

Common Council Sidewalk Committee
12 November 2009, 4:00 p.m.
Council Chambers (#115)
Showers City Hall, 401 North Morton Street

MEMORANDUM

In attendance:

Committee Members: Isabel Piedmont-Smith (Chair), Mike Satterfield & Chris Sturbaum

Staff: Steve Cotter (Parks and Recreation), Joe Fish (Planning), Jane Fleig (Utilities), Scott Robinson (Planning), Justin Wykoff (Public Works), and Dan Sherman (Council Office).

1. **PRELIMINARY MATTERS**

- **Introductions** – Sherman welcomed Councilmember Satterfield as the new member to the Committee and then suggested the Committee take care of some preliminary business:
 - **Motion to Elect Chair** – The Committee elected Councilmember Piedmont-Smith as Chair of the Committee.¹
 - **Motion for Council Office to Prepare a Record of the Proceedings** – The Committee voted to have the Council Office prepare the record of proceedings.
 - **Approval of Memorandum for February 3, 2009 Debriefing Meeting – Deferred** - The Committee decided to defer approval of minutes until the members had more time to review them.

2. **FUNDING FOR 2010**

- **\$225,000 Alternative Transportation Fund Appropriation – \$20,000 Allocated for Traffic Calming and \$205,000 for Sidewalks** - Sherman reviewed the amount of Alternative Transportation Fund (ATF) monies available for traffic calming and sidewalk projects. \$225,000 has again been appropriated to the ATF this year. Wykoff suggested that \$20,000 be set aside for traffic calming. Funds for the So-Max project at S. Mitchell, Southdowns and Circle Drive have already been encumbered, but the West 3rd Street project between Rogers and Walker Streets is moving forward and will need funds.
 - **Motion for Staff to Prepare Letter to Mayor on Status of Marilyn Drive Funding** - Sherman summarized the history of the Marilyn Drive funding and the current allocation of approximately \$91,564 for stormwater. The Committee voted for staff to prepare a letter to the Mayor regarding the status of funding for this project.

¹ The motions noted in this memorandum were all adopted by a unanimous vote unless otherwise indicated.

- **Motion to Approve Allocation of \$20,000 for Traffic Calming Projects in 2010** - After acknowledging that unspent funds revert back to the ATF, the Committee agreed to allocate \$20,000 for traffic calming in 2010.

Vote: 2 – 0 – 1 (Satterfield)

- **\$125,000 Annual Allocation from the Utilities Department for Stormwater Component of Sidewalk Projects (in Addition to Unspent Funds from Previous Years)** After hearing from Wykoff that stormwater expenditures for 2009 should be known in the next few weeks, Piedmont-Smith asked for those figures at the next meeting. About \$4,000 of the stormwater money could be used for Diamond Gardens which, as a traffic-calming project, is a rare case where there is a stormwater component to the improvements.
 - **Motion to Allow Use of Surplus Stormwater Set-Aside Funds for Traffic Calming When Project Involves Stormwater Infrastructure** The Committee voted to allow stormwater set aside funds not needed for sidewalk projects to be used for the stormwater component of traffic calming projects.

3. RECENTLY-COMPLETED AND ON-GOING COUNCIL SIDEWALK PROJECTS

Wykoff reviewed sidewalk projects approved for funding in 2009:

- **Madison Street – Tire Store to 3rd Street (East Side)** Wykoff noted that this project will be bid out on November 13th.
- **Kinser Pike – Gourley Pike to SR 445/46 (West Side)** – Wykoff said the project was let to Hunt Paving on October 10th. INDOT required a sidewalk on the north side of the highway and an upgrade of the signal with pedestrian “signal heads” pushing the cost from about \$54,000 to \$80,000.
 - **Motion to Authorize Extra Funds for Kinser Pike South of SR 445/46** Sherman noted that the Committee adopted a rule last February regarding cost over-runs: the chair must approve expenditures that are 10% over the estimate, unless the total overage is \$20,000 or more, in which case, the entire Committee must approve it. Given comparable savings on South Henderson, the Committee voted to approve this expenditure.
- **Moore's Pike – Woodruff to Existing Sidewalk to the East** Wykoff said this project was completed (with Public Works funds to correct previous misapplication of ATF monies towards Safe Route to Schools Project).
- **Henderson Street – Moody to Thorton (East Side)** Wykoff said this project is complete at a cost of about \$80,000 (\$20,000 under the estimate), but the final allocations between sidewalk and stormwater costs have not been submitted yet by Crider and Crider. Wykoff clarified that this was independent of a street resurfacing project running from 1st to Graham Drive.
- **Marilyn Drive – Nancy Street to High Street (South Side)** *Note the Committee discussed this project earlier in the meeting – see above.*

- **East 3rd Street – Roosevelt to Hillsdale (North Side)** Piedmont-Smith noted that last year’s Report was amended in August to use funds allocated for the acquisition of sidewalk right-of-way on 3rd Street for the completion of traffic-calming projects on West 7th and in the Diamond Gardens Neighborhood. Given that shift in funds, she asked for a status report on those two traffic-calming projects.

Traffic-Calming Projects Funded in 2009

- **Diamond Gardens** Wykoff said the work will be done in about two weeks. Satterfield raised concerns about the trimming of shrubbery.
- **West 7th Street** Wykoff said this project is done except for some landscaping and the 7th Street entrance, which is tied to the construction and traffic flow at the new Fairview School.

4. EVALUATION OF PREVIOUSLY CONSIDERED PROJECTS

Piedmont-Smith guided the Committee through the following subjects:

- **Review of Criteria** Sherman noted that Piedmont-Smith suggested a change in the criteria last February and was not sure whether the matter was brought to a vote. The change would revise “Proximity to Destination Points” to clarify that the list was illustrative and included “employment centers” among other destinations. Sherman speculated that the change may dilute the value of this criteria since every place – like a trail – could be considered a destination.
 - **Motion to Amend the Criteria so that “Proximity to Destination Points” Reads as Follows:**
 - Proximity to Destination Points -- Prioritization of linkages should be based on proximity to *destinations such as* elementary schools, Indiana University, *employment centers*, shopping opportunities, ~~and~~ parks/playgrounds, *etc.*
 - **Refinement of Criteria by Plan Staff – New Objective Measures and Calculation of Priorities**
Robinson recounted the evolution of Plan Staff work on refining the criteria. After years of using a PedShed Map to help prioritize projects, last year Robinson and Fish introduced Pedestrian Level of Service (PLOS) and Walkscores to provide some objective measures for four of the Committee’s criteria: safety, roadway classification, pedestrian usage, and, proximity to destinations. Walkscore offered a rough measure of “demand” for sidewalks. This year they began accounting for density and transit routes as objective measures for pedestrian usage and proximity to destinations.
 - **Density** was based upon the maximum population allowed by the underlying zoning designation within 1/8 mile of the center point of the sidewalk project.
 - Sturbaum asked whether existing and future density were distinguished.

- Robinson said density was based upon zoning designation and not actual population (which would be very time-consuming to assess). In an answer to another question, Robinson explained that IU property was assigned a density of 15 units per acre.
- Satterfield inquired whether there may be a time-frame for development at IU that would allow for a better picture of density on their property.
- Sherman and Piedmont-Smith suggested that the IU Master Plan may give the Committee a sense of what was residential and what wasn't.
- Robinson noted that IU is also an Employment Center.
- **Transit** Fish explained that transit scores were derived from passenger per hour per route data provided by Bloomington Transit and averaging techniques to smooth the data. Distances of 1/8 mile were weighted twice as much as those at 1/4 mile.
 - Committee members asked whether this measure skewed toward IU property and Fish indicated that it probably did, but that other corridors – Kirkwood Avenue, Kinser Pike and West 17th Street - also scored well in this regard.
- **Aggregation** Robinson explained that each of the 30+ sidewalks was ranked according to the four objective measures. The four numbers for each project were added and the totals were ranked with lowest corresponding to the highest ranking and the largest number corresponding to the lowest priority.
- **Preliminary Evaluation by Plan Department using objective measures** Robinson introduced the 2009 Council Sidewalk Project Prioritization sheet (which is attached to the memorandum). In answer to questions, Robinson indicated that the high ranking for the Range Road project was due to its proximity to IU and nearby apartments.
- **Average Ratings of 2009 Committee Members** Piedmont-Smith directed the Committee to the average rankings of sidewalk projects made by last year's Committee and noted that there were differences in priorities between last year's Committee and the prioritization sheet prepared by Plan staff.
- **Additional Projects**
 - **Morningside Drive – East of Smith Road** - Satterfield requested the ranking of Morningside Drive east from Smith Road to Sheffield on one side and to Saratoga on the other because children use it to get to the school bus and the lighting is bad.
 - **Sidewalks on Both Sides of the Street** - Robinson asked about whether sidewalks should be installed on one side when sidewalks are present on the other. Sherman mentioned roadway classification and distance between intersections as factors in deciding whether or not to install a parallel sidewalk, but noted that the Committee had not established a general policy on the issue.

- **Southdowns – Jordan to Mitchell (south side)** – Wykoff was anticipating the outcome of the deliberations and saw that the Committee was eyeing East 3rd Street for a significant amount of funds. He thought that Rollo would be concerned about Marilyn Drive and the other missing piece in the pedestrian corridor from Bryan Park to Covenanter and High Street. The latter runs from Southdowns from Jordan to Mitchell on south side and would include a stormwater project along Jordan and Sheridan.
- **Removal of Projects** - In order to simplify the ranking, Robinson suggested that the Committee remove projects from the list that are not to be considered, in particular, Range Road and East 11th Street. Sherman cautioned that such decisions affect the wishes of constituents and should not be lost nor done without a clear rationale.
 - **Motion to Remove Range Road and West 11th from the Project Priorities List** The Committee agreed to remove Range Road because I.U. would be installing a sidewalk on the west side and to remove West 11th Street because of the low traffic and lack of interest from surrounding residents.

5. SCHEDULE FUTURE MEETINGS

- **Meeting Dates and Times** - The Committee decided to meet on November 23rd at 3:30 p.m. and December 3rd at 4:00 p.m. depending on whether Rollo can attend.
- **Further Information** - Sherman asked what would be needed for the next meeting and suggested that estimate of costs would be helpful. Piedmont-Smith suggested Wykoff provide *existing* estimates, but nothing more on costs until the Committee has narrowed its priorities to the Top 10.

6. ADJOURN – 5:30 p.m.