



City of Bloomington
Common Council

2011 Council Sidewalk Committee Packet

*Initial Meeting at 12:00 p.m. on
17 November 2010
in the Council Chambers, Room 115,
City Hall, 401 North Morton Street*

This Packet can be found online at:

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

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Contents of
2011 Common Council Sidewalk Committee Packet

Agenda

Appendix One - Preliminary Matters

Appendix Two - Amount and Use of Funds for 2011

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

**Appendix Four - Evaluation of Proposed Sidewalk
Projects**

Appendix Five - New Requests

**Appendix Six - Other Sidewalk Projects within the
City**

Appendix Seven - Schedule for 2011

Agenda for Common Council Sidewalk Committee
12:00 p.m. on 17 November 2010
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 January 26th, July 27th and August 6th, 2010 Meetings of the Committee
2. Funding for 2011
 - \$225,000 Alternative Transportation Fund Appropriation – Amounts Allocated Between Traffic Calming and Sidewalks
 - No Annual Allocation from the Utilities Department for Stormwater Component of Sidewalk Projects (But a Possibility for an In-Kind Contribution Toward Certain Projects and Need to Resolve Status of Carry-Over Amounts.)
3. Recently Completed and On-Going Council Sidewalk Projects
 - Progress Report – Re: On-going Projects
4. Evaluation of Old and New Proposed Projects
 - Review of Criteria
 - Preliminary Evaluation by Plan Department using objective measures
 - Average Ratings of 2010 Committee Members
 - Disclosures of any Conflicts of Interest
5. Schedule Future Meetings
6. Other Matters
7. Adjourn

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

Appendix One – Preliminary Matters

Sidewalk Committee Members

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

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

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 January 26th, July 27th & August 6th, 2010 Meetings (enclosed)*

Common Council Sidewalk Committee
26 January 2010, 4:00 p.m.
McCloskey Room
401 North Morton Street

MEMORANDUM

In attendance:

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

Staff: Joe Fish (Planning), Jane Fleig (Utilities), Scott Robinson (Planning), Bob Woolford (Housing & Neighborhood Development), Justin Wykoff (Public Works), Dan Sherman (Council Office) and Stacy Jane Rhoads (Council Office).

I. PRELIMINARY

Piedmont-Smith briefly reviewed the *Agenda*. The goal of today's meeting is to review the 2010 process.

II. APPROVAL OF MINUTES

The Committee approved the minutes from the 03 February 2009 de-briefing meeting.

III. 2010 PROCESS

Meetings

Sherman reviewed that the Committee met four times for a total of 6 ½ hours.

Criteria

Sherman also reviewed the objective factors used by Planning to provide the Committee with a ranking scheme for projects. The factors roughly correspond with the first four of the Committee's list of six criteria.¹ The calculus includes Pedestrian Level of Service and Walkscore. This year, Planning added two more factors: The first factor addressed population density of the nearby area and was based upon the maximum population in the underlying zoning designations within 1/8th of a mile from the sidewalk project. The second factor addressed transit and used passenger per hour per route data provided by Bloomington Transit and weighted areas within 1/8th of a mile from the sidewalk project twice as much as those at ¼ of a mile.

All agreed that the Planning's algorithm is extremely helpful and provides a good gauge of the relative need for a sidewalk in a certain area.

¹ The Sidewalk Committee criteria include: safety, roadway classification, pedestrian usage, proximity to destination points, linkages, costs/feasibility.

Some suggested that Plan Staff consider using IU's Master Plan to refine the across-the-board 15-units-per-acre score for the entire IU campus. Piedmont-Smith said that she is not too concerned with being more specific about IU.

Right-of-Way

- Sturbaum asked about adding right-of-way donations to the criteria. He reiterated that he would really like to think through ways of popularizing donation of right-of-way. Perhaps a campaign?
- Satterfield suggested that a campaign might not be as effective as communicating directly with property owners in specific sidewalk areas the Committee is considering. Sturbaum agreed.
- Sherman pointed out that adding donation to the criteria might change the type of projects you fund. A strength of the current ranking scheme is that it is based on need -- more projects will be funded that will be used by more people.
- Sturbaum responded that the whole list points to need. It is necessarily the case that all of the projects should be funded by the committee. If the result of adding donation of right-of-way to the criteria, that we get more projects listed, is that a positive or are we getting shrunk out of other projects, perhaps smaller projects?

Rating System

- Sherman said that Planning's rating system grants equal weight to all factors. The Committee may wish to grant projects differently.
- Satterfield asked the group how algorithm might be made better.
- Fish responded that he thinks the algorithm is pretty good – it puts us in the ballpark. Keep in mind that the ranking system provides a guide to decision-making, the list always has to be filtered through human interpretation.
- Robinson echoed that the aim of the ranking system is to provide the Committee with a tool. The system is not intended to be one wherein the Committee can just plug in numbers and a will automatically decide based on the system. The system must be complemented with the judgment of Committee members.

III. REVIEW OF CURRENT SIDEWALK PROJECT LIST

Sherman asked the Committee to review the current list and decide if there are any projects they wish to add or delete.

Additions

The following projects were added for analysis by the Planning Department:

- **Rockport and Graham from Countryside Lane all the way to Tapp Road**
Sturbaum requested this project, pointed out that this is a high-speed road and people do not have any place to walk.

Wykoff added that the triangle will soon be completed from the rail line to Clear Creek and from Clear Creek to Tapp. The Rockport phase will be bid out this spring.

Woolford added that the distance between Rockport and Rogers is a couple of hundred feet. The stretch is also a connector. It is likely that the Rockport project will have to be completed through TIF funding.

Sturbaum made clear that he still wants to add Rockport to list for analysis.

- **Smith Road between Grandview and 10th Street (west side)**
Satterfield requested this project. He asked that Planning evaluate this proposal.
- **Smith Road between East Third and Brighton**
In the interest of filling in missing sidewalk links, Satterfield also requested that Planning evaluate this stretch.

Deletions

The Committee voted to delete the following projects:

- **Clubhouse Drive from Kinser Pike to Old State Road 37.**
Parks is currently conducting a plan for this stretch. The project is being broken out into three phases. Planning is currently looking at construction costs feasibility.

Satterfield pointed out that this project has been on the Sidewalk Committee's list for awhile. Can we ask Parks to prioritize the stretch between Fritz Terrace to Cascades? There is a new playground at Cascades where the trailer park used to be.

- ▶ The Committee voted for Chair Piedmont-Smith to send a letter/e-mail to Parks. Satterfield offered to draft an advocacy letter for Piedmont-Smith to polish and send to Parks.

- ~~**Palmer connector path from Wylie to 1st.**~~

Discussion of Deletions

- Satterfield asked why Walnut from Winston to the Armory was on the list. Piedmont-Smith replied that it fills in a missing gap.
- Sturbaum pointed out that keeping some projects on the list has value as it keeps the projects on people's radar. We can see the way projects are ranked.

Stormwater

- Sturbaum asked if the Committee set a precedent this year with funding a stormwater-only project?
- Piedmont-Smith said that she does not think that this Committee should spend money on stormwater-only projects.

Forwarding Recommendations to Next Year's Committee

- Piedmont-Smith reminded the group that at the end of the funding process last year, the Committee forwarded recommendations to the present Committee. Does the Committee want to continue this practice? The group agreed.
- ▶ Piedmont-Smith requested that each Committee member send her a paragraph describing their priorities.

Greenways Fund

- Sturbaum said the group should focus on the top three or four ranked requests. The group should also formally request Greenways help on Third. He said he does not want Third Street to completely consume all of the Committee's meager funds. Other stakeholders should help.
- Piedmont-Smith will request a commitment from Greenways in writing.
- Wykoff relayed that he has had this conversation with Susie Johnson before. If a commitment is made in writing, it will likely come with a number of contingency clauses. Susie controls the money, but the other decision-makers on the Committee include, Tom Micuda and Mick Renneisen.
- Satterfield said that the Committee should know what such a commitment will mean. In asking Greenways to make a commitment to the Third Street project, are we robbing Peter to pay Paul? For example, will we be compromising another project, such as neighborhood traffic calming?
- ▶ The Committee voted to request that Chair Piedmont-Smith contact Susie requesting a written commitment for \$100,000 in Greenways money for the Third Street project.

IV. EXPENDITURES

Overage Policy

- Sherman explained that the Committee's current practice is that if a project runs 10 percent over the estimated amount, then Engineering has to go to the Chair. If the absolute amount of the overage is \$20,000 or more, the Committee as a whole must approve the excess.
- Until new Sidewalk Committee members are appointed, any consultations re: current projects are referred to the previous year's Committee and Chair.

Tracking Expenditures

- Wykoff presented a proposal for tracking funds in both Public Works and Utilities.
- All thanked Wykoff and Fleig for their work. Fleig pointed out that she and Wykoff should come up with a method for distinguishing between estimated cost and actual cost.

V. QUARTERLY REPORTS

At the last meeting, Dave Rollo mentioned that he would like to hear quarterly reports regarding the implementation of the Sidewalk Committee's projects. Wykoff responded that this requirement will not be a hardship. The reporting can easily follow standard calendar quarters.

VI. WORKING WITH PROPERTY OWNERS

Donation of Right-of-Way

- Satterfield relayed that he and Sturbaum have discussed approaching neighbors for possible donations of rights-of-way in interest of sidewalk projects. Perhaps the City might send a letter or two to subject property owners describing the tax benefits of such donations.
- Satterfield mentioned that it might be worthwhile to have a subcommittee that includes interested Councilmembers (not just Committee members). Tim Mayer expressed interest in this process. In any event, Satterfield and Sturbaum will work with City Legal in developing a process for approaching property owners.
- Piedmont-Smith requested that Satterfield and Sturbaum report back to the Committee on this.

Determinate Variances

- Piedmont-Smith also requested a list and map of determinate sidewalks and any “due date” attached. Is there a rationale for calling in determinate variances ?
- Sherman said that Lynne Darland is the keeper of this list. He will ask her for this information.
- Wykoff pointed out that the determinate variance should be recorded on the deed, but sometimes when property changes hands, the property owners do not know.

Another Option: City Pays for Construction, Residents Pay for Material

- Sturbaum asked if the City could propose to property owners that the City will install the sidewalk, (construction) if the property owner pays for the materials? Something akin to sidewalk repair. Satterfield responded that the idea may not be popular, but is certainly worth exploring.

VII. OTHER

Start Committee Work Earlier

This year, the Committee held its first meeting in November. Piedmont-Smith requested that the Committee hold its first meeting in October next year.

Start Projects Earlier

Fleig said that it is best if we can get some projects under way earlier this year so we have a better sense of how much money the Committee has going into its next round of funding. Wykoff responded that it should be possible to start these projects early.

VIII. ADJOURNMENT

The Committee adjourned at 5:35pm.



**City of Bloomington
Office of the Common Council**

Memorandum for Council Sidewalk Committee

Date and Time: 11:30 a.m. on Tuesday, July 27, 2010
Place: Council library, Suite 100, Showers Center- City Hall

Attendance: Councilmembers Piedmont-Smith, Rollo, Satterfield & Sturbaum
Justin Wykoff, Manager of Engineering Services; Jane Fleig, Utilities Engineer; Patrick Murphy, Director of Utilities; Scott Robinson, Long Range/Transportation Manager; Dan Sherman, Council Administrator/Attorney

Relevant Documents: Email from Justin Wykoff to Dan Sherman entitled “Marilyn Drive Sidewalk – Bid Results”
Council Sidewalk Report for 2010
CBU – Council Sidewalk Funding Spreadsheet (Prepared by Jane Fleig)
Marilyn Drive Sidewalk Schedule of Values (Prepared by Justin Wykoff)

Summary of Discussion

Councilmember Piedmont-Smith chaired the meeting and stated that the purpose was to explore what should be done with regard to the Marilyn Drive sidewalk project where the bids came in much higher than the estimates.

Justin Wykoff referred to his email and explained that the lowest responsible and responsive bidder was Fox Construction Company whose bid was higher than estimated as summarized in the following table:

	Public Works (Alternative Transportation Fund) – Component	Utilities – Component	Total
Bidder – Fox	\$102,446	\$156,054	\$258,500
Estimate	\$98,373	\$91,564	\$189,937
Shortfall	\$4,073	\$64,490	\$68,563

The Committee briefly heard what drove up costs (where boring, a box culvert, and moving of a sanitary sewer contributed significantly to the overage) and discussed the sharing of costs between Public Works and Utilities (where the Schedule of Values broke project components down into those paid entirely by Public Works, entirely by Utilities and split evenly between the two).

Patrick Murphy offered the \$16,207.15 that would remain as the CBU Set Aside for 2010 assuming all the other projects came in on budget (i.e. East 3rd Street and Southdowns Avenue) which would bring the deficit down to about \$48,000. He also suggested that his department look at what it might be able to do in-house to complete the Marilyn Drive or Southdowns Avenue projects. Wykoff speculated that the in-kind contributions and cost savings for Marilyn Drive might occur on the east end of the project. Fleig noted that Southdowns stormwater was still in the design phase where basic questions of whether the stormwater should be in a ditch or pipe have not been answered. She also noted that East 3rd didn't include much stormwater work and, therefore, would not yield much savings from an in-kind contribution.

The Committee also heard that the Marilyn project – where the bid is good for 90 days – would probably be rebid because the change in value would exceed 20% threshold that requires rebidding. Even if rebid, the project could still be completed this year. Members of the Committee discussed the inconvenience to the public from closing High Street which is currently slated to occur over two days. Utilities staff asked whether any Alternative Transportation Funds might be committed to the stormwater component of Marilyn Drive, but the Committee heard that it would have to come from the high priority East 3rd Street project, where all remaining funds were to be spent. Public Works was asked whether they might be able to provide some in-kind contributions as well and agreed to look into it.

Councilmember Sturbaum noted that recent Departmental Budget Hearings revealed that CBU would not be able to provide a set aside for stormwater component of Council Sidewalk Committee projects in 2011.

The Committee discussed whether to commit the \$54,562 budgeted for the stormwater work on Southdowns Avenue to Marilyn Drive, but decided that it needed further information before making that decision. It then unanimously voted to meet again at 10:00 a.m. on Friday, August 6th to hear about how possible in-kind contributions might allow all projects to move forward.

Adjourn: 12:25 p.m.

Common Council Sidewalk Committee
06 August 2010
10 am
Council Library, Suite 110
401 North Morton Street

MEMORANDUM

In attendance:

Committee Members: Chris Sturbaum, Mike Satterfield and Dave Rollo

Staff: Steve Cotter (Parks & Recreation), Joe Fish (Planning), Jane Fleig and Pat Murphy (Utilities), Adrian Reid (Engineering), Bob Woolford (Housing & Neighborhood Development), Dan Sherman and Stacy Jane Rhoads (Council Office).

I. PRELIMINARY

Sherman reviewed that this meeting continues the 27 July 2010 discussion re: the Marilyn Drive sidewalk project wherein bids came in higher than the estimates. At the last meeting, the Committee decided it would not accept the bids. Instead, CBU Director Murphy suggested that his department would look at the cost of completing the project in-house.

II. REVISED ESTIMATES

CBU Engineer Jane Fleig reviewed the figures she sent the Committee on 05 August 2010. These estimates attach only to the work to be completed by CBU. Murphy said CBU intends to complete both the Marilyn Street and Southdowns projects this year; work is expected to commence in the fall.

Marilyn Drive:

Material expenses	\$48,257
Other costs:	<u>\$43,956</u> (everything but the rock removal)
Subtotal:	\$92,213
Contingency:	<u>\$9,221</u>
TOTAL:	\$101,434

This work includes the storm water infrastructure, relocation of a sanitary sewer line to accommodate the large box culvert across Covenanter and relocation of a fire hydrant. The biggest expenses here are the 12" pipe bore and the concrete box culvert.

It does not include the construction of curb, sidewalk and drives. Sidewalk construction, curb work and driveway replacement has already been allocated to the ATF. It is speculated that no additional ATF monies will be needed to complete this project but the project will have to be re-bid without the storm work included to really determine the remaining costs.

- Rollo asked if the Marilyn Drive sidewalk is listed in the *Greenways Plan*.
- Fish responded that it is not because the Marilyn project is expected to be completed. The *Greenways Plan* is intended to be a forward-looking document that outlines projects in need of construction. Fish pointed out that the *Greenways Plan* is separate from Greenways funding.

Southdowns Dr/Jordan Ave:

Material expenses	\$6,011
Other costs:	<u>\$2,950</u>
Subtotal:	\$8,961
Contingency:	<u>\$896</u>
TOTAL:	\$9,857

This estimate includes ditching and erosion control along both sides of Jordan Ave from Southdowns to Sheridan. It also includes a replacement inlet on the southeast corner of Jordan and Southdowns and redirection of this runoff to the east side of Jordan. CBU also needs to replace the pipe that crosses Southdowns.

- Rollo communicated that neighbors in this area have wanted storm water improvements for some time. At one point, Justin Wykoff had discussed adding inlets and that the area along Jordan might receive some piping. Will the ditch be sufficient?
- Fleig relayed that she and Phil Peden studied the area and believe the ditch work will be sufficient to contain the runoff from the public areas and the street. She does not think there would be a substantive difference between installing a ditch and installing piping. If anything, the piping would cause a greater, faster flow down the line and could create an erosion problem. Fleig further clarified that because the houses sit so low below the street, even pipe work would not control for the water some residents experience in their yards.

III. GENERAL DISCUSSION

- Satterfield observed that there seems to be a shifting policy toward doing more work in-house.
- Sturbaum pointed out that performing such labor in-house realizes significant savings. Could this be a glimpse of things to come? Should we be moving toward doing more work in house?
- Murphy responded that moving toward more in-house construction could potentially realize more cost savings and is an idea worth examining further.
- Fleig pointed out that the storm water priorities of the Sidewalk Committee do not always map onto the priorities of CBU.

- Murphy relayed that right now, the Jordan River culvert is the highest storm water priority for CBU.
- Murphy made clear that in planning its construction schedule, CBU works to track the paving schedule of Public Works such that any replacement of storm, sewer and water piping is coordinated with the repaving.
- Woodford pointed out that because the concrete market is favorable right now, the projects will likely realize even greater savings.

IV. ACTION

The Committee adopted the following motion:

- Expressed great thanks to the CBU director and staff for offering to do work on Marilyn Drive and Southdowns/Jordan in-house – their expertise and cooperation is much appreciated;
- Authorized staff to proceed with the Marilyn Street and Southdowns Drive/Jordan projects provided that both projects can be completed within the 2010 budget constraints; and
- Requested that staff to return to Committee only if the actual costs of the projects exceed the above-cited estimates.

V. MEMORANDUM FROM 27 JULY MEETING

Sherman asked the Committee if it was ready to approve his notes from the 27 July meeting. The group agreed to postpone approval of the 27 July meeting memorandum until Chair Piedmont-Smith could weigh in.

VI. ADJOURNMENT

The Committee adjourned at 10:47 am.

Appendix Two - Amount and Use of Funds for 2011

Alternative Transportation Fund

\$225,000	Appropriated for 2009
- <u>\$15,000</u>	Traffic Calming (<i>Staff is revisiting the Neighborhood Traffic Safety Program guidelines; This allocation may not be spent next year and could be used for sidewalk projects if made a part of the recommendations in the Report to the Council.</i>)
\$210,000	

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

2011 -	In-kind contributions?
2010 -	In-kind contributions for Marilyn and Southdowns/Jordan projects? Any other contributions – e.g. East 3 rd ?
2007-2009	Pat Murphy indicates that there are no carry-over funds available.

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) - *Enclosed*

USB Funding/In-Kind Sheet (*forthcoming*)

History of Project Expenditures (from Penny Howard-Myers) - *Enclosed*

**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	2010	2011
Beginning Fund Balance	\$ 248,828	\$ 122,846	\$ 233,777	\$ 13,689	\$ 58,541	\$ 24,604	\$ 24,692	\$ 167,297	\$ 24,736
Revenues:									
Miscellaneous Revenue	100,000	175,000	100,000	200,000	200,000	225,000	225,000	225,000	765,000
Excess (Deficiency)	<u>-</u>	<u>-</u>	<u>-</u>	<u>27</u>	<u>64</u>	<u>40</u>	<u>44</u>	<u>-</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>225,044</u>	<u>225,000</u>	<u>765,000</u>
Expenditures:									
Budget (as Adopted):									
Council Sidewalk Committee	175,000	175,000	185,000	200,000	200,000	525,000	225,000	225,000	225,000
Public Works Bicycle and Pedestrian Projects									540,000
Additional Appropriations	-	-	135,424	-	34,000	-	-	-	-
Prior Year Encumbrances	175,980	61,016			-	-	-	142,561	-
Savings (Reversions)	<u>(124,998)</u>	<u>(171,947)</u>	<u>(336)</u>	<u>(44,825)</u>	<u>-</u>	<u>(300,048)</u>	<u>(142,561)</u>	<u>-</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>82,439</u>	<u>367,561</u>	<u>765,000</u>
Excess (Deficiency) of Revenue	<u>(125,982)</u>	<u>110,931</u>	<u>(220,088)</u>	<u>44,852</u>	<u>(33,936)</u>	<u>88</u>	<u>142,605</u>	<u>(142,561)</u>	<u>-</u>
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>\$ 167,297</u>	<u>\$ 24,736</u>	<u>\$ 24,736</u>

ALTERNATIVE TRANSPORTATION PROJECTS October 8, 2010 (to date)

PROJECTS	2002	2003	2004	2005	2006	2007	2008	2009	2010	ATF expended
									to date	
E 3rd Street Design								\$ 9,560.00	\$ 24,323.00	\$ 33,883.00
E. 3rd Street south side									\$ 3,146.02	\$ 3,146.02
3rd & Madison								\$ 4,912.00	\$ 25,888.00	\$ 30,800.00
										\$ -
										\$ -
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			\$ 10,192.00
Allen SW - Lincoln to Henderson	\$ -	\$ 6,585.00	\$ -	\$ 4,245.00						\$ 10,830.00
Atwater & Henderson Design								\$ 3,600.00		\$ 3,600.00
Henderson SRTS Allen to Henderson	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40,269.79	\$ 30,059.84	\$ 6,194.37		\$ 76,524.00
										\$ -
Henderson SW - Thornton								\$ 4,873.00	\$ 48,266.00	\$ 53,139.00
										\$ -
Kinser Pike SW Design								\$ 11,316.00	\$ 59,835.18	\$ 71,151.18
										\$ -
Marilyn SW - Nancy to High	\$ -	\$ -	\$ -	\$ 9,832.00	\$ 756.00	\$ -	\$ 7,411.95		\$ 2,680.00	\$ 20,679.95
										\$ -
Moore's Pike SW								\$ 958.00		\$ 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								\$ 46,556.82		\$ 46,556.82
										\$ -
Arden						\$ 50,338.97	\$ 3,212.00			\$ 53,550.97
										\$ -
Greywell	\$ -	\$ -	\$ -	\$ 1,082.00	\$ -	\$ -	\$ -			\$ 1,082.00
										\$ -
Mitchell & Southdowns									\$ 18,300.00	\$ 18,300.00
17th & Crescent TC									\$ 21,800.00	\$ 21,800.00
Wilton & Windsor								\$ 24,335.00		\$ 24,335.00
										\$ -
Repair/Miscellaneous						\$ 5,097.03	\$ 364.53	\$ 628.00	\$ 9,936.02	\$ 16,025.58
										\$ -
COMPLETED PROJECTS										\$ -
										\$ -
2nd Street @ Woodscrest	\$ -	\$ -	\$ -	\$ -	\$ 4,966.02	\$ 33.99	\$ 44,753.63			\$ 49,753.64
										\$ -
5th Street SW - Union to deadend -des	\$ -	\$ 29,955.80	\$ 14,477.60	\$ -	\$ 10,693.20	\$ 2,144.00	\$ -			\$ 57,270.60
										\$ -
10th Street SW - Belle Trace to Grandv	\$ -	\$ 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	\$ -			\$ 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			
										\$ -
										\$ 14,035.00
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	\$ 112,933.19	\$ 214,174.22	\$ 1,659,256.00
		total traffic calming		\$ 96,743.55						
		total sidewalks and paths		\$ 1,142,687.80						

Appendix Two

Additional Materials

Account of Utilities Expenditures for Storm Water
Component of Council Sidewalk Projects - *forthcoming*

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

Presentation

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

Background Material

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

Motion and Materials Relating to Marilyn Drive and Southdowns/Jordan Avenue Projects (approved by the Council on August 6, 2010) – *see draft Memorandum under Appendix One*

2010 Council Sidewalk Committee Report and Recommendations - *enclosed*

History of Council Sidewalk Projects 1996 - 2010 - *enclosed*

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

(Justin Wykoff)

Forthcoming

2010 Council Sidewalk Committee Report

Council Sidewalk Committee 2010 Report

Table of Contents

- **Narrative**
- **Committee Recommendation Sheet**
- **Estimates and Maps for the Five Recommended Projects**
- **Evaluation Sheet**
- **History of Funding**

Note: Memoranda for meetings are [online](#) and available in the Council Office

Report of the Common Council Sidewalk Committee January 20, 2010

Committee Members and Staff

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

- Chris Sturbaum, District 1
- Mike Satterfield, District 3
- Dave Rollo, District 4
- Isabel Piedmont-Smith, District 5 (Chair)

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 2010 and met four times from November 2009 to January 2010 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 an 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.*

On November 12, 2009 at 4:00 p.m. in the McCloskey Room, the Committee:

- Elected a Chairperson (Isabel Piedmont-Smith);
- Requested that the Council Office make a record of the meetings;
- Deferred approval of the February 3, 2009 debriefing meeting Memorandum;
- Reviewed money available in the Alternative Transportation Fund for 2010, acknowledged that there was \$225,000 appropriated for 2010, and set aside \$20,000 for traffic-calming projects (which should include a project on West 3rd Street in the Prospect Hill Neighborhood between Rogers and Walker);
- Acknowledged that \$125,000 has been appropriated in the City Utilities Department for the stormwater component of Council sidewalk projects and asked for staff to determine how much was carried over from previous years and report back to the Committee
 - After hearing a history of the Committee's recommendations regarding Marilyn Drive, it adopted a *Motion for Staff to Prepare a Letter to the Mayor Regarding the Status of Funding for this Project*;
- Voted to allow use of surplus stormwater set aside funds for traffic calming when the project involves stormwater infrastructure;
- Heard a status report on last year's recommendations by Justin Wykoff which is summarized below:
 - **Madison Street – Tire Store to 3rd Street (East Side)** - this project was scheduled for bidding on November 13th.
 - **Kinser Pike – Gourley Pike to SR 445/46 (West Side)** – this 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.
 - Pursuant to a rule regarding overages adopted on February 3, 2009 and the apparent savings elsewhere, the Committee considered and approved a *Motion to Authorize Extra Funds for Kinser Pike South of SR 445/46*.
 - **Moores Pike – Woodruff to Existing Sidewalk to the East** - this project was completed (with Public Works funds to correct previous misapplication of ATF monies towards the Templeton Safe Route to Schools Project).
 - **Henderson Street – Moody to Thorton (East Side)** - this project was completed at a cost of about \$80,000 (\$20,000 under the

- estimate), but the final allocations between sidewalk and stormwater expenditures had not been submitted yet by the contractor.
- **Marilyn Drive – Nancy Street to High Street (South Side)** (*Please see the discussion of this project below*)
 - **East 3rd Street – Roosevelt to Hillsdale (North Side)** -Piedmont-Smith noted that last year’s Report was amended in August to reallocate funds for the acquisition of sidewalk right-of-way on 3rd Street to 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**:
 - **Diamond Gardens** - the work will be done in about two weeks. Some concerns were raised about the trimming of shrubbery;
 - **West 7th Street** - this project was done except for some landscaping and the 7th Street entrance, which is tied to the construction and traffic flow at the new Fairview School.
 - (*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 [Sidewalk Committee](#) and is available in the Council Office.*)
 - Reviewed the Committee’s criteria for funding projects. The criteria includes: 1) safety considerations, 2) roadway classification, 3) pedestrian usage, 4) proximity to points of destination, 5) linkages, and 6) costs/feasibility and
 - amended the criteria so that “4)” reads as follows:
 - 4) Proximity to Destination Points -- Prioritization of linkages should be based on proximity to *destinations such as* elementary schools, Indiana University, *employment centers*, shopping opportunities, ~~and~~ parks/playgrounds, *etc.*
 - Heard from Scott Robinson and Joe Fish in the Planning Department who, as a result of last year’s Debriefing Meeting, continued to develop objective factors which roughly correspond with the first four of the six criteria. Last year they incorporated Pedestrian Level of Service (PLOS) and Walkscores, and this year they incorporated two more factors:
 - The first factor addressed population density of the nearby area and was based upon the maximum population in the underlying zoning designations within 1/8th of a mile from the sidewalk project; and
 - The second factor addressed transit and used passenger per hour per route data provided by Bloomington Transit and weighted areas within 1/8th of a mile from the sidewalk project twice as much as those at 1/4 of a mile.

Please note that these factors correspond to criteria

3) Pedestrian Usage and 4) Proximity to Destination Points and that the Evaluation Sheet no longer scored separate scenarios for each project (i.e. with and without a tree plot).

- Recognized that these additions to the objective factors continued the good work at developing a uniform rating system that, in particular, helped gauge future usage, but suggested that Plan Staff consider using IU's Master Plan to refine the across-the-board 15 units per acre score for the entire IU campus.
- Reviewed the Evaluation Sheet of 29 projects (*a revised version is attached to the Report*);
- Acknowledged the averaged ratings submitted by members of last year's Committee;
- Added the following two projects to the Evaluation Sheet:
 - **Morningside Drive** from Smith Road east to Sheffield on one side and Saratoga on the other side at the request of Councilmember Satterfield; and
 - **Southdowns** from Jordan to Mitchell on the south side to complete the last link in the Bryan Park – High Street Pedestrian Corridor at the suggestion of Wykoff;
- Removed the following two projects from the Evaluation Sheet at the request of Scott Robinson:
 - **Range Road** north of 10th Street because IU intends to install sidewalks on the west side
 - **East 11th Street** between Washington and Lincoln because of low traffic and lack of interest from surrounding residents.

On November 23 and December 1, 2009 at 4:00 p.m. in the McCloskey Room and January 1, 2010 at 4:00 p.m. in the Council Library, the Committee:

- Considered the Evaluation Sheet provided by Planning and the averaged ratings made by last year's Committee members and narrowed the 2010 funding priorities down to East 3rd Street between Bryan and the SR 45/46 Bypass, Marilyn Drive and Southdowns between Jordan and Mitchell, which are elaborated upon below.

In regard to East Third Street – Bryan to the SR 45/46 Bypass (north side) – Multi-Year Project, the Committee:

- Affirmed last year's Committee member ratings, which gave this project its highest priority;
- Received the estimate of costs for each block broken down into right-of-way, construction of the sidewalk, and installation of the stormwater components. (*Please note that these figures are provided in the attached*

Chart of Recommendations and indicate that the first three blocks - from Bryan to Clark – would cost about \$277,300 and that the entire stretch would cost about \$722,500);

- Learned that INDOT would construct the first 300' east of the SR 45/46 intersection (which ends at or near the Travel Lodge driveway);
- Acknowledged that some donations of right-of-way were possible and that those donations could reduce the cost and expedite the completion of this multi-year project;
- Heard that Greenways intended to commit \$100,000 toward this project, but that staff could not formally commit to the expenditure given the vicissitudes of capital projects and the possibility of emergency needs arising elsewhere later in the year;
- Discussed and decided not to condition any recommendation on the contribution of \$100,000 from Greenways; and
- Heard that Bloomington Transit would be interested in installing a bus shelter at 3rd and Roosevelt.

In regard to Marilyn Street – Sidewalk Construction from Nancy to High Street (east side), the Committee:

- Heard the following history of the project: This one-block project was proposed by the nascent SoMax Neighborhood Association and appeared on the Alternative Transportation & Greenways System Plan (Greenways) maps in 2001 as part of a pedestrian way linking Bryan Park to High Street and points east. This pedestrian way included a bicycle and pedestrian lane on Southdowns between Bryan Park and Jordan (with a complementary lane on Sheridan) and then sidewalks on Southdowns, Mitchell, Circle, Ruby, Nancy and Marilyn. Over the years, *Alternative Transportation Fund* monies facilitated installation of sidewalks along portions of Mitchell, Circle, Ruby and Nancy Street in accordance with the map. In 2005, ATF monies were allocated for the design of the sidewalk and the associated stormwater infrastructure for this block. In 2008, the Committee allocated stormwater funds for the project and requested that Greenways monies pay for the sidewalk. For various reasons, including a change in the Greenways priorities, the money was not used for the sidewalk and, in 2009, the Committee Report respectfully requested that the Mayor favorably consider appropriating some federal reimbursements for the project;
- In light of that history, authorized that a letter be sent from the Chair to the Mayor inquiring about the status of funding and learned via the Chair it was not available;
- Discussed whether the stormwater infrastructure needed to be enclosed or left open here and concluded that it should be piped (because of lack of

right-of-way and the need to drill and install pipe on the east side under High Street);

- Affirmed that the project would cost \$189,937 with approximately \$98,373 needed for sidewalk and \$91,564 needed for the stormwater component

In regard to Southdowns – Jordan to Mitchell (south side) – with Adjacent Stormwater Component, the Committee:

- Acknowledged that this sidewalk segment would complete the pedestrian corridor between Bryan Park and the intersection of High and Marilyn;
- Learned that there were existing stormwater issues west of Jordan that might be aggravated by a sidewalk (which typically have curbs that channel surface water) and that the stormwater improvements associated with the sidewalk could address those issues by extending across Southdowns along the west side of Jordan to Sheridan and then along the south side of Sheridan west of Jordan;
- Discussed whether the improvements should be open or piped and heard that CBU staff wanted to observe the area during a hard rain to assess what might be done;
- Affirmed that the stormwater component would cost approximately \$54,560 and that the sidewalk itself would cost another \$69,840.

General Discussion – The Committee:

- Divided sidewalk project expenditures into the following components: right-of-way, public works, and stormwater;
- Wanted a more systematic and timely record of expenditures;
- Began a discussion on whether the stormwater infrastructure related to sidewalk projects should, in general, be piped or left open and, in that regard, acknowledged that “rain gardens” have benefits, are called for in the Unified Development Ordinance and belong in an overall stormwater system, and can be used in sidewalk projects, but sometimes compete with the same space as the sidewalk;
- Determined that the right-of-way component of a sidewalk project can be significant (amounting to over a quarter of the cost of the 3rd Street project, for example) and discussed ways in which the City might encourage property owners to donate right of way without impairing their right to receive compensation for public use of this land. In that regard, the Committee asked whether City Legal could research and set forth the tax advantages for property owners who donate the land;
- Discussed formalizing the commitments it may receive from Greenways staff regarding mutual funding for certain projects and deferred discussion of that issue to the Debriefing Meeting later in January;

- Approved minutes for the meetings (and, in regard to the last meeting, authorized the Chair to approve minutes after giving members an opportunity to review and correct them);
- Recommended the allocation of the 2010 ATF appropriation by a vote of 3 – 1 (Satterfield) *Please see the next section of the report and Table of Recommendations for further details*);
- Authorized submittal of the Committee Report to the Council (which will be presented by the Chair); and
- Agreed to meet on January 26th at 4:00 p.m. in the Hooker Room for a Debriefing Meeting in preparation for next year and were given a list of possible subjects for that meeting.

FUNDS AVAILABLE:

Alternative Transportation Fund (ATF)

Use the \$225,000 of Alternative Transportation Funds appropriated in 2010 for sidewalks and traffic-calming projects according to the following formula:

\$225,000	Annual Appropriation
- \$20,000	Traffic Calming
\$205,000	Available for Sidewalk Projects

CBU Set Aside for Stormwater Component of Council Sidewalk Projects

Authorize the Engineering Department to submit claims to the Utilities Service Board for the stormwater component of sidewalk projects in an amount not to exceed:

\$125,000.00	Appropriated in 2009
+ \$149,776.24	Carried over from previous years
\$274,776.24	Available for Stormwater

2010 COUNCIL SIDEWALK COMMITTEE RECOMMENDATIONS:

The Committee recommended funding projects on Marilyn, Third Street and Southdowns.

	ATF	CBU	GREENWAYS
MARILYN- Nancy to High	\$98,373	\$ 91,564	\$0
THIRD STREET			
Seg. #1 Bryan to Jefferson	\$0	\$ 22,638	\$72,770
Seg. #2 Jefferson to Roosevelt	\$31,912.23	\$ 4,366	\$27,230
Seg. #3 Roosevelt to Clark	<i>Remainder ~\$74,714</i>	\$ 4,135	\$0
SOUTHDOWNNS			
Jordan to Mitchell	\$0	\$ 54,562.20	\$0
GRAND TOTAL	\$205,000	\$ 177,265.20	\$100,000

The details of the recommended projects are as follows:

Marilyn (south side) -- Nancy to High Street

ATF	CBU	TOTAL
\$98,373	\$91,564	\$189,937

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. In 2008, the Committee requested and expected that the Greenways monies would be used to cover the sidewalk and that the CBU set aside would cover the stormwater component of this project. However, a change in priorities due to an amendment to the Greenways Plan and the need for other projects left this project unfunded that year. Last year, the Committee requested that the Mayor favorably consider an appropriation of funds for this purpose, but learned this year that funds were not available. The Committee recommends funding this project this year in order to honor past commitments to move toward completion of this corridor. It will include a curb, but no tree plot because of a lack of right-of-way.

East Third Street (north side) – Bryan to Roosevelt

Fully fund the first two segments of East Third (from Bryan to Jefferson and from Jefferson to Roosevelt). Fund as much of the third segment (Roosevelt to Clark) as possible with any remaining funds.

	ATF	CBU	GREENWAYS	TOTAL
Seg. #1 Bryan to Jefferson	\$0	\$22,638	\$72,770	\$ 95,408.78
Seg. #2 Jefferson to Roosevelt	\$31,912.23	\$4,366	\$27,230	\$ 63,507.68
Seg. #3 Roosevelt to Clark	<u>Remainder ~\$74,714</u>	<u>\$4,135</u>	<u>\$0</u>	<u>\$118,387.50</u>
GRAND TOTAL	\$106,626.23	\$31,139	\$100,000	\$277,303.96

Last year's Committee considered this the highest priority for 2010. It is part of a major pedestrian corridor between the IU campus and the College Mall commercial area. With some exceptions, sidewalks are needed from Bryan to the intersection of SR 45/46. As a result of an amendment to the 2009 Council Sidewalk Report, the up-to-\$50,000 recommended to acquire right-of-way here last year was redirected to fund two traffic calming projects. Staff from the Greenways Committee indicated that they intend to apply \$100,000 towards this corridor in 2010. The total cost for installing sidewalks from Bryan to the SR45/46 Bypass will approach \$722,000, but may be lower given improvements to be installed by INDOT and possible donations of right-of-way.

Southdowns (southside) – Jordan to Mitchell

Stormwater component of Southdowns sidewalk project (Sidewalk will be on south side of Southdowns between Jordan and Mitchell, but stormwater improvements will be further west)

ATF	CBU	TOTAL
\$0	\$54,652.20	\$124,405.25
	(maximum)	

This sidewalk segment would complete a continuous pedestrian corridor that runs from Bryan Park to the sidewalks at High and Covenanter. *(Please see the Marilyn Drive discussion above.)* Prior to funding the sidewalk, however, the Committee recommends funding related stormwater improvements. This order of funding is common when the water channeled by future curbs needs to be contained by stormwater facilities downstream. Here, existing stormwater issues west of Jordan may be aggravated by the installation of a sidewalk and can be mitigated by extending the improvements along the west side of Jordan from Southdowns to Sheridan and along the south side of Sheridan west of Jordan. Please note that the Committee allocated a maximum amount that may be expended on this project in 2010.

2010 COUNCIL SIDEWALK COMMITTEE -- 4 JANUARY 2010 -- CONCLUDING RECOMMENDATIONS

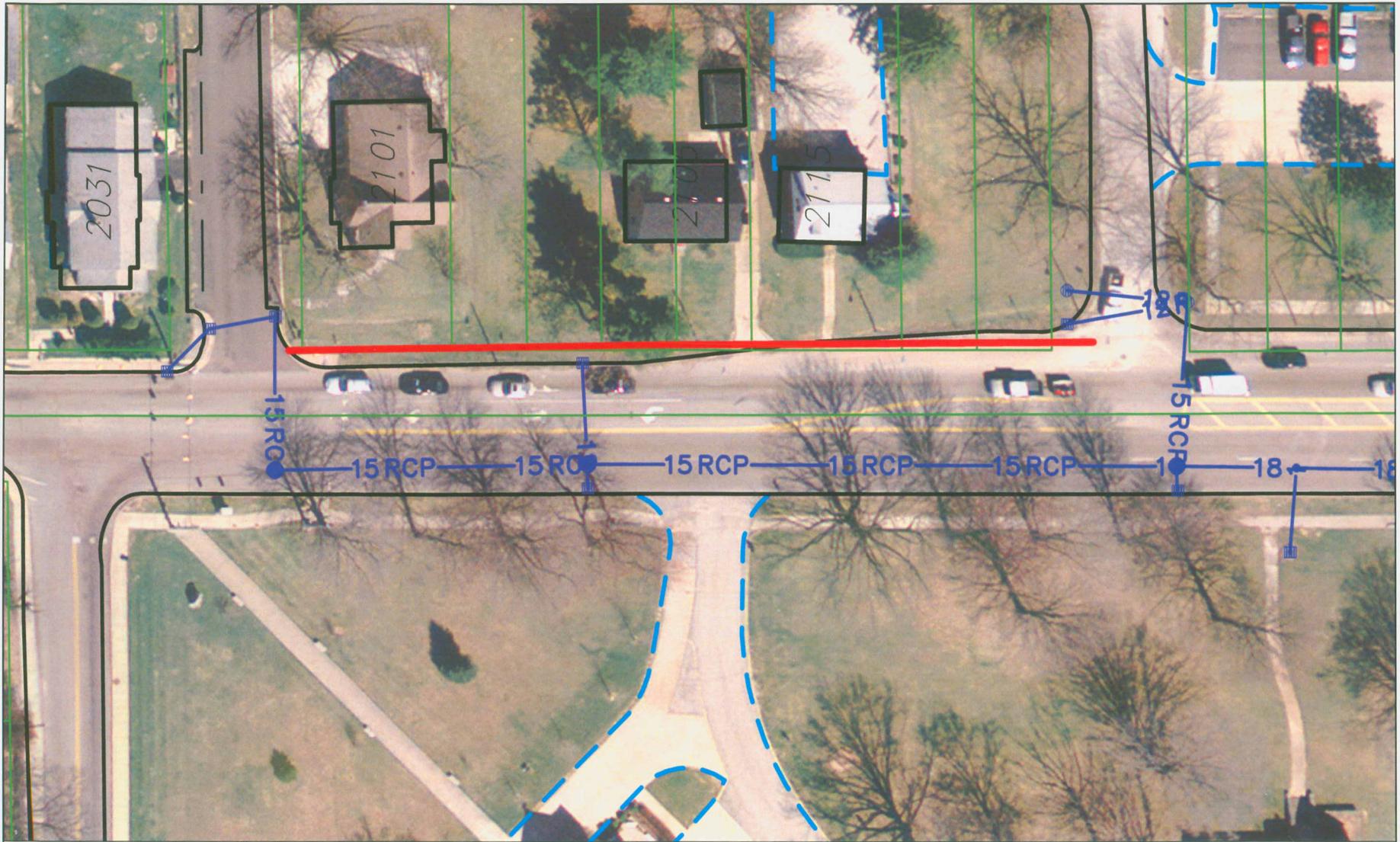
PROJECT	TOTAL ESTIMATE	ESTIMATE FOR R-O-W	ESTIMATE CONSTRUCTION OF SIDEWALK	ESTIMATE FOR STORMWATER COMPONENT	RECOMMENDATION		OTHER COMMITMENTS *
					ATF	CBU STORMWATER	OTHER FUNDS
					\$205,000 (\$225,000 - \$20,000 for Traffic Calming)	\$274,776.24 (\$125,000 Plus \$149,776.24 Carry Over) *	\$100,000 from Greenways for E. 3rd Street
2008 Projects							
Marilyn Drive (S) Nancy to High	\$189,937.45	**	\$98,373.43	\$91,564.00	\$98,373.43	\$91,564.00	
2010 Projects							
3rd Street (N) Bryan to Jefferson	\$95,408.78	8,997.45	63,773.00	\$22,638	0.00	\$22,638	72,770
3rd Street (N) Jefferson to Roosevelt	\$63,507.68	0.00	59,141.78	\$4,365.90	31,912.23	\$4,366	27,230
3rd Street (N) Roosevelt to Clark [Fund as much as possible]	\$118,387.50	53,661.30	60,591.30	\$4,134.90	114,252.60	\$4,135	
3rd Street (N) Clark to Hillsdale	\$144,704.18	38,115.00	95,293.28	\$11,295.90			
3rd Street (N) Hillsdale to Overhill	\$96,598.43	22,869.00	65,736.83	7,992.60			
3rd Street (N) Overhill to SR 46 Bypass	\$204,295.25	68,475.33	122,687.57	13,132.25			
Southdowns (S) ** Jordan to Mitchell (w/Stormwater on Jordan and Sheridan)	\$124,405.05	0.00	69,842.05	54,562.20		54,562.20	
TOTALS	\$1,037,244.32	192,118.08	\$635,439.24	\$209,685.75	\$244,538.26	\$177,265.20	\$100,000.00
REMAINDER					-39,538.26	\$97,511.04	\$0

* Other Funds: Commitment from Greenways for \$100,000 toward E. 3rd Street sidewalk

** The 2010 recommendation for \$54,562.20 sets the maximum amount for the stormwater component of this project.

2010 Engineer's Estimate				
3rd Street - Bryan Avenue to Jefferson Street				
<i>Item</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Price</i>	<i>Total Price</i>
Mobilization and Demobilization	1	EA	\$5,000.00 / EA	\$5,000.00
B Borrow for Structural Backfill**	20	CYS	\$45.00 / CYS	\$900.00
Bituminous Material for Tack		Ton	\$115.00 / Ton	
Bituminous Overlay (2" x 12')		LF	\$9.50 / LF	
Bituminous Surface	120	Ton	\$62.00 / Ton	\$7,440.00
Bituminous Base	80	Ton	\$56.00 / Ton	\$4,480.00
Bituminous Surface Milling		SYS	\$4.00 / SYS	
Plated Sidewalk Ramp (ADA Compliant)	3	EA	\$900.00 / EA	\$2,700.00
Casting, Adjust to Grade**	3	EA	\$500.00 / EA	\$1,500.00
Casting, Storm Inlet/Manhole**	4	EA	\$1,800.00 / EA	\$7,200.00
Cement Concrete Pavement 7" (Driveway)	150	SYS	\$40.00 / SYS	\$6,000.00
Comp. Agg. No. 53	120	Ton	\$12.00 / Ton	\$1,440.00
Compacted Agg. for Base		Ton	\$18.50 / Ton	
Compacted Agg. for Shoulder		Ton	\$13.25 / Ton	
Concrete Curb and Gutter		LF	\$18.00 / LF	
Concrete Curb, Type B		LF	\$16.00 / LF	
Construction Sign, Type A	8	EA	\$100.00 / EA	\$800.00
Excavation, Common	170	CYS	\$18.00 / CYS	\$3,060.00
Saw-Cut Pavement	200	LF	\$3.00 / LF	\$600.00
Tree/Vegetation Removal	4	EA	\$500.00 / EA	\$2,000.00
Perforated Pipe, Plastic 6"***	300	LF	\$3.00 / LF	\$900.00
Retaining Wall - Decorative Block 4 Ft Tall	80	LF	\$42.00 / LF	\$3,360.00
Titlework / Appraisal	1	EA	\$3,200.00 / EA	\$3,200.00
Right of Way	540	SF	\$8.50 / SF	\$4,590.00
Topsoil	100	Ton	\$13.00 / Ton	\$1,300.00
Sod	120	SYS	\$6.50 / SYS	\$780.00
Roll Curb	326	LF	\$20.00 / LF	\$6,520.00
Sidewalk, 5'	310	LF	\$24.00 / LF	\$7,440.00
Sidewalk, 6'		LF	\$29.00 / LF	
Stop Signs / Warning or Regulatory	2	EA	\$200.00 / EA	\$400.00
Storm Sewer, 12"***	260	LF	\$35.00 / LF	\$9,100.00
Storm Sewer, 18"		LF	\$40.00 / LF	
Storm Sewer, 24"		LF	\$45.00 / LF	
Storm Sewer, 36"		LF	\$55.00 / LF	
Street Signs*	2	EA	\$260.00 / EA	\$520.00
P - Cabinet*		EA	\$12,000.00 / EA	
30 Foot Strain Pole*		EA	\$4,600.00 / EA	
Camera Arm*		EA	\$1,500.00 / EA	
Signal Head (3 Section L.E.D.)*		EA	\$1,150.00 / EA	
Signal Head (5 Section L.E.D.)*		EA	\$1,914.00 / EA	
Pedestrian Signal L.E.D. Countdown*		EA	\$800.00 / EA	
Solo Pro Camera w/Junction Boxes*		EA	\$10,000.00 / EA	
Pedestrian Button Actuator*		EA	\$250.00 / EA	
Signal Service Connection*		EA	\$2,500.00 / EA	
Pavement Marking - 6" White*		LF	\$0.42 / LF	
Pavement Marking - Double Yellow*		LF	\$0.70 / LF	
Pavement Marking - Stop Bars*		LF	\$2.50 / LF	
Pavement Marking - Arrow Straight*		EA	\$175.00 / EA	
Pavement Marking - Arrow Turn*		EA	\$175.00 / EA	
Pavement Marking - Combination Arrow*		EA	\$200.00 / EA	
Street Trees (2-1/2" Caliper)	5	EA	\$275.00 / EA	\$1,375.00
Right of Way	\$8,997.45		Subtotal:	\$82,605.00
Public Works Total	\$63,773.33		Additional 10%:	\$8,260.50
Stormwater Total**	\$22,638.00		Design:	\$4,543.28
	\$95,408.78		Total Estimate:	\$95,408.78

*Direct Traffic Signal Installation Costs



3rd Street Sidewalk (Bryan Avenue to Jefferson Street)

By: wykoffj
25 Nov 09



For reference only; map information NOT warranted.



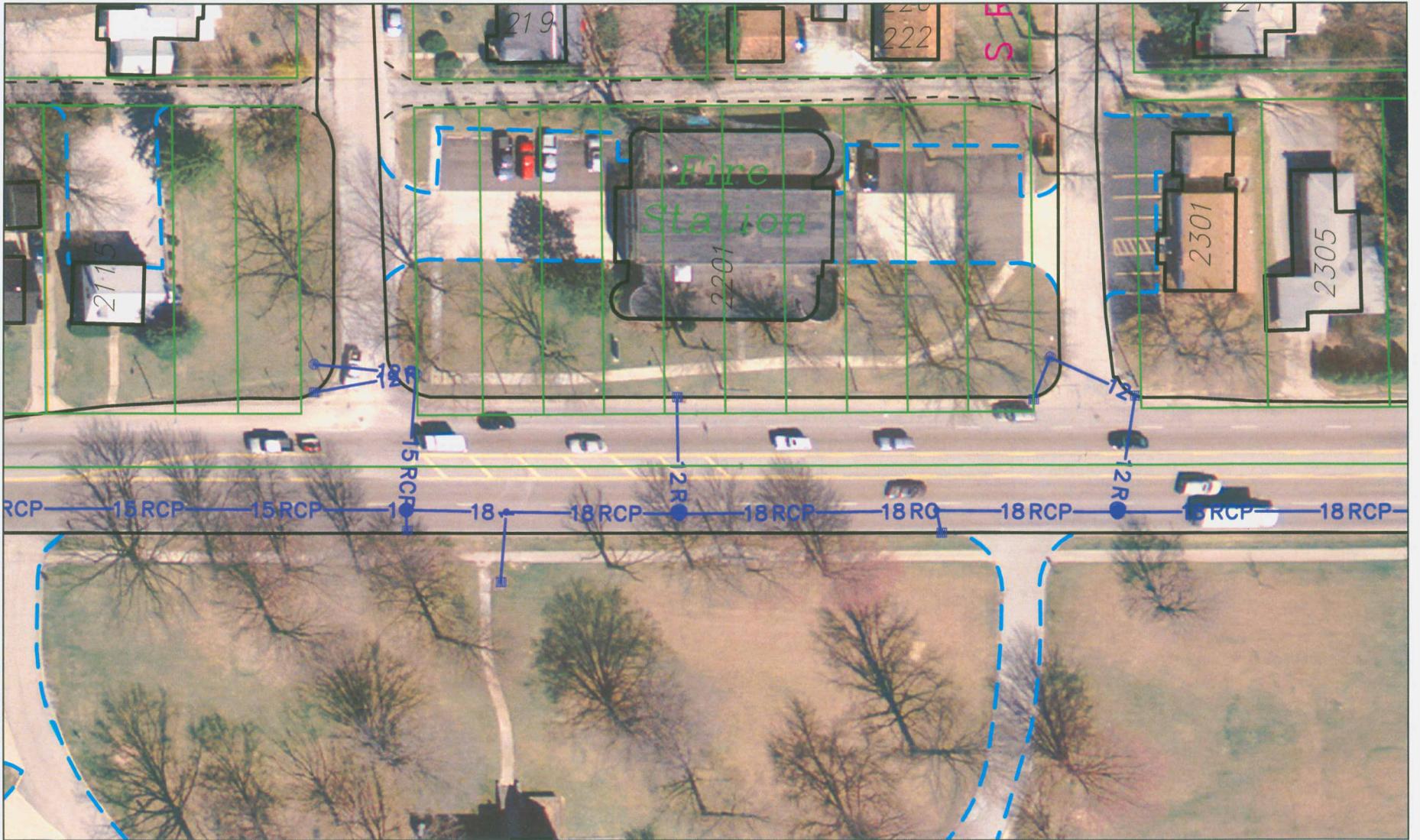
City of Bloomington
Engineering



Scale: 1" = 50'

2010 Engineer's Estimate				
3rd Street - Jefferson Street to Roosevelt Street				
<i>Item</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Price</i>	<i>Total Price</i>
Mobilization and Demobilization	1	EA	\$5,000.00 / EA	\$5,000.00
B Borrow for Structural Backfill		CYS	\$45.00 / CYS	
Bituminous Material for Tack		Ton	\$115.00 / Ton	
Bituminous Overlay (2" x 12')		LF	\$9.50 / LF	
Bituminous Surface	90	Ton	\$62.00 / Ton	\$5,580.00
Bituminous Base	60	Ton	\$56.00 / Ton	\$3,360.00
Bituminous Surface Milling		SYS	\$4.00 / SYS	
Plated Sidewalk Ramp (ADA Compliant)	2	EA	\$900.00 / EA	\$1,800.00
Casting, Adjust to Grade	3	EA	\$500.00 / EA	\$1,500.00
Casting, Storm Inlet/Manhole		EA	\$1,800.00 / EA	
Cement Concrete Pavement 7" (Driveway)		SYS	\$40.00 / SYS	
Comp. Agg. No. 53	120	Ton	\$12.00 / Ton	\$1,440.00
Compacted Agg. for Base		Ton	\$18.50 / Ton	
Compacted Agg. for Shoulder		Ton	\$13.25 / Ton	
Concrete Curb and Gutter		LF	\$18.00 / LF	
Concrete Curb, Type B		LF	\$16.00 / LF	
Construction Sign, Type A	8	EA	\$100.00 / EA	\$800.00
Excavation, Common	260	CYS	\$18.00 / CYS	\$4,680.00
Saw-Cut Pavement	200	LF	\$3.00 / LF	\$600.00
Tree/Vegetation Removal	4	EA	\$500.00 / EA	\$2,000.00
Perforated Pipe, Plastic 6"	60	LF	\$3.00 / LF	\$180.00
Retaining Wall - Decorative Block 5 Ft Tall	140	LF	\$62.00 / LF	\$8,680.00
Titlework / Appraisal		EA	\$3,200.00 / EA	
Right of Way		SF	\$8.50 / SF	
Topsoil	60	Ton	\$13.00 / Ton	\$780.00
Sod	120	SYS	\$6.50 / SYS	\$780.00
Roll Curb	326	LF	\$20.00 / LF	\$6,520.00
Sidewalk, 5'	310	LF	\$24.00 / LF	\$7,440.00
Sidewalk, 6'		LF	\$29.00 / LF	
Stop Signs / Warning or Regulatory	2	EA	\$200.00 / EA	\$400.00
Storm Sewer, 12"	60	LF	\$35.00 / LF	\$2,100.00
Storm Sewer, 18"		LF	\$40.00 / LF	
Storm Sewer, 24"		LF	\$45.00 / LF	
Storm Sewer, 36"		LF	\$55.00 / LF	
Street Signs*	2	EA	\$260.00 / EA	\$520.00
P - Cabinet*		EA	\$12,000.00 / EA	
30 Foot Strain Pole*		EA	\$4,600.00 / EA	
Camera Arm*		EA	\$1,500.00 / EA	
Signal Head (3 Section L.E.D.)*		EA	\$1,150.00 / EA	
Signal Head (5 Section L.E.D.)*		EA	\$1,914.00 / EA	
Pedestrian Signal L.E.D. Countdown*		EA	\$800.00 / EA	
Solo Pro Camera w/Junction Boxes*		EA	\$10,000.00 / EA	
Pedestrian Button Actuator*		EA	\$250.00 / EA	
Signal Service Connection*		EA	\$2,500.00 / EA	
Pavement Marking - 6" White*		LF	\$0.42 / LF	
Pavement Marking - Double Yellow*		LF	\$0.70 / LF	
Pavement Marking - Stop Bars*		LF	\$2.50 / LF	
Pavement Marking - Arrow Straight*		EA	\$175.00 / EA	
Pavement Marking - Arrow Turn*		EA	\$175.00 / EA	
Pavement Marking - Combination Arrow*		EA	\$200.00 / EA	
Street Trees (2-1/2" Caliper)	3	EA	\$275.00 / EA	\$825.00
Right of Way			Subtotal:	\$54,985.00
Public Works Total	\$59,141.78		Additional 10%:	\$5,498.50
Stormwater Total**	\$4,365.90		Design:	\$3,024.18
	\$63,507.68		Total Estimate:	\$63,507.68

*Direct Traffic Signal Installation Costs



3rd Street Sidewalk (Jefferson Street to Roosevelt Street)

By: wykoffj
25 Nov 09



For reference only; map information NOT warranted.



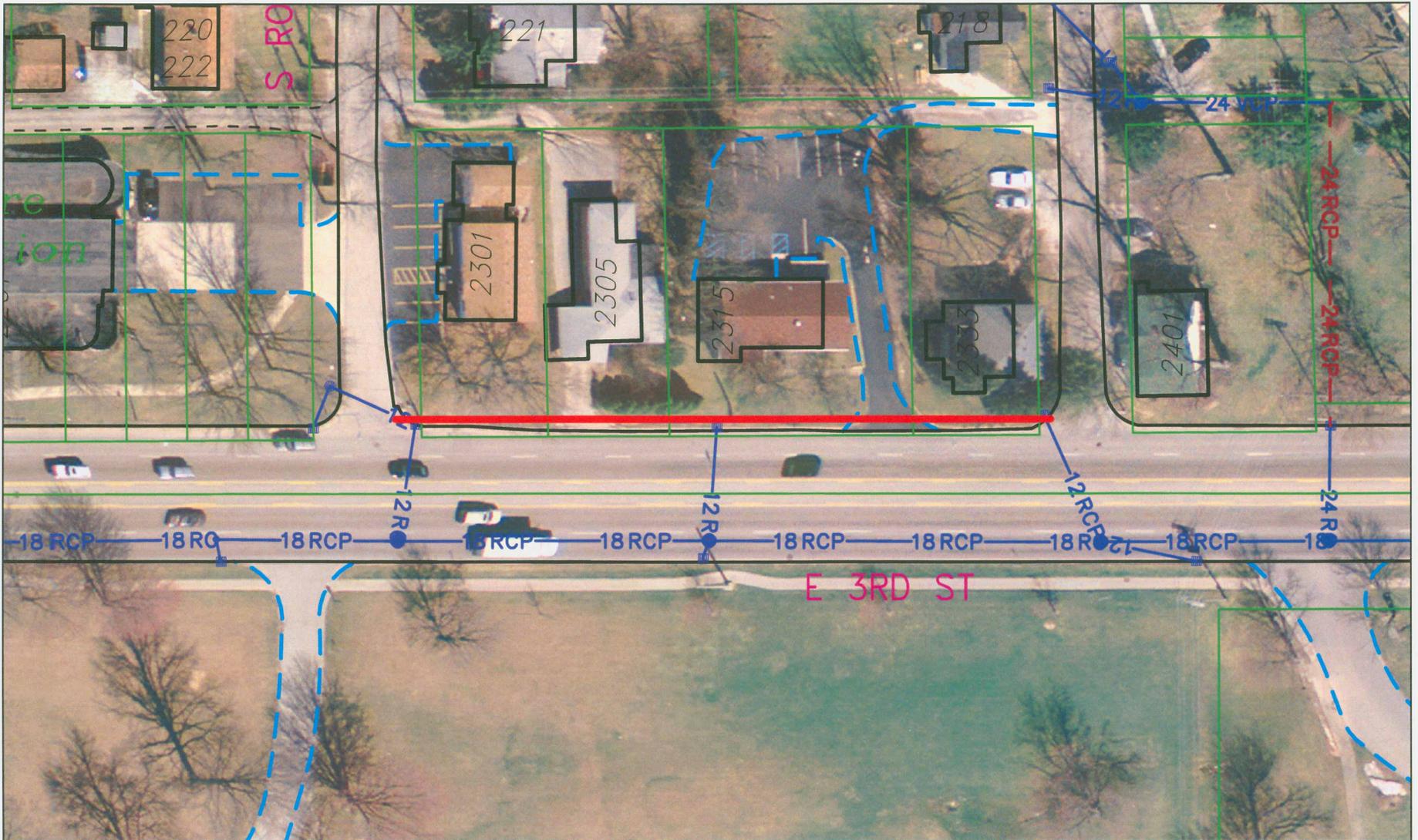
City of Bloomington
Engineering



Scale: 1" = 60'

2010 Engineer's Estimate				
3rd Street - Roosevelt Street to Clark Street				
<i>Item</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Price</i>	<i>Total Price</i>
Mobilization and Demobilization	1	EA	\$5,000.00 / EA	\$5,000.00
B Borrow for Structural Backfill		CYS	\$45.00 / CYS	
Bituminous Material for Tack		Ton	\$115.00 / Ton	
Bituminous Overlay (2" x 12')		LF	\$9.50 / LF	
Bituminous Surface	90	Ton	\$62.00 / Ton	\$5,580.00
Bituminous Base	60	Ton	\$56.00 / Ton	\$3,360.00
Bituminous Surface Milling		SYS	\$4.00 / SYS	
Plated Sidewalk Ramp (ADA Compliant)	2	EA	\$900.00 / EA	\$1,800.00
Casting, Adjust to Grade	4	EA	\$500.00 / EA	\$2,000.00
Casting, Storm Inlet/Manhole		EA	\$1,800.00 / EA	
Cement Concrete Pavement 7" (Driveway)	80	SYS	\$40.00 / SYS	\$3,200.00
Comp. Agg. No. 53	140	Ton	\$12.00 / Ton	\$1,680.00
Compacted Agg. for Base		Ton	\$18.50 / Ton	
Compacted Agg. for Shoulder		Ton	\$13.25 / Ton	
Concrete Curb and Gutter		LF	\$18.00 / LF	
Concrete Curb, Type B		LF	\$16.00 / LF	
Construction Sign, Type A	8	EA	\$100.00 / EA	\$800.00
Excavation, Common	260	CYS	\$18.00 / CYS	\$4,680.00
Saw-Cut Pavement	300	LF	\$3.00 / LF	\$900.00
Tree/Vegetation Removal	4	EA	\$500.00 / EA	\$2,000.00
Perforated Pipe, Plastic 6"	60	LF	\$3.00 / LF	\$180.00
Retaining Wall - Decorative Block 3 Ft Tall	140	LF	\$42.00 / LF	\$5,880.00
Titlework / Appraisal	4	EA	\$3,200.00 / EA	\$12,800.00
Right of Way	3960	SF	\$8.50 / SF	\$33,660.00
Topsoil	60	Ton	\$13.00 / Ton	\$780.00
Sod	120	SYS	\$6.50 / SYS	\$780.00
Roll Curb	320	LF	\$20.00 / LF	\$6,400.00
Sidewalk, 5'		LF	\$24.00 / LF	
Sidewalk, 6'	300	LF	\$29.00 / LF	\$8,700.00
Stop Signs / Warning or Regulatory	2	EA	\$200.00 / EA	\$400.00
Storm Sewer, 12"	40	LF	\$35.00 / LF	\$1,400.00
Storm Sewer, 18"		LF	\$40.00 / LF	
Storm Sewer, 24"		LF	\$45.00 / LF	
Storm Sewer, 36"		LF	\$55.00 / LF	
Street Signs*	2	EA	\$260.00 / EA	\$520.00
P - Cabinet*		EA	\$12,000.00 / EA	
30 Foot Strain Pole*		EA	\$4,600.00 / EA	
Camera Arm*		EA	\$1,500.00 / EA	
Signal Head (3 Section L.E.D.)*		EA	\$1,150.00 / EA	
Signal Head (5 Section L.E.D.)*		EA	\$1,914.00 / EA	
Pedestrian Signal L.E.D. Countdown*		EA	\$800.00 / EA	
Solo Pro Camera w/Junction Boxes*		EA	\$10,000.00 / EA	
Pedestrian Button Actuator*		EA	\$250.00 / EA	
Signal Service Connection*		EA	\$2,500.00 / EA	
Pavement Marking - 6" White*		LF	\$0.42 / LF	
Pavement Marking - Double Yellow*		LF	\$0.70 / LF	
Pavement Marking - Stop Bars*		LF	\$2.50 / LF	
Pavement Marking - Arrow Straight*		EA	\$175.00 / EA	
Pavement Marking - Arrow Turn*		EA	\$175.00 / EA	
Pavement Marking - Combination Arrow*		EA	\$200.00 / EA	
Street Trees (2-1/2" Caliper)		EA	\$275.00 / EA	
Right of Way	\$53,661.30		Subtotal:	\$102,500.00
Public Works Total	\$60,591.30		Additional 10%:	\$10,250.00
Stormwater Total**	\$4,134.90		Design:	\$5,637.50
	\$118,387.50		Total Estimate:	\$118,387.50

*Direct Traffic Signal Installation Costs



3rd Street Sidewalk (Roosevelt Street to Clark Street)

By: wykoffj
25 Nov 09



For reference only; map information NOT warranted.



City of Bloomington
Engineering



Scale: 1" = 60'

Marilyn Street Sidewalk

Engineer's Cost Estimate

BFA #400748

August 21, 2008

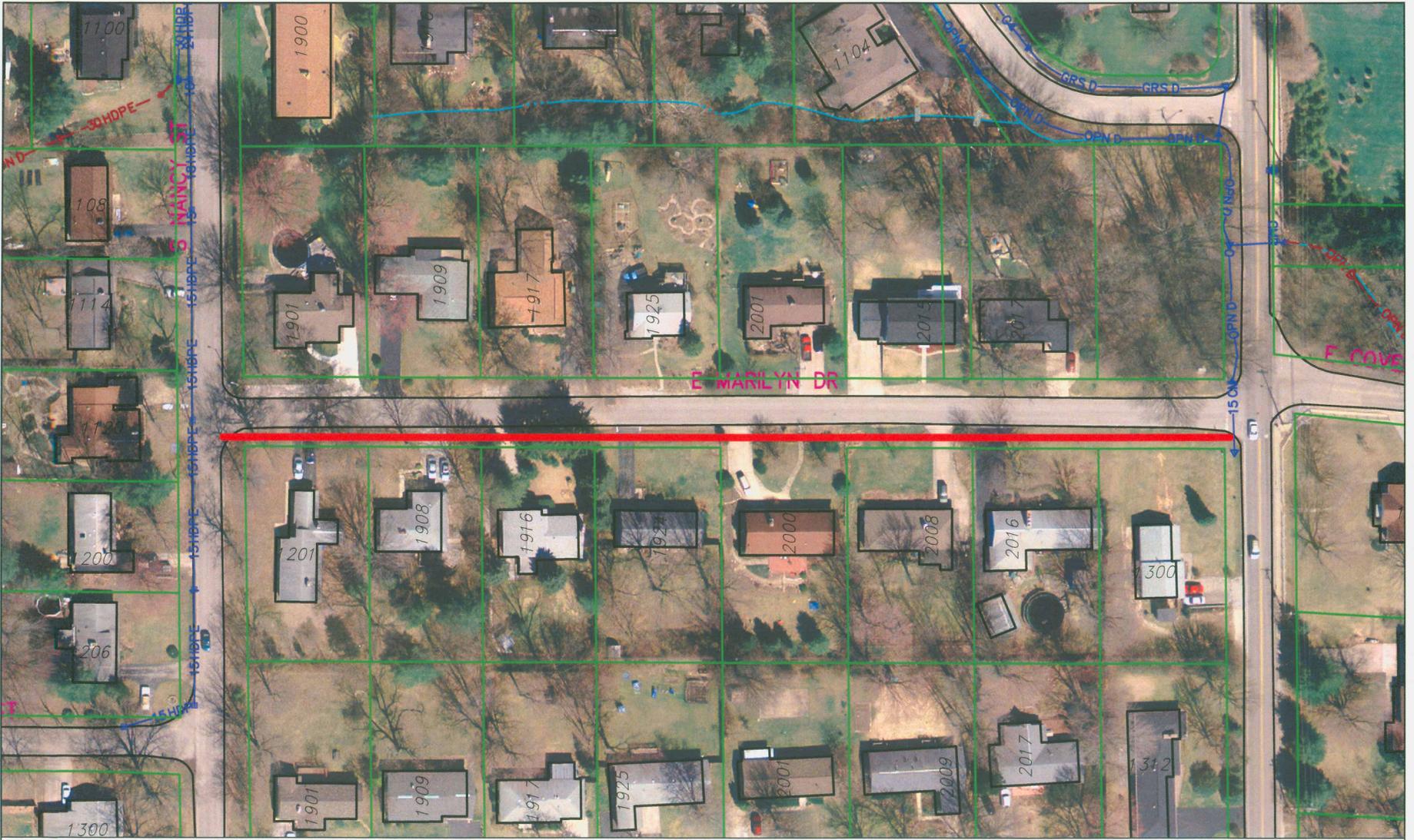
Description	UNIT	QUANTITY	UNIT PRICE	TOTAL
Walkway:				
Pavement Removal	SYD	360	\$10.00	\$3,600.00
6'-6" Monolithic Walk	LF	490	\$30.00	\$14,700.00
6'-6" Monolithic Walk @ Drives	LF	130	\$35.00	\$4,550.00
Bituminous Mixture for Approaches	TONS	10	\$85.00	\$850.00
Concrete Pavement for Drives	CYS	20	\$125.00	\$2,500.00
Curb Ramps, Concrete	EA	16	\$1,500.00	\$24,000.00
Bituminous Surface	TONS	32	\$65.00	\$2,080.00
Bituminous Base	TONS	64	\$60.00	\$3,840.00
Compacted Aggregate for Base # 53	TONS	165	\$15.00	\$2,475.00
Relocate Mailbox	EA	8	\$200.00	\$1,600.00
Sodding (all disturbed areas)	SY	384	\$4.50	\$1,728.00
<i>Subtotal</i>				\$61,923.00

Utilities:				
Storm Inlet J10	EA	5	\$1,800.00	\$9,000.00
Storm Inlet E	EA	1	\$2,100.00	\$2,100.00
Storm Manhole	EA	1	\$2,500.00	\$2,500.00
12" - Storm Sewer ADS N-12	LF	792	\$42.50	\$33,660.00
6'x3' Reinforced Concrete Box Culvert	LF	70	\$450.00	\$31,500.00
8" - Ductile Iron Pipe w/Sewper Coat	LF	56	\$80.00	\$4,480.00
<i>Subtotal</i>				\$83,240.00

Miscellaneous:				
Maintaining Traffic	LS	1	\$7,500.00	\$7,500.00
Clear Right-of-Way	LS	1	\$10,000.00	\$10,000.00
Erosion Control	LS	1	\$2,500.00	\$2,500.00
<i>Subtotal</i>				\$20,000.00

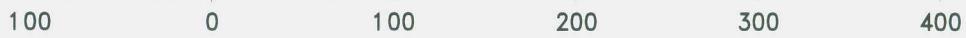
TOTAL - \$165,163.00
Mobilization / De-Mobilization - \$4,954.89
Construction Engineering - \$3,303.26
10% Contingency - \$16,516.30

Construction Cost - \$189,937.45



Marilyn Drive Sidewalk Location Map

By: wykoffj
25 Nov 09



For reference only; map information NOT warranted.



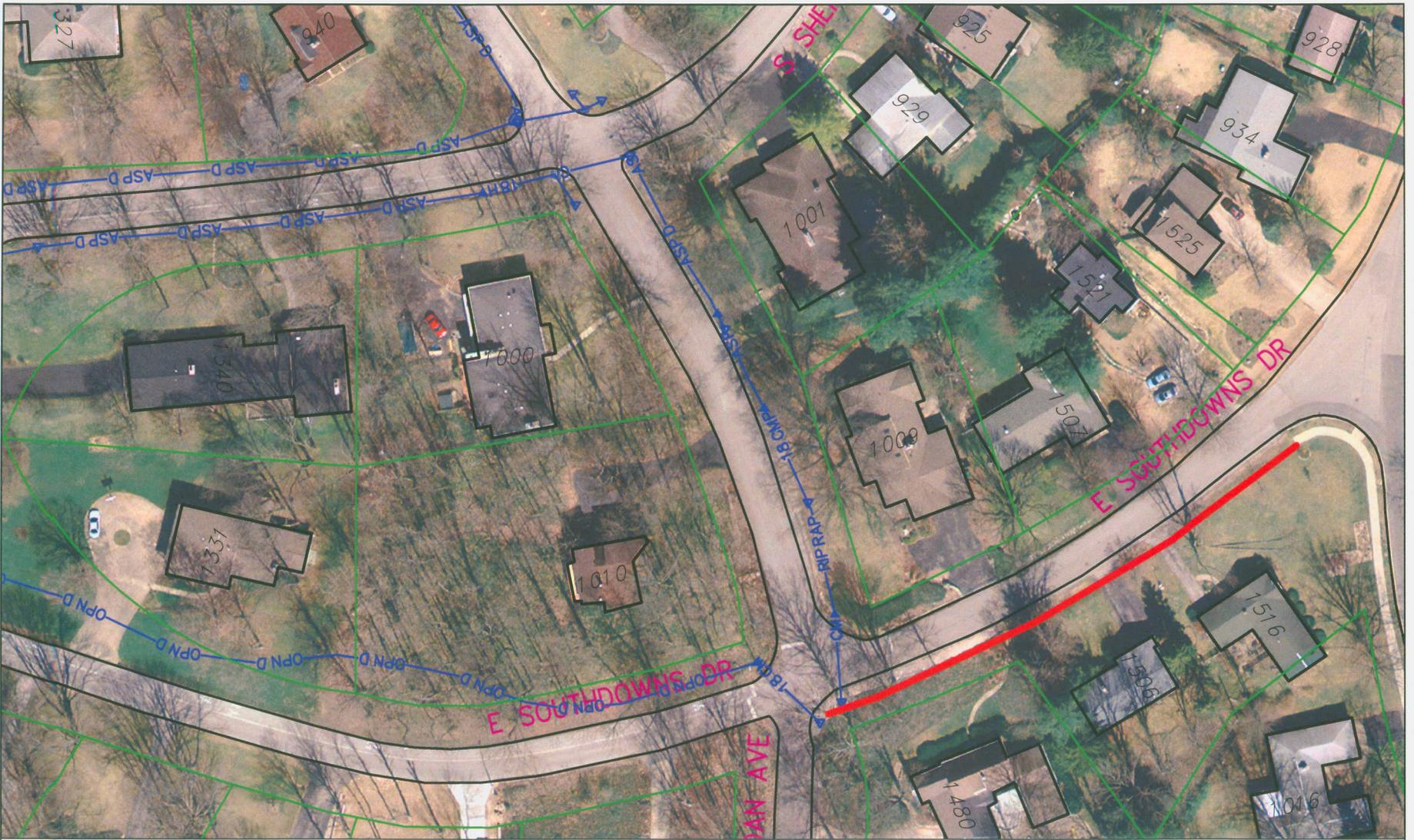
City of Bloomington
Engineering



Scale: 1" = 100'

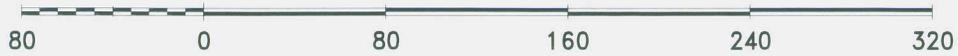
2010 Engineer's Estimate				
Southdowns Drive - Jordan Avenue to Mitchell Street				
<i>Item</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Price</i>	<i>Total Price</i>
Mobilization and Demobilization	1	EA	\$5,000.00 / EA	\$5,000.00
B Borrow for Structural Backfill**	32	CYS	\$45.00 / CYS	\$1,440.00
Bituminous Material for Tack		Ton	\$115.00 / Ton	
Bituminous Overlay (2" x 12')		LF	\$9.50 / LF	
Bituminous Surface	180	Ton	\$62.00 / Ton	\$11,160.00
Bituminous Base	220	Ton	\$56.00 / Ton	\$12,320.00
Bituminous Surface Milling		SYS	\$4.00 / SYS	
Plated Sidewalk Ramp (ADA Compliant)	2	EA	\$900.00 / EA	\$1,800.00
Casting, Adjust to Grade**	2	EA	\$500.00 / EA	\$1,000.00
Casting, Storm Inlet/Manhole**	9	EA	\$1,800.00 / EA	\$16,200.00
Cement Concrete Pavement 7" (Driveway)		SYS	\$40.00 / SYS	
Comp. Agg. No. 53	120	Ton	\$12.00 / Ton	\$1,440.00
Compacted Agg. for Base		Ton	\$18.50 / Ton	
Compacted Agg. for Shoulder		Ton	\$13.25 / Ton	
Concrete Curb and Gutter		LF	\$18.00 / LF	
Concrete Curb, Type B		LF	\$16.00 / LF	
Construction Sign, Type A	6	EA	\$100.00 / EA	\$600.00
Excavation, Common	220	CYS	\$18.00 / CYS	\$3,960.00
Saw-Cut Pavement	620	LF	\$3.00 / LF	\$1,860.00
Tree/Vegetation Removal		EA	\$500.00 / EA	
Perforated Pipe, Plastic 6"**	100	LF	\$3.00 / LF	\$300.00
Retaining Wall - Decorative Block 4 Ft Tall		LF	\$42.00 / LF	
Titlework / Appraisal		EA	\$3,200.00 / EA	
Right of Way		SF	\$8.50 / SF	
Topsoil	270	Ton	\$13.00 / Ton	\$3,510.00
Sod	320	SYS	\$6.50 / SYS	\$2,080.00
Roll Curb	360	LF	\$20.00 / LF	\$7,200.00
Sidewalk, 5'	340	LF	\$24.00 / LF	\$8,160.00
Sidewalk, 6'		LF	\$29.00 / LF	
Stop Signs / Warning or Regulatory	3	EA	\$200.00 / EA	\$600.00
Storm Sewer, 12"**	180	LF	\$35.00 / LF	\$6,300.00
Storm Sewer, 18"	100	LF	\$40.00 / LF	\$4,000.00
Storm Sewer, 24"	400	LF	\$45.00 / LF	\$18,000.00
Storm Sewer, 36"		LF	\$55.00 / LF	
Street Signs*	3	EA	\$260.00 / EA	\$780.00
P - Cabinet*		EA	\$12,000.00 / EA	
30 Foot Strain Pole*		EA	\$4,600.00 / EA	
Camera Arm*		EA	\$1,500.00 / EA	
Signal Head (3 Section L.E.D.)*		EA	\$1,150.00 / EA	
Signal Head (5 Section L.E.D.)*		EA	\$1,914.00 / EA	
Pedestrian Signal L.E.D. Countdown*		EA	\$800.00 / EA	
Solo Pro Camera w/Junction Boxes*		EA	\$10,000.00 / EA	
Pedestrian Button Actuator*		EA	\$250.00 / EA	
Signal Service Connection*		EA	\$2,500.00 / EA	
Pavement Marking - 6" White*		LF	\$0.42 / LF	
Pavement Marking - Double Yellow*		LF	\$0.70 / LF	
Pavement Marking - Stop Bars*		LF	\$2.50 / LF	
Pavement Marking - Arrow Straight*		EA	\$175.00 / EA	
Pavement Marking - Arrow Turn*		EA	\$175.00 / EA	
Pavement Marking - Combination Arrow*		EA	\$200.00 / EA	
Street Trees (2-1/2" Caliper)		EA	\$275.00 / EA	
Right of Way			Subtotal:	\$107,710.00
Public Works Total	\$69,842.85		Additional 10%:	\$10,771.00
Stormwater Total**	\$54,562.20		Design:	\$5,924.05
	\$124,405.05		Total Estimate:	\$124,405.05

*Direct Traffic Signal Installation Costs



Southdowns Drive Sidewalk

By: wykoffj
25 Nov 09



For reference only; map information NOT warranted.



City of Bloomington
Engineering



Scale: 1" = 80'

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 near apartments	700	72	4	3.88	9	247	3	1,210	2	18	1
3rd St.	Bryan Ave. to TraveLodge	2,246	80	2	4.03	4	144	6	548	10	22	2
17th St.	Madison to Woodburn	476	72	4	3.86	10	260	2	689	8	24	3
14th St.	Madison St. to Woodburn Ave.	450	85	1	3.58	18	220	4	769	7	30	4
Union St.	4th St. to 7th St.	954	68	6	3.84	11	103	10	1,035	4	31	5
Moores Pike	Andrews to College Mall	1,289	51	11	3.99	6	52	21	1,453	1	39	6
S. Rogers St.	south of Hillside Dr.	480	43	15	3.97	8	90	16	825	6	45	7
17th St.	Indiana to Forrest Ave.	1,323	45	14	4.23	1	58	19	525	11	45	7
Jefferson St.	3rd to 7th	1,375	66	7	3.66	15	97	11	393	12	45	7
5th St.	Union to Hillsdale	1,671	66	7	3.52	20	131	7	298	14	48	10
Palmer St. connector path	Wylie to 1st	529	75	3	1.50	28	146	5	328	13	49	11
Moores Pike	Valley Forge to High Street	1,060	34	23	4.17	2	107	8	240	17	50	12
Morningside	Smith Road to Sheffield	502	51	11	3.47	22	268	1	278	16	50	12
Walnut St.	Hoosier Street to Legends	369	52	10	3.74	14	34	23	986	5	52	14
Miller Dr.	Huntington Dr. to Olive St.	423	38	18	3.66	15	82	17	1,191	3	53	15
High St.	Covenanter Dr. to 2nd St.	2,622	46	13	4.01	5	93	15	156	22	55	16
Walnut St.	Winston/Thomas to Nat'l Guard Armory	1,064	42	16	3.99	6	34	24	679	9	55	16
Maxwell Ln.	Highland to Sheridan	842	63	9	3.19	27	93	13	186	19	68	18
Rhorer Rd.	Walnut St. to Sare Rd.	4,775	40	17	4.06	3	0	26	69	26	72	19
Marilyn Dr.	Nancy to High	725	38	18	3.37	25	107	9	162	20	72	19
Nancy St.	Hillside to Mark	878	31	25	3.48	21	94	12	235	18	76	21
Southdowns	Jordan to Mitchell	327	38	18	3.58	18	57	20	160	21	77	22
Ruby Ln	Nancy to Covenanter	488	35	21	3.41	24	76	18	287	15	78	23
Covenanter Dr.	Ruby to High	335	35	21	3.46	23	93	14	140	23	81	24
Dunn St.	SR 45/46 to Tamarack Tr.	2,044	32	24	3.83	12	7	25	74	25	86	25
Kinser Pike	north of Acuff	1,595	12	28	3.83	12	0	26	40	27	93	26
Clubhouse Dr.	Kinser Pk. To Old SR 37	3,199	26	27	3.65	17	42	22	0	28	94	27
Ramble Rd.	Ramble to Dunn	875	28	26	3.26	26	0	26	86	24	102	28

A HISTORY OF COUNCIL SIDEWALK COMMITTEE FUNDS, 2002-2010

2010				
Site	Estimate	Recommendation		Comments
		ATF	CBU Stormwater	
Marilyn -- Nancy to High (south side)	\$189,937.45	\$98,373.43	\$91,564.00	See 2009 description below for project details. As federal funds requested from the Mayor were not available for 2010, the Committee agreed to dedicate ATF funds to complete this project.
Third Street -- Bryan to Jefferson (north side)	\$95,408.78		\$22,638.00	Connection is needed from Roosevelt to the SR 46 Overpass to link up with the existing sidewalk. The 2009 Committee forwarded a recommendation to the 2010 Committee encouraging the latter to fund as much of this project as possible. The 2010 Committee agreed that, after funding the above previously-committed Marilyn project, it should devote all remaining funds to the Third Street project. The Committee voted to fully fund the first two stretches of this project (Bryan to Jefferson and Jefferson to Roosevelt) and to fund as much of the third segment of the East Third Street (Roosevelt to Clark) project as possible.
Third Street -- Jefferson to Roosevelt (north side)	\$63,507.68	\$31,912.23	\$4,366.00	
Third Street -- Roosevelt to Clark (north side)	\$118,387.50	\$114,252.60	\$4,135.00	
Southdowns -- Jordan to Mitchell (w/Stormwater on Jordan and Sheridan) (south side)	\$124,405.05		\$54,562.20	This is part of larger area in need of stormwater improvement and has been on the Sidewalk Committee's list of requested projects since 2002. The Committee agreed to address the stormwater issue on Southdowns first and then the sidewalk later. The amount of stormwater dedicated to this project is not to exceed the original estimated cost -- \$54,562.20
Total:		244,538.26	\$177,265.20	
2009				
Site	Estimate	Recommendation		Comments
		ATF	CBU Sidewalk	
Marilyn -- Nancy to High (south side)	\$189,937.45	\$0.00	\$91,564.00	This is one of the last segments of a route on the Bicycle and Pedestrian Transportation and Greenways System (Greenways) Plan that would connect Bryan Park with sidewalks at High and Covenanter. Prior ATF funds were used to install sidewalks on Mitchell, Circle, Ruby and Nancy Street. Last year the Committee requested and expected that the Greenways monies would be used to cover the sidewalk and the CBU Set Aside would cover the storm water component of this project. However, an amendment to the Greenways Plan and other projects left this one unfunded in 2008. As noted above, the Committee recommended that the Council respectfully request that the Mayor consider appropriating \$98,937.45 of federal reimbursement of matching funds to complete this project.
Henderson -- Moody to Thornton (east side)	\$99,319.17	\$71,877.77	\$27,441.40	This project was scheduled for funding in 2008. It was requested by the Planning Department, MCCSC, and a property owner and would complete the last segment of unfinished sidewalk on the east side of Henderson between Hillside and Miller Drive as well as much further north and south. The HAND department may help fund some of this project.
Kinser Pike -- Marathon Stn. to 45/46 (west side)	\$54,751.14	\$40,280.74	\$14,470.40	This is a heavily-travelled stretch. Many residents living in multi-family housing walk here to the grocery store and other amenities.
Moores Pike -- Segment A - Woodruff to existing walk (south side)	\$22,758.00	\$22,758.00	\$0.00	This stretch provides connectivity with an existing walk and was requested by area residents. This project will provide residents with a safer crossing of Moores Pike. Some residents indicated that they would be willing to make a contribution.
S. Madison -- 3 rd to Prospect (east side)	\$49,773.00	\$26,989.00	\$16,784.00	This project is in a highly-urban area and would link to the B-Line trail at the W. 3 rd Street overpass. Public Works will commit \$6,000 for concrete.
3 rd Street -- Roosevelt to Clark & Clark to Hillsdale (north side)	\$231,564.07	\$50,000 *	\$0.00	Connection to link up to the existing sidewalk network. A worn pedestrian path demonstrates the heavy use of this area. The 2009 Committee agreed that if the funds remaining for the above projects are not needed to complete said projects, up to \$50,000 of the remaining 2009 ATF balance shall be dedicated to right-of-way acquisition for this project.
Total:		211,905.51	\$150,259.80	

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

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

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

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

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

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

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

Action

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

Background Material

Council Sidewalk Criteria – *enclosed*

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

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

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

Average Ranking of Projects Made by Members of the 2010 Council Sidewalk Committee - *enclosed*

Index and 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.

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).

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

- On November 12, 2009, the Committee revised “Proximity to Destination Points” to clarify that the list was illustrative and included “employment centers” among other destinations.

Council Sidewalk Criteria – Application of Emerging Objective Factors

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



To: Bloomington Common Council Sidewalk Committee
From: Scott Robinson, Long Range/Transportation Manager
Date: 10/06/10
Re: 2011 Council Sidewalk Committee
CC: Tom Micuda, Josh Desmond, file

Sidewalk Informational Maps

City staff regularly maintains sidewalk information on the City's GIS. Sidewalk Inventory Maps depict locations of existing sidewalks within the City's planning jurisdiction. This year, Determinant Sidewalk Maps are also included to illustrate locations where determinant sidewalk variances have been previously approved and recorded. These maps are included for reference only and staff can provide additional information for specific locations on a case by case basis.

Sidewalk Location Evaluation and Ranking

In 2008 staff developed a project evaluation system using several measurements to rank sidewalk requests based on the established Council Sidewalk Committee Criteria. This ranking was further refined in 2009 to also include transit and population density. This improved methodology provided an overall priority score based on a ranking of these measured values. The 2009 methodology continues to be effective and was used for the sidewalk projects considered for the 2010 deliberations.

Staff evaluated and ranked the sidewalk projects listed in the 2010 Project Prioritization Table included with the Committee packet. The 2010 table includes most projects listed from the 2009 analysis and includes seven new requests received by the Council Office (Rockport Road, Graham Drive, Smith Road [two locations], Fairview Street, 18th Street, and 20th Street). Four projects were removed from the analysis (Marilyn Drive, 14th Street, Range Road, and Clubhouse Drive) based on past deliberations, decisions, and project status. Planning recommends that the Council Sidewalk Committee continue to focus attention on East 3rd Street because of its high ranking and past decisions and commitments to this area.

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 Sidewalk Inventory and Determinant Sidewalk Maps are included for reference
- The sidewalk evaluation system remains effective to rank project requests
- Planning recommends that the deliberations for 2011 focus on the East 3rd Street project

City of Bloomington
City Council Sidewalk Committee 2009 Prioritization Process

Process Overview

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

Prioritization Methodology

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

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

Known Issues

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

Walk Score

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

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

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

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

Pedestrian Level of Service (Ped LOS)

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

2010 Council Sidewalk Committee Project Prioritization

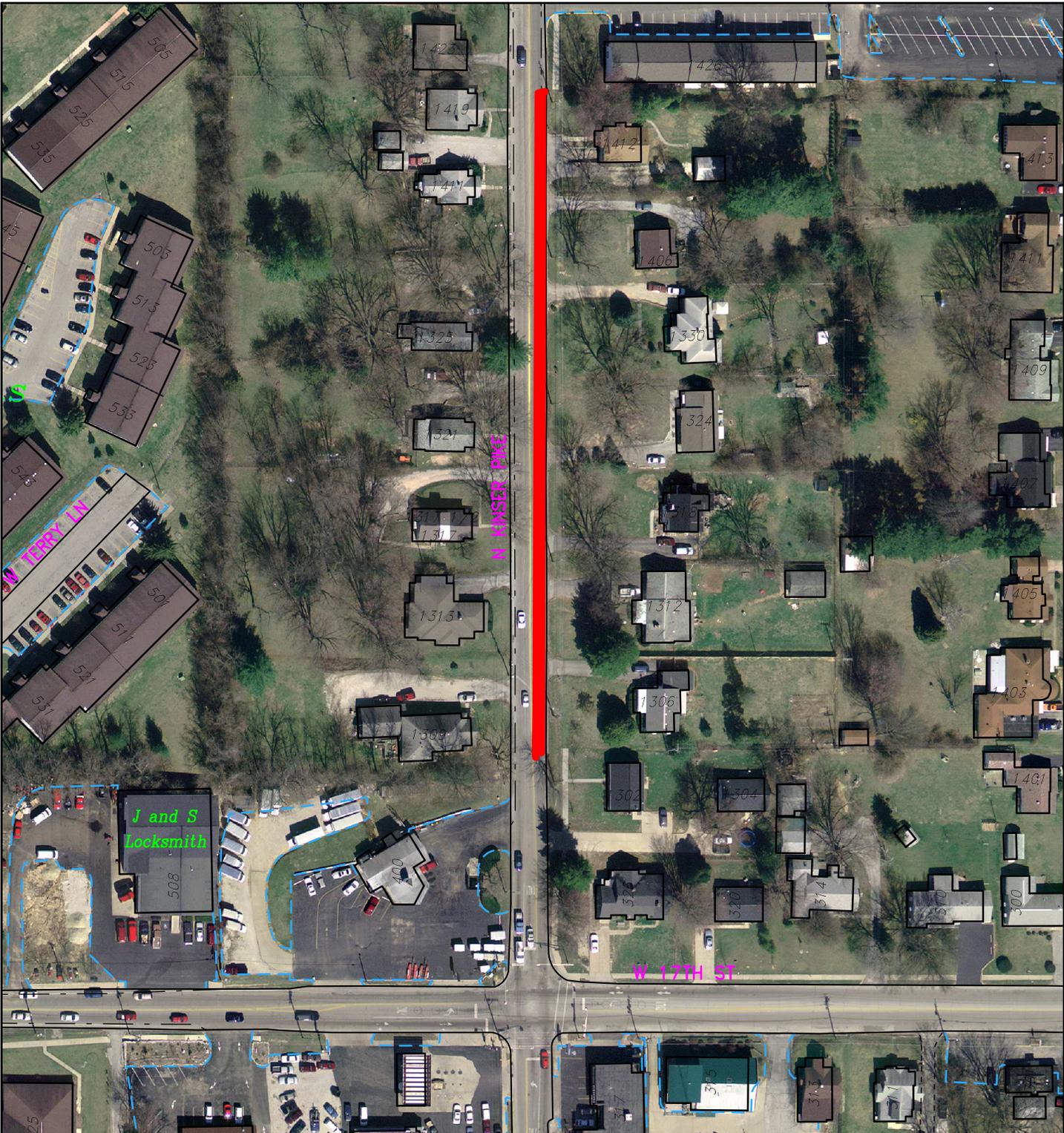
Street	Description	Project Length (approx.)	Walk Score (potential ped usage)	WS Rank	PLOS Score	PLOS Rank	Transit Route Score	Transit Route Rank	Density Score	Density Rank	Rank Sum	Overall Project Rank
Kinser Pike	north of 17th St. to existing sidewalk near apartments	700	72	4	3.88	10	247	4	1,210	4	22	1
17th St.	Madison to Woodburn	476	72	4	3.86	11	260	2	689	12	29	2
3rd St.	Bryan Ave. to TraveLodge	2,246	80	2	4.03	5	144	9	548	14	30	3
14th St.	Madison St. to Woodburn Ave.	450	85	1	3.58	19	220	5	769	10	35	4
Union St.	4th St. to 7th St.	954	68	6	3.84	12	103	14	1,035	6	38	5
18th St. (new)	Walnut St. to Dunn St.	710	51	12	3.48	23	178	6	1,229	2	43	6
20th St. (new)	Walnut St. to Dunn St.	1,125	51	12	3.48	23	178	6	1,229	2	43	6
Moores Pike	Andrews to College Mall	1,289	51	12	3.99	7	52	27	1,453	1	47	8
Smith Rd. (new)	Grandview Dr. to 10th St.(west)	1,352	42	19	3.63	18	260	3	771	9	49	9
Jefferson St.	3rd to 7th	1,375	66	7	3.66	16	97	15	393	16	54	10
S. Rogers St.	south of Hillside Dr.	480	43	18	3.97	9	90	20	825	8	55	11
17th St.	Indiana to Forrest Ave.	1,323	45	17	4.23	1	58	25	525	15	58	12
5th St.	Union to Hillsdale	1,671	66	7	3.52	22	131	10	298	19	58	12
Walnut St.	Hoosier Street to Legends	369	52	10	3.74	15	34	28	986	7	60	14
Morningside	Smith Road to Sheffield	502	51	12	3.47	27	268	1	278	21	61	15
Farview St. (new)	Wylie St. to Allen St.	1,005	52	10	3.48	23	120	11	343	17	61	15
Palmer St. connector path	Wylie St. to 1st St.	529	75	3	1.50	33	146	8	328	18	62	17
Moores Pike	Valley Forge to High St.	1,060	34	27	4.17	2	107	13	240	22	64	18
Miller Dr.	Huntington Dr. to Olive St.	423	38	22	3.66	16	82	21	1,191	5	64	18
High St.	Covenanter Dr. to 2nd St.	2,622	46	16	4.01	6	93	19	156	27	68	20
Walnut St.	Winston/Thomas to Nat'l Guard Armory	1,064	42	19	3.99	7	34	29	679	13	68	20
Rockport Rd. (new)	Countryside Ln. to Tapp Rd.	3,198	25	32	4.07	3	61	23	716	11	69	22
Maxwell Ln.	Highland to Sheridan	842	63	9	3.19	32	93	17	186	25	83	23
Rhorer Rd.	Walnut St. to Sare Rd.	4,775	40	21	4.06	4	0	31	69	32	88	24
Nancy St.	Hillside to Mark	878	31	29	3.48	23	94	16	235	23	91	25
Smith Rd. (new)	Hagan St. to Brighton Ave. (west)	1,817	28	30	3.56	21	118	12	122	29	92	26
Southdowns	Jordan to Mitchell	327	38	22	3.58	19	57	26	160	26	93	27
Ruby Ln	Nancy to Covenanter	488	35	24	3.41	29	76	22	287	20	95	28
Covenanter Dr.	Ruby to High	335	35	24	3.46	28	93	18	140	28	98	29
Dunn St.	SR 45/46 to Tamarack Tr.	2,044	32	28	3.83	13	7	30	74	31	102	30
Graham Dr. (new)	Rockport Rd. to Rogers St.	1,815	35	24	3.34	30	58	24	234	24	102	30
Kinser Pike	north of Acuff	1,595	12	33	3.83	13	0	31	40	33	110	32
Ramble Rd.	Ramble to Dunn	875	28	30	3.26	31	0	31	86	30	122	33

2010 Council Sidewalk Committee Priorities in 2010

<u>Rank</u>	<u>Sidewalk Project (Listed in Order of Ranking Using Objective Criteria Developed by the Plan Department)</u>	<u>Member Priorities</u>	<u>Comments from Council (Paraphrased) and Staff</u>
4	Marilyn Dr. Nancy to High		To be Completed in 2010
2	3rd St. Bryan Ave. to TraveLodge	Isabel (1)	
1	Kinser Pike north of 17th St. to existing sidewalk near apartments	Isabel (2)	
6	Moores Pike Andrews to College Mall	Isabel (3)	One block done in 2009
7	S. Rogers St. south of Hillside Dr.	Isabel (4)	Important due to relocation of the Community Kitchen
3	17th St. Madison to Woodburn	Isabel (5)	
18	Maxwell Ln. Highland to Sheridan	Isabel (6)	
14	Walnut St. Hoosier Street to Legends	Isabel (7)	
19	Rhorer Rd. Walnut St. to Sare Rd.	Isabel (8)	
	Rockport missing links from south of Countryside Lane to Tapp Road (North/West side) with special attention to block south of Graham Drive	Isabel (9)	Not Evaluated
4	14th St. Madison St. to Woodburn Ave.	Isabel (10)	
5	Union St. 4th St. to 7th St. 954		
7	17th St. Indiana to Forrest Ave.		
7	Jefferson St. 3rd to 7th		
10	5th St. Union to Hillside		
11	Palmer St. connector path Wylie to 1st		
12	Moores Pike Valley Forge to High Street		
12	Morningside Smith Road to Sheffield		
15	Miller Dr. Huntington Dr. to Olive St.		
16	High St. Covenanter Dr. to 2nd St.		There is already a sidewalk at this location (Criteria call for the construction – and not repair – of sidewalks.)
16	Walnut St. Winston/Thomas to Nat'l Guard Armory		
21	Nancy St. Hillside to Mark		
22	Southdowns Jordan to Mitchell		
23	Ruby Ln Nancy to Covenanter		
24	Covenanter Dr. Ruby to High		
25	Dunn St. SR 45/46 to Tamarack Tr.		
26	Kinser Pike north of Acuff		
	Clubhouse Dr. Kinser Pk. To Old SR 37 (Dropped by the Committee on 1/26/10)		
28	Ramble Rd. Ramble to Dunn		
	<u>Projects Added on 1/26/10</u>		Not Yet Evaluated
	Graham Drive from Rockport Road to Rogers		
	Smith Road between Grandview and 10 th (West side)		
	Smith Road between E. 3 rd and Brighton Ave (West side)		
	<u>New Requests from Citizens</u>		Not Yet Evaluated
	Fairview from Wylie to Allen Street		
	18 th and 20 th Streets between Walnut and Dunn		

Index for Maps of Sidewalk Proposals – 2011 Sidewalk Committee

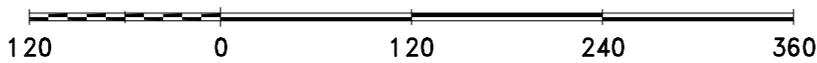
<u>Street</u>	<u>Location</u>	<u>Side</u>	<u>Comment</u>
Kinser Pike	North of 17 th to Existing Sidewalk	East	
17th	Madison to Woodburn	South	
3rd Street	Bryan Ave to Travel Lodge	North	
14th	Madison to Woodburn		
11th	Washington to Lincoln	South	<i>Removed in Winter of 2009-2010</i>
Union	4 th to 7 th	East	
18th	Walnut to Dunn	(?)	<i>See New Requests</i>
20th	Walnut to Dunn	(?)	<i>See New Requests</i>
Kinser Pike	South of 45/46	West	<i>Completed - Removed for fall of 2009</i>
Moores Pike	Andrews Circle to College Mall	South	
Range Rd	SR 45 to 14th		<i>Removed in Winter of 2009-10</i>
Smith Road	Grandview Drive to 10 th	West	<i>See New Requests</i>
Jefferson	3rd to 7th and 8th—10th		
S. Rogers	1515 – 1525 S. Rogers	East	
17th	Indiana to Forrest	South	
5th	Union to Hillside	South	
Walnut	Hoosier to Legends	West	
Morningside	Smith Road to Sheffield	South	<i>New for 2011 Committee</i>
Fairview Street	Wylie Street to Allen Street		<i>Relisted Project</i>
Palmer (street connection)	Wylie to 1 st		
Moores Pike	Valley Forge to High	North	
Miller Drive	Huntington to Olive		
High	Covenanter to 2 nd	East	
Walnut	Winston/Thomas to Indiana Nat'l Guard	West	
Rockport Road	Countryside Lane to Tapp Road	West	<i>New Request for 2011 Committee</i>
Maxwell Lane	Highland to Sheridan	North	
Rhorer Road	Walnut to Sare	North	
Marilyn Drive	Nancy to High	South	<i>Completed in 2010</i>
Nancy	Mark to Hillside	West	
Smith Road	Hagan Street to Brighton Avenue	West	<i>New for 2011 Committee</i>
Southdowns	Jordan to Mitchell	South	<i>Relisted for 2011</i>
Ruby Lane/Covenanter Drive	Nancy to Hillside	South	
Covenanter Drive	Ruby to High	South	
Dunn	SR 45/46 to Tamarack Trace	East	
Kinser Pike	North of Acuff	West	
Clubhouse Drive	Kinser to Old SR 37		<i>Removed Winter of 2009-10</i>
Ramble Road	Ramble to Dunn	East	



2009 Council Sidewalk Committee

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

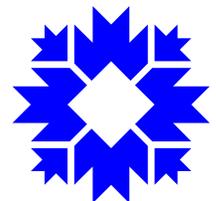
By: fallsm
7 Oct 08



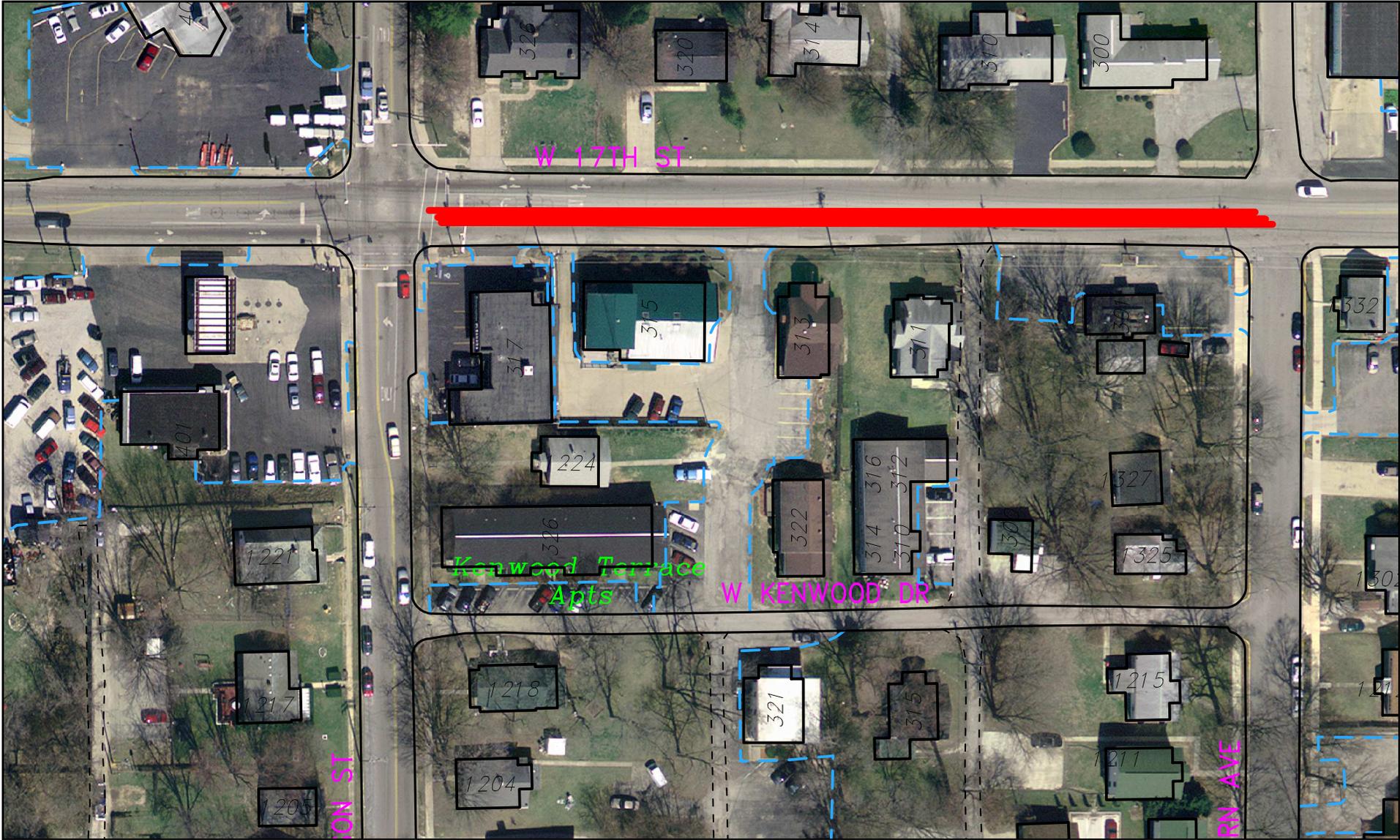
For reference only; map information NOT warranted.



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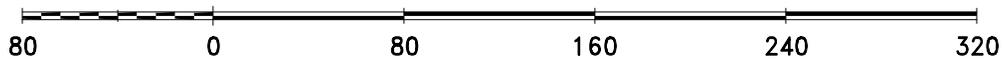


Scale: 1" = 120'



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

By: fallsm
 6 Oct 08



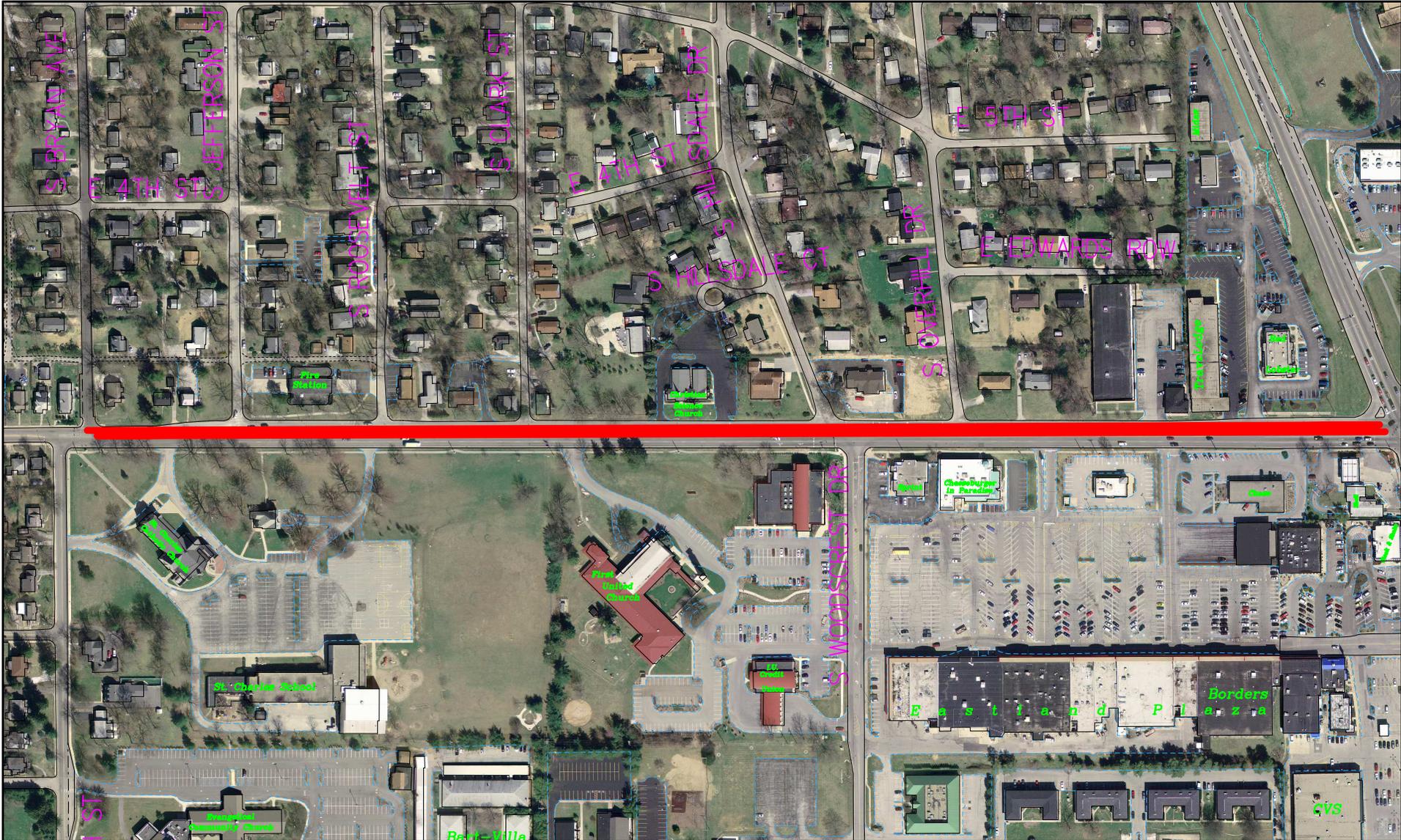
For reference only; map information NOT warranted.



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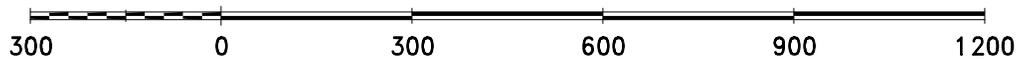


Scale: 1" = 80'



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.



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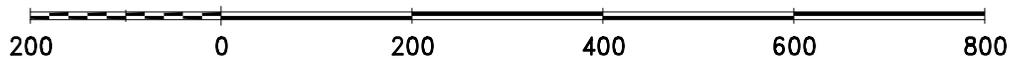


Scale: 1" = 300'



Council Sidewalk Committee – Sidewalk Proposal – 2010
 West 17th from Woodburn to Rogers Street (either side)
 Councilmember Piedmont-Smith (as a result of a Plan Commission discussion)

By: shermand
 27 Oct 09
 File: LL14th



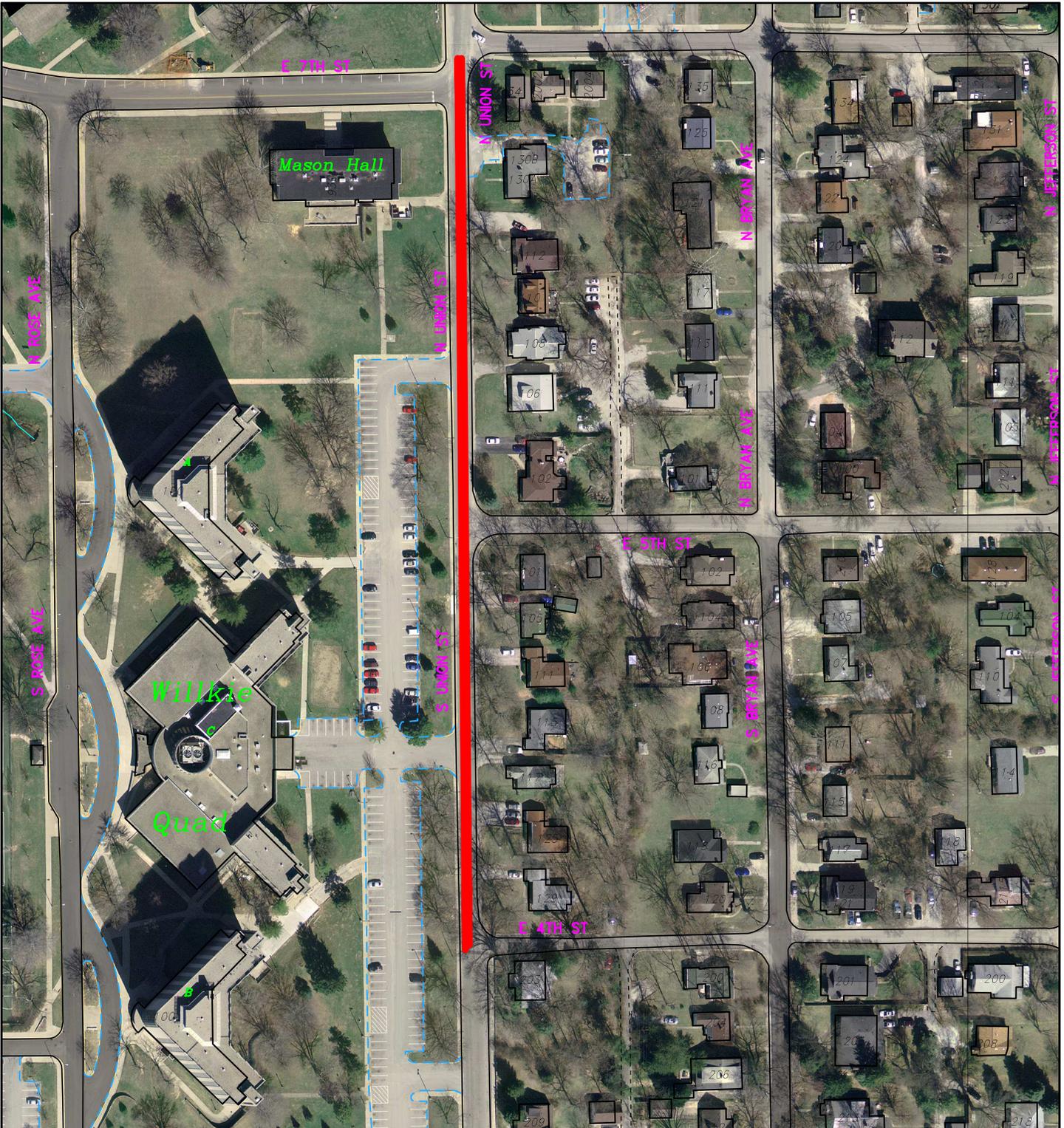
For reference only; map information NOT warranted.



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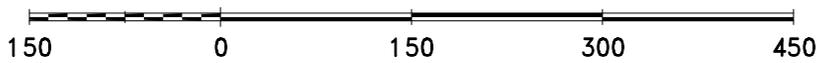
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2009 Council Sidewalk Committee

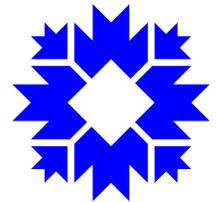
Tim Mayer's request for a sidewalk on the east side of Union St. (from 4th to 7th)

By: fallsm
6 Oct 08

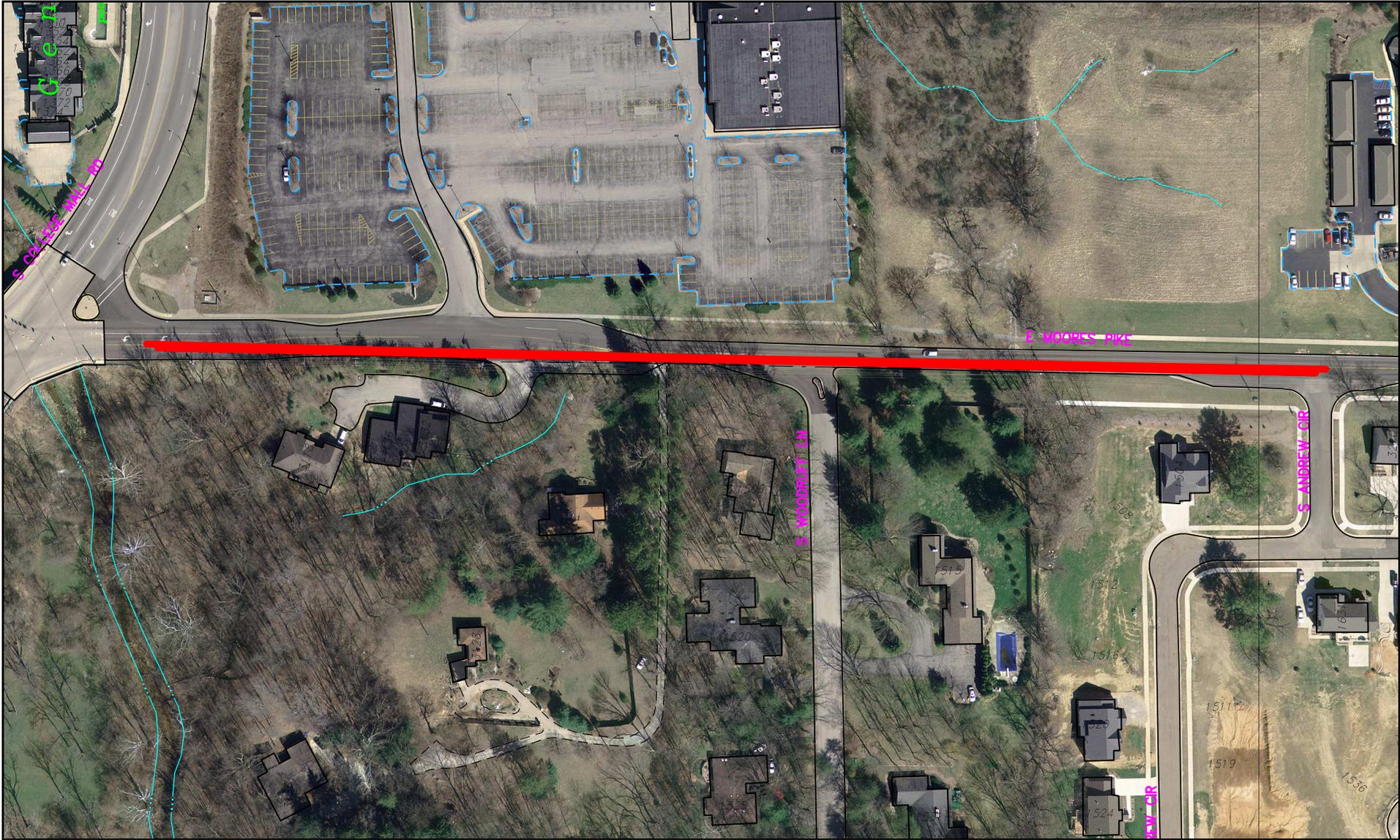


For reference only; map information NOT warranted.

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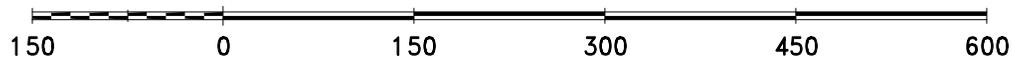


Scale: 1" = 150'



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

By: fallsm
6 Oct 08



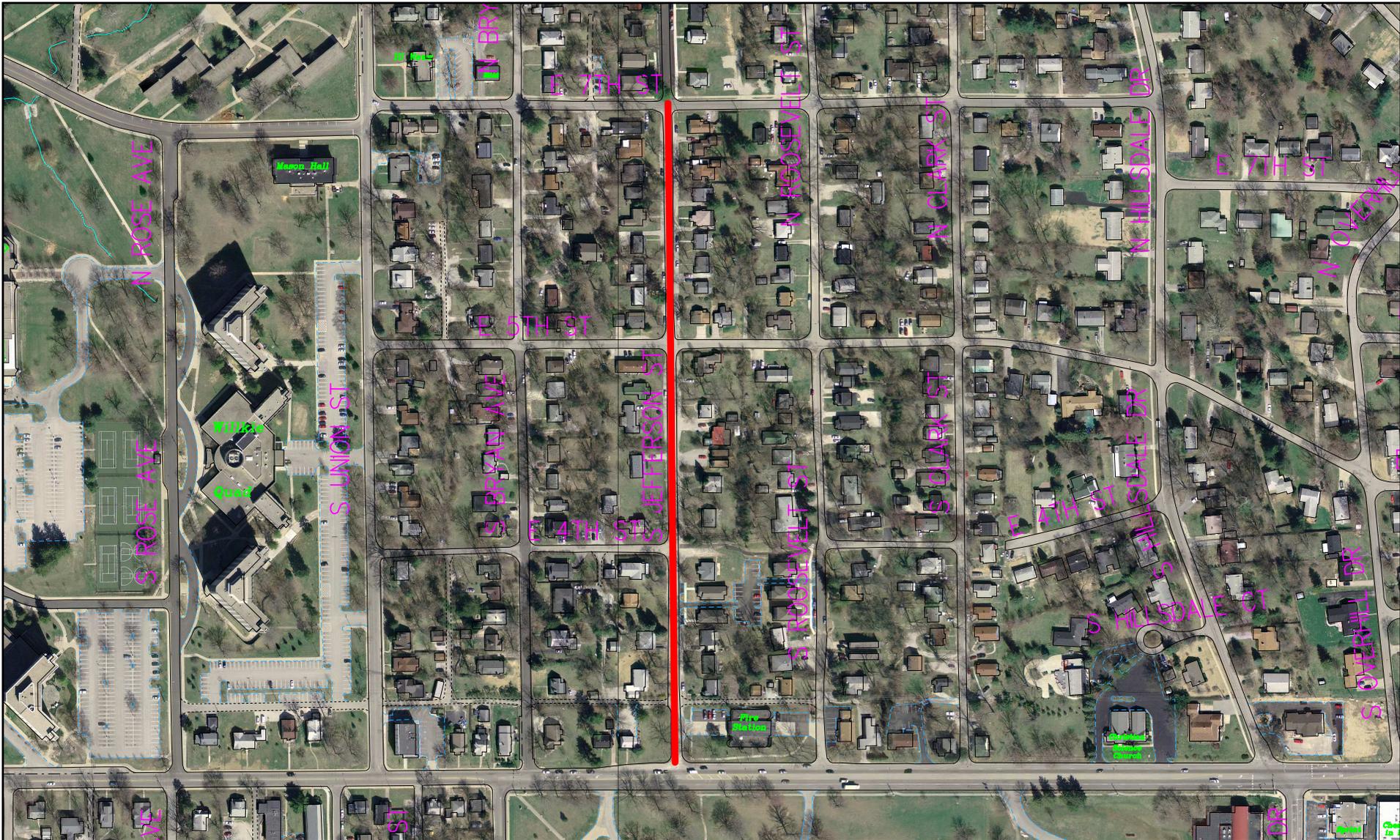
For reference only; map information NOT warranted.



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Scale: 1" = 150'



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

By: fallsm
 3 Oct 08



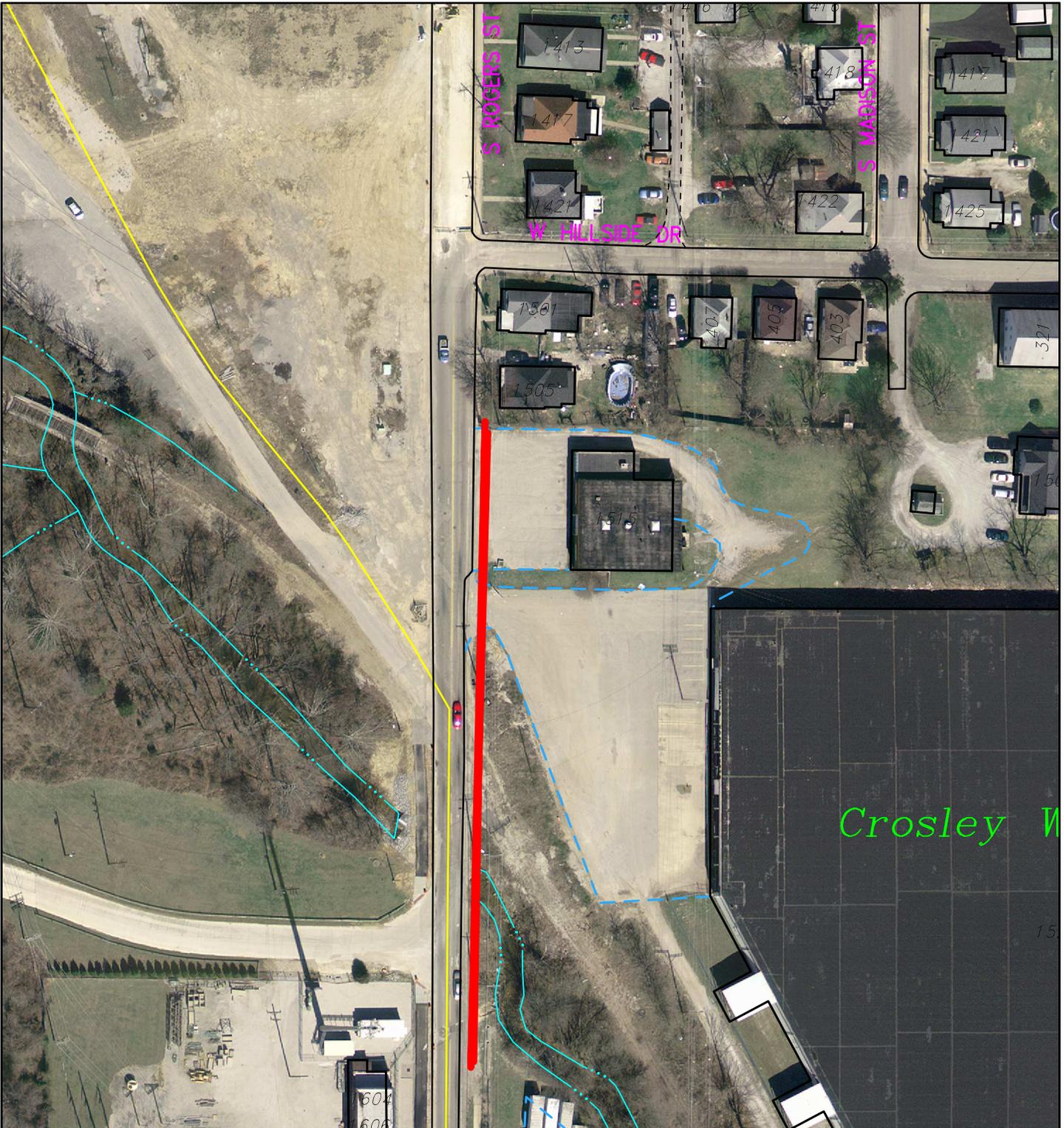
For reference only; map information NOT warranted.



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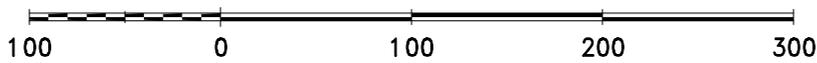


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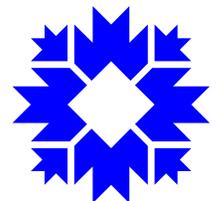


2009 Council Sidewalk Committee
 Councilmember Piedmont Smith request for sidewalk
 in front of 1515 (Zuchinni Print) and 1525 (Warehouse) South Rogers (east side)

By: shermand
 22 Oct 08

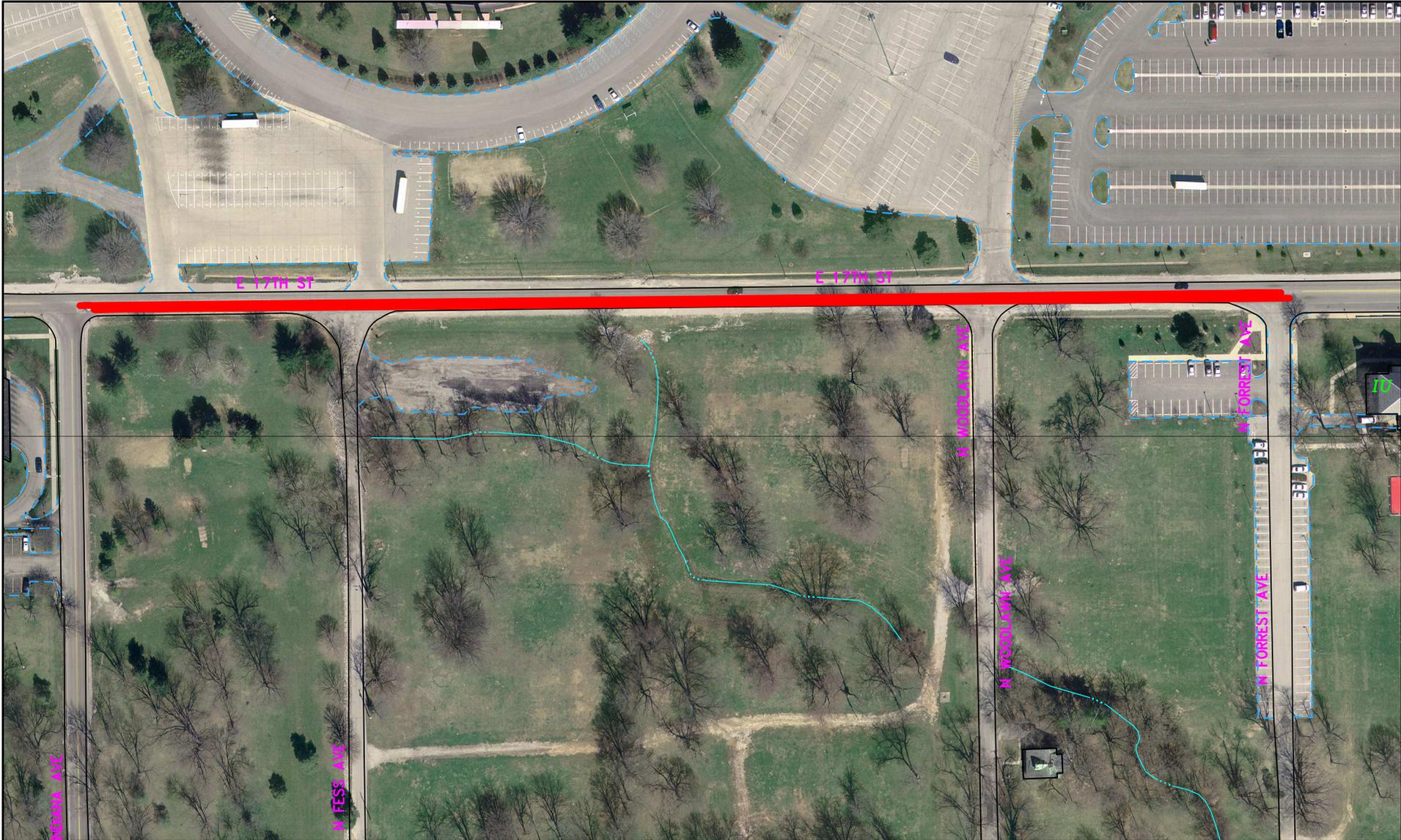


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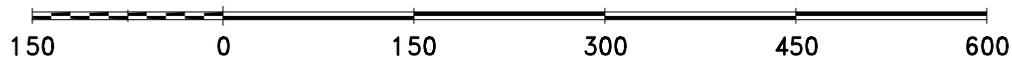
Scale: 1" = 100'

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



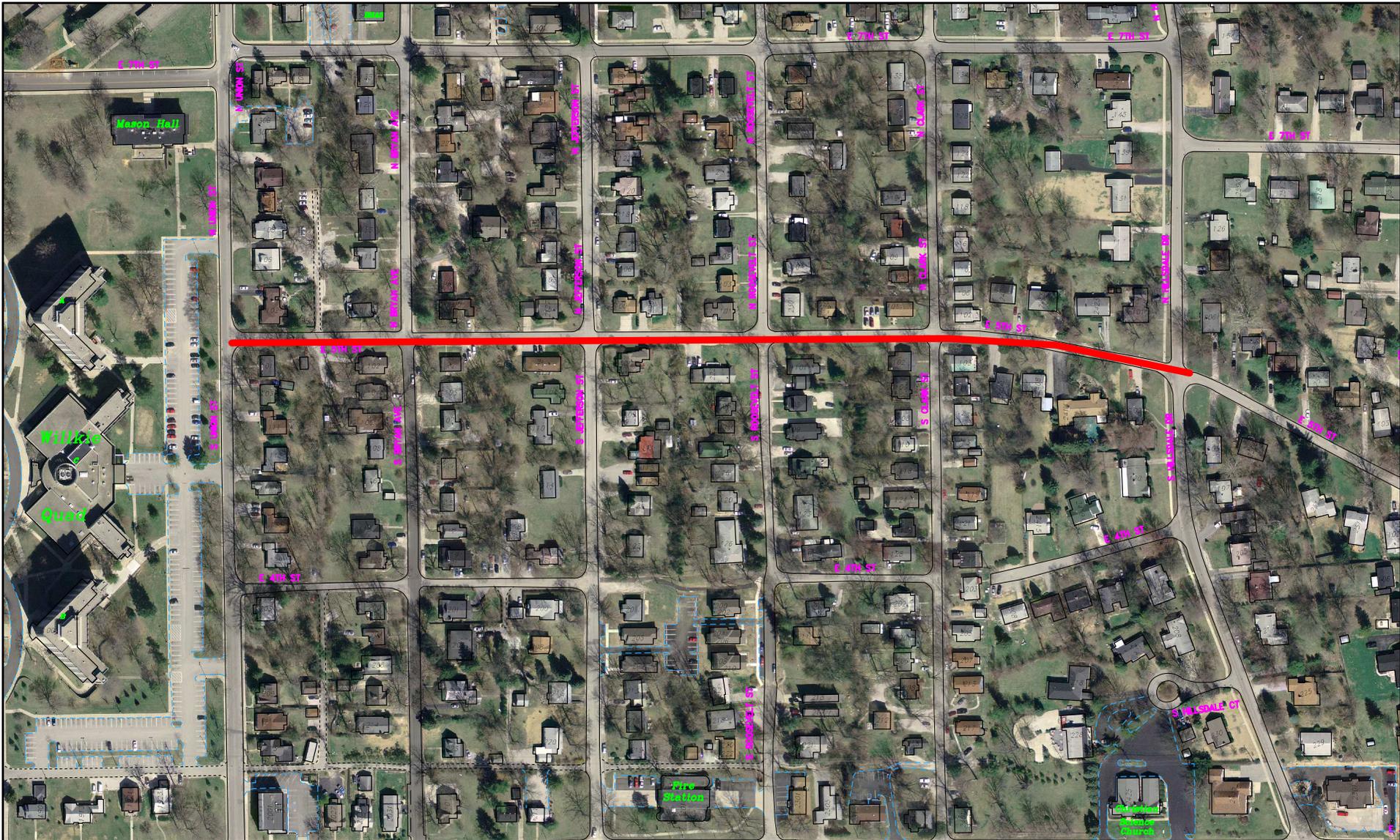
For reference only; map information NOT warranted.



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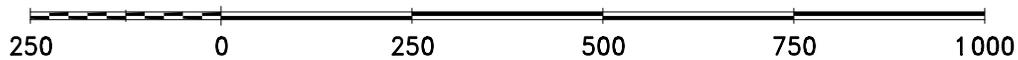


2009 Council Sidewalk Committee

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

By: fallsm

3 Oct 08



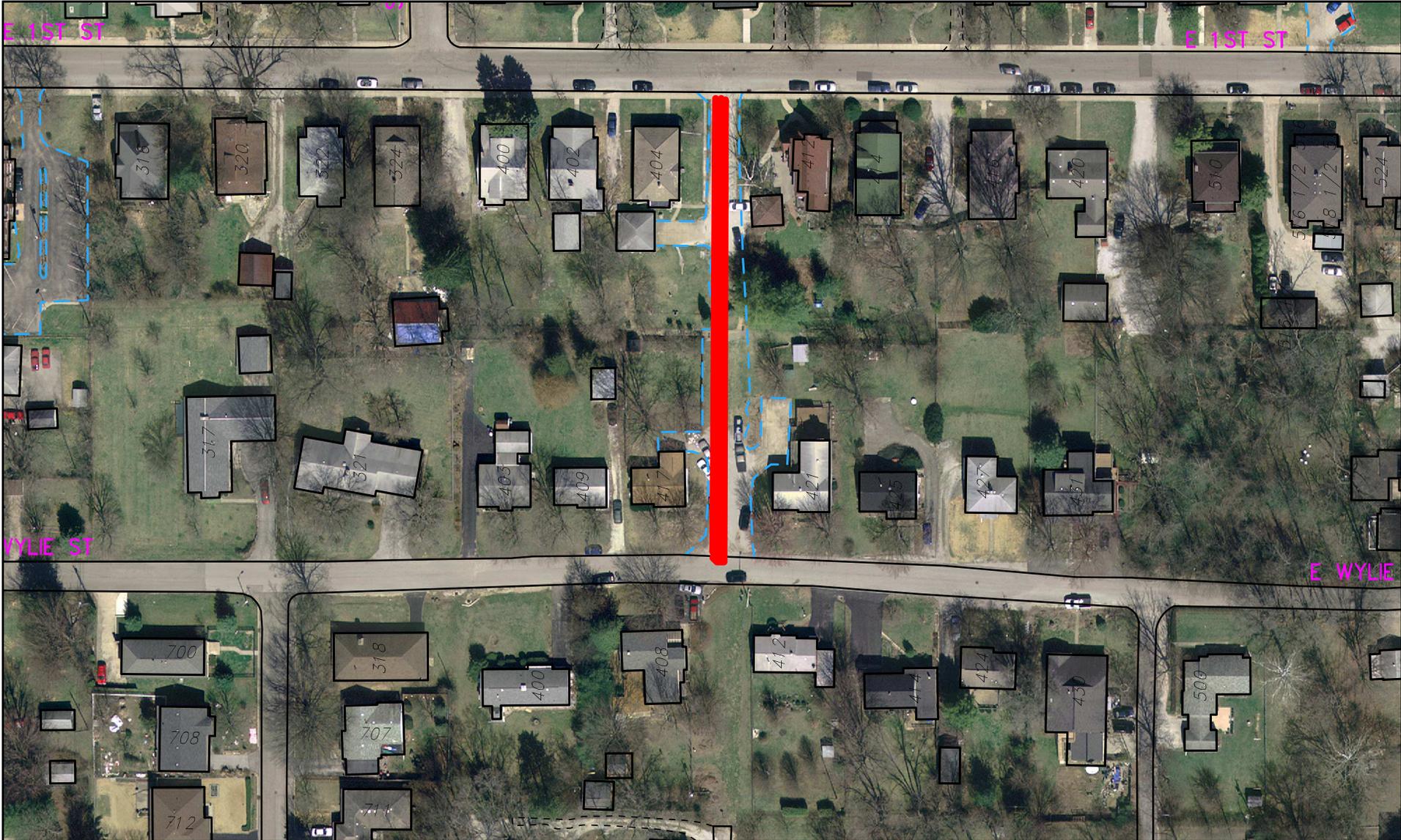
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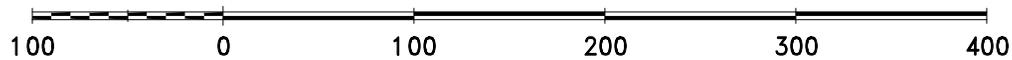


Scale: 1" = 250'



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

By: fallsm
7 Oct 08



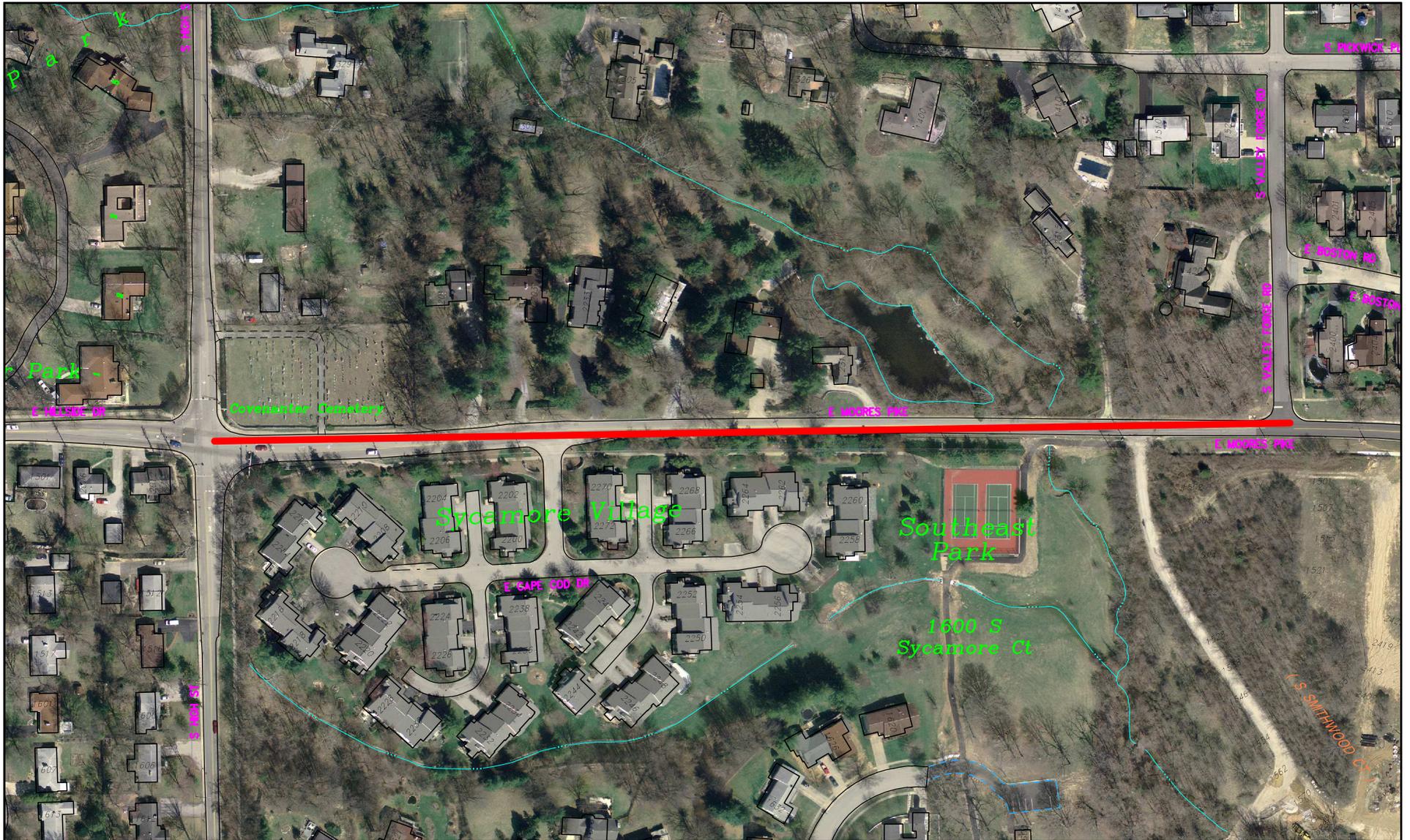
For reference only; map information NOT warranted.



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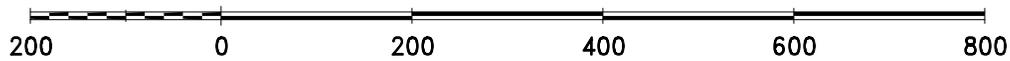


Scale: 1" = 100'



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

By: fallsm
 3 Oct 08



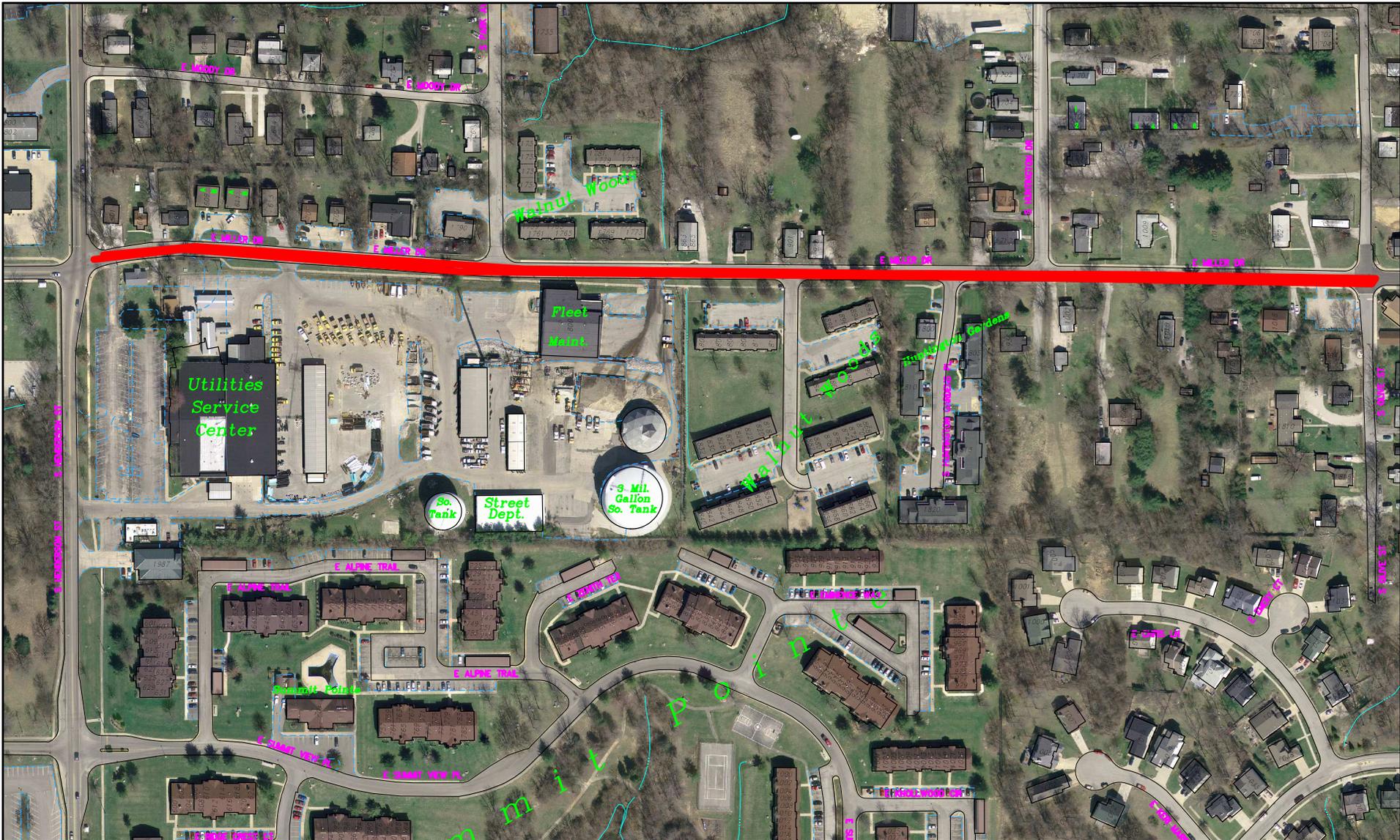
For reference only; map information NOT warranted.



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Scale: 1" = 200'



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

By: fallsm
 7 Oct 08



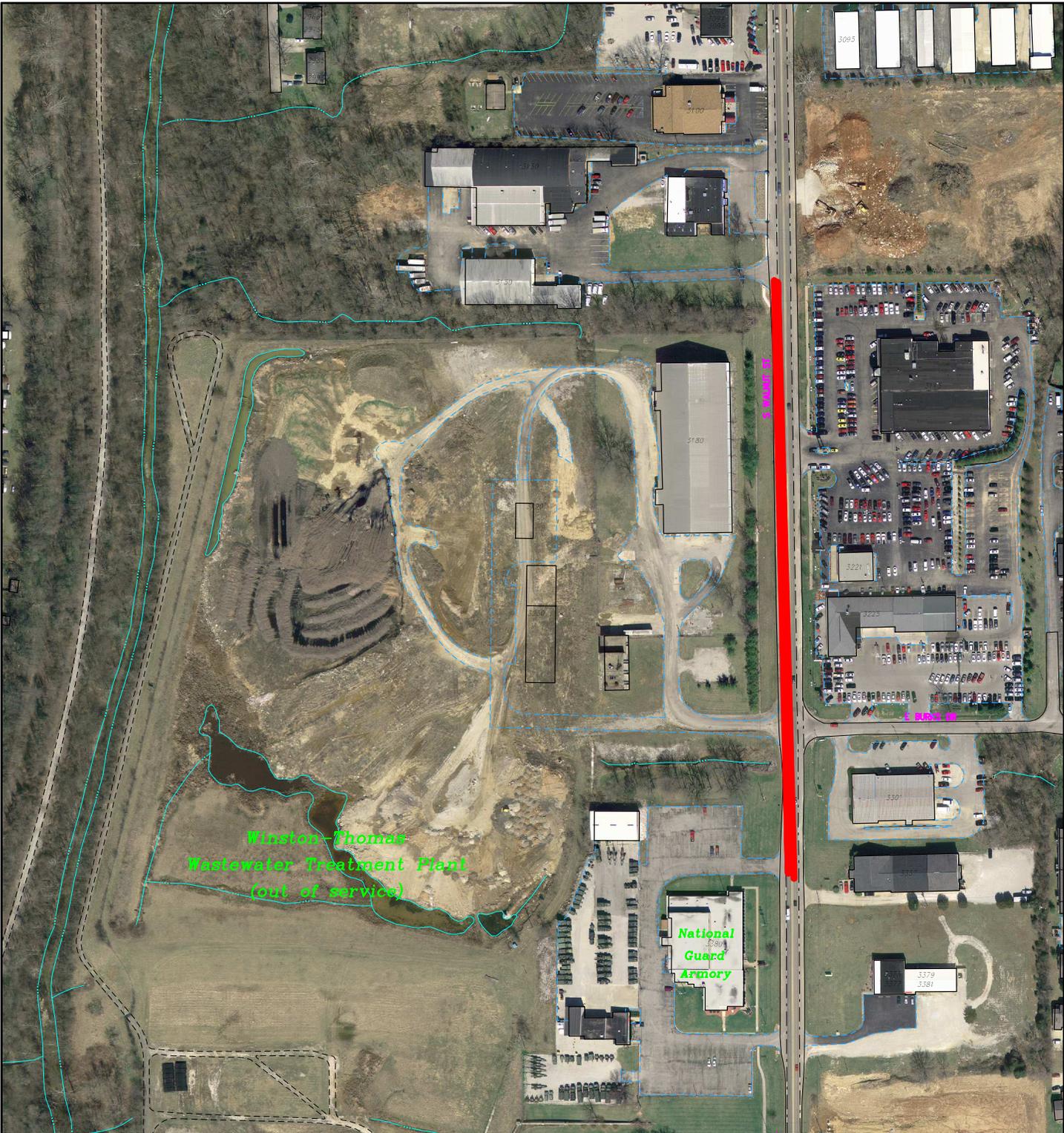
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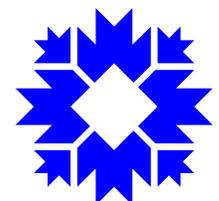
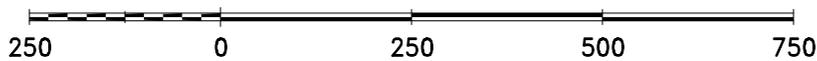


2009 Council Sidewalk Committee

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

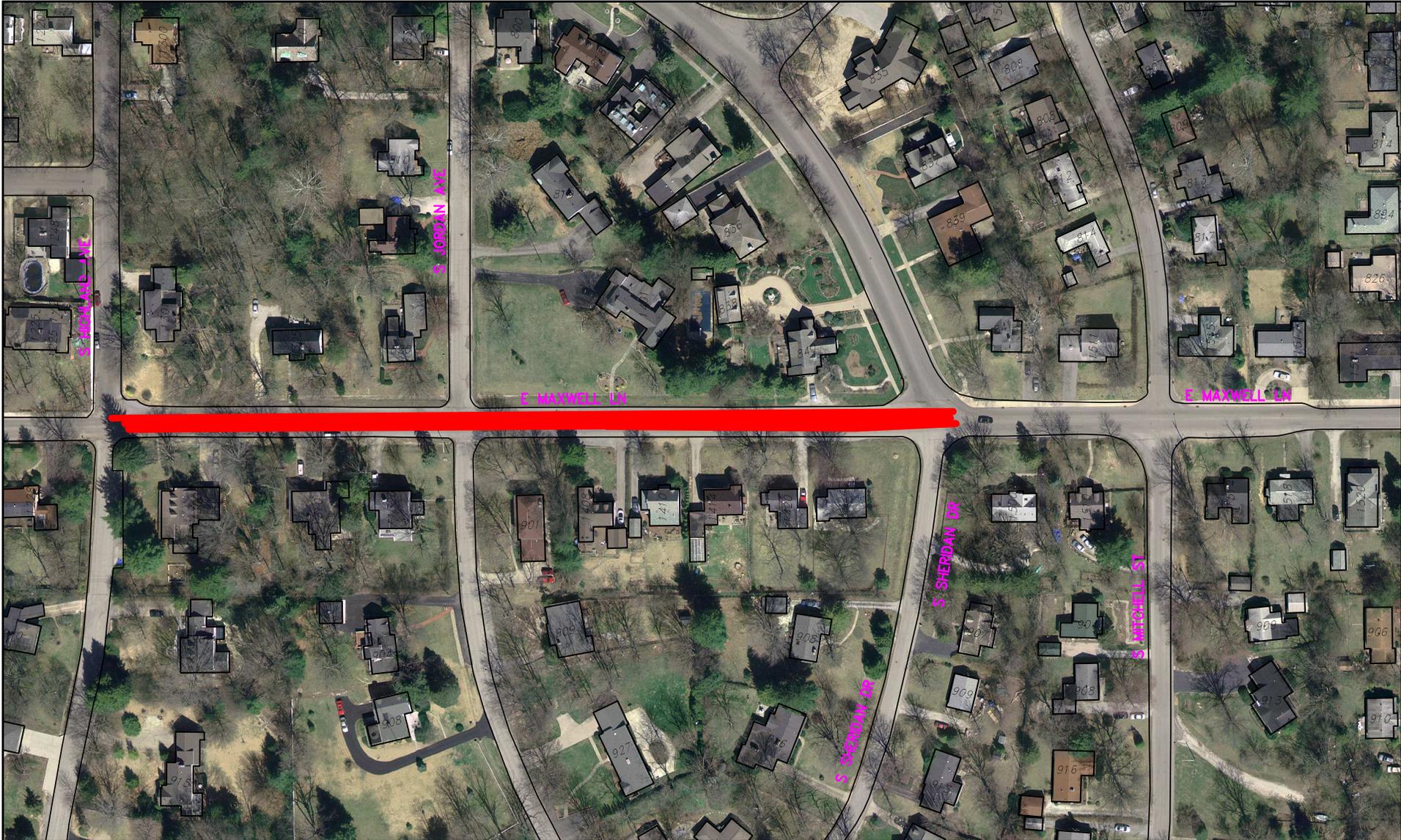
City of Bloomington
Clerk & Council

By: fallsm
6 Oct 08



Scale: 1" = 250'

For reference only; map information NOT warranted.

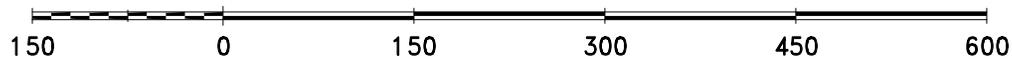


2009 Council Sidewalk Committee

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

By: fallsm

3 Oct 08



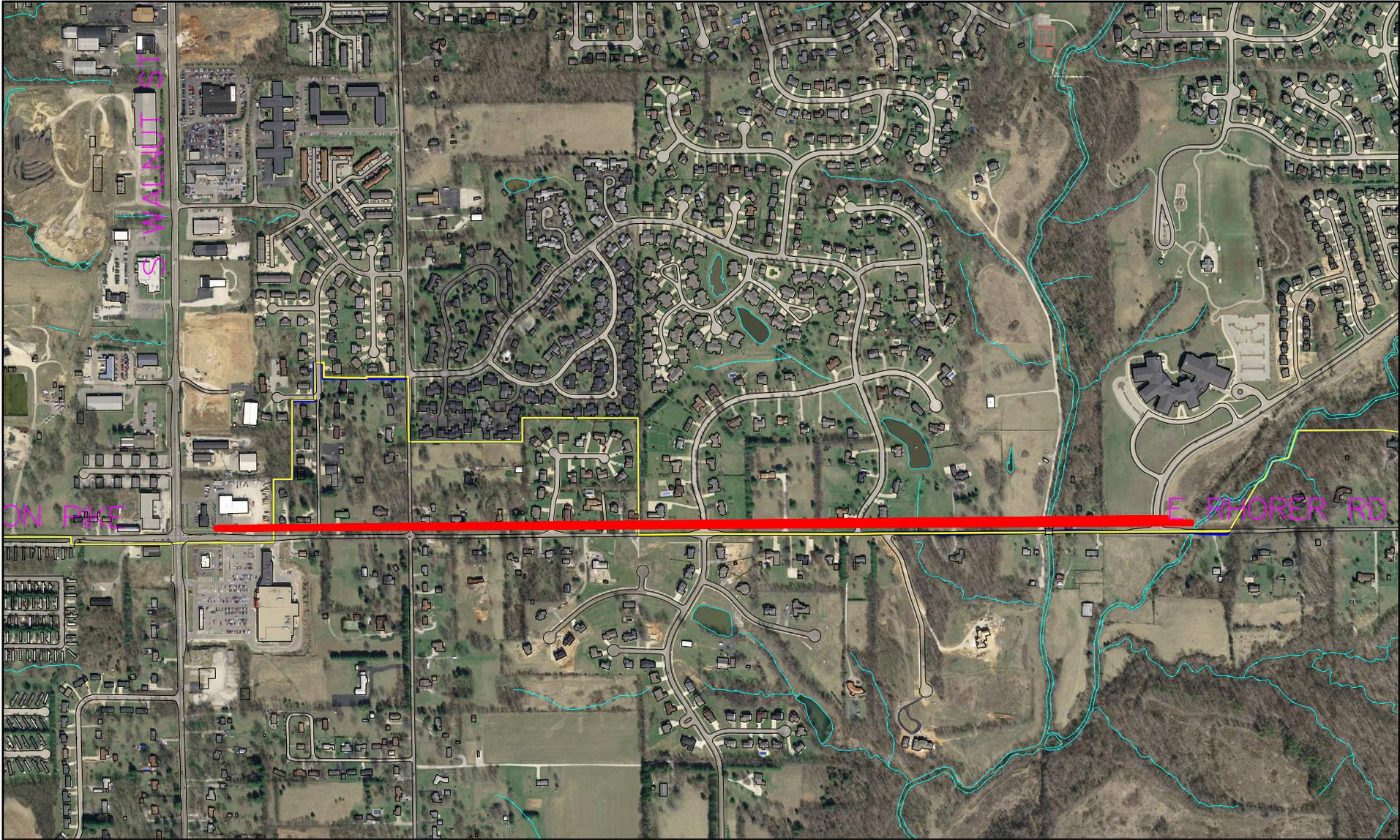
For reference only; map information NOT warranted.



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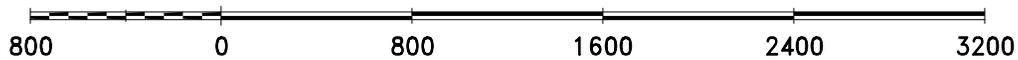


Scale: 1" = 150'



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

By: shermand
22 Oct 08



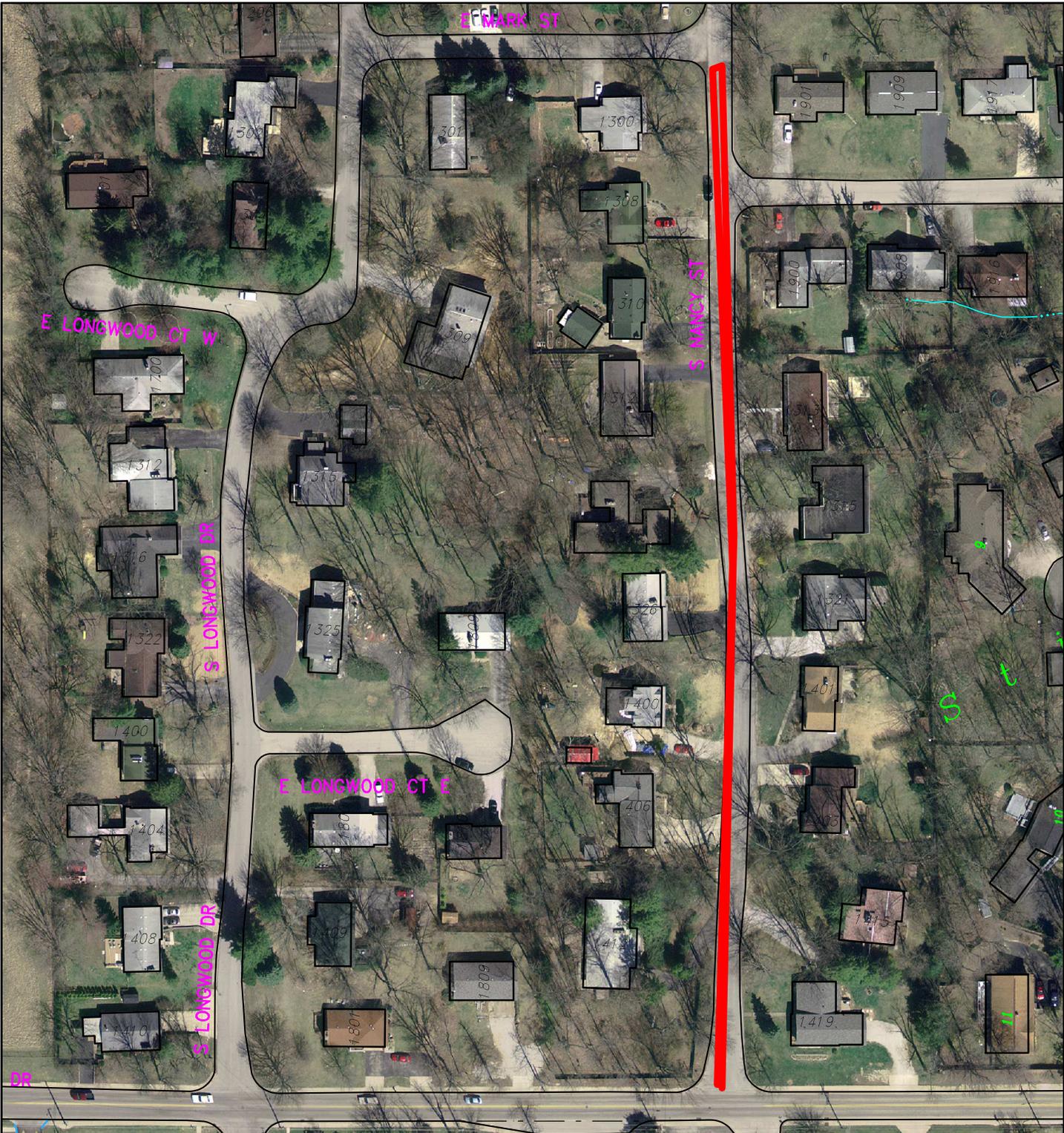
For reference only; map information NOT warranted.



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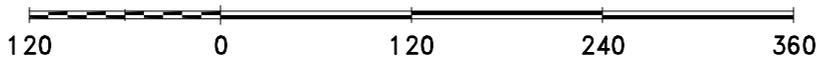
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2009 Council Sidewalk Committee

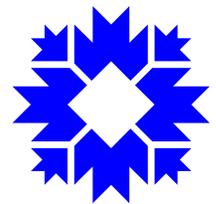
Dave Rollo's request for a sidewalk on the west side of Nancy (from Mark to Hillside)

By: fallsm
6 Oct 08



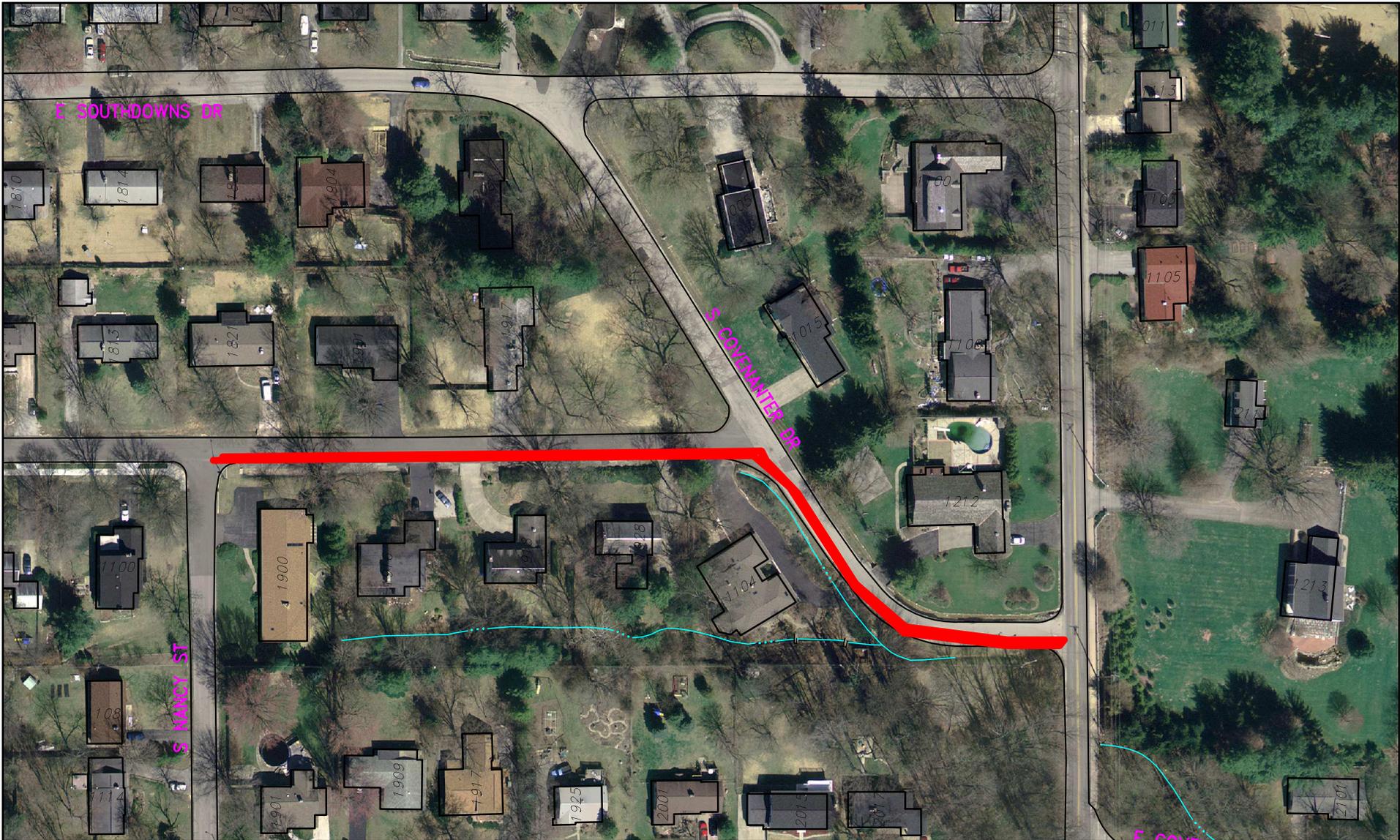
For reference only; map information NOT warranted.

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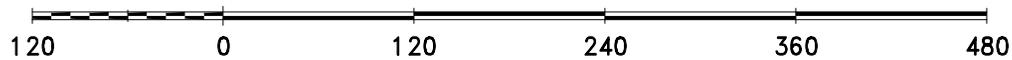
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2009 Council Sidewalk Committee
Dave Rollo's request for a sidewalk on the south side of Ruby Lane (from Nancy to High)

By: fallsm
6 Oct 08



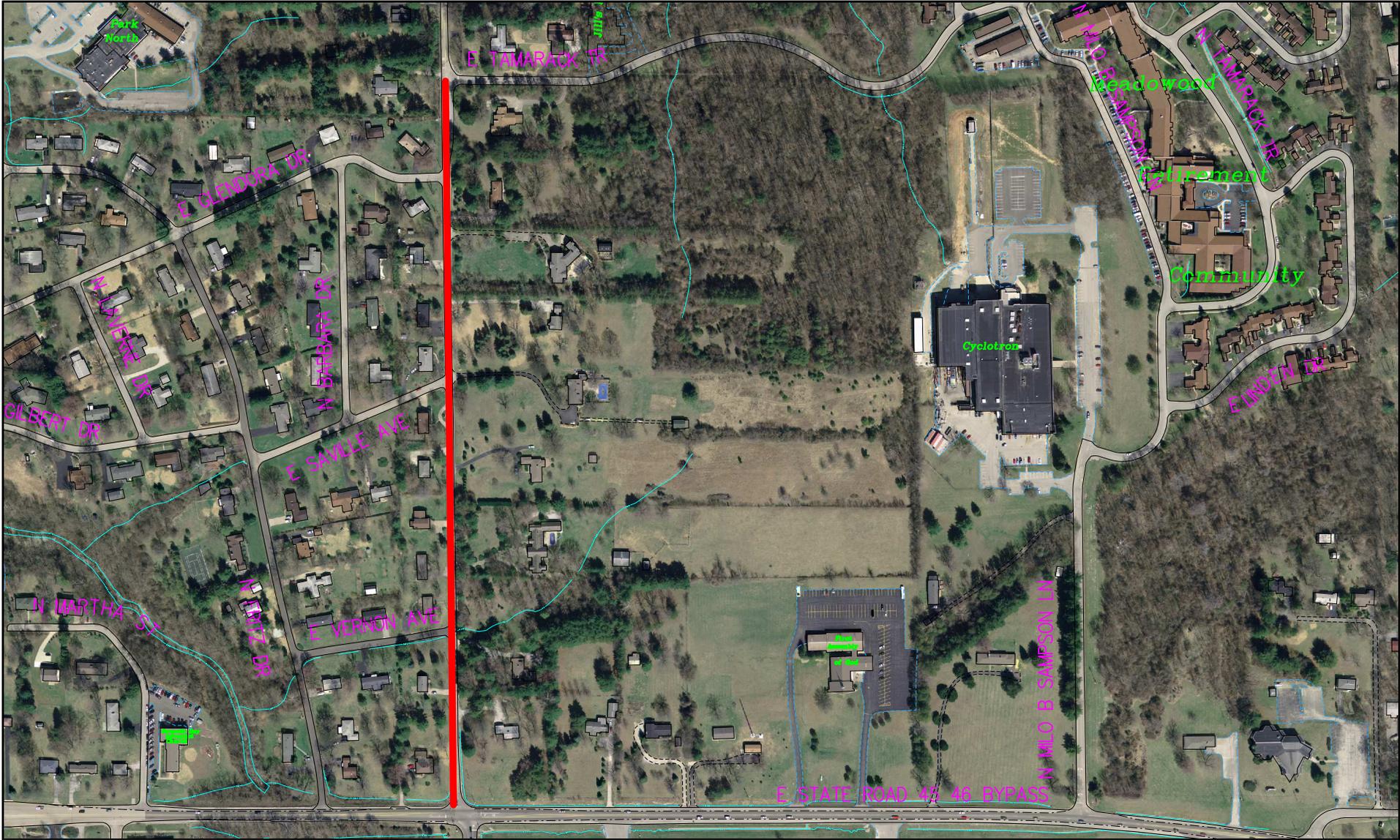
For reference only; map information NOT warranted.



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Scale: 1" = 120'

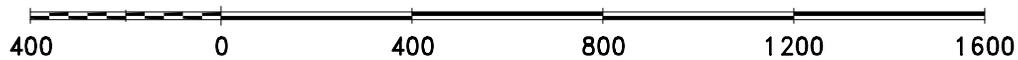


2009 Council Sidewalk Committee

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

By: fallsm

7 Oct 08



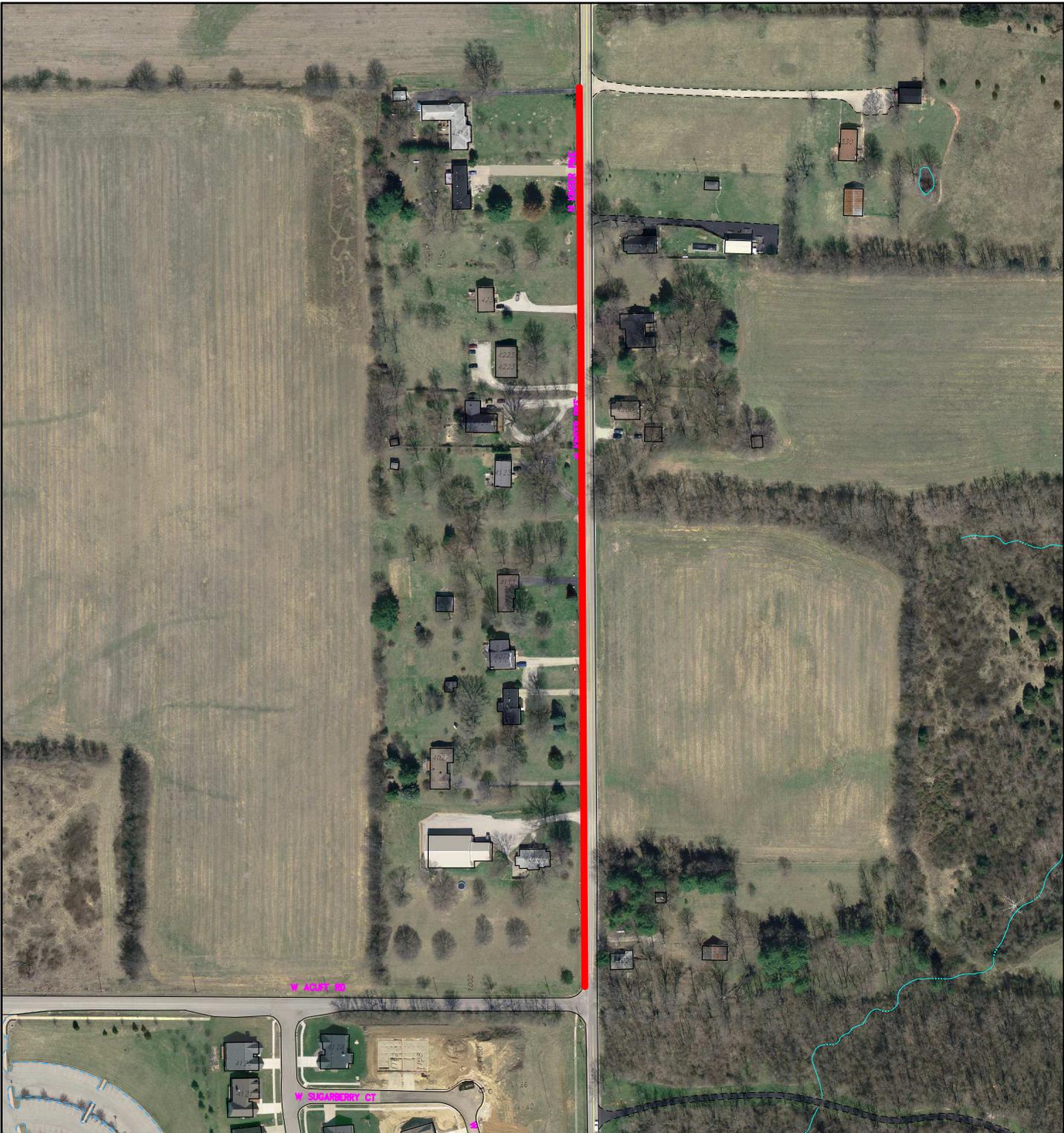
For reference only; map information NOT warranted.



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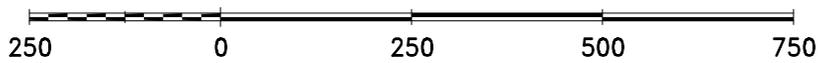
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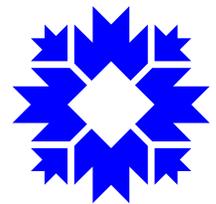
2009 Council Sidewalk Committee

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

By: fallsm
7 Oct 08

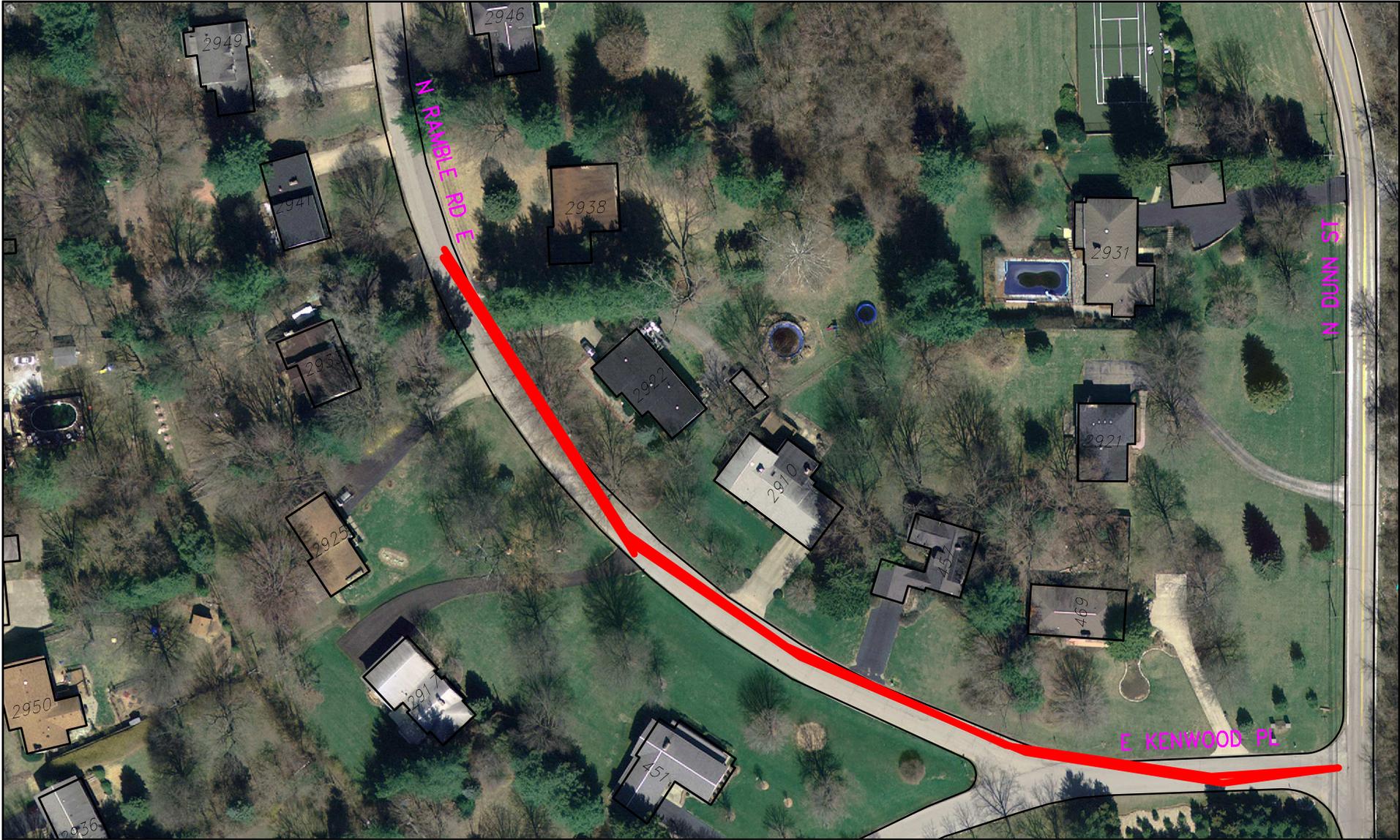


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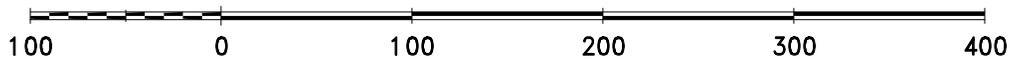
Scale: 1" = 250'

For reference only; map information NOT warranted.



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

By: fallsm
3 Oct 08



For reference only; map information NOT warranted.



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Clerk & Council



Scale: 1" = 100'

Appendix Five – New Requests and Communications

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

Summary and Some Maps

New Requests – Added by the Committee at 1/26/10 Meeting

- **Rockport Road – Countryside Lane to Tapp/Country Club Road (Cm. Sturbaum also Requested Separate Evaluation for One Missing Link South of Graham Drive) (Map Enclosed)**
- **Graham Drive from Rockport Road to Rogers Street (north side) (Map enclosed)**
- **Smith Road from Grandview to East 10th Street (west side) (Map Enclosed)**
- **Smith Road between East 3rd and Brighton (west side) (Map Enclosed)**

New Requests from Residents – Since 1/26/10 Meeting

- **Bike and Pedestrian Access to IU Football Stadium from the West – Sidewalks on 18th and 20th Streets (Map Enclosed)**
- **Morningside Drive – East to Saratoga (north and south side) or East One Parcel (north side) (Map Enclosed)**

Requests for Proposals Formerly on the List

- **Fairview from Wylie to Allen Street (Map Enclosed)**

Reaffirmation of Previous Requests for Proposals - Currently on the List for Evaluation

- **Kinser Pike – 17th to ByPass**
- **East 5th from Hillsdale to Union**

Summary of Recent Sidewalk Requests

New Requests – Added by the Committee at 1/26/10 Meeting

At the 1/26/2010 Sidewalk Committee meeting the Committee agreed to add four projects for review by the 2011 Committee. These are briefly explained below:

Rockport Road – Countryside Lane to Tapp/Country Club Road (Cm. Sturbaum also Requested Separate Evaluation for One Missing Link South of Graham Drive)

There are some missing links along Rockport Road between Rogers Street and Tapp/Country Club Road that Cm. Sturbaum brought to the attention of the Committee. Rogers and Country Club are in the process of getting sidewalks and this would complete the third side of the Broadview neighborhood triangle. In a follow-up email to Joe Fish on 3/21/10, Cm. Sturbaum identified a short section for separate evaluation due to the traffic speeds as well as the proximity to the store at Rogers and Rockport, an apartment complex, a playground and pathway to the new school. This segment is located just south of Graham Drive and would provide a “connection between the apartment complex and a continuous sidewalk back to Broadview and the city.”

Graham Drive from Rockport Road to Rogers Street (north side)

Bob Woolford and Cm. Sturbaum also suggested that a sidewalk through the Broadview Neighborhood along Graham Drive from Rockport Road to Rogers Street would be worth evaluating. It would be the sole sidewalk traversing the neighborhood and would pass by a park at the former Broadview School (on the north side of the street).

Smith Road from Grandview to East 10th Street (west side)

Cm. Satterfield suggested the Committee consider a sidewalk on the west side of Smith Road between Grandview and East 10th Street. This is a busy street with a convenient store at the corner of East 10th. The existing sidewalk on the east side does not serve residents on the west side of the street. While discussed by the Committee in the past decade or so, this project has never been evaluated using the objective criteria introduced during the 2009 Committee deliberations.

Smith Road between East 3rd and Brighton (west side)

Cm. Satterfield also suggested the Committee consider completing the missing segments of sidewalk on the west side of Smith Road between East 3rd Street and Brighton. Like the previous suggestion, sidewalk improvements along this stretch of Smith Road were discussed by the Committee in the past decade or so, but were never evaluated using the objective criteria introduced during the 2009 Committee deliberations.

New Requests from Residents – Since 1/26/10 Meeting

Bike and Pedestrian Access to IU Football Stadium from the West – Sidewalks on 18th and 20th Streets

2/22/10 – Jacob Isley – 2036 N. Walnut Street #24b (260-450-3471) – sent an email to the Council Office requesting a path through private property (i.e. Motel 6 and Hampton Luxury Townhomes) for pedestrians and bicyclists to get to the IU Football Stadium. He said that students and many small families take this route to get on a bus to campus and to go to games. He also wanted the City to fill in the missing sidewalks on 18th and 20th Streets to make this a more livable and attractive neighborhood. The Council Office consulted with the Engineering Department and responded by: suggesting he contact the property owners about allowing the public to cross their land; alerting him to a transit stop nearby with a route that goes to the stadium; and letting him know that his request would be forwarded to the Sidewalk Committee.

Morningside Drive – East to Saratoga (north and south side) or East One Parcel (north side)

4/12/10 – David LeBeau (President of the Parkridge East Neighborhood Association) (dlebeau@indiana.edu) sent an email to Susie Johnson requesting the installation of sidewalks on both sides of Morningside Drive from Saratoga to the existing sidewalks on Smith Road. If that was too expensive, he suggested that a sidewalk along the length of the one parcel at the northeast corner of Smith and Morningside Drive would “give all the pedestrians going to the bus stops on Smith and walking to the churches at Smith and 3rd a safe place to walk.” Council Office responded by indicating that Cm. Satterfield had raised project in 2009 and that the Committee would meet in the fall to consider projects for 2011. However, it was focusing on portions of East 3rd and had not funded sidewalks on both sides of a secondary collector (like Morningside Drive).

Requests for Proposals Formerly on the List

Fairview from Wylie to Allen Street

2/2/10 Jack Baker (905 S. Madison [47403] - 812 336 0323 [home] and 812 855 2241 [work]) sent a series of emails on behalf of the McDoel Gardens Neighborhood Association in regard to Fairview Street between Wylie and Allen Streets. He was concerned about the speed of southerly traffic on this stretch (which he attributed to the slope and distance without a stop sign) and suggested the lack of a sidewalk made pedestrians (which include school children) feel insecure. He inquired about traffic calming devices and sidewalks. *Please note this repeats a request (made by Elizabeth Cox-Ash) which was reviewed by the 2009 Committee and not carried over for review by the 2010 Committee. In the course of review, Bob Woolford estimated it would be about 1,300 feet long and involve stormwater improvements.*

Reaffirmation of Previous Requests for Proposals - Currently on the List for Evaluation

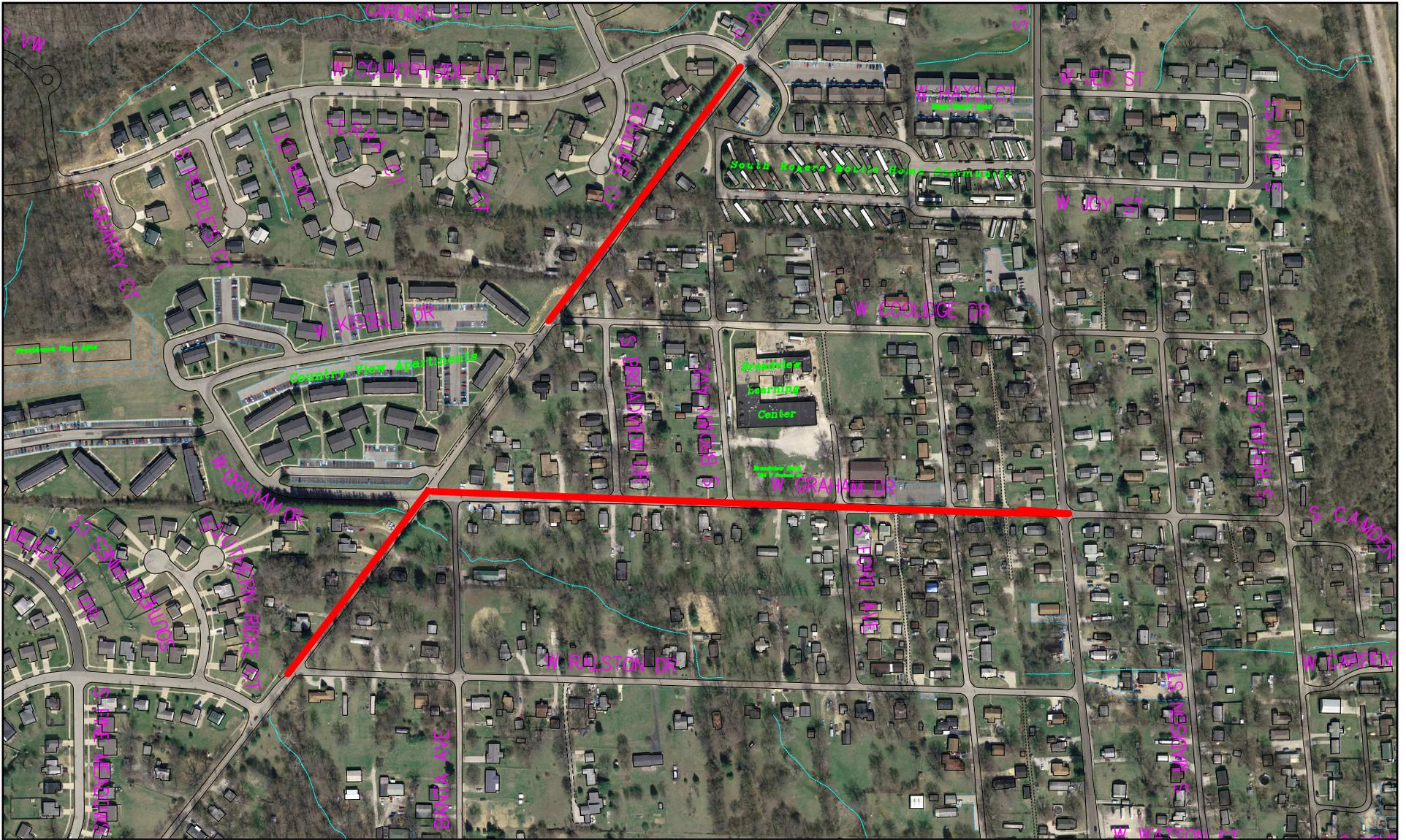
Kinser Pike – 17th to ByPass

4/5/10 – Penny Howard Myers relayed a request from Garret Spurgeon (who had called – his number is 360-4668) and would like us to consider building sidewalk on Kinser Pike between 17th Street and the bypass

3/18/10 – Sara Mobley - 1324 N. Kinser Pike (322-4661 - sarambly@yahoo.com) filled out the online form for the Council Office requesting a sidewalk be installed on the east side of Kinser Pike between 1306 and 1412.

East 5th from Hillsdale to Union

2/15/10 – Letter to the Editor from Doug Butler (2414 East 5th) asking for the E. 5th sidewalk project be completed from Hillsdale to Union. Currently the sidewalk ends at his property which is one property west of Hillsdale.



2011 Council Sidewalk Committee
 Request for Completing Missing Sidewalk Links on Rockport Rd from Rogers to Tapp Rd
 Request for Sidewalk on Graham Between Rockport Rd and Rogers Street

By: shermand
 15 Sep 10



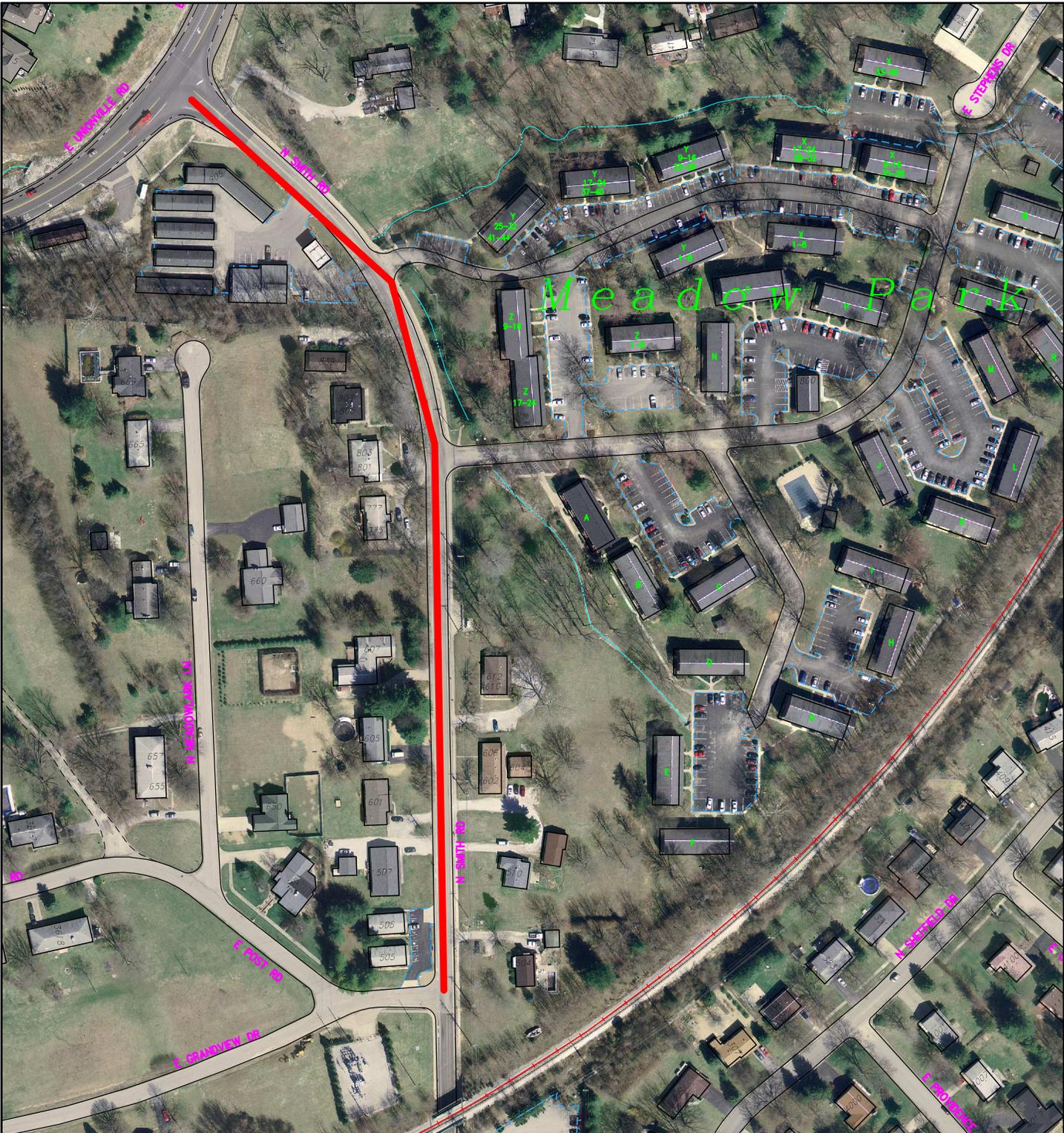
For reference only; map information NOT warranted.



City of Bloomington
 Clerk & Council

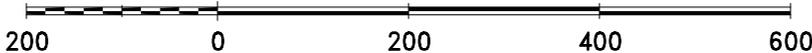


Scale: 1" = 400'

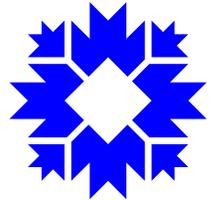


2011 Council Sidewalk Committee
Smith Road from Grandview to E 10th (West Side)

By: shermand
10 Nov 10

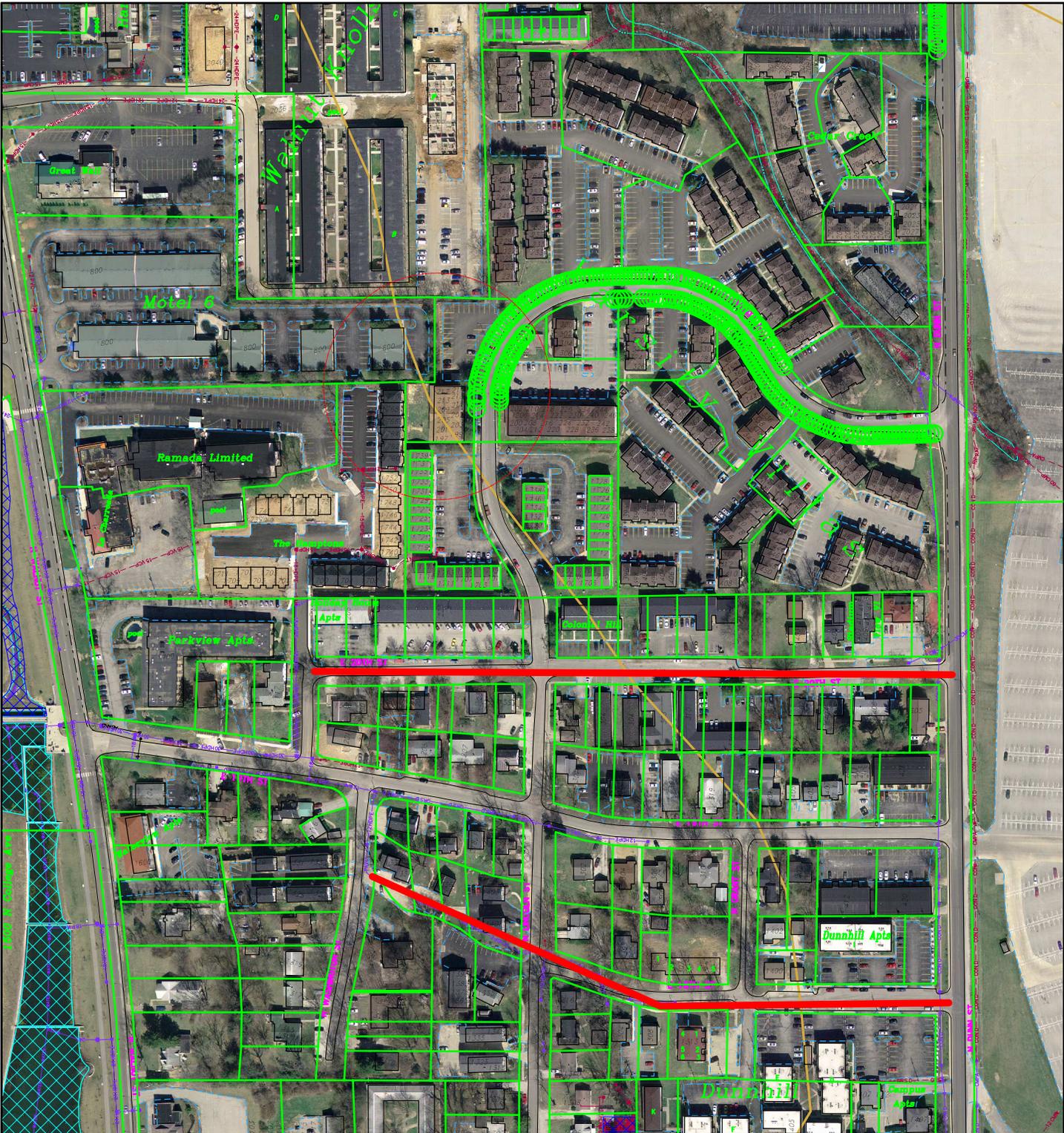


City of Bloomington
Clerk & Council



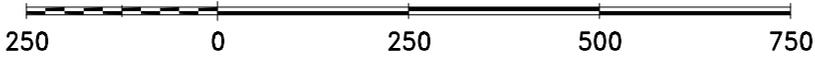
Scale: 1" = 200'

For reference only; map information NOT warranted.

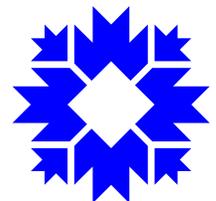


2011 Council Sidewalk Committee
 Request for Sidewalks on East 18th and 20th Streets West of IU Stadium

By: shermand
 15 Sep 10
 File: LP1820circ

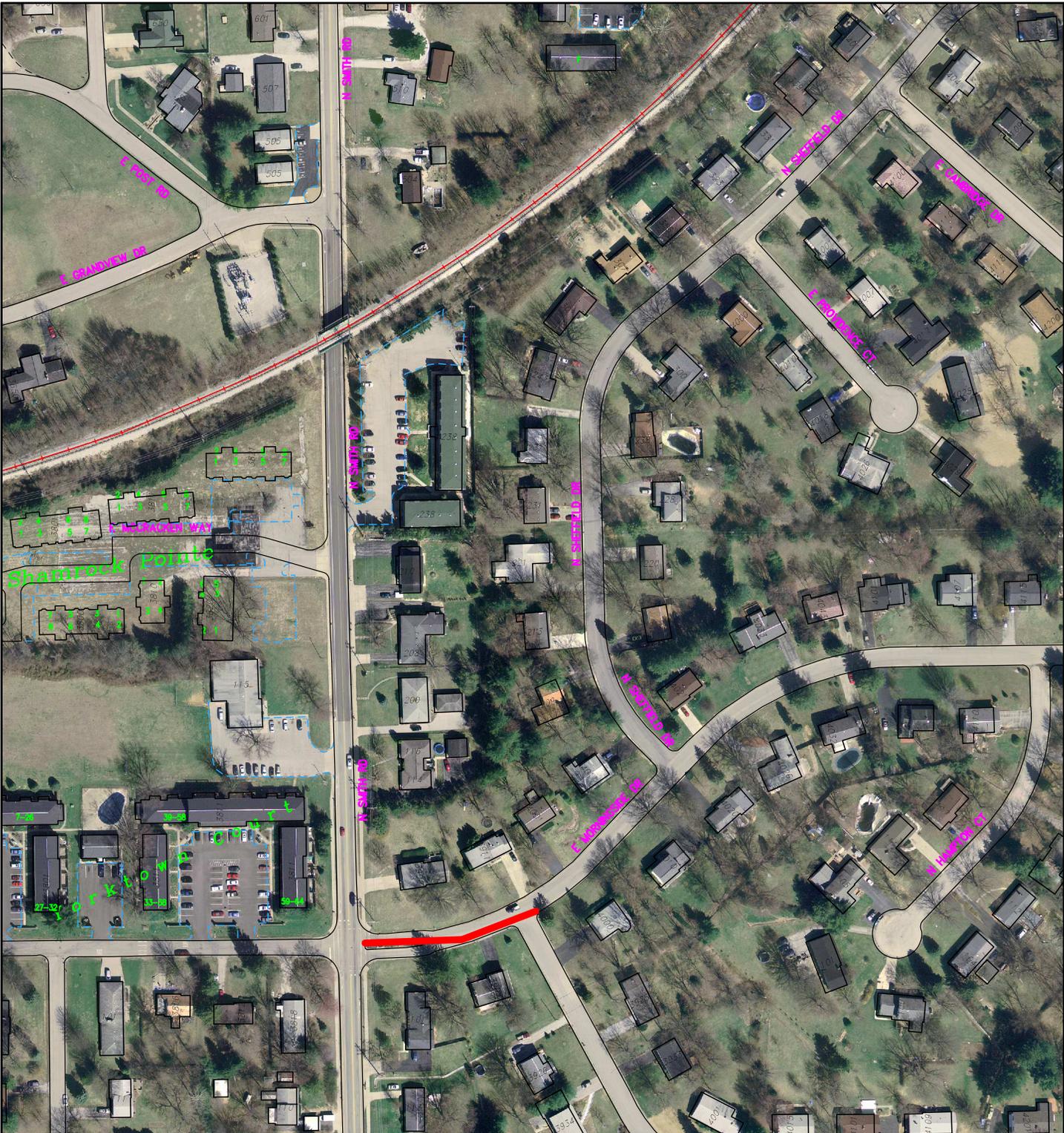


City of Bloomington
 Clerk & Council



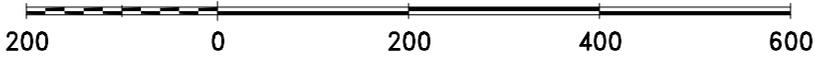
Scale: 1" = 250'

For reference only; map information NOT warranted.

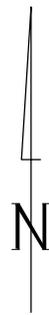


2011 Council Sidewalk Committee
 Morningside Drive from Smith to Saratoga

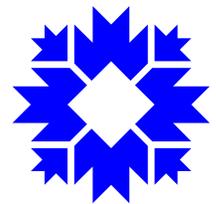
By: shermand
 10 Nov 10
 File: LPMsDr-Sm



For reference only; map information NOT warranted.



City of Bloomington
 Clerk & Council

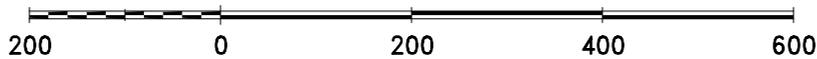


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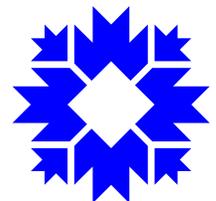


2011 Council Sidewalk Committee
 Request for Sidewalk on Fairview from Wylie to Allen Streets

By: shermand
 14 Sep 10
 File: LPfrw



City of Bloomington
 Clerk & Council



Scale: 1" = 200'

For reference only; map information NOT warranted.

Appendix Six - Other Sidewalk Projects

Resources Materials

2010 Sidewalk Inventory (Scott Robinson) – *Enclosed*

Map of:

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

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

HAND Projects (Bob Woolford) - *Enclosed* Memo and maps

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

- Memo and material - *Forthcoming*

Planning Jurisdiction

Corporation Boundary

City of Bloomington, Indiana

Planning Department



Determinate Sidewalk Variences

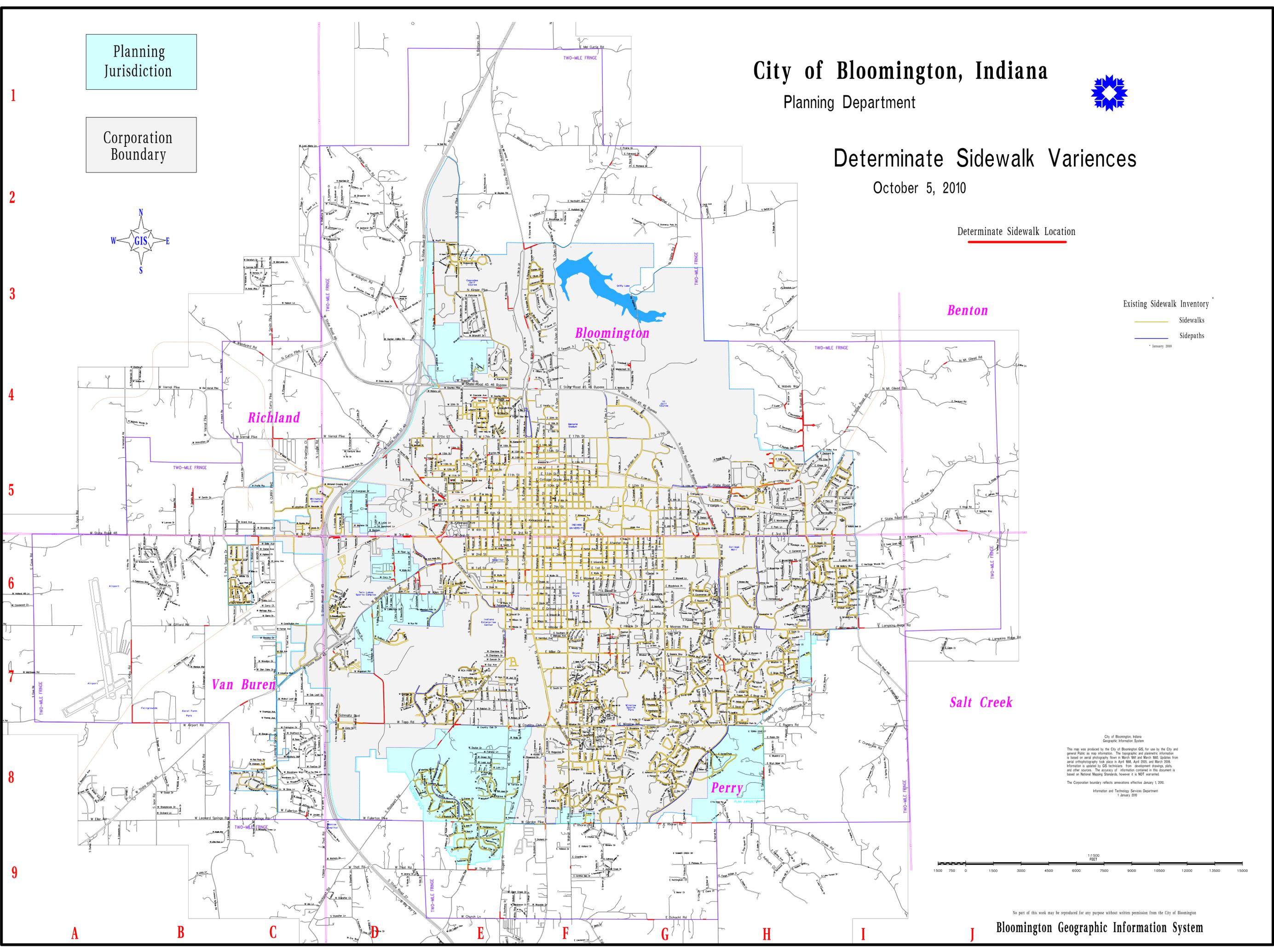
October 5, 2010

Determinate Sidewalk Location

Existing Sidewalk Inventory

- Sidewalks
- Sideways

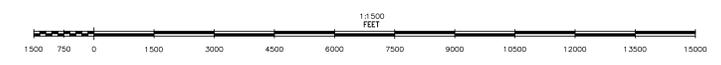
January 2009



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 geographic and planimetric information is based on aerial photography from March 1997 and March 1992. Updates from aerial orthorectification took place in April 1998, April 2005, and March 2006. Information is updated by GIS technicians from development drawings, plans, and other sources. The accuracy of information contained in this document is based on National Mapping Standards, however it is NOT warranted.

The Corporation boundary reflects annexations effective January 1, 2010.
Information and Technology Services Department
1 January 2010



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Bloomington Geographic Information System

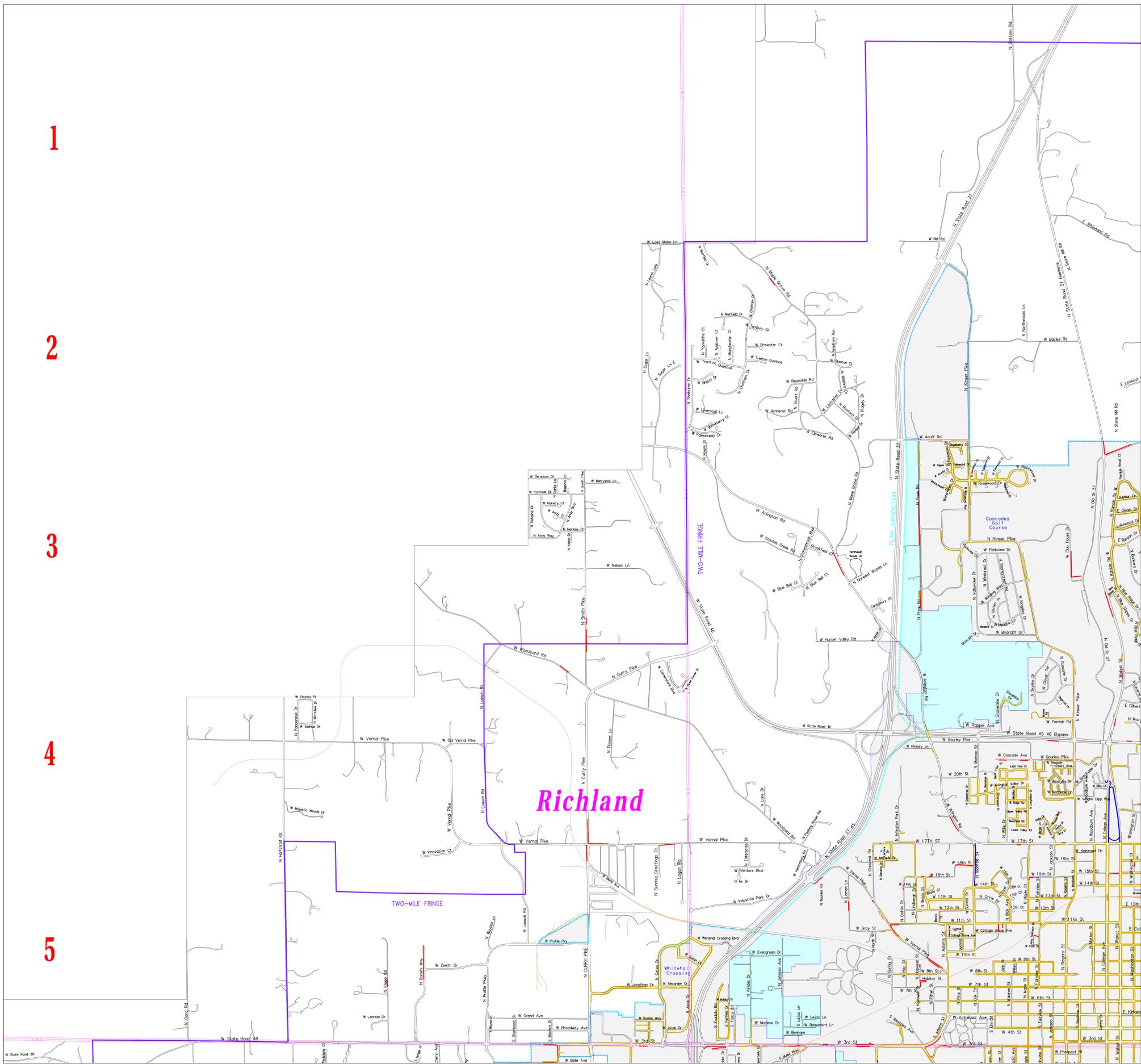
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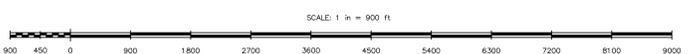
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5



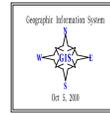
Determinate Sidewalk Variences
 Bloomington Northwest Quadrant



Tdetswquad Oct 5, 2010

City of Bloomington, Indiana

Planning Department

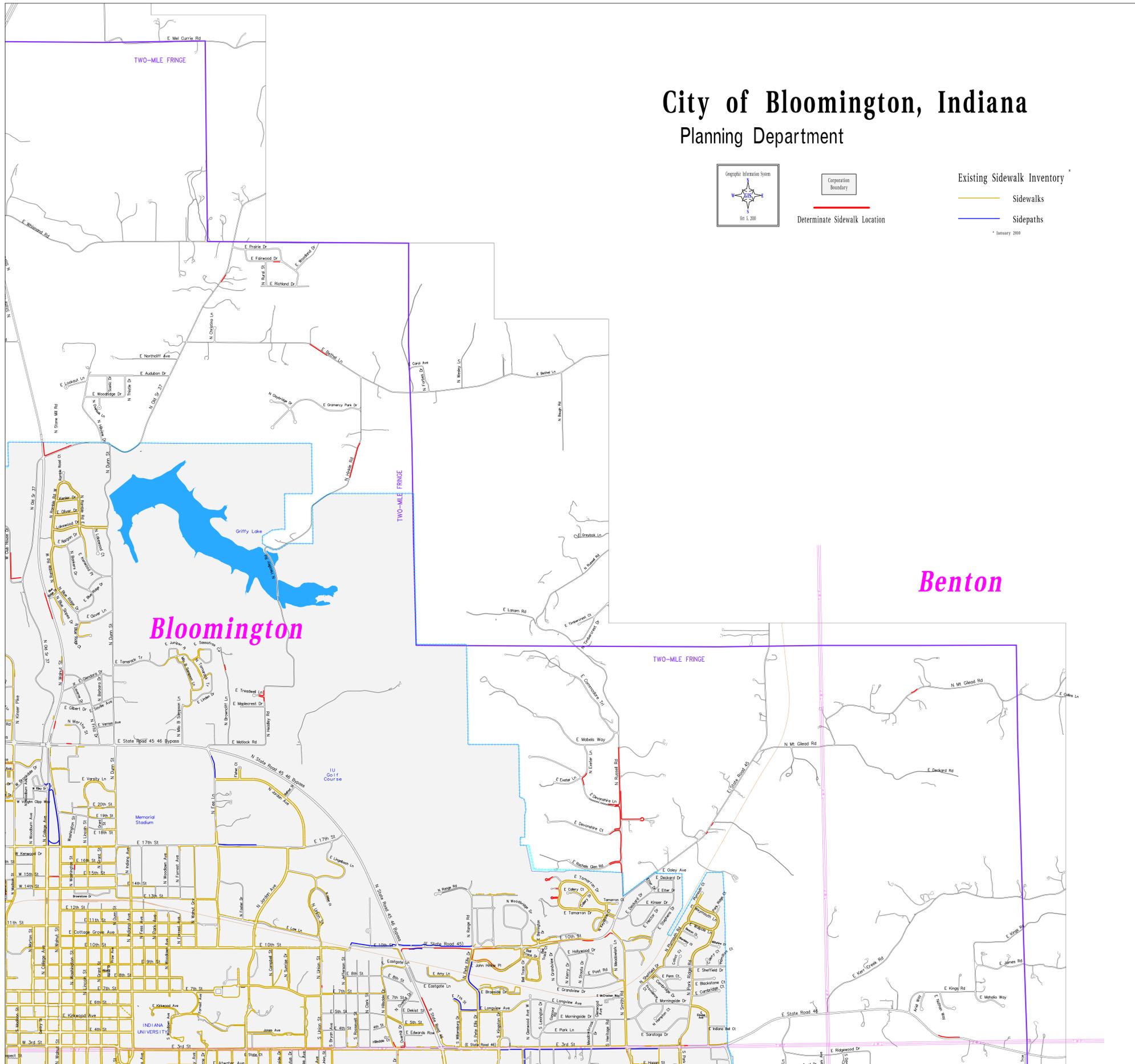


Corporation Boundary
 Determine Sidewalk Location

Existing Sidewalk Inventory

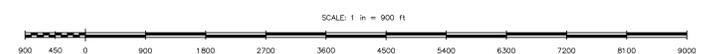
- Sidewalks
- Sidepaths

* January 2008

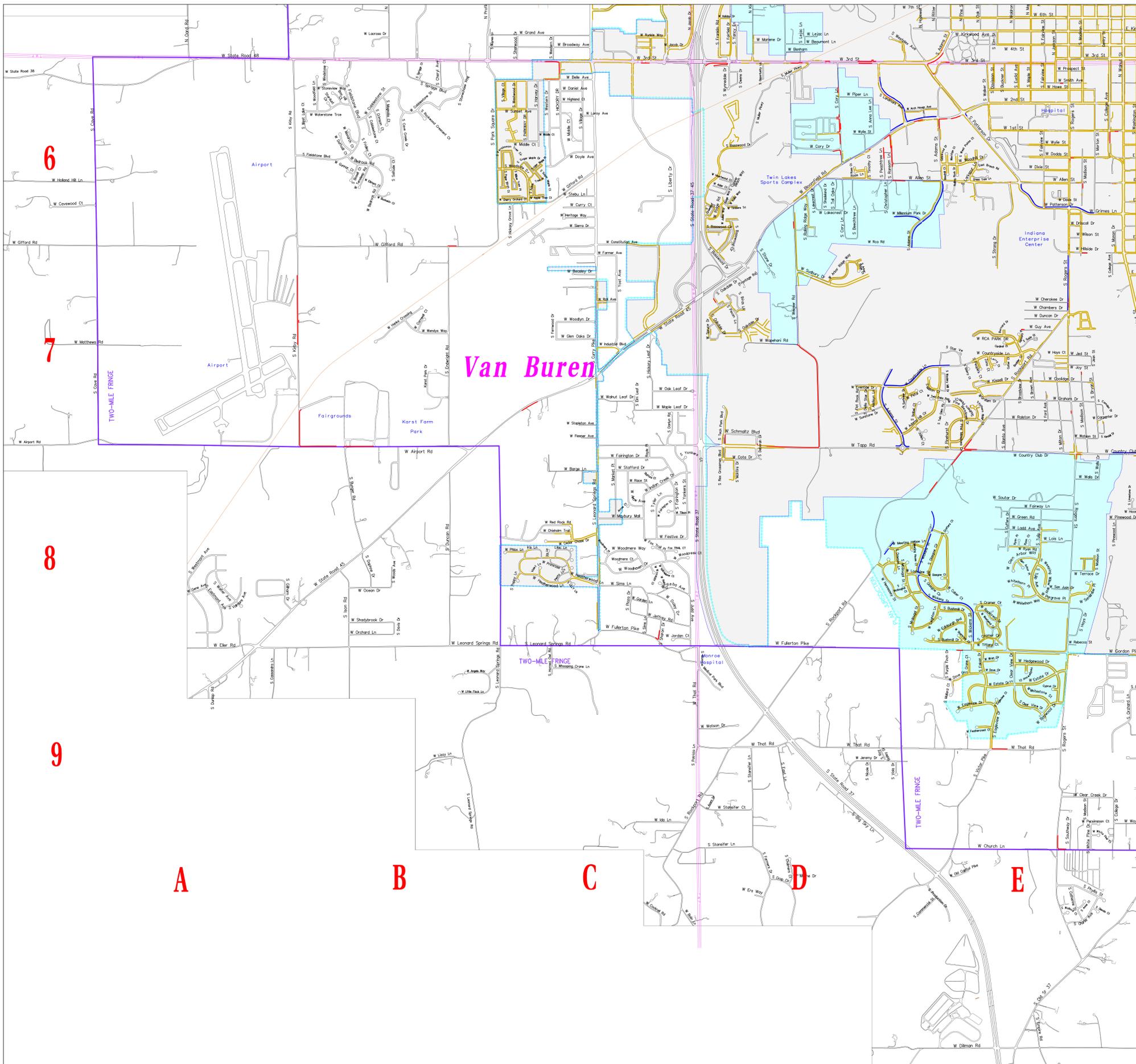


Benton

Determine Sidewalk Variences
 Bloomington NE Quadrant



Tdetswquad Oct 5, 2010



Van Buren

6

7

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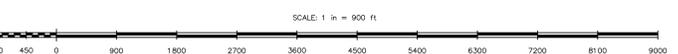
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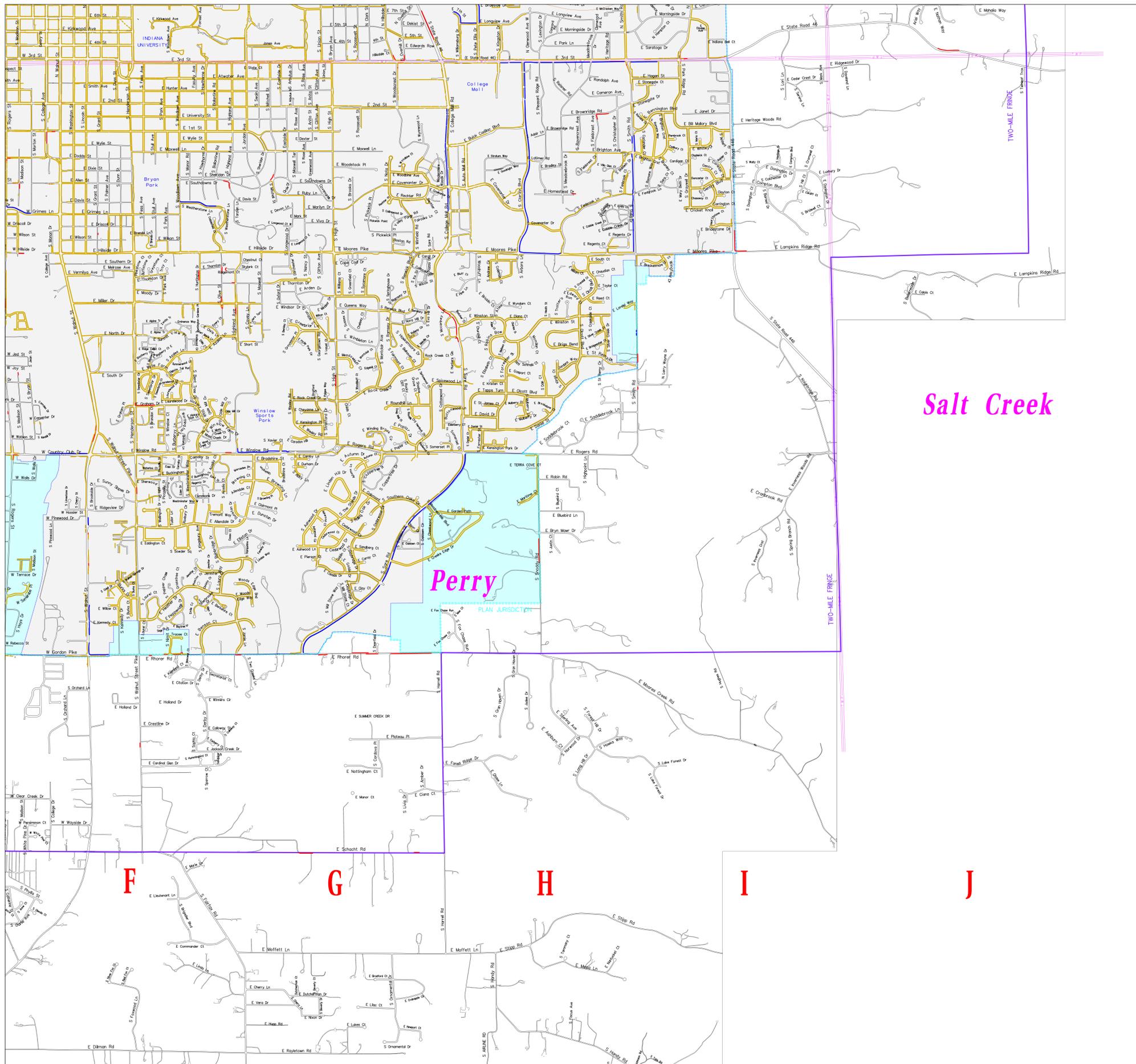
C

D

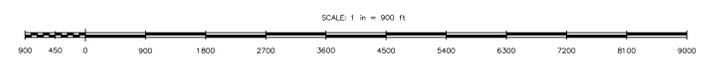
E

TWO-MILE FRINGE





Determinate Sidewalk Variences
Bloomington Southeast Quadrant



Recent and Planned Bloomington Parks and Recreation Bicycle and Pedestrian Facility Projects (2010-2011)

B-Line Trail

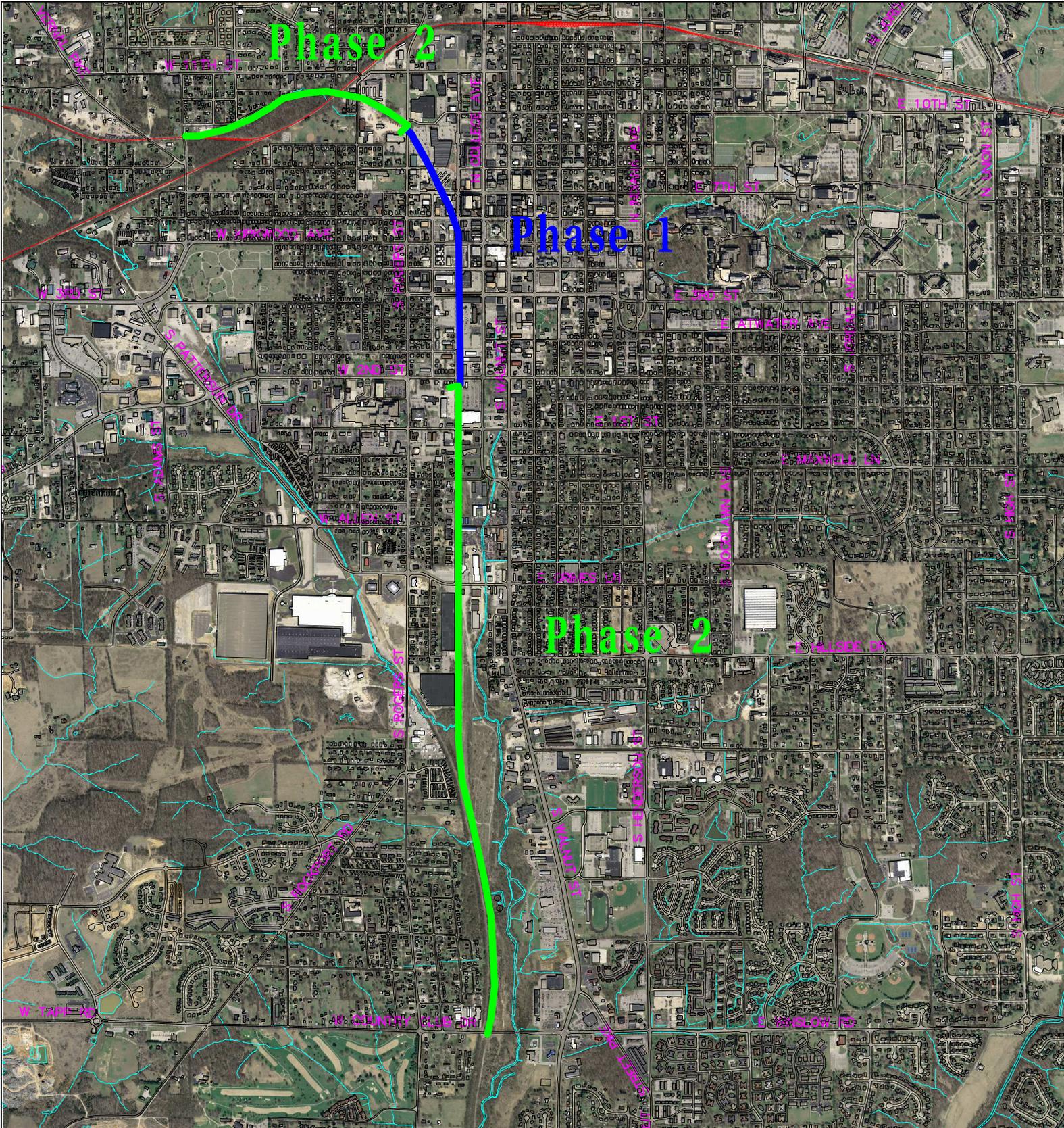
Construction of the second phase of the B-Line Trail is underway. Phase 2, which includes two legs, (2nd St.-Country Club Rd. and Rogers St. to W. Adams St.) will be completed by fall 2011. The B-Line Trail will be 3 miles long when complete. The south leg will connect to the Bloomington Rail Trail at Country Club Rd., which connects to the Clear Creek Trail near Church lane. Combined, these three trails will be approximately 7.5 miles long.

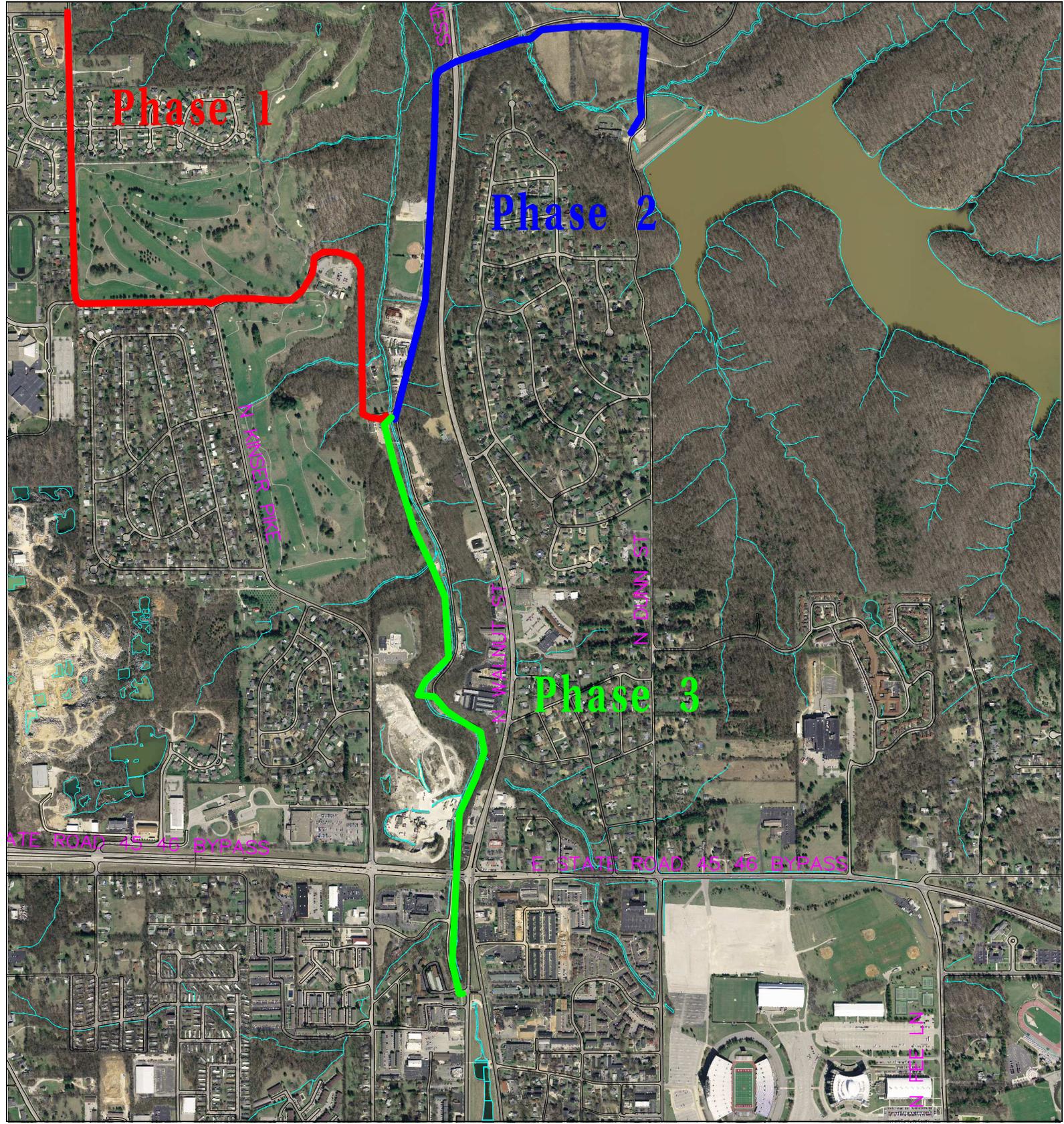
Jackson Creek Trail

Phase 1 of the Jackson Creek Trail was dedicated on October 5, 2010. This phase was completed with American Recovery and Reinvestment Act construction funds. Two separate legs of the JCT have been built by developers. One constructed within the Renwick development between Sare Rd. and Southeast Park, and another east of Creek's Edge Dr. Neither of these sections have been accepted by COB yet.

Cascades Trail

The Cascades Trail, which will consist of three legs linking 3 parks and Bloomington North High School, is under design. One leg will extend north from Miller-Showers Park through Lower Cascades Park to Clubhouse Dr., another will continue on to the Griffy Lake Nature Preserve along Old SR 37 and Dunn St. from Clubhouse Dr. The west leg will follow Clubhouse Dr. west from Old SR 37 alongside the Cascades Golf Course and continuing beyond the BHSN entrance to Acuff Rd. \$500,000 in Transportation Enhancement funding, originally allocated for Phase 1 of the JCT, may be transferable to the Cascades Trail project.





Phase 1

Phase 2

Phase 3

N KANSER PIKE

N WALNUT ST

N DAWN ST

ATE ROAD 45 46 BYPASS

E STATE ROAD 45 46 BYPASS

HAND PROJECTS IN 2010 AND PROPOSED FOR 2010 AND 2011

2010 projects

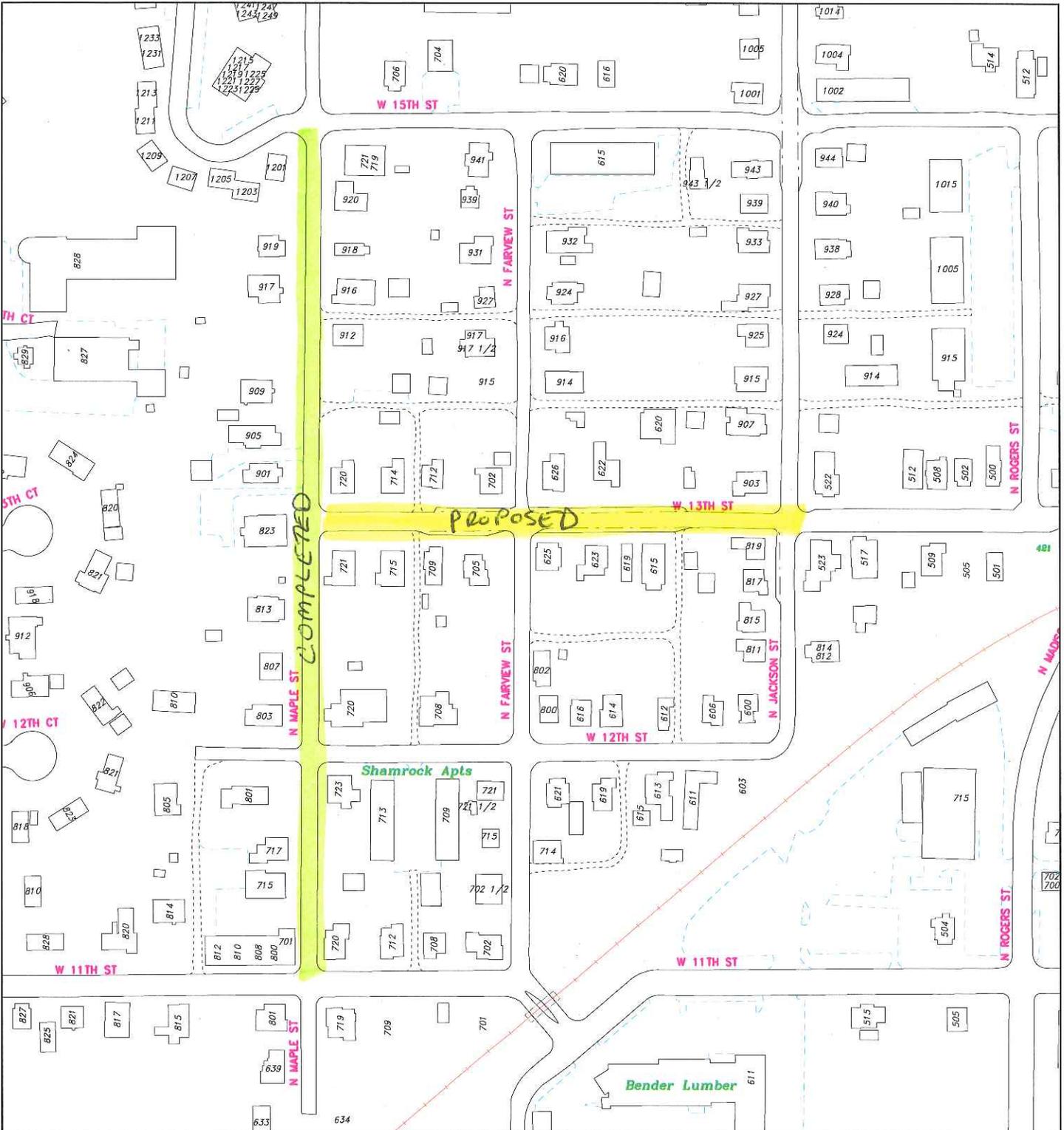
1. Maple Street between 11th and 15th (near completion)
2. 7th & Rogers bid out—scheduled to be completed in 2010.
3. Country Club sidepath—near completion

Other sidewalk projects that HAND would like to partner with others include:

1. Rockport Road from Countryside Lane to Country Club Road.
2. Graham Drive from Rockport Road to Rogers Street.
3. Allen Street B-Line connection west to Rogers Street
4. 13th St historic sidewalks-between Maple and Jackson
5. Crescent and Vernal Pike

There may be additional housing projects that may require sidewalks but those projects are hard to predict. Funding is available for sidewalk projects in target areas with the support of the Street Department and, if needed, CBU.

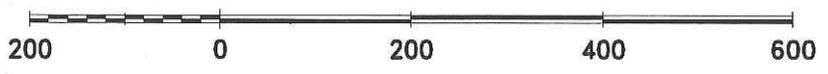
Bob Woolford



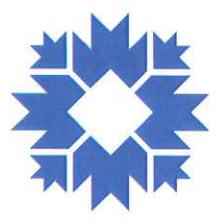
MAPLE ST - 11th to 15th (CDBG)

W. 13th - MAPLE to JACKSON (CDBG)

By: woolferr
23 Sep 10

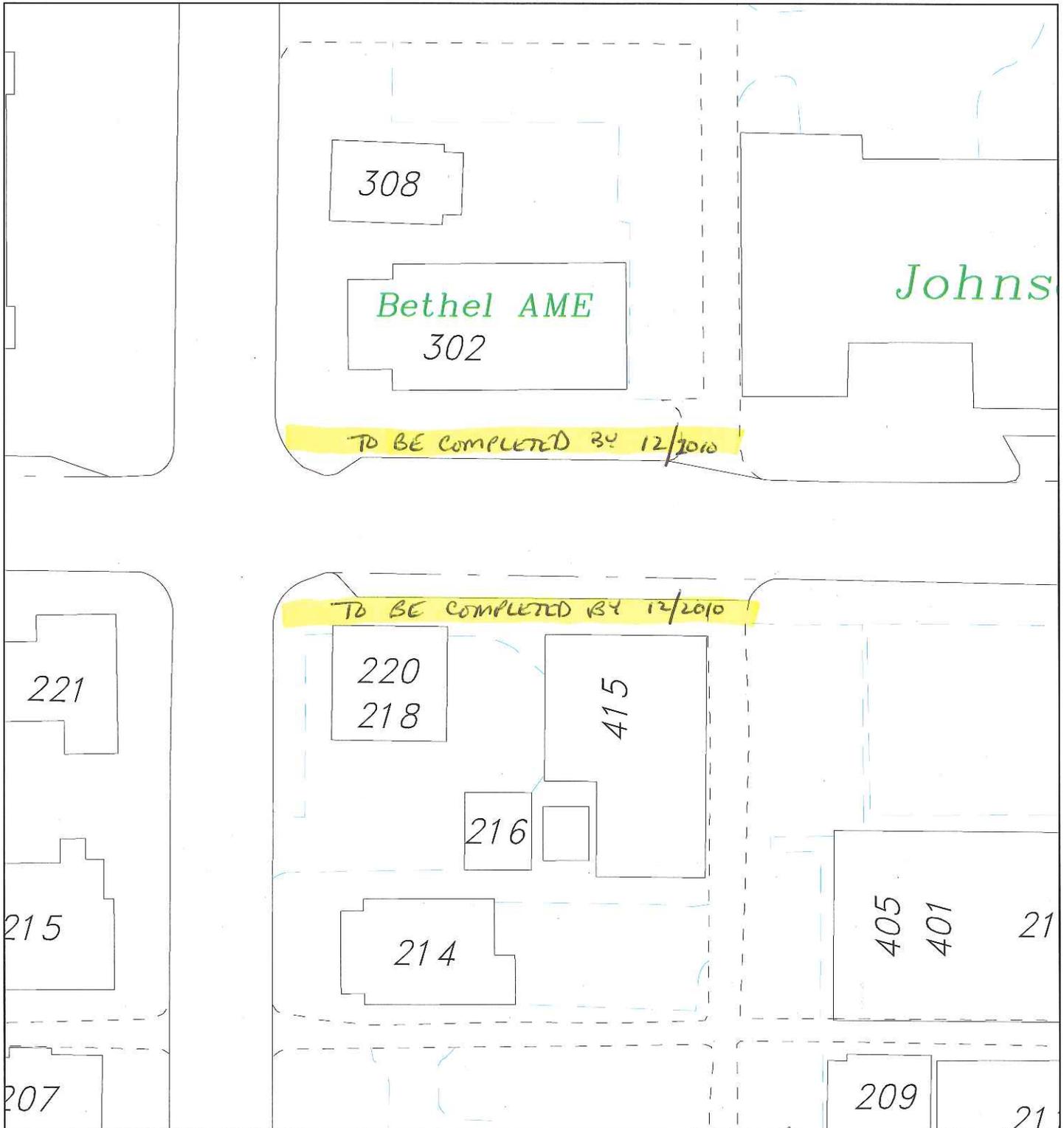


City of Bloomington



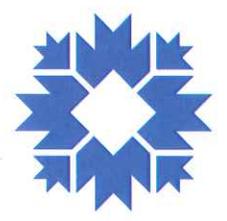
Scale: 1" = 200'

For reference only; map information NOT warranted.



7th & Rogers (Neighborhood Improvement Grant)

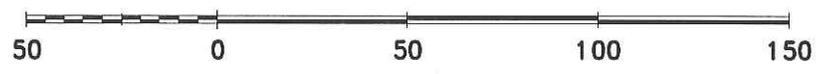
City of Bloomington



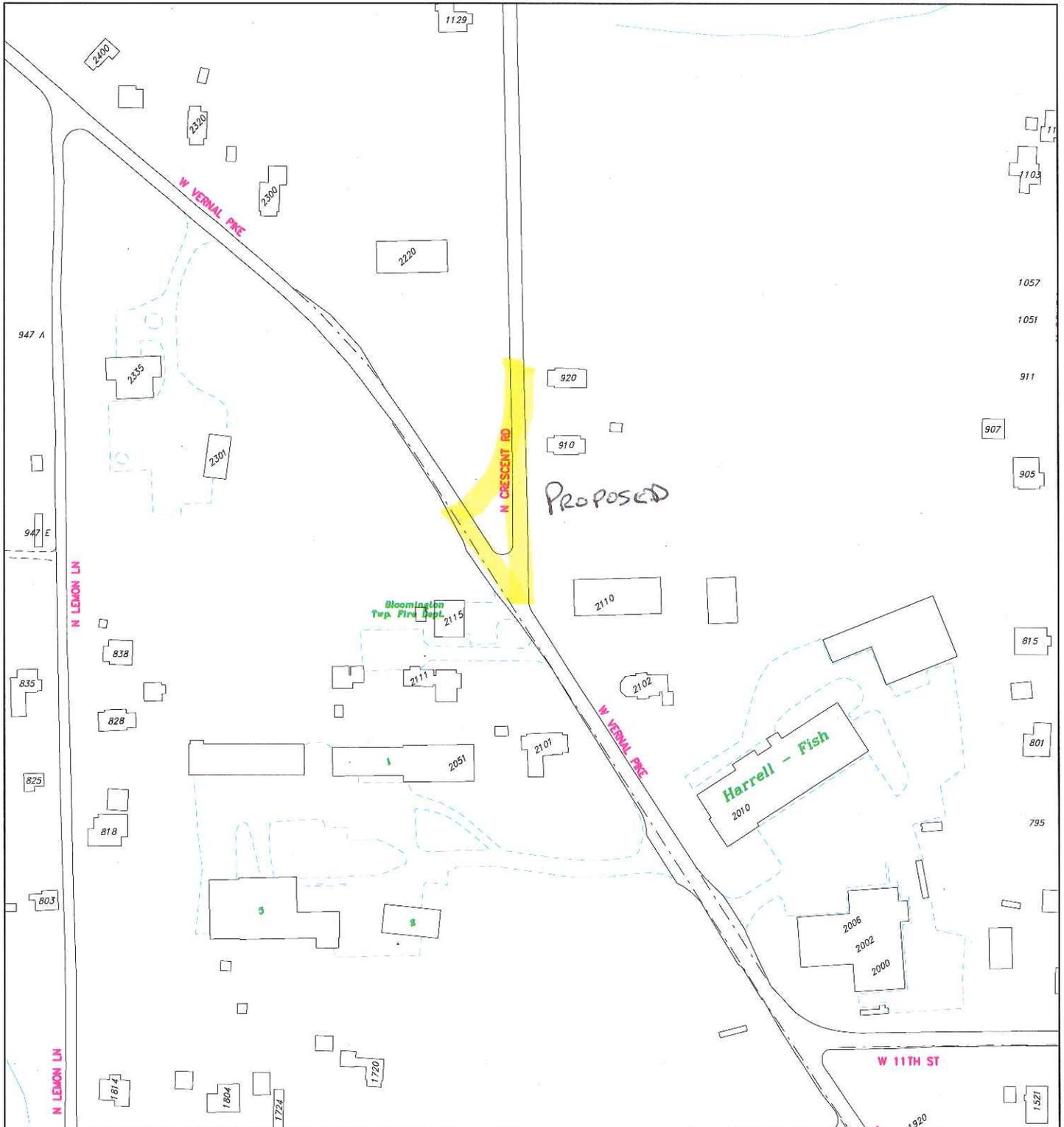
Scale: 1" = 50'



By: woolforr
23 Sep 10

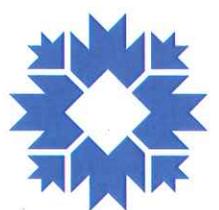


For reference only; map information NOT warranted.



CRESCENT RD & VERNAL PIKE
 Reconfigure the intersections
 (TO BE DETERMINED)

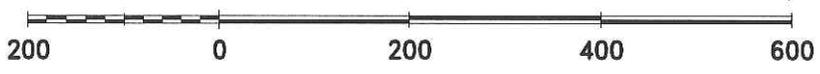
City of Bloomington



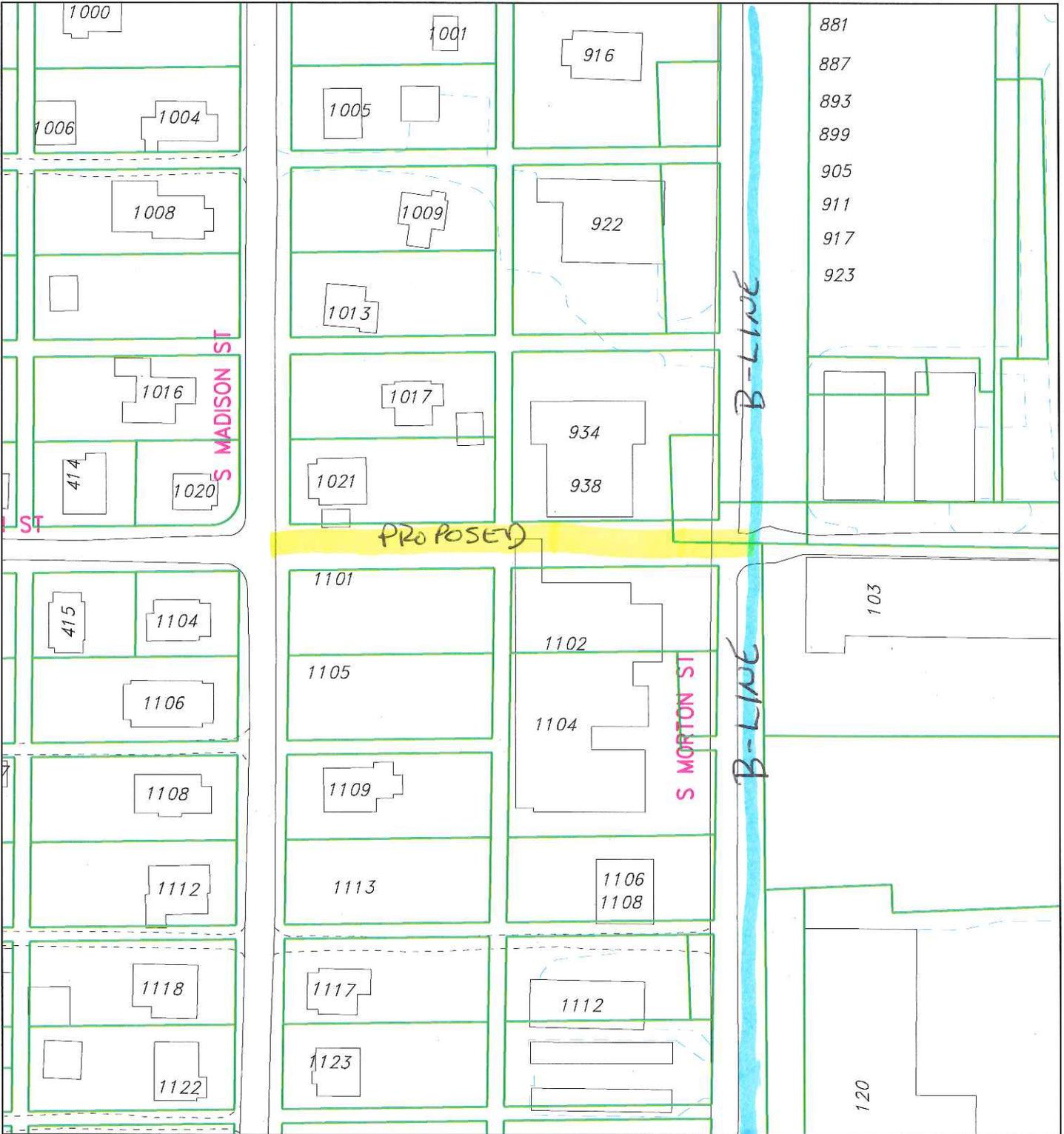
Scale: 1" = 200'



By: woolferr
 23 Sep 10

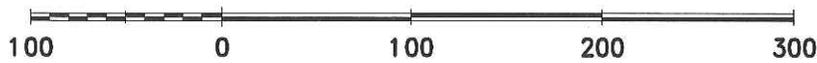


For reference only; map information NOT warranted.



ALLEN ST CONNECTION TO BLINE
(TO BE DETERMINED)

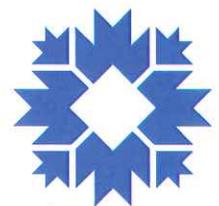
By: woolferr
23 Sep 10



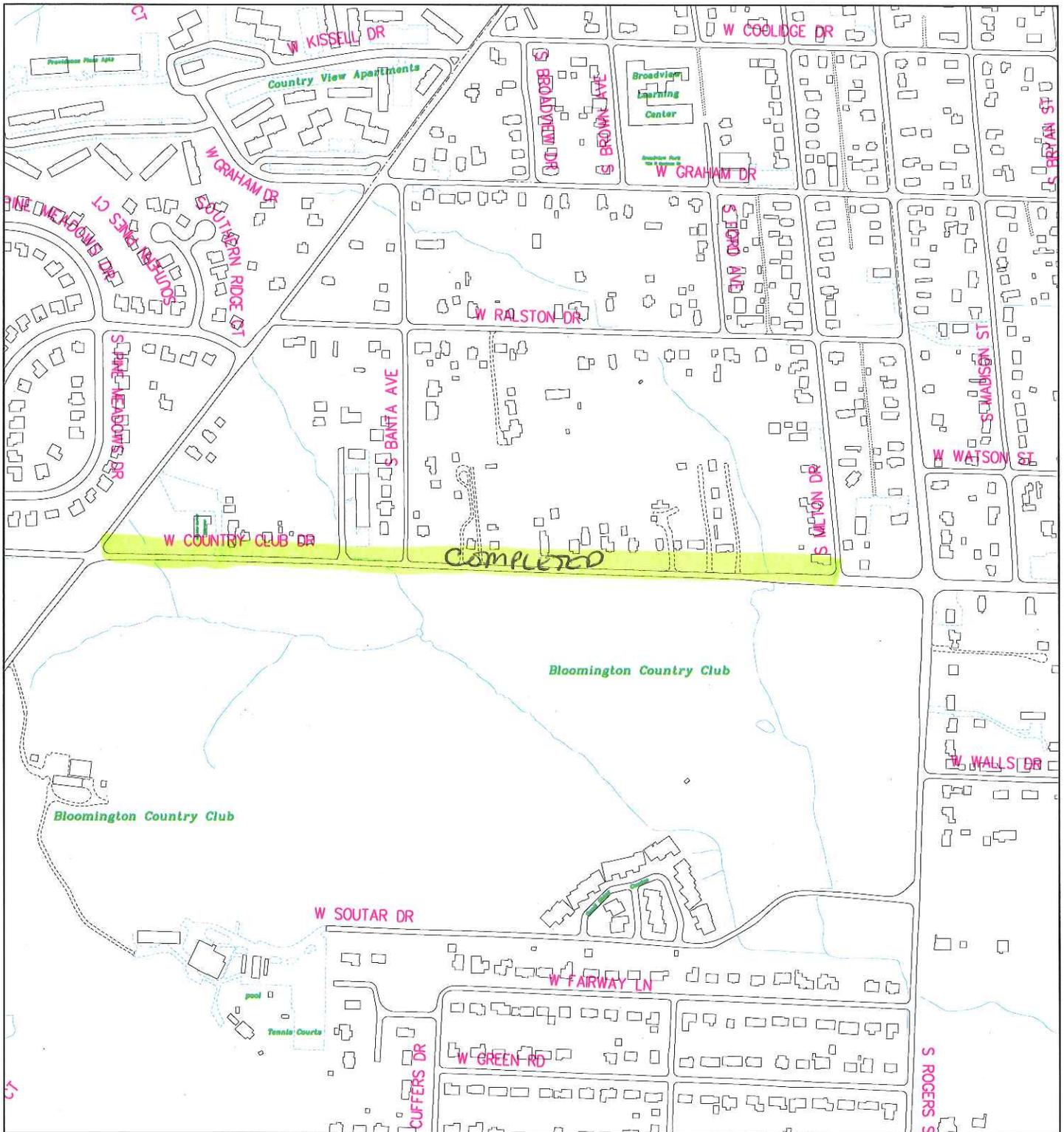
For reference only; map information NOT warranted.



City of Bloomington



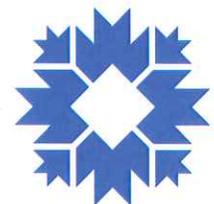
Scale: 1" = 100'



COUNTRY CLUB SIDEPATH (CDBG)

City of Bloomington

By: woolforr
23 Sep 10



Scale: 1" = 500'

For reference only; map information NOT warranted.

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

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

Appendix Seven - Schedule for 2011

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	Mid - November
Selecting projects for more recent or additional estimates and further consideration	Late November
Reviewing projects along with estimates	Late November – Early December <i>(depending upon the work involved in preparing estimates)</i>
Recommending allocation of funds	Mid-December <i>(depending upon dates for final bid amounts and the encumbering of funds)</i>
Approving Schedule for 2011 projects	<i>Same as above</i>

Discussion

Chair

Material

City Calendar for October through January - *enclosed*

November 2010

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday																																																																																																									
	1 5:00 PM RC, McCloskey 5:30 PM BPSC-WS, Hooker	2 City Holiday  Election Day	3 12:00 PM BUEA, McCloskey 12:00 PM Ord/DL 12:00 PM Res/DL 2:00 PM HO, Kelly 5:00 PM USB, Utilities 5:30 PM CHLA, McCloskey 7:30 PM CCL/RS, Chambers	4 4:00 PM BDUAC, McCloskey 5:30 PM CSW, McCloskey	5 1:30 PM MPO-PC, McCloskey Payday	6 8:00 AM BCFM, Common																																																																																																									
7	8 4:30 PM Plat, Hooker 5:30 PM PC, Chambers	9 1:30 PM DRC, McCloskey 5:30 PM BPTC, Transit 5:30 PM BPW, Chambers 6:00 PM BCOS, McCloskey 6:30 PM SCI, Dunlap 7:30 PM Tele, Chambers	10 4:00 PM BHQA, McCloskey 4:00 PM SWMD, Courthouse 4:15 PM CSBM, Hooker 7:30 PM CCL/CW, Chambers	11 City Holiday  Veterans Day	12	13 8:00 AM BCFM, Common																																																																																																									
14	15 5:30 PM BPSC, Hooker	16 4:00 PM BPC, Chambers 4:00 PM BPS, McCloskey 4:30 PM CFRC, Hooker 5:00 PM USB, Utilities 5:30 PM ACC, McCloskey	17 9:30 AM Tree, Rose Hill 10:00 AM MPO-TAC, McCloskey 12:00 PM Ord/DL 2:00 PM HO, Kelly 4:00 PM MLKC, McCloskey 5:30 PM BCAC, Hooker 5:30 PM TC, Chambers 6:30 PM MPO-CAC, McCloskey 7:00 PM CONA, Hooker	18 8:00 AM BHA, BHA 12:00 PM HN, McCloskey 3:30 PM BMFC, Hooker 4:00 PM BHPC, McCloskey 5:30 PM BZA, Chambers 7:00 PM EC, McCloskey	19 12:00 PM DVT, McCloskey 12:00 PM EDC, Hooker Payday	20 8:00 AM BCFM, Common																																																																																																									
21	22 5:30 PM BHRC, McCloskey	23 5:15 PM SWMD-CAC, McCloskey 5:30 PM BPTC, Transit 5:30 PM BPW, Chambers	24	25 City Holiday  Thanksgiving	26 City Holiday	27 8:00 AM BCFM, Common																																																																																																									
28	29 12:00 PM Res/DL 4:00 PM CCA, McCloskey	30 5:00 PM USB, Utilities	<table border="1"> <thead> <tr> <th colspan="7">Oct 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>		Oct 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							<table border="1"> <thead> <tr> <th colspan="7">Dec 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>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> <td>9</td> <td>10</td> <td>11</td> </tr> <tr> <td>12</td> <td>13</td> <td>14</td> <td>15</td> <td>16</td> <td>17</td> <td>18</td> </tr> <tr> <td>19</td> <td>20</td> <td>21</td> <td>22</td> <td>23</td> <td>24</td> <td>25</td> </tr> <tr> <td>26</td> <td>27</td> <td>28</td> <td>29</td> <td>30</td> <td>31</td> <td></td> </tr> </tbody> </table>		Dec 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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26	27 5:30 PM BHRC, McCloskey	28 5:00 PM USB, Utilities 5:15 PM SWMD-CAC, McCloskey	29 2:00 PM HO, Kelly	30	31 Payday																																																																																																											

