

Council Sidewalk Committee 2015 Report

Table of Contents

- **Signature Sheet**
- **Narrative**
- **Committee Recommendation Sheet**
- **Maps for Recommended Projects**
- **Program Criteria**
- **Evaluation Sheet**
- **History of Funding**

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

Signatures for 2015 Sidewalk Report (March 25, 2015)

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.

Chris Sturbaum, District 1 (Chair)

Dorothy Granger, District 2

Marty Spechler, District 3

Dave Rollo, District 4

Report of the Common Council Sidewalk Committee

March 25, 2015

Committee Members and Staff

The members of the 2015 Committee were appointed by the President of the Council in 2014, remain the same as last year, and include:

- Chris Sturbaum, District 1 (Chair)
- Dorothy Granger, District 2
- Marty Spechler, District 3
- Dave Rollo, District 4

The committee members were assisted by the following persons:

Office of City Clerk

Sue Wanzer, Deputy City Clerk

Council Office

Dan Sherman, Council Administrator/Attorney

Stacy Jane Rhoads, Deputy Administrator/Researcher

Planning and Transportation

Tom Micuda, Director

Scott Robinson, Long Range / Transportation Manager

Roy Aten, Senior Project Manager

Vince Caristo, Bicycle & Pedestrian Planner

HAND

Bob Woolford, Housing Coordinator

Parks and Recreation

Steve Cotter, Natural Resources Manager

Utilities

Jane Fleig, Assistant Engineer

Overview

The Committee makes recommendations to the entire Council on use of \$300,000 of Alternative Transportation Fund monies budgeted for 2015. This was the first year after the consolidation of planning and transportation functions under the new Planning and Transportation Department. The Committee met twice in November and December 2014 to review the program and, as it turned out, submit an Interim Report recommending amending the 2014 allocations. That Interim Report was approved by the Council on December 10, 2014. The Committee then met twice more, once in December and once in March, to make recommendations regarding allocation of 2015 funds. The recommendations allocated the \$300,000 and, if made available, some unspent funds in 2014.

Those allocations focused on the following projects:

- North Kinser Pike (just north of West 17th Street);
- West 17th Street (from four parcels west of Maple to Madison Street);
- Sheffield (from Morningside to Providence);
- Traffic Calming Projects (various including a crosswalk at Maxwell Lane and Mitchell Street); and
- 7th Street Ramp/Stairs (from SR 45/46 Bypass to 7th Street.

Schedule

The Committee met at noon in the Council Library on:

- Monday, November 18, 2014;
- Tuesday, December 2, 2014;
- Tuesday, December 9, 2014; and
- Thursday, March 19, 2015.

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 November 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 (Chris Sturbaum); and
- Acknowledged and thanked the Office of City Clerk (through Deputy Clerk Sue Wanzer) 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 Alternative Transportation Fund (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) - 2015		
<u>Category</u>	<u>Budget</u>	<u>Notes</u>
Personal Services	\$114,282	
Supplies	\$12,376	
Services and Charges	\$93,129	
Capital Outlay	\$500,000	\$300,000 for Council Sidewalks; \$200,000 for Greenways Projects
Total:	\$719,787	

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.

Set Aside for Traffic Calming Projects. As has been typical in previous years, the Committee initially agreed to set aside \$15,000 for any traffic-calming projects that might come forward in 2015. One part of an old project involving Fairview School and the Near Westside Neighborhood Association was mentioned by staff and discussed by the Committee. Another dealt with a possible crosswalk on Maxwell Lane at or near Mitchell Street. A third dealt with a project on Morningside Drive. Given other priorities and the timing of existing projects, the Committee reduced that allocation to \$5,000.

Actions Taken as a Result of Review of Past and Pending Projects

Request to Amend 2014 Report Approved by the Council in December

After reviewing progress on, and actual costs for, projects funded in 2014, the Committee submitted an Interim Report to the Council recommending amendment of the 2014 Council Sidewalk Report. The Interim Report was approved at the Regular Session on Wednesday, December 10, 2014.

The recommendations in the Interim Report can be found [online](#) and, in essence, concluded that:

- two sidewalk projects were completed in their entirety:
 - Maxwell Lane from Jordan to Sheridan (north side); and
 - Monroe County project on Leonard Springs Road from the Walmart entrance to Tapp Road (east side) – *which received a \$15,000 contribution from the ATF;*
- phases of two more projects were finished including:
 - Kinser Pike north of West 17th to apartments with sidewalks (east side) – *for design work;* and
 - West 17th from Maple Street to Madison (south side) – *for design and some appraisal work;*
- but, for various reasons, two sidewalk projects and a possible traffic-calming project did not move forward. Those two sidewalk projects were:
 - 7th Street and SR 45/46 Bypass – *for construction of ramp and steps;* and
 - Sheffield (from Morningside Drive to Providence) – *for design and construction;*
- rather than have approximately \$124,104.47 in Council Sidewalk Committee allocations¹ left unspent in 2014, it recommended that:
 - \$69,530 be reallocated to move each unfinished project on the 2014 list forward (typically with appraisal and design work);
 - \$26,320 be used to design a sidewalk/stormwater project on Fairview near Dodds; and
 - the Council respectfully requested that the Mayor consider offering an additional appropriation in 2015 of unspent 2014 funds budgeted which reverted to the ATF to be used toward 2015 projects.

¹ The Committee recommended allocation of \$298,301.78 of the \$300,000 budgeted for 2014. The \$124,104.47 in unspent funds is based upon the *allocated* and not the *budgeted* amount.

- *(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 November. As noted above, this packet is available online at 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:

- 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 and led to some change in rankings;
- The Evaluation Sheet does not incorporate objective measures for the Criteria 5 (Linkages or, in other words, “connectivity”) and Criteria 6 (Feasibility), and therefore, the satisfaction and weighing of that criteria was left to the judgment of Committee members.

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

Narrowing Priorities after Review of Evaluation Sheet

The Committee reviewed the Evaluation Sheet (attached), which contained 44 proposed projects, including eight new requests, and asked Roy Aten to prepare or obtain more recent estimates for unfinished projects from 2014. Some of these projects are discussed below: in particular, the ones recommended for funding, and then a brief reference to three new requests that ranked in the top 20, but did not receive funding this year.

Recommended for Funding in 2015

- **North Kinser Pike from Existing Sidewalk North of 17th Street to 17th Street – East Side (Rank #1)** – 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. 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. Design and appraisal work were done or contracted for in 2014. This request is for acquisition of right-of-way (\$14,000) and construction (~\$129,851), which should complete the project this year.
- **West 17th – From Four Parcels West of Maple to Madison – South Side (*within the scope of Crescent to Madison Project* - Rank # 8)** – Installation of sidewalks on West 17th Street has been a high priority for the City and has seen some progress over the years. As a result of Committee recommendations in 2013, a sidewalk was installed on the south side from Madison to College, which is directly east of this project. A combination of MPO and local funds was used to construct a roundabout at Arlington and Monroe, which includes the installation of sidewalks immediately to the west of this project. Money for design and right-of-way were spent last year for the segment east of Maple. This year the Committee recommends allocating \$70,000 to acquire right-of-way both east and west of Maple. It's worth noting that some of this allocation is for temporary right-of-way in order to do work on private property, which is recommended by City Legal and will increase the cost of sidewalk projects. Total cost of construction will likely exceed \$500,000.
- **Sheffield Drive – Morningside Drive to Providence Drive – West Side (Rank #20)**
This project would complete missing sidewalk segments along Sheffield near Plymouth with recently-completed Council Sidewalk Committee projects on the south along Morningside Drive from Smith Road to Sheffield. The Committee thought this project addressed an issue of safety because Sheffield winds downhill toward Morningside and neither motorists nor pedestrians, who must now walk on the street, may have time to react as cars descend rapidly through the curve. Design was contracted for in 2014 at a cost of \$8,010 and the Committee is recommended \$75,000 for acquisition of right-of-way and construction in 2015.
- **Traffic Calming** The Committee initially set aside \$15,000 for possible traffic calming projects, but, given the one project likely to move forward this year and other higher priorities, ultimately set aside \$5,000 for 2015. That project is a crosswalk at Maxwell Lane and Mitchell Street. If other funds can be found for this project, the Committee would then use this allocation toward the ramp and stairs on East 7th Street (below).
- **E. 7th Street at SR 45/46 Bypass (Rank #19)** This project would connect the sidepath 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 have the added benefit of encouraging more bicycle and pedestrian traffic between the neighborhoods to the east and the campus to the west. It would include installing a ramp from the Bypass to the tunnel and stairs to 7th Street. The design was done in 2014 at a cost of \$10,800. Construction should cost about \$54,000. The neighborhood is interested in a landscaping component for this project, which could be funded from Community Development Block Grant (CDBG) monies. Given other priorities this year,

the Committee recommended allocating about \$6,150 of the \$300,000 in budgeted funds and an estimated \$43,000 of unspent 2014 funds for this project, should that money become available. It also requested that the Administration explore use of other funds (about \$5,000) to complete this project. That might involve CDBG funds or perhaps using Greenways to pay for traffic calming and using those funds for this project.

Eight New Projects Requested in 2015

- Eight new projects were requested in 2015. Three of them rated in the top 20. The highest rated of the three was on a vacant parcel on East Third Street that would have sidewalks installed once the property developed. Another was on East 10th Street near Eastern Heights Subdivision. It involved property within the purview of the Indiana Department of Transportation which, for various reasons, was not inclined to install sidewalks at this time. The third was along vacant property owned by Indiana University Foundation which, it is hoped, would have sidewalks installed once those parcels develop. (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. Sturbaum as Chairperson;
- Requested the Council approve an Interim Report amending its 2014 funding recommendations, which was approved by the Council on December 10, 2014;
- 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
 - 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;
- Approved the funding recommendations which included use of unspent funds from 2014 should they become available via additional appropriation in 2015;
- Authorized the Chair to correct and approve the minutes after Committee and staff had a week to review them;
- Requested Staff to submit a Progress Report no later than September 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
- Dispensed with a final meeting where its procedures and criteria and list of priorities have, in the past, been reviewed in anticipation of next year's deliberations.

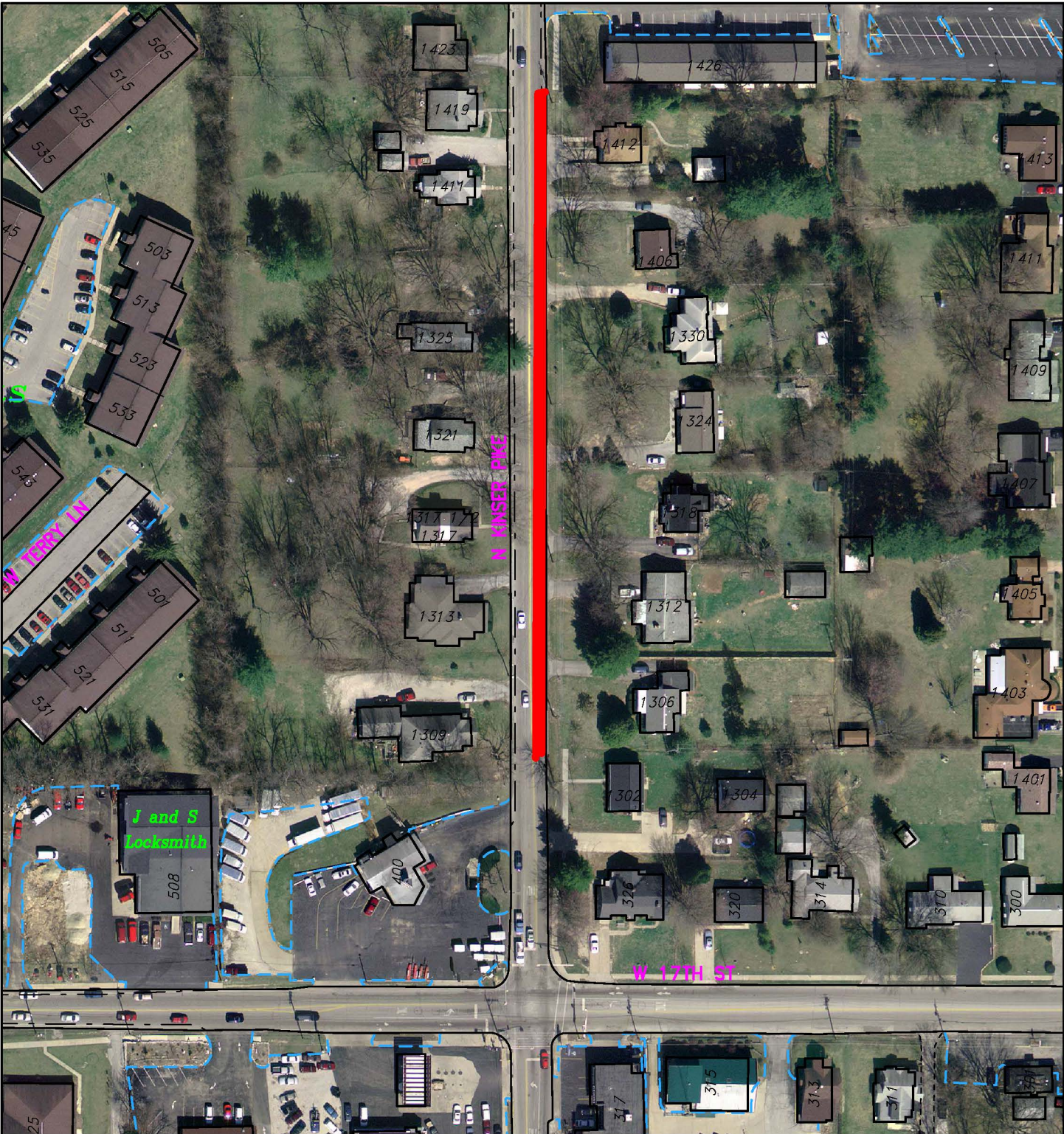
PROPOSED AMENDMENT TO COUNCIL SIDEWALK COMMITTEE FORMAL RECOMMENDATIONS FOR 2015 - FUNDS AVAILABLE: \$300,000

- **Alternative Transportation Fund (ATF)** Use the \$300,000 of Alternative Transportation Funds appropriated in 2015 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 as part of the Interim Report at the end of 2014, 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 2014 and are estimated at about \$43,000. The shaded column indicates how those funds would be allocated.*

CHART OF 2015 COUNCIL SIDEWALK COMMITTEE RECOMMENDATIONS:

	<u>ATF (Budgeted Amount)</u>	<u>ATF (Additional Amounts – Should They be Appropriated)</u>	<u>CBU</u>	<u>OTHER FUNDS</u>
Kinser Pike – Acquisition of Right-of-Way (\$14,000) and Construction (\$129,851) North of 17 th Street to Apartments (East Side)	\$143,851		\$0	\$0
West 17th – Acquisition of Right-of-Way (both Temporary and Permanent) Four Parcels West of Maple to Madison (South Side)	\$70,000		\$0	\$0
Sheffield – Acquisition of Right-of-Way (\$20,000) and Construction of Missing Sidewalk Segments (\$55,000) Morningside to Providence (West Side)	\$75,000		\$0	\$0
Traffic Calming – Set Aside A cross-walk at or near Maxwell Lane and Mitchell Street	\$5,000		\$0	*
7th and SR 45/46 Bypass - Construction of Steps and Ramp (Estimated at \$54,000) Tunnel to 7 th Street (steps) and SR 45/46 Sidepath to 7 th Street (Ramp) (All on West Side of By Pass)	\$6,149	\$43,001	\$0	*
<i>* The Committee realized that the \$49,150 for the 7th and SR 45/46 Bypass Ramp/Stair Project would not cover the estimated \$54,000 cost. It then requested that the Administration explore use of other funds to complete this project or pay for the traffic calming and allow those funds to be used toward this project. Possible funds could include Greenways and CDBG.</i>				
TOTAL ALLOCATION	\$300,000	\$ 43,001	\$0	\$0
Estimated Unspent Funds from 2014	\$ 00.00	\$ 43,001		
TOTAL BUDGETED FUNDS	\$300,000	\$ 00.00		

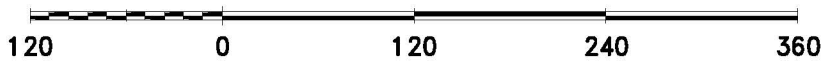
Note: The Committee recognizes that the allocations for each project are estimates and may change. The allocations are intended to establish priorities and keep expenditures within appropriations. According to prior motions by the Committee, project costs that exceed the estimate by 10% should be approved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



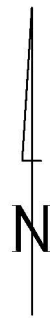
2009 Council Sidewalk Committee

Brad Wisler's request for a sidewalk on the east side of Kinser (N of 17th)

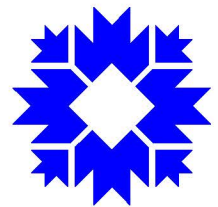
By: fallsm
7 Oct 08



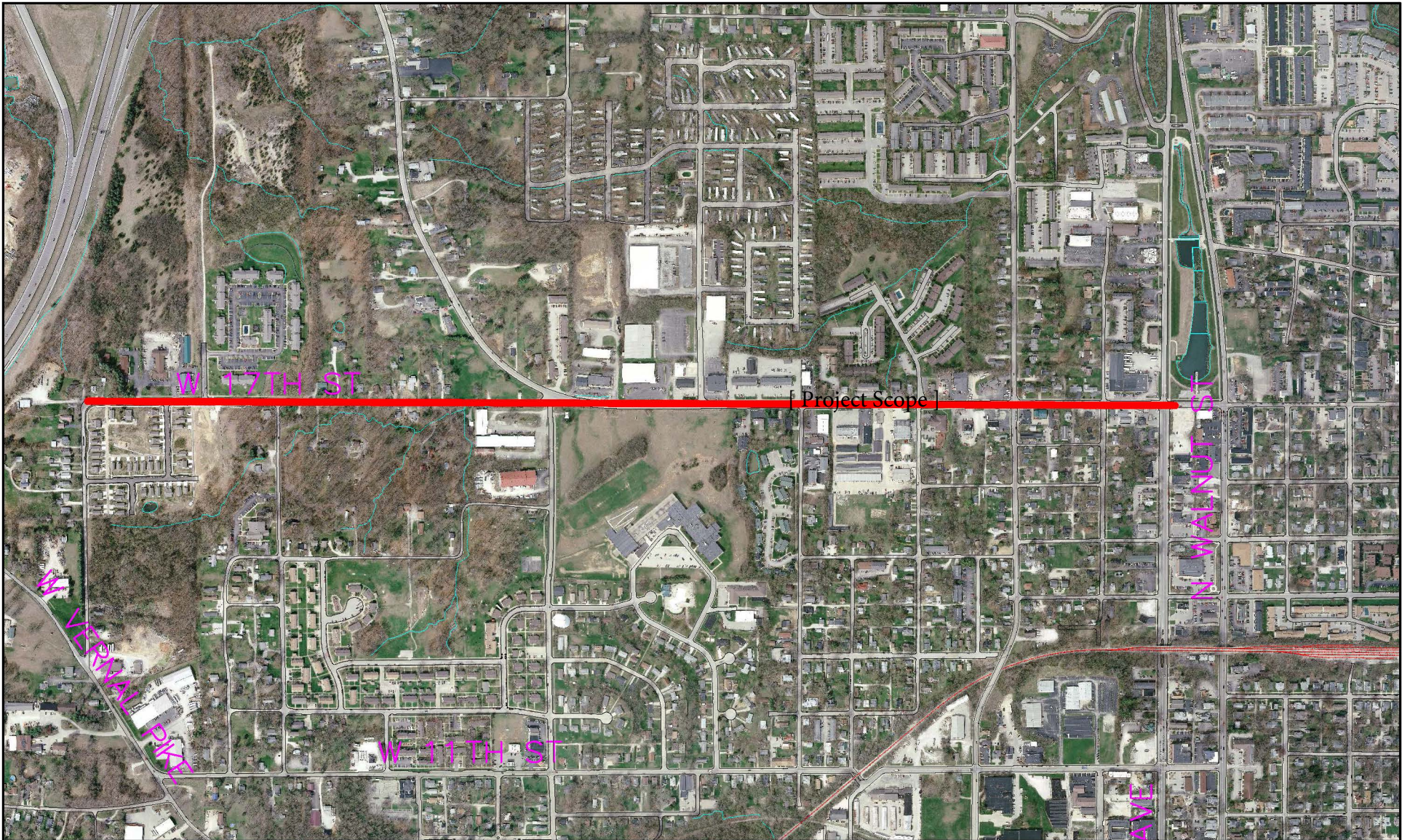
For reference only; map information NOT warranted.



City of Bloomington
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Scale: 1" = 120'



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

By: shermand
1 Nov 11
File: LL17th



For reference only; map information NOT warranted.



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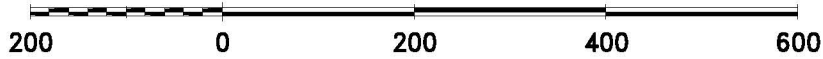


Scale: 1" = 800'



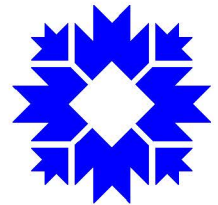
Council Sidewalk Committee – Project Request
 Pedestrian Connection to SR 45/46 Underpass
 2011

By: shermand
 2 Nov 11
 File: LPE7th

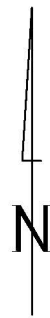


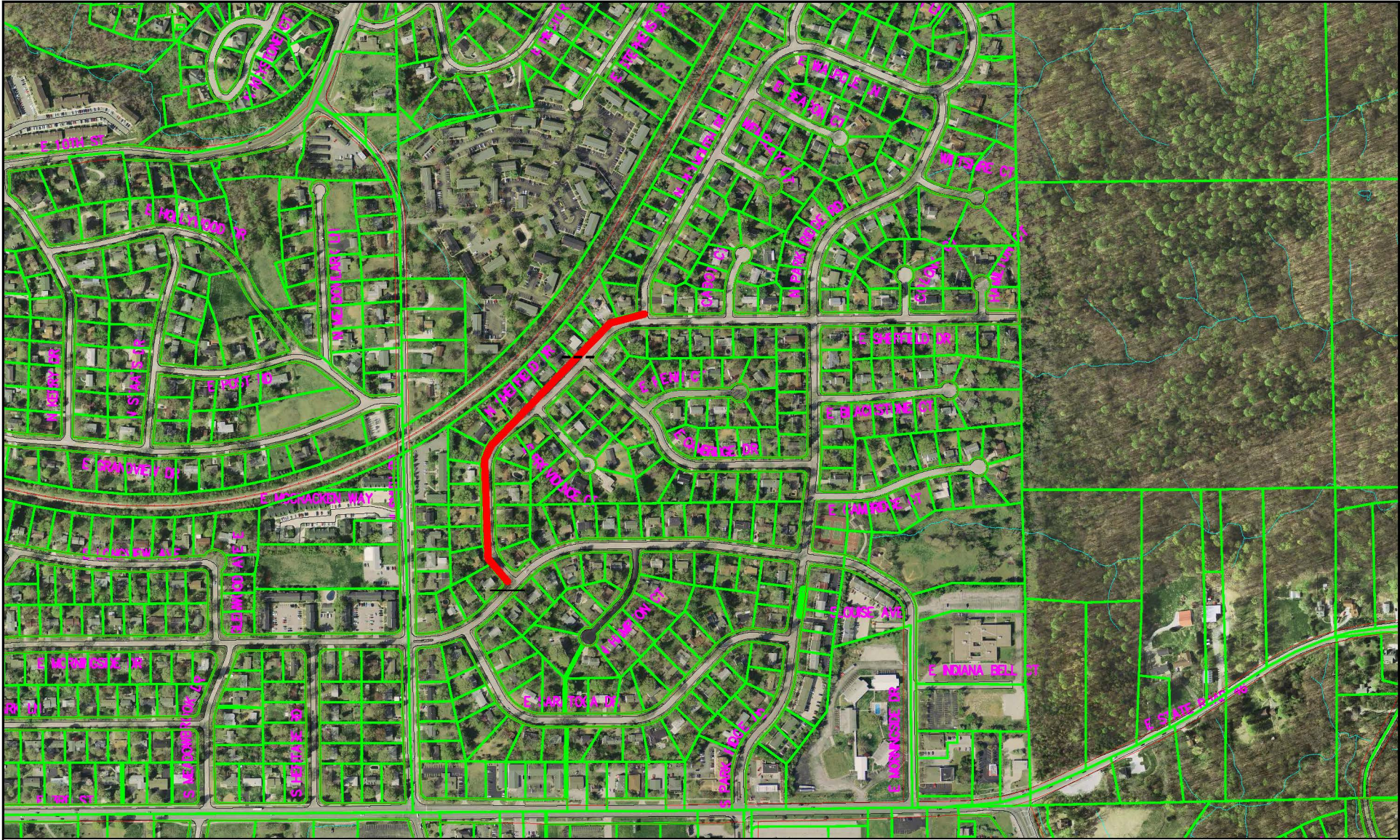
For reference only; map information NOT warranted.

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Scale: 1" = 200'





Council Sidewalk Committee for 2013 – Request from Councilmember Spechler
 Sidewalk on Sheffield from Morningside Drive to Plymouth Road (West Side)

By: shermand
 19 Dec 12



For reference only; map information NOT warranted.



City of Bloomington
 Clerk & Council



Scale: 1" = 600'

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.

2015 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 (2014)*	Overall Rank
Kinser Pk.	north of 17th St. to existing sidewalk near apartments	700	72	4	3.88	12	247	6	1,210	5	27		1
E. 3rd St. (2015)	2 vacant Lots E of Park Ridge	340	20	39	4.16	3	268	1	1,552	2	45		2
Union St.	4th St. to 7th St.	954	68	6	3.84	13	103	20	1,035	7	46		3
14th St.	Madison St. to Woodburn Ave.	450	85	1	3.58	23	220	9	769	15	48		4
19th St. (2011)	Walnut St. to Dunn St.	1,120	51	15	3.48	26	178	11	1,229	4	56		5
Smith Rd. (2011)	Grandview Dr. to 10th St.(west)	1,352	42	21	3.63	20	260	5	771	14	60	11	↑ 6
Moores Pk.	AndrewsSt. to College Mall Rd.	1,289	51	15	3.99	8	52	34	1,453	3	60	10	↑ 6
17th St. (2012)	Crescent Street to College Ave.	5,500	45	18	2.46	40	216	10	996	8	63		8
E. 10th St. (2015)	Grandview Dr. to Russell Rd.	2,390	19	40	4.01	6	268	1	571	18	65		9
Jefferson St.	3rd St. to 7th St.	1,375	66	7	3.66	17	97	21	393	22	67		10
S. Rogers St.	south of Hillside Dr.	480	43	20	3.97	10	90	25	825	13	68		11
17th St.	Indiana Ave. to Forrester Ave.	1,323	45	18	4.23	1	58	32	525	20	71	6	↓12
N. Indiana (2015)	15th St. to 17th St.	409	58	11	3.61	21	76	29	881	12	73		13
5th St.	Union St. to Hillsdale Dr.	1,671	66	7	3.52	25	131	14	298	28	74		14
Miller Dr.	Huntington Dr. to Olive St.	423	38	24	3.66	17	82	27	1,191	6	74		14
Walnut St.	Hoosier St. to Legends (driveway)	369	52	13	3.74	16	34	37	986	10	76	26	↑16
Fairview St. (2011)	Wylie St. to Allen St.	1,005	52	13	3.48	26	120	16	343	24	79		17
Moores Pk.	Valley Forge Rd. to High St.	1,060	34	29	4.17	2	107	19	240	30	80		18
E 7th St. (2011)	SR 45/46 Bypass to Hillsdale Dr.	830	69	5	3.30	36	240	7	202	33	81		19
Palmer St. connector path	Wylie St. to 1st St.	529	75	3	1.50	44	146	12	328	25	84		20
Clark St.	3rd St. to 7th St.	1,390	60	10	3.25	38	131	13	360	23	84		20
Walnut St.	Winston/Thomas to Nat'l Guard Armory	1,064	42	21	3.99	8	34	38	679	17	84		20
High St.	Covenanter Dr. to 2nd St.	2,622	46	17	4.01	6	93	24	156	37	84		20
10th St. (2013)	Smith Rd. to Russell Rd.	1,010	22	38	3.92	11	268	1	172	35	85	17	↓ 24
Wylie St. (2013)	Lincoln St. to Henderson St.	1,150	77	2	2.33	42	121	15	301	27	86		25
Sheffield Dr. (2013)	Morningside Dr. to Plymouth Rd.	700*	28	33	2.36	41	268	1	884	11	86	20	↑ 25
Rockport Rd. (~1/2 built 2014)	Countryside Ln. to Tapp Rd.	3,198	25	36	4.07	4	61	30	716	16	86		25
Bryan St. (2013)	3rd St. to 7th St.	1,400	55	12	3.34	33	90	26	539	19	90		28
Allen St. (2015)	Henderson St. to Lincoln St.	1,184	66	7	1.98	43	113	18	302	26	94		29
Walnut St. (2013)	SR 45/46 to 500 ft N of Fritz Dr	2,300	37	25	3.65	19	18	39	481	21	104		30
Corey Ln. (2015)	2nd St. to 3rd. St.	2,332	15	41	3.61	21	48	35	987	9	106		31
Morningside Dr. (2012)	Sheffield Dr. to Park Ridge Rd.	1,276	35	26	2.87	39	228	8	174	34	107		32
Rhorer Rd.	Walnut St. to Sare Rd.	4,775	40	23	4.06	5	0	41	69	42	111		33
Nancy St.	Hillside Dr. to Mark St.	878	31	32	3.48	26	94	22	235	31	111	29	↓33
Fee Ln. (2015)	SR 45/46 to Lot 12 Entrance	1,353	11	44	3.44	31	48	35	5,400	1	111		33
Smith Rd. (2011)	Hagan St. to Brighton Ave. (west)	1,817	28	33	3.56	24	118	17	122	39	113	30	↓36
Mitchell St. (2012)	Maxwell Ln. to Circle Dr. (east)	624	34	29	3.34	33	77	28	297	29	119	34	38
Graham Dr. (2011)	Rockport Rd. to Rogers St.	1,815	35	26	3.34	33	58	31	234	32	122		39
Dunn St.	SR 45/46 to Tamarack Tr.	2,044	32	31	3.83	14	7	40	74	41	126	35	↓40
S. Highland (2015)	Winslow Park Parking to Sidewalk	755	23	37	3.45	30	55	33	158	36	136		41
Kinser Pk.	north of Acuff Rd.	1,595	12	42	3.83	14	0	41	40	44	141		42
Ramble Rd.	Ramble Rd. to Dunn St.	875	28	33	3.26	37	0	41	86	40	151		43
N. Dunn St. (2015)	Tamarack Trail to Lakewood Dr.	3,602	12	42	3.41	32	0	41	64	43	158		44

* This column was added by the Council Office. It compares rankings in 2014 with rankings in 2015 and identifies changes of at least 4 slots.

** Shaded rows indicate new proposals for consideration in 2015.

*** Please see the end of the Index for Maps of Sidewalk Proposals (2015) for a list of completed and removed projects.

A HISTORY OF COUNCIL SIDEWALK COMMITTEE FUNDS, 2002-2015

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 Madison (South Side)	\$600,000.00	\$70,000.00		* Installation of sidewalks on West 17th Street has been a high priority for the City. Given work on the east and west, the scope of the project now runs from four parcels west of Maple to Madison Street. This year's allocation will pay for acquisition of right-of-way between Maple and Madison and design of the sidewalk for the four parcels west of Maple.
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 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, 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 unspent 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 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 and stairs from the tunnel. The cost is estimated at \$20,000 and the stairs would have a "cheek wall" for bicylists 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		* 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. <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 stormwater.</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.
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 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
Third Street -- Jefferson to Roosevelt (north side)	\$63,507.68	\$31,912.23	\$4,366.00	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 -- 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
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.
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 rd 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 rd Street overpass. Public Works will commit \$6,000 for concrete.
3 rd 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 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.
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 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.
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 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 th 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 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 re 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 Fair Oaks 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	