City of Bloomington
Common Council

2014 Council Sidewalk Committee Packet

Initial Meeting at 12:00 p.m. on
Wednesday, 20 November 2013
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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2014 Common Council Sidewalk Committee Packet

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Agenda for Common Council Sidewalk Committee
12:00 p.m. on Wednesday, November 20, 2013
McCloskey Room, Room 135
Showers City Hall, 401 North Morton Street

1. Preliminary Matters
   - Introductions
   - Election of Chair

2. Funding for 2014
   - $300,000 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
   - Disclosures of any Conflicts of Interest
   - Presentation of Preliminary Evaluation by Plan Department using objective measures

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

Dorothy Granger, District 2
Dave Rollo, District 4
Marty Spechler, District 3
Chris Sturbaum, District 1

Office of City Clerk

Regina Moore, City Clerk / Sue Wanzer, Deputy Clerk

City Departments & Staff

Council Office

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

Public Works

Susie Johnson, Director
Justin Wykoff, Senior Project Manager

Planning

Scott Robinson, Long Range / Transportation Manager
Vince Caristo, Bicycle & Pedestrian Planner

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

None

Other Matters

- *Elect Chair*

Appendix Two - Amount and Use of Funds for 2014

Alternative Transportation Fund

$300,000	Appropriated for 2013
- $15,000	Traffic Calming / County Project

$285,000	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

2014	-	Continue in-kind contributions?
2011-2013	-	In-kind contributions (in lieu of monetary set aside)
2008-10	-	Monetary set aside of approximately $125,000 per year
2007	-	Monetary set aside of approximately $100,000 per year

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

<u>Presentation</u>

Chair

<u>Materials</u>

BMC 15.37.160 - *enclosed*

New ATF Fund Sheet (from Sue West) – *being prepared for 2015*

USB Funding/In-Kind Sheet - *forthcoming*

History of Project Expenditures (from Public Works) – *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).

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, Senior Project Manager*

Background Material

Status Report on Recently Completed and On-Going Council Committee Projects (Justin Wykoff) – *enclosed*
(Note: This Status Report also covers other City projects)

2013 Council Sidewalk Committee Report and Recommendations - *enclosed*

History of Council Sidewalk Projects 2002 - 2013 - *enclosed*

TO: Dan Sherman, Council Attorney
FROM: Justin Wykoff, Senior Project Manager
DATE: November 15, 2013
RE: Council Sidewalk Committee Report

Dan,

In the order you requested I have outlined detailed status updates regarding the progress of both City of Bloomington and City Council Sidewalk Projects below;

Recommend what portion of the $300,000 in ATF be set aside for traffic calming and what portion be used for sidewalks?

At this time I have only heard from the Near West Side Neighborhood Association (Carol Gulyas - Neighborhood Representative) who has been assigned by the neighborhood association to begin discussion regarding the possible placement of the final traffic island as was approved by the City Council in 2010, but was delayed due to the construction of Fairview School. Following the construction of the school, it was determined through field experiments in coordination with MCCSC that an island could not be constructed at the intersection of 7th Street and Rogers Street due to the bus turning radii needed. Neighborhood representatives at that time decided to wait and see what if any effect the lack of additional traffic calming near that intersection had with traffic speeds.

Should an island be constructed of similar size to the other islands along 7th Street, I would estimate that we should set aside the typical $15,000.00 as we have done in the past for traffic calming.

West 17th Street Sidewalk - Madison Street to College Avenue (South Side)

Budget: $161,000.00 (Alternative Transportation Fund)
$107,199.00 (City of Bloomington Utilities - Labor Value)

The final design for this project was completed on July 1, 2013 which identified the need for right-of-way acquisition from 7 properties. Legal descriptions, titlework, appraisals, and review appraisals have been completed and offers to property owners are currently occurring.

The planned bid opening for the project will occur on December 11, 2013 at 2:00p.m. in the McCloskey Conference Room, and results will be posted on our BloomingBid website. I would suggest that the sidewalk committee meet shortly following this opening to discuss the possibility of additional funding for this project so it can be constructed early in 2014.

Maxwell Lane Sidewalk - Highland Avenue to Jordan Avenue (North Side)

Budget: $87,000.00 (Alternative Transportation Fund) $73,897.12 (Bid From Groomer Construction)

This project has recently been completed with the final application for payment expected in the upcoming weeks that will need to provide for additional rock, curb, and storm inlet work performed by the contractor to complete the work.

Moores Pike and Olcott Boulevard - Pedestrian Crossing

Budget: $18,500.00 (Alternative Transportation Fund)

This project recently began and includes curb ramps, asphalt paving, pavement markings, and advance warning / driver feedback signage that will be installed in the upcoming weeks.

Leonard Springs Pedestrian Project

This project is currently in the right of way acquisition process according to an email from Bill Williams in late September. A sidewalk is anticipated to be constructed that will be approximately 25 feet from the centerline of Leonard Springs Road. It is doubtful that funding will be needed from 2013 for this project as it will likely be 2014 before any construction can occur.

Other Local Projects:

17th Street / Arlington Road / Monroe Street Intersection Improvements
This project is currently scheduled for a bid opening through INDOT on February 5, 2014 and will include a roundabout intersection with both sidewalk and multi-use pathway on all approaches. A sidewalk continuing along the south side of 17th Street between the project limits and Maple Street is to be constructed separately by Public Works. This project will result in a full closure during construction and is anticipated to be completed by early fall of 2014.
Rogers Street Improvements (Rockport Road to Watson Street)
This project is to be completed in November of 2013 and includes new curb, sidewalk, multi-use pathway, storm-water improvements and includes a connection between the Broadview Neighborhood and the B-Line Trail. The project also includes storm-water quality features to treat water prior to entering Clear Creek.
Rockport Road Sidewalk Project (Countryside Lane to Graham Drive)
This project is scheduled for a bid opening in March of 2014, with right of way acquisition (appraisals, titlework, purchasing) currently underway. This project will include a continuous sidewalk along the west side of Rockport Road, new curbs, storm-water, and an improved pedestrian crossing at Coolidge Drive.
Park Avenue Brick Street Project (7th Street to 8th Street)
This project is scheduled for a bid opening through INDOT on January 8, 2014 and will include the reconstruction of brick street through this block and the intersection of 8th Street. This project will reconstruct the street following recommendations of the Historical Preservation Commission as well as the Indiana State Historic Preservation Office (INSHPO). New curbing will be included with the project, and all sidewalk was previously replaced by Public Works, with new storm-water infrastructure installation performed by City of Bloomington Utilities.
Jackson Street Sidewalk Project (15th Street to 17th Street)
This project is currently being designed for construction in 2014 and is anticipated to be constructed using City of Bloomington (Public Works and Bloomington Utilities) personnel with the assistance of Housing and Neighborhood Development Department (HAND). The project will include a new curb and sidewalk along the east side of Jackson Street, with a new curb along the west side of Jackson Street.
Fairview Street Sidewalk Project (Allen Street to Wylie Street)
This project is currently being designed for construction in 2014 and is anticipated to be constructed using City of Bloomington (Public Works and Bloomington Utilities) personnel with the assistance of Housing and Neighborhood Development Department (HAND). The project will include a new curb and sidewalk along the east side of Fairview Street, with a new curb along the west side of Fairview Street.
Old State Road 37 / North Dunn Street Curve Correction
This project is currently being designed for right of way acquisition in 2014 and is anticipated to be constructed using Hoosier Safety Improvement Program (HSIP) funding. The project is anticipated to make corrections to the roadway curvature, new guardrail placement, as well as multi-use trail improvements along Old State Road 37 and Dunn Street connecting to the trail recently completed from Lower Cascades Park and providing a crossing to the Dog Park, as well as the Griffy Dam area.

West 2nd Street Improvements (Basswood Drive to Landmark Avenue)
This project is currently in the right of way acquisition phase and will include a new multi-use pathway along the north side of 2nd Street between Basswood Drive and Landmark Avenue. The project will also include intersection and access improvements to the Twin Lakes Recreation Center (TLRC) at the Weimer Road intersection. This project is tentatively scheduled for construction in 2015.

Justin Wykoff
Senior Project Manager

Report of the Common Council Sidewalk Committee
April 17, 2013

Committee Members and Staff

The members of the 2013 Committee were appointed by the President of the Council in 2012 and included:

- Chris Sturbaum, District 1 (Chair)
- Dorothy Granger, District 2
- Marty Spechler, District 3
- Dave Rollo, District 4

The committee members were assisted by the following persons:

Office of City Clerk
Sue Wanzer, Deputy City Clerk
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
Vince Caristo, Bicycle & Pedestrian Planner
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 the use of certain transportation-related monies budgeted for 2013. It met six times from January to April 2013 to review the program and make those recommendations. The transportation-related monies are comprised of $275,000 from the Alternative Transportation Fund (ATF), which receives surplus revenues from the Neighborhood Parking Program (BMC 15.37.160). That amount constitutes an increase of $50,000 over 2012. For the last few years, 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, increased to $125,000 in 2008 and ceased in 2010.) In lieu of a set aside of funds, CBU has offered to explore providing in-kind contributions for identified projects.

Schedule

The Committee met on:

- January 8, 2013 at 4:00 pm

- January 24, 2013 at 3:15 pm
- January 31 2013 at 3:05 pm
- February 7, 2013 at 11:30 am
- February 21, 2013 at 11:30 am
- April 10, 2013 at 3:00 pm

Summary of Deliberations

The following outline provides an overview of what the Committee did at those meetings. *Please note that the draft Memoranda for these meetings will be online under the Council Sidewalk Committee and can be inspected in the Council Office once reviewed by the Committee and approved by the Chair.*

Preliminary Matters

Early on, the Committee:

- Elected a Chairperson (Chris Sturbaum)
- Acknowledged and thanked the Office of City Clerk for acting as Secretary for the proceedings.

Review of Funding

The Committee reviewed money available for Council Sidewalk Projects in 2013 - $275,000, which was increased by $50,000 over last year - and, unlike in previous years, deferred a decision to set aside funds for traffic-calming projects, given the lack of such prospects this year and the possibility of a contribution towards a County project.

Status of Past and Pending Projects

The Committee heard a status report on last year's (2012) recommendations from Wykoff. As noted below, two projects were completed in 2012 and one will be completed in 2013. For one particularly large and expensive project, the ATF allocation will be spent in 2013, but the project as a whole will be completed in 2014.

2012 Recommendations/Allocations

East Third Street -- Overhill Drive to Travel Lodge – Construct Sidewalk (North Side).
This project is the last leg of a multi-year project that runs from Union Street on the west to a sidewalk recently completed by INDOT on the east. It is almost complete at a cost of $151,000 (out of a budget allocation of $154,000). That amount, however, does not include the cost of relocating seven light poles required by the electric utility which was paid by Public Works at a cost of $16,000.

Mitchell Street – Maxwell Lane to Circle Drive – Lane Marking (East Side).
This project involved the adoption of an ordinance that prohibited parking on this segment of Mitchell Street which occurred in October 2012. As a result, the request for striping came in after the City had completed its spring striping last year and will

be completed this spring, during the City's lane striping season. The estimated cost continues to be $1,100.

Morningside Drive – Saratoga to Sheffield – Construct Sidewalk (North Side)
This project is the second leg of a Committee-funded sidewalk that now runs from Smith Road to Sheffield Drive. It has been completed at a cost of $16,438 (out of a budget allocation of $19,856). This was a simpler project because it did not involve acquisition of right-of-way, installation of stormwater infrastructure (e.g. curbs, inlets, and pipes), or much change in grade.

Rockport Road – Coolidge Drive for 310 Feet North – Purchase Right-of-Way (West Side)
Last year, the Committee budgeted $34,560 plus any unspent funds toward the acquisition of right-of-way in order to move the installation of this sidewalk forward at a faster pace than would otherwise occur. This sidewalk is part of a larger $900,000 roadway improvement project, with $330,000 provided via Community Development Block Grant (CDBG) funds. According to Woolford, design and acquisition of land should go forward in 2013 and the rest of the project completed in 2014. The goal, over time, is to complete missing sidewalk links on the west side of Rockport Road from Rogers Street to the Country Club/Tapp Road intersection. After this project, these missing links will still include a few old farmhouse properties that have not been built out and therefore have not triggered the need for sidewalk installation.

Previous Years' Allocations/Projects

Southdowns from Jordan to Mitchell (Construct Sidewalk on South Side) — This was a combined Public Works and Utilities project that completed a route on the Bicycle and Pedestrian Transportation and Greenways System (Greenways) Plan that connects Bryan Park with sidewalks at High and Covenanter.[1] It was delayed from 2011 to 2012 because of work on another interdepartmental project and was completed in 2012.

West 17th Street from Madison/Kinser to College Avenue (Design for Sidewalk on South Side) –Any funds remaining from the $225,000 allocations in 2011 were to go toward the cost of designing this sidewalk link. Those costs were estimated at about $25,000. With the help of remaining ATF and additional monies provided by Public Works, the design of this project was completed and calls for narrowing of portions of the street.

- *(Please note that the Public Works, Parks and Recreation, HAND, and Planning departments all provided documents describing recent sidewalk and pedestrian-related projects which were included in Appendix 6 of the Council Sidewalk Committee packet for its initial meeting in January. This packet is available online at as well as in the Council Office.)*

[1] The second-to-last segment was Marilyn Drive from Nancy to High Streets and was completed in the Spring of 2011.

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 in an Evaluation Matrix:

<table>
<tr><th>Criteria</th><th></th><th colspan="2">Analytics and Information</th></tr>
<tr><td>1) Safety Considerations</td><td></td><td colspan="2" rowspan="2">Pedestrian Level of Service (PLOS) - 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.</td></tr>
<tr><td>2) Roadway Classification</td><td></td></tr>
<tr><td>3) Pedestrian Usage</td><td></td><td>Residential Density</td><td rowspan="2">Walkscore – an online score that gauges pedestrian demand based upon proximity to a mix of destinations. Score: 0 (car dependent) – 100 (walker's paradise)</td></tr>
<tr><td>4) Proximity to Destinations</td><td></td><td>Transit routes and stops</td></tr>
<tr><td>5) Linkages</td><td></td><td colspan="2">Proximity to existing sidewalks as shown on Sidewalk Inventory (updated annually).</td></tr>
<tr><td>6) Cost and Feasibility</td><td></td><td colspan="2">Estimates provided by Engineering Dept.</td></tr>
</table>

Robinson reminded the Committee that his department prepares an Evaluation Sheet which scores projects based upon objective measures associated with some, but not all, of the criteria. In that regard, he mentioned that:

- The Walkscore (which borrows an online analytic tool to provide an objective measure for Criteria 3 [Pedestrian Usage] and Criteria 4 [Proximity to Destinations] was updated for all projects;
- The Evaluation Sheet currently does not incorporate objective measures for the Criteria 5 (Linkages or, in other words, "connectivity") and Criteria 6 (Feasibility), and therefore, the satisfaction and weighing of that criteria was left to the judgment of Committee members;
- Next year, he and Caristo were considering adding other objective factors including:
    - Crash data and traffic counts (under Safety);
    - Sidewalk densities (under Pedestrian Usage); and
    - Perhaps, number of parcels (under Cost and Feasibility).

In the course of its deliberations, the Committee:

- Discussed lowering the priority for sidewalk proposals where a sidewalk exists on the other side of the street, but acknowledged the need sidewalks on both sides of higher classification roadways (with higher corresponding volumes and speed of traffic) or other barriers to crossing the roadway safely;
- Lowered the priority of some projects based upon assumptions regarding relative lower volumes and speeds of traffic.

Narrowing Priorities after Review of Evaluation Sheet and a Pedestrian Crossing

The Committee reviewed the Evaluation Sheet (attached), which contained 39 proposed projects, including seven new ones for 2013, heard one request for a pedestrian crossing, and asked

Wykoff to prepare estimates for 12 projects. These 12 projects are listed below starting with the ones recommended for funding followed by the others and include a brief summary of the relevant deliberations:

Recommended for Funding in 2013

- **17th – Madison to College Avenue –South Side (Rank #2) –** Following an investment in the design of this project in 2011 and an offer from City of Bloomington Utilities to cover the storm water costs associated with it, the Committee recommended funding construction of a sidewalk in 2013. The offer from CBU reduced the allocation for this project from $268,111 to $161,000. The actual cost, however, of the CBU portion may exceed the estimate and, in that regard, the Committee recommended that any funds remaining after the initial allocations be made available for this purpose. In the course of its deliberations, the Committee learned that the Greenways Plan calls for a bike lane to be installed on the north side of the street.

- **Maxwell Lane – Highland Ave to Sheridan Drive – Highland to Jordan Segment - North Side (Rank #28)** This is one block of a two-block project that would be constructed on the north side of the street from the bottom of a hill (at Highland) to the other side of the crest at Sheridan. Once these two blocks are complete - with the help of previous Committee-recommended projects - there will be a continuous run of sidewalks all the way from High Street on the east to Henderson on the west.

  The design for the project (funded in 2006) calls for a sidewalk to be built in the right-of-way on the north side, with a curb and inlets channeling water under the sidewalk to an existing ditch running parallel to the street. The estimated cost of the Highland to Jordan segment is $86,724 and the estimated cost for the Jordan to Sheridan segment is $65,395 (both after design costs have been removed). Given the contribution toward the 17th Street project, CBU could not commit to contribute here as well. The Committee chose to start at the bottom (the former of the two estimates) rather than the top of the hill, but thought that motorists approaching on the other side of the hill might need warnings of the sidewalk.

- **Moores Pike & Olcott Boulevard (Intersection) - Pedestrian Crossing (Not on Listed on the Sidewalk Evaluation Sheet)** This project was presented to the Committee by Councilmember Rollo after the Traffic Commission denied a request for a three-way stop at this intersection in January. The denial was based upon the recommendation of the Engineering Department, which conducted a traffic study that did not produce the "warrants" justifying a stop sign. The Committee learned that there is a significant population to the south with no easy bicycle or pedestrian access to the many destinations to the north due to the lack of a continuous sidewalk on the south side of Moores Pike and no marked crossing to the continuous sidewalk on the north side of Moores Pike.

  At the request of Councilmember Rollo, the Engineering Department designed a pedestrian crossing at this intersection, but without a stop sign. This crossing would have a raised pedestrian island and lane narrowing through lane marking. Some of the residents to the south, however, still advocate for a three-way stop sign at that location and intend to pursue the matter with the Council. In answer to a question about the cost of installing a stop sign, staff did not provide an amount, but suggested that crest of a hill may need to be cut to

improve the line-of-sight for motorists approaching the intersection. However, upon further questioning, staff indicated that the improvements related to the pedestrian crossing were independent of (and not affected by) any improvements related to a stop sign. The project, without a stop, would cost about $18,500.

- **Leonard Springs Between 400 South of Bloomfield Road to Tapp Road – East Side (Rank #27)** Councilmember Sturbaum relayed this request to the Committee after conversations with Geoff McKim of the County Council. The roadway along this stretch is owned and maintained by the City, but properties on both sides are in the County. Further south of Tapp Road, however, there are some pockets within the City, which include a commercial center on Barge Road, some apartments on or near West Maybury Mall Road, and Heatherwood Trailer Park. In articles included with the packet for the initial meeting of the Committee, the H-T noted that pedestrians have worn a trail along the roadside. The project itself appears to entail a 1,200 foot sidewalk crossing about 10 parcels.

  Early on in its deliberations, the Committee considered using some of the money ordinarily set aside for traffic-calming projects (which are generally no more than $15,000 each year) given the lack of such projects in the foreseeable future. In the latter part of its deliberations, the Committee revisited this project and agreed that any funds in excess of what was needed on other projects in 2013 could be allocated here as long as there were adequate assurances that the project was going forward. It also declared an intent to use a portion of the usual set aside for this purpose in 2014 with the total contribution for this project not to exceed $15,000.

<u>Not Recommended for Funding in 2013</u>

- **Kinser Pike from Colonial Crest to 17th Street -West Side (Rank #1)** – Last year, Councilmember Sturbaum worked with Wykoff to shift this highest ranked project from the east side (where the acquisition of right-of-way would cost about $48,466) to the west side. Rather than constructing a sidewalk, this proposal calls for constructing an 8-foot wide, 1,300 feet long, raised asphalt lane within the right-of-way at a cost of about $371,574. The Committee concluded that the project was too expensive to undertake at this time, but discussed the possibility of phasing this project in over a period of years.

- **West 14th Street from Madison to Woodburn – North Side (Rank #3) –** The project ranked fourth in the Evaluation Sheet and would involve 468 feet of sidewalk at a cost of about $108,349. It came forward from a constituent in 2010 and that interest was reaffirmed in 2012 by former Councilmember Piedmont-Smith. The Committee learned it ranked so high because of its proximity to walkable destinations. However, the Committee also concluded that lower traffic on this street presented less of a hazard to pedestrians than other lesser-ranked projects and turned elsewhere for allocations in 2013.

- **South Rogers – South of Hillside Drive – East Side (Rank #8)** This project ranked eighth and would involve the installation of a 366 foot long sidewalk, including the crossing of a culvert, at an estimated cost of $102,976. After hearing about the potential difficulty of crossing the creek and learning that the City's Parks and Recreation Department might want to purchase the property to the south as a means for access to the B-Line Trail and Switchyard, the Committee decided to look elsewhere for this year's allocations.

- **West 17th from Crescent to College Avenue – Maple to Jackson Street Segment –South Side (Rank #8)** Councilmember Sturbaum raised this sidewalk project two years ago as an example of a large one that needed to be built, but was too expensive for the ATF to handle alone. At that time, Wykoff informed the Committee that, should I-69 extend through the City as a limited access highway, West 17th would run under I-69 and, therefore, become a prime candidate for MPO funds. In addition, the proposed roundabout at 17th/ Arlington/Monroe would include a sidewalk on the south side and a sidepath on the north side of West 17th from Monroe to Maple, thus leaving about 1,200 feet of sidewalk missing from Maple to Madison. In the course of deliberations, the Committee learned it would cost $178,485 for: 1) about 650 feet of sidewalk (with some sidewalk already in place between Jackson and Madison); 2) steps at Jackson Street; and 3) a storm water component (estimated at $59,000) that might be covered by City Utilities. Given the commitment toward the Madison to College Avenue segment this year, the Committee looked elsewhere for the remainder of this year's allocations.

- **E. 7th Street – SR 45/46 Bypass to Hillsdale Dr. (Rank #14)** This project would connect the bicycle/pedestrian underpass at SR45/46 with the neighborhoods to the west. It would: cost about $116,380; include steps with a "cheek" wall to accommodate the walking of bicycles; and run for approximately 540 feet. The Committee noted that this project would not address the lack of access from the roadside to the underpass on the west side of SR45/46. The low level of vehicular traffic along this two block project led the Committee to look elsewhere for its allocation.

- **Walnut Street – Winston/Thomas to Nat'l Guard Armory – West Side (Rank #20)** This is one of two missing sidewalk links along the west side of Walnut between Country Club/Winslow on the north and Gordon Pike on the south. The other is next to Legends nightclub. It would run for about 378 feet, cost about $68,883, and follow upon previous Sidewalk Committee projects early in the last decade. Its relatively low ranking and the desire to finish more recent projects, led the Committee to look elsewhere for allocations this year.

- **Sheffield Drive – Morningside Dr. to Plymouth Rd. – West Side (Rank #22)** This project would build upon projects installed in the last two years and result in a continuous sidewalk running from Smith Road along Morningside Drive to Sheffield and along Sheffield to Plymouth Road. It would fill in about 900 feet of missing sidewalk at a cost of about $66,830. The Committee learned that school children and mothers with strollers walk this windy street. It also heard that the neighborhood association might be interested in extending the sidewalk on Morningside Drive to the east. Although interested in this project, the Committee did not have funds this year.

- **Walnut Street – SR 45/46 to 500 N. of Fritz Drive – West Side (Rank #29)** This is a 2,195 foot long project along North Walnut would connect some apartments on the west and neighborhoods on the east with pedestrian facilities at the intersection with SR 45/46 and cost $701,009. The Committee learned that the Bicycle and Pedestrian and Greenways Plan calls for bike lanes on both sides of this portion of North Walnut. Given the cost of the project and probable low usage, the Committee speculated on having the proposed bike lanes serve as multi-use lanes.

- **Graham Street – Rogers to Rockport Road – Rogers to Milton Segment - North Side (Rank #36)** This project is one block of a three-block proposal. It would run for 300 feet, along the north side of the street (because of existing right-of-way) at a cost of $84,122. The entire project would cost between $400,000 - $500,000. The Committee learned that the transit stop was on the south side of the street. The high cost of the project in light of other significant investment in the surrounding area; the need to wait for storm water improvements expected along Rogers Street before work could begin on this block; and, the appearance of low pedestrian and vehicular usage led the Committee to look elsewhere for allocations this year.

Concluding Actions

At the conclusion of the deliberations, the Committee:

- Requested disclosures of any conflicts of interest and heard one from the Administrator/Attorney, who owns and resides in a house along one proposed project (Nancy Street from Mark to Hillside) which has not been given serious consideration in many years;
- Approved the funding recommendations;
- Authorized the Chair to approve minutes of meetings after giving members an opportunity to review and offer corrections
- Authorized submittal of a Committee Report to the Council after signatures have been obtained by a majority of Committee members;
- Requested an annual accounting of ATF monies in relation to the allocations and cost of the underlying projects; and
- Reviewed its procedures and criteria for next year's deliberations.

FORMAL RECOMMENDATIONS - FUNDS AVAILABLE: $275,000

Alternative Transportation Fund (ATF) Use the $275,000 of Alternative Transportation Funds appropriated in 2013 for sidewalks projects, but rather than set aside a certain portion for traffic-calming projects, recommend funding a pedestrian crossing and, with adequate assurances on construction, contributing toward a County sidewalk along a City roadway.

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 offered to look at proposed projects and see whether it can provide some in-kind contributions. One such project was identified in 2013. (see below)

CHART OF 2013 COUNCIL SIDEWALK COMMITTEE RECOMMENDATIONS: The Committee recommended funding the following projects and, in some instances, certain conditions:

	ATF	CBU	OTHER FUNDS
West 17th – Construction of a Sidewalk Madison to College Avenue (South Side) **** CBU has agreed to offer in-kind services.***	**** $161,000**	*** $107,199**	**$0**
Maxwell Lane – Construction of a Sidewalk Highland to Jordan (North Side)	**$87,000**	**$0**	**$0**
Moores Pike & Olcott Boulevard – Construction of a Pedestrian Crossing	***** $18,500**	**$0**	**$0**
Any remaining funds will be spent in the following manner:	**$8,500**	**$0**	**$0**
**** First, it will be used to cover any overages for the West 17th Street Project**			**$0**
Second, it will be used to contribute toward the Leonard Springs Pedestrian Project proposed by Monroe County (as long as there are adequate assurances regarding the progress of the project). The Committee also declared an intent to recommend funding *no more than a total of* $15,000 over two years toward this project should it be constructed. ***** Monroe County would construct and bear the remaining cost for this project.*		**$0**	********
GRAND TOTAL	**275,000**	**$107,199**	**$0**

A HISTORY OF COUNCIL SIDEWALK COMMITTEE FUNDS, 2002-2013

2013

Site	Estimate	Recommendation		Comments
West 17th Street -- Madison Street to College Avenue (South Side)	$268,199.00	$161,000.00	$107,199.00	Following an investment in the design of this project in 2011 and an offer from City of Bloomington Utilities to cover the storm water costs associated with it, the Committee recommended funding construction of a sidewalk in 2013. The offer from CBU reduced the allocation for this project from $268,111 to $161,000. *Note, however, that the actual cost of the CBU portion may exceed the estimate and, in that regard, the Committee recommended that any funds remaining after the initial allocations be made available for this purpose.*
Maxwell Lane -- Highland Avenue to Jordan Avenue (North Side)	$87,000.00	$87,000.00		This is one block of a two-block project that would be constructed on the north side of the street from the bottom of a hill (at Highland) to the other side of the crest at Sheridan. Once these two blocks are complete - with the help of previous Committee-recommended projects - there will be a continuous run of sidewalks all the way from High Street on the east to Henderson on the west. Funds for the design of this project were provided in 2006.
Moores Pike and Olcott Bouleveard -- Pedestrian Crossing	$18,500.00	$18,500.00		This is a pedestrian crossing with a raised island and lane markings to narrow the roadway. It follows a denial of a stop sign request at the Traffic Commission in January and *does not* include the installation of a stop sign. The crossing will provide residents in Hyde Park and points south access to a continuous sidewalk that runs along the north side of Moores Pike from Smith Road to Sare Road and further west.
Leonard Springs -- 300 feet South of Walmart Entrance to Tapp Road	Unknown	≤ $8,500	Unknown	This is a County project to be constructed on land in the county that lies along a city-owned roadway. The design and total cost of the project are unknown at this time. The County sees the need for the project (which is evident with the path worn by pedestrians) and is interested in a contribution from the City. After learning that City residents to the south would probably use the sidewalk, *the Committee agreed to contribute any funds remaining this year once there were adequate assurances that the project will be completed in the short term. The Committee also declared intent to contribute more next year as well.*
Total	$373,699.00	$275,000.00	$107,199.00	

2012				
Site	Estimate	Recommendation		Comments
		ATF	Other Funds	
Third Street -- Overhill Drive to Travel Lodge Driveway (North S	$154,474.00	$154,474.00		See the 2011 and 2010 descriptions below for the details of the larger project, which will result in he construction of sidewalks on the north side of East Third Street from Union to the SR 45/46 Bypass. Contributions from other sources include: $100, 00 from Greenways; $75,000 from HAND; and the installation of sidewalks by INDOT as part of the SR 45/46 BpPass project.
Mitchell Street -- Maxwell Lane to Circle Drive	$1,100.00	$1,100.00		This project proposes the use of lane markings to designate a portion of the west side of the roadway of this one-block segment as a pedestrian corridor. It would provide a pedestrian facility that connects a City-created pedestrian corridor on the south, which runs from Bryan Park to sidewalks at Marilyn Drive and High Street, to City-installed sidewalks along Maxwell Lane. *Note: This recommendation was conditioned upon approval of teh associated removal of parking on that side of the street. Please also note that the lane was eventually approved for the east side.*
Morningside Drive -- Saratoga to Sheffield (West Side)	$19,866.00	$19,866.00		This recommendation continues upon the completed 2011 recommendation to install a sidewalk from Smith Road to Saratoga. Please see the 2011 description below for more information about this project
Rockport Road -- Coolidge to 310 feet North of the Intersection (West Side)	$80,440.00	$34,560.00	*	This recommendation would partially fund the sidewalk project by contributing funds toward the cost of acquiring the right-of-way. It is intended to leverage other resources to fill-in one of three missing sidewalk links along Rockport Road from Tapp Road to Rogers Street in 2012. The other missing links include a long section north of Tapp Road which will be constructed as part of the roundabout at that intersection and a segmnet north of Ralston, which remains unfunded. *Note: This recommendation would allow any remaining funds to be applied towards the cost of right-of-way and is conditioned upon Committee acceptance of assurances that the sidewalk will be completed in 2012.* ** CBU staff have inspected the site and offered suggestions on handling the stormwater.*
Total	$255,880.00	$210,000.00	$0.00	

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 continousus 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 recommmendation to the 2010 Committee encouraging the latter to fund as much of this project as possible. 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 -- Jefferson to Roosevelt (north side)	$63,507.68	$31,912.23	$4,366.00	
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 orignal 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) 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.
Moores 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 Moores Pike. Some residents indicated that they would be willing to make a contribution.
S. Madison -- 3rd 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. 3rd Street overpass. Public Works will commit $6,000 for concrete.
3rd 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 $50,0 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 infrasture 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 Covenanter. 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 Schoo, 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 develo 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 strech 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 egment 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 Dr. 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 4th 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 proejct 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 re- 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 Fairoaks 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 Methodology
- Prioritization – Walk Score, PLOS, Transit Route Score, Density Score

  (Note: Council Office added a column highlighting significant changes in ranking over last year.)

Index and Maps – *enclosed*

Council Sidewalk Committee Policies

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 of Revisions

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.

- 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.

Other Policies

Overage Policy

Each year the Committee Report uses estimates submitted by City Engineering to allocate funds between projects. Even with a 10% contingency, these estimates are sometimes well-off the bid for, or actual cost of, the project. The 2009 Committee established an "overage policy" whereby allocations in excess of 10% of the project estimate must be approved by the current chair and any additional allocation in excess of $20,000 over the project estimate must be approved by the Committee.

Council Sidewalk Criteria – Application of Emerging Objective Factors

<table>
<tr><th>Criteria</th><th>Elaboration</th><th colspan="2">Plan Department's Effort to Create Data, Objective Factors, and a Ranking Formula</th><th></th></tr>
<tr><td>1. Safety</td><td>A particular corridor could be made significantly safer by the addition of a sidewalk</td><td colspan="2" rowspan="3">Pedestrian Level of Service
(PLOS)

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.

1 (High /A) – 5 (Low/ F)
(where C is "pretty comfortable")

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.</td><td rowspan="6">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.</td></tr>
<tr><td>2. Roadway Classification</td><td>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.</td></tr>
<tr><td>3. Pedestrian Usage</td><td>Cost-effectiveness should be based on existing and projected usage.</td><td>Density (0 – 1,863)

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).</td><td rowspan="2">Walk Score

0 (Car-Dependent) –
100 (Walkers' Paradise)

This score gauges pedestrian demand based upon proximity to a mix of commercial destinations, but doesn't account for demographic factors.</td></tr>
<tr><td>4. Proximity to Destination Points</td><td>Prioritization of linkages should be based on proximity to destinations such as elementary schools, Indiana University, employment centers, shopping opportunities, parks/playgrounds, etc.</td><td>Transit (0 – 247)

This score was derived from passenger per hour per route data from Bloomington Transit and averaging techniques to "smooth the data"; then 1/8 and 1/4 mile zones were created along the routes with the 1/8 mile zone weighted at twice the value of the 1/4 mile zone.</td></tr>
<tr><td>5. Linkages</td><td>Projects should entail the construction of new sidewalks that connect with existing pedestrian facilities.</td><td colspan="2">Sidewalk Inventory</td></tr>
<tr><td>6. Costs/ Feasibility</td><td>Availability of right-of-way and other construction costs must be evaluated to determine whether linkages are financially feasible.</td><td colspan="2">Project Costs
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).</td></tr>
</table>

MEMORANDUM CITY OF BLOOMINGTON

To: Bloomington Common Council Sidewalk Committee

From: Scott Robinson, Long Range/Transportation Manager

Date: 10/09/13

Re: 2013 Council Sidewalk Committee

CC: Tom Micuda, Josh Desmond, Vince Caristo, and file

Sidewalk Informational Maps

City staff maintains sidewalk information on the City's GIS that can be used to generate various maps including ones that depict the locations of existing sidewalks and the locations of determinant sidewalk variances. This information is useful to prescreen sidewalk requests on items such as connectivity, design, and cost considerations. Updates to these sidewalk inventories takes place periodically and are expected to commence before the end of this year.

The list of sidewalk request remains the same as last year and the 2012 sidewalk inventory and determinant sidewalk maps should suffice for this year's deliberations at a macro-level scale. Details on the condition, width, and other sidewalk attributes for specific locations are best dealt with on a case by case basis since these details are not apparent in the maps.

Sidewalk Location Evaluation and Ranking

Staff continues to use the project evaluation system, first developed in 2008, to rank sidewalk requests based on the established Council Sidewalk Committee Criteria. The evaluation bases project ranking on several measured values (walk score, pedestrian level of service, transit, and population), which are proxies for some Committee Criteria. Over time Council has found this evaluation helpful in their deliberations. Therefore no changes have been made to the evaluation system. Staff is open to further explore other measurements that may augment safety, linkages, and cost criteria considerations. Further refinements to the project evaluation system can be considered based on direction given by the Committee.

Staff reevaluated the walk scores for each project and updated the sidewalk project ranking listed in the Project Prioritization Table included with the Committee packet. Walk scores are more dependent upon businesses and other data variables that may change from year to year. The other scores (PLOS, Transit, and Density) were not reevaluated since the nature of their data variables are not likely to change from year to year. This reevaluation did result in a different priority order than last year's priority. However, the top ten stayed mostly the same with two projects dropping out (Jefferson St. was #8 and Smith Rd.- Grandview to 10th - was #6) and two projects now included (17th St. – Indiana to Dunn - was #11, and Moores Pk. – Valley Forge to High - was #17). Staff can reevaluate the projects if additional sidewalks requests are included and/or if new measurements are considered.

Summary

- Sidewalk Inventory and Determinant Sidewalk Maps are included for reference
- Sidewalk project requests have been reevaluated and ranked with an overall priority score

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.

2014 Council Sidewalk Committee - Initial Project Prioritization (with Notable Changes from 2013)

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 (2013)**	Overall Project Rank 2014
Kinser Pk.	north of 17th St. to existing sidewalk near apartments	700	69	5	3.88	11	247	5	1,210	3	24		**1**
17th St.	Madison St. to Woodburn Ave.	476	78	1	3.86	12	260	3	689	13	29		**2**
14th St.	Madison St. to Woodburn Ave.	450	74	2	3.58	21	220	8	769	11	42		**3**
19th St. (11/10)	Walnut St. to Dunn St.	1,120	66	9	3.48	24	178	10	1,229	2	45		**4**
Union St.	4th St. to 7th St.	954	62	11	3.84	13	103	18	1,035	5	47		**5**
17th St.	Indiana Ave. to Forrest Ave.	1,323	72	3	4.23	1	58	31	525	16	51	*11*	**6**
Moores Pk.	AndrewsSt. to College Mall Rd.	1,289	46	16	3.99	7	52	32	1,453	1	56		**7**
S. Rogers St.	south of Hillside Dr.	480	43	17	3.97	9	90	25	825	9	60		**8**
17th St. (new 2012)	Crescent Street to College Ave.	5,500	34	25	2.46	36	216	9	996	6	63		**9**
Moores Pk.	Valley Forge Rd. to High St.	1,060	40	20	4.17	2	107	17	240	25	64	*17*	**10**
Smith Rd. (11/10)	Grandview Dr. to 10th St.(west)	1,352	26	31	3.63	20	260	4	771	10	65	*6*	**11**
Jefferson St.	3rd St. to 7th St.	1,375	60	12	3.66	17	97	20	393	18	67	*8*	**12**
E 7th St.(12/10)	SR 45/46 Bypass to Hillsdale Dr.	830	72	3	3.30	31	240	6	202	28	68		**13**
5th St.	Union St. to Hillsdale Dr.	1,671	63	10	3.52	23	131	13	298	23	69		**14**
Clark St. (new 2013)	3rd St. to 7th St.	1,390	68	6	3.25	33	131	12	360	19	70	*19*	**15**
Miller Dr.	Huntington Dr. to Olive St.	423	37	23	3.66	17	82	27	1,191	4	71		**16**
Walnut St.	Winston/Thomas to Nat'l Guard Armory	1,064	42	18	3.99	7	34	34	679	14	73		**17**
10th St. (new 2013)	Smith Rd. to Russell Rd.	1,010	26	31	3.92	10	268	1	172	31	73	*24*	**17**
Leonard Springs Rd. (new 2013)	Tapp Rd. to 400ft S of Bloomfield	1,425	49	14	4.05	5	103	19	112	35	73	*27*	**17**
Fariview St. (renew - 11/10)	Wylie St. to Allen St.	1,005	48	15	3.48	24	120	15	343	20	74	*15*	**20**
Sheffield Dr. (new 2013)	Morningside Dr. to Plymoth Rd.	700*	28	28	2.36	37	268	1	884	8	74		**20**
Palmer St. connector path	Wylie St. to 1st St.	529	68	6	1.50	39	146	11	328	21	77	*18*	**22**
Wylie St. (new 2013)	Lincoln St. to Henderson St.	1,150	68	6	2.33	38	121	14	301	22	80		**23**
High St.	Covenanter Dr. to 2nd St.	2,622	42	18	4.01	6	93	24	156	32	80		**23**
Rockport Rd. (1/10)	Countryside Ln. to Tapp Rd.	3,198	22	36	4.07	3	61	29	716	12	80		**23**
Walnut St.	Hoosier St. to Legends (driveway)	369	34	25	3.74	16	34	33	986	7	81	*13*	**26**
Bryan St. (new 2013)	3rd St. to 7th St.	1,400	60	12	3.34	28	90	26	539	15	81	*25*	**26**
Walnut St. (new 2013)	SR 45/46 to 500 ft N of Fritz Dr	2,300	40	20	3.65	19	18	35	481	17	91		**28**
Nancy St.	Hillside Dr. to Mark St.	878	32	27	3.48	24	94	21	235	26	98		**29**
Smith Rd. (1/10)	Hagan St. to Brighton Ave. (west)	1,817	26	31	3.56	22	118	16	122	34	103		**30**
Covenanter Dr.	Ruby Ln. to High St.	335	40	20	3.46	27	93	23	140	33	103	*34*	**30**
Morningside Dr. (new 2012)	Sheffield Dr. to Park Ridge Rd.	1,276	23	35	2.87	35	228	7	174	30	107		**32**
Maxwell Ln.	Highland Ave. to Sheridan Dr.	842	37	23	3.19	34	93	22	186	29	108	*28*	**33**
Mitchell St. (New - 1/11)	Maxwell Ln. to Circle Dr. (east)	624	28	28	3.34	28	77	28	297	24	108		
Rhorer Rd.	Walnut St. to Sare Rd.	4,775	22	36	4.06	4	0	37	69	38	115	*31*	**35**
Dunn St.	SR 45/46 to Tamarack Tr.	2,044	28	28	3.83	14	7	36	74	37	115		**35**
Graham Dr. (1/10)	Rockport Rd. to Rogers St.	1,815	26	31	3.34	28	58	30	234	27	116		**37**
Kinser Pk.	north of Acuff Rd.	1,595	11	38	3.83	14	0	37	40	39	128		**38**
Ramble Rd.	Ramble Rd. to Dunn St.	875	9	39	3.26	32	0	37	86	36	144		**39**

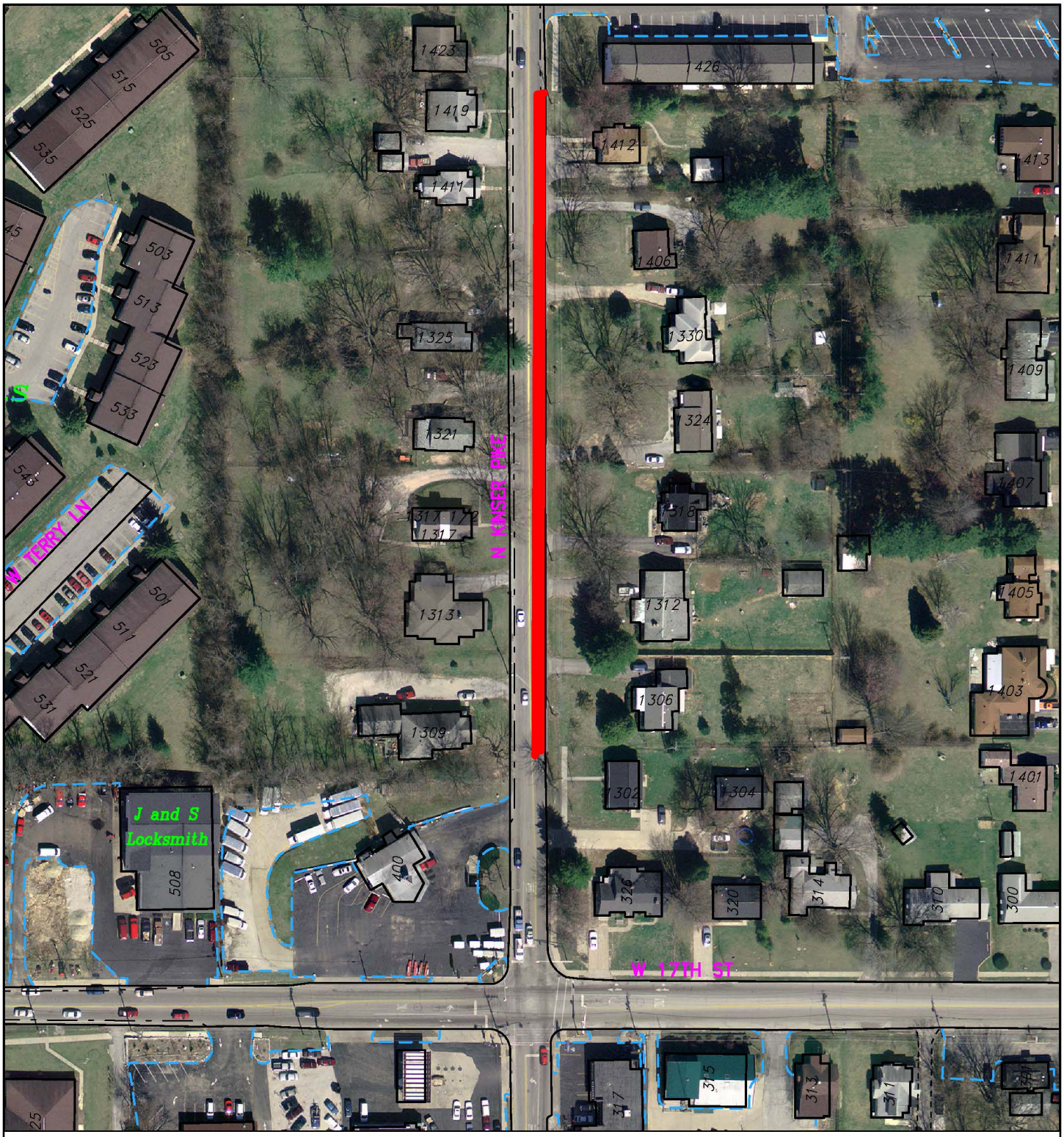
* This column was added by the Council Office. It compares 2013 with 2014 rankings and identifies changes of at least 4 slots. Robinson's memo indicates that the change reflected new "walkscores" which are derived from an online source and are "more dependent upon businesses and other data variables that may change from year to year."

Index for Maps of Sidewalk Proposals (For Initial 2014 Sidewalk Committee Meeting)

- **Includes Existing, Recently Completed, and Recently Removed Proposals (No New Projects were Proposed in 2014)**
- **In Approximate Order of Priority (Does Not Account for Two Projects with the Same Rank)**

Street	Location	Side	Comment
Kinser Pike	North of 17th to Existing Sidewalk	East/ West	*In 2012, the Committee heard a proposal for a pedestrian way to be installed within the right-of-way on the west side of the street (rather than on property outside of the current right-of-way on the east side).*
17th	Madison to Woodburn	South	
~~**3rd Street**~~	~~Bryan Ave to Travel Lodge~~	~~North~~	~~*Multi-phase project completed in 2012*~~
14th	Madison to Woodburn		*Reaffirmed for 2012 Committee.*
19th	Walnut to Dunn	(?)	*Combined 18th and 20th Street requested in 2011*
Union	4th to 7th	East	
17th	Indiana to Forrest	South	*Moved up from 11th to 6th with the 2014 evaluation*
Moores Pike	Andrews Circle to College Mall	South	
S. Rogers	1515 – 1525 S. Rogers	East	*Moved from 11th to 8th in initial 2013 evaluation*
17th St.	Crescent Street to College Avenue	South	*The scope of this project was extended to Crescent Street in 2012 Committee*
Moores Pike	Valley Forge to High	North	*Moved from ~17th to 10th with 2014 evaluation*
Smith Road	Grandview Drive to 10th	West	*Introduced for 2010 Committee and moved from ~6th to 10th place with 2014 evaluation.*
Jefferson	3rd to 7th ~~and 8th – 10th~~		*Moved from 8th to 12th place with 2014 evaluation.*
E. 7th Street	Bypass to Hillsdale Drive		*New for 2010 Committee – Possible pedestrian lane - moved from 13th to 17th in initial 2013 evaluation*
~~**Morningside**~~	~~Smith Road to Sheffield~~	~~South~~	~~*New for 2011 Committee – Completed 2012*~~
5th	Union to Hillsdale	South	
Clark Street	3rd to 7th Street		*Introduced in 2013 and moved from 19th to 15th place with 2014 evaluation.*
Miller Drive	Huntington to Olive		
Walnut	Winston/Thomas to Indiana Nat'l Guard	West	*Moved from ~20th to ~17th with 2014 evaluation*
10th	Smith Road to Russell Road	East	*Introduced in 2013*
Leonard Springs	Tapp Road to 400 feet south of Bloomfield Road	East	*Introduced in 2013. While the roadway is within the City, the adjacent parcels and necessary right-of-way lies in the County. Moved from ~27th to 17th place with 2014 evaluation.*
Fairview Street	Wylie Street to Allen Street		*Relisted in 2010. Moved from 15th to 20th place with 2014 evaluation.*
Sheffield Drive	Morningside Drive to Plymouth Road	West	*Introduced in 2013.*
Palmer (street connection)	Wylie to 1st		*Moved from 18th to 22nd with 2014 evaluation.*
Wylie St.	Lincoln to Henderson		*New in 2012*
High	Covenanter to 2nd	East	*Repair – raise curb*
Rockport Road	Countryside Lane to Tapp Road	West	*This combines two requests – one in 2010 for the segment from Countryside Lane to Tapp Road; and, another in 2012 for the acquisition of right-of-way for a portion just north of Coolidge (which was envisioned as a partnership with HAND, CDBG, and Public Works and with completion after 2012).*
Walnut	Hoosier to Legends	West	*Moved from 13th to 26th place with the 2014 evaluation*
Bryan Street	3rd to 7th Street		*Introduced in 2013*
Walnut	SR 45//46 to 500 feet North of Fritz Drive	West	*Introduced in 2013*
Nancy	Mark to Hillside	West	

~~**Lincoln Street**~~	~~SW corner at Grimes (existing – crumbling ramp)~~		~~*Internal inquiry for 2012 Committee*~~ *Dropped in 2012 – Did not meet criteria*
Smith Road	Hagan Street to Brighton Avenue	West	*New for 2011 Committee.*
~~**Covenanter Drive**~~	~~Ruby to High~~	~~South~~	~~*Removed in 2011 in favor of sidewalk on Marilyn Drive*~~
Morningside Drive	Sheffield Drive to Park Ridge Road	North	*New in 2012. First evaluation in 2013*
Maxwell Lane	Highland to Sheridan	North	*Highland to Jordan completed in 2013. Moved from 28th to 33rd with 2014evaluation. This will complete links from Henderson to High Street*
Mitchell Street	Maxwell Lane to Circle Drive	East	*New for 2012 Committee. A pedestrian Lane was approved in 2012. Moved from 27th to 33rd place with 2014 evaluation.*
Rhorer Road	Walnut to Sare	North	*Moved from 31st to 35th with 2014 evaluation.*
Dunn	SR 45/46 to Tamarack Trace	East	
Graham Drive	Rockport Road to Rogers Street		*New for 2010 Committee*
Kinser Pike	North of Acuff	West	
Ramble Road	Ramble to Dunn	East	
~~**Southdowns**~~	~~Jordan to Mitchell~~	~~South~~	~~*Relisted for 2011 – Completed in 2012*~~
~~**Ruby Lane/Covenanter Drive**~~	~~Nancy to Hillside~~	~~South~~	~~*Removed in 2011 in favor of sidewalk on Marilyn Drive*~~
~~**Clubhouse Drive**~~	~~Kinser to Old SR 37~~		~~Removed Winter of 2009-10~~



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

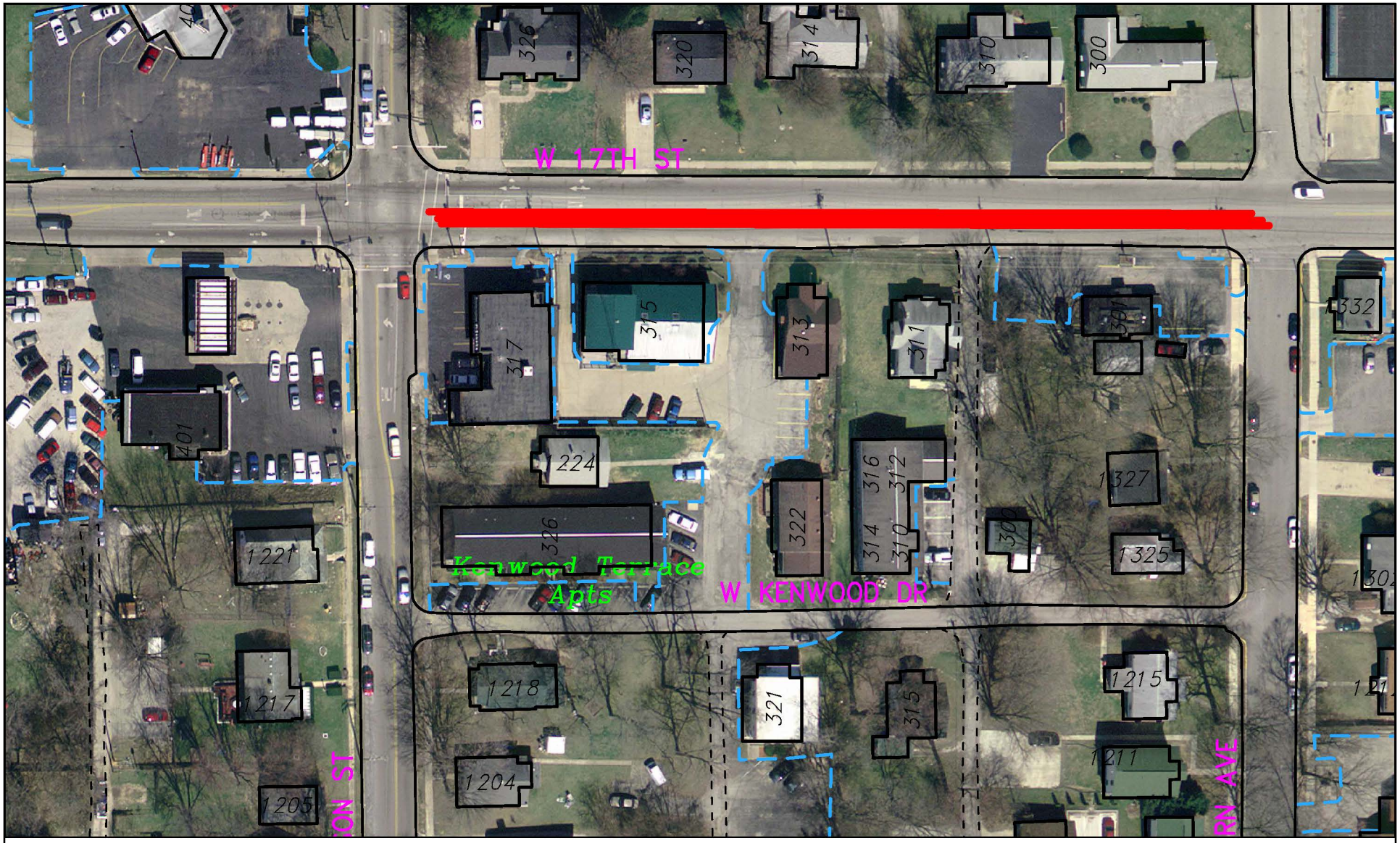
120 0 120 240 360

N

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

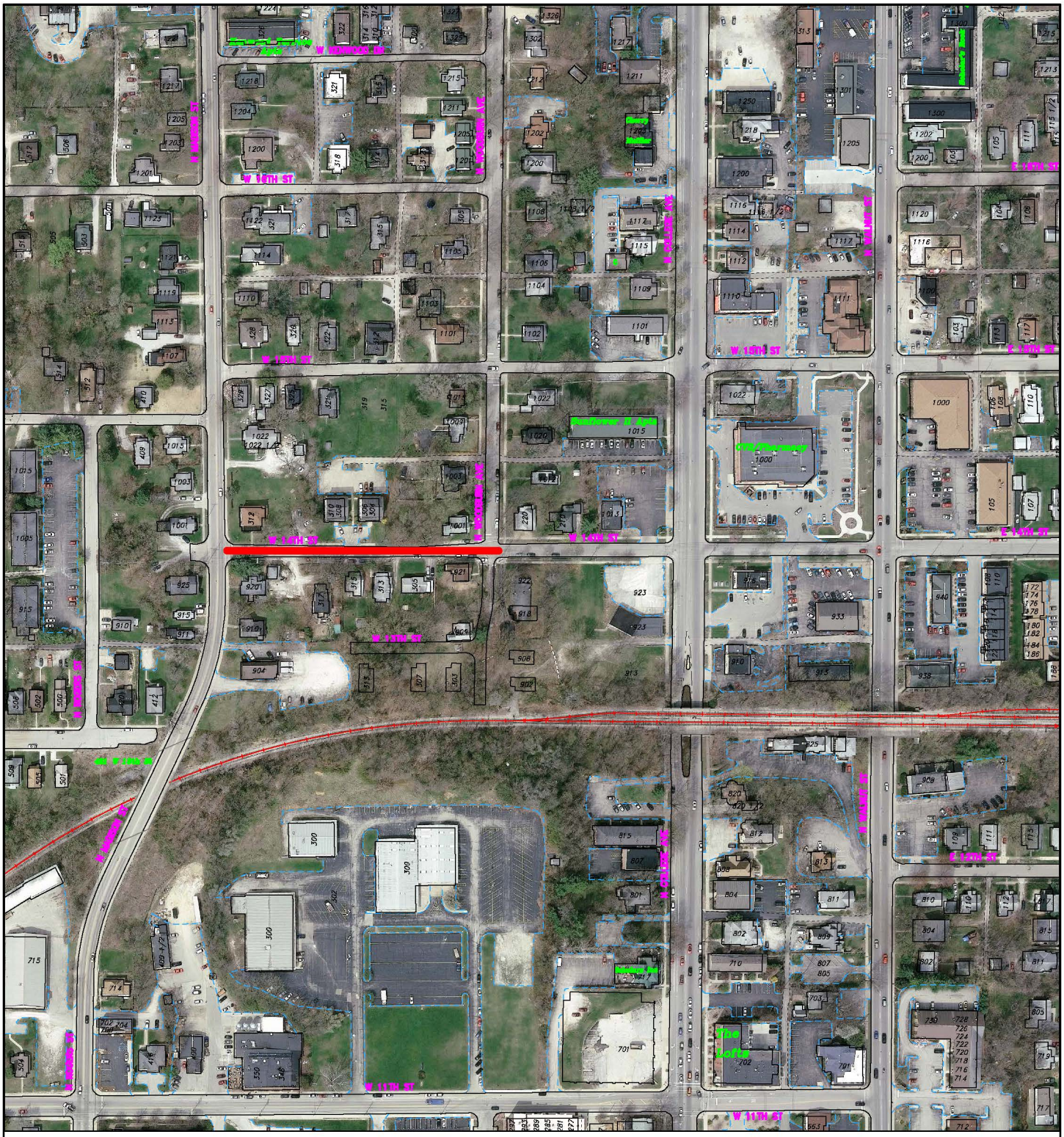
80 0 80 160 240 320

For reference only; map information NOT warranted.

N

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

250 0 250 500 750

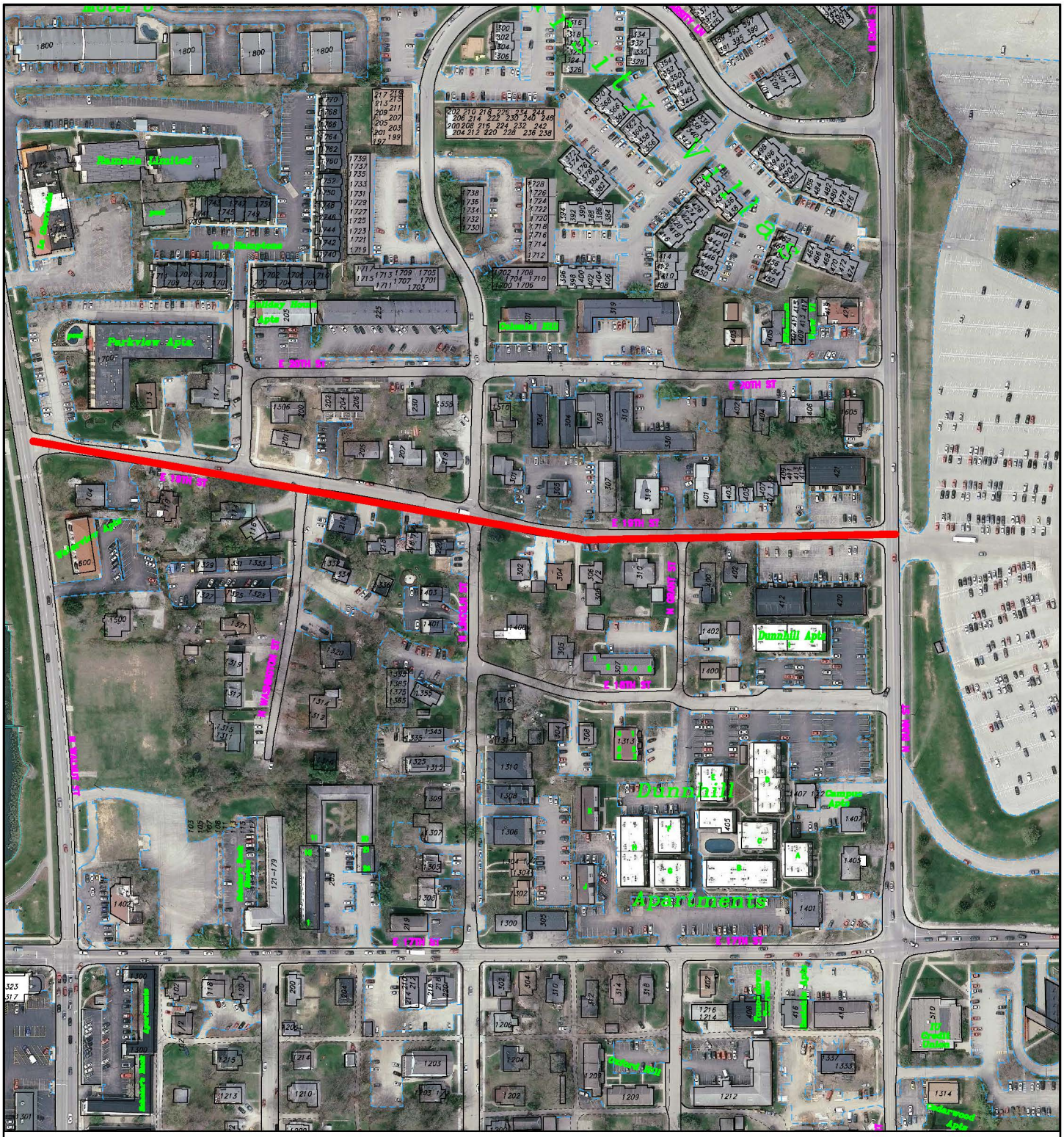
N

City of Bloomington

Clerk & Council

Scale: 1" = 250'

For reference only; map information NOT warranted.



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

250 0 250 500 750

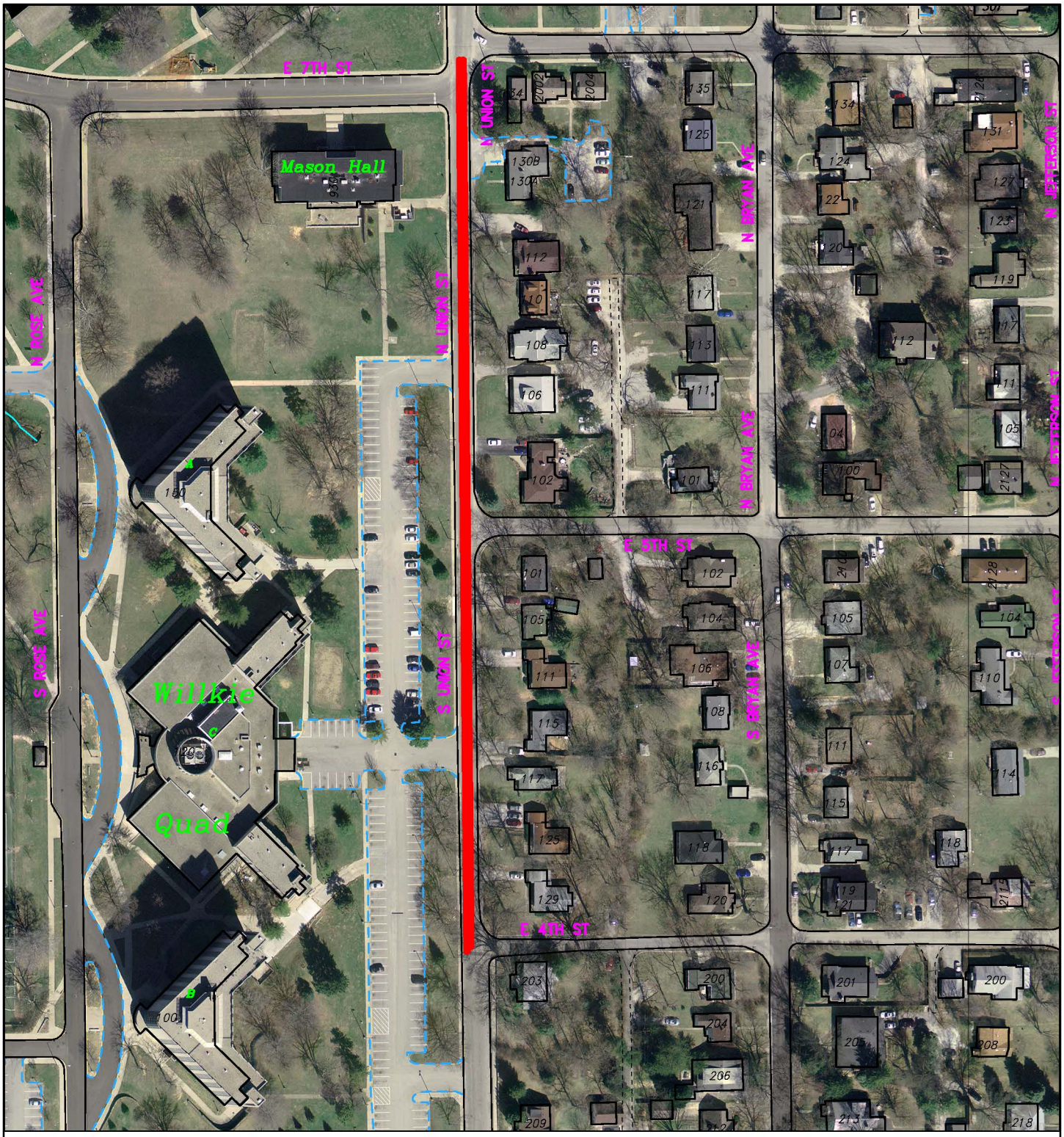
N

City of Bloomington

Clerk & Council

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

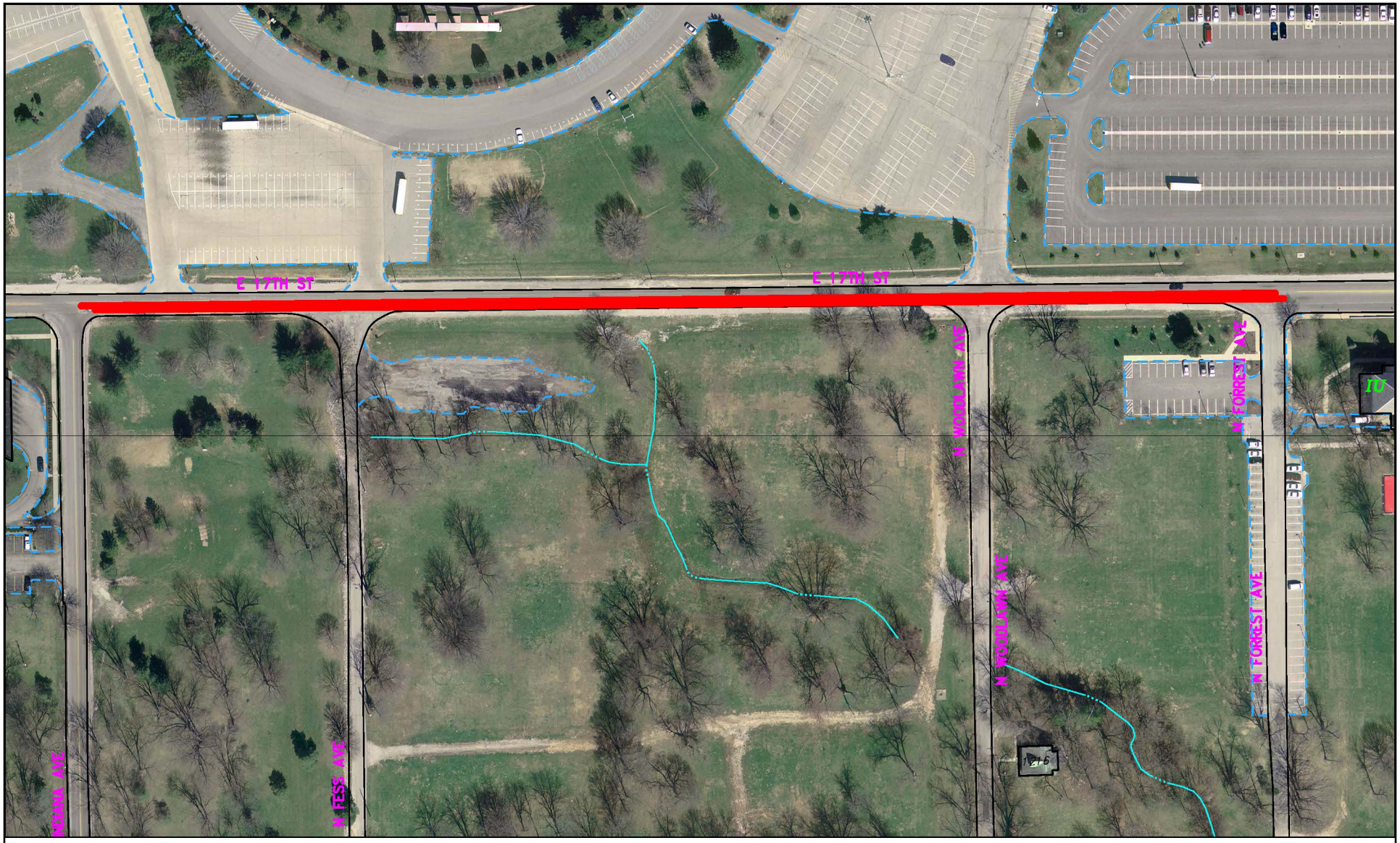
150 0 150 300 450

N

City of Bloomington
Clerk & Council

Scale: 1" = 150'

For reference only; map information NOT warranted.



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

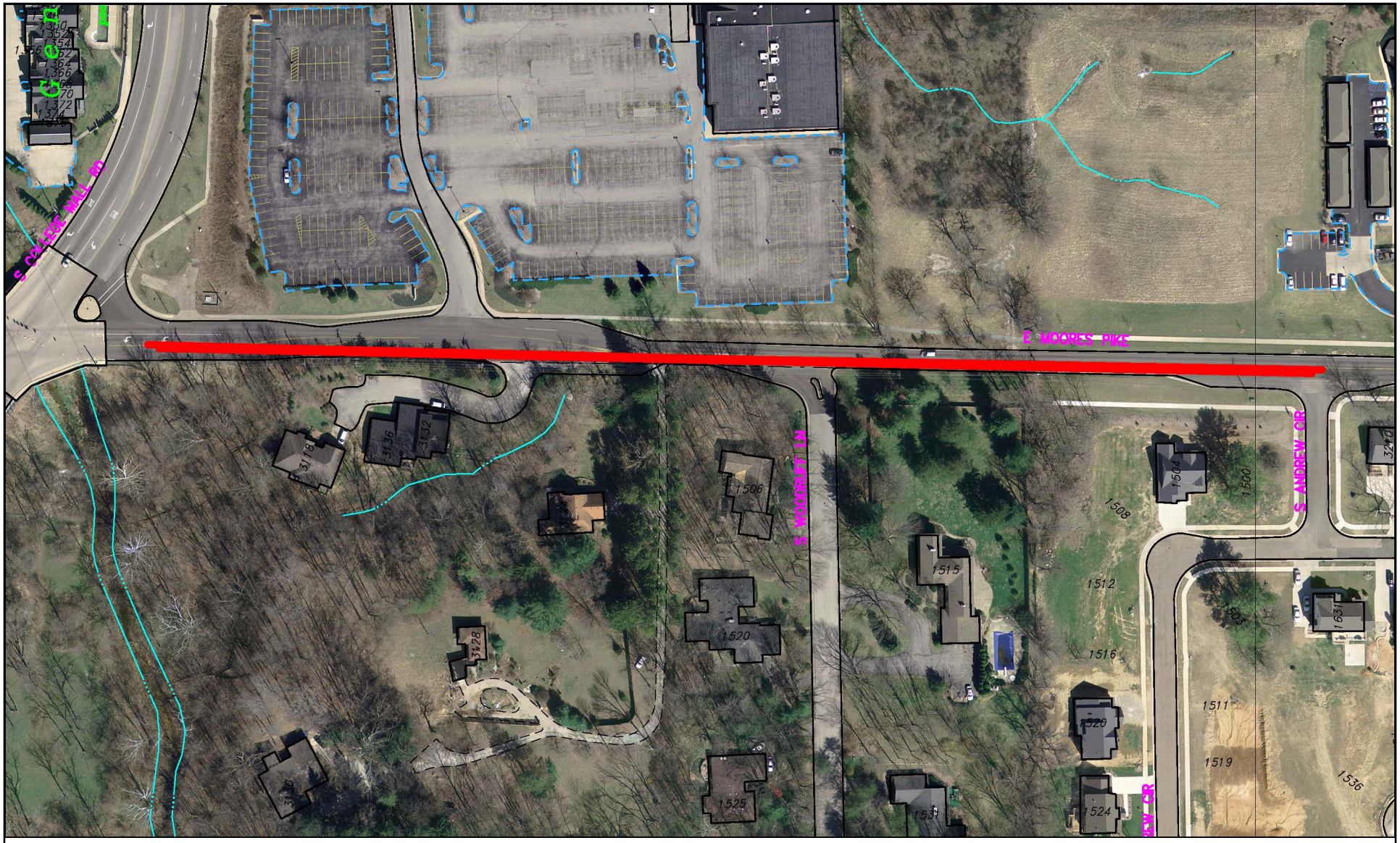
150 0 150 300 450 600

N

City of Bloomington
Clerk & Council

Scale: 1" = 150'

For reference only; map information NOT warranted.



2009 Council Sidewalk Committee

Dave Rollo's request for a sidewalk on the south side of Moores Pike (from Andrew to Sare)

By: fallsm

6 Oct 08

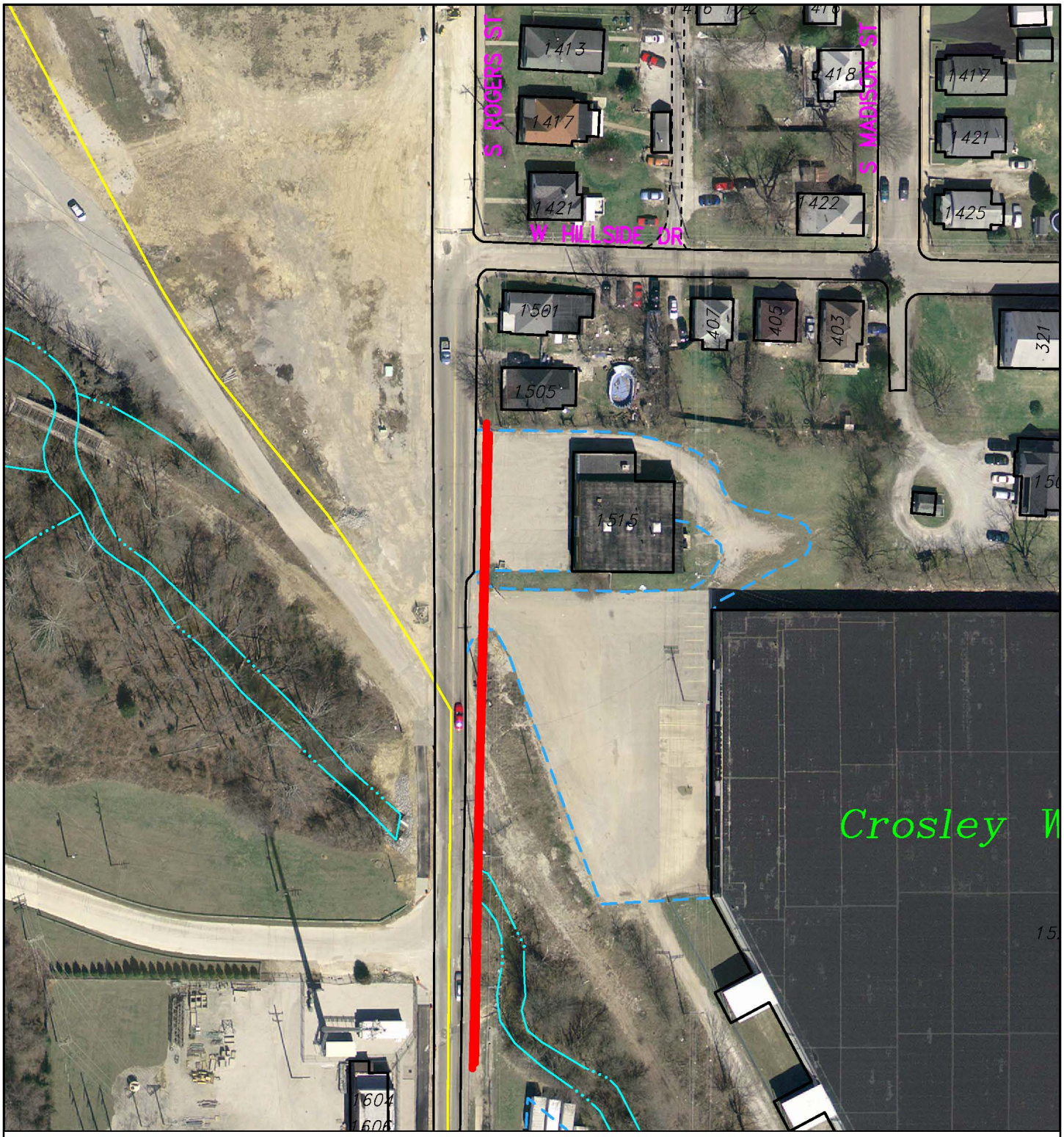
150 0 150 300 450 600

N

City of Bloomington
Clerk & Council

Scale: 1" = 150'

For reference only; map information NOT warranted.



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

100 0 100 200 300

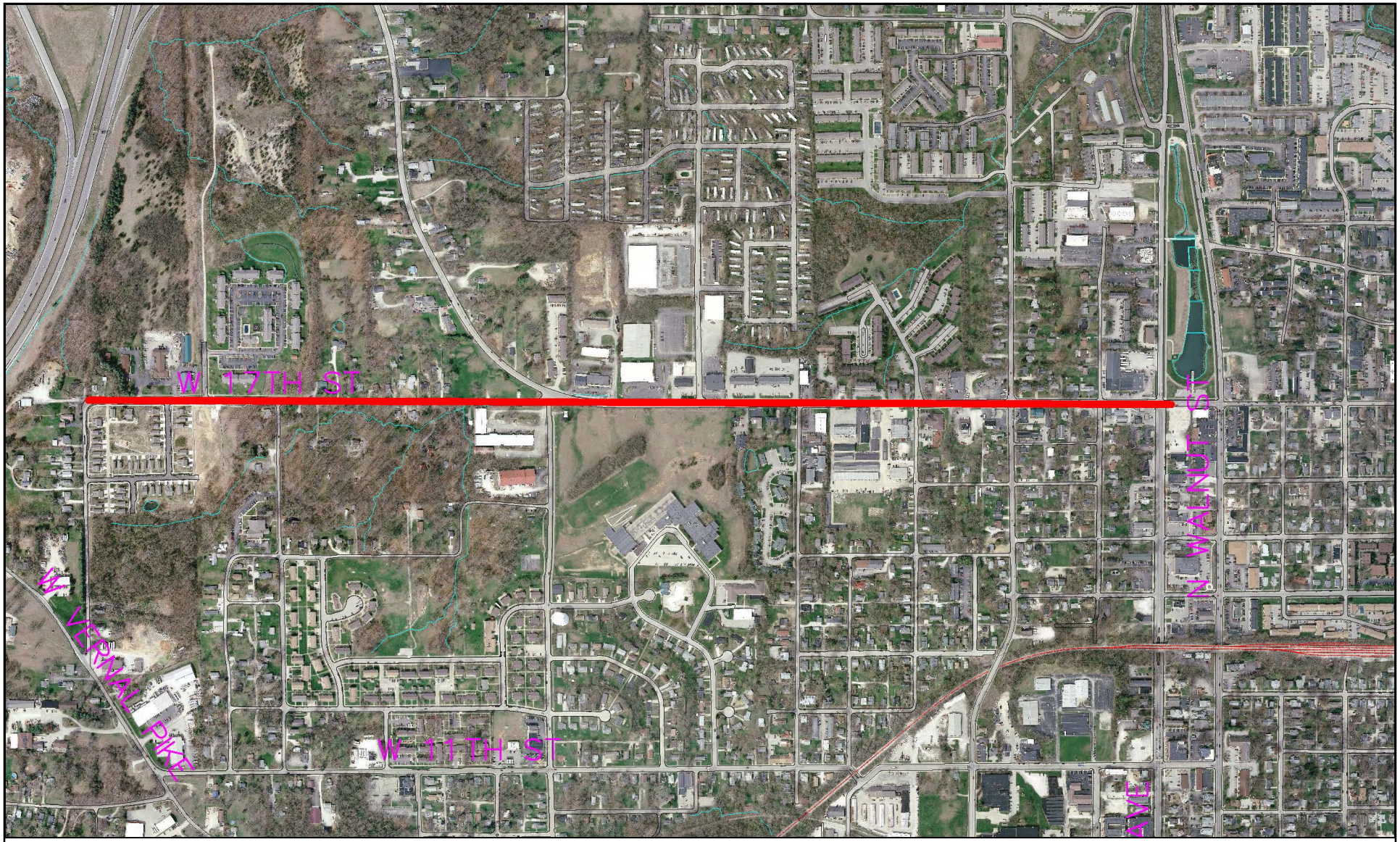
N

City of Bloomington

Clerk & Council

Scale: 1" = 100'

For reference only; map information NOT warranted.



Council Sidewalk Committee – 2012 Project Request

Design and Construct Missing Links on W. 17th from Crescent to College

By: shermand

1 Nov 11

File: LL17th

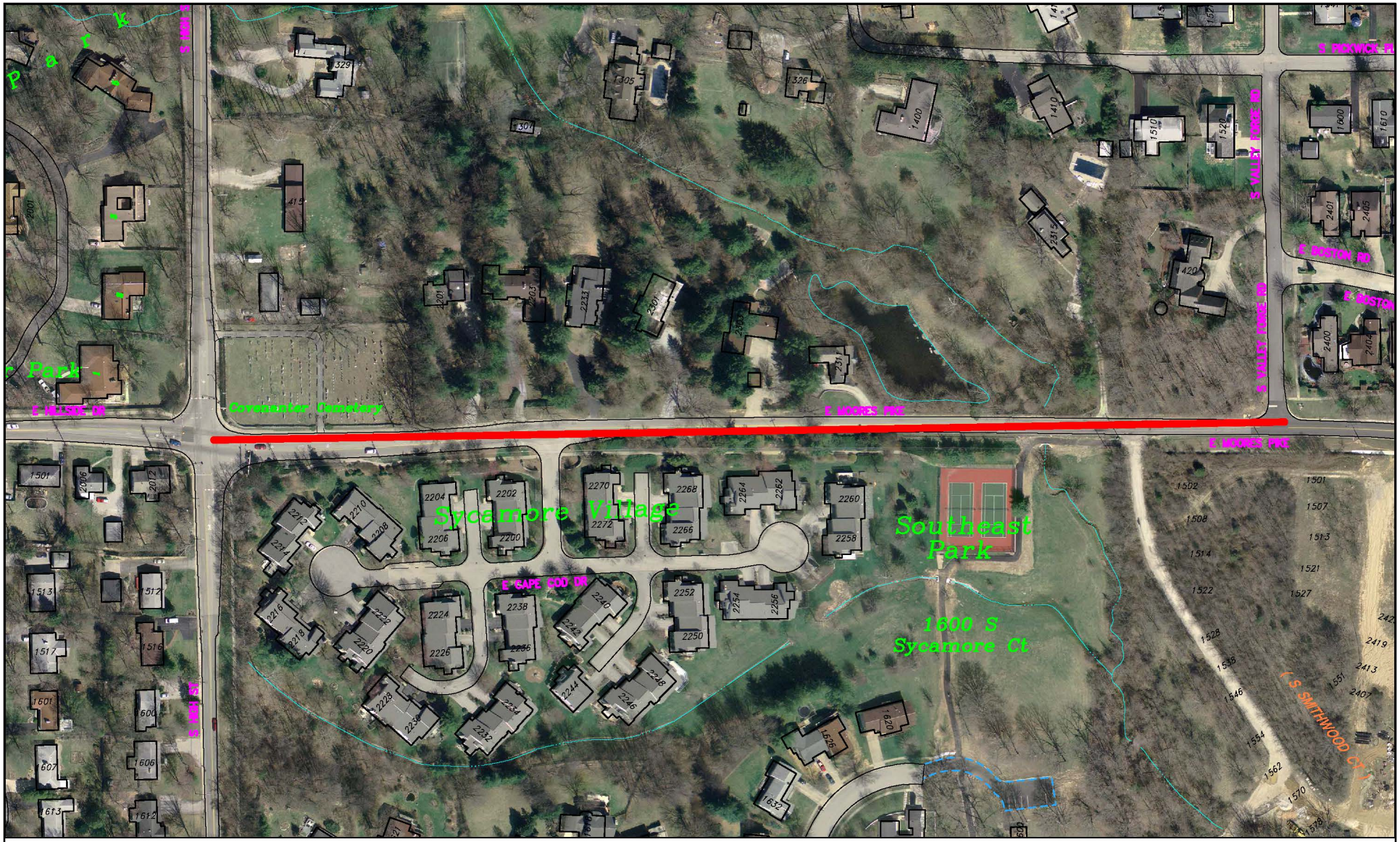
800 0 800 1600 2400 3200

For reference only; map information NOT warranted.

N

City of Bloomington
Clerk & Council

Scale: 1" = 800'



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

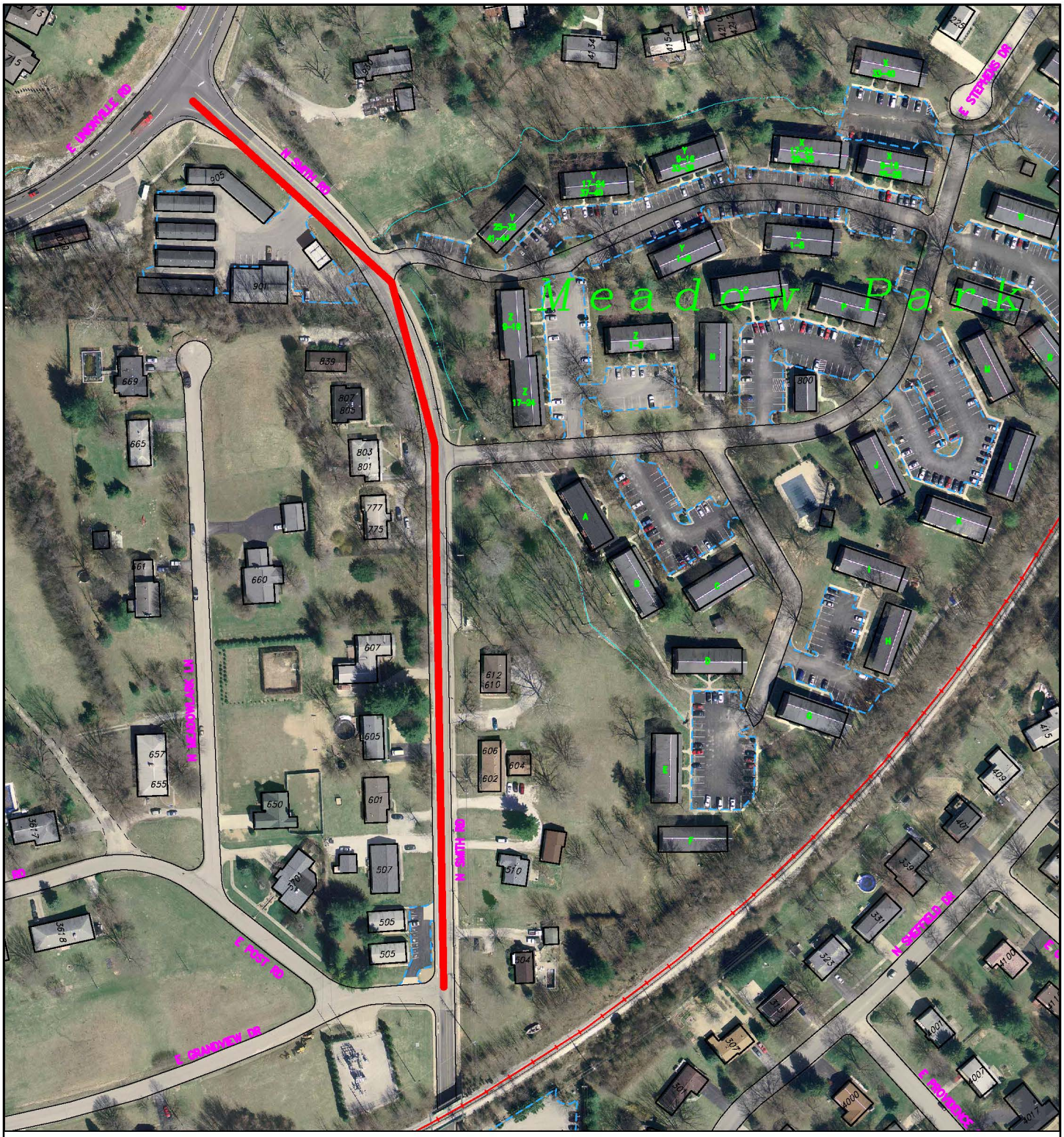
200 0 200 400 600 800

N

City of Bloomington
Clerk & Council

Scale: 1" = 200'

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

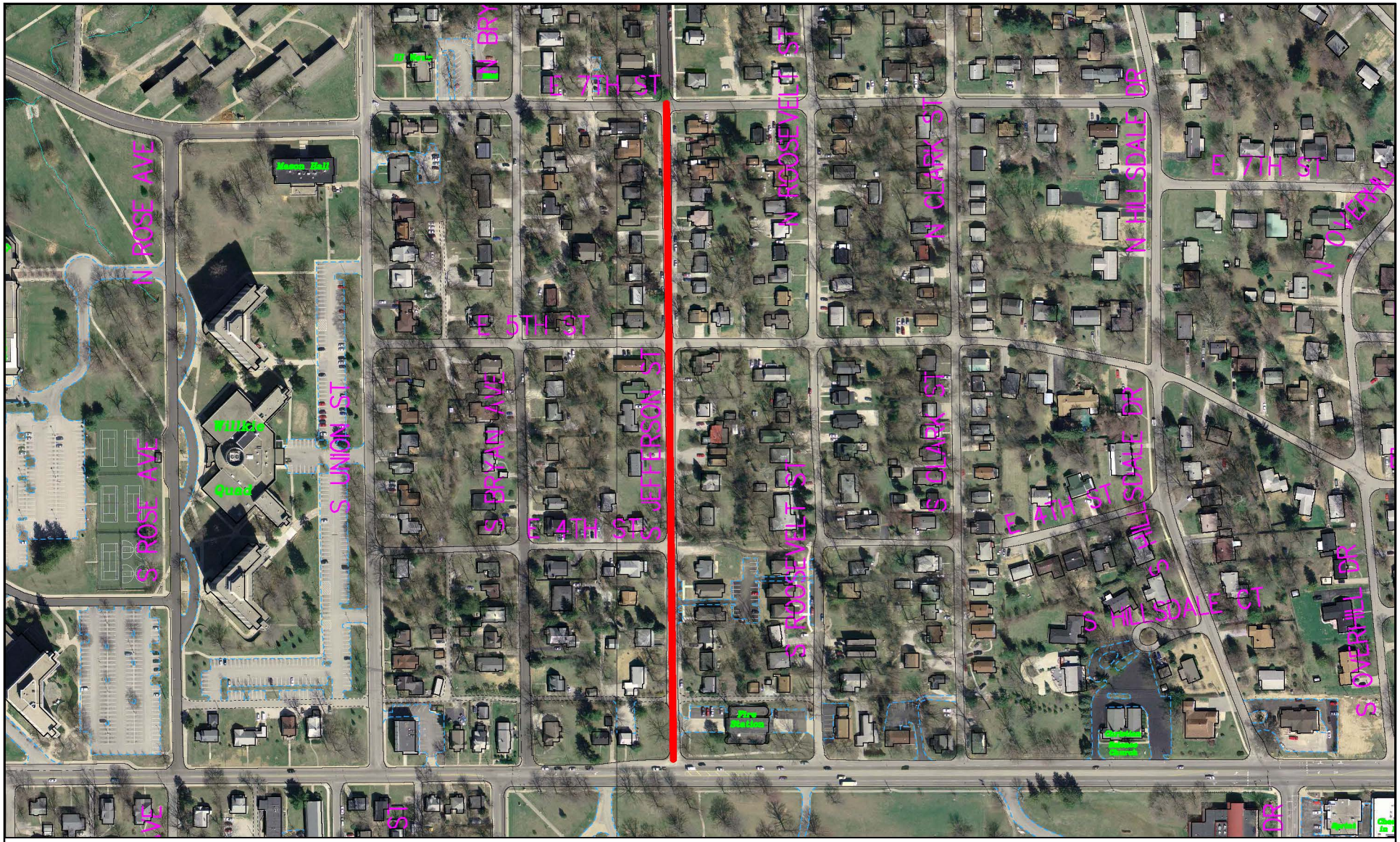
200 0 200 400 600

N

City of Bloomington
Clerk & Council

Scale: 1" = 200'

For reference only; map information NOT warranted.



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

300 0 300 600 900 1200

N

City of Bloomington
Clerk & Council

Scale: 1" = 300'

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

200 0 200 400 600

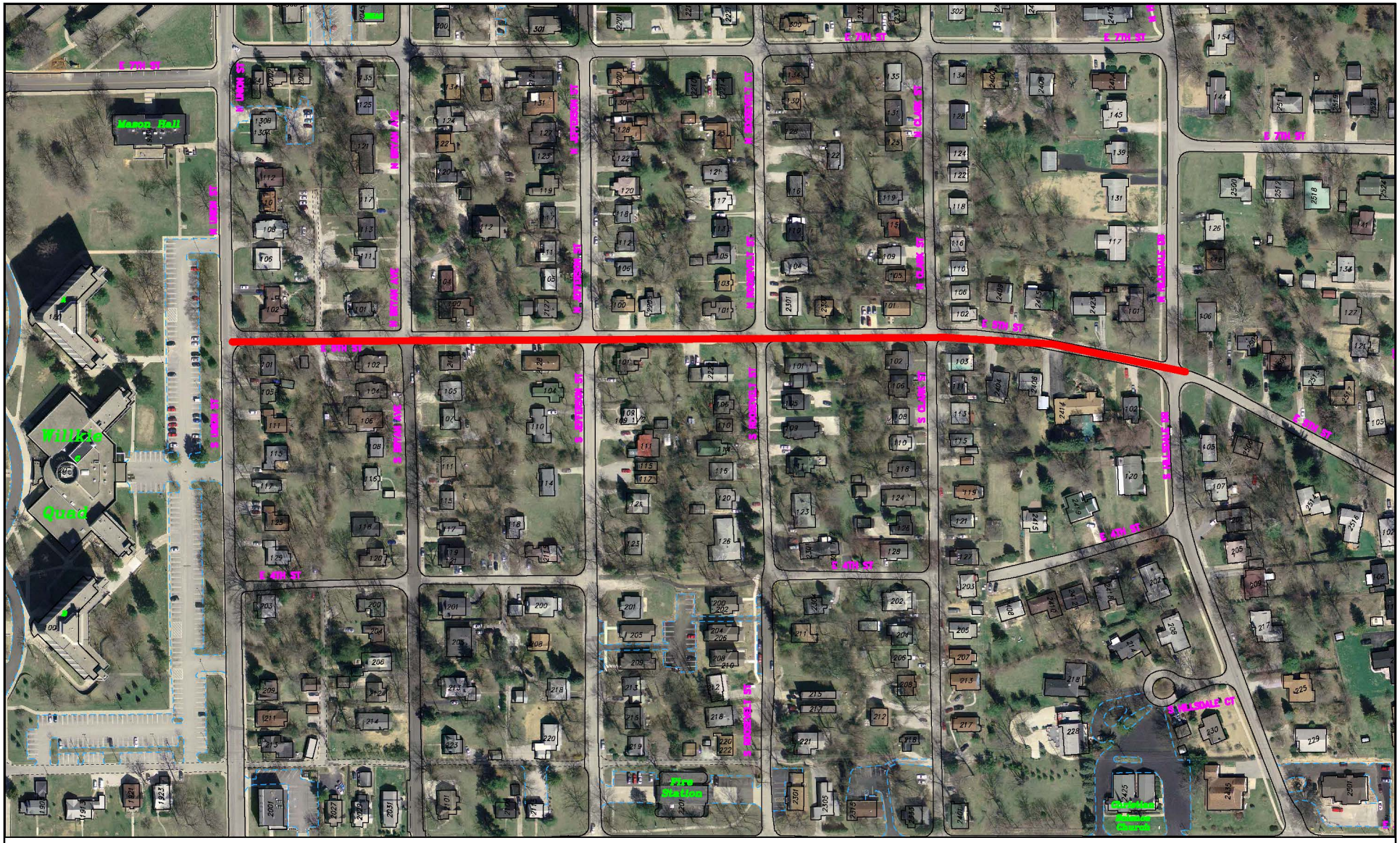
N

City of Bloomington

Clerk & Council

Scale: 1" = 200'

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

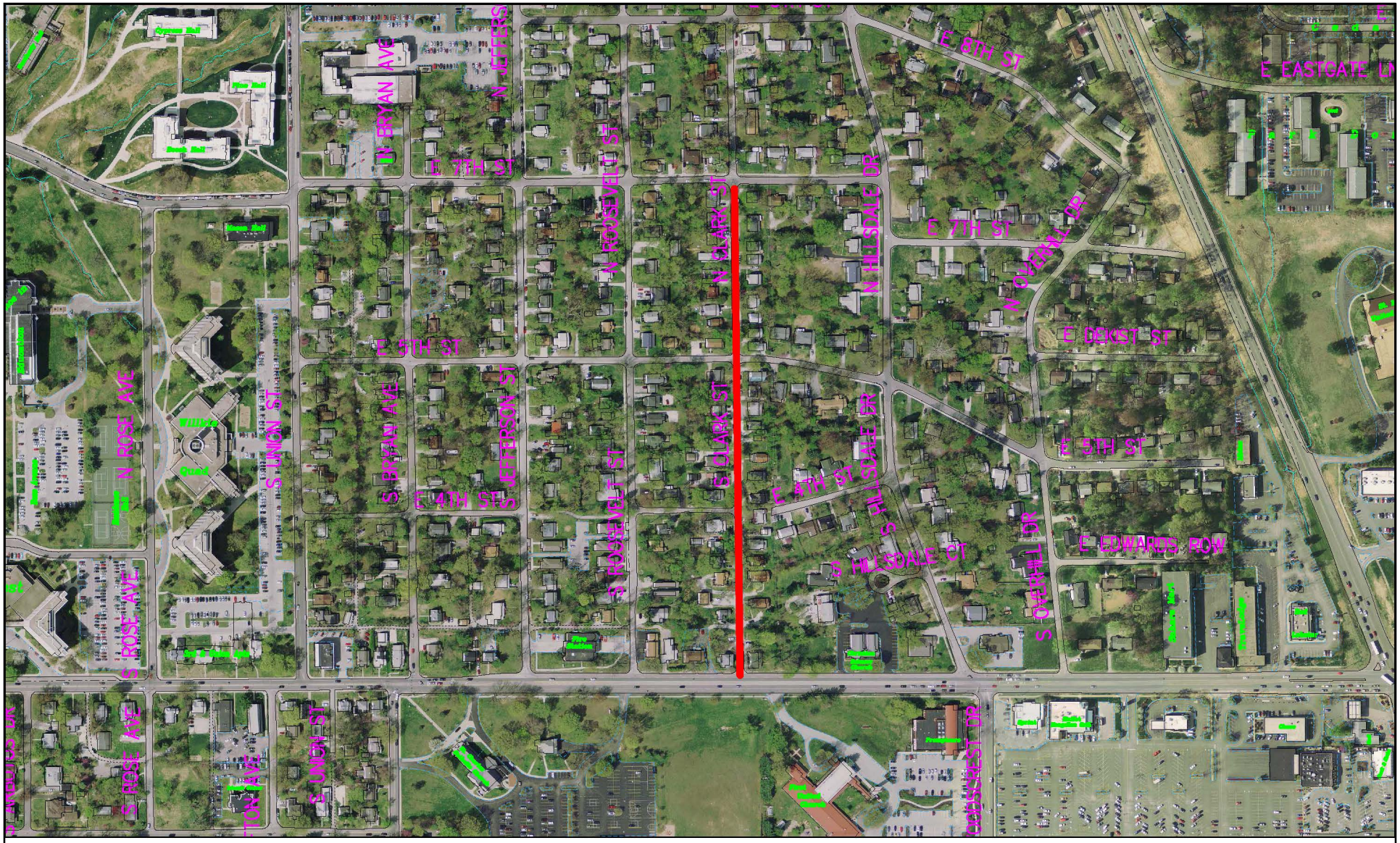
250 0 250 500 750 1000

N

City of Bloomington
Clerk & Council

Scale: 1" = 250'

For reference only; map information NOT warranted.



Council Sidewalk Committee for 2013 – Request from Councilmember Spechler
Clark Street from Third to Seventh (Either Side)

By: shermand
20 Dec 12

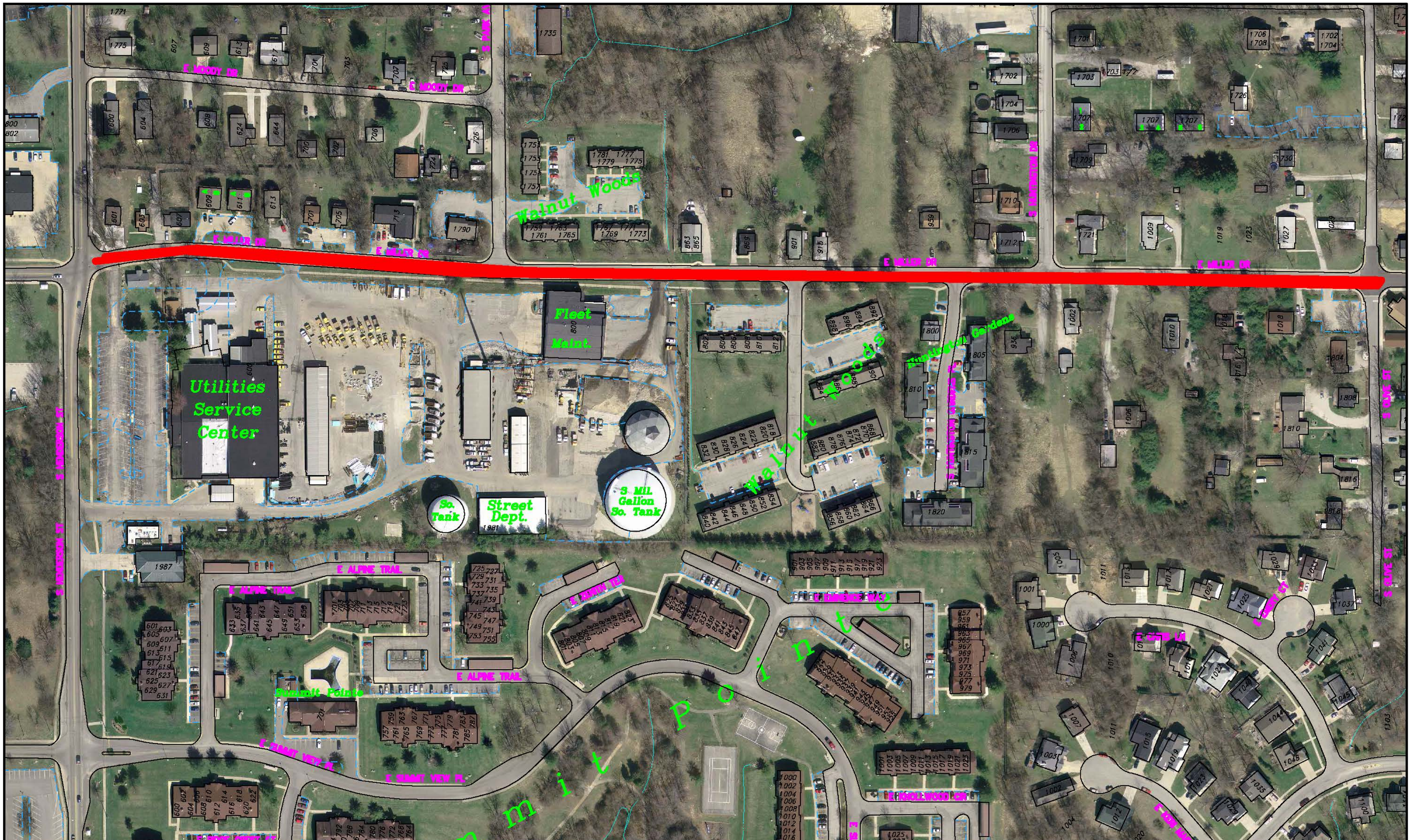
400 0 400 800 1200 1600

N

City of Bloomington
Clerk & Council

Scale: 1" = 400'

For reference only; map information NOT warranted.



2009 Council Sidewalk Committee

Ms. Markum's request for sidewalks on both sides of East Miller Drive

City of Bloomington
Clerk & Council

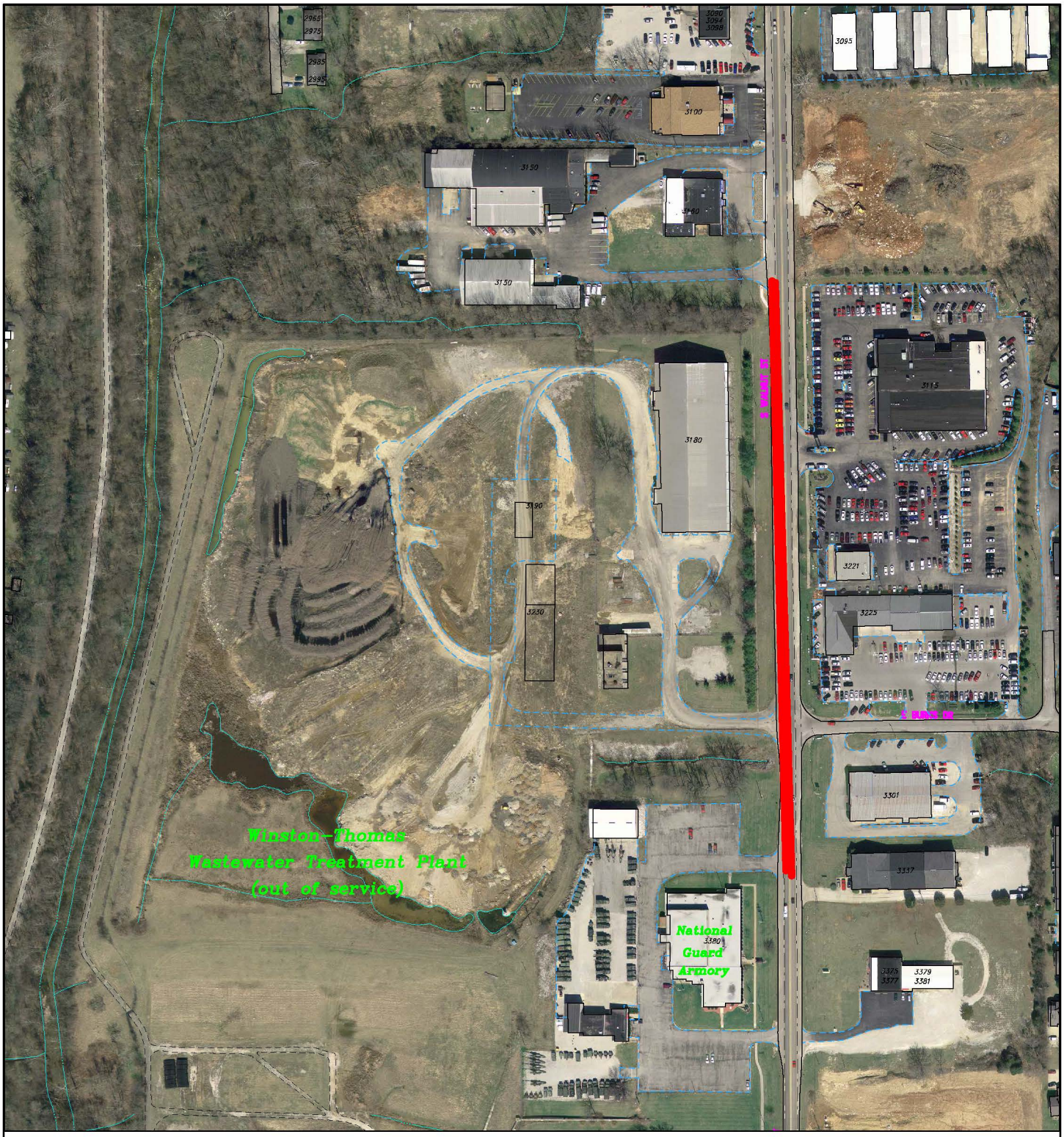
By: fallsm
7 Oct 08

250 0 250 500 750 1000

N

Scale: 1" = 250'

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

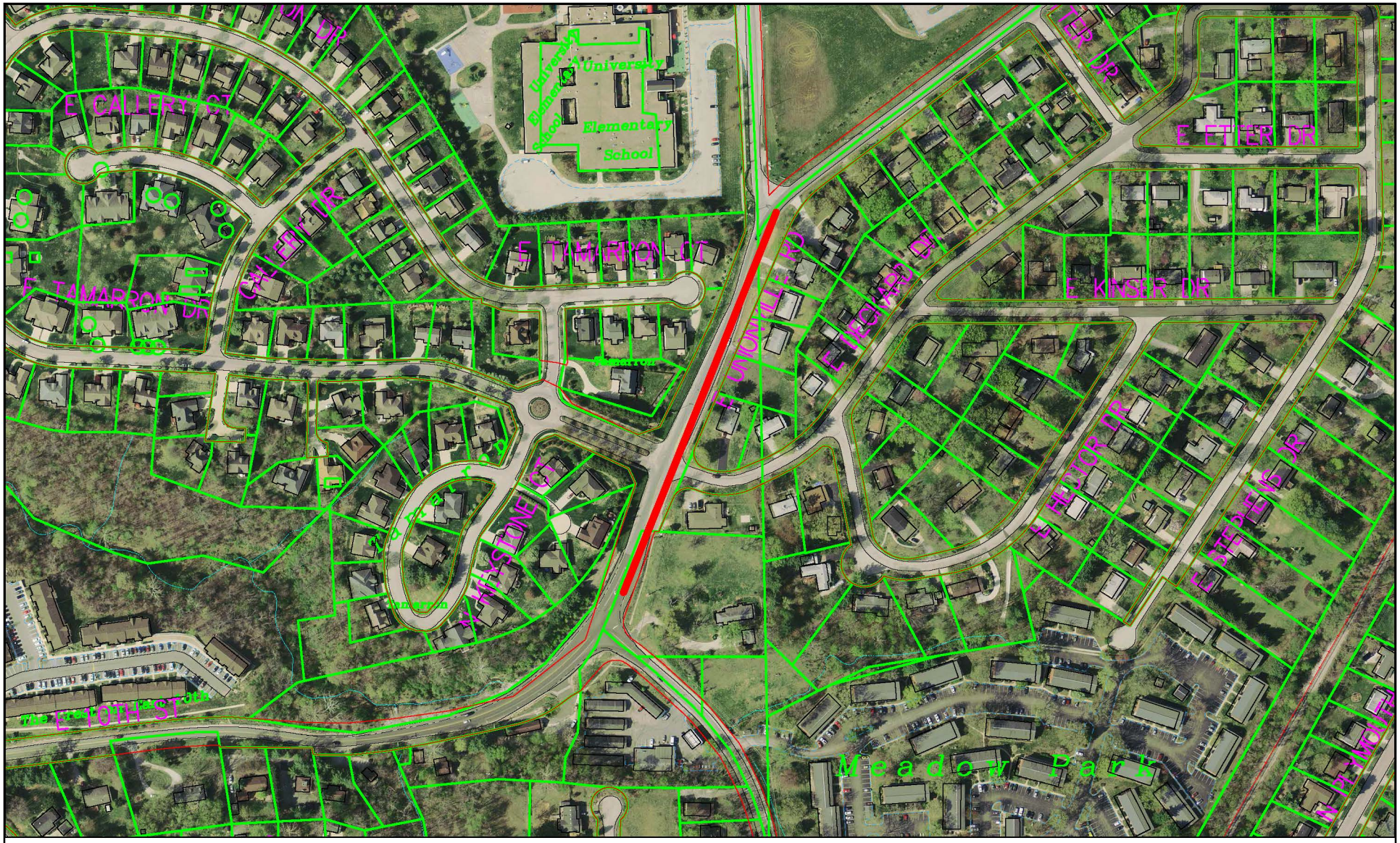
By: fallsm
6 Oct 08

250 0 250 500 750

N

Scale: 1" = 250'

For reference only; map information NOT warranted.



Council Sidewalk Committee for 2013 – Request from Councilmember Spechler
Fill in Missing Sidewalks on East 10th Street from Smith to Russell Road (South Side)

By: shermand
19 Dec 12

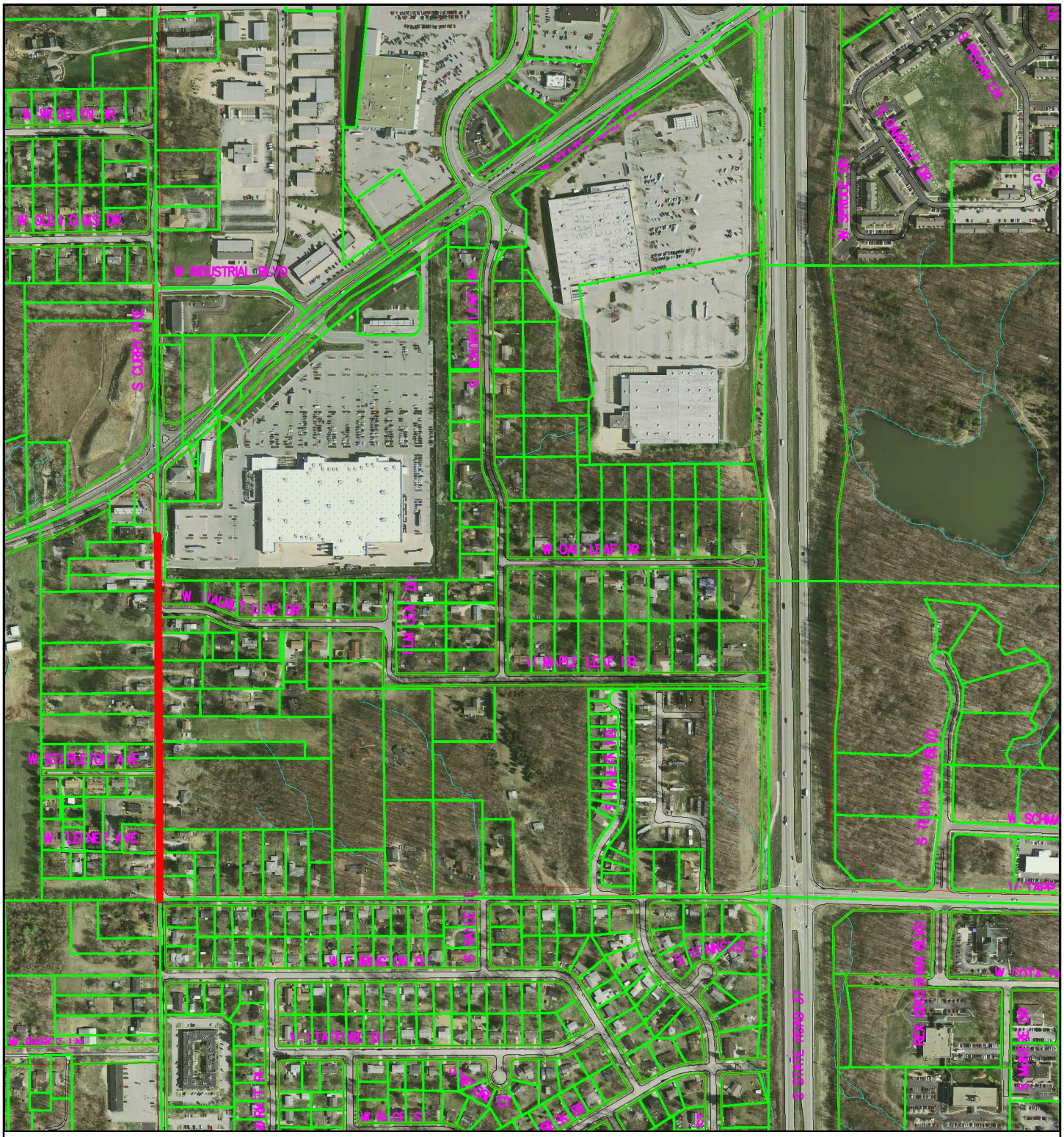
300 0 300 600 900 1200

For reference only; map information NOT warranted.

N

City of Bloomington
Clerk & Council

Scale: 1" = 300'



Council Sidewalk Committee for 2013 – Request from County and Councilmember Sturbaum

Leonard Springs from Existing Sidewalk Near Bloomfield Rd to Tapp Road (East Side)

City of Bloomington
Clerk & Council

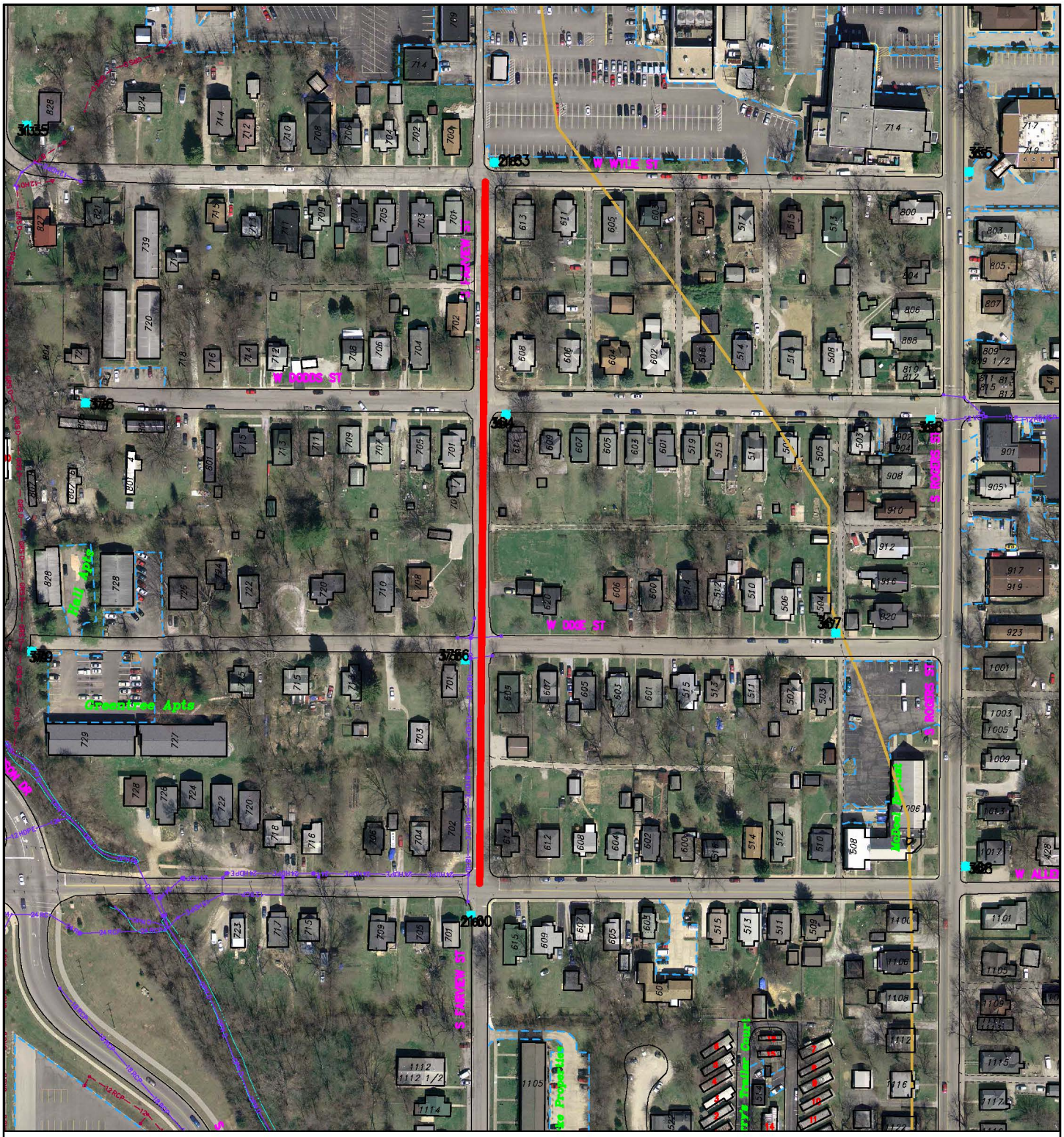
By: shermand
18 Dec 12

600 0 600 1200 1800

N

Scale: 1" = 600'

For reference only; map information NOT warranted.



2011 Council Sidewalk Committee

Request for Sidewalk on Fairview from Wylie to Allen Streets

By: shermand

14 Sep 10

File: LPfrvw

200 0 200 400 600

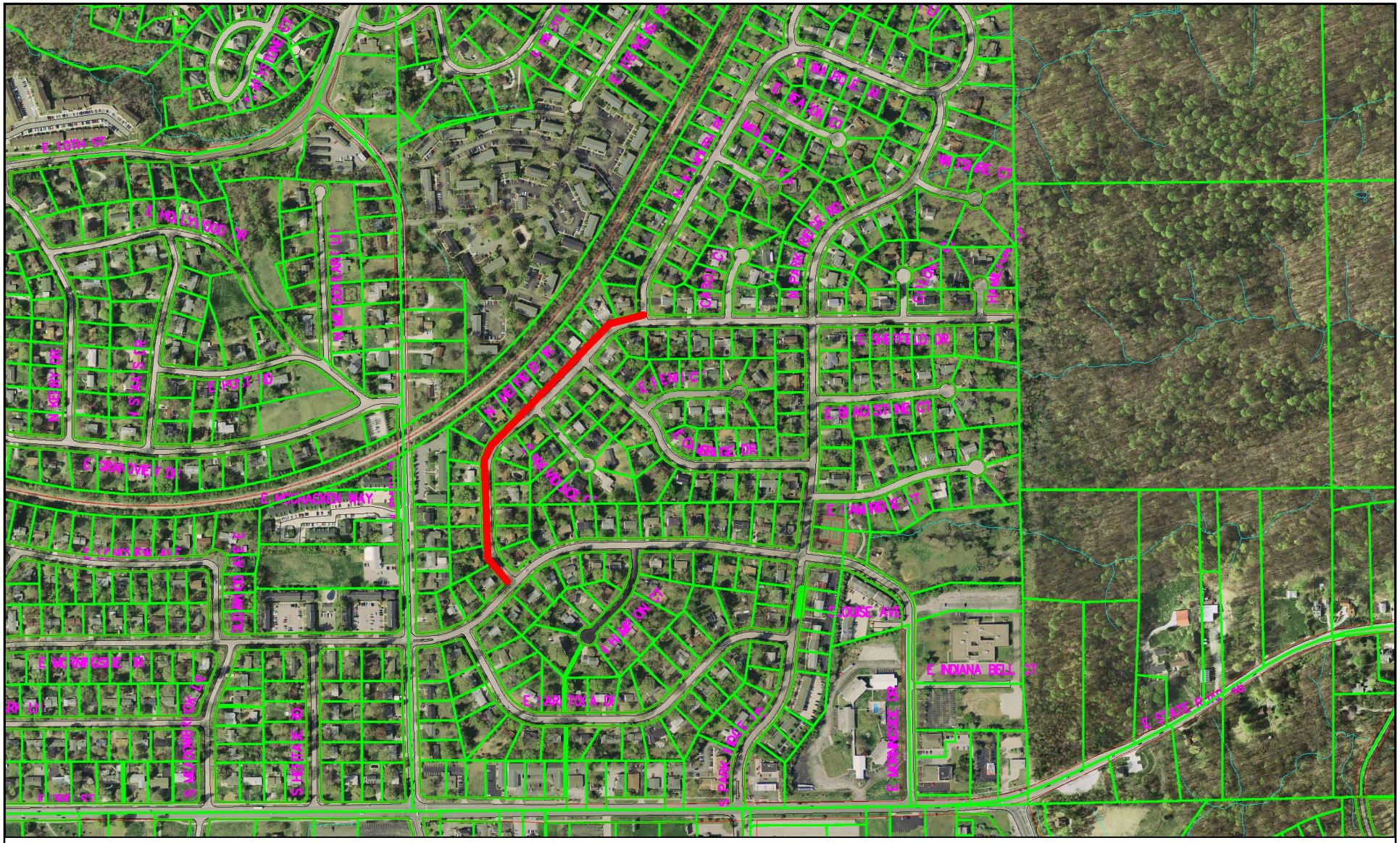
N

City of Bloomington

Clerk & Council

Scale: 1" = 200'

For reference only; map information NOT warranted.



Council Sidewalk Committee for 2013 – Request from Councilmember Spechler
Sidewalk on Sheffield from Morningside Drive to Plymouth Road (West Side)

By: shermand
19 Dec 12

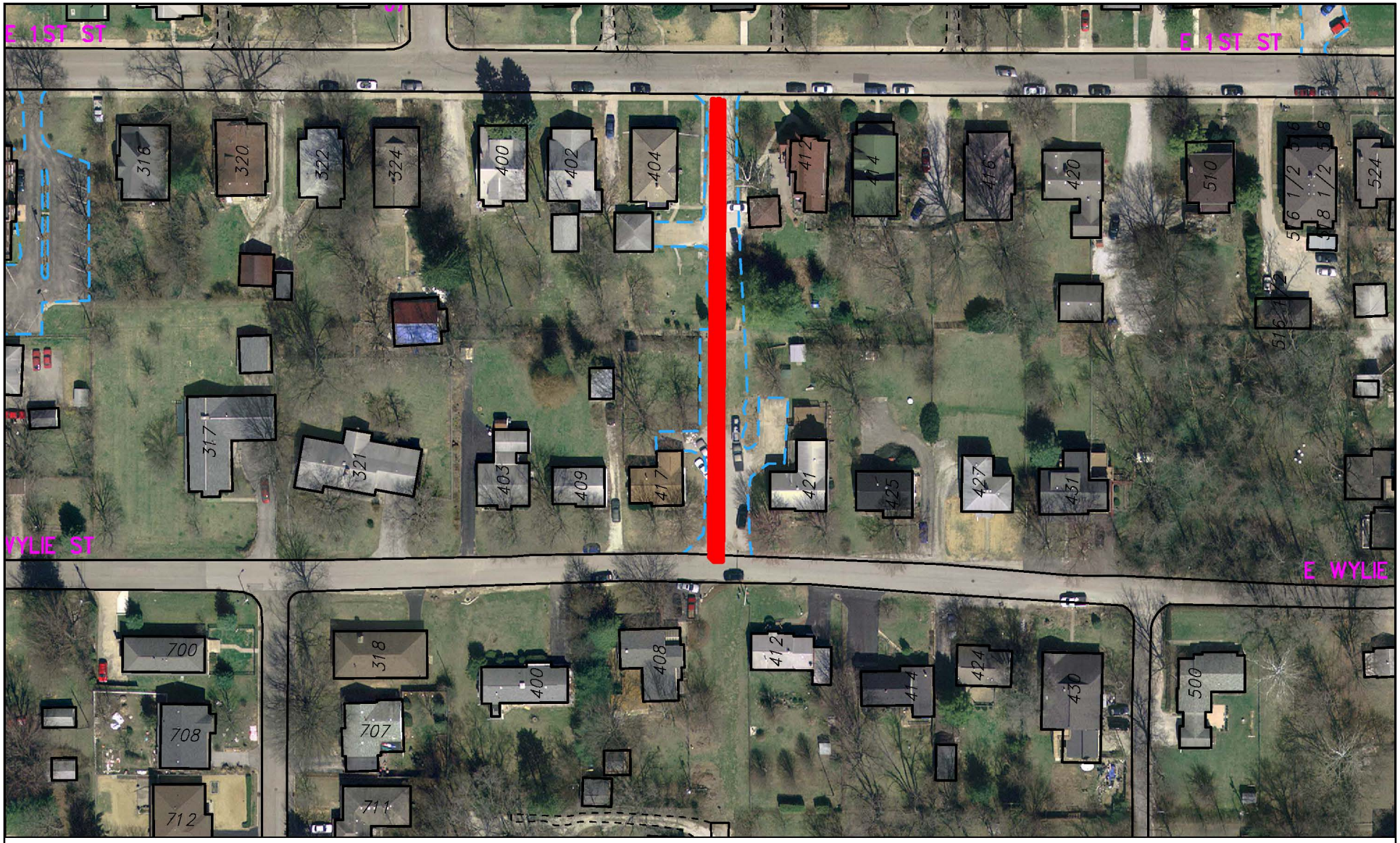
600 0 600 1200 1800 2400

N

City of Bloomington
Clerk & Council

Scale: 1" = 600'

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

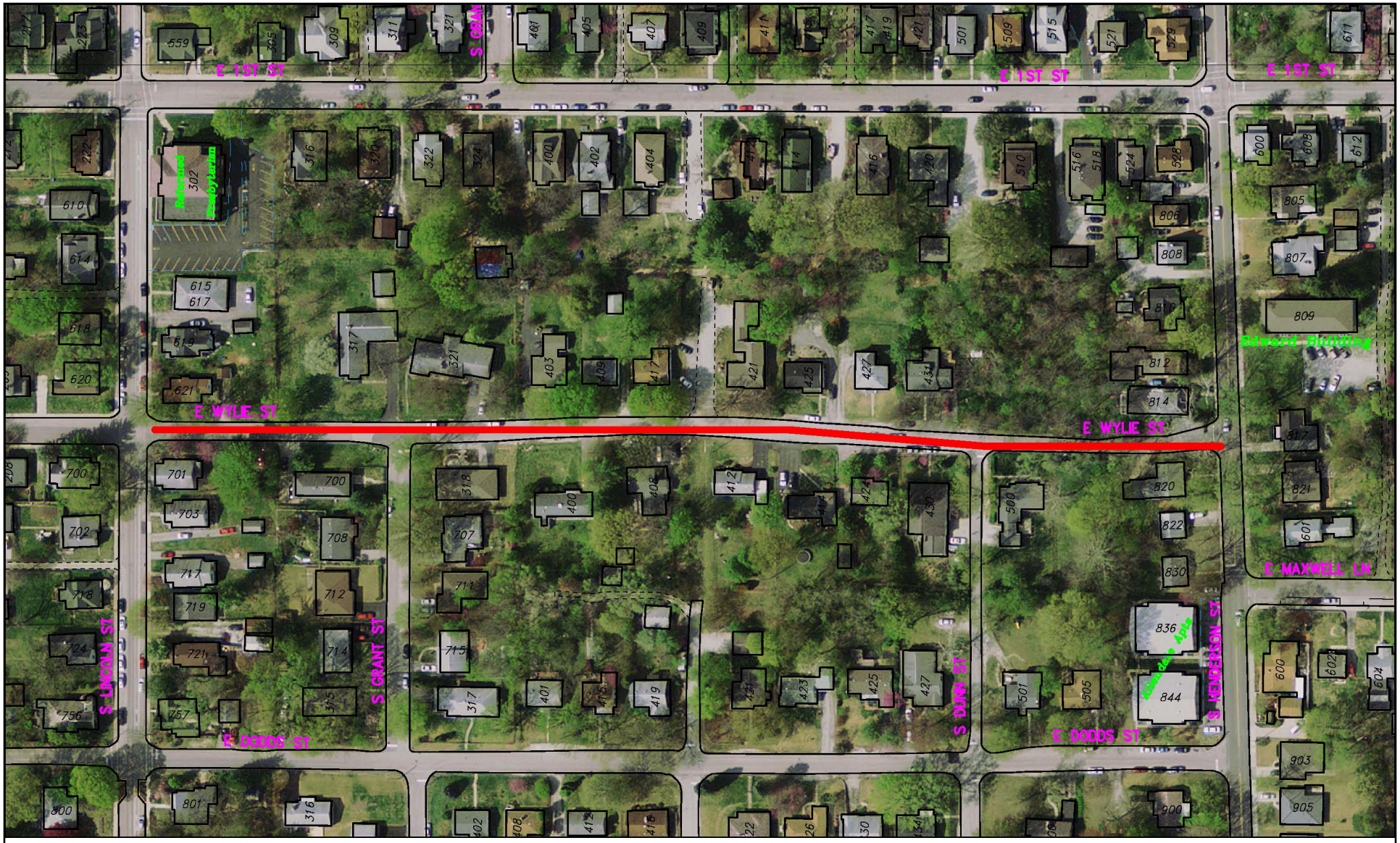
100 0 100 200 300 400

N

City of Bloomington
Clerk & Council

Scale: 1" = 100'

For reference only; map information NOT warranted.



Council Sidewalk Committee for 2013 – Request from Mr. Zook
Wylie Street from Dunn (or perhaps Lincoln) to Henderson

By: shermand
18 Dec 12

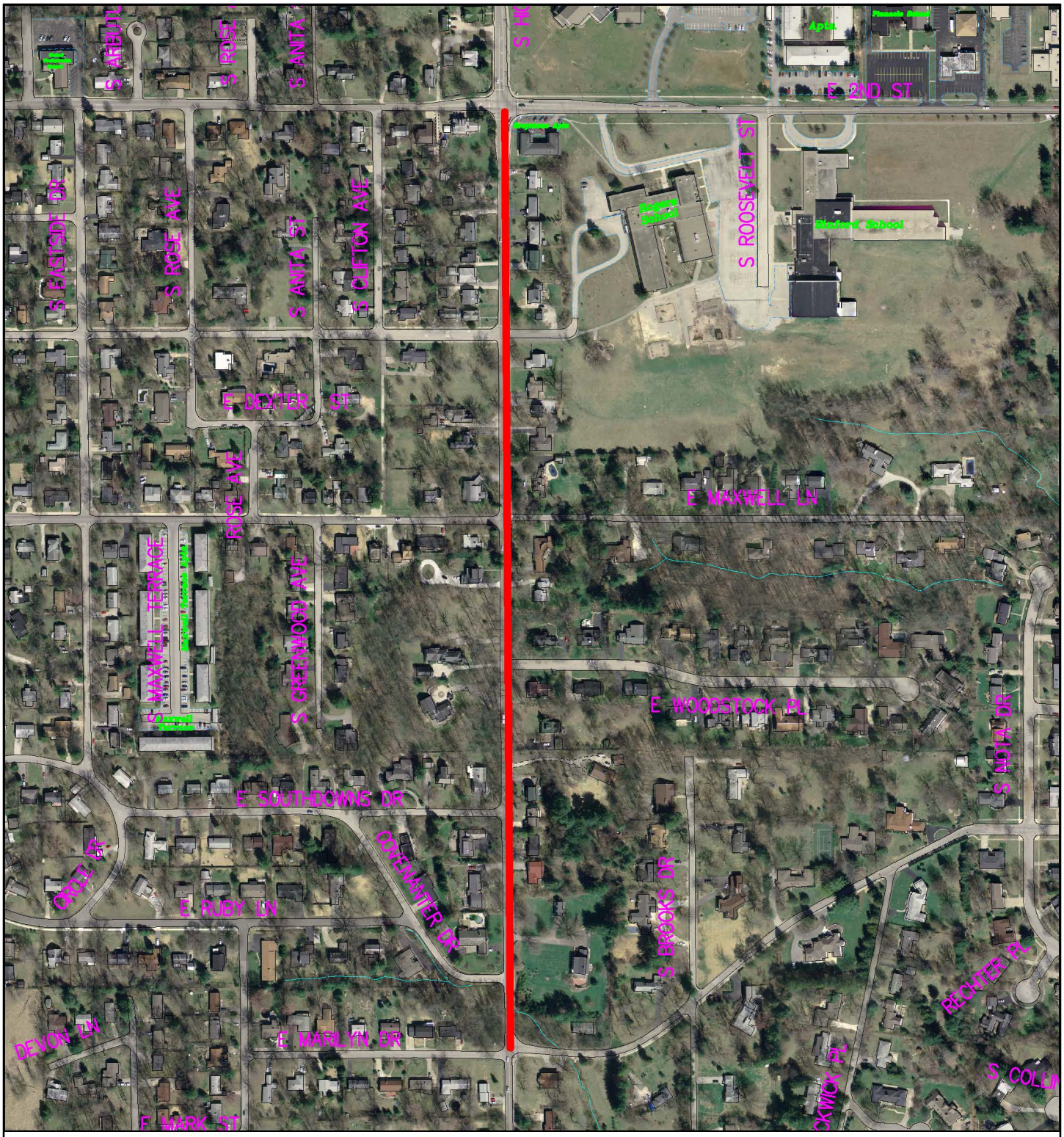
150 0 150 300 450 600

N

City of Bloomington
Clerk & Council

Scale: 1" = 150'

For reference only; map information NOT warranted.



2009 Council Sidewalk Committee

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

By: fallsm

6 Oct 08

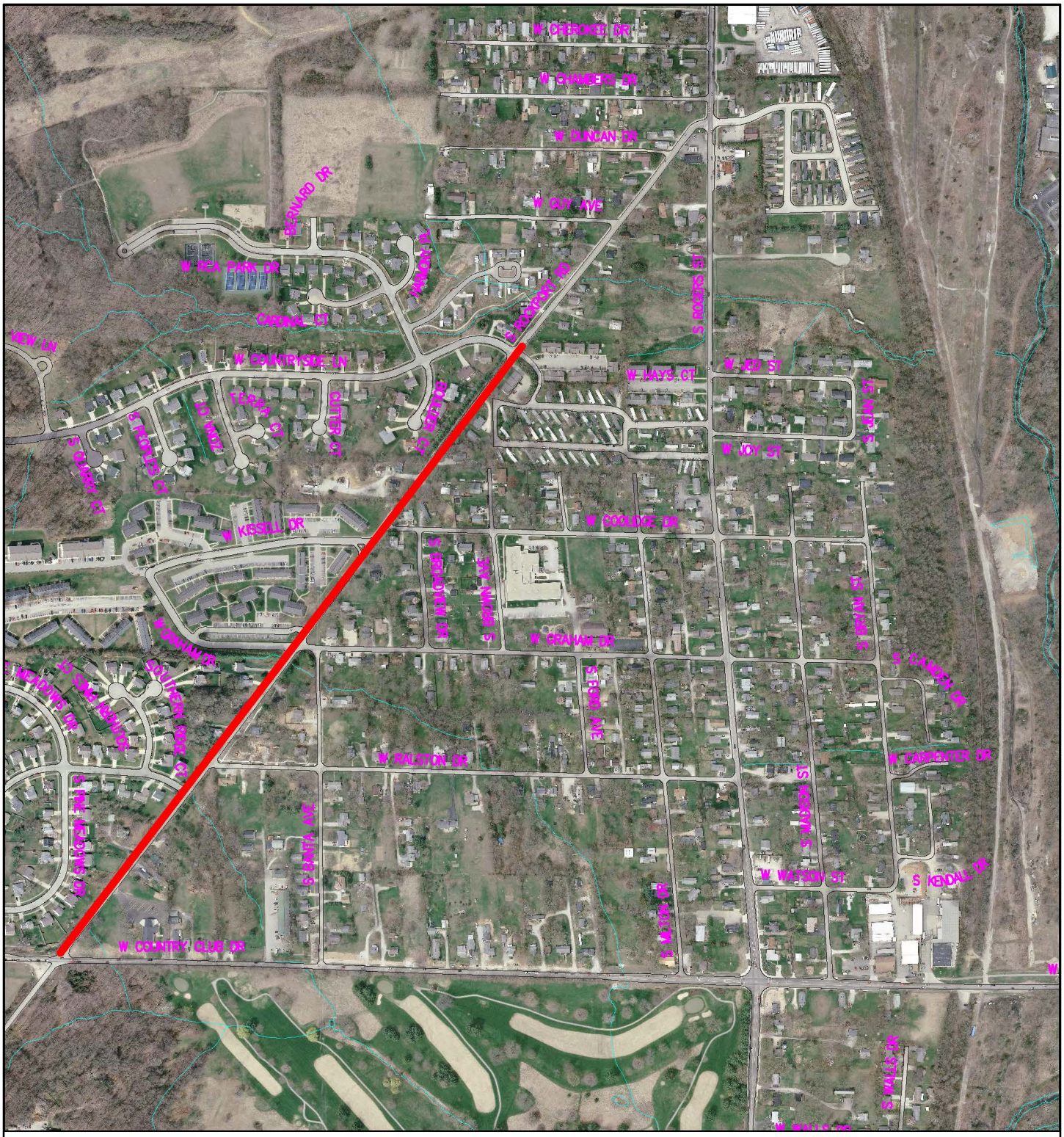
400 0 400 800 1200

N

City of Bloomington
Clerk & Council

Scale: 1" = 400'

For reference only; map information NOT warranted.



Council Sidewalk Committee – Project Requests

Rockport Road – Construct missing sidewalks from Tapp Road to Countryside Lane (West) or fund design for sidewalks (including estimates for acquisition of R-O-W) in anticipation of CDBG funding

City of Bloomington

By: shermand

2 Nov 11

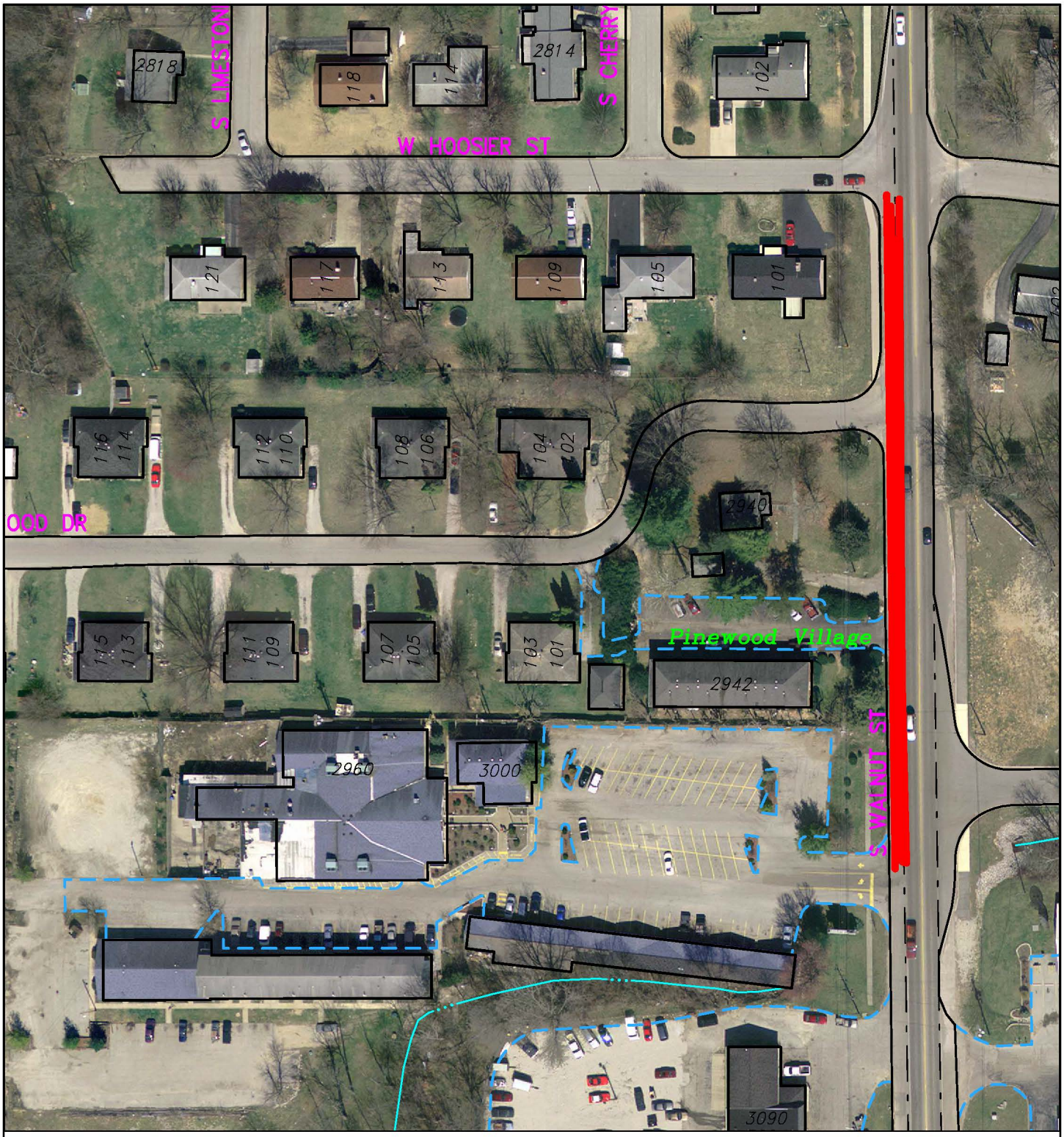
File: LPrr2

600 0 600 1200 1800

N

Scale: 1" = 600'

For reference only; map information NOT warranted.



2009 Council Sidewalk Committee

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

By: fallsm

6 Oct 08

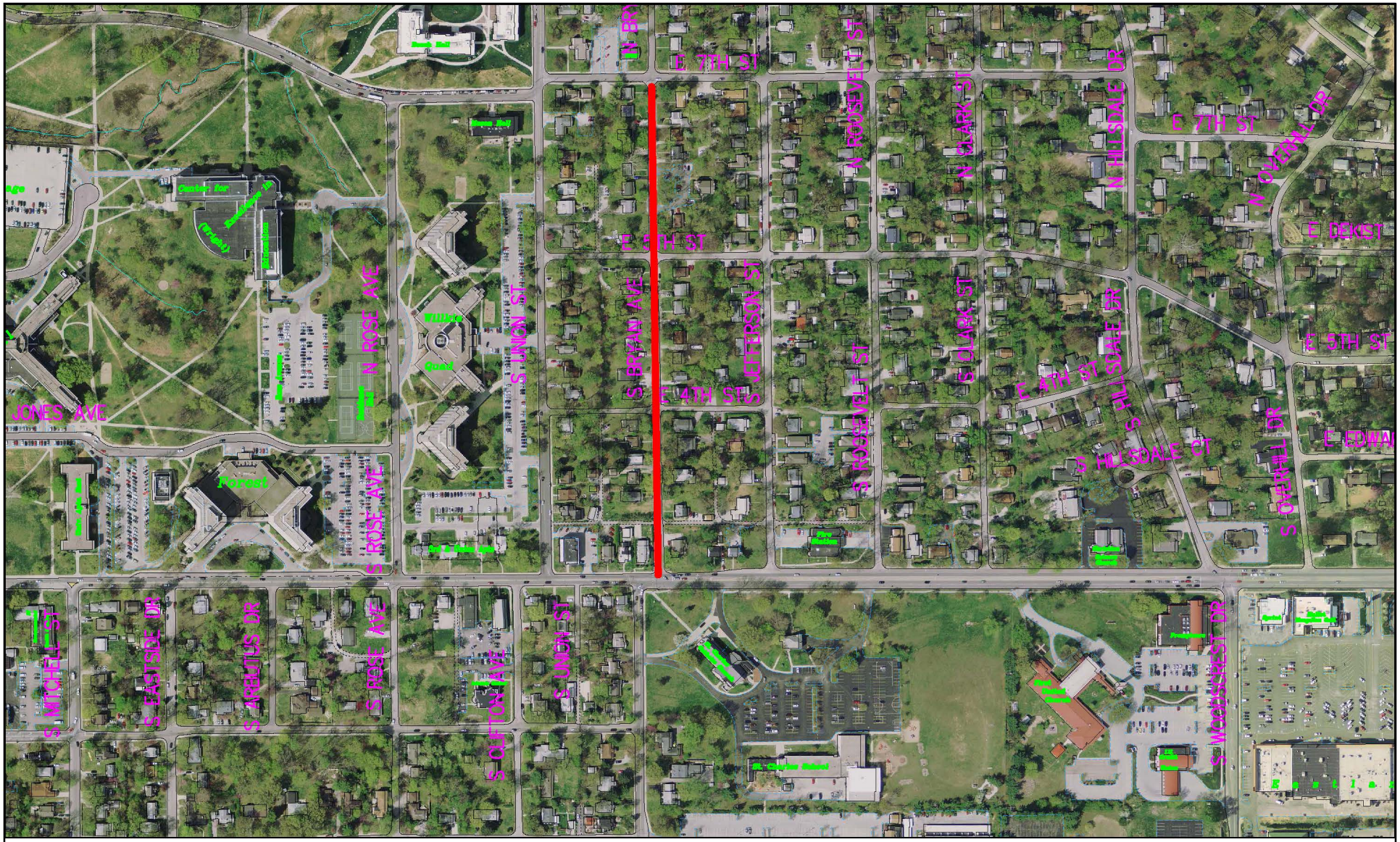
100 0 100 200 300

N

City of Bloomington
Clerk & Council

Scale: 1" = 100'

For reference only; map information NOT warranted.



Council Sidewalk Committee for 2013 – Request from Councilmember Mayer
Bryan Street from Third to Seventh (Either Side)

By: shermand
20 Dec 12

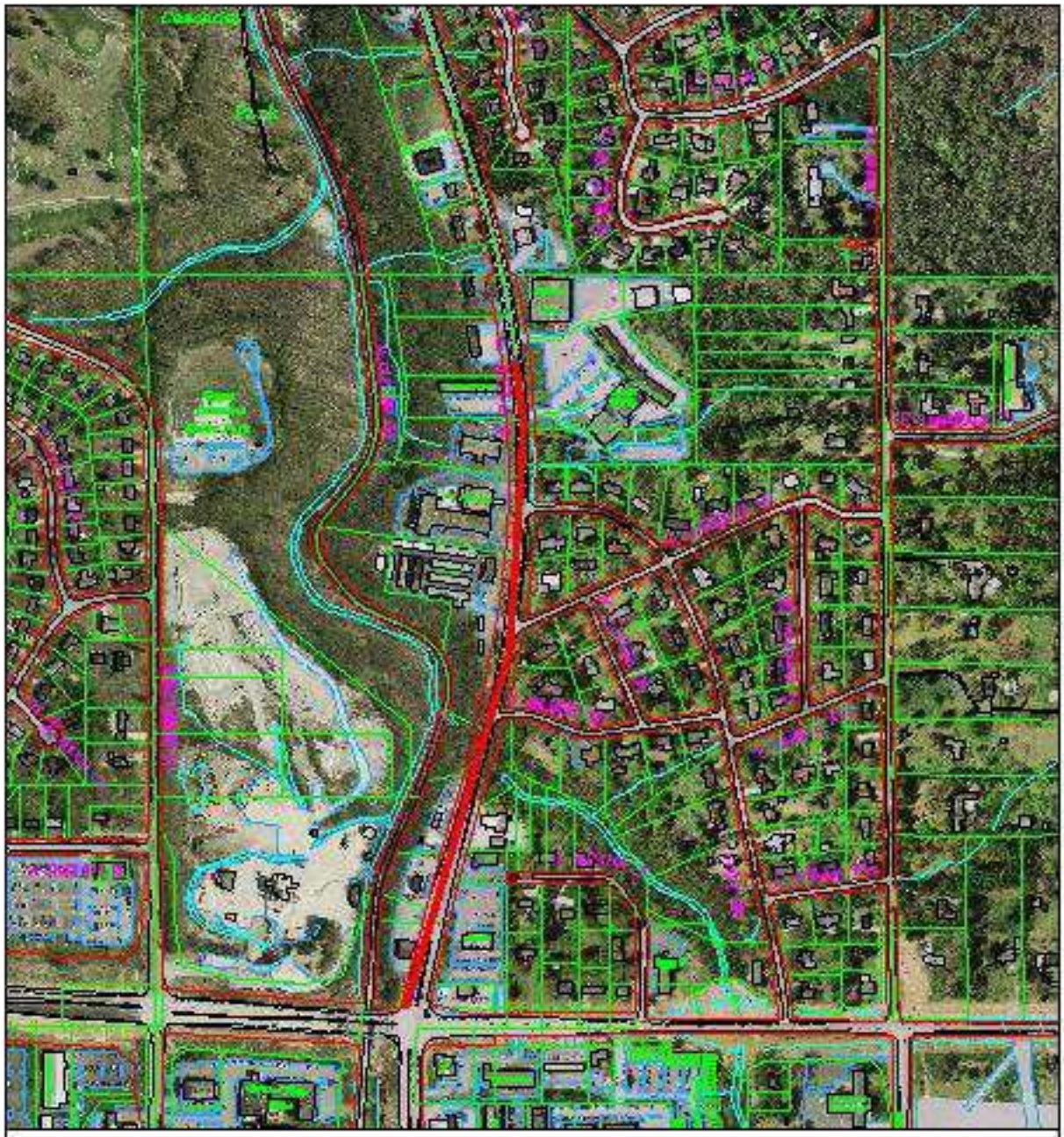
400 0 400 800 1200 1600

N

City of Bloomington
Clerk & Council

Scale: 1" = 400'

For reference only; map information NOT warranted.



Council Sidewalk Committee for 2013 – Request from Councilmember Granger
North Walnut from SR 45/46 Bypass to Apartments Further North (West Side)

By: shermond
18 Dec 12

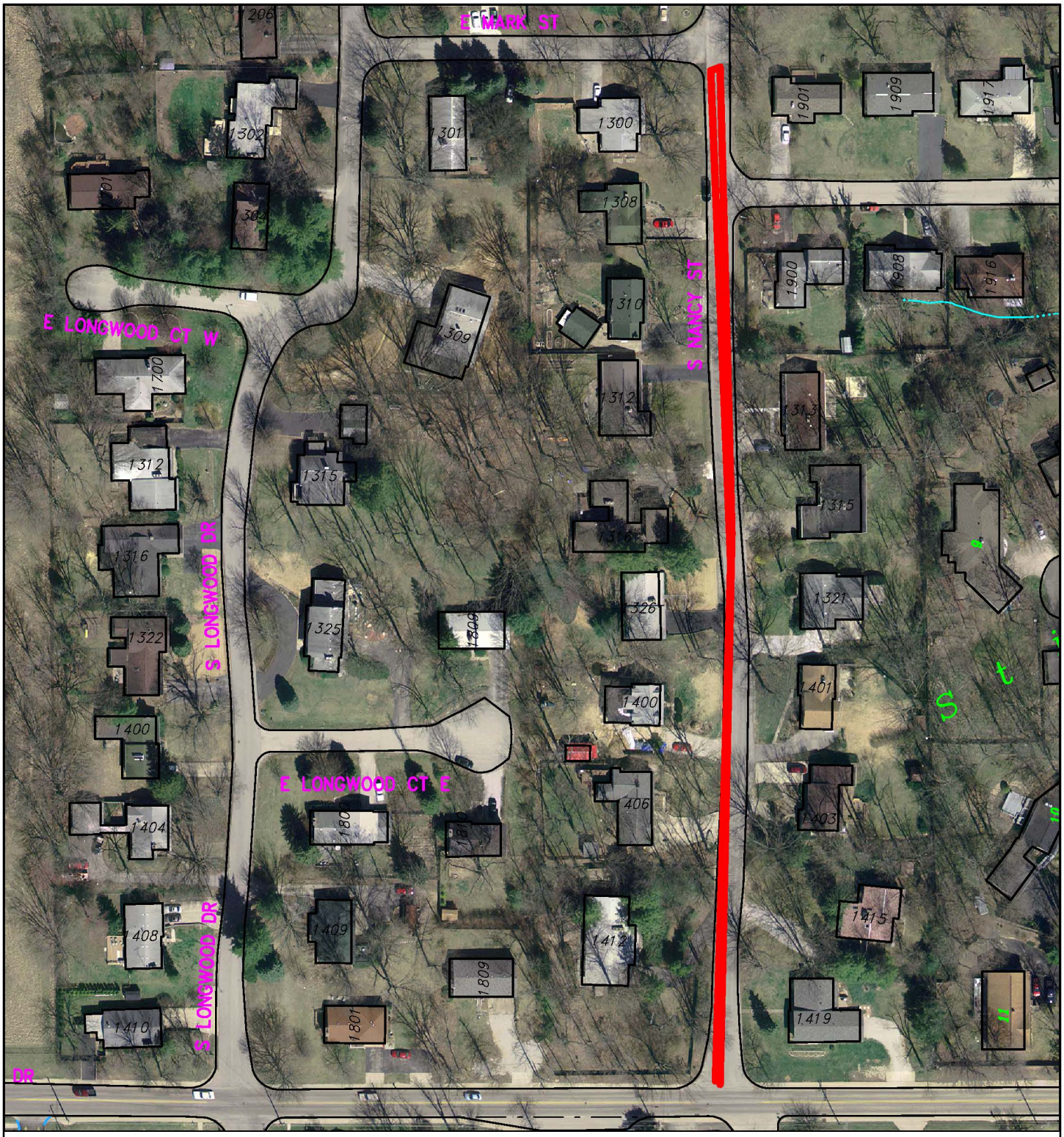
500 0 500 1000 1500

N

City of Bloomington
Clerk & Council

Scale: 1" = 500'

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

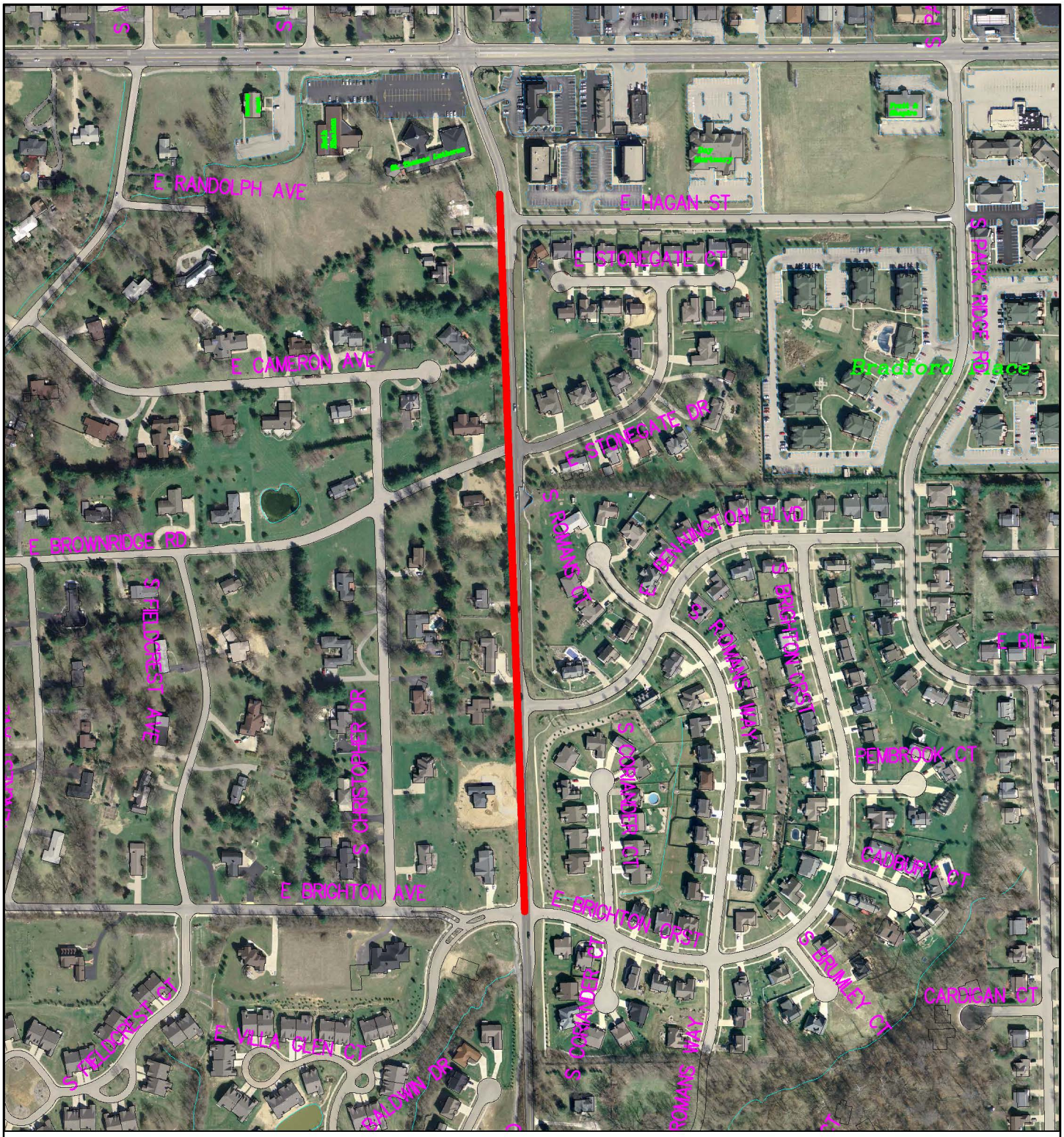
120 0 120 240 360

N

City of Bloomington
Clerk & Council

Scale: 1" = 120'

For reference only; map information NOT warranted.



2011 Council Sidewalk Committee

Smith Road Missing Links from 3rd to Brighton (West Side)

By: shermand

10 Nov 10

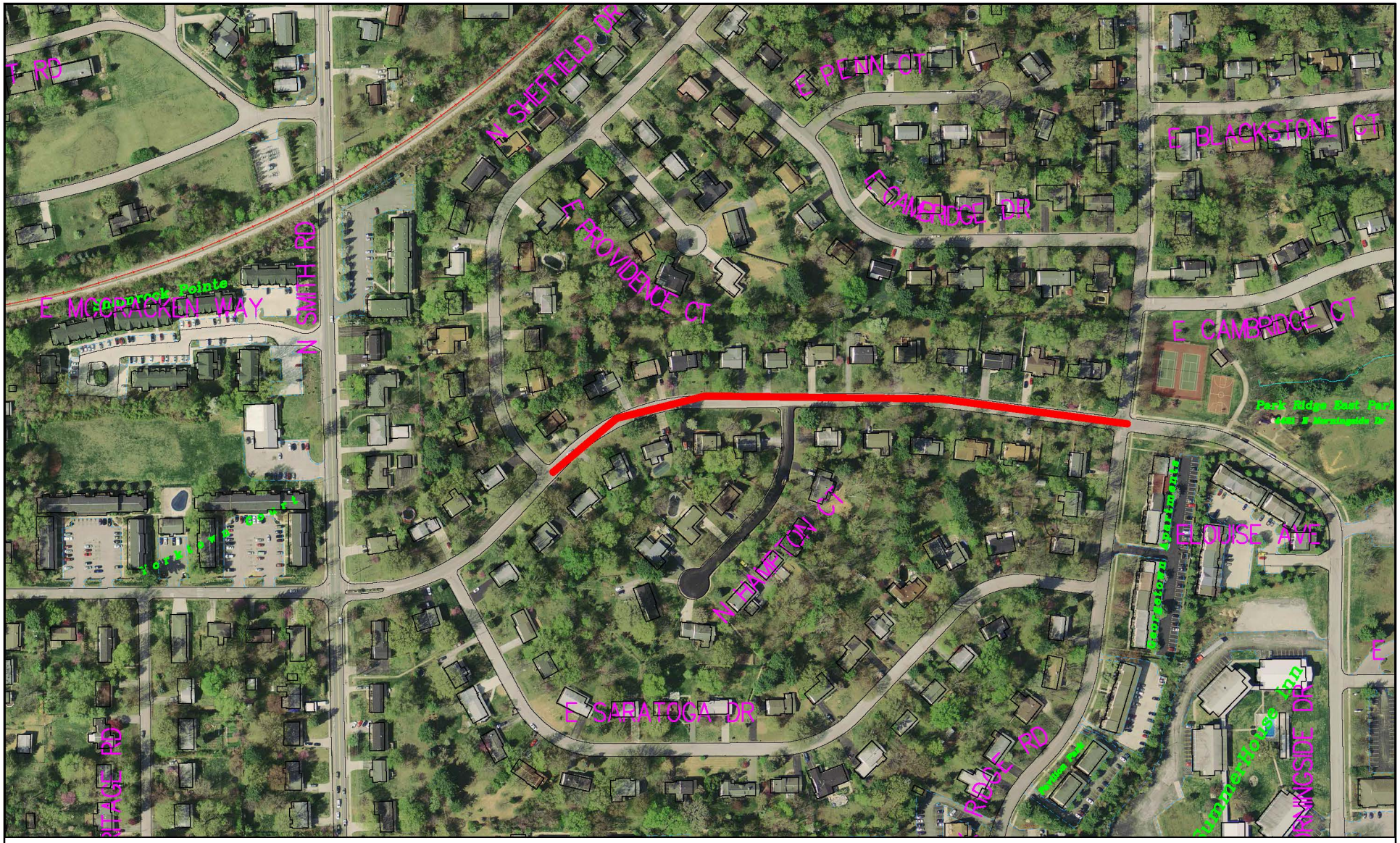
400 0 400 800 1200

N

City of Bloomington
Clerk & Council

Scale: 1" = 400'

For reference only; map information NOT warranted.



Council Sidewalk Committee – Request – 2012
Morningside Drive from Sheffield to Park Ridge Road

By: shermand
12 Nov 13

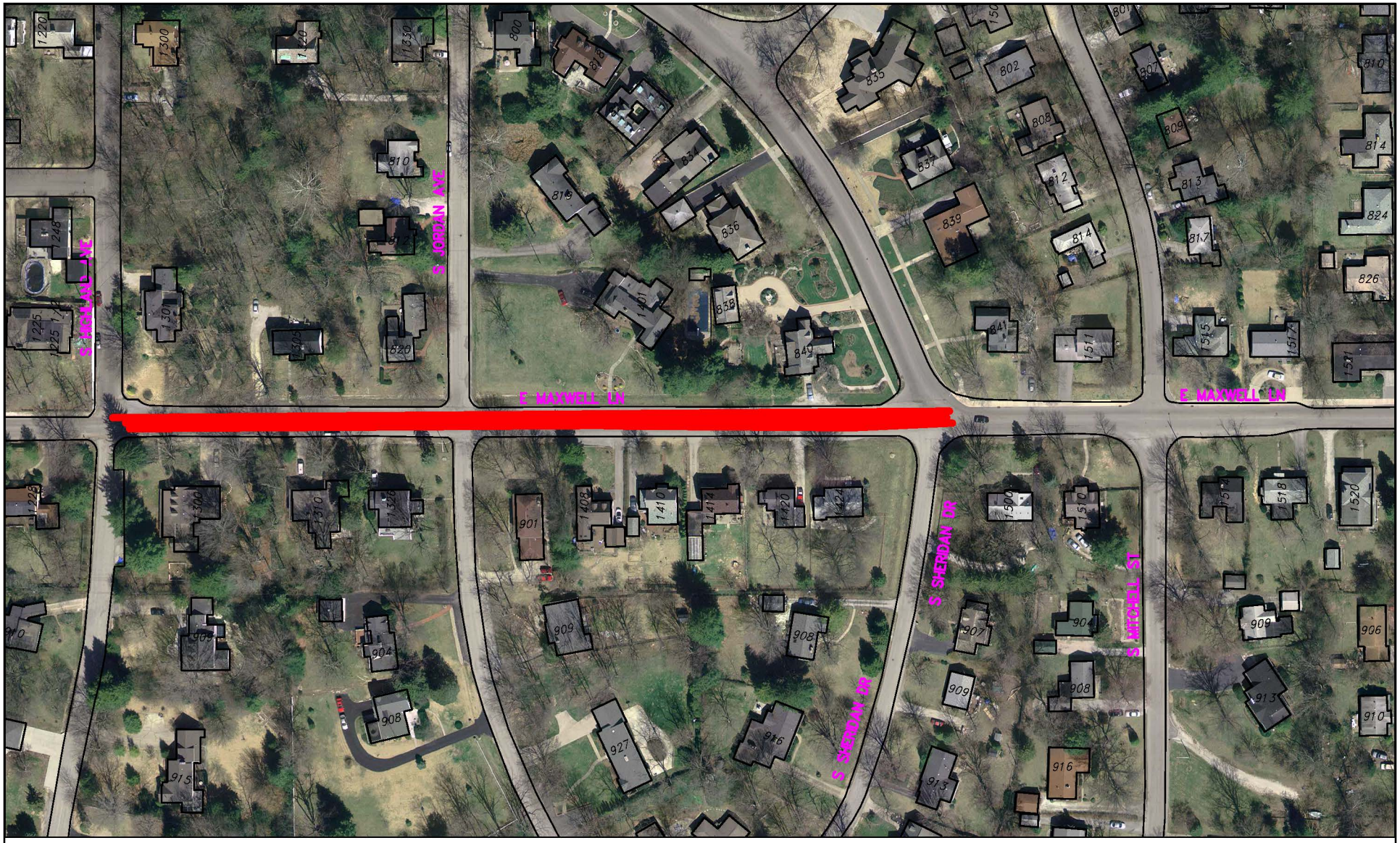
300 0 300 600 900 1200

N

City of Bloomington
Clerk & Council

Scale: 1" = 300'

For reference only; map information NOT warranted.



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

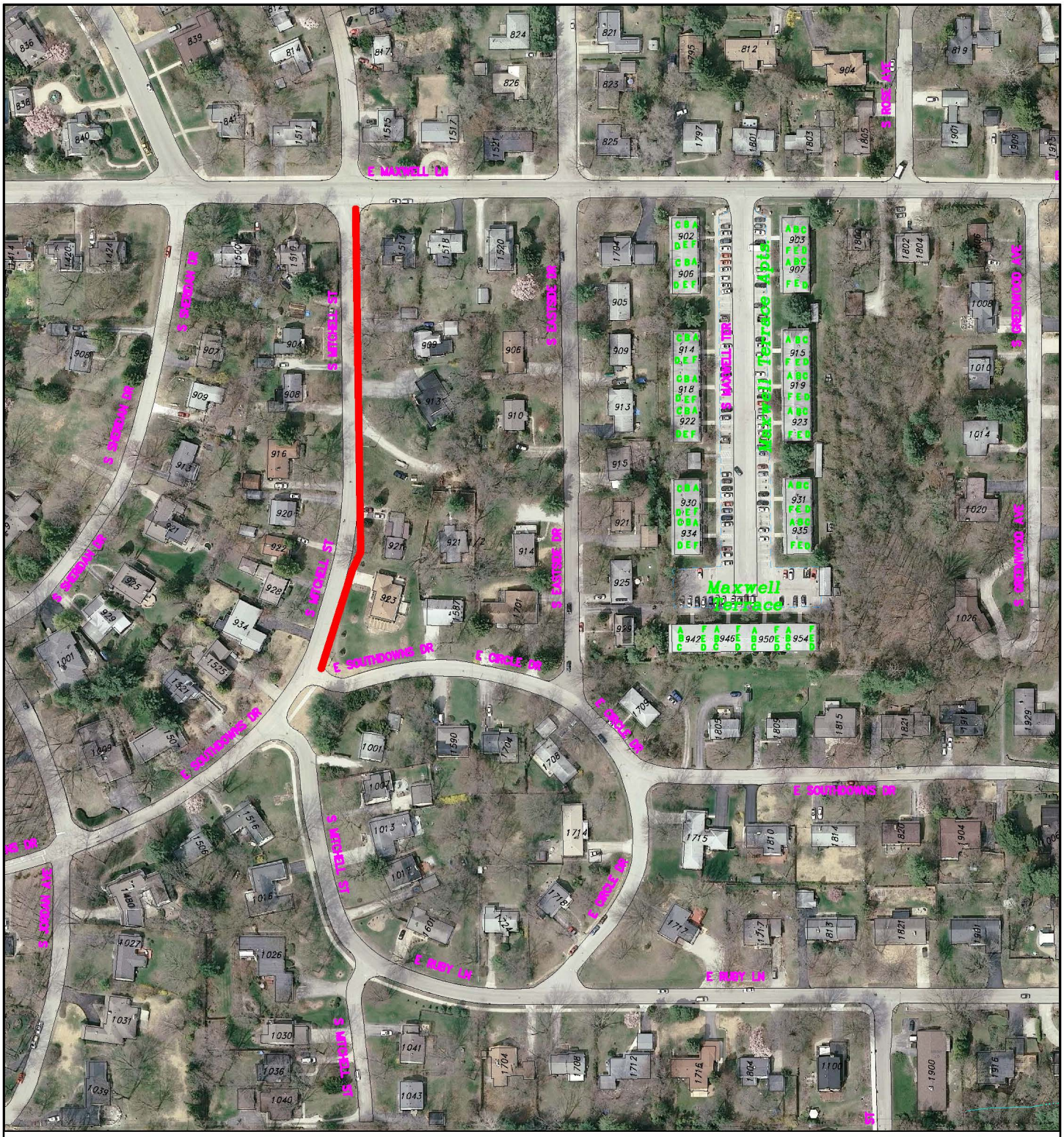
150 0 150 300 450 600

N

City of Bloomington
Clerk & Council

Scale: 1" = 150'

For reference only; map information NOT warranted.



Council Sidewalk Committee – Requested Project

Pedestrian Way on Mitchell from Maxwell Lane to Circle Drive

2011

By: shermand

2 Nov 11

File: LPmtc

200 0 200 400 600

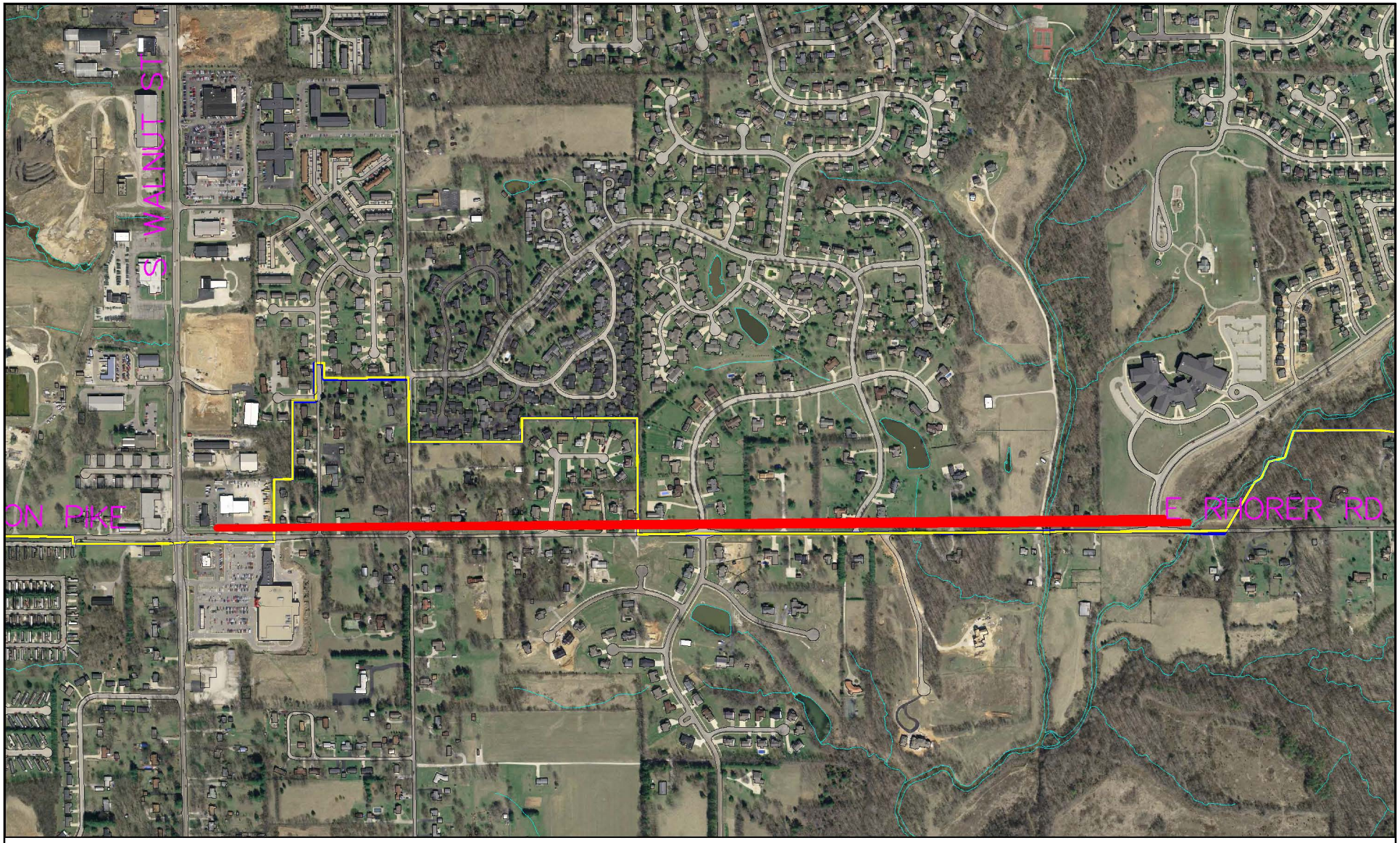
N

City of Bloomington

Clerk & Council

Scale: 1" = 200'

For reference only; map information NOT warranted.



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

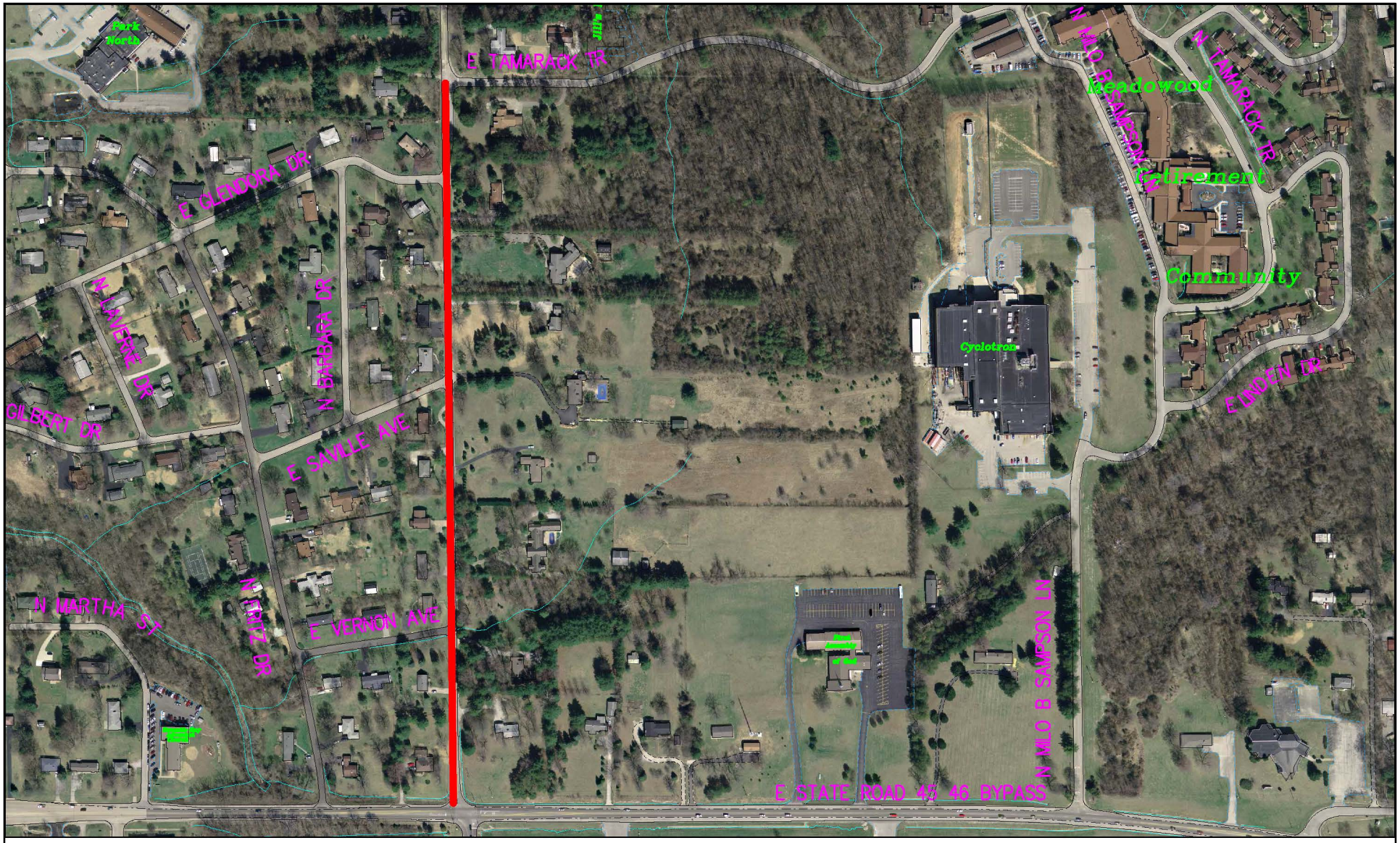
800 0 800 1600 2400 3200

N

City of Bloomington
Clerk & Council

Scale: 1" = 800'

For reference only; map information NOT warranted.



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

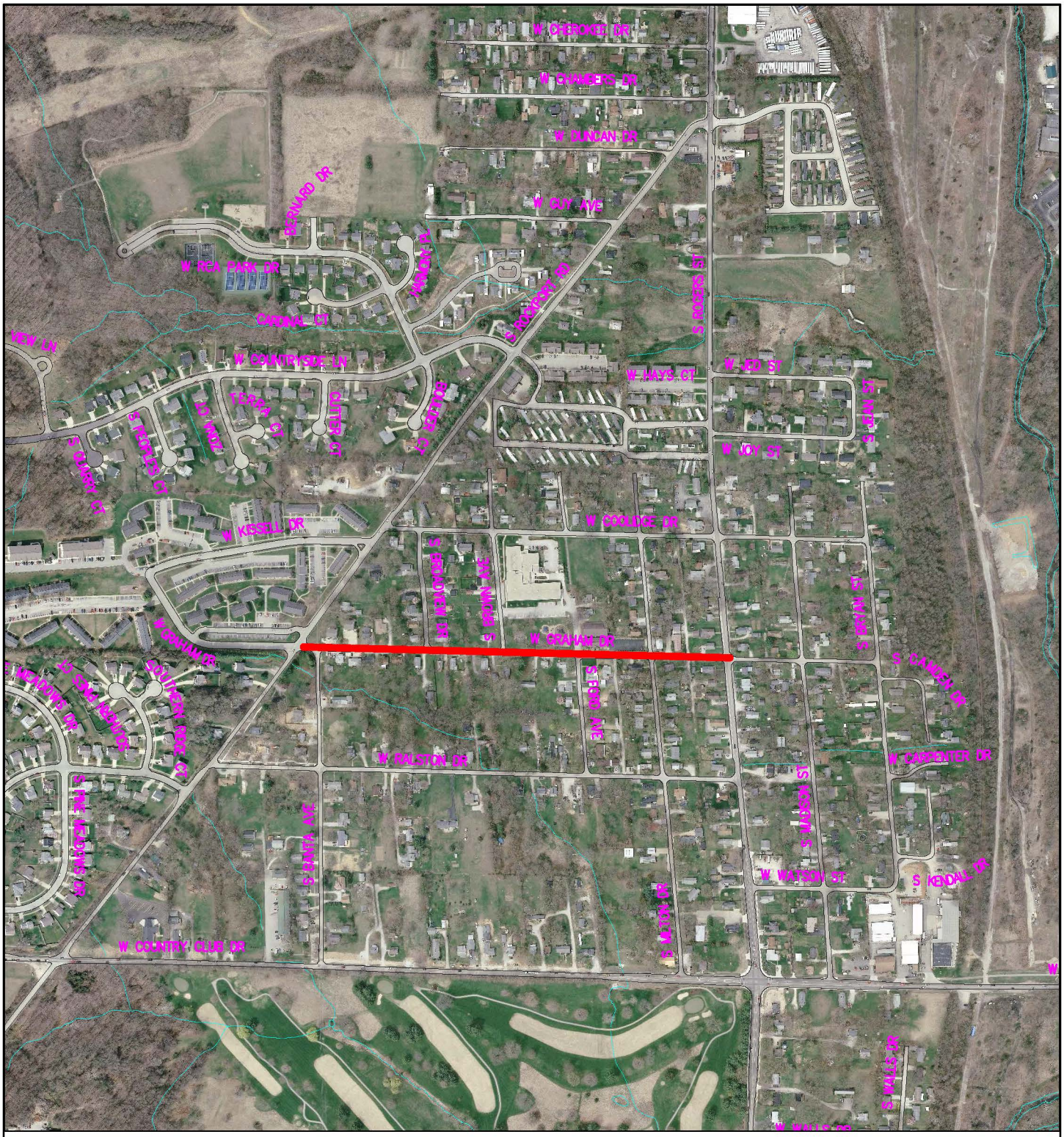
400 0 400 800 1200 1600

N

City of Bloomington
Clerk & Council

Scale: 1" = 400'

For reference only; map information NOT warranted.



Council Sidewalk Committee – Project Requests

Graham Drive from Rockport Road to Rogers Street

2010

By: shermand

2 Nov 11

File: LPgd

600 0 600 1200 1800

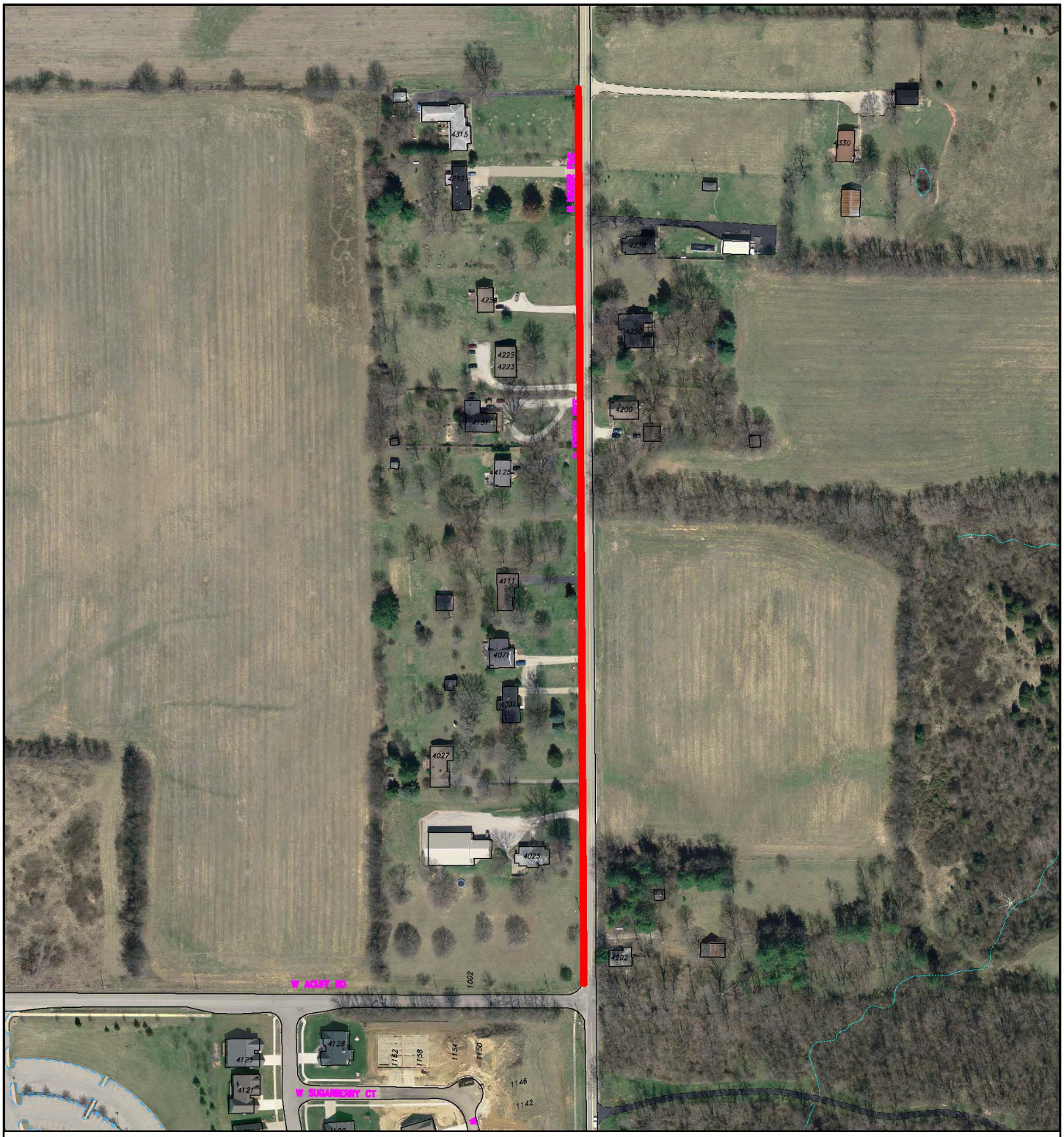
N

City of Bloomington

Clerk & Council

Scale: 1" = 600'

For reference only; map information NOT warranted.



2009 Council Sidewalk Committee

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

City of Bloomington
Clerk & Council

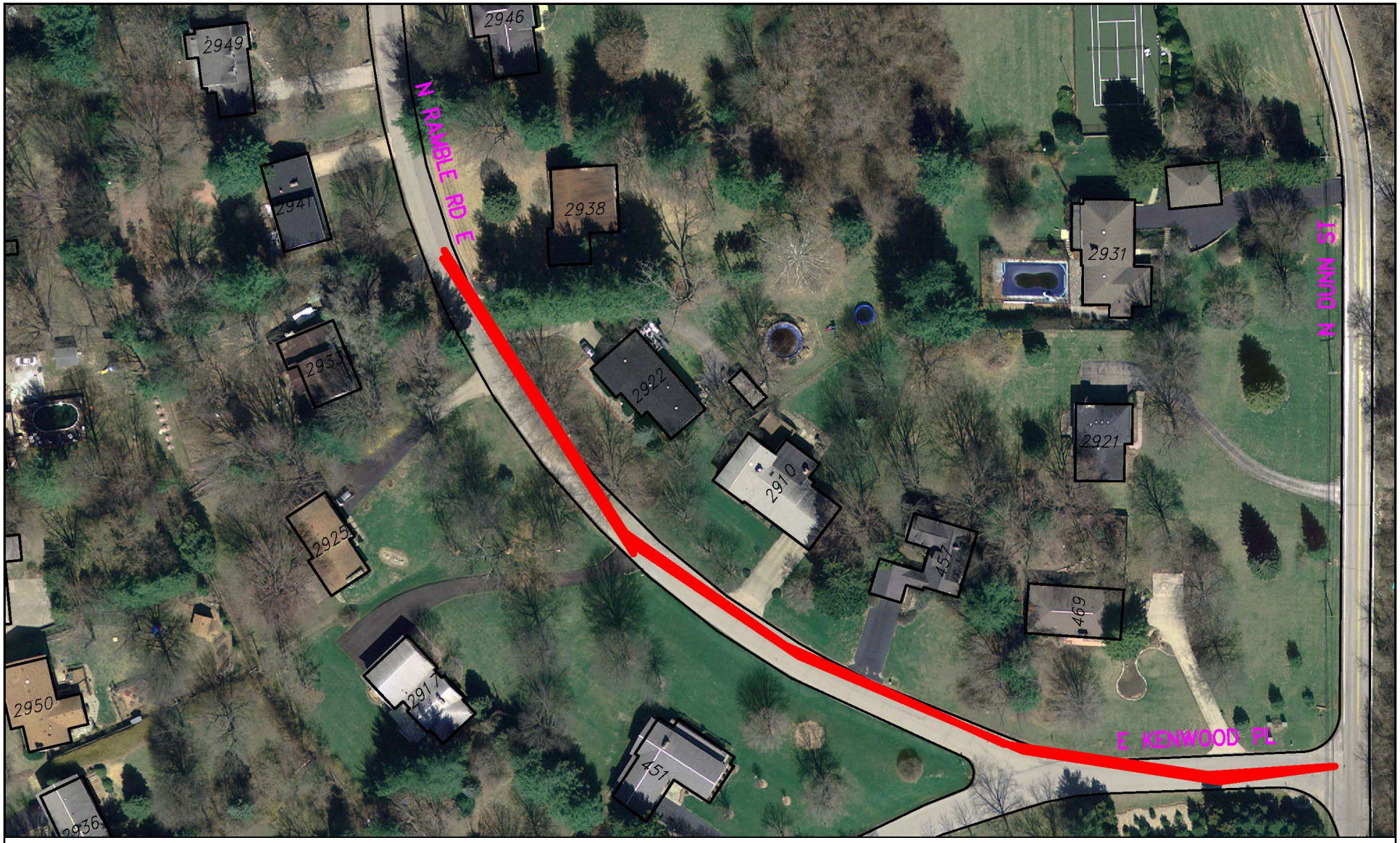
By: fallsm
7 Oct 08

250 0 250 500 750

N

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

100 0 100 200 300 400

N

City of Bloomington
Clerk & Council

Scale: 1" = 100'

For reference only; map information NOT warranted.

Appendix Five – New Requests and Communications

The Council Office has reviewed 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).

> *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 further work (e.g. estimates) from the Engineering Department.*

Summary of Requests and Communications

<u>New Requests Raised by Residents Over the Last Year</u>

- *None*

<u>New Requests Raised by Council Members (Who Do Not Serve on the Committee this Year)</u>

- *None*

<u>New Requests Raised by Council Members (Who Serve on the Committee this Year)</u>

- *None*

<u>Reaffirmed Requests for Sidewalks Already on Prioritization List – Noted in the Order Projects Appear on the List (by Committee Members) (See Priority List for Map)</u>

- West 17th Street from Crescent Bend to College Avenue (South Side) (Sturbaum)
- Sheffield from Morningside Drive to Plymouth Road (West Side) (Spechler)
- Bryan Street from Third to Fifth Street (Either Side) (Spechler)
- North Walnut from SR 45/4 Bypass to Apartments at 2615 N. Walnut (West Side) (Granger)
- Maxwell Lane from Jordan to Sheridan (North Side) (Rollo)
- Mitchell Street from Circle Drive to Maxwell Lane (East Side) (Rollo)

<u>Reaffirmed Requests for Sidewalks Already on Prioritization List (by Council Members or Others Who Might Not Otherwise be Available to State Their Concerns or Preferences to the Committee) (See Priority List for Map)</u>

- Union Street from Fourth to Seventh (East Side) (Mayer)
- South Walnut – Missing Links from Winslow/Tapp to Rhorer Road (West Side) (Neher)
- Bryan from Third to Seventh Street (Either Side) (Mayer)

<u>Materials</u>

Summary of Requests and Communications (including Photographs of One Streetscape)

Summary of Recent Sidewalk Requests and Communications

New Requests Raised by Residents Over the Last Year

- *None*

New Requests Raised by Council Members (Who Do Not Serve on the Committee this Year)

- *None*

New Requests Raised by Council Members (Who Serve on the Committee this Year)

- *None*

Affirmation of Projects Already on the Prioritization List (by Committee Members) – Noted in the Order Projects Appear on the List *(See Priority List for Ranking and Map)*

- **West 17th Street from Crescent Bend to College Avenue (South Side)** Councilmember Sturbaum reaffirmed his request to continue installing the missing links along this long stretch of West 17th and considers it his highest priority for 2014. In the past, he has acknowledged the large scope of the project, but proposed that it be funded 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 attached photos provided by Cm. Sturbaum)*

- **Sheffield from Morningside Drive to Plymouth Road (West Side)** Councilmember Spechler renewed his request that the Committee consider extending the recently installed sidewalk on Morningside north on the west side of Sheffield to Plymouth to help provide a safe route for school children. It appears about half the sidewalk is already in place, but not necessarily compliant with ADA.

- **Bryan Street from Third to Fifth Street (Either Side)** Councilmember Spechler also wanted the Committee to revisit the installation of the sidewalk along Bryan *(See Councilmember Mayer's similar request – below).*

- **North Walnut from SR 45/4 Bypass to Apartments at 2615 N. Walnut (West Side)** Councilmember Granger reaffirmed this request from last year because it would benefit residents of apartments on Walnut well north of the Bypass, who currently have no sidewalks on either side of the road.

(Over)

- **Maxwell Lane from Jordan to Sheridan (North Side) Councilmember** Rollo reaffirmed this project as his highest priority for 2014. It follows upon the Highland to Jordan sidewalk installation in 2013 and would provide the last sidewalk link on Maxwell Lane between Henderson Street and High Street.

- **Mitchell Street from Circle Drive to Maxwell Lane (East Side)** Councilmember Rollo wanted to remind the Committee of the proposal to upgrade the lane marking on the east side of this one block of Mitchell Street to a sidewalk. At this point, he hoped to get an estimate of what it would cost.

Affirmation of Projects Already on the Prioritization List (by Council Members and Others Who Might Not Otherwise be Available to State Their Concerns or Preferences to the Committee) – Noted in the Order Projects Appear on the List ***(See Priority List for Ranking and Map)***

- **Union Street from Fourth to Seventh (East Side)** Councilmember Mayer reaffirmed his last year's request for the Committee to keep in mind the existing proposal for a sidewalk on the east side of Union for these three blocks. At that time, he cited the following reasons for pursuing this project: there is a willing property owner who will dedicate multiple frontages to the project, a high concentration of pedestrians (who neglect to cross to the west side of the street after the 3rd to 4th Street sidewalk ends), and excessive traffic speeds in this section (4th to 10th is downhill); and, it is used as an ambulance route from the 7th and Bryan IU Hospital ambulance facility when the vehicles run south and west.

- **South Walnut Street from Winslow/Tapp to Rhorer Road (Missing Links – West Side)** In his request, Council President Neher wrote: "This section of South Walnut has been on the list of projects considered by the Sidewalk Committee for many years, scores well on all criteria, and is becoming an ever-important pedestrian corridor to essential services (pharmacy, grocery, school) for several of the neighborhoods in the area."

- **Bryan Street from 3rd to 7th (No Preference on Side of Street)** Councilmember Mayer renewed his request that the Committee consider installing a sidewalk along this street. The reasons include: an existing property owner (IU) willing dedicate multiple frontages to the project, high concentration of pedestrians, its use as an ambulance route, and high traffic volume due to the signal at 3rd Street.

Photographs of West 17th Street Streetscape
(Provided by Councilmember Sturbaum)

Appendix Six - Other Sidewalk-Related Projects

Resources and Materials

2012 Sidewalk Inventory (Scott Robinson) – e*nclosed*

- with existing sidewalks; existing sidepaths; and, determinate sidewalk variances

Bicycle and Pedestrian Transportation and Greenways System Maps - *enclosed*

- with Bike Routes, Bike Lanes, Side Paths, Connector Paths, and Multi-Use Trails

HAND Projects (Bob Woolford) – *enclosed*

- Memo *(with suggestion to use previously allocated funds toward Rockport Road project)*
- Maps

Other Bicycle and Pedestrian Projects – 2013 - *enclosed*

- Announcement – 23.79 Miles Added to City's Bicycle and Pedestrian Facilities in 2013

CBU Stormwater Projects (Jane Fleig) - *enclosed*

- Five-Year Capital Plan

Parks and Recreation Trail Projects (Steve Cotter)

- Memo and Maps

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

- Other City Projects – *see Status Report in Appendix 3*
- Other County and State Projects – *addressable as needed by Wykoff*

City of Bloomington, Indiana

Planning Department

Sidewalk Inventory

& Bike & Ped Trails

September 10, 2012

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 topographic and planimetric information is based on aerial photography flown in March 1991 and March 1992. Updates from aerial orthophotography took place in April 1998, April 2005, March 2006, and April 2010. Information is updated by GIS technicians from development drawings, plats, 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, 2012.

Information and Technology Services Department
3 January 2012

Corporation Boundary

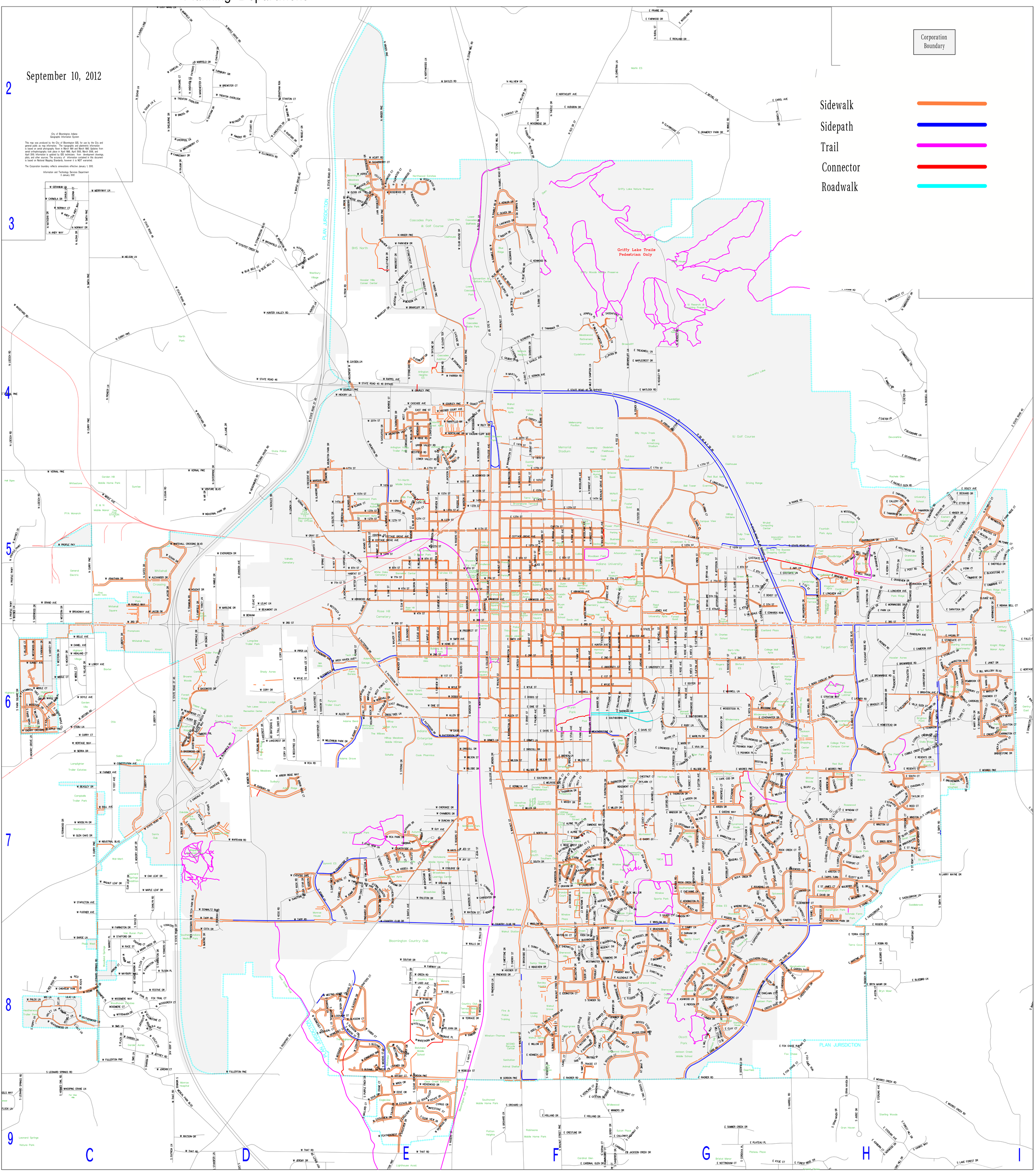
Sidewalk

Sidepath

Trail

Connector

Roadwalk



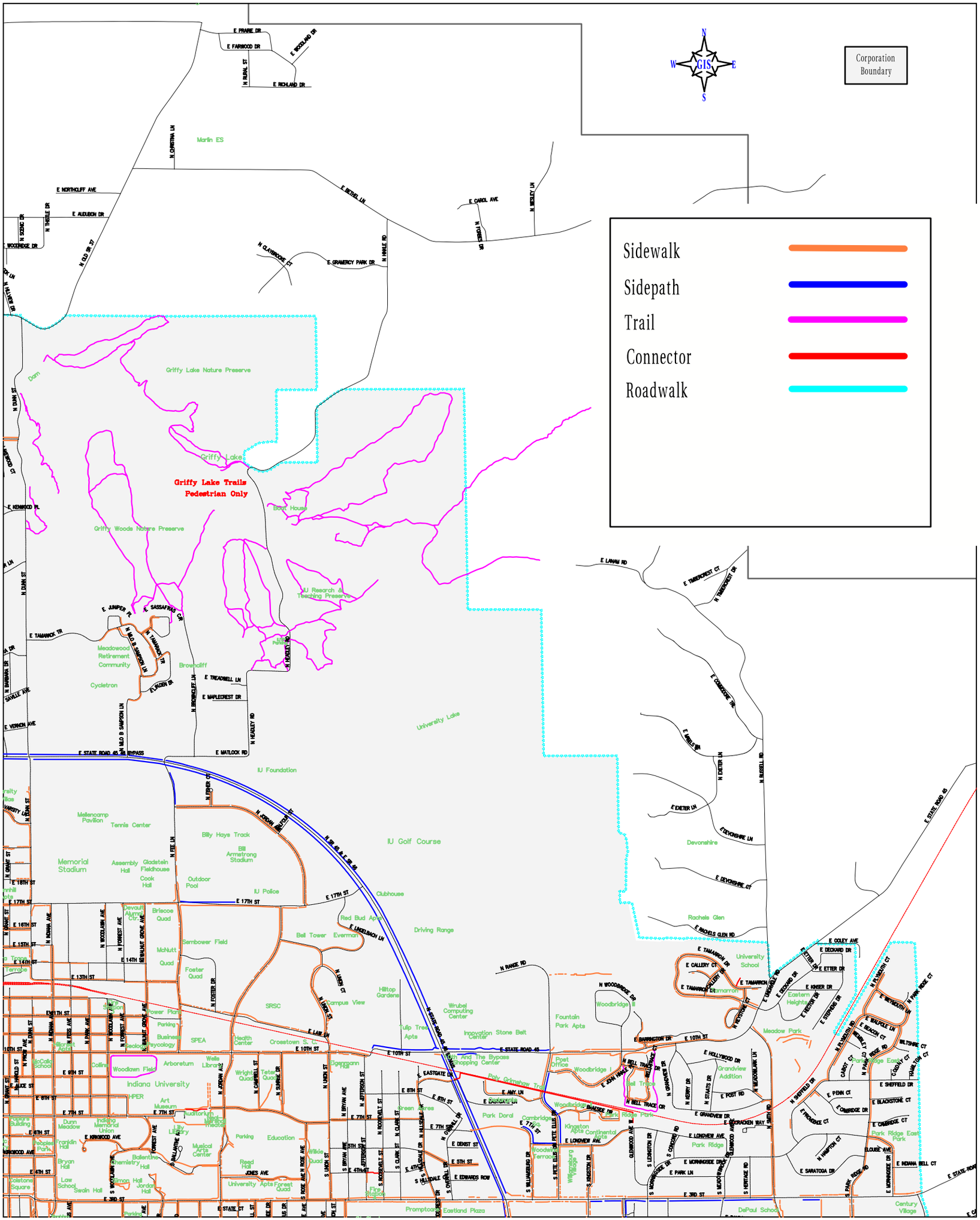
Bloomington Geographic Information System

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

SCALE 1" = 1000'

1000 500 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000

Sep 10, 2012 TrswiEP


N
W
GIS
E
S
Corporation Boundary
Sidewalk
Sidepath
Trail
Connector
Roadwalk
Griffy Lake Trails
Pedestrian Only
Griffy Lake Nature Preserve
Griffy Lake
Griffy Woods Nature Preserve
Boat House
IU Research & Teaching Preserve
University Lake
IU Foundation
IU Golf Course
Clubhouse
Driving Range
Memorial Stadium
Mellencamp Pavilion
Tennis Center
Billy Hayes Track
Bill Armstrong Stadium
Outdoor Pool
IU Police
Assembly Hall
Gladstein Fieldhouse
Cook Hall
Briscoe Quad
Sembower Field
McNutt Quad
Foster Quad
Red Bud Apts
Bell Tower Evermann
Hilltop Gardens
Campus View
Tulip Tree Apts
Wrubel Computing Center
Innovation Stone Belt Center
Fountain Park Apts
Woodbridge
Meadow Park
University School
Eastern Heights
Devonshire
Rachels Glen
Meadowood Retirement Community
Cycletron
Brownsliff
Indiana University
Woodlawn Field
Arboretum
Art Museum
Auditorium
Musical Arts Center
Wells Library
Lilly Library
Franklin Hall
Bryan Hall
Law School
Swain Hall
Simon Hall
Jordan Hall
Chemistry
Ballantine Hall
Dunn Meadow
Indiana Memorial Union
Wright Quad
Tenth Quad
Willkie Quad
Reed Hall
University Apts
Forest Quad
Education
Parking
Power Plant
Business
Psychology
SPEA
Health Center
Crosstown S. C.
SRSC
Hoosier Park
Post Office
Woodbridge
Kingston Apts
Continental Apts
Park Ridge
Park Ridge East Park
Park Doral
Cambridge Place
Woodlawn Terrace
Wilkinson Apts
Promptcare
Eastland Plaza
DePaul School
Century Village
E PRAIRIE DR
E FAIRWOOD DR
E WOODLAND DR
N RURAL ST
E RICHLAND DR
N CHRISTIAN LN
Marlin ES
E NORTHCLIFF AVE
E AUDUBON DR
N WESLEY LN
E BETHEL LN
E CAROL AVE
N FOREST DR
N HAVILE RD
E GRAMERCY PARK DR
N GLENBROOK CT
N OLD SR 37
N DUNN ST
E KENWOOD PL
E JUNIPER PL
E SASSAFRAS CIR
E TAMARACK TR
N TAMARACK TR
N OLD B SAMPSON LN
E TREADWELL LN
E MAPLECREST DR
N HEADLEY RD
E MATLOCK RD
E STATE ROAD 45 BYPASS
N JORDAN AVE
N SR 45 & E SR 46
E 17TH ST
E 10TH ST
E 8TH ST
E 7TH ST
E 6TH ST
E 4TH ST
E 3RD ST
N RANGE RD
E LAWN LN
N UNION ST
N LIBERTY DR
E STATE ROAD 45
E LANAM RD
E TIMBERCREST CT
N TIMBERCREST DR
E COMMERCE DR
E DEXTER LN
E DEVONSHIRE LN
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E RACHELS GLEN RD
E STATE ROAD 45
E COOLEY AVE
E DECKARD DR
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E TAMARRON DR
E GALLERY CT
E KINSER DR
E HOLLYWOOD DR
E BARRINGTON DR
E BELL TRACE DR
N BELL TRACE DR
E GRANDVIEW DR
E POST RD
E LONGVIEW AVE
E PARK LN
E SARATOGA DR
E 3RD ST
E SHEFFIELD DR
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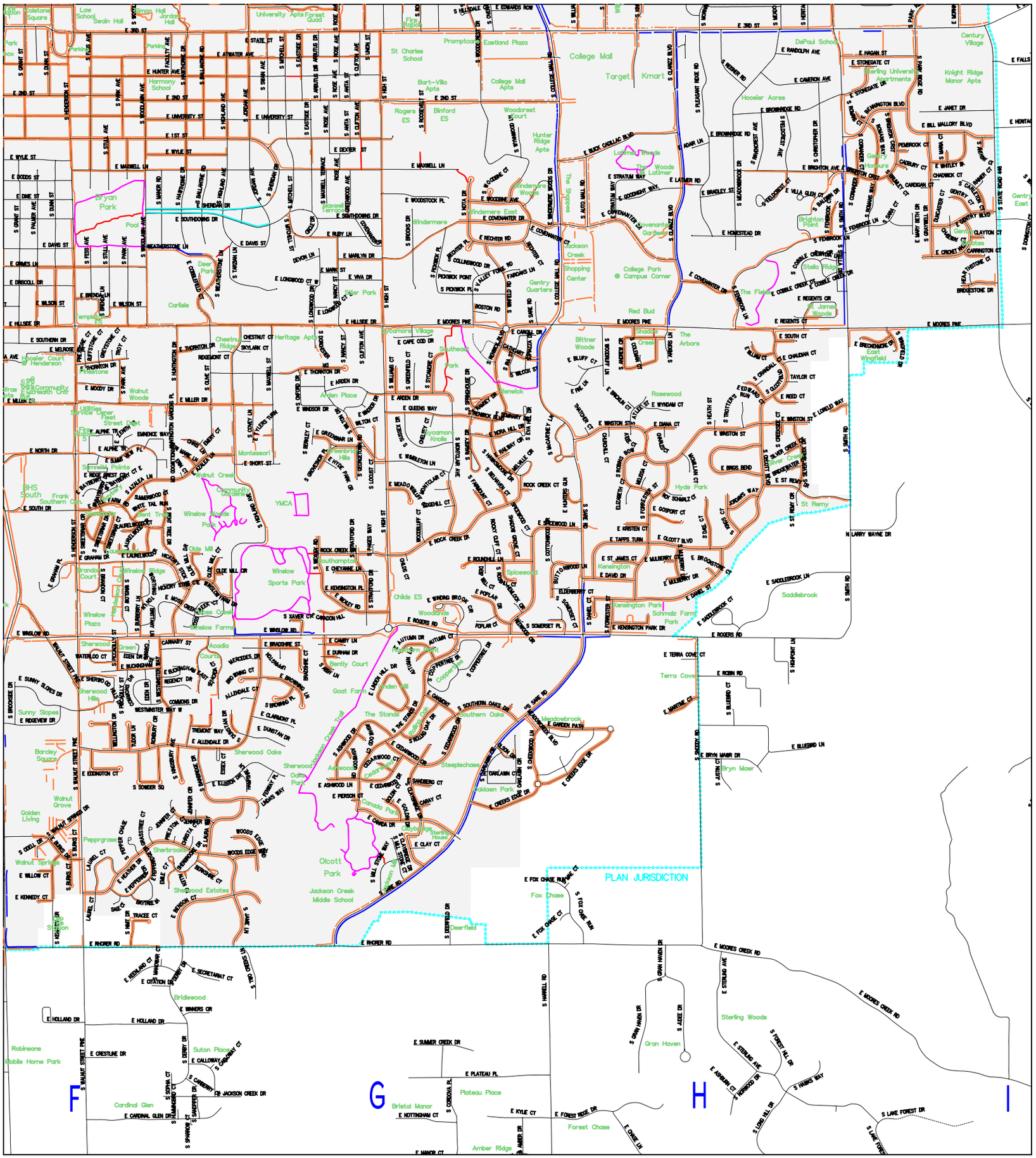
E PENN CT
E PROVIDENCE CT
E HAMPTON CT
E INDIANA BELL CT
E STATE ROAD 45



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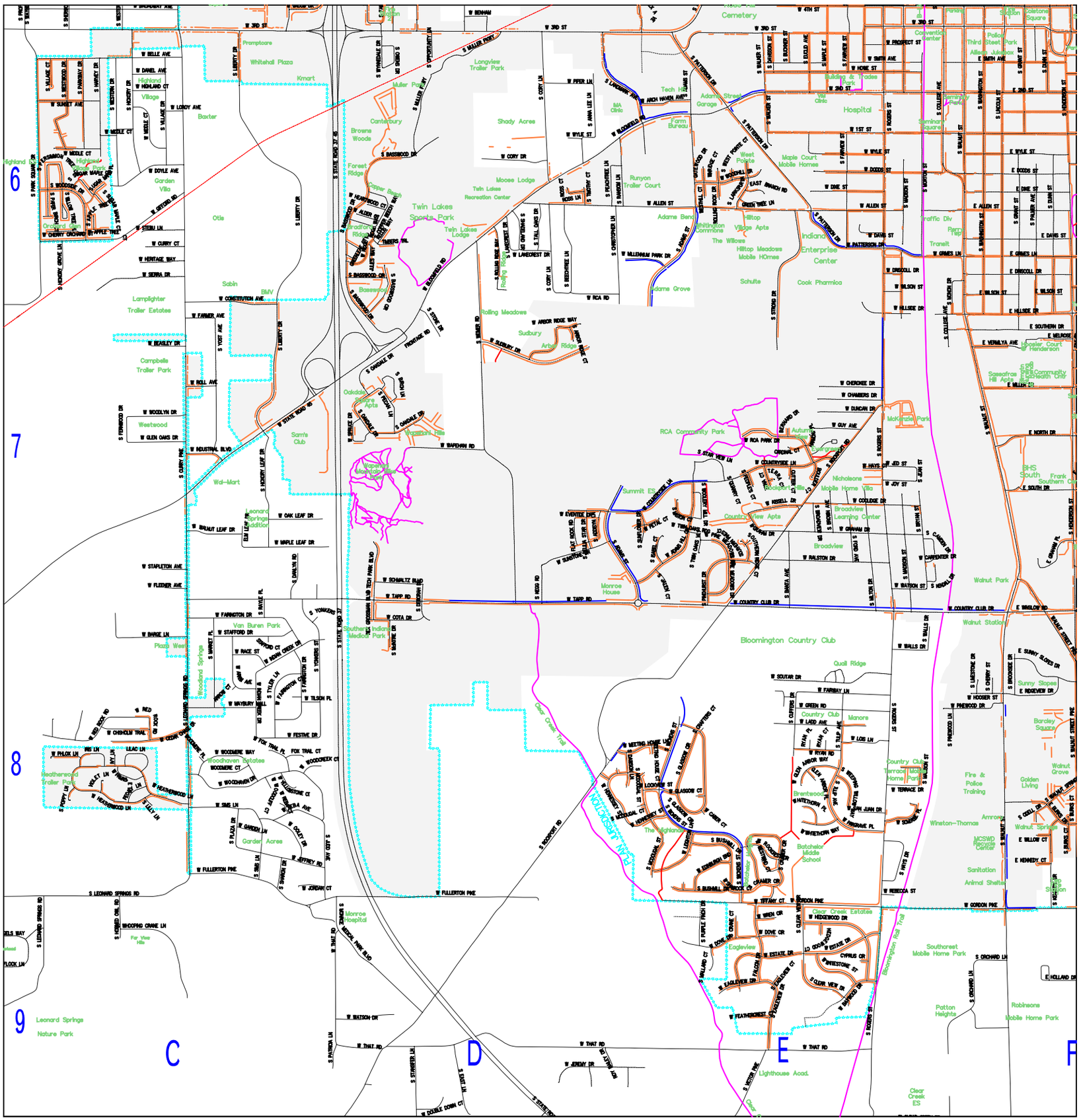
2012 Sidewalk Inventory



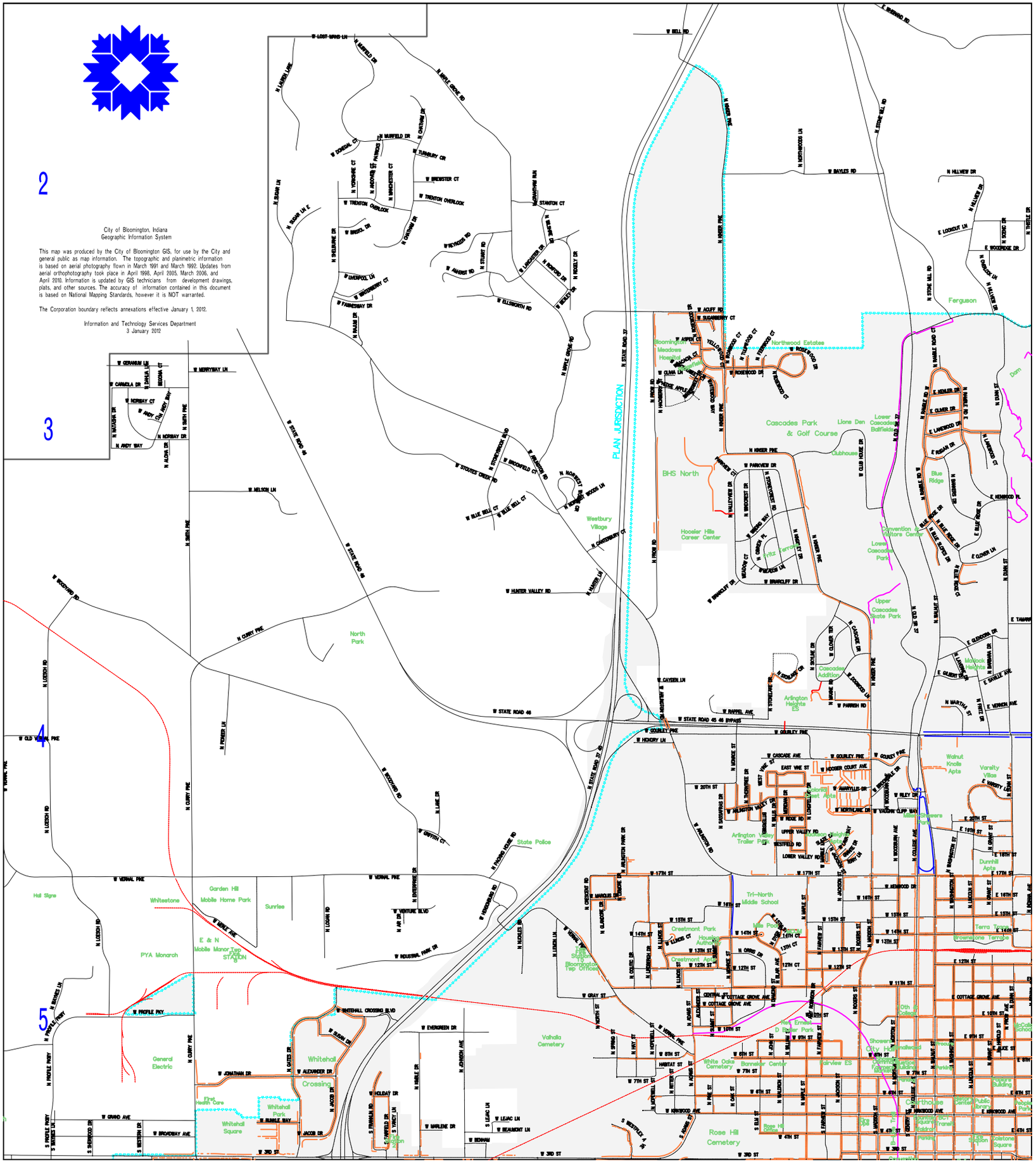
Bloomington Geographic Information System

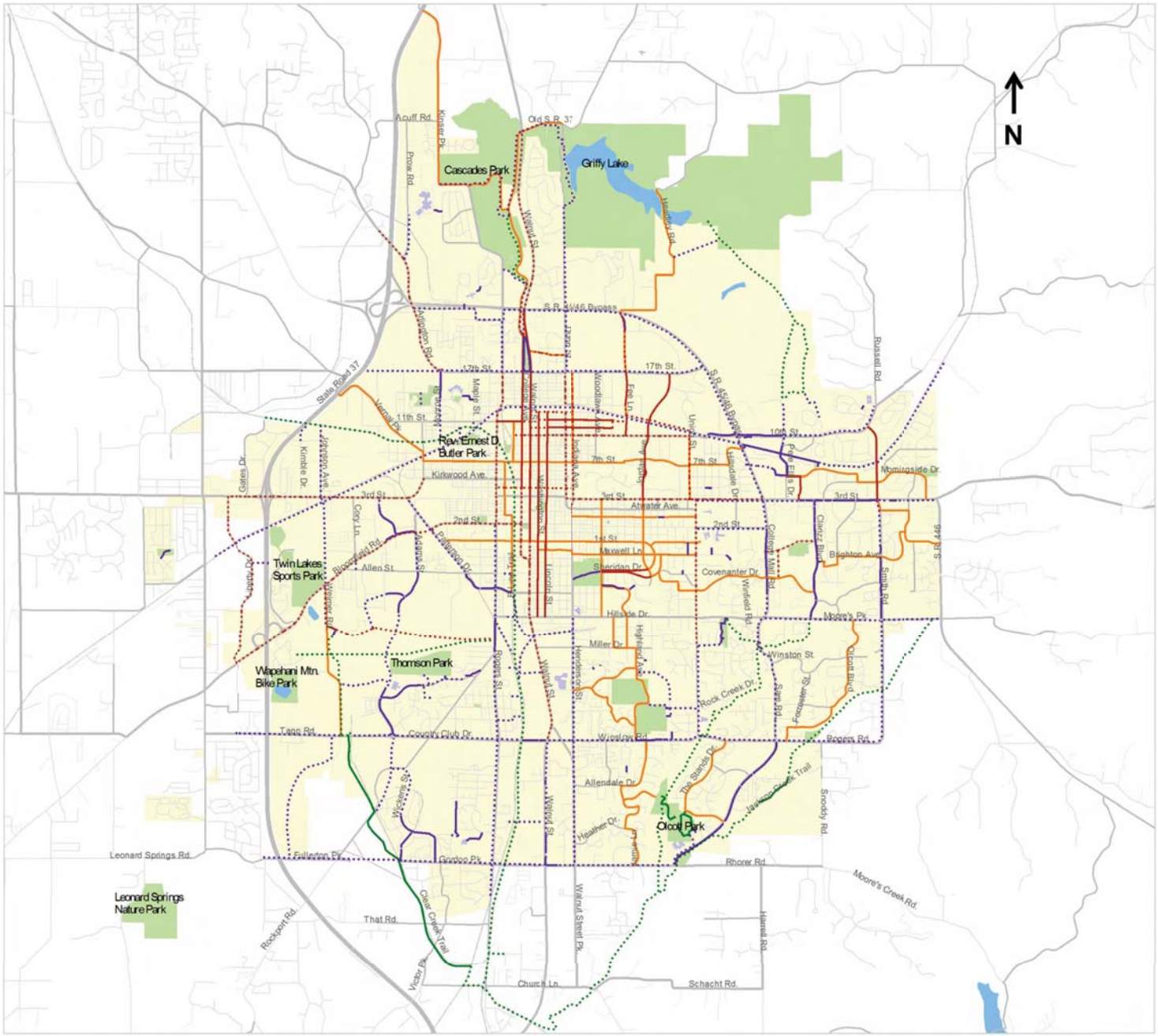
City of Bloomington, Indiana
Geographic Information System

This map was produced by the City of Bloomington GIS, for use by the City and general public as map information. The topographic and planimetric information is based on aerial photography flown in March 1991 and March 1992. Updates from aerial orthophotography took place in April 1998, April 2005, March 2006, and April 2010. Information is updated by GIS technicians from development drawings, plats, 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, 2012.

Information and Technology Services Department
3 January 2012





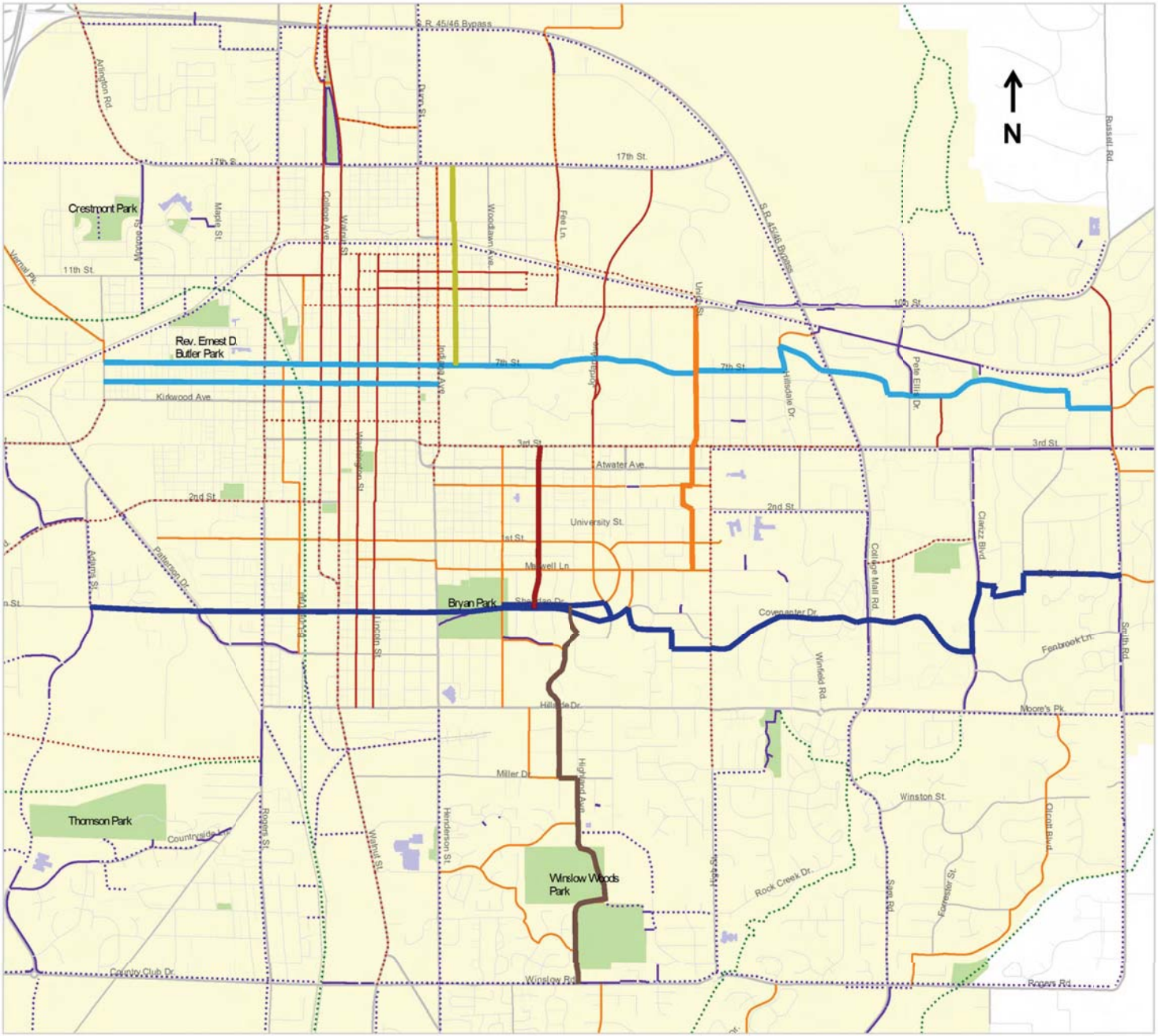
City of Bloomington

Bicycle and Pedestrian Transportation & Greenways System Plan

Bicycle and Pedestrian Facilities Network

- Planning Jurisdiction
- City of Bloomington Parks
- Lakes
- Schools

- Signed bike route
- Existing bike lane
- Future bike lane
- Existing sidepath/connector path
- Future sidepath/connector path
- Existing multi-use trail
- Future multi-use trail



City of Bloomington

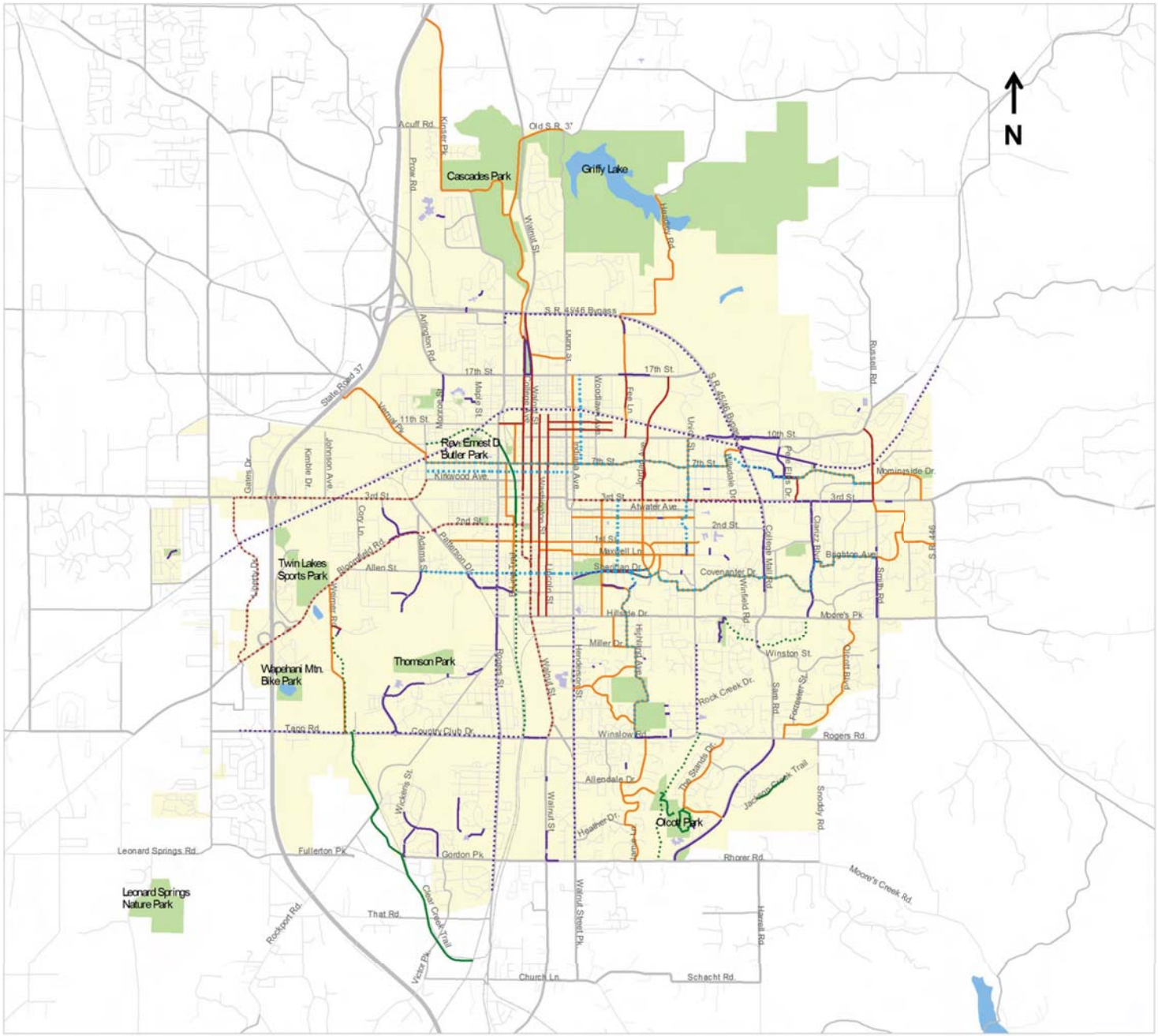
Bicycle and Pedestrian Transportation & Greenways System Plan

Proposed Bicycle Boulevards

- Planning Jurisdiction
- City of Bloomington Parks
- Lakes
- Schools

- Signed bike route
- Existing bike lane
- Future bike lane
- Existing sidepath/connector path
- Future sidepath/connector path
- Existing multi-use trail
- Future multi-use trail

- 6th St./7th St./Longview Ave. Bicycle Boulevard
- Allen St./Covenanter Dr. Bicycle Boulevard
- Fess Ave. Bicycle Boulevard
- Hawthorne Dr. Bicycle Boulevard
- Highland Ave. Bicycle Boulevard
- Clifton Ave./Union St. Bicycle Boulevard



City of Bloomington

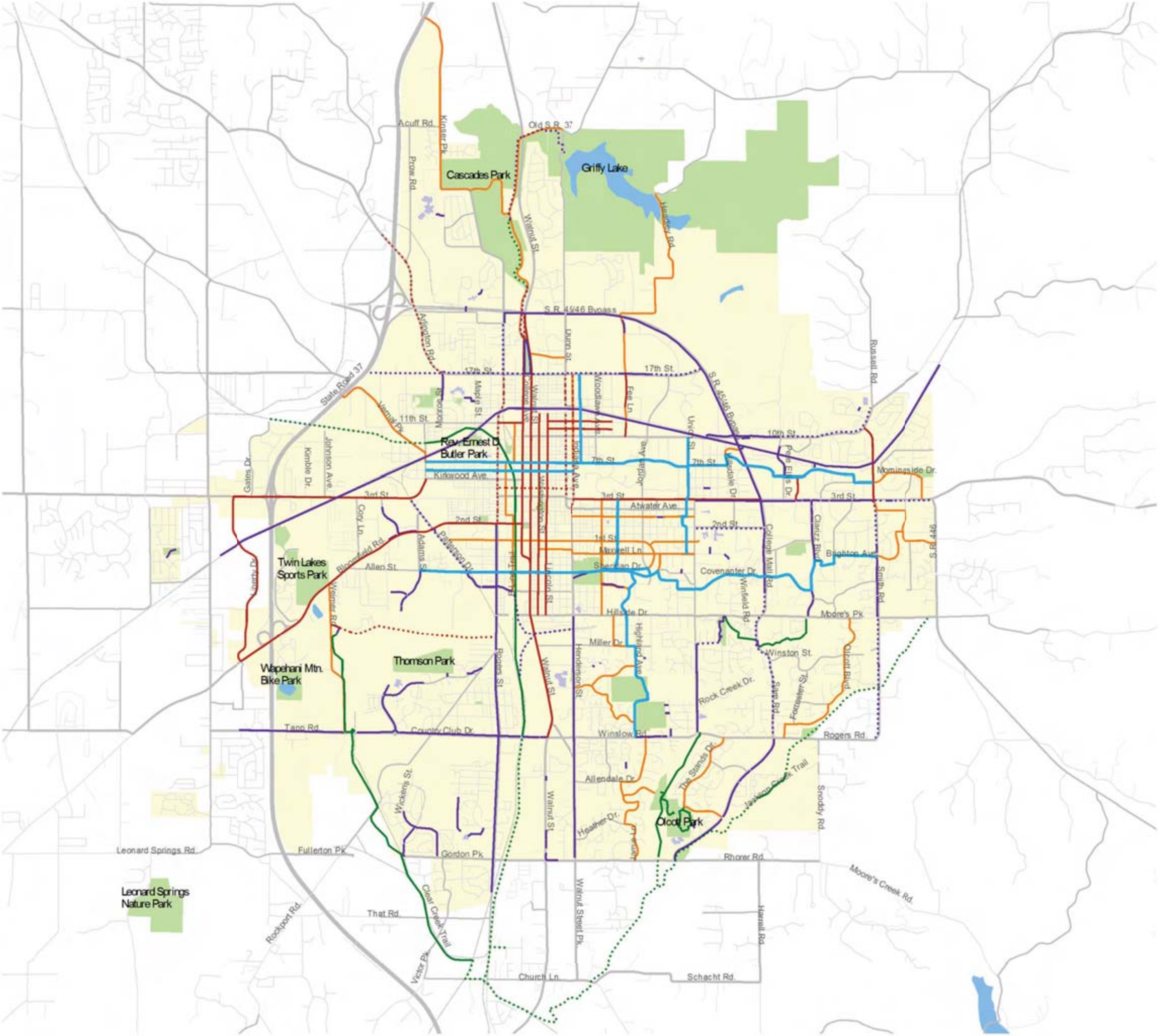
Bicycle and Pedestrian Transportation & Greenways System Plan

High Priority Bicycle and Pedestrian Facilities Network

- Planning Jurisdiction
- City of Bloomington Parks
- Lakes
- Schools

- Signed bike route
- Existing bike lane
- High priority bike lane
- Existing sidepath/connector path
- High priority sidepath/connector path
- Existing multi-use trail
- High priority multi-use trail
- High priority bicycle boulevard

Note: Portions of the B-Line Trail and 17th St. sidepath shown as existing are anticipated to be constructed in 2008.



City of Bloomington

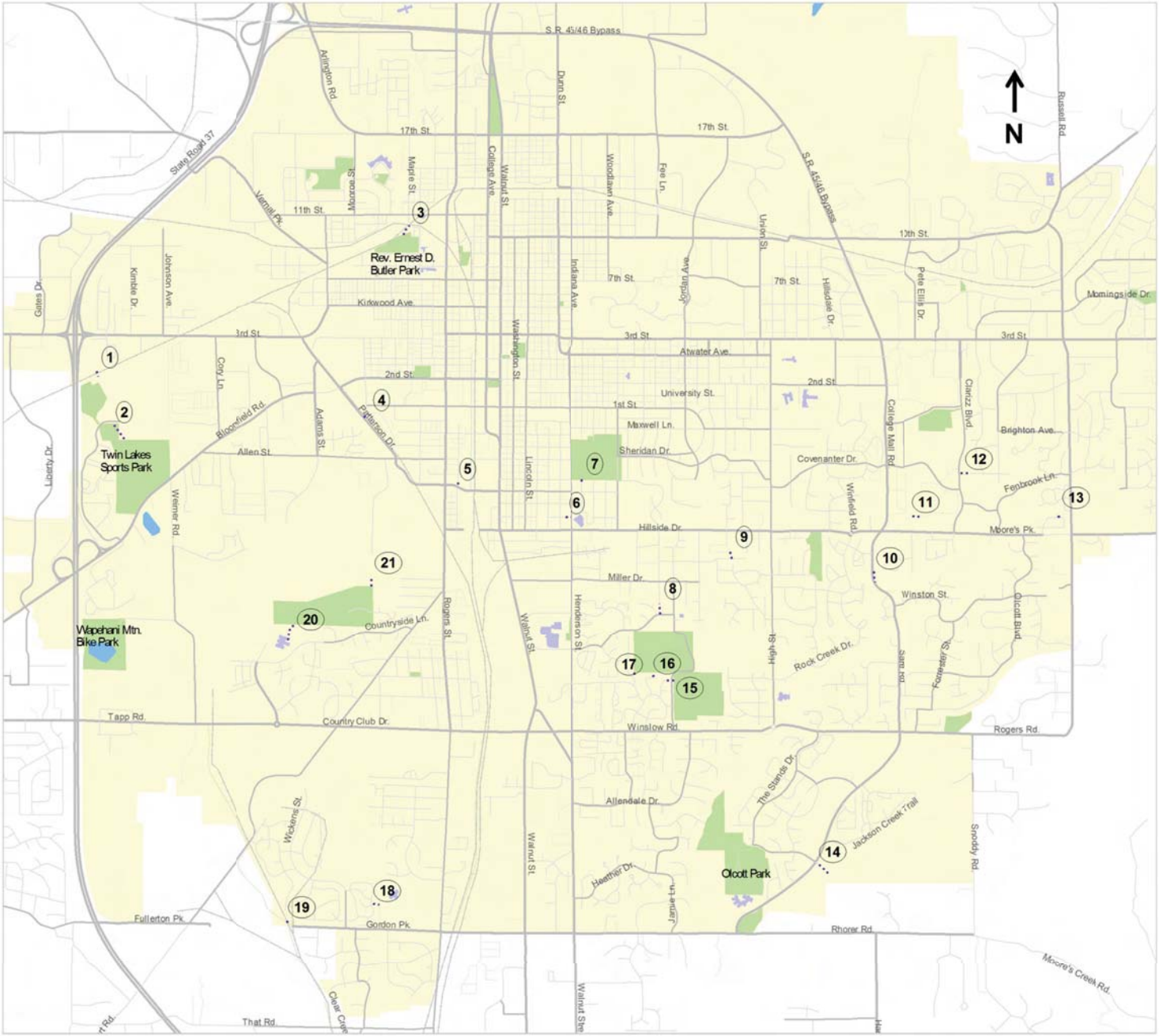
Bicycle and Pedestrian Transportation & Greenways System Plan

Medium Priority Bicycle and Pedestrian Facilities Network

- Planning Jurisdiction
- City of Bloomington Parks
- Lakes
- Schools

- Signed bike route
- Existing bike lane
- Medium priority bike lane
- Existing sidepath/connector path
- Medium priority sidepath/connector path
- Existing multi-use trail
- Medium priority multi-use trail
- Existing bicycle boulevard

Note: High priority facilities are assumed to have been built prior to medium priority facilities, and thus are shown as existing facilities ("existing bike lane," "existing multi-use trail," etc.).



City of Bloomington

Bicycle and Pedestrian Transportation & Greenways System Plan

Small Neighborhood Connector Paths

Planning Jurisdiction
City of Bloomington Parks
Lakes
Schools

Future connector path

Key	Description
1	Canterbury Park to Showplace Cinema
2	Basswood Dr. to Twin Lakes Sports Park
3	Rev. Ernest D. Butler Park to B-Line Trail
4	Walker St. to Patterson Dr.
5	Madison St. to Patterson Dr.
6	Wilson St. to Henderson St.
7	Fess Ave. to Bryan Park
8	Olive St. to Azalea Ln.
9	Dorchester Dr. to Thornton Rd.
10	Renwick Trail to Jackson Creek
11	Showplace East to apartment complex
12	Homestead Dr. to Clarizz Blvd.
13	Regents Cir. to Cobble Creek Dr.
14	Canada Dr. to Jackson Creek Trail
15	Winslow Sports Park to Olde Mill Ct.
16	Winslow Woods Park to Olde Mill Dr.
17	Winslow Woods Park to Bent Tree Dr.
18	Batchelor Heights to Batchelor M.S.
19	The Highlands to Clear Creek Trail
20	Summit Elementary School to Thomson Park
21	Thomson Park to Power Line Trail

HOUSING AND NEIGHBORHOOD DEVELOPMENT
2014 SIDEWALK PROJECTS

There are two projects that HAND is supporting with the assistance of DPW and CBU. These are projects that have been discussed before. They are: Fairview between Allen and Wylie; and Jackson between 15th and 17th. Most of the materials for those projects have been ordered and delivered to CBU. CBU still needs to order the concrete structures before they can begin work. DPW has submitted plans with elevations for Fairview so those structure should be ordered soon. After Fairview storm sewers have been installed, DPW will finish the design for Jackson St so those structures can be ordered.

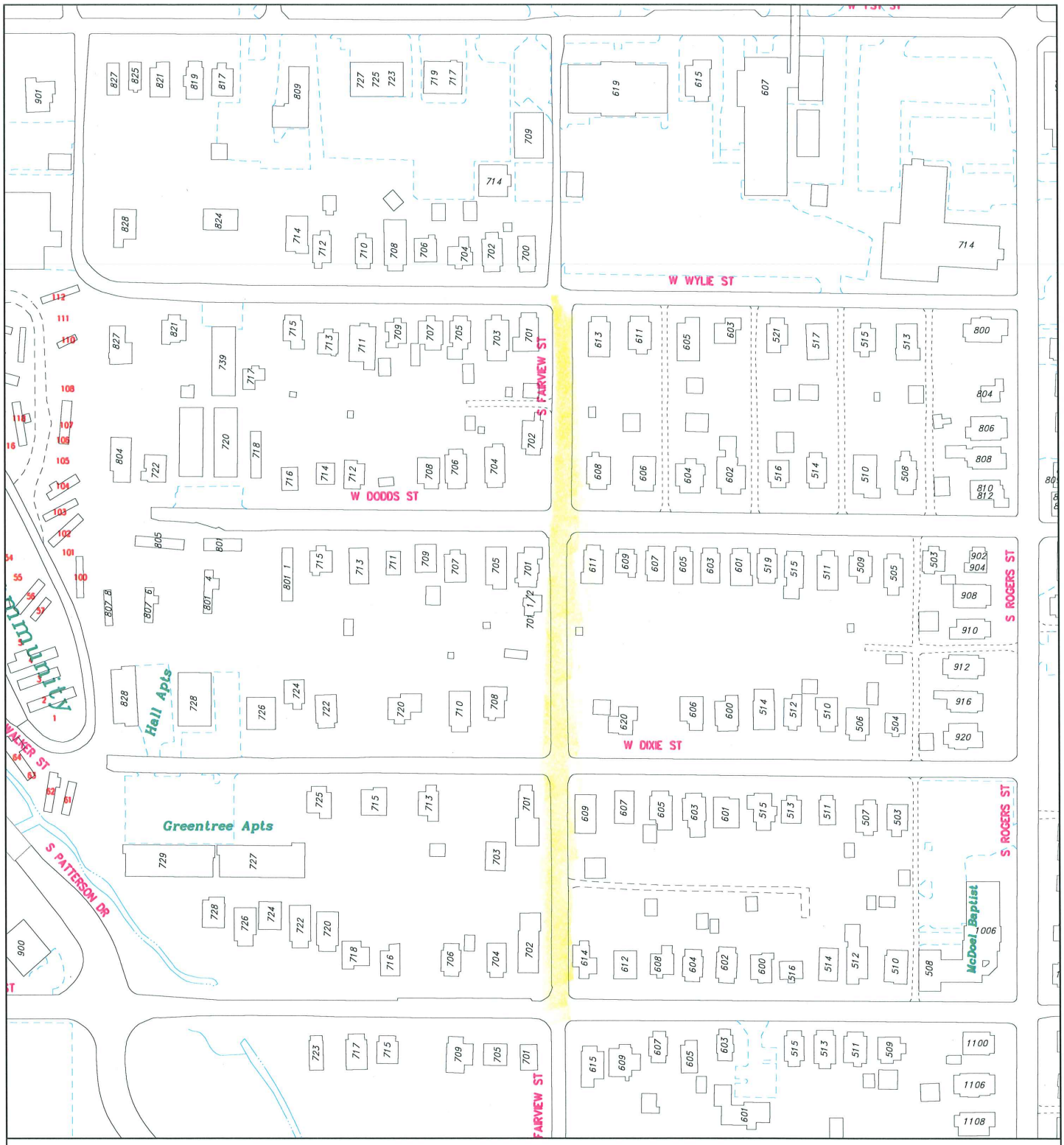
Rockport Road will be HAND's biggest sidewalk project this year (2014). The engineers' estimate for construction is quite a bit higher than what staff had projected so we are looking to all funding sources that are possible. DPW has submitted a 2014 CDBG funding application for Rockport Road to the tune of $600,000. We are uncertain if we will even have $600,000 to fund physical improvement requests. The design is about 85% completed and we will begin approaching property owners about ROW acquisitions. I believe there are 8 partial parcels that we will need.

If all the funding required is secured by early spring then the project could be completed before the end of 2014. What a difference the Rogers St and Rockport Rd project will make, not just for Broadview but for all travelers in the southwest quadrant of the City.

I want to propose that this Committee consider a contribution toward the Rockport Road project. 2012 funds were allocated from this Committee for the acquisition of ROW needed for Rockport Road. All acquisition processes were completed for this parcel with the exception of who got paid. The County had a lien on the property for back taxes so the City could not pay the owners. By the time we got the proper amounts for the County and the owners, it was 2013 and those Council sidewalk funds were no longer available. We used CDBG funds to pay for the acquisition. Although HAND and DPW would appreciate as much money has the Council thinks this project warrants, I am proposing that Council dedicate funds equal to the amount that CDBG funds were used to acquire this one parcel.

HAND may also participate in some other new sidewalk installations through our Homebuyer New Construction program. For example, HAND is assisting Habitat with the acquisition and construction of a new house on W. 15th St. and others in Broadview. Our funding will also pay for the construction of sidewalks on those lots because Habitat is required to build them. Scattered housing projects like that may not connect to any other sidewalks but over time, we (the City) hope that the sidewalk grid will slowly be completed.

Please let me know if you have any other questions or if I need to elaborate on any of these projects.



HAND 2014 PROJECTS

City of Bloomington

By: woolforr
9 Oct 13

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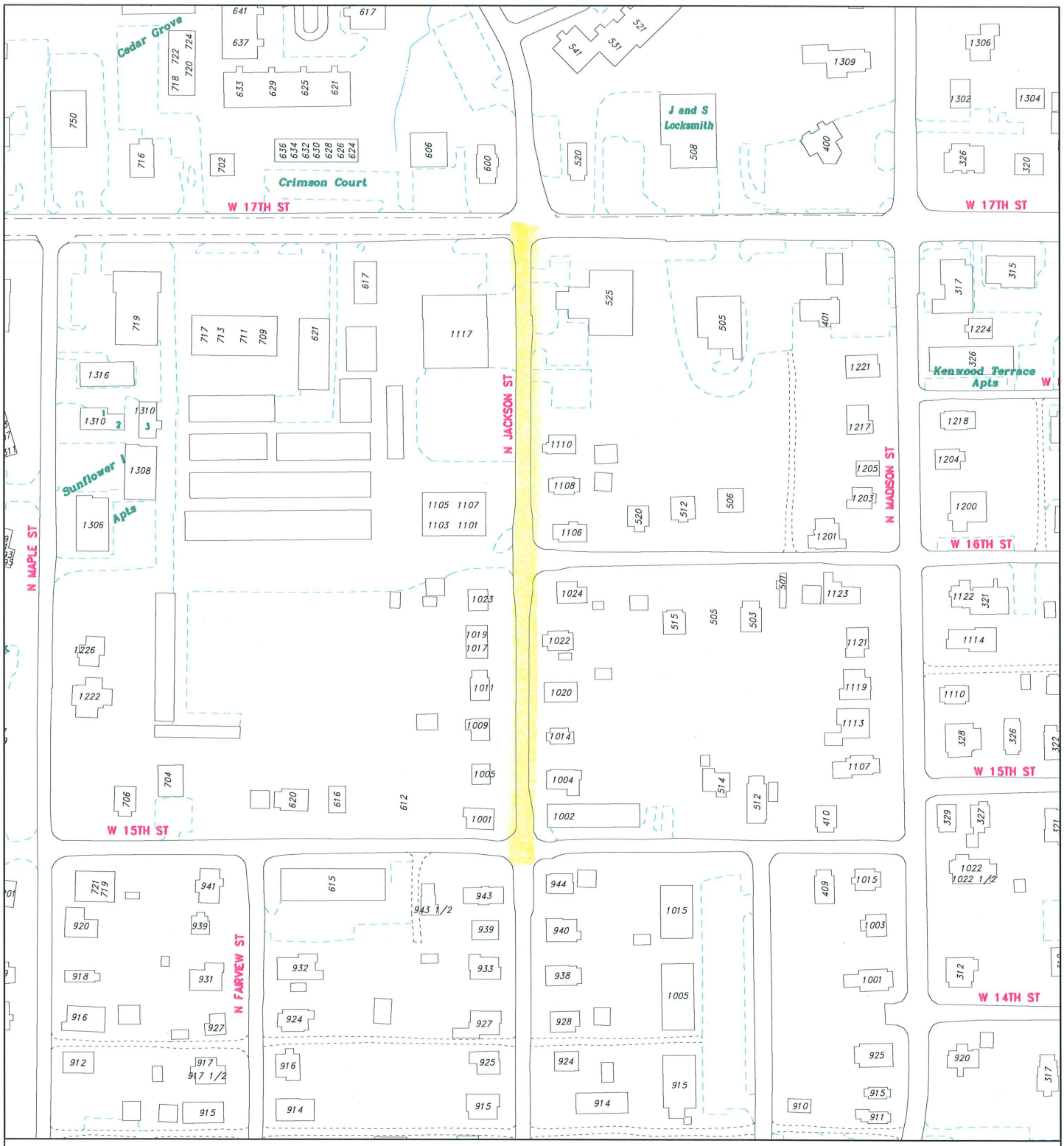
Scale: 1" = 200'

For reference only; map information NOT warranted.



HAND 2014 PROJECTS

City of Bloomington

By: woolforr
9 Oct 13

200 0 200 400 600

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Scale: 1" = 200'

For reference only; map information NOT warranted.

City to Add 23.79 Miles to Biking and Walking Networks in 2013

The City of Bloomington is adding more than 23.79 miles to the community's network of on-street bicycling facilities and upgrading existing pathways with plans to do more next year.

Construction, consisting of pavement markings, signs, concrete work, and other improvements at signalized intersections will continue through next month and begin again in the spring.

The improvements are a blend of standalone bicycle-pedestrian pathways and bike-ped amenities built as part of roadway construction.

All projects are based upon the report “Breaking Away: Journey to Platinum” – an advisory document approved by the City Council in 2011 designed to achieve a platinum designation from the League of American Bicyclists' Bicycle Friendly Community program by 2016.

The last three city budgets proposed by the mayor have funded the Greenways Implementation Plan, a multi-year effort to attain the Platinum goal. As part of the long-term plan, city government is investing in 2013 and 2014 projects.

Total Bike and Pedestrian Facility Infrastructure Added in 2013

1. Allen Street/Covenenter Drive - provides a neighborhood greenway between Patterson Drive to the west and College Mall Road to the east. Provides a low traffic, low speed connection to the B-Line, Bryan Park, College Mall shopping and the new multi-use path on Patterson Drive. Also includes refuge islands on South Walnut Street and South Rogers Street**. Added 21,716 feet of shared lane markings.**

2. Highland Avenue/Hawthorne Street - provides a neighborhood greenway between Miller Drive to the south and East 3rd Street. Allows neighborhoods south of Hillside Drive, the Bryan Park neighborhood, and Elm Heights a low traffic, low speed connection to the IU campus. **Added 13,746 feet of shared lane markings.**

3. 7th Street/Longview Avenue - provides shared bike facilities and bike lanes from Adams St. to the west and Smith Road to the east. Creates a valuable bike route for west side neighborhoods to access downtown and the IU

campus. Allows east side neighborhoods better bike access to Eastside commercial destinations, the IU campus and downtown. **Added 586 feet of multi-use path, 3,674 feet of bike lanes and 29,580 feet of shared lane markings.**

4. West 3rd Street and South Adams Street - provides bike lanes on West 3rd.. These facilities combined will soon allow bicyclists to travel from the west side theater and restaurants along State Road 37 to the 7th Street bikeway facility. **Added 5,030 feet of bike lanes and 535 feet of shared lane markings.**

5. Clifton Avenue/Rose Avenue - provides a neighborhood greenway running from Maxwell Lane to Union Street. Provides a low traffic bike route between the Eastside Drive and Elm Heights neighborhoods and the east end of the IU campus. **Added 14,584 feet of shared lane markings.**

6. 11th/Cottage Grove and 12th Street Shared Lane Markings - The 12th Street shared bike facility provides a connection between North Walnut Street and Indiana Avenue. The 11th Street/Cottage Grove shared facility runs from North Walnut Street to Fee Avenue Both facilities provide excellent routes from the north end of downtown to the IU campus. **Added 3,418 feet of shared lane markings.**

7. 19th Street Shared Lane Markings - This facility runs from North Dunn Street to North Walnut Street along 19th Street, providing an excellent connection from apartments and commercial uses along Walnut Street to the IU Park and Ride lot east of Dunn Street. **Added 3,020 feet of shared lane markings.**

8. East 3rd Street Bike Lanes - This facility provides a dedicated lane for bicyclists traveling westbound from High Street to Dunn Street on the north side of the street. There is also an eastbound lane on the south side of the street between Rose and High Street. It also includes two innovative bus islands that allow transit users to get on and off buses safely while allowing bicyclists a dedicated lane so they can continue traveling around bus traffic. **Added 5,535 feet of bike lanes.**

9. N College Ave -- This project provides a bike lane on N College Ave from 17th St to the Cascades Dr. The facility now provides southbound bike access from 2nd St to the Cascades Trail. **Added 700 feet of bike lanes.**

10. Reconstruction of Tapp Road - features sidewalk on the south side of the street, new multi-use path on the north side of the street. Project also includes a pedestrian underpass to safely convey people from the Clear Creek Trail to the north side of Tapp Road. Eventually Weimer Road will be converted to a trail facility that will seamlessly extend the Clear Creek Trail system northwards. **Added 3,644 feet of multi-use path and 3,144 feet of sidewalk.**

11. Reconstruction of South Rogers Street - features new sidewalk on the east side of the street, new multi-use path on the west side of the street. Project also includes an important connector pathway through the Broadview Neighborhood to the B-Line Trail. Project will be completed before the end of the year. **Added 4,127 feet of multi-use path and 3,067 feet of sidewalk.**

12. Smith Avenue contraflow bike lane - features a new bike lane running from College Avenue to Washington Street. By changing the vehicle flow on Smith Avenue to one-way traffic, the City's first ever contraflow bike lane allows bikes to safely connect from the B-Line Trail to destinations on the south side of downtown. At Smith Avenue and Walnut Street, a traffic signal has been installed to allow for safer bicyclist and pedestrian access to the Project School. **Added 675 feet of bike lanes.**

13. South Walnut Streetscape - In addition to upgrading all underground utilities and storm water drainage, this project reconstructed sidewalks on both sides of the street and added bike lane facilities. **Added 1,550 feet of bike lanes and 3,100 feet of reconstructed sidewalk.**

14. Cascades Trail, Phase I - The Cascades Trail project is broken up into several phases and is designed to give a wide range of active transportation users the ability to walk and bike safely between the City's Miller-Showers Park, Cascades Golf Course, Cascades Park, the Ferguson Dog Park and Lake Griffy. Phase I of the project connects Cascades Park, the Dog Park and Lake Griffy. **Added 4,225 feet of multi-use path.**

By the end of this year, the Bikeways Implementation Plan will have added 19.34 miles for a total of 69.83 active miles of bicycle and pedestrian infrastructure. This total represents a 94% increase in total bike and pedestrian infrastructure since 2010.

Total 2013 Bike and Pedestrian Facility Infrastructure Mileage: 23.79

- **New Multi-Use Path** 12,582 ft, 2.38 miles
- **New Sidewalk** 6,211 ft, 1.18 miles
- **Reconstructed Sidewalk** 3,100 ft, .58 miles
- **New Bike Lane** 17,164 ft, 3.25 miles
- **Shared Lane Markings** 86,599 ft, 16.40 miles

Planned Bike and Pedestrian Facility Infrastructure to be Added in 2014

1. 4th Street Shared Lane Markings and Bike Lanes - Project will run from Rogers Street to Indiana Avenue. Will provide a lower traffic, low speed bicycle connection from Westside neighborhoods into downtown and to the IU campus. **Adding 3,305 feet of shared lane markings and 3,305 feet of bike lanes.**

2. 2nd Street Bike Lanes - Project will run from Rogers Street to Walker Street and could be extended west and east based on feasibility analysis. Will provide the first ever dedicated bike facility on this section of 2nd Street. **Adding 9,168 feet of bike lanes.**

3. Arlington Road Bike Lanes - Project will install bike lanes on both sides of Arlington Road from Monroe Street to State Road 37. This will provided a great commuting/recreational route for residents living on the northwest side of Bloomington into the County. **Adding 11,344 feet of bike lanes.**

4. Rogers Street - Project will install shared lane markings between 2nd Street and Kirkwood Avenue and between 11th Street to 17th Street. These markings will extend the shared lane markings already installed between Kirkwood and 11th. **Adding 8,024 feet of shared lane markings.**
5. Liberty Drive - Project will install bike lanes between State Road 45 and State Road 48. This will allow for safer bicycle travel for west side residents between important commercial destinations. **Adding 15,550 feet of bike lanes**

6. 17th/Monroe/Arlington Roundabout - This project will address a long-standing safety problem at this "K-intersection" through installation of a roundabout. Additionally, new multi-use path will be constructed, and a sidewalk on the south side of 17th Street will be extended all the way to the 17th and Maple Street intersection. This project will start early in 2014. **Adding 2,351 feet of multi-use path, 2,004 feet of sidewalk, and 347 feet of reconstructed sidewalk.**

7. 17th Street Sidewalk Project - As part of an on-going effort to make 17th Street easier to use for pedestrians, the City will be constructing sidewalk on the south

side of 17th from College Avenue to Kinser Pike. This project will take place in 2014. The City will continue to work with the City Council Sidewalk Committee to seek funds to fill in the last gap in the sidewalk network between Kinser and Maple. **Adding 300 feet of sidewalk and 250 feet of reconstructed sidewalk.**

8. Park Avenue Brick Street Reconstruction - The City has obtained grant funding to supplement our funds to reconstruct this historic brick street between 7th Street and 8th Street in 2014. The City previously upgraded the sidewalks in this section in 2012, so this section of street will be more comfortable for both bicyclists and pedestrians to use. **Adding 760 feet of reconstructed sidewalk.**

9. Cascades Trail, Phase II - Recently, the City obtained Tax Increment Finance District funding to construct this second phase of the Cascades Trail network between Clubhouse Drive and Kinser Pike. This leg of the trail system will connect Bloomington North High School and residential neighborhoods to Cascades Park facilities. Construction of this phase will start in 2014. **Adding 3,485 feet of multi-use path.**

10. Rockport Road Sidewalk Project - This project was recently awarded a Community Development Block Grant and will provide a much needed sidewalk facility on the west side of Rockport Road, between Countryside Lane and Graham Drive. This sidewalk will be constructed in 2014. **Adding 2,050 feet of sidewalk and 250 feet of reconstructed sidewalk.**

11. Other smaller sidewalk projects - Additionally, the City's Housing and Neighborhood Development Department (HAND) has an annual curb and sidewalk program designed to construct new sidewalks in income eligible neighborhoods. The sidewalk projects HAND is accomplishing this year include Jackson Street and Fairview Street. **Added 1,725 feet of sidewalk.**

Total 2014 Bike and Pedestrian Facility Infrastructure Mileage 2014: 12.19

- **New Multi-Use Path** 5,836 ft, 1.11 miles
- **New Sidewalk** 4,354 ft, .82 miles
- **Reconstructed Sidewalk** 3,332 ft, .63 miles
- **New Bike Lane** 39,367 ft, 7.45 miles
- **Shared Lane Markings** 11,509 ft, 2.18 miles

Total 2013 and 2014 Bike and Pedestrian Facility Infrastructure Mileage: 35.99

- **New Multi-Use Path** 18,418 ft, 3.49 miles
- **New Sidewalk** 10,565 ft, 2.00 miles
- **Reconstructed Sidewalk** 6,432 ft, 1.21 miles
- **New Bike Lane** 56,531 ft, 10.70 miles
- **Shared Lane Markings** 98,108 ft, 18.58 miles

STORMWATER UTILITY CAPITAL IMPROVEMENTS
FIVE YEAR PLAN

	2013	2014	2015	2016	2017	Total
System Capacity Study and Master Guidance Plan	$100,000					$100,000
Griffy Lake Dam Improvements	$55,000					$55,000
Griffy Lake Dam Two-Year Inspections		$3,000		$3,000		$6,000
Jordan River, 2nd St. to 4th St. - Design	$200,000	$191,000	$20,000			$411,000
Jordan River, 2nd St. to 4th St. - Construction		$3,750,000	$3,750,000			$7,500,000
17th St. Improvements College Av. to Kinser Pk.	$65,000					$65,000
College Av at 1st St. Storm Box Installation	$100,000					$100,000
Mitchell St - Hunter St. to 2nd St.	$30,000					$30,000
Clear Creek Open Channel Improvements From E. 1st St. (Jordan Outfall) south		$25,000	$40,000	$40,000	$40,000	$145,000
Allowance for Neighborhood Improvements	$50,000	$50,000	$50,000	$55,000	$55,000	$260,000
Year Totals	$600,000	$4,019,000	$3,860,000	$98,000	$95,000	

2013 Bloomington Parks and Recreation Trail Report for the Sidewalk Committee

Winslow Sports Park Trail Improvements
The fitness trails at Winslow Sports Park will be rerouted and paved within the next year. The current crushed limestone trails erode frequently forming gullies which create tripping hazards. A bicycle/pedestrian connection will be paved from the east side of the park to the YMCA access drive.

Cascades Trail
The Cascades Trail will eventually consist of three legs linking 3 parks and Bloomington North High School. The first leg, from the Sycamore Shelter on Clubhouse Dr. to Stone Mill Dr. was completed last year. The first phase of the west leg is currently under construction. Phase 1 begins at the southeast corner of the Sycamore Shelter parking lot, passes by the west side of the Shelter and parallels Clubhouse Dr., through the Cascades Golf Course to Kinser Pike. BPR is seeking funding for Phase 2, which will continue beyond the BHSN entrance to Acuff Rd. The future south leg will extend from Miller-Showers Park through Lower Cascades Park to Clubhouse Dr.

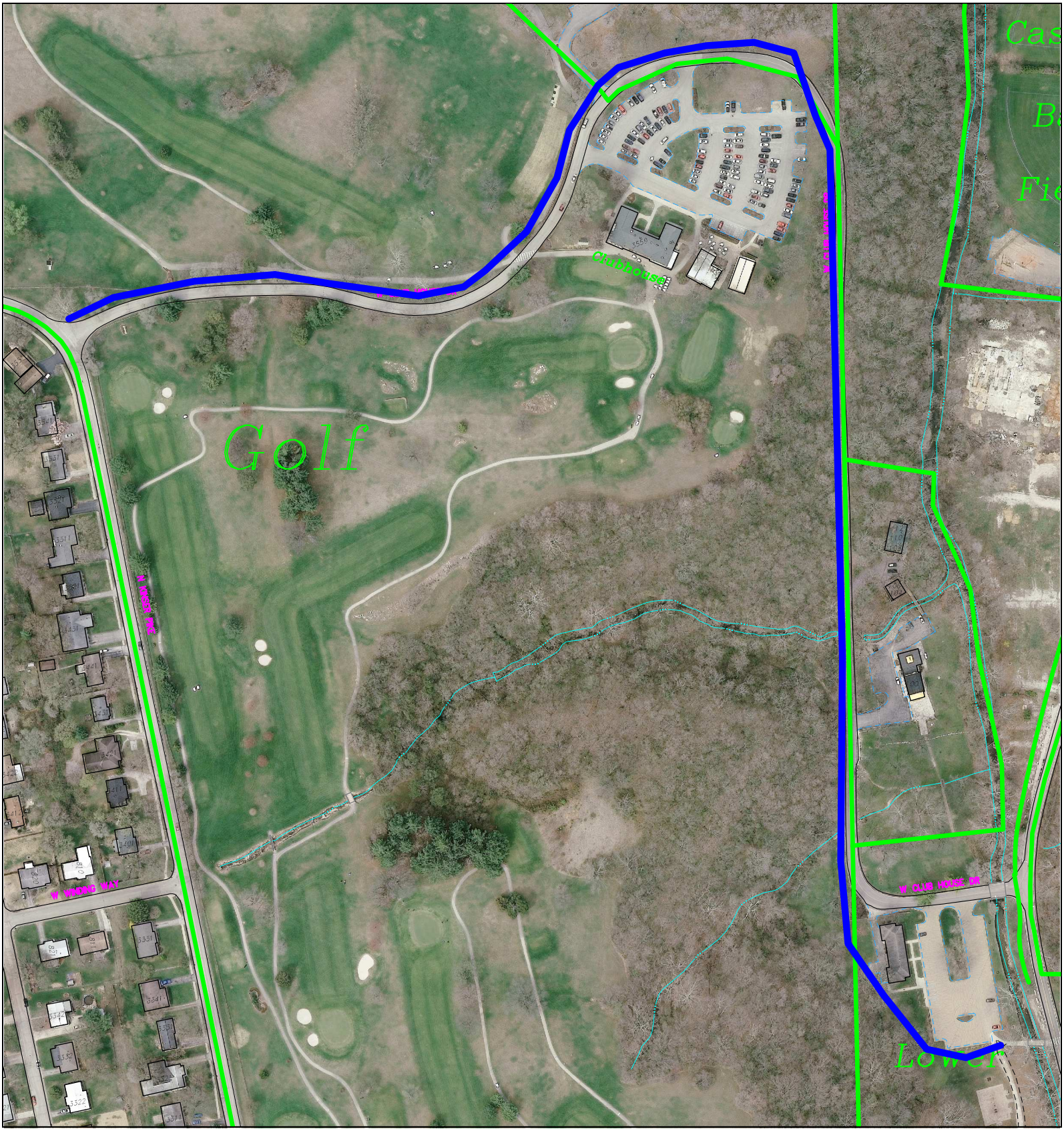
Proposed/Planned Future Projects:

Access to the B-Line Trail from Adams St.
BPR has received a request to do a curb cut at the end of the B-Line at Adams. Concerns include drainage, accessibility and safety. The Department is exploring the possibility of paving the N. Alexander St. ROW between 10th St. and the trail. This route would serve bicycles and provide another neighborhood access point from the north.

Diamond St. Connection to the B-Line Trail
This connection could be made within the Diamond St. ROW. Timing will depend on the Habitat for Humanity development proposal of the property to the south of the intersection.

West 3rd St. sidewalk
The bicycle and pedestrian crossing recently installed at the intersection of 3rd, 5th, and Adams will increase bike/ped traffic in the area. A well worn dirt path on the east side of W. 3rd, alongside Rosehill Cemetery wall could be improved with the installation of a sidewalk. This route is heavily traveled route due to the Bloomington Transit stop at the top of the hill.

Black Lumber Spur
The Black Lumber spur was acquired last year in preparation for trail construction that will connect the B-Line Trail to Henderson St., immediately north of Black Lumber. A funding source has not been identified for this new connection. This spur trail will be 10-12 feet wide.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Clubhouse
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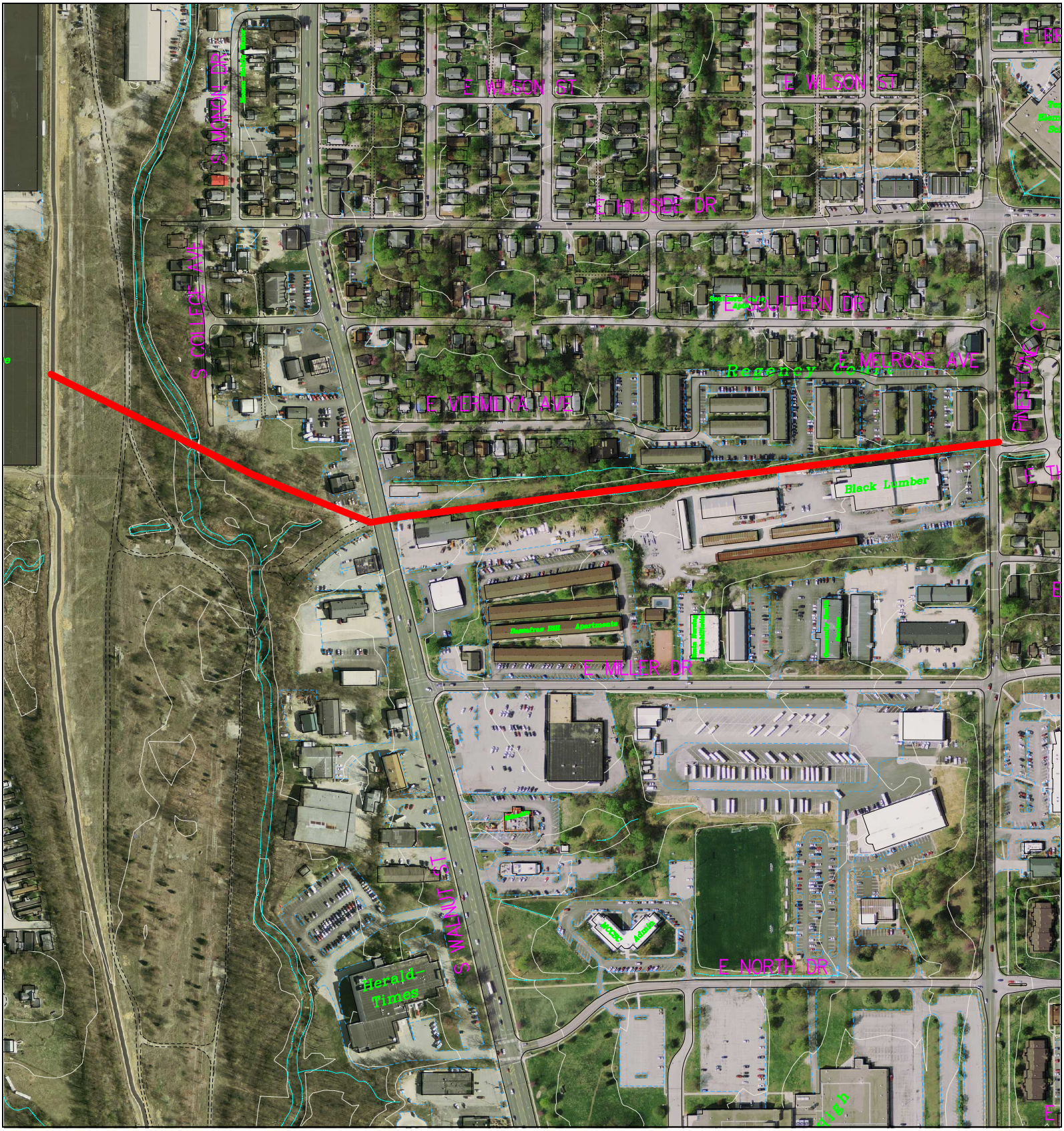
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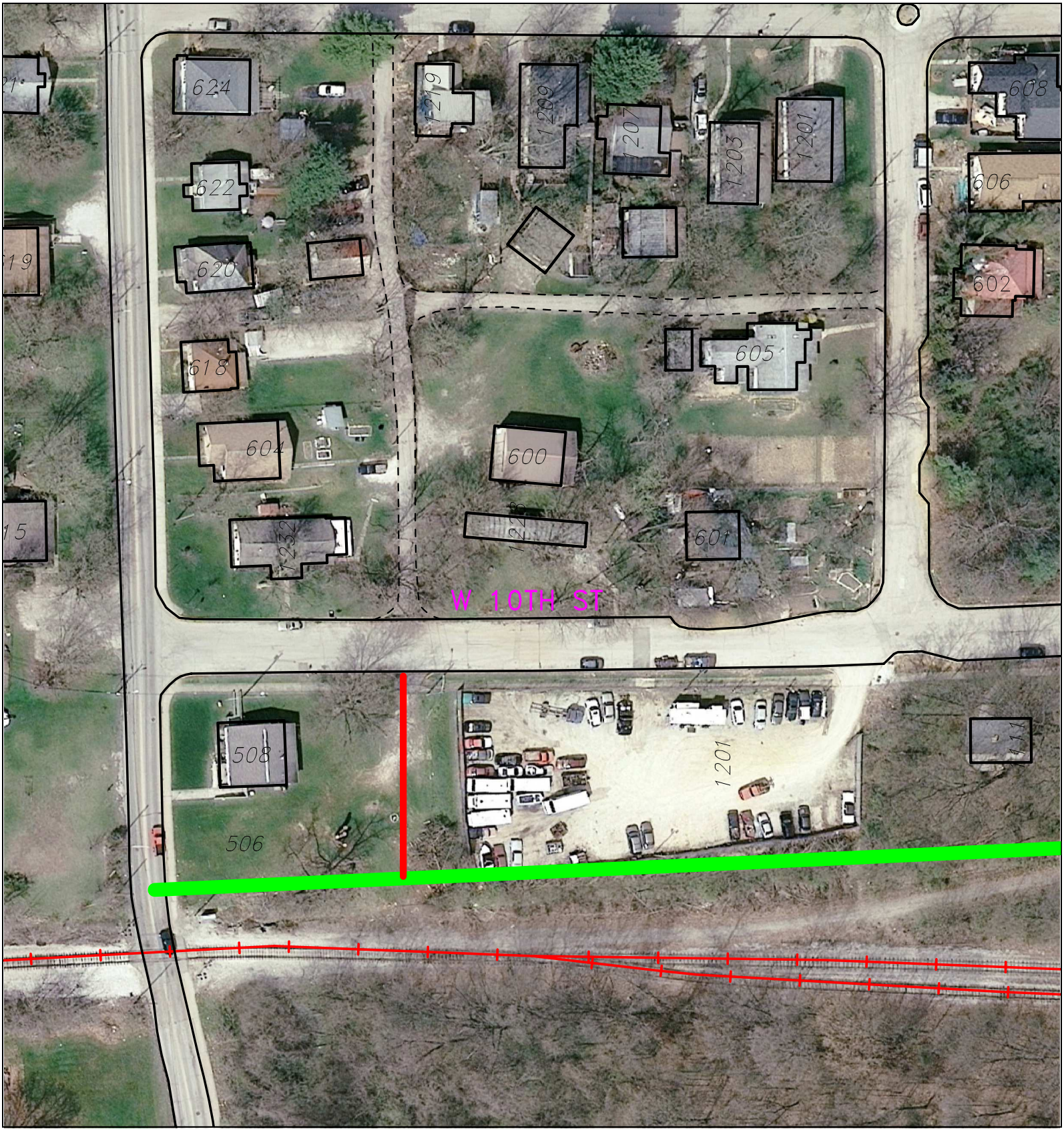
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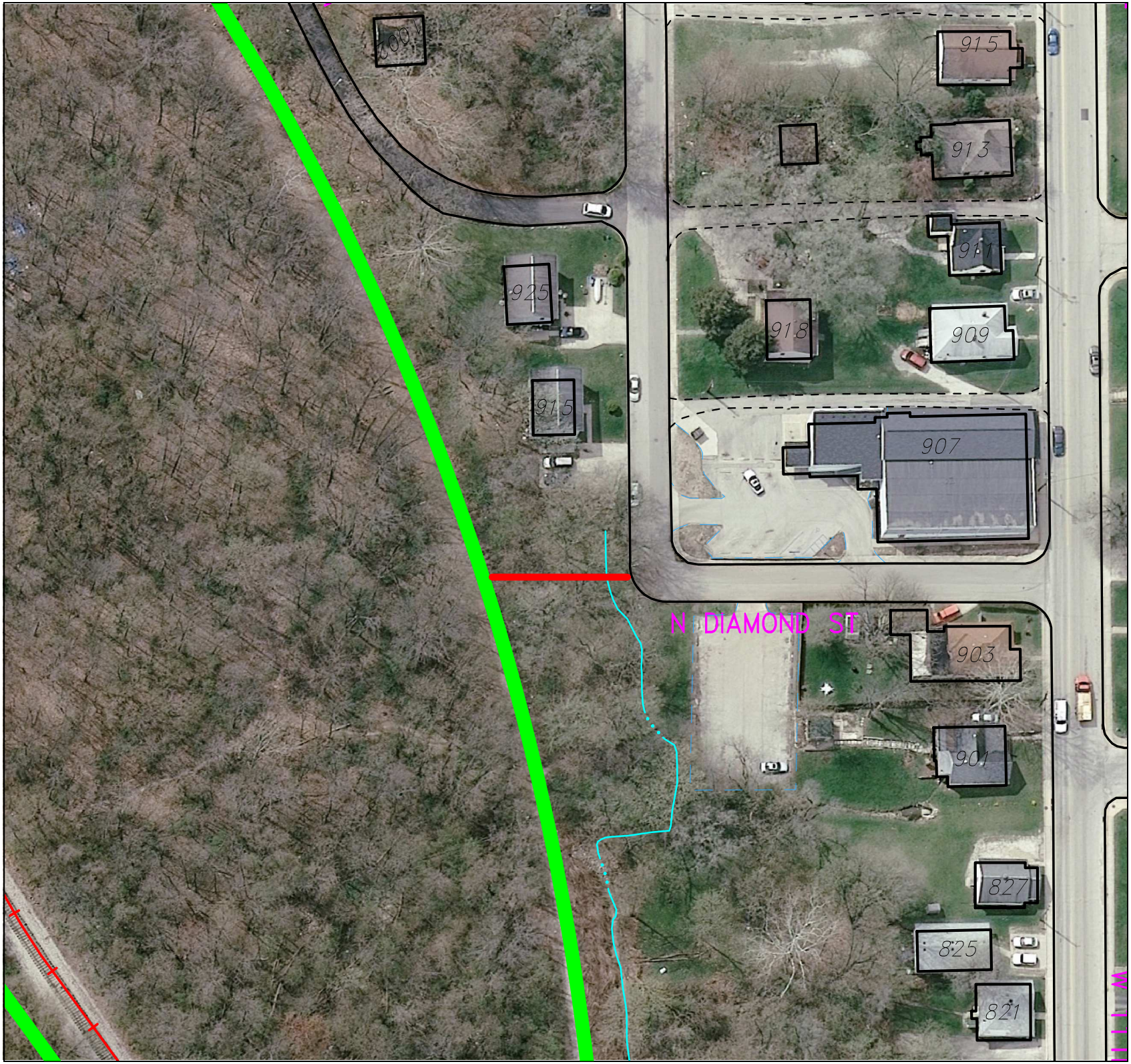
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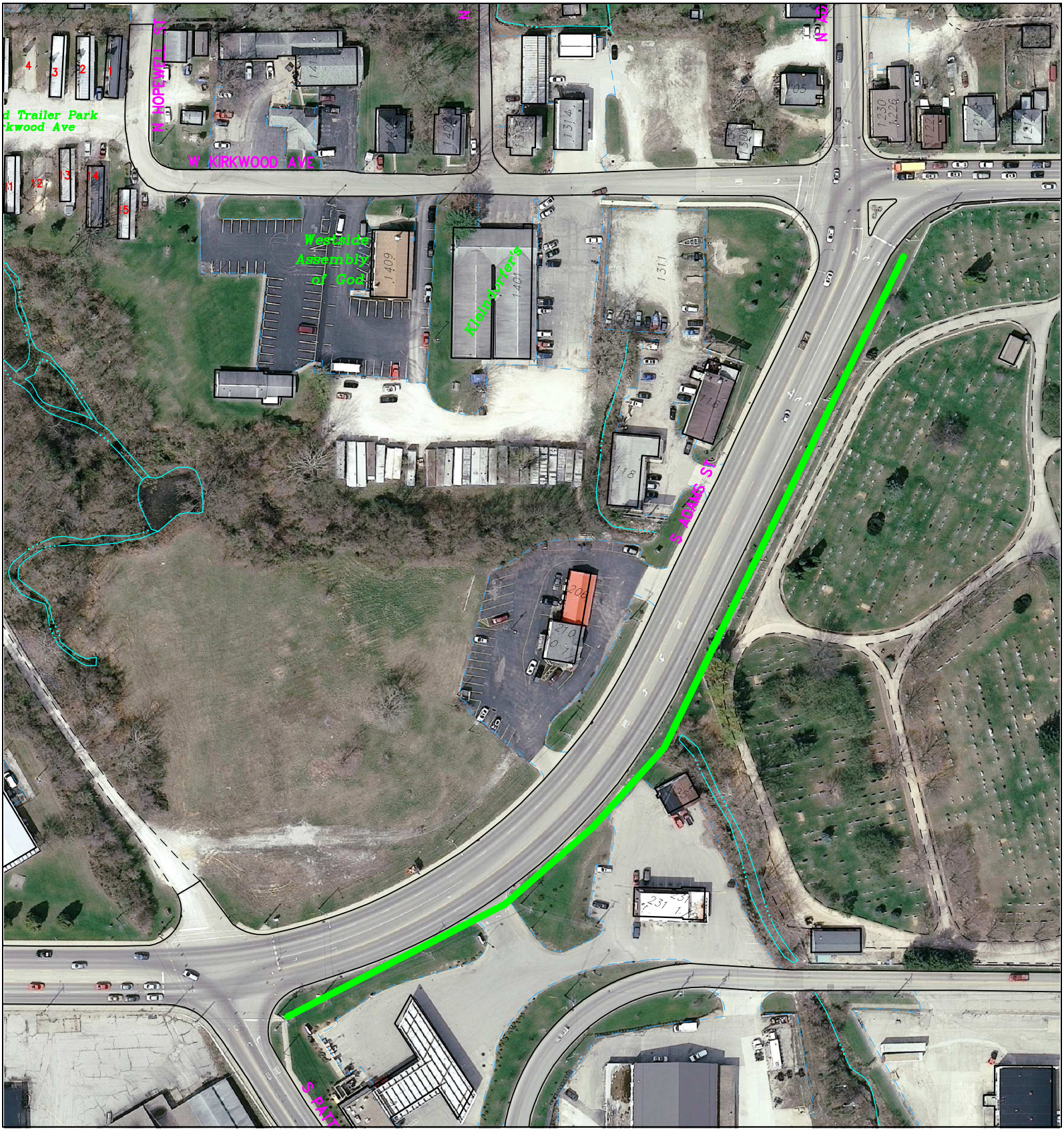

N HOPEWELL R
W KIRKWOOD AVE
Westside Assembly of God
Kidd Lyders
S ADAMS ST

Appendix Six - Other Sidewalk-Related Projects

<u>Additional Information and Materials</u>

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

- Other City Projects – *see Status Report in Appendix 3*
- Other County and State Projects – *addressable, as needed by, Wykoff*

Appendix Seven - Schedule for 2014

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. After polling Committee members and staff, this cover sheet proposes a schedule for Committee deliberations. All Committee meetings would be held at noon in the McCloskey Room

Proposed Schedule for Deliberations

Action	Date
Review Funding, On-Going Projects, Criteria and Prioritization List	**Wednesday, November 20th**
Continue Prioritizing Projects and Request Estimates	**Monday, December 2nd**
Review Projects, Estimates and Funding	**Thursday, December 12th**
Recommend Allocations and Prepare for 2015	**Tuesday, December 17th**
Submit Report to Council	**Wednesday, January 15th**

Discussion

Chair

Action

Approve Schedule

Material

None