



City of Bloomington
Common Council

2012 Council Sidewalk Committee Packet

*Initial Meeting at 12:00 p.m. on
17 November 2011
in the McCloskey Room, Room 135,
City Hall, 401 North Morton Street*

This Packet can be found online at:

http://bloomington.in.gov/documents/viewDocument.php?document_id=458

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2012 Common Council Sidewalk Committee Packet

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Agenda for Common Council Sidewalk Committee
12:00 p.m. on 17 November 2011
McCloskey Room, Room 135
Showers City Hall, 401 North Morton Street

1. Preliminary Matters
 - Introductions
 - Election of Chair
 - Motion for Council Office to Prepare a Record of the Proceedings
2. Funding for 2012
 - \$225,000 Alternative Transportation Fund Appropriation – Amounts Allocated Between Traffic Calming and Sidewalks
 - No Annual Allocation from the Utilities Department for Stormwater Component of Sidewalk Projects (But a Possibility for an In-Kind Contribution Toward Certain Projects.)
3. Recently Completed and On-Going Council Sidewalk Projects
 - Progress Report – Re: On-going Projects
4. Evaluation of Old and New Proposed Projects
 - Review of Criteria
 - Preliminary Evaluation by Plan Department using objective measures
 - Disclosures of any Conflicts of Interest
5. Schedule Future Meetings
6. Other Matters
7. Adjourn

Note: The Committee may need to schedule the next meetings and adjourn prior to concluding all the items on this agenda.

Appendix One – Preliminary Matters

Sidewalk Committee Members

Dave Rollo, District 4
Mike Satterfield, District 3
Chris Sturbaum, District 1
Andy Ruff, At-Large

Invited to Attend

Regina Moore, City Clerk

City Departments & Staff

Council Office

Dan Sherman, Council
Administrator/Attorney
Stacy Jane Rhoads, Assistant
Administrator/Researcher

Public Works

Susie Johnson, Director
Justin Wykoff, Manager of
Engineering Services

Planning

Scott Robinson,
Long Range / Transportation Manager

Utilities

Mike Bengtson, Assistant Director,
Utilities, Engineering
Jane Fleig, Assistant Engineer

HAND

Bob Woolford, Housing Coordinator

Parks and Recreation

Steve Cotter, Natural Resources
Manager

Materials

- 25 January 2011 Minutes (*approved*)

Other Matters

- *Elect Chair*
- *Move for Council Office to Prepare a Record of the Proceedings*

**Common Council Sidewalk Committee
25 January 2011, Noon
McCloskey Room
401 North Morton Street**

MEMORANDUM

In attendance:

Committee Members: Mike Satterfield (Chair), Chris Sturbaum and Dave Rollo

Staff: Steve Cotter (Parks & Recreation), Jane Fleig (Utilities), Bob Woolford (Housing & Neighborhood Development), Justin Wykoff (Public Works), Dan Sherman (Council Office) and Stacy Jane Rhoads (Council Office).

I. PRELIMINARY

Satterfield briefly reviewed the *Agenda*. The goal of today's meeting is to review the 2011 process – what worked well, what needs fixing. He turned the meeting over to Sherman.

II. APPROVAL OF TODAY'S MEETING NOTES

- The Committee authorized the Chair to approve notes from today's meeting, after the Committee has had a week to review and comment on draft notes.
- Sherman said the group should thank staff – Wykoff, Fleig, Cotter, Robinson and Woolford – for all the in-meeting and behind-the-scenes work they do to make this process a success.

III. 2011 PROCESS

Meetings

Sherman reviewed that the Committee met four times. Each meeting lasted about an hour. The Council adopted the Sidewalk Committee Report last Wednesday.

2011 Changes

Sherman highlighted some 2011 process changes. Notably:

- the inclusion of determinate sidewalks in the inventory
- the loss of Greenways funds
- the loss of Utilities stormwater funds.

Comments

- Sturbaum said that he appreciates CBU's offer to help out with stormwater when they can. He understands that there are budget constraints and that CBU has certain stormwater priorities, but is thankful for their cooperation.
- Satterfield asked the group how they feel about large projects. The East Third Street project is ambitious and commands a big chunk of the budget. Funding big projects like this does not leave the Committee with much funds for other sidewalk projects.
- Sturbaum responded that East Third is really an exception to past practice. East Third was funded because the need was so great.
- Rollo echoed that, in his memory, East Third was an exception.
- Wykoff reminded the group that the project on Fifth Street, in the Green Acres neighborhood, was also pretty big and consumed much of the Committee's fund over a few years.
- Wykoff said that the Rockport Road project is analogously big, but is funded through MPO and TIF money.
- Sturbaum asked why the City didn't pursue MPO or TIF funds for the East Third Street project? Wykoff replied that East Third is not in a TIF.
- Sturbaum pointed out that Kinser (north of 17th) and 17th Street (Madison to Woodburn) are two other big project that rank high on the Committee's list.
- Rollo relayed that he thinks the *Prioritization Sheet* is very helpful. It helps the Committee make needs-based decisions and makes it clear to the public that this is not an arbitrary process.
- Rollo requested that the *Prioritization Sheet* be posted prominently on the Committee's webpage. Rhoads said the document should probably be prefaced with some sort of language making clear that the document is a guide to decision making, not a mandate.
- Rollo pointed out that a lack of sidewalks in certain areas make it impossible for people to walk to common destinations. For example, at Moore Pike and Sare Road, there is no way for people living in the area to easily walk to College Mall. If residents in Renwick want to go to the movies, they pretty much have to drive two blocks. Unless a crosswalk is installed, the only option is to put in a sidewalk. Otherwise, residents in this area are essentially "trapped." Rollo asked if there is any way to account for/evaluate these sorts of situations.

- Woolford pointed out that some projects are just beyond the scope of the Committee. For example, the 17th Street project (#2 on the Committee's list) really needs to extend from Madison all the way to Crescent. If the Committee put money toward this project, it would be a long time before the project was completed. Instead, this project seems like it should be put in a bigger City budget – the Sidewalk Committee's \$225,000/year budget is not going to cut it.
- Woolford further pointed out that 17th Street project is really a community project, not a neighborhood-based project. Wykoff added that I-69 will go underneath SR 37 on 17th Street. The Committee might want to recommend this project to the MPO.
- Satterfield asked how these big, community-based, project might be moved “up the food chain” into a bigger budget.
- Sherman said that the Council is the City's fiscal body and can always make a request for bigger sidewalk projects be included in bigger budgets.
- Wykoff said that Ruff is on the MPO. The MPO calls for projects to be included in its 4-year *Transportation Improvement Plan* (TIP). TIPs usually entail comprehensive changes to an area, including sidewalks, sidepaths, right-of-way acquisition, curbing and stormwater. Usually a project has to be located on an arterial to be considered for MPO funding.
- Satterfield suggested that the Committee might consider identifying projects that might be better candidates for other funding sources as part of its annual set of recommendations.
- Rollo stated that he would like the Committee to go even further. The City needs to be thinking about a low-energy future and should be dedicating more money to alternative transportation. In the interest of making alternative transportation facilities more extensive, he thinks it would be useful to explore low-budget alternatives, such as laying down asphalt for sidewalks instead of the much-more expensive curbing, stormwater, tree plots, etc. He said that he understands that there may be stormwater and safety concerns with such alternatives in certain areas, but thinks it is nonetheless worth thinking about when such alternatives might be feasible. He said that the Committee should discuss such options more closely with the City's Bicycle and Pedestrian Safety Commission.
- Sherman noted that the PLOS entries in the prioritization sheet previously differentiated between kinds of sidewalk installations and perhaps will be used to rate the new kinds of installations.

IV. PROJECT LIST – ADDITIONS & DELETIONS

Sherman asked if the Committee want to add or delete projects from the list.

Deletions

Covenanter Drive (Ruby to High) -- Delete

- Rollo said that he thinks the Covenanter Project from Ruby to High can be deleted. He said that the problem in this area has been partially solved by having the Marilyn Street project run parallel. Part of the *Safe Routes to School* plan is to get kids from Ruby to Covenanter, but it is not practical to go all the way to High Street. High Street presents an impossible grade. Furthermore, residents want the culvert on Ruby covered. Rollo stated that maybe the Committee can re-visit the project later, when it can afford to cover the culvert.
- The Committee voted to delete this project for the following reasons:
 - 1) The parallel Marilyn Street project provides an adequate alternative
 - 2) The Covenanter project would not deliver pedestrians onto an existing sidewalk on High Street.

Kinser Pike (north of Acuff) -- Retain

- Satterfield asked why Kinser Pike, north of Acuff is on the list.
- Wykoff responded that the residents in the area requested this.
- Sturbaum said that the issue is all the right-of-way acquisition required makes this project very expensive. However, since this is a citizen request, he would like to keep it on the list.
- Woolford pointed out that this project is in a TIF. Why would the Committee want to spend money on a project located in a TIF? Woolford added that the TIF is not generating much money.
- Sturbaum said that perhaps next year, the Committee should include this project in its MPO and TIF recommendations.
- Sherman said that some projects are listed, just so the Committee can monitor them.

Addition

Mitchell (east side) between Maxwell and Circle

- Rollo said that neighbors in SoMax have requested the inclusion of a pedestrian facility on Mitchell (east side) between Maxwell and Circle. Such a facility would provide a way to get from Hillside to campus.
- The Committee voted to add this project to the list for analysis and consideration.

V. RIGHT-OF-WAY DONATION

Sturbaum brought up the issue of right of way donation. He said that the matter of encouraging people to donate right-of-way has come up for the past few years, but has not gone anywhere. He would like to work closely with Legal to find out how the City might encourage such donations. In addition to encouraging individual donations, he would also like to know about some sort of public awareness effort more generally.

VI. FORWARDING RECOMMENDATIONS TO NEXT YEAR'S COMMITTEE

As Committee membership in 2012 is the same as the 2011 Committee, the group agreed that there is no need to forward any formal recommendations on to the 2012 body.

VII. OVERAGE POLICY

Sherman explained that the Committee's current practice is that if a project runs 10% over the estimated amount, then Engineering has to go to the Chair. If the absolute amount of the overage is \$20,000 or more, the Committee as a whole must approve the excess.

VIII. SCHEDULE

Satterfield suggested that the Committee wrap up its work before the end of the year, since it will be an election year. This means starting the 2012 process earlier.

IX. CBU'S 5-YEAR STORMWATER PLAN

Fleig distributed a draft of CBU's *Stormwater Utility Maintenance & Improvements Five Year Plan* and encouraged the Committee to review the document and contact her with any questions. She is happy to provide background information and/or meet with anyone about the Plan. (The document is attached hereto.)

X. SIDEWALK COMMITTEE WEBPAGE

- In addition to posting the working list of projects and the Committee's history of funding, Rollo said that the group should inform the public that the requirement that developers install sidewalks as a condition of development has only been common practice for the last 40 years or so. In the 1950s and 1960s, no such requirement was made of developers. As a consequence, many mid-century neighborhoods do not have the sidewalk infrastructure more recent ones do.
- Rhoads said that sometimes the public is under the impression that, because there is a "Council Sidewalk Committee," the Committee is the conduit for all sidewalk projects. The public does not necessarily understand that the Committee is one of many City entities that makes sidewalk funding decisions.
- Sturbaum said that it would be good to add a description to the Committee's page to make it clear that the Sidewalk Committee is one of many City entities that makes decisions about where to build new sidewalks.

XI. ADJOURNMENT

The Committee adjourned at 1:08pm.

Appendix Two - Amount and Use of Funds for 2012

Alternative Transportation Fund

\$225,000	Appropriated for 2012
- \$15,000	Traffic Calming (<i>for projects on West 3rd Street and, perhaps, Hoosier Acres.</i>)

\$210,000	Available for Sidewalk Projects

Note: The Committee will need to know about any encumbrances and the balance in the ATF in order to recommend allocation of funds in its Report.

Utilities – Storm Water Funds and Projects

2012 -	Continue in-kind contributions?
2008-10 -	Estimated in-kind contributions of \$125,000 per year (per Jane Fleig)
Pre-2008	Accounting

Project Costs - These allocations must cover the costs of design, acquisition of right-of-way, and construction

Presentation

Chair

Materials

BMC 15.37.160 - *Enclosed*

ATF Fund Balance Sheet (from Mike Trexler) - *Enclosed*

USB Funding/In-Kind Sheet - *Forthcoming*

History of Project Expenditures (from Penny Howard-Myers) - *Forthcoming*

**Excerpt from BMC 15.37.160 Regarding the Establishment and Use of
the Alternative Transportation Fund**

All funds derived from the issuance of permits and from fines shall be used to pay the costs of operating ... (the Residential Neighborhood Parking Permit) program. Funds received in excess of the annual cost of operating the program shall go into an alternative transportation fund. The transportation fund shall be for the purpose of reducing our community's dependence upon the automobile. Expenditures from the fund shall be approved by the council. (Ord. 92-06, § 1 (part), 1992).

**Alternative Transportation Fund
Combining Schedule of Revenues, Expenditures, and Changes in Fund Balance**

	2003	2004	2005	2006	2007
Beginning Fund Balance	\$ 248,828	\$ 122,846	\$ 233,777	\$ 13,689	\$ 58,541
Revenues:					
Budgeted Revenue	100,000	175,000	100,000	200,000	200,000
Other Income	-	-	-	27	64
Total Revenues	100,000	175,000	100,000	200,027	200,064
Expenditures:					
Budget (as Adopted):					
Council Sidewalk Committee Recommendations	175,000	175,000	185,000	200,000	200,000
Public Works Bicycle and Pedestrian Projects	-	-	135,424	-	34,000
Additional Appropriations	175,980	61,016	-	-	-
Prior Year Encumbrances	(124,998)	(171,947)	(336)	(44,825)	-
Savings (Reversions)					
Total Expenditures	225,982	64,069	320,088	155,175	234,000
Net Income (Deficit)	(125,982)	110,931	(220,088)	44,852	(33,936)
Year End Balance	\$ 122,846	\$ 233,777	\$ 13,689	\$ 58,541	\$ 24,604

Appendix Two - Amount and Use of Funds for 2012

Forthcoming Information / Documents

CBU Funding/In-Kind Sheet(s)

History of Project Expenditures (from Penny Howard-Myers)

Appendix Three - Review of Recently Completed and On-Going Council Sidewalk Committee Projects

Presentation

Status Report on Recently Completed and On-Going Council Committee Projects – *Presented by Justin Wykoff, Manager of Engineering Services*

Background Material

Status Report on Recently Completed and On-Going Council Committee Projects (Justin Wykoff) - *enclosed*

2011 Council Sidewalk Committee Report and Recommendations - *enclosed*

History of Council Sidewalk Projects 2002 - 2011 - *enclosed*

INTEROFFICE MEMORANDUM

To: Dan Sherman, City Council Attorney
From: Justin Wykoff, Manager of Engineering
Date: November 1, 2011
RE: City Council Sidewalk Project Update

Outlined below is an update of 2011 City Council Sidewalk Projects as selected and approved in January of 2011.

- **East Third Street Sidewalk (Bryan Avenue to Hillsdale Drive)**

This project was bid in the late fall of 2010 with an anticipated start date of April of 2011. During the right of way acquisition process it was discovered that during the 1972 INDOT project that widened East Third Street that no right of way was acquired along the north side of the roadway. This discovery resulted in the re-issue of right of way descriptions that depicted the current ownership lines, and resulted in delays in completing the appraisals that extended into May of 2011.

Over the past months we have completed the right of way for all but two parcels (Sturgeon, Vernei), which we expect to conclude over the next few weeks. A meeting with Sturgeon is expected to occur on November 3, 2011 to resolve any final concerns.

Milestone Contractors was awarded the bid for \$240,315.00 prior to the end of 2010, and funding was encumbered to them to complete the work. Discussions with them have included their start date to now be in April of 2012, which will coincide with their continue work on the 45/46 Bypass that will conclude in the fall of 2012. The schedule for this project allowed for 120 calendar days (30 days per block) which should equate to the work being completed by the end of July of 2012.

- **Southdowns Drive Sidewalk (Jordan Avenue to Mitchell Street)**

This project was to begin in 2011 and include City of Bloomington Utilities self performing the installation of the stormwater infrastructure. This work was delayed in part to a combined Public Works and City Utilities project that included the sidewalk and stormwater improvements along Park Avenue (Atwater Avenue to 1st Street) that occurred through early spring and into the summer.

Public Works will bid this work over the next few weeks to allow for the funding to be encumbered in advance of City Utilities scheduled work, and prior to a contractor installing the sidewalk.

- **Morningside Drive Sidewalk (Smith Road to Saratoga Drive)**

This project was completed in May of 2011, and was decided to be placed along the North side of Morningside Drive to serve the majority of residents within the neighborhood should the sidewalk be continued to the East.

- **West 17th Street Sidewalk – Design Only (Madison Street to College Avenue)**

This project was to be designed through what was anticipated to be partial funding remaining in the City Council Sidewalk Allocation. The design has not yet proceeded as final funding expenditures on other higher priority projects have been completed. Public Works will seek a design firm to complete the work and be prepared to encumber any remaining funds toward the design of this project.

Other City Projects:

1. West Third Street Phase II (Landmark Avenue to Franklin Road)

This project commenced construction in June of 2009, and is nearing completion with the final landscaping (center median trees) and irrigation to be installed in the upcoming month. Final landscaping (flowered plantings and trees along the tree plots) will be placed in the spring of 2012. This project includes a new sidewalk with tree plot on both sides (north/south) sides of the street and a bike lane in both directions.

2. Tapp Road Phase III (Adams Street to Deborah Drive)

This project is scheduled to begin in the upcoming weeks and will be completed by Labor Day of 2012. The project will include a new 8 foot wide sidepath along the north side of Tapp Road, and a sidewalk along the south side of Tapp Road. There will be over 20 feet of separation between the roadway and the pedestrian sidewalk, and multi-use pathway.

A new 65 foot bridge is being constructed to elevate the roadway above the floodplain, and will in turn allow for the construction of the Clear Creek Trail to continue under the newly constructed bridge. In addition to the vehicular bridge, a separate bridge is being constructed along the north side of the roadway for the Clear Creek Trail to reach Weimer Road. It is currently planned that the existing Weimer Road will become the Clear Creek Trail to a point north near the Wapahani Park.

3. Tapp Road and Rockport Road (Intersection Improvements)

This project is currently being designed to include a roundabout at the intersection and will include safety improvements as lowering the hill to the west at the intersection of Pinehurst Drive and Tapp Road. This project was requested in 2005 from both Broadview Neighborhood and area residents in the Summit School walk-zone. The project will complete the remaining section of sidepath along the north side of the roadway between Rockport Road and Adams Street allowing for a completed connection between the B-Line Trail and the Clear Creek Trail. A sidewalk will also be constructed along the south side of Tapp Road, and along Rockport Road to Pinehurst Drive along the west side of the roadway. A multi-use pathway will be constructed along the east side of Rockport Road.

4. Rogers Street Improvements (Rockport Road to Watson Street)

This project will provide for the addition of sidewalk (east side) and multi-use path (west side) along south Rogers Street between Rockport Road and Watson Street. The project will include extensive stormwater improvements that will utilize the unimproved section of Ralston Street and further make an east/west connection that will connect through the Broadview Neighborhood to the B-Line Trail. Currently the City has been working to acquire right of way (62 parcels), and is expected to bid this project in early summer of 2012.

5. Sare Road and Rogers Road (Intersection Improvements)

This project will provide for pedestrian improvements along both Sare Road and Rogers Road that will include a multi-use pathway that will extend north of David Drive along the west side of the roadway, as well as a sidewalk along the east side of the roadway to David Drive. A sidepath will be constructed along the north side of Rogers Road to the west 450 feet west of Somerset Place. The intersection will be raised and leveled to allow for ADA compliance (not exceed cross slope for crossings and ramps). This project is anticipated to be bid in April of 2012 with an accelerated construction schedule of 120 days to complete with a complete road closure.

6. Old State Road 37 and Dunn Street (Intersection Improvements)

This project is scheduled to begin design early in 2012 to make safety improvements using Hoosier Safety Improvement Funding (HSIP) through the Bloomington Monroe County MPO. While the design is not underway, this project is required to be Complete Streets compliant and will include bicycle and pedestrian connections to the Griffy Dam area, new dog park, and improve safety of roadway users where accidents and fatalities have occurred over the past few years. This project is being coordinated with Monroe County as their jurisdiction is in close proximity to the intersection and there are recognized areas where joint cooperation will be beneficial to complete this project to improve safety of area users.

7. 17th Street / Monroe Street / Arlington Road (Intersection Improvements)

This project will include the placement of a roundabout at the intersection and will include extensive stormwater improvements to the area that receives the drainage of nearly 80 acres. Sidewalks and Sidepaths will be included with the project that will extend to Maple Street as well as along each respective street segment throughout the project limits. This project is anticipated to receive final design approval from INDOT in early 2012, with right of way acquisition to begin during the summer of 2012.

8. Allen Street Bicycle Boulevard (B-Line Trail to Bryan Park)

This project will provide for improved bicycle and pedestrian access between the B-Line Trail and Bryan Park along Allen Street. Currently the design firms of Burgess & Niple along with ALTA Planning have worked to design an improved crossing at Walnut Street which we hope to implement in early 2012. In addition other changes in signage, pavement markings, and intersection improvements at both Allen Street crossings at Washington Street and Lincoln Street will include curb extensions to improve the safety at these busier intersections. In addition the design group is working on planned improvements both west of the B-Line on Allen Street, as well as east of Bryan Park on Southdowns/Sheridan following the improvements made in recent years by the City Council Sidewalk Committee Projects.

9. 17th Street and Jordan Avenue (Intersection Improvements)

This project was initiated through the Accident Report created by our City Planning Department several years ago as an eligible safety improvement project. The design has been completed and the project is currently anticipated to receive future HSIP funding once other projects utilizing that funding source are completed. The project will continue the multi-use pathway along the north side of the roadway and a sidewalk with improved pedestrian crosswalk and connect Fee Lane to the State Road 45/46 Bypass.

2011 Council Sidewalk Committee Report

Report of the Common Council Sidewalk Committee January 19, 2011

Committee Members and Staff

The members of the 2011 Committee were appointed by the President of the Council in 2010 and included:

- Chris Sturbaum, District 1
- Mike Satterfield, District 3 (Chair)
- Dave Rollo, District 4
- Andy Ruff, At-Large

The committee members were assisted by the following persons:

Council Office

Dan Sherman, Council Administrator/Attorney

Stacy Jane Rhoads, Deputy Administrator/Researcher

Public Works

Susie Johnson, Director

Justin Wykoff, Manager of Engineering Services

Planning

Scott Robinson, Long Range / Transportation Manager

HAND

Bob Woolford, Housing Coordinator

Parks and Recreation

Steve Cotter, Natural Resources Manager

Utilities

Jane Fleig, Assistant Engineer

Overview

The Committee makes recommendations to the entire Council on use of certain transportation-related monies budgeted for 2011. It met four times from November 2010 to December 2010. Those monies include \$225,000 from the Alternative Transportation Fund (ATF), which is funded primarily by surplus revenues from the Neighborhood Parking Program (BMC 15.37.160). Due to fiscal constraints, the City of Bloomington Utilities department was not able to set aside what had been \$125,000 annually for the storm water components of these sidewalk projects. (That funding began in 2007 at \$100,000 and increased to \$125,000 in 2008.) In lieu of actual funding, CBU has offered to explore providing in-kind contributions for identified projects.

Schedule

The Committee met on:

- **November 17, 2010 at noon in the Council Chambers**
- **December 2, 2010 at noon in the McCloskey Room**
- **December 7, 2010 at 12:30 p.m. in the Council Chambers**
- **December 21, 2010 at noon in the McCloskey Room**

Summary of Deliberations

The following outline provides an overview of what the Committee did at those meetings. *Please note that the Memoranda for these meetings are online under the [Council Sidewalk Committee](#) and are also available in the Council Office.*

Preliminary Matters

Early on, the Committee:

- Elected a Chairperson (Mike Satterfield);
- Requested that the Council Office make a record of the meetings;
- Approved the memoranda for the January 26th, July 27th, and August 6th meetings;
- Inquired into any conflicts of interest and heard from Sherman that his residence is on Nancy Street, which is on the project sheet. No one else had a conflict of interest.

Funding

The Committee reviewed money available for Council Sidewalk Projects in 2011. Here it:

- Heard a report from Mike Trexler, Controller, about centralizing money for bicycle and pedestrian projects into the Alternative Transportation Fund. The 2011 budget transferred \$765,000 of excess money in the Parking Enforcement Fund to the ATF. \$540,000 will be used for routine bicycle and pedestrian projects and \$225,000 will be used for Council sidewalk projects. Trexler said this will be more transparent because one fund will handle these projects rather than four or five. Dan Sherman also noted that this move will free-up funds to be used for other purposes.
- Agreed to reserve \$15,000 for traffic-calming projects (which should include a project on West 3rd Street in the Prospect Hill Neighborhood between Rogers and Walker);

- Heard a report from Jane Fleig about the City Utilities Department in which she:
 - confirmed that City Utilities would not be able to set aside funds for the storm water component of sidewalk projects, but would help out with in-kind contributions where it could. Their priorities, however, were in the 5-year storm and sanitary sewer plan;
 - confirmed that she would provide the costs for projects in 2010; and
 - indicated that the Jordan-Maxwell storm water improvement project would commence in 2011 at a cost of about \$20,000; and
- Confirmed that additional City funds were available for the East 3rd Street project (see below).

Status of Past and Pending Projects

The Committee heard a status report on last year's recommendations from Wykoff as well as a status report on one other past project:

- **Marilyn Drive – Nancy Street to High Street (South Side)** - This is one of the last segments of a route on the Bicycle and Pedestrian Transportation and Greenways System (Greenways) Plan that would connect Bryan Park with sidewalks at High and Covenant. The sidewalk includes a curb, but no tree plot.

The Committee met in July and August 2010 about this project due to higher-than-expected bids and fiscal constraints in the City Utilities Department. As a result of these meetings, the Committee agreed that Utilities would do the storm water work itself and that Engineering would rebid the project.

By mid-November, City Utilities had been working on the project for 4-6 weeks and had completed the culvert work and placed inlets on Marilyn. Once done, Utilities will need to provide the Committee with an accounting for storm water work on this project. Also by mid-November, Crider and Crider had submitted the lowest responsive and responsible bid for what will be a 60-day project. The bid was \$67,900 or approximately \$30,000 less than the estimate of \$98,373.

In response to an inquiry, Wykoff noted that the presence of multiple contractors and utilities on one project requires good coordination and monitoring, because work of one may cause more, unforeseen work for another.

- **East 3rd Street – Bryan to Hillsdale (North Side)** - Last year, the Committee recommended fully funding the construction of a sidewalk on the north side of the street from Bryan to Roosevelt and dedicating any remaining funds for the rest of the project. In deference to both the Committee and Greenways Plan, Public Works designed and bid out work for both sides of the street. The project includes bike lanes and a partial median. In order to reflect the Committee’s priority for construction of the sidewalk on the north side, Public Works broke the bidding out into five segments:

- Section #1 = Sidewalk. Bryan Avenue to Jefferson Street (North Side)
- Section #2 = Sidewalk. Jefferson Street to Roosevelt Street (North Side)
- Section #3 = Sidewalk. Roosevelt Street to Clark Street (North Side)
- Section #4 = Sidewalk. Clark Street to Hillsdale Drive (North Side)
- Section #5 = Sidepath. High Street to Woodscrest Drive (Southside)

The Board of Public Works approved and awarded the bid to Milestone Construction for sections 1-4 (Bryan Avenue to Hillsdale Drive – Sidewalk north side) at \$240,000 (which includes utility work but not the 10% contingency). Assuming acquisition of right of way proceeds smoothly, the project should begin in mid-April. Wykoff noted that the bid for the sidepath on the south side of the street might be possible if Greenways funds were re-instated in 2012.

- **Connector Path between Southdowns and Greenwood** - In response to an inquiry from Rollo, Sherman brought the Committee up to date on the litigation surrounding this connector path. The Appellate Court ruled that the City may keep the path, but must pay certain costs to Ms. Jablonski. All parties have sought transfer to the Indiana Supreme Court.
- *(Please note that the Parks and Recreation, HAND, and Planning departments provided documents describing recent sidewalk projects which were included in Appendix 6 of the Council Sidewalk Packet for this meeting. This packet is available online [Sidewalk Committee Packet](#) and is available in the Council Office.)*

Program Criteria

The Committee reviewed its criteria for funding projects with the help of Scott Robinson. The Committee uses six criteria, some of which have been filtered through some analytics developed by the Plan staff. Here are the criteria and corresponding information:

Criteria	Analytics and Information
1) Safety Considerations	Pedestrian Level of Service (PLOS) - gauges the pedestrian experience based upon traffic
2) Roadway Classification	

		volume and speed, lane width, presence and width of sidewalk, and presence, type, and width of the buffer.
3) Pedestrian Usage	Density	Walkscore – an online score that gauges pedestrian demand based upon proximity to a mix of destinations.
4) Proximity to Destinations	Transit	
5) Linkages		Sidewalk Inventory
6) Cost and Feasibility		Estimates provided by Engineering Dept.

Robinson noted that he was comfortable with the methodology, but open to new ideas. He also suggested the Committee look at the City Utilities’ 5-year plan for matching priorities.

Review of Proposed Projects

The Committee reviewed the evaluation sheet which contained over 35 projects and discussed some new as well as previously proposed projects including:

- **Seventh Street from SR 45/46 ByPass to Hillsdale Drive** - Wykoff noted that, as part of the Bypass improvement, INDOT is installing a pedestrian underpass and will build a stairway from the underpass to Seventh if the City creates a sidewalk linkage to Hillsdale. Sturbaum inquired about the timing (2012) and suggested creating a pedestrian lane on this less traveled end of the street. Robinson agreed noting its low PLOS score.
- **Connection to Twin Lakes Recreation Center** – Sturbaum received an email from a constituent about the lack of pedestrian facilities along Bloomfield Road between the core of the City and SR 37 and wanted to know what was being planned for the area. Wykoff explained that TIF funds were being used to design a sidepath on the north side of Bloomfield Road from Walker to the Twin Lakes Sports Facility and, depending upon easements, through some woods to the Basswood/Bradford Ridge area. In addition, the City is looking at installing a light or roundabout at the intersection with Weimer Road in order to improve traffic flow and facilitate access to the newly acquired City facility.
- **Morningside Drive – Smith Road to Saratoga/Sheffield** – Satterfield explained the rationale for constructing a sidewalk on Morningside Drive. Bloomington Transit no longer stops on Morningside. Transit users – including children and adults pushing infants in strollers - now must use the stop just south of the intersection with Smith Road and walk along Morningside to their homes. A sidewalk to Saratoga or further to Sheffield would provide a safe and convenient route for residents before they reach side streets.

- **South Rogers Just South of Hillside** – Sturbaum asked about a sidewalk segment on Rogers previously proposed by Councilmember Piedmont-Smith. Robinson noted that the MPO project on Rogers approaches from the south and ends at Rockport Road. It will go out to bid in 2012. He wasn't sure whether the renovation at the new Community Kitchen would include the installation of a sidewalk.
- **Smith Road from 10th to Grandview** – Sherman asked the Committee about one new request for Smith Road north of Grandview which the evaluation sheet placed in the top 10. While there is a sidewalk on the east side of the road, Satterfield noted that pedestrians had no easy way to cross the street. Fleig noted that the project would not be easy to design because of some steep slopes. Satterfield closed the discussion by suggesting that Committee wait and see what INDOT would be doing on East 10th before investing much in this linkage.
- **18th and 20th Street west of the IU football stadium** - Sherman mentioned a high-ranking project raised by a constituent in 2010. Among other things, the constituent wanted sidewalks constructed on 18th and 20th between Miller-Showers Park and the IU stadium to accommodate students and others who walk between their residences and the transit services and games at the IU stadium. Given the higher traffic and pedestrian usage and its classification of a bike route, the Committee agreed that 19th Street would be a better location for future investments. Wykoff also noted that IU is looking at upgrading the signal at Dunn and 19th to an on-demand crosswalk.

Toward Funding Recommendations

The Committee then began the formal step of narrowing the list of projects. Here it:

- Affirmed the need to continue work on East 3rd Street and ascertained whether there were funds available for other projects – Wykoff reported that once money from this year and last year was put aside for the construction of a sidewalk on the north side of East 3rd Street from Bryan to Hillsdale and for the design of the sidewalk from Hillsdale to the Travel Lodge, there would be approximately \$80,000 for other projects. Absent storm water or right-of-way issues, that amount could buy about 200 feet of sidewalk.
- Considered the ratings made Councilmember Piedmont-Smith (as requested by the Committee last year);
- Focused upon the Southdowns, Morningside Drive and West 17th Street projects and discussed the apparent disparity between the narrowed list and the rankings. In that regard, Ruff inquired about the weighting of the “linkage” criteria. Robinson said that while the project length is included in

the evaluation sheet, connectivity is not assigned a separate score. (Note: This criteria also eliminates use of these funds for the maintenance, repair or upgrading of existing sidewalks.); and

- Eventually sought estimates and recommended funding for four projects. Those projects are set forth below along with a summary of the deliberations regarding them:

East Third Street – Bryan to the SR 45/46 Bypass (north side) – Multi-Year Project – The Committee:

- Affirmed this is the highest priority for funding (as it has been for the last few years) and that funding construction to Hillsdale and design to the Bypass moved that priority sufficiently along to use the remaining funds for other projects;
- Heard favorable comments from staff about installing the sidepath on the south side of 3rd, but acknowledgement that it would be hard to justify both without additional money. (Note: Due to fiscal constraints, the City did not budget new money for Greenways projects in 2011);
- Confirmed the bids and contingencies for construction of Sections 1- 4 at \$264,346.50 (with the design for Hillsdale to Travel Lodge being covered by previous ATF and Greenways funds);
- Confirmed additional funding of \$100,000 from Greenways and \$75,000 from HAND department;
- Agreed to dedicate \$129,811.54 for the construction of the sidewalk on the north side from Bryan to Hillsdale. (Note: The cost for the design of the sidewalk for the rest of the way to the SR 45/46 Bypass [actually 300 feet short of the intersection] has already been covered by previous ATF appropriations and Greenways).

Southdowns – Jordan to Mitchell (south side) – The Committee:

- Acknowledged the importance of finishing projects where the Committee and City had already made a significant investment. Here, the Committee recognized that this block would complete a pedestrian corridor between Bryan Park and the intersection of High and Marilyn. This corridor includes lane markings just east of the park and sidewalks further west installed in the last seven or so years;
- Confirmed that CBU would be installing an open ditch on the west side of Jordan between Southdowns and Sheridan to deal with existing storm water problems as well as carry storm water captured by the new curb and inlets on Southdowns to a ditch on Sheridan at a cost of about \$20,000;
- Learned that the total project would cost about \$53,000 (with a 10% contingency) and that approximately \$16,000 would be needed for storm water infrastructure. In response to an inquiry from Sherman, Fleig

reiterated that CBU could not commit to in-kind contributions for this project. In response to another inquiry from Sherman about formally making the request, Satterfield and Sturbaum thought that they could trust Utilities to help out as they are able.

Morningside Drive – Smith Road to Saratoga (either side) – Here, the Committee:

- Acknowledged the relatively high ranking of this project (15th) and the lack of recent funding for that neighborhood;
- Learned that the project would not involve storm water infrastructure nor acquisition of right-of-way and would cost approximately \$12,000;
- Considered funding the sidewalk to Sheffield at approximately double the current estimate, but decided to commit those funds to West 17th; and
- Left the decision regarding which side of the street the sidewalk should go to staff after they accounted for obstacles in the right-of-way and the possibility of the sidewalk extending to Sheffield.

West 17th Street – Madison to Woodburn (Southside) – Here, the Committee:

- Affirmed the evident pedestrian usage and high ranking (2nd) of the project (and also implicitly its age on the list);
- Recognized that funding this project would help spread the projects around the City;
- Acknowledged the high cost of the storm water component of the project and the inability of CBU to commit to funding the project; and
- Recommending that remaining funds go for the design of this project which should cost under \$25,000.

Concluding Actions

At the conclusion of the deliberations, the Committee:

- Approved the funding recommendations;
- Authorized the Chair to approve minutes of meeting after giving members an opportunity to review and offer corrections
- Authorized submittal of the Committee Report to the Council; and
- Agreed to meet on January 25th at noon in the McCloskey Room for a Debriefing Meeting.

FORMAL RECOMMENDATIONS

FUNDS AVAILABLE:

Alternative Transportation Fund (ATF)

Use the \$225,000 of Alternative Transportation Funds appropriated in 2011 for sidewalks and traffic-calming projects according to the following formula:

\$225,000	Annual Appropriation
- \$15,000	Traffic Calming
\$210,000	Available for Sidewalk Projects
\$210,000	

No CBU Set Aside for Storm Water Component of Council Sidewalk Projects

Due to budgetary constraints, the CBU will not be setting aside funds for the storm water component of Council sidewalk projects in the foreseeable future. However, the department has offered to look at proposed projects and see whether it can provide some in-kind contributions.¹

2011 COUNCIL SIDEWALK COMMITTEE RECOMMENDATIONS:

The Committee recommended funding projects on Third Street, Southdowns, Morningside Drive and West 17th.

	ATF	CBU	OTHER FUNDS²
THIRD STREET			
Sections 1 – 4			
Bryan to Hillsdale	\$129,811	\$	\$175,000
SOUTHDOWNS			
Jordan to Mitchell	\$50,662	\$	\$0
MORNINGSIDE	\$13,929	\$	\$0
WEST 17TH	\$15,638	\$	\$0

¹ The Council Sidewalk Report from 2010 (last year) estimated that \$274,776.24 was available in set-aside funds including \$125,000 set aside in 2009 and \$149,776.24 carried over from previous years.

² Other Funds include \$100,000 from 2010 Greenways budget and \$75,000 from neighborhood capital improvement funds in the HAND Budget.

GRAND TOTAL	\$210,000	\$ 0	\$175,000
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The details of the recommended projects are as follows:

East Third Street (north side) – Construction of Sidewalk from Bryan to Hillsdale

Fund the construction of a sidewalk on the north side from Bryan to Hillsdale.

	ATF	CBU	OTHER FUNDS	TOTAL
Sections 1 – 4				
Bryan to Hillsdale	\$129,811	\$ 0	\$175,000	\$304,811

The Committee has assigned this project the highest priority for 2010 and 2011. It is part of a major pedestrian corridor between the IU campus and the College Mall commercial area. With some exceptions, sidewalks are needed from Bryan to the intersection of SR 45/46. An additional \$100,000 is expected from 2010 Greeways funds and \$75,000 from the HAND department. The total cost for installing sidewalks from Bryan to the SR45/46 Bypass will be over \$700,000, but may be lower given improvements to be installed by INDOT and possible donations of right-of-way. Money has already been expended on design for these and the last section of sidewalks.

Southdowns (southside) – Jordan to Mitchell – Construction of a Sidewalk

Fund the construction of a sidewalk on Southdowns from Jordan to Mitchell.

ATF	CBU	TOTAL
\$50,662	*	\$50,662

With the completion of the Marilyn Drive sidewalk in 2011, this sidewalk segment would culminate a multi-year effort to create a continuous pedestrian corridor running from Bryan Park to the sidewalks at High and Covenanter. Prior to installation of the sidewalk, CBU will construct an open ditch on Jordan for about \$20,000 in order to carry existing water as well as water channeled by the new curbs on Southdowns to open ditches along Sheridan.

* Last year, CBU committed to install storm water infrastructure on Jordan between Sheridan and Southdowns as part of this project. That in-kind contribution will be worth approximately \$20,000.

Morningside Drive (either side) – Smith Road to Saratoga – Construction of a Sidewalk

Fund the construction of a sidewalk on Morningside Drive from Smith Road to Saratoga

ATF	CBU	TOTAL
\$13,929	\$0	\$13,929

This sidewalk on Morningside Drive is the first Council project for this area in many years. It will help transit riders get to and from the bus stop after it was moved from Morningside Drive to Smith Road. The Committee recommended funding the sidewalk to Saratoga and may consider continuing it to Sheffield. Staff was to consider the possibility of the extension along with other factors when choosing whether it should go on the south or north side of the street.

West 17th Street (Southside) – Madison (Kinser) to Woodburn – Design of a Sidewalk

Fund the design of a sidewalk on West 17th from Madison (Kinser) to Woodburn.

ATF	CBU	TOTAL
* \$15,638	\$0	\$15,638

This is a highly rated, but expensive, project that has been under consideration by the Committee for many years. Funds remaining after the other projects are covered are dedicated to the design of the first of what will probably be a two-block project. The estimates for the project are old and are expected to drop after the design narrows the roadway to allow the sidewalk to skirt a retaining wall. The storm water component for the second block may be significant.

* Any remaining funds, which are now estimated to be about \$15,638, will be dedicated to the design work for this block. Total cost for the work is estimated at \$25,000.

PROJECT	TOTAL ESTIMATE	DESIGN	ESTIMATE FOR R-O-W	ESTIMATE CONSTRUCTION OF SIDEWALK	ESTIMATE FOR STORMWATER COMPONENT	RECOMMENDATION		OTHER COMMITMENTS
						ATF	CBU STORMWATER	OTHER FUNDS
						\$210,000 (\$225,000 - \$15,000 for Traffic Calming)	In Kind (When Able)	\$100,000 from Greenways & \$75,000 from HAND for E. 3rd Street
2011 Projects								
3rd Street (N) Bryan to Hillsdale	\$387,831	~\$34,465	\$80,000	\$264,346.50	\$9,020	\$129,811		\$175,000
3rd Street (N) Hillsdale to Travel Lodge	\$300,893.68	\$27,250	\$91,344.33	\$188,424.4	\$21,124.85			
Southdowns (S) Jordan to Mitchell	\$53,153.10	\$2,531	0	\$32,285	* \$18,337	\$50,622		
Morningside Drive (S)	\$13,929	0	0	\$13,929	0	\$13,929		
W. 17 th Street (S)	\$282,878.50	\$25,000	\$132,000	\$98,133	\$27,745	\$15,638		
TOTALS	\$1,038,685.28	\$89,246	\$303,344.33	\$597,117.90	\$76,226.85	\$210,000		\$175,000.00
REMAINDER								\$0

* Additionally, CBU has committed to install ancillary storm water infrastructure on Jordan at a cost of about \$20,000.

2011 Council Sidewalk Committee Project Prioritization

Street	Description	Project Length (approx.)	Walk Score (potential ped usage)	WS Rank	PLOS Score	PLOS Rank	Transit Route Score	Transit Route Rank	Density Score	Density Rank	Rank Sum	Overall Project Rank
Kinser Pike	north of 17th St. to existing sidewalk near apartments	700	72	4	3.88	10	247	4	1,210	4	22	1
17th St.	Madison to Woodburn	476	72	4	3.86	11	260	2	689	12	29	2
3rd St.	Bryan Ave. to TraveLodge	2,246	80	2	4.03	5	144	10	548	14	31	3
14th St.	Madison St. to Woodburn Ave.	450	85	1	3.58	19	220	6	769	10	36	4
Union St.	4th St. to 7th St.	954	68	7	3.84	12	103	15	1,035	6	40	5
18th St. (new 2010)	Walnut St. to Dunn St.	710	51	13	3.48	23	178	7	1,229	2	45	6
20th St. (new 2010)	Walnut St. to Dunn St.	1,125	51	13	3.48	23	178	7	1,229	2	45	6
Moores Pike	Andrews to College Mall	1,289	51	13	3.99	7	52	28	1,453	1	49	8
Smith Rd. (new 2010)	Grandview Dr. to 10th St.(west)	1,352	42	20	3.63	18	260	3	771	9	50	9
Jefferson St.	3rd to 7th	1,375	66	8	3.66	16	97	16	393	16	56	10
S. Rogers St.	south of Hillside Dr.	480	43	19	3.97	9	90	21	825	8	57	11
17th St.	Indiana to Forrest Ave.	1,323	45	18	4.23	1	58	26	525	15	60	12
5th St.	Union to Hillsdale	1,671	66	8	3.52	22	131	11	298	19	60	12
Walnut St.	Hoosier Street to Legends	369	52	11	3.74	15	34	29	986	7	62	14
Morningside	Smith Road to Sheffield	502	51	13	3.47	27	268	1	278	21	62	14
Fariview St. (new 2010)	Wylie St. to Allen St.	1,005	52	11	3.48	23	120	12	343	17	63	16
Palmer St. connector path	Wylie St. to 1st St.	529	75	3	1.50	34	146	9	328	18	64	17
Moores Pike	Valley Forge to High St.	1,060	34	28	4.17	2	107	14	240	22	66	18
Miller Dr.	Huntington Dr. to Olive St.	423	38	23	3.66	16	82	22	1,191	5	66	18
E 7th St. (new - 12/2/10)	Bypass to Hillsdale Dr.	830	69	6	3.30	31	240	5	202	25	67	20
Walnut St.	Winston/Thomas to Nat'l Guard Armory	1,064	42	20	3.99	7	34	30	679	13	70	21
High St.	Covenanter Dr. to 2nd St.	2,622	46	17	4.01	6	93	20	156	28	71	22
Rockport Rd. (new 2010)	Countryside Ln. to Tapp Rd.	3,198	25	33	4.07	3	61	24	716	11	71	22
Maxwell Ln.	Highland to Sheridan	842	63	10	3.19	33	93	18	186	26	87	24
Rhorer Rd.	Walnut St. to Sare Rd.	4,775	40	22	4.06	4	0	32	69	33	91	25
Nancy St.	Hillside to Mark	878	31	30	3.48	23	94	17	235	23	93	26
Smith Rd. (new 2010)	Hagan St. to Brighton Ave. (west)	1,817	28	31	3.56	21	118	13	122	30	95	27
Southdowns	Jordan to Mitchell	327	38	23	3.58	19	57	27	160	27	96	28
Ruby Ln	Nancy to Covenanter	488	35	25	3.41	29	76	23	287	20	97	29
Covenanter Dr.	Ruby to High	335	35	25	3.46	28	93	19	140	29	101	30
Graham Dr. (new 2010)	Rockport Rd. to Rogers St.	1,815	35	25	3.34	30	58	25	234	24	104	31
Dunn St.	SR 45/46 to Tamarack Tr.	2,044	32	29	3.83	13	7	31	74	32	105	32
Kinser Pike	north of Acuff	1,595	12	34	3.83	13	0	32	40	34	113	33
Ramble Rd.	Ramble to Dunn	875	28	31	3.26	32	0	32	86	31	126	34

A HISTORY OF COUNCIL SIDEWALK COMMITTEE FUNDS, 2002-2011

2011				
Site	Estimate	Recommendation		Comments
		ATF	Other Funds	
Third Street -- Segments 1-4: Bryan to Hillsdale	\$387,405.00	\$129,811.00	\$175,000.00	See 2010 description below for project details. The 2010 Committee dedicated the bulk of its funds to the E. Third Street project. After applying 2010 funds to this project, \$129,811 was need for the completion of Segments 1-4. The other funds include \$100, 00 from Greenways & \$75,000 from HAND.
Third Street -- Segment 5: Hillsdale to Travel Lodge	\$300,893.00			Design for this project will be completed with 2010 funds.
Southdowns -- Jordan to Mitchell (with exploring the possibility of CBU making an in-kind contribution toward stormwater improvement)	\$53,153.00	\$50,622.00		With the completion of Marilyn Drive sidewalk in 2011, this segment would culimate a multi-year effort to create a continuous pedestrian corridor running from Bryan Park to the sidewalks at High and Covenancter. he stormwater component of this project is \$16,000. The Committee requested that CBU make a good-faith effort to explore whether they would be able to make an in-kind contribution re: the stormwater component of this project.
Morningside Drive – Smith to Saratoga (side of road to be TBD)	\$13,929.00	\$13,929.00		This project is intended to provide a pedestrian route to compensate for the loss of a Bloomington Transit bus stop on Morningside Drive. The closest stop is now on Smith Road and many people walk down Morningside to get to the stop at Smith. The walk is precarious and uncomfortable. This is a neighborhood with many children and a neighborhood that sees many pedestrians. A sidewalk would really help pedestrians get safely to the Smith stop
West 17th -- Woodburn to Madison (southside)	\$282,878.00	\$15,638.00		This is a highly rated, but expensive, project that has been under consideration by the Committee for many years. Funds remaining after the other projects are covered will be used the design of this project (\$25,000). The design should lower the cost of the project.
Total:	\$1,038,258.00	\$210,000.00	\$175,000.00	
2010				
Site	Estimate	Recommendation		Comments
		ATF	CBU Stormwater	
Marilyn -- Nancy to High (south side)	\$189,937.45	\$98,373.43	\$91,564.00	See 2009 description below for project details. As federal funds requested from the Mayor were not available for 2010, the Committee agreed to dedicate ATF funds to complete this project.
Third Street -- Bryan to Jefferson (north side)	\$95,408.78		\$22,638.00	Connection is needed from Roosevelt to the SR 46 Overpass to link up with the existing sidewalk. The 2009 Committee forwarded a recommendation to the 2010 Committee encouraging the latter to fund as much of this project as possible.
Third Street -- Jefferson to Roosevelt (north side)	\$63,507.68	\$31,912.23	\$4,366.00	The 2010 Committee agreed that, after funding the above previously-committed Marilyn project, it should devote all remaing funds to the Third Street project. The Committee voted to fully fund the first two stretches of this project (Bryan to Jefferson and Jefferson to Roosevelt) and to fund as much of the third segment of the East Third Street (Roosevelt to Clark) project as possible.
Third Street -- Roosevelt to Clark (north side)	\$118,387.50	\$114,252.60	\$4,135.00	
Southdowns -- Jordan to Mitchell (w/Stormwater on Jordan and Sheridan) (south side)	\$124,405.05		\$54,562.20	This is part of larger area in need of stormwater improvement and has been on the Sidewalk Committee's list of requested projects since 2002. The Committee agreed to address the stormwater issue on Southdowns first and then the sidewalk later. The amount of stormwater dedicated to this project is not to exceed the original estimated cost -- \$54,562.20
Total:		244,538.26	\$177,265.20	

2009				
Site	Estimate	Recommendation		Comments
		ATF	CBU Sidewalk	
Marilyn -- Nancy to High (south side)	\$189,937.45	\$0.00	\$91,564.00	This is one of the last segments of a route on the Bicycle and Pedestrian Transportation and Greenways System (Greenways) Plan that would connect Bryan Park with sidewalks at High and Covenanter. Prior ATF funds were used to install sidewalks on Mitchell, Circle, Ruby and Nancy Street. Last year the Committee requested and expected that the Greenways monies would be used to cover the sidewalk and the CBU Set Aside would cover the storm water component of this project. However, an amendment to the Greenways Plan and other projects left this one unfunded in 2008. As noted above, the Committee recommended that the Council respectfully request that the Mayor consider appropriating \$98,937.45 of federal reimbursement of matching funds to complete this project.
Henderson -- Moody to Thornton (east side)	\$99,319.17	\$71,877.77	\$27,441.40	This project was scheduled for funding in 2008. It was requested by the Planning Department, MCCSC, and a property owner and would complete the last segment of unfinished sidewalk on the east side of Henderson between Hillside and Miller Drive as well as much further north and south. The HAND department may help fund some of this project.
Kinser Pike -- Marathon Stn. to 45/46 (west side)	\$54,751.14	\$40,280.74	\$14,470.40	This is a heavily-travelled stretch. Many residents living in multi-family housing walk here to the grocery store and other amenities.
Moore's Pike -- Segment A - Woodruff to existing walk (south side)	\$22,758.00	\$22,758.00	\$0.00	This stretch provides connectivity with an existing walk and was requested by area residents. This project will provide residents with a safer crossing of Moore's Pike. Some residents indicated that they would be willing to make a contribution.
S. Madison -- 3 rd to Prospect (east side)	\$49,773.00	\$26,989.00	\$16,784.00	This project is in a highly-urban area and would link to the B-Line trail at the W. 3 rd Street overpass. Public Works will commit \$6,000 for concrete.
3 rd Street -- Roosevelt to Clark & Clark to Hillsdale (north side)	\$231,564.07	\$50,000 *	\$0.00	Connection to link up to the existing sidewalk network. A worn pedestrian path demonstrates the heavy use of this area. The 2009 Committee agreed that if the funds remaining for the above projects are not needed to complete said projects, up to \$50,000 of the remaining 2009 ATF balance shall be dedicated to right-of-way acquisition for this project.
Total:		211,905.51	\$150,259.80	

2008				
Site	Estimate	Recommendation		Comments
		ATF	Stormwater	
5th Street -- Hillsdale to Deadend (south side)	\$535,088.97	\$70,485.63	\$0.00	This two-block long, multi-departmental project provides an east-west connection through the Greenacres Neighborhood and needed stormwater infrastructure for the area. Total funding includes: \$112,934.36 (2007 ATF), \$10,453.98 (2007 CBU Sidewalk/Stormwater Setaside); \$216,215 (CBU Capital Project), and \$125,000 (HAND Neighborhood Improvement Grant) Note: This project was completed in 2008.
Henderson -- Allen to Hillside (west side)	\$669,090.00	* \$3,667.21	\$0.00	This improvement is aimed at alleviating pedestrian/vehicular conflict in this elementary school area. The Committee funded design in 2007 at the request of Public Works. Public Works received a \$250,000 Safe Routes to School grant for this project and wanted an additional sign of support from the Council in order to garner funds from other sources (including CDBG). * Note: The Committee recommended that any funds remaining in 2008 may be applied to this project.
Marilyn -- Nancy to High (south side)	*\$167,578.63	\$0.00	* \$62,480	This is one of the last segments of a route on the Alternative Transportation and Greenways Plan that would connect Bryan Park with sidewalks at High and Covenant. Prior ATF funds were used to install sidewalks on Mitchell, Circle, Ruby and Nancy Street. The Committee requests that Alternative Transportation and Greenways monies fund the \$105,098.63 needed for the sidewalk portion of this project. *Note: The Committee also realized that the stormwater component will be more expensive than indicated and authorized that any remaining funds be used for this purpose.
E. 2nd Street -- Woodcrest to 300' east (north side)	\$34,300.00	\$32,319.00	\$1,981.00	This small project would fill-in the last missing stretch of sidewalk on both sides of East 2nd from College Mall Road to High Street, which sees high levels of vehicular and pedestrian traffic. Note: ATF funded design of this project in 2006. Note: This project was completed in 2008.
Henderson -- Thorton to Moody (east side)	\$71,735.90	\$49,405.90	\$22,330.00	This will complete a missing link on the east side of Henderson and provide uninterrupted sidewalks and crossings on that side of the street for at least a mile.
High Street - Across from Childs School (west side)	\$22,362.55	\$21,078.05	\$577.50	This project would create a continuous sidewalk on the west side of High Street across from Childs School, which has the highest walk-in rates in the community. The sidewalk may also allow the City to eliminate one crossing guard. Note: This project was completed in 2008.
West 17th Street -- Lindberg to Arlington Park Drive (south side)	\$52,077.21	\$27,337.21	\$0.00	A new development at the corner of W. 17th and Crescent Road led to this request. The total project should cost about \$52,077.21, but the possible donation of right-of-way by abutting property owners and contribution of materials by the developer would lower the cost to the amount as listed here. Note: This project was completed in 2008.
Total:		204,293.00	\$87,368.50	* Note: Any remaining ATF monies may be applied to the Henderson - Allen to Hillside project and any remaining CBU sidewalk/stormwater funds may be applied to Marilyn - Nancy to High Street. Also, using the estimates for CBU Sidewalk/Stormwater projects as presented in this chart and the carryover of \$22,834.79 from 2007, there would be approximately \$60,466.29 available for future CBU Sidewalk/Stormwater projects.

2007				
Site	Estimate	Recommendation		Comments
		ATF	USB Stormwater	
5th Street -- Overhill to Deadend (south side)	\$262,685.80	\$92,646.50	\$29,344.60	This provides an east-west connection through the Greenacres Neighborhood. * Note: The Committee committed to dedicate 2008 ATF monies to complete this project if the sum allotted is insufficient. This is part of a larger initiative to improve the stretch on 5th Street from Hillsdale to the deadend. CBU has dedicated \$225,000 independent of the Sidewalk Committee for stormwater improvements in this area. Note: The 2-block segment from Hillsdale to the deadend was completed in 2008.
Henderson -- Allen to Hillside (west side)	unknown	\$45,000.00		Director of Public Works, Susie Johnson, requested that the Committee partner with Public Works by providing \$45,000 for the design cost of this project. This improvement is aimed at alleviating congestion and improving safety in this elementary school area.
Arden -- Windsor to High (south side)	\$100,452.00	\$47,353.50	\$53,098.00	The neighbors met with Councilmember Rollo and wanted a sidewalk to help their kids get to High Street and Southeast Park. Note: This project was completed in 2007.
Total:		185,000.00	\$82,442.60	

2006				
Site	Estimate	Recommendation		Comments
Queens Way, Sussex to High (south side)	\$25,969.68	\$25,969.68		This is the missing link, connecting High to Renwick.
Roosevelt, Fourth to Fifth (east side)	\$127,269.79 with curbs	\$127,269.79		This ties in with the recent improvements made by Doug McCoy which made Roosevelt a through-street.
Arden -- From High to Windsor (south side)	\$59,486.72	\$5,000 (design only)		This project provides a safe walk way for the neighborhood's many children to travel to a near-by school & park.
E. 2nd -- Woodcrest to 300' east (north side)	\$31,574.66	\$5,000 (design only)		This project is the missing link on the north side of the street from College Mall to the west. Justin suggested that in future years, the Committee might provide material and ask CBU to install.
11th Street-- Washington to Lincoln (north side)	\$60,151.41	\$10,000 (design only)		
Maxwell -- Highland to Jordan (north side)	\$65,658.98 with tree plot & piping	\$5,000 (design only)		This 2-block project completes the missing link on Maxwell between Henderson & High.
Maxwell -- Jordan to Sheridan (north side)	\$72,479.88 with tree plot & piping	\$5,000 (design only)		This 2-block project completes the missing link on Maxwell between Henderson & High.
Total:		\$183,239.47		

2005			
Site	Estimate	Recommendation	Comments
Maxwell Lane from Clifton Sidepath to High Street (north side)	\$65,175.00	\$65,175.00	Since 1999, the Committee has funded sidewalks on Maxwell Lane between Henderson and High Street. The first project was north of Bryan Park and ran from Henderson Street to Manor Road and connected to an existing sidewalk that runs to Jordan Avenue. The second project connected a sidewalk on Sheridan with the Clifton sidepath. This project would connect the latter sidewalk to High Street. The Committee recommended that a cross walk be placed on High (to connect with an existing sidewalk) and that sidewalk be placed to preserve trees, if that isn't possible, include a tree plot. Note: The project was rebid and completed in 2007 and was funded, in part, with the reappropriation of \$34,000 in reverted funds.
Queens Way from Chelsea to Sussex (south side)	\$35,729.00	\$35,729.00	The Renwick developer will install a sidewalk on the south side of Queens Way from the new development to Monclair Avenue. The Committee received estimates for installing sidewalks the rest of the way to High Street (\$83,700), funded the first leg between Montclair and Sussex in 2004.
Marilyn from Nancy to High Street (south side)	\$155,216 (one block only)	\$11,497.54 (design only)	This project begins completion of the western end of what's known as the Southeast Neighborhood Initiative. This initiative will eventually connect the walking/biking lane on Southdowns / Jordan with sidewalks at Covenanter / High Street. The City has already completed a sidewalk from Mitchell / Southdowns to Ruby / Nancy Street, and Nancy Street from Ruby to Marilyn Drive. This allocation funds design costs and gives staff an opportunity to determine whether there are storm water costs that might be borne by CBU. One more leg on Southdowns from Jordan to Mitchell would complete this initiative. Note: This project was completed in 2007.
Roosevelt from 4th to 5th (east side)	\$86,340.00	\$6,395.62 (design only)	This is a new project that would complement new private development on Roosevelt that will make it a through-street and include a sidepath on 4 th Street. The estimate for the project is \$86,340 and this recommendation funds the design costs.
Total:	\$187,244.00		
2004			
Site	Estimate	Recommendation	Comments
Sidewalk Project - 10th Street for 350 feet West of Grandview (south side)		\$45,000.00	The Council funded this project in 2003 and approximately \$6,344 was spent that year on designing the sidewalk and acquiring right-of-way, but the remaining funds were not encumbered for its construction. The Committee recommends using unspent and unencumbered funds from previous years to fund this project.
Sidewalk Project - Nancy Street from Ruby Lane to Marilyn Drive (west side)	\$45,628.00	\$45,628.00	The Committee recommended funding this segment of the larger South East Neighborhood Initiative. That initiative first received funding in 2002 (see below).
Sidewalk Project - Jefferson Street between 7th and 8th (east side)	\$114,000.00	\$114,000.00	The Committee recommended funding this first segment of the larger Jefferson Street project, which has been designed as a result of previous funding in 2002 (see below). This segment, unlike the others, does not require a large complement of storm water funds.
Sidewalk Project - Winfield Road from Fair Oaks to existing sidewalk just south of Rechter (east side)	\$45,096.00	\$27,000 (+\$18,096 from Wininger/Stolberg)	The Committee recommended funding this project in concert with the developer of the Renwick PUD (Wininger / Stolberg) who has offered to pay for the cost of materials (approximately \$18,096).
Sidewalk Project - Queens Way from Montclair Avenue to Chelsea Court (south side)	\$22,139.00	\$22,139.00	The Committee recommended funding this and the previous project in order to have sidewalks in place before the Renwick PUD gets well under way.
Total:		\$253,767.00	This amount includes \$151,000 of funds appropriated for sidewalks this year and unspent monies from previous years. If there are not enough monies in the Alternative Transportation Fund in 2004, then the Committee will need to decide whether to recommend use of 2005 funds for these purposes.

2003			
Site	Estimate	Recommendation	Comments
Sidewalk Project - East 5th Street from 1 block east of Overhill (deadend) to Overhill.	\$255,596.00	\$52,597.00	On 6/18/03, the Council approved the Committee recommendation to allocate \$52,597 contingent upon the availability of storm water funds.
Sidewalk Project - 10th Street for 350 feet west of Grandview Drive (south side)	\$43,975.00	\$43,975.00	
Sidewalk Project - Walnut Street from Bank One (Country Club/Winslow) to Hoosier Street (west side)	\$104,354.00	\$63,427.00	On 6/2/03 the Committee recommended allocating the remaining funds (\$63,427) to this project and discussed ways to reduce its cost.
Total:		\$159,999.00	
2002			
Site	Estimate	Recommendation	Comments
Sidewalk Project - Southdowns from Jordan and along the north side of Circle and Ruby lane to Nancy Street.	\$148,000.00	\$108,731 (+ \$39,000 from Greenways)	The original estimate was for a sidewalk on the north side of the street, but the Engineering staff and neighborhood preferred south side at estimated cost of \$129,000 (and an additional \$19,000 for the leg from Jordan to Mitchel). On 6/19/02 the Council allocated \$59,547 for this project and, as noted below, on 12/18/02, the Council voted to shift \$49,184 from the East 2nd Street project to this one as well. On May 8, 2003 the Greenways group agreed to fund the remaining \$39,000.
Design for sidewalk and storm water project - Jefferson Street from East 3rd to East 10th Street.	\$27,840.00	\$27,840.00	
Design for sidewalk and stormwater project - East 5th Street from 1 block east of Overhill to Union.	\$28,832.00	\$28,832.00	
Streetscape Plan - East 2nd from High Street to College Mall Road.	\$49,184.00	\$0.00	On 12/18/02 the Common Council voted to shift these funds (\$49,184) to the Ruby Lane project (above)
Sidewalk design - East Allen from Lincoln to Henderson Street	\$4,000 - \$8,000	\$7,400.00	
Total:	about \$160,000	\$172,803.00	

Appendix Four – Evaluation of Proposed Sidewalk Projects

Presentation

Presented by Scott Robinson, Long Range/Transportation Manager

Action

- Review Criteria
- Disclose Any Conflicts of Interest
- Review Rankings and Select Projects for Further Consideration this Year

Background Material

Council Sidewalk Criteria – *enclosed*

Table of Council Sidewalk Criteria with Objective Factors - *enclosed*

Plan Department Elaboration of Council Sidewalk Criteria (Scott Robinson) - *enclosed*

- Memo from Plan Department
- Elaboration of Prioritization Process
- Prioritization – Walk Score, PLOS, Transit Route Score, Density Score

Index and Maps – *enclosed*

Criteria for Selecting Sidewalk Projects

- Safety Considerations -- A particular corridor could be made significantly safer by the addition of a sidewalk.
- Roadway Classification -- The amount of vehicular traffic will increase the likelihood of pedestrian/automobile conflicts, which a sidewalk could prevent. Therefore, arterial and collector streets should be a priority for linkages over residential/subdivision streets.
- Pedestrian Usage -- Cost-effectiveness should be based on existing and projected usage.
- Proximity to Destination Points -- Prioritization of linkages should be based on proximity to destinations such as elementary schools, Indiana University, employment centers, shopping opportunities, parks/playgrounds, etc.
- Linkages -- Projects should entail the construction of new sidewalks that connect with existing pedestrian facilities.
- Costs/Feasibility -- Availability of right-of-way and other construction costs must be evaluated to determine whether linkages are financially feasible.

History

These criteria first appeared in a memo entitled the *1995 Linkages Plan – Criteria for Project Selection/Prioritization* and have been affirmed and revised over the years.

Revisions

– On October 16, 2006, the Committee added “Indiana University” as another “destination point” under the fourth criteria (Proximity to Destination Points). At that time, it decided not to explicitly recognize “synergy” as another criteria, because it was already being considered as a factor under the fifth criteria (Costs/Feasibility).

- On January 4, 2008, the Committee added the fifth criteria defining “Linkages.”

- On November 12, 2009, the Committee revised “Proximity to Destination Points” to clarify that the list was illustrative and included “employment centers” among other destinations.

Council Sidewalk Criteria – Application of Emerging Objective Factors

Criteria	Elaboration	Plan Department’s Effort to Create Data, Objective Factors, and a Ranking Formula	
1. Safety	A particular corridor could be made significantly safer by the addition of a sidewalk	Pedestrian Level of Service (PLOS)	
2. Roadway Classification	The amount of vehicular traffic will increase the likelihood of pedestrian/automobile conflicts, which a sidewalk could prevent. Therefore, arterial and collector streets should be a priority for linkages over residential/subdivision streets.	<p style="text-align: center;">This score gauges the pedestrian experience based upon traffic volume and speed, lane width, presence and width of sidewalk, and presence, type, and width of the buffer.</p> <p style="text-align: center;">1 (High /A) – 5 (Low/ F) (where C is “pretty comfortable”)</p> <p><i>Note: Because the absence of a sidewalk is a large factor in the PLOS score, all but one of these scores fall in the very close range of 3.26 – 4.23. Also, PLOS doesn’t work well with off-street facilities.</i></p>	
3. Pedestrian Usage	Cost-effectiveness should be based on existing and projected usage.	Density (0 – 1,863)	Walk Score
		<p>This score was derived from the maximum densities allowed in the zoning districts located within 1/8th mile of the center-point of the sidewalk project (assuming 2 persons per unit [based upon census data] and 1 person per bedroom).</p>	<p>0 (Car-Dependent) – 100 (Walkers’ Paradise)</p> <p>This score gauges pedestrian demand based upon proximity to a mix of commercial destinations, but doesn’t account for demographic factors.</p>
4. Proximity to Destination Points	Prioritization of linkages should be based on proximity to destinations such as elementary schools, Indiana University, employment centers, shopping opportunities, parks/playgrounds, etc.	Transit (0 – 247)	
		<p>This score was derived from passenger per hour per route data from Bloomington Transit and averaging techniques to “smooth the data”; then 1/8th and 1/ 4 mile zones were created along the routes with the 1/8th mile zone weighted at twice the value of the 1/ 4 mile zone.</p>	
5. Linkages	Projects should entail the construction of new sidewalks that connect with existing pedestrian facilities.	Sidewalk Inventory	
6. Costs/ Feasibility	Availability of right-of-way and other construction costs must be evaluated to determine whether linkages are financially feasible.	Project Costs	
		<p>were based upon \$25/lineal foot for a monolithic sidewalk and \$50/lineal foot for a separated sidewalk (and not based upon more refined estimated costs that account for terrain, stormwater, right-of-way, and other factors).</p>	

Overall Project Ranking =

Walk Score Rank
+
Pedestrian Level of Service (PLOS) Rank
+
Transit Route Score Rank
+
Density Rank

=

Score

(Lowest Score = Highest Rank)

Note: All the above were weighed equally.



To: Bloomington Common Council Sidewalk Committee
From: Scott Robinson, Long Range/Transportation Manager
Date: 09/09/11
Re: 2011 Council Sidewalk Committee
CC: Tom Micuda, Josh Desmond, Vince Cariso, file

Sidewalk Informational Maps

City staff maintains sidewalk information on the City's GIS that can be used to generate sidewalk inventory maps that depict the locations of existing sidewalks within the City's planning jurisdiction. In addition, locations of approved determinant sidewalk variances have also been mapped. Inventory and determinant sidewalk maps are from 2010 and included for reference. These maps are best suited for macro-level information purposes where specific details on the condition, width, and other sidewalk attributes are best dealt with on a case by case basis. Staff will consider Council Sidewalk Committee requests during deliberations if more information is needed on any specific location.

Sidewalk Location Evaluation and Ranking

Staff continues to use the project evaluation system to rank sidewalk requests based on the established Council Sidewalk Committee Criteria first developed in 2008. With improved methodology, including population density and transit service, staff is able to provide a more comprehensive overall priority score based upon the ranking of several measured values (walk score, pedestrian level of service, transit, and population). Since 2009, the methodology remains the same and continues to be effective tool for evaluating sidewalk projects considered the Council Sidewalk Committee deliberations.

Staff evaluated and ranked the sidewalk projects listed in the 2011 Project Prioritization Table included with the Committee packet. The 2011 table includes projects listed from the 2010 analysis and includes five new or reaffirmed requests received by the Council Office (17th Street, Lincoln Street, 14th Street, Rockport Road, and Kinser Pike). Two requests are new and three have been previously evaluated – one of which is a shorter length than the former request. All are duly noted on the table as new or reaffirmed. Planning recommends that the Council Sidewalk Committee continue to focus attention on East 3rd Street because of its high ranking and past decisions and commitments to this project.

Technical information on the data collected and analysis methodologies can be discussed during the committee deliberations. Staff is open to additional guidance to further refine this objective methodology for future iterations.

Summary

- 2010 Sidewalk Inventory and Determinant Sidewalk Maps are included for reference
- Sidewalk project requests have been evaluated and ranked with an overall priority score
- Planning Department recommends continued support for the highly ranked East 3rd Street project

Appendix Four – Evaluation of Proposed Sidewalk Projects

Sidewalk Inventory

*(This document is mentioned in the Plan Department Memo
and has been placed in Appendix 6 – Other Projects.)*

City of Bloomington
City Council Sidewalk Committee 2009 Prioritization Process

Process Overview

1. Council members and staff develop list of potential sidewalk projects.
2. Planning staff evaluates each project using prioritization method described below.
3. Council Sidewalk Committee discusses proposed projects, with consideration given to project rankings developed by Planning, and additional input from City staff and the general public.
4. Council makes funding recommendations.
5. Public Works implements projects.

Prioritization Methodology

1. The Walk Score for each project was determined by entering the address nearest the center of the proposed project into www.walkscore.com. The results are recorded into a spreadsheet. Higher walk scores indicate greater demand for walking.
2. The existing Pedestrian Level of Service was calculated for each proposed project using aerial photos and traffic data. Since the projects in question do not currently have sidewalks, PLOS accounts for features such as existing traffic volumes, speed, and outside lane width. Without sidewalks (and hence without measurable buffers), PLOS is rather “sticky” – scores tend to cluster in the C to D range. Higher PLOS scores indicate lower quality walking environments.
3. Transit scores were calculated as follows:
 - a. Each transit route was recorded in a GIS line layer with a column for passengers per hour (from the Bloomington Transit Fixed Route Operational Analysis Study).
 - b. GIS buffers of 1/8 mi. (660 ft.) and 1/4 mi. (1,320 ft.) radii were created for each route. The passenger per hour data was transferred to the buffers, with the narrower 1/8 mi. buffer weighted at twice the value of the 1/4 mi. buffer.
 - c. To account for areas of overlapping transit route influence, a 1/16 mi. grid was superimposed over the transit service area, and weighted transit values from buffers were summed for each grid cell. A simple averaging method was then used to eliminate abrupt changes in the grid (i.e., to smooth the data). The result of this operation was a continuous transit route influence grid for nearly the entire City.
 - d. Transit route scores were assigned to proposed sidewalk projects according to the location of the midpoint of the sidewalk.
4. To account for population, the following method was used:
 - a. A circle with 1/8 mi. radius was established around the approximate center point of a project.
 - b. Parcels within each circle were tagged according to their zoning classification, and population densities were assigned based on the population that could live within this area according to zoning. The following density assumptions were used:
 - i. RE, RS, RC = 1 unit/parcel
 - ii. RM = 7 units/acre
 - iii. RH, CL, CG, CA, PUD = 15 units/acre
 - iv. MH = 1 unit/ lot
 - v. IG, BP, QY = none
 - vi. IN = none for most instances, except for IU where 15 units/acre was used
 - vii. MD = 7 units/acre
 - viii. Downtown Overlays
 1. CSO, UVO, DGO = 100 bedrooms/acre
 2. DCO = 180 bedrooms/acre
 3. DEO = 60 bedrooms/acre
 4. STPO = 45 bedrooms/acre

- c. After assigning density values (area or lot-based) to each parcel, population per parcel was determined using conversion factors of 2 people/unit (based on census household data for Bloomington), and 1 person/bedroom.
 - d. The population values for all parcels were summed to obtain the total population value for each project.
5. For each data category (Walk Score, PLOS, Transit, and Density), the projects were ranked and then the ranked scores were subsequently summed to obtain an overall measure for the priority of the project. The projects with the lowest scores (a score of 4 would be the highest score) are highest priorities using this system and the projects with the highest scores are the lowest priorities.

Known Issues

1. The methodology doesn't account for network connectivity or alternate routes, both of which are important.
2. PLOS doesn't work well for off-street facilities, so it's hard to compare these using this methodology.
3. The method assumes an equal weighting, which may or may not be appropriate.

Walk Score

Walk Score is a web-based tool (www.walkscore.com) that measures the proximity of a particular location to a mix of commercial destinations. Walk Score is a good proxy for pedestrian demand, although it doesn't account for demographic factors that can also be significant. The maximum possible walk score is 100. The range of values can be thought of as follows:

- **90–100 = Walkers' Paradise:** Most errands can be accomplished on foot and many people get by without owning a car.
- **70–89 = Very Walkable:** It's possible to get by without owning a car.
- **50–69 = Somewhat Walkable:** Some stores and amenities are within walking distance, but many everyday trips still require a bike, public transportation, or car.
- **25–49 = Car-Dependent:** Only a few destinations are within easy walking range. For most errands, driving or public transportation is a must.
- **0–24 = Car-Dependent (Driving Only):** Virtually no neighborhood destinations within walking range.

For reference, some additional walk scores from Bloomington are provided below:

- 100 W. Kirkwood Ave. (Courthouse Square): 95
- 104 S. Indiana Ave. (Kirkwood & Indiana): 88
- 3300 W. 3rd St. (3rd & Gates Dr.): 74
- 1424 S. Walnut St. (Walnut & Hillside): 63
- 574 W. Bloomfield Rd. (Bloomfield & Landmark): 45
- 2000 S. High St. (High & Rogers Rd.): 32
- 3980 S. Sare Rd. (Jackson Creek Middle School): 22
- 2770 S. Adams St. (Tapp Rd. & Adams St. roundabout): 9

Pedestrian Level of Service (Ped LOS)

Pedestrian Level of Service (Ped LOS) may be thought of as the quality and safety of the walking environment. While Walk Score is related to pedestrian demand, Ped LOS is closely related to the supply of pedestrian facilities. Ped LOS accounts for traffic volume and speed, lane width, presence and width of sidewalk, and presence, type, and width of the buffer. Ped LOS scores typically range from 1 to 5, with lower scores representing better pedestrian facilities. These quantitative scores are broken down into letter scores A-F for ease of understanding. Generally speaking, most people would find a facility receiving a score of "C" to be pretty comfortable.

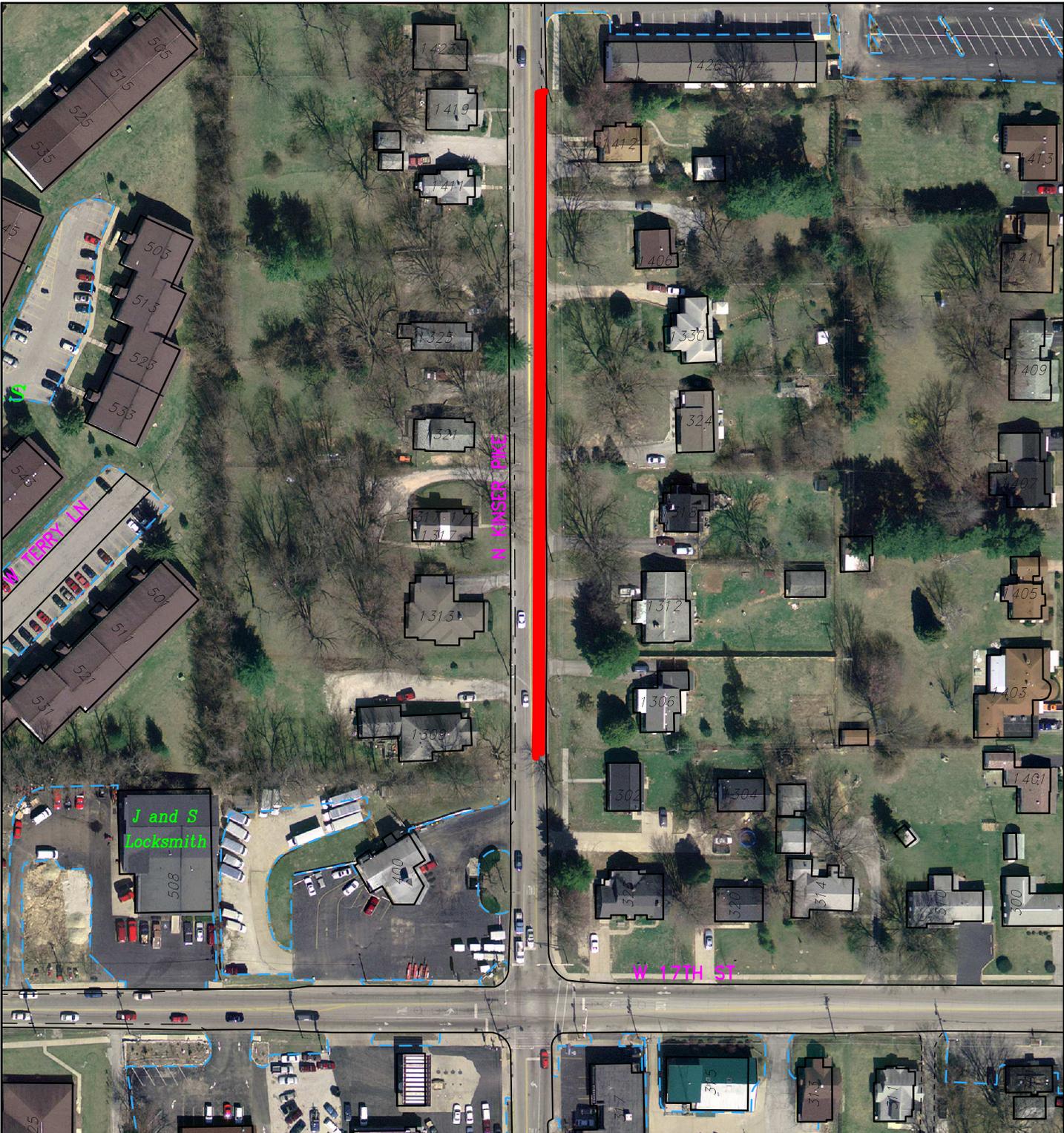
2011 Council Sidewalk Committee Project Prioritization

Street	Description	Project Length (approx.)	Walk Score (potential ped usage)	WS Rank	PLOS Score	PLOS Rank	Transit Route Score	Transit Route Rank	Density Score	Density Rank	Rank Sum	Overall Project Rank
Kinser Pike (reaffirmed 2011)	north of 17th St. to existing sidewalk near apartments	700	69	5	3.88	10	247	4	1,210	3	22	1
17th St.	Madison to Woodburn	476	72	3	3.86	11	260	2	689	13	29	2
3rd St.	Bryan Ave. to TraveLodge	2,246	74	2	4.03	5	144	11	548	15	33	3
14th St. (reaffirmed 2011)	Madison St. to Woodburn Ave.	450	77	1	3.58	19	220	6	769	10	36	4
19th St. (combine 18th St. and 20th St.)	Walnut St. to Dunn St.	1,100	62	8	3.48	23	178	8	1,229	2	41	5
Union St.	4th St. to 7th St.	954	58	11	3.84	12	103	16	1,035	5	44	6
Smith Rd. (2010)	Grandview Dr. to 10th St.(west)	1,352	43	19	3.63	18	260	3	771	9	49	7
Moores Pike	Andrews to College Mall	1,289	51	14	3.99	7	52	30	1,453	1	52	8
17th St.	Indiana to Forrest Ave.	1,323	63	7	4.23	1	58	28	525	16	52	8
Jefferson St.	3rd to 7th	1,375	62	8	3.66	16	97	17	393	17	58	10
S. Rogers St.	south of Hillside Dr.	480	43	19	3.97	9	90	22	825	8	58	10
5th St.	Union to Hillsdale	1,671	62	8	3.52	22	131	12	298	21	63	12
17th St. (new)	Crescent Street to College Street	5500	45	17	2.46	33	216	7	996	6	63	12
Morningside Dr.	Smith Road to Sheffield	502	45	17	3.47	26	268	1	278	23	67	14
E 7th St. (2010)	Bypass to Hillsdale Dr.	830	65	6	3.30	29	240	5	202	27	67	14
Fariview St. (2010)	Wylie St. to Allen St.	1,005	54	13	3.48	23	120	13	343	19	68	16
Miller Dr.	Huntington Dr. to Olive St.	423	35	25	3.66	16	82	24	1,191	4	69	17
Palmer St. connector path	Wylie St. to 1st St.	529	72	3	1.50	36	146	10	328	20	69	17
Moores Pike	Valley Forge to High St.	1,060	29	31	4.17	2	107	15	240	24	72	19
High St.	Covenanter Dr. to 2nd St.	2,622	48	16	4.01	6	93	21	156	30	73	20
Rockport Rd. (2010)	Countryside Ln. to Tapp Rd.	3,198	20	33	4.07	3	61	26	716	11	73	20
Lincoln St. (new)	SW corner at Grimes (existing)	50	57	12	2.26	34	160	9	370	18	73	20
Walnut St.	Hoosier Street to Legends	369	42	21	3.74	15	34	31	986	7	74	23
Walnut St.	Winston/Thomas to Nat'l Guard Armory	1,064	31	30	3.99	7	34	32	679	14	83	24
Smith Rd. (2010)	Hagan St. to Brighton Ave. (west)	1,817	37	23	3.56	21	118	14	122	32	90	25
Nancy St.	Hillside to Mark	878	34	27	3.48	23	94	18	235	25	93	26
Maxwell Ln.	Highland to Sheridan	842	49	15	3.19	31	93	19	186	28	93	26
Rockport Rd. (new)	Rockport Rd. north of Coolidge	250	29	31	2.58	32	84	23	700	12	98	28
Southdowns	Jordan to Mitchell	327	37	23	3.58	19	57	29	160	29	100	29
Covenanter Dr.	Ruby to High	335	35	25	3.46	27	93	20	140	31	103	30
Mitchell St.	Maxwell Ln. to Circle Dr. (east)	600	38	22	2.07	35	77	25	297	22	104	31
Rhorer Rd.	Walnut St. to Sare Rd.	4,775	18	34	4.06	4	0	34	69	35	107	32
Dunn St.	SR 45/46 to Tamarack Tr.	2,044	34	27	3.83	13	7	33	74	34	107	32
Graham Dr. (2010)	Rockport Rd. to Rogers St.	1,815	34	27	3.34	28	58	27	234	26	108	34
Kinser Pike	north of Acuff	1,595	5	36	3.83	13	0	34	40	36	119	35
Ramble Rd.	Ramble to Dunn	875	12	35	3.26	30	0	34	86	33	132	36

Index for Maps of Sidewalk Proposals – 2012 Sidewalk Committee

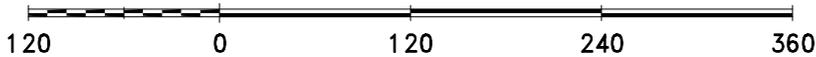
<u>Street</u>	<u>Location</u>	<u>Side</u>	<u>Comment</u>
Kinser Pike	North of 17 th to Existing Sidewalk	East	
17th	Madison to Woodburn	South	
3rd Street	Bryan Ave to Travel Lodge	North	
14th	Madison to Woodburn		<i>Reaffirmed for 2012 Committee</i>
19th	Walnut to Dunn	(?)	<i>Combined 18th and 20th Street requested in 2011</i>
Union	4 th to 7 th	East	
Smith Road	Grandview Drive to 10 th	West	<i>New for 2010 Committee</i>
Moore's Pike	Andrews Circle to College Mall	South	
17th	Indiana to Forrest	South	
Jefferson	3 rd to 7 th and 8 th —10 th		
S. Rogers	1515 – 1525 S. Rogers	East	
5th	Union to Hillsdale	South	
17th St.	Crescent Street to College Avenue	?	<i>New for 2012 Committee</i>
Morningside	Smith Road to Sheffield	South	<i>New for 2011 Committee</i>
E. 7th Street	Bypass to Hillsdale Drive		<i>New for 2010 Committee</i>
Fairview Street	Wylie Street to Allen Street		<i>Relisted in 2010</i>
Miller Drive	Huntington to Olive		
Palmer (street connection)	Wylie to 1 st		
Moore's Pike	Valley Forge to High	North	
High	Covenanter to 2 nd	East	
Rockport Road	Countryside Lane to Tapp Road	West	<i>New Request for 2010 Committee</i>
Lincoln Street	SW corner at Grimes (existing – crumbling ramp)		<i>Internal inquiry for 2012 Committee - Meet criteria?</i>
Walnut	Hoosier to Legends	West	
Walnut	Winston/Thomas to Indiana Nat'l Guard	West	
Smith Road	Hagan Street to Brighton Avenue	West	<i>New for 2011 Committee</i>
Nancy	Mark to Hillside	West	
Maxwell Lane	Highland to Sheridan	North	
Rockport Road	North of Coolidge		<i>New for 2012 Committee</i>
Southdowns	Jordan to Mitchell	South	<i>Relisted for 2011</i>
Ruby Lane/Covenanter Drive	Nancy to Hillside	South	<i>Removed in 2011 in favor of sidewalk on Marilyn Drive</i>
Covenanter Drive	Ruby to High	South	<i>Same</i>
Mitchell Street	Maxwell Lane to Circle Drive	East	<i>New for 2012 Committee</i>
Rhorer Road	Walnut to Sare	North	
Dunn	SR 45/46 to Tamarack Trace	East	

Graham Drive	Rockport Road to Rogers Street		<i>New for 2010 Committee</i>
Kinser Pike	North of Acuff	West	
Clubhouse Drive	Kinser to Old SR 37		Removed Winter of 2009-10
Ramble Road	Ramble to Dunn	East	

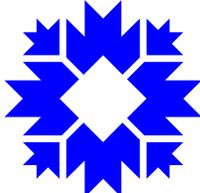


2009 Council Sidewalk Committee
 Brad Wisler's request for a sidewalk on the east side of Kinser (N of 17th)

By: fallsm
 7 Oct 08

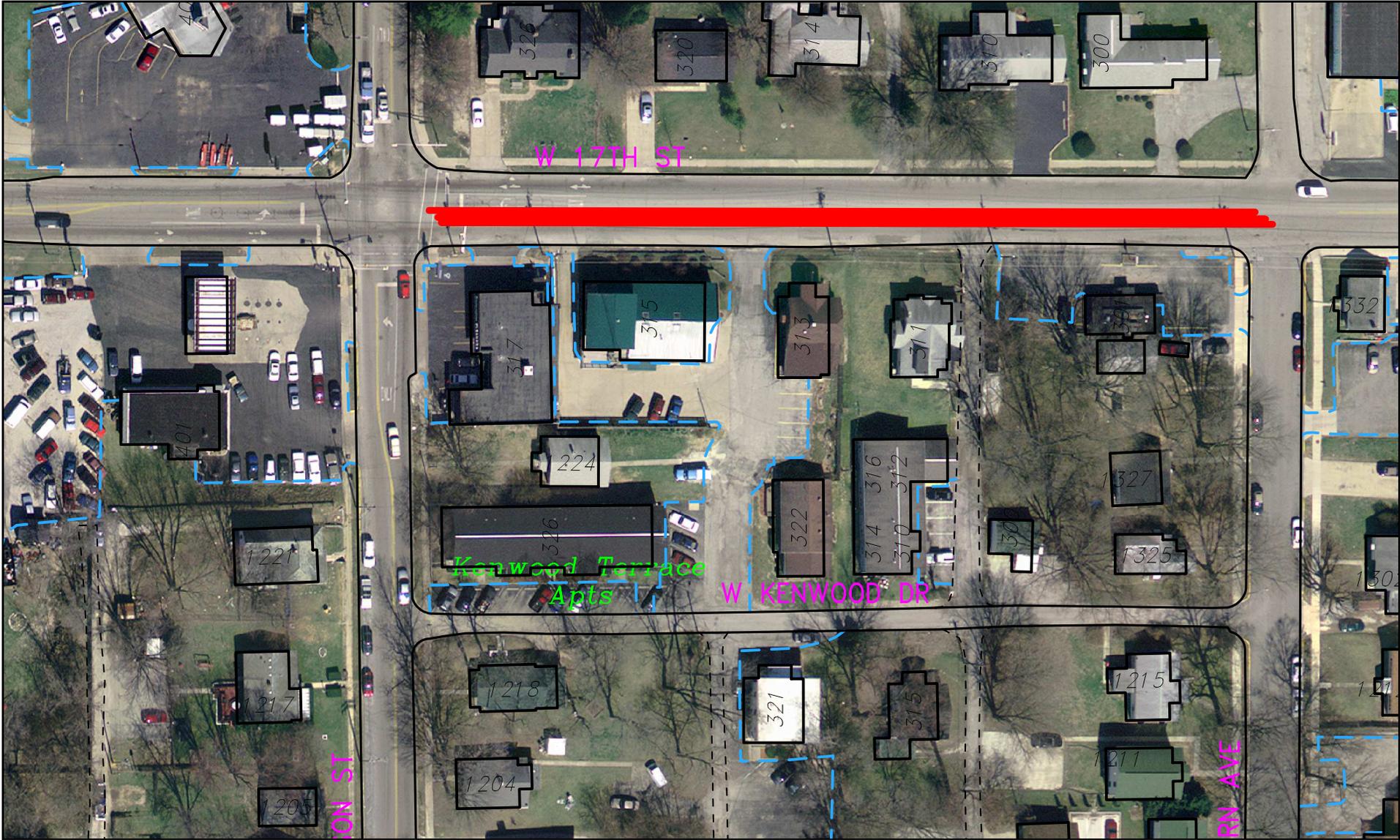


City of Bloomington
 Clerk & Council



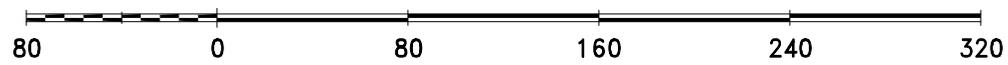
Scale: 1" = 120'

For reference only; map information NOT warranted.



2009 Council Sidewalk Committee
 Planning Department's request for a sidewalk on the south side of W 17th (Madison to Woodburn)

By: fallsm
 6 Oct 08



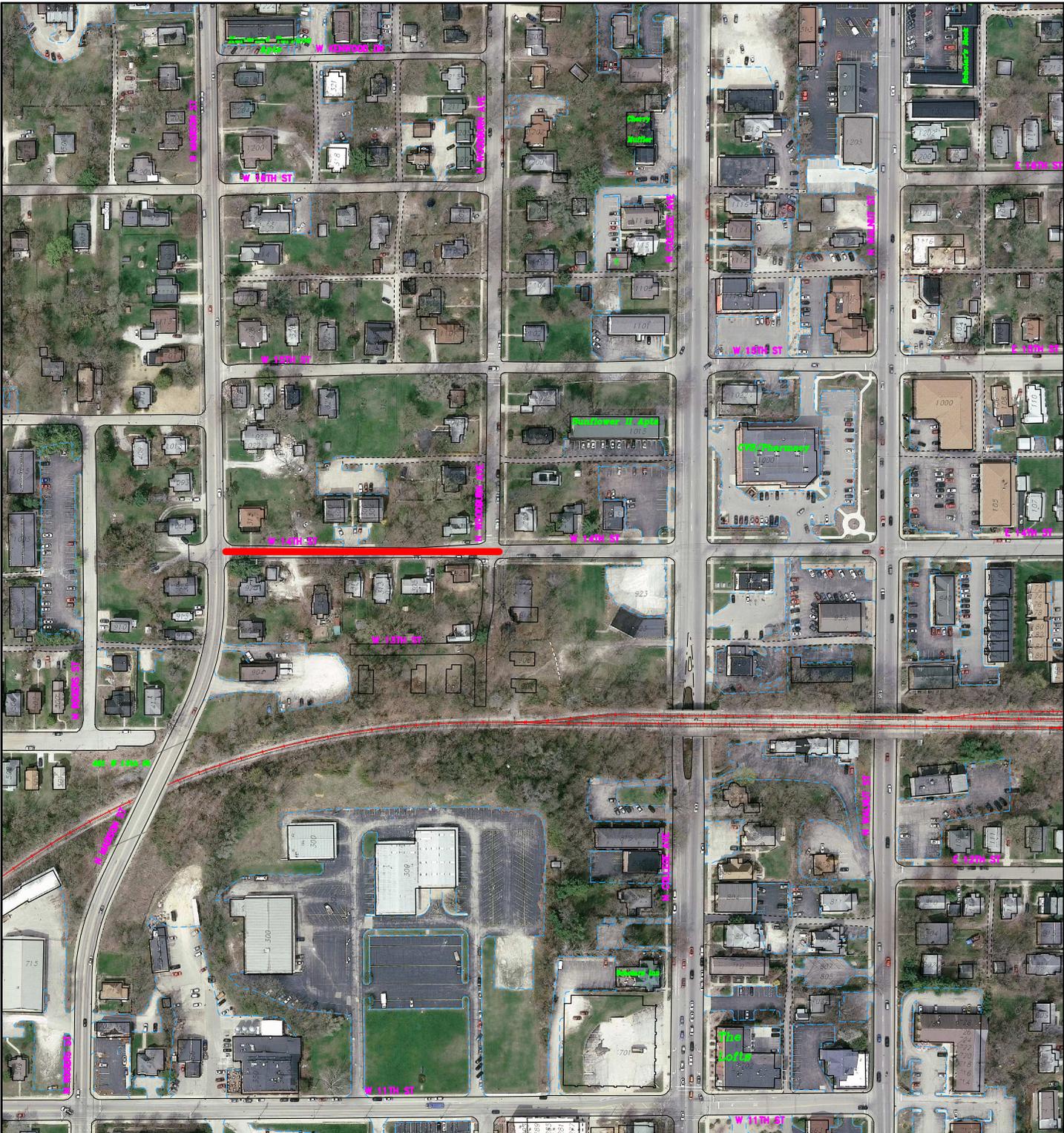
For reference only; map information NOT warranted.



City of Bloomington
 Clerk & Council

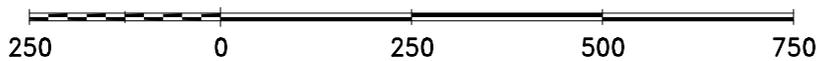


Scale: 1" = 80'



Council Sidewalk Committee – Project Request
14th Street from Madison to Woodlawn

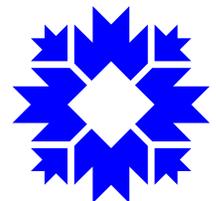
By: shermand
 2 Nov 11
 File: LPWdl



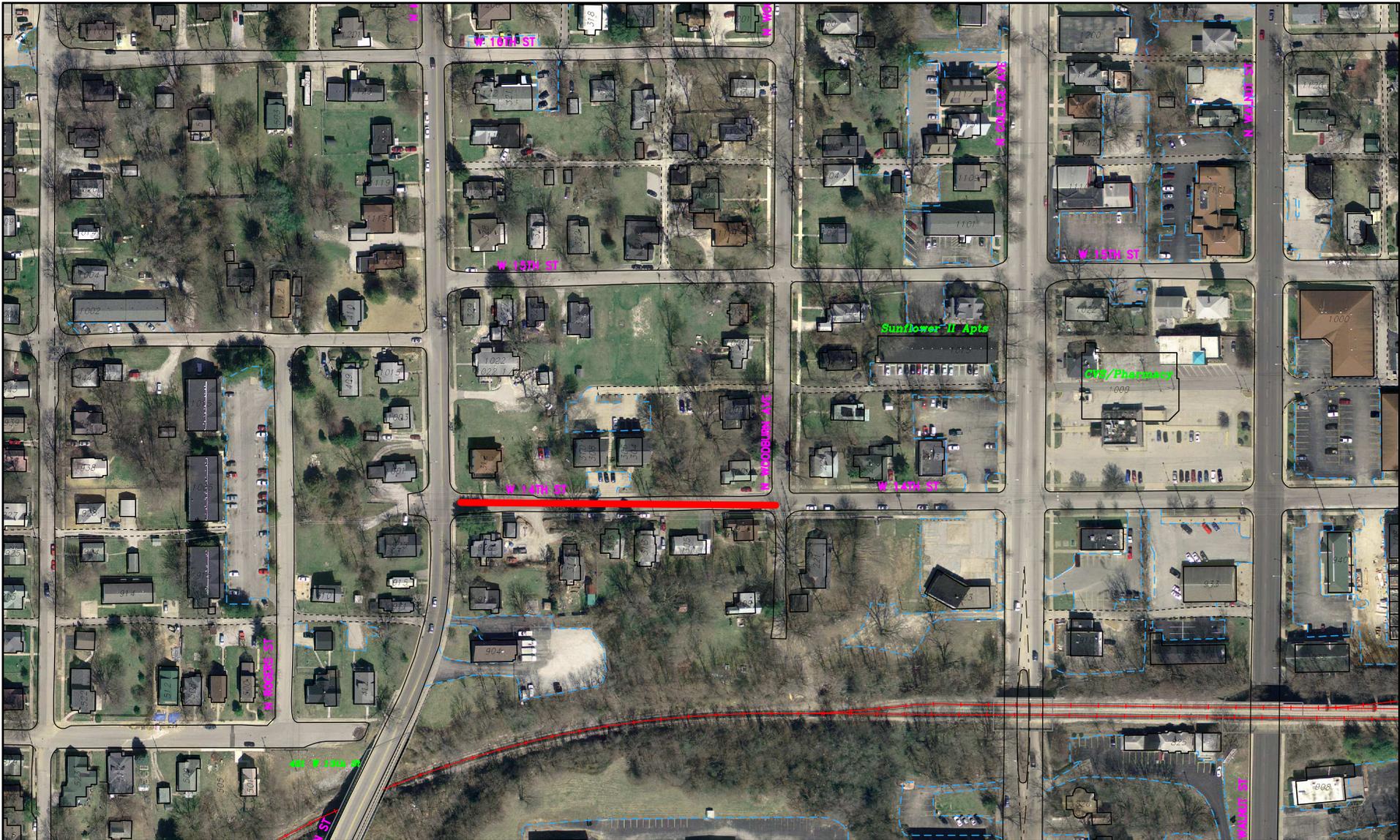
For reference only; map information NOT warranted.



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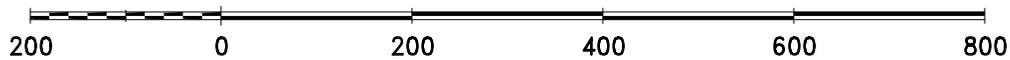


Scale: 1" = 250'



Council Sidewalk Committee – Sidewalk Proposal – 2010
 West 17th from Woodburn to Rogers Street (either side)
 Councilmember Piedmont-Smith (as a result of a Plan Commission discussion)

By: shermand
 27 Oct 09
 File: LL14th



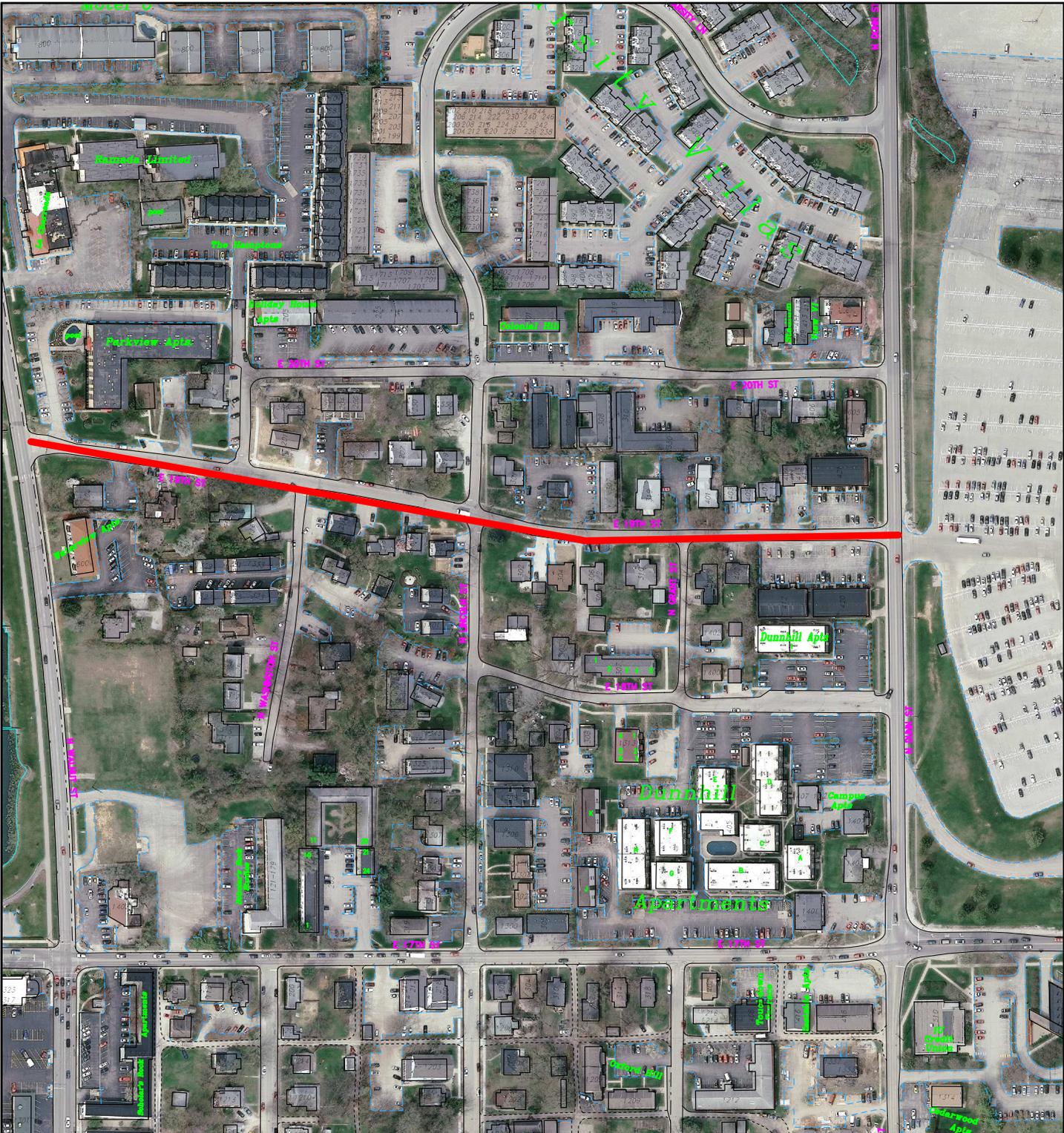
For reference only; map information NOT warranted.



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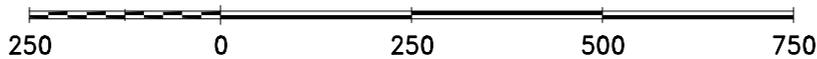


Scale: 1" = 200'

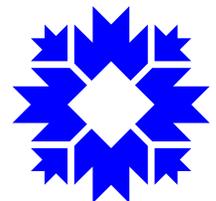


Council Sidewalk Committee Project Request
 19th from Walnut to Dunn (Segments) – In Liew of 18th or 20th
 2012 Revision

By: shermand
 1 Nov 11
 File: LP19th

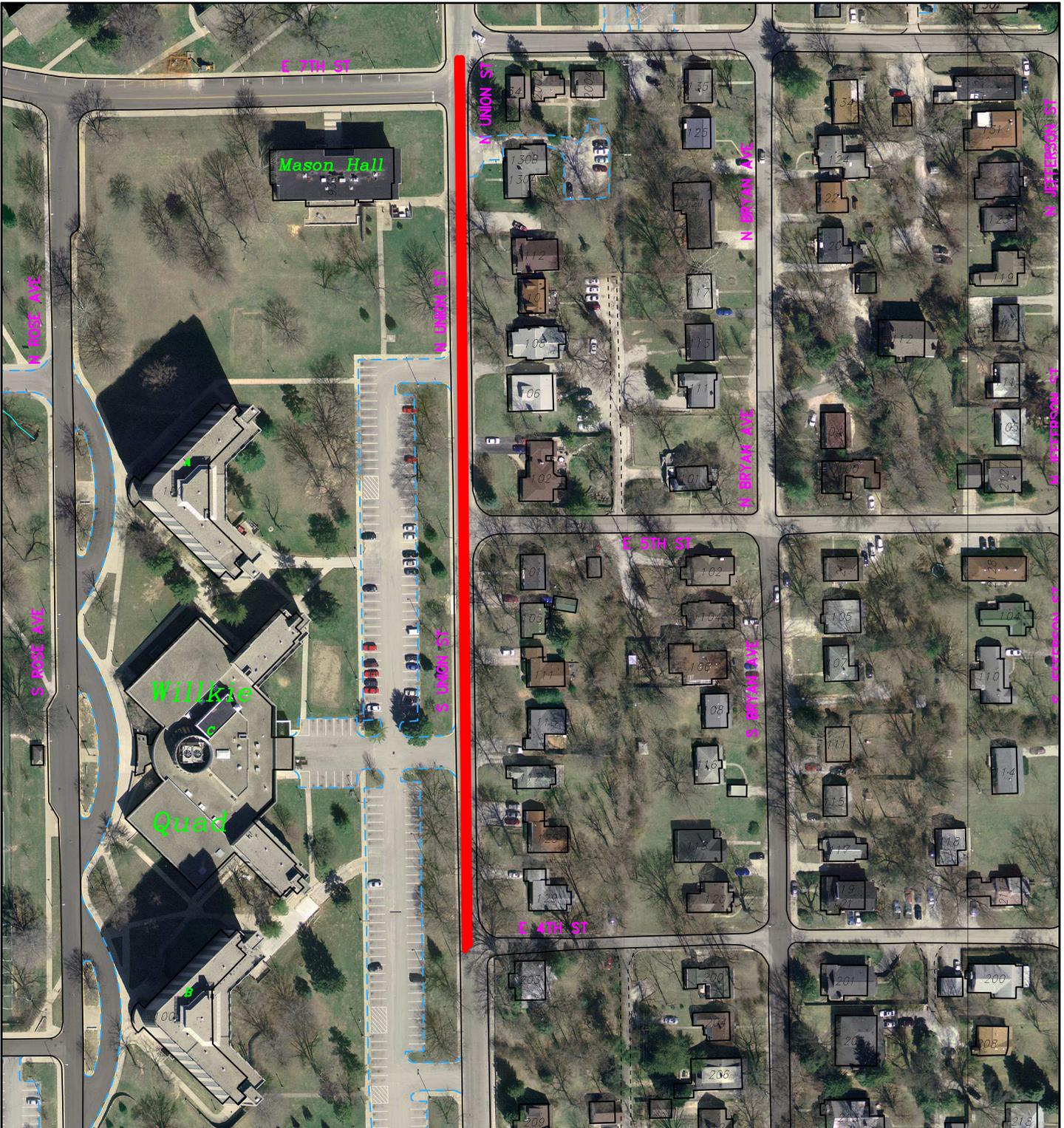


City of Bloomington
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Scale: 1" = 250'

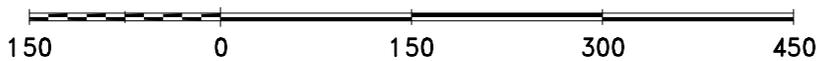
For reference only; map information NOT warranted.



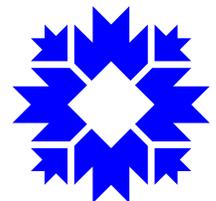
2009 Council Sidewalk Committee

Tim Mayer's request for a sidewalk on the east side of Union St. (from 4th to 7th)

By: fallsm
6 Oct 08

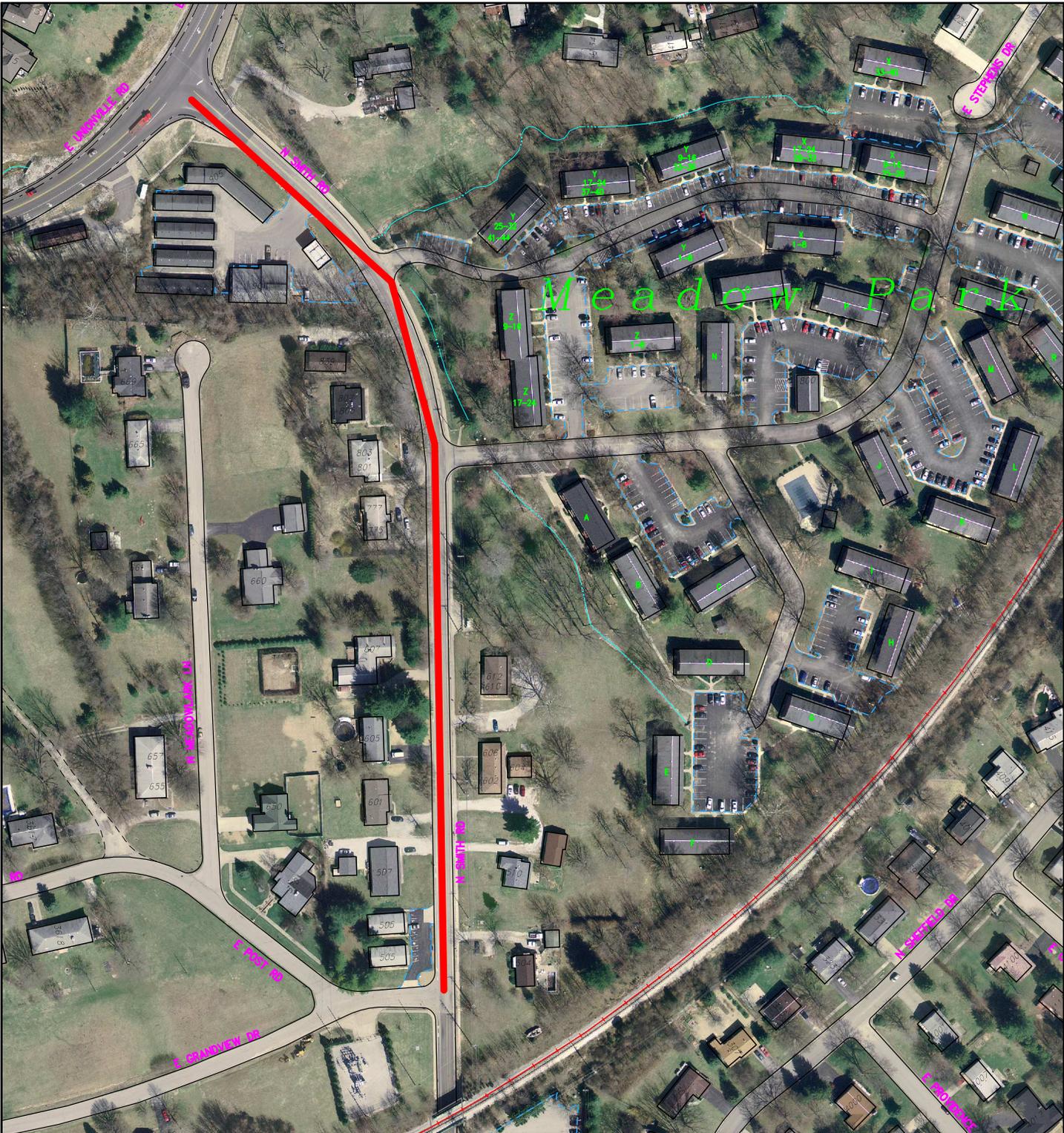


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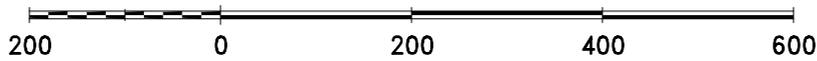
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For reference only; map information NOT warranted.

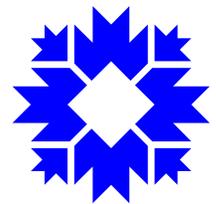


2011 Council Sidewalk Committee
Smith Road from Grandview to E 10th (West Side)

By: shermand
10 Nov 10

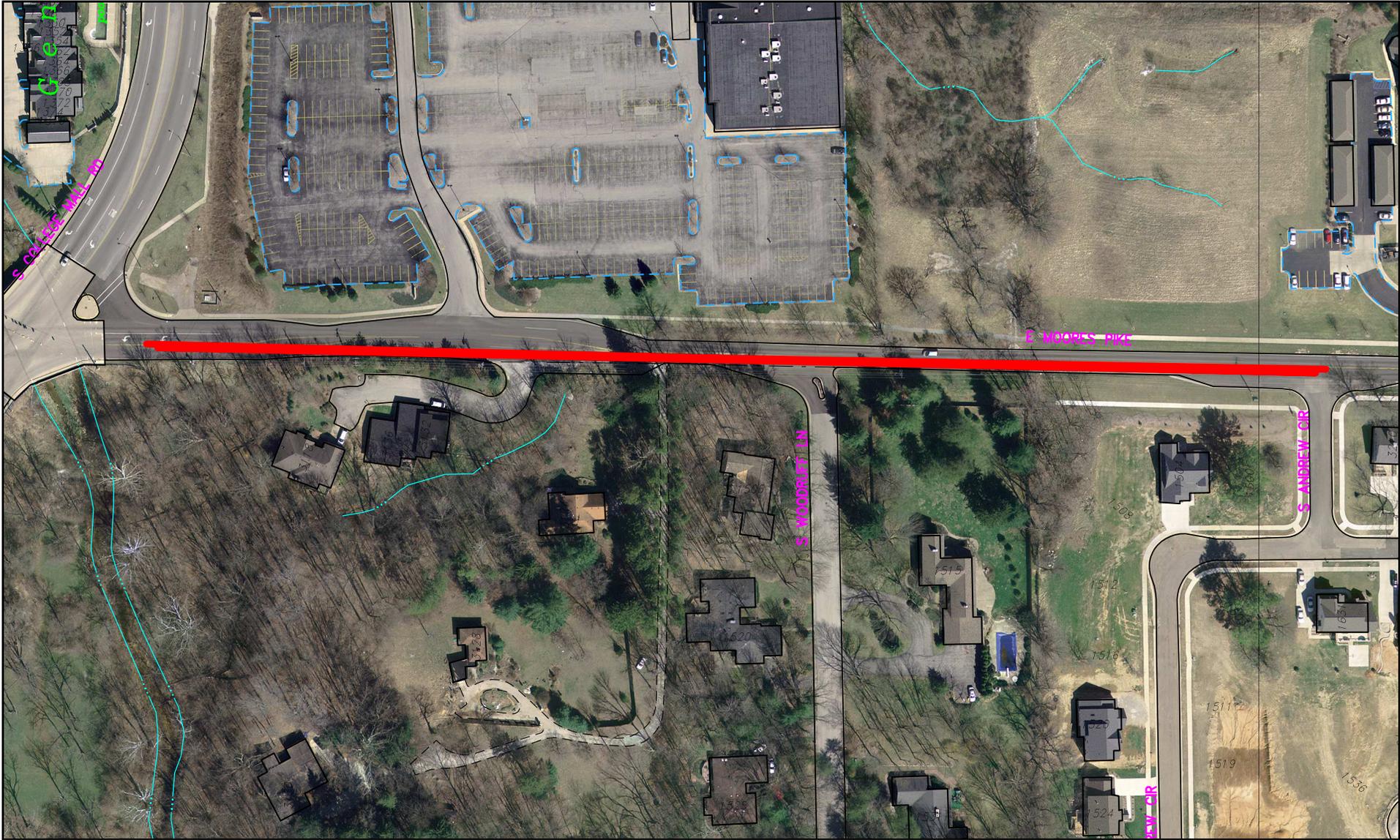


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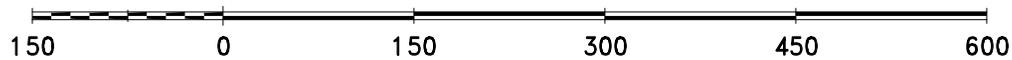
Scale: 1" = 200'

For reference only; map information NOT warranted.



2009 Council Sidewalk Committee
Dave Rollo's request for a sidewalk on the south side of Moors Pike (from Andrew to Sare)

By: fallsm
6 Oct 08



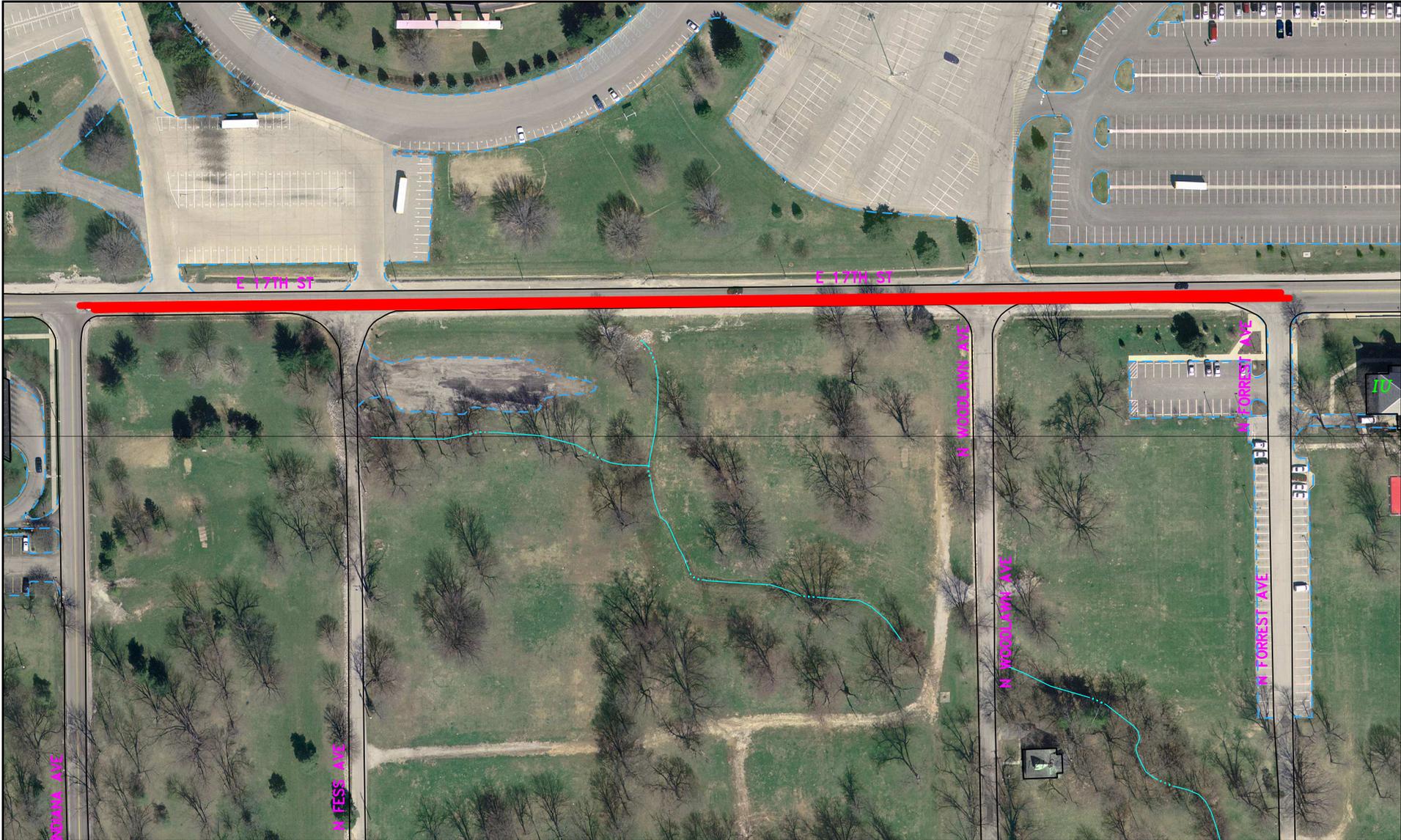
For reference only; map information NOT warranted.



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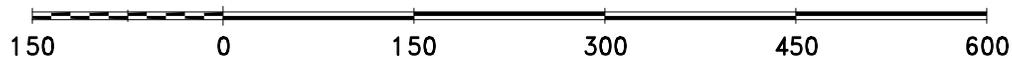


Scale: 1" = 150'



2009 Council Sidewalk Committee
Citizen's request for a sidewalk on the south side of E 17th (from Forrest to Indiana)

By: fallsm
6 Oct 08



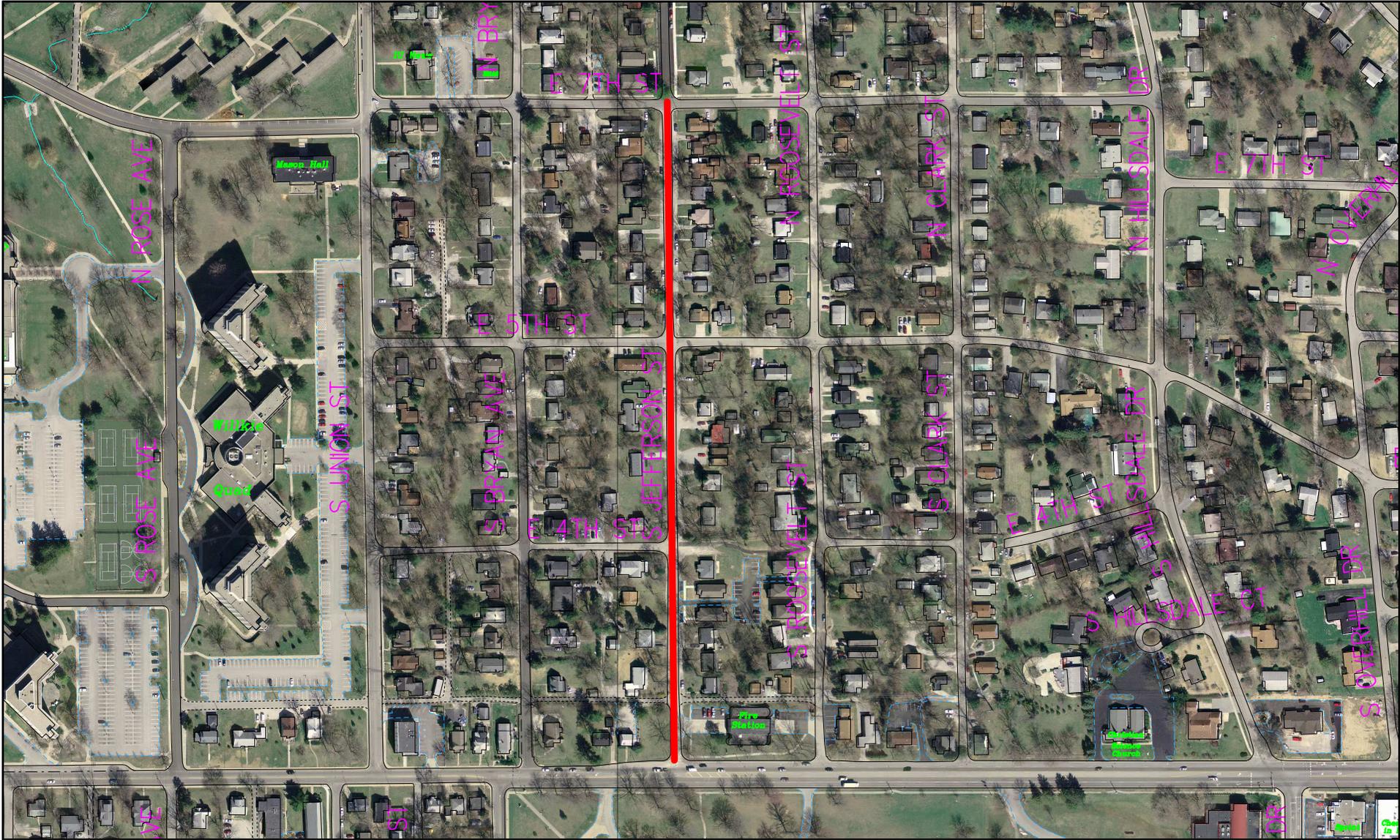
For reference only; map information NOT warranted.



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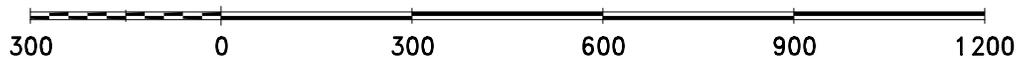


Scale: 1" = 150'



2009 Council Sidewalk Committee
 Tim Mayer's request for sidewalks on the east side of Jefferson (from 3rd to 7th)

By: fallsm
 3 Oct 08



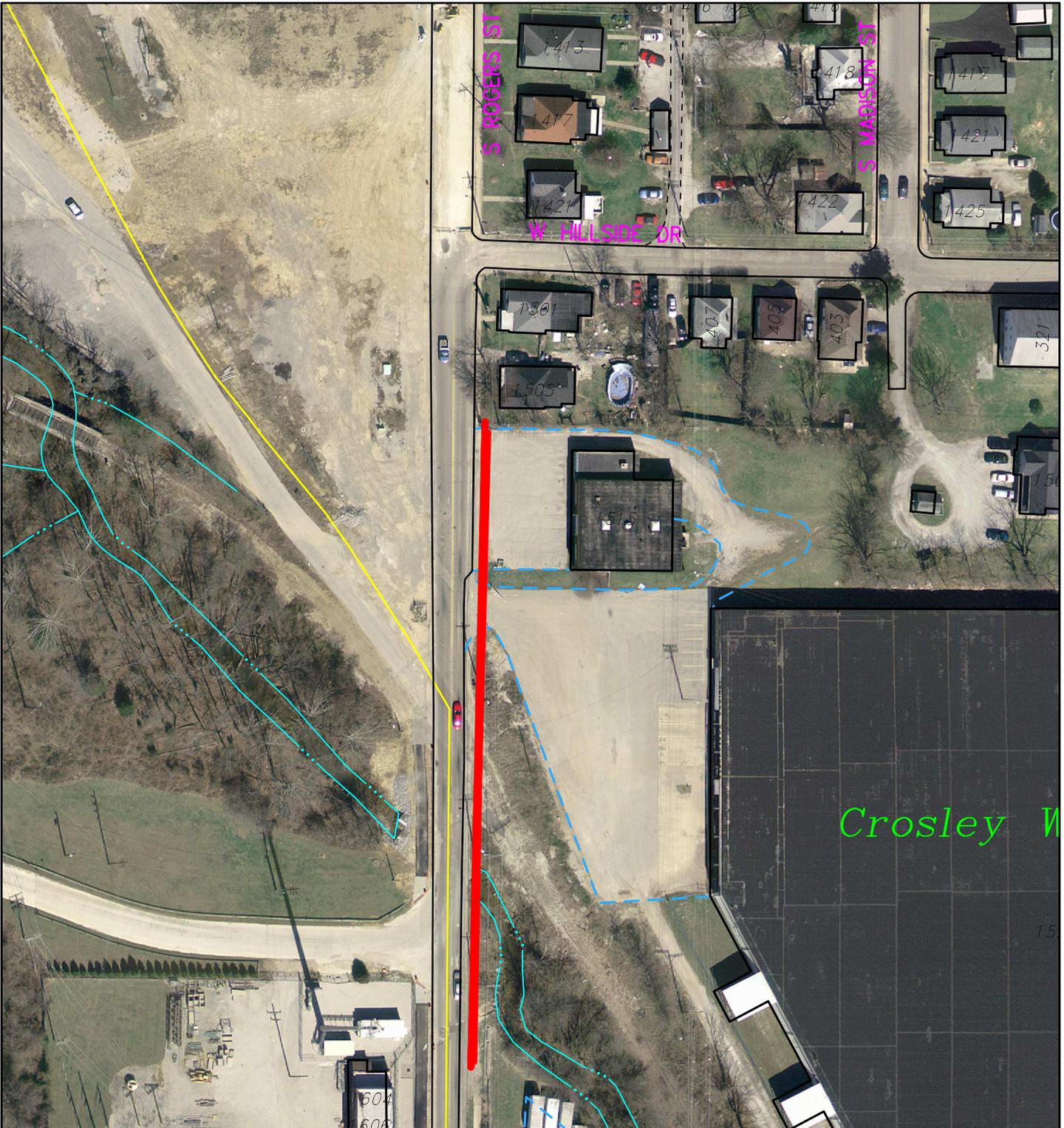
For reference only; map information NOT warranted.



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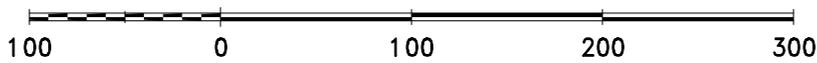


Scale: 1" = 300'

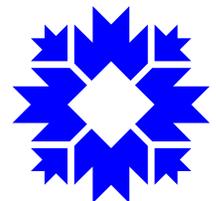


2009 Council Sidewalk Committee
 Councilmember Piedmont Smith request for sidewalk
 in front of 1515 (Zuchinni Print) and 1525 (Warehouse) South Rogers (east side)

By: shermand
 22 Oct 08

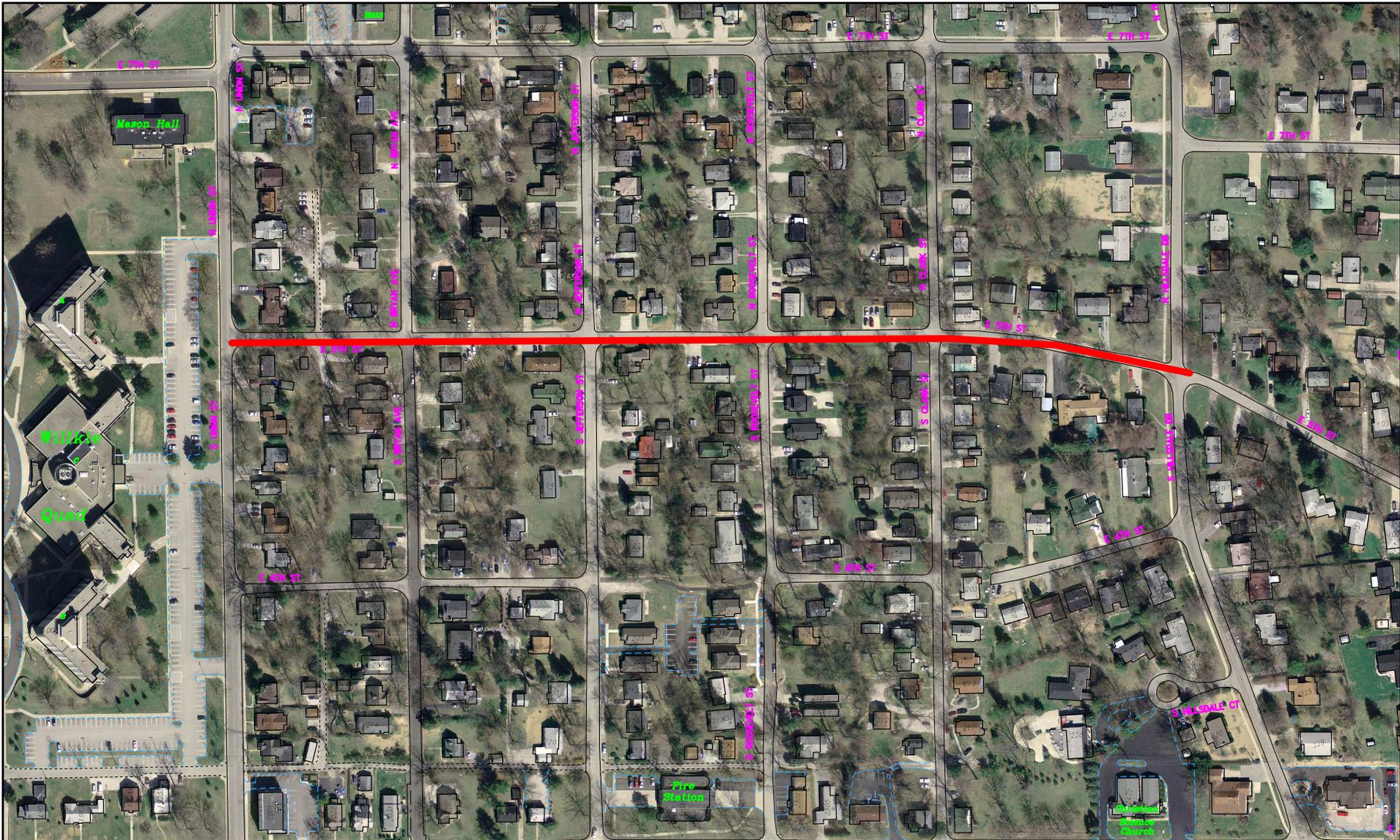


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Scale: 1" = 100'

For reference only; map information NOT warranted.

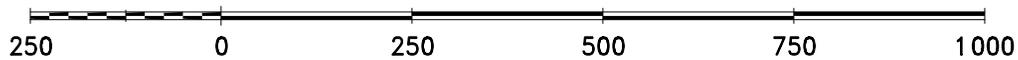


2009 Council Sidewalk Committee

Tim Mayer's request for sidewalks on the south side of 5th Street (from Hillsdale to Union)

By: fallsm

3 Oct 08



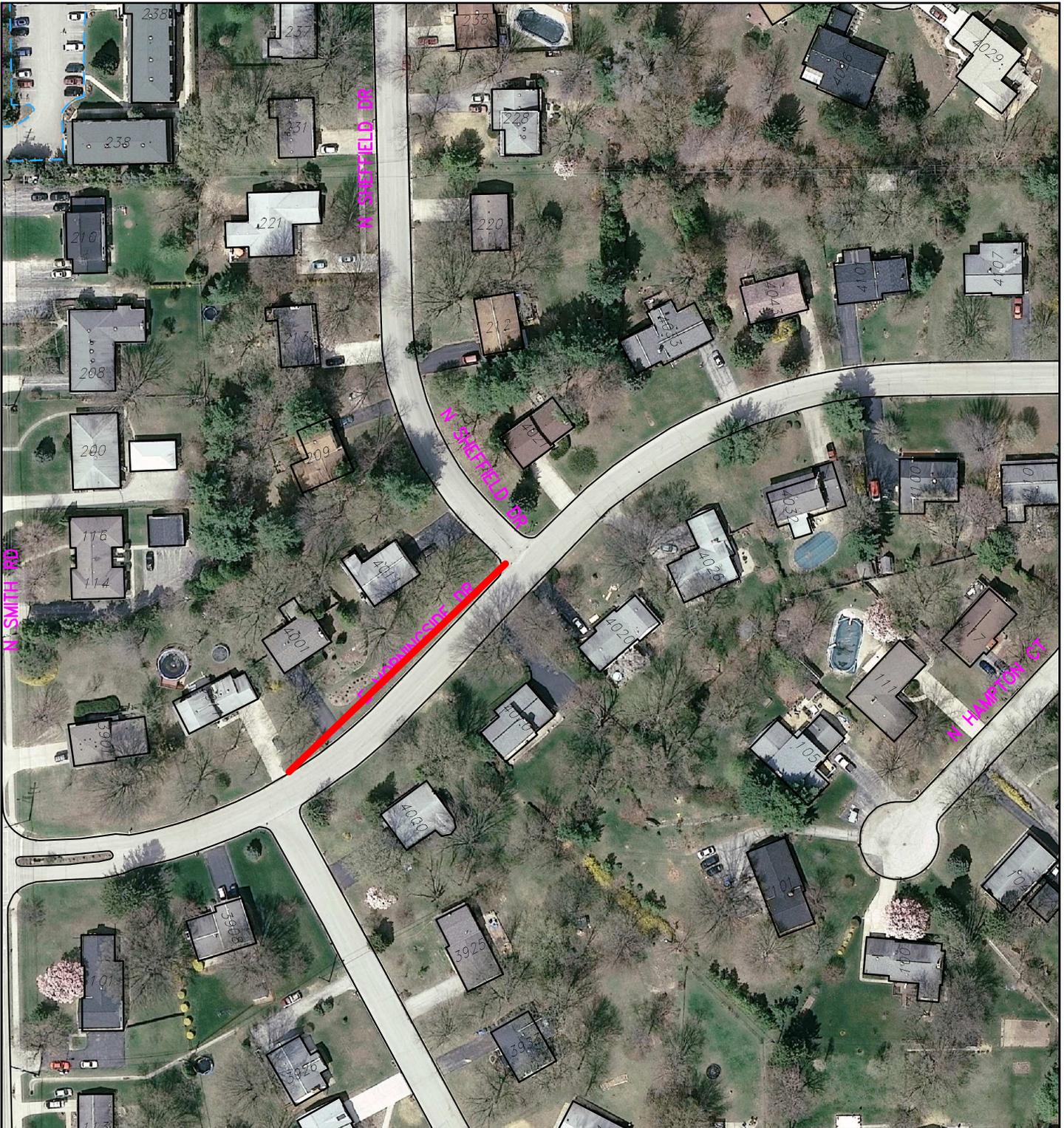
For reference only; map information NOT warranted.



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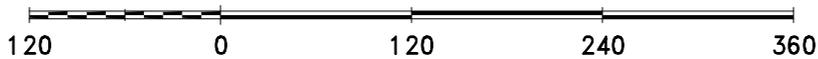


Scale: 1" = 250'

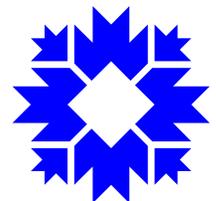


Council Sidewalk Committee Project Request
 Continue Sidewalk on Morningside Drive from Saratoga to Sheffield
 2012

By: shermand
 1 Nov 11
 File: LPMSD



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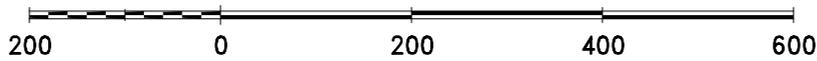
Scale: 1" = 120'

For reference only; map information NOT warranted.

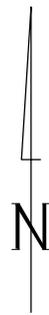


Council Sidewalk Committee – Project Request
 Pedestrian Connection to SR 45/46 Underpass
 2011

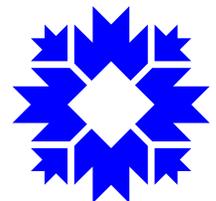
By: shermand
 2 Nov 11
 File: LPE7th



For reference only; map information NOT warranted.



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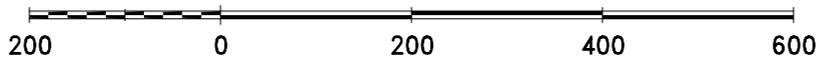


Scale: 1" = 200'

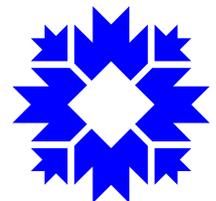


2011 Council Sidewalk Committee
 Request for Sidewalk on Fairview from Wylie to Allen Streets

By: shermand
 14 Sep 10
 File: LPfrw

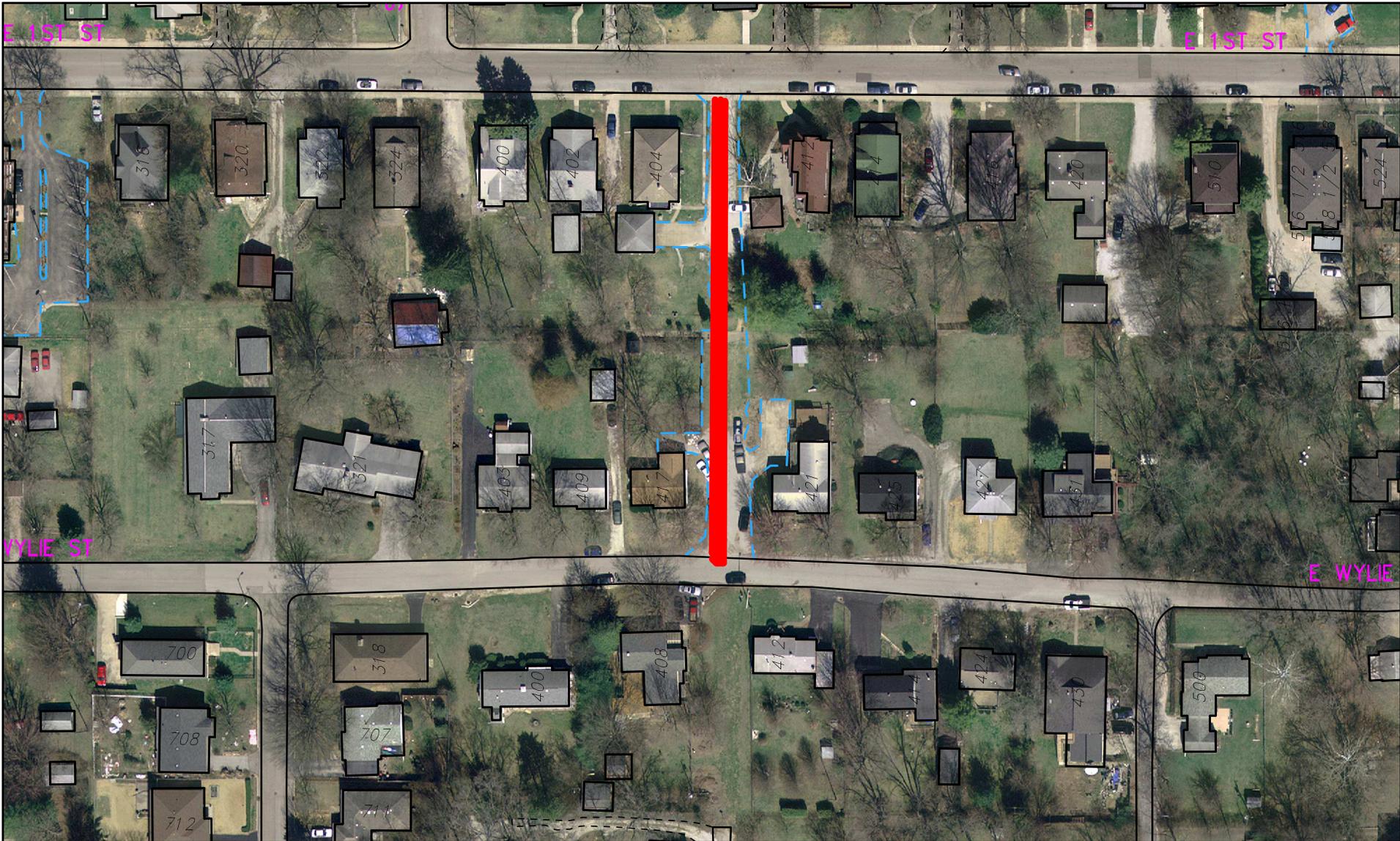


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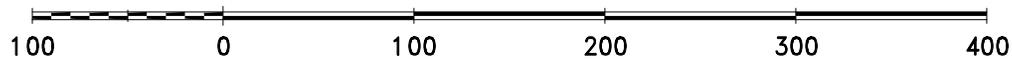
Scale: 1" = 200'

For reference only; map information NOT warranted.



2009 Council Sidewalk Committee
Andy Ruff's request for a sidewalk between Wylie and 1st north of Palmer

By: fallsm
7 Oct 08



For reference only; map information NOT warranted.



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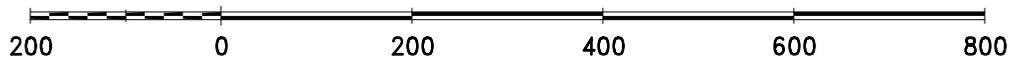


Scale: 1" = 100'



2009 Council Sidewalk Committee
 David Sabbagh's request for sidewalks on the north side of Moores Pike (Valley to High)

By: fallsm
 3 Oct 08



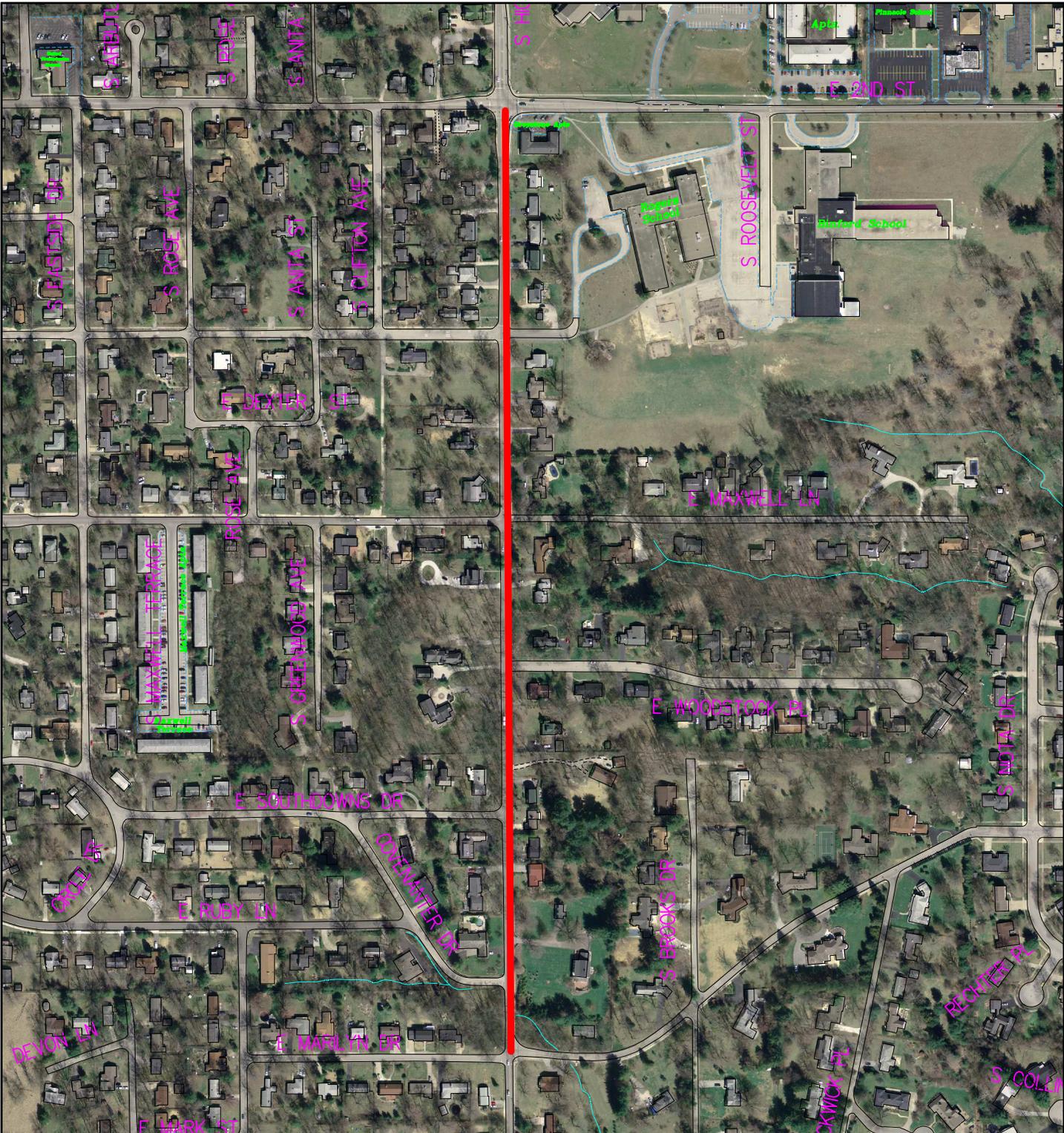
For reference only; map information NOT warranted.



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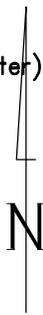
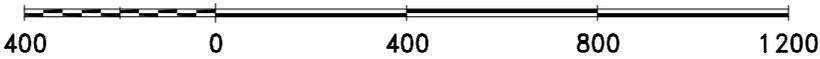


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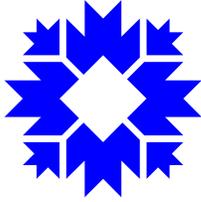


2009 Council Sidewalk Committee
 David Sabbagh's request for sidewalks on the east side of High (2nd to Covenanter)

By: fallsm
 6 Oct 08

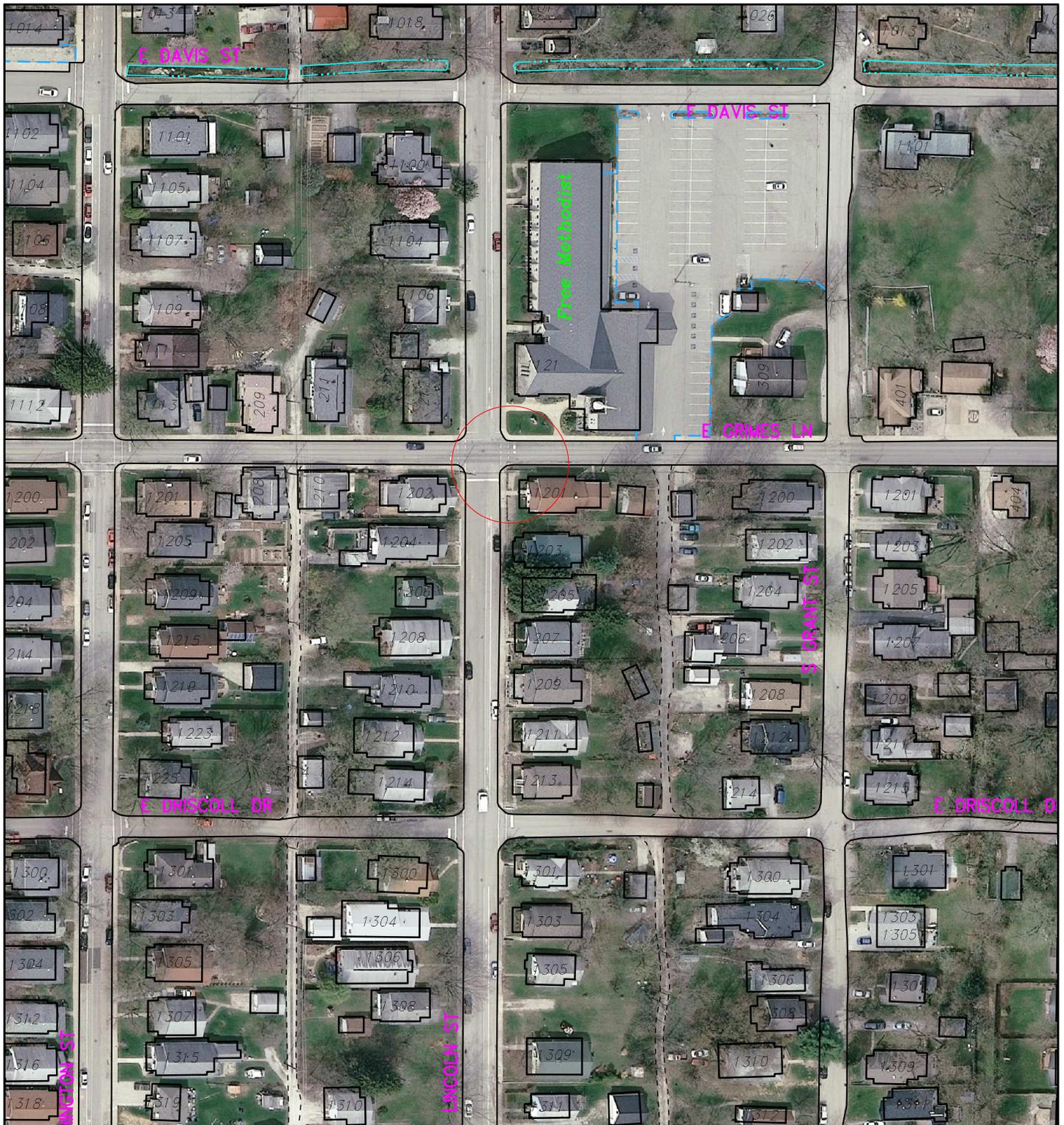


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Scale: 1" = 400'

For reference only; map information NOT warranted.



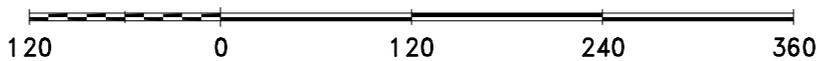
Council Sidewalk Committee – Project Requests

Crumbled Ramp at SW corner of Grimes and Lincoln (Existing Sidewalk – Eligible?)

By: shermand

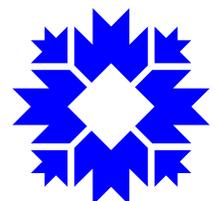
2 Nov 11

File: LPgl

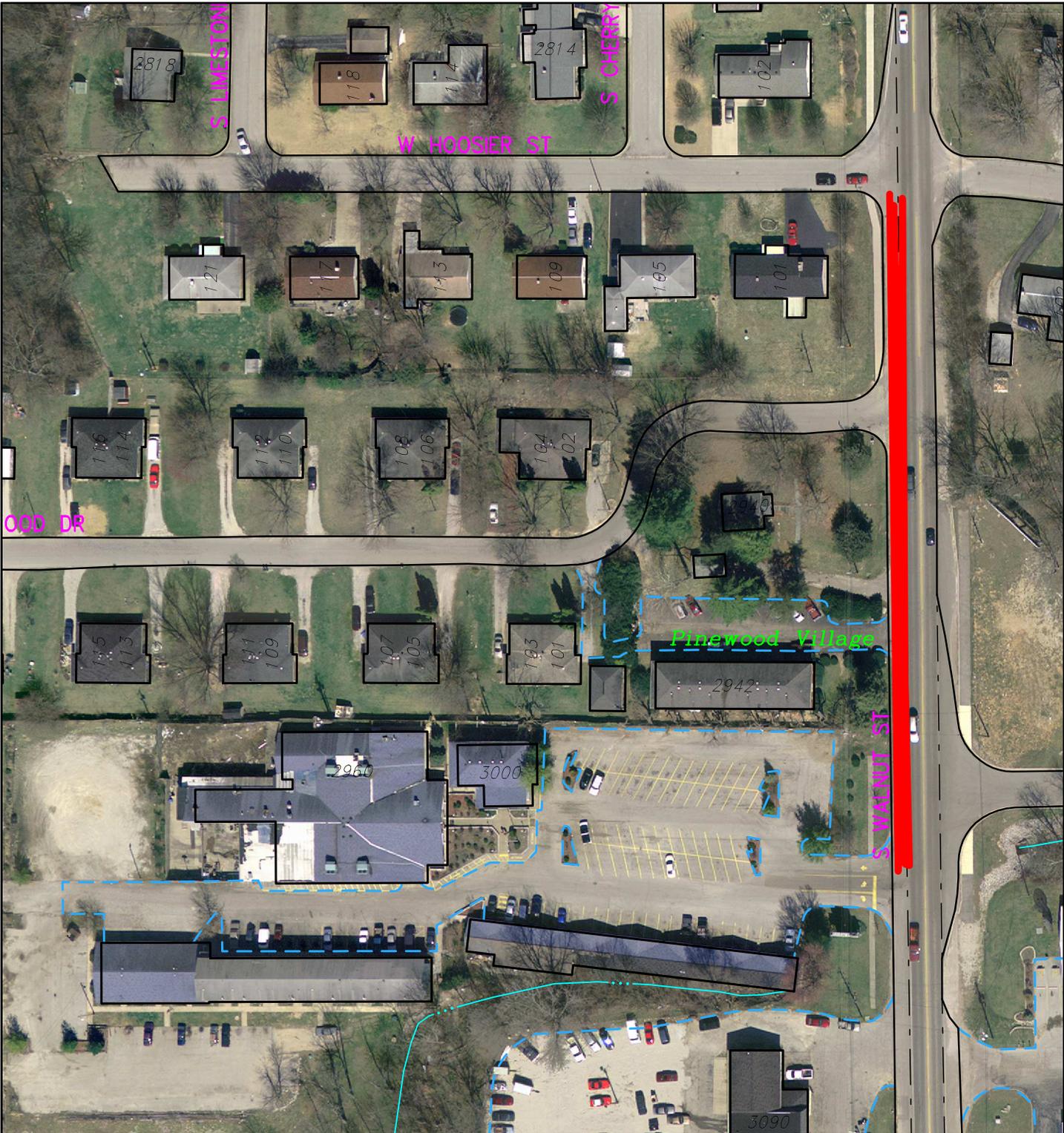


For reference only; map information NOT warranted.

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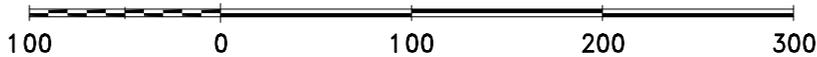


Scale: 1" = 120'

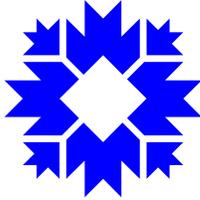


2009 Council Sidewalk Committee
 DPW's request for a sidewalk on S Walnut (from Hoosier St to Legends)

By: fallsm
 6 Oct 08

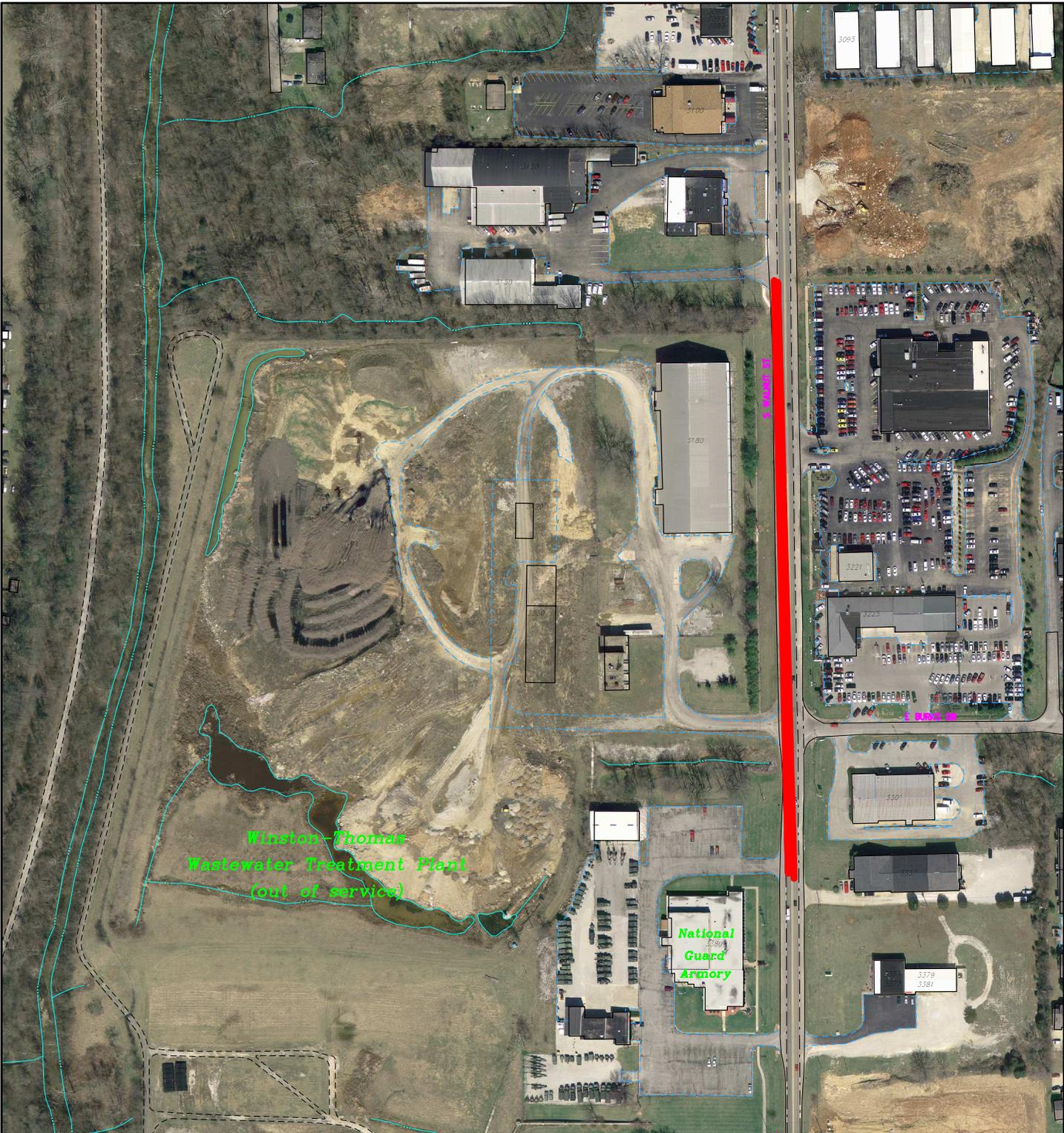


City of Bloomington
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Scale: 1" = 100'

For reference only; map information NOT warranted.

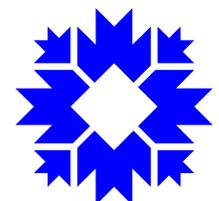
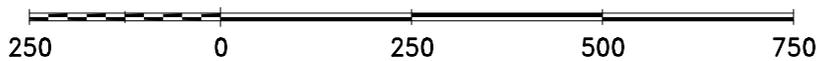


2009 Council Sidewalk Committee

DPW's request for a sidewalk on the W side of S. Walnut (Winston/Thomas to Armory)

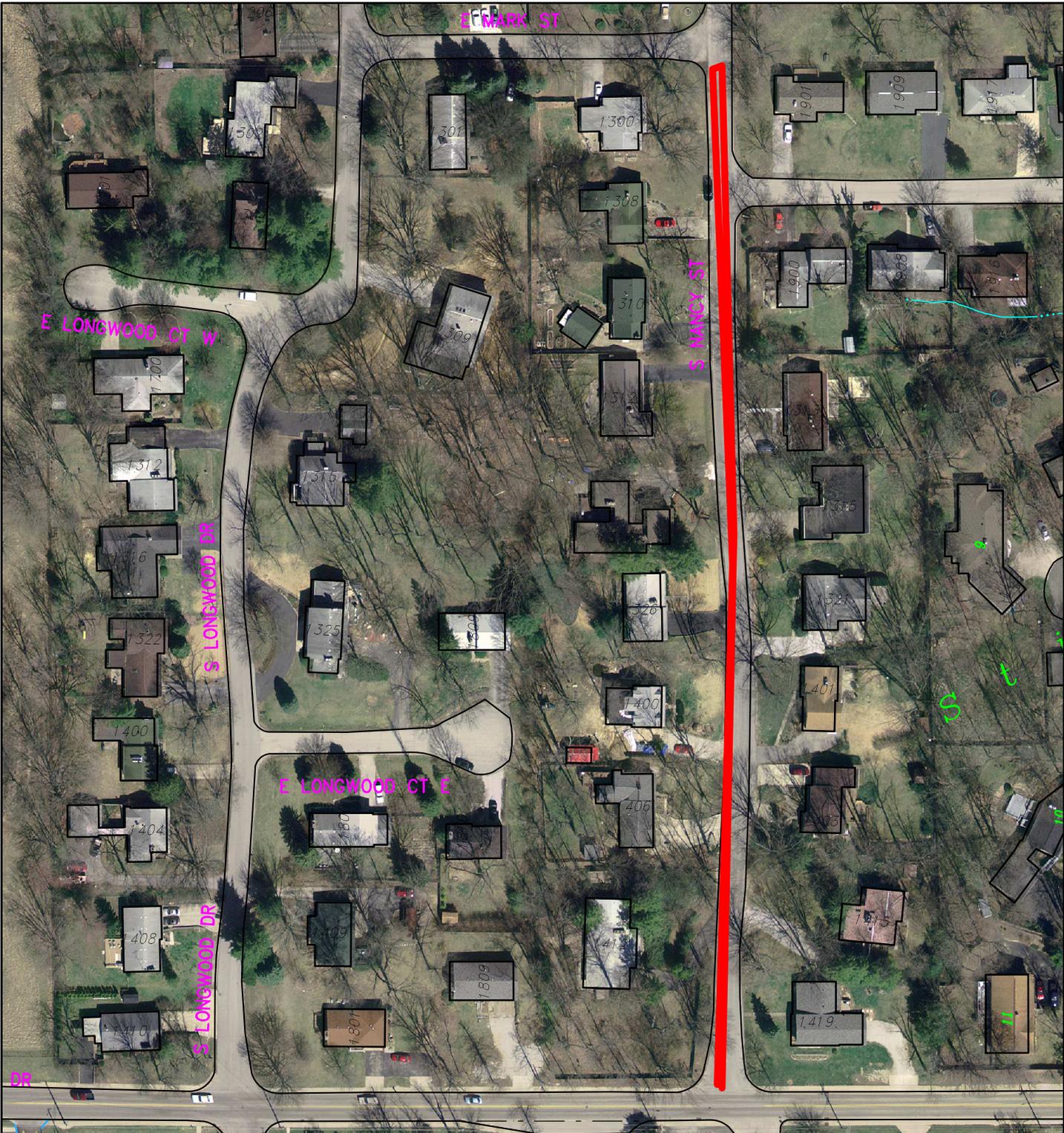
City of Bloomington
Clerk & Council

By: fallsm
6 Oct 08



Scale: 1" = 250'

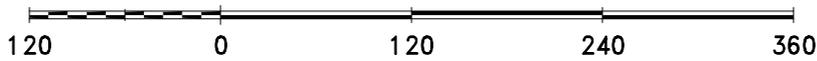
For reference only; map information NOT warranted.



2009 Council Sidewalk Committee

Dave Rollo's request for a sidewalk on the west side of Nancy (from Mark to Hillside)

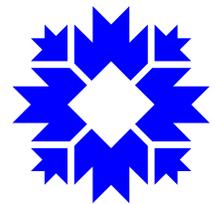
By: fallsm
6 Oct 08



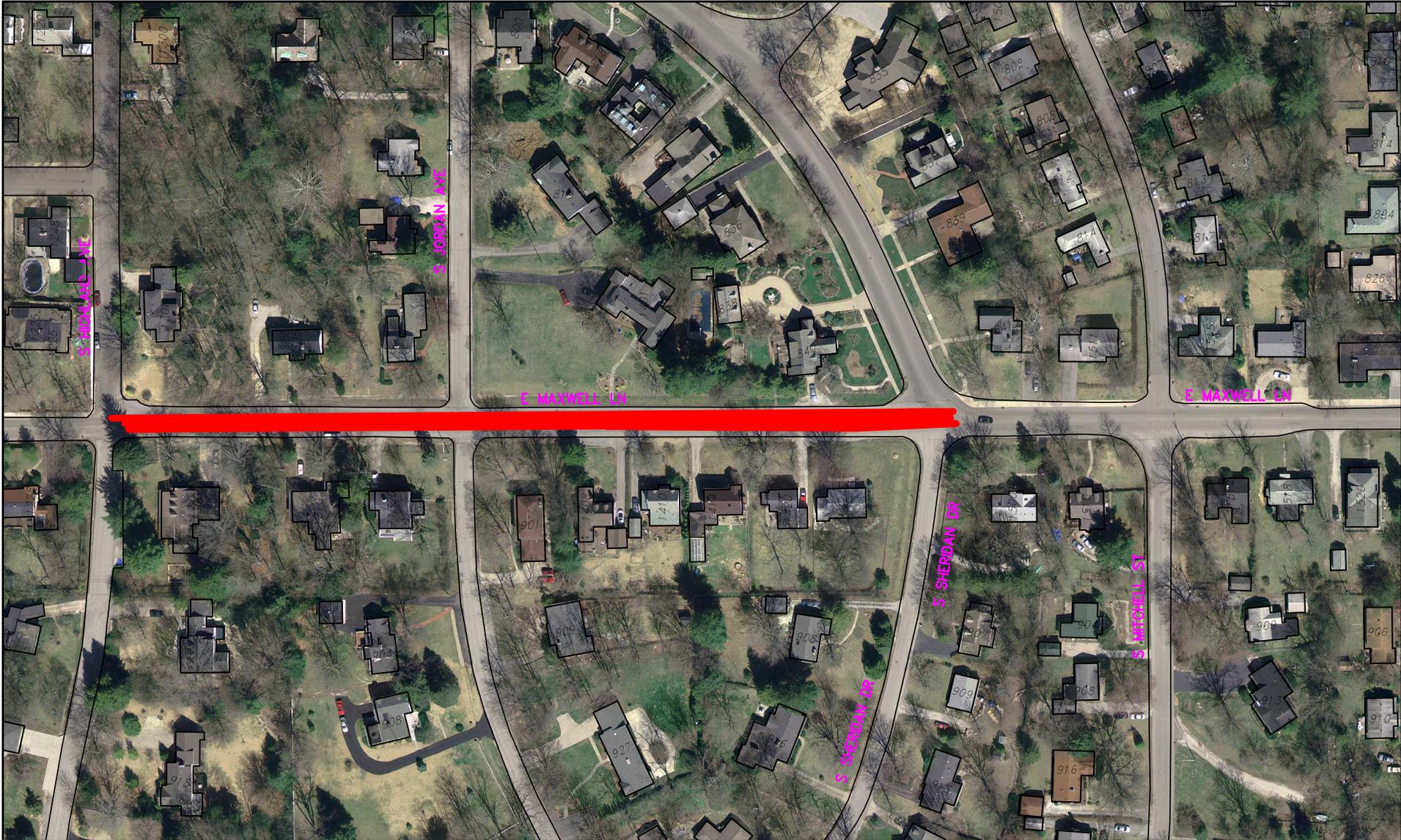
For reference only; map information NOT warranted.



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Scale: 1" = 120'



2009 Council Sidewalk Committee

Dave Rollo's request for sidewalks on the north side of Maxwell Lane (from Highland to Sheridan)

By: fallsm

3 Oct 08



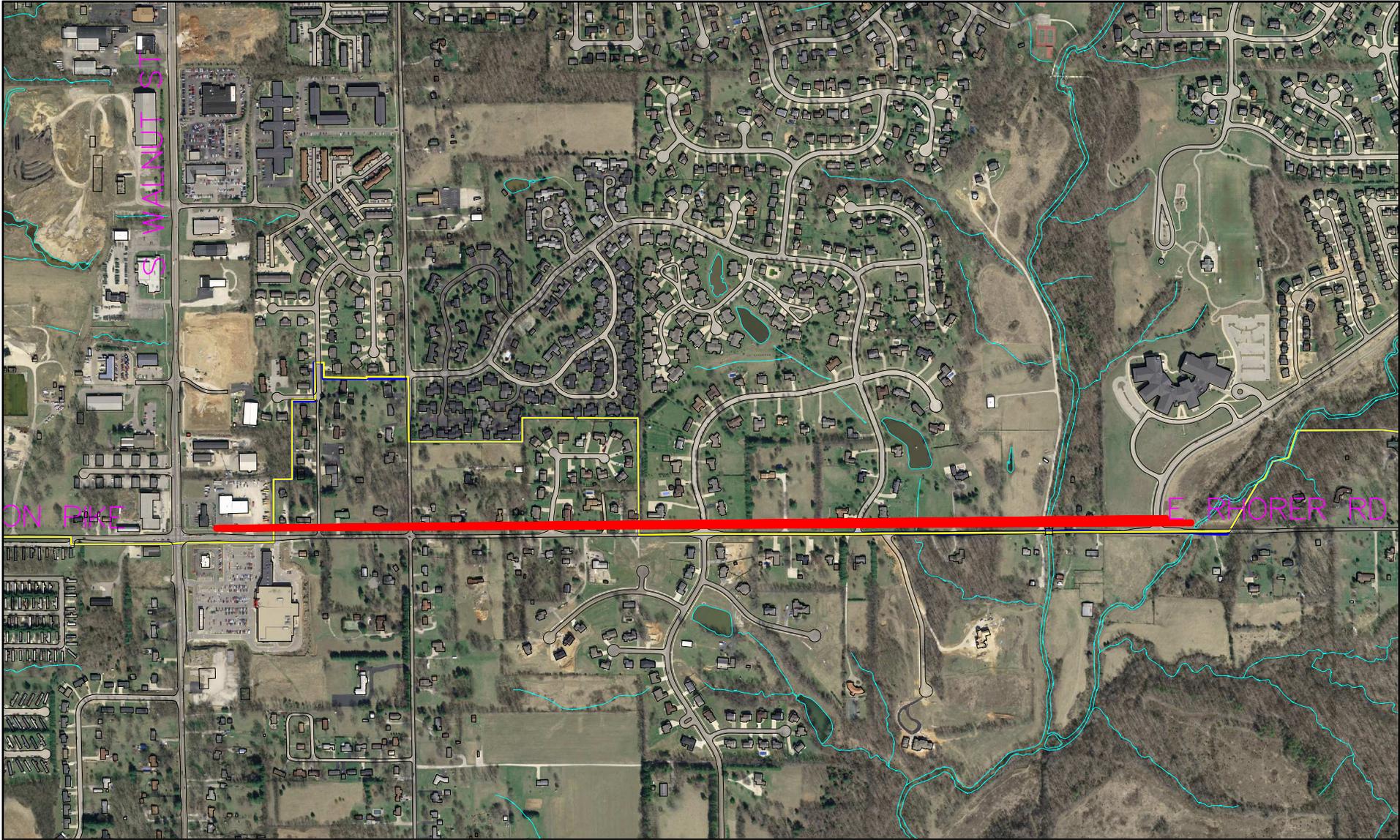
For reference only; map information NOT warranted.



City of Bloomington
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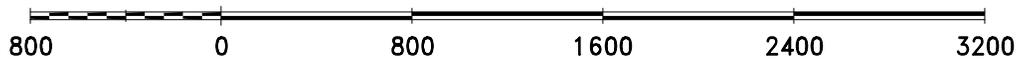


Scale: 1" = 150'



2009 Council Sidewalk Committee
Councilmember Piedmont-Smith request for sidepath
on Rhorer Road from Sare Road to Walnut Street (north side)

By: shermand
22 Oct 08



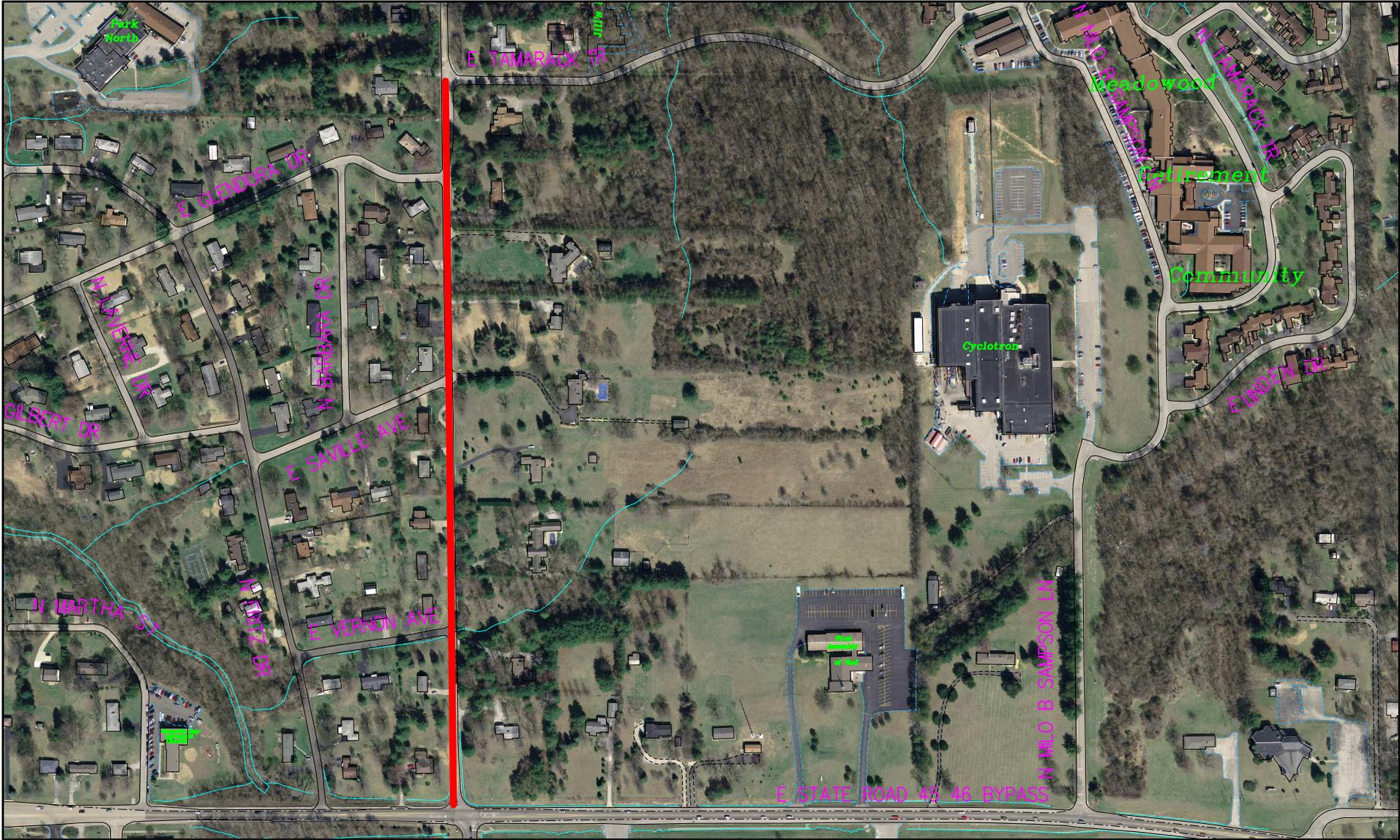
For reference only; map information NOT warranted.



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Scale: 1" = 800'

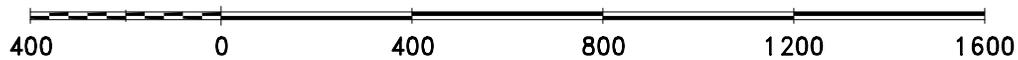


2009 Council Sidewalk Committee

David Sabbagh's request for a sidewalk on the east side of Dunn (from SR 45/46 to Tamarack Trail)

By: fallsm

7 Oct 08



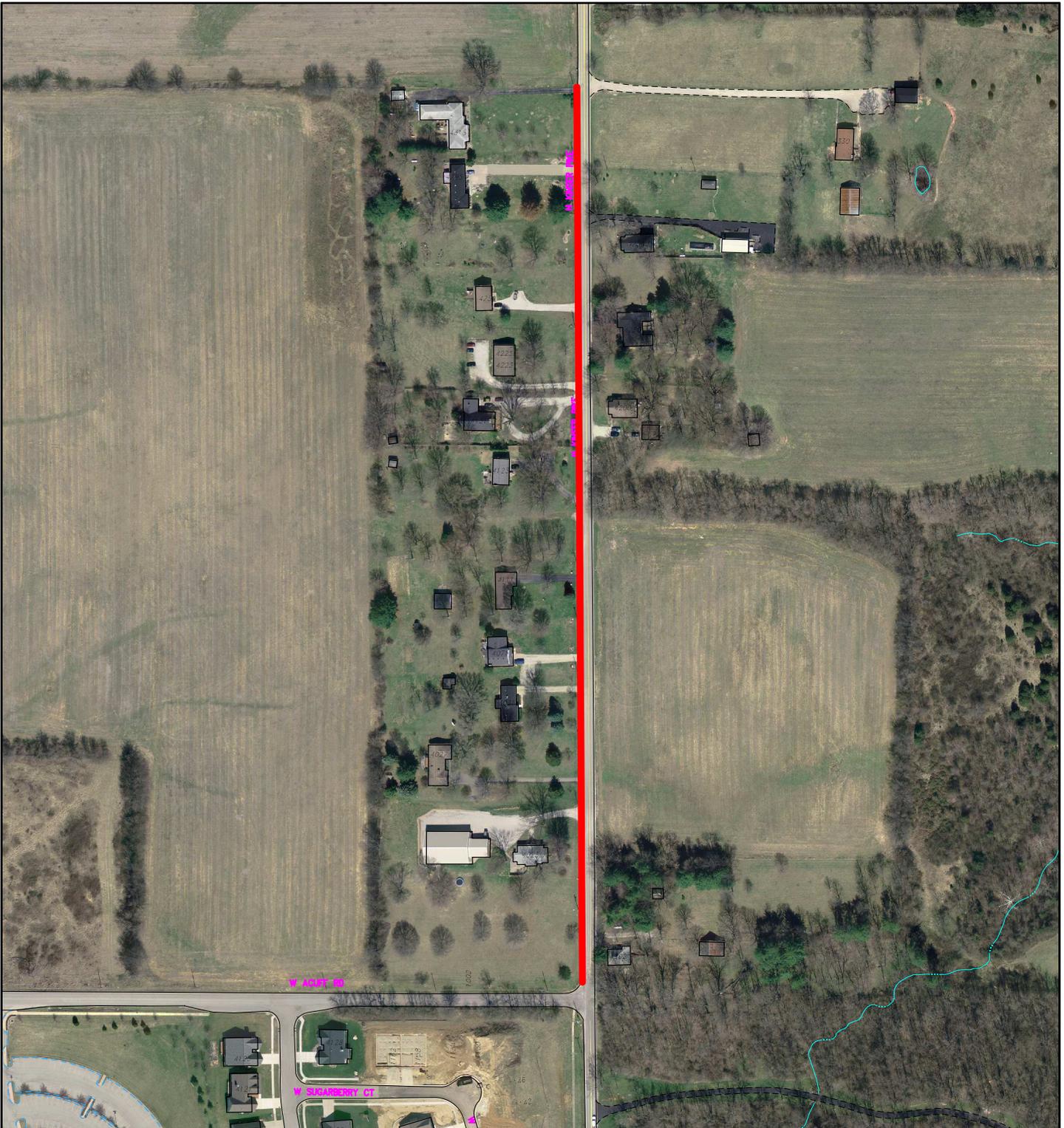
For reference only; map information NOT warranted.



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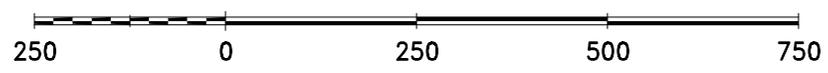


Scale: 1" = 400'

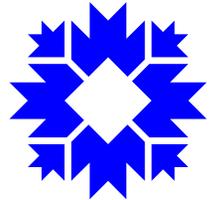


2009 Council Sidewalk Committee
 Sturbaum & Sandberg's request for a sidewalk on the W side of Kinser (N of Acuff)

By: fallsm
 7 Oct 08

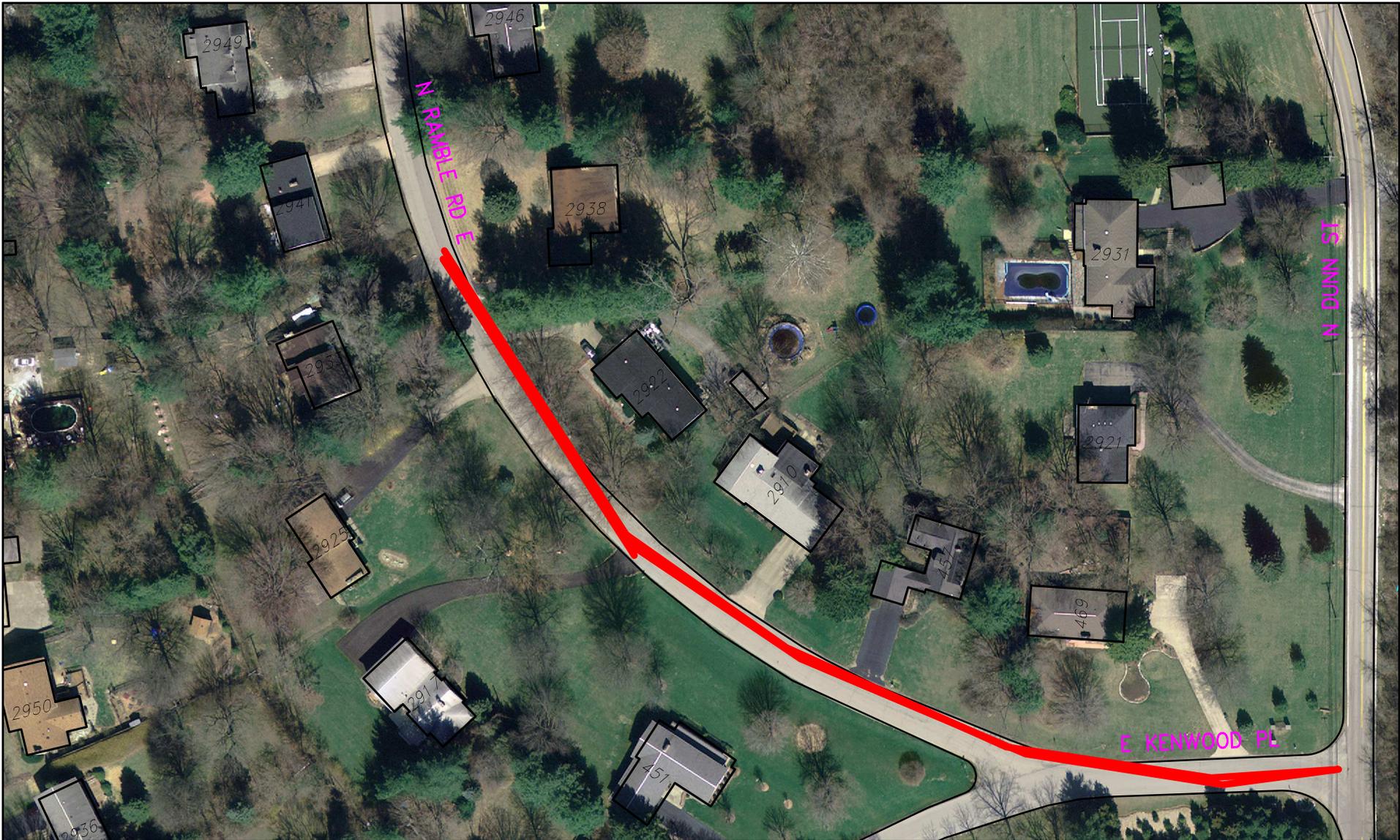


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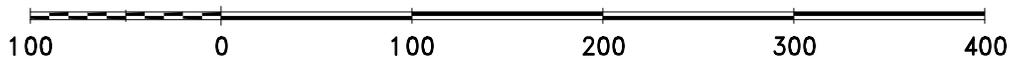
Scale: 1" = 250'

For reference only; map information NOT warranted.



2009 Council Sidewalk Committee
 Wisler's request for sidewalks on the north side of Ramble Road (2938 to Dunn)

By: fallsm
 3 Oct 08



For reference only; map information NOT warranted.



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Scale: 1" = 100'

Appendix Five – New Requests and Communications

The Council Office has assembled citizen communications about, and requests for, sidewalk projects over the last year and has also asked Council members to submit others (after cautioning them of our great backlog of projects and sharing your average rating of projects from the end of last year). *(Those requests are forthcoming.)*

Question: Are there other sidewalk projects the Committee should consider?

Suggestion: As was true in the last few years, it saves time and doesn't appear to change the outcome to narrow the list of projects before requesting estimates from the Engineering Department.

Summary and Materials

New Requests Added by the Committee on 25 January 2011 or Raised by Others Over the Last Year

- **Mitchell Street from Maxwell Lane to Circle Drive (East Side)** *(See Appendix 4 – Evaluation – for Rating and Map)*
- **West 17th from Crescent Bend to College Avenue** *(See Appendix 4 – Evaluation – for Rating and Map)*

Proposals to Revise Existing Project Requests

- **Kinser Pike – North of 17th Street (East Side)**
- **Rockport Road from Tapp Road to Graham Drive** - *(See Enclosed Map)*

Renewed Requests for Projects Already on the Prioritization List

- **W. 14th from Madison to Woodburn** *(See Appendix 4 – Evaluation – for Rating and Map)*

Miscellaneous Requests

- **Crumbling Ramp at Southwest Corner of Lincoln and Grimes** *(See Appendix 4 – Evaluation – for Rating and Map)*
- **Lack of Sidewalks at Southern End of Blue Ridge** - *(See Enclosed Map)*

Summary of Recent Sidewalk Requests and Communications

New Requests Added by the Committee on 25 January 2011 or Raised by Others Over the Last Year

- **Mitchell Street from Maxwell Lane to Circle Drive (East Side)** – this request was submitted by Councilmember Mayer. It would connect the sidewalks on Maxwell Lane (that were installed with ATF money almost 10 years ago) to the pedestrian corridor running from Southdowns/Bryan Park on the west to Marilyn/High Street on the east (that was also funded, in part, with ATF money). The Committee discussed using lane marking to indicate a pedestrian way and wanted to know more about parking along that block. *(See rating and map in Appendix 4 – Evaluation of Projects)*
- **West 17th from Crescent Bend to College Avenue** – this request was discussed by the Sidewalk Committee in January, 2011 as an example of a project that was too big for funding through the Committee. Cm. Sturbaum acknowledges the large scope of the project, but proposed that it be evaluated because of the high vehicular volume and speed, lack of sidewalks, high pedestrian usage (with a school, many apartments – including affordable housing projects, and many IU students accessing transit services), and the plan for a roundabout at Arlington and Monroe. *(See rating and map in Appendix 4 – Evaluation of Projects)*

Proposals to Revise Existing Project Requests

- **Kinser Pike – North of 17th Street (East Side)** - the cost for acquiring the right-of-way has kept this highest rated project from going forward. After consulting with Justin Wykoff, Cm. Sturbaum proposes that the Committee explore placing the sidewalk within the existing 30-32-foot street right-of-way, rather than continuing along the course of the current sidewalk on the north. The savings in acquisition costs may, however, be more than offset by the storm water infrastructure associated with the curbing along the roadway. In an email, Wykoff noted that that the Greenways Plan gives a sidepath / connector path along this segment a medium priority (page 23). *(See rating and map in Appendix 4 – Evaluation of Projects)*
- **Rockport Road from Tapp Road to Graham Drive** – the construction of missing sidewalk links along Rockport Road from Tapp Road to Countryside Lane has been on the Committee’s list since 2010. After consultation with Bob Woolford, Cm. Sturbaum is requesting that the Committee consider funding the design of a sidewalk project north of the planned roundabout at Rockport and Tapp Roads to Graham. This investment would coordinate with the roundabout improvements, identify acquisition costs, and open the way for CDBG funding in

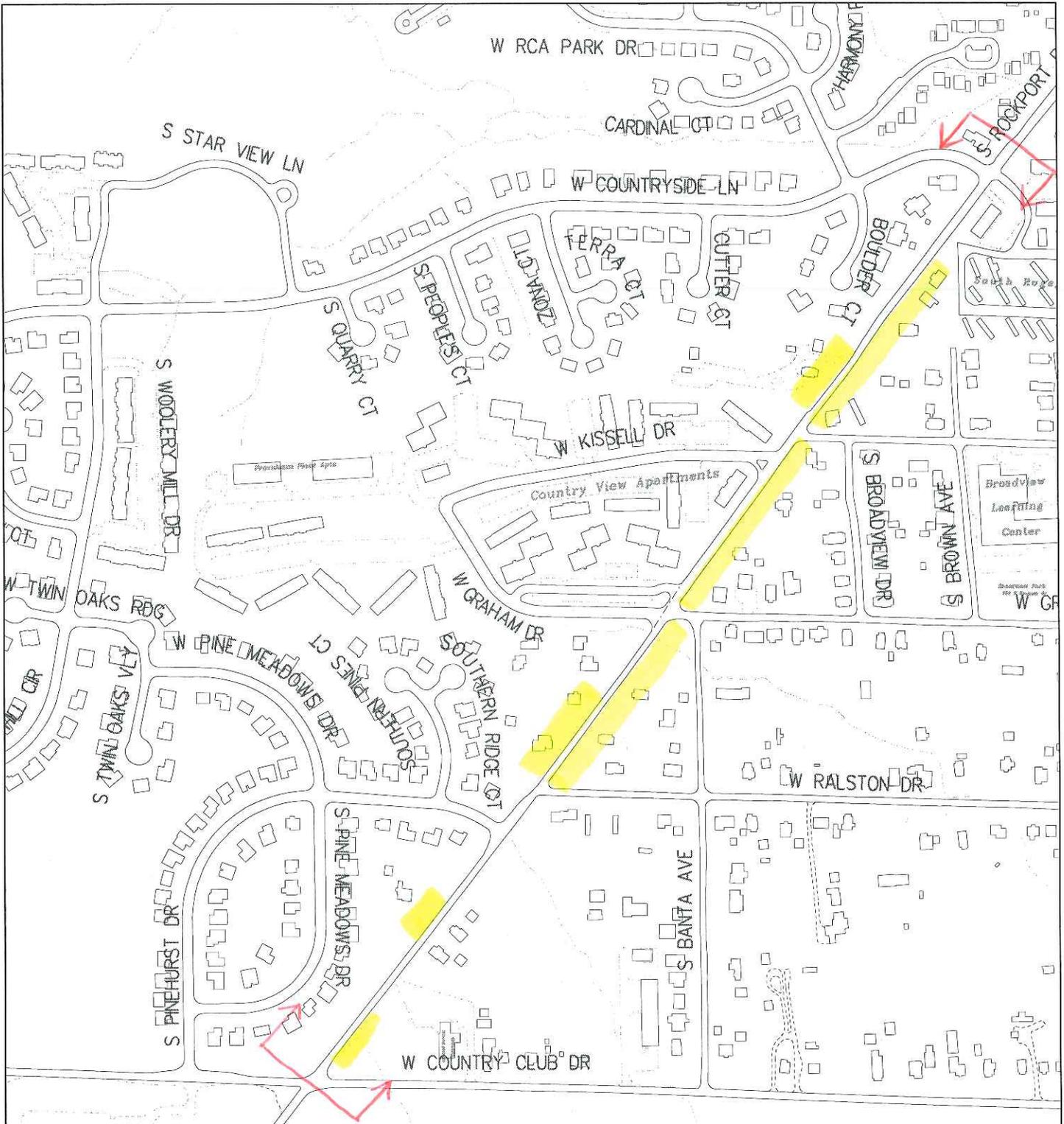
the future. He notes that this request would not replace the need for the missing link between Coolidge and Graham. *(See attached map for the probable sites for the acquisition of right-of-way.)*

Renewed Requests for Projects Already on the Prioritization List

- **14th Street from Madison to Woodlawn (Either Side)** – Cm. Piedmont-Smith had this high-ranking project (fourth) listed a few years ago after hearing from constituents about this block at a Plan Commission meeting. In March, one of those constituents, Kate McQueen, 1003 N. Woodburn Avenue (katebaileymassage@yahoo.com), emailed Cm. Piedmont-Smith, reasserting her interest in the project. Her email described the difficulty she had wheeling her baby carriage off Madison and along 14th, given the high level of traffic, hill, and trees and shrubs, and noted that sidewalks along two (rental) properties would be enough to complete the project. *(See rating and map in Appendix 4 – Evaluation of Projects)*

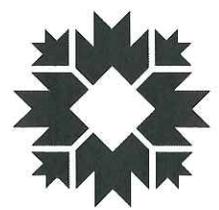
Miscellaneous Requests

- **Crumbling Ramp at Southwest Corner of Lincoln and Grimes** – Ron Arthur, Street Department, forwarded a constituent concern for a crumbling ramp at this intersection. The sidewalk runs north along Lincoln, but not east along that side (south) side of Grimes. Committee criteria preclude repair of sidewalks. Also, given the lack of funds, the Committee has not generally funded the construction of sidewalks on Primary Collectors that already have a sidewalk on the other side of the street. *(See rating and map in Appendix 4 – Evaluation of Projects)*
- **Lack of Sidewalks at Southern End of Blue Ridge** – Prof. Owen Johnson (johnsono@indiana.edu) contacted the Council Office about the general lack of sidewalks at the southern end of the Blue Ridge neighborhood. In response to a request for more specificity, he decided to defer the request until the new term. *(See attached map for a view of the affected area.)*



Rockport Road
Final Phase

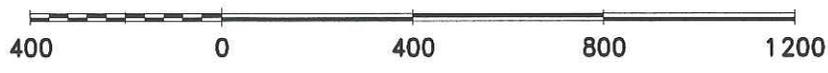
City of Bloomington



Scale: 1" = 400'



By: woolferr
27 Sep 11



For reference only; map information NOT warranted.

Appendix Six - Other Sidewalk Projects

Resources Materials

2011 Sidewalk Inventory (Scott Robinson) – *Enclosed*

Map of:

- existing sidewalks (brown);
- existing sidepaths (blue)
- determinate sidewalk variances (red)

Parks and Recreation Trail Projects (Steve Cotter) – *Enclosed* Memo and Maps

HAND Projects (Bob Woolford) - *Enclosed*

- Memo and maps

CBU Stormwater Projects (Jane Fleig) - *Enclosed*

- Five-Year Capital Plan

Other City (Public Works), County, and State Projects (Justin Wykoff) –

- *See* Memo in Appendix 3 – Status Report on Committee Projects

Planning Jurisdiction

Corporation Boundary

City of Bloomington, Indiana

Planning Department



Determinate Sidewalk Variences

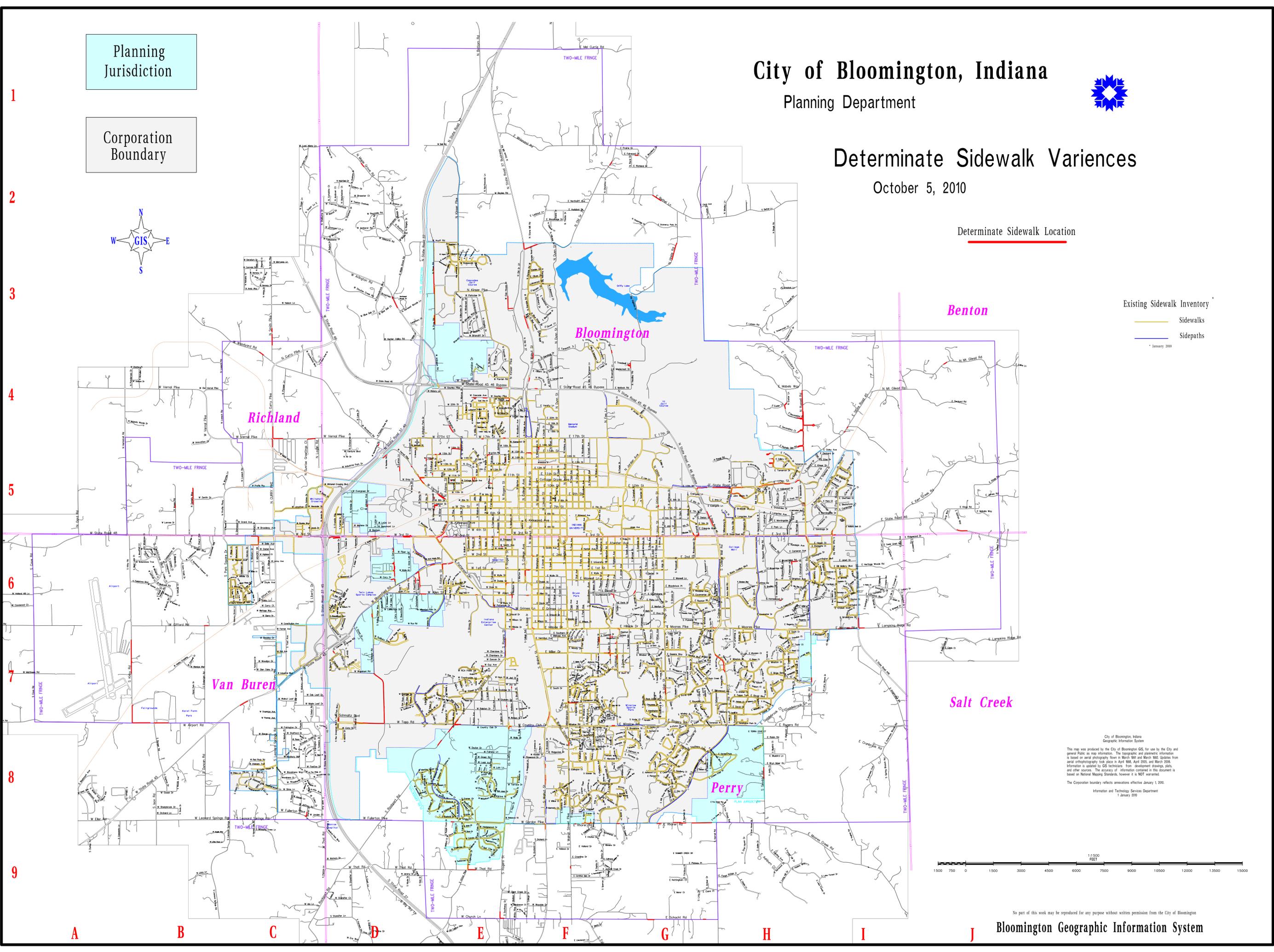
October 5, 2010

Determinate Sidewalk Location

Existing Sidewalk Inventory

- Sidewalks
- Sidepaths

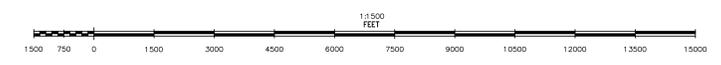
January 2009



City of Bloomington, Indiana
Geographic Information System

This map was produced by the City of Bloomington GIS for use by the City and general public as map information. The geographic and planimetric information is based on aerial photography from March 1997 and March 1992. Updates from aerial orthorectification took place in April 1998, April 2005, and March 2006. Information is updated by GIS technicians from development drawings, plans, and other sources. The accuracy of information contained in this document is based on National Mapping Standards, however it is NOT warranted.

The Corporation boundary reflects annexations effective January 1, 2010.
Information and Technology Services Department
1 January 2010



No part of this work may be reproduced for any purpose without written permission from the City of Bloomington

Bloomington Geographic Information System

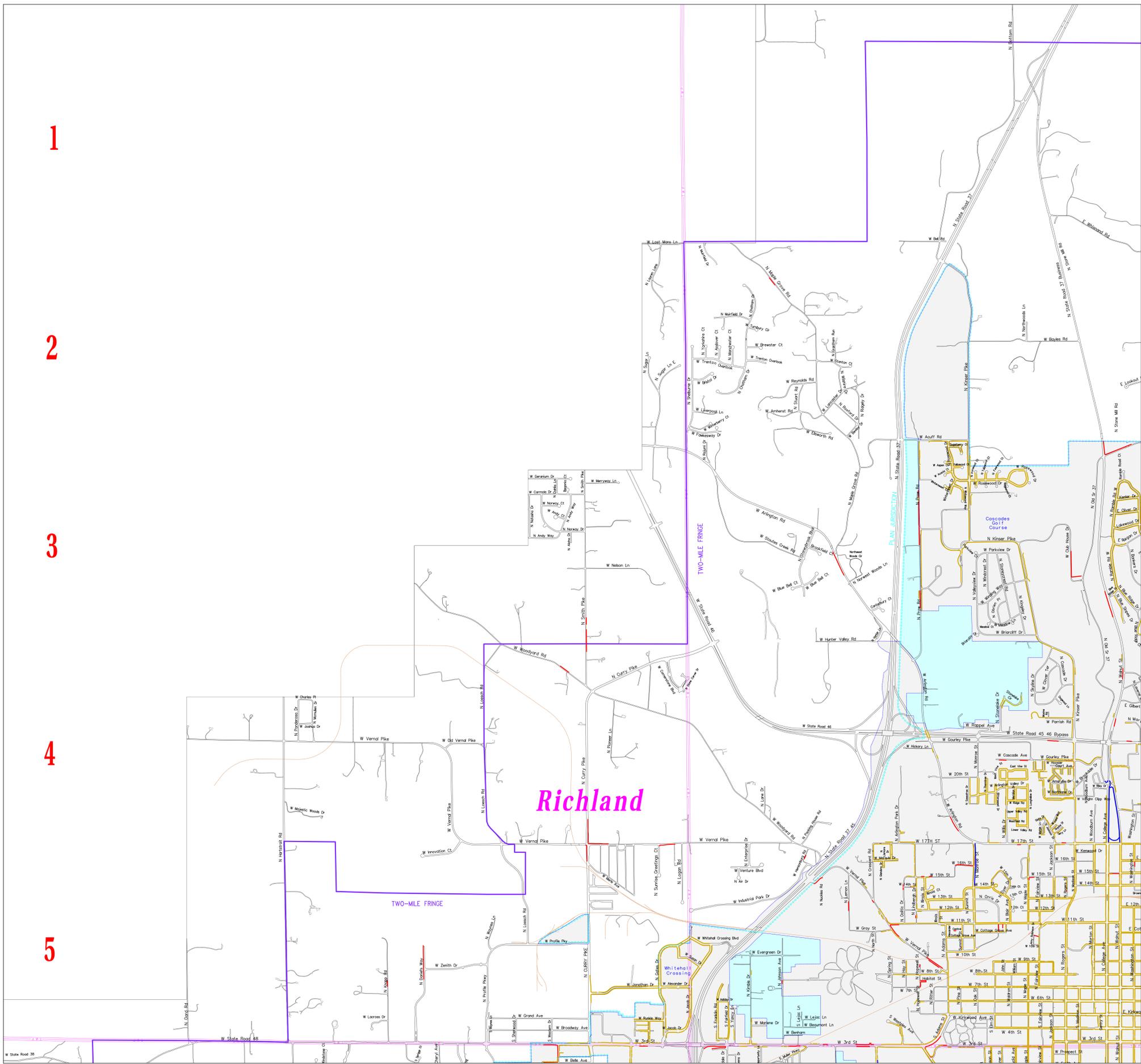
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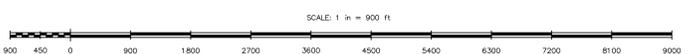
3

4

5



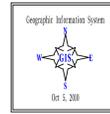
Determinate Sidewalk Variences
 Bloomington Northwest Quadrant



Tdetswquad Oct 5, 2010

City of Bloomington, Indiana

Planning Department

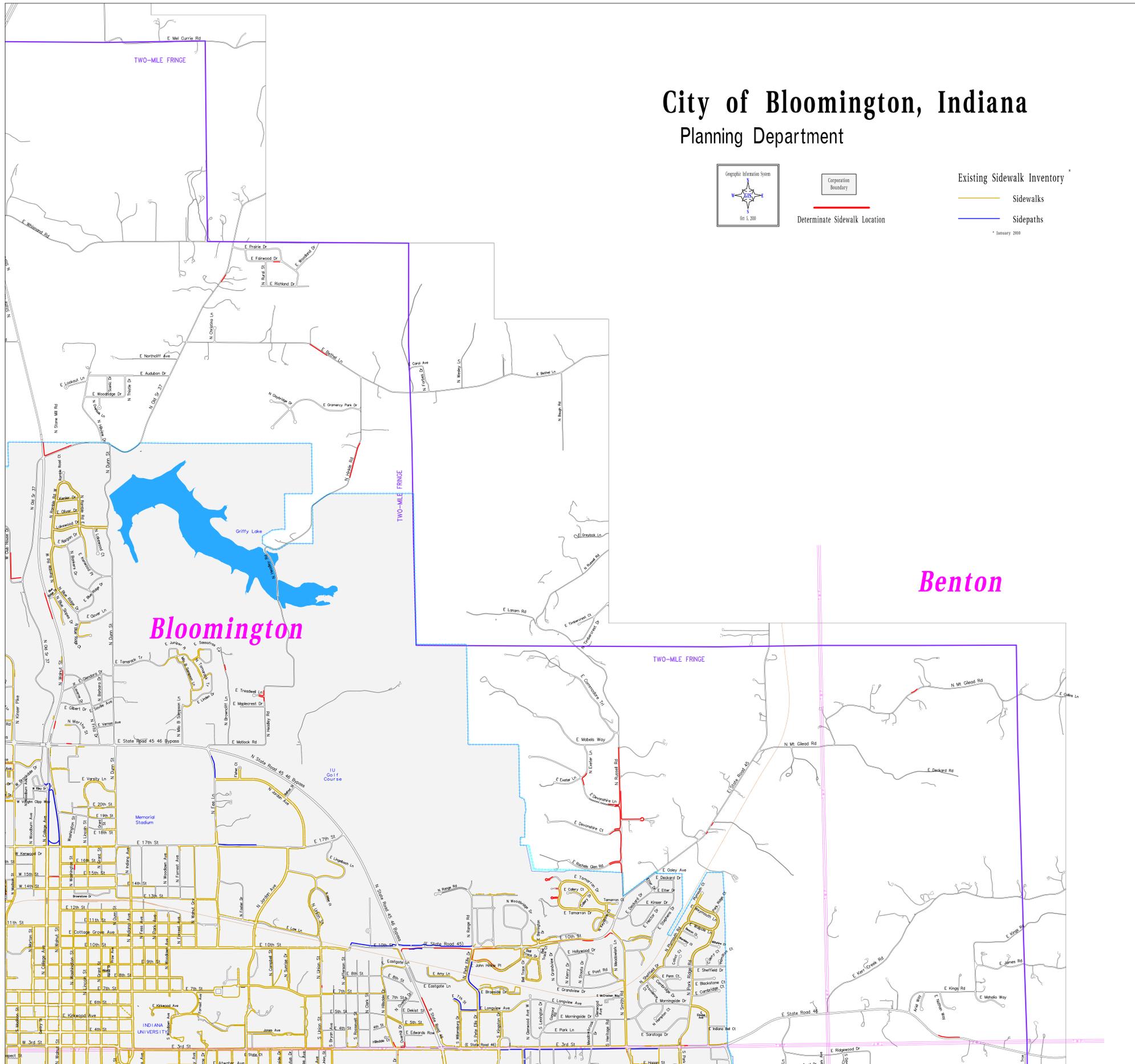


Corporation Boundary
 Determine Sidewalk Location

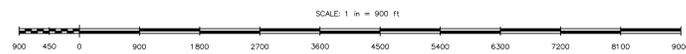
Existing Sidewalk Inventory

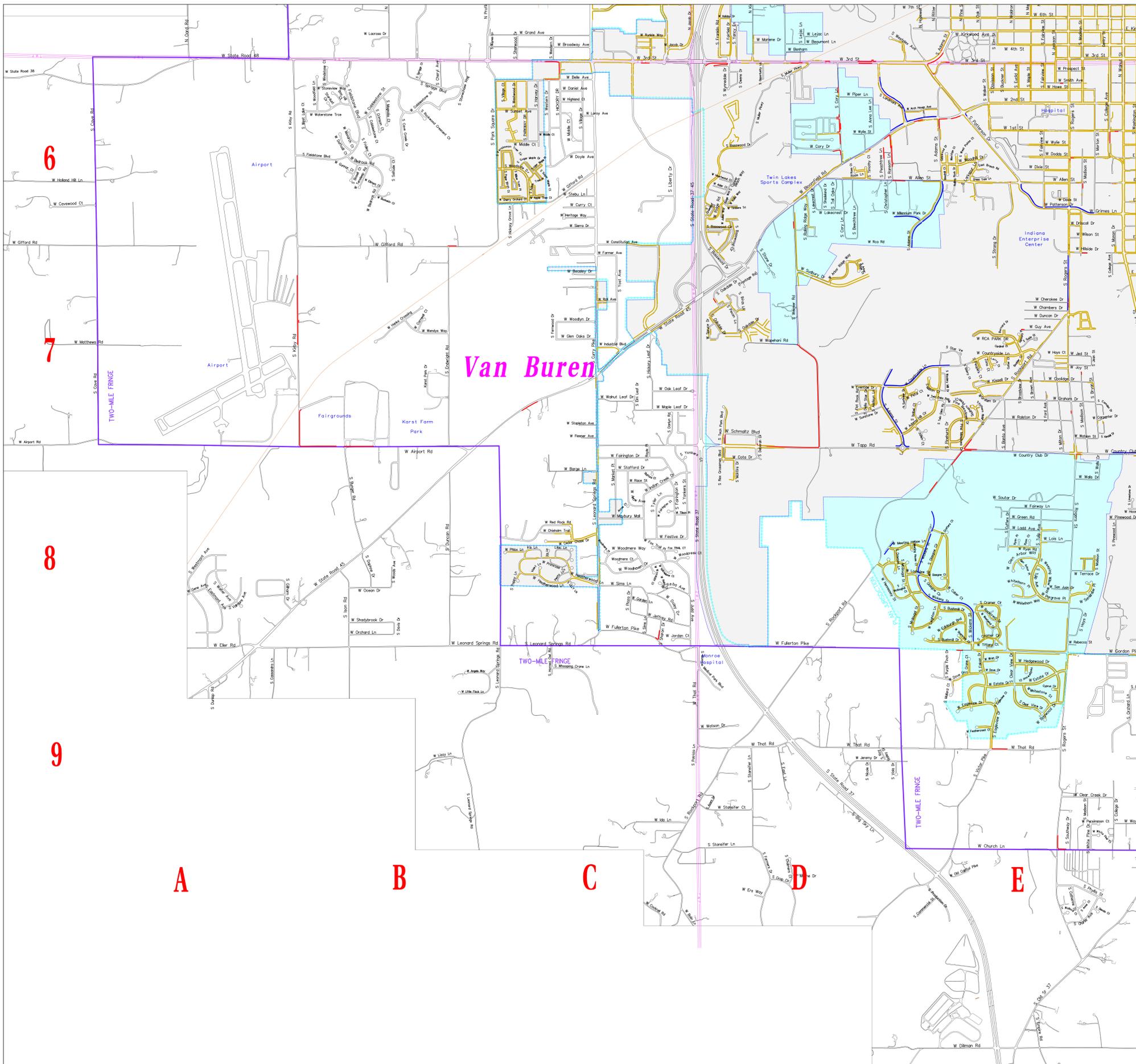
- Sidewalks
- Sidepaths

* January 2008

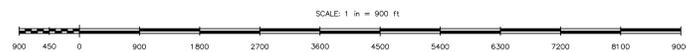


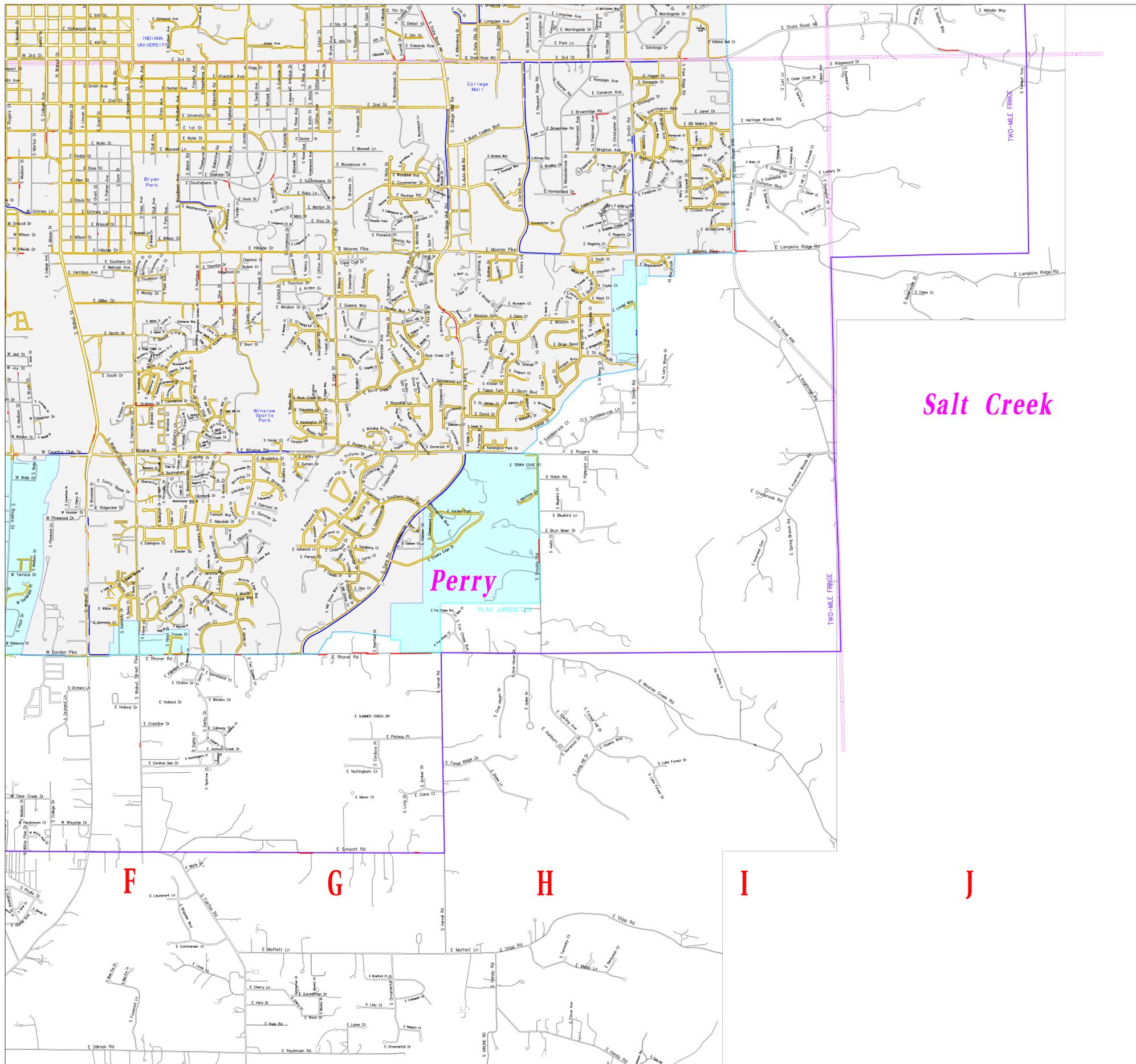
Determine Sidewalk Variences
 Bloomington NE Quadrant



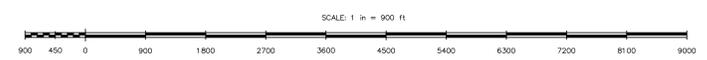


Determinate Sidewalk Variences
Bloomington Southwest Quadrant





Determinate Sidewalk Variences
Bloomington Southeast Quadrant



Recent and Planned Bloomington Parks and Recreation Bicycle and Pedestrian Facility Projects (2011-2012)

B-Line Trail

The second phase of the B-Line Trail was dedicated on Sept. 8, 2011. Phase 2, which includes two legs, (2nd St.-Country Club Rd. and Rogers St. to W. Adams St.) is now complete. The southern leg will soon be connected to the Bloomington Rail Trail via a pedestrian-activated (HAWK) signal to allow trail users to safely cross Country Club Rd. The B-Line is 3.1 miles long and 12 feet wide.

Renwick Trail

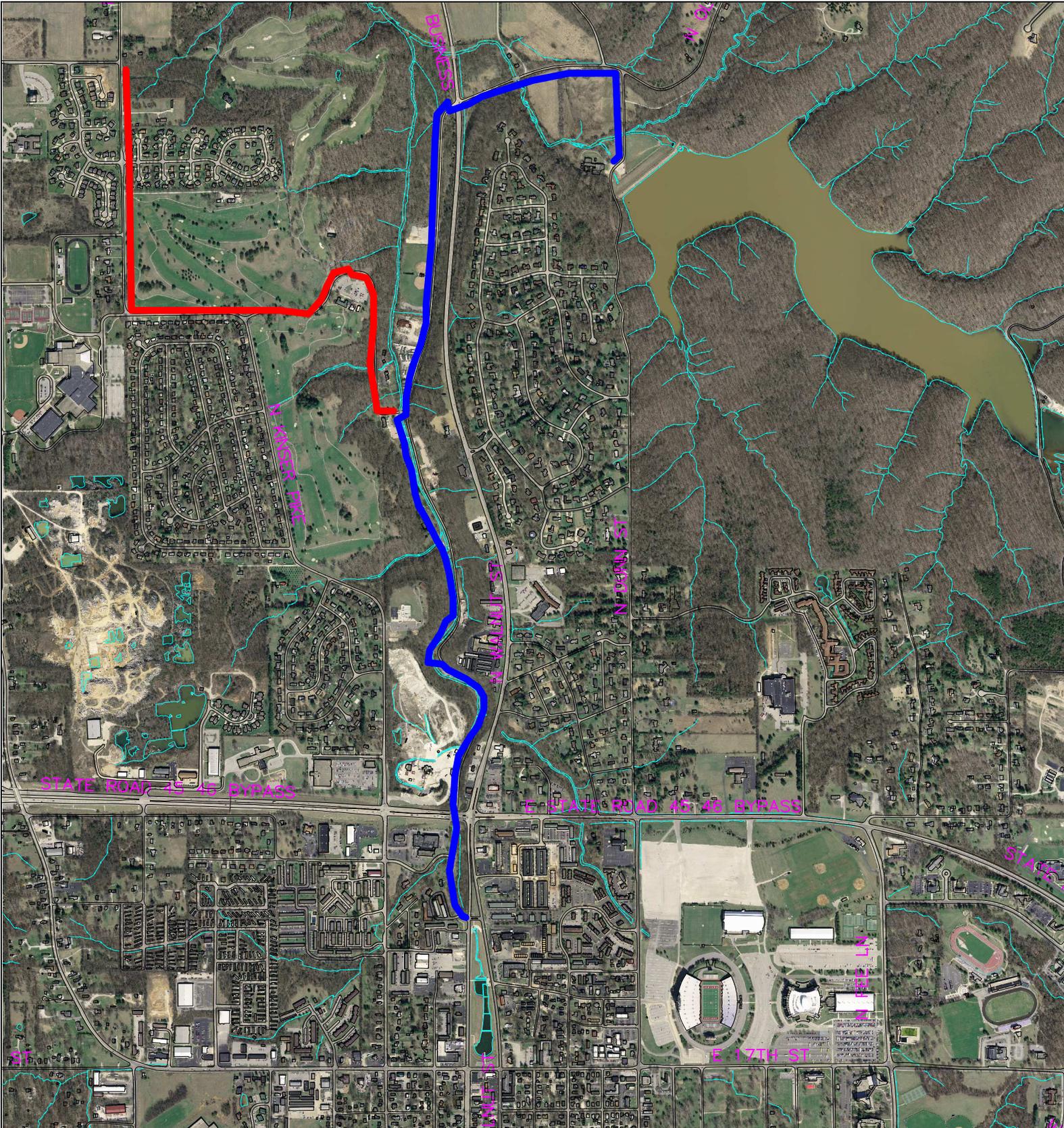
An 1800 foot long paved trail has been constructed through the Renwick development between Sare Rd. and Southeast Park by the Renwick developer. This 8-10 foot wide path will be dedicated on Oct. 6, 2011.

Cascades Trail

The Cascades Trail will eventually consist of three legs linking 3 parks and Bloomington North High School. One leg will extend north from Miller-Showers Park through Lower Cascades Park to Clubhouse Dr., another will continue on to the Griffy Lake Nature Preserve along Old SR 37 and Dunn St. from Clubhouse Dr. The west leg will follow Clubhouse Dr. west from Old SR 37 alongside the Cascades Golf Course and continuing beyond the BHSN entrance to Acuff Rd.

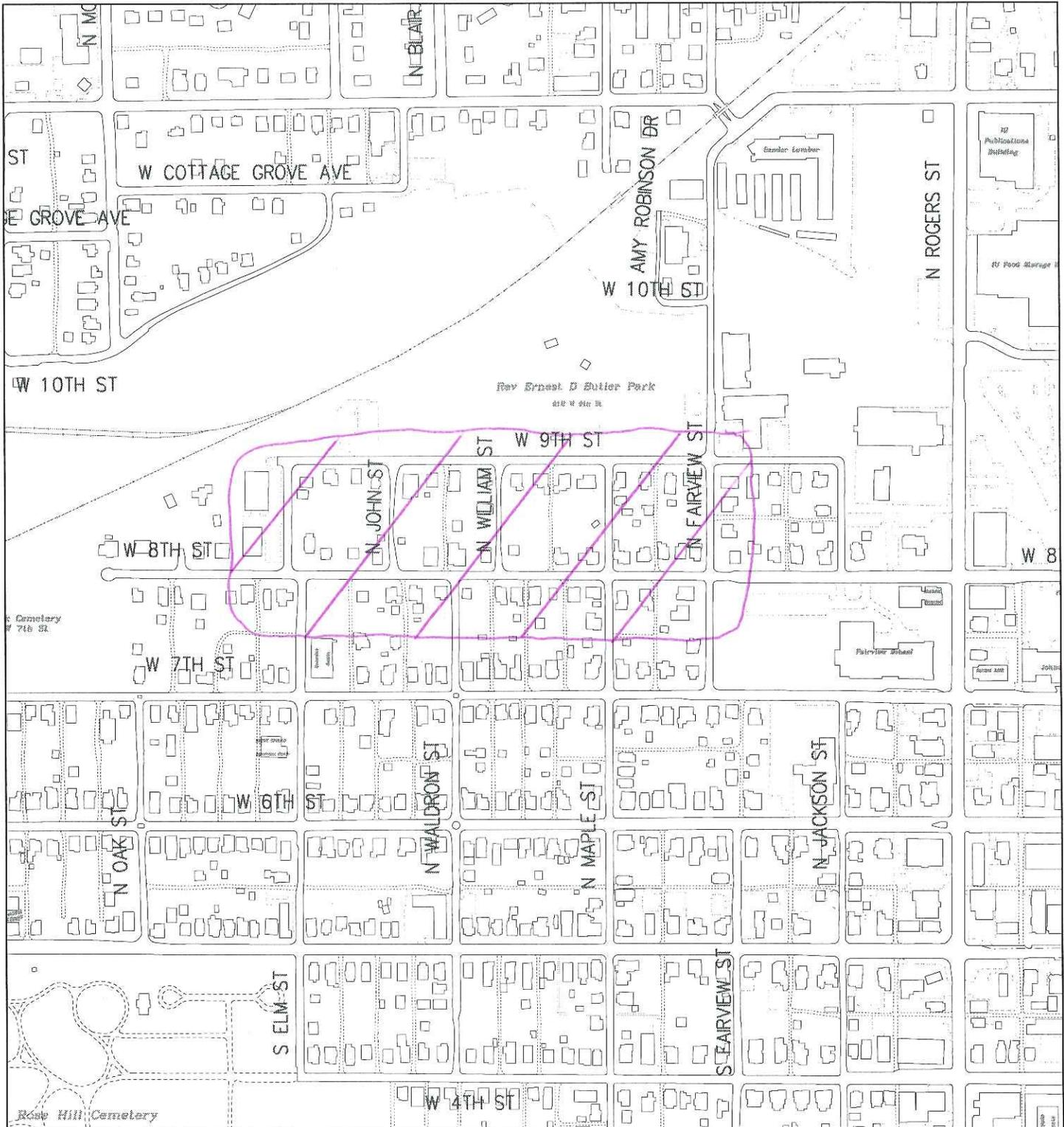
\$500,000 in Transportation Enhancement funding, originally allocated for Phase 1 of the Jackson Creek Trail, has been approved for Phase 1 of the Cascades Trail. Phase 1 will extend from the intersection of Clubhouse Dr. and Old State Rd. 37 in Cascades Park near the Sycamore Shelter north to Griffy Creek where it flows under Old State Rd. 37, near the intersection with Stone Mill Rd. A crossing will be constructed on Old State Rd. 37 to facilitate access to the planned dog park. The width of the trail will be 12 feet through the park and 8 feet along the road. Phase 1 construction will begin this fall and should be completed by summer 2012.





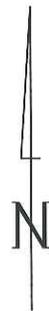
To: Council Sidewalk Committee
From: Bob Woolford, Program Manager, HAND
Re: Departmental Sidewalk Projects – 2011-2012
Date: October 27, 2012

1. Ramps in the Near Westside Neighborhood (9th Street and 8th Street between Rogers and Elm)
2. Sidewalks on W. 15th for a BRI affordable housing project
3. Sidewalks on E. Thornton for a Habitat affordable housing project.

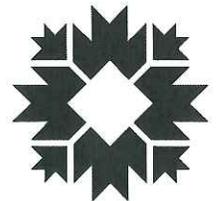


NEAR WESTSIDE
 with W 7th & W 8th
 ramps at street intersections

By: woolforr
 28 Oct 11

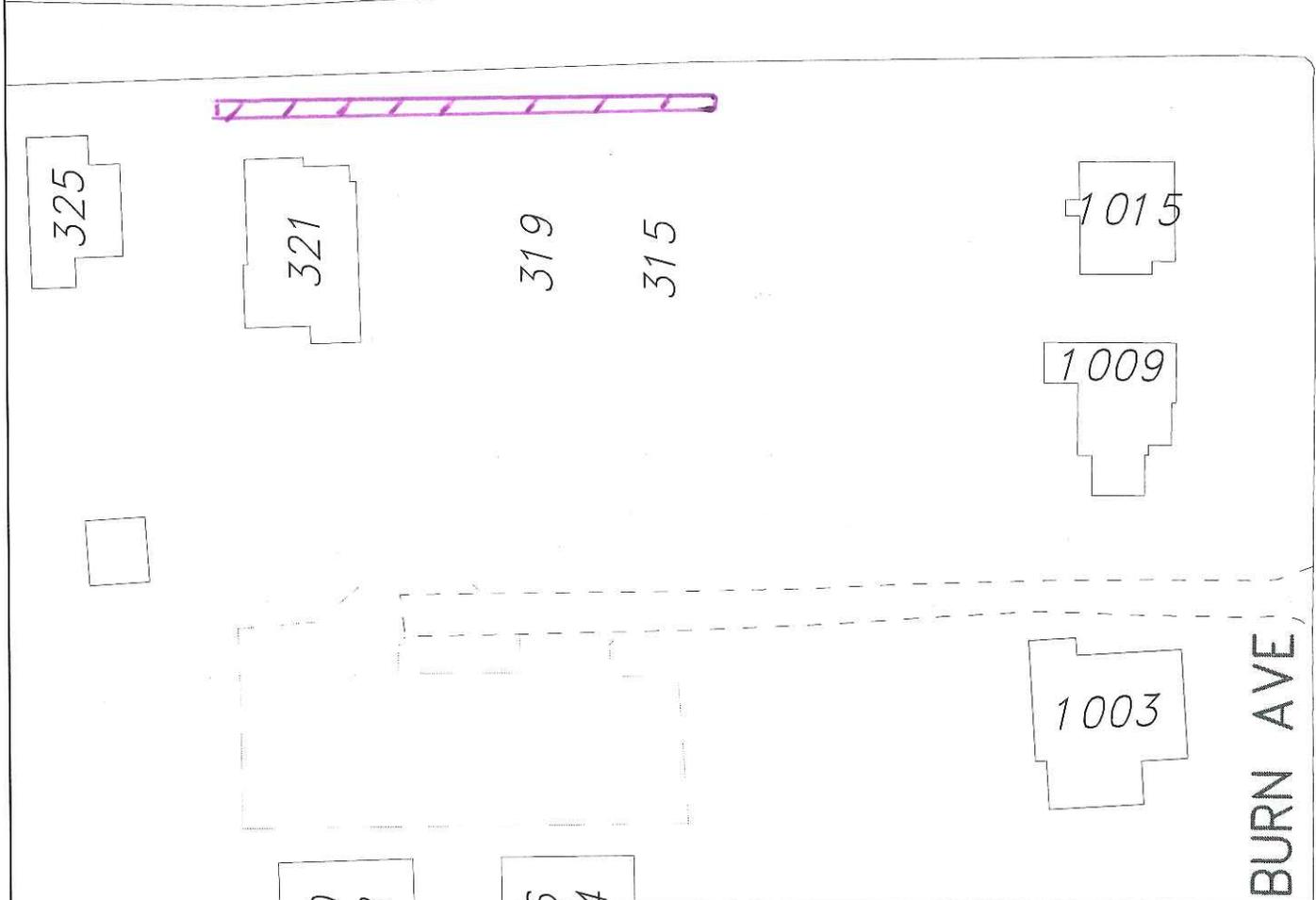
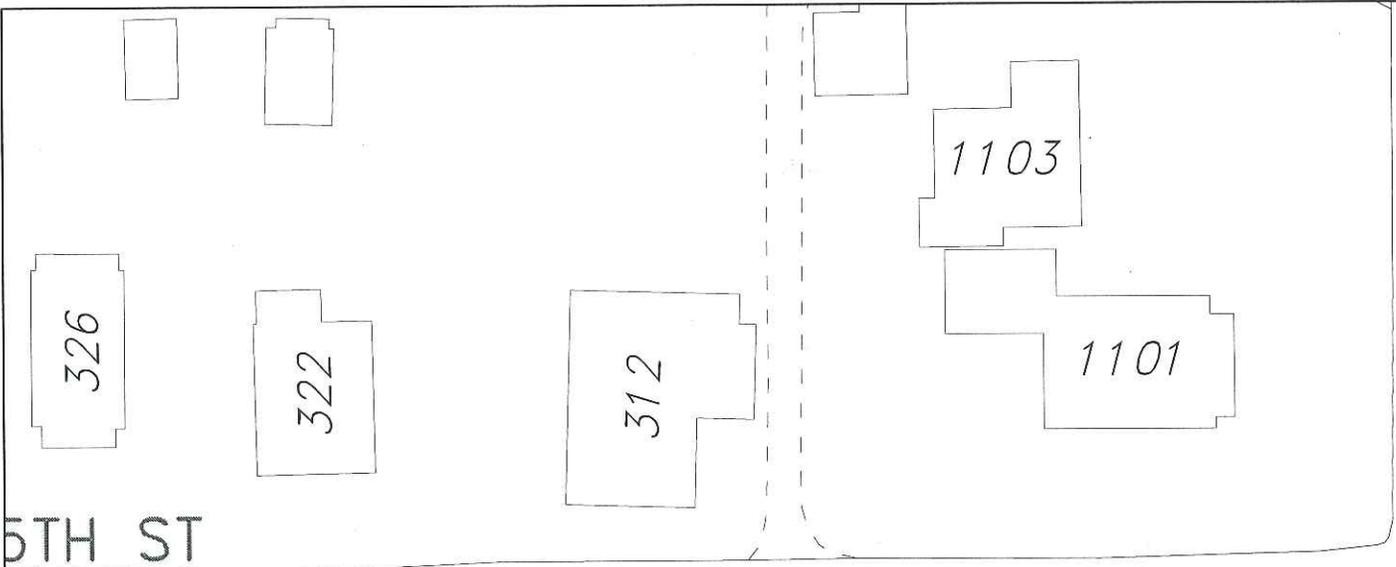


City of Bloomington



Scale: 1" = 400'

For reference only; map information NOT warranted.

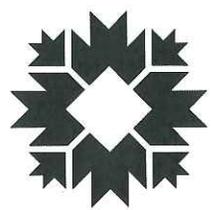


315 & 319 & 321 w 15th
 BRI affordable housing project
 approx 150 FT

By: woolforr
 28 Oct 11

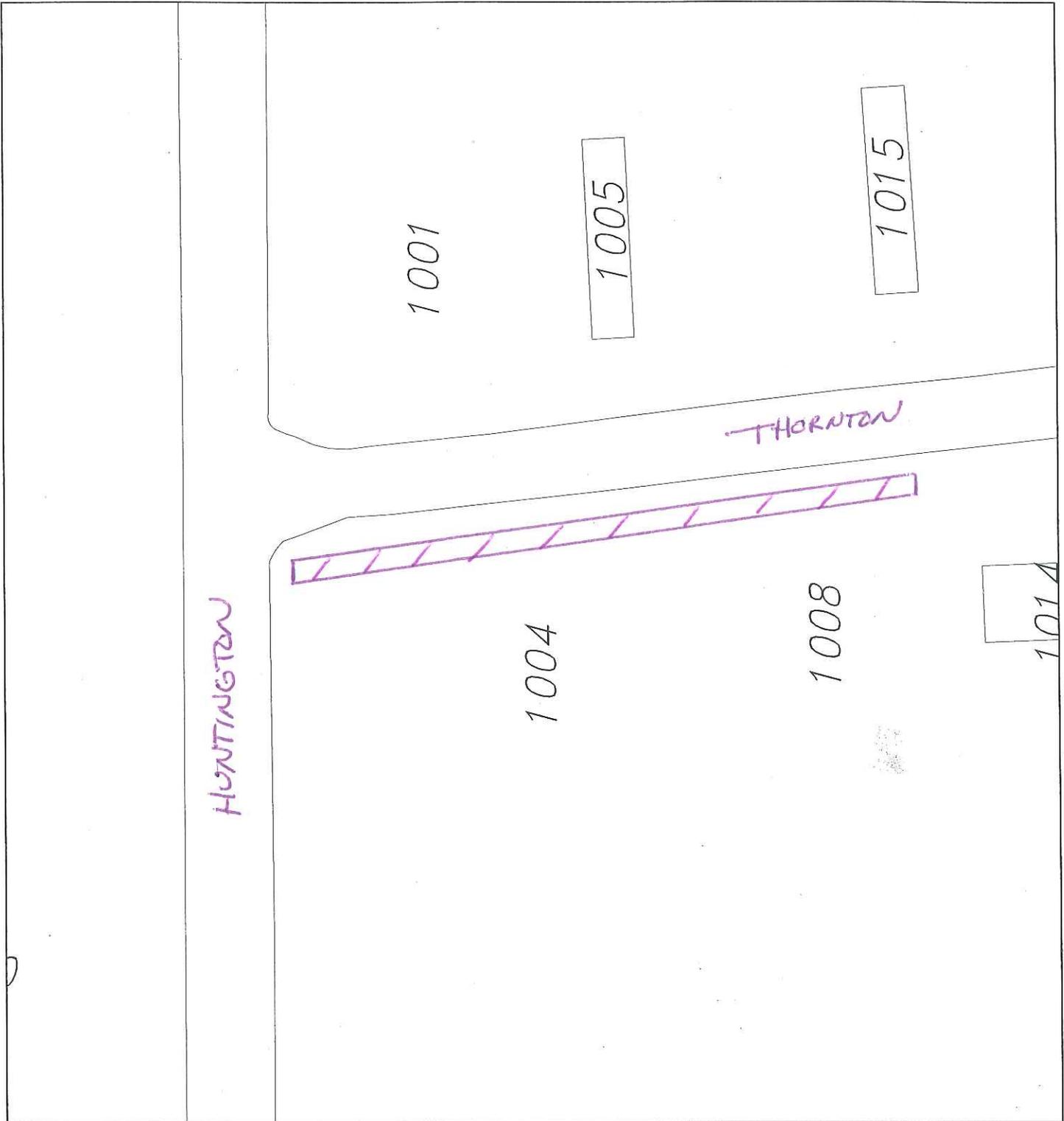


City of Bloomington



Scale: 1" = 50'

For reference only; map information NOT warranted.



1004 & 1008 E. Thornton

HABITAT LOTS

approx 180 FT - connects to existing sidewalk

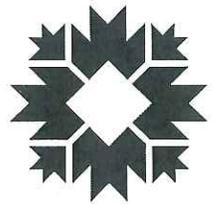
By: woolforr
28 Oct 11



on HUNTINGTON



City of Bloomington



Scale: 1" = 40'

For reference only; map information NOT warranted.

**STORMWATER UTILITY CAPITAL IMPROVEMENTS
FIVE YEAR PLAN**

	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>Total</u>
Weimer Dam Project	\$20,000					\$20,000
System Capacity Study and Master Guidance Plan	\$100,000					\$100,000
Lower Spankers Branch Reconstruction Jordan River, Walnut St. to Washington St., Reconstr.	\$4,800,000					\$4,800,000
Griffy Lake Dam Rehabilitation (See Note 1)		\$1,737,700				\$1,737,700
Griffy Lake Dam Two-Year Inspections		\$3,000		\$3,000		\$6,000
S. Palmer St. - 1025 S. Palmer St. Rebuild walls along creek	\$2,500					\$2,500
Bryan Park Area Storm Improvements Drainage improvements - E. Dodds St. & S. Palmer Av.	\$25,000	\$25,000	\$25,000	\$25,000		\$100,000
S. Mitchell St. - E. 2nd St. to E. Hunter St. 410' of pipe and structures	\$10,000					\$10,000
Marilyn Dr. - Nancy St. to High St.	\$101,400					\$101,400
Jordan Ave. - Southdowns Dr. to Sheridan Dr.	\$10,000					\$10,000
Southdowns Dr. - Jordan Ave. to Mitchell St.	\$17,000					\$17,000
Parkridge - Neighborhood ditching project	\$25,000	\$25,000				\$50,000
W. Allen St. - E. of W. Patterson Dr. Install curb; 48" storm pipe	\$5,000					\$5,000
Park Av./Hunter Av. Improvements	\$30,000					\$30,000
N. Rogers St. Drainage Improvements	\$10,000					\$10,000
Dodds St. Drainage Improvements	\$2,000					\$2,000
Clear Creek Open Channel Improvements From E. 1st St. (Jordan Outfall) south		\$30,000	\$30,000	\$30,000	\$30,000	\$120,000
W. Allen St. - S. Adams St. to Westpoint		\$15,000				\$15,000
Ralston Dr. - Neighborhood ditching project		\$6,000				\$6,000
Jordan River, 2nd St. to 4th St. - Design		\$125,000	\$125,000			\$250,000
Jordan River, 2nd St. to 4th St. - Construction				\$3,750,000	\$3,750,000	\$7,500,000
800 Block S. Fess Av. Improvements			\$12,000			\$12,000
N. Blueridge Dr. Improvements Near entrance			\$25,000			\$25,000
Eastern Heights - Neighborhood ditching project				\$25,000		\$25,000
1800 Block S. Highland Av.				\$89,000		\$89,000
Sunny Slopes - Neighborhood improvement project					\$25,000	\$25,000
Year Totals	\$5,157,900	\$1,966,700	\$217,000	\$3,922,000	\$3,805,000	

Note 1 - If the CDBG Disaster Recovery Funding Request is approved, CBU's cost will be reduced to \$63,098

Appendix Six - Other Sidewalk Projects

Additional Material

**Other City (Public Works),
County, and State Projects
(Justin Wykoff)**

*(See Memo in
Appendix 3 – Status Report on Committee Projects)*

Appendix Seven - Schedule for 2012

The Committee typically meets in the fall (after the budget for the next year has been adopted) and finishes deliberations in time for the Report and Recommendations to be approved by the Council in mid-January. Given that this year is the end of the term, the (albeit ambitious) goal is to wrap up deliberations in time for the Report to be considered by the Council in mid-December. This coversheet and calendar are intended to help you schedule the remaining meetings of the Committee and action by the Council.

Typical Next Steps in the Deliberations

<u>Action</u>		<u>Proposed Completion Date</u>
Evaluating previously considered projects		Mid - November
Selecting projects for more recent or additional estimates and further consideration		Mid-to-Late November
Reviewing projects along with estimates		Late November – Early December
Recommending allocation of funds		Early -December (<i>depending upon dates for final bid amounts and the encumbering of funds</i>)
Approving Schedule for 2011 projects		<i>Same as above</i>

Discussion

Chair

Material

City Calendar for November and December - *enclosed*

November 2011

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday																																																																																																									
		1 5:30 PM SCI, Dunlap 6:00 PM BCOS, McCloskey 7:30 PM Tele, Chambers	2 12:00 Noon BUEA, McCloskey 12:00 Noon Ord/DL 12:00 Noon Res/DL 2:00 PM HO, Kelly 5:30 PM CHLA, McCloskey 7:30 PM CCL/RS, Chambers	3 4:00 PM BDUAC, McCloskey 5:15 PM SWMD-CAC, Education Room 5:30 PM CSW, McCloskey	4 1:30 PM MPO-PC, McCloskey Payday	5 9:00 AM BCFM, Common																																																																																																									
6	7 4:30 PM Plat, Hooker 5:00 PM RC, McCloskey 5:30 PM BPSC-WS, Hooker 5:30 PM PC, Chambers	8 City Holiday  Election Day	9 4:00 PM BHQA, McCloskey 4:00 PM CSBM, Hooker 5:00 PM USB, Utilities 7:30 PM CCL/CW, Chambers	10 12:00 Noon HN, McCloskey 4:00 PM BHPC, McCloskey 4:00 PM SWMD, Courthouse	11 City Holiday  Veterans Day	12 9:00 AM BCFM, Common																																																																																																									
13	14	15 11:30 AM PC-WS, Kelly 4:00 PM BPC, Chambers 4:00 PM BPS, McCloskey 5:00 PM CFRC, Hooker 5:30 PM ACC, McCloskey	16 9:30 AM Tree, Rose Hill 10:00 AM MPO-TAC, McCloskey 2:00 PM HO, Kelly 4:00 PM MLKC, McCloskey 5:00 PM BCAC, Hooker 5:30 PM TC, Chambers 6:30 PM MPO-CAC, McCloskey 7:30 PM CCL/RS, Chambers	17 8:00 AM BHA, BHA 12:00 Noon MCSPC, Hooker 3:30 PM BMFC, Dunlap 5:30 PM BZA, Chambers 7:00 PM EC, McCloskey	18 12:00 Noon DVT, McCloskey 12:00 Noon EDC, Hooker Payday	19 9:00 AM BCFM, Common																																																																																																									
20	21 12:00 Noon Ord/DL 5:30 PM BPSC, Hooker	22 5:00 PM USB, Utilities 5:30 PM BPTC, Transit 5:30 PM BPW, Chambers	23	24 City Holiday  Thanksgiving	25 City Holiday Day After Thanksgiving	26 10:00 AM BCFM Holiday Market, Common																																																																																																									
27	28 4:00 PM CCA, McCloskey 5:30 PM BHRC, McCloskey	29	30 12:00 Noon Res/DL 2:00 PM HO, Kelly 7:30 PM CCL/CW, Chambers	<table border="1"> <thead> <tr> <th colspan="7">Oct 2011</th> </tr> <tr> <th>S</th> <th>M</th> <th>T</th> <th>W</th> <th>T</th> <th>F</th> <th>S</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>1</td> </tr> <tr> <td>2</td> <td>3</td> <td>4</td> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> <tr> <td>9</td> <td>10</td> <td>11</td> <td>12</td> <td>13</td> <td>14</td> <td>15</td> </tr> <tr> <td>16</td> <td>17</td> <td>18</td> <td>19</td> <td>20</td> <td>21</td> <td>22</td> </tr> <tr> <td>23</td> <td>24</td> <td>25</td> <td>26</td> <td>27</td> <td>28</td> <td>29</td> </tr> <tr> <td>30</td> <td>31</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table> <table border="1"> <thead> <tr> <th colspan="7">Dec 2011</th> </tr> <tr> <th>S</th> <th>M</th> <th>T</th> <th>W</th> <th>T</th> <th>F</th> <th>S</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td>1</td> <td>2</td> <td>3</td> </tr> <tr> <td>4</td> <td>5</td> <td>6</td> <td>7</td> <td>8</td> <td>9</td> <td>10</td> </tr> <tr> <td>11</td> <td>12</td> <td>13</td> <td>14</td> <td>15</td> <td>16</td> <td>17</td> </tr> <tr> <td>18</td> <td>19</td> <td>20</td> <td>21</td> <td>22</td> <td>23</td> <td>24</td> </tr> <tr> <td>25</td> <td>26</td> <td>27</td> <td>28</td> <td>29</td> <td>30</td> <td>31</td> </tr> </tbody> </table>			Oct 2011							S	M	T	W	T	F	S							1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31						Dec 2011							S	M	T	W	T	F	S					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
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<p><i>4</i></p>	<p><i>5</i></p> <p>4:30 PM Plat, Hooker</p> <p>5:00 PM FMAC, Parks</p> <p>5:00 PM RC, McCloskey</p> <p>5:30 PM BPSC-WS, Hooker</p> <p>5:30 PM PC, Chambers</p>	<p><i>6</i></p> <p>5:00 PM USB, Utilities</p> <p>5:30 PM BPW, Chambers</p> <p>5:30 PM SCI, Dunlap</p> <p>7:30 PM Tele, Chambers</p>	<p><i>7</i></p> <p>9:30 AM Tree, Rose Hill</p> <p>12:00 Noon BUEA, McCloskey</p> <p>4:00 PM CSBM, Hooker</p> <p>5:30 PM CHLA, McCloskey</p> <p>7:30 PM CCL/RS, Chambers</p>	<p><i>8</i></p> <p>12:00 Noon HN, McCloskey</p> <p>4:00 PM BHPC, McCloskey</p> <p>4:00 PM SWMD, Courthouse</p>	<p><i>9</i></p>	<p><i>10</i></p>																																																																																																		
<p><i>11</i></p>	<p><i>12</i></p>	<p><i>13</i></p> <p>4:00 PM BPC, Chambers</p> <p>4:00 PM BPS, McCloskey</p> <p>4:30 PM CoA, Hooker</p> <p>5:30 PM ACC, Hooker</p> <p>5:30 PM BPTC, Transit</p> <p>6:00 PM BCOS, McCloskey</p>	<p><i>14</i></p> <p>2:00 PM HO, Kelly</p> <p>4:00 PM BHQA, McCloskey</p> <p>4:00 PM MLKC, Hooker</p> <p>4:30 PM ERAC, Parks</p> <p>7:30 PM CCL/CW, Chambers</p>	<p><i>15</i></p> <p>8:00 AM BHA, BHA</p> <p>3:30 PM BMFC, Dunlap</p> <p>5:30 PM BZA, Chambers</p> <p>7:00 PM EC, McCloskey</p>	<p><i>16</i></p> <p>12:00 Noon DVT, McCloskey</p> <p>12:00 Noon EDC, Hooker</p> <p style="text-align: center;"><i>Payday</i></p>	<p><i>17</i></p>																																																																																																		
<p><i>18</i></p>	<p><i>19</i></p> <p>12:00 Noon Ord/DL</p> <p>12:00 Noon Res/DL</p> <p>5:30 PM BHRC, McCloskey</p> <p>5:30 PM BPSC, Hooker</p>	<p><i>20</i></p> <p>5:00 PM CFRC, Hooker</p> <p>5:00 PM USB, Utilities</p> <p>5:30 PM BPW, Chambers</p>	<p><i>21</i></p> <p>5:00 PM BCAC, McCloskey</p> <p>5:30 PM TC, Chambers</p> <p>7:30 PM CCL/RS, Chambers</p>	<p><i>22</i></p> <p>12:00 Noon MCSPC, Hooker</p>	<p><i>23</i></p>	<p><i>24</i></p>																																																																																																		
<p><i>25</i></p>	<p><i>26</i></p> <p>City Holiday</p>  <p style="text-align: center;">Holiday Observation</p>	<p><i>27</i></p>	<p><i>28</i></p> <p>2:00 PM HO, Kelly</p>	<p><i>29</i></p>	<p><i>30</i></p> <p style="text-align: center;"><i>Payday</i></p>	<p><i>31</i></p>																																																																																																		