



City of Bloomington
Common Council

2010 Council Sidewalk Committee Packet

*Initial Meeting at 4:00 p.m. on
12 November 2009
in the Council Chambers, Room 115,
City Hall, 401 North Morton Street*

Office of the Common Council
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2010 Common Council Sidewalk Committee Packet

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City**

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Agenda for Common Council Sidewalk Committee
4:00 p.m. on 12 November 2009
Council Chambers, Room 115
Showers City Hall, 401 North Morton Street

1. Preliminary Matters
 - Introductions
 - Election of Chair
 - Motion for Council Office to Prepare a Record of the Proceedings
 - Approve Memorandum for February 3, 2009 Debriefing Meeting
2. Funding for 2009
 - \$225,000 Alternative Transportation Fund Appropriation – Amounts Allocated Between Traffic Calming and Sidewalks
 - \$125,000 Annual Allocation from the Utilities Department for Stormwater Component of Sidewalk Projects (in Addition to Unspent Funds from Previous Years)
3. Recently Completed and On-Going Council Sidewalk Projects
 - Progress Report – Re: On-going Projects
4. Evaluation of Previously Considered Projects
 - Review of Criteria
 - Preliminary Evaluation by Plan Department using objective measures
 - Average Ratings of 2009 Committee Members
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

Isabel Piedmont, District 5
Dave Rollo, District 4
Mike Satterfield, District 3
Chris Sturbaum, District 1

Invited to Attend

Regina Moore, City Clerk

City Departments & Staff

Council Office

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

Public Works

Susie Johnson, Director
Justin Wykoff, Manager of
Engineering Services

Planning

Scott Robinson,
Long Range / Transportation Manager
Joe Fish, Transportation Planner

Utilities

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

HAND

Bob Woolford, Housing Coordinator

Parks and Recreation

Steve Cotter, Natural Resources
Manager

Other Matters

- *Elect Chair*
- *Move for Council Office to Prepare a Record of the Proceedings*
- *Approve Memoranda for the February 3rd Meeting (enclosed)*

**Common Council Sidewalk Committee
3 February 2009, 4:30 p.m.
Council Library, Room 100
Showers City Hall, 401 North Morton Street**

Memorandum

In attendance:

Council Members: Isabel Piedmont-Smith, Brad Wisler and Chris Sturbaum,
Staff: Joe Fish, Scott Robinson, Jane Fleig, Steve Cotter, Bob Woolford, Justin Wykoff,
Dan Sherman, Stacy Jane Rhoads
Public: None

1. Overview – Preparing for 2010 Deliberations

2. Review and Approval of Projects that Run Over Budget

- Proposed rule: Staff shall approach the Chair to decide additional allocation if the project exceeds 10% of the budget; however, staff shall approach the Committee if the amount exceeds \$20,000.

Sherman and Sturbaum previously reviewed this proposal with Wykoff. The proposal has two triggers. If a project exceeds 10% of the budget, then staff approaches the chair. If the project exceeds budget by \$20,000, then staff takes it to the full Committee.

Fish asked whether it would be possible to have a situation where the chair of the committee is no longer on the committee?

Sherman said it was possible and should be considered.

Piedmont-Smith suggested that “the chair” or the “most senior member” be able to hear projects that exceed the first trigger.

Sherman thought that the person who chairs the deliberations should be appointed to serve in the subsequent year to provide continuity as well as handle these matters.

Piedmont-Smith move adoption: all ayes.

3. Tracking of Funds

- Hear proposal for tracking funds.

Wykoff reviewed the revised tracking procedure.

Sherman suggested that the future form be presented in the initial packet for the Sidewalk Committee every fall.

4. Reviewing Criteria

- Recommend Planning Staff to Refine Objective Factors to include residential density and transit stops
- Other Considerations

Sherman suggested that density, transit stops and employment centers might be incorporated into the evaluation.

Robinson said staff is looking at density and whether Census data (from 2000) could be used for that purpose. Census data is presented in “blocks,” which may cover a wider area than the Committee would prefer.

Wisler suggested looking at the number of dwelling units within an area to discern density.

Robinson offered that staff may be able to draw inferences from census data in order to overcome the differences in geographic boundaries between the sidewalk project and the census data.

Fish said that staff could provide something that approximates density.

Transit routes and stops are also important. He would only add the issue of whether there is a sidewalk on the other side of the street or not.

Sherman said that, in the past, the Committee has supported a second sidewalk when it was on a street with a higher roadway classification (i.e. one with more traffic).

Wisler thought that the Committee had not supported constructing a sidewalk when there was one on the other side the street, but now had re-thought the need.

Wykoff offered that sidewalks on the both sides of the street matters when there is a long distance between intersections.

Sherman asked whether employment centers might be worth incorporating into the criteria.

Sturbaum and Piedmont-Smith thought the location of employment centers could be considered later in the process.

Fish said that employment centers would probably not change the evaluation much. He also thought that it might make sense to have some preliminary criteria and then, once the list has been whittled down, have more refined criteria.

Ultimately, the decisions involve both objective criteria and the Committee member’s own sensibilities.

Wisler thought that data on daily walking trips to work might be useful if available.

Cotter thought that it would be nice to include the willingness of neighbors to contribute.

Piedmont-Smith pointed out that the “destination points” criterion looks to be an exhaustive list, but really is not. It would be better to change the language to make clear that the list is illustrative, not absolute.

Sturbaum thanked Planning and encouraged them to keep refining the evaluation.

5. Discussion of Projects to be Carried Over for Consideration Next Year

Wykoff was asked about North Dunn and suggested that it be removed from the Committee's list. He gave a history of the project noting that it is on the Greenways Plan and most of the right of way has been acquired, but the cost of relocating a water line (due to redesign) will make the project very expensive. *Wykoff* also noted that the South Rogers Street projects are progressing with other funds.

Piedmont-Smith talked about submitting the ratings of members of the 2009 Committee for consideration by Committee members in 2010. She gave some projects which had many segments (Rogers and Maxwell) the same score while Rollo had not.

Sherman said he could reconcile those different approaches.

Sturbaum observed that just a few projects would easily use all the Committee funds for years to come and wondered whether Barrett Law could be used for sidewalks.

Sherman said that, as he recalled, Barrett Law could be used for sidewalks. This law allows affected property owners to approve projects that are then paid by additional property taxes on the affected properties. The City explored using the Barrett Law process many years ago but decided against it for many reasons.

Robinson said staff was happy to help develop objective criteria and noted that the decision this year to narrow the list of choices early on helped move the deliberations forward.

6. General Discussion of What Was and Was Not Particularly Effective this Year

Wykoff suggested that the Committee carry over the top ten list of each Committee member, which would serve as the "active list" for next year. Other projects could be placed in an appendix and Committee members can always bring up a project that was not on the list. That way the Committee would not spend a lot of time discussing projects that are unlikely to get funded that year.

Sherman noted that the Committee met six times for a total of 10 hours this year rather than 10 meetings for a total of 12 hours last year. It met fewer times but held longer meetings. It also did not formally hear about other City sidewalk projects (although that material was still in the packet materials.) He also confirmed that the Committee packet was available online to the public.

Sherman asked whether the decision to start with the top 10 from the year before would not provide an adequate record for citizens and officials who favored unfunded projects.

Sturbaum began a discussion on the role property owners might play in lowering the cost by donating right-of-way, which often amounts to a significant portion of the project budget.

Wisler agreed that it was important to let property owners know the cost of the right of way and to educate the public on these costs as well.

Sherman noted that any donation of right of way would need to be voluntary, which meant knowing the value of what was being donated prior to any donation.

Rhoads noted that INDOT provides procedures for State-funded road projects and specifically prohibits a “quid pro quo” in negotiating donations because it is considered a coercive tactic.

Sturbaum explained that he had requested that staff explore donation of right of way.

Piedmont-Smith thought it would be important to let property owners know of the cost and any opportunity they may have to donate the right-of-way.

Wisler suggested that we could do a better job as a City in educating the public on the costs of projects.

Woolford added that generally two appraisals are necessary for the purchase of land and that the cost of the appraisals alone can be high.

Fish thought that the Committee should start with one manageable list at the beginning.

Wisler agreed that the goal of the first few meetings should be to go through the list and figure out the finalists.

Sherman said that, with the Committee’s permission, he could ask other Council members early on of projects they would want considered and forward those along with citizen requests to the Planning in time for the planners to score the new projects.

Robinson favored an early determination of Committee priorities. He surmised that the current ranking of projects already on the list would be sufficient for next year with the understanding that the Committee members will be able to clarify those evaluations. He also noted that he was gratified that Committee members made their judgments in light of the entire the community and not merely their district.

Sherman acknowledged that a list with 40 or so requested projects is daunting on a number of levels, but does have the value of providing a good history of requests.

Cotter thought it was good for the Committee to have the list in front of them and valuable for the community to understand the costs involved. He also noted that it would be good if the projects were done in our life times.

Woolford started a discussion on determinate sidewalk variances (i.e. sidewalk segments where the City has specifically delayed the requirement for the property owner to install them until a certain time).

Robinson and Fish noted that the record of these variances are not in one place and are most commonly found as a condition of approval for a project.

Woolford thought that determinate sidewalk requests went before a board.

Sturbaum started a brief discussion about tree plots and how, along with the other factors like safety and improving the walkers' experience, they provide a place for snow to be plowed.

Cotter noted that the Bicycle and Pedestrian Safety Commission favors the expenditure of City funds to clear some sidewalks as well as all of the streets.

Wisler offered that a private contractor to do some of the work if the Street Crews were too busy.

7. Schedule and Authorizations for 2010

- Authorize Dan Sherman, Council Administrator/Attorney to prepare for the first meeting (e.g. request proposals from Council Members and others)
- Hold first meeting in October

8. Other Matters - None

9. Adjourn – 6:04 p.m.

Appendix Two - Amount and Use of Funds for 2010

Alternative Transportation Fund

\$225,000	Appropriated for 2009
<u>- \$20,000</u>	Traffic Calming
\$205,000	

Note: At the end of the year, 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

2010 - \$125,000	Available for storm water costs associated with Committee sidewalk projects
2009 - \$125,000	Remaining unspent CBU Stormwater Set Aside funds this year
2008 - 26,586.24	<i>Same</i>

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

Presentation

Chair

Materials

BMC 15.37.160

ATF Fund Balance Sheet (from Mike Trexler)

History of Project Expenditures (from Penny Howard-Myers)

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

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

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

	2003	2004	2005	2006	2007	2008	2009
Beginning Fund Balance	\$ 248,828	\$ 122,846	\$ 233,777	\$ 13,689	\$ 58,541	\$ 24,604	\$ 24,692
Revenues:							
Miscellaneous Revenue	100,000	175,000	100,000	200,000	200,000	225,000	225,000
Excess (Deficiency)	<u>-</u>	<u>-</u>	<u>-</u>	<u>27</u>	<u>64</u>	<u>40</u>	<u>-</u>
Total Revenues	<u>100,000</u>	<u>175,000</u>	<u>100,000</u>	<u>200,027</u>	<u>200,064</u>	<u>225,040</u>	<u>225,000</u>
Expenditures:							
Budget (as Adopted)	175,000	175,000	185,000	200,000	200,000	525,000	225,000
Additional Appropriations	-	-	135,424	-	34,000	-	-
Prior Year Encumbrances	175,980	61,016			-	-	-
Savings (Reversions)	<u>(124,998)</u>	<u>(171,947)</u>	<u>(336)</u>	<u>(44,825)</u>	<u>-</u>	<u>(300,048)</u>	<u>-</u>
Total Expenditures	<u>225,982</u>	<u>64,069</u>	<u>320,088</u>	<u>155,175</u>	<u>234,000</u>	<u>224,952</u>	<u>225,000</u>
Excess (Deficiency) of Revenues Over (Under) Expenditures	(125,982)	110,931	(220,088)	44,852	(33,936)	88	-
Year End Balance	<u>\$ 122,846</u>	<u>\$ 233,777</u>	<u>\$ 13,689</u>	<u>\$ 58,541</u>	<u>\$ 24,604</u>	<u>\$ 24,692</u>	<u>\$ 24,692</u>

Notes:

- * Beginning balance is net of prior year encumbrances.
- * The 2009 appropriation from Public Works is \$225,000
- * The \$125,000 annual contribution from Utilities is not included as Utilities pays those invoices directly

ALTERNATIVE TRANSPORTATION PROJECTS									
PROJECTS	2002	2003	2004	2005	2006	2007	2008	2009	ATF expended
								to date	
E 3rd Street Design								\$ 8,900.00	\$ 8,900.00
3rd & Madison								\$ 2,600.00	\$ 2,600.00
5th Street SW - Hillsdale to Deadend - const							\$ 123,553.95		\$ 123,553.95
5th Street SW - Stormwater									
17th & Lindberg	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 44,723.50		\$ 44,723.50
Allen & Henderson							\$ 10,192.00		
Allen SW - Lincoln to Henderson	\$ -	\$ 6,585.00	\$ -	\$ 4,245.00					\$ 10,830.00
Atwater & Henderson Design								\$ 3,600.00	
Henderson SW - Allen to Henderson	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40,269.79	\$ 30,059.84	\$ 25,903.37	\$ 96,233.00
Henderson SW - Thornton								\$ 4,873.00	
Kinser Pike SW Design								\$ 10,837.50	
Marilyn SW - Nancy to High	\$ -	\$ -	\$ -	\$ 9,832.00	\$ 756.00	\$ -	\$ 7,411.95		\$ 17,999.95
Moores Pike SW								\$ 958.00	
Olcott Park Trail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,474.00	\$ -		\$ 6,474.00
Miscellaneous Supplies & Services							\$ 5,529.47		\$ 5,529.47
									\$ -
Traffic Calming									
7th Street & Diamond Gardens								\$ 26,086.82	
Arden						\$ 50,338.97	\$ 3,212.00		\$ 53,550.97
Greywell	\$ -	\$ -	\$ -	\$ 1,082.00	\$ -	\$ -	\$ -		\$ 1,082.00
Mitchell & Southdowns									
Wilton & Windsor								\$ 24,335.00	
Repair/Miscellaneous						\$ 5,097.03	\$ 364.53	\$ 628.00	\$ 6,089.56
COMPLETED PROJECTS									
2nd Street @ Woodscrest	\$ -	\$ -	\$ -	\$ -	\$ 4,966.02	\$ 33.99	\$ 44,753.63		\$ 49,753.64
5th Street SW - Union to deadend -design	\$ -	\$ 29,955.80	\$ 14,477.60	\$ -	\$ 10,693.20	\$ 2,144.00	\$ -		\$ 57,270.60

10th Street SW - Belle Trace to Grandview	\$ -	\$ 10,706.50	\$ 1,274.85	\$ 29,715.60	\$ -	\$ -	\$ -	\$ 41,696.95
								\$ -
11 Street SW - Washington to Lincoln	\$ -	\$ -	\$ -	\$ -	\$ 9,932.02	\$ 67.97	\$ -	\$ 9,999.99
								\$ -
Arden SW - High to Windsor	\$ -	\$ -	\$ -	\$ -	\$ 5,335.02	\$ 32,819.81	\$ -	\$ 38,154.83
Arden Stormwater	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 45,799.73	\$ -	
Jefferson SW - 3rd to 10th	\$ -	\$ 3,310.00	\$ 8,147.20	\$ 3,366.40	\$ 2,671.00	\$ -	\$ -	\$ 17,494.60
Jefferson SW - 7th to 8th	\$ -	\$ -	,00	\$ 96,679.41	\$ 16,667.34	\$ -	\$ -	\$ 113,346.75
								\$ -
	2002	2003	2004	2005	2006	2007	2008	
Maxwell SW - Clifton to High	\$ -	\$ -	\$ -	\$ 10,531.43	\$ 150.00	\$ -	\$ 22,644.20	\$ 33,325.63
Maxwell SW - Highland to Sheridan	\$ -	\$ -	\$ -	\$ -	\$ 11,873.02	\$ 67.97	\$ -	\$ 11,940.99
Nancy SW - Ruby to Mark	\$ -	\$ -	\$ -	\$ 10,688.00	\$ 10,203.37	\$ 2,796.81	\$ -	\$ 23,688.18
Queensway SW - High to deadend	\$ -	\$ -	\$ 11,900.00	\$ 35,725.00	\$ 7,503.00	\$ -	\$ -	\$ 55,128.00
								\$ -
Roosevelt SW - 4th to 5th	\$ -	\$ -	\$ -	\$ 9,598.00	\$ 8,236.95	\$ 135,430.37	\$ 675.00	\$ 153,940.32
								\$ -
Ruby Lane Mitchell to Nancy	\$ 104,603.65	\$ 26,331.85	\$ 1,057.00	\$ 23,070.67	\$ -	\$ -	\$ -	\$ 155,063.17
Walnut SW - Country Club to Hoosier	\$ -	\$ 13,444.60	\$ 1,218.38	\$ -	\$ -	\$ -	\$ -	\$ 14,662.98
Winfield SW - Fair Oaks to Rechter	\$ -	\$ -	\$ -	\$ 11,536.00	\$ 77,585.18	\$ -	\$ -	\$ 89,121.18
Winslow & High	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,350.00	\$ 21,350.00
Traffic Calming								
3rd Street	\$ -	\$ 6,640.00	\$ 1,720.90	\$ -	\$ 359.93	\$ -	\$ 675.00	\$ 9,395.83
9th & Morton	\$ -	\$ -	\$ 2,080.00	\$ 2,080.00	\$ -	\$ -	\$ -	\$ 4,160.00
								\$ -
Azalea	\$ -	\$ -	\$ 5,640.00	\$ 11,511.60	\$ 4,827.79	\$ -		\$ 21,979.39
Lincoln	\$ -	\$ -	\$ 1,113.80	\$ -	\$ -	\$ -	\$ -	\$ 1,113.80
YEARLY TOTALS	\$ 106,605.65	\$ 98,976.75	\$ 50,633.73	\$ 261,666.11	\$ 173,765.84	\$ 323,347.44	\$ 317,153.07	\$ 1,288,653.23
		total traffic calming		\$ 96,743.55				
		total sidewalks and paths		\$ 1,142,687.80				

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

Presentation

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

Background Material

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

2009 Council Sidewalk Committee Report and Recommendations (without engineering estimates and aerial photos) - *enclosed*

Amendment to Council Committee Report and Recommendations (approved by the Council on August 5, 2009) - *enclosed*

History of Council Sidewalk Projects 2009 – 1996 - *enclosed*

**Status Report on Recently Completed and
On-Going Council Committee Projects**

(Justin Wykoff)

Forthcoming

Report of the Common Council Sidewalk Committee January 21, 2009

Committee Members and Staff

The members of the 2009 Committee were appointed by the President of the Council in 2008 and included:

- Chris Sturbaum, District 1 (Chair)
- Isabel Piedmont-Smith, District 5
- Dave Rollo, District 4
- Brad Wisler, District 2

The committee members were assisted by the following persons:

Council Office

Dan Sherman, Council Administrator/Attorney

Stacy Jane Rhoads, Assistant Administrator/Researcher

Public Works

Susie Johnson, Director

Justin Wykoff, Manager of Engineering Services

Planning

Scott Robinson, Long Range / Transportation Manager

Joe Fish, Transportation Planner

HAND

Bob Woolford, Housing Coordinator

Parks and Recreation

Steve Cotter, Natural Resources Manager

Utilities

Jane Fleig, Assistant Engineer

Task, Schedule, and Records of Meetings

The Committee makes recommendations to the entire Council on use of certain appropriations for 2009 and met six times from October to December 2008 to complete its work. Those appropriations include \$225,000 from the Alternative Transportation Fund (ATF), which is funded primarily by surplus revenues from the Neighborhood Parking Program (BMC 15.37.160), and a City of Bloomington Utilities set aside of \$125,000 for the stormwater component of Committee projects. Please note that both of these appropriations increased by \$25,000 in 2007.

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

October 13, 2008 at 4:30 p.m. in the McCloskey Room

- Elected a Chairperson (Chris Sturbaum);
- Requested that the Council Office make a record of the meetings;
- Approved the Memorandum from January, 28 2008 Debriefing Meeting;
- Reviewed money available in the Alternative Transportation Fund for 2009, acknowledged that there was \$225,000 appropriated for 2009, and set aside \$20,000 for traffic-calming (which should include projects in Diamond Gardens and West 7th Street);
- Acknowledged that \$125,000 has been appropriated in the City Utilities Department for the storm water component of Council sidewalk projects and that \$26,186 carried over from previous years;
- Heard a status report on last year's recommendations by Justin Wykoff which is summarized below:
 - **East 5th Street from Hillsdale to the dead-end just west of SR 45/46 (south side) – Completed.** This project was the first leg in a sidewalk corridor to run west to Union Street. It was completed with the help of both the CBU set aside and a separate CBU storm water capital project. The contractor costs amounted to \$369,000, but the CBU costs had not yet been determined. The Committee discussed whether the bicycle and pedestrian connections via the proposed 7th Street tunnel under SR 45/46 might be a higher priority in future years over continuing sidewalks along 5th to Union Street.
 - **Marilyn from Nancy to High Street (south side) – Not Completed.** This project was one of the two last remaining links in a bicycle and pedestrian corridor connecting Bryan Park on the west with Covenanter Drive on the east. The Committee previously understood that the Greenways appropriation would pay for this project along with the CBU set aside for the storm water costs. However, this project received a much lower priority under the amended Greenways Plan. Wykoff suggested using federal reimbursement from the 17th and Fee Lane improvements to fund this project. The total cost should be about \$189,000.
 - **East 2nd Street from Woodcrest east for one parcel (north side) – Expanded Scope – Completed.** This small project

completed a missing link on the north side of the street. It was expanded to include construction of ramps at the northwest and southwest corners of this intersection. This added another \$38,000 to this \$34,300 project.

- **Henderson from Allen to Hillside (west side) – To be Completed with Other Funds.** This project will serve Templeton School, is being funded from a variety of sources, and should be completed this year. Last year the Committee recommended spending \$3,667 along with any remaining funds for the design of this project. About \$20,000 was misapplied for this project rather than one further south on Henderson (see next item) and the Committee heard that the funds could be recouped in 2009.
- **Henderson from Moody to Thorton (east side) – Not Completed.** This project was requested by the MCCSC, a resident and Planning last year, but was not begun because of a lack of funding. The estimated cost is about \$72,735, which would be allocated between the ATF and CBU. Woolford in the HAND department offered to help with material costs.
- **High Street across from Childs School (west side) - Completed.** This small school-related project was completed this year for about \$22,362.
- **West 17th from Lindberg to Arlington (south side) - Completed.** This project complemented a new development and included donations of right-of-way and contributions from a developer, which brought costs down to about \$39,000 plus and additional \$7,000 for storm water.

(Please note that the Parks and Recreation, HAND, and Planning departments provided documents describing recent sidewalk projects which were included in Appendix 6 of the Council Sidewalk Packet for this meeting. This packet is available online and is also available in the Council Office.)

October 27 (McCloskey) and November 17, 2008 (Chambers) at 4:30 p.m.

- Reviewed the Committee's criteria for funding projects which include: 1) safety considerations, 2) roadway classification, 3) pedestrian usage, 4) proximity to points of destination, 5) linkages, and 6) costs/feasibility;
- Heard from Scott Robinson and Joe Fish in the Planning Department who, as a result of last year's Debriefing Meeting, found two

objective factors which roughly corresponded to four of the six criteria:

- The first factor was Pedestrian Level of Service (PLOS), which measured the qualitative experience of walking along the designated route and was aligned with safety considerations and roadway classification; and
- The Second factor was a Walkscore, which measured distance from walkable destinations (and was taken from walkscore.com) and which roughly aligned with pedestrian usage and proximity to destinations;

Please note that these factors were applied to: 1) existing conditions (i.e. route without a sidewalk); 2) a sidewalk without a tree plot (monolithic); and 3) a sidewalk with a tree plot (separated).

- Recognized that these objective factors were a very good start at developing a uniform rating system to could be applied to each proposed sidewalk project, but noted that they did not account for density, transit routes, or employment centers (except when those centers offered walk-in service to customers) and did not address the last two criteria (i.e. linkages and cost/feasibility);
- Reviewed the ten highest rated projects on the Committee's backlog of 32 projects;
- Reviewed new requests from Committee members;
- Reviewed requests for sidewalks from citizens in the Miller Drive, McDoel Neighborhood, Highland Village, and Blue Ridge (forwarded by Councilmember Wisler) areas; and
- Forwarded nine projects to the Engineering Department for estimates.
Please note that all projects considered by the Committee appear on the List of Considered Project, which is included in this Report.

December 2 and 16, 2009 in the McCloskey Room at 4:30 p.m.

- Determined whether there were any conflicts of interest by Council members or staff (i.e. whether they owned property adjacent to a sidewalk project):
 - Council Administrator/Attorney declared that he lived at 1312 South Nancy Street which was on the route of a previously considered but unfunded project (which was not funded this year);
- Reviewed estimates for the nine projects requested at the previous meeting, which included:
 - 3rd Street from Roosevelt to Clark (north side) - \$140,359;
 - 3rd Street from Clark to Hillsdale (north side) - \$91, 204;

- Kinser Pike from 17th north to Blackwell Apartments (east side) - \$181,968 (with \$116,144 for purchase of right-of-way);
- 17th Street from Madison to Woodburn (south side) - \$265,614;
- Kinser Pike from SR 45/46 south to existing sidewalk (east side) (Alt #1 – with tree plot) - \$54,751;
- Kinser Pike from SR 45/46 south to existing sidewalk (east side) (Alt #2 – 6’ sidewalk without tree plot) - \$52,480 (with \$39,438 for purchase of right-of-way);
- Moores Pike from Andrews Circle to Sare Road (south side) - \$227,839 (with \$81,396 for purchase of right-of-way) (Note: Resident Rick Harbaugh addressed the Committee on this project noting the lack of a safe way to cross Moores Pike);
- South Madison Street from 3rd to High Speed Tire (east side) - \$54,230;
- Maxwell Street from Highland to Sheridan (north side) - \$142,812; and
- South Walnut Street from Hoosier to “Legends” (west side) - \$111,039 (with \$51,051 for purchase of right-of-way).
- Reviewed estimates for two projects carried over from 2008, which involved some funding issues and included:
 - Marilyn Drive from Nancy to High Street (south side) - \$189,564 - where the Committee expected Greenways to cover the project in 2008 and discussed whether a federal reimbursement of local matching funds could be used for this project (Note: Resident Kevin Kehoe requested a well-designed sidewalk with good drainage);
 - South Henderson from Moody to Thorton (east side) - \$99,319 – where the Committee heard that \$20,000 that was inadvertently misapplied to the Safe Routes to School project further north on Henderson could be recouped in 2009;
- Agreed to share individual recommendations and meet again later in December to make its recommendations.

December 30, 2009 at Noon in the McCloskey Room:

- Recommended the allocation of the 2009 ATF appropriation (*Please see the next section of the report and Table of Recommendations for further details*);
- Agreed to review the *Sidewalk Report* and have member’s signature constitute approval of the *Report* and records;
- Agreed to submit the *Report* to the Council at the January 21, 2009 Regular Session; and

- Agreed to meet in late January after action on the Sidewalk Report to wrap up remaining business, hold a “debriefing” session to consider changes to the Committee processes for 2009, and recommend priorities for 2010.

Committee Recommendations:

1. Alternative Transportation Fund - Use the \$225,000 of Alternative Transportation Funds appropriated in 2009 for sidewalks and traffic-calming projects according to the following calculation:

\$225,000	Annual Appropriation
- \$20,000	<u>Traffic Calming</u>
\$205,000	Sidewalk Projects

2. CBU Set Aside for Storm Water Component of Council Sidewalk Projects - Authorize the Engineering Department to submit claims to the Utilities Service Board for the storm water component of sidewalk projects in an amount not to exceed the entire \$125,000 appropriated in 2009 appropriations as well as \$26,186.22 of unspent funds from 2008 for a total of \$151,186.22.

3. Other Funds – Respectfully request that the Mayor favorably consider:

(a) appropriating approximately \$98,373.43 from federal reimbursement of matching funds for completion of the Marilyn Drive Project. *(Please see 4(a) below)*

(b) offer from the Public Works Department to direct \$20,000 toward the Henderson - Thornton to Moody project to recoup what was mistakenly applied to the Henderson - Allen to Hillside Project. *(Please see 4(b) below)*

(c) offer from Public Works Department to spend \$6,000 to purchase cement for the South Madison Street project. *(Please see 4 (e) below)*

4. Fund the six sidewalk projects as elaborated below:

(a) **Construction – Marilyn from Nancy to High Street (South Side)**

<u>Street</u>	<u>Alternative Transportation</u>	<u>Stormwater Component</u>	<u>Total</u>
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(c) **Construction – Kinser Pike from Marathon Station to SR 45/46 (west side)**

<u>Street</u>	<u>Alternative Transportation Fund</u>	<u>Stormwater Component (CBU)</u>	<u>Total</u>
Kinser Pike from Marathon Station to SR 45/46 (west side)	\$40,280.74	\$14,470.40	\$54,751.14

This project would provide a safe pedestrian way for the residents of the many apartments along and near Kinser Pike south of SR 45/46 to walk to the Marsh grocery store on the north side. It will have a tree plot.

(d) **Construction – Moores Pike from Woodruff to Existing Sidewalk (Also Known as Segment A) (south side)**

<u>Street</u>	<u>Alternative Transportation Fund</u>	<u>Stormwater Component (CBU)</u>	<u>Total</u>
Construction – Moores Pike from Woodruff to Existing Sidewalk (Also Known as Segment A) (south side)	\$22,758	\$0	\$22,758

This project would extend an existing sidewalk to Woodruff and afford residents a better place to cross Moores Pike. It will be situated well off the roadway.

(e) **Construction – Madison Street from Third Street to High Speed Tire (east side)**

<u>Street</u>	<u>Alternative Transportation Fund</u>	<u>Stormwater Component (CBU)</u>	<u>Total</u>
Madison Street from Third Street to High Speed Tire (east side)	\$26,989	\$16,784	* \$43,773

This project had a very high ranking and will complement the B-Line trail. It will include a tree plot and curb.

* The total estimated cost of this project is \$49,773 with funds coming from the following sources:

ATF	\$26,989
CBU	\$16,784
Public Works	\$6,000 (to purchase concrete)

(f) Acquisition of Right-of-Way – Third Street from Roosevelt to Hillsdale (north side)

<u>Street</u>	<u>Alternative Transportation Fund</u>	<u>Stormwater Component (CBU)</u>	<u>Total</u>
Third Street from Roosevelt to Hillsdale (north side)	Up to \$50,000		* Up to \$50,000

The Committee recommends funding the acquisition of right-of-way for this major pedestrian corridor between the IU campus and the College Mall commercial area. This is part of a larger project that will extend to the SR 45/46 Bypass. The Engineering Department will prepare the designs and only after that work has been done will the specifications of the sidewalk be known. Please note that the Committee intends that up to \$50,000 of ATF monies be used for this purpose only if it isn't needed for the other projects in 2009.

* The total cost for completing this project will be in excess of \$230,000, take more than one year to complete, and be funded from sources that are not all identified at this point. Greenways, for example, will provide \$25,000 for survey work this year.

	<u>ATF (Sidewalk Projects)</u>	<u>CBU Sidewalk/Stormwater</u>
Total:	\$211,905.51/\$225,000 (including \$20,000 to recoup funds misapplied in 2008)	\$125,000/\$151,186.22 (including \$26,186.22 carryover from 2008)
Balance:	\$13,394.49	\$926.42

** Note: These allocations are based upon estimates; actual allocations may be higher or lower. The Committee recognizes that the Engineering Department may shift funds from one project to another in order to complete them and specifically authorizes excess funds to be allocated as noted above.*

**Amendment of 2009 Report -
Common Council Sidewalk Committee -
August 5, 2009**

Recommending the Funding of Two Recently Approved Traffic-Calming Projects

Each year the Committee meets to make recommendations on the use of Alternative Transportation Fund (ATF) monies, which have traditionally been applied toward the installation of new sidewalks that meet certain criteria as well as the installation of traffic calming devices. In January, the Committee submitted a report to the Council which recommended allocating the \$225,000 of ATF monies in the following manner: \$20,000 for traffic-calming and \$205,000 for six sidewalk projects.

By mid-year, however, approximately \$19,935 had been spent on an old traffic-calming project at Windsor and Wilton and two new projects were approved by the Council. Those new projects are estimated to cost \$61,934.40 and included:

- West 7th Street between Rogers and Adams with an estimated cost of \$24,299, and
- Diamond Gardens / J.N. Alexander Neighborhood with an estimated cost of \$37,135.40.

On July 16, 2009, the 2010 Committee met to discuss funding these two recently approved traffic calming projects. The Committee acknowledged the logic of funding the two traffic-calming projects this year and heard about progress on expenditures for the six sidewalk projects to see whether there were any opportunities to reallocate funds. Approximately \$13,394 had not been allocated and could be used for these two projects. That meant that another \$48,540 would be needed from somewhere else.

The likely source of funds was the up-to-\$50,000 the Committee recommended for the acquisition of right-of-way for the East 3rd Street Project. This project would install sidewalks on the north side of the street from Bryan Street to Hillsdale, which is part of a major pedestrian corridor between the IU campus and the College Mall commercial area, now marked by a dirt path. The cost was estimated at about \$231,000, but all the funding has not yet been identified.

Justin Wykoff, Manager of Engineering Services, indicated that the City Engineering Department was designing the project in-house and did not need to acquire the right-of-way this year. About \$14,000 could be used to pay for appraisals, but the purchase of the right-of-ways should follow within six months of the appraisals.

After acknowledging that the East 3rd Street Project was a high priority for funding under the Council Sidewalk Committee criteria and deserved funding in the future, the Committee voted to reallocate those funds.

Members and Staff Present at Meeting:

Members Present: Chris Sturbaum, District 1 (Chair), Isabel Piedmont-Smith, District 5, Mike Satterfield, District 3

Members Absent: Dave Rollo, District 4

Staff Present: Joe Fish (Transportation Planner, Bob Woolford (Program Manager), Dan Sherman (Attorney/Administrator), Sue Wanzer (Deputy Clerk)

Attachments

- **Amended Recommendations for 2009 (Changes in Red)**
- **Draft Memorandum of July 16, 2009 Committee Meeting**
- **Table of Amended Recommendations and Actual Expenditures**
- **Signature Page**

Committee Recommendations (As Amended by of the Committee on July 16, 2009):

1. **Alternative Transportation Fund** - Use the \$225,000 of Alternative Transportation Funds appropriated in 2009 for sidewalks and traffic-calming projects according to the following calculation:

\$225,000	Annual Appropriation
- \$81,869	Traffic Calming
\$143,131	Sidewalk Projects

2. **CBU Set Aside for Storm Water Component of Council Sidewalk Projects** - Authorize the Engineering Department to submit claims to the Utilities Service Board for the storm water component of sidewalk projects in an amount not to exceed the entire \$125,000 appropriated in 2009 appropriations as well as \$26,186.22 of unspent funds from 2008 for a total of \$151,186.22.

3. **Other Funds** – Respectfully request that the Mayor favorably consider:

(a) appropriating approximately \$98,373.43 from federal reimbursement of matching funds for completion of the Marilyn Drive Project. *(Please see 4(a) below)*

(b) offer from the Public Works Department to direct \$20,000 toward the Henderson - Thornton to Moody project to recoup what was mistakenly applied to the Henderson - Allen to Hillside Project. *(Please see 4(b) below)*

(c) offer from Public Works Department to spend \$6,000 to purchase cement for the South Madison Street project. *(Please see 4 (e) below)*

4. **Fund the five sidewalk projects as elaborated below:**

(a) **Construction – Marilyn from Nancy to High Street (South Side)**

<u>Street</u>	<u>Alternative Transportation Fund</u>	<u>Stormwater Component (CBU)</u>	<u>Total</u>
Marilyn from Nancy to High Street (south side)		* \$91,564	* \$91,564

This is one of the last segments of a route on the Bicycle and Pedestrian Transportation and Greenways System (Greenways) Plan that would connect Bryan Park with sidewalks at High and Covenant. 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. This sidewalk will include but no tree plot (given the lack of right-of-way).

* The total estimated cost of the project is \$189,937.45

ATF	CBU Set Aside	Other Funds	Source of Other Funds and Total Cost of the Project
\$0	\$91,564	\$98,373.43	Request for appropriation of Federal reimbursement of matching funds from another Greenways Project

(b) Construction – Henderson from Moody to Thorton (east side)

<u>Street</u>	<u>Alternative Transportation Fund</u>	<u>Stormwater Component (CBU)</u>	<u>Total</u>
Henderson Street from Thorton to Moody (east side)	\$71,877.77	\$27,441.40	* \$99,319.17

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. This sidewalk will have a curb and tree plot.

* The HAND department may assist in funding some of this project.

- (c) **Construction – Kinser Pike from Marathon Station to SR 45/46 (west side)**

<u>Street</u>	<u>Alternative Transportation Fund</u>	<u>Stormwater Component (CBU)</u>	<u>Total</u>
Kinser Pike from Marathon Station to SR 45/46 (west side)	\$40,280.74	\$14,470.40	\$54,751.14

This project would provide a safe pedestrian way for the residents of the many apartments along and near Kinser Pike south of SR 45/46 to walk to the Marsh grocery store on the north side. It will have a tree plot.

- (d) **Construction – Moores Pike from Woodruff to Existing Sidewalk (Also Known as Segment A) (south side)**

<u>Street</u>	<u>Alternative Transportation Fund</u>	<u>Stormwater Component (CBU)</u>	<u>Total</u>
Construction – Moores Pike from Woodruff to Existing Sidewalk (Also Known as Segment A) (south side)	\$22,758	\$0	\$22,758

This project would extend an existing sidewalk to Woodruff and afford residents a better place to cross Moores Pike. It will be situated well off the roadway.

- (e) **Construction – Madison Street from Third Street to High Speed Tire (east side)**

<u>Street</u>	<u>Alternative Transportation Fund</u>	<u>Stormwater Component (CBU)</u>	<u>Total</u>
Madison Street from Third Street to High Speed Tire (east side)	\$26,989	\$16,784	* \$43,773

This project had a very high ranking and will complement the B-Line trail. It will include a tree plot and curb.

* The total estimated cost of this project is \$49,773 with funds coming from the following sources:

ATF	\$26,989
CBU	\$16,784
Public Works	\$6,000 (to purchase concrete)

(f) Acquisition of Right-of-Way – Third Street from Roosevelt to Hillsdale (north side)

<u>Street</u>	<u>Alternative Transportation Fund</u>	<u>Stormwater Component (CBU)</u>	<u>Total</u>
Third Street from Roosevelt to Hillsdale (north side)	\$0	\$0	\$0

This is part of a larger project that will extend from Bryan to the SR 45/46 Bypass and serves as a major pedestrian corridor between the IU campus and the College Mall commercial area. The Engineering Department is in the process of designing this pedestrian way. In January, the 2009 Committee initially recommended funding up to \$50,000 for the acquisition of right-of-way, if the money wasn't need for other projects in 2009. In July, the 2010 Committee recommended deferring the decision on funding this project until 2010 and using this and other unspent funds to pay for two traffic-calming projects approved in June. In doing so, the three Committee members present acknowledged this as a high priority project.

* The total cost for completing for the Bryan to Hillsdale portion of this project will be in excess of \$230,000, take more than one year to complete, and be funded from sources that are not all identified at this point. Greenways, for example, will provide \$25,000 for survey work this year.

	<u>ATF (Sidewalk Projects)</u>	<u>CBU Sidewalk/Stormwater</u>
Total:	221,016.51/\$225,000 (including \$20,000 to recoup funds misapplied in 2008)	\$125,000/\$151,186.22 (including \$26,186.22 carryover from 2008)
Balance:	\$3,983.49	\$926.42

** Note: These allocations are based upon estimates; actual allocations may be higher or lower. The Committee recognizes that the Engineering Department may shift funds from one project to another in order to complete them and specifically authorizes excess funds to be allocated as noted above.*

**Table of Amended Council Sidewalk Committee Recommendations for Allocation of 2009 Alternative Transportation Funds
(After July 16, 2009 Meeting)**

Traffic Calming Proposals for 2009

Site	Estimate	Funding Recommendation		Expenditures		Comments
		ATF	CBU Sidewalk/ Stormwater	Other	ATF	
		\$225,000	\$151,186.22 (including \$26,186.22 carry over)		\$225,000	
<i>Windsor and Wilton</i>		\$19,935.			\$19,935	<i>The City arranged for the installation of the second phase of traffic-calming in the Arden Neighborhood Area. This project narrowed the intersection and paved a stormwater culvert.</i>
<i>West 7th Street from Rogers to Adams</i>	\$24,299	\$24,299				<i>On June 3, 2009, the Common Council adopted <u>Ord 09-09</u> which approved traffic-calming measures for West 7th Street. The installation of such measures are paid out of the ATF. On July 16, 2009 the Council Sidewalk Committee met and recommended that money allocated in 2009 for the acquisition of right-of-way on the north side of East 3rd Street and other unspent monies be reallocated for this and next traffic calming project.</i>
<i>Diamond Gardens / J.N. Alexander Neighborhood</i>	\$37,635.40	\$37,635.40				<i>On June 3, 2009, the Common Council adopted <u>Ord 09-10</u> which approved traffic-calming measures for the Diamond Gardens / J.N. Alexander Neighborhood. As noted above, the installation of such measures are paid out of the ATF. On July 16, 2009, the Council Sidewalk Committee met and recommended that money allocated in 2009 for the acquisition of right-of-way on the north side of East 3rd Street and other unspent monies be reallocated for this and the foregoing traffic calming projects.</i>
Total		\$81,869			\$19,935	
Remainder (To Be Used for Sidewalk Projects)		\$143,131			205,065	

Sidewalk Proposals for 2009						
Site	Estimate	Funding Recommendation		Expenditures		Comments
		ATF	CBU Sidewalk/ Stormwater	Other	ATF	
		\$143,131	<u>\$151,186.22</u> (including <u>\$26,186.22</u> carry over)		<u>205,065</u>	
Marilyn -- Nancy to High (south side)	\$189,937.45	\$0.00	\$91,564.00	*		* This project is on the Greenways Plan and is one phase of a sidewalk that would connect Southdowns to High Street via Circle, Ruby, Nancy and Marilyn. The Committee Report requested a reappropriation of \$98,937.45 in INDOT reimbursements to honor the Greenways commitment to this project.
Henderson -- Moody to Thornton (east side)	\$99,319.17	\$71,877.77	\$27,441.40		\$6,633.00	Recall that the design for the project north of Hillside was being funded via Greenways as part of the Safe Routes to School program. However, the project was accidentally paid for from the Sidewalk Committee's Alternative Transportation Fund (ATF) instead of the Greenways Fund. The Committee Report requested that ATF be recouped the \$20,000 owed it. In 2009, Public Works paid \$22,758 for the Moores Pike segment below in order to restore AFT funds for ATF projects. <i>Status as of July 2009: Design work has been performed, the project will go out for bid on July 29th and the project will be completed in 2009.</i>
Kinser Pike -- Marathon Stn. to 45/46 (west side)	\$54,751.14	\$40,280.74	\$14,470.40		\$6,633.00	This is a heavily-travelled stretch. Many residents living in multi-family housing walk this stretch to the grocery store and other amenities. <i>Status as of July 2009: Design work has been performed, project will be out to bid mid-August and the project will be completed this year.</i>
Moores Pike -- Segment A – Woodruff to existing walk (south side)	\$22,758.00		\$0.00	\$22,758.00	\$958	This stretch provides connectivity with an existing walk and was requested by area residents. Some residents indicated that they would be willing to make a contribution.

S. Madison -- 3 rd to Prospect (east side)	\$49,773.00	\$26,989.00	\$16,784.00		\$6,633.00	This project is in a highly-urban area and would link to the B-Line trail at the W. 3 rd Street overpass. Public Works offered to contribute \$6,000 for concrete. <i>Status as of July 2009: Design work has been performed, project will be out to bid mid-August and the project will be completed this year.</i>
3 rd Street -- Roosevelt to Clark & Clark to Hillsdale (north side)	\$231,564.07	\$00.00	\$0.00			<i>A worn pedestrian path demonstrates the heavy use of this area. In January, 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 would be dedicated to the acquisition of right-of-way for this project. As of mid-year, the design for this project was proceeding in-house, but no appraisals or acquisition of right-of-way was expected to occur in 2009. In July, the 2010 Committee recommended reallocating these funds for two recently approved traffic calming projects on the west side with the understanding of those present that the East 3rd Street was a high priority project that should move forward in 2010.</i>
Total		\$139,147.51	\$150,259.80	\$22,758	\$20,858.00	
Remainder in Fund (or Set Aside for Stormwater Component of Sidewalk Projects)		\$3,983.49	926.42		\$184,207	

A HISTORY OF COUNCIL SIDEWALK COMMITTEE FUNDS, 2002-2009

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

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

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

2006

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

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

2004			
Site	Estimate	Recommendation	Comments
Sidewalk Project - 10th Street for 350 feet West of Grandview (south side)		\$45,000.00	The Council funded this proeject in 2003 and approximately \$6,344 was spent that year on designing the sidewalk and acquiring right-of-way, but the remaining funds were not encumbered for its construction. The Committee recommends using unspent and unencumbered funds from previous years to fund this project.
Sidewalk Project - Nancy Street from Ruby Lane to Marilyn Drive (west side)	\$45,628.00	\$45,628.00	The Committee recommended funding this segment of the larger South East Neighborhood Initiative. That initiative first received funding in 2002 (see below).
Sidewalk Project - Jefferson Street between 7th and 8th (east side)	\$114,000.00	\$114,000.00	The Committee recommended funding this first segment of the larger Jefferson Street project, which has been designed as a result of previous funding in 2002 (see below). This segment, unlike the others, does not require a large complement of storm water funds.
Sidewalk Project - Winfield Road from Fair Oaks to existing sidewalk just south of Rechter (east side)	\$45,096.00	\$27, 000 (+\$18,096 from Wininger/Stolberg)	The Committee recommended funding this project in concert with the developer of the Renwick PUD (Wininger / Stolberg) who has offered to pay for the cost of materials (approximately \$18,096).
Sidewalk Project - Queens Way from Montclair Avenue to Chelsea Court (south side)	\$22,139.00	\$22,139.00	The Committee recommended funding this and the previous project in order to have sidewalks in place before the Renwick PUD gets well under way.
Total:		\$253,767.00	This amount includes \$151,000 of funds appropriated for sidewalks this year and unspent monies from previous years. If there are not enough monies in the Alternative Transportation Fund in 2004, then the Committee will need to decide whether to recommend use of 2005 funds for these purposes.

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

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

1996 - 2001

2001

Site	Cost
Maxwell Ln - Henderson to Manor Rd	\$2,607.85
N. Kinser - BHSN to Ridgefield	\$395.00
Winslow Road	\$27,000.00
Hillsdale Drive	\$34,752.70
Parkridge Road	\$22,990.00
N Dunn - 45/46 to Tammarack	\$74,746.70
Maxwell Ln - Sheridan to Clifton	\$10,700.00
Sare Road	\$275.00
Clifton MUP - Maxwell to 1st	\$1,532.75
Grimes - Henderson to Woodlawn	
Total 2001	\$175,000.00

2000

Site	Cost
Maxwell Ln - Henderson to Manor Rd	\$29,516.54
Hillsdale - 3rd to 5th	\$21,000.00
Hillsdale - 5th to 7th	\$24,885.00
Parkridge - Cambridge to Sheffield	\$29,800.00
N Kinser - BHSN to Ridgefield	\$46,960.53
Clifton MUP	
Sare Road	\$14,860.00
Total 2000	\$167,022.07

1999

Site	Cost
Maxwell Ln - Henderson to Manor	\$145,105.57
3rd & Union	\$4,186.43
Atwater - Mitchell to High	\$708.00
Clifton MUP	
Total 1999	\$150,000.00

1998

Site	Cost
Kinser - Marsh to Skyline	\$19,456.88
Covenantor - High to Nota	\$14,548.08
Atwater - Mitchell to High	\$430.04
Kirkwood I - Walnut to Grant	\$115,565.00
Parkridge	
Total 1998	\$150,000.00

1997

Site	Cost
7th - Bryan to Hillsdale	\$18,052.65
2nd - Walnut to Basswood	\$1,900.00
Willow Manor	\$5,408.00
Atwater	\$9,281.25
S Walnut Sanitation and Animal	\$2,658.75
6th St	\$3,363.40
17th & Kinser	\$3,600.00
Ramps	\$24,000.00
Parkridge east Park	\$10,000.00
downtown lights	\$10,000.00
RR xings (sidewalks on 7th & 8th)	\$10,000.00
signals 10th & Fee - 2nd & rogers	\$10,000.00
Road Markings	\$20,514.50
Total 1997	\$128,778.55

1996

Site	Cost
7th - Bryan to Hillsdale	\$81,264.97
Ramps	\$28,800.03
Traffic Calming	\$38,035.00
Total 1996	\$148,100.00

Appendix Four – Evaluation of Proposed Sidewalk Projects

Presentation

*Presented by Scott Robinson, Long Range/Transportation
Manager and
Joe Fish, Transportation Planner*

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 on Method
- Prioritization – Walk Score, PLOS, Transit Route Score, Density Score
- Elaboration of Prioritization Process

Average Ranking of Projects Made by Members of the 2009
Council Sidewalk Committee - *enclosed*

Maps - *enclosed*

Criteria for Selecting Sidewalk Projects

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

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History

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

Revisions

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

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

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On February 3, 2009, the Committee revised “Proximity to Destination Points” to clarify that the list was illustrative and included “employment centers” among other destinations.

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Council Sidewalk Criteria – Application of Emerging Objective Factors

Criteria	Elaboration	Plan Department's Effort to Create Objective Factors	
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 a close range of 3.26 – 4.23. Also, PLOS doesn't work well with off-street facilities.</i></p>	
3. Pedestrian Usage	Cost-effectiveness should be based on existing and projected usage.	Density (0 – 1,863)	Walk Score
4. Proximity to Destination Points	Prioritization of linkages should be based on proximity to elementary schools, Indiana University, shopping opportunities and parks/ playgrounds.	Transit (0 – 247)	0 (Car-Dependent) – 100 (Walkers' Paradise)
5. Linkages	Projects should entail the construction of new sidewalks that connect with existing pedestrian facilities.	<p>This score was derived from the maximum densities allowed in the zoning districts located within 1/8th mile of the center-point of the sidewalk project (assuming 2 persons per unit [based upon census data] and 1 person per bedroom).</p> <p>This score was derived from passenger per hour per route data from Bloomington Transit and averaging techniques to “smooth the data”; then 1/8th and 1/ 4 mile zones were created along the routes with the 1/8th mile zone weighted at twice the value of the 1/ 4 mile zone.</p> <p>This score gauges pedestrian demand based upon proximity to a mix of commercial destinations, but doesn't account for demographic factors.</p>	
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
=

Lowest Score - Highest Rank

Note: All the above were rated equally.



To: Bloomington Common Council Sidewalk Committee
From: Scott Robinson, Long Range/Transportation Manager
Date: 09/23/09
Re: 2009 Council Sidewalk Committee
CC: Tom Micuda, Josh Desmond, Joe Fish, file

2009 Sidewalk Inventory Maps

Staff has completed the annual update to the Sidewalk Inventory Maps which depicts locations of existing sidewalks within the City's planning jurisdiction. The 2009 Maps are therefore included for reference. Additionally, staff can provide information on sidewalk locations on a case by case basis.

Project Methodology and Analysis

Staff developed a system in 2008 using several measurements to rank sidewalk requests based on the established Council Sidewalk Committee Criteria. From 2008 discussions there was interest to develop measurements for transit service and population. The premise being, the more populous an area is and/or increased access to transit service equates to higher pedestrian demand than areas less populous and/or has limited access to transit service. For 2009, staff developed methods to measure transit service and population and included these measurements in the overall analysis. Staff also simplified the ranking process from 2008. Now each measured value (walk score, pedestrian level of service, transit, and population) are ranked and then the respective rank scores from each measured value are summed and then ranked to give an overall priority score or a summed rank score.

Staff evaluated the sidewalk requests listed in the 2009 Council Sidewalk Committee Table of Deliberations and the priority scores are included in the attached table. Staff recommends that the Council Sidewalk Committee focus its discussion on the highlighted top ten locations for the 2009 deliberations.

Technical information on the data collected (walk score, pedestrian level of service, transit, and population) and analysis methodologies can be discussed during the committee deliberations. Staff is open to additional guidance to refine this objective methodology for future iterations.

Summary

- The 2009 Sidewalk Inventory Maps are included for reference
- The methodology to evaluate projects has been refined to include transit and population measurements
- The analysis methodology has been simplified based on 2008 discussions
- Staff recommends that the 2009 deliberations focus on the top ten highlighted projects

2009 Council Sidewalk Committee Project Prioritization

Street	Description	Project Length (approx.)	Walk Score (potential ped usage)	WS Rank	PLOS Score	PLOS Rank	Transit Route Score	Transit Route Rank	Density Score	Density Rank	Rank Sum	Overall Project Rank
Kinser Pike	north of 17th St. to existing sidewalk ne	700	72	5	3.88	9	247	3	1,210	4	21	1
3rd St.	Bryan Ave. to Travelodge	2,246	80	3	4.03	4	144	8	548	13	28	2
17th St.	Madison to Woodburn	476	72	5	3.86	10	260	2	689	11	28	2
11th St.	Washington to Lincoln	336	88	1	3.65	19	262	1	775	9	30	4
Union St.	4th St. to 7th St.	954	68	7	3.84	11	103	12	1,035	6	36	5
Kinser Pike	south of SR 45/46	454	51	12	3.73	15	197	6	1,407	3	36	5
14th St.	Madison St. to Woodburn Ave.	450	85	2	3.58	21	220	5	769	10	38	7
Moores Pike	Andrews to College Mall	1,289	51	12	3.99	6	52	22	1,453	2	42	8
Range Rd.	SR 45 to 14th St.	1,423	37	21	3.71	16	223	4	1,863	1	42	8
S. Rogers St.	south of Hillside Dr.	480	43	16	3.97	8	90	18	825	8	50	10
17th St.	Indiana to Forrest Ave.	1,323	45	15	4.23	1	58	21	525	14	51	11
Jefferson St.	3rd to 7th	1,375	66	8	3.66	17	97	13	393	15	53	12
Moores Pike	Valley Forge to High Street	1,060	34	24	4.17	2	107	10	240	19	55	13
5th St.	Union to Hillsdale	1,671	66	8	3.52	22	131	9	298	17	56	14
Palmer St. connector path	Wylie to 1st	529	75	4	1.50	29	146	7	328	16	56	14
Walnut St.	Hoosier Street to Legends	369	52	11	3.74	14	34	24	986	7	56	14
High St.	Covenanter Dr. to 2nd St.	2,622	46	14	4.01	5	93	17	156	23	59	17
Walnut St.	Winston/Thomas to Nat'l Guard Armory	1,064	42	17	3.99	6	34	25	679	12	60	18
Miller Dr.	Huntington Dr. to Olive St.	423	38	19	3.66	17	82	19	1,191	5	60	18
Maxwell Ln.	Highland to Sheridan	842	63	10	3.19	28	93	15	186	21	74	20
Rhorer Rd.	Walnut St. to Sare Rd.	4,775	40	18	4.06	3	0	27	69	27	75	21
Marilyn Dr.	Nancy to High	725	38	19	3.37	26	107	11	162	22	78	22
Nancy St.	Hillside to Mark	878	31	26	3.48	23	94	14	235	20	83	23
Ruby Ln	Nancy to Covenanter	488	35	22	3.41	25	76	20	287	18	85	24
Covenanter Dr.	Ruby to High	335	35	22	3.46	24	93	16	140	24	86	25
Dunn St.	SR 45/46 to Tamarack Tr.	2,044	32	25	3.83	12	7	26	74	26	89	26
Kinser Pike	north of Acuff	1,595	12	29	3.83	12	0	27	40	28	96	27
Clubhouse Dr.	Kinser Pk. To Old SR 37	3,199	26	28	3.65	19	42	23	0	29	99	28
Ramble Rd.	Ramble to Dunn	875	28	27	3.26	27	0	27	86	25	106	29

City of Bloomington
City Council Sidewalk Committee 2009 Prioritization Process

Process Overview

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

Prioritization Methodology

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

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

Known Issues

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

Walk Score

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

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

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

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

Pedestrian Level of Service (Ped LOS)

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

**Backlog of Proposed Council Sidewalk Committee
Projects - Listed Alphabetically**

**Top 16 Projects
(Based Upon Ranking of Each
Committee Member at the End of 2009
Deliberations)**

3rd St, East: Bryan to SR 45/46, (north) [Plan Dept - 2008]	1
17th St, West: Madison to Woodburn, (south) [Plan Dept - 2008]	2
Moore's Pike: from Woodruff Lane west for One Parcel (Segment B) (south) [Rollo - 2008]	3
Moore's Pike: from One Parcel west of Woodruff Lane to Sare/College Mall (Segment C) (south) [Rollo - 2008]	4
Kinser Pike, North: north of 17th, (east) [Wisler - 2008] [Citizen ~ 2000]	5
Maxwell Lane: Highland to Jordan (north) [Rollo - 2006]	6 - 7
Maxwell Lane: Jordan to Sheridan (north) [Rollo - 2006]	6 - 7
Rhorer Road: Sare Road to South Walnut, (north) [Piedmont-Smith - 2009]	8 - 10
Rogers, South: Rockport Rd to Country Club, (west side) [Sturbaum]	8 - 10
Rogers, South: 1515 - 1525 South Rogers, (east) [Piedmont-Smith - 2009]	8 - 10
17th St, East: Forrest to Indiana, (south) [Citizen -2006]	11 - 12
Miller Drive: Henderson to east of Huntington Dr, (north for four blocks and south for one block) (Ms. Markum - 2008)	11 - 12
Clubhouse Drive: east & west of Clubhouse [Wisler - 2008]	13 - 14
Walnut, South: Hoosier Street to Legends parking lot, (west) [DPW ~ 2000]	13 - 14
Dunn, North: SR 45/46 to Tamarack Trail, (east) [Sabbagh - 2008]	15
Walnut, South: Winston/Thomas to Nat'l Guard Armory, (west) [DPW ~ 2000]	16

Remainder in Alphabetical Order

11th St, East: Washington to Lincoln, (north) [Volan - 2006]

Blue Ridge Neighborhood Association: Inventory of Missing Sidewalks Throughout Neighborhood [Wisler - 2009]

Covenanter: Ruby to High, (west) [Rollo - 2008]

Covey Lane: Miller Drive to Deadend, (east) (Mr. Stallings - 2008)

Fairview: Allen to Wylie (McDoel N.A. - 2008)

Greenwood: Covenanter to Greenwood [Rollo - 2007]

Henderson, South: Moody to Thorton, (east) [Plan Dept - 2008]

Henderson St, South: Maxwell Lane to Hillside Drive, (west side) [Sabbagh & Jan Sorby - 2005] - Different Scope - Safe Route to Schools Funding

High St: 2nd to Covenanter, (east) [Sabbagh - 2008]

Highland Village: General Request (Mr. Sommers - 2008)

Jefferson: 3rd to 4th, (east) [Mayer - 2002]

Jefferson: 4th to 5th, (east) [Mayer - 2002]

Jefferson: 6th to 7th, (east) [Mayer - 2002]

Jefferson: 8th to 10th, (east) [Mayer - 2002]

Kinser Pike, North: Acuff to north end of residences, (west) [Sandberg & Sturbaum - 2008] [Citizen ~ 2006]

Kinser Pike, North: just south of SR 45/46, (west) [Wisler - 2009] - Budgeted for 2009

Madison St: 319 South Madison to W. 3rd Street, (east) [Sturbaum - 2009]

Madison St: Dodds to Patterson Drive (McDoel N.A. - 2008)

Marilyn Drive: Nancy to High Street, (south) [Rollo - 2005]

Moore's Pike: Valley Forge to High Street, (north) [Sabbagh - 2008]

Nancy St: Mark to Hillside, (west) [Rollo - 2006] [Neighborhood Association - 2001]

Palmer: Wylie and 1st Street [Ruff - 2007]

Ramble Road East: 2938 to N. Dunn, (north) [Wisler - 2008]

Rosewood Drive: fill in gaps and install ramps [Wisler - 2008]

Ruby Lane: Nancy to High, (south) [Rollo - 2008]

Union St: 4th to 7th, (east) [Mayer - 2008]

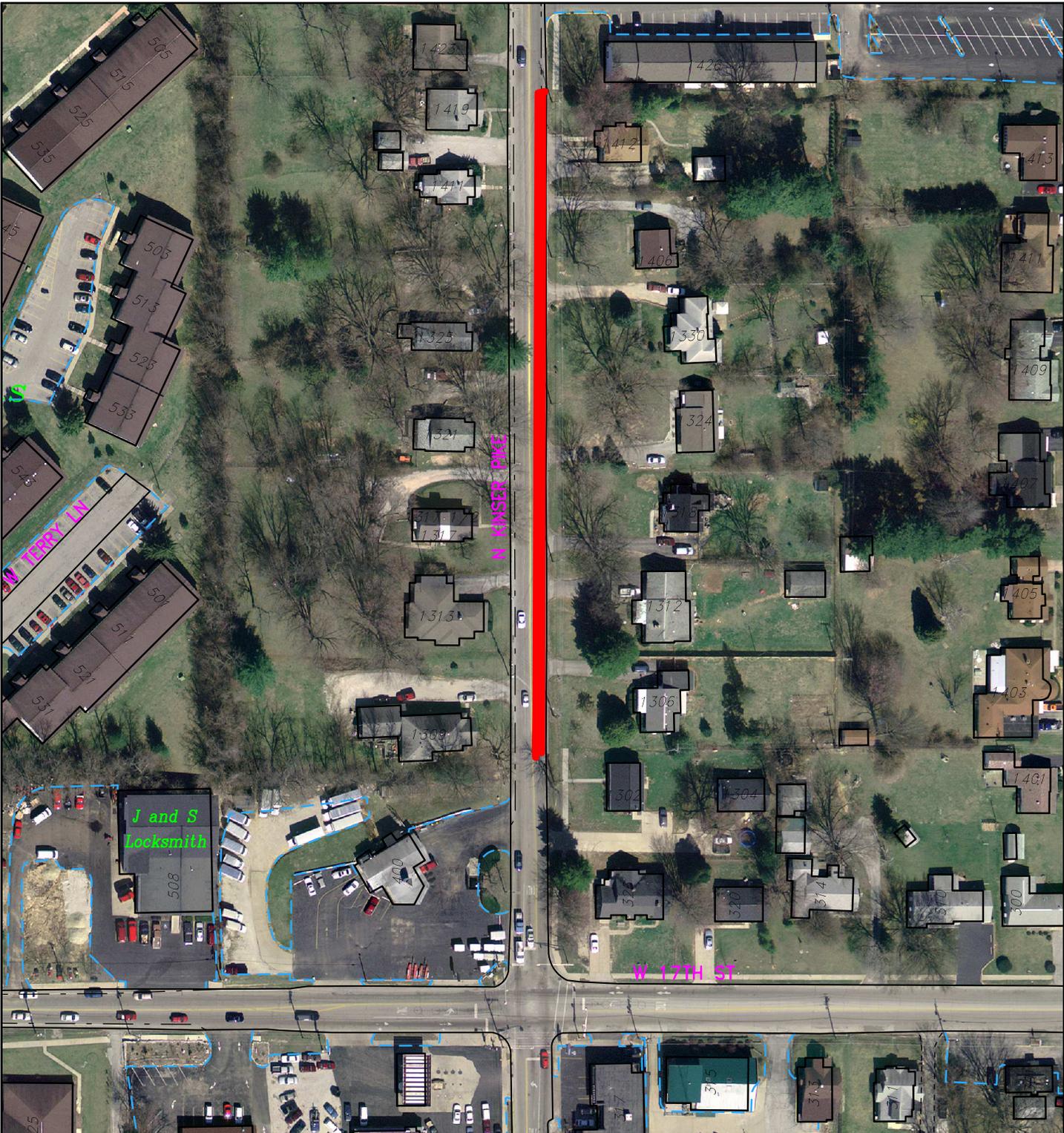
Shaded Row means the project is already budgeted for ATF or in line for other funds.

compiled by adding the rankings of each member. In order to equalize the rankings, the number 10 was assigned as a ranking to projects not ranked by the member.

*

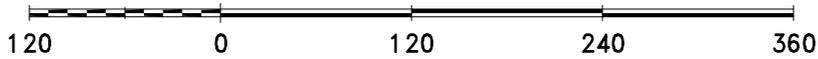
Maps of Sidewalk Proposals

<u>Street</u>	<u>Location</u>	<u>Side</u>
Kinser Pike	North of 17 th to Existing Sidewalk	East
3rd Street	Bryan Ave to Travel Lodge	North
17th	Madison to Woodburn	South
11th	Washington to Lincoln	South
Union	4 th to 7 th	East
Kinser Pike	South of 45/46	West
14th	Madison to Woodburn	<i>See New Requests</i>
Moore's Pike	Andrews Circle to College Mall	South
Range Rd	SR 45 to 14 th	<i>See New Requests</i>
S. Rogers	1515 – 1525 S. Rogers	East
17th	Indiana to Forrest	South
Jefferson	3 rd to 7 th and 8 th – 10 th	
Moore's Pike	Valley Forge to High	North
5th	Union to Hillsdale	South
Palmer (street connection)	Wylie to 1 st	
Walnut	Hoosier to Legends	West
High	Covenanter to 2 nd	East
Walnut	Winston/Thomas to Indiana Nat'l Guard	West
Miller Drive	Huntington to Olive	
Maxwell Lane	Highland to Sheridan	North
Rhorer Road	Walnut to Sare	North
Marilyn Drive	Nancy to High	South
Nancy	Mark to Hillside	West
Ruby Lane/Covenanter Drive	Nancy to Hillside	South
Dunn	SR 45/46 to Tamarack Trace	East
Kinser Pike	North of Acuff	West
Clubhouse Drive	Kinser to Old SR 37	
Ramble Road	Ramble to Dunn	East

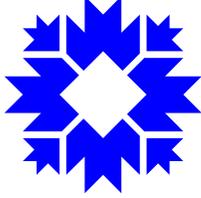


2009 Council Sidewalk Committee
 Brad Wisler's request for a sidewalk on the east side of Kinser (N of 17th)

By: fallsm
 7 Oct 08

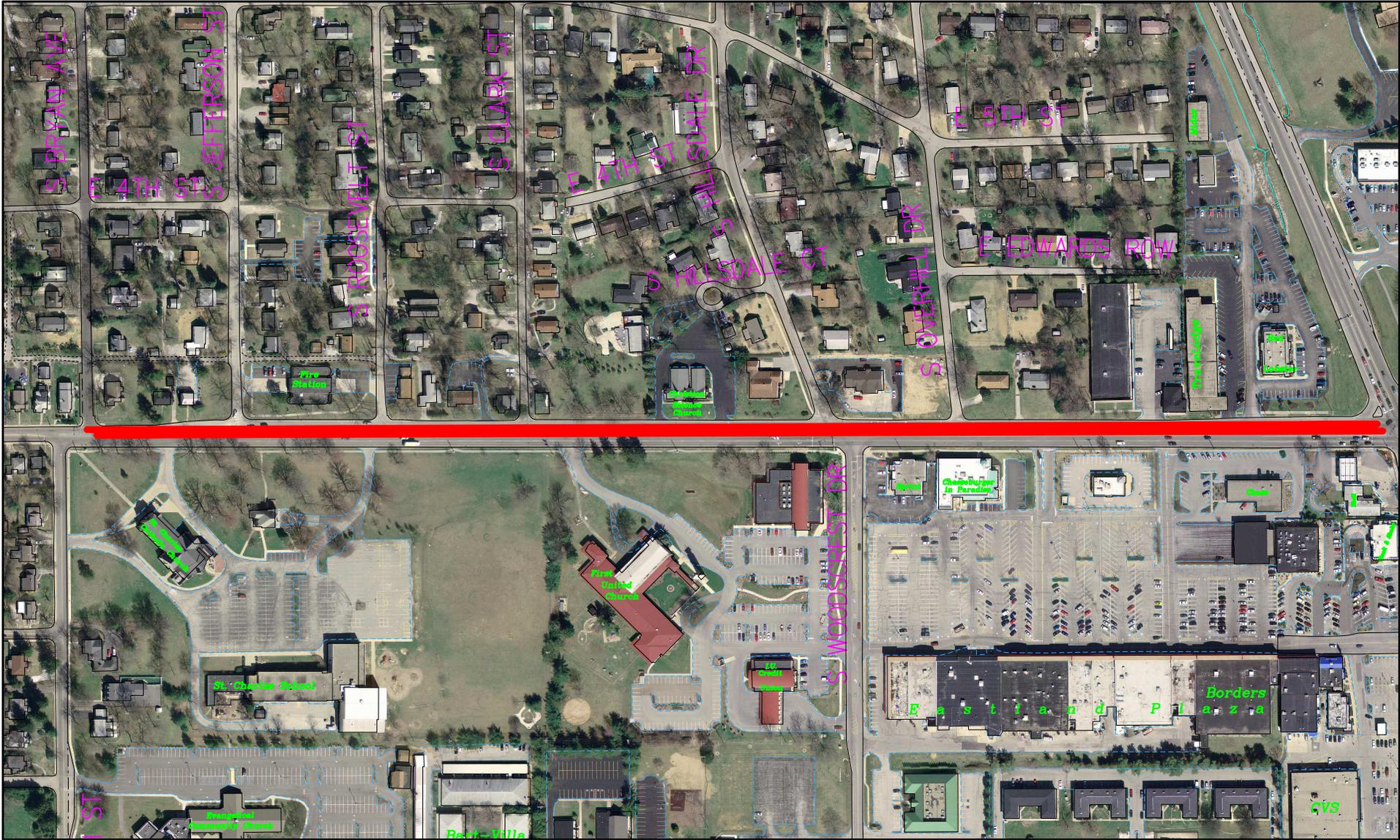


City of Bloomington
 Clerk & Council



Scale: 1" = 120'

For reference only; map information NOT warranted.



2009 Council Sidewalk Committee
Planning Department's request for sidewalks on the north side of Third (Bryan to SR 45/46)

By: fallsm
3 Oct 08



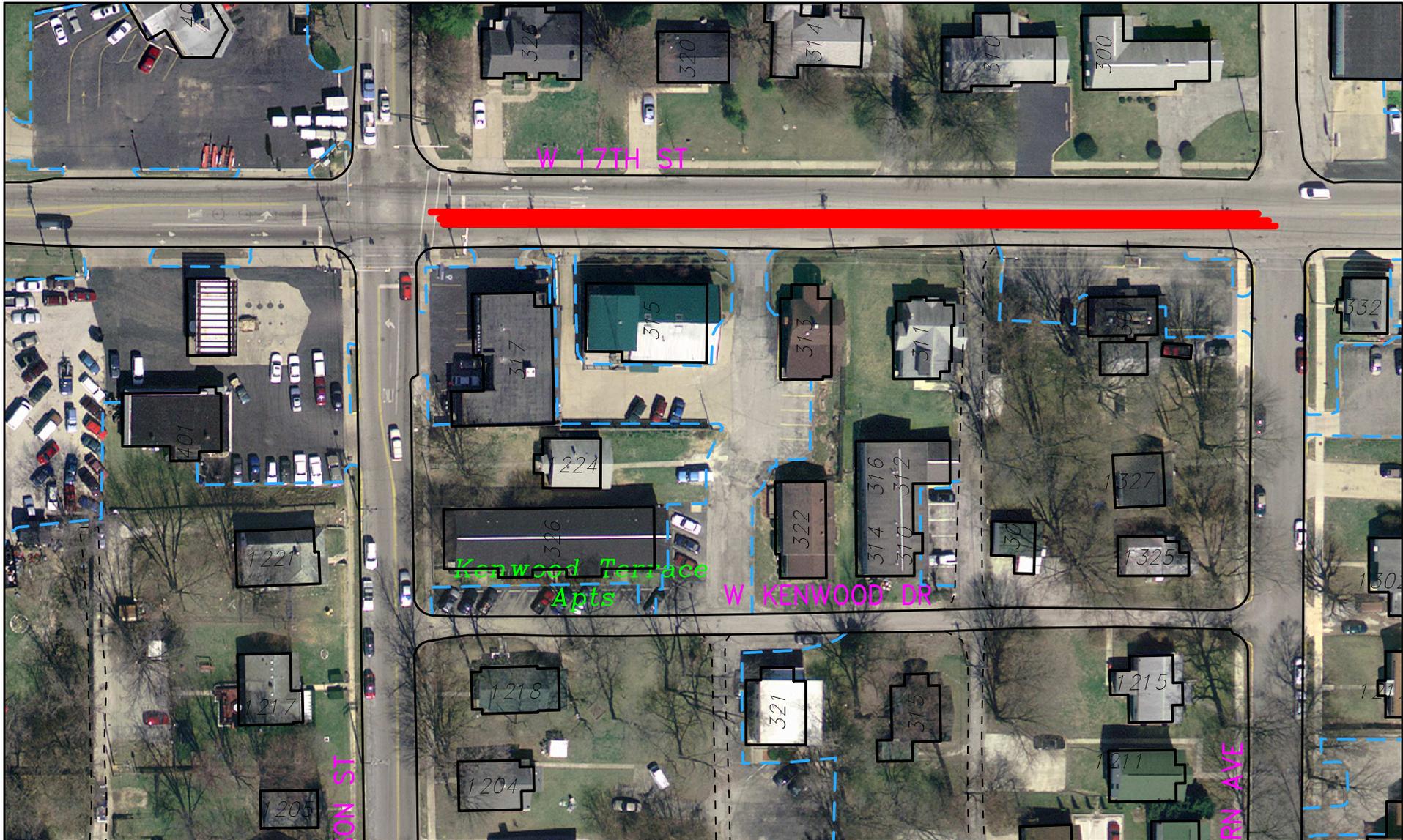
For reference only; map information NOT warranted.



City of Bloomington
Clerk & Council

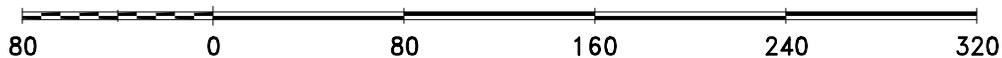


Scale: 1" = 300'



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

By: fallsm
 6 Oct 08



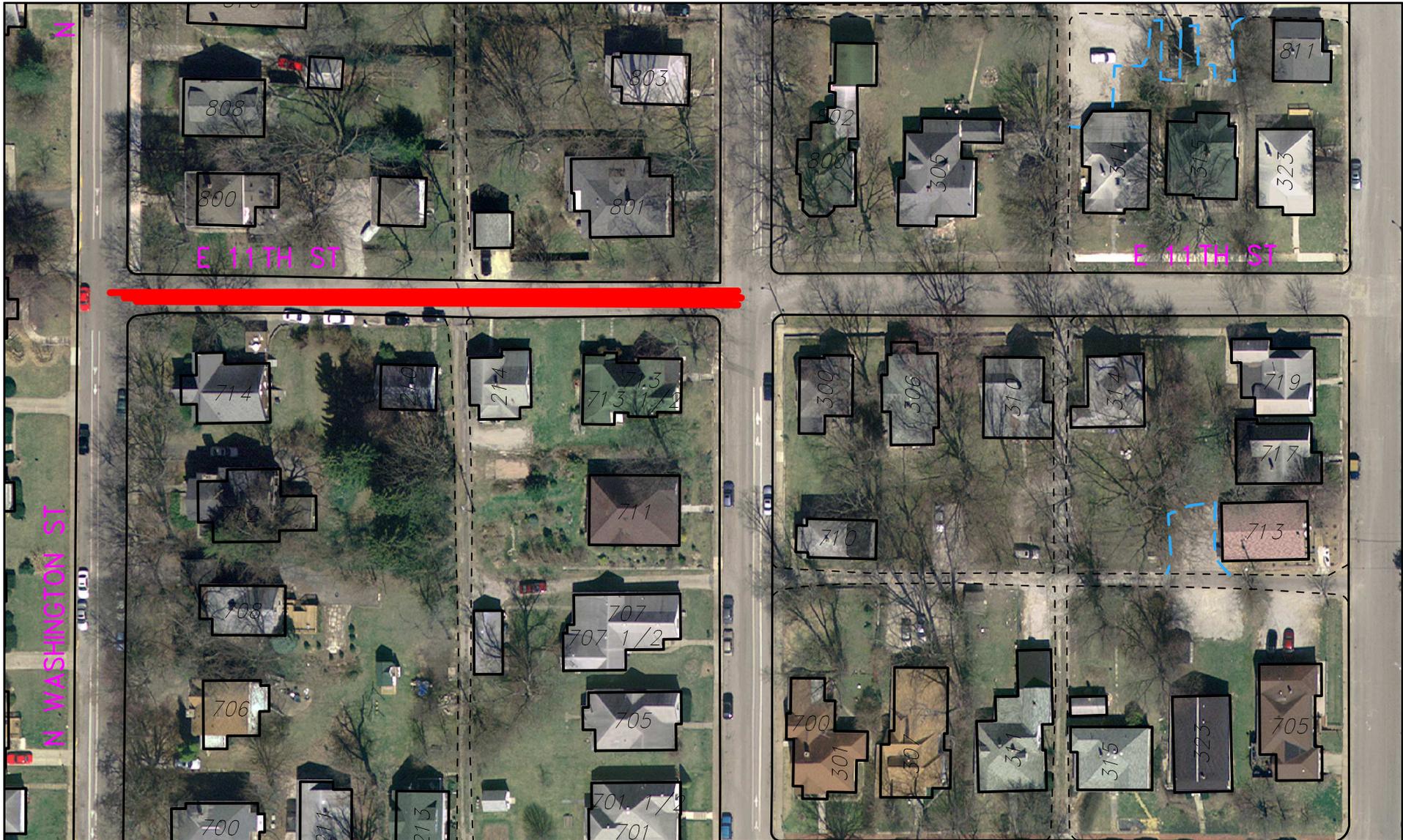
For reference only; map information NOT warranted.



City of Bloomington
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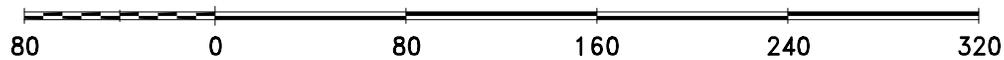


Scale: 1" = 80'



2009 Council Sidewalk Committee
 Steve Volan's request for sidewalks on the north side of East 11th (from Washington to Lincoln)

By: fallsm
 3 Oct 08



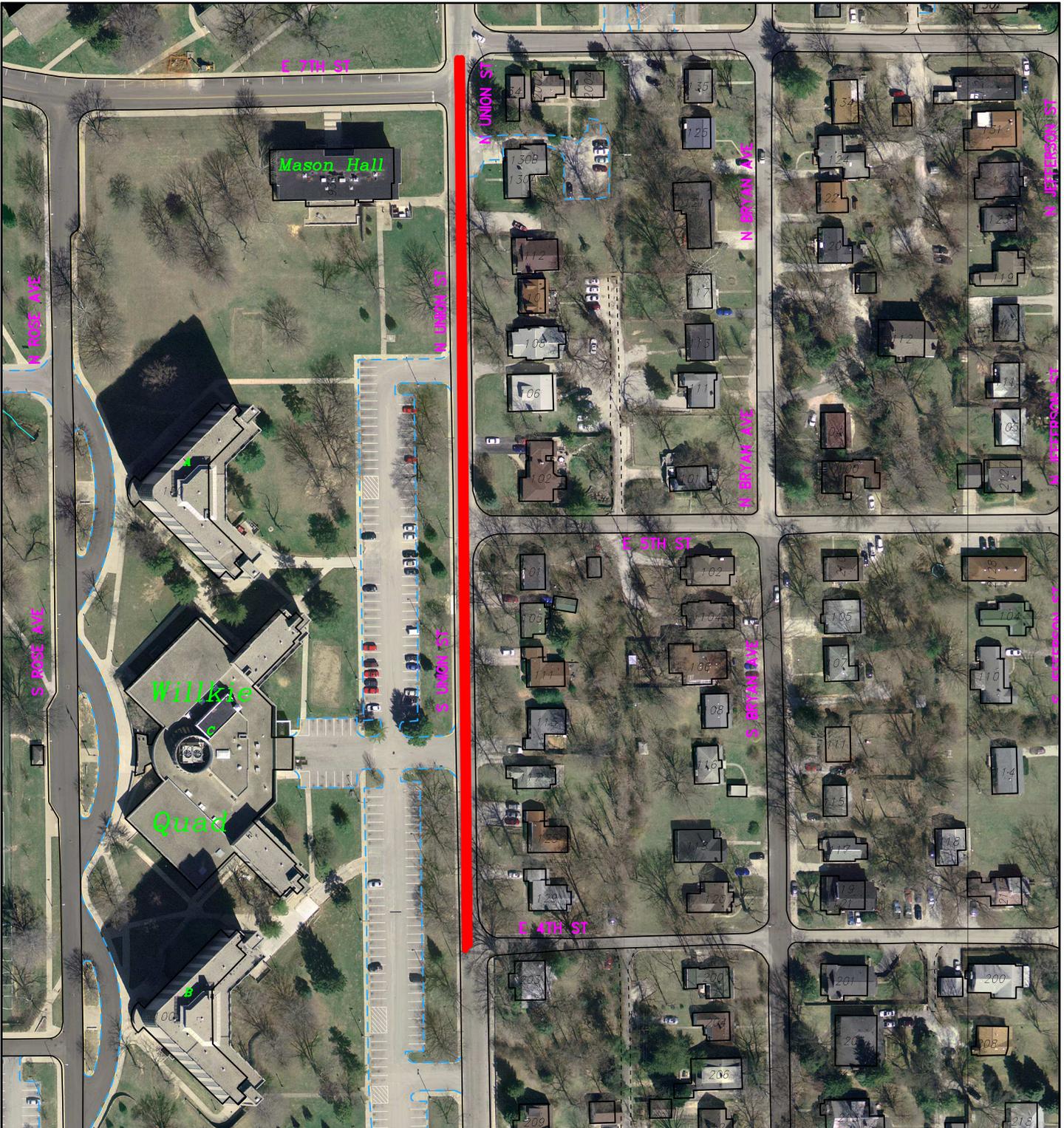
For reference only; map information NOT warranted.



City of Bloomington
 Clerk & Council



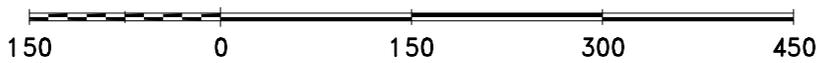
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2009 Council Sidewalk Committee

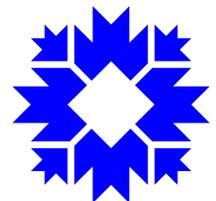
Tim Mayer's request for a sidewalk on the east side of Union St. (from 4th to 7th)

By: fallsm
6 Oct 08

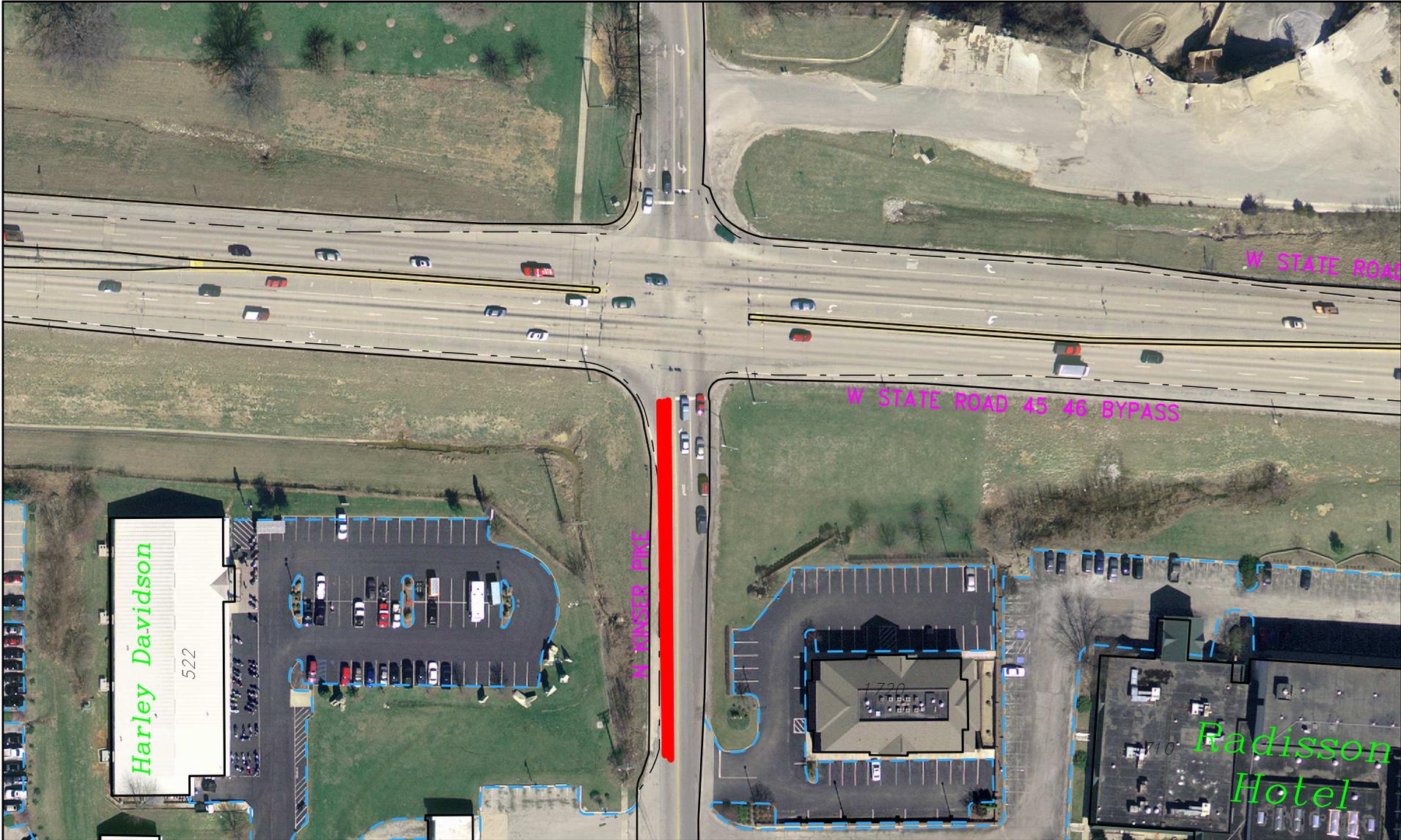


For reference only; map information NOT warranted.

City of Bloomington
Clerk & Council

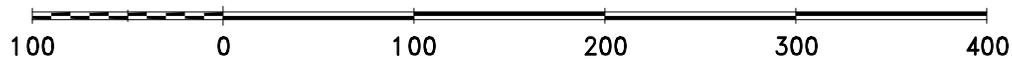


Scale: 1" = 150'



2009 Council Sidewalk Committee
Brad Wisler's request for a sidewalk on Kinser (south of SR 45/46)

By: fallsm
7 Oct 08



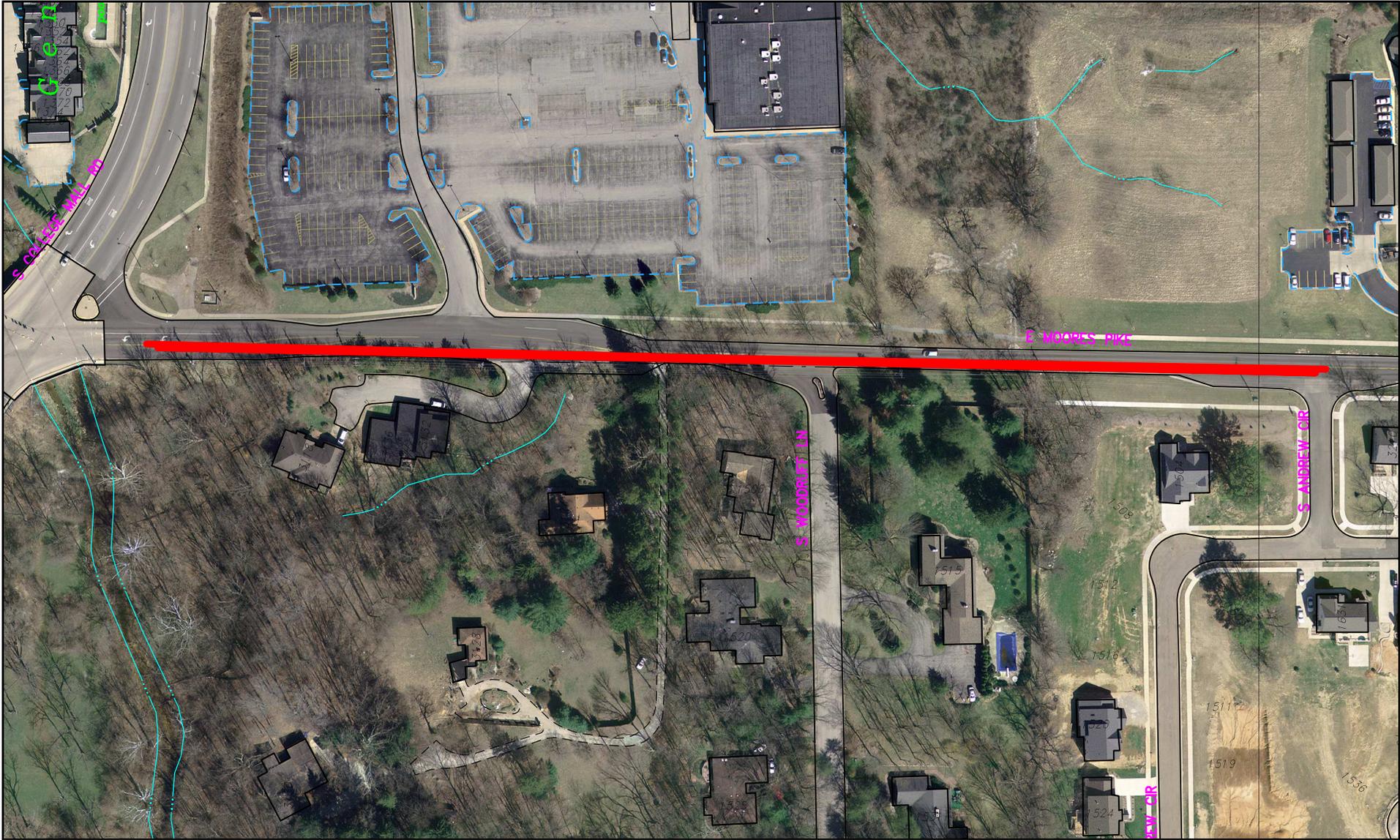
For reference only; map information NOT warranted.



City of Bloomington
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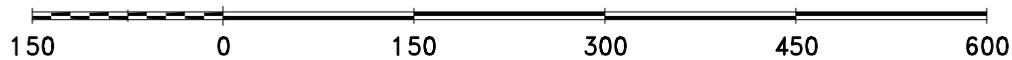


Scale: 1" = 100'



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

By: fallsm
6 Oct 08



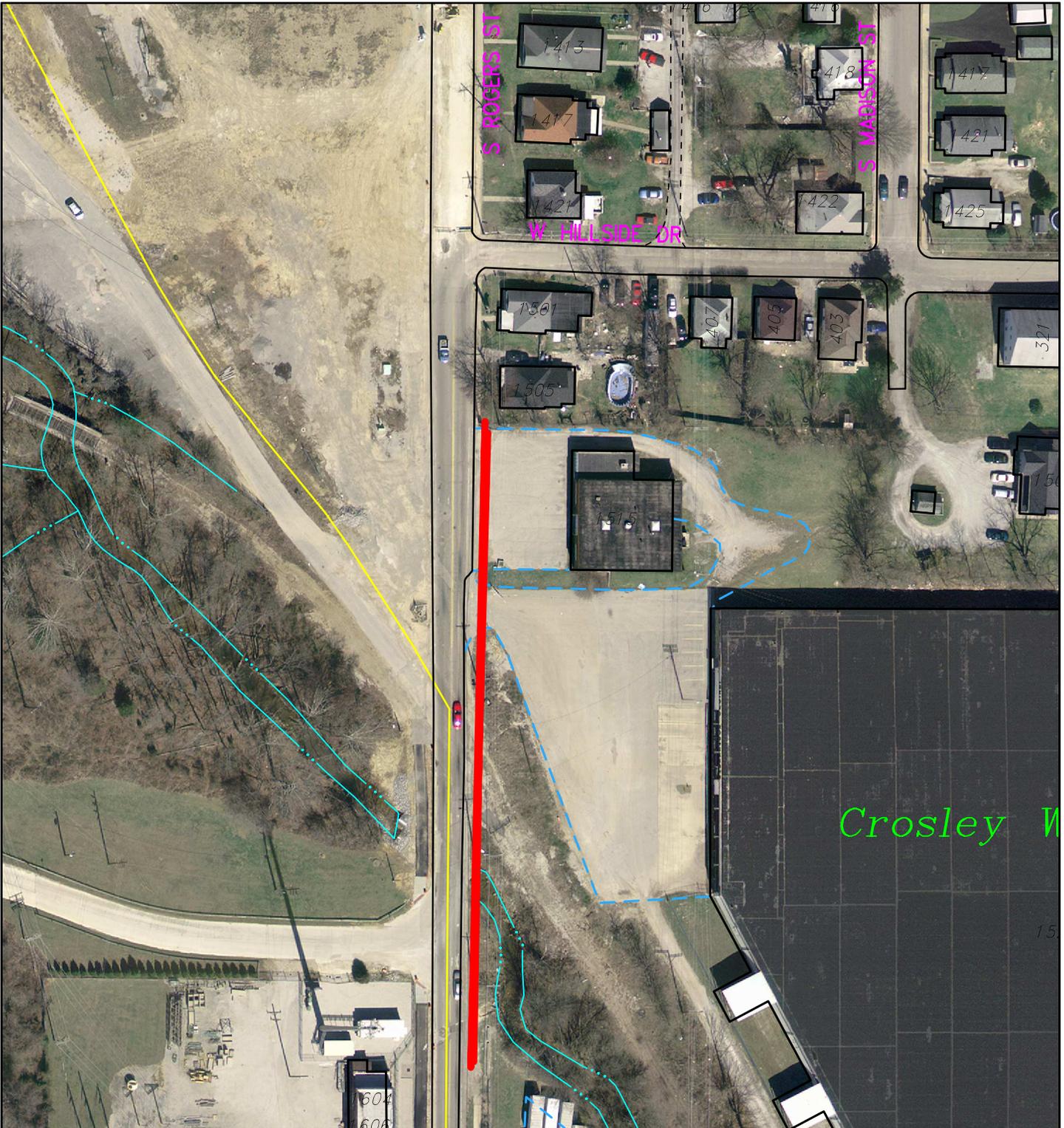
For reference only; map information NOT warranted.



City of Bloomington
Clerk & Council

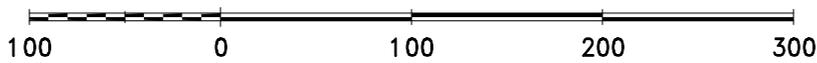


Scale: 1" = 150'

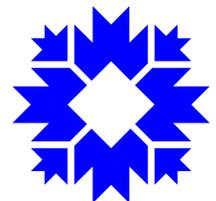


2009 Council Sidewalk Committee
 Councilmember Piedmont Smith request for sidewalk
 in front of 1515 (Zuchinni Print) and 1525 (Warehouse) South Rogers (east side)

By: shermand
 22 Oct 08

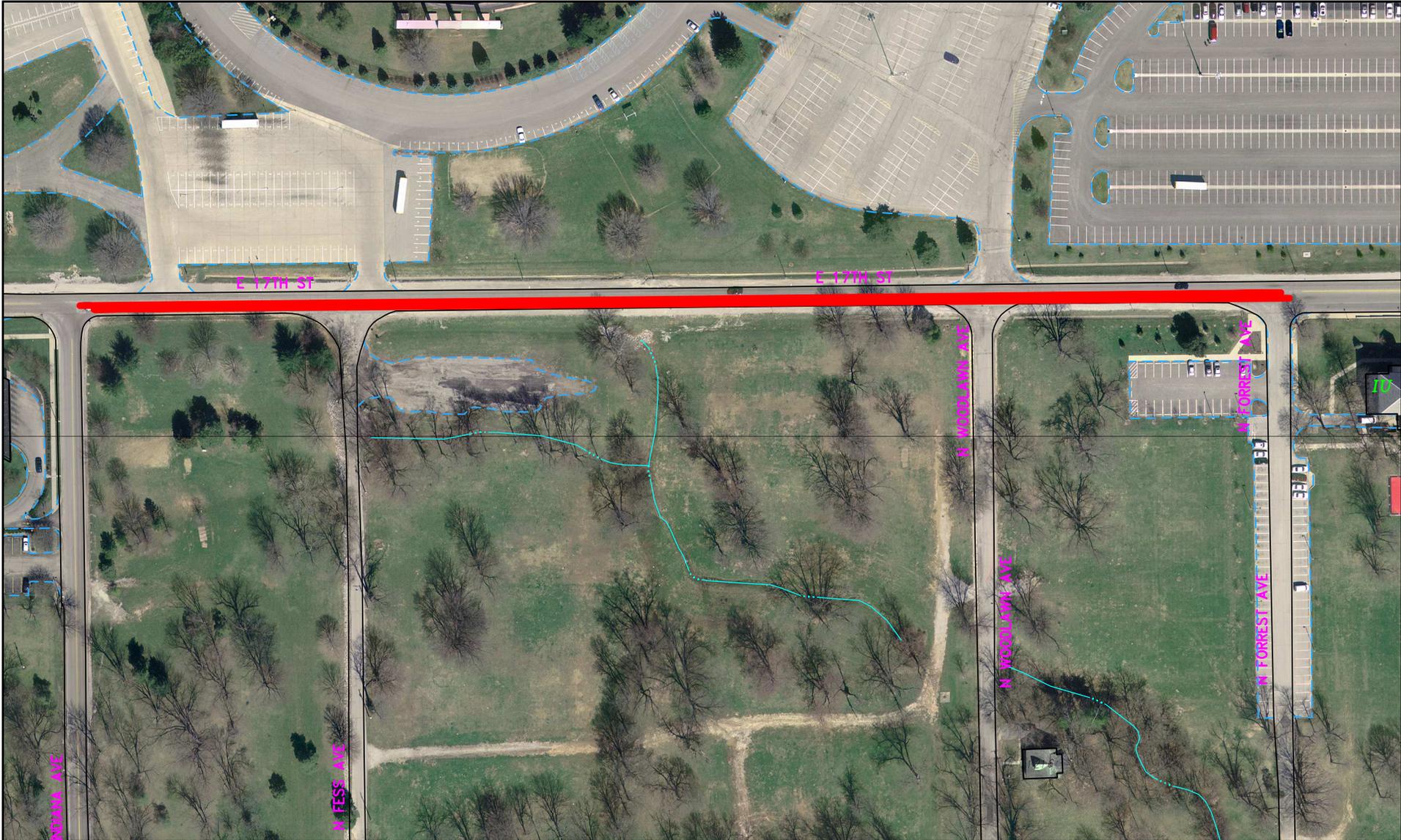


City of Bloomington
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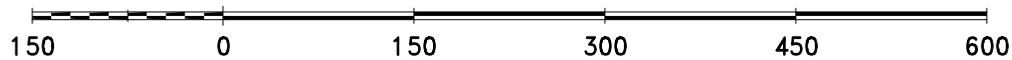
Scale: 1" = 100'

For reference only; map information NOT warranted.



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

By: fallsm
6 Oct 08



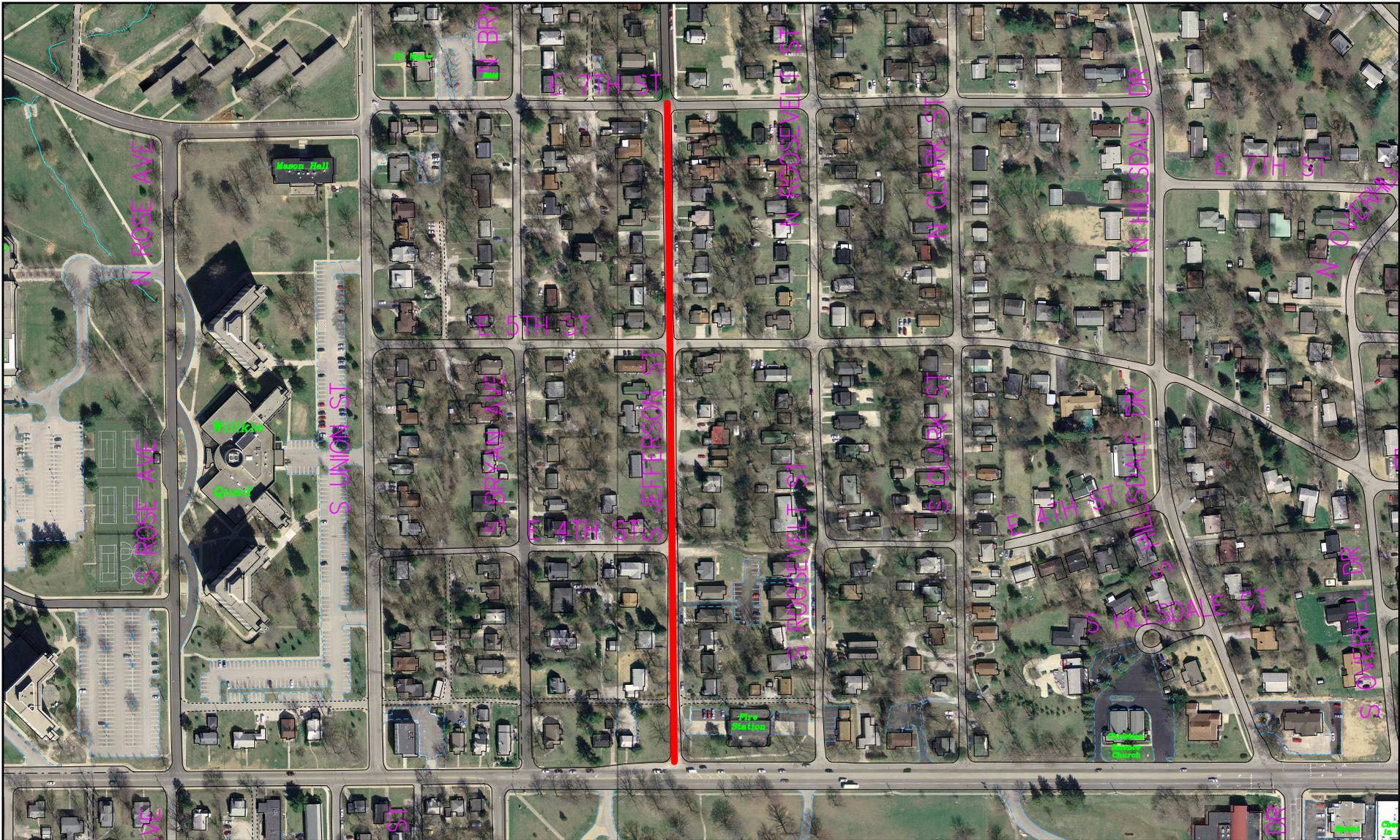
For reference only; map information NOT warranted.



City of Bloomington
Clerk & Council

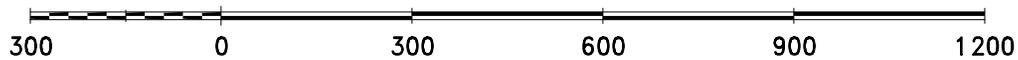


Scale: 1" = 150'



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



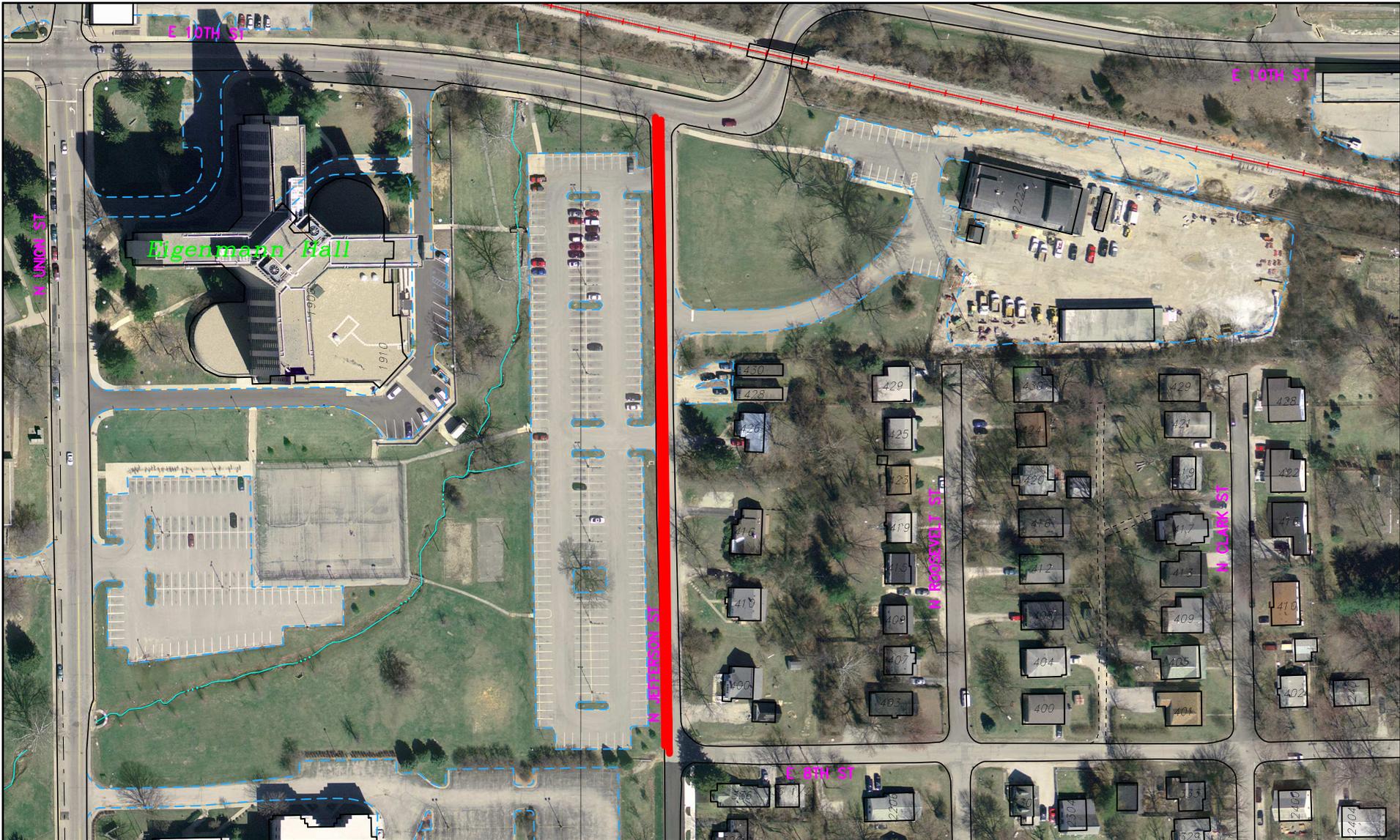
For reference only; map information NOT warranted.



City of Bloomington
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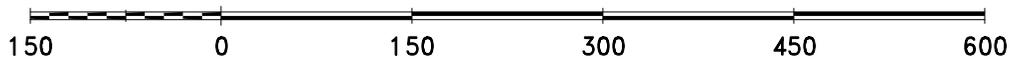


Scale: 1" = 300'

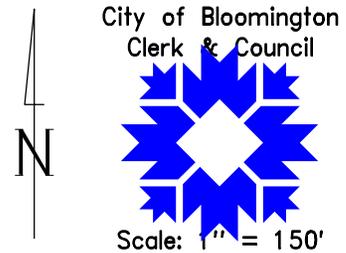


2009 Council Sidewalk Committee
 Tim Mayer's request for sidewalks on the east side of Jefferson (from 8th to 10th)

By: fallsm
 3 Oct 08



For reference only; map information NOT warranted.





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

By: fallsm
 3 Oct 08



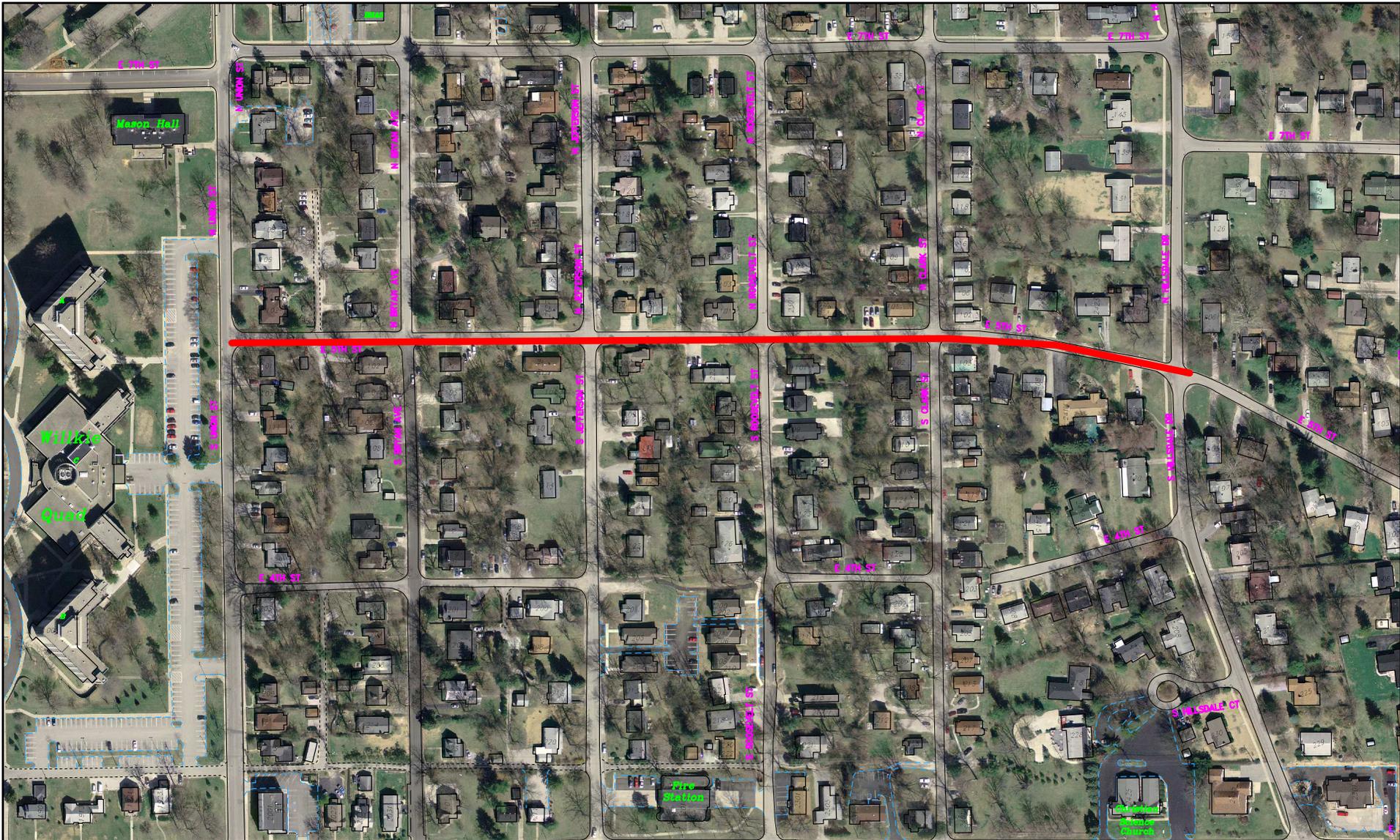
For reference only; map information NOT warranted.



City of Bloomington
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Scale: 1" = 200'

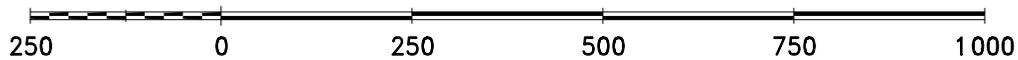


2009 Council Sidewalk Committee

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

By: fallsm

3 Oct 08



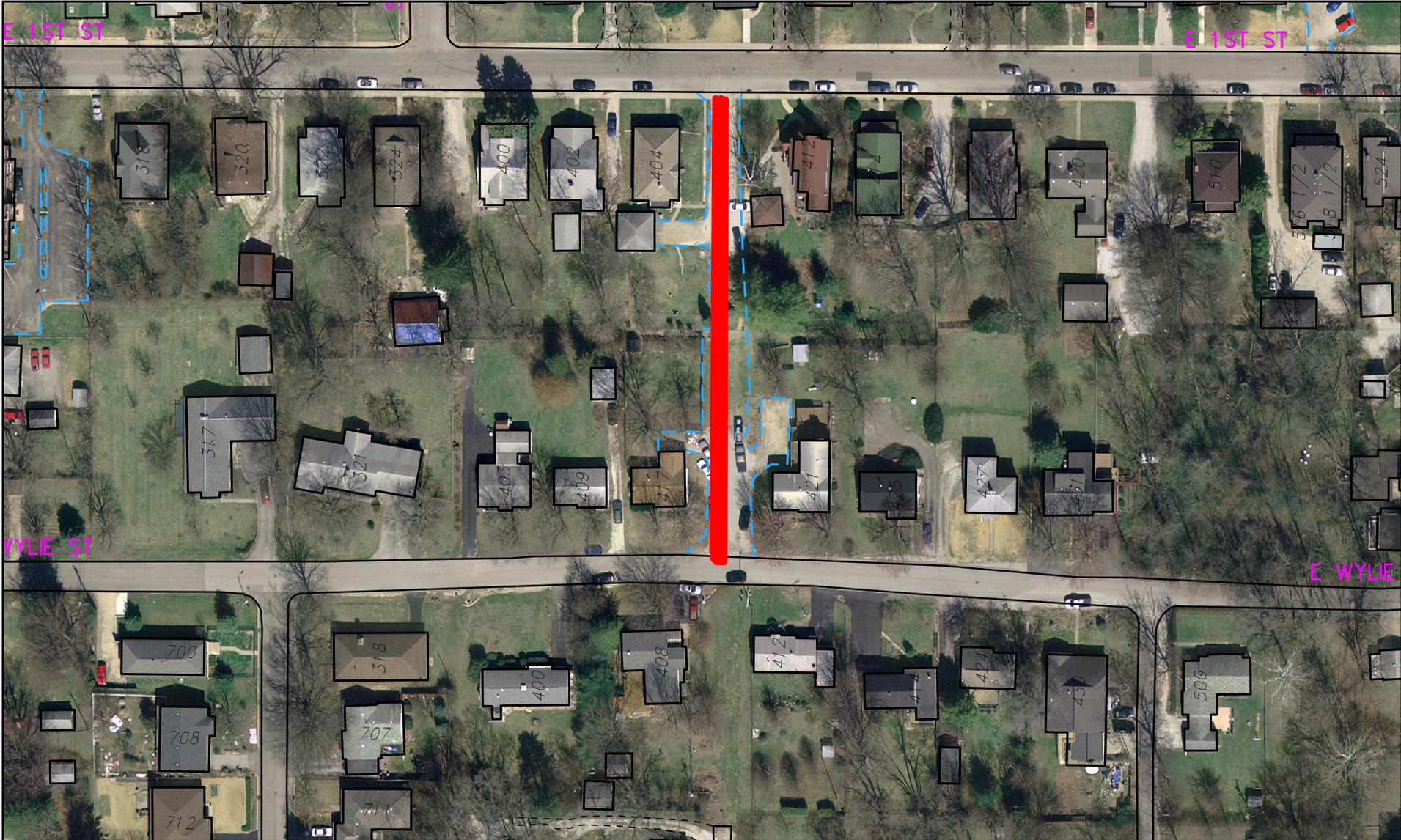
For reference only; map information NOT warranted.



City of Bloomington
Clerk & Council

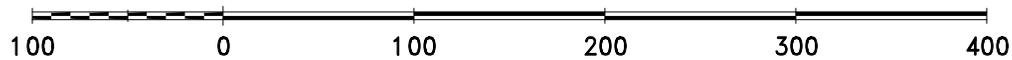


Scale: 1" = 250'



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

By: fallsm
7 Oct 08



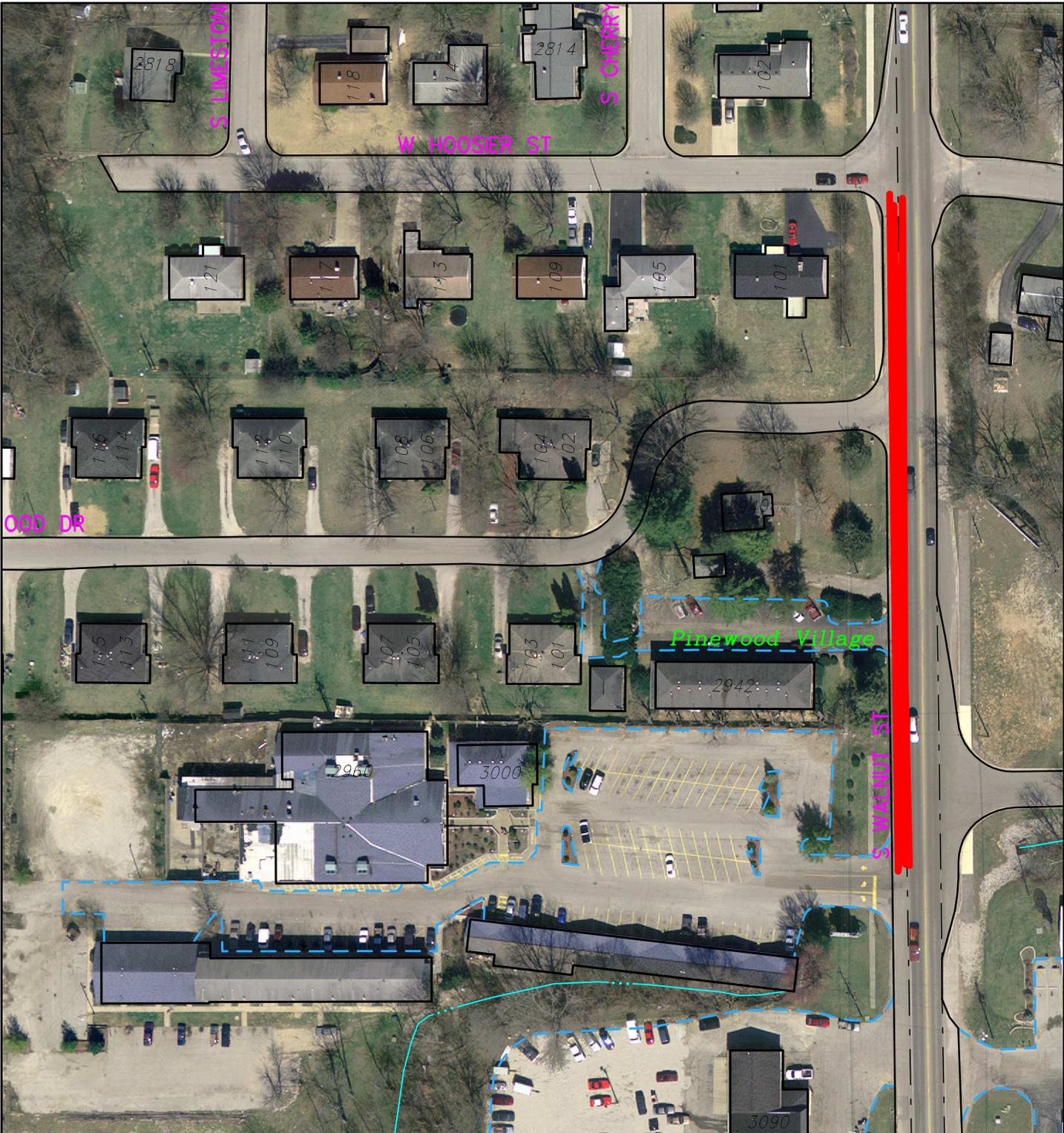
For reference only; map information NOT warranted.



City of Bloomington
Clerk & Council

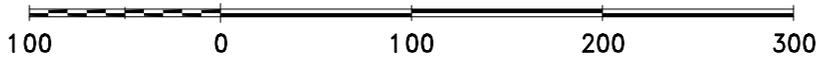


Scale: 1" = 100'

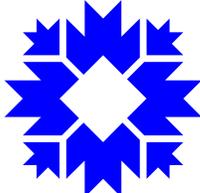


2009 Council Sidewalk Committee
 DPW's request for a sidewalk on S Walnut (from Hoosier St to Legends)

By: fallsm
 6 Oct 08

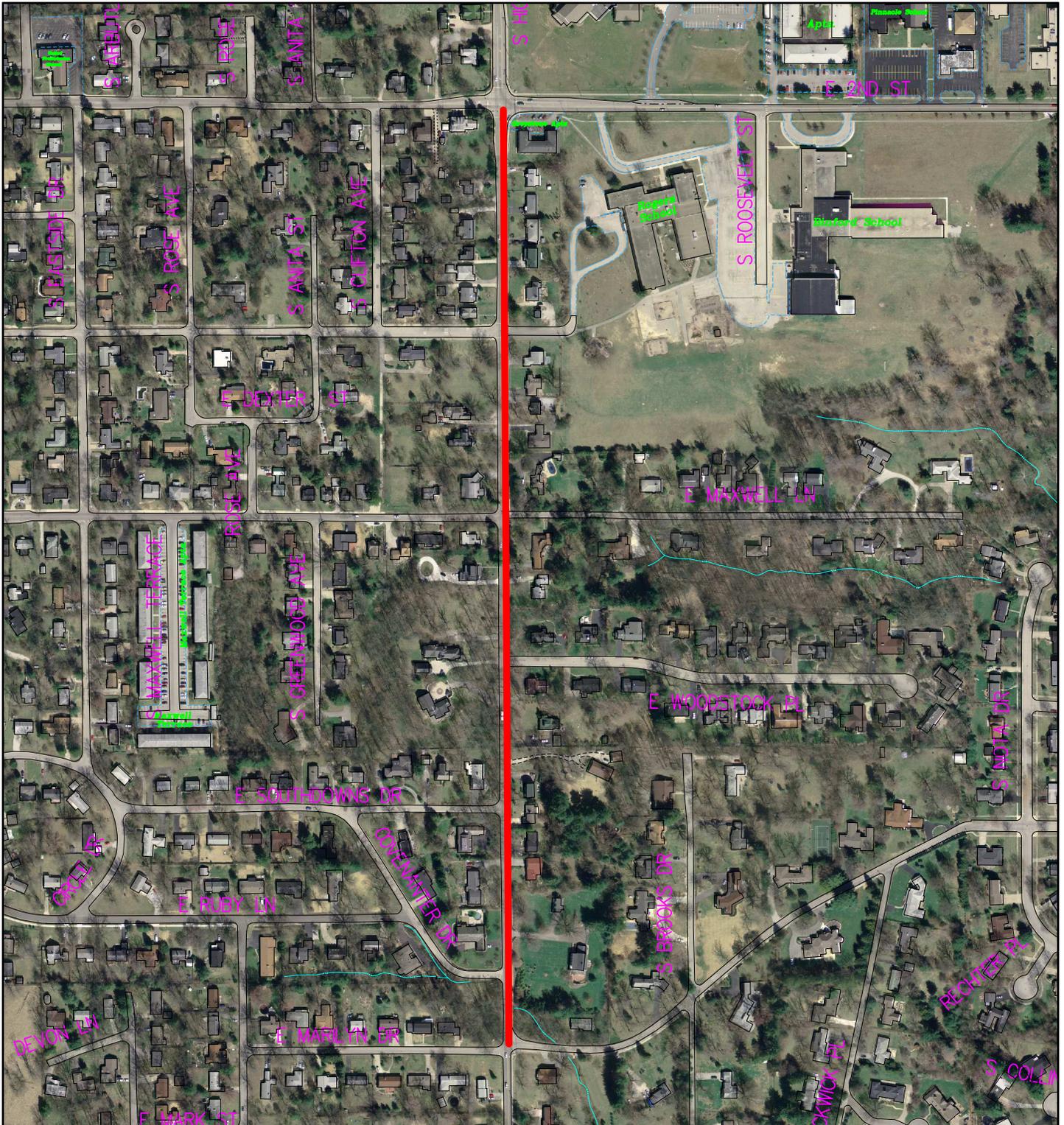


City of Bloomington
 Clerk & Council



Scale: 1" = 100'

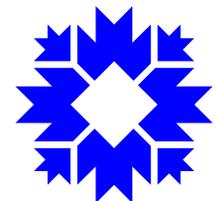
For reference only; map information NOT warranted.



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

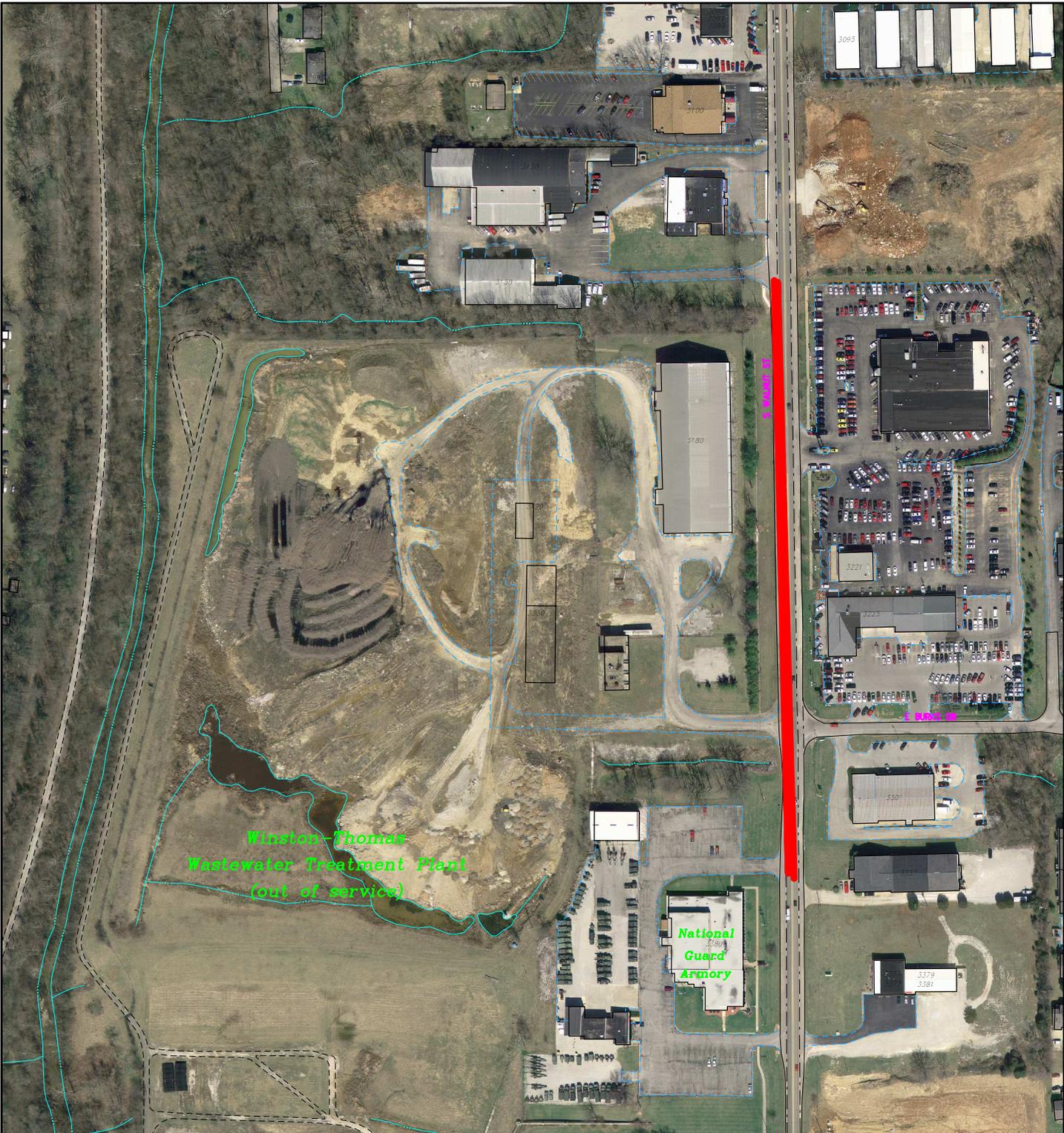
City of Bloomington
 Clerk & Council

By: fallsm
 6 Oct 08



Scale: 1" = 400'

For reference only; map information NOT warranted.

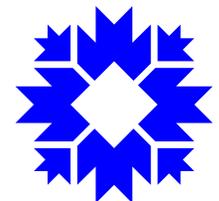
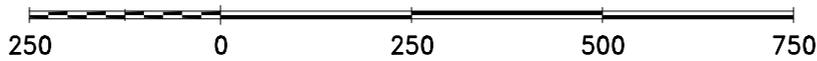


2009 Council Sidewalk Committee

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

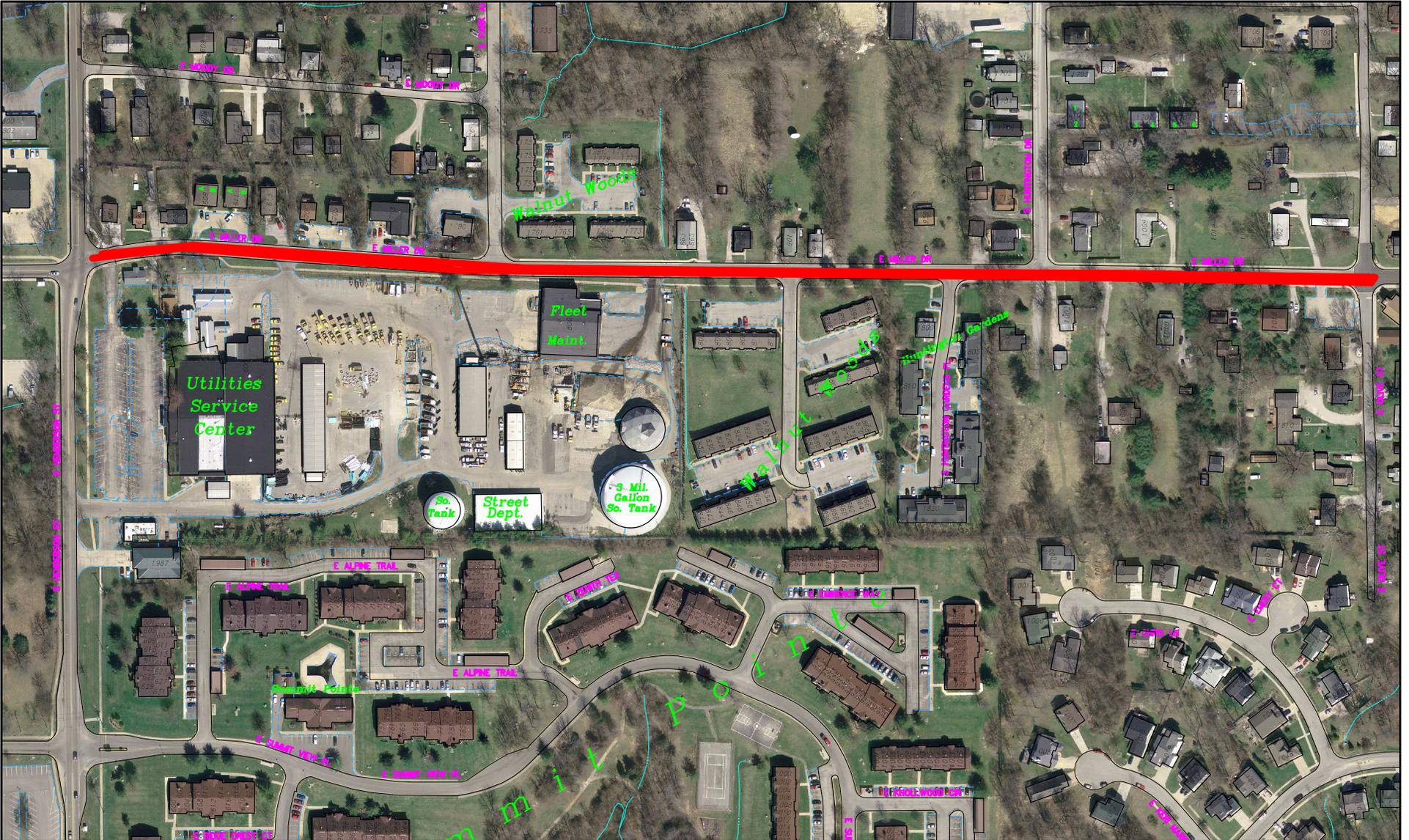
City of Bloomington
Clerk & Council

By: fallsm
6 Oct 08



Scale: 1" = 250'

For reference only; map information NOT warranted.



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

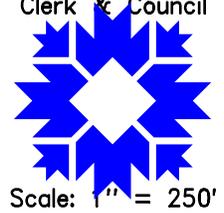
By: fallsm
7 Oct 08



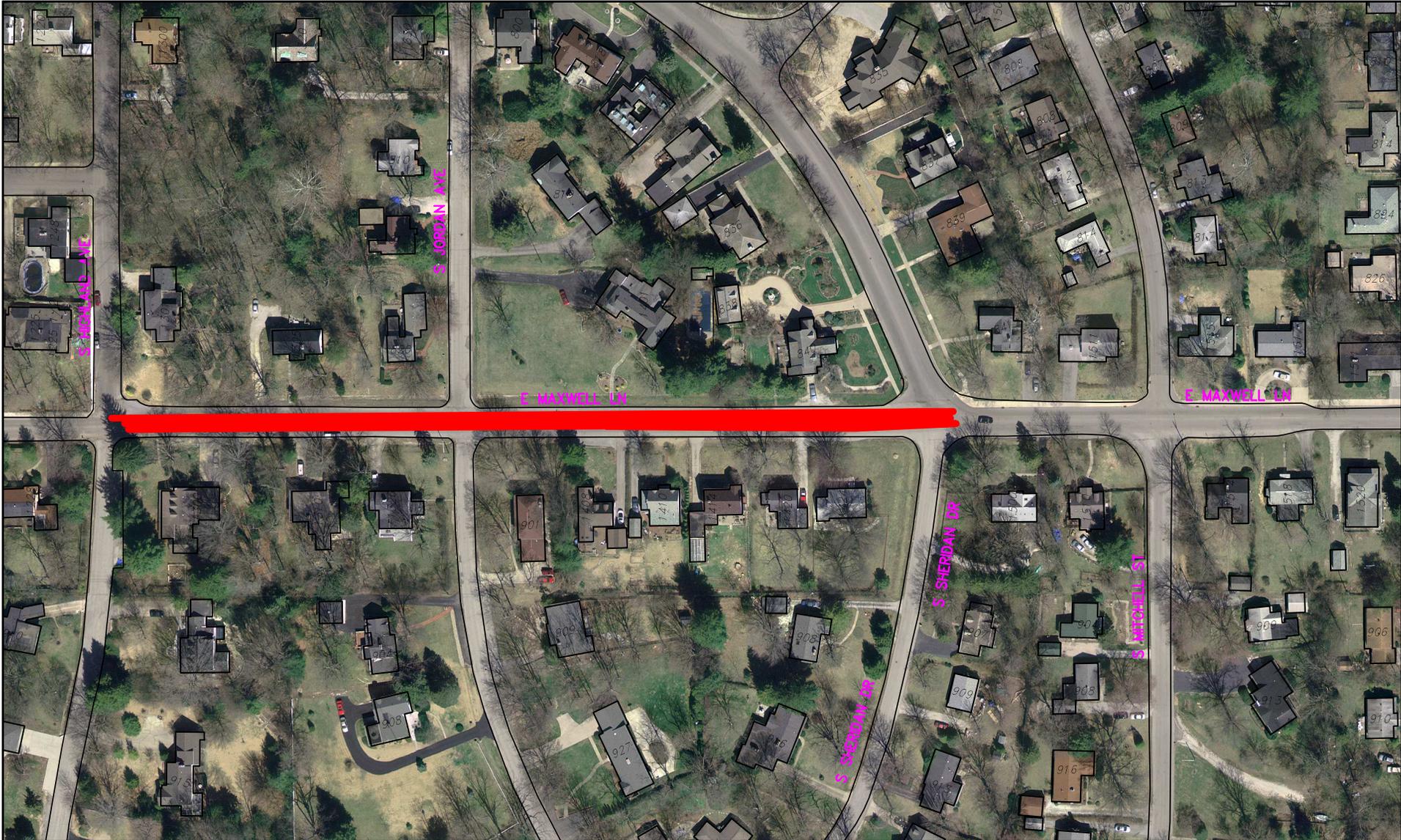
For reference only; map information NOT warranted.



City of Bloomington
Clerk & Council



Scale: 1" = 250'

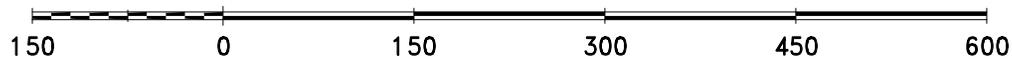


2009 Council Sidewalk Committee

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

By: fallsm

3 Oct 08



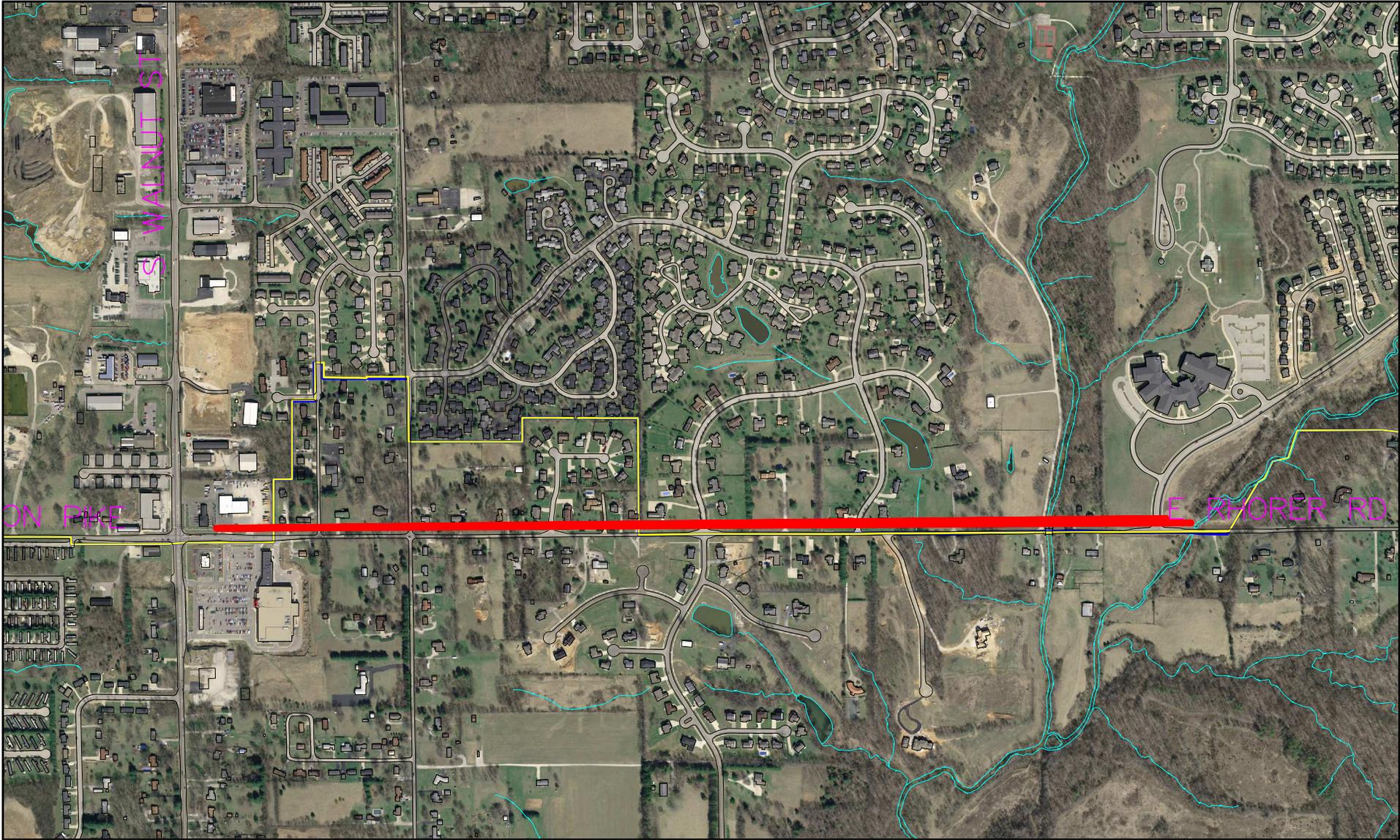
For reference only; map information NOT warranted.



City of Bloomington
Clerk & Council

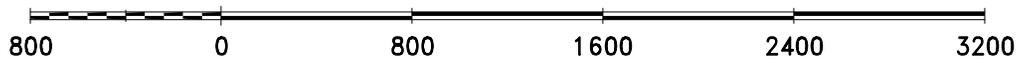


Scale: 1" = 150'



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

By: shermand
22 Oct 08



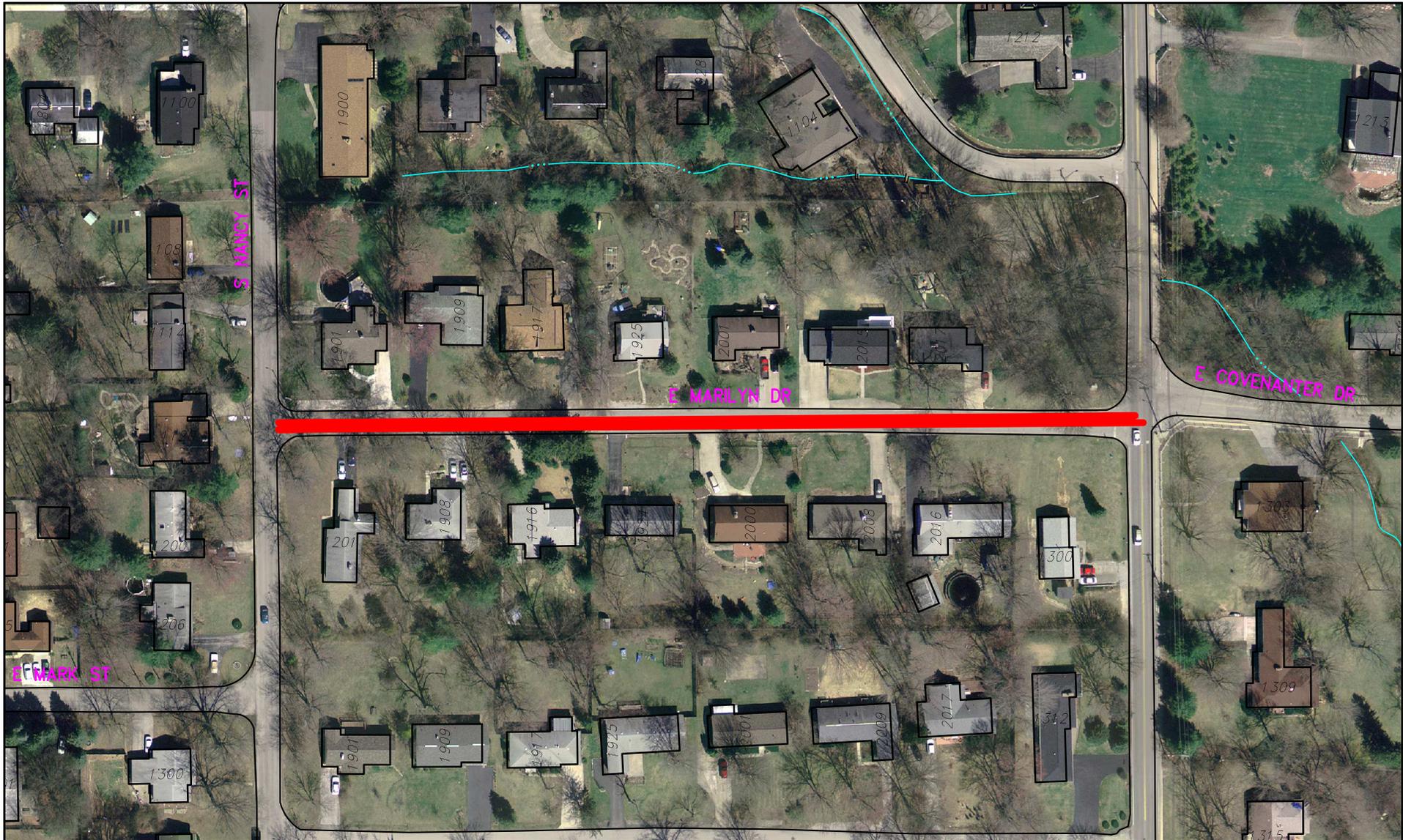
For reference only; map information NOT warranted.



City of Bloomington
Clerk & Council

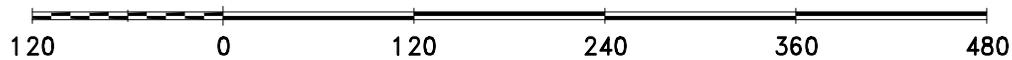


Scale: 1" = 800'

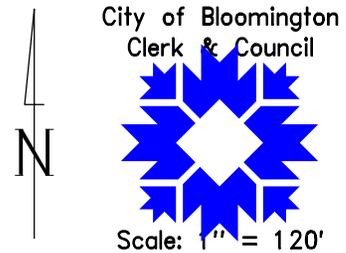


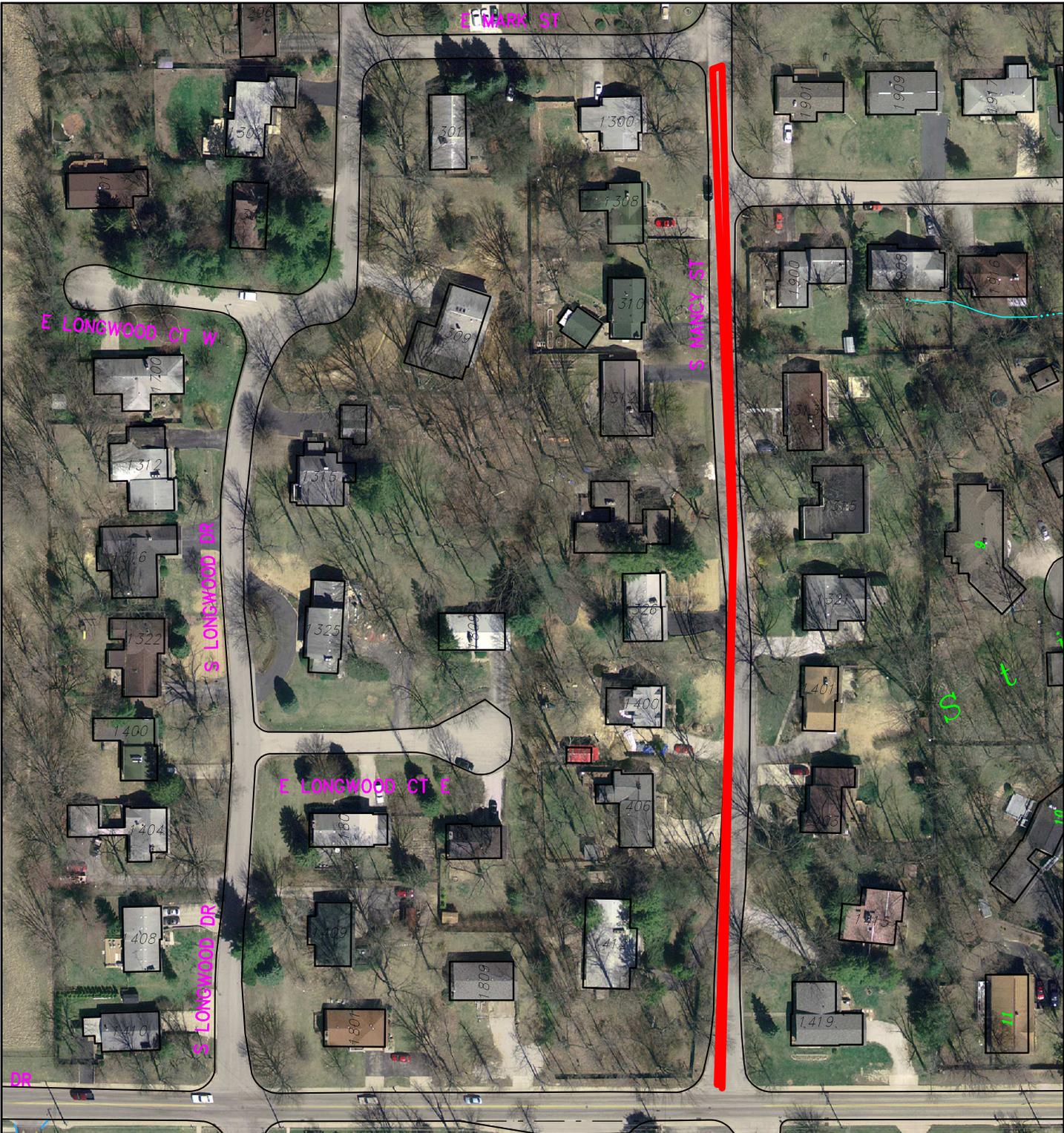
2009 Council Sidewalk Committee
 Dave Rollo's request for sidewalks on the south side of Marilyn Drive (Nancy to High)

By: fallsm
 3 Oct 08



For reference only; map information NOT warranted.

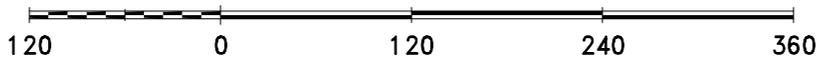




2009 Council Sidewalk Committee

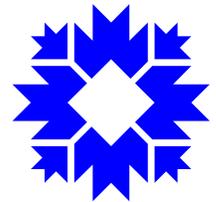
Dave Rollo's request for a sidewalk on the west side of Nancy (from Mark to Hillside)

By: fallsm
6 Oct 08



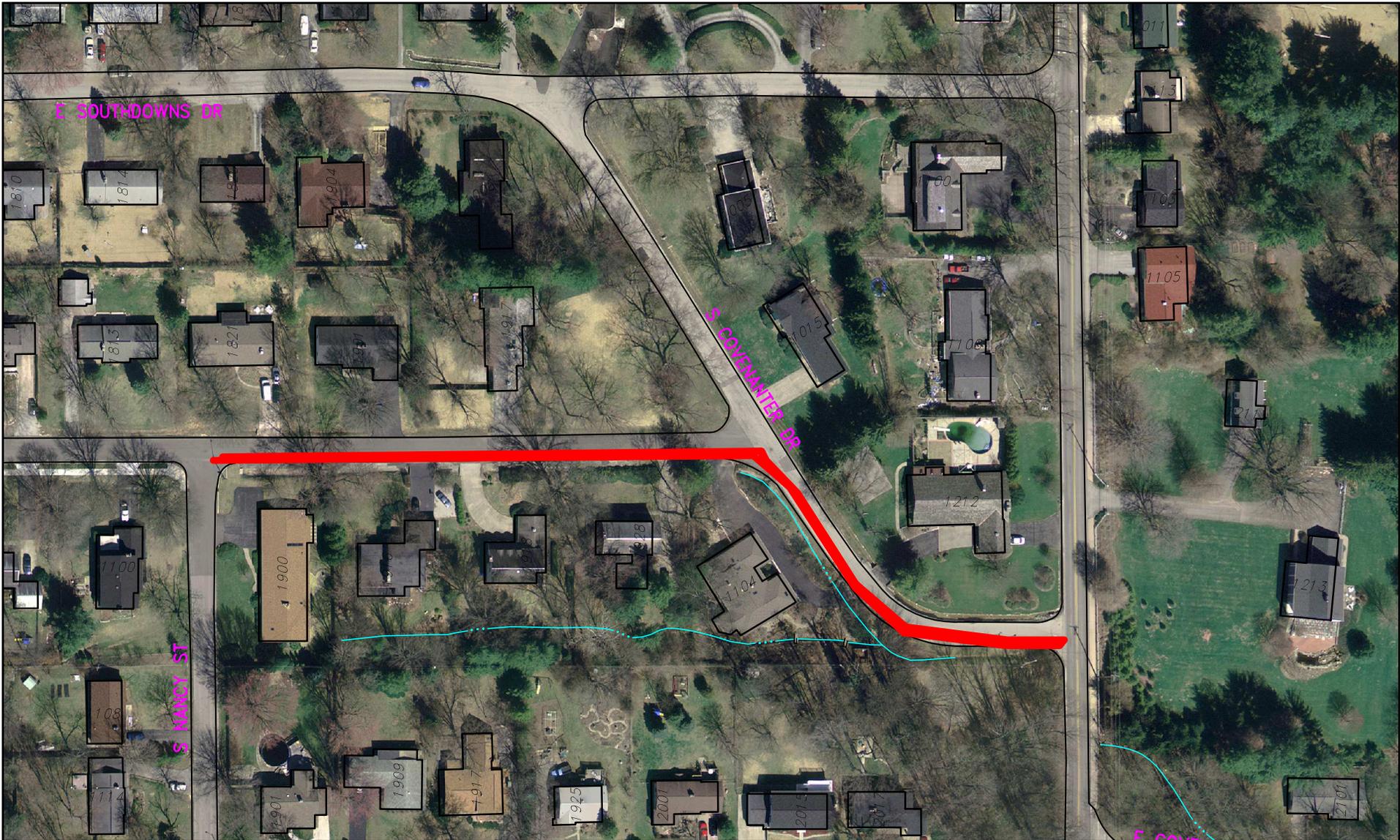
For reference only; map information NOT warranted.

City of Bloomington
Clerk & Council



Scale: 1" = 120'





2009 Council Sidewalk Committee
Dave Rollo's request for a sidewalk on the south side of Ruby Lane (from Nancy to High)

By: fallsm
6 Oct 08



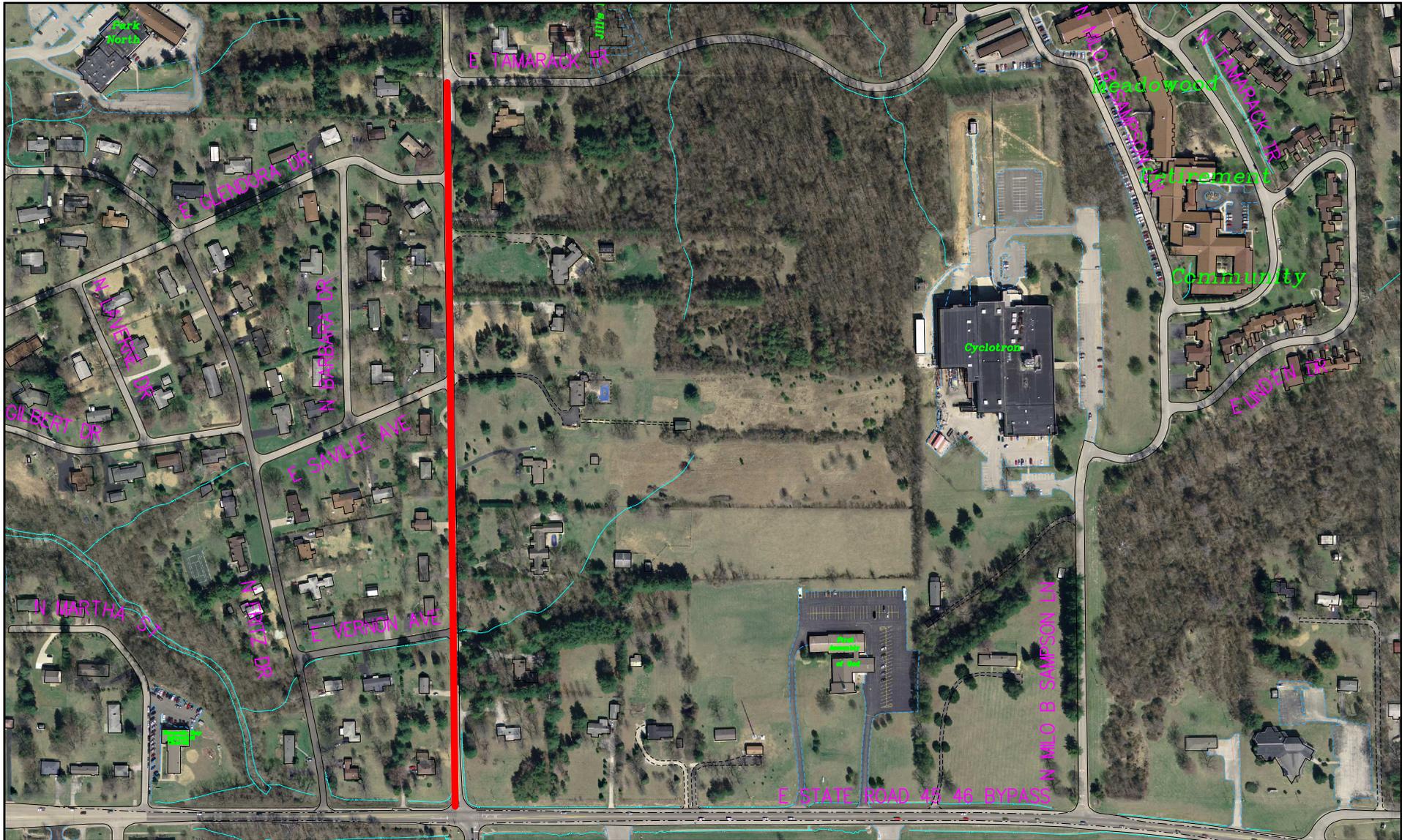
For reference only; map information NOT warranted.



City of Bloomington
Clerk & Council



Scale: 1" = 120'



2009 Council Sidewalk Committee

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

By: fallsm

7 Oct 08



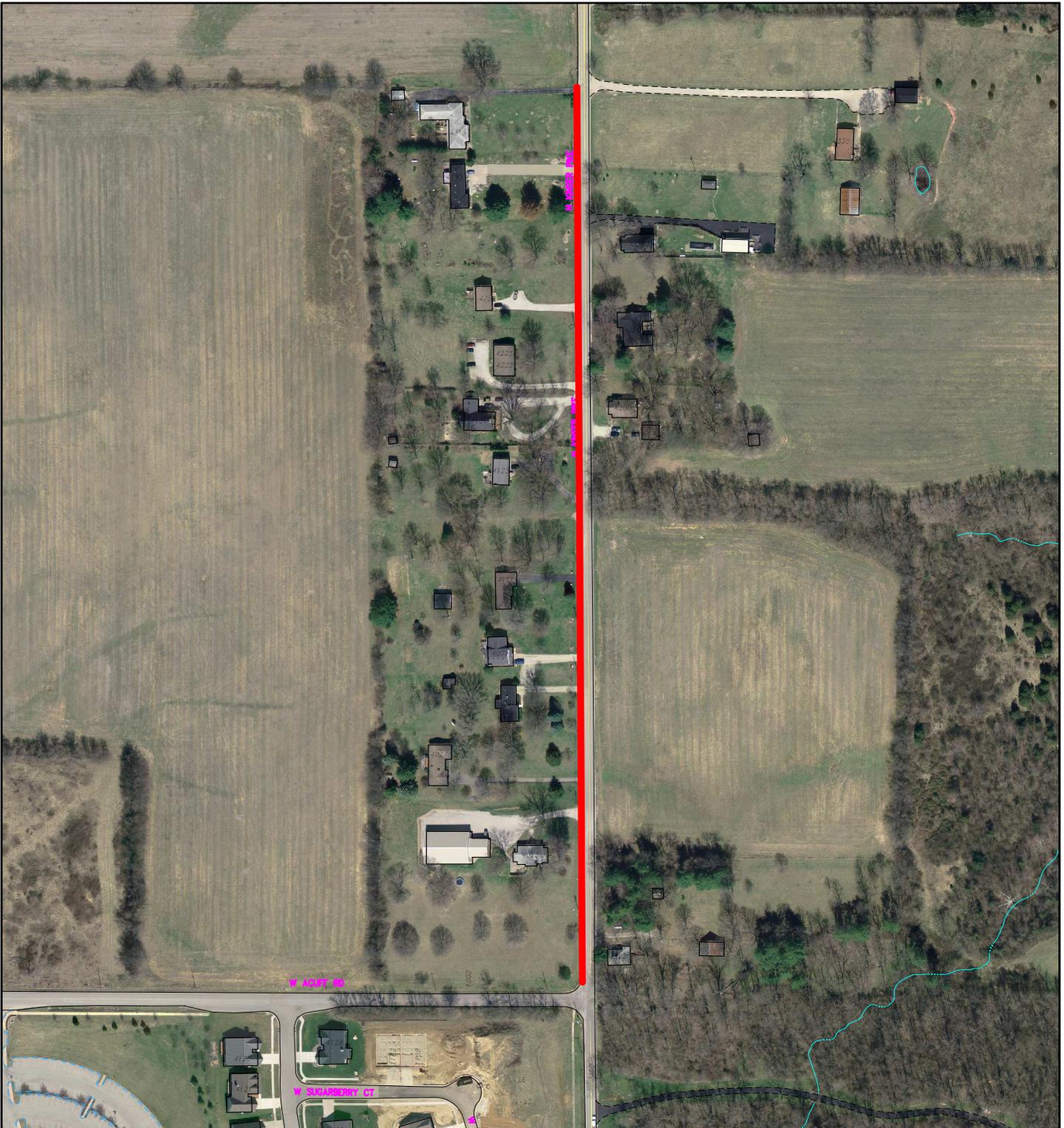
For reference only; map information NOT warranted.



City of Bloomington
Clerk & Council



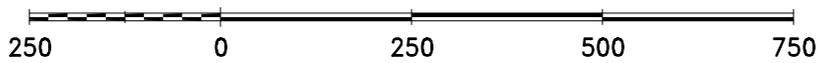
Scale: 1" = 400'



2009 Council Sidewalk Committee

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

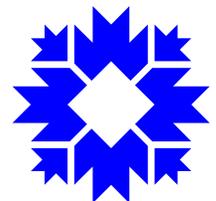
By: fallsm
7 Oct 08



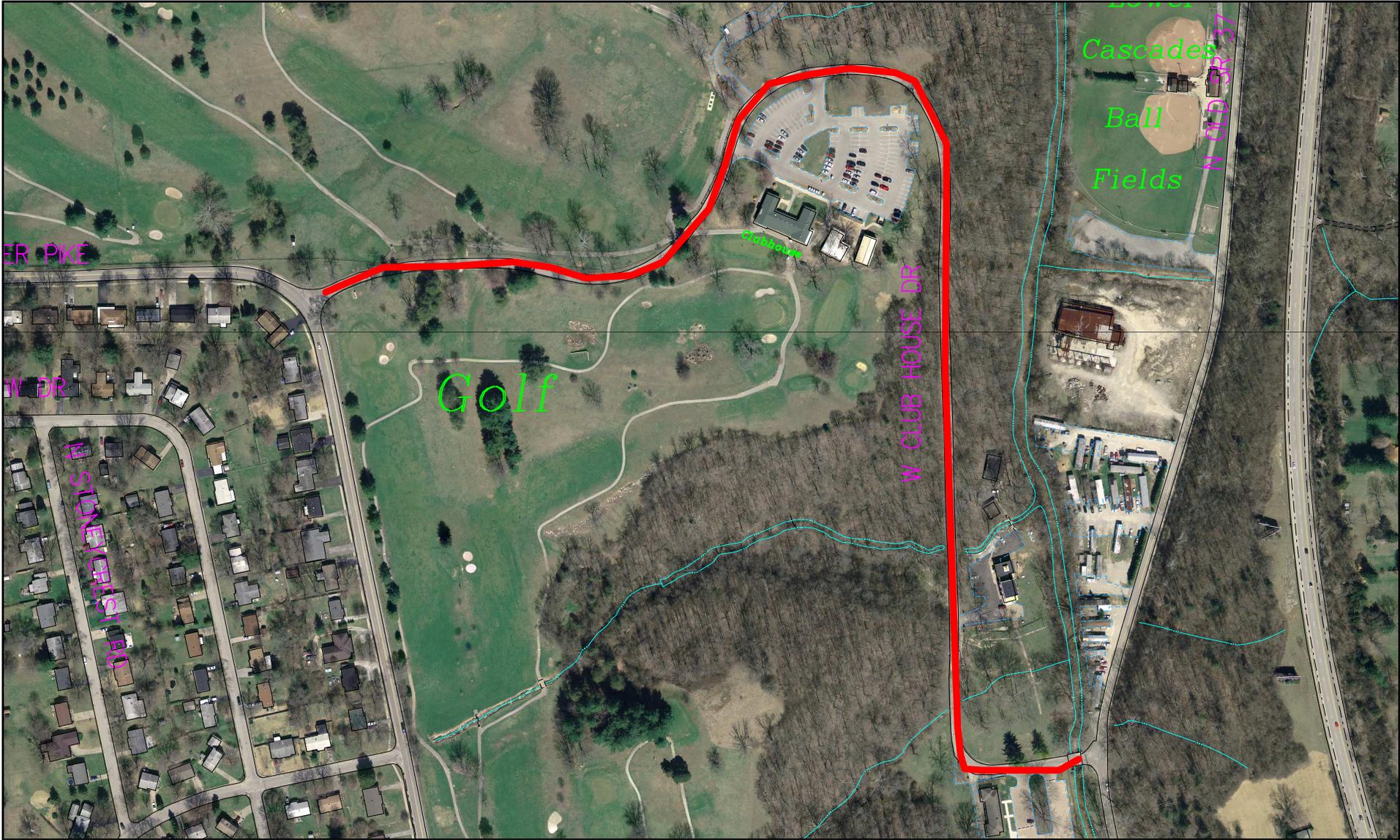
For reference only; map information NOT warranted.



City of Bloomington
Clerk & Council



Scale: 1" = 250'



2009 Council Sidewalk Committee
Brad Wisler's request for sidewalks on both sides of Club House Drive

By: fallsm
6 Oct 08



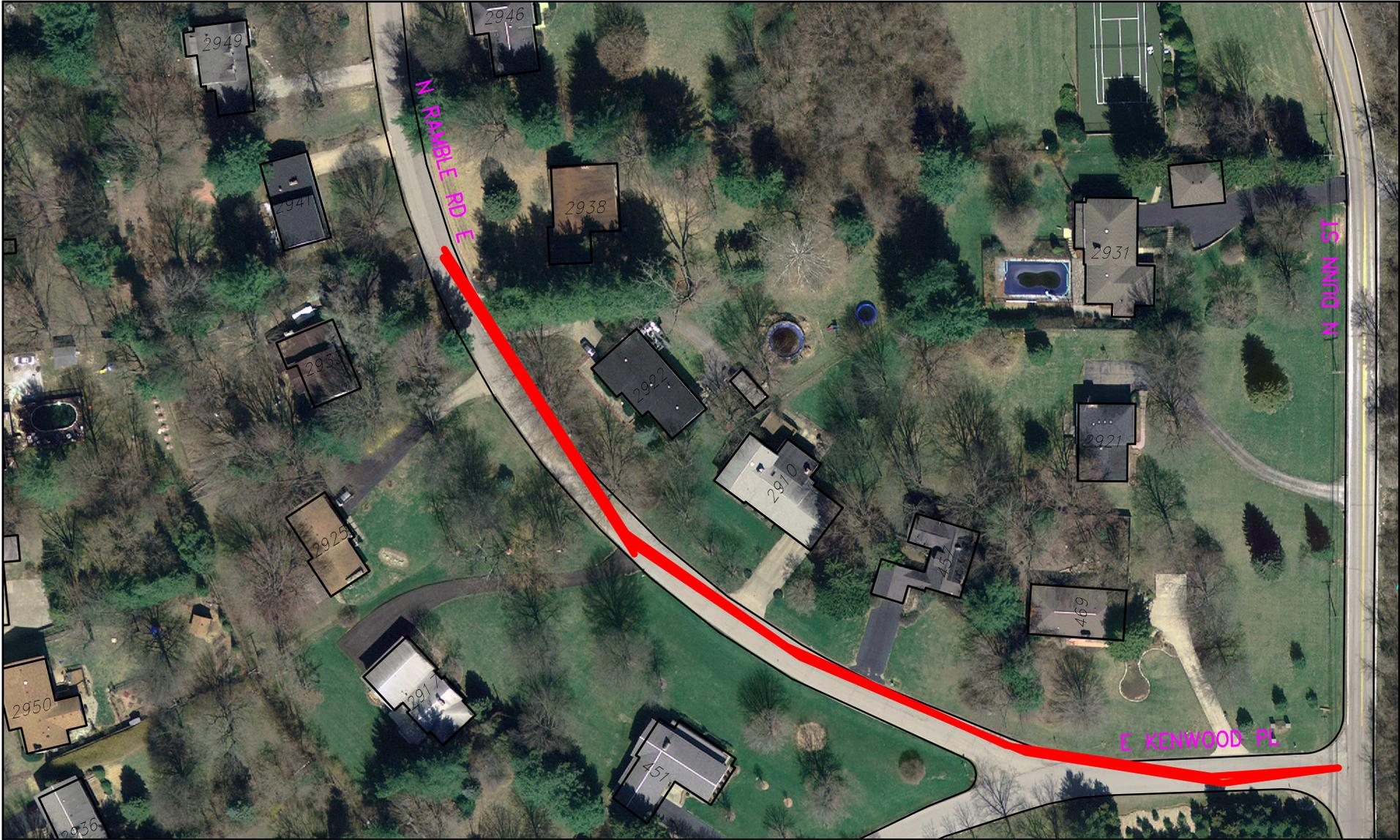
For reference only; map information NOT warranted.



City of Bloomington
Clerk & Council

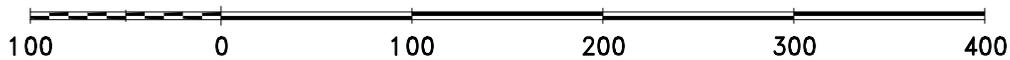


Scale: 1" = 300'



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

By: fallsm
3 Oct 08



For reference only; map information NOT warranted.



City of Bloomington
Clerk & Council



Scale: 1" = 100'

Appendix Five – New Requests

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

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

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

Materials

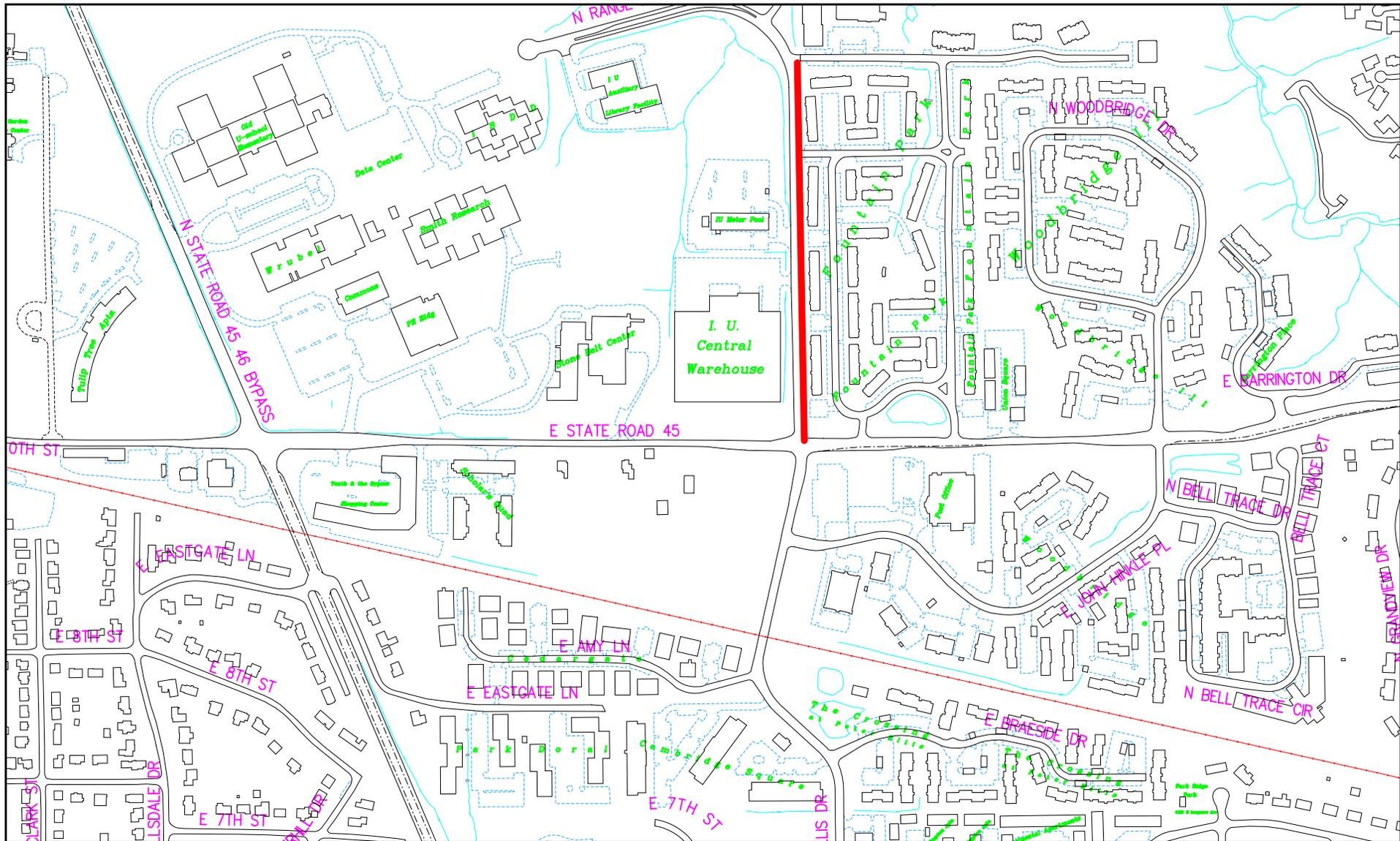
Citizen Requests – *enclosed*

1. Range Road from 10th Street to City Limits (westside)
- Joanne Henriot, 1006 S. Palmer (jhenriot@indiana.edu)
Rationale: Nearby residents and employees of I.U. use this road and will do so more in the future.

Council Member Requests – *enclosed*

1. 14th Street between Woodburn and Rogers Street (whichever side works best)
- Councilmember Piedmont-Smith
Rationale: Neighbors spoke-out at the Plan Commission in May in regard to a residential development project at the SW corner of College and 14th Street. One concern was lack of sidewalks on the aforementioned block and the likelihood of the new residents wanting to walk in that direction.

Maps - *enclosed*



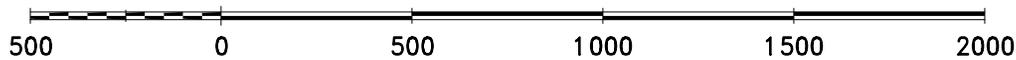
Council Sidewalk Committee – Sidewalk Proposal – 2010

Range Road from 10th North to City Limits

Joanne Henriot

By: shermand

27 Oct 09



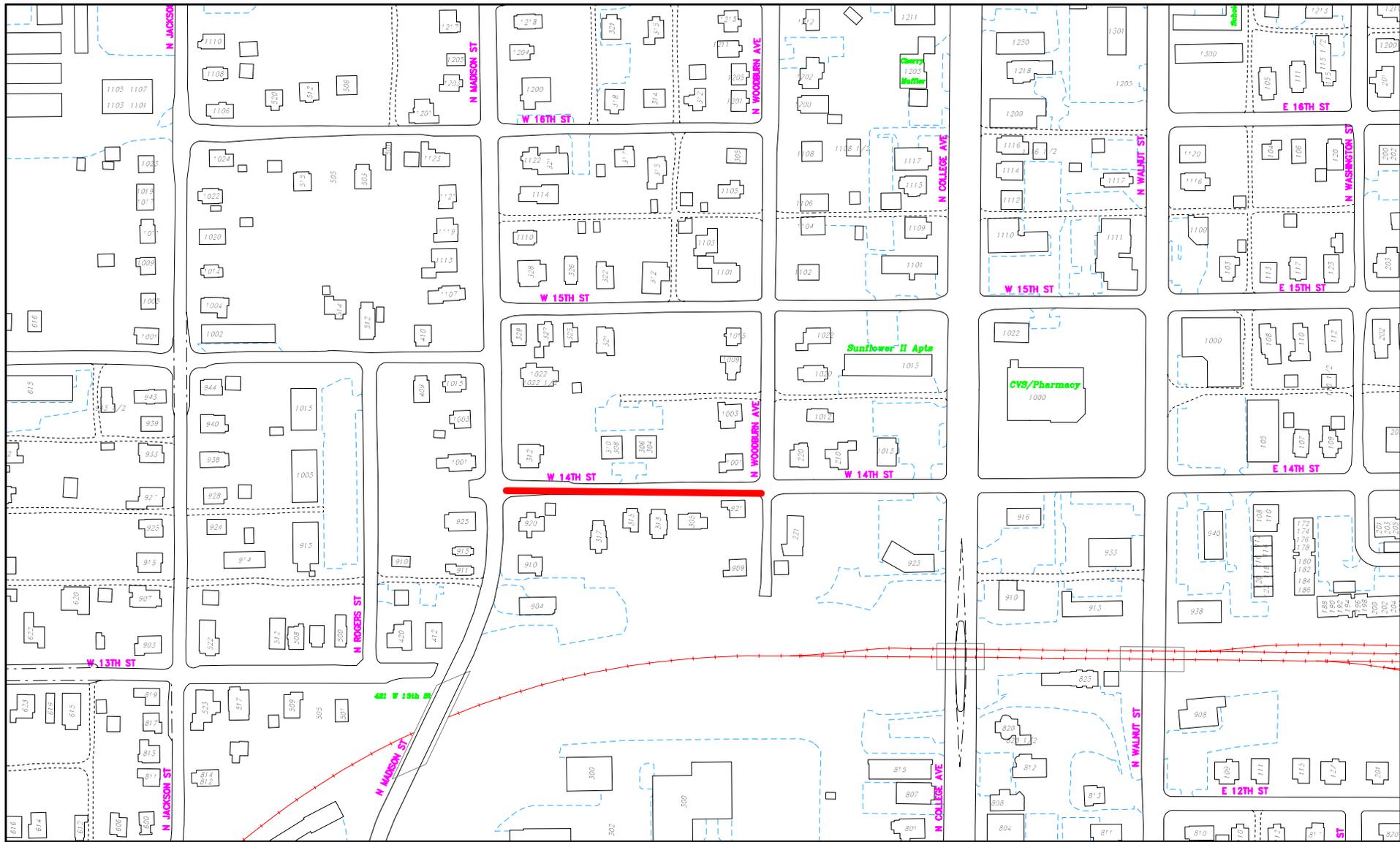
For reference only; map information NOT warranted.



City of Bloomington
Clerk & Council

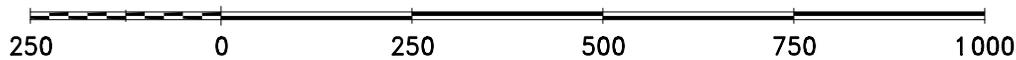


Scale: 1" = 500'



Council Sidewalk Committee – Sidewalk Proposal – 2010
 W. 14th Street from Woodburn to Rogers Street (either side)
 Council Piedmont-Smith (as a result of a Plan Commission discussion)

By: shermand
 27 Oct 09
 File: LL



For reference only; map information NOT warranted.



City of Bloomington
 Clerk & Council



Scale: 1" = 250'

Appendix Six - Other Sidewalk Projects

Resources Materials

2009 Sidewalk Inventory (Scott Robinson) – *Enclosed*

Map of:

- existing sidewalks (orange)
- projects completed or discovered in 2009 (green/orange); and
- recent Council Sidewalk Committee projects (green)

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

Memo and Maps

HAND Projects (Bob Woolford) - *Enclosed*

Memo and maps

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

- Repairs with Federal Stimulus Funds – *Enclosed*
- Memo and material - *Forthcoming*

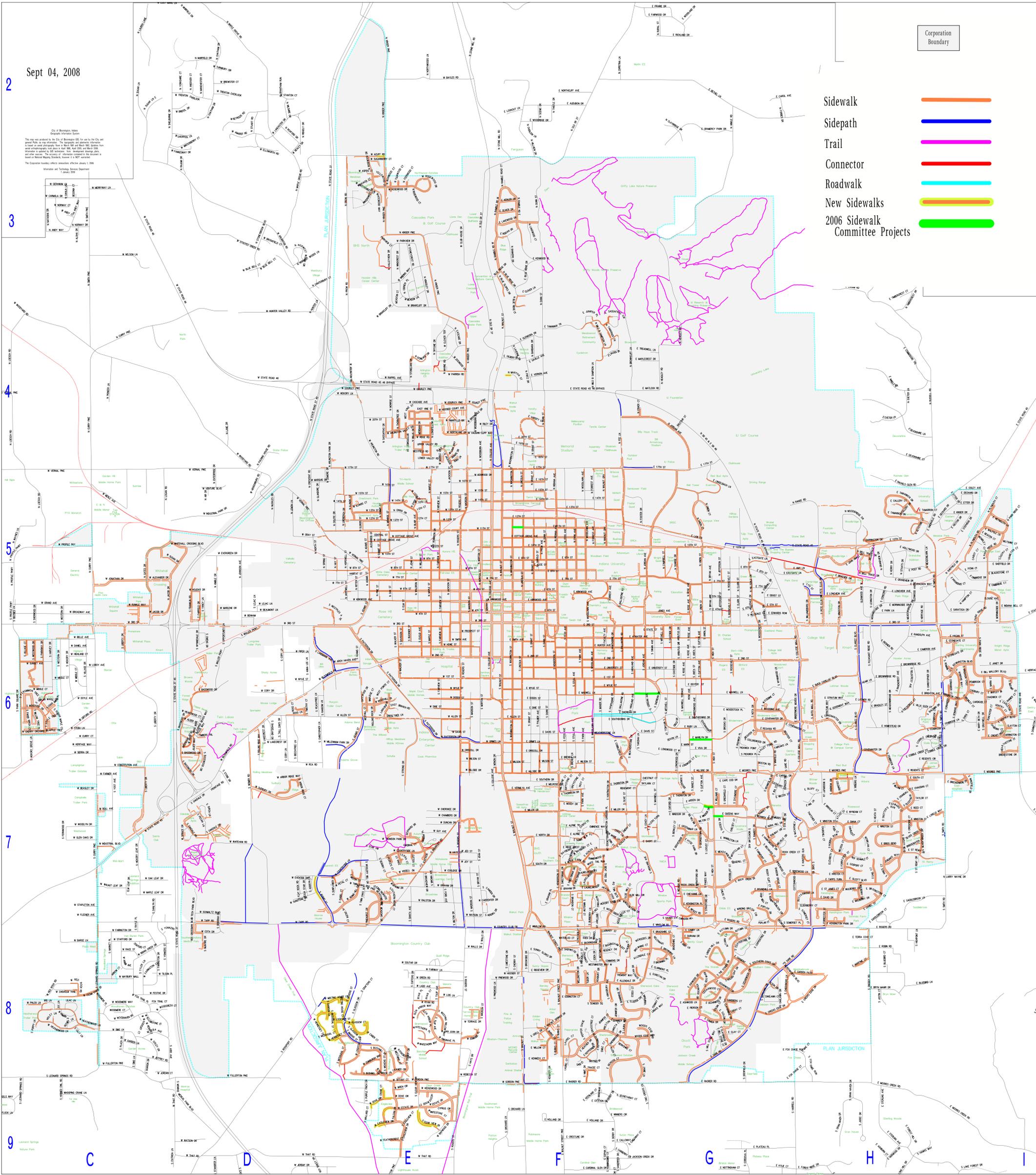


Sept 04, 2008

City of Bloomington, Indiana
 Geographic Information System
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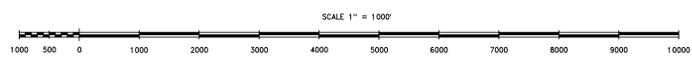
Corporation Boundary

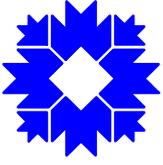
- Sidewalk
- Sidepath
- Trail
- Connector
- Roadwalk
- New Sidewalks
- 2006 Sidewalk Committee Projects



Bloomington Geographic Information System

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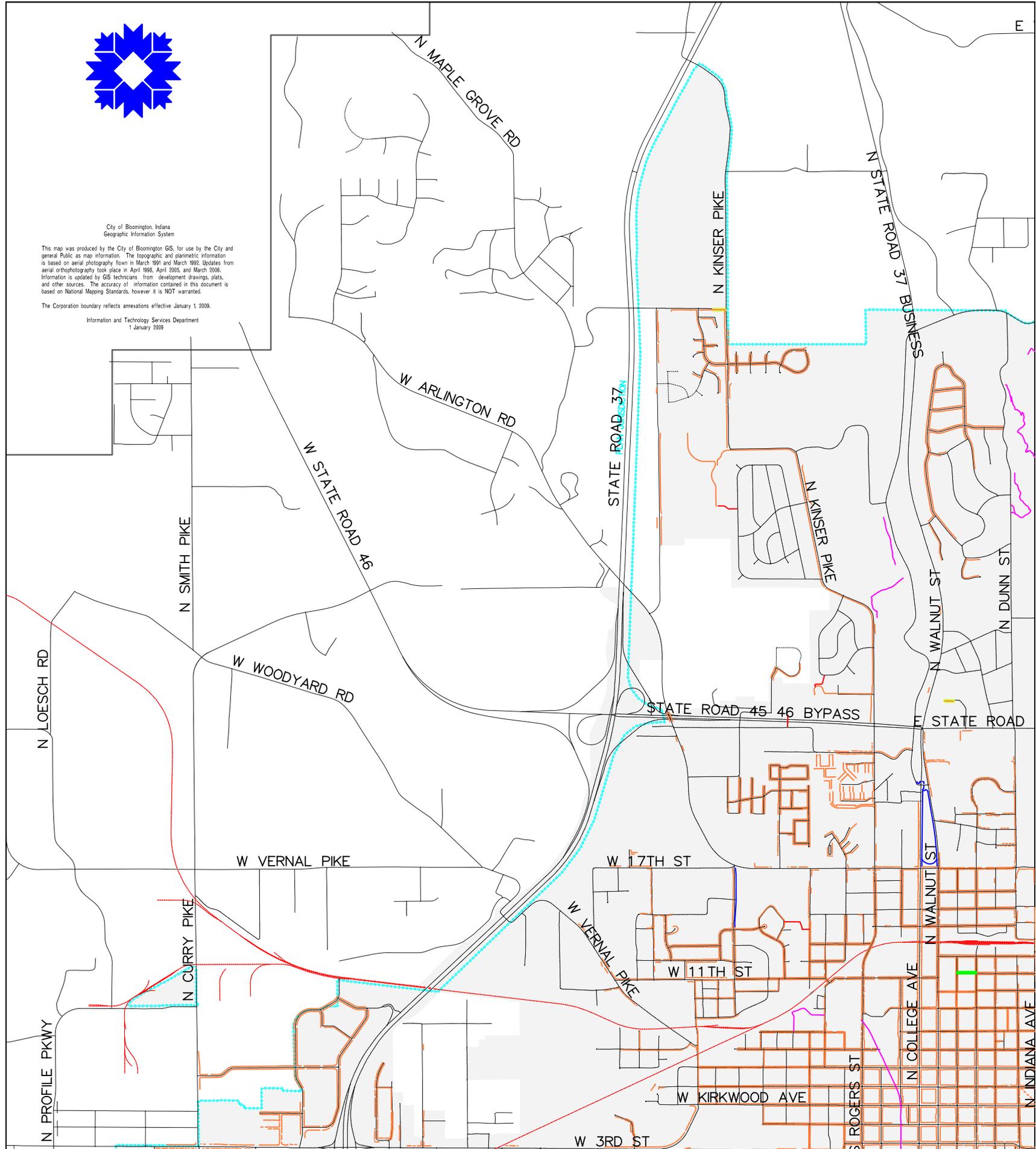


City of Bloomington, Indiana
Geographic Information System

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, and March 2006. Information is updated by GIS technicians from development drawings, plats, and other sources. The accuracy of information contained in this document is based on National Mapping Standards, however it is NOT warranted.

The Corporation boundary reflects annexations effective January 1, 2009.

Information and Technology Services Department
1 January 2009

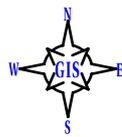


E WHISNAND RD

E BETHEL LN

N OLD SR 37

N HINKLE RD



Corporation Boundary

- Sidewalk 
- Sidepath 
- Trail 
- Connector 
- Roadwalk 
- New Sidewalks 
- 2006 Sidewalk Committee Projects 

N DUNN ST

ROAD 45 46 BYPASS

N FEE LN

STATE ROAD 45 46 BYPASS

E 17TH ST

N JORDAN AVE

N RUSSELL RD

E STATE ROAD 45

N INDIANA AVE

E 7TH ST

E 10TH ST

E 10TH ST

N UNION ST

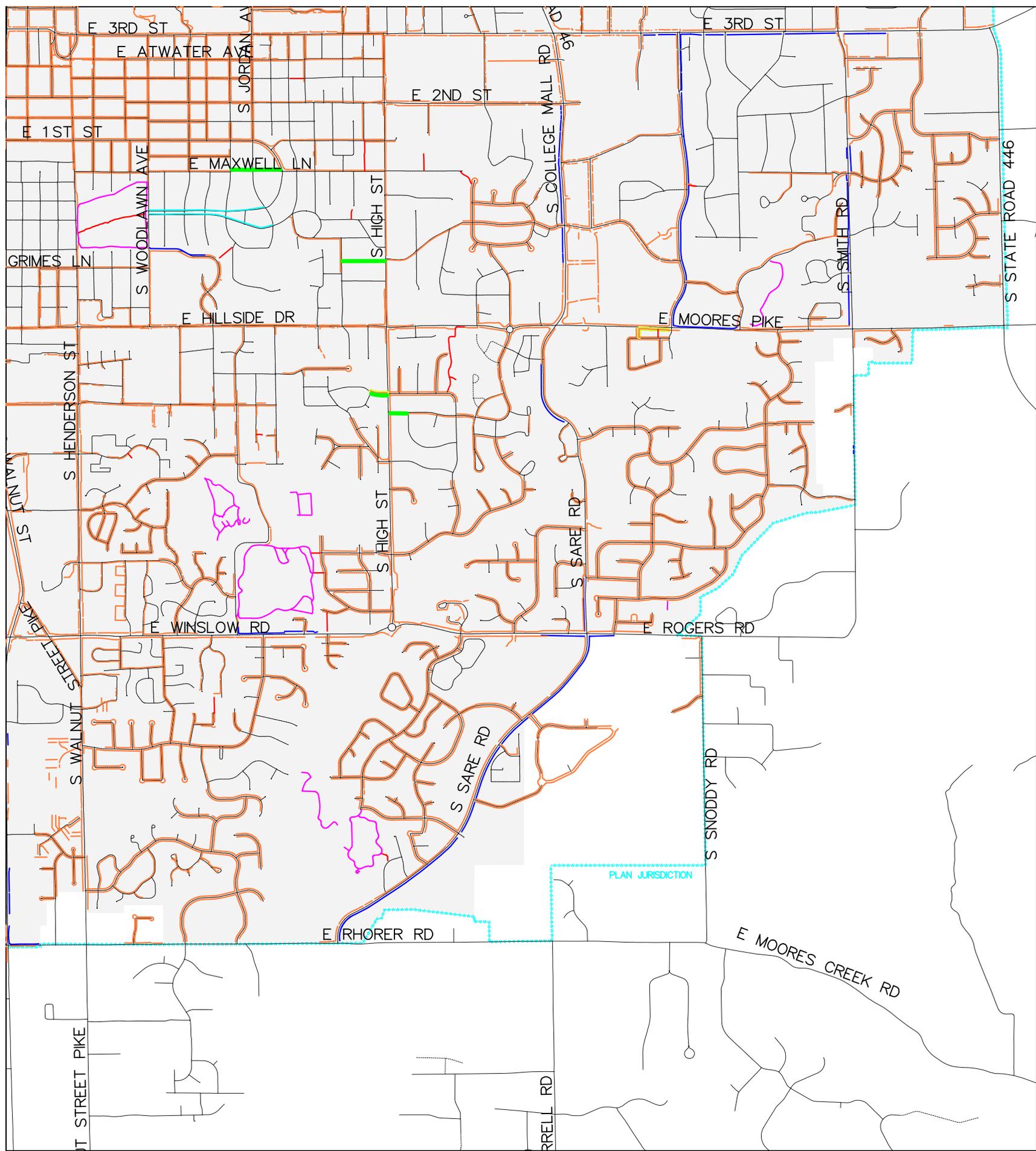
N STATE ROAD 46

N SMITH RD

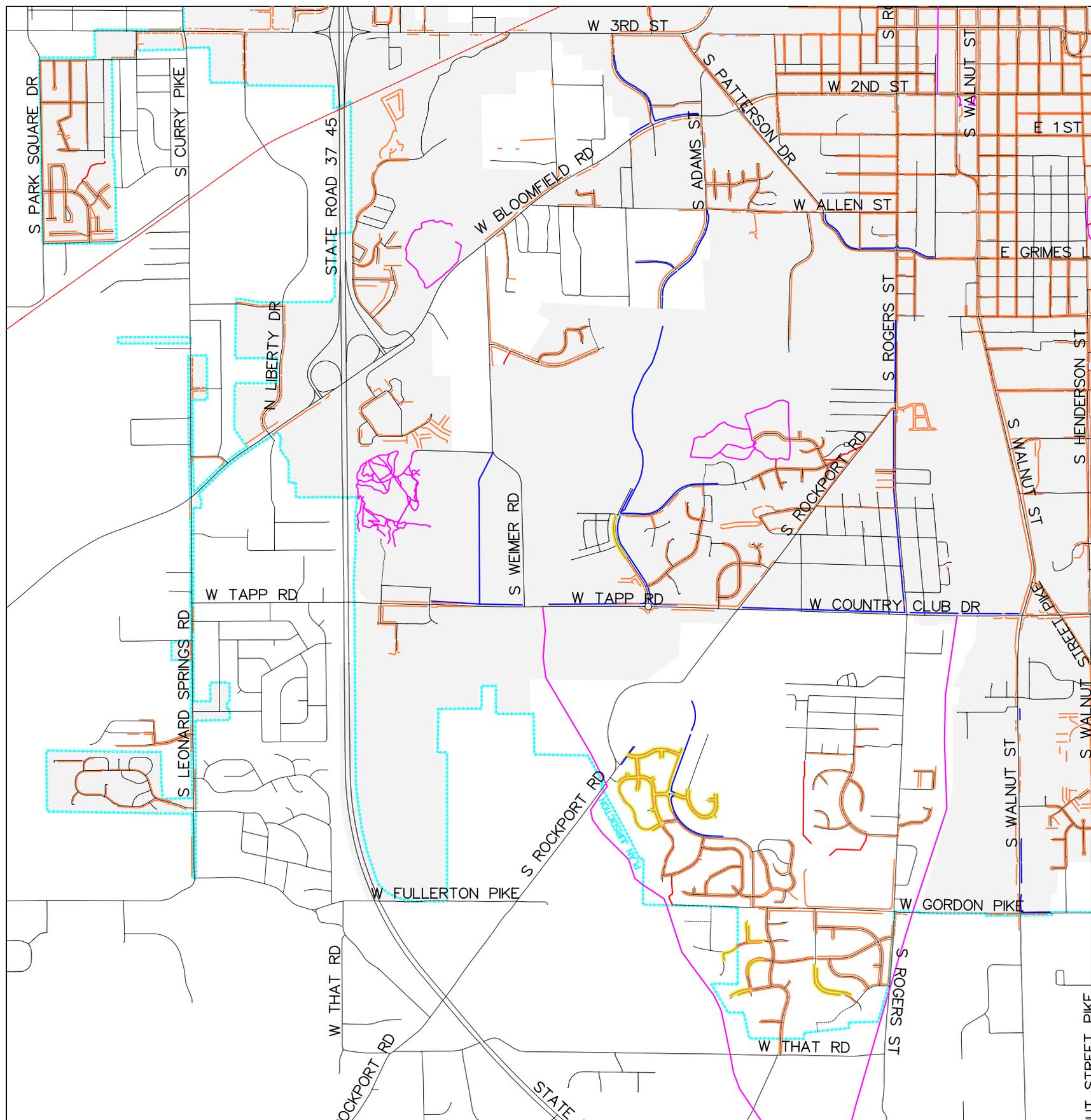
E 3RD ST

E 3RD ST

E STATE ROAD 45



2009 Sidewalk Inventory



Bloomington Geographic Information System

Recent and Planned Bloomington Parks and Recreation Bicycle and Pedestrian Facility Projects (2009-2010)

B-Line Trail

Phase 1 of the B-line trail, which was constructed on 6/10ths of a mile of former rail corridor between Rogers St. south to 2nd St, was completed in the spring of 2009.

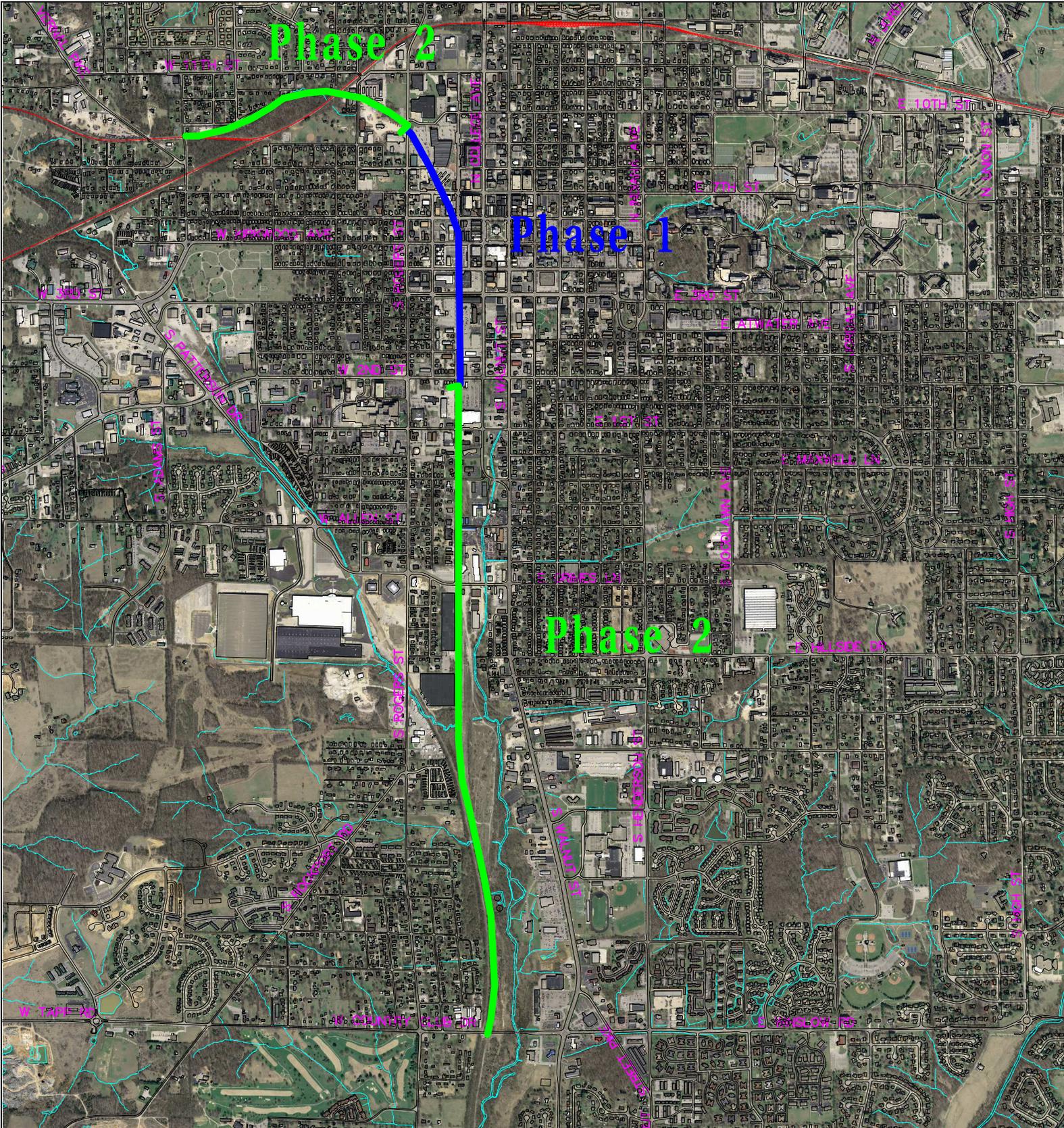
Funding for the second phase of the trail has been secured from a variety of local, state and federal sources. Phase 2 is designed from Rogers St. west to Adams St., and from 2nd St. south to Country Club Rd. It is hoped the project will be let by INDOT in December.

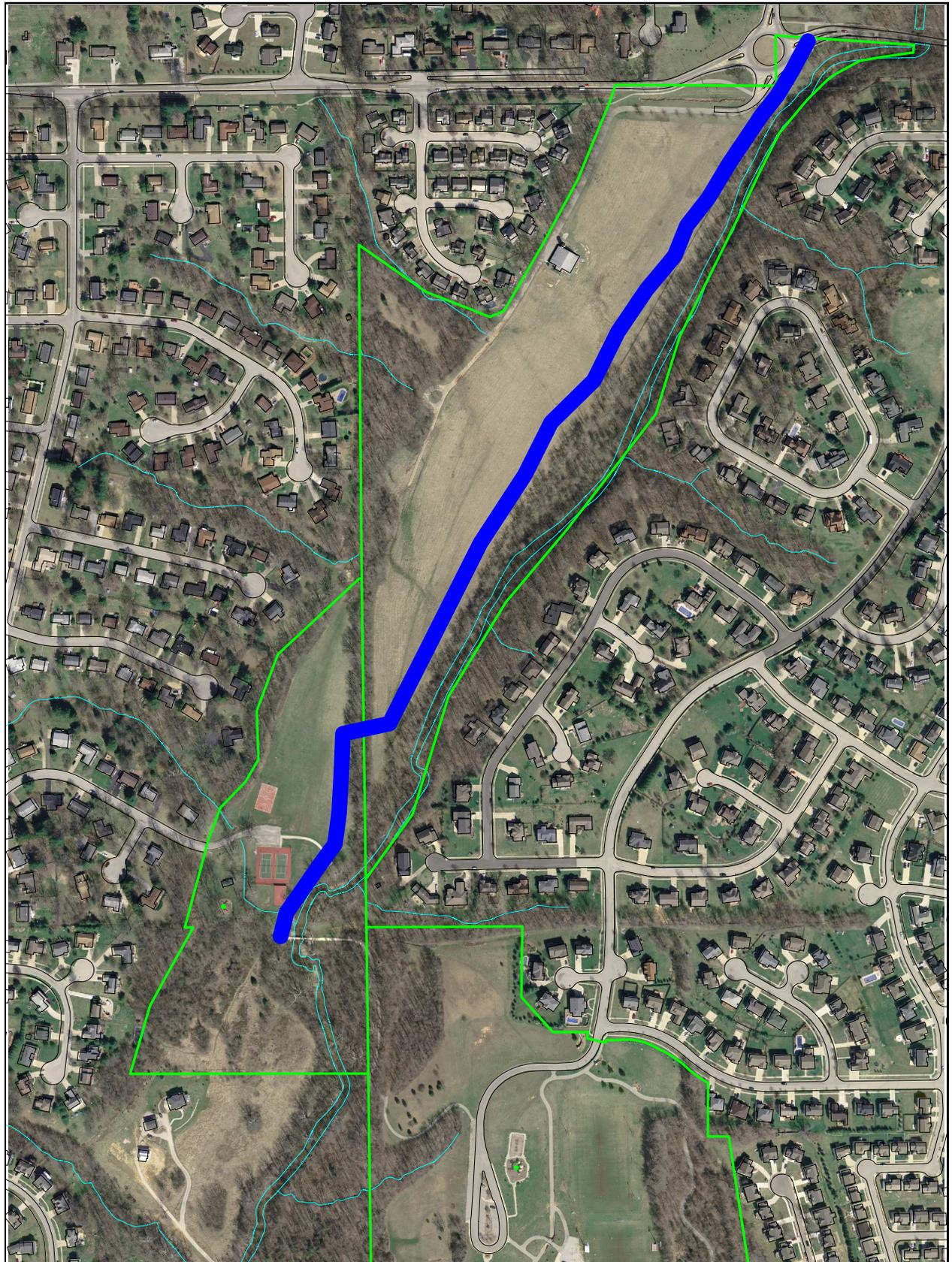
Jackson Creek Trail

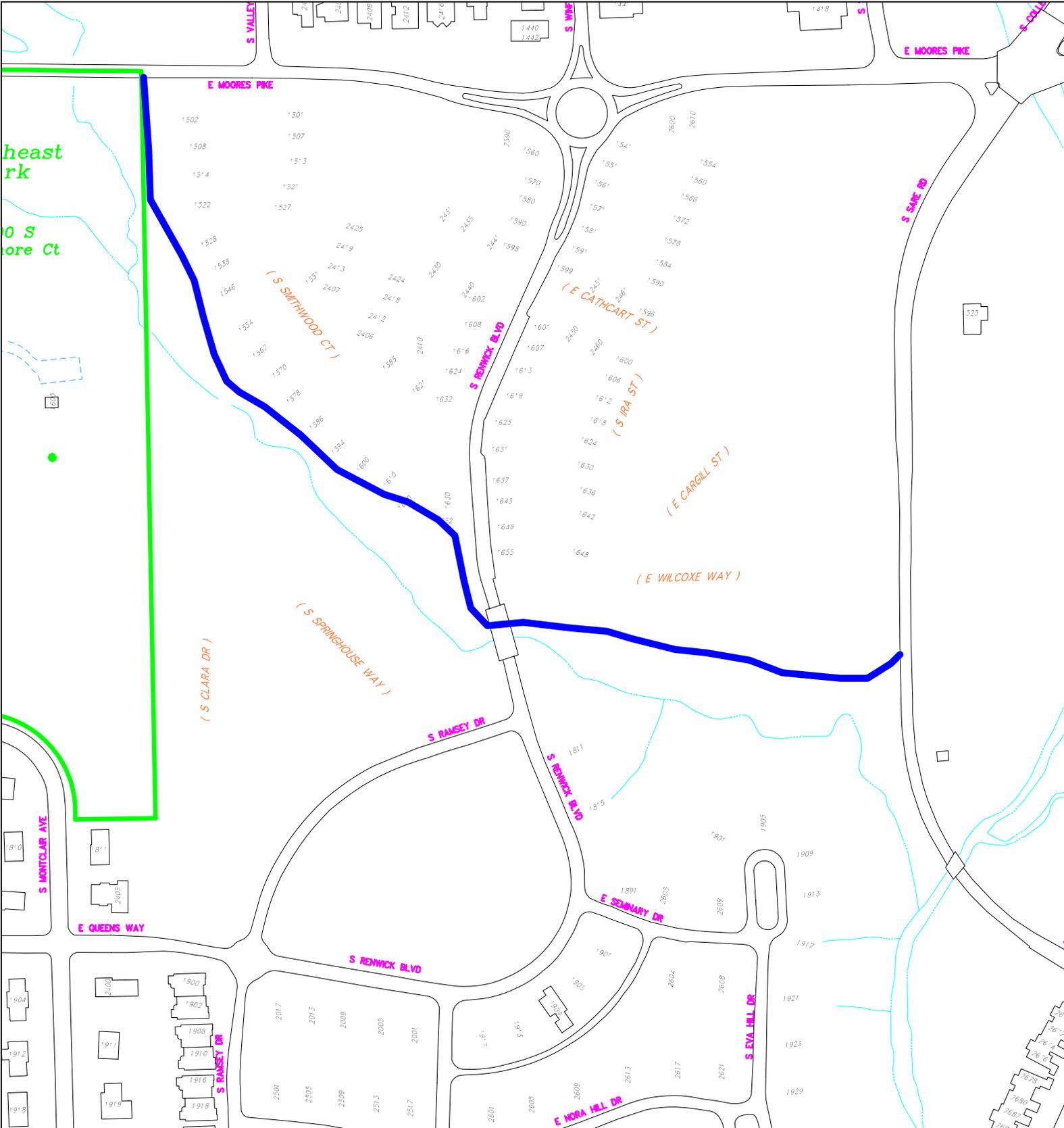
Phase 1 of the Jackson Creek Trail, which will extend north from Sherwood Oaks Park to the High St. and Rogers Rd roundabout, has been designed and is eligible for American Recovery and Reinvestment Act construction funds. It is hoped the project will be let by INDOT in December. A separate leg of the JCT has been constructed within the Renwick development between Sare Rd. and Southeast Park. The trail, which parallels a wooded tributary of Jackson Creek, is 8 feet wide. A small parking lot has also been built where the trail meets Moore's Pike, at the northeast corner of Southeast Park.

Cascades Trail

The Cascades Trail, which will consist of two legs linking 3 parks and Bloomington North High School, is under design. The main trail will extend north from Miller-Showers Park, through Lower Cascades Park and on to the Griffy Lake Nature Preserve along Old SR 37 and Dunn St.. The west leg will follow Clubhouse Dr., paralleling the Cascades Golf Course and continuing beyond the BHSN entrance to Acuff Rd.







theast
rk
0 S
ore Ct

S MONTCLAR AVE

1904
1912
1918
2400
1911
1910
1908
1916
1915
1919

E QUEENS WAY

(S CLARA DR)

E MOORES PIKE

1502
1507
1508
1514
1521
1522
1527
1528
1538
1546
1554
1558
1570
1578
1586
1594
1600
1608
1616
1624
1632
1637
1643
1649
1655

(S SMITHWOOD CT)

(S SPRINGHOUSE WAY)

S RAMSEY DR

S RENWICK BLVD

2017
2013
2009
2005
2001
2501
2505
2509
2513
2517

S RENWICK BLVD

1901
1905
1912
2601
2605
2609
2613
2617
2621

E NORA HILL DR

E SEMINARY DR

S RENWICK BLVD

(E CATHCART ST)

(S IRA ST)

(E CARGILL ST)

(E WILCOXE WAY)

S RENWICK BLVD

E NORA HILL DR

S EVA HILL DR

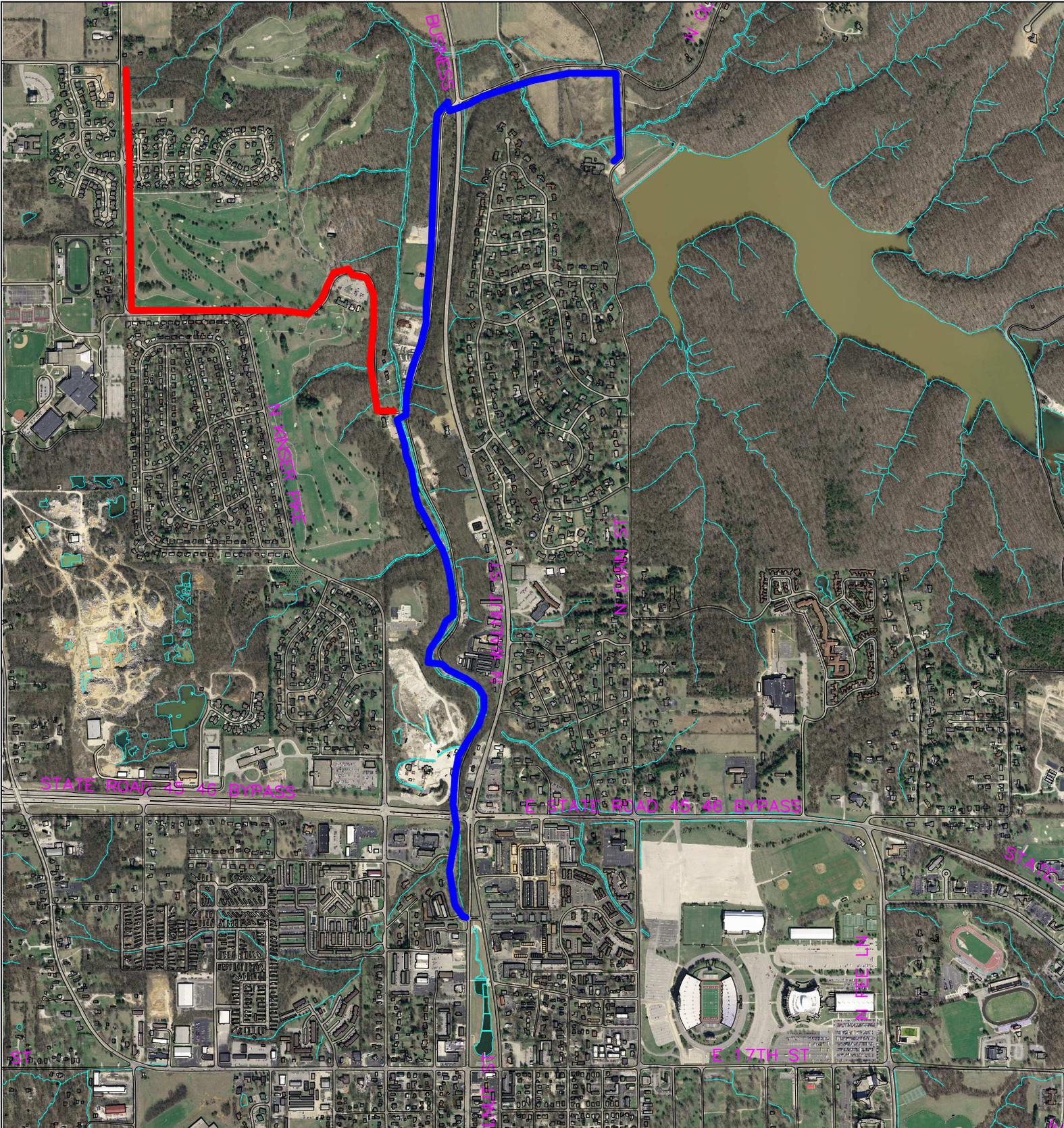
1801
1805
1901
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1925
1929

S SAGE RD

E MOORES PIKE

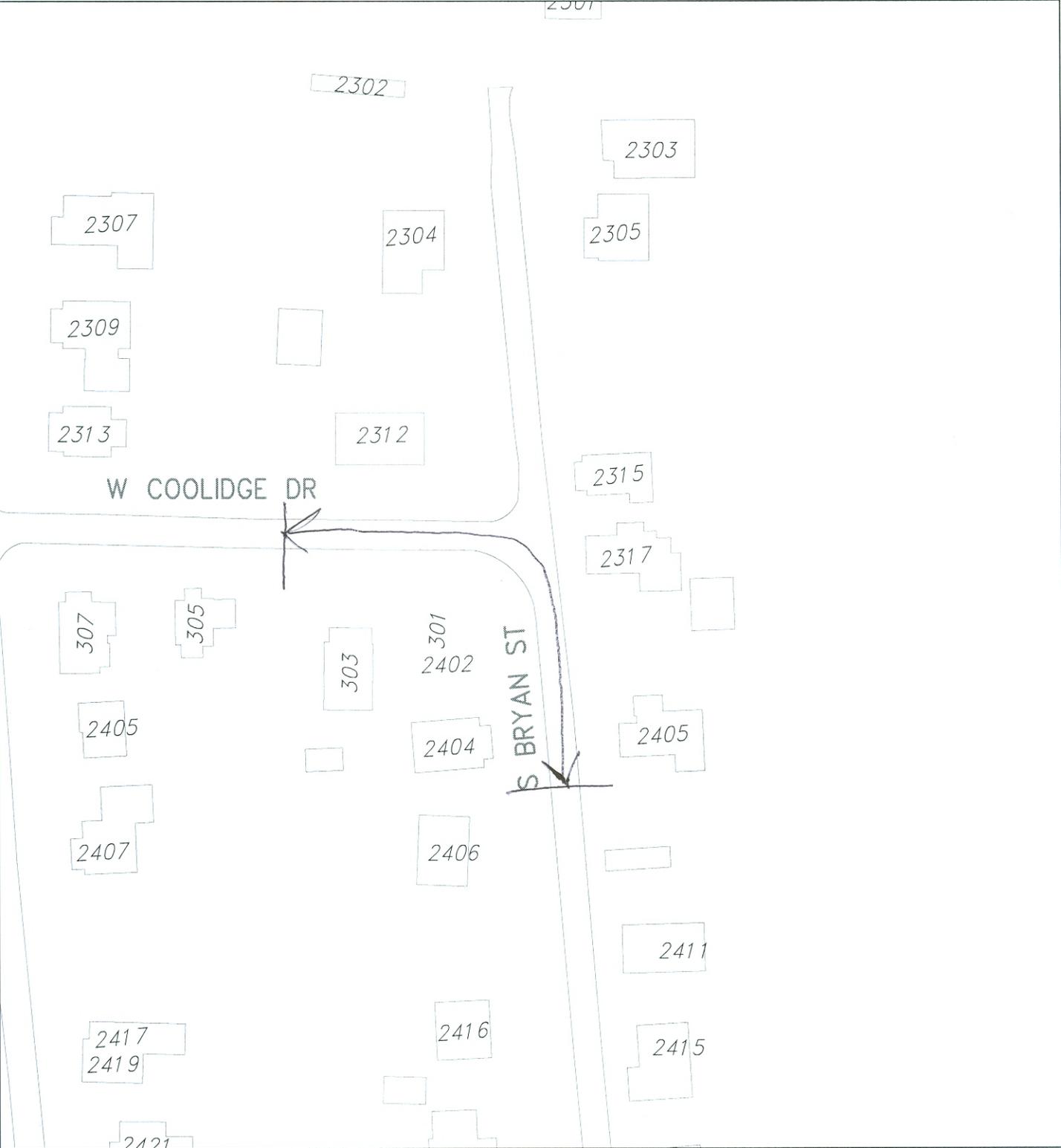
325

2634
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2694



HAND Projects

- **Coolidge Drive & South Bryan Street (SW corner)**
(Completed)
- **7th (East of Rogers Street) (2009-2010 WPA Restoration Project – may include ramps on 3 corners)**
- **Country Club (East from Rockport Road to ~ 300 feet West of Milton Drive) (Scheduled for 2010)**
- **North Maple – 11th to 15th Street**
(Possible 2010 Project)

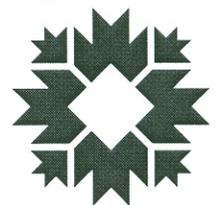


COMPLETED

By: woolforr
22 Oct 09



City of Bloomington
Housing & Neighborhood



Scale: 1" = 80'

For reference only; map information NOT warranted.

Baptist

N ROGERS

500

314
312

308

Bethel AME
302

Johnso



220
218

415

216

214

405
401
217

209

211

420

414

408

404
402

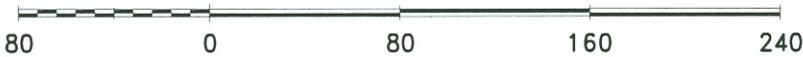
2009 - 2010

WPA RESTORATION PROJECT

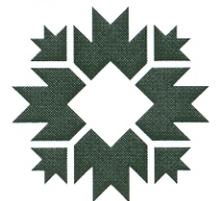
MAY INCLUDE RAMPS 3 CORNERS

By: woolforr

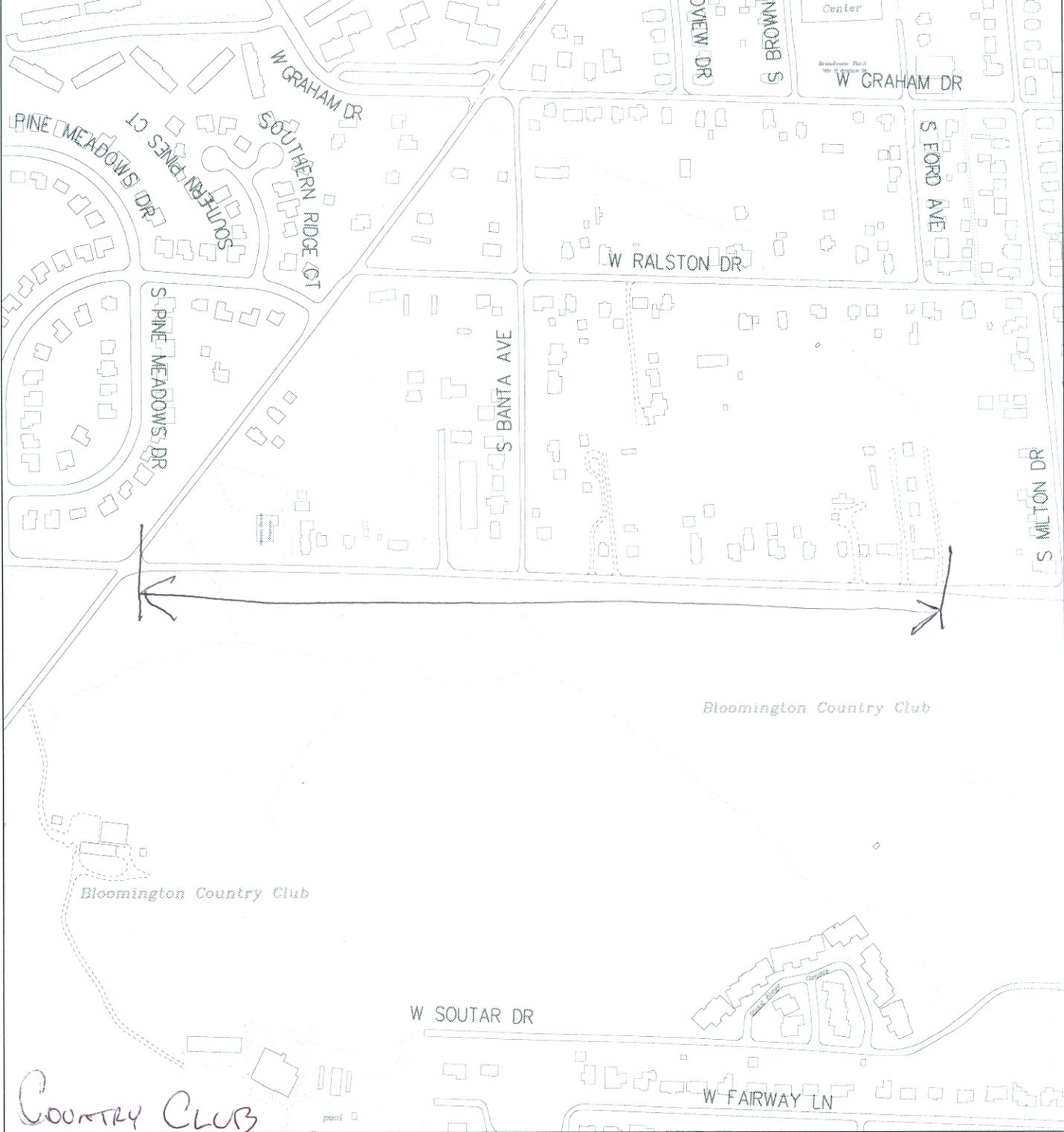
22 Oct 09



City of Bloomington
Housing & Neighborhood



Scale: 1" = 80'



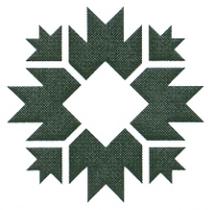
COUNTRY CLUB

SIDE PATH
2010

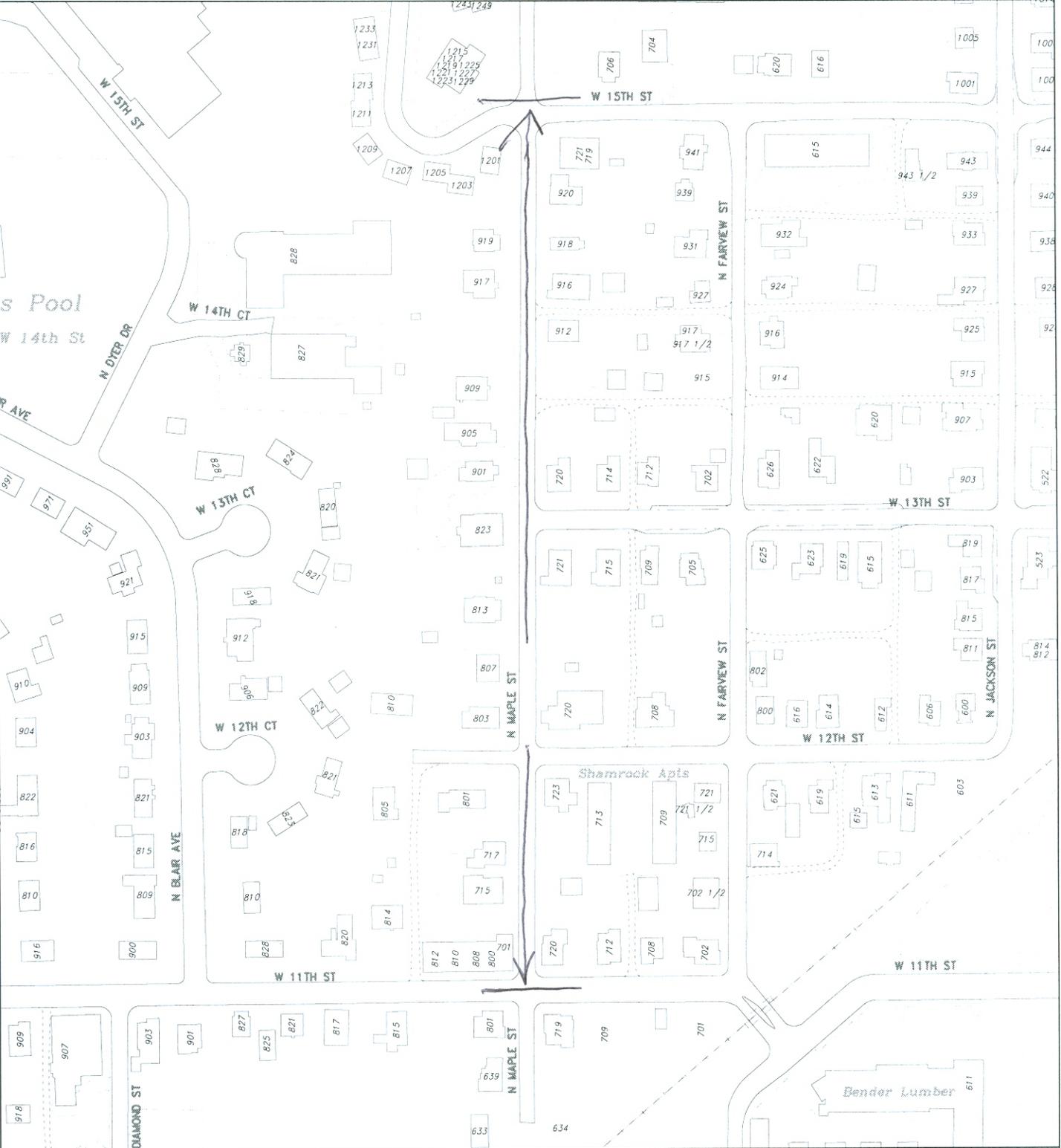
By: woolferr
22 Oct 09



City of Bloomington
Housing & Neighborhood



Scale: 1" = 400'

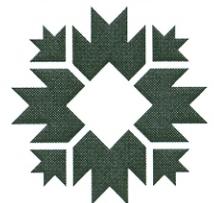


Possible 2010 Project

By: woolforr
22 Oct 09



City of Bloomington
Housing & Neighborhood



Scale: 1" = 200'

For reference only; map information NOT warranted.

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

**(Justin Wykoff) – Memo and material
*(forthcoming)***

**Sidewalk Repairs with Federal Stimulus
*(enclosed)***

Sidewalk Stimulus Project

Route	Description	Side	Type	Linear	ft	# Ramps
<i>E 17th St</i>	E 17TH FROM N LINCOLN ST TO N GRANT ST	E	Monolithic	313	ft	2
<i>W 14th St</i>	W 14TH ST FROM N COLLEGE AVE TO N WALNUT ST	S	Sidewalk	276	ft	2
<i>12th St</i>	W 12TH ST FROM N MAPLE ST TO N FAIRVIEW ST	S	Sidewalk	255	ft	2
<i>9th St</i>	E 9TH ST FROM N GRANT ST TO N PROW AVE	N	Monolithic	200	ft	2
<i>9th St</i>	E 9TH ST FROM N HAROLD ST TO N DUNN ST	S	Monolithic	232	ft	2
<i>8th St</i>	W 8TH ST FROM N MAPLE ST TO N FAIRVIEW ST	S	Sidewalk	247	ft	2
<i>6th St</i>	W 6TH ST FROM N ADAMS ST TO N PINE ST	N	Monolithic	296	ft	2
<i>Allen St</i>	E ALLEN ST FROM S WALNUT ST TO S WASHINGTON ST	N	Monolithic	293	ft	2
<i>Allen St</i>	E ALLEN ST FROM S WASHINGTON ST TO S LINCOLN ST	S	Monolithic	276	ft	2
<i>Atwater Ave</i>	E ATWATER AVE FROM S HAWTHORNE DR TO S BALLANTINE RD	S	Sidewalk	260	ft	2
<i>Fess Ave</i>	N FESS AVE FROM E 9TH ST TO E 10TH ST	W	Sidewalk	400	ft	2
<i>Fess Ave</i>	N FESS AVE FROM E 1ST ST TO E UNIVERSITY ST	W	Sidewalk	339	ft	2
<i>Grant St</i>	N GRANT ST FROM E 8TH ST TO E ALICE ST	E	Monolithic	127	ft	2
<i>Grant St</i>	N GRANT ST FROM E 9TH ST TO E 10TH ST	W	Monolithic	402	ft	2
<i>Highland Ave</i>	S HIGHLAND AVE FROM E HUNTER AVE TO E ATWATER AVE	W	Monolithic	281	ft	2
<i>Indiana Ave</i>	N INDIANA AVE FROM E 14TH ST TO E 15TH ST	E	Sidewalk	276	ft	2
<i>Jackson St</i>	N JACKSON ST FROM W 13TH ST TO W 15TH ST	E	Sidewalk	514	ft	2
<i>Lincoln St</i>	N LINCOLN ST FROM E 8TH ST TO E 9TH ST	E	Sidewalk	308	ft	2
<i>Lincoln St</i>	N LINCOLN ST FROM E 11TH ST TO E 12TH ST	W	Monolithic	276	ft	2
<i>Lincoln St</i>	N LINCOLN ST FROM E 16TH ST TO E 17TH ST	W	Sidewalk	395	ft	2
<i>Lincoln St</i>	N LINCOLN ST FROM E 16TH ST TO E 17TH ST	E	Sidewalk	395	ft	2
<i>University St</i>	E UNIVERSITY ST FROM S HENDERSON ST TO S FESS AVE	N	Sidewalk	323	ft	2
<i>University St</i>	E UNIVERSITY ST FROM S HENDERSON ST TO S FESS AVE	S	Sidewalk	315	ft	2
<i>Washington St</i>	N WASHINGTON ST FROM E COTTAGE GRV TO E 11TH ST	E	Monolithic	312	ft	2
Totals				7,311	ft	48

Appendix Seven - Schedule for 2010

The Committee 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. This coversheet and calendar are intended to help you schedule the remaining meetings of the Committee and action by the Council.

Typical Next Steps in the Deliberations

<u>Action</u>	<u>Proposed Completion Date</u>
Evaluating previously considered projects	Early November
Selecting projects for more recent or additional estimates and further consideration	Mid – Late November
Reviewing projects along with estimates	Late November or early December <i>(depending upon the work involved in preparing estimates)</i>
Recommending allocation of funds	Mid-December or early January <i>(depending upon dates for final bid amounts and the encumbering of funds)</i>
Approving Schedule for 2010 projects	<i>Same as above</i>

Discussion

Chair

Material

City Calendar for November through January - *enclosed*

December 2009

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday																																																								
<table border="1"> <thead> <tr> <th colspan="7">Nov 2009</th> </tr> <tr> <th>S</th> <th>M</th> <th>T</th> <th>W</th> <th>T</th> <th>F</th> <th>S</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> <td>5</td> <td>6</td> <td>7</td> </tr> <tr> <td>8</td> <td>9</td> <td>10</td> <td>11</td> <td>12</td> <td>13</td> <td>14</td> </tr> <tr> <td>15</td> <td>16</td> <td>17</td> <td>18</td> <td>19</td> <td>20</td> <td>21</td> </tr> <tr> <td>22</td> <td>23</td> <td>24</td> <td>25</td> <td>26</td> <td>27</td> <td>28</td> </tr> <tr> <td>29</td> <td>30</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>		Nov 2009							S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30						1 5:30 PM BPTC, Transit 7:30 PM Tele, Chambers	2 12:00 PM BUEA, McCloskey 2:00 PM HO, Kelly 4:00 PM IRAC, Allison 5:30 PM CHLA, McCloskey 7:30 PM CCL/RS, Chambers	3 11:30 AM SWMD, Courthouse 4:00 PM BDUAC, McCloskey 5:30 PM CSW, McCloskey	4 Payday	5							
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29	30																																																													
6	7 4:30 PM Plat, Hooker 5:00 PM FMAC, Parks 5:00 PM RC, McCloskey 5:00 PM USB, Utilities 5:30 PM BPSC-WS, Hooker 5:30 PM PC, Chambers	8 1:30 PM DRC, McCloskey 5:30 PM BPW, Chambers 6:00 PM BCOS, McCloskey 6:30 PM SCI, Dunlap	9 4:00 PM BHQA, McCloskey 4:15 PM CSBM, Hooker 4:30 PM ERAC, Parks 7:30 PM CCL/CW, Chambers	10 12:00 PM HN, McCloskey 3:30 PM BHPC, McCloskey	11	12																																																								
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27	28 5:30 PM BHRC, McCloskey	29 5:15 PM SWMD-CAC, McCloskey	30 2:00 PM HO, Kelly	31	<table border="1"> <thead> <tr> <th colspan="7">Jan 2010</th> </tr> <tr> <th>S</th> <th>M</th> <th>T</th> <th>W</th> <th>T</th> <th>F</th> <th>S</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td>1</td> <td>2</td> </tr> <tr> <td>3</td> <td>4</td> <td>5</td> <td>6</td> <td>7</td> <td>8</td> <td>9</td> </tr> <tr> <td>10</td> <td>11</td> <td>12</td> <td>13</td> <td>14</td> <td>15</td> <td>16</td> </tr> <tr> <td>17</td> <td>18</td> <td>19</td> <td>20</td> <td>21</td> <td>22</td> <td>23</td> </tr> <tr> <td>24</td> <td>25</td> <td>26</td> <td>27</td> <td>28</td> <td>29</td> <td>30</td> </tr> <tr> <td>31</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>		Jan 2010							S	M	T	W	T	F	S						1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31						
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January 2010

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<i>3</i>	<p><i>4</i></p> <p>5:00 PM RC, McCloskey 5:30 PM BPSC-WS, Hooker</p>	<p><i>5</i></p> <p>1:30 PM DRC, McCloskey 5:30 PM BPW, Chambers</p>	<p><i>6</i></p> <p>12:00 PM BUEA, McCloskey 4:15 PM CSBM, Hooker 5:30 PM CHLA, McCloskey</p>	<p><i>7</i></p> <p>5:30 PM CSW, McCloskey</p>	<p><i>8</i></p> <p>1:30 PM MPO-PC, McCloskey</p>	<i>9</i>																																																																																																		
<i>10</i>	<i>11</i>	<p><i>12</i></p> <p>5:00 PM USB, Utilities 6:00 PM BCOS, McCloskey</p>	<p><i>13</i></p> <p>2:00 PM HO, Kelly 4:00 PM BHQA, McCloskey 4:00 PM MLK, McCloskey</p>	<p><i>14</i></p> <p>12:00 PM HN, McCloskey 3:30 PM BMFC, Hooker 4:00 PM BHPC, McCloskey</p>	<p><i>15</i></p> <p>Payday</p>	<i>16</i>																																																																																																		
<i>17</i>	<p><i>18</i></p> <p>City Holiday</p>  <p>Dr. Martin Luther King Jr. Day "A Day On! Not A Day Off!"</p>	<p><i>19</i></p> <p>4:00 PM BPS, McCloskey 4:30 PM CFRC, Hooker 5:30 PM ACC, McCloskey 5:30 PM BPW, Chambers</p>	<p><i>20</i></p> <p>9:30 AM Tree, Rose Hill 5:00 PM BCAC, McCloskey 7:00 PM CONA, Hooker</p>	<p><i>21</i></p> <p>7:00 PM EC, McCloskey</p>	<p><i>22</i></p> <p>12:00 PM EDC, Hooker</p>	<i>23</i>																																																																																																		
<i>24</i>	<p><i>25</i></p> <p>4:00 PM CCA, McCloskey 5:00 PM FMAC, Parks 5:30 PM BHRC, McCloskey</p>	<p><i>26</i></p> <p>4:00 PM BPC, Chambers 5:00 PM USB, Utilities 5:15 PM SWMD-CAC, McCloskey</p>	<p><i>27</i></p> <p>10:00 AM MPO-TAC, McCloskey 2:00 PM HO, Kelly 5:30 PM TC, Chambers 6:30 PM MPO-CAC, McCloskey</p>	<i>28</i>	<p><i>29</i></p> <p>Payday</p>	<i>30</i>																																																																																																		
<i>31</i>																																																																																																								