



City of Bloomington Common Council

Initial Packet for the 2019 Council Sidewalk Committee

*First meeting to be held at Noon
on Tuesday, November 13, 2018
in the Council Library, Room 110,
City Hall, 401 North Morton Street*

This Packet is posted online at:

[Council Sidewalk Committee](#) page of City Website

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2019 Common Council Sidewalk Committee Packet

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Notice and Agenda for Common Council Sidewalk Committee
12:00 p.m. on Tuesday, November 13, 2019
Council Library, Room 110
Showers City Hall, 401 North Morton Street

1. Preliminary Matters
 - Introductions
 - Election of Chair
 - Approval of Minutes for May 2nd and May 14th
2. Funding for 2019
 - \$318,000 Alternative Transportation Fund Appropriation
 - To be allocated between sidewalks and traffic-calming
 - No annual allocation from the Utilities Department for stormwater component of sidewalk projects (but a possibility for an in-kind contribution toward certain projects.)
3. Recently Completed and On-Going Council Sidewalk Projects
 - Progress Report
- 4.¹ Evaluation of Old and New Proposed Projects
 - Review of Criteria
 - Disclosures of any Conflicts of Interest
 - Presentation of Preliminary Evaluation by Plan Department using objective measures
 - Discussion of Sidewalk Priorities
5. Schedule Future Meetings
6. Other Matters
7. Adjourn

¹ *Note: The Committee may need to stop after completing Item 3 and schedule the next meetings before concluding the work for the day.*

Appendix One – Preliminary Matters

Sidewalk Committee Members

Jim Sims, At-Large
Chris Sturbaum, District 1
Dorothy Granger, District 2 (Chair)
Dave Rollo, District 4

Office of City Clerk

Nicole Bolden, City Clerk / Stephen Lucas, Chief Deputy City Clerk

City Departments & Staff

Council Office

Dan Sherman,
Council Administrator/Attorney
Stacy Jane Rhoads,
Deputy Administrator/ Deputy Attorney
Melissa O'Neill, Assistant Administrator/
Legal Research Assistant

Planning & Transportation

Terri Porter, Director
Neil Kopper, Interim Transportation and Traffic
Engineer
Beth Rosenbarger, Planning Services Manager
Roy Aten, Senior Project Manager

Utilities - Engineering Services

Brad Schroeder, Assistant Director
Jane Fleig, Utilities Engineer

HAND

Bob Woolford, Program Manager

Parks and Recreation

Steve Cotter, Natural Resources Manager

Materials

Minutes:

May 2, 2018 – *submitted for approval*

May 14, 2018 – *submitted for approval*

Note: Minutes for other meetings of last year's Committee – March 12th & April 12th - have been approved and can be found online at the Council Sidewalk Committee – [Meetings page](#).

MEETING MINUTES
Bloomington Common Council
Sidewalk Committee

Clerk/Council Library, Suite 110
Bloomington City Hall, 401 North Morton Street, Bloomington, Indiana
May 2, 2018

The meeting was called to order at 12:02 p.m.

Committee Members present: Dorothy Granger, Dave Rollo, Jim Sims, Chris Sturbaum (arrived at 12:32pm)

Members Absent: None

Staff present: Scott Robinson (Assistant Director, Planning and Transportation), Steve Cotter (Natural Resources Manager), Roy Aten (Senior Project Manager), Andrew Cibor (Transportation and Traffic Engineer), Jane Fleig (Utilities Engineer), Dan Sherman (Council Attorney/Administrator), Stephen Lucas (Chief Deputy Clerk),

1. Attendance and Agenda Summation

Sherman summarized the agenda.

2. Evaluation of Old and New Proposed Projects

Cibor provided cost estimates for projects requested by the committee at its previous meeting. He first reviewed the potential project along Graham Drive. He emphasized the cost estimate was very rough due to the significant size of the project along with the many possible design variables. He said design costs could be \$175,000 and construction costs could be \$900,000. He said the cost to acquire the necessary right-of-way would depend on whether the city turned the road into a one-way street. Aten explained that some of the high cost was due to storm sewer work that would need to be completed.

Granger asked if the project would cost less if Graham Drive were turned into a one-way street. Aten said yes. Granger asked if it flooded along the street. Fleig said she was not aware of any flooding.

Rollo asked if the sidewalk would be constructed on only one side of the street. Aten said yes, in order to keep costs lower. Robinson pointed out that the estimate was put together assuming the sidewalk would be located on the north side of Graham Drive, despite the fact that Bloomington Transit stops were located on the south side of the road. Cibor said bus routes might be altered anyway if the street were turned into a one-way street. Aten explained there were a number of variables yet to be determined that would impact the cost, which was why it was such a rough estimate. He said that the project could be constructed in phases, which might reduce cost. He said that phasing might become difficult if the road were converted to a one-way street.

MEETING MINUTES
Bloomington Common Council
Sidewalk Committee

Clerk/Council Library, Suite 110
Bloomington City Hall, 401 North Morton Street, Bloomington, Indiana
May 14, 2018

The meeting was called to order at 12:04 p.m.

Committee Members present: Dorothy Granger, Dave Rollo, Jim Sims, Chris Sturbaum
Members Absent: None

Staff present: Scott Robinson (Assistant Director, Planning and Transportation), Roy Aten (Senior Project Manager), Andrew Cibor (Transportation and Traffic Engineer), Dan Sherman (Council Attorney/Administrator), Stephen Lucas (Chief Deputy Clerk), Stacy Jane Rhoads (Deputy Administrator/Deputy Attorney)

1. Attendance and Agenda Summation

Sherman summarized the agenda. He reviewed the committee's previous discussions and provisional allocations, which included \$81,000 for the Moores Pike Crossing at Clarizz project, \$63,000 for the S. Walnut Street project, \$153,000 for the Mitchell Street project, and \$15,000 for the S. Maxwell Street project.

2. Continued Discussion of Sidewalk Priorities and Allocations

Sherman asked for a review of the Moores Pike Crossing at Clarizz project and what the \$81,000 that had been provisionally allocated to the project would buy. Cibor said there were a few design options for the project. One option included adding a crosswalk and rapid flashing beacon. Rollo asked if a pedestrian island was an option. Cibor said that was one of the design options but he thought it would be more cost effective to narrow the crossing so that the pedestrian island would be unnecessary. Granger pointed out that the provisional allocation of \$81,000 would leave a \$14,000 shortfall for the project. Cibor thought that if the costs came in as estimated, he would be able to find funds to cover the shortfall through the Alternate Transportation and Greenways funding. Sherman asked which design option would be used if the committee funded the project. Cibor thought the project would consist of an enhanced crossing for pedestrians. Aten pointed out that there was no official design yet. He said the design phase would show which design alternative was best.

Sherman asked for an update on the S. Maxwell Street project. Aten said he had prepared an updated estimate excluding two parcels at the southern end of the project. He said the updated project would cost \$13,000 to design and \$64,000 to construct. Rollo asked what the cost would be to the developer of a nearby planned unit development for the remaining stretch of sidewalk. Aten said he had not looked at that estimate, but he assumed it would be more than the difference between the original estimate and the revised estimate. He said it might cost roughly \$30,000.

Granger asked if the estimate for the S. Walnut Street project was still accurate. Cibor said that was the most recent information available.

Sturbaum addressed possible projects along Graham Drive. He said there would be temporary traffic calming installed, whether Graham Drive remained a two-way street or was converted to a one-way street. Sturbaum noted there would be additional signage costs if it were converted to a one-way street. He said he had walked the neighborhood with residents interested in the one-way option. He thought it was a perfect opportunity to try an experiment that would turn the street into a greenway. He said it was an easy and inexpensive way to try something as the neighborhood was developing. He noted there was another neighborhood meeting coming up.

Granger suggested lowering the amount provisionally allocated to the S. Maxwell Street project to \$13,000. She asked if contributing \$2,000 to Graham Drive traffic calming would help. Cibor said any funding, regardless of which design approach was taken, would be helpful. Rollo asked if there were speed counts for the street. Cibor said there had been counts collected and more would be collected during and after the traffic-calming project. He said speeds were higher than desired.

Sims was concerned that only a few residents were driving the idea of a one-way street. He wanted to make sure that the entire neighborhood was represented and there was neighborhood support for any solution. Sturbaum said that was the purpose for the upcoming neighborhood meeting. Rollo also pointed out that traffic calming projects had a process that included getting neighborhood feedback. Cibor said the city was trying to engage the neighborhood through a variety of methods to get as much feedback as possible.

Granger moved and it was seconded to take \$2,000 provisionally allocated for design of the S. Maxwell Street project design and move it to traffic calming on Graham Drive. The motion was approved by voice vote.

3. Traffic-Calming

Sherman asked if the committee wanted to address any other traffic calming projects. Rollo said he thought there were two types of traffic calming projects. One type of project aimed to reduce speeds through the use of speed tables or other methods. Another type aimed to create connectivity between existing sidewalks and pedestrian pathways. Rollo said he preferred to not fund speed tables throughout the city. He only wanted to fund traffic calming projects that had some connection to pedestrians. Rollo asked if there were other funding sources for projects that did not have some connection to pedestrians. Cibor said yes. Sherman asked if the projects on the traffic calming list met Rollo's criteria. Cibor noted that the crosswalks on Kinser Pike would be installed. He said the improvement project at The Stands Drive and Rogers Road would be completed through other funding sources. Sturbaum asked if Graham Drive should be added to the list of traffic calming projects. Sherman said it was already on the list of sidewalk projects and having it on both lists would be confusing.

4. Schedule Future Meetings

Granger asked for a report from staff before the committee met in the fall. The committee and staff discussed when to schedule the next meeting. Granger moved and it was seconded to meet on November 13, 2018 at 12 noon. The motion was approved by voice vote. Sherman noted that the committee would report to the full Council on May 30, 2018 at the council meeting.

Cibor asked if the committee could review its overage policy to give staff the flexibility to proceed with the projects that the committee had prioritized. Sherman described the overage policy as it existed. Aten explained that bids for projects could come in higher or lower than estimates. He said that any bid within 25% of the estimated price was considered a good bid, but the committee's overage policy meant the city could not proceed with some of those good bids before coming back to the committee. Aten suggested that the committee review the policy every year based on the projects it had selected. He recommended amending the policy from 10% to 25% and from \$20,000 to \$45,000. He said he would still consult with the committee chair for any changes, regardless of whether the chair had to approve the price.

Rollo moved and it was seconded to amend the committee's overage policy from 10% to 25% and from \$20,000 to \$45,000 and to include a provision that such decisions made by the committee chair be made in consultation with other committee members. The motion was approved by voice vote.

5. Minutes

Rollo moved and it was seconded to approve minutes from March 12, 2018 and April 12, 2018 as corrected. The motion was approved by voice vote. Rollo moved and it was seconded to authorize the committee chair to correct and approve the minutes of future meetings after being circulated to other committee members and staff. The motion was approved by voice vote.

6. Adjourn

The meeting was adjourned at 12:52 p.m.

Rollo asked if there were any other funding sources that could help with the project. Cibor said Community Development Block Grant (CDBG) funds could be another potential funding source, but there was no guarantee that funding would be available. Rollo asked whether Metropolitan Planning Organization (MPO) funds might be available. Cibor said those funds might be available in the future but he believed that MPO funding had been programmed out for the next four years.

Sherman asked about the potential pedestrian usage for the project. Cibor said it was a bus corridor. He believed there was some pedestrian usage already and thought a sidewalk would increase such usage. Robinson said that there was a church and the site of a future park nearby. Rollo pointed out that there were portions of sidewalk built on Coolidge Drive, just one block north of Graham Drive. Sims asked how switching Graham Drive to a one-way street would impact the area and its traffic flow. Cibor said he was assuming that traffic on such a one-way street would be east-bound traffic. He said such a switch could impact Bloomington Transit's routes. He said some of the neighbors had expressed concerns about only being able to get out of the neighborhood in one direction. Sims asked what the neighborhood preferred. Cibor said the neighborhood had expressed a desire to have an improved level of comfort while walking on the street. He said there had not been a strong push to make Graham Drive a one-way street and that traffic-calming devices might be more appropriate.

Cibor next reviewed the proposed project on East 10th Street from Deckard Drive to Russell Road. Cibor said the project would be a continuation of another project currently under construction. He estimated the project would cost \$20,000 for design and \$100,000 for construction. He noted that there had been a significant investment in sidewalks in the nearby neighborhood. He thought the project might be a bit of a duplication.

Rollo asked if there was a utility easement where the project would be located. Aten said there was Indiana Department of Transportation (INDOT) right-of-way, so INDOT would need to issue a permit to the city for any work. Rollo asked if the design for the project included a grass buffer. Aten said yes. Aten also said there were some berms in the way and that some retaining walls would be required.

Cibor next reviewed the proposed project on 3rd Street from Walker Street to the Dillon apartment complex. He estimated construction would cost \$40,000 and said the design could be completed either by the planning and transportation department (Planning) or as part of a nearby project on Adams Street. He said the big question was whether the city already had sufficient right-of-way to build the sidewalk. He said there would need to be some research completed to figure out if additional right-of-way would be needed.

Granger asked when the Adams Street project would be completed. Cibor said it was in design development, with a goal of bidding it out by the end of 2018 and having it constructed in 2019.

Rollo asked whether the \$40,000 construction estimate included the cost of acquiring right-of-way. Cibor said it did not. Aten said the cost of acquiring right-of-way might triple the cost of the project. Rollo noted that the property in question already had a paved service adjacent to the road. Aten explained that the paved area was considered parking. Sherman suggested looking into whether the property owner had complied with code regarding sidewalk installation requirements in the past. Rollo asked if the owner could be compelled to install sidewalks. Aten said he would have to have the legal department research it.

Cibor next reviewed the proposed project along South Maxwell Street from Short Street to Miller Drive. Cibor noted that the estimates were for a sidewalk on the west side of the road to connect missing pieces. He estimated design would cost \$15,000 and construction would cost \$80,000. He said the project would not need additional storm features.

Rollo asked for the status of a nearby planned unit development (PUD). Cibor said the PUD was in front of the Plan Commission. Rollo asked if the developer of the PUD could be required to help with the installation of the sidewalks. Cibor said that was a possibility. Granger asked whether there would be any additional right-of-way needed. Aten thought the project could fit into existing right-of-way but said there would need to be a survey. He said the estimate provided did not include the cost for any additional right-of-way that might be needed. Granger asked for a cost estimate assuming the PUD developer could help by extending the existing sidewalk to the north.

Sherman directed the committee's attention to the project on South Mitchell Street and the possible contributions from the utilities department for stormwater improvements. He reminded the committee that the stormwater component of the project was estimated to cost \$45,000 but that utilities only had \$10,000 budgeted toward the project. Fleig said she had consulted with department director Vic Kelson and utilities was comfortable with paying for all stormwater improvements for the project.

Granger wondered if neighbors were set on installing a sidewalk on Graham Drive or if filling in gaps in the sidewalk on Coolidge Drive would appease people.

Sturbaum asked for an estimate of the cost if Graham Drive were converted to a one-way street. Cibor said the rough estimate was \$900,000 for construction. Sturbaum asked if there would be any savings if the sidewalk were built within existing right-of-way. He thought it might not take as much grading and excavation. Cibor said that was a possibility. He said engineering cost estimate was \$175,000, which would be refined as the project progressed. Sturbaum asked why there would be an engineering cost if the sidewalk were built using existing roadway. Cibor said there would need to be a lot of research regarding impacts to driveways, drainage, and stormwater. He said curbs would need to be installed and the length of the project would be almost 2,000 feet. He reiterated they were rough estimates.

Sturbaum asked about the possibility of painting a bicycle lane and using bollards on the existing roadway. Cibor said that would be a different project than the one he quoted. Sturbaum said it might bring the project price from impossible to affordable. Cibor said Sturbaum's idea was different than what he had considered. He said there would be parking impacts that would need to be considered. Sims asked what sort of resident input had been gathered on the matter, other than one neighborhood meeting that had been held. Sturbaum said there was work still to be done to get more feedback from nearby residents. Rollo clarified that painting a bicycle lane with bollards would require that the street become one-way. Sims asked how that would impact Bloomington Transit. Sturbaum said the buses only went in one direction along the street. He said one reason to address the area was to make it safer for people waiting for the bus. Rollo suggested talking to Transit about putting in a shelter at the stops along Graham Drive. Sturbaum recognized there were more discussions that needed to happen before the project could take shape, but he wanted to make sure it was a possibility the committee was considering. He asked for an estimate for the bicycle lane/bollard idea. Rollo thought the neighbors might not like losing parking. Sturbaum thought they would still be able to park on the road.

Granger suggested that the committee fund the projects on South Mitchell Street and South Maxwell Street. She also asked for an estimate of the cost to install a bicycle path and bollards on Graham Drive as suggested by Sturbaum.

Sturbaum asked whether the temporary traffic calming devices that were to be installed on Graham Drive would be paid for by Planning. Cibor said there were plans to install speed cushions on Graham Drive. He said that different temporary devices could come from either Planning or the Public Works department. He cautioned that city staff had other ongoing traffic projects that could impact their availability.

Rollo clarified that Granger was proposing to fund the South Mitchell Street project for \$153,000 and the South Maxwell Street project. Sherman asked how much funding Granger was proposing for the South Maxwell Street project. Granger said she wanted a new estimate for the project under the assumption that the PUD developer would be able to contribute to the sidewalk work. She suggested provisionally allocating \$75,000 for the project. Sims asked if the design cost of the project would also go down. Cibor said the design cost could be reduced a little. He noted it would be difficult to get the project both designed and constructed in 2018. He said that was true for any project that was not already designed. Granger asked how much the Walnut Street and Mitchell Street projects would cost. Sherman said they would cost \$216,000 total. Robinson suggested removing the construction cost for the Maxwell Street project from the provisional allocations, leaving \$15,000 for the design cost of the project. Sherman noted doing so would bring the total preliminary allocations to \$231,000. Granger asked to add \$20,000 for the design of the Moores Pike Crossing at Clarizz project.

3. Traffic-Calming

Granger asked how much the committee normally spent on traffic calming. Sherman said it depended, but typically \$15,000 to \$25,000.

Sturbaum wondered whether the committee should set aside funds for the potential traffic calming that might take place on Graham Drive if the neighborhood decided to ask that the road be turned into a one-way street. Cibor said that was a tough question to answer. He said Planning already had plans to place speed humps on Graham Drive. He thought that turning the street into a one-way street needed more vetting with the neighborhood before committing funds. Robinson said staff had considered a temporary one-way street in another location, but it had become cost-prohibitive. Sturbaum said he would be willing to spend some money to see if the problem on Graham Drive could be solved for less than the \$900,000 it would take to install sidewalks all along the road. Rollo said that Sturbaum's suggestion was intriguing but he thought the committee should not spend funds on signage. He thought more research and conversation was required before allocating any money for the project. Sturbaum said it was a good opportunity to make a big impact with a relatively small amount of money. Granger thought that the issue was more complicated and that there was more work to be done.

Granger asked how much traffic calming would cost at College Mall Road and Covenanter Drive. Cibor said the Bicycle and Pedestrian Safety Commission had been looking at that intersection as a result of a recent accident. He said there was not an easy or obvious traffic-calming solution that could be implemented that would have prevented the accident. Rollo asked if it would be premature to allocate money to traffic calming at that location. Cibor said there were things that could be explored to ensure the intersection was as safe as possible, such as refreshing the crosswalk paint or updating the signal technology. He said there were not obvious physical improvements that would help the area.

Granger asked whether crosswalks on Kinser Pike would be helpful. Sherman asked staff to comment about whether traffic calming improvements might tie into other work being done in the area. Cibor said that there would be pavement markings installed as part of the work the city was already doing near Kinser Pike and Colonial Crest Apartments. Sherman asked if there were similar plans at the Kinser Pike and Gourley Pike intersection. Cibor said he was not aware of any similar plans at that location. Granger said she would like to see a painted crosswalk at the bus stop near Gourley Pike. Cibor said he could follow up with the committee to confirm the city's plans for the area.

Sherman asked whether the committee or staff wanted to address West Allen Street between Strong Drive and Adams Street. Cibor said the city had received some concerns from residents about speeds on Allen Street. He said speeds were high on the street and there were some bus stops and limited sidewalks in the area. He said it was a challenging corridor with real concerns and no easy, obvious solutions. He thought it could use some more attention. Rollo asked if speed tables would be appropriate. Cibor said those were an option. Granger asked if there were sidewalks along the street. Cibor said there were some. Sherman asked if he should add the location to the traffic calming list. Granger said yes.

Granger noted there had been \$251,000 provisionally allocated. Rollo suggested allocating \$81,000 to the design and construction of the Moores Pike Crossing at Clarizz project and looking to alternate funding sources to pay for the balance of the cost. Cibor said that was a possibility and that the project could potentially be designed and constructed in 2018. Aten noted that the estimate for the project reflected the price of one of four potential designs of the project.

Sherman asked if there was any additional information that would help the committee make its decisions. Granger asked for a better estimate for the project on South Maxwell Street. She also wondered if Cibor would be able to find another funding source to help pay for the Moores Pike Crossing at Clarizz project. Cibor said he would look into it. Cibor also asked if the committee could prioritize the projects it chose in case funding fell through or costs were higher than expected. Aten echoed that sentiment and also asked whether any extra funds available, perhaps due to lower-than-expected costs, could be applied to the Moores Pike Crossing at Clarizz project. Granger said that would work. Granger also asked for more information about the possible solutions for Graham Drive. She thought that would entail more conversations with the neighborhood.

Sturbaum asked if committee members were committed to funding the projects on Mitchell Street and Walnut Street. All committee members agreed they were. The committee suggested that staff could proceed with those projects.

4. Schedule Future Meetings

The committee scheduled its next meeting for May 14, 2018 at 12 noon.

5. Minutes

There were no minutes approved at the meeting.

6. Adjournment

The meeting was adjourned at 1:30 p.m.

Appendix Two - Amount and Use of Funds for 2019

Alternative Transportation Fund

\$318,000 Appropriated for 2019

To be Allocated Towards:

Sidewalk Projects

Traffic-Calming Initiatives

Note: The Committee will need to know about any encumbrances, unspent Council Sidewalk appropriations, and the balance in the ATF as well as the availability of other funds in order to recommend funding allocations in its Report.

Utilities – Storm Water Funds and Projects

2011-2019	-	In-kind contributions (in lieu of monetary set aside)
2008-10	-	Monetary set aside of approximately \$125,000 per year
2007	-	Monetary set aside of approximately \$100,000 per year

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

Presentation

Chair

Materials

BMC 15.37.160 - *enclosed*

ATF Fund Sheet

CBU Funding/In-Kind Sheet – 2007 – 2015

(no in-kind contributions 2016 – 2018)

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

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

CITY OF BLOOMINGTON

Budget Worksheet Report - Revised 9-21-18

	Account Number	Account Description	2017 Actual Amount	2018 Adopted Budget	2019 Council	\$ +/-	% +/-
Fund: 454 - Alternative Transport(S6301)							
<u>Expenditures</u>							
Department: 05 - Common Council							
Capital Outlays							
	54310	Improvements Other Than Building	317,221	312,000	318,000	6,000	1.92%
Total: Capital Outlays			317,221	312,000	318,000	6,000	1.92%
Expenditures Grand Total:			\$ 317,221	\$ 312,000	\$ 318,000	\$ 6,000	2%

CBU Contributions to City Council Sidewalk projects - 2007 to 2015						
Date	Project	Contractor	Invoice	Materials	Labor	Equipment
November 2, 2007	Arden Drive Sidewalk (Windsor Dr to High St)	Groomer Construction	\$46,174.23			
February 8, 2008	Maxwell Lane Sidewalk (Clifton Ave to High St)	Groomer Construction	\$20,537.00			
February 8, 2008	Marilyn Drive Sidewalk (additional engineering)	Bynum Fanyo and Assoc.	\$2,413.75			
March – Aug 2008	East 5th Street Sidewalk (Hillsdale Dr to Dead End)	CBU		\$89,075.35	\$27,314.94	\$29,737.00
April 18, 2008	High Street Sidewalk (across from Child's Elementary)	Hardin Construction	\$2,900.00			
May 2, 2008	2nd Street Sidewalk at Woodscrest Dr	Hardin Construction	\$55,726.30			
July 25, 2008	17th Street Sidewalk (Lindbergh Dr to Arlington Park Dr)	Hardin Construction	\$7,010.00			
August 8, 2008	East 5th Street Sidewalk (additional engineering)	Bledsoe/Riggert/Guerretauz	\$364.50			
September 19, 2008	Henderson Street Sidewalk (Allen St to 200 feet South)	Hardin Construction	\$3,498.00			
January 9, 2009	East 5th Street Sidewalk (Hillsdale Dr to Dead End)	Groomer Construction	\$61,599.98			
January 8, 2010	Near West Side and Diamond Gardens Neighborhood	Hardin Construction	\$5,440.00			
March 19, 2010	Madison Street Sidewalk (Prospect St to 3rd St)	Hardin Construction	\$29,987.00			
July 23, 2010	Kinser Pike Sidewalk (Gourley Pike to 45/46 Bypass)	Hunt Paving & Const.	\$8,402.84			
September 17, 2010	Henderson Street Sidewalk (Moody Dr to Thornton Dr)	Crider and Crider Inc.	\$37,474.25			
Oct, 2010-Sept, 2011	Marilyn Drive Sidewalk (Nancy St to High St)	CBU		\$85,348.00	\$17,936.53	\$17,380.00
May, 2011-Sept, 2011	Marilyn Drive Sidewalk (Nancy St to High St)	Crider and Crider Inc.	\$17,252.00			
Aug, 2012-Dec, 2012	Southdowns Ave/ Jordan Ave Improvements	CBU		\$9,855.00	\$5,059.20	\$4,432.00
Mar 2013- Oct 2014	17th St Sidewalk between Kinser and College	CBU		\$63,991.00	\$18,586.82	\$26,013.97
Oct 2015-Nov 2015	Fairview Sidewalk	CBU		\$0.00	\$14,899.76	\$13,206.00
TOTALS			\$281,527.85	\$248,269.35	\$83,797.25	\$90,768.97

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

Presentation

Status Report on Recently Completed and On-Going Council Committee Projects (with some recommendations for this year's funding) – *Presented by Planning and Transportation Staff*

Background Material

Memo to Council Sidewalk Committee (10/24/18) – Including Status Report on Recently Completed and On-Going Council Committee Projects and Some Recommendations for this Year's Funding (Rosenbarger, Kopper & Aten) – *enclosed*

Excerpts from 2018 Council Sidewalk Committee Report - Narrative and Recommendations – *enclosed*

History of Project Expenditures (from Planning and Transportation and Controller) – *found online at [Council Sidewalk Committee – Reports and available upon request.](#)*

MEMO

TO: City of Bloomington Council Sidewalk Committee
THRU: Terri Porter, Director, Planning and Transportation Department
FROM: P&T Department (Beth Rosenbarger, Neil Kopper, Roy Aten)
DATE: October 24th, 2018
RE: 2017 and 2018 Council Sidewalk Project Status Report
2019 Council Sidewalk Prioritization Update

2017 Council Sidewalk Project Updates:

The following City Council Sidewalk Committee 2017 initiatives saw activity in 2018.

- **Completed projects**

- Rockport Road Sidewalk – In 2016 the Committee allocated \$22,000 for the design of a new sidewalk along the west side of South Rockport Road, from West Graham Drive to West Pinehurst Drive. In 2017 the Committee allocated \$200,000 for the construction of the sidewalk. Design was completed in October of 2017 and the project was bid and awarded to Groomer Construction on November 28th, 2017 in the amount of \$175,298.00. Construction was completed in the summer of 2018.



Figure 1: Rockport Rd Sidewalk (looking north)

- Sare Road Island Crossing – In 2017 the Committee allocated \$48,000 towards the design and construction of two pedestrian median islands on South Sare Road. The project was designed in-house by Planning and Transportation staff and was awarded to E&B Construction for \$147,000 in December of 2017. Construction was completed in the spring of 2018.



Figure 2: Sare Road at Winston St Crosswalk (looking north)

- East 10th Street from Smith Road to Tamarron Drive (south side) – In 2016 the Committee allocated \$24,650.00 for the design of a sidewalk and crossing. In 2017 the Committee allocated \$58,000 towards the construction cost of the project. Design was completed in the summer of 2017 and the project was bid and awarded for construction to Crider & Crider on November 28th, 2017 in the amount of \$337,785. Construction began in May of 2018 and was substantially completed in August 2018. Construction and INDOT permitting fees were funded via:
 - \$78,000 from Council Sidewalk Committee (the Chair approved a \$20,000 increase as a result of cost savings on the Rockport Road project)
 - \$15,000 MCCSC contribution given the proximity and anticipated benefit to University Elementary
 - \$247,285 Planning & Transportation contribution from the department’s General Fund budget

In addition to coordination with MCCSC, this project included coordination with INDOT given this section of E 10th Street is State Road (SR) 45 and any modifications to it require INDOT approval. Throughout the coordination effort, INDOT not only supported the City’s proposed changes but was willing to contribute by designing and constructing a pedestrian hybrid beacon (PHB) at the SR 45/Tamarron intersection. That portion of the project was awarded in August 2018 to Ragel Inc. in the amount of \$110,416 (INDOT funding) and is anticipated to be completed by the end of November 2018.



Figure 3: E 10th St at Deckard Dr (looking southwest)

- **Projects awaiting additional funding**
 - Union Street Sidewalk – In 2016 the Committee allocated \$32,000 towards the design of a new sidewalk along Union Street, from East 4th Street to East 7th Street (east side). A design contract was awarded to Bledsoe Riggert Cooper James at the December 13th, 2016 Board of Public Works meeting in the amount of \$34,380.00. Design has been temporarily suspended until construction funding can be identified. No permanent right-of-way acquisition is anticipated with this project. The current estimated construction cost for the project is \$215,900.
 - Moore's Pike Sidewalk – In 2016 the Committee allocated \$41,880 towards the design of a sidewalk within the southern right-of-way of East Moore's Pike, from South Sare Road to South Clarizz Boulevard. Design was substantially completed in 2018 and the project is waiting for construction funds in order to progress. This project is also related to the Moore's Pike and Clarizz crosswalk project which is further described in the list of 2018 Council Sidewalk Projects.

2018 Council Sidewalk Projects:

On May 30th, 2018, the City Common Council adopted the 2018 Council Sidewalk Committee Report. That report recommended the allocation of \$312,000 in alternative transportation funds for the development and/or construction of four sidewalk projects. The following table summarizes the 2018 Council Sidewalk initiatives and allocation.

Table 1 – 2018 Council Sidewalk Allocation Summary		
Project	Allocation	Description
Moore's Pike and Clarizz	\$81,000	Design and Construction
South Walnut Street	\$63,000	Construction
Mitchell Street	\$153,000	Construction
Maxwell Street	\$13,000	Design
Traffic Calming	\$2,000	Temporary Traffic Calming
TOTAL	\$312,000	

The City Planning and Transportation Department worked throughout 2018 to implement these projects. The following is a synopsis of the 2018 Council Sidewalk Committee initiatives.

- Moore's Pike and Clarizz – In 2016 the Committee allocated \$20,000 for the evaluation of a pedestrian crossing at the intersection of South Clarizz Boulevard and East Moore's Pike. The evaluation recommended updating the curb locations to provide a shorter crossing distance and installing a rectangular rapid flashing beacon (RRFB) on the western side of the intersection. In 2018 the Committee allocated an additional \$6,000 towards the \$25,400 design cost of the crossing, while the remaining \$19,400 was paid from other Planning and Transportation funds. Design will be completed in October 2018 and the current construction estimate is \$117,500. The project will be bid and awarded in November, at which time the remaining \$75,000 of the Committee's

allocation will be applied to the construction cost. Additional funding sources will need to be identified in order to fully fund construction. Construction is anticipated to begin in the spring of 2019.

- South Walnut Street, from Winston Thomas to National Guard Armory (west side) – In 2016 the Committee allocated \$13,000 for design of a sidewalk along South Walnut Street, from Winston Thomas to National Guard Armory (west side). A design contract was awarded to Parsons Cunningham and Shartle Engineers, Inc. on November 1st, 2016 in the amount of \$32,750.00. Design of the project was completed in October 2018 with a revised construction estimate of \$60,300. In 2018 the Committee allocated \$63,000 towards the construction of the project. The project will be bid and awarded in November of 2018 and construction will begin in the Spring of 2019. During design, it was discovered that the City of Bloomington Utilities Department (CBU) has a commitment to install and repair some sections of this sidewalk immediately adjacent to their property. A cost sharing memorandum between the City and CBU will be heard at the October 30th Board of Public works. If approved, CBU will be contributing \$24,000 towards the construction of this project. Planning and Transportation staff recommend reallocating any unused portion of the Committees \$60,300 allocation to help with the shortfall of funding on the Moores Pike and Clarizz project.
- Mitchell Street, from Maxwell Lane to Circle Drive (east side) – In 2016 the Committee allocated \$22,000 towards the design of a new sidewalk along South Mitchell Street, from Maxwell Lane to Circle Drive. A design contract was awarded to Parsons Cunningham and Shartle Engineers, Inc. on November 1st, 2016 in the amount of \$27,250. In September of 2017 an addendum to the design contract for additional utility services was approved increasing the final design Design cost to \$35,828. In 2018 the Committee allocated \$153,000 towards the project, with an additional \$45,000 being contributed from CBU. Plans will be completed in October and the project is programed to be bid and awarded in November of this year. Staff do not yet have an updated construction cost estimate, but initial estimates indicate a likely cost of approximately \$190,000. Construction is anticipated to begin in the Spring of 2019.
- Maxwell Street, from Miller Drive to North of Short Street (west side). In 2018 the Committee allocated \$13,000 towards the design of a sidewalk on the west side of South Maxwell Street. In October of 2018 the City awarded a design contract to Bynum Fanyo & Associates Inc. in the amount of \$20,920. The additional \$7,920 in design funding will be paid by Planning and Transportation funds. Final plans for the project are expected to be completed by June of 2019. The design contract for this project currently allows flexibility for the sidewalk to be designed on either the east or west side of Maxwell Street. While the original allocation specified the west side of the street, Staff recommends that the Committee allow the project’s initial feasibility/design phase to determine the most appropriate side of the street for this sidewalk.
- Traffic-Calming - In 2018 nearly \$38,000 was expended by the Planning and Transportation Department on temporary traffic calming devices, much of which was installed in the Broadview area to mitigate nearby construction impacts. The \$2,000 allocation by the Committee will be applied to that expenditure.

The following table summarizes the allocation for the 2018 Council Sidewalk funds.

Table 2 – 2018 Allocation Estimate and Actual Cost Summary				
Project	Allocation	Spent/Estimate*	Remaining	Description
Moore's Pike	\$81,000	\$117,500*	-\$36,500*	Construction
Walnut Street	\$63,000	\$39,000*	\$24,000*	Construction
Mitchell Street	\$153,000	\$145,000*	\$8,000*	Construction
Maxwell Street	\$13,000	\$20,920	-\$7,920	Design
Traffic Calming	\$2,000	\$2,000	--	Purchase
TOTAL	\$312,000	\$324,420*	-\$12,420*	Underfunded

* Asterisk indicates estimated amount

All of the 2018 Council Sidewalk Committee projects made progress and all construction projects are on track for funding encumbrance in 2018 and construction in 2019. Funding for the three construction projects is based on estimates and final numbers will not be available until the end of November. Staff is recommending that any unused funds from the Walnut Street Project be applied to any shortfall in the Moore's Pike and Clarizz project. Staff also recommends more generally that minor funding shifts between these approved projects be allowed as final contract prices are determined. Remaining shortfalls in funding are anticipated to be contributed from other Planning and Transportation funds.

Sidewalk Informational Maps

City staff maintains sidewalk information on the City's GIS that can be used to generate various maps including ones that depict the locations of existing sidewalks and the locations of determinant sidewalk variances. However, the details on the condition, width, and other sidewalk attributes for specific locations are best dealt with on a case-by-case basis since these details are not apparent with the inventory maps.

Sidewalk Location Evaluation and Ranking

The project evaluation system is a tool used to rank sidewalk requests based on the established Council Sidewalk Committee Criteria. The evaluation bases project ranking on several measured values (walk score, pedestrian level of service, transit, and population), which are proxies for some Committee Criteria.

The updated Project Prioritization Table is included for 2019 Council Sidewalk funding considerations. Projects anticipated to be completed in early 2019 are listed in Table 2 (Moore's Pike, Walnut Street, and Mitchell Street) and new requests are included (highlighted in tan shaded rows) and noted with a "2019" next to the street name. Because of these changes the reevaluation results in a slightly different priority order than last year's ranking.

Complementary Initiatives

The following projects from the Council Sidewalk Committee's 2019 project prioritization list have a range of design aspects that are currently either being planned, designed, or constructed outside of City Council Sidewalk Committee initiatives. This may present complementary opportunities to explore not captured by the 2019 project prioritization rankings.

- Pete Ellis, 3rd Street to 10th Street – Intersection improvements are anticipated at the 10th Street/Pete Ellis intersection in the next couple of years in conjunction with the development of the IU Health Bloomington Regional Academic Health Campus.
- Indiana Ave, NW Corner 3rd St & Indiana Ave – The City has plans to modernize the signalized intersection at 3rd Street and Indiana in 2020.
- East 3rd Street, 2 vacant Lots East of Park Ridge – Recent dedication of right-of-way along West 3rd Street will drastically reduce the project cost.
- Gourley Pike, Kinser Pike to Monroe Street – INDOT has indicated that they are planning on improving the intersection 45/46 and Stone Lake Drive/Monroe Street.
- South Rogers Street, south of Hillside Drive – Recent property subdivision by the Parks and Recreation Department associated with Switchyard Park requires the installation of the missing section of sidewalk on the eastern right-of-way.
- 5th Street, Union Street to Hillsdale Drive – The Committee is currently designing a section of sidewalk along Union Street.
- 17th Street, Crescent to College Ave – The City has hired Aztec Engineering Group to design the reconstruction of 17th Street from Crescent to Monroe Street. The project will include a sidewalk on the south side of the street and a multiuse path on the north side. The City is currently in the right-of-way acquisition phase and anticipates construction in 2019.
- Rockport Road, Countryside to Tapp – A continuous sidewalk will exist on the west side of Rockport from Rogers to Tapp Road upon completion of the Tapp/Rockport intersection improvement project in late 2018.
- Franklin Drive, 3rd Street to Fairfield Drive – INDOT has improvements planned at the the 3rd Street/Franklin Drive intersection and the SR 37 overpass with the I-69 Section 5 project
- Rhorer Road, Walnut Street to Sare Road – Monroe County is currently constructing a project that will install new sidewalks and a multiuse path from Rogers Street to Walnut Street Pike. The City has begun the design process for a multiuse path that will connect the Jackson Creek Trail to South Sare Road. Construction is anticipated in 2020.
- South Sare Road, Rogers Road to Cathcart Street – The City has recently selected WSP to design a multiuse path that will connect the existing path at Buttonwood Lane to the existing path at Cathcart Street. Construction is anticipated to be in 2020.
- Transportation Plan Process – The City is working to finalize and adopt an updated transportation plan. This is expected to be completed by the end of 2018 or early 2019. This plan will aid in identification and prioritization of new projects and may be beneficial in future deliberations of the Council Sidewalk Committee.

2019 Council Sidewalk Allocation Recommendations:

Design, right of way acquisition, and construction are the typical project phases over the course of a project's lifecycle. Each phase requires significant resources and time. Generally, moving from design through construction over a few years provides the most efficient means to complete requests. Each year a mix of funding for design, right of way, and construction helps to sustain efficient project completion. Priorities for 2019 projects should consider previously funded, but not yet completed projects in addition to at least one new project design that has not yet received prior funding.

When considering new projects, staff recommends projects that may be good candidates for CDBG funding. It can be advantageous to leverage CDBG funding for the construction phase after investing a relatively small amount into a project's design and/or right of way phase. Projects as part of the complimentary initiatives (outlined above) are another important consideration.

Staff recommends that if Council Sidewalk Committee funds are allocated towards traffic calming, then the Committee should identify specific projects and priorities. In the past the Department has implemented traffic calming techniques to improve the City's neighborhood greenways (e.g. Allen Street), to mitigate detour traffic (e.g. Tapp Road and Rockport Road), and respond to resident requests (e.g. Morningside Drive). Currently there are several general neighborhood concerns for which staff is collecting data and working with residents. One request is considering West Allen Street from Patterson Drive to Adams Street that does present characteristics that necessitate traffic calming techniques as well as pedestrian enhancements.

Finally, providing flexibility in the funding distribution is necessary because allocations for each project are based on conceptual estimates. Staff recommends the Committee prioritize funding allocations such that the highest priority project is identified followed by a subsequent rank order of project funding. This funding flexibility will allow the highest priority projects to proceed as directed if there are discrepancies between funding allocations and final costs.

Attachment:

- 2019 Council Sidewalk Committee – Initial Project Prioritization Matrix

Report of the 2018 Common Council Sidewalk Committee (May 30, 2018)

Committee Members and Staff

The members of the 2018 Committee were appointed by the President of the Council and include:

- Jim Sims, At-Large
- Chris Sturbaum, District 1
- Dorothy Granger, District 2 (Chair)
- Dave Rollo, District 4

The committee members were assisted by the following persons:

Council Office

Dan Sherman, Council Administrator/Attorney

Office of City Clerk

Stephen Lucas, Chief Deputy Clerk

Planning and Transportation

Andrew Cibor, Engineer, Transportation and Traffic Engineer

Scott Robinson, Interim Assistant Director

Roy Aten, Senior Project Manager

Utilities

Jane Fleig, Assistant Engineer

HAND

Bob Woolford, Housing Coordinator

Parks and Recreation

Steve Cotter, Natural Resources Manager

Overview

The Committee made recommendations to the entire Council on the use of \$312,000 of Alternative Transportation Fund (ATF) monies budgeted for 2018 for sidewalk and traffic-calming projects. The Committee met four times, beginning in March and ending in May, to review the program and make recommendations regarding the allocation of these funds. As in the past, additional funds from P & T and CBU (City of Bloomington Utilities - for storm water) were necessary for some projects to move forward or be completed.

Last year, the Committee recommended funding the following projects which have now all been completed:

- the construction of a sidewalk/road-crossing project in proximity of University Elementary School;
- the construction of a sidewalk along Rockport Road; and
- the construction of two pedestrian crossings and islands along Sare Road.

This year, the Committee recommended moving three previously-funded projects forward which include a:

- Pedestrian Crossing at Moores Pike and Clarizz Boulevard – Design and Installation;

- Sidewalk on Walnut Street from Winston-Thomas Treatment Plant to the National Guard Armory (east side) – Construction; and
- Sidewalk on South Mitchell Street from Maxwell Lane to Circle Drive (east side) – Construction (with a significant storm water component to be covered by CBU).

In addition, the Committee recommended initiating or contributing to one new sidewalk project:

- Sidewalk segment on South Maxwell Street from Miller Drive to Short Street (west side) – Design.

Last year, the Committee identified traffic-calming as an “emerging priority” that should have a separate evaluation and approach along with additional funding. Continuing in that vein, the Committee learned of initiatives being pursued by the P & T department, reviewed and updated its list of traffic-calming priorities, and recommended a modicum of funding for:

- The acquisition of temporary traffic-calming devices.

Schedule

The Committee met in the Council Library on:

- Monday, March 12, 2018 at noon;
- Monday, April 12, 2018 at noon;
- Wednesday, May 2, 2018 at noon; and
- Monday, May 14, 2018 at noon.

Deliberation Materials and Minutes Available Online

The following outline provides an overview of what the Committee did at those meetings. *Please note that there are some additional documents which are available in the Council Office and online at <https://bloomington.in.gov/boards/sidewalks> under Council Sidewalk Committee – Meetings and Documents. The first is an informative Initial Council Sidewalk Committee Packet for the Committee’s first meeting that is also available for inspection in the Council Office. The second are the Memoranda and Minutes for these meetings. Short Memoranda are typically posted until replaced by the Minutes. The Minutes are either already posted or will be posted once reviewed by the Committee and approved by the Chair.*

Preliminary Matters

Early on, the Committee:

- Agreed that Cm. Granger should serve as the Chair; and
- Acknowledged and thanked the Office of City Clerk (through Chief Deputy Clerk Stephen Lucas) for serving as Secretary for the proceedings.

Review of Funding

The \$312,000 available for allocation in 2018 derives from a portion of the Category 4 (Capital) of the ATF. The ATF was established in 1992 and primarily funded with surplus revenues from the Neighborhood Parking Program (BMC 15.37.160). Over the years, it has also received annual infusions from other City sources (with \$500,000 added from the Cumulative Capital Development Fund [#601] for 2018).

While \$312,000 entails a mere increase of \$6,000 over 2017, it is built upon previous increases of \$6,000 for 2017, \$25,000 for 2014 and \$50,000 for 2013. In 2018, the appropriations into the four categories in the ATF (#454) are listed below.¹

Alternative Transportation Fund (ATF) (#454) - 2018

<u>Category</u>	<u>Appropriation</u>	<u>Notes</u>
Category 1: Personnel	\$123,335	
Category 2: Supplies	\$ 14,081	
Category 3: Other Services and Charges	\$195,732	<i>Including \$75,000 for Engineering and Architectural services.</i>
Category 4: Capital Outlays		
Line 5431 – Improvements Other than Buildings	\$512,000	<i>\$312,000 Council Sidewalk Com \$200,000 Greenways</i>
Total:	\$845,148	

City of Bloomington Utilities (CBU) Collaboration.

Because sidewalk projects, and more particularly curbs, channel water, they are part of the City’s storm water infrastructure. The Committee has, over the years, recognized that the storm water component of a sidewalk project frequently comprises a significant and often a majority part of the project cost. To address this constraint on the installation of sidewalk projects, in 2007, the City of Bloomington Utilities department set aside \$100,000 for the storm water component of Council sidewalk projects. In 2008, the set aside was increased to \$125,000, but, in 2009, due to budgetary constraints, it ceased. Since that time, CBU has offered to consider in-kind contributions for identified projects when consistent with the departmental storm water mission and priorities. According to a detailed accounting² provided by Jane Fleig, Utilities Engineer, CBU contributed \$281,527 towards Council Sidewalk Projects from 2007 through 2015. No CBU contributions were necessary in 2016 or 2017, but \$45,000 will be provided for the South Mitchell Street project in 2018.

Review of Previous Allocations – Some with Completion of Projects in 2016 - 2018 – Some with Progress in 2016-2017 and Moved Forward in 2018 - Some without Additional Funding in 2018

According to the Council Sidewalk Status Report provided by P&T in January, 2018, here are the list of projects or phases of projects that were completed in 2017 or will be completed in 2018 (some, as noted, with the infusion of other City funds):

2016/2017 Council Sidewalk Committee Projects – Construction Completed in 2017 - 2018	
Project	Allocation
East 7th Street – Ramp between SR 45/46 path and tunnel under the highway	Completed May of 2017 at a total cost of \$65,414. See Status Report for details.

¹ For more information on the infusion of other funds and other use of ATF, please consult the Controller.

² The accounting was broken down into materials, labor, and equipment.

Morningside Drive – Sidewalk from Sheffield Drive to Park Ridge Road on north side	Completed in June of 2017 at a total cost \$133,660. See Status Report for details.
Rockport Road – Sidewalk from Graham to south of West Pinehurst Drive	To be completed in 2018 at a total cost of \$199,758. See Status Reports in 2017 & 2018 for details.
East 10th Street – Sidewalk from Smith Road to Tamarron Drive (south side) and Pedestrian Crossing at Tamarron Drive	This is a large project with multiple funding sources that will, among other benefits, serve children walking to and from University Elementary School. It is scheduled for completion in July 2018. Funding came from: - Council Sidewalk Committee - \$78,000, - MCCSC - \$15,000 - P & T - \$247,285; and - INDOT - ~ \$131,000.

**2016 Council Sidewalk Committee Projects –
Moved Forward with Funding in 2018**

Project	Allocation
Moores Pike – East of College Mall Road - Pedestrian Crossing – at Clarizz Blvd (Evaluation).	In April of 2016, \$32,000 was allocated and in November \$52,590 was spent on the design/evaluation for the two components of this proposal. The evaluation of each component was completed in 2017. One moved forward in 2018 and one did not: <i>- Please see the 2018 recommendations for the recommended allocation for the design and installation of the pedestrian crossing.</i>
South Walnut Street - sidewalk from Winston Thomas Treatment Facility to National Guard Armory on the west side (Design)	<i>Please see the 2018 recommendations for the recommended allocation for construction of this sidewalk.</i>
Mitchell Street - sidewalk from Maxwell Lane to Circle Drive on east side (Design).	<i>Please see the 2018 recommendations for the recommended allocation for construction of this sidewalk.</i>

**2016 Council Sidewalk Committee Projects –
Not Moved Forward with Funding in 2018**

Project	Allocation
Moores Pike – East of College Mall Road	As noted above, in 2016, \$52,590 was spent on the design/evaluation for the two components of this part of Moores Pike. The evaluation of each component was

<p>- Sidewalk just east of College Mall Road on the south side (Design) &</p>	<p>completed in 2017. One moved forward in 2018 and one did not. The sidewalk did not and is listed here.</p> <p>- The estimated cost for construction of the sidewalk was \$195,000. Comprising about two-thirds of the annual budget, the Committee decided to defer action this proposal this year.</p>
<p>Union Street - sidewalk from 4th to 7th on east side (Design)</p>	<p>In April of 2016, \$32,000 was allocated and in December of 2016, \$34,380 was awarded for the design contract. Design has advanced to survey work and is anticipated to be completed in 2018. Cost of construction is estimated at \$215,900 (and not involve need to acquire right-of-way). Early on, the Committee removed this project from this round of funding.</p>

2017 Council Sidewalk Allocations – Design or Construction 2017/2018			
Project	Allocation	Spent	Over / (Under)
East 10th Street – sidewalk and crossing	\$58,000	\$78,000	\$20,000
Rockport Road - sidewalk	\$200,000	\$175,298	(\$24,702)
<u>Traffic Calming</u> Sare Road Crosswalks and Islands	\$48,000	\$48,000	(\$0)
TOTAL	\$306,000	\$301,298	\$4,702³

Please note that the Status Report also includes a summary of Complementary Initiatives which includes “projects from the Council Sidewalk Prioritization List (that) are either being planned, designed, or constructed outside of the Council Sidewalk Committee initiatives, and may have complementary impacts on the current sidewalk evaluations and rankings.”

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

Program Criteria

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

³ Please know that additional funds were provided by the P & T department and, in regard to the East 10th Street, other entities (MCCSC and INDOT) as well. Also please note that, [on occasion before the end of the year, the Committee has been asked to adjust allocations to account for the difference between the estimated and actual costs associated with the recommendations. The figure of \\$4,702 is the amount left unspent for this reason at the end of 2017.](#)

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

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

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

The Committee did not recommend any changes to the criteria this year.

Setting Priorities after Review of Evaluation Sheet

The Committee reviewed the Evaluation Sheet (attached), which contained 53 proposed projects⁴, including six new requests on that sheet and one request introduced at the Committee, and asked P & T staff to clarify estimates for three previously unfunded projects,⁵ one new project on the Evaluation Sheet,⁶ and the one request brought forward after the Committee had convened and the Evaluation Sheet had been prepared.⁷ At the end of its deliberations, the Committee recommended allocations for: three previously-funded sidewalk projects: the one new project that was introduced in the course of Committee deliberations; and the acquisition of traffic-calming devices. The following paragraphs highlight deliberations and briefly elaborate upon the Committee’s recommendations and other actions:

⁴ The Evaluation Sheet lists a total of 53 rankings, but left one project unscored because of uncertainty on the nature and extent of that request.

⁵ A pedestrian crossing at Moores Pike and Clarizz Blvd and sidewalks on Graham Drive from South Rogers to Rockport Road, and East 10th Street from Deckard to Russell Road.

⁶ A sidewalk on West 3rd from Walker Street to the Dillon development (south side).

⁷ South Maxwell Street from East Miller Drive to north of Short Street (west side).

Seven New Projects Requested - But Only One Recommended for Initial Funding in 2018

- Seven new projects were requested in 2018: six were rated and fell on the bottom half of the Evaluation Sheet and were not funded; one was introduced after the Committee convened and was recommended for funding of design. The Committee discussed each project and, while becoming familiar with the areas, adjacent development (along with possible future development) and needs, did not recommend initial funding for any but the last. That project was associated with a Planned Unit Development being considered at the Plan Commission where opportunities for private sector contributions might lower the cost of the improvement. *(Please see the Council Sidewalk Committee Packet for a description of those requests and the Minutes from the second on March 12th for a discussion of those requests.)*

Funding Recommendations and Other Actions in 2018

- **Pedestrian Crossing - Moores Pike at Clarizz Boulevard (Ranking ~ #7)** In 2016, when discussing the request for a 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 in the future. Costs for the project are expected to include: Evaluation (\$10,710), Engineering (\$20,000), Temporary Right-of-Way (possible but amount 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 for Engineering and Construction (with construction likely in 2019).
- **Sidewalk Construction - South Walnut Street from Winston Thomas to National Guard Armory – East side (Rank #21)** 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).
- **Sidewalk Construction with Storm Water Improvements - Mitchell Street from Maxwell Lane to Circle Drive – East side (Rank #41)** 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.⁸

- **Sidewalk Design – South Maxwell Street from East Miller Drive to Short Street – West Side (Unrated)** 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**

Last year, the Committee identified traffic-calming as an “emerging” priority deserving its own evaluation and approach and additional funding. Toward that end, the Committee developed a list of locations of concern.

This year, the Committee discussed and revised its list of possible traffic-calming locations.⁹ It also learned that P & T staff is revisiting the Neighborhood Traffic Safety Program and has purchased a number of temporary traffic-calming devices.¹⁰ These devices will not only allow staff to address resident-generated traffic concerns, but also traffic diversion due to road construction and experimenting with adjustments to existing on-street bicycle and pedestrian facilities.

Much of the Committee discussion focused on Graham Drive in the Broadview neighborhood. Early in the year, P & T staff had met with residents of Graham and Ralston drives in anticipation of increased traffic due the intersection improvements at Tapp Road and Country Club Drive. These alternatives included various traffic-calming measures and possible one-way traffic. Traffic-calming measures were favored at the first meeting and a second meeting was held after the Committee adjourned but before the Committee presents its report to the Council at the end of May.

Funding Recommendation - Rather than fund a particular traffic-calming project, the Committee recommended funding \$2,000 toward the acquisition of temporary traffic-calming (speed slowing) devices to be used on Graham Drive this year and elsewhere as needed in the future.

- **Overage Policy** At suggestion of P & T staff, the Committee revised its “Overage Policy.” Given the inevitable differences between estimates and actual costs and the need for staff to act in between meetings, the Committee granted staff, with approval of the Chair, more latitude to shift allocations from one project to another. Now staff may shift as much as

⁸ Please know that a couple who own property along this proposed sidewalk spoke to the Committee and requested that storm water ponding be addressed with the construction of the sidewalk.

⁹ Attached to this Report.

¹⁰ In a conversation after the Committee adjourned in May, staff learned that about \$48,000 was spent on 20 speed cushions, 2 speed humps, and some parking stops, bike lane delineators, vertical tubular delineators, cones, and drums.

20% of the estimated project costs from one project to another upon approval of the Chair (after consultation with the Committee). Shifts of more than \$45,000 over the project estimate must be approved by the Committee.

Summary of Actions

In summary, during the course of its 2018 deliberations, the Committee:

- Agreed that Cm. Granger would serve as Chairperson;
- Acknowledged two disclosures of conflicts of interest from:
 - the Administrator/Attorney, who owns and resides in a house along a proposed project (Nancy Street from Mark to Hillside); and
 - Bob Woolford, the representative from the HAND department, who owns and resides in a house along another proposed project (Wylie Street from Henderson to Lincoln) neither of which were given serious consideration by the Committee this year;
- Recommended the allocation of \$312,000 in ATF monies for a pedestrian crossing, three sidewalk projects, and toward acquisition of traffic-calming devices – *See Funding Recommendations (attached)*.
- Revised its Overage Policy – to give staff more latitude to shift funds from one project to another with approval of the Chair (after consultation with the Committee);
- Learned of efforts of P & T staff to address traffic-calming as an emerging priority, revised its list of possible traffic-calming locations, and allocated a modicum of funds toward acquisition of temporary traffic-calming devices;
- Approved minutes for the first two meetings (as corrected) and authorized the Chair to correct and approve the minutes after Committee and staff had a week to review them;
- Authorized submittal of a Committee Report to the Council (after signatures have been obtained by a majority of Committee members); and
- Scheduled a Committee meeting on Tuesday, November 13, 2018 at noon in the Council Library (assuming that P & T staff have filed a Progress Report regarding this year’s recommendations and on-going projects in time for inclusion in the Initial Committee Packet.

COUNCIL SIDEWALK COMMITTEE (COMMITTEE) RECOMMENDATIONS FOR 2018
- FUNDS AVAILABLE: \$312,000

- **Alternative Transportation Fund (ATF)** Use the \$312,000 of Alternative Transportation Funds appropriated in 2018 for sidewalk and traffic-calming initiatives recommended by the Committee.
- **CBU Assistance with Storm Water Component of Council Sidewalk Committee Projects**
While no longer setting aside funds for the storm water component of Council sidewalk projects, CBU continues to evaluate projects for some in-kind contributions.
- *Note: Occasionally, in past years, allocations from the previous year remained unspent and the Committee made recommendations about its use should an additional appropriation be proposed. No funds were identified for additional appropriation and, therefore, the shaded column remains empty.*

Project	ATF	<u>ATF</u> <u>(Additional</u> <u>Amounts –</u> <u>Should They be</u> <u>Appropriated)</u>	<u>CBU</u>	<u>OTHER</u> <u>FUNDS</u>
Moores Pike and Clarizz Boulevard Design and Installation of a Pedestrian crossing – Across Moores Pike Estimated Costs: Evaluation (\$20,000 – spent in 2016); Planning and Engineering [PE] – (\$10,710); Temporary Right-of-Way (Possible – amount unknown) & Construction (\$75,000)	\$81,000		\$0	\$14,000 ¹
Walnut Street – from Winston Thomas to National Guard Armory (West Side) Construction of a sidewalk Estimated Costs: Design (\$32,750 - spent in 2016); Right-of-Way (\$0); and Construction (\$63,000)	\$63,000		\$0	\$0
Mitchell Street – from Maxwell Lane to Circle Drive (East Side) Construction of a Sidewalk (to replace lane markings installed in 2012). Estimated Cost: Design (\$27,250 - expended in 2016); Right-of-Way (\$0); Storm Water (\$45,000); and Construction (\$153,000).	\$153,000		\$45,000 ³	\$0
Maxwell Street – from Miller Drive to North of Short Street (West Side) Design of a Sidewalk Estimated Cost: To be determined at the Design stage.	\$13,000			\$ ²
<u>Traffic-Calming</u> Toward acquisition of temporary traffic-calming devices Estimated Costs: See Footnote 3.	\$2,000		\$0	\$³
2018 ALLOCATION	\$312,000		\$45,000	\$14,000

Note: The Committee recognizes that the allocations for each project are estimates and may change. The allocations are intended to establish priorities and keep expenditures within appropriations. According to a motion adopted this year, the Committee amended its Overage Policy to give staff latitude to shift as much as 20% of the estimated project costs from one project to another upon approval of the Chair (after consultation with the Committee). Shifts of more than \$45,000 over the project estimate must be approved by the Committee.

This year the Committee agreed to meet on Tuesday, November 13, 2018 at noon assuming that a Status Report has been filed in time to be included in the Initial Committee packet.

¹ P & T staff indicate that \$14,000 of other funds at their disposal will be available for this project.

² The Committee wishes to explore sharing the cost of a sidewalk with the developer of the amendment to the Co-Housing PUD which was given a positive recommendation by the Plan Commission on May 14, 2018.

³ In 2017, the Committee recognized Traffic-Calming as an “emerging priority” which required a separate evaluation and approach along with additional funding. In 2018, the Committee learned that the P & T Department has acquired some temporary traffic-calming (speed control) devices to be deployed for: resident-generated traffic concerns; traffic diversion due to road construction; and, adjustments to existing on-street bicycle and pedestrian facilities. This year’s investment of \$2,000 is anticipated to help with traffic-calming along Graham Drive needed to handle the cut-through traffic generated from the intersection work at Tapp Road and Country Club Drive and used elsewhere as needed in the future.

2018 Council Sidewalk Committee - Initial Project Prioritization

Street	Description	Project Length (approx.)	Walk Score (potential ped usage)	WS Rank	PLOS Score	PLOS Rank	Transit Route Score	Transit Route Rank	Density Score	Density Rank	Rank Sum	Overall Project Rank (2017)*	Overall Project Rank
Pete Ellis Dr. (2016)	3rd St. to 10th St.	2,750	71	5	3.57	25	270	2	1,587	2	34	1	1
Union St.	4th St. to 7th St.	954	68	7	3.84	13	103	21	1,035	9	50	4	2
E. 3rd St. (2015)	2 vacant Lots E of Park Ridge	340	20	43	4.16	2	268	3	1,552	3	51	3	3
Indiana Ave. (2016)	NW Corner 3rd St. & Indiana Ave.	268	87	1	2.95	46	633	1	1,193	6	54	2	4
14th St.	Madison St. to Woodburn Ave.	450	85	2	3.58	24	220	9	769	20	55	5	5
19th St. (2011)	Walnut St. to Dunn St.	1,120	51	17	3.48	30	178	12	1,229	5	64	6	6
Moores Pk.	Andrews St. to College Mall Rd.	1,289	51	17	3.99	6	52	39	1,453	4	66	8	7
Smith Rd. (2011)	Grandview Dr. to 10th St.(west)	1,352	42	23	3.63	20	260	7	771	19	69	7	8
Gourley Pk. (2017)	Kinser Pike to Monroe St.	2,900	40	25	3.62	21	126	16	1,083	8	70	9	9
S. Rogers St.	south of Hillside Dr.	480	43	22	3.97	8	90	25	825	17	72	11	10
Jefferson St.	3rd St. to 7th St.	1,375	66	8	3.66	17	97	22	393	28	75	11	11
E. 10th St. (2015)	Grandview Dr. to Russell Rd.	2,390	19	45	4.01	4	268	3	571	24	76	10	12
Gourley Pk. (2016)	College Ave./Old SR 37 to Kinser Pike	1,084	69	6	2.93	47	194	11	930	15	79	13	13
Miller Dr.	Huntington Dr. to Olive St.	423	38	29	3.66	17	82	28	1,191	7	81	16	14
5th St.	Union St. to Hillsdale Dr.	1,671	66	8	3.52	28	131	15	298	33	84	16	15
N. Indiana (2015)	15th St. to 17th St.	409	58	13	3.61	22	76	33	881	16	84	15	15
Walnut St.	Hoosier St. to Force Fitness	369	52	16	3.74	16	34	43	986	13	88	18	17
Moores Pk.	Valley Forge Rd. to High St.	1,060	34	32	4.17	1	107	20	240	37	90	22	18
17th St. (2012)	Crescent Street to College Ave.	5,500	45	21	2.46	49	216	10	996	11	91	19	19
High St.	Covenanter Dr. to 2nd St.	2,622	46	19	4.01	4	93	24	156	44	91	24	19
Clark St.	3rd St. to 7th St.	1,390	60	12	3.25	39	131	14	360	29	94	23	21
Walnut St.	Winston/Thomas to Nat'l Guard Armory	1,064	42	23	3.99	6	34	44	679	21	94	24	21
8th St. (2017)	Jefferson St. to Hillsdale Dr.	938	61	11	3.16	41	230	8	284	35	95	24	23
10th St. (2013)	Smith Rd. to Russell Rd.	1,010	22	42	3.92	10	268	3	172	41	96	27	24
Palmer St. connector path	Wylie St. to 1st St.	529	75	4	1.50	53	146	13	328	30	100	27	25
Bryan St. (2013)	3rd St. to 7th St.	1,400	55	15	3.34	35	90	26	539	25	101	30	26
Wylie St. (2013)	Lincoln St. to Henderson St.	1,150	77	3	2.33	51	121	17	301	32	103	32	27
Mitchell St. (2016)	Maxwell Ln. to Atwatter Ave.	1,890	56	14	2.91	48	265	6	282	36	104	30	28
W. Allen St. (2018)	Strong Dr. to Adams St.	1,320	24	39	3.89	12	73	34	662	22	107	-	29
Allen St. (2015)	Henderson St. to Lincoln St.	1,184	66	8	1.98	52	113	19	302	31	110	33	30
Curry Pike (2017)	SR 45 to Beasley Dr.	2,638	39	28	3.92	10	68	36	207	40	114	34	31
W. 3rd St. (2018)	Walker St. to ~240 ft. west	240	46	19	3.12	42	79	30	597	23	114	-	31
Corey Ln. (2015)	2nd St. to 3rd. St.	2,332	15	46	3.61	22	48	41	987	12	121	35	33
Walnut St. (2013)	SR 45/46 to 500 ft N of Fritz Dr	2,300	37	30	3.65	19	18	48	481	26	123	36	34
Fee Ln. (2015)	SR 45/46 to Lot 12 Entrance	1,353	11	52	3.44	33	48	41	5,400	1	127	37	35
Nancy St.	Hillside Dr. to Mark St.	878	31	36	3.48	30	94	23	235	38	127	39	35
Arlington Rd. (2018)	Monroe St. to Prow Rd.	5,150	20	43	3.49	29	28	46	1,029	10	128	-	37
Franklin Dr. (2017)	3rd St. to Fairfield Dr.	148	40	25	2.38	50	49	40	943	14	129	38	38
Rhorer Rd.	Walnut St. to Sare Rd.	4,775	40	25	4.06	3	0	50	69	51	129	41	38
Smith Rd. (2011)	Hagan St. to Brighton Ave. (west)	1,817	28	37	3.56	27	118	18	122	47	129	42	38
Mitchell St. (2012)	Maxwell Ln. to Circle Dr. (east)	624	34	32	3.34	35	77	32	297	34	133	42	41
Winslow Rd. (2017)	High Street to Xavier Ct.	1,524	15	46	3.95	9	69	35	152	45	135	44	42
Graham Dr. (2011)	Rockport Rd. to Rogers St.	1,815	35	31	3.34	35	58	37	234	39	142	45	43
Oakdale Dr. (2018)	Oakdale Sq. to Bloomfield Rd.	1,350	7	53	3.04	44	80	29	792	18	144	-	44
Ford Ave. (2017)	Graham Dr. to Coolidge Dr.	260	12	48	3.06	43	84	27	424	27	145	46	45
Dunn St.	SR 45/46 to Tamarack Tr.	2,044	32	35	3.83	14	7	49	74	50	148	47	46
S. Highland (2015)	Winslow Park Parking to Sidewalk	755	23	41	3.45	32	55	38	158	43	154	48	47
Woodlawn Avenue (2017)	Weatherstone Ln. to Maxwell Ln.	1,328	33	34	3.57	25	21	47	86	48	154	48	47
E. Wimbleton Ln. (2018)	High St. to Montclair Ave.	1,040	24	39	3.04	44	79	30	164	42	155	-	49
Kinser Pk.	north of Acuff Rd.	1,595	12	48	3.83	14	0	50	40	53	165	50	50
Ramble Rd.	Ramble Rd. to Dunn St.	875	28	37	3.26	38	0	50	86	48	173	51	51
Sare Rd. (2017)	Rogers Rd. to Cathcart St.	3,330	12	48	3.20	40	30	45	138	46	179	52	52
N. Dunn St. (2015)	Tamarack Trail to Lakewood Dr.	3,602	12	48	3.41	34	0	50	64	52	184	53	53
Bryan Park NBHD (2018)	any street w/o sidewalks	n/a	n/a	na	n/a	na	n/a	na	n/a	na	na	-	na

2018 - Pedestrian Crossing

2018 - Sidewalk Construction

2018 - Sidewalk Construction

* This column compares rankings from one year to the next and highlights 6 projects that have changes greater than 4 slots. (See dark gray cells.)
 ** The tan shaded rows indicate new proposals for consideration in 2018 and the green shaded rows indicate on-going funded projects.
 *** See the Index (which follows this sheet in the materials) for a list of recently completed projects as well as previously removed proposals.

Appendix Four – Evaluation of Proposed Sidewalk Projects

Presentation

Presented by Scott Robinson, Long Range/Transportation Manager

Action

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

Background Material

Council Sidewalk Criteria – *enclosed*

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

Planning and Transportation Department Elaboration of Council Sidewalk Criteria and Prioritization Sheet (Scott Robinson) - *enclosed*

- Memo from Plan Department
- Elaboration of Prioritization Methodology
- Prioritization – Walk Score, PLOS, Transit Route Score, Density Score
 - *(Note: Council Office identified ongoing projects (in blue))*

Index and Maps – *enclosed*

Council Sidewalk Committee Policies

Criteria for Selecting Sidewalk Projects

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

History of Revisions

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

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

Other Policies

Overage Policy

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

Council Sidewalk Criteria – Application of Emerging Objective Factors

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

City of Bloomington
City Council Sidewalk Committee 2009 Prioritization Process

Process Overview

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

Prioritization Methodology

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

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

Known Issues

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

Walk Score

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

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

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

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

Pedestrian Level of Service (Ped LOS)

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

2019 Council Sidewalk Committee - Initial Project Prioritization

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17th St. (2012)	Crescent Street to College Ave.	5,500	45	22	2.46	50	216	10	996	11	93	19	18
High St.	Covenanter Dr. to 2nd St.	2,622	46	20	4.01	4	93	25	156	45	94	19	20
Clark St.	3rd St. to 7th St.	1,390	60	13	3.25	39	131	14	360	29	95	21	21
Walnut St.	W.Thomas to Nat'l Guard Armory	1,064	42	24	3.99	6	34	45	679	21	96	21	22
8th St. (2017)	Jefferson St. to Hillsdale Dr.	938	61	12	3.16	41	230	8	284	36	97	23	23
10th St. (2013)	Smith Rd. to Russell Rd.	1,010	22	43	3.92	10	268	3	172	42	98	24	24
Palmer St. connector path	Wylie St. to 1st St.	529	75	4	1.50	54	146	13	328	30	101	25	25
Bryan St. (2013)	3rd St. to 7th St.	1,400	55	16	3.34	35	90	27	539	25	103	26	26
Wylie St. (2013)	Lincoln St. to Henderson St.	1,150	77	3	2.33	52	121	17	301	32	104	27	27
Mitchell St. (2016)	Maxwell Ln. to Atwatter Ave.	1,890	56	15	2.91	49	265	6	282	37	107	28	28
Palmer St. (2019)	Grimes Lane to 1st Street	2,150	66	8	2.99	46	113	19	285	35	108	-	29
W. Allen St. (2018)	Strong Dr. to Adams St.	1,320	24	40	3.89	12	73	35	662	22	109	29	30
Allen St. (2015)	Henderson St. to Lincoln St.	1,184	66	8	1.98	53	113	19	302	31	111	30	31
W. 3rd St. (2018)	Walker St. to ~240 ft. west	240	46	20	3.12	42	79	31	597	23	116	31	32
Curry Pike (2017)	SR 45 to Beasley Dr.	2,638	39	29	3.92	10	68	37	207	41	117	31	33
Corey Ln. (2015)	2nd St. to 3rd. St.	2,332	15	47	3.61	22	48	42	987	12	123	33	34
Walnut St. (2013)	SR 45/46 to 500 ft N of Fritz Dr	2,300	37	31	3.65	19	18	49	481	26	125	34	35
Fee Ln. (2015)	SR 45/46 to Lot 12 Entrance	1,353	11	53	3.44	33	48	42	5,400	1	129	35	36
Nancy St.	Hillside Dr. to Mark St.	878	31	37	3.48	30	94	24	235	39	130	35	37
Arlington Rd. (2018)	Monroe St. to Prow Rd.	5,150	20	44	3.49	29	28	47	1,029	10	130	37	37
Smith Rd. (2011)	Hagan St. to Brighton Ave. (west)	1,817	28	38	3.56	27	118	18	122	48	131	38	39
Franklin Dr. (2017)	3rd St. to Fairfield Dr.	148	40	26	2.38	51	49	41	943	14	132	38	40
Rhorer Rd.	Walnut St. to Sare Rd.	4,775	40	26	4.06	3	0	51	69	52	132	38	40
Mitchell St. (2012)	Maxwell Ln. to Circle Dr. (east)	624	34	33	3.34	35	77	33	297	34	135	41	42
Winslow Rd. (2017)	High Street to Xavier Dr.	1,524	15	47	3.95	9	69	36	152	46	138	42	43
Graham Dr. (2011)	Rockport Rd. to Rogers St.	1,815	35	32	3.34	35	58	38	234	40	145	43	44
Oakdale Dr. (2018)	Oakdale Sq. to Bloomfield Rd.	1,350	7	54	3.04	44	80	30	792	18	146	44	45
Ford Ave. (2017)	Graham Dr. to Coolidge Dr.	260	12	49	3.06	43	84	28	424	27	147	45	46
Dunn St.	SR 45/46 to Tamarack Tr.	2,044	32	36	3.83	14	7	50	74	51	151	46	47
S. Highland (2015)	Winslow Park Parking to Sidewalk	755	23	42	3.45	32	55	39	158	44	157	47	48
Woodlawn Avenue (2017)	Weatherstone Ln. to Maxwell Ln.	1,328	33	35	3.57	25	21	48	86	49	157	47	48
E. Wimbleton Ln. (2018)	High St. to Montclair Ave.	1,040	24	40	3.04	44	79	31	164	43	158	49	50
Kinser Pk.	north of Acuff Rd.	1,595	12	49	3.83	14	0	51	40	54	168	50	51
Ramble Rd.	Ramble Rd. to Dunn St.	875	28	38	3.26	38	0	51	86	49	176	51	52
Sare Rd. (2017)	Rogers Rd. to Cathcart St.	3,330	12	49	3.20	40	30	46	138	47	182	52	53
N. Dunn St. (2015)	Tamarack Trail to Lakewood Dr.	3,602	12	49	3.41	34	0	51	64	53	187	53	54
Bryan Park NBHD (2018)	any street w/o sidewalks	n/a	n/a	na	n/a	na	n/a	n/a	n/a	na	na	na	na
Maxwell Street	Miller Dr. to Short St.	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

* This column was added by the Council Office. It compares rankings from one year to the next and found no changes greater than 3 slots.
 ** The tan shaded rows indicate new proposals for consideration in 2019 and the green shaded rows indicate on-going funded projects.
 *** See the Index (which follows this sheet in the materials) for a list of recently completed projects as well as recently removed proposals.

Index for Maps of Sidewalk Proposals for Initial 2019 Sidewalk Committee Meeting

**Includes All Sidewalk Projects on Prioritization List –
Including: New, On-Going (Partially-Funded), Unfunded, and
Completed Projects**

One New Project was Requested for 2019 – Highlighted in Yellow; and
Six Projects which Moved Forward with Partial Funding in 2016 – 2018 – Highlighted in Blue.
With Three Projects Completed in 2017 or 2018 - Highlighted in Gray

**(Listed in Approximate Order of Ranking on Priority List
(Does Not Delineate Projects with the Same Rank))**

All Sidewalk Projects on Priority List (Color-Coded as Indicated Above)		
<u>Street</u>	<u>Location</u>	<u>Side</u>
Pete Ellis Drive	10 th Street to 3 rd Street	(?)
<p><i>Comments: New in 2016. Resident from Cambridge Square raised various pedestrian, transit & safety issues along this corridor that fall outside current Committee criteria (except possible traffic-calming). Among other steps, P & T staff were exploring a stop sign at Pete Ellis and 7th Street.</i></p> <p>From 2018 and 2019 Memos to Committee: Intersection improvements are anticipated at the 10th Street/Pete Ellis intersection in the next couple of years in conjunction with the development of the IU Health Bloomington Regional Academic Health Campus.</p>		
Union	4 th to 7 th	East
<p>Comments: Reaffirmed Council member interest in 2016 and 2017. Design of this project funded by the 2017 Committee.</p> <p>From 2018 Memo to the Committee. In 2016 the Committee allocated \$32,000 towards the design of a new sidewalk along Union Street, from East 4th Street to East 7th Street (east side). A design contract was awarded to Bledsoe Riggert Cooper James at the December 13, 2016 Board of Public Works meeting in the amount of \$34,380.00. Design has progressed through survey with an estimated completion date in 2018. No permanent right-of-way acquisition is anticipated with this project. The current estimated construction cost for the project is \$215,900. (Note: Storm water costs drove up the estimated cost of this project.)</p>		

<p>From 2019 Memo to the Committee. The memo reads the same as 2018 except for the sentence on design (with strikeout above). That sentence now reads: “Design has been temporarily suspended until construction funding can be identified.”</p>		
E. 3rd Street	2 Vacant Lots – 4136 – 4262	South
<p>Comments: New in 2015. Vacant parcel with side path on west and sidewalk on east which would require installation of sidewalks with any future development.</p> <p>From 2018-2019 Memos to Committee: Recent dedication of right-of-way along West 3rd Street will significantly reduce the project cost.</p> <p>Council Office Note for 2019: Construction of the side path on these parcels was proposed as part of the Century Village PUD (Ord 18-14).</p>		
Indiana Avenue	Northwest parcel at intersection with East 3 rd Street	
<p>Comments: New in 2016. After discussion of a traffic ordinance (Ord 15-27) in 2015, Cm. Volan requested that the Committee explore restricting vehicular access to this parcel. Note, this appears to fall outside the current Committee criteria.</p> <p>From 2018 and 2019 Memos to Committee. The City has plans to modernize the signalized intersection at 3rd Street and Indiana in 2020.</p>		
14th	Madison to Woodburn	
<p>Comments: Reaffirmed citizen interest in 2012.</p>		
19th	Walnut to Dunn	
<p>Comments: Combined 18th and 20th Street projects requested in 2011</p>		
Moores Pike	Andrews Circle to College Mall (Sidewalk)	South
<p>Comments: The 2016 Committee funded design for a sidewalk from College Mall Road to existing sidewalk further east. It also funded design for a possible pedestrian crossing at Clarizz/Andrews Circle.</p> <p>From 2018 Memo to the Committee: In 2016, the Committee allocated \$32,000 towards the design of a new sidewalk along East Moores Pike, from College Mall Road to Woodruff Lane (south side), as well as, the evaluation of potential pedestrian crossing improvements across Moores Pike at Clarizz Blvd. A design contract was awarded on November 19, 2016 to Crawford, Murphy & Tilly, Inc. in the amount of \$52,590.00. - Design of the sidewalk was completed in 2017 and the project is ready for construction. No right of way acquisition is necessary for this project. Construction costs are estimated to be \$195,000.00 for the sidewalk installation.</p> <p>From 2019 Memo to the Committee (Summary): The design for the sidewalk cost \$41,880 and “was substantially completed in 2018 and the project is waiting for construction funds in order progress.” (See below for the related crosswalk project.)</p>		
Moores Pike	Clarizz Boulevard - Pedestrian Crossing	Intersection – North/South Crossing

Comments: The 2016 Committee funded two projects along Moores Pike: the design of a sidewalk (see above) and the design for a possible pedestrian crossing at Clarizz/Andrews Circle.

From 2018 Memo to the Committee (excerpt): A design contract [for both projects] was awarded on November 19, 2016 to Crawford, Murphy & Tilly, Inc. in the amount of \$52,590.00.

- The pedestrian crossing evaluation was completed in 2017 recommending a concept involving the removal of the eastbound right-turn lane and curb line adjustments to decrease the intersection's crossing distance. The concept would not include a rectangular rapid flashing beacon (RRFB, but could be upgraded to include a similar device in the future if necessary. The cost to design and construct the recommended crosswalk enhancement at this intersection is estimated to be \$20,000 and \$75,000, respectively. Right of way acquisition may be necessary in both impacted intersection corners.

From 2019 Memo to the Committee: In 2018 the Committee allocated an additional \$6,000 toward the \$25,400 design cost of the crossing, while the remaining \$19,400 was paid from other P&T funds. Design will be completed in October 2018 and the current construction estimate is \$117,500. The project will be bid and awarded in November (2018), at which time the remaining \$75,00 of the Committee's allocation will be applied to the construction cost. Additional funding sources will need to be identified in order to fully fund construction. Construction is anticipated to begin in the spring of 2019.

Smith Road	Grandview Drive to 10 th	West
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Comments: Introduced for 2010 Committee and moved between 6th and 10th place over last few years.

Gourley Pike	Kinser Pike to ~ Monroe Street	North (?)
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Comments: Requested by a citizen with motorized wheelchair for consideration by 2017 Sidewalk Committee. Note: Map also includes second segment from College Avenue along North Old SR 37 and Gourley Pike to Kinser Pike (listed below).

From 2018 and 2019 Memos to Committee: INDOT is has indicated that they are planning on improving the intersection 45/46 and Stone Lake Drive/Monroe Street.

S. Rogers	1515 – 1525 S. Rogers	East
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Comments: Reaffirmed by a Council member for 2017 noting foot traffic associated with Community Kitchen. **From 2018 and 2019 Memos to Committee.** Recent property subdivision by the Parks and Recreation Department associated with Switchyard Park requires the installation of the missing section of sidewalk on the eastern right-of-way.

Jefferson St.	3 rd to 7 th	
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Comments: Long-standing request.

E. 10th	Grandview to Russell Road (unfunded segment – Grandview to Smith Ave	South
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This is a long-standing request with the portion from Smith Road to Tamarron/Deckard expected to be completed in November 2018.

In 2018, there was a renewed request for a pedestrian facility from Grandview to Smith Road.

Gourley Pike/Old SR 37	College Avenue – Kinser	
Comments: See Gourley Pike (above – with map of both areas).		
Miller Drive	Huntington to Olive	
Comments: 2009 citizen request for both sides of the street.		
5th Street	Union to Hillsdale	South
Comments: Reaffirmed citizen interest in 2016. From 2018 and 2019 Memos to Committee: The Committee is currently designing a section of sidewalk along Union Street.		
N. Indiana	15 th to one parcel south of 17 th	West
Comments: New in 2015. Vacant parcel owned by IU Foundation.		
S. Walnut	Pinewood to 2942 S Walnut	West
Comments: Scope redefined in 2016 to begin at Pinewood (not Hoosier Street) and end at 2942 S. Walnut (since Legends no longer is located there).		
Moores Pike	Valley Forge to High	North
Comments: 2009 Request		
17th Street	Crescent Street to College Avenue	South
Comments: The scope of this project was extended from ~ Monroe to Crescent Street by 2012 Committee. The segment between Madison and College was completed in 2014. The segment between Maple and Madison was in design stage in 2014. The segment from west of Maple to Madison was in right-of-way acquisition phase for 2015. Other funds have been identified to complete sidewalks along this corridor. The Committee anticipates that this project will go forward with use of other funds. From 2018 and 2019 Memos to Committee: The City has hired Aztec Engineering Group to design the reconstruction of 17 th Street from Crescent to Monroe Street. The project will include a sidewalk on the south side of the street and a multiuse path on the north side. The City is currently in the right-of-way acquisition phase and anticipates construction in 2019.		
High Street	Covenanter to 2 nd	East
Comments: 2009 Request. Repair – raise curb. Note: For 2019, CBU identified possible storm water work at this intersection.		
Clark Street	3 rd to 7 th Street	

Comments: Introduced in 2013 and has stayed in the 15-21 range since then.

S. Walnut

Winston/Thomas to Indiana Nat'l
Guard

West

2009 Request from Department of Public Works. The 2016 Committee funded design and acquisition of right-of-way

From 2018 and 2019 Memos to the Committee: In 2016 the Committee allocated \$13,000 for design of a sidewalk along South Walnut Street, from Winston Thomas to National Guard Armory (west side). A design contract was awarded to Parsons Cunningham and Shartle Engineers, Inc. on November 1, 2016 in the amount of \$32,750.00. Design of the project was completed in October 2018 with a revised construction estimate of \$60,300. In 2018, the Committee allocated \$63,000 toward construction of the project. The project will be bid and awarded in November 2018 and construction will begin in spring of 2019. Upon discovering that CBU has a commitment to install and repair some sections of the sidewalk adjacent to their property, a cost-sharing agreement for \$24,000 went to the BPW at the end of October. P&T recommended that the \$60,300 of unused funds be applied to the Moores Pike and Clarizz project.

East 8th Street

Jefferson Street to Hillsdale

Comments: N/A

E. 10th

Smith Road to Russell Road
(completed from Smith to
Tamarron/Deckard)

East

Comments: Introduced in 2013. Affirmed by citizen in 2016 and 2017 and subject to design funding in 2016.

Comments: New in 2015. Reaffirmed citizen interest in 2016 and 2017. Project involves INDOT and MCCSC (University Elementary School). The 2016 Committee funded design, which includes sidewalk on south/east side from Smith to Deckard and a pedestrian crossing at Deckard/Tamarron with refuge, beacon, lane marking, and signage.

From 2018 Memo to Committee. In 2016 the Committee allocated \$24,650.00 for the design of a sidewalk and crossing. In 2017, the Committee allocated \$58,000 towards the construction cost of the project. Design was completed in the summer of 2017 and the project was bid and awarded for construction to Crider & Crider on November 28, 2017 in the amount of \$337,785. Construction is anticipated to begin in 2018 and be completed in July 2018. Construction and INDOT permitting fees were funded via:

- \$78,000 from Council Sidewalk Committee (the Chair approved a \$20,000 increase given cost savings on the Rockport Road project)
- \$15,000 MCCSC contribution given the proximity and anticipated benefit to University Elementary
- \$247,285 Planning & Transportation contribution from the department's General Fund budget

In addition to coordination with MCCSC, this project included coordination with INDOT given this section of E 10th Street is State Road (SR) 45 and any modifications to it require INDOT approval. Throughout the coordination effort, INDOT not only supported the City's proposed changes but was willing to contribute by designing and constructing a pedestrian hybrid beacon (PHB) at the SR 45/Tamarron intersection (estimated value \$131,000) upon completion of the city's portion of the project. That portion of the project was awarded

in August 2018 to Ragel Inc. in the amount of \$110,416 (INDOT funding) and is anticipated to be completed by the end of November 2018.

(See E. 10th from Grandview to Russell Road – for a much longer project.)

Palmer (street connection)	Wylie to 1 st	Palmer (street connection)
Comments: 2009 Request for pedestrian facility in right-of-way between these two streets. See request for curb-gutter-sidewalk from Grimes Lane to 1 st (below)		
Bryan Street	3 rd to 7 th Street	
Comments: Introduced in 2013. Affirmed in 2016 by Cm. Mayer in light of intersection improvements anticipated 3 rd /High/Bryan.		
Wylie St.	Lincoln to Henderson	
Comments: New in 2013. Narrow right-of-way at east end with use for parking motor vehicles.		
Mitchell Street	Maxwell Lane to Atwater	?
Comments: New in 2016. Cm. Ruff observed enough pedestrian usage to suggest this project be considered. Committee noted presence of sidewalks on both sides of Jordan to the west.		
Palmer St	Grimes to First Street	
Resident Request for 2019: Issues included narrow street, parked cars, absent sidewalks or ones in poor condition and families walking children to Templeton School. CBU Note 2019: Some storm water work performed along Palmer in 2011.		
West Allen	Strong Drive to S. Adams Street	South
Comments: New request in 2018 to fill in missing gaps in sidewalks. Anonymous. Possible area for traffic-calming project. From 2019 Memo to Committee: (In reference to traffic-calming initiatives) One request is considering West Allen Street from Patterson Drive to Adams Street that does present characteristics that necessitate traffic calming techniques as well as pedestrian enhancements. 2019 CBU Note on Storm Water: Acknowledges that storm water issues on West Allen may coincide with pedestrian projects.		
Allen Street	Henderson to Walnut Street	?
Comments: Introduced in 2015.		
Curry Pike	Beasley Drive to SR 45	(?)
Comments: Resident request for 2017. City jurisdiction may not extend beyond the right-of-way.		
W. 3rd Street	Walker Street to ~ 240' west	South

Comments: 2018 Request from Cm. Piedmont-Smith to provide sidewalks next to recently approved LifeDesigns residential facility. 2019 Council Office Note: Project did not develop. However, adjacent parcel may develop with sidewalk.		
Corey Lane	2 nd and 3 rd Street	
Comments: Introduced in 2015. All but northern and southern blocks are in the county.		
Walnut	SR 45/46 to 500 feet North of Fritz Drive	West
Comments: Introduced in 2013. Bike lanes were installed, but no formal pedestrian facilities are in place.		
Fee Lane	SR 45/46 to Entrance to Lot 12	West
Comments: New for 2015. Adjacent to recently developed IU sport facility.		
Nancy St.	Hillside Dr. to Mark St.	
Comments: 2009 request from Cm. Rollo based upon petition from residents.		
Arlington Rd (2018)	Monroe St to Prow Rd	
Comments: 2018 Request (Anonymous)		
Franklin Dr. (2017)	3 rd St to Fairfield Dr.	
Comments: Anonymous request. New for 2017. Sidewalk along 3 rd Street may be on parcel owned by the State and may be constructed with I-69 project. From 2018 and 2019 Memos to Committee – Complementary Initiatives): INDOT has improvements planned at the the 3rd Street/Franklin Drive intersection and the SR 37 overpass with the I-69 Section 5 project.		
Rhorer Rd.	Walnut St. to Sare Rd.	
Comments: 2009 request for side path from Cm. Piedmont-Smith. From 2018 and 2019 Memos to Committee – Complementary Initiatives): Monroe County is currently constructing a project that will install new sidewalks and a multiuse path from Rogers Street to Walnut Street Pike. The City has begun the design process for a multiuse path that will connect the Jackson Creek Trail to South Sare Road. Construction is anticipated in 2020.		
Smith Rd. (2011)	Hagan St. to Brighton Ave	West
Comments: New for 2011 Committee. Reaffirmed for discussion in 2017 by Cm. Granger.		
Mitchell St (2012)	Maxwell Ln. to Circle Dr.	East
Comments: The Committee approved a pedestrian lane on the east side in 2012. In 2016, the Committee authorized funding for the design of a sidewalk.		

*From 2018 Memo to the Committee. In 2016 the Committee allocated \$22,000 towards the design of a new sidewalk along South Mitchell Street, from Maxwell Lane to Circle Drive. A design contract was awarded to Parsons Cunningham and Shartle Engineers, Inc. on November 1, 2016 in the amount of \$27,250. **Design is progressing and is anticipated to be completed in 2018. No right of way acquisition is necessary for this project. The construction cost estimate is \$198,000.***

***Additional Information from 2019 Memo to the Committee:** In September of 2017 an addendum to the design contract for additional utility services was approved increasing the final design Design cost to \$35,828. In 2018 the Committee allocated \$153,000 towards the project, with an additional \$45,000 being contributed from CBU. Plans will be completed in October and the project is programed to be bid and awarded in November of 2018. Staff do not yet have an updated construction cost estimate, but initial estimates indicate a likely cost of approximately \$190,000. Construction is anticipated to begin in the Spring of 2019.*

Winslow Rd (2017)	High Street roundabout to Xavier Court	North
<i>Comments: Citizen request for 2017. Sidewalks on south side but not north side. Does not serve walkers, joggers or bicyclist. Andrew Cibor indicated that MPO may fund multiuse path on north side further west from Highland to Walnut and east from the Jackson Creek bridge to Stands Drive.</i>		
Graham Dr (2011)	Rockport Rd to Rogers St	?
<i>Comments: New for 2010 Committee. Probable sewer component.</i>		
<i>Notes from 2018: Traffic-calming discussed both as a temporary measure due to nearby construction and as a longer term measure for this street. Neighborhood meetings were held.</i>		
Oakdale Dr (2018)	Oakdale Sq. to Bloomfield Rd	
<i>Comments: 2018 Request from various sources (including tenants and manager of apartments in the area.</i>		
Ford Ave. (2017)	Graham Dr. to Coolidge Dr From Graham Drive to Park	
<i>Comments: New request for 2017 from Cm. Mayer as a result of CDBG applications. The project would connect pedestrians on Coolidge to City park and might include a gateway feature.</i>		
Dunn	SR 45/46 to Tamarack Trace	East
<i>Comments: In 2001, the Council Sidewalk Committee recommended ~ \$74,700 for design of the sidewalk from SR 45/46 to Tamarack Trail. In May 2002, <u>Ord 02-05</u> authorized installation of various traffic-calming devices on North Dunn. Then, in September 2005, <u>Ord 05-25</u> removed those authorizations and codified a few stop signs instead. Renewed request in 2009 and 2016.</i>		
S. Highland	Winslow Park Parking Lot to Sidewalk	?
<i>Comments: New for 2015. Parks Department has discouraged pedestrian use of this route.</i>		

Woodlawn	Weatherstone Lane to Maxwell Lane	East (?)
Comments: Request for consideration in 2017 indicating multiuse path along Bryan Park is inconvenient for commuters.		
E. Wimbledon Lane	High Street to Montclair Avenue	
Comments: 2018 request from Cm. Rollo after meeting with the neighborhood association. Reaffirmed interest for 2019 expressed by resident with concern, among other things, with children walking to Childs Elementary School.		
Kinser Pike	North of Acuff	West
Comments: Renewed request in 2009 from Cm. Sturbaum and Sandberg.		
Ramble Road	Ramble to Dunn	East
Comments: Request for 2009 by Cm. Wisler.		
N. Dunn	Tamarack Trail to Lakewood Drive	?
Comments: New for 2015.		
Bryan Park Neighborhood	Streets without sidewalks	
Comments: 2018 request from resident made at the time of annexation proceedings under the mistaken believe that the City (and not the property owner) is responsible for installing sidewalks. Note: The Council Sidewalk Committee and Planning and Transportation (formerly Public Works) installed sidewalks along South Henderson (with INDOT's former Safe Route to Schools Program), and crosswalk island by Bryan Park, and identified Allen Street as a bicycle & Pedestrian corridor.		
Maxwell Street	Miller Drive to north of Short Street	West?
Comment: This project was added at the request of Cm. Rollo to coincide with the Co-Housing PUD at the intersection of Maxwell and Short Street and improvements at that site.		
From 2019 Memo to Committee: In 2018 the Committee allocated \$13,000 towards the design of a sidewalk on the west side of South Maxwell Street. In October of 2018 the City awarded a design contract to Bynum Fanyo & Associates Inc. in the amount of \$20,920. The additional \$7,920 in design funding will be paid by Planning and Transportation funds. Final plans for the project are expected to be completed by June of 2019. The design contract for this project currently allows flexibility for the sidewalk to be designed on either the east or west side of Maxwell Street. While the original allocation specified the west side of the street, Staff recommends that the Committee allow the project's initial feasibility/design phase to determine the most appropriate side of the street for this sidewalk.		

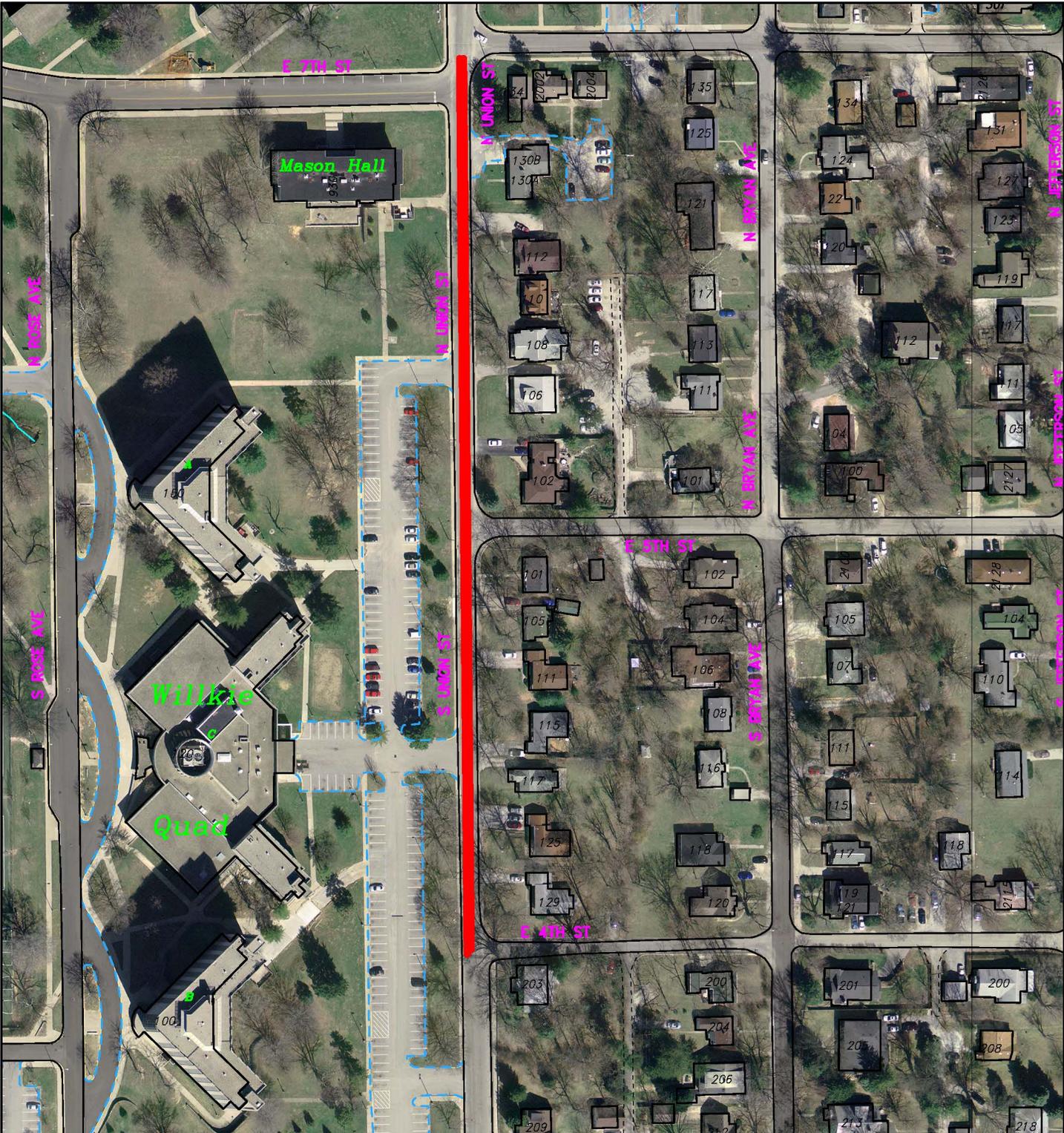
Recently Completed Projects (or Projects to be Funded from Other Sources)

Rockport Road	Countryside Lane to Tapp Road	West
<p>Comments: <i>This was a long and expensive project. After starting funding in 2012 and with a series of phases in cooperation between HAND, CDGB, and Public Works, the north portion to about 200' south of Countryside Lane was completed in 2015. The segment from south of Graham to Tapp Road anticipated linking with a future sidewalk to be built for 500' as part of the expected improvement of the Tapp/Rockport Road intersection. The 2016 Committee funded money for design from West Pinehurst to south of Graham Drive.</i></p> <p>From 2018 and 2019 Memos to Committee. <i>In 2016 the Committee allocated \$22,000 for the design of a new sidewalk along the western right-of-way of South Rockport Road, from West Graham Drive to West Pinehurst Drive. In 2017 the Committee allocated \$200,000 for the construction of the sidewalk. Design was completed in October of 2017 and the project was bid and awarded to Groomer Construction on November 28, 2017 in the amount of \$175,298.00 (\$24,702 less than the Sidewalk Committee's allocation). Construction was completed in the summer of 2018.</i></p> <p>From 2018 and 2019 Memos to Committee – Complementary Initiatives: <i>A continuous sidewalk will exist on the west side of Rockport from Rogers to Tapp Road upon completion of the Tapp/Rockport intersection improvement project in 2018.</i></p>		
Sare Road	Rogers Road to Cathcart Street	West
<p>Comments: <i>Request for consideration in 2017 by Cm. Rollo. Traffic calming and pedestrian crossings. Bicycle and pedestrian facilities recommended here on City-wide plans and submitted to MPO for funding.</i></p> <p>From 2018 and 2019 Memo to the Committee (paraphrased in part): <i>In 2017 the Committee allocated \$48,000 towards the installation of two pedestrian crosswalk islands on South Sare Road (one at East Winston Street and the other at East Spicewood Lane). The project was designed in-house by Planning and Transportation staff in 2017 and the construction was bid and awarded to E&B Paving in December 2017 at an amount of \$147,000 in December 2017. Construction was completed in the spring of 2018 with an additional contribution of \$99,000 from the department's Alternative Transportation Fund budget</i></p> <p>From 2018 and 2019 Memo to the Committee – Complementary Initiatives: <i>The City has recently selected WSP to design a multiuse path that will connect the existing path at Buttonwood Lane to the existing path at Cathcart Street. Construction is anticipated to be in 2020.</i></p>		
Morningside Drive	Sheffield Drive to Park Ridge Road	North
<p>Comments: <i>New in 2012. First evaluation in 2013. (From 2018 Memo to the Committee.) In 2016 the Committee allocated \$110,000 for the design and construction of a sidewalk along East Morningside Drive from Sheffield Drive to Park Ridge Road (north side). A design contract was awarded to Bynum Fanyo & Associates, Inc on April 19th, 2016 in the amount of \$15,860.00. Design was completed in September 2016 and the City bid the project out for construction in November 2016. The construction contract was awarded to Groomer Construction at the November 29, 2016 Board of Public Works meeting in the amount of \$111,234.00. Construction began April 11, 2017 and was completed June, 2017 with a final construction cost of \$117,800.12.</i></p>		

E. 7th Street	Bypass to Hillsdale Drive	
Comments: (From 2018 Memo to the Committee.) In 2016 the Committee allocated \$20,000 for the construction of a multiuse path connection between East 7 th Street and the 45/46 pedestrian underpass (west side). The project completed approximately 220 feet of a new asphalt pathway that connects the existing pathway along the west side of the 45/46 bypass, to East 7 th Street, to the existing pathway that serves the pedestrian underpass. On December 13, 2016 the Board of Public Works awarded the construction contract to E&B Paving, Inc. in the amount of \$44,444.00. Construction began in March of 2017 and the project was completed in early May 2017 with a final construction cost of \$45,414.00.		
Fairview	Wylie to Allen Streets	West
Comments: (This project was requested in 2011 and completed (with the help of CBU and CDBG) in 2016. Council Sidewalk funds paid for design. About \$233,000 in CDBG funds and about \$28,000 from the CBU budget went towards this project.		
17th	Indiana to Forrest	South
Comments: Improvements by IU along this corridor in 2016 appear to have resolved the need for sidewalks here.		
Kinser Pike	North of 17 th to Existing Sidewalk	East
Comments: The Committee has considered installation of a sidewalk on this stretch of Kinser Pike for over a decade, but was reluctant given the cost of right-of-way. After deciding against a proposal to install a sidewalk within the right-of-way on the west side of the street in 2012, the Committee went forward with the project on the east side. The contract for construction was awarded in 2015 for completion in 2016.		
Sheffield Drive	Morningside Drive to Plymouth Road	West
Comments: Introduced in 2013. Committee Report recommended funding in 2014. Project completed in 2015.		
Maxwell Lane	Highland to Sheridan	North
Comments: Highland to Jordan completed in 2013. Jordan to Sheridan was completed in 2014 and completes sidewalk links from Henderson to High Street.		
Leonard Springs	Tapp Road to 400 feet south of Bloomfield Road	East
Comments: The proposal to contribute towards this County project was introduced in 2013. While the roadway is within the City, the adjacent parcels and necessary right-of-way lie in the County. The County completed this project in the fall of 2014 and the City contributed \$15,000 toward its cost.		
West 17th	Madison to Woodburn	South
Comments: Completed in 2014		
Morningside	Smith Road to Sheffield	South
Comments: New for 2011 Committee – Completed 2012		
3rd Street	Bryan Ave to Travel Lodge	North
Comments: Multi-phase project completed in 2012		
Southdowns	Jordan to Mitchell	South

Comments: Relisted for 2011 – Completed in 2012

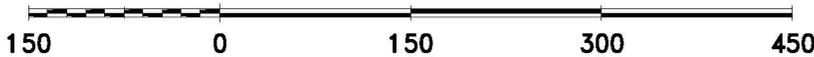
Previously Removed Projects		
Ruby Lane/Covenanter Dr	Nancy to Hillside	South
Comments: Removed in 2011 in favor of sidewalk on Marilyn Drive		
Clubhouse Drive	Kinser to Old SR 37	
Comments: Removed Winter of 2009-10		
Covenanter Drive	Ruby to High	South
Comments: Removed in 2011 in favor of sidewalk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



2009 Council Sidewalk Committee

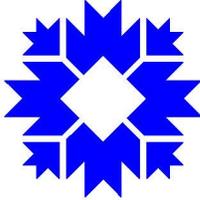
Tim Mayer's request for a sidewalk on the east side of Union St. (from 4th to 7th)

By: fallsm
6 Oct 08



For reference only; map information NOT warranted.

City of Bloomington
Clerk & Council



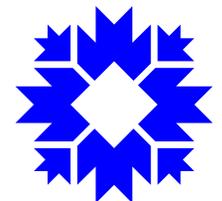
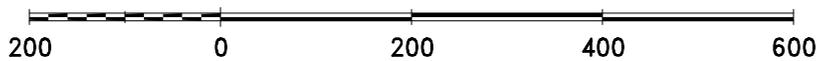
Scale: 1" = 150'



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

City of Bloomington
 Clerk & Council

By: finnh
 3 Nov 14



Scale: 1" = 200'

For reference only; map information NOT warranted.



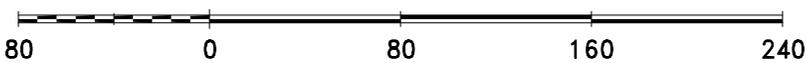
2016 Council Sidewalk Committee Request

Cm Volan inquired into use of Committee ATF monies to improve safety of intersection

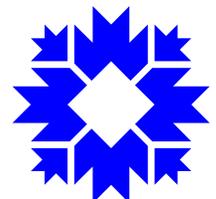
Re: Vehicular access to Gas Station/Convenience Store at 527 E. 3rd Street

By: shermand

24 Dec 15

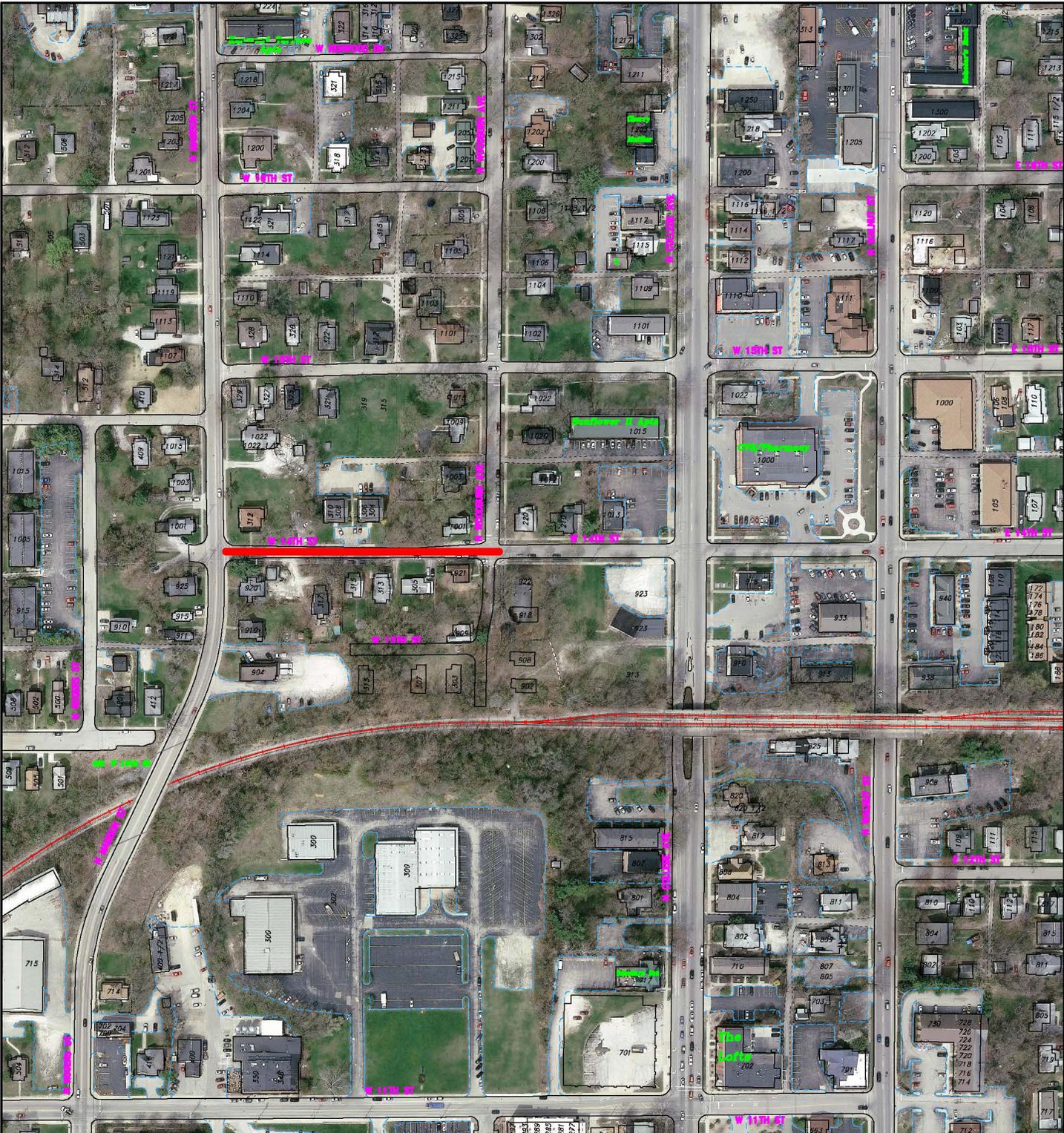


City of Bloomington
Clerk & Council



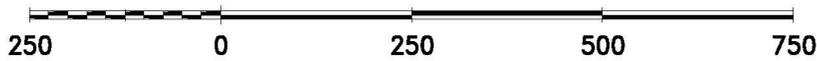
Scale: 1" = 80'

For reference only; map information NOT warranted.



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

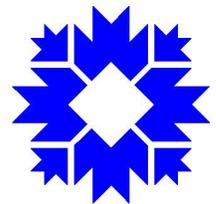
By: shermand
 2 Nov 11
 File: LPWdl



For reference only; map information NOT warranted.



City of Bloomington
Clerk & Council

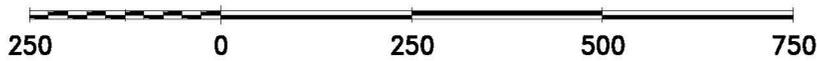


Scale: 1" = 250'

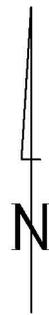


Council Sidewalk Committee Project Request
 19th from Walnut to Dunn (Segments) – In Liew of 18th or 20th
 2012 Revision

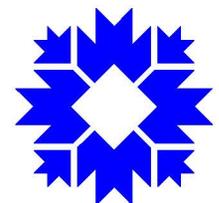
By: shermand
 1 Nov 11
 File: LP19th



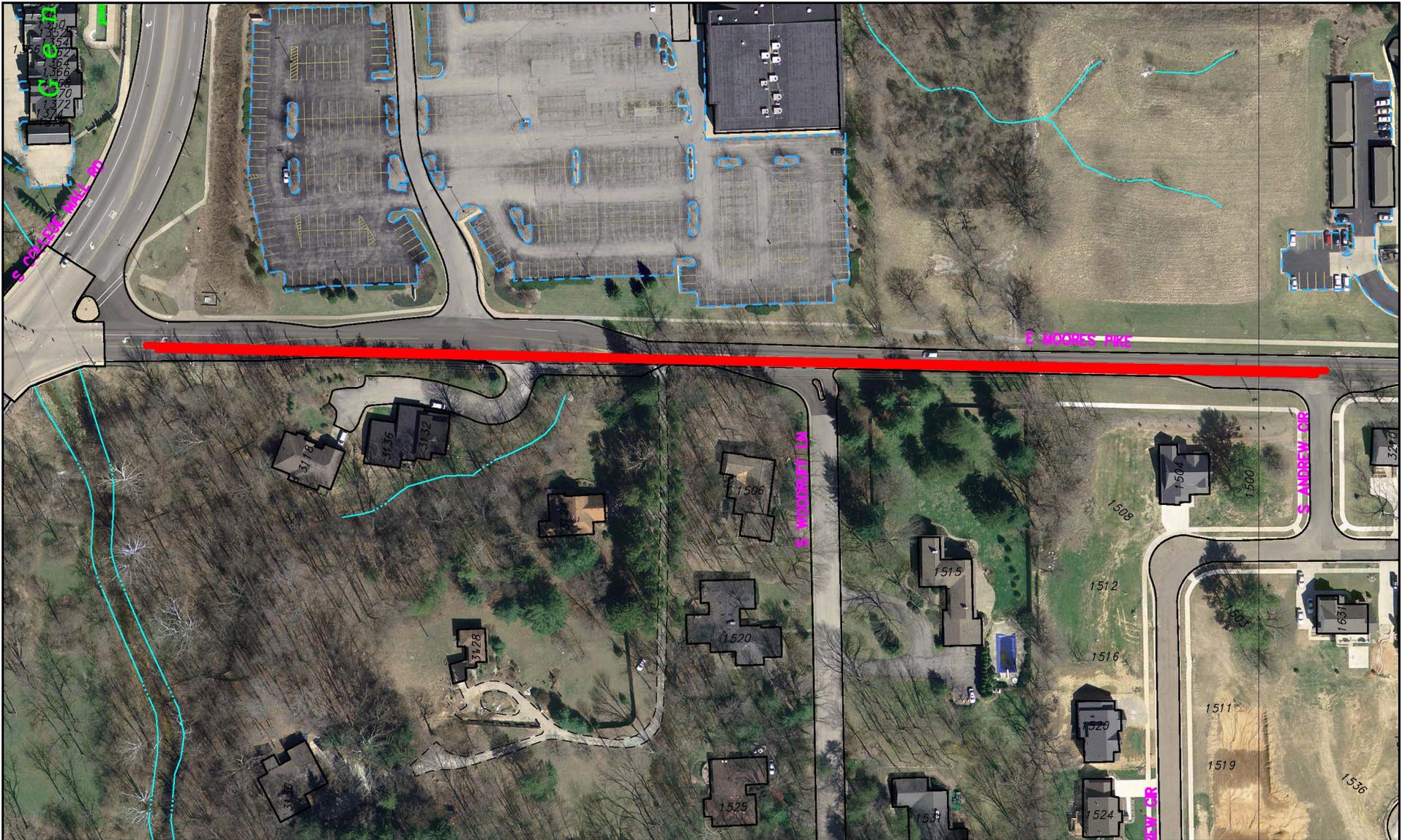
For reference only; map information NOT warranted.



City of Bloomington
 Clerk & Council



Scale: 1" = 250'



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

By: fallsm
 6 Oct 08



For reference only; map information NOT warranted.



City of Bloomington
 Clerk & Council

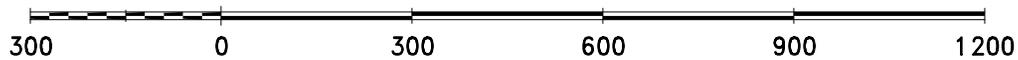


Scale: 1" = 150'



Council Sidewalk Committee – 2017
 Request for Sidewalks along Gourley Pike and Old SR 37 (East of North College Avenue)

By: shermand
 28 Nov 16



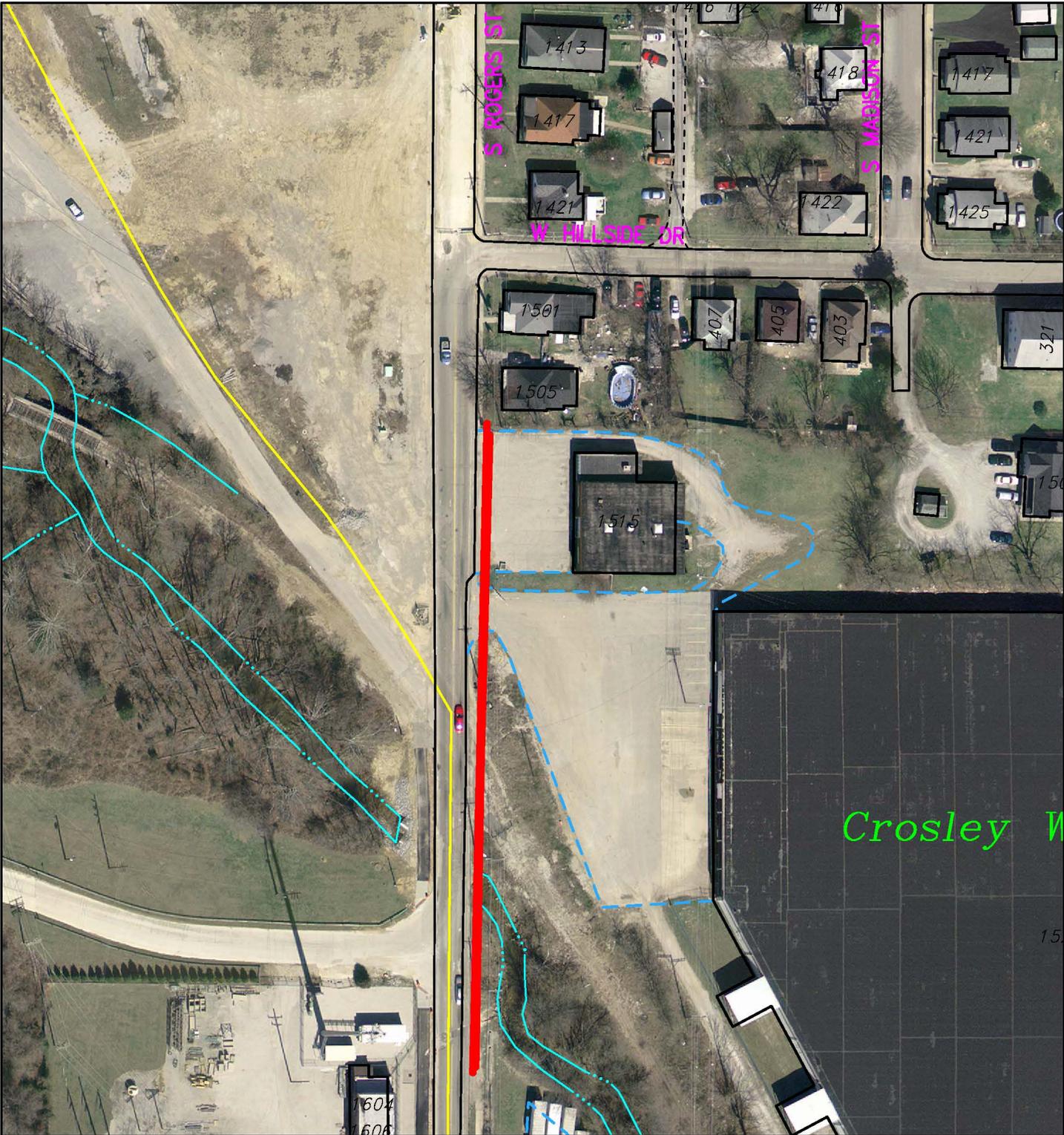
For reference only; map information NOT warranted.



City of Bloomington
 Council Office

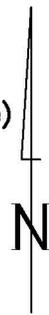
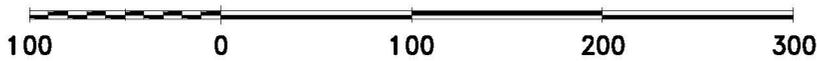


Scale: 1" = 300'

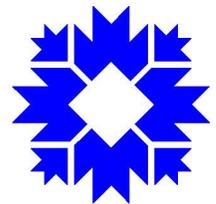


2009 Council Sidewalk Committee
 Councilmember Piedmont Smith request for sidewalk
 in front of 1515 (Zuchinni Print) and 1525 (Warehouse) South Rogers (east side)

By: shermand
 22 Oct 08



City of Bloomington
 Clerk & Council

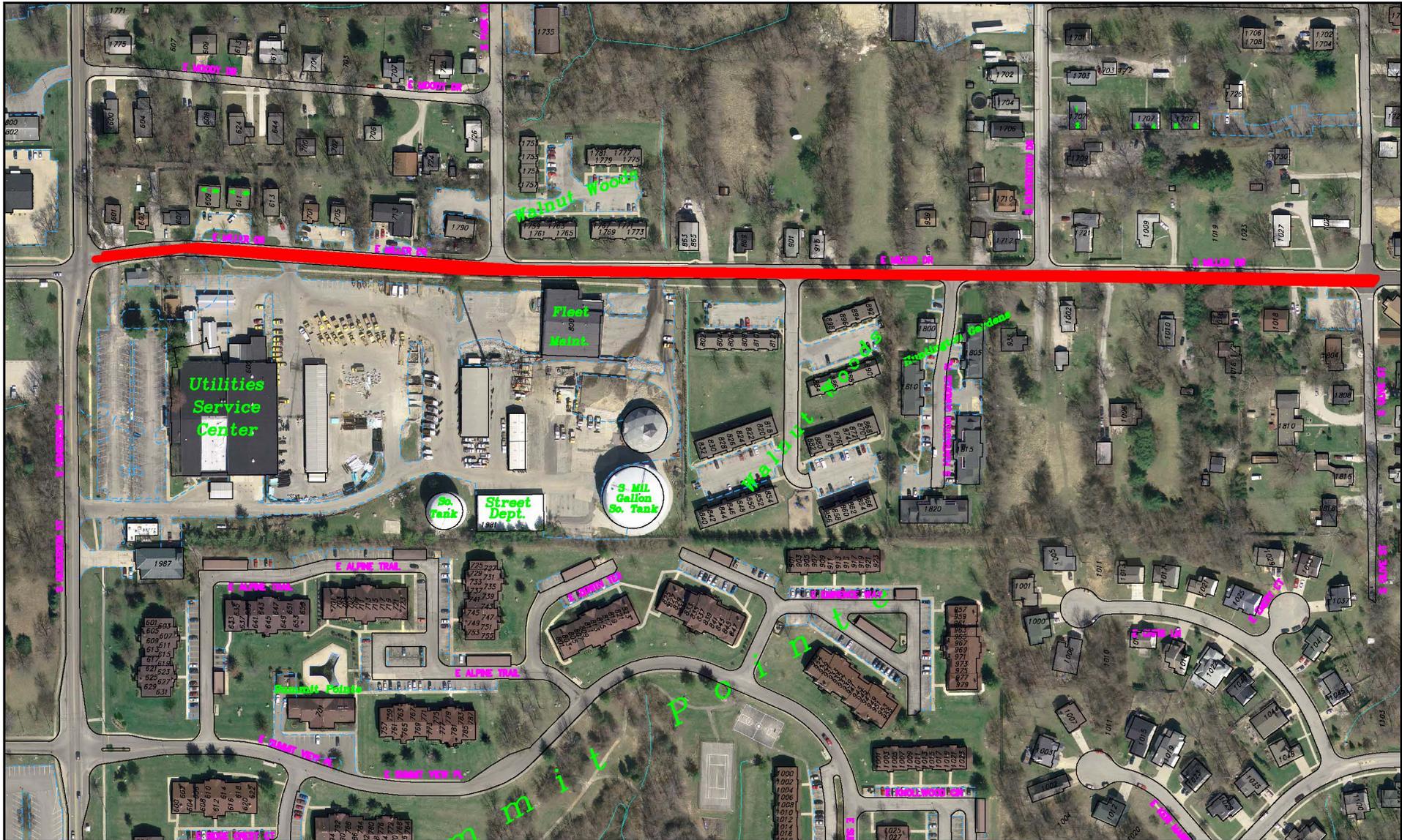


Scale: 1" = 100'

For reference only; map information NOT warranted.

Gourley Pike/Old SR 37 (2017)

– Please see map for Gourley Pike (2017) (above) for aerial view which includes both sidewalk segments.



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

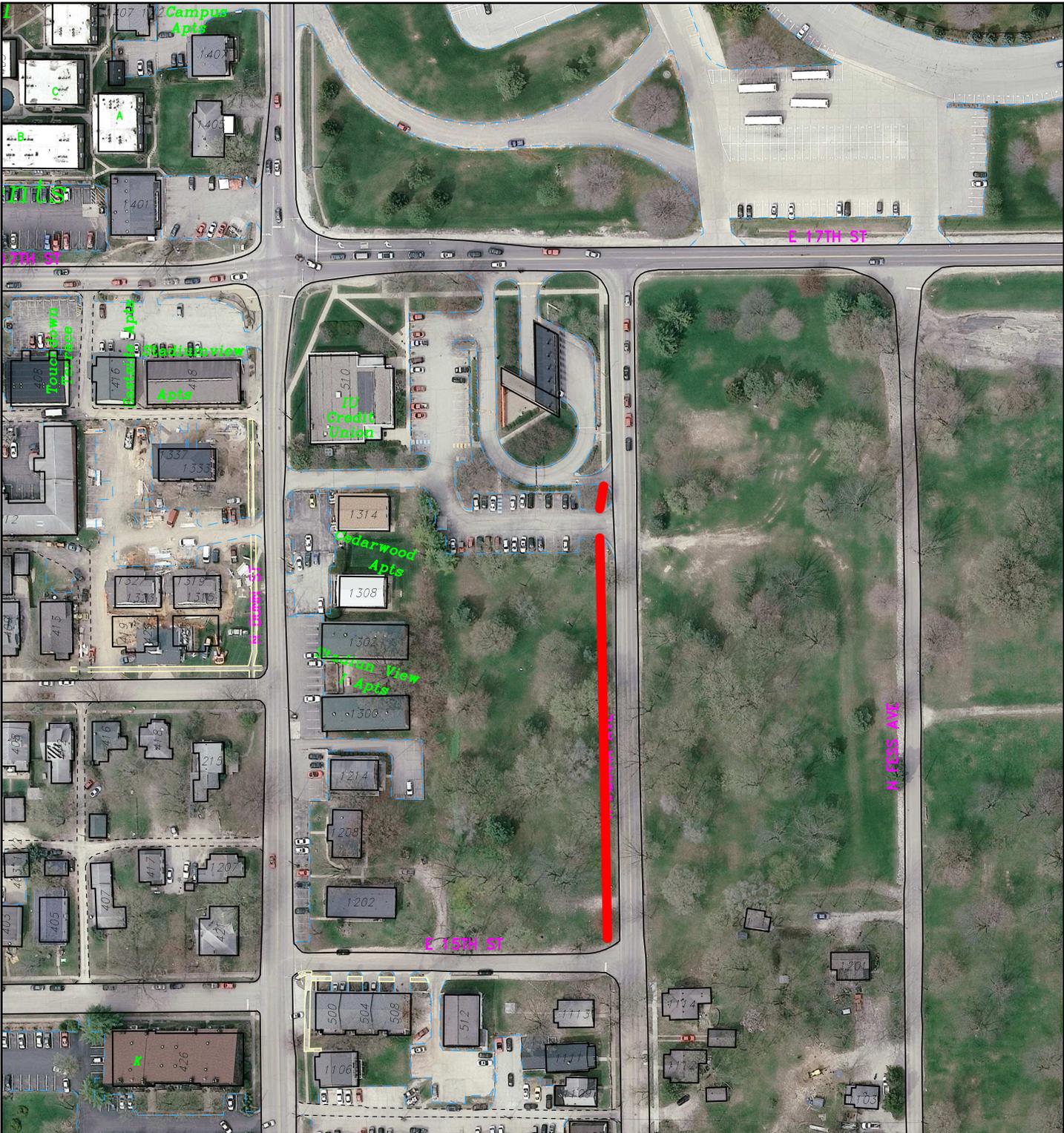
By: fallsm
 7 Oct 08



For reference only; map information NOT warranted.

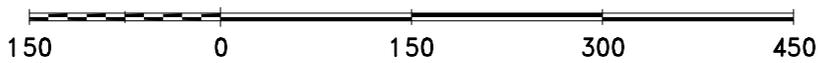
City of Bloomington
 Clerk & Council

Scale: 1" = 250'

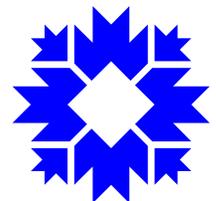


N Indiana St – from 15th St to the IUCU Property South of 17th St

By: finnh
7 Nov 14

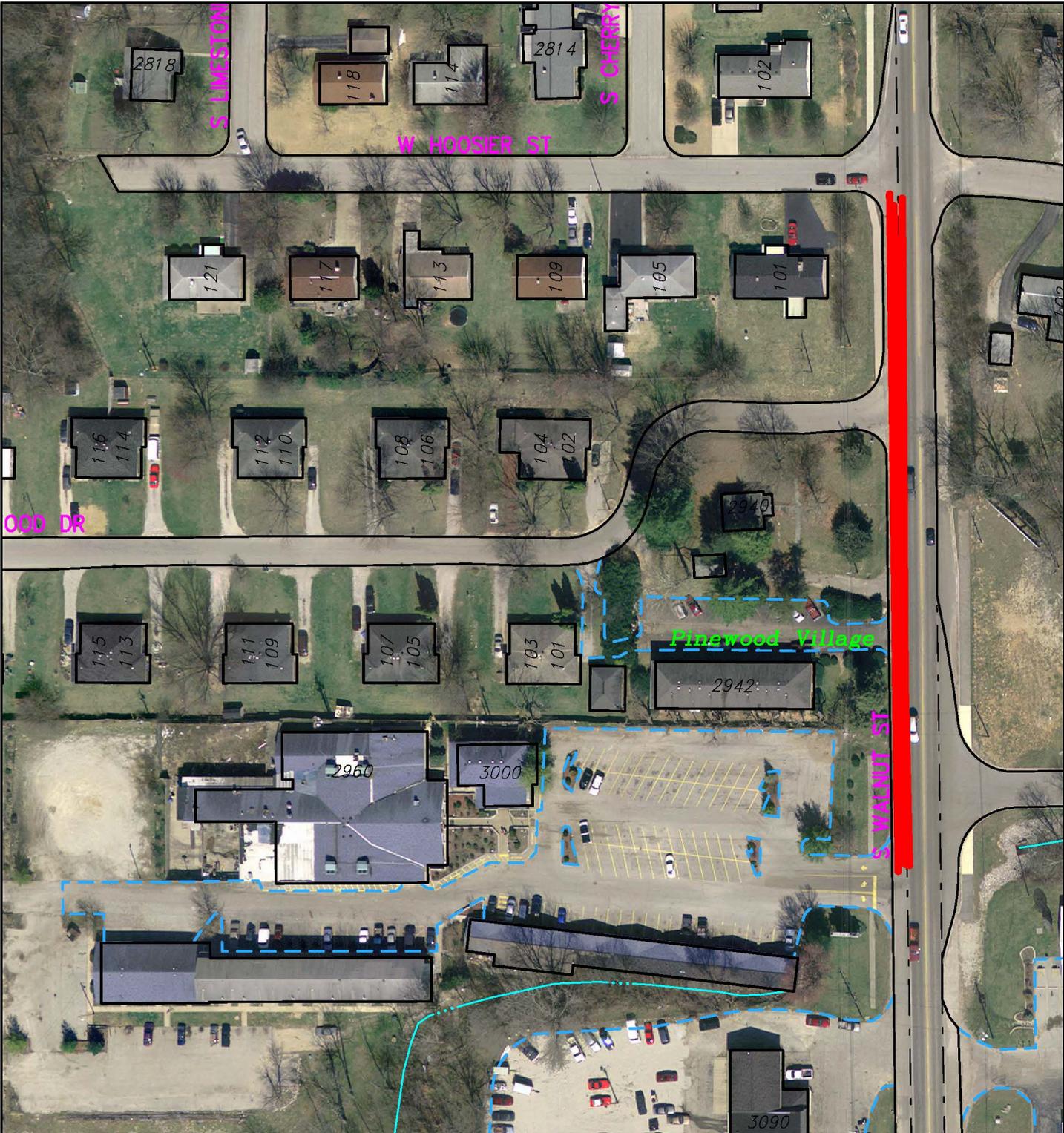


City of Bloomington
Clerk & Council



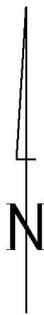
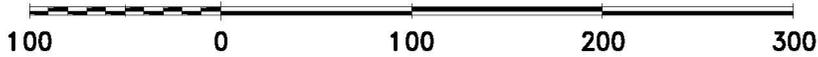
Scale: 1" = 150'

For reference only; map information NOT warranted.

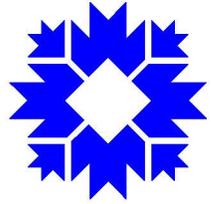


2009 Council Sidewalk Committee
 DPW's request for a sidewalk on S Walnut (from Hoosier St to Legends)

By: fallsm
 6 Oct 08

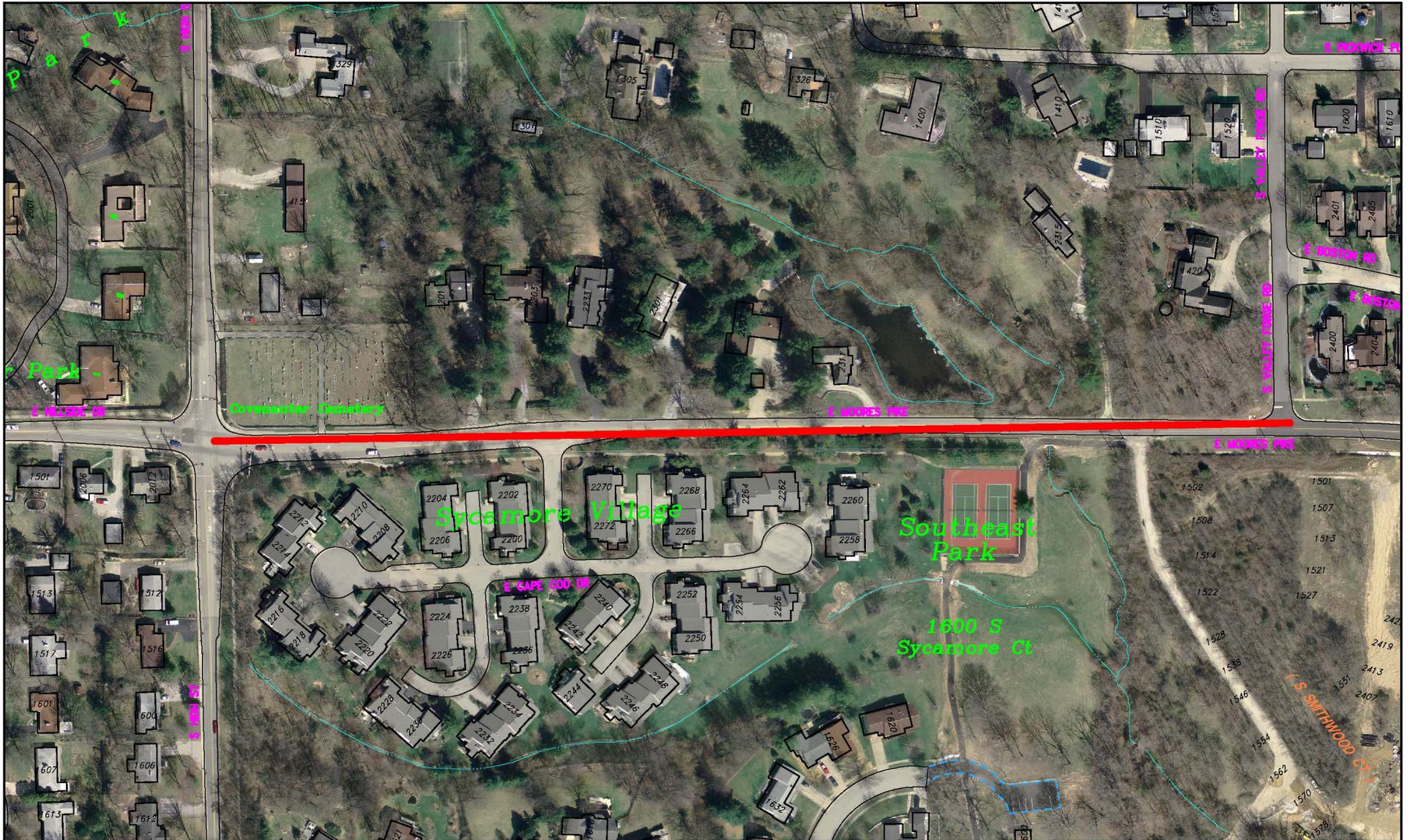


City of Bloomington
 Clerk & Council



Scale: 1" = 100'

For reference only; map information NOT warranted.



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

By: fallsm
 3 Oct 08



For reference only; map information NOT warranted.



City of Bloomington
 Clerk & Council



Scale: 1" = 200'



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

By: shermand
1 Nov 11
File: LL17th



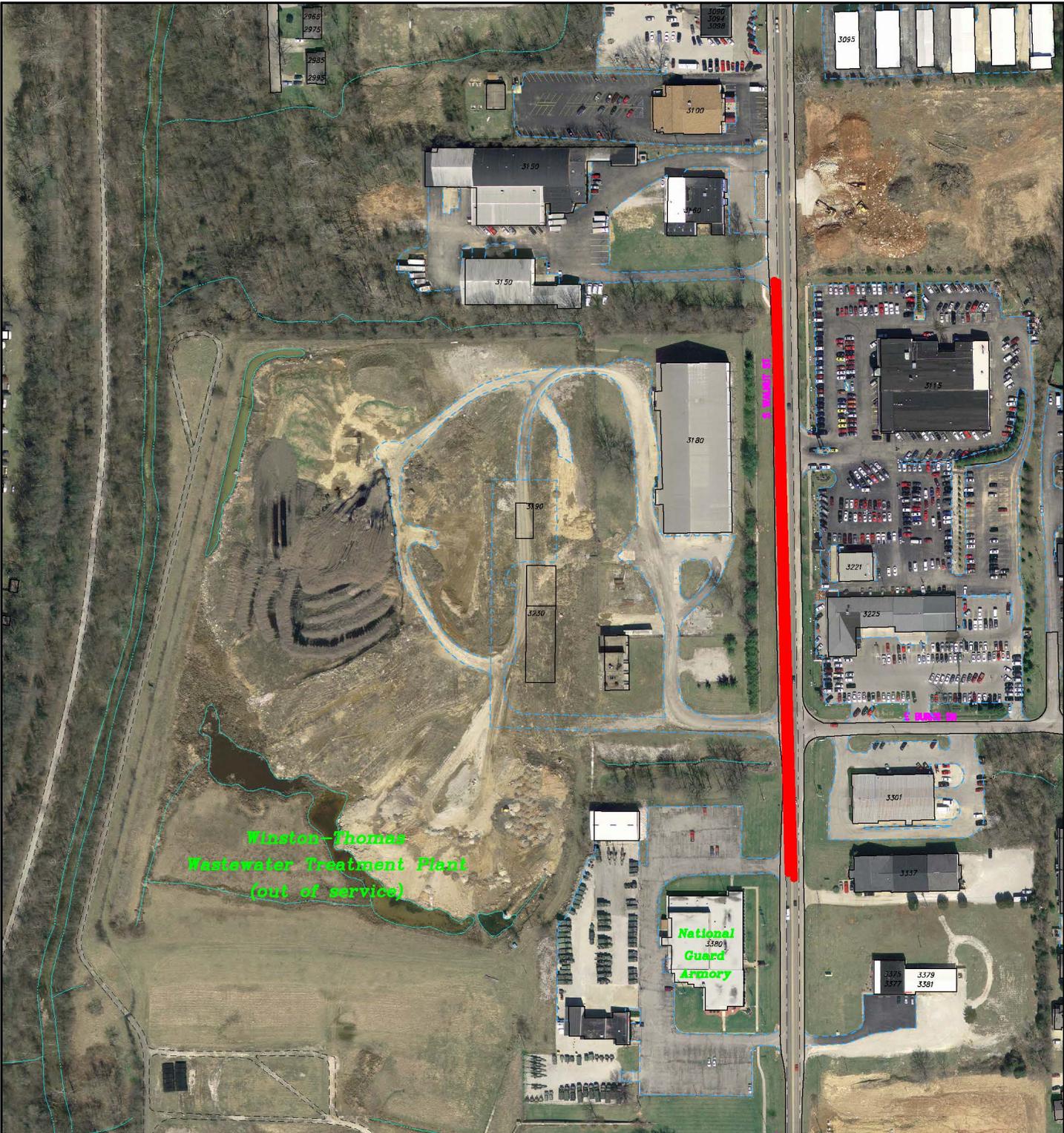
For reference only; map information NOT warranted.



City of Bloomington
Clerk & Council



Scale: 1" = 800'

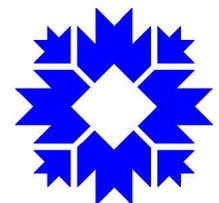
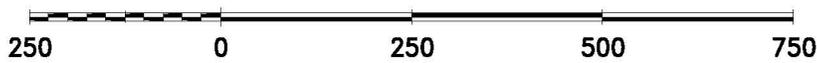


2009 Council Sidewalk Committee

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

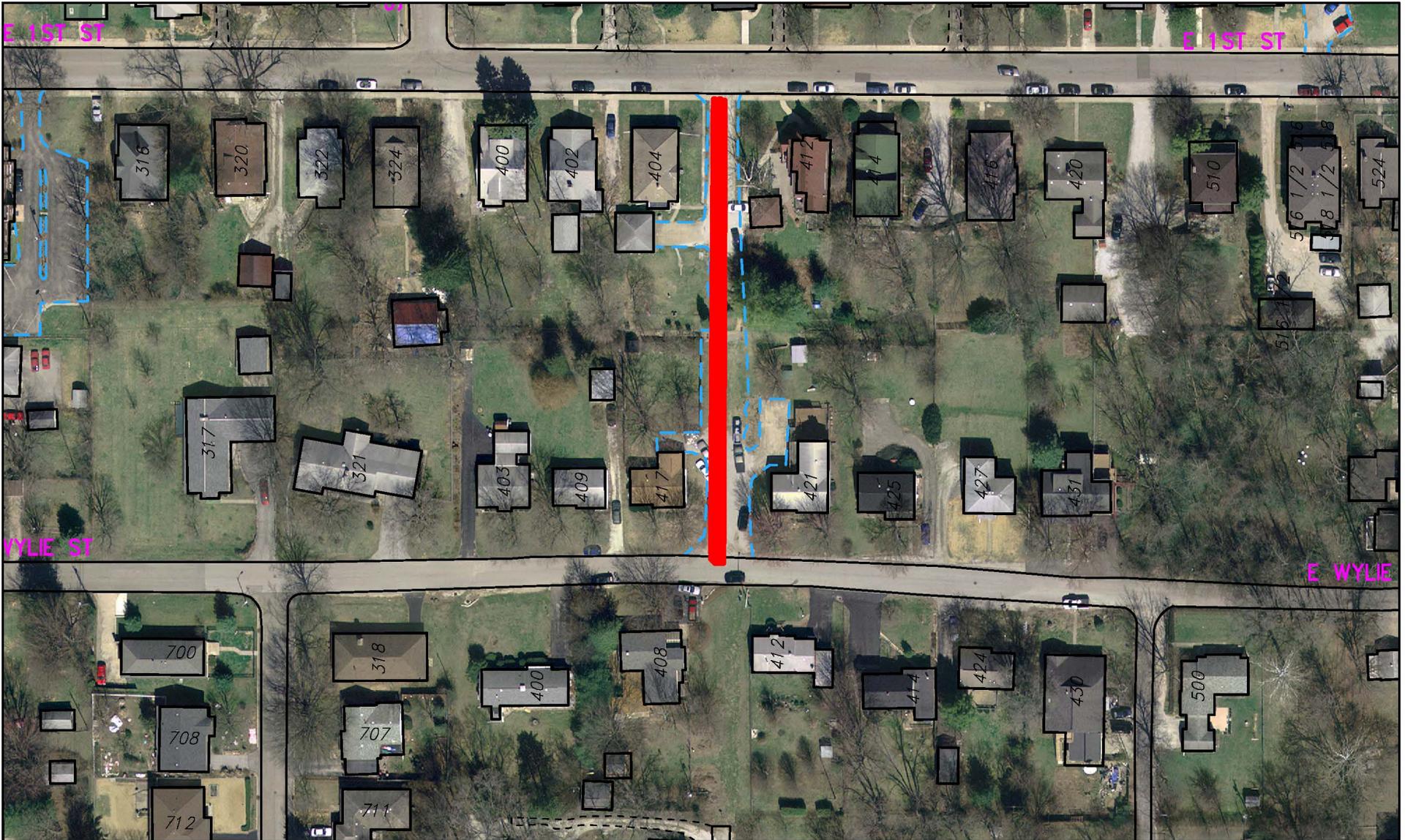
City of Bloomington
Clerk & Council

By: fallsm
6 Oct 08



Scale: 1" = 250'

For reference only; map information NOT warranted.



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

By: fallsm
7 Oct 08



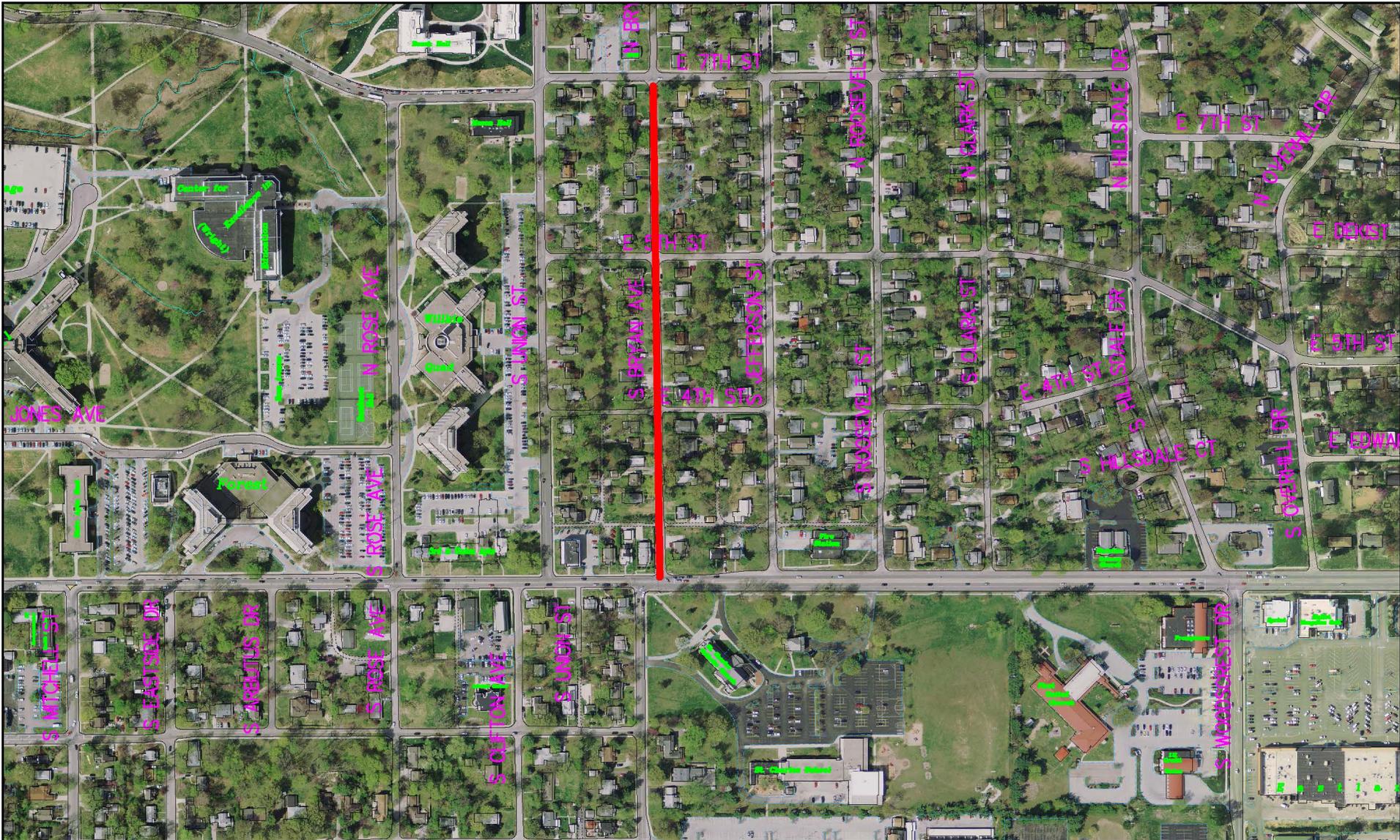
For reference only; map information NOT warranted.



City of Bloomington
Clerk & Council



Scale: 1" = 100'



**Council Sidewalk Committee for 2013 – Request from Councilmember Mayer
Bryan Street from Third to Seventh (Either Side)**

By: shermand
20 Dec 12



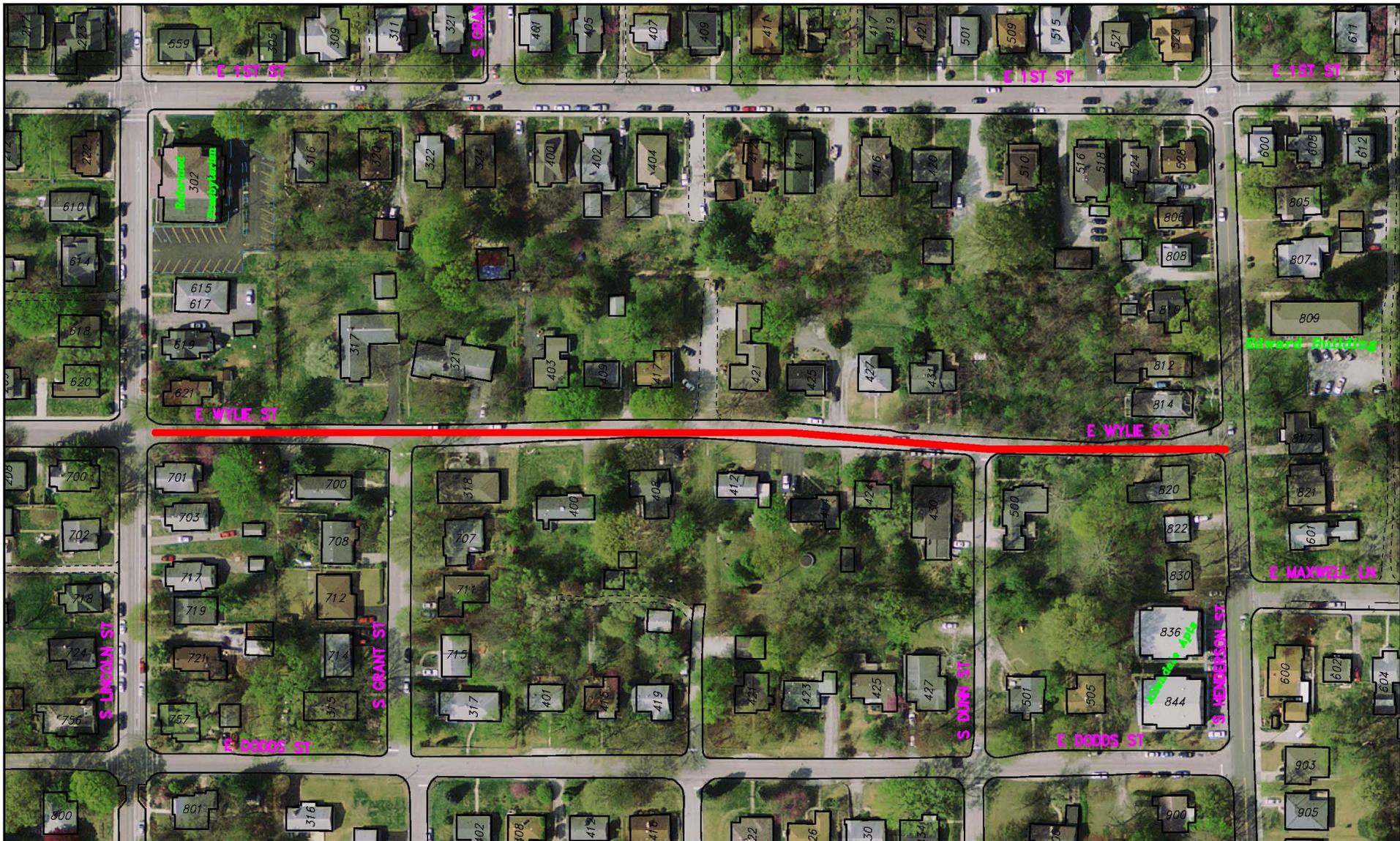
For reference only; map information NOT warranted.



City of Bloomington
Clerk & Council



Scale: 1" = 400'



Council Sidewalk Committee for 2013 – Request from Mr. Zook
 Wylie Street from Dunn (or perhaps Lincoln) to Henderson

By: shermand
 18 Dec 12



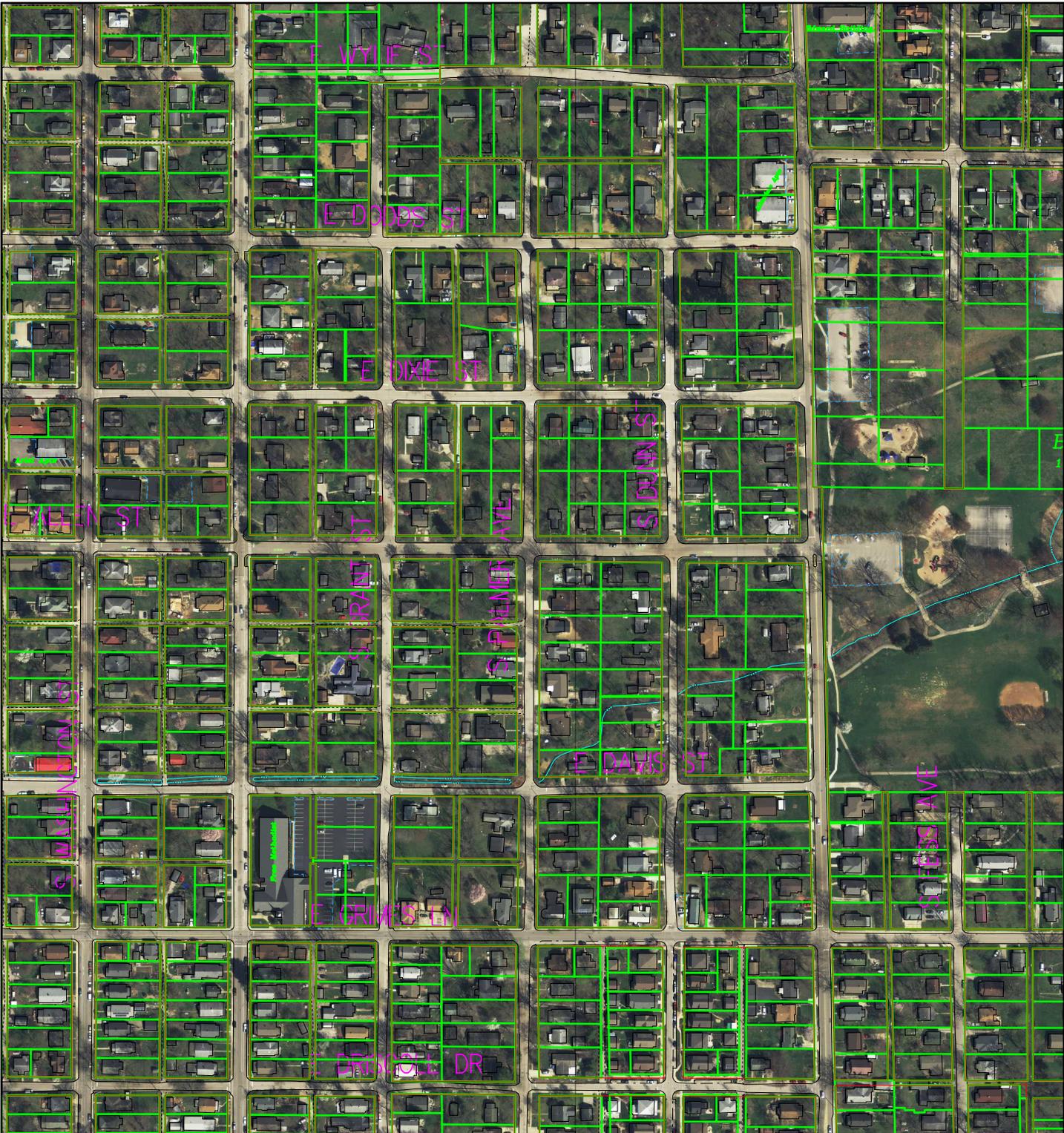
For reference only; map information NOT warranted.



City of Bloomington
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Scale: 1" = 150'



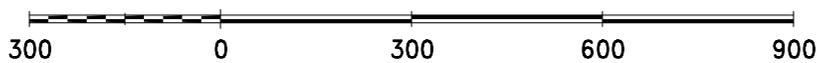
Council Sidewalk Committee Inquiry - 043018

South Palmer - from existing sidewalk south of Grimes to Wylie Street

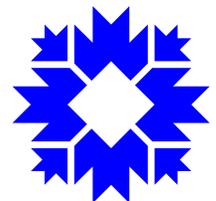
With Parcel Size and Right of Ways

By: shermand

30 Apr 18

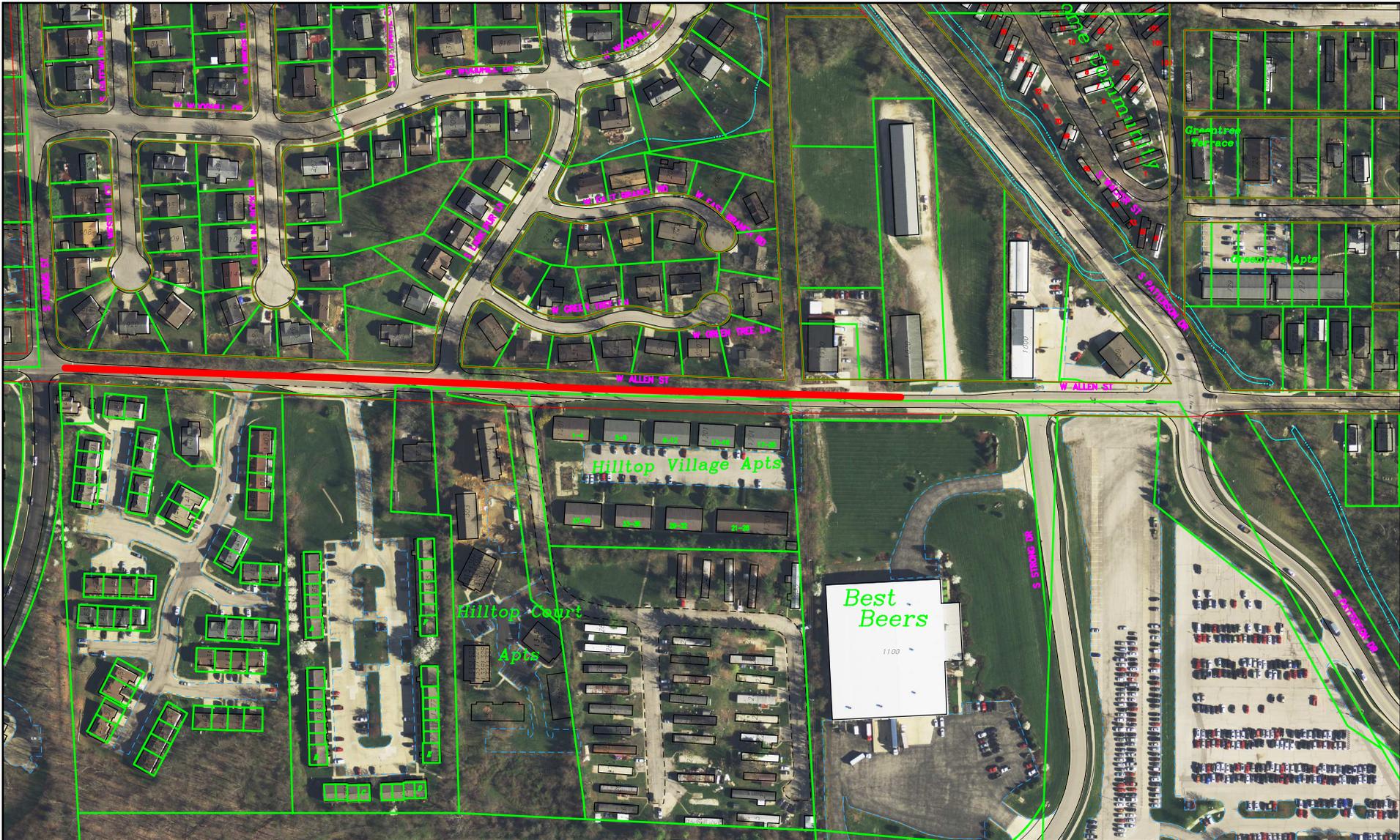


City of Bloomington
Council Office



Scale: 1" = 300'

For reference only; map information NOT warranted.



Council Sidewalk Committee Request – 2018
 Missing Sidewalk Segments from Strong Drive to Adams Street
 Possible Traffic-Calming Location

By: shermand
 7 Feb 18



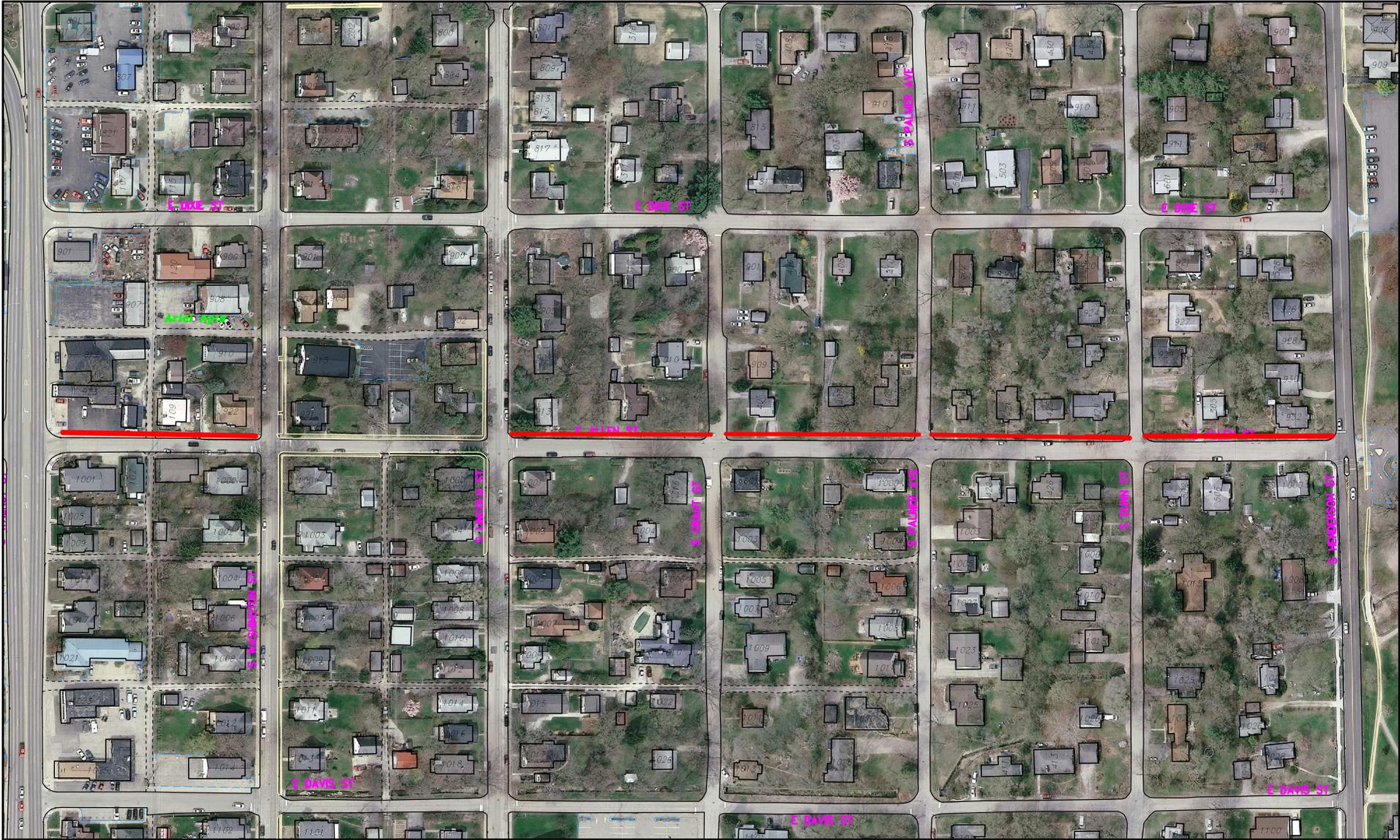
For reference only; map information NOT warranted.



City of Bloomington
 Council Office



Scale: 1" = 250'



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

By: finnh
7 Nov 14

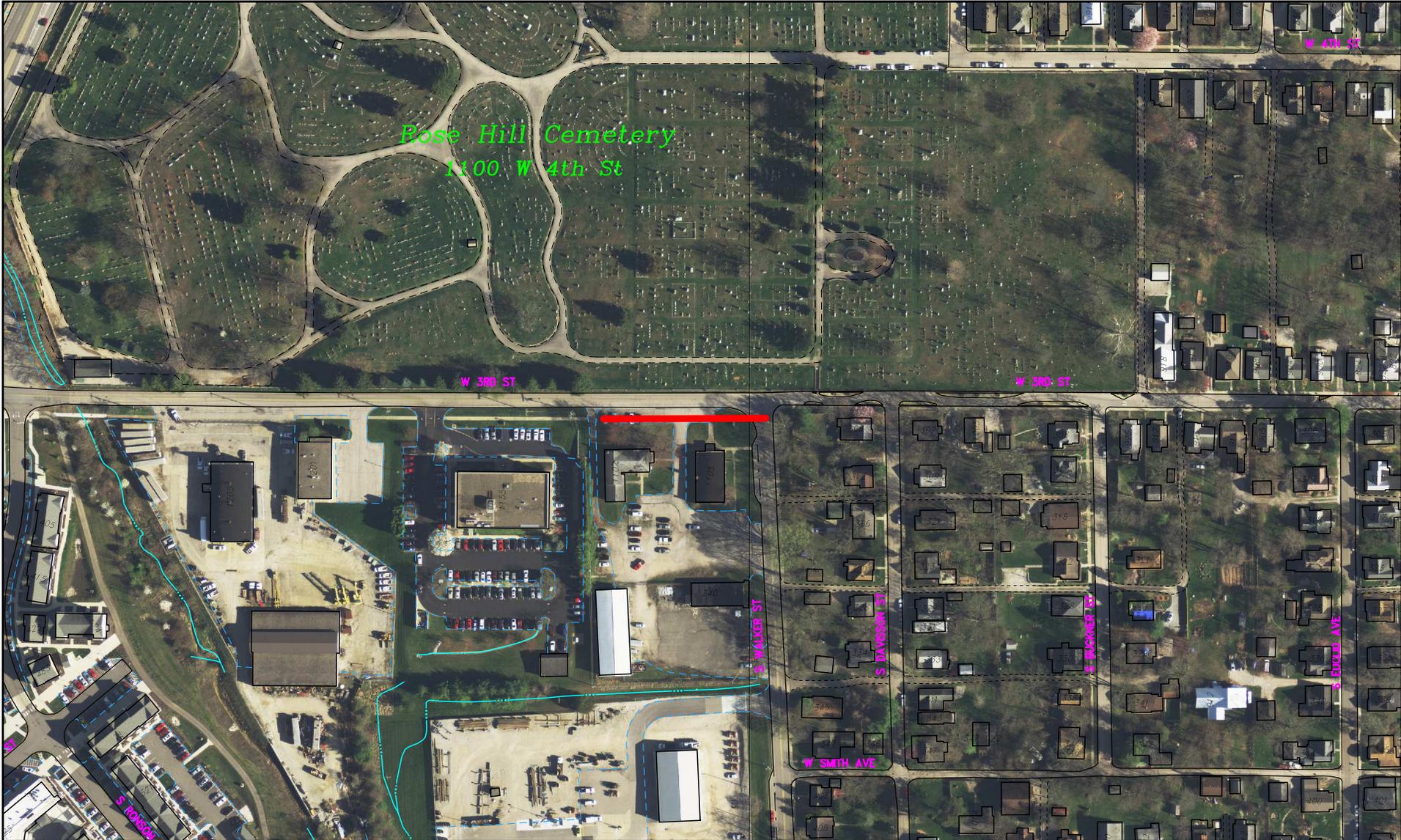


For reference only; map information NOT warranted.

City of Bloomington
Clerk & Council

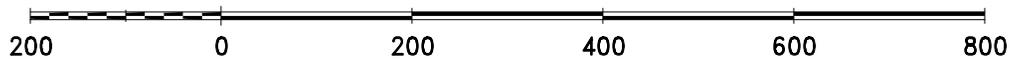


Scale: 1" = 200'



Council Sidewalk Committee Request – 2018 – Cm. Piedmont-Smith
1100 Block of West 3rd Street (South Side) – new LifeDesigns residential facility

By: shermand
7 Feb 18



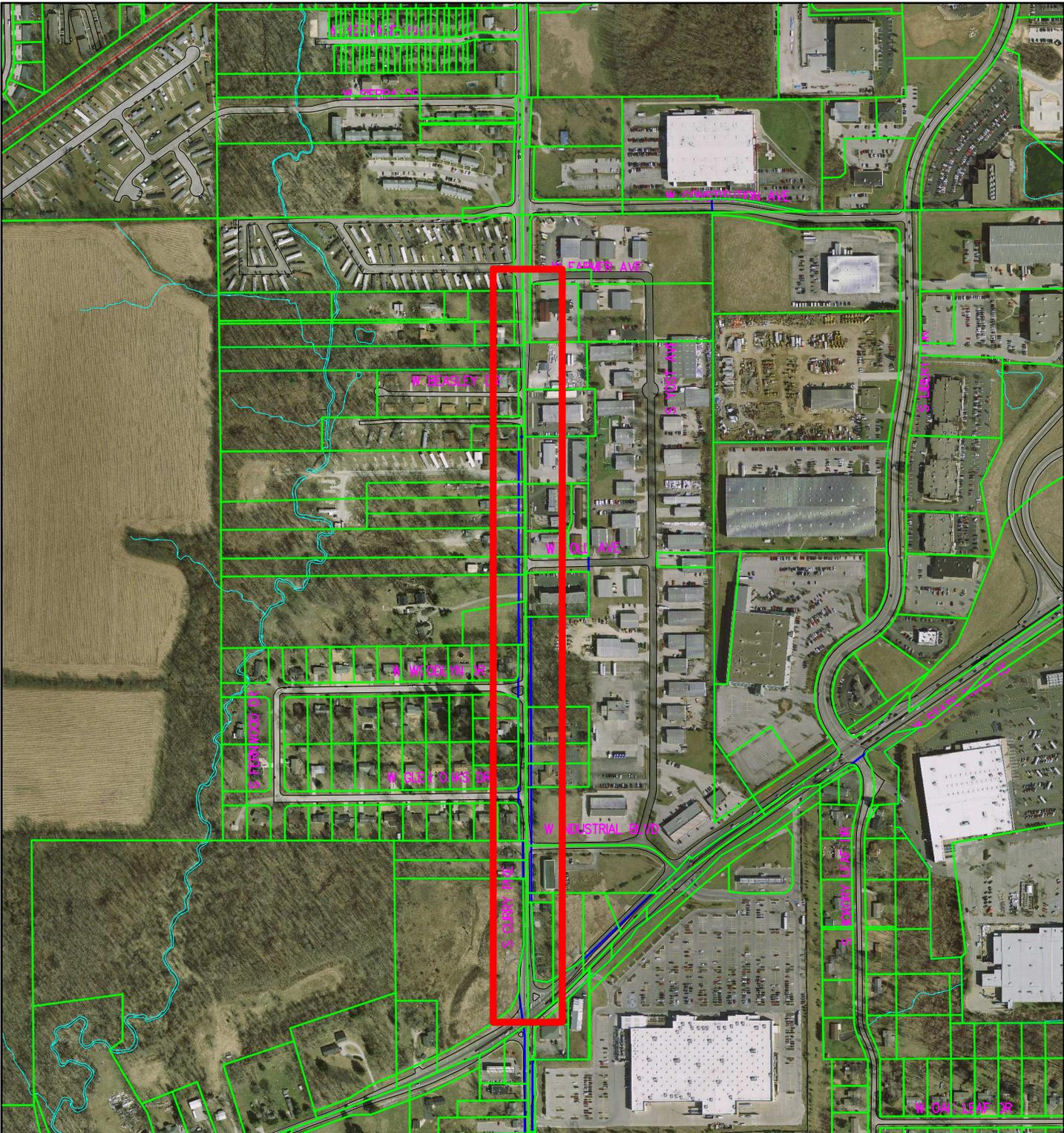
For reference only; map information NOT warranted.



City of Bloomington
Council Office



Scale: 1" = 200'



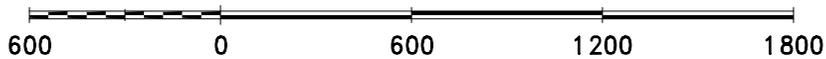
Council Sidewalk Committee – 2017

Request for Sidewalks along Curry Pike from north of Beasley to SR 45

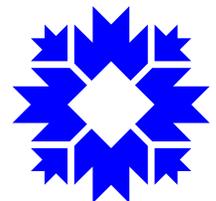
Note: Some areas are in the County; some existing sidewalks

By: shermand

1 Dec 16

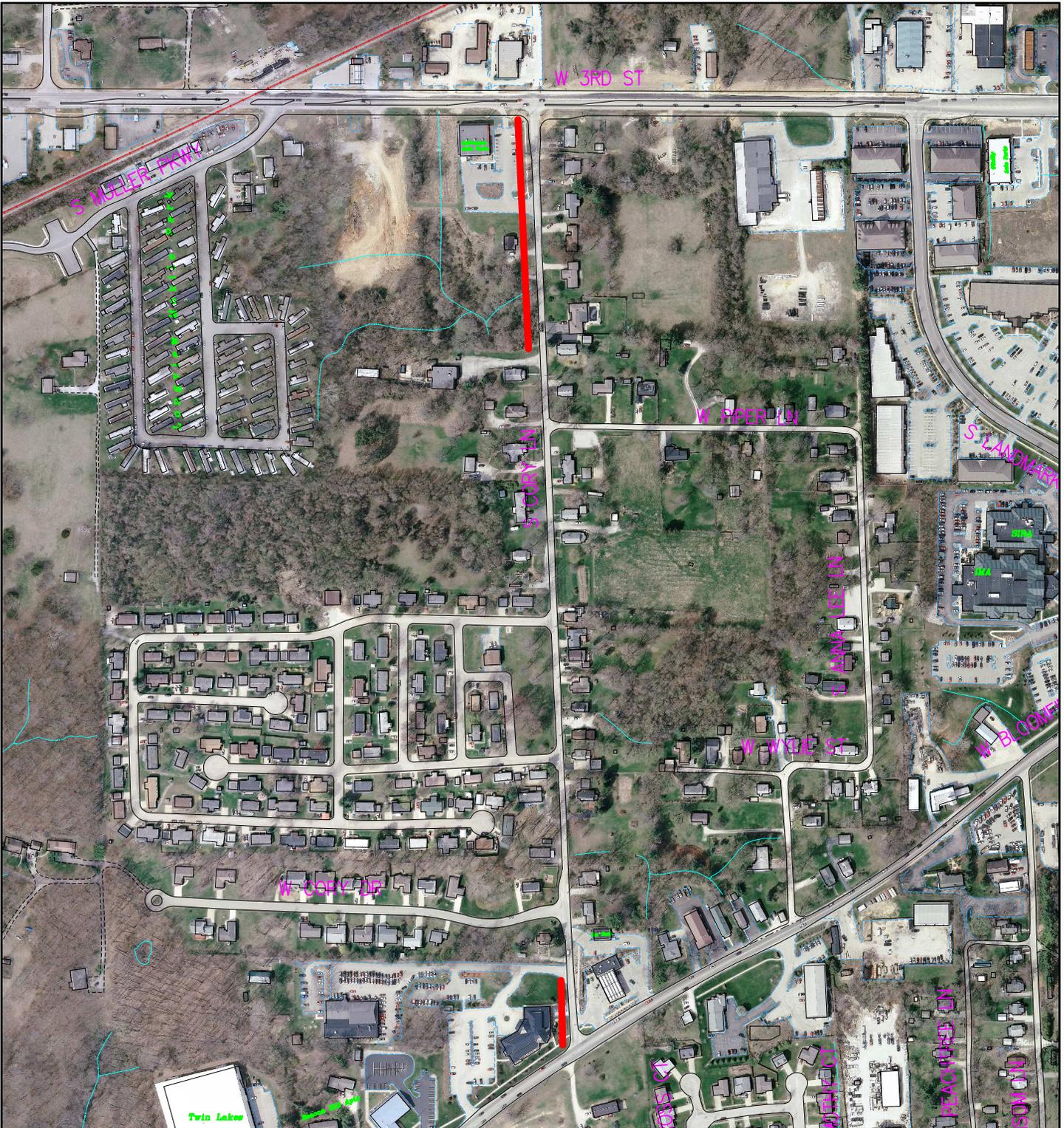


City of Bloomington
Council Office



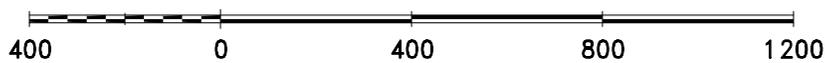
Scale: 1" = 600'

For reference only; map information NOT warranted.

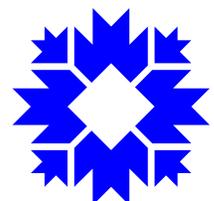


Corey Ln – Missing Links within City Between W 2nd and W 3rd

By: finnh
13 Nov 14

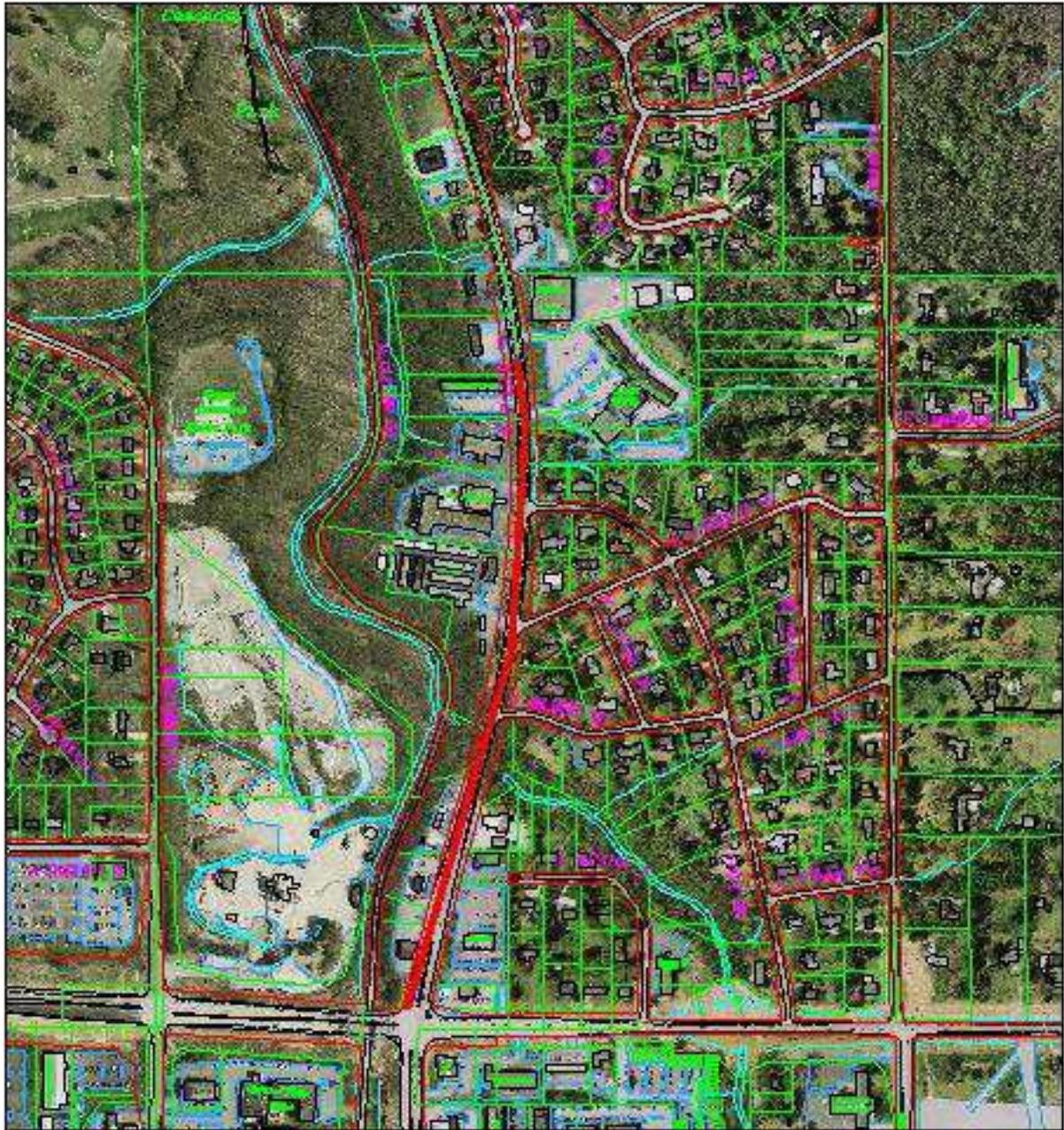


City of Bloomington
Clerk & Council



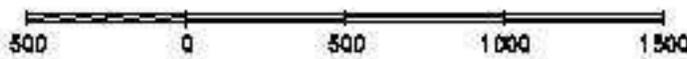
Scale: 1" = 400'

For reference only; map information NOT warranted.



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

By: shermand
18 Dec 12



City of Bloomington
Clerk & Council



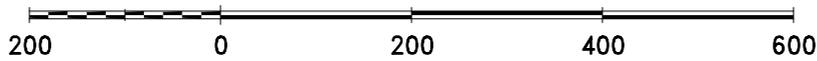
Scale: 1" = 500'

For reference only; map information NOT warranted.

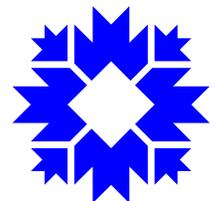


Fee Lane – South of 45/46 Bypass

By: finnh
10 Nov 14

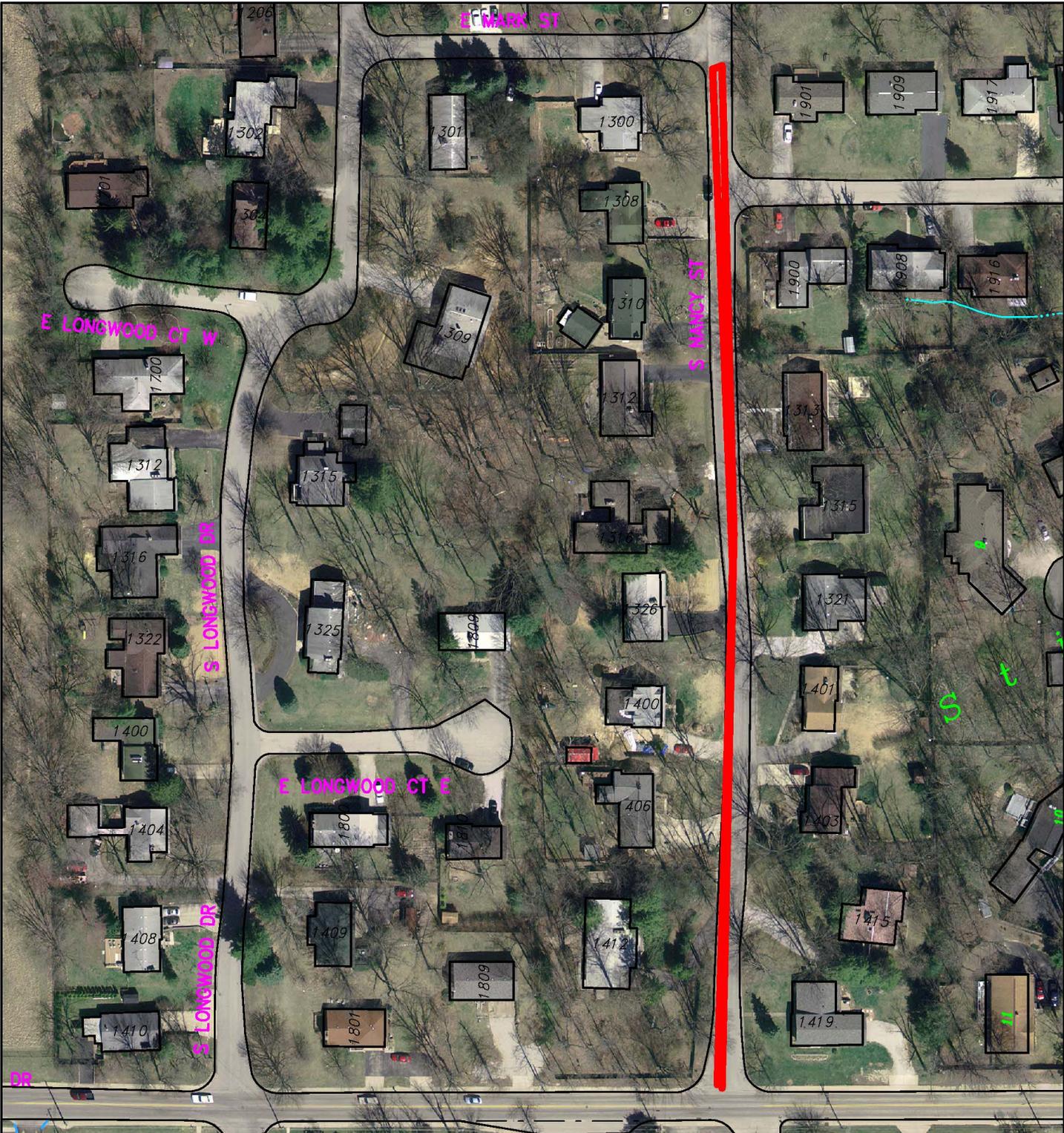


City of Bloomington
Clerk & Council



Scale: 1" = 200'

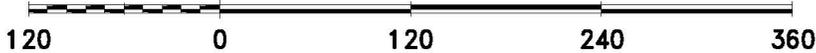
For reference only; map information NOT warranted.



2009 Council Sidewalk Committee

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

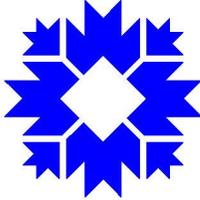
By: fallsm
6 Oct 08



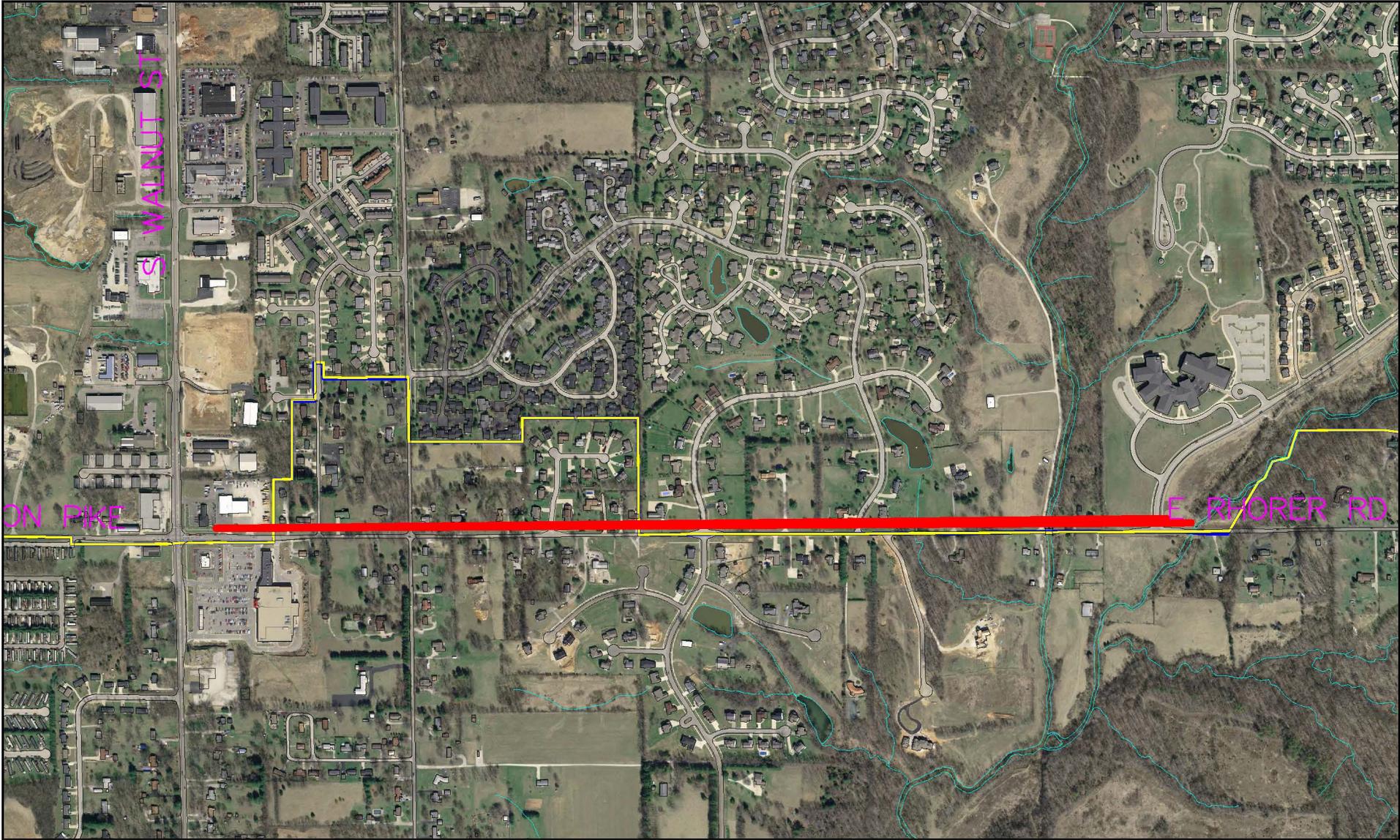
For reference only; map information NOT warranted.



City of Bloomington
Clerk & Council



Scale: 1" = 120'



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

By: shermand
22 Oct 08



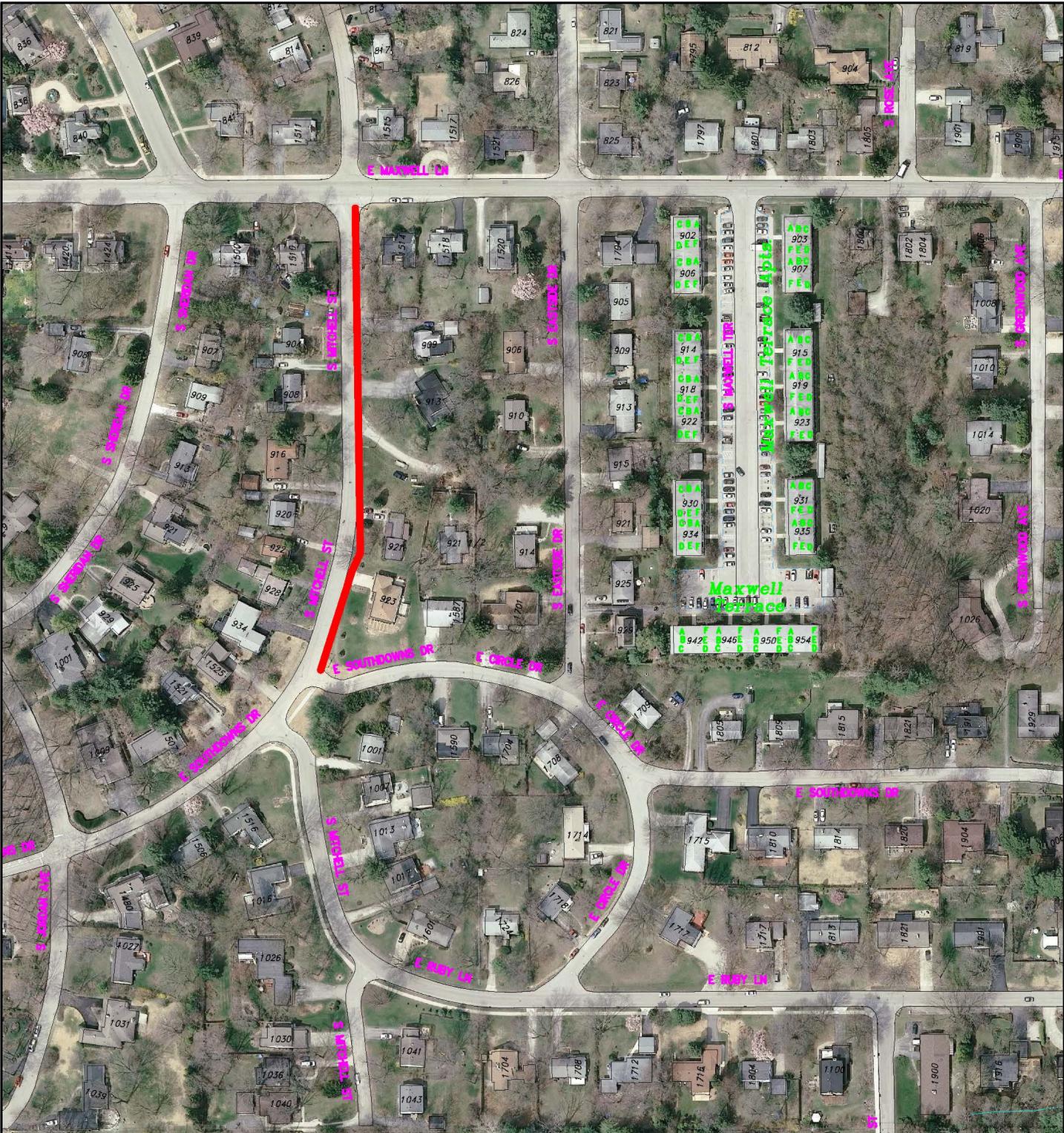
For reference only; map information NOT warranted.



City of Bloomington
Clerk & Council

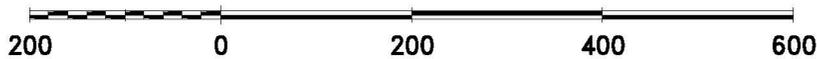


Scale: 1" = 800'

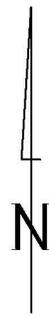


Council Sidewalk Committee – Requested Project
 Pedestrian Way on Mitchell from Maxwell Lane to Circle Drive
 2011

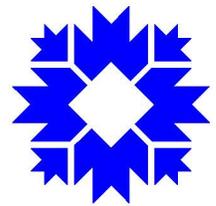
By: shermand
 2 Nov 11
 File: LPmtc



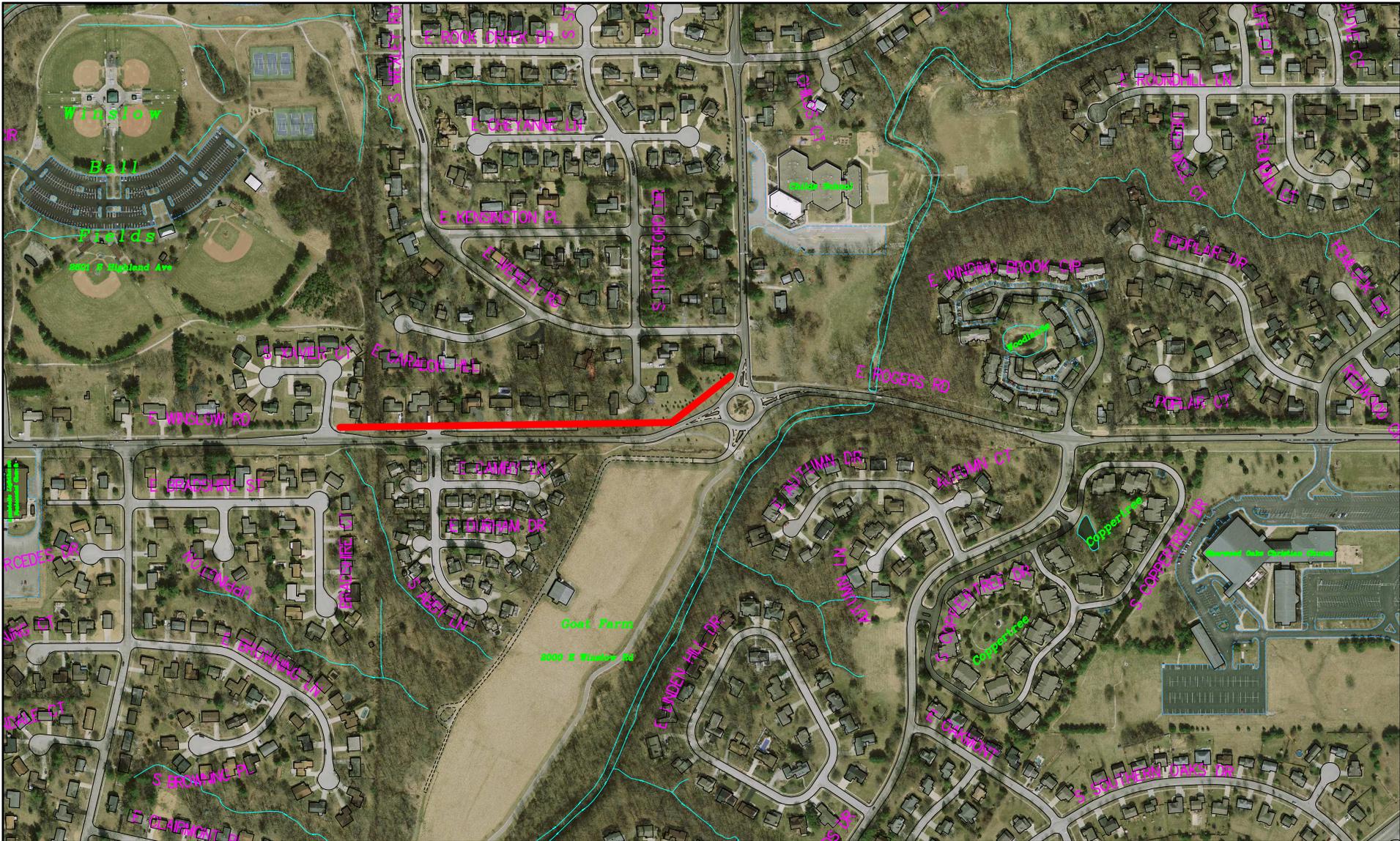
For reference only; map information NOT warranted.



City of Bloomington
 Clerk & Council

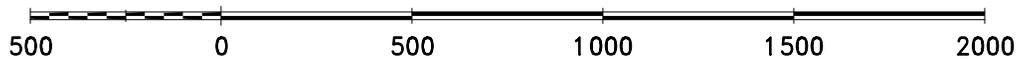


Scale: 1" = 200'



Council Sidewalk Committee 2017
 Request for Sidewalks on north side of Winslow west of Roundabout
 Note: Pedestrian facilities exist on south side of Winslow.

By: shermand
 28 Nov 16



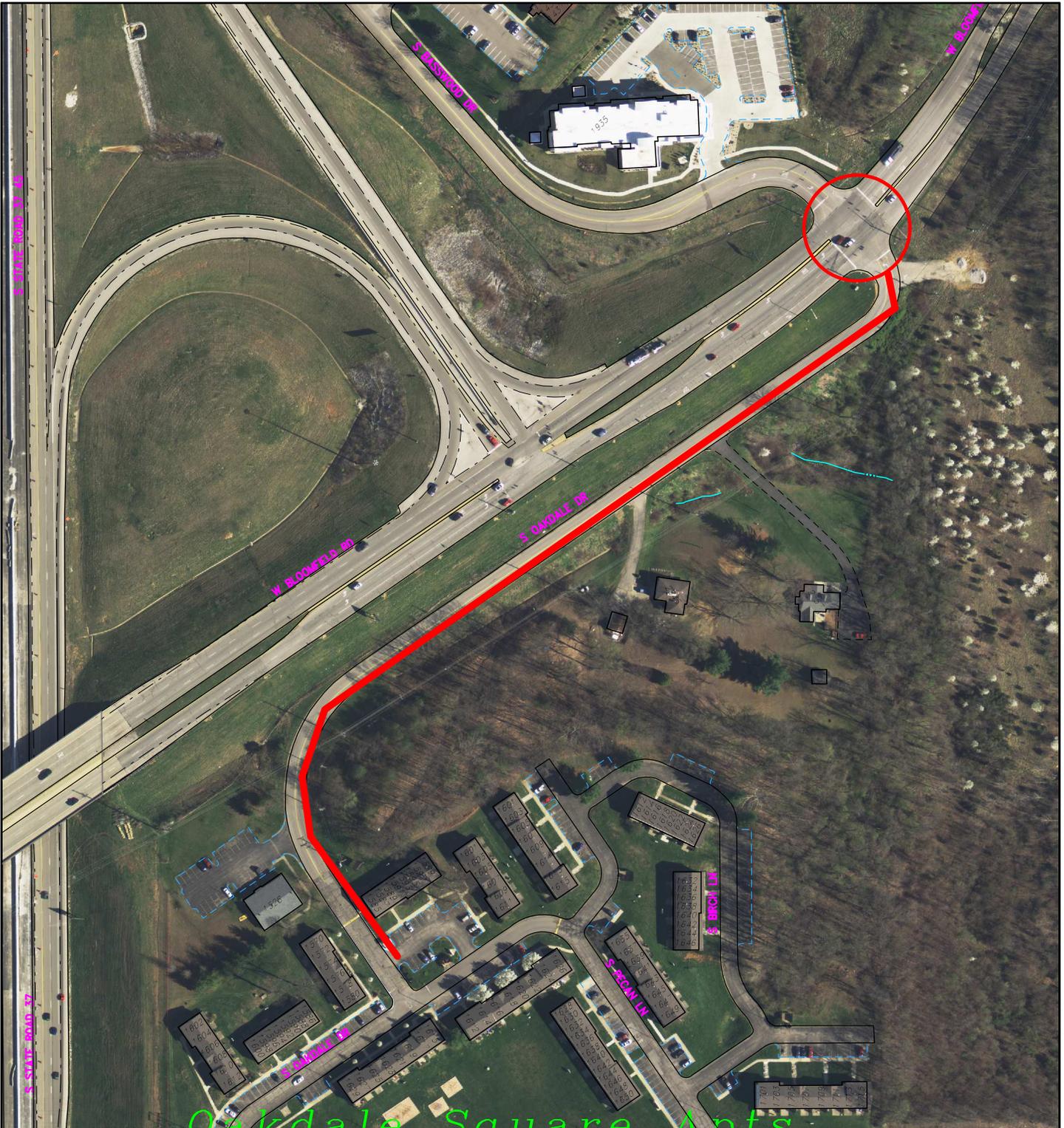
For reference only; map information NOT warranted.



City of Bloomington
 Council Office

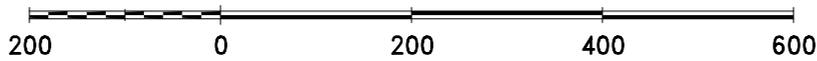


Scale: 1" = 500'

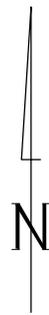


Council Sidewalk Committee Request – 2018 – Various Sources
 Sidewalk on Oakdale Sq Frontage Road – from Bloomfield Road to Oakdale Sq
 Also Intersection Improvements – Bus Routing

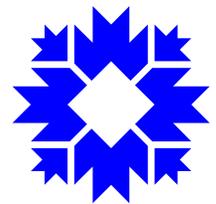
By: shermand
 7 Feb 18



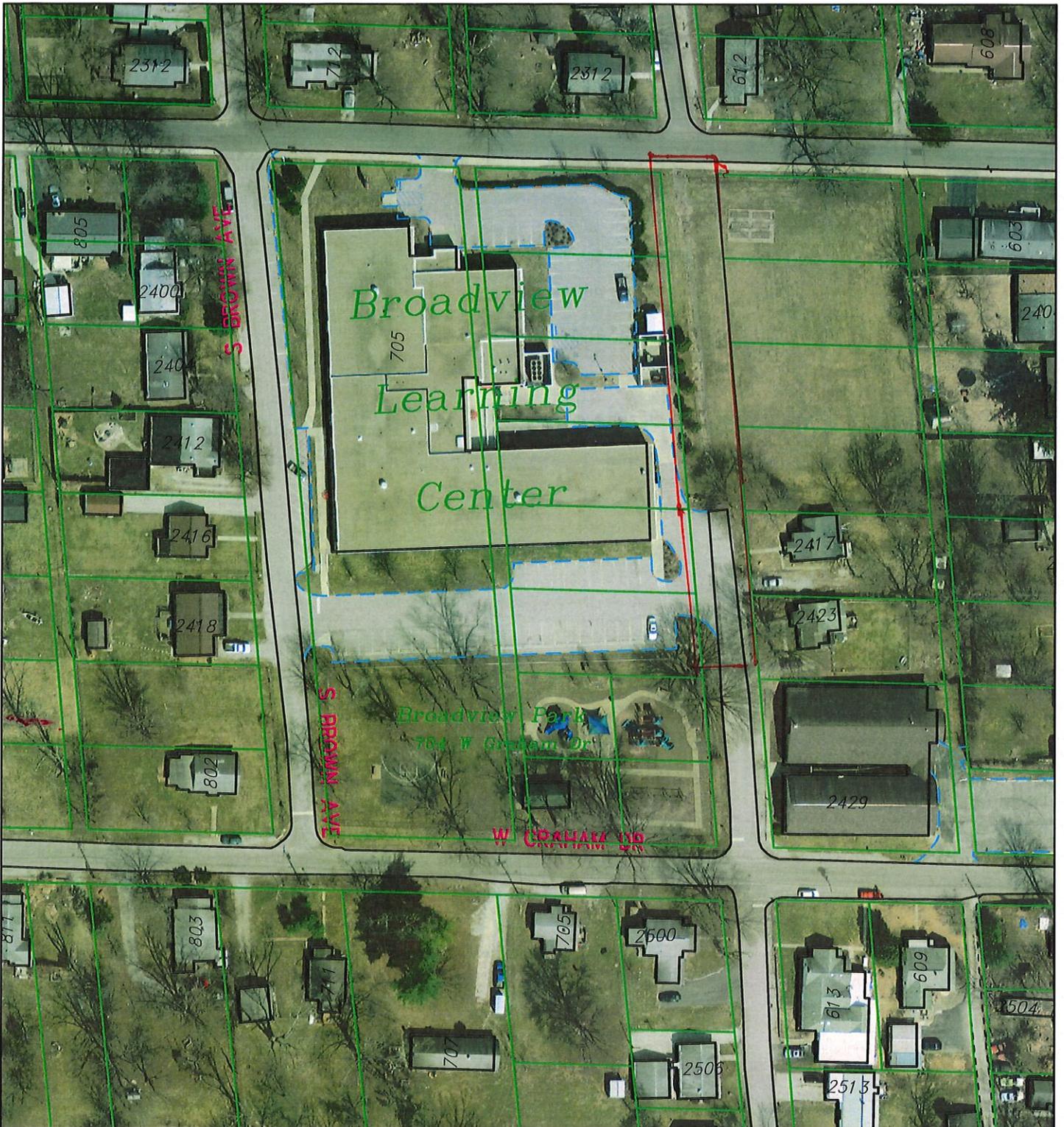
For reference only; map information NOT warranted.



City of Bloomington
 Council Office



Scale: 1" = 200'



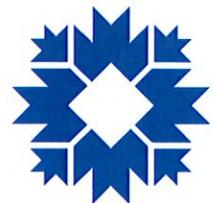
COUNCIL SIDEWALK COMMITTEE 2017
 PEDESTRIAN FACILITY ON FORD AVE RIGHT OF WAY
 [ACCESSING CITY PARK]

By: woolforr
 13 Dec 16



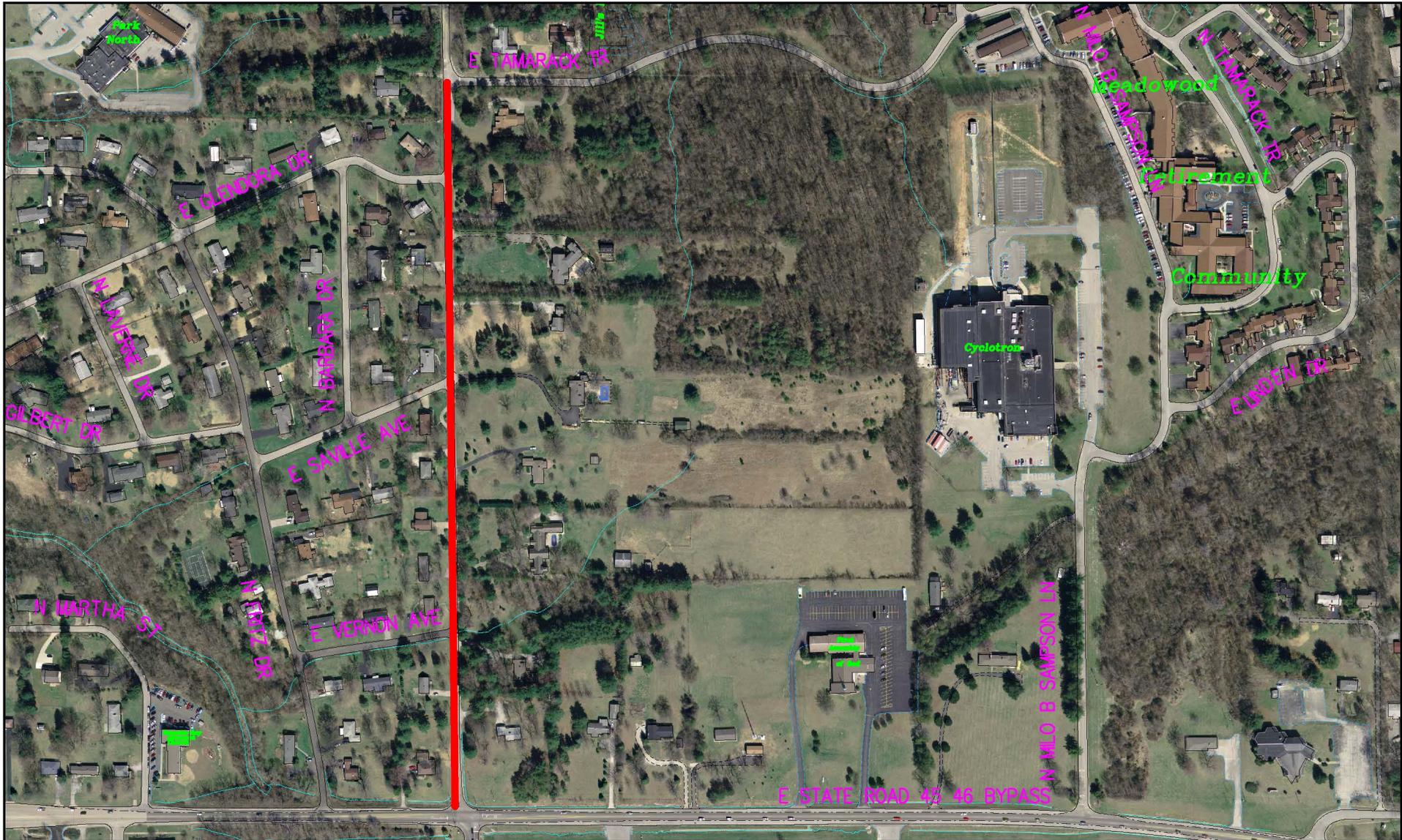
For reference only; map information NOT warranted.

City of Bloomington



Scale: 1" = 100'





2009 Council Sidewalk Committee

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

By: fallsm

7 Oct 08



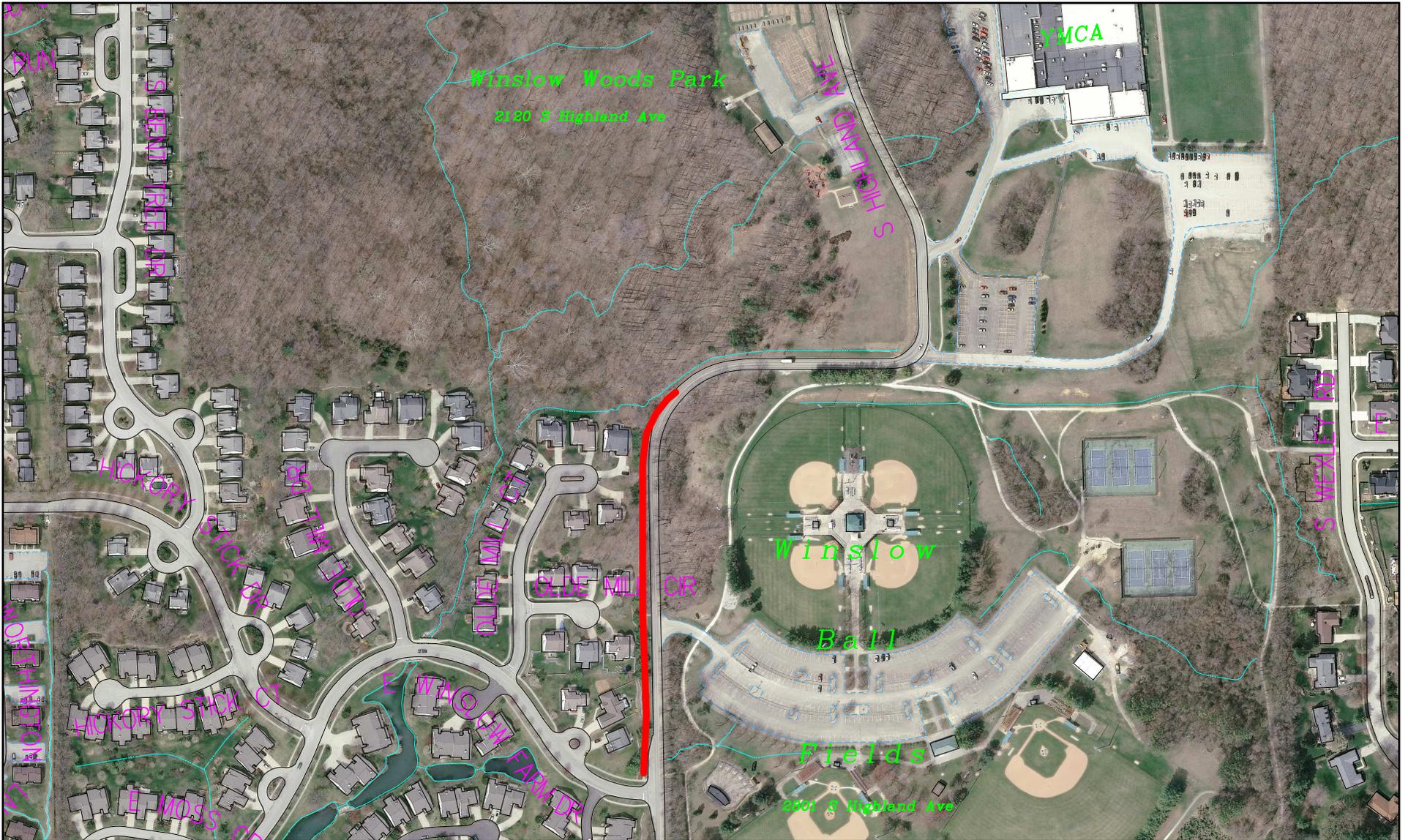
For reference only; map information NOT warranted.



City of Bloomington
Clerk & Council

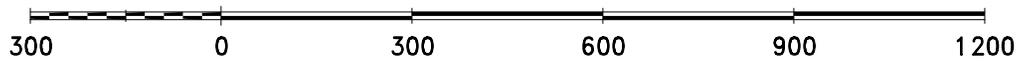


Scale: 1" = 400'



S Highland – Connecting Winslow Park with Winslow Farms Subdivision

By: finnh
10 Nov 14



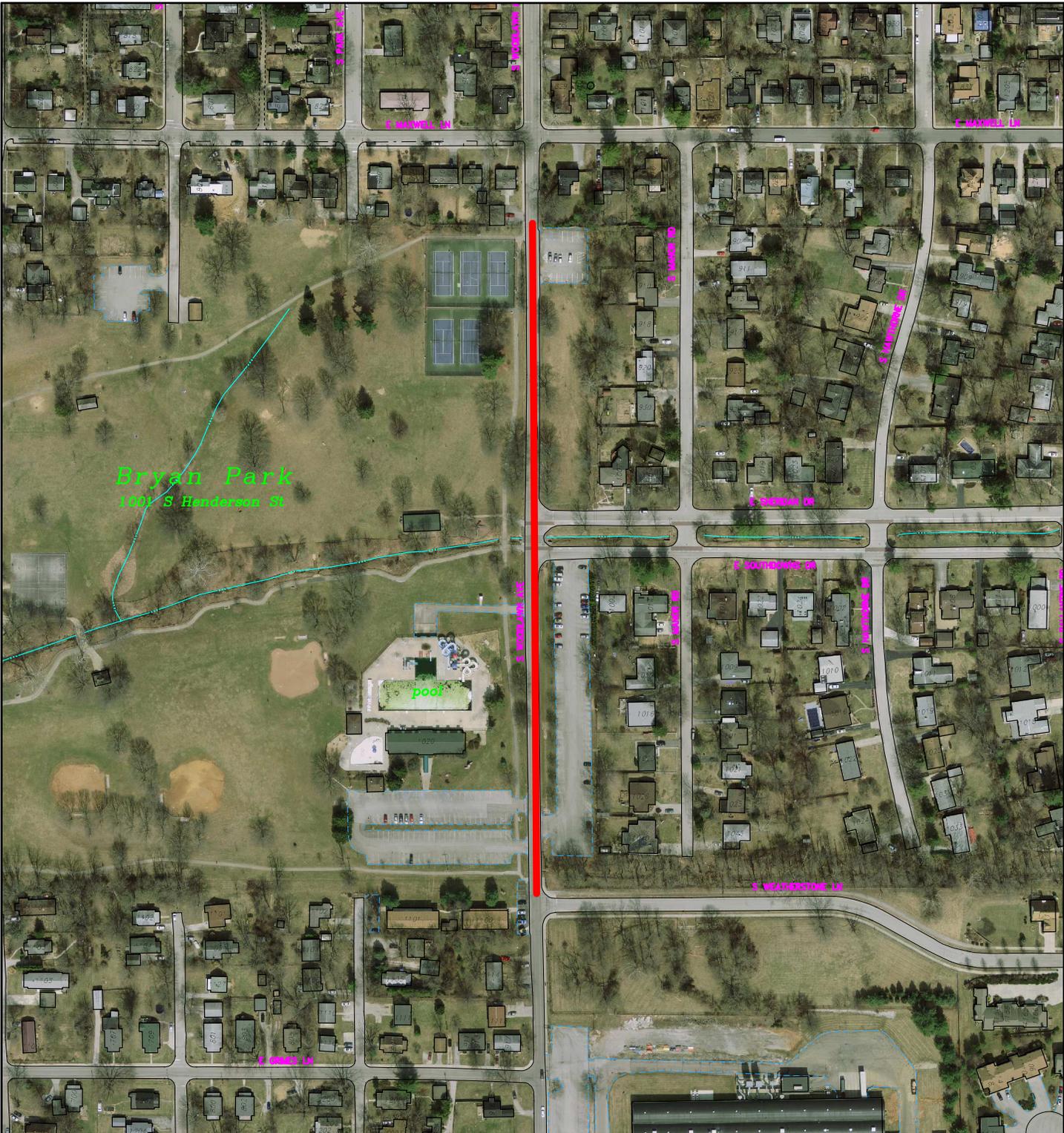
For reference only; map information NOT warranted.



City of Bloomington
Clerk & Council



Scale: 1" = 300'



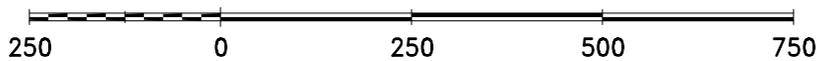
Council Sidewalk Committee 2017

Request for Sidewalk on Woodlawn along Bryan Park

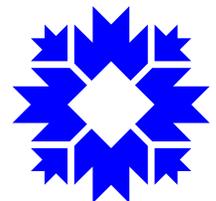
Rationale: The Multi-Use Path around the park does not adequately serve commuters.

By: shermand

28 Nov 16

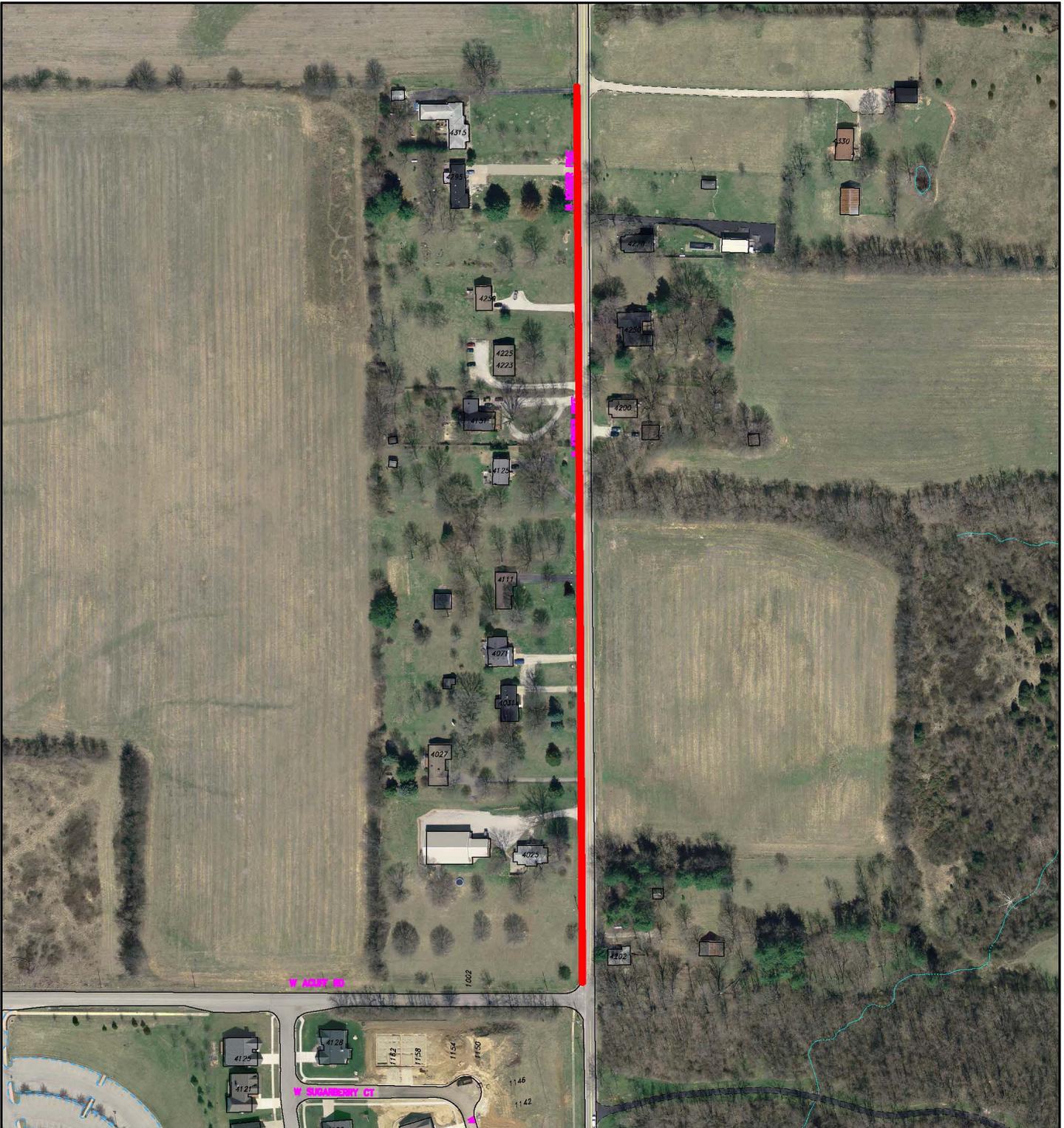


City of Bloomington
Council Office



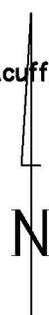
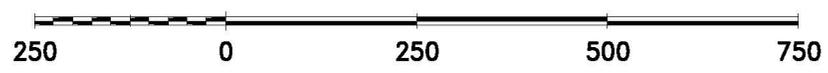
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For reference only; map information NOT warranted.

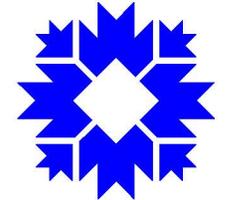


2009 Council Sidewalk Committee
 Sturbaum & Sandberg's request for a sidewalk on the W side of Kinser (N of Acuff)

By: fallsm
 7 Oct 08

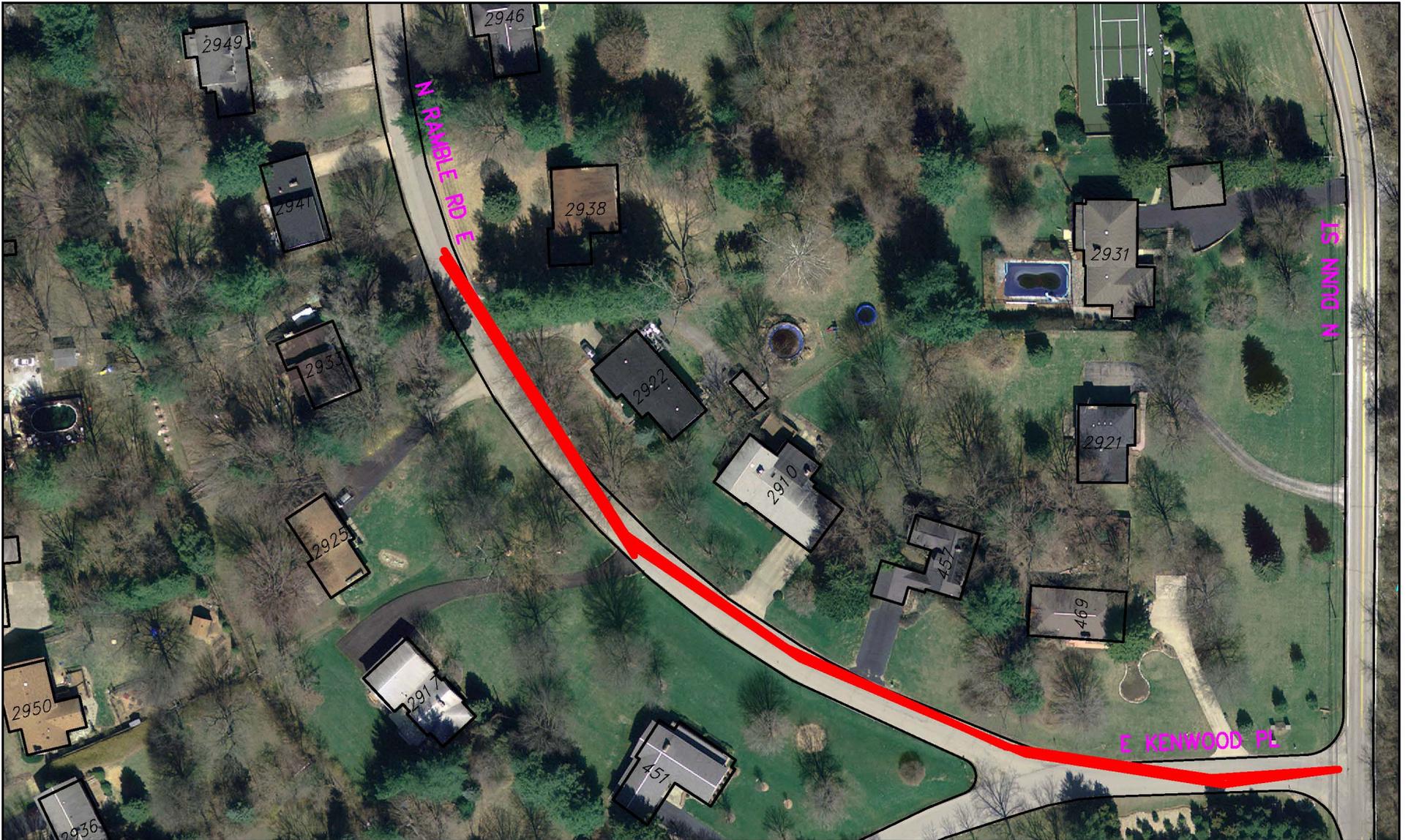


City of Bloomington
 Clerk & Council



Scale: 1" = 250'

For reference only; map information NOT warranted.



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

By: fallsm
 3 Oct 08



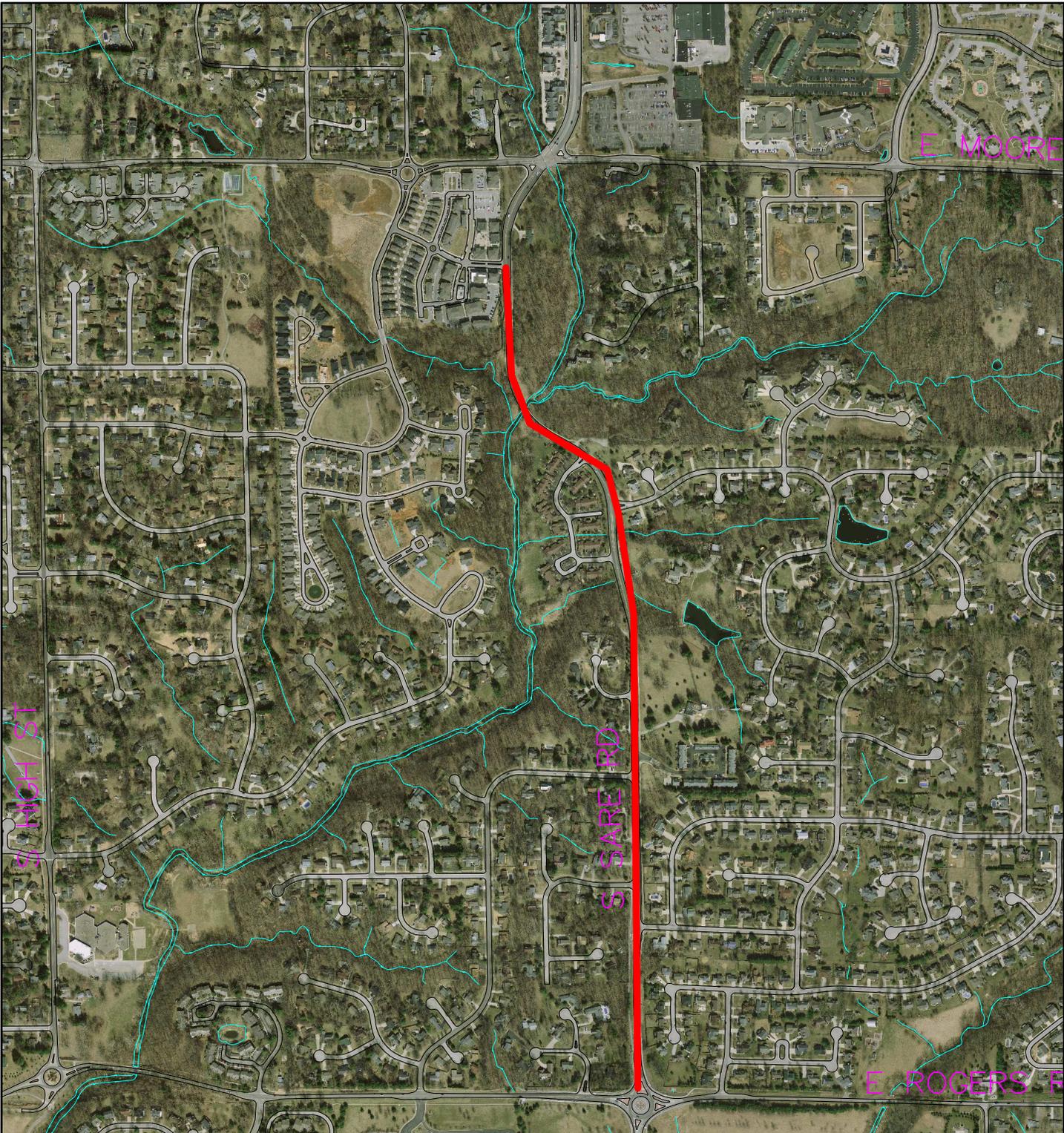
For reference only; map information NOT warranted.



City of Bloomington
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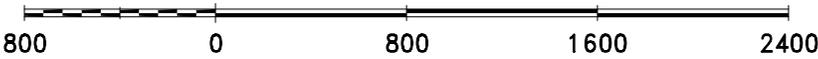


Scale: 1" = 100'

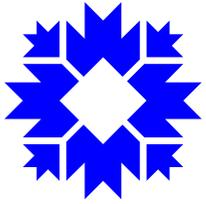


Council Sidewalk Committee – 2017
 Sare Road from Cathcart Street to Rogers Road
 Cm Rollo – Traffic-Calming and Pedestrian Crossings

By: shermand
 16 Dec 16

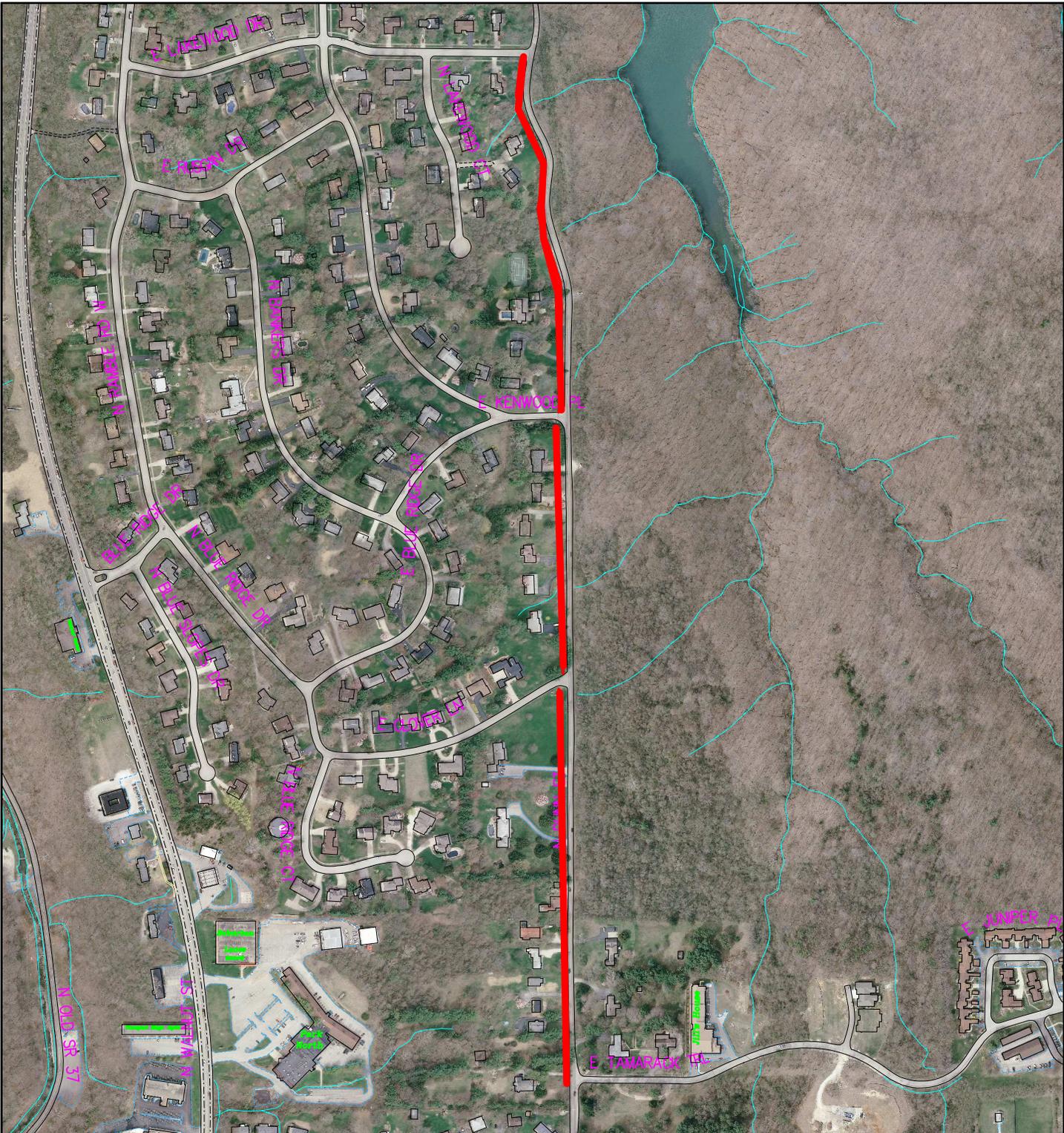


City of Bloomington
 Council Office



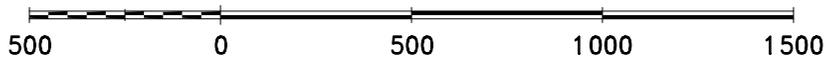
Scale: 1" = 800'

For reference only; map information NOT warranted.

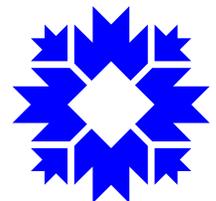


N Dunn from E Tamarack Trail to Lakewood Drive

By: finnh
10 Nov 14

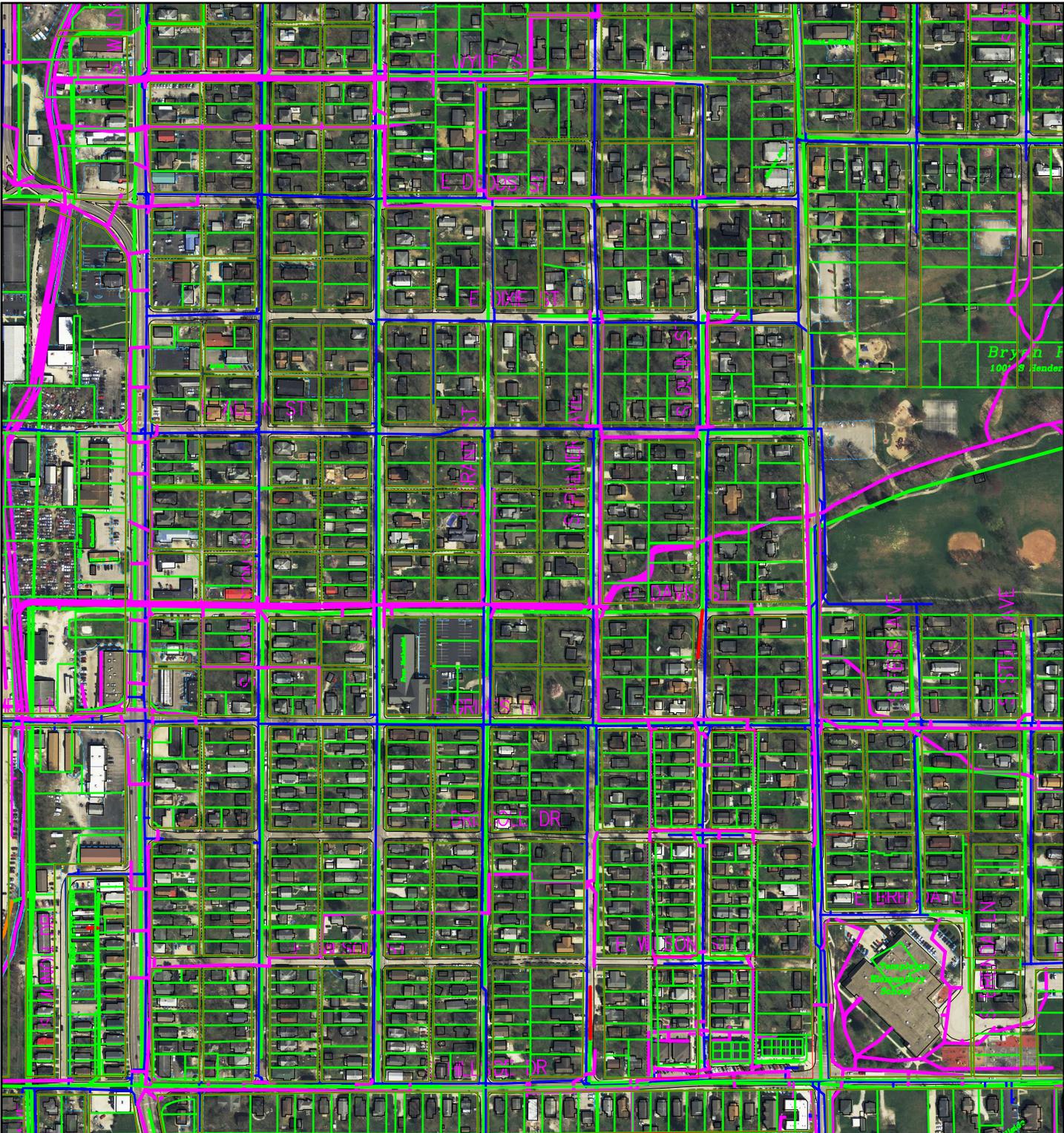


City of Bloomington
Clerk & Council



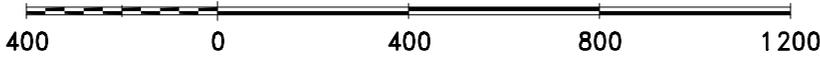
Scale: 1" = 500'

For reference only; map information NOT warranted.

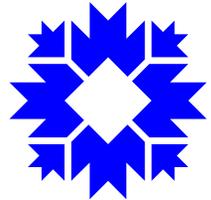


2018 Council Sidewalk Committee
 Sidewalks for Bryan Park Neighborhood
 Request from 1300-Block of South Grant

By: shermand
 20 Nov 17

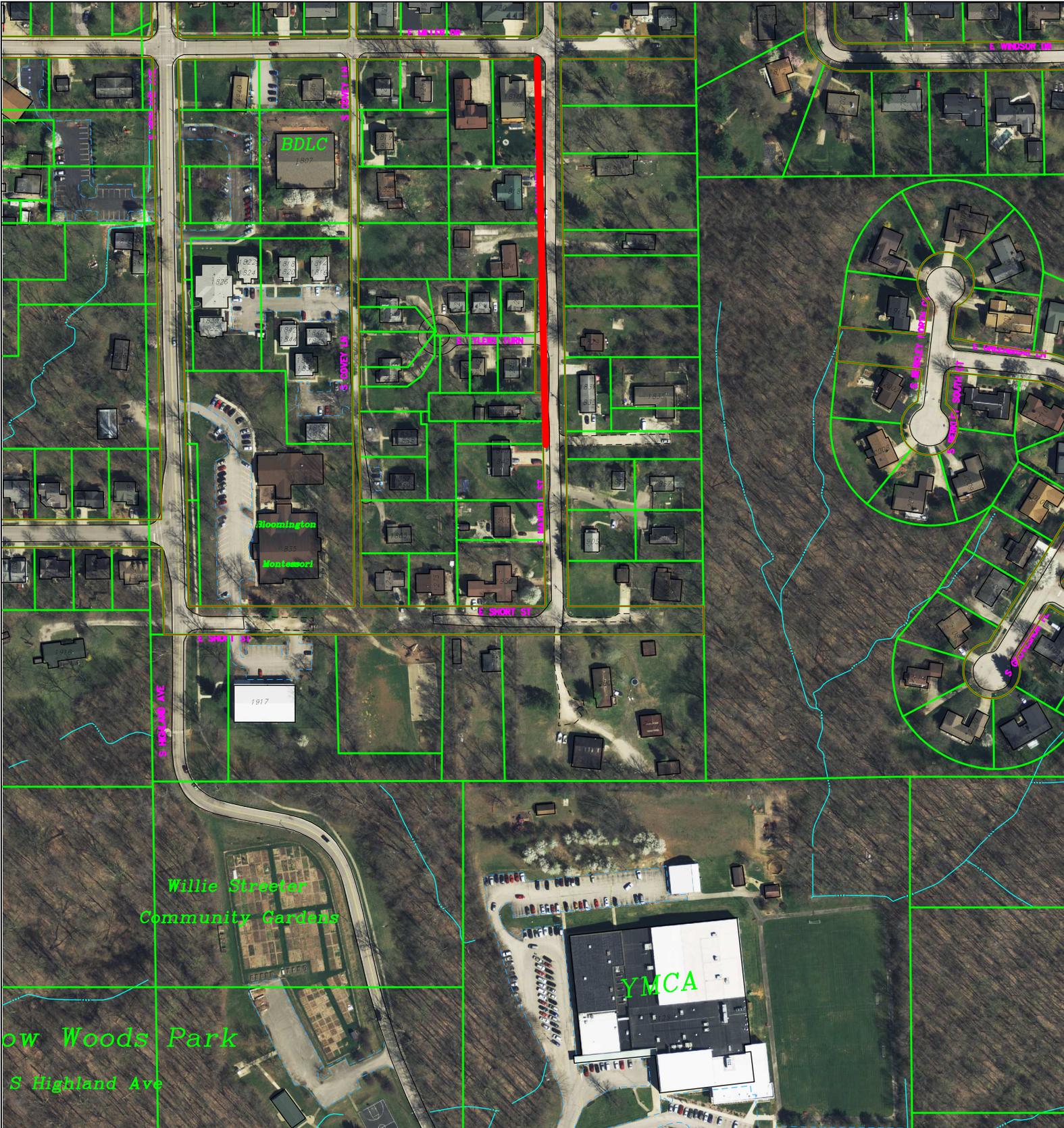


City of Bloomington
 Council Office



Scale: 1" = 400'

For reference only; map information NOT warranted.



BOLC
1807

Bloomington
1833

YMCA

Willie Streater
Community Gardens

Low Woods Park

S Highland Ave

S HIGHLAND AVE

S COVEY LN

E SHORT ST

E HILLS TRAIL

WINDSOR ST

E WINDSOR DR

E WINDSOR DR

S SPOKEY HARBOR CT

S SPOKEY HARBOR CT

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S SPOKEY HARBOR CT

E SHORT ST

1917

E HIGHLAND AVE

Appendix Five – Recent Sidewalk Requests – Received in 2018 for 2019 Deliberations

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

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

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

Summary of Recent Sidewalk Requests (which meet Committee Criteria)¹

Note: Requests highlighted in:

- **Yellow** are new to the list;
- **Purple** moved forward with some funding (but were not completed) in 2018; and
- **Green** affirm ones already on the list but not recently funded by the Committee.

2019

- **Rank # 12- Sidewalk – E. 10th Street – from Grandview Drive to Smith Avenue** - Affirmation of Project Already on Evaluation List but Unfunded - from Mr. Alex Weissman and relayed by Cm. Chopra in April (part of a project running as far east as Russell Road);
- **Rank # 29 - Curb, Gutter & Sidewalk - Palmer from Grimes Lane to First Street** – New Request from Judy Owens and forwarded by Cm. Piedmont-Smith;
- **Rank # 30 – West Allen Street from Strong Drive to Adams Street (South Side)** – Affirmed in Staff Report from Planning and Transportation staff.
- **Rank # 50 – Sidewalk - Wimbleton from High Street to Montclair Avenue** – Affirmation of Project on Evaluation List - from Judy Owens and relayed by Cm. Piedmont-Smith in April; and

Materials

Summary of Citizen Requests from Citizens, Council Members, and Staff (with a note on inquiries about projects that are being funded by other means)

¹ The term sidewalk requests, among other things, refers to requests for sidewalks that meet the Committee Criteria. (Please see Appendix 4 for those criteria and the first footnote in the following summary for more on the communications received by the City regarding sidewalks.)

Summary of Recent Requests and Communications¹ Regarding the Construction of Sidewalks

Requests Listed in Order of Rank on Priority Sheet and Distinguishing Between Ones Regarding:

Partially-Funded (On-Going) Committee Sidewalk Projects, New Projects, and Already Listed (but Unfunded) Projects²

(For Review by 2019 Council Sidewalk Committee)

Requests Regarding Recent Sidewalk Committee Priority Project

Priority Projects of Committee – ongoing projects with multiple funding sources or projects recently supported by Committee funds = Highlighted in Purple³

New Requests

New Citizen or Council Member Request = Highlighted in Yellow⁴

Affirmation of Already Listed Projects

Affirmation of Previously Listed But Unfunded Citizen, Council Member or Staff Request or Recommendation = Highlighted in Green

¹ The Council Office typically receives requests for the installation of sidewalks from the following sources: the Council email account; referrals through the uReport system; and, council members (some throughout the year as Council members report them to the Council Office and some in response to solicitation from the Council Office in preparation of this packet. The term “recent requests” cover communications received since the last summary was prepared for the 2018 Initial Sidewalk Packet and includes both newly-requested and affirmation of previously-requested projects that meet the Committee criteria. (See Appendix 4)

² This listing was originally intended to alert the Committee to interest in sidewalk projects not otherwise known to the members and staff prior to beginning deliberations for the coming round of funding. Now, as you can see by the color-coding, the listing also frames the requests in terms of known priorities. Please note that the absence of a recent request does not imply a lack of interest in those projects (in particular, those previously funded by the Committee). Please see the Note on Inquiries for Projects Funded by Other Means (below).

³ Please see the Status Report / Prioritization Update to the Committee from the Planning and Transportation department in Appendix 3 (Review of On-Going Projects. This Report provides both information on the progress of Committee-funded projects and also on “Complementary Initiatives” affecting other listed, but unfunded by the Committee. Excerpts from the Status Report/Prioritization Update also appear in the Index of Projects found in Appendix 4 (Prioritization of Sidewalk Projects).

⁴ There were many uReport System entries regarding *the condition* of existing sidewalks which were referred to Planning and Transportation and Public Works. Recall that the Council Sidewalk Committee criteria focus on the *installation* of sidewalks, but not the condition of existing sidewalks (which, in most instances, is the responsibility of the property owner).

Requests Listed in Order of Ranking – See Appendix 4 for Rankings, Explanatory Index, and Maps

Rank #12 - Sidewalk – E. 10th Street – from Grandview Drive to Smith Avenue - Affirmation of Project Already on Evaluation List but Unfunded - from Mr. Alex Weissman and relayed by Cm. Chopra in April (currently on the Prioritization List)

On April 17, 2018, Cm. Chopra received the following email from Alex Weissman and requested that it be added for review by the Council Sidewalk Committee:

I live at 3962 E 10th St, so according to the city map, I'm in your district!

I spoke to Roy Aten today, who is the senior project manager for Planning and Transportation. I asked him about the possibility of extending the sidewalk that runs along 10th Street, which currently ends at Grandview Dr, to connect up to Smith Ave.

He mentioned that this is a project that the city council has considered before, but that it was tricky because that portion of 10th Street is managed by the state. I think it would be worth the hassle though, because that portion of the road gets frequent foot traffic from people in the Grandview neighborhood and Barrington Apartments as they make their way to the gas station at the corner of 10th and Smith.

Given that the road has a relatively high speed limit, and there is a blind curve on a hill just past our own house, I think it would be a good idea from a safety perspective. If the proposal comes up again in a council/committee meeting, please keep in mind that this is a project that I support!

Alternatively, since there is a path on the other side of 10th all the way up to the end of the Barrington apartments, a sidewalk could simply pick up where that path ends, on either side of 10th (though the terrain might make it easier to do on our side of the road). I've outlined this on a map for visual reference:

I can appear/speak at a city meeting if that would help push the project.

Thanks!

Rank # 29 - Curb, Gutter & Sidewalk - Palmer from Grimes Lane to First Street – New Request from Judy Owens and relayed by Cm. Piedmont-Smith in April. Here is excerpts from those and subsequent communications:

On April 26, 2018, Judy Owens wrote the following to Cm. Piedmont-Smith:

I would really like to see Palmer curbed and guttered with completed sidewalks. Everyday I see families with Templeton students walking in the middle of the road. Between sections of damaged sidewalk, incomplete sidewalks and people parking cars and boats partially obstructing the sidewalks they have little choice.

>>>>

If we have unspent neighborhood improvement money, I propose spending it on more gravel to fill in the puddles on the sides of our streets that don't have sidewalks. I live on Palmer, and have noticed that mine is only one of many homes with unnecessary puddles to leap across every time it rains.

Gravel allows water to continue to flow through, while still leaving a dry-ish crossing for foot traffic. If we use stones 1/4 to 3/4 inch in diameter, they will stay put.

Anyone want to second the motion?

>>>

In response to message from Cm. Piedmont-Smith, Council Staff (Sherman) Replied as follows:

A one-block portion of Palmer, which would construct a connector path between Wylie and E First Street, is on the Priority List at #25 (see right-most column). I've put this request in for 2019 process, since the Sidewalk Committee is in mid-deliberations at this point and would, in essence, need to start again, if it takes up new projects now. I've attached the Priority Sheet and a GIS map of Palmer from Grimes (where sidewalks are on the south) to a little north of Wylie Street (where the connector path is proposed). Factors that may make a difference on this street include: level of pedestrian usage; level and speed of vehicular traffic; storm water needs and costs; and width of right-of-way and how that might affect cost and private usage of front yards.

>>>

And, Cm. Piedmont-Smith Responded as Follows:

There was some work done around 2010 on drainage swales along Palmer Ave. between Allen and Davis. I believe that was on the east side of the street, so sidewalks would work best on the west side of the street. I would appreciate you putting it on the list for analysis for 2019. As to the pedestrian path between Wylie St. and 1st St., I'm curious to know more about this. Palmer Ave. ends south of there, but of course I see the benefit for pedestrians by putting a path through there. It looks like 2 paved driveways are separated by not much grass. I assume the city has ROW there?

Rank # 30 – Pedestrian and Traffic-Calming Facilities - West Allen Street from Strong Drive to Adams Street (South Side)

– This project appeared on the Prioritization List for the first time in 2018 as a result of an anonymous request.

It is listed here because the Status Report from the Planning and Transportation staff (included in this packet) mentions a project of slightly larger scope (starting at Patterson rather than Strong Drive) and indicating that it “present(s) characteristics that necessitate traffic calming techniques as well as pedestrian enhancement.” Page 7.

Rank # 50 – Sidewalk - Wimbleton from High Street to Montclair Avenue –

Affirmation of Project Already on Prioritization List – This project appeared on the List last year via a request from Cm. Rollo.

This year, Terry Amsler, a resident of that street, came by the Council Office in early October and reasserted the need for the sidewalk. The street is used by families, including children who walk to Childs Elementary School.

Notes on Inquiries about Project to be Funded by Other Means

Pedestrian Crossing and Bridge – E. Rogers Road from The Stands to the Roundabout – inquiry via uReport (#165230) in July - currently on the Traffic-Calming/Street Crossing List and to be remedied by an MPO Project and, therefore, will not appear on the Priority List (See below)

Traffic Engineer emailed the following: The City's Planning & Transportation Department has a project in the works to address your concerns. There was a public meeting on the project last month. Project details and updates can be found here: <https://bloomington.in.gov/engineering/projects/thestands>

Sidewalk – Ramp at 2495 S. Walnut Street Pike (northeast corner of at intersection with Winslow Road – inquiry via uReport (#166136) on 10/5/18 requesting a sidewalk at 2495 S. Walnut Street Pike, which will be addressed with the [Winslow/Henderson Multi-Use Path and Intersection MPO project](#) and will not be included in the Priority List.

Appendix Six - Other Sidewalk-Related Projects

Resources and Materials

2016 Sidewalk Inventory – available in Council Office

- with existing sidewalks; existing sidepaths; and, determinate sidewalk variances (which are also reflected in the City’s GIS database)

City Webpage – Biking in Bloomington– with:

- **Bicycle and Pedestrian Transportation and Greenways System Plan and Maps** (including Bike Routes, Bike Lanes, Side Paths, Connector Paths, and Multi-Use Trails),
- **Bloomington / Monroe County Bicycle Map** – (including bike routes, bike lanes, multi-use trails, and neighborhood greenways), and
- Other Links and Resources

HAND Projects (Bob Woolford) –

- Planning & Transportation received CDBG funds in 2018 and is requesting more in 2019 for a pedestrian facility at W 3rd, W Kirkwood, and Adams;
- Public Works received CDBG funds for curb and ramp work – sites not yet identified; and
- HAND wants to improve curbs and ramps at 7th and Elm (Banneker Center).

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

- Memo and Maps

CBU Stormwater Projects (Jane Fleig)

- Email from Fleig – *attached* - which:
 - Identifies possible storm water projects at the S High / Covenanter intersection and along West Allen (Strong Drive to Adams), which may coincide with Committee projects,
 - Notes work done in 2011 on Palmer Street, and
 - Acknowledges an intended \$45,000 contribution to S. Mitchell project (which requires work in advance of the sidewalk construction);
- CBU Stormwater Project Sheet – *attached*

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

– *addressable as needed by Staff* – and includes projects funded by:

- Consolidated TIF Bonds of 2015
- General Obligation Bonds of 2016
- Metropolitan Planning Organization (MPO); and
- Other jurisdictions



CULVERT (TUNNEL) REPLACEMENTS	
PROJECT (Funding Source)	2019
Jordan River Culvert Replacement (2nd St to 4th St) (Revenue Bond): Right of Way Acquisiton	\$ 30,000
Jordan River Culvert Replacement (2nd St to 4th St) (Revenue Bond):Construction (Contracted)	\$ 2,500,000
Total Expenditure for Culvert (Tunnel) Replacements	\$ 2,530,000

DRAINAGE IMPROVEMENTS	
PROJECT - Funding Source for all is (Extensions & Replacements)	2019
BMP Semi-Annual Maintenance	\$ 15,000
W. 2nd St. - S. College Av. to S. Rogers St.	\$ 50,000
S. Madison St.- W. Patterson Dr. to W. Allen St.	\$ 20,000
E. Maplecrest Dr.	\$ 10,000
Sunny Slopes	\$ 25,000
S. Morton St.- W. Patterson Dr. to W. Allen St.	\$ 40,000
E. Thornton Dr.- S. OliveSt. to S. Huntington Dr	\$ 30,000
Total Expenditures	\$ 190,000

OTHER	
PROJECT (Funding Source)	2019
Annual Budget for Vehicle Equipment and Replacement	\$ 50,000
Total Expenditures	\$ 50,000

Total Expenditures	\$ 2,770,000
---------------------------	---------------------

Appendix Seven – Traffic-Calming Projects

Presentation

To be Determined

Action

- Discussion of Available Funds
- Procedures and Prioritization
- Review of Projects Identified in 2018 and 2019
 - Disclosure any Conflicts of Interest

Background Material

BMC 15.26 - Neighborhood Traffic Safety Program (NTSP)¹

NTSP Guidelines

Traffic-Calming Projects Identified by the 2018 Sidewalk Committee
(with maps)

Other Traffic Calming Initiatives being Explored by Planning and
Transportation Staff *(without maps)*

¹ Note: The Planning and Transportation Department has indicated that the NTSP is cumbersome and, in some ways, ineffective. However, it is working with neighborhoods to address traffic-calming needs and will report on those efforts.

Chapter 15.26 - NEIGHBORHOOD TRAFFIC SAFETY PROGRAM

Sections:

15.26.010 - Definitions.

When appearing in this chapter the following phrases shall have the following meanings:

"Traffic calming device" has the meaning set forth at Indiana Code 9-21-4-3(a).

(Ord. 99-16 § 2 (part), 1999).

15.26.020 - Neighborhood traffic safety program.

The neighborhood traffic safety program administered by the planning and transportation department and the bicycle and pedestrian safety commission shall be incorporated by reference into this chapter and includes any amendments to the program, as approved by the common council by ordinance. Pursuant to Indiana Code 36-1-5-4, two copies of the neighborhood traffic safety program shall be available in the city clerk's office for public inspection.

(Ord. 99-16 § 2 (part), 1999).

(Ord. No. 14-11, § 120, 7-2-2014)

15.26.030 - Utilization of neighborhood traffic safety program locations.

The city shall follow the policies and procedures set forth in the neighborhood traffic safety program to determine the appropriate location and construction of traffic calming devices and related traffic control devices in neighborhoods.

(Ord. 99-16 § 2 (part), 1999).

15.26.040 - Traffic calming locations.

The locations described in Schedule J-1 shall have devices installed for the purpose of neighborhood traffic calming.

(Ord. 00-22 § 2, 2000; Ord. 99-16 § 2 (part), 1999).

SCHEDULE J-1			
TRAFFIC CALMING LOCATIONS			
Street	From	To	Type of Device
Arden Drive, East	Oxford Drive, South	Wilton Drive, South	Speed Table (22')
Arden Drive, East	Wilton Drive, South	Windsor Drive, South	Speed Table (22')
Azalea Lane, East	Summerwood Court	Erin Court	Speed Hump (14')
Azalea Lane, East	Wylie Farm Road	Highland Avenue	Traffic Islands
Cottage Grove Avenue	Adams Street	Summit Street	Street Narrowing
Cottage Grove Avenue	Intersection of Summit Street		Traffic Circle
Covenanter Drive	High Street	College Mall Road	Speed Humps (22')

First Street	Sheridan Drive	High Street	Speed Humps (12')
Glenwood Avenue West	Morningside Drive	Longview Avenue	Speed Humps (14')
Longview Avenue	Glenwood Avenue West	Glenwood Avenue East	Speed Humps (14')
Monroe Street	Tenth Street	Cottage Grove Avenue	Street Narrowing
Morningside Drive	Third Street	Smith Road	Speed Humps (12')
Oxford Drive, South	Thornton Road, East	Arden Drive, East	Speed Table (22')
Seventh Street	Pine Street	Adams Street	Street Narrowing
Seventh Street	Intersection of Pine Street		Traffic Circle
Seventh Street	Intersection of Oak Street		Traffic Circle
Seventh Street	Intersection of Waldron Street		Traffic Circle
Seventh Street	West of the intersection at Rogers Street		Street Narrowing
Sixth Street	Intersection at Oak Street		Traffic Circle
Sixth Street	West of the intersection at Rogers Street		Street Narrowing
Sixth Street	Intersection at Waldron Street		Traffic Circle
South Mitchell Street	East Southdowns Drive	East Circle Drive	Intersection Re-Alignment
Summit Street	Cottage Grove Avenue	Tenth Street	Street Narrowing
Tenth Street	Adams Street	Monroe Street	Street Narrowing
Third Street	West of the intersection at Rogers Street		Street Narrowing
Third Street	Jackson Street	Fairview Street	Speed cushion
Third Street	Fairview Street	Maple Street	Speed cushion
Third Street	Euclid Avenue	Buckner Street	Speed cushions (2)
West Third Street	Jackson Street	Walker Street	Street Narrowing Bump Outs
Wilton Drive, South	Windsor Drive, East	Northern Intersection	Intersection Re-alignment
Windsor Drive, East	Oxford Drive, South	Wilton Drive, South	Speed Table (22')

(Ord. 07-24 § 1, 2007; Ord. 05-25 § 1, 2005; Ord. 05-14 § 2, 2005; Ord. 03-18 § 2, 2003; Ord. 02-05 § 1, 2002; Ord. 02-04 § 11, 2002).

(Ord. No. 09-09, § 1, 6-3-2009; Ord. No. 09-10, § 2, 6-3-2009; Ord. No. 10-04, § 2, 2-3-2010; Ord. No. 12-07, § 1, 4-4-2012)

**NEIGHBORHOOD
TRAFFIC
SAFETY
PROGRAM**

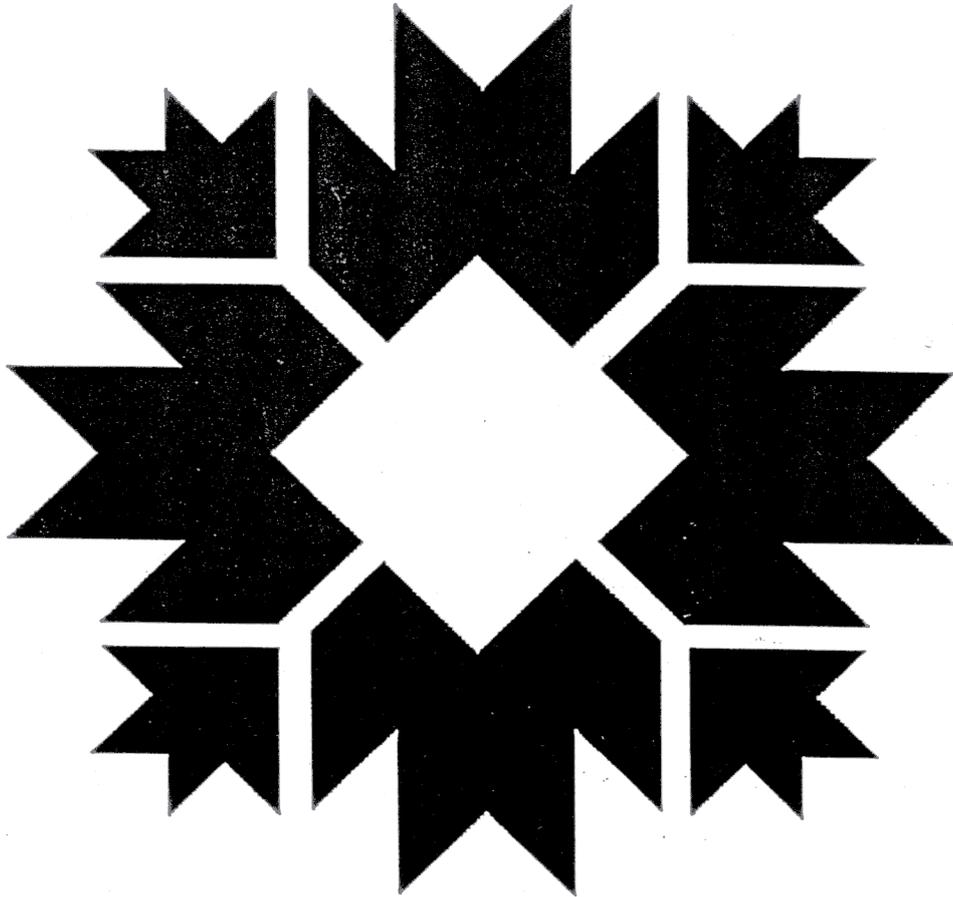


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INTRODUCTION:

The City of Bloomington places a high value on neighborhood livability. Although livability can have several definitions, it can be generally thought of as encompassing the following characteristics:

- The ability of residents to feel safe and secure in their neighborhood.
- The opportunity to interact socially with neighbors without distraction or threats.
- The ability to experience a sense of home and privacy.
- A sense of community and neighborhood identity.
- The ability to conveniently, safely and enjoyably walk, bike and take transit.
- The ability of parents to feel that their children's safety is not at risk by playing in the neighborhood.
- A balanced relationship between multiple uses and needs of a neighborhood.

Neighborhood traffic conditions can have a significant impact on these characteristics.

As population and employment in the City of Bloomington and Monroe County continue to grow, Bloomington streets can be expected to experience increased pressure from traffic. One of several goals of the City of Bloomington is to manage this growth to balance our economic, social and environmental health and to maintain a sustainable City. Quality neighborhoods are the fundamental building blocks of a sustainable city, and to maintain this quality, Bloomington neighborhoods should be protected from the negative impacts of traffic.

Neighborhood groups across Bloomington have become increasingly concerned about the effects of traffic on their streets. Restraining traffic has become a common goal of concerned residents. A vision now being promoted for local streets is that motorists should be guests and behave accordingly. Many City streets used to be multi-purpose places which not only provided physical access but also encouraged social links within a community. Now, the balance has changed so that the main function of many streets has become the accommodation of traffic--some of it unrelated to the residents themselves.

At the same time, traditional Traffic Engineering means of controlling traffic--speed zoning, stop signs, traffic signals--have less and less effect in the management of driver behavior. Police enforcement is and will remain an effective tool to reinforce motorist behavior. However, it is recognized that providing an enforcement level that is effective in modifying driver behavior will require a significant commitment of Police resources.

The City of Bloomington is committed to developing an effective approach to managing neighborhood traffic. Neighborhood involvement will be an important component of this approach.

To maximize neighborhood involvement in improving local traffic conditions, the City of Bloomington Bicycle and Pedestrian Safety Committee (BPSC) with assistance from the Public Works, Engineering and Planning Departments has developed a Neighborhood Traffic Safety Program (NTSP) for Bloomington neighborhoods.

Objectives

The following objectives of the NTSP are derived from existing City policies and the mission of the BPSC:

1. Improve neighborhood livability by mitigating the negative impact of vehicular traffic on residential neighborhoods.

2. Promote safe, reasonably convenient, accessible and pleasant conditions for bicyclists, pedestrians, motorists, transit riders and residents on neighborhood streets.
3. Encourage citizen involvement in all phases of Neighborhood Traffic Safety activities.
4. Make efficient use of City and citizen resources and energy.

Policies

The following policies are established as part of the NTSP:

1. Through traffic should be encouraged to use higher classification arterials, as designated in the *Master Thoroughfare Plan* for the *City of Bloomington Comprehensive Plan*.
2. A combination of education, enforcement and engineering methods should be employed. Traffic calming devices should be planned and designed in keeping with sound engineering and planning practices. The City Engineer shall direct the installation of traffic control devices (signs, signals, and pavement markings) as needed to accomplish the project, in compliance with the Bloomington Municipal Code. (Refer to Appendix C for a detailed description of traffic calming devices.)
3. Application of the NTSP shall be limited to local streets and to those neighborhood collector streets that are primarily residential (at least 75 percent of the properties with frontage on the street must be in residential zoning). Traffic safety projects on neighborhood collector streets shall not divert traffic off the project street through the use of traffic diversion devices. As a result of a project on a neighborhood collector, the amount of traffic increase acceptable on a parallel local service street shall not exceed 150 vehicles per day.
4. Reasonable emergency and service vehicle access and circulation should be preserved.
5. NTSP projects should encourage and enhance pedestrian and bicycle mobility and access within and through the neighborhood and enhance access to transit from the neighborhood. Reasonable automobile access should also be maintained.
6. Some traffic may be rerouted from one local service street to another as a result of an NTSP project. The amount of rerouted traffic that is acceptable should be defined on a project-by-project basis by the BPSC and City Engineering staff.
7. To implement the NTSP, certain procedures shall be followed by the Engineering Department in processing traffic safety requests in accordance with applicable codes and related policies and within the limits of available and budgeted resources. At a minimum, the procedures shall provide for submittal of project proposals, citizen participation in plan development and evaluation; communication of any test results and specific findings to area residents, businesses, emergency services and affected neighborhood organizations before installation of permanent traffic calming devices; and appropriate Common Council review.

Procedure/Process

The NTSP provides a mechanism for groups to work with the City to make decisions about how traffic safety techniques might be used to manage traffic in their neighborhood. This section describes in detail the steps involved in participating in the program from the initial application for involvement, to

developing a traffic safety plan, to installing one or more traffic calming devices, to a follow-up evaluation of the plan's success.

The NTSP process is intended to ensure that all neighborhood stakeholders are provided the opportunity to be involved. This ensures that consideration of traffic problems on the study street do not result in the exacerbation of traffic problems on adjacent neighborhood streets and does not eclipse the needs and quality of the neighborhood as a whole. This includes a consideration of the impacts of traffic diversion onto collector and arterial streets.

Step 1. Apply to Participate

NTSP projects can be requested by neighborhood associations or groups, Common Council members representing a neighborhood, neighborhood business associations or individuals from the neighborhood. It should be noted that although individuals are eligible to apply they are encouraged to work with or form a neighborhood association. Requests for participation in NTSP will be made through the BPSC (application form will be provided by and returned to City Engineering staff).

The petition from a problem street or area must describe the problem (i.e., speeding, inappropriate cut-through, ignoring stop signs, etc.) and request some infrastructure change to reduce the problem. The specific form of the infrastructure change may not be known at this point. The petition must also include signatures from at least 51% of the affected street or area households or businesses. This must include any other street that must use the problem street as its primary access (for example, a dead end street or cul-de-sac off the problem street). Each household or business is entitled to one signature.

Finally, any Common Council member must sign the petition as a sponsor.

Step 2. Engineering Staff Review and Preliminary Data Collection

City Engineering staff will collect preliminary information about current conditions. This will include location, description of the problem and may include preliminary collection of traffic accident data, bicycle volume, pedestrian activity, traffic speed and through traffic. The Engineering Department will verify the percentage of households and businesses on the petition and if the percentage is sufficient, they shall notify the affected safety and emergency services of the initiative. The affected safety and emergency services shall include, but not be limited to, the City Police and Fire Departments and the local ambulance service. This information will be relayed to the BPSC for consideration to decide whether the request will be prioritized for inclusion in the NTSP. Requests are also reviewed for possible solutions. If the preliminary review shows that a hazard to the public exists, the City may address the problem separately from the NTSP.

Step 3. BPSC Review of Engineering Studies and Petitions

The BPSC will review the petition submitted as well as the preliminary data collected by the Engineering Department. At this point, the BPSC will either validate or reject the petition. They will also prioritize the petition with respect to other petitions and available resources within the current funding cycle (detailed in Appendix B). Petition validation is a commitment to try to do something about the problem.

Petitions with the highest priority ranking will continue to the next step.

Step 4. Public Meeting

The BPSC will send notices to all households and businesses within a defined project area to provide background information about the proposed project. The project area depends on the specific project, but

generally includes all properties on the project street, on cross streets up to the next parallel local street (or up to 300 feet from the project street) and on any other street that must use the project street as its primary access. For neighborhood collector streets, the next parallel local street (if one exists within 500 feet of

the problem street) will also be included in the notification area. Representatives of the emergency service providers will also receive notification of the meeting. This notice will include an invitation to participate in a public meeting to help exchange ideas, address concerns and discuss possible traffic safety alternatives.

In addition to considering traffic calming and traffic control devices, plans developed in the NTSP will also consider the positive effects of education and enforcement.

Step 5. Preparation of Alternative Designs and Selection of Proposed Plan

The Engineering Department and the BPSC will hold an informal work session to prepare alternatives that address the neighborhood problem. The neighborhood is welcome to participate in this workshop to provide input.

The BPSC will assess the problems and needs of the neighborhood and propose solutions based on citizen input and sound engineering principles. Possible solutions and their impacts will be evaluated with consideration given to:

- Estimated costs vs. potential gain
- Effectiveness
- Pedestrian, bicycle and transit access
- Community wide benefit to bicycles and pedestrians
- Overall public safety
- Positive and negative consequences of traffic division
- Emergency and service vehicle access

The BPSC will identify the preferred alternative and City staff shall prepare a ballot for neighborhood approval.

If it is determined from both the public meeting and an informal work session of the BPSC that traffic safety techniques other than traffic calming devices are the preferred alternative, the proposal may not need to proceed through the additional steps as designated in the NTSP. The City Engineering Department will continue to work with the neighborhood on alternative neighborhood traffic safety techniques.

Step 6. Project Ballot

Local Service Streets:

All of the properties on the project street and on any other street that must use the project street as their primary access are sent notification that a proposed alternative has been selected. This notification will consist of a description of the proposal as well as a confidential mail ballot asking if they are in support of the project. Each household and business is entitled to one response.

To forward a project to Common Council for action, a majority of the eligible households and businesses must respond favorably by ballot. If over 50% of all eligible ballots respond in favor of the project, then it will be forwarded to the Common Council. If, however, less than 50% of all eligible ballots respond in favor of the project, but at least 60% of those returned ballots are in favor of the project, then a second

ballot shall be mailed to those addresses that did not respond to the first ballot. Ballots will be tallied for a period of four weeks from the time of distribution; ballots postmarked after the expiration date of the four-week period will not be tallied.

Neighborhood Collector Streets:

All of the properties on the project street, on cross streets up to the next parallel street (or up to 300 feet from the project street) and on any other street that must use the project street as their primary access are sent notification that a proposed alternative has been selected. This notification will consist of a description of the proposal as well as a confidential mail ballot asking if they are in support of the project. Each household and business is entitled to one response.

To forward a project to Common Council for action, a majority of the eligible households and businesses must respond favorably by ballot. If over 50% of all eligible ballots respond in favor of the project, then it will be forwarded to the Common Council. If, however, less than 50% of all eligible ballots respond in favor of the project, but at least 60% of those returned ballots are in favor of the project, then a second ballot shall be mailed to those addresses that did not respond to the first ballot. Ballots will be tallied for a period of four weeks from the time of distribution; ballots postmarked after the expiration date of the four-week period will not be tallied.

Step 7. Testing and Evaluation of Traffic Calming Device

A test of the traffic calming plan may occasionally be required to determine its effectiveness. If the Engineering Department and BPSC determine that testing is necessary, temporary traffic calming devices shall be installed for a period of at least one month.

Following the test period, data will be collected to evaluate how well the test device has performed in terms of the previously defined problems and objectives. The evaluation includes the project street and other streets impacted by the project and is based on before-and-after speeds and volumes, impacts on emergency and service vehicles or commercial uses, and other evaluation criteria determined by the BPSC. If the evaluation criteria are not met to the satisfaction of the BPSC and City Engineering staff, the traffic plan may be modified and additional testing conducted. If the test installation does not meet the project objectives, the request will need to go back to Step 5 for additional alternatives and neighborhood ballot.

If the City Engineer finds that an unforeseen hazard exists, the test may at any time be revised or discontinued. City Engineering staff will inform the BPSC and the neighborhood of any actions taken to modify or terminate a test.

When testing of traffic calming or traffic control devices is not possible or necessary, the plan will proceed to Step 8.

Step 8. Common Council Action

Based on the project evaluation and a positive ballot, City staff members prepare a report and recommendations for the Bicycle and Pedestrian Safety Commission to forward to the Common Council for action. The report outlines the process followed, includes the project findings, and states the reasons for the recommendations.

If a project does not obtain the required ballot approval, it is not forwarded to the Common Council.

Step 9. Board of Public Works

After the project has been approved by the Common Council, detailed project plans, specifications and estimates will be prepared by City Engineering staff.

Before the project(s) can be constructed by the City's Street Department or let for bidding by construction companies, the project plans and construction fund expenditures must be approved by the Board of Public Works.

If a project is not approved, it will be referred back to the Engineering staff to address the Board's concerns.

Step 10. Construct Permanent Traffic Calming Device(s)

Construction is administered by the City and is generally completed during the following construction season.

Step 11. Maintenance

The City of Bloomington Engineering and Street Departments are responsible for the construction and maintenance of any traffic calming device implemented as part of this program. The Traffic Division is responsible for any traffic signing and pavement marking or delineation. Any trees planted within the right-of-way are the responsibility of the Parks and Recreation Department and any landscaping (not including trees) is the responsibility of the neighborhood association.

Step 12. Follow-up Evaluation

Within six months to one year after construction of an NTSP project, the City may conduct a follow-up evaluation to determine if the project's goals and objectives continue to be met. This evaluation may entail traffic studies of volumes, speeds and accidents as well as public opinion surveys.

		Point assigned	
1) Percent of vehicles traveling over the posted speed limit			
low = 33%			1
medium = 33 - 67%			2
high = 68+%			3
A) Cut through traffic versus within (intra?) neighborhood speeding:			
Further study?		Yes/no	
2) Average daily traffic volumes			
Local Service Streets	Neighborhood Collector Streets		
low = 1 – 599	low = 500 – 1,499		1
medium = 600 – 1,499	medium = 1,500 – 3,499		2
high = 1,500+	high = 3,500+		3
3) Number of accidents along proposed calming area in 3 year period			
low = 1 - 2			1
medium = 3 - 4			2
high = 5+			3
		Yes	No
4) Creation of pedestrian and bicycle networks			
school walk route		1	0
school on proposed traffic calming street	1	0	
designated bicycle route		1	0
route in or to pedestrian area (e.g., park, shopping, etc.)		1	0
proposed calming street has NO sidewalks		1	0
proposed calming area has NO bike lanes		1	0
within walking distance to transit		1	0
5) Scheduled road construction/reconstruction in proposed calming area		2	0
TOTAL POINTS:		_____	
Priority rank:			
Comments and recommendations:			

Calculated points are summed and competing projects' point totals are compared. The project with the greater point total moves ahead of those projects with less total points.

Traffic calming relies upon physical changes to streets to slow motor vehicles or to reduce traffic volumes. These changes are designed to affect drivers' perceptions of the street and to influence driver behavior in a manner that is self-enforcing. Unlike traditional methods of traffic management, traffic calming does not rely primarily upon the threat of police enforcement for its effectiveness. Items which may be considered as traffic calming devices and which may be applied in a NTSP project are shown in Table 2.

1. Street and Lane Narrowing

Motorists tend to drive at speeds they consider safe and reasonable and tend to drive more slowly on narrower roads and traffic lanes than wider ones. Reducing road widths by widening boulevards or sidewalks intermittently or introducing medians can reduce traffic speeds. The judicious placement of parking (protected by curbs and made more visible by landscaping) can achieve the same effect. Road narrowing has the added advantage of reducing the expanse of road to be crossed by pedestrians, thus reducing pedestrian crossing time.

Other criteria to be applied and considered prior to street narrowing include:

- **Bicycle Accommodations:** On local streets designated as a bike route or serving a significant volume of bicycle traffic, a sufficiently wide bicycle lane should be provided through the narrowed area. Where traffic and/or bicycle volumes are sufficiently low, exclusive bicycle lanes may not be required.
- **Snow Removal:** The pavement width of streets shall not be narrowed to a point where it becomes an impediment to snow removal.
- **Parking Restrictions:** In most cases on local access streets, street narrowing will require the prohibition of parking at all times along the street curb the full length of the *narrowed section* plus 20 feet.
- **Landscaping:** Median landscaping can be selected by neighborhood associations from an approved landscaping materials list provided by the City. Landscaping will be provided and installed by the City and will be maintained by the neighborhood association or landscape volunteer. If the landscaping is not maintained, the median will be topped with concrete or asphalt pavement.
- **Median Width/Lane Width:** Where medians are used to narrow streets, the medians shall not be constructed at less than four feet in width. Travel lanes shall not be narrowed to a width less than nine feet, exclusive of gutter. Bicycle lanes where required shall be four feet wide exclusive of gutter, unless the gutter is poured integral to the bicycle lane, in which case the bicycle lane will be five feet wide. If parking is allowed, the parking and bicycle lane combination shall be a minimum of 13 feet.

2. Bicycle Lanes

Lane widths available to motorists can be reduced on some streets by the installation of bicycle lanes, either next to the curb (preventing stopping or parking by motor vehicles) or adjacent to parking. The space needed for bicycle lanes introduced on an existing street may reduce the width or number of general traffic lanes or the amount of parking. Bicycle lanes shall be constructed to the standard specifications of the Bloomington Public Works Department

3. Raised Street Sections or Speed Humps

Raised street sections or speed humps can reduce vehicle speeds on local streets. The hump is a raised area, no greater than 3 inches high, extending transversely across the street. For local streets, speed humps typically are constructed with a longitudinal length of 12 feet. If speed humps are determined to be appropriate for neighborhood collector streets, they shall be constructed with a longitudinal length of 22 feet. These longer speed humps may also be considered on local service streets that serve as primary emergency response routes.

Other criteria to be applied prior to installation of speed humps include:

- **Signing/Marking:** Speed humps are required to be signed with a combination of signs and pavement marking to warn motorists and bicyclists of their presence.
- **Traffic Safety and Diversion:** Any use of speed humps must take into consideration the impact the installation will have on long-wheel-based vehicles (fire apparatus, ambulances, snow plows and garbage trucks) and the potential to divert traffic to other adjacent streets. Speed humps should only be installed to address documented safety problems or traffic concerns supported by traffic engineering studies.
- **Street Width:** Speed humps should be used on streets with no more than two travel lanes and less than or equal to 40 feet in width. In addition, the pavement should have good surface and drainage qualities.
- **Street Grade:** Speed humps should only be considered on streets with grades of 8% or less approaching the hump.
- **Street Alignment:** Speed humps should not be placed within severe horizontal or vertical curves that might result in substantial horizontal or vertical forces on a vehicle traversing the hump. Humps should be avoided within horizontal curves of less than 300 feet centerline radius and on vertical curves with less than the minimum safe stopping sight distance. If possible, humps should be located on tangent rather than curve sections.
- **Sight Distance:** Speed humps should generally be installed only where the minimum safe stopping sight distance (as defined in AASHTO's *A Policy on Geometric Design of Streets*) can be provided.
- **Traffic Speeds:** Speed humps should generally be installed only on streets where the posted or prima facie speed limit is 30 mph or less. Speed humps should be carefully considered on streets where the 85th percentile speed is in excess of 40 mph.
- **Traffic Volumes:** Speed humps should typically be installed only on streets with 3,000 vehicles per day or less. If considered for streets with higher volume, their use should receive special evaluation.
- **Emergency Vehicle Access:** Speed humps should not be installed on streets that are defined or used as primary emergency vehicle access routes. If humps are considered on these routes, special care must be taken to ensure reasonable access is provided.
- **Transit Routes:** Speed humps should generally not be installed along streets with established transit routes. If humps are installed on transit routes, their design should consider the special operational characteristics of these vehicles.

4. Full or Partial Road Closures (Semi-Diverters/Diverters/Cul-de-sac)

Roads can be closed to motor vehicles at intersections, preventing through movement and requiring access to be gained from other streets. Closure should be undertaken in such a way as to avoid simple displacement of traffic to adjacent residential streets. It will usually be possible and desirable to retain pedestrian and bicycle access.

- Partial intersection closures can be achieved by narrowing a street to one lane at an intersection and instituting an entry restriction. Another technique is to introduce a “diagonal diverter” or barrier diagonally across an intersection which forces traffic off a favored short-cut. Gaps can be left to allow access by pedestrians and bicyclists.
- Partial Closures: Partial roadway closures at intersections will require consideration of pedestrian and bicycle access and lane width requirements similar to those defined under Street and Lane Narrowing.

5. Chicanes

Chicanes are a form of curb extension which alternate from one side of the street to the other. The road is in effect narrowed first from one side then the other and finally from the first side again in relatively short succession. Chicanes break up the typically long sight lines along streets and thus combine physical and psychological techniques to reduce speeds.

- Lane Width: Where chicanes are used, the travel lanes shall not be narrowed to a width less than nine feet, exclusive of gutter. Bicycle lanes where required shall be four feet wide exclusive of gutter, unless the gutter is poured integral to the bicycle lane, in which case the bicycle lane will be five feet wide.
- Snow Removal: Chicanes shall be designed to minimize the accumulation of snow piles and trash in the gutter interface between existing curb and gutter and chicane.
- Landscaping: Landscaping will typically consist of grass. Other landscaping may be selected from an approved landscaping list provided by the City. Landscaping may be provided and installed by the City and will be maintained by the Neighborhood Association or landscaping volunteer. Landscaping will not be approved which will obstruct the driver’s vision of approaching traffic, pedestrians or bicyclists.

6. Traffic Circles

Traffic circles are circles of varying diameter formed by curbs. Motorists must drive around the circle, or in the case of longer vehicles, drivers may drive slowly onto and over a mountable concrete curb forming the circle. Traffic circles reduce motor vehicle speeds through the intersections, depending on current intersection controls in place.

Other criteria to be applied and considered prior to installation include:

- Design Considerations: For each intersection the size of the circle will vary depending on the circumstances for that specific intersection. In general, the size of the circle will be determined by the geometry of the intersection.
- Where intersecting streets differ significantly in width, it may be more appropriate to design an

elongated “circle” using half circles with tangent sections between them. Smaller circles will be constructed on a case-by-case basis. Normally the circle will be located as close to the middle of the intersection as practical. Under special circumstances, such as being on a Fire Department response route, bus route or due to snow removal accommodations, the size and/or location of the circle will be adjusted to more appropriately meet these special circumstances.

- Design Considerations for “T” Intersections: For “T” type intersections, all of the above design considerations apply. In addition, curb extensions (or curb bulbs) may be included along the top of the “T” at the entrance and exit to the intersection.
- Signage: Appropriate signage for traffic circles will be determined by the City Engineer and may vary based on the location of the circle.
- Channelization: Where curbs do not exist on the corner radii, painted barrier lines, defining the corners, should be installed.

Yellow retro-reflective lane line markers shall be placed on top of the circle at its outer edge.

- Parking Removal: Normally, parking will not be prohibited in the vicinity of the circle beyond that which is prohibited by the City of Bloomington, ie, “within the intersection” or “within 20 feet of a crosswalk area”. However, where special circumstances dictate, such as where the circle is on a response route for the Fire Department or to accommodate snow removal, or in an area where there is an unusually high use by trucks, additional parking may be prohibited as needed.
- Sign Removal: At intersections where circles are to be installed, any previous right-of-way controls may be removed at the time of circle construction completion. However, where special circumstances dictate, the existing traffic control may remain in place or be otherwise modified at the direction of the City Engineer.
- Landscaping: Landscaping will be selected by the neighborhood association or the City Parks and Recreation Department from an approved landscaping materials list provided by the City. Landscaping will be provided and installed by the City and will be maintained by the neighborhood association. If the landscaping is not maintained, the traffic circle will be topped with concrete or asphalt pavement.

Volunteer Required: Plant material will only be installed at traffic circles where a local resident or neighborhood association has volunteered to maintain the plant material. This maintenance will include watering, weeding and litter pick-up, as needed. All volunteers will be provided with information on maintenance of the plant material and common problems.

Points at which volunteers will be required: During initial contact, the person or neighborhood association requesting participation in the NTSP will be informed of the need for a volunteer for landscaping. In the notice of the neighborhood meeting, before construction, all residents will be informed of the need for a maintenance volunteer. This will be reiterated at the meeting if no one has volunteered. If no one has volunteered by the time that the circle is constructed, a special letter will be distributed to all residents informing them of the need for a volunteer (Figure 4). A final notice to residents will be included in the cover letter for the “after” survey of the residents.

Plant Replacement: Where the Public Works Department has had installed plant material in a traffic circle, the Department will replace any plant material which is damaged by traffic or vandalism or which dies due to planting, for a period of one year after the initial planting. If such damage is a

persistent problem, the Department may decide to cover the circle with a concrete or asphalt topping

rather than continue to replace plant materials.

Stop Signs

In some instances stop signs can be used as an effective traffic management and safety device. However, stop signs are not used as a traffic calming device within the NTSP.

Stop signs are used to assign right-of-way at an intersection. They are installed at intersections where an accident problem is identified, where unremovable visibility restrictions exist (such as buildings or topography), and/or where volumes are high enough that the normal right-of-way rule is potentially hazardous.

Stop signs are generally not installed to divert traffic or reduce speeding. Studies from other jurisdictions show that such use of stop signs seldom has the desired effect. In fact, the use of stop signs solely to regulate speed typically causes negative traffic safety impacts (non-compliance with the signs and increased accidents as well as mid-block speeding).

**NEIGHBORHOOD
TRAFFIC
SAFETY
PROGRAM**

List of Traffic-Calming Concerns and Locations
(Alphabetical Order)
(Updated May 14, 2018)

List of Emerging Traffic-Calming Priorities *(Initiated April 2017)*

Street Crossings

- Kinser and Gourley Pike (bus stop)
- Kinser and Colonial Crest Apartments (bus stop)
- The Stands Drive and Rogers Road
- S. College Mall Road / Covenanter Drive *(added May 2018)*

Other Traffic-Calming

- Countryside Lane – Adams Hill Circle intersections and perhaps points east
- First Street - Lincoln to Henderson
- Park Lane
- Sheridan/Southdowns - Henderson to Jordan
- Twelfth Street and Lincoln Street

New *(Updated May 2018)*

W. Allen Street from Patterson to Adams (perhaps to Bloomfield Road)

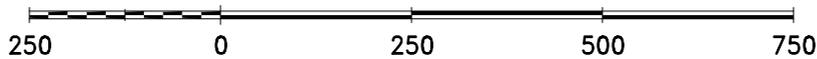
Completed *(Noted April 2018)*

- Sare Road - between Rogers Road and Spicewood Subdivision (at multiple locations) – *initial Committee allocation in 2017 with*

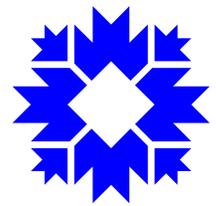


2018 Council Sidewalk Committee
 Pedestrian Crossing Improvements – College Mall and Covenanter Drive

By: shermand
 1 Nov 18

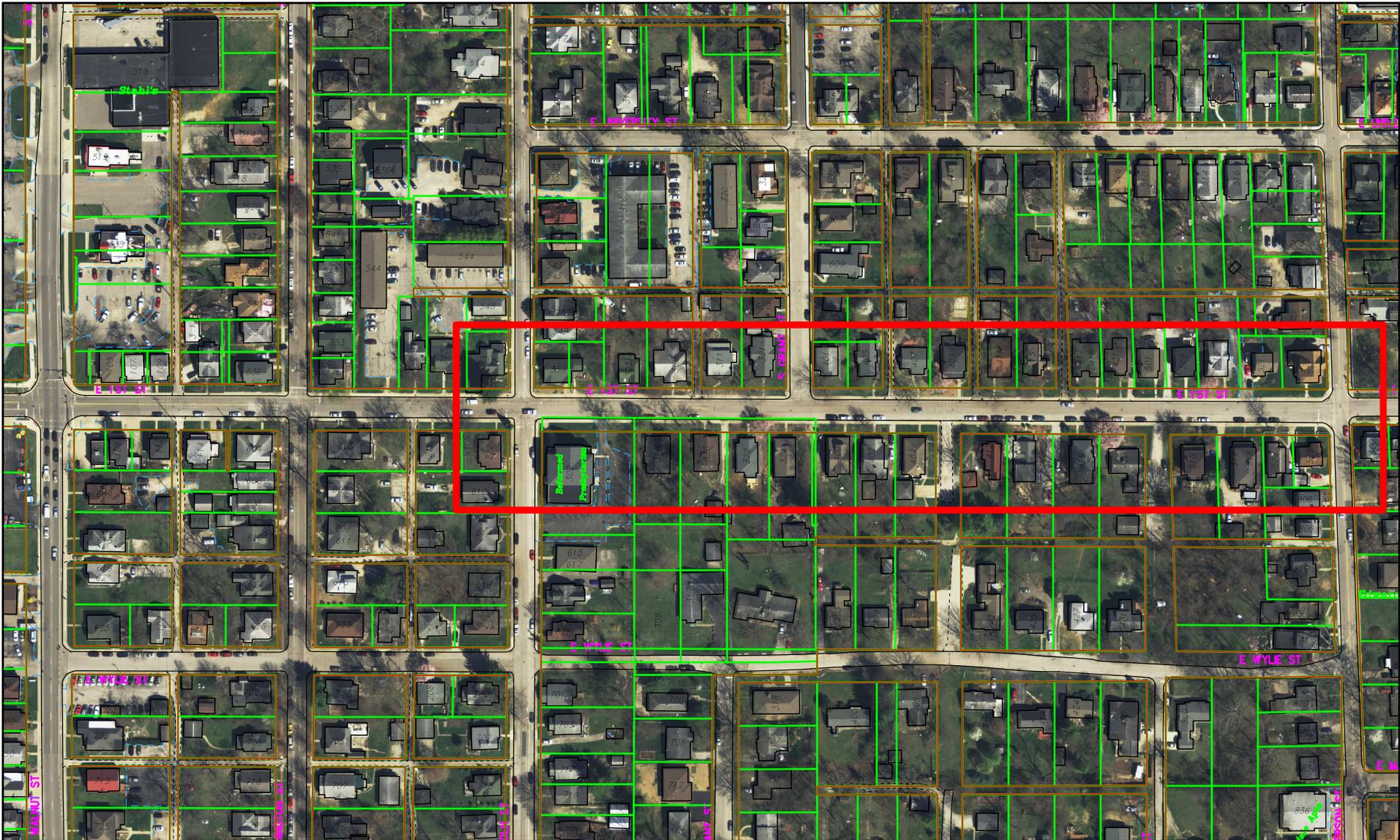


City of Bloomington
 Council Office



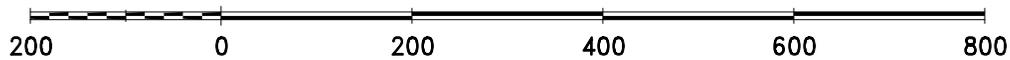
Scale: 1" = 250'

For reference only; map information NOT warranted.



Council Sidewalk Committee - 2018 - Traffic-Calming Requests
 First Street - Lincoln to Henderson
 (from 2017 Committee Members)

By: shermand
 12 Feb 18



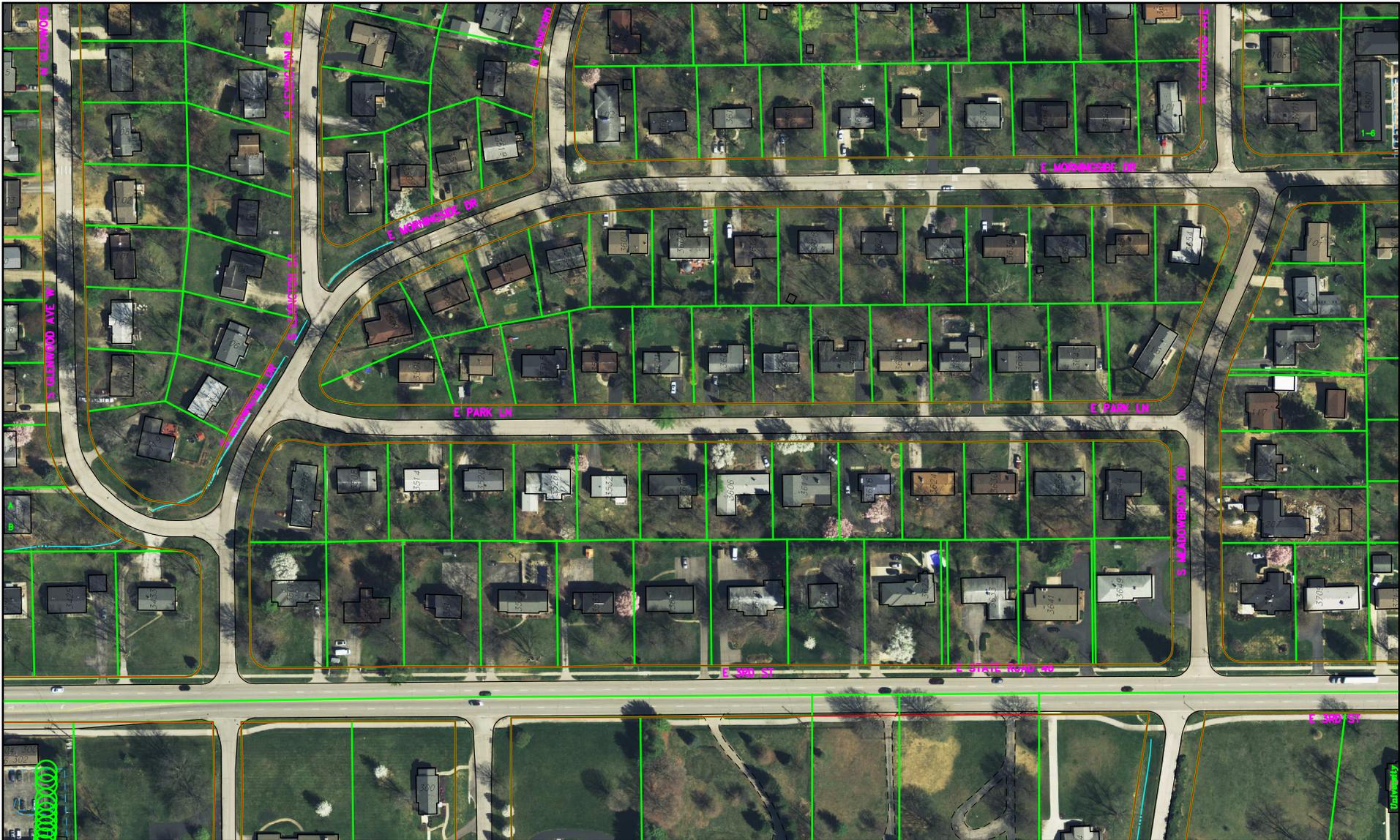
For reference only; map information NOT warranted.



City of Bloomington
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Scale: 1" = 200'



Council Sidewalk Committee - 2018 - Traffic-Calming
 Park Lane - Map Displays Morningside Dr (West-North)-Meadowbrook (East) - 3rd St
 (from 2017 Committee Members)

By: shermand
 12 Feb 18



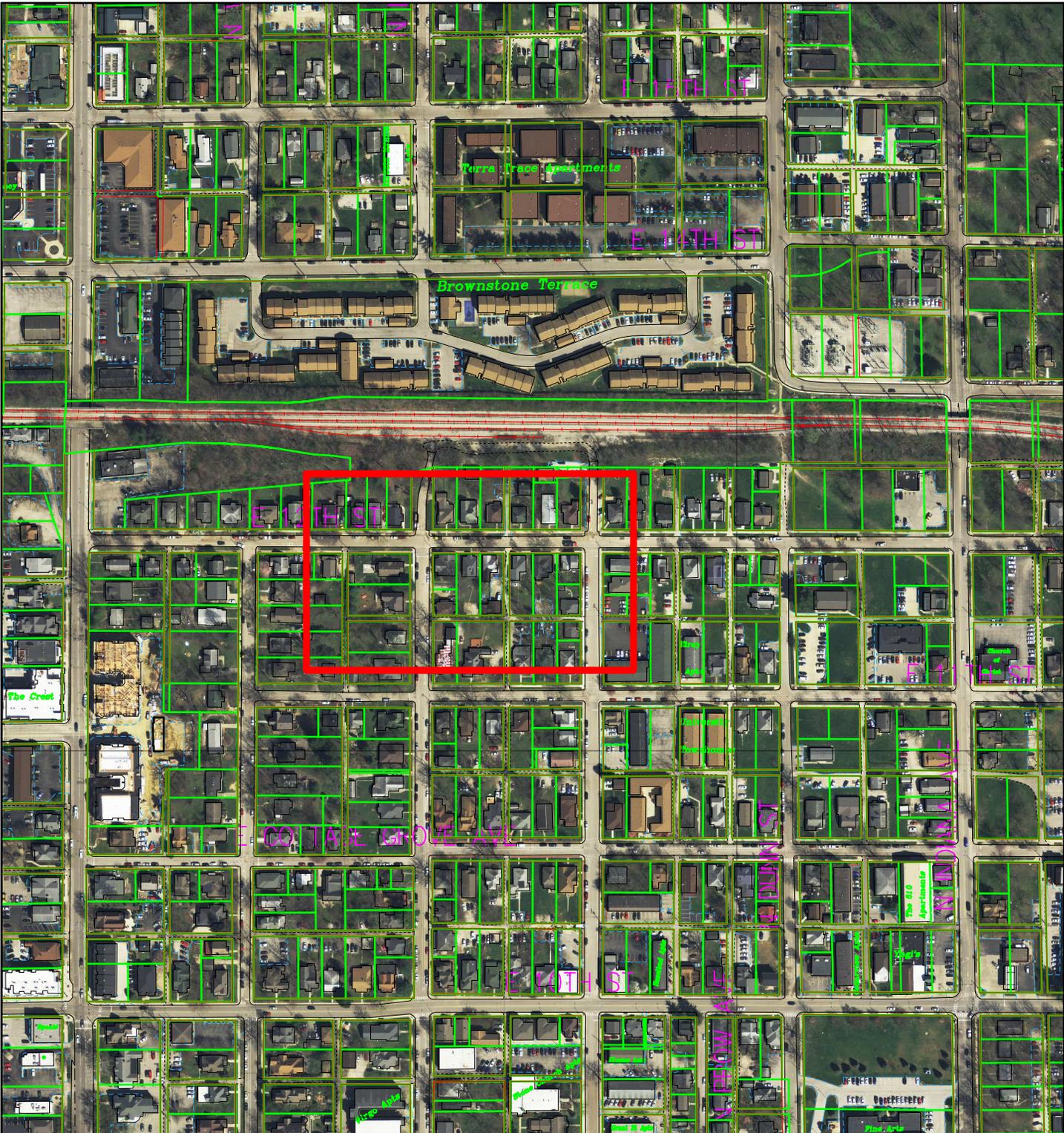
For reference only; map information NOT warranted.



City of Bloomington
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Scale: 1" = 200'



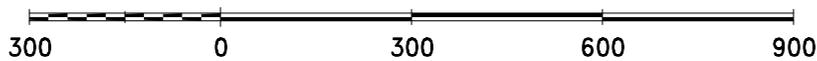
Council Sidewalk Committee – Requests for Traffic-Calming Projects

12th and Lincoln

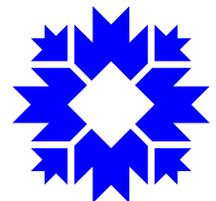
(from 2017 Council Sidewalk Committee)

By: shermand

20 Feb 18

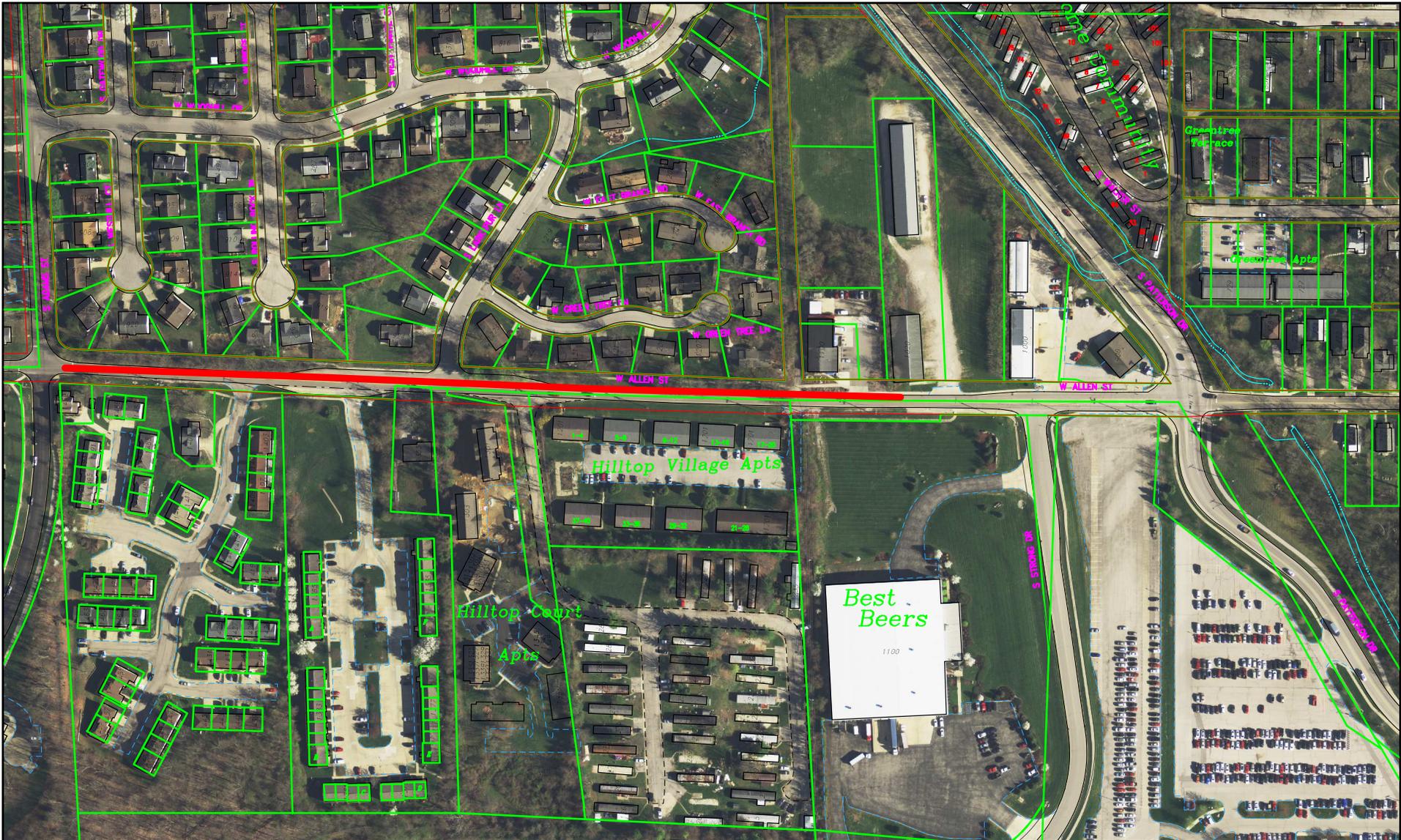


City of Bloomington
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Scale: 1" = 300'

For reference only; map information NOT warranted.



Council Sidewalk Committee Request – 2018
 Missing Sidewalk Segments from Strong Drive to Adams Street
 Possible Traffic-Calming Location

By: shermand
 7 Feb 18



For reference only; map information NOT warranted.



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Scale: 1" = 250'

Other Traffic Calming Initiatives being Explored by Planning and Transportation Staff (2018 – 2019)

Note from Status Report and Recommendations for 2019
Council Sidewalk Committee:

In the past the Department has implemented traffic calming techniques to improve the City's neighborhood greenways (e.g. Allen Street), to mitigate detour traffic (e.g. Tapp Road and Rockport Road), and respond to resident requests (e.g. Morningside Drive). Currently there are several general neighborhood concerns for which staff is collecting data and working with residents.

One request is considering West Allen Street from Patterson Drive to Adams Street that does present characteristics that necessitate traffic calming techniques as well as pedestrian enhancements (which, was identified as a priority in May of 2018).

In an email, Scottt Robinson, Assistant Director, identified other areas of staff concern and effort:

- E. Allendale Drive,
- E. Maxwell Lane,
- S. Maxwell Street,
- S. Olcott Boulevard,
- S. Madison Street, and
- N. Cascade Drive.

Appendix Eight - Schedule for 2019

Here is a possible break-down of tasks over the course of meetings.

Proposed Schedule for Deliberations

<u>Action</u>	<u>Date</u>
Review Funding and On-Going Projects	<i>Tuesday, November 13, 2018 at noon in the Council Library</i>
Review Sidewalk Criteria and Prioritization List and Request Estimates	<i>To be Determined – May occur at or soon after the first meeting.</i>
Review Sidewalk Projects, Estimates and Funding, and Traffic-Calming	<i>To be Determined – Should account for any staff work needed to be performed on sidewalk estimates and Traffic-Calming issues.</i>
Make Recommendations and Prepare for 2020	<i>To be Determined</i>
Submit Report to Council	<i>To be Determined</i>

Discussion

Chair

Action

Approve further meetings

Material

City calendar of meetings for November, December & January

[Link to City Calendar](#)

Sun	Mon	Tue	Wed	Thu	Fri	Sat
28	29	30	31	1	2	3
	12pm - Board of ? 4pm - Art Receptio? 4:30pm - Board of 5pm - Utilities	5:30pm - Board of ? 5:30pm - Board of ?	2pm - Hearing 5:30pm - Commiss? 6:30pm - Common ?	4pm - Bloomington? 5:30pm - Status of?	12pm - Council	
4	5	6	7	8	9	10
	5pm - Bloomington? 5:30pm - Bicycle ? 5:30pm - Plan ?	Election Day	6:30pm - Common ?	4pm - Board of Park 5pm - Bloomington 5pm - Bloomington? 5:30pm - BMG Hack 5:30pm - Parking	1:30pm - MPO Poli?	
11	12	13	14	15	16	17
	Veteran's Day	10am - Dispatch 11:30am - Plan 3:30pm - Board of ? 4:30pm - Commiss? 5pm - Utilities 5:30pm - Board of ? 5:30pm - Board of ? 6pm - Commission?	12pm - Bloomington 2pm - Hearing 5pm - Bloomington? 5:30pm - Commiss? 6:30pm - Common ?	5:30pm - Board of ? 7pm - Environmen?	12pm - Council	
18	19	20	21	22	23	24
	5pm - Bloomington 6pm - Animal ?	5:30pm - Board of ? 5:30pm - Commiss?	4pm - Board of ? 4:15pm - Economic? 6:30pm - Common ?	Thanksgiving Day 5pm - Bloomington	Day After	
25	26	27	28	29	30	1
	12pm - Board of ? 4pm - Council for ? 5pm - Utilities 5:30pm - Blooming?	4pm - Board of Park 5:30pm - Board of ? 5:30pm - Board of ? 6pm - BCOS Work	10am - MPO ? 2pm - Hearing 4:30pm - Martin ? 4:30pm - Traffic ? 5:30pm - Commiss? 6:30pm - Common ? 6:30pm - MPO ?	5:30pm - Parking ?		

Sun	Mon	Tue	Wed	Thu	Fri	Sat
25	26	27	28	29	30	1
	12pm - Board of ? 4pm - Council for ? 5pm - Utilities 5:30pm - Blooming?	4pm - Board of Park 5:30pm - Board of ? 5:30pm - Board of ? 6pm - BCOS Work	10am - MPO ? 2pm - Hearing 4:30pm - Martin ? 4:30pm - Traffic ? 5:30pm - Commiss? 6:30pm - Common ? 6:30pm - MPO ?	5:30pm - Parking ?		
2	3	4	5	6	7	8
	5pm - Bloomington? 5:30pm - Farmers' ?		6:30pm - Common ?	4pm - Bloomington? 5:30pm - Status of?		
9	10	11	12	13	14	15
	12pm - Board of ? 5pm - Utilities 5:30pm - Bicycle ? 5:30pm - Plan ?	4:30pm - Commiss? 5:30pm - Board of ? 5:30pm - Board of ? 6pm - Commission?	12pm - Bloomington 2pm - Hearing 4:30pm - Martin ? 5pm - Bloomington? 5:30pm - Commiss? 6:30pm - Common ?	5pm - Bloomington 5pm - Bloomington? 5:30pm - BMG Hack 5:30pm - Parking		
16	17	18	19	20	21	22
	5pm - Bloomington 6pm - Animal ?	4pm - Board of Park 5:30pm - Board of ? 5:30pm - Commiss?	4pm - Board of ? 4:15pm - Economic? 4:30pm - Traffic ? 6:30pm - Common ?	5pm - Utilities 5:30pm - Board of ? 5:30pm - Parking ? 5:30pm - Parking ? 7pm - Environmen?		
23	24	25	26	27	28	29
	12pm - Board of ? 3:30pm - Board of ? 3:30pm - Board of ? 5:30pm - Blooming?	Christmas Day	2pm - Hearing 5:30pm - Commiss? 6:30pm - Common ?	5pm - Bloomington		
30	31	1	2	3	4	5
	4pm - Council for ?	New Year's Day	6:30pm - Common ?	4pm - Bloomington? 5:30pm - Status of?		

Sun	Mon	Tue	Wed	Thu	Fri	Sat
30	31	1	2	3	4	5
	4 pm - Council for ?	New Year's Day	6:30pm - Common ?	4 pm - Bloomington? 5:30pm - Status of?		
6	7	8	9	10	11	12
	12pm - Board of ? 5pm - Bloomington?	4:30pm - Commiss? 5:30pm - Board of ? 5:30pm - Board of ? 6pm - Commission?	12pm - Bloomington 2pm - Hearing 5pm - Bloomington? 5:30pm - Commiss? 6:30pm - Common ?	5pm - Bloomington 5:30pm - BMG Hack	1:30pm - MPO Poli?	
13	14	15	16	17	18	19
	5:30pm - Bicycle ? 5:30pm - Plan ?	5:30pm - Board of ? 5:30pm - Commiss?	4pm - Board of ? 4:15pm - Economic? 6:30pm - Common ?	5:30pm - Board of ? 7pm - Environmen?		
20	21	22	23	24	25	26
	12pm - Board of ? 5pm - Bloomington 5:30pm - Farmers' 6pm - Animal ?	5:30pm - Board of ? 5:30pm - Board of ? 6pm - BCOS Work	10am - MPO ? 2pm - Hearing 4:30pm - Martin ? 4:30pm - Traffic ? 6:30pm - Common ? 6:30pm - MPO ?	5pm - Bloomington		
27	28	29	30	31	1	2
	4 pm - Council for ? 5:30pm - Blooming?		5:30pm - Commiss? 6:30pm - Common ?			