



City of Bloomington Common Council

Initial Packet for the 2018 Council Sidewalk Committee

*First meeting to be held at 12:00 p.m.
on Monday, March 12, 2018
in the Council Library, Room 110,
City Hall, 401 North Morton Street*

This Packet will be posted on Tuesday, March 6, 2018 online at:

[Council Sidewalk Committee](#) page of City Website

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2018 Common Council Sidewalk Committee Packet

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Agenda for Common Council Sidewalk Committee
12:00 p.m. on Monday, March 12, 2018
Council Library, Room 110
Showers City Hall, 401 North Morton Street

1. Preliminary Matters
 - Introductions
 - Election of Chair
2. Funding for 2018
 - \$312,000 Alternative Transportation Fund Appropriation
 - To be allocated between sidewalks and traffic-calming
 - No annual allocation from the Utilities Department for stormwater component of sidewalk projects (but a possibility for an in-kind contribution toward certain projects.)
3. Recently Completed and On-Going Council Sidewalk Projects
 - Progress Report
- 4.¹ Evaluation of Old and New Proposed Projects
 - Review of Criteria
 - Disclosures of any Conflicts of Interest
 - Presentation of Preliminary Evaluation by Plan Department using objective measures
 - Discussion of Sidewalk Priorities
5. Schedule Future Meetings
6. Other Matters
7. Adjourn

¹ *Note: The Committee may need to adjourn after completing Item 3 and schedule the next meeting(s) before concluding the work for the day.*

Appendix One – Preliminary Matters

Sidewalk Committee Members

Jim Sims, At-Large
Chris Sturbaum, District 1
Dorothy Granger, District 2 (Chair)
Dave Rollo, District 4

Office of City Clerk

Nicole Bolden, City Clerk / Stephen Lucas, Deputy City Clerk /
Bethany Wages, Hearing Officer

City Departments & Staff

Council Office

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

Planning & Transportation

Terri Porter, Director
Andrew Cibor, Transportation and Traffic Engineer
Scott Robinson, Planning Services Manager
Roy Aten, Senior Project Manager

Utilities - Engineering Services

Brad Schroeder, Assistant Director
Jane Fleig, Utilities Engineer

HAND

Bob Woolford, Program Manager

Parks and Recreation

Steve Cotter, Natural Resources Manager

Materials

Minutes to be distributed via email

Other Matters

None

Appendix Two - Amount and Use of Funds for 2018

Alternative Transportation Fund

\$312,000 Appropriated for 2018

To be Allocated Towards:

Sidewalk Projects

Traffic-Calming Initiatives

Note: The Committee will need to know about any encumbrances, unspent Council Sidewalk appropriations, and the balance in the ATF as well as the availability of other funds in order to recommend funding allocations in its Report.

Utilities – Storm Water Funds and Projects

2011-2018	-	In-kind contributions (in lieu of monetary set aside)
2008-10	-	Monetary set aside of approximately \$125,000 per year
2007	-	Monetary set aside of approximately \$100,000 per year

Project Costs - These allocations must cover the costs of design, acquisition of right-of-way, and construction

Presentation

Chair

Materials

BMC 15.37.160 - *enclosed*

ATF Fund Sheet (with note from Council Office)

CBU Funding/In-Kind Sheet – 2007 – 2015

(no in-kind contributions 1016 – 2017)

**Excerpt from BMC 15.37.160 Regarding the Establishment and Use of
the Alternative Transportation Fund**

All funds derived from the issuance of permits and from fines shall be used to pay the costs of operating ... (the Residential Neighborhood Parking Permit) program. Funds received in excess of the annual cost of operating the program shall go into an alternative transportation fund. The transportation fund shall be for the purpose of reducing our community's dependence upon the automobile. Expenditures from the fund shall be approved by the council. (Ord. 92-06, § 1 (part), 1992).



Budget Worksheet Report

Budget Year 2018

Account	Account Description	2017 Actual Amount	2017 Adopted Budget	2018 Adopted	+/- \$	+/- %
Fund 454	Alternative Transport(S6301)					
REVENUE						
Department	02 - Public Works					
Program	020000 - Main					
<i>Licenses</i>						
41020	Permits	1,048.00	.00	.00	.00	
	<i>Licenses Totals</i>	\$1,048.00	\$0.00	\$0.00	\$0.00	+++
<i>Charges for Services</i>						
43125	NSF Fees on Returns Checks	20.00	.00	.00	.00	
43170.0001	Residential Neighborhood Permits Zone # 1	30,020.00	105,000.00	105,000.00	.00	
43170.0002	Residential Neighborhood Permits Zone # 2	6,570.00	.00	.00	.00	
43170.0003	Residential Neighborhood Permits Zone # 3	4,905.00	.00	.00	.00	
43170.0004	Residential Neighborhood Permits Zone # 4	20,005.00	.00	.00	.00	
43170.0005	Residential Neighborhood Permits Zone # 5	9,210.00	.00	.00	.00	
43170.0006	Residential Neighborhood Permits Zone # 6	3,300.00	.00	.00	.00	
43170.0007	Residential Neighborhood Permits Zone # 7	9,177.00	.00	.00	.00	
43170.0008	Residential Neighborhood Permits Zone # 8	525.00	.00	.00	.00	
43170.0009	Residential Neighborhood Permits Zone # 9	4,355.00	.00	.00	.00	
43170.0010	Residential Neighborhood Permits Zone # 10	1,725.00	.00	.00	.00	
43170.0011	Residential Neighborhood Permits Zone #11	1,787.00	.00	.00	.00	
43170.0099	Residential Neighborhood Permits All Zones Service Permit	31,422.50	.00	.00	.00	
43180	Private Parking	394.00	.00	.00	.00	
	<i>Charges for Services Totals</i>	\$123,415.50	\$105,000.00	\$105,000.00	\$0.00	0%
<i>Fines and Forfeitures</i>						
46060	Other Violations	213,231.12	360,000.00	360,000.00	.00	
	<i>Fines and Forfeitures Totals</i>	\$213,231.12	\$360,000.00	\$360,000.00	\$0.00	0%
<i>Other</i>						
49010	Inter-Fund Transfers	500,000.00	500,000.00	500,000.00	.00	
49990	Prior Year Voided Checks	22.00	.00	.00	.00	
	<i>Other Totals</i>	\$500,022.00	\$500,000.00	\$500,000.00	\$0.00	0%
	Program 020000 - Main Totals	\$837,716.62	\$965,000.00	\$965,000.00	\$0.00	0%
	Department 02 - Public Works Totals	\$837,716.62	\$965,000.00	\$965,000.00	\$0.00	0%
	REVENUE TOTALS	\$837,716.62	\$965,000.00	\$965,000.00	\$0.00	0%



Budget Worksheet Report

Budget Year 2018

Account	Account Description	2017 Actual Amount	2017 Adopted Budget	2018 Adopted	+/- \$	+/- %
Fund 454 - Alternative Transport(S6301)						
EXPENSE						
Department 02 - Public Works						
Program 020000 - Main						
<i>Personnel Services</i>						
51110	Salaries and Wages - Regular	74,231.50	76,265.28	77,790.70	1,525.42	2
51210	FICA	5,340.62	5,834.30	5,950.98	116.68	2
51220	PERF	10,540.97	10,829.78	11,045.84	216.06	2
51230	Health and Life Insurance	28,548.00	28,548.00	28,548.00	.00	
<i>Personnel Services Totals</i>		\$118,661.09	\$121,477.36	\$123,335.52	\$1,858.16	2%
<i>Supplies</i>						
52110	Office Supplies	9.23	1,000.00	1,000.00	.00	
52240	Fuel and Oil	2,938.75	4,987.00	7,631.00	2,644.00	53
52340	Other Repairs and Maintenance	.00	2,500.00	2,500.00	.00	
52420	Other Supplies	510.61	550.00	550.00	.00	
52430	Uniforms and Tools	777.39	2,400.00	2,400.00	.00	
<i>Supplies Totals</i>		\$4,235.98	\$11,437.00	\$14,081.00	\$2,644.00	23%
<i>Other Services and Charges</i>						
53110	Engineering and Architectural	10,234.42	75,000.00	75,000.00	.00	
53210	Telephone	1,098.88	1,320.00	1,320.00	.00	
53310	Printing	6,800.25	12,600.00	12,600.00	.00	
53620	Motor Repairs	14,999.00	14,999.00	7,631.00	(7,368.00)	(49)
53640	Hardware and Software Maintenance	1,000.00	1,000.00	3,484.00	2,484.00	248
53830	Bank Charges	6,299.47	18,000.00	18,000.00	.00	
539010	Inter-Fund Transfers	60,767.00	60,767.00	61,697.00	930.00	2
53960	Grants	.00	15,000.00	15,000.00	.00	
53990	Other Services and Charges	.00	1,000.00	1,000.00	.00	
<i>Other Services and Charges Totals</i>		\$101,199.02	\$199,686.00	\$195,732.00	(\$3,954.00)	(2%)
<i>Capital Outlays</i>						
54310	Improvements Other Than Building	462,508.49	546,000.00	512,000.00	(34,000.00)	(6)
<i>Capital Outlays Totals</i>		\$462,508.49	\$546,000.00	\$512,000.00	(\$34,000.00)	(6%)
Program 020000 - Main Totals		\$686,604.58	\$878,600.36	\$845,148.52	(\$33,451.84)	(4%)
Department 02 - Public Works Totals		\$686,604.58	\$878,600.36	\$845,148.52	(\$33,451.84)	(4%)
EXPENSE TOTALS		\$686,604.58	\$878,600.36	\$845,148.52	(\$33,451.84)	(4%)
Fund 454 - Alternative Transport(S6301) Totals						
REVENUE TOTALS		\$837,716.62	\$965,000.00	\$965,000.00	\$0.00	0%

\$312,000 Council Sidewalk Projects
 \$200,000 Other ATF Projects



Budget Worksheet Report

Budget Year 2018

Account	Account Description	2017 Actual Amount	2017 Adopted Budget	2018 Adopted	+/- \$	+/- %
	EXPENSE TOTALS	\$686,604.58	\$878,600.36	\$845,148.52	(\$33,451.84)	(4%)
Fund	454 - Alternative Transport(S6301) Totals	\$151,112.04	\$86,399.64	\$119,851.48	\$33,451.84	39%
	Net Grand Totals					
	REVENUE GRAND TOTALS	\$837,716.62	\$965,000.00	\$965,000.00	\$0.00	0%
	EXPENSE GRAND TOTALS	\$686,604.58	\$878,600.36	\$845,148.52	(\$33,451.84)	(4%)
	Net Grand Totals	\$151,112.04	\$86,399.64	\$119,851.48	\$33,451.84	39%

CBU Contributions to City Council Sidewalk projects - 2007 to 2015						
Date	Project	Contractor	Invoice	Materials	Labor	Equipment
November 2, 2007	Arden Drive Sidewalk (Windsor Dr to High St)	Groomer Construction	\$46,174.23			
February 8, 2008	Maxwell Lane Sidewalk (Clifton Ave to High St)	Groomer Construction	\$20,537.00			
February 8, 2008	Marilyn Drive Sidewalk (additional engineering)	Bynum Fanyo and Assoc.	\$2,413.75			
March – Aug 2008	East 5th Street Sidewalk (Hillsdale Dr to Dead End)	CBU		\$89,075.35	\$27,314.94	\$29,737.00
April 18, 2008	High Street Sidewalk (across from Child's Elementary)	Hardin Construction	\$2,900.00			
May 2, 2008	2nd Street Sidewalk at Woodscrest Dr	Hardin Construction	\$55,726.30			
July 25, 2008	17th Street Sidewalk (Lindbergh Dr to Arlington Park Dr)	Hardin Construction	\$7,010.00			
August 8, 2008	East 5th Street Sidewalk (additional engineering)	Bledsoe/Riggert/Guerretauz	\$364.50			
September 19, 2008	Henderson Street Sidewalk (Allen St to 200 feet South)	Hardin Construction	\$3,498.00			
January 9, 2009	East 5th Street Sidewalk (Hillsdale Dr to Dead End)	Groomer Construction	\$61,599.98			
January 8, 2010	Near West Side and Diamond Gardens Neighborhood	Hardin Construction	\$5,440.00			
March 19, 2010	Madison Street Sidewalk (Prospect St to 3rd St)	Hardin Construction	\$29,987.00			
July 23, 2010	Kinser Pike Sidewalk (Gourley Pike to 45/46 Bypass)	Hunt Paving & Const.	\$8,402.84			
September 17, 2010	Henderson Street Sidewalk (Moody Dr to Thornton Dr)	Crider and Crider Inc.	\$37,474.25			
Oct, 2010-Sept, 2011	Marilyn Drive Sidewalk (Nancy St to High St)	CBU		\$85,348.00	\$17,936.53	\$17,380.00
May, 2011-Sept, 2011	Marilyn Drive Sidewalk (Nancy St to High St)	Crider and Crider Inc.	\$17,252.00			
Aug, 2012-Dec, 2012	Southdowns Ave/ Jordan Ave Improvements	CBU		\$9,855.00	\$5,059.20	\$4,432.00
Mar 2013- Oct 2014	17th St Sidewalk between Kinser and College	CBU		\$63,991.00	\$18,586.82	\$26,013.97
Oct 2015-Nov 2015	Fairview Sidewalk	CBU		\$0.00	\$14,899.76	\$13,206.00
TOTALS			\$281,527.85	\$248,269.35	\$83,797.25	\$90,768.97

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

Presentation

Status Report on Recently Completed and On-Going Council Committee Projects (with some recommendations for this year's funding) – *Presented by Planning and Transportation Staff*

Background Material

Memo to Council Sidewalk Committee (1/17/18) – Including Status Report on Recently Completed and On-Going Council Committee Projects and Some Recommendations for this Year's Funding (Robinson, Cibor, Kopper & Aten) – *enclosed*

2017 Council Sidewalk Committee Report with Recommendations and a History of Council Sidewalk Projects 2002 - 2017 – *enclosed*

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

MEMO

TO: City of Bloomington Council Sidewalk Committee
THRU: Terri Porter, Director, Planning and Transportation Department
FROM: P&T Department (Scott Robinson, Andrew Cibor, Neil Kopper, Roy Aten)
DATE: January 12th, 2018
RE: 2016 and 2017 Council Sidewalk Project Status Report
2018 Council Sidewalk Prioritization Update

2016 Council Sidewalk Project Updates:

The following City Council Sidewalk Committee 2016 initiatives saw activity in 2017.

- **Completed projects**

- East 7th Street at SR 45/46 Bypass (West Side) – In 2016 the Committee allocated \$20,000 for the construction of a multiuse path connection between East 7th Street and the 45/46 pedestrian underpass (west side). The project completed approximately 220 feet of a new asphalt pathway that connects the existing pathway along the west side of the 45/46 bypass, to East 7th Street, to the existing pathway that serves the pedestrian underpass. On December 13th, 2016 the Board of Public Works awarded the construction contract to E&B Paving, Inc. in the amount of \$44,444.00. Construction began in March of 2017 and the project was completed in early May 2017 with a final construction cost of \$45,414.00.
- Morningside Drive Sidewalk – In 2016 the Committee allocated \$110,000 for the design and construction of a sidewalk along East Morningside Drive from Sheffield Drive to Park Ridge Road (north side). A design contract was awarded to Bynum Fanyo & Associates, Inc on April 19th, 2016 in the amount of \$15,860.00. Design was completed in September 2016 and the City bid the project out for construction in November 2016. The construction contract was awarded to Groomer Construction at the November 29th, 2016 Board of Public Works meeting in the amount of \$111,234.00. Construction began April 11th, 2017 and was completed June 5th, 2017 with a final construction cost of \$117,800.12.
- Rockport Road Sidewalk – See 2017 Council Sidewalk Projects section.
- East 10th Street from Smith Road to Tamarron Drive (south side) – See 2017 Council Sidewalk Projects section.

- **Projects awaiting additional funding**

- Moores Pike Sidewalk & Pedestrian Crossing Evaluation – In 2016 the Committee allocated \$32,000 towards the design of a new sidewalk along East Moores Pike, from College Mall Road to Woodruff Lane (south side), as well as, the evaluation

of potential pedestrian crossing improvements across Moores Pike at Clarizz Blvd. A design contract was awarded on November 19th, 2016 to Crawford, Murphy & Tilly, Inc. in the amount of \$52,590.00.

- Design of the sidewalk was completed in 2017 and the project is ready for construction. No right of way acquisition is necessary for this project. Construction costs are estimated to be \$195,000.00 for the sidewalk installation.
- The pedestrian crossing evaluation was completed in 2017 recommending a concept involving the removal of the eastbound right-turn lane and curb line adjustments to decrease the intersection's crossing distance (see image below). The concept would not include a rectangular rapid flashing beacon (RRFB) but could be upgraded to include a similar device in the future if necessary. The cost to design and construct the recommended crosswalk enhancement at this intersection is estimated to be \$20,000 and \$75,000, respectively. Right of way acquisition may be necessary in both impacted intersection corners.



- Union Street Sidewalk – In 2016 the Committee allocated \$32,000 towards the design of a new sidewalk along Union Street, from East 4th Street to East 7th Street (east side). A design contract was awarded to Bledsoe Riggert Cooper James at the December 13th, 2016 Board of Public Works meeting in the amount of \$34,380.00. Design has progressed through survey with an estimated completion date in 2018. No permanent right-of-way acquisition is anticipated with this project. The current estimated construction cost for the project is \$215,900.
- South Walnut Street Sidewalk – In 2016 the Committee allocated \$13,000 for design of a sidewalk along South Walnut Street, from Winston Thomas to National Guard Armory (west side). A design contract was awarded to Parsons Cunningham and Shartle Engineers, Inc. on November 1st, 2016 in the amount of \$32,750.00. Design is continuing and is anticipated to be completed in 2018. Coordination is underway with the National Guard property and at this time staff does not anticipate any right of way acquisition for this project. Construction is estimated to be \$63,000.

- Mitchell Street Sidewalk – In 2016 the Committee allocated \$22,000 towards the design of a new sidewalk along South Mitchell Street, from Maxwell Lane to Circle Drive. A design contract was awarded to Parsons Cunningham and Shartle Engineers, Inc. on November 1st, 2016 in the amount of \$27,250. Design is progressing and is anticipated to be completed in 2018. No right of way acquisition is necessary for this project. The construction cost estimate is \$198,000

2017 Council Sidewalk Projects:

On April 19th, 2017, the City Common Council adopted the 2017 Council Sidewalk Committee Report. That report recommended the allocation of \$306,000 in alternative transportation funds for the development and/or construction of three sidewalk projects. The following table summarizes the 2017 Council Sidewalk initiatives and allocation.

Table 1 – 2017 Council Sidewalk Allocation Summary		
Project	Allocation	Description
Rockport Road	\$200,000	Construction
East 10 th Street	\$58,000	Contribution towards construction
Sare Road Crosswalk Islands	\$48,000	Design and Construction
TOTAL	\$306,000	

The City Planning and Transportation Department worked throughout 2017 to implement these projects. The following is a synopsis of the 2017 Council Sidewalk Committee initiatives.

- Rockport Road Sidewalk – In 2016 the Committee allocated \$22,000 for the design of a new sidewalk along the western right-of-way of South Rockport Road, from West Graham Drive to West Pinehurst Drive. In 2017 the Committee allocated \$200,000 for the construction of the sidewalk. Design was completed in October of 2017 and the project was bid and awarded to Groomer Construction on November 28th, 2017 in the amount of \$175,298.00 (\$24,702 less than the Sidewalk Committee’s allocation). Construction is scheduled to begin in 2018 and be completed in June 2018.
- East 10th Street from Smith Road to Tamarron Drive (south side) – In 2016 the Committee allocated \$24,650.00 for the design of a sidewalk and crossing. In 2017 the Committee allocated \$58,000 towards the construction cost of the project. Design was completed in the summer of 2017 and the project was bid and awarded for construction to Crider & Crider on November 28th, 2017 in the amount of \$337,785. Construction is anticipated to begin in 2018 and be completed in July 2018. Construction and INDOT permitting fees were funded via:
 - \$78,000 from Council Sidewalk Committee (the Chair approved a \$20,000 increase given cost savings on the Rockport Road project)
 - \$15,000 MCCSC contribution given the proximity and anticipated benefit to University Elementary
 - \$247,285 Planning & Transportation contribution from the department’s General Fund budget

In addition to coordination with MCCSC, this project included coordination with INDOT given this section of E 10th Street is State Road (SR) 45 and any modifications to it require INDOT approval. Throughout the coordination effort, INDOT not only supported the City's proposed changes but was willing to contribute by designing and constructing a pedestrian hybrid beacon (PHB) at the SR 45/Tamarron intersection (estimated value \$131,000) upon completion of the city's portion of the project.

- Sare Road Island Crossings – In 2017 the Committee allocated \$48,000 towards the installation of two pedestrian crosswalk islands on South Sare Road, one at East Winston Street and the other at East Spicewood Lane. Design was completed in the Fall of 2017 and the construction was bid and awarded to E&B Paving in December 2017 at an amount of \$147,000. Construction is scheduled to begin in 2018 and be completed by June 2018. Planning & Transportation contributed the project's remaining \$99,000 from the department's Alternative Transportation Fund budget

The primary accomplishments resulting from the City Council Sidewalk Committee's 2017 initiatives include the installation of nearly 1000 linear feet of new sidewalk and three new pedestrian refuge islands. Additionally, design has progressed on four sidewalk projects that should be shovel ready in 2018.

The following table summarizes the allocation for the 2017 Council Sidewalk funds.

Project	Allocation	Spent	Remaining	Description
Rockport Road	\$200,000	\$175,298	\$24,702	Construction
East 10th Street	\$58,000	\$78,000	-\$20,000	Construction
Sare Road Crosswalk	\$48,000	\$48,000	0	Construction
TOTAL	\$306,000	\$301,298	\$4,702	

All of the 2017 Council Sidewalk Committee projects made progress and are on track for construction completion in 2018. This was accomplished in cooperation with significant Planning & Transportation Department funding contributions (\$346,285) and MCCSC contributions (\$15,000), on top of additional anticipated INDOT investment (\$131,000). All but \$4,702 of the Committee's 2017 allocations were spent.

Sidewalk Informational Maps

City staff maintains sidewalk information on the City's GIS that can be used to generate various maps including ones that depict the locations of existing sidewalks and the locations of determinant sidewalk variances. However, the details on the condition, width, and other sidewalk attributes for specific locations are best dealt with on a case-by-case basis since these details are not apparent with the inventory maps.

Sidewalk Location Evaluation and Ranking

The project evaluation system, first developed in 2008, continues to be a useful tool to rank sidewalk requests based on the established Council Sidewalk Committee Criteria. The evaluation bases project ranking on several measured values (walk score, pedestrian level of

service, transit, and population), which are proxies for some Committee Criteria. Over time Council has found this evaluation helpful in their deliberations.

The updated Project Prioritization Table is included for 2018 Council Sidewalk funding considerations. Completed projects were removed from prior tables (East 7th Street, Morningside Drive, Rockport Road, and 17th Street (Indiana to Forrest) and five new project requests were added to the 2018 table (West 3rd Street, Arlington Road, Oakdale Drive, Wimbledon Lane, and Brian Park Neighborhood). The new project requests are noted with a "2018" next to the street name and the rows are shaded tan (green shaded rows are projects that have some sort of prior funding commitments). Because of these changes the reevaluation results in a slightly different priority order than last year's ranking.

Complementary Initiatives

The following projects from the Council Sidewalk Committee's 2018 project prioritization list are currently either being planned, designed, or constructed outside of City Council Sidewalk Committee initiatives, and may have complementary impacts on the current sidewalk evaluations and rankings.

- Pete Ellis, 3rd Street to 10th Street – Intersection improvements are anticipated at the 10th Street/Pete Ellis intersection in the next couple of years in conjunction with the development of the IU Health Bloomington Regional Academic Health Campus.
- Indiana Ave, NW Corner 3rd St & Indiana Ave – The City has plans to modernize the signalized intersection at 3rd Street and Indiana in 2020.
- East 3rd Street, 2 vacant Lots East of Park Ridge – Recent dedication of right-of-way along West 3rd Street will drastically reduce the project cost.
- Gourley Pike, Kinser Pike to Monroe Street – INDOT is has indicated that they are planning on improving the intersection 45/46 and Stone Lake Drive/Monroe Street.
- South Rogers Street, south of Hillside Drive – Recent property subdivision by the Parks and Recreation Department associated with Switchyard Park requires the installation of the missing section of sidewalk on the eastern right-of-way.
- 5th Street, Union Street to Hillsdale Drive – The Committee is currently designing a section of sidewalk along Union Street.
- 17th Street, Crescent to College Ave – The City has hired Aztec Engineering Group to design the reconstruction of 17th Street from Crescent to Monroe Street. The project will include a sidewalk on the south side of the street and a multiuse path on the north side. The City is currently in the right-of-way acquisition phase and anticipates construction in 2019.
- Rockport Road, Countryside to Tapp – A continuous sidewalk will exist on the west side of Rockport from Rogers to Tapp Road upon completion of the Tapp/Rockport intersection improvement project in 2018.
- Franklin Drive, 3rd Street to Fairfield Drive – INDOT has improvements planned at the the 3rd Street/Franklin Drive intersection and the SR 37 overpass with the I-69 Section 5 project
- Rhorer Road, Walnut Street to Sare Road – Monroe County is currently constructing a project that will install new sidewalks and a multiuse path from Rogers Street to Walnut

Street Pike. The City has begun the design process for a multiuse path that will connect the Jackson Creek Trail to South Sare Road. Construction is anticipated in 2020.

- South Sare Road, Rogers Road to Cathcart Street – The City has recently selected WSP to design a multiuse path that will connect the existing path at Buttonwood Lane to the existing path at Cathcart Street. Construction is anticipated to be in 2020.
- Transportation Plan Process – The City will undergo a public process to develop and adopt a City transportation plan. This is expected to be completed by the end of 2018. Anticipated outcomes included a prioritization process and identification of new projects and/or high priority improvements. The plan may be beneficial in future deliberations of the Council Sidewalk Committee.

2018 Council Sidewalk Allocation Recommendations:

Three project phases are typical over the course of a project's lifecycle. These include design, right of way, and construction. Each phase requires significant resources and time. 2018 initiatives should consider previously initiated but not yet completed projects in addition to new projects that have not yet received funding. Staff generally recommends favorably prioritizing previously initiated, but not yet completed, projects such as those provided with design funding in 2016 (i.e., Moores Pike, Union Street, Walnut Street, Mitchell Street).

When considering potential new projects to initiate, staff recommends considering projects that may be good candidates for CDBG funding. It can be advantageous to leverage CDBG funding for the construction phase after investing a relatively small amount into a project's design and/or right of way phase. As an example, Planning & Transportation is pursuing a project that would construct a sidewalk on the east side of Adams Street between Patterson Drive and 5th/Kirkwood/Adams. This project has been discussed at prior (2014 or before) year Council Sidewalk Committee deliberations. It has not been included on the prioritization list, but is recognized as an important project given the location, evidence of use, transit access, and high volumes of traffic.

Staff recommends that if Council Sidewalk Committee funds are allocated towards traffic calming, specific projects and priorities are identified. In 2018 Planning & Transportation anticipates pursuing temporary traffic calming in the neighborhoods around the Tapp/Rockport intersection (e.g. Broadview) in anticipation of potential increased cut-through traffic and existing public concerns about pedestrian comfort. The Department will also pilot a proactive effort using traffic calming techniques to improve the City's neighborhood greenways (e.g. Allen Street). Additionally, Planning & Transportation anticipates an effort to update the Neighborhood Traffic Safety Program and related components of Title 15 of the BMC.

Staff recommends that the Council Sidewalk Committee consider providing additional flexibility in the funding distribution because allocations for each project are based on conceptual estimates. It may be helpful for the Committee to prioritize projects that receive allocations such that the highest priority projects identified are more easily able to be carried through. If funding allocations are under budgeted, then the high priority projects could proceed as directed rather than the Committee's lower priority projects. If funding allocations are over budgeted, direction on the next project to initiate or be able to more fully fund would exist.

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

Attachment:

- 2018 Council Sidewalk Committee – Initial Project Prioritization Matrix

Initial Sidewalk Prioritization Sheet

(Please See Appendix 4)

Council Sidewalk Committee 2017 Report

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

Report of the 2017 Common Council Sidewalk Committee (April 19, 2017)

Committee Members and Staff

The members of the 2017 Committee were appointed by the President of the Council and include:

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

The committee members were assisted by the following persons:

Council Office

Dan Sherman, Council Administrator/Attorney

Office of City Clerk

Martha Hilderbrand, Hearing Officer/Deputy Clerk

Planning and Transportation

Andrew Cibor, Engineer, Transportation and Traffic Engineer

Scott Robinson, Long Range / Transportation Manager

Roy Aten, Senior Project Manager

Utilities

Jane Fleig, Assistant Engineer

HAND

Bob Woolford, Housing Coordinator

Parks and Recreation

Steve Cotter, Natural Resources Manager

Overview

The Committee made recommendations to the entire Council on the use of \$306,000 of Alternative Transportation Fund (ATF) monies budgeted for 2017. This was the second year of the new term of the Council and the third year after the consolidation of planning and transportation functions under the new Planning and Transportation (P & T) Department. The Committee met three times (on December 20th, February 14th & March 9th) to review the program and make recommendations regarding the allocation of these funds. The recommendations allocated the \$306,000.¹

Last year, the Committee recommended funding for: the construction of one project; the design, acquisition of right-of-way, and construction of another project; and, the design or evaluation of six more projects. This year, the Committee recommended moving two of the latter projects forward. Those projects include:

- Sidewalk and Pedestrian Crossing - East 10th Street from Smith Road to the intersection at Deckard Drive/Tamarron Drive – Construction with financial contributions from the Planning and Transportation Department (with other departmental funds), Monroe

¹ There were no unspent allocations from 2016 which, occasionally, has led the Committee to recommend appropriation of those funds for use in the next year. The allocations, in fact, fell short of the actual costs, which were covered by P & T out of other departmental funds.

County School Corporation (MCCSC), and the Indiana Department of Transportation (INDOT);

- Sidewalk - Rockport Road from Graham Drive to south of West Pinehurst Drive (west side) – Construction

In addition, the Committee also recommended funding a pair of traffic-calming projects on Sare Road at Winston Street and Spicewood Lane, and recognized these kinds of projects as an emerging priority. Accordingly, the Committee agreed that traffic-calming projects be separated and considered independently from Council Sidewalk projects.

Schedule

The Committee met in the Council Library on:

- Tuesday, December 20, 2016 (at 11 am);
- Tuesday, February 14, 2017 (at 10:30 am); and
- Thursday, March 9, 2017 (at 3 pm).

Deliberation Materials and Minutes Available Online

The following outline provides an overview of what the Committee did at those meetings. *Please note that there are some additional documents which are available in the Council Office and online at [Home/Government/City Council/Council Committees/Sidewalk Committee](#). The first is an informative [Council Sidewalk Committee Packet](#) for the Committee's initial meeting in December that is also available for inspection in the Council Office. The second are the Memoranda and Minutes for these meetings. The Memoranda are available in the Council Office and the Minutes will be available once reviewed by the Committee and approved by the Chair.*

Preliminary Matters

Early on, the Committee:

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

Review of Funding

The transportation-related monies are comprised of \$306,000 from the ATF, which receives surplus revenues from the Neighborhood Parking Program (BMC 15.37.160). While that amount entails a mere increase of \$6,000 over 2016, it reflects previous increases of \$25,000 for 2014 and \$50,000 for 2013. The budget for the ATF (#454) is as follows:

Alternative Transportation Fund (ATF) (#454) - 2017		
<u>Category</u>	<u>Budget</u>	<u>Notes</u>
Council Sidewalks	\$306,000	
Greenways	\$200,000	
Other	\$ 40,000	
Total:	\$546,000	

City of Bloomington Utilities (CBU) Collaboration.

Because sidewalk projects, and more particularly curbs, channel water, they 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, the set aside was increased to \$125,000, but, in 2009, due to budgetary constraints, it ceased. Since that time, in lieu of a set aside of funds, CBU has offered to explore providing in-kind contributions for identified projects when consistent with departmental stormwater mission and priorities. According to a detailed accounting² provided by Jane Fleig, Utilities Engineer, CBU contributed \$281,527 towards Council Sidewalk Projects from 2007 through 2015. No CBU contributions were necessary in 2016 or appear necessary in 2017.

Review of Previous Allocations – Some with Construction of Projects in 2016 and 2017 (Occasionally with Help from Other City Funds) – Some with Design to be Done in 2016 and 2017

According to the 2016 Council Sidewalk Status Report provided by P&T (dated 12/14/16), here are the list of projects or phases of projects that were completed in 2016 or will be completed in 2017 (some, as noted, with the infusion of other City funds):

Pre-2016 Council Sidewalk Committee Projects – Completion in 2016 or 2017	
Project	Allocation
Kinsler Pike - Sidewalk from W 17 th to existing sidewalk further north (East Side)	Construction was bid in December 2015 and completed in May 2016. The total project cost was \$160,266.
West 17th Street Sidewalk from Maple to Madison ³	Design and right-of-way acquisition were completed in early 2016 with Council Sidewalk Committee funds. Construction was awarded in July 2016 and is anticipated for completion in Spring 2017 with use of Tax Increment Financing (TIF) funds. The total project cost includes ~ \$16,975 from Council Sidewalk Committee and \$505,505 from TIF funds for a total of \$667,480.

² The accounting was broken down into materials, labor, and equipment.

³ The sidewalk connecting Maple to sidewalks installed with the Arlington Road roundabout must cross four parcels and are expected to be funded via Community Development Block Grant (CDBG) monies.

2016 Council Sidewalk Allocations – Construction Completed 2016/2017			
Project	Allocation	Spent	Over / (Under)
East 7 th Street – ramp between SR 45/46 path and tunnel under the highway	\$20,000	\$20,000	\$0
Morningside Drive – sidewalk from Sheffield Drive to Park Ridge Road	\$110,000	\$127,094	(\$17,094)
2016 Council Sidewalk Allocations – Design (or Evaluation) in 2016/2017			
Project	Allocation	Spent	Over / (Under)
East 10 th Street – sidewalk and crossing	\$50,000	\$24,650	\$25,350
Rockport Road - sidewalk	\$22,000	\$24,460	(\$2,460)
Moore's Pike - Sidewalk at College Mall & Crossing at Clarizz	\$32,000	\$52,590	(\$20,590)
Union Street - sidewalk	\$32,000	\$34,380	(\$2,380)
Walnut Street - sidewalk	\$13,000	\$32,750	(\$19,750)
Mitchell Street - sidewalk	\$22,000	\$27,250	(\$5,250)
Traffic Calming	\$5,000	\$224 ⁴	\$17,776
TOTAL	\$306,000	\$343,398	(\$37,398)⁵

(Please note that the Public Works, Parks and Recreation, HAND, and Planning departments all provided documents describing recent sidewalk as well as other bicycle and pedestrian-related projects. Those submitted before the Initial Council Sidewalk Committee packet was issued for the December meeting can be found in Appendix 6 of that packet (which, as noted above, is available online as well as in the Council Office.)

Program Criteria

The Committee reviewed its criteria for funding projects with the help of Scott Robinson, Planning Services Manager, P & T department. 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

⁴ The \$224 went toward repairs to the mobile traffic sign and speed feedback board which assists staff in determining and helping lower traffic speed in locations of interest.

⁵ The remaining costs were allocated by P & T through use of ATF within their budget.

4) Proximity to Destinations	Transit routes and stops	based upon proximity to a mix of destinations. Score: 0 (car dependent) – 100 (walker’s paradise)
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.

Setting Priorities after Review of Evaluation Sheet

The Committee reviewed the Evaluation Sheet (attached), which contained 52 proposed projects⁶, including nine new requests, and, over the three meetings, asked P & T staff to clarify estimates for the seven ongoing projects along with a pair of traffic calming projects. At the end of its deliberations, the Committee recommended allocations for two previously-funded sidewalk projects and a pair of traffic-calming pedestrian crossings. The following paragraphs highlight deliberations and briefly elaborate upon the Committee’s recommendations and other actions:

Nine New Projects Requested But Not Funded in 2016

- Nine new projects were requested in 2017: three rated in the top half and six rated in the bottom half of the priority sheet. One out of the nine, a pair of traffic-calming projects, was recommended for funding. The two highest rated requests involved sidewalks and crossings along Gourley Pike and, in their response to the requester, staff relayed issues with line-of-sight, level of usage, and the volume and speed of vehicles on the roadway. The third highest rated request was a sidewalk along East 8th Street east of Union Street where existing sidewalks nearby lowered its perceived need. The remaining unfunded projects were not given a high priority generally because of factors such as the existence of suitable nearby facilities, the lack of City jurisdiction, and the prospect of progress via other funding sources. *(Please see the Council Sidewalk Committee Packet for a description of those requests.)*

⁶ The Evaluation Sheet lists a total of 44 rankings, but 8 projects shared the same rankings.

Funding and Other Recommendations in 2017

- **Sidewalk and Crossing - East 10th Street from Smith Road to the intersection of Deckard Drive / Tamarron Drive (South Side) (Rank #10 & #26)** In 2016, after previous interest and investment in the proximate area, the Committee recommended allocating \$50,000 for the design of the sidewalk from Smith Road to the Deckard / Tamarron Drive intersection and a crossing of 10th at that intersection. The design, which cost \$24,460, entailed a meeting with residents and others,⁷ and led to a proposal that includes a 10' wide sidewalk from Smith to the Deckard / Tamarron intersection and a crossing at that intersection. The crossing should include a median island, school zone, pedestrian hybrid beacon, pavement markings, and advance signage. This year the Committee recommends funding \$58,000 and staff is proposing to add another \$177,000 from other City funds. In addition, staff is working with MCCSC for contributions toward a school zone beacon (~\$15,000) and with INDOT for contributions towards a pedestrian HAWK signal (\$131,000). The City should complete its portion of this project in this summer or fall, and INDOT should complete its HAWK signal in the summer of 2018.
- **Sidewalk on Rockport Road from Graham Drive to south of West Pinehurst Drive (West Side) (Rank #22)** Last year, the Committee recommended allocating \$22,000 for the design of this sidewalk project along Rockport Road. Once this sidewalk and sidewalks associated with the intersection improvement at Rockport Road and Tapp Road are completed, the entire boundary of the triangular Broadview Neighborhood will have had pedestrian facilities installed since its phased annexation spanning the late 1990's and early 2000s. This year, the Committee recommends funding \$200,000 for the construction of the second-to-last leg of this long-term pedestrian plan.
- **A Pair of Traffic-Calming Projects on Sare Road at the Intersections of Winston Street and Spicewood Lane – Recommendation to Consider Traffic-Calming Projects Separately from Sidewalk Projects** - This pair of crossings was proposed by Cm. Rollo and was supported by a representative of the Spicewood neighborhood, who addressed the Committee. The crossings would complement a multiuse path from the Renwick development to Buttonwood Drive that the City has proposed for Metropolitan Planning Organization (MPO) funding.⁸ Together, these projects would provide a bicycle and pedestrian connection to similar facilities both north and south of this section of Sare Road. The Committee recommends allocation of \$48,000 for these crossings and P & T staff offered an additional \$47,000 needed to design and install these projects.

The Committee typically allocates between \$5,000 and \$20,000 for traffic-calming projects each year. The high cost for this pair of crossings and the discussion of other possible traffic-calming projects led the Committee to adopt a motion to separate consideration of traffic-calming from sidewalk projects in the future.

- **Motion for Council to Send Letter to Indiana University – Re: Pedestrian Way on East Side of Dunn Between the Bypass and East 17th Street** Each year, staff apprises the Committee of other sidewalk projects being installed around the City. This year, the Committee heard about and welcomed the sidewalk installed by Indiana University along 17th Street near the IU stadium, transit stops, and commuter lots. Staff noted that

⁷ Please note that about 30 emails and eight letters were sent to the Committee by residents in favor of this project.

⁸ Please know that the Committee sent a letter to the MPO in support of that project.

representatives from IU and the City meet on a monthly basis to coordinate work in the right-of-way. After further discussion about pedestrian facilities in that area, the Committee adopted a motion recommending that the Council send a letter to IU urging installation of a sidewalk on the east side of North Dunn Street from the Bypass to 17th Street. (*Draft letter forthcoming*)

- **Status Report Regarding On-going Projects Requested for Late October**

The Committee requested a Status Report regarding on-going projects by late October of 2017. This report would cover not only the two sidewalk and two traffic-calming projects recommended for funding this year, but also projects in the design, evaluation, and acquisition of right-of-way phase as a result of funding in 2016. These include:

- Sidewalk - Union Street from 4th Street to 7th Street - Design
- Sidewalk - Moores Pike from College Mall to Woodruff Lane – Design
- Pedestrian Crossing – Moores Pike and Clarizz - Evaluation
- Sidewalk - South Walnut Street from Winston Thomas to National Guard Armory – Design and Right-of-Way
- Sidewalk - Mitchell Street from Maxwell Lane to Circle Drive - Design

Summary of Actions

In summary, during the course of its 2017 deliberations, the Committee:

- Elected Cm. Granger as Chairperson;
- Acknowledged two disclosures of conflicts of interest from:
 - the Administrator/Attorney, who owns and resides in a house along a proposed project (Nancy Street from Mark to Hillside); and
 - Bob Woolford, the representative from the HAND department, who owns and resides in a house along another proposed project (Wylie Street from Henderson to Lincoln) neither of which were given serious consideration by the Committee this year;
- Recommended the allocation of \$306,000 in ATF monies for two sidewalk and a pair of traffic-calming projects – *See Funding Recommendations (attached)*
- Recognized traffic-calming projects as an unmet and emerging priority and adopted a motion that these projects be considered independently of Committee Sidewalk projects in the future;
- Recommended that the Council send a letter to Indiana University urging installation of a sidewalk along the east side of North Dunn between 17th and the Bypass as part of its welcomed pedestrian improvements to the area;
- Authorized the Chair to correct and approve the minutes after Committee and staff had a week to review them;
- Authorized submittal of a Committee Report to the Council (after signatures have been obtained by a majority of Committee members); and
- Requested staff to submit a Progress Report no later than the end of October regarding Committee recommendations and on-going projects.

COUNCIL SIDEWALK COMMITTEE (COMMITTEE) RECOMMENDATIONS FOR 2017
- FUNDS AVAILABLE: \$306,000

- **Alternative Transportation Fund (ATF)** Use the \$306,000 of Alternative Transportation Funds appropriated in 2017 for sidewalk and traffic-calming projects recommended by the Committee.
- **CBU Assistance with Storm Water Component of Council Sidewalk Committee 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: Occasionally, in past years, allocations from the previous year remained unspent and the Committee made recommendations about its use should an additional appropriation be proposed. No funds remained unspent and, therefore, the shaded column remains empty.*

	ATF	<u>ATF</u> <u>(Additional</u> <u>Amounts –</u> <u>Should They be</u> <u>Appropriated)</u>	<u>CBU</u>	<u>OTHER</u> <u>FUNDS</u>
East 10th - Design (\$24,650), Right-of- Way (\$0) & Construction (\$250,00) Sidewalk from Smith Road to the intersection of Deckard Drive /Tamarron Drive (South Side) with a Pedestrian Crossing and Other Safety Improvements at that Intersection	\$58,000		\$0	\$192,000 *
Rockport Road – Design (\$24,460), Right-of-Way (\$0) & Construction (\$200,000) West Pinehurst Drive to South of Graham Drive (West Side)	\$200,000		\$0	\$0
Traffic-Calming – Design (\$15,000), Right-of-Way (\$0) & Construction (\$80,000) Sare Road Island Crossings (at two locations – Winston Street and Spicewood Lane)	\$48,000		\$0	\$ 47,000 **/+
2017 ALLOCATION	\$306,000	\$0	\$0	\$239,000

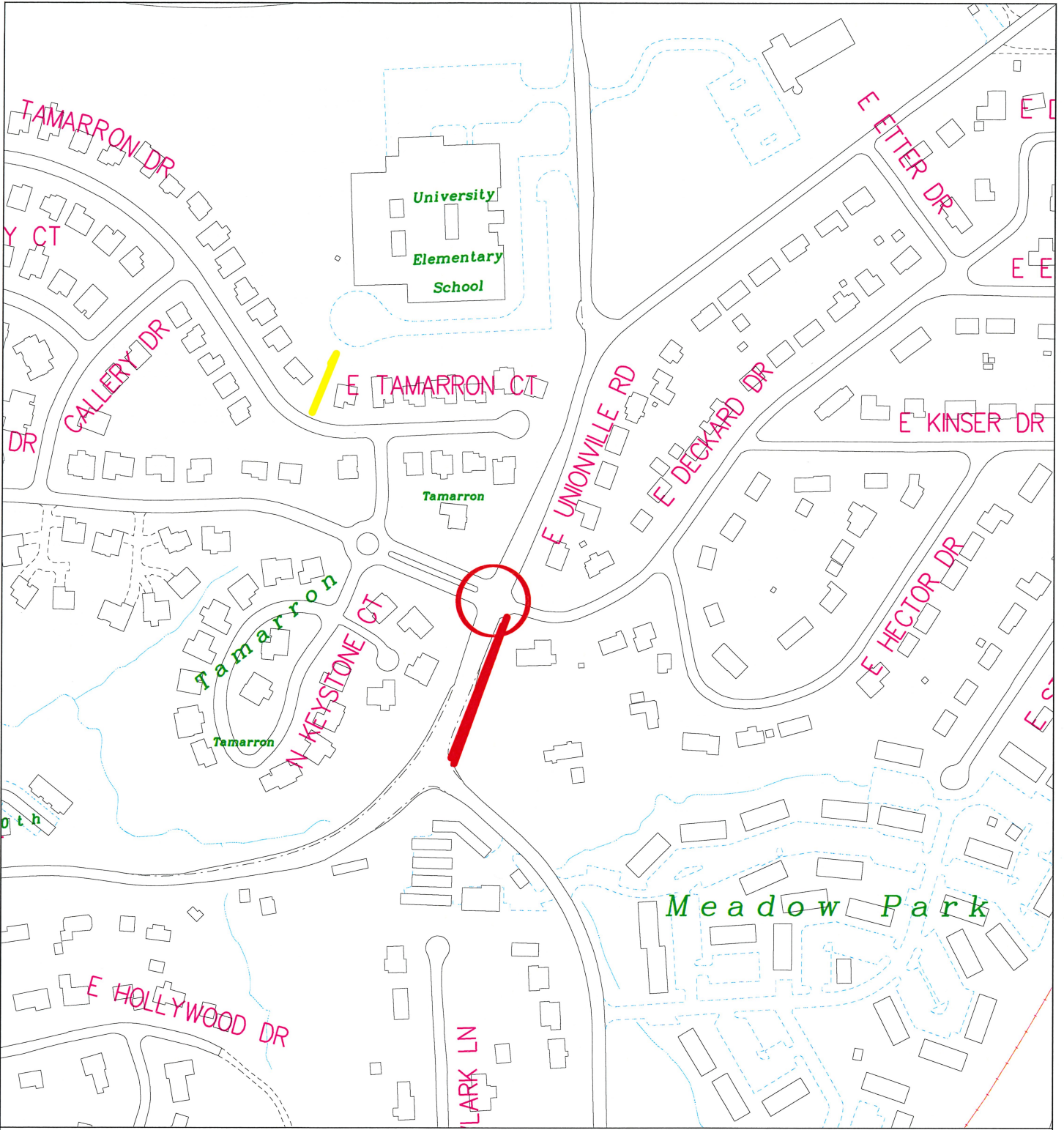
Note: The Committee recognizes that the allocations for each project are estimates and may change. The allocations are intended to establish priorities and keep expenditures within appropriations. According to prior motions by the Committee, project costs that exceed the estimate by 10% should be approved by the Chair; project costs that exceed the estimate by \$20,000 should be approved by the Committee.

This year the Committee requested a Status Report by late October, 2017.

*P & T staff indicate that they are in discussions with MCCSC about contributing towards a school zone flashing beacon (~\$15,000) and estimate that about \$177,000 of other City funds will also be contributed to this project. In addition, although not included in the \$192,000 amount, staff is working with INDOT to design and construct a pedestrian hybrid beacon (~\$131,000). The City improvements should be completed by this summer or fall and the INDOT improvements should be completed in the summer of 2018.

** The P & T Department works with constituents in regard to traffic-calming requests and uses other City monies at its disposal to pay for those efforts. This year, P & T agreed to contribute the remaining costs for the two pedestrian crossings along Sare Road. Recognizing traffic-calming as a new priority, the Committee also requested that traffic-calming projects be considered separately from Committee sidewalk projects in the future.

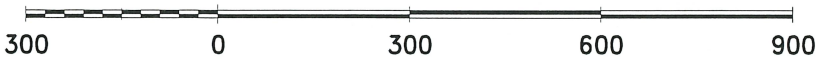
** + The City has submitted a request for funds through the Metropolitan Planning Organization (MPO) for a multiuse path along Sare Road from an existing path at Renwick to Buttonwood Lane. Upon a motion from the Committee, the Chair sent a letter to the MPO supporting the installation of this multiuse path and noting that these crossings would complement that project.



Council Sidewalk Committee Recommendations 2017

- Red Line and Circle = Sidewalk and Crossing – Recommended for Construction
- Yellow Line = Existing Path to School

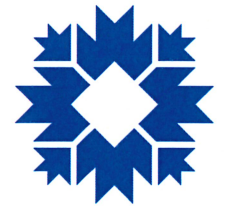
By: shermand
11 Apr 17



For reference only; map information NOT warranted.



City of Bloomington
Council Office



Scale: 1" = 300'

2017 Council Sidewalk Committee - Initial Project Prioritization

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

<# 2017

<# 2017

<# 2017

* This column was added by the Council Office. It compares rankings from one year to the next and found no changes greater than 3 slots.
 ** The tan shaded rows indicate new proposals for consideration in 2017 and the blue shaded rows indicate previously funded ongoing projects.
 *** See the Index (which follows this sheet in the materials) for a list of recently completed projects as well as recently removed proposals

A HISTORY OF COUNCIL SIDEWALK COMMITTEE FUNDS, 2002-2017

2017

Site	Estimate	Recommendation	Possible Additional Appropriation	Comments
E. 10th from Smith Road to Deckard /Tamarron Drive (South Side) - Sidewalk, Pedestrian Crossing, and Other Safety Improvements	\$274,650.00	\$58,000.00		In 2016, after previous interest and investment in the proximate area, the Committee recommended allocating \$50,000 for the design of the sidewalk from Smith Road to the Deckard / Tamarron Drive intersection and a crossing of 10th at that intersection. The design, which cost \$24,460, entailed a meeting with residents and others, and led to a proposal that includes a 10' wide sidewalk from Deckard to Tamarron and a crossing at Tamarron. The crossing should include a median island, school zone, pedestrian hybrid beacon, pavement markings, and advance signage. In 2017, the Committee recommends funding \$58,000 and staff is proposing to add another \$177,000 from other City funds. In addition, staff is working with MCCSC for contributions toward a school zone beacon (~\$15,000) and with INDOT for contributions towards a pedestrian HAWK signal (\$131,000). The City should complete its portion of this project in the summer or fall of 2017 and INDOT should complete its HAWK signal in the summer of 2018.
Rockport Road from Graham Drive to south of West Pinehurst Drive (West Side) - Sidewalk	\$224,460.00	\$200,000.00		Last year, the Committee recommended allocating \$22,000 for the design of this sidewalk project along Rockport Road. Once this sidewalk and sidewalks associated with the intersection improvement at Rockport Road and Tapp Road are completed, the entire boundary of the triangular Broadview Neighborhood will have had pedestrian facilities installed since its phased annexation spanning the late 1990's and early 2000s. This year, the Committee recommends funding \$200,000 for the construction of the second-to-last leg of this long-term pedestrian plan.
Sare Road at Buttonwood Lane and at Spicewood Lane -Traffic calming / Pedestrian Crossing	\$95,000.00	\$48,000.00		This pair of crossings was proposed by Cm. Rollo and was supported by a representative of the Spicewood neighborhood, who addressed the Committee. The crossings would complement a multiuse path from the Renwick development to Buttonwood Drive that the City has proposed for Metropolitan Planning Organization (MPO) funding. Together, these projects would provide a bicycle and pedestrian connection to similar facilities both north and south of this section of Sare Road. The Committee recommends allocation of \$48,000 for these crossings and P & T staff offered an additional \$47,000 needed to design and install these projects. The high cost for this pair of crossings and the discussion of other possible traffic-calming projects led the Committee to adopt a motion to separate consideration of traffic-calming from sidewalk projects in the future.
Total	\$594,110.00	\$306,000.00		

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

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

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

2014				
Site	Estimate	Recommendation	Other Funds	Comments
Kinser Pike - 17th Street north to Apartments (East Side)	\$228,412.80	\$38,068.80		This highest ranking project has been on the list for over a decade due, in large part, to the cost of the right-of-way (which amounts to over half of the total project cost of \$228,412). After obtaining estimates for both sides of the street, the Committee chose the east side, which was less expensive and more-likely-to-be-used. This recommendation commits \$38,068.80 toward the design of this project in 2014 with construction considered a high priority in 2015.
West 17th Street -- Maple to Madison (South Side)	\$276,361.80	\$58,810.30		* Installation of sidewalks on West 17th Street has been a high priority for the City and will see progress to the east and west of this project in the near future. This year, the Committee learned it would cost \$276,361.80 for this project, which would include about 650 feet of sidewalk (with some sidewalk already in place), some steps here and there, and some storm water component (estimated at about \$59,000) that might be covered by City Utilities. The recommendation this year is to allot \$46,060.30 toward the design and \$12,750 toward appraisal work for this project and make construction a high priority next year. <i>*CBU will explore in-kind contributions toward the storm water component of this project.</i>
SR 45/46 Bypass and Tunnel to 7th Street (West Side)	\$20,000.00	\$20,000.00		This project would connect the side path on the west side of the SR 45/46 Bypass and the bicycle/pedestrian tunnel at this site with 7th Street and, thereby, to the neighborhoods to the south and west. It would include installing a ramp from the Bypass and stairs from the tunnel. The cost is estimated at \$20,000 and the stairs would have a "cheek wall" for bicyclists to use for their bikes after dismounting them. The Committee thought this may have the added benefit of encouraging more bicycle and pedestrian traffic between the neighborhoods to the east and the campus to the west.
Leonard Springs -- 300 feet South of Walmart Entrance to Tapp Road	Unknown	\$15,000.00	Unknown	Last year the Committee recommended contributing as much as \$15,000 to this Monroe County project over two years if it was going forward. The logic for contributing is two-fold: first, the roadway is owned by the City (but the adjacent land is within the County) and second, there are some pockets within the City to the south with residents that would use the sidewalk. The project would be about 1,200 feet long and cross 10 parcels of land. <i>It is conditioned on adequate assurances that the project will go forward and the contribution will be spend in 2014.</i>

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

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

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

2011				
Site	Estimate	Recommendation		Comments
		ATF	Other Funds	
Third Street -- Segments 1-4: Bryan to Hillsdale	\$387,405.00	\$129,811.00	\$175,000.00	See 2010 description below for project details. The 2010 Committee dedicated the bulk of its funds to the E. Third Street project. After applying 2010 funds to this project, \$129,811 was need for the completion of Segments 1-4. The other funds include \$100, 00 from Greenways & \$75,000 from HAND.
Third Street -- Segment 5: Hillsdale to Travel Lodge	\$300,893.00			Design for this project will be completed with 2010 funds.
Southdowns -- Jordan to Mitchell (with exploring the possibility of CBU making an in-kind contribution toward stormwater improvement)	\$53,153.00	\$50,622.00		With the completion of Marilyn Drive sidewalk in 2011, this segment would culimate a multi-year effort to create a continous 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 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 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) 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. 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 -- 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. 3 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 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 result of previous funding in 2002 (see below). This segment, unlike the others, does not require a large complement of storm water funds.
Sidewalk Project - Winfield Road from 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	

Appendix Four – Evaluation of Proposed Sidewalk Projects

Presentation

Presented by Scott Robinson, Long Range/Transportation Manager

Action

- Review Criteria
- Disclose Any Conflicts of Interest
- Review Rankings and Select Projects for Further Consideration this Year

Background Material

Council Sidewalk Criteria – *enclosed*

Table of Council Sidewalk Criteria with Objective Factors - *enclosed*

Planning and Transportation Department Elaboration of Council Sidewalk Criteria and Prioritization Sheet (Scott Robinson) - *enclosed*

- Memo from Plan Department
- Elaboration of Prioritization Methodology
- Prioritization – Walk Score, PLOS, Transit Route Score, Density Score
 - *(Note: Council Office identified ongoing projects (in blue))*

Index and Maps – *enclosed*

Council Sidewalk Committee Policies

Criteria for Selecting Sidewalk Projects

- Safety Considerations -- A particular corridor could be made significantly safer by the addition of a sidewalk.
- Roadway Classification -- The amount of vehicular traffic will increase the likelihood of pedestrian/automobile conflicts, which a sidewalk could prevent. Therefore, arterial and collector streets should be a priority for linkages over residential/subdivision streets.
- Pedestrian Usage -- Cost-effectiveness should be based on existing and projected usage.
- Proximity to Destination Points -- Prioritization of linkages should be based on proximity to destinations such as elementary schools, Indiana University, employment centers, shopping opportunities, parks/playgrounds, etc.
- Linkages -- Projects should entail the construction of new sidewalks that connect with existing pedestrian facilities.
- Costs/Feasibility -- Availability of right-of-way and other construction costs must be evaluated to determine whether linkages are financially feasible.

History of Revisions

These criteria first appeared in a memo entitled the *1995 Linkages Plan – Criteria for Project Selection/Prioritization* and have been affirmed and revised over the years.

- On October 16, 2006, the Committee added “Indiana University” as another “destination point” under the fourth criteria (Proximity to Destination Points). At that time, it decided not to explicitly recognize “synergy” as another criteria, because it was already being considered as a factor under the sixth criteria (Costs/Feasibility).
- On January 4, 2008, the Committee added the fifth criteria defining “Linkages.”
- On November 12, 2009, the Committee revised “Proximity to Destination Points” to clarify that the list was illustrative and included “employment centers” among other destinations.

Other Policies

Overage Policy

Each year the Committee Report uses estimates submitted by City Engineering to allocate funds between projects. Even with a 10% contingency, these estimates are sometimes well-off the bid for, or actual cost of, the project. The 2009 Committee established an “overage policy” whereby allocations in excess of 10% of the project estimate must be approved by the current chair and any additional allocation in excess of \$20,000 over the project estimate must be approved by the Committee.

Council Sidewalk Criteria – Application of Emerging Objective Factors

Criteria	Elaboration	Plan Department’s Effort to Create Data, Objective Factors, and a Ranking Formula	
1. Safety	A particular corridor could be made significantly safer by the addition of a sidewalk	Pedestrian Level of Service (PLOS)	
2. 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.	<p style="text-align: center;">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.</p> <p style="text-align: center;">1 (High /A) – 5 (Low/ F) (where C is “pretty comfortable”)</p> <p><i>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.</i></p>	
3. Pedestrian Usage	Cost-effectiveness should be based on existing and projected usage.	<p style="text-align: center;">Density (0 – 1,863)</p> <p>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).</p>	<p style="text-align: center;">Walk Score</p> <p>0 (Car-Dependent) – 100 (Walkers’ Paradise)</p> <p>This score gauges pedestrian demand based upon proximity to a mix of commercial destinations, but doesn’t account for demographic factors.</p>
4. 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.	<p style="text-align: center;">Transit (0 – 247)</p> <p>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.</p>	<p>Overall Project Ranking =</p> <p style="text-align: center;">Walk Score Rank + Pedestrian Level of Service (PLOS) Rank + Transit Route Score Rank + Density Rank</p> <p style="text-align: center;">=</p> <p style="text-align: center;">Score</p> <p style="text-align: center;">(Lowest Score = Highest Rank)</p> <p style="text-align: center;">***</p> <p><i>Note: All the above were weighed equally.</i></p>
5. Linkages	Projects should entail the construction of new sidewalks that connect with existing pedestrian facilities.	Sidewalk Inventory	
6. Costs/ Feasibility	Availability of right-of-way and other construction costs must be evaluated to determine whether linkages are financially feasible.	<p style="text-align: center;">Project Costs</p> <p>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).</p>	

City of Bloomington
City Council Sidewalk Committee 2009 Prioritization Process

Process Overview

1. Council members and staff develop list of potential sidewalk projects.
2. Planning staff evaluates each project using prioritization method described below.
3. Council Sidewalk Committee discusses proposed projects, with consideration given to project rankings developed by Planning, and additional input from City staff and the general public.
4. Council makes funding recommendations.
5. Public Works implements projects.

Prioritization Methodology

1. The Walk Score for each project was determined by entering the address nearest the center of the proposed project into www.walkscore.com. The results are recorded into a spreadsheet. Higher walk scores indicate greater demand for walking.
2. The existing Pedestrian Level of Service was calculated for each proposed project using aerial photos and traffic data. Since the projects in question do not currently have sidewalks, PLOS accounts for features such as existing traffic volumes, speed, and outside lane width. Without sidewalks (and hence without measurable buffers), PLOS is rather “sticky” – scores tend to cluster in the C to D range. Higher PLOS scores indicate lower quality walking environments.
3. Transit scores were calculated as follows:
 - a. Each transit route was recorded in a GIS line layer with a column for passengers per hour (from the Bloomington Transit Fixed Route Operational Analysis Study).
 - b. GIS buffers of 1/8 mi. (660 ft.) and 1/4 mi. (1,320 ft.) radii were created for each route. The passenger per hour data was transferred to the buffers, with the narrower 1/8 mi. buffer weighted at twice the value of the 1/4 mi. buffer.
 - c. To account for areas of overlapping transit route influence, a 1/16 mi. grid was superimposed over the transit service area, and weighted transit values from buffers were summed for each grid cell. A simple averaging method was then used to eliminate abrupt changes in the grid (i.e., to smooth the data). The result of this operation was a continuous transit route influence grid for nearly the entire City.
 - d. Transit route scores were assigned to proposed sidewalk projects according to the location of the midpoint of the sidewalk.
4. To account for population, the following method was used:
 - a. A circle with 1/8 mi. radius was established around the approximate center point of a project.
 - b. Parcels within each circle were tagged according to their zoning classification, and population densities were assigned based on the population that could live within this area according to zoning. The following density assumptions were used:
 - i. RE, RS, RC = 1 unit/parcel
 - ii. RM = 7 units/acre
 - iii. RH, CL, CG, CA, PUD = 15 units/acre
 - iv. MH = 1 unit/ lot
 - v. IG, BP, QY = none
 - vi. IN = none for most instances, except for IU where 15 units/acre was used
 - vii. MD = 7 units/acre
 - viii. Downtown Overlays
 1. CSO, UVO, DGO = 100 bedrooms/acre
 2. DCO = 180 bedrooms/acre
 3. DEO = 60 bedrooms/acre
 4. STPO = 45 bedrooms/acre

- c. After assigning density values (area or lot-based) to each parcel, population per parcel was determined using conversion factors of 2 people/unit (based on census household data for Bloomington), and 1 person/bedroom.
 - d. The population values for all parcels were summed to obtain the total population value for each project.
5. For each data category (Walk Score, PLOS, Transit, and Density), the projects were ranked and then the ranked scores were subsequently summed to obtain an overall measure for the priority of the project. The projects with the lowest scores (a score of 4 would be the highest score) are highest priorities using this system and the projects with the highest scores are the lowest priorities.

Known Issues

1. The methodology doesn't account for network connectivity or alternate routes, both of which are important.
2. PLOS doesn't work well for off-street facilities, so it's hard to compare these using this methodology.
3. The method assumes an equal weighting, which may or may not be appropriate.

Walk Score

Walk Score is a web-based tool (www.walkscore.com) that measures the proximity of a particular location to a mix of commercial destinations. Walk Score is a good proxy for pedestrian demand, although it doesn't account for demographic factors that can also be significant. The maximum possible walk score is 100. The range of values can be thought of as follows:

- **90–100 = Walkers' Paradise:** Most errands can be accomplished on foot and many people get by without owning a car.
- **70–89 = Very Walkable:** It's possible to get by without owning a car.
- **50–69 = Somewhat Walkable:** Some stores and amenities are within walking distance, but many everyday trips still require a bike, public transportation, or car.
- **25–49 = Car-Dependent:** Only a few destinations are within easy walking range. For most errands, driving or public transportation is a must.
- **0–24 = Car-Dependent (Driving Only):** Virtually no neighborhood destinations within walking range.

For reference, some additional walk scores from Bloomington are provided below:

- 100 W. Kirkwood Ave. (Courthouse Square): 95
- 104 S. Indiana Ave. (Kirkwood & Indiana): 88
- 3300 W. 3rd St. (3rd & Gates Dr.): 74
- 1424 S. Walnut St. (Walnut & Hillside): 63
- 574 W. Bloomfield Rd. (Bloomfield & Landmark): 45
- 2000 S. High St. (High & Rogers Rd.): 32
- 3980 S. Sare Rd. (Jackson Creek Middle School): 22
- 2770 S. Adams St. (Tapp Rd. & Adams St. roundabout): 9

Pedestrian Level of Service (Ped LOS)

Pedestrian Level of Service (Ped LOS) may be thought of as the quality and safety of the walking environment. While Walk Score is related to pedestrian demand, Ped LOS is closely related to the supply of pedestrian facilities. Ped LOS accounts for traffic volume and speed, lane width, presence and width of sidewalk, and presence, type, and width of the buffer. Ped LOS scores typically range from 1 to 5, with lower scores representing better pedestrian facilities. These quantitative scores are broken down into letter scores A-F for ease of understanding. Generally speaking, most people would find a facility receiving a score of "C" to be pretty comfortable.

2018 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 (2017)*	Overall Project Rank
Pete Ellis Dr. (2016)	3rd St. to 10th St.	2,750	71	5	3.57	25	270	2	1,587	2	34	1	1
Union St.	4th St. to 7th St.	954	68	7	3.84	13	103	21	1,035	9	50	4	2
E. 3rd St. (2015)	2 vacant Lots E of Park Ridge	340	20	43	4.16	2	268	3	1,552	3	51	3	3
Indiana Ave. (2016)	NW Corner 3rd St. & Indiana Ave.	268	87	1	2.95	46	633	1	1,193	6	54	2	4
14th St.	Madison St. to Woodburn Ave.	450	85	2	3.58	24	220	9	769	20	55	5	5
19th St. (2011)	Walnut St. to Dunn St.	1,120	51	17	3.48	30	178	12	1,229	5	64	6	6
Moores Pk.	Andrews St. to College Mall Rd.	1,289	51	17	3.99	6	52	39	1,453	4	66	8	7
Smith Rd. (2011)	Grandview Dr. to 10th St.(west)	1,352	42	23	3.63	20	260	7	771	19	69	7	8
Gourley Pk. (2017)	Kinser Pike to Monroe St.	2,900	40	25	3.62	21	126	16	1,083	8	70	9	9
S. Rogers St.	south of Hillside Dr.	480	43	22	3.97	8	90	25	825	17	72	11	10
Jefferson St.	3rd St. to 7th St.	1,375	66	8	3.66	17	97	22	393	28	75	11	11
E. 10th St. (2015)	Grandview Dr. to Russell Rd.	2,390	19	45	4.01	4	268	3	571	24	76	10	12
Gourley Pk. (2016)	College Ave./Old SR 37 to Kinser Pike	1,084	69	6	2.93	47	194	11	930	15	79	13	13
Miller Dr.	Huntington Dr. to Olive St.	423	38	29	3.66	17	82	28	1,191	7	81	16	14
5th St.	Union St. to Hillsdale Dr.	1,671	66	8	3.52	28	131	15	298	33	84	16	15
N. Indiana (2015)	15th St. to 17th St.	409	58	13	3.61	22	76	33	881	16	84	15	15
Walnut St.	Hoosier St. to Force Fitness	369	52	16	3.74	16	34	43	986	13	88	18	17
Moores Pk.	Valley Forge Rd. to High St.	1,060	34	32	4.17	1	107	20	240	37	90	22	18
17th St. (2012)	Crescent Street to College Ave.	5,500	45	21	2.46	49	216	10	996	11	91	19	19
High St.	Covenanter Dr. to 2nd St.	2,622	46	19	4.01	4	93	24	156	44	91	24	19
Clark St.	3rd St. to 7th St.	1,390	60	12	3.25	39	131	14	360	29	94	23	21
Walnut St.	Winston/Thomas to Nat'l Guard Armory	1,064	42	23	3.99	6	34	44	679	21	94	24	21
8th St. (2017)	Jefferson St. to Hillsdale Dr.	938	61	11	3.16	41	230	8	284	35	95	24	23
10th St. (2013)	Smith Rd. to Russell Rd.	1,010	22	42	3.92	10	268	3	172	41	96	27	24
Palmer St. connector path	Wylie St. to 1st St.	529	75	4	1.50	53	146	13	328	30	100	27	25
Bryan St. (2013)	3rd St. to 7th St.	1,400	55	15	3.34	35	90	26	539	25	101	30	26
Wylie St. (2013)	Lincoln St. to Henderson St.	1,150	77	3	2.33	51	121	17	301	32	103	32	27
Mitchell St. (2016)	Maxwell Ln. to Atwatter Ave.	1,890	56	14	2.91	48	265	6	282	36	104	30	28
W. Allen St. (2018)	Strong Dr. to Adams St.	1,320	24	39	3.89	12	73	34	662	22	107	-	29
Allen St. (2015)	Henderson St. to Lincoln St.	1,184	66	8	1.98	52	113	19	302	31	110	33	30
Curry Pike (2017)	SR 45 to Beasley Dr.	2,638	39	28	3.92	10	68	36	207	40	114	34	31
W. 3rd St. (2018)	Walker St. to ~240 ft. west	240	46	19	3.12	42	79	30	597	23	114	-	31
Corey Ln. (2015)	2nd St. to 3rd. St.	2,332	15	46	3.61	22	48	41	987	12	121	35	33
Walnut St. (2013)	SR 45/46 to 500 ft N of Fritz Dr	2,300	37	30	3.65	19	18	48	481	26	123	36	34
Fee Ln. (2015)	SR 45/46 to Lot 12 Entrance	1,353	11	52	3.44	33	48	41	5,400	1	127	37	35
Nancy St.	Hillside Dr. to Mark St.	878	31	36	3.48	30	94	23	235	38	127	39	35
Arlington Rd. (2018)	Monroe St. to Prow Rd.	5,150	20	43	3.49	29	28	46	1,029	10	128	-	37
Franklin Dr. (2017)	3rd St. to Fairfield Dr.	148	40	25	2.38	50	49	40	943	14	129	38	38
Rhorer Rd.	Walnut St. to Sare Rd.	4,775	40	25	4.06	3	0	50	69	51	129	41	38
Smith Rd. (2011)	Hagan St. to Brighton Ave. (west)	1,817	28	37	3.56	27	118	18	122	47	129	42	38
Mitchell St. (2012)	Maxwell Ln. to Circle Dr. (east)	624	34	32	3.34	35	77	32	297	34	133	42	41
Winslow Rd. (2017)	High Street to Xavier Ct.	1,524	15	46	3.95	9	69	35	152	45	135	44	42
Graham Dr. (2011)	Rockport Rd. to Rogers St.	1,815	35	31	3.34	35	58	37	234	39	142	45	43
Oakdale Dr. (2018)	Oakdale Sq. to Bloomfield Rd.	1,350	7	53	3.04	44	80	29	792	18	144	-	44
Ford Ave. (2017)	Graham Dr. to Coolidge Dr.	260	12	48	3.06	43	84	27	424	27	145	46	45
Dunn St.	SR 45/46 to Tamarack Tr.	2,044	32	35	3.83	14	7	49	74	50	148	47	46
S. Highland (2015)	Winslow Park Parking to Sidewalk	755	23	41	3.45	32	55	38	158	43	154	48	47
Woodlawn Avenue (2017)	Weatherstone Ln. to Maxwell Ln.	1,328	33	34	3.57	25	21	47	86	48	154	48	47
E. Wimbleton Ln. (2018)	High St. to Montclair Ave.	1,040	24	39	3.04	44	79	30	164	42	155	-	49
Kinser Pk.	north of Acuff Rd.	1,595	12	48	3.83	14	0	50	40	53	165	50	50
Ramble Rd.	Ramble Rd. to Dunn St.	875	28	37	3.26	38	0	50	86	48	173	51	51
Sare Rd. (2017)	Rogers Rd. to Cathcart St.	3,330	12	48	3.20	40	30	45	138	46	179	52	52
N. Dunn St. (2015)	Tamarack Trail to Lakewood Dr.	3,602	12	48	3.41	34	0	50	64	52	184	53	53
Bryan Park NBHD (2018)	any street w/o sidewalks	n/a	n/a	na	n/a	na	n/a	na	n/a	na	na	-	na

* This column compares rankings from one year to the next and highlights 6 projects that have changes greater than 4 slots. (See dark gray cells.)

** The tan shaded rows indicate new proposals for consideration in 2018 and the green shaded rows indicate on-going funded projects.

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

Index for Maps of Sidewalk Proposals (for Initial 2018 Sidewalk Committee Meeting)

Includes New, On-Going (Partially-Funded), and Completed (in 2017 or Anticipated in 2018) Projects

Six New Projects were Proposed for 2018 – Highlighted in Yellow; and
Seven Projects which Moved Forward with Partial Funding in 2016 - 2017 – Highlighted in Blue.
With Three Projects Completed in 2017 or Scheduled for Completion in 2018 - Highlighted in Gray

**(Listed in Approximate Order of Ranking on Priority List
(Does Not Indicate Projects with the Same Rank))**

Recently Completed, and Recently Removed Proposals

<u>Street</u>	<u>Location</u>	<u>Side</u>	<u>Comment</u>
Pete Ellis Drive	10 th Street to 3 rd Street	(?)	<p><i>New in 2016. Resident from Cambridge Square raised various pedestrian, transit & safety issues along this corridor that fall outside current Committee criteria (except possible traffic-calming). Among other steps, P & T staff were exploring a stop sign at Pete Ellis and 7th Street.</i></p> <p><i>(From 2018 Memo to Committee.) Intersection improvements are anticipated at the 10th Street/Pete Ellis intersection in the next couple of years in conjunction with the development of the IU Health Bloomington Regional Academic Health Campus.</i></p>
Union	4 th to 7 th	East	<p><i>Reaffirmed Council member interest in 2016 and 2017. 2017 Committee funded the design of this project.</i></p> <p><i>(From 2018 Memo to the Committee.) In 2016 the Committee allocated \$32,000 towards the design of a new sidewalk along Union Street, from East 4th Street to East 7th Street (east side). A design contract was award to Bledsoe Riggert Cooper James at the December 13, 2016 Board of Public Works meeting in the amount of \$34,380.00. Design has progressed through survey with an estimated completion date in 2018. No permanent right-of-way acquisition is anticipated with this project. The current estimated construction cost for the project is \$215,900.</i></p>
E. 3rd Street	2 Vacant Lots – 4136 – 4262	South	<p><i>New in 2015. Vacant parcel with side path on west and sidewalk on east which would require installation of sidewalks with any future development.</i></p> <p><i>(From 2018 Memo to Committee.) Recent dedication of right-of-way along West 3rd Street will drastically reduce the project cost.</i></p>
Indiana Avenue	Southwest parcel at intersection with East 3 rd Street		<p><i>New in 2016. After discussion of a traffic ordinance (Ord 15-27) in 2015, Cm. Volan requested that the Committee explore restricting vehicular access to this parcel. Note, this appears to fall outside the current Committee criteria.</i></p> <p><i>(From 2018 Memo to Committee.) The City has plans to modernize the signalized intersection at 3rd Street and Indiana in 2020.</i></p>

14th	Madison to Woodburn		<i>Reaffirmed citizen interest in 2012.</i>
19th	Walnut to Dunn	(?)	<i>Combined 18th and 20th Street projects requested in 2011</i>
Moores Pike	Andrews Circle to College Mall <i>(Both Sidewalk and Pedestrian Crossing)</i>	South	<p><i>The 2016 Committee funded design for a sidewalk from College Mall Road to existing sidewalk further east. It also funded design for a possible pedestrian crossing at Clarizz/Andrews Circle.</i></p> <p><i>(From 2018 Memo to the Committee) In 2016, the Committee allocated \$32,000 towards the design of a new sidewalk along East Moores Pike, from College Mall Road to Woodruff Lane (south side), as well as, the evaluation of potential pedestrian crossing improvements across Moores Pike at Clarizz Blvd. A design contract was awarded on November 19, 2016 to Crawford, Murphy & Tilly, Inc. in the amount of \$52,590.00.</i></p> <p><i>- Design of the sidewalk was completed in 2017 and the project is ready for construction. No right of way acquisition is necessary for this project. Construction costs are estimated to be \$195,000.00 for the sidewalk installation.</i></p> <p><i>- The pedestrian crossing evaluation was completed in 2017 recommending a concept involving the removal of the eastbound right-turn lane and curb line adjustments to decrease the intersection's crossing distance. The concept would not include a rectangular rapid flashing beacon (RRFB, but could be upgraded to include a similar device in the future if necessary. The cost to design and construct the recommended crosswalk enhancement at this intersection is estimated to be \$20,000 and \$75,000, respectively. Right of way acquisition may be necessary in both impacted intersection corners.</i></p>
Smith Road	Grandview Drive to 10 th	West	<i>Introduced for 2010 Committee and vacillated between 6th and 10th place over last few years.</i>
Gourley Pike	Kinser Pike to ~ Monroe Street	North (?)	<p><i>Requested by a citizen with motorized wheelchair for consideration by 2017 Sidewalk Committee. Note: Map also includes second segment from College Avenue along North Old SR 37 and Gourley Pike to Kinser Pike (listed below).</i></p> <p><i>(From 2018 Memo to Committee.) INDOT is has indicated that they are planning on improving the intersection 45/46 and Stone Lake Drive/Monroe Street.</i></p>
S. Rogers	1515 – 1525 S. Rogers	East	<p><i>Reaffirmed by a Council member for 2017 noting foot traffic associated with Community Kitchen.</i></p> <p><i>From 2018 Memo to Committee.) Recent property subdivision by the Parks and Recreation Department associated with Switchyard Park requires the installation of the missing section of sidewalk on the eastern right-of-way.</i></p>
Jefferson	3 rd to 7 th		<i>Long-standing request.</i>

E. 10th	Grandview Drive to Russell Road	?	<i>New in 2015. Reaffirmed citizen interest in 2016 and 2017. Project involves INDOT and MCCSC (University Elementary School). The 2016 Committee funded design which includes sidewalk on south/east side from Smith to Deckard and a pedestrian crossing at Deckard with refuge, beacon, lane marking, and signage.</i>
	Smith Road to Tamarron	South	<p><i>(From 2018 Memo to Committee.) In 2016 the Committee allocated \$24,650.00 for the design of a sidewalk and crossing. In 2017, the Committee allocated \$58,000 towards the construction cost of the project. Design was completed in the summer of 2017 and the project was bid and awarded for construction to Crider & Crider on November 28, 2017 in the amount of \$337,785. Construction is anticipated to begin in 2018 and be completed in July 2018. Construction and INDOT permitting fees were funded via:</i></p> <ul style="list-style-type: none"> <i>- \$78,000 from Council Sidewalk Committee (the Chair approved a \$20,000 increase given cost savings on the Rockport Road project)</i> <i>- \$15,000 MCCSC contribution given the proximity and anticipated benefit to University Elementary</i> <i>- \$247,285 Planning & Transportation contribution from the department's General Fund budget</i> <p><i>In addition to coordination with MCCSC, this project included coordination with INDOT given this section of E 10th Street is State Road (SR) 45 and any modifications to it require INDOT approval. Throughout the coordination effort, INDOT not only supported the City's proposed changes but was willing to contribute by designing and constructing a pedestrian hybrid beacon (PHB) at the SR 45/Tamarron intersection (estimated value \$131,000) upon completion of the city's portion of the project.</i></p>
Gourley Pike/Old SR 37	College Avenue – Kinser		<i>See Gourley Pike (above – with map of both areas).</i>
Miller Drive	Huntington to Olive		<i>2009 citizen request for both sides of the street.</i>
5th Street	Union to Hillsdale	South	<p><i>Reaffirmed citizen interest in 2016.</i></p> <p><i>(From 2018 Memo to Committee.) The Committee is currently designing a section of sidewalk along Union Street.</i></p>
N. Indiana	15 th to one parcel south of 17 th	West	<i>New in 2015. Vacant parcel owned by IU Foundation.</i>
S. Walnut	Pinewood to 2942 S Walnut	West	<i>Scope redefined in 2016 to begin at Pinewood (not Hoosier Street) and end at 2942 S. Walnut (since Legends no longer is located there).</i>
Moores Pike	Valley Forge to High	North	<i>2009 Request</i>

17th Street	Crescent Street to College Avenue	South	<p><i>The scope of this project was extended from ~ Monroe to Crescent Street by 2012 Committee. The segment between Madison and College was completed in 2014. The segment between Maple and Madison was in design stage in 2014. The segment from west of Maple to Madison was in right-of-way acquisition phase for 2015. Other funds have been identified to complete sidewalks along this corridor.</i></p> <p><i>The Committee anticipates that this project will go forward with use of other funds: (From 2018 Memo to Committee.) The City has hired Aztec Engineering Group to design the reconstruction of 17th Street from Crescent to Monroe Street with other funds. The project will include a sidewalk on the south side of the street and a multiuse path on the north side. The City is currently in the right-of-way acquisition phase and anticipates construction in 2019.</i></p>
High Street	Covenanter to 2 nd	East	<i>2009 Request. Repair – raise curb</i>
Clark Street	3 rd to 7 th Street		<i>Introduced in 2013 and has stayed in the 15-21 range since then.</i>
S. Walnut	Winston/Thomas to Indiana Nat'l Guard	West	<p><i>2009 Request from Department of Public Works. The 2016 Committee funded design and acquisition of right-of-way.</i></p> <p><i>(From 2018 Memo to the Committee.) In 2016 the Committee allocated \$13,000 for design of a sidewalk along South Walnut Street, from Winston Thomas to National Guard Armory (west side). A design contract was awarded to Parsons Cunningham and Shartle Engineers, Inc. on November 1, 2016 in the amount of \$32,750.00. Design is continuing and is anticipated to be completed in 2018. Coordination is underway with the National Guard property and at this time staff does not anticipate any right of way acquisition for this project. Construction is estimated to be \$63,000.</i></p>
East 8th Street	Jefferson Street to Hillsdale		<i>New citizen request for 2017.</i>
E. 10th	Smith Road to Russell Road	East	<i>Introduced in 2013. Affirmed by citizen in 2016 and 2017 and subject to design funding in 2016. (See E. 10th from Grandview to Russell Road – above for progress on a portion of this request.)</i>
Palmer (street connection)	Wylie to 1 st		<i>2009 Request for pedestrian facility in right-of-way between these two streets.</i>

Rockport Road	Countryside Lane to Tapp Road West		<p><i>This is a long and expensive project. After starting funding in 2012 and a series of phases with cooperation between HAND, CDGB, and Public Works, the north portion to about 200' south of Countryside Lane was completed in 2015. The segment from south of Graham to Tapp Road may include funds for about 500' of sidewalk north of the expected improvement of the Tapp/Rockport Road intersection. The 2016 Committee funded money for design from West Pinehurst to south of Graham Drive.</i></p> <p><i>(From 2018 Memo to Committee.) In 2016 the Committee allocated \$22,000 for the design of a new sidewalk along the western right-of-way of South Rockport Road, from West Graham Drive to West Pinehurst Drive. In 2017 the Committee allocated \$200,000 for the construction of the sidewalk. Design was completed in October of 2017 and the project was bid and awarded to Groomer Construction on November 28, 2017 in the amount of \$175,298.00 (\$24,702 less than the Sidewalk Committee's allocation). Construction is scheduled to begin in 2018 and be completed in June 2018.</i></p> <p><i>(From 2018 Memo to Committee – Complementary Initiatives.) A continuous sidewalk will exist on the west side of Rockport from Rogers to Tapp Road upon completion of the Tapp/Rockport intersection improvement project in 2018.</i></p>
Bryan Street	3 rd to 7 th Street		<i>Introduced in 2013. Affirmed in 2016 by Cm. Mayer in light of intersection improvements anticipated 3rd/High/Bryan.</i>
Wylie St.	Lincoln to Henderson		<i>New in 2013</i>
Mitchell Street	Maxwell Lane to Atwater	?	<i>New in 2016. Cm. Ruff observed enough pedestrian usage to suggest this project be considered. Committee noted presence of sidewalks on both sides of Jordan to the west.</i>
West Allen	Strong Drive to S. Adams Street	South	<i>New request in 2018 to fill in missing gaps in sidewalks.. Anonymous. Possible area for traffic-calming project.</i>
Allen Street	Henderson to Walnut Street	?	<i>Introduced in 2015.</i>
Curry Pike	Beasley Drive to SR 45	(?)	<i>Resident request for 2017. City jurisdiction may not extend beyond the right-of-way.</i>
W. 3rd Street	Walker Street to ~ 240' west	South	<i>2018 Request from Cm. Piedmont-Smith to provide sidewalks next to recently LifeDesigns residential facility.</i>
Corey Lane	2 nd and 3 rd Street		<i>Introduced in 2015. All but northern and southern blocks are in the county.</i>
Walnut	SR 45/46 to 500 feet North of Fritz Drive	West	<i>Introduced in 2013. Bike lanes were installed, but no formal pedestrian facilities are in place.</i>
Fee Lane	SR 45/46 to Entrance to Lot 12	West	<i>New for 2015. Adjacent to recently developed IU sport facility.</i>
Nancy	Mark to Hillside	West	<i>2009 request from Cm. Rollo based upon petition from residents.</i>

Arlington Rd Monroe Street to Prow Rd			<i>2018 Request (Anonymous)</i>
Franklin Drive	3 rd Street to Fairfield Drive	(?)	<p><i>Anonymous request. New for 2017. Sidewalk along 3rd Street may be on parcel owned by the State and may be constructed with I-69 project.</i></p> <p><i>(From 2018 Memo to Committee – Complementary Initiatives.) INDOT has improvements planned at the the 3rd Street/Franklin Drive intersection and the SR 37 overpass with the I-69 Section 5 project.</i></p>
Rhorer Road	Walnut to Sare	North	<p><i>2009 request for side path from Cm. Piedmont-Smith.</i></p> <p><i>(From 2018 Memo to Committee – Complementary Initiatives.) Monroe County is currently constructing a project that will install new sidewalks and a multiuse path from Rogers Street to Walnut Street Pike. The City has begun the design process for a multiuse path that will connect the Jackson Creek Trail to South Sare Road. Construction is anticipated in 2020.</i></p>
Smith Road	Hagan Street to Brighton Avenue	West	<i>New for 2011 Committee. Reaffirmed for discussion in 2017 by Cm. Granger.</i>
Mitchell Street	Maxwell Lane to Circle Drive	East	<p><i>The Committee approved a pedestrian lane on the east side in 2012. In 2016, the Committee authorized funding for the design of a sidewalk.</i></p> <p><i>(From 2018 Memo to the Committee.) In 2016 the Committee allocated \$22,000 towards the design of a new sidewalk along South Mitchell Street, from Maxwell Lane to Circle Drive. A design contract was awarded to Parsons Cunningham and Shartle Engineers, Inc. on November 1\ 2016 in the amount of \$27,250. Design is progressing and is anticipated to be completed in 2018. No right of way acquisition is necessary for this project. The construction cost estimate is \$198,000</i></p>
Winslow Road (2017)	High Street roundabout to Xavier Court	North	<i>Citizen request for 2017. Sidewalks on south side but not north side. Does not serve walkers, joggers or bicyclist. Andrew Cibor indicated that MPO may fund multiuse path on north side further west from Highland to Walnut and east from the Jackson Creek bridge to Stands Drive.</i>
Graham Drive	Rockport Road to Rogers Street	?	<i>New for 2010 Committee. Probable sewer component.</i>
Ford Avenue	From Graham Drive to Park		<i>New request for 2017 from Cm. Mayer as a result of CDBG applications. The project would connect pedestrians on Coolidge to City park and might include a gateway feature.</i>

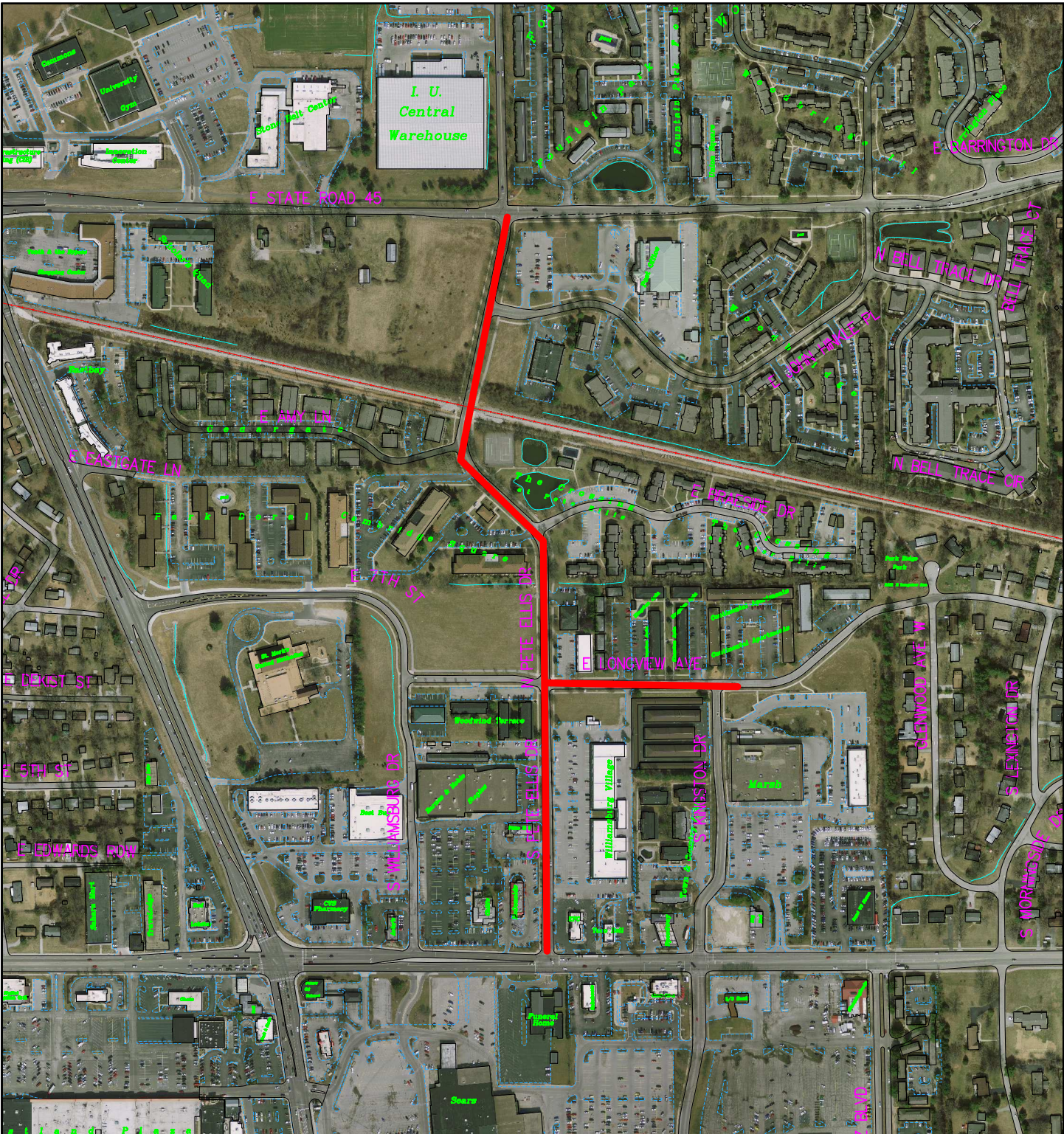
Oakdale Square Drive	Oakdale Square to Bloomfield Rd		<i>2018 Request from various sources (including tenants and manager of apartments in the area.</i>
Dunn	SR 45/46 to Tamarack Trace	East	<i>In 2001, the Council Sidewalk Committee recommended ~ \$74,700 for design of the sidewalk from SR 45/46 to Tamarack Trail. In May 2002, <u>Ord 02-05</u> authorized installation of various traffic-calming devices on North Dunn. Then, in September 2005, <u>Ord 05-25</u> removed those authorizations and codified a few stop signs instead. Renewed request in 2009 and 2016.</i>
S. Highland	Winslow Park Parking Lot to Sidewalk	?	<i>New for 2015. Parks Department has discouraged pedestrian use of this route.</i>
Woodlawn	Weatherstone Lane to Maxwell Lane	East (?)	<i>Request for consideration in 2017 indicating multiuse path along Bryan Park is inconvenient for commuters.</i>
E. Wimbleton Lane	High Street to Montclair Avenue		<i>2018 request from Cm. Rollo after meeting with the neighborhood association.</i>
Kinsler Pike	North of Acuff	West	<i>Renewed request in 2009 from Cm. Sturbaum and Sandberg.</i>
Ramble Road	Ramble to Dunn	East	<i>Request for 2009 by Cm. Wisler.</i>
Sare Road	Rogers Road to Cathcart Street	West	<p><i>Request for consideration in 2017 by Cm. Rollo. Traffic calming and pedestrian crossings. Bicycle and pedestrian facilities recommended here on City-wide plans and submitted to MPO for funding.</i></p> <p><i>(From 2018 Memo to the Committee.) In 2017 the Committee allocated \$48,000 towards the installation of two pedestrian crosswalk islands on South Sare Road, one at East Winston Street and the other at East Spicewood Lane. Design was completed in the Fall of 2017 and the construction was bid and awarded to E&B Paving in December 2017 at an amount of \$147,000. Construction is scheduled to begin in 2018 and be completed by June 2018. Planning & Transportation contributed the project's remaining \$99,000 from the department's Alternative Transportation Fund budget</i></p> <p><i>(From 2018 Memo to the Committee – Complementary Initiatives.) The City has recently selected WSP to design a multiuse path that will connect the existing path at Buttonwood Lane to the existing path at Cathcart Street. Construction is anticipated to be in 2020.</i></p>
N. Dunn	Tamarack Trail to Lakewood Drive	?	<i>New for 2015.</i>
Bryan Park Neighborhood	Streets without sidewalks		<p><i>2018 request from resident made at the time of annexation proceedings under the mistaken believe that the City (and not the property owner) is responsible for installing sidewalks.</i></p> <p><i>Note: The Council Sidewalk Committee and Planning and Transportation (formerly Public Works) installed sidewalks along South Henderson (with INDOT's</i></p>

former Safe Route to Schools Program), and crosswalk island by Bryan Park, and identified Allen Street as a bicycle & Pedestrian corridor.

Recently Completed Projects (or Projects to be Funded from Other Sources)

Morningside Drive	Sheffield Drive to Park Ridge Road	North	<p><i>New in 2012. First evaluation in 2013.</i></p> <p><i>(From 2018 Memo to the Committee.) In 2016 the Committee allocated \$110,000 for the design and construction of a sidewalk along East Morningside Drive from Sheffield Drive to Park Ridge Road (north side). A design contract was awarded to Bynum Fanyo & Associates, Inc on April 19th, 2016 in the amount of \$15,860.00 . Design was completed in September 2016 and the City bid the project out for construction in November 2016. The construction contract was awarded to Groomer Construction at the November 29, 2016 Board of Public Works meeting in the amount of \$111,234.00. Construction began April 11, 2017 and was completed June, 2017 with a final construction cost of \$117,800.12.</i></p>
E. 7th Street	Bypass to Hillsdale Drive		<p><i>(From 2018 Memo to the Committee.) In 2016 the Committee allocated \$20,000 for the construction of a multiuse path connection between East 7th Street and the 45/46 pedestrian underpass (west side). The project completed approximately 220 feet of a new asphalt pathway that connects the existing pathway along the west side of the 45/46 bypass, to East 7th Street, to the existing pathway that serves the pedestrian underpass. On December 13, 2016 the Board of Public Works awarded the construction contract to E&B Paving, Inc. in the amount of \$44,444.00. Construction began in March of 2017 and the project was completed in early May 2017 with a final construction cost of \$45,414.00.</i></p>
Fairview	Wylie to Allen Streets	West	<p><i>This project was requested in 2011 and completed (with the help of CBU and CDBG) in 2016. Council Sidewalk funds paid for design. About \$233,000 in CDBG funds and about \$28,000 from the CBU budget went towards this project.</i></p>
17th	Indiana to Forrest	South	<p><i>Improvements by IU along this corridor in 2016 appear to have resolved the need for sidewalks here.</i></p>
Kinser Pike	North of 17 th to Existing Sidewalk	East	<p><i>The Committee has considered installation of a sidewalk on this stretch of Kinser Pike for over a decade, but was reluctant given the cost of right-of-way. After deciding against a proposal to install a sidewalk within the right-of-way on the west side of the street in 2012, the Committee went forward with the project on the east side. The contract for construction was awarded in 2015 for completion in 2016.</i></p>
Sheffield Drive	Morningside Drive to Plymouth Road	West	<p><i>Introduced in 2013. Committee Report recommended funding in 2014. Project completed in 2015.</i></p>
Maxwell Lane	Highland to Sheridan	North	<p><i>Highland to Jordan completed in 2013. Jordan to Sheridan was completed in 2014 and completes sidewalk links from Henderson to High Street.</i></p>

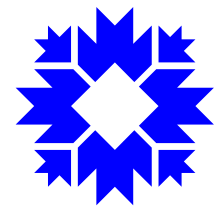
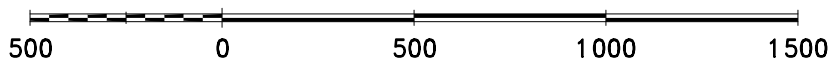
Leonard Springs	Tapp Road to 400 feet south of Bloomfield Road	East	<i>The proposal to contribute towards this County project was introduced in 2013. While the roadway is within the City, the adjacent parcels and necessary right-of-way lie in the County. The County completed this project in the fall of 2014 and the City contributed \$15,000 toward its cost.</i>
West 17th	Madison to Woodburn	South	<i>Completed in 2014</i>
Morningside	Smith Road to Sheffield	South	<i>New for 2011 Committee – Completed 2012</i>
3rd Street	Bryan Ave to Travel Lodge	North	<i>Multi-phase project completed in 2012</i>
Southdowns	Jordan to Mitchell	South	<i>Relisted for 2011 – Completed in 2012</i>
Previously Removed Projects			
Ruby Lane/ Covenanter Dr	Nancy to Hillside	South	<i>Removed in 2011 in favor of sidewalk on Marilyn Drive</i>
Clubhouse Drive	Kinser to Old SR 37		<i>Removed Winter of 2009-10</i>
Covenanter Drive	Ruby to High	South	<i>Removed in 2011 in favor of sidewalk on Marilyn Drive</i>
Lincoln Street	SW corner at Grimes (existing – crumbling ramp)		<i>Interdepartmental inquiry for 2012 Committee Dropped in 2012 – Did not meet criteria</i>



2016 Citizen Request to Council Sidewalk Committee
Various Improvements to Pete Ellis Drive (3rd to 10th) and Longview (to Marsh Store)

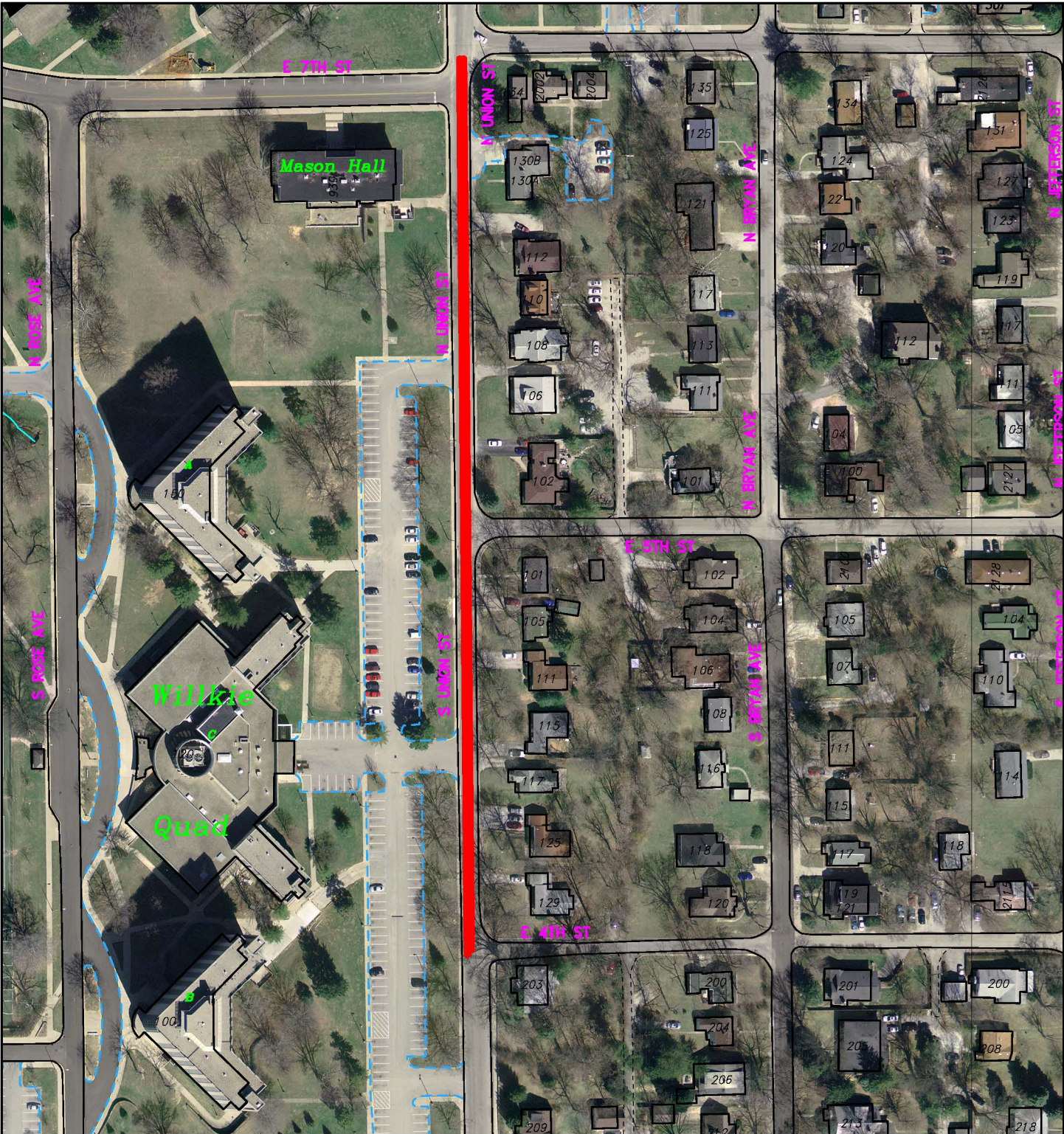
City of Bloomington
Clerk & Council

By: shermand
27 Jan 16



Scale: 1" = 500'

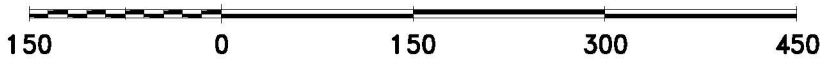
For reference only; map information NOT warranted.



2009 Council Sidewalk Committee

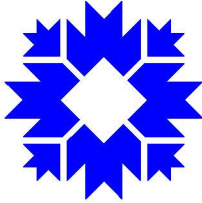
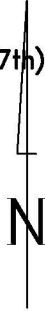
Tim Mayer's request for a sidewalk on the east side of Union St. (from 4th to 7th)

By: fallsm
6 Oct 08



For reference only; map information NOT warranted.

City of Bloomington
Clerk & Council



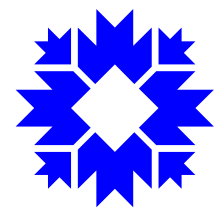
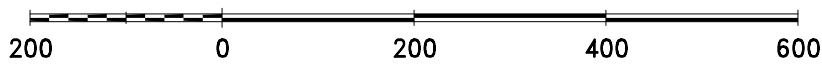
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Council Sidewalk Committee for 2014 – Request from Anonymous
 4136–4362 E 3rd St (Parcel Between Day Funeral Home and Shapiro/Lozano Law Office)

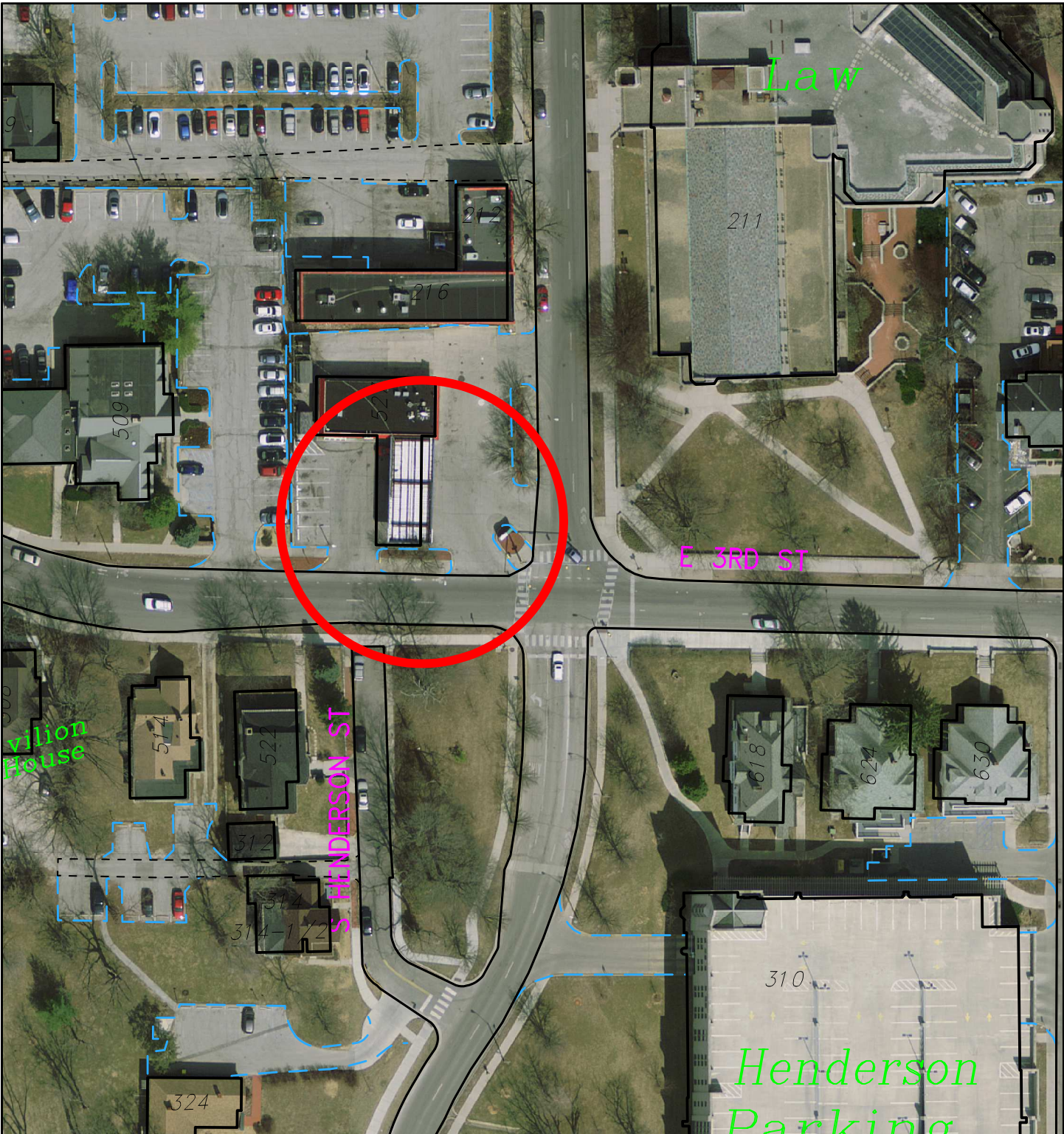
City of Bloomington
 Clerk & Council

By: finnh
 3 Nov 14



Scale: 1" = 200'

For reference only; map information NOT warranted.



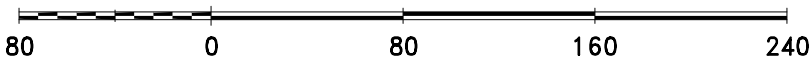
2016 Council Sidewalk Committee Request

Cm Volan inquired into use of Committee ATF monies to improve safety of intersection

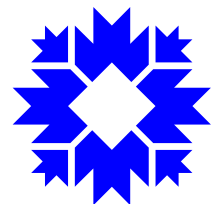
Re: Vehicular access to Gas Station/Convenience Store at 527 E. 3rd Street

By: shermand

24 Dec 15



City of Bloomington
Clerk & Council



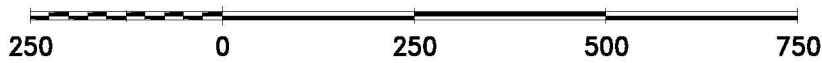
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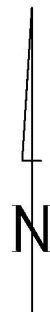


Council Sidewalk Committee – Project Request
14th Street from Madison to Woodlawn

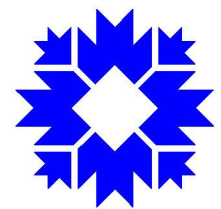
By: shermand
 2 Nov 11
 File: LPWdl



For reference only; map information NOT warranted.



City of Bloomington
Clerk & Council

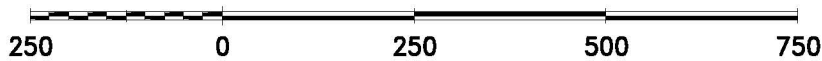


Scale: 1" = 250'

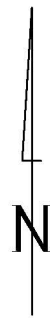


Council Sidewalk Committee Project Request
 19th from Walnut to Dunn (Segments) – In Liew of 18th or 20th
 2012 Revision

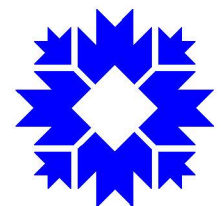
By: shermand
 1 Nov 11
 File: LP19th



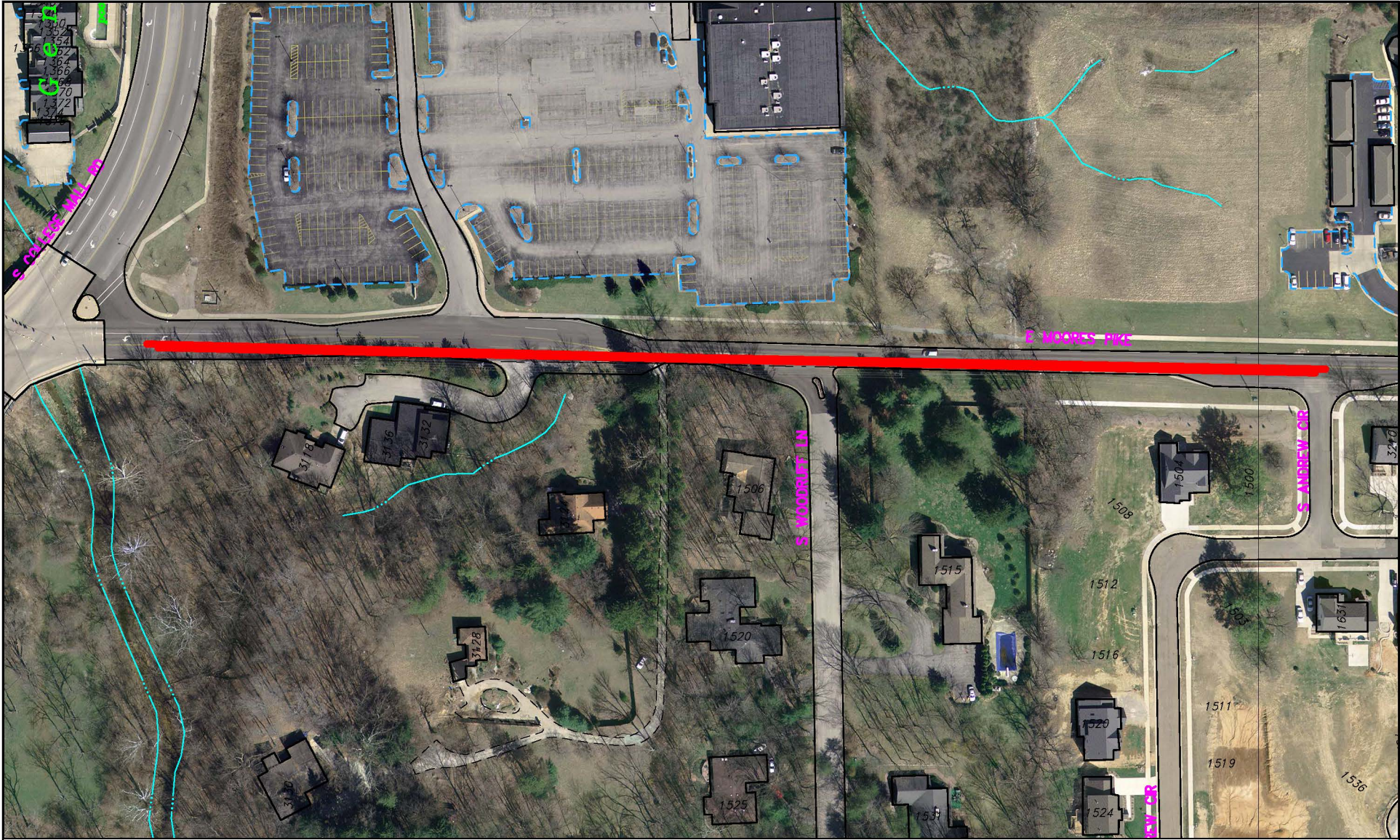
For reference only; map information NOT warranted.



City of Bloomington
 Clerk & Council



Scale: 1" = 250'



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

By: fallsm
 6 Oct 08



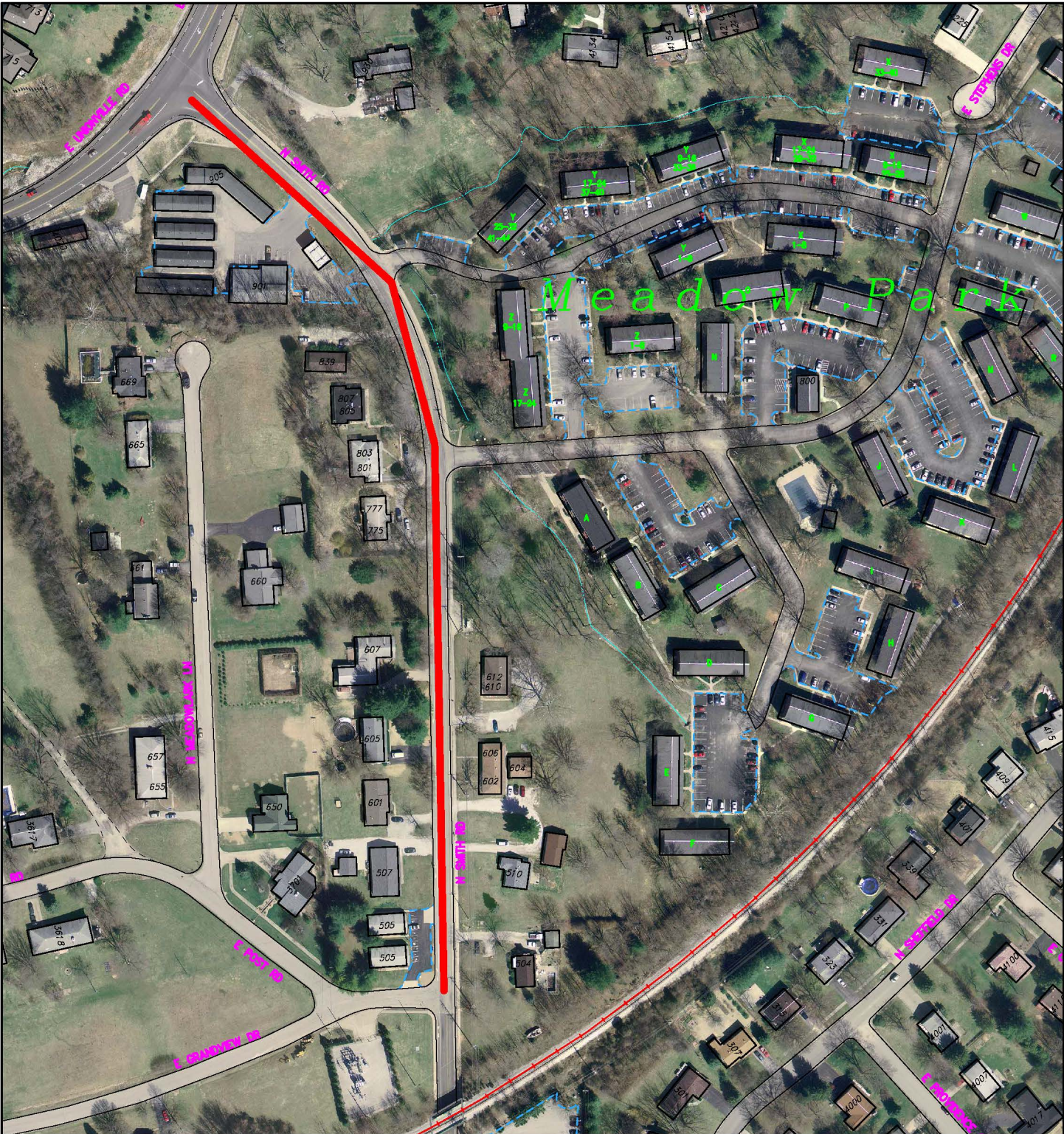
For reference only; map information NOT warranted.



City of Bloomington
 Clerk & Council



Scale: 1" = 150'



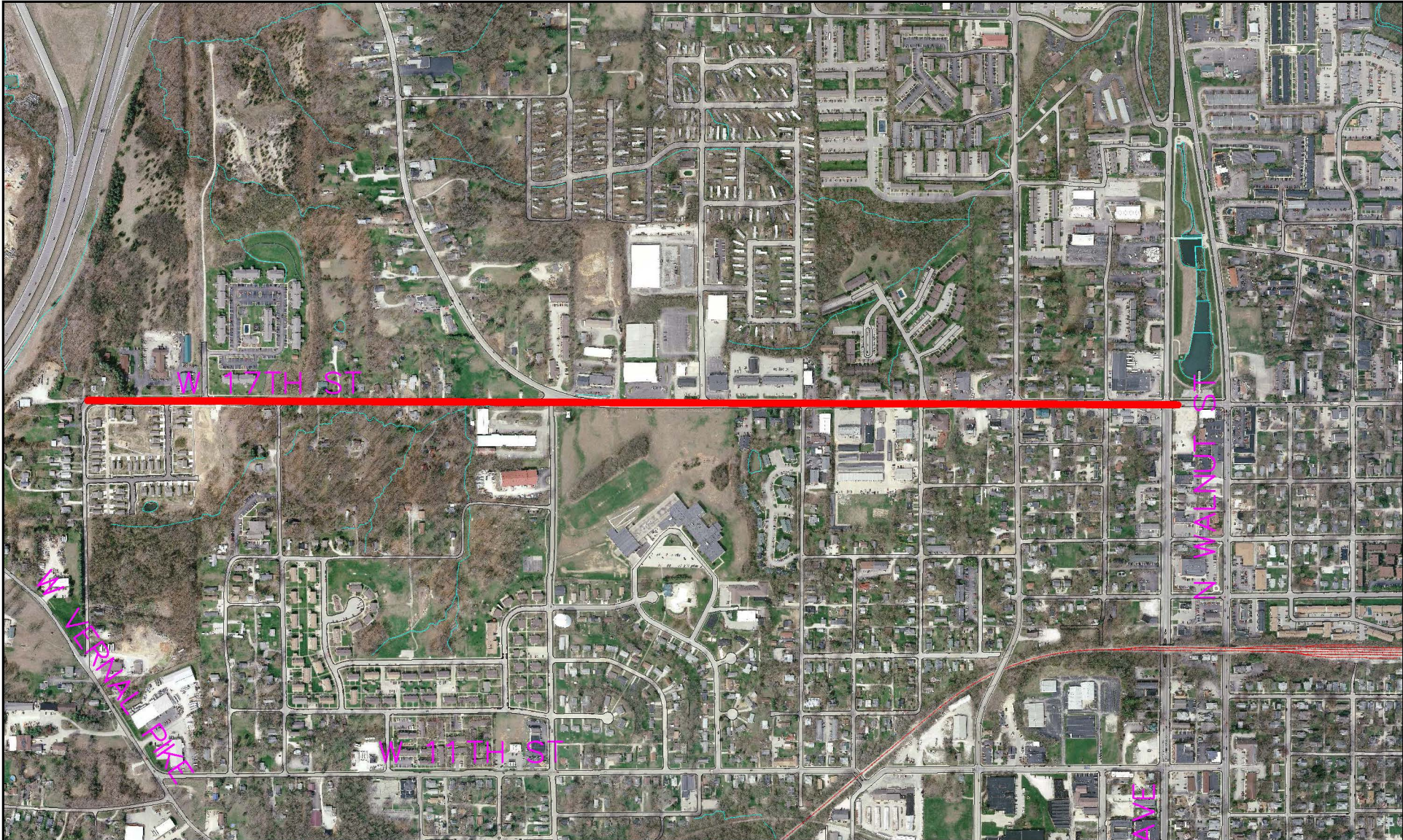
2011 Council Sidewalk Committee
 Smith Road from Grandview to E 10th (West Side)

By: shermand
 10 Nov 10

City of Bloomington
 Clerk & Council

Scale: 1" = 200'

For reference only; map information NOT warranted.



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

By: shermand
1 Nov 11
File: LL17th



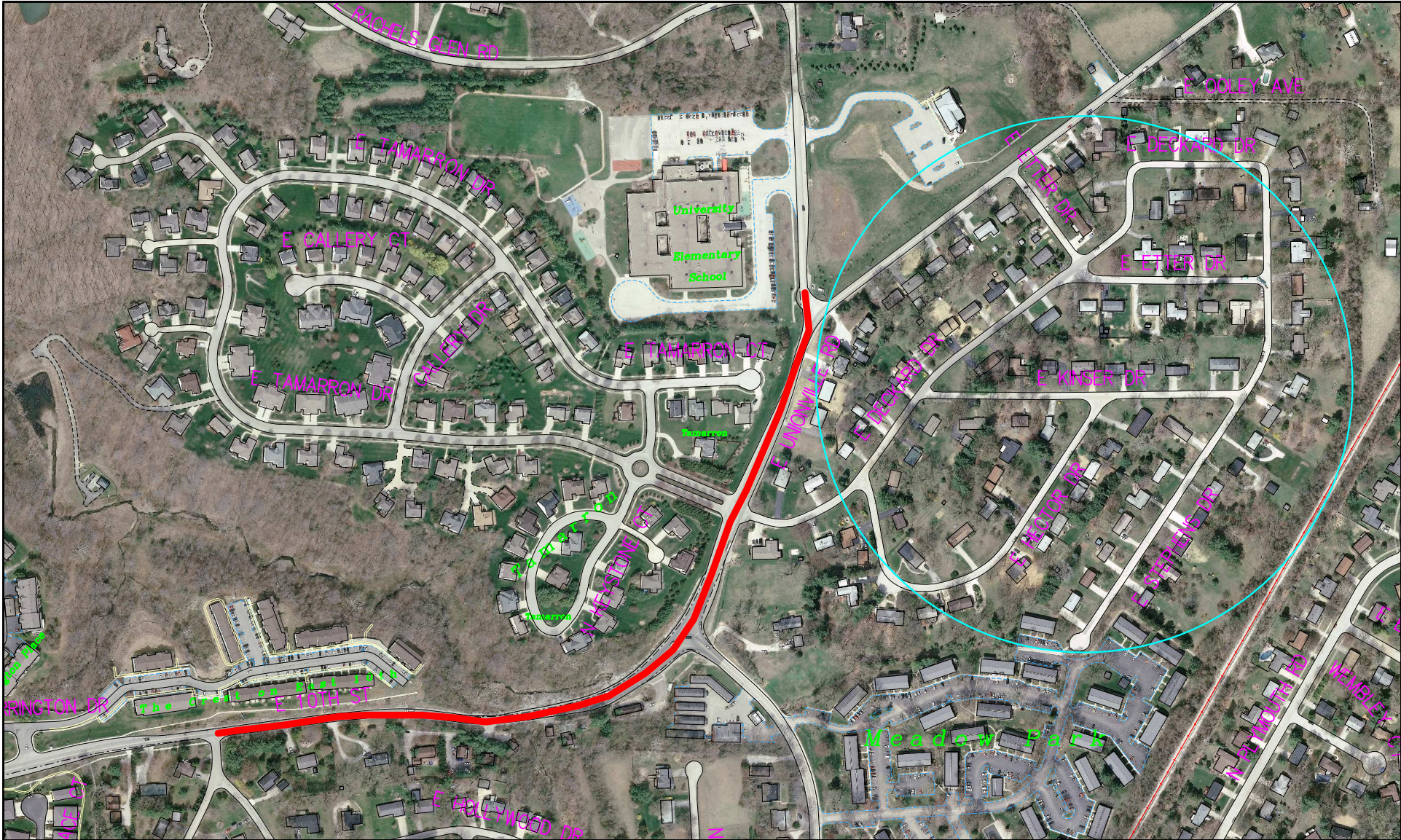
For reference only; map information NOT warranted.



City of Bloomington
Clerk & Council

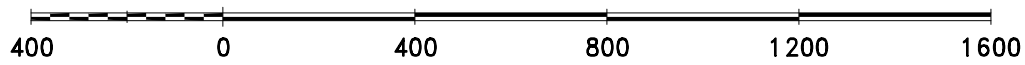


Scale: 1" = 800'



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

By: finnh
7 Nov 14



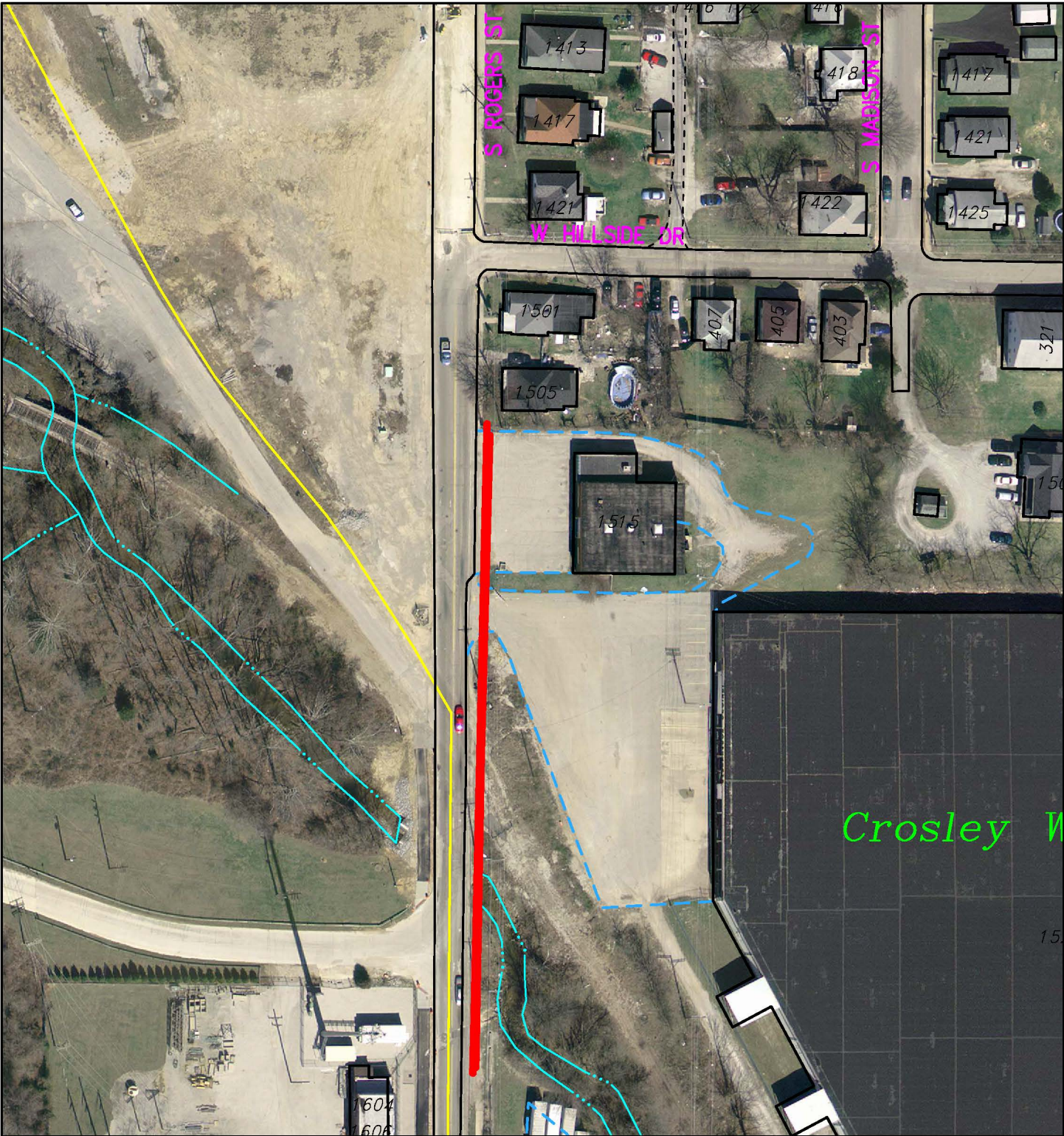
For reference only; map information NOT warranted.



City of Bloomington
Clerk & Council

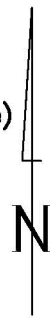
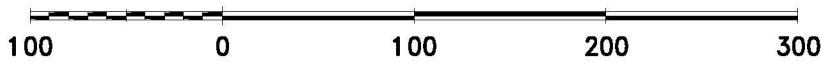


Scale: 1" = 400'

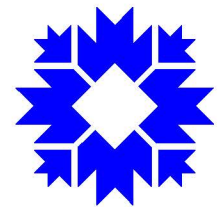


2009 Council Sidewalk Committee
 Councilmember Piedmont Smith request for sidewalk
 in front of 1515 (Zuchinni Print) and 1525 (Warehouse) South Rogers (east side)

By: shermand
 22 Oct 08

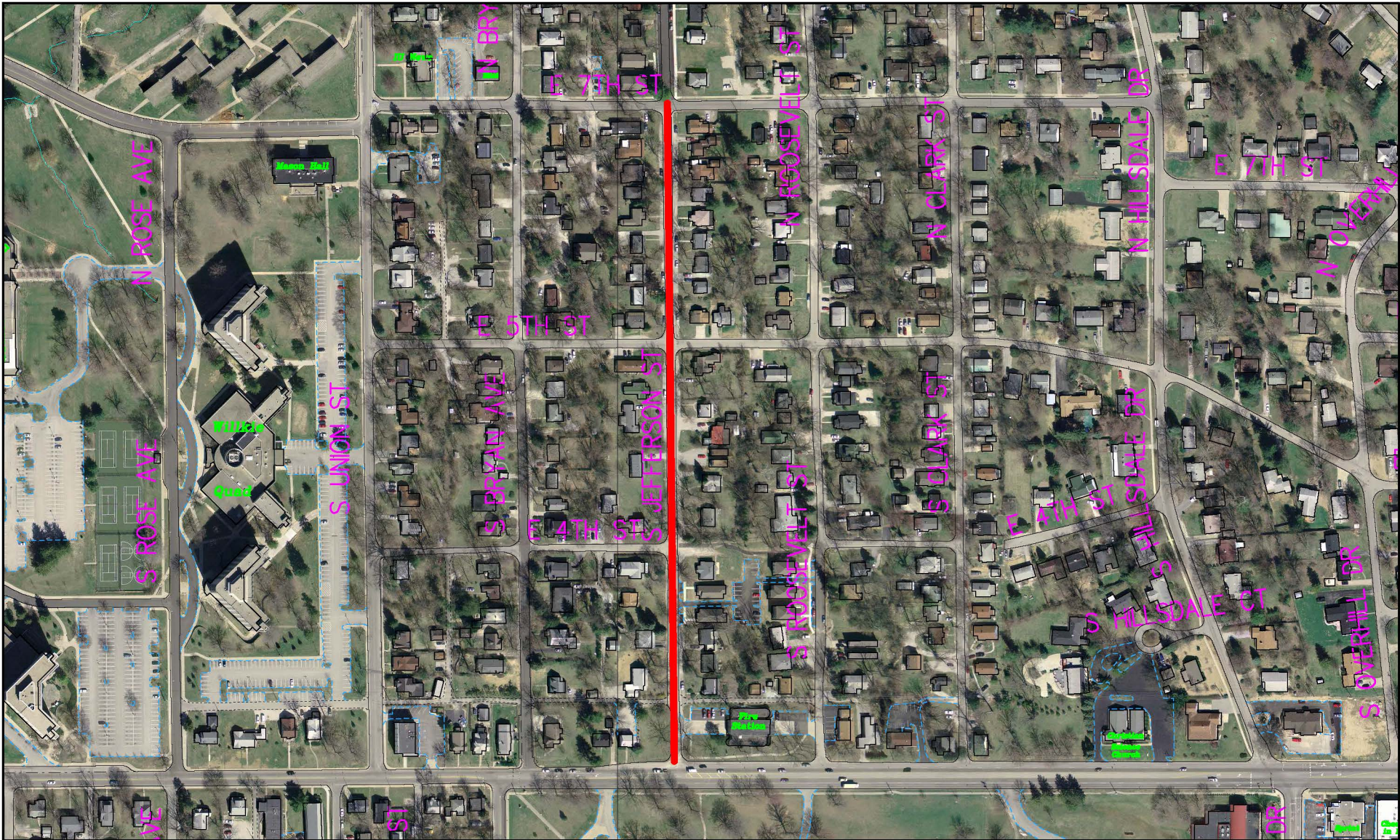


City of Bloomington
 Clerk & Council



Scale: 1" = 100'

For reference only; map information NOT warranted.



2009 Council Sidewalk Committee
 Tim Mayer's request for sidewalks on the east side of Jefferson (from 3rd to 7th)

By: fallsm
 3 Oct 08



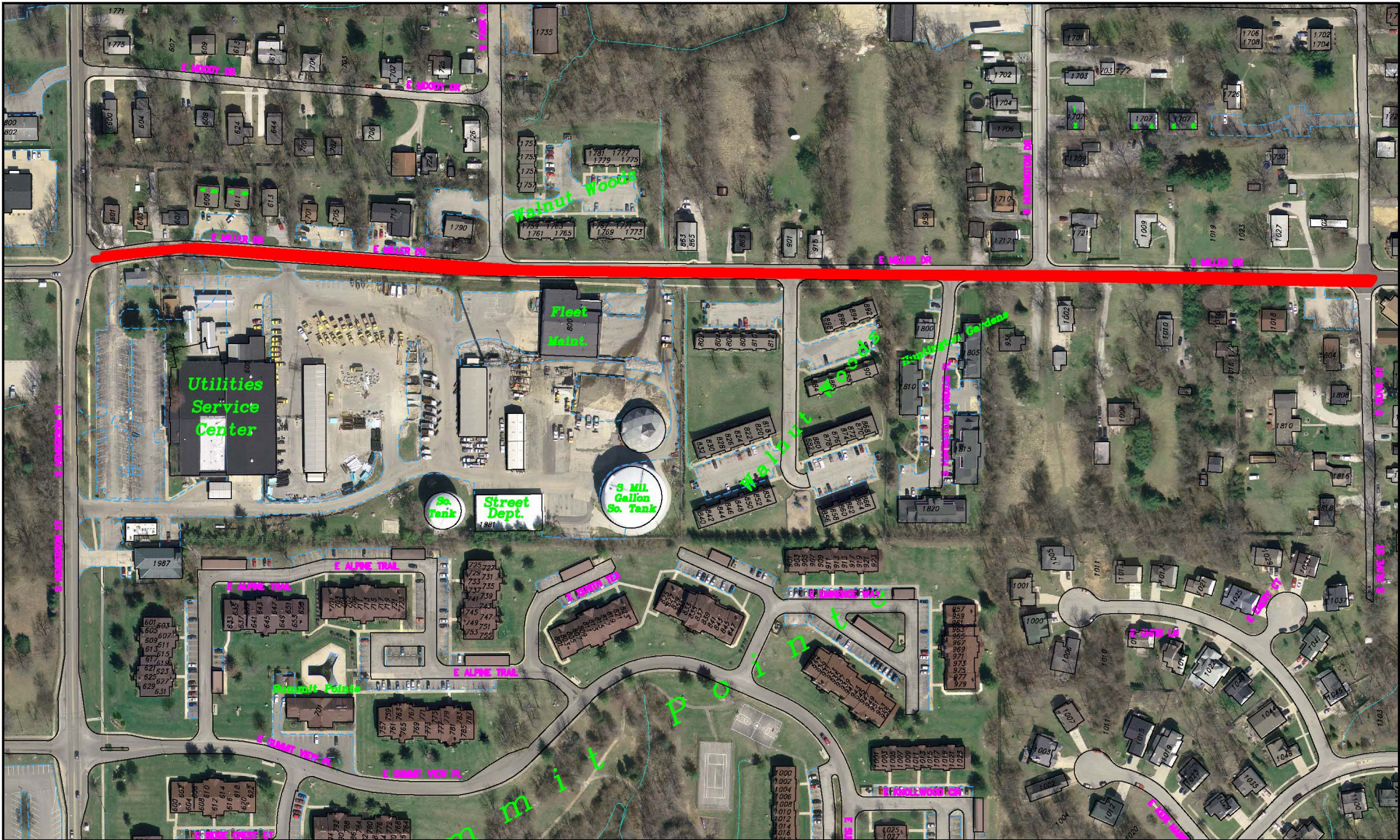
For reference only; map information NOT warranted.



City of Bloomington
 Clerk & Council



Scale: 1" = 300'



2009 Council Sidewalk Committee
Ms. Markum's request for sidewalks on both sides of East Miller Drive

By: fallsm
7 Oct 08



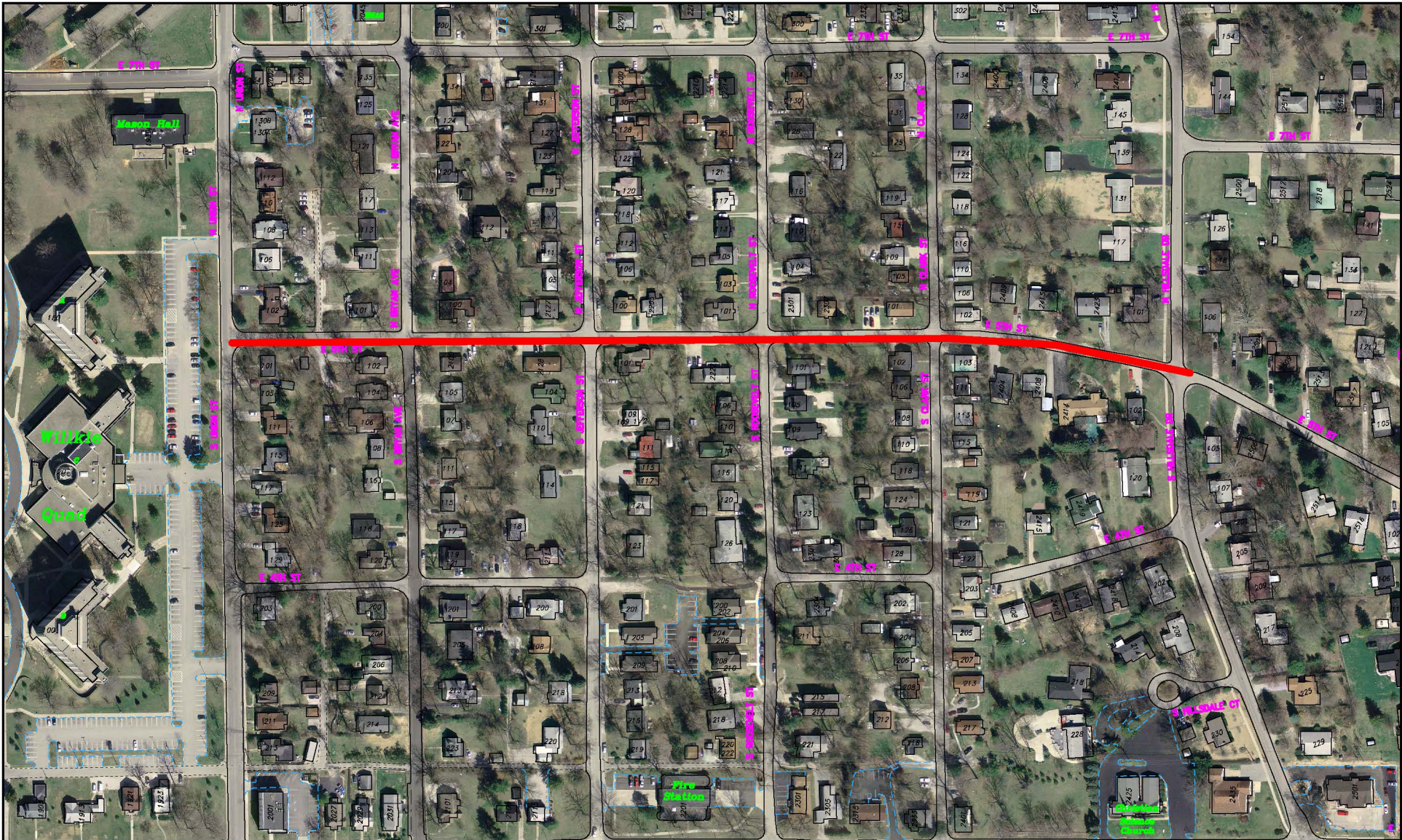
For reference only; map information NOT warranted.



City of Bloomington
Clerk & Council



Scale: 1" = 250'



2009 Council Sidewalk Committee
 Tim Mayer's request for sidewalks on the south side of 5th Street (from Hillsdale to Union)

By: fallsm
 3 Oct 08



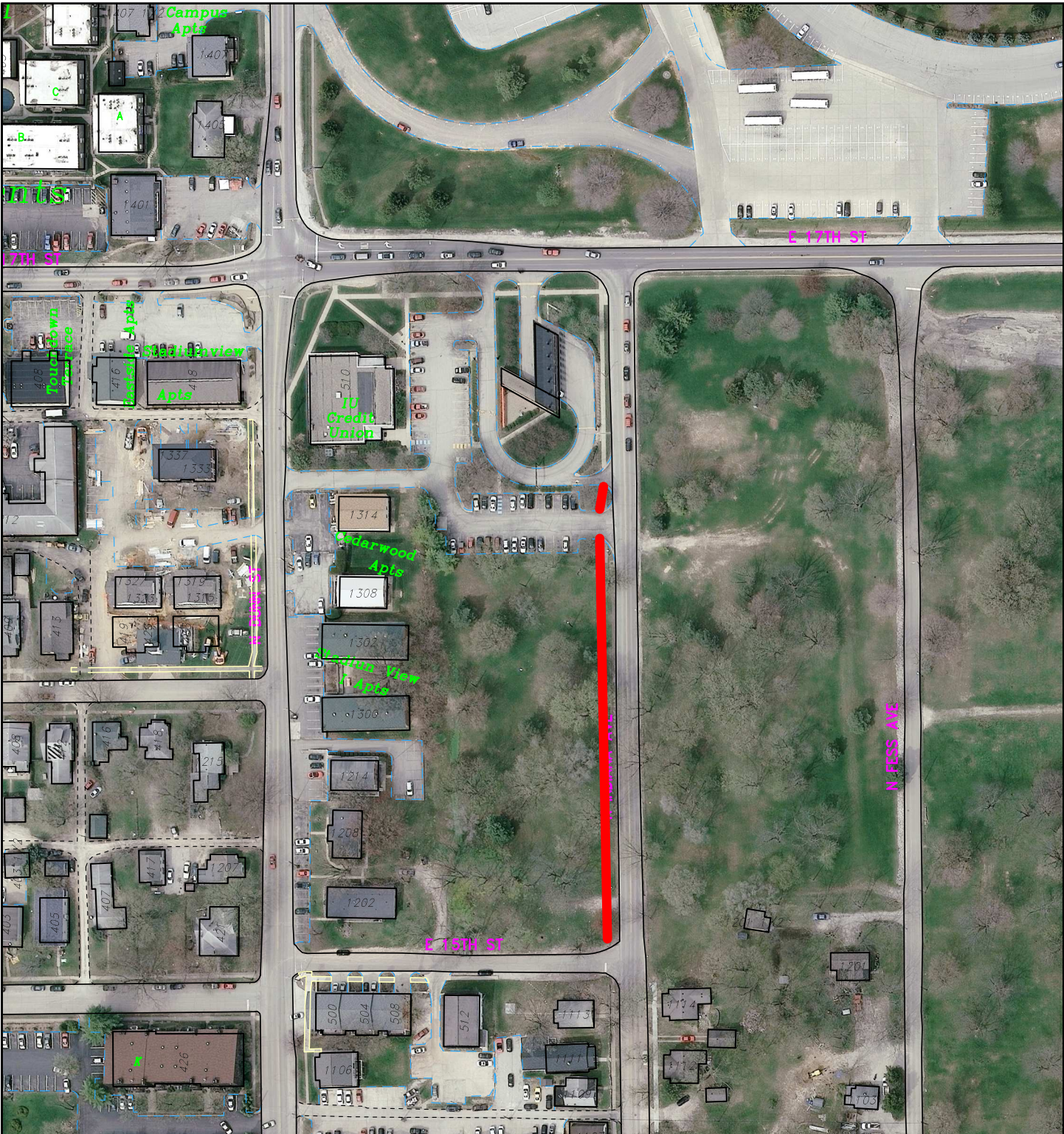
For reference only; map information NOT warranted.



City of Bloomington
 Clerk & Council

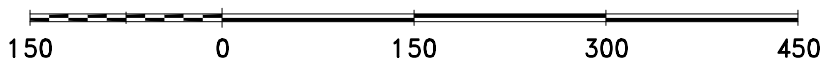


Scale: 1" = 250'

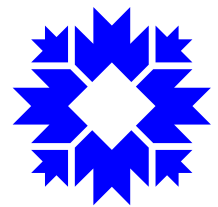


N Indiana St – from 15th St to the IUCU Property South of 17th St

By: finnh
7 Nov 14

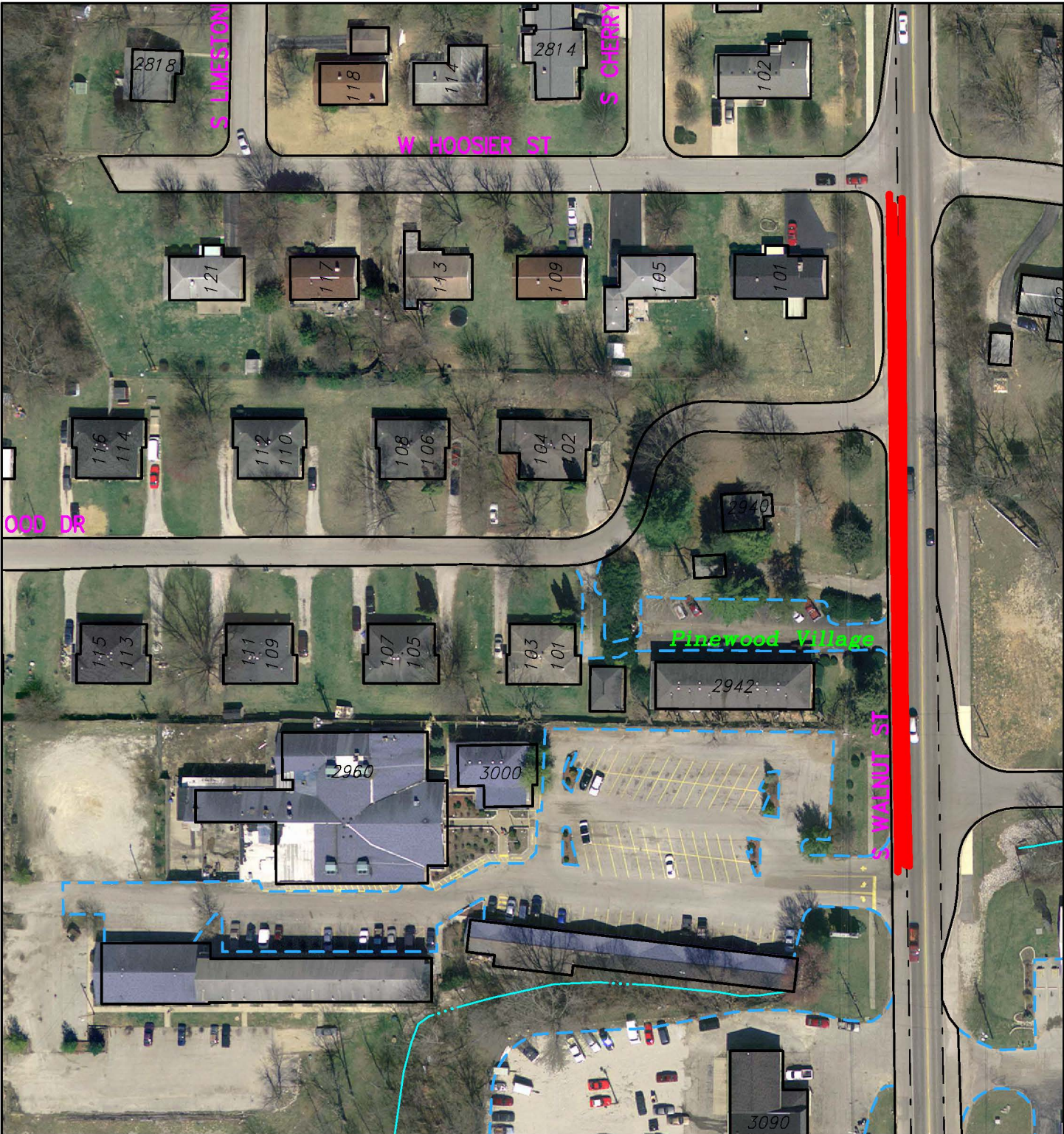


City of Bloomington
Clerk & Council



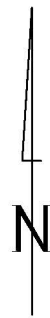
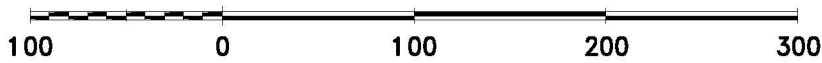
Scale: 1" = 150'

For reference only; map information NOT warranted.

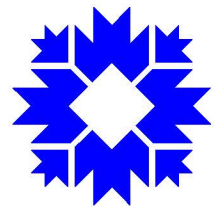


2009 Council Sidewalk Committee
 DPW's request for a sidewalk on S Walnut (from Hoosier St to Legends)

By: fallsm
 6 Oct 08

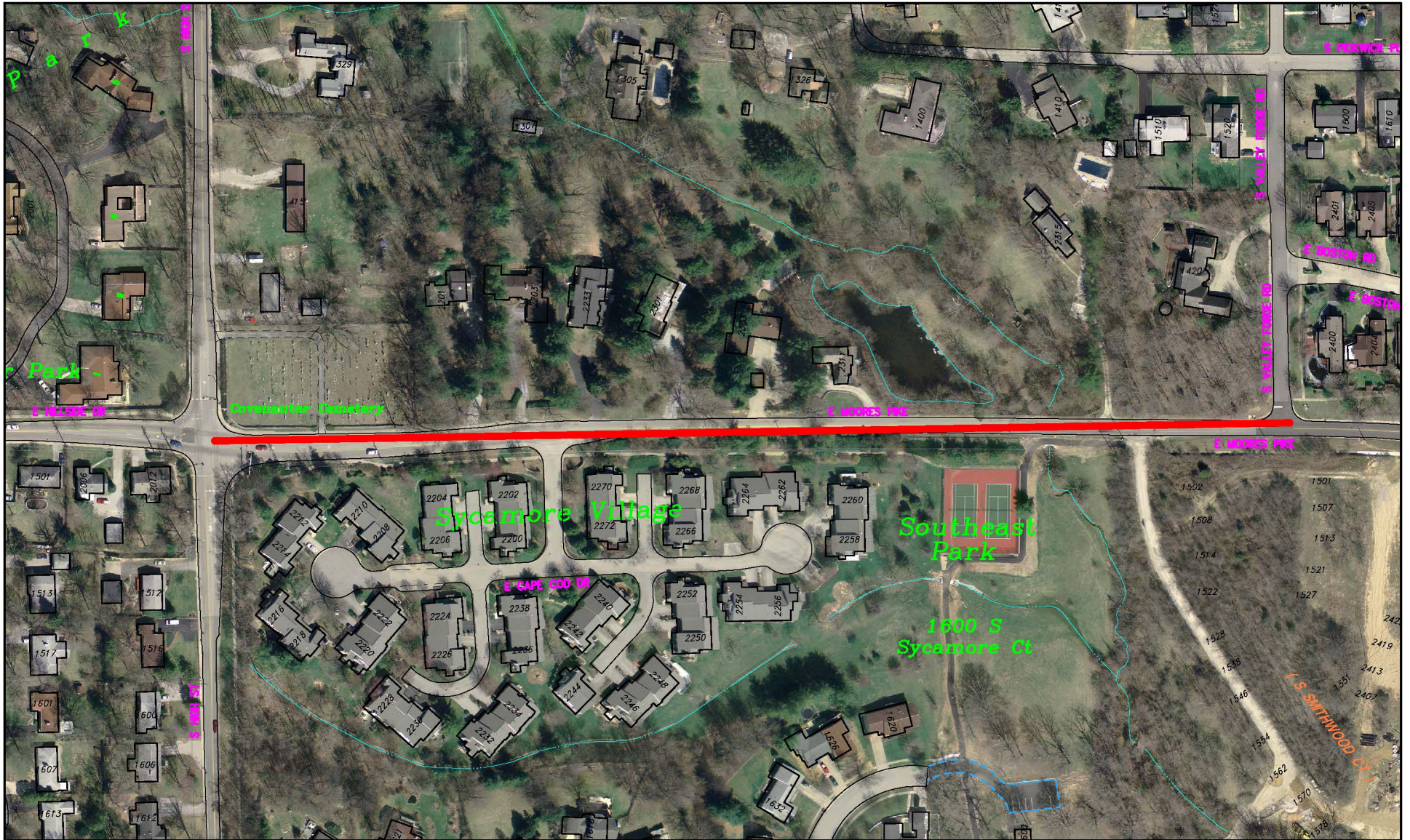


City of Bloomington
 Clerk & Council



Scale: 1" = 100'

For reference only; map information NOT warranted.



2009 Council Sidewalk Committee
 David Sabbagh's request for sidewalks on the north side of Moores Pike (Valley to High)

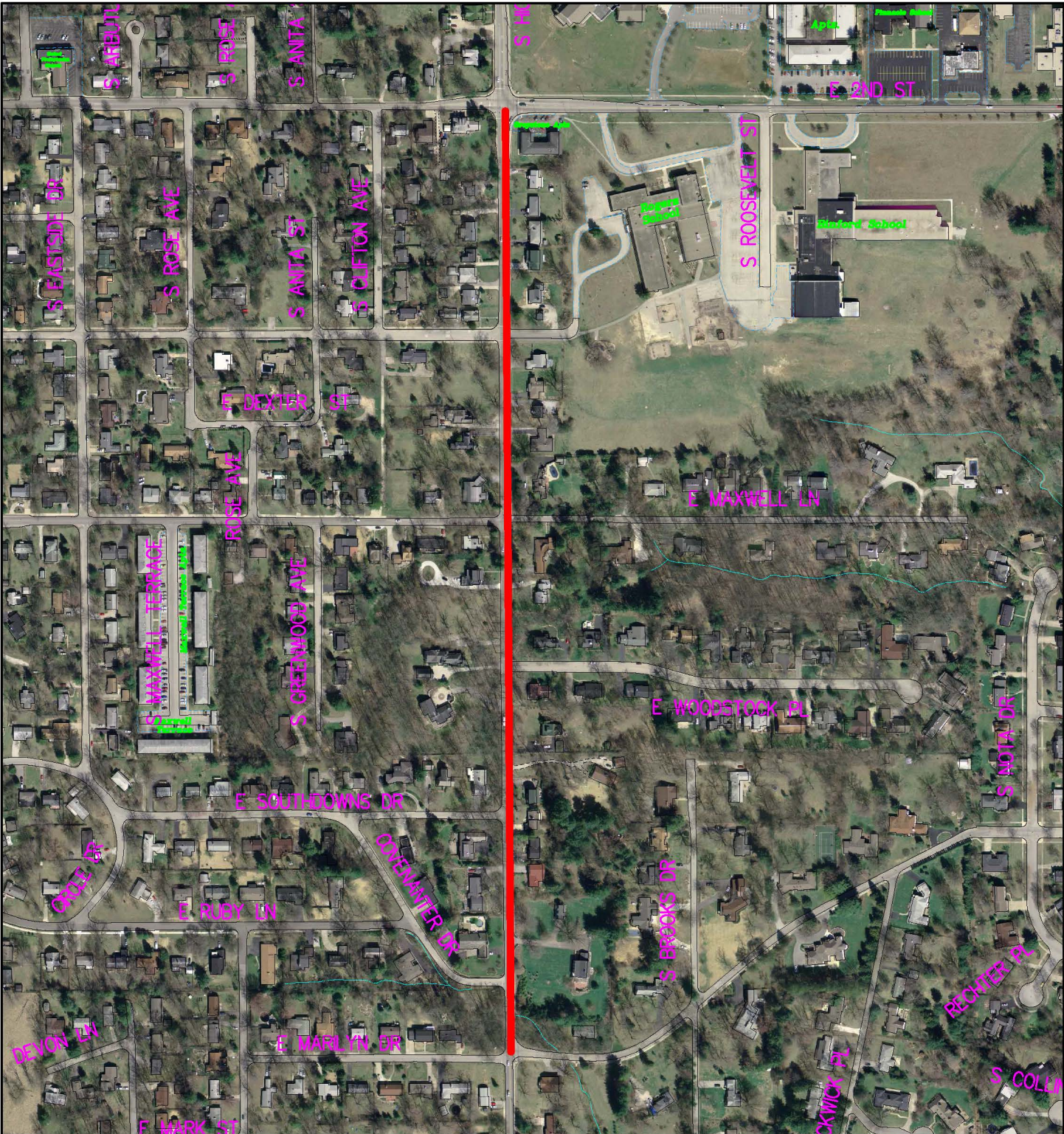
By: fallsm
 3 Oct 08



For reference only; map information NOT warranted.

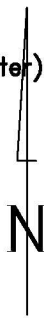
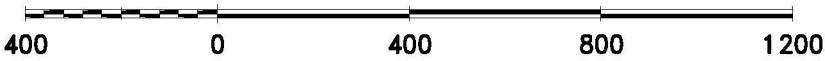
City of Bloomington
 Clerk & Council

Scale: 1" = 200'

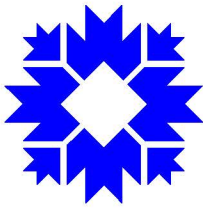


2009 Council Sidewalk Committee
 David Sabbagh's request for sidewalks on the east side of High (2nd to Covenanter)

By: fallsm
 6 Oct 08

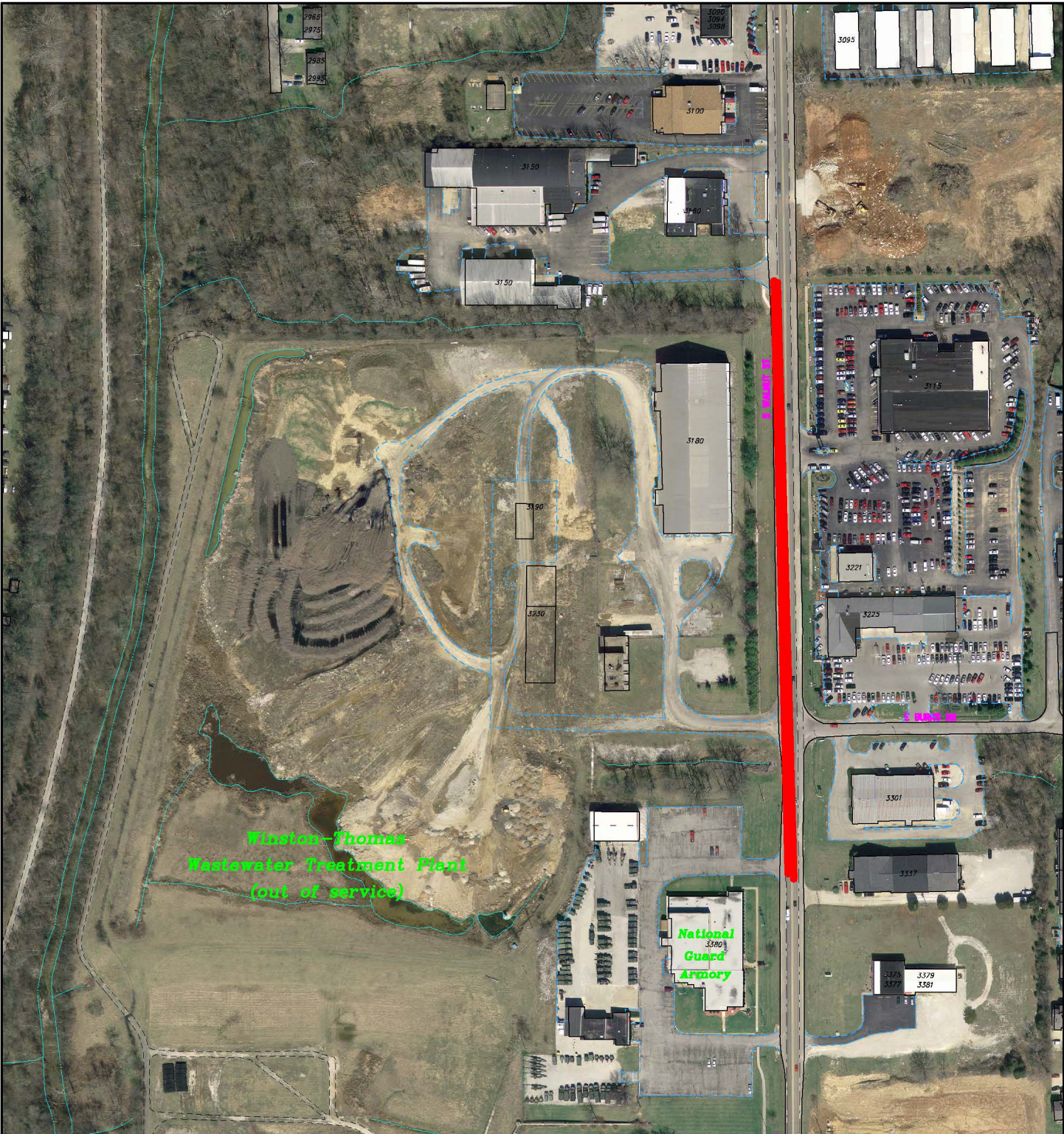


City of Bloomington
 Clerk & Council



Scale: 1" = 400'

For reference only; map information NOT warranted.

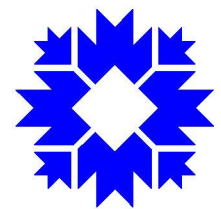
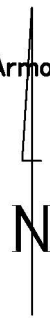
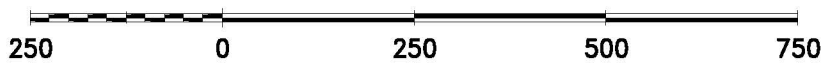


2009 Council Sidewalk Committee

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

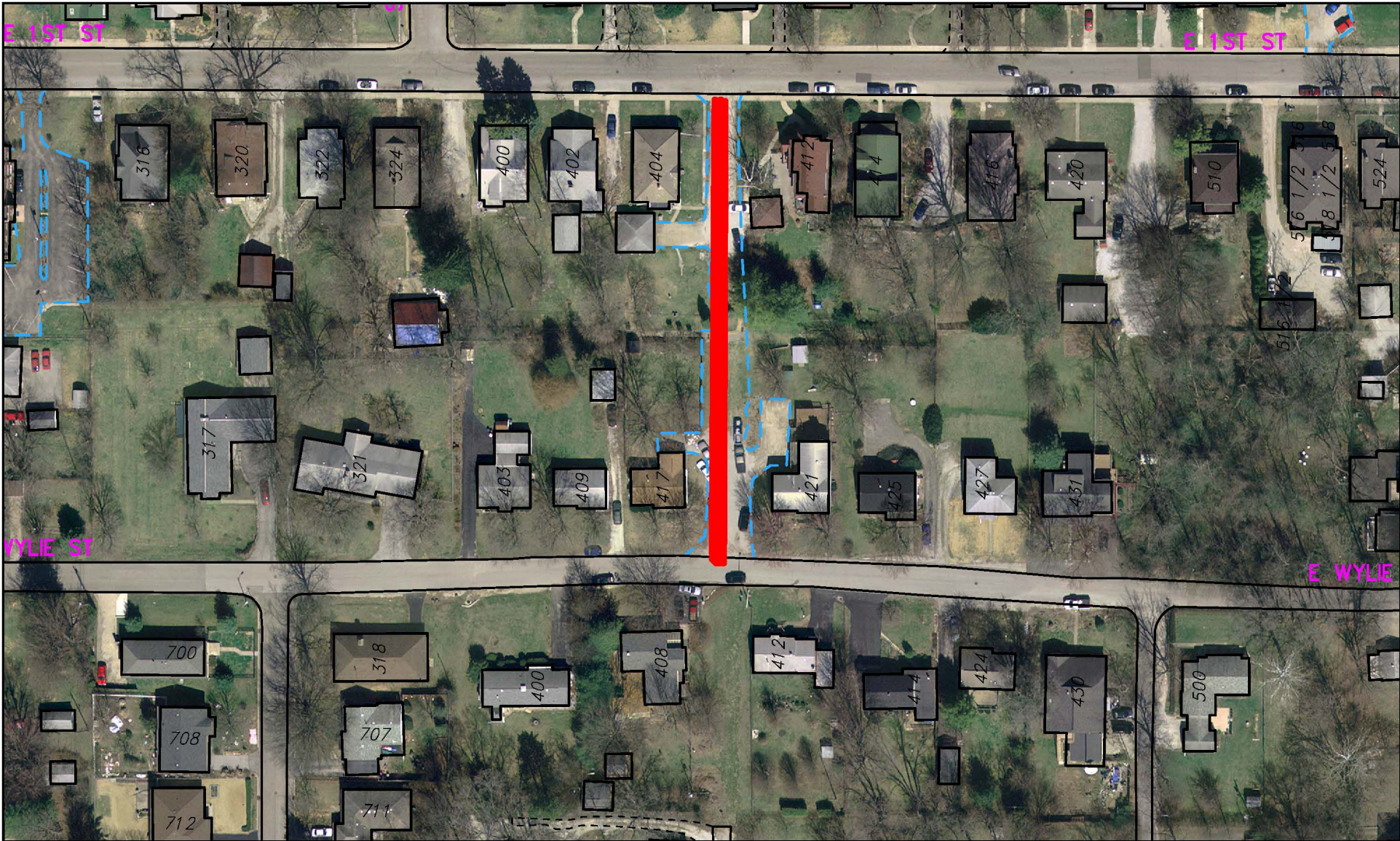
City of Bloomington
Clerk & Council

By: fallsm
6 Oct 08



Scale: 1" = 250'

For reference only; map information NOT warranted.



2009 Council Sidewalk Committee
Andy Ruff's request for a sidewalk between Wylie and 1st north of Palmer

By: fallsm
7 Oct 08



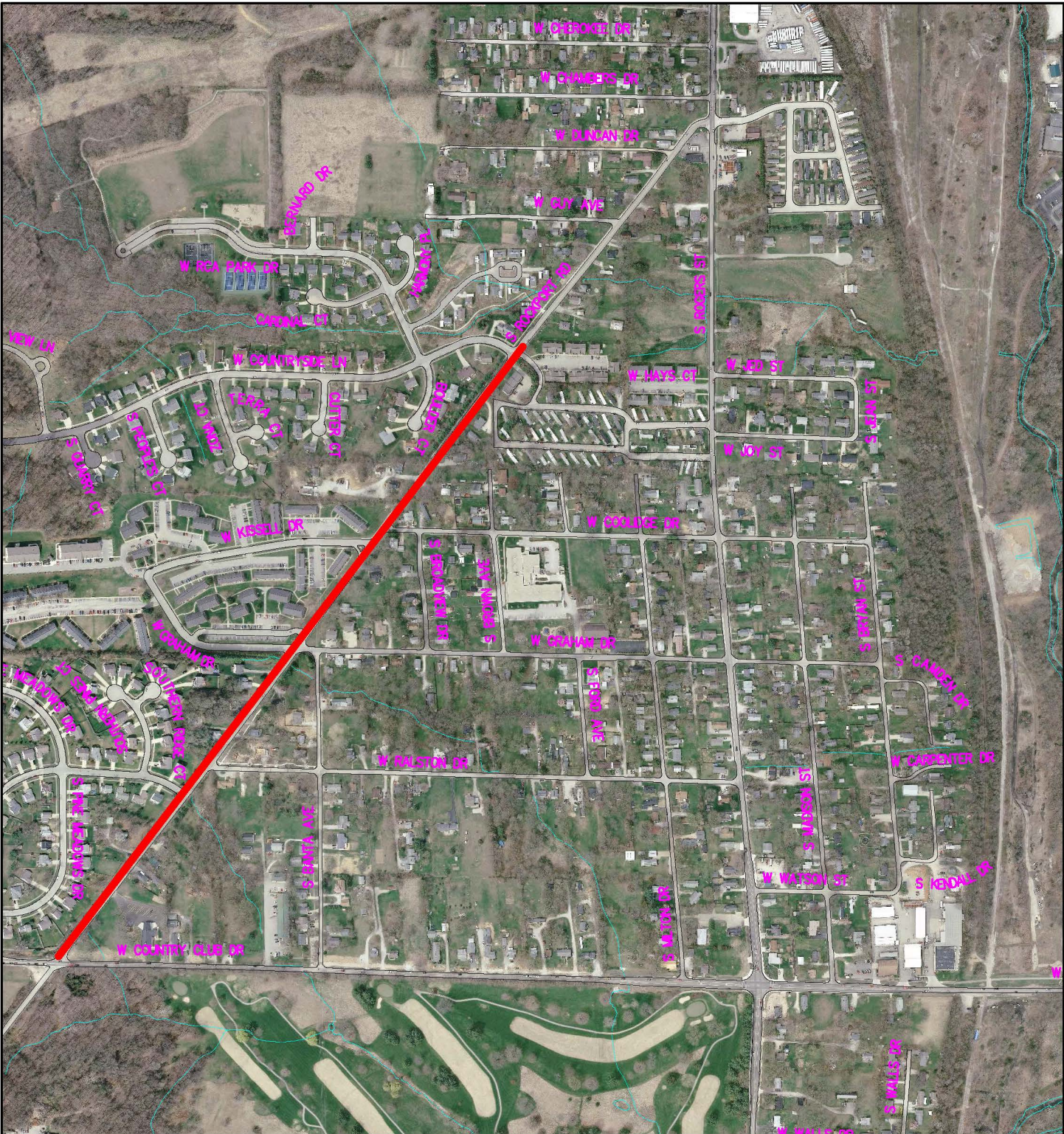
For reference only; map information NOT warranted.



City of Bloomington
Clerk & Council



Scale: 1" = 100'



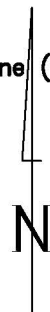
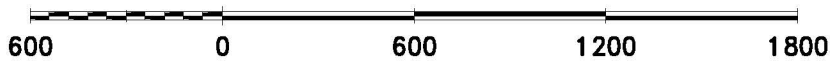
Council Sidewalk Committee – Project Requests

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

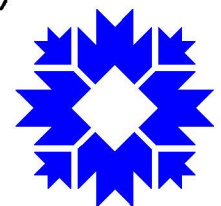
By: shermand

2 Nov 11

File: LPrr2

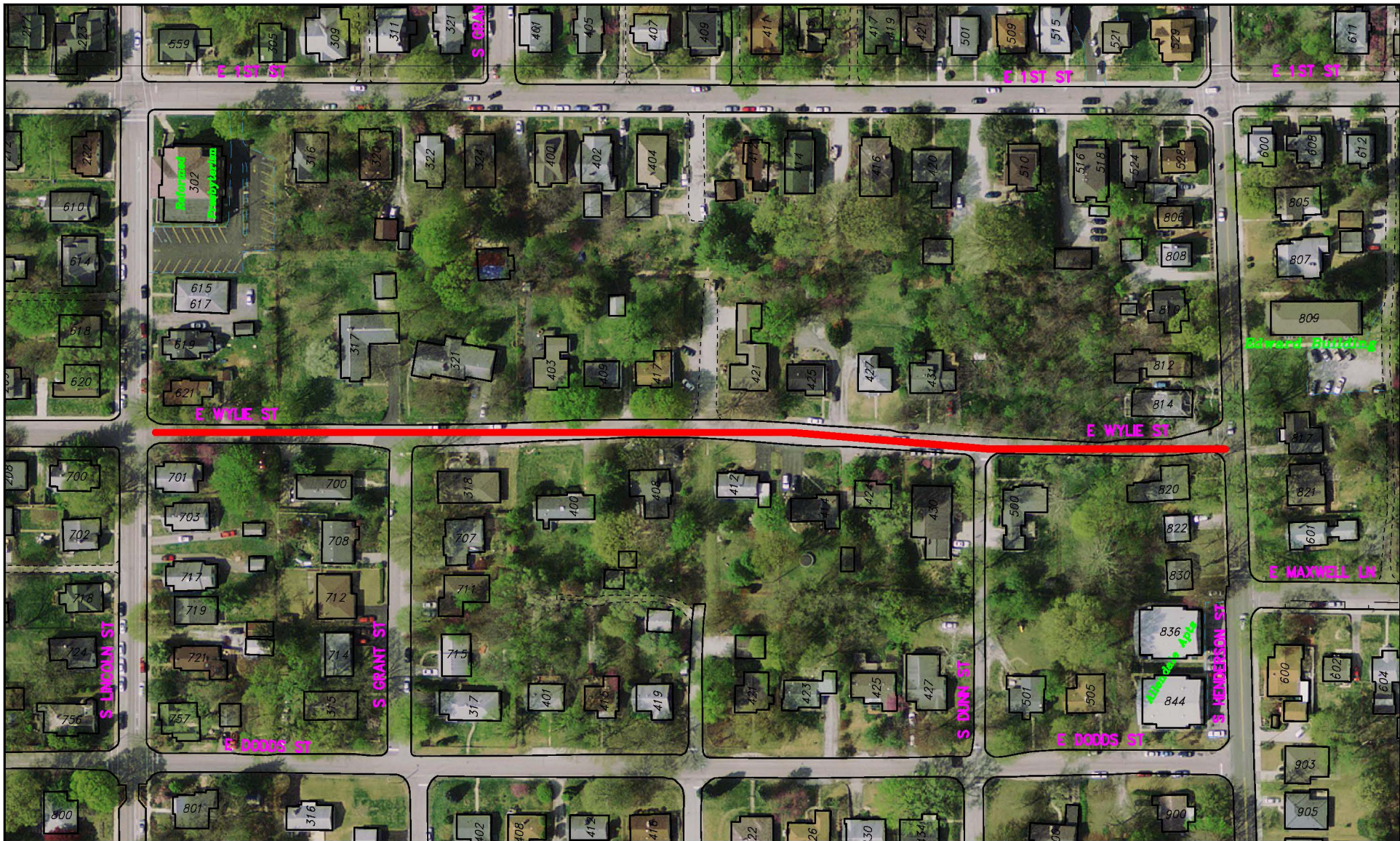


City of Bloomington



Scale: 1" = 600'

For reference only; map information NOT warranted.



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

By: shermand
 18 Dec 12



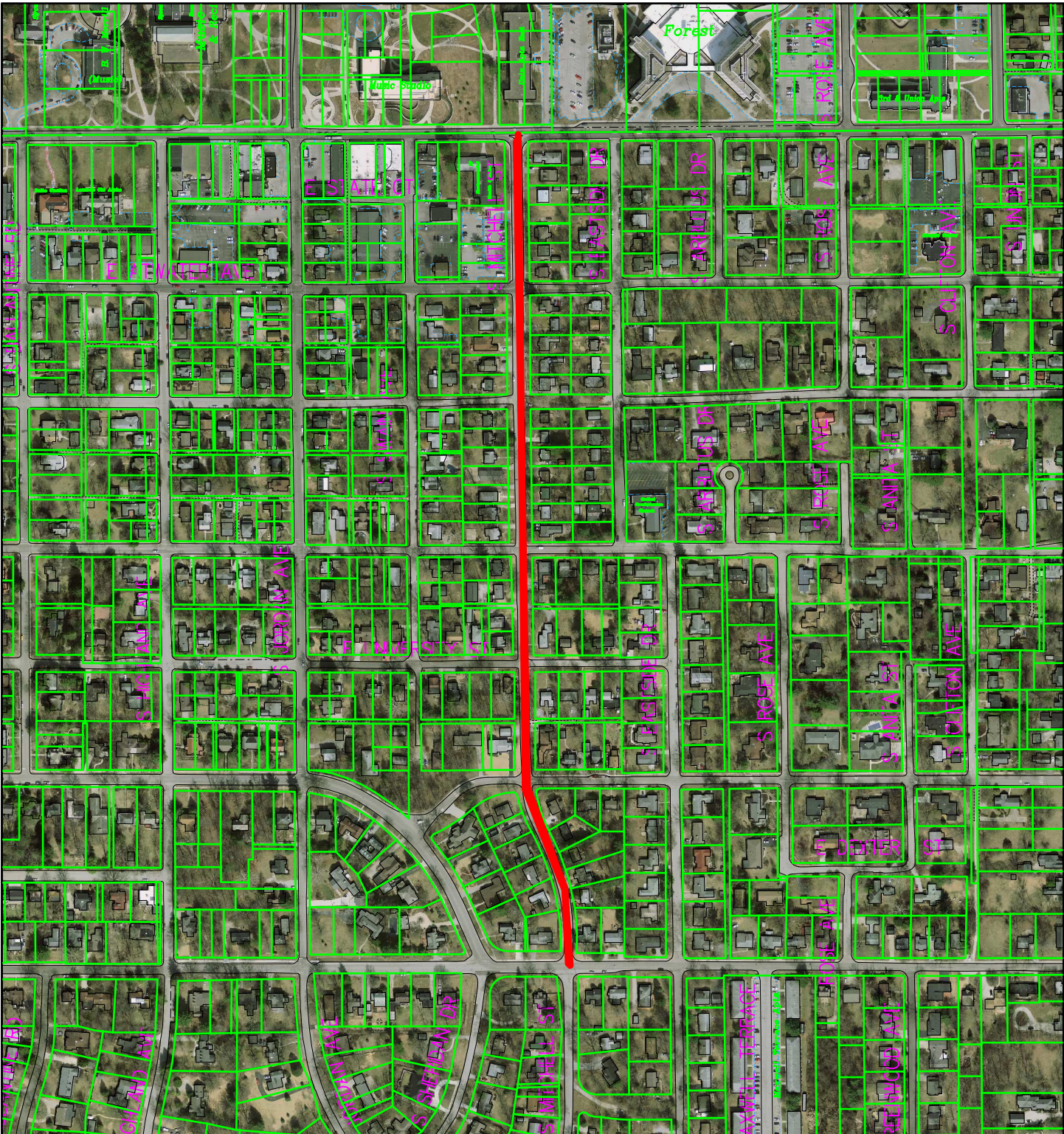
For reference only; map information NOT warranted.



City of Bloomington
 Clerk & Council



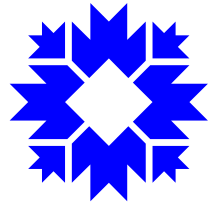
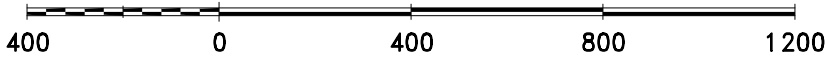
Scale: 1" = 150'



2016 Council Sidewalk Committee – Mitchell Street from Maxwell Lane to 3rd Street
 Cm. Ruff requested that the Committee consider installing a sidewalk

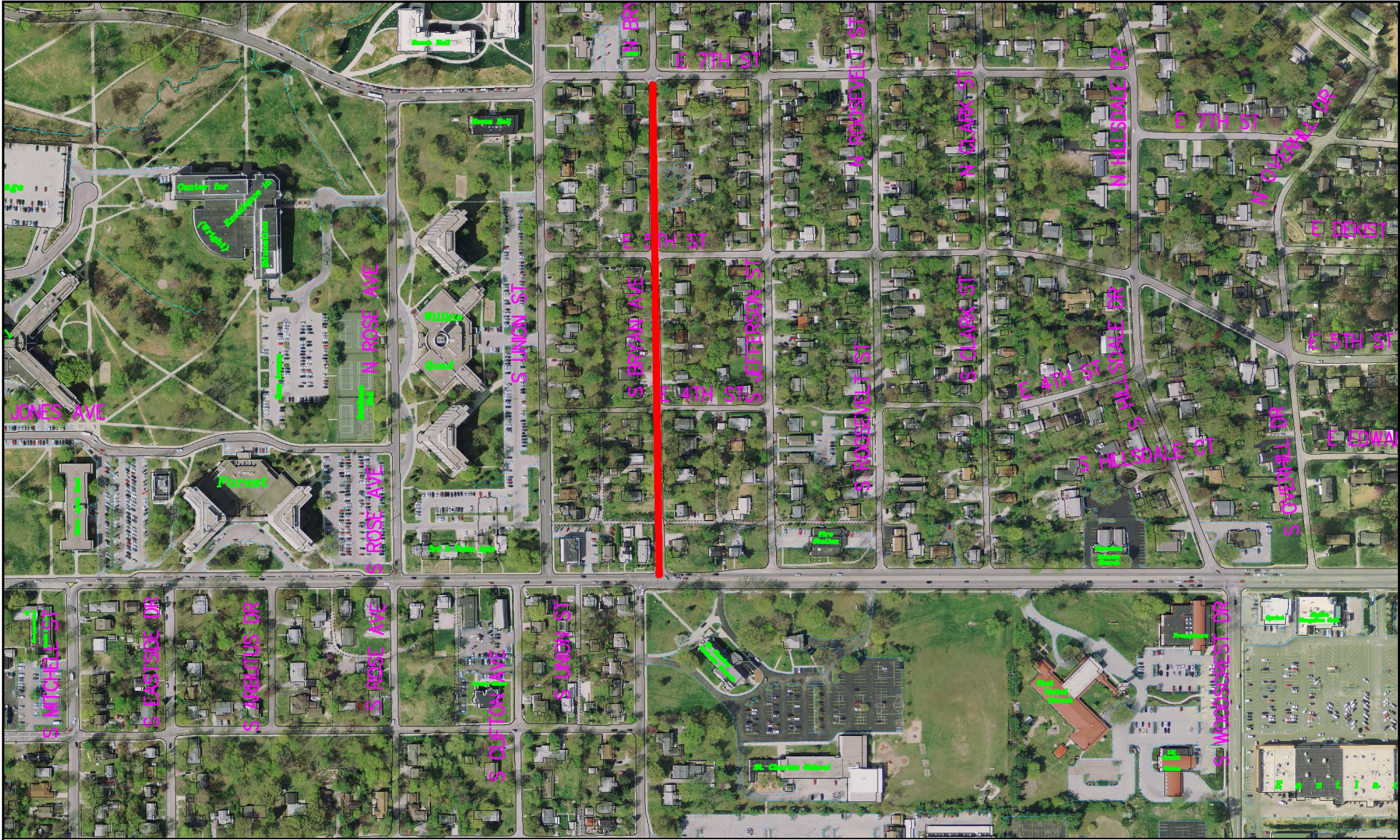
City of Bloomington
 Clerk & Council

By: shermand
 24 Dec 15



Scale: 1" = 400'

For reference only; map information NOT warranted.



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

By: shermand
20 Dec 12



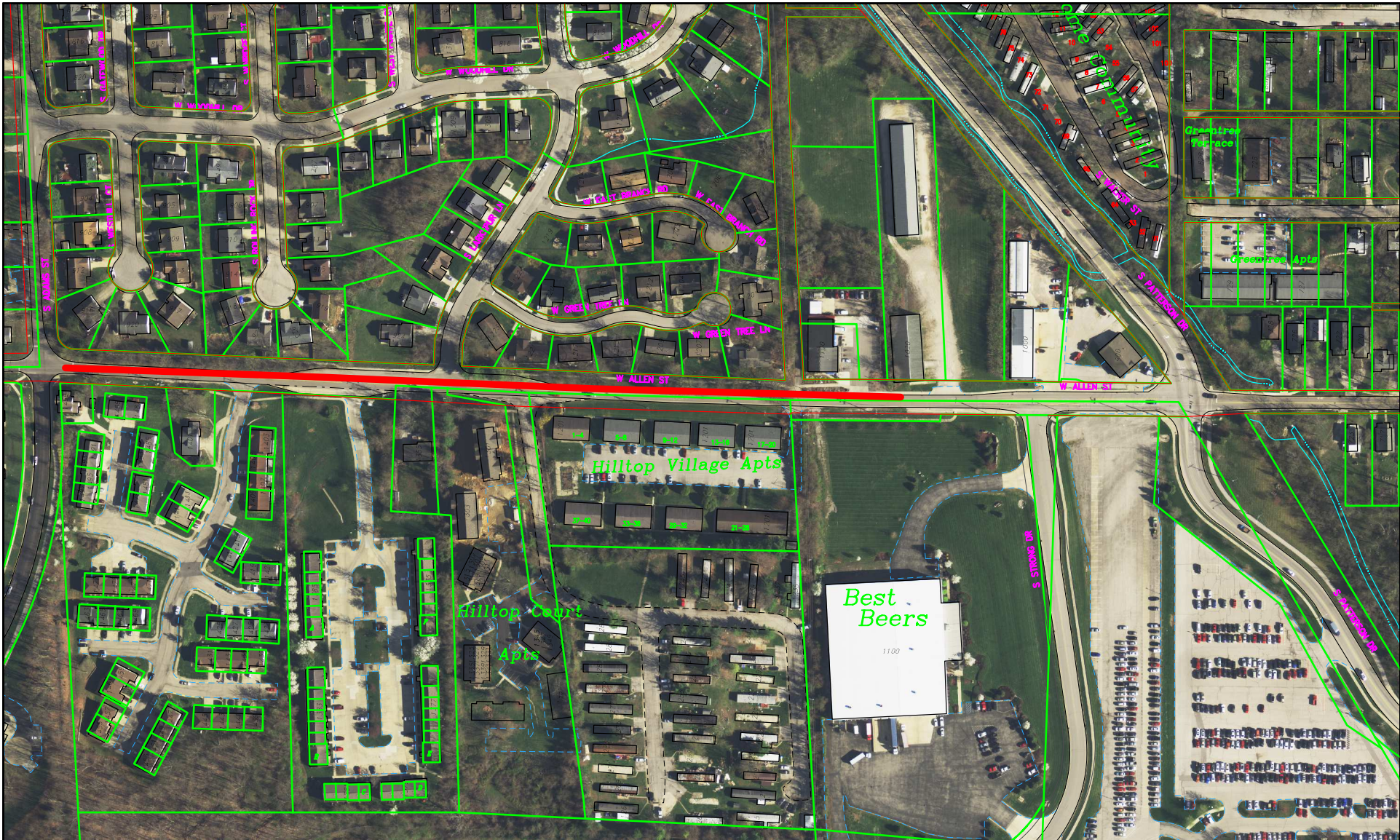
For reference only; map information NOT warranted.



City of Bloomington
Clerk & Council



Scale: 1" = 400'

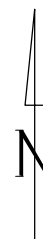


Council Sidewalk Committee Request – 2018
 Missing Sidewalk Segments from Strong Drive to Adams Street
 Possible Traffic-Calming Location

By: shermand
 7 Feb 18



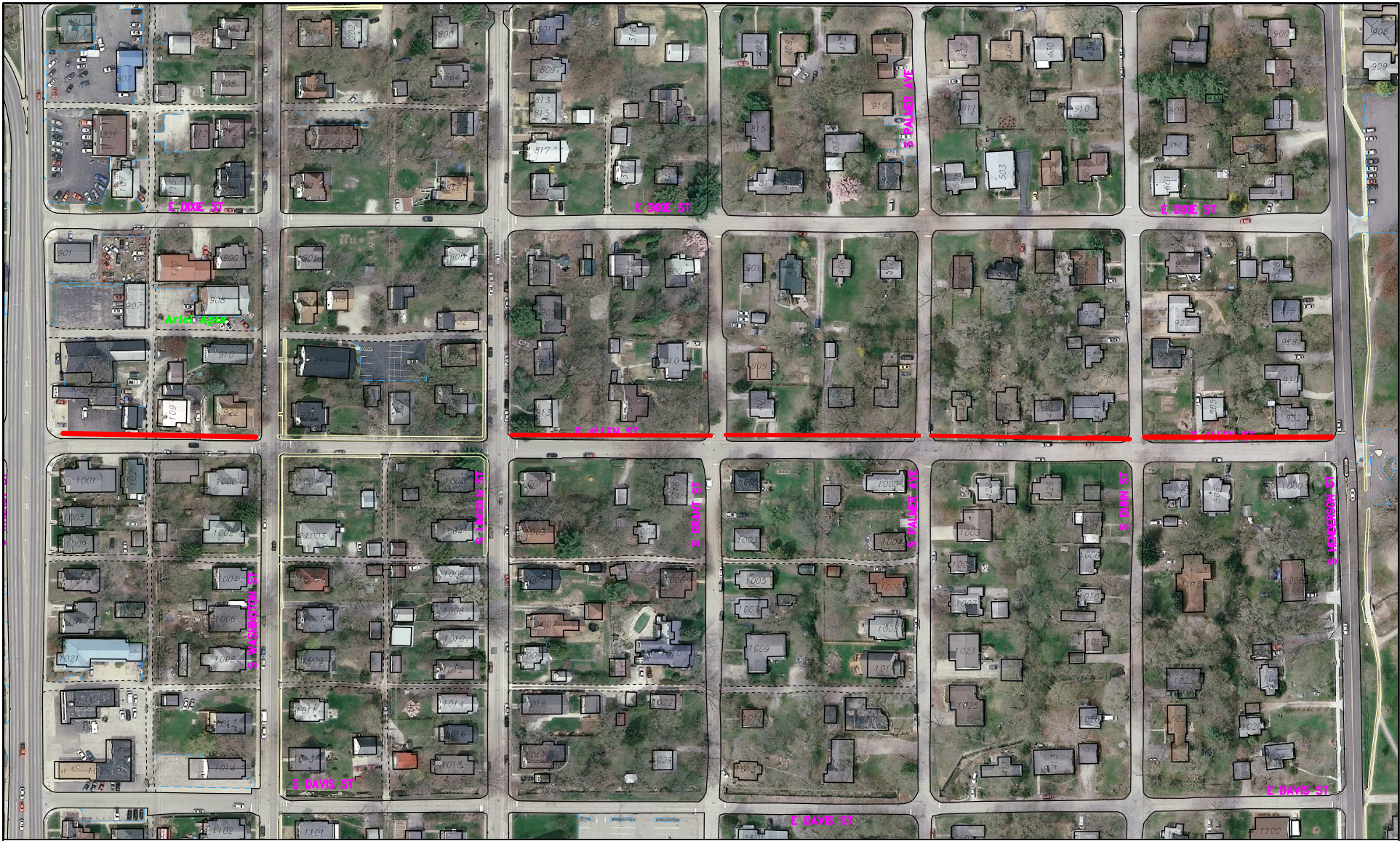
For reference only; map information NOT warranted.



City of Bloomington
 Council Office



Scale: 1" = 250'



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

By: finnh
7 Nov 14



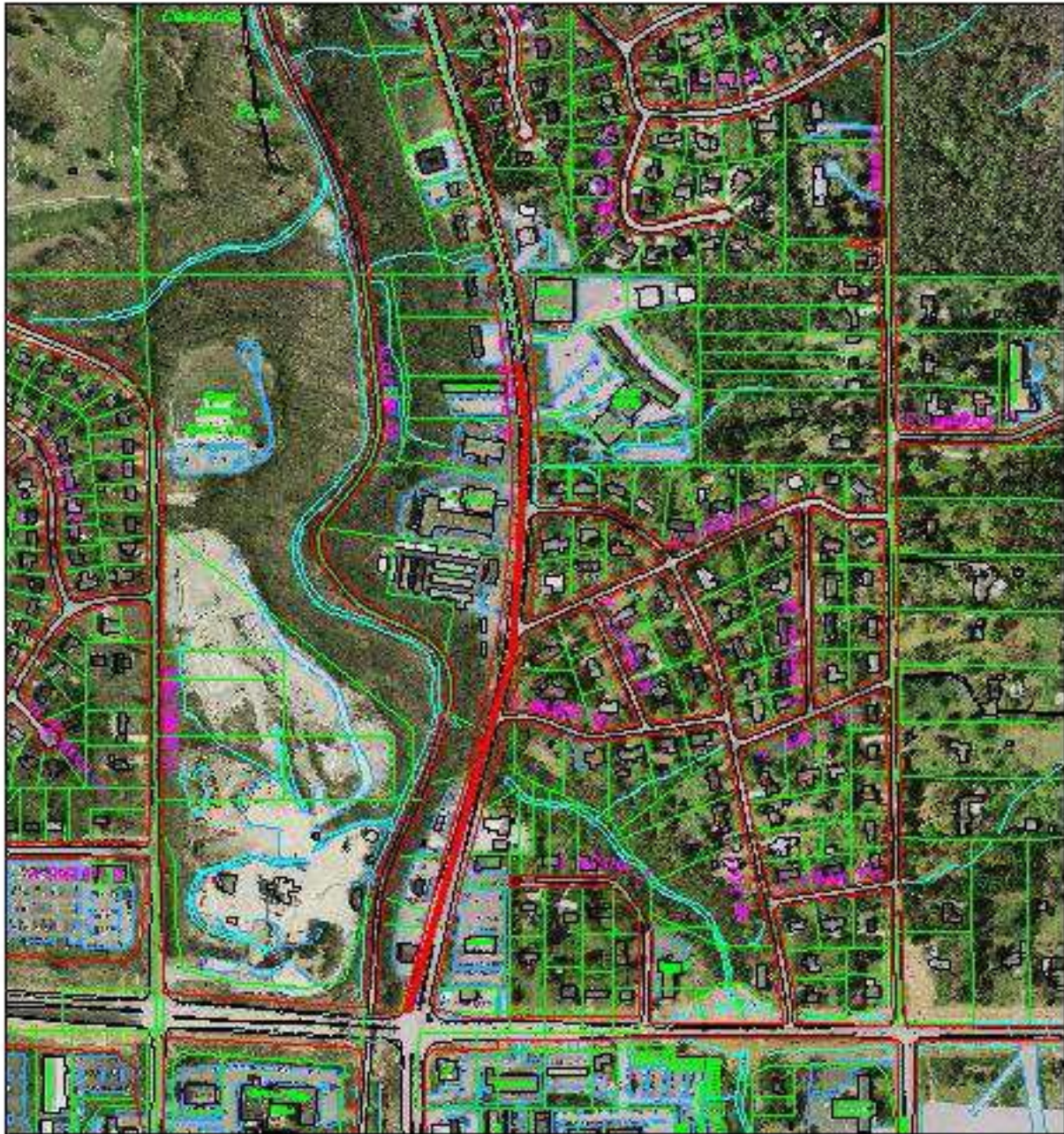
For reference only; map information NOT warranted.



City of Bloomington
Clerk & Council

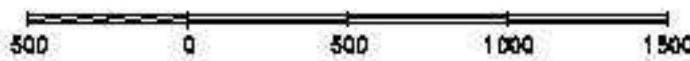


Scale: 1" = 200'



Council Sidewalk Committee for 2013 - Request from Councilmember Granger
 North Walnut from SR 45/46 Bypass to Apartments Further North (West Side)

By: shermand
 18 Dec 12

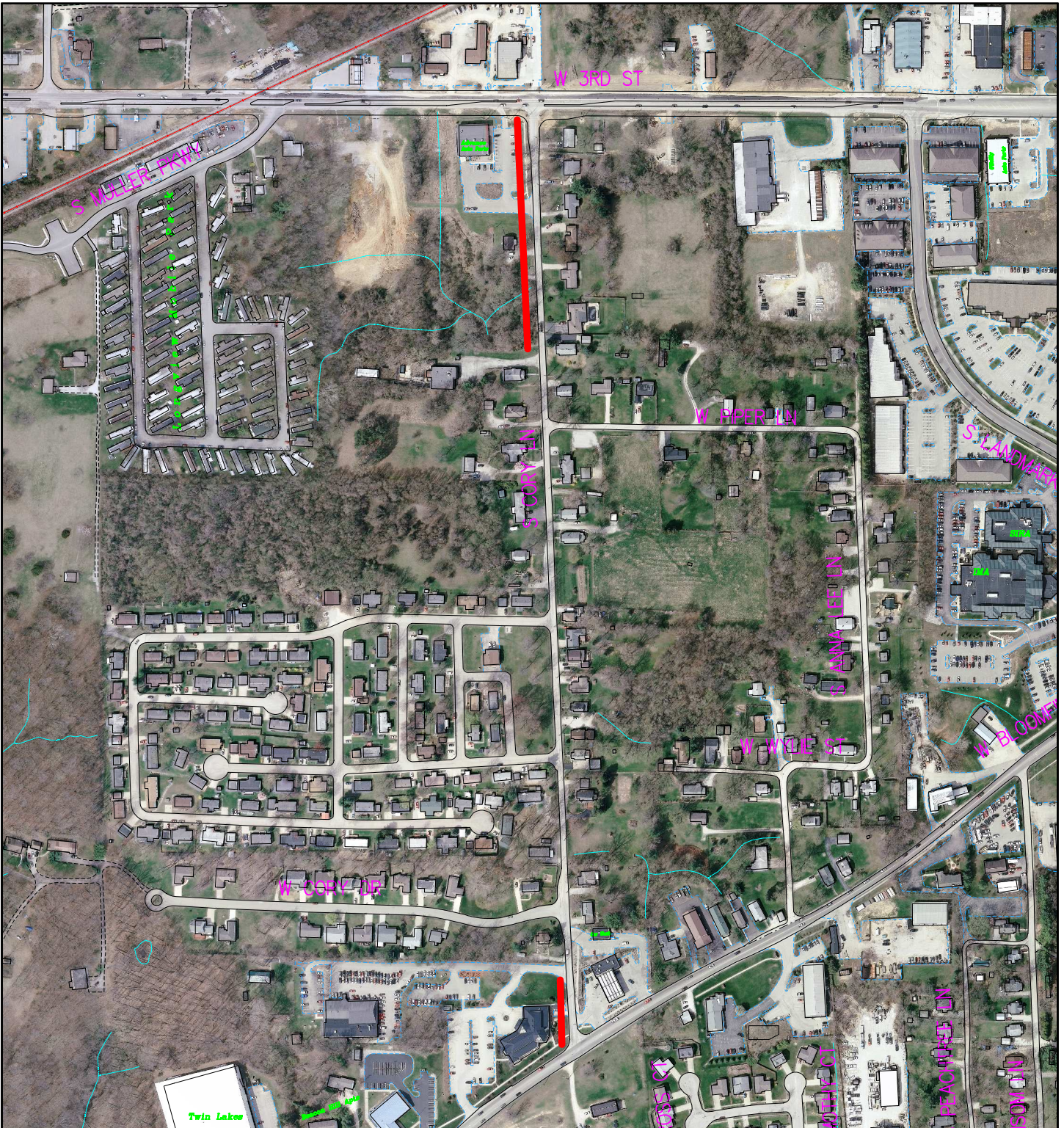


City of Bloomington
 Clerk & Council



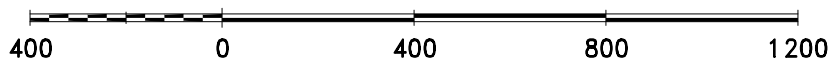
Scale 1" = 500'

For reference only; map information NOT warranted.

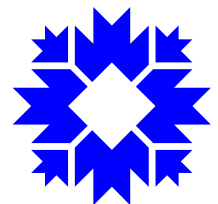


Corey Ln – Missing Links within City Between W 2nd and W 3rd

By: finnh
13 Nov 14



City of Bloomington
Clerk & Council



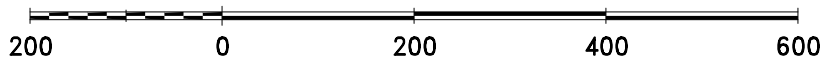
Scale: 1" = 400'

For reference only; map information NOT warranted.

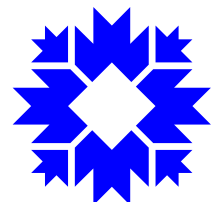


Fee Lane – South of 45/46 Bypass

By: finnh
10 Nov 14

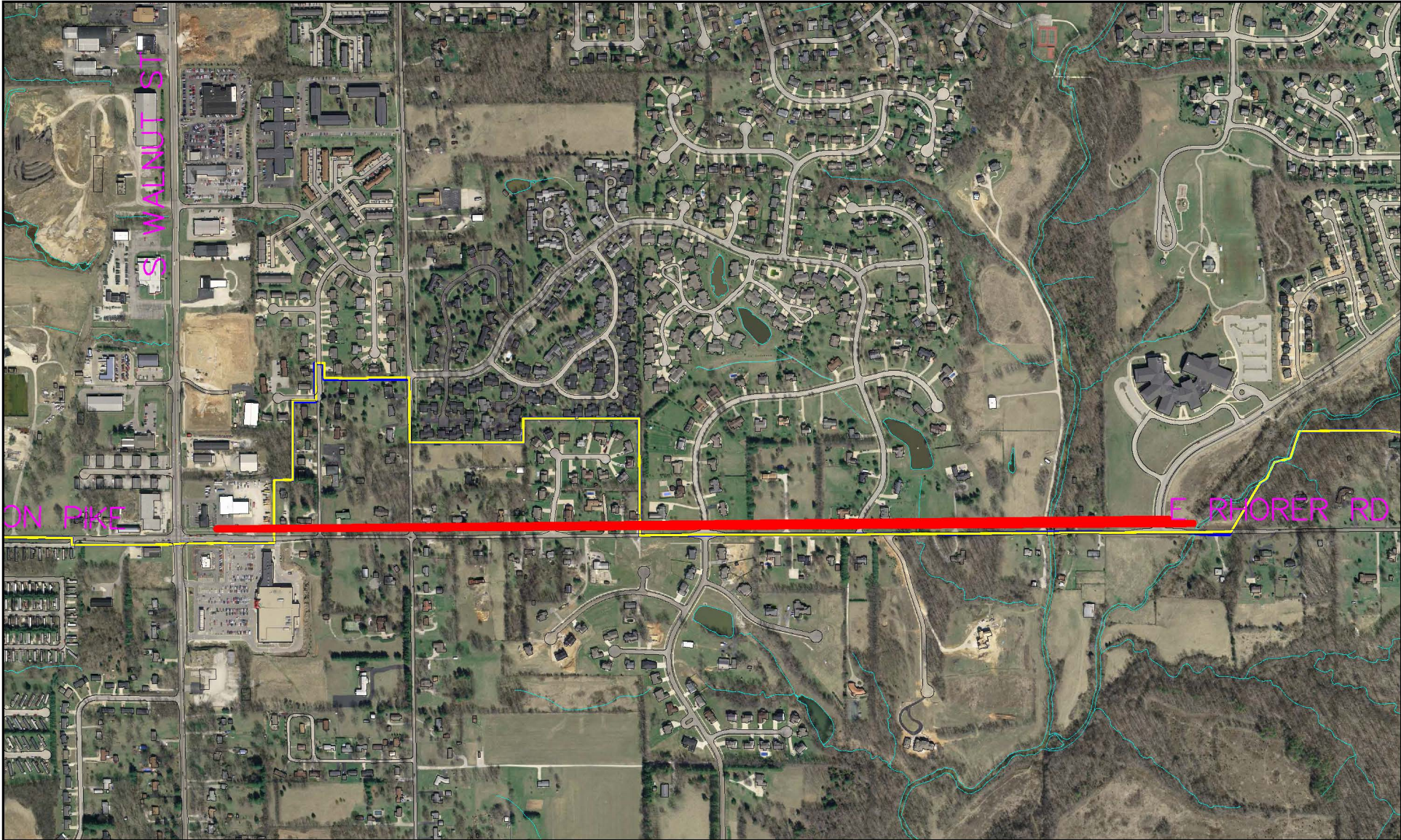


City of Bloomington
Clerk & Council



Scale: 1" = 200'

For reference only; map information NOT warranted.



2009 Council Sidewalk Committee
Councilmember Piedmont-Smith request for sidepath
on Rhorer Road from Sare Road to Walnut Street (north side)

By: shermand
22 Oct 08



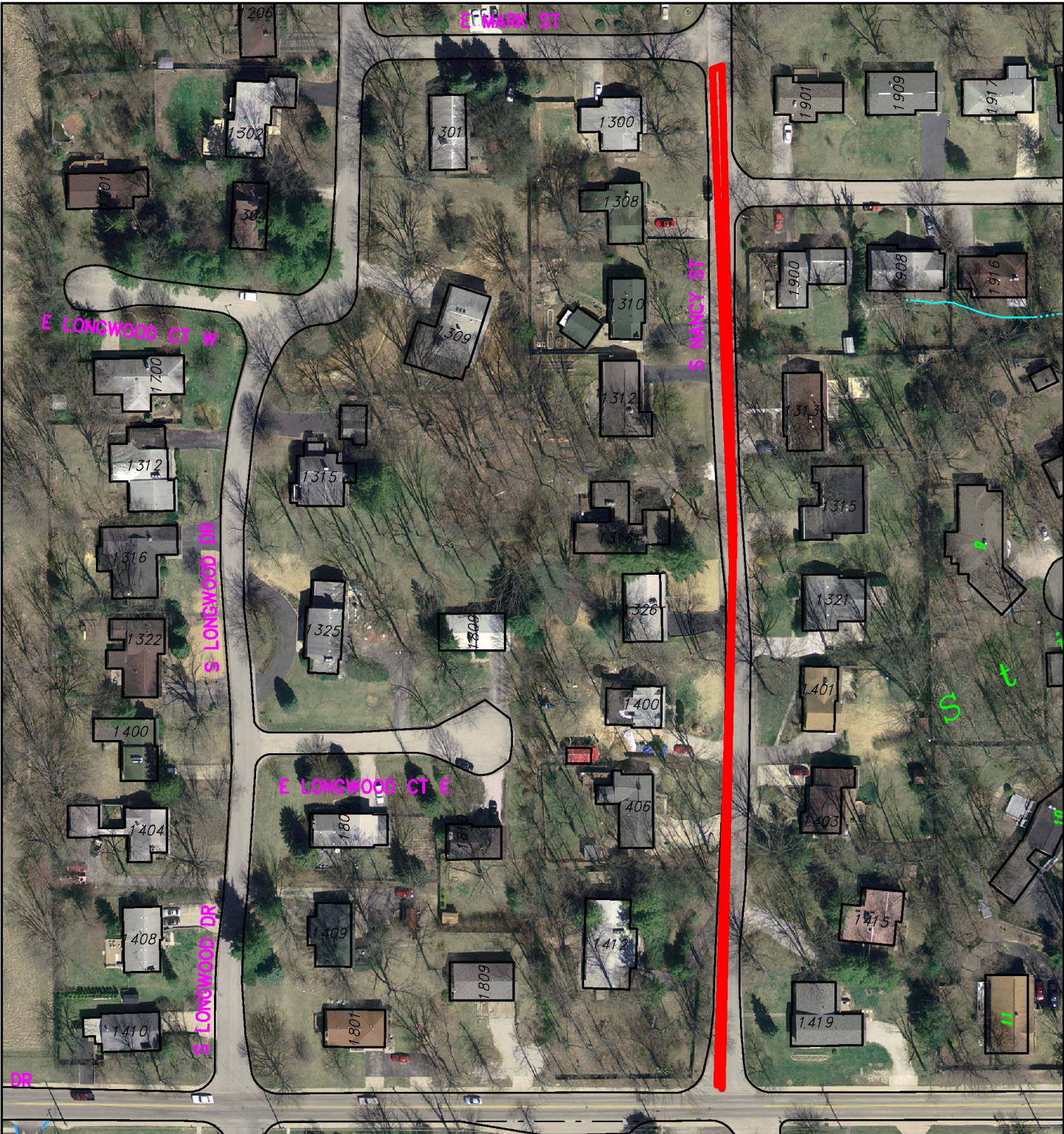
For reference only; map information NOT warranted.



City of Bloomington
Clerk & Council



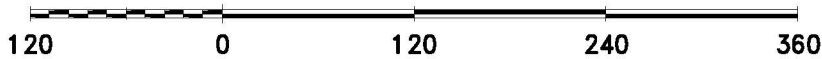
Scale: 1" = 800'



2009 Council Sidewalk Committee

Dave Rollo's request for a sidewalk on the west side of Nancy (from Mark to Hillside)

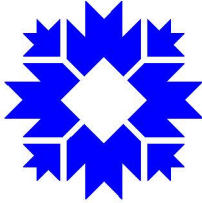
By: fallsm
6 Oct 08



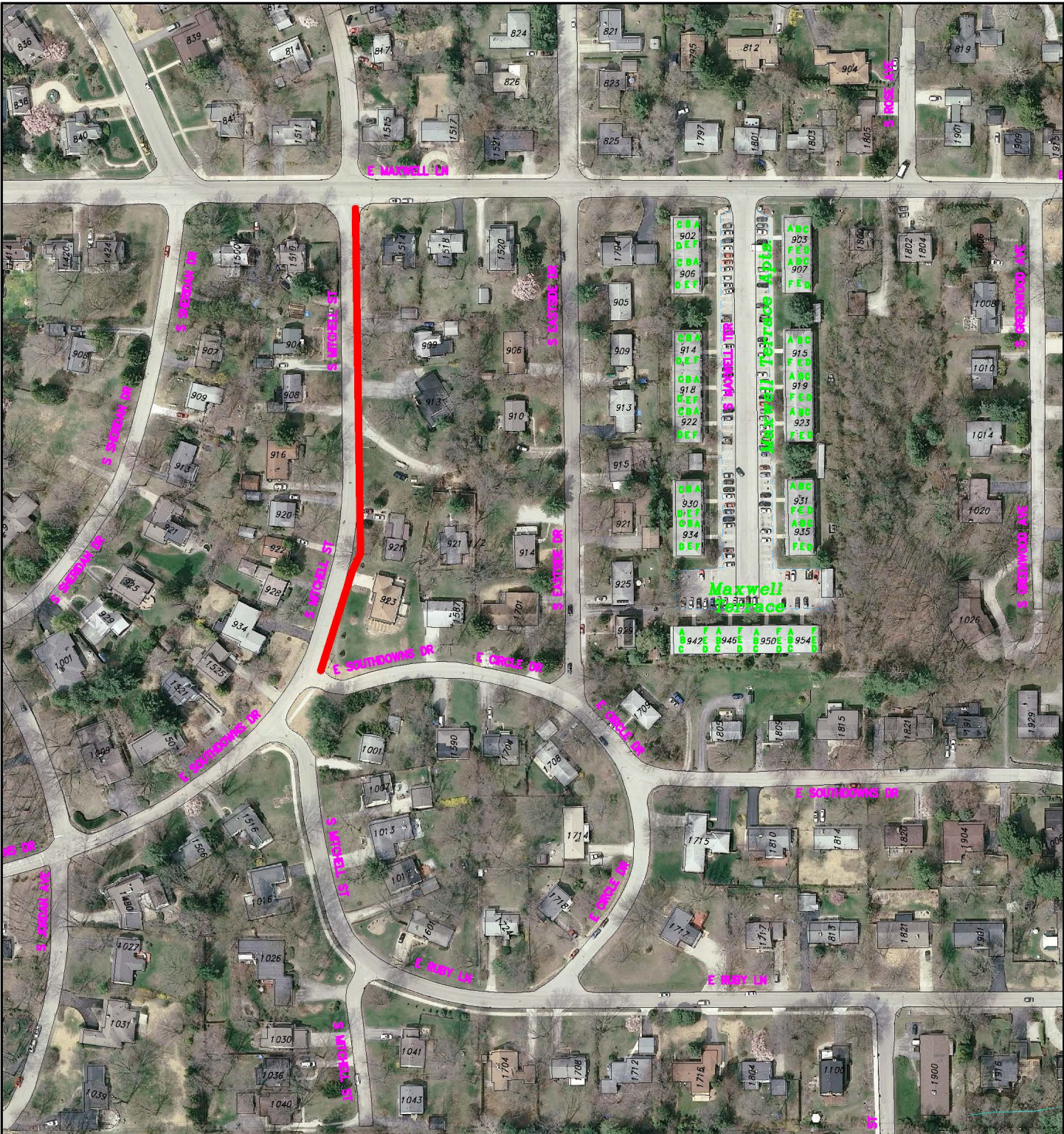
For reference only; map information NOT warranted.



City of Bloomington
Clerk & Council

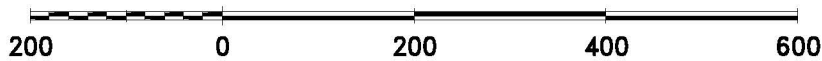


Scale: 1" = 120'

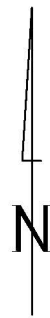


Council Sidewalk Committee – Requested Project
 Pedestrian Way on Mitchell from Maxwell Lane to Circle Drive
 2011

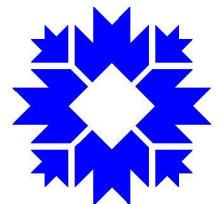
By: shermand
 2 Nov 11
 File: LPmtc



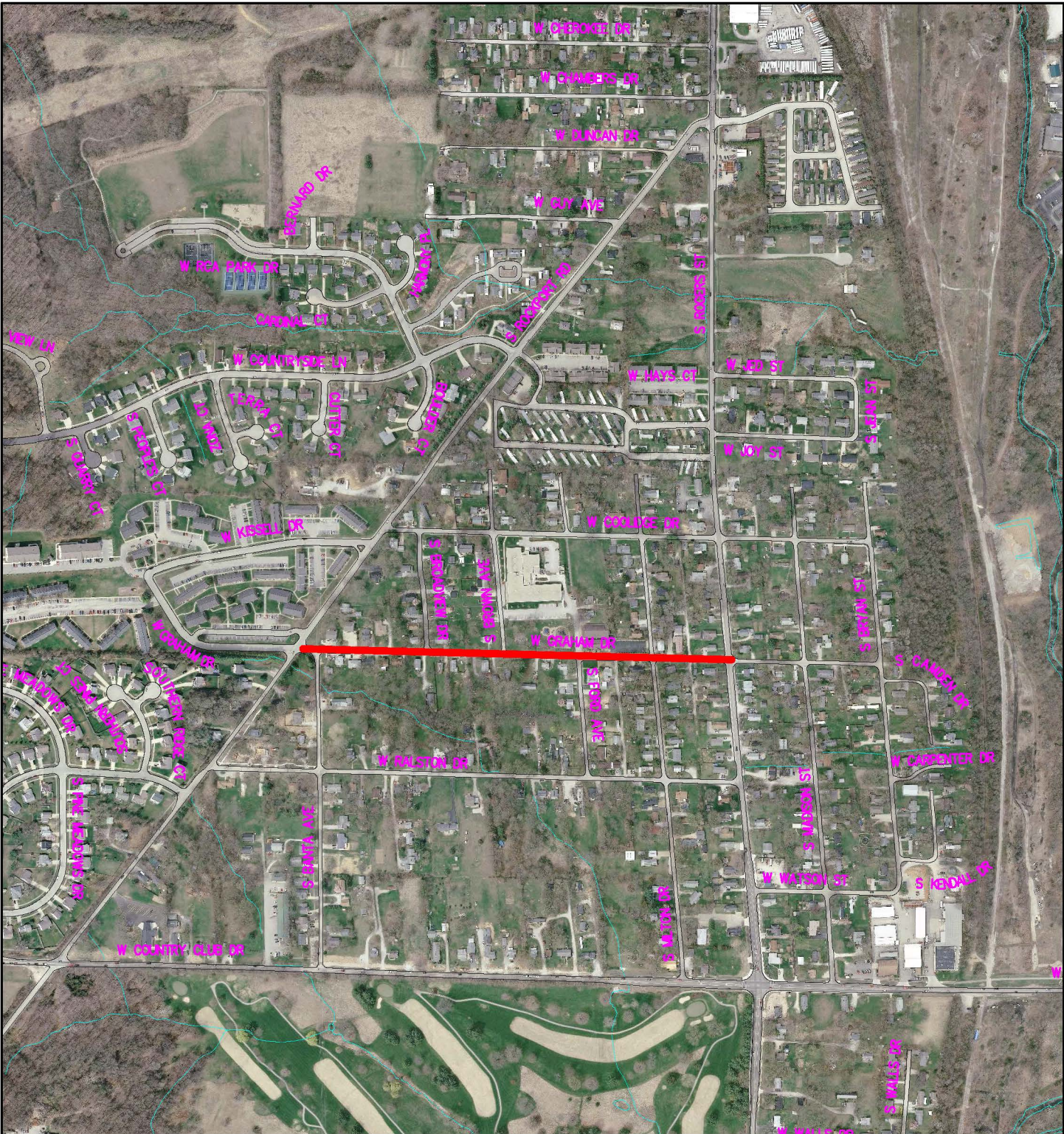
For reference only; map information NOT warranted.



City of Bloomington
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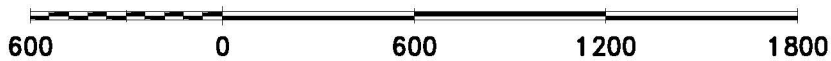


Scale: 1" = 200'

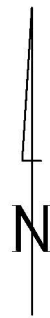


Council Sidewalk Committee – Project Requests
Graham Drive from Rockport Road to Rogers Street
 2010

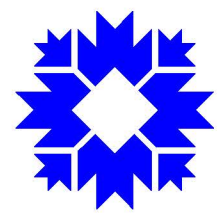
By: shermand
 2 Nov 11
 File: LPgd



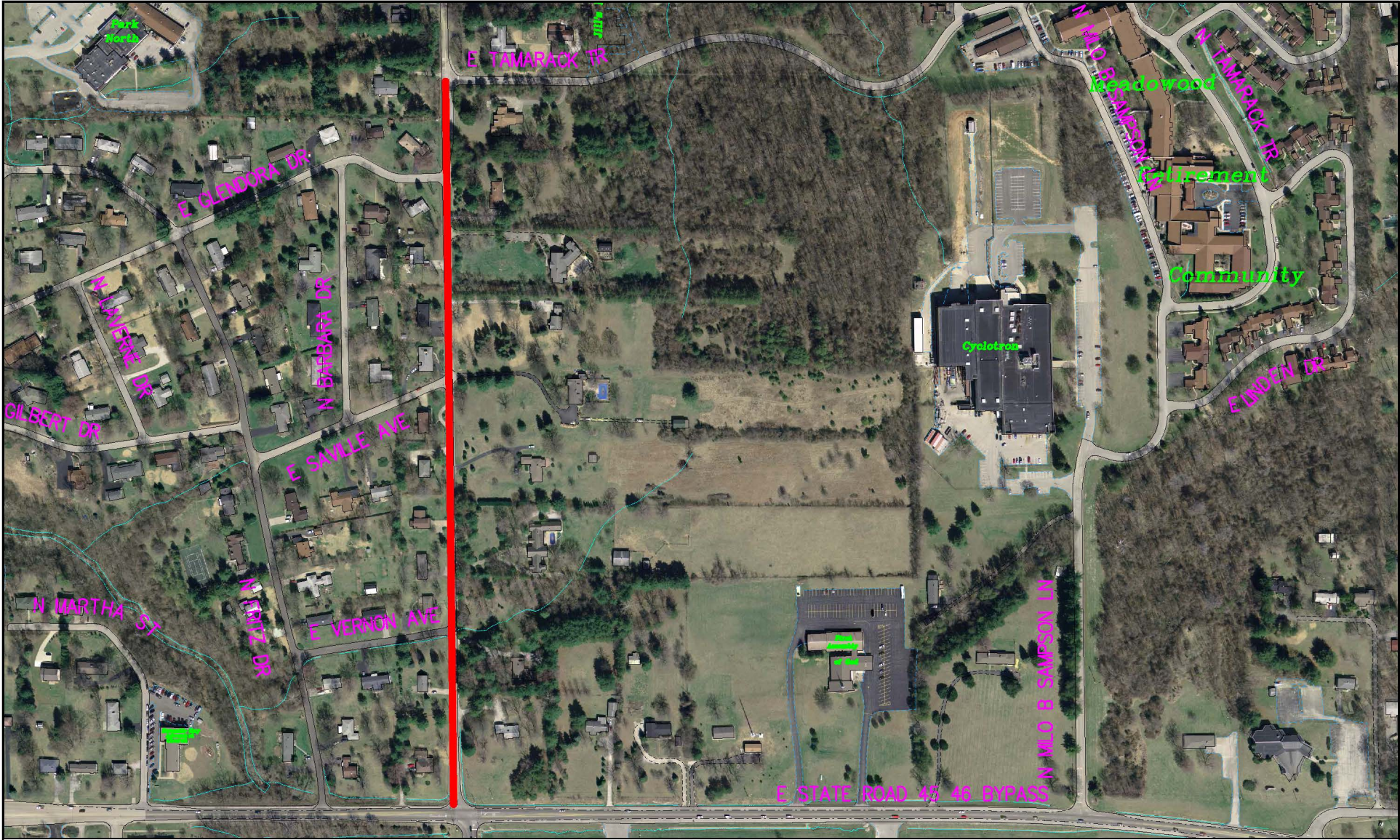
For reference only; map information NOT warranted.



City of Bloomington
 Clerk & Council



Scale: 1" = 600'



2009 Council Sidewalk Committee

David Sabbagh's request for a sidewalk on the east side of Dunn (from SR 45/46 to Tamarack Trail)

By: fallsm

7 Oct 08



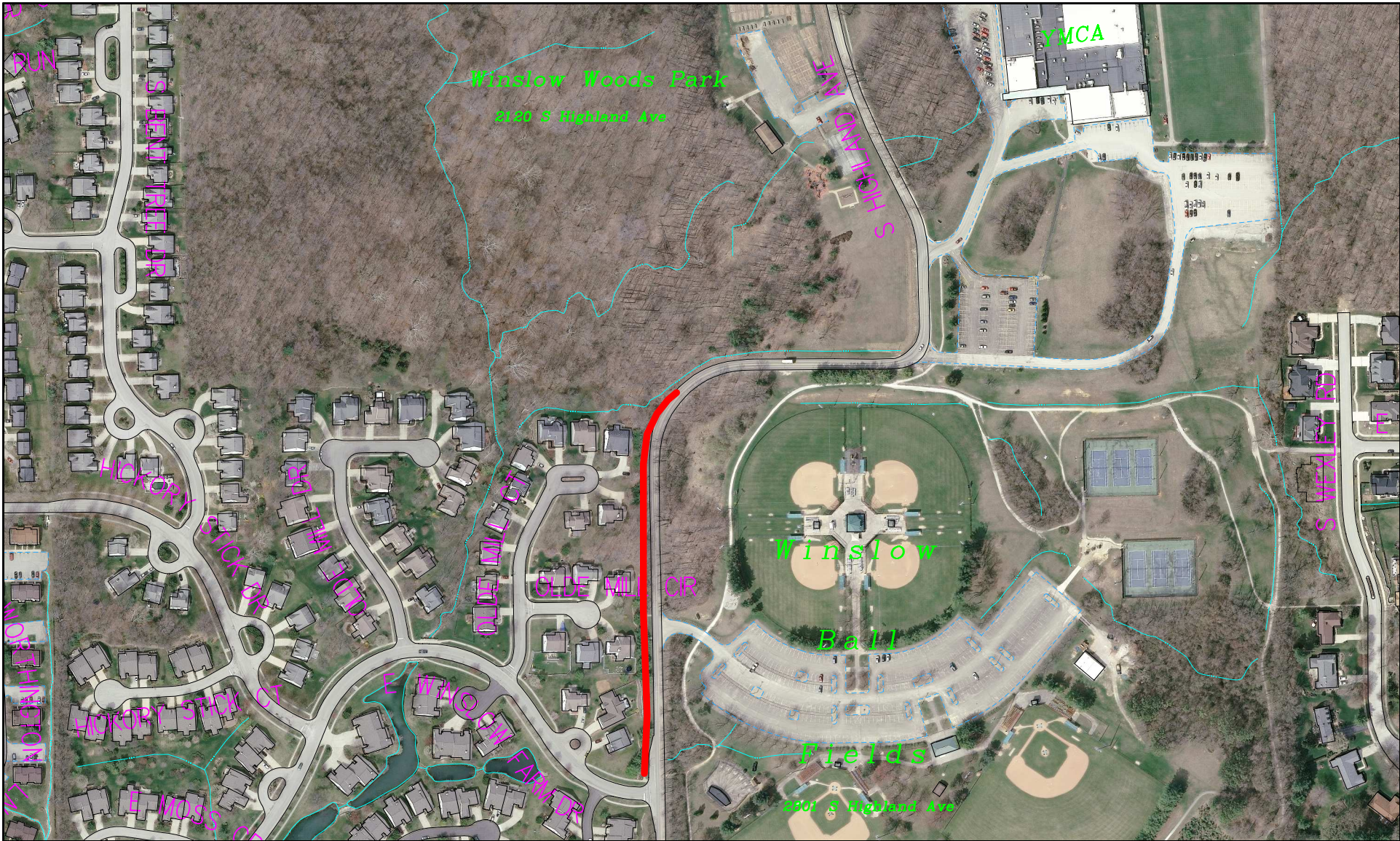
For reference only; map information NOT warranted.



City of Bloomington
Clerk & Council



Scale: 1" = 400'



S Highland – Connecting Winslow Park with Winslow Farms Subdivision

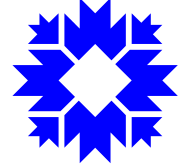
By: finnh
10 Nov 14



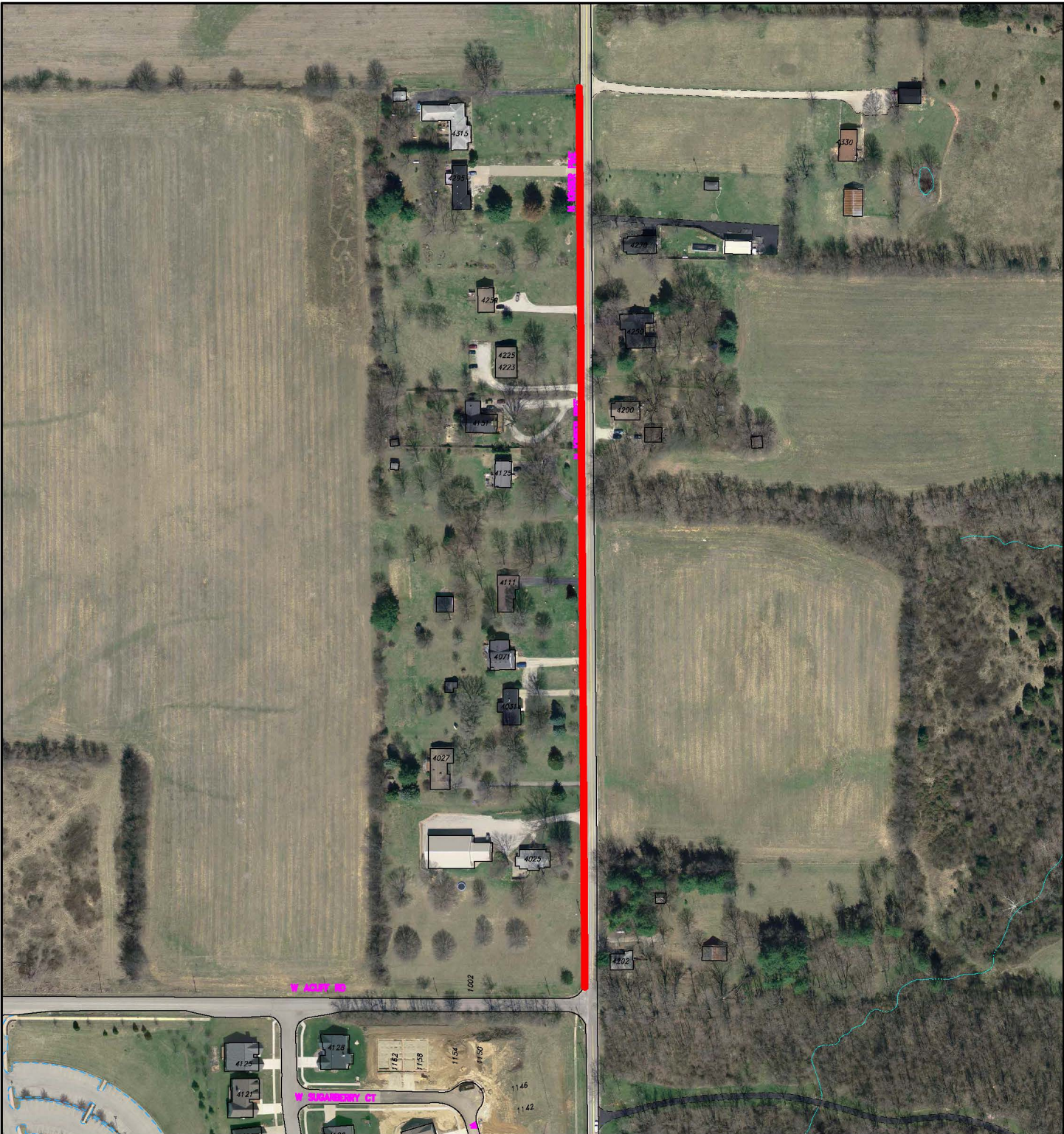
For reference only; map information NOT warranted.



City of Bloomington
Clerk & Council



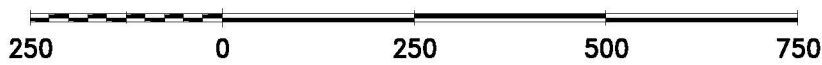
Scale: 1" = 300'



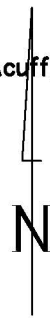
2009 Council Sidewalk Committee

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

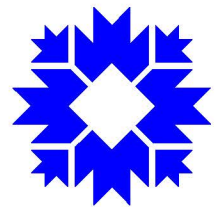
By: fallsm
7 Oct 08



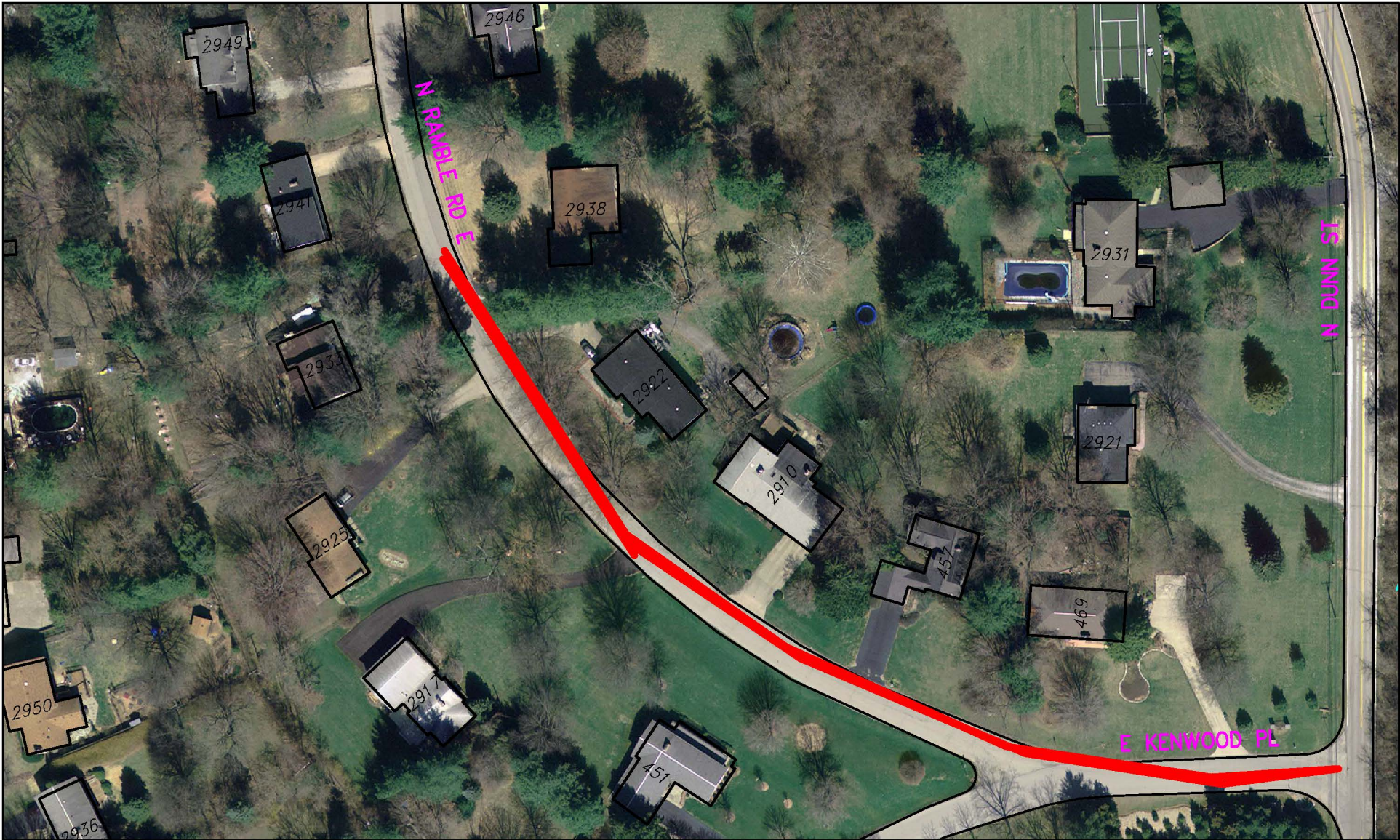
For reference only; map information NOT warranted.



City of Bloomington
Clerk & Council



Scale: 1" = 250'



2009 Council Sidewalk Committee
 Wisler's request for sidewalks on the north side of Ramble Road (2938 to Dunn)

By: fallsm
 3 Oct 08



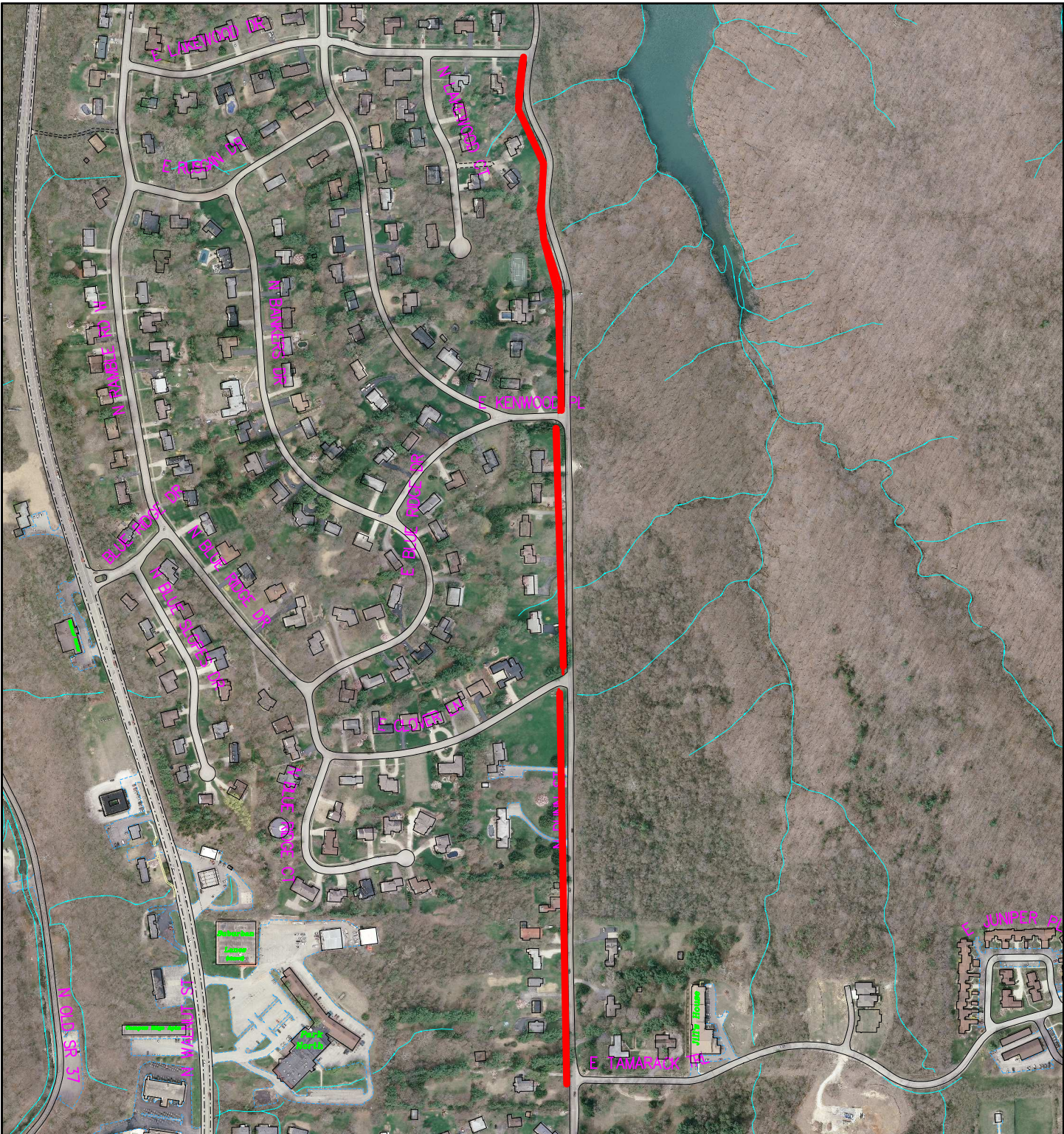
For reference only; map information NOT warranted.



City of Bloomington
 Clerk & Council

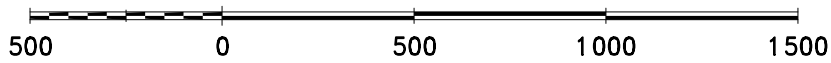


Scale: 1" = 100'

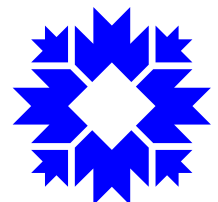


N Dunn from E Tamarack Trail to Lakewood Drive

By: finnh
10 Nov 14



City of Bloomington
Clerk & Council



Scale: 1" = 500'

For reference only; map information NOT warranted.

Appendix Five – Recent Sidewalk Requests – Received in 2017 for 2018 Deliberations

The Council Office has reviewed citizen communications about, and requests for, sidewalk projects over the last year and has also asked Council members to submit others (after cautioning them of our great backlog of projects and sharing your average rating of projects from the end of last year).

Question: Are there other sidewalk projects the Committee should consider?

Suggestion: Past practice suggests that it saves time and doesn't appear to change the outcome to narrow the list of projects before requesting further work (e.g. estimates) from the Engineering staff.

Summary of Recent Sidewalk Requests (which meet Committee Criteria)¹

Note: Requests highlighted in:

- **Yellow** are new to the list;
- **Purple** moved forward with some funding (but were not completed) in 2017; and
- **Green** affirm ones already on the list but not recently funded by the Committee.

2018

- **Rank # 17- South Walnut Street – from W. Pinewood Drive to south of 2942 S. Walnut (West Side) - Affirmation of Previous Request – Cm. Piedmont-Smith**
- **Rank # 19 - W. 17th Street from Crescent Street to Roundabout – Affirmation of Previous Priority – Cm. Sturbaum – Pursuing MPO Funding**
- **Rank # 22- South Walnut from Winston Thomas to National Guard Armory - Affirmation of Previous Request – Cm. Piedmont-Smith – 2016 Committee Funded \$13,000 for Design and Acquisition of Right-of-Way**
- **~Rank # 26² - Rockport Road from south of Graham to Tapp Road (West Side) - Affirmation of Previous Request – Cm. Sturbaum – Intersection improvements at Tapp and Rockport Road should fund this segment in 2018**
- **Rank # 29 – West Allen Street from Strong Drive to Adams Street (South Side) – New Request - anonymous**
- **Rank # 30- 1100-Block of West 3rd Street (South Side) – New Request - Cm. Piedmont-Smith – Near recently approved LifeDesigns affordable housing project –**
- **Rank # 35 - Arlington Road north of roundabout – New Request - anonymous**
- **Rank # 42 - Graham Drive between S. Rockport Road and S. Rogers Street that goes by park (North Side) – Affirmation of Previous Request - Cm Sturbaum**
- **Rank # 43 - S. Oakdale Square Drive from Bloomfield Road to Oakdale Square – New Request – Manager of Hidden Hills Apartments**
- **Rank # 48 – Wimbleton from High Street to Montclair Avenue – New Request – Cm Rollo**
- **Unranked – Request too broad to rank - Unspecified sidewalks in Bryan Park Neighborhood – New Request - Julie Duhon (Resident)**

Materials

Summary of Citizen Requests from Citizens, Council Members, and Staff

¹ The term sidewalk requests, among other things, refers to requests for sidewalks that meet the Committee Criteria. (Please see Appendix 4 for those criteria and the first footnote in the following summary for more on the communications received by the City regarding sidewalks.)

² P & T staff removed Rockport Road from the Priority List because it is scheduled for completion in 2018 with the help of other funds as part of the signalization of Rockport and Tapp roads.

Summary of Recent Requests¹ for the Construction of Sidewalks

**Requests Listed in Order of Rank on Priority Sheet and
Distinguishing Between Ones Regarding:**

**Partially-Funded (On-Going) Committee Sidewalk Projects,
New Projects, and
Already Listed (but Unfunded) Projects ²**

(For Review by 2018 Council Sidewalk Committee)

Requests Regarding Recent Sidewalk Committee Priority Project

Priority Projects of Committee – ongoing projects with multiple funding sources or projects recently supported by Committee funds = Highlighted in Purple ³

New Requests

New Citizen or Council Member Request = Highlighted in Yellow ⁴

Affirmation of Already Listed Projects

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

¹ The Council Office typically receives requests for the installation of sidewalks from: the Council email account; referrals through the uReport system; and, council members (some throughout the year as Council members report them to the Council Office and some after being solicited for those requests from the Council Office. The term “recent requests” includes such communications received since the last summary was prepared for the 2017 Initial Sidewalk Packet. The term includes newly requested and affirmation of previously requested projects that meet the Committee criteria. (See Appendix 4)

² This listing was originally intended to alert the Committee to interest in sidewalk projects not otherwise known to the members and staff prior to beginning deliberations for the coming round of funding. Now, as you can see by the color-coding, the listing also frames the requests in terms of known priorities. Please note that the absence of a recent request does not imply a lack of interest in those projects (in particular, those previously funded by the Committee).

³ Please see the Memo from Planning and Transportation to the Committee in Appendix 3 (Review of On-Going Projects) – particularly the Council Sidewalk Project Status Report – for more on the progress of various projects. Excerpts from the Memo also appear in the Index of Projects found in Appendix 4 (Prioritization of Sidewalk Projects).

⁴ There were many uReport System entries regarding *the condition* of existing sidewalks which were referred to Planning and Transportation and Public Works. Recall that the Council Sidewalk Committee criteria focus on the *installation*, but not the condition of sidewalks (which, in most instances, is the responsibility of the property owner). In that regard, there were some requests for the construction of sidewalks – notably along Branch and Larkspur – which were completed as part of recent development and not listed in this report.

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

Rank #17 (Affirmation of Previous Request – Cm. Piedmont-Smith) South Walnut Street – from Pinewood to 2942 S. Walnut (West Side)

Cm. Piedmont-Smith in 2017, “[a] gain, this connects a low-income neighborhood to commercial and community space (the Armory) to the south. Plus it's a high-speed road, dangerous to walk on. No sidewalk on the other side. Additional comments in 2018: I encourage the Committee to prioritize S. Walnut St. from Pinestone south to Force Fitness, and then from Spring Drycleaners south to the fire safety facility.

Rank # 19 - W. 17th Street from Crescent Street to Roundabout – Affirmation of Previous Priority – Cm. Sturbaum – High Priority – Pursuing MPO Funding

Cm Sturbaum: Connecting sidewalks from the roundabout at Arlington and 17th to the new work of Vernal going over I 69 should be handled by other city funds.

Rank # 22- South Walnut from Winston Thomas to National Guard Armory (Affirmation of Previous Request – Cm. Piedmont-Smith) –2016 Committee Funded \$13,000 for Design and Acquisition of Right-of-Way

Cm. Piedmont-Smith: See South Walnut Street (Above)

~Rank # 26 - Rockport Road from south of Graham to Tapp Road (Affirmation of Previous Request – Cm. Sturbaum)

Note: Intersection Improvements at Tapp and Rockport Road should complete this segment in 2018.

Rank # 29 – West Allen Street from Strong Drive to Adams Street (South Side) – New Request – Anonymous

Incomplete/no sidewalk on side of road travelling on Allen from Strong Drive to Adams (1334 – 1360 West Allen Street)
uReport #160997 (9/1/17) – anonymous

Note: Robinson mentioned that there may also be an inquiry about traffic-calming in that area.

Rank # 30 - 1100-Block of West 3rd Street (South Side) – (New Request - Cm. Piedmont-Smith) – Near recently approved LifeDesigns affordable housing project

Cm. Piedmont-Smith (10/21/17): Could you please relay to the sidewalk committee a priority for completing the sidewalk between Patterson Dr. and Walker St. on W 3rd St.? The Plan Commission just approved a recommendation to the BZA for a 3-story affordable housing building with units for LifeDesigns clients and for Crawford House-type "housing first" model supportive housing. I expect the BZA will approve it. It will lead to a missing

part of sidewalk going in right at the corner of W. 3rd St. and Walker (west of Walker), but there is still a missing portion. I wanted to make sure this was on the committee's radar.

Rank # 35 - Arlington Road north of roundabout – New Request – Anonymous

“[There is a] large sidewalk gap on Arlington just north of the new roundabout, on the west side, it seems incomplete, or maybe they are going to finish it soon?” uReport #161794 (11/10/17) – anonymous

Rank # 42 - Graham Drive between S. Rockport Road and S. Rogers Street that goes by park (North Side) – Affirmation of Previous Request - Cm Sturbaum

Cm Sturbaum: Requests an estimate for sidewalk work in Broadview on one side of Graham that goes by the park and is a major pedestrian way for kids, bus riders and pedestrians accessing the B Line.

Rank # 43- S. Oakdale Square Drive from Bloomfield Road to Oakdale Square – (New Request) – Manager of Hidden Hills Apartments and Residents of Nearby Apartment Complexes

- I want to let u know that a sidewalk from the intersection of west Bloomfield road and south Oakdale drive would be extremely beneficial to help a lot of people. Several people walk on this road and is very dangerous to walk on it. Please consider this project and pass it immediately in order to help several people. SUSAN VAUGHN <suelynn2003@yahoo.com> (8 December 2017 0
- Hi. I live at Oakdale Square apt. complex and I love where I live. In very interested a plan for a sidewalk. It would benefit our community in many ways. I see folks walking along the highway and its scary. Some have to walk where they go as their means of transport. Oakdale Sq is a great place to live! Management and staff make it a safe, clean and great to live. Please do consider the proposal. Thanks for you consideration.
VICTORIA HOPPES victoria.hoppes@gmail.com (12/16/17)
- My name is Eduardo Fischer, and I reside at 1638 S Oakdale Dr in our great city.
I write in support of the sidewalk for the South Oakdale Drive, from the intersection until the start of the Oakdale Square Apartments.

To complement it, I would support too a North-South crosswalk crossing West Bloomfield Road in the same place.

These two additions, sidewalk and crosswalk, would be good for the Oakdale Square Apartments community. I often need to walk from the Basswood & Bloomfield bus stop (on South Basswood Drive, where the outbound 4W Bloomfield Rd/Heatherwood bus stops) to my residence at South Oakdale

Drive. I have seen others do the same, so I know I am not the only one. Additionally, they help when visiting the Twin Lakes Sports Park, in the North side of West Bloomfield Road.

Another alternative that me and other residents would appreciate would be to extend the route of the 4W Bloomfield Rd/Heatherwood buses to include the stop at South Oakdale Drive both when going inbound and outbound. Currently it only stops at South Oakdale Drive when going Downtown, leaving the passengers who are returning home from Downtown two options: stop at the Basswood & Bloomfield and walk home on a path currently lacking a sidewalk and crosswalk, or wait for the bus to complete its circuit, 25 minutes later.

Thank you for the attention. EDUARDO FISCHER edufisch@umail.iu.edu

- I just received a call from the manager at Hidden Hills Apartments and they will be submitting a request for a sidewalk along Oakdale Drive from Bloomfield to Oakdale Square. I will include this request on our list (Dan maybe help me remember), but I also wanted to let you know they will be submitting a request. (Robinson email – 11/30/17)

Rank # 48 – Wimbleton from High Street to Montclair Avenue – New Request – Cm Rollo

Note: Cm. Rollo heard this request when attending a neighborhood meeting.

Unranked – Request too broad to rank - Unspecified sidewalks in Bryan Park Neighborhood – New Request - Julie Duhon (Resident)

I totally appreciate the desire of the city to annex more city to provide city services. I grew up on S Hays Drive and sidewalks would have been great. However, now I live IN the city and I still have no sidewalks. I would LOVE all the streets in Bryan Park Neighborhood to have sidewalks. The way they were done for the newer S Dunn street houses is great with the recessed street parking. Why can't one of Bloomington's oldest neighborhoods have decent sidewalks?

UReport #159425 (5/31/17) -

[Julie Duhon](#) (1314 S. Grant)

duhonjulie@gmail.com

650-388-0414

History

6/14/2017 Beth Rosenbarger contacted Julie Duhon clarifying that the request was “about the sidewalk on the southwest corner of Bryan Park” and indicating that she would talk with the City Engineer and get back with her.

Appendix Six - Other Sidewalk-Related Projects

Resources and Materials

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

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

City Webpage – [Biking in Bloomington](#)– with:

- **[Bicycle and Pedestrian Transportation and Greenways System Plan and Maps](#)** (including Bike Routes, Bike Lanes, Side Paths, Connector Paths, and Multi-Use Trails)
- **[Bloomington / Monroe County Bicycle Map](#)** – (including bike routes, bike lanes, multi-use trails, and neighborhood greenways)
- **Other Links and Resources**

HAND Projects (Bob Woolford) – forthcoming

- Memo and Maps

Parks and Recreation Trail Projects (Steve Cotter) – forthcoming

- Memo and Maps

CBU Stormwater Projects (Jane Fleig)

- Summary of Capital Plan – *attached*
- CBU Stormwater Project Sheet (which no longer identifies small neighborhood projects) - *attached*

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

– *addressable as needed by Staff* – and includes projects funded by:

- Consolidated TIF Bonds of 2015
- General Obligation Bonds of 2016
- Metropolitan Planning Organization (MPO) and
- Other jurisdictions



CULVERT (TUNNEL) REPLACEMENTS

PROJECT (Funding Source)	2017	2018	2019	2020	2021	Total
Jordan River Culvert Replacement - 2nd St. to 4th St. (Revenue Bond)						
Professional Services		\$ 15,000				\$ 15,000
Right of Way Acquisition		\$ 140,000	\$ 30,000			\$ 170,000
Construction (Contracted)			\$ 7,000,000		\$ 3,000,000	\$ 10,000,000
Jordan River Culvert at Indiana (Revenue Bond)						
Professional Services					\$ 30,000	\$ 30,000
S. High St. at E. Covenanter Culvert Replacement (Extensions & Replacements)						
Construction (CBU T&D)		\$ 50,000				\$ 50,000
Total Expenditure - Extensions and Replacements Fund	\$ -	\$ 50,000	\$ -	\$ -	\$ -	
Total Expenditure - Revenue Bond Fund	\$ -	\$ 155,000	\$ 7,030,000	\$ -	\$ 3,030,000	
Total Expenditure for Culvert (Tunnel) Replacements by Year	\$ -	\$ 205,000	\$ 7,030,000	\$ -	\$ 3,030,000	

DRAINAGE IMPROVEMENTS

PROJECT - (Funding Source)	2017	2018	2019	2020	2021	Total
Neighborhood Projects (Extensions & Replacements)	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 500,000
Total Expenditure - Extensions and Replacements Fund	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	
Total Expenditure - Revenue Bond Fund	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Expenditure for Drainage Improvements by Year	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	

OTHER

PROJECT (Funding Source)	2017	2018	2019	2020	2021	Total
Weimer Dam (Extensions & Replacements)						
Impoundment Removal and Site Remediation	\$ 500,000					\$ 500,000
Culvert Inspection (Extensions & Replacements)						
Professional Services for Culvert Inspection	\$ 15,000					\$ 15,000
Vehicles and Equipment Replacement (Extensions & Replacements)						
Annual Budget for Vehicle Equipment and Replacement		\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 200,000
Total Expenditure - Extensions and Replacements Fund	\$ 515,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	
Total Expenditure - Revenue Bond Fund	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Expenditure for for Other by Year	\$ 515,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	

EXPENDITURE SUMMARY BY FUND

	2017	2018	2019	2020	2021
Total Expenditure - EXTENSIONS & REPLACEMENTS	\$ 615,000	\$ 200,000	\$ 150,000	\$ 150,000	\$ 150,000
Total Expenditure - REVENUE BOND	\$ -	\$ 155,000	\$ 7,030,000	\$ -	\$ 3,030,000
TOTAL EXPENDITURE PER YEAR	\$ 615,000	\$ 355,000	\$ 7,180,000	\$ 150,000	\$ 3,180,000

**List of CBU Drainage Projects Anticipated in 2018
(per Jane Fleig, Utilities Engineer)**

- BMP Semi-annual maintenance
- W. Allen St - S Adams St to S Patterson Dr
- S Curry Pk/Woodlyn Dr
- S Mitchell St - E Maxwell Ln to E Southdowns Dr
- S Highland Av - S Tarzian Ln to E Southdowns Dr
- Parkview Hills pond modification
- E Southdowns Dr/E Sheridan Dr - detention pond

Appendix Seven – Traffic-Calming Projects

Presentation

To be Determined

Action

- Discussion of Available Funds
- Procedures and Prioritization
- Review of Projects Identified in 2017
 - Disclosure any Conflicts of Interest

Background Material

BMC 15.26 - Neighborhood Traffic Safety Program (NTSP)¹

NTSP Guidelines

Traffic-Calming Projects Identified by the 2017 Sidewalk Committee
(with maps)

¹ Note: The Planning and Transportation Department has indicated that the NTSP is cumbersome and, in some ways, ineffective. However, it is working with neighborhoods to address traffic-calming needs and will report on those efforts.

Chapter 15.26 - NEIGHBORHOOD TRAFFIC SAFETY PROGRAM

Sections:

15.26.010 - Definitions.

When appearing in this chapter the following phrases shall have the following meanings:

"Traffic calming device" has the meaning set forth at Indiana Code 9-21-4-3(a).

(Ord. 99-16 § 2 (part), 1999).

15.26.020 - Neighborhood traffic safety program.

The neighborhood traffic safety program administered by the planning and transportation department and the bicycle and pedestrian safety commission shall be incorporated by reference into this chapter and includes any amendments to the program, as approved by the common council by ordinance. Pursuant to Indiana Code 36-1-5-4, two copies of the neighborhood traffic safety program shall be available in the city clerk's office for public inspection.

(Ord. 99-16 § 2 (part), 1999).

(Ord. No. 14-11, § 120, 7-2-2014)

15.26.030 - Utilization of neighborhood traffic safety program locations.

The city shall follow the policies and procedures set forth in the neighborhood traffic safety program to determine the appropriate location and construction of traffic calming devices and related traffic control devices in neighborhoods.

(Ord. 99-16 § 2 (part), 1999).

15.26.040 - Traffic calming locations.

The locations described in Schedule J-1 shall have devices installed for the purpose of neighborhood traffic calming.

(Ord. 00-22 § 2, 2000; Ord. 99-16 § 2 (part), 1999).

SCHEDULE J-1			
TRAFFIC CALMING LOCATIONS			
Street	From	To	Type of Device
Arden Drive, East	Oxford Drive, South	Wilton Drive, South	Speed Table (22')
Arden Drive, East	Wilton Drive, South	Windsor Drive, South	Speed Table (22')
Azalea Lane, East	Summerwood Court	Erin Court	Speed Hump (14')
Azalea Lane, East	Wylie Farm Road	Highland Avenue	Traffic Islands
Cottage Grove Avenue	Adams Street	Summit Street	Street Narrowing
Cottage Grove Avenue	Intersection of Summit Street		Traffic Circle
Covenanter Drive	High Street	College Mall Road	Speed Humps (22')

First Street	Sheridan Drive	High Street	Speed Humps (12')
Glenwood Avenue West	Morningside Drive	Longview Avenue	Speed Humps (14')
Longview Avenue	Glenwood Avenue West	Glenwood Avenue East	Speed Humps (14')
Monroe Street	Tenth Street	Cottage Grove Avenue	Street Narrowing
Morningside Drive	Third Street	Smith Road	Speed Humps (12')
Oxford Drive, South	Thornton Road, East	Arden Drive, East	Speed Table (22')
Seventh Street	Pine Street	Adams Street	Street Narrowing
Seventh Street	Intersection of Pine Street		Traffic Circle
Seventh Street	Intersection of Oak Street		Traffic Circle
Seventh Street	Intersection of Waldron Street		Traffic Circle
Seventh Street	West of the intersection at Rogers Street		Street Narrowing
Sixth Street	Intersection at Oak Street		Traffic Circle
Sixth Street	West of the intersection at Rogers Street		Street Narrowing
Sixth Street	Intersection at Waldron Street		Traffic Circle
South Mitchell Street	East Southdowns Drive	East Circle Drive	Intersection Re-Alignment
Summit Street	Cottage Grove Avenue	Tenth Street	Street Narrowing
Tenth Street	Adams Street	Monroe Street	Street Narrowing
Third Street	West of the intersection at Rogers Street		Street Narrowing
Third Street	Jackson Street	Fairview Street	Speed cushion
Third Street	Fairview Street	Maple Street	Speed cushion
Third Street	Euclid Avenue	Buckner Street	Speed cushions (2)
West Third Street	Jackson Street	Walker Street	Street Narrowing Bump Outs
Wilton Drive, South	Windsor Drive, East	Northern Intersection	Intersection Re-alignment
Windsor Drive, East	Oxford Drive, South	Wilton Drive, South	Speed Table (22')

(Ord. 07-24 § 1, 2007; Ord. 05-25 § 1, 2005; Ord. 05-14 § 2, 2005; Ord. 03-18 § 2, 2003; Ord. 02-05 § 1, 2002; Ord. 02-04 § 11, 2002).

(Ord. No. 09-09, § 1, 6-3-2009; Ord. No. 09-10, § 2, 6-3-2009; Ord. No. 10-04, § 2, 2-3-2010; Ord. No. 12-07, § 1, 4-4-2012)

**NEIGHBORHOOD
TRAFFIC
SAFETY
PROGRAM**

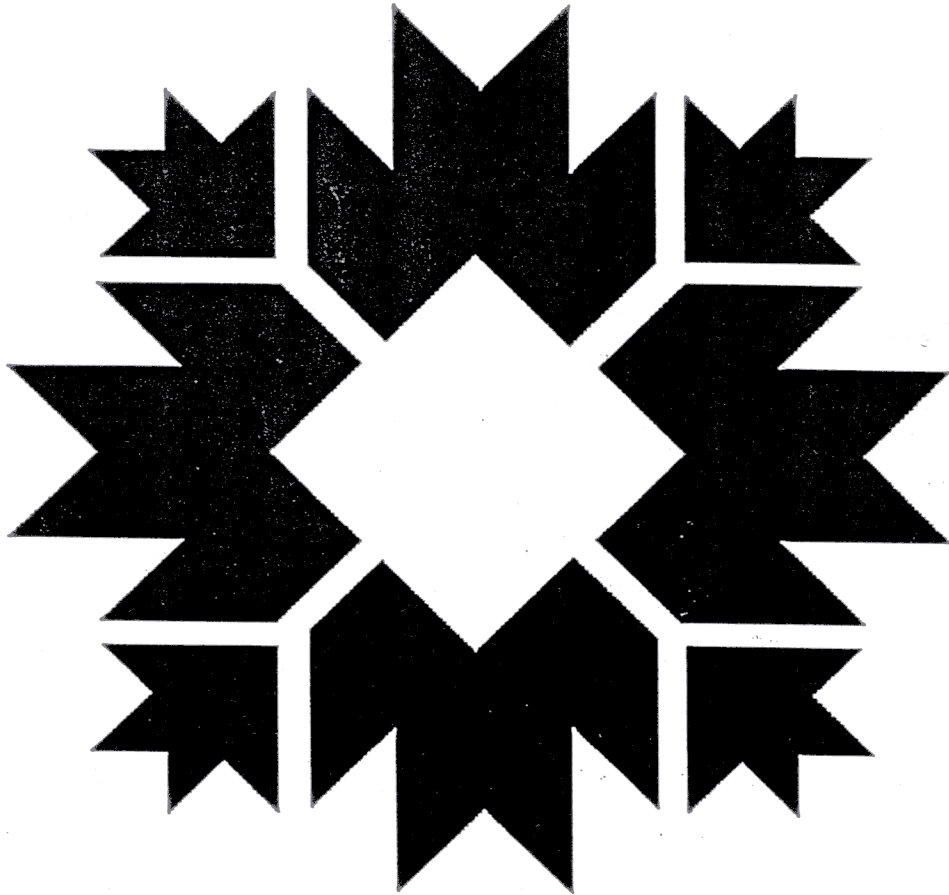


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INTRODUCTION:

The City of Bloomington places a high value on neighborhood livability. Although livability can have several definitions, it can be generally thought of as encompassing the following characteristics:

- The ability of residents to feel safe and secure in their neighborhood.
- The opportunity to interact socially with neighbors without distraction or threats.
- The ability to experience a sense of home and privacy.
- A sense of community and neighborhood identity.
- The ability to conveniently, safely and enjoyably walk, bike and take transit.
- The ability of parents to feel that their children's safety is not at risk by playing in the neighborhood.
- A balanced relationship between multiple uses and needs of a neighborhood.

Neighborhood traffic conditions can have a significant impact on these characteristics.

As population and employment in the City of Bloomington and Monroe County continue to grow, Bloomington streets can be expected to experience increased pressure from traffic. One of several goals of the City of Bloomington is to manage this growth to balance our economic, social and environmental health and to maintain a sustainable City. Quality neighborhoods are the fundamental building blocks of a sustainable city, and to maintain this quality, Bloomington neighborhoods should be protected from the negative impacts of traffic.

Neighborhood groups across Bloomington have become increasingly concerned about the effects of traffic on their streets. Restraining traffic has become a common goal of concerned residents. A vision now being promoted for local streets is that motorists should be guests and behave accordingly. Many City streets used to be multi-purpose places which not only provided physical access but also encouraged social links within a community. Now, the balance has changed so that the main function of many streets has become the accommodation of traffic--some of it unrelated to the residents themselves.

At the same time, traditional Traffic Engineering means of controlling traffic--speed zoning, stop signs, traffic signals--have less and less effect in the management of driver behavior. Police enforcement is and will remain an effective tool to reinforce motorist behavior. However, it is recognized that providing an enforcement level that is effective in modifying driver behavior will require a significant commitment of Police resources.

The City of Bloomington is committed to developing an effective approach to managing neighborhood traffic. Neighborhood involvement will be an important component of this approach.

To maximize neighborhood involvement in improving local traffic conditions, the City of Bloomington Bicycle and Pedestrian Safety Committee (BPSC) with assistance from the Public Works, Engineering and Planning Departments has developed a Neighborhood Traffic Safety Program (NTSP) for Bloomington neighborhoods.

Objectives

The following objectives of the NTSP are derived from existing City policies and the mission of the BPSC:

1. Improve neighborhood livability by mitigating the negative impact of vehicular traffic on residential neighborhoods.

2. Promote safe, reasonably convenient, accessible and pleasant conditions for bicyclists, pedestrians, motorists, transit riders and residents on neighborhood streets.
3. Encourage citizen involvement in all phases of Neighborhood Traffic Safety activities.
4. Make efficient use of City and citizen resources and energy.

Policies

The following policies are established as part of the NTSP:

1. Through traffic should be encouraged to use higher classification arterials, as designated in the *Master Thoroughfare Plan* for the *City of Bloomington Comprehensive Plan*.
2. A combination of education, enforcement and engineering methods should be employed. Traffic calming devices should be planned and designed in keeping with sound engineering and planning practices. The City Engineer shall direct the installation of traffic control devices (signs, signals, and pavement markings) as needed to accomplish the project, in compliance with the Bloomington Municipal Code. (Refer to Appendix C for a detailed description of traffic calming devices.)
3. Application of the NTSP shall be limited to local streets and to those neighborhood collector streets that are primarily residential (at least 75 percent of the properties with frontage on the street must be in residential zoning). Traffic safety projects on neighborhood collector streets shall not divert traffic off the project street through the use of traffic diversion devices. As a result of a project on a neighborhood collector, the amount of traffic increase acceptable on a parallel local service street shall not exceed 150 vehicles per day.
4. Reasonable emergency and service vehicle access and circulation should be preserved.
5. NTSP projects should encourage and enhance pedestrian and bicycle mobility and access within and through the neighborhood and enhance access to transit from the neighborhood. Reasonable automobile access should also be maintained.
6. Some traffic may be rerouted from one local service street to another as a result of an NTSP project. The amount of rerouted traffic that is acceptable should be defined on a project-by-project basis by the BPSC and City Engineering staff.
7. To implement the NTSP, certain procedures shall be followed by the Engineering Department in processing traffic safety requests in accordance with applicable codes and related policies and within the limits of available and budgeted resources. At a minimum, the procedures shall provide for submittal of project proposals, citizen participation in plan development and evaluation; communication of any test results and specific findings to area residents, businesses, emergency services and affected neighborhood organizations before installation of permanent traffic calming devices; and appropriate Common Council review.

Procedure/Process

The NTSP provides a mechanism for groups to work with the City to make decisions about how traffic safety techniques might be used to manage traffic in their neighborhood. This section describes in detail the steps involved in participating in the program from the initial application for involvement, to

developing a traffic safety plan, to installing one or more traffic calming devices, to a follow-up evaluation of the plan's success.

The NTSP process is intended to ensure that all neighborhood stakeholders are provided the opportunity to be involved. This ensures that consideration of traffic problems on the study street do not result in the exacerbation of traffic problems on adjacent neighborhood streets and does not eclipse the needs and quality of the neighborhood as a whole. This includes a consideration of the impacts of traffic diversion onto collector and arterial streets.

Step 1. Apply to Participate

NTSP projects can be requested by neighborhood associations or groups, Common Council members representing a neighborhood, neighborhood business associations or individuals from the neighborhood. It should be noted that although individuals are eligible to apply they are encouraged to work with or form a neighborhood association. Requests for participation in NTSP will be made through the BPSC (application form will be provided by and returned to City Engineering staff).

The petition from a problem street or area must describe the problem (i.e., speeding, inappropriate cut-through, ignoring stop signs, etc.) and request some infrastructure change to reduce the problem. The specific form of the infrastructure change may not be known at this point. The petition must also include signatures from at least 51% of the affected street or area households or businesses. This must include any other street that must use the problem street as its primary access (for example, a dead end street or cul-de-sac off the problem street). Each household or business is entitled to one signature.

Finally, any Common Council member must sign the petition as a sponsor.

Step 2. Engineering Staff Review and Preliminary Data Collection

City Engineering staff will collect preliminary information about current conditions. This will include location, description of the problem and may include preliminary collection of traffic accident data, bicycle volume, pedestrian activity, traffic speed and through traffic. The Engineering Department will verify the percentage of households and businesses on the petition and if the percentage is sufficient, they shall notify the affected safety and emergency services of the initiative. The affected safety and emergency services shall include, but not be limited to, the City Police and Fire Departments and the local ambulance service. This information will be relayed to the BPSC for consideration to decide whether the request will be prioritized for inclusion in the NTSP. Requests are also reviewed for possible solutions. If the preliminary review shows that a hazard to the public exists, the City may address the problem separately from the NTSP.

Step 3. BPSC Review of Engineering Studies and Petitions

The BPSC will review the petition submitted as well as the preliminary data collected by the Engineering Department. At this point, the BPSC will either validate or reject the petition. They will also prioritize the petition with respect to other petitions and available resources within the current funding cycle (detailed in Appendix B). Petition validation is a commitment to try to do something about the problem.

Petitions with the highest priority ranking will continue to the next step.

Step 4. Public Meeting

The BPSC will send notices to all households and businesses within a defined project area to provide background information about the proposed project. The project area depends on the specific project, but

4

generally includes all properties on the project street, on cross streets up to the next parallel local street (or up to 300 feet from the project street) and on any other street that must use the project street as its primary access. For neighborhood collector streets, the next parallel local street (if one exists within 500 feet of

the problem street) will also be included in the notification area. Representatives of the emergency service providers will also receive notification of the meeting. This notice will include an invitation to participate in a public meeting to help exchange ideas, address concerns and discuss possible traffic safety alternatives.

In addition to considering traffic calming and traffic control devices, plans developed in the NTSP will also consider the positive effects of education and enforcement.

Step 5. Preparation of Alternative Designs and Selection of Proposed Plan

The Engineering Department and the BPSC will hold an informal work session to prepare alternatives that address the neighborhood problem. The neighborhood is welcome to participate in this workshop to provide input.

The BPSC will assess the problems and needs of the neighborhood and propose solutions based on citizen input and sound engineering principles. Possible solutions and their impacts will be evaluated with consideration given to:

- Estimated costs vs. potential gain
- Effectiveness
- Pedestrian, bicycle and transit access
- Community wide benefit to bicycles and pedestrians
- Overall public safety
- Positive and negative consequences of traffic division
- Emergency and service vehicle access

The BPSC will identify the preferred alternative and City staff shall prepare a ballot for neighborhood approval.

If it is determined from both the public meeting and an informal work session of the BPSC that traffic safety techniques other than traffic calming devices are the preferred alternative, the proposal may not need to proceed through the additional steps as designated in the NTSP. The City Engineering Department will continue to work with the neighborhood on alternative neighborhood traffic safety techniques.

Step 6. Project Ballot

Local Service Streets:

All of the properties on the project street and on any other street that must use the project street as their primary access are sent notification that a proposed alternative has been selected. This notification will consist of a description of the proposal as well as a confidential mail ballot asking if they are in support of the project. Each household and business is entitled to one response.

To forward a project to Common Council for action, a majority of the eligible households and businesses must respond favorably by ballot. If over 50% of all eligible ballots respond in favor of the project, then it will be forwarded to the Common Council. If, however, less than 50% of all eligible ballots respond in favor of the project, but at least 60% of those returned ballots are in favor of the project, then a second

ballot shall be mailed to those addresses that did not respond to the first ballot. Ballots will be tallied for a period of four weeks from the time of distribution; ballots postmarked after the expiration date of the four-week period will not be tallied.

Neighborhood Collector Streets:

All of the properties on the project street, on cross streets up to the next parallel street (or up to 300 feet from the project street) and on any other street that must use the project street as their primary access are sent notification that a proposed alternative has been selected. This notification will consist of a description of the proposal as well as a confidential mail ballot asking if they are in support of the project. Each household and business is entitled to one response.

To forward a project to Common Council for action, a majority of the eligible households and businesses must respond favorably by ballot. If over 50% of all eligible ballots respond in favor of the project, then it will be forwarded to the Common Council. If, however, less than 50% of all eligible ballots respond in favor of the project, but at least 60% of those returned ballots are in favor of the project, then a second ballot shall be mailed to those addresses that did not respond to the first ballot. Ballots will be tallied for a period of four weeks from the time of distribution; ballots postmarked after the expiration date of the four-week period will not be tallied.

Step 7. Testing and Evaluation of Traffic Calming Device

A test of the traffic calming plan may occasionally be required to determine its effectiveness. If the Engineering Department and BPSC determine that testing is necessary, temporary traffic calming devices shall be installed for a period of at least one month.

Following the test period, data will be collected to evaluate how well the test device has performed in terms of the previously defined problems and objectives. The evaluation includes the project street and other streets impacted by the project and is based on before-and-after speeds and volumes, impacts on emergency and service vehicles or commercial uses, and other evaluation criteria determined by the BPSC. If the evaluation criteria are not met to the satisfaction of the BPSC and City Engineering staff, the traffic plan may be modified and additional testing conducted. If the test installation does not meet the project objectives, the request will need to go back to Step 5 for additional alternatives and neighborhood ballot.

If the City Engineer finds that an unforeseen hazard exists, the test may at any time be revised or discontinued. City Engineering staff will inform the BPSC and the neighborhood of any actions taken to modify or terminate a test.

When testing of traffic calming or traffic control devices is not possible or necessary, the plan will proceed to Step 8.

Step 8. Common Council Action

Based on the project evaluation and a positive ballot, City staff members prepare a report and recommendations for the Bicycle and Pedestrian Safety Commission to forward to the Common Council for action. The report outlines the process followed, includes the project findings, and states the reasons for the recommendations.

If a project does not obtain the required ballot approval, it is not forwarded to the Common Council.

Step 9. Board of Public Works

After the project has been approved by the Common Council, detailed project plans, specifications and estimates will be prepared by City Engineering staff.

Before the project(s) can be constructed by the City's Street Department or let for bidding by construction companies, the project plans and construction fund expenditures must be approved by the Board of Public Works.

If a project is not approved, it will be referred back to the Engineering staff to address the Board's concerns.

Step 10. Construct Permanent Traffic Calming Device(s)

Construction is administered by the City and is generally completed during the following construction season.

Step 11. Maintenance

The City of Bloomington Engineering and Street Departments are responsible for the construction and maintenance of any traffic calming device implemented as part of this program. The Traffic Division is responsible for any traffic signing and pavement marking or delineation. Any trees planted within the right-of-way are the responsibility of the Parks and Recreation Department and any landscaping (not including trees) is the responsibility of the neighborhood association.

Step 12. Follow-up Evaluation

Within six months to one year after construction of an NTSP project, the City may conduct a follow-up evaluation to determine if the project's goals and objectives continue to be met. This evaluation may entail traffic studies of volumes, speeds and accidents as well as public opinion surveys.

		Point assigned	
1)	Percent of vehicles traveling over the posted speed limit		
	low = 33%		1
	medium = 33 - 67%		2
	high = 68+%		3
	A) Cut through traffic versus within (intra?) neighborhood speeding:		
	Further study?	Yes/no	
2)	Average daily traffic volumes		
	Local Service Streets	Neighborhood Collector Streets	
	low = 1 – 599	low = 500 – 1,499	1
	medium = 600 – 1,499	medium = 1,500 – 3,499	2
	high = 1,500+	high = 3,500+	3
3)	Number of accidents along proposed calming area in 3 year period		
	low = 1 - 2		1
	medium = 3 - 4		2
	high = 5+		3
		Yes	No
4)	Creation of pedestrian and bicycle networks		
	school walk route		1 0
	school on proposed traffic calming street	1	0
	designated bicycle route		1 0
	route in or to pedestrian area (e.g., park, shopping, etc.)		1 0
	proposed calming street has NO sidewalks		1 0
	proposed calming area has NO bike lanes		1 0
	within walking distance to transit		1 0
5)	Scheduled road construction/reconstruction in proposed calming area		2 0
	TOTAL POINTS:		_____
	Priority rank:		
	Comments and recommendations:		

Calculated points are summed and competing projects' point totals are compared. The project with the greater point total moves ahead of those projects with less total points.

APPENDIX C

TRAFFIC CALMING DEVICES

Traffic calming relies upon physical changes to streets to slow motor vehicles or to reduce traffic volumes. These changes are designed to affect drivers' perceptions of the street and to influence driver behavior in a manner that is self-enforcing. Unlike traditional methods of traffic management, traffic calming does not rely primarily upon the threat of police enforcement for its effectiveness. Items which may be considered as traffic calming devices and which may be applied in a NTSP project are shown in Table 2.

1. Street and Lane Narrowing

Motorists tend to drive at speeds they consider safe and reasonable and tend to drive more slowly on narrower roads and traffic lanes than wider ones. Reducing road widths by widening boulevards or sidewalks intermittently or introducing medians can reduce traffic speeds. The judicious placement of parking (protected by curbs and made more visible by landscaping) can achieve the same effect. Road narrowing has the added advantage of reducing the expanse of road to be crossed by pedestrians, thus reducing pedestrian crossing time.

Other criteria to be applied and considered prior to street narrowing include:

- **Bicycle Accommodations:** On local streets designated as a bike route or serving a significant volume of bicycle traffic, a sufficiently wide bicycle lane should be provided through the narrowed area. Where traffic and/or bicycle volumes are sufficiently low, exclusive bicycle lanes may not be required.
- **Snow Removal:** The pavement width of streets shall not be narrowed to a point where it becomes an impediment to snow removal.
- **Parking Restrictions:** In most cases on local access streets, street narrowing will require the prohibition of parking at all times along the street curb the full length of the *narrowed section* plus 20 feet.
- **Landscaping:** Median landscaping can be selected by neighborhood associations from an approved landscaping materials list provided by the City. Landscaping will be provided and installed by the City and will be maintained by the neighborhood association or landscape volunteer. If the landscaping is not maintained, the median will be topped with concrete or asphalt pavement.
- **Median Width/Lane Width:** Where medians are used to narrow streets, the medians shall not be constructed at less than four feet in width. Travel lanes shall not be narrowed to a width less than nine feet, exclusive of gutter. Bicycle lanes where required shall be four feet wide exclusive of gutter, unless the gutter is poured integral to the bicycle lane, in which case the bicycle lane will be five feet wide. If parking is allowed, the parking and bicycle lane combination shall be a minimum of 13 feet.

2. Bicycle Lanes

Lane widths available to motorists can be reduced on some streets by the installation of bicycle lanes, either next to the curb (preventing stopping or parking by motor vehicles) or adjacent to parking. The space needed for bicycle lanes introduced on an existing street may reduce the width or number of general traffic lanes or the amount of parking. Bicycle lanes shall be constructed to the standard specifications of the Bloomington Public Works Department

3. Raised Street Sections or Speed Humps

Raised street sections or speed humps can reduce vehicle speeds on local streets. The hump is a raised area, no greater than 3 inches high, extending transversely across the street. For local streets, speed humps typically are constructed with a longitudinal length of 12 feet. If speed humps are determined to be appropriate for neighborhood collector streets, they shall be constructed with a longitudinal length of 22 feet. These longer speed humps may also be considered on local service streets that serve as primary emergency response routes.

Other criteria to be applied prior to installation of speed humps include:

- **Signing/Marking:** Speed humps are required to be signed with a combination of signs and pavement marking to warn motorists and bicyclists of their presence.
- **Traffic Safety and Diversion:** Any use of speed humps must take into consideration the impact the installation will have on long-wheel-based vehicles (fire apparatus, ambulances, snow plows and garbage trucks) and the potential to divert traffic to other adjacent streets. Speed humps should only be installed to address documented safety problems or traffic concerns supported by traffic engineering studies.
- **Street Width:** Speed humps should be used on streets with no more than two travel lanes and less than or equal to 40 feet in width. In addition, the pavement should have good surface and drainage qualities.
- **Street Grade:** Speed humps should only be considered on streets with grades of 8% or less approaching the hump.
- **Street Alignment:** Speed humps should not be placed within severe horizontal or vertical curves that might result in substantial horizontal or vertical forces on a vehicle traversing the hump. Humps should be avoided within horizontal curves of less than 300 feet centerline radius and on vertical curves with less than the minimum safe stopping sight distance. If possible, humps should be located on tangent rather than curve sections.
- **Sight Distance:** Speed humps should generally be installed only where the minimum safe stopping sight distance (as defined in AASHTO's *A Policy on Geometric Design of Streets*) can be provided.
- **Traffic Speeds:** Speed humps should generally be installed only on streets where the posted or prima facie speed limit is 30 mph or less. Speed humps should be carefully considered on streets where the 85th percentile speed is in excess of 40 mph.
- **Traffic Volumes:** Speed humps should typically be installed only on streets with 3,000 vehicles per day or less. If considered for streets with higher volume, their use should receive special evaluation.
- **Emergency Vehicle Access:** Speed humps should not be installed on streets that are defined or used as primary emergency vehicle access routes. If humps are considered on these routes, special care must be taken to ensure reasonable access is provided.
- **Transit Routes:** Speed humps should generally not be installed along streets with established transit routes. If humps are installed on transit routes, their design should consider the special operational characteristics of these vehicles.

4. Full or Partial Road Closures (Semi-Diverters/Diverters/Cul-de-sac)

Roads can be closed to motor vehicles at intersections, preventing through movement and requiring access to be gained from other streets. Closure should be undertaken in such a way as to avoid simple displacement of traffic to adjacent residential streets. It will usually be possible and desirable to retain pedestrian and bicycle access.

- Partial intersection closures can be achieved by narrowing a street to one lane at an intersection and instituting an entry restriction. Another technique is to introduce a “diagonal diverter” or barrier diagonally across an intersection which forces traffic off a favored short-cut. Gaps can be left to allow access by pedestrians and bicyclists.
- Partial Closures: Partial roadway closures at intersections will require consideration of pedestrian and bicycle access and lane width requirements similar to those defined under Street and Lane Narrowing.

5. Chicanes

Chicanes are a form of curb extension which alternate from one side of the street to the other. The road is in effect narrowed first from one side then the other and finally from the first side again in relatively short succession. Chicanes break up the typically long sight lines along streets and thus combine physical and psychological techniques to reduce speeds.

- Lane Width: Where chicanes are used, the travel lanes shall not be narrowed to a width less than nine feet, exclusive of gutter. Bicycle lanes where required shall be four feet wide exclusive of gutter, unless the gutter is poured integral to the bicycle lane, in which case the bicycle lane will be five feet wide.
- Snow Removal: Chicanes shall be designed to minimize the accumulation of snow piles and trash in the gutter interface between existing curb and gutter and chicane.
- Landscaping: Landscaping will typically consist of grass. Other landscaping may be selected from an approved landscaping list provided by the City. Landscaping may be provided and installed by the City and will be maintained by the Neighborhood Association or landscaping volunteer. Landscaping will not be approved which will obstruct the driver’s vision of approaching traffic, pedestrians or bicyclists.

6. Traffic Circles

Traffic circles are circles of varying diameter formed by curbs. Motorists must drive around the circle, or in the case of longer vehicles, drivers may drive slowly onto and over a mountable concrete curb forming the circle. Traffic circles reduce motor vehicle speeds through the intersections, depending on current intersection controls in place.

Other criteria to be applied and considered prior to installation include:

- Design Considerations: For each intersection the size of the circle will vary depending on the circumstances for that specific intersection. In general, the size of the circle will be determined by the geometry of the intersection.
- Where intersecting streets differ significantly in width, it may be more appropriate to design an

elongated “circle” using half circles with tangent sections between them. Smaller circles will be constructed on a case-by-case basis. Normally the circle will be located as close to the middle of the intersection as practical. Under special circumstances, such as being on a Fire Department response route, bus route or due to snow removal accommodations, the size and/or location of the circle will be adjusted to more appropriately meet these special circumstances.

- Design Considerations for “T” Intersections: For “T” type intersections, all of the above design considerations apply. In addition, curb extensions (or curb bulbs) may be included along the top of the “T” at the entrance and exit to the intersection.
- Signage: Appropriate signage for traffic circles will be determined by the City Engineer and may vary based on the location of the circle.
- Channelization: Where curbs do not exist on the corner radii, painted barrier lines, defining the corners, should be installed.

Yellow retro-reflective lane line markers shall be placed on top of the circle at its outer edge.

- Parking Removal: Normally, parking will not be prohibited in the vicinity of the circle beyond that which is prohibited by the City of Bloomington, ie, “within the intersection” or “within 20 feet of a crosswalk area”. However, where special circumstances dictate, such as where the circle is on a response route for the Fire Department or to accommodate snow removal, or in an area where there is an unusually high use by trucks, additional parking may be prohibited as needed.
- Sign Removal: At intersections where circles are to be installed, any previous right-of-way controls may be removed at the time of circle construction completion. However, where special circumstances dictate, the existing traffic control may remain in place or be otherwise modified at the direction of the City Engineer.
- Landscaping: Landscaping will be selected by the neighborhood association or the City Parks and Recreation Department from an approved landscaping materials list provided by the City. Landscaping will be provided and installed by the City and will be maintained by the neighborhood association. If the landscaping is not maintained, the traffic circle will be topped with concrete or asphalt pavement.

Volunteer Required: Plant material will only be installed at traffic circles where a local resident or neighborhood association has volunteered to maintain the plant material. This maintenance will include watering, weeding and litter pick-up, as needed. All volunteers will be provided with information on maintenance of the plant material and common problems.

Points at which volunteers will be required: During initial contact, the person or neighborhood association requesting participation in the NTSP will be informed of the need for a volunteer for landscaping. In the notice of the neighborhood meeting, before construction, all residents will be informed of the need for a maintenance volunteer. This will be reiterated at the meeting if no one has volunteered. If no one has volunteered by the time that the circle is constructed, a special letter will be distributed to all residents informing them of the need for a volunteer (Figure 4). A final notice to residents will be included in the cover letter for the “after” survey of the residents.

Plant Replacement: Where the Public Works Department has had installed plant material in a traffic circle, the Department will replace any plant material which is damaged by traffic or vandalism or which dies due to planting, for a period of one year after the initial planting. If such damage is a

persistent problem, the Department may decide to cover the circle with a concrete or asphalt topping

rather than continue to replace plant materials.

Stop Signs

In some instances stop signs can be used as an effective traffic management and safety device. However, stop signs are not used as a traffic calming device within the NTSP.

Stop signs are used to assign right-of-way at an intersection. They are installed at intersections where an accident problem is identified, where unremovable visibility restrictions exist (such as buildings or topography), and/or where volumes are high enough that the normal right-of-way rule is potentially hazardous.

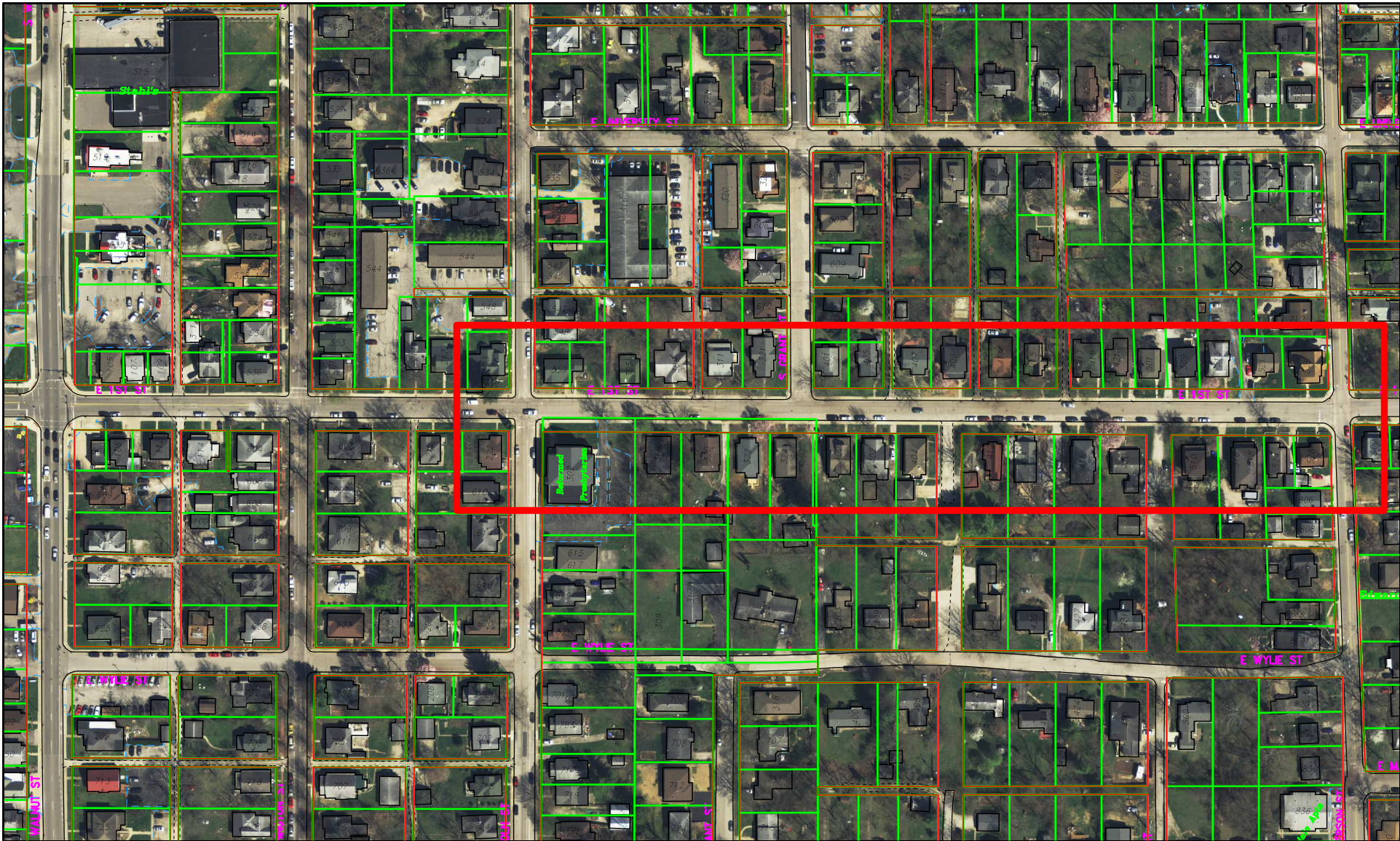
Stop signs are generally not installed to divert traffic or reduce speeding. Studies from other jurisdictions show that such use of stop signs seldom has the desired effect. In fact, the use of stop signs solely to regulate speed typically causes negative traffic safety impacts (non-compliance with the signs and increased accidents as well as mid-block speeding).

**NEIGHBORHOOD
TRAFFIC
SAFETY
PROGRAM**

**Provisional List* of
Emergent Traffic-Calming Concerns and Locations
(Alphabetical Order)**

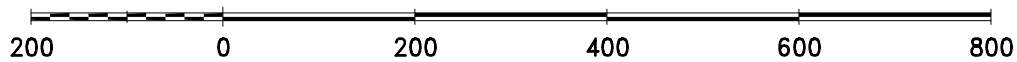
- Countryside Lane – Adams Hill Circle intersections and perhaps points east
- First Street - Lincoln to Henderson
- Kinser and Gourley Pike (bus stop)
- Kinser and Colonial Crest Apartments (bus stop)
- Park Lane
- Sare Road - between Rogers Road and Spicewood Subdivision (at multiple locations) – *initial Committee allocation in 2017*
- Sheridan/Southdowns - Henderson to Jordan
- The Stands Drive and Rogers Road
- Twelfth Street and Lincoln Street

*The 2017 Council Sidewalk Committee recognized that projects addressing traffic-calming concerns were becoming an emerging priority and voted to consider those kinds of projects separately from Council Sidewalk projects. In preparation for presenting the 2017 Committee Report to the Council, Cm. Granger, Chair of the Committee, requested that the Committee and staff identify projects that might be considered as part of this separate list. The above locations were identified with the caveat that these sites may be removed and other sites may be added as public input, staff analysis, and traffic adjustments occur.



Council Sidewalk Committee - 2018 - Traffic-Calming Requests
 First Street - Lincoln to Henderson
 (from 2017 Committee Members)

By: shermand
 12 Feb 18



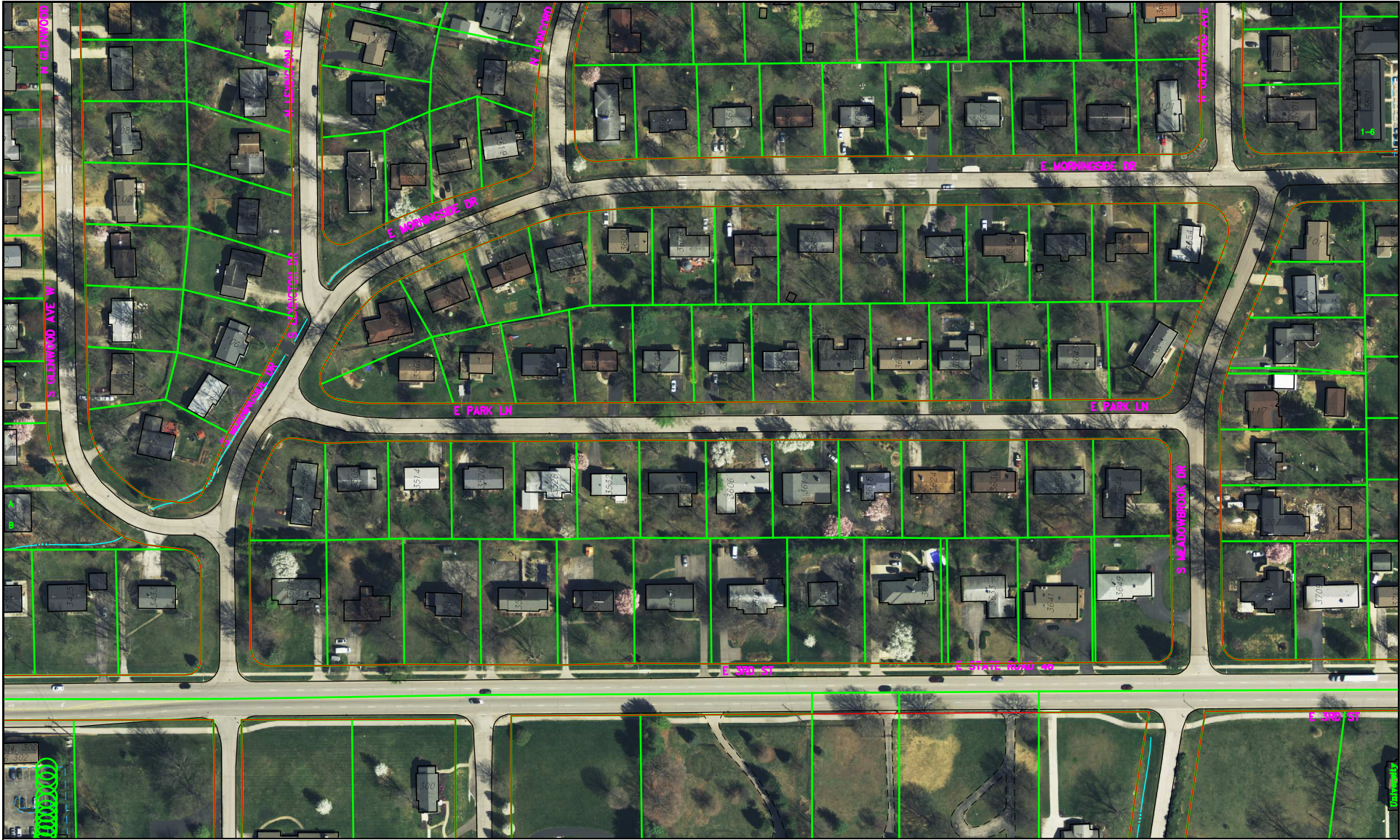
For reference only; map information NOT warranted.



City of Bloomington
 Council Office



Scale: 1" = 200'



Council Sidewalk Committee - 2018 - Traffic-Calming
 Park Lane - Map Displays Morningside Dr (West-North)-Meadowbrook (East) - 3rd St
 (from 2017 Committee Members)

By: shermand
 12 Feb 18



For reference only; map information NOT warranted.



City of Bloomington
 Council Office

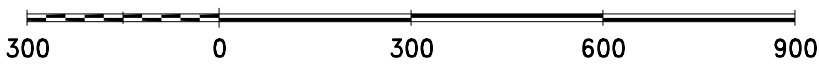


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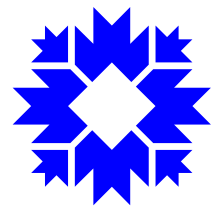


Council Sidewalk Committee – Requests for Traffic-Calming Projects
 12th and Lincoln
 (from 2017 Council Sidewalk Committee)

By: shermand
 20 Feb 18



City of Bloomington
 Council Office



Scale: 1" = 300'

For reference only; map information NOT warranted.

Appendix Eight - Schedule for 2018

Here is a possible break-down of tasks over the course of meetings.

Proposed Schedule for Deliberations

<u>Action</u>	<u>Date</u>
Review Funding and On-Going Projects	<i>Monday, March 12, 2018 at noon in the Council Library</i>
Review Sidewalk Criteria and Prioritization List and Request Estimates	<i>To be Determined – May occur soon after the first meeting.</i>
Review Sidewalk Projects, Estimates and Funding, and Traffic-Calming	<i>To be Determined – Should account for any staff work needed to be performed on sidewalk estimates and Traffic-Calming issues.</i>
Make Recommendations and Prepare for 2019	<i>To be Determined</i>
Submit Report to Council	<i>To be Determined</i>

Discussion

Chair

Action

Approve further meetings

Material

City calendar of meetings for March and April

[Link to City Calendar](#)

Boards and Commissions

Mar 2018 (Eastern Time)

Sun	Mon	Tue	Wed	Thu	Fri	Sat
25	26	27	28	1	2	3
	4pm - Council for 5:30pm - Bloomingt	4pm - Board of Par? 6pm - BCOS Work	10am - MPO 4:30pm - Martin ? 4:30pm - Traffic 5:30pm - Commiss? 6:30pm - MPO ?	5:30pm - Status of		
4	5	6	7	8	9	10
	12pm - Board of 5pm - Bloomington 5pm - Utilities ? 5:30pm - Plan ?	5:30pm - Board of		5pm - Bloomington 5pm - Bloomington 5:30pm - Parking	1:30pm - MPO Poli? 1:30pm - MPO Poli? 1:30pm - MPO Policy	
11	12	13	14	15	16	17
	5:30pm - Bicycle	11:30am - Plan 4:30pm - Commiss? 6pm - Commission	12pm - Bloomington 5:30pm - Commissio			
18	19	20	21	22	23	24
	12pm - Board of 5pm - Bloomington 5pm - Utilities ? 5:30pm - Farmers'	5pm - Board of ? 5:30pm - Animal 5:30pm - Board of 5:30pm - Commissio	4pm - Board of 4:15pm - Economic 5pm - Bloomington?	5pm - Bloomington 5:30pm - Board of ? 5:30pm - Parking ? 7pm - Environmen?		
25	26	27	28	29	30	31
	4pm - Council for 5:30pm - Bloomingt	4pm - Board of Park 6pm - BCOS Work	10am - MPO 4:30pm - Martin ? 4:30pm - Traffic ? 5:30pm - Commiss? 6:30pm - MPO ?			

Boards and Commissions

Apr 2018 (Eastern Time)

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1 12pm - Board of 5pm - Bloomington 5pm - Utilities ?	2 5:30pm - Board of	3 4pm - Bloomington 5:30pm - Status of	4	5	6	7
8 5:30pm - Bicycle 5:30pm - Plan	9 4:30pm - Commiss? 6pm - Commission	10 12pm - Bloomington 5pm - Bloomington 5:30pm - Commissio	11 5pm - Bloomington 5pm - Bloomington 5:30pm - Parking	12 1:30pm - MPO Poli? 1:30pm - MPO Poli? 1:30pm - MPO Policy	13	14
15 12pm - Board of 5pm - Bloomington 5pm - Utilities ? 5:30pm - Farmers'	16 11:30am - Plan 5pm - Board of ? 5:30pm - Animal 5:30pm - Board of 5:30pm - Commissio	17 4pm - Board of 4:15pm - Economic	18 5:30pm - Board of 7pm - Environmenta	19	20	21
22 5:30pm - Bloomingt	23 4pm - Board of Park	24 10am - MPO 4:30pm - Martin ? 4:30pm - Traffic ? 5:30pm - Commiss ? 6:30pm - MPO ?	25 5pm - Bloomington 5:30pm - Parking ?	26	27	28
29 12pm - Board of 4pm - Council for 5pm - Utilities ?	30 5:30pm - Board of	1	2	3 4pm - Bloomington 5:30pm - Status of	4	5