

City of Bloomington Common Council

Informational Packet

Containing materials related to:

Wednesday, 23 July 2025

Deliberation Session at 6:30pm



CITY OF BLOOMINGTON COMMON COUNCIL

**AGENDA AND NOTICE:
DELIBERATION SESSION
Wednesday | 6:30 PM
23 July 2025**

*Council Chambers (#115), Showers Building, 401 N. Morton Street
The meeting may also be accessed at the following link:*

<https://bloomington.zoom.us/j/84343691184?pwd=TCmVKarlXg4k9dmj3QTiXqKDtgJSqw.1>

- 1. ROLL CALL**
- 2. AGENDA SUMMATION**
- 3. COUNCILMEMBER REPORTS**
- 4. COUNCIL DISCUSSION ON SIDEWALK COMMITTEE**
- 5. PUBLIC COMMENT RELATED TO SIDEWALK COMMITTEE**
- 6. COUNCIL SCHEDULE**
- 7. ADJOURNMENT**

Auxiliary aids are available upon request with adequate notice. To request an accommodation or for inquiries about accessibility, please call (812) 349-3409 or e-mail council@bloomington.in.gov.

Posted: July 18, 2025

Purpose of Sidewalk Committee and Funding Allocation History

This document compiles information from past years' Council Sidewalk Committee reports, along with relevant references to the Bloomington Municipal Code (BMC), to provide a clear summary of historical funding allocations.

Purpose of Committee and History of Funding

In the past, the Sidewalk Committee has made recommendations on the use of a portion of the Alternative Transportation Fund (ATF) monies appropriated for this purpose and, in the course of doing so, works in concert with City staff to identify funding priorities for sidewalk and traffic calming projects in the City. The ATF was established in 1992 with surplus revenues from the Neighborhood Parking Program and was dedicated to “reducing the community’s dependence upon the automobile.” (BMC 15.37.160). Over the years, the ATF has also received annual infusions from other City sources.

The Alternative Transportation Fund (ATF) is primarily supported through two revenue streams: (1) revenues generated by the Neighborhood Parking Permit Program and (2) transfers from the Cumulative Development Fund. The disposition of these revenues is governed by Title 15¹ of the Bloomington Municipal Code (BMC).

<u>Council Sidewalk Committee Projects – Funding Sources</u>				
Year(s)	Council Sidewalk Budget		Estimate of Other Contributions	
	Per Year	Total	Other	CBU
2007	\$185,000	\$185,000	\$0	~ \$46,174
2008-2012	\$225,000	\$1,125,000	~\$1,425,000	~\$538,742
2013	\$275,000	\$275,000	~\$1,200,000	\$0
2014-2016	\$300,000	\$900,000	~\$43,000	~\$136,697
2017	\$306,000	\$306,000	~\$239,000	\$0
2018	\$312,000	\$312,000	~\$14,000	\$0
2019	\$318,000	\$318,000	~\$173,500	\$45,000
2020	\$324,000	\$324,000	~\$106,000	\$0
2021	\$330,000	\$330,000	~\$0	\$0
2022	\$336,000	\$336,000	~\$140,000	\$0
2023	\$336,000	\$336,000	~\$140,000	\$0
2024	\$350,000	\$350,000	\$0	\$0
2025	\$500,000	\$500,000	\$0	\$0
Total		\$5,261,000	~\$3,480,500	~\$766,613

¹ BMC 15.36.090 - Disposition of revenue. All funds derived from the granting of permits under the provisions of this chapter shall be placed in the Alternative Transportation Fund, Fund 454, of the city.

BMC 15.37.160 - Disposition of revenue. All funds derived from the issuance of permits and from fines shall be used to pay the costs of operating this program. Funds received in excess of the annual cost of operating the program shall go into an alternative transportation fund. The alternative 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.

2025 Funding Recommendations:

Project	Allocation	Description
N. Jefferson St. Sidewalk (8 th – 10 th St.)	\$70,000	Construction – Partially Funded
N. Union St. Crosswalk Improvement (Between 7 th & 10 th St.)	\$90,000	Construction
N. Fee Ln. Intersection Improvement (E. Law Ln. & Briscoe Quadrangle)	\$40,000	Construction
Repaving Coordination Project	\$300,000	Construction
TOTAL	\$500,000.00	

2024 Allocation:

Project	Allocation	Spent/Estimate	Difference	Description
N. Dunn St. Sidewalk (17 th – 18 th St.)	\$200,000	\$141,774	\$58,226	Construction – Fully Funded
N. Dunn Street Sidewalk (17 th – 18 th St.)	\$35,000	\$22,230	\$12,770	Design
Resident-Led Traffic Calming (Washington St. from 1 st St. – Grimes Ln.)	\$50,000	\$45,463	\$4,537	Construction – Fully Funded
N. Jefferson St. Sidewalk (8 th – 10 th St.)	\$35,000	\$39,560	-\$4,560	Design
Green Acres Traffic Calming	\$30,000	\$0	\$30,000	Construction
TOTAL	\$350,000.00	\$249,027	\$100,973	

Please note that other sidewalk and pedestrian projects are pursued by various other city departments and funded through various means.

Remaining funds from the 2024 Sidewalk Committee budget have been transferred back into the Alternative Transportation Fund

2023 Allocations:

Project	Allocation	Spent/Estimate	Difference	Description
Adams Street Sidewalk	\$125,000.00	\$229,683	\$104,683	Construction
Liberty Drive Sidewalk	\$114,000.00	\$56,617	-\$57,383	Construction
Overhill Drive Sidewalk	\$35,000.00	\$37,940	\$2,940	Design
Smith Avenue Sidewalk	\$12,000.00	\$11,760	-\$240	Conceptual Design
Resident-Led Traffic Calming	\$50,000.00	\$0	-\$50,000	Construction
TOTAL	\$336,000.00	\$336,000	\$0	

Please note that P & T staff provide an annual Council Sidewalk Project Status Report, (a copy of the Report can be found in the [December 19, 2023 Sidewalk Committee meeting packet](#)).

Please note that other sidewalk and pedestrian projects are pursued by various other city departments and funded through various means.

2022 Allocation:

Project	Allocation	Spent/Estimate	Difference	Description
Adams Street Sidewalk	\$120,000.00	\$101,110.00*	-\$18,890.00	Remainder right of way acquisition
Dunn Street Sidewalk	\$110,000.00	\$213,478.55	\$103,478.55	Construction
Overhill Drive Sidewalk	\$20,000.00	\$0	-\$20,000.00	Design
Liberty Drive Sidewalk	\$15,000.00	\$20,520.00	\$5,520.00	Design
Smith Avenue Sidewalk	\$21,000.00	\$0	-\$21,000.00	Conceptual Design
Resident Led Traffic Calming	\$50,000.00	\$0	-\$50,000	Construction
TOTAL	\$336,000.00	\$335,108.55	-\$891.45	

* An additional \$48,055 from an Engineering budget line was encumbered for this project.

Please note that P & T staff provide an annual Council Sidewalk Project Status Report, (a copy of the Report can be found in the February 2, 2023 Sidewalk Committee meeting materials [here](#)) that includes a summary of potential complementary initiatives.

Please note that other sidewalk and pedestrian projects are pursued by various other city departments and funded through various means.

2021 Allocation:

Project	Allocation	Spent/Estimate	Difference	Description
Dunn Street Sidewalk	\$41,000.00	\$40,085	-\$915	Design and right of way services
S. Walnut Street	\$210,000.00	\$0*	-\$210,000	Construction
Adams Street Sidewalk	\$66,000.00	\$25,872.75	-\$40,127.25	Remainder of design and right of way services
Resident Led Traffic Calming	\$13,000.00	\$13,000	\$0	Construction
TOTAL	\$330,000.00	\$78,957.75	-\$251,042.25	

*The bids for the South Walnut Street project came in very high and would have required spending the entire 2022 allocation in addition to the sum that was set aside in 2021. Based on these factors it was decided that the South Walnut Street project was too large for the Committee to fund.

2020 Allocations

Recent Previously-Funded Council Sidewalk Projects – Design or Construction 2020/2021			
Project	Total CSC Funding	Other Funds	Current Phase
<u>Completed in 2020</u>			
West Allen Street – Adams St to Patterson Dr – Traffic calming	\$33,238	\$193,281.48 (P&T funding)	Completed
<u>To be Completed in 2021</u>			
W. 14th Street – Madison St to Woodburn Ave	\$77,431.75	\$132,337 (CDBG)	Construction anticipated Spring 2021
Maxwell Street – Miller Dr to north of Short Street	\$136,826	\$7,920 (P&T funding)	Construction anticipated Spring 2021
Moore's Pike and Smith Rd – curb ramps & crosswalks	\$43,330	--	Construction
South Walnut St – Winslow to Ridgeview	See 2021 Recommendations		Construction
Adams St – Kirkwood to Fountain	See 2021 Recommendations		Out for bid

Please note that P & T staff provide an annual Council Sidewalk Project Status Report that includes a summary of Complementary Initiatives. The Report mentions “projects from the Council Sidewalk Committee’s 2021 project prioritization list [that] have a range of design aspects that are currently either being planned, designed, or constructed outside of the Council Sidewalk Committee initiatives” and may offer opportunities for coordination of funding in the future.

2019 Allocations

Recent Previously-Funded Council Sidewalk Projects – Design or Construction 2019/2020			
Project	Total Committee Allocation	Other Funds	Current Phase
<u>Completed in 2019</u>			
Walnut Street – Winston Thomas Treatment Plant to National Guard Armory - Sidewalk	\$76,000	\$68,193.47	Completed
Mitchel Street – Maxwell Lane to Circle Drive – Sidewalk	\$204,550.17	\$68,435.90	Completed
Moore's Pike – Sare Road to Woodruff Lane – Sidewalk	\$248,771.08	\$115,430.92	Completed
Moore's Pike /Clarizz Blvd. – Pedestrian Crossing	\$76,000	\$48,443.47	Completed
Maxwell Street/Mitchell Street - Crosswalk	\$1,451.52	\$0	Completed
<u>To be Completed in 2020</u>			
W. 14th Street – Madison St to Woodburn Ave	See 2020 Recommendations		Construction
Maxwell Street – Miller Dr to north of Short Street	See 2020 Recommendations		Construction
West Allen Street – Adams St to Patterson Dr – Traffic calming	\$17,500	Remaining expenses from P&T ²	Design

Please note that the Status Report also includes a summary of Complementary Initiatives which includes “projects from the Council Sidewalk Committee’s 2020 project prioritization list [that] have a range of design aspects that are currently either being planned, designed, or constructed outside of the Council Sidewalk Committee initiatives” and may offer opportunities for coordination of funding in the future.

Please also note that other sidewalk and pedestrian projects are pursued by the HAND and Parks and Recreation departments.

² P&T indicated that initial public outreach for this project occurred in June 2019. Staff expected to bid and award the project before the end of 2019 with construction expected in spring 2020. P&T expected to fund design and remainder of construction costs above the Committee’s allocation of \$17,500.

2018 Allocations

Recent Previously-Funded Council Sidewalk Projects – Design or Construction 2018/2019			
Project	Total Committee Allocation	Other Funds	Current Phase
<u>Completed in 2018</u>			
Sare Road – Traffic Islands	\$48,000	\$99,000 ³	Installation
E. 10th / Tamarron – Sidewalk and Pedestrian Crossing	\$102,650	~\$372,700	Installation
Rockport Road – W. Graham to W. Pinehurst - Sidewalk	\$197,298	\$0	Construction
<u>To be Completed in 2019</u>			
Moore's Pike /Clarizz Blvd. – Pedestrian Crossing	\$115,235	\$74,605	Construction
Moore's Pike – East of College Mall Road - Sidewalk	See 2019 Recommendations		Construction
Walnut Street – near National Guard Armory – Sidewalk	\$95,750	\$56,439	Construction
Mitchell Street – Maxwell Ln to Circle Drive – Sidewalk	See 2019 Recommendations		Construction
Maxwell Street – Miller Drive to Short Street – Sidewalk	\$13,000	\$7,920	Design
<u>Other</u>			
Union Street - 3rd to 4th Street – Sidewalk (east side)	See 2019 Recommendations		Final PE & Construction
TOTAL	\$571,933	\$610,664	

Please note that the Status Report also includes a summary of Complementary Initiatives which includes “projects from the Council Sidewalk Committee’s 2019 project prioritization list [that] have a range of design aspects that are currently either being planned, designed, or constructed outside of the Council Sidewalk Committee initiatives” and may offer opportunities for coordination of funding in the future.

Please also note that other sidewalk and pedestrian projects are pursued by the HAND and Parks and Recreation departments.

³ This figure does not include the in-house designing performed by P&T staff.

A HISTORY OF COUNCIL SIDEWALK COMMITTEE FUNDS, 2002-2024				
2024				
Site	Estimate	Recommendation	Possible Additional Appropriation	Comments
Design & Construction - N. Dunn (east side) N. of 17th St.		\$235,000.00		The Committee recommends allocating \$235,000 (\$35,000 for design initially allocated in "Part I" and \$200,000 for construction allocated in "Part II" of its recommendations) to this project. This recommendation was based on P&T staff's notes that this is a high-pedestrian traffic area that is heavily used and will provide a needed connection to an already-existing sidewalk for comfortable pedestrian travel.
Design - N. Jefferson St. (either side) - 8th to 10th St.		\$35,000.00		In "Part I" of its recommendations, the Committee recommends allocating \$35,000 for design of this project. This recommendation was based on P&T staff's notes that it is a high-scoring location using the density and demand criteria and is a high-pedestrian traffic area that connects to transit stops.
Resident-led traffic calming		\$50,000		In "Part I" of its recommendations, the Committee recommends allocating \$50,000 toward resident-led traffic calming projects, based on the analysis and recommendation of P&T staff.
Pedestrian safety improvements/traffic calming - Green Acres neighborhood		\$50,000		The Committee discussed a potential sidewalk on S. Overhill Dr. between 3rd and 5th St. After discussing alternate options and hearing from P&T staff, the Committee agreed to allocate \$30,000 toward the purchase and installation of pedestrian safety improvements and traffic calming devices in the Green Acres neighborhood in "Part II" of its recommendations.
Total		\$350,000		
2023				
Site	Estimate	Recommendation	Possible Additional Appropriation	Comments
Resident-led traffic calming	\$50,000	\$50,000		The Committee recommends allocating \$50,000 to resident-led traffic calming projects. This recommendation was based on P & T staff's recommendation and would provide funding for resident-led traffic calming projects prioritized during the 2022 funding cycle.
Total				
2022				
Site	Estimate	Recommendation	Possible Additional Appropriation	Comments

Sidewalk - Adams Street - from Kirkwood to Fountain (West Side)		\$120,000		During the 2021 funding cycle, the Committee allocated \$63,955.00 for the remainder of design and right of way services. This year, the Committee recommends allocating \$120,000 to fund the remainder of the right of way services and construction of the sidewalk. It is worth noting that the total cost of the remainder of the right of way services and construction will be split between the funds allocated by the Committee and amounts received from a CDBG grant, if any.
Sidewalk - Dunn - from 15th to 16th				During the 2021 funding cycle, the Committee allocated \$41,000 for design and right of way services. This year, the Committee recommends funding the construction of the sidewalk at an estimated cost of \$110,000.
Sidewalk - S. Overhill Drive - 3rd to 5th				
Resident-led traffic calming	\$50,000	\$50,000		The Committee recommends allocating \$50,000 to resident-led traffic calming projects. This recommendation was based on P & T staff's recommendation and would provide funding for resident-led traffic calming projects prioritized during the 2022 funding cycle.
Total				
2021				
Site	Estimate	Recommendation	Possible Additional Appropriation	Comments
Sidewalk - Adams Street - from Kirkwood to Fountain (West Side)	\$323,955.00	\$120,000	\$140,000	This project received \$63,955 in design and right-of-way funding in 2020. The cost estimate for the sidewalk totaled \$323,955 (\$63,955 for design, \$70,000 for right-of-way services and \$190,000 for construction). This project was identified as a good fit for Community Development Block Grant (CDBG) funding. An application was submitted and awarded funding will be known in the coming weeks. It was the Committee's hope that the project would receive a least partial funding from CDBG in order to allow the project to move forward with an allocation of \$120,000 from the Committee.

Sidewalk - Dunn - from 15th to 16th	\$150,085	\$110,000		This project received \$41,000 in design and right-of-way funding in 2020. In April 2021, the City awarded a design contract to engineering firm Bledsoe Riggert Cooper James for \$40,085. Design for this project is ongoing. The cost estimate for this project is \$150,085 (\$40,085 for design and \$110,000 for construction) but these numbers may change based on refinements in the design process.
Sidewalk - S. Overhill Drive - 3rd to 5th	\$170,000	\$20,000		This sidewalk request was identified utilizing the revised metrics for prioritization of sidewalk projects. The project scored high based on the weighted criteria in the revised metrics - it is within a 5-minute walk of a transit stop and is located adjacent to high-ranking streets in the safety/and harm reduction criteria. The total cost of the project is estimated to be \$170,000 (\$20,000 for design, and \$150,000 for construction). The Committee recommends allocating \$20,000 for design to get this project started.
Sidewalk - Liberty Drive - 3rd to 360 degrees south	\$65,000	\$15,000		This sidewalk request was identified utilizing the revised metrics for prioritization of sidewalk projects. The project scored high based on the weighted criteria in the revised metrics - it is within a 5-minute walk of a transit stop and is located adjacent to high-ranking streets in the safety/harm reduction criteria. The total cost of this project is estimated to be \$65,000 (\$15,000 for design and \$50,000 for construction). As with all projects, these cost estimates are subject to change as more information becomes available based on design and right-of-way acquisition refinements. The Committee recommends allocating \$15,000 to begin the design process on this project.
Smith - College to Walnut	\$325,000	\$21,000		This sidewalk request was identified utilizing the revised metrics for prioritization of sidewalk projects. The project scored high based on the weighted criteria in the revised metrics - it is within a 5-minute walk of a transit stop and is located adjacent to high-ranking streets in the safety/harm reduction criteria. However, this project has a number of unknowns at this time owing to the proximity of the buildings and parking lots on either side of the street. The Committee recommends allocating \$21,000 to the conceptual design process in order to assess the feasibility of this project.
Resident-led traffic calming	\$50,000	\$50,000		The Committee recommends allocating \$50,000 to resident-led traffic calming projects. This recommendation was based on P & T staff's recommendation and would provide funding for the resident-led traffic calming project that was prioritized in 2021 and a project that is prioritized during the 2022 funding cycle. The resident-led traffic calming program is currently accepting applications. The application process will close March 11, 2022.
Total	\$1,084,040	\$336,000	\$140,000	The Committee should learn status of the CDBG funding allocations in the coming weeks. The project rankings may be utilized to provide guidance for staff in the event that the CDBG funding allocation is less than needed to complete the Adams Street sidewalk project.
2020				

Site	Estimate	Recommendation	Possible Additional Appropriation	Comments

Sidewalk - S. Maxwell Street - from E. Miller Dr. to north of Short Street (West Side)	\$123,000.00	\$123,000.00		This project received \$13,000 in design funding in 2018. At that time, a Planned Unit Development for a co-housing project in the area raised concerns about increased vehicular traffic. The Committee believed a sidewalk on the west side of Maxwell Street might help mitigate any adverse impacts. The cost estimate for the sidewalk totaled \$123,000 (\$8,000 for right of way services and acquisition and \$115,000 for construction).
Sidewalk - 14th Street - from Madison to Woodburn (North Side)	\$156,000.00	\$50,000.00	\$106,000.00	This one-block sidewalk project is ranked #4 on the Committee's Evaluation Sheet. It would provide a missing link in sidewalks which currently connect with South College to the east and North Madison on the west. HAND staff indicated that the project might be a good fit for Community Development Block Grant (CDBG) funding, and an application for funding was submitted in 2019. Awarded funding from CDBG will not be known until Feb 2020. It was the Committee's hope that the project would received at least partial funding from CDBG that would allow the project to move forward with an allocation of \$50,000 from the Sidewalk Committee (with a total estimated construction cost of \$156,000).
Sidewalk - Walnut Street - from Winslow to Ridgeview (East Side)	\$239,000.00	\$32,000.00		This sidewalk request was new to the Committee in 2020. A resident submitted a request for a sidewalk along the east side of the street, given the difficulty in crossing a busy road to get to the sidewalk on the west side of the street. Staff also identified this project as worthy of consideration for funding. The project was estimated to cost approximately \$239,000 (Design: \$32,000, Right-of-way: \$0; Construction: \$207,000).
Sidewalk - Adams Street - from Kirkwood to Fountain (West Side)	\$240,000.00	\$31,000.00		This sidewalk request was also new to the Committee in 2020. Staff identified this project as one they would prioritize, though staff also cautioned the committee against expanding the scope of the project farther north, which could complicate the project given the nearby railroad crossing. The project was estimated to cost approximately \$240,000 (Design: \$45,000; Right-of-way: \$49,000; and Construction: \$146,000). The Committee's recommendation of \$31,000 was meant to provide staff with enough funding to begin design work on the project.
Traffic Calming -Graham Drive/Broadview Neighborhood	\$60,000.00	\$60,000.00		This allocation follows from previous committee allocations for temporary traffic-calming devices used in the Broadview Neighborhood. Assuming nearby residents support installation of permanent traffic calming devices, this allocation provides funding to install such devices.
Traffic Calming/Pedestrian Crosswalk improvements - Intersection of E. Moores Pike/Smith Road	\$28,000.00	\$28,000.00		This intersection was brought to the Committee's attention by Committee member Rollo, who pointed out that the sidewalk on Moores Pike west of Smith Rd (north side) does not align with the sidewalk east of Smith Rd. (south side). He suggested a crosswalk with signage or other improvements to permit safe crossing for pedestrians to cross at that intersection to continue on the existing sidewalks. This allocation is intended to accomplish this purpose. Staff estimated that design for the project would cost \$8,000 and construction would cost \$20,000.
Total	\$846,000.00	\$324,000.00	\$106,000.00	The Committee should learn the CDBG funding allocations in February 2020. The Committee also indicated its order of priorities for the 2020 projects to provide guidance to staff in the event CDBG funding comes back lower than needed to complete the 14th Street project.
2019				

Site	Estimate	Recommendation	Possible Additional Appropriation	Comments
Sidewalk - 14th Street - from Madison to Woodburn (North Side)	\$186,000.00	\$30,000.00	\$156,000.00	This one-block sidewalk project is ranked #4 on the Committee's Evaluation Sheet. It would provide a missing link in sidewalks which currently connect with South College to the east and North Madison on the west. Staff noted that there would be stormwater issues on the north and an impact on parking and properties on the south. HAND staff indicated that the project might be a good fit for Community Development Block Grant (CDBG) funding. At suggestion of staff, the Committee agreed to recommend \$30,000 to fund design this year, with the prospect of CDBG funding construction in 2020. The estimated cost of construction is \$156,000.
Sidewalk - Moores Pike - from College Mall Road to Woodruff (South Side)	\$136,880.00	\$195,000.00	\$0.00	Moores Pike east of College Mall Road is a busy road with neighborhoods to the south without a sidewalk to the intersection with College Mall Road. In 2009, the Committee funded a sidewalk from Andrews Circle to an existing sidewalk to the east, but was stymied by the estimated cost for widening the roadway at its approach to the intersection. In 2017, the Committee requested new estimates which, with use of the existing roadway, brought down the costs. After allocating \$41,880 for design in 2016, the Committee allocated \$195,000 in 2019 for construction.
Sidewalk - Mitchell Street – from Maxwell Lane to Circle Drive (East Side)	\$285,503.00	\$73,200.00	\$45,000.00	The bids for construction of this project were higher than expected (see 2018) and the Committee recommended allocation of an additional \$73,200 (over the \$136,808 previously allocated for this project) toward this project in 2019, with P & T funding the shortfalls in the other projects. It is anticipated that construction will be completed in 2019. Note that CBU has agreed to contribute \$45,000 toward the stormwater component of this project. Based upon work done so far, the phases/components of the project, have or will cost as follows: Design (\$35,828), Right-of-Way (\$0), Sidewalk Construction (\$249,675), and stormwater improvements (\$45,000 – via CBU).
Traffic Calming - W. Allen Street - from Patterson Drive to Adams Street	\$35,000.00	\$17,500.00	\$17,500.00	This segment of W. Allen came forward as a request for a sidewalk in 2018. P&T staff studied the area and observed high speeds, poor visibility in certain areas, and transit stops. The traffic calming should make crossing the street safer for transit users and would likely take the form of speed humps. Staff assured the Committee that public outreach would be part of this project. After hearing from P&T staff, the Committee agreed to allocate \$17,500 to join the \$17,500 to be contributed by P & T.
Crosswalk - Intersection of S. Mitchell Street and E. Maxwell Lane	\$2,300.00	\$2,300.00	\$0.00	In the past, and in conjunction with its discussion of pedestrian facilities on S. Mitchell Street south of E. Maxwell Lane, the Committee has explored the installation of a crosswalk at this intersection. The rise of the hill and intersection with Jordan Avenue and Maxwell Lane to the west create potential vehicular/pedestrian conflicts at this intersection. For this reason, the Committee allocated \$2,300 for a crosswalk at this location.
Total	\$931,186.00	\$318,000.00	\$173,500.00	
2018				
Site	Estimate	Recommendation	Possible Additional Appropriation	Comments

Moores Pike and Clarizz Boulevard - Pedestrian Crossing	\$95,000.00	\$81,000.00		In 2016, when discussing the request for sidewalk on the south side of Moores Pike at the intersection of College Mall Road, the Committee also looked further east to Clarizz Boulevard and beyond, where there are sidewalks on the north but none on the south. The Committee thought a pedestrian crossing at Clarizz Boulevard would provide some connectivity, but the costs would only be known after an evaluation of what might be done at that intersection. That evaluation was completed in 2017 and proposed the removal of a left-turn lane for eastbound traffic and a possible rectangular rapid flashing beacon, if needed, after experience with usage of the crossing. Costs for the project are expected to include: Evaluation (\$10,710), Engineering (\$20,000), Possible Temporary Right-of-Way (\$ unknown), and Construction (\$75,000). After learning that P & T would contribute up to \$14,000 toward the project, the Committee recommended funding \$81,000 of the \$95,000 needed to complete the project this year.
Walnut Street - Winston/Thomas to National Guard Armory - Sidewalk (West Side)	\$63,000.00	\$63,000.00		In 2003, the Committee began funding missing sidewalks on the west side of South Walnut between Country Club and Rhorer roads, where commercial centers with grocery stores are located at each intersection. It started on the north end, progressed as far as Pinewood, and the Committee has continued to discuss filling in the gaps to the south. In 2016, the Committee reviewed those gaps in sidewalks and sought an estimate for this segment. Total cost of the project would be about \$95,750 – Design (\$32,750), Right-of-Way (\$0) and, Construction (\$63,000). The Committee recommended funding construction this year (\$63,000).
Mitchell Street - Maxwell Lane to Circle Drive - Sidewalk (East Side)	\$198,000.00	\$153,000.00		This sidewalk would serve pedestrians who, due to previous Committee recommendations, have sidewalks on the south at Circle Drive and sidewalks on the north along Maxwell Lane. In 2012, with a modest investment of ~\$1,100, the Committee was able to fund lane-markings for that block (after the Council restricted parking on the east side of the street). In 2016, the Committee recommended funding the design for this project which will be completed in 2018. Based upon work done so far, the phases/components of the project, have or will cost as follows: Design (\$27,250), Right-of-Way (\$0), Sidewalk Construction (\$153,000), and Storm Water Improvements (\$45,000). After learning that CBU would be willing to pay for the storm water improvements, the Committee recommended funding \$153,000 for construction of the sidewalk.
Maxwell Street- Miller Drive to Short Street (West Side)	To be Determined	\$13,000.00		This project was suggested to the Committee by Cm. Rollo after the other new requests had been compiled and ordered on the Evaluation Sheet. It addressed a Planned Unit Development for a Co-Housing project at the corner of Short Street and South Maxwell Street. He heard concerns from residents about the additional vehicular traffic that they anticipate with the additional units and the proposed connection of Short Street to Highland Avenue. A sidewalk along the west side of South Maxwell from Miller Drive would help mitigate the problem. The Committee discussed whether splitting the project into a northern portion to be paid by the City and a southern portion to be paid by the developer might bring about these changes quickly and at a lower cost to the City. To start the process, the Committee recommended allocating \$13,000 toward design of the northern portion of this sidewalk.
Traffic-Calming	\$50,000.00	\$2,000.00		Rather than fund a particular traffic-calming project, the Committee recommended funding \$2,000 toward the acquisition of temporary traffic-calming (speed slowing) devices.
Total	\$406,000.00	\$312,000.00		
2017				

Site	Estimate	Recommendation	Possible Additional Appropriation	Comments
E. 10th from Smith Road to Deckard /Tamarron Drive (South Side) - Sidewalk, Pedestrian Crossing, and Other Safety Improvements	\$274,650.00	\$58,000.00		In 2016, after previous interest and investment in the proximate area, the Committee recommended allocating \$50,000 for the design of the sidewalk from Smith Road to the Deckard / Tamarron Drive intersection and a crossing of 10th at that intersection. The design, which cost \$24,460, entailed a meeting with residents and others, and led to a proposal that includes a 10' wide sidewalk from Deckard to Tamarron and a crossing at Tamarron. The crossing should include a median island, school zone, pedestrian hybrid beacon, pavement markings, and advance signage. In 2017, the Committee recommends funding \$58,000 and staff is proposing to add another \$177,000 from other City funds. In addition, staff is working with MCCSC for contributions toward a school zone beacon (~\$15,000) and with INDOT for contributions towards a pedestrian HAWK signal (\$131,000). The City should complete its portion of this project in the summer or fall of 2017 and INDOT should complete its HAWK signal in the summer of 2018.
Rockport Road from Graham Drive to south of West Pinehurst Drive (West Side) - Sidewalk	\$224,460.00	\$200,000.00		Last year, the Committee recommended allocating \$22,000 for the design of this sidewalk project along Rockport Road. Once this sidewalk and sidewalks associated with the intersection improvement at Rockport Road and Tapp Road are completed, the entire boundary of the triangular Broadview Neighborhood will have had pedestrian facilities installed since its phased annexation spanning the late 1990's and early 2000s. This year, the Committee recommends funding \$200,000 for the construction of the second-to-last leg of this long-term pedestrian plan.
Sare Road at Buttonwood Lane and at Spicewood Lane -Traffic calming / Pedestrian Crossing	\$95,000.00	\$48,000.00		This pair of crossings was proposed by Cm. Rollo and was supported by a representative of the Spicewood neighborhood, who addressed the Committee. The crossings would complement a multiuse path from the Renwick development to Buttonwood Drive that the City has proposed for Metropolitan Planning Organization (MPO) funding. Together, these projects would provide a bicycle and pedestrian connection to similar facilities both north and south of this section of Sare Road. The Committee recommends allocation of \$48,000 for these crossings and P & T staff offered an additional \$47,000 needed to design and install these projects. The high cost for this pair of crossings and the discussion of other possible traffic-calming projects led the Committee to adopt a motion to separate consideration of traffic-calming from sidewalk projects in the future.
Total	\$594,110.00	\$306,000.00		
2016				
Site	Estimate	Recommendation	Possible Additional Appropriation	Comments
SR 45/46 Bypass and Tunnel to 7th Street (West Side) - Sidewalk	\$65,000.00	\$20,000.00		This project would connect the sidepath on the west side of the SR 45/46 Bypass and the bicycle/pedestrian tunnel at this site with 7th Street and, thereby, to the neighborhoods to the south and west. It would include installing a ramp from the Bypass to the tunnel and stairs to 7th Street. The cost has grown as the project moved from an in-house to a contracted one. Design was paid for previously. A contingent allocation last year was left unspent because other funds were not available. This year the P & T department has made \$35,000 available and the Sidewalk Committee recommends allocating the remaining \$20,000 to complete this project in 2016.

E. 10th from Smith Road to Tamarron Drive (South Side) - Sidewalk, Pedestrian Crossing, and Other Safety Improvements	\$249,000.00	\$50,000.00		In 2003 and 2004, the Committee funded a sidewalk east of Grandview to connect with existing sidewalks toward town. Over the years, various requests for pedestrian infrastructure from Grandview Drive to Russell Road have been made. The reasons for funding this project include the need to help children walk safely from neighborhoods south of East 10 th to University Elementary School and possibly help MCCSC reduce transportation costs associated with bussing the children to and from school. Staff has been in contact with Indiana Department of Transportation (INDOT), which has jurisdiction over this portion of the corridor, about use of the right-of-way and other cooperation with this project. The Committee recommends funding \$50,000 for design which would include a crossing of East 10 th . An additional \$12,000 would be needed for right-of-way and \$187,000 for construction to complete this project.
Morningside Drive from Sheffield Drive to Park Ridge Road - Sidewalk	\$110,000.00	\$110,000.00		This project would extend a Committee sidewalk project on Morningside Drive which ended at Sheffield to sidewalks and park on Park Ridge Road. The curve in Morningside raised safety issues for pedestrians who now walk in the road and may entail some storm water infrastructure. The Committee recommended funding design (\$15,000), right-of-way (\$4,000), and construction (\$110,000) this year (or bid this year for construction next year).
Moore's Pike from College Mall Road to Woodruff Lane (South Side) - Sidewalk	\$135,000.00	\$24,000.00		Moore's Pike east of College Mall Road is a busy road with neighborhoods to the south without a sidewalk to the intersection with College Mall Road. In 2009, the Committee funded a sidewalk from Andrews Circle to an existing sidewalk to the east, but was stymied by the estimated cost for widening the roadway for a sidewalk to the intersection with College Mall. This year, the Committee requested new estimates which, with use of the existing roadway, brought down the costs to \$135,000 - \$24,000 for design and \$111,000 for construction. The Committee recommended funding design this year.
Union Street from 4th to 7th Street (East Side) - Sidewalk	\$189,000.00	\$32,000.00		This project was first requested in 2008. Union can be a busy street, at times. There is a sidewalk on the west side from 3rd to 10th and on the east side from 3rd to 4th and from about a half block north of 7th to 10th. Over the years, the Committee has heard that pedestrians walk in the street on the east side. Total cost of this project would be \$189,000 with \$32,000 for design, \$34,000 for acquisition of right-of-way (which may be reduced by owner(s) willing to donate the land), and \$123,000 for construction. The Committee recommended allocation funds for design (\$32,000).
South Walnut Street from Winston Thomas to National Guard Armory (West Side) - Sidewalk	\$87,000.00	\$13,000.00		In 2003, the Committee began funding missing sidewalks on the west side of South Walnut between Country Club and Rhorer roads. It started on the north end and progressed as far as Pinewood, and the Committee has continued to discuss filling in the gaps to the south. This year, the Committee reviewed the missing sidewalk segments and sought an estimate for the Winston Thomas to National Guard Armory piece. Total cost of the project would be about \$123,000 – design (\$12,000), right-of-way (\$1,000) and construction (\$74,000). The Committee recommended funding design and right-of-way this year (\$13,000).

Mitchell Street from Maxwell Lane to Circle Drive (East Side) - Sidewalk	\$112,000.00	\$22,000.00		This sidewalk would serve pedestrians who, due to previous Committee recommendations, have sidewalks on the south at Circle Drive and sidewalks on the north along Maxwell Lane. In 2012, with a modest investment of \$1,100, the Committee was able to fund lane-markings for that block (after the Council restricted parking on the east side of the street). This year the Committee sought estimates for a sidewalk which totaled \$112,000 and recommended funding design (\$22,000). The remainder of the costs would be for construction (\$90,000) (with no funds needed for right-of-way).
Rockport Road from Graham Drive to south of West Pinehurst Drive (West Side) - Side Walk	\$137,000.00	\$22,000.00		For well over a decade, the City has invested in pedestrian infrastructure surrounding the triangular-shaped Broadview area. A ~\$1.2 million road & sidewalk project along Rockport Road near Countryside Lane was completed in 2015 (with a ~\$25,000 investment from the Committee for some preliminary costs). No sidewalks are in place on the west side of the street from Graham Drive to the intersection at Tapp Road. An intersection improvement at Tapp Road, primarily funded through the MPO (with federal money), will bring sidewalks to just south of West Pinehurst. The Committee sought an estimate for the missing segment north to Graham Drive and recommended funding for design. Total costs add up to \$137,000 and include \$22,000 for design, \$29,000 for right-of-way, and \$86,000 for construction.
Traffic calming	\$5,000.00	\$5,000.00		The Committee recommend an allocation of \$5,000 for some possible as yet unidentified traffic-calming projects.
Moores Pike at Clarizz Boulevard (Pedestrian Crossing)	?	*(\$2000)	\$6,000.00	When discussing the south side of Moores Pike at the intersection of College Mall Road, the Committee also looked further east to Clarizz Boulevard and beyond, where there are sidewalks on the north but none on the south. The Committee thought a pedestrian crossing at Clarizz Boulevard would provide some connectivity, but the costs would only be known after an investment in design (\$8,000). Given other priorities this year, the Committee recommended funding this project if funds reverted in 2015 could be reappropriated. In that event, the allocation would include \$2,000 from 2016 and \$6,000 for 2015.
College Avenue from 10th to 17th - Road Repaving and Curb and Sidewalk Replacement Project	?		\$12,885.00	In the event of an additional appropriation of unspent funds reverted to the ATF at the end of 2015, the Committee responded to a request from Public Works to help with this road repaving and curb and sidewalk replacement project.
TOTAL	\$1,089,000.00	\$298,000 *	\$18,885.00	Note: Another \$2,000 would be added to the \$298,000 to bring the total to the full budged amount of \$300,000 if an additional appropriation of unspent funds in 2015 (see column to the left) was approved an allowed, in part, monies for the Moores Pike /Clarizz pedestrian crossing.
2015				

Site	Estimate	Recommendation	Additional Appropriation	Comments
Kinser Pike - 17th Street north to Apartments (East Side)	\$198,821.00	\$143,851.00		This highest ranking project has been on the list for over a decade due, in large part, to the cost of the right-of-way (which was estimated, at times, at over half of the total project cost. After obtaining estimates for both sides of the street, the Committee chose the east side, which was less expensive and more likely to be used. This recommendation follows expenditures for design and appraisals in 2014 and commits funds necessary to complete this project in 2015.
West 17th Street -- Four Parcels West of Maple to Madison (South Side)	\$600,000.00	\$70,000.00		* Installation of sidewalks on West 17th Street has been a high priority for the City. Given work on the east and west, the scope of the project now runs from four parcels west of Maple to Madison Street. This year's allocation will pay for acquit ion of right-of-way between Maple and Madison and design of the sidewalk for the four parcels west of Maple.
Sheffield - Morningside Drive to Providence (West Side)	\$83,000.00	\$75,000.00		This project would complete missing sidewalk segments along Sheffield that would connect with existing sidewalks along Plymouth on the north and recently-completed Council Sidewalk Committee projects on the south along Morningside Drive. Speed of cars descending the curve to Morningside, in part, made this a priority for the Committee. The design was done last year by contract at a cost of \$8,010. The allocation this year will pay for acquisition of temporary right-of-way (\$20,000) and construction (\$55,000) and, if all goes well, should complete the project this year.
Traffic-Calming (Crosswalk at Maxwell and Mitchell Street)	\$5,000.00	\$5,000.00		The Committee initially set aside \$15,000 for a few possible traffic calming projects this year. These included a component of an old project by Fairview School, a crosswalk at Maxwell Lane and Mitchell Street, and traffic calming along Morningside Drive. Given other higher priorities and the likelihood of expenditures in 2015, the Committee allocated \$5,000 toward the crosswalk at Maxwell Lane and Mitchell Street.
SR 45/46 Bypass and Tunnel to 7th Street (West Side)	\$65,000.00	\$6,149.00	\$43,001.00	This project would connect the side path on the west side of the SR 45/46 Bypass and the bicycle/pedestrian tunnel at this site with 7th Street and, thereby, to the neighborhoods to the south and west. It would include installing a ramp from the Bypass to the tunnel and stairs to 7th Street, and may include landscaping provided through CDBG funds. The cost has grown as the project moved from an in-house to a contracted one. Given other higher priorities, the allocations included about \$6,150 from the \$300,000 ATF Budget and an estimated \$43,000 in inspect 2014 funds that might be additionally appropriated for this purpose. In effort to complete this project, the Committee also requested the Administration explore use of other funds to complete this project. That could include paying for traffic calming and allowing that money to go towards this project.
Total	\$951,821.00	\$300,000.00	\$43,001.00	* An additional appropriation may come forward to make unspent 2014 funds available for use in 2015. The amount is an estimate and may change.
2014				
Site	Estimate	Recommendation	Other Funds	Comments
Kinser Pike - 17th Street north to Apartments (East Side)	\$228,412.80	\$38,068.80		This highest ranking project has been on the list for over a decade due, in large part, to the cost of the right-of-way (which amounts to over half of the total project cost of \$228,412). After obtaining estimates for both sides of the street, the Committee chose the east side, which was less expensive and more-likely-to-be-used. This recommendation commits \$38,068.80 toward the design of this project in 2014 with construction considered a high priority in 2015.

West 17th Street -- Maple to Madison (South Side)	\$276,361.80	\$58,810.30		* Installation of sidewalks on West 17th Street has been a high priority for the City and will see progress to the east and west of this project in the near future. This year, the Committee learned it would cost \$276,361.80 for this project, which would include about 650 feet of sidewalk (with some sidewalk already in place), some steps here and there, and some storm water component (estimated at about \$59,000) that might be covered by City Utilities. The recommendation this year is to allot \$46,060.30 toward the design and \$12,750 toward appraisal work for this project and make construction a high priority next year. <i>*CBU will explore in-kind contributions toward the storm water component of this project.</i>
SR 45/46 Bypass and Tunnel to 7th Street (West Side)	\$20,000.00	\$20,000.00		This project would connect the side path on the west side of the SR 45/46 Bypass and the bicycle/pedestrian tunnel at this site with 7th Street and, thereby, to the neighborhoods to the south and west. It would include installing a ramp from the Bypass and stairs from the tunnel. The cost is estimated at \$20,000 and the stairs would have a “cheek wall” for bicyclists to use for their bikes after dismounting them. The Committee thought this may have the added benefit of encouraging more bicycle and pedestrian traffic between the neighborhoods to the east and the campus to the west.
Leonard Springs -- 300 feet South of Walmart Entrance to Tapp Road	Unknown	\$15,000.00	Unknown	Last year the Committee recommended contributing as much as \$15,000 to this Monroe County project over two years if it was going forward. The logic for contributing is two-fold: first, the roadway is owned by the City (but the adjacent land is within the County) and second, there are some pockets within the City to the south with residents that would use the sidewalk. The project would be about 1,200 feet long and cross 10 parcels of land. <i>It is conditioned on adequate assurances that the project will go forward and the contribution will be spend in 2014.</i>
Sheffield - Morningside Drive to Providence (West Side)	\$63,414.45	\$55,143.00		This project would complete missing sidewalk segments along Sheffield that would connect with existing sidewalks along Plymouth on the north and recently-completed Council Sidewalk Committee projects on the south along Morningside Drive. Speed of cars descending the curve to Morningside, in part, made this a priority for the Committee. The Engineering Department will design the project which reduced the outlay by \$8,271.45.
Maxwell Lane -- Jordan Avenue to Sheridan (North Side)	\$96,279.38	\$96,279.38		This follows on the project in 2013 that brought a sidewalk to the north side of Maxwell from the bottom of the hill at Highland to mid-way up the hill at Jordan. It will continue the project over the crest of the hill to Sheridan. Once this block is done - with the help of previous Committee-recommended projects - there will be a continuous run of sidewalks all the way from High Street on the east to Henderson on the west. Funds for the design of this project were provided in 2006.
Traffic-Calming (Unspecified)		\$15,000.00		The Committee set aside \$15,000 for unspecified traffic-calming projects in the event one is ready for installation this year.
Total	\$621,053.98	\$298,301.48		<i>* Note: This history reflects Annual Committee Reports and not Interim Reports. An Interim Report was approved for both 2013 and 2014 that reallocated these funds.</i>
2013				

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

Site	Estimate	Recommendation		Comments
		ATF	Other Funds	
Third Street -- Overhill Drive to Travel Lodge Driveway (North S	\$154,474.00	\$154,474.00		See the 2011 and 2010 descriptions below for the details of the larger project, which will result in he construction of sidewalks on the north side of East Third Street from Union to the SR 45/46 Bypass. Contributions from other sources include: \$100, 00 from Greenways; \$75,000 from HAND; and the installation of sidewalks by INDOT as part of the SR 45/46 Bypass project.
Mitchell Street -- Maxwell Lane to Circle Drive	\$1,100.00	\$1,100.00		This project proposes the use of lane markings to designate a portion of the west side of the roadway of this one-block segment as a pedestrian corridor. It would provide a pedestrian facility that connects a City-created pedestrian corridor on the south, which runs from Bryan Park to sidewalks at Marilyn Drive and High Street, to City-installed sidewalks along Maxwell Lane. <i>Note: This recommendation was conditioned upon approval of the associated removal of parking on that side of the street. Please also note that the lane was eventually approved for the east side.</i>
Morningside Drive -- Saratoga to Sheffield (West Side)	\$19,866.00	\$19,866.00		This recommendation continues upon the completed 2011 recommendation to install a sidewalk from Smith Road to Saratoga. Please see the 2011 description below for more information about this project
Rockport Road -- Coolidge to 310 feet North of the Intersection (West Side)	\$80,440.00	\$34,560.00	*	This recommendation would partially fund the sidewalk project by contributing funds toward the cost of acquiring the right-of-way. It is intended to leverage other resources to fill-in one of three missing sidewalk links along Rockport Road from Tapp Road to Rogers Street in 2012. The other missing links include a long section north of Tapp Road which will be constructed as part of the roundabout at that intersection and a segment north of Ralston, which remains unfunded. <i>Note: This recommendation would allow any remaining funds to be applied towards the cost of right-of-way and is conditioned upon Committee acceptance of assurances that the sidewalk will be completed in 2012.</i> <i>* CBU staff have inspected the site and offered suggestions on handling the storm water.</i>
Total	\$255,880.00	\$210,000.00	\$0.00	
2011				
Site	Estimate	Recommendation		Comments
		ATF	Other Funds	
Third Street -- Segments 1-4: Bryan to Hillsdale	\$387,405.00	\$129,811.00	\$175,000.00	See 2010 description below for project details. The 2010 Committee dedicated the bulk of its funds to the E. Third Street project. After applying 2010 funds to this project, \$129,811 was need for the completion of Segments 1-4. The other funds include \$100, 00 from Greenways & \$75,000 from HAND.
Third Street -- Segment 5: Hillsdale to Travel Lodge	\$300,893.00			Design for this project will be completed with 2010 funds.
Southdowns -- Jordan to Mitchell (with exploring the possibility of CBU making an in-kind contribution toward stormwater improvement)	\$53,153.00	\$50,622.00		With the completion of Marilyn Drive sidewalk in 2011, this segment would culimate a multi-year effort to create a continousus pedestrian corridor running from Bryan Park to the sidewalks at High and Covenancter. he stormwater component of this project is \$16,000. The Committee requested that CBU make a good-faith effort to explore whether they would be able to make an in-kind contribution re: the stormwater component of this project.
Morningside Drive -- Smith to Saratoga (side of road to be TBD)	\$13,929.00	\$13,929.00		This project is intended to provide a pedestrian route to compensate for the loss of a Bloomington Transit bus stop on Morningside Drive. The closest stop is now on Smith Road and many people walk down Morningside to get to the stop at Smith. The walk is precarious and uncomfortable. This is a neighborhood with many children and a neighborhood that sees many pedestrians. A sidewalk would really help pedestrians get safely to the Smith stop

West 17th -- Woodburn to Madison (southside)	\$282,878.00	\$15,638.00		This is a highly rated, but expensive, project that has been under consideration by the Committee for many years. Funds remaining after the other projects are covered will be used the design of this project (\$25,000). The design should lower the cost of the project.
Total:	\$1,038,258.00	\$210,000.00	\$175,000.00	
2010				
Site	Estimate	Recommendation	Comments	

		ATF	CBU Stormwater	
Marilyn -- Nancy to High (south side)	\$189,937.45	\$98,373.43	\$91,564.00	See 2009 description below for project details. As federal funds requested from the Mayor were not available for 2010, the Committee agreed to dedicate ATF funds to complete this project.
Third Street -- Bryan to Jefferson (north side)	\$95,408.78		\$22,638.00	Connection is needed from Roosevelt to the SR 46 Overpass to link up with the existing sidewalk. The 2009 Committee forwarded a recommendation to the 2010 Committee encouraging the latter to fund as much of this project as possible. The 2010 Committee agreed that, after funding the above previously-committed Marilyn project, it should devote all remaing funds to the Third Street project. The Committee voted to fully fund the first two stretches of this project (Bryan to Jefferson and Jefferson to Roosevelt) and to fund a much of
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 orignal 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	CBU Sidewalk/ 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 infrasture 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
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 proejct 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	

RESOLUTION 13-07

*Passed 9-0
Roth, Speckler
absent.*

**STANDING COMMITTEES OF THE COMMON COUNCIL –
Re: To Affirm All Active, Dissolve All Inactive, and Establish One New
Standing Committees**

- WHEREAS, the Council Rules Committee was convened last year by 2012 Council President Timothy Mayer and continued into 2013 by current Council President Darryl Neher;
- WHEREAS, among other matters, the Rules Committee reviewed the operation of Council committees, and has made recommendations to the full Council to conform local legislation with current practice and to improve current practice; and
- WHEREAS, BMC 2.04.210 (Standing Committees – Establishment) provides, in part, that “the council may by resolution establish standing committees and define the duties and responsibilities of each committee. If such committees are established, the presiding officer shall appoint at least three council members to each committee, observing the preference of each member as closely as possible, and shall appoint a chairperson for each committee”; and
- WHEREAS, on January 16, 2013, the Council adopted Resolution 13-04, which was brought forward by the Rules Committee and proposed the consolidation of twenty-four, three-member Council board and commission interviewing and nominating committees into three such, three-member standing committees; and
- WHEREAS, in addition to the three aforementioned Standing Committees, the Rules Committee affirmed that there is one other active Standing Committee – the Jack Hopkins Social Services Funding Program Committee, which was enabled by Resolution 02-16 (as modified by subsequent annual allocation resolutions) to make recommendations to the full Council regarding allocation of certain local social services funds and is composed of five members from the Council assigned by the President of the Council and with as many as two members added by the Committee from other City entities; and
- WHEREAS, the Council Sidewalk Committee is composed of four Council members and has met annually for almost 20 years to recommend the allocation of a portion of Alternative Transportation Fund monies for sidewalk and traffic-calming projects; and
- WHEREAS, along with the aforementioned Standing Committees, the Rules Committee concluded that the Council Sidewalk Committee deserves the status of Standing Committee and has been composed of four members of the Council who were appointed by the President of the Council; and
- WHEREAS, given the existence of inactive standing committees established by the Council over the years, the names and number of which are unknown, the Rules Committee recommends that all Standing Committees not specifically mentioned herein shall be dissolved until such time as the Council decides to establish them by the adoption of a resolution;

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE COMMON COUNCIL OF THE CITY OF BLOOMINGTON, MONROE COUNTY, INDIANA, THAT:

SECTION 1. The Common Council hereby affirms the existence of the following active Standing Committees:

- (a) Council Board and Commission Interviewing and Nominating Committees “A,” “B,” and “C” established with the adoption of Resolution 13-04; and
- (b) The Jack Hopkins Social Services Funding Program Committee established by Resolution 02-16 (as modified by subsequent annual allocation resolutions).

SECTION 2. The Common Council hereby establishes the Council Sidewalk Committee as a Standing Committee of the Council. This Committee shall be composed of four members of the Council and shall make recommendations to the full Council on the use of Alternative Transportation Fund monies specifically budgeted for Council recommended sidewalk and traffic-calming projects.


SECTION 3. The Common Council hereby dissolves any Standing Committees of the Council not specifically authorized herein until such time as the Council decides to establish such committees by resolution.

SECTION 4. If any section, sentence or provision of this ordinance, or the application thereof to any person or circumstances shall be declared invalid, such invalidity shall not affect any of the other sections, sentences, provisions, or applications of this ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this ordinance are declared to be severable.

PASSED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this 6th day of MARCH, 2013.



DARRYL NEHER, President
Bloomington Common Council

ATTEST:


REGINA MOORE, Clerk
City of Bloomington

PRESENTED by me to the Mayor of the City of Bloomington, Monroe County, Indiana, upon this 7th day of MARCH, 2013.

SIGNED and APPROVED by me upon this 7th day of MARCH, 2013.


MARK KRUZAN, Mayor
City of Bloomington

SYNOPSIS

This resolution brings forward recommendations from the 2012-2013 Council Rules Committee to conform legislation with current committee practices by affirming four active, establishing one new, and dissolving all inactive Council Standing Committees. In particular, the resolution affirms Council Board and Commission Interviewing and Nominating Committees "A," "B," and "C" along with the Jack Hopkins Social Services Funding Program Committee as Council Standing Committees. It also establishes the Council Sidewalk Committee as a new Standing Committee and dissolves all other Standing Committees which, as a matter of practice, have not been convened in over fifteen years.

Signed copies to:
legal
controller
CA/CA
Clerk (2)

RESOLUTION 20-01

TO ESTABLISH STANDING COMMITTEES AND ABOLISH OTHER CERTAIN COMMITTEES OF THE COMMON COUNCIL (Amendment by Substitution)

WHEREAS, the City of Bloomington Common Council (“Council”) has an interest in the efficient governance of the City; and

WHEREAS, predictability and accessibility in the legislative process is desirable for all involved, including city departments, city residents, and the various petitioners that come before the Council; and

WHEREAS, one way to create greater predictability and accessibility in the legislative process and to provide more opportunities for concerned residents to be heard is by creating a slate of standing committees of Councilmembers, each devoted to a particular subject matter; and

WHEREAS, a slate of standing committees would allow Councilmembers to better manage their workload and time, to provide predictability in meeting scheduling and duration, to specialize in the topics of greatest concern to them, to respond to changing community priorities, to triage issues before a matter is heard by the full Council; and, per Bloomington Municipal Code (“BMC”) 2.04.230(b), to provide an extended cycle of committee deliberation when warranted; and

WHEREAS, standing committees, which are simply subsets of the Council, do not supplant the full Council, but do research on behalf of, and make recommendations to, the full Council; and

WHEREAS, since February 2018, the Council has successfully used the Land Use Committee to make recommendations to the Council on matters certified to the Council by the Plan Commission; and

WHEREAS, in 2013, Resolution 13-04 consolidated the previous 24, three-member Council Board and Commission Interviewing and Nominating Committees into three, three-member Interviewing Committees (named Interview Committees “A,” “B,” and “C”), whose purposes are to review and make recommendations to the full Council regarding the appointment of citizens to the City’s boards and commissions; and

WHEREAS the work of reviewing and making recommendations to the full Council regarding the appointment of members of the public to the City’s boards and commissions would be better suited for the standing committee whose mandate most closely matches that of the particular board or commission; and

WHEREAS, BMC 2.04.210 provides for the establishment of and governs standing committees “to facilitate the transaction of business,” 2.04.220 governs meetings; 2.04.230 governs reporting requirements; and, 2.04.255 governs the scheduling of such committees; and

WHEREAS, the 2020 Indiana Elected Municipal Officials Handbook published by Accelerate Indiana Municipalities describes standing committees as “usually set up at the beginning of the term of office, and to which are referred all matters relating to specific subjects”;

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE COMMON COUNCIL OF THE CITY OF BLOOMINGTON, MONROE COUNTY, INDIANA, THAT:

SECTION 1. Establishment. The Council hereby establishes the following committees as standing committees of the Council:

- Administration Committee
- Community Affairs Committee
- Housing Committee
- Public Safety Committee

- Climate Action, & Resilience Committee
- Sustainable Development Committee
- Transportation Committee
- Utilities & Sanitation Committee

SECTION 2. Dissolution of Interview Committees. Each of the Council’s three Interviewing Committees, Interview Committees “A,” “B,” and “C,” shall be abolished, effective September 1, 2020. Until such date, the Interview Committees “A,” “B,” and “C” shall continue to exist and operate as they have, and the standing committees listed herein under Section 4 shall not begin to perform the function of making appointment recommendations for boards and commissions until the same date.

SECTION 3. Composition. Each standing committee listed above in Section 1 shall be composed of four members of the Council.

SECTION 4. Purpose. The purpose of each of the newly-created standing committees, along with the existing Land Use Committee, is to make recommendations to the full Council on matters referred to that committee by the Council, and to research and take input on other matters of community concern within the particular committee’s purview, as detailed below. Additionally, the duty of each committee listed below shall be to review and make recommendations to the full Council regarding the appointment of citizens to the City’s boards and commissions, as detailed herein.

- (a) The Administration Committee shall focus on matters of basic administration of city government and internal services provided by certain departments and divisions. It shall not have oversight of the city budget proposals, which shall remain the domain of the Committee of the Whole. The Administration Committee shall also subsume the duties and function of the Council Rules committee created in 2019, which shall be abolished. The Administration Committee shall also act as liaison to and be responsible for oversight of the following boards, commissions, and city departments:

City Departments/Divisions

- Office of the Controller
- Human Resources
- Information Technology Services
- Legal/Risk Management
- Facilities Division of Public Works Department
- Fleet Division of Public Works Department

Boards and Commissions

- Bloomington Digital Underground Advisory Committee
- Board of Public Works

The Administration Committee shall also be responsible for making appointment recommendations to the Council for the following boards and commissions:

- Bloomington Digital Underground Advisory Committee

- (b) The Community Affairs Committee shall focus on the outreach and community support functions carried out mainly by, or with staff support from, the Community and Family Resources Department, but also by other citizen boards or commissions, and shall research and take input on other community affairs and matters that do not otherwise fall within the purview of another standing committee. The Community Affairs Committee shall also act as liaison to and be responsible for oversight of the following boards, commissions, and city departments:

City Departments/Divisions

- Community & Family Resources

Boards and Commissions

- Commission on Aging
- Commission on Hispanic and Latino Affairs
- Commission on the Status of Children and Youth

- Commission on the Status of Women
- Commission on the Status of Black Males
- Martin Luther King, Jr. Birthday Commission
- Bloomington Arts Commission

The Community Affairs Committee shall also be responsible for making appointment recommendations to the Council for the following boards and commissions:

- Commission on Aging
- Commission on Hispanic and Latino Affairs
- Commission on the Status of Children and Youth
- Commission on the Status of Women
- Commission on the Status of Black Males
- Martin Luther King, Jr. Birthday Commission
- Bloomington Arts Commission

- (c) The Housing Committee shall focus on the various facets of housing in the city, including support for low-income housing and historic preservation, and research and take input on other housing issues of community concern. The Housing Committee shall also act as liaison to and be responsible for oversight of the following boards, commissions, and city departments:

City Departments/Divisions

- Housing and Neighborhood Development

Boards and Commissions

- Historic Preservation Commission
- Housing Quality Appeals Board
- Housing Authority Board
- Redevelopment Commission

The Housing Committee shall also be responsible for making appointment recommendations to the Council for the following boards and commissions:

- Historic Preservation Commission
- Housing Quality Appeals Board
- Redevelopment Commission

- (d) Consistent with Resolution 18-02, the Land Use Committee shall continue to be responsible for making recommendations to the Council on matters certified to the Council by the Plan Commission. It shall also research and take input on other land use matters of community concern, with a focus on implementing the city's Comprehensive Plan and Unified Development Ordinance, as well as on more specific issues relating to land use within the city's planning jurisdiction, both by the city itself and other public or private developers. The Land Use Committee shall also act as liaison to and be responsible for oversight of the following boards, commissions, and city departments:

City Departments/Divisions

- Parks and Recreation
- Planning and Transportation: planning matters

Boards and Commissions

- Board of Zoning Appeals
- Plan Commission
- Plat Committee
- Tree Commission
- Board of Park Commissioners

The Land Use Committee shall also be responsible for making appointment recommendations to the Council for the following boards and commissions:

- Board of Zoning Appeals
- Tree Commission

(e) The Public Safety Committee shall focus on the public safety and animal control functions of the city, and shall also act as liaison to and be responsible for oversight of the following boards, commissions, and city departments:

City Departments

- Animal Control Division of Public Works Department
- Fire
- Police

Boards and Commissions

- Animal Control Commission
- Dispatch Policy Board
- Board of Public Safety

The Public Safety Committee shall also be responsible for making appointment recommendations to the Council for the following boards and commissions:

- Animal Control Commission

(f) The Climate Action & Resilience Committee shall focus on the city's efforts to reduce greenhouse gas emissions and increase community resilience in the face of climate change. Economic equity, environmental equity, and social equity in climate action will fall under the purview of this committee. The Climate Action & Resilience Committee shall also act as liaison to and be responsible for oversight of the following boards, commissions, and city departments:

Boards and Commissions

- Environmental Commission
- Human Rights Commission
- Bloomington Commission on Sustainability

The Climate Action & Resilience Committee shall be responsible for making appointment recommendations to the Council for the following boards and commissions:

- Environmental Commission
- Human Rights Commission
- Bloomington Commission on Sustainability

(g) The Sustainable Development Committee shall focus on promoting and implementing sustainability as a guiding principle in the city's economic development efforts. The Sustainable Development Committee shall also act as liaison to the following boards, commissions, and city departments:

City Departments

- Economic and Sustainable Development

Boards and Commissions

- Bloomington Urban Enterprise Association
- Economic Development Commission
- Bloomington Industrial Development Advisory Commission

The Sustainable Growth and Development Committee shall be responsible for making appointment recommendations to the Council for the following boards and commissions:

- Bloomington Urban Enterprise Association

- (h) The Transportation Committee shall focus on all types of transportation infrastructure and planning, and shall also act as liaison to and be responsible for oversight of the following boards, commissions, and city departments:

City Departments/Divisions

- Planning and Transportation: transportation matters
- Streets Division of Public Works Department

Boards and Commissions

- Public Transportation Corporation Board of Directors (Transit)
- Bicycle and Pedestrian Safety Commission
- Traffic Commission
- Parking Commission
- Metropolitan Planning Organization Citizens Advisory Committee
- Metropolitan Planning Organization Policy Committee
- Metropolitan Technical Advisory Committee

The Transportation Committee shall be responsible for making appointment recommendations to the Council for the following boards and commissions:

- Public Transportation Corporation Board of Directors
- Bicycle and Pedestrian Safety Commission
- Traffic Commission
- Parking Commission

- (i) The Utilities & Sanitation Committee shall focus on the public services provided by the city through water treatment, wastewater treatment, stormwater infrastructure, and sanitation, and shall also act as liaison to and be responsible for oversight of the following boards, commissions, and city departments:

City Departments/Divisions

Sanitation Division of Public Works Department
Utilities

Boards and Commissions

- Utilities Service Board

The Utilities & Sanitation Committee shall be responsible for making appointment recommendations to the Council for the following boards and commissions:

- Utilities Service Board

SECTION 5. Motion to Refer to Standing Committee. Following the first reading of an ordinance, the Council shall, pursuant to BMC 2.04.255, entertain a motion to refer the legislation to the standing committee best suited to consider the matter. Once such a motion has been entertained, the Council may, if no other referral was made, entertain a motion for referral to the committee of the whole. Resolutions may be referred to the standing committee best suited to consider the matter by decision of the Council President in consultation with the Vice President and the various committee chairs.

SECTION 6. Severability. If any section, sentence or provision of this resolution, or the application thereof to any person or circumstances shall be declared invalid, such invalidity shall not affect any of the other sections, sentences, provisions or applications of this resolution which can be given effect without the invalid provision or application, and to this end the provisions of this resolution are declared to be severable.

PASSED by the Common Council of the City of Bloomington, Monroe County, Indiana upon this _____ day of _____, 2020.

STEPHEN VOLAN, President
Bloomington Common Council

ATTEST:

NICOLE BOLDEN, Clerk
City of Bloomington

PRESENTED by me to the Mayor of the City of Bloomington, Monroe County, Indiana, upon this _____ day of _____, 2020.

NICOLE BOLDEN, Clerk
City of Bloomington

SIGNED and APPROVED by me upon this _____ day of _____, 2020.

JOHN HAMILTON, Mayor
City of Bloomington

SYNOPSIS

This resolution is sponsored by Councilmember Volan and proposes the creation of various Council standing committees, along with the dissolution of Council Interviewing Committees.

Note: This version of Res 20-01 amends the resolution by substitution. This amendment by substitution was further amended by:
Am 01 – which changed Section 4 by moving Redevelopment Commission from (f) to (c); and
Am 02 – which changed Section 4 by dividing the Sustainability, Climate Action and Resilience Committee and its work between two new committees now listed under (f) and (g) respectively.

RESOLUTION 22-02

TO ESTABLISH FOUR STANDING COMMITTEES AND ABOLISH CERTAIN OTHER STANDING COMMITTEES OF THE COMMON COUNCIL

- WHEREAS, the City of Bloomington Common Council (“Council”) has an interest in the efficient governance of the City; and
- WHEREAS, predictability and accessibility in the legislative process is desirable for all involved, including city departments, city residents, and the various petitioners that come before the Council; and
- WHEREAS, BMC 2.04.210 provides that the Council may create or abolish standing committees; and
- WHEREAS, in 2020, Resolution 20-01 established eight (8) new standing committees and abolished certain other committees of the Common Council with the goals of: creating greater predictability and accessibility in the legislative process; allowing Councilmembers to better manage their workload and time; allowing Councilmembers to specialize in the topics of greatest concern to them; responding to changing community priorities, and triaging issues before a matter is heard by the full Council; and
- WHEREAS, in 2021, Resolution 21-01 consolidated, redefined, and dissolved various standing committees; and
- WHEREAS, the Council currently has the following nine (9) standing committees: Administration, Community Affairs, Housing, Public Safety, Climate Action & Resilience, Sustainable Development, Transportation, Jack Hopkins Social Services Funding, Land Use; along with a four-member delegation of councilmembers who serve on the Monroe County Public Safety Local Income Tax Council; and
- WHEREAS, these standing committees are subsets of the Council with the responsibility of researching on behalf of, and making recommendations to, the full Council; and
- WHEREAS, these standing committees are also responsible for recommending the appointment of citizens to serve on 26 of the City’s boards and commissions; and
- WHEREAS, the Council wishes to abolish certain standing committees;
- WHEREAS, the following standing committees should be abolished: Administration, Community Affairs, Housing, Public Safety, Sustainable Development, Land Use; and
- WHEREAS, after the Transportation Committee has completed its review and report regarding 2022 sidewalk funding recommendations, the Transportation Committee should be abolished.
- WHEREAS, three (3), three-member committees to review and make recommendations to the full Council regarding the appointment of citizens to the City’s boards and commissions should be created; and
- WHEREAS, the Sidewalk Committee with the responsibility of making recommendations to the full Council on the use of Alternative Transportation Fund monies set aside for Council recommended sidewalk and traffic calming projects should be re-established as it previously existed since its formation in 1992; and
- WHEREAS, the committees not abolished or otherwise affected herein should continue unchanged; and

WHEREAS, for the past few years, the Council has held Work Sessions to discuss upcoming legislative matters and, while these meetings are conducted in conformance with the Open Door Law (IC 5-14-1.5 et seq.), in the event it continues to hold these Work Sessions, the Council wishes to waive any local requirement that Council Work Sessions be conducted only upon the presence of a quorum of its members; and

WHEREAS, in the absence of any active Standing Committees to consider pending legislation, the Council wishes to declare that a Motion to Introduce legislation at a regular or special meeting of the Council serves as a motion to refer it to the next regularly scheduled Committee of the Whole, unless the Council has established a standing committee for that purpose or decides upon another manner for considering the legislation;

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE COMMON COUNCIL OF THE CITY OF BLOOMINGTON, MONROE COUNTY, INDIANA, THAT:

SECTION 1. Dissolution of Certain Standing Committees. The following standing committees shall be dissolved:

- (a) Administration Committee;
- (b) Community Affairs Committee;
- (c) Housing Committee;
- (d) Public Safety Committee;
- (e) Sustainable Development Committee; and
- (f) Land Use

SECTION 2. Dissolution of the Transportation Committee. The Transportation Committee shall be dissolved upon completion of its review and report regarding 2022 sidewalk funding recommendations.

SECTION 3. Establishment of Interviewing Standing Committees. The Council hereby establishes the following three, three-member standing committees, whose purpose is to review and make recommendations to the full Council regarding the appointment of citizens to the City's boards and commissions. The three Interviewing Committees shall be named and shall divide responsibilities in the following manner:

- (a) Committee "A" shall be responsible for the following boards and commissions:
 - Animal Control Commission
 - Board of Zoning Appeals
 - Commission on Aging
 - Human Rights Commission
 - Commission on the Status of Black Males
 - Housing Quality Appeals Board
 - Public Transportation Corporation
 - Urban Enterprise Association
- (b) Committee "B" shall be responsible for the following boards and commissions:
 - Bicycle and Pedestrian Commission
 - Bloomington Digital Underground Advisory Committee
 - Commission on the Status of Women
 - Community Advisory on Public Safety (CAPS)
 - Environmental Commission
 - MLK Commission
 - Telecommunications Council
 - Traffic Commission
 - Utilities Services Board

(c) Committee “C” shall be responsible for the following boards and commissions:

- Bloomington Community Arts Commission
- Commission on Hispanic and Latin Affairs
- Historic Preservation Commission
- Parking Commission
- Bloomington Commission on Sustainability
- Commission on the Status of Children and Youth
- Housing Trust Fund Board
- Tree Commission
- Redevelopment Commission

SECTION 4. Establishment of the Sidewalk Standing Committee. The Sidewalk Standing Committee shall be re-established as it previously existed since its formation in 1992 and shall consist of four Councilmembers whose purpose is to make recommendations to the full Council on the use of Alternative Transportation Fund monies specifically budgeted for Council recommended sidewalk and traffic-calming projects.

SECTION 5. Council Work Sessions. The Council hereby waives any local requirement that Council Work Session be conducted only upon the presence of a quorum of its members.

SECTION 6. Referral of Legislation. In the absence of any active Standing Committees established to consider pending legislation, the Council declares that the Motion to Introduce legislation made at a regular or special meeting of the Council serves as a motion to refer it to the next regularly scheduled Committee of the Whole, unless the Council has established a standing committee for that purpose or decides upon another manner of considering the legislation.

SECTION 7. Severability. If any section, sentence or provision of this resolution, or the application thereof to any person or circumstances shall be declared invalid, such invalidity shall not affect any of the other sections, sentences, provisions or applications of this resolution which can be given effect without the invalid provision or application, and to this end the provisions of this resolution are declared to be severable.

PASSED by the Common Council of the City of Bloomington, Monroe County, Indiana upon this _____ day of _____, 2022.

Susan Sandberg, President
Bloomington Common Council

ATTEST:

NICOLE BOLDEN, Clerk
City of Bloomington

PRESENTED by me to the Mayor of the City of Bloomington, Monroe County, Indiana, upon this _____ day of _____, 2022.

NICOLE BOLDEN, Clerk
City of Bloomington

SIGNED and APPROVED by me upon this _____ day of _____, 2022.

JOHN HAMILTON, Mayor
City of Bloomington

SYNOPSIS

This resolution is authored by Councilmember Sandberg, Councilmember Sgambelluri, and Councilmember Sims and establishes three Interviewing Standing Committees and the Sidewalk Standing Committee, and dissolves various other Council Standing Committees.

Note: This resolution was revised after distribution in the Legislative Packet but before introduction at the Regular Session on January 12, 2022. The revision removed a reference to the Utilities and Sanitation Committee in the tenth Whereas clause as that Committee was abolished by Resolution 21-01.

Also note: At the January 19, 2022 Regular Session, the Council adopted Amendment 03, which removed the Climate Action & Resilience Committee from the list of committees to be dissolved.