Council Sidewalk Committee 2013 Report

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Note: Memoranda for meetings are online and available in the Council Office

Signatures for 2013 Sidewalk Report (April 17, 2013)

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

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Dave Rollo, District 4

Report of the Common Council Sidewalk Committee
April 17, 2013

Committee Members and Staff

The members of the 2013 Committee were appointed by the President of the Council in 2012 and included:

- 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
Public Works
Susie Johnson, Director
Justin Wykoff, Manager of Engineering Services
Planning
Scott Robinson, Long Range / Transportation 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 the use of certain transportation-related monies budgeted for 2013. It met six times from January to April 2013 to review the program and make those recommendations. The transportation-related monies are comprised of $275,000 from the Alternative Transportation Fund (ATF), which receives surplus revenues from the Neighborhood Parking Program (BMC 15.37.160). That amount constitutes an increase of $50,000 over 2012. For the last few years, due to fiscal constraints, the City of Bloomington Utilities department was not able to set aside what had been $125,000 annually for the storm water components of these sidewalk projects. (That funding began in 2007 at $100,000, increased to $125,000 in 2008 and ceased in 2010.) In lieu of a set aside of funds, CBU has offered to explore providing in-kind contributions for identified projects.

Schedule

The Committee met on:

- January 8, 2013 at 4:00 pm

- January 24, 2013 at 3:15 pm
- January 31 2013 at 3:05 pm
- February 7, 2013 at 11:30 am
- February 21, 2013 at 11:30 am
- April 10, 2013 at 3:00 pm

Summary of Deliberations

The following outline provides an overview of what the Committee did at those meetings. *Please note that the draft Memoranda for these meetings will be online under the Council Sidewalk Committee and can be inspected in the Council Office once reviewed by the Committee and approved by the Chair.*

Preliminary Matters

Early on, the Committee:

- Elected a Chairperson (Chris Sturbaum)
- Acknowledged and thanked the Office of City Clerk for acting as Secretary for the proceedings.

Review of Funding

The Committee reviewed money available for Council Sidewalk Projects in 2013 - $275,000, which was increased by $50,000 over last year - and, unlike in previous years, deferred a decision to set aside funds for traffic-calming projects, given the lack of such prospects this year and the possibility of a contribution towards a County project.

Status of Past and Pending Projects

The Committee heard a status report on last year's (2012) recommendations from Wykoff. As noted below, two projects were completed in 2012 and one will be completed in 2013. For one particularly large and expensive project, the ATF allocation will be spent in 2013, but the project as a whole will be completed in 2014.

2012 Recommendations/Allocations

East Third Street -- Overhill Drive to Travel Lodge – Construct Sidewalk (North Side).
This project is the last leg of a multi-year project that runs from Union Street on the west to a sidewalk recently completed by INDOT on the east. It is almost complete at a cost of $151,000 (out of a budget allocation of $154,000). That amount, however, does not include the cost of relocating seven light poles required by the electric utility which was paid by Public Works at a cost of $16,000.

Mitchell Street – Maxwell Lane to Circle Drive – Lane Marking (East Side).
This project involved the adoption of an ordinance that prohibited parking on this segment of Mitchell Street which occurred in October 2012. As a result, the request for striping came in after the City had completed its spring striping last year and will

be completed this spring, during the City's lane striping season. The estimated cost continues to be $1,100.

Morningside Drive – Saratoga to Sheffield – Construct Sidewalk (North Side)
This project is the second leg of a Committee-funded sidewalk that now runs from Smith Road to Sheffield Drive. It has been completed at a cost of $16,438 (out of a budget allocation of $19,856). This was a simpler project because it did not involve acquisition of right-of-way, installation of stormwater infrastructure (e.g. curbs, inlets, and pipes), or much change in grade.

Rockport Road – Coolidge Drive for 310 Feet North – Purchase Right-of-Way (West Side)
Last year, the Committee budgeted $34,560 plus any unspent funds toward the acquisition of right-of-way in order to move the installation of this sidewalk forward at a faster pace than would otherwise occur. This sidewalk is part of a larger $900,000 roadway improvement project, with $330,000 provided via Community Development Block Grant (CDBG) funds. According to Woolford, design and acquisition of land should go forward in 2013 and the rest of the project completed in 2014. The goal, over time, is to complete missing sidewalk links on the west side of Rockport Road from Rogers Street to the Country Club/Tapp Road intersection. After this project, these missing links will still include a few old farmhouse properties that have not been built out and therefore have not triggered the need for sidewalk installation.

Previous Years' Allocations/Projects

Southdowns from Jordan to Mitchell (Construct Sidewalk on South Side) — This was a combined Public Works and Utilities project that completed a route on the Bicycle and Pedestrian Transportation and Greenways System (Greenways) Plan that connects Bryan Park with sidewalks at High and Covenanter.[1] It was delayed from 2011 to 2012 because of work on another interdepartmental project and was completed in 2012.

West 17th Street from Madison/Kinser to College Avenue (Design for Sidewalk on South Side) –Any funds remaining from the $225,000 allocations in 2011 were to go toward the cost of designing this sidewalk link. Those costs were estimated at about $25,000. With the help of remaining ATF and additional monies provided by Public Works, the design of this project was completed and calls for narrowing of portions of the street.

- *(Please note that the Public Works, Parks and Recreation, HAND, and Planning departments all provided documents describing recent sidewalk and pedestrian-related projects which were included in Appendix 6 of the Council Sidewalk Committee packet for its initial meeting in January. This packet is available online at as well as in the Council Office.)*

[1] The second-to-last segment was Marilyn Drive from Nancy to High Streets and was completed in the Spring of 2011.

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 some analytics developed by the Plan staff. Here are the criteria and corresponding information in an Evaluation Matrix:

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

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

- 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;
- The Evaluation Sheet currently 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;
- Next year, he and Caristo were considering adding other objective factors including:
    - Crash data and traffic counts (under Safety);
    - Sidewalk densities (under Pedestrian Usage); and
    - Perhaps, number of parcels (under Cost and Feasibility).

In the course of its deliberations, the Committee:

- Discussed lowering the priority for sidewalk proposals where a sidewalk exists on the other side of the street, but acknowledged the need sidewalks on both sides of higher classification roadways (with higher corresponding volumes and speed of traffic) or other barriers to crossing the roadway safely;
- Lowered the priority of some projects based upon assumptions regarding relative lower volumes and speeds of traffic.

Narrowing Priorities after Review of Evaluation Sheet and a Pedestrian Crossing

The Committee reviewed the Evaluation Sheet (attached), which contained 39 proposed projects, including seven new ones for 2013, heard one request for a pedestrian crossing, and asked

Wykoff to prepare estimates for 12 projects. These 12 projects are listed below starting with the ones recommended for funding followed by the others and include a brief summary of the relevant deliberations:

Recommended for Funding in 2013

- **17th – Madison to College Avenue –South Side (Rank #2) –** 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. The actual cost, however, of the CBU portion may exceed the estimate and, in that regard, the Committee recommended that any funds remaining after the initial allocations be made available for this purpose. In the course of its deliberations, the Committee learned that the Greenways Plan calls for a bike lane to be installed on the north side of the street.

- **Maxwell Lane – Highland Ave to Sheridan Drive – Highland to Jordan Segment - North Side (Rank #28)** 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.

  The design for the project (funded in 2006) calls for a sidewalk to be built in the right-of-way on the north side, with a curb and inlets channeling water under the sidewalk to an existing ditch running parallel to the street. The estimated cost of the Highland to Jordan segment is $86,724 and the estimated cost for the Jordan to Sheridan segment is $65,395 (both after design costs have been removed). Given the contribution toward the 17th Street project, CBU could not commit to contribute here as well. The Committee chose to start at the bottom (the former of the two estimates) rather than the top of the hill, but thought that motorists approaching on the other side of the hill might need warnings of the sidewalk.

- **Moores Pike & Olcott Boulevard (Intersection) - Pedestrian Crossing (Not on Listed on the Sidewalk Evaluation Sheet)** This project was presented to the Committee by Councilmember Rollo after the Traffic Commission denied a request for a three-way stop at this intersection in January. The denial was based upon the recommendation of the Engineering Department, which conducted a traffic study that did not produce the "warrants" justifying a stop sign. The Committee learned that there is a significant population to the south with no easy bicycle or pedestrian access to the many destinations to the north due to the lack of a continuous sidewalk on the south side of Moores Pike and no marked crossing to the continuous sidewalk on the north side of Moores Pike.

  At the request of Councilmember Rollo, the Engineering Department designed a pedestrian crossing at this intersection, but without a stop sign. This crossing would have a raised pedestrian island and lane narrowing through lane marking. Some of the residents to the south, however, still advocate for a three-way stop sign at that location and intend to pursue the matter with the Council. In answer to a question about the cost of installing a stop sign, staff did not provide an amount, but suggested that crest of a hill may need to be cut to

improve the line-of-sight for motorists approaching the intersection. However, upon further questioning, staff indicated that the improvements related to the pedestrian crossing were independent of (and not affected by) any improvements related to a stop sign. The project, without a stop, would cost about $18,500.

- **Leonard Springs Between 400 South of Bloomfield Road to Tapp Road – East Side (Rank #27)** Councilmember Sturbaum relayed this request to the Committee after conversations with Geoff McKim of the County Council. The roadway along this stretch is owned and maintained by the City, but properties on both sides are in the County. Further south of Tapp Road, however, there are some pockets within the City, which include a commercial center on Barge Road, some apartments on or near West Maybury Mall Road, and Heatherwood Trailer Park. In articles included with the packet for the initial meeting of the Committee, the H-T noted that pedestrians have worn a trail along the roadside. The project itself appears to entail a 1,200 foot sidewalk crossing about 10 parcels.

  Early on in its deliberations, the Committee considered using some of the money ordinarily set aside for traffic-calming projects (which are generally no more than $15,000 each year) given the lack of such projects in the foreseeable future. In the latter part of its deliberations, the Committee revisited this project and agreed that any funds in excess of what was needed on other projects in 2013 could be allocated here as long as there were adequate assurances that the project was going forward. It also declared an intent to use a portion of the usual set aside for this purpose in 2014 with the total contribution for this project not to exceed $15,000.

<u>Not Recommended for Funding in 2013</u>

- **Kinser Pike from Colonial Crest to 17th Street -West Side (Rank #1)** – Last year, Councilmember Sturbaum worked with Wykoff to shift this highest ranked project from the east side (where the acquisition of right-of-way would cost about $48,466) to the west side. Rather than constructing a sidewalk, this proposal calls for constructing an 8-foot wide, 1,300 feet long, raised asphalt lane within the right-of-way at a cost of about $371,574. The Committee concluded that the project was too expensive to undertake at this time, but discussed the possibility of phasing this project in over a period of years.

- **West 14th Street from Madison to Woodburn – North Side (Rank #3) –** The project ranked fourth in the Evaluation Sheet and would involve 468 feet of sidewalk at a cost of about $108,349. It came forward from a constituent in 2010 and that interest was reaffirmed in 2012 by former Councilmember Piedmont-Smith. The Committee learned it ranked so high because of its proximity to walkable destinations. However, the Committee also concluded that lower traffic on this street presented less of a hazard to pedestrians than other lesser-ranked projects and turned elsewhere for allocations in 2013.

- **South Rogers – South of Hillside Drive – East Side (Rank #8)** This project ranked eighth and would involve the installation of a 366 foot long sidewalk, including the crossing of a culvert, at an estimated cost of $102,976. After hearing about the potential difficulty of crossing the creek and learning that the City's Parks and Recreation Department might want to purchase the property to the south as a means for access to the B-Line Trail and Switchyard, the Committee decided to look elsewhere for this year's allocations.

- **West 17th from Crescent to College Avenue – Maple to Jackson Street Segment –South Side (Rank #8)** Councilmember Sturbaum raised this sidewalk project two years ago as an example of a large one that needed to be built, but was too expensive for the ATF to handle alone. At that time, Wykoff informed the Committee that, should I-69 extend through the City as a limited access highway, West 17th would run under I-69 and, therefore, become a prime candidate for MPO funds. In addition, the proposed roundabout at 17th/ Arlington/Monroe would include a sidewalk on the south side and a sidepath on the north side of West 17th from Monroe to Maple, thus leaving about 1,200 feet of sidewalk missing from Maple to Madison. In the course of deliberations, the Committee learned it would cost $178,485 for: 1) about 650 feet of sidewalk (with some sidewalk already in place between Jackson and Madison); 2) steps at Jackson Street; and 3) a storm water component (estimated at $59,000) that might be covered by City Utilities. Given the commitment toward the Madison to College Avenue segment this year, the Committee looked elsewhere for the remainder of this year's allocations.

- **E. 7th Street – SR 45/46 Bypass to Hillsdale Dr. (Rank #14)** This project would connect the bicycle/pedestrian underpass at SR45/46 with the neighborhoods to the west. It would: cost about $116,380; include steps with a "cheek" wall to accommodate the walking of bicycles; and run for approximately 540 feet. The Committee noted that this project would not address the lack of access from the roadside to the underpass on the west side of SR45/46. The low level of vehicular traffic along this two block project led the Committee to look elsewhere for its allocation.

- **Walnut Street – Winston/Thomas to Nat'l Guard Armory – West Side (Rank #20)** This is one of two missing sidewalk links along the west side of Walnut between Country Club/Winslow on the north and Gordon Pike on the south. The other is next to Legends nightclub. It would run for about 378 feet, cost about $68,883, and follow upon previous Sidewalk Committee projects early in the last decade. Its relatively low ranking and the desire to finish more recent projects, led the Committee to look elsewhere for allocations this year.

- **Sheffield Drive – Morningside Dr. to Plymouth Rd. – West Side (Rank #22)** This project would build upon projects installed in the last two years and result in a continuous sidewalk running from Smith Road along Morningside Drive to Sheffield and along Sheffield to Plymouth Road. It would fill in about 900 feet of missing sidewalk at a cost of about $66,830. The Committee learned that school children and mothers with strollers walk this windy street. It also heard that the neighborhood association might be interested in extending the sidewalk on Morningside Drive to the east. Although interested in this project, the Committee did not have funds this year.

- **Walnut Street – SR 45/46 to 500 N. of Fritz Drive – West Side (Rank #29)** This is a 2,195 foot long project along North Walnut would connect some apartments on the west and neighborhoods on the east with pedestrian facilities at the intersection with SR 45/46 and cost $701,009. The Committee learned that the Bicycle and Pedestrian and Greenways Plan calls for bike lanes on both sides of this portion of North Walnut. Given the cost of the project and probable low usage, the Committee speculated on having the proposed bike lanes serve as multi-use lanes.

- **Graham Street – Rogers to Rockport Road – Rogers to Milton Segment - North Side (Rank #36)** This project is one block of a three-block proposal. It would run for 300 feet, along the north side of the street (because of existing right-of-way) at a cost of $84,122. The entire project would cost between $400,000 - $500,000. The Committee learned that the transit stop was on the south side of the street. The high cost of the project in light of other significant investment in the surrounding area; the need to wait for storm water improvements expected along Rogers Street before work could begin on this block; and, the appearance of low pedestrian and vehicular usage led the Committee to look elsewhere for allocations this year.

Concluding Actions

At the conclusion of the deliberations, the Committee:

- Requested disclosures of any conflicts of interest and heard one from the Administrator/Attorney, who owns and resides in a house along one proposed project (Nancy Street from Mark to Hillside) which has not been given serious consideration in many years;
- Approved the funding recommendations;
- Authorized the Chair to approve minutes of meetings after giving members an opportunity to review and offer corrections
- Authorized submittal of a Committee Report to the Council after signatures have been obtained by a majority of Committee members;
- Requested an annual accounting of ATF monies in relation to the allocations and cost of the underlying projects; and
- Reviewed its procedures and criteria for next year's deliberations.

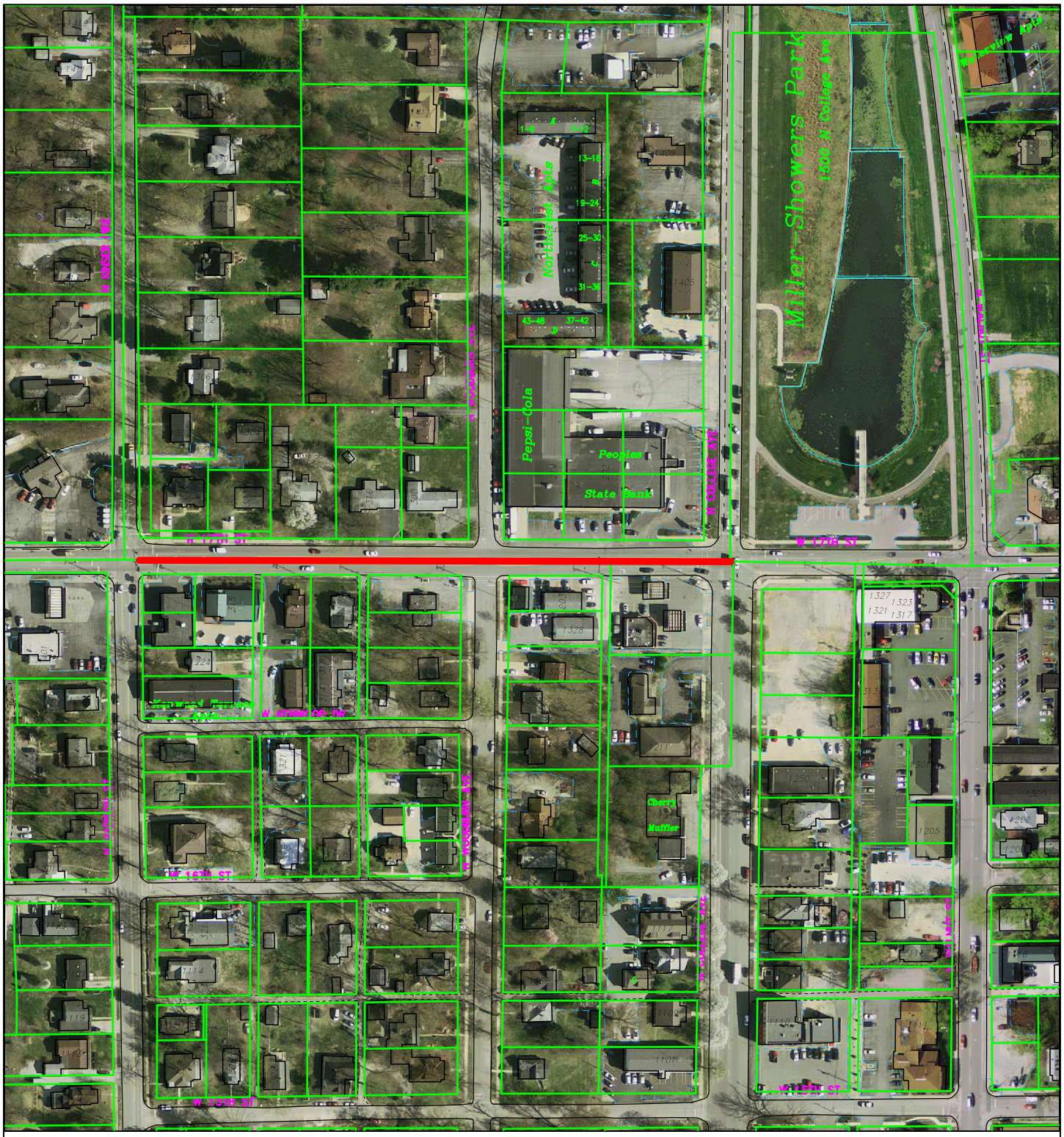
FORMAL RECOMMENDATIONS - FUNDS AVAILABLE: $275,000

Alternative Transportation Fund (ATF) Use the $275,000 of Alternative Transportation Funds appropriated in 2013 for sidewalks projects, but rather than set aside a certain portion for traffic-calming projects, recommend funding a pedestrian crossing and, with adequate assurances on construction, contributing toward a County sidewalk along a City roadway.

No CBU Set Aside for Storm Water Component of Council Sidewalk Projects Due to budgetary constraints, the CBU will not be setting aside funds for the storm water component of Council sidewalk projects in the foreseeable future. However, the department offered to look at proposed projects and see whether it can provide some in-kind contributions. One such project was identified in 2013. (see below)

CHART OF 2013 COUNCIL SIDEWALK COMMITTEE RECOMMENDATIONS: The Committee recommended funding the following projects and, in some instances, certain conditions:

	ATF	CBU	OTHER FUNDS
West 17th – Construction of a Sidewalk Madison to College Avenue (South Side) **** CBU has agreed to offer in-kind services.***	**** $161,000**	*** $107,199**	**$0**
Maxwell Lane – Construction of a Sidewalk Highland to Jordan (North Side)	**$87,000**	**$0**	**$0**
Moores Pike & Olcott Boulevard – Construction of a Pedestrian Crossing	***** $18,500**	**$0**	**$0**
Any remaining funds will be spent in the following manner:	**$8,500**	**$0**	**$0**
**** First, it will be used to cover any overages for the West 17th Street Project**			**$0**
Second, it will be used to contribute toward the Leonard Springs Pedestrian Project proposed by Monroe County (as long as there are adequate assurances regarding the progress of the project). The Committee also declared an intent to recommend funding *no more than a total of* $15,000 over two years toward this project should it be constructed. ***** Monroe County would construct and bear the remaining cost for this project.*		**$0**	********
GRAND TOTAL	**275,000**	**$107,199**	**$0**



2013 City Council Sidewalk Committee

17th Street – Madison/Kinser to Walnut Street (south side)

By: wykoffj

22 Jan 13

200 0 200 400 600

N

City of Bloomington Engineering

Scale: 1" = 200'

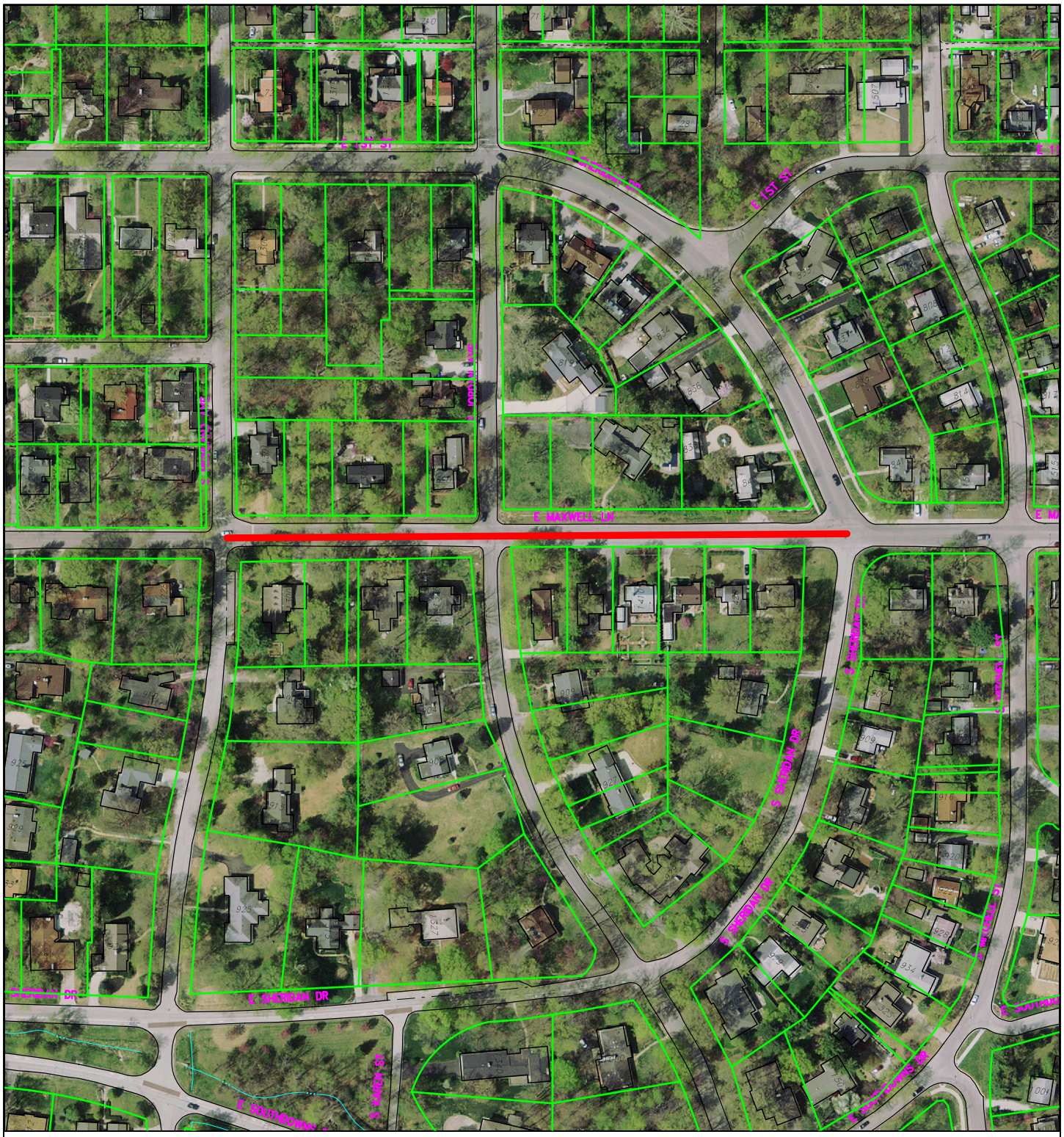
For reference only; map information NOT warranted.

City of Bloomington
17th Street Sidewalk Improvements

ENGINEER'S COST ESTIMATE

Date of Estimate: 11/8/2012

Item #	Item Description	Quantity	Unit	Unit Cost	Total Amount
	Mobilization/Demobilization	1	LSUM	$ 5,000.00	$ 5,000.00
	Construction Engineering	1	LSUM	$ 5,000.00	$ 5,000.00
	Clearing Right of Way	1	LSUM	$ 10,000.00	$ 10,000.00
	Structural Backfill Type 5	250	CYD	$ 80.00	$ 20,000.00
	Storm Sewer Pipe, 12" Class III RCP	354	LFT	$ 50.00	$ 17,700.00
	Storm Sewer Pipe, 18" Class III RCP	261	LFT	$ 60.00	$ 15,660.00
	Storm Sewer Pipe, 21" Class III RCP	72	LFT	$ 75.00	$ 5,400.00
	Storm Sewer Pipe, 24" Class III RCP	150	LFT	$ 80.00	$ 12,000.00
	Class A Concrete for Structures	3	CYD	$ 200.00	$ 600.00
	Inlet J10	5	EA	$ 1,500.00	$ 7,500.00
	Manhole C4	3	EA	$ 2,200.00	$ 6,600.00
	Manhole C13	1	LFT	$ 2,200.00	$ 2,200.00
	Manhole C10	7	EA	$ 2,200.00	$ 15,400.00
	Manhole east of College (TBD)	1	EA	$ 2,500.00	$ 2,500.00
	HMA for Patching, A	70	TON	$ 80.00	$ 5,600.00
	PCCP for Patching 8"	300	SYD	$ 60.00	$ 18,000.00
	PCCP for Approaches, 9"	340	EA	$ 75.00	$ 25,500.00
	Subgrade Treatment, Type IIIA	340	SYD	$ 7.00	$ 2,380.00
	Adjust Castings to Grade	2	EA	$ 200.00	$ 400.00
	Adjust Valve/Meter Covers to Grade	6	EA	$ 150.00	$ 900.00
	Curb Ramps incl. truncated domes	130	SYD	$ 70.00	$ 9,100.00
	4" Concrete Sidewalk	400	SYD	$ 40.00	$ 16,000.00
	Curb, Concrete	1,050	LFT	$ 20.00	$ 21,000.00
	Compacted Agg. For Base, 53	80	TON	$ 27.00	$ 2,160.00
	Linear Grading (including Topsoil)	900	LFT	$ 10.00	$ 9,000.00
	Unsuitable Materials Remove/Replace (Undistributed)	20	CYD	$ 60.00	$ 1,200.00
	Maintenance of Traffic	1	LSUM	$ 5,000.00	$ 5,000.00
	Construction Signs	10	EA	$ 200.00	$ 2,000.00
	Curb Inlet Protection	10	EA	$ 125.00	$ 1,250.00
	Nursery Sodding	250	SYD	$ 5.00	$ 1,250.00
	4" Thermoplastic Line, White	435	LFT	$ 1.50	$ 652.50
	4" Thermoplastic Line, Yellow	1450	LFT	$ 1.50	$ 2,175.00
	24" Thermoplastic Line, White, for Stopbars and Crosswalks	640	LFT	$ 5.00	$ 3,200.00
	Arrow, Thermoplastic	8	EA	$ 150.00	$ 1,200.00
	Word "ONLY", Thermoplastic	5	EA	$ 150.00	$ 750.00
	Sign, Reset	1	EA	$ 150.00	$ 150.00
	Bus Shelter, Reset	1	LSUM	$ 1,000.00	$ 1,000.00
				Contingency at 5%:	$ 12,771.38
				TOTAL FOR PROJECT:	**$ 268,199**



2013 City Council Sidewalk Committee

Maxwell Lane – Highland Avenue to Sheridan Drive

By: wykoffj

22 Jan 13

200 0 200 400 600

N

City of Bloomington
Engineering

Scale: 1" = 200'

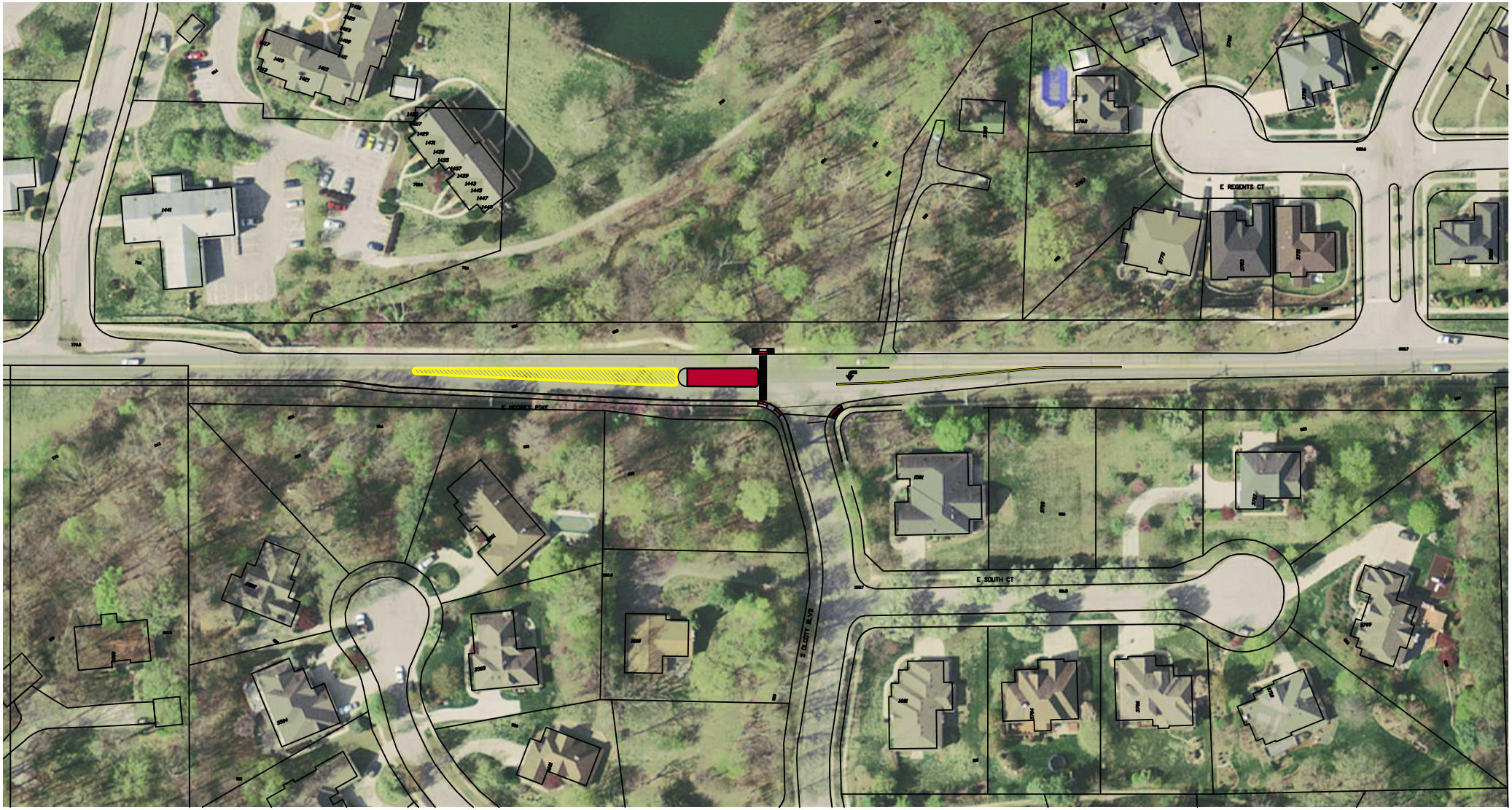
For reference only; map information NOT warranted.

2013 Engineer's Estimate

Maxwell Lane Sidewalk (Highland Avenue to Jordan Avenue)

Item	Quantity	Unit	Unit Price	Total Price
Mobilization and Demobilization	1	EA	$2,500.00 / EA	$2,500.00
B Borrow for Structural Backfill	16	CYS	$45.00 / CYS	$720.00
Bituminous Material for Tack		Ton	$115.00 / Ton	
Bituminous Overlay (2" x 12')		LF	$14.00 / LF	
Bituminous Surface	20	Ton	$72.00 / Ton	$1,440.00
Bituminous Base		Ton	$64.00 Ton	
Bituminous Surface Milling		SYS	$4.00 / SYS	
Plated Sidewalk Ramp (ADA Compliant)	2	EA	$1,200.00 / EA	$2,400.00
Casting, Adjust to Grade		EA	$600.00 / EA	
Casting, Storm Inlet/Manhole	8	EA	$1,900.00 / EA	$15,200.00
Cement Concrete Pavement 7" (Driveway)	50	SYS	$45.00 / SYS	$2,250.00
Comp. Agg. No. 11	200	Ton	$19.00 / Ton	$3,800.00
Compacted Agg. for Base		Ton	$18.50 / Ton	
Compacted Agg. for Shoulder		Ton	$13.25 / Ton	
Concrete Curb and Gutter		LF	$28.00 / LF	
Concrete Curb, Type B	400	LF	$24.00 / LF	$9,600.00
Construction Sign, Type A		EA	$210.00 / EA	
Excavation, Common	200	CYS	$18.00 / CYS	$3,600.00
Saw-Cut Pavement	500	LF	$3.50 / LF	$1,750.00
Tree/Vegetation Removal		EA	$600.00 / EA	
Perforated Pipe, Plastic 6"		LF	$6.00 / LF	
Retaining Wall - Decorative Block 5 Ft Tall		LF	$112.00 / LF	
Titlework / Appraisal (includes review appr.)		EA	$4,250.00 EA	
Right of Way		SF	$12.00 / SF	
Topsoil	200	Ton	$23.50 / Ton	$4,700.00
Sod	400	SYS	$7.50 / SYS	$3,000.00
Stairs (12 steps with Cheek Wall for Bikes)		EA	$12,000.00 / EA	
Sidewalk, 5'		LF	$26.00 / LF	
Sidewalk, 6'	360	LF	$29.00 / LF	$10,440.00
Stop Signs / Warning or Regulatory		EA	$225.00 / EA	
Storm Sewer, 12"	400	LF	$41.00 / LF	$16,400.00
Storm Sewer, 18"		LF	$46.00 / LF	
Storm Sewer, 24"		LF	$51.00 / LF	
Storm Sewer, 36"		LF	$59.00 / LF	
Street Signs*	4	EA	$260.00 / EA	$1,040.00
P - Cabinet*		EA	$12,000.00 / EA	
30 Foot Strain Pole*		EA	$4,800.00 / EA	
Camera Arm*		EA	$2,100.00 / EA	
Signal Head (3 Section L.E.D.)*		EA	$1,350.00 / EA	
Signal Head (5 Section L.E.D.)*		EA	$2,115.00 / EA	
Pedestrian Signal L.E.D. Countdown*		EA	$900.00 / EA	
Solo Pro Camera w/Junction Boxes*		EA	$10,000.00 / EA	
Pedestrian Button Actuator*		EA	$350.00 EA	
Signal Service Connection*		EA	$2,500.00 EA	
Pavement Marking - 6" White*		LF	$0.62 LF	
Pavement Marking - Double Yellow*		LF	$0.84 LF	
Pavement Marking - Stop Bars*		LF	$2.50 LF	
Pavement Marking - Arrow Straight*		EA	$275.00 EA	
Pavement Marking - Arrow Turn*		EA	$275.00 EA	
Pavement Marking - Combination Arrow*		EA	$300.00 EA	
Street Trees (2-1/2" Caliper)		EA	$400.00 / EA	
			Subtotal:	$78,840.00
			Additional 10%:	$7,884.00
			Design/Survey:	$13,008.60
			Total Estimate:	$99,732.60

*Direct Traffic Signal Installation Costs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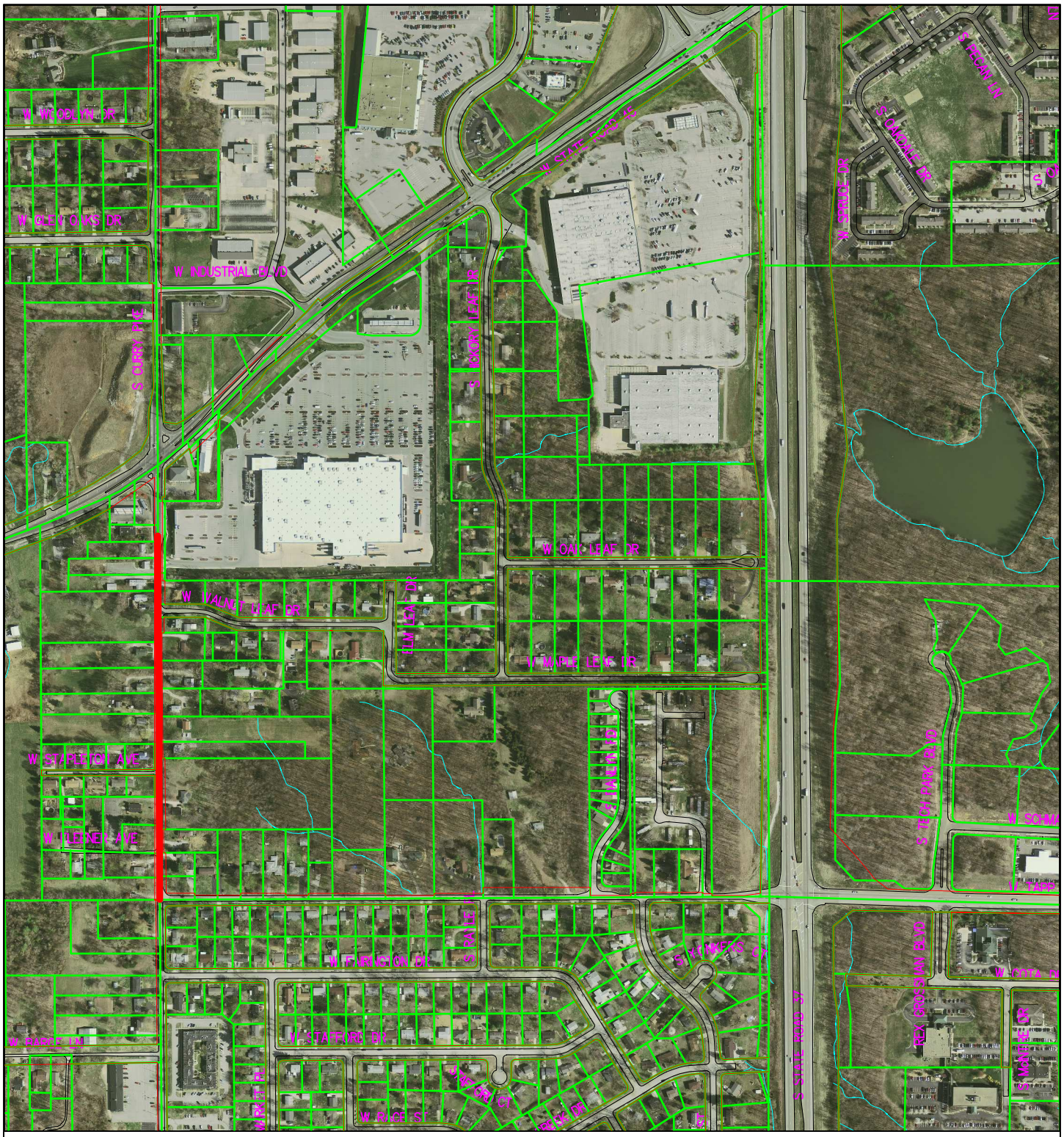

Council Sidewalk Committee for 2013 – Request from County and Councilmember Sturbaum
Leonard Springs from Existing Sidewalk Near Bloomfield Rd to Tapp Road (East Side)

City of Bloomington
Clerk & Council

By: shermand
18 Dec 12

600 0 600 1200 1800

N

Scale: 1" = 600'

For reference only; map information NOT warranted.

Council Sidewalk Criteria – Application of Emerging Objective Factors

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

This score gauges the pedestrian experience based upon traffic volume and speed, lane width, presence and width of sidewalk, and presence, type, and width of the buffer.

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

Note: Because the absence of a sidewalk is a large factor in the PLOS score, all but one of these scores fall in the very close range of 3.26 – 4.23. Also, PLOS doesn't work well with off-street facilities.</td><td rowspan="6">Overall Project Ranking =

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

=

Score

(Lowest Score = Highest Rank)

***

Note: All the above were weighed equally.</td></tr>
<tr><td>2. Roadway Classification</td><td>The amount of vehicular traffic will increase the likelihood of pedestrian/automobile conflicts, which a sidewalk could prevent. Therefore, arterial and collector streets should be a priority for linkages over residential/ subdivision streets.</td></tr>
<tr><td>3. Pedestrian Usage</td><td>Cost-effectiveness should be based on existing and projected usage.</td><td>Density (0 – 1,863)

This score was derived from the maximum densities allowed in the zoning districts located within 1/8th mile of the center-point of the sidewalk project (assuming 2 persons per unit [based upon census data] and 1 person per bedroom).</td><td rowspan="2">Walk Score

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

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

This score was derived from passenger per hour per route data from Bloomington Transit and averaging techniques to "smooth the data"; then 1/8 and 1/4 mile zones were created along the routes with the 1/8 mile zone weighted at twice the value of the 1/4 mile zone.</td></tr>
<tr><td>5. Linkages</td><td>Projects should entail the construction of new sidewalks that connect with existing pedestrian facilities.</td><td colspan="2">Sidewalk Inventory</td></tr>
<tr><td>6. Costs/ Feasibility</td><td>Availability of right-of-way and other construction costs must be evaluated to determine whether linkages are financially feasible.</td><td colspan="2">Project Costs
were based upon $25/lineal foot for a monolithic sidewalk and $50/lineal foot for a separated sidewalk (and not based upon more refined estimated costs that account for terrain, stormwater, right-of-way, and other factors).</td></tr>
</table>

2013 Council Sidewalk Committee - Initial Project Prioritization (Including New Requests)

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
Kinser Pk.	north of 17th St. to existing sidewalk near apartments	700	72	4	3.88	11	247	5	1,210	3	23	1
17th St.	Madison St. to Woodburn Ave.	476	72	4	3.86	12	260	3	689	13	32	2
14th St.	Madison St. to Woodburn Ave.	450	85	1	3.58	21	220	8	769	11	41	3
Union St.	4th St. to 7th St.	954	68	7	3.84	13	103	18	1,035	5	43	4
19th St. (11/10)	Walnut St. to Dunn St.	1,120	51	15	3.48	24	178	10	1,229	2	51	5
Smith Rd. (11/10)	Grandview Dr. to 10th St.(west)	1,352	42	21	3.63	20	260	4	771	10	55	6
Moores Pk.	AndrewsSt. to College Mall Rd.	1,289	51	15	3.99	7	52	32	1,453	1	55	6
Jefferson St.	3rd St. to 7th St.	1,375	66	8	3.66	17	97	20	393	18	63	8
S. Rogers St.	south of Hillside Dr.	480	43	20	3.97	9	90	25	825	9	63	8
17th St. (new 2012)	Crescent Street to College Ave.	5,500	45	18	2.46	36	216	9	996	6	63	8
17th St.	Indiana Ave. to Forrest Ave.	1,323	45	18	4.23	1	58	31	525	16	66	11
5th St.	Union St. to Hillsdale Dr.	1,671	66	8	3.52	23	131	13	298	23	67	12
Walnut St.	Hoosier St. to Legends (driveway)	369	52	13	3.74	16	34	33	986	7	69	13
E 7th St.(12/10)	SR 45/46 Bypass to Hillsdale Dr.	830	69	6	3.30	31	240	6	202	28	71	14
Fariview St. (renew - 11/10)	Wylie St. to Allen St.	1,005	52	13	3.48	24	120	15	343	20	72	15
Miller Dr.	Huntington Dr. to Olive St.	423	38	24	3.66	17	82	27	1,191	4	72	15
Moores Pk.	Valley Forge Rd. to High St.	1,060	34	29	4.17	2	107	17	240	25	73	17
Palmer St. connector path	Wylie St. to 1st St.	529	75	3	1.50	39	146	11	328	21	74	18
Clark St. (new 2013)	3rd St. to 7th St.	1,390	60	11	3.25	33	131	12	360	19	75	19
Wylie St. (new 2013)	Lincoln St. to Henderson St.	1,150	77	2	2.33	38	121	14	301	22	76	20
Walnut St.	Winston/Thomas to Nat'l Guard Armory	1,064	42	21	3.99	7	34	34	679	14	76	20
High St.	Covenanter Dr. to 2nd St.	2,622	46	17	4.01	6	93	24	156	32	79	22
Sheffield Dr. (new 2013)	Morningside Dr. to Plymoth Rd.	700*	28	33	2.36	37	268	1	884	8	79	22
10th St. (new 2013)	Smith Rd. to Russell Rd.	1,010	22	38	3.92	10	268	1	172	31	80	24
Rockport Rd. (1/10)	Countryside Ln. to Tapp Rd.	3,198	25	37	4.07	3	61	29	716	12	81	25
Bryan St. (new 2013)	3rd St. to 7th St.	1,400	55	12	3.34	28	90	26	539	15	81	25
Leonard Springs Rd. (new 2013)	Tapp Rd. to 400ft S of Bloomfield	1,425	28	33	4.05	5	103	19	112	35	92	27
Maxwell Ln.	Highland Ave. to Sheridan Dr.	842	63	10	3.19	34	93	22	186	29	95	28
Walnut St. (new 2013)	SR 45/46 to 500 ft N of Fritz Dr	2,300	37	25	3.65	19	18	35	481	17	96	29
Morningside Dr. (new 2012)	Sheffield Dr. to Park Ridge Rd.	1,276	35	26	2.87	35	228	7	174	30	98	30
Rhorer Rd.	Walnut St. to Sare Rd.	4,775	40	23	4.06	4	0	37	69	38	102	31
Nancy St.	Hillside Dr. to Mark St.	878	31	32	3.48	24	94	21	235	26	103	32
Smith Rd. (1/10)	Hagan St. to Brighton Ave. (west)	1,817	28	33	3.56	22	118	16	122	34	105	33
Mitchell St. (New - 1/11)	Maxwell Ln. to Circle Dr. (east)	624	34	29	3.34	28	77	28	297	24	109	34
Covenanter Dr.	Ruby Ln. to High St.	335	35	26	3.46	27	93	23	140	33	109	34
Graham Dr. (1/10)	Rockport Rd. to Rogers St.	1,815	35	26	3.34	28	58	30	234	27	111	36
Dunn St.	SR 45/46 to Tamarack Tr.	2,044	32	31	3.83	14	7	36	74	37	118	37
Kinser Pk.	north of Acuff Rd.	1,595	12	39	3.83	14	0	37	40	39	129	38
Ramble Rd.	Ramble Rd. to Dunn St.	875	28	33	3.26	32	0	37	86	36	138	39

A HISTORY OF COUNCIL SIDEWALK COMMITTEE FUNDS, 2002-2013

2013

Site	Estimate	Recommendation		Comments
West 17th Street -- Madison Street to College Avenue (South Side)	$268,199.00	$161,000.00	$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. *Note, however, that the actual cost of the CBU portion may exceed the estimate and, in that regard, the Committee recommended that any funds remaining after the initial allocations be made available for this purpose.*
Maxwell Lane -- Highland Avenue to Jordan Avenue (North Side)	$87,000.00	$87,000.00		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.
Moores Pike and Olcott Bouleveard -- Pedestrian Crossing	$18,500.00	$18,500.00		This is a pedestrian crossing with a raised island and lane markings to narrow the roadway. It follows a denial of a stop sign request at the Traffic Commission in January and *does not* include the installation of a stop sign. The crossing will provide residents in Hyde Park and points south access to a continuous sidewalk that runs along the north side of Moores Pike from Smith Road to Sare Road and further west.
Leonard Springs -- 300 feet South of Walmart Entrance to Tapp Road	Unknown	≤ $8,500	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 more next year as well.*
Total	$373,699.00	$275,000.00	$107,199.00	

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

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

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

2009				
Site	Estimate	Recommendation		Comments
		ATF	CBU Sidewalk	
Marilyn -- Nancy to High (south side)	$189,937.45	$0.00	**$91,564.00**	This is one of the last segments of a route on the Bicycle and Pedestrian Transportation and Greenways System (Greenways) that would connect Bryan Park with sidewalks at High and Covenanter. Prior ATF funds were used to install sidewalks on Mitchell, Circle, Ruby and Nancy Street. Last year the Committee requested and expected that the Greenways monies would be used to cover the sidewalk and the CBU Set Aside would cover the storm water component of this project. However, an amendment to the Greenways Plan and other projects left this one unfunded in 2008. As noted above, the Committee recommended that the Council respectfully request that the Mayor consider appropriating $98,937.45 of federal reimbursement of matching funds to complete this project.
Henderson -- Moody to Thornton (east side)	$99,319.17	$71,877.77	$27,441.40	This project was scheduled for funding in 2008. It was requested by the Planning Department, MCCSC, and a property owner and would complete the last segment of unfinished sidewalk on the east side of Henderson between Hillside and Miller Drive as well as much further north and south. The HAND department may help fund some of this project.
Kinser Pike -- Marathon Stn. to 45/46 (west side)	$54,751.14	$40,280.74	$14,470.40	This is a heavily-travelled stretch. Many residents living in multi-family housing walk here to the grocery store and other amenities.
Moores Pike -- Segment A – Woodruff to existing walk (south side)	$22,758.00	$22,758.00	$0.00	This stretch provides connectivity with an existing walk and was requested by area residents. This project will provide residents with a safer crossing of Moores Pike. Some residents indicated that they would be willing to make a contribution.
S. Madison -- 3rd to Prospect (east side)	$49,773.00	$26,989.00	$16,784.00	This project is in a highly-urban area and would link to the B-Line trail at the W. 3rd Street overpass. Public Works will commit $6,000 for concrete.
3rd Street -- Roosevelt to Clark & Clark to Hillsdale (north side)	$231,564.07	$50,000 *	$0.00	Connection to link up to the existing sidewalk network. A worn pedestrian path demonstrates the heavy use of this area. The 2009 Committee agreed that if the funds remaining for the above projects are not needed to complete said projects, up to $50,0 of the remaining 2009 ATF balance shall be dedicated to right-of-way acquisition for this project.
Total:		**211,905.51**	**$150,259.80**	

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

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

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

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

2004			
Site	**Estimate**	**Recommendation**	**Comments**
Sidewalk Project - 10th Street for 350 feet West of Grandview (south side)		$45,000.00	The Council funded this proejct in 2003 and approximately $6,344 was spent that year on designing the sidewalk and acquiring right-of-way, but the remaining funds were not encumbered for its construction. The Committee recommends using unspent and 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 Fairoaks to existing sidewalk just south of Rechter (east side)	$45,096.00	$27, 000 (+$18,096 from Wininger/Stolberg)	The Committee recommended funding this project in concert with the developer of the Renwick PUD (Wininger / Stolberg) who has offered to pay for the cost of materials (approximately $18,096).
Sidewalk Project - Queens Way from Montclair Avenue to Chelsea Court (south side)	$22,139.00	$22,139.00	The Committee recommended funding this and the previous project in order to have sidewalks in place before the Renwick PUD gets well under way.
Total:		**$253,767.00**	This amount includes $151,000 of funds appropriated for sidewalks this year and unspent monies from previous years. If there are not enough monies in the Alternative Transportation Fund in 2004, then the Committee will need to decide whether to recommend use of 2005 funds for these purposes.

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

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