



CITY OF BLOOMINGTON COMMON COUNCIL

**AGENDA AND NOTICE:
SIDEWALK COMMITTEE**
Thursday | 3:00 PM
22 February 2024

*Hooker Conference Room (#245), Showers Building, 401 N. Morton Street
The meeting may also be accessed at the following link:*

<https://bloomington.zoom.us/j/81803479463?pwd=oyVEpilhiCBgc5m0KNeeahNPathWVb.1>

1. Preliminary Matters/Introductions
2. Remaining funding for 2024 out of \$350,000 Alternative Transportation Fund Appropriation
 - a. \$230,000 left to be allocated between sidewalks and traffic-calming/pedestrian facility projects
3. Review of Old and New Proposed Projects
 - a. Progress Report of Recently Completed and On-Going Sidewalk Projects
 - b. Disclosures of any Conflicts of Interest
 - c. Discussion of 2024 Funding Priorities
4. Public Comment
5. Recommendations for remaining 2024 funding allocations (if Committee is ready to consider)
6. Schedule Future Meetings (if necessary)
 - a. If Committee makes recommendations today
 - i. Report to Council
 - ii. First meeting date for next funding cycle
7. Other Matters
8. Adjourn

Posted: 20 February 2024

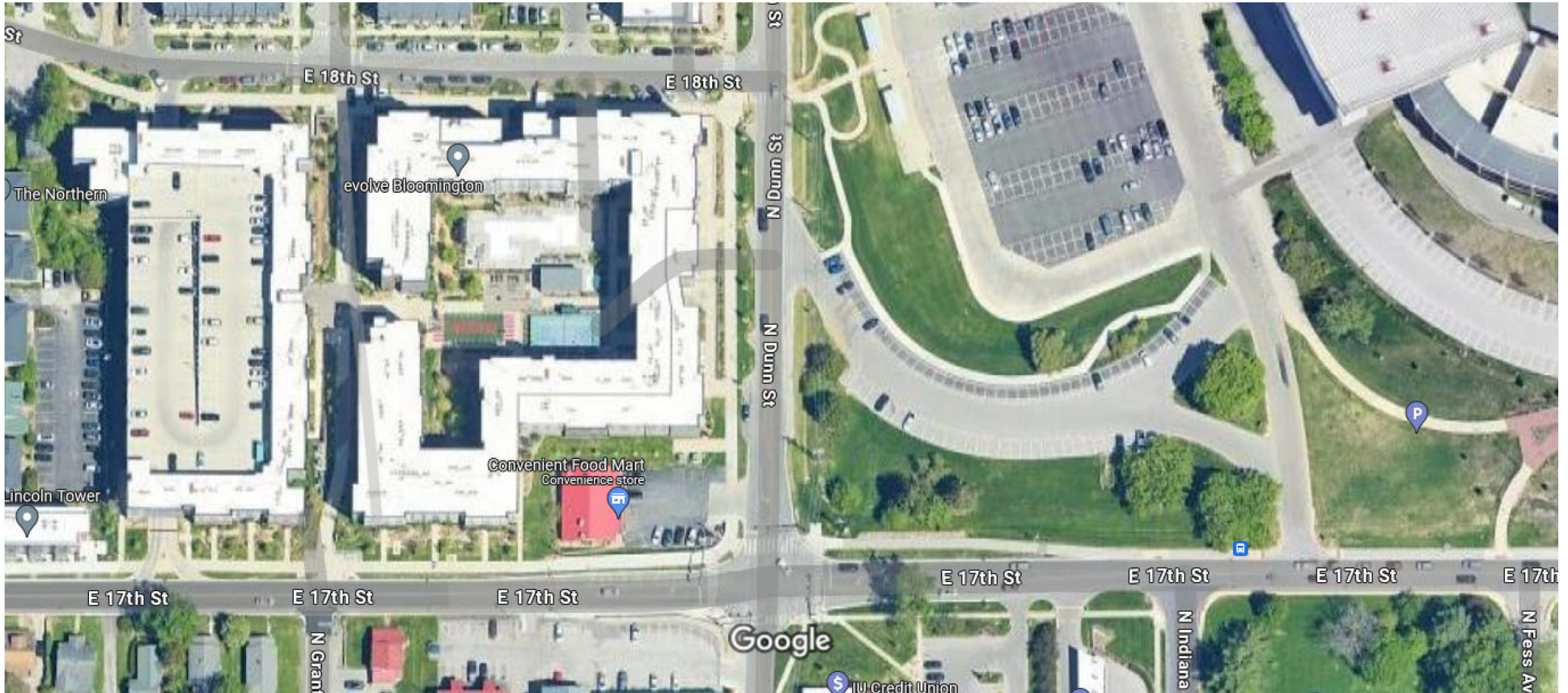
COMMON COUNCIL SIDEWALK COMMITTEE (COMMITTEE)
PARTIAL SIDEWALK ALLOCATION RECOMMENDATIONS FOR 2024
- TOTAL FUNDS AVAILABLE: \$350,000

Project	ATF	<u>ATF</u> <u>(Additional</u> <u>Amounts – Should</u> <u>They be</u> <u>Appropriated)</u>	<u>CBU</u>	<u>OTHER</u> <u>FUNDS</u>
<u>Sidewalk Projects</u>				
Design: N. Dunn St. (east side) – North of 17th St.	\$35,000		\$0	\$0
Estimated Costs				
Design: \$35,000				
Right-of-Way: \$0				
Construction: \$200,000				
Design: N. Jefferson St. (either side) – 8th St. to 10th St.	\$35,000		\$0	\$0
Estimated Costs				
Design: \$35,000				
Right-of-Way: \$0				
Construction: \$300,000				
<u>Traffic Calming</u>				
General Traffic Calming and Greenways Program	\$50,000		\$0	\$0
Resident-led Projects				
Estimated Costs				
\$50,000				
2024 ALLOCATION	\$120,000	\$0	\$0	\$0

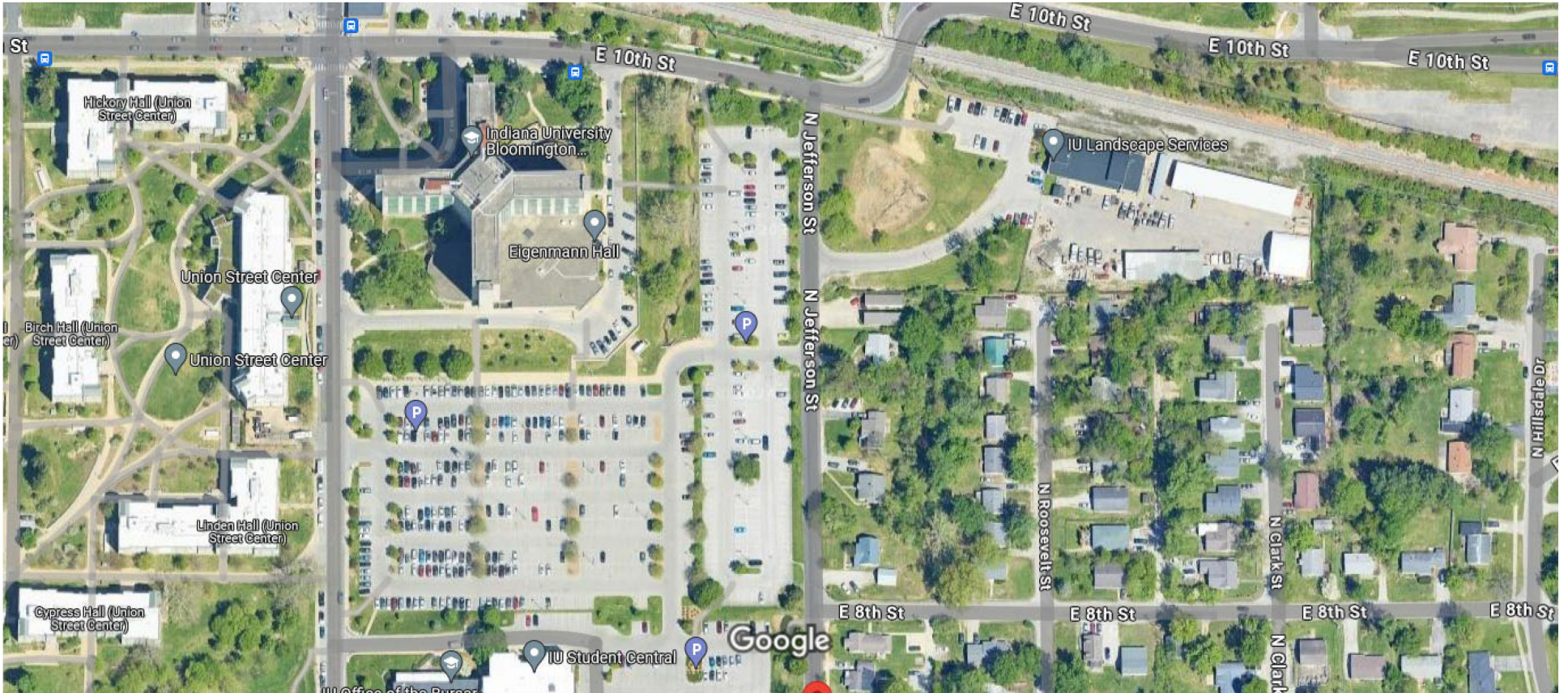
COMMON COUNCIL SIDEWALK COMMITTEE (COMMITTEE) SIDEWALK PARTIAL
ALLOCATION RECOMMENDATIONS FOR 2024

CHART NOTES

1. Project. This column identifies the location and details about the project.
2. Alternative Transportation Fund (ATF). This column represents ATF funds appropriated in 2024 for sidewalk and traffic-calming initiatives recommended by the Committee.
3. ATF (Additional Amounts – Should they be Appropriated). This column is available to capture unused funds from prior years should the Committee wish to make recommendations about the use of the remaining funds and any necessary additional appropriation proposals. No funds were identified for additional appropriation and, therefore the shaded column remains empty.
4. CBU. This column represents CBU assistance with the storm-water component of projects. The CBU evaluates the storm-water component of projects and, when able, offers some in-kind contributions when these projects align with CBU storm-water priorities. There were no CBU in-kind contributions identified for sidewalk construction projects recommended by the Committee for 2024.
5. OTHER FUNDS. This column represents project funding from other sources, if any.



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**COUNCIL SIDEWALK COMMITTEE
STAFF REPORT**

Date: February 20, 2024

FROM: Hank Duncan, Bicycle and Pedestrian Coordinator, Planning and Transportation Department

REGARDING: 2024 Council Sidewalk Committee Staff Recommendations

Recommendations

Planning and Transportation Department staff recommends allocating the remaining \$230,000 in unallocated 2024 Council Sidewalk Committee funds towards the construction of the S. Overhill Drive sidewalk.

Additionally, staff recommends not allocating future funds towards a W. Smith Avenue sidewalk between College Avenue and Walnut Street. Instead, staff intends to convert this section of Smith Avenue into a shared street as part of the Smith Avenue Neighborhood Greenway project.

Recommended 2024 Council Sidewalk Committee Allocation

Project	Allocation	Description
N. Dunn St. Sidewalk*	\$35,000	Design
N. Jefferson St. Sidewalk*	\$35,000	Design
Resident-Led Traffic Calming*	\$50,000	Construction
S. Overhill Dr. Sidewalk	\$230,000	Construction
Total	\$350,000	

*Previously allocated and approved projects

S. Overhill Drive (3rd St. to 5th St.)

S. Overhill Drive was originally identified for sidewalk design by the 2022 Council Sidewalk Committee due to its proximity to transit stops along E. 3rd Street and its walk potential to other nearby destinations. As of February 20, a conceptual design has been completed, but further progress is on hold pending direction from the 2024 Council Sidewalk Committee.

In 2023, the Council Sidewalk Committee adopted a new sidewalk prioritization method, incorporating demand, safety, and equity data, which shifted S. Overhill Drive’s priority. The current sidewalk prioritization method ranks S. Overhill Drive as the 8th highest priority sidewalk gap in Bloomington due to its proximity to E. 3rd Street. However, its priority drops as it spans northbound away from 3rd Street, ranking at number 29.

From a 2010 traffic count, S. Overhill Drive sees an average daily traffic volume at 384 vehicles. With a recently installed barrier preventing left turns from Overhill Drive to 3rd Street, and vice versa, current traffic counts are expected to be lower.

Although S. Overhill Drive has dropped in priority with the new prioritization method, it remains a relatively high-ranked site. Given its importance for pedestrian safety and comfort, it is still worth allocating funds towards a sidewalk on S. Overhill Drive.



W. Smith Avenue (College Ave. to Walnut St.)

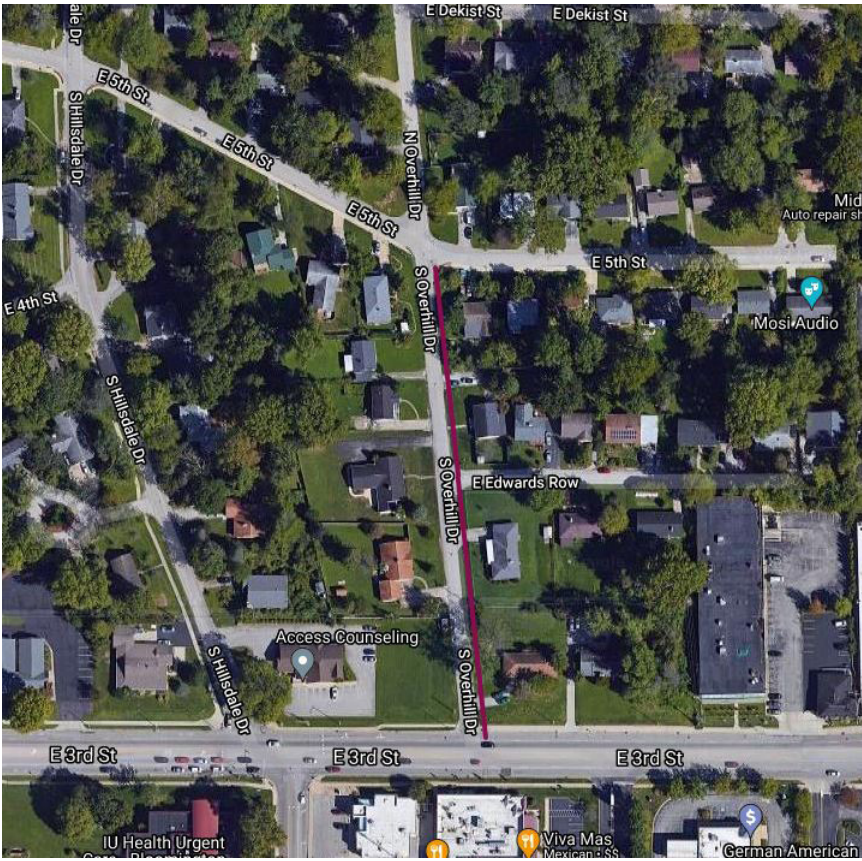
Although this downtown sidewalk gap was identified for conceptual design by the 2022 Council Sidewalk Committee and remains a high priority connection using the current prioritization method, constructing a high-quality sidewalk without exorbitant costs is infeasible.

Instead, staff plans to include this block in a future Smith Avenue Neighborhood Greenway. Currently slated as a Phase II priority project, this initiative will convert the Smith Avenue corridor from College Avenue to Henderson Street into a shared street for comfortable pedestrian and bicycle use.

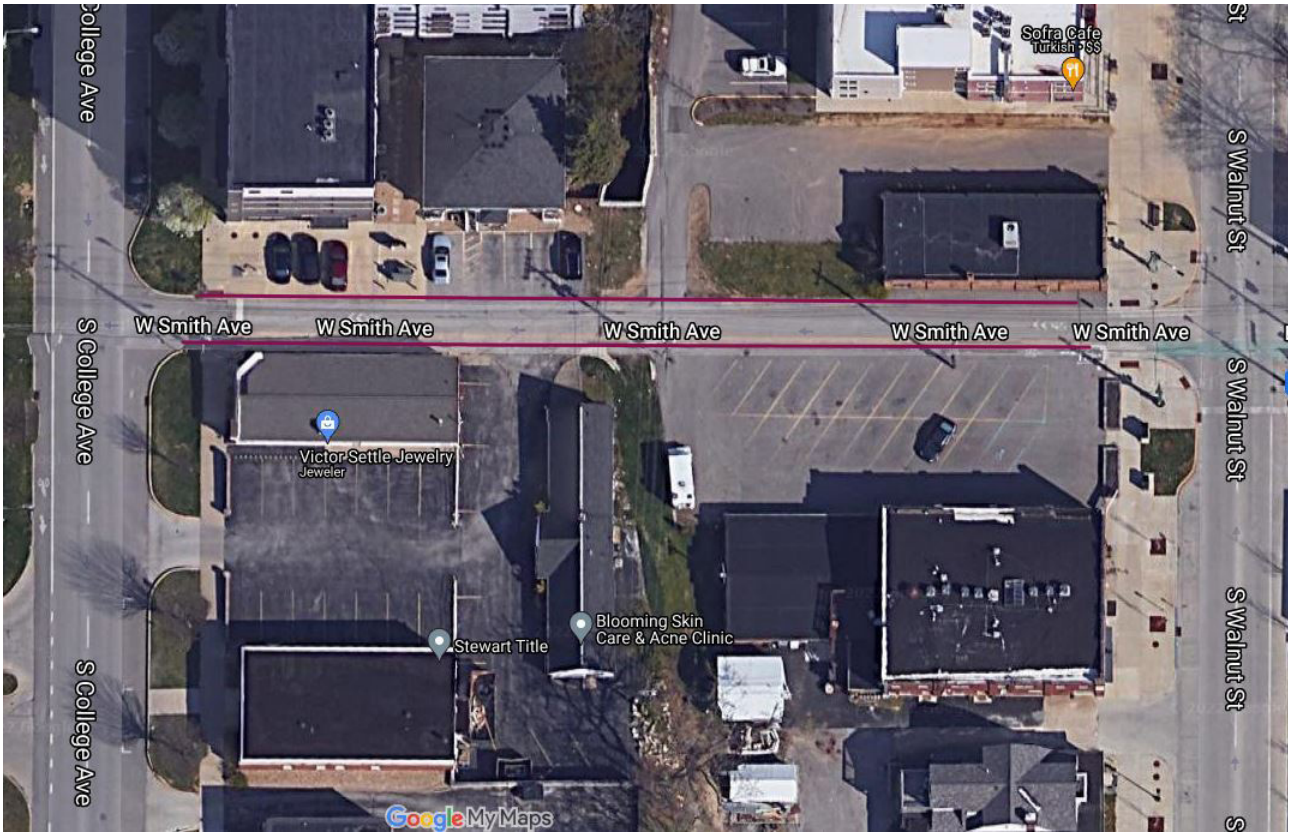
Additionally, with a future Smith Avenue connection to the B-Line, the possible Convention Center expansion will provide a seamless completion to this full corridor.

Project	Previous CSC \$\$ spent on project	Estimated Funding Need				2024 Committee Budget	Other Funds	Total Project Cost	Total Project Funding Need	Priority	Comments
		Conceptual Design	Engineering	ROW	Construction						
Recommended Sidewalk Projects (including previously funded)						\$ 350,000	\$ -				
S Overhill Drive (3rd to 5th)	\$ 37,940	\$ -	\$ 37,940	\$ -	\$ 240,000	\$ -	\$ -	\$ 277,940	\$ 240,000		Staff recommends allocating the remaining \$230,000 toward construction of this project
Smith (College to Walnut)	\$ 11,760	\$ 11,760				\$ -	\$ -	\$ 11,760	\$ -		Staff does not recommend additional funding of this project
N. Dunn Street (from 17th Street to existing sidewalk north of 17th , on east side of street)	\$ -	\$ -	\$ 35,000	\$ -	\$ 200,000	\$ 35,000		\$ 235,000	\$ 200,000		Fund design in 2024
N. Jefferson Street (8th Street to 10th Street, either side)	\$ -	\$ -	\$ 35,000	\$ -	\$ 300,000	\$ 35,000		\$ 335,000	\$ 300,000		Fund design in 2024
Traffic Calming											
General - Traffic Calming and Greenways Program Resident-Led Projects			\$ -	\$ -	\$ 50,000	\$ 50,000	\$ -	\$ 50,000	\$ 50,000		Fund construction
Total	\$ 49,700		\$ 107,940	\$ -	\$ 790,000	\$ 120,000	\$ -	\$ 909,700	\$ 790,000		

\$ 230,000 Remaining Budget



S. Overhill Drive (between E. 3rd Street and E. 5th Street)



W. Smith Avenue (Between S. College Ave and S. Walnut Street)

Common Council Transportation Committee/Sidewalk Committee Criteria, History, and Other Policies for Sidewalk Allocation

History of Criteria - The criteria for selecting sidewalk projects first appeared in a memo entitled the *1995 Linkages Plan – Criteria for Project Selection/Prioritization* and have been affirmed and revised over the years. These criteria for consideration initially included the following:

- Safety Consideration – 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 destination such as elementary school, 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.

Over the years the Committee has revised these criteria as follows:

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

Current Criteria - On December 9, 2021, the Committee voted to revise the criteria in accordance with the recommendations of the P & T Staff taking into consideration the information gleaned from a Sidewalk Equity Audit and associated recommendations prepared by Bicycle and Pedestrian Safety Commission President Mark Stosberg. The revisions consist of the identification of three broad categories: Demand and Density, Safety and Harm Reduction, and Historically Excluded Groups. Each broad category contains weighted criteria, which will be used to prioritize and select sidewalk projects. The criteria, assigned weight, and analytic information are described on the 2024 Sidewalk Evaluation Matrix in this Report.

Other Policies – Overage Policy – Each year the Committee Report uses estimates submitted by City Engineering to allocate funds between projects. Even with built-in contingencies, these estimates are sometimes far-off the bid for, or actual cost of, the project. In previous years, the Committee has approved of a motion to allow the allocation scheme to be amended by the Sidewalk Committee Chairperson in consultation with city staff to fund priorities on the current list of allocations. The Committee may yet adopt a motion to allow the Chairperson to authorize 2024 funding shifts between projects, but did not do so at the December 19, 2023 meeting.

2024 Sidewalk Evaluation Matrix			
	Criteria	Analytics and Information	Criteria Weight
Demand and Density Data	Walk Potential	Based on 10-minute travel maps between residential areas and destinations (cafes, libraries, banks, grocery stores, hardware stores). The 10-minute walk distance is based on the actual street grid, not how a bird would travel. The more destinations that overlap and that can be reached within a 10-minute walk, the higher the score. This tool replaces the manually-applied walk score data included in years past prioritization methods.	25%
	Population Density	2019 American Community Survey Census Block Group data converted to a weighted score. Higher scores reflect areas with increased population density.	25%
	% Walk to Work	2019 American Community Survey Census Block Group data, converted to a weighted score ranging from 1 to 26. Areas where residents report higher rates of walking to work score higher than areas with less reported rates of walking to work.	7%
	% Transit to Work	2019 American Community Survey Data converted to a weighted score ranging from 1 to 100. Areas where residents report higher rates of utilizing transit to commute to work are higher than areas with less reported rates of utilizing transit to get to work	7%
	Vehicle Count	Derived from the 2019 American Community Survey Data which counts private registered vehicles per household. The variable scores and weigh each Census Block Group to reflect priority for residents in areas where average car ownership rates are lower.	6%
Safety and Harm Reduction Data	Adjacent Street Speed	Scores based on City-maintained Centerline data for speed limits. Streets with higher posted speed limits are weighted for greater point values/priority over streets with lower speed limits.	10%
	Adjacent Street Width	Scores based on City-maintained Centerline data for road width. Wider streets are scored for priority over streets that are narrower. Wider streets are prioritized because generally traffic travels faster on wider streets.	10%
Historically Excluded Groups Data	% Resident Renters	2019 American Community Survey Data which scores Census Block Groups with higher percentages of residents who are renters over areas with fewer renter households.	3%
	% BIPOC Renters	2019 American Community Survey Data which scores Census Block Groups with higher percentages of residents who are Black, Indigenous, and People of Color over Census Block Groups with lower percentages of residents who are Black, Indigenous, and People of Color.	3%
	Median Income	2019 American Community Survey Data, scored such that Census Block Groups with lower reported median income are prioritized over areas with higher median incomes.	4%
	Total		100%

**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).