



City of Bloomington
Common Council

2013 Council Sidewalk Committee Packet

*Initial Meeting at 4:00 p.m. on
8 January 2013
in the McCloskey Room, Room 135,
City Hall, 401 North Morton Street*

This Packet can be found online at:

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

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2013 Common Council Sidewalk Committee Packet

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City**

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Agenda for Common Council Sidewalk Committee
4:00 p.m. on 8 January 2013
McCloskey Room, Room 135
Showers City Hall, 401 North Morton Street

1. Preliminary Matters
 - Introductions
 - Election of Chair
 - Motion Regarding Preparation of the Record of the Proceedings
2. Funding for 2013
 - \$275,000 Alternative Transportation Fund Appropriation – Amounts Allocated Between Traffic Calming and Sidewalks
 - No Annual Allocation from the Utilities Department for Stormwater Component of Sidewalk Projects (But a Possibility for an In-Kind Contribution Toward Certain Projects.)
3. Recently Completed and On-Going Council Sidewalk Projects
 - Progress Report – Re: On-going Projects
4. Evaluation of Old and New Proposed Projects
 - Review of Criteria
 - Preliminary Evaluation by Plan Department using objective measures
 - Disclosures of any Conflicts of Interest
5. Schedule Future Meetings
6. Other Matters
7. Adjourn

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

Appendix One – Preliminary Matters

Sidewalk Committee Members

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

Invited to Attend

Regina Moore, City Clerk

City Departments & Staff

Council Office

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

Public Works

Susie Johnson, Director
Justin Wykoff, Senior Project
Manager

Planning

Scott Robinson,
Long Range / Transportation Manager

Utilities

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

HAND

Bob Woolford, Housing Coordinator

Parks and Recreation

Steve Cotter, Natural Resources
Manager

Materials

- *Minutes (forthcoming)*

Other Matters

- *Elect Chair*
- *Preparation of Record of Proceedings*

Appendix Two - Amount and Use of Funds for 2013

Alternative Transportation Fund

\$275,000	Appropriated for 2013
- \$?	Traffic Calming / County Project

\$???,???	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

2013	-	Continue in-kind contributions?
2011-2012	-	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 Balance Sheet (from Mike Trexler) - *Enclosed*

USB Funding/In-Kind Sheet - *Forthcoming*

History of Project Expenditures (from Public Works) - *Forthcoming*

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

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

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

	2009	2010	2011	2012	2013
Beginning Fund Balance	\$ 24,692	\$ 167,297	\$ 169,696	\$ 340,183	\$ 63,378
Revenues:					
Budgeted Revenue	225,000	225,000	765,000	765,000	625,000
Other Income	44	91	181	-	-
Total Revenues	<u>225,044</u>	<u>225,091</u>	<u>765,181</u>	<u>765,000</u>	<u>625,000</u>
Expenditures:					
Budget (as Adopted):					
Council Sidewalk Committee Recommendations	225,000	225,000	225,000	225,000	275,000
Public Works Bicycle and Pedestrian Projects			540,000	540,000	375,000
Additional Appropriations	-	-	-	-	-
Prior Year Encumbrances	-	-	-	276,805	-
Savings (Reversions)	(142,561)	(2,309)	(170,306)	-	-
Total Expenditures	<u>82,439</u>	<u>222,691</u>	<u>594,694</u>	<u>1,041,805</u>	<u>650,000</u>
Net Income (Deficit)	142,605	2,399	170,487	(276,805)	(25,000)
Year End Balance	<u>\$ 167,297</u>	<u>\$ 169,696</u>	<u>\$ 340,183</u>	<u>\$ 63,378</u>	<u>\$ 38,378</u>

Appendix Two - Amount and Use of Funds for 2013

Forthcoming Information / Materials

History of USB Funding/In-Kind Contributions - *Forthcoming*

History of Project Expenditures (from Public Works) -
Forthcoming

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

Presentation

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

Background Material

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

2012 Council Sidewalk Committee Report and Recommendations - *enclosed*

History of Council Sidewalk Projects 2002 - 2012 - *enclosed*

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

Additional Materials and Information

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

Report of the Common Council Sidewalk Committee December 21, 2011

Committee Members and Staff

The members of the 2012 Committee were appointed by the President of the Council in 2011 and included:

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

The committee members were assisted by the following persons:

Council Office

Dan Sherman, Council Administrator/Attorney

Stacy Jane Rhoads, Deputy Administrator/Researcher

Public Works

Susie Johnson, Director

Justin Wykoff, Manager of Engineering Services

Planning

Scott Robinson, Long Range / Transportation Manager

Vince Caristo, Bicycle & Pedestrian Planner

HAND

Bob Woolford, Housing Coordinator

Parks and Recreation

Steve Cotter, Natural Resources Manager

Utilities

Jane Fleig, Assistant Engineer

Overview

The Committee makes recommendations to the entire Council on the use of certain transportation-related monies budgeted for 2012. It met four times in November and December 2011 to make those recommendations. Transportation-related monies include \$225,000 from the Alternative Transportation Fund (ATF), which is funded primarily by surplus revenues from the Neighborhood Parking Program (BMC 15.37.160). For the last few years, due to fiscal constraints, the City of Bloomington Utilities department was not able to set aside what had been \$125,000 annually for the storm water components of these sidewalk projects. (That funding began in 2007 at \$100,000, increased to \$125,000 in 2008 and

ceased in 2010.) In lieu of actual funding, CBU has offered to explore providing in-kind contributions for identified projects.

Schedule

The Committee met on:

- **November 17, 2011 at noon in the McCloskey Room**
- **November 22, 2011 at noon in the McCloskey Room**
- **November 29, 2011 at 4:00 p.m. in the McCloskey Room**
- **December 6, 2011 at noon in the McCloskey Room**

The Committee is scheduled to meet at the following date and time for a Debriefing Session:

- **December 20, 2011 at 4:30 p.m. in the Council Library**

Summary of Deliberations

The following outline provides an overview of what the Committee did at those meetings. *Please note that the draft Memoranda for these meetings will be [online](#) under the Council Sidewalk Committee and can be inspected in the Council Office early next week.*

Preliminary Matters

Early on, the Committee:

- Elected a Chairperson (Chris Sturbaum); and
- Requested that the Council Office make a record of the meetings;

Funding

The Committee reviewed money available for Council Sidewalk Projects in 2012 and:

- Agreed to reserve \$15,000 for traffic-calming projects (which should include a project on West 3rd Street in the Prospect Hill Neighborhood and, perhaps, one on Pleasant Ridge Road in Hoosier Acres)

Status of Past and Pending Projects

The Committee heard a status report on last year's recommendations from Wykoff. As noted below, one project was completed in 2011 and three will be completed in 2012, without need for additional ATF money:

- **East Third Street from Bryan to Hillsdale (Construct Sidewalk on North Side)** – This is part of a multi-block project that will result in a sidewalk on the north side of East 3rd Street from Union to the SR 45/46 Bypass. The start of this section of the project was delayed from April 2011 to April 2012 due to discovery of additional right-of-way that needed to be acquired. Construction should now be finished by the end of July. The project will include a median between Jefferson and Roosevelt, curb extensions at Bryan and Jefferson, and bus stops on the north and south side of the roadway. Members of the Committee inquired about providing a bike lane or other bike facility on the south side that could connect with the sidepath further east.
- **Southdowns from Jordan to Mitchell (Construct Sidewalk on South Side)** – This is a combined Public Works and Utilities project that would complete a route on the Bicycle and Pedestrian Transportation and Greenways System (Greenways) Plan that connects Bryan Park with sidewalks at High and Covenanter.¹ It was delayed from 2011 to 2012 because of work on another interdepartmental project. Fleig described the associated storm water project on Jordan between Covenanter and Southdowns, which will include an open swale connecting to a culvert under Jordan heading west. In regard to the Southdowns project, Fleig wanted to avoid moving a water line and foresaw need for storm water inlets on the north side of Southdowns. After consultation with the CBU Director, Fleig reported that her department would join the project and pay a contractor to do the storm water work.
- **Morningside Drive from Smith Road to Saratoga (Construct Sidewalk on North Side)** - This project was placed on the north side of the street to accommodate extension further east to Sheffield and was completed in May of 2011 at a cost of \$15,744.
- **West 17th Street from Madison/Kinser to College Avenue (Design for Sidewalk on South Side)** –Any funds remaining from the \$225,000 allocations in 2011 were to go toward the cost of designing this sidewalk

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

link. Those costs were estimated at about \$25,000. Before the end of 2011, the Department of Public Works will award a contract, allocate and encumber the remaining 2011 Council Sidewalk funds, and provide any additional amount necessary to pay for this design project. At this point, the Committee envisions that West 17th will be narrowed to accommodate this pedestrian facility.

- *(Please note that the Public Works, Parks and Recreation, HAND, and Planning departments all provided documents describing recent sidewalk-related projects which were included in Appendix 6 of the Council Sidewalk Packet for this meeting. This packet is available online [Sidewalk Committee Packet](#) and is available in the Council Office.)*

Program Criteria

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

Criteria	Analytics and Information	
1) Safety Considerations	Pedestrian Level of Service (PLOS) - gauges the pedestrian experience based upon traffic volume and speed, lane width, presence and width of sidewalk, and presence, type, and width of the buffer.	
2) Roadway Classification		
3) Pedestrian Usage	Density	Walkscore – an online score that gauges pedestrian demand based upon proximity to a mix of destinations.
4) Proximity to Destinations	Transit	
5) Linkages	Sidewalk Inventory	
6) Cost and Feasibility	Estimates provided by Engineering Dept.	

Robinson 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 discussion, the Committee learned that:

- The Walkscore (which borrows an online analytic tool to provide an objective measure for Criteria 3 [Pedestrian Usage] and Criteria 4 [Proximity to Destinations] was updated for all projects;
- The Evaluation Sheet does not provide an objective measure for the Criteria 5 (Linkages or, in other words, “connectivity”) and, therefore, the satisfaction and weighing of that criteria was left to the judgment of Committee members.

Review of Evaluation Sheet of Proposed Projects

The Committee reviewed the Evaluation Sheet (which contained over 35 projects) with an initial focus on projects that were new to the list or existing requests that were the subject of recent communication with the Council Office. These projects were identified in the initial Council Sidewalk Committee packet and are listed below (in order of highest to lowest ranking) with a brief summary of the accompanying deliberations:

- **Kinser Pike from Colonial Crest to 17th Street (West Side)** – Councilmember Sturbaum had consulted with Wykoff and suggested a different approach towards this highest ranked request. Rather than continuing a sidewalk on the east side of the street (where there is a high cost for the acquisition of right-of-way), this proposal calls for constructing an 8-foot wide, 1,300 feet long, raised asphalt lane within the right-of-way on the west side of the street at a cost of about \$344,474. Concluding that the project was too expensive to undertake at this time, the Committee discussed:
 - whether the west side of the street was better than the east side, because it would provide a continuous route from SR 45/46 to 17th;
 - the use of a curb, but lack of a buffer, between the motorists and non-motorists; and
 - the merits of installing a sidepath or sharrow to help accommodate bicyclists.

- **West 14th Street from Madison to Woodburn** – Councilmember Piedmont-Smith forwarded a follow-up inquiry from a constituent who had initially made this request to the 2010 Sidewalk Committee. The project ranked fourth in the Evaluation Sheet and would involve 462 feet of sidewalk at a cost of about \$111,395. The Committee discussed the placement of the sidewalk and the handling of storm water, particularly whether it could be done by piping, rain gardens (which require maintenance), or some other vault system to hold water and allow it to be absorbed before it moves downstream. Ultimately, the cost of the highest priority project (East 3rd) led the Committee to look at smaller projects for the remaining allocations this year.

- **West 17th from Crescent to College Avenue** – Councilmember Sturbaum raised this sidewalk project at the Debriefing Meeting last January as an example of a large one that needed to be built, but was too expensive for the ATF to handle alone. Last year, Wykoff informed the Committee that West 17th was to run under I-69 in the event the limited access highway extends through the City's boundaries, which may make it a prime candidate for MPO

funds. This year, Wykoff also explained that the proposed roundabout at 17th/Arlington/Monroe would include a sidewalk on the south side and a sidepath on the north side of West 17th from Monroe to Maple, thus leaving about 1,200 feet of sidewalk missing from Maple to Madison. In the course of deliberations, the Committee discussed:

- A public comment made at a Regular Session earlier in the year about a traffic accident at Jackson and 17th, and how the speed of vehicles and lack of pedestrian facilities there exposes pedestrians who use nearby bus stops to errant vehicles (Satterfield);
 - A possible link for bicycles on Arlington west of the City limits (Rollo); and
 - Site constraints at the intersection with Jackson (Woolford).²
- **South West corner of Lincoln and Grimes (Ramp)** – The Street Department sent this inquiry and the Committee affirmed that funds should not be used for repair of sidewalks - which were the responsibility of the owner of the abutting property.
 - **Rockport Road – Missing Segments Between Ralston and 300 Feet North of Coolidge (West Side)** - Councilmember Sturbaum renewed this request in consultation with Bob Woolford. The request included installing sidewalk on a few parcels north of Ralston and on a few more parcels north of Coolidge. (*see below under “Toward Funding Recommendations”*) ; and
 - **Mitchell Street from Maxwell Lane to Circle Drive** – Councilmember Mayer submitted this request in time for review by the Committee during its Debriefing Meeting last January (*see below under “Toward Funding Recommendations”*).

Toward Funding Recommendations

After discussing the projects noted above, the Committee then began narrowing its priorities. Here it:

- Affirmed the need to continue work on East 3rd Street. Wykoff estimated that once money from this year was put aside for the construction of what will be the last leg of the East 3rd Street project, there would be approximately \$55,500 available for other projects;
- Focused upon projects that could be completed or significantly affected³ with the remaining funds; and

² Subsequent discussions with Woolford clarified the nature of those constraints – stairs; Further discussions with Wykoff indicated storm water issues between Maple and Madison.

- Eventually recommended funding four projects, which are set forth below along with a summary of the deliberations regarding them:

East Third Street – Overhill Drive to Travel Lodge – End of a Multi-Year Sidewalk Project – The Committee:

- Affirmed this as the highest priority for funding (as it has been for the last few years) and foresaw completion of this project with this year's allocation;
- Was reminded that:
 - Greenways (\$100,000) and HAND department (\$75,000) contributed to earlier phases of this project; and
 - the original bids entailed five sections, including the construction of a sidepath on the south side of the street, but that lack of other City funds, in particular Greenways funds that were suspended in 2011, precluded construction of this component of the project;
- Discussed the importance of providing a corridor for bicycles to connect with the sidepath further east (which could either be in the form of a sidepath, sharrow or bike lane);
- Agreed to dedicate \$154,473.74 for the construction of a sidewalk on the north side from Overhill Drive to the Travel Lodge driveway, which would connect with a new sidewalk to the intersection with SR 45/46 Bypass being constructed by INDOT as part of the Bypass project.

Mitchell Street – Maxwell Lane to Circle Drive – Lane Marking (West Side) Here the Committee:

- Acknowledged that this one-block initiative would connect two City-created pedestrian projects: one on Maxwell Lane and the other running from Bryan Park via Circle Drive to Marilyn and Hillside Drives;
- Heard two estimates:
 - One for a sidewalk constructed on the west side of the street at a cost of \$175,967; and
 - Another for a lane with street marking and symbols on that same side of the street at a cost of about \$1,100, which could be a temporary, reversible measure if the changes do not improve pedestrian usage and safety or create new problems;
- Acknowledged that either approach would preclude parking on the west side of the street and that any change on the street would require resolution of the parking issue (which could be presented to the Traffic Commission

³ The Committee invariably finds itself without enough funds to meet the pressing need for sidewalks. To address that predicament, it has divided a project into phases – e.g. funding the design, acquisition of right-of-way or a segment of project – and, when the opportunity arises, partnered with other funding sources or City resources.

early next year after the affected residences were notified and given a chance to address the Commission before any recommendations regarding that block were made to the Council);

- Considered that motorists travelling east on Maxwell Lane and turning south on Mitchell Street should be alerted to the presence of pedestrians walking along this on-street lane; and
- Agreed to set aside \$1,100 for a walking lane on the west side of the street *on condition that the Traffic Commission and Council approve the removal of parking on that side of the street.*

Morningside Drive – Saratoga to Sheffield – Construct Sidewalk (North Side) Here, the Committee:

- Acknowledged the value of continuing last year's sidewalk for one more block (for a project that ranked in the upper half of the Evaluation Sheet);
- Confirmed that the project would not involve storm water infrastructure, nor the acquisition of right-of-way, and was a low-cost project that could be completed in one phase next year; and
- Agreed to set aside \$19,866 for this purpose in 2012.

Rockport Road – Coolidge Drive for 310 Feet North – Purchase Right-of-Way (West Side) Here, the Committee:

- Acknowledged the pedestrian improvements the City has made or is making in this area from various funding sources, including:
 - the sidepath on Country Club Drive between Rogers and Rockport Road,
 - the sidepath (east side) and sidewalk (west side) to be installed on Rogers Street between Rockport Road and Country Club Drive, and
 - the sidepath (east) and sidewalk (west) to be installed on Rockport Road from the proposed roundabout at Country Club Road to Pinehurst Drive;
- Learned that, once the roundabout and its associated pedestrian facilities were in place, the completion of two missing sidewalk links, one north of Ralston at a cost of about \$272,000 and another just north of Coolidge, would then result in a continuous line of sidewalks on the west side of Rockport Road all the way from Country Club Drive to Rogers Street;
- Learned that the cost of this 310-foot sidewalk project would be about \$80,440 with a 10% contingency and with about \$40,000 needed to acquire right-of-way;

- Heard a suggestion from Woolford that various City sources could contribute something towards constructing this sidewalk in 2012.⁴ In that regard, the City Council Sidewalk Committee could provide money for the right-of-way, the HAND department could contribute sidewalk funds, and perhaps, work crews from the Street Department could install the sidewalk;
- Agreed to recommend use of the remaining ATF monies in 2012 (estimated at \$34,561) be set aside for the acquisition of right-of-way for this project with the understanding that any remaining funds could be applied to the cost of right-of-way and *on condition the Committee received adequate assurance that the project would be completed in 2012.*

Concluding Actions

At the conclusion of the deliberations, the Committee:

- Requested disclosures of any conflicts of interest and heard one from the Administrator/Attorney, who owns and resides in a house along one proposed project (Nancy Street from Mark to Hillside) which has not been given serious consideration in many years;
- Approved the funding recommendations;
- Authorized the Chair to approve minutes of meeting after giving members an opportunity to review and offer corrections
- Authorized submittal of the Committee Report to the Council on December 21st; and
- Agreed to meet on December 20th at 4:30 p.m. in the Council Library for a Debriefing Meeting.

FORMAL RECOMMENDATIONS

FUNDS AVAILABLE:

Alternative Transportation Fund (ATF)

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

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

⁴ Woolford noted that there were very old plans from the 1990's to level portions of Rockport Road, including this segment, but that implementation was not likely to occur in the foreseeable future.

No CBU Set Aside for Storm Water Component of Council Sidewalk Projects
 Due to budgetary constraints, the CBU will not be setting aside funds for the storm water component of Council sidewalk projects in the foreseeable future. However, the department has offered to look at proposed projects and see whether it can provide some in-kind contributions.

**CHART OF 2012 COUNCIL SIDEWALK COMMITTEE
 RECOMMENDATIONS:**

The Committee recommended funding the following projects and, in some instances, certain conditions:

	<u>ATF</u>	<u>CBU</u>	<u>OTHER FUNDS</u>
Third Street – Construction of Sidewalk Overhill Drive to Travel Lodge (North Side)	\$154,474	\$0	\$0 *
<i>* This is part of a multi-year project with previous contributions from Greenways and HAND department funds.</i>			
Mitchell Street – Lane Marking Maxwell Lane to Circle Drive (West Side)	\$1,100	\$0	\$0
<i>Note: This recommendation is conditioned upon the approval of restricted parking on Mitchell Street by the Traffic Commission and Council.</i>			
Morningside Drive – Construction of Sidewalk Saratoga to Sheffield (North Side)	\$19,866	\$0	\$0
Rockport Road – Acquisition of Right-of-Way Coolidge North for about 310 feet (West Side)	\$34,560	\$0 **	\$0
<i>Note: This recommendation would allow any remaining funds to be applied to this project and is conditioned upon Committee acceptance of suitable assurances that the sidewalk will be installed in 2012-13.</i>			
<i>** Jane Fleig has reviewed this project and suggested some approaches to storm water that will entail costs later in the process.</i>			
GRAND TOTAL	210,000	\$0	\$0

A HISTORY OF COUNCIL SIDEWALK COMMITTEE FUNDS, 2002-2012

2012				
Site	Estimate	Recommendation		Comments
		ATF	Other Funds	
Third Street -- Overhill Drive to Travel Lodge Driveway (northside)	\$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 (westside)	\$1,100.00	\$1,100.00		This project proposes the use of lane markings to designate a portion of the westside 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 is conditioned upon approval of the associated removal of parking on that side of the street.</i>
Morningside Drive -- Saratoga to Sheffield (northside)	\$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 Intersection (westside)	\$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.
Total:	\$1,038,258.00	\$210,000.00	\$175,000.00	
2010				
Site	Estimate	Recommendation		Comments
		ATF	CBU Stormwater	
Marilyn -- Nancy to High (south side)	\$189,937.45	\$98,373.43	\$91,564.00	See 2009 description below for project details. As federal funds requested from the Mayor were not available for 2010, the Committee agreed to dedicate ATF funds to complete this project.
Third Street -- Bryan to Jefferson (north side)	\$95,408.78		\$22,638.00	Connection is needed from Roosevelt to the SR 46 Overpass to link up with the existing sidewalk. The 2009 Committee forwarded a recommendation to the 2010 Committee encouraging the latter to fund as much of this project as possible.
Third Street -- Jefferson to Roosevelt (north side)	\$63,507.68	\$31,912.23	\$4,366.00	The 2010 Committee agreed that, after funding the above previously-committed Marilyn project, it should devote all remaing funds to the Third Street project. The Committee voted to fully fund the first two stretches of this project (Bryan to Jefferson and Jefferson to Roosevelt) and to fund as much of the third segment of the East Third Street (Roosevelt to Clark) project as possible.
Third Street -- Roosevelt to Clark (north side)	\$118,387.50	\$114,252.60	\$4,135.00	
Southdowns -- Jordan to Mitchell (w/Stormwater on Jordan and Sheridan) (south side)	\$124,405.05		\$54,562.20	This is part of larger area in need of stormwater improvement and has been on the Sidewalk Committee's list of requested projects since 2002. The Committee agreed to address the stormwater issue on Southdowns first and then the sidewalk later. The amount of stormwater dedicated to this project is not to exceed the original estimated cost -- \$54,562.20
Total:		244,538.26	\$177,265.20	

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

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

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

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

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

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

Appendix Four – Evaluation of Previously Proposed Sidewalk Projects

Presentation

Presented by Scott Robinson, Long Range/Transportation Manager

Action

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

Background Material

Council Sidewalk Criteria – *enclosed*

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

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

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

Insert – Referring Reader to Sidewalk Inventory in Appendix 6

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.	<p style="text-align: center;">Density (0 – 1,863)</p> <p>This score was derived from the maximum densities allowed in the zoning districts located within 1/8th mile of the center-point of the sidewalk project (assuming 2 persons per unit [based upon census data] and 1 person per bedroom).</p>	<p style="text-align: center;">Walk Score</p> <p>0 (Car-Dependent) – 100 (Walkers’ Paradise)</p> <p>This score gauges pedestrian demand based upon proximity to a mix of commercial destinations, but doesn’t account for demographic factors.</p>
4. Proximity to Destination Points	Prioritization of linkages should be based on proximity to destinations such as elementary schools, Indiana University, employment centers, shopping opportunities, parks/playgrounds, etc.	<p style="text-align: center;">Transit (0 – 247)</p> <p>This score was derived from passenger per hour per route data from Bloomington Transit and averaging techniques to “smooth the data”; then 1/8 and 1/4 mile zones were created along the routes with the 1/8 mile zone weighted at twice the value of the 1/4 mile zone.</p>	<p>Overall Project Ranking =</p> <p>Walk Score Rank + Pedestrian Level of Service (PLOS) Rank + Transit Route Score Rank + Density Rank</p> <p>=</p> <p>Score</p> <p><i>(Lowest Score = Highest Rank)</i></p> <p>***</p> <p><i>Note: All the above were weighed equally.</i></p>
5. Linkages	Projects should entail the construction of new sidewalks that connect with existing pedestrian facilities.	Sidewalk Inventory	
6. Costs/ Feasibility	Availability of right-of-way and other construction costs must be evaluated to determine whether linkages are financially feasible.	<p style="text-align: center;">Project Costs</p> <p>were based upon \$25/lineal foot for a monolithic sidewalk and \$50/lineal foot for a separated sidewalk (and not based upon more refined estimated costs that account for terrain, stormwater, right-of-way, and other factors).</p>	



To: Bloomington Common Council Sidewalk Committee
From: Scott Robinson, Long Range/Transportation Manager
Date: 09/10/12
Re: 2012 Council Sidewalk Committee
CC: Tom Micuda, Josh Desmond, Vince Caristo, and file

Sidewalk Informational Maps

City staff maintains sidewalk information on the City's GIS that can be used to generate various maps including ones that depict the locations of existing sidewalks and the locations of determinant sidewalk variances. An updated 2012 sidewalk inventory and 2010 determinant sidewalk maps are included for reference. Only two determinate variances have been approved since 2010 (Short Street and Hickory Lane). These maps are best suited for macro-level information purposes. Details on the condition, width, and other sidewalk attributes for specific locations are best dealt with on a case by case basis.

Sidewalk Location Evaluation and Ranking

Staff continues to use the project evaluation system, first developed in 2008, to rank sidewalk requests based on the established Council Sidewalk Committee Criteria. Since 2009, the evaluation methodology continues to be refined such that it is an effective tool for the Council Sidewalk Committee deliberations. 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. This year staff is working on developing other measurements that may augment safety, linkages, and cost criteria considerations. Technical information on the data collected and analysis methodologies can be discussed during committee deliberations. Further refinements to the project evaluation system can be considered based on direction given by the Committee.

Staff evaluated and ranked the sidewalk projects listed in the 2012 Project Prioritization Table included with the Committee packet. The 2012 table includes most projects listed from the 2011 analysis (except for projects explicitly removed by the Committee) and includes three new requests (Mitchell St., Wylie St., and Morningside Dr.). Staff can reevaluate the projects if additional sidewalks requests are included and/or if new measurements are considered.

Summary

- 2012 Sidewalk Inventory and 2010 Determinant Sidewalk Maps are included for reference
- Sidewalk project requests have been evaluated and ranked with an overall priority score
- Planning Department recommends continued support for the highly ranked East 3rd Street project

City of Bloomington
City Council Sidewalk Committee 2009 Prioritization Process

Process Overview

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

Prioritization Methodology

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

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

Known Issues

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

Walk Score

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

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

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

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

Pedestrian Level of Service (Ped LOS)

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

2013 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	Overall Project Rank
Kinser Pk.	north of 17th St. to existing sidewalk near apartments	700	72	4	3.88	9	247	3	1,210	3	19	1
17th St.	Madison St. to Woodburn Ave.	476	72	4	3.86	10	260	1	689	12	27	2
14th St.	Madison St. to Woodburn Ave.	450	85	1	3.58	18	220	6	769	10	35	3
Union St.	4th St. to 7th St.	954	68	7	3.84	11	103	15	1,035	5	38	4
19th St. (11/10)	Walnut St. to Dunn St.	1,120	51	13	3.48	21	178	8	1,229	2	44	5
Smith Rd. (11/10)	Grandview Dr. to 10th St.(west)	1,352	42	19	3.63	17	260	2	771	9	47	6
Moore's Pk.	Andrews St. to College Mall Rd.	1,289	51	13	3.99	6	52	27	1,453	1	47	6
S. Rogers St.	south of Hillside Dr.	480	43	18	3.97	8	90	21	825	8	55	9
Jefferson St.	3rd St. to 7th St.	1,375	66	8	3.66	15	97	16	393	15	54	8
17th St.	Indiana Ave. to Forrest Ave.	1,323	45	16	4.23	1	58	26	525	14	57	10
5th St.	Union St. to Hillsdale Dr.	1,671	66	8	3.52	20	131	10	298	19	57	10
Walnut St.	Hoosier St. to Legends (driveway)	369	52	11	3.74	14	34	28	986	7	60	12
Farview St. (renew - 11/10)	Wylie St. to Allen St.	1,005	52	11	3.48	21	120	12	343	16	60	12
Palmer St. connector path	Wylie St. to 1st St.	529	75	3	1.50	33	146	9	328	17	62	15
Miller Dr.	Huntington Dr. to Olive St.	423	38	22	3.66	15	82	22	1,191	4	63	16
Moore's Pk.	Valley Forge Rd. to High St.	1,060	34	26	4.17	2	107	14	240	21	63	16
E 7th St.(12/10)	SR 45/46 Bypass to Hillsdale Dr.	830	69	6	3.30	27	240	4	202	24	61	14
Wylie St. (new 2013)	Lincoln St. to Henderson St.	1,150	77	2	2.33	32	121	11	301	18	63	16
17th St. (new 2012)	Crescent Street to College Ave.	5,500	45	17	2.46	33	216	7	996	6	63	16
Walnut St.	Winston/Thomas to Nat'l Guard Armory	1,064	42	19	3.99	6	34	29	679	13	67	20
High St.	Covenanter Dr. to 2nd St.	2,622	46	15	4.01	5	93	20	156	27	67	20
Rockport Rd. (1/10)	Countryside Ln. to Tapp Rd.	3,198	25	32	4.07	3	61	24	716	11	70	22
Maxwell Ln.	Highland Ave. to Sheridan Dr.	842	63	10	3.19	29	93	18	186	25	82	23
Morningside Dr. (new 2012)	Sheffield Dr. to Park Ridge Rd.	1,276	35	23	2.87	30	228	5	174	26	84	24
Rhorer Rd.	Walnut St. to Sare Rd.	4,775	40	21	4.06	4	0	31	69	32	88	25
Nancy St.	Hillside Dr. to Mark St.	878	31	29	3.48	21	94	17	235	22	89	26
Smith Rd. (1/10)	Hagan St. to Brighton Ave. (west)	1,817	28	30	3.56	19	118	13	122	29	91	27
Mitchell St. (New - 1/11)	Maxwell Ln. to Circle Dr. (east)	624	34	26	3.34	25	77	23	297	20	94	28
Covenanter Dr.	Ruby Ln. to High St.	335	35	23	3.46	24	93	19	140	28	94	28
Graham Dr. (1/10)	Rockport Rd. to Rogers St.	1,815	35	23	3.34	25	58	25	234	23	96	30
Dunn St.	SR 45/46 to Tamarack Tr.	2,044	32	28	3.83	12	7	30	74	31	101	31
Kinser Pk.	north of Acuff Rd.	1,595	12	33	3.83	12	0	31	40	33	109	32
Ramble Rd.	Ramble Rd. to Dunn St.	875	28	30	3.26	28	0	31	86	30	119	33

Appendix Four – Evaluation of Proposed Sidewalk Projects

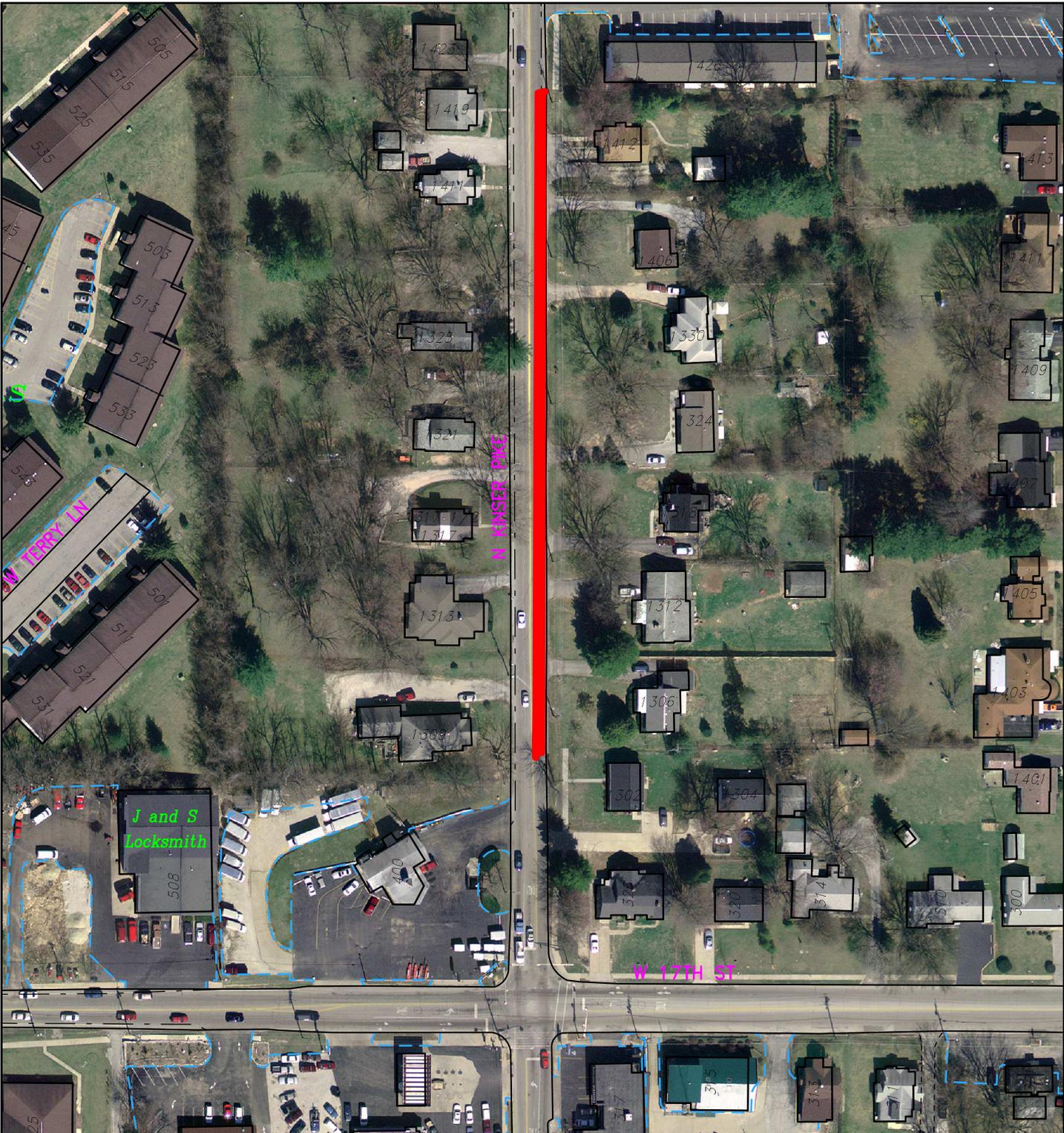
Sidewalk Inventory

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

Index for Maps of Sidewalk Proposals (For Initial 2013 Sidewalk Committee Meeting) – Includes Existing (But Not New) Proposals – In Approximate Order of Priority (Does Not Account for Two Projects with the Same Rank)

<u>Street</u>	<u>Location</u>	<u>Side</u>	<u>Comment</u>
Kinser Pike	North of 17 th to Existing Sidewalk	East/ West	<i>In 2012, the Committee heard a proposal for a pedestrian way to be installed within the right-of-way on the west side of the street (rather than on property outside of the current right-of-way on the east side).</i>
17th	Madison to Woodburn	South	
3rd Street	Bryan Ave to Travel Lodge	North	<i>Multi-phase project completed in 2012</i>
14th	Madison to Woodburn		<i>Reaffirmed for 2012 Committee</i>
Union	4 th to 7 th	East	<i>Moved from 6th to 4th in initial 2013 evaluation</i>
19th	Walnut to Dunn	(?)	<i>Combined 18th and 20th Street requested in 2011</i>
Smith Road	Grandview Drive to 10 th	West	<i>Introduced for 2010 Committee</i>
Moore's Pike	Andrews Circle to College Mall	South	
S. Rogers	1515 – 1525 S. Rogers	East	<i>Moved from 11th to 8th in initial 2013 evaluation</i>
Jefferson	3rd to 7th and 8th—10th		
17th	Indiana to Forrest	South	<i>Moved from 9th to 10th in initial 2013 evaluation</i>
5th	Union to Hillsdale	South	
Walnut	Hoosier to Legends	West	<i>Moved from 23rd to ~12th with initial 2-13 evaluation</i>
Morningside	Smith Road to Sheffield	South	<i>New for 2011 Committee—Completed 2012</i>
Fairview Street	Wylie Street to Allen Street		<i>Relisted in 2010 – moved from 16th to 13th with initial 2013 evaluation</i>
Palmer (street connection)	Wylie to 1 st		<i>Switched places with Miller Drive with initial 2013 evaluation</i>
17th St.	Crescent Street to College Avenue	?	<i>New for 2012 Committee (Placed here based upon 2012 evaluation)</i>
Miller Drive	Huntington to Olive		<i>Switched places with Palmer St. with initial 2013 evaluation</i>
Moore's Pike	Valley Forge to High	North	<i>Moved from 15th to ~16th with initial 2013 evaluation</i>
E. 7th Street	Bypass to Hillsdale Drive		<i>New for 2010 Committee – Possible pedestrian lane - moved from 13th to 17th in initial 2013 evaluation</i>
Wylie St.	Lincoln to Henderson		<i>New in 2012</i>
Walnut	Winston/Thomas to Indiana Nat'l Guard	West	<i>Moved from 24th to ~19th with initial 2-13 evaluation</i>
High	Covenanter to 2 nd	East	<i>Repair – raise curb</i>
Rockport Road	Countryside Lane to Tapp Road	West	<i>New Request for 2010 Committee</i>
Lincoln Street	SW corner at Grimes (existing—crumbling ramp)		<i>Internal inquiry for 2012 Committee Dropped in 2012 – Did not meet criteria</i>
Maxwell Lane	Highland to Sheridan	North	<i>Moved from 27th to 22nd with 2013 initial evaluation</i>
Morningside Drive	Sheffield Drive to Park Ridge Road	North	<i>New in 2012 – first evaluation in 2013</i>
Rhorer Road	Walnut to Sare	North	<i>Moved from 32nd to 24th with initial evaluation in 2013</i>
Nancy	Mark to Hillside	West	<i>Switched places with Smith Rd with initial evaluation in 2013</i>
Smith Road	Hagan Street to Brighton Avenue	West	<i>New for 2011 Committee – switched places with Nancy Street with initial evaluation in 2013</i>
Mitchell Street	Maxwell Lane to Circle Drive	East	<i>New for 2012 Committee – Pedestrian Lane approved in 2012 - Moved from 31st to 27th with initial evaluation in 2013</i>

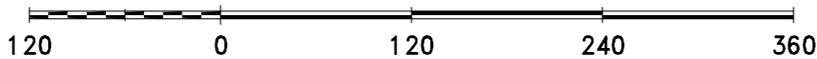
Rockport Road	North of Coolidge		<i>New for 2012 Committee - Scheduled for acquisition of right-of-way in 2012 – Project involves road project in partnership with HAND, CDBG and Public Works with completion expected after 2012</i>
Southdowns	Jordan to Mitchell	South	<i>Relisted for 2011—Completed in 2012</i>
Ruby Lane/Covenanter Drive	Naney to Hillside	South	<i>Removed in 2011 in favor of sidewalk on Marilyn Drive</i>
Covenanter Drive	Ruby to High	South	<i>Removed in 2011 in favor of sidewalk on Marilyn Drive</i>
Graham Drive	Rockport Road to Rogers Street		<i>New for 2010 Committee</i>
Dunn	SR 45/46 to Tamarack Trace	East	
Kinser Pike	North of Acuff	West	
Clubhouse Drive	Kinser to Old SR 37		Removed Winter of 2009-10
Ramble Road	Ramble to Dunn	East	



2009 Council Sidewalk Committee

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

By: fallsm
7 Oct 08



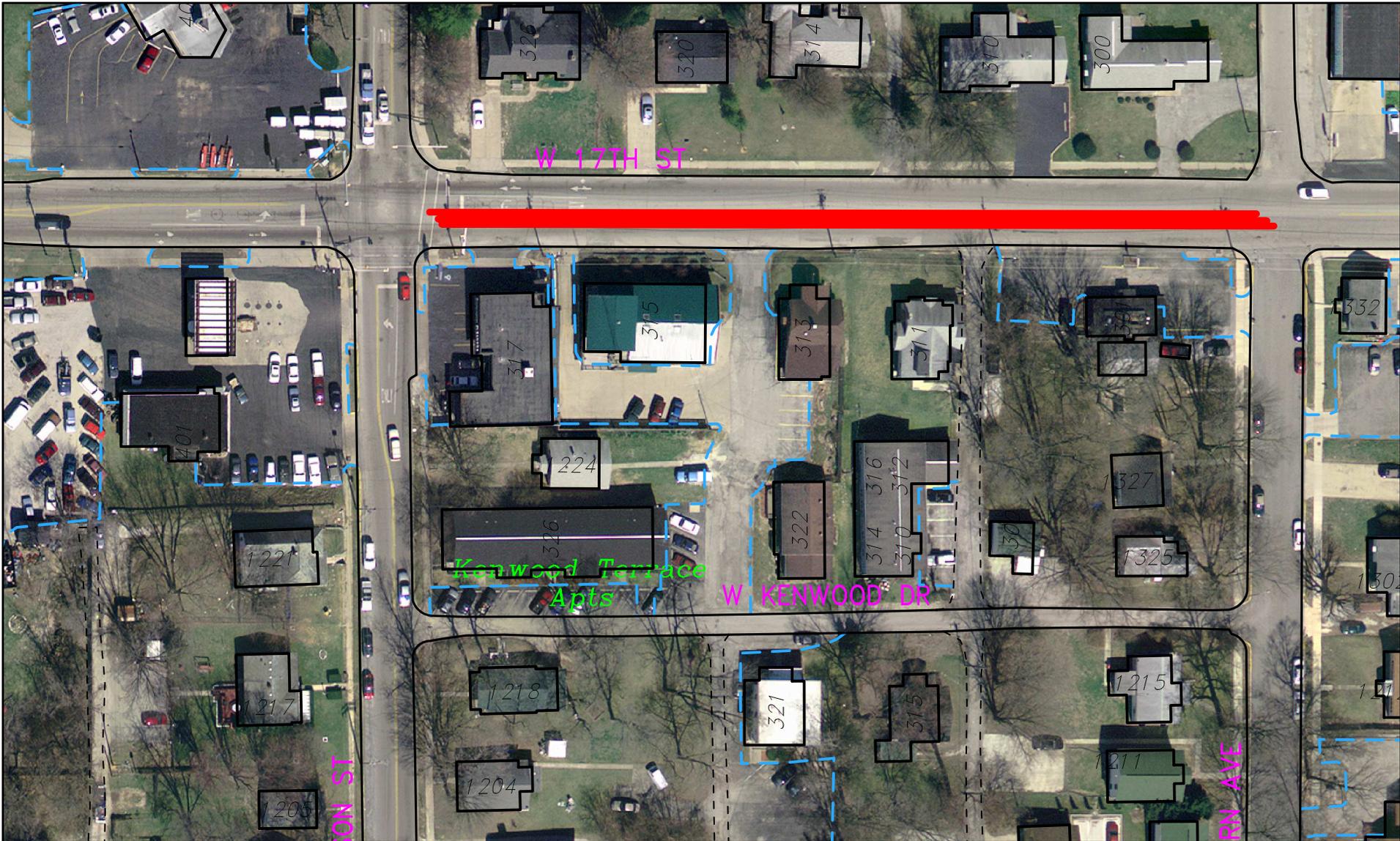
For reference only; map information NOT warranted.



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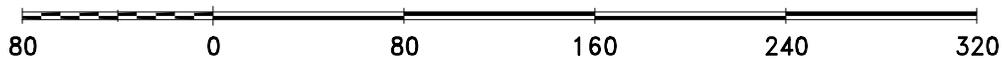


Scale: 1" = 120'



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

By: fallsm
 6 Oct 08



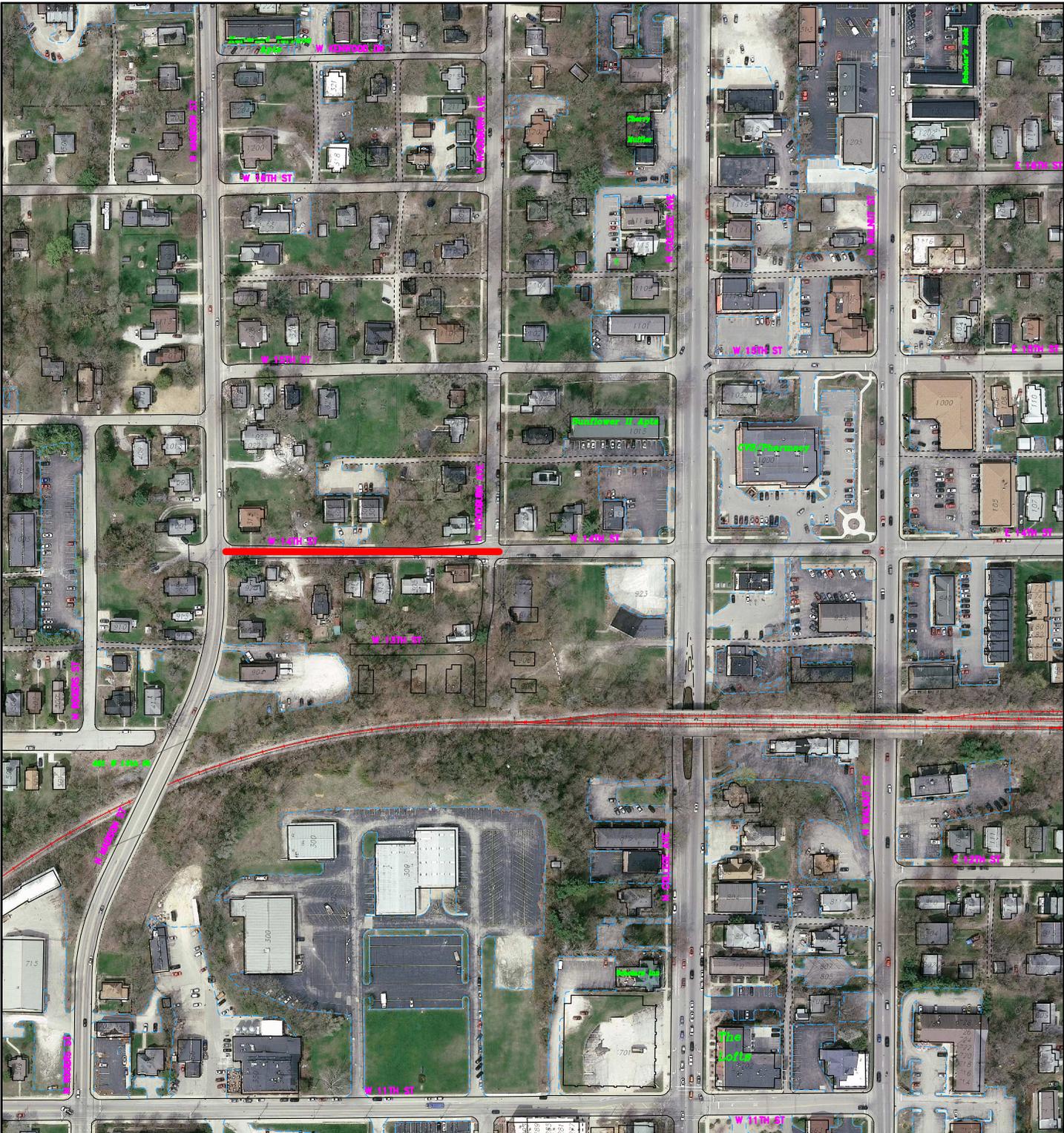
For reference only; map information NOT warranted.



City of Bloomington
 Clerk & Council

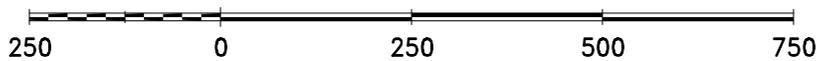


Scale: 1" = 80'



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

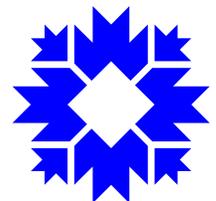
By: shermand
 2 Nov 11
 File: LPWdl



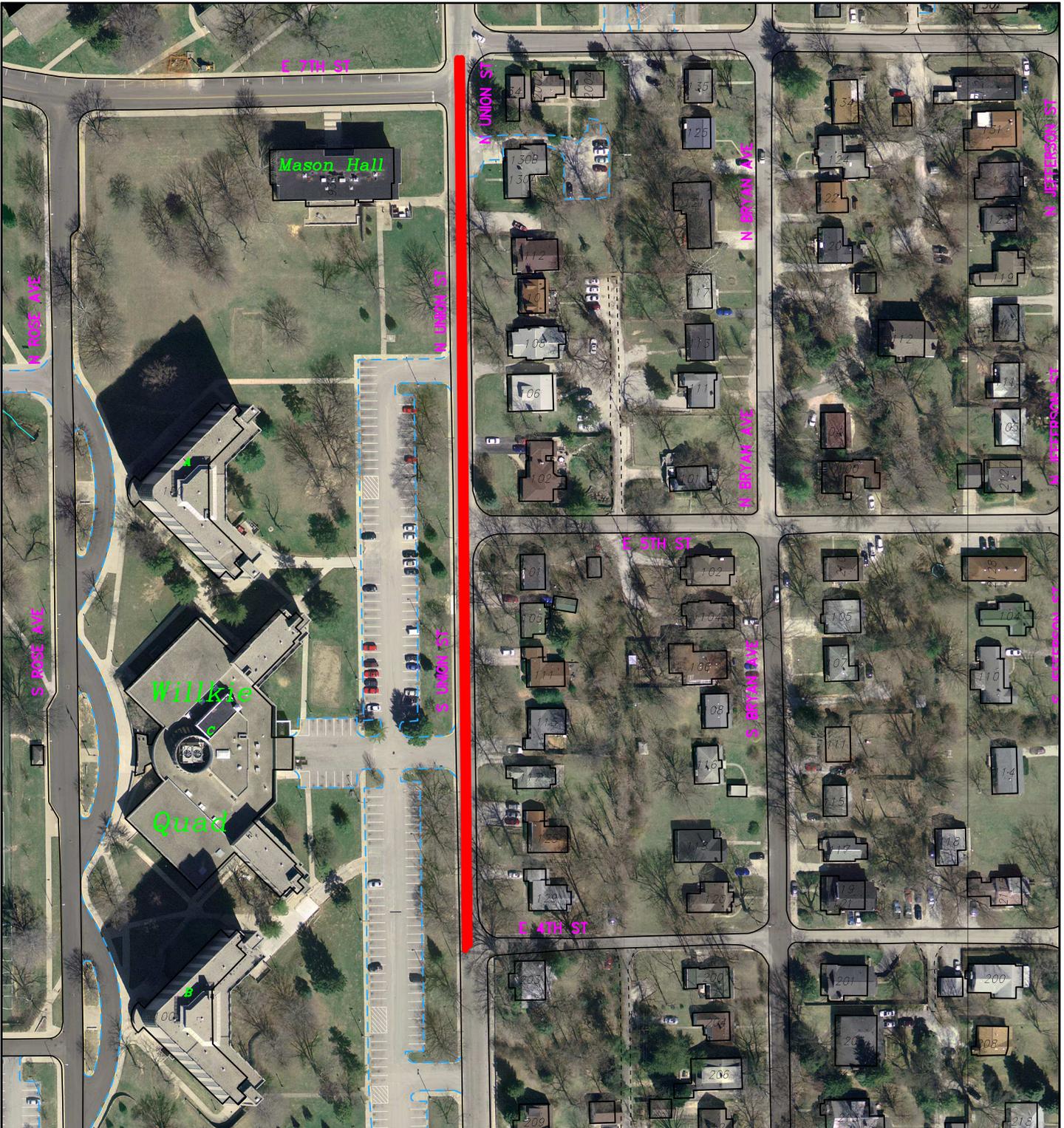
For reference only; map information NOT warranted.



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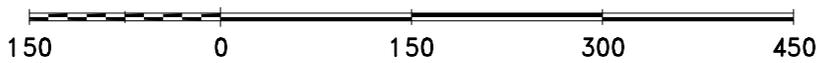
Scale: 1" = 250'



2009 Council Sidewalk Committee

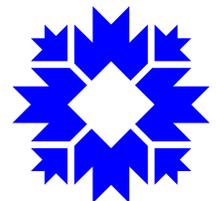
Tim Mayer's request for a sidewalk on the east side of Union St. (from 4th to 7th)

By: fallsm
6 Oct 08



For reference only; map information NOT warranted.

City of Bloomington
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Scale: 1" = 150'

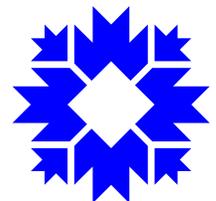


Council Sidewalk Committee Project Request
 19th from Walnut to Dunn (Segments) – In Liew of 18th or 20th
 2012 Revision

By: shermand
 1 Nov 11
 File: LP19th

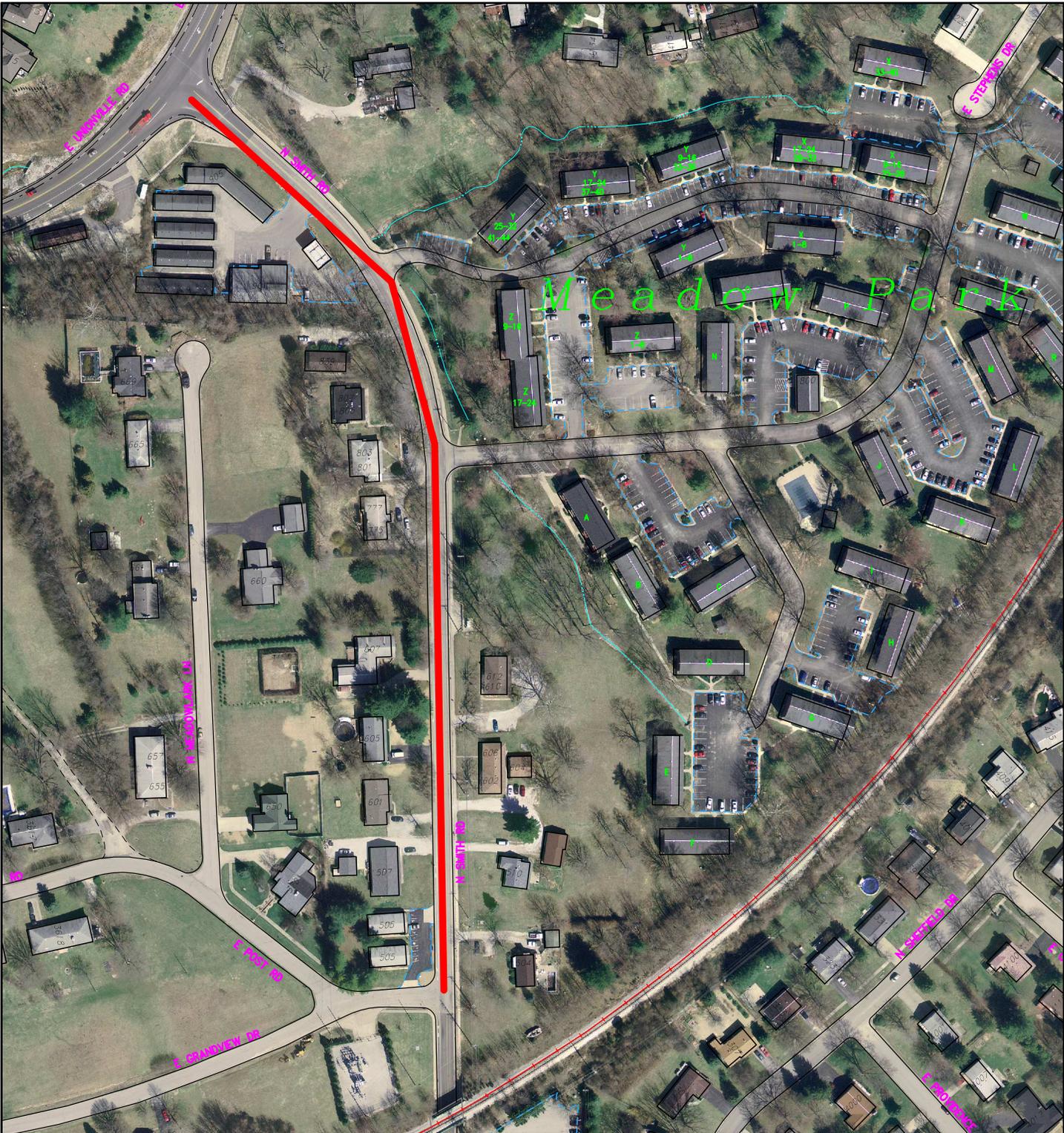


City of Bloomington
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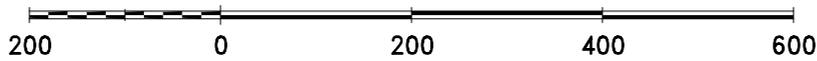
Scale: 1" = 250'

For reference only; map information NOT warranted.



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

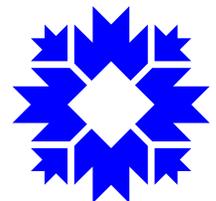
By: shermand
 10 Nov 10



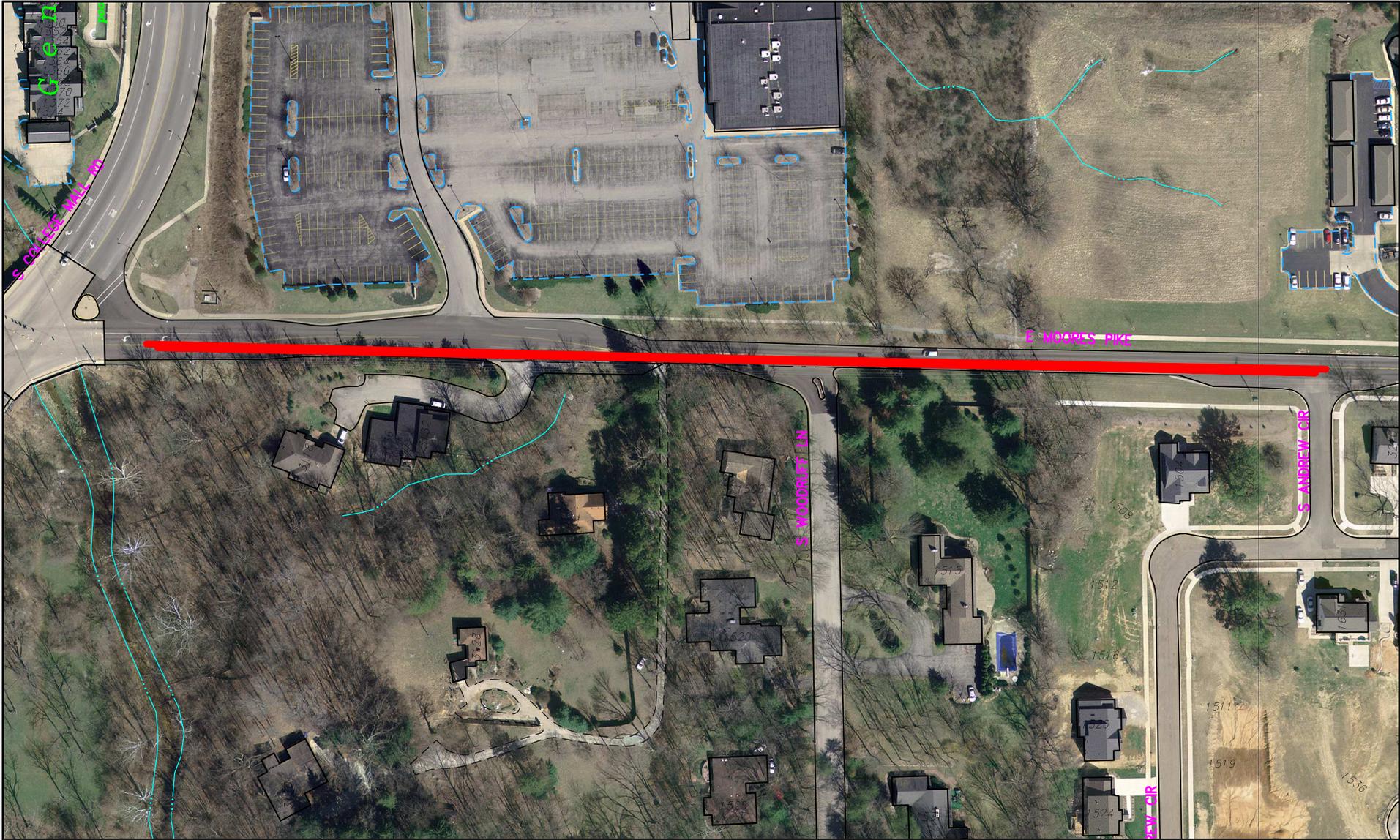
For reference only; map information NOT warranted.



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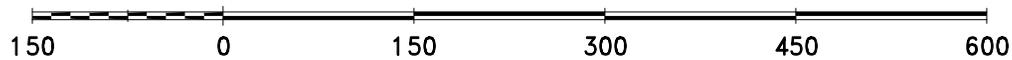


Scale: 1" = 200'



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

By: fallsm
6 Oct 08



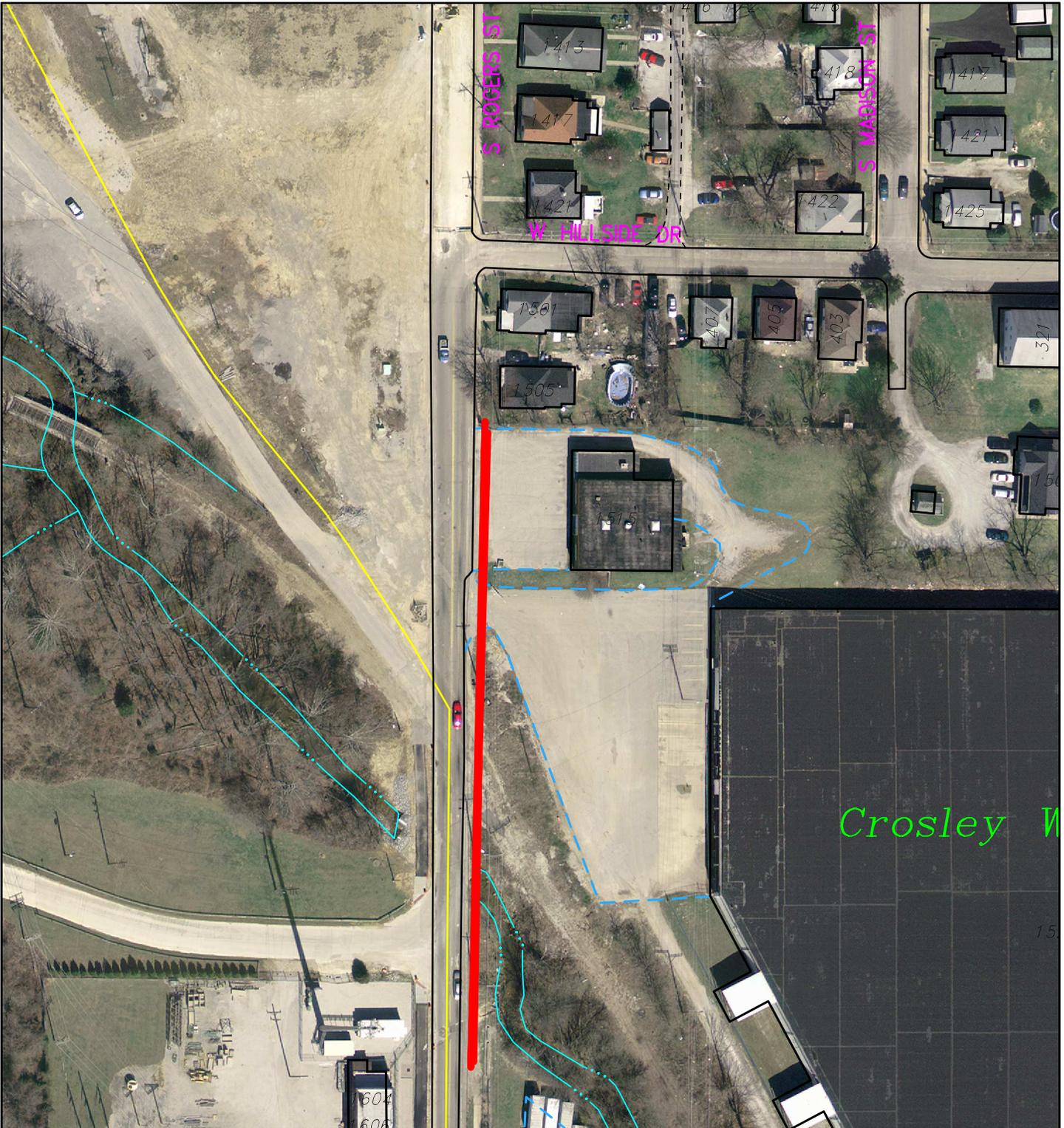
For reference only; map information NOT warranted.



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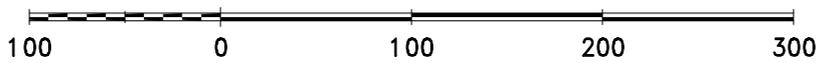


Scale: 1" = 150'

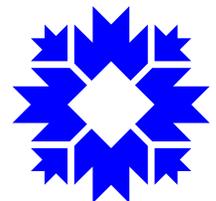


2009 Council Sidewalk Committee
 Councilmember Piedmont Smith request for sidewalk
 in front of 1515 (Zuchinni Print) and 1525 (Warehouse) South Rogers (east side)

By: shermand
 22 Oct 08

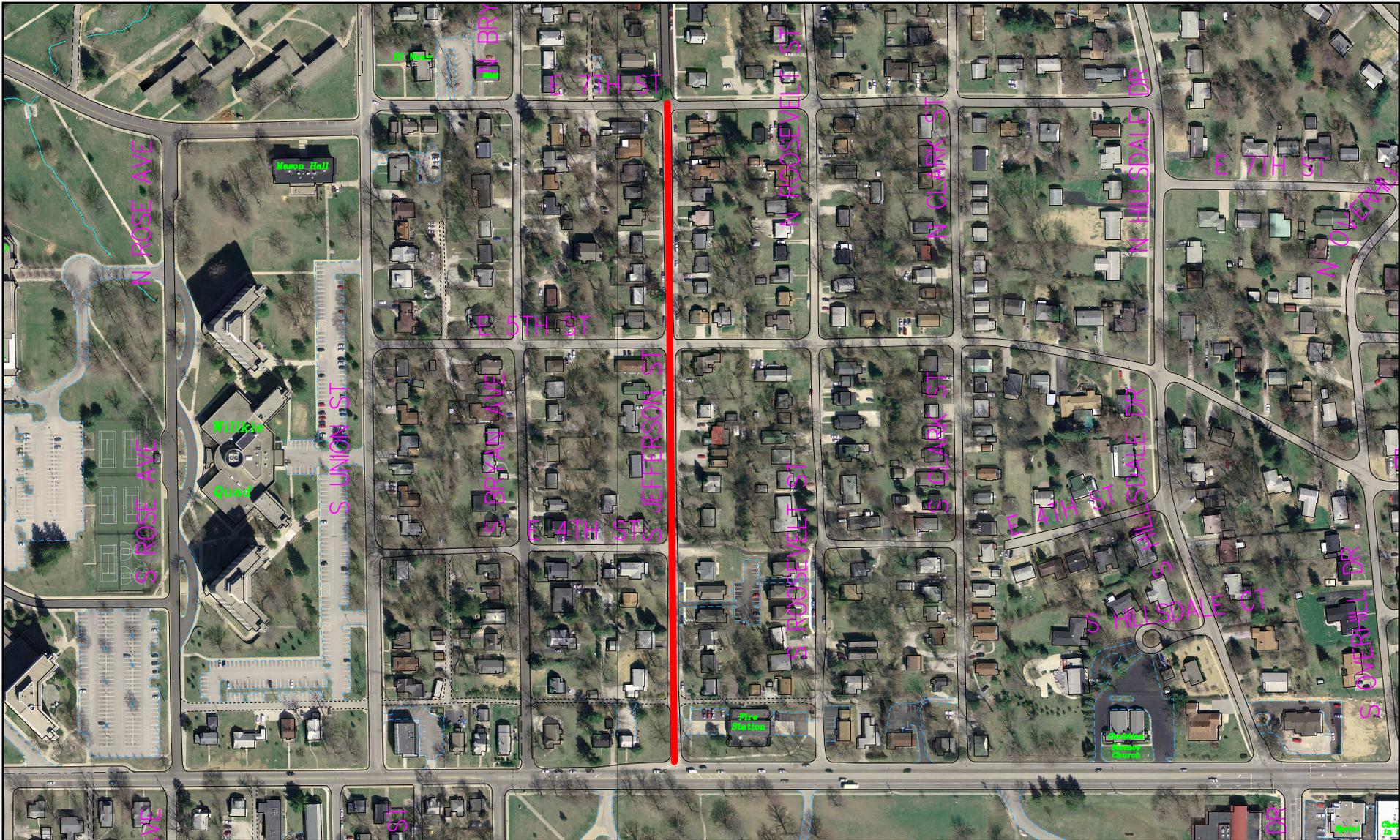


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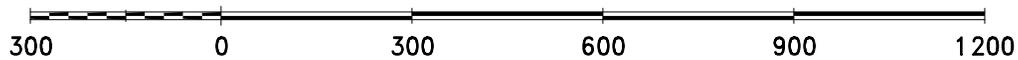
Scale: 1" = 100'

For reference only; map information NOT warranted.



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

By: fallsm
 3 Oct 08



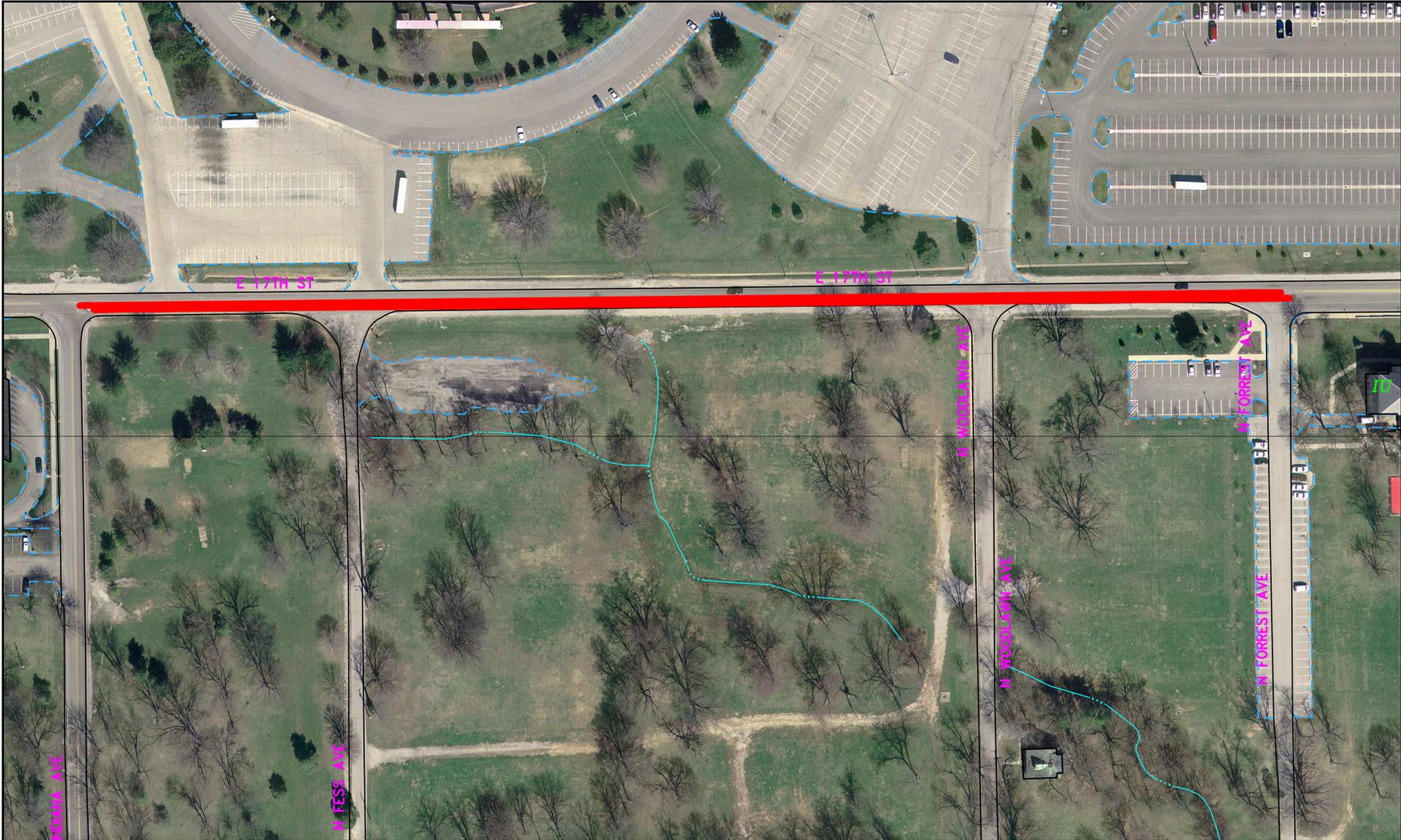
For reference only; map information NOT warranted.



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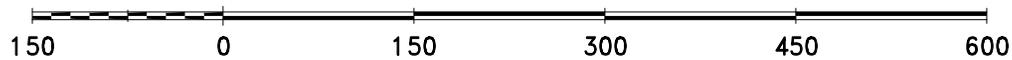


Scale: 1" = 300'



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

By: fallsm
6 Oct 08



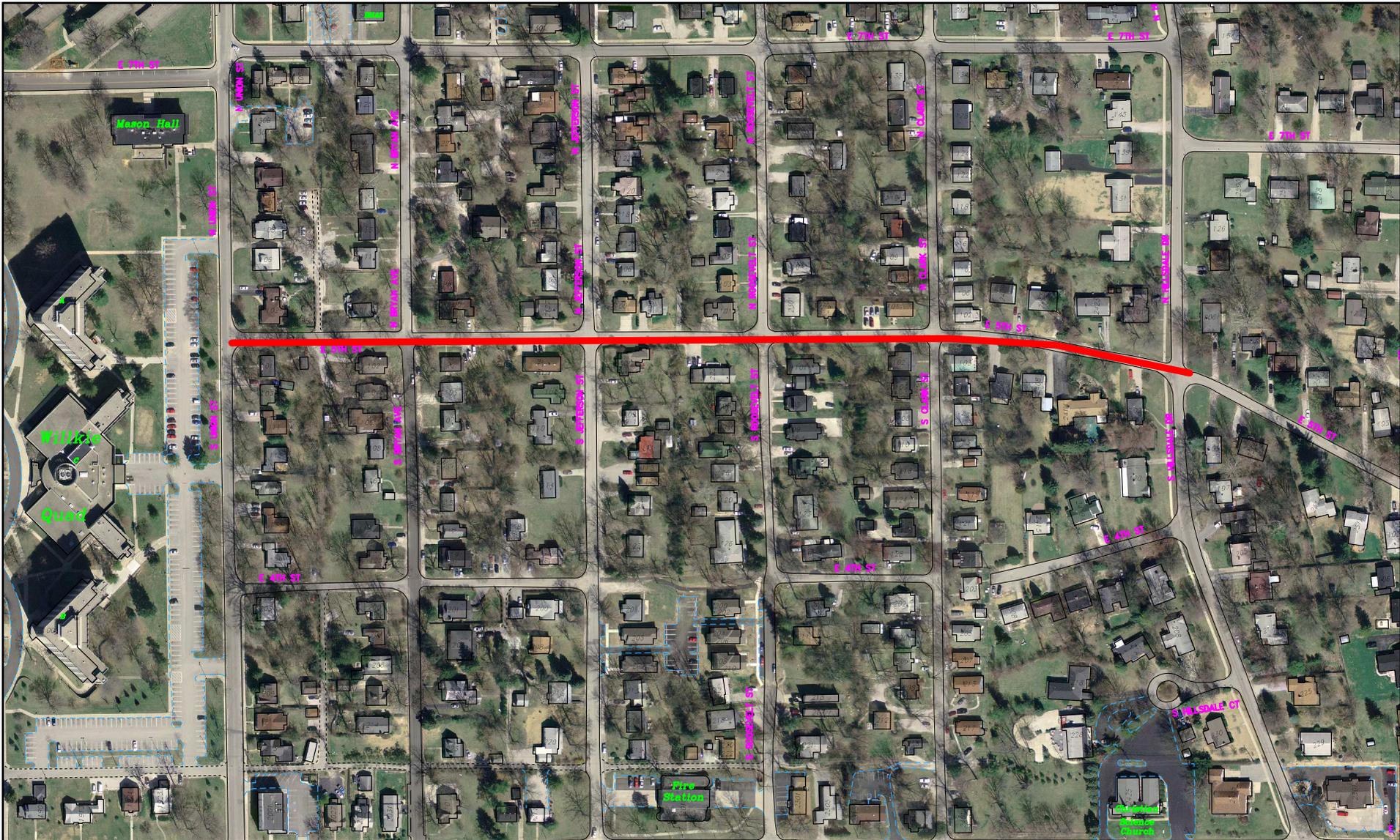
For reference only; map information NOT warranted.



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Scale: 1" = 150'

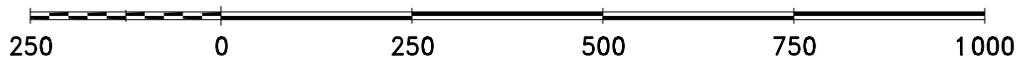


2009 Council Sidewalk Committee

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

By: fallsm

3 Oct 08



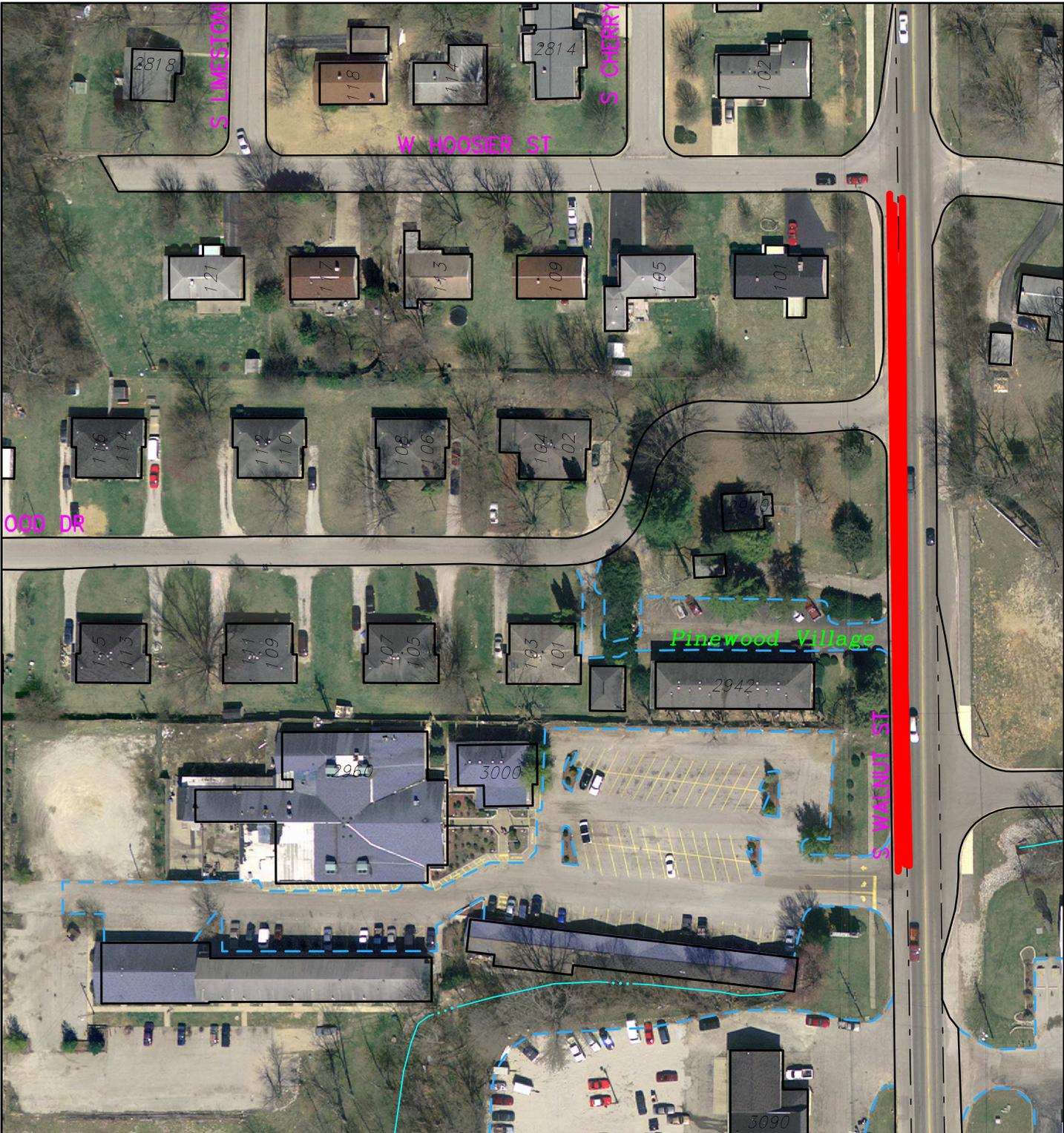
For reference only; map information NOT warranted.



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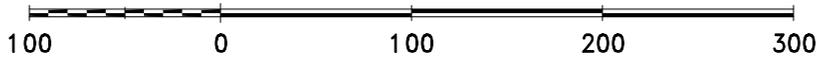


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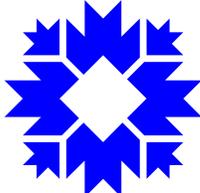


2009 Council Sidewalk Committee
 DPW's request for a sidewalk on S Walnut (from Hoosier St to Legends)

By: fallsm
 6 Oct 08



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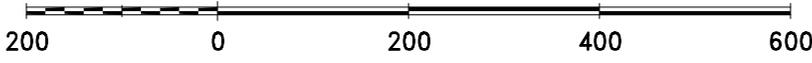
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For reference only; map information NOT warranted.

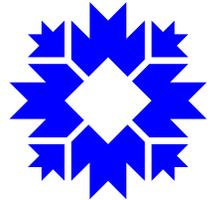


2011 Council Sidewalk Committee
 Request for Sidewalk on Fairview from Wylie to Allen Streets

By: shermand
 14 Sep 10
 File: LPfrw

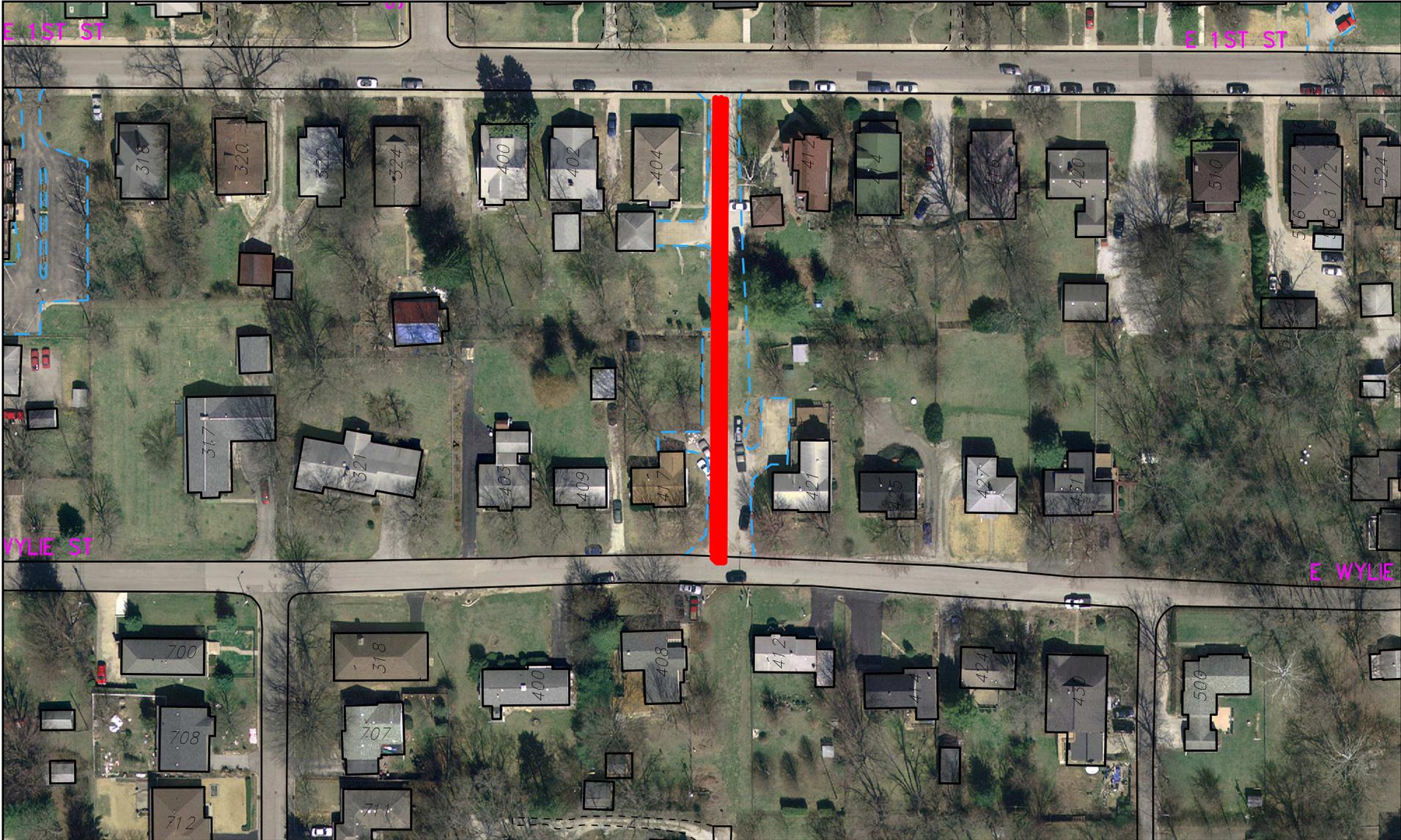


City of Bloomington
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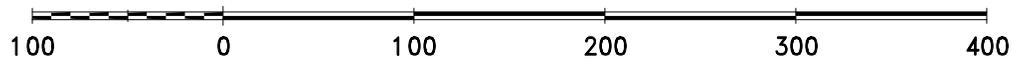
Scale: 1" = 200'

For reference only; map information NOT warranted.



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

By: fallsm
7 Oct 08



For reference only; map information NOT warranted.



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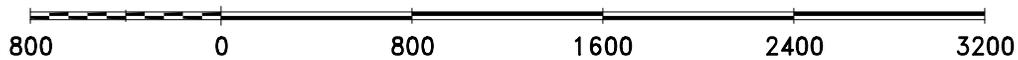


Scale: 1" = 100'



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



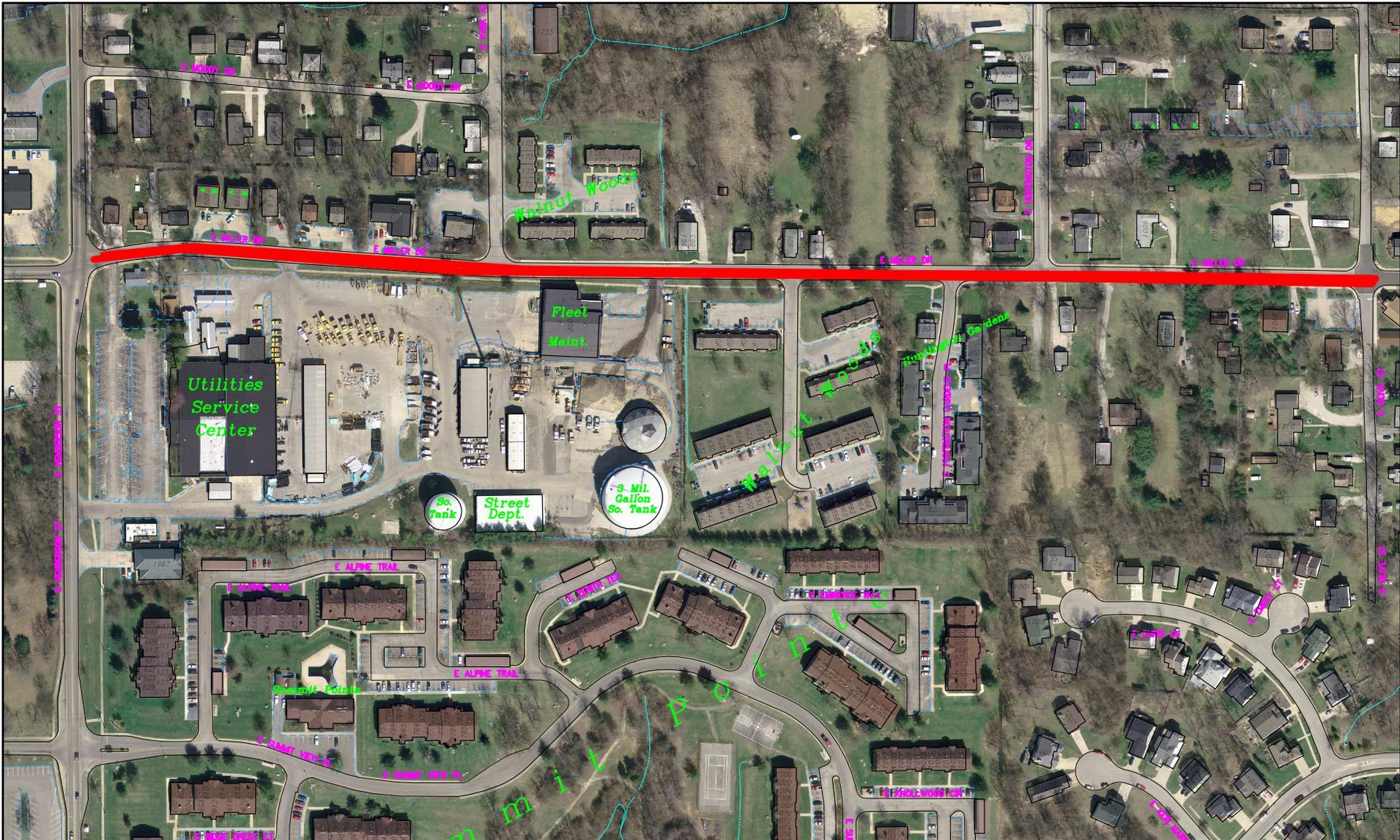
For reference only; map information NOT warranted.



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Scale: 1" = 800'



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.



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Scale: 1" = 250'



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

By: fallsm
 3 Oct 08



For reference only; map information NOT warranted.



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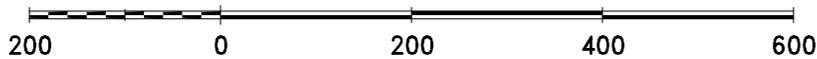


Scale: 1" = 200'



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

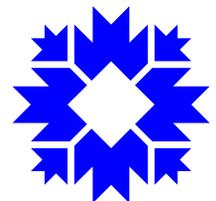
By: shermand
 2 Nov 11
 File: LPE7th



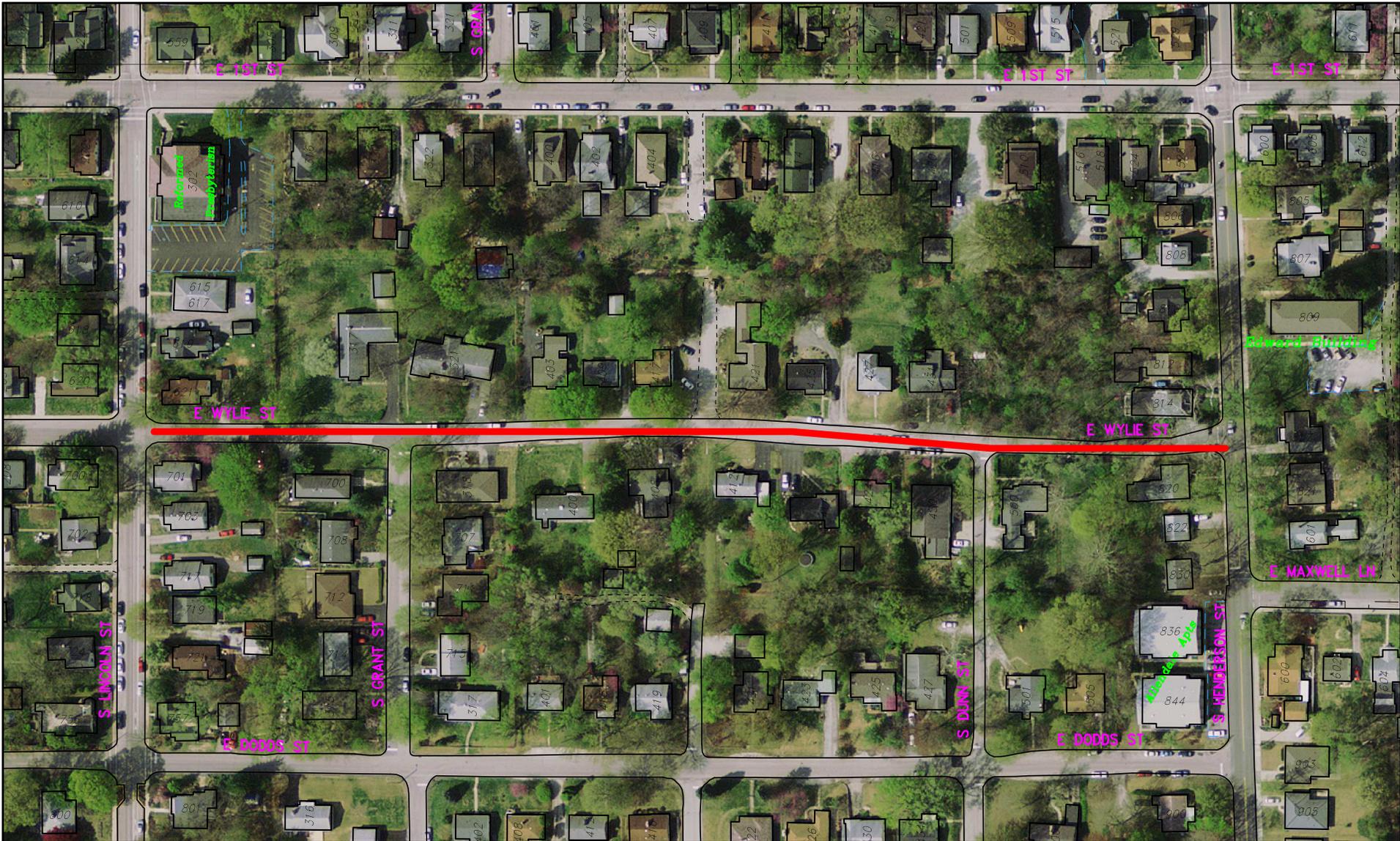
For reference only; map information NOT warranted.



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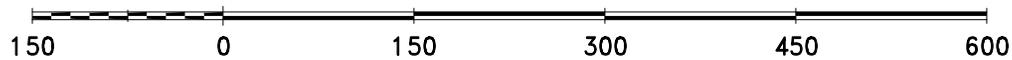


Scale: 1" = 200'



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

By: shermand
 18 Dec 12



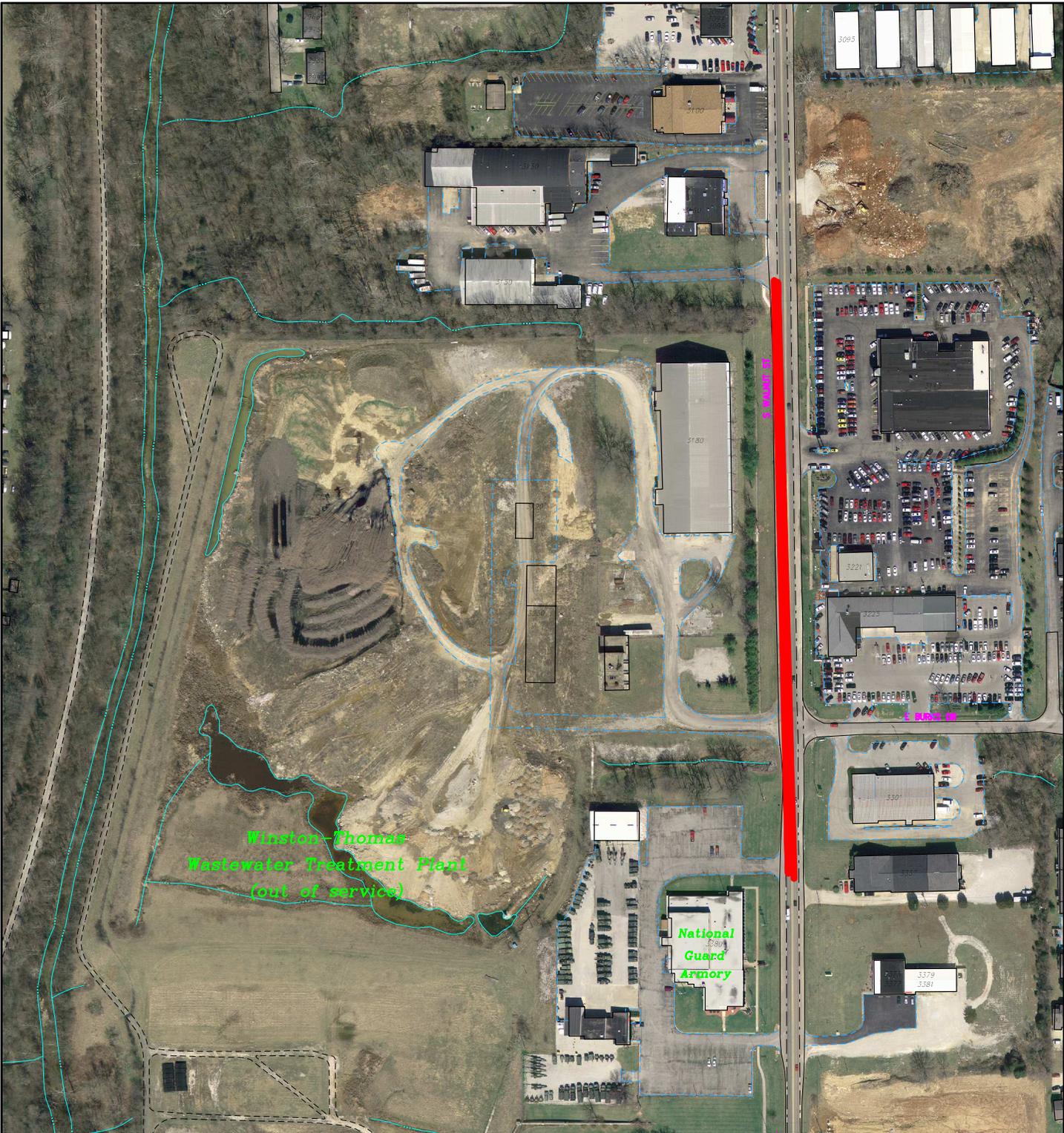
For reference only; map information NOT warranted.



City of Bloomington
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Scale: 1" = 150'

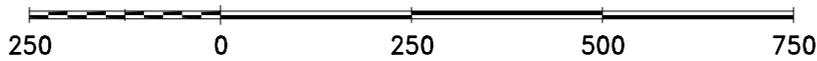


2009 Council Sidewalk Committee

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

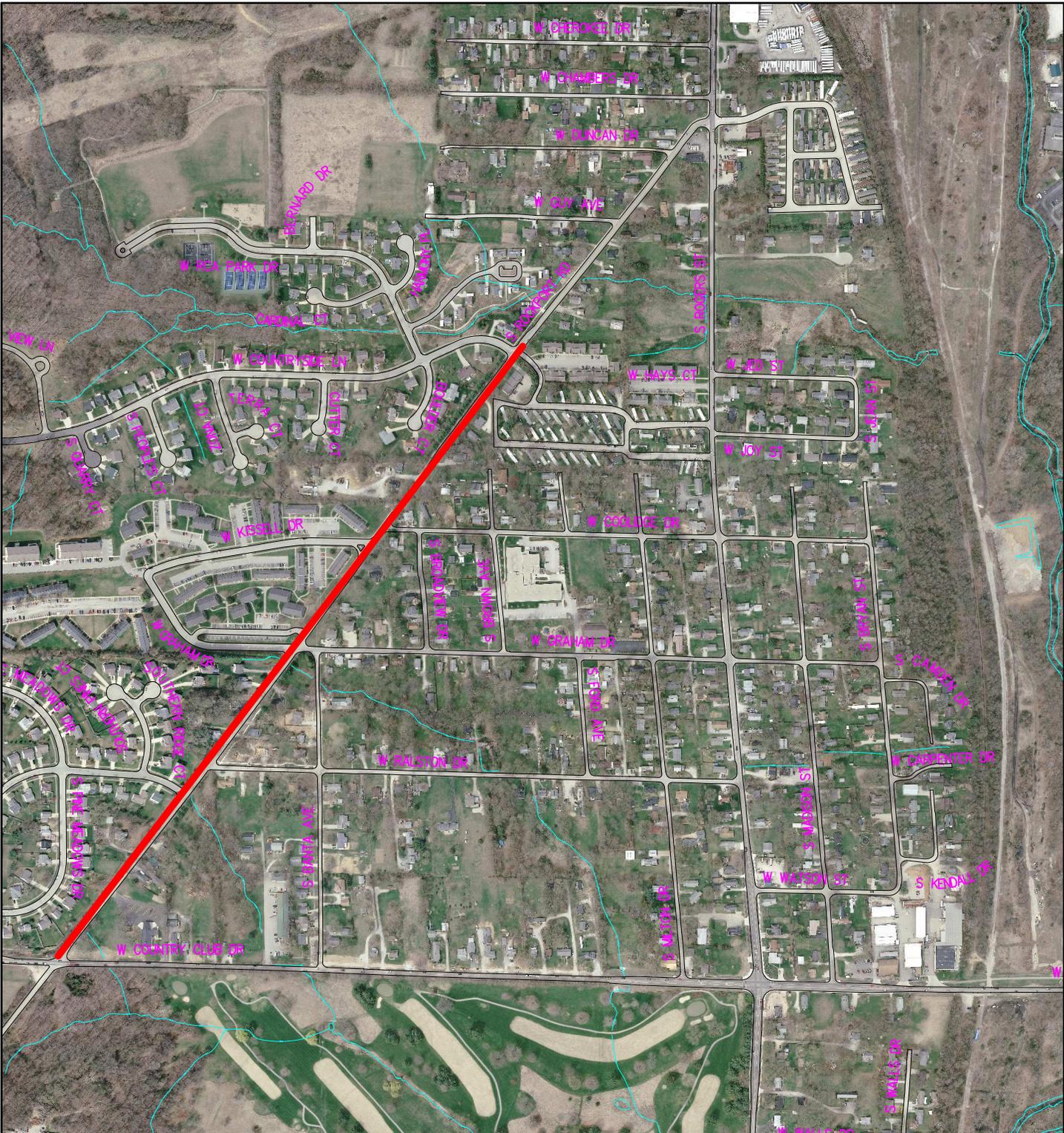
City of Bloomington
Clerk & Council

By: fallsm
6 Oct 08



Scale: 1" = 250'

For reference only; map information NOT warranted.



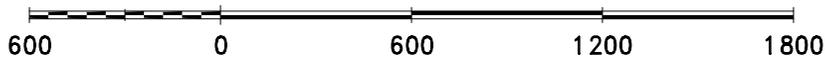
Council Sidewalk Committee – Project Requests

Rockport Road – Construct missing sidewalks from Tapp Road to Countryside Lane (West)
 or fund design for sidewalks (including estimates for acquisition of R-0-W)
 in anticipation of CDBG funding

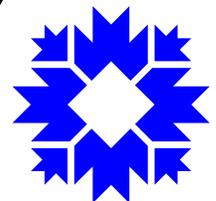
By: shermand

2 Nov 11

File: LPrr2

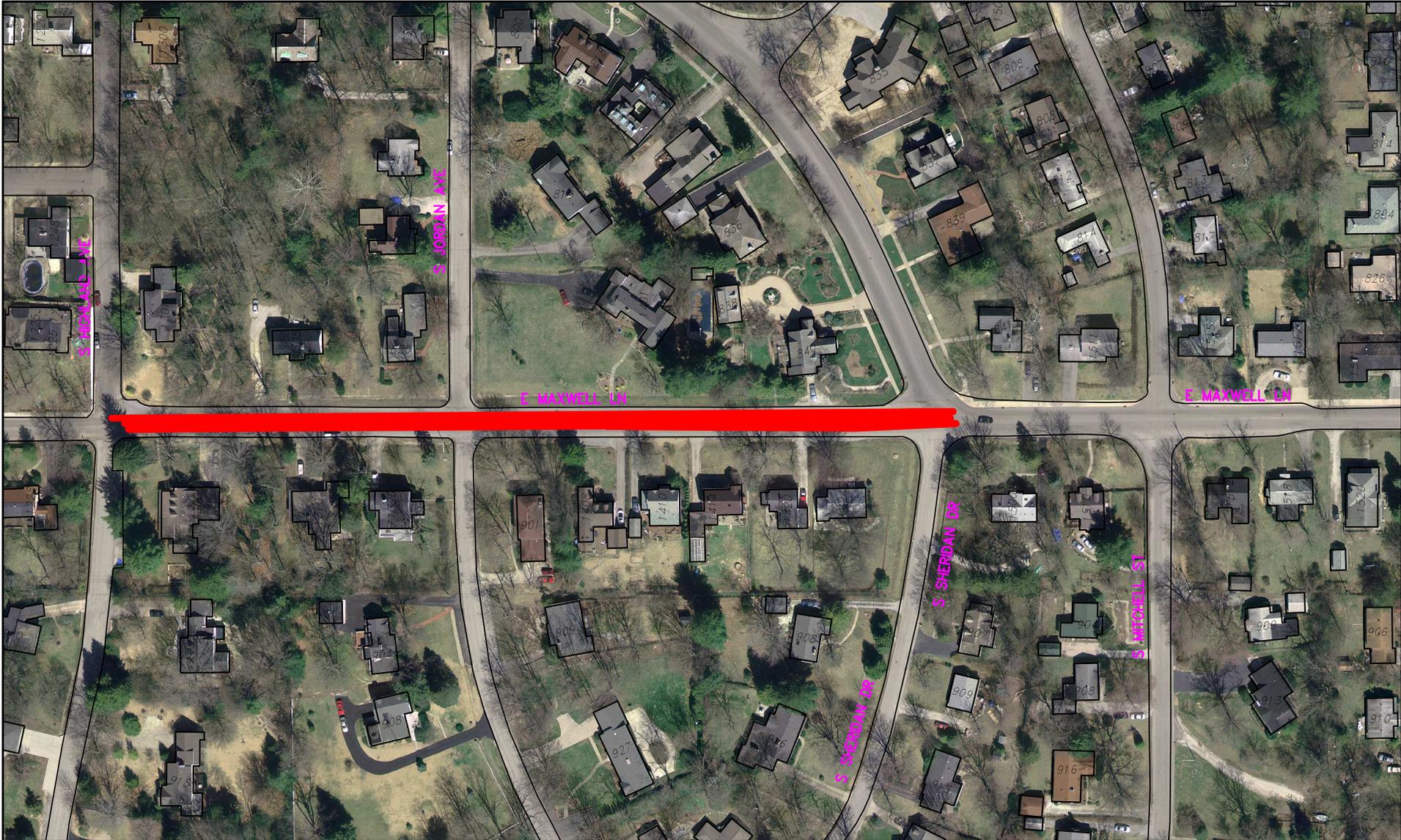


City of Bloomington



Scale: 1" = 600'

For reference only; map information NOT warranted.

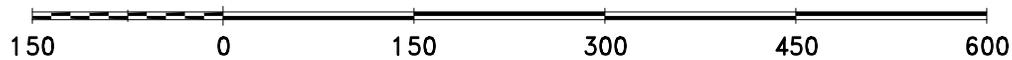


2009 Council Sidewalk Committee

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

By: fallsm

3 Oct 08



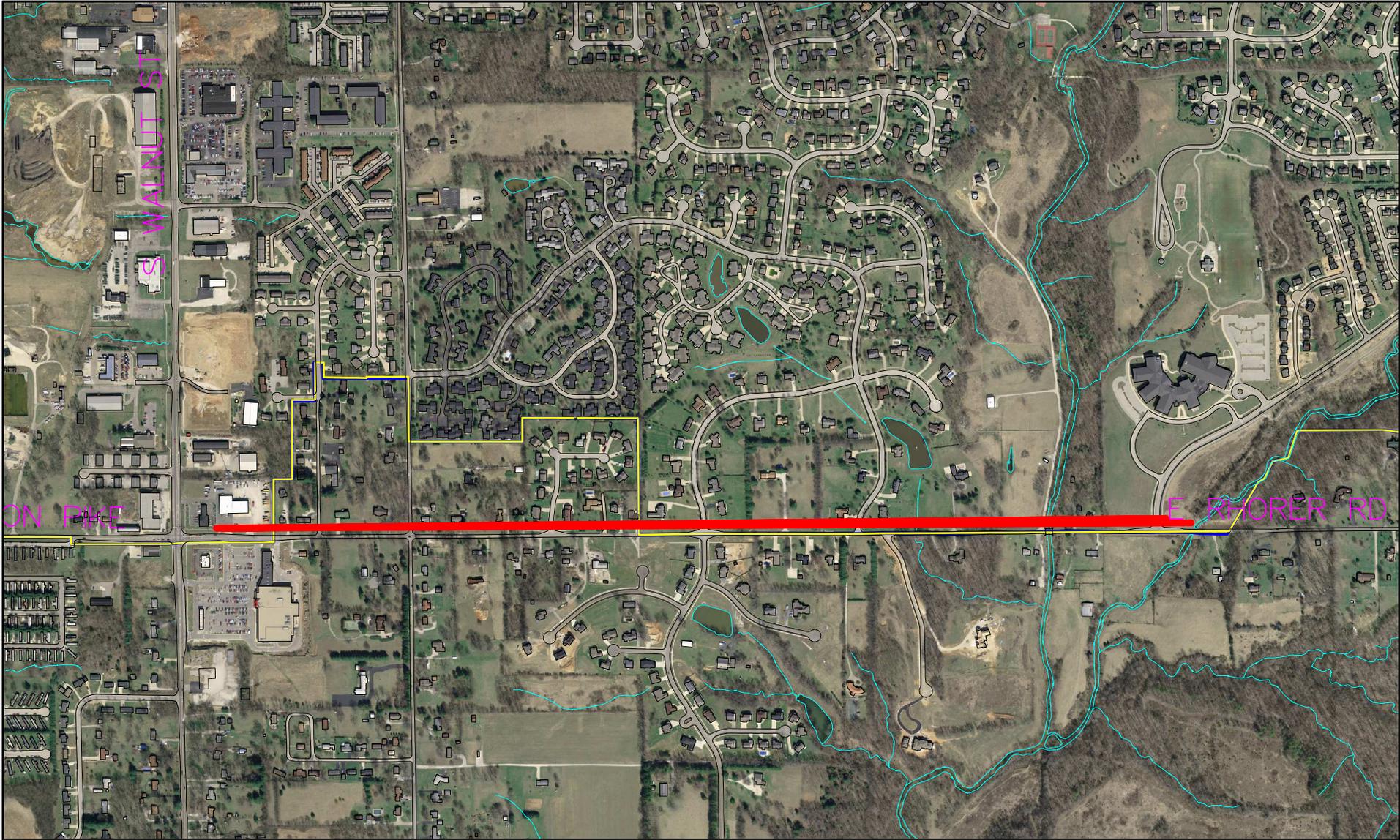
For reference only; map information NOT warranted.



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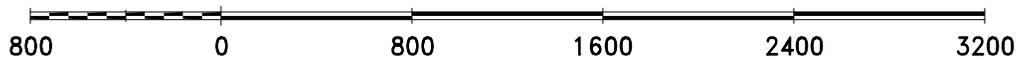


Scale: 1" = 150'



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

By: shermand
22 Oct 08



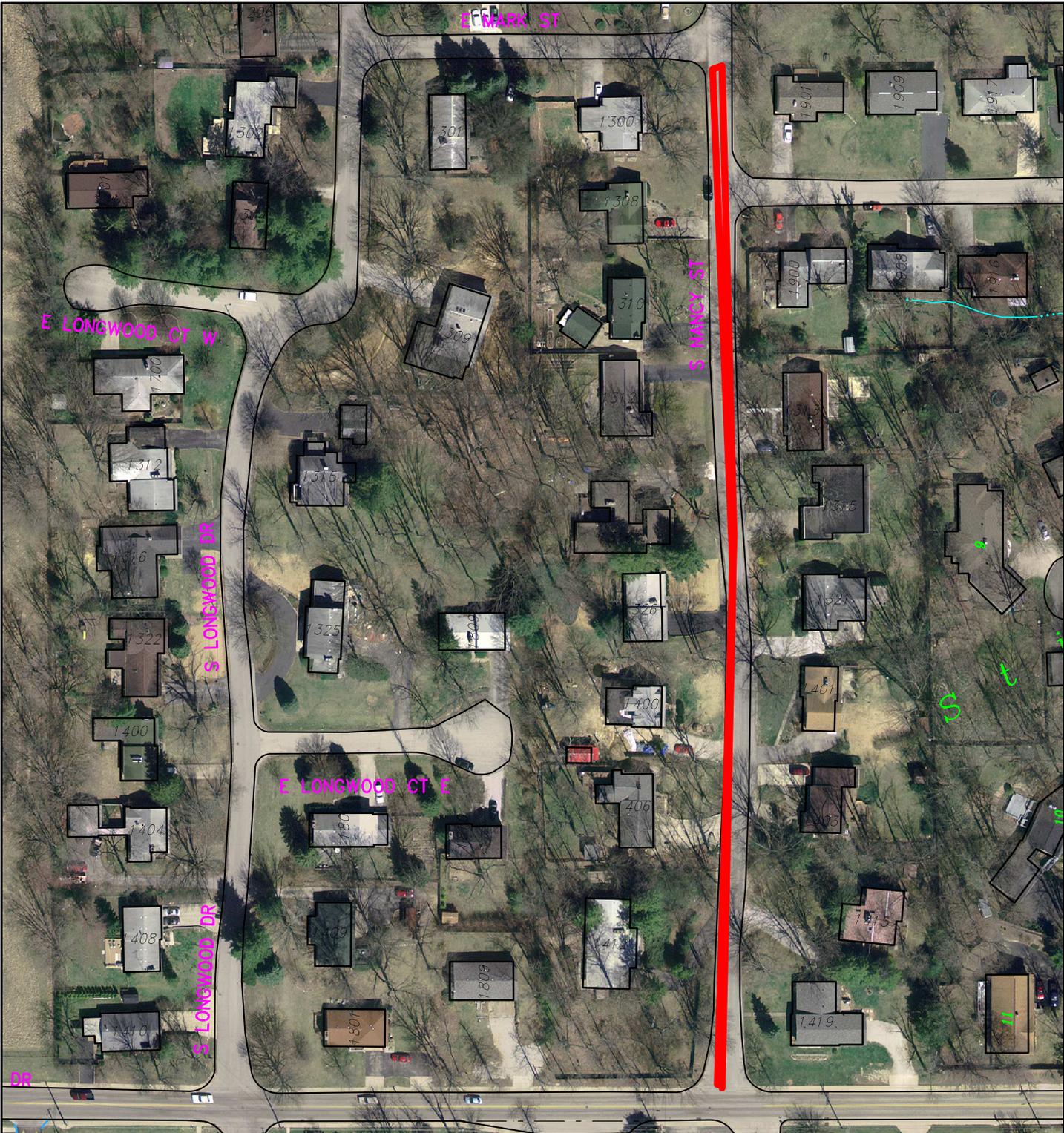
For reference only; map information NOT warranted.



City of Bloomington
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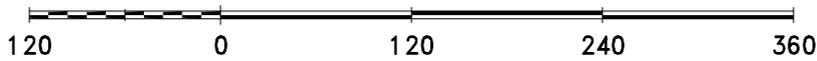
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2009 Council Sidewalk Committee

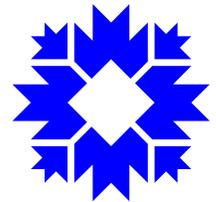
Dave Rollo's request for a sidewalk on the west side of Nancy (from Mark to Hillside)

By: fallsm
6 Oct 08



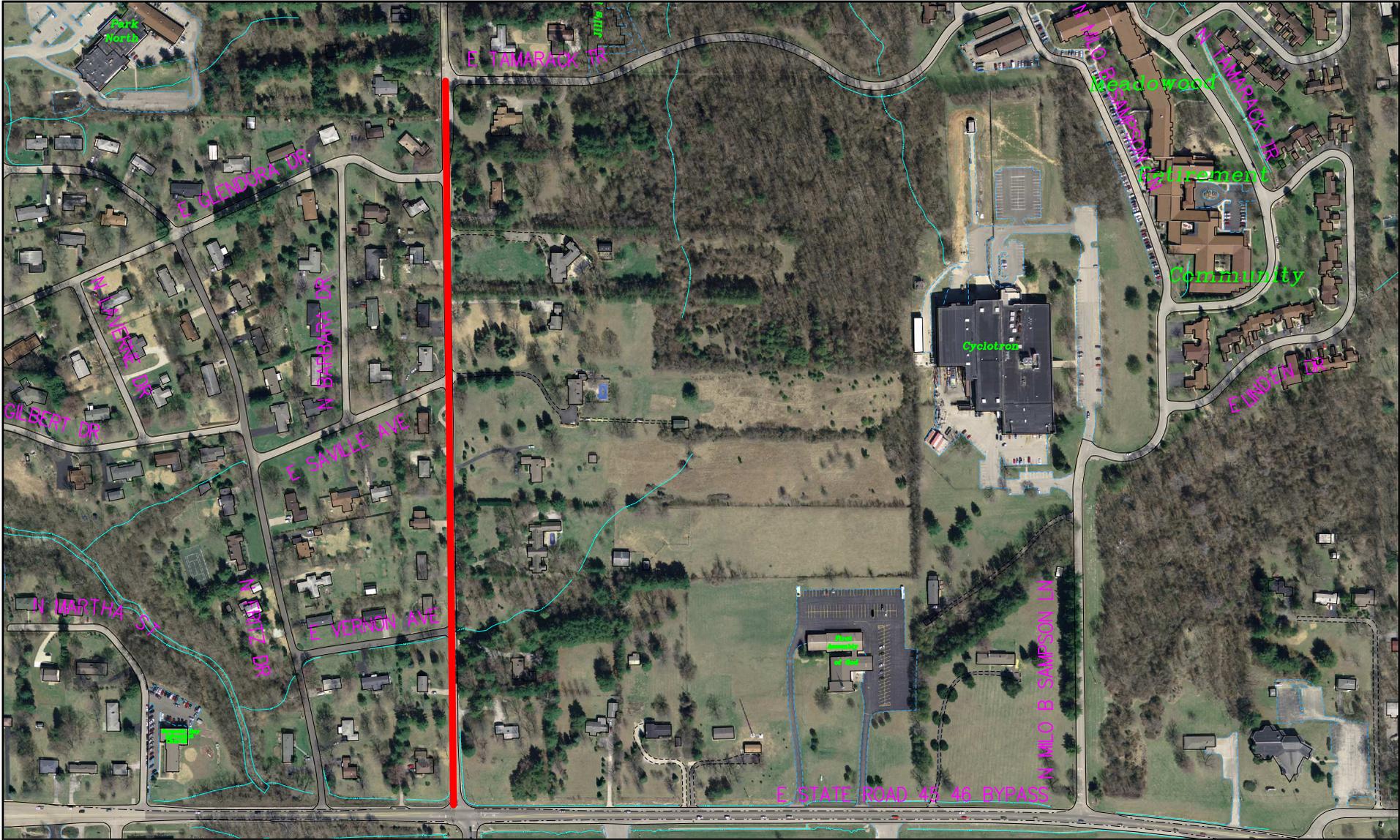
For reference only; map information NOT warranted.

City of Bloomington
Clerk & Council



Scale: 1" = 120'



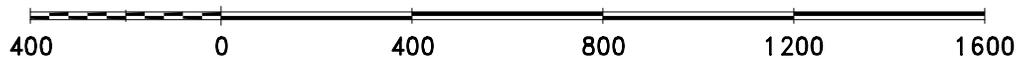


2009 Council Sidewalk Committee

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

By: fallsm

7 Oct 08



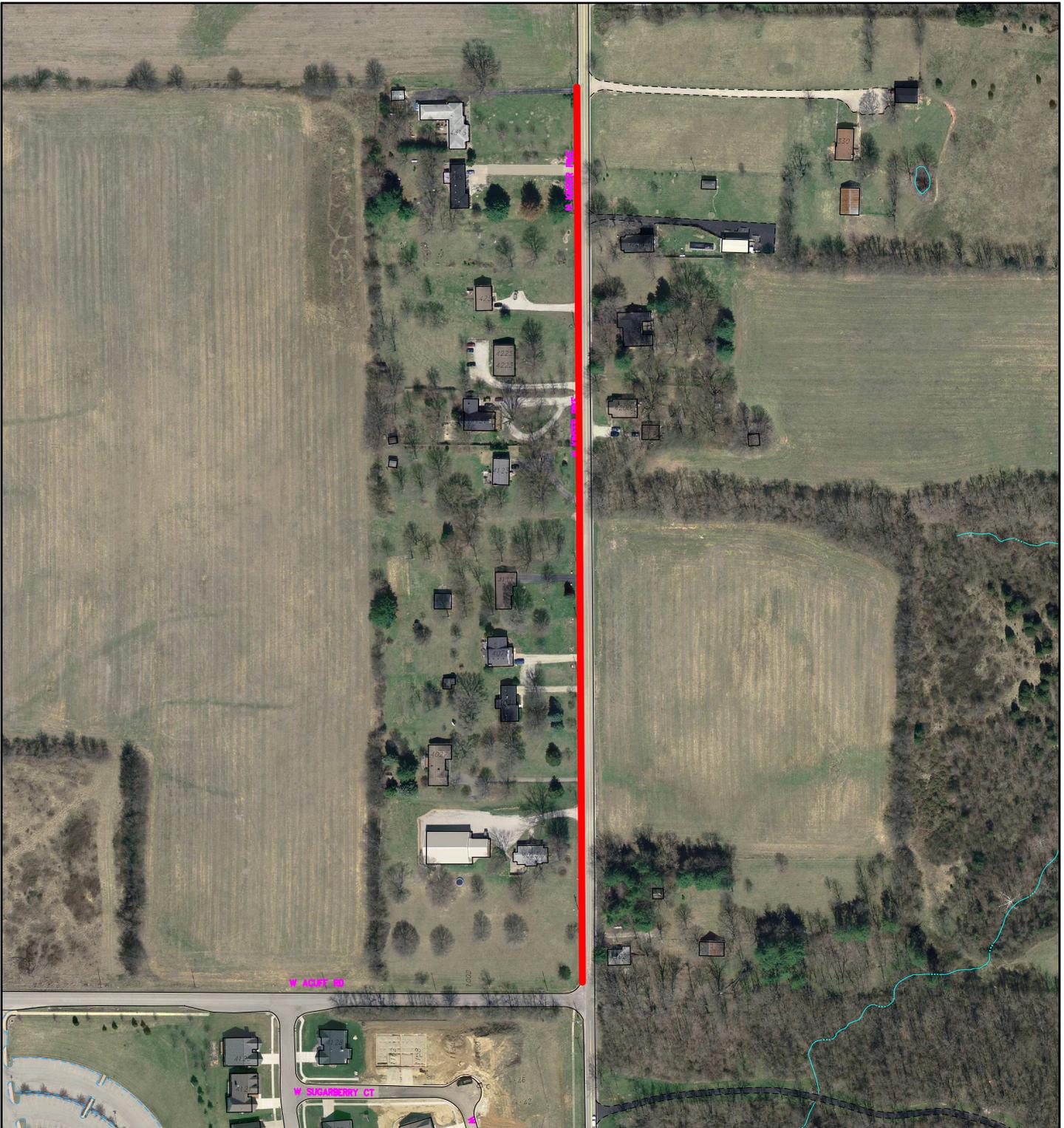
For reference only; map information NOT warranted.



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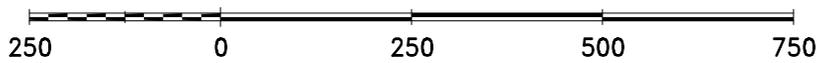
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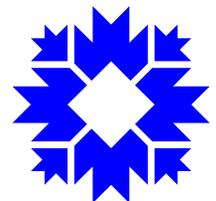
2009 Council Sidewalk Committee

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

By: fallsm
7 Oct 08

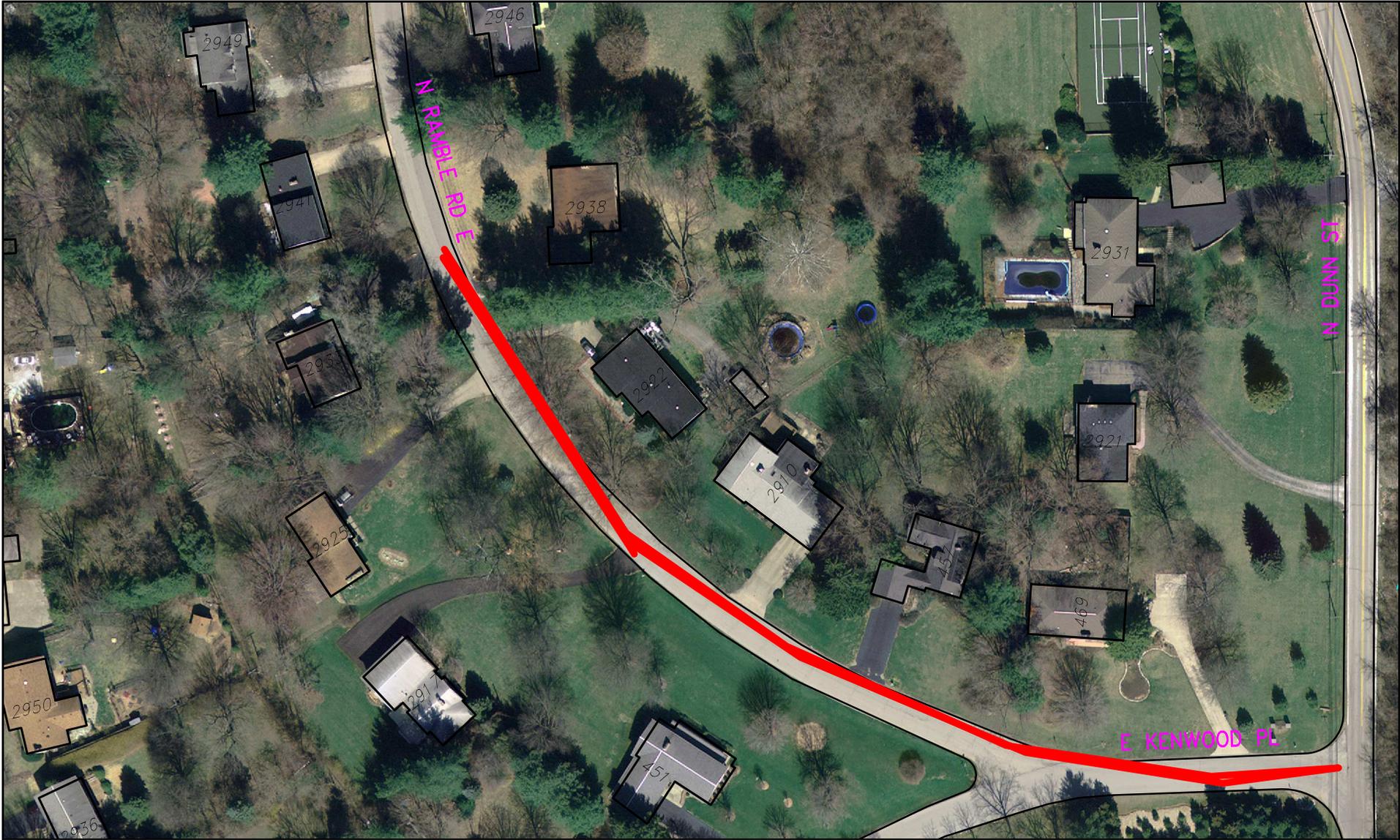


City of Bloomington
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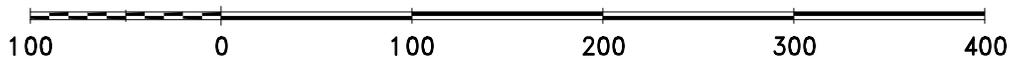
Scale: 1" = 250'

For reference only; map information NOT warranted.



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

By: fallsm
3 Oct 08



For reference only; map information NOT warranted.



City of Bloomington
Clerk & Council



Scale: 1" = 100'

Appendix Five – New Requests and Communications

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

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

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

Materials

- **Summary of Requests and Communications**
- **H-T Articles on Leonard Springs Request**
- **Maps**

Summary of Requests and Communications

New Requests Raised by Residents Over the Last Year

- E. Wylie Street from Lincoln (or Dunn) to Henderson (Resident)

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

- Bryan Street from Third to Seventh Street (Either Side) (Mayer)

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

- North Walnut from SR 45/46 Bypass to apartments at 2615 N. Walnut (West Side) (Granger)
- Leonard Springs from existing sidewalk by Walmart to Tapp Road (East Side) (Sturbaum) (With H-T articles following the summarie
- Tenth Street from Smith Road to Russell Road (South Side) (Spechler)
- Sheffield from Morningside to Plymouth (West Side) (Spechler) – Fill-in Missing Links
- Clark Street from Third to Seventh Street (Either Side) (Spechler)

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

- Union Street from Fourth to Seventh (East Side) (Mayer)

Summary of Recent Sidewalk Requests and Communications

New Requests Raised by Residents Over the Last Year

- **Wylie Street from Lincoln (or Dunn) to Henderson Street (See Map)** This request was made by Mr. Phil Zook, 431 E. Wylie, who wanted parking controls, lighting, and sidewalks (in that order of priority) along Wylie west of Henderson. Public Works staff confirmed that parking in that area was somewhat of a free-for-all and could benefit from some controls, and offered to take the matter to the Traffic Commission. Sidewalks are in place on Lincoln and Henderson, but not on Wylie. The Committee has considered adding a walkway in this area from Wylie to East 1st along the Palmer Street right-of-way.

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

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

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

- **North Walnut from SR 45/4 Bypass to Apartments at 2615 N. Walnut (West Side) (See Map)** Councilmember Granger joined the Committee this year and suggested that the Committee consider installing a sidewalk for residents of apartments on Walnut well north of the Bypass. Currently there are none on either side of the roadway.
- **Leonard Springs from existing sidewalk by Walmart to Tapp Road (East Side) (See Map and H-T Articles)** Councilmember Sturbaum relayed this request to the Committee after conversations with Geoff McKim of the County Council. The roadway along this stretch is owned and maintained by the City, but properties on both sides are in the County. Further south of Tapp Road, however, there are some pockets within the City, which include a commercial center on Barge Road, some apartments on or near West Maybury Mall Road, and Heatherwood Trailer Park. The H-T (see articles following this summary immediately before the maps) notes that pedestrians have worn a trail along the roadside and that at least two committee members would like to contribute some funds toward the project this year.

(Over)

- **Tenth Street from Smith Road to Russell Road (South Side) (See Map)**
Councilmember Spechler requested the Committee consider installing a sidewalk on the south side of this portion of East 10th to connect to the new sidewalk at University Elementary School, which he thought was “essential for safety of children walking to school.” There do not appear to be any sidewalks on the north side of the street. This sidewalk would likely fall within the State right-of-way.
- **Sheffield from Morningside Drive to Plymouth Road (West Side) (See Map)**
Councilmember Spechler, who also joined the Committee this year, requested that the Committee consider extending the newly installed sidewalk on Morningside north on the west side of Sheffield to Plymouth to help provide a safe route for school children. It appears about half the sidewalk is already in place, but not necessarily compliant with ADA.
- **Clark Street from Third to Seventh Street (Either Side) (See Map)**
Councilmember Spechler also noticed that this street is used by pedestrians, but has no sidewalks.

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

- **Union Street from Fourth to Seventh (East Side)** Councilmember Mayer wanted to the Committee to keep in mind the existing proposal for a sidewalk on the east side of Union for these three blocks. He cites 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.

SIDEWALK SOUGHT FOR LEONARD SPRINGS ROAD CITY, COUNTY OFFICIALS AGREE WESTSIDE THOROUGHFARE IS DANGEROUS, BUT FUNDING IS A PROBLEM

By Jon Blau & Dawn Hewitt 331-4266 | jblau@heraldt.com 331-4377 | dhewitt@heraldt.com

December 10, 2012



Pedestrians and vehicles create a tight squeeze along Leonard Springs Road between Tapp Road and the entrance to Walmart. The regular passing feet have worn a path in the front yards of the residences on the east side of the road. David Snodgrass | Herald-Times

Cars whoosh past as Jamie Lawson yanks at the grips of a baby stroller, attempting to guide the wheels under 16-month-old Dustin as they slide down a steep, mud embankment along the east side of Leonard Springs Road.

Trailing close behind on their northbound walk to Walmart are Shawn Grubb and 3-year-old Natasha. The 27-year-old man switches hands with the little girl as the slope forces them closer to the road's white edge line; if he isn't careful, a tire could roll over his left sneaker.

Lawson and Grubb said many residents of the Woodland Springs apartment complex use the well-worn path — lined by ditches and metal utility lids — as a dirt sidewalk to the big box store. County government officials are pushing to install a paved sidewalk there, and the prospect stopped Lawson and her stroller in their tracks.

“Yes!” Lawson said. “We walk this day and night. It's dark. It's not well-lit. It's dangerous. They really need a sidewalk here.

“It's about damn time.”

But whose responsibility is it to build the sidewalk, Bloomington's or Monroe County's? The road itself is within city limits, but property on either side is claimed by the county.

Several businesses along Leonard Springs have been annexed into the city, as have Woodland Springs Apartments and Heatherwood Mobile Home Park, making them islands of the city, surrounded by a sea of county jurisdiction, and connected by city-owned Leonard Springs Road.

Monroe County Council President Geoff McKim called it a “weird sort of strip annexation.”

While the city owns the roadbed, the right of way is the county's jurisdiction, according to Adam Wason, a spokesman for Bloomington Mayor Mark Kruzan.

Bloomington City Council member Chris Sturbaum, who represents constituents in the city-annexed pockets southwest of Bloomington, walked the narrow path along Leonard Springs Road with McKim.

“I’m just happy Geoff made it back alive,” Sturbaum said after their exploratory stroll.

McKim and Sturbaum agree there is a need for a sidewalk. But the city and county rank the project differently in their long lists of funding priorities.

McKim and county highway engineer Bill Williams see a sidewalk on the east side of Leonard Springs between Ind. 45 and Tapp Road as an urgent need, and are hoping for cooperation and support from the city of Bloomington and the Walmart Foundation.

“I’d love it to be a three-way project,” McKim said. “It’s a narrow road, and cars go fast there,” he said. “It’s appropriate (for local governments) to make pedestrian transportation safer there.”

He said county commissioners agreed that the project is worthy, and something they’d be willing to fund, but no money has been appropriated yet.

As a member of the city’s sidewalk committee, Sturbaum said he will broach the subject when the committee begins deliberating in the next few weeks to see if a portion of its budget of \$200,000 per year could go toward the project. The committee, however, has a list of about 30 projects, he said, and funds can only cover one or two small sidewalk installations.

Wason encouraged the county to take on the project. “We fully support the county moving forward with the project since so many county residents would be served by a sidewalk in the area,” he said in an email. “There is a long list of sidewalk projects within city limits that is our immediate priority.”

Williams said the city should share responsibility. “The street is the city’s, and along with that goes a host of responsibilities.”

The utility easement along that stretch of road is very narrow, Williams said, and that’s part of the problem. Owners of 11 parcels next to the road would have to give up some land — through donation or purchase — for a sidewalk to be installed.

“The city says it’s the county’s responsibility. The city says the right of way belongs to the county,” Williams said. “Maybe the city could assist us funding-wise, or assist with construction of it.”

“It’s going to be a little challenging, no doubt about that,” said Williams, who is leaning toward undertaking the project even without the city’s help. “Somebody’s going to get hurt if we don’t. I think we’re going forward with it, because it needs to be done.”

Williams is eyeing 2013 for the project to start. “Hopefully we can get to all the parties involved, seek donations, meet with property owners. That’s going to be a big thing, to get the easement we need to build it. It’ll take a while to get that.”

Grubb and Lawson said they or the stroller have nearly been clipped by cars several times. Lugging groceries back in the winter, they walk on a built-up pile of sleet and snow after trucks plow the road. It takes nearly 90 minutes for them to trek back to their apartment as they dodge vehicles and bolt across a crosswalk-less intersection at Tapp Road.

“We aren’t the only ones who walk this. It would just be so much easier if they had a sidewalk there,” Lawson said, “before someone gets killed.”

BLOOMINGTON CITY COUNCIL COMMITTEE CONSIDERING SIDEWALK PROJECT ON LEONARD SPRINGS MONROE COUNTY COMMISSIONERS READY TO BEGIN PROJECT, WON'T WAIT FOR CITY'S HELP

By Jon Blau 331-4266 | jblau@heraldt.com

December 14, 2012, last update: 12/14 @ 5:01 pm

Members of the city council's sidewalk committee are mulling the possibility of using funds designated for traffic calming installations for a sidewalk project on Leonard Springs Road. Meanwhile, county officials are ready to start on the project.

Chris Sturbaum and Marty Spechler, two of three council members of the committee, favor helping the county pay for a sidewalk along the east side of the road south of Ind. 45, which is a heavily used path for city residents who walk to and from Walmart to the north. On the other hand, it has been deemed a county project, because, while the road belongs to the city, the right-of-way is in the county.

Sturbaum has been in conversation with Spechler on the idea of diverting city funds usually reserved for speed bumps to a sidewalk there. The traffic calming budget, Sturbaum said, is "on hiatus" after confusion surrounding the approval of speed bumps on West Third Street. The Public Works Board rejected the proposal in April after it was approved by the city council, 5-4, but Sturbaum argued the board didn't have jurisdiction.

The Third Street project was an example of "bottom-up" leadership, Sturbaum said, after residents saw a danger and requested the speed bumps. A sidewalk along Leonard Springs could similarly provide a response to a community problem.

"It would be a good use for money that was already allocated and isn't going to be spent otherwise," Sturbaum said.

With city council approval, the sidewalk committee could steer \$10,000 to \$15,000 toward the sidewalk. Bill Williams, the county highway engineer, estimated the cost of a sidewalk at about \$30,000, including the acquisition of property for an easement. The committee, however, won't meet until next year.

In response to an earlier version of this story, posted Friday on HeraldTimesOnline.com, Monroe County Commissioner Patrick Stoffers said the county isn't going to wait for the city's help.

"The Monroe County Board of Commissioners has decided to go ahead and do this project. And while we appreciate the city council members' efforts in this regard, this project is for us a matter of public safety that should be addressed sooner rather than later, one that should not be held up waiting for a committee of the city council to take up next year," Stoffers said in email.

Sturbaum, who represents the southwest portion of the city, has promised to set the sidewalk proposal high atop of a list of 30 the committee reviews, because of the dangers facing pedestrians who are only inches from oncoming traffic as they navigate their way to the big box store.

Spechler, despite hailing from the city's northeast, has been a vocal advocate for city-county cooperation on the project.

"The issue is safety for our citizens," Spechler said. "These people are both citizens of Monroe County and the city. And we need to show that, despite differences in jurisdiction, city and county officials will work together."

Geoff McKim, a county council member, has led the sidewalk effort on behalf of the county. Both the county and city would like to see the Walmart Foundation help with the project, as well.

Dave Rollo, the third member of the sidewalk committee, said he sees a definite need along Leonard Springs; in fact, the path to Walmart is so heavily frequented that images of people walking back and forth are visible on Google Maps' "street view." But the council member from District 4 will not commit to pushing for it because the list of necessary sidewalks is a long one.

Rollo said he has several other projects in mind, all involving neighborhoods that essentially “maroon” pedestrians with a lack of contiguous sidewalks, and all projects will inevitably have to be graded based on need.

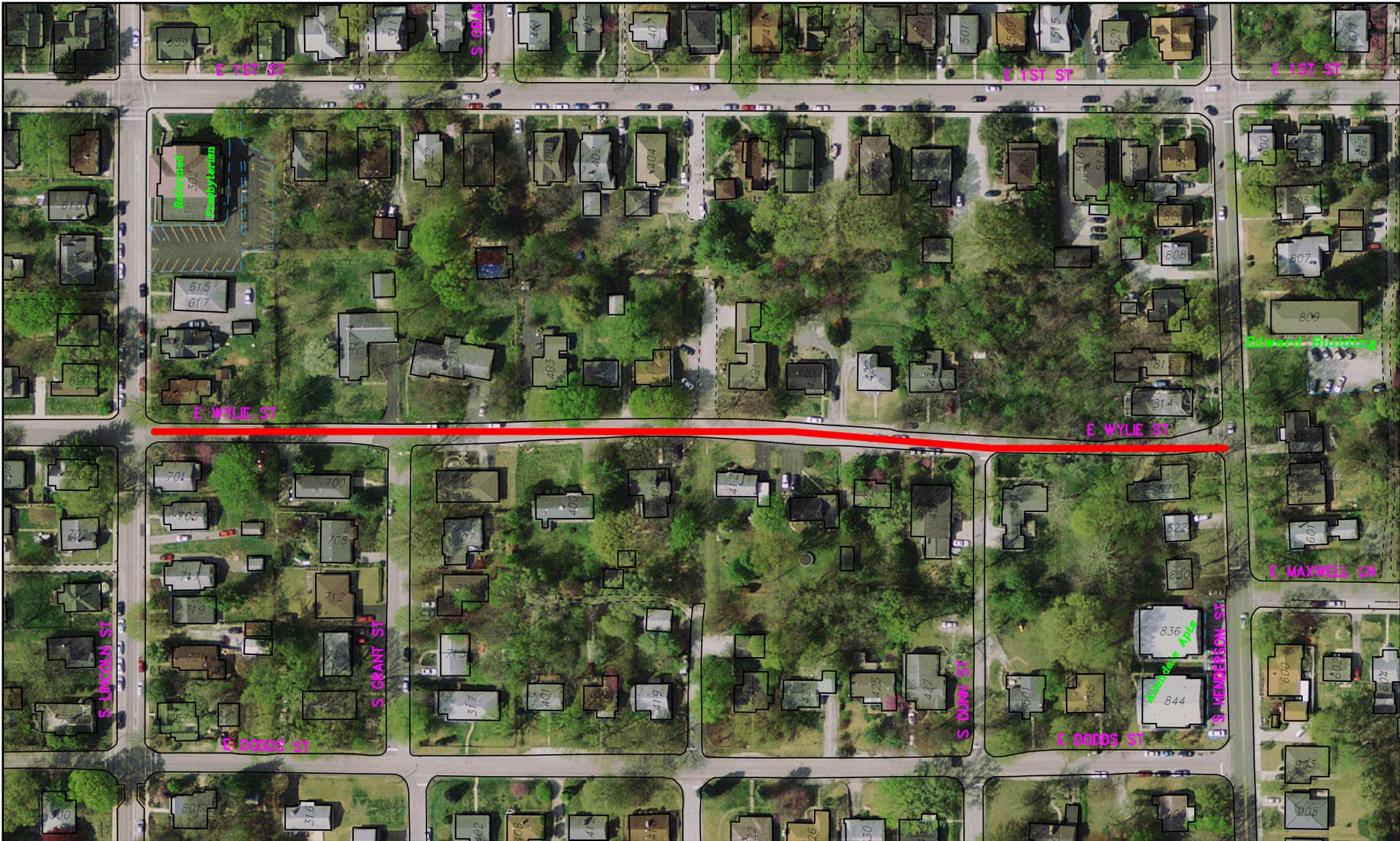
“It’s one of our highest priorities,” Rollo said, “but there are other ones, too. We are doing the best with the funds we have.”

H-T reporter Dawn Hewitt contributed to this story.

EARLIER COVERAGE

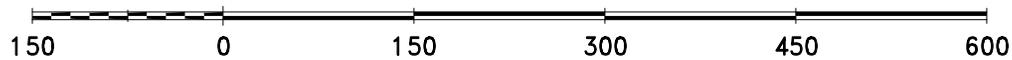
[Editorial: Leonard Springs sidewalk would be good place for combined effort](#) 12/12/2012

[Sidewalk sought for Leonard Springs Road](#) 12/10/2012



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

By: shermand
 18 Dec 12



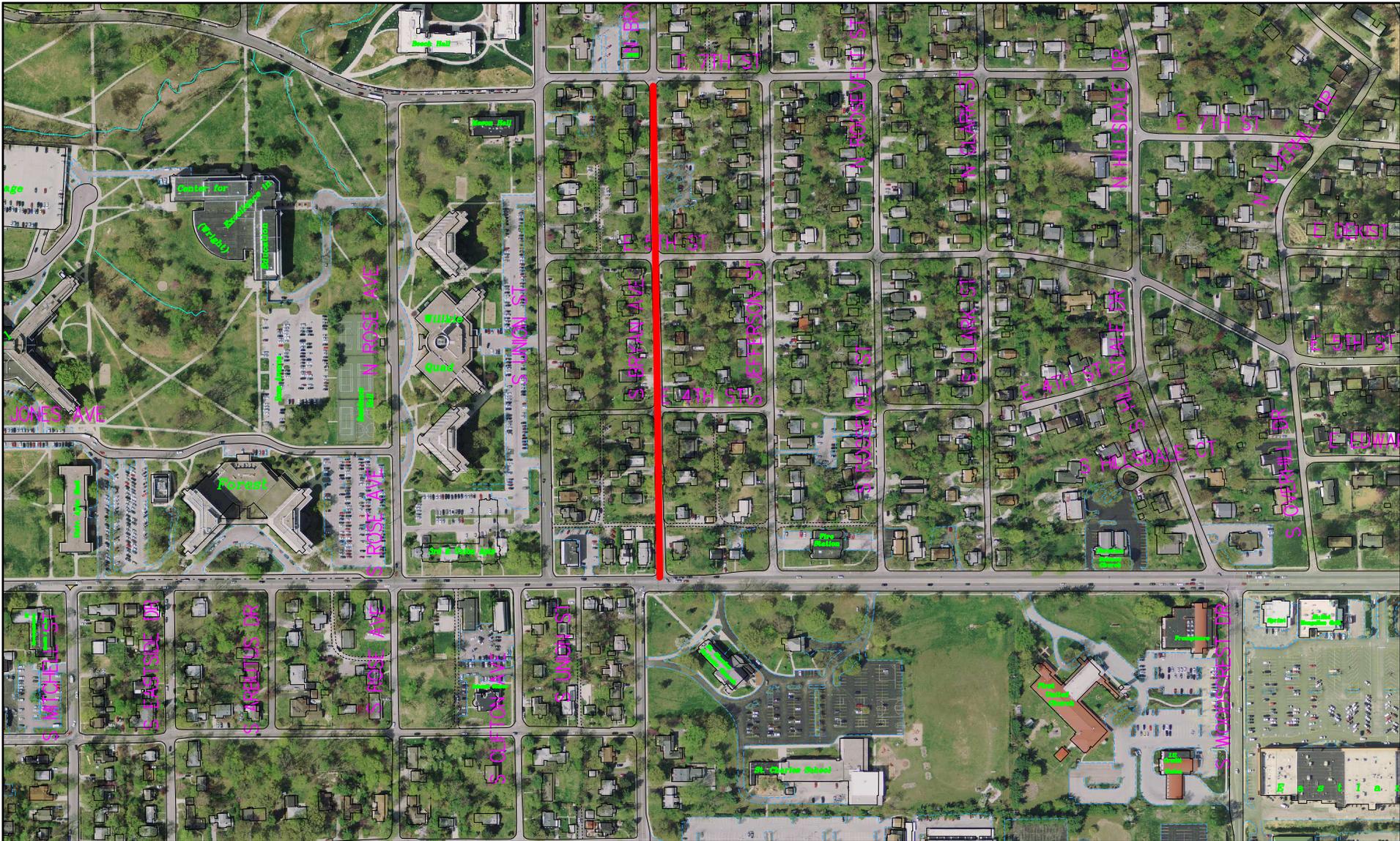
For reference only; map information NOT warranted.



City of Bloomington
 Clerk & Council

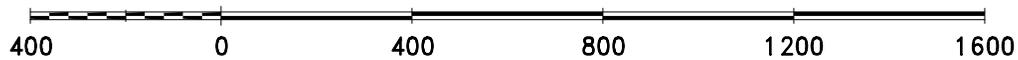


Scale: 1" = 150'



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

By: shermand
 20 Dec 12



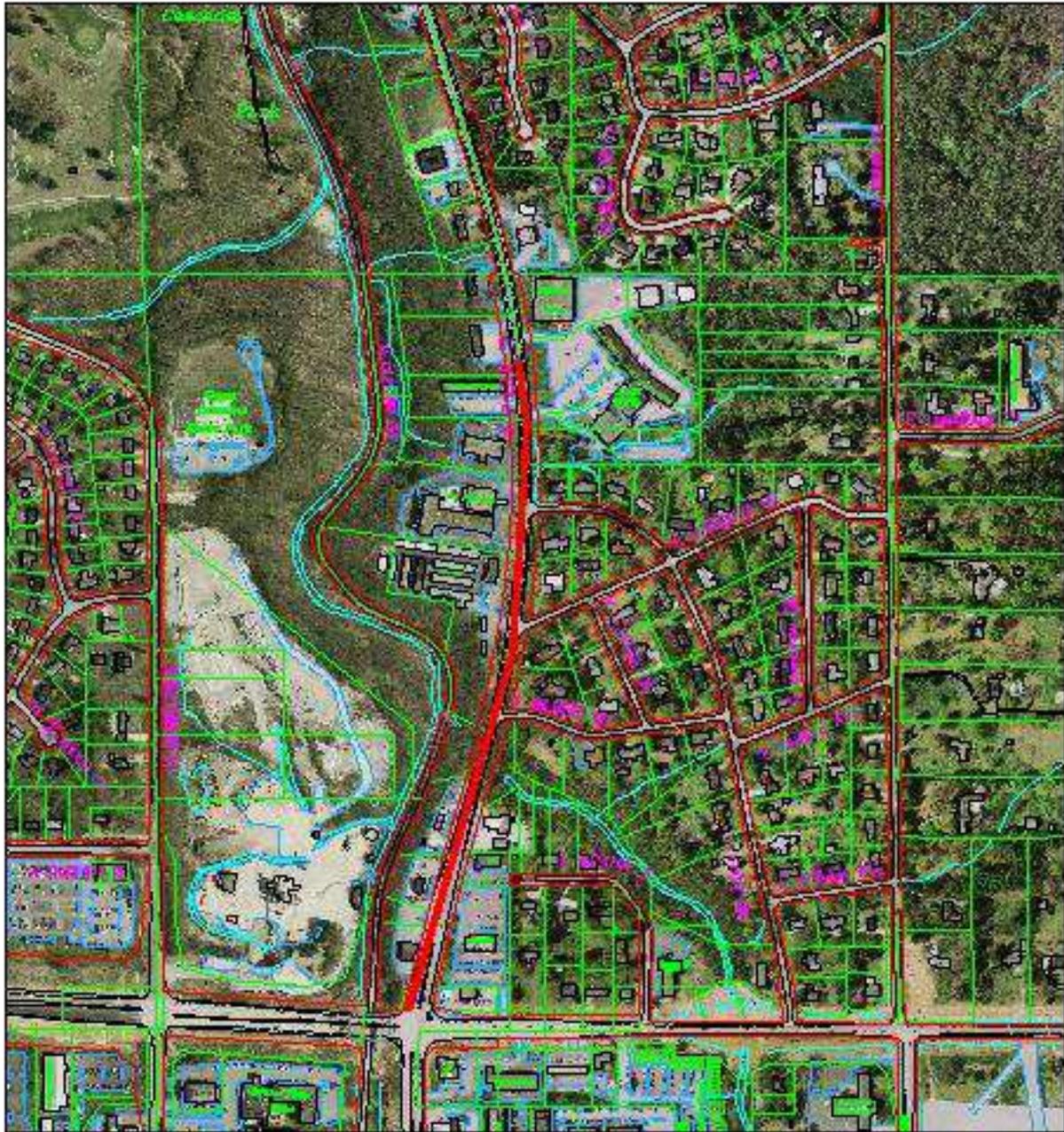
For reference only; map information NOT warranted.



City of Bloomington
 Clerk & Council

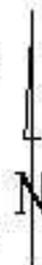
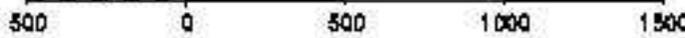


Scale: 1" = 400'



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



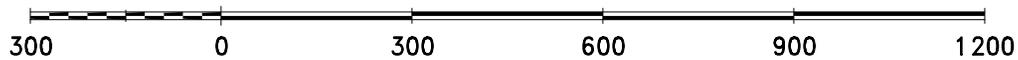
Scale: 1" = 500'

For reference only; map information NOT warranted.



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

By: shermand
 19 Dec 12



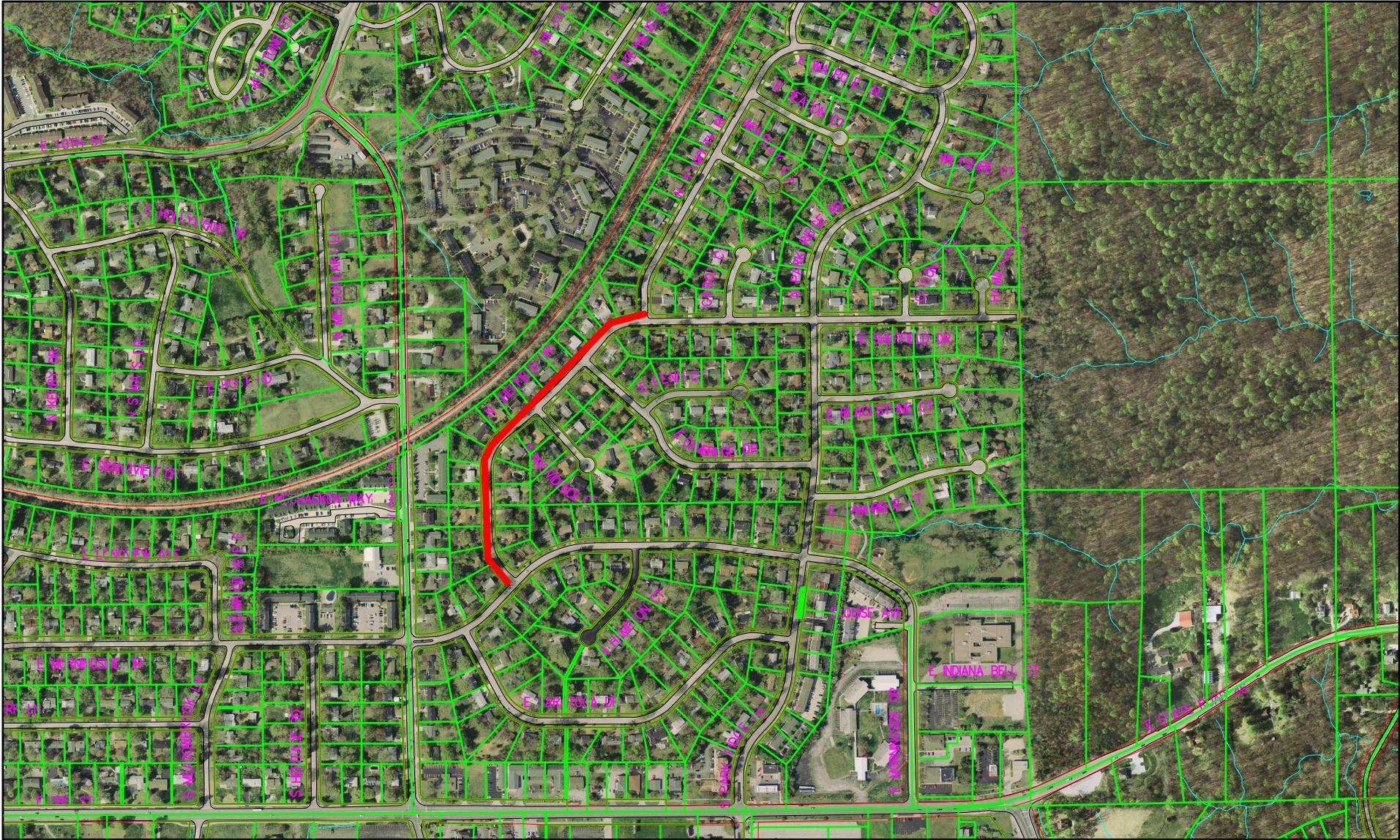
For reference only; map information NOT warranted.



City of Bloomington
 Clerk & Council

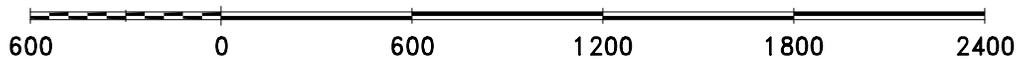


Scale: 1" = 300'



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

By: shermand
 19 Dec 12



For reference only; map information NOT warranted.



City of Bloomington
 Clerk & Council



Scale: 1" = 600'

Appendix Six - Other Sidewalk Projects

Resources Materials

2012 Sidewalk Inventory (Scott Robinson) – *Enclosed*

Map of:

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

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

HAND Projects (Bob Woolford) – *Enclosed Memo (without maps)*

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

- *Forthcoming*

CBU Stormwater Projects (Jane Fleig) - *Enclosed*

- Five-Year Capital Plan



September 10, 2012

City of Bloomington, Indiana
Geographic Information System

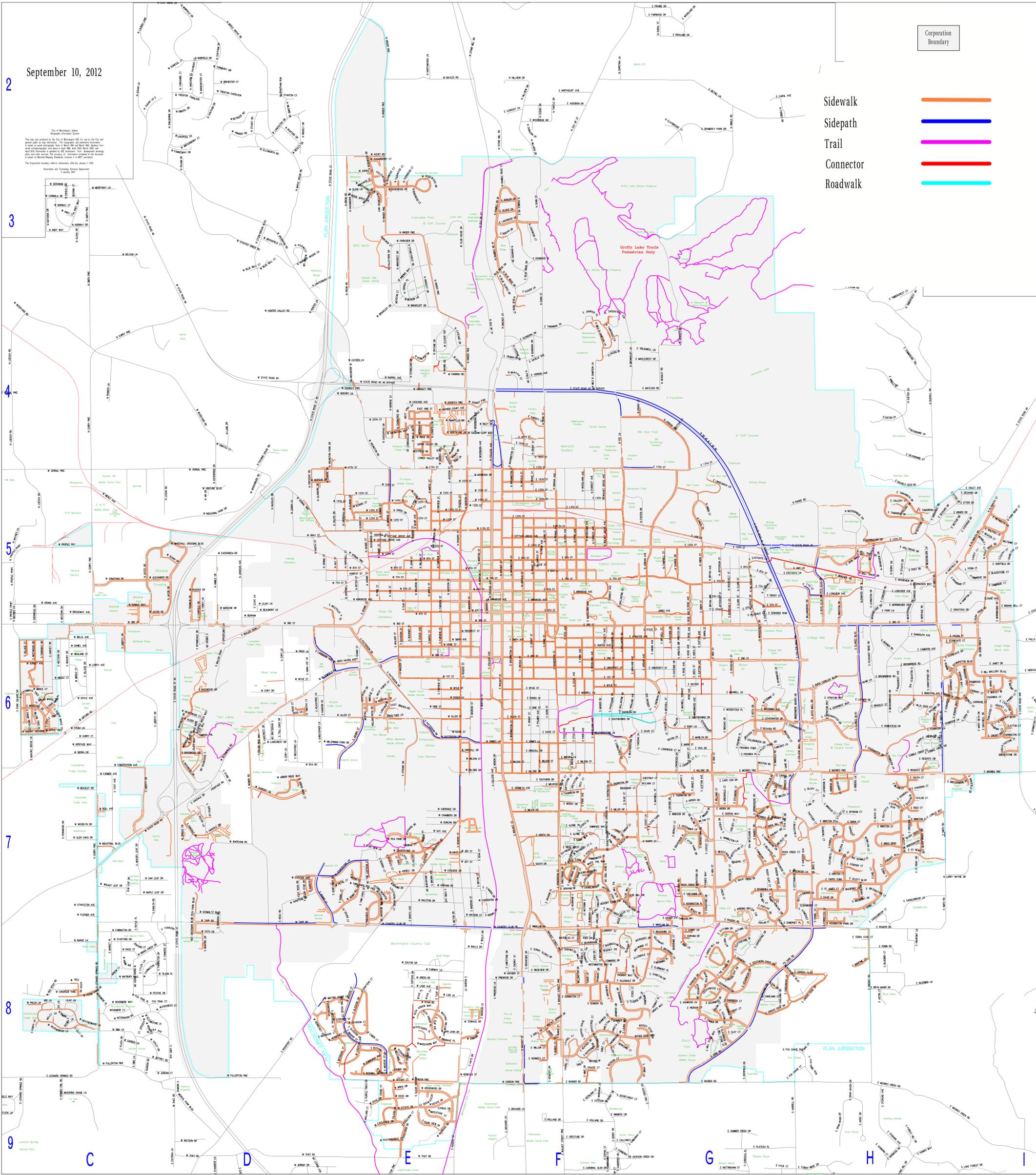
This map was prepared by the City of Bloomington GIS for use by the City of Bloomington and its departments. The Corporation and its departments are not responsible for any errors or omissions in this map. The Corporation and its departments are not responsible for any damages or liabilities arising from the use of this map. The Corporation and its departments are not responsible for any claims or damages arising from the use of this map. The Corporation and its departments are not responsible for any claims or damages arising from the use of this map.

Information and Technology Services Department
1 January 2012

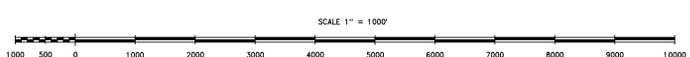
The Corporation hereby certifies that this map is a true and correct copy of the original map as shown on the original map.

Corporation Boundary

- Sidewalk
- Sidepath
- Trail
- Connector
- Roadwalk



Bloomington Geographic Information System

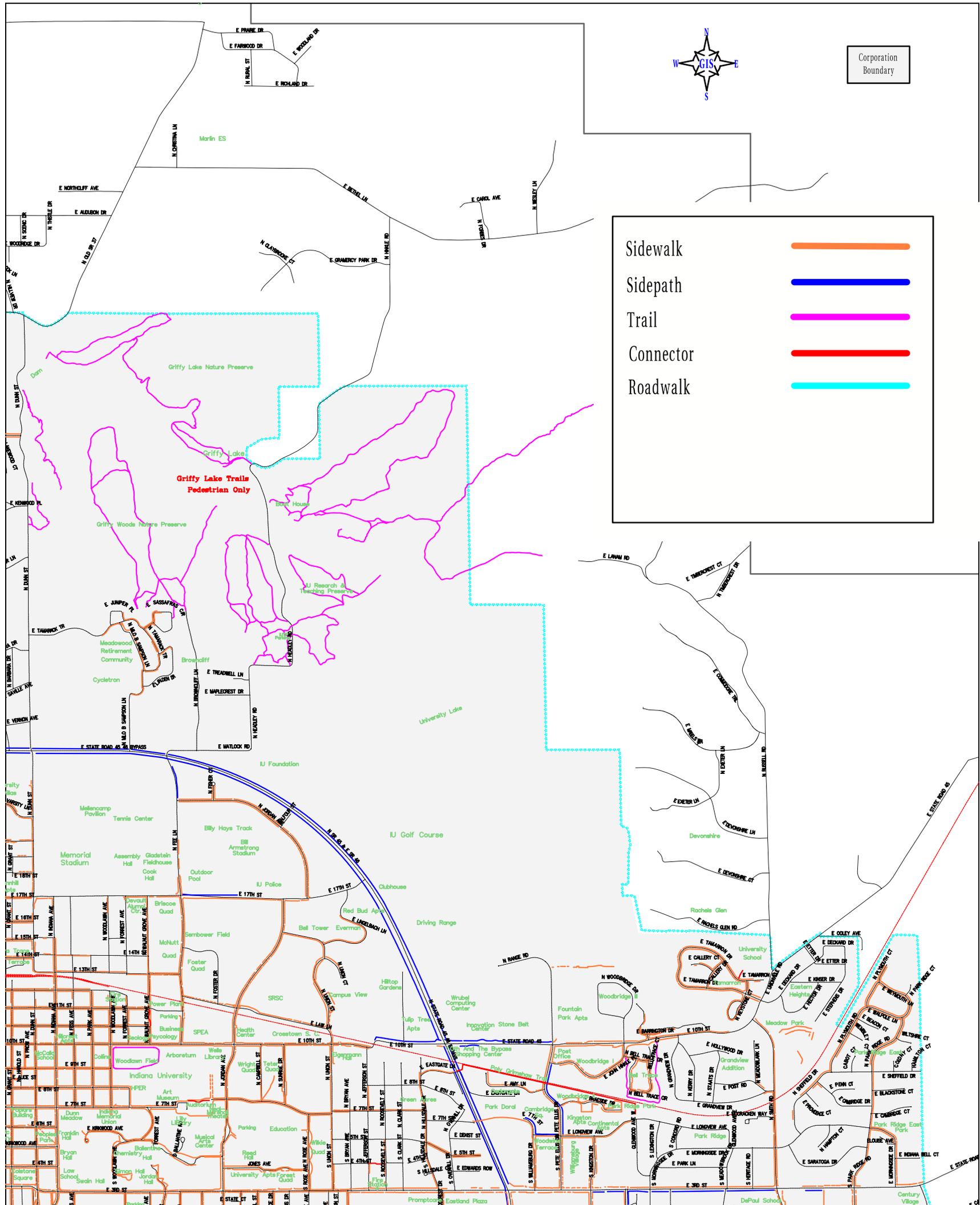


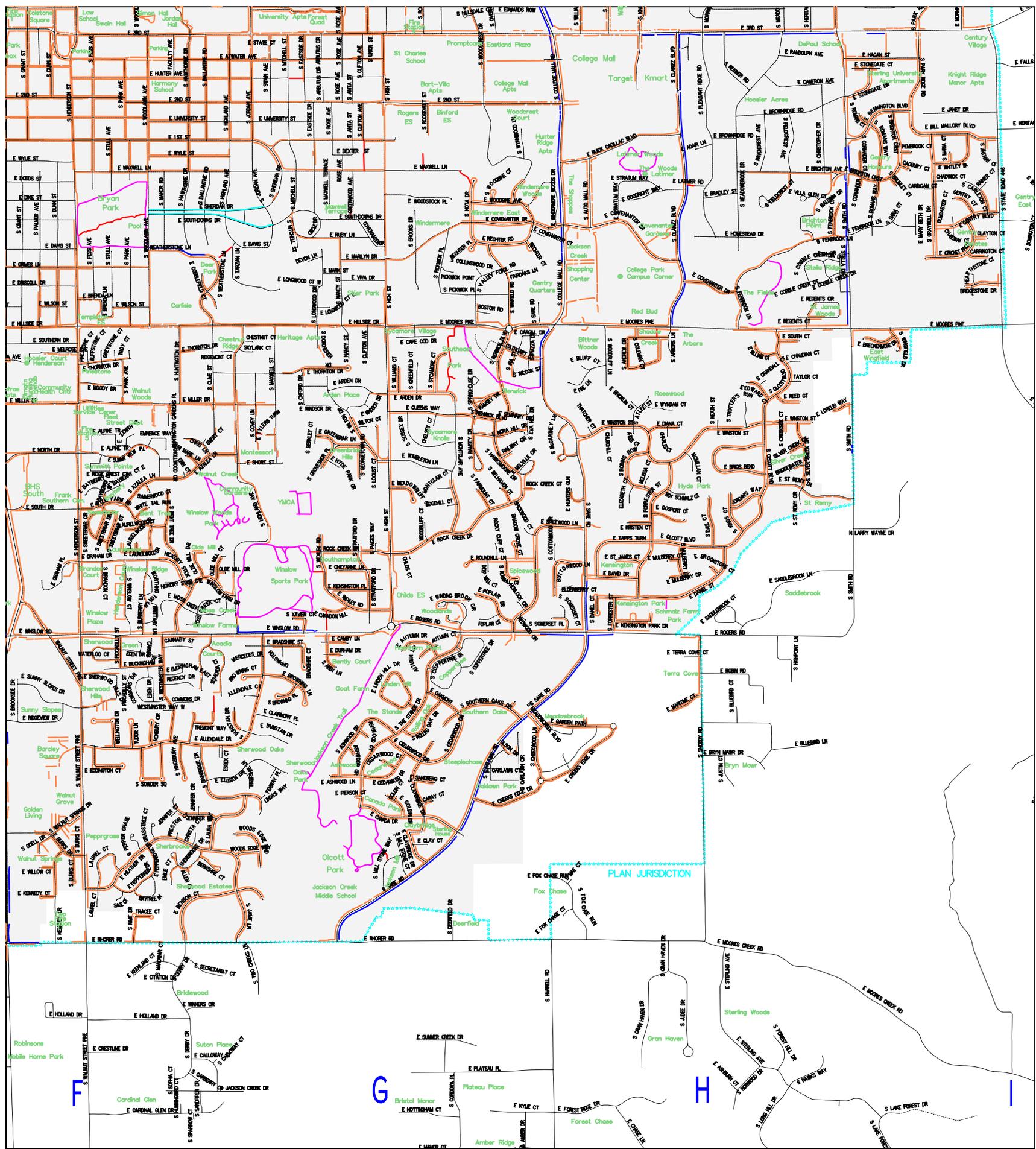
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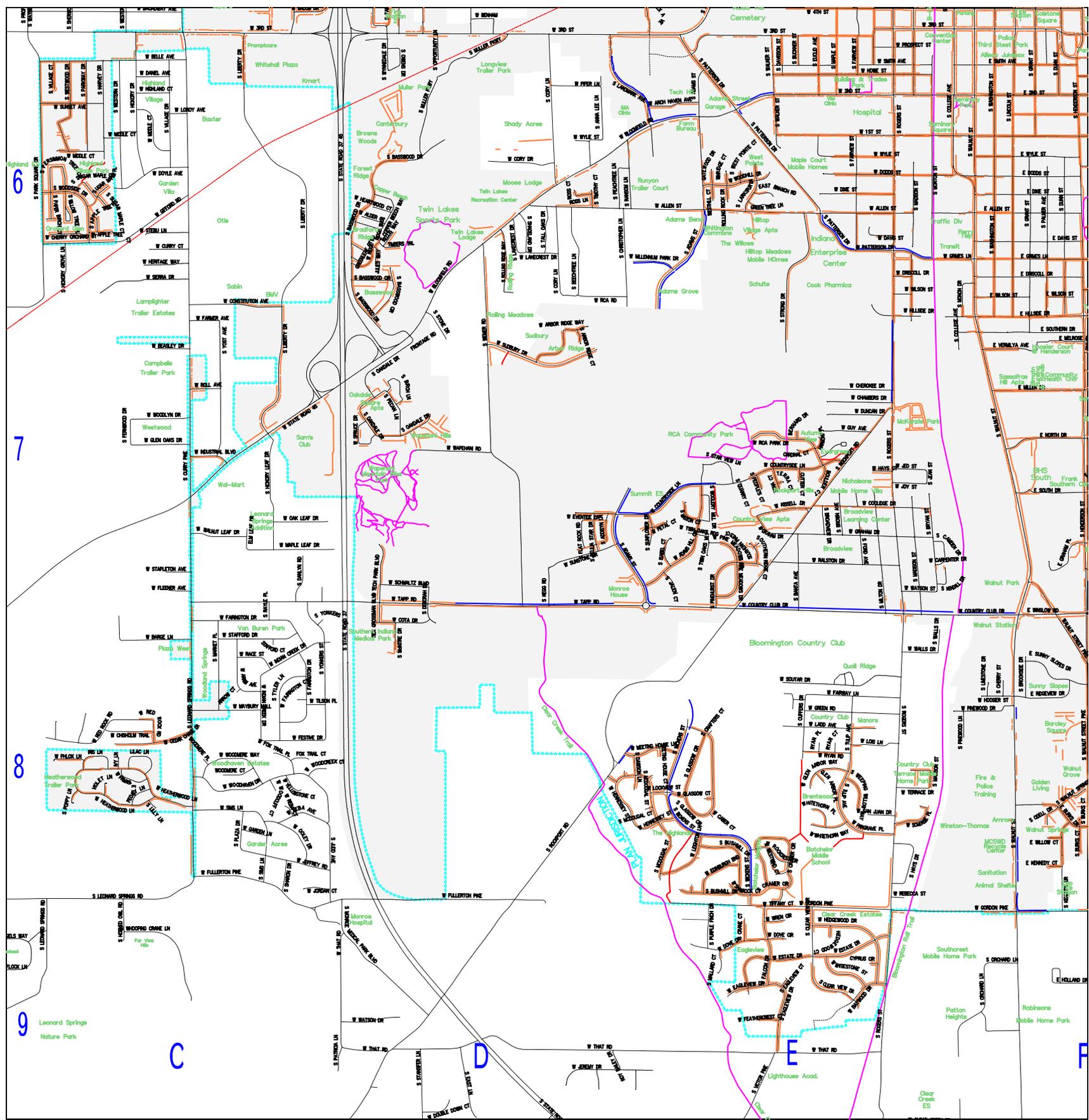
Corporation Boundary

Sidewalk	
Sidepath	
Trail	
Connector	
Roadwalk	

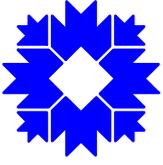




2012 Sidewalk Inventory



Bloomington Geographic Information System



2

City of Bloomington, Indiana
Geographic Information System

This map was produced by the City of Bloomington GIS, for use by the City and general public as map information. The topographic and planimetric information is based on aerial photography flown in March 1991 and March 1992. Updates from aerial orthophotography took place in April 1998, April 2005, March 2006, and April 2010. Information is updated by GIS technicians from development drawings, plans, and other sources. The accuracy of information contained in this document is based on National Mapping Standards, however it is NOT warranted.

The Corporation boundary reflects annexations effective January 1, 2012.

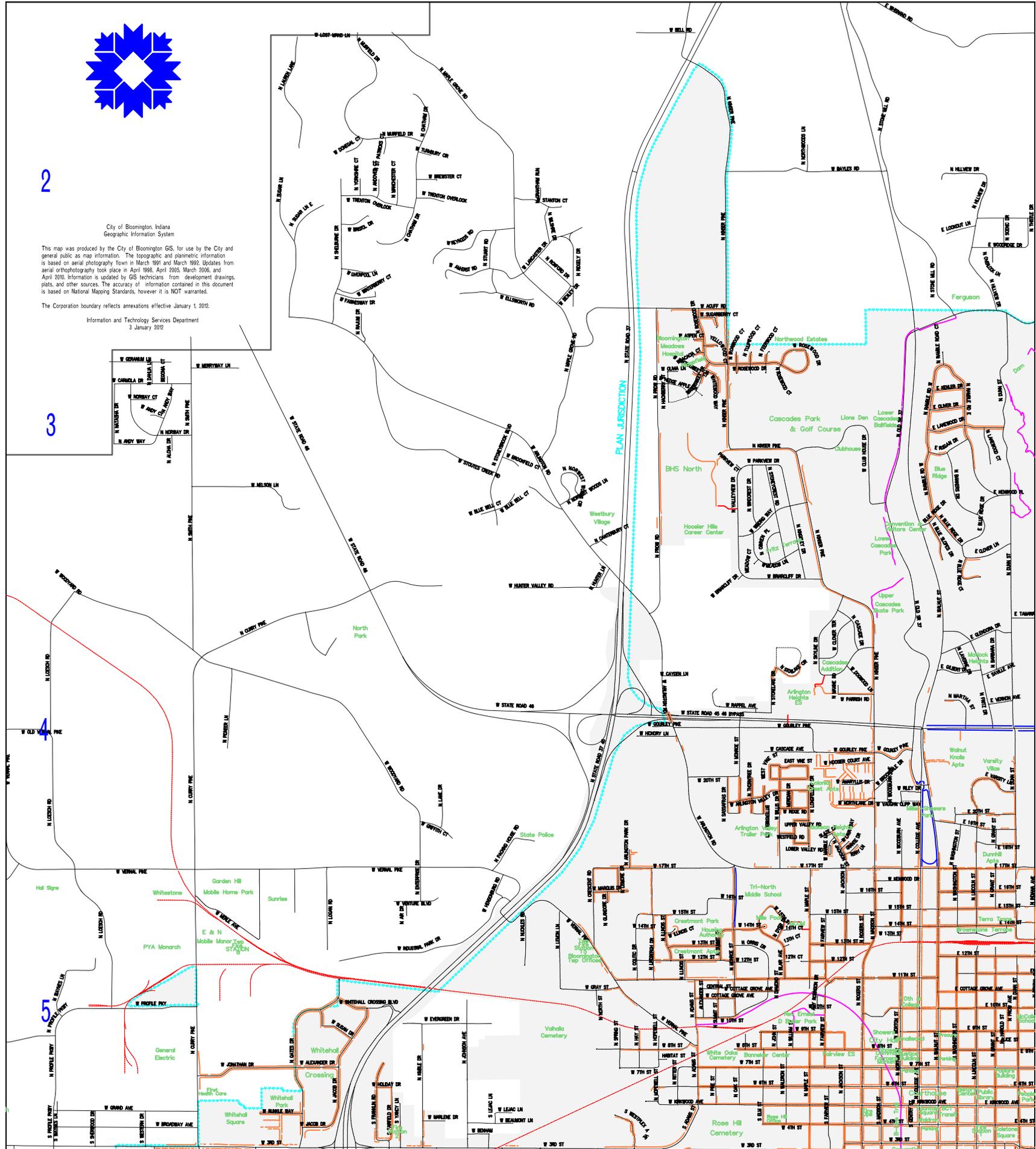
Information and Technology Services Department
3 January 2012

3

4

5

PLAN JURISDICTION



Recent and Planned Bloomington Parks and Recreation Bicycle and Pedestrian Facility Projects (2012-2013)

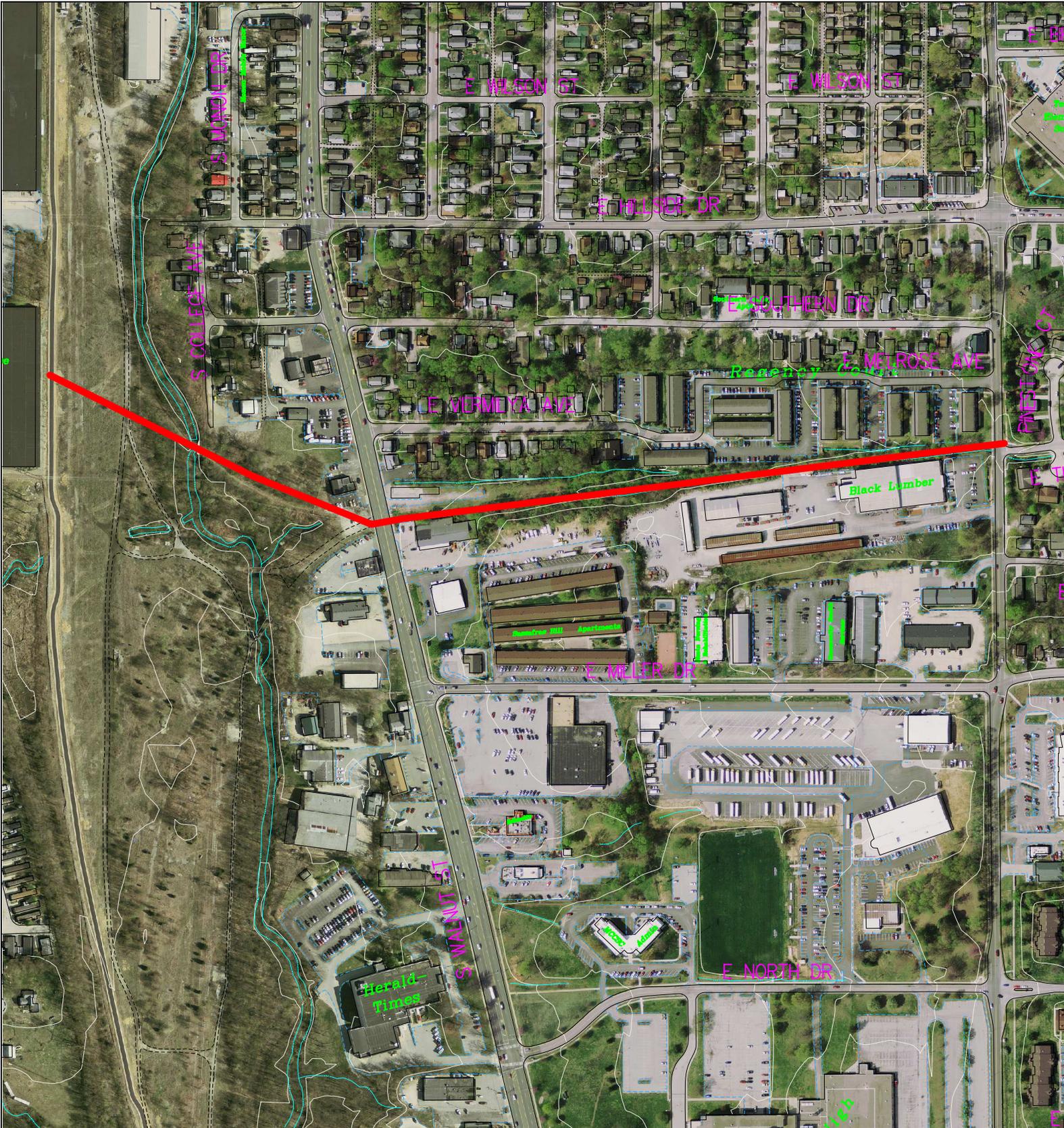
B-Line Trail

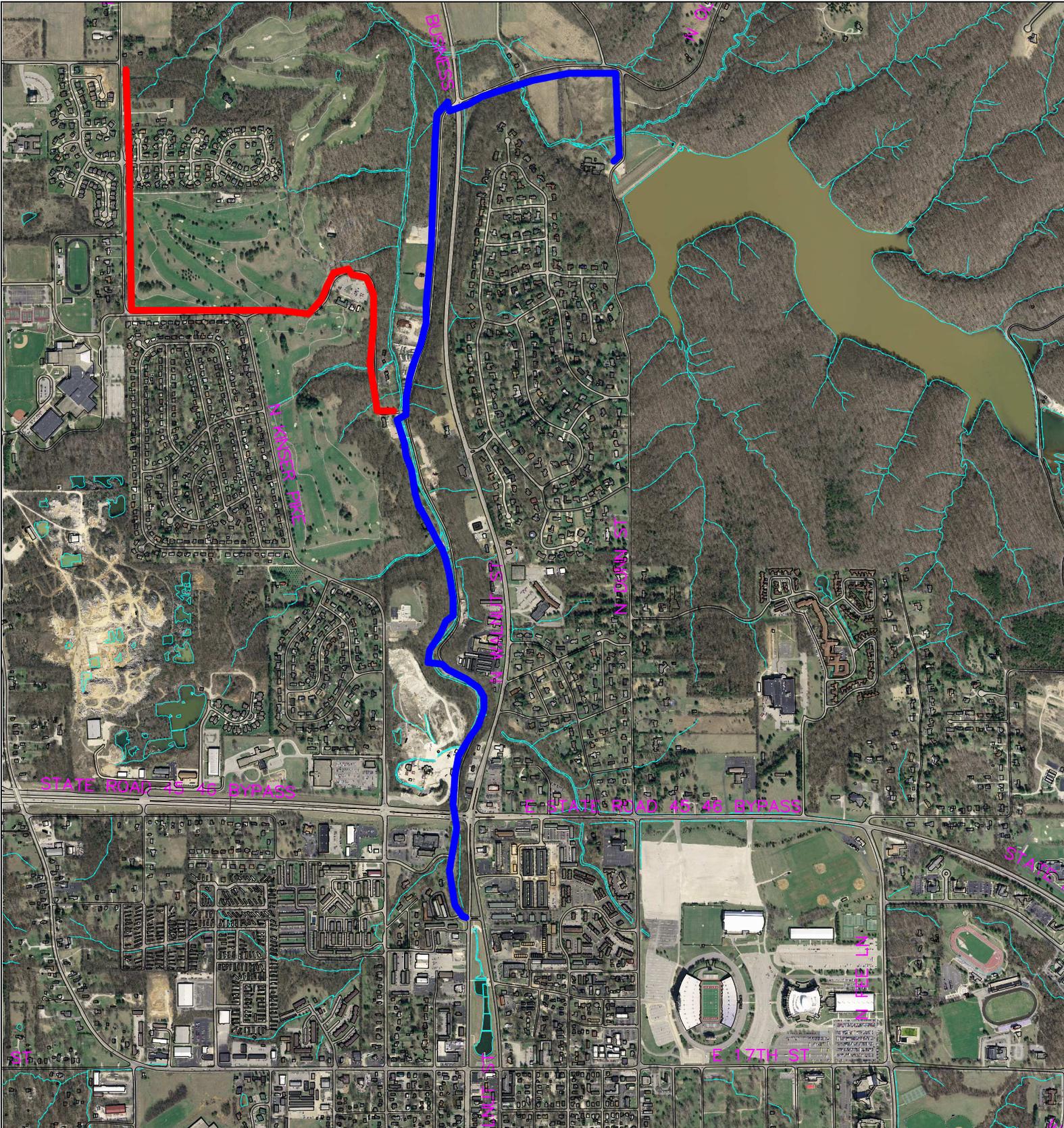
The southern end of the B-Line Trail was connected to the Bloomington Rail Trail via a pedestrian-activated (HAWK) signal to allow trail users to safely cross Country Club Rd.

The Black Lumber spur was acquired this year in preparation for trail construction that will connect the B-Line Trail to Henderson St., immediately north of Black Lumber. A funding source has not been identified for this new connection. This spur trail will be 10-12 feet wide. The B-Line is 3.1 miles long and 12 feet wide. See map.

Cascades Trail

The Cascades Trail will eventually consist of three legs linking 3 parks and Bloomington North High School. The first leg, from the Sycamore Shelter on Clubhouse Dr. to Stone Mill Dr. was completed this year. The future south leg will extend from Miller-Showers Park through Lower Cascades Park to Clubhouse Dr. The west leg will follow Clubhouse Dr. west from Old SR 37 alongside the Cascades Golf Course and continuing beyond the BHSN entrance to Acuff Rd. TIF funding is being considered for the west leg. See map.





HAND PROJECTS IN 2012 AND PROPOSED FOR 2013

2012 projects

1. W. 15th St: Madison St to Woodburn Ave (500 LF)
2. Oak St: north of 8th St. (120 LF)
3. Thornton Dr: two parcels east of Huntington Dr (320 LF)
4. Coolidge Dr: one parcel east of Rogers St (120 LF)
5. Woodburn Ave: south of 14th St (300 LF)
6. W. 13th St: three parcels west of Woodburn (200 LF)

2013 projects

1. Rockport Rd: Countryside Ln to Graham Dr-design & acquisition only (1,600 LF)
2. S. Madison St: two parcels between Coolidge Dr and Graham Dr (120 LF)
3. S. Stull Ave: one parcel between Grimes Ln and Wilson St (60 LF)
4. W. Fourth St: four parcels west of Maple St (240 LF)

2014 project

1. Rockport Rd: Countryside Lane to Graham Dr-construction (1,600 LF)

Appendix Six - Other Sidewalk Projects

Additional Materials and Information

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

**STORMWATER UTILITY CAPITAL IMPROVEMENTS
FIVE YEAR PLAN**

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

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

Appendix Seven - Schedule for 2013

The Committee typically meets in the fall (after the budget for the next year has been adopted) and finishes deliberations in time for the Report and Recommendations to be approved by the Council in mid-January. Given the press of the schedule in late 2012, this year the Committee will begin its deliberations in January, but hopefully will wrap-up its recommendations that month, in time for Engineering to carry-out the recommendations in 2013. This coversheet and calendar are intended to help you schedule the remaining meetings of the Committee and action by the Council.

Typical Next Steps in the Deliberations

<u>Action</u>		<u>Proposed Completion Date</u>
Evaluating previously considered projects		Early January
Selecting projects for more recent or additional estimates and further consideration		Mid- January
Reviewing projects along with estimates		Late January
Recommending allocation of funds		Late January
Submittal of Report to Council		Early to Mid-February

Discussion

Chair

Material

City Calendar for January and February - *enclosed*

January 2013

January 2013

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		

February 2013

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		

Monday	Tuesday	Wednesday	Thursday	Friday	Sat/Sun
	11 City Holiday-- Offices Closed New Year's Day	12 12:00pm BUEA, McCloskey 5:00pm RC, McCloskey 5:30pm CHLA, Hooker Room	13 4:00pm BDUAC, McCloskey 5:30pm CSW, McCloskey	14 12:00pm CCL- IWS, McCloskey	15
7 ORD/DL 5:30pm BPSC- WS, Hooker Room	8 1:30pm DRC, McCloskey 4:30pm COA, Hooker Room 6:00pm BCOS, McCloskey 6:30pm SCI-CubAmistad, Dunlap 6:30pm SCI-Posoitega, Kelly 7:30pm SCI, Kelly 7:30pm Tele, Chambers	9 2:00pm HO, Kelly 4:30pm CSBM, Hooker Room 5:00pm BAC, McCloskey 7:30pm CCL-OM-CW, Chambers	10 12:00pm HN, Chambers 4:00pm MCSWMD, Courthouse 4:30pm BHPC, McCloskey	11 Payday 1:30pm MPO-PC, Chambers (tentative)	12
14 RES/DL 5:00pm USB, Utilities	15 11:30am PC-WS, Kelly 3:00pm BPS, McCloskey 5:30pm ACC, McCloskey 5:30pm BPTC, Transit 5:30pm BPW, Chambers 5:30pm CSCY, Hooker Room	16 9:30am Tree, Rose Hill 4:00pm BHQA, McCloskey 4:30pm MLK, Hooker Room 7:30pm CCL-RS, Chambers	17 8:00am BHA, BHA 3:30pm BMFC, Dunlap 5:15pm SWMD-CAC, McCloskey 7:00pm EC, McCloskey	18 12:00pm DVT, McCloskey	19
21 City Holiday-- Offices Closed Martin Luther King, Jr. Day 6:00pm Dr. Martin Luther King, Jr. Birthday Reception, Buskirk 7:00pm Dr. Martin Luther King, Jr. Birthday Celebration, Buskirk	22 4:00pm BPC, Council Chambers	23 ORD/DL 10:00am MPO-TAC, McCloskey 2:00pm HO, Kelly 5:30pm TC, Chambers 6:30pm MPO-CAC, McCloskey 7:30pm CCL-CW, Chambers	24 11:00am MCSPC-AC, Kelly 11:00am MCSPC-TC, Dunlap 12:00pm MCSPC, Hooker Room 4:30pm BHPC, McCloskey	25 Payday 12:00pm CCL- IWS, McCloskey 12:00pm EDC, Hooker Room	26
28 4:00pm CCA, McCloskey 5:00pm FMAC, Parks 5:00pm USB, Utilities 5:30pm BHRC, McCloskey	29 1:30pm DRC, McCloskey 5:30pm BPTC, Transit 5:30pm BPW, Chambers	30	31		

February 2013

February 2013							March 2013						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
5					1	2	9					1	2
6	3	4	5	6	7	8	10	3	4	5	6	7	8
7	10	11	12	13	14	15	11	10	11	12	13	14	15
8	17	18	19	20	21	22	12	17	18	19	20	21	22
9	24	25	26	27	28		13	24	25	26	27	28	29
							14	31					30

Monday	Tuesday	Wednesday	Thursday	Friday	Sat/Sun
4	5	6	7	8	9
RES/DL 12:00pm CCL-IWS, McCloskey 4:30pm Plat, Hooker Room 5:00pm RC, McCloskey 5:30pm BPSC-WS, Hooker Room 5:30pm PC, Chambers	7:30pm Tele, Chambers	12:00pm BUEA, McCloskey 2:00pm HO, Kelly 5:30pm CHLA, McCloskey 7:30pm CCL-RS, Chambers	4:00pm BDUAC, McCloskey 5:30pm CSW, McCloskey	Payday 1:30pm MPO-PC, Chambers	
11	12	13	14	15	16
ORD/DL 5:00pm USB, Utilities	11:30am PC-WS, Kelly 4:30pm COA, Hooker Room 5:30pm BPTC, Transit 5:30pm BPW, Chambers 6:00pm BCOS, McCloskey 6:30pm SCI-CubArmistad, Dunlap 6:30pm SCI-Posoltega, Kelly 7:30pm SCI, Kelly	4:30pm ERAC, Parks 4:30pm CSBM, Hooker Room 5:00pm BAC, McCloskey 7:30pm CCL-CW, Chambers	12:00pm HN, Chambers 4:00pm MCSWMD, Courthouse 4:30pm BHPC, McCloskey 5:30pm BZA, Chambers	RES/DL 12:00pm DVT, McCloskey	
18	19	20	21	22	23
City Holiday-- Offices Closed Presidents' Day	3:00pm BPS, McCloskey 5:30pm ACC, McCloskey 5:30pm CSCY, Hooker Room	9:30am Tree, Rose Hill 2:00pm HO, Kelly 4:00pm BHQA, McCloskey 7:30pm CCL-RS, Chambers	8:00am BHA, BHA 3:30pm BMFC, Dunlap 5:15pm SWMD-CAC, McCloskey 7:00pm EC, McCloskey	Payday 12:00pm CCL- IWS, McCloskey 12:00pm EDC, Hooker Room	
25	26	27	28		
ORD/DL RES/DL 4:00pm CCA, McCloskey 5:00pm FMAC, Parks 5:00pm USB, Utilities 5:30pm BHRC, McCloskey	4:00pm BPC, Chambers 5:30pm BPTC, Transit 5:30pm BPW, Chambers	10:00am MPO-TAC, McCloskey 4:30pm MLK, McCloskey 5:30pm TC, Chambers 6:30pm MPO-CAC, McCloskey 7:30pm CCL-CW, Chambers	11:00am MCSPC-AC, Kelly 11:00am MCSPC-TC, Dunlap 12:00pm MCSPC, Hooker Room 4:30pm BHPC, McCloskey		