



CITY OF BLOOMINGTON COMMON COUNCIL

AGENDA AND NOTICE:
SIDEWALK COMMITTEE
Thursday | 12:00 PM
21 March 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/84388464073?pwd=BNld4adixPaSFVbODVhOgQcO3a0vzb.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. Discussion of New Proposed Projects
 - a. Disclosures of any Conflicts of Interest (if necessary)
 - b. 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: 19 March 2024

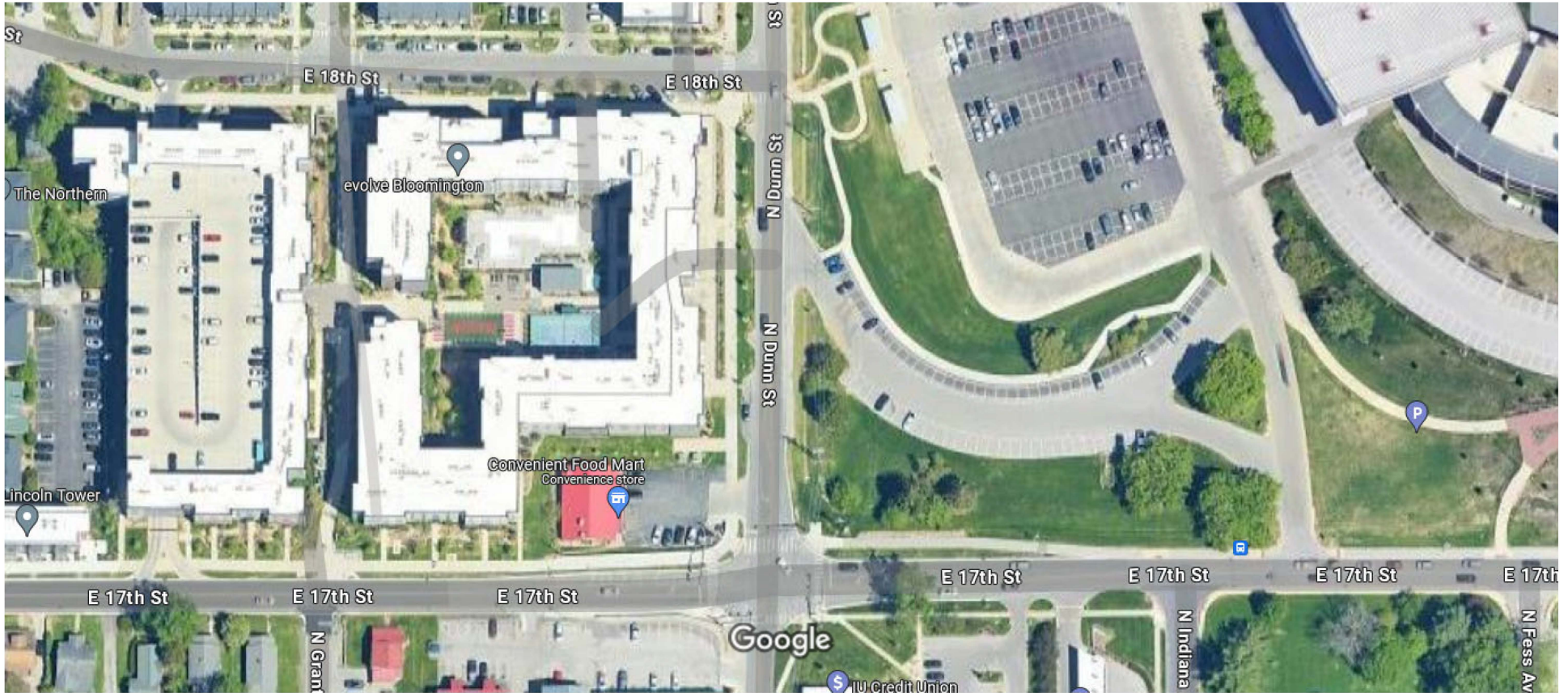
COMMON COUNCIL SIDEWALK COMMITTEE (COMMITTEE)
PARTIAL SIDEWALK ALLOCATION RECOMMENDATIONS FOR 2024
- TOTAL FUNDS AVAILABLE: \$350,000

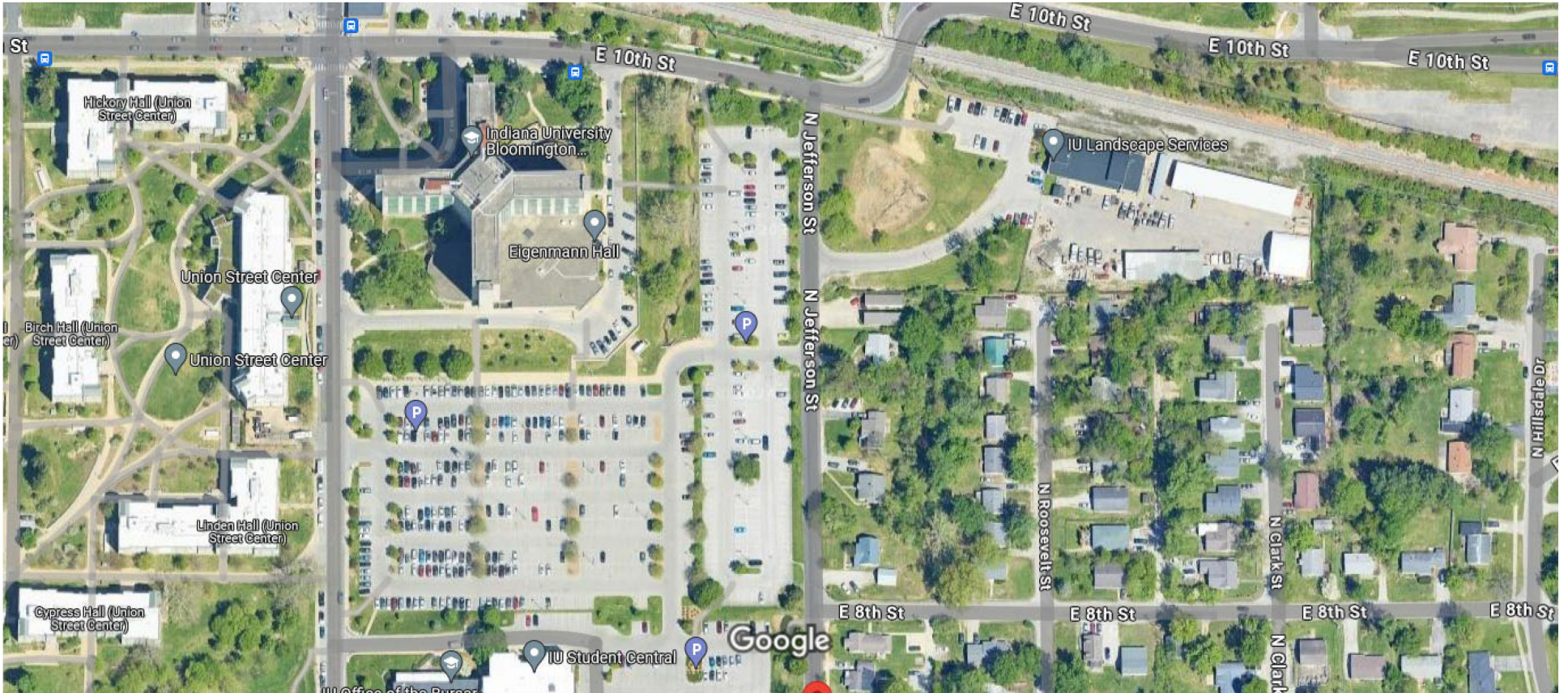
Project	ATF	<u>ATF</u> <u>(Additional</u> <u>Amounts – Should</u> <u>They be</u> <u>Appropriated)</u>	<u>CBU</u>	<u>OTHER</u> <u>FUNDS</u>
<u>Sidewalk Projects</u>				
Design: N. Dunn St. (east side) – North of 17th St.	\$35,000		\$0	\$0
Estimated Costs				
Design: \$35,000				
Right-of-Way: \$0				
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.





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%



**COUNCIL SIDEWALK COMMITTEE
STAFF REPORT**

Date: March 19, 2024

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

REGARDING: 2024 Council Sidewalk Committee Staff Updates

Staff Updates

During the February 22, 2024 Council Sidewalk Committee meeting, Councilmembers asked Staff for the following information:

1. An updated traffic counts on N. Overhill Drive from 3rd to 5th Street.
2. A list of the top twenty prioritized sidewalk locations according to the current prioritization method.
3. The number of crashes within the area of the top twenty prioritized sidewalk locations.
4. Further project recommendations.

Traffic Counts

The City of Bloomington Engineering Department is currently counting traffic along N. Overhill Drive from 3rd to 5th Street and will have available data by the upcoming March 21 Council Sidewalk Committee meeting.

Top Twenty Prioritized Sidewalk Locations with Reported Crashes

Please note that these locations are based solely on the prioritization method metrics. City staff uses this method to narrow down options for new sidewalk locations but also uses other qualitative metrics, such as feasibility and lived experience, to determine the highest priority projects.

Bloomington High Priority Sidewalk Locations

Priority Rank	Top Scoring Locations	Priority Score	Number of Reported Crashes involving Pedestrians or Cyclists (2017-2022)
1	N. College Ave. & SR 45/46	53.69	2
2	W. Smith Ave. (College - Walnut)	52.40	1
3	N. Gentry St. (4th - Kirkwood)	50.87	0
4	S. Morton St. (Smith - 3rd)	50.46	0
5	N. Dunn St. (North of 17th)	50.30	4
6	E. 10th St (Jefferson - Tulip Tree)	50.24	0
7	N. Jefferson St. (8th-10th)	49.91	1
8	N. Harold St./Prow Ave. (8th - 10th)	49.73	0



9	N. College Ave. (North of Old SR 37)	48.85	1
10	N. Bryan Ave. (By 7th)	48.72	0
11	E. 19th St. (Walnut - Dunn)	47.94	0
12	W. Prospect St. (Rogers - Madison)	46.47	0
13	N. Lincoln St. (18th - 20th)	46.26	0
14	W. Smith Ave. (Rogers - Madison)	46.24	0
15	N. Washington St. (South of 19th)	45.13	0
16	N. Glenwood Ave. W (Morningside - Longview)	41.30	0
17	E. 11th St. (Washington - Lincoln)	41.15	0
18	S. Overhill Dr. (North of 3rd)	40.82	0
19	W. 14th St. (Madison - Woodburn)	40.70	1
20	E. 17th St. (Eagleson - 45/46)	40.20	5

Sources: [City of Bloomington Sidewalk Prioritization Viewer](#) and [IDS Monroe County Crash Dashboard](#)

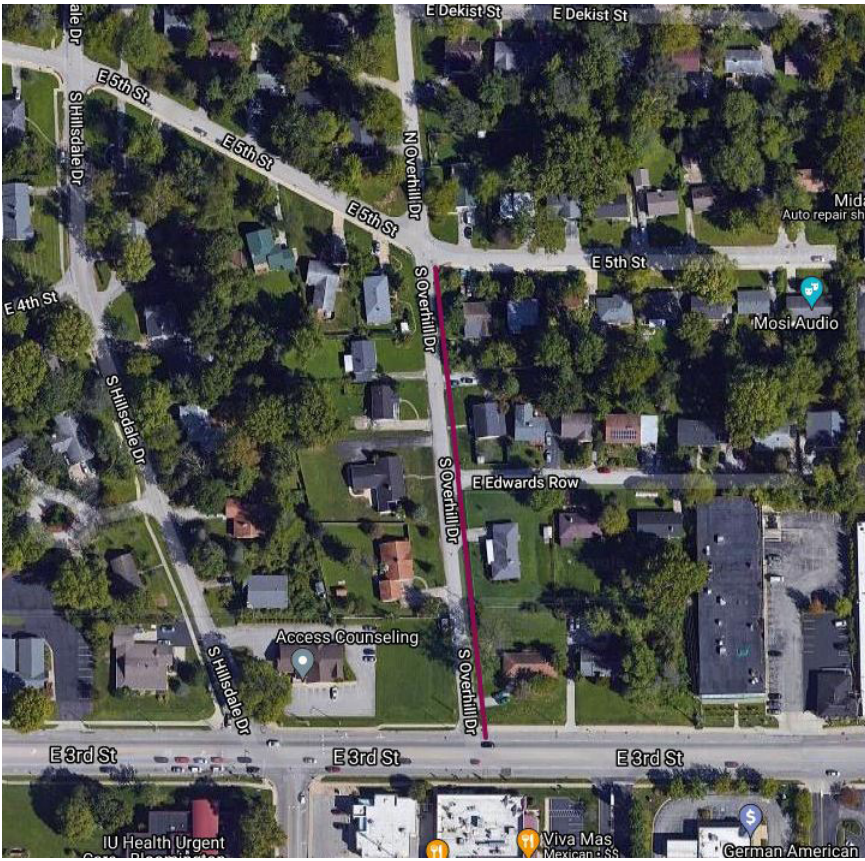
Further Project Recommendations

Staff still recommends allocating funds towards a sidewalk along S. Overhill Drive between 3rd and 5th Street. Accounting for initial feasibility concerns of other locations on this list, S. Overhill Drive ranks as a top ten priority project.

If the Committee does not approve funds for S. Overhill Drive, Staff recommends allocating the remaining funds towards N. Dunn Street (North of 17th St.) construction.

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)

**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).