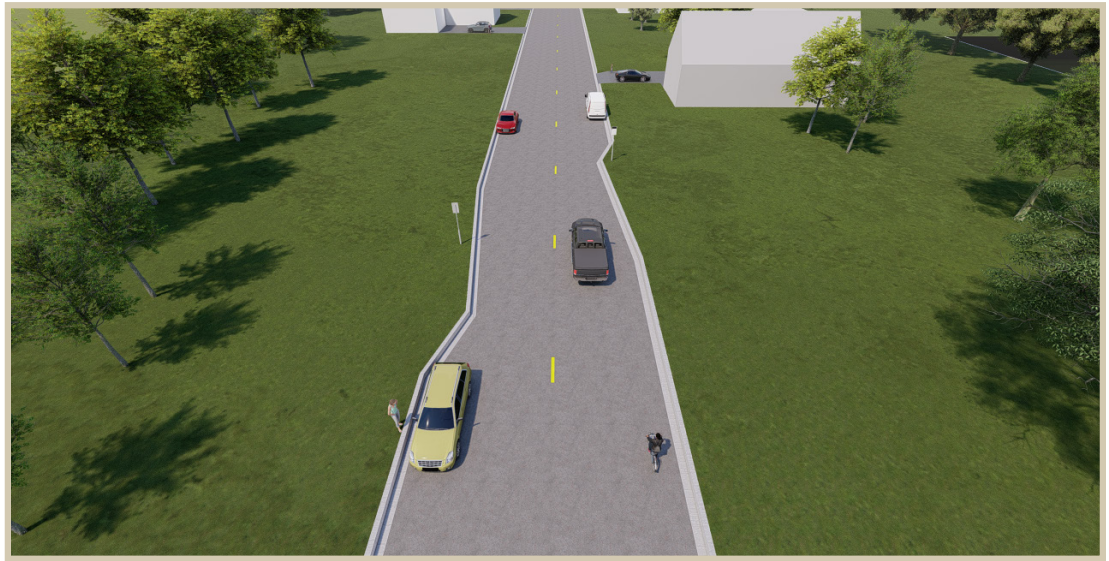
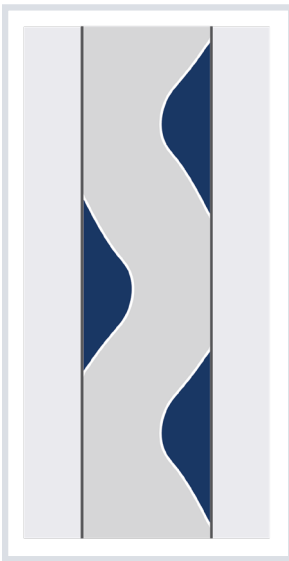


## TIER 2 OPTIONS

When street improvements are already planned as part of our maintenance cycle, we have a second set of tools we can install to avoid multiple disruptive street projects. These tools slow down traffic or divert it to discourage drivers from cutting through neighborhood streets.

### CHICANE

A chicane deflects traffic at an angle, forcing drivers to slow down and pay more attention to the street. For use mid-block.

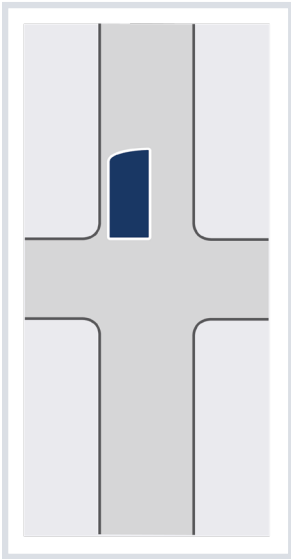


Source: NACTO

TREATMENT	WHERE IT WORKS	HOW IT WORKS		COST			EASE OF USE
		Low to High	Low to High	Type	Construction	Maintenance	
		Lower Speeds	Fewer/Less Severe Crashes				
Chicane	Midblock	High	High	Trial	\$\$	-	<ul style="list-style-type: none"> <li>• May require removal of some on-street parking</li> <li>• Opportunity for greening/planting</li> </ul>
				Full Build	\$\$\$	\$-\$	

## PARTIAL CLOSURE

A partial closure prohibits travel in one direction at an intersection.



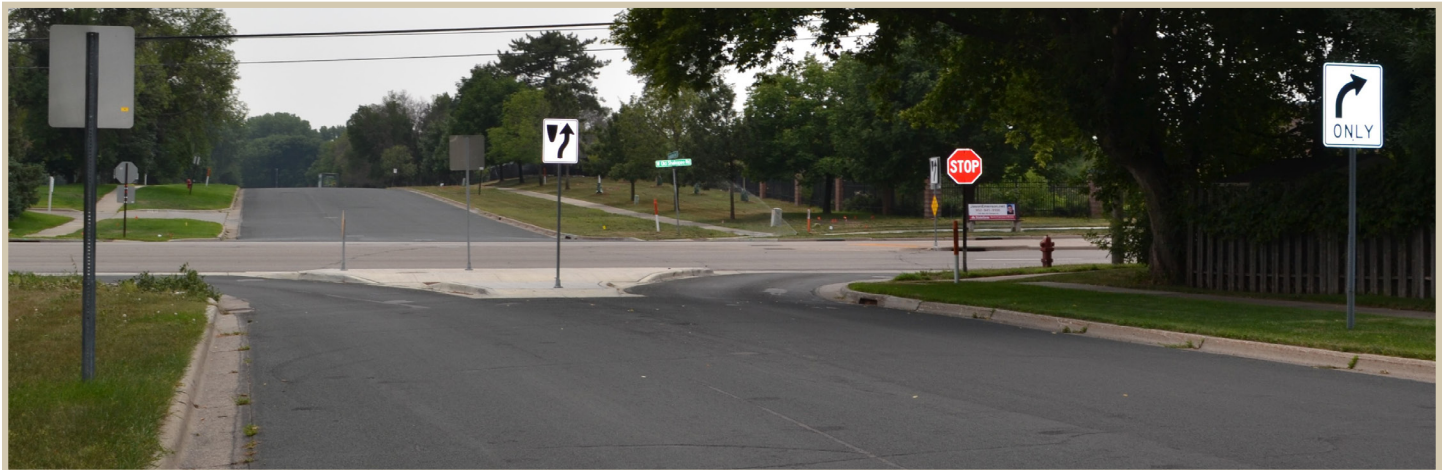
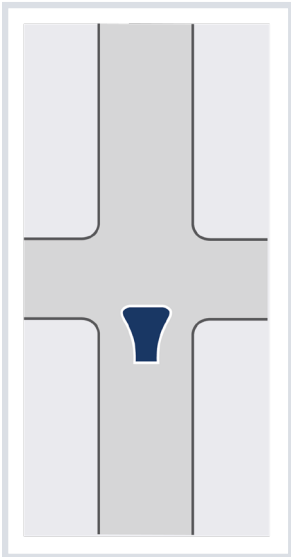
Source: FHWA

TREATMENT	WHERE IT WORKS	HOW IT WORKS Low to High		COST			EASE OF USE
		Lower Speeds	Fewer/Less Severe Crashes	Type	Construction	Maintenance	
Partial Closure	Midblock	High	High	Trial	\$	-	<ul style="list-style-type: none"> <li>• Create obstacles for emergency vehicle access</li> <li>• Can improve pedestrian crossing safety</li> </ul>
				Full Build	\$\$	\$-\$\$	



## DIVERTER

A diverter prohibits through traffic in an intersection. This can reduce cut-through traffic.



TREATMENT	WHERE IT WORKS	HOW IT WORKS Low to High		COST			EASE OF USE
		Lower Speeds	Fewer/Less Severe Crashes	Type	Construction	Maintenance	
Diverter	Intersections	High	N/A, significantly lowers traffic volume	Trial	\$\$	-	<ul style="list-style-type: none"> <li>• May create obstacles for emergency vehicle access</li> <li>• More effective in sets throughout neighborhood</li> </ul>
				Full Build	\$\$\$	\$-\$\$	

## CHOKER

When used at mid-block, curb extensions are referred to as “chokers.”



Source: NACTO

TREATMENT	WHERE IT WORKS	HOW IT WORKS Low to High		COST			EASE OF USE
		Lower Speeds	Fewer/Less Severe Crashes	Type	Construction	Maintenance	
Choker	Intersections and midblock	High	High	Trial	\$\$	-	<ul style="list-style-type: none"> <li>• May require relocation of drainage and utilities</li> <li>• Opportunity for greening/planting</li> </ul>
				Full Build	\$-\$\$\$	\$-\$\$	



APPENDIX H

**SCREENING  
CRITERIA**

---



## APPENDIX H: SCREENING CRITERIA

CRITERIA	DATA SOURCE	WHAT IS MEASURED	THRESHOLD	MAX. # OF POINTS
Traffic		Traffic Volume	AADT > 500, <b>20 points</b> ; AADT > 1000, <b>35 points</b>	<b>35</b>
Safety / Experience*		<b>Pedestrian &amp; Bicycle Facility Gaps</b>		<b>15</b>
		Pedestrian Infrastructure	If no facility (sidewalks, paths, etc.) = <b>10 points</b>	<b>10</b>
		Bicycle Infrastructure	If no facility (bike boulevards, lanes, paths, etc.) = <b>5 points</b>	<b>5</b>
Equity <i>*Above the city-wide rate</i>		<b>Populations for Bloomington</b>		25
		Non-white population, block level data	Greater than 30% of population*	10
		Low-income households, block group level data	Median household income for the block group is less than \$80,582* or people below poverty level is greater than 8%*	5
		Limited vehicle availability, block group level data	Population with no vehicles is greater than 6%* of the population	5
		Limited English Proficiency, block group level data	Speaks English less than "very well" is greater than 8%* of the population	5
Community Destinations		<b>Proximity to schools, parks, libraries, and community centers</b>	<b>Community destination within ¼ mile</b> <b>1 = 5 points;</b> <b>2 = 10 points; 3+ = 15 points</b>	<b>15</b>
# of People		<b>Residential density</b>	<b>Medium Density (5-10 residential units) = 2 points;</b> <b>High density (10+ units) = 5 points</b>	<b>5</b>
<b>Total</b>				<b>100</b>

Table 7 Scenario 4 Proposed Screening Criteria Weighting





CITY OF  
**BLOOMINGTON**  
MINNESOTA