



# City of Bloomington Common Council

## Initial Packet for the 2016 Council Sidewalk Committee

*First meeting to be held at 12:00 p.m.  
on Wednesday, February 3, 2016  
in the Council Library, Room 110,  
City Hall, 401 North Morton Street*

This Packet can be found online at:

[http://bloomington.in.gov/documents/viewDocument.php?document\\_id=458](http://bloomington.in.gov/documents/viewDocument.php?document_id=458)

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**2016 Common Council Sidewalk Committee Packet**

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**Agenda for Common Council Sidewalk Committee**  
**12:00 p.m. on Wednesday, February 3, 2016**  
**Council Library, Room 110**  
**Showers City Hall, 401 North Morton Street**

1. Preliminary Matters
  - Introductions
  - Election of Chair
2. Funding for 2016
  - \$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
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
  - Discussion of Sidewalk Priorities
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**

Tim Mayer, At-Large  
Chris Sturbaum, District 1  
Dorothy Granger, District 2  
Dave Rollo, District 4

## **Office of City Clerk**

Nicole Bolden, City Clerk / Sue Wanzer, Deputy Clerk

## **City Departments & Staff**

### **Council Office**

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

### **Planning & Transportation**

Tom Micuda, Director  
Andrew Cibor, Transportation and Traffic Engineer  
Scott Robinson, Long Range / Transportation Manager  
Roy Aten, Senior Project Manager  
Vince Caristo, Bicycle and Pedestrian Coordinator

### **Utilities**

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

### **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 2016

### Alternative Transportation Fund

\$300,000	Appropriated for 2015
- \$5,000	Traffic Calming Projects ( <i>See Planning and Transportation Memo (Appendix 3)</i> )
<hr/>	
\$295,000	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

2011-2016	-	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

### Presentation

Chair

### Materials

BMC 15.37.160 - *enclosed*

ATF Fund Sheet (from 2016 Budget Materials – with note from Council Office) – *enclosed*

CBU Funding/In-Kind Sheet - *requested*

**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).

**CITY OF BLOOMINGTON**  
**Budget Worksheet Report**

	<b>Account Number</b>	<b>Description</b>	<b>2014 Actual Amount</b>	<b>2015 Adopted Budget</b>	<b>2016 Council</b>	<b>+/- \$</b>	<b>+/- %</b>
<b>Fund:</b>	454 - Alternative Transportation Expenditures						
<b>Department:</b>	02 - Public Works						
Personnel Services							
	51110	Salaries and Wages - Regular	106,825	73,304	74,770	1,466	2.00%
	51210	FICA	7,327	5,608	5,720	112	2.00%
	51220	PERF	14,769	10,410	10,617	207	1.99%
	51230	Health and Life Insurance	34,500	24,960	26,546	1,586	6.35%
<b>Total: Personnel Services</b>			<b>163,420</b>	<b>114,282</b>	<b>117,663</b>	<b>3,371</b>	<b>2.95%</b>
Supplies							
	52110	Office Supplies	426	1,000	1,000	0	0.00%
	52240	Fuel and Oil	4,143	5,926	5,451	(475)	-8.02%
	52340	Other Repairs and Maintenance	0	2,500	2,500	0	0.00%
	52420	Other Supplies	146	550	550	0	0.00%
	52430	Uniforms and Tools	309	2,400	2,400	0	0.00%
<b>Total: Supplies</b>			<b>5,025</b>	<b>1,276</b>	<b>11,901</b>	<b>(475)</b>	<b>-3.84%</b>
Other Services and Charges							
	53110	Engineering and Architectural	0	75,000	75,000	0	0.00%
	53150	Communications Contract	1,008	0	0	0	N/A
	53210	Telephone	0	0	1,320	1,320	N/A
	53310	Printing	12,196	10,000	12,600	2,600	26.00%
	53620	Motor Repairs	0	6,129	6,902	773	12.61%
	53640	Hardware and Software Maintenance	13,006	1,000	1,000	0	0.00%
	53830	Bank Charges	0	0	18,000	18,000	N/A
	539010	Inter-Fund Transfers	0	0	58,062	58,062	N/A
	53920	Laundry and Other Sanitation Services	360	0	0	0	N/A
	53990	Other Services and Charges	923	1,000	1,000	0	0.00%
<b>Total: Other Services and Charges</b>			<b>\$27,493</b>	<b>\$93,129</b>	<b>173,884</b>	<b>\$80,755</b>	<b>86.71%</b>
Capital Outlays							
	54310	Improvements Other Than Building	302,846	500,000	500,000*	0	0.00%
<b>Total: Capital Outlays</b>			<b>302</b>	<b>500,000</b>	<b>500,000*</b>	<b>0</b>	<b>0.00%</b>
<b>Expenditure Grand Totals:</b>			<b>\$498,785</b>	<b>\$719,787</b>	<b>\$803,438</b>	<b>\$83,651</b>	<b>11.62%</b>

\* Supplemental Note from Council Office: \$500,000 in Capital Outlays includes: \$300,000 for Council Sidewalk funds and \$200,000 for Greenways (per Jeff Underwood).

## **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 Roy Aten, Senior Project Manager*

### Background Material

Memo to Council Sidewalk Committee – Including Status Report on Recently Completed and On-Going Council Committee Projects (Roy Aten) – *enclosed*

2015 Council Sidewalk Committee Report with Recommendations and a History of Council Sidewalk Projects 2002 - 2015 – *enclosed*

History of Project Expenditures (from Planning and Transportation) – *forthcoming*

# MEMO

TO: City of Bloomington Council Sidewalk Committee  
THRU: Andrew Cibor, Traffic and Transportation Engineer  
FROM: Roy Aten, Senior Project Manager  
RE: Status Report on 2015 Council Sidewalk Projects

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On March 25<sup>th</sup>, 2015, the City Common Council adopted the 2015 Sidewalk Committee Report. That report recommended the allocation of \$300,000 in alternative transportation funds for the development and/or construction of five new sidewalk projects.

Project	Allocation	Description
Kinser Pike Sidewalk	\$14,000	Acquisition of right-of-way
	\$129,850	Construction
West 17 <sup>th</sup> Street Sidewalk	\$70,000	Acquisition of right-of-way
Sheffield Drive Sidewalk	\$75,000	Acquisition of right-of-way and Construction
Traffic Calming	\$5,000	Maxwell and Mitchell
East 7 <sup>th</sup> Street Sidewalk	\$6,150	Construction (contingent of funding)

The City Planning and Transportation Department has been working throughout 2015 to implement these projects. The following is a synopsis of each of the 2015 Council Sidewalk Committee initiatives.

- **North Kinser Pike** - *from Existing Sidewalk North of 17<sup>th</sup> Street to 17<sup>th</sup> Street (East side)*. The project will consist of a new 5 foot wide sidewalk separated from the roadway by a 5 foot buffer. Plans were completed in early spring of 2015 and the project progressed into the right-of-way acquisition phase. It was identified that both temporary and permanent right-of-way would be needed from eight individual parcels. Appraisals and review appraisals were completed in the spring and the City began to make offers to property owners in the summer. As of today, property acquisition continues. The total 2015 right-of-way cost for the project is \$17,770, or an increase of \$3,770.00 over the original estimate of \$14,000. The City will seek construction bids in late November with intentions to award a construction contract in mid-December. Construction is anticipated to begin by spring of 2016.

- **West 17<sup>th</sup> Street** – *From four parcels west of Maple to Madison.* This project will consist of a new sidewalk on the south side of West 17<sup>th</sup> Street. Plans are 95% complete and the project is currently in the right-of-way acquisition phase. Permanent and/or temporary right-of-way is needed from a total of eight parcels. As of today, acquisition on four of those parcels have been completed and the remaining parcels have pending offers. Total 2015 right-of-way cost to date are \$ 93,345.00, or an increase of \$23,345.00 from the original estimate and allocated amount. This increase is partially a result of changes in the right-of-way acquisition process and the need to acquire temporary right-of-way for projects that are eligible for Federal funds. In order to accommodate this shortfall in allocation, funds will be shifted from savings on other Council Sidewalk projects (see Sheffield Sidewalk). Construction for this project is anticipated to begin in the summer of 2016.
- **Sheffield Drive Sidewalk** – *Morningside Drive to Providence Drive (West side).* Right-of-way acquisition and design was completed in early 2015. Bidding for the project commenced in August of 2015 with an award for construction going to Groomer Construction on August 25<sup>th</sup>, 2015. Construction started in September, 2015 and completed in October, 2015. Final construction and right-of-way cost for the project was \$52,323.00, accounting for a savings from the \$75,000 allocated of \$22,676.86. A partial reason for this savings was due to changes in how the right-of-way acquisition process is conducted by the City for projects that use Local funds. This savings has been shifted to account for shortfalls in the West 17<sup>th</sup> Street sidewalk project listed above.
- **Traffic Calming** – *Pedestrian improvements at the intersection of Maxwell and Mitchell.* The Planning and Transportation Department conducted traffic counts at the end of April, 2015. It was determined that the majority of traffic was traveling at or around the posted speed limit of 30 MPH. City staff evaluated the posted signage and change the speed limit signs to 25 MPH to reflect the speed limit codified in Municipal Code. Staff also added additional speed limit signs to the area and relocated existing school speed zone signs to be consistent with Municipal Code. Staff also explored the potential of installing a painted crosswalk at the intersection of Maxwell and Mitchell and determined to not proceed with that at this time. The total expenditure for traffic calming has been \$76.40 for five new 25 MPH speed limit signs.
- **East 7<sup>th</sup> Street Underpass** – *A connector side-path between East 7<sup>th</sup> Street and the SR 45/46 underpass.* City Council allocated \$6,149 for the construction of the side-path. These funds were to be used in the event that additional funding could be obtained to support the estimated \$54,000 construction effort. Staff was unable to secure additional funding in 2015 for this project. Design for

the project is nearly complete and the project is available for funding and construction in 2016.

The City Council Sidewalk Committee accomplished some important milestones in 2015 including:

- Construction of 1,390 feet of new sidewalk; and
- Purchase of needed right-of-way for an additional 1,475 feet of sidewalk to be constructed in 2016.

As a result of the City realigning its processes for the acquisition of right-of-way to more closely match the Federal Highway process, some additional costs were realized that exceeded the original estimates. Right-of-way acquisition costs exceeded original estimates by \$27,115 (a 32% cost increase). This increase in cost was mitigated by savings attained in the bidding of the Sheffield Drive Sidewalk Project.

The following table shows the remaining allocation for the 2015 Council Sidewalk funds.

<b>Project</b>	<b>Allocation</b>	<b>Spent</b>	<b>Remaining</b>	<b>Description</b>
Kinser Pike Sidewalk	\$14,000	\$17,770	-\$3,770	Acquisition of right-of-way
	\$129,850	0	\$129,850*	Construction*
West 17 <sup>th</sup> Street Sidewalk	\$70,000	\$93,345	-\$23,345	Acquisition of right-of-way
Sheffield Drive Sidewalk	\$75,000	\$52,323	\$22,677	Acquisition of right-of-way and Construction
Traffic Calming	\$5,000	\$77	\$4,923	Maxwell and Mitchell
East 7 <sup>th</sup> Street Sidewalk	\$6,150	\$0	\$6,150	Construction (contingent of funding)
<b>TOTAL</b>	<b>\$300,000.00</b>	<b>\$163,515.00</b>	<b>\$136,485.00*</b>	

\*Staff intends to apply the remaining fund balance towards the construction of the Kinser Pike Sidewalk in 2015. Therefore, no reallocations are required.

# **Report of the Common Council Sidewalk Committee**

## **March 25, 2015**

### **Committee Members and Staff**

The members of the 2015 Committee were appointed by the President of the Council in 2014, remain the same as last year, and include:

- 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

#### **Planning and Transportation**

Tom Micuda, Director

Scott Robinson, Long Range / Transportation Manager

Roy Aten, Senior Project 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 use of \$300,000 of Alternative Transportation Fund monies budgeted for 2015. This was the first year after the consolidation of planning and transportation functions under the new Planning and Transportation Department. The Committee met twice in November and December 2014 to review the program and, as it turned out, submit an Interim Report recommending amending the 2014 allocations. That Interim Report was approved by the Council on December 10, 2014. The Committee then met twice more, once in December and once in March, to make recommendations regarding allocation of 2015 funds. The recommendations allocated the \$300,000 and, if made available, some unspent funds in 2014.

Those allocations focused on the following projects:

- North Kinser Pike (just north of West 17<sup>th</sup> Street);
- West 17<sup>th</sup> Street (from four parcels west of Maple to Madison Street);
- Sheffield (from Morningside to Providence);
- Traffic Calming Projects (various including a crosswalk at Maxwell Lane and Mitchell Street); and
- 7<sup>th</sup> Street Ramp/Stairs (from SR 45/46 Bypass to 7<sup>th</sup> Street.

## Schedule

The Committee met at noon in the Council Library on:

- Monday, November 18, 2014;
- Tuesday, December 2, 2014;
- Tuesday, December 9, 2014; and
- Thursday, March 19, 2015.

## Deliberation Materials and Minutes Available Online

The following outline provides an overview of what the Committee did at those meetings. *Please note that there are some additional documents which are, or will be, available online and in the Council Office. The first is an informative [Council Sidewalk Committee Packet](#) for the Committee's initial meeting in November that is available for inspection in the Council Office. The second are the [Memoranda](#) for these meetings which will be available once reviewed by the Committee and approved by the Chair.*

## Preliminary Matters

Early on, the Committee:

- Elected a Chairperson (Chris Sturbaum); and
- Acknowledged and thanked the Office of City Clerk (through Deputy Clerk Sue Wanzer) for serving as Secretary for the proceedings.

## Review of Funding and Setting Aside Funds for Traffic Calming

The transportation-related monies are comprised of \$300,000 from the Alternative Transportation Fund (ATF), which receives surplus revenues from the Neighborhood Parking Program (BMC 15.37.160). While that amount is the same as in 2014, it reflects previous increases of \$25,000 for 2014 and \$50,000 for 2013. The budget for the ATF (#6301) is as follows:

<b>Alternative Transportation Fund (ATF) - 2015</b>		
<u>Category</u>	<u>Budget</u>	<u>Notes</u>
Personal Services	\$114,282	
Supplies	\$12,376	
Services and Charges	\$93,129	
Capital Outlay	\$500,000	\$300,000 for Council Sidewalks; \$200,000 for Greenways Projects
Total:	\$719,787	

**City of Bloomington Utilities (CBU) Collaboration.** Because they channel water, sidewalk projects, and more particularly curbs, are part of the City's stormwater infrastructure. The Committee has, over the years, recognized that the stormwater component of a sidewalk project frequently comprises a significant, and often majority, part of the project cost. To address this constraint on the installation of sidewalk projects, in 2007, the City of Bloomington Utilities department set aside \$100,000 for the stormwater component of Council sidewalk projects. In 2008, it was increased to \$125,000, but, in 2009, due to budgetary constraints, the

set aside ceased. Since that time, in lieu of a set aside of funds, CBU has offered to explore providing in-kind contributions for identified projects when consistent with departmental stormwater mission and priorities.

**Set Aside for Traffic Calming Projects.** As has been typical in previous years, the Committee initially agreed to set aside \$15,000 for any traffic-calming projects that might come forward in 2015. One part of an old project involving Fairview School and the Near Westside Neighborhood Association was mentioned by staff and discussed by the Committee. Another dealt with a possible crosswalk on Maxwell Lane at or near Mitchell Street. A third dealt with a project on Morningside Drive. Given other priorities and the timing of existing projects, the Committee reduced that allocation to \$5,000.

### **Actions Taken as a Result of Review of Past and Pending Projects**

#### **Request to Amend 2014 Report Approved by the Council in December**

After reviewing progress on, and actual costs for, projects funded in 2014, the Committee submitted an Interim Report to the Council recommending amendment of the 2014 Council Sidewalk Report. The Interim Report was approved at the Regular Session on Wednesday, December 10, 2014.

The recommendations in the Interim Report can be found [online](#) and, in essence, concluded that:

- two sidewalk projects were completed in their entirety:
  - Maxwell Lane from Jordan to Sheridan (north side); and
  - Monroe County project on Leonard Springs Road from the Walmart entrance to Tapp Road (east side) – *which received a \$15,000 contribution from the ATF;*
- phases of two more projects were finished including:
  - Kinser Pike north of West 17<sup>th</sup> to apartments with sidewalks (east side) – *for design work;* and
  - West 17<sup>th</sup> from Maple Street to Madison (south side) – *for design and some appraisal work;*
- but, for various reasons, two sidewalk projects and a possible traffic-calming project did not move forward. Those two sidewalk projects were:
  - 7<sup>th</sup> Street and SR 45/46 Bypass – *for construction of ramp and steps;* and
  - Sheffield (from Morningside Drive to Providence) – *for design and construction;*
- rather than have approximately \$124,104.47 in Council Sidewalk Committee allocations<sup>1</sup> left unspent in 2014, it recommended that:
  - \$69,530 be reallocated to move each unfinished project on the 2014 list forward (typically with appraisal and design work);
  - \$26,320 be used to design a sidewalk/stormwater project on Fairview near Dodds; and
  - the Council respectfully requested that the Mayor consider offering an additional appropriation in 2015 of unspent 2014 funds budgeted which reverted to the ATF to be used toward 2015 projects.

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<sup>1</sup> The Committee recommended allocation of \$298,301.78 of the \$300,000 budgeted for 2014. The \$124,104.47 in unspent funds is based upon the *allocated* and not the *budgeted* amount.

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

### **Program Criteria**

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

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

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:

- 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 and led to some change in rankings;
- The Evaluation Sheet 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.

The Committee did not recommend any changes to the criteria this year.

### **Narrowing Priorities after Review of Evaluation Sheet**

The Committee reviewed the Evaluation Sheet (attached), which contained 44 proposed projects, including eight new requests, and asked Roy Aten to prepare or obtain more recent estimates for unfinished projects from 2014. Some of these projects are discussed below: in particular, the ones recommended for funding, and then a brief reference to three new requests that ranked in the top 20, but did not receive funding this year.

## **Recommended for Funding in 2015**

- **North Kinser Pike from Existing Sidewalk North of 17<sup>th</sup> Street to 17<sup>th</sup> Street – East Side (Rank #1)** – This highest ranking project has been on the list for over a decade due, in large part, to the cost of the right-of-way. After obtaining estimates for both sides of the street, the Committee chose the east side, which was less expensive and more likely to be used. Design and appraisal work were done or contracted for in 2014. This request is for acquisition of right-of-way (\$14,000) and construction (~\$129,851), which should complete the project this year.
- **West 17<sup>th</sup> – From Four Parcels West of Maple to Madison – South Side (*within the scope of Crescent to Madison Project* - Rank # 8)** – Installation of sidewalks on West 17<sup>th</sup> Street has been a high priority for the City and has seen some progress over the years. As a result of Committee recommendations in 2013, a sidewalk was installed on the south side from Madison to College, which is directly east of this project. A combination of MPO and local funds was used to construct a roundabout at Arlington and Monroe, which includes the installation of sidewalks immediately to the west of this project. Money for design and right-of-way were spent last year for the segment east of Maple. This year the Committee recommends allocating \$70,000 to acquire right-of-way both east and west of Maple. It's worth noting that some of this allocation is for temporary right-of-way in order to do work on private property, which is recommended by City Legal and will increase the cost of sidewalk projects. Total cost of construction will likely exceed \$500,000.
- **Sheffield Drive – Morningside Drive to Providence Drive – West Side (Rank #20)**  
This project would complete missing sidewalk segments along Sheffield near Plymouth with recently-completed Council Sidewalk Committee projects on the south along Morningside Drive from Smith Road to Sheffield. The Committee thought this project addressed an issue of safety because Sheffield winds downhill toward Morningside and neither motorists nor pedestrians, who must now walk on the street, may have time to react as cars descend rapidly through the curve. Design was contracted for in 2014 at a cost of \$8,010 and the Committee is recommended \$75,000 for acquisition of right-of-way and construction in 2015.
- **Traffic Calming**           The Committee initially set aside \$15,000 for possible traffic calming projects, but, given the one project likely to move forward this year and other higher priorities, ultimately set aside \$5,000 for 2015. That project is a crosswalk at Maxwell Lane and Mitchell Street. If other funds can be found for this project, the Committee would then use this allocation toward the ramp and stairs on East 7<sup>th</sup> Street (below).
- **E. 7<sup>th</sup> Street at SR 45/46 Bypass (Rank #19)** This project would connect the sidepath on the west side of the SR 45/46 Bypass to the bicycle/pedestrian tunnel and 7<sup>th</sup> Street. The Committee thought this connection to Green Acres may have the added benefit of encouraging more bicycle and pedestrian traffic between the neighborhoods to the east and the campus to the west. It would include installing a ramp from the Bypass to the tunnel and stairs to 7<sup>th</sup> Street. The design was done in 2014 at a cost of \$10,800. Construction should cost about \$54,000. The neighborhood is interested in a landscaping component for this project, which could be funded from Community Development Block Grant (CDBG) monies. Given other priorities this year,

the Committee recommended allocating about \$6,150 of the \$300,000 in budgeted funds and an estimated \$43,000 of unspent 2014 funds for this project, should that money become available. It also requested that the Administration explore use of other funds (about \$5,000) to complete this project. That might involve CDBG funds or perhaps using Greenways to pay for traffic calming and using those funds for this project.

### **Eight New Projects Requested in 2015**

- Eight new projects were requested in 2015. Three of them rated in the top 20. The highest rated of the three was on a vacant parcel on East Third Street that would have sidewalks installed once the property developed. Another was on East 10<sup>th</sup> Street near Eastern Heights Subdivision. It involved property within the purview of the Indiana Department of Transportation which, for various reasons, was not inclined to install sidewalks at this time. The third was along vacant property owned by Indiana University Foundation which, it is hoped, would have sidewalks installed once those parcels develop. (Please see the Council Sidewalk Committee Packet for a description of those requests.)

### **Summary of Actions**

In summary, during the course of its 2015 deliberations, the Committee:

- Elected Cm. Sturbaum as Chairperson;
- Requested the Council approve an Interim Report amending its 2014 funding recommendations, which was approved by the Council on December 10, 2014;
- Acknowledged two disclosures of conflicts of interest from:
  - the Administrator/Attorney, who owns and resides in a house along a proposed project (Nancy Street from Mark to Hillside); and
  - the representative from the HAND department, who owns and resides in a house along another proposed project (Wylie Street from Henderson to Lincoln) neither of which were given serious consideration by the Committee this year;
- Approved the funding recommendations which included use of unspent funds from 2014 should they become available via additional appropriation in 2015;
- Authorized the Chair to correct and approve the minutes after Committee and staff had a week to review them;
- Requested Staff to submit a Progress Report no later than September indicating, among other things, the estimated and actual costs of projects;
- Authorized submittal of a Committee Report to the Council after signatures have been obtained by a majority of Committee members; and
- Dispensed with a final meeting where its procedures and criteria and list of priorities have, in the past, been reviewed in anticipation of next year's deliberations.

**PROPOSED AMENDMENT TO COUNCIL SIDEWALK COMMITTEE FORMAL RECOMMENDATIONS FOR 2015 - FUNDS AVAILABLE: \$300,000**

- **Alternative Transportation Fund (ATF)** Use the \$300,000 of Alternative Transportation Funds appropriated in 2015 for sidewalk and traffic-calming projects.
- **CBU Assistance with Storm Water Component of Council Sidewalk Projects** While no longer setting aside funds for the storm water component of Council sidewalk projects, CBU continues to look at proposed projects and see whether it can provide some in-kind contributions.
- *Note: As a result of a request made as part of the Interim Report at the end of 2014, the Committee may have additional funds available for allocation this year. These funds would equal unspent funds that reverted to the ATF at the end of 2014 and are estimated at about \$43,000. The shaded column indicates how those funds would be allocated.*

**CHART OF 2015 COUNCIL SIDEWALK COMMITTEE RECOMMENDATIONS:**

	<u>ATF (Budgeted Amount)</u>	<u>ATF (Additional Amounts – Should They be Appropriated)</u>	<u>CBU</u>	<u>OTHER FUNDS</u>
<b>Kinser Pike – Acquisition of Right-of-Way (\$14,000) and Construction (\$129,851)</b> North of 17 <sup>th</sup> Street to Apartments (East Side)	\$143,851		\$0	\$0
<b>West 17<sup>th</sup> – Acquisition of Right-of-Way (both Temporary and Permanent)</b> Four Parcels West of Maple to Madison (South Side)	\$70,000		\$0	\$0
<b>Sheffield – Acquisition of Right-of-Way (\$20,000) and Construction of Missing Sidewalk Segments (\$55,000)</b> Morningside to Providence (West Side)	\$75,000		\$0	\$0
<b>Traffic Calming – Set Aside</b> A cross-walk at or near Maxwell Lane and Mitchell Street	\$5,000		\$0	*
<b>7<sup>th</sup> and SR 45/46 Bypass - Construction of Steps and Ramp (Estimated at \$54,000)</b> Tunnel to 7 <sup>th</sup> Street (steps) and SR 45/46 Sidepath to 7 <sup>th</sup> Street (Ramp) (All on West Side of By Pass)	\$6,149	\$43,001	\$0	*
* The Committee realized that the \$49,150 for the 7 <sup>th</sup> and SR 45/46 Bypass Ramp/Stair Project would not cover the estimated \$54,000 cost. It then requested that the Administration explore use of other funds to complete this project or pay for the traffic calming and allow those funds to be used toward this project. Possible funds could include Greenways and CDBG.				
<b>TOTAL ALLOCATION</b>	<b>\$300,000</b>	<b>\$ 43,001</b>	<b>\$0</b>	<b>\$0</b>
<b>Estimated Unspent Funds from 2014</b>	<b>\$ 00.00</b>	<b>\$ 43,001</b>		
<b>TOTAL BUDGETED FUNDS</b>	<b>\$300,000</b>	<b>\$ 00.00</b>		

**Note: The Committee recognizes that the allocations for each project are estimates and may change. The allocations are intended to establish priorities and keep expenditures within appropriations. According to prior motions by the Committee, project costs that exceed the estimate by 10% should be approved by the Chair; project costs that exceed the estimate by \$20,000 should be approved by the Committee. This year the Committee requested a Progress Report in September.**

**A HISTORY OF COUNCIL SIDEWALK COMMITTEE FUNDS, 2002-2015**

**2015**

Site	Estimate	Recommendation	Additional Appropriation	Comments
Kinser Pike - 17th Street north to Apartments (East Side)	\$198,821.00	\$143,851.00		This highest ranking project has been on the list for over a decade due, in large part, to the cost of the right-of-way (which was estimated, at times, at over half of the total project cost. After obtaining estimates for both sides of the street, the Committee chose the east side, which was less expensive and more likely to be used. This recommendation follows expenditures for design and appraisals in 2014 and commits funds necessary to complete this project in 2015.
West 17th Street -- Four Parcels West of Maple to Madison (South Side)	\$600,000.00	\$70,000.00		* Installation of sidewalks on West 17th Street has been a high priority for the City. Given work on the east and west, the scope of the project now runs from four parcels west of Maple to Madison Street. This year's allocation will pay for acquisition of right-of-way between Maple and Madison and design of the sidewalk for the four parcels west of Maple.
Sheffield - Morningside Drive to Providence (West Side)	\$83,000.00	\$75,000.00		This project would complete missing sidewalk segments along Sheffield that would connect with existing sidewalks along Plymouth on the north and recently-completed Council Sidewalk Committee projects on the south along Morningside Drive. Speed of cars descending the curve to Morningside, in part, made this a priority for the Committee. The design was done last year by contract at a cost of \$8,010. The allocation this year will pay for acquisition of temporary right-of-way (\$20,000) and construction (\$55,000) and, if all goes well, should complete the project this year.
Traffic-Calming (Crosswalk at Maxwell and Mitchell Street)	\$5,000.00	\$5,000.00		The Committee initially set aside \$15,000 for a few possible traffic calming projects this year. These included a component of an old project by Fairview School, a crosswalk at Maxwell Lane and Mitchell Street, and traffic calming along Morningside Drive. Given other higher priorities and the likelihood of expenditures in 2015, the Committee allocated \$5,000 toward the crosswalk at Maxwell Lane and Mitchell Street.
SR 45/46 Bypass and Tunnel to 7th Street (West Side)	\$65,000.00	\$6,149.00	\$43,001.00	This project would connect the sidepath on the west side of the SR 45/46 Bypass and the bicycle/pedestrian tunnel at this site with 7th Street and, thereby, to the neighborhoods to the south and west. It would include installing a ramp from the Bypass to the tunnel and stairs to 7th Street, and may include landscaping provided through CDBG funds. The cost has grown as the project moved from an in-house to a contracted one. Given other higher priorities, the allocations included about \$6,150 from the \$300,000 ATF Budget and an estimated \$43,000 in unspent 2014 funds that might be additionally appropriated for this purpose. In effort to complete this project, the Committee also requested the Administration explore use of other funds to complete this project. That could include paying for traffic calming and allowing that money to go towards this project.
Total	\$951,821.00	\$300,000.00	\$43,001.00	* An additional appropriation may come forward to make unspent 2014 funds available for use in 2015. The amount is an estimate and may change.

2014				
Site	Estimate	Recommendation	Other Funds	Comments
Kinser Pike - 17th Street north to Apartments (East Side)	\$228,412.80	\$38,068.80		This highest ranking project has been on the list for over a decade due, in large part, to the cost of the right-of-way (which amounts to over half of the total project cost of \$228,412). After obtaining estimates for both sides of the street, the Committee chose the east side, which was less expensive and more-likely-to-be-used. This recommendation commits \$38,068.80 toward the design of this project in 2014 with construction considered a high priority in 2015.
West 17th Street -- Maple to Madison (South Side)	\$276,361.80	\$58,810.30		* Installation of sidewalks on West 17th Street has been a high priority for the City and will see progress to the east and west of this project in the near future. This year, the Committee learned it would cost \$276,361.80 for this project, which would include about 650 feet of sidewalk (with some sidewalk already in place), some steps here and there, and some storm water component (estimated at about \$59,000) that might be covered by City Utilities. The recommendation this year is to allot \$46,060.30 toward the design and \$12,750 toward appraisal work for this project and make construction a high priority next year. *CBU will explore in-kind contributions toward the storm water component of this project.
SR 45/46 Bypass and Tunnel to 7th Street (West Side)	\$20,000.00	\$20,000.00		This project would connect the sidepath on the west side of the SR 45/46 Bypass and the bicycle/pedestrian tunnel at this site with 7th Street and, thereby, to the neighborhoods to the south and west. It would include installing a ramp from the Bypass and stairs from the tunnel. The cost is estimated at \$20,000 and the stairs would have a "cheek wall" for bicyclists to use for their bikes after dismounting them. The Committee thought this may have the added benefit of encouraging more bicycle and pedestrian traffic between the neighborhoods to the east and the campus to the west.
Leonard Springs -- 300 feet South of Walmart Entrance to Tapp Road	Unknown	\$15,000.00	Unknown	Last year the Committee recommended contributing as much as \$15,000 to this Monroe County project over two years if it was going forward. The logic for contributing is two-fold: first, the roadway is owned by the City (but the adjacent land is within the County) and second, there are some pockets within the City to the south with residents that would use the sidewalk. The project would be about 1,200 feet long and cross 10 parcels of land. <i>It is conditioned on adequate assurances that the project will go forward and the contribution will be spend in 2014.</i>
Sheffield - Morningside Drive to Providence (West Side)	\$63,414.45	\$55,143.00		This project would complete missing sidewalk segments along Sheffield that would connect with existing sidewalks along Plymouth on the north and recently-completed Council Sidewalk Committee projects on the south along Morningside Drive. Speed of cars descending the curve to Morningside, in part, made this a priority for the Committee. The Engineering Department will design the project which reduced the outlay by \$8,271.45.
Maxwell Lane -- Jordan Avenue to Sheridan (North Side)	\$96,279.38	\$96,279.38		This follows on the project in 2013 that brought a sidewalk to the north side of Maxwell from the bottom of the hill at Highland to mid-way up the hill at Jordan. It will continue the project over the crest of the hill to Sheridan. Once this block is done - 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.
Traffic-Calming (Unspecified)		\$15,000.00		The Committee set aside \$15,000 for unspecified traffic-calming projects in the event one is ready for installation this year.
Total	\$621,053.98	\$298,301.48		<b>Note: This history reflects Annual Committee Reports and not Interim Reports. An Interim Report was approved for both 2013 and 2014 that reallocated these funds.</b>

2013				
Site	Estimate	Recommendation	Other Funds	Comments
West 17th Street -- Madison Street to College Avenue (South Side)	\$268,199.00	\$147,351.16	\$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, but with the understanding that some of the estimated \$8,500 in remaining funds for the year might be needed to cover any overage. <i>Note that, on December 18, 2013, the Council amended the recommendations to reflect the lower than expected bid for this project.</i>
Maxwell Lane -- Highland Avenue to Jordan Avenue (North Side)	\$87,000.00	\$95,543.62		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. <i>Note that, on December 18, 2013, the Council amended the recommendations to reflect an increase in cost of the project from \$87,000 to \$95,543.62, due to the removal of rock.</i>
Moore's Pike and Olcott Boulevard -- Pedestrian Crossing	\$18,500.00	\$7,959.90		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 <i>does not</i> 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 Moore's Pike from Smith Road to Sare Road and further west. <i>Note that, on December 18, 2013, the Council amended its recommendations to reflect an altered project (now with no island, but with a solar-operated speed indicator) and a drop in cost from \$18,500 to \$7,959.90, largely due to the labor having been provided by the Public Works Department..</i>
Rockport Road -- Countryside Lane south 2,000 feet to just past Graham Drive (West Side)	\$1,200,000 +	\$24,145.32	\$1,200,000.00	<i>Note that, on December 18, 2013, the Council amended its recommendations to include this allotment toward a large multi-phased road-improvement/storm water project along Rockport Road. This contribution of \$24,145 can be committed in 2013 toward appraisal work necessary for the project and follows through on a recommendation in 2012 to use any remaining funds that year for this purpose.</i>
Leonard Springs -- 300 feet South of Walmart Entrance to Tapp Road	Unknown	\$0.00	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 as much as \$15,000 toward this project over two years. <i>Note that, on December 18, 2013, the Council amended the recommendations to defer any contribution to this project until 2014 when the project moved forward to the point the money could be used.</i>
Total	\$373,699.00	\$275,000.00	\$1,307,199.00	

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 the 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 Bypass 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. <i>Note: This recommendation was conditioned upon approval of the associated removal of parking on that side of the street. Please also note that the lane was eventually approved for the east side.</i>
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 segment north of Ralston, which remains unfunded. <i>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.</i> <i>* CBU staff have inspected the site and offered suggestions on handling the stormwater.</i>
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 continuous pedestrian corridor running from Bryan Park to the sidewalks at High and Covenancter. he stormwater component of this project is \$16,000. The Committee requested that CBU make a good-faith effort to explore whether they would be able to make an in-kind contribution re: the stormwater component of this project.
Morningside Drive - Smith to Saratoga (side of road to be TBD)	\$13,929.00	\$13,929.00		This project is intended to provide a pedestrian route to compensate for the loss of a Bloomington Transit bus stop on Morningside Drive. The closest stop is now on Smith Road and many people walk down Morningside to get to the stop at Smith. The walk is precarious and uncomfortable. This is a neighborhood with many children and a neighborhood that sees many pedestrians. A sidewalk would really help pedestrians get safely to the Smith stop
West 17th -- Woodburn to Madison (southside)	\$282,878.00	\$15,638.00		This is a highly rated, but expensive, project that has been under consideration by the Committee for many years. Funds remaining after the other projects are covered will be used the design of this project (\$25,000). The design should lower the cost of the project.
<b>Total:</b>	<b>\$1,038,258.00</b>	<b>\$210,000.00</b>	<b>\$175,000.00</b>	
2010				
Site	Estimate	Recommendation		Comments
		ATF	CBU Stormwater	
Marilyn -- Nancy to High (south side)	\$189,937.45	\$98,373.43	\$91,564.00	See 2009 description below for project details. As federal funds requested from the Mayor were not available for 2010, the Committee agreed to dedicate ATF funds to complete this project.
Third Street -- Bryan to Jefferson (north side)	\$95,408.78		\$22,638.00	Connection is needed from Roosevelt to the SR 46 Overpass to link up with the existing sidewalk. The 2009 Committee forwarded a recommendation to the 2010 Committee encouraging the latter to fund as much of this project as possible. The 2010 Committee agreed that, after funding the above previously-committed Marilyn project, it should devote all remaining 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 original estimated cost -- \$54,562.20
<b>Total:</b>		<b>244,538.26</b>	<b>\$177,265.20</b>	

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 -- 3 <sup>rd</sup> 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 <sup>rd</sup> Street overpass. Public Works will commit \$6,000 for concrete.
3 <sup>rd</sup> Street -- Roosevelt to Clark & Clark to Hillsdale (north side)	\$231,564.07	\$50,000 *	\$0.00	Connection to link up to the existing sidewalk network. A worn pedestrian path demonstrates the heavy use of this area. The 2009 Committee agreed that if the funds remaining for the above projects are not needed to complete said projects, up to \$50,000 of the remaining 2009 ATF balance shall be dedicated to right-of-way acquisition for this project.
<b>Total:</b>		211,905.51	\$150,259.80	

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

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

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.
<b>Total:</b>		<b>\$183,239.47</b>		

2005			
Site	Estimate	Recommendation	Comments
Maxwell Lane from Clifton Sidepath to High Street (north side)	\$65,175.00	\$65,175.00	Since 1999, the Committee has funded sidewalks on Maxwell Lane between Henderson and High Street. The first project was north of Bryan Park and ran from Henderson Street to Manor Road and connected to an existing sidewalk that runs to Jordan Avenue. The second project connected a sidewalk on Sheridan with the Clifton sidepath. This project would connect the latter sidewalk to High Street. The Committee recommended that a cross walk be placed on High (to connect with an existing sidewalk) and that sidewalk be placed to preserve trees, if that isn't possible, include a tree plot. Note: The project was rebid and completed in 2007 and was funded, in part, with the reappropriation of \$34,000 in reverted funds .
Queens Way from Chelsea to Sussex (south side)	\$35,729.00	\$35,729.00	The Renwick developer will install a sidewalk on the south side of Queens Way from the new development to Monclair Avenue. The Committee received estimates for installing sidewalks the rest of the way to High Street (\$83,700), funded the first leg between Montclair and Sussex in 2004.
Marilyn from Nancy to High Street (south side)	\$155,216 (one block only)	\$11,497.54 (design only)	This project begins completion of the western end of what's known as the Southeast Neighborhood Initiative. This initiative will eventually connect the walking/biking lane on Southdowns / Jordan with sidewalks at Covenanter / High Street. The City has already completed a sidewalk from Mitchell / Southdowns to Ruby / Nancy Street, and Nancy Street from Ruby to Marilyn Drive. This allocation funds design costs and gives staff an opportunity to determine whether there are storm water costs that might be borne by CBU. One more leg on Southdowns from Jordan to Mitchell would complete this initiative. Note: This project was completed in 2007.
Roosevelt from 4th to 5th (east side)	\$86,340.00	\$6,395.62 (design only)	This is a new project that would complement new private development on Roosevelt that will make it a through-street and include a sidepath on 4 <sup>th</sup> Street. The estimate for the project is \$86,340 and this recommendation funds the design costs.
<b>Total:</b>	<b>\$187,244.00</b>		
2004			
Site	Estimate	Recommendation	Comments
Sidewalk Project - 10th Street for 350 feet West of Grandview (south side)		\$45,000.00	The Council funded this project in 2003 and approximately \$6,344 was spent that year on designing the sidewalk and acquiring right-of-way, but the remaining funds were not encumbered for its construction. The Committee recommends using unspent & 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.
<b>Total:</b>		<b>\$253,767.00</b>	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.
<b>Total:</b>		<b>\$159,999.00</b>	

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	
<b>Total:</b>	<b>about \$160,000</b>	<b>\$172,803.00</b>	

## **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*

Planning and Transportation Department Elaboration of Council Sidewalk Criteria and Prioritization Sheet (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

Criteria	Elaboration	Plan Department’s Effort to Create Data, Objective Factors, and a Ranking Formula	
1. Safety	A particular corridor could be made significantly safer by the addition of a sidewalk	Pedestrian Level of Service (PLOS)	
2. Roadway Classification	The amount of vehicular traffic will increase the likelihood of pedestrian/automobile conflicts, which a sidewalk could prevent. Therefore, arterial and collector streets should be a priority for linkages over residential/subdivision streets.	<p style="text-align: center;">This score gauges the pedestrian experience based upon traffic volume and speed, lane width, presence and width of sidewalk, and presence, type, and width of the buffer.</p> <p style="text-align: center;">1 (High /A) – 5 (Low/ F) (where C is “pretty comfortable”)</p> <p><i>Note: Because the absence of a sidewalk is a large factor in the PLOS score, all but one of these scores fall in the very close range of 3.26 – 4.23. Also, PLOS doesn’t work well with off-street facilities.</i></p>	
3. Pedestrian Usage	Cost-effectiveness should be based on existing and projected usage.	Density (0 – 1,863)	Walk Score
4. Proximity to Destination Points	Prioritization of linkages should be based on proximity to destinations such as elementary schools, Indiana University, employment centers, shopping opportunities, parks/playgrounds, etc.	Transit (0 – 247)	0 (Car-Dependent) – 100 (Walkers’ Paradise)
5. Linkages	Projects should entail the construction of new sidewalks that connect with existing pedestrian facilities.	Sidewalk Inventory	
6. Costs/ Feasibility	Availability of right-of-way and other construction costs must be evaluated to determine whether linkages are financially feasible.	Project Costs	

Overall Project Ranking =

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

Score

(Lowest Score = Highest Rank)

\*\*\*

*Note: All the above were weighed equally.*



To: Bloomington Common Council Sidewalk Committee  
From: Scott Robinson, Planning Services Manager  
Date: 1/19/2016  
Re: 2016 Council Sidewalk Committee  
CC: Tom Micuda, Andrew Cibor, and file

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### **Sidewalk Informational Maps**

City staff frequently 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. Maps were recently updated and included within the packet. Please keep in mind that the 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 with the inventory maps.

### **Sidewalk Location Evaluation and Ranking**

The project evaluation system, first developed in 2008, continues to be a useful tool 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.

The updated Project Prioritization Table is included for 2016 Council Sidewalk funding considerations. Completed projects were removed from prior tables. Three new project requests were added to the 2016 table (3<sup>rd</sup> St. and Indiana Ave., Pete Ellis Dr., and Mitchell St.) and are noted with a "2016" next to the street name. Because of these changes the reevaluation did result in a slightly different priority order than last year's ranking.

### **Status Report on 2015 Projects**

A memo outlining the status of 2015 Council Sidewalk Committee projects was provided to the Council office in December. Project expenditures and milestones for N. Kinser Pike Sidewalk, W. 17<sup>th</sup> Street Sidewalk, N. Sheffield Drive Sidewalk, E. 7<sup>th</sup> Street Sidewalk, and traffic calming for Maxwell Drive were detailed. There are no significant updates at this time.

### **Recommended Allocation**

Effective coordination and collaboration between funding sources and other City initiatives has proven successful for completing past sidewalk requests. Three key milestones are typical for project completion. These include design, right of way and title work, and construction. Each milestone requires significant resources and time. Therefore to continue ongoing progress in 2016 funding allocations, one must look at each milestone for both new and previously funded projects. The design and right of way processes for the E. 7<sup>th</sup> Street Sidewalk and the W. 17<sup>th</sup> Street Sidewalk are nearly completed. No other Council sidewalk project is under design or

moving into the right of way process. With this in mind, 2016 funding allocations should focus on construction and design. Staff recommends the following:

- ~\$20,000 construction allocation for the E. 7<sup>th</sup> Street Sidewalk (Planning and Transportation has ~\$35,000 budgeted and the total construction estimate is ~\$55,000);
- ~\$275,000 towards design to fund one or more of the following requests: Morningside Drive (Sheffield Dr. to Park Ridge Rd.), University Safe Routes to School E. 10<sup>th</sup> Street (Grandview Dr. to Russell Rd.), and Rockport Road (Pinehurst Dr. to Graham Dr.); and
- ~\$5,000 set aside for traffic calming and related neighborhood safety projects.

### **Summary**

- Sidewalk Inventory and Determinant Sidewalk Maps are included for reference
- Sidewalk project requests have been reevaluated and ranked with an overall priority score
- A status synopsis of 2015 sidewalks is included
- Staff funding recommendations for 2016 are provided

**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](http://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](http://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. 3<sup>rd</sup> St. (3<sup>rd</sup> & 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.

**2016 Council Sidewalk Committee - Initial Project Prioritization**

Street	Description	Project Length (approx.)	Walk Score (potential ped usage)	WS Rank	PLOS Score	PLOS Rank	Transit Route Score	Transit Route Rank	Density Score	Density Rank	Rank Sum	Change in Overall Project Rank (2015)*	Overall Project Rank
Pete Ellis Dr. (2016) **	3rd St. to 10th St.	2,750	71	5	3.57	23	270	2	1,587	2	32		1
Indiana Ave. (2016) **	NW Corner 3rd St. & Indiana Ave.	268	87	1	2.95	38	633	1	1,193	6	46		2
E. 3rd St. (2015)	2 vacant Lots E of Park Ridge	340	20	39	4.16	3	268	3	1,552	3	48		3
Union St.	4th St. to 7th St.	954	68	7	3.84	12	103	21	1,035	8	48		3
14th St.	Madison St. to Woodburn Ave.	450	85	2	3.58	22	220	10	769	15	49		5
19th St. (2011)	Walnut St. to Dunn St.	1,120	51	17	3.48	26	178	12	1,229	5	60		6
Smith Rd. (2011)	Grandview Dr. to 10th St.(west)	1,352	42	23	3.63	19	260	7	771	14	63		7
Moores Pk.	AndrewsSt. to College Mall Rd.	1,289	51	17	3.99	8	52	34	1,453	4	63		7
17th St. (2012)	Crescent Street to College Ave.	5,500	45	20	2.46	41	216	11	996	9	63		7
E. 10th St. (2015)	Grandview Dr. to Russell Rd.	2,390	19	40	4.01	6	268	3	571	18	67		10
Jefferson St.	3rd St. to 7th St.	1,375	66	8	3.66	16	97	22	393	22	68		11
S. Rogers St.	south of Hillside Dr.	480	43	22	3.97	10	90	25	825	13	70		12
17th St.	Indiana Ave. to Forrest Ave.	1,323	45	20	4.23	1	58	32	525	20	73		13
N. Indiana (2015)	15th St. to 17th St.	409	58	12	3.61	20	76	29	881	12	73		13
5th St.	Union St. to Hillsdale Dr.	1,671	66	8	3.52	25	131	15	298	28	76		15
Miller Dr.	Huntington Dr. to Olive St.	423	38	26	3.66	16	82	27	1,191	7	76		15
Walnut St.	Pinewood St. to 2942 S Walnut	~369	52	15	3.74	15	34	37	986	11	78		17
Fairview St. (2011)	Wylie St. to Allen St.	1,005	52	15	3.48	26	120	17	343	24	82		18
Moores Pk.	Valley Forge Rd. to High St.	1,060	34	30	4.17	2	107	20	240	31	83		19
E 7th St. (2011)	SR 45/46 Bypass to Hillsdale Dr.	830	69	6	3.30	35	240	8	202	34	83		19
Clark St.	3rd St. to 7th St.	1,390	60	11	3.25	37	131	14	360	23	85		21
Palmer St. connector path	Wylie St. to 1st St.	529	75	4	1.50	44	146	13	328	25	86		22
Walnut St.	Winston/Thomas to Nat'l Guard Armory (Intermittent Segments)	1,064	42	23	3.99	8	34	38	679	17	86		22
Rockport Rd.(~2/3 built by 2015)	Countryside Ln. to Tapp Rd.	3,198	25	36	4.07	4	61	30	716	16	86		22
High St.	Covenanter Dr. to 2nd St.	2,622	46	19	4.01	6	93	24	156	38	87		25
10th St. (2013)	Smith Rd. to Russell Rd.	1,010	22	38	3.92	11	268	3	172	36	88		26
Wylie St. (2013)	Lincoln St. to Henderson St.	1,150	77	3	2.33	42	121	16	301	27	88		26
Mitchell St. (2016) **	Maxwell Ln. to Atwatter Ave.	1,890	56	13	2.91	39	265	6	282	30	88		26
Bryan St. (2013)	3rd St. to 7th St.	1,400	55	14	3.34	32	90	26	539	19	91	2	29
Allen St. (2015)	Henderson St. to Lincoln St.	1,184	66	8	1.98	43	113	19	302	26	96	0	30
Walnut St. (2013)	SR 45/46 to 500 ft N of Fritz Dr	2,300	37	27	3.65	18	18	39	481	21	105	1	31
Corey Ln. (2015)	2nd St. to 3rd. St.	2,332	15	41	3.61	20	48	35	987	10	106	5	32
Fee Ln. (2015)	SR 45/46 to Lot 12 Entrance	1,353	11	44	3.44	30	48	35	5,400	1	110		33
Morningside Dr. (2012)	Sheffield Dr. to Park Ridge Rd.	1,276	35	28	2.87	40	228	9	174	35	112		34
Rhorer Rd.	Walnut St. to Sare Rd.	4,775	40	25	4.06	5	0	41	69	42	113		35
Nancy St.	Hillside Dr. to Mark St.	878	31	33	3.48	26	94	23	235	32	114		36
Smith Rd. (2011)	Hagan St. to Brighton Ave. (west)	1,817	28	34	3.56	24	118	18	122	39	115	2	37
Mitchell St. (2012)	Maxwell Ln. to Circle Dr. (east )	624	34	30	3.34	32	77	28	297	29	119	0	38
Graham Dr. (2011)	Rockport Rd. to Rogers St.	1,815	35	28	3.34	32	58	31	234	33	124	1	39
Dunn St.	SR 45/46 to Tamarack Tr.	2,044	32	32	3.83	13	7	40	74	41	126	6	40
S. Highland (2015)	Winslow Park Parking to Sidewalk	755	23	37	3.45	29	55	33	158	37	136		41
Kinser Pk.	north of Acuff Rd.	1,595	12	42	3.83	13	0	41	40	44	140		42
Ramble Rd.	Ramble Rd. to Dunn St.	875	28	34	3.26	36	0	41	86	40	151		43
N. Dunn St. (2015)	Tamarack Trail to Lakewood Dr.	3,602	12	42	3.41	31	0	41	64	43	157		44

\* This column was added by the Council Office. It compares rankings from one year to the next and found no changes greater than 3 slots.

\*\* The shaded rows indicate new proposals for consideration in 2016.

\*\*\* See the Index (which follows this sheet in the materials) for a list of recently completed projects as well as recently removed proposals.

## Index for Maps of Sidewalk Proposals (For Initial 2016 Sidewalk Committee Meeting)

- Includes Existing, Recently Completed, and Recently Removed Proposals (Three New Projects were Proposed for 2016 – Highlighted in Yellow)
- In Approximate Order of Priority (Does Not Identify Projects with the Same Rank)

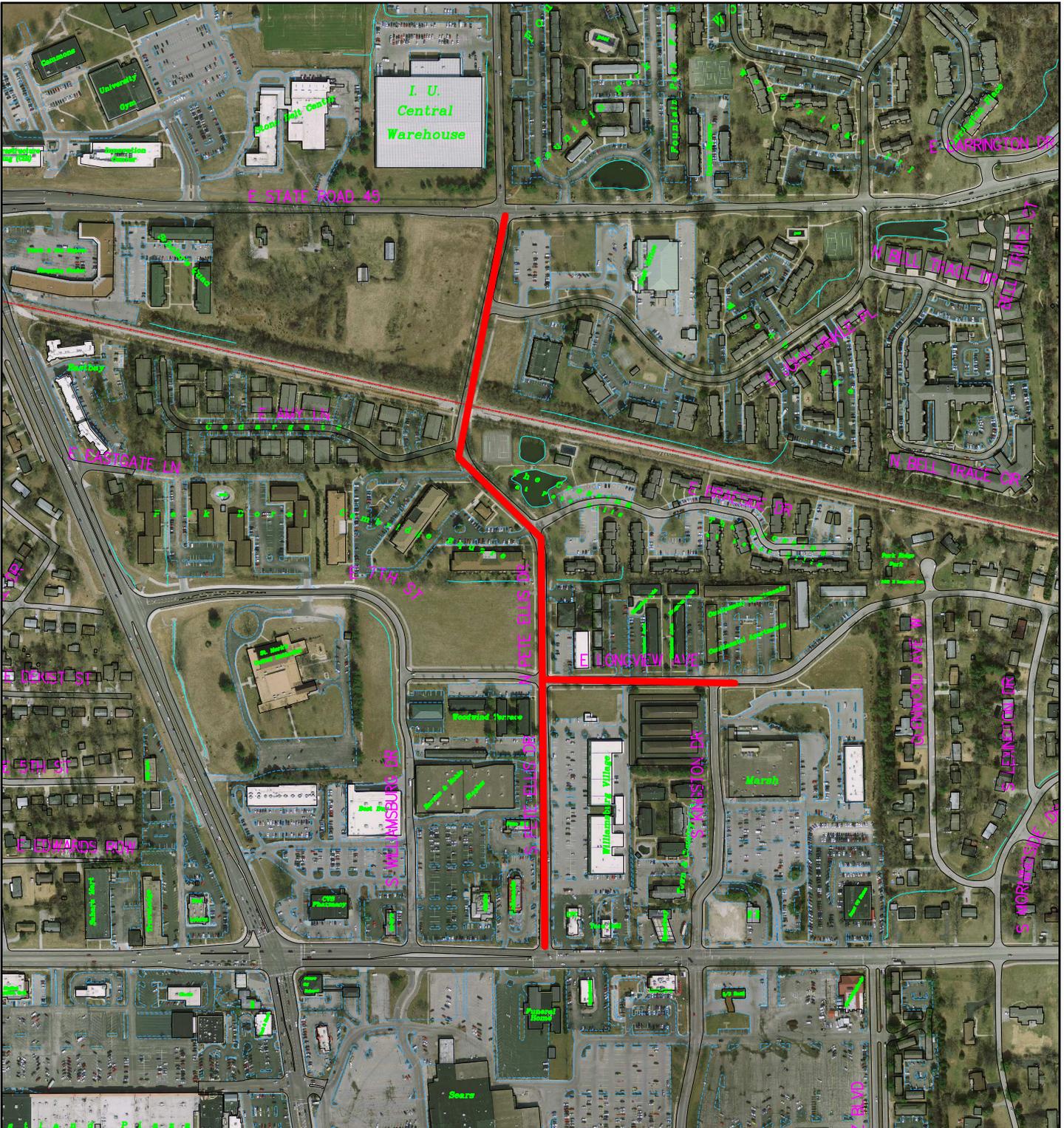
<u>Street</u>	<u>Location</u>	<u>Side</u>	<u>Comment</u>
<b>Pete Ellis Drive</b>	10 <sup>th</sup> Street to 3 <sup>rd</sup> Street	(?)	<i>New in 2016. Resident from Cambridge Square raised various pedestrian, transit &amp; safety issues along this corridor that fall outside current Committee criteria (except possible traffic-calming). Among other steps, P &amp; T staff are exploring a stop sign at Pete Ellis and 7<sup>th</sup> Street. (See Appendix 5 for more information)</i>
<b>Indiana Avenue</b>	Southwest parcel at intersection with East 3 <sup>rd</sup> Street		<i>New in 2016. After discussion of <a href="#">Ord 15-27</a>, Cm. Volan requested that the Committee explore restricting vehicular access to this parcel. Note, this appears to fall outside the current Committee criteria.</i>
<b>E. 3<sup>rd</sup> Street</b>	2 Vacant Lots – 4136 – 4262	South	<i>New in 2015. Vacant parcel with side path on west and sidewalk on east which would require installation of sidewalks with any future development.</i>
<b>Union 14<sup>th</sup></b>	4 <sup>th</sup> to 7 <sup>th</sup> Madison to Woodburn	East	<i>Reaffirmed Council member interest in 2016. Reaffirmed citizen interest in 2012.</i>
<b>19<sup>th</sup></b>	Walnut to Dunn	(?)	<i>Combined 18<sup>th</sup> and 20<sup>th</sup> Street projects requested in 2011</i>
<b>Smith Road</b>	Grandview Drive to 10 <sup>th</sup>	West	<i>Introduced for 2010 Committee and vacillated between 6<sup>th</sup> and 10<sup>th</sup> place over last few years.</i>
<b>Moore's Pike 17<sup>th</sup> St.</b>	Andrews Circle to College Mall Crescent Street to College Avenue	South	<i>The scope of this project was extended to Crescent Street by 2012 Committee. The segment between Madison and College completed in 2014. The segment between Maple and Madison in design stage in 2014. Segment from west of Maple to Madison in right-of-way acquisition phase for 2015.</i>
<b>E. 10<sup>th</sup></b>	Grandview Drive to Russell Road	?	<i>New in 2015. Reaffirmed citizen interest in 2016. Complicated by location within INDOT right-of-way but see Appendix 5 for thoughts toward progress on this project..</i>
<b>Jefferson S. Rogers 17<sup>th</sup></b>	3 <sup>rd</sup> to 7 <sup>th</sup> <del>and 8<sup>th</sup>—10<sup>th</sup></del> 1515 – 1525 S. Rogers	East	
<b>N. Indiana 5<sup>th</sup></b>	Indiana to Forrest 15 <sup>th</sup> to one parcel south of 17 <sup>th</sup>	South	<i>Ranged from 6<sup>th</sup> to 12<sup>th</sup> in last few years.</i>
<b>Miller Drive</b>	Union to Hillsdale	West	<i>New in 2015. Vacant parcel owned by IU Foundation.</i>
<b>Walnut</b>	Huntington to Olive	South	<i>Reaffirmed citizen interest in 2016.</i>
<b>Fairview Street</b>	Pinewood to 2942 S Walnut	West	<i>Scope redefined in 2016 to begin at Pinewood (not Hoosier Street) and end at 2942 S. Walnut (since Legends no longer is located there).</i>
<b>Moore's Pike E. 7<sup>th</sup> Street</b>	Wylie Street to Allen Street Valley Forge to High Bypass to Hillsdale Drive	North	<i>Relisted in 2010. Project is scheduled for completion in 2016 and included inter-departmental cooperation between P&amp;T, CBU &amp; HAND.</i>
<b>Clark Street</b>	3 <sup>rd</sup> to 7 <sup>th</sup> Street		<i>New for 2010 Committee – with goal of pedestrian and bicycle access from eastside of Bypass to 7<sup>th</sup> Street and Hillsdale Drive.. 2015 Report recommended partial funding of a ramp from Bypass to 7<sup>th</sup> Street, but project did not progress for lack of other funding.</i>
<b>Palmer (street connection)</b>	3 <sup>rd</sup> to 7 <sup>th</sup> Street		<i>Introduced in 2013 and has stayed in the 15-21 range since then.</i>
<b>Walnut</b>	Wylie to 1 <sup>st</sup> Winston/Thomas to Indiana Nat'l Guard	West	

<b>Rockport Road</b>	Countryside Lane to Tapp Road	West	<i>This is a long and expensive project. After starting funding in 2012 and a series of phases with cooperation between HAND, CDGB, and Public Works, the north portion to about 200' south of Countryside Lane was completed in 2015. The segment from south of Graham to Tapp Road may include funds for about 500' of sidewalk north of the expected improvement of the Tapp/Rockport Road intersection.</i>
<b>High E. 10<sup>th</sup></b>	Covenanter to 2 <sup>nd</sup> Smith Road to Russell Road	East	<i>Repair – raise curb</i>
<b>Wylie St.</b>	Lincoln to Henderson		<i>New in 2012</i>
<b>Mitchell Street (2016)</b>	Maxwell Lane to Atwater	?	<i><b>New in 2016.</b> Cm. Ruff observed enough pedestrian usage to suggest this project be considered.</i>
<b>Bryan Street</b>	3 <sup>rd</sup> to 7 <sup>th</sup> Street		<i>Introduced in 2013</i>
<b>Allen Street</b>	Henderson to Walnut Street	?	<i>Introduced in 2015.</i>
<b>Walnut</b>	SR 45//46 to 500 feet North of Fritz Drive	West	<i>Introduced in 2013. Bike lanes were installed, but no formal pedestrian facilities are in place..</i>
<b>Corey Lane</b>	2 <sup>nd</sup> and 3 <sup>rd</sup> Street		<i>Introduced in 2015. All but northern and southern blocks are in the county.</i>
<b>Fee Lane</b>	SR 45/46 to Entrance to Lot 12	West	<i>New for 2015. Adjacent to recently developed IU sport facility.</i>
<b>Morningside Drive</b>	Sheffield Drive to Park Ridge Road	North	<i>New in 2012. First evaluation in 2013.</i>
<b>Rhorer Road</b>	Walnut to Sare	North	
<b>Nancy</b>	Mark to Hillside	West	
<b>Smith Road</b>	Hagan Street to Brighton Avenue	West	<i>New for 2011 Committee.</i>
<b>Mitchell Street</b>	Maxwell Lane to Circle Drive	East	<i>New for 2012 Committee. A pedestrian Lane was approved in 2012.</i>
<b>Graham Drive</b>	Rockport Road to Rogers Street	?	<i>New for 2010 Committee</i>
<b>Dunn</b>	SR 45/46 to Tamarack Trace	East	<i>In 2001, the Council Sidewalk Committee recommended ~ \$74,700 for design of the sidewalk from SR 45/46 to Tamarack Trail. In May 2002, <u>Ord 02-05</u> authorized installation of various traffic-calming devices on North Dunn. Then, in September 2005, <u>Ord 05-25</u> removed those authorizations and codified a few stop signs instead.</i>
<b>S. Highland</b>	Winslow Park Parking Lot to Sidewalk	?	<i>New for 2015. Parks Department has discouraged pedestrian use of this route.</i>
<b>Kinser Pike</b>	North of Acuff	West	
<b>Ramble Road</b>	Ramble to Dunn	East	
<b>N. Dunn</b>	Tamarack Trail to Lakewood Drive	?	<i>New for 2015.</i>

### Recently Completed Projects

<b>Kinser Pike</b>	North of 17 <sup>th</sup> to Existing Sidewalk	East	<i>The Committee has considered installation of a sidewalk on this stretch of Kinser Pike for over a decade, but was reluctant given the cost of right-of-way. After deciding against a proposal to install a sidewalk within the right-of-way on the west side of the street in 2012, the Committee went forward with the project on the east side. The contract for construction was awarded in 2015 for completion in 2016.</i>
<b>Sheffield Drive</b>	Morningside Drive to Plymouth Road	West	<i>Introduced in 2013. Committee Report recommended funding in 2014. Project completed in 2015.</i>
<b>Maxwell Lane</b>	Highland to Sheridan	North	<i>Highland to Jordan completed in 2013. Jordan to Sheridan was completed in 2014 and completes sidewalk links from Henderson to High Street.</i>

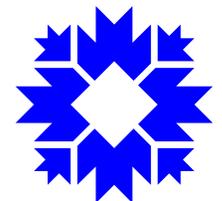
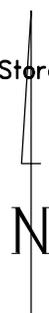
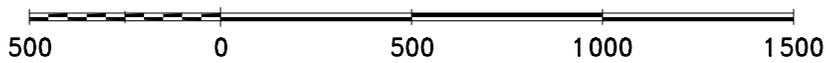
<b>Leonard Springs</b>	Tapp Road to 400 feet south of Bloomfield Road	East	<i>The proposal to contribute towards this County project was introduced in 2013. While the roadway is within the City, the adjacent parcels and necessary right-of-way lie in the County. The County completed this project in the fall of 2014 and the City contributed \$15,000 toward its cost.</i>
<b>West 17<sup>th</sup></b>	Madison to Woodburn	South	<i>Completed in 2014</i>
<b>Morningside</b>	Smith Road to Sheffield	South	<i>New for 2011 Committee – Completed 2012</i>
<b>3rd Street</b>	Bryan Ave to Travel Lodge	North	<i>Multi-phase project completed in 2012</i>
<b>Southdowns</b>	Jordan to Mitchell	South	<i>Relisted for 2011 – Completed in 2012</i>
<b>Recently Removed Projects</b>			
<b>Ruby Lane/Covenanter Drive</b>	Nancy to Hillside	South	<i>Removed in 2011 in favor of sidewalk on Marilyn Drive</i>
<b>Clubhouse Drive</b>	Kinser to Old SR 37		<i>Removed Winter of 2009-10</i>
<b>Covenanter Drive</b>	Ruby to High	South	<i>Removed in 2011 in favor of sidewalk on Marilyn Drive</i>
<b>Lincoln Street</b>	SW corner at Grimes (existing – crumbling ramp)		<i>Interdepartmental inquiry for 2012 Committee Dropped in 2012 – Did not meet criteria</i>



2016 Citizen Request to Council Sidewalk Committee  
 Various Improvements to Pete Ellis Drive (3rd to 10th) and Longview (to Marsh Store)

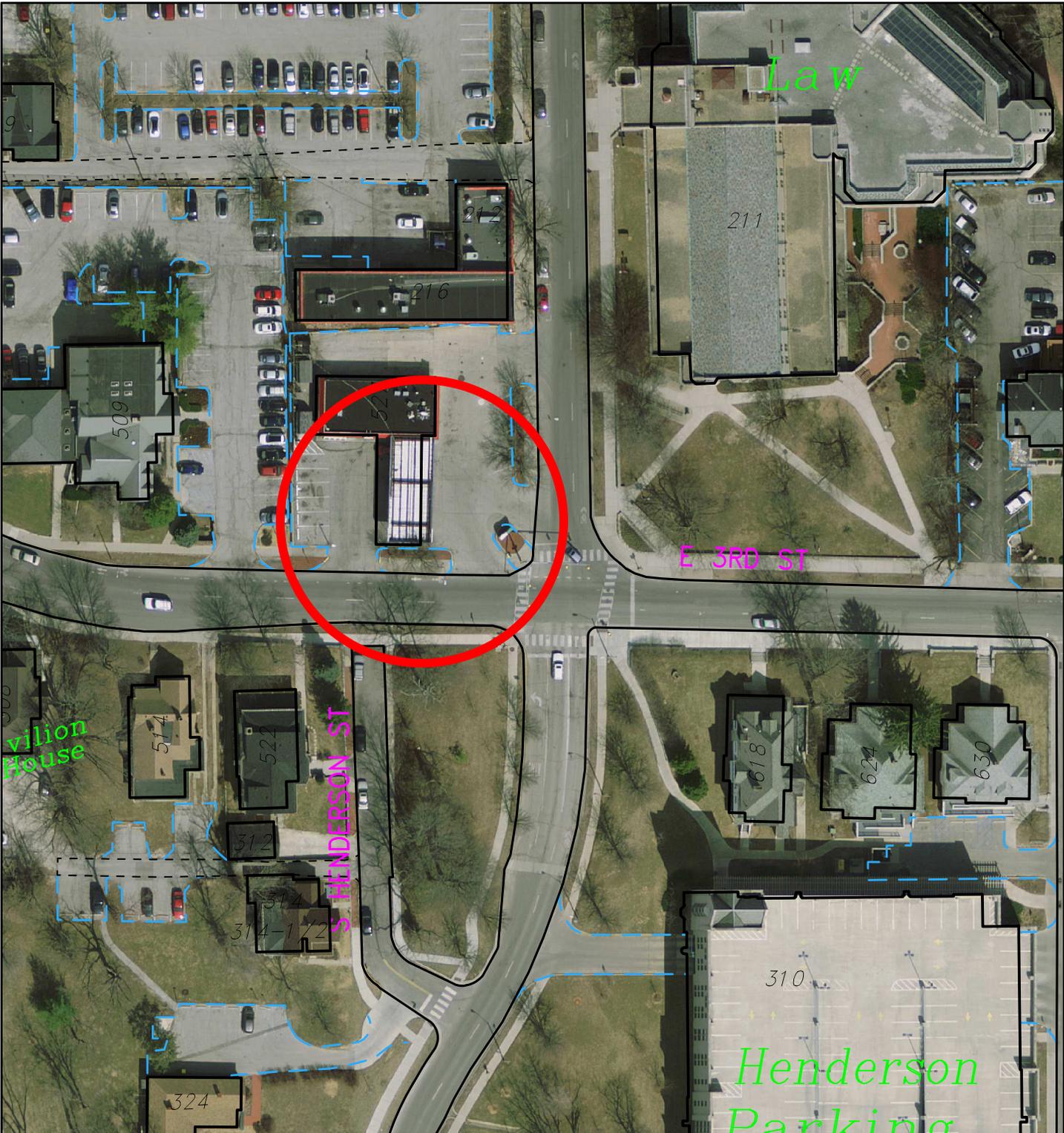
City of Bloomington  
 Clerk & Council

By: shermand  
 27 Jan 16



Scale: 1" = 500'

For reference only; map information NOT warranted.



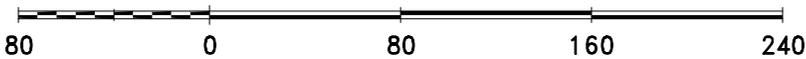
2016 Council Sidewalk Committee Request

Cm Volan inquired into use of Committee ATF monies to improve safety of intersection

Re: Vehicular access to Gas Station/Convenience Store at 527 E. 3rd Street

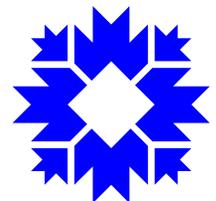
By: shermand

24 Dec 15



For reference only; map information NOT warranted.

City of Bloomington  
Clerk & Council



Scale: 1" = 80'

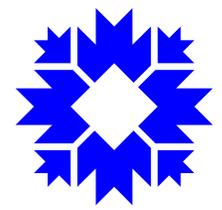
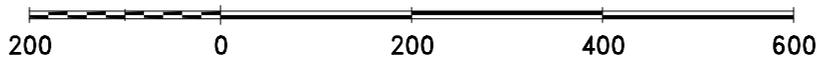




Council Sidewalk Committee for 2014 – Request from Anonymous  
 4136–4362 E 3rd St (Parcel Between Day Funeral Home and Shapiro/Lozano Law Office)

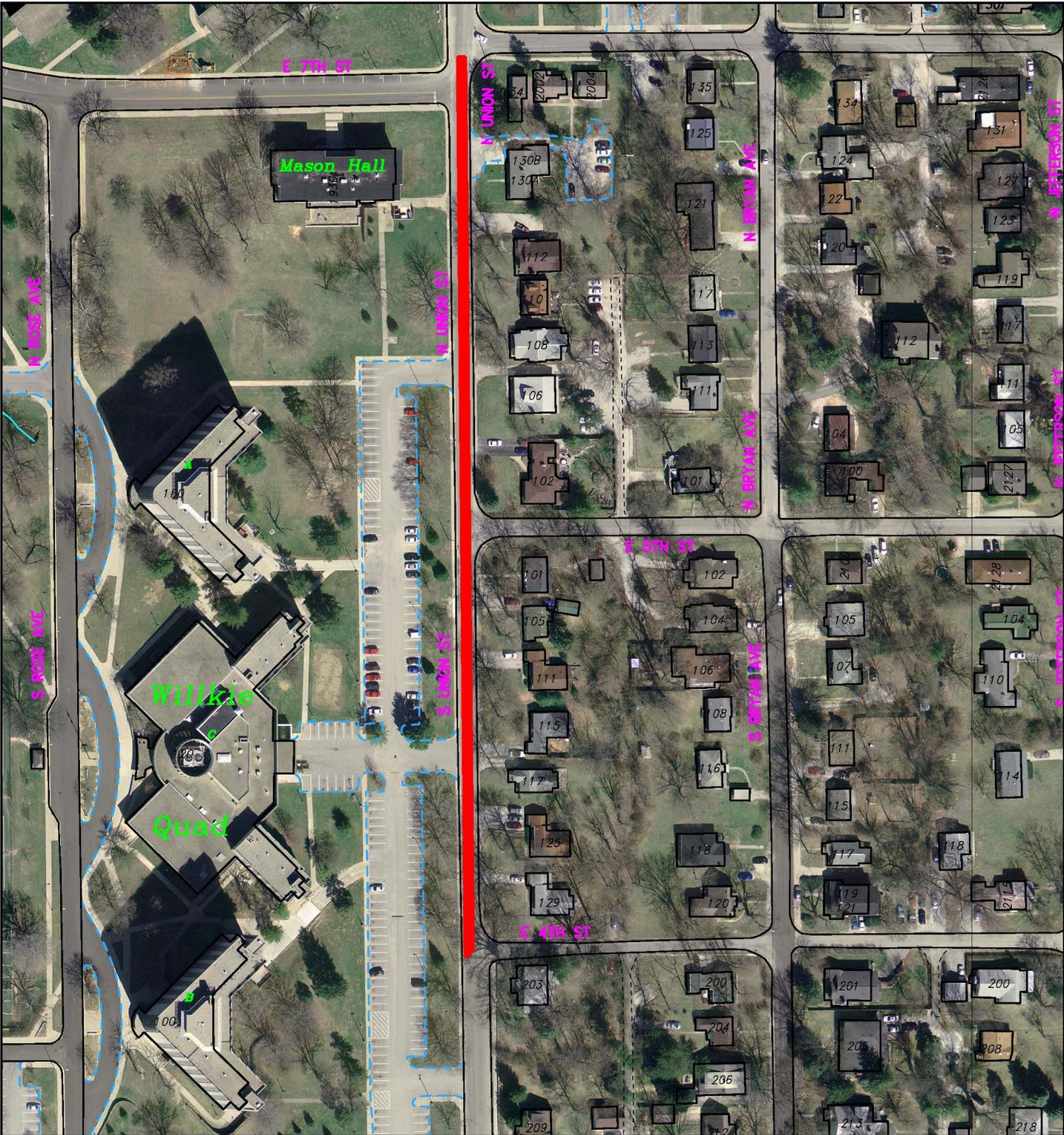
City of Bloomington  
 Clerk & Council

By: finnh  
 3 Nov 14



Scale: 1" = 200'

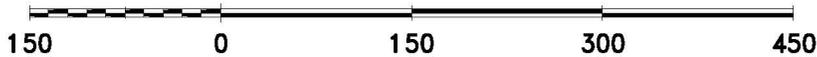
For reference only; map information NOT warranted.



2009 Council Sidewalk Committee

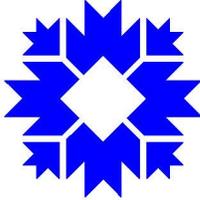
Tim Mayer's request for a sidewalk on the east side of Union St. (from 4th to 7th)

By: fallsm  
6 Oct 08

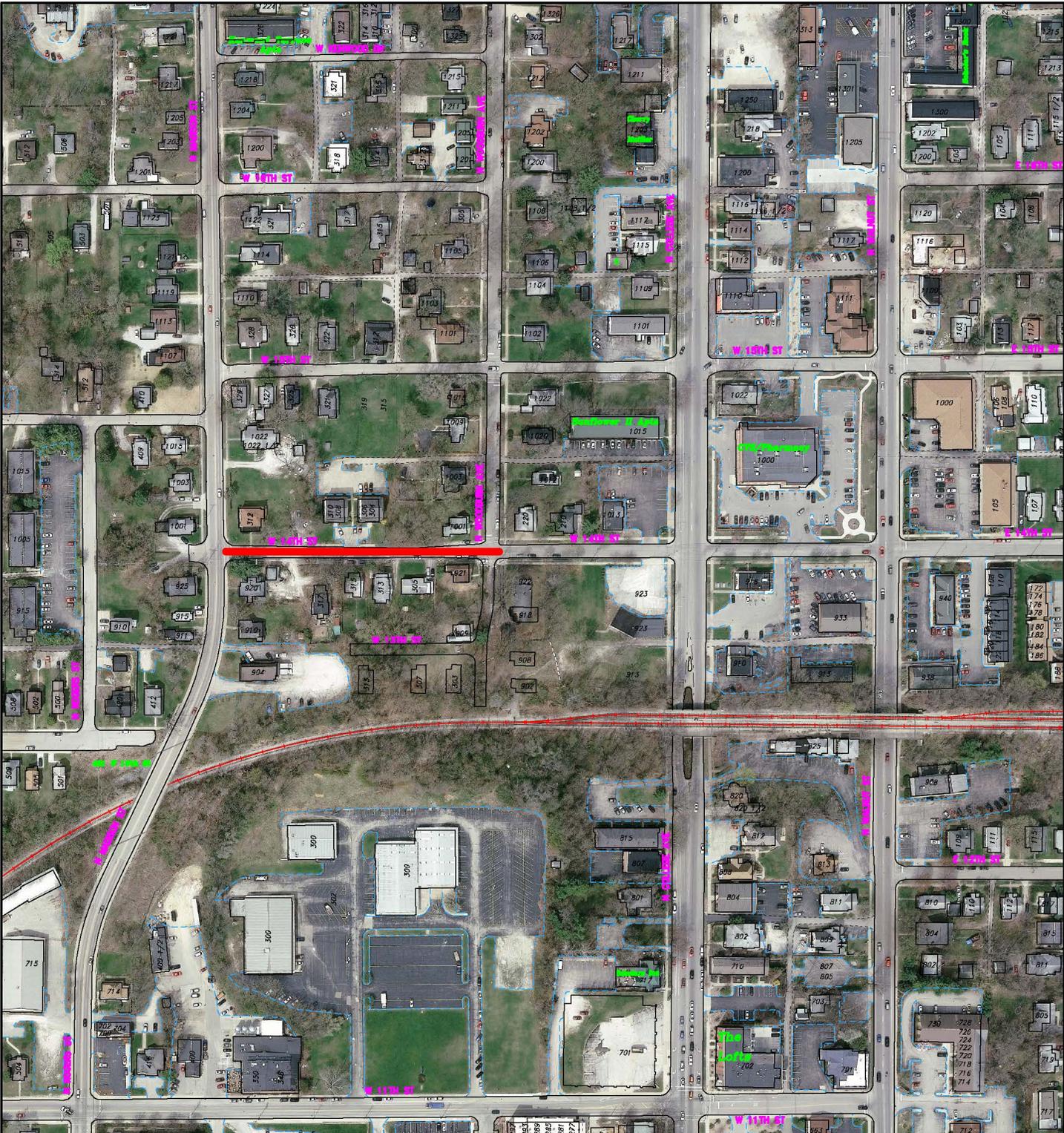


For reference only; map information NOT warranted.

City of Bloomington  
Clerk & Council

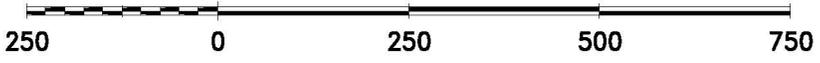


Scale: 1" = 150'



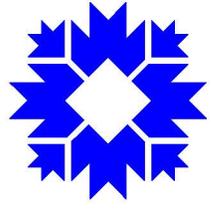
**Council Sidewalk Committee – Project Request**  
**14th Street from Madison to Woodlawn**

By: shermand  
 2 Nov 11  
 File: LPWdl



For reference only; map information NOT warranted.

City of Bloomington  
 Clerk & Council



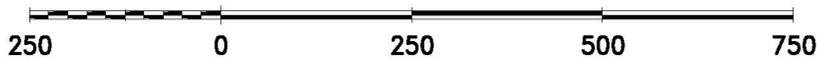
Scale: 1" = 250'





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

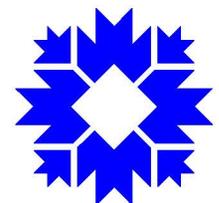
By: shermand  
 1 Nov 11  
 File: LP19th



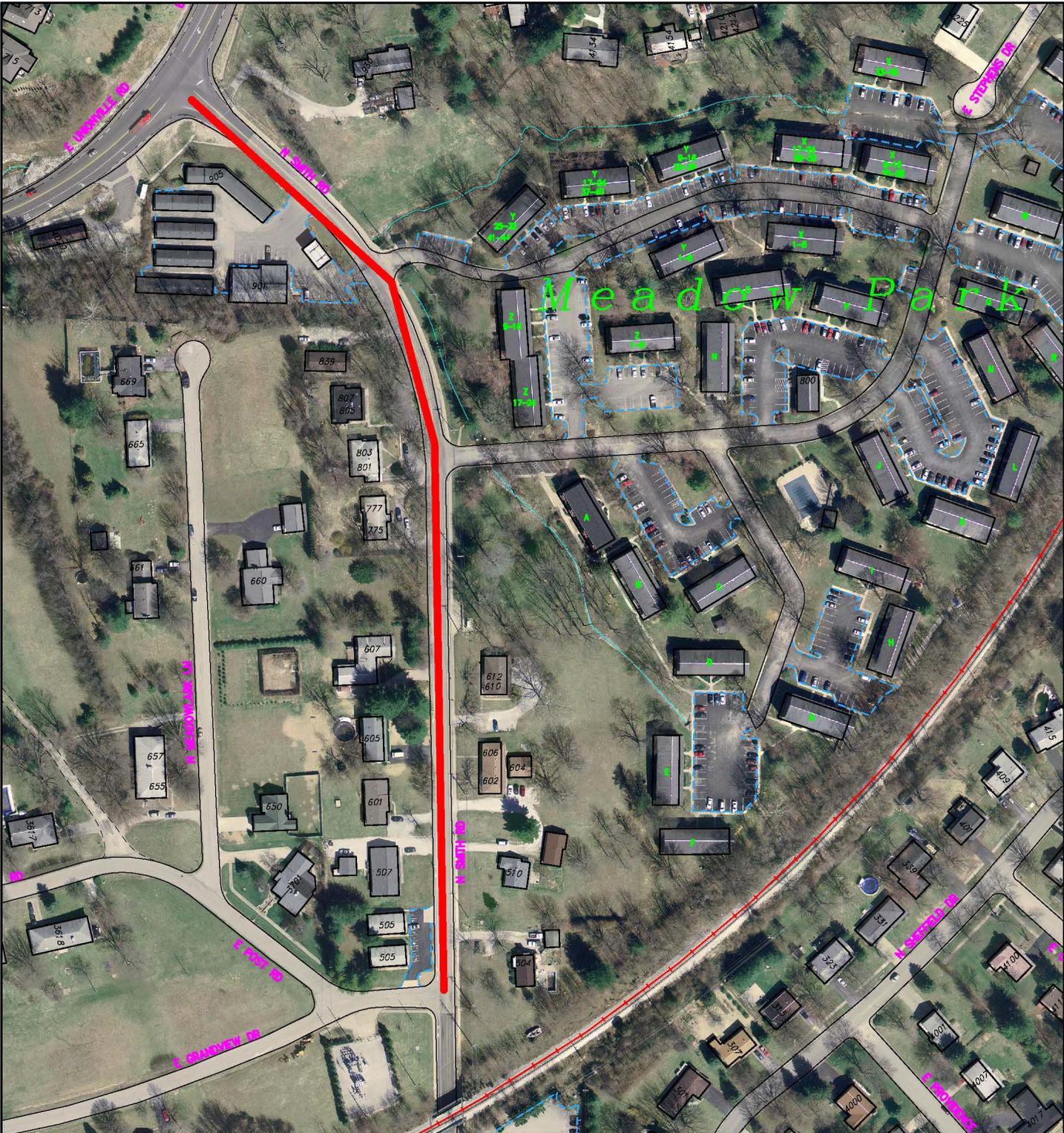
For reference only; map information NOT warranted.



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Scale: 1" = 250'



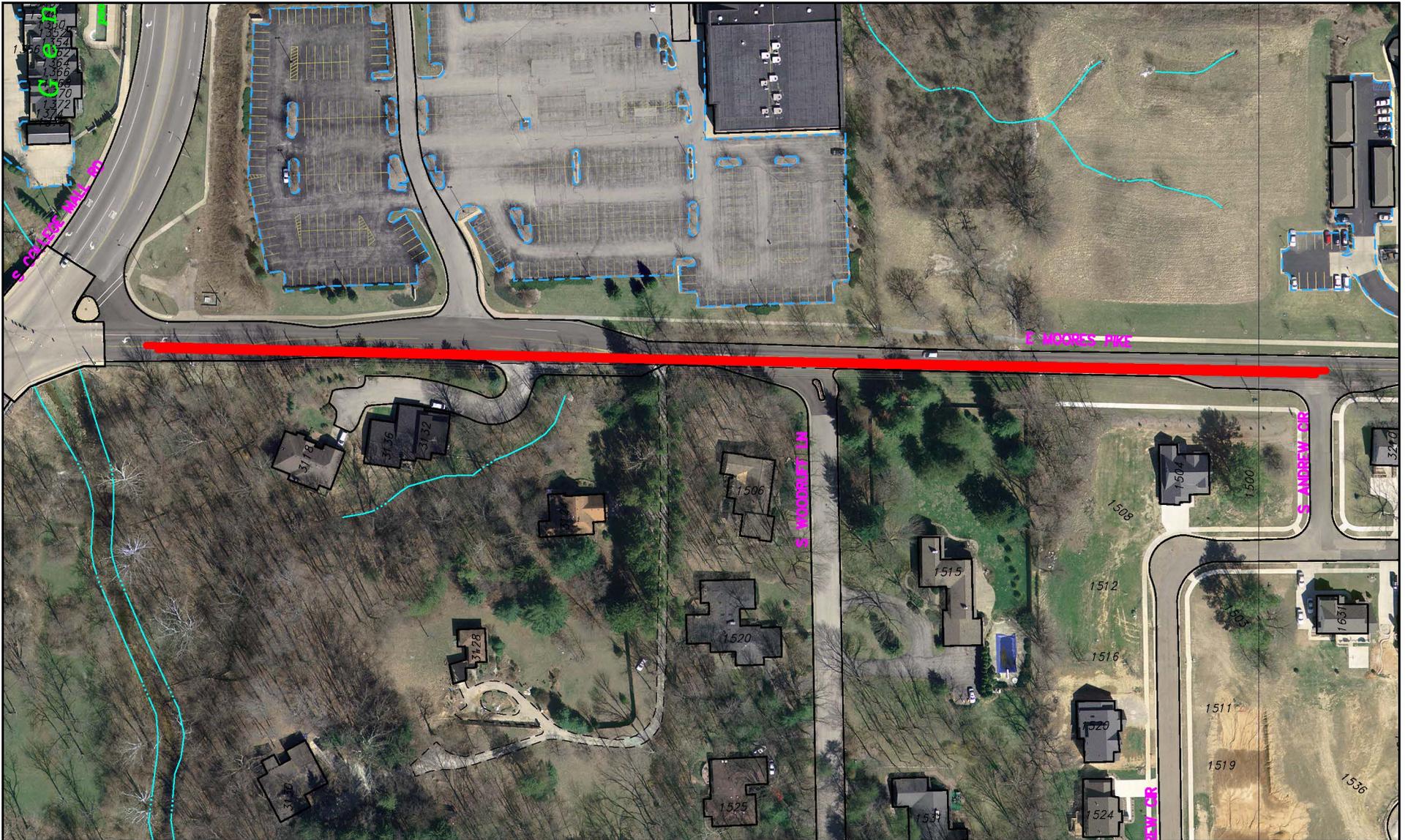
2011 Council Sidewalk Committee  
 Smith Road from Grandview to E 10th (West Side)

By: shermand  
 10 Nov 10

City of Bloomington  
 Clerk & Council

Scale: 1" = 200'

For reference only; map information NOT warranted.



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

By: fallsm  
 6 Oct 08



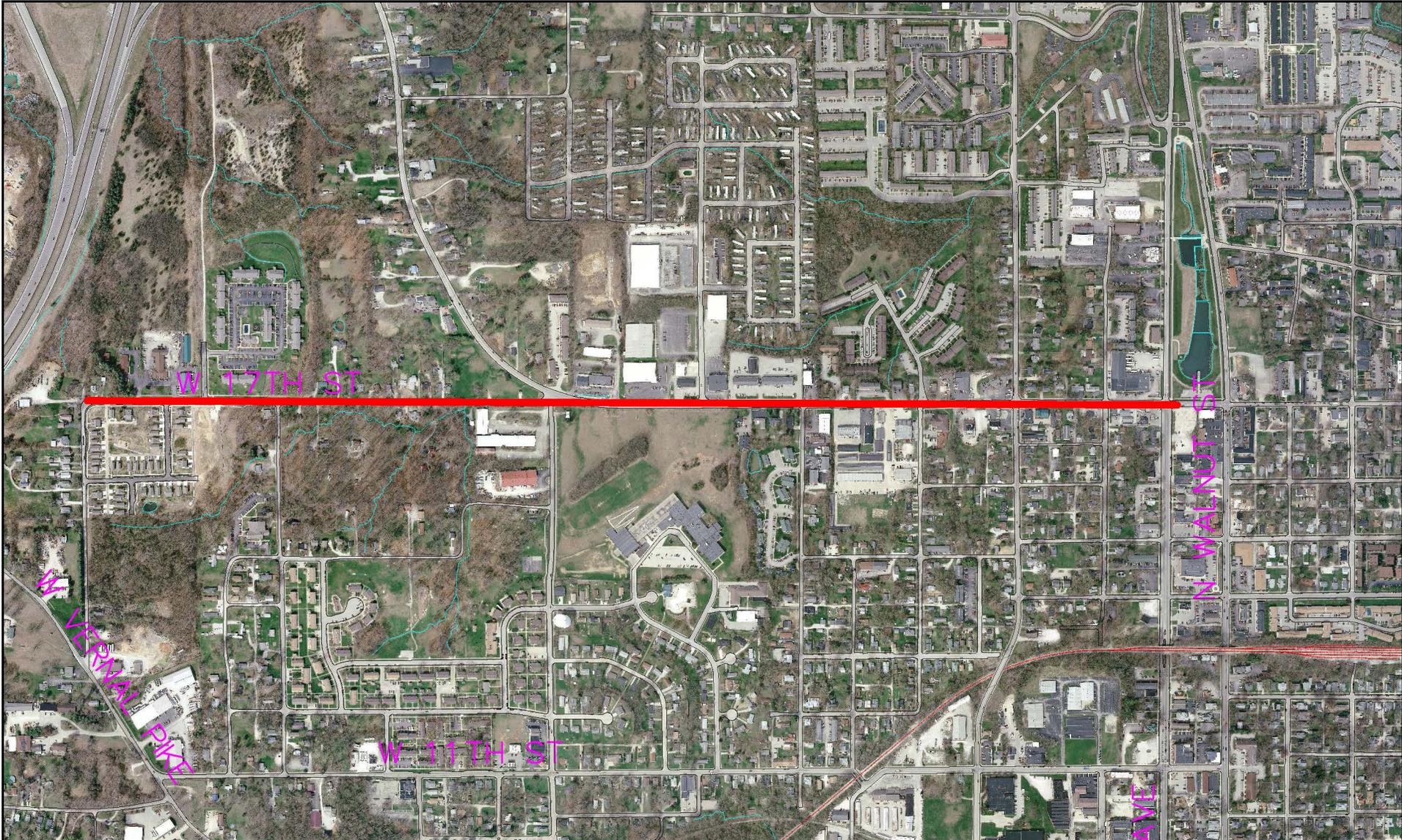
For reference only; map information NOT warranted.



City of Bloomington  
 Clerk & Council



Scale: 1" = 150'



**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



For reference only; map information NOT warranted.

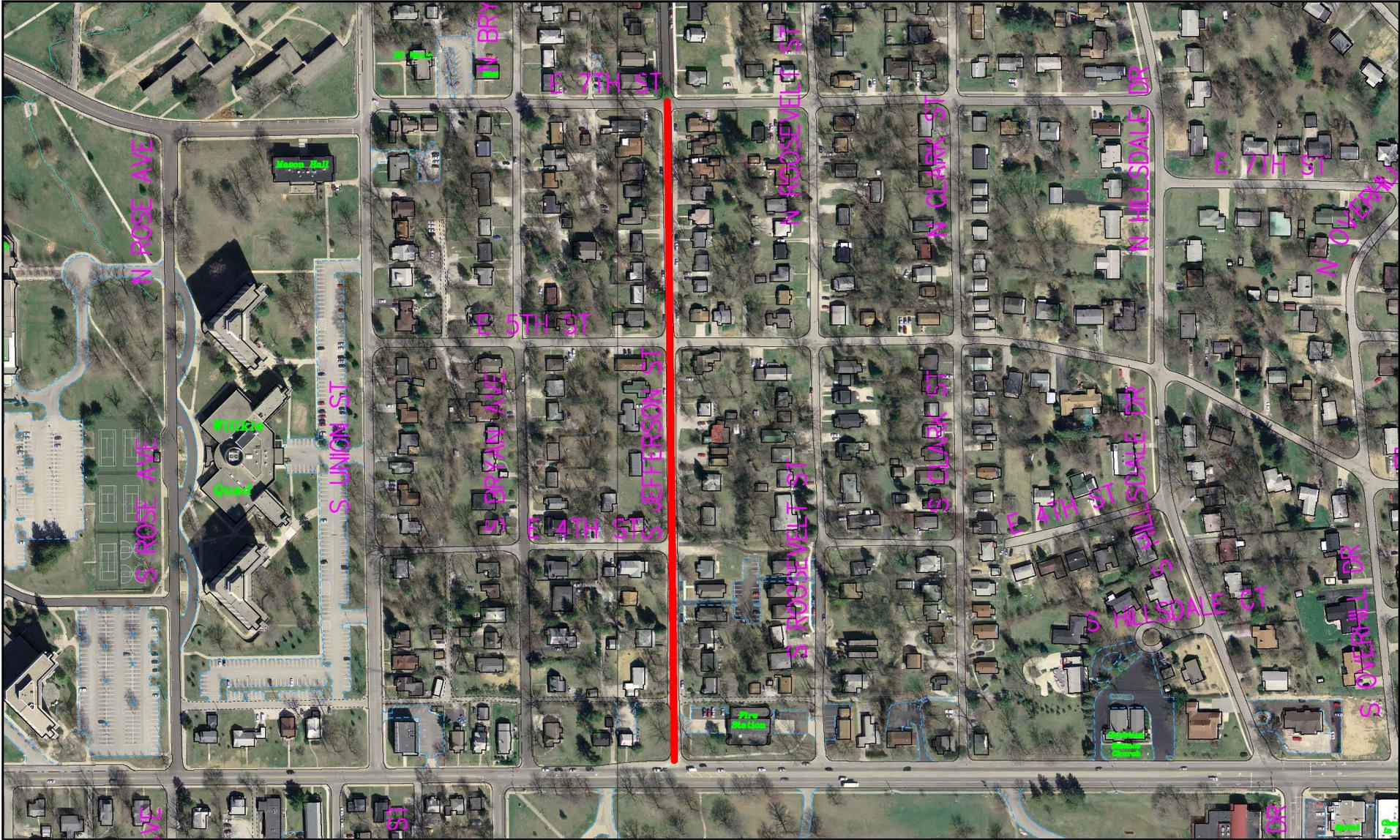


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Clerk & Council



Scale: 1" = 800'





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

By: fallsm  
 3 Oct 08



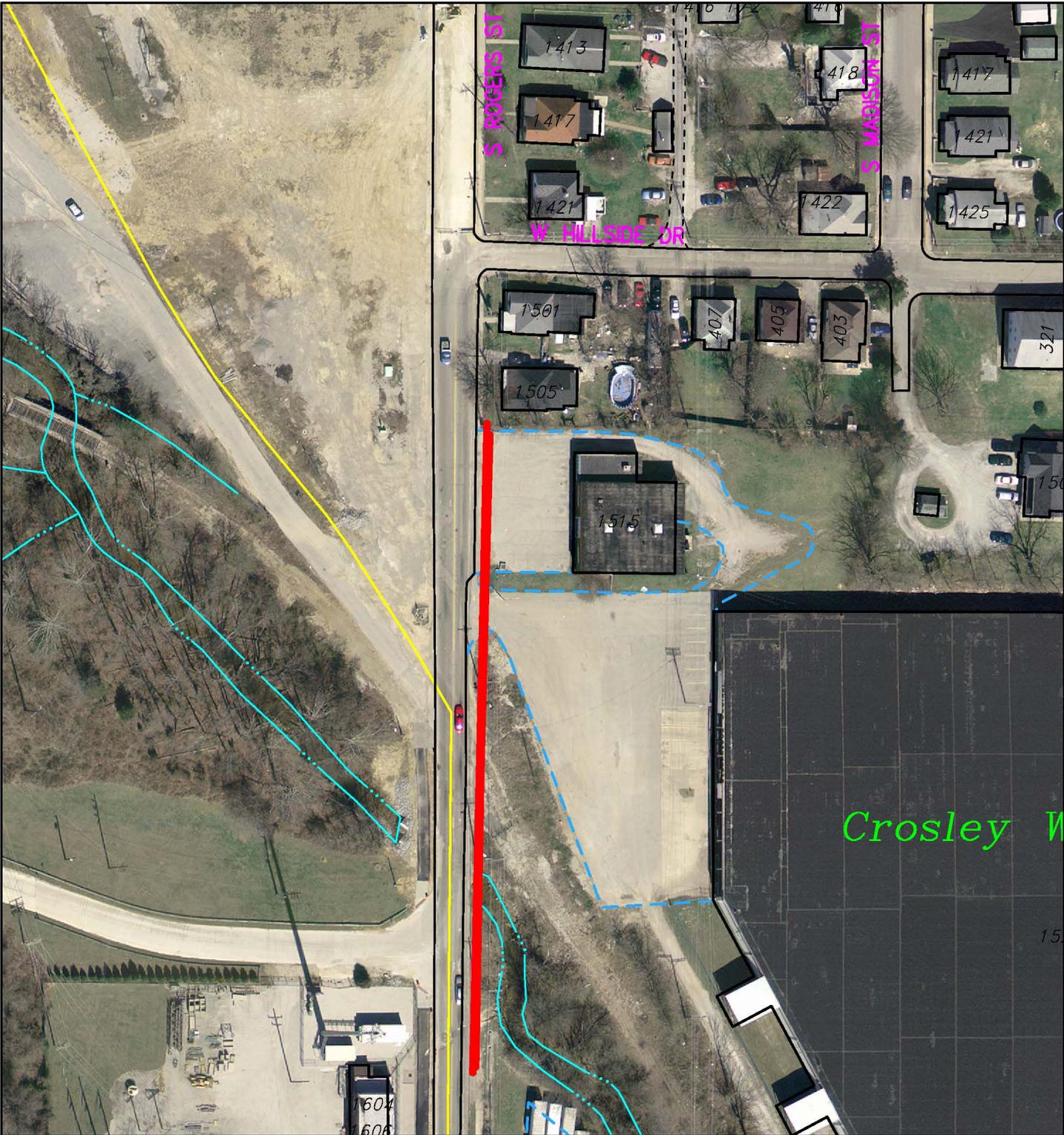
For reference only; map information NOT warranted.



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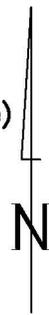
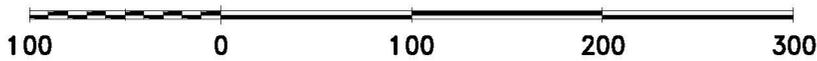


Scale: 1" = 300'

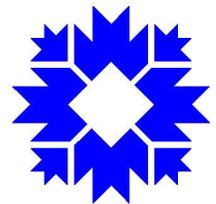


2009 Council Sidewalk Committee  
 Councilmember Piedmont Smith request for sidewalk  
 in front of 1515 (Zuchinni Print) and 1525 (Warehouse) South Rogers (east side)

By: shermand  
 22 Oct 08

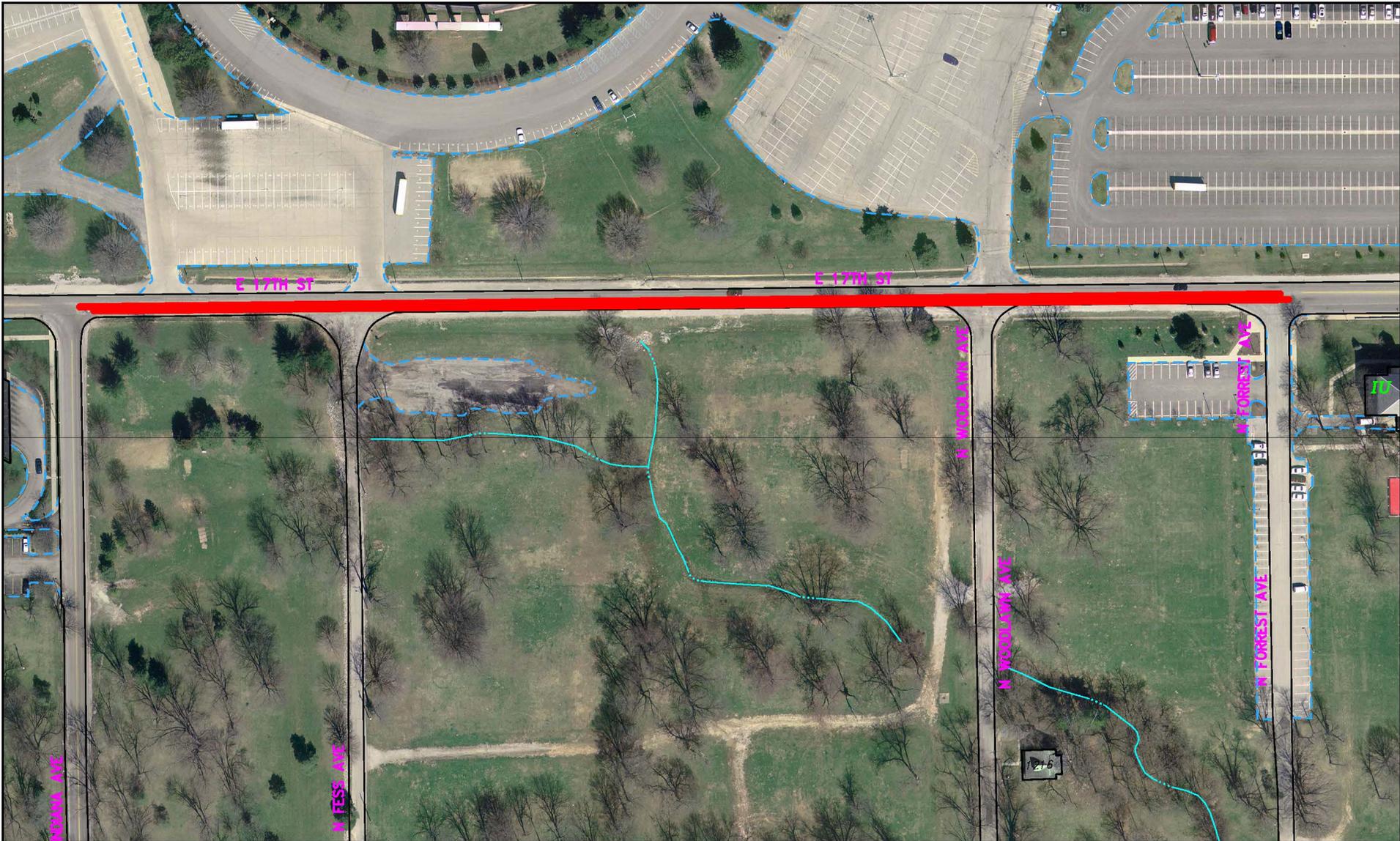


City of Bloomington  
 Clerk & Council



Scale: 1" = 100'

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



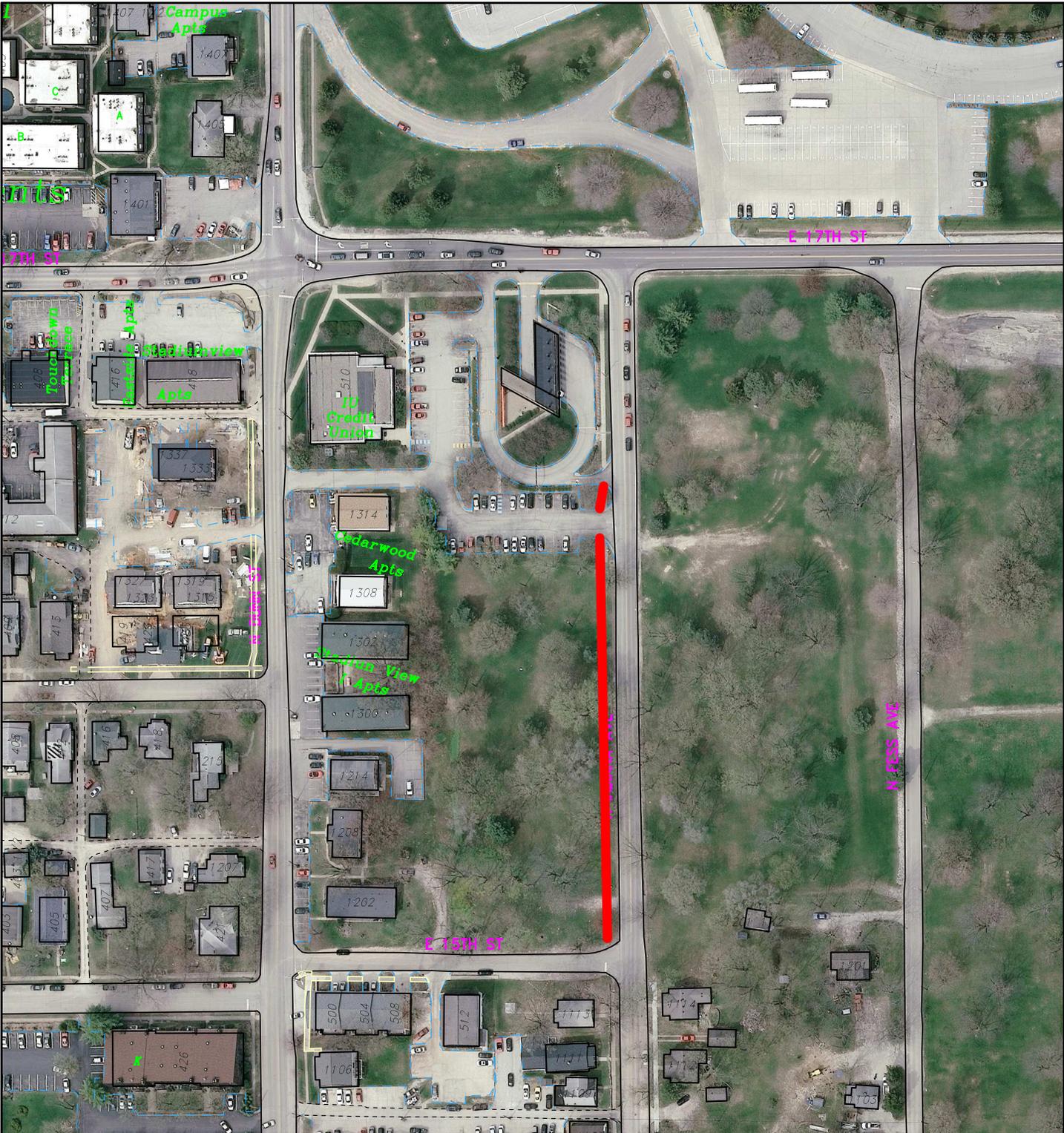
For reference only; map information NOT warranted.



City of Bloomington  
 Clerk & Council

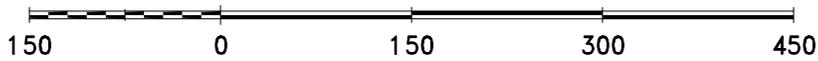


Scale: 1" = 150'

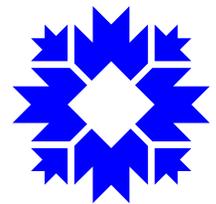


N Indiana St – from 15th St to the IUCU Property South of 17th St

By: finnh  
7 Nov 14

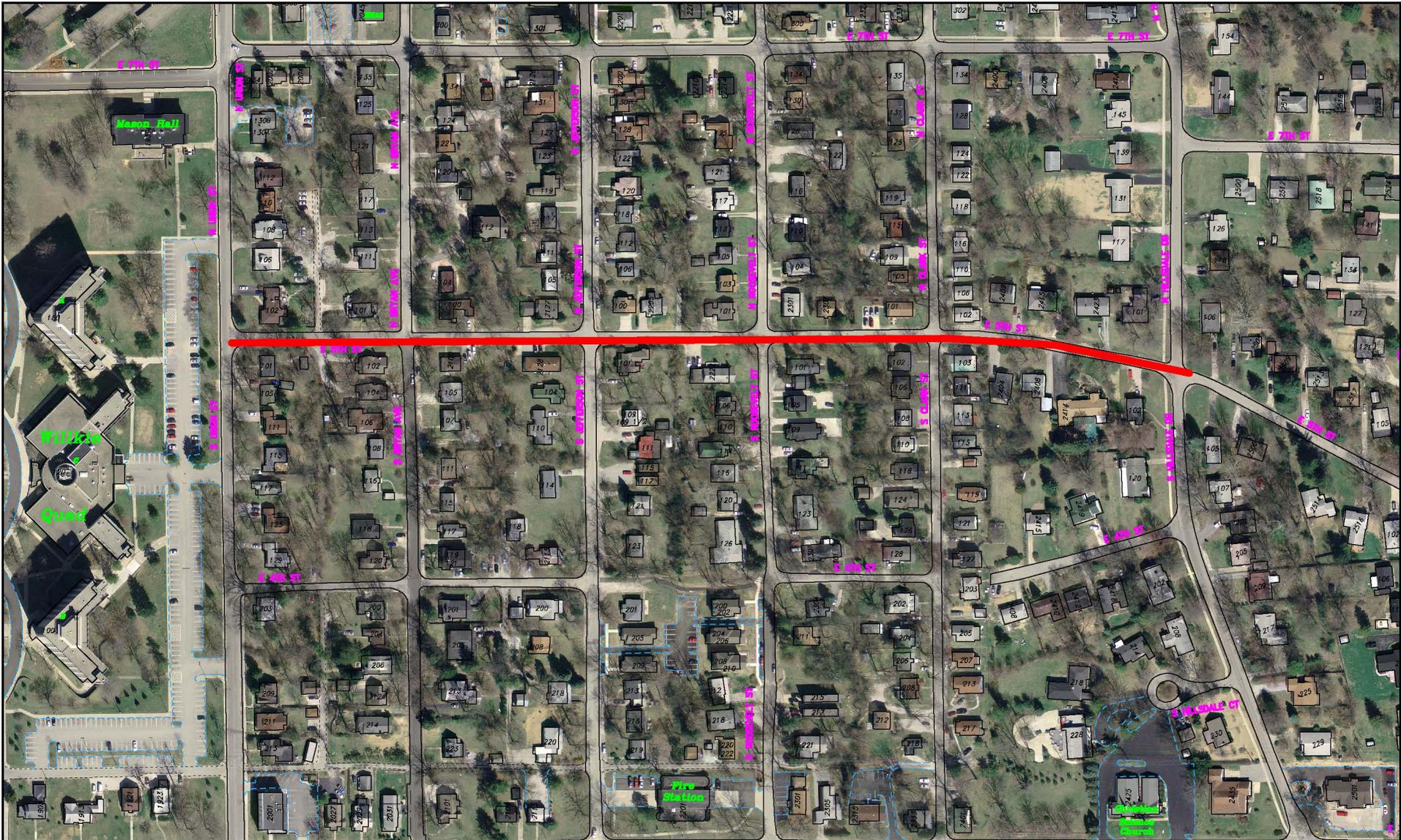


City of Bloomington  
Clerk & Council



Scale: 1" = 150'

For reference only; map information NOT warranted.



2009 Council Sidewalk Committee  
 Tim Mayer's request for sidewalks on the south side of 5th Street (from Hillsdale to Union)

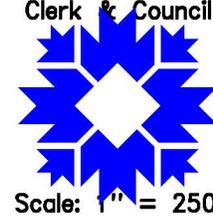
By: fallsm  
 3 Oct 08

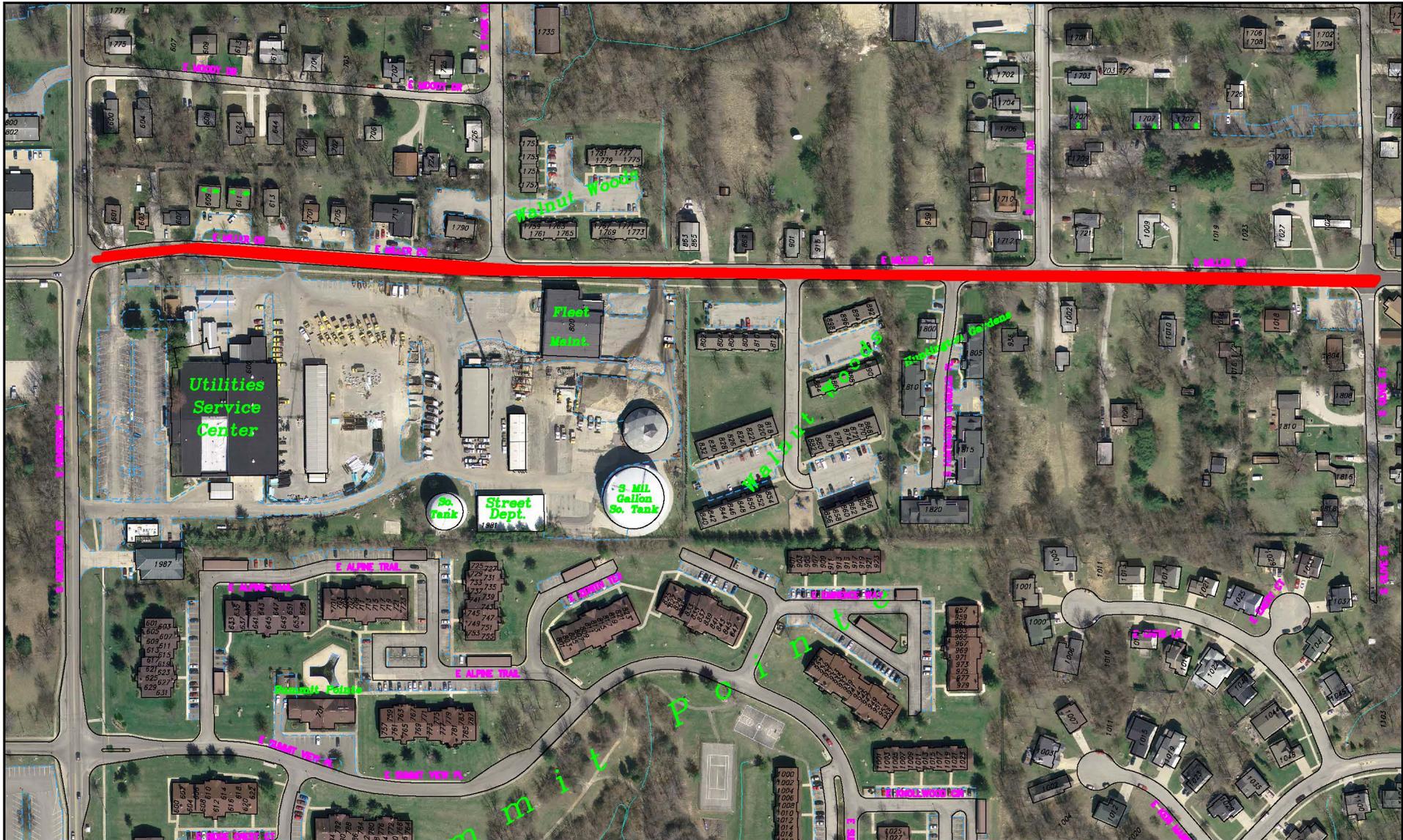


For reference only; map information NOT warranted.



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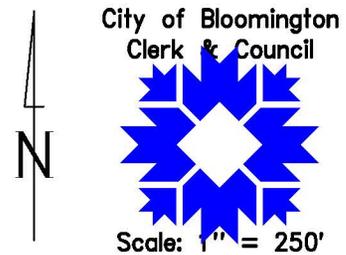


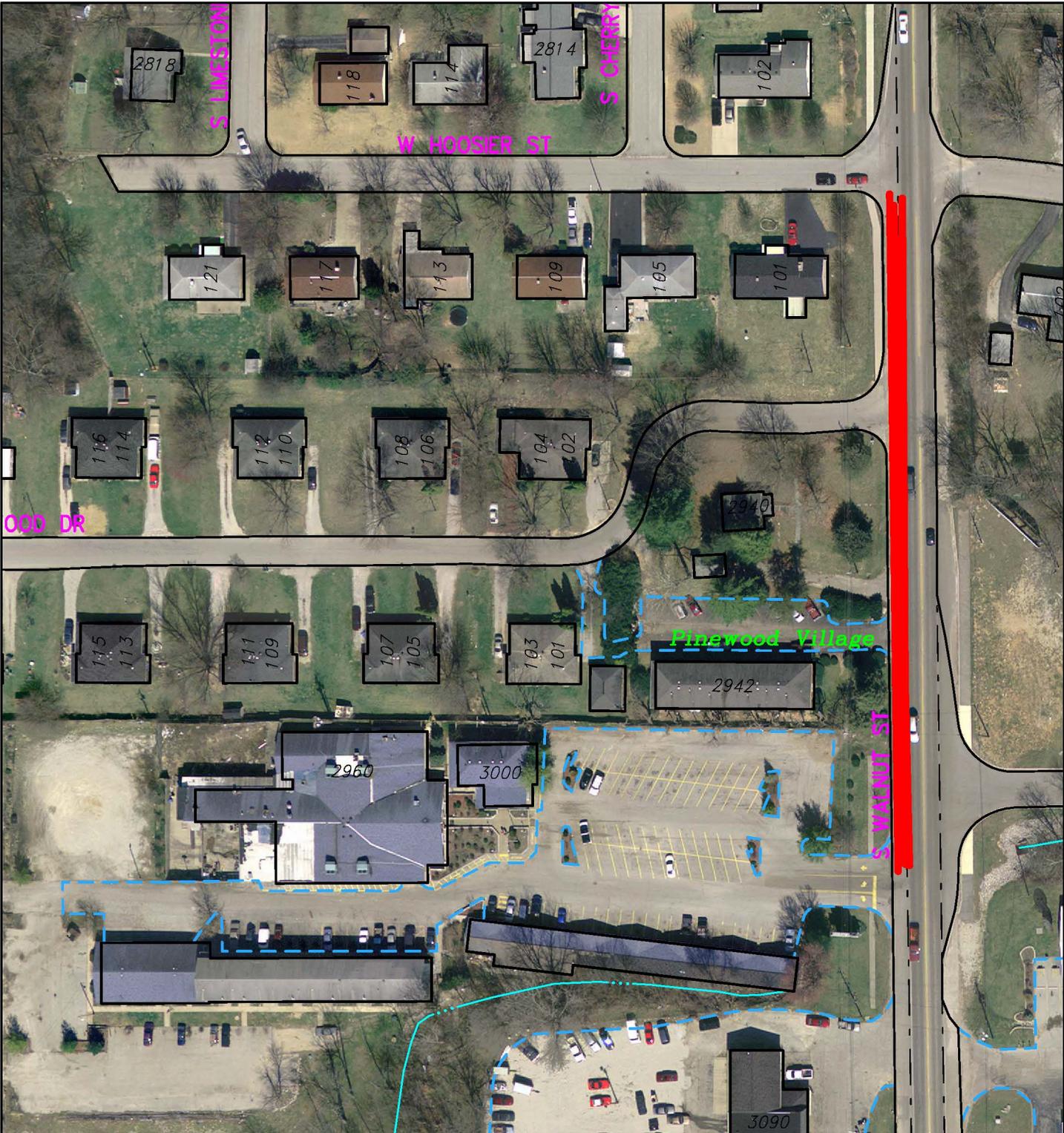
2009 Council Sidewalk Committee  
 Ms. Markum's request for sidewalks on both sides of East Miller Drive

By: fallsm  
 7 Oct 08



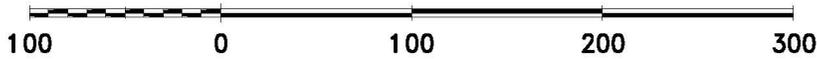
For reference only; map information NOT warranted.



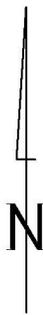


2009 Council Sidewalk Committee  
 DPW's request for a sidewalk on S Walnut (from Hoosier St to Legends)

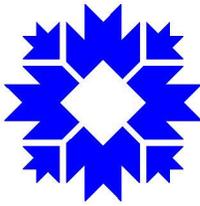
By: fallsm  
 6 Oct 08



For reference only; map information NOT warranted.

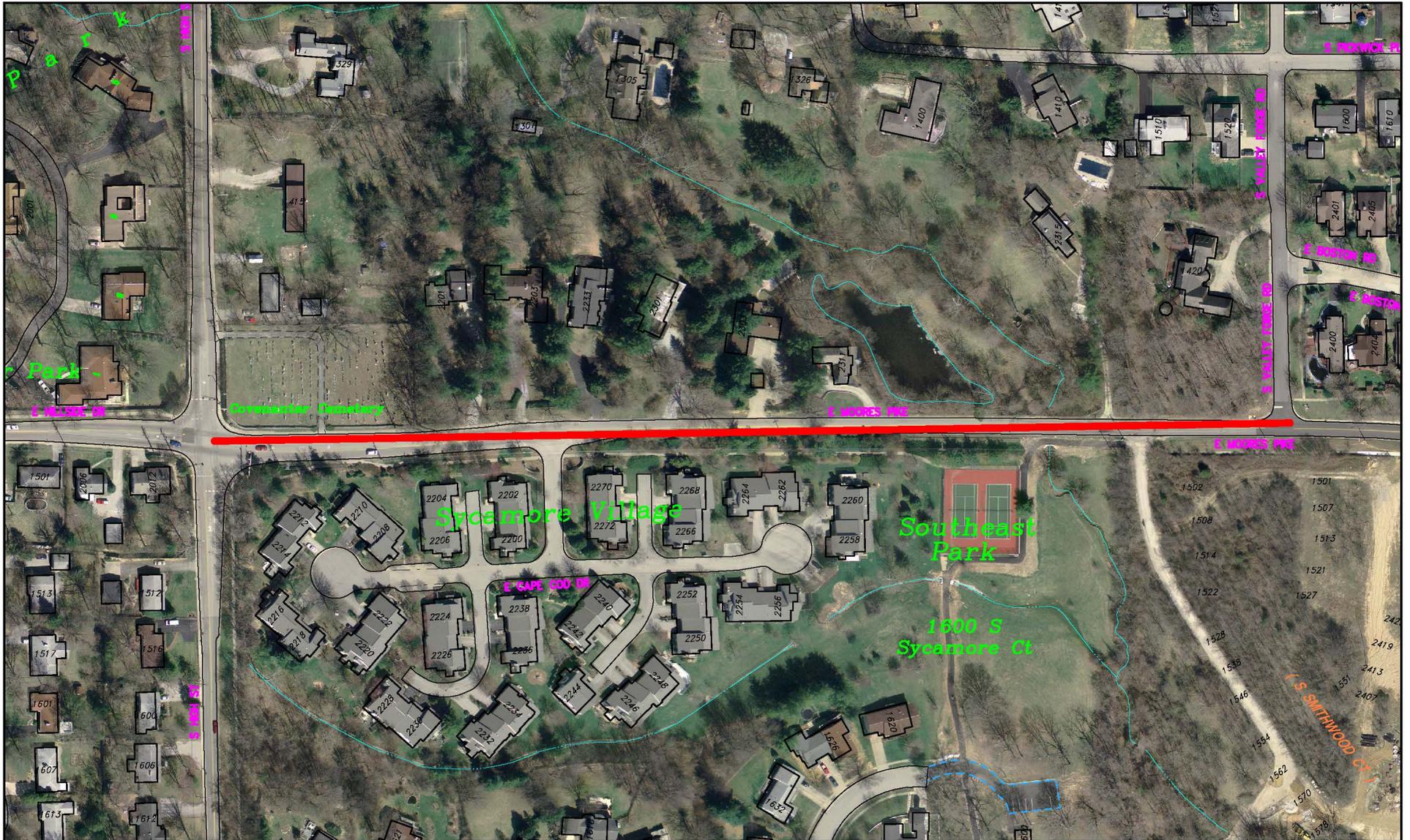


City of Bloomington  
 Clerk & Council



Scale: 1" = 100'





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

By: fallsm  
 3 Oct 08



For reference only; map information NOT warranted.

City of Bloomington  
 Clerk & Council

Scale: 1" = 200'





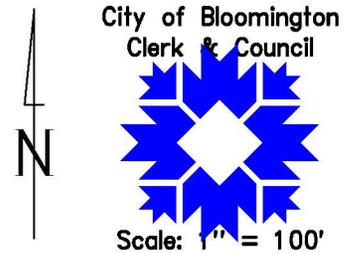


2009 Council Sidewalk Committee  
 Andy Ruff's request for a sidewalk between Wylie and 1st north of Palmer

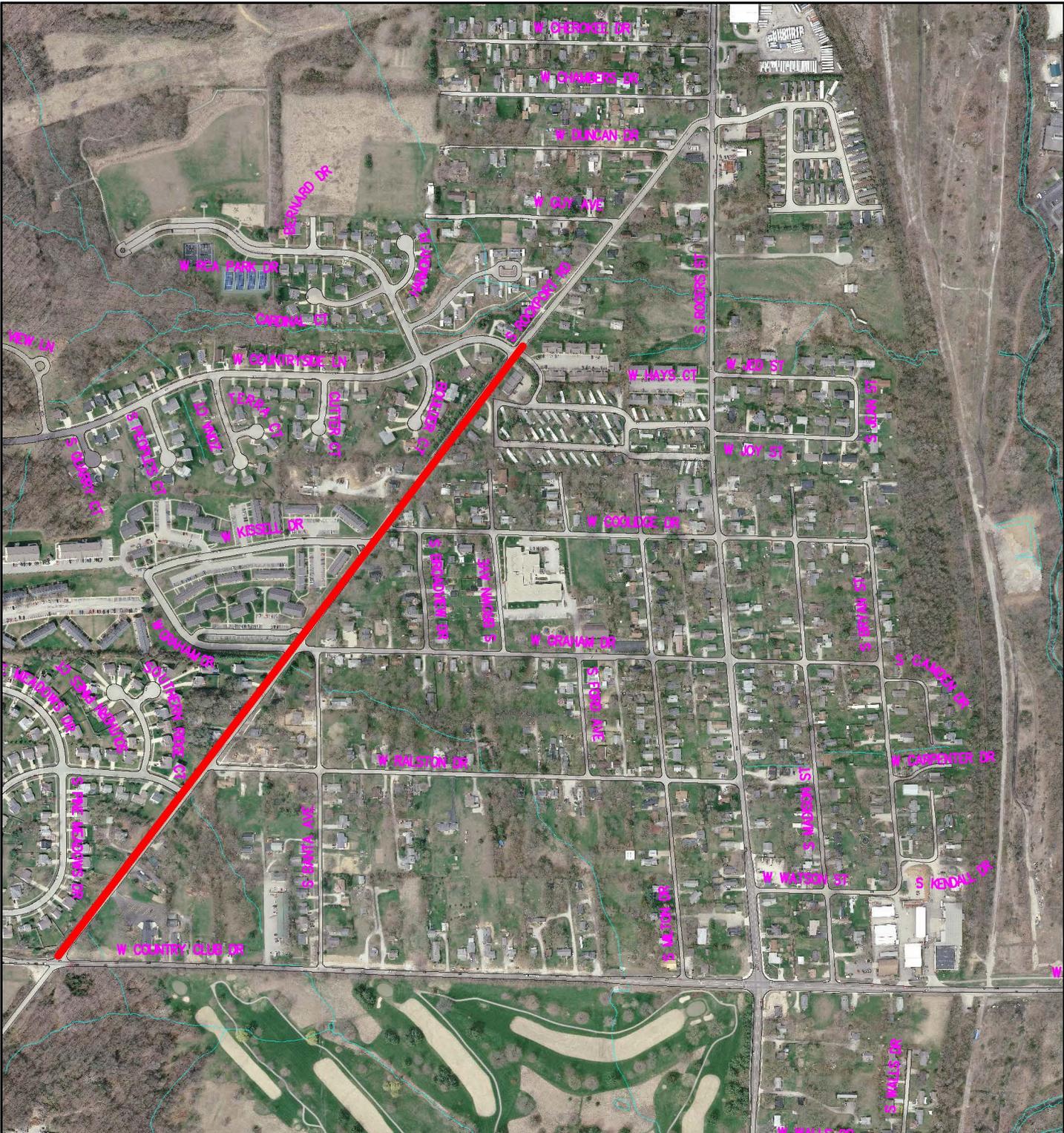
By: fallsm  
 7 Oct 08



For reference only; map information NOT warranted.







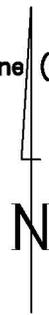
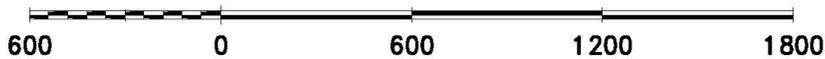
**Council Sidewalk Committee – Project Requests**

**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**

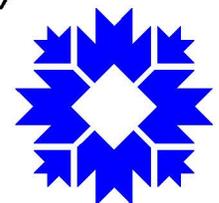
By: shermand

2 Nov 11

File: LPrr2

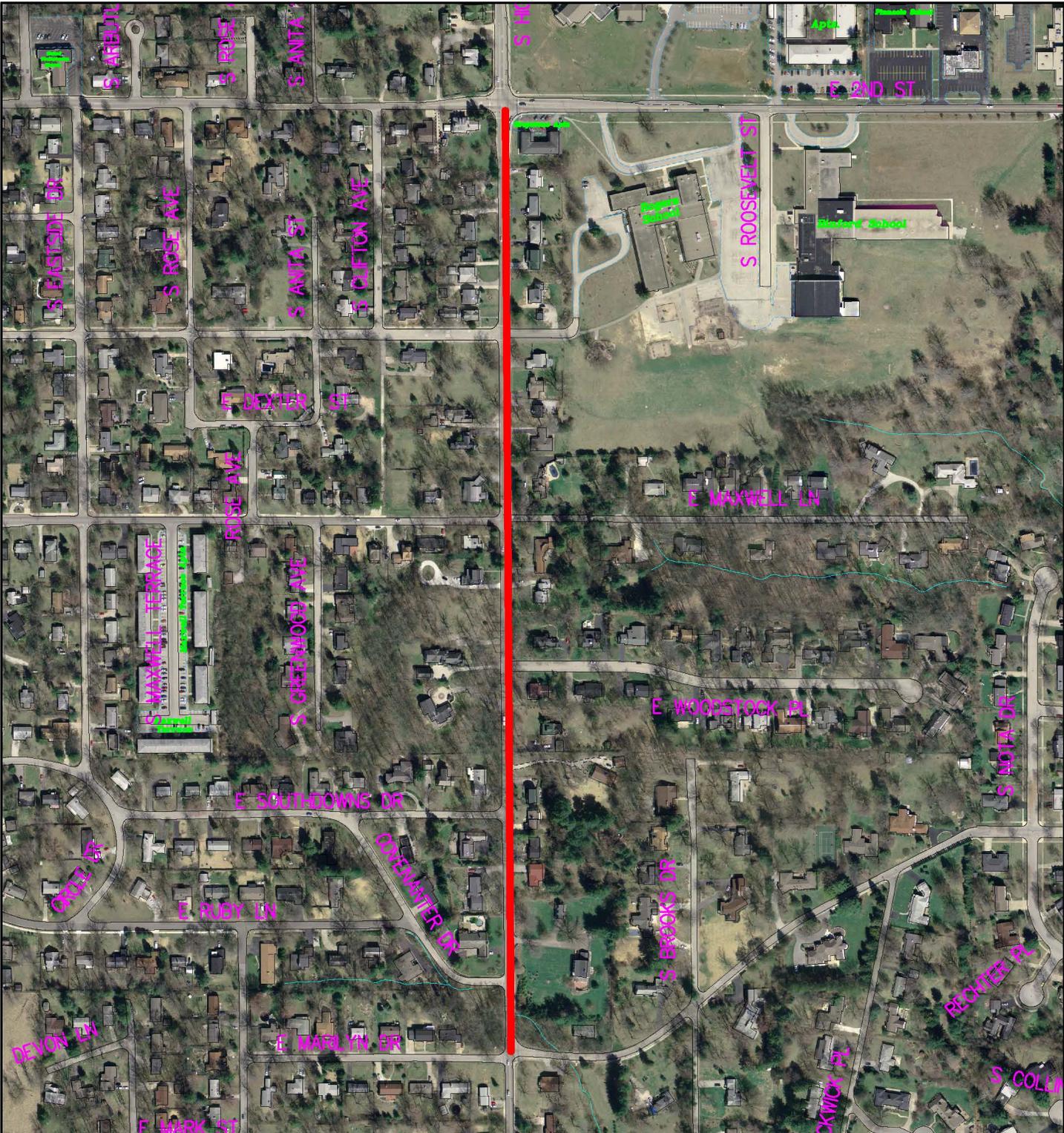


City of Bloomington



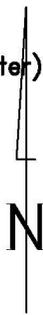
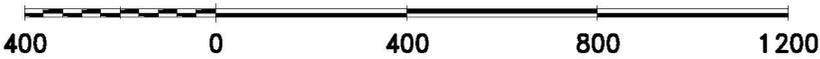
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For reference only; map information NOT warranted.

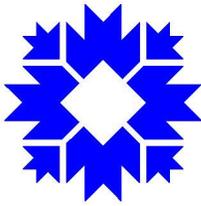


2009 Council Sidewalk Committee  
 David Sabbagh's request for sidewalks on the east side of High (2nd to Covenanter)

By: fallsm  
 6 Oct 08



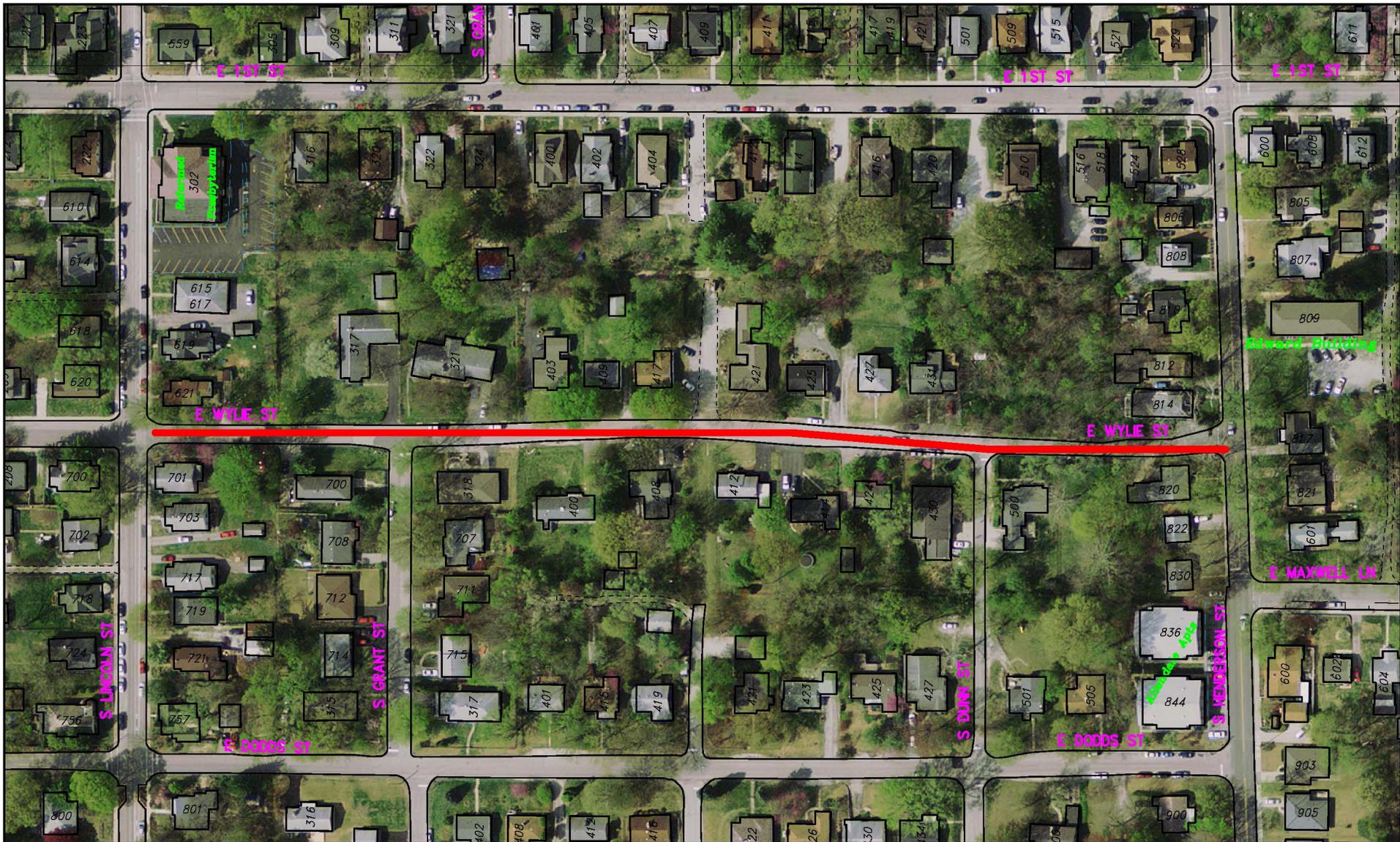
City of Bloomington  
 Clerk & Council



Scale: 1" = 400'

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

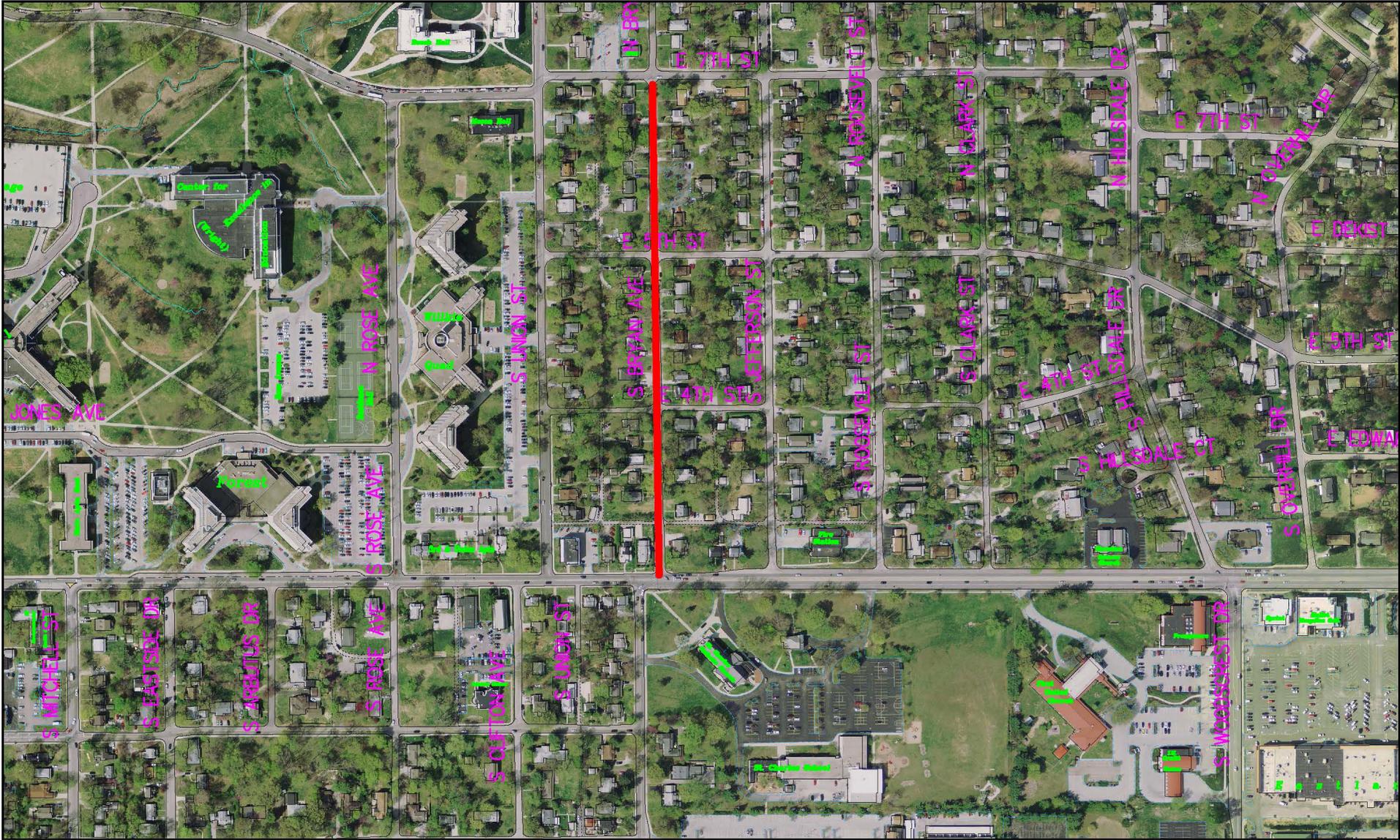


For reference only; map information NOT warranted.

City of Bloomington  
 Clerk & Council

Scale: 1" = 150'





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

By: shermand  
20 Dec 12



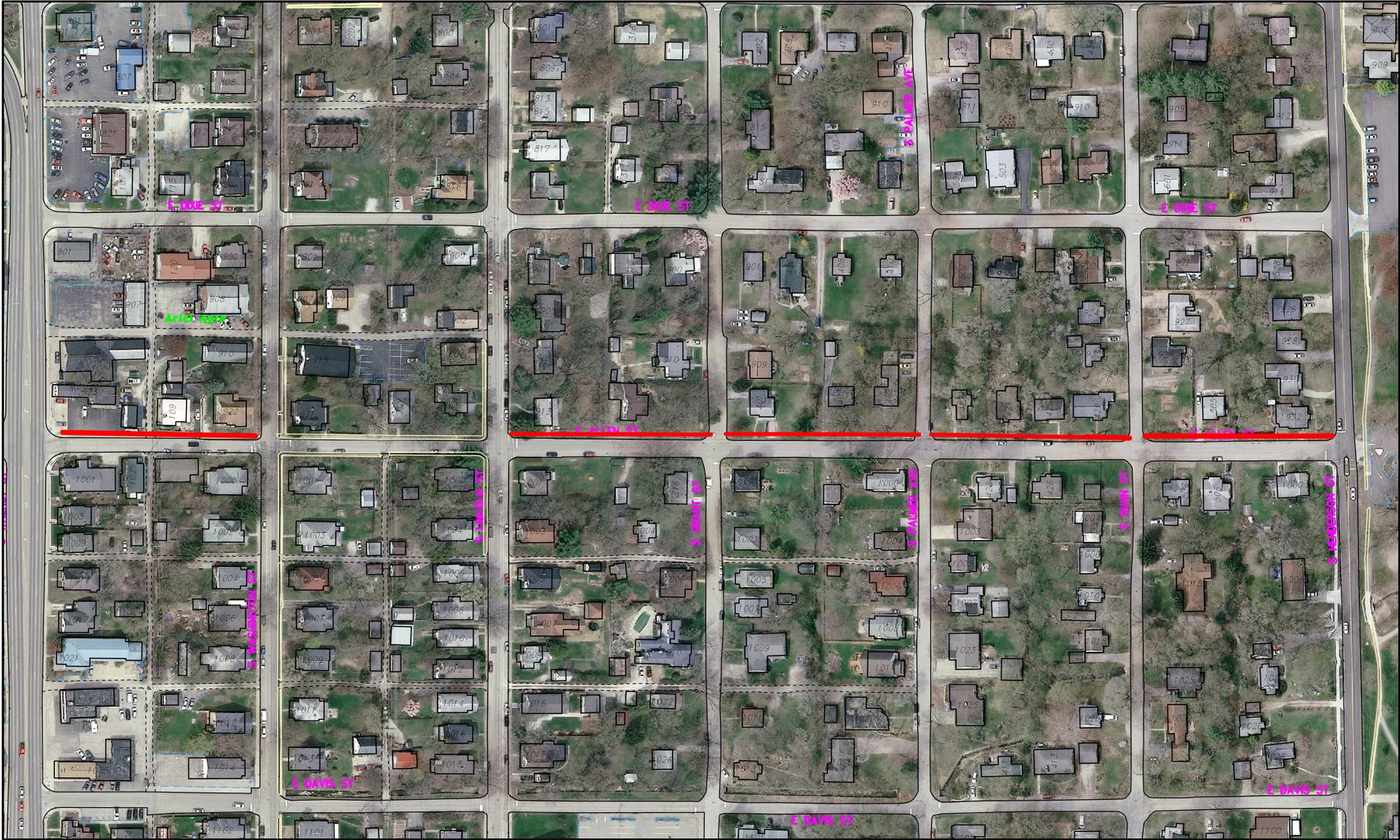
For reference only; map information NOT warranted.



City of Bloomington  
Clerk & Council



Scale: 1" = 400'



Allen St - from Henderson St (Bryan Park) to S Walnut St

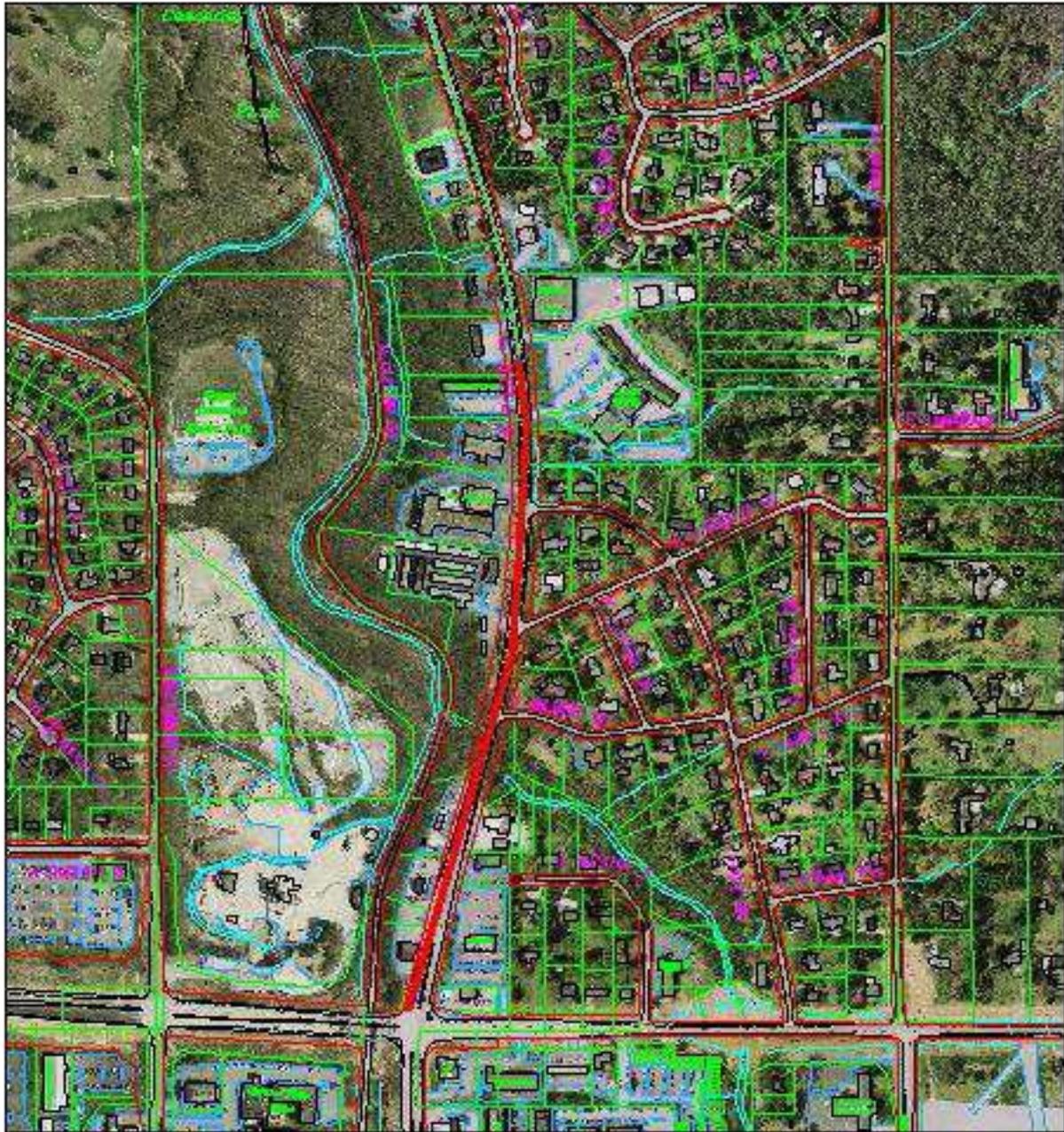
By: finnh  
7 Nov 14



For reference only; map information NOT warranted.

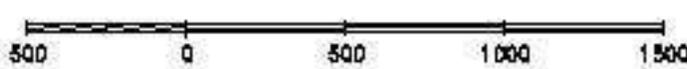
City of Bloomington  
Clerk & Council

Scale: 1" = 200'



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

By: shermand  
 18 Dec 12

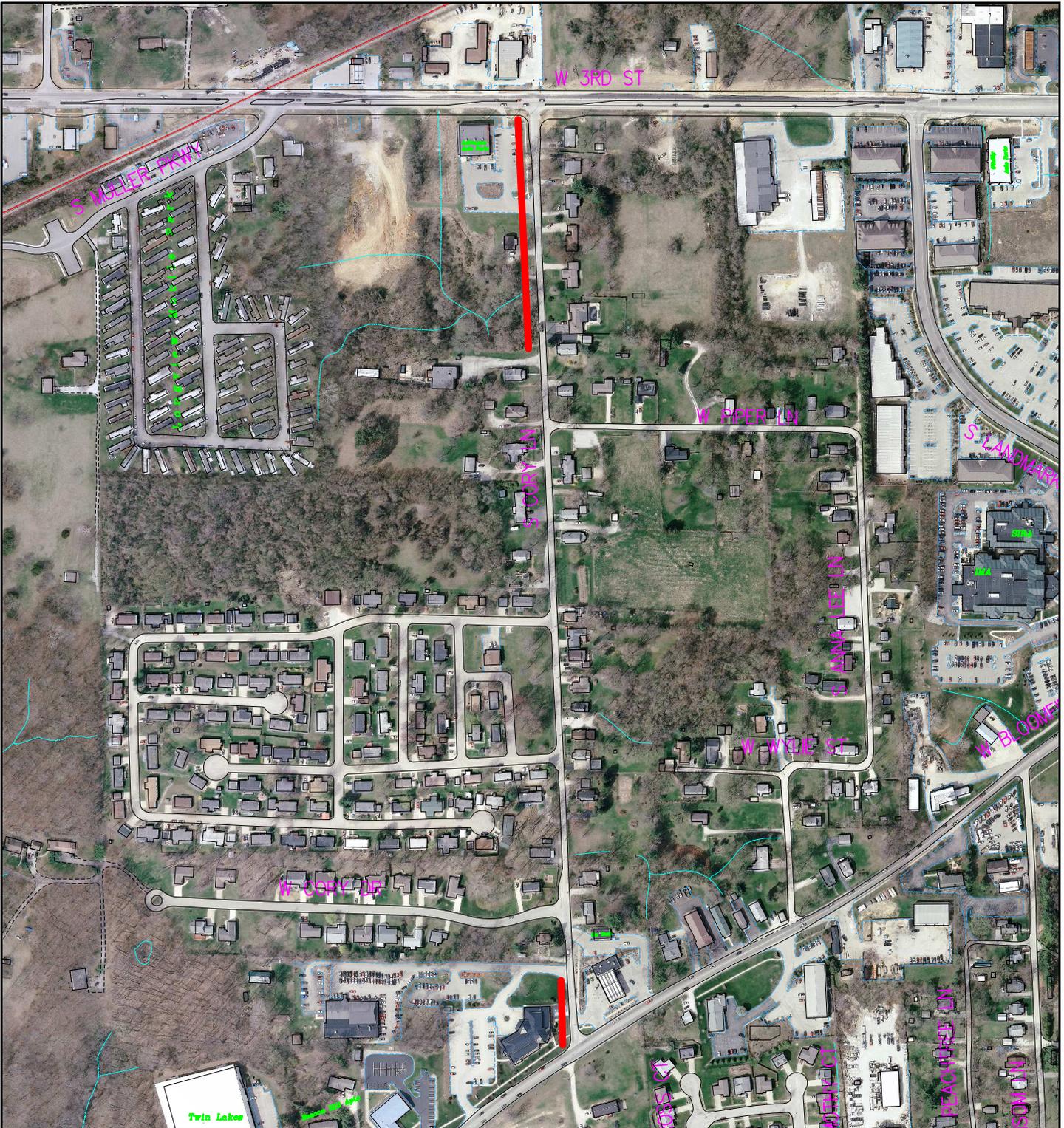


City of Bloomington  
 Clerk & Council



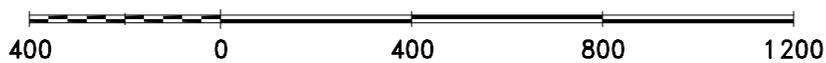
Scale: 1" = 500'

For reference only; map information NOT warranted.

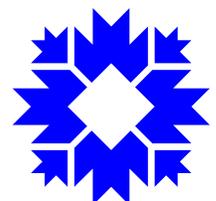


Corey Ln – Missing Links within City Between W 2nd and W 3rd

By: finnh  
13 Nov 14



City of Bloomington  
Clerk & Council



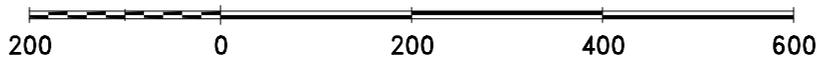
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For reference only; map information NOT warranted.

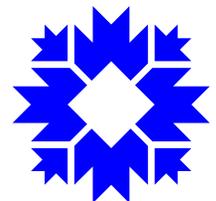


Fee Lane – South of 45/46 Bypass

By: finnh  
10 Nov 14



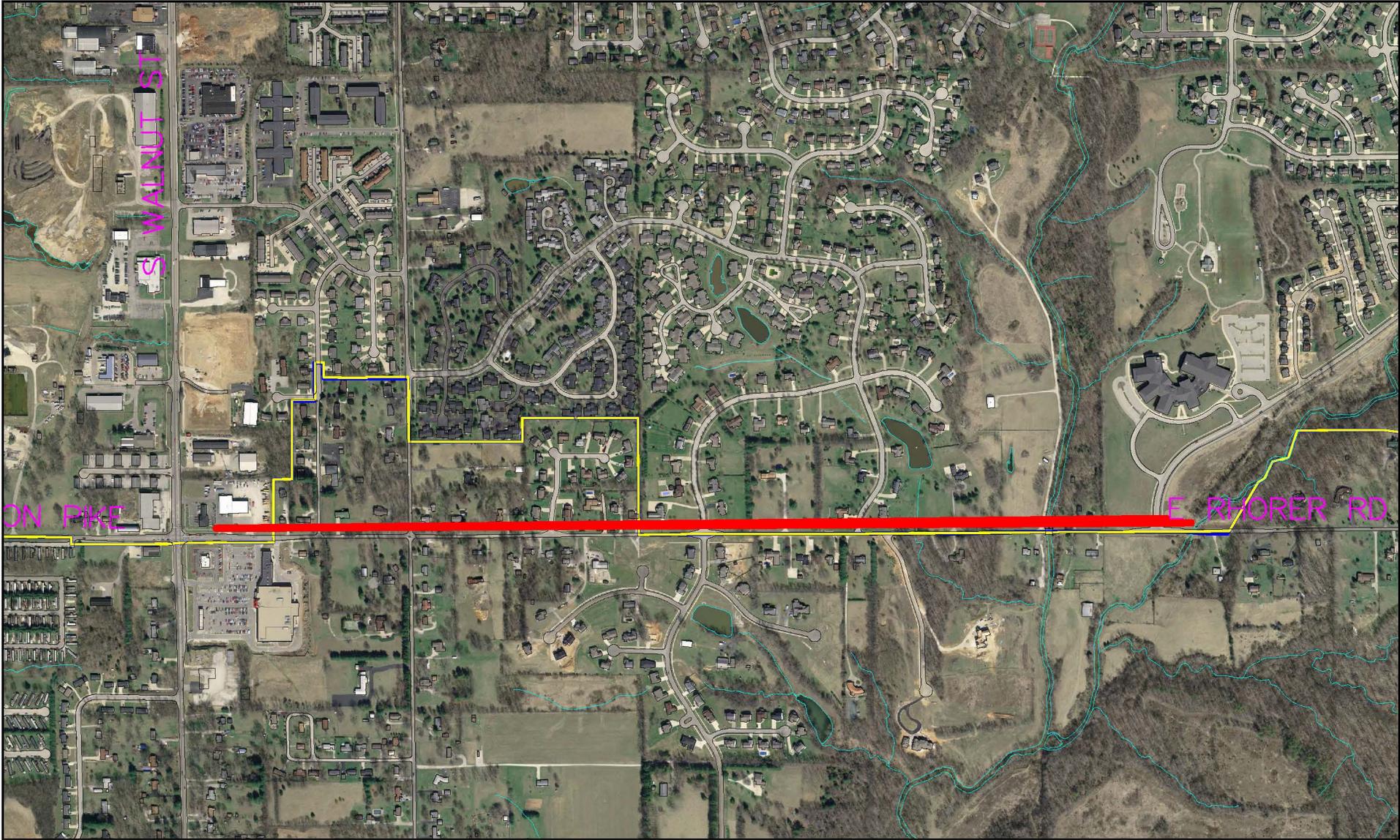
City of Bloomington  
Clerk & Council



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

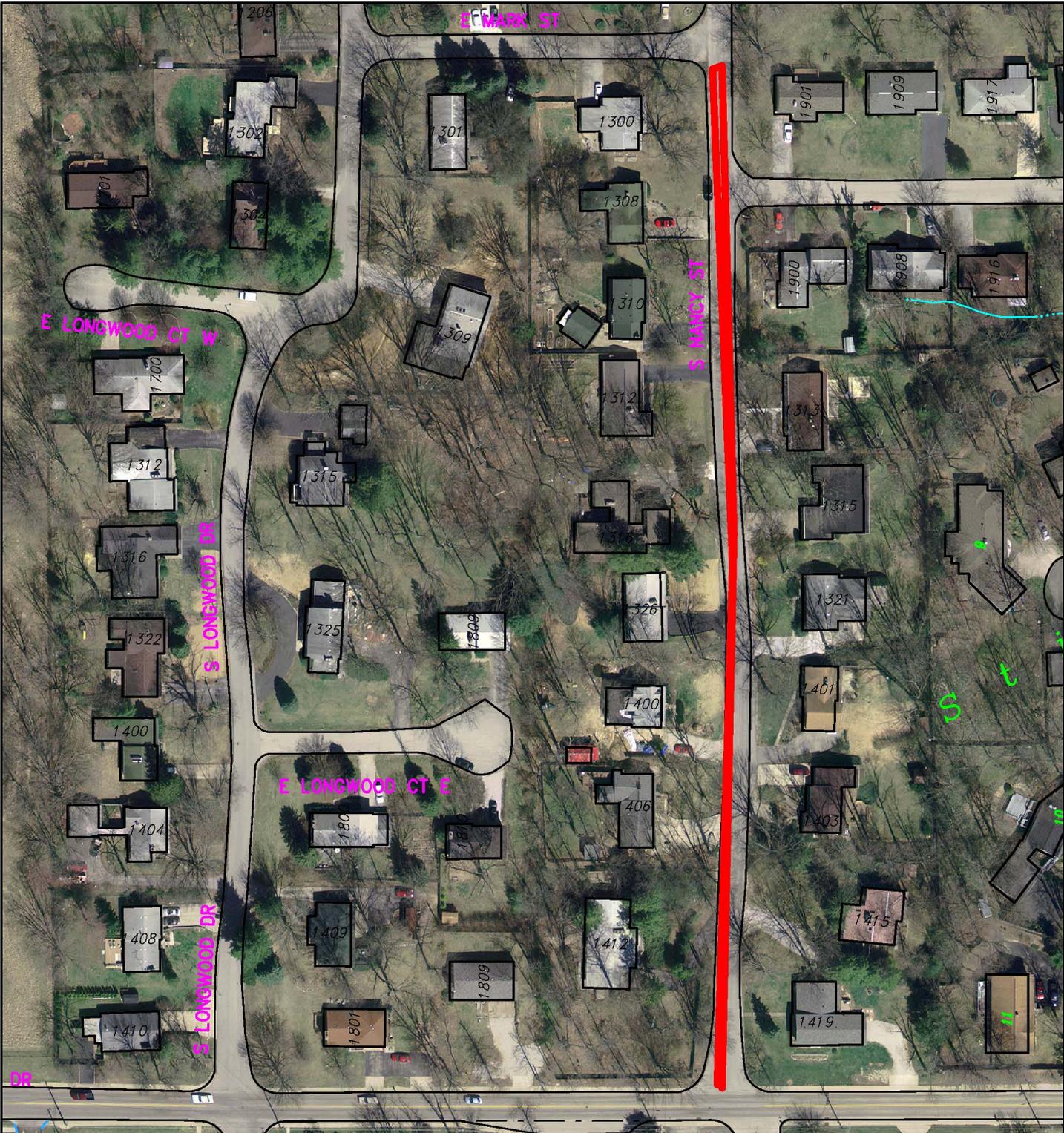


For reference only; map information NOT warranted.

City of Bloomington  
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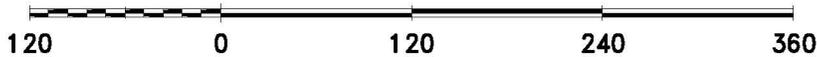
Scale: 1" = 800'



2009 Council Sidewalk Committee

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

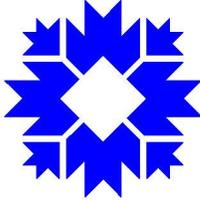
By: fallsm  
6 Oct 08



For reference only; map information NOT warranted.

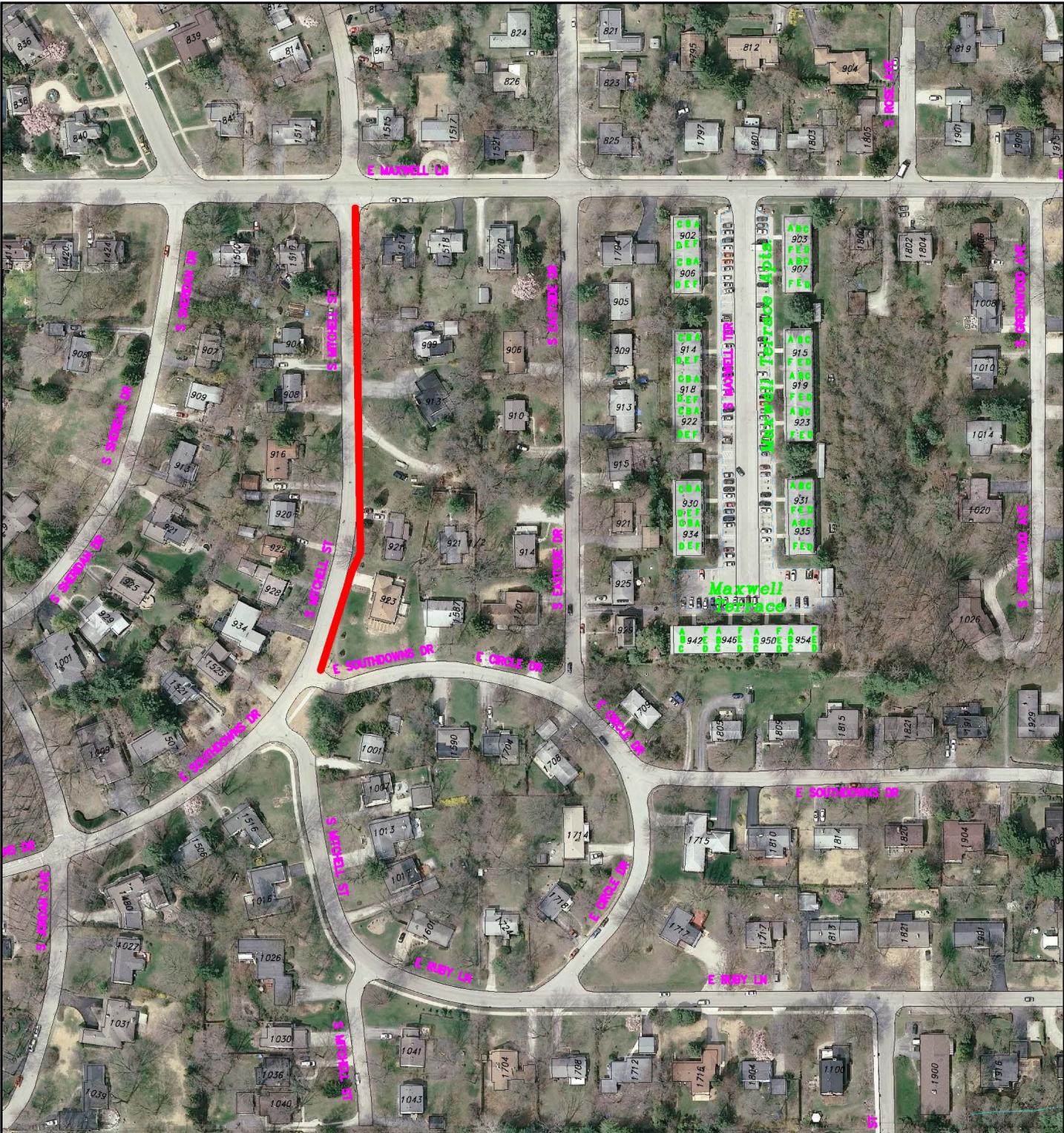


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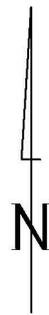
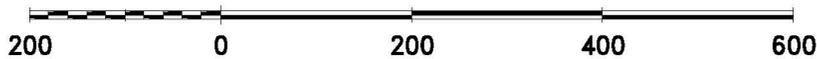
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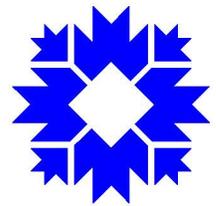


Council Sidewalk Committee – Requested Project  
 Pedestrian Way on Mitchell from Maxwell Lane to Circle Drive  
 2011

By: shermand  
 2 Nov 11  
 File: LPmtc



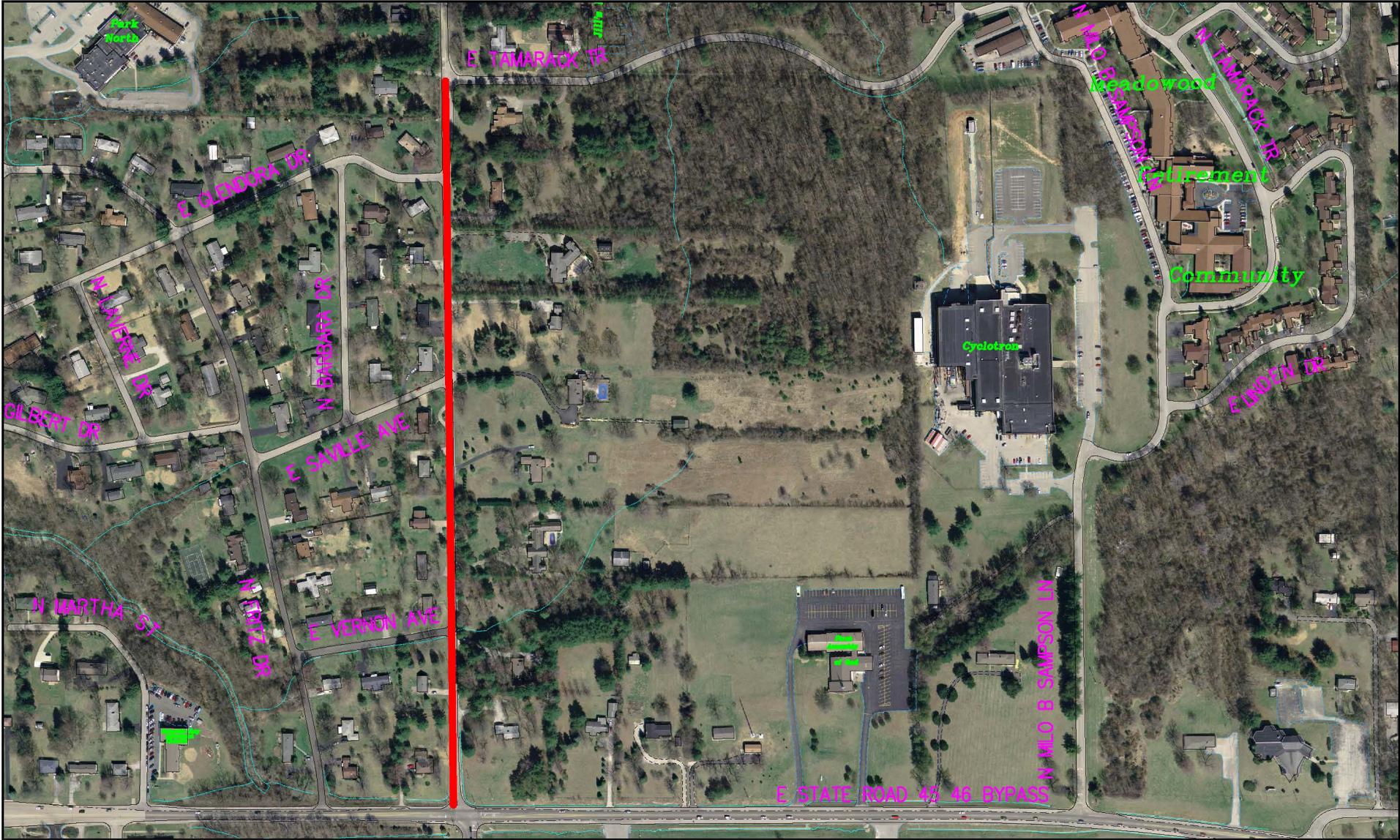
City of Bloomington  
 Clerk & Council



Scale: 1" = 200'

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



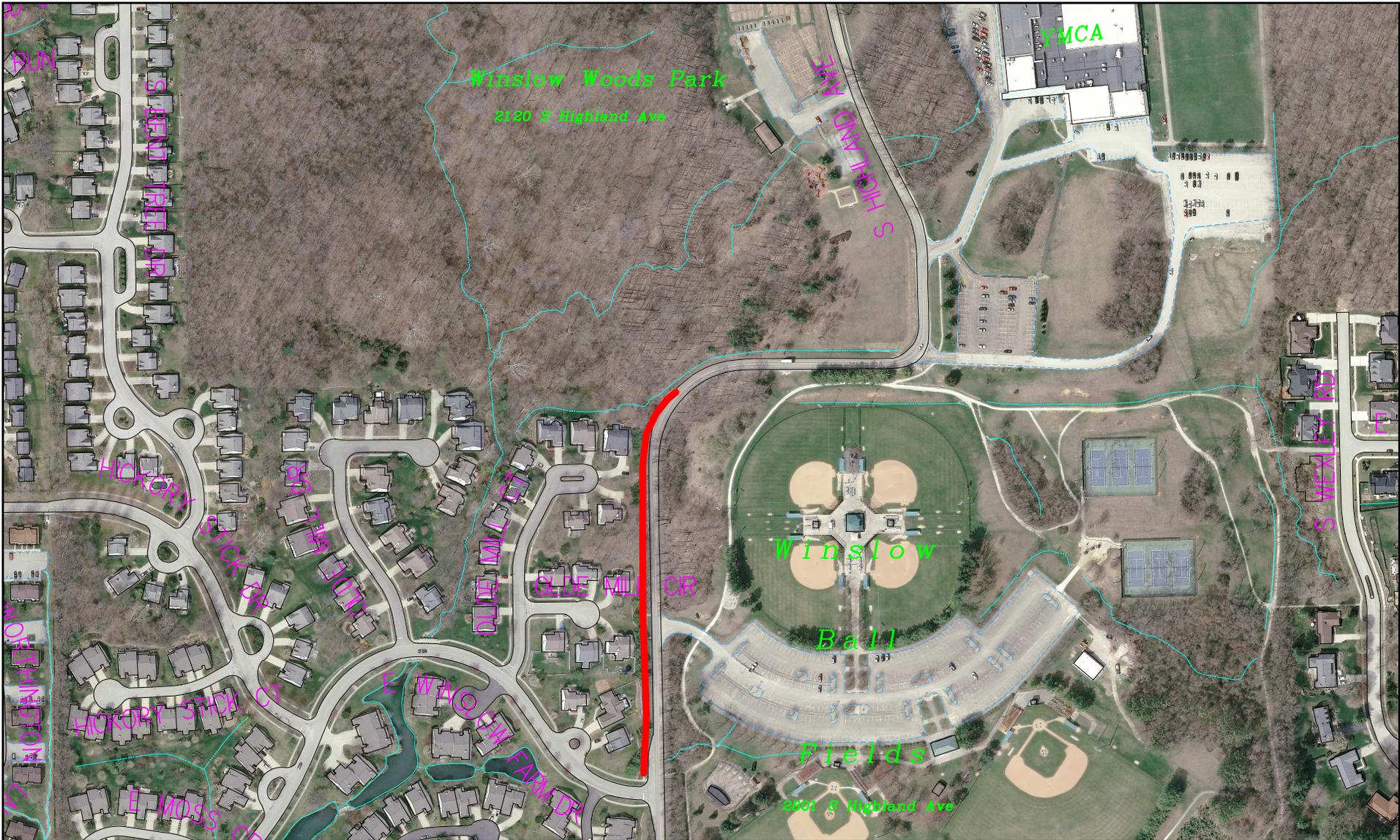
For reference only; map information NOT warranted.



City of Bloomington  
Clerk & Council



Scale: 1" = 400'



S Highland – Connecting Winslow Park with Winslow Farms Subdivision

By: finnh  
10 Nov 14



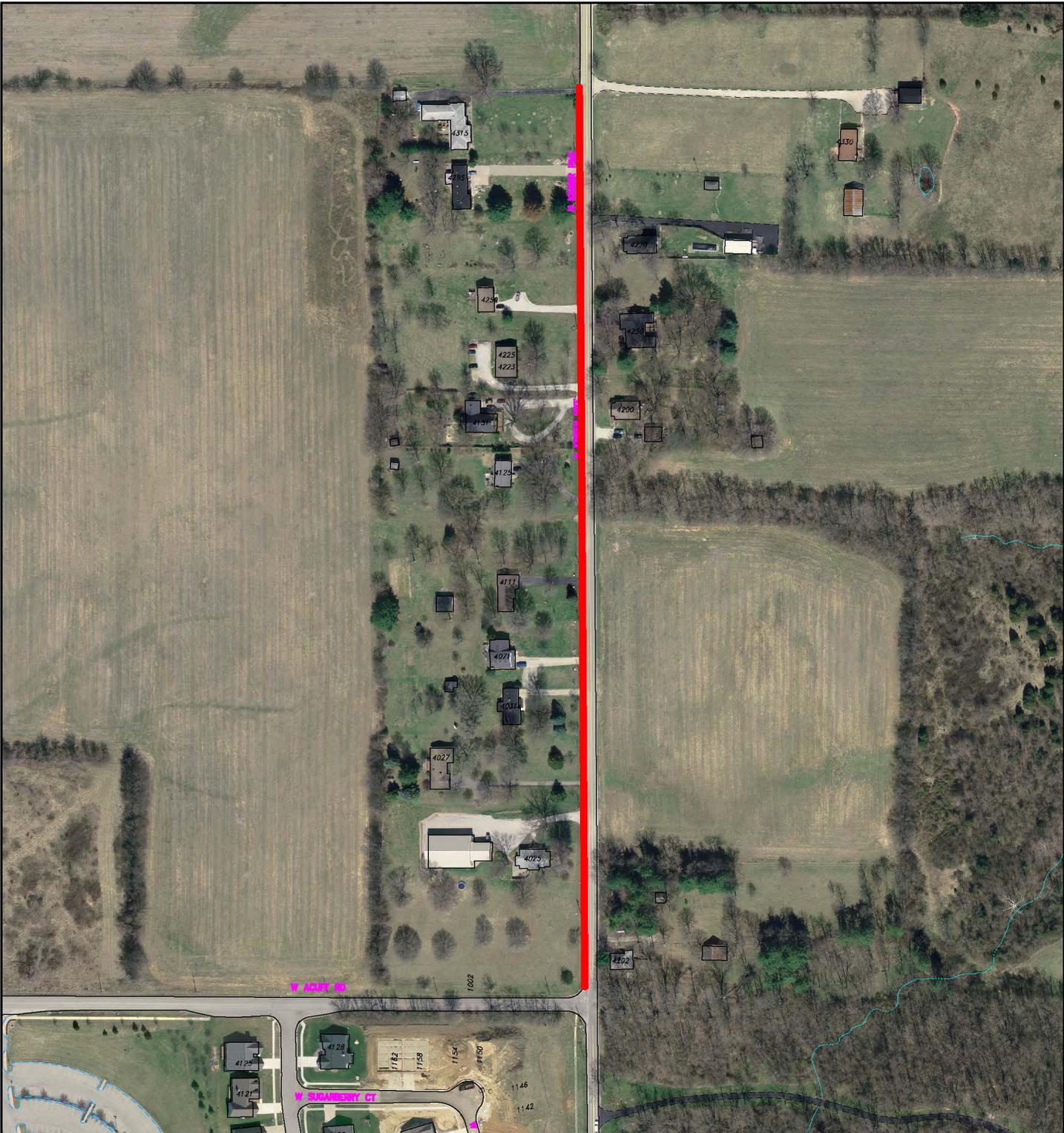
For reference only; map information NOT warranted.



City of Bloomington  
Clerk & Council



Scale: 1" = 300'



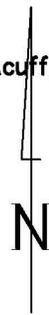
2009 Council Sidewalk Committee

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

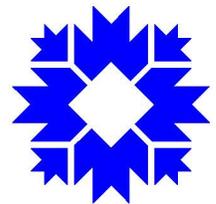
By: fallsm  
7 Oct 08



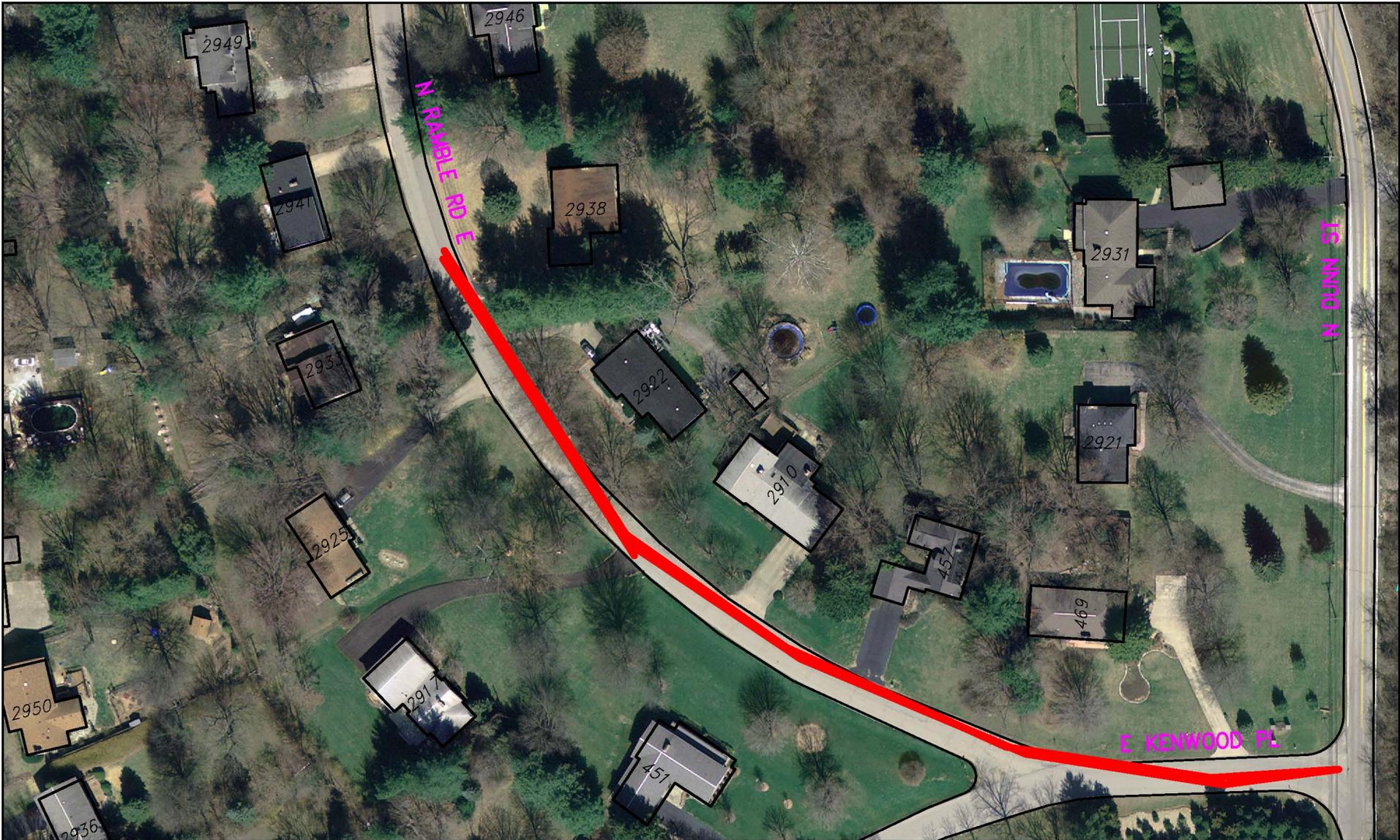
For reference only; map information NOT warranted.



City of Bloomington  
Clerk & Council



Scale: 1" = 250'



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

By: fallsm  
3 Oct 08



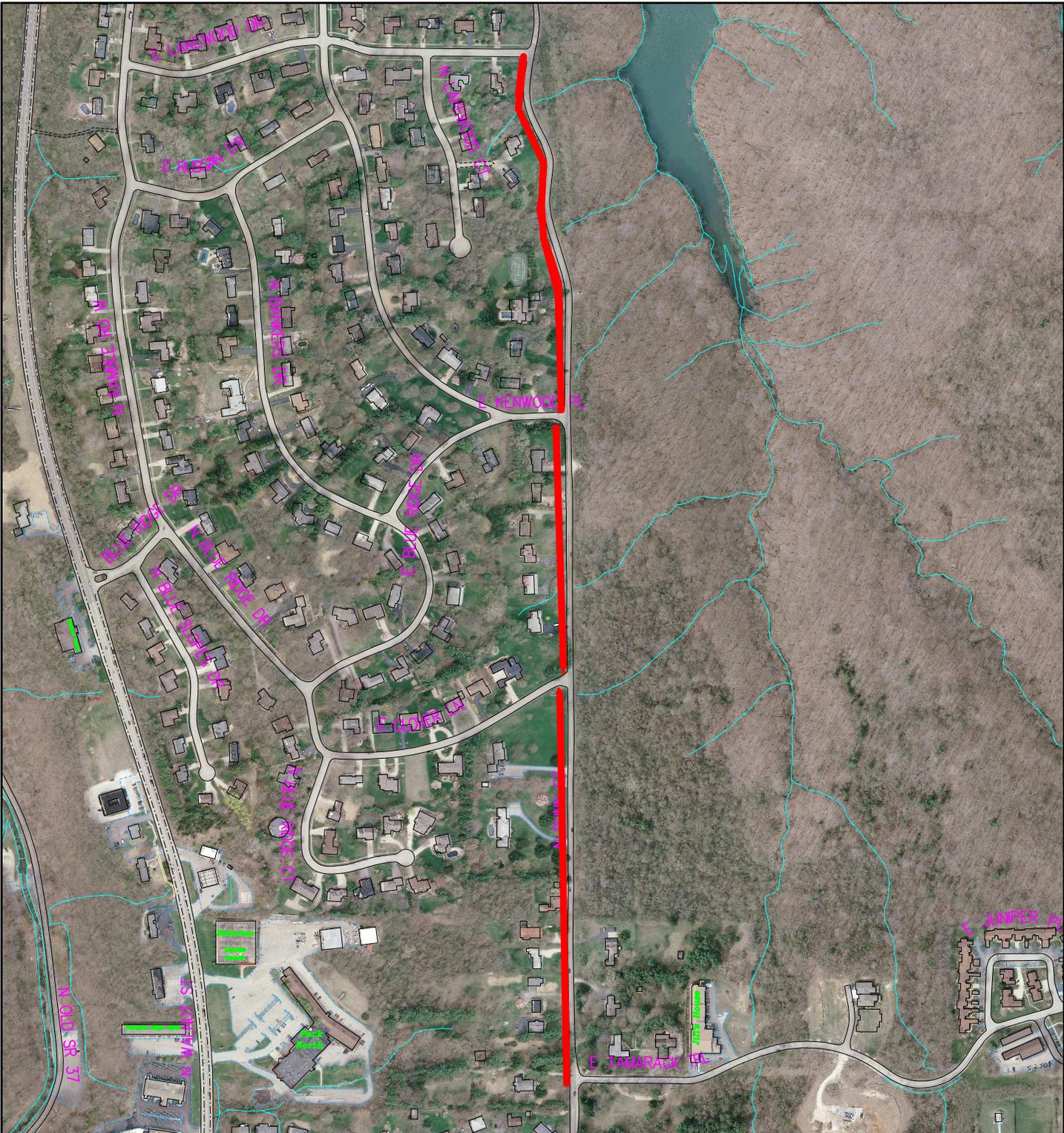
For reference only; map information NOT warranted.



City of Bloomington  
Clerk & Council

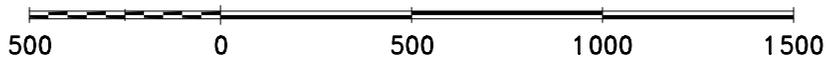


Scale: 1" = 100'

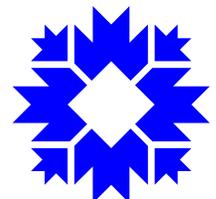


N Dunn from E Tamarack Trail to Lakewood Drive

By: finnh  
10 Nov 14



City of Bloomington  
Clerk & Council



Scale: 1" = 500'

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: Past practice suggests that 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

#### Requests

- Rank #1 **(New Citizen Request)** - **Pete Ellis Drive from East 3<sup>rd</sup> to 10<sup>th</sup> and Longview Drive from Pete Ellis to Marsh Grocery Store** – Various Pedestrian, Transit & Safety Issues - Possible Traffic Calming
- Rank #2 **(New Request from Council Member)** - **3rd and Indiana** – Restricting Drive Cuts for Convenience Store/Gas Station on North West Corner of Intersection
- Rank #3 (Affirmation of Previous Request from a Council Member) - **Union Street from Fourth to Seventh (East Side)**
- Rank #7 (Affirmation of Previous Citizen Request) - **Smith Road to University School**
- Rank #10 (and #26) (Affirmation of Previous Citizen Request) - **East 10th Street from Grandview to Russell Road (South Side)**
- Rank #15 (Affirmation of Previous Citizen Request) - **5th Street between Union and Hillsdale Drive (Sidewalk)**
- Rank #19 (Sidewalk Committee Priority 2014-Present) - **Ramp from Sidepath on SR 45/46 Bypass to 7th Street (West Side)**
- Rank #22 (Sidewalk Committee Priority for Over a Decade) - **Rockport Road from Countryside Lane (Now South of Graham) to Tapp Road**
- Rank #26 **(New Request from Council Members)** - **Mitchell Street from Maxwell Lane to 3rd Street**
- Rank #29 (Affirmation of Previous Request from Council Member) - **Bryan Street from 3rd to 7th (No Preference on Side of Street)**
- Rank # 33 (Affirmation of a Previous Request from Council Member) - **Morningside Drive from Sheffield Drive to Park Ridge Road**
- Rank #38 (Affirmation of Previous Request from Council Member) - **Mitchell Street – Replace lane-marking with sidewalk from Circle Drive to Maxwell Lane (East Side)**
- Rank #40 & #44 (Affirmation of Previous Request from Neighborhood Association) - **North Dunn from SR 45/46 to Tamarack and Ultimately Lakewood Court**

#### Materials

**Summary of Citizen Requests as well as Communications from Council Members and Staff**

## Summary of Recent Requests and Communications about Proposed Sidewalk Projects

**Listed in Order of Rank on Priority Sheet  
and Distinguishing Between  
Recent Sidewalk Committee Priorities,  
New Requests and  
Requests Regarding Already Listed Projects**

**(For Review by 2016 Council Sidewalk Committee)**

### Recent Sidewalk Committee Priority Project

Priority Projects of Committee – ongoing projects with multiple funding sources or projects recently supported by Committee funds

### New Requests

New Citizen or Council Member Request = Highlighted in Yellow

### Affirmation of Already Listed Project

Affirmation of Previously Listed Citizen, Council Member or Staff Request or Recommendation = Highlighted in Green

Priorities – See Appendix 4 for Rankings and Maps

### **Kinser Pike – North of 17<sup>th</sup> to Existing Sidewalk (East Side)**

*This is a Committee priority which is already funded for construction in 2016 and has been removed from the list.*

### **Rank #1 (New Citizen Request)**

**Pete Ellis Drive from East 3<sup>rd</sup> to 10<sup>th</sup> and Longview Drive from Pete Ellis to Marsh Grocery Store – Various Pedestrian, Transit & Safety Issues - Possible Traffic Calming**

Cm. Spechler forwarded an email from a resident of Cambridge Square Apartments about these two streets. Those concerns included:

- Speed and volume of traffic on Pete Ellis and Longview Drive;
- Disrepair of sidewalks on west side of Pete Ellis Drive from 3<sup>rd</sup> to 10<sup>th</sup> Street;
- Proposal to cover and relocate bus stop at 301 N. Pete Ellis Drive 20-25 feet south to be along a straight section and away from a tree blocking view and near bench at east door Cambridge Square property;
- Proper lighting on Pete Ellis from Longview Drive to 10th Street (and access to accident data without cost); and

- Open a second, safe exit from Cambridge Square complex (at 303 – 305 Pete Ellis Drive) because of more traffic, busy curves, and lack of good lighting.

Contact:

- December 7, 2015 - Barbara Edmonds, 301 North Pete Ellis, Apt 118, BS Edmonds <ammasav@gmail.com>, 812.333.8879

Note:

- *Ms. Edmonds had spoken with Planning and Transportation department – Scott Robinson (about sidewalk, traffic, access, and lighting issues), Bloomington Transit (about the bus stop), and Phil Stafford (about senior living issues).*
- *Although not mentioning a missing sidewalk linkage, the message alluded to speed and volume of traffic, cross walks and pedestrian safety, which might be addressed by a traffic calming allocation. However, discussion with Scott Robinson suggested that the concerns raised by this project may be addressed by a stop sign at 7<sup>th</sup> and Pete Ellis Drive and other measures not requiring use of Council Sidewalk Committee funds.*

**Rank #2 (New Council Member Request)  
3<sup>rd</sup> and Indiana – Restricting Drive Cuts for Convenience Store/Gas Station on  
North West Corner of Intersection**

Cm. Volan raised this issue during consideration of a restricted turn on red light at this intersection (Ord 15-27) and in a subsequent email, in which he stated: “As I mentioned this week, I'm interested in the possibility of using Sidewalk Fund money to improve the sidewalk on the north side of 3rd just west of Indiana. I looked at the site today. The gas station has three curb cuts: one on Indiana and two on 3rd. I would simply recommend completely closing the cut closest to the intersection, restoring the curb, and perhaps planting a tree there.

It shouldn't be an expensive job, and it would mean a much safer intersection. As District 6 rarely gets a chance to (use these funds), I ask the committee members to please prioritize consideration of this.”

- *Note from Administrator: Please consider how this project fits within the scope of Committee recommendations. Currently, that scope is determined by whether the project fills a gap in a sidewalk network (see Appendix 3) or it is part of a traffic calming project. If this request is neither of these, then please consider the effect of broadening use of these funds given the large backlog of projects already identified on the list. If the project is compelling and funds from other sources are not available, then please consider how the criteria might be revised to allow for future such projects.*

**Rank #3 (Affirmation of Previous Council Member Request)  
Union Street from Fourth to Seventh (East Side)**

Councilmember Mayer reaffirmed his previous years' 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.

**Rank #7 (Affirmation of Previous Citizen Request)  
Smith Road to University School**

"Requesting a sidewalk connection between the Eastside neighborhoods on 10th and Smith to University Elementary sidewalk on corner of 10th and Russell Road. I see many people, including parents with young children, having to walk on the busy road or in side slopes/drainage ditches if they choose to walk to school. Thank you for considering and for all that you do."

**Samantha Eads**, samantha.eads@outlook.com, (317) 670-0927 – 9/10/15

**Rank #10 (and #26) (Affirmation of Previous Citizen Request)  
East 10<sup>th</sup> Street from Grandview to Russell Road (South Side) 4064-4098 Segment -**

"There is a significant residential population in this area, especially with the Meadow Park apartments. However, in the area specified in this request, there are no sidewalks, and only a tiny gravelly shoulder for pedestrians and bicyclists to "safely" for lack of a better term, to travel westbound on 10th road. Could we look into building better bike paths and sidewalks on that stretch of road? The rest of 10th street has them, and N. Smith Road has bike paths that end just right where the problem area begins.

**Alex Yong**, alexjyong@gmail.com, 219.617.6373 – 12/8/14

- *Note: The Planning and Transportation Memo lists the design for a Safe Routes to School initiative in coordination with INDOT (given the presence of the State-owned right-of-way) as a possible priority this year.*

**Rank #15 (Affirmation of Previous Citizen Request)  
5<sup>th</sup> Street between Union and Hillsdale Drive (Sidewalk)**

"Many IU students and employees walk on 5th street between Hillsdale and Union. Currently there are no sidewalks. This is a public safety issue."

**Linda Hadley**, lhadleyk@iu.edu, 317-697-2938

- *Note: Many years ago City funds helped complete sidewalk along East 7<sup>th</sup> to provide a corridor for pedestrians walking to and from campus.*

**Rank #19 (Sidewalk Committee Priority 2014-Present)**

**Ramp from Sidepath on SR 45/46 Bypass to 7<sup>th</sup> Street (Spechler and Sturbaum - West Side)**

Various Committee members echoed the desire to complete this ramp. Former Councilmember Spechler emphasized the value of this route to bicyclists commuting to the IU campus.

- *Note: The Planning and Transportation Memo suggests \$20,000 along with \$35,000 already committed by that department to complete this project in 2016.*

**Rank #22 (Sidewalk Committee Priority for Over a Decade)**

**Rockport Road from Countryside Lane (Now South of Graham) to Tapp Road**

Councilmembers Ruff, Sandberg and Sturbaum all consider the remainder of Rockport Road from Rogers to Tapp Road a priority for sidewalk. The missing section runs from about 200 feet south of Graham Drive to Tapp Road. It would complete an investment serving the Broadview and adjacent neighborhoods.

- *Note: The Planning and Transportation Memo mentions the design of the segment from south of Graham Drive to Pinehurst as one of a few possible priorities this year.*

**Rank #26 (New Request from Council Members)**

**Mitchell Street from Maxwell Lane to 3<sup>rd</sup> Street (Sidewalk - Ruff and Sandberg)**

Councilmember Ruff notes: "From my experience a very large number of pedestrians use this street and just walk in the street for lack of sidewalk."

- *Note from Administrator: As a result of past Committee recommendations, a sidewalk now runs along Maxwell Lane from High Street on the east to Henderson on the west. One rationale for linking High Street to points east was to provide a sidewalk route for those who walk to and from the IU campus along Sheridan and Jordan (which is also a heavily used corridor).*

**Rank #29 (Affirmation of Previous Request from Council Member)**

**Bryan Street from 3<sup>rd</sup> to 7<sup>th</sup> (No Preference on Side of Street)**

Councilmember Mayer again renewed his request that the Committee consider installing a sidewalk along this street. As noted in previous years, 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 3<sup>rd</sup> Street.

**Rank # 33 (Affirmation of a Previous Request from Council Member)**

**Morningside Drive from Sheffield Drive to Park Ridge Road**

From past Committee discussions, it appears that consideration of this project will depend upon the desire of the neighborhood for its installation.

- *Note: The Planning and Transportation Department memo suggests the design of this stretch of sidewalk as a possible priority for this year.*

**Rank #38 (Affirmation of Previous Request from Council Member)**

**Mitchell Street – Replace lane-marking with sidewalk from Circle Drive to Maxwell Lane (East Side)**

Councilmember Rollo continues to be interested in the proposal to upgrade the lane marking on the east side of this one block of Mitchell Street to a sidewalk. This project would provide a sidewalk route connecting IU to within two blocks of Hillside Drive.

**Rank #40 & #44 (Affirmation of Previous Request from Neighborhood Association)**

**North Dunn from SR 45/46 to Tamarack and Ultimately Lakewood Court**

“I am writing to you on behalf of the Blue Ridge Neighborhood Association Board to reaffirm our sidewalk request made on March 11th of 2014 and appearing on page 85 of the 2015 Council Sidewalk Committee Packet. As you may know the neighborhood of Blue Ridge is bounded by College Ave on the West, Dunn Street on the East, and Old State Road 37 (and, in part, the Cascades trail) on the North. While Blue Ridge has many positive aspects, unfortunately walkability and biking accessibility to the rest of Bloomington is not one. Dunn Street is narrow, with low visibility hampered by hills, and College Avenue has high-speed traffic. Bloomington Mass Transit does not serve our neighborhood. These factors combine to make walking or biking into or out of Blue Ridge a challenge. It would be of great benefit to our neighborhood if some means could be found to connect our neighborhood via sidewalks to the rest of Bloomington and give our 220 households a means to safely access Bloomington other than by car. With that goal in mind, we request consideration of a sidewalk on North Dunn Street connecting SR 45/46 to Tamarack and ultimately Lakewood Drive. We thank you for considering this matter.

**Von Welch**, <[von@vwelch.com](mailto:von@vwelch.com)>, 812.339.7181, 7/31/15 email

- *Note: This renewed request from the neighborhood association would revive a project shelved early in the Kruzan Administration for a sidewalk on North Dunn from SR 45/46 to Tamarack Trail and extend it to Lakewood Drive. Last year, Cm. Granger indicated support for inclusion of this project, but reserved judgment on its priority.*

## **Appendix Six - Other Sidewalk-Related Projects**

### **Resources and Materials**

#### **2015 Sidewalk Inventory (Scott Robinson) – enclosed**

- 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

#### **Bloomington / Monroe County Bicycle Map – link below**

- <http://bloomington.in.gov/media/media/application/pdf/19592.pdf>

#### **HAND Projects (Bob Woolford) – enclosed**

- Memo and Maps

#### **Parks and Recreation Trail Projects (Steve Cotter) – enclosed**

- Memo and Maps

#### **CBU Stormwater Projects (Jane Fleig) - enclosed**

- Five-Year Capital Plan (2014-2018)
- CBU Stormwater Projects (2015)

#### **Other City (Public Works), County, and State Projects (Andrew Cibor) –**

- Other County and State Projects – *addressable as needed by Staff*
- App Ord 15-01 – Exhibit A – Projects fundable with Redevelopment Commission Consolidated TIF Bonds of 2015 – *with transportation projects in highlight*

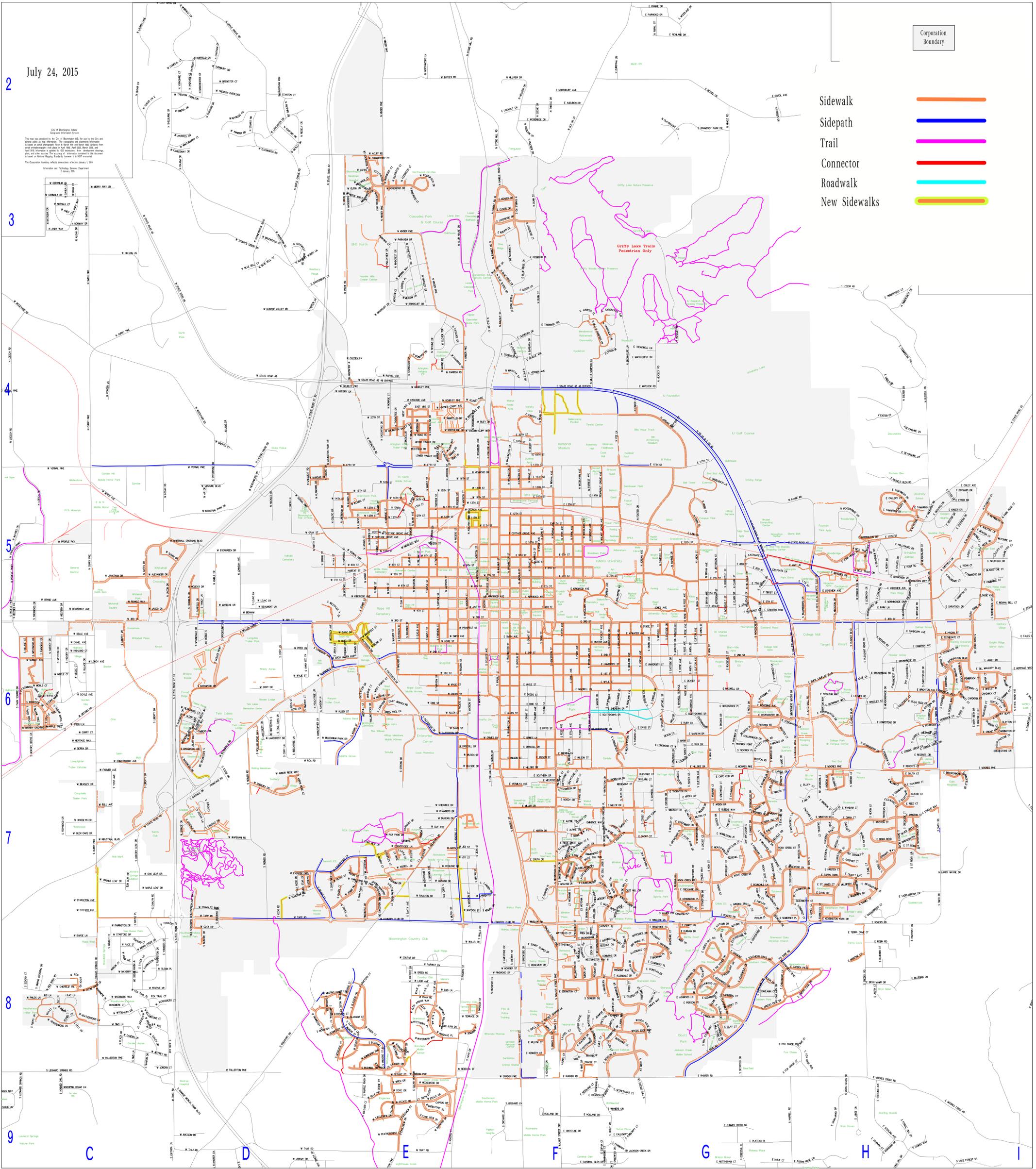


July 24, 2015

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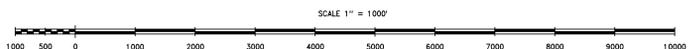
Corporation Boundary

- Sidewalk
- Sidepath
- Trail
- Connector
- Roadwalk
- New Sidewalks



Bloomington Geographic Information System

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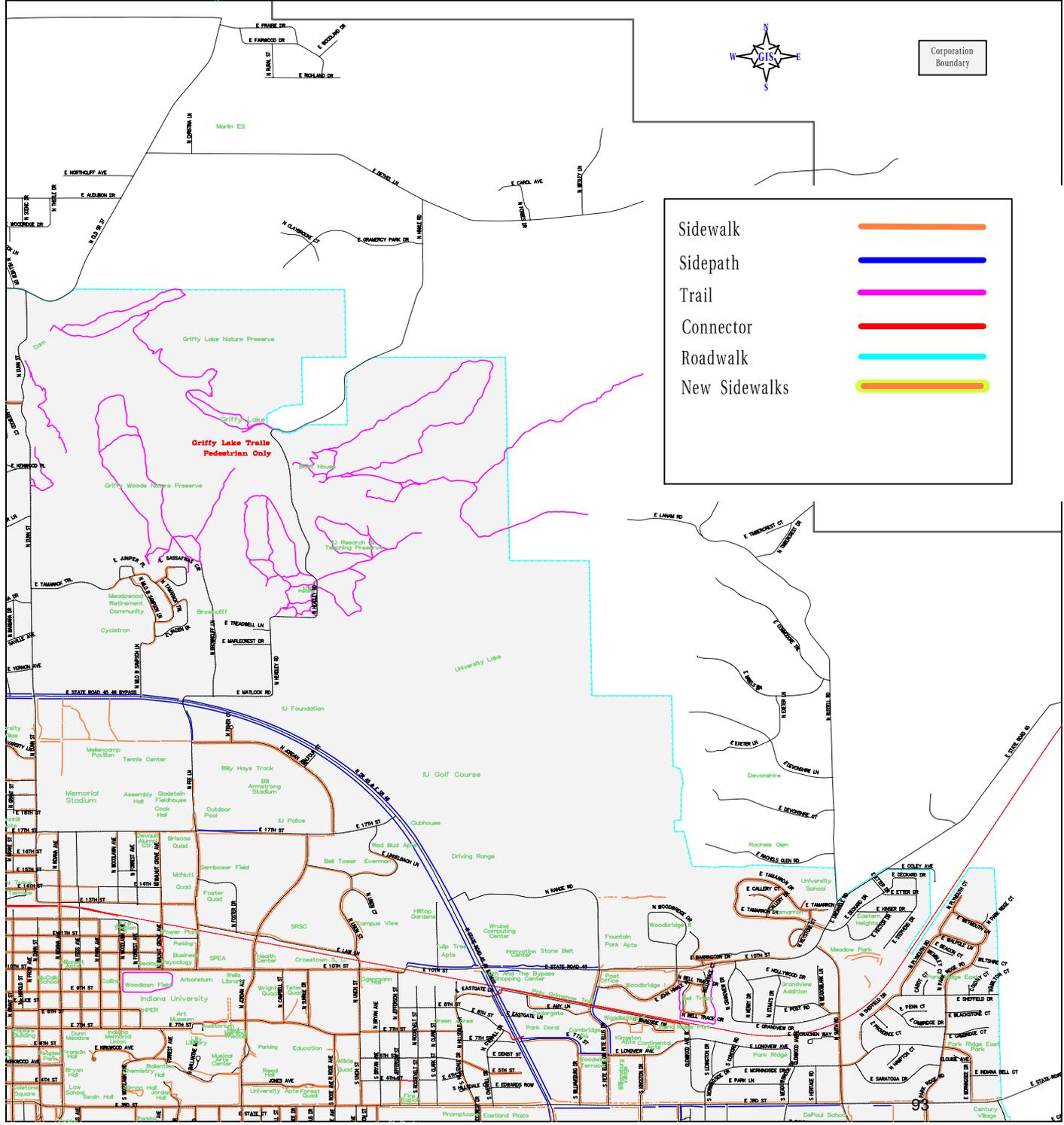


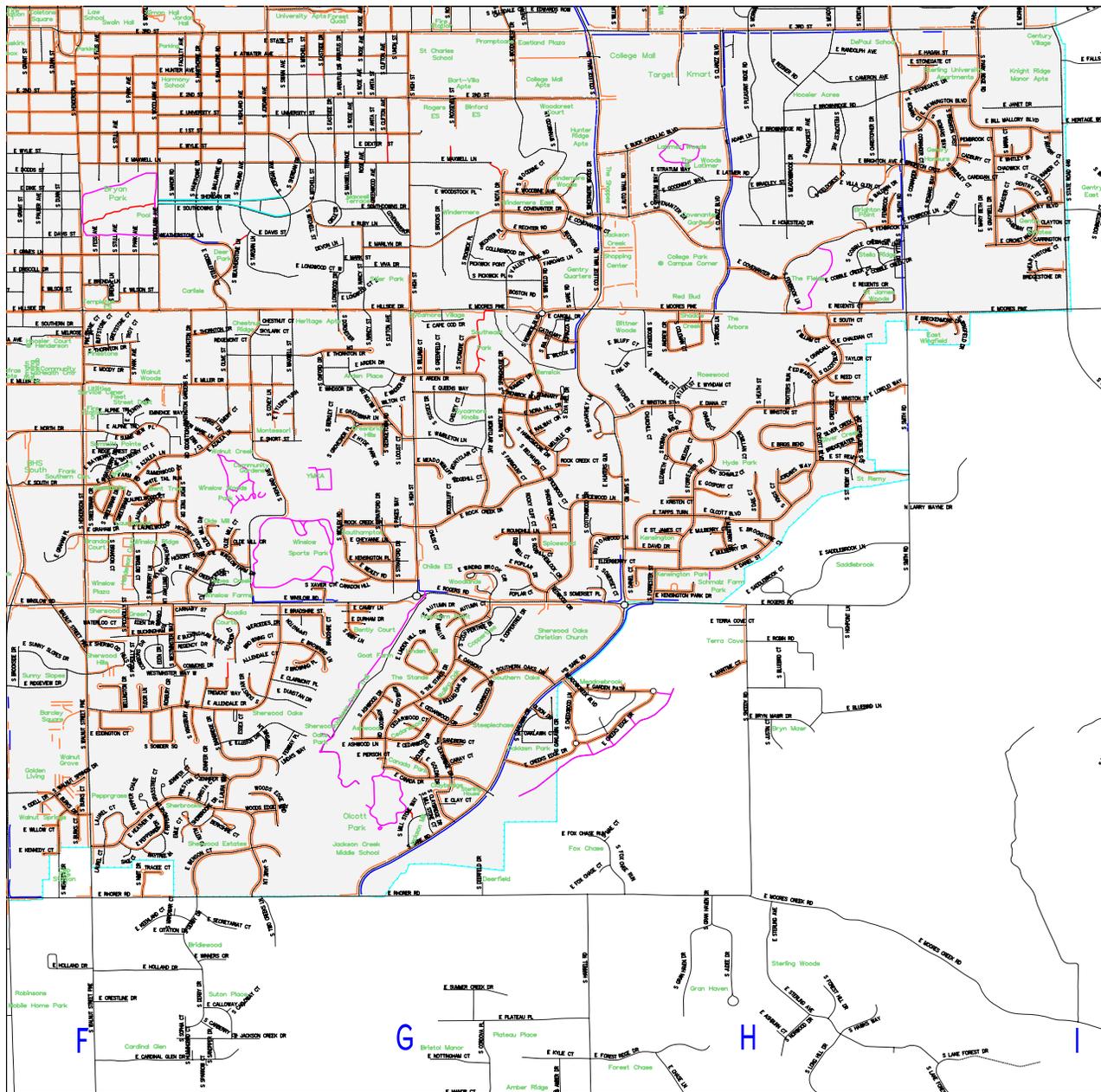


Corporation Boundary

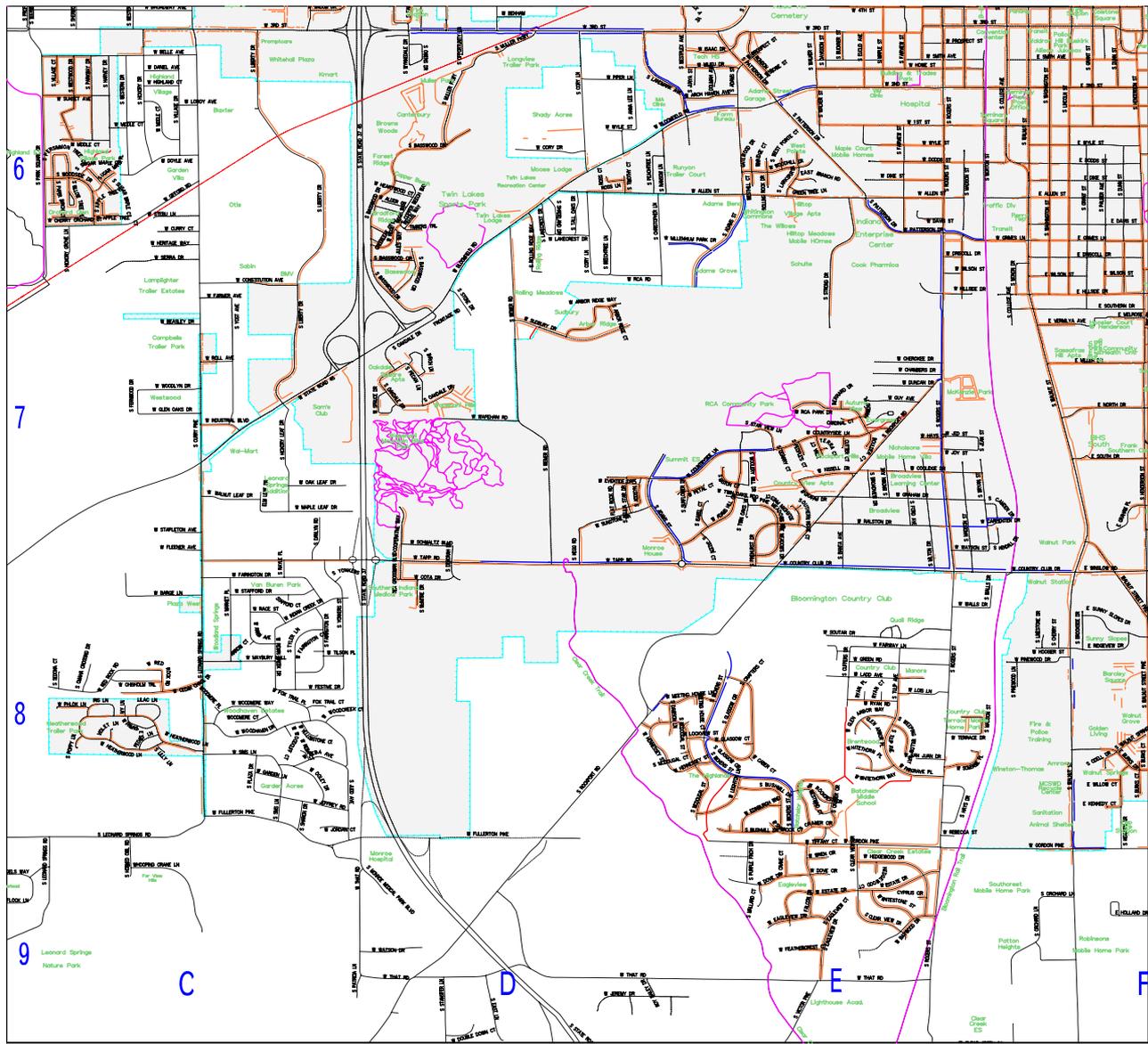
Sidewalk	
Sidepath	
Trail	
Connector	
Roadwalk	
New Sidewalks	

**Griffy Lake Trails  
Pedestrian Only**





# 2015 Sidewalk Inventory





2

City of Bloomington  
Geographic Information System

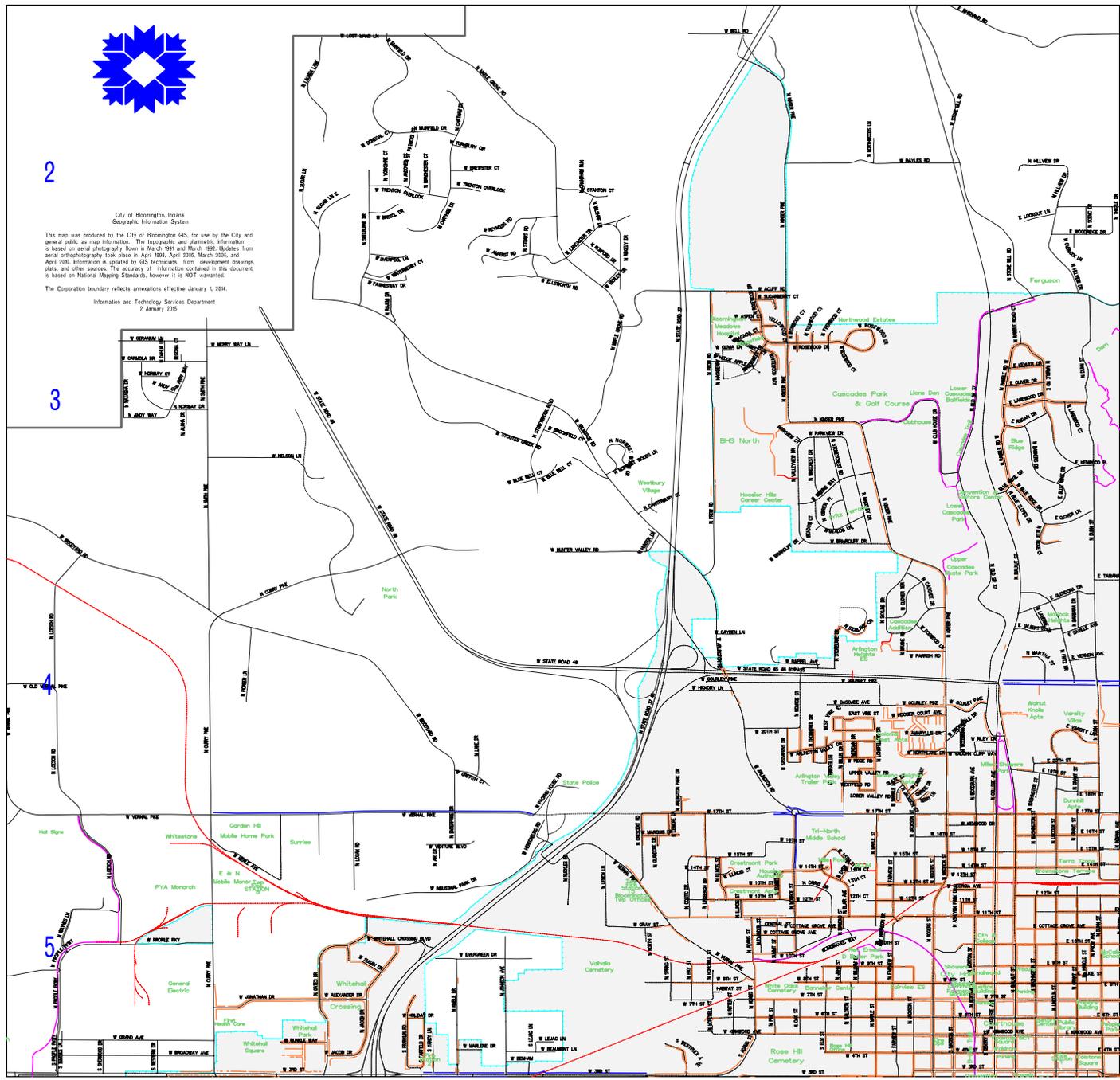
This map was produced by the City of Bloomington GIS, for use by the City and general public as map information. The topographic and planimetric information is based on aerial photography flown in March 1991 and March 1995. Updates from aerial orthorectification took place in April 1998, April 2002, March 2005, 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.

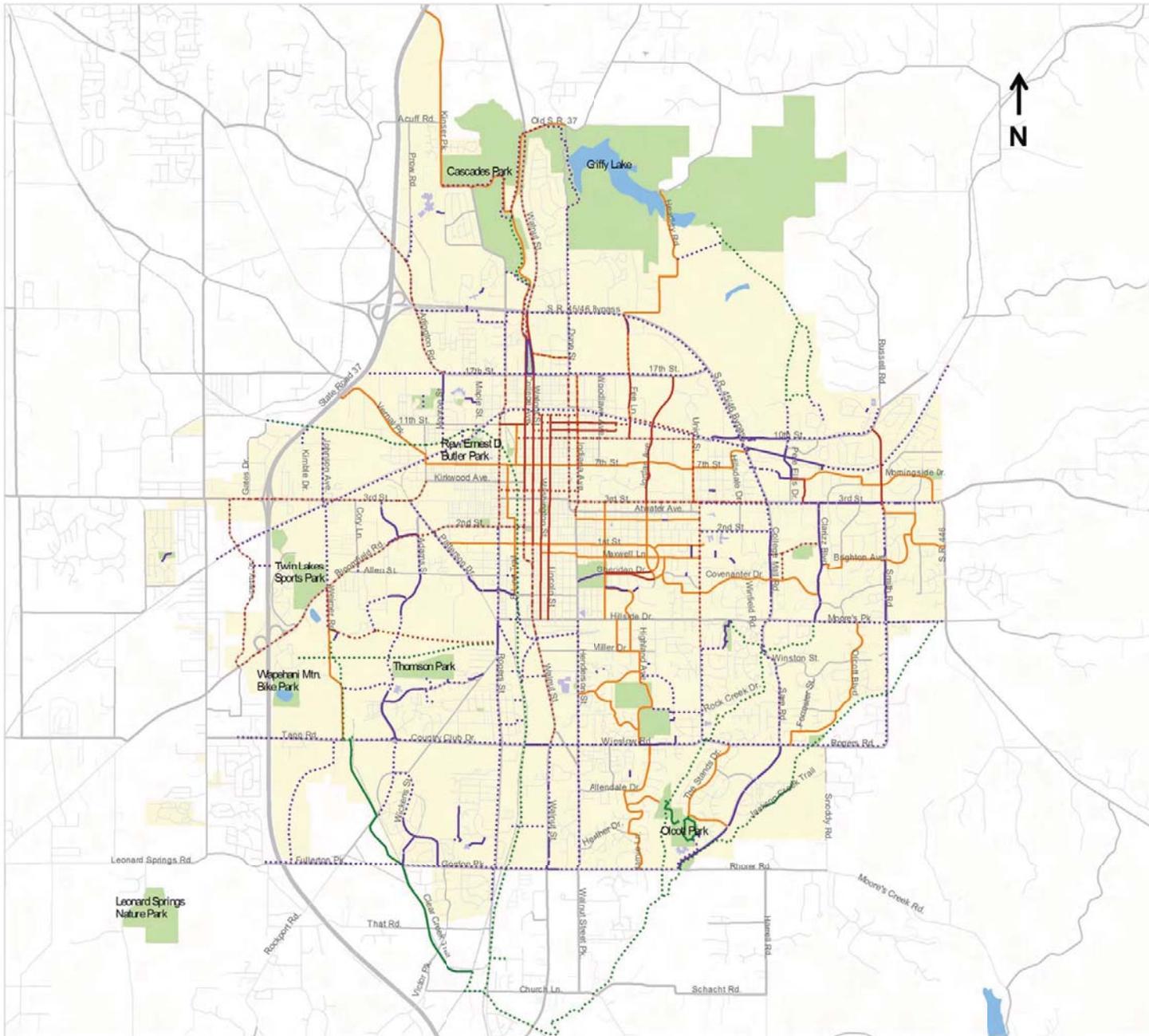
The Corporation boundary reflects annexations effective January 1, 2004.  
Information and Technology Services Department  
8 January 2015

3

4

5



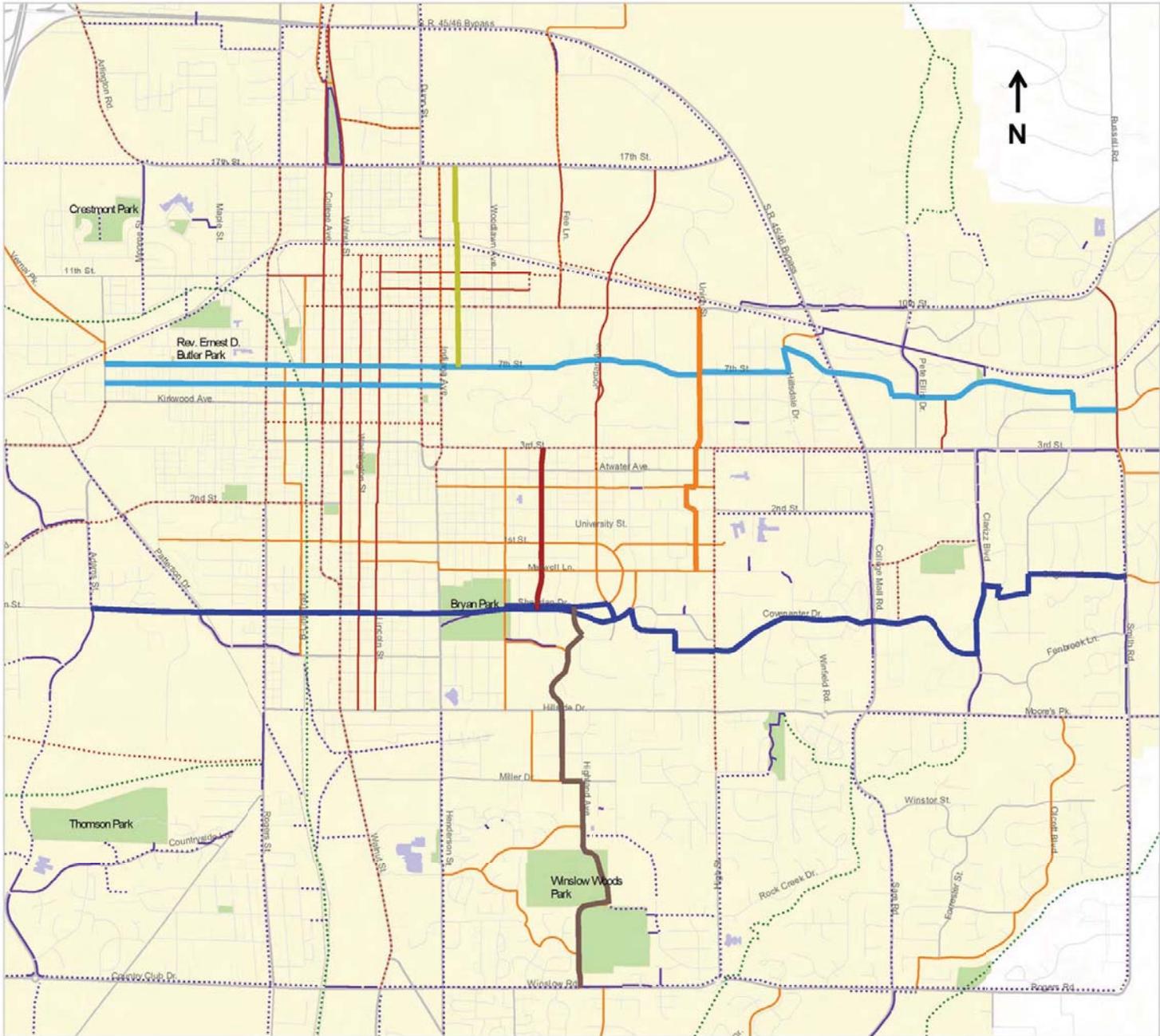


**City of Bloomington**

**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

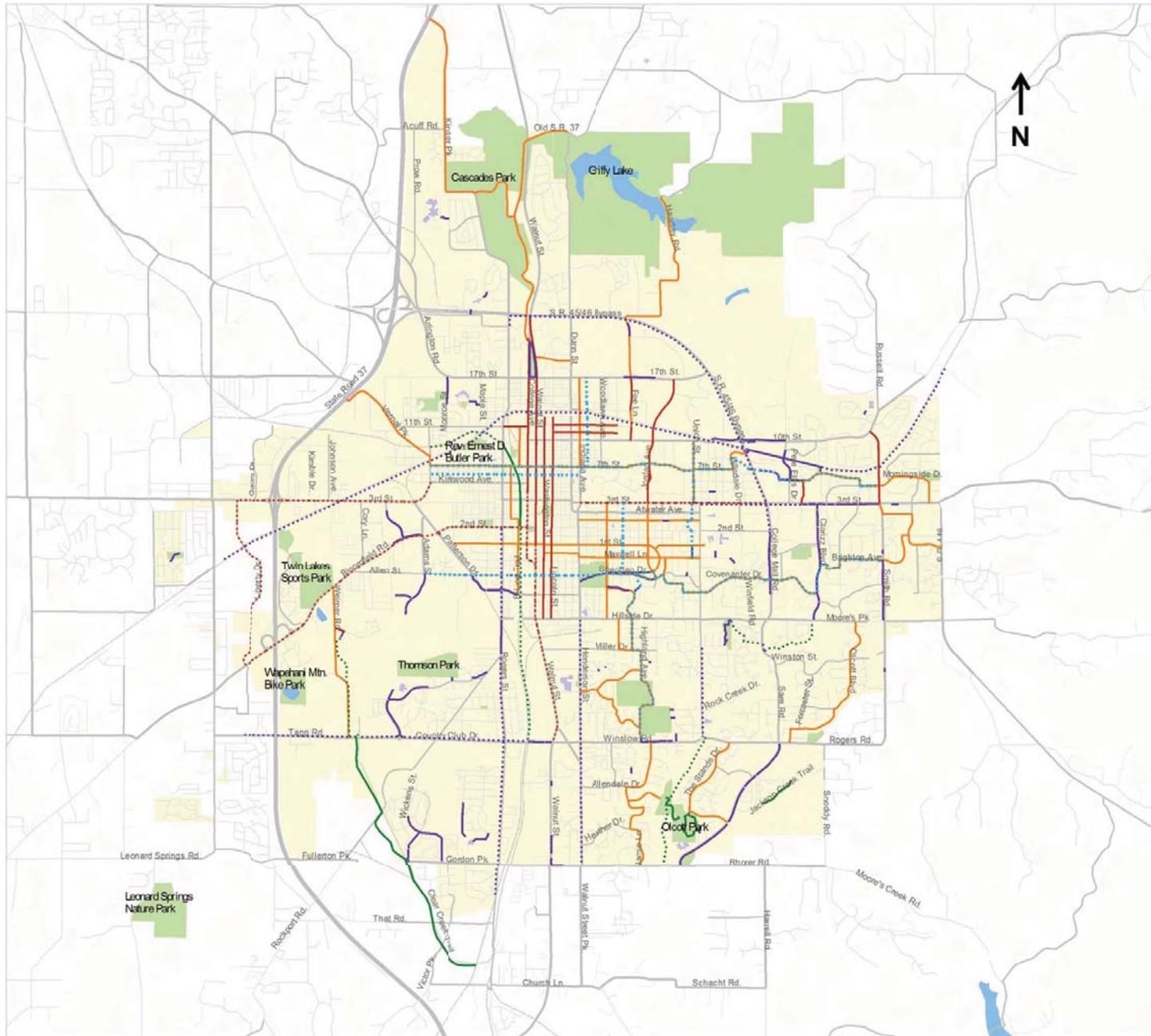


## City of Bloomington

### 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**

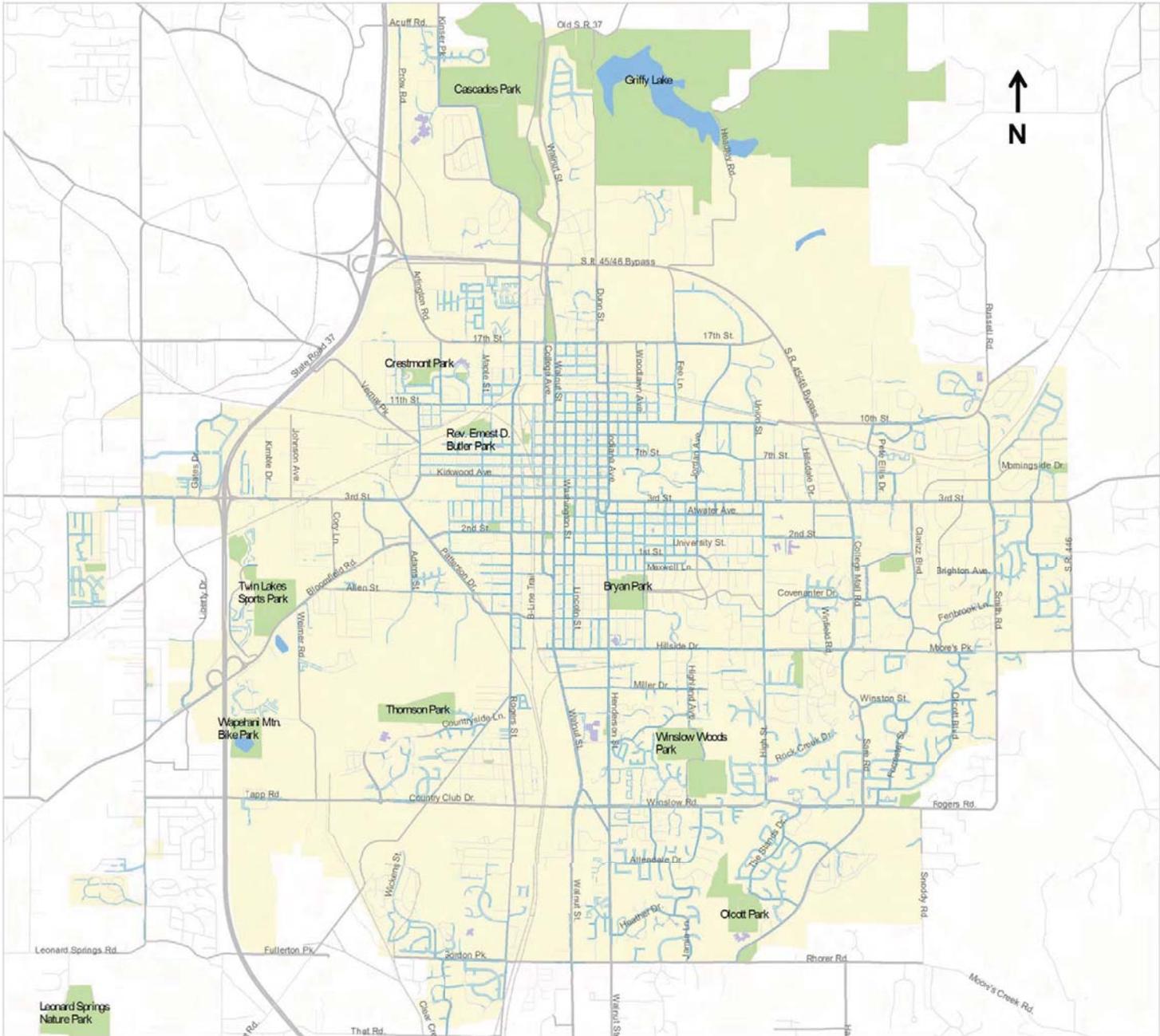
**Bicycle and Pedestrian  
Transportation &  
Greenways System Plan**

**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.



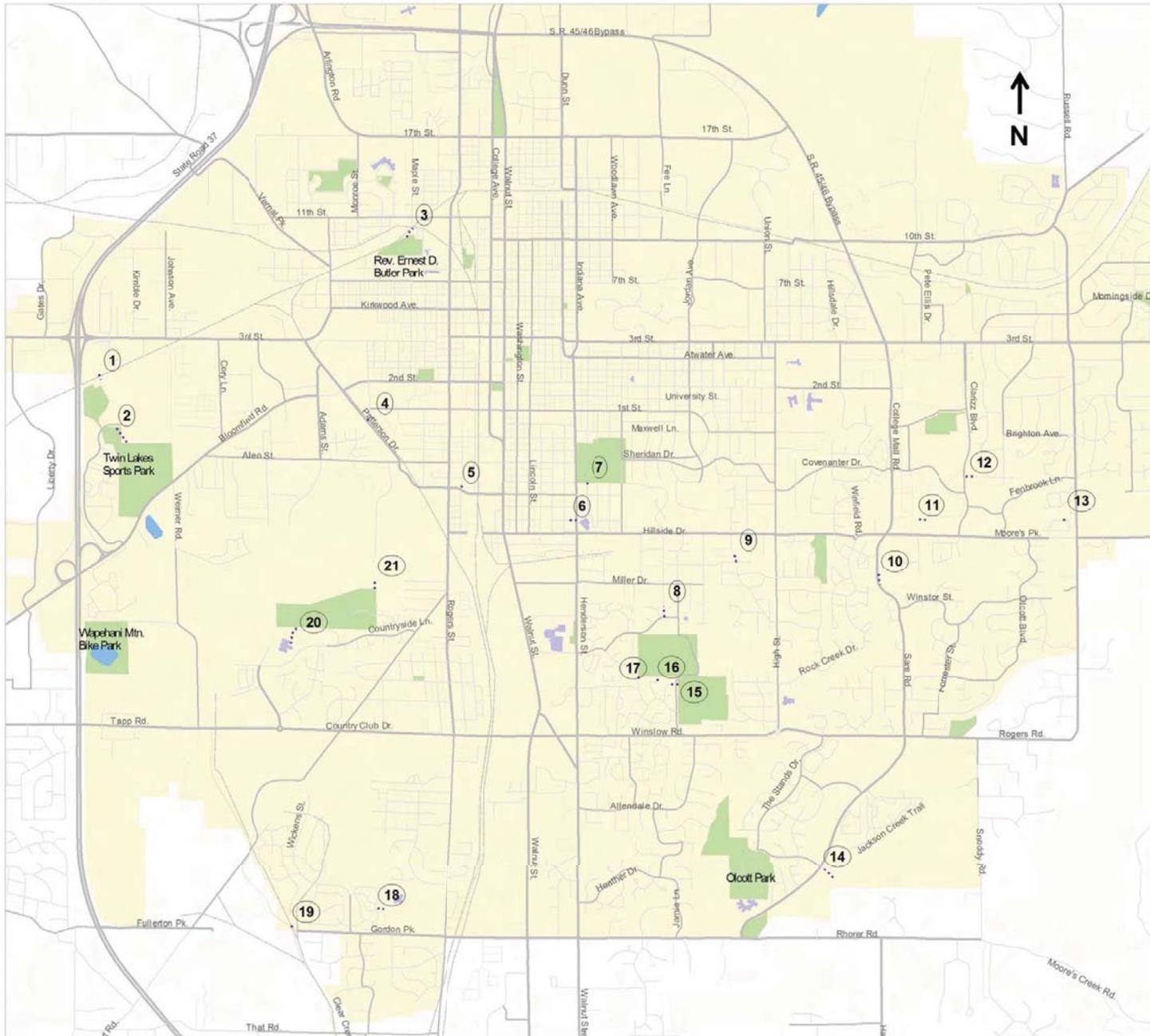


**City of Bloomington**

**Bicycle and Pedestrian  
Transportation &  
Greenways System Plan**

**2007 Sidewalk Inventory**

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



**City of Bloomington**

**Bicycle and Pedestrian  
Transportation &  
Greenways System Plan**

**Small Neighborhood  
Connector Paths**

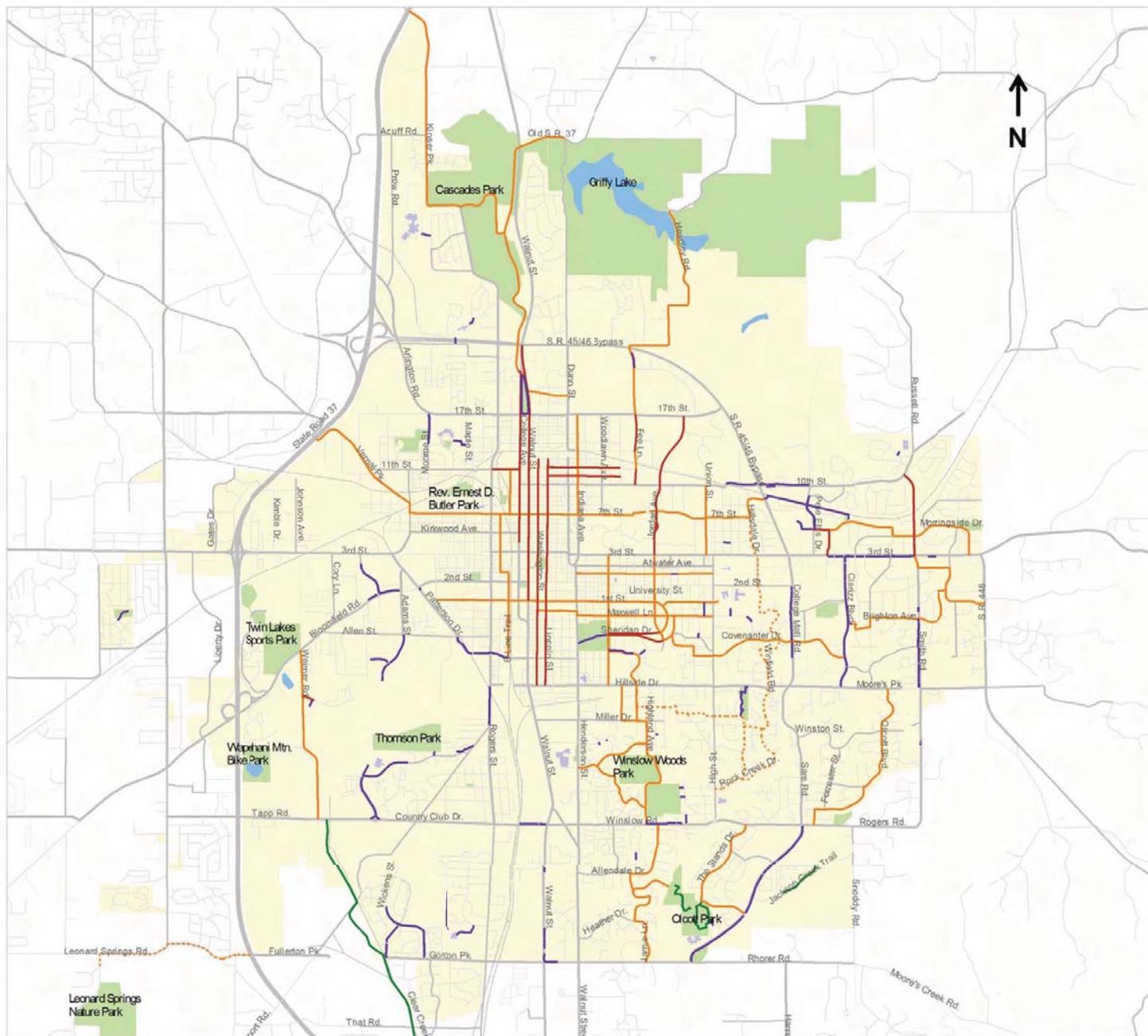
- Planning Jurisdiction
- City of Bloomington Parks
- Lakes
- Schools
- Future connector path

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

## City of Bloomington

# Bicycle and Pedestrian Transportation & Greenways System Plan

## Proposed Bike Routes



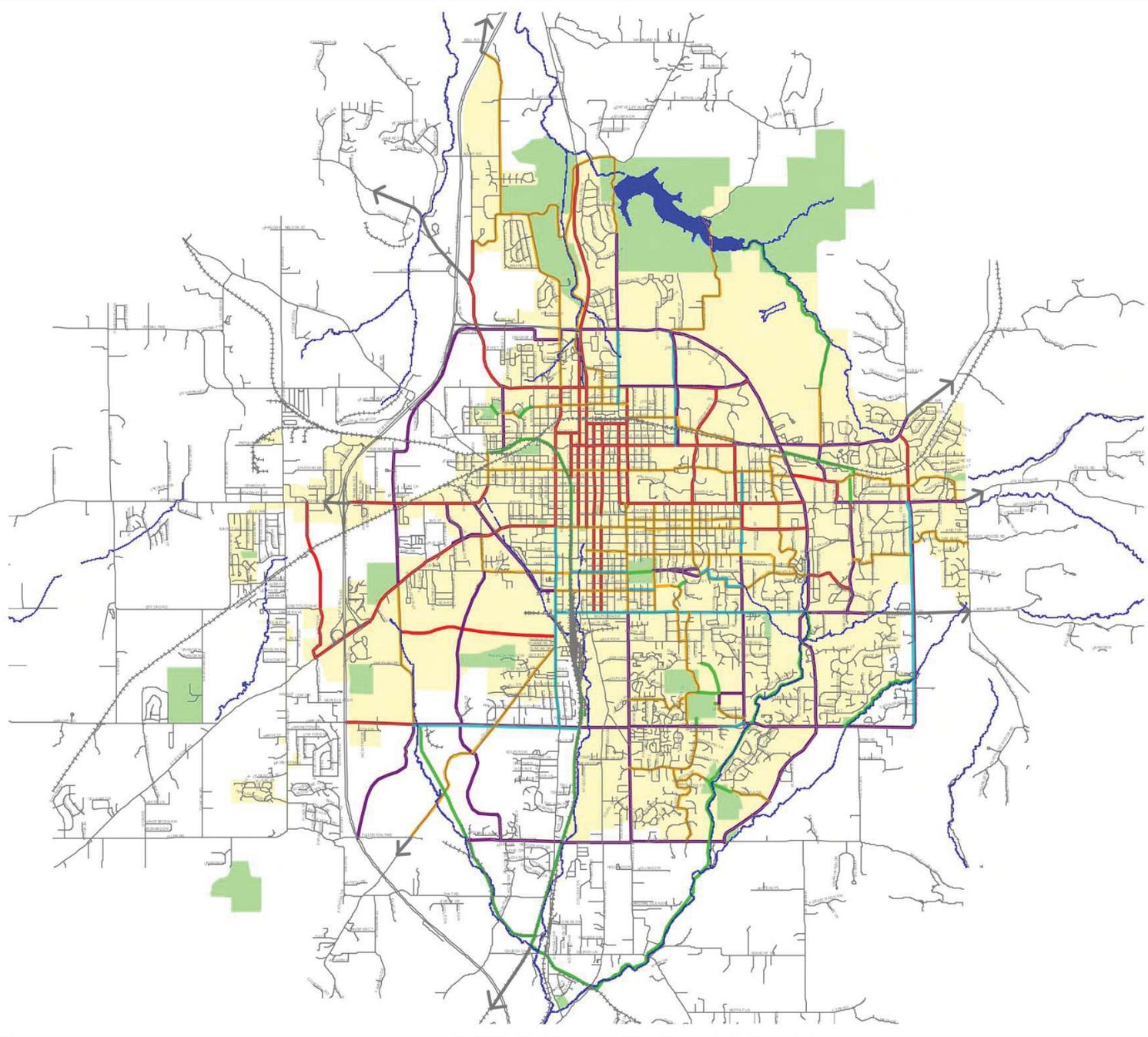
- Planning Jurisdiction
- City of Bloomington Parks
- Lakes
- Schools
- Future bike route
- Signed bike route
- Existing bike lane
- Existing sidepath/connector path
- Existing multi-use trail

Note: Future bike routes shown here were recommended during the public input process. These routes, along with any other potential bike routes, will be evaluated by the Bloomington Bicycle and Pedestrian Safety Commission prior to implementation.

# City of Bloomington

## Alternative Transportation & Greenways System Plan

-  Bike Lane
-  Signed Route
-  Sidepath
-  Multi-Use Trail
-  Sidewalk
-  Access to County
  
-  Parks
-  City Limits



0.5 0 0.5 1 Miles



*This map was created using the City of Bloomington GIS, for use by the City and general public as map information. Information on this map is based on aerial photography from March 1991, March 1992 and updated April 1998. The accuracy of this map is not warranted.*

**RATIO** Ratio Architects  
107 S. Pennsylvania St.  
Suite 100  
Indianapolis, IN 46204  
(ph) 317-633-4040  
(fx) 317-633-4153  
ARCHITECTS [www.ratioarchitects.com](http://www.ratioarchitects.com)

*2001 Bicycle & Pedestrian  
Facilities Network*

To: Council Sidewalk Committee

From: Bob Woolford, Housing and Neighborhood Development Department

Date: December 9, 2015

First, I want to thank the Council's Sidewalk Committee for their contributions to the City's Fairview Street sidewalk project. These funds enabled PTD to design the project and identify rights of way issues early in the process so that those issues could be addressed early which in turn, enabled CBU to install the storm water system with their own forces. With this assistance from CBU, HAND should be able to cover the costs for the construction of the sidewalks. At this point in time, Fairview St sidewalk construction has been bid out and is prepared to be awarded to the lowest bidder at the next Board of Public Works. The lowest bid is approximately \$217,000. Although HAND used federal funds to purchase materials needed for the storm sewer installation, it would not have been possible without the assistance of CBU and PTD.

HAND is submitting a Curb and Sidewalk application for 2016 CDBG funding. Potential projects listed in the application include: N. Jackson St (between 15<sup>th</sup> and 17<sup>th</sup> St); S. Adams east side (between Patterson Dr. and Kirkwood); W. 14<sup>th</sup> (between Madison and Woodburn) and finally W. 15<sup>th</sup> (between Woodburn and College). Several of the Council members are familiar with the Jackson St project. This project is partially designed but it may be best for a sidewalk to be constructed between Maple and Jackson first. S. Adams St sidewalk has gained some notice because of a well-worn footpath running along the eastside of Adams. This is the only section of the Third-Adams corridor that does not have a sidewalk on both sides of the street. For pedestrians going north along this potential sidewalk, it puts the pedestrian on the same side of street as the sidewalk north of Kirkwood onto Adams St. North of W. 11<sup>th</sup> St, there are no sidewalks that connect Madison to College until you reach 17<sup>th</sup> St. Sidewalks on W. 14<sup>th</sup> (north side between Madison and Woodburn) and W. 15<sup>th</sup> (south side between Woodburn and College) would change that. If you haven't noticed CBU, DPW, Street and HAND worked together to construct sidewalks on W. 15<sup>th</sup> (between Madison and Woodburn) two years ago.

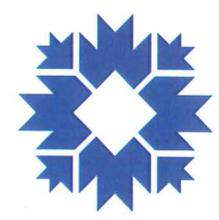
There are no guarantees that HAND will receive any CDBG funds for sidewalks in 2016. Over the last three years HAND has contributed nearly \$1.5 million in completing the Rockport Road project (between Countryside Lane and 200 feet north of Ralston). This was a major undertaking that required not only a great sum of federal dollars but valuable time and resources from DPW, PTD, CBU, Street, Parks, Legal and HAND. And, yes, there is another expensive section of this road that needs to be completed. However, it is unlikely that HAND will have the funds to participate in that project.





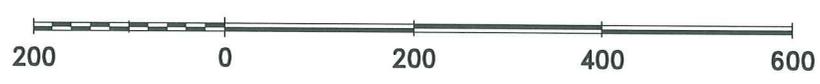
*NORTH JACKSON*

City of Bloomington

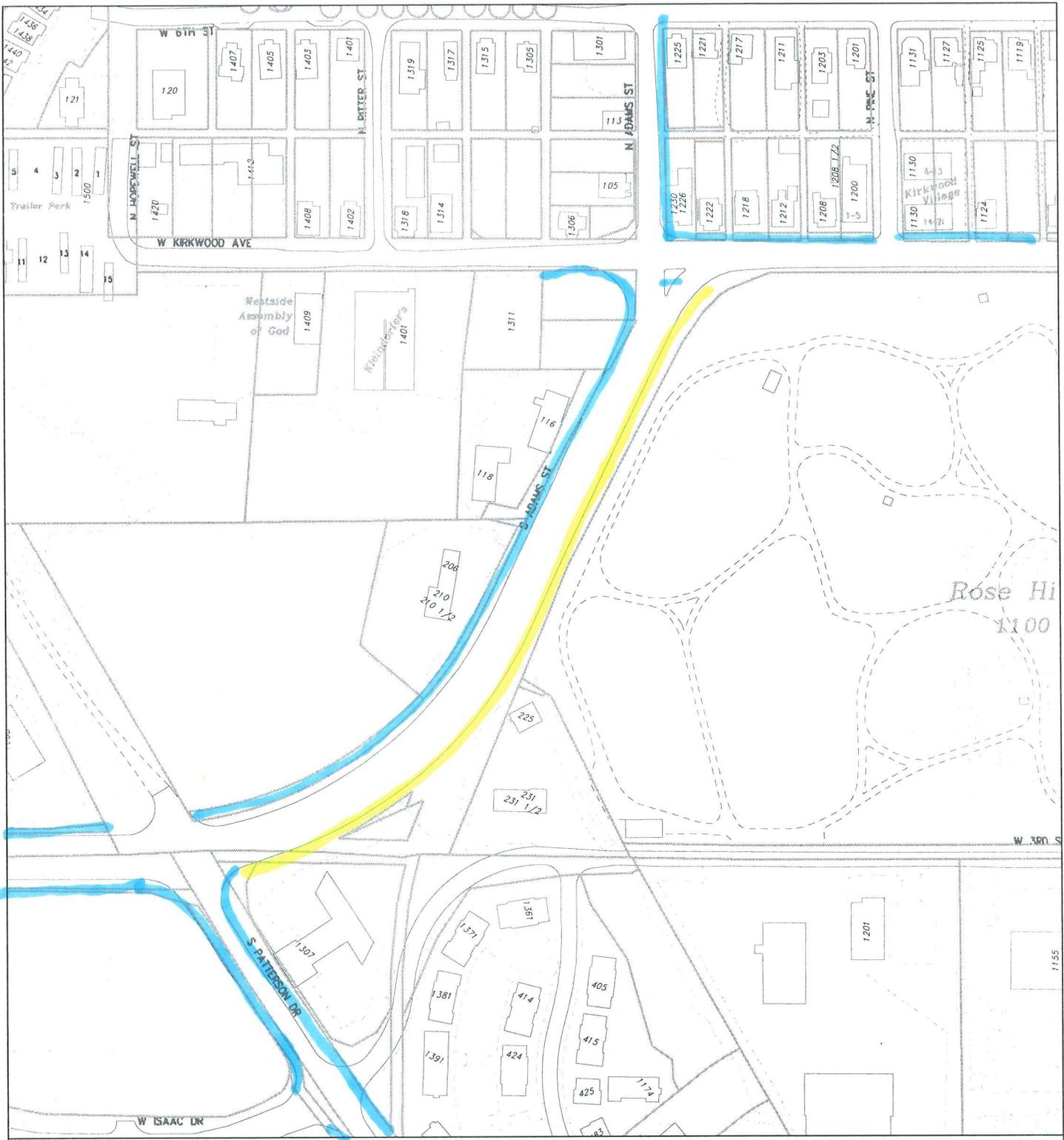


Scale: 1" = 200'

By: woolforr  
9 Dec 15



For reference only; map information NOT warranted.



*SOUTH ADAMS*

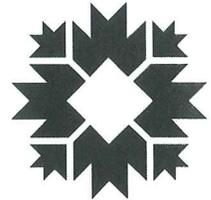
*PROPOSED*

*EXISTING*

By: woolforr  
9 Dec 15



City of Bloomington



Scale: 1" = 200'

For reference only; map information NOT warranted.



South Adams

By: woolferr  
9 Dec 15



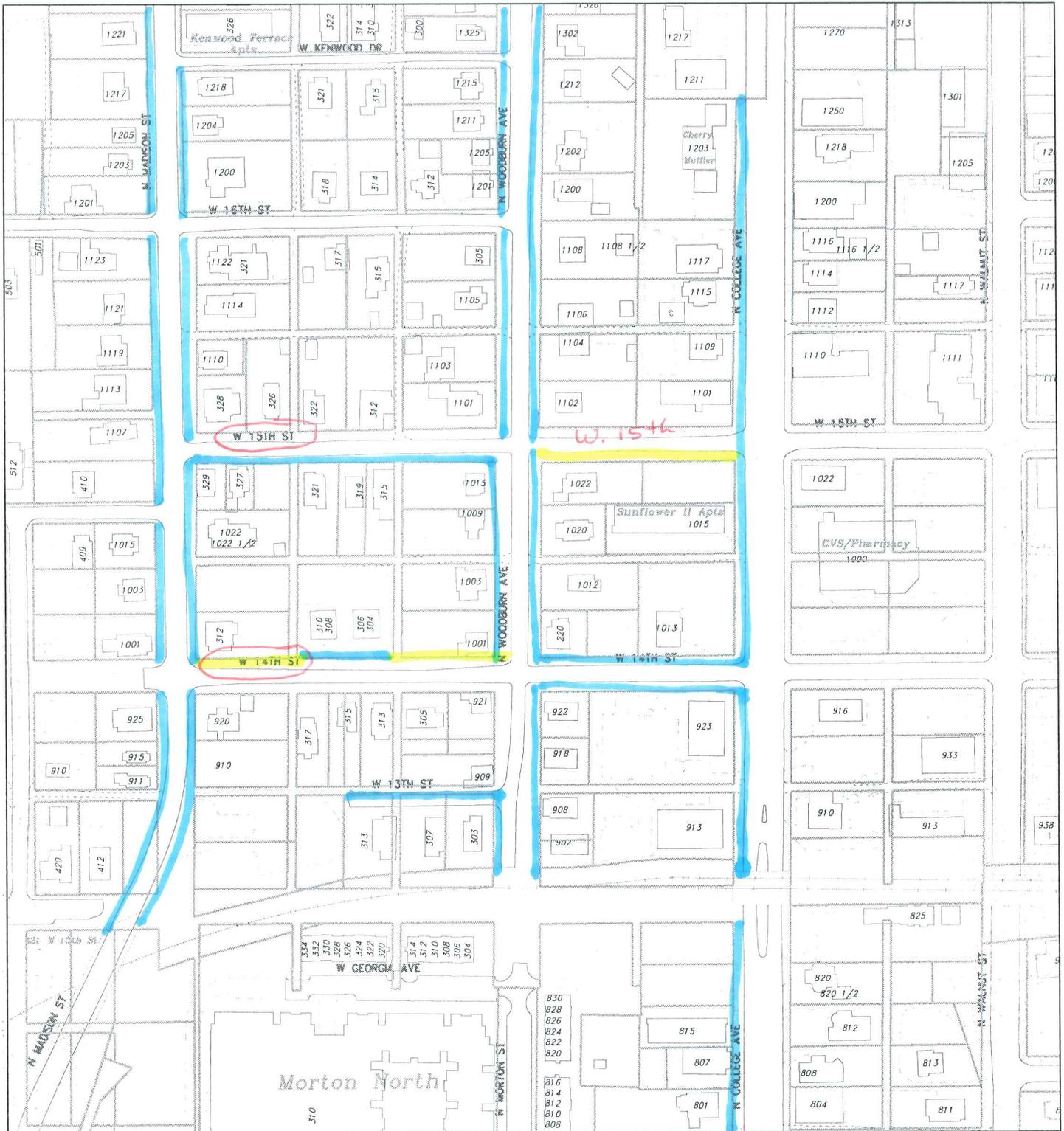
For reference only; map information NOT warranted.

City of Bloomington



Scale: 1" = 200'  
109

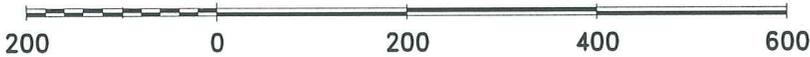




W. 15th  
W. 14th

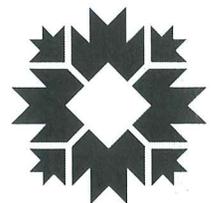
PROPOSED SIDEWALKS  
EXISTING SIDEWALKS

By: woolferr  
9 Dec 15



For reference only; map information NOT warranted.

City of Bloomington



Scale: 1" = 200'



# 2015 Bloomington Parks and Recreation Trail Report for the Sidewalk Committee

## **Winslow Sports Park Trail Improvements**

The fitness trails at Winslow Sports Park were paved in 2015

## **Diamond St. Connection to the B-Line Trail**

A Diamond St. connection to the B-Line Trail was constructed in 2015 as part of the Habitat for Humanity development of the property to the south of the intersection.

## **Cascades Trail**

In 2016 the Cascades Trail is scheduled to be extended from the intersection of Old State Rd. 37 and Stone Mill Rd. east to Dunn St. The trail will continue south from there to the Griffy Lake Filtration Plant. The first leg, from the Sycamore Shelter on Clubhouse Dr. to Stone Mill Dr. was completed three years ago. The first section of the west leg, from the Sycamore Shelter to Kinser Pike, was completed last year. BPR is seeking TIF funding for the next section of the north section, 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.

## **B-Link Connection**

In 2016 this connector trail will be constructed on the old rail line running west from Black Lumber between Henderson St. and Walnut Ave., providing access to the B-Line Trail through the Switchyard Park. Parks is working with the Planning and Transportation to determine the best way for trail users to cross Walnut St.

## **Alexander St. ROW Connection to the B-Line Trail**

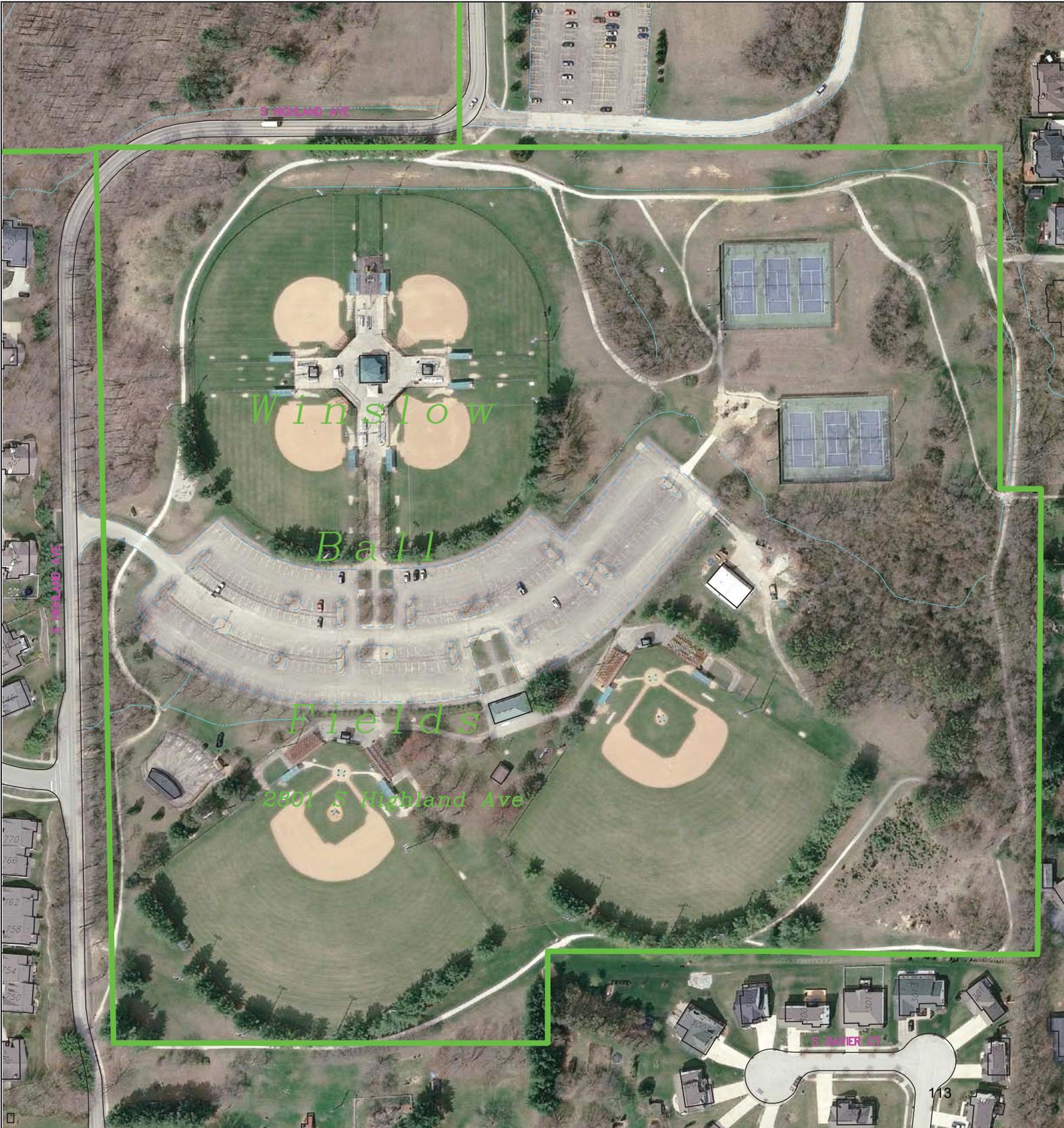
The Department is working to identify funding to pave the N. Alexander St. ROW between 10<sup>th</sup> St. and the trail. This route would serve bicycles and provide another neighborhood access point from the north.

## **RCA Park Trails**

The southern portion of the .6 mile paved loop trail on the east side of RCA Park is scheduled to be repaved in 2016. TIF funds will be used for this project.

## **West 3rd St. sidewalk**

The bicycle and pedestrian crossing installed at the intersection of 3rd, 5th, and Adams has increased bike/ped traffic in the area. Pedestrian travel along the east side of W. 3rd, below the Rosehill Cemetery wall, could be improved with the installation of a sidewalk or sidepath. This route is heavily traveled due to the Bloomington Transit stop at the top of the hill. Funding has not been identified for this project.



Winslow

Ball

Fields

2801 S Highland Ave

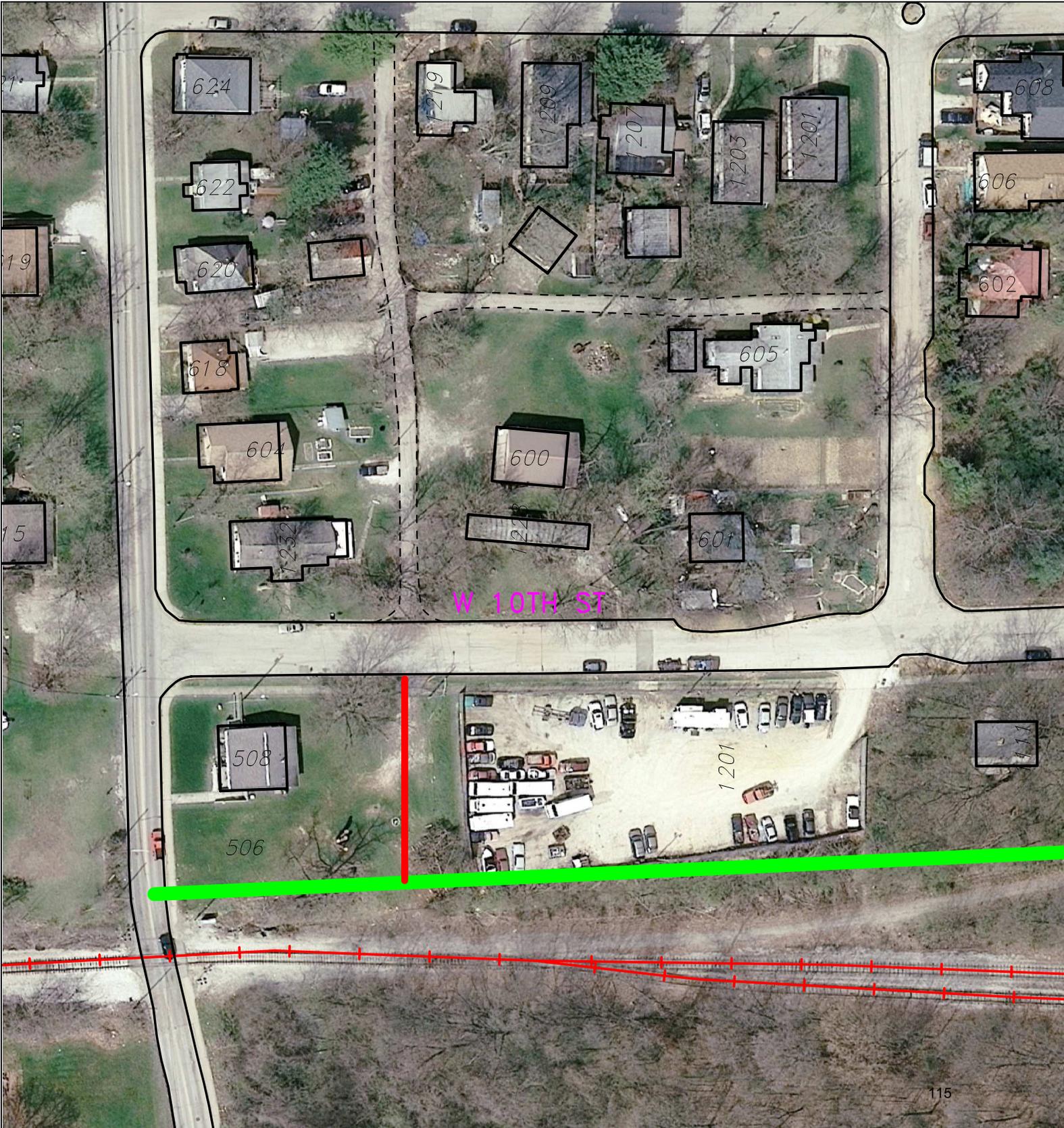
S Highland Ave

S MOHLAND AVE

S XAVIER CT

143





624

622

620

618

604

632

1219

1209

1207

1203

1201

608

606

602

605

600

1228

601

W 19TH ST

508

506

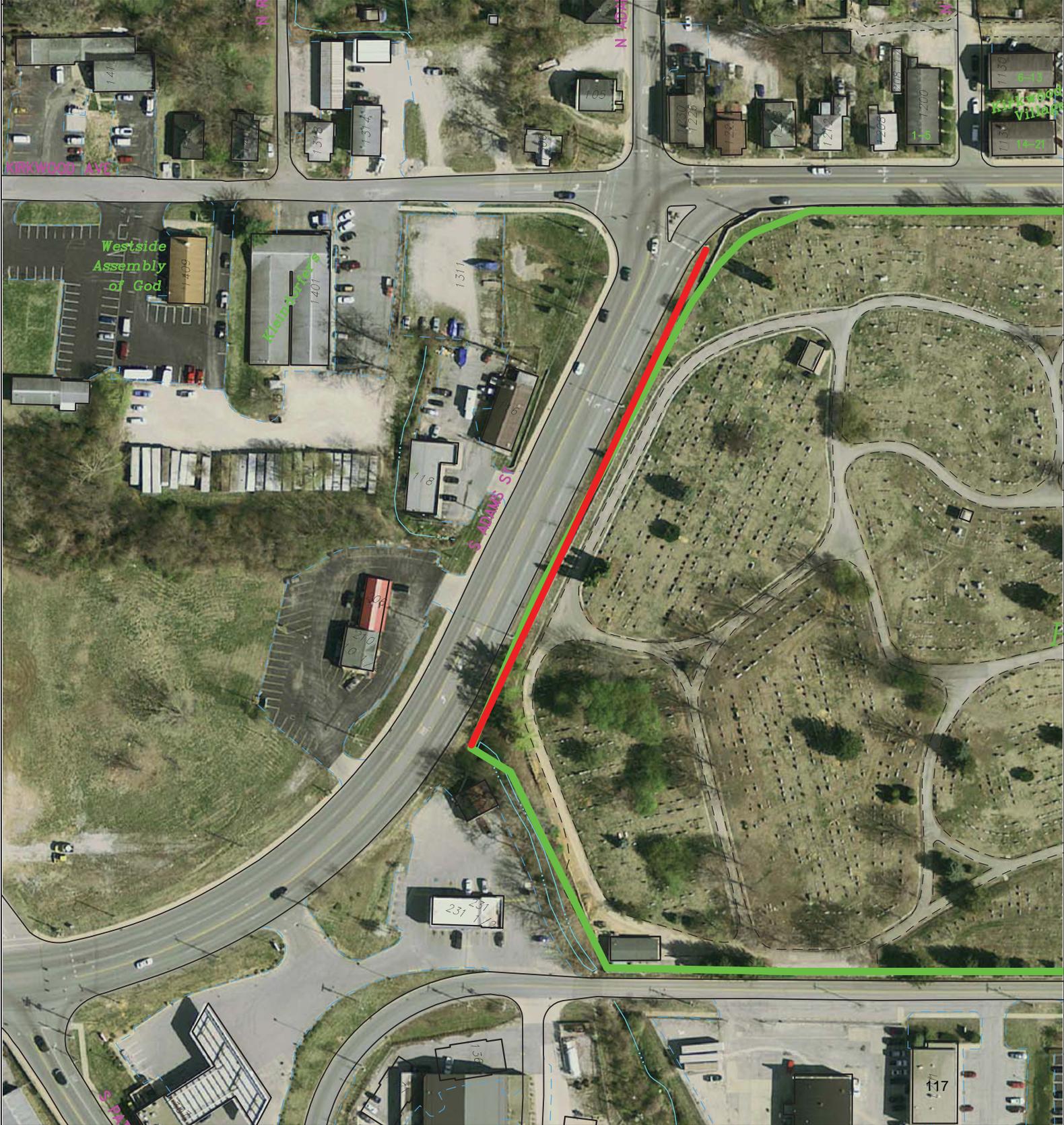
1201



Community Park

100 W RCA Park Dr

116



**CITY OF BLOOMINGTON STORMWATER WORKS**

Bloomington, Indiana

**CAPITAL IMPROVEMENT PLAN**

Prepared by City of Bloomington Utilities Engineering Department

	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>Total</u>
System Capacity Study and Master Guidance Plan		\$ 165,000				\$ 165,000
Griffy Lake Dam Two-Year Inspections	\$ 3,000		\$ 3,000		\$ 3,000	\$ 9,000
Jordan River, 2nd St. to 4th St.						
Planning/Engineering	\$ 200,000	\$ 211,000				\$ 411,000
Construction				\$ 6,500,000	\$ 2,265,000	\$ 8,765,000
17th St. ImprovementsCollege Av. to Kinser Pk.	\$ 65,000					\$ 65,000
Mitchell St - Hunter St. to 2nd St.	\$ 30,000					\$ 30,000
Storm Inlet Replacement Program	\$ 20,000					\$ 20,000
Allowance for Neighborhood Improvements	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 500,000
College Av at 1st St. Storm Box Installation		\$ 100,000				\$ 100,000
W. Allen St. - S. Adams St. to Westport		\$ 25,000				\$ 25,000
Clear Creek Open Channel Improvements From E. 1st St. (Jordan Outfall) south		\$ 5,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 125,000
Jordan River Tunnel at Indiana Avenue					\$ 1,000,000	\$ 1,000,000
Planning/Engineering				\$ 135,000		\$ 135,000
Construction					\$ 1,000,000	\$ 1,000,000
GIS Platform Conversion to ArcGIS		\$ 42,000	\$ 55,000	\$ 55,000	\$ 50,000	
<b>Total Capital Improvement Plan</b>	<u>\$ 418,000</u>	<u>\$ 648,000</u>	<u>\$ 198,000</u>	<u>\$ 6,830,000</u>	<u>\$ 4,458,000</u>	<u>\$ 12,350,000</u>

**CBU Stormwater Projects in 2015**  
**(Excerpted from CBU Capital Projects for 2015)**

<b>Type</b>	<b>Project</b>	<b>Status</b>	<b>Budgeted</b>	<b>Life-to-date 12/31/15</b>	<b>Year</b>
Stormwater E&R	N Walnut St Storm Extension 11 <sup>th</sup> -13 <sup>th</sup> St	Complete	\$20,000.00	\$17,199.00	2014
Stormwater E&R	Rockport Rd Reconstruction Ph II/Inspection Svc	Complete	\$75,000.00	\$58,304.00	2014
Stormwater E&R	Lease/purchase for vehicle/capital equipment	Complete	\$50,000.00	\$15,750.00	2015
Stormwater E&R	Jordan River culvert reconstruction 2 <sup>nd</sup> st- 4 <sup>th</sup> st	In progress	\$405,000.00	\$243,642.00	2014
Stormwater E&R	ArcGIS Conversion	In progress	\$42,000.00	-	2015
Stormwater E&R	Stormwater Master Plan	Funded	\$100,000.00	-	2015
Stormwater E&R	Weimer Dam evaluation	Funded	\$140,000.00	-	2015

## EXHIBIT A

### DESCRIPTION OF THE PROJECT

Proceeds from the Bonds will be used to further the Consolidated and Amended Economic Development Plan that governs the Bloomington Consolidated Economic Development Area. Bond proceeds will be used to spur, promote, and encourage the development and redevelopment of the Consolidated Economic Development Area.

The bond issue will serve five categories of projects:

1. the promotion of community sustainability and reuse;
2. the creation and improvement of public amenities, such as parks, with community wide benefit;
3. the development of affordable housing;
4. the improvement of transportation infrastructure, especially non-automobile transportation infrastructure; and
5. the continued support of the City's urban core.

More specifically, bond proceeds will fund:

- Greenways Investment
- Parks Capital Improvements
- Buskirk-Chumley R&R
- Public Safety Infrastructure
- Affordable/Workforce/Senior Housing
- CTP Infrastructure
- Sustainability Projects
- Public Works Projects
- Animal Shelter Upgrade
- Switchyard Park Development

The Redevelopment Commission will make investments in promoting and enhancing sustainability and reuse, including, but not limited to, investments in green infrastructure and renewable energy projects at property owned or controlled by the City of Bloomington (including white roofs at City Hall and the Police Station, the installation of solar panels at City Hall and the Animal Shelter, and the installation of LED lighting at numerous City owned or controlled properties, including City-controlled structured parking) and the renovation, expansion, improvement, and reuse of existing facilities, including historic structures and facilities owned by the City of Bloomington (such as the Buskirk-Chumley Theater, Allison Jukebox, Animal Shelter, Sanitation Building, and existing City parks).

Switchyard Park, which will include environmental remediation of the land and construction of the park itself, will be funded by Bond Proceeds.

The Bond proceeds will also be used to improve the City's transportation infrastructure. This will include, but is not limited to, sidewalks along 17th Street and Kinser Pike, improvements to the bicycle infrastructure along 10th Street, Dunn Street, College Avenue, and 3rd Street, improvements to the City's trail system, and installation or improvements to traffic signals at the

intersections of: (1) 2nd Street and College Avenue, (2) Bloomfield Road and Rolling Ridge Way, (3) 17th Street and Kinser Pike, (4) 3rd Street and Madison Street, (5) 3rd Street and Lincoln Street, and (6) 3rd Street and College Avenue.

The Bond proceeds will also be used to work collaboratively with private investors to develop and strengthen the City's urban core (including the Certified Tech Park). This may include the renovation and reuse of existing buildings for employment or residential purposes (including workforce and affordable housing), the development of public improvements, such as structured parking, and new buildings—where the renovation and reuse of existing facilities is inappropriate or impossible—for employment and residential uses (including workforce and affordable housing), and other projects that promote urban density.

## **Appendix Seven - Schedule for 2016**

With the new term for the Council, the Committee will meet early this year (rather than in the previous fall soon after the budget for the next year has been adopted) and will finish its 2016 recommendations with a Report filed with the Council this winter or early spring. This cover sheet proposes a schedule for Committee deliberations. All Committee meetings would be held at noon in the Council Library.

### **Proposed Schedule for Deliberations**

<b><u>Action</u></b>	<b><u>Date</u></b>
<b>Review Funding, On-Going Projects, Criteria and Prioritization List</b>	<b>Wednesday, February 3<sup>rd</sup></b>
<b>Continue Prioritizing Projects and Request Estimates</b>	<b>Thursday, February 11<sup>th</sup></b>
<b>Review Projects, Estimates and Funding</b>	<b>Thursday, February 18<sup>th</sup></b>
<b>Recommend Allocations and Prepare for 2016</b>	<b>To Be Determined</b>
<b>Submit Report to Council</b>	<b>To Be Determined</b>

### **Discussion**

Chair

### **Action**

*Approve a Schedule*

### **Material**

*Annual City Calendar for February and March*

# February 2016

January

	S	M	W	T	F	S
				1	2	
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

March

	S	M	T	W	T	F	S
		1	2	3	4	5	
6	7	8	9	10	11	12	
13	14	15	16	17	18	19	
20	21	22	23	24	25	26	
27	28	29	30	31			



SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
31	1 <u>CCL RES/ DL</u> 5:00p: RDC, McCloskey	2 5:30p: BPW, Chambers	3 12:00p: BUEA, McCloskey 5:30p: CHLA, McCloskey 7:30p: CCL - RS, Chambers	4 4:00p: BDUAC, McCloskey 5:30p: CSW, McCloskey	5 <u>PAY DAY</u> 12:00p: CCL - IWS, Library	6
7	8 <u>CCL ORD/ DL</u> 4:30p: Plat, Kelly 5:00p: USB, Utilities 5:30p: BPSC, Hooker 5:30p: PC, Chambers	9 4:30p: COA, Hooker 5:30p: BPTC, Transit 6:00p: BCOS, McCloskey 6:30p: SCI - C, Dunlap 6:30p: SCI - P, Kelly 7:30p: SCI - J, Kelly	10 2:00p: HO, Kelly 4:30p: ERAC, Parks 5:00p: BAC, McCloskey 5:30p: CSBM, Hooker 7:30p: CCL - COW, Chambers	11 12:00p: HN, McCloskey 4:00p: SWMD, Courthouse 5:00p: BHPC, McCloskey	12 1:30p: MPO-PC, Chambers	13
14	15 <u>CCL RES/ DL</u> 5:00p: RDC, McCloskey 5:30p: FMAC, Parks	16 11:30a: PC - WS, Kelly 4:00p: BPS, McCloskey 5:30p: ACC, Kelly 5:30p: CSCY, Hooker 5:30p: BPW, Chambers	17 9:30a: EMAC, Chambers 9:30a: Tree, Rose Hill 2:30p: ACA, McCloskey 4:00p: BHQA, McCloskey 6:00p: CONA, Hooker 7:30p: CCL - RS, Chambers	18 8:00a: BHA, BHA 3:30p: BMFC, Dunlap 5:15p: SWD-CAC, McCloskey 7:00p: EC, McCloskey	19 <u>PAY DAY</u> 12:00p: CCL - IWS, Library 12:00p: DVT, McCloskey	20
21	22 <u>CCL ORD/ DL</u> 5:00p: USB, Utilities 5:30p: BHRC, McCloskey	23 4:00p: BPC, Chambers 5:30p: BPTC, Transit	24 10:00a: MPO-TAC, McCloskey 2:00p: HO, Kelly 5:30p: MLK, McCloskey 5:30p: TC, Chambers 6:30p: MPO-CAC, McCloskey 7:30p: CCL - COW, Chambers	25 5:00p: BHPC, McCloskey 5:30p: BZA, Chambers	26 12:00p: EDC, Hooker	27
28	29 <u>CCL RES/ DL</u> 2:30p: CCA - WS, McCloskey 4:00p: CCA, McCloskey	1	2	3	4	5
6	7	<b>NOTES</b>				

# March 2016

February

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29					

April

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3	4	5	6	7	8	9
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17	18	19	20	21	22	23
24	25	26	27	28	29	30



SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
28	29	1 5:00p: RDC, McCloskey 5:30p: BPW, Chambers	2 12:00p: BUEA, McCloskey 5:30p: CHLA, McCloskey 7:30p: CCL - RS, Chambers	3 4:00p: BDUAC, McCloskey 5:30p: CSW, McCloskey	4 PAY DAY	5
6	7 4:30p: Plat, Kelly 5:00p: USB, Utilities 5:00p: RDC, McCloskey 5:30p: BPSC, Hooker 5:30p: PC, Chambers	8 4:30p: COA, Hooker 5:30p: BPTC, Transit 6:00p: BCOS, McCloskey 6:30p: SCI - C, Dunlap 6:30p: SCI - P, Kelly 7:30p: SCI - J, Kelly	9 2:00p: HO, Kelly 4:00p: BAC, McCloskey 5:30p: CSBM, Hooker 7:30p: CCL - COW, Chambers	10 12:00p: HN, McCloskey 4:00p: SWMD, Courthouse 5:00p: BHPC, McCloskey	11 12:00p: CCL - IWS, Library 1:30p: MPO-PC, Chambers	12
13	14 CCL ORD/ DL	15 11:30a: PC - WS, Kelly 5:30p: BPW, Chambers 5:30p: ACC, Kelly 5:30p: CSCY, Hooker	16 9:30a: Tree, Rose Hill 2:30p: ACA, McCloskey 4:00p: BHQA, McCloskey 6:00p: CONA, Hooker	17 8:00a: BHA, BHA 3:30p: BMFC, Dunlap 5:15p: SWD-CAC, McCloskey 7:00p: EC, McCloskey	18 PAY DAY & CCL RES/ DL 12:00p: DVT, McCloskey 12:00p: EDC, Hooker	19
20	21 5:00p: USB, Utilities 5:00p: RDC, McCloskey 5:30p: FMAC, Parks	22 4:00p: BPC, Chambers 4:00p: BPS, McCloskey 5:30p: BPTC, Transit	23 10:00a: MPO-TAC, McCloskey 2:00p: HO, Kelly 5:30p: MLK, McCloskey 5:30p: TC, Chambers 6:30p: MPO-CAC, McCloskey 7:30p: CCL - RS, Chambers	24 12:00p: CCL - IWS, Library 5:00p: BHPC, McCloskey 5:30p: BZA, Chambers	25 Holiday Observation CITY OFFICES CLOSED	26
27	28 CCL ORD/ DL 2:30p: CCA - WS, McCloskey 4:00p: CCA, McCloskey 5:30p: BHRC, McCloskey	29 5:30p: BPW, Chambers	30 7:30p: CCL - COW, Chambers	31	1	2
3	4	<b>NOTES</b>				