



City of Bloomington  
Common Council

2015 Council Sidewalk Committee Packet

*Initial Meeting at 12:00 p.m. on  
Tuesday, November 18, 2014  
in the Council Library, Room 110,  
City Hall, 401 North Morton Street*

This Packet can be found online at:

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

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**2015 Common Council Sidewalk Committee Packet**

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**Agenda for Common Council Sidewalk Committee**  
**12:00 p.m. on Tuesday, November 18, 2014**  
**Council Library, Room 110**  
**Showers City Hall, 401 North Morton Street**

1. Preliminary Matters
  - Introductions
  - Election of Chair
2. Funding for 2015
  - \$300,000 Alternative Transportation Fund Appropriation
    - Amounts Allocated Between Traffic Calming and Sidewalks
  - No Annual Allocation from the Utilities Department for Stormwater Component of Sidewalk Projects (But a Possibility for an In-Kind Contribution Toward Certain Projects.)
3. Recently Completed and On-Going Council Sidewalk Projects
  - Progress Report
4. Evaluation of Old and New Proposed Projects
  - Review of Criteria
  - Disclosures of any Conflicts of Interest
  - Presentation of Preliminary Evaluation by Plan Department using objective measures
5. Schedule Future Meetings
6. Other Matters
7. Adjourn

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

# **Appendix One – Preliminary Matters**

## **Sidewalk Committee Members**

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

## **Office of City Clerk**

Regina Moore, City Clerk / Sue Wanzer, Deputy Clerk

## **City Departments & Staff**

### **Council Office**

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

### **Planning & Transportation**

Tom Micuda, Director  
Scott Robinson, Long Range /  
Transportation Manager  
Roy Aten, Senior Project 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**

*None*

### **Other Matters**

- *Elect Chair*

## Appendix Two - Amount and Use of Funds for 2015

### Alternative Transportation Fund

\$300,000	Appropriated for 2015
- \$15,000	Traffic Calming Projects ( <i>See Planning and Transportation Memo (Appendix 3)</i> )
<hr/>	
\$285,000	Available for Sidewalk Projects

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

### Utilities – Storm Water Funds and Projects

2011-2015	-	In-kind contributions (in lieu of monetary set aside)
2008-10	-	Monetary set aside of approximately \$125,000 per year
2007	-	Monetary set aside of approximately \$100,000 per year

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

### Presentation

Chair

### Materials

BMC 15.37.160 - *enclosed*

ATF Fund Sheet (from Jeff Underwood) – *enclosed*

USB Funding/In-Kind Sheet - *forthcoming*

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

### BUDGET REPORT FOR

**Selected Year:** 2015  
**Selected County:** 53 - Monroe County  
**Selected Unit:** 0113 - BLOOMINGTON CIVIL CITY  
**Selected Fund:** 6301 - TRANSPORTATION

<b>DEPARTMENT: 0000 NO DEPARTMENT</b>		
	Published Amount	Adopted Amount
PERSONAL SERVICES	\$114,282	\$114,282
SUPPLIES	\$12,376	\$12,376
SERVICES AND CHARGES	\$93,129	\$93,129
* CAPITAL OUTLAY	\$500,000	\$500,000
DEBT SERVICE	\$0	\$0
<b>Total</b>	<b>\$719,787</b>	<b>\$719,787</b>

<b>Totals by Fund</b>	Published Amt.: \$719,787	Adopted Amt.: \$719,787
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\* \$300,000 for Council Sidewalks  
 \$200,000 for Greenway Projects

## **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 Scott Robinson*

### Background Material

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

2014 Council Sidewalk Committee Report and Recommendations and History of Council Sidewalk Projects 2002 - 2014 - *enclosed*



To: Bloomington Common Council Sidewalk Committee  
From: Scott Robinson, Long Range/Transportation Manager  
Date: 11/04/2014  
Re: 2015 Council Sidewalk Committee  
CC: Tom Micuda, Josh Desmond, Vince Caristo, Roy Aten, and file

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### **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 determinate sidewalk variances. Maps from last year's committee meetings should suffice for information on various sidewalk requests and their relative connectivity to existing sidewalks.

Details on the condition, width, and other sidewalk attributes for specific locations are best dealt with on a case by case basis since these details are not apparent. Additional information on potential sidewalk projects can be provided per the recommendations of the Committee.

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

The project evaluation system, first developed in 2008, continues to be a useful tool to rank sidewalk requests based on the established Council Sidewalk Committee Criteria. The evaluation bases project ranking on several measured values (walk score, pedestrian level of service, transit, and population), which are proxies for some Committee Criteria. Over time Council has found this evaluation helpful in their deliberations. No changes to the methodology of the project evaluation system have been made for this year's prioritization.

The updated Project Prioritization Table is included for 2015 Council Sidewalk funding considerations. Completed projects are listed at the bottom of the table for reference. Eight new project requests were added to the table (N. Fee Ln., N. Dunn St., E. 10<sup>th</sup> St., S. Cory Ln., Allen St., E 3<sup>rd</sup> St., S. Highland Ave. and N. Indiana Ave.) and noted with a "2015" next to the street name. Because of these changes the reevaluation did result in a different priority order than last year's priority.

### **Status Report on 2014 Projects**

*Kinser Pike (east side from 17<sup>th</sup> to apartments)* – Design contract was awarded for \$32,870 and the design is nearly complete. Eight parcels have been identified for right of way acquisition and will need to be considered in 2015 as well as possible construction. In total, the remaining costs for this project are estimated to be approximately \$250,000

*17<sup>th</sup> Street (south side from Madison St. to Maple St.)* – Design contract was awarded for \$97,025 and the design is currently in process (~80% complete). Right of way and additional design for storm sewer work have extended the design process. The design also extends south along Jackson St. to 15<sup>th</sup> St. and is reflected in the overall design contract award.

*7<sup>th</sup> Street (ramps to SR 45/46 underpass and sidepath)* – Initial survey is complete and design is 50% complete. Planning and Transportation aims to have a design completed by the end of this

year, but time constraints may push the designs back into consideration by the Sidewalk Committee to fund for 2015.

Leonard Springs Pedestrian Project (Monroe County sidewalk project) – Project is nearly complete and \$15,000 is in the process of being paid to Monroe County as a City contribution towards the overall construction costs.

Sheffield Drive (west side for missing segments from Morningside to Providence) – Initial design has been placed on hold due to staff shortfall in the Planning and Transportation Department. Planning and Transportation aims to award a design contract before the end of this year, but time constraints may push the designs back into consideration by the Sidewalk Committee to fund for 2015.

Maxwell Lane (north side from Jordan Ave. to Sheridan Dr.) – Construction is complete at a total cost of \$67,517.01, or \$28,762.37 under budget.

Traffic Calming – No traffic calming activities have been initiated for 2014. There is a remaining obligation for a traffic calming island at 7<sup>th</sup> and Rogers Street that has yet to be completed. Additionally, staff has been in discussions with the Park Ridge East neighborhood about traffic calming measures for Morningside Drive.

Fairview Street (east side from Wylie St. to Allen St.) – Although this project is on the prioritization list, it was not recommended by the Sidewalk Committee to receive any 2014 funds. This sidewalk utilized some funding through the Housing and Neighborhood Development Department for storm drainage infrastructure, which has been purchased. The designs were going to be done by Engineering staff, but now may be completed by a consulting firm. Because of some delays in other capital projects, funding may be available to award a design contract for this project. Planning and Transportation aims to award a design contract before the end of this year, but time constraints may push the designs back into consideration by the Sidewalk Committee to fund for 2015.

### **Recommended Allocation**

Staff recommends setting \$15,000 aside for traffic calming and related neighborhood safety projects. Some requests may be best managed through staff analysis and standardized improvements, such as the example at Moores Pike and Olcott Boulevard. The \$15,000 set aside would be utilized for similar requests in 2015. A 2010 Council action and subsequent 2013 request for 7<sup>th</sup> and Rogers traffic island will need further technical review once a Traffic and Transportation Engineer is hired by the City.

The remaining portion, \$285,000, staff recommends using to fund design, right of way acquisition, and/or construction of sidewalk requests listed within the 2015 prioritization table.

### **Summary**

- Sidewalk Inventory and Determinate Sidewalk Maps are included for reference
- Sidewalk project requests have been reevaluated and ranked with an overall priority score
- A status synopsis of 2014 sidewalks is included
- Staff funding recommendations for 2015 are provided

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

## **January 15, 2014**

### **Committee Members and Staff**

The members of the 2014 Committee were appointed by the President of the Council in 2013, remain the same as last year, and include:

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

The committee members were assisted by the following persons:

#### **Office of City Clerk**

Sue Wanzer, Deputy City Clerk

#### **Council Office**

Dan Sherman, Council Administrator/Attorney

Stacy Jane Rhoads, Deputy Administrator/Researcher

#### **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 2014. It met three times in November and December 2013 to review the program and make those recommendations. The transportation-related monies are comprised of \$300,000 from the Alternative Transportation Fund (ATF), which receives surplus revenues from the Neighborhood Parking Program (BMC 15.37.160). That amount constitutes an increase of \$25,000 over 2013 which, in turn, was increased another \$50,000 over the funding for 2012. For the last few years, due to fiscal constraints, the City of Bloomington Utilities department has not been able to set aside what had been \$125,000 annually for the storm water components of these sidewalk projects. (That funding began in 2007 at \$100,000, increased to \$125,000 in 2008 and ceased in 2010.) In lieu of a set aside of funds, CBU has offered to explore providing in-kind contributions for identified projects when consistent with departmental storm water mission and priorities.

## **Schedule**

The Committee met at noon in the McCloskey Room on:

- Wednesday, November 20, 2013 (*without a quorum*) ;
- Monday, December 2, 2013 (*with ratification of actions proposed at the previous meeting*); and
- Thursday, December 12, 2012

## **Deliberation Materials and Minutes Available Online**

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

## **Preliminary Matters**

Early on, the Committee:

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

## **Review of Funding and Setting Aside \$15,000 for Traffic Calming**

The Committee reviewed money available for Council Sidewalk Projects in 2014 - \$300,000. This amount was increased by \$25,000 over last year which, in turn was increased \$50,000 over 2012. As has been typical in previous years, the Committee agreed to set aside \$15,000 for any traffic-calming projects that might come forward in 2014. One part of an old project involving Fairview School and the Near Westside Neighborhood Association was mentioned by staff and discussed by the Committee, but others might arise as well. In addition, the Committee anticipates an Alternative Transportation Funding Sheet that will be more accurate than ever.

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

### **Request to Amend 2013 Report Approved by the Council in December**

Wykoff prepared a status report on last year's (2013) recommendations and provided better cost estimates over the course of the three Committee meetings. After confirming the actual costs of projects, the Committee submitted a request to amend the funding recommendations in the 2013 Council Sidewalk Report and the amendment was approved by the Council at its Regular Session on Wednesday, December 18, 2013.

The request for the amendment can be found [online](#) and, in essence, concluded that:

- the three primary projects for 2013 would be done for less money – those construction projects included:
  - West 17<sup>th</sup> Street from Madison to College Street – Sidewalk (south side);
  - Maxwell Lane from Highland Avenue to Jordan Avenue – Sidewalk (north side);

- Moores Pike and Olcott Boulevard – Pedestrian Crossing;
- the two contingent projects either didn't need the money (as was true with West 17<sup>th</sup> Street) or was not ready for it (as was true with Leonard Springs Road); and
- the remaining funds, which amounted to about \$24,000, should be dedicated for right-of-way work associated with a \$1.2 million road improvement project on Rockport Road north of Countryside Lane, which will fill in missing sidewalk segments on this fast and busy street which borders the Broadview neighborhood.

Decision to Ratify Placement of Lane Markings on the East Side of Mitchell Street Between Maxwell Lane and Circle Drive

In its recommendations for 2012, the Committee proposed that a pedestrian lane be placed on Mitchell Street between Maxwell Lane and Circle Drive, once parking was prohibited there. At various times, Committee materials indicated that the lane should be on the east and on the west of the street. The Committee ratified the decision to install it on the east side, which allows pedestrians to easily access the sidewalks to the south by an existing crosswalk and peninsula.

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

**Program Criteria**

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

Criteria	Analytics and Information	
1) Safety Considerations	Pedestrian Level of Service (PLOS) - gauges the pedestrian experience based upon traffic volume and speed, lane width, presence and width of sidewalk, and presence, type, and width of the buffer.	
2) Roadway Classification		
3) Pedestrian Usage	Residential Density	Walkscore – an online score that gauges pedestrian demand based upon proximity to a mix of destinations. Score: 0 (car dependent) – 100 (walker's paradise)
4) Proximity to Destinations	Transit routes and stops	
5) Linkages	Proximity to existing sidewalks as shown on Sidewalk Inventory (updated annually).	
6) Cost and Feasibility	Estimates provided by Engineering Dept.	

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

- The Walkscore (which borrows an online analytic tool to provide an objective measure for Criteria 3 [Pedestrian Usage] and Criteria 4 [Proximity to Destinations] was updated for all projects and led to some change in rankings;
- The Evaluation Sheet currently does not incorporate objective measures for the Criteria 5 (Linkages or, in other words, “connectivity”) and Criteria 6 (Feasibility), and therefore, the satisfaction and weighing of that criteria was left to the judgment of Committee members;

Touching themes from previous years, the Committee:

- discussed lowering the priority for sidewalk proposals where a sidewalk exists on the other side of the street, but acknowledged the need for sidewalks on both sides of higher classification roadways (with higher corresponding volumes and speed of traffic) or where there are difficulties in crossing the roadway safely;
- acknowledged that objective criteria used to gauge certain of the criteria (i.e. safety, pedestrian usage, and proximity to destinations) needed to be balanced by member’s observations and judgments, which led to a reordering of the priorities; and
- acknowledged the importance of selecting high-priority projects and shepherding them through to completion.

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

The Committee reviewed the Evaluation Sheet (attached), which contained 39 proposed projects, but no new requests, and asked Wykoff to prepare estimates for about a half-dozen of them. These projects are listed below starting with the ones recommended for funding followed by the others and include a brief summary of the relevant deliberations:

#### **Recommended for Funding in 2014**

- **Kinser Pike from Colonial Crest to 17<sup>th</sup> Street – East Side (Rank #1)** – This highest ranking project has been on the list for over a decade due, in large part, to the cost of the right-of-way (which amounts to over half of the total cost of this \$228,412 project). After obtaining estimates for both sides of the street, the Committee chose the east side, which was less expensive and more likely to be used. This recommendation commits \$38,068.80 toward the design of this project in 2014 with construction considered a high priority in 2015.
- **17<sup>th</sup> – Maple to Madison – South Side (*within the scope of Crescent to Madison Project - Rank #9*)** – Installation of sidewalks on West 17<sup>th</sup> Street has been a high priority for the City and has seen some progress over the years. As a result of Committee recommendations last year, a sidewalk will finally be installed on the south side from Madison to College, which directly east of this project. In the near future, a combination of MPO and local funds will be used to construct a roundabout at Arlington and Monroe, which will include the installation of sidewalks immediately to the west of this project. This project would cost \$276,361.80 and include about 650 feet of sidewalk (with some sidewalk already in place in some areas), some steps here and there, and some storm water component (estimated at about \$59,000) that might be covered by City Utilities. The recommendation this year is to allot

\$46,060.30 toward the design and \$12,750 toward appraisal work for this project and make construction a high priority next year.

- **E. 7<sup>th</sup> Street at SR 45/46 Bypass (Rank #13)** This project would connect the sidepath on the west side of the SR 45/46 Bypass and the bicycle/pedestrian tunnel at this site with 7<sup>th</sup> Street and, thereby, to the neighborhoods to the south and west. It would include installing a ramp from the Bypass and stairs from the tunnel. The cost is estimated at \$20,000 and the stairs would have a “cheek wall” for bicyclists to use for their bikes after dismounting them. The Committee thought this may have the added benefit of encouraging more bicycle and pedestrian traffic between the neighborhoods to the east and the campus to the west.
- **Leonard Springs Between 400 South of Bloomfield Road to Tapp Road – East Side (Rank #17)** Last year the Committee recommended contributing as much as \$15,000 to this Monroe County project over two years if it was going forward. The logic for contributing was two-fold: first, the roadway is owned by the City (but the adjacent land is within the County) and second, there are some pockets within the City to the south with residents that would use the sidewalk. The project would be about 1,200 feet long and cross 10 parcels of land. *Note: This is a Monroe County project of unknown cost to be funded in this amount out of ATF monies as long as there are adequate assurances regarding progress on the project and the money will be committed in 2014.*
- **Sheffield Drive – Morningside Dr. to Providence Drive – West Side (Rank #20)** This 900-foot project would complete missing sidewalk segments along Sheffield that would connect with existing sidewalks along Plymouth on the north and recently-completed Council Sidewalk Committee projects on the south along Morningside Drive from Smith Road to Sheffield. The estimated cost of \$63,414.45 has been reduced by design work (\$8,271.45), which will be performed and absorbed by the Engineering Department. The Committee thought this project addressed an issue of safety because Sheffield winds downhill toward Morningside and neither motorists nor pedestrians, who must now walk on the street, may have time to react as cars descend rapidly through the curve. The Committee also heard that the neighborhood association might be interested in extending the sidewalk on Morningside Drive to the east.
- **Maxwell Lane – Jordan to Sheridan Drive – North Side (Rank #33)** This follows on the project in 2013 that brought a sidewalk to the north side of Maxwell from the bottom of the hill at Highland to mid-way up the hill at Jordan. It will continue the project over the crest of the hill to Sheridan. Once this block is done - with the help of previous Committee-recommended projects - there will be a continuous run of sidewalks all the way from High Street on the east to Henderson on the west. The design for the project (funded in 2006) calls for a sidewalk to be built in the right-of-way on the north side, with a curb and inlets channeling water under the sidewalk to some new pipe and an existing ditch running parallel to the street. Temporary pedestrian lane markings have been painted on the street to alert motorists of the walkers who currently use this stretch of Maxwell Lane. Based upon bidding documents from 2013, Wykoff estimated that the project would cost \$96,279.38.

#### **Further Considered But Not Recommended for Funding in 2014**

- **Green Acres Neighborhood** – Various projects were proposed for Green Acres including portions of Bryan, where there is a traffic signal and fire station at 3<sup>rd</sup> Street, and Union, where there is apparent usage and a property owner willing to dedicate significant right-of-

way. The Committee pursued one small project this year and reviewed investments in the area over the last decade or so. Those included installing sidewalks on the north side of 3<sup>rd</sup> Street from Bryan to sidewalks at the Bypass, installing sidewalks as part of a storm water project for a few blocks on the east end of 5<sup>th</sup> Street, installing a sidewalk on Jefferson between 7<sup>th</sup> and 8<sup>th</sup> and Roosevelt between 4<sup>th</sup> and 5<sup>th</sup>. Investments were also made in the design of sidewalks along 5<sup>th</sup> from Union to the Bypass and along Jefferson from 3<sup>rd</sup> to 10<sup>th</sup>, which could be basis for future construction.

- **Walnut Street – Winston/Thomas to Nat'l Guard Armory and from Hoosier Street to Legends – West Side (Rank #17 and #23)** These two segments would complete missing sidewalk links along South Walnut between Tapp/Winslow and Rhorer Road. The cost of the first segment would be about \$72,000 and the cost of the second segment was not provided. The desire to complete existing projects and take on some much higher-ranked projects led the Committee to look elsewhere for allocations this year.

### **Summary of Actions**

In summary, during the course of its 2014 deliberations, the Committee:

- Elected Cm. Sturbaum as Chairperson;
- Requested the Council to amend its 2013 funding recommendations which was approved by the Council on December 18, 2013;
- Ratified the placement of lane markings on the east side of South Mitchell Street north of Circle Drive;
- Acknowledged two disclosures of conflicts of interest from:
  - the Administrator/Attorney, who owns and resides in a house along a proposed project (Nancy Street from Mark to Hillside); and
  - the representative from the HAND department, who owns and resides in a house along another proposed project (Wylie Street from Henderson to Lincoln) neither of which were given serious consideration by the Committee this year;
- Approved the funding recommendations;
- Authorized the Chair to approve minutes of meetings after giving members an opportunity to review and offer corrections
- Authorized submittal of a Committee Report to the Council after signatures have been obtained by a majority of Committee members; and
- Dispensed with a final meeting where its procedures and criteria and list of priorities have, in the past, been reviewed in anticipation of next year's deliberations.

**FORMAL RECOMMENDATIONS - FUNDS AVAILABLE: \$300,000**

**Alternative Transportation Fund (ATF)** Use the \$300,000 of Alternative Transportation Funds appropriated in 2014 for sidewalk and traffic-calming projects.

**CBU Assistance with Storm Water Component of Council Sidewalk Projects** While no longer setting aside funds for the storm water component of Council sidewalk projects, CBU continues to look at proposed projects and see whether it can provide some in-kind contributions. One such project was identified in 2014. (*see below*)

**CHART OF 2014 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>
<b>Kinser Pike – Design of Sidewalk</b> North of 17 <sup>th</sup> Street to Apartments (East Side)	\$38,068.8	\$0	\$0
<b>West 17<sup>th</sup> – Design of a Sidewalk</b> <b>(\$46,060.30) and Appraisal Work (\$12,750)</b> Maple to Madison (South Side)	\$58,810.3	*	\$0
<i>* CBU will explore contribution to the storm water component of this project – estimated at \$59,000 – as the design of the project unfolds.</i>			
<b>7<sup>th</sup> and SR 45/46 Bypass - Construction of Steps and Ramp</b> Tunnel to 7 <sup>th</sup> Street (steps) and SR 45/46 Sidepath to 7 <sup>th</sup> Street (Ramp) (All on West Side of By Pass)	\$20,000	\$0	\$0
<b>Leonard Springs Pedestrian Project</b> Walmart Entrance south to Tapp Road (East Side)	\$15,000	\$0	**
<i>** This is a Monroe County project of unknown cost to be funded in this amount out of ATF monies as long as there are adequate assurances regarding progress on the project and the money will be committed in 2014.</i>			
<b>Sheffield – Construction of Missing Sidewalk Segments</b> Morningside to Providence (West Side)	\$55,143	\$0	\$0
<b>Maxwell Lane – Construction of a Sidewalk</b> Jordan to Sheridan (North Side)	\$96,279.38	\$0	\$0
<b>Traffic Calming – Set Aside</b>	\$15,000	\$0	\$0
<b>GRAND TOTAL</b>	<b>\$298,301.48</b>	<b>\$0</b>	<b>\$0</b>

## 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 1/8<sup>th</sup> 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 style="text-align: center;">Overall Project Ranking =</p> <p style="text-align: center;">Walk Score Rank + Pedestrian Level of Service (PLOS) Rank + Transit Route Score Rank + Density Rank  =</p> <p style="text-align: center;">Score</p> <p style="text-align: center;">(Lowest Score = Highest Rank)</p> <p style="text-align: center;">***</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>	

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

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

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

A HISTORY OF COUNCIL SIDEWALK COMMITTEE FUNDS, 2002-2014

2014

Site	Estimate	Recommendation	Other Funds	Comments
Kinser Pike - 17th Street north to Apartments (East Side)	\$228,412.80	\$38,068.80		This highest ranking project has been on the list for over a decade due, in large part, to the cost of the right-of-way (which amounts to over half of the total project cost of \$228,412). After obtaining estimates for both sides of the street, the Committee chose the east side, which was less expensive and more-likely-to-be-used. This recommendation commits \$38,068.80 toward the design of this project in 2014 with construction considered a high priority in 2015.
West 17th Street -- Maple to Madison (South Side)	\$276,361.80	\$58,810.30		* Installation of sidewalks on West 17th Street has been a high priority for the City and will see progress to the east and west of this project in the near future. This year, the Committee learned it would cost \$276,361.80 for this project, which would include about 650 feet of sidewalk (with some sidewalk already in place), some steps here and there, and some storm water component (estimated at about \$59,000) that might be covered by City Utilities. The recommendation this year is to allot \$46,060.30 toward the design and \$12,750 toward appraisal work for this project and make construction a high priority next year. <i>*CBU will explore in-kind contributions toward the storm water component of this project.</i>
SR 45/46 Bypass and Tunnel to 7th Street (West Side)	\$20,000.00	\$20,000.00		This project would connect the sidepath on the west side of the SR 45/46 Bypass and the bicycle/pedestrian tunnel at this site with 7th Street and, thereby, to the neighborhoods to the south and west. It would include installing a ramp from the Bypass and stairs from the tunnel. The cost is estimated at \$20,000 and the stairs would have a "cheek wall" for bicyclists to use for their bikes after dismounting them. The Committee thought this may have the added benefit of encouraging more bicycle and pedestrian traffic between the neighborhoods to the east and the campus to the west.
Leonard Springs -- 300 feet South of Walmart Entrance to Tapp Road	Unknown	\$15,000.00	Unknown	Last year the Committee recommended contributing as much as \$15,000 to this Monroe County project over two years if it was going forward. The logic for contributing is two-fold: first, the roadway is owned by the City (but the adjacent land is within the County) and second, there are some pockets within the City to the south with residents that would use the sidewalk. The project would be about 1,200 feet long and cross 10 parcels of land. <i>It is conditioned on adequate assurances that the project will go forward and the contribution will be spend in 2014.</i>
Sheffield - Morningside Drive to Providence (West Side)	\$63,414.45	\$55,143.00		This project would complete missing sidewalk segments along Sheffield that would connect with existing sidewalks along Plymouth on the north and recently-completed Council Sidewalk Committee projects on the south along Morningside Drive. Speed of cars descending the curve to Morningside, in part, made this a priority for the Committee. The Engineering Department will design the project which reduced the outlay by \$8,271.45.
Maxwell Lane -- Jordan Avenue to Sheridan (North Side)	\$96,279.38	\$96,279.38		This follows on the project in 2013 that brought a sidewalk to the north side of Maxwell from the bottom of the hill at Highland to mid-way up the hill at Jordan. It will continue the project over the crest of the hill to Sheridan. Once this block is done - with the help of previous Committee-recommended projects - there will be a continuous run of sidewalks all the way from High Street on the east to Henderson on the west. Funds for the design of this project were provided in 2006.
Traffic-Calming (Unspecified)		\$15,000.00		The Committee set aside \$15,000 for unspecified traffic-calming projects in the event one is ready for installation this year.
Total	\$621,053.98	\$298,301.48	*	

2013				
Site	Estimate	Recommendation	Other Funds	Comments
West 17th Street -- Madison Street to College Avenue (South Side)	\$268,199.00	\$147,351.16	\$107,199.00	Following an investment in the design of this project in 2011 and an offer from City of Bloomington Utilities to cover the storm water costs associated with it, the Committee recommended funding construction of a sidewalk in 2013. The offer from CBU reduced the allocation for this project from \$268,111 to \$161,000, but with the understanding that some of the estimated \$8,500 in remaining funds for the year might be needed to cover any overage. <i>Note that, on December 18, 2013, the Council amended the recommendations to reflect the lower than expected bid for this project.</i>
Maxwell Lane -- Highland Avenue to Jordan Avenue (North Side)	\$87,000.00	\$95,543.62		This is one block of a two-block project that would be constructed on the north side of the street from the bottom of a hill (at Highland) to the other side of the crest at Sheridan. Once these two blocks are complete - with the help of previous Committee-recommended projects - there will be a continuous run of sidewalks all the way from High Street on the east to Henderson on the west. Funds for the design of this project were provided in 2006. <i>Note that, on December 18, 2013, the Council amended the recommendations to reflect an increase in cost of the project from \$87,000 to \$95,543.62, due to the removal of rock.</i>
Moore's Pike and Olcott Boulevard -- Pedestrian Crossing	\$18,500.00	\$7,959.90		This is a pedestrian crossing with a raised island and lane markings to narrow the roadway. It follows a denial of a stop sign request at the Traffic Commission in January and <i>does not</i> include the installation of a stop sign. The crossing will provide residents in Hyde Park and points south access to a continuous sidewalk that runs along the north side of Moore's Pike from Smith Road to Sare Road and further west. <i>Note that, on December 18, 2013, the Council amended its recommendations to reflect an altered project (now with no island, but with a solar-operated speed indicator) and a drop in cost from \$18,500 to \$7,959.90, largely due to the labor having been provided by the Public Works Department..</i>
Rockport Road -- Countryside Lane south 2,000 feet to just past Graham Drive (West Side)	\$1,200,000 +	\$24,145.32	\$1,200,000.00	<i>Note that, on December 18, 2013, the Council amended its recommendations to include this allotment toward a large multi-phased road-improvement/storm water project along Rockport Road. This contribution of \$24,145 can be committed in 2013 toward appraisal work necessary for the project and follows through on a recommendation in 2012 to use any remaining funds that year for this purpose.</i>
Leonard Springs -- 300 feet South of Walmart Entrance to Tapp Road	Unknown	\$0.00	Unknown	This is a County project to be constructed on land in the county that lies along a city-owned roadway. The design and total cost of the project are unknown at this time. The County sees the need for the project (which is evident with the path worn by pedestrians) and is interested in a contribution from the City. After learning that City residents to the south would probably use the sidewalk, the Committee agreed to contribute any funds remaining this year once there were adequate assurances that the project will be completed in the short term. The Committee also declared intent to contribute as much as \$15,000 toward this project over two years. <i>Note that, on December 18, 2013, the Council amended the recommendations to defer any contribution to this project until 2014 when the project moved forward to the point the money could be used.</i>
Total	\$373,699.00	\$275,000.00	\$1,307,199.00	

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

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

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

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

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

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

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

2003			
Site	Estimate	Recommendation	Comments
Sidewalk Project - East 5th Street from 1 block east of Overhill (deadend) to Overhill.	\$255,596.00	\$52,597.00	On 6/18/03, the Council approved the Committee recommendation to allocate \$52,597 contingent upon the availability of storm water funds.
Sidewalk Project - 10th Street for 350 feet west of Grandview Drive (south side)	\$43,975.00	\$43,975.00	
Sidewalk Project - Walnut Street from Bank One (Country Club/Winslow) to Hoosier Street (west side)	\$104,354.00	\$63,427.00	On 6/2/03 the Committee recommended allocating the remaining funds (\$63,427) to this project and discussed ways to reduce its cost.
<b>Total:</b>		<b>\$159,999.00</b>	

2002			
Site	Estimate	Recommendation	Comments
Sidewalk Project - Southdowns from Jordan and along the north side of Circle and Ruby lane to Nancy Street.	\$148,000.00	\$108,731 (+ \$39,000 from Greenways)	The original estimate was for a sidewalk on the north side of the street, but the Engineering staff and neighborhood preferred south side at estimated cost of \$129,000 (and an additional \$19,000 for the leg from Jordan to Mitchel). On 6/19/02 the Council allocated \$59,547 for this project and, as noted below, on 12/18/02, the Council voted to shift \$49,184 from the East 2nd Street project to this one as well. On May 8, 2003 the Greenways group agreed to fund the remaining \$39,000.
Design for sidewalk and storm water project - Jefferson Street from East 3rd to East 10th Street.	\$27,840.00	\$27,840.00	
Design for sidewalk and stormwater project - East 5th Street from 1 block east of Overhill to Union.	\$28,832.00	\$28,832.00	
Streetscape Plan - East 2nd from High Street to College Mall Road.	\$49,184.00	\$0.00	On 12/18/02 the Common Council voted to shift these funds (\$49,184) to the Ruby Lane project (above)
Sidewalk design - East Allen from Lincoln to Henderson Street	\$4,000 - \$8,000	\$7,400.00	
<b>Total:</b>	<b>about \$160,000</b>	<b>\$172,803.00</b>	

## **Appendix Four – Evaluation of Proposed Sidewalk Projects**

### Presentation

*Presented by Scott Robinson, Long Range/Transportation Manager*

### Action

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

### Background Material

Council Sidewalk Criteria – *enclosed*

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

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

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

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

Index and Maps – *enclosed*

## **Council Sidewalk Committee Policies**

### **Criteria for Selecting Sidewalk Projects**

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

### **History of Revisions**

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

- On October 16, 2006, the Committee added “Indiana University” as another “destination point” under the fourth criteria (Proximity to Destination Points). At that time, it decided not to explicitly recognize “synergy” as another criteria, because it was already being considered as a factor under the fifth criteria (Costs/Feasibility).
- On January 4, 2008, the Committee added the fifth criteria defining “Linkages.”
- On November 12, 2009, the Committee revised “Proximity to Destination Points” to clarify that the list was illustrative and included “employment centers” among other destinations.

## **Other Policies**

### Overage Policy

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

## Council Sidewalk Criteria – Application of Emerging Objective Factors

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

Overall Project Ranking =

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

Score

(Lowest Score = Highest Rank)

\*\*\*

*Note: All the above were weighed equally.*



To: Bloomington Common Council Sidewalk Committee  
From: Scott Robinson, Long Range/Transportation Manager  
Date: 11/04/2014  
Re: 2015 Council Sidewalk Committee  
CC: Tom Micuda, Josh Desmond, Vince Caristo, Roy Aten, and file

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### **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 determinate sidewalk variances. Maps from last year's committee meetings should suffice for information on various sidewalk requests and their relative connectivity to existing sidewalks.

Details on the condition, width, and other sidewalk attributes for specific locations are best dealt with on a case by case basis since these details are not apparent. Additional information on potential sidewalk projects can be provided per the recommendations of the Committee.

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

The project evaluation system, first developed in 2008, continues to be a useful tool to rank sidewalk requests based on the established Council Sidewalk Committee Criteria. The evaluation bases project ranking on several measured values (walk score, pedestrian level of service, transit, and population), which are proxies for some Committee Criteria. Over time Council has found this evaluation helpful in their deliberations. No changes to the methodology of the project evaluation system have been made for this year's prioritization.

The updated Project Prioritization Table is included for 2015 Council Sidewalk funding considerations. Completed projects are listed at the bottom of the table for reference. Eight new project requests were added to the table (N. Fee Ln., N. Dunn St., E. 10<sup>th</sup> St., S. Cory Ln., Allen St., E 3<sup>rd</sup> St., S. Highland Ave. and N. Indiana Ave.) and noted with a "2015" next to the street name. Because of these changes the reevaluation did result in a different priority order than last year's priority.

### **Status Report on 2014 Projects**

*Kinser Pike (east side from 17<sup>th</sup> to apartments)* – Design contract was awarded for \$32,870 and the design is nearly complete. Eight parcels have been identified for right of way acquisition and will need to be considered in 2015 as well as possible construction. In total, the remaining costs for this project are estimated to be approximately \$250,000

*17<sup>th</sup> Street (south side from Madison St. to Maple St.)* – Design contract was awarded for \$97,025 and the design is currently in process (~80% complete). Right of way and additional design for storm sewer work have extended the design process. The design also extends south along Jackson St. to 15<sup>th</sup> St. and is reflected in the overall design contract award.

*7<sup>th</sup> Street (ramps to SR 45/46 underpass and sidepath)* – Initial survey is complete and design is 50% complete. Planning and Transportation aims to have a design completed by the end of this

year, but time constraints may push the designs back into consideration by the Sidewalk Committee to fund for 2015.

Leonard Springs Pedestrian Project (Monroe County sidewalk project) – Project is nearly complete and \$15,000 is in the process of being paid to Monroe County as a City contribution towards the overall construction costs.

Sheffield Drive (west side for missing segments from Morningside to Providence) – Initial design has been placed on hold due to staff shortfall in the Planning and Transportation Department. Planning and Transportation aims to award a design contract before the end of this year, but time constraints may push the designs back into consideration by the Sidewalk Committee to fund for 2015.

Maxwell Lane (north side from Jordan Ave. to Sheridan Dr.) – Construction is complete at a total cost of \$67,517.01, or \$28,762.37 under budget.

Traffic Calming – No traffic calming activities have been initiated for 2014. There is a remaining obligation for a traffic calming island at 7<sup>th</sup> and Rogers Street that has yet to be completed. Additionally, staff has been in discussions with the Park Ridge East neighborhood about traffic calming measures for Morningside Drive.

Fairview Street (east side from Wylie St. to Allen St.) – Although this project is on the prioritization list, it was not recommended by the Sidewalk Committee to receive any 2014 funds. This sidewalk utilized some funding through the Housing and Neighborhood Development Department for storm drainage infrastructure, which has been purchased. The designs were going to be done by Engineering staff, but now may be completed by a consulting firm. Because of some delays in other capital projects, funding may be available to award a design contract for this project. Planning and Transportation aims to award a design contract before the end of this year, but time constraints may push the designs back into consideration by the Sidewalk Committee to fund for 2015.

### **Recommended Allocation**

Staff recommends setting \$15,000 aside for traffic calming and related neighborhood safety projects. Some requests may be best managed through staff analysis and standardized improvements, such as the example at Moores Pike and Olcott Boulevard. The \$15,000 set aside would be utilized for similar requests in 2015. A 2010 Council action and subsequent 2013 request for 7<sup>th</sup> and Rogers traffic island will need further technical review once a Traffic and Transportation Engineer is hired by the City.

The remaining portion, \$285,000, staff recommends using to fund design, right of way acquisition, and/or construction of sidewalk requests listed within the 2015 prioritization table.

### **Summary**

- Sidewalk Inventory and Determinate Sidewalk Maps are included for reference
- Sidewalk project requests have been reevaluated and ranked with an overall priority score
- A status synopsis of 2014 sidewalks is included
- Staff funding recommendations for 2015 are provided

**City of Bloomington**  
**City Council Sidewalk Committee 2009 Prioritization Process**

**Process Overview**

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

**Prioritization Methodology**

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

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

### **Known Issues**

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

### **Walk Score**

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

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

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

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

### **Pedestrian Level of Service (Ped LOS)**

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

## 2015 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 (2014)*	Overall Rank
Kinser Pk.	north of 17th St. to existing sidewalk near apartments	700	72	4	3.88	12	247	6	1,210	5	27		1
<b>E. 3rd St. (2015)</b>	<b>2 vacant Lots E of Park Ridge</b>	<b>340</b>	<b>20</b>	<b>39</b>	<b>4.16</b>	<b>3</b>	<b>268</b>	<b>1</b>	<b>1,552</b>	<b>2</b>	<b>45</b>		<b>2</b>
Union St.	4th St. to 7th St.	954	68	6	3.84	13	103	20	1,035	7	46		3
14th St.	Madison St. to Woodburn Ave.	450	85	1	3.58	23	220	9	769	15	48		4
19th St. (2011)	Walnut St. to Dunn St.	1,120	51	15	3.48	26	178	11	1,229	4	56		5
Smith Rd. (2011)	Grandview Dr. to 10th St.(west)	1,352	42	21	3.63	20	260	5	771	14	60	11	↑ 6
Moores Pk.	AndrewsSt. to College Mall Rd.	1,289	51	15	3.99	8	52	34	1,453	3	60	10	↑ 6
17th St. (2012)	Crescent Street to College Ave.	5,500	45	18	2.46	40	216	10	996	8	63		8
<b>E. 10th St. (2015)</b>	<b>Grandview Dr. to Russell Rd.</b>	<b>2,390</b>	<b>19</b>	<b>40</b>	<b>4.01</b>	<b>6</b>	<b>268</b>	<b>1</b>	<b>571</b>	<b>18</b>	<b>65</b>		<b>9</b>
Jefferson St.	3rd St. to 7th St.	1,375	66	7	3.66	17	97	21	393	22	67		10
S. Rogers St.	south of Hillside Dr.	480	43	20	3.97	10	90	25	825	13	68		11
17th St.	Indiana Ave. to Forrester Ave.	1,323	45	18	4.23	1	58	32	525	20	71	6	↓ 12
<b>N. Indiana (2015)</b>	<b>15th St. to 17th St.</b>	<b>409</b>	<b>58</b>	<b>11</b>	<b>3.61</b>	<b>21</b>	<b>76</b>	<b>29</b>	<b>881</b>	<b>12</b>	<b>73</b>		<b>13</b>
5th St.	Union St. to Hillsdale Dr.	1,671	66	7	3.52	25	131	14	298	28	74		14
Miller Dr.	Huntington Dr. to Olive St.	423	38	24	3.66	17	82	27	1,191	6	74		14
Walnut St.	Hoosier St. to Legends (driveway)	369	52	13	3.74	16	34	37	986	10	76	26	↑ 16
Fairview St. (2011)	Wylie St. to Allen St.	1,005	52	13	3.48	26	120	16	343	24	79		17
Moores Pk.	Valley Forge Rd. to High St.	1,060	34	29	4.17	2	107	19	240	30	80		18
E 7th St. (2011)	SR 45/46 Bypass to Hillsdale Dr.	830	69	5	3.30	36	240	7	202	33	81		19
Palmer St. connector path	Wylie St. to 1st St.	529	75	3	1.50	44	146	12	328	25	84		20
Clark St.	3rd St. to 7th St.	1,390	60	10	3.25	38	131	13	360	23	84		20
Walnut St.	Winston/Thomas to Nat'l Guard Armory	1,064	42	21	3.99	8	34	38	679	17	84		20
High St.	Covenanter Dr. to 2nd St.	2,622	46	17	4.01	6	93	24	156	37	84		20
10th St. (2013)	Smith Rd. to Russell Rd.	1,010	22	38	3.92	11	268	1	172	35	85	17	↓ 24
Wylie St. (2013)	Lincoln St. to Henderson St.	1,150	77	2	2.33	42	121	15	301	27	86		25
Sheffield Dr. (2013)	Morningside Dr. to Plymouth Rd.	700*	28	33	2.36	41	268	1	884	11	86	20	↑ 25
Rockport Rd. (~1/2 built 2014)	Countryside Ln. to Tapp Rd.	3,198	25	36	4.07	4	61	30	716	16	86		25
Bryan St. (2013)	3rd St. to 7th St.	1,400	55	12	3.34	33	90	26	539	19	90		28
<b>Allen St. (2015)</b>	<b>Henderson St. to Lincoln St.</b>	<b>1,184</b>	<b>66</b>	<b>7</b>	<b>1.98</b>	<b>43</b>	<b>113</b>	<b>18</b>	<b>302</b>	<b>26</b>	<b>94</b>		<b>29</b>
Walnut St. (2013)	SR 45/46 to 500 ft N of Fritz Dr	2,300	37	25	3.65	19	18	39	481	21	104		30
<b>Corey Ln. (2015)</b>	<b>2nd St. to 3rd. St.</b>	<b>2,332</b>	<b>15</b>	<b>41</b>	<b>3.61</b>	<b>21</b>	<b>48</b>	<b>35</b>	<b>987</b>	<b>9</b>	<b>106</b>		<b>31</b>
Morningside Dr. (2012)	Sheffield Dr. to Park Ridge Rd.	1,276	35	26	2.87	39	228	8	174	34	107		32
Rhorer Rd.	Walnut St. to Sare Rd.	4,775	40	23	4.06	5	0	41	69	42	111		33
Nancy St.	Hillside Dr. to Mark St.	878	31	32	3.48	26	94	22	235	31	111	29	↓ 33
<b>Fee Ln. (2015)</b>	<b>SR 45/46 to Lot 12 Entrance</b>	<b>1,353</b>	<b>11</b>	<b>44</b>	<b>3.44</b>	<b>31</b>	<b>48</b>	<b>35</b>	<b>5,400</b>	<b>1</b>	<b>111</b>		<b>33</b>
Smith Rd. (2011)	Hagan St. to Brighton Ave. (west)	1,817	28	33	3.56	24	118	17	122	39	113	30	↓ 36
Mitchell St. (2012)	Maxwell Ln. to Circle Dr. (east)	624	34	29	3.34	33	77	28	297	29	119	34	38
Graham Dr. (2011)	Rockport Rd. to Rogers St.	1,815	35	26	3.34	33	58	31	234	32	122		39
Dunn St.	SR 45/46 to Tamarack Tr.	2,044	32	31	3.83	14	7	40	74	41	126	35	↓ 40
<b>S. Highland (2015)</b>	<b>Winslow Park Parking to Sidewalk</b>	<b>755</b>	<b>23</b>	<b>37</b>	<b>3.45</b>	<b>30</b>	<b>55</b>	<b>33</b>	<b>158</b>	<b>36</b>	<b>136</b>		<b>41</b>
Kinser Pk.	north of Acuff Rd.	1,595	12	42	3.83	14	0	41	40	44	141		42
Ramble Rd.	Ramble Rd. to Dunn St.	875	28	33	3.26	37	0	41	86	40	151		43
<b>N. Dunn St. (2015)</b>	<b>Tamarack Trail to Lakewood Dr.</b>	<b>3,602</b>	<b>12</b>	<b>42</b>	<b>3.41</b>	<b>32</b>	<b>0</b>	<b>41</b>	<b>64</b>	<b>43</b>	<b>158</b>		<b>44</b>

\* This column was added by the Council Office. It compares rankings in 2014 with rankings in 2015 and identifies changes of at least 4 slots.

\*\* Shaded rows indicate new proposals for consideration in 2015.

\*\*\* Please see the end of the Index for Maps of Sidewalk Proposals (2015) for a list of completed and removed projects.

## Index for Maps of Sidewalk Proposals (For Initial 2015 Sidewalk Committee Meeting)

- Includes Existing, Recently Completed, and Recently Removed Proposals (Eight New Projects were Proposed for 2015)
- 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>
<b>Kinsler Pike</b>	North of 17 <sup>th</sup> 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>
<b>E. 3<sup>rd</sup> Street</b>	2 Vacant Lots – 4136 – 4262	South	<i>New in 2015. Vacant parcel with side path on west and sidewalk on east.</i>
<b>Union 14<sup>th</sup> 19<sup>th</sup></b>	4 <sup>th</sup> to 7 <sup>th</sup> Madison to Woodburn Walnut to Dunn	East  (?)	<i>Moved up to slots in ranking from 2014 to 2015 Reaffirmed for 2012 Committee. Combined 18<sup>th</sup> and 20<sup>th</sup> Street requested in 2011</i>
<b>Smith Road</b>	Grandview Drive to 10 <sup>th</sup>	West	<i>Introduced for 2010 Committee and vacillated between 6<sup>th</sup> and 10<sup>th</sup> place over last few years.</i>
<b>Moore's Pike 17<sup>th</sup> St.</b>	Andrews Circle to College Mall Crescent Street to College Avenue	South South	<i>Moved from ~ 10<sup>th</sup> to 6<sup>th</sup> place from 2014 to 2015. The scope of this project was extended to Crescent Street in 2012 Committee. The segment between Madison and College completed in 2014. The segment between Maple and Madison in design stage in 2014.</i>
<b>E. 10<sup>th</sup></b>	Grandview Drive to Russell Road	?	<i>New in 2015</i>
<b>Jefferson S. Rogers 17<sup>th</sup></b>	3 <sup>rd</sup> to 7 <sup>th</sup> and 8 <sup>th</sup> —10 <sup>th</sup> 1515 – 1525 S. Rogers Indiana to Forrest	 East South	<i>Has stayed in the 8 – 12 places from 2012 – 2015. Moved from 11<sup>th</sup> to 8<sup>th</sup> in initial 2013 evaluation Moved up from 11<sup>th</sup> to 6<sup>th</sup> with the 2014 evaluation</i>
<b>N. Indiana 5<sup>th</sup></b>	15 <sup>th</sup> to one parcel south of 17 <sup>th</sup> Union to Hillsdale	West South	<i>New in 2015. Vacant parcel owned by IU Foundation. Stayed at ~ 14 in ranking 2014-15.</i>
<b>Miller Drive Walnut</b>	Huntington to Olive Hoosier to Legends	 West	<i>Moved from 13<sup>th</sup> to 26<sup>th</sup> place with the 2014 evaluation and back to 16<sup>th</sup> place in 2015.</i>
<b>Fairview Street</b>	Wylie Street to Allen Street		<i>Relisted in 2010. Moved from 15<sup>th</sup> to 20<sup>th</sup> place with 2014 evaluation and stayed in that range in 2015. Inter-departmental cooperation between P&amp;T, CBU &amp; HAND underway for this project.</i>
<b>Moore's Pike E. 7<sup>th</sup> Street</b>	Valley Forge to High Bypass to Hillsdale Drive	North	<i>Stayed in ~ 18<sup>th</sup> place from 2014 and 2015. New for 2010 Committee – Possible pedestrian lane. Committee Report recommended funding a ramp from side path on Bypass to 7<sup>th</sup> Street.</i>
<b>Palmer (street connection) Clark Street</b>	Wylie to 1 <sup>st</sup> 3 <sup>rd</sup> to 7 <sup>th</sup> Street		<i>Stayed in 18 to 22 range since 2013. Introduced in 2013 and has stayed in the 15-20 range since then.</i>
<b>Walnut High E. 10<sup>th</sup></b>	Winston/Thomas to Indiana Nat'l Guard Covenanter to 2 <sup>nd</sup> Smith Road to Russell Road	West East East	<i>Stayed in the 17 to 20 range since 2013. Repair – raise curb Introduced in 2013. Lost ground in rankings from 17 to 24 from 2014 to 2015.</i>
<b>Wylie St. Sheffield Drive Rockport Road</b>	Lincoln to Henderson Morningside Drive to Plymouth Road Countryside Lane to Tapp Road	 West West	<i>New in 2012 Introduced in 2013. Committee Report recommended funding in 2014. This combines two requests – one in 2010 for the segment from Countryside Lane to Tapp Road; and, another in 2012 for the acquisition of right-of-way for a portion just north of Coolidge (which was envisioned as a partnership with HAND, CDBG, and Public Works and with completion after 2012). The</i>

*Amended Committee Report (12/13) recommended contributing ~\$24,000 of unspent funds for this project.*

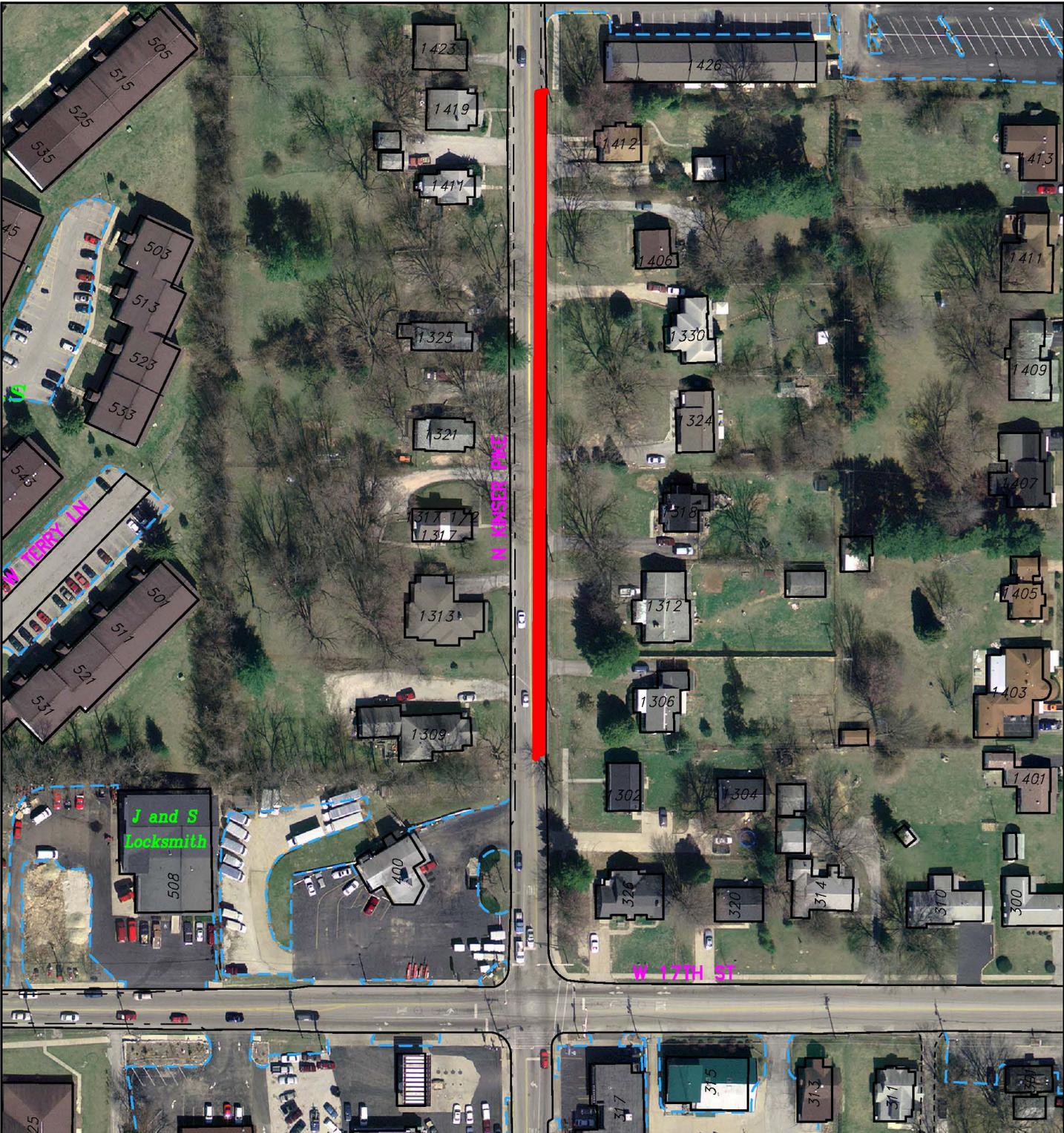
<b>Bryan Street</b>	3 <sup>rd</sup> to 7 <sup>th</sup> Street		<i>Introduced in 2013</i>
<b>Allen Street</b>	Henderson to Walnut Street	?	<i>Introduced in 2015.</i>
<b>Walnut</b>	SR 45//46 to 500 feet North of Fritz Drive	West	<i>Introduced in 2013</i>
<b>Corey Lane</b>	2 <sup>nd</sup> and 3 <sup>rd</sup> Street		<i>Introduced in 2015. All but northern and southern blocks are in the County.</i>
<b>Morningside Drive</b>	Sheffield Drive to Park Ridge Road	North	<i>New in 2012. First evaluation in 2013</i>
<b>Rhorer Road</b>	Walnut to Sare	North	<i>Moved from 31<sup>st</sup> to 35<sup>th</sup> with 2014 evaluation.</i>
<b>Nancy</b>	Mark to Hillside	West	
<b>Fee Lane</b>	SR 45/46 to Entrance to Lot 12	West	<i>New for 2015. Adjacent to recently developed IU sport facility</i>
<b>Smith Road</b>	Hagan Street to Brighton Avenue	West	<i>New for 2011 Committee.</i>
<b>Mitchell Street</b>	Maxwell Lane to Circle Drive	East	<i>New for 2012 Committee. A pedestrian Lane was approved in 2012. Moved from 27<sup>th</sup> to 33<sup>rd</sup> to 37<sup>th</sup> from 2013 to 2015.</i>
<b>Graham Drive</b>	Rockport Road to Rogers Street	?	<i>New for 2010 Committee</i>
<b>Dunn</b>	SR 45/46 to Tamarack Trace	East	
<b>S. Highland</b>	Winslow Park Parking Lot to Sidewalk	?	<i>New for 2015. Parks Department has discouraged pedestrian use of this route.</i>
<b>Kinser Pike</b>	North of Acuff	West	
<b>Ramble Road</b>	Ramble to Dunn	East	
<b>N. Dunn</b>	Tamarack Trail to Lakewood Drive	?	<i>New for 2015.</i>

### Completed Projects

<b>Maxwell Lane</b>	Highland to Sheridan	North	<i>Highland to Jordan completed in 2013. This project was installed in 2014 and completes sidewalk links from Henderson to High Street</i>
<b>Leonard Springs</b>	Tapp Road to 400 feet south of Bloomfield Road	East	<i>The proposal to contribute towards this County project was introduced in 2013. While the roadway is within the City, the adjacent parcels and necessary right-of-way lie in the County. The County completed this project in the fall of 2014 and the City contributed \$15,000 toward its cost.</i>
<b>West 17<sup>th</sup></b>	Madison to Woodburn	South	<i>Completed in 2014</i>
<b>Morningside 3rd Street</b>	Smith Road to Sheffield	South	<i>New for 2011 Committee – Completed 2012</i>
<b>Southdowns</b>	Bryan Ave to Travel Lodge	North	<i>Multi-phase project completed in 2012</i>
	Jordan to Mitchell	South	<i>Relisted for 2011 – Completed in 2012</i>

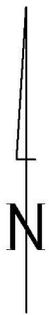
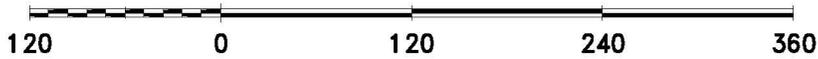
### Removed Projects

<b>Ruby Lane/Covenanter Drive</b>	Nancy to Hillside	South	<i>Removed in 2011 in favor of sidewalk on Marilyn Drive</i>
<b>Clubhouse Drive</b>	Kinser to Old SR 37		<i>Removed Winter of 2009-10</i>
<b>Covenanter Drive</b>	Ruby to High	South	<i>Removed in 2011 in favor of sidewalk on Marilyn Drive</i>
<b>Lincoln Street</b>	SW corner at Grimes (existing – crumbling ramp)		<i>Internal inquiry for 2012 Committee Dropped in 2012 – Did not meet criteria</i>

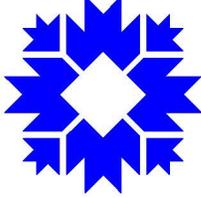


2009 Council Sidewalk Committee  
 Brad Wisler's request for a sidewalk on the east side of Kinser (N of 17th)

By: fallsm  
 7 Oct 08



City of Bloomington  
 Clerk & Council



Scale: 1" = 120'

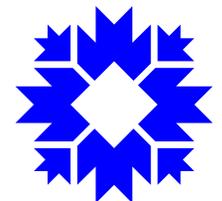
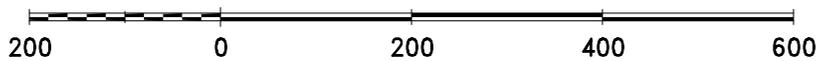
For reference only; map information NOT warranted.



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

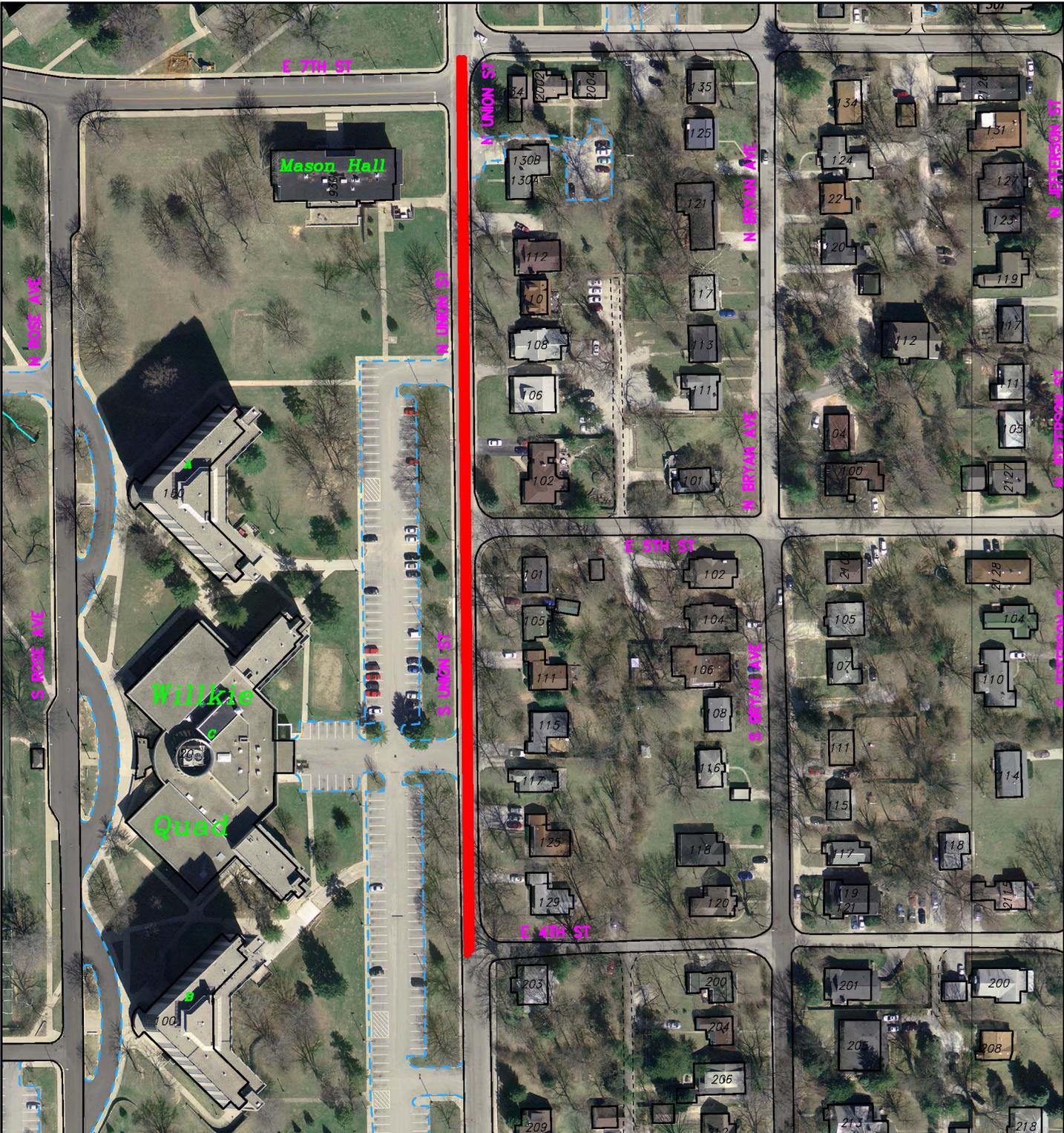
City of Bloomington  
 Clerk & Council

By: finnh  
 3 Nov 14



Scale: 1" = 200'

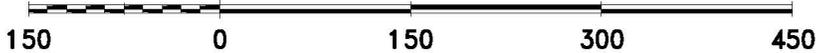
For reference only; map information NOT warranted.



2009 Council Sidewalk Committee

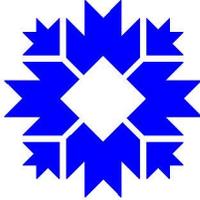
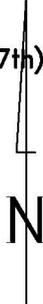
Tim Mayer's request for a sidewalk on the east side of Union St. (from 4th to 7th)

By: fallsm  
6 Oct 08

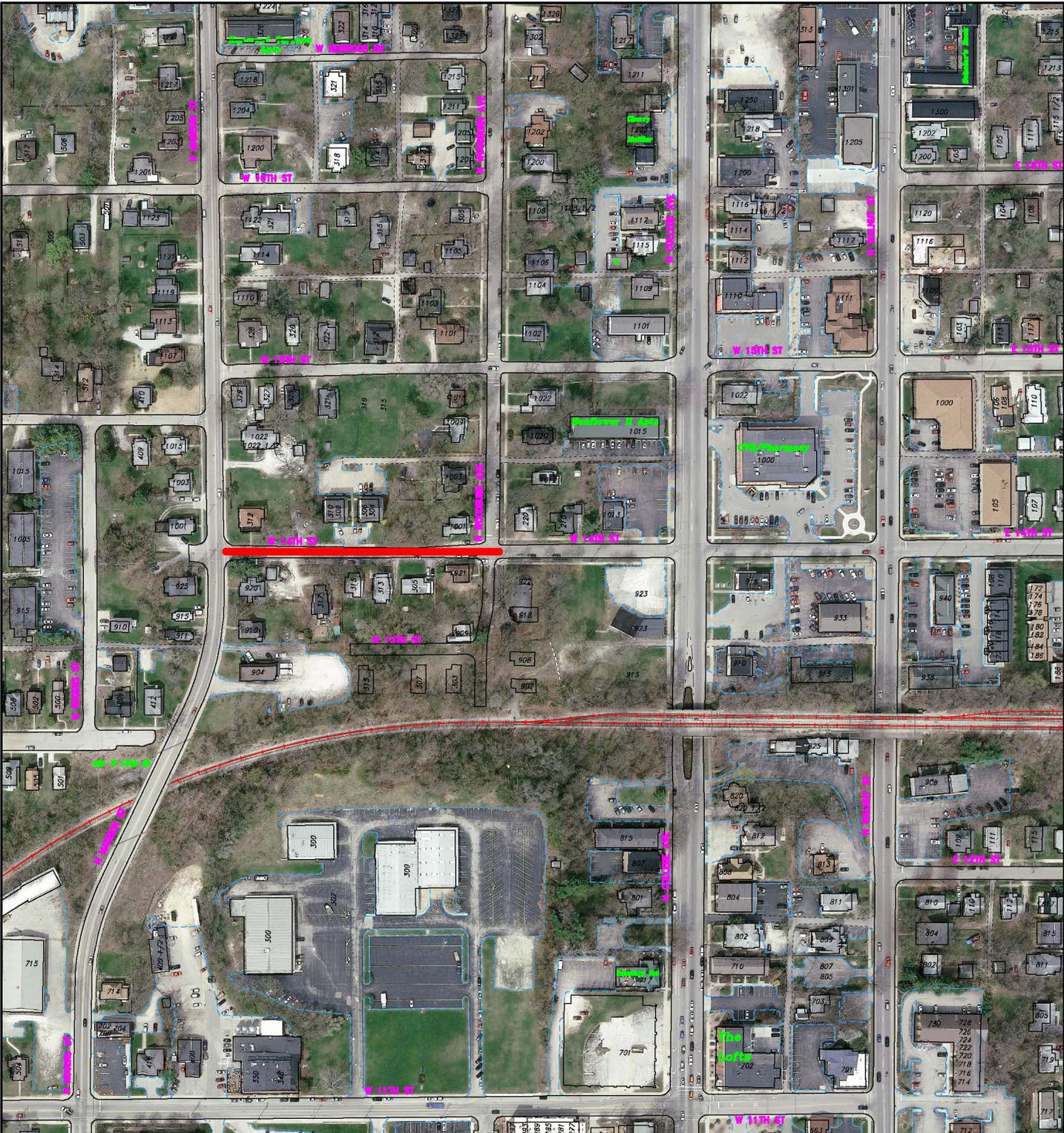


For reference only; map information NOT warranted.

City of Bloomington  
Clerk & Council

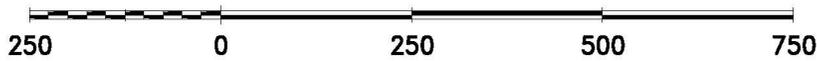


Scale: 1" = 150'



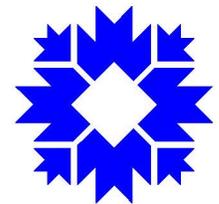
**Council Sidewalk Committee – Project Request**  
**14th Street from Madison to Woodlawn**

By: shermand  
 2 Nov 11  
 File: LPWdl



For reference only; map information NOT warranted.

City of Bloomington  
 Clerk & Council

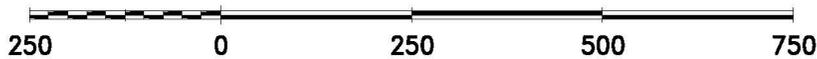


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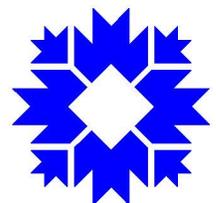


Council Sidewalk Committee Project Request  
 19th from Walnut to Dunn (Segments) – In Liew of 18th or 20th  
 2012 Revision

By: shermand  
 1 Nov 11  
 File: LP19th

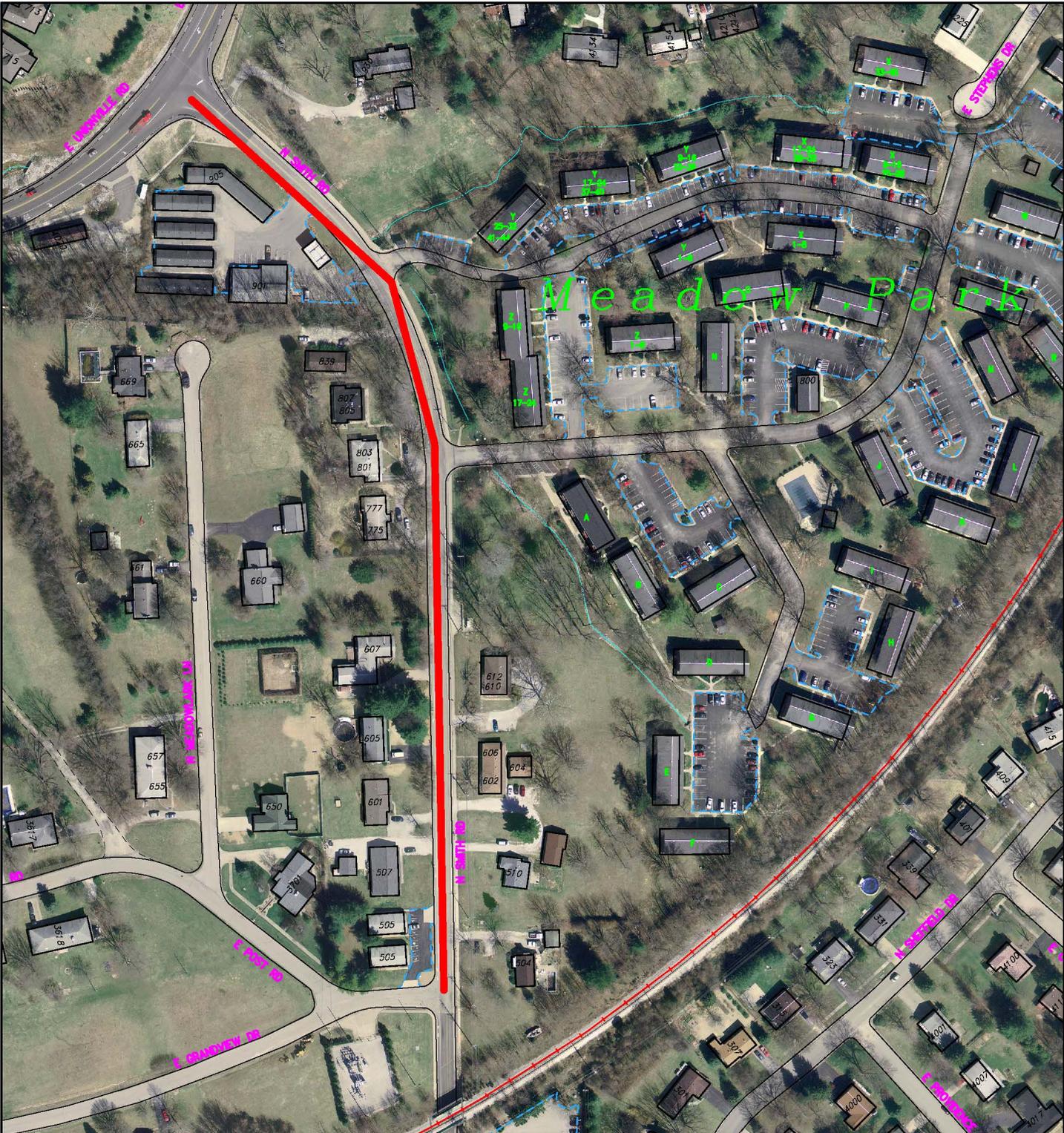


City of Bloomington  
 Clerk & Council



Scale: 1" = 250'

For reference only; map information NOT warranted.



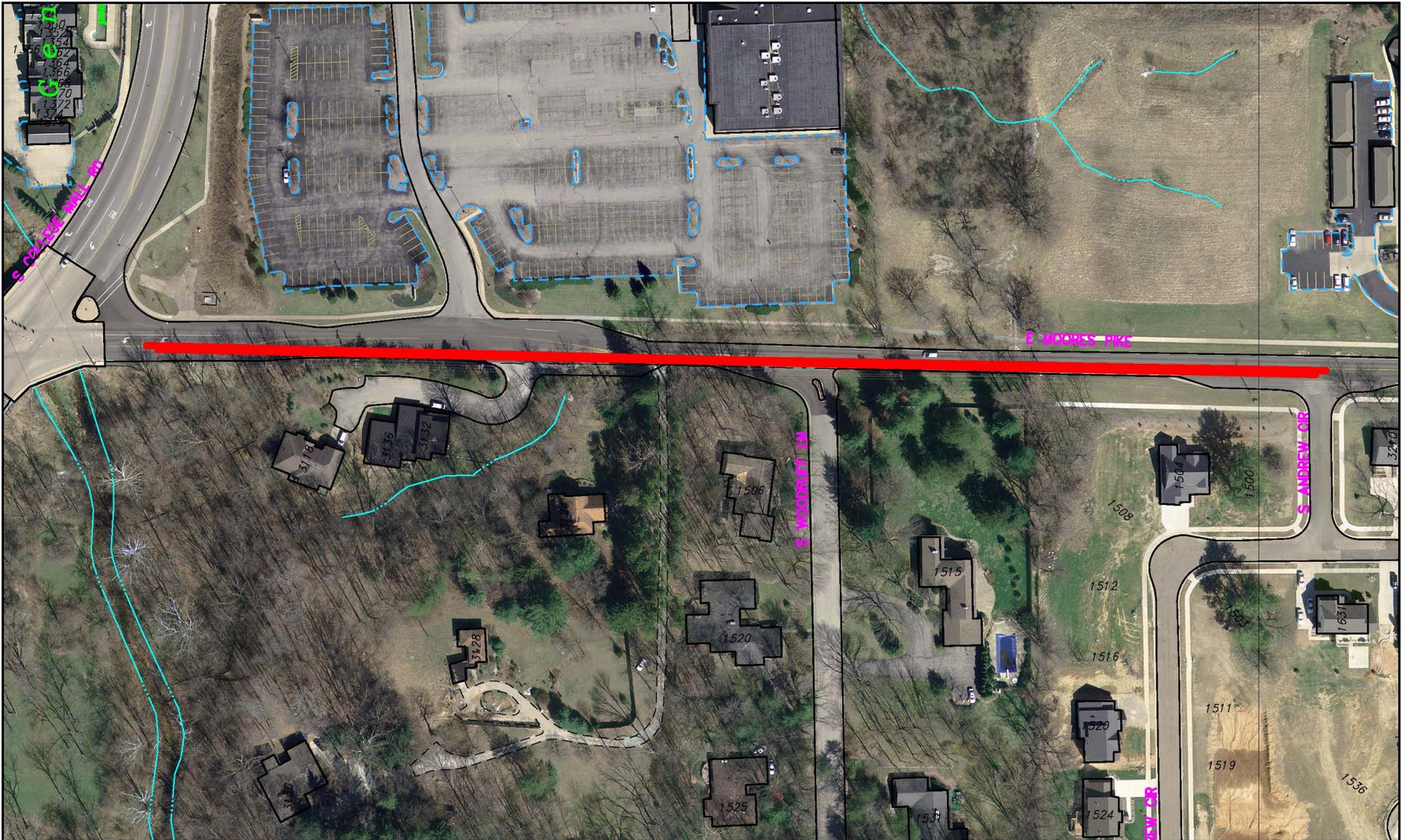
2011 Council Sidewalk Committee  
 Smith Road from Grandview to E 10th (West Side)

By: shermand  
 10 Nov 10

City of Bloomington  
 Clerk & Council

Scale: 1" = 200'

For reference only; map information NOT warranted.



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

By: fallsm  
 6 Oct 08



For reference only; map information NOT warranted.



City of Bloomington  
 Clerk & Council



Scale: 1" = 150'



**Council Sidewalk Committee – 2012 Project Request**  
**Design and Construct Missing Links on W. 17th from Crescent to College**

By: shermant  
1 Nov 11  
File: LL17th



For reference only; map information NOT warranted.

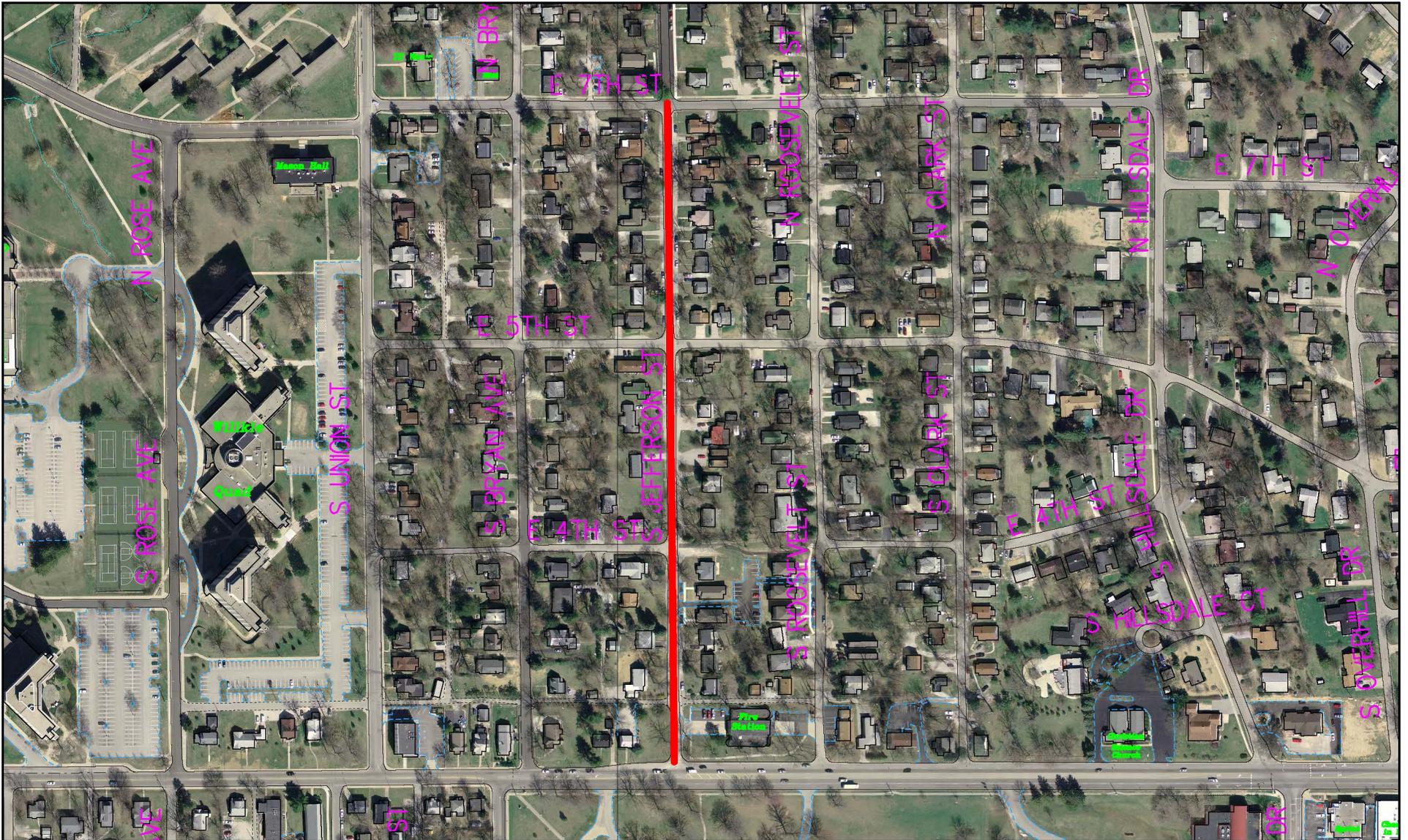


City of Bloomington  
Clerk & Council



Scale: 1" = 800'





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

By: fallsm  
 3 Oct 08



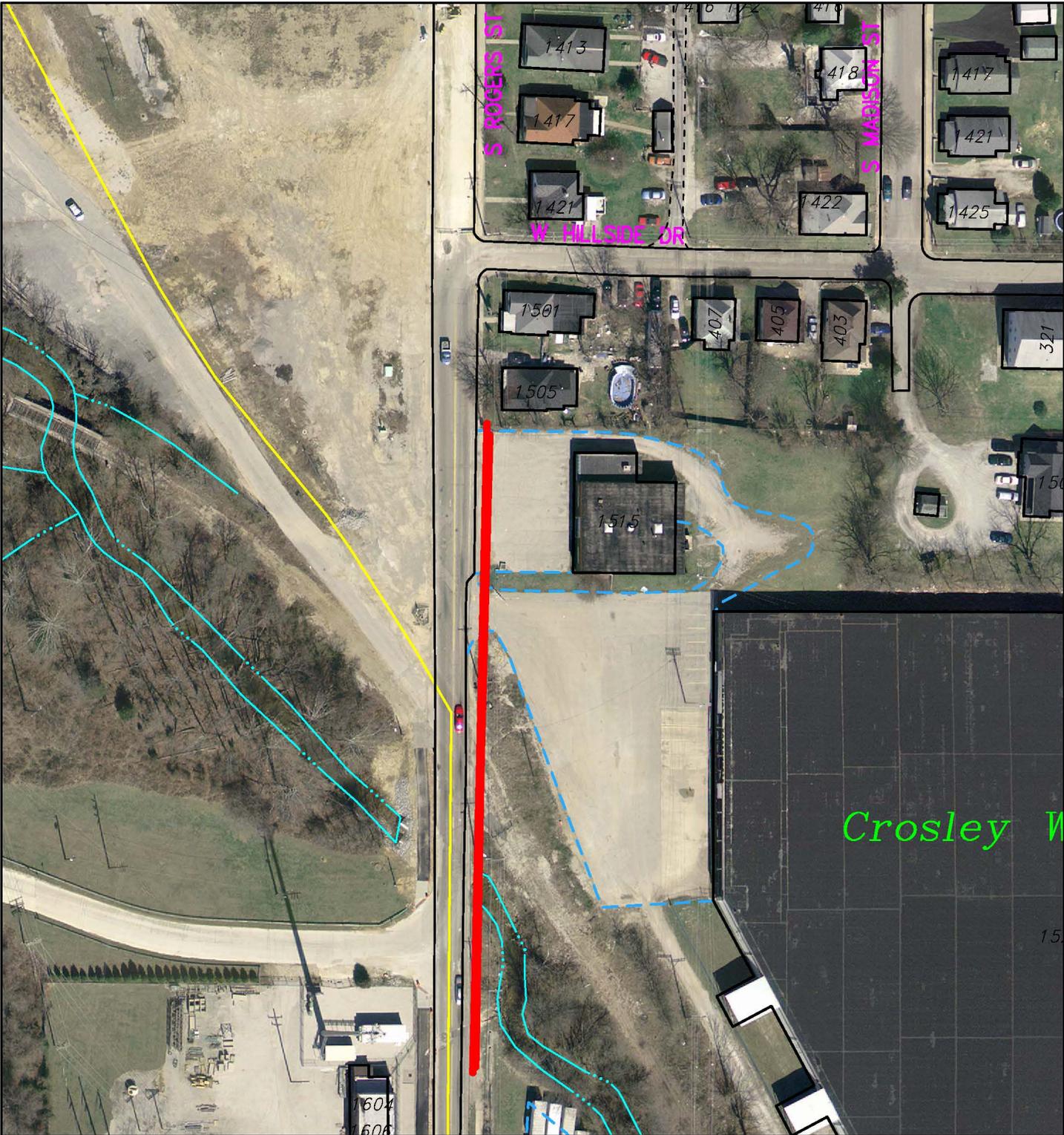
For reference only; map information NOT warranted.



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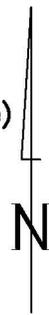
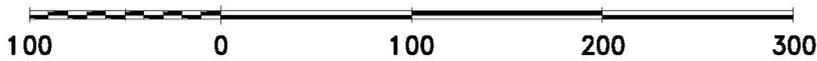


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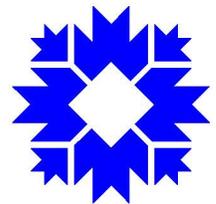


2009 Council Sidewalk Committee  
 Councilmember Piedmont Smith request for sidewalk  
 in front of 1515 (Zuchinni Print) and 1525 (Warehouse) South Rogers (east side)

By: shermand  
 22 Oct 08

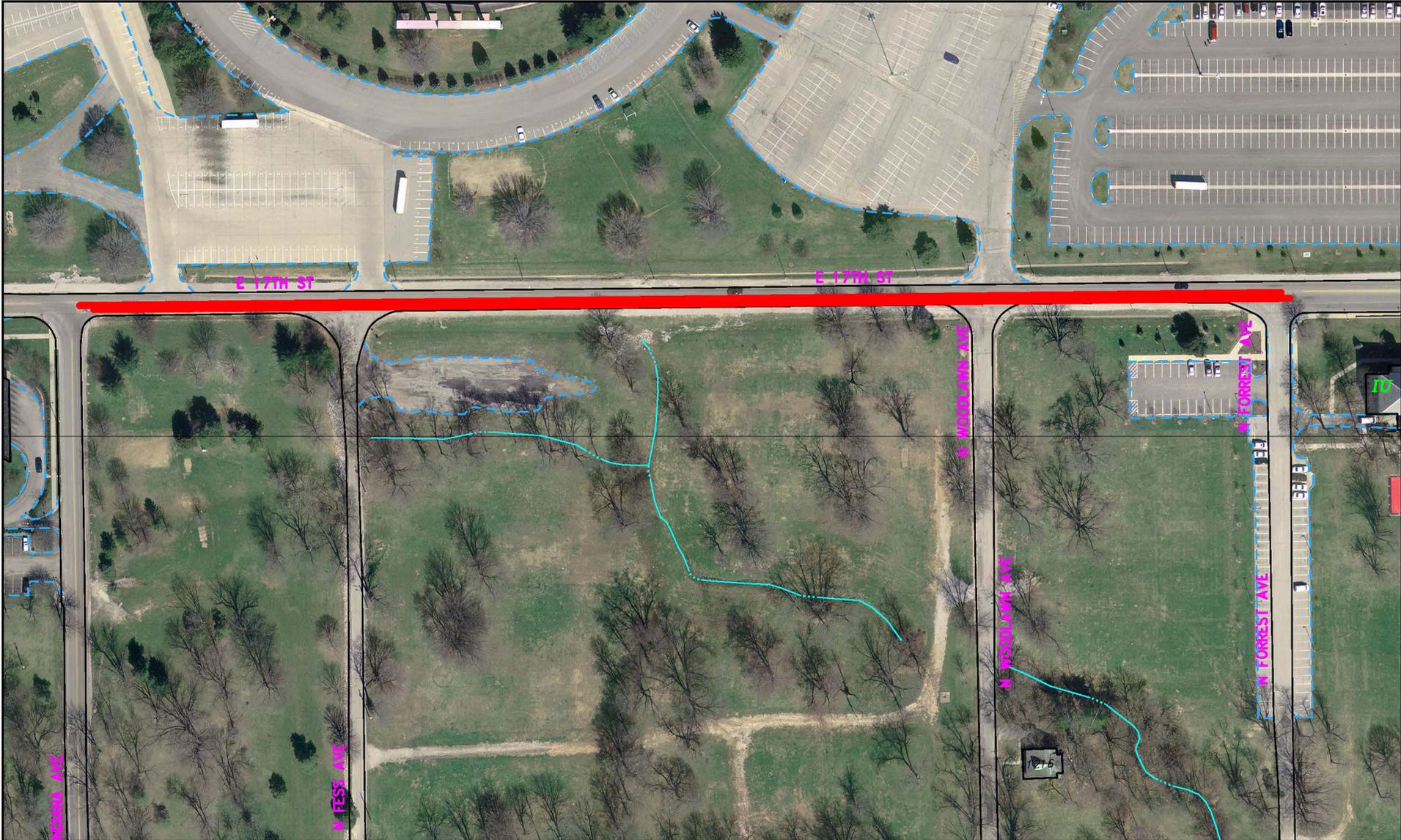


City of Bloomington  
 Clerk & Council



Scale: 1" = 100'

For reference only; map information NOT warranted.



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

By: fallsm  
6 Oct 08



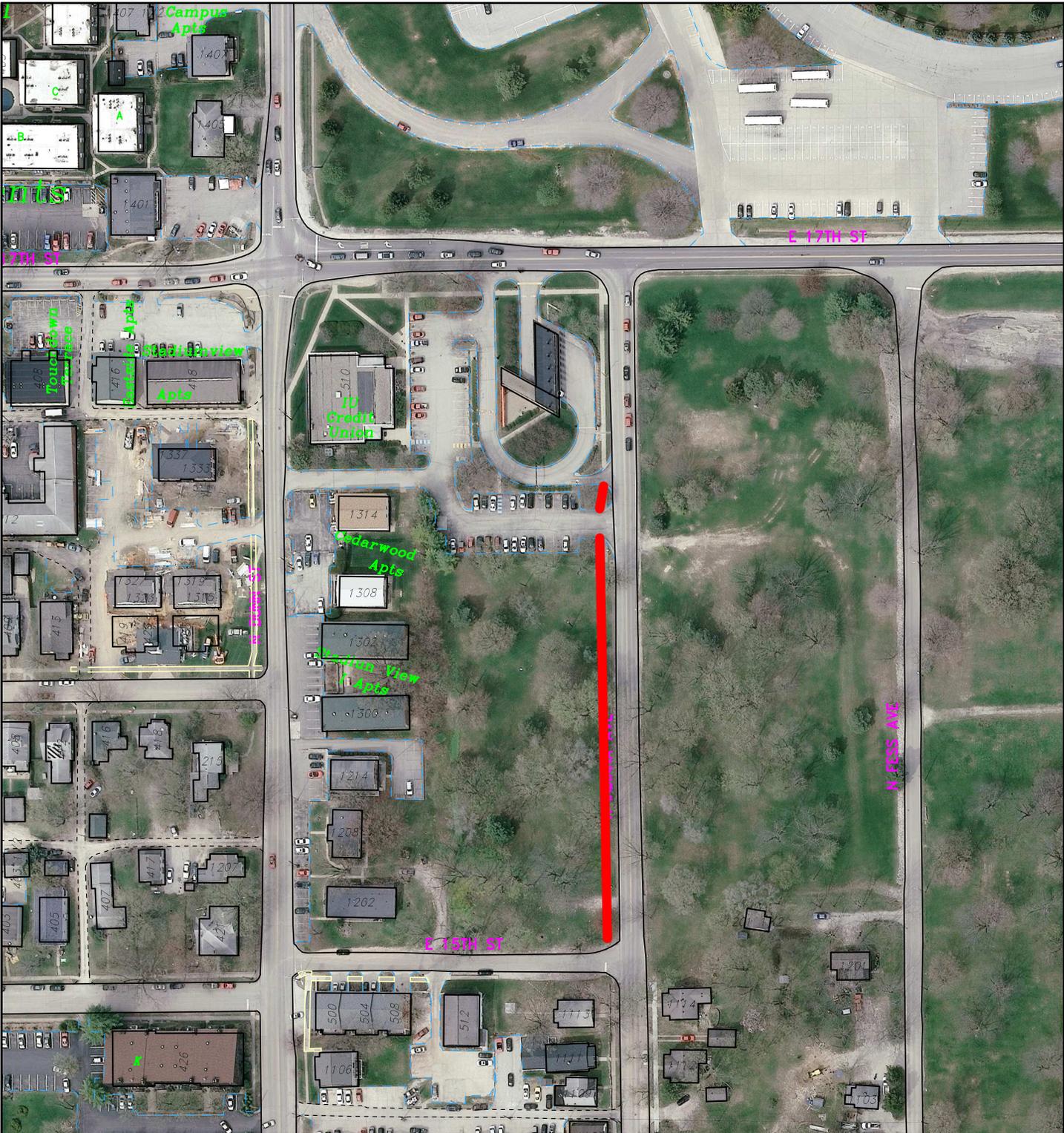
For reference only; map information NOT warranted.



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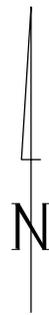
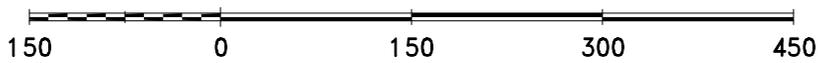


Scale: 1" = 150'

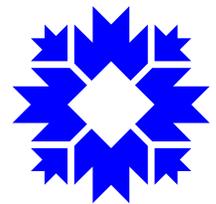


N Indiana St – from 15th St to the IUCU Property South of 17th St

By: finnh  
7 Nov 14

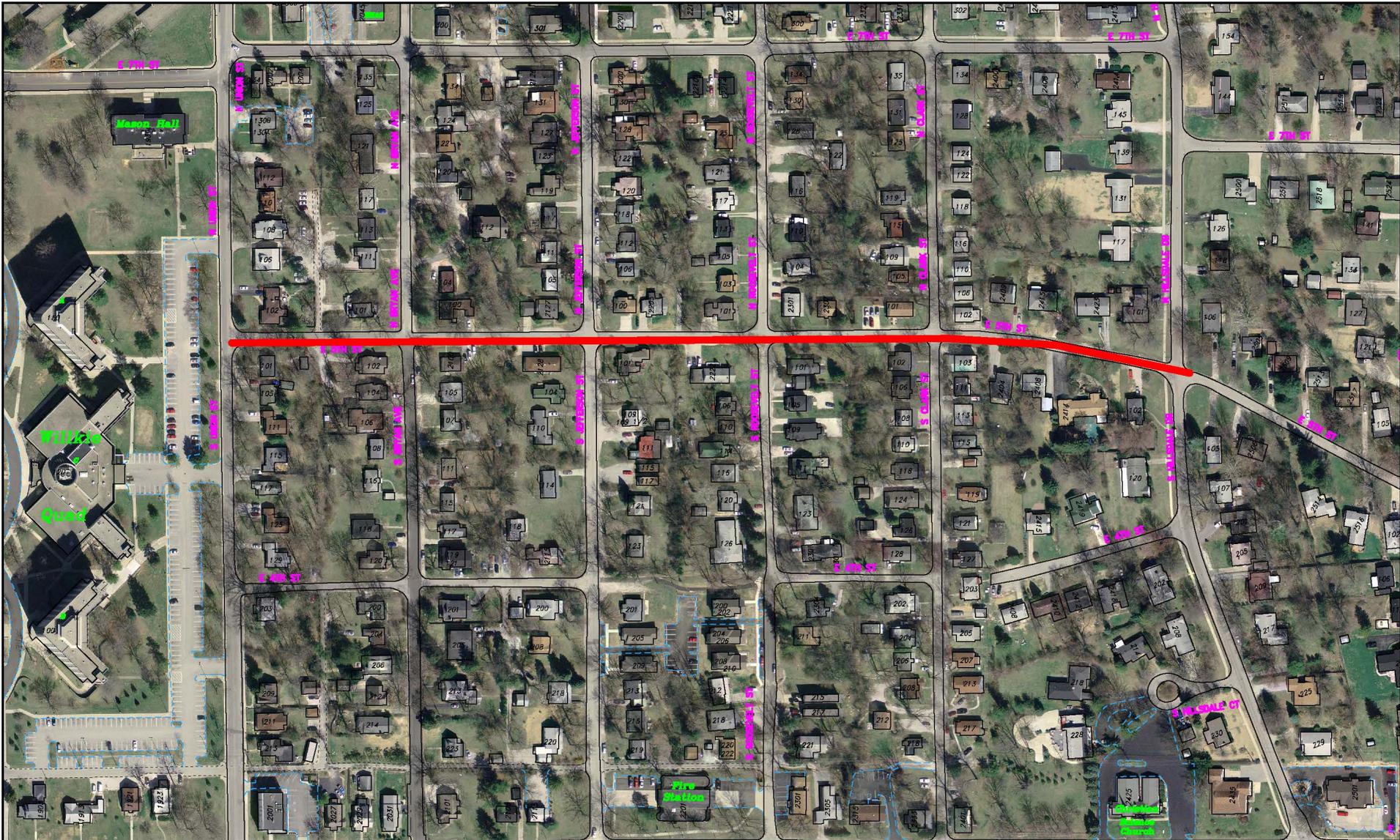


City of Bloomington  
Clerk & Council



Scale: 1" = 150'

For reference only; map information NOT warranted.



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

By: fallsm  
 3 Oct 08



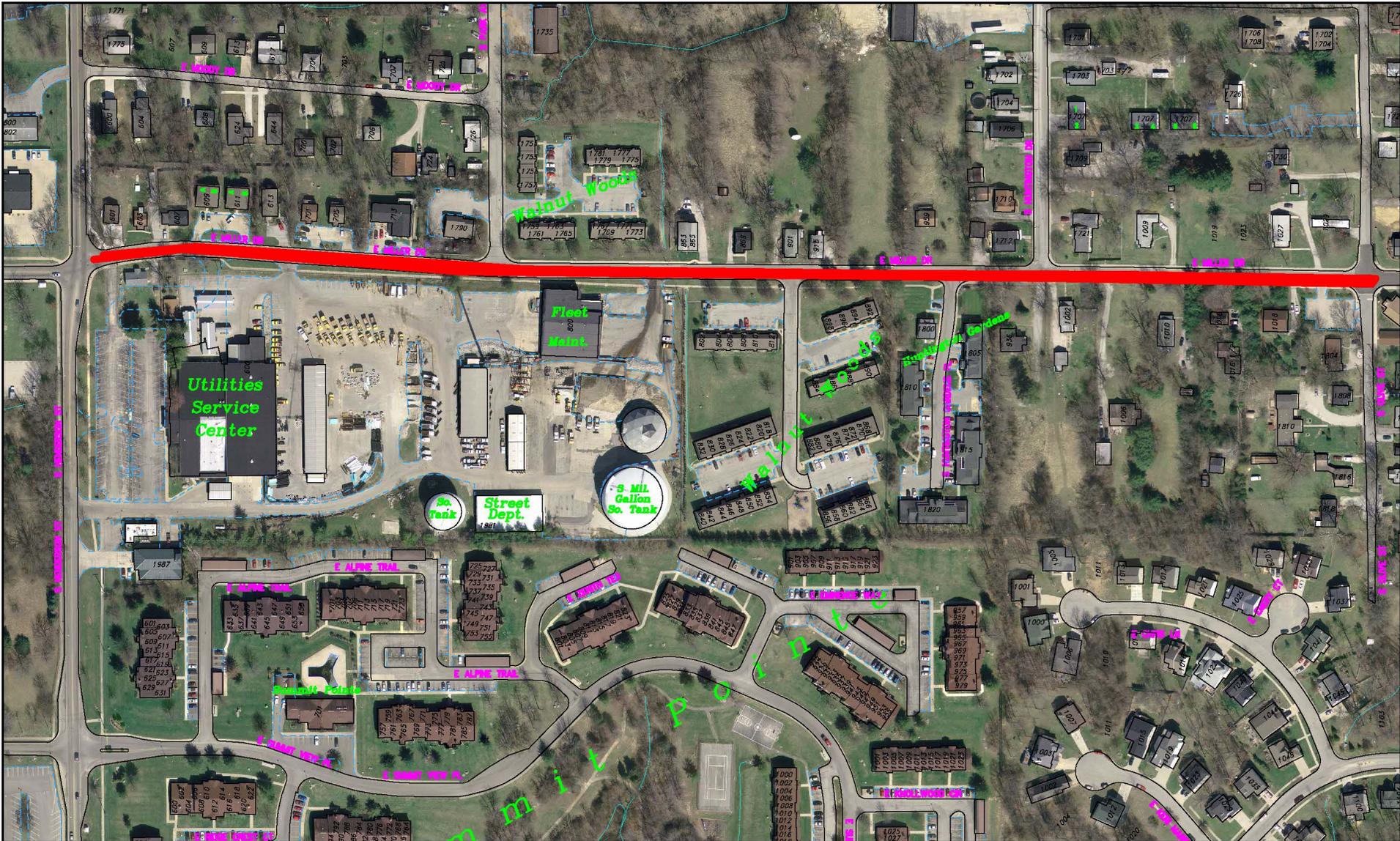
For reference only; map information NOT warranted.



City of Bloomington  
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Scale: 1" = 250'

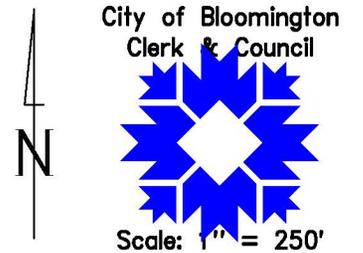


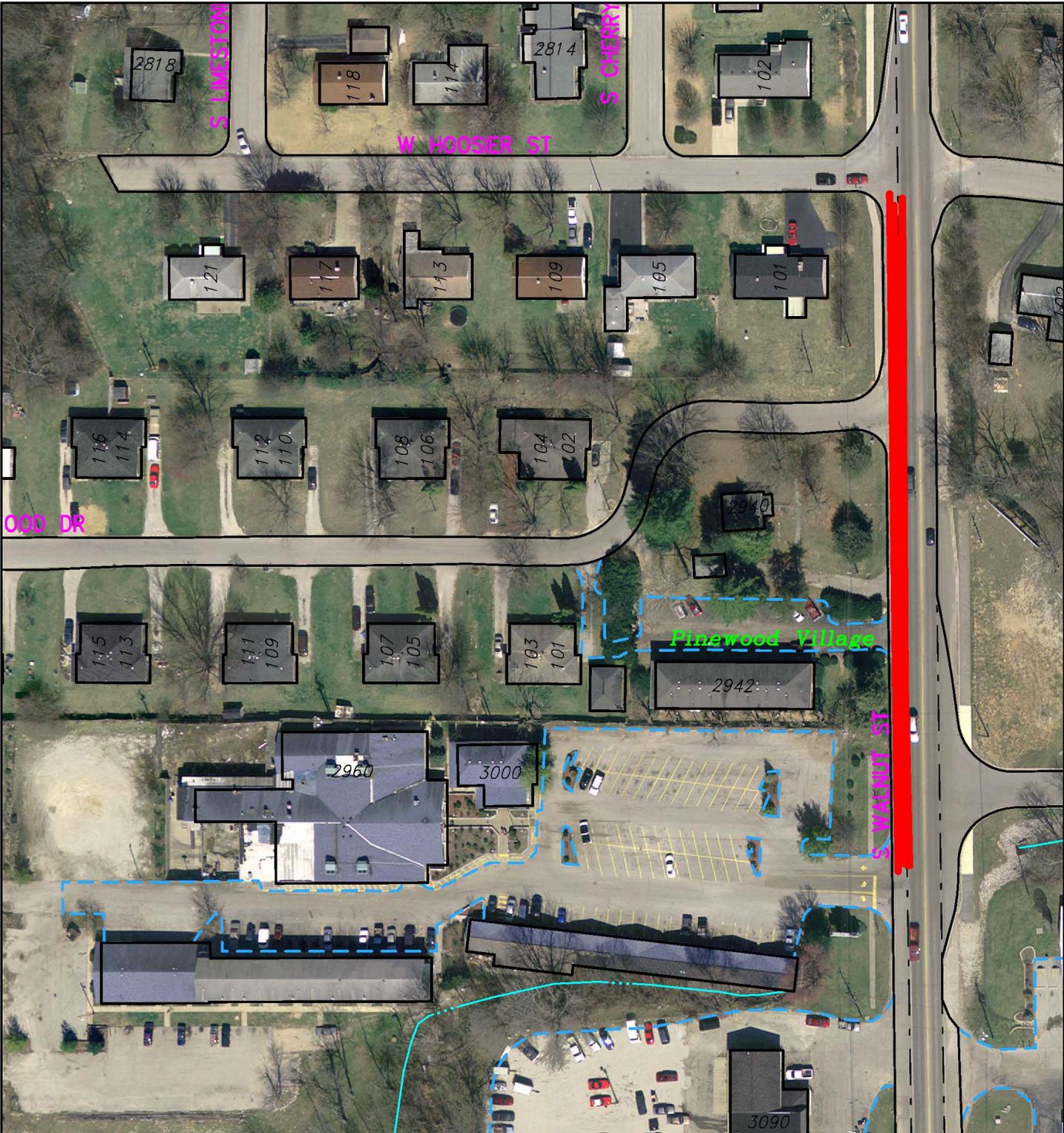
2009 Council Sidewalk Committee  
 Ms. Markum's request for sidewalks on both sides of East Miller Drive

By: fallsm  
 7 Oct 08



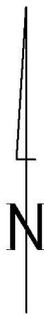
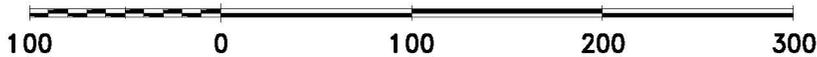
For reference only; map information NOT warranted.



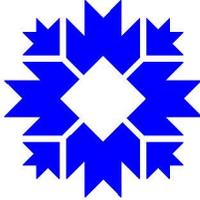


2009 Council Sidewalk Committee  
 DPW's request for a sidewalk on S Walnut (from Hoosier St to Legends)

By: fallsm  
 6 Oct 08



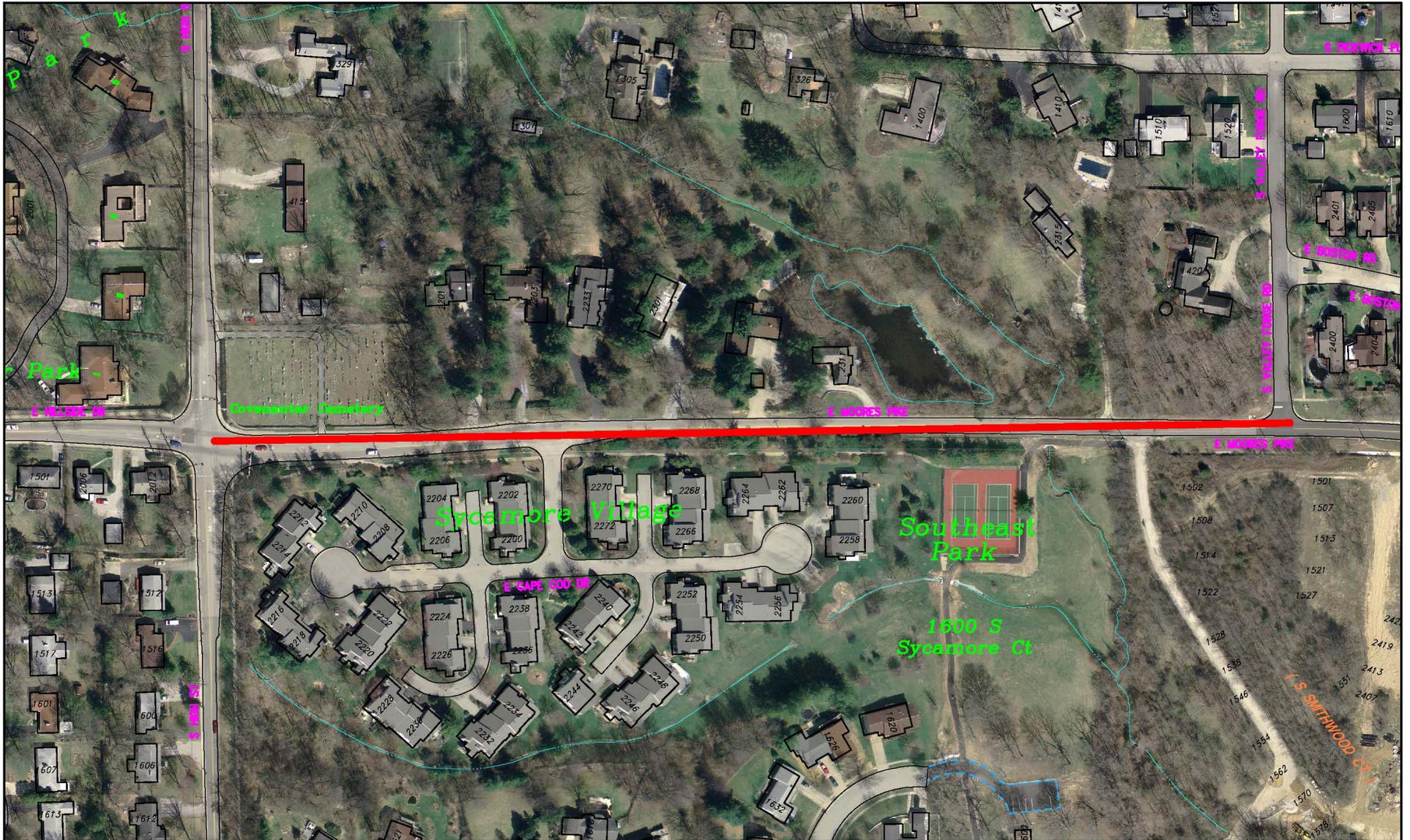
City of Bloomington  
 Clerk & Council



Scale: 1" = 100'

For reference only; map information NOT warranted.





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

By: fallsm  
 3 Oct 08

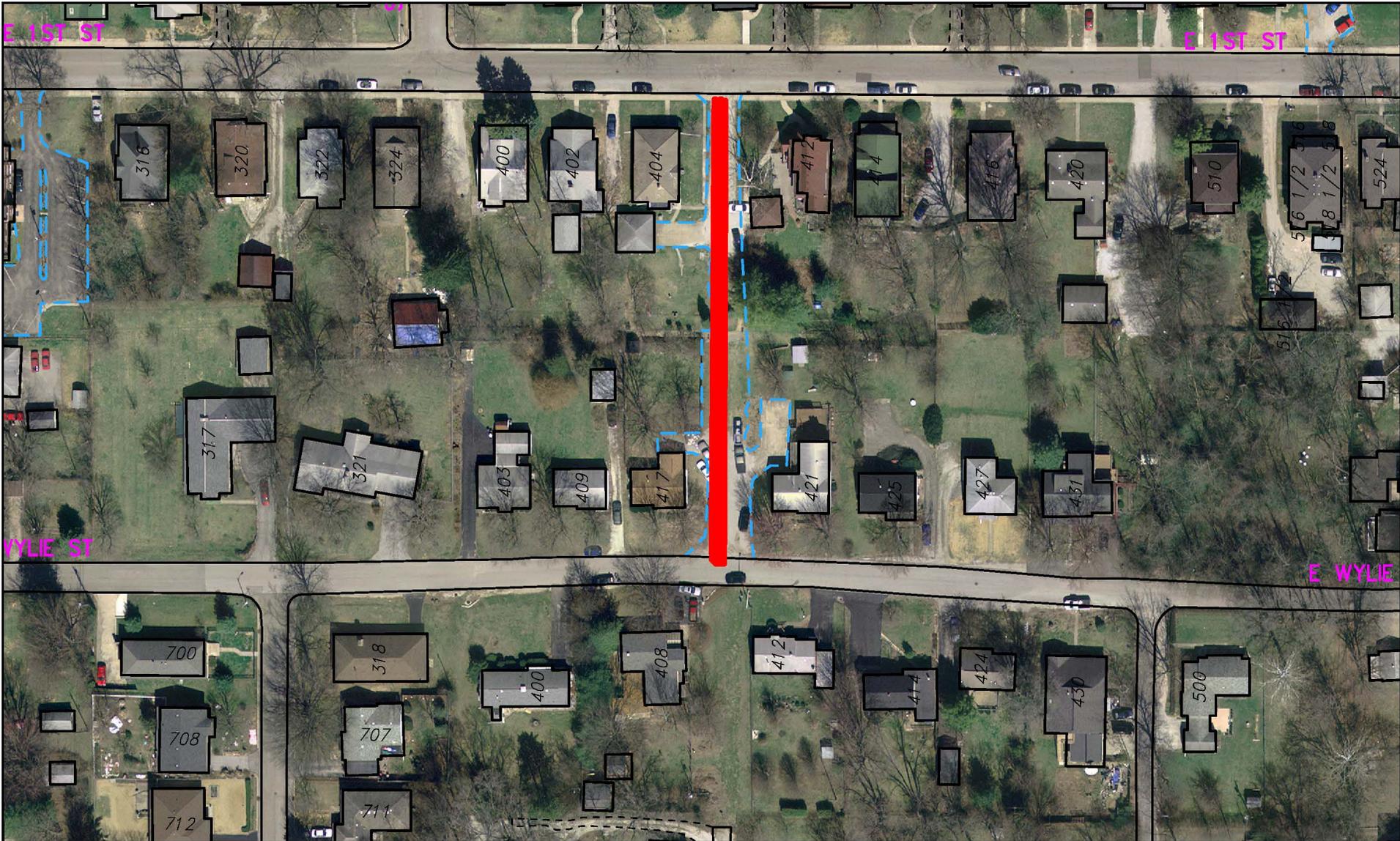


For reference only; map information NOT warranted.

City of Bloomington  
 Clerk & Council

Scale: 1" = 200'





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

By: fallsm  
 7 Oct 08



For reference only; map information NOT warranted.

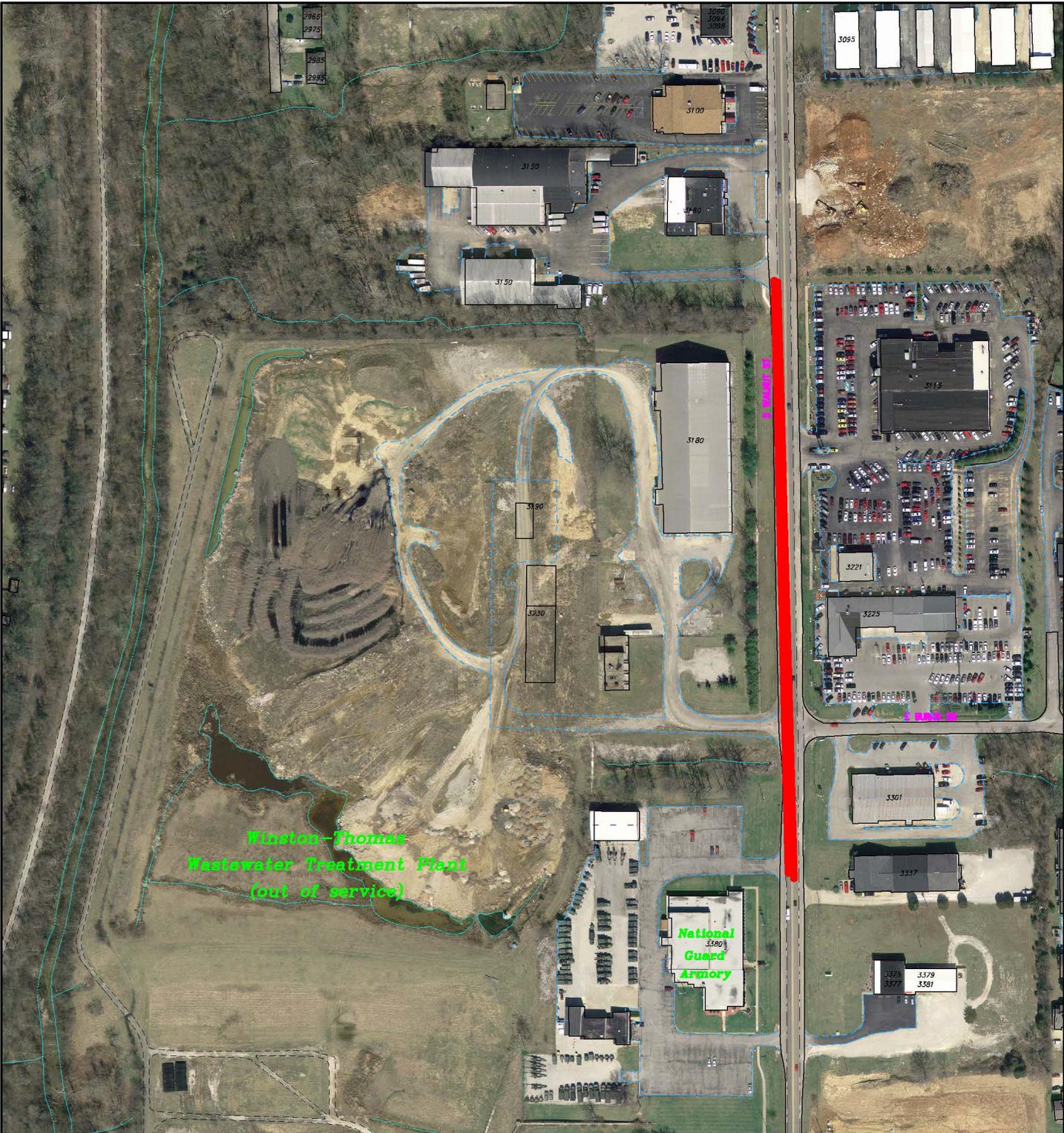


City of Bloomington  
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Scale: 1" = 100'



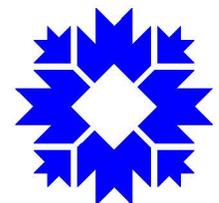


2009 Council Sidewalk Committee

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

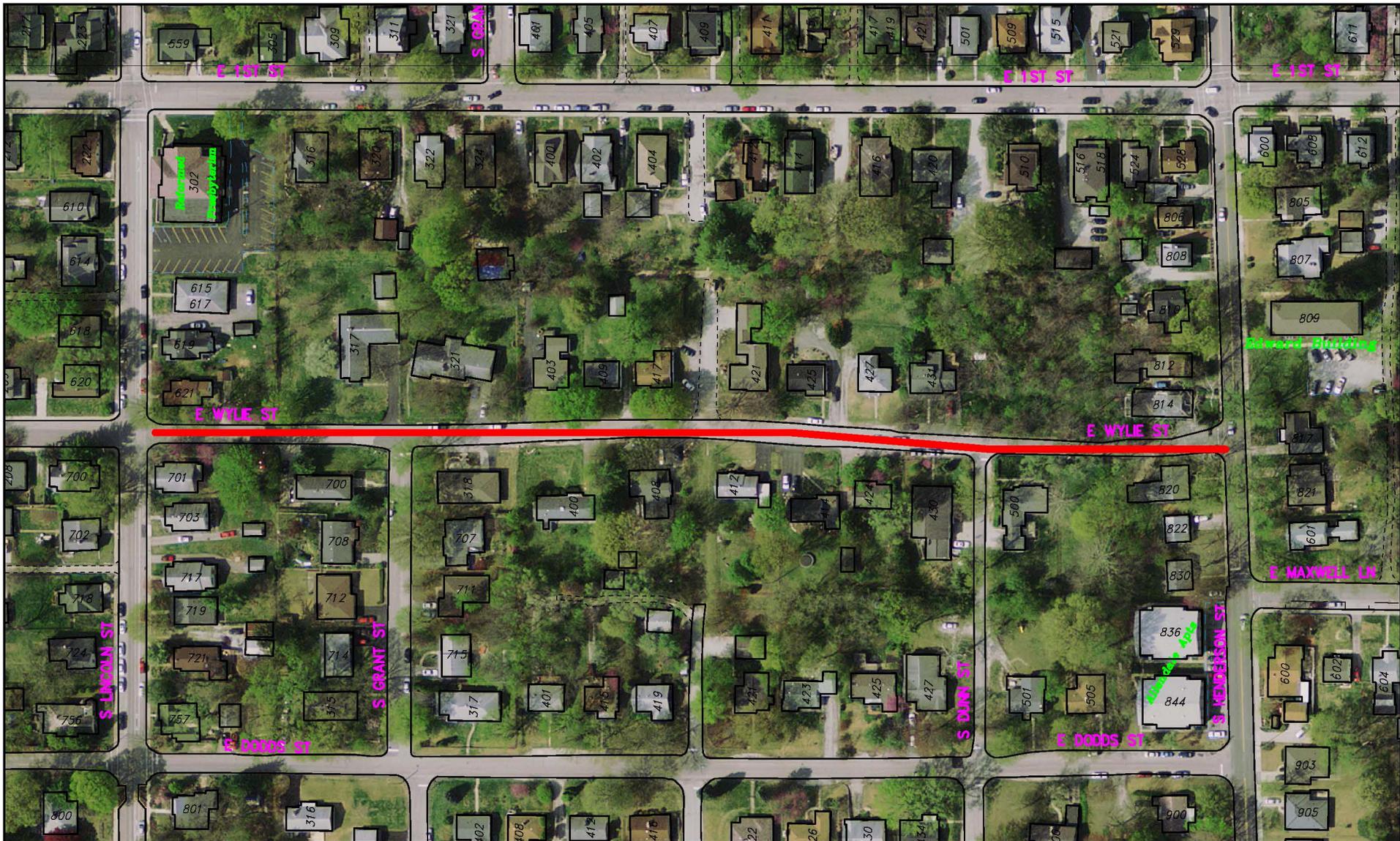


Scale: 1" = 250'

For reference only; map information NOT warranted.







Council Sidewalk Committee 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.

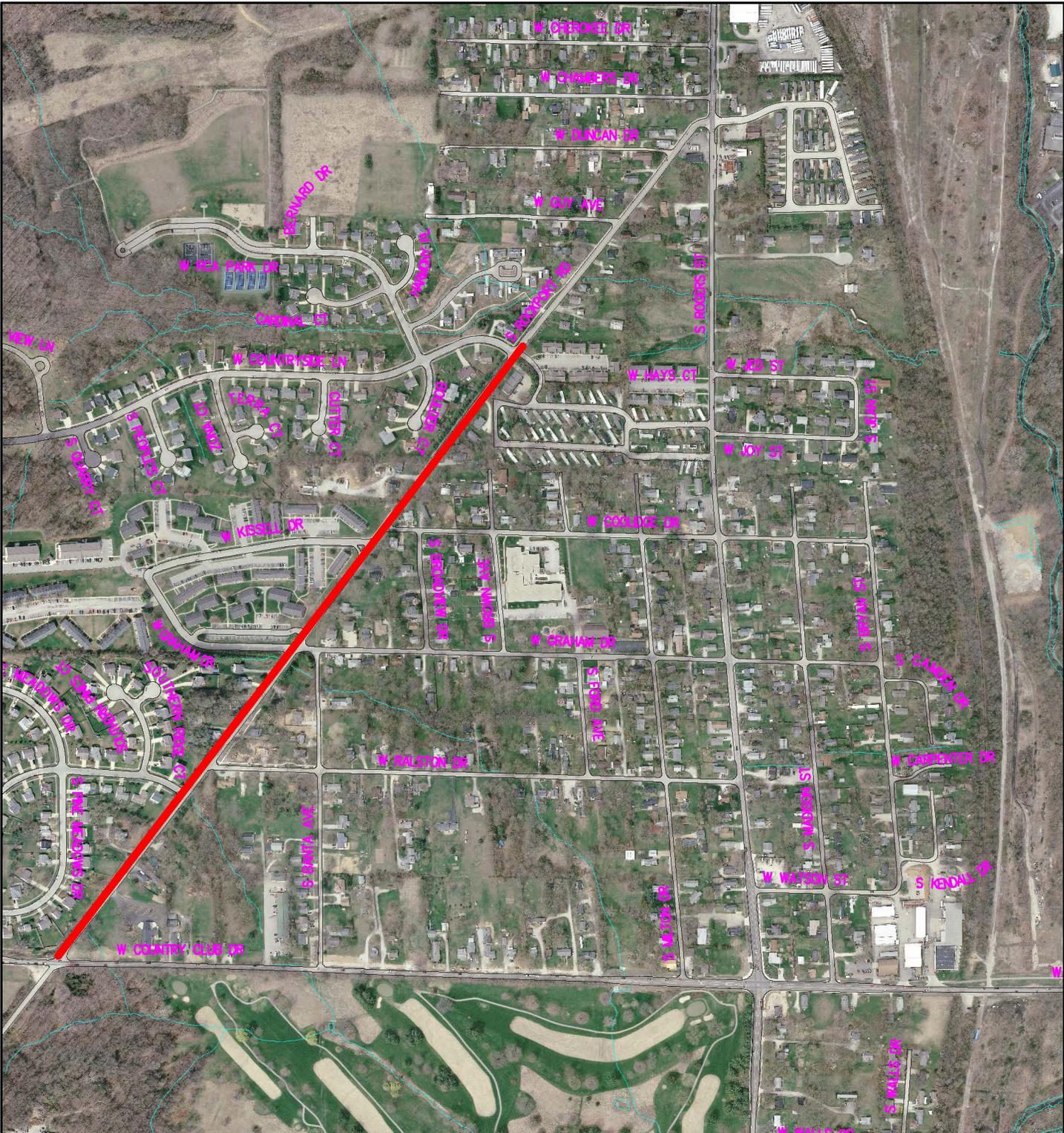


City of Bloomington  
 Clerk & Council



Scale: 1" = 150'





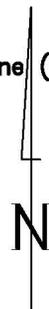
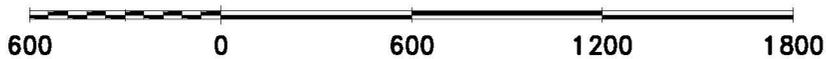
**Council Sidewalk Committee – Project Requests**

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

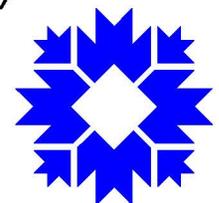
By: shermand

2 Nov 11

File: LPrr2



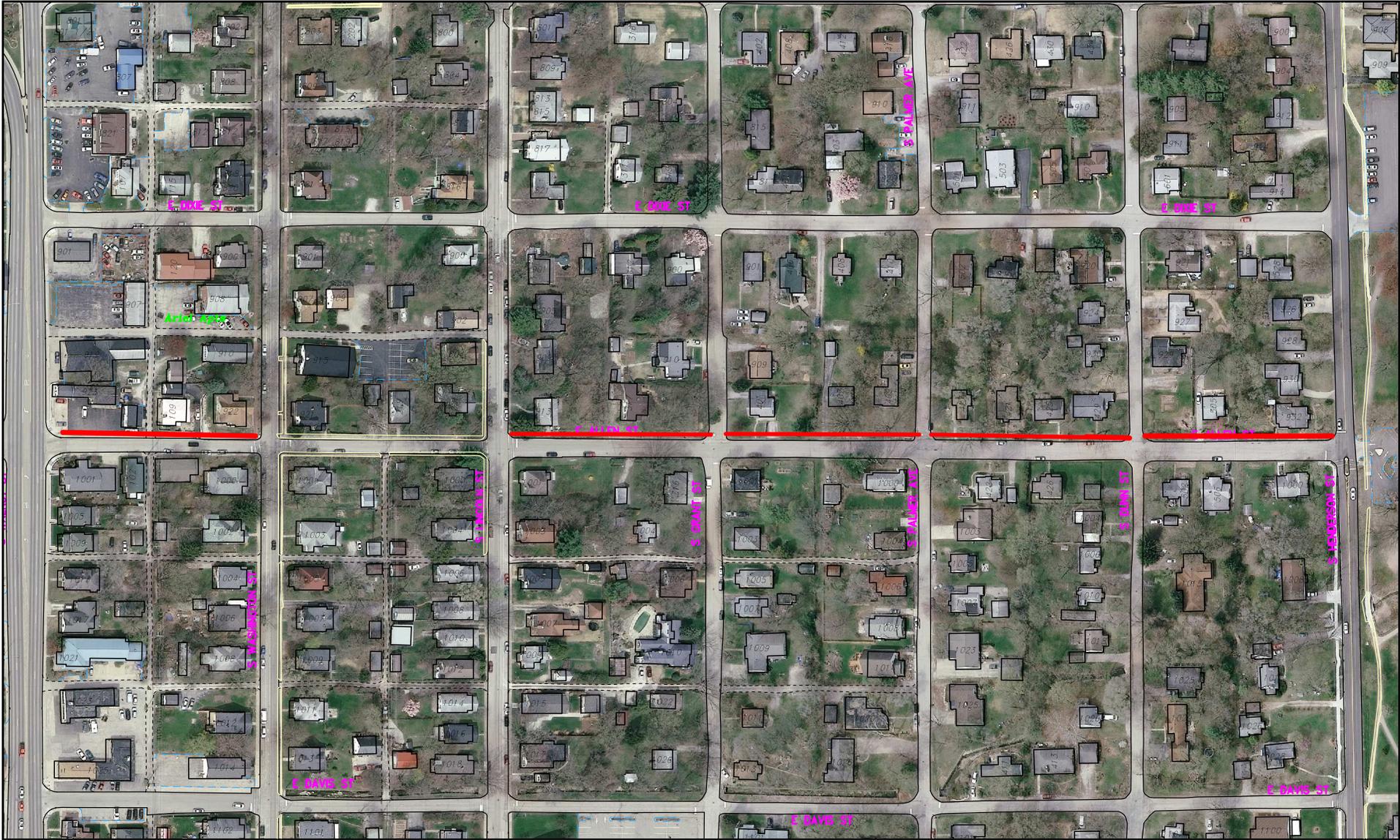
City of Bloomington



Scale: 1" = 600'

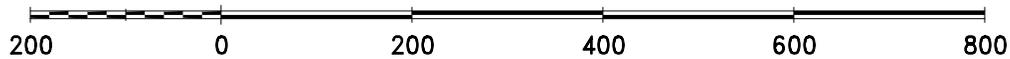
For reference only; map information NOT warranted.





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

By: finnh  
7 Nov 14



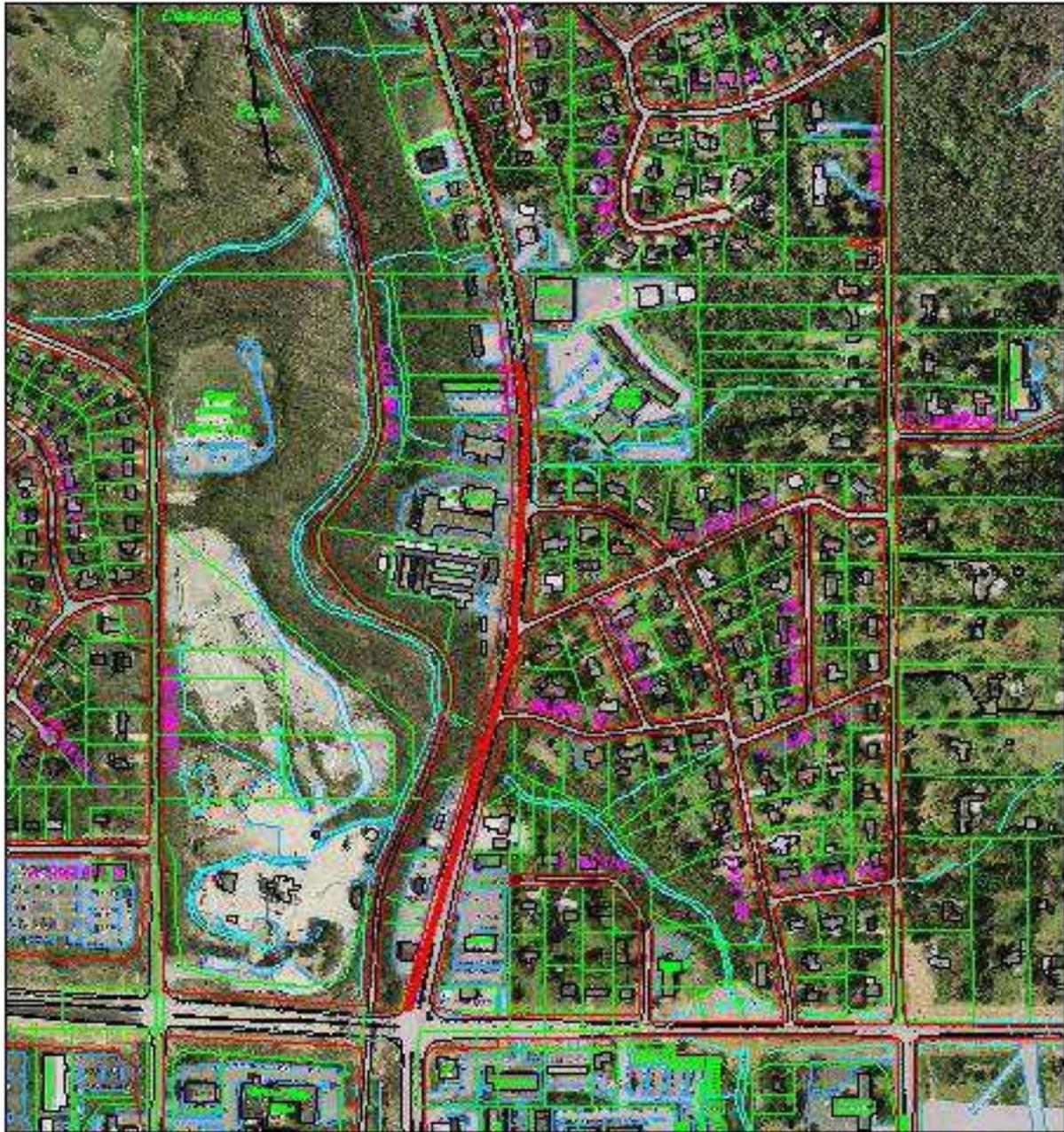
For reference only; map information NOT warranted.



City of Bloomington  
Clerk & Council

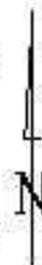
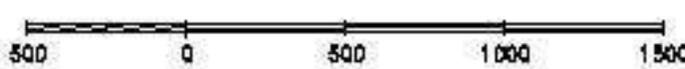


Scale: 1" = 200'



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

By: shermand  
18 Dec 12

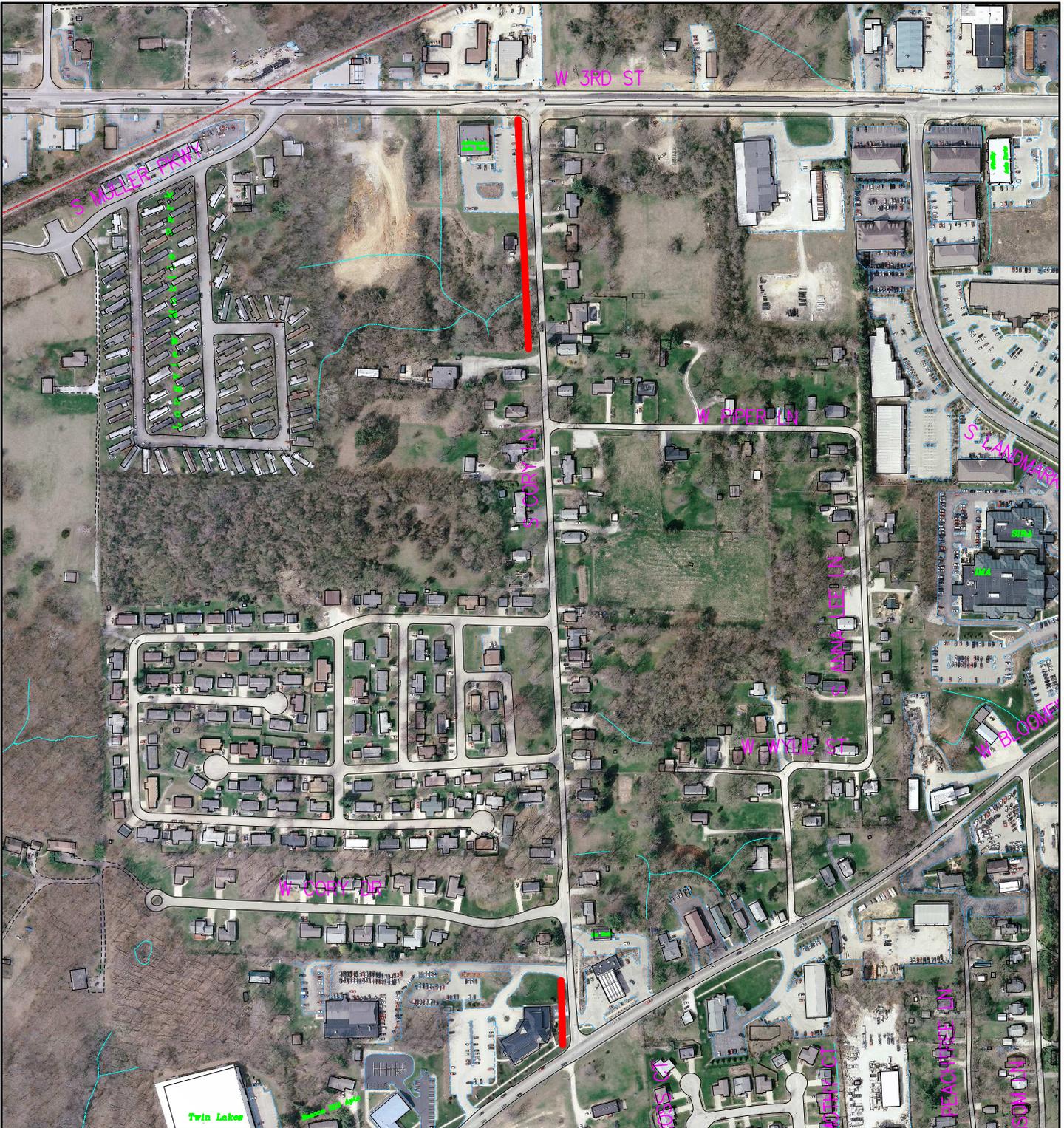


City of Bloomington  
Clerk & Council



Scale: 1" = 500'

For reference only; map information NOT warranted.

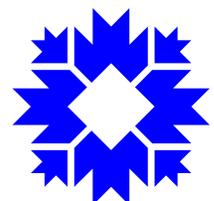


Corey Ln – Missing Links within City Between W 2nd and W 3rd

By: finnh  
13 Nov 14

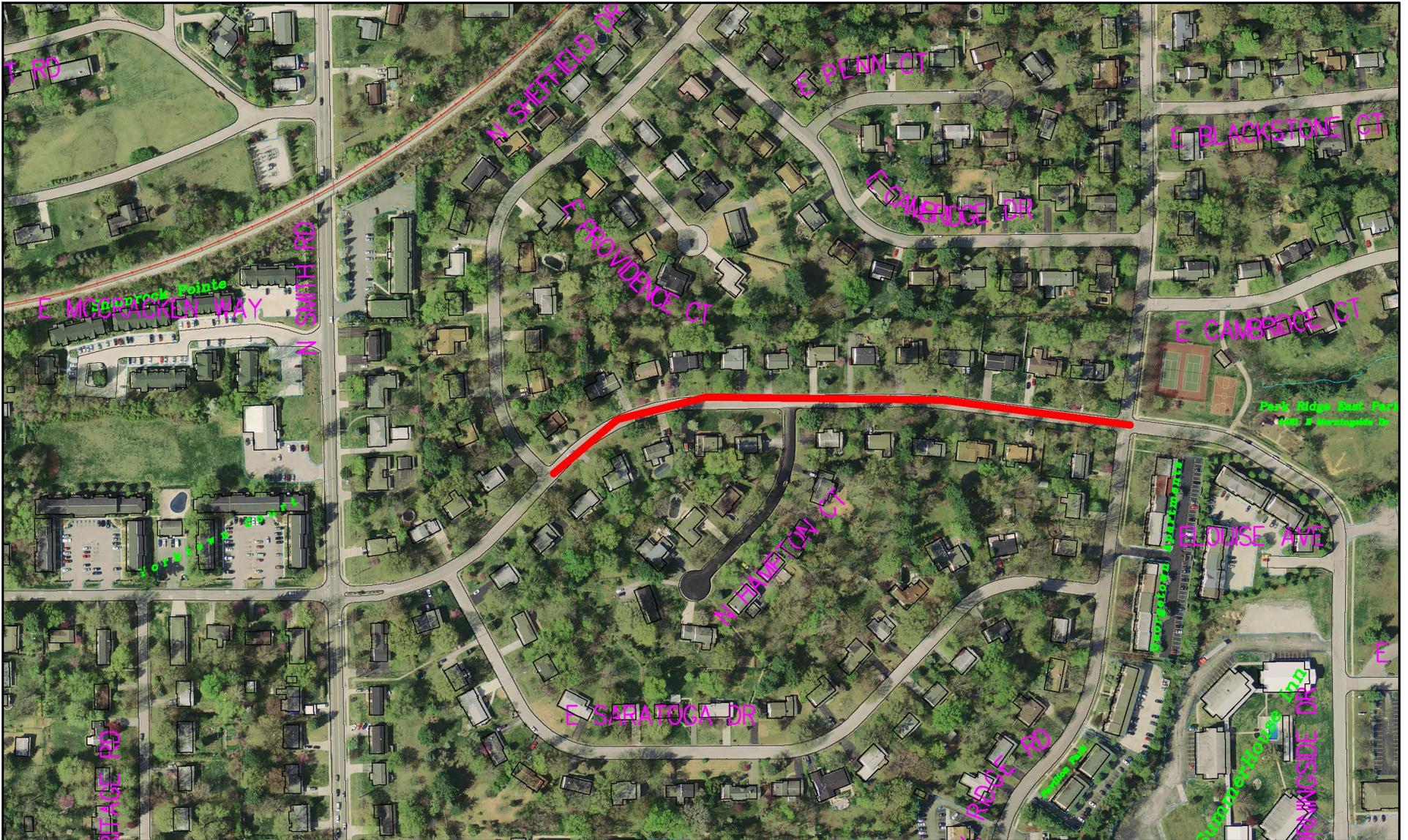


City of Bloomington  
Clerk & Council



Scale: 1" = 400'

For reference only; map information NOT warranted.



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

By: shermand  
 12 Nov 13



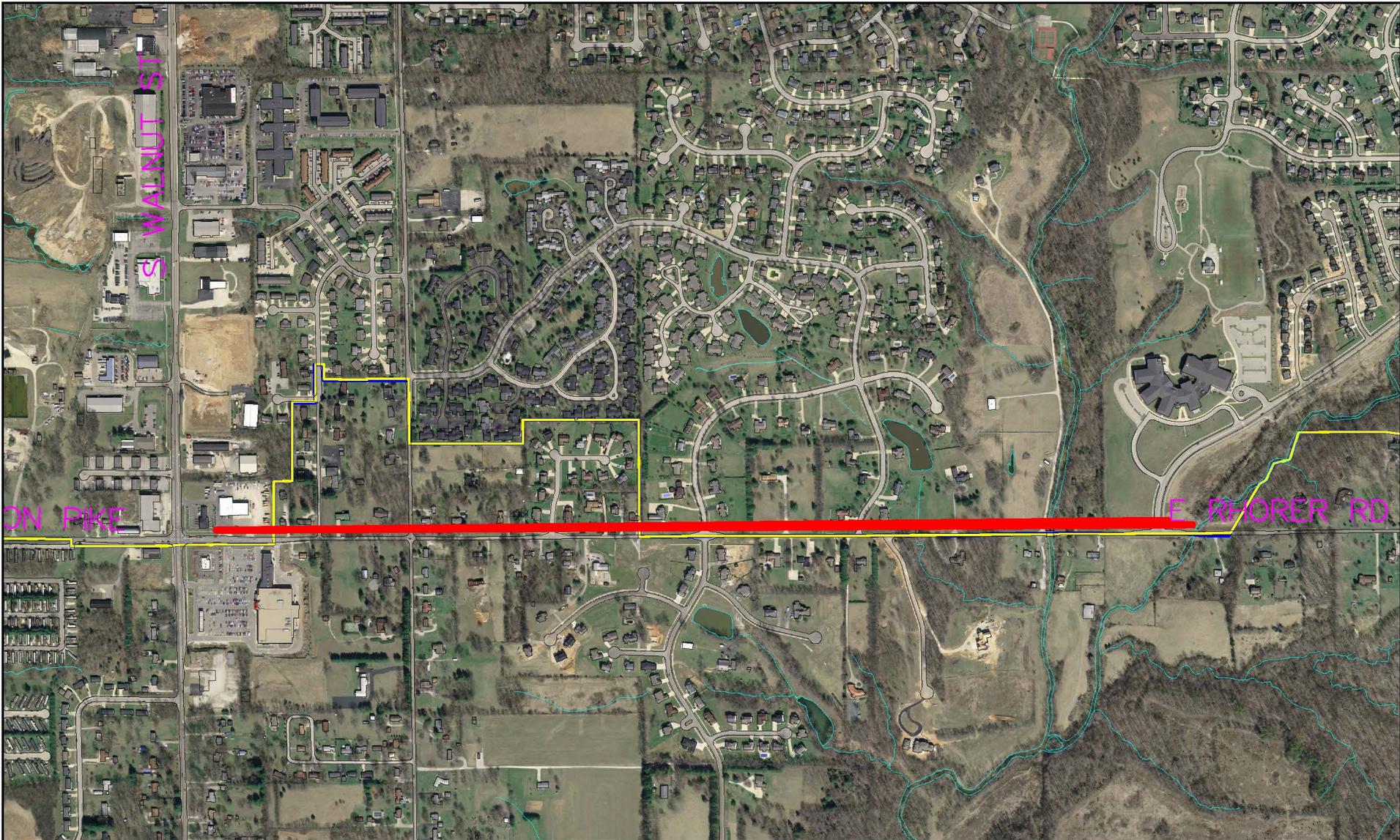
For reference only; map information NOT warranted.



City of Bloomington  
 Clerk & Council



Scale: 1" = 300'



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



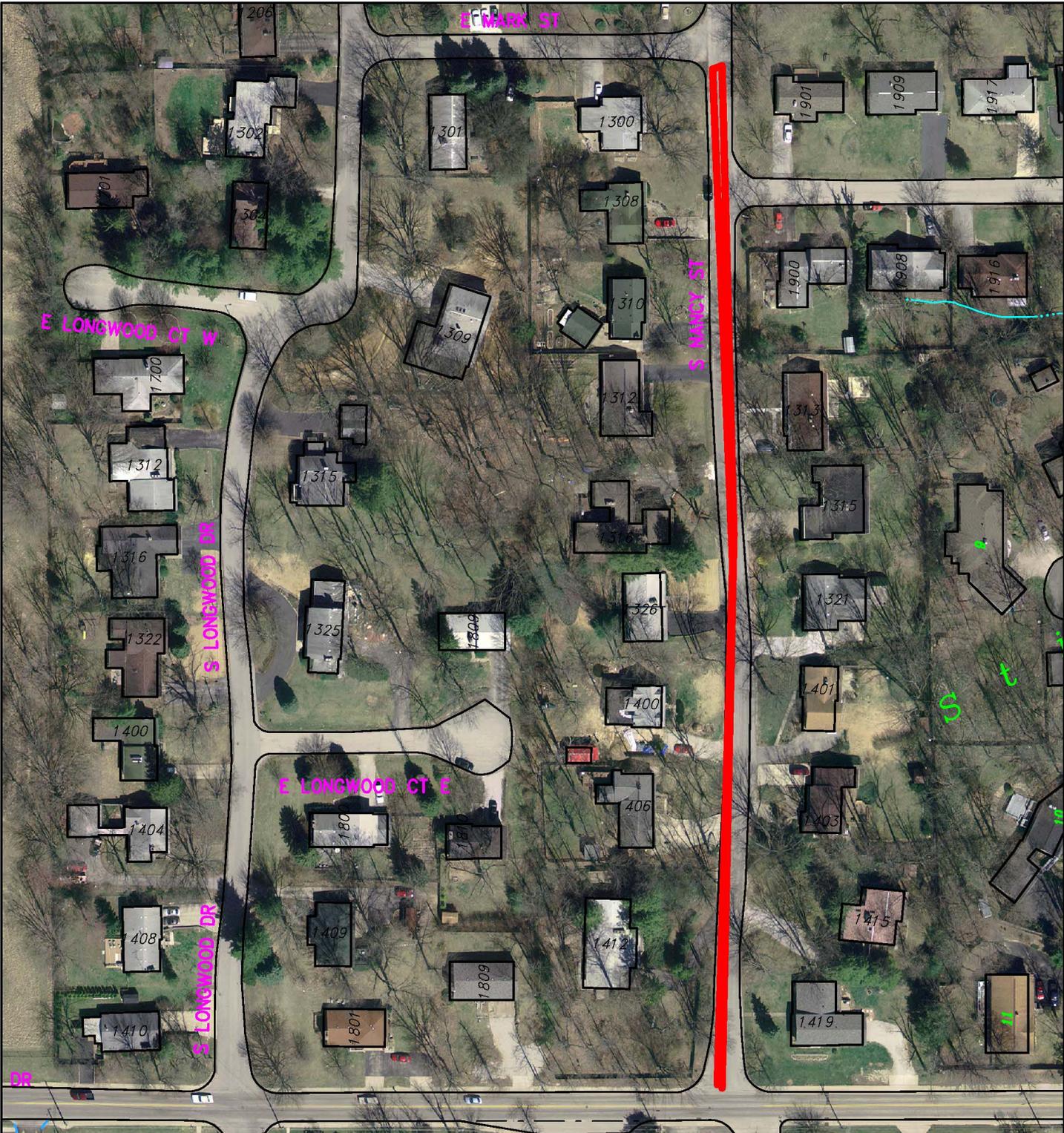
For reference only; map information NOT warranted.



City of Bloomington  
Clerk & Council



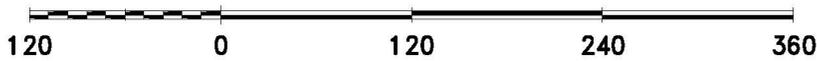
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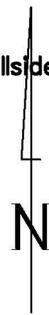
2009 Council Sidewalk Committee

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

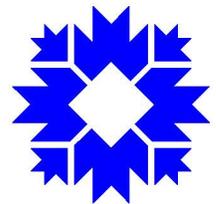
By: fallsm  
6 Oct 08



For reference only; map information NOT warranted.



City of Bloomington  
Clerk & Council

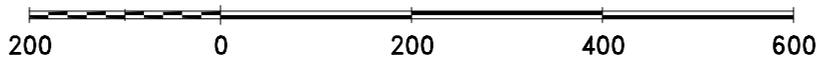


Scale: 1" = 120'

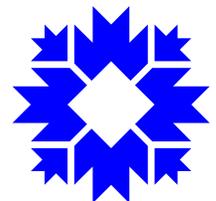


Fee Lane – South of 45/46 Bypass

By: finnh  
10 Nov 14



City of Bloomington  
Clerk & Council



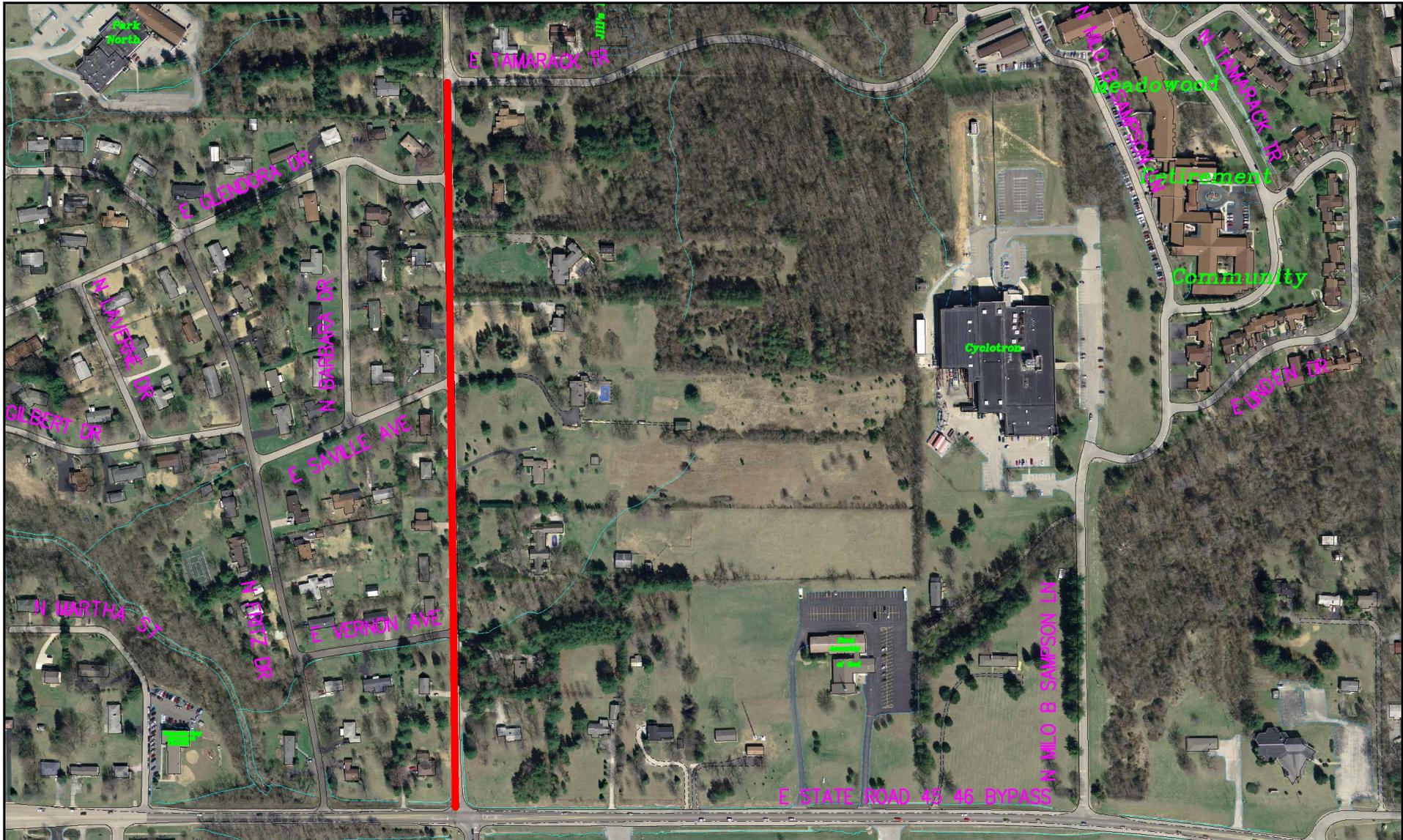
Scale: 1" = 200'

For reference only; map information NOT warranted.









2009 Council Sidewalk Committee

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

By: fallsm

7 Oct 08



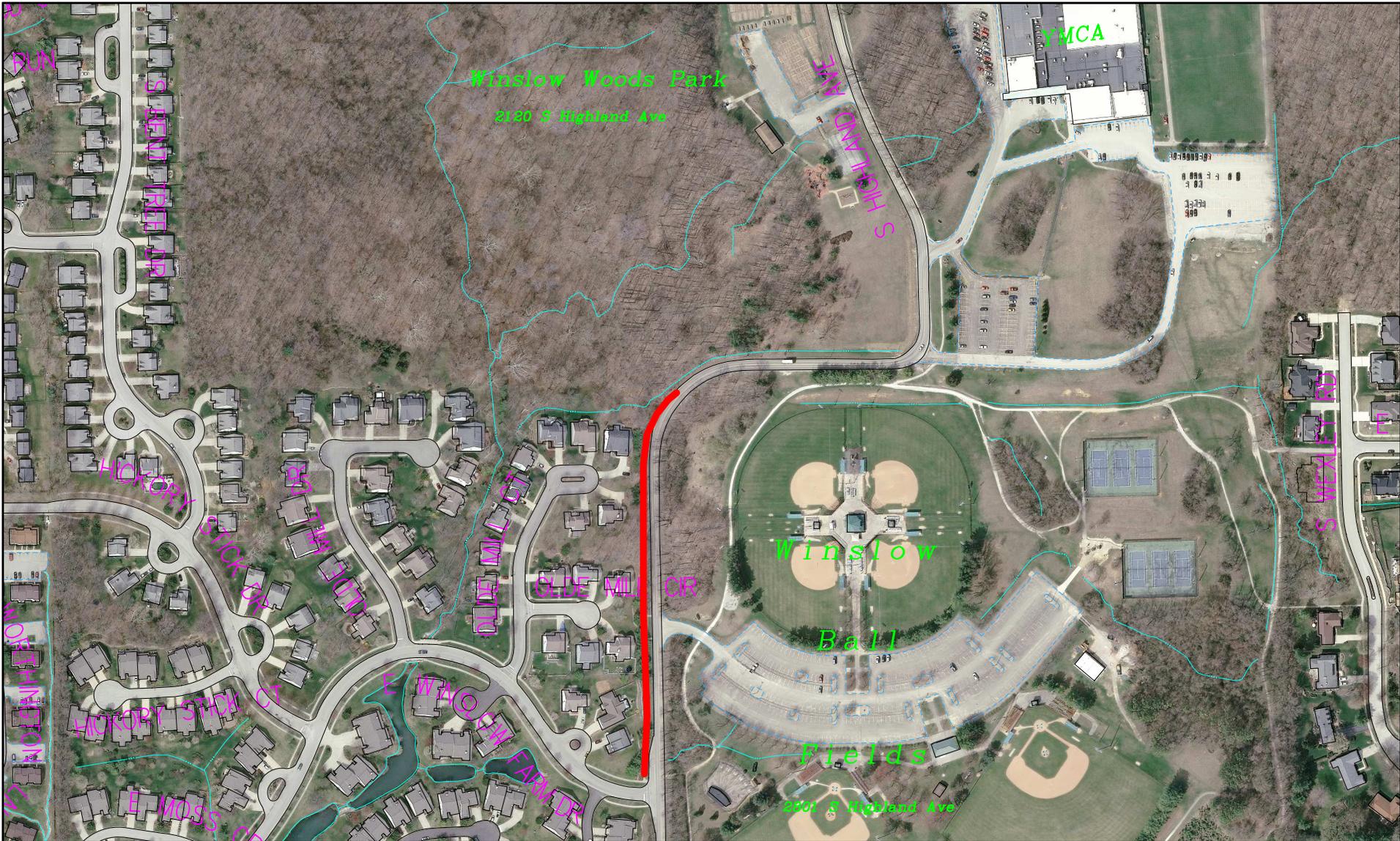
For reference only; map information NOT warranted.



City of Bloomington  
Clerk & Council



Scale: 1" = 400'



S Highland – Connecting Winslow Park with Winslow Farms Subdivision

By: finnh  
10 Nov 14



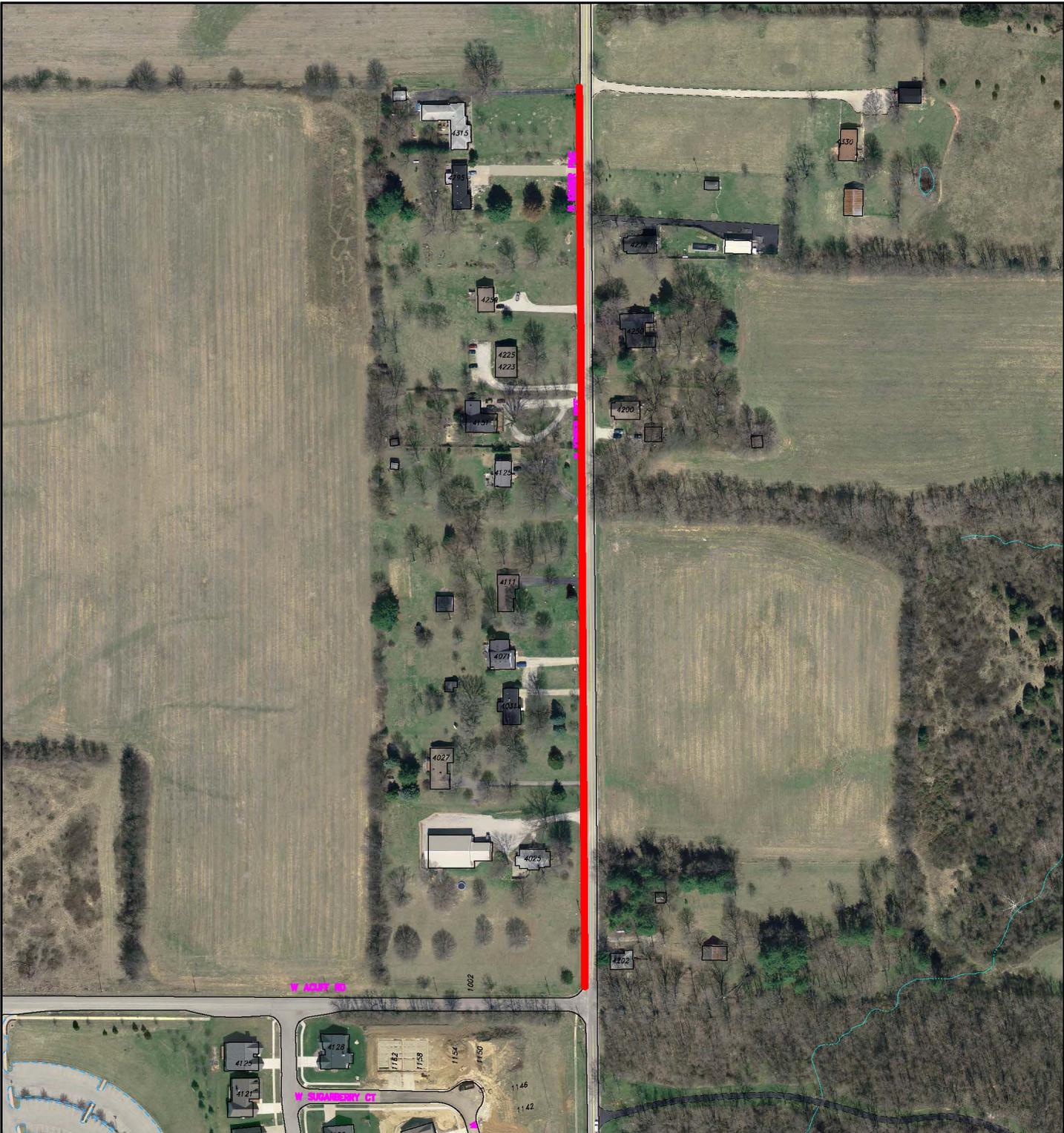
For reference only; map information NOT warranted.



City of Bloomington  
Clerk & Council



Scale: 1" = 300'



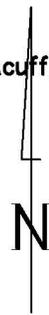
2009 Council Sidewalk Committee

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

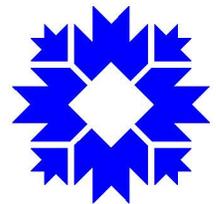
By: fallsm  
7 Oct 08



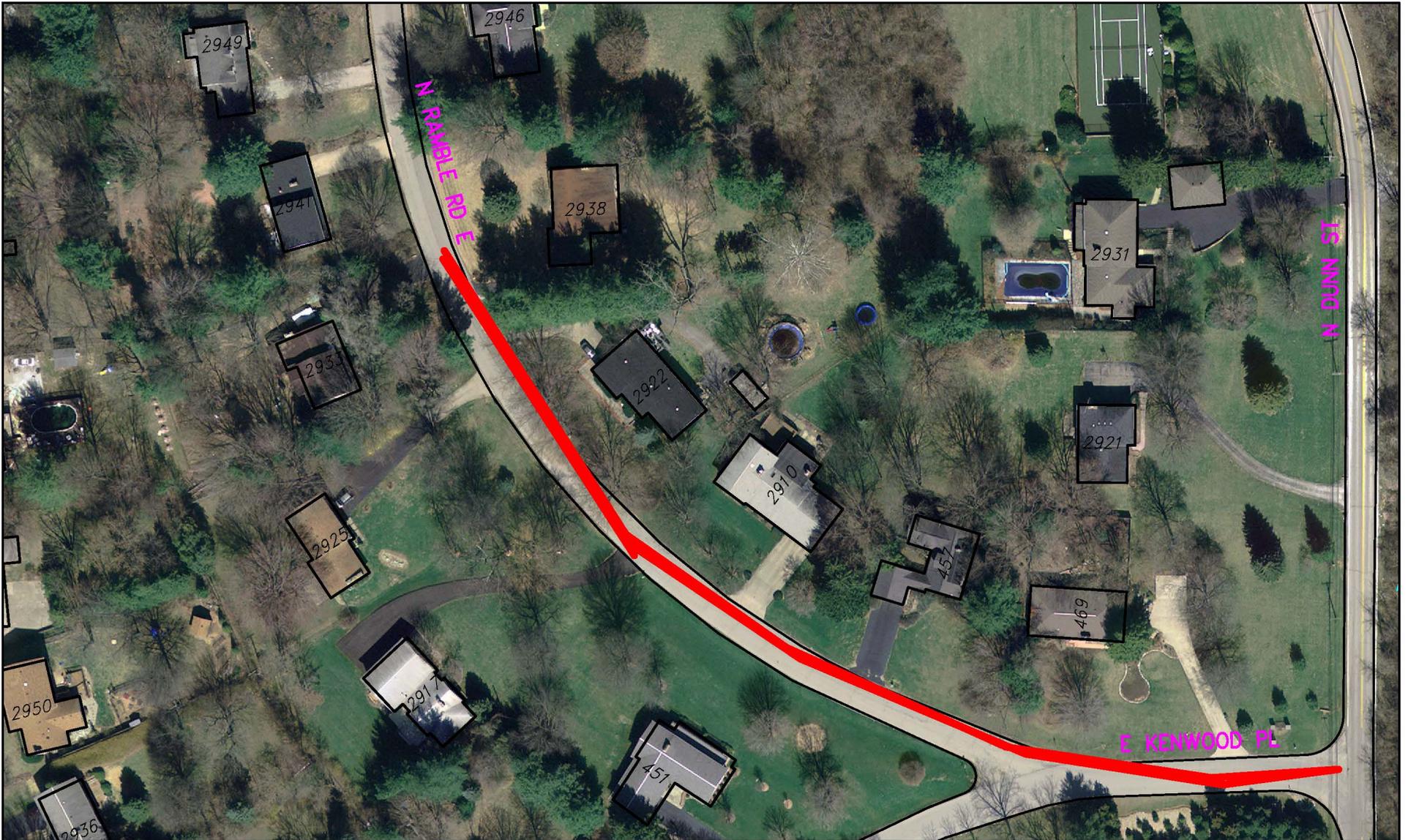
For reference only; map information NOT warranted.



City of Bloomington  
Clerk & Council



Scale: 1" = 250'



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

By: fallsm  
3 Oct 08



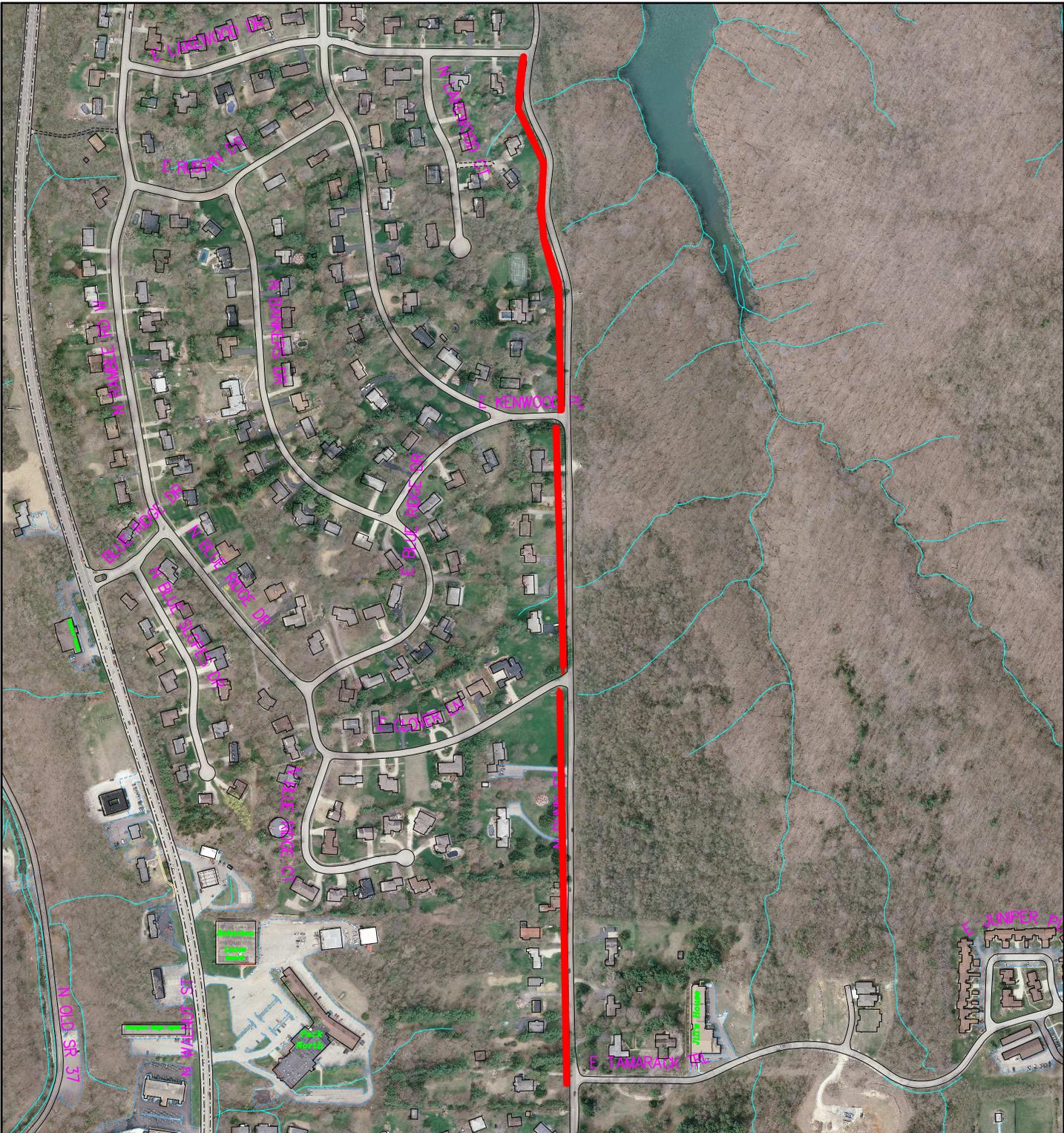
For reference only; map information NOT warranted.



City of Bloomington  
Clerk & Council

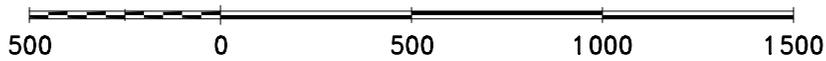


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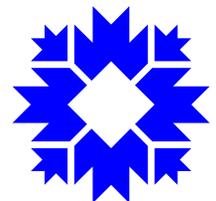


N Dunn from E Tamarack Trail to Lakewood Drive

By: finnh  
10 Nov 14



City of Bloomington  
Clerk & Council



Scale: 1" = 500'

For reference only; map information NOT warranted.

## Appendix Five – New Requests and Communications

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

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

*Suggestion: Past practice suggests that it saves time and doesn't appear to change the outcome to narrow the list of projects before requesting further work (e.g. estimates) from the Engineering Department.*

### Summary of Requests and Communications

#### New Requests Raised by Residents over the Last Year

- East Third Street (4136–4362)(Parcel Between Day Funeral Home and the Shapiro/Lozano Law Office)
- East 10<sup>th</sup> – Grandview to Russell Road (including Eastern Heights Subdivision – Request for Sidewalks, Paths, Crosswalks & School Signage)
- North Indiana – from 15<sup>th</sup> Street to the IU Credit Union Property South of 17<sup>th</sup> Street
- Allen Street - from Henderson (Bryan Park) to South Walnut
- Corey Lane – Missing Links within City Between West 2<sup>nd</sup> and West 3<sup>rd</sup>
- Fee Lane – South of 45/46 Bypass
- South Highland – Connecting Winslow Park with Winslow Farms Subdivision
- Sidewalk on North Dunn from E. Tamarack Trail to East Lakewood Drive (*also endorsed by Granger*)

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

- *None*

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

- *None*

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

- North Kinser Pike - filling-in missing sidewalk north of West 17<sup>th</sup> (East Side) (Sturbaum and Spechler)
- West 17<sup>th</sup> Street – Installing sidewalk from Maple Street to existing sidewalk to the east (South Side) (Sturbaum and Spechler)
- Mitchell Street – replace lane-marking with sidewalk from Circle Drive to Maxwell Lane (East Side) (Rollo)

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

### Materials

#### Summary of Citizen Requests and Communications from Council Members

## **Summary of Recent Sidewalk Requests and Communications** **(For Consideration by 2015 Council Sidewalk Committee)**

### **New Requests Raised by Residents Over the Last Year (Listed in Order Projects Appear on the List (See Appendix 4 for Rankings and Maps))**

#### **East Third Street (4136–4362) (Parcel between Day Funeral Home and the Shapiro/Lozano Law Office)**

- The sidewalk ends for a period. There is not a sidewalk on either side. Please fix.
- Anonymous, uReport, 5/16/14, #137995
- *Note: GIS shows an undeveloped parcel with multi-use side path on the west and sidewalk on the east.*

#### **East 10<sup>th</sup> – Grandview to Russell Road (including Eastern Heights Subdivision – Request for Sidewalks, Paths, Crosswalks & School Signage)**

- “Our association would like to speak with your committee on the need for sidewalk or multipurpose paths, crosswalks, and school signage for this area that would make it safe to walk our children to school and to connect Eastern Heights to the downtown (sidewalk stops along 10th at Grandview).”
- Lauren Dula <ldula@umail.iu.edu, President of the newly formed Eastern Heights Neighborhood Association, 1/30/14
- *Note: This appears to be a large, multifaceted request that may be beyond scope of Council Sidewalk Committee. Is there a good mechanism for working with neighborhoods regarding such open-ended requests?*

#### **North Indiana – from 15<sup>th</sup> Street to the IU Credit Union Property South of 17<sup>th</sup> Street**

- Requested via uReport on 10/13/14
- *Note: This is adjacent to vacant property owned by the Trustees of Indiana University.*

#### **Allen Street - from Henderson (Bryan Park) to South Walnut**

- Requested by Charles Taber, cktaber@indiana.edu, (270)210-3747 on 10/27/14
- Mr. Taber states that this is “a highly traveled road by pedestrians and cyclists ... (and) is a main thoroughfare for the entire neighborhood as it runs up (to the main Bryan Park Playground).” He claims to have been “nearly run over by a car on more than 5 or 6 occasions” and believes the combination of children, two-lane traffic, and parking on both sides of the street is not resolved by the bike lane and calls for a sidewalk on this stretch of roadway.
- *Note: On the Allen Street/Covenanter Drive Greenway between Patterson Drive to the west and College Mall Road to the east which “provides a low*

*traffic, low speed connection to the B-Line, Bryan Park, College Mall shopping and the new multi-use path on Patterson Drive.”*

### **Corey Lane – Missing Links within City between West 2<sup>nd</sup> and West 3<sup>rd</sup>**

- “I read this morning that you sit on the sidewalk committee and I wanted to ask if there has ever been a consideration for putting in sidewalks along Corey Ln between W. 2nd and W 3rd st. It is a high traffic road and traffic frequently moves very fast along it...”
- Will Rose (email to Cm. Sturbaum) 12/10/14
- *Note: All of Corey Lane is outside of the City except for the west side of the first block south of West 3<sup>rd</sup> and the first block north of West 2<sup>nd</sup>. Sidewalks exist on part, but not all, of the City’s right-of-way.*

### **Fee Lane – South of 45/46 Bypass**

- “I just read in the paper that Bloomington is the only Indiana city ranked as pedestrian friendly, and I certainly think it is getting better. That reminds me of a situation that seems unsafe to me. There are nice sidewalks along the Ind. 45/46Bypass, but they don’t continue south onto Fee Lane. Are there any plans to extend the sidewalks south of the bypass along Fee Lane? ... I mentioned this to my city councilman, who is on the sidewalk committee, but I never heard the outcome.”
- RB, Hotline 12/10/13
- *Response: Vince Caristo – refer to Council Sidewalk Committee/Email Tim Mayer – IU should be responsible (like other abutting property owners who put structures on their property).*

### **South Highland – Connecting Winslow Park with Winslow Farms Subdivision**

- Timothy Knopf, 2378 South Highland Avenue, timothyaddknopf@yahoo.com #139365 (date unknown)
- *Note: Parks advises that the path referenced above is not one maintained by Parks. Indeed, Parks purposefully does not improve this path because it does not want to encourage use. J.D. Boruff expressed some concern with access to appropriate crossings. Worth further analysis by Planning.*

### **Sidewalk on North Dunn from E. Tamarack Trail to Lakewood Drive**

- “It would be of great benefit to our neighborhood (Blue Ridge) if some means could be found to connect our neighborhood via sidewalks to the rest of Bloomington and give our 220 households a means to safely access Bloomington other than by car.”
- Von Welch <von@vwelch.com> 3/11/14 email to Cm. Sturbaum
- *Note: This request from the neighborhood association would revive a project shelved early in the Kruzan Administration for a sidewalk on North Dunn from SR 45/46 to Tamarack Trail and extend it to Lakewood Drive. Cm. Granger has indicated she supports inclusion of this project, but reserves judgment on its priority.*

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

- *None*

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

- *None*

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

- **North Kinser Pike – installing missing sidewalks on the north side of West 17<sup>th</sup> Street (East Side)** Councilmember Sturbaum reaffirmed his desire for the Committee to fund installation of this highest ranked sidewalk project after funding the design last year. Spechler also favored following last year's investment in design with installation this year.
- **West 17<sup>th</sup> Street – filling-in sidewalks from Maple Street to existing sidewalk to the east (South Side)** Councilmember Sturbaum reaffirmed his request to continue installing the missing links along this stretch of West 17<sup>th</sup>. He promotes funding because of the high vehicular volume and speed, lack of sidewalks, high pedestrian usage (with a school, many apartments – including affordable housing projects - nearby, and many IU students accessing transit services), and progress on a roundabout at Arlington and Monroe. Spechler also favored following last year's investment in design with installation this year.
- **Mitchell Street – Replace lane-marking with sidewalk from Circle Drive to Maxwell Lane (East Side)** Councilmember Rollo wanted to remind the Committee of the proposal to upgrade the lane marking on the east side of this one block of Mitchell Street to a sidewalk. This project would provide a sidewalk route connecting IU to within two blocks of Hillside Drive.

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

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

- **South Walnut Street from Winslow/Tapp to Rhorer Road (Missing Links – West Side)** Council President Neher again renewed his request from last year. At that time he wrote: “This section of South Walnut has been on the list of projects considered by the Sidewalk Committee for many years, scores well on all criteria, and is becoming an ever-important pedestrian corridor to essential services (pharmacy, grocery, school) for several of the neighborhoods in the area.”
- **Bryan Street from 3<sup>rd</sup> to 7<sup>th</sup> (No Preference on Side of Street)** Councilmember Mayer again renewed his request that the Committee consider installing a sidewalk along this street. The reasons include: an existing property owner (IU) willing dedicate multiple frontages to the project, high concentration of pedestrians, its use as an ambulance route, and high traffic volume due to the signal at 3<sup>rd</sup> Street.

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

### **Resources and Materials**

#### **2012 Sidewalk Inventory (Scott Robinson) – enclosed**

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

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

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

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

- Memo

#### **Other Bicycle and Pedestrian Projects – 2013 - enclosed**

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

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

- Five-Year Capital Plan

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

- Memo and Maps

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

- Other City Projects – *see Memo to Committee in Appendix 3*
- Other County and State Projects – *addressable as needed by Staff*



September 10, 2012

City of Bloomington, Indiana  
Geographic Information System

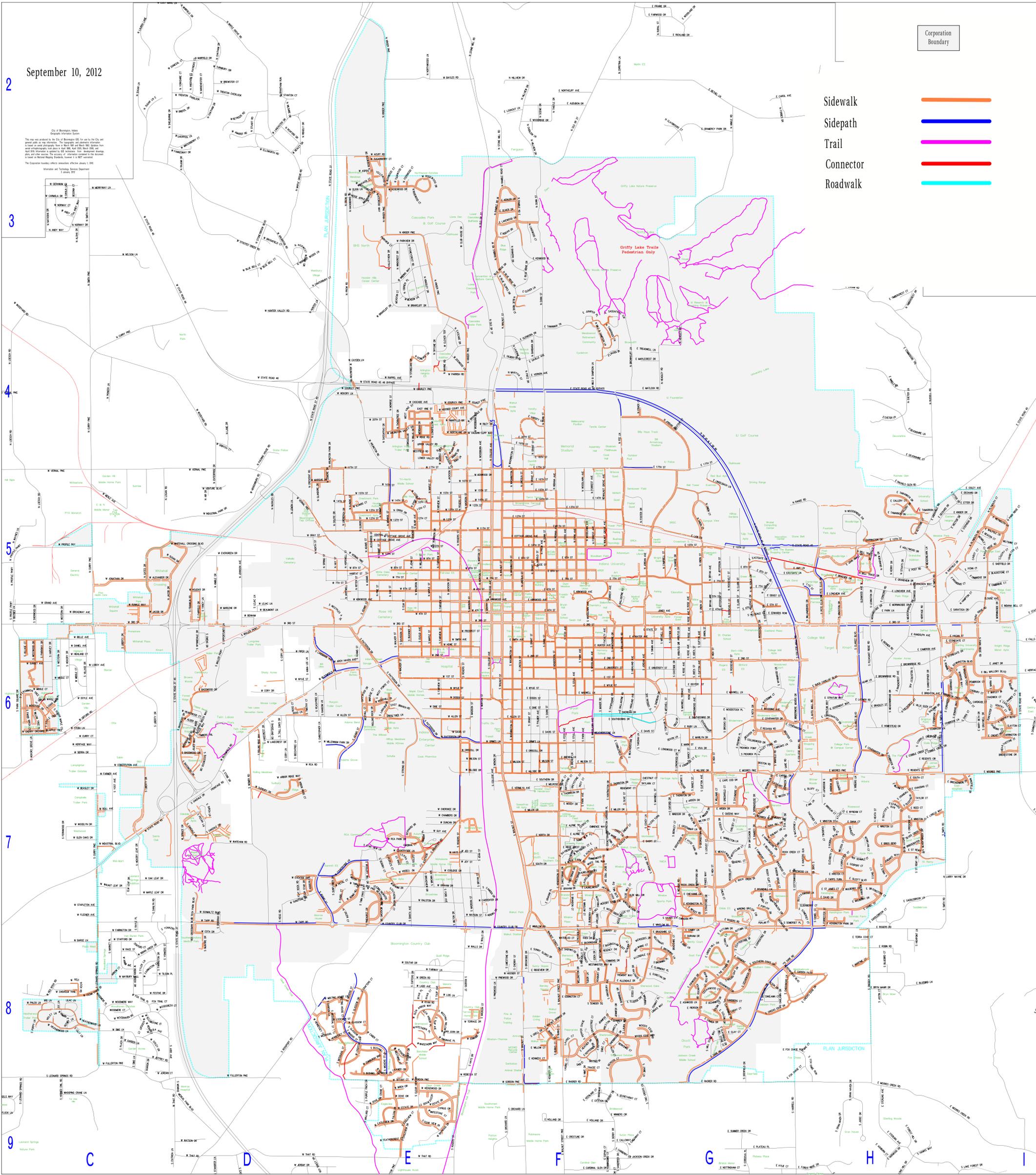
This map was prepared by the City of Bloomington GIS for use by the City of Bloomington and its departments. The Corporation and its departments are not responsible for any errors or omissions in this map. The Corporation and its departments are not responsible for any damages or liabilities arising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

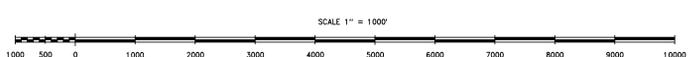
The Corporation hereby certifies that this map is a true and correct copy of the original map as it exists in the GIS database as of the date of printing.

Corporation Boundary

- Sidewalk
- Sidepath
- Trail
- Connector
- Roadwalk



Bloomington Geographic Information System



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Corporation  
Boundary

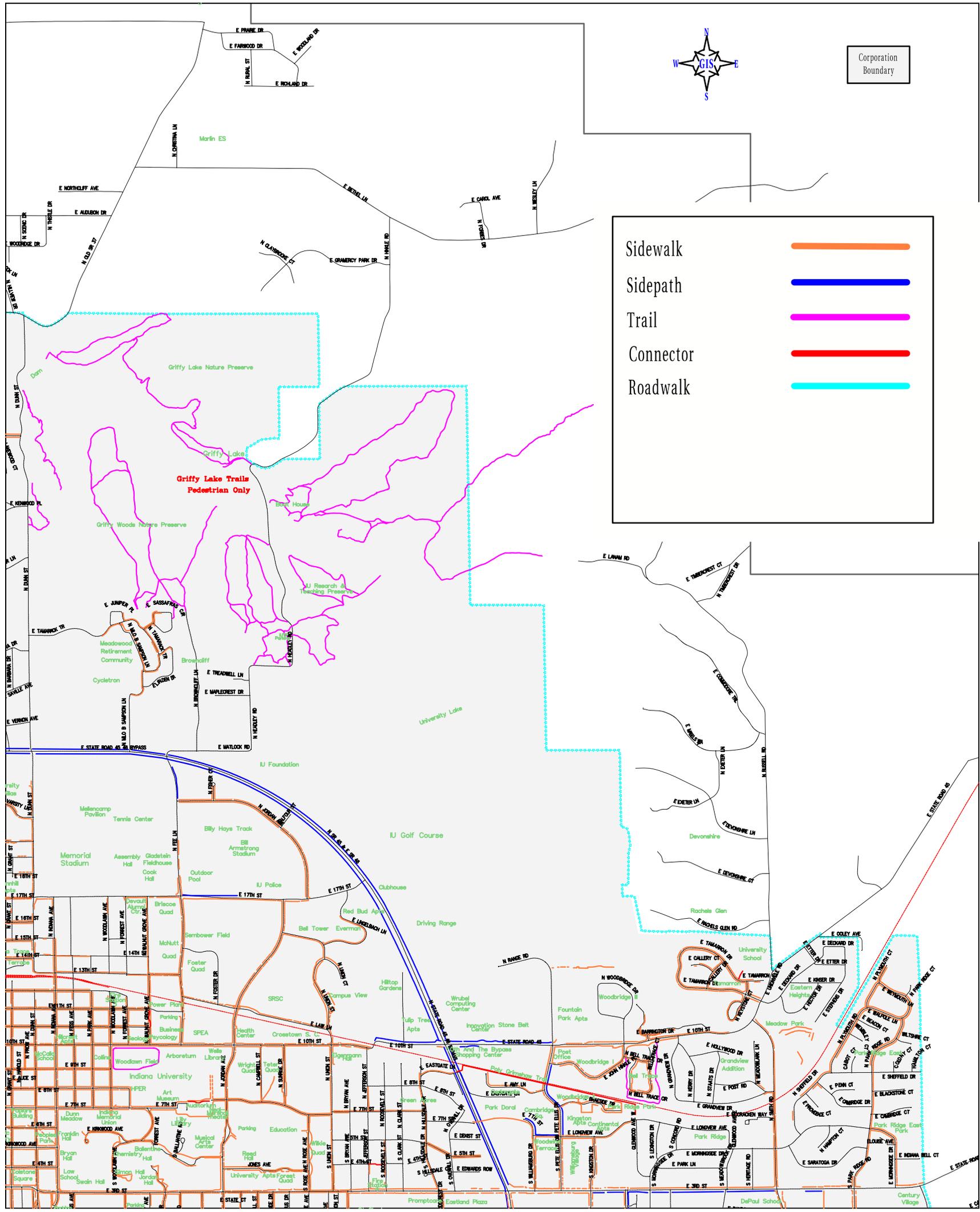
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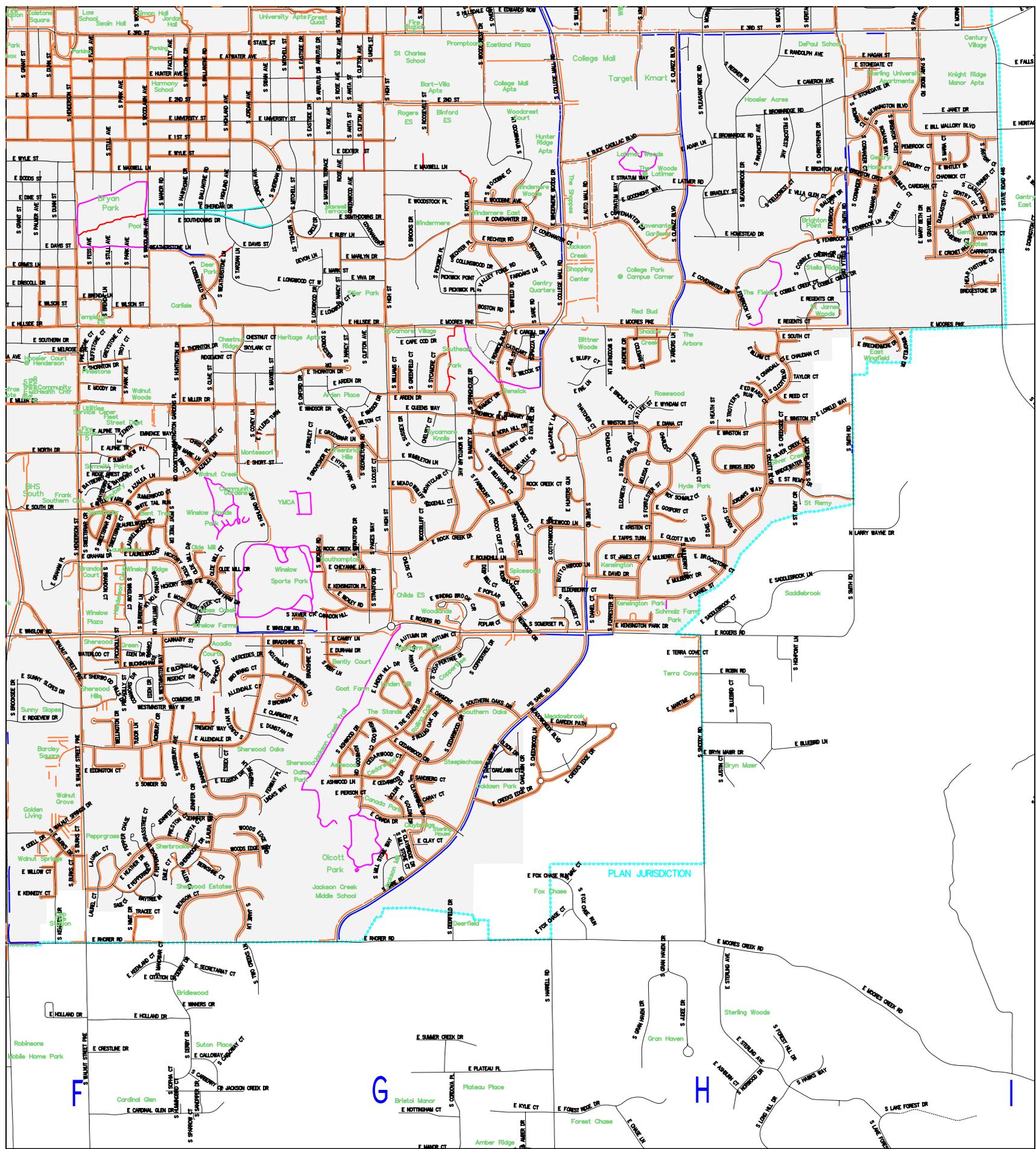
Sidepath

Trail

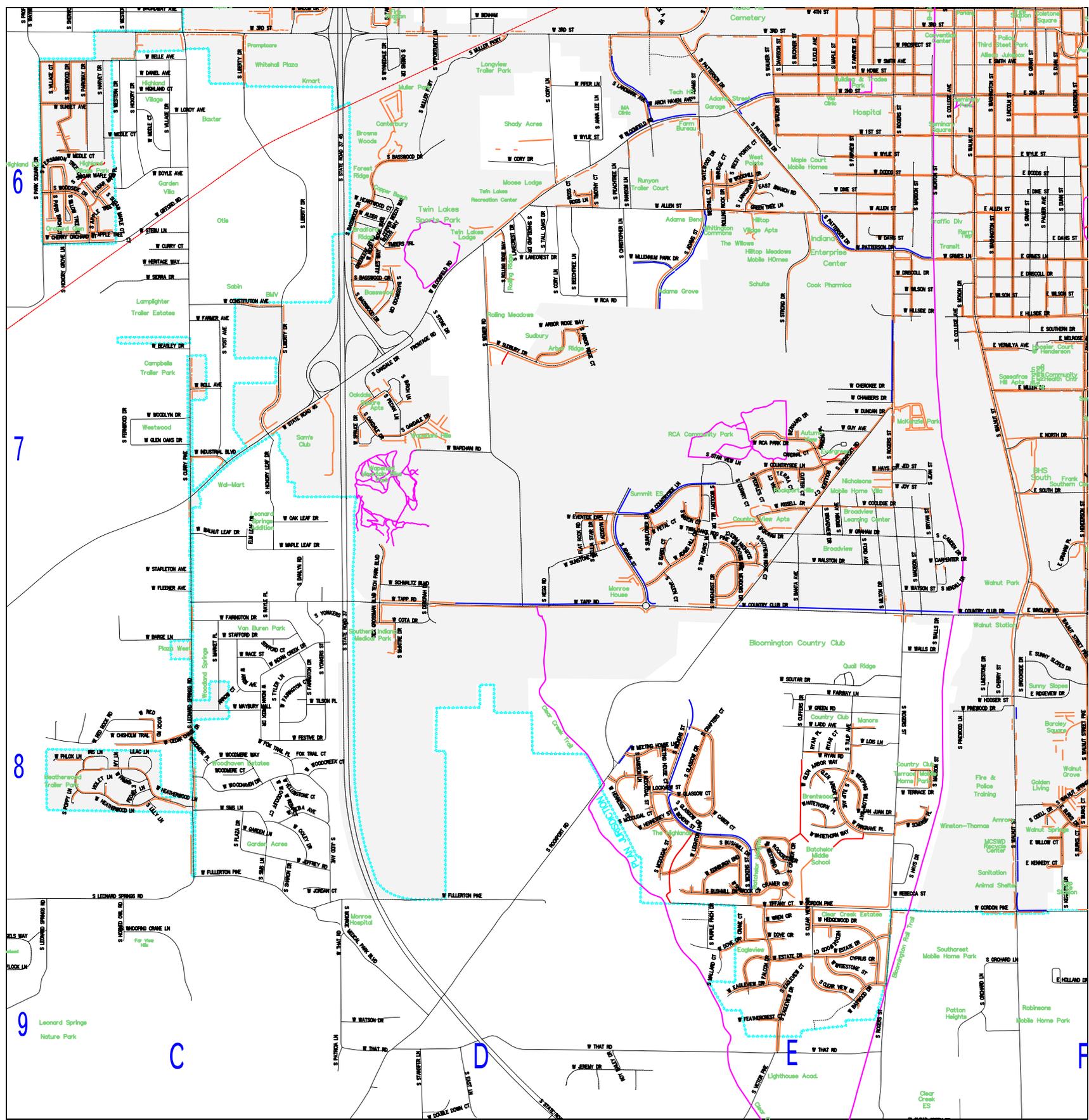
Connector

Roadwalk

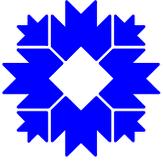




# 2012 Sidewalk Inventory



Bloomington Geographic Information System



2

3

4

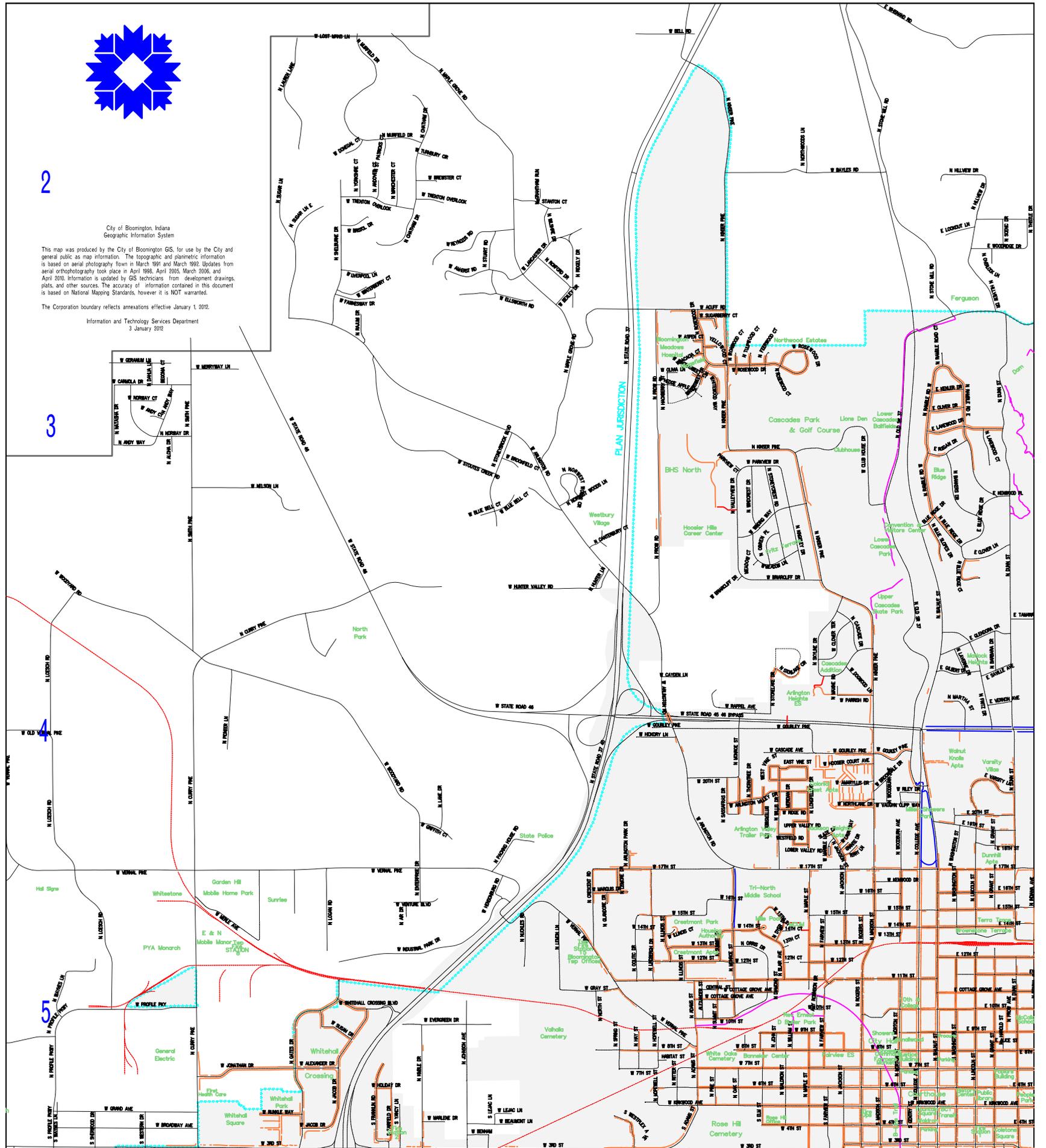
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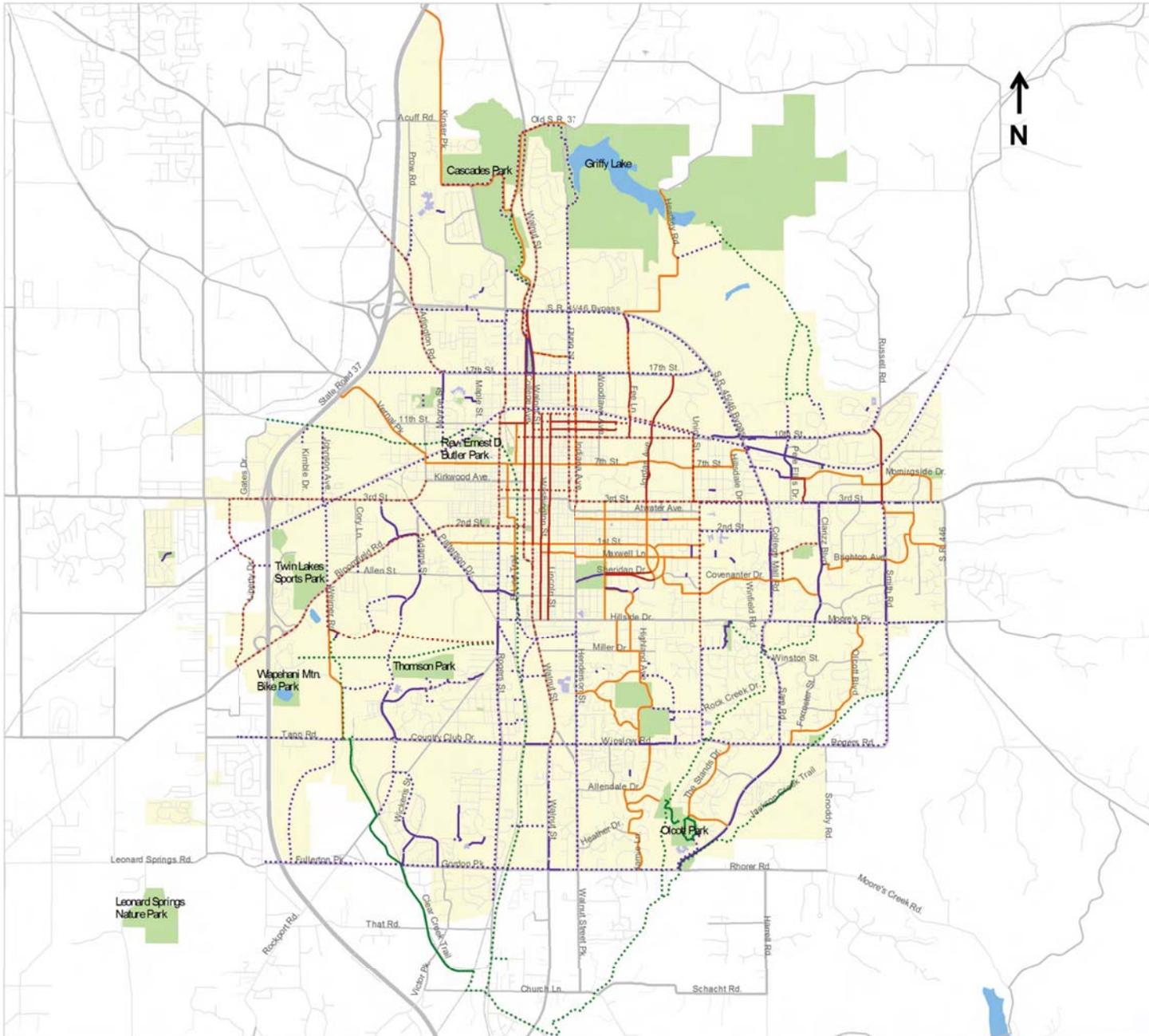
City of Bloomington, Indiana  
Geographic Information System

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



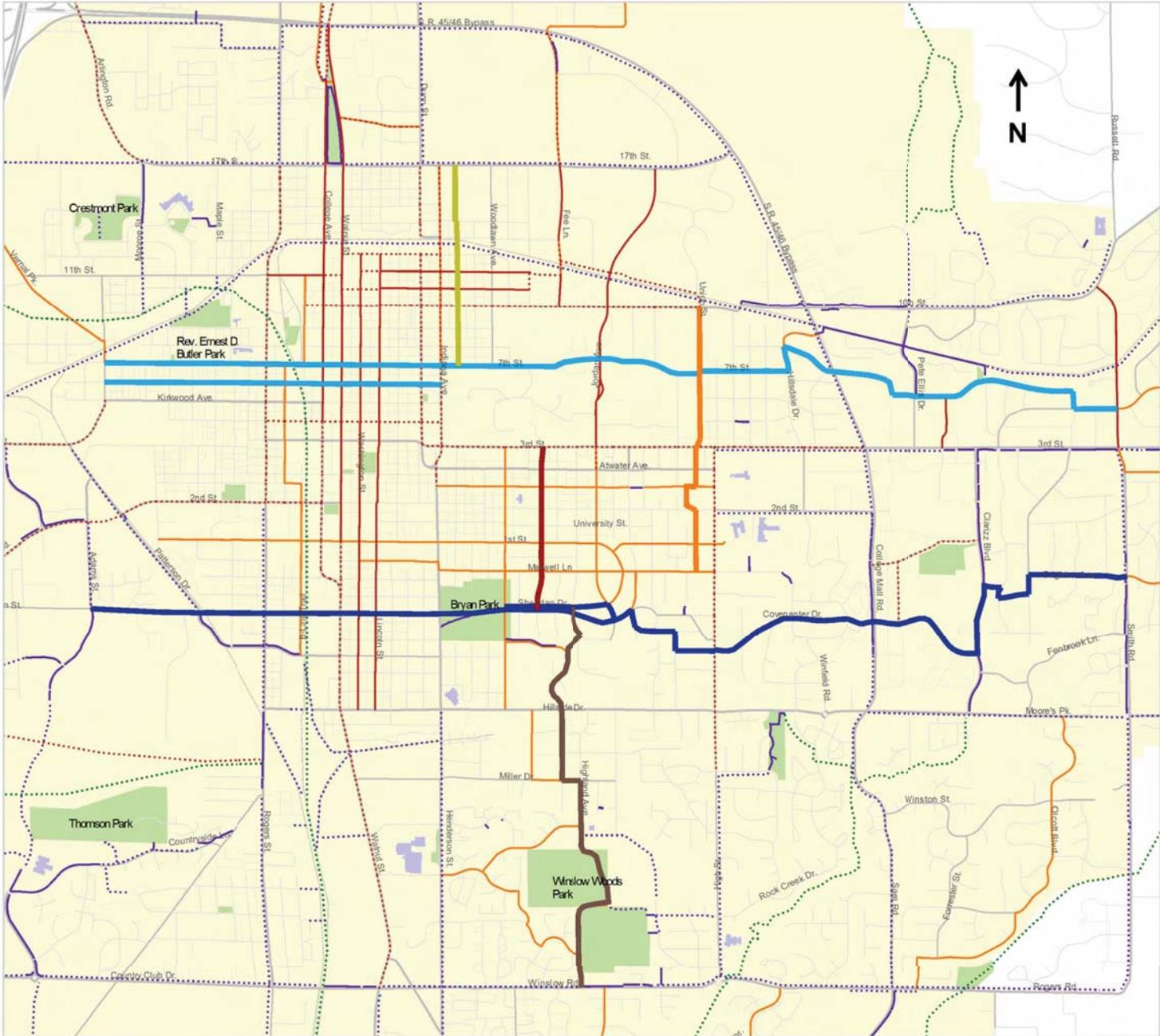


**City of Bloomington**

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

**Bicycle and Pedestrian  
Facilities Network**

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

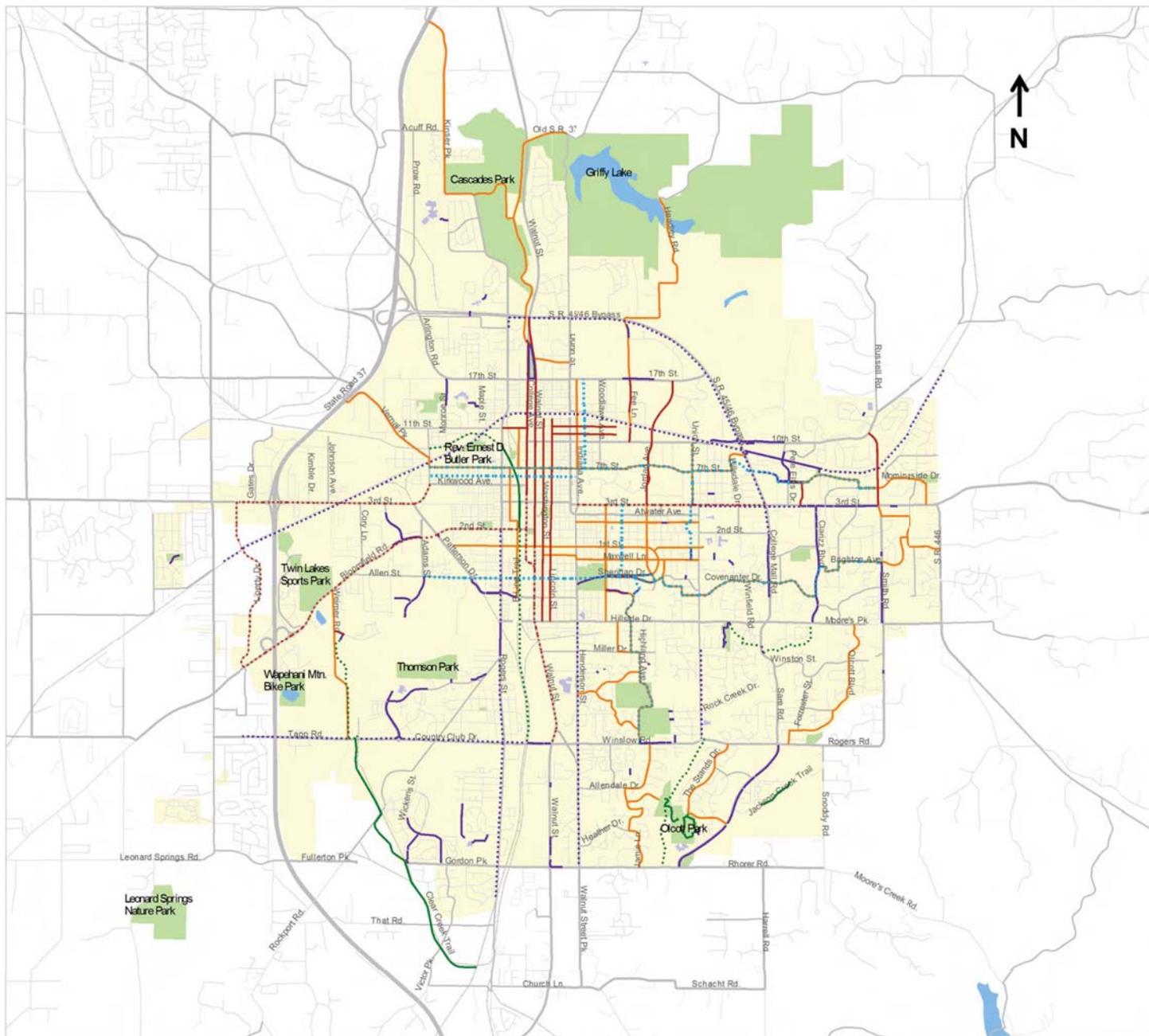


## City of Bloomington

### Bicycle and Pedestrian Transportation & Greenways System Plan

#### Proposed Bicycle Boulevards

- Planning Jurisdiction
- City of Bloomington Parks
- Lakes
- Schools
- Signed bike route
- Existing bike lane
- Future bike lane
- Existing sidepath/connector path
- Future sidepath/connector path
- Existing multi-use trail
- Future multi-use trail
- 6th St./7th St./Longview Ave. Bicycle Boulevard
- Allen St./Covenanter Dr. Bicycle Boulevard
- Fess Ave. Bicycle Boulevard
- Hawthorne Dr. Bicycle Boulevard
- Highland Ave. Bicycle Boulevard
- Clifton Ave./Union St. Bicycle Boulevard



**City of Bloomington**

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

**High Priority Bicycle and  
Pedestrian Facilities Network**

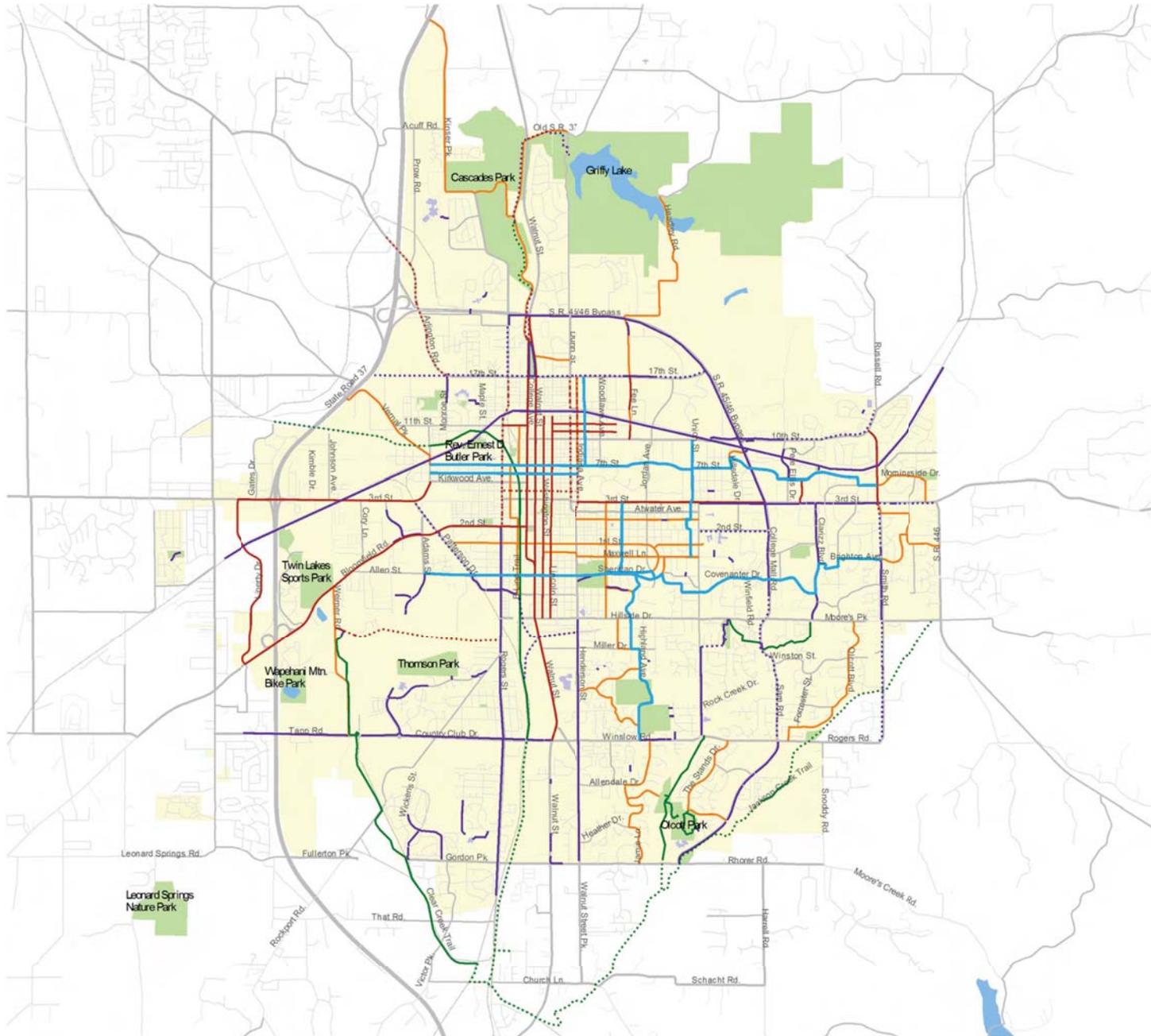
- Planning Jurisdiction
- City of Bloomington Parks
- Lakes
- Schools
- Signed bike route
- Existing bike lane
- High priority bike lane
- Existing sidepath/connector path
- High priority sidepath/connector path
- Existing multi-use trail
- High priority multi-use trail
- High priority bicycle boulevard

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

## City of Bloomington

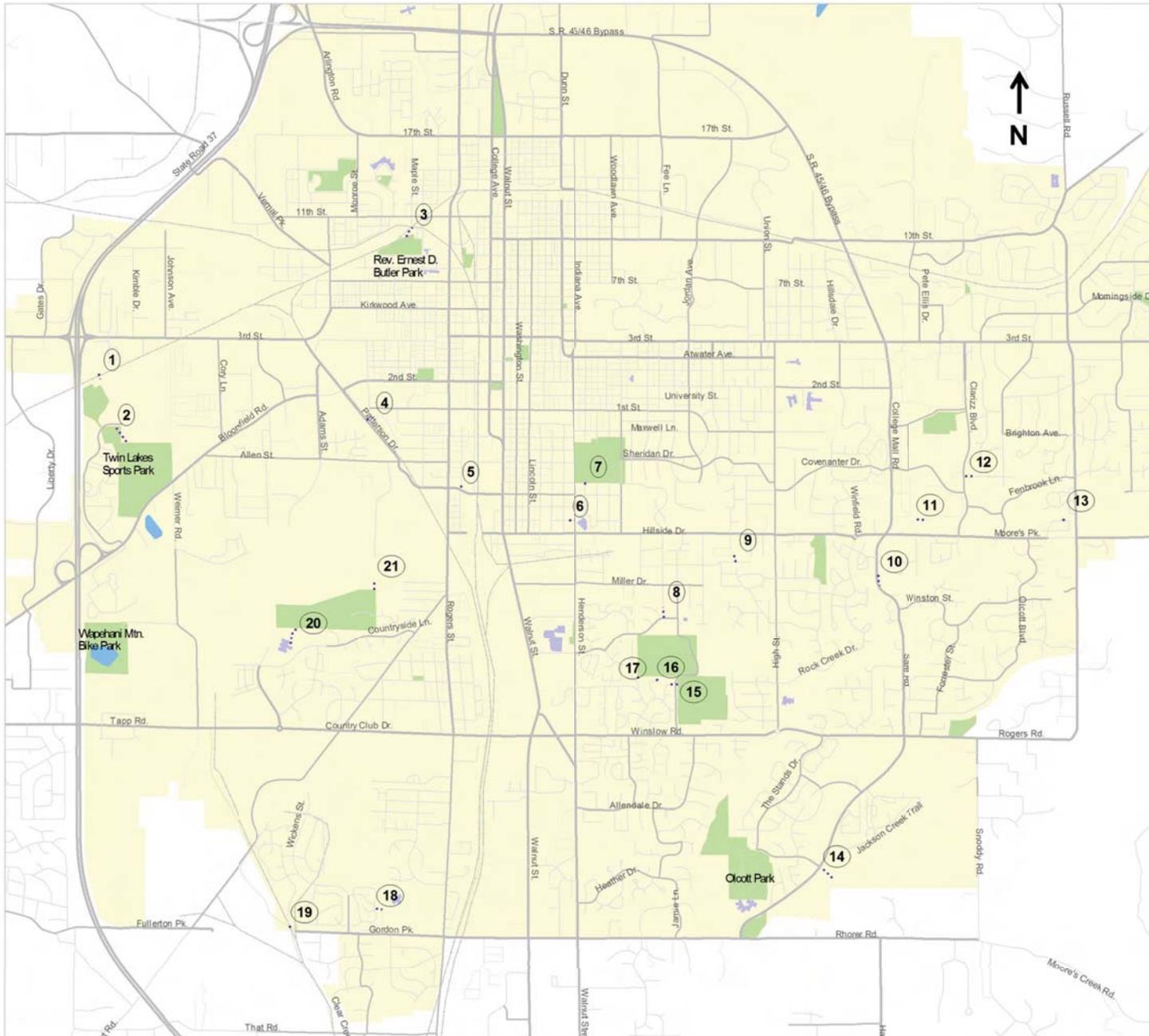
# Bicycle and Pedestrian Transportation & Greenways System Plan

## Medium Priority Bicycle and Pedestrian Facilities Network



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

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



## City of Bloomington

### Bicycle and Pedestrian Transportation & Greenways System Plan

#### Small Neighborhood Connector Paths

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

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

To: Council Sidewalk Committee

From: Bob Woolford, Housing and Neighborhood Development Department

Date: October 6, 2014

First, I want to thank the Council's Sidewalk Committee for their contributions to the City's Rockport Road Reconstruction project. Besides the City Council, this project has had the support of City of Bloomington Utilities, Department of Public Works and the Planning and Transportation Department.

For those of you that have not heard or noticed, Rockport Road is currently closed between Coolidge and Graham Drive. The Board of Public Works awarded the construction project to Dave O'Mara Contractors for \$982,750. Area public utility companies are still relocating the last sections of their lines. O'Mara has started construction on the southern portion of the project. O'Mara has worked on a cut and fill operation, installed all the storm water structures, built up the stone base and will probably have the curbs installed by November 12. It is their intention to complete the curbs, sidewalk, sod, install new pavement and open the southern section Rockport by December 15 (weather permitting and no unforeseen problems). Construction will restart in the Spring when the weather breaks and continue until completed. The anticipated completion date is July 31.

Another project that HAND is working on (along with CBU) is Fairview between Wylie and Allen. This project was intended to be designed and constructed with City crews. Unfortunately, the design could not be completed in-house and has yet to be completed. It is our hope that this project could get a boost.

Housing and Neighborhood Development is currently working on projects that may be funded with our 2015 HUD funding. This process is just beginning. HAND is requesting additional sidewalk funds that may be used for improvements along W. 17th Street. Regardless of what projects are funded, these projects will not be approved by HUD before June 2015 and funding may not be available until July or August of 2015.

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

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

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

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

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

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

### **Total Bike and Pedestrian Facility Infrastructure Added in 2013**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Total 2013 Bike and Pedestrian Facility Infrastructure Mileage: 23.79**

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

### **Planned Bike and Pedestrian Facility Infrastructure to be Added in 2014**

1. 4th Street Shared Lane Markings and Bike Lanes - Project will run from Rogers Street to Indiana Avenue. Will provide a lower traffic, low speed bicycle connection from Westside neighborhoods into downtown and to the IU campus.

**Adding 3,305 feet of shared lane markings and 3,305 feet of bike lanes.**

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

**Adding 9,168 feet of bike lanes.**

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

**Adding 11,344 feet of bike lanes.**

4. Rogers Street - Project will install shared lane markings between 2nd Street and Kirkwood Avenue and between 11th Street to 17th Street. These markings will extend the shared lane markings already installed between Kirkwood and 11th.

**Adding 8,024 feet of shared lane markings.**

5. Liberty Drive - Project will install bike lanes between State Road 45 and State Road 48. This will allow for safer bicycle travel for west side residents between important commercial destinations.

**Adding 15,550 feet of bike lanes**

6. 17th/Monroe/Arlington Roundabout - This project will address a long-standing safety problem at this "K-intersection" through installation of a roundabout. Additionally, new multi-use path will be constructed, and a sidewalk on the south side of 17th Street will be extended all the way to the 17th and Maple Street intersection.

This project will start early in 2014. **Adding 2,351 feet of multi-use path, 2,004 feet of sidewalk, and 347 feet of reconstructed sidewalk.**

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

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

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

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

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

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

**Total 2014 Bike and Pedestrian Facility Infrastructure Mileage 2014: 12.19**

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

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

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

**CITY OF BLOOMINGTON STORMWATER WORKS**

Bloomington, Indiana

**CAPITAL IMPROVEMENT PLAN**

Prepared by City of Bloomington Utilities Engineering Department

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

# **2014 Bloomington Parks and Recreation Trail Report for the Sidewalk Committee**

## **Winslow Sports Park Trail Improvements**

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

## **Cascades Trail**

The Cascades Trail will eventually consist of three legs linking 3 parks and Bloomington North High School. The first leg, from the Sycamore Shelter on Clubhouse Dr. to Stone Mill Dr. was completed two years ago. The first section of the west leg, from the Sycamore Shelter to Kinser Pike, was completed this year. BPR is seeking funding for the next section of Phase 2, which will continue beyond the BHSN entrance to Acuff Rd. The future south leg, Phase 3, will extend from Miller-Showers Park through Lower Cascades Park to Clubhouse Dr.

Proposed/Planned Future Projects:

### **Access to the B-Line Trail from Adams St.**

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

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

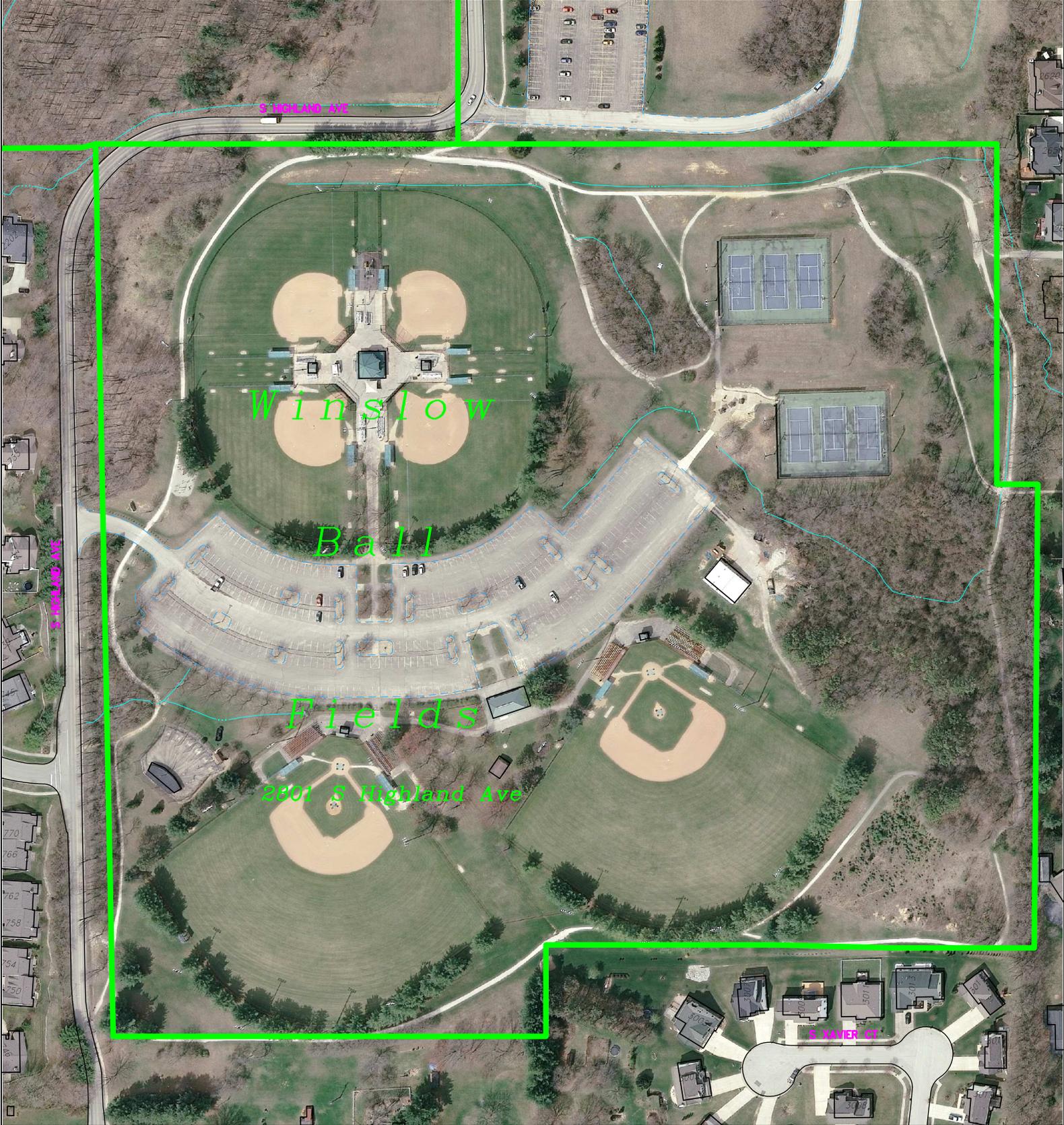
This connection will be made within the Diamond St. ROW as part of the Habitat for Humanity development of the property to the south of the intersection.

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

The bicycle and pedestrian crossing recently installed at the intersection of 3rd, 5th, and Adams has increased bike/ped traffic in the area. A well worn dirt path on the east side of W. 3rd, alongside Rosehill Cemetery wall could be improved with the installation of a sidewalk or sidepath. This route is heavily traveled route due to the Bloomington Transit stop at the top of the hill. Funding has not been identified for this project, any assistance the Sidewalk Committee may be able to provide would be greatly appreciated.

### **Black Lumber Spur**

Funding has been secured to design the Black Lumber spur that will eventually connect the B-Line Trail to Henderson St., immediately north of Black Lumber. A design firm has been selected and BPR is awaiting approval for the design process to begin. This spur trail will be 10-12 feet wide.



Winslow

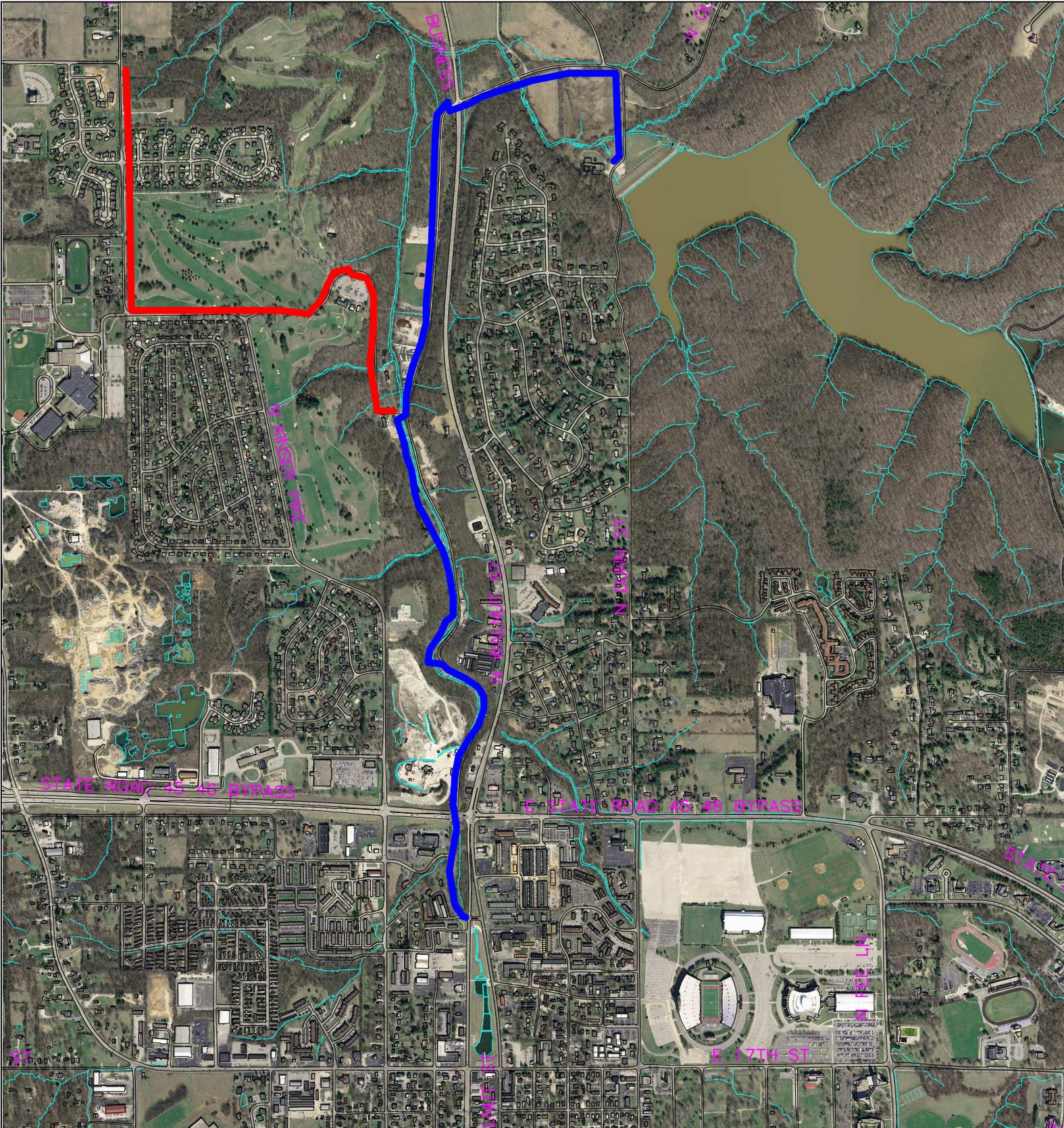
Ball

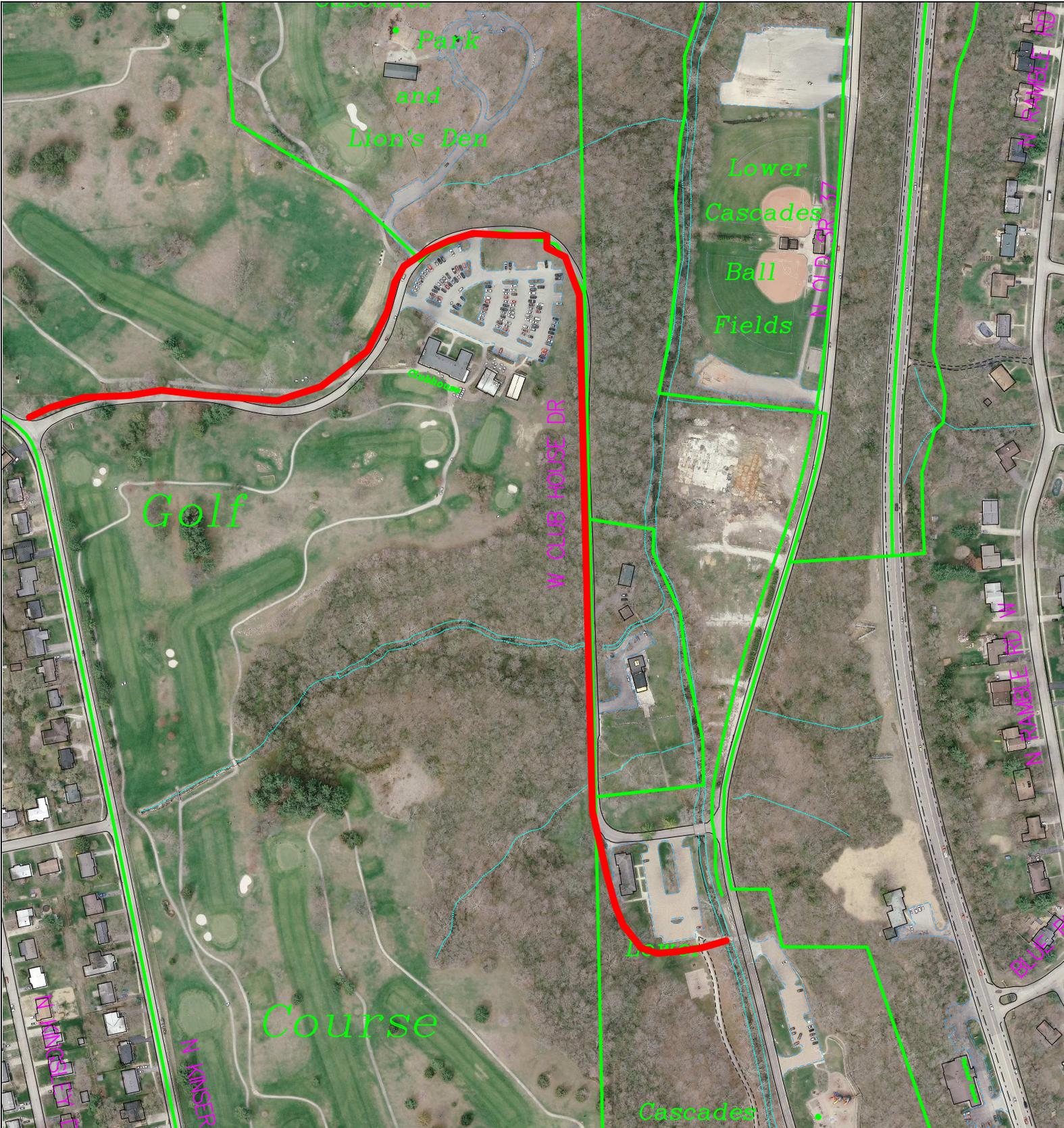
Fields

2801 S Highland Ave

S HIGHLAND AVE

S XAVIER CT





Park  
and  
Lion's Den

Lower  
Cascades  
Ball  
Fields

Golf

Course

W CLUB HOUSE DR

N KINSER

N RAMBLE RD W

N RAMBLE RD

Cascades

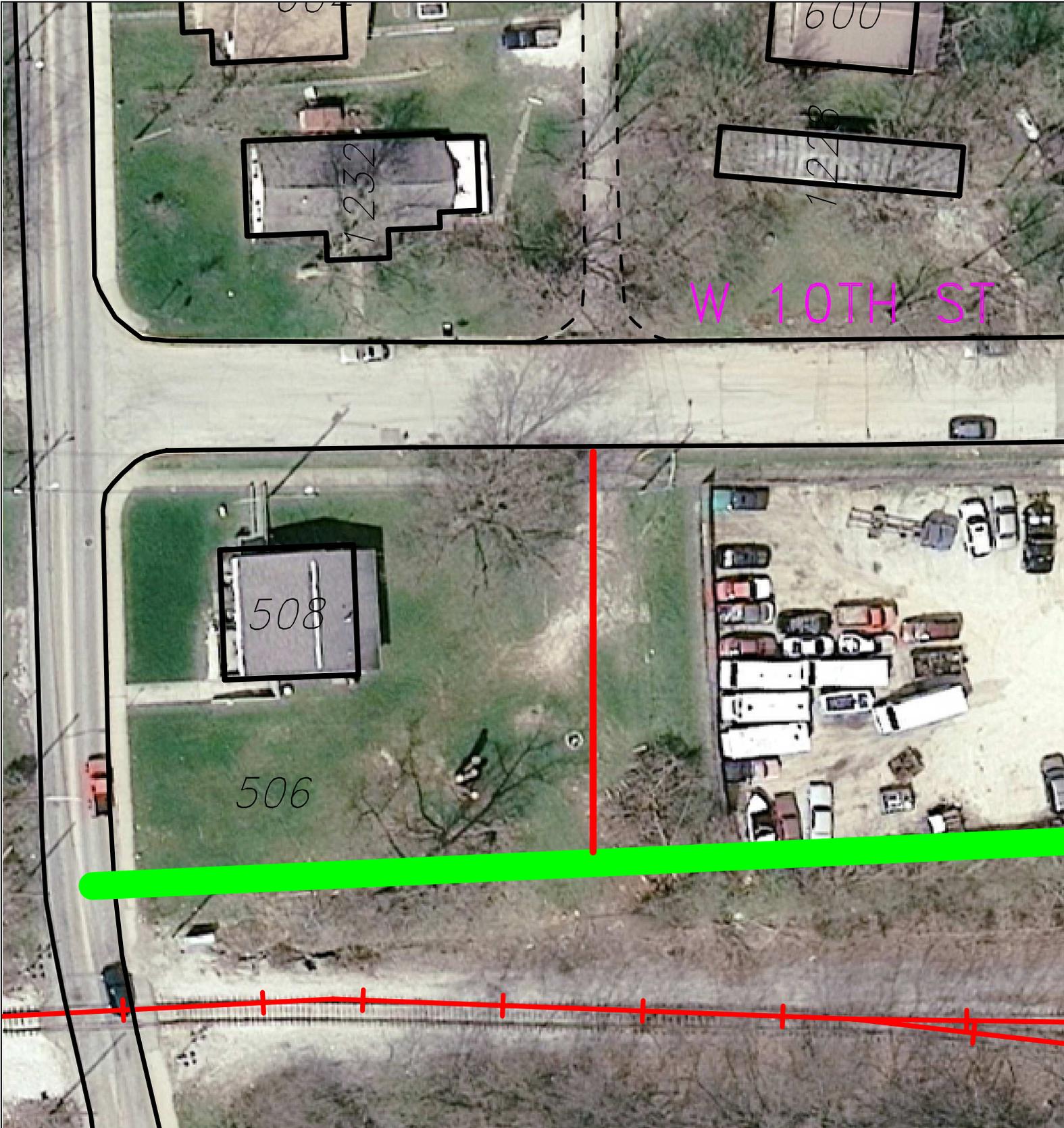
Clubhouse

N RAMBLE RD

N RAMBLE RD

N RAMBLE RD

N RAMBLE RD



1232

600

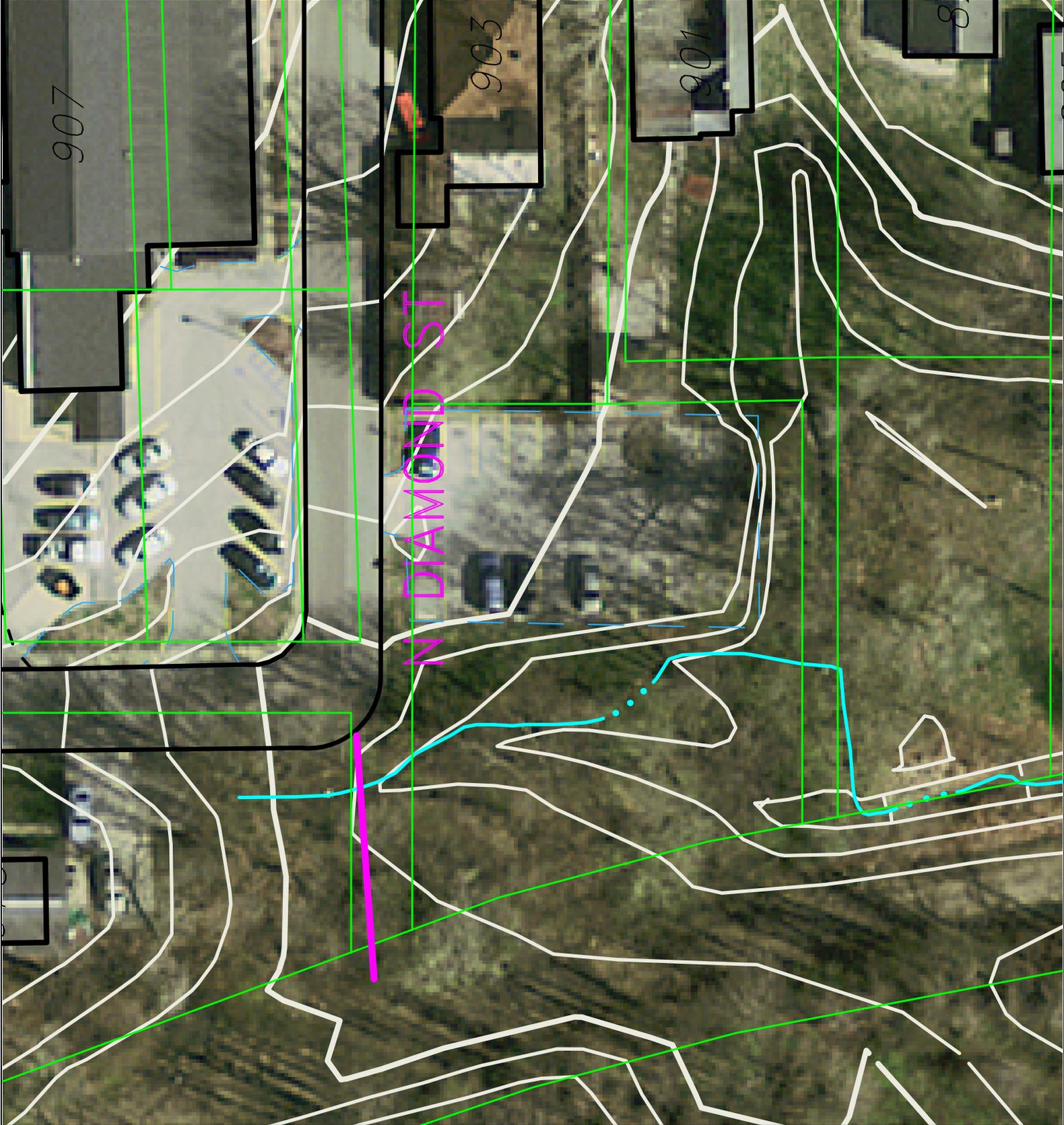
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W 10TH ST

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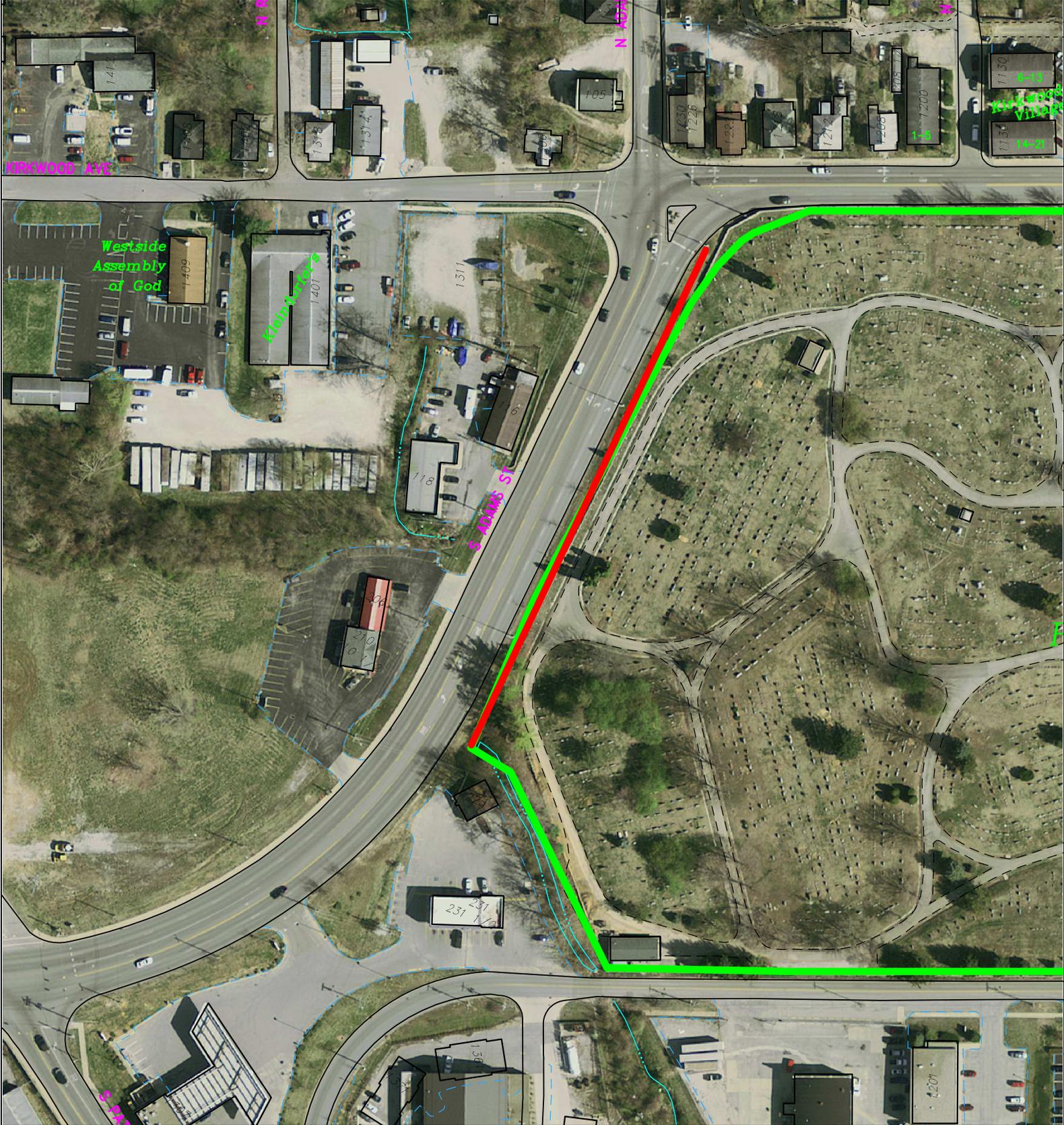
907

903

901

N DIAMOND ST

OFFICE



KIRKWOOD AVE

Westside  
Assembly  
of God

Klein Properties

S ADAMS ST

KIRKWOOD  
VILLAGE

1412

1378

1374

105

1030

1226

122

1212

1208

1200

1130

6-13

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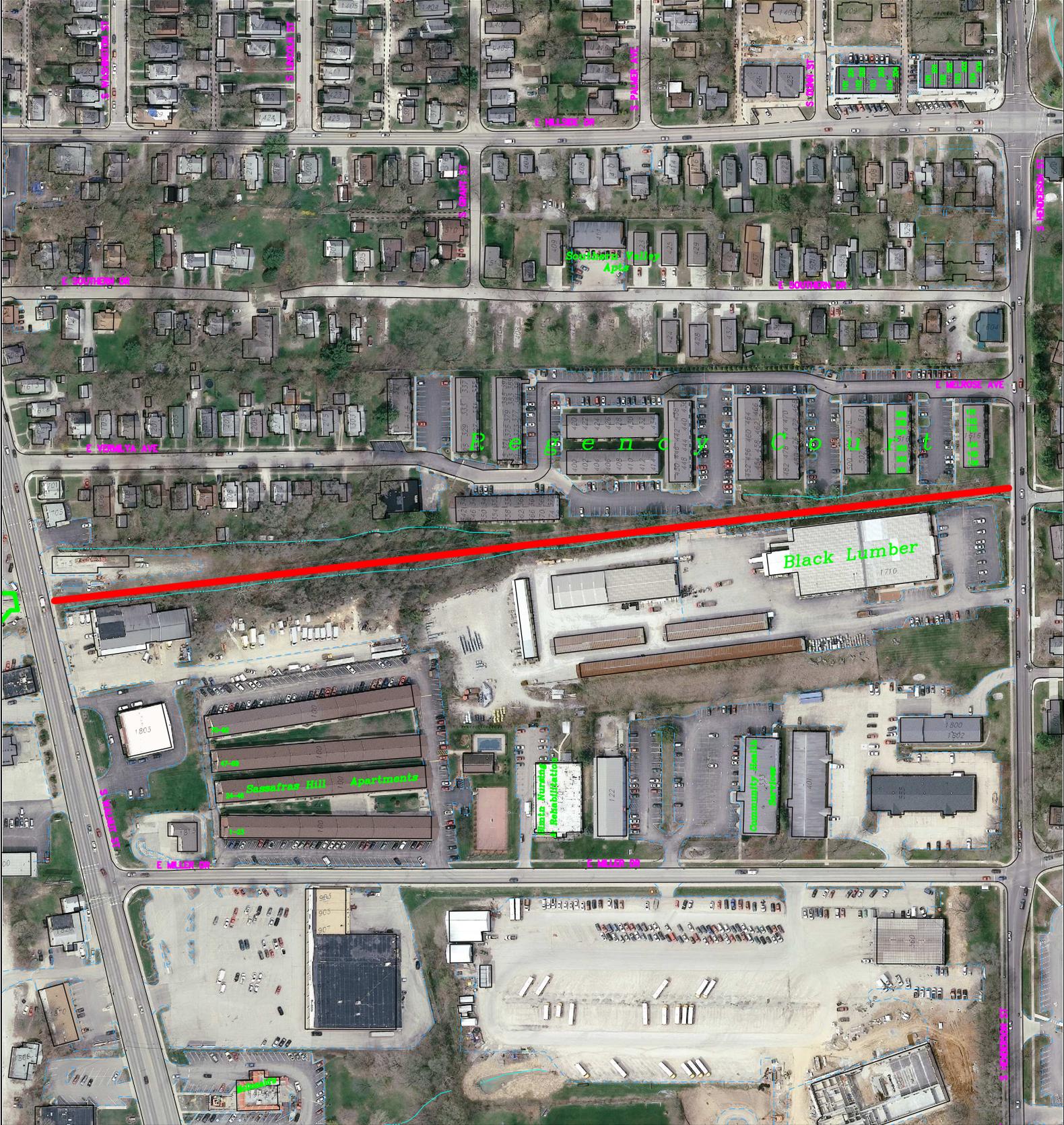
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308

4201



## **Appendix Seven - Schedule for 2015**

The Committee typically meets in the fall (after the budget for the next year has been adopted) and finishes deliberations in time for the Report and Recommendations to be approved by the Council in mid-January. After polling Committee members and staff, this cover sheet proposes a schedule for Committee deliberations. All Committee meetings would be held at noon in the Council Library

### **Proposed Schedule for Deliberations**

<b><u>Action</u></b>	<b><u>Date</u></b>
<b>Review Funding, On-Going Projects, Criteria and Prioritization List</b>	<b>Tuesday, November 19<sup>th</sup></b>
<b>Continue Prioritizing Projects and Request Estimates</b>	<b>Tuesday, December 2<sup>nd</sup></b>
<b>Review Projects, Estimates and Funding</b>	<b>Thursday, December 11<sup>th</sup></b>
<b>Recommend Allocations and Prepare for 2016</b>	<b>Tuesday, December 16<sup>th</sup></b>
<b>Submit Report to Council</b>	<b>Wednesday, January 21<sup>st</sup></b>

### **Discussion**

Chair

### **Action**

*Approve Schedule*

### **Material**

*None*

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1 9:00a: BCFM, Common
3 <b>CCL ORD/DL</b>  4:30p: Plat, Hooker 5:00p: RDC, McCloskey 5:00p: USB, Utilities 5:30p: BPSC-WS, Hooker 5:30p: PC, Chambers	4 <b>Election Day</b> <b>CITY OFFICES CLOSED</b>	5 12:00p: BUEA, McCloskey 5:30p: CHLA, McCloskey 7:30p: CCL-CW, Chambers	6 4:00p: BDUAC, McCloskey 5:30p: CSW, McCloskey	7 <b>CCL RES/DL</b>  1:30p: MPO-PC, Chambers	8 9:00a: BCFM, Common
10 11:30a: PC-WS, Kelly	11 <b>Veterans Day</b> <b>CITY OFFICES CLOSED</b>	12 2:00p: HO, Kelly 5:00p: BAC, McCloskey 5:30p: CSBM, Hooker 7:30p: CCL-RS, Chambers	13 12:00p: HN, McCloskey 4:00p: MCSWMD, Courthouse 4:30p: BHPC, McCloskey	14 <b>PAYDAY</b>  12:00p: CCL-IWS, Library	15 9:00a: BCFM, Common
17 5:00p: USB, Utilities 5:30p: BPSC, Hooker	18 4:00p: BPS, McCloskey 4:00p: BPC, Chambers 5:00p: RDC, Kelly 5:30p: CSCY, Hooker 5:30p: BPW, Chambers 5:30p: ACC, McCloskey 5:30p: BPTC, Transit 7:30p: Tele, Chambers	19 <b>CCL ORD/DL</b>  9:30a: Tree, Rosehill 10:00a: MPO-TAC, McCloskey 4:00p: BHQA, McCloskey 5:30p: MLK, McCloskey 6:30p: MPO-CAC, McCloskey 6:00p: CONA, Hooker 7:30p: CCL-CW, Chambers	20 8:00a: BHA, BHA 11:00a: MCSPC-AC, Kelly 12:00p: MCSPC, McCloskey 3:30p: BMFC, Dunlap 5:15p: SWMD-CAC, McCloskey 5:30p: BZA, Chambers 7:00p: EC, McCloskey	21 12:00p: EDC, Hooker 12:00p: DVT, McCloskey	22 9:00a: BCFM, Common
24 4:00p: CCA, McCloskey 5:30p: BHRC, McCloskey	25	26 2:00p: HO, Kelly 5:30p: TC, Chambers	27 <b>Thanksgiving Day</b> <b>CITY OFFICES CLOSED</b>	28 <b>Day After Thanksgiving</b> <b>CITY OFFICES CLOSED</b> <b>PAYDAY</b>	29 9:00a: BCFM, Common

# NOVEMBER 2014

CITY OF BLOOMINGTON INDIANA  
401 N Morton St.  
Bloomington, IN 47402

[www.bloomington.in.gov](http://www.bloomington.in.gov)

## October 2014

S	M	T	W	T	F	S
			1	2	3	4
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## December 2014

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28	29	30	31			

Notes:

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Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<b>1</b> <b>CCL RES/DL</b>  4:30p: Plat, Hooker 5:00p: RDC, McCloskey 5:00p: USB, Utilities 5:30p: BPSC-WS, Hooker 5:30p: PC, Chambers	<b>2</b> 5:30p: BPW, Chambers 5:30p: BPTC, Transit 7:30p: Tele, Chambers	<b>3</b> 12:00p: BUEA, McCloskey 5:30p: CHLA, McCloskey 7:30p: CCL-RS, Chambers	<b>4</b> 4:00p: BDUAC, McCloskey 5:30p: CSW, McCloskey	<b>5</b>	<b>6</b>
<b>8</b> 5:15p: FMAC, Parks	<b>9</b> 4:30p: COA, Hooker 6:00p: BCOS, McCloskey 6:30p: SCI-C, Dunlap 6:30p: SCI-P, Kelly 7:30p: SCI, Kelly	<b>10</b> 9:30a: Tree, Rosehill 2:00p: HO, Kelly 4:30p: ERAC, Parks 5:00p: BAC, McCloskey 5:30p: CSBM, Hooker 7:30p: CCL-CW, Chambers	<b>11</b> 12:00p: HN, McCloskey 4:00p: MCSWMD, Courthouse 4:30p: BHPC, McCloskey	<b>12</b> <b>PAYDAY</b>	<b>13</b>
<b>15</b> 5:00p: USB, Utilities 5:30p: BPSC, Hooker	<b>16</b> 4:00p: BPS, McCloskey 4:00p: BPC, Chambers 5:00p: RDC, Kelly 5:30p: CSCY, Hooker 5:30p: BPW, Chambers 5:30p: ACC, McCloskey 5:30p: BPTC, Transit	<b>17</b> 4:00p: BHQA, McCloskey 5:30p: MLK, McCloskey 6:00p: CONA, Hooker 7:30p: CCL-RS, Chambers	<b>18</b> 8:00a: BHA, BHA 3:30p: BMFC, Dunlap 5:15p: SWMD-CAC, McCloskey 5:30p: BZA, Chambers 7:00p: EC, McCloskey	<b>19</b> 12:00p: EDC, Hooker 12:00p: DVT, McCloskey 12:00p: CCL-IWS, Library	<b>20</b>
<b>22</b> <b>CCL ORD+RES/DL</b>  5:30p: BHRC, McCloskey	<b>23</b>	<b>24</b> 2:00p: HO, Kelly 5:30p: TC, Chambers	<b>25</b> <b>Holiday Observation</b> <b>CITY OFFICES CLOSED</b>	<b>26</b> <b>PAYDAY</b>	<b>27</b>
<b>29</b> 5:00p: USB, Utilities	<b>30</b> 5:30p: BPW, Chambers 5:30p: BPTC, Transit	<b>31</b>			

# DECEMBER 2014

CITY OF BLOOMINGTON INDIANA  
 401 N Morton St.  
 Bloomington, IN 47402

[www.bloomington.in.gov](http://www.bloomington.in.gov)

## November 2014

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
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23	24	25	26	27	28	29
30						

## January 2015

S	M	T	W	T	F	S
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11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

Notes:

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