

# 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**

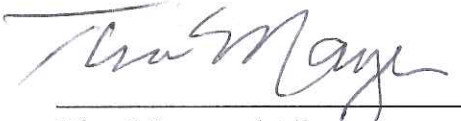
*Note: Memoranda for meetings will be available [online](#) and in the Council Office once approved by the Committee*

## Signatures for 2016 Sidewalk Report (March 23, 2016)

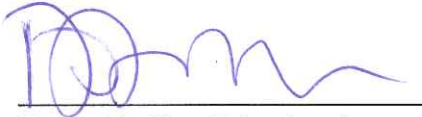
Note: Your signature below indicates approval of the Report pursuant to BMC 2.04.230 Standing committees-Reports (a), which requires that reports be in writing and be signed by a majority of the membership.



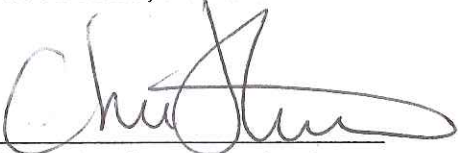
Dorothy Granger, District 2 (Chair)



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 7<sup>th</sup> Street and SR 45/46 - Design
- Sidewalk and Pedestrian Crossing - East 10<sup>th</sup> 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 4<sup>th</sup> Street to 7<sup>th</sup> 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 10<sup>th</sup> to 17<sup>th</sup> – 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:

<b>Alternative Transportation Fund (ATF) - 2016</b>		
<u>Category</u>	<u>Budget</u>	<u>Notes</u>
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 17<sup>th</sup> to existing sidewalk further north (East Side) – with construction bid in 2015 for completion in 2016;
- West 17<sup>th</sup> 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 7<sup>th</sup> 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:

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

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

- o 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;
- o 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<sup>1</sup>, 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.

<sup>1</sup> The Evaluation Sheet lists a total of 44 rankings, but 7 projects shared the same rankings.

## **Recommended for Funding in 2016**

- **Ramp - E. 7<sup>th</sup> 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 7<sup>th</sup> 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 10<sup>th</sup> 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 safely from neighborhoods south of East 10<sup>th</sup> 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 10<sup>th</sup>. 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 4<sup>th</sup> to 7<sup>th</sup> 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 3<sup>rd</sup> to 10<sup>th</sup> and on the east side from 3<sup>rd</sup> to 4<sup>th</sup> and from about a half block north of 7<sup>th</sup> to 10<sup>th</sup>. 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.

#### **In the Event of an Additional Appropriation**

- **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 10<sup>th</sup> to 17<sup>th</sup> 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 10<sup>th</sup> to 17<sup>th</sup> 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.

### **Three New Projects Requested But Not Funded in 2016**

- 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 3<sup>rd</sup> to 10<sup>th</sup> 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 3<sup>rd</sup> 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.)

### **Summary of Actions**

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 7 <sup>th</sup> Street – Construction (\$55,000)	\$20,000		\$0	* \$35,000 (P & T portion of ATF Monies)
<b>Ramp</b> from SR 45/46 to 7 <sup>th</sup> Street (West Side)				
East 10 <sup>th</sup> – 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
Moore's 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 4 <sup>th</sup> to 7 <sup>th</sup> 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	*
<b>2016 ALLOCATION</b>	<b>\$298,000</b>		<b>\$0</b>	<b>\$0</b>
<b>In the Event of an Additional Appropriation</b>				
Moore's 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 10 <sup>th</sup> to 17 <sup>th</sup>		\$12,885		From Public Works funds.
<b>UNSPENT FUNDS REVERTED TO ATF IN 2015</b>		<b>\$18,855</b>		
<b>TOTAL BUDGETED FUNDS IN 2016</b>	<b>\$300,000</b>			

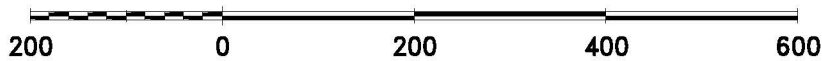
**Note: The Committee recognizes that the allocations for each project are estimates and may change. The allocations are intended to establish priorities and keep expenditures within appropriations. According to prior motions by the Committee, project costs that exceed the estimate by 10% should be approved 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.**





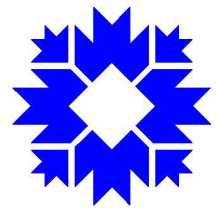
Council Sidewalk Committee – Project Request  
Pedestrian Connection to SR 45/46 Underpass  
2011

By: shermand  
2 Nov 11  
File: LPE7th



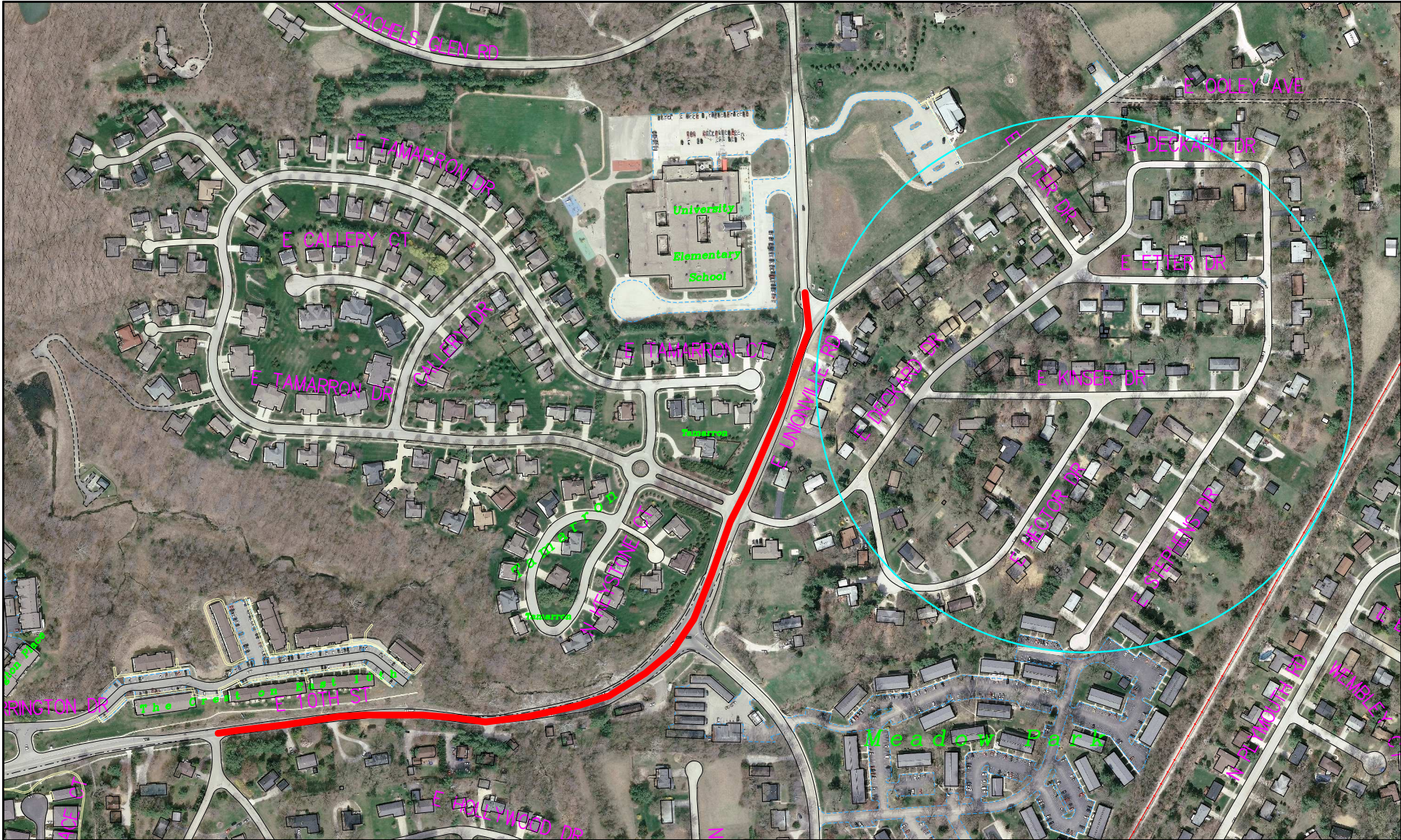
For reference only; map information NOT warranted.

City of Bloomington  
Clerk & Council



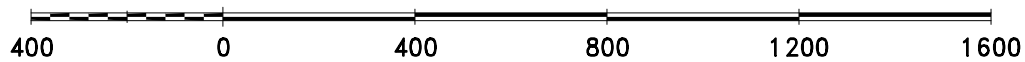
Scale: 1" = 200'





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

By: finnh  
7 Nov 14



For reference only; map information NOT warranted.

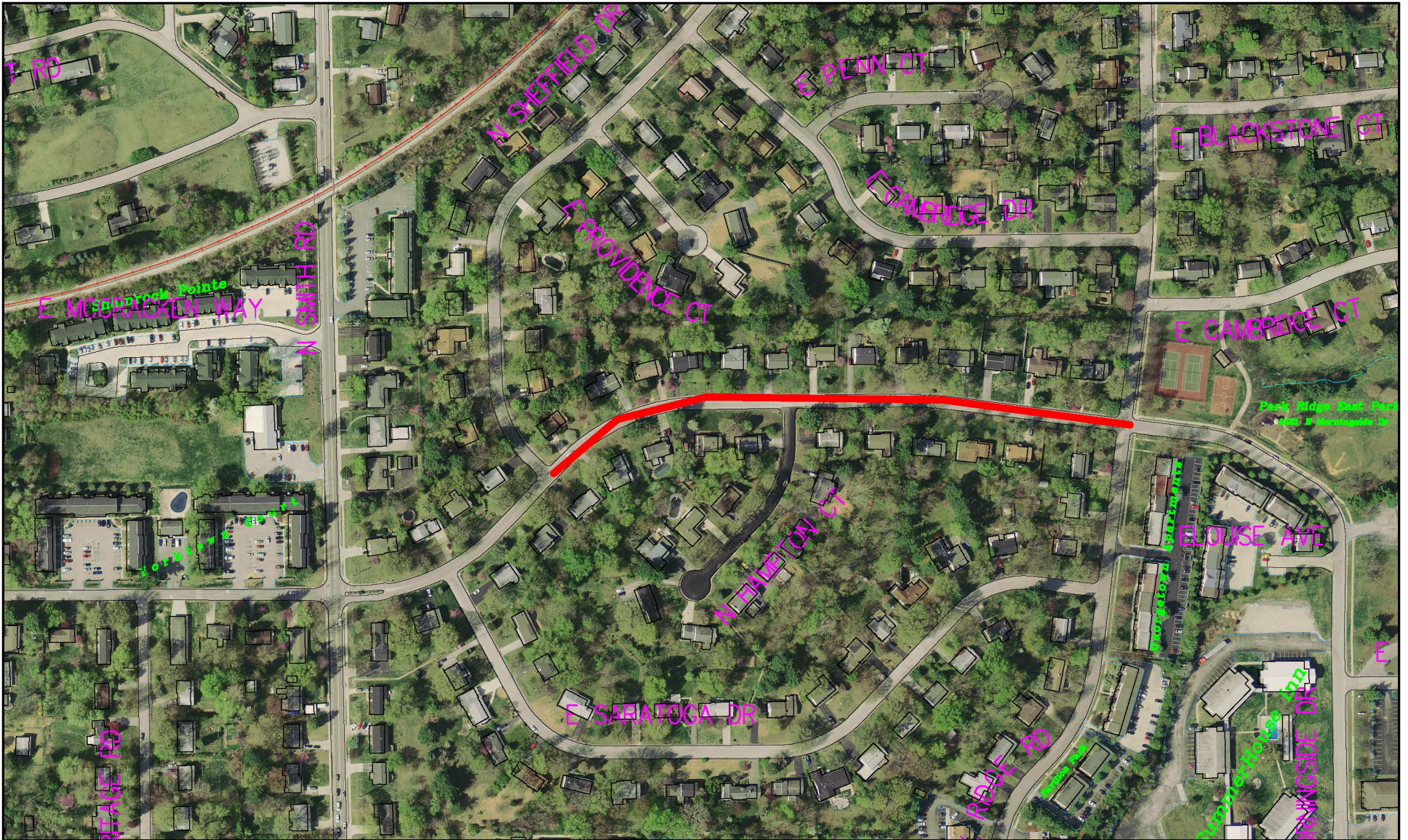


City of Bloomington  
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Scale: 1" = 400'





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

By: shermant  
 12 Nov 13



For reference only; map information NOT warranted.

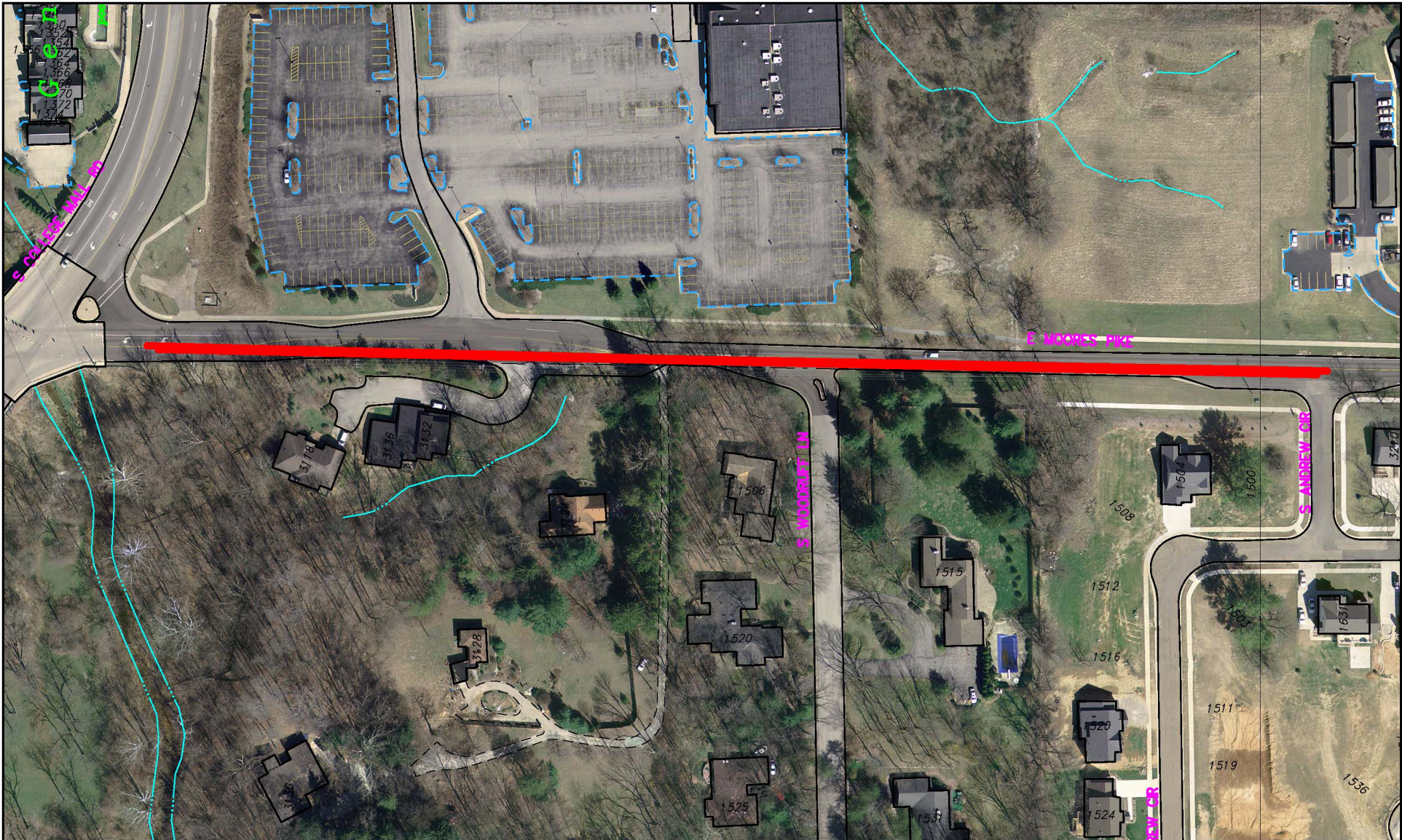


City of Bloomington  
 Clerk & Council



Scale: 1" = 300'





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

By: fallsm  
 6 Oct 08



For reference only; map information NOT warranted.



City of Bloomington  
 Clerk & Council

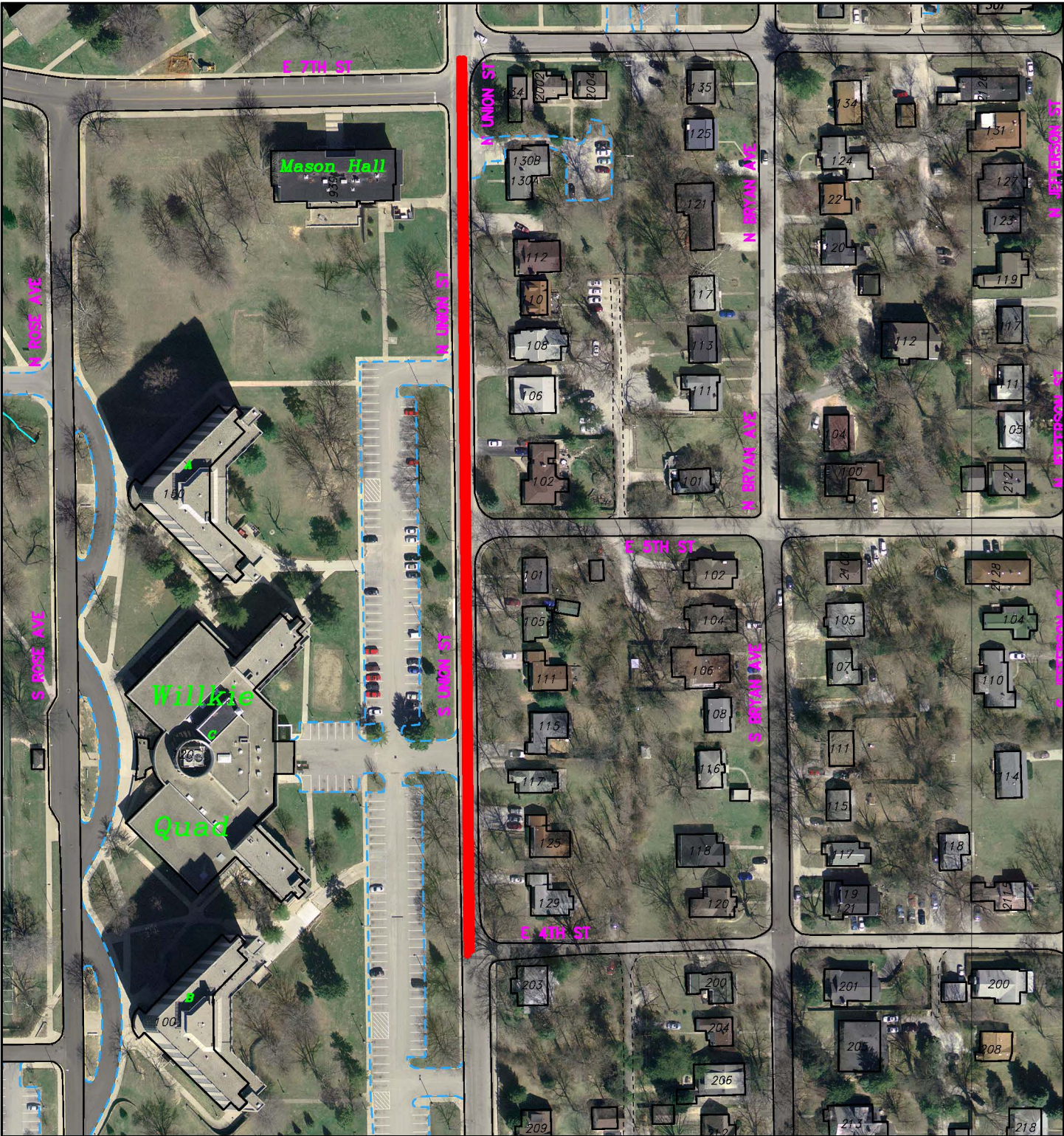


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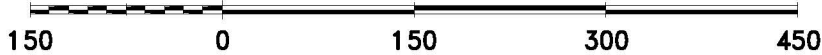




2009 Council Sidewalk Committee

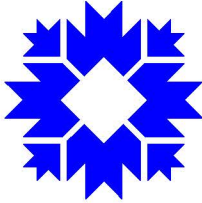
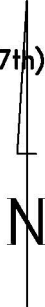
Tim Mayer's request for a sidewalk on the east side of Union St. (from 4th to 7th)

By: fallsm  
6 Oct 08



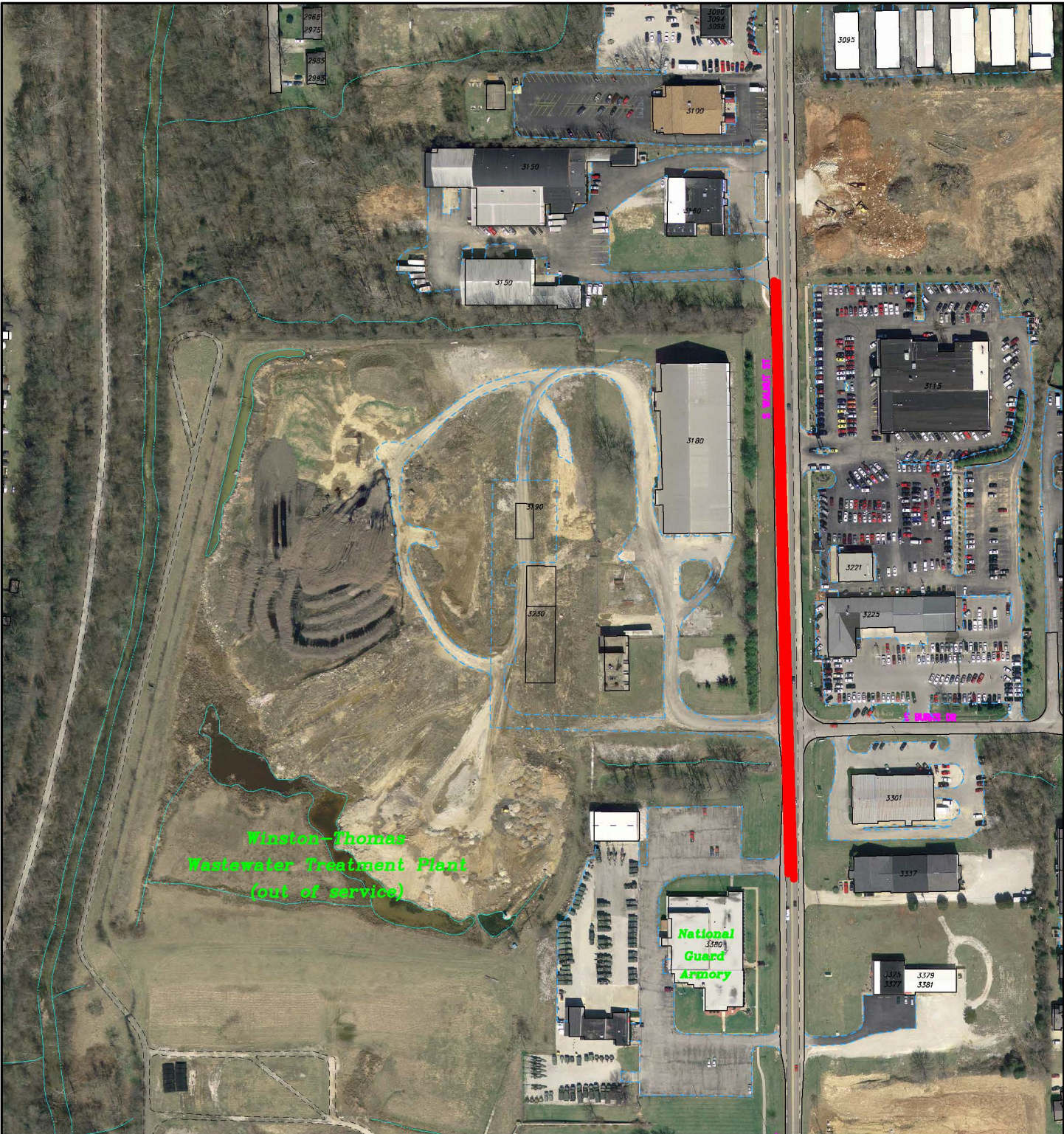
For reference only; map information NOT warranted.

City of Bloomington  
Clerk & Council



Scale: 1" = 150'

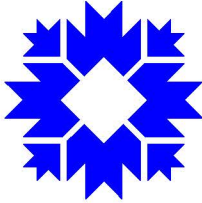
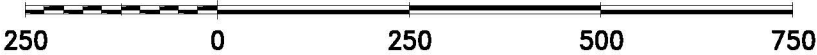




2009 Council Sidewalk Committee  
 DPW's request for a sidewalk on the W side of S. Walnut (Winston/Thomas to Armory)

City of Bloomington  
 Clerk & Council

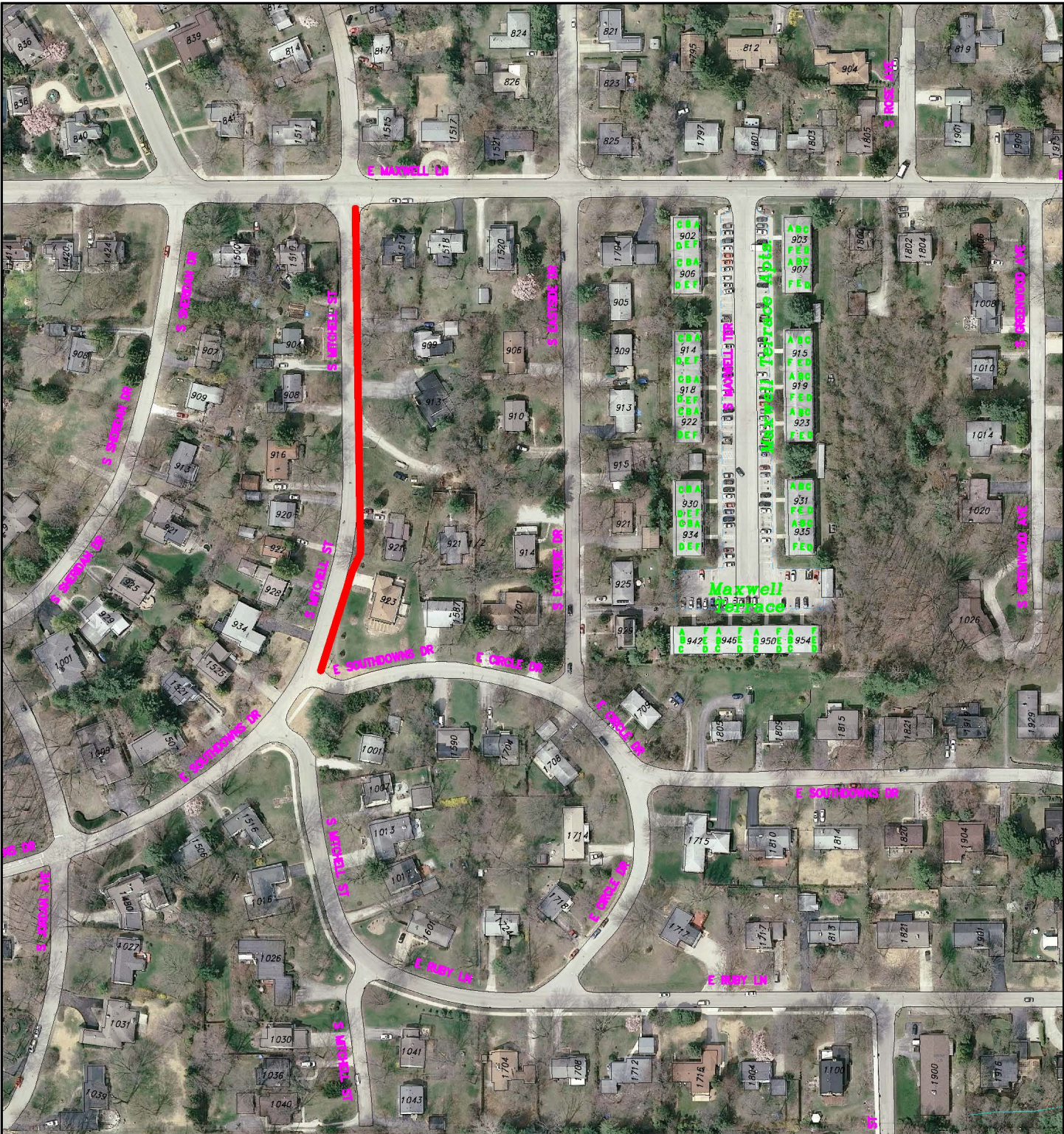
By: fallsm  
 6 Oct 08



Scale: 1" = 250'

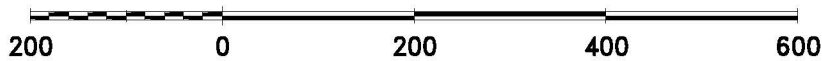
For reference only; map information NOT warranted.



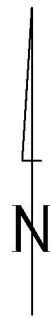


**Council Sidewalk Committee – Requested Project**  
**Pedestrian Way on Mitchell from Maxwell Lane to Circle Drive**  
**2011**

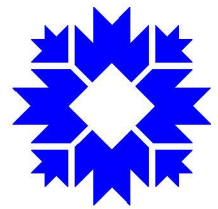
By: shermand  
 2 Nov 11  
 File: LPmtc



For reference only; map information NOT warranted.

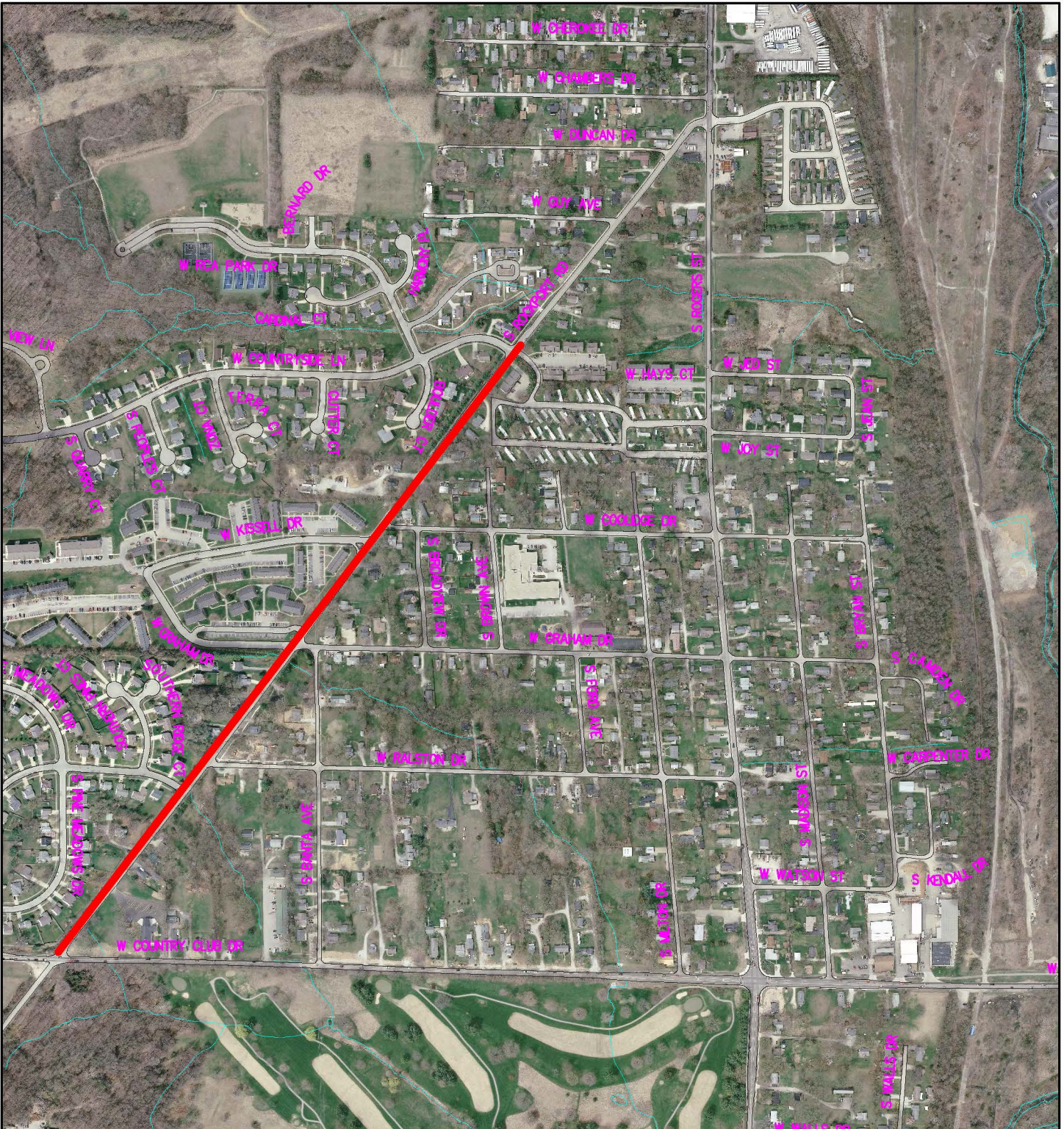


**City of Bloomington**  
**Clerk & Council**



Scale: 1" = 200'





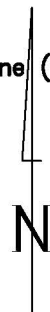
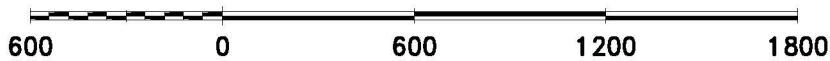
**Council Sidewalk Committee – Project Requests**

**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**

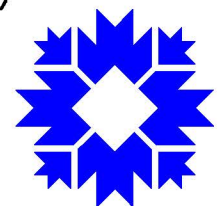
By: shermand

2 Nov 11

File: LPrr2



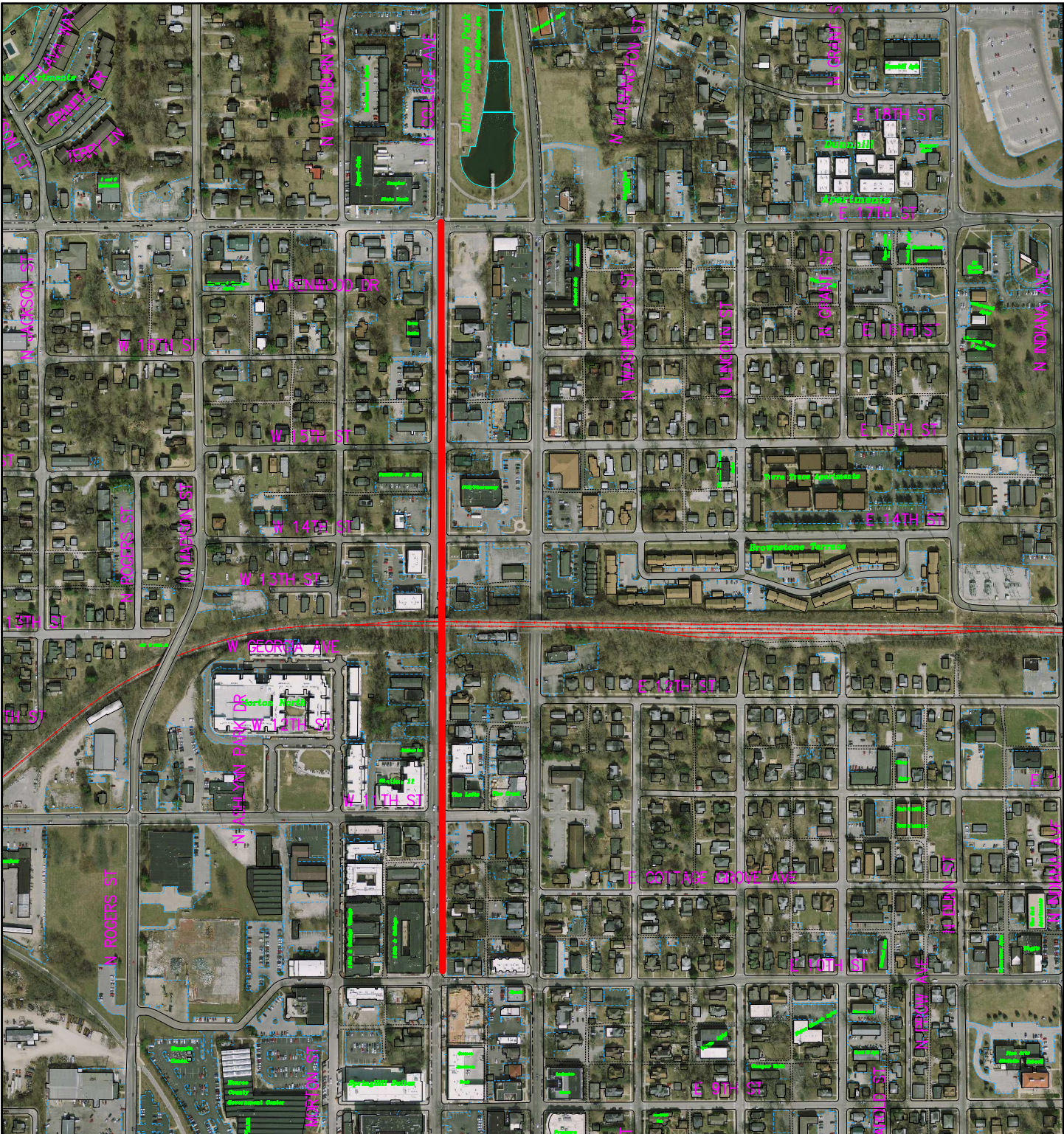
City of Bloomington



Scale: 1" = 600'

For reference only; map information NOT warranted.





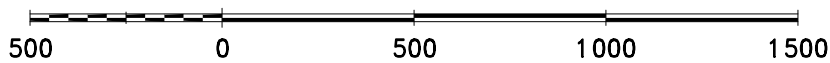
Council Sidewalk Committee – 2016

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

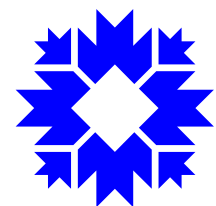
Contingent on Additional Appropriation of Funds Reverted in 2015

By: shermand

17 Mar 16



City of Bloomington  
Clerk & Council



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		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
Moore's Pk.	Andrews St. 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
Moore's 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

Change in Overall Project Rank (2015)\*

Overall Project Rank

No Significant Change from 2015

\* 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 safely from neighborhoods south of East 10 <sup>th</sup> to University Elementary School and possibly help MCCSC reduce transportation costs associated with bussing the children to and from school. Staff has been in contact with Indiana Department of Transportation (INDOT), which has jurisdiction over this portion of the corridor, about use of the right-of-way and other cooperation with this project. The Committee recommends funding \$50,000 for design which would include a crossing of East 10 <sup>th</sup> . 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 donate the land), and \$123,000 for construction. The Committee recommended allocation funds for design (\$32,000).

South Walnut Street from Winston Thomas to National Guard Armory (West Side) - Sidewalk	\$87,000.00	\$13,000.00		In 2003, the Committee began funding missing sidewalks on the west side of South Walnut between Country Club and Rhorer roads. It started on the north end and progressed as far as Pinewood, and the Committee has continued to discuss filling in the gaps to the south. This year, the Committee reviewed the missing sidewalk segments and sought an estimate for the Winston Thomas to National Guard Armory piece. Total cost of the project would be about \$123,000 – design (\$12,000), right-of-way (\$1,000) and construction (\$74,000). The Committee recommended funding design and right-of-way this year (\$13,000).
Mitchell Street from Maxwell Lane to Circle Drive (East Side) - Sidewalk	\$112,000.00	\$22,000.00		This sidewalk would serve pedestrians who, due to previous Committee recommendations, have sidewalks on the south at Circle Drive and sidewalks on the north along Maxwell Lane. In 2012, with a modest investment of \$1,100, the Committee was able to fund lane-markings for that block (after the Council restricted parking on the east side of the street). This year the Committee sought estimates for a sidewalk which totaled \$112,000 and recommended funding design (\$22,000). The remainder of the costs would be for construction (\$90,000) (with no funds needed for right-of-way).
Rockport Road from Graham Drive to south of West Pinehurst Drive (West Side) - Side Walk	\$137,000.00	\$22,000.00		For well over a decade, the City has invested in pedestrian infrastructure surrounding the triangular-shaped Broadview area. A ~\$1.2 million road & sidewalk project along Rockport Road near Countryside Lane was completed in 2015 (with a ~\$25,000 investment from the Committee for some preliminary costs). No sidewalks are in place on the west side of the street from Graham Drive to the intersection at Tapp Road. An intersection improvement at Tapp Road, primarily funded through the MPO (with federal money), will bring sidewalks to just south of West Pinehurst. The Committee sought an estimate for the missing segment north to Graham Drive and recommended funding for design. Total costs add up to \$137,000 and include \$22,000 for design, \$29,000 for right-of-way, and \$86,000 for construction.
Traffic calming	\$5,000.00	\$5,000.00		The Committee recommend an allocation of \$5,000 for some possible as yet unidentified traffic-calming projects.
Moore's Pike at Clarizz Boulevard (Pedestrian Crossing)	?	*( \$2000)	\$6,000.00	When discussing the south side of Moore's 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.
				Note: Another \$2,000 would be added to the \$298,000 to bring the total to the full budgeted amount of \$300,000 if an additional appropriation of unspent funds in 2015 (see column to the left) was approved and allowed, in part, monies for the Moore's Pike /Clarizz pedestrian crossing.
TOTAL	\$1,089,000.00	\$298,000 *	\$18,885.00	

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. <i>It is conditioned on adequate assurances that the project will go forward and the contribution will be spend in 2014.</i>
Sheffield - Morningside Drive to Providence (West Side)	\$63,414.45	\$55,143.00		This project would complete missing sidewalk segments along Sheffield that would connect with existing sidewalks along Plymouth on the north and recently-completed Council Sidewalk Committee projects on the south along Morningside Drive. Speed of cars descending the curve to Morningside, in part, made this a priority for the Committee. The Engineering Department will design the project which reduced the outlay by \$8,271.45.
Maxwell Lane -- Jordan Avenue to Sheridan (North Side)	\$96,279.38	\$96,279.38		This follows on the project in 2013 that brought a sidewalk to the north side of Maxwell from the bottom of the hill at Highland to mid-way up the hill at Jordan. It will continue the project over the crest of the hill to Sheridan. Once this block is done - with the help of previous Committee-recommended projects - there will be a continuous run of sidewalks all the way from High Street on the east to Henderson on the west. Funds for the design of this project were provided in 2006.
Traffic-Calming (Unspecified)		\$15,000.00		The Committee set aside \$15,000 for unspecified traffic-calming projects in the event one is ready for installation this year.
Total	\$621,053.98	\$298,301.48		* <b>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.</b>



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

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

2011				
Site	Estimate	Recommendation		Comments
		ATF	Other Funds	
Third Street -- Segments 1-4: Bryan to Hillsdale	\$387,405.00	\$129,811.00	\$175,000.00	See 2010 description below for project details. The 2010 Committee dedicated the bulk of its funds to the E. Third Street project. After applying 2010 funds to this project, \$129,811 was need for the completion of Segments 1-4. The other funds include \$100,00 from Greenways & \$75,000 from HAND.
Third Street -- Segment 5: Hillsdale to Travel Lodge	\$300,893.00			Design for this project will be completed with 2010 funds.
Southdowns -- Jordan to Mitchell (with exploring the possibility of CBU making an in-kind contribution toward stormwater improvement)	\$53,153.00	\$50,622.00		With the completion of Marilyn Drive sidewalk in 2011, this segment would culimate a multi-year effort to create a continuous 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.
<b>Total:</b>	<b>\$1,038,258.00</b>	<b>\$210,000.00</b>	<b>\$175,000.00</b>	
2010				
Site	Estimate	Recommendation		Comments
		ATF	CBU Stormwater	
Marilyn -- Nancy to High (south side)	\$189,937.45	\$98,373.43	\$91,564.00	See 2009 description below for project details. As federal funds requested from the Mayor were not available for 2010, the Committee agreed to dedicate ATF funds to complete this project.
Third Street -- Bryan to Jefferson (north side)	\$95,408.78		\$22,638.00	Connection is needed from Roosevelt to the SR 46 Overpass to link up with the existing sidewalk. The 2009 Committee forwarded a recommendation to the 2010 Committee encouraging the latter to fund as much of this project as possible. The 2010 Committee agreed that, after funding the above previously-committed Marilyn project, it should devote all remaining 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 original estimated cost -- \$54,562.20
<b>Total:</b>		<b>244,538.26</b>	<b>\$177,265.20</b>	

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.
Moore's 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 Moore's Pike. Some residents indicated that they would be willing to make a contribution.
S. Madison -- 3 <sup>rd</sup> 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 <sup>rd</sup> Street overpass. Public Works will commit \$6,000 for concrete.
3 <sup>rd</sup> 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.
<b>Total:</b>		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 infrastructure 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 Covenant. Prior ATF funds were used to install sidewalks on Mitchell, Circle, Ruby and Nancy Street. The Committee requests that Alternative Transportation and Greenways monies fund the \$105,098.63 needed for the sidewalk portion of this project. *Note: The Committee also realized that the stormwater component will be more expensive than indicated and authorized that any remaining funds be used for this purpose.
E. 2nd Street -- Woodcrest to 300' east (north side)	\$34,300.00	\$32,319.00	\$1,981.00	This small project would fill-in the last missing stretch of sidewalk on both sides of East 2nd from College Mall Road to High Street, which sees high levels of vehicular and pedestrian traffic. Note: ATF funded design of this project in 2006. Note: This project was completed in 2008.
Henderson -- Thorton to Moody (east side)	\$71,735.90	\$49,405.90	\$22,330.00	This will complete a missing link on the east side of Henderson and provide uninterrupted sidewalks and crossings on that side of the street for at least a mile.
High Street - Across from Childs School (west side)	\$22,362.55	\$21,078.05	\$577.50	This project would create a continuous sidewalk on the west side of High Street across from Childs School, which has the highest walk-in rates in the community. The sidewalk may also allow the City to eliminate one crossing guard. Note: This project was completed in 2008.
West 17th Street -- Lindberg to Arlington Park Drive (south side)	\$52,077.21	\$27,337.21	\$0.00	A new development at the corner of W. 17th and Crescent Road led to this request. The total project should cost about \$52,077.21, but the possible donation of right-of-way by abutting property owners and contribution of materials by the developer would lower the cost to the amount as listed here. Note: This project was completed in 2008.
<b>Total:</b>		<b>204,293.00</b>	<b>\$87,368.50</b>	* Note: Any remaining ATF monies may be applied to the Henderson - Allen to Hillside project and any remaining CBU sidewalk/stormwater funds may be applied to Marilyn - Nancy to High Street. Also, using the estimates for CBU Sidewalk/Stormwater projects as presented in this chart and the carryover of \$22,834.79 from 2007, there would be approximately \$60,466.29 available for future CBU Sidewalk/Stormwater projects.

2007				
Site	Estimate	Recommendation		Comments
		ATF	USB Stormwater	
5th Street -- Overhill to Deadend (south side)	\$262,685.80	\$92,646.50	\$29,344.60	This provides an east-west connection through the Greenacres Neighborhood. * Note: The Committee committed to dedicate 2008 ATF monies to complete this project if the sum allotted is insufficient. This is part of a larger initiative to improve the stretch on 5th Street from Hillsdale to the deadend. CBU has dedicated \$225,000 independent of the Sidewalk Committee for stormwater improvements in this area. Note: The 2-block segment 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.
<b>Total:</b>		<b>185,000.00</b>	<b>\$82,442.60</b>	

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.
<b>Total:</b>		<b>\$183,239.47</b>		

2005			
Site	Estimate	Recommendation	Comments
Maxwell Lane from Clifton Sidepath to High Street (north side)	\$65,175.00	\$65,175.00	Since 1999, the Committee has funded sidewalks on Maxwell Lane between Henderson and High Street. The first project was north of Bryan Park and ran from Henderson Street to Manor Road and connected to an existing sidewalk that runs to Jordan Avenue. The second project connected a sidewalk on Sheridan with the Clifton sidepath. This project would connect the latter sidewalk to High Street. The Committee recommended that a cross walk be placed on High (to connect with an existing sidewalk) and that sidewalk be placed to preserve trees, if that isn't possible, include a tree plot. Note: The project was rebid and completed in 2007 and was funded, in part, with the reappropriation of \$34,000 in reverted funds .
Queens Way from Chelsea to Sussex (south side)	\$35,729.00	\$35,729.00	The Renwick developer will install a sidewalk on the south side of Queens Way from the new development to Monclair Avenue. The Committee received estimates for installing sidewalks the rest of the way to High Street (\$83,700), funded the first leg between Montclair and Sussex in 2004.
Marilyn from Nancy to High Street (south side)	\$155,216 (one block only)	\$11,497.54 (design only)	This project begins completion of the western end of what's known as the Southeast Neighborhood Initiative. This initiative will eventually connect the walking/biking lane on Southdowns / Jordan with sidewalks at Covenanter / High Street. The City has already completed a sidewalk from Mitchell / Southdowns to Ruby / Nancy Street, and Nancy Street from Ruby to Marilyn Drive. This allocation funds design costs and gives staff an opportunity to determine whether there are storm water costs that might be borne by CBU. One more leg on Southdowns from Jordan to Mitchell would complete this initiative. Note: This project was completed in 2007.
Roosevelt from 4th to 5th (east side)	\$86,340.00	\$6,395.62 (design only)	This is a new project that would complement new private development on Roosevelt that will make it a through-street and include a sidepath on 4 <sup>th</sup> Street. The estimate for the project is \$86,340 and this recommendation funds the design costs.
<b>Total:</b>	<b>\$187,244.00</b>		
2004			
Site	Estimate	Recommendation	Comments
Sidewalk Project - 10th Street for 350 feet West of Grandview (south side)		\$45,000.00	The Council funded this project 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 & 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.
<b>Total:</b>		<b>\$253,767.00</b>	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.
<b>Total:</b>		<b>\$159,999.00</b>	

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	
<b>Total:</b>	<b>about \$160,000</b>	<b>\$172,803.00</b>	