City of Bloomington
Common Council

Initial Packet for the
2017 Council Sidewalk Committee

First meeting to be held at 11:00 a.m.
on Tuesday, December 20, 2016
in the Council Library, Room 110,
City Hall, 401 North Morton Street

This Packet will posted on Monday, December 19, 2016 online at:

Council Sidewalk Committee Page of City Website

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2017 Common Council Sidewalk Committee Packet

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Agenda for Common Council Sidewalk Committee
11:00 a.m. on Tuesday, December 20, 2016
Council Library, Room 110
Showers City Hall, 401 North Morton Street

1. Preliminary Matters
   - Introductions
   - Election of Chair

2. Funding for 2017
   - $306,000 Alternative Transportation Fund Appropriation
     - Amounts allocated between traffic calming and sidewalks
   - No annual allocation from the Utilities Department for stormwater component of sidewalk projects (but a possibility for an in-kind contribution toward certain projects.)

3. Recently Completed and On-Going Council Sidewalk Projects
   - Progress Report

4. 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

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

Appendix One – Preliminary Matters

Sidewalk Committee Members

Tim Mayer, At-Large
Chris Sturbaum, District 1
Dorothy Granger, District 2
Dave Rollo, District 4

Office of City Clerk

Nicole Bolden, City Clerk / Martha Hilderbrand, Hearing Officer

City Departments & Staff

Council Office

Dan Sherman, Council Administrator/ Attorney
Stacy Jane Rhoads, Deputy Administrator/ Researcher

Planning & Transportation

Christy Langley, Director
Andrew Cibor, Transportation and Traffic Engineer
Scott Robinson, Long Range / Transportation Manager
Roy Aten, Senior Project Manager
Beth Rosenbarger, Bicycle and Pedestrian Coordinator

Utilities

Brad Schroeder, Assistant Director
Jane Fleig, Assistant Engineer, Engineering Services

HAND

Bob Woolford, Housing Coordinator

Parks and Recreation

Steve Cotter, Natural Resources Manager

Materials

Minutes to be distributed via email

Other Matters

Elect Chair

Appendix Two - Amount and Use of Funds for 2017

Alternative Transportation Fund

$306,000	Appropriated for 2016
- $ (?)	Traffic Calming Projects *(See Planning and Transportation Memo (Appendix 3)*
$ (?)	Available for Sidewalk Projects

Note: The Committee will need to know about any encumbrances and the balance in the ATF in order to recommend allocation of funds in its Report.

Utilities – Storm Water Funds and Projects

2011-2017	-	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

<u>Presentation</u>

Chair

<u>Materials</u>

BMC 15.37.160 - *enclosed*

ATF Fund Sheet (from 2017 Budget Materials – with note from Council Office) – *forthcoming*

CBU Funding/In-Kind Sheet – *2007 - 2015*

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).

	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**

Prepared by J Fleig 2/8/2016

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

Presentation

Status Report on Recently Completed and On-Going Council Committee Projects – *Presented by Planning and Transportation Staff*

Background Material

Memo to Council Sidewalk Committee (12/14/16) – Including Status Report on Recently Completed and On-Going Council Committee Projects (Robinson, Cibor, Kopper & Aten) – *enclosed*

2016 Council Sidewalk Committee Report with Recommendations and a History of Council Sidewalk Projects 2002 - 2016 – *enclosed*

History of Project Expenditures (from Planning and Transportation and Controller) – *forthcoming*

MEMO

TO: City of Bloomington Council Sidewalk Committee

THRU: Christy Langley, Director, Planning and Transportation Department

FROM: P&T Department (Scott Robinson, Andrew Cibor, Neil Kopper, Roy Aten)

DATE: December 14, 2016

RE: 2016 Council Sidewalk Project Status Report & 2017 Prioritization

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Pre-2016 Council Sidewalk Project Updates:

The following two projects from previous City Council Sidewalk Committee initiatives saw activity in 2016.

- North Kinser Pike Sidewalk – Design and right-of-way was completed in 2015 and the project's construction contract was awarded to C&H Lawn and Landscaping, Inc in the amount of $119,780.00 in December 2015. The project was completed on May 10th, 2016 with one change order for an additional $981.00, bringing the total construction cost to $120,761.00. The final project costs were; design at $28,670.00, right-of-way at $11,435.00, and construction at $120,761.00 for a total project cost of $160,266.00.
- West 17th Street Sidewalk (Maple to Madison) – Design and right-of-way acquisition was completed in early 2016 and the project was awarded to E&B for construction on July 12th, 2016 for $505,505.00. The project is currently under construction with anticipated completion in Spring 2017. Total project cost to date are; design at $117,975.00, right-of-way at $44,000.00, and construction at $505,505.00, for a total running project cost of $667,480.00. City Council Sidewalk Committee contributed funding for the design and right of way phases and the RDC is funding construction via the TIF.

2016 Council Sidewalk Projects:

On March 23, 2016, the City Common Council was presented with the 2016 Sidewalk Committee Report. That report recommended the allocation of $300,000 in alternative transportation funds for the development and/or construction of five new sidewalk projects. A later reallocation designated an additional $6,000 towards 2016 Council Sidewalk initiatives. The following table summarizes the 2016 Council Sidewalk initiatives and allocation.

Table 1 – 2016 Council Sidewalk Allocation Summary		
Project	**Allocation**	**Description**
E. 7th Street Path Connection	$20,000	Contribution towards construction
E. 10th Street	$50,000	Design
Morningside Drive Sidewalk	$15,000	Design
	$4,000	Right-of-way
	$91,000	Construction
Moores Pike Sidewalk	$24,000	Design
	$8,000	Evaluation of Clarizz Crossing
Union Street Sidewalk	$32,000	Design
South Walnut Sidewalk	$13,000	Design
Mitchell Street Sidewalk	$22,000	Design
Rockport Road Sidewalk	$22,000	Design
Traffic Calming	$5,000	Undesignated
TOTAL	**$306,000**	

The City Planning and Transportation Department worked throughout 2016 to implement these projects. The following is a synopsis of the 2016 Council Sidewalk Committee initiatives.

- **East 7th Street at SR 45/46 Bypass (West Side) –** *a multiuse path connection between East 7th Street and the 45/46 pedestrian underpass (west side).* The project will consist of approximately 220 feet of new asphalt pathway that will connect the existing pathway along the west side of the 45/46 bypass, to East 7th Street, to the existing pathway that serves the pedestrian underpass. Structurepoint concluded the design in late 2016 and the project's construction contract was awarded to E&B Paving for $44,444.00 at the December 13th, 2016 Board of Public Works meeting. The entire $20,000 contribution from Council Sidewalk will be contributed to the construction cost of this project with the remaining balance coming from the Planning & Transportation Department budget. Construction should be completed in early 2017.

- **East 10th Street from Smith Road to Tamarron Drive (south side) –** *Sidewalk and crossing.* Design contract was awarded to Shrewsberry & Associates on May 31st, 2016 in the amount of $24,650.00. Conceptual design is complete. A public information meeting was held at the University Elementary School on December 6th to get additional input before finalizing design. City staff is coordinating the project with the Indiana Department of Transportation (INDOT) and the Monroe County Community School Corporation (MCCSC). It is anticipated, though not finalized, that MCCSC may fund school zone flashing beacons for 10th Street and INDOT may fund and construct a pedestrian hybrid beacon for the 10th Street crossing. This project is expected to be high priority for construction in 2017.

- **Morningside Drive Sidewalk –** *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 and the City bid the project out for construction in November. The construction contract was awarded to

Groomer Construction at the November 29th, 2016 Board of Public Works meeting in the amount of $111,234.00. Construction is anticipated in spring 2017.

- **Moores Pike Sidewalk** – *New sidewalk from College Mall Road to Woodruff Lane (south side) and evaluation of potential pedestrian crossing improvements across Moores Pike at Clarizz Blvd*. A design contract was awarded on November 19th, 2016 to Crawford, Murphy & Tilly, Inc. in the amount of $52,590.00. This fee is above the original conceptual estimate provided to the committee because, after discussions with the design consultant, the design is expected to be more complex than originally anticipated. The design for this project will be completed in 2017.
- **Union Street Sidewalk** – *New sidewalk from East 4th Street to East 7th Street (east side).* A design contract was award to Bledsoe Riggert Cooper James at the December 13th, 2016 Board of Public Works meeting in the amount of $34,380.00. The design for this project will be completed in 2017.
- **South Walnut Street Sidewalk -** *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. This fee is above the original conceptual estimate provided to the committee. This fee increase is due to an original assumption that the majority of the existing sidewalk in the area could remain untouched, when in fact the existing segments of sidewalk need further evaluation and may require improvement. The design for this project will be completed in 2017.
- **Mitchell Street Sidewalk** – *New sidewalk 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. The design for this project will be completed in 2017.
- **Rockport Road Sidewalk** – *New sidewalk from Graham Drive to south of West Pinehurst drive (west 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 $24,460.00. The design for this project will be completed in 2017.
- **Traffic Calming –** Of the original $5,000.00 set aside for traffic calming, $224.00 was used for repairs to the mobile traffic sign and speed feedback board. Use of the City's speed feedback board picked up extensively in 2016 compared to recent years. The board was utilized on facilities that staff received concerns about from the public. The remainder of the traffic calming funds were used to cover shortfalls in other 2016 Sidewalk Committee projects.

The primary accomplishments resulting from the City Council Sidewalk Committee's 2016 initiatives include awarding a construction contract for the East 7th Street multiuse path connection; completion of design and award of a construction contract for the Morningside sidewalk; completion of conceptual design and public outreach for the East

10th Street sidewalk; and the award of design contracts for 5 other sidewalk projects (designs to be completed in 2017).

The following table summarizes the allocation for the 2016 Council Sidewalk funds.

Table 2 – 2016 Allocation Estimate and Actual Cost Summary				
Project	**Allocation**	**Spent**	**Remaining**	**Description**
East 7th Street	$20,000	$20,000	$0	Construction
East 10th Street	$50,000	$24,650	$25,350	Design
Morningside Drive	$110,000	$127,094	-$17,094	Design and Construction
Moores Pike Sidewalk & Crossing	$32,000	$52,590	-$20,590	Design and Evaluation
Union Street	$32,000	$34,380	-$2,380	Design
Walnut Street	$13,000	$32,750	-$19,750	Design
Mitchell Street	$22,000	$27,250	-$5,250	Design
Rockport Road	$22,000	$24,460	-$2,460	Design
Traffic Calming	$5,000	$224	$4,776	Speed Sign Maintenance
TOTAL	**$306,000**	**$343,398**	**-$37,398**	

Actual cost for the 2016 Council Sidewalk Committee projects exceeded the original estimates by $37,398. The primary reasons for this shortfall include:

- Increased design complexity on the Walnut Street and Moores Pike projects compared to what was originally anticipated; and
- Construction cost of the Morningside Sidewalk project exceeded pre-design conceptual construction estimates.

Funding shortfalls in 2016 Council Sidewalk initiatives were able to be covered through the City's Alternative Transportation Fund.

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, first developed in 2008, continues to be a useful tool 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. Over time Council has found this evaluation helpful in their deliberations.

The updated Project Prioritization Table is included for 2017 Council Sidewalk funding considerations. Completed projects were removed from prior tables (Fairview) and eight new project requests were added to the 2017 table (Woodlawn, Old 37, Gourley Pike, Curry Pike, Ford, Franklin, Sare, and Winslow). The new project requests are noted with a "2017" next to the street name. Because of these changes the reevaluation results in a slightly different priority order than last year's ranking.

2017 Council Sidewalk Allocation Recommendations:

Three project phases are typical over the course of a project's lifecycle. These include design, right of way, and construction. Each phase requires significant resources and time. 2017 initiatives should consider previously initiated but not yet completed projects in addition to new projects that have not yet received funding.

In 2016 six projects started the design phase but were not yet provided necessary right of way and/or construction funding. Staff generally recommends favorably prioritizing previously initiated but not yet completed projects such as:

- Construction of E 10th Street and Mitchell Street projects
- Right of way acquisition for Union Street and Rockport Road projects

When considering potential new projects to initiate, staff recommends considering 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. As an example, one project to consider in future deliberations and overall prioritization is the missing sidewalk along the east side of West 3rd street, from Patterson Drive to 5th/Kirkwood/Adams.

Staff recommends that if City Council Sidewalk Committee funds are allocated towards traffic calming, specific projects and priorities are identified.

Upon completion of a capital project, the facility will require ongoing maintenance. As the City's transportation infrastructure continues to grow, additional maintenance funding should be planned for to keep existing facilities in good repair.

Attachment:

- 2017 Council Sidewalk Committee – Initial Project Prioritization Matrix

Council Sidewalk Committee 2016 Report

Table of Contents

- **Signature Sheet**
- **Narrative**
- **Committee Recommendation Sheet**
- **Maps for Recommended Projects**
- **Program Criteria**
- **Evaluation Sheet (with funded projects highlighted)**
- **History of Funding**

Note: Memoranda for meetings will be available online and in the Council Office once approved by the Committee

Signatures for 2016 Sidewalk Report (March 23, 2016)

Note: Your signature below indicates approval of the Report pursuant to BMC 2.04.230 Standing committees-Reports (a), which requires that reports be in writing and be signed by a majority of the membership.

Dorothy Granger, District 2 (Chair)

Tim Mayer, At-Large

Dave Rollo, District 4

Chris Sturbaum, District 1

Report of the Common Council Sidewalk Committee
March 23, 2016

Committee Members and Staff

The members of the 2016 Committee were appointed by the President of the Council and include:

- Tim Mayer, 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
Martha Hilderbrand, Hearing Officer/Deputy Clerk
Planning and Transportation
Andrew Cibor, Engineer, Transportation and Traffic Engineer
Scott Robinson, Long Range / Transportation Manager
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 makes recommendations to the entire Council on use of $300,000 of Alternative Transportation Fund (ATF) monies budgeted for 2016. This was the first year of the new term of the Council and the second year after the consolidation of planning and transportation functions under the new Planning and Transportation Department. The Committee met three times in February and once in March 2015 to review the program and make recommendations regarding the allocation of these funds. The recommendations allocated the $300,000 and, if made available, some unspent funds that reverted to the ATF in 2015.

Those allocations would move the following projects forward in the following manner:

- Ramp – Connecting East 7th Street and SR 45/46 - Design
- Sidewalk and Pedestrian Crossing - East 10th Street from Smith Road to Tamarron Drive – Design
- Sidewalk - Morningside Drive from Sheffield Drive to Park Ridge Road - Design, Right-of-Way, and Construction
- Sidewalk - Moores Pike from College Mall to Woodruff Lane – Design
- Sidewalk - Union Street from 4th Street to 7th Street - Design
- Sidewalk - South Walnut Street from Winston Thomas to National Guard Armory – Design and Right-of-Way
- Sidewalk - Mitchell Street from Maxwell Lane to Circle Drive - Design

- Sidewalk - Rockport Road from Graham Drive to south of West Pinehurst Drive – Design
- Traffic Calming Projects (as yet unidentified); and

If ~$18,855 of unspent funds which reverted to the ATF in 2015 are available for 2016 the Committee made these recommended allocations:

- Pedestrian Crossing - Moores Pike and Clarizz Blvd – Design (~$6,000)
- Road Repaving and Curb and Sidewalk Replacement Project - College Avenue from 10th to 17th – Construction (~$12,855)

Schedule

The Committee met in the Council Library on:

- Wednesday, February 3, 2015 (at noon);
- Thursday, February 11, 2015 (at noon);
- Thursday, February 25, 2016 (at noon); and
- Monday, March 7, 2016 (at 2:00 pm).

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, or will be, available online and in the Council Office. The first is an informative Council Sidewalk Committee Packet for the Committee's initial meeting in February that is available for inspection in the Council Office. The second are the Memoranda for these meetings which will be available once reviewed by the Committee and approved by the Chair.*

Preliminary Matters

Early on, the Committee:

- Elected a Chairperson (Dorothy Granger); and
- Acknowledged and thanked the Office of City Clerk (through Martha Hilderbrand, Hearings Officer/Deputy Clerk) for serving as Secretary for the proceedings.

Review of Funding and Setting Aside Funds for Traffic Calming

The transportation-related monies are comprised of $300,000 from the ATF, which receives surplus revenues from the Neighborhood Parking Program (BMC 15.37.160). While that amount is the same as in 2014, it reflects previous increases of $25,000 for 2014 and $50,000 for 2013. The budget for the ATF (#6301) is as follows:

Alternative Transportation Fund (ATF) - 2016

Category	Budget	*Notes*
Personal Services	$117,663	
Supplies	$ 11,901	
Services and Charges	$173,884	
Capital Outlay	$500,000	*$300,000 for Council Sidewalks; $200,000 for Greenways Projects*
Total:	$803, 448	

City of Bloomington Utilities (CBU) Collaboration. Because they channel water, sidewalk projects, and more particularly curbs, are part of the City's stormwater infrastructure. The Committee has, over the years, recognized that the stormwater component of a sidewalk project frequently comprises a significant, and often 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 stormwater component of Council sidewalk projects. In 2008, it was increased to $125,000, but, in 2009, due to budgetary constraints, the set aside ceased. Since that time, in lieu of a set aside of funds, CBU has offered to explore providing in-kind contributions for identified projects when consistent with departmental stormwater mission and priorities. According to a detailed accounting (which was broken down into materials, labor & equipment) and provided by Jane Fleig, Utilities Engineer, CBU contributed $281,527 towards Council Sidewalk Projects from 2007 to 2015.

Set Aside for Traffic Calming Projects. The Committee agreed to set aside $5,000 for any traffic-calming projects that might come forward in 2016.

Review of Last Year's Allocations - Completion of Many Projects by 2016 – Some with Help from Other City Funds

As noted in the Status Report on 2015 Council Sidewalk Projects, "The Council Sidewalk Committee accomplished some important milestones in 2015 including:

- Construction of 1,390 feet of new sidewalk; and
- Purchase of needed right-of-way for an additional 1,475 of sidewalk to be constructed in 2016."

Here are the list of projects that were completed in 2015 or will be completed in 2016 (some with the infusion of other City funds):

- Kinser Pike Sidewalk from W 17th to existing sidewalk further north (East Side) – with construction bid in 2015 for completion in 2016;
- West 17th Street Sidewalk from four parcels west of Maple to Madison – after investment in design and right-of-way via Council Sidewalk ATF monies and with contributions from Community Development Block Grant Fund (CDBG) and TIF monies, this expensive, high priority project should be completed this year;
- Sheffield Drive Sidewalk from Morningside Drive to Providence Drive (West Side) – with construction completed in the fall of 2015.

Other recommended 2015 projects that were explored or not pursued (because of the lack of contingent funding) included:

- Traffic calming at Maxwell Lane and Mitchell Street – after traffic counts, staff installed signage which lowered speed limits (from 30 mph to 25 mph), relocated signs, and explored, but did not install a painted crosswalk; and
- A ramp connecting SR 45/46 to East 7th Street – which depended on other funds that did not become available.

At the end of the year, approximately $18,855 of the 2015 allocations reverted to the Alternative Transportation Fund.

(Please note that the Public Works, Parks and Recreation, HAND, and Planning departments all provided documents describing recent sidewalks as well as other bicycle

and pedestrian-related projects which were included in Appendix 6 of the Council Sidewalk Committee packet for its initial meeting in February. As noted above, this packet is available online as well as in the Council Office.)

Program Criteria

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

<table>
<tr><th>Criteria</th><th></th><th colspan="2">Analytics and Information</th></tr>
<tr><td>1) Safety Considerations</td><td></td><td colspan="2" rowspan="2">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.</td></tr>
<tr><td>2) Roadway Classification</td><td></td></tr>
<tr><td>3) Pedestrian Usage</td><td></td><td>Residential Density</td><td rowspan="2">Walkscore – an online score that gauges pedestrian demand based upon proximity to a mix of destinations. Score: 0 (car dependent) – 100 (walker's paradise)</td></tr>
<tr><td>4) Proximity to Destinations</td><td></td><td>Transit routes and stops</td></tr>
<tr><td>5) Linkages</td><td></td><td colspan="2">Proximity to existing sidewalks as shown on Sidewalk Inventory (updated annually).</td></tr>
<tr><td>6) Cost and Feasibility</td><td></td><td colspan="2">Estimates provided by Engineering Dept.</td></tr>
</table>

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 borrows 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 last year and led to some change in rankings at that time;
- 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 51 proposed projects[1], including three new requests, and asked Roy Aten to prepare estimates for eight projects. At the end of its deliberations, the Committee recommended allocating funds for nine projects and traffic calming and, in the event funds reverted to the ATF in 2015 are re-appropriated this year, allocating funds for one sidewalk project and assist a City road repaving and curb and sidewalk replacement project. The following paragraphs describe the Committee's deliberations in context of these recommended allocations.

[1] The Evaluation Sheet lists a total of 44 rankings, but 7 projects shared the same rankings.

Recommended for Funding in 2016

- **Ramp - E. 7th Street at SR 45/46 Bypass (West Side) (Rank #19)** This project would connect the side path on the west side of the SR 45/46 Bypass to the bicycle/pedestrian tunnel and 7th Street. The Committee thought this connection to Green Acres may encourage more bicycle and pedestrian traffic between the neighborhoods to the east and the campus to the west. The design was done in 2014 at a cost of $10,800. Construction should cost about $55,000. A partial allocation of approximately $6,000 was made last year, but the money reverted to the ATF when other monies were not available at that time. This year the Planning and Transportation Department has offered $35,000 for this purpose and the Committee recommends providing the remaining $20,000 so that the ramp can be constructed this year.

- **Sidewalk and Crossing - East 10th Street from Smith Road to Tamarron Drive (South Side) (Rank #10 & #26)** In 2003 and 2004, the Committee funded a sidewalk east of Grandview to connect with existing sidewalks toward town. Over the years, various requests for pedestrian infrastructure from Grandview Drive to Russell Road have been made. The reasons for funding this project include the need to help children walk safety from neighborhoods south of East 10th to University Elementary School and possibly help MCCSC reduce transportation costs associated with bussing them to and from school. Staff has been in contact with Indiana Department of Transportation (INDOT), which has jurisdiction over this portion of the corridor, about use of the right-of-way and other cooperation with this project. The Committee recommends funding $50,000 for design which would include a sidewalk, a pedestrian crossing and other safety improvements on East 10th. An additional $12,000 would be needed for right-of-way and about $187,000 for construction to complete this project.

- **Sidewalk - Morningside Drive from Sheffield Drive to Park Ridge Road (Rank #34)** This project would extend a Committee sidewalk project on Morningside Drive which ended at Sheffield to sidewalks near the park on Park Ridge Road. The curve in Morningside raised safety issues for pedestrians who now walk in the road and may entail some storm water infrastructure. The Committee recommended funding design ($15,000), right-of-way ($4,000), and construction ($110,000) this year (or bid out this year for construction next year.)

- **Sidewalk - Moores Pike from College Mall to Woodruff Lane (Rank #7)** Moores Pike east of College Mall Road is a busy road with neighborhoods to the south without a sidewalk to the intersection with College Mall Road. In 2009, the Committee funded a sidewalk from Andrews Circle to an existing sidewalk to the east, but was stymied by the estimated cost for widening the roadway for a sidewalk to the intersection with College Mall. This year, the Committee requested new estimates which, with use of the existing roadway, brought down the costs to $135,000 - $24,000 for design and $111,000 for construction. The Committee recommended funding design this year.

- **Sidewalk - Union Street from 4th to 7th Street (East Side) (Rank # 3)** This project was first requested in 2008. Union can be busy street, at times. There is a sidewalk on the west side from 3rd to 10th and on the east side from 3rd to 4th and from about a half block north of 7th to 10th. Over the years, the Committee has heard that pedestrian walk in the street on the east side. Total cost of this project would be $189,000 with $32,000 for design, $34,000 for acquisition of right-of-way (which may be reduced by owner(s) willing to

donate the land), and $123,000 for construction. The Committee recommended allocation funds for design ($32,000).

- **Sidewalk - South Walnut Street from Winston Thomas to National Guard Armory (Rank #22)** In 2003, the Committee began funding missing sidewalks on the west side of South Walnut between Country Club and Rhorer roads. It started on the north end, progressed as far as Pinewood, and the Committee has continued to discuss filling in the gaps to the south. This year, the Committee reviewed the missing sidewalk segments and sought an estimate for the Winston Thomas to National Guard Armory piece. Total cost of the project would be about $123,000 – design ($12,000), right-of-way ($1,000) and construction ($74,000). The Committee recommended funding design and right-of-way this year ($13,000).

- **Sidewalk - Mitchell Street from Maxwell Lane to Circle Drive (Rank #38)** This sidewalk would serve pedestrians who, due to previous Committee recommendations, have sidewalks on the south at Circle Drive and sidewalks on the north along Maxwell Lane. In 2012, with a modest investment of ~$1,100, the Committee was able to fund lane-markings for that block (after the Council restricted parking on the east side of the street). This year the Committee sought estimates for a sidewalk which totaled $112,000 and recommended funding design ($22,000). The remainder of the costs would be for construction ($90,000) (with no funds needed for right-of-way).

- **Rockport Road from Graham Drive to south of West Pinehurst Drive (West Side) (Rank #22)** For well over a decade, the City has invested in pedestrian infrastructure surrounding the triangular-shaped Broadview area. A ~$1.2 million road & sidewalk project along Rockport Road near Countryside Lane was completed in 2015 (with a ~$25,000 investment from the Committee for some preliminary costs). No sidewalks are in place on the west side of the street from Graham Drive to the intersection at Tapp Road. An intersection improvement at Tapp Road, primarily funded through the MPO (with federal money), will bring sidewalks to just south of West Pinehurst in the next few years. The Committee sought an estimate for the missing segment north to Graham Drive and recommended funding for design. Total costs add up to $137,000 and include $22,000 for design, $29,000 for right-of-way, and $86,000 for construction.

- **Traffic Calming** The Committee set aside $5,000 for possible traffic calming projects.

<u>In the Event of an Additional Appropriation</u>

- **Pedestrian Crossing - Moores Pike at Clarizz Boulevard (Ranking ~ #7)** When discussing the south side of Moores Pike at the intersection of College Mall Road, the Committee also looked further east to Clarizz Boulevard and beyond, where there are sidewalks on the north but none on the south. The Committee thought a pedestrian crossing at Clarizz Boulevard would provide some connectivity, but the costs would only be known after an investment in design ($8,000). Given other priorities this year, the Committee recommended using remaining funds (~ $2,000) to help fund this project if funds reverted in 2015 could be re-appropriated for this purpose.

- **Curb and Sidewalk Replacement Project (in Conjunction with a Road Repaving Project) - North College Avenue from 10th to 17th Street** The Committee heard a Report from Adam Wason, Interim Director of Public Works, about the City's Sidewalk Repair Program. The City has had a Sidewalk Repair program for decades, is refining its Sidewalk Condition Inventory to help prioritize those in most disrepair for funding, may consolidate some sidewalk programs, and is also continuing the process of notifying adjacent property owners of their responsibility in maintaining sidewalks. He also mentioned the need for some funds this year to complete a roadway repaving/curb & sidewalk replacement project on College Avenue from 10th to 17th Street. The Committee's criteria focus funds on *constructing* missing sidewalk linkages (rather than *repairing* them) and given a long and growing list of projects, did not think it wise to dilute its funds by broadening the purposes to include repair. However, in the event of an additional appropriation of unspent funds that reverted to the ATF in 2015, the Committee recommended setting aside ~$12,855 for this project.
    - History: In 1993, the Council established the ATF, which is funded from surplus revenues from the Neighborhood parking program. The ATF received ~$803,000 in 2016 with $300,000 set aside for the Council Sidewalk Committee, $200,000 for Greenways, and ~$300,000 for other purposes.

<u>Three New Projects Requested But Not Funded in 2016</u>

- Three new projects were requested in 2016, with two rated at the top and one rated at 26. The highest rated of the three was Pete Ellis Drive from 3rd to 10th which, while located in a high pedestrian usage area (hence the high ratings), did not involve sidewalk linkages or a traffic-calming proposal called for by the Committee criteria. The second highest project involved intersection improvements at 3rd and Indiana, which also didn't fit the Committee criteria. Although not funding these projects, the Committee kept them on the Evaluation Sheet in order to monitor steps taken by staff in their regard. The third new request was a sidewalk on South Mitchell Street from Maxwell Lane to Atwater Avenue, which paralleled an existing sidewalk on South Jordan and, therefore, was not given a high priority by the Committee. (Please see the Council Sidewalk Committee Packet for a description of those requests.)

<u>Summary of Actions</u>

In summary, during the course of its 2015 deliberations, the Committee:

- Elected Cm. Granger 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 $298,000 in ATF monies for nine projects (including traffic-calming) – See Funding Recommendations (attached)
- After requesting that the Chair approach the Mayor about possible re-appropriation of approximately $18,855 of unspent funds which reverted to the ATF in 2015,

recommended allocating those funds, in the event they become available, along with $2,000 remaining in 2016, towards two projects;

- Requested staff to submit a Progress Report no later than the July Recess indicating, among other things, the estimated and actual costs of projects;
- Authorized submittal of a Committee Report to the Council after signatures have been obtained by a majority of Committee members; and
- Decided to keep all the projects on the Priority Sheet (in some cases, for the purpose of monitoring staff progress on projects that were not a good fit for Council Sidewalk Committee criteria; and
- Authorized the Chair to correct and approve the minutes after Committee and staff had a week to review them.

PROPOSED AMENDMENT TO COUNCIL SIDEWALK COMMITTEE FORMAL RECOMMENDATIONS FOR 2016 - FUNDS AVAILABLE: $300,000

- **Alternative Transportation Fund (ATF)** Use the $300,000 of Alternative Transportation Funds appropriated in 2016 for sidewalk and traffic-calming projects.
- **CBU Assistance with Storm Water Component of Council Sidewalk Projects** While no longer setting aside funds for the storm water component of Council sidewalk projects, CBU continues to look at proposed projects and see whether it can provide some in-kind contributions.
- ***Note: As a result of a request made, the Committee may have additional funds available for allocation this year. These funds would equal unspent funds that reverted to the ATF at the end of 2015 and are estimated at about $18,855. The shaded column indicates how those funds would be allocated.***

	ATF	ATF (Additional Amounts – Should They be Appropriated)	CBU	OTHER FUNDS
East 7th Street – Construction ($55,000)	**$20,000**		**$0**	*** $35,000** *(P &T portion of ATF Monies)*
Ramp from SR 45/46 to 7th Street (West Side)				
East 10th – Design ($50,000), Right-of- Way ($12,000) & Construction ($189,000) Sidewalk from Smith Road to Tamarron Drive (South Side) with Pedestrian Crossing and Other Safety Improvement	**$50,000**		**$0**	**$0**
Morningside Drive – Design ($15,000), Acquisition of Right-of-Way ($4,000) and Construction ($91,000) Sheffield Drive to Park Ridge Road (North Side)	**$110,000**		**$0**	**$0**
Moores Pike – Design ($24,000) and Construction ($112,000) Sidewalk from College Mall to Woodruff Lane (South Side)	**$24,000**		**$0**	**$0**
Union Street – Design ($32,000), Right-of-Way ($34,000) & Construction ($123,000) Sidewalk from 4th to 7th Street (West Side)	**$32,000**		**$0**	*Possible donations of right-of-way*
South Walnut Street – Design ($12,000), Right-of-way ($1,000) & Construction ($74,000) Sidewalk from Winston Thomas to National Guard (West Side)	**$13,000**		**$0**	
Mitchell Street – Design ($22,000) and Construction ($90,000) Sidewalk from Maxwell Lane to Circle Drive (East Side)	**$22,000**		**$0**	
Rockport Road – Design ($22,000), Right-of-Way ($29,000) & Construction ($86,000) West Pinehurst Drive to South of Graham Drive (West Side)	**$22,000**		**$0**	
Traffic Calming – Set Aside Possible, at this point, unidentified projects.	**$5,000**		**$0**	*****
2016 ALLOCATION	**$298,000**		**$0**	**$0**
In the Event of an Additional Appropriation				
Moores Pike and Clarizz Blvd – Design ($8,000) and Construction (*Unknown*) Pedestrian Crossing	**$2,000**	***$ 6,000***		
North College – Road Repaving and Curb & Sidewalk Project from 10th to 17th		***$12,885***		*From Public Works funds.*
UNSPENT FUNDS REVERTED TO ATF IN 2015		***$18,855***		
TOTAL BUDGETED FUNDS IN 2016	**$300,000**			

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 prior motions by the Committee, project costs that exceed the estimate by 10% should be approved by the Chair; project costs that exceed the estimate by $20,000 should be approved by the Committee. This year the Committee requested a Progress Report by the July Recess.

Council Sidewalk Committee – Project Request

Pedestrian Connection to SR 45/46 Underpass

2011

By: shermand

2 Nov 11

File: LPE7th

200 0 200 400 600

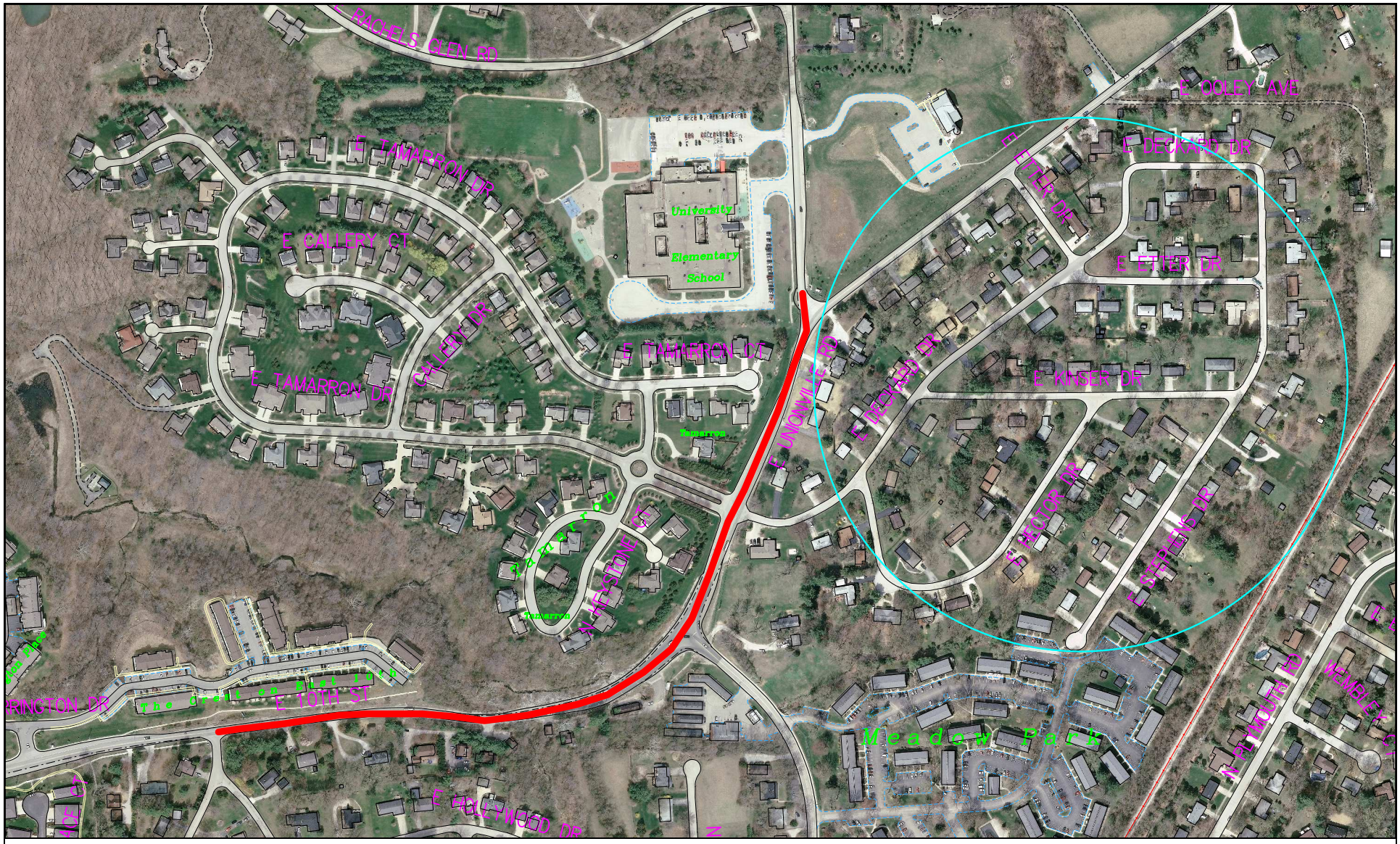
N

City of Bloomington

Clerk & Council

Scale: 1" = 200'

For reference only; map information NOT warranted.



E 10th St (Grandview Dr to Russell Rd) – Eastern Heights Subdivision
Request for Sidewalks, Paths, Crosswalks, and School Signage

By: finnh
7 Nov 14

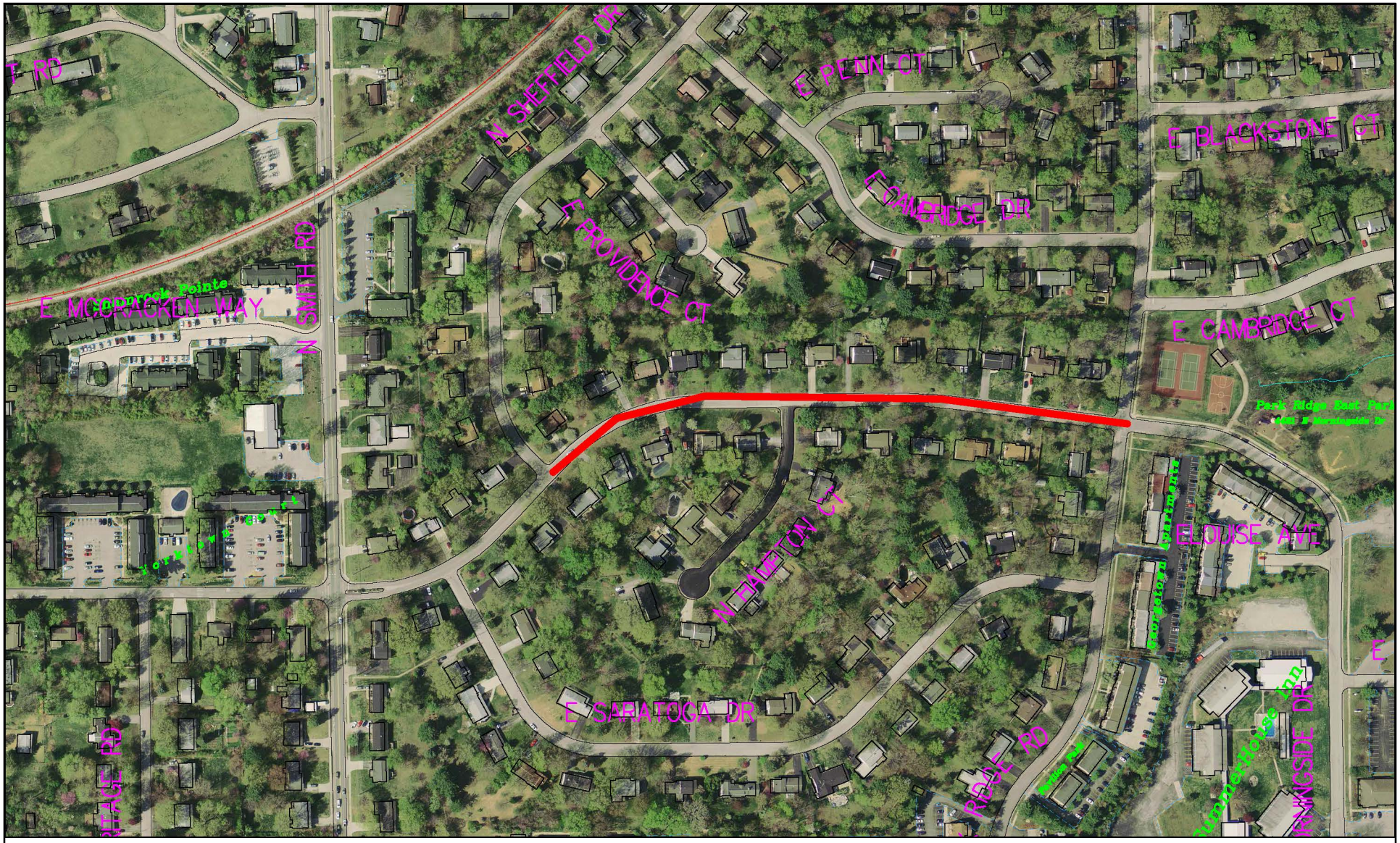
400 0 400 800 1200 1600

N

City of Bloomington
Clerk & Council

Scale: 1" = 400'

For reference only; map information NOT warranted.



Council Sidewalk Committee – Request – 2012
Morningside Drive from Sheffield to Park Ridge Road

By: shermand
12 Nov 13

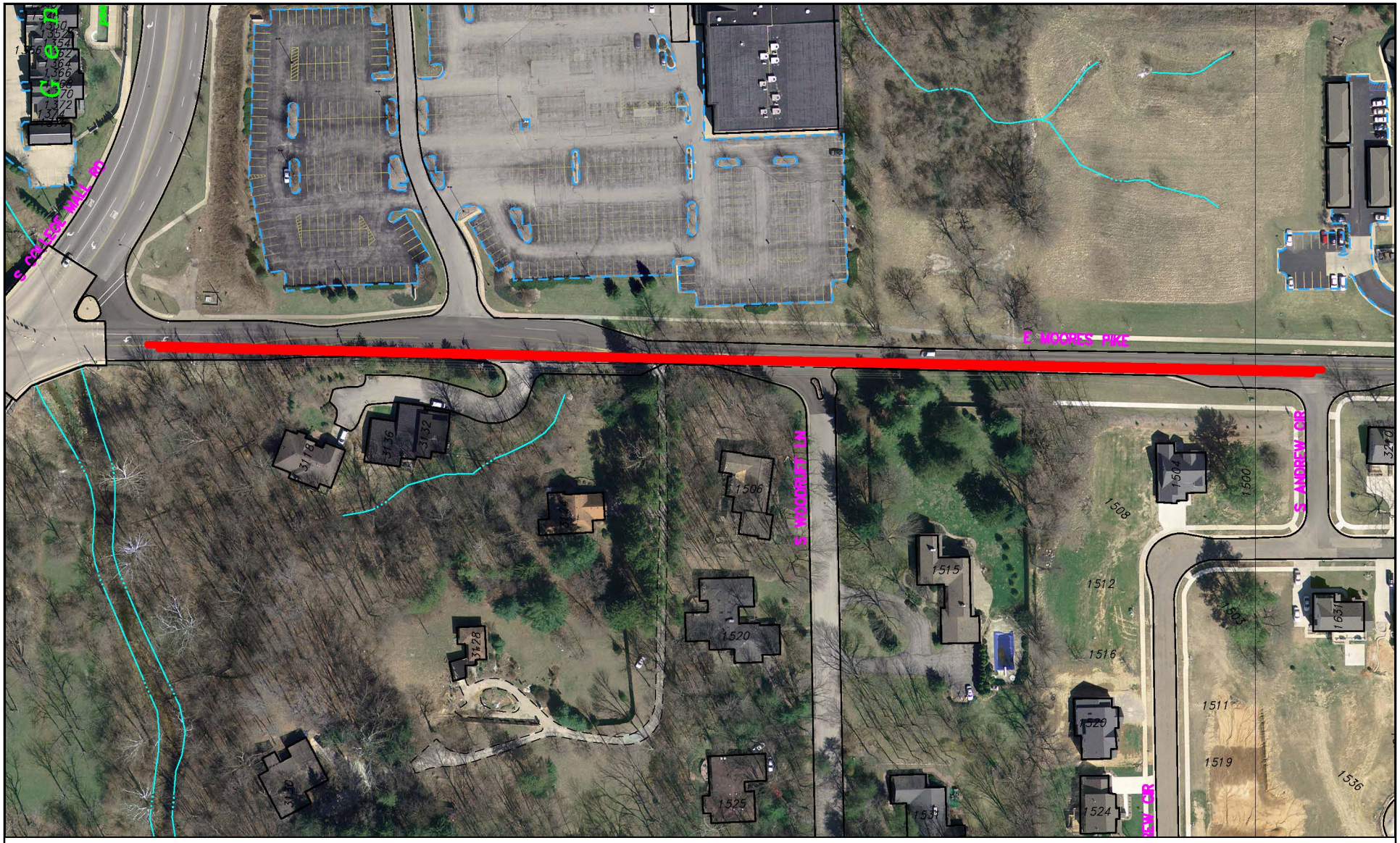
300 0 300 600 900 1200

N

City of Bloomington
Clerk & Council

Scale: 1" = 300'

For reference only; map information NOT warranted.



2009 Council Sidewalk Committee

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

By: fallsm

6 Oct 08

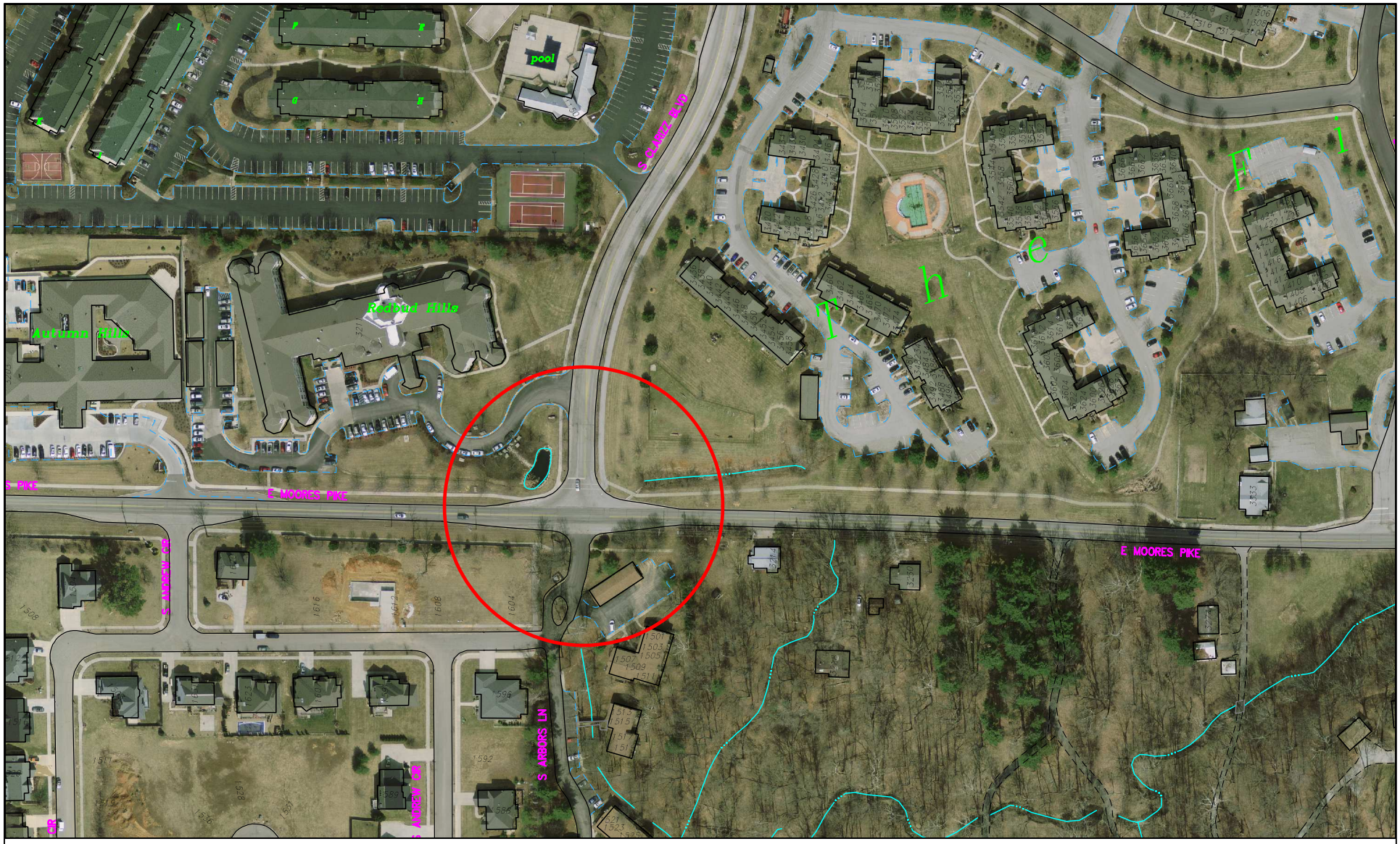
150 0 150 300 450 600

N

City of Bloomington
Clerk & Council

Scale: 1" = 150'

For reference only; map information NOT warranted.



Council Sidewalk Committee – 2016
Pedestrian Crossing at Moores Pike and Clarizz
Allocation Contingent on Additional Appropriation

By: shermand
17 Mar 16

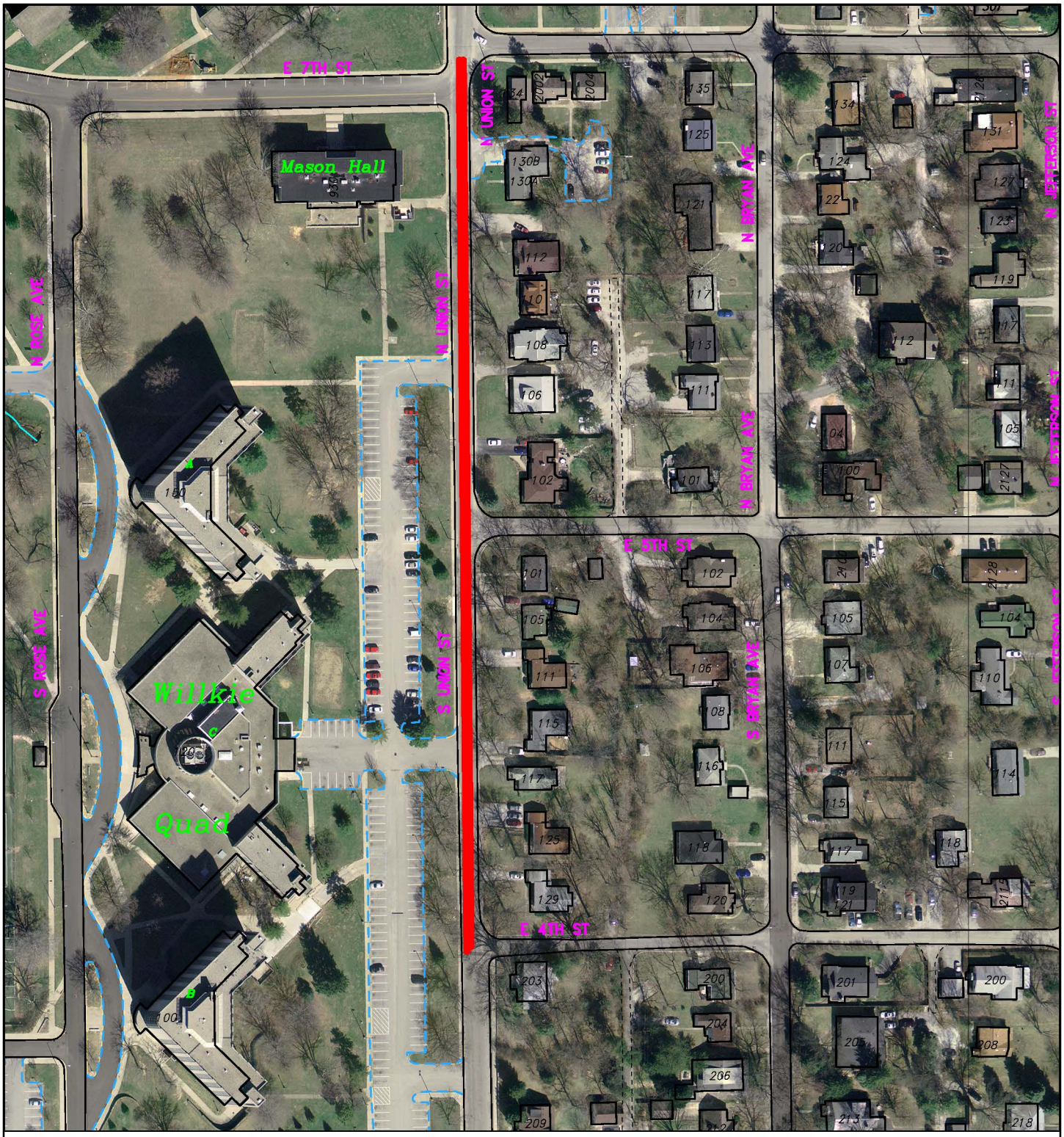
200 0 200 400 600 800

N

City of Bloomington
Clerk & Council

Scale: 1" = 200'

For reference only; map information NOT warranted.



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

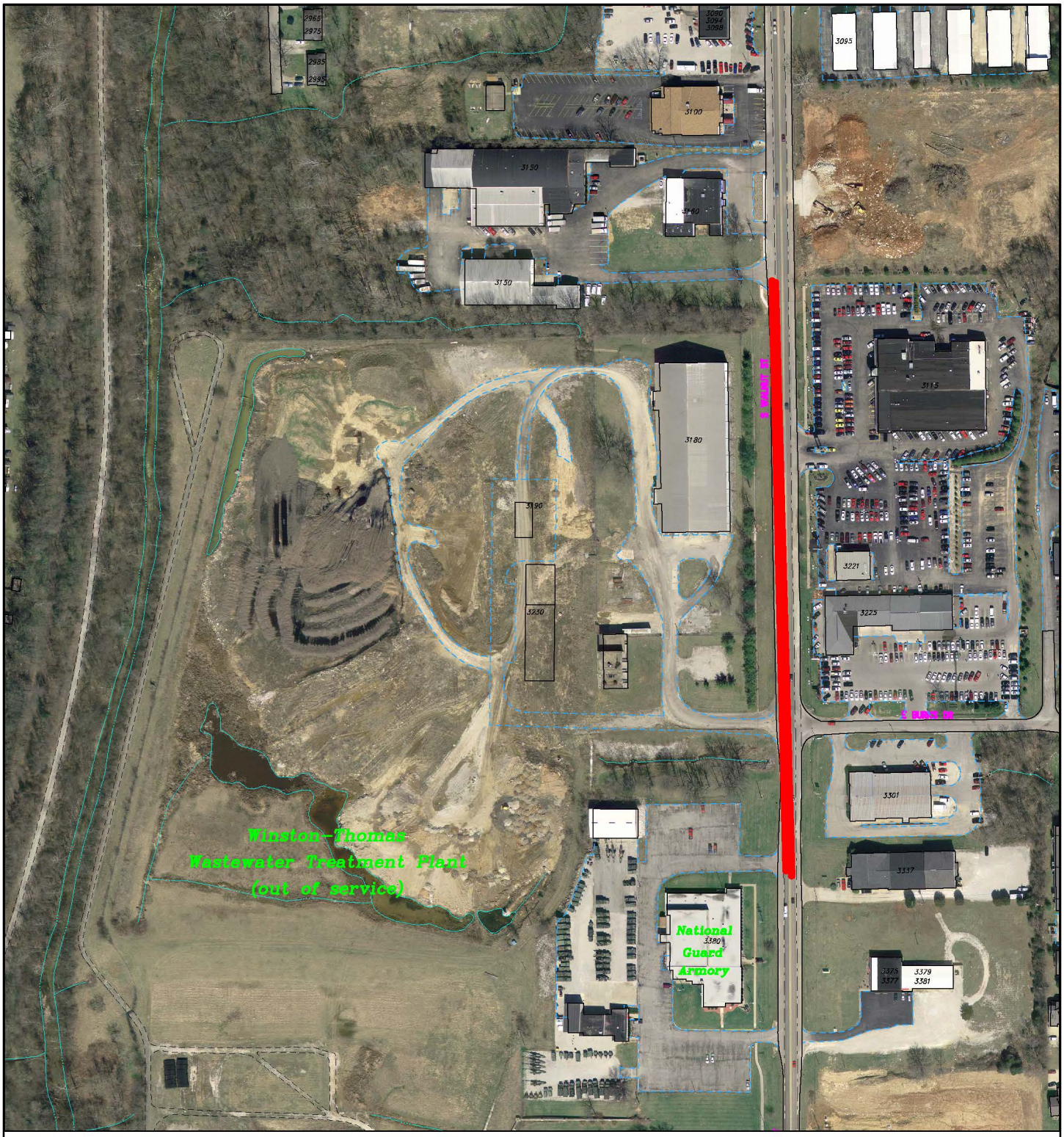
150 0 150 300 450

N

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 the W side of S. Walnut (Winston/Thomas to Armory)

City of Bloomington
Clerk & Council

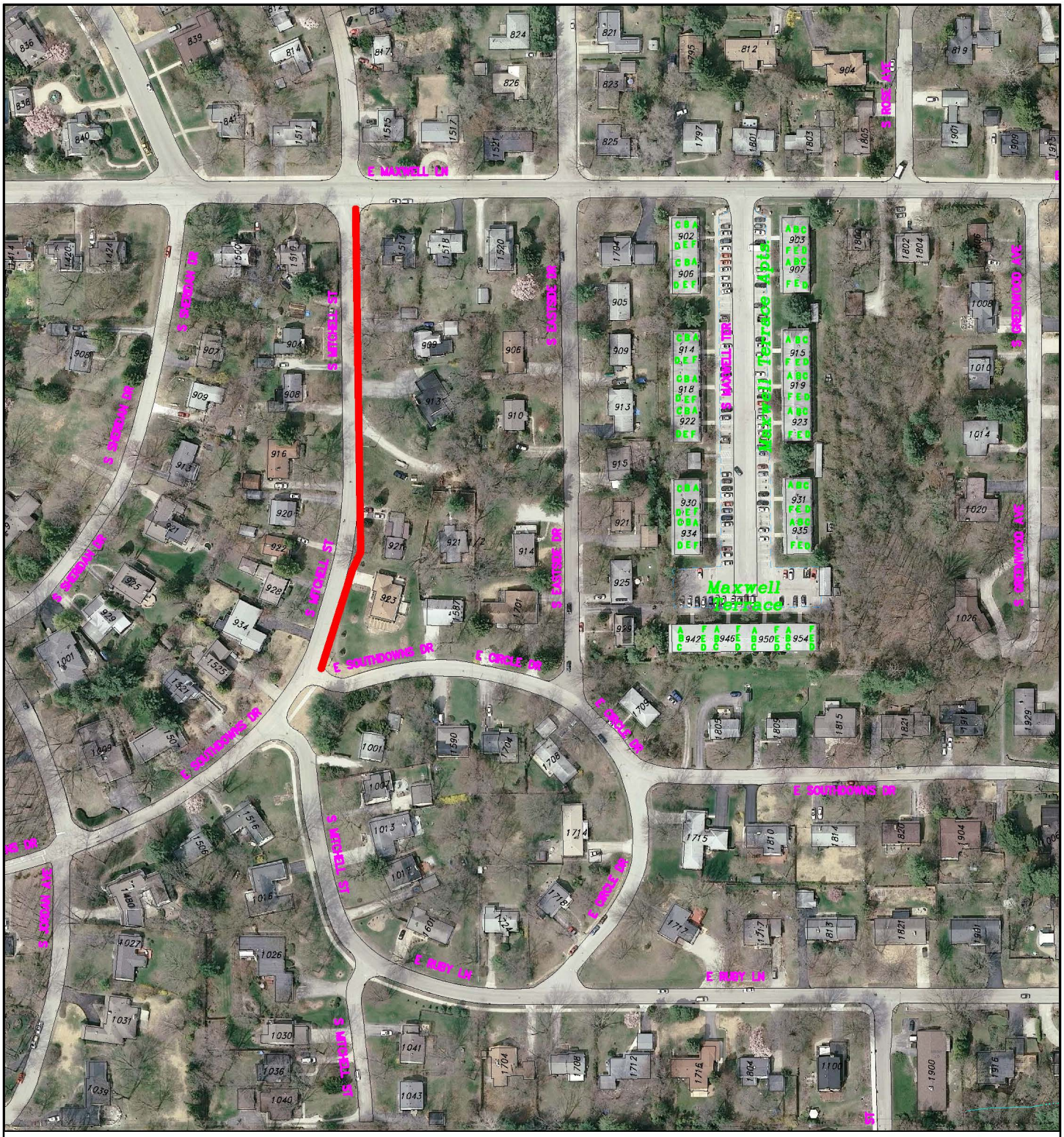
By: fallsm
6 Oct 08

250 0 250 500 750

N

Scale: 1" = 250'

For reference only; map information NOT warranted.



Council Sidewalk Committee – Requested Project

Pedestrian Way on Mitchell from Maxwell Lane to Circle Drive

2011

By: shermand

2 Nov 11

File: LPmtc

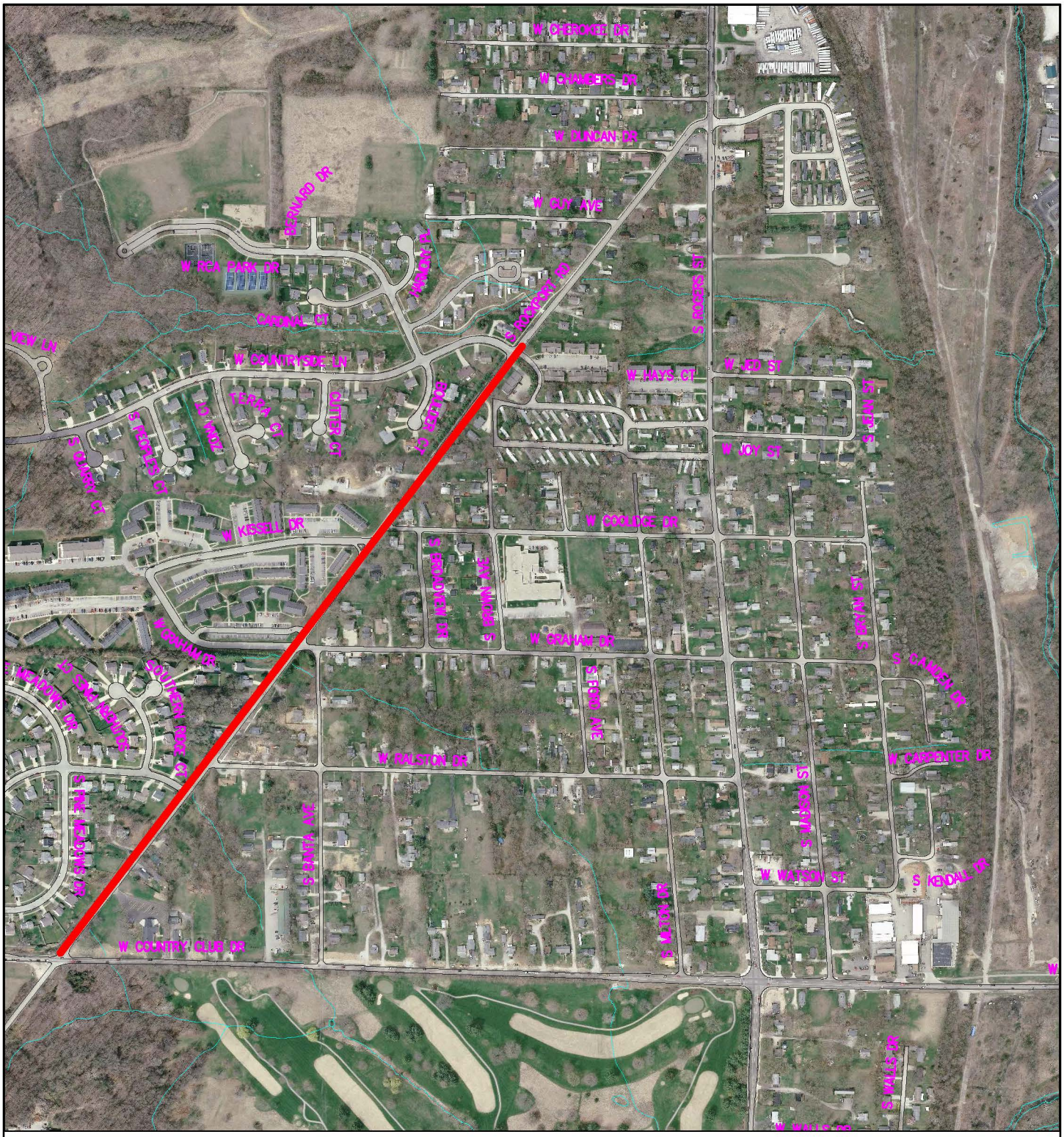
200 0 200 400 600

N

City of Bloomington
Clerk & Council

Scale: 1" = 200'

For reference only; map information NOT warranted.



Council Sidewalk Committee – Project Requests

Rockport Road – Construct missing sidewalks from Tapp Road to Countryside Lane (West) or fund design for sidewalks (including estimates for acquisition of R-O-W) in anticipation of CDBG funding

City of Bloomington

By: shermand

2 Nov 11

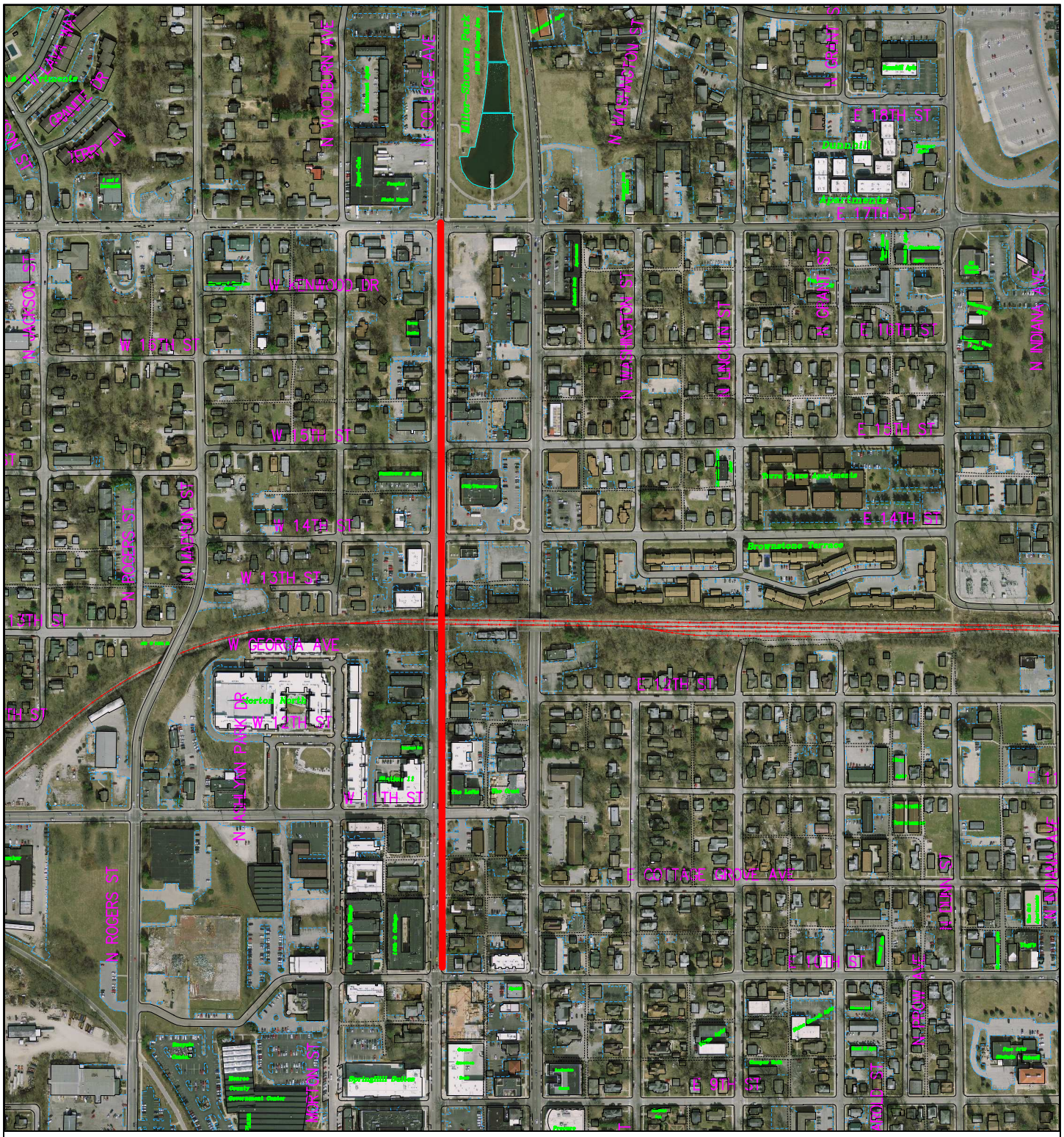
File: LPrr2

600 0 600 1200 1800

N

Scale: 1" = 600'

For reference only; map information NOT warranted.



Council Sidewalk Committee – 2016

Allocation for College Avenue Road Repaving and Curb and Sidewalk Replacement Project

Contingent on Additional Appropriation of Funds Reverted in 2015

City of Bloomington
Clerk & Council

By: shermand
17 Mar 16

500 0 500 1000 1500

N

Scale: 1" = 500'

For reference only; map information NOT warranted.

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 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.

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.

2016 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	Change in Overall Project Rank (2015)*	Overall Project Rank
Pete Ellis Dr. (2016) **	3rd St. to 10th St.	2,750	71	5	3.57	23	270	2	1,587	2	32	No Significant Change from 2015 to 2016	1
Indiana Ave. (2016) **	NW Corner 3rd St. & Indiana Ave.	268	87	1	2.95	38	633	1	1,193	6	46		2
E. 3rd St. (2015)	2 vacant Lots E of Park Ridge	340	20	39	4.16	3	268	3	1,552	3	48		3
Union St.	4th St. to 7th St.	954	68	7	3.84	12	103	21	1,035	8	48		3
14th St.	Madison St. to Woodburn Ave.	450	85	2	3.58	22	220	10	769	15	49		5
19th St. (2011)	Walnut St. to Dunn St.	1,120	51	17	3.48	26	178	12	1,229	5	60		6
Smith Rd. (2011)	Grandview Dr. to 10th St.(west)	1,352	42	23	3.63	19	260	7	771	14	63		7
Moores Pk.	AndrewsSt. to College Mall Rd.	1,289	51	17	3.99	8	52	34	1,453	4	63		7
17th St. (2012)	Crescent Street to College Ave.	5,500	45	20	2.46	41	216	11	996	9	63		7
E. 10th St. (2015)	Grandview Dr. to Russell Rd.	2,390	19	40	4.01	6	268	3	571	18	67		10
Jefferson St.	3rd St. to 7th St.	1,375	66	8	3.66	16	97	22	393	22	68		11
S. Rogers St.	south of Hillside Dr.	480	43	22	3.97	10	90	25	825	13	70		12
17th St.	Indiana Ave. to Forrest Ave.	1,323	45	20	4.23	1	58	32	525	20	73		13
N. Indiana (2015)	15th St. to 17th St.	409	58	12	3.61	20	76	29	881	12	73		13
5th St.	Union St. to Hillsdale Dr.	1,671	66	8	3.52	25	131	15	298	28	76		15
Miller Dr.	Huntington Dr. to Olive St.	423	38	26	3.66	16	82	27	1,191	7	76		15
Walnut St.	Pinewood St. to 2942 S Walnut	~369	52	15	3.74	15	34	37	986	11	78		17
Fairview St. (2011)	Wylie St. to Allen St.	1,005	52	15	3.48	26	120	17	343	24	82		18
Moores Pk.	Valley Forge Rd. to High St.	1,060	34	30	4.17	2	107	20	240	31	83		19
E 7th St. (2011)	SR 45/46 Bypass to Hillsdale Dr.	830	69	6	3.30	35	240	8	202	34	83		19
Clark St.	3rd St. to 7th St.	1,390	60	11	3.25	37	131	14	360	23	85		21
Palmer St. connector path	Wylie St. to 1st St.	529	75	4	1.50	44	146	13	328	25	86		22
Walnut St.	Winston/Thomas to Nat'l Guard Armory (Intermittent Segments)	1,064	42	23	3.99	8	34	38	679	17	86		22
Rockport Rd.(~2/3 built by 2015)	Countryside Ln. to Tapp Rd.	3,198	25	36	4.07	4	61	30	716	16	86		22
High St.	Covenanter Dr. to 2nd St.	2,622	46	19	4.01	6	93	24	156	38	87		25
10th St. (2013)	Smith Rd. to Russell Rd.	1,010	22	38	3.92	11	268	3	172	36	88		26
Wylie St. (2013)	Lincoln St. to Henderson St.	1,150	77	3	2.33	42	121	16	301	27	88		26
Mitchell St. (2016) **	Maxwell Ln. to Atwatter Ave.	1,890	56	13	2.91	39	265	6	282	30	88		26
Bryan St. (2013)	3rd St. to 7th St.	1,400	55	14	3.34	32	90	26	539	19	91		29
Allen St. (2015)	Henderson St. to Lincoln St.	1,184	66	8	1.98	43	113	19	302	26	96		30
Walnut St. (2013)	SR 45/46 to 500 ft N of Fritz Dr	2,300	37	27	3.65	18	18	39	481	21	105		31
Corey Ln. (2015)	2nd St. to 3rd. St.	2,332	15	41	3.61	20	48	35	987	10	106		32
Fee Ln. (2015)	SR 45/46 to Lot 12 Entrance	1,353	11	44	3.44	30	48	35	5,400	1	110		33
Morningside Dr. (2012)	Sheffield Dr. to Park Ridge Rd.	1,276	35	28	2.87	40	228	9	174	35	112		34
Rhorer Rd.	Walnut St. to Sare Rd.	4,775	40	25	4.06	5	0	41	69	42	113		35
Nancy St.	Hillside Dr. to Mark St.	878	31	33	3.48	26	94	23	235	32	114		36
Smith Rd. (2011)	Hagan St. to Brighton Ave. (west)	1,817	28	34	3.56	24	118	18	122	39	115		37
Mitchell St. (2012)	Maxwell Ln. to Circle Dr. (east)	624	34	30	3.34	32	77	28	297	29	119		38
Graham Dr. (2011)	Rockport Rd. to Rogers St.	1,815	35	28	3.34	32	58	31	234	33	124		39
Dunn St.	SR 45/46 to Tamarack Tr.	2,044	32	32	3.83	13	7	40	74	41	126		40
S. Highland (2015)	Winslow Park Parking to Sidewalk	755	23	37	3.45	29	55	33	158	37	136		41
Kinser Pk.	north of Acuff Rd.	1,595	12	42	3.83	13	0	41	40	44	140		42
Ramble Rd.	Ramble Rd. to Dunn St.	875	28	34	3.26	36	0	41	86	40	151		43
N. Dunn St. (2015)	Tamarack Trail to Lakewood Dr.	3,602	12	42	3.41	31	0	41	64	43	157		44

* 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 shaded rows indicate new proposals for consideration in 2016.

*** See the Index (which follows this sheet in the materials) for a list of recently completed projects as well as recently removed proposals.

A HISTORY OF COUNCIL SIDEWALK COMMITTEE FUNDS, 2002-2016

2016

Site	Estimate	Recommendation	Possible Additional Appropriation	Comments
SR 45/46 Bypass and Tunnel to 7th Street (West Side) - Sidewalk	$65,000.00	$20,000.00		This project would connect the sidepath on the west side of the SR 45/46 Bypass and the bicycle/pedestrian tunnel at this site with 7th Street and, thereby, to the neighborhoods to the south and west. It would include installing a ramp from the Bypass to the tunnel and stairs to 7th Street. The cost has grown as the project moved from an in-house to a contracted one. Design was paid for previously. A contingent allocation last year was left unspent because other funds were not available. This year the P & T department has made $35,000 available and the Sidewalk Committee recommends allocating the remaining $20,000 to complete this project in 2016.
E. 10th from Smith Road to Tamarron Drive (South Side) - Sidewalk, Pedestrian Crossing, and Other Safety Improvements	$249,000.00	$50,000.00		In 2003 and 2004, the Committee funded a sidewalk east of Grandview to connect with existing sidewalks toward town. Over the years, various requests for pedestrian infrastructure from Grandview Drive to Russell Road have been made. The reasons for funding this project include the need to help children walk safety from neighborhoods south of East 10th to University Elementary School and possibly help MCCSC reduce transportation costs associated with bussing the children to and from school. Staff has been in contact with Indiana Department of Transportation (INDOT), which has jurisdiction over this portion of the corridor, about use of the right-of-way and other cooperation with this project. The Committee recommends funding $50,000 for design which would include a crossing of East 10th. An additional $12,000 would be needed for right-of-way and $187,000 for construction to complete this project.
Morningside Drive from Sheffield Drive to Park Ridge Road - Sidewalk	$110,000.00	$110,000.00		This project would extend a Committee sidewalk project on Morningside Drive which ended at Sheffield to sidewalks and park on Park Ridge Road. The curve in Morningside raised safety issues for pedestrians who now walk in the road and may entail some storm water infrastructure. The Committee recommended funding design ($15,000), right-of-way ($4,000), and construction ($110,000) this year (or bid this year for construction next year).
Moores Pike from College Mall Road to Woodruff Lane (South Side) - Sidewalk	$135,000.00	$24,000.00		Moores Pike east of College Mall Road is a busy road with neighborhoods to the south without a sidewalk to the intersection with College Mall Road. In 2009, the Committee funded a sidewalk from Andrews Circle to an existing sidewalk to the east, but was stymied by the estimated cost for widening the roadway for a sidewalk to the intersection with College Mall. This year, the Committee requested new estimates which, with use of the existing roadway, brought down the costs to $135,000 - $24,000 for design and $111,000 for construction. The Committee recommended funding design this year.
Union Street from 4th to 7th Street (East Side) - Sidewalk	$189,000.00	$32,000.00		This project was first requested in 2008. Union can be busy street, at times. There is a sidewalk on the west side from 3rd to 10th and on the east side from 3rd to 4th and from about a half block north of 7th to 10th. Over the years, the Committee has heard that pedestrian walk in the street on the east side. Total cost of this project would be $189,000 with $32,000 for design, $34,000 for acquisition of right-of-way (which may be reduced by owner(s) willing to dontate the land), and $123,000 for construction. The Committee recommended allocation funds for design ($32,000).

South Walnut Street from Winston Thomas to National Guard Armory (West Side) - Sidewalk	$87,000.00	$13,000.00		In 2003, the Committee began funding missing sidewalks on the west side of South Walnut between Country Club and Rhorer roads. It started on the north end and progressed as far as Pinewood, and the Committee has continued to discuss filling in the gaps to the south. This year, the Committee reviewed the missing sidewalk segments and sought an estimate for the Winston Thomas to National Guard Armory piece. Total cost of the project would be about $123,000 – design ($12,000), right-of-way ($1,000) and construction ($74,000). The Committee recommended funding design and right-of-way this year ($13,000).
Mitchell Street from Maxwell Lane to Circle Drive (East Side) - Sidewalk	$112,000.00	$22,000.00		This sidewalk would serve pedestrians who, due to previous Committee recommendations, have sidewalks on the south at Circle Drive and sidewalks on the north along Maxwell Lane. In 2012, with a modest investment of $1,100, the Committee was able to fund lane-markings for that block (after the Council restricted parking on the east side of the street). This year the Committee sought estimates for a sidewalk which totaled $112,000 and recommended funding design ($22,000). The remainder of the costs would be for construction ($90,000) (with no funds needed for right-of-way).
Rockport Road from Graham Drive to south of West Pinehurst Drive (West Side) - Side Walk	$137,000.00	$22,000.00		For well over a decade, the City has invested in pedestrian infrastructure surrounding the triangular-shaped Broadview area. A ~$1.2 million road & sidewalk project along Rockport Road near Countryside Lane was completed in 2015 (with a ~$25,000 investment from the Committee for some preliminary costs). No sidewalks are in place on the west side of the street from Graham Drive to the intersection at Tapp Road. An intersection improvement at Tapp Road, primarily funded through the MPO (with federal money), will bring sidewalks to just south of West Pinehurst. The Committee sought an estimate for the missing segment north to Graham Drive and recommended funding for design. Total costs add up to $137,000 and include $22,000 for design, $29,000 for right-of-way, and $86,000 for construction.
Traffic calming	$5,000.00	$5,000.00		The Committee recommend an allocation of $5,000 for some possible as yet unidentified traffic-calming projects.
Moores Pike at Clarizz Boulevard (Pedestrian Crossing)	?	*($2000)	$6,000.00	When discussing the south side of Moores Pike at the intersection of College Mall Road, the Committee also looked further east to Clarizz Boulevard and beyond, where there are sidewalks on the north but none on the south. The Committee thought a pedestrian crossing at Clarizz Boulevard would provide some connectivity, but the costs would only be known after an investment in design ($8,000). Given other priorities this year, the Committee recommended funding this project if funds reverted in 2015 could be reappropriated. In that event, the allocation would include $2,000 from 2016 and $6,000 for 2015.
College Avenue from 10th to 17th - Road Repaving and Curb and Sidewalk Replacement Project	?		$12,885.00	In the event of an additional appropriation of unspent funds reverted to the ATF at the end of 2015, the Committee responded to a request from Public Works to help with this road repaving and curb and sidewalk replacement project.
TOTAL	$1,089,000.00	$298,000 *	$18,885.00	Note: Another $2,000 would be added to the $298,000 to bring the total to the full budged amount of $300,000 if an additional appropriation of unspent funds in 2015 (see column to the left) was approved an allowed, in part, monies for the Moores Pike /Clarizz pedestrian crossing.

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

2014				
Site	Estimate	Recommendation	Other Funds	Comments
Kinser Pike - 17th Street north to Apartments (East Side)	$228,412.80	$38,068.80		This highest ranking project has been on the list for over a decade due, in large part, to the cost of the right-of-way (which amounts to over half of the total project cost of $228,412). After obtaining estimates for both sides of the street, the Committee chose the east side, which was less expensive and more-likely-to-be-used. This recommendation commits $38,068.80 toward the design of this project in 2014 with construction considered a high priority in 2015.
West 17th Street -- Maple to Madison (South Side)	$276,361.80	$58,810.30	*	Installation of sidewalks on West 17th Street has been a high priority for the City and will see progress to the east and west of this project in the near future. This year, the Committee learned it would cost $276,361.80 for this project, which would include about 650 feet of sidewalk (with some sidewalk already in place), some steps here and there, and some storm water component (estimated at about $59,000) that might be covered by City Utilities. The recommendation this year is to allot $46,060.30 toward the design and $12,750 toward appraisal work for this project and make construction a high priority next year. **CBU will explore in-kind contributions toward the storm water component of this project.*
SR 45/46 Bypass and Tunnel to 7th Street (West Side)	$20,000.00	$20,000.00		This project would connect the side path on the west side of the SR 45/46 Bypass and the bicycle/pedestrian tunnel at this site with 7th Street and, thereby, to the neighborhoods to the south and west. It would include installing a ramp from the Bypass and stairs from the tunnel. The cost is estimated at $20,000 and the stairs would have a “cheek wall” for bicyclists to use for their bikes after dismounting them. The Committee thought this may have the added benefit of encouraging more bicycle and pedestrian traffic between the neighborhoods to the east and the campus to the west.
Leonard Springs -- 300 feet South of Walmart Entrance to Tapp Road	Unknown	$15,000.00	Unknown	Last year the Committee recommended contributing as much as $15,000 to this Monroe County project over two years if it was going forward. The logic for contributing is two-fold: first, the roadway is owned by the City (but the adjacent land is within the County) and second, there are some pockets within the City to the south with residents that would use the sidewalk. The project would be about 1,200 feet long and cross 10 parcels of land. *It is conditioned on adequate assurances that the project will go forward and the contribution will be spend in 2014.*
Sheffield - Morningside Drive to Providence (West Side)	$63,414.45	$55,143.00		This project would complete missing sidewalk segments along Sheffield that would connect with existing sidewalks along Plymouth on the north and recently-completed Council Sidewalk Committee projects on the south along Morningside Drive. Speed of cars descending the curve to Morningside, in part, made this a priority for the Committee. The Engineering Department will design the project which reduced the outlay by $8,271.45.
Maxwell Lane -- Jordan Avenue to Sheridan (North Side)	$96,279.38	$96,279.38		This follows on the project in 2013 that brought a sidewalk to the north side of Maxwell from the bottom of the hill at Highland to mid-way up the hill at Jordan. It will continue the project over the crest of the hill to Sheridan. Once this block is done - with the help of previous Committee-recommended projects - there will be a continuous run of sidewalks all the way from High Street on the east to Henderson on the west. Funds for the design of this project were provided in 2006.
Traffic-Calming (Unspecified)		$15,000.00		The Committee set aside $15,000 for unspecified traffic-calming projects in the event one is ready for installation this year.
Total	$621,053.98	$298,301.48	*	***Note: This history reflects Annual Committee Reports and not Interim Reports. An Interim Report was approved for both 2013 and 2014 that reallocated these funds.***

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

2012				
Site	Estimate	Recommendation		Comments
		ATF	Other Funds	
Third Street -- Overhill Drive to Travel Lodge Driveway (North S	$154,474.00	$154,474.00		See the 2011 and 2010 descriptions below for the details of the larger project, which will result in he construction of sidewalks on the north side of East Third Street from Union to the SR 45/46 Bypass. Contributions from other sources include: $100, 00 from Greenways; $75,000 from HAND; and the installation of sidewalks by INDOT as part of the SR 45/46 Bypass project.
Mitchell Street -- Maxwell Lane to Circle Drive	$1,100.00	$1,100.00		This project proposes the use of lane markings to designate a portion of the west side of the roadway of this one-block segment as a pedestrian corridor. It would provide a pedestrian facility that connects a City-created pedestrian corridor on the south, which runs from Bryan Park to sidewalks at Marilyn Drive and High Street, to City-installed sidewalks along Maxwell Lane. *Note: This recommendation was conditioned upon approval of the associated removal of parking on that side of the street. Please also note that the lane was eventually approved for the east side.*
Morningside Drive -- Saratoga to Sheffield (West Side)	$19,866.00	$19,866.00		This recommendation continues upon the completed 2011 recommendation to install a sidewalk from Smith Road to Saratoga. Please see the 2011 description below for more information about this project
Rockport Road -- Coolidge to 310 feet North of the Intersection (West Side)	$80,440.00	$34,560.00	*	This recommendation would partially fund the sidewalk project by contributing funds toward the cost of acquiring the right-of-way. It is intended to leverage other resources to fill-in one of three missing sidewalk links along Rockport Road from Tapp Road to Rogers Street in 2012. The other missing links include a long section north of Tapp Road which will be constructed as part of the roundabout at that intersection and a segment north of Ralston, which remains unfunded. *Note: This recommendation would allow any remaining funds to be applied towards the cost of right-of-way and is conditioned upon Committee acceptance of assurances that the sidewalk will be completed in 2012.* ** CBU staff have inspected the site and offered suggestions on handling the storm water.*
Total	$255,880.00	$210,000.00	$0.00	

2011				
Site	Estimate	Recommendation		Comments
		ATF	Other Funds	
Third Street -- Segments 1-4: Bryan to Hillsdale	**$387,405.00**	$129,811.00	$175,000.00	*See* 2010 description below for project details. The 2010 Committee dedicated the bulk of its funds to the E. Third Street project. After applying 2010 funds to this project, $129,811 was need for the completion of Segments 1-4. The other funds include $100, 00 from Greenways & $75,000 from HAND.
Third Street -- Segment 5: Hillsdale to Travel Lodge	**$300,893.00**			Design for this project will be completed with 2010 funds.
Southdowns -- Jordan to Mitchell (with exploring the possibility of CBU making an in-kind contribution toward stormwater improvement)	**$53,153.00**	$50,622.00		With the completion of Marilyn Drive sidewalk in 2011, this segment would culimate a multi-year effort to create a continousus pedestrian corridor running from Bryan Park to the sidewalks at High and Covenancter. he stormwater component of this project is $16,000. The Committee requested that CBU make a good-faith effort to explore whether they would be able to make an in-kind contribution re: the stormwater component of this project.
Morningside Drive – Smith to Saratoga (side of road to be TBD)	$13,929.00	$13,929.00		This project is intended to provide a pedestrian route to compensate for the loss of a Bloomington Transit bus stop on Morningside Drive. The closest stop is now on Smith Road and many people walk down Morningside to get to the stop at Smith. The walk is precarious and uncomfortable. This is a neighborhood with many children and a neighborhood that sees many pedestrians. A sidewalk would really help pedestrians get safely to the Smith stop
West 17th -- Woodburn to Madison (southside)	**$282,878.00**	$15,638.00		This is a highly rated, but expensive, project that has been under consideration by the Committee for many years. Funds remaining after the other projects are covered will be used the design of this project ($25,000). The design should lower the cost of the project.
Total:	**$1,038,258.00**	**$210,000.00**	**$175,000.00**	

2010				
Site	Estimate	Recommendation		Comments
		ATF	CBU Stormwater	
Marilyn -- Nancy to High (south side)	$189,937.45	$98,373.43	$91,564.00	*See* 2009 description below for project details. As federal funds requested from the Mayor were not available for 2010, the Committee agreed to dedicate ATF funds to complete this project.
Third Street -- Bryan to Jefferson (north side)	$95,408.78		$22,638.00	Connection is needed from Roosevelt to the SR 46 Overpass to link up with the existing sidewalk. The 2009 Committee forwarded a recommmendation to the 2010 Committee encouraging the latter to fund as much of this project as possible. The 2010 Committee agreed that, after funding the above previously-committed Marilyn project, it should devote all remaing funds to the Third Street project. The Committee voted to fully fund the first two stretches of this project (Bryan to Jefferson and Jefferson to Roosevelt) and to fund as much of the third segment of the East Third Street (Roosevelt to Clark) project as possible.
Third Street -- Jefferson to Roosevelt (north side)	$63,507.68	$31,912.23	$4,366.00	
Third Street -- Roosevelt to Clark (north side)	$118,387.50	$114,252.60	$4,135.00	
Southdowns -- Jordan to Mitchell (w/Stormwater on Jordan and Sheridan) (south side)	$124,405.05		$54,562.20	This is part of larger area in need of stormwater improvement and has been on the Sidewalk Committee's list of requested projects since 2002. The Committee agreed to address the stormwater issue on Southdowns first and then the sidewalk later. The amount of stormwater dedicated to this project is not to exceed the orignal estimated cost -- $54,562.20
Total:		**244,538.26**	**$177,265.20**	

2009				
Site	Estimate	Recommendation		Comments
		ATF	CBU Sidewalk	
Marilyn -- Nancy to High (south side)	$189,937.45	$0.00	**$91,564.00**	This is one of the last segments of a route on the Bicycle and Pedestrian Transportation and Greenways System (Greenways) that would connect Bryan Park with sidewalks at High and Covenanter. Prior ATF funds were used to install sidewalks on Mitchell, Circle, Ruby and Nancy Street. Last year the Committee requested and expected that the Greenways monies would be used to cover the sidewalk and the CBU Set Aside would cover the storm water component of this project. However, an amendment to the Greenways Plan and other projects left this one unfunded in 2008. As noted above, the Committee recommended that the Council respectfully request that the Mayor consider appropriating $98,937.45 of federal reimbursement of matching funds to complete this project.
Henderson -- Moody to Thornton (east side)	$99,319.17	$71,877.77	$27,441.40	This project was scheduled for funding in 2008. It was requested by the Planning Department, MCCSC, and a property owner and would complete the last segment of unfinished sidewalk on the east side of Henderson between Hillside and Miller Drive as well as much further north and south. The HAND department may help fund some of this project.
Kinser Pike -- Marathon Stn. to 45/46 (west side)	$54,751.14	$40,280.74	$14,470.40	This is a heavily-travelled stretch. Many residents living in multi-family housing walk here to the grocery store and other amenities.
Moores Pike -- Segment A – Woodruff to existing walk (south side)	$22,758.00	$22,758.00	$0.00	This stretch provides connectivity with an existing walk and was requested by area residents. This project will provide residents with a safer crossing of Moores Pike. Some residents indicated that they would be willing to make a contribution.
S. Madison -- 3rd to Prospect (east side)	$49,773.00	$26,989.00	$16,784.00	This project is in a highly-urban area and would link to the B-Line trail at the W. 3rd Street overpass. Public Works will commit $6,000 for concrete.
3rd Street -- Roosevelt to Clark & Clark to Hillsdale (north side)	$231,564.07	$50,000 *	$0.00	Connection to link up to the existing sidewalk network. A worn pedestrian path demonstrates the heavy use of this area. The 2009 Committee agreed that if the funds remaining for the above projects are not needed to complete said projects, up to $50,000 of the remaining 2009 ATF balance shall be dedicated to right-of-way acquisition for this project.
Total:		**211,905.51**	**$150,259.80**	

2008				
Site	Estimate	Recommendation		Comments
		ATF	Stormwater	
5th Street -- Hillsdale to Deadend (south side)	$535,088.97	$70,485.63	$0.00	This two-block long, multi-departmental project provides an east-west connection through the Greenacres Neighborhood and needed stormwater infrasture for the area. Total funding includes: $112,934.36 (2007 ATF), $10,453.98 (2007 CBU Sidewalk/Stormwater Setaside); $216,215 (CBU Capital Project), and $125,000 (HAND Neighborhood Improvement Grant). Note: This project was completed in 2008.
Henderson -- Allen to Hillside (west side)	$669.090.00	* $3,667.21	$0.00	This improvement is aimed at alleviating pedestrian/vehicular conflict in this elementary school area. The Committee funded design in 2007 at the request of Public Works. Public Works received a $250,000 Safe Routes to School grant for this project and wanted an additional sign of support from the Council in order to garner funds from other sources (including CDBG). * Note: The Committee recommended that any funds remaining in 2008 may be applied to this project.
Marilyn -- Nancy to High (south side)	*$167,578.63	$0.00	* $62,480	This is one of the last segments of a route on the Alternative Transportation and Greenways Plan that would connect Bryan Park with sidewalks at High and Covenanter. Prior ATF funds were used to install sidewalks on Mitchell, Circle, Ruby and Nancy Street. The Committee requests that Alternative Transportation and Greenways monies fund the $105,098.63 needed for the sidewalk portion of this project. *Note: The Committee also realized that the stormwater component will be more expensive than indicated and authorized that any remaining funds be used for this purpose.
E. 2nd Street -- Woodcrest to 300' east (north side)	$34,300.00	$32,319.00	$1,981.00	This small project would fill-in the last missing stretch of sidewalk on both sides of East 2nd from College Mall Road to High Street, which sees high levels of vehicular and pedestrian traffic. Note: ATF funded design of this project in 2006. Note: This project was completed in 2008.
Henderson -- Thorton to Moody (east side)	$71,735.90	$49,405.90	$22,330.00	This will complete a missing link on the east side of Henderson and provide uninterrupted sidewalks and crossings on that side of the street for at least a mile.
High Street - Across from Childs School (west side)	$22,362.55	$21,078.05	$577.50	This project would create a continuous sidewalk on the west side of High Street across from Childs Schoo, which has the highest walk-in rates in the community. The sidewalk may also allow the City to eliminate one crossing guard. Note: This project was completed in 2008.
West 17th Street -- Lindberg to Arlington Park Drive (south side)	$52.077.21	$27,337.21	$0.00	A new development at the corner of W. 17th and Crescent Road led to this request. The total project should cost about $52,077.21, but the possible donation of right-of-way by abutting property owners and contribution of materials by the develo would lower the cost to the amount as listed here. Note: This project was completed in 2008.
Total:		**204,293.00**	**$87,368.50**	* Note: Any remaining ATF monies may be applied to the Henderson - Allen to Hillside project and any remaining CBU sidewalk/stormwater funds may be applied to Marilyn - Nancy to High Street. Also, using the estimates for CBU Sidewalk/Stormwater projects as presented in this chart and the carryover of $22,834.79 from 2007, there would be approximately $60,466.29 available for future CBU Sidewalk/Stormwater projects.

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

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

2005			
Site	**Estimate**	**Recommendation**	**Comments**
Maxwell Lane from Clifton Sidepath to High Street (north side)	$65,175.00	$65,175.00	Since 1999, the Committee has funded sidewalks on Maxwell Lane between Henderson and High Street. The first project was north of Bryan Park and ran from Henderson Street to Manor Road and connected to an existing sidewalk that runs to Jordan Avenue. The second project connected a sidewalk on Sheridan with the Clifton sidepath. This project would connect the latter sidewalk to High Street. The Committee recommended that a cross walk be placed on High (to connect with an existing sidewalk) and that sidewalk be placed to preserve trees, if that isn't possible, include a tree plot. **Note:** The project was rebid and completed in 2007 and was funded, in part, with the reappropriation of $34,000 in reverted funds .
Queens Way from Chelsea to Sussex (south side)	$35,729.00	$35,729.00	The Renwick developer will install a sidewalk on the south side of Queens Way from the new development to Monclair Avenue. The Committee received estimates for installing sidewalks the rest of the way to High Street ($83,700), funded the first leg between Montclair and Sussex in 2004.
Marilyn from Nancy to High Street (south side)	$155,216 (one block only)	$11,497.54 (design only)	This project begins completion of the western end of what's known as the Southeast Neighborhood Initiative. This initiative will eventually connect the walking/biking lane on Southdowns / Jordan with sidewalks at Covenanter / High Street. The City has already completed a sidewalk from Mitchell / Southdowns to Ruby / Nancy Street, and Nancy Street from Ruby to Marilyn Dr This allocation funds design costs and gives staff an opportunity to determine whether there are storm water costs that might be borne by CBU. One more leg on Southdowns from Jordan to Mitchell would complete this initiative. Note: This project was completed in 2007.
Roosevelt from 4th to 5th (east side)	$86,340.00	$6,395.62 (design only)	This is a new project that would complement new private development on Roosevelt that will make it a through-street and include a sidepath on 4th Street. The estimate for the project is $86,340 and this recommendation funds the design costs.
Total:	**$187,244.00**		

2004			
Site	**Estimate**	**Recommendation**	**Comments**
Sidewalk Project - 10th Street for 350 feet West of Grandview (south side)		$45,000.00	The Council funded this proejct in 2003 and approximately $6,344 was spent that year on designing the sidewalk and acquiring right-of-way, but the remaining funds were not encumbered for its construction. The Committee recommends using unspent a unencumbered funds from previous years to fund this project.
Sidewalk Project - Nancy Street from Ruby Lane to Marilyn Drive (west side)	$45,628.00	$45,628.00	The Committee recommended funding this segment of the larger South East Neighborhood Initiative. That initiative first received funding in 2002 (see below).
Sidewalk Project - Jefferson Street between 7th and 8th (east side)	$114,000.00	$114,000.00	The Committee recommended funding this first segment of the larger Jefferson Street project, which has been designed as a result of previous funding in 2002 (see below). This segment, unlike the others, does not require a large complement of storm water funds.
Sidewalk Project - Winfield Road from Fairoaks to existing sidewalk just south of Rechter (east side)	$45,096.00	$27, 000 (+$18,096 from Wininger/Stolberg)	The Committee recommended funding this project in concert with the developer of the Renwick PUD (Wininger / Stolberg) who has offered to pay for the cost of materials (approximately $18,096).
Sidewalk Project - Queens Way from Montclair Avenue to Chelsea Court (south side)	$22,139.00	$22,139.00	The Committee recommended funding this and the previous project in order to have sidewalks in place before the Renwick PUD gets well under way.
Total:		**$253,767.00**	This amount includes $151,000 of funds appropriated for sidewalks this year and unspent monies from previous years. If there are not enough monies in the Alternative Transportation Fund in 2004, then the Committee will need to decide whether to recommend use of 2005 funds for these purposes.

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

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

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

<table>
<tr><th>Criteria</th><th>Elaboration</th><th colspan="2">Plan Department's Effort to Create Data, Objective Factors, and a Ranking Formula</th><th></th></tr>
<tr><td>1. Safety</td><td>A particular corridor could be made significantly safer by the addition of a sidewalk</td><td colspan="2" rowspan="3">Pedestrian Level of Service
(PLOS)

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.

1 (High /A) – 5 (Low/ F)
(where C is "pretty comfortable")

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.</td><td rowspan="6">Overall Project Ranking =

Walk Score Rank
+
Pedestrian Level of Service (PLOS) Rank
+
Transit Route Score Rank
+
Density Rank

=

Score

(Lowest Score = Highest Rank)

***

Note: All the above were weighed equally.</td></tr>
<tr><td>2. Roadway Classification</td><td>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.</td></tr>
<tr><td>3. Pedestrian Usage</td><td>Cost-effectiveness should be based on existing and projected usage.</td><td>Density (0 – 1,863)

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).</td><td rowspan="2">Walk Score

0 (Car-Dependent) –
100 (Walkers' Paradise)

This score gauges pedestrian demand based upon proximity to a mix of commercial destinations, but doesn't account for demographic factors.</td></tr>
<tr><td>4. Proximity to Destination Points</td><td>Prioritization of linkages should be based on proximity to destinations such as elementary schools, Indiana University, employment centers, shopping opportunities, parks/playgrounds, etc.</td><td>Transit (0 – 247)

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.</td></tr>
<tr><td>5. Linkages</td><td>Projects should entail the construction of new sidewalks that connect with existing pedestrian facilities.</td><td colspan="2">Sidewalk Inventory</td></tr>
<tr><td>6. Costs/ Feasibility</td><td>Availability of right-of-way and other construction costs must be evaluated to determine whether linkages are financially feasible.</td><td colspan="2">Project Costs
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).</td></tr>
</table>

MEMORANDUM

CITY OF BLOOMINGTON

To: Bloomington Common Council Sidewalk Committee

From: Scott Robinson, Planning Services Manager

Date: 1/19/2016

Re: 2016 Council Sidewalk Committee

CC: Tom Micuda, Andrew Cibor, and file

Sidewalk Informational Maps
City staff frequently 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. Maps were recently updated and included within the packet. Please keep in mind that 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, first developed in 2008, continues to be a useful tool 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. Over time Council has found this evaluation helpful in their deliberations.

The updated Project Prioritization Table is included for 2016 Council Sidewalk funding considerations. Completed projects were removed from prior tables. Three new project requests were added to the 2016 table (3rd St. and Indiana Ave., Pete Ellis Dr., and Mitchell St.) and are noted with a "2016" next to the street name. Because of these changes the reevaluation did result in a slightly different priority order than last year's ranking.

Status Report on 2015 Projects

A memo outlining the status of 2015 Council Sidewalk Committee projects was provided to the Council office in December. Project expenditures and milestones for N. Kinser Pike Sidewalk, W. 17th Street Sidewalk, N. Sheffield Drive Sidewalk, E. 7th Street Sidewalk, and traffic calming for Maxwell Drive were detailed. There are no significant updates at this time.

Recommended Allocation
Effective coordination and collaboration between funding sources and other City initiatives has proven successful for completing past sidewalk requests. Three key milestones are typical for project completion. These include design, right of way and title work, and construction. Each milestone requires significant resources and time. Therefore to continue ongoing progress in 2016 funding allocations, one must look at each milestone for both new and previously funded projects. The design and right of way processes for the E. 7th Street Sidewalk and the W. 17th Street Sidewalk are nearly completed. No other Council sidewalk project is under design or

moving into the right of way process. With this in mind, 2016 funding allocations should focus on construction and design. Staff recommends the following:

- ~$20,000 construction allocation for the E. 7th Street Sidewalk (Planning and Transportation has ~$35,000 budgeted and the total construction estimate is ~$55,000);
- ~$275,000 towards design to fund one or more of the following requests: Morningside Drive (Sheffield Dr. to Park Ridge Rd.), University Safe Routes to School E. 10th Street (Grandview Dr. to Russell Rd.), and Rockport Road (Pinehurst Dr. to Graham Dr.); and
- ~$5,000 set aside for traffic calming and related neighborhood safety projects.

Summary

- Sidewalk Inventory and Determinant Sidewalk Maps are included for reference
- Sidewalk project requests have been reevaluated and ranked with an overall priority score
- A status synopsis of 2015 sidewalks is included
- Staff funding recommendations for 2016 are provided

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.

2017 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 (2016)*	Overall Project Rank
Pete Ellis Dr. (2016)	3rd St. to 10th St.	2,750	71	5	3.57	26	270	2	1,587	2	35	1	1
Indiana Ave. (2016)	NW Corner 3rd St. & Indiana Ave.	268	87	1	2.95	44	633	1	1,193	6	52	2	2
E. 3rd St. (2015)	2 vacant Lots E of Park Ridge	340	20	44	4.16	3	268	3	1,552	3	53	3	3
Union St.	4th St. to 7th St.	954	68	8	3.84	14	103	23	1,035	9	54	3	4
14th St.	Madison St. to Woodburn Ave.	450	85	2	3.58	25	220	11	769	18	56	5	5
19th St. (2011)	Walnut St. to Dunn St.	1,120	51	18	3.48	30	178	14	1,229	5	67	6	6
Smith Rd. (2011)	Grandview Dr. to 10th St.(west)	1,352	42	24	3.63	21	260	7	771	17	69	7	7
Moores Pk.	AndrewsSt. to College Mall Rd.	1,289	51	18	3.99	8	52	39	1,453	4	69	7	7
Gourley Pk. (2017)	Kinser Pike to Monroe St.	2,900	40	26	3.62	22	126	18	1,083	8	74	-	9
E. 10th St. (2015)	Grandview Dr. to Russell Rd.	2,390	19	45	4.01	6	268	3	571	21	75	10	10
S. Rogers St.	south of Hillside Dr.	480	43	23	3.97	10	90	27	825	16	76	12	11
Jefferson St.	3rd St. to 7th St.	1,375	66	9	3.66	18	97	24	393	26	77	11	12
Gourley Pk./ Old SR 27 (2017)	College Ave. to Kinser Pk.	1,084	69	6	2.93	45	194	13	930	14	78	-	13
17th St.	Indiana Ave. to Forrest Ave.	1,323	45	21	4.23	1	58	37	525	23	82	13	14
N. Indiana (2015)	15th St. to 17th St.	409	58	14	3.61	23	76	32	881	15	84	13	15
Miller Dr.	Huntington Dr. to Olive St.	423	38	30	3.66	18	82	30	1,191	7	85	15	16
5th St.	Union St. to Hillsdale Dr.	1,671	66	9	3.52	29	131	17	298	31	86	15	17
Walnut St.	Pinewood to 2942 S. Walnut (formerly from Hoosier St. to Force Fitness driveway)	369	52	17	3.74	17	34	43	986	12	89	17	18
17th St. (2012)	Crescent Street to College Ave.	5,500	45	21	2.46	48	216	12	996	10	91	7	19
E 7th St. (2011)	SR 45/46 Bypass to Hillsdale Dr.	830	69	6	3.30	38	240	8	202	39	91	19	19
Moores Pk.	Valley Forge Rd. to High St.	1,060	34	34	4.17	2	107	22	240	35	93	19	21
High St.	Covenanter Dr. to 2nd St.	2,622	46	20	4.01	6	93	26	156	43	95	25	22
Clark St.	3rd St. to 7th St.	1,390	60	13	3.25	40	131	16	360	27	96	21	23
Walnut St.	Winston/Thomas to Nat'l Guard Armory	1,064	42	24	3.99	8	34	44	679	20	96	22	23
8th St. (2017)	Jefferson St. to Hillsdale Dr.	938	61	12	3.16	42	230	9	284	33	96		23
Palmer St. connector path	Wylie St. to 1st St.	529	75	4	1.50	52	146	15	328	28	99	22	26
Rockport Rd. (~1/2 built 2014)	Countryside Ln. to Tapp Rd.	3,198	25	41	4.07	4	61	35	716	19	99	22	26
10th St. (2013)	Smith Rd. to Russell Rd.	1,010	22	43	3.92	12	268	3	172	41	99	26	26
Mitchell St. (2016)	Maxwell Ln. to Atwater Ave.	1,890	56	15	2.91	46	265	6	282	34	101	26	29
Bryan St. (2013)	3rd St. to 7th St.	1,400	55	16	3.34	35	90	28	539	22	101	29	29
Wylie St. (2013)	Lincoln St. to Henderson St.	1,150	77	3	2.33	50	121	19	301	30	102	26	31
Allen St. (2015)	Henderson St. to Lincoln St.	1,184	66	9	1.98	51	113	21	302	29	110	30	32
Curry Pike (2017)	SR 45 to Beasley Dr.	2,638	39	29	3.92	12	68	34	207	38	113	-	33
Corey Ln. (2015)	2nd St. to 3rd. St.	2,332	15	46	3.61	23	48	41	987	11	121	32	34
Walnut St. (2013)	SR 45/46 to 500 ft N of Fritz Dr	2,300	37	31	3.65	20	18	47	481	24	122	31	35
Fee Ln. (2015)	SR 45/46 to Lot 12 Entrance	1,353	11	52	3.44	33	48	41	5,400	1	127	33	36
Franklin Dr. (2017)	3rd St. to Fairfield Dr.	148	40	26	2.38	49	49	40	943	13	128	-	37
Morningside Dr. (2012)	Sheffield Dr. to Park Ridge Rd.	1,276	35	32	2.87	47	228	10	174	40	129	34	38
Nancy St.	Hillside Dr. to Mark St.	878	31	38	3.48	30	94	25	235	36	129	36	38
Rhorer Rd.	Walnut St. to Sare Rd.	4,775	40	26	4.06	5	0	49	69	50	130	35	40
Mitchell St. (2012)	Maxwell Ln. to Circle Dr. (east)	624	34	34	3.34	35	77	31	297	32	132	38	41
Smith Rd. (2011)	Hagan St. to Brighton Ave. (west)	1,817	28	39	3.56	28	118	20	122	46	133	37	42
Winslow Rd. (2017)	High Street to Xavier Ct.	1,524	15	46	3.95	11	69	33	152	44	134	-	43
Graham Dr. (2011)	Rockport Rd. to Rogers St.	1,815	35	32	3.34	35	58	36	234	37	140	39	44
Ford Ave. (2017)	Graham Dr. to Coolidge Dr.	260	12	48	3.06	43	84	29	424	25	145	-	45
Dunn St.	SR 45/46 to Tamarack Tr.	2,044	32	37	3.83	15	7	48	74	49	149	40	46
S. Highland (2015)	Winslow Park Parking to Sidewalk	755	23	42	3.45	32	55	38	158	42	154	41	47
Woodlawn Avenue (2017)	Weatherstone Ln. to Maxwell Ln.	1,328	33	36	3.57	26	21	46	86	47	155	-	48
Kinser Pk.	north of Acuff Rd.	1,595	12	48	3.83	15	0	49	40	52	164	42	49
Ramble Rd.	Ramble Rd. to Dunn St.	875	28	39	3.26	39	0	49	86	47	174	43	50
Sare Rd. (2017)	Rogers Rd. to Cathcart St.	3,330	12	48	3.20	41	30	45	138	45	179	-	51
N. Dunn St. (2015)	Tamarack Trail to Lakewood Dr.	3,602	12	48	3.41	34	0	49	64	51	182	44	52

* 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 2017 and the blue shaded rows indicate previously funded ongoing 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 2017 Sidewalk Committee Meeting)

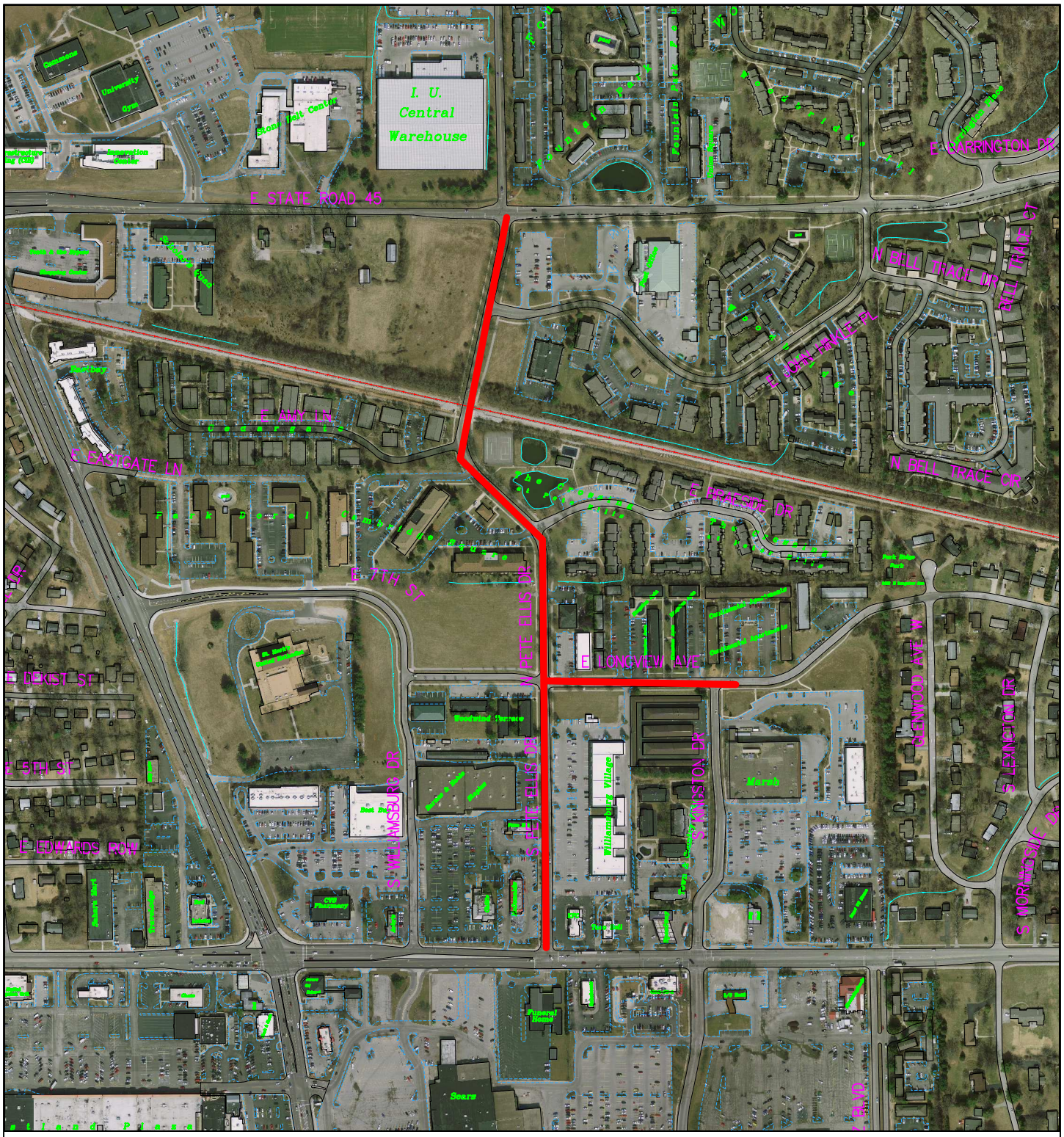
- **Includes Existing, Recently Completed, and Recently Removed Proposals**
  - **Eight New Projects were Proposed for 2017 – Highlighted in Yellow; and**
  - **Ten Projects which Moved Forward with Partial Funding in 2015 - 2015 – Highlighted in Blue.**
- **In Approximate Order of Ranking on Priority List (Does Not Indicate Projects with the Same Rank)**

Street	Location	Side	Comment
Pete Ellis Drive	10th Street to 3rd Street	(?)	*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.*
Indiana Avenue	Southwest parcel at intersection with East 3rd Street		*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.*
E. 3rd Street	2 Vacant Lots – 4136 – 4262	South	*New in 2015. Vacant parcel with side path on west and sidewalk on east which would require installation of sidewalks with any future development.*
Union	4th to 7th	East	*Reaffirmed Council member interest in 2016 and 2017. 2017 Committee funded the design of this project.*
14th	Madison to Woodburn		*Reaffirmed citizen interest in 2012.*
19th	Walnut to Dunn	(?)	*Combined 18th and 20th Street projects requested in 2011*
Smith Road	Grandview Drive to 10th	West	*Introduced for 2010 Committee and vacillated between 6th and 10th place over last few years.*
Moores Pike	Andrews Circle to College Mall	South	*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.*
Gourley Pike	Kinser Pike to ~ Monroe Street	North (?)	*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).*
E. 10th	Grandview Drive to Russell Road	?	*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 with refuge, beacon, lane marking, and signage.*
S. Rogers	1515 – 1525 S. Rogers	East	*Reaffirmed by a Council member for 2017 noting foot traffic associated with Community Kitchen.*
Jefferson	3rd to 7th		*Long-standing request.*
Gourley Pike/ Old SR 37	College Avenue – Kinser		*See Gourley Pike (above – with map of both areas).*
17th	Indiana to Forrest	South	*Improvement by IU along this corridor may have resolved the need for sidewalks here.*
N. Indiana	15th to one parcel south of 17th	West	*New in 2015. Vacant parcel owned by IU Foundation.*

Bryan Street	3rd to 7th Street		*Introduced in 2013. Affirmed in 2016 by Cm. Mayer in light of intersection improvements anticipated 3rd/High/Bryan.*
Miller Drive	Huntington to Olive		*2009 citizen request for both sides of the street.*
5th Street	Union to Hillsdale	South	*Reaffirmed citizen interest in 2016.*
Walnut	Pinewood to 2942 S Walnut	West	*Scope redefined in 2016 to begin at Pinewood (not Hoosier Street) and end at 2942 S. Walnut (since Legends no longer is located there).*
17th Street	Crescent Street to College Avenue	South	*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.*
E. 7th Street	Bypass to Hillsdale Drive		*New for 2010 Committee – with goal of pedestrian and bicycle access from eastside of Bypass to 7th Street and Hillsdale Drive. 2015 Report recommended partial funding of a ramp from Bypass to 7th Street, but project did not progress for lack of other funding. In 2016 a combination of Council Sidewalk Committee and other ATF monies were expected to fund completion of this project.*
Moores Pike	Valley Forge to High	North	2009 Request
Clark Street	3rd to 7th Street		*Introduced in 2013 and has stayed in the 15-21 range since then.*
High	Covenanter to 2nd	East	*2009 Request. Repair – raise curb*
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.*
East 8th Street	Jefferson Street to Hillsdale		New citizen request for 2017.
Palmer (street connection)	Wylie to 1st		*2009 Request for pedestrian facility in right-of-way between these two streets.*
Rockport Road	Countryside Lane to Tapp Road	West	*This is a long and expensive project. After starting funding in 2012 and a series of phases with 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 may include funds for about 500' of sidewalk north 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.*
E. 10th	Smith Road to Russell Road	East	*Introduced in 2013. Affirmed by citizen in 2016 and 2017 and subject to design funding in 2016. (See E. 10th from Grandview to Russell Road – above.)*
Mitchell Street	Maxwell Lane to Atwater	?	*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.*

Wylie St.	Lincoln to Henderson		*New in 2013*
Allen Street	Henderson to Walnut Street	?	*Introduced in 2015.*
Curry Pike	Beasley Drive to SR 45	(?)	*Resident request for 2017. City jurisdiction may not extend beyond the right-of-way.*
Corey Lane	2nd and 3rd Street		*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	*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	*New for 2015. Adjacent to recently developed IU sport facility.*
Morningside Drive	Sheffield Drive to Park Ridge Road	North	*New in 2012. First evaluation in 2013. The 2016 Committee funded design, acquisition of right-of-way, and construction for completion in 2017.*
Franklin Drive	3rd Street to Fairfield Drive	(?)	*Anonymous request. New for 2017. Sidewalk along 3rd Street may be on parcel owned by the State and may be constructed with I-69 project.*
Nancy	Mark to Hillside	West	*2009 request from Cm. Rollo based upon petition from residents.*
Rhorer Road	Walnut to Sare	North	*2009 request for side path from Cm. Piedmont-Smith.*
Smith Road	Hagan Street to Brighton Avenue	West	*New for 2011 Committee. Reaffirmed for discussion in 2017 by by Cm. Granger.*
Mitchell Street	Maxwell Lane to Circle Drive	East	*The Committee approved a pedestrian lane on the east side in 2012. In 2016, the Committee authorized funding for the design of a sidewalk.*
Winslow Road (2017)	High Street roundabout to Xavier Court	North	*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.*
Graham Drive	Rockport Road to Rogers Street	?	*New for 2010 Committee. Probable sewer component.*
Ford Avenue	From Graham Drive to Park		*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.*
Dunn	SR 45/46 to Tamarack Trace	East	*In 2001, the Council Sidewalk Committee recommended ~ $74,700 for design of the sidewalk from SR 45/46 to Tamarack Trail. In May 2002, Ord 02-05 authorized installation of various traffic-calming devices on North Dunn. Then, in September 2005, Ord 05-25 removed those authorizations and codified a few stop signs instead. Renewed request in 2009 and 2016.*
S. Highland	Winslow Park Parking Lot to Sidewalk	?	*New for 2015. Parks Department has discouraged pedestrian use of this route.*
Woodlawn	Weatherstone Lane to Maxwell Lane	East (?)	*Request for consideration in 2017 indicating multiuse path along Bryan Park is inconvenient for commuters.*
Kinser Pike	North of Acuff	West	Renewed request in 2009 from Cm. Sturbaum and Sandberg.

Ramble Road	Ramble to Dunn	East	Request for 2009 by Cm. Wisler.
Sare Road	Rogers Road to Cathcart Street	West	*Request for consideration in 2017 by Cm. Rollo. Traffic calming and pedestrian crossings. Bicycle and pedestrian facilities recommended here on City-wide plans.*
N. Dunn	Tamarack Trail to Lakewood Drive	?	*New for 2015.*
			Recently Completed Projects (or Projects to be Funded from Other Sources)
Kinser Pike	North of 17th to Existing Sidewalk	East	*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	*Introduced in 2013. Committee Report recommended funding in 2014. Project completed in 2015.*
Maxwell Lane	Highland to Sheridan	North	*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	*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	*Completed in 2014*
Morningside	Smith Road to Sheffield	South	*New for 2011 Committee – Completed 2012*
3rd Street	Bryan Ave to Travel Lodge	North	*Multi-phase project completed in 2012*
Southdowns	Jordan to Mitchell	South	*Relisted for 2011 – Completed in 2012*
			Recently Removed Projects
Ruby Lane/Covenanter Drive	Nancy to Hillside	South	*Removed in 2011 in favor of sidewalk on Marilyn Drive*
Clubhouse Drive	Kinser to Old SR 37		*Removed Winter of 2009-10*
Covenanter Drive	Ruby to High	South	*Removed in 2011 in favor of sidewalk on Marilyn Drive*
Lincoln Street	SW corner at Grimes (existing – crumbling ramp)		*Interdepartmental inquiry for 2012 Committee Dropped in 2012 – Did not meet criteria*



2016 Citizen Request to Council Sidewalk Committee

Various Improvements to Pete Ellis Drive (3rd to 10th) and Longview (to Marsh Store)

City of Bloomington
Clerk & Council

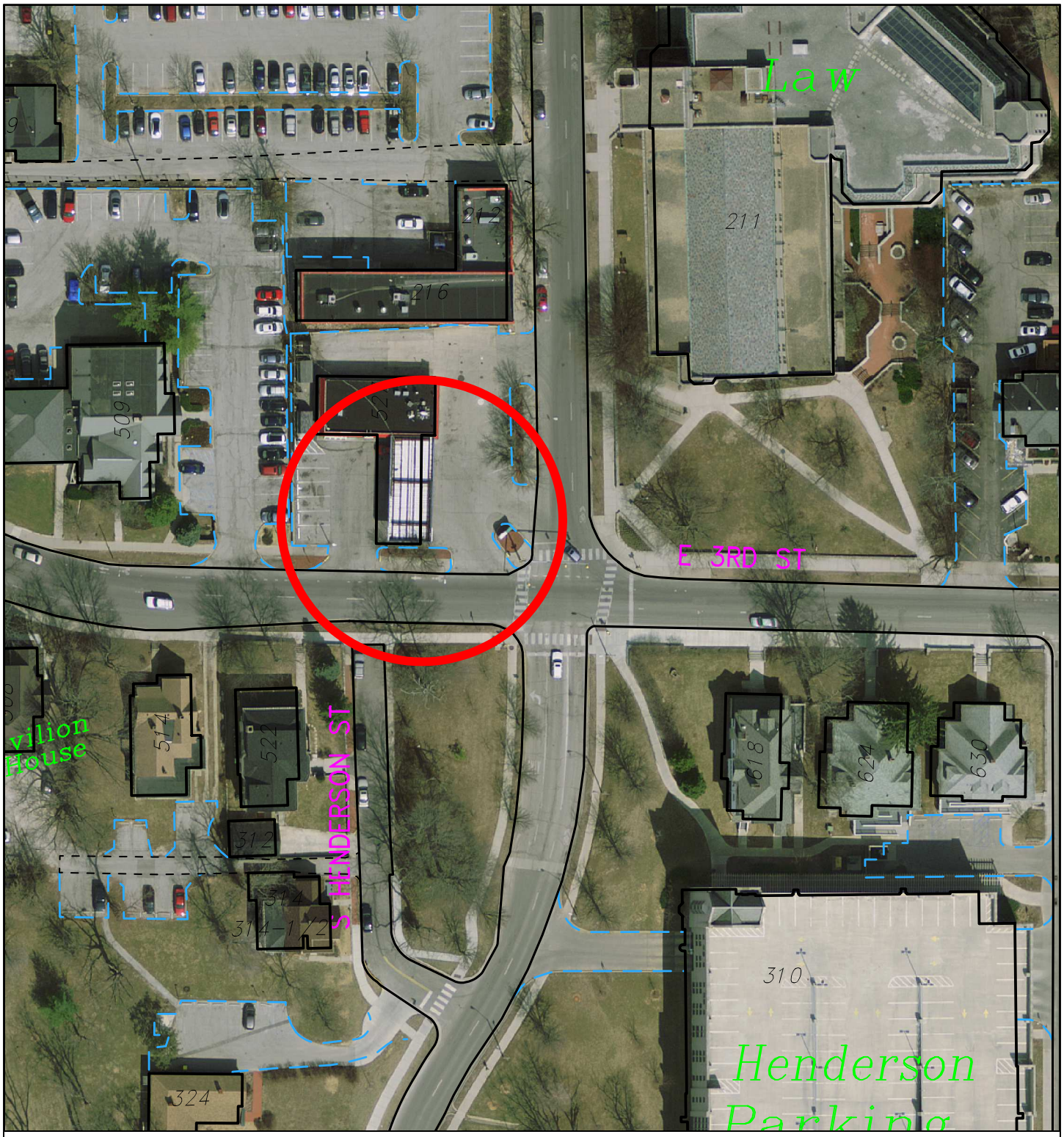
By: shermand
27 Jan 16

500 0 500 1000 1500

N

Scale: 1" = 500'

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

80 0 80 160 240

N

City of Bloomington
Clerk & Council

Scale: 1" = 80'

For reference only; map information NOT warranted.

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

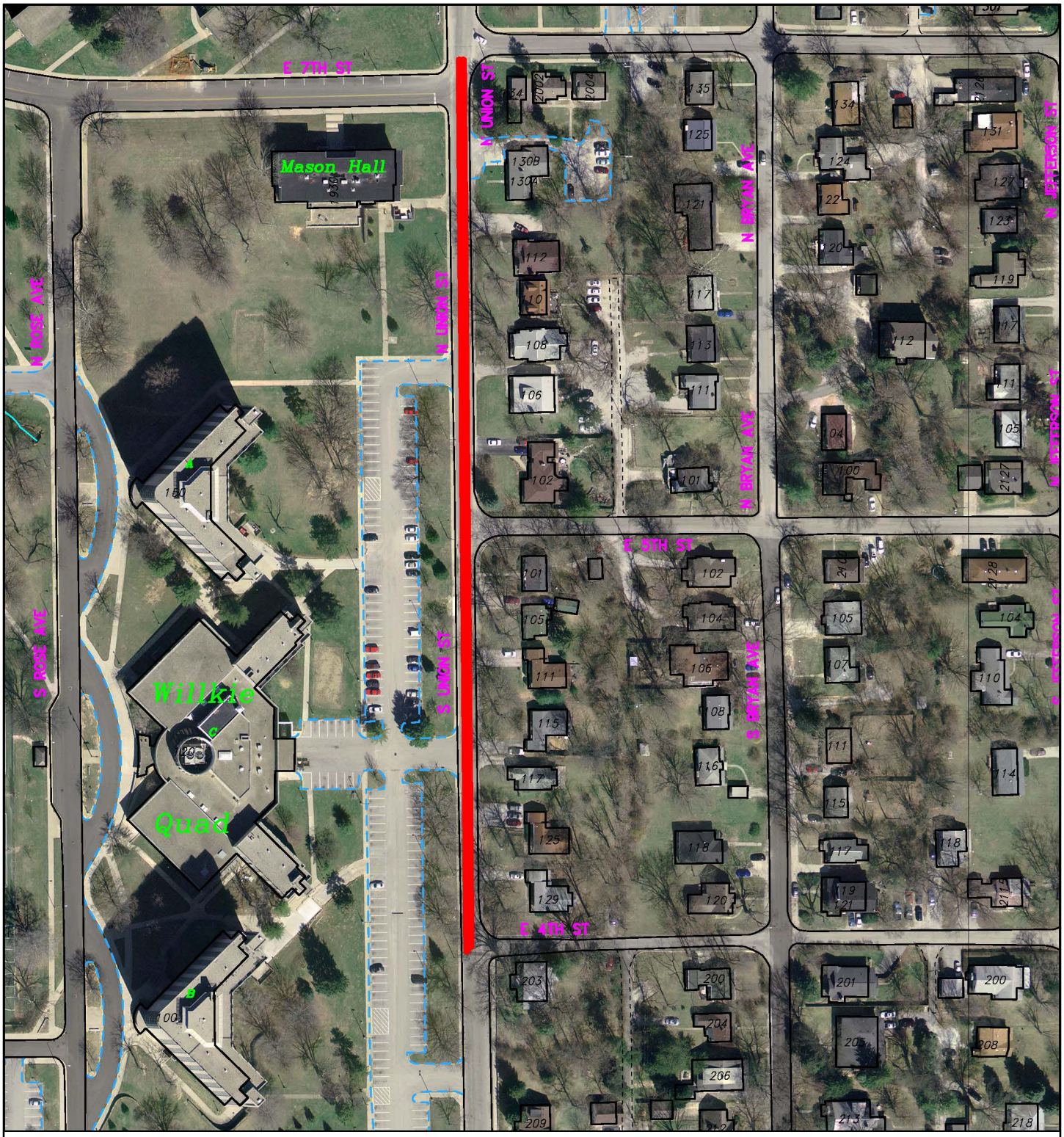
By: finnh
3 Nov 14

200 0 200 400 600

N

Scale: 1" = 200'

For reference only; map information NOT warranted.



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

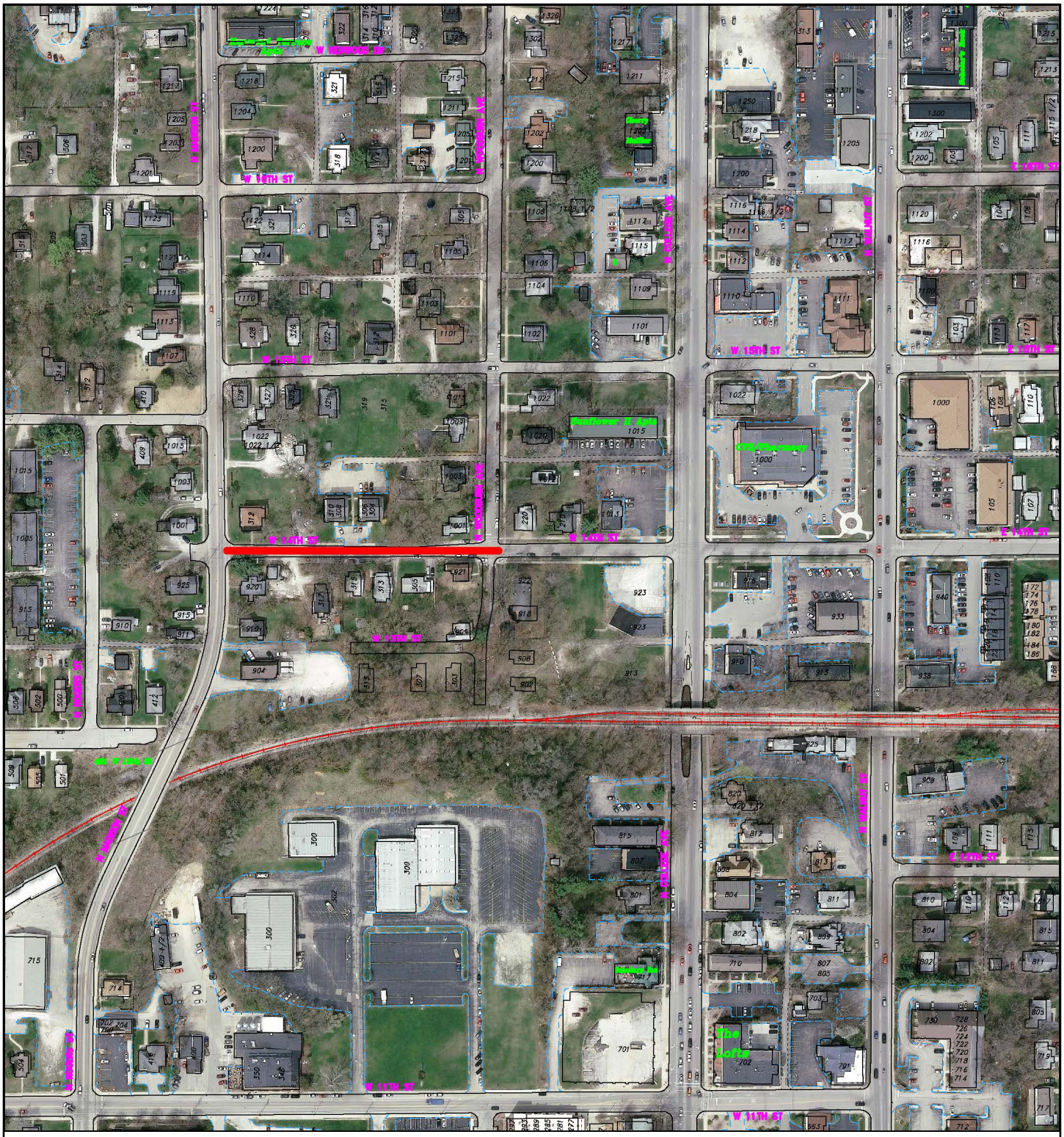
150 0 150 300 450

N

City of Bloomington
Clerk & Council

Scale: 1" = 150'

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

250 0 250 500 750

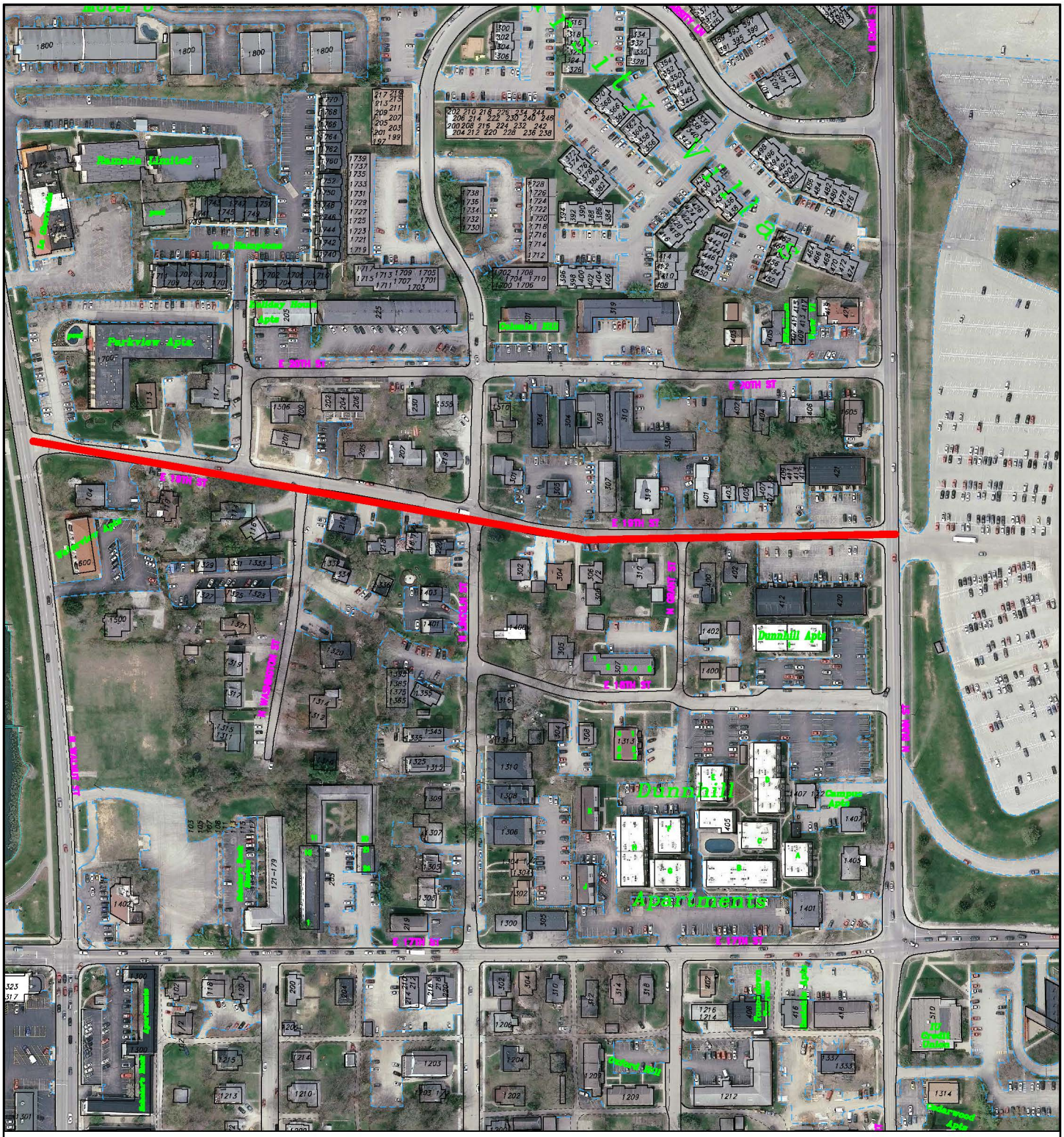
N

City of Bloomington

Clerk & Council

Scale: 1" = 250'

For reference only; map information NOT warranted.



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

250 0 250 500 750

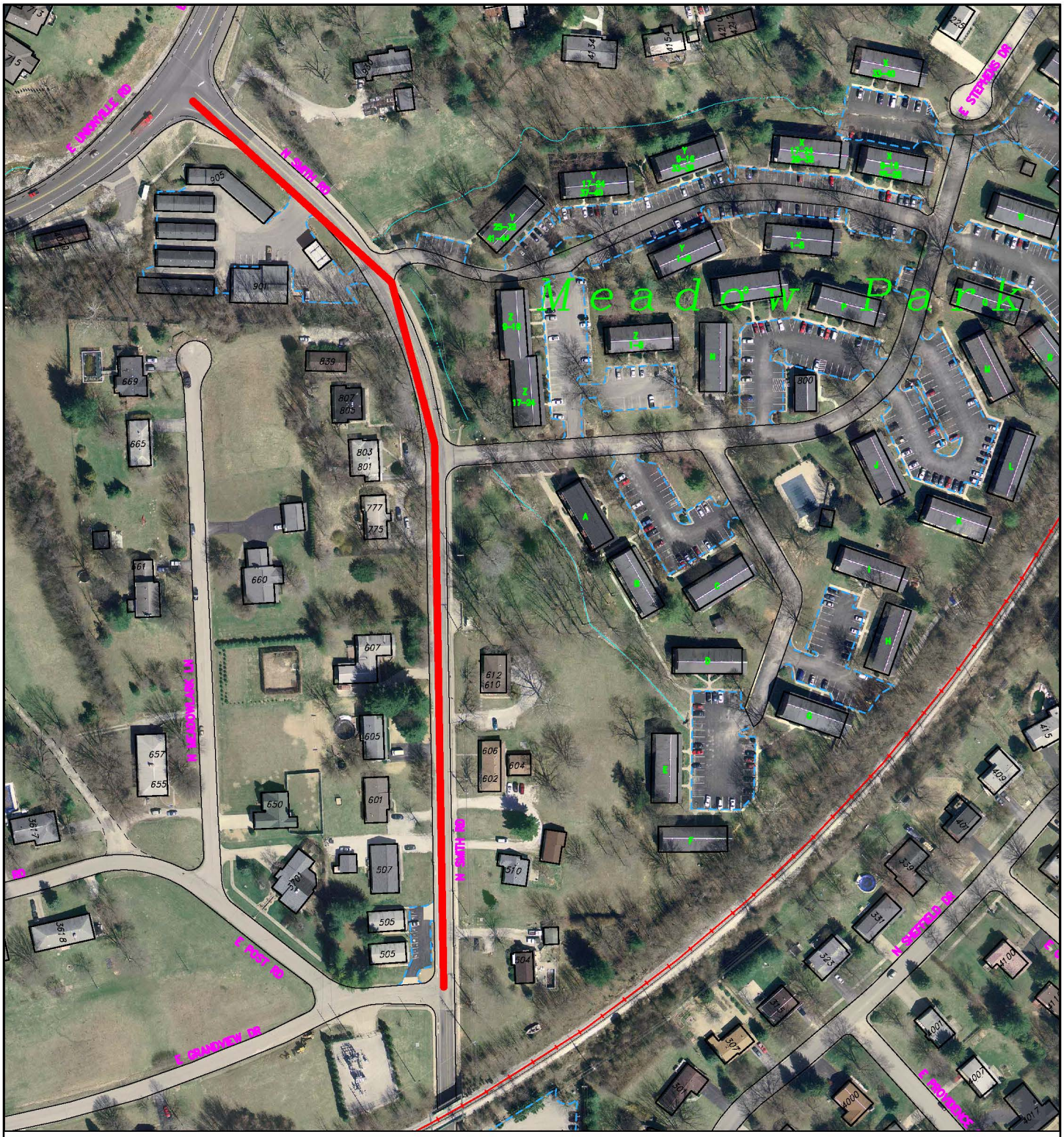
N

City of Bloomington

Clerk & Council

Scale: 1" = 250'

For reference only; map information NOT warranted.



2011 Council Sidewalk Committee

Smith Road from Grandview to E 10th (West Side)

By: shermand

10 Nov 10

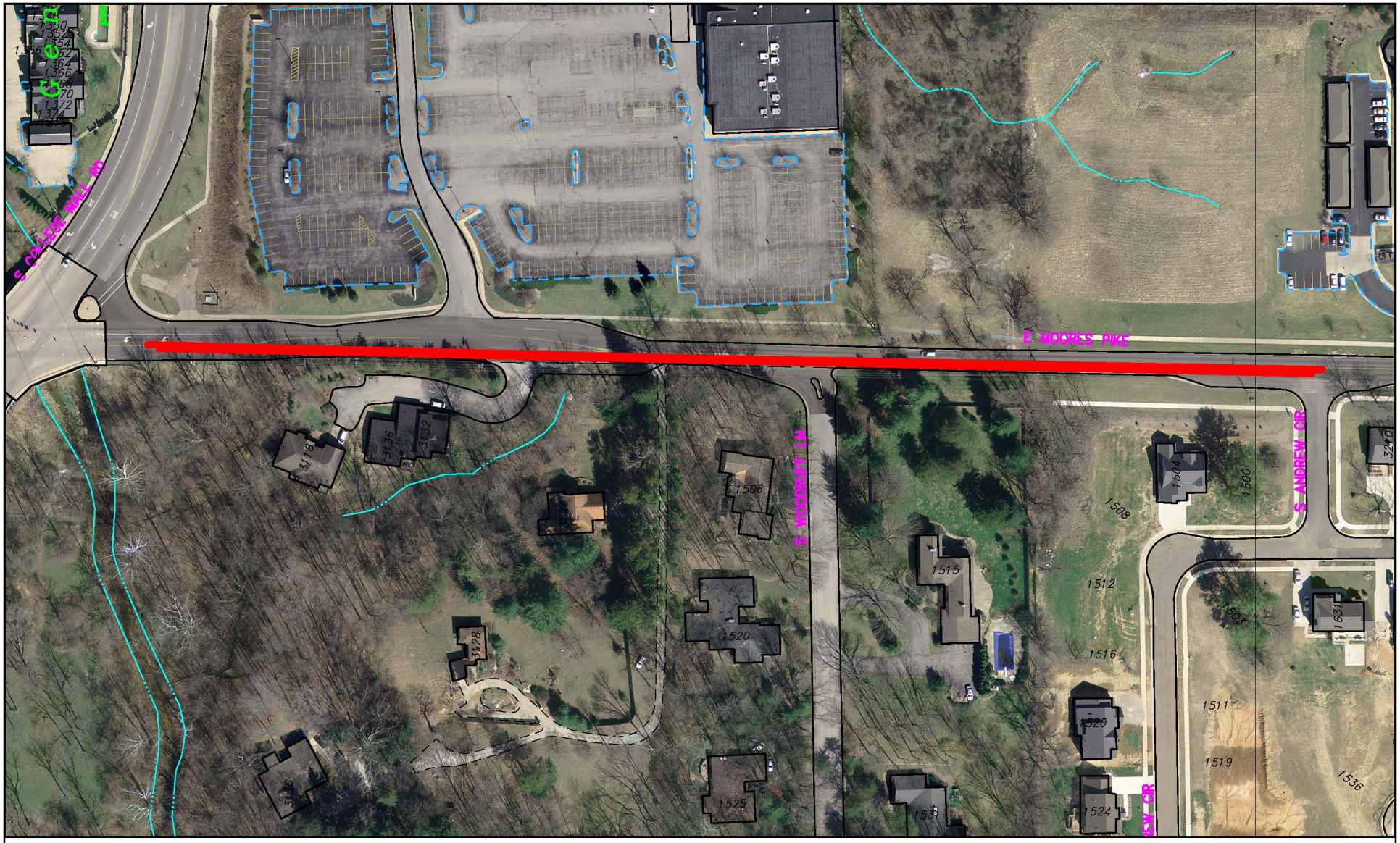
200 0 200 400 600

N

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 south side of Moores Pike (from Andrew to Sare)

By: fallsm

6 Oct 08

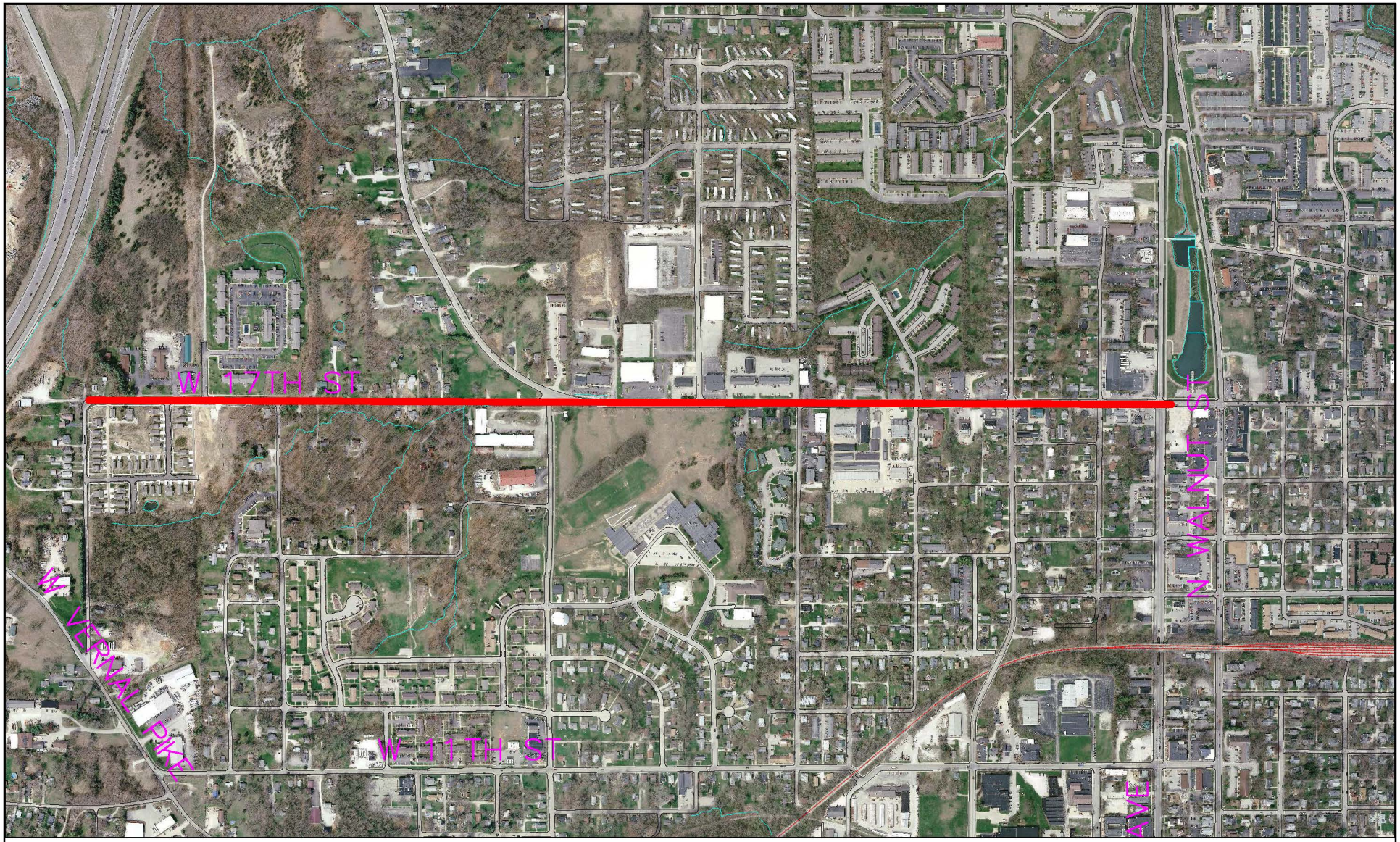
150 0 150 300 450 600

N

City of Bloomington
Clerk & Council

Scale: 1" = 150'

For reference only; map information NOT warranted.



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

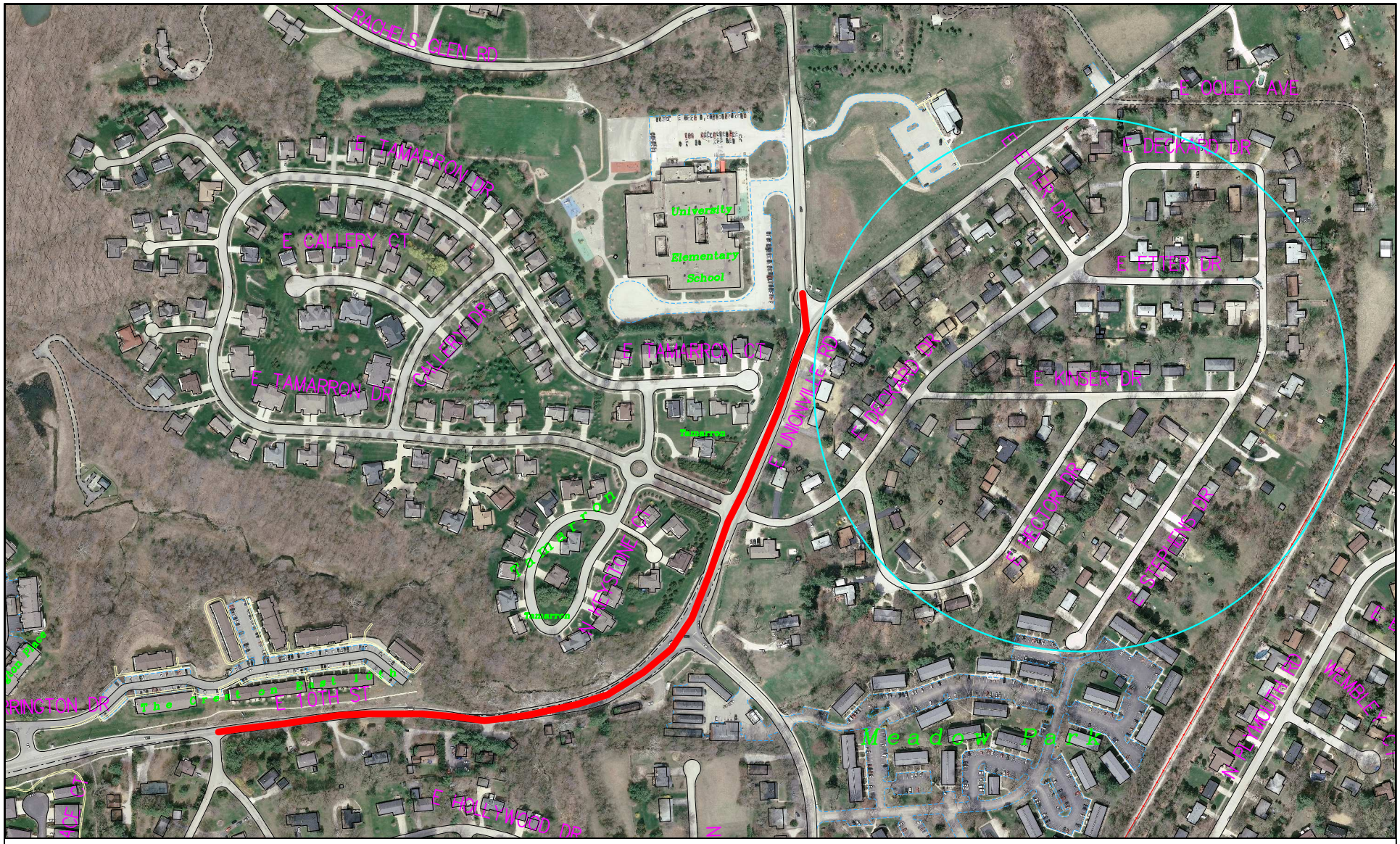
800 0 800 1600 2400 3200

For reference only; map information NOT warranted.

N

City of Bloomington
Clerk & Council

Scale: 1" = 800'



E 10th St (Grandview Dr to Russell Rd) – Eastern Heights Subdivision
Request for Sidewalks, Paths, Crosswalks, and School Signage

By: finnh
7 Nov 14

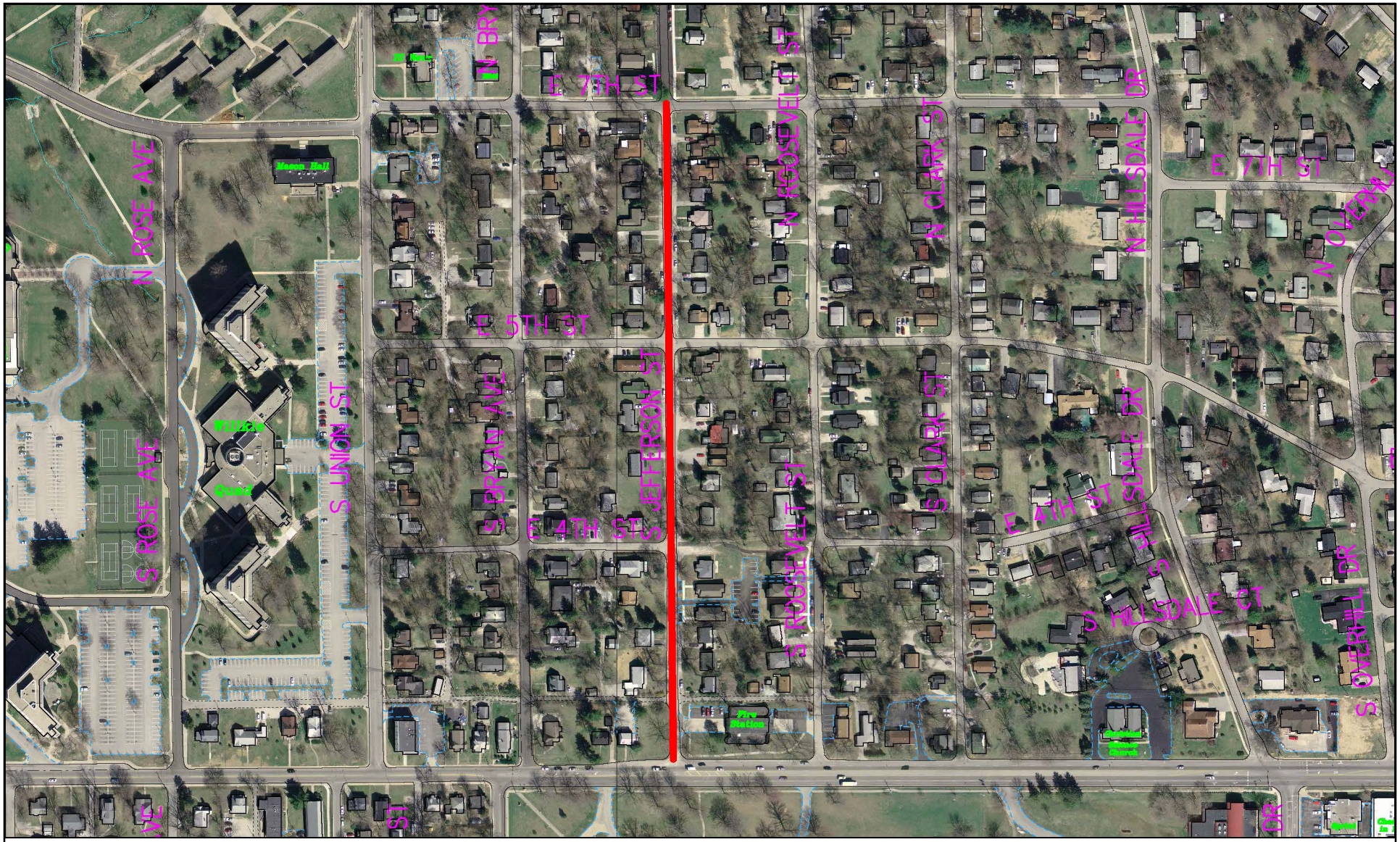
400 0 400 800 1200 1600

N

City of Bloomington
Clerk & Council

Scale: 1" = 400'

For reference only; map information NOT warranted.



2009 Council Sidewalk Committee

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

By: fallsm

3 Oct 08

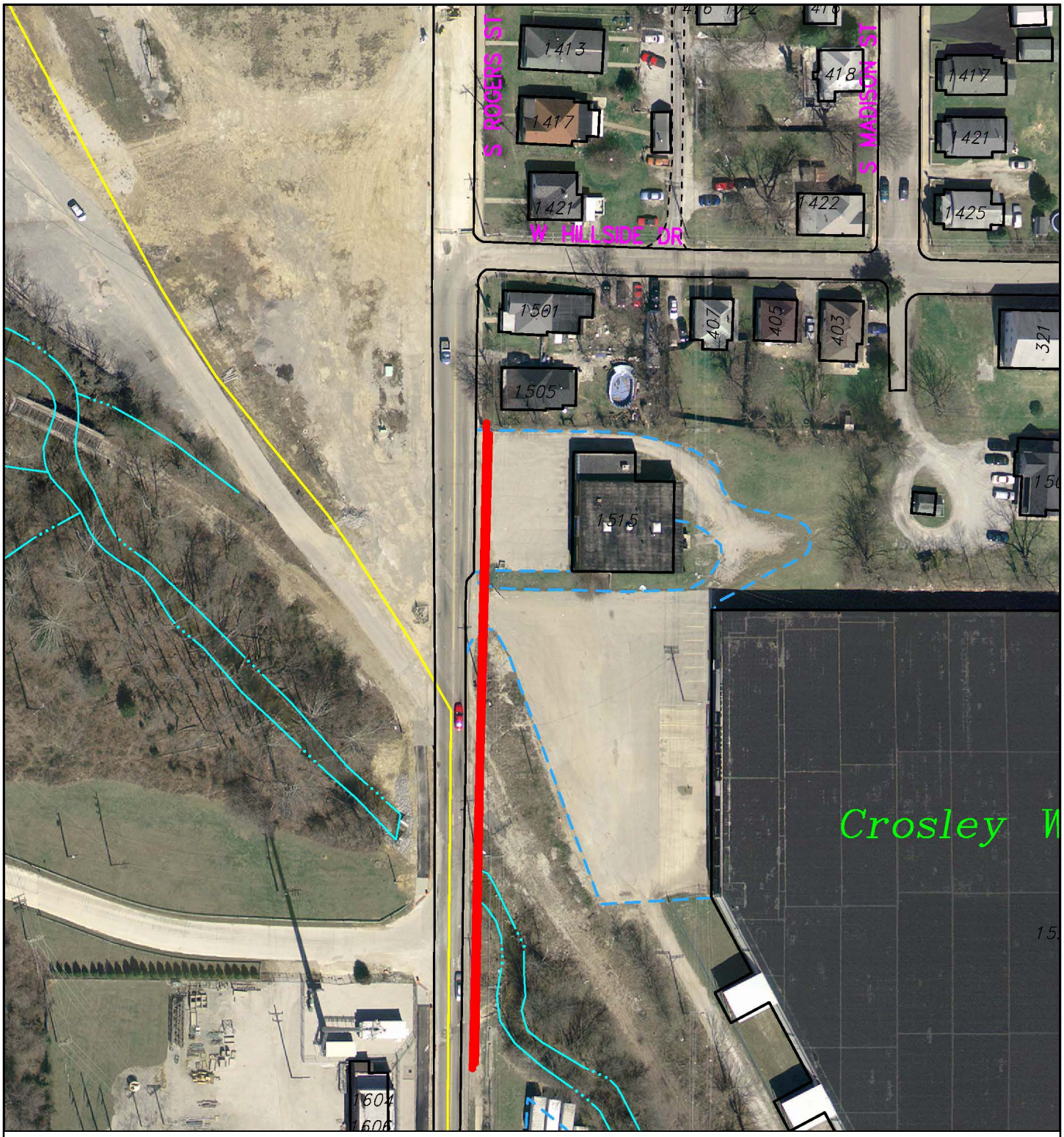
300 0 300 600 900 1200

N

City of Bloomington
Clerk & Council

Scale: 1" = 300'

For reference only; map information NOT warranted.



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

100 0 100 200 300

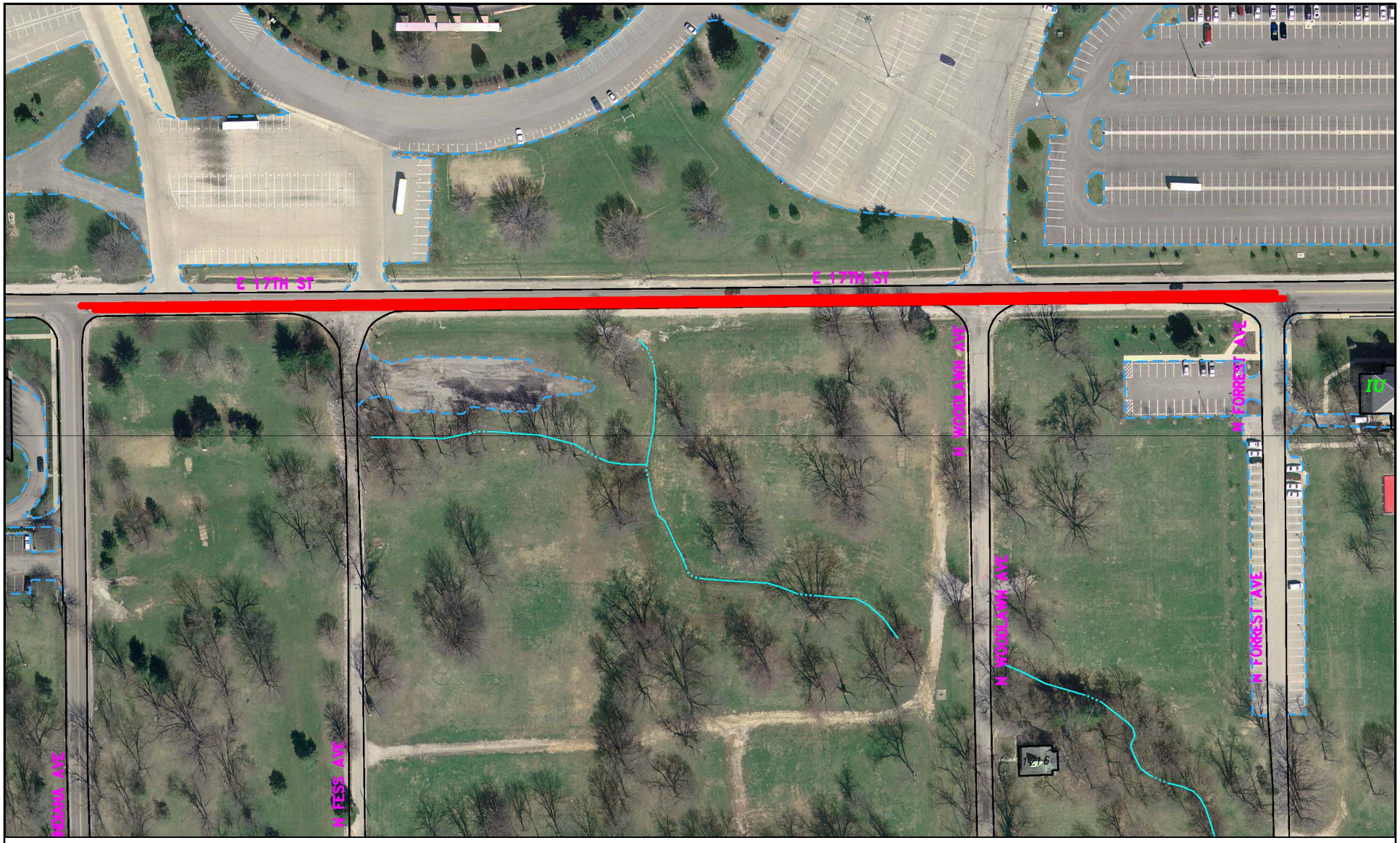
N

City of Bloomington

Clerk & Council

Scale: 1" = 100'

For reference only; map information NOT warranted.



2009 Council Sidewalk Committee

Citizen's request for a sidewalk on the south side of E 17th (from Forrest to Indiana)

By: fallsm

6 Oct 08

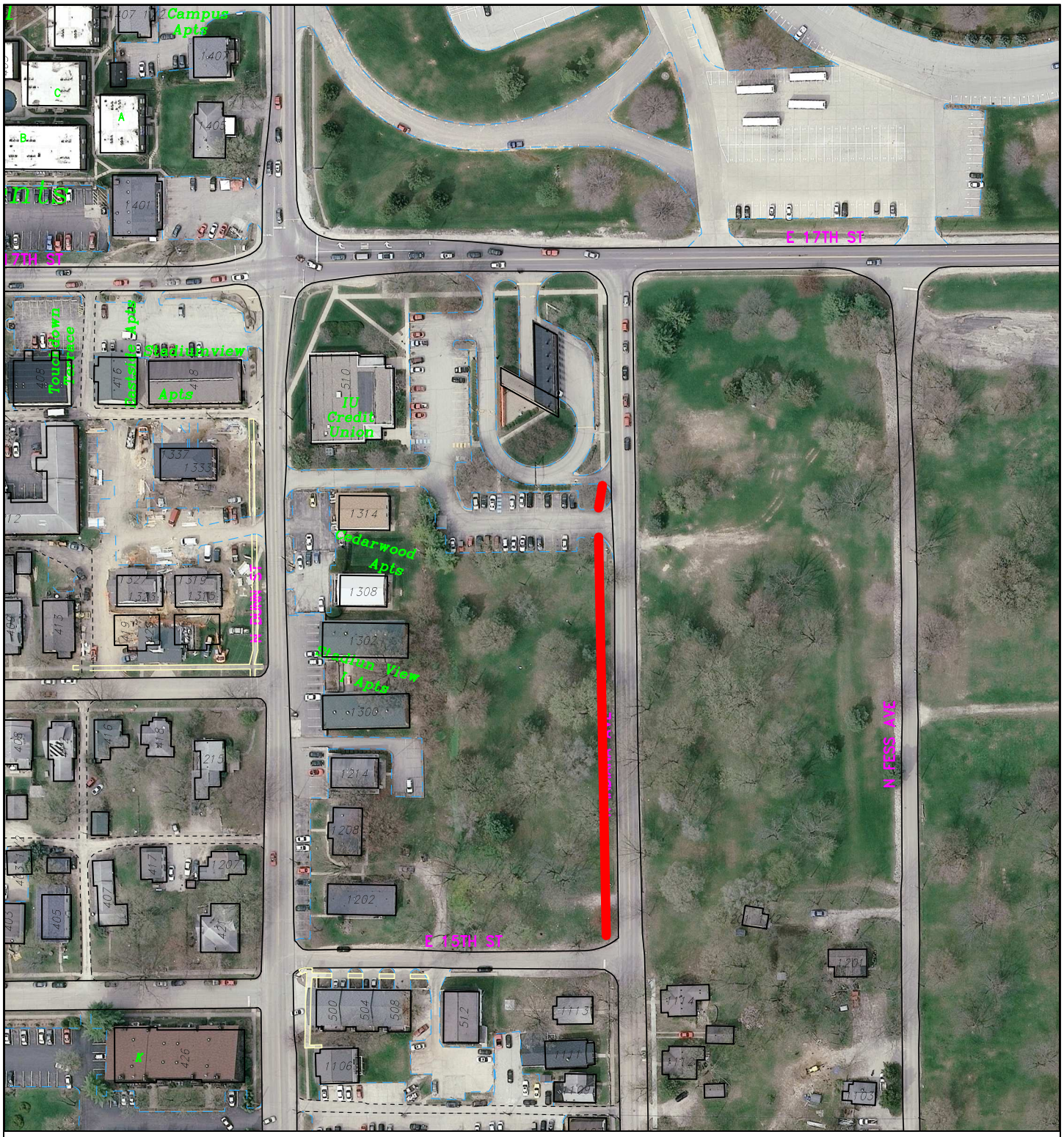
150 0 150 300 450 600

N

City of Bloomington
Clerk & Council

Scale: 1" = 150'

For reference only; map information NOT warranted.



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

By: finnh
7 Nov 14

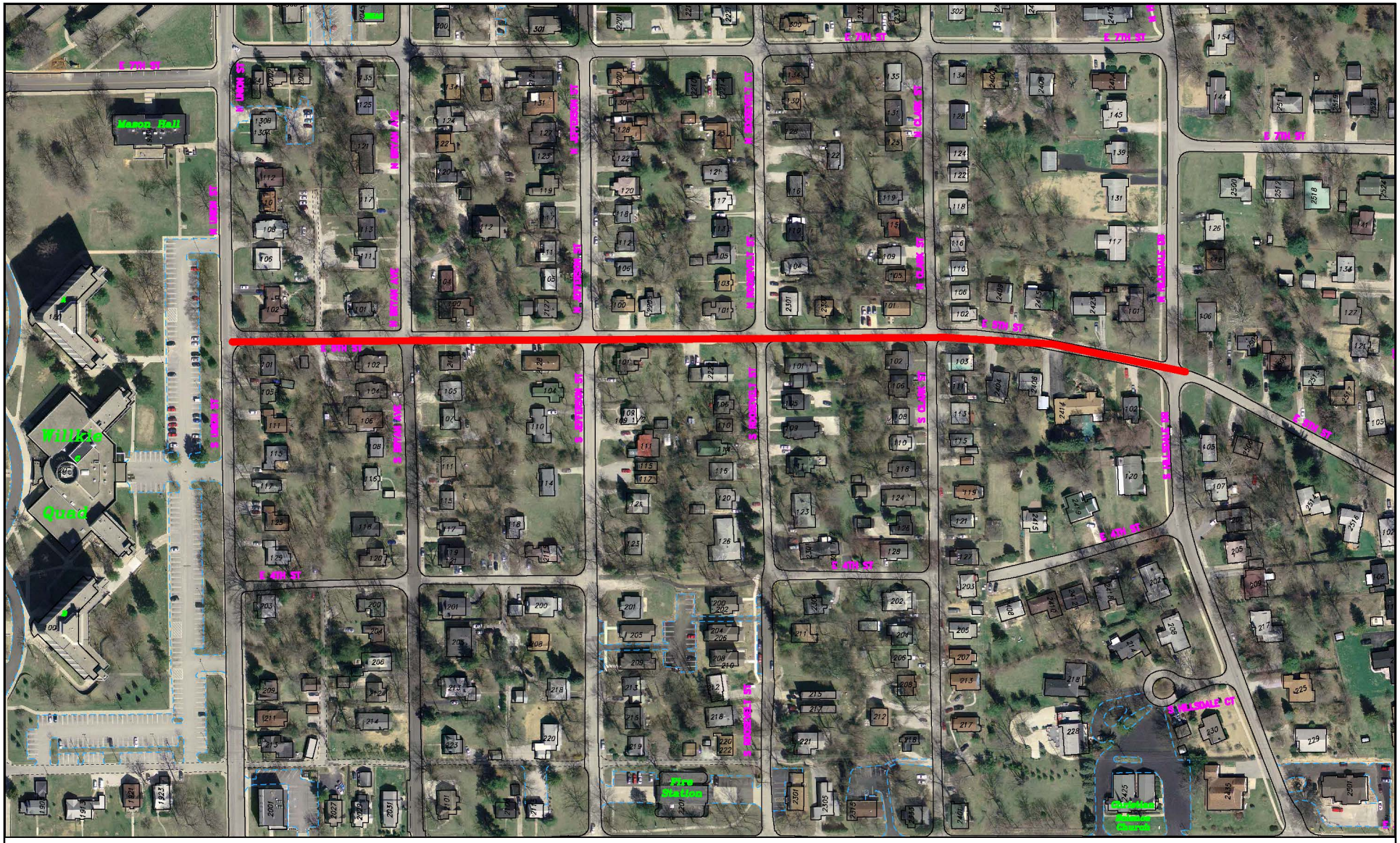
150 0 150 300 450

N

City of Bloomington
Clerk & Council

Scale: 1" = 150'

For reference only; map information NOT warranted.



2009 Council Sidewalk Committee

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

By: fallsm

3 Oct 08

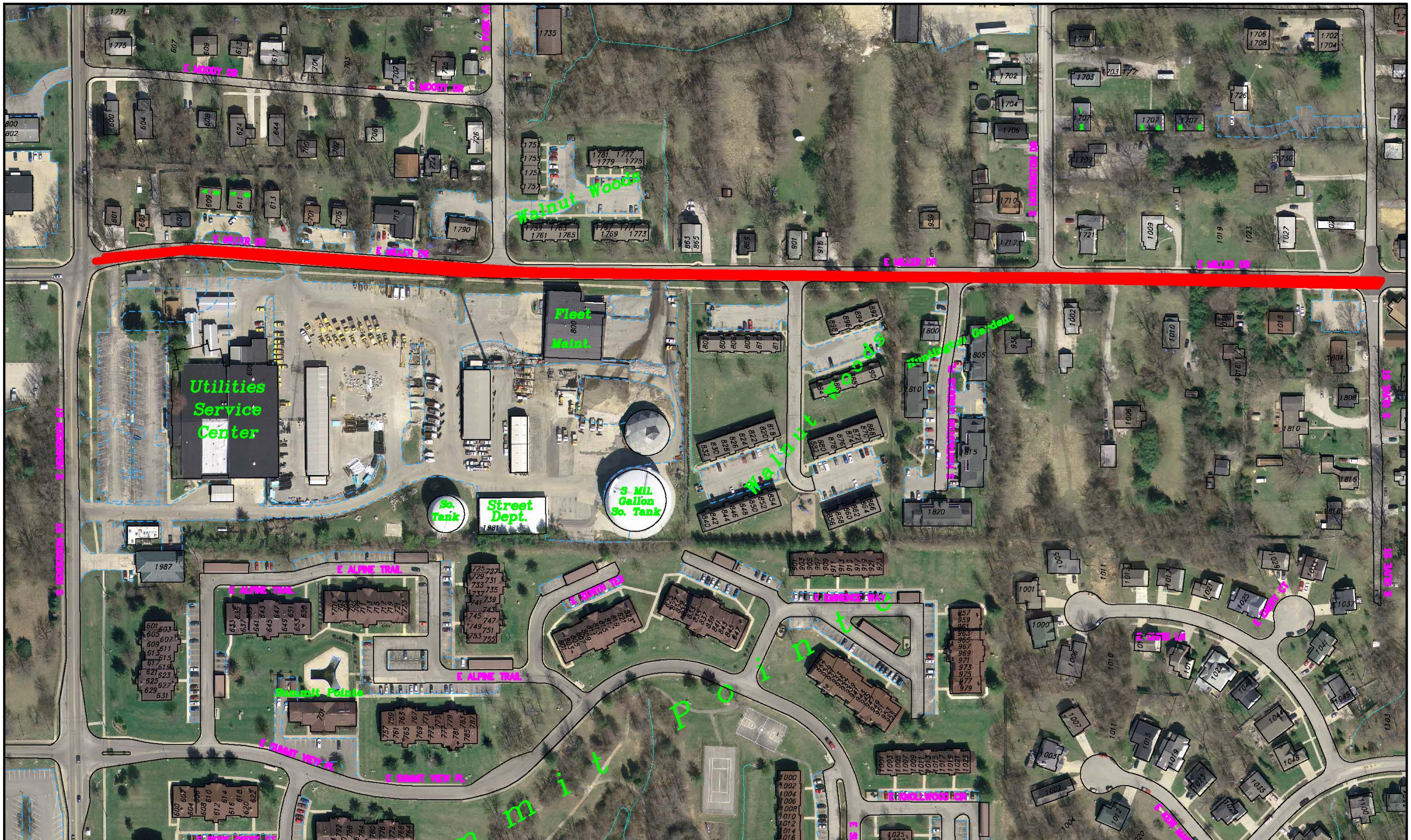
250 0 250 500 750 1000

N

City of Bloomington
Clerk & Council

Scale: 1" = 250'

For reference only; map information NOT warranted.



2009 Council Sidewalk Committee

Ms. Markum's request for sidewalks on both sides of East Miller Drive

City of Bloomington
Clerk & Council

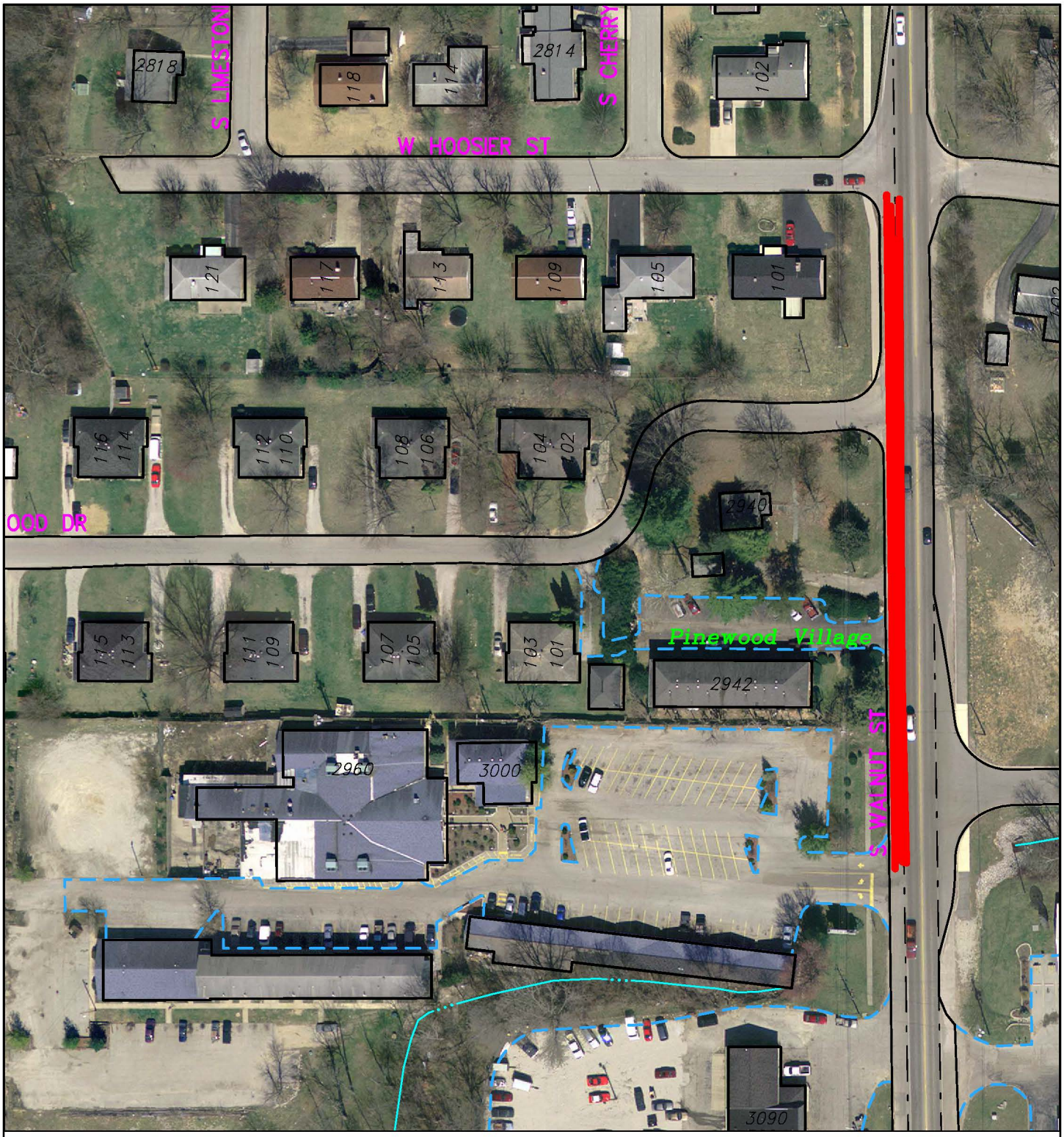
By: fallsm
7 Oct 08

250 0 250 500 750 1000

N

Scale: 1" = 250'

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

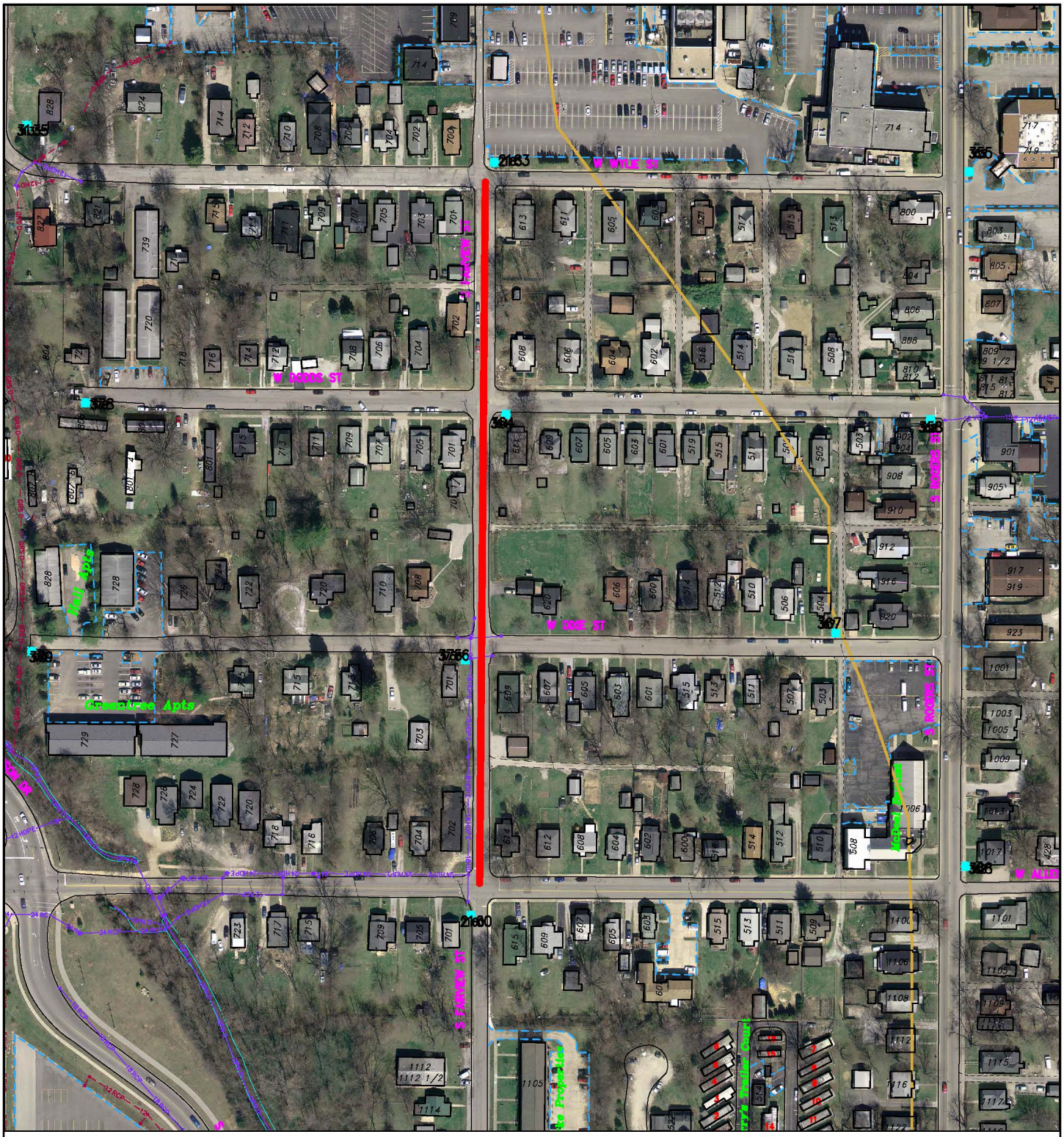
100 0 100 200 300

N

City of Bloomington
Clerk & Council

Scale: 1" = 100'

For reference only; map information NOT warranted.



2011 Council Sidewalk Committee

Request for Sidewalk on Fairview from Wylie to Allen Streets

By: shermand

14 Sep 10

File: LPfrvw

200 0 200 400 600

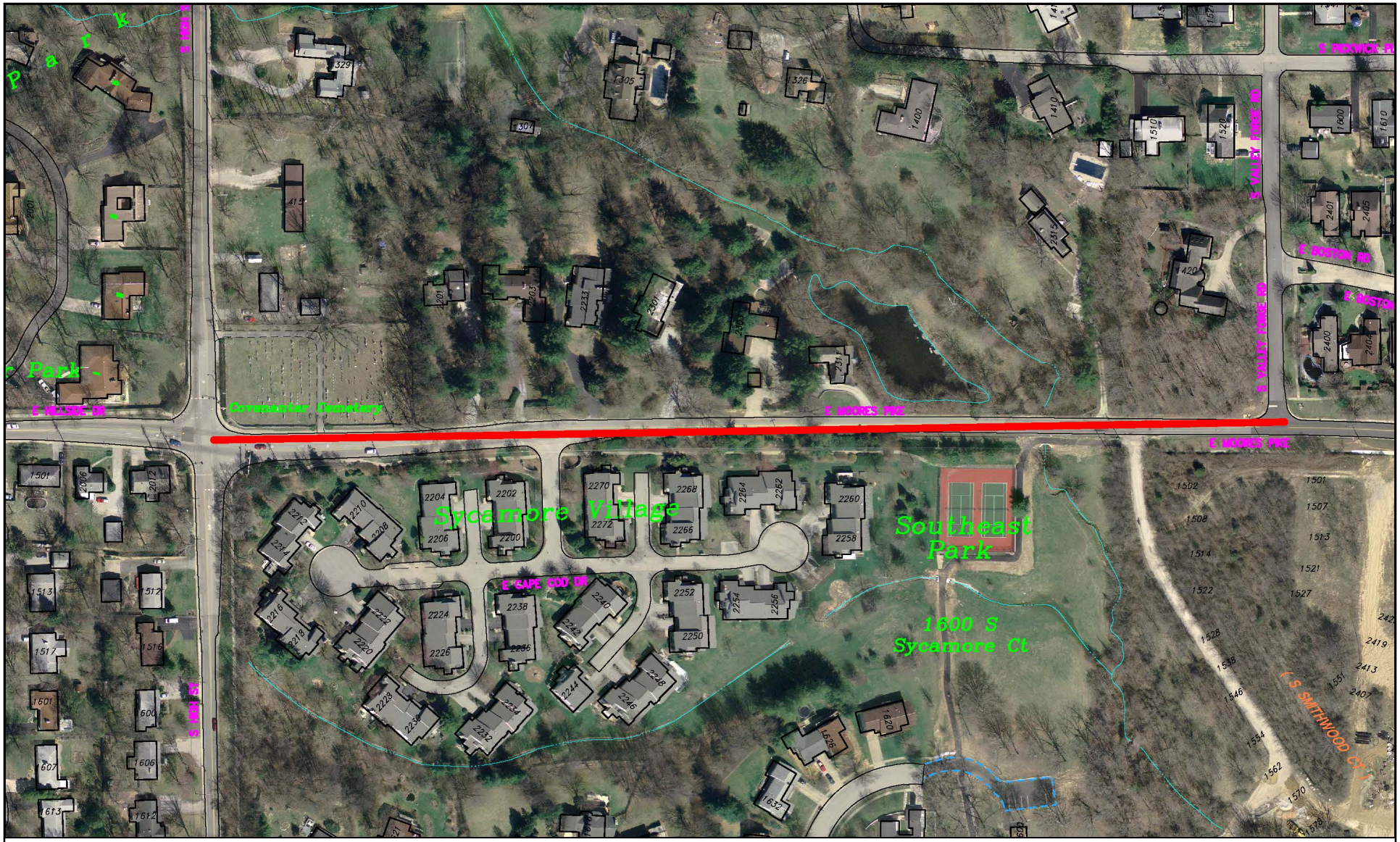
N

City of Bloomington

Clerk & Council

Scale: 1" = 200'

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

200 0 200 400 600 800

N

City of Bloomington
Clerk & Council

Scale: 1" = 200'

For reference only; map information NOT warranted.

Council Sidewalk Committee – Project Request

Pedestrian Connection to SR 45/46 Underpass

2011

By: shermand

2 Nov 11

File: LPE7th

200 0 200 400 600

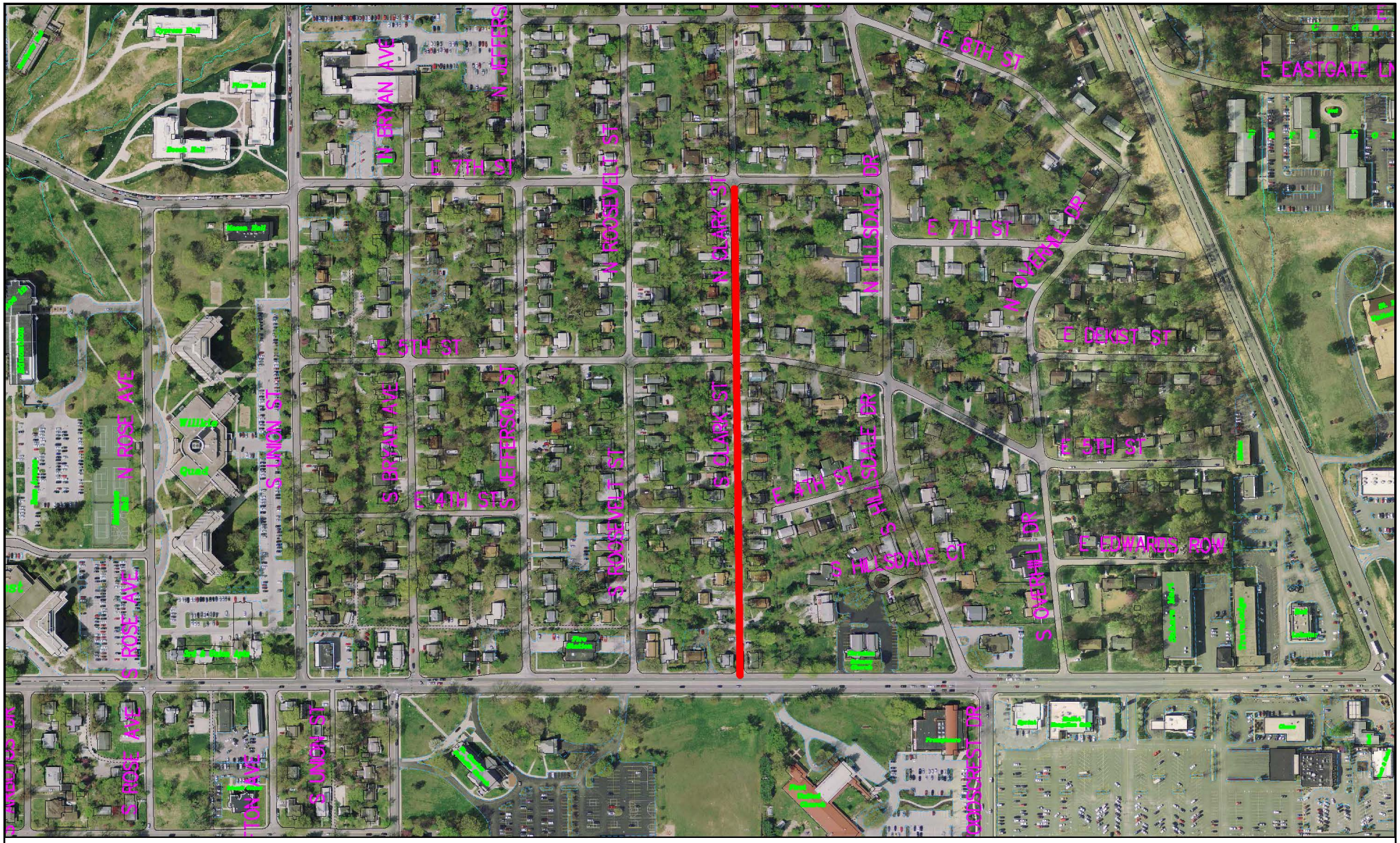
N

City of Bloomington

Clerk & Council

Scale: 1" = 200'

For reference only; map information NOT warranted.



Council Sidewalk Committee for 2013 – Request from Councilmember Spechler
Clark Street from Third to Seventh (Either Side)

By: shermand
20 Dec 12

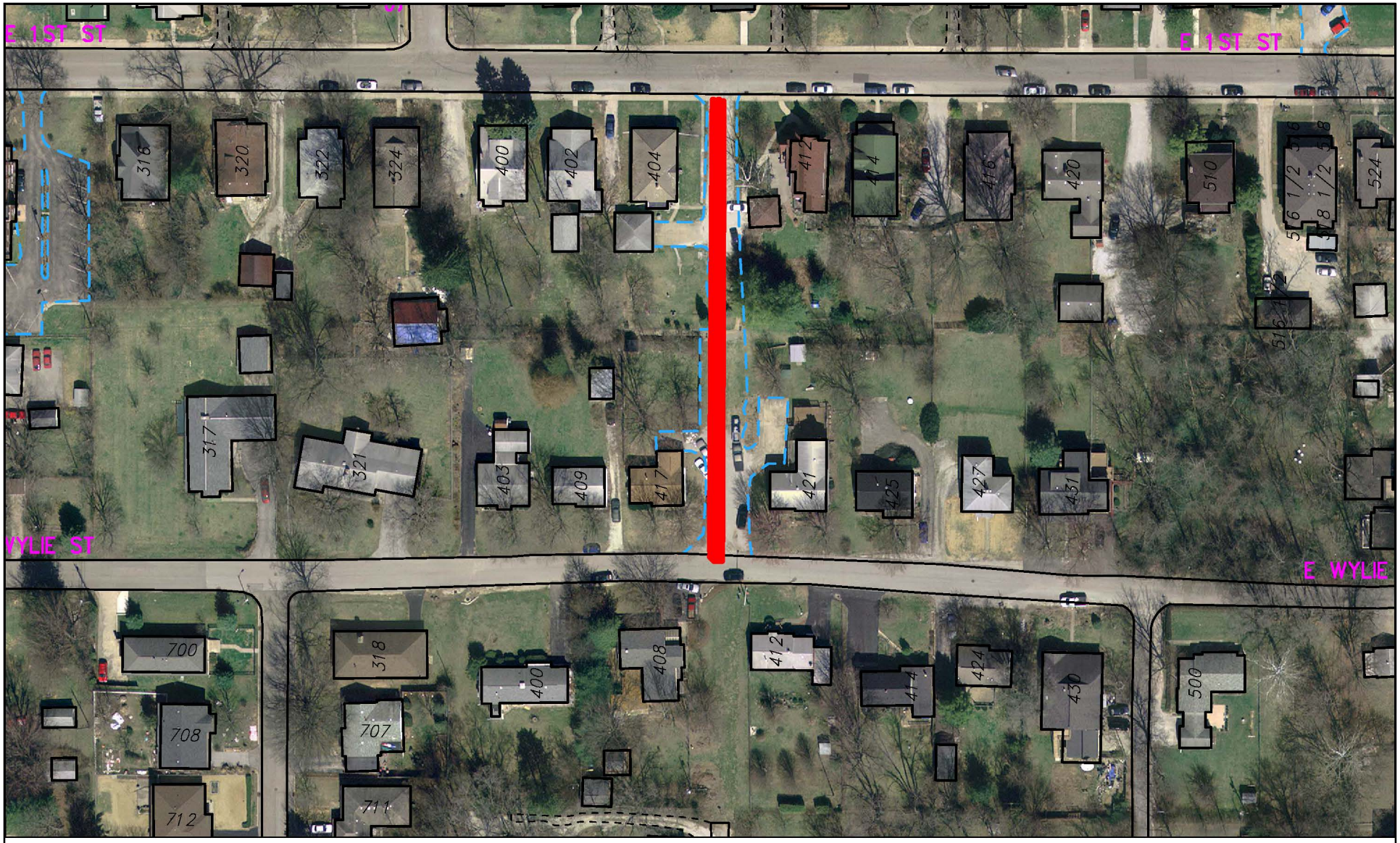
400 0 400 800 1200 1600

N

City of Bloomington
Clerk & Council

Scale: 1" = 400'

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

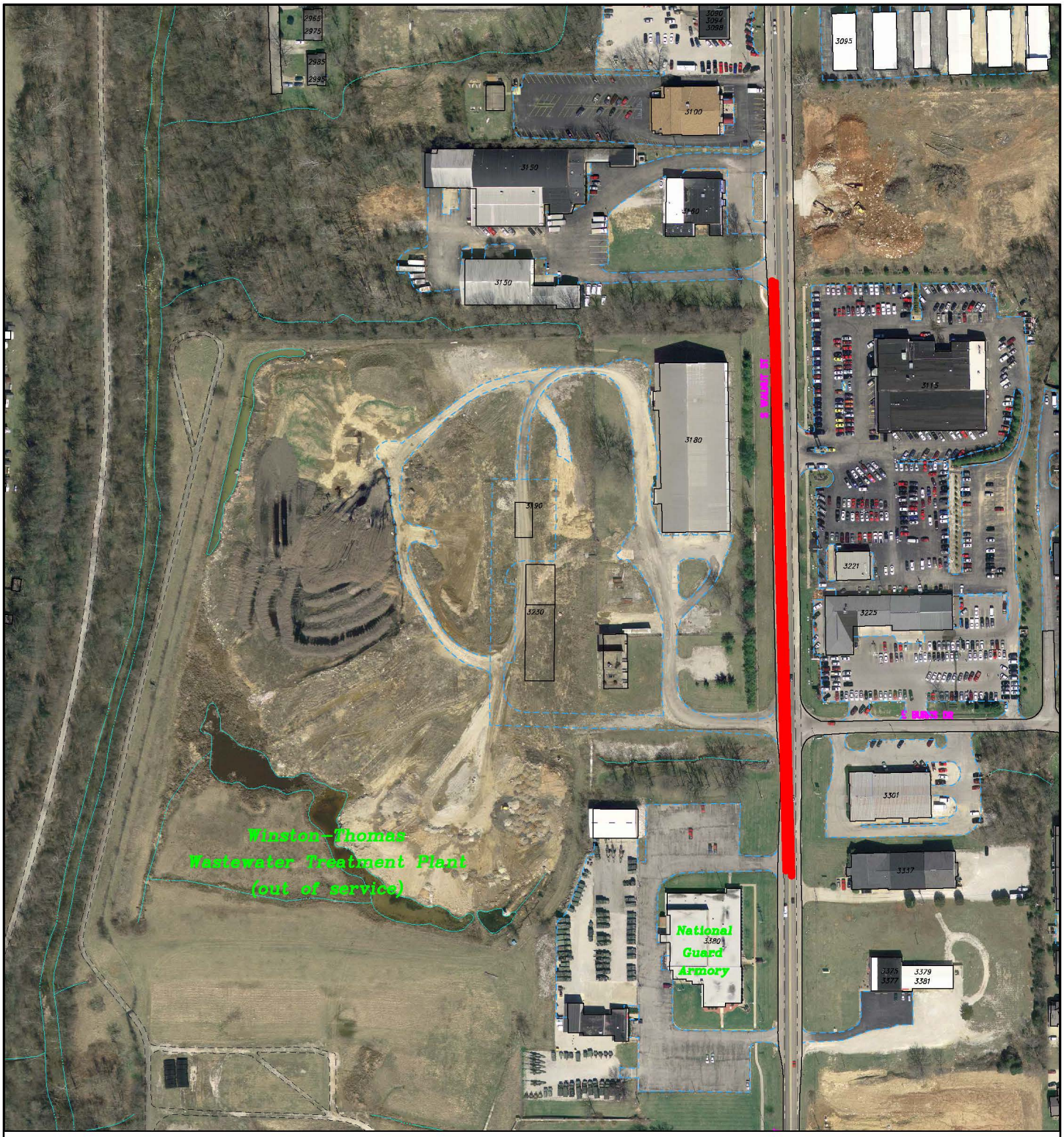
100 0 100 200 300 400

N

City of Bloomington
Clerk & Council

Scale: 1" = 100'

For reference only; map information NOT warranted.



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

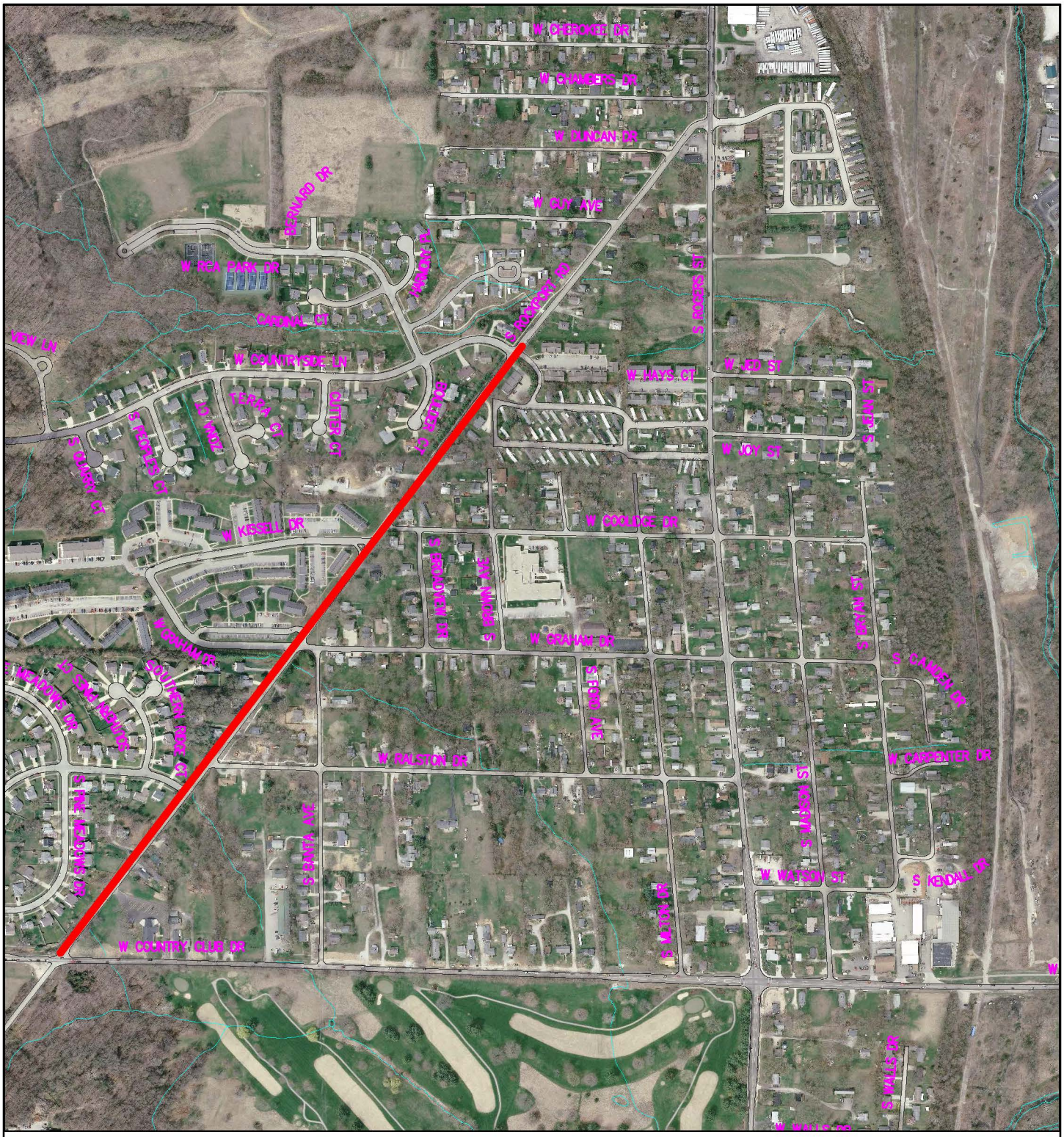
By: fallsm
6 Oct 08

250 0 250 500 750

N

Scale: 1" = 250'

For reference only; map information NOT warranted.



Council Sidewalk Committee – Project Requests

Rockport Road – Construct missing sidewalks from Tapp Road to Countryside Lane (West) or fund design for sidewalks (including estimates for acquisition of R-O-W) in anticipation of CDBG funding

City of Bloomington

By: shermand

2 Nov 11

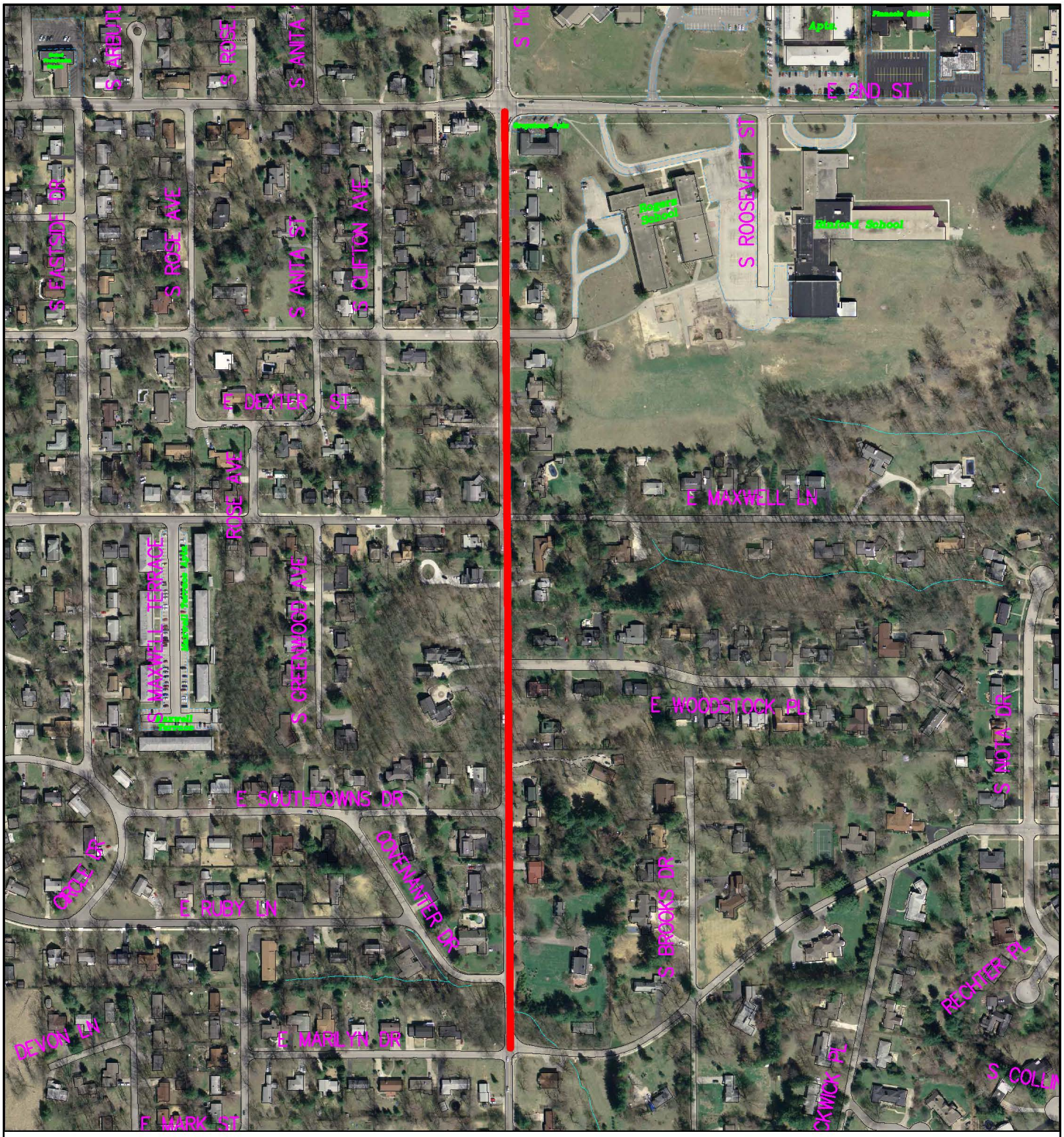
File: LPrr2

600 0 600 1200 1800

N

Scale: 1" = 600'

For reference only; map information NOT warranted.



2009 Council Sidewalk Committee

David Sabbagh's request for sidewalks on the east side of High (2nd to Covenanter)

By: fallsm

6 Oct 08

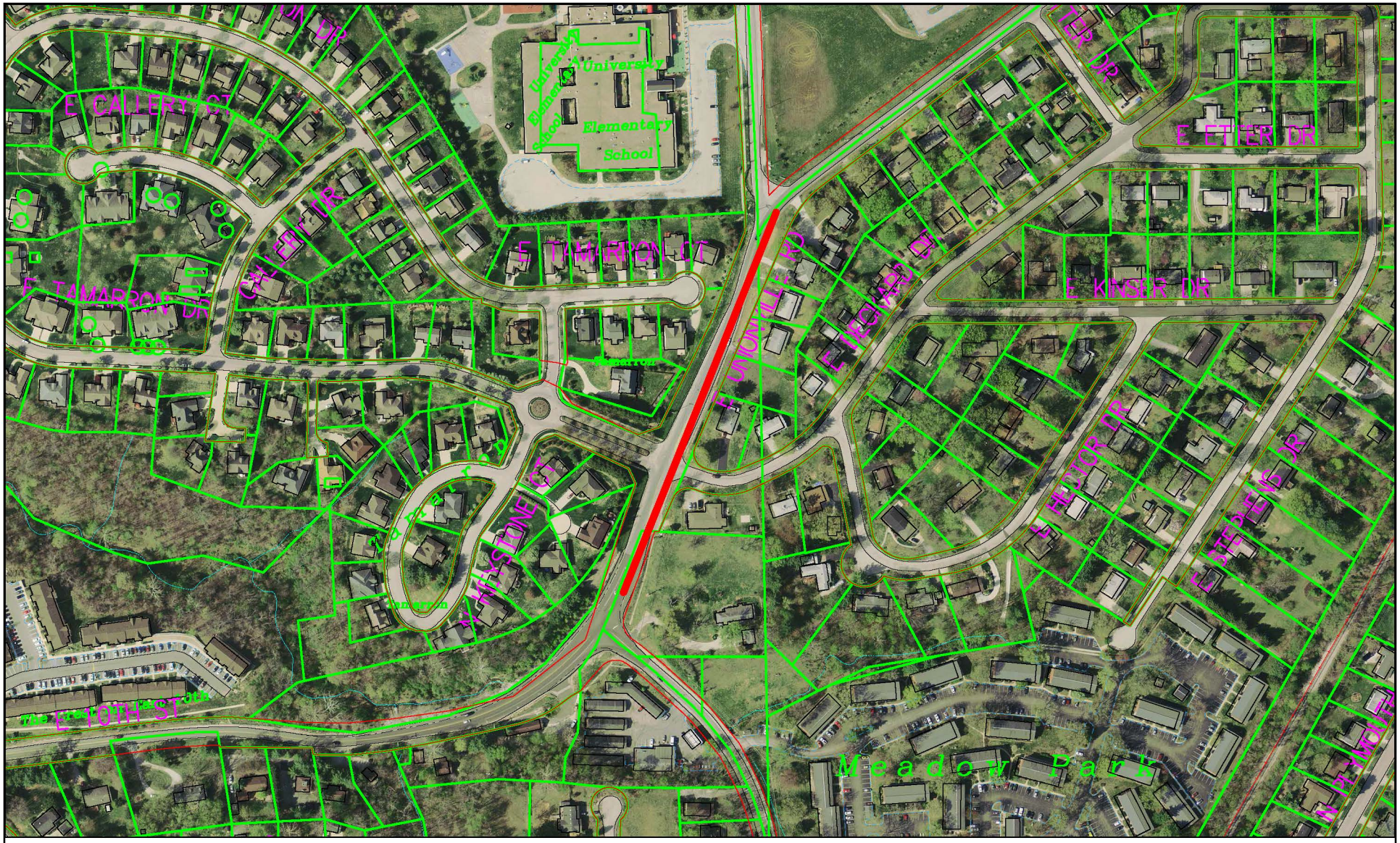
400 0 400 800 1200

N

City of Bloomington
Clerk & Council

Scale: 1" = 400'

For reference only; map information NOT warranted.



Council Sidewalk Committee for 2013 – Request from Councilmember Spechler
Fill in Missing Sidewalks on East 10th Street from Smith to Russell Road (South Side)

By: shermand
19 Dec 12

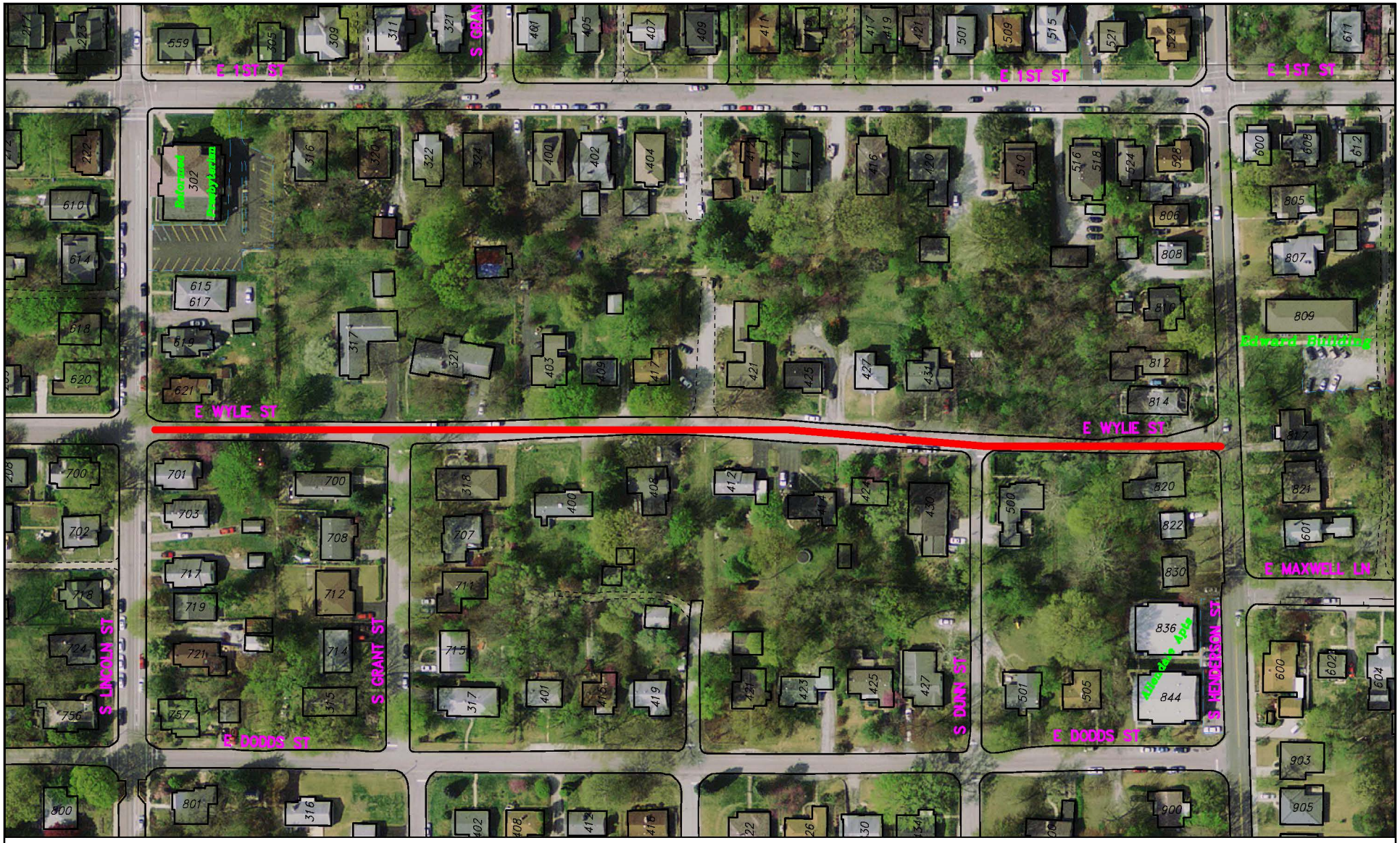
300 0 300 600 900 1200

For reference only; map information NOT warranted.

N

City of Bloomington
Clerk & Council

Scale: 1" = 300'



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

By: shermand
18 Dec 12

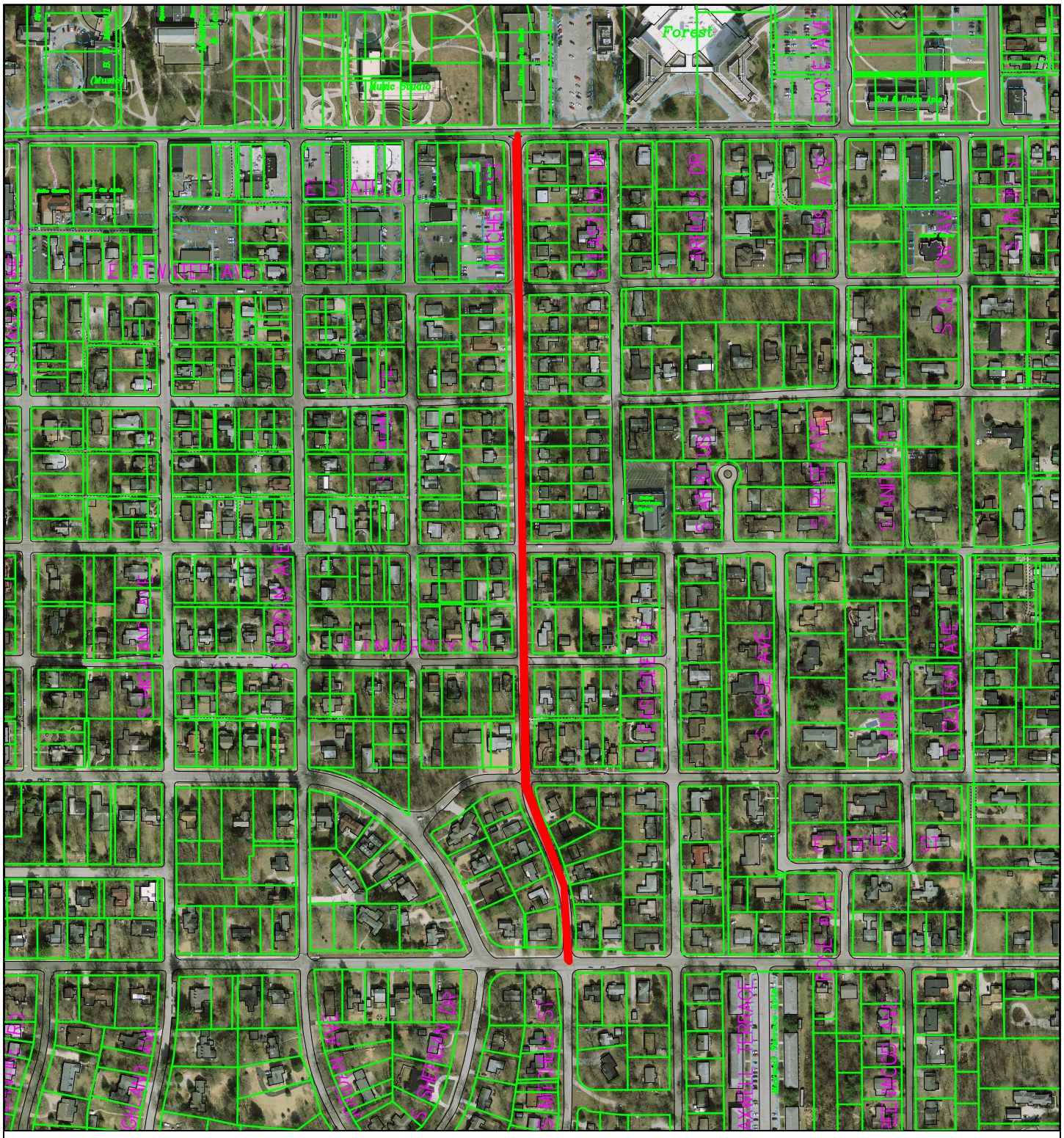
150 0 150 300 450 600

N

City of Bloomington
Clerk & Council

Scale: 1" = 150'

For reference only; map information NOT warranted.



2016 Council Sidewalk Committee – Mitchell Street from Maxwell Lane to 3rd Street

Cm. Ruff requested that the Committee consider installing a sidewalk

City of Bloomington
Clerk & Council

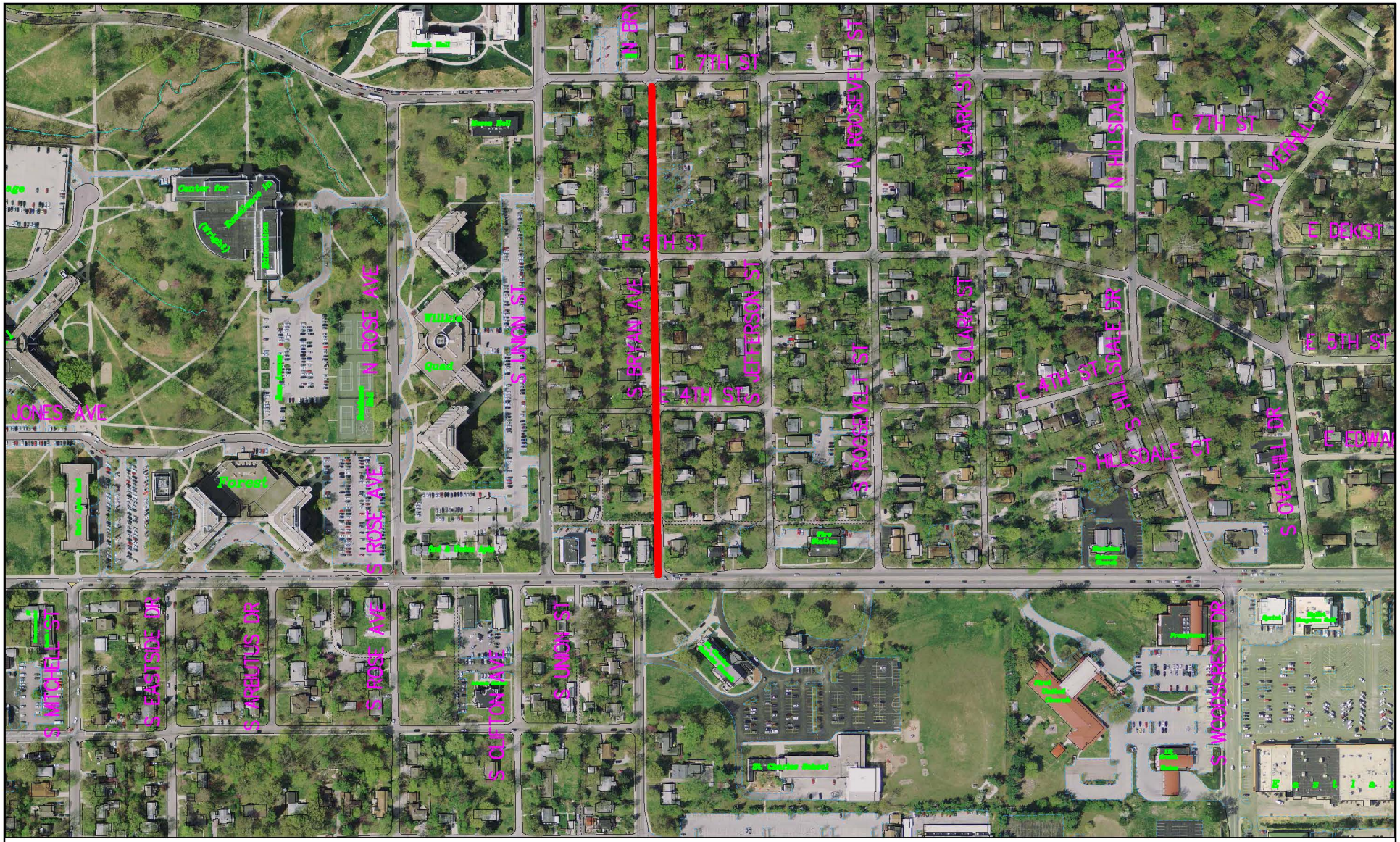
By: shermand
24 Dec 15

400 0 400 800 1200

N

Scale: 1" = 400'

For reference only; map information NOT warranted.



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

By: shermand
20 Dec 12

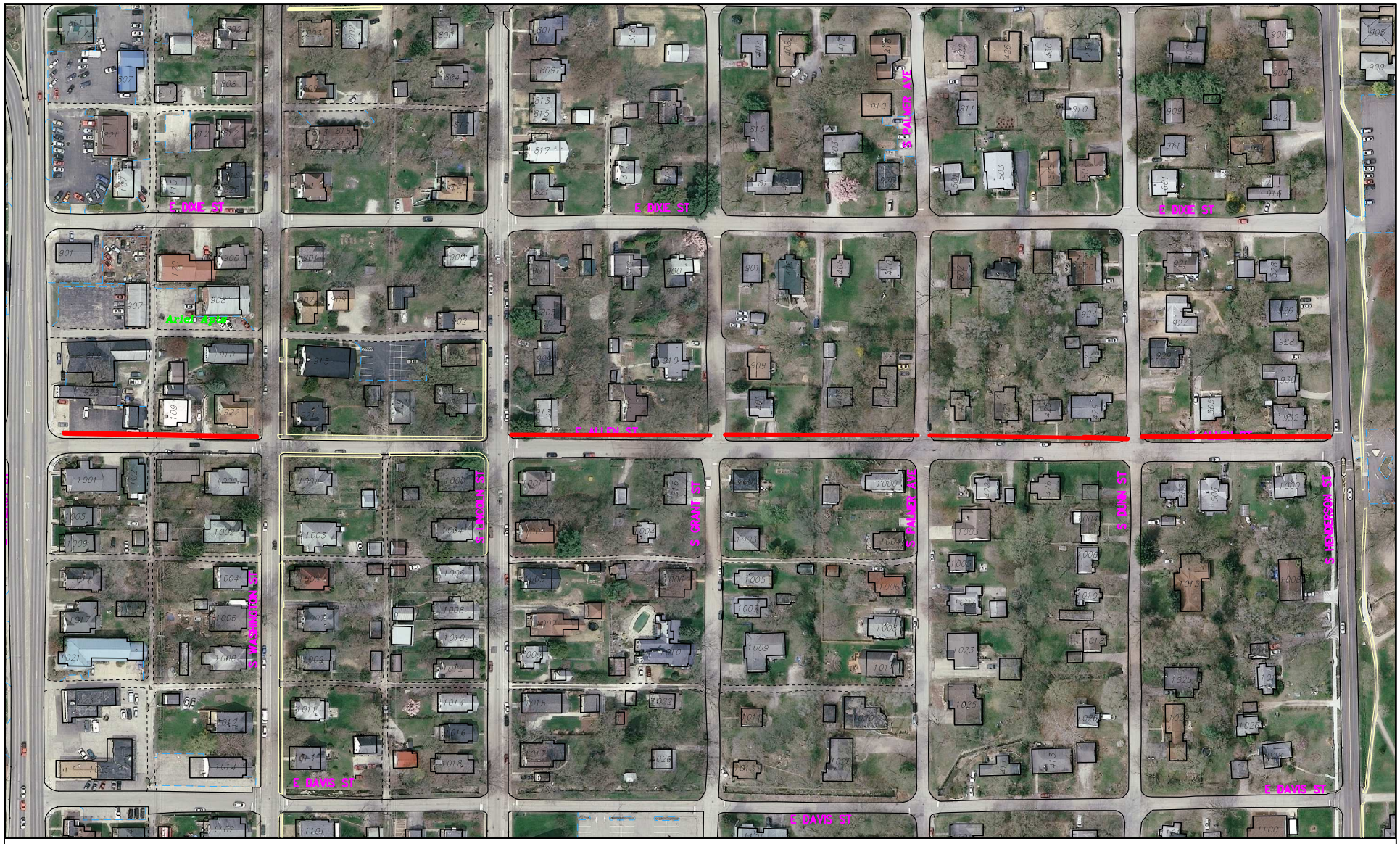
400 0 400 800 1200 1600

N

City of Bloomington
Clerk & Council

Scale: 1" = 400'

For reference only; map information NOT warranted.



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

By: finnh
7 Nov 14

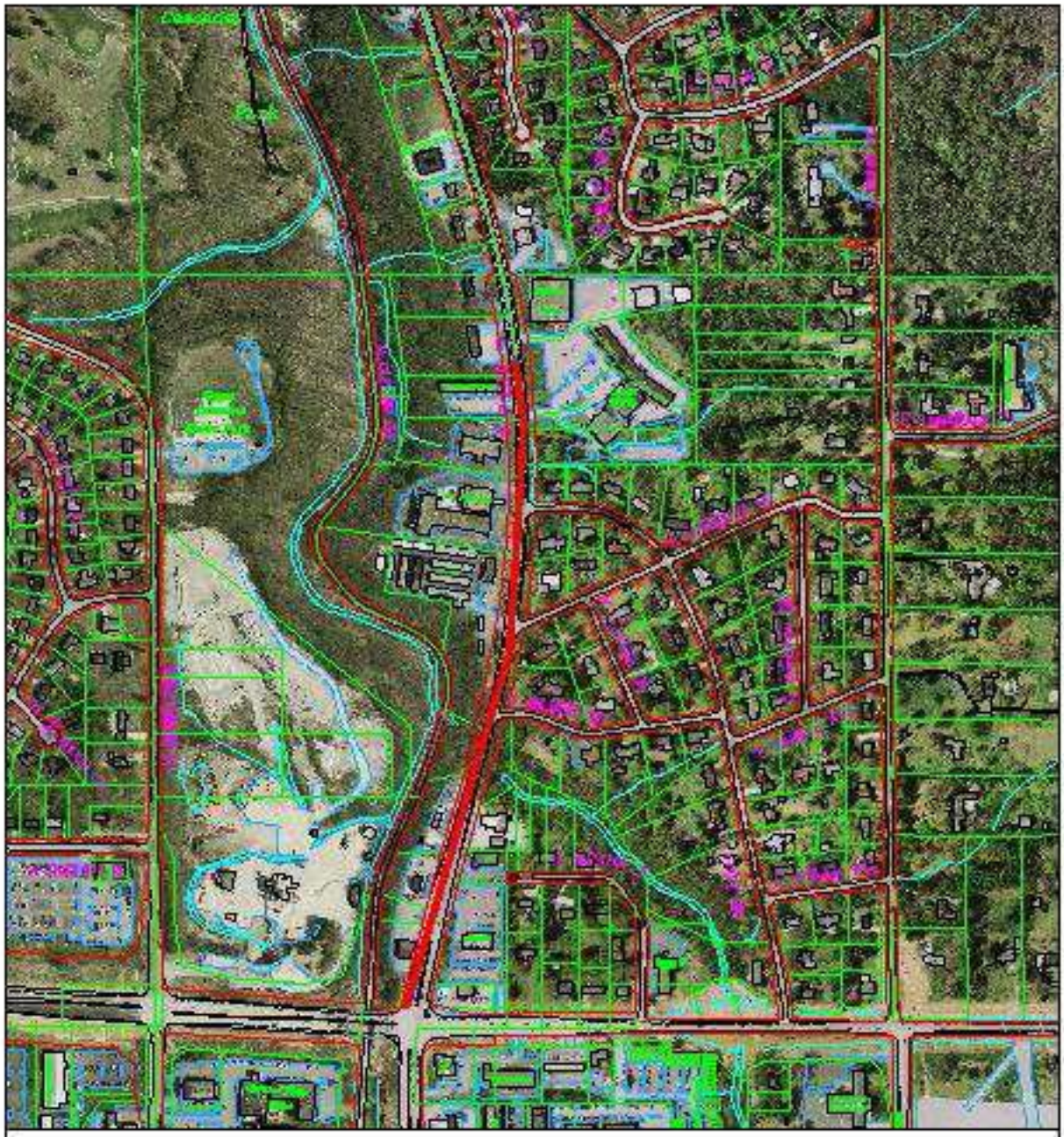
200 0 200 400 600 800

N

City of Bloomington
Clerk & Council

Scale: 1" = 200'

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: shermond
18 Dec 12

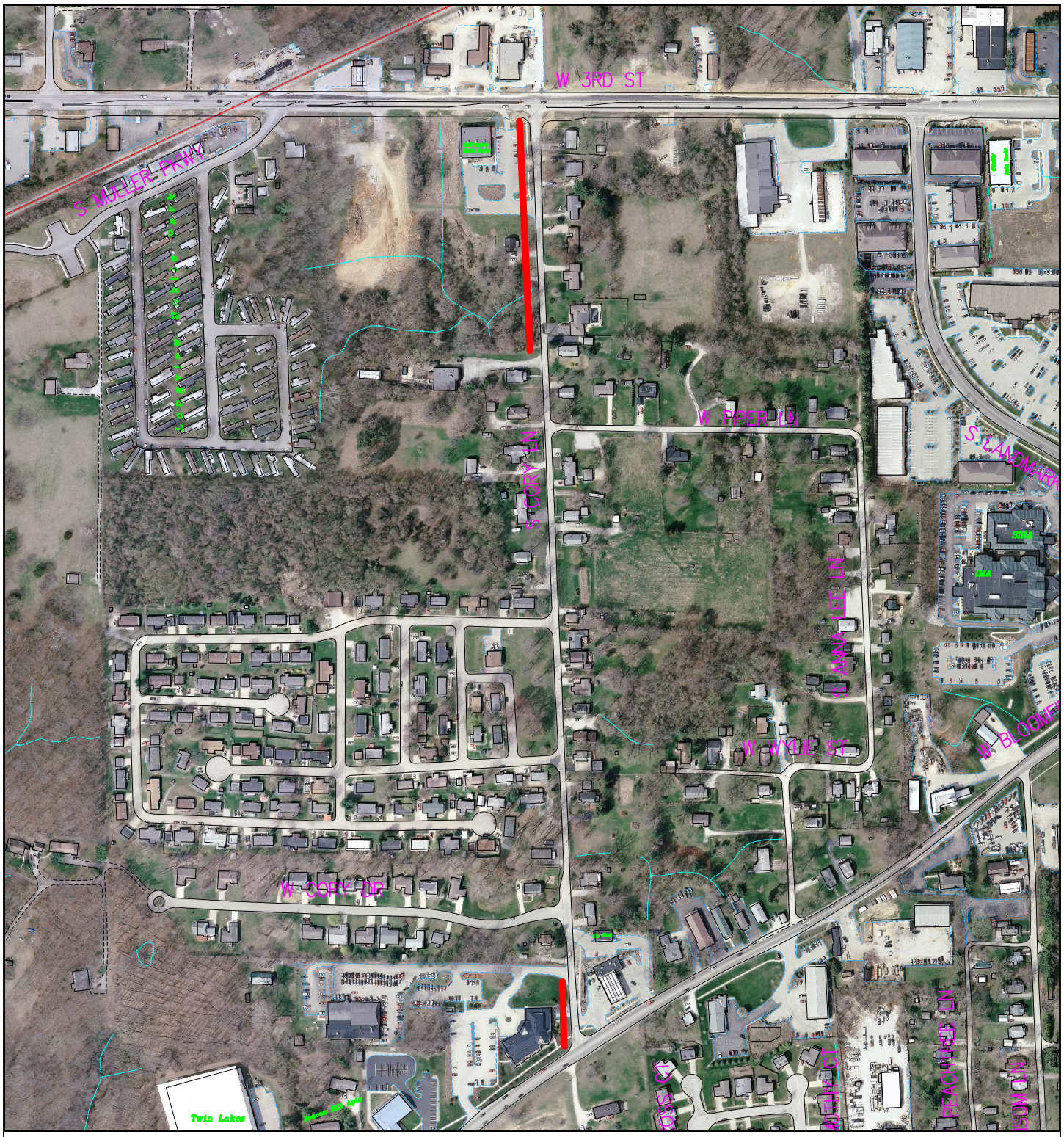
500 0 500 1000 1500

N

City of Bloomington
Clerk & Council

Scale: 1" = 500'

For reference only; map information NOT warranted.



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

By: finnh
13 Nov 14

400 0 400 800 1200

N

City of Bloomington
Clerk & Council

Scale: 1" = 400'

For reference only; map information NOT warranted.

Fee Lane – South of 45/46 Bypass

By: finnh
10 Nov 14

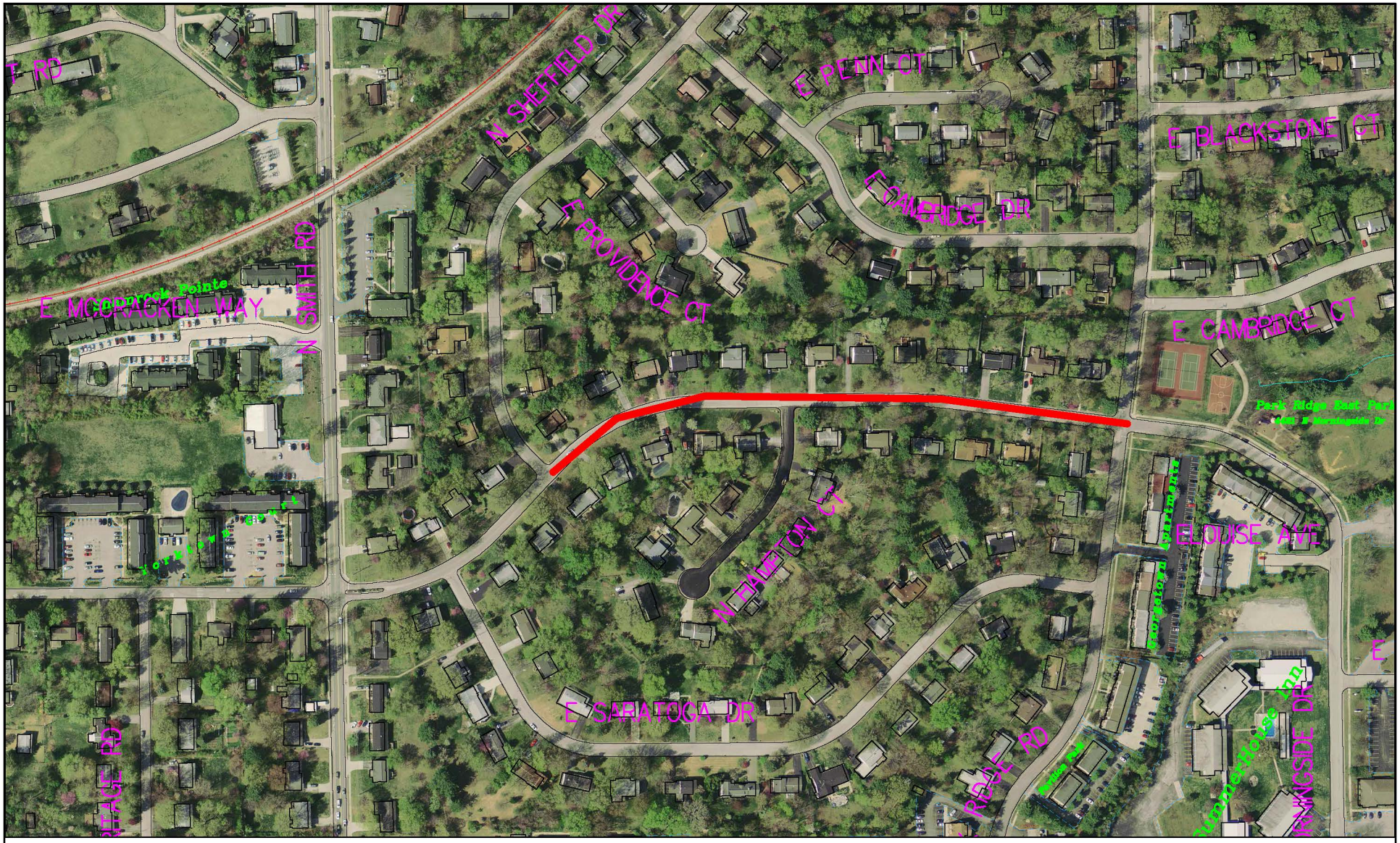
200 0 200 400 600

N

City of Bloomington
Clerk & Council

Scale: 1" = 200'

For reference only; map information NOT warranted.



Council Sidewalk Committee – Request – 2012
Morningside Drive from Sheffield to Park Ridge Road

By: shermand
12 Nov 13

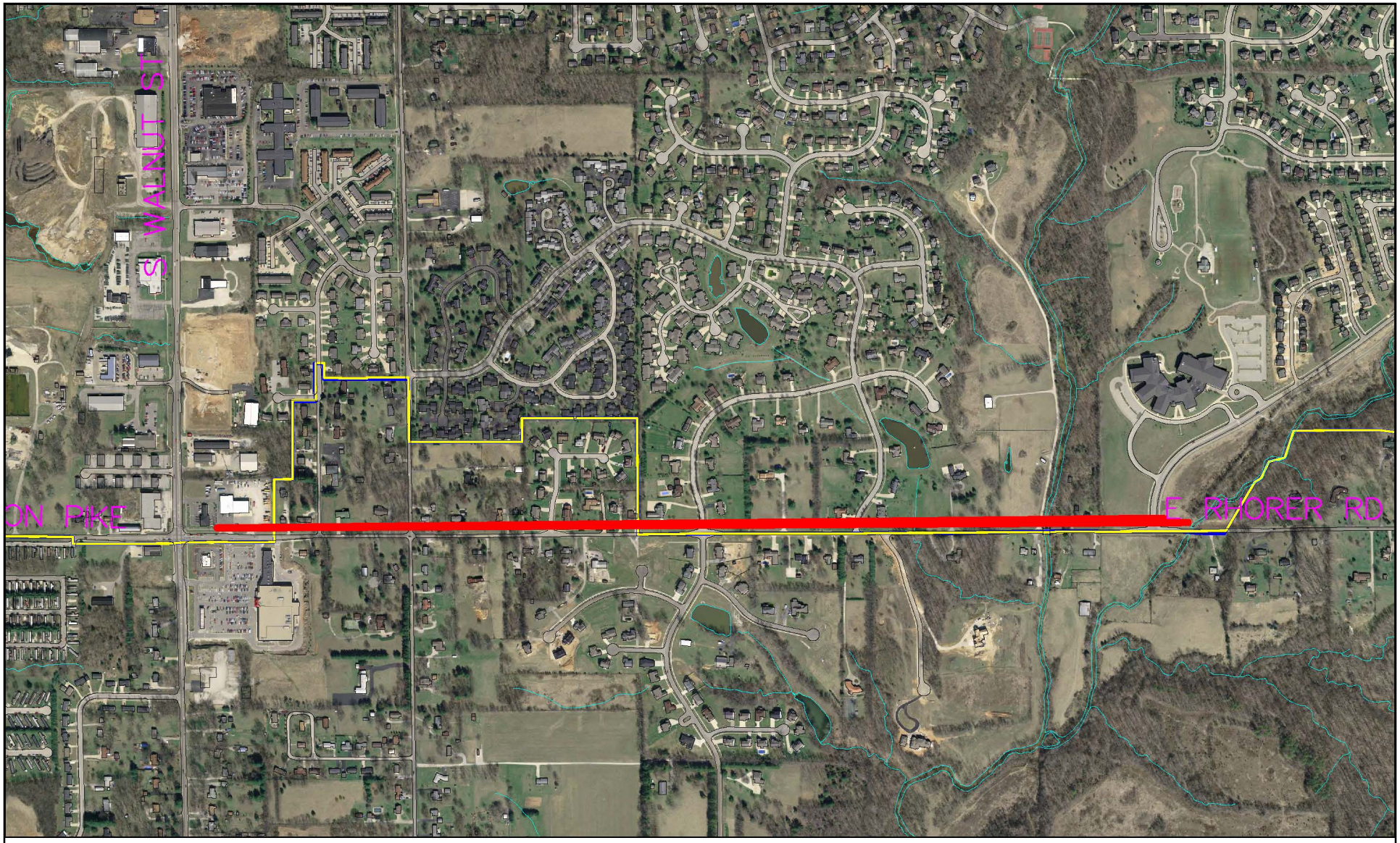
300 0 300 600 900 1200

N

City of Bloomington
Clerk & Council

Scale: 1" = 300'

For reference only; map information NOT warranted.



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

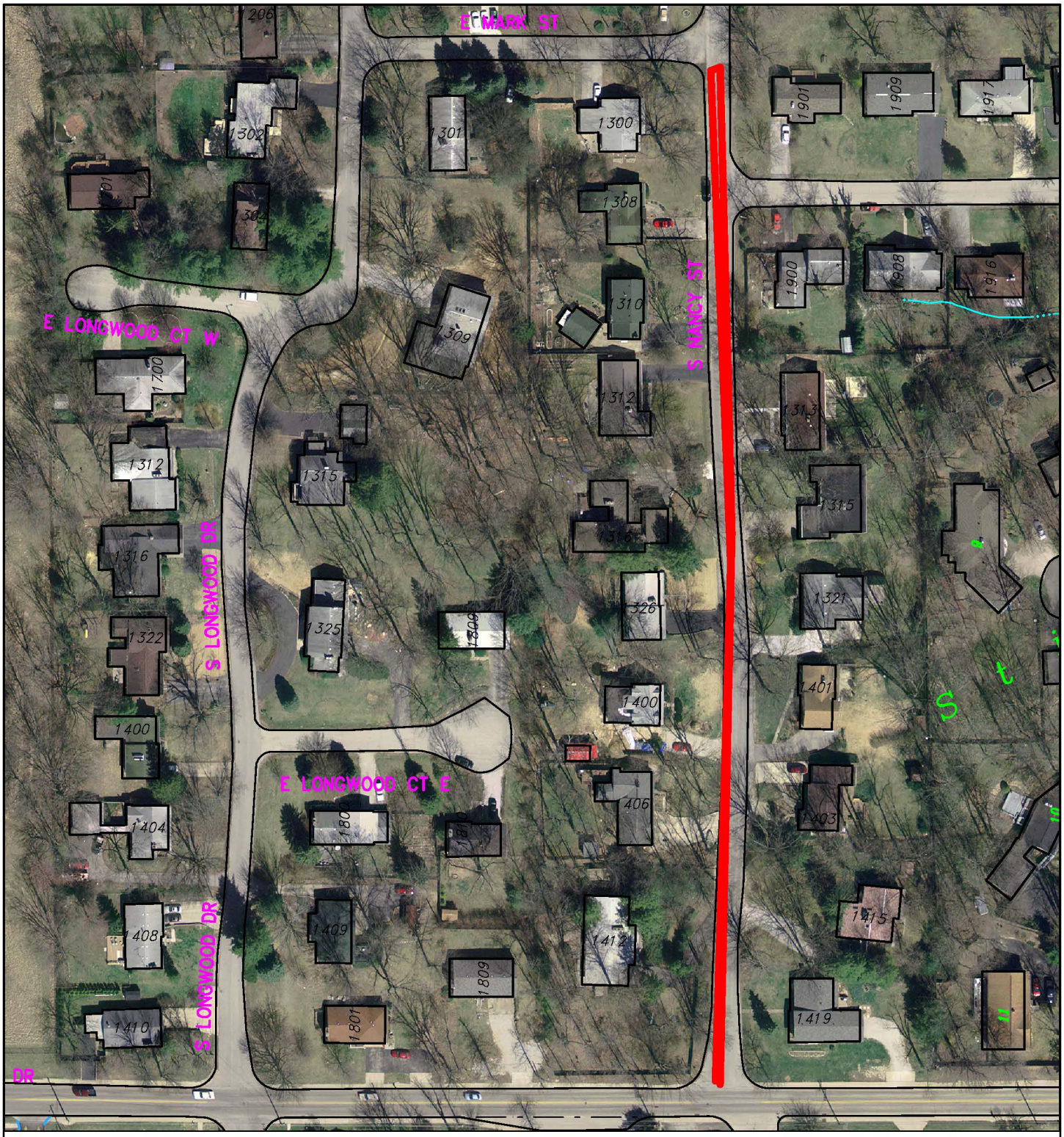
800 0 800 1600 2400 3200

N

City of Bloomington
Clerk & Council

Scale: 1" = 800'

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

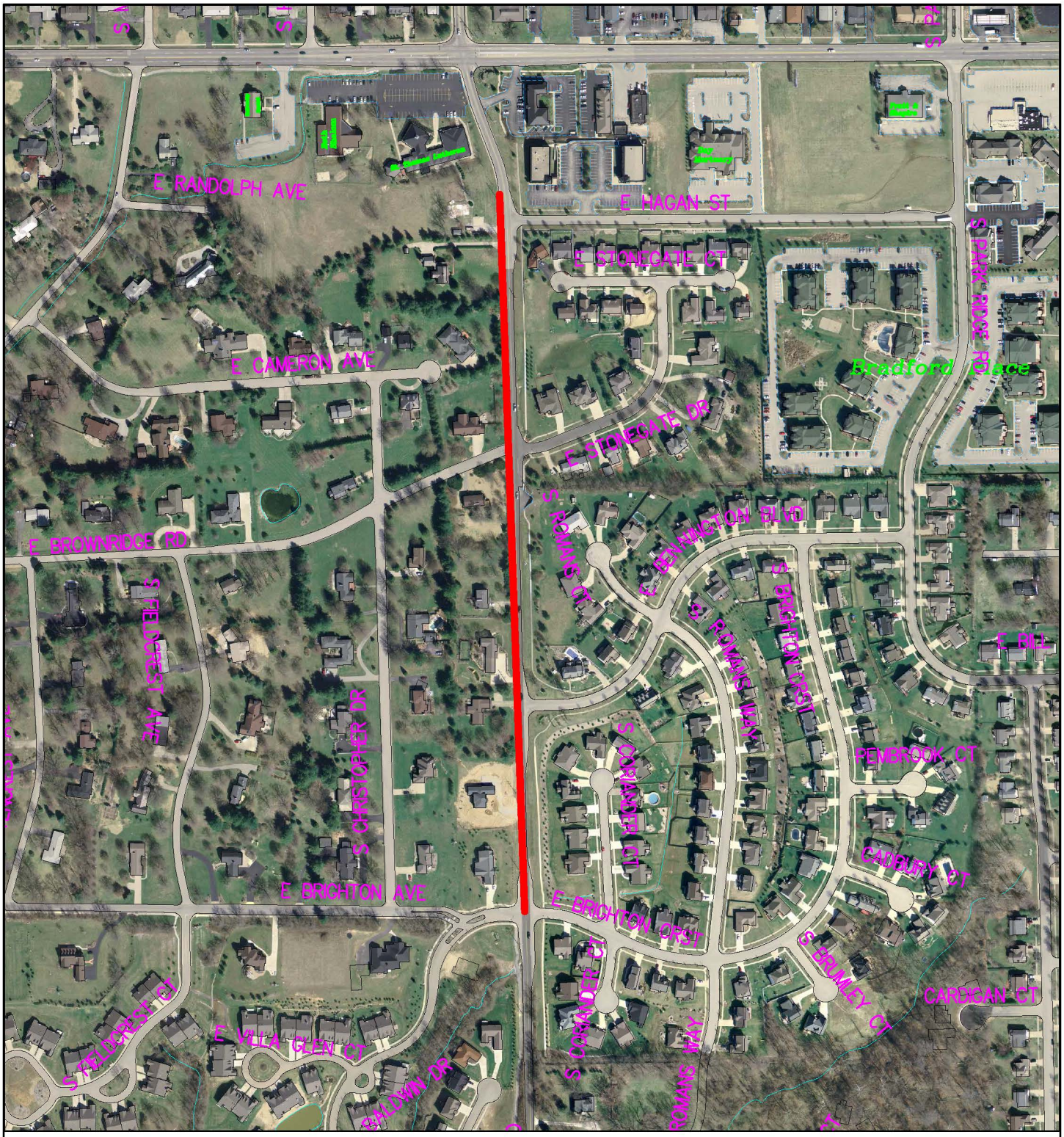
120 0 120 240 360

N

City of Bloomington
Clerk & Council

Scale: 1" = 120'

For reference only; map information NOT warranted.



2011 Council Sidewalk Committee

Smith Road Missing Links from 3rd to Brighton (West Side)

By: shermand

10 Nov 10

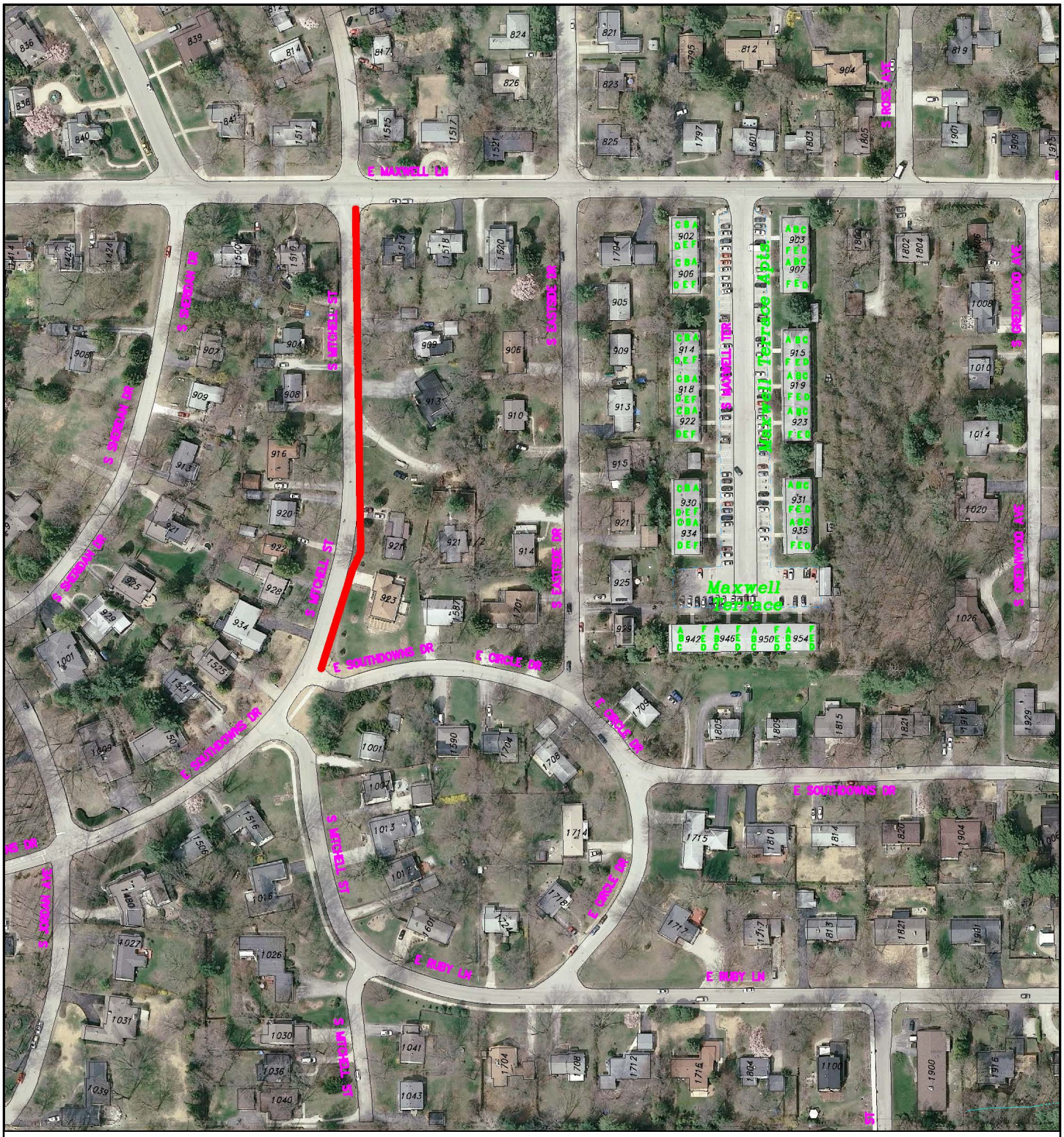
400 0 400 800 1200

N

City of Bloomington
Clerk & Council

Scale: 1" = 400'

For reference only; map information NOT warranted.



Council Sidewalk Committee – Requested Project

Pedestrian Way on Mitchell from Maxwell Lane to Circle Drive

2011

By: shermand

2 Nov 11

File: LPmtc

200 0 200 400 600

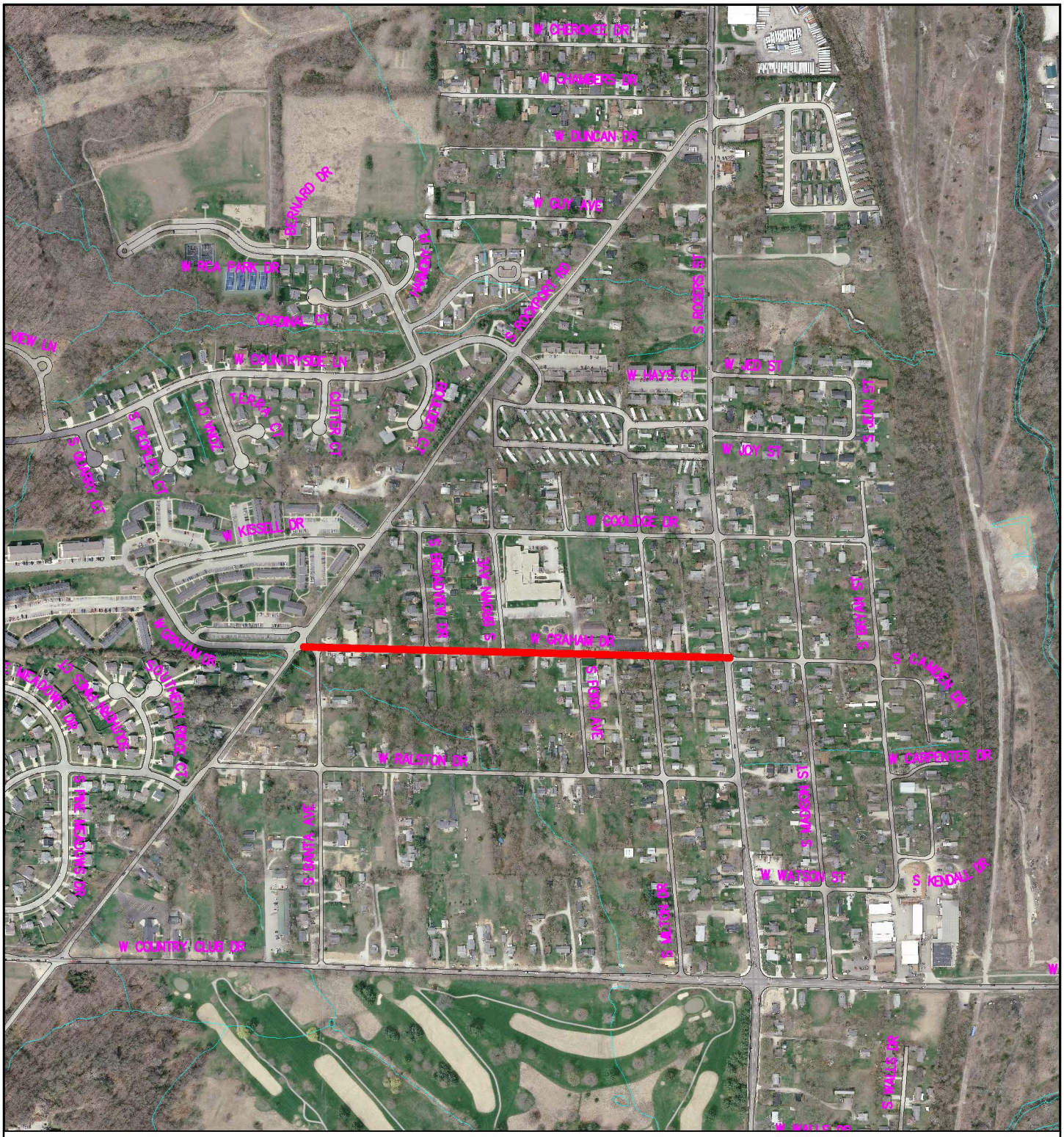
N

City of Bloomington

Clerk & Council

Scale: 1" = 200'

For reference only; map information NOT warranted.



Council Sidewalk Committee – Project Requests

Graham Drive from Rockport Road to Rogers Street

2010

By: shermand

2 Nov 11

File: LPgd

600 0 600 1200 1800

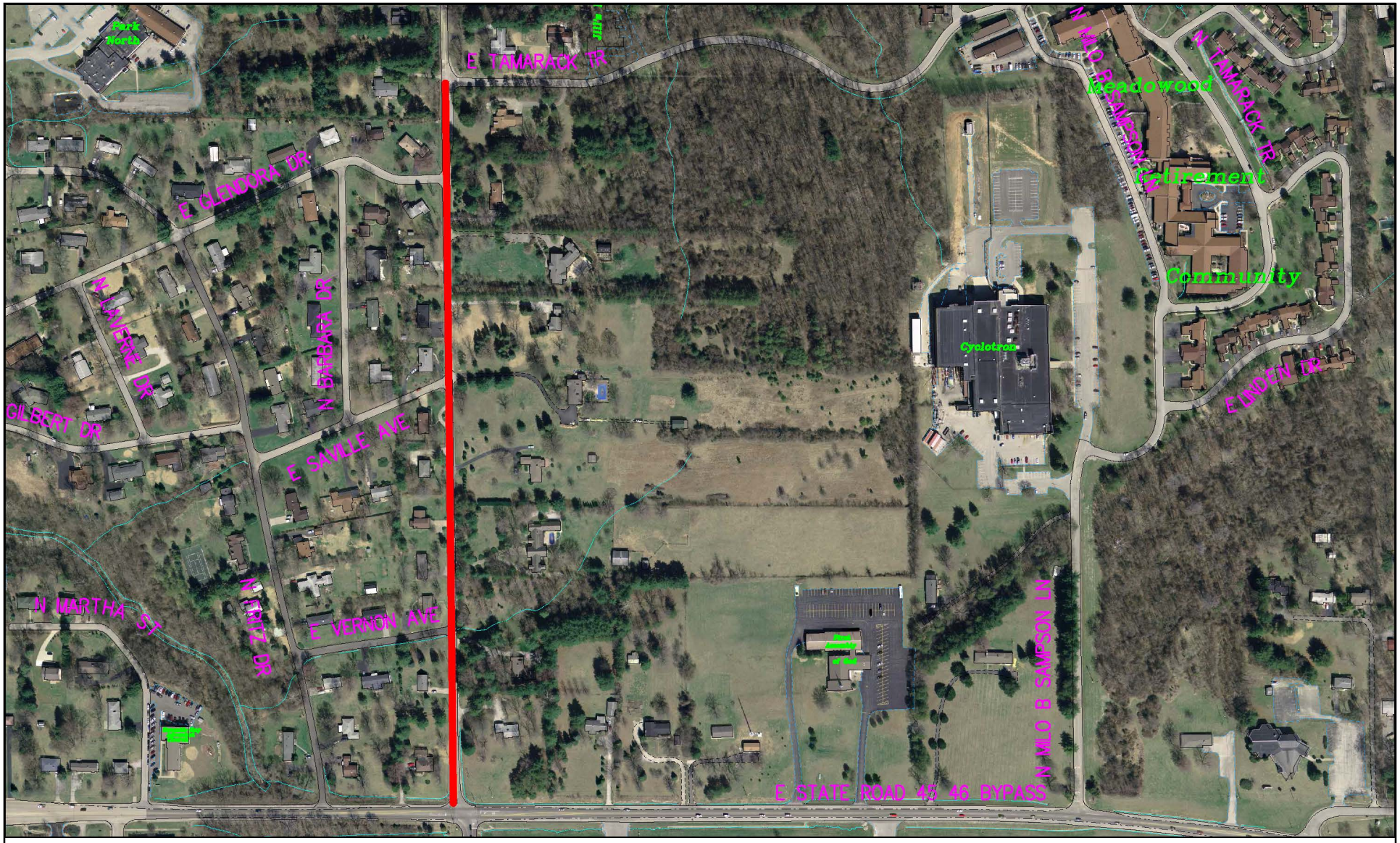
N

City of Bloomington

Clerk & Council

Scale: 1" = 600'

For reference only; map information NOT warranted.



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

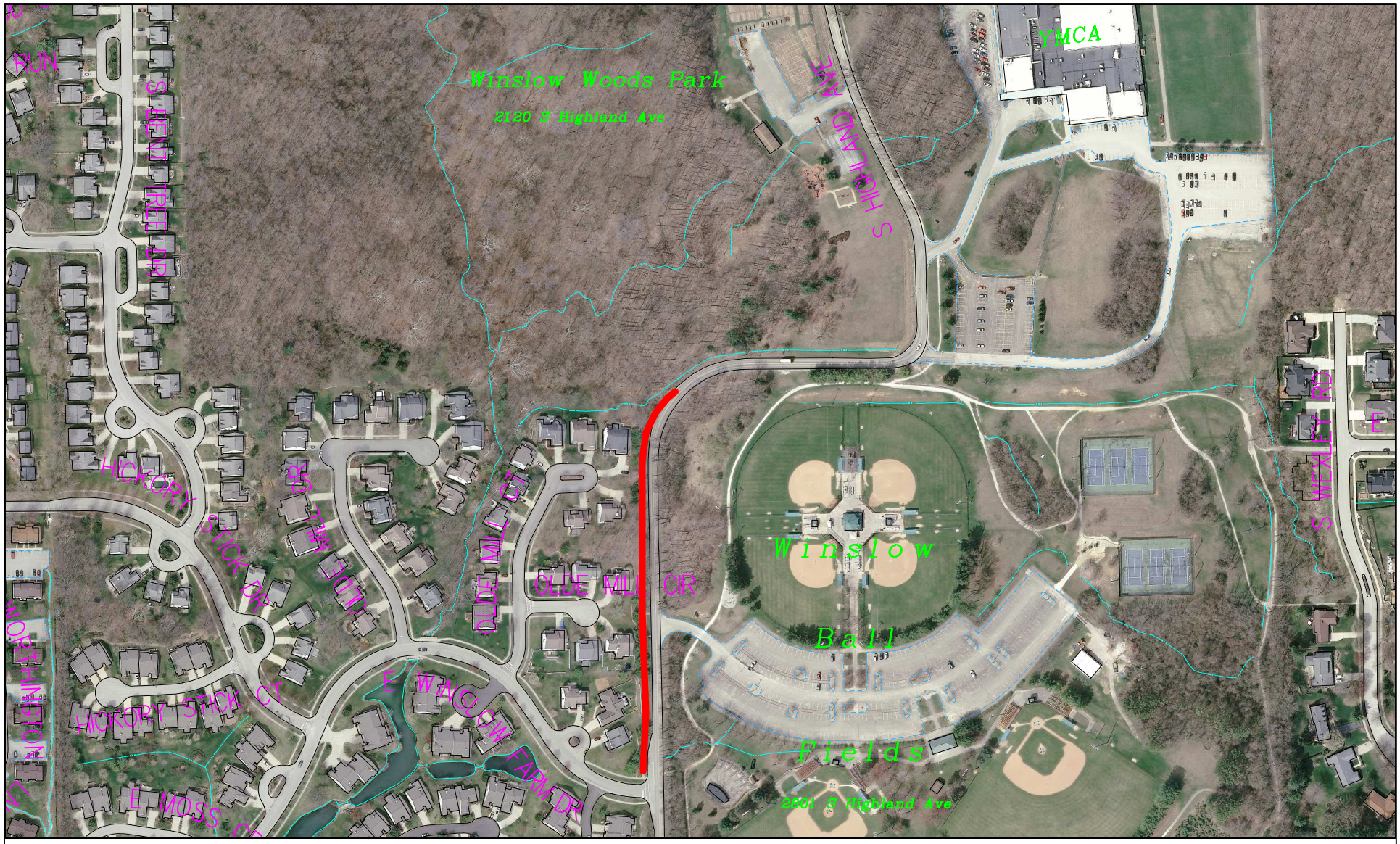
400 0 400 800 1200 1600

N

City of Bloomington
Clerk & Council

Scale: 1" = 400'

For reference only; map information NOT warranted.



S Highland – Connecting Winslow Park with Winslow Farms Subdivision

By: finnh
10 Nov 14

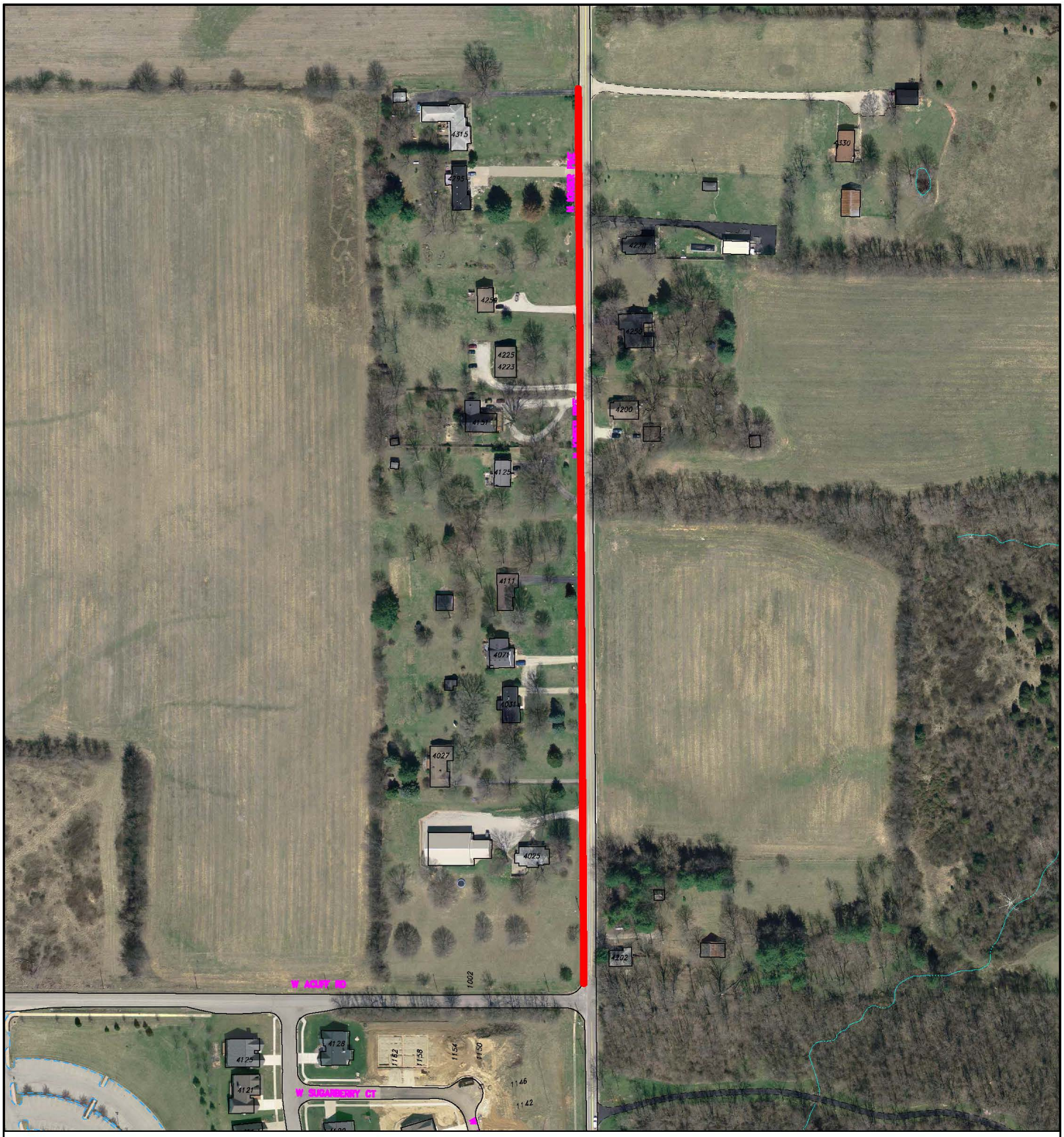
300 0 300 600 900 1200

For reference only; map information NOT warranted.

N

City of Bloomington
Clerk & Council

Scale: 1" = 300'



2009 Council Sidewalk Committee

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

City of Bloomington
Clerk & Council

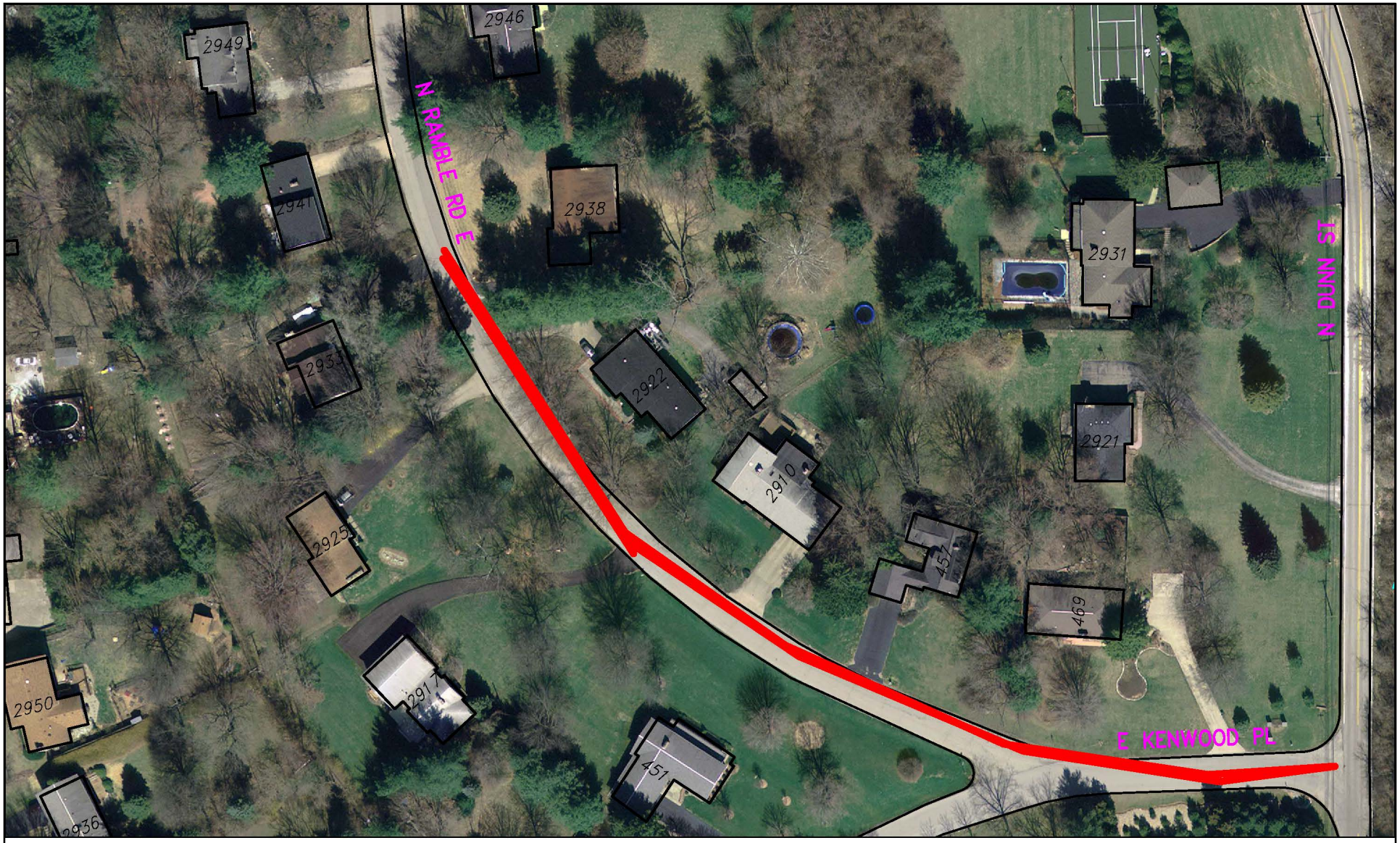
By: fallsm
7 Oct 08

250 0 250 500 750

N

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

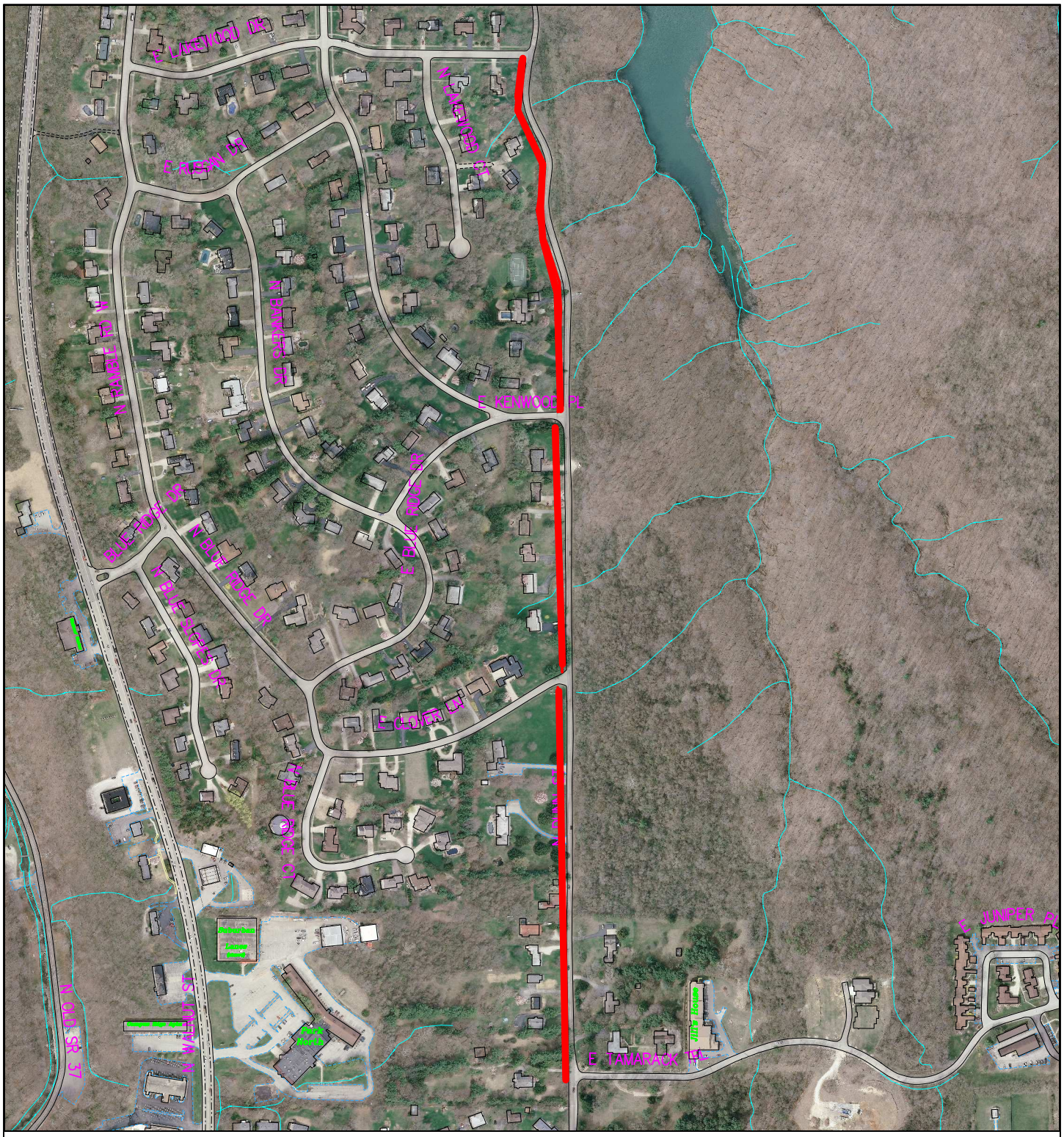
100 0 100 200 300 400

N

City of Bloomington
Clerk & Council

Scale: 1" = 100'

For reference only; map information NOT warranted.



N Dunn from E Tamarack Trail to Lakewood Drive

City of Bloomington
Clerk & Council

By: finnh
10 Nov 14

500 0 500 1000 1500

N

Scale: 1" = 500'

For reference only; map information NOT warranted.

Appendix Five – New Requests and Recent Communications

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 Requests and Communications

Requests

Note: Requests highlighted in:
- *Yellow are new to the list;*
- *Purple moved forward with some funding (but were not completed) in 2016; and*
- *Green affirm ones already on the list but not recently funded by the Committee.*

- Rank #4 - **Union Street from Fourth to Seventh (East Side)** - 2016 Committee Funded $24,000 for Design
- Rank #9 - **Gourley Pike from Monroe / Pedestrian Bridge to Kinser (Missing Sidewalk Segments)** and
- Rank #13 – **Gourley Pike / N Old SR 37 from College Avenue to Kinser Pike** (New Requests from same Citizen)
- Rank #10 (and #26) - **East 10th Street from Smith Road to Deckard Drive (Sidewalk, Beacon, Signage and Lane-Marking (per design recommendations)** – (Numerous Affirmations by Residents of this Listed Request) - 2016 Committee Funded $50,000 for Design
- Rank #10 - **1515 – 1525 South Rogers (West Side - Sidewalk)** - (Affirmation of Previous Request - Cm. Piedmont-Smith)
- Rank #18 - **South Walnut Street – from Pinewood to 2942 S. Walnut (West Side)** - (Affirmation of Previous Request – Cm. Piedmont-Smith)
- Rank #23 - **South Walnut from Winston Thomas to National Guard Armory** (Affirmation of Previous Request – Cm. Piedmont-Smith) **– 2016 Committee Funded $13,000 for Design and Acquisition of Right-of-Way**
- Rank #23 - **East 8th Street from Jefferson Street to Hillsdale** (New Resident Request)
- Rank #29 - **Bryan Street – 3rd Street to 7th Street** (Affirmation of Previous Request – Cm. Mayer)
- Rank #33 - **South Curry Pike from Beasley Drive to SR 45** (New Resident Request for 2017) **–** Question Regarding City Jurisdiction
- Rank #37 - **Franklin Road from 3rd Street to Fairfield Road** – (New Request for 2017) - Some of Sidewalk may be part of I-69 Project
- Rank #42 - **Smith Road from Hagan to Brighton Avenue (West Side)** - (Reaffirmed by Cm. Granger)
- Rank #43 - **Winslow West of High Street Roundabout to Existing Sidewalks (North Side) – (**New Request)
- Rank #45 - **Ford Avenue from Coolidge to City Park** - (New Request for 2017 – Cm. Mayer)
- Rank #48 - **Woodlawn Avenue from Weatherstone Lane to Maxwell Lane** - (New Citizen Request for 2017)
- Rank #51 - **Sare Road from Rogers Road to Cathcart Street (West Side) - Traffic Calming – Pedestrian Crossings** (New Request 2017 – Cm. Rollo)

Materials

Summary of Citizen Requests as well as Communications from Council Members and Staff

Summary of Recent Requests and Communications about Proposed Sidewalk Projects

Listed in Order of Rank on Priority Sheet and Distinguishing Between Recent Sidewalk Committee Priorities, New Requests, and Requests Regarding Already Listed Projects [1]

(For Review by 2017 Council Sidewalk Committee)

Recent Sidewalk Committee Priority Project
Priority Projects of Committee – ongoing projects with multiple funding sources or projects recently supported by Committee funds = Highlighted in Purple

New Requests
New Citizen or Council Member Request = Highlighted in Yellow

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

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

Rank #4 (Affirmation of Previous Council Member Request)
Union Street from Fourth to Seventh (East Side) - 2016 Committee Funded $24,000 for Design

Councilmember Mayer reaffirmed his previous years' request for the Committee to keep in mind the existing proposal for a sidewalk on the east side of Union for these three blocks. At that time, he cited the following reasons for pursuing this project: there is a willing property owner who will dedicate multiple frontages to the project, a high concentration of pedestrians (who neglect to cross to the west side of the street after the 3rd to 4th Street sidewalk ends), and excessive traffic speeds in this section (4th to 10th is downhill); and, it is used as an ambulance route from the 7th and Bryan IU Hospital ambulance facility when the vehicles run south and west.

---

[1] This listing is intended to alert the Committee to interest not otherwise known to the members and staff prior to beginning deliberations for the coming round of funding. The color coding is intended to help Committee members and staff sort and prioritize the communications. Please note that the absence of a recent communication/request does not imply a lack of interest those projects (in particular, those previously funded by the Committee).

Rank #9 (New Citizen Request)
Gourley Pike from Monroe / Pedestrian Bridge to Kinser (Missing Sidewalk Segments) *and*
Rank #13 Gourley Pike and Old SR 37 from College Avenue to Kinser Pike
Br. David Smith (1.812.345.0111/1brotherdavid@att.net) filed three uReports with the City in July 2016: #154246; #154245; #154244; and a related accessibility issue #156808. He uses a motorized wheelchair and requested (in part quote and in part paraphrase):

- A sidewalk connecting the Arlington pedestrian crossing overpass with the sidewalk along Gourley Pike West of Kinser Pike. The blind curve on Gourley Pike on this route makes it especially hazardous for me in my power wheelchair given my need to operate clear of the roadway edge due to rollover hazard and inability to yield to oncoming traffic by exiting the motorway.
- Also a sidewalk connecting Gourley Pike with existing sidewalk on Old SR 37 (east of North College Avenue)**.**
- In addition, he mentioned existing stairs along Old SR 37 did not provide access for Mr. Smith's power wheelchair.

Note: Response from Neil Kopper:
8/12/2016 1:24 pm Neil Kopper contacted Br David Smith
Hi David, Thank you for submitting these uReports related to accessibility concerns in the Kinser Pike/Gourley Pike area. While I can't commit to any timeframe for completing these improvements, this information is very helpful in prioritizing needs throughout the City. I'll try to briefly respond to each of your reports below and please feel free to follow up with additional questions or comments. Crosswalks - Gourley Pike at Kinser Pike also Kinser Pike near Colonial Crest Apts. These will require some additional analysis to ensure that a crosswalk is appropriate (we'll need to look into details such as sight distance, number of pedestrians currently crossing, and motor vehicle speeds/volumes). I'll be adding your request to a list with requests for other locations in the city. To be upfront, it will take some time to make it through these requests. If you're interested to know more about pedestrian crossing treatments, we reference the following two documents in our analyses: City of Boulder's "Pedestrian Crossing Treatment Installation Guidelines"
https://bouldercolorado.gov/transportation/pedestrian-crossing-treatments and NCHRP 562 "Improving Pedestrian Safety at Unsignalized Crossings"
http://www.trb.org/Main/Blurbs/157723.aspx
Missing Sidewalks - Old 37 (College to Gourley Pike), Gourley Pike (ped bridge to Colonial Crest Apts). We'll have to prioritize these with numerous other sidewalk requests throughout the City that compete for funding. I'll suggest these for the list of projects that the City Council Sidewalk Committee prioritizes each year. I'll also check in with MCCSC to get an idea about demand for sidewalks on Gourley Pike to the ped bridge related to school access to help with prioritization. Both of these areas are now on our radar, but would you prioritize one of these as more important than the other? Existing Path Improvements - steep section on

Old 37 approaching College, staircase on Kinser, rough alignment at south edge of ped bridge. It's likely we'd combine any work at the ped bridge with potential sidewalk connection on Gourley Pike. The staircase is clearly not accessible and we'll be putting it into a tracking program for a future project. The path on Old 37 is indeed very steep and we'll also track this one for a future project. If you had to prioritize between those two requests, which would you pick as most important? I can't guarantee when we'll be able to prioritize and fund either of those, but we certainly recognize the needs and benefits. I know I haven't given you any definitive answers here, but I appreciate you taking the time to submit these reports and we will be working towards improvements in the area. Thanks, - Neil

Rank #10 (and #26) (Numerous Affirmations of Previous Citizen Request)
East 10th Street from Grandview to Russell Road (South Side) 4064-4098 Segment – 2016 Committee Funded $50,000 for Design

This project has generated significant interest with an email from the President of the Eastern Heights Neighborhood Association and two uReports in March 2016. Cm. Chopra attended a City meeting on the design of this project and urged residents to contact the Committee. As a consequence, well over a dozen emails and a few letters have been received in December 2016. *(Compiled and available for inspection in the Council Office.)*

Here is the email from Lauren Dula (Ldula@indiana.edu) President of the Eastern Heights Neighborhood Association:

> I am the President of the Eastern Heights Neighborhood Association and our community has been in desperate need for sidewalks along 10th Street from E Etter Drive through to Grandview neighborhood, as well as crosswalks to University Elementary School. The Grandview, Park Ridge East and Park Ridge neighborhood organizations are also requesting this, as well as University Elementary School. We understand the complications with the State, but a meeting is needed to begin the formal process of gaining walking access in this area. Not only will it allow our children to walk to school, but it will provide community members in Tamarron and Eastern Heights the ability to safely walk to the bus stop and access the University and downtown without the use of cars. Please contact me in order to discuss how we can help you help us. Thank you very much. Lauren Dula

Note: The 2016 recommended funding $50,000 for the design of this project. Neil Kopper, Project Engineer, Planning and Transportation, sent an email to the public prior to the aforementioned meeting. Excerpts follow:

Project Description:
This project will construct a new sidewalk on the south/east side of 10th Street from Smith Road to Deckard Drive; a pedestrian crossing of 10th Street at

Deckard Drive including a median refuge, signage, striping, and curb ramps; and school zone flashing beacons along 10th Street near the crossing.

Project designs are still conceptual and have not been finalized. Feedback based on local experience frequently results in modifications to initial project proposals. Please come discuss the project with us and let us know what improvements you'd like to see!

Funding for the design of these improvements is provided through the Common Council Sidewalk Committee. At this time, no construction funding has been identified. The City of Bloomington is partnering with the Monroe County Community School Corporation (MCCSC) and the Indiana Department of Transportation (INDOT) to complete this important project.

Rank #10 (Affirmation of Previous Request - Cm. Piedmont-Smith)
1515 – 1525 South Rogers (Sidewalk)
"This is a short segment but goes past the Community Kitchen (and experiences) [a] lot of pedestrian traffic."

Rank #18 (Affirmation of Previous Request – Cm. Piedmont-Smith)
South Walnut Street – from Pinewood to 2942 S. Walnut (West Side)
In her words, "[a} gain, this connects a low-income neighborhood to commercial and community space (the Armory) to the south. Plus it's a high-speed road, dangerous to walk on. No sidewalk on the other side.

Rank #23 (Affirmation of Previous Request – Cm. Piedmont-Smith –
South Walnut from Winston Thomas to National Guard Armory –
Sidewalk Committee Funded $13,000 for Design and Acquisition of Right-of-Way in 2016
"This is another missing segment of sidewalk along a dangerous street."

Rank #23 (New Resident Request)
East 8th Street from Jefferson Street to Hillsdale
Juliet Frye called with this request.

Rank #29 (Affirmation of Previous Request – Cm. Mayer
Bryan Street – 3rd Street to 7th Street
Cm. Mayer wanted the Committee to look at this project especially in light of the improvements anticipated to the High/Third/Bryan intersection.

Rank #33 (New Resident Request for 2017)
South Curry Pike from Beasley Drive to SR 45 – *Question Regarding City Jurisdiction*

In September, Tonya Pottorf, emailed the Office of Mayor and Department of Public Works making this request:

> Good afternoon Mayor,
> I wanted to let you know that we really need a sidewalk on Curry Pike. Right now there is a sidewalk that begins at 3rd street and comes down Curry, but it stops just after Beasley Dr., before you get to 2nd street. This is also where it goes from 4 lanes into two. This is where it gets VERY DANGEROUS for a pedestrian trying to walk or bike. There are no cross walks for the intersection of 2nd and Curry, which is also very dangerous.
> I hope that this issue will be resolved soon, so somebody doesn't get hurt walking or biking on Curry Pike. Thank you.
>
> *Note: Like the Leonard Springs Road project a few years ago, the City's jurisdiction may not extend beyond the right-of-way. .*

Rank #37 (New Request for 2017)
Franklin Road from 3rd Street to Fairfield Road – Some of Sidewalk May be Part of I-69 Improvement

Constituent reported that lack of lighting and sidewalk makes pedestrian travel hazardous in this area, particularly along north side of W 3rd (but did not want to be contacted).

> *Note: The affected parcel may be owned by the State of Indiana and sidewalks along 3rd Street may be installed as part of the I-69 project.*

Rank #42 (Reaffirmed by Cm. Granger)
Smith Road from Hagan to Brighton Avenue (West Side)

Cm. Granger received this request and wanted the Committee to be aware of this interest in filling-in missing sidewalk segments here.

Rank #43 (New Request)
Winslow West of High Street Roundabout to Existing Sidewalks (North Side)

Aleksandra Surzycki wrote:

> The north side of Winslow road at High St, after the second roundabout heading west from State Road 446, has numerous missing pieces of sidewalk. It is a clear danger to drivers of Winslow Road and the many walkers, joggers and cyclist.
>
> *Response from Andrew Cibor:*
> *Ms. Surzycki, Thank you for taking the time to submit a uReport to the City of Bloomington regarding the lack of a continuous sidewalk on the north side of Winslow. I am pleased to report that a couple path projects are programmed in the Bloomington/Monroe County Metropolitan Planning Organization (MPO) Transportation Improvement Plan. One project will include a multiuse path on*

the north side of Winslow from S Highland Avenue to S Walnut Street. Another project will include a multiuse path on the north side of E Rogers Road from the Jackson Creek bridge just east of the High Street roundabout to The Stands Drive. We anticipate starting the design phase of both of these projects as early as next summer. Construction is tentatively planned for 2022 and 2019, respectively. If funding becomes available prior to those dates we will explore the potential of accelerating these time frames. Please let me know if you have any additional questions or comments. Sincerely, Andrew

Rank #45 (New Request for 2017 – Cm. Mayer)
Ford Avenue from Coolidge to City Park
Cm. Mayer noted: CDBG is looking at a project in Broadview which is a pedestrian crossing to the MCCSC Broadview Learning Center. If CDBG falls short I'd like to give that project consideration.

Rank #48 (New Citizen Request for 2017)
Woodlawn Avenue from Weatherstone Lane to Maxwell Lane
Nicolas Roberts wrote:

> I am a pedestrian who commutes to work about 1.3 miles northbound on Woodlawn Monday-Friday. Usually I scurry quickly up that street as I'm running late; sometimes I jog. But once I get to the part of Woodlawn that borders Bryan Park, I am loathe to get myself onto the park trail during my hasty commute for a few reasons: 1. The Bryan Park trail is a park trail, not a sidewalk. 2. This trail doesn't go straight northward, so it is a waste of my time to follow it. 3. My commute is at 7:15am when few people are out, making things unnecessarily scary for trail users when I'm quickly approaching them from behind. This is especially true during colder months when it is dark out, and also when I'm carrying my umbrella, which looks not unlike some sort of a weapon. (Its just an Ikea umbrella.) This morning I was yelled at for the second time by another motorist who was displeased with my choosing to walk on Woodlawn Avenue northbound past Bryan Park. "There's a sidewalk over there!" he shouted. I had wanted to correct him and point out that its a park trail, but I didn't. Who knows which maniac who shouts at pedestrians from their car isn't more dangerous, you know? It would be great if there were a sidewalk that ran alongside Woodlawn Avenue past Bryan Park. I'm not the only person who chooses to walk up the road instead of the park trail, but I admit that there are not many of us, at least at 7:15am. Let me end by saying that I am not holding out hope for a sidewalk; this probably isn't a great concern for the city. But I can't guarantee that annoyed motorists will convince me to change my path, either. In any case: thank you for reading and considering my request. Have a nice day.
>
> *Note: There is a continuous pedestrian way on the west side of this stretch of Woodlawn.*

Rank #51 (New Request 2017 – Cm. Rollo)
Sare Road from Rogers Road to Cathcart Street (West Side) - Traffic Calming – Pedestrian Crossings

Cm. Rollo wrote:

> Scott Robinson and Andrew Cibor and I have been meeting with the Spicewood neighbors re: funding for a multi-use pathway on the west side of Sare Rd. from Rogers to Moore's Pike. This will likely come from other funds/grants, and is no doubt several years away from actualizing. In the meantime, I've met with the planners and neighbors from both Spicewood and Hyde Park Village to work on pedestrian access/traffic calming in the meantime. This will likely take the form of multiple islands within Sare Rd. and several cross-streets in order to facilitate crossing to the east side of Sare Rd. They are designing them now, and anticipating that they could be implemented soon, I would like to make the request for a portion of the sidewalk budget for traffic calming for this purpose

Appendix Six - Other Sidewalk-Related Projects

Resources and Materials

2016 Sidewalk Inventory (Scott Robinson) – *available in Council Office*

- with existing sidewalks; existing sidepaths; and, determinate sidewalk variances

City Webpage – Walking 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)
- **Other Links and Resources**

Bloomington / Monroe County Bicycle Map – ***link below***

- **http://bloomington.in.gov/media/media/application/pdf/19592.pdf**

HAND Projects (Bob Woolford) – *forthcoming*

- Memo and Maps

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

- Memo and Maps

CBU Stormwater Projects (Jane Fleig) - *forthcoming*

- Five-Year Capital Plan (2014-2018)
- CBU Stormwater Projects

Other City (Public Works), County, and State Projects (Andrew Cibor) – *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

Appendix Seven - Schedule for 2017

Given the numerous pending design contracts (which will include estimated project costs) and the need to set priorities, it's too early to foresee the schedule for 2017. Here is a possible break-down of tasks over the course of the meetings.

Proposed Schedule for Deliberations

Action	Date
Review Funding, On-Going Projects, Criteria and Prioritization List	*To be Determined*
Continue Prioritizing Projects and Request Estimates	*To be Determined*
Review Projects, Estimates and Funding	*To be Determined*
Recommend Allocations and Prepare for 2017	*To be Determined*
Submit Report to Council	*To be Determined*

Discussion

Chair

Action
Approve further meetings

Material
Annual City Calendar for January and February

January 2017

December

Su	Mo	Tu	We	Th	Fr	Sa
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

February

Mo	Tu	We	Th	Fr	Sa	Su
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28					

CITY OF BLOOMINGTON

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1	2 New Year's Day CITY OFFICES CLOSED	3 6:30p SCI-P, Kelly 6:30p SCI-C, Dunlap	4 5:30p CHLA, McCloskey	5 4:00p BDUAC, McCloskey 5:30p CSW, McCloskey	6 PAY DAY 12:00p CCL-IWS, Library	7
8	9 CCL ORD/DL 12:00p BPW-WS, McCloskey 12:00p ALC, Hooker 4:00p Plat, Kelly 5:00p USB, Utilities 5:00p RDC, McCloskey 5:30p BPSC, Hooker 5:30p PC, Chambers	10 4:30p COA, Hooker 5:30p BPW, Chambers 6:00p BCOS, McCloskey 6:30p SCI-J, Kelly	11 11:30a BUEA, McCloskey 2:00p HO, Kelly 5:00p BAC, McCloskey 5:30p CSBM, Hooker 6:30p CCL-OM & COW, Chambers	12 12:00p HN, McCloskey 4:00p SWMD, Courthouse 5:00p BHPC, McCloskey	13 CCL RES/DL 1:30p MPO-PC, Chambers	14
15	16 Dr. Martin Luther King, Jr. Day CITY OFFICES CLOSED	17 12:00p BEAD, McCloskey 4:00p BPS, McCloskey 5:30p ACC, Kelly 5:30p CSCY, Hooker 5:30p BPTC, Tranist	18 9:30a Tree, Rose Hill 2:30p ACA, McCloskey 4:00p BHQA, McCloskey 4:15p EDC, Hooker 6:00p CONA, Hooker 6:30p CCL-RS, Chambers	19 8:00a BHA, BHA 5:15p SWMD-CAC, McCloskey 5:30p BZA, Chambers 7:00p EC, McCloskey	20 PAY DAY 12:00p DVT, McCloskey 12:00p CCL-IWS, Library	21
22	23 CCL ORD/DL 12:00p BPW-WS, McCloskey 12:00p ALC, Hooker 5:00p RDC, McCloskey 5:00p USB, Utilities 5:30p FMAC, Parks 5:30p BHRC, Kelly	24 11:30a PC-WS, Kelly 5:30p BPW, Chambers 4:00p BPC, Chambers	25 10:00a MPO-TAC, McCloskey 2:00p HO, Kelly 4:30p TC, Chambers 5:00p MLK, McCloskey 6:30p MPO-CAC, McCloskey 6:30p CCL-COW, Chambers	26 12:00p SPC, McCloskey 5:00p BHPC, McCloskey	27	28
29	30 CCL RES/DL 4:00p CCA, McCloskey	31	1	2	3	4
5	6	NOTES				

February 2017

January

Mo	Tu	We	Th	Fr	Sa	Su
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

March

Mo	Tu	We	Th	Fr	Sa	Su
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

CITY OF BLOOMINGTON

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
29	30	31	1 5:30p CHLA, McCloskey 6:30p CCL-RS, Chambers	2 4:00p BDUAC, McCloskey 5:30p CSW, McCloskey	3 PAY DAY 12:00p CCL-IWS, Library	4
5	6 CCL ORD/DL 12:00p BPW-WS, McCloskey 12:00p ALC, Hooker 5:00p RDC, McCloskey 5:00p USB, Utilities	7 5:30p BPW, Chambers 6:30p SCI-P, Kelly 6:30p SCI-C, Dunlap	8 11:30a BUEA, McCloskey 2:00p HO, Kelly 4:30p ERAC, Parks 5:00p BAC, McCloskey 5:30p CSBM, Hooker 6:30p CCL-COW, Chambers	9 12:00p HN, McCloskey 4:00p SWMD, Courthouse 5:00p BHPC, McCloskey	10 1:30p MPO-PC, Chambers	11
12	13 CCL RES/DL 12:00p ALC, Hooker 4:00p Plat, Kelly 5:30p BPSC, Hooker 5:30p PC, Chambers 5:30p FMAC, Parks	14 4:30p COA, Hooker 6:00p BCOS, McCloskey 6:30p SCI-J, Kelly	15 9:30a Tree, Rose Hill 9:30a EMAC, Chambers 2:30p ACA, McCloskey 4:00p BHQA, McCloskey 4:15p EDC, Hooker 5:00p RDC, Kelly 6:00p CONA, Hooker 6:30p CCL-RS, Chambers	16 8:00a BHA, BHA 5:15p SWMD-CAC, McCloskey 7:00p EC, McCloskey	17 PAY DAY & CCL ORD/DL 12:00p DVT, McCloskey 12:00p CCL-IWS, Library	18
19	20 President's Day CITY OFFICES CLOSED	21 11:30a PC-WS, Kelly 12:00p BEAD, Hooker 3:30p BPW-WS, McCloskey 4:00p BPS, McCloskey 4:00p BPC, Chambers 5:00p USB, Utilities 5:30p ACC, Kelly 5:30p CSCY, Hooker 5:30p BPW, Chambers 5:30p BPTC, Tranist	22 10:00a MPO-TAC, McCloskey 2:00p HO, Kelly 4:30p TC, Chambers 5:00p MLK, McCloskey 6:30p MPO-CAC, McCloskey 6:30p CCL-COW, Chambers	23 12:00p SPC, McCloskey 5:00p BHPC, McCloskey 5:30p BZA, Chambers	24	25
26	27 CCL RES/DL 4:00p CCA, McCloskey 5:30p BHRC, McCloskey	28	1	2	3	4
5	6	NOTES				