

City of Bloomington Common Council

Legislative Packet

**Wednesday, 30 May 2018
Regular Session**

- For legislation and background material regarding Ordinance 18-07, Ordinance 18-08, and Ordinance 18-09 please consult the [16 May 2018 Legislative Packet](#).
- The 2018 Council Sidewalk Committee Report is included herein.

For a schedule of upcoming meetings of the Council and the City's boards and commissions, please consult the City's [Calendar](#).

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Packet Related Material

Memo

Agenda

Notices:

None

Reports – from Council Committees

- **Council Sidewalk Report for 2018**

- Table of Contents;
- Signature Page;
- Narrative;
- Recommendations;
- Maps of Recommended Projects;
- Criteria and Policies;
- Evaluation Sheet – with Funding Identified;
- List of Traffic-Calming Locations;
- History of Funding

Contact: Dave Rollo at 349-3409 or rollod@bloomington.in.gov

Dan Sherman at 349-3562 or sherman@bloomington.in.gov

→ In this packet for presentation under Reports from Council Committees on May 30th

Legislation for Consideration under Second Readings and Resolutions at the Regular Session on May 30th

Ordinances Proposing Historic Designations for the Ralph and Ruth Rogers House at 506 South High Street (Ord 18-07) and the Willow Terrace Apartment Building at 605 South Fess Avenue (Ord 18-08)

- **Overview of Title 8 (Historic Protection and Preservation)**

- **Ord 18-07** To Amend Title 8 of the Bloomington Municipal Code, Entitled “Historic Preservation and Protection” to Establish a Historic District – Re: The Ralph Rogers House at 506 South High Street (Bloomington Historic Preservation Commission, Petitioner)
 - Aerial Map of Site and Surrounding Area
 - Memo to Council from Rachel Ellenson, Program Manager, Housing and Neighborhood Development Department;
 - Staff Report to Council tying Designation to Criteria
 - Map; and
 - Photos of House Exterior and Grounds

Contact:

Rachel Ellenson at 349-3401, ellonsor@bloomington.in.gov

Philippa Guthrie, at 349-3426 or guthriep@bloomington.in.gov

→ Introduced on May 16th and discussed on May 23rd

Please consult that [Legislative Packet](#) issued for the May 16th for legislation and background material.

→ Amendment to be prepared to change name of the house

- **Ord 18-08** To Amend Title 8 of the Bloomington Municipal Code, Entitled “Historic Preservation and Protection” to Establish a Historic District – Re: The Willow Terrace Apartment Building at 605 South Fess Street (Bloomington Historic Preservation Commission, Petitioner)
 - Aerial Map;
 - Memo to Council from Rachel Ellenson, Program Manager, Housing and Neighborhood Development Department;
 - Staff Report to Council tying Designation to Criteria
 - Map
 - Photos of House Exterior and Grounds

Contact:

Rachel Ellenson at 349-3401, ellonsor@bloomington.in.gov

Philippa Guthrie, at 349-3426 or guthriep@bloomington.in.gov

→ Introduced on May 16th and discussed on May 23rd

Please consult that [Legislative Packet](#) issued for the May 16th for legislation and background material.

- **Ord 18-09** To Amend Title 15 of the Bloomington Municipal Code Entitled "Vehicles And Traffic" - Re: Increased or Decreased Speed Limits, School Speed Zones, and Park and Playground Speed Zones

- Memo to Council from Andrew Cibor, Transportation and Traffic Engineer

Contact: Andrew Cibor at 812.349.3423, cibora@bloomington.in.gov

→ Introduced on May 16th and discussed on May 23rd

Please consult that [Legislative Packet](#) issued for the May 16th for legislation and background material.

Legislation to be Introduced under First Reading at the Regular Session on Wednesday, May 30th

None

Minutes

- April 18, 2018
- May 2, 2018
- May 16, 2018

Memo

Items for Consideration and Introduction at the Regular Session on Wednesday, May 30th

There are a Report from the Council Sidewalk Committee ready for presentation under Committee Reports and three ordinances ready for consideration under Second Readings and Resolutions, but no items ready for introduction under First Readings next Wednesday night. As noted above, this packet and the packet issued for the Regular Session on May 16th will need to be consulted for the various items and background material.

Council Sidewalk Committee Report - 2018

The Council Sidewalk Committee is submitting its 2018 *Report* for your approval Wednesday night. The *Report* includes a narrative, recommendation sheet, maps for five recommended projects, funding criteria, evaluation sheet, list of traffic-calming locations, and a history of funding. Cm. Rollo will be presenting the Report.

The Committee consists of four Council members appointed by the President of the Council, which include Councilmembers Granger (Chair), Sims, Rollo, and Sturbaum. It is assisted by personnel from the Planning and Transportation, Utilities, HAND, Parks and Recreation, Clerk and Council departments. (Please see the *Report* for the names of these persons – whose expertise and commitment to improving the City’s pedestrian facilities make the work of this Committee possible.)

In 2018, the Committee has made recommendations to the entire Council on use of \$312,000 of Alternative Transportation Fund monies budgeted for selected sidewalk and traffic-calming projects/initiatives. This was the fourth year after the consolidation of planning and transportation functions under the new Planning and Transportation Department. The Committee met four times – in March, April, and May – before submitting its Report to the Council.

The deliberations, which are set forth in more detail in the *Report*, include:

- Review of funding and other contributions;
- Hearing and discussing a status report regarding on-going projects;
- Review of Committee criteria;
- Evaluation of projects set forth in an Evaluation Sheet (which includes six new requests since last year)¹; and
- Recommendations and other actions.

Please note that the Council Administrator/Attorney will be filing a Disclosure of a Conflict of Interest because one of the projects on the Evaluation Sheet – but not recommended for funding - would cross his property.

¹ Note: One project was proposed at the Committee after the Evaluation Sheet had been prepared.

COUNCIL SIDEWALK COMMITTEE (COMMITTEE) RECOMMENDATIONS FOR
2018
- FUNDS AVAILABLE: \$312,000

- **Alternative Transportation Fund (ATF)** Use the \$312,000 of Alternative Transportation Funds appropriated in 2018 for sidewalk and traffic-calming initiatives 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 evaluate projects for 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 were identified for additional appropriation and, therefore, the shaded column remains empty.*

Project	ATF	<u>ATF (Additional Amounts – Should They be Appropriated)</u>	<u>CBU</u>	<u>OTHER FUNDS</u>
Moores Pike and Clarizz Boulevard Design and Installation of a Pedestrian crossing – Across Moores Pike Estimated Costs: Evaluation (\$20,000 – spent in 2016); Planning and Engineering [PE] – (\$10,710); Temporary Right-of-Way (Possible – amount unknown) & Construction (\$75,000)	\$81,000		\$0	\$14,000 ²
Walnut Street – from Winston Thomas to National Guard Armory (West Side) Construction of a sidewalk Estimated Costs: Design (\$32,750 - spent in 2016); Right- of-Way (\$0); and Construction (\$63,000)	\$63,000		\$0	\$0
Mitchell Street – from Maxwell Lane to Circle Drive (East Side) Construction of a Sidewalk (to replace lane markings installed in 2012). Estimated Cost: Design (\$27,250 - expended in 2016); Right-of-Way (\$0); Storm Water (\$45,000); and Construction (\$153,000).	\$153,000		\$45,000 ³	\$0

² P & T staff indicate that \$14,000 of other funds at their disposal will be available for this project.

Maxwell Street – from Miller Drive to North of Short Street (West Side)	\$13,000			\$³
Design of a Sidewalk				
Estimated Cost: To be determined at the Design stage.				
<u>Traffic-Calming</u>				
Toward acquisition of temporary traffic-calming devices	\$2,000		\$0	\$⁴
Estimated Costs: See Footnote 3.				
2018 ALLOCATION	\$312,000	\$0	\$45,000	\$14,000

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 a motion adopted this year, the Committee amended its Overage Policy to give staff latitude to shift as much as 20% of the estimated project costs from one project to another upon approval of the Chair (after consultation with the Committee). Shifts of more than \$45,000 over the project estimate must be approved by the Committee.

This year the Committee agreed to meet on Tuesday, November 13, 2018 at noon assuming that a Status Report has been filed in time to be included in the Initial Committee packet.

Resolutions and Second Readings

Three Items – One Amendment

There are three ordinances ready for consideration under Second Readings and Resolutions next Wednesday. Staff in the HAND and P & T department are following-up on questions raised last Wednesday. Please note that an amendment will be prepared for Ord 18-08, a historic designation of house on South High Street, which will include the name of the house from the Ralph Rogers House to the Ralph and Ruth Rogers House.

First Readings

None

³ The Committee wishes to explore sharing the cost of a sidewalk with the developer of the amendment to the Co-Housing PUD which was given a positive recommendation by the Plan Commission on May 14, 2018.

⁴ In 2017, the Committee recognized Traffic-Calming as an “emerging priority” which required a separate evaluation and approach along with additional funding. In 2018, the Committee learned that the P & T Department has acquired some temporary traffic-calming (speed control) devices to be deployed for: resident-generated traffic concerns; traffic diversion due to road construction; and, adjustments to existing on-street bicycle and pedestrian facilities. This year’s investment of \$2,000 is anticipated to help with traffic-calming along Graham Drive needed to handle the cut-through traffic generated from the intersection work at Tapp Road and Country Club Drive and used elsewhere as needed in the future.

**NOTICE AND AGENDA
BLOOMINGTON COMMON COUNCIL REGULAR SESSION
6:30 P.M., WEDNESDAY, MAY 30, 2018
COUNCIL CHAMBERS
SHOWERS BUILDING, 401 N. MORTON ST.**

I. ROLL CALL

II. AGENDA SUMMATION

III. APPROVAL OF MINUTES FOR: 18 April 2018 Regular Session
02 May 2018 Regular Session
16 May 2018 Regular Session

IV. REPORTS (A maximum of twenty minutes is set aside for each part of this section.)

1. Councilmembers

2. The Mayor and City Offices

3. Council Committees

- 2018 Council Sidewalk Committee Report

4. Public*

- Climate Change proposal from local High Schools

V. APPOINTMENTS TO BOARDS AND COMMISSIONS

VI. LEGISLATION FOR SECOND READING AND RESOLUTIONS:

1. Ordinance 18-07 – To Amend Title 8 of the Bloomington Municipal Code, Entitled “Historic Preservation and Protection” To Establish a Historic District – Re: The Ralph Rogers House at 506 South High Street (Bloomington Historic Preservation Commission, Petitioner)

Committee recommendation: Do Pass: 8-0-0

2. Ordinance 18-08 – To Amend Title 8 of the Bloomington Municipal Code, Entitled “Historic Preservation and Protection” To Establish a Historic District – Re: The Willow Terrace Apartment Building at 605 South Fess Avenue (Bloomington Historic Preservation Commission, Petitioner)

Committee recommendation: Do Pass: 6-0-2

3. Ordinance 18-09 – To Amend Title 15 of the Bloomington Municipal Code, Entitled "Vehicles and Traffic" – Re: Increased or Decreased Speed Limits, School Speed Zones, and Park and Playground Speed Zones

Committee recommendation: Do Pass: 7-0-1

VII. LEGISLATION FOR FIRST READING:

None

VIII. ADDITIONAL PUBLIC COMMENT* (A maximum of twenty-five minutes is set aside for this section.)

IX. COUNCIL SCHEDULE

X. ADJOURNMENT

* Members of the public may speak on matters of community concern not listed on the agenda at one of the two public comment opportunities. Citizens may speak at one of these periods, but not both. Speakers are allowed five minutes; this time allotment may be reduced by the presiding officer if numerous people wish to speak.

Auxiliary aids for people with disabilities are available upon request with adequate notice. Please call (812) 349 - 3409 or e-mail council@bloomington.in.gov.

Council Sidewalk Committee 2018 Report

Table of Contents

- **Signature Sheet**
- **Narrative**
- **Committee Recommendation Sheet**
- **Maps for Recommended Projects**
- **Program Criteria**
- **Evaluation Sheet (with funded projects identified)**
- **List of Possible Traffic-Calming Locations**
- **History of Funding**

*Note: Documents associated with the meetings can be found **online** and in the Council Office once approved by the Committee*

Signatures for 2018 Sidewalk Report (May 30, 2018)

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

Dorothy Granger, District 2 (Chair)

Jim Sims, At-Large

Dave Rollo, District 4

Chris Sturbaum, District 1

Report of the 2018 Common Council Sidewalk Committee (May 30, 2018)

Committee Members and Staff

The members of the 2018 Committee were appointed by the President of the Council and include:

- Jim Sims, 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

Stephen Lucas, Chief Deputy Clerk

Planning and Transportation

Andrew Cibor, Engineer, Transportation and Traffic Engineer

Scott Robinson, Interim Assistant Director

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 \$312,000 of Alternative Transportation Fund (ATF) monies budgeted for 2018 for sidewalk and traffic-calming projects. The Committee met four times, beginning in March and ending in May, to review the program and make recommendations regarding the allocation of these funds. As in the past, additional funds from P & T and CBU (City of Bloomington Utilities - for storm water) were necessary for some projects to move forward or be completed.

Last year, the Committee recommended funding the following projects which have now all been completed:

- the construction of a sidewalk/road-crossing project in proximity of University Elementary School;
- the construction of a sidewalk along Rockport Road; and
- the construction of two pedestrian crossings and islands along Sare Road.

This year, the Committee recommended moving three previously-funded projects forward which include a:

- Pedestrian Crossing at Moores Pike and Clarizz Boulevard – Design and Installation;

- Sidewalk on Walnut Street from Winston-Thomas Treatment Plant to the National Guard Armory (east side) – Construction; and
- Sidewalk on South Mitchell Street from Maxwell Lane to Circle Drive (east side) – Construction (with a significant storm water component to be covered by CBU).

In addition, the Committee recommended initiating or contributing to one new sidewalk project:

- Sidewalk segment on South Maxwell Street from Miller Drive to Short Street (west side) – Design.

Last year, the Committee identified traffic-calming as an “emerging priority” that should have a separate evaluation and approach along with additional funding. Continuing in that vein, the Committee learned of initiatives being pursued by the P & T department, reviewed and updated its list of traffic-calming priorities, and recommended a modicum of funding for:

- The acquisition of temporary traffic-calming devices.

Schedule

The Committee met in the Council Library on:

- Monday, March 12, 2018 at noon;
- Monday, April 12, 2018 at noon;
- Wednesday, May 2, 2018 at noon; and
- Monday, May 14, 2018 at noon.

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 <https://bloomington.in.gov/boards/sidewalks> under Council Sidewalk Committee – Meetings and Documents. The first is an informative Initial Council Sidewalk Committee Packet for the Committee’s first meeting that is also available for inspection in the Council Office. The second are the Memoranda and Minutes for these meetings. Short Memoranda are typically posted until replaced by the Minutes. The Minutes are either already posted or will be posted once reviewed by the Committee and approved by the Chair.*

Preliminary Matters

Early on, the Committee:

- Agreed that Cm. Granger should serve as the Chair; and
- Acknowledged and thanked the Office of City Clerk (through Chief Deputy Clerk Stephen Lucas) for serving as Secretary for the proceedings.

Review of Funding

The \$312,000 available for allocation in 2018 derives from a portion of the Category 4 (Capital) of the ATF. The ATF was established in 1992 and primarily funded with surplus revenues from the Neighborhood Parking Program (BMC 15.37.160). Over the years, it has also received annual infusions from other City sources (with \$500,000 added from the Cumulative Capital Development Fund [#601] for 2018).

While \$312,000 entails a mere increase of \$6,000 over 2017, it is built upon previous increases of \$6,000 for 2017, \$25,000 for 2014 and \$50,000 for 2013. In 2018, the appropriations into the four categories in the ATF (#454) are listed below.¹

Alternative Transportation Fund (ATF) (#454) - 2018

<u>Category</u>	<u>Appropriation</u>	<u>Notes</u>
Category 1: Personnel	\$123,335	
Category 2: Supplies	\$ 14,081	
Category 3: Other Services and Charges	\$195,732	<i>Including \$75,000 for Engineering and Architectural services.</i>
Category 4: Capital Outlays		
Line 5431 – Improvements Other than Buildings	\$512,000	<i>\$312,000 Council Sidewalk Com \$200,000 Greenways</i>
Total:	\$845,148	

City of Bloomington Utilities (CBU) Collaboration.

Because sidewalk projects, and more particularly curbs, channel water, they are part of the City’s storm water infrastructure. The Committee has, over the years, recognized that the storm water component of a sidewalk project frequently comprises a significant and often a 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 storm water 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, CBU has offered to consider in-kind contributions for identified projects when consistent with the departmental storm water 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 2017, but \$45,000 will be provided for the South Mitchell Street project in 2018.

Review of Previous Allocations – Some with Completion of Projects in 2016 - 2018 – Some with Progress in 2016-2017 and Moved Forward in 2018 - Some without Additional Funding in 2018

According to the Council Sidewalk Status Report provided by P&T in January, 2018, here are the list of projects or phases of projects that were completed in 2017 or will be completed in 2018 (some, as noted, with the infusion of other City funds):

2016/2017 Council Sidewalk Committee Projects – Construction Completed in 2017 - 2018	
Project	Allocation
East 7th Street – Ramp between SR 45/46 path and tunnel under the highway	Completed May of 2017 at a total cost of \$65,414. See Status Report for details.

¹ For more information on the infusion of other funds and other use of ATF, please consult the Controller.

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

Morningside Drive – Sidewalk from Sheffield Drive to Park Ridge Road on north side	Completed in June of 2017 at a total cost \$133,660. See Status Report for details.
Rockport Road – Sidewalk from Graham to south of West Pinehurst Drive	To be completed in 2018 at a total cost of \$199,758. See Status Reports in 2017 & 2018 for details.
East 10th Street – Sidewalk from Smith Road to Tamarron Drive (south side) and Pedestrian Crossing at Tamarron Drive	This is a large project with multiple funding sources that will, among other benefits, serve children walking to and from University Elementary School. It is scheduled for completion in July 2018. Funding came from: - Council Sidewalk Committee - \$78,000, - MCCSC - \$15,000 - P & T - \$247,285; and - INDOT - ~ \$131,000.

**2016 Council Sidewalk Committee Projects –
Moved Forward with Funding in 2018**

Project	Allocation
Moores Pike – East of College Mall Road - Pedestrian Crossing – at Clarizz Blvd (Evaluation).	In April of 2016, \$32,000 was allocated and in November \$52,590 was spent on the design/evaluation for the two components of this proposal. The evaluation of each component was completed in 2017. One moved forward in 2018 and one did not: <i>- Please see the 2018 recommendations for the recommended allocation for the design and installation of the pedestrian crossing.</i>
South Walnut Street - sidewalk from Winston Thomas Treatment Facility to National Guard Armory on the west side (Design)	<i>Please see the 2018 recommendations for the recommended allocation for construction of this sidewalk.</i>
Mitchell Street - sidewalk from Maxwell Lane to Circle Drive on east side (Design).	<i>Please see the 2018 recommendations for the recommended allocation for construction of this sidewalk.</i>

**2016 Council Sidewalk Committee Projects –
Not Moved Forward with Funding in 2018**

Project	Allocation
Moores Pike – East of College Mall Road	As noted above, in 2016, \$52,590 was spent on the design/evaluation for the two components of this part of Moores Pike. The evaluation of each component was

<p>- Sidewalk just east of College Mall Road on the south side (Design) &</p>	<p>completed in 2017. One moved forward in 2018 and one did not. The sidewalk did not and is listed here.</p> <p>- The estimated cost for construction of the sidewalk was \$195,000. Comprising about two-thirds of the annual budget, the Committee decided to defer action this proposal this year.</p>
<p>Union Street - sidewalk from 4th to 7th on east side (Design)</p>	<p>In April of 2016, \$32,000 was allocated and in December of 2016, \$34,380 was awarded for the design contract. Design has advanced to survey work and is anticipated to be completed in 2018. Cost of construction is estimated at \$215,900 (and not involve need to acquire right-of-way). Early on, the Committee removed this project from this round of funding.</p>

2017 Council Sidewalk Allocations – Design or Construction 2017/2018			
Project	Allocation	Spent	Over / (Under)
East 10th Street – sidewalk and crossing	\$58,000	\$78,000	\$20,000
Rockport Road - sidewalk	\$200,000	\$175,298	(\$24,702)
<u>Traffic Calming</u> Sare Road Crosswalks and Islands	\$48,000	\$48,000	(\$0)
TOTAL	\$306,000	\$301,298	\$4,702³

Please note that the Status Report also includes a summary of Complementary Initiatives which includes “projects from the Council Sidewalk Prioritization List (that) are either being planned, designed, or constructed outside of the Council Sidewalk Committee initiatives, and may have complementary impacts on the current sidewalk evaluations and rankings.”

Please also note that other sidewalk and pedestrian projects are pursued by the HAND department and Parks and Recreation departments.

Program Criteria

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

³ Please know that additional funds were provided by the P & T department and, in regard to the East 10th Street, other entities (MCCSC and INDOT) as well. Also please note that, on occasion before the end of the year, the Committee has been asked to adjust allocations to account for the difference between the estimated and actual costs associated with the recommendations. The figure of \$4,702 is the amount left unspent for this reason at the end of 2017.

Criteria	Analytics and Information	
1) Safety Considerations	Pedestrian Level of Service (PLOS) - gauges the pedestrian experience based upon traffic volume and speed, lane width, presence and width of sidewalk, and presence, type, and width of the buffer.	
2) Roadway Classification		
3) Pedestrian Usage	Residential Density	Walkscore – an online score that gauges pedestrian demand based upon proximity to a mix of destinations. Score: 0 (car dependent) – 100 (walker’s paradise)
4) Proximity to Destinations	Transit routes and stops	
5) Linkages	Proximity to existing sidewalks as shown on Sidewalk Inventory (updated intermittently).	
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 uses 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 53 proposed projects⁴, including six new requests on that sheet and one request introduced at the Committee, and asked P & T staff to clarify estimates for three previously unfunded projects,⁵ one new project on the Evaluation Sheet,⁶ and the one request brought forward after the Committee had convened and the Evaluation Sheet had been prepared.⁷ At the end of its deliberations, the Committee recommended allocations for: three previously-funded sidewalk projects: the one new project that was introduced in the course of Committee deliberations; and the acquisition of traffic-calming devices. The following paragraphs highlight deliberations and briefly elaborate upon the Committee’s recommendations and other actions:

⁴ The Evaluation Sheet lists a total of 53 rankings, but left one project unscored because of uncertainty on the nature and extent of that request.

⁵ A pedestrian crossing at Moores Pike and Clarizz Blvd and sidewalks on Graham Drive from South Rogers to Rockport Road, and East 10th Street from Deckard to Russell Road.

⁶ A sidewalk on West 3rd from Walker Street to the Dillon development (south side).

⁷ South Maxwell Street from East Miller Drive to north of Short Street (west side).

Seven New Projects Requested - But Only One Recommended for Initial Funding in 2018

- Seven new projects were requested in 2018: six were rated and fell on the bottom half of the Evaluation Sheet and were not funded; one was introduced after the Committee convened and was recommended for funding of design. The Committee discussed each project and, while becoming familiar with the areas, adjacent development (along with possible future development) and needs, did not recommend initial funding for any but the last. That project was associated with a Planned Unit Development being considered at the Plan Commission where opportunities for private sector contributions might lower the cost of the improvement. *(Please see the Council Sidewalk Committee Packet for a description of those requests and the Minutes from the second on March 12th for a discussion of those requests.)*

Funding Recommendations and Other Actions in 2018

- **Pedestrian Crossing - Moores Pike at Clarizz Boulevard (Ranking ~ #7)** In 2016, when discussing the request for a sidewalk on the south side of Moores Pike at the intersection of College Mall Road, the Committee also looked further east to Clarizz Boulevard and beyond, where there are sidewalks on the north but none on the south. The Committee thought a pedestrian crossing at Clarizz Boulevard would provide some connectivity, but the costs would only be known after an evaluation of what might be done at that intersection. That evaluation was completed in 2017 and proposed the removal of a left-turn lane for eastbound traffic and a possible rectangular rapid flashing beacon, if needed in the future. Costs for the project are expected to include: Evaluation (\$10,710), Engineering (\$20,000), Temporary Right-of-Way (possible but amount unknown), and Construction (\$75,000). After learning that P & T would contribute up to \$14,000 toward the project, the Committee recommended funding \$81,000 of the \$95,000 needed for Engineering and Construction (with construction likely in 2019).
- **Sidewalk Construction - South Walnut Street from Winston Thomas to National Guard Armory – East side (Rank #21)** In 2003, the Committee began funding missing sidewalks on the west side of South Walnut between Country Club and Rhorer roads, where commercial centers with grocery stores are located at each intersection. It started on the north end, progressed as far as Pinewood, and the Committee has continued to discuss filling in the gaps to the south. In 2016, the Committee reviewed those gaps in sidewalks and sought an estimate for this segment. Total cost of the project would be about \$95,750 – Design (\$32,750), Right-of-Way (\$0) and, Construction (\$63,000). The Committee recommended funding construction this year (\$63,000).
- **Sidewalk Construction with Storm Water Improvements - Mitchell Street from Maxwell Lane to Circle Drive – East side (Rank #41)** 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). In 2016, the Committee recommended funding the design for this project which will be completed in 2018. Based upon work done so far, the phases/components of the project, have or will cost as follows: Design (\$27,250), Right-of-Way (\$0), Sidewalk Construction (\$153,000), and Storm Water Improvements (\$45,000). After learning that CBU would be willing to pay for the storm

water improvements, the Committee recommended funding \$153,000 for construction of the sidewalk.⁸

- **Sidewalk Design – South Maxwell Street from East Miller Drive to Short Street – West Side (Unrated)** This project was suggested to the Committee by Cm. Rollo after the other new requests had been compiled and ordered on the Evaluation Sheet. It addressed a Planned Unit Development for a Co-Housing project at the corner of Short Street and South Maxwell Street. He heard concerns from residents about the additional vehicular traffic that they anticipate with the additional units and the proposed connection of Short Street to Highland Avenue. A sidewalk along the west side of South Maxwell from Miller Drive would help mitigate the problem. The Committee discussed whether splitting the project into a northern portion to be paid by the City and a southern portion to be paid by the developer might bring about these changes quickly and at a lower cost to the City. To start the process, the Committee recommended allocating \$13,000 toward design of the northern portion of this sidewalk.

- **Traffic-Calming**

Last year, the Committee identified traffic-calming as an “emerging” priority deserving its own evaluation and approach and additional funding. Toward that end, the Committee developed a list of locations of concern.

This year, the Committee discussed and revised its list of possible traffic-calming locations.⁹ It also learned that P & T staff is revisiting the Neighborhood Traffic Safety Program and has purchased a number of temporary traffic-calming devices.¹⁰ These devices will not only allow staff to address resident-generated traffic concerns, but also traffic diversion due to road construction and experimenting with adjustments to existing on-street bicycle and pedestrian facilities.

Much of the Committee discussion focused on Graham Drive in the Broadview neighborhood. Early in the year, P & T staff had met with residents of Graham and Ralston drives in anticipation of increased traffic due the intersection improvements at Tapp Road and Country Club Drive. These alternatives included various traffic-calming measures and possible one-way traffic. Traffic-calming measures were favored at the first meeting and a second meeting was held after the Committee adjourned but before the Committee presents its report to the Council at the end of May.

Funding Recommendation - Rather than fund a particular traffic-calming project, the Committee recommended funding \$2,000 toward the acquisition of temporary traffic-calming (speed slowing) devices to be used on Graham Drive this year and elsewhere as needed in the future.

- **Overage Policy** At suggestion of P & T staff, the Committee revised its “Overage Policy.” Given the inevitable differences between estimates and actual costs and the need for staff to act in between meetings, the Committee granted staff, with approval of the Chair, more latitude to shift allocations from one project to another. Now staff may shift as much as

⁸ Please know that a couple who own property along this proposed sidewalk spoke to the Committee and requested that storm water ponding be addressed with the construction of the sidewalk.

⁹ Attached to this Report.

¹⁰ In a conversation after the Committee adjourned in May, staff learned that about \$48,000 was spent on 20 speed cushions, 2 speed humps, and some parking stops, bike lane delineators, vertical tubular delineators, cones, and drums.

20% of the estimated project costs from one project to another upon approval of the Chair (after consultation with the Committee). Shifts of more than \$45,000 over the project estimate must be approved by the Committee.

Summary of Actions

In summary, during the course of its 2018 deliberations, the Committee:

- Agreed that Cm. Granger would serve 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 \$312,000 in ATF monies for a pedestrian crossing, three sidewalk projects, and toward acquisition of traffic-calming devices – *See Funding Recommendations (attached)*.
- Revised its Overage Policy – to give staff more latitude to shift funds from one project to another with approval of the Chair (after consultation with the Committee);
- Learned of efforts of P & T staff to address traffic-calming as an emerging priority, revised its list of possible traffic-calming locations, and allocated a modicum of funds toward acquisition of temporary traffic-calming devices;
- Approved minutes for the first two meetings (as corrected) and 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
- Scheduled a Committee meeting on Tuesday, November 13, 2018 at noon in the Council Library (assuming that P & T staff have filed a Progress Report regarding this year's recommendations and on-going projects in time for inclusion in the Initial Committee Packet.

COUNCIL SIDEWALK COMMITTEE (COMMITTEE) RECOMMENDATIONS FOR 2018
- FUNDS AVAILABLE: \$312,000

- **Alternative Transportation Fund (ATF)** Use the \$312,000 of Alternative Transportation Funds appropriated in 2018 for sidewalk and traffic-calming initiatives 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 evaluate projects for 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 were identified for additional appropriation and, therefore, the shaded column remains empty.*

Project	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>
Moore's Pike and Clarizz Boulevard Design and Installation of a Pedestrian crossing – Across Moore's Pike Estimated Costs: Evaluation (\$20,000 – spent in 2016); Planning and Engineering [PE] – (\$10,710); Temporary Right-of-Way (Possible – amount unknown) & Construction (\$75,000)	\$81,000		\$0	\$14,000 ¹
Walnut Street – from Winston Thomas to National Guard Armory (West Side) Construction of a sidewalk Estimated Costs: Design (\$32,750 - spent in 2016); Right-of-Way (\$0); and Construction (\$63,000)	\$63,000		\$0	\$0
Mitchell Street – from Maxwell Lane to Circle Drive (East Side) Construction of a Sidewalk (to replace lane markings installed in 2012). Estimated Cost: Design (\$27,250 - expended in 2016); Right-of-Way (\$0); Storm Water (\$45,000); and Construction (\$153,000).	\$153,000		\$45,000 ³	\$0
Maxwell Street – from Miller Drive to North of Short Street (West Side) Design of a Sidewalk Estimated Cost: To be determined at the Design stage.	\$13,000			\$ ²
<u>Traffic-Calming</u> Toward acquisition of temporary traffic-calming devices Estimated Costs: See Footnote 3.	\$2,000		\$0	\$³
2018 ALLOCATION	\$312,000		\$45,000	\$14,000

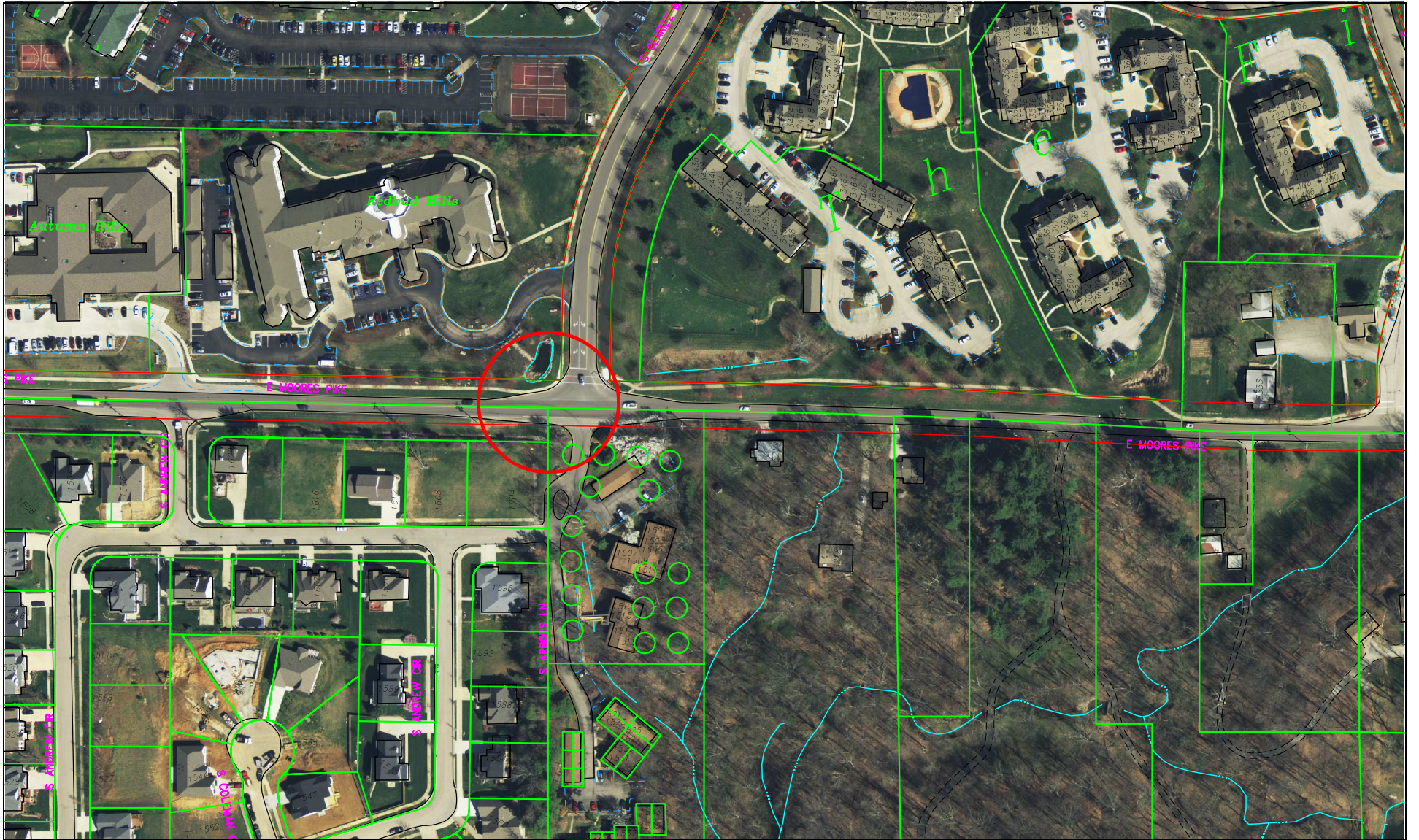
Note: The Committee recognizes that the allocations for each project are estimates and may change. The allocations are intended to establish priorities and keep expenditures within appropriations. According to a motion adopted this year, the Committee amended its Overage Policy to give staff latitude to shift as much as 20% of the estimated project costs from one project to another upon approval of the Chair (after consultation with the Committee). Shifts of more than \$45,000 over the project estimate must be approved by the Committee.

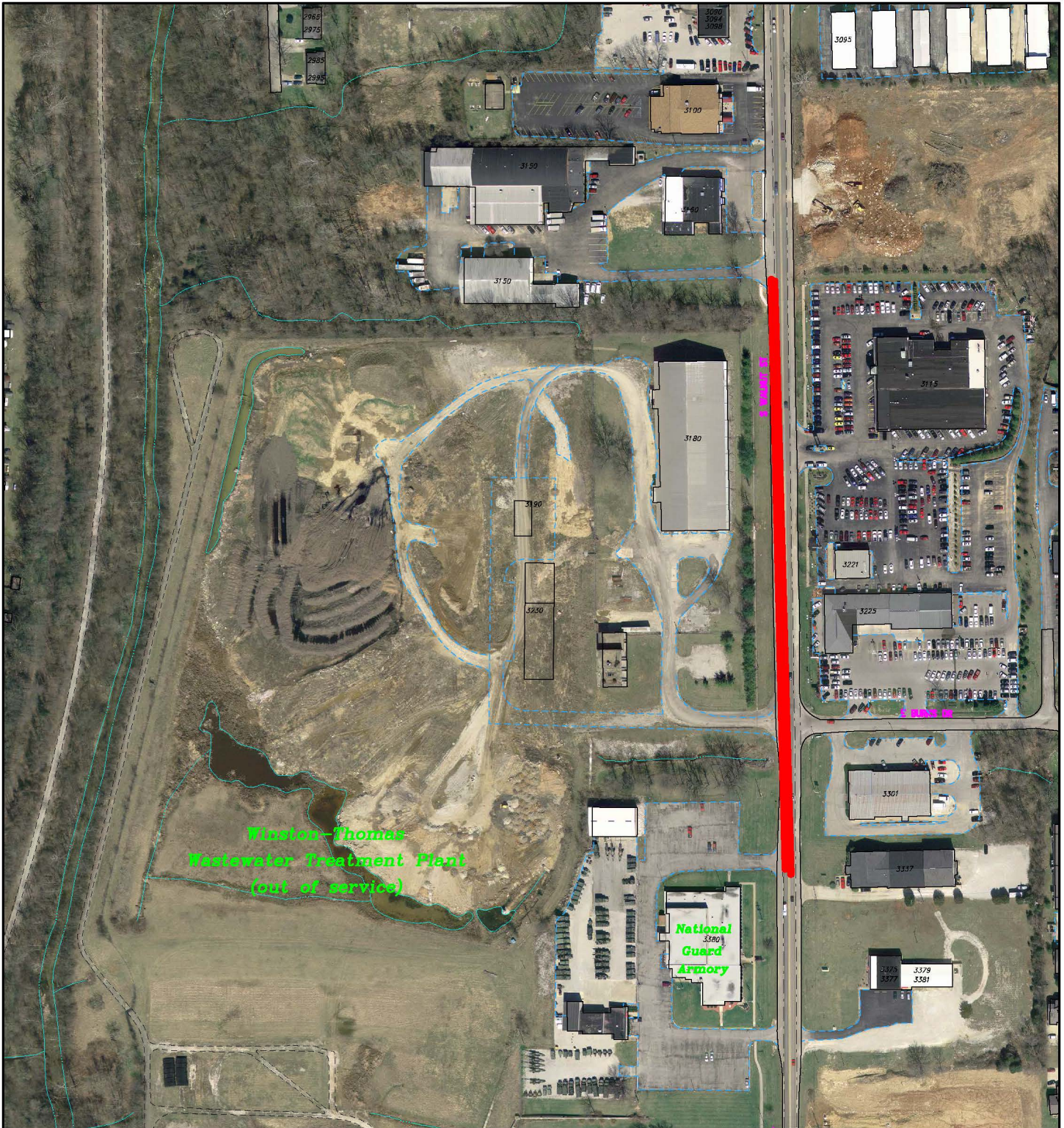
This year the Committee agreed to meet on Tuesday, November 13, 2018 at noon assuming that a Status Report has been filed in time to be included in the Initial Committee packet.

¹ P & T staff indicate that \$14,000 of other funds at their disposal will be available for this project.

² The Committee wishes to explore sharing the cost of a sidewalk with the developer of the amendment to the Co-Housing PUD which was given a positive recommendation by the Plan Commission on May 14, 2018.

³ In 2017, the Committee recognized Traffic-Calming as an “emerging priority” which required a separate evaluation and approach along with additional funding. In 2018, the Committee learned that the P & T Department has acquired some temporary traffic-calming (speed control) devices to be deployed for: resident-generated traffic concerns; traffic diversion due to road construction; and, adjustments to existing on-street bicycle and pedestrian facilities. This year’s investment of \$2,000 is anticipated to help with traffic-calming along Graham Drive needed to handle the cut-through traffic generated from the intersection work at Tapp Road and Country Club Drive and used elsewhere as needed in the future.



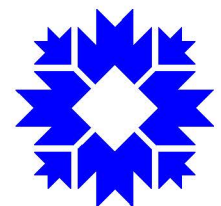
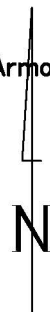
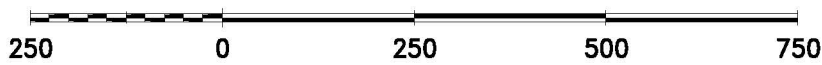


2009 Council Sidewalk Committee

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

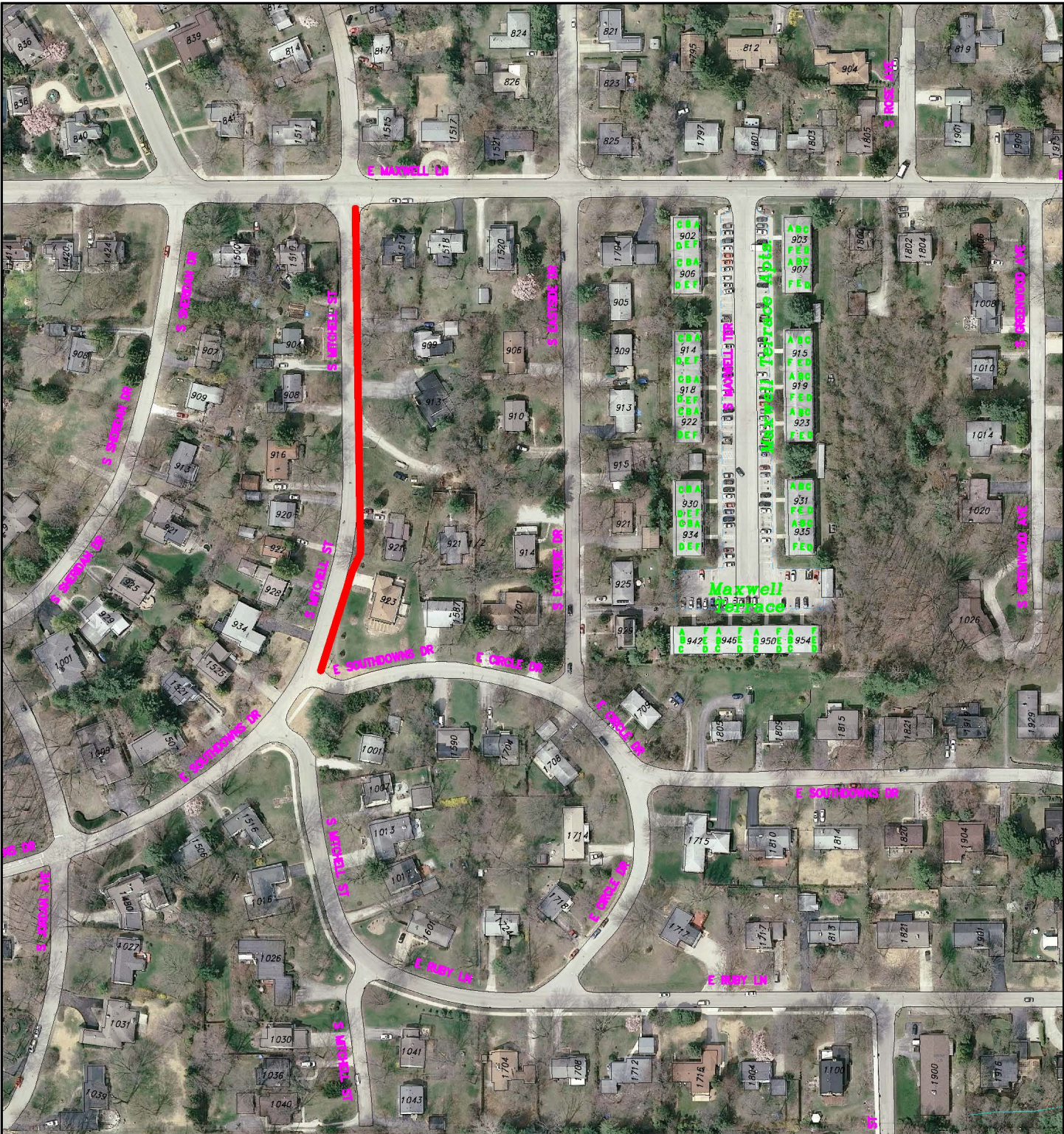
City of Bloomington
Clerk & Council

By: fallsm
6 Oct 08



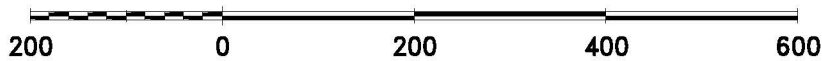
Scale: 1" = 250'

For reference only; map information NOT warranted.

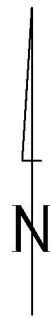


Council Sidewalk Committee – Requested Project
 Pedestrian Way on Mitchell from Maxwell Lane to Circle Drive
 2011

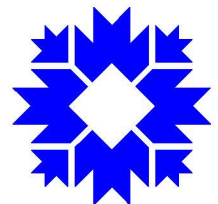
By: shermand
 2 Nov 11
 File: LPmtc



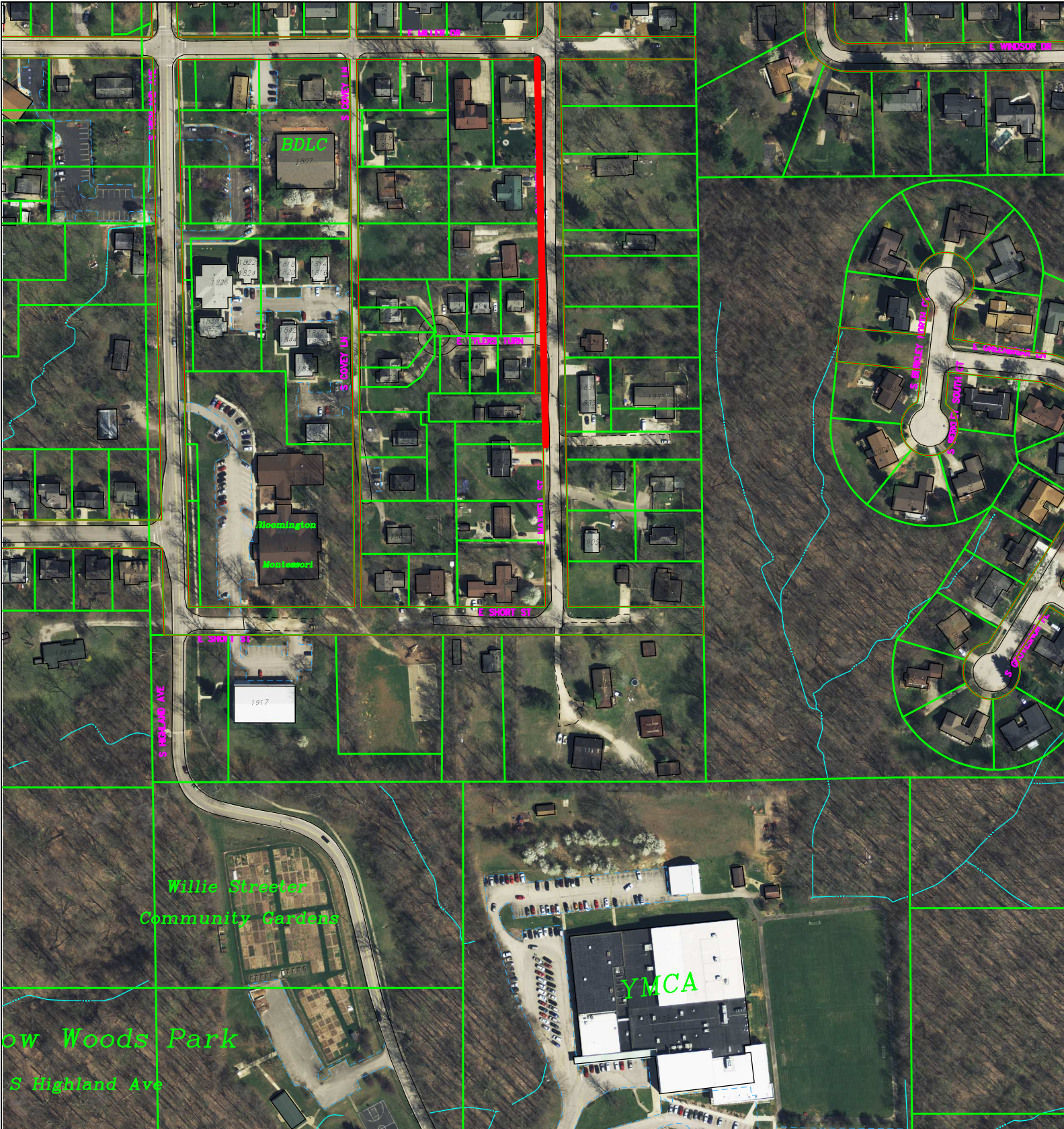
For reference only; map information NOT warranted.



City of Bloomington
 Clerk & Council



Scale: 1" = 200'



BOLC
1807

Bloomington
1833

1917

YMCA

Willie S. Steeter
Community Gardens

Low Woods Park

S Highland Ave

S COVEY LN

E SHORT ST

S HIGHLAND AVE

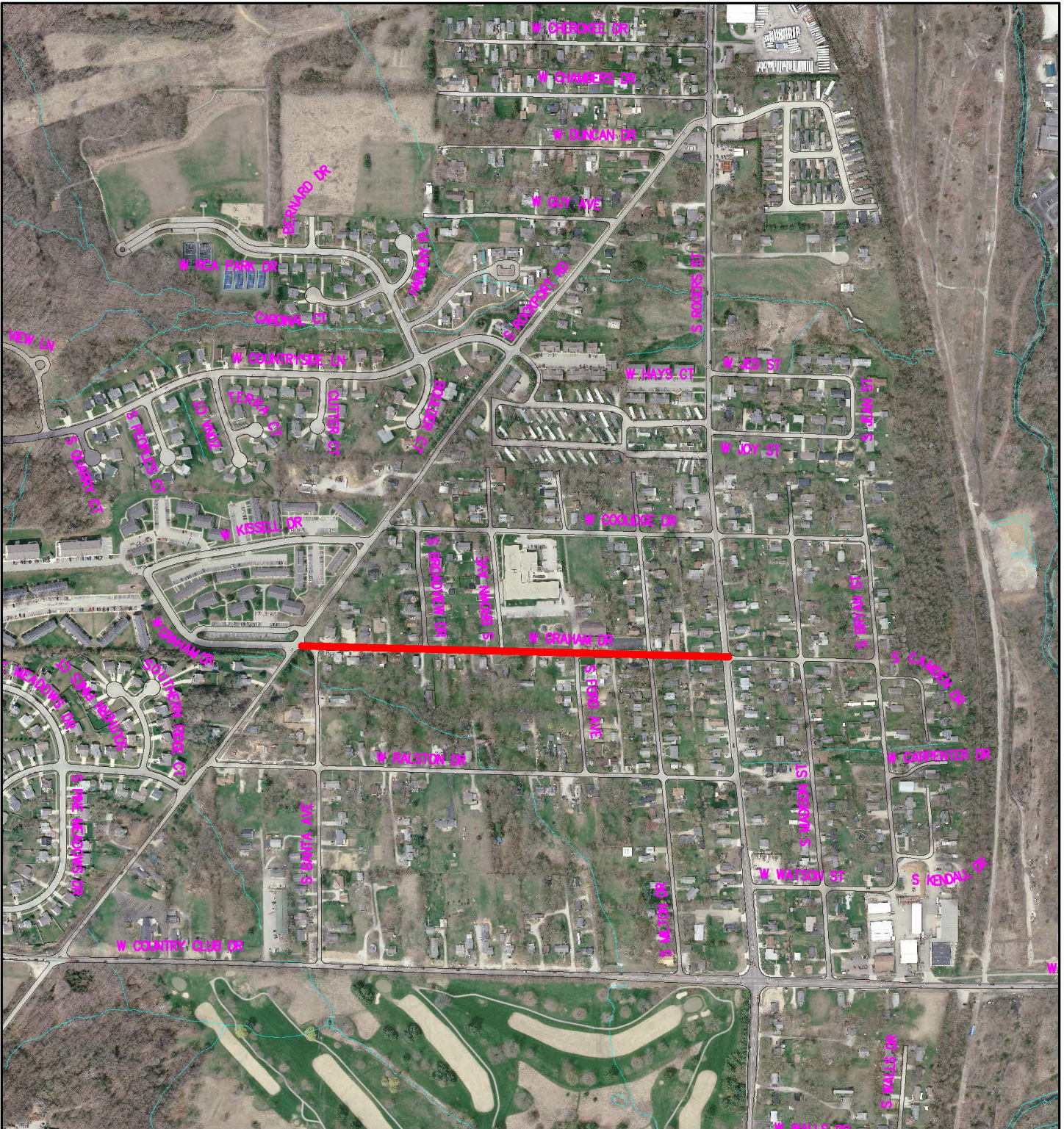
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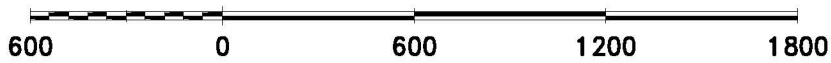
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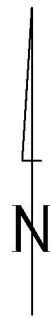


Council Sidewalk Committee – Project Requests
Graham Drive from Rockport Road to Rogers Street
 2010

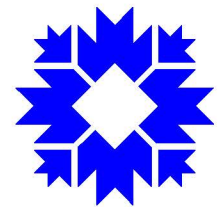
By: shermand
 2 Nov 11
 File: LPgd



For reference only; map information NOT warranted.



City of Bloomington
 Clerk & Council



Scale: 1" = 600'

Council Sidewalk Committee Policies

Criteria for Selecting Sidewalk Projects

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

History of Revisions

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

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

Other Policies

Overage Policy

Each year the Committee Report uses estimates submitted by City Engineering to allocate funds between projects. Even with a 10% contingency, these estimates are sometimes far-off the bid for, or actual cost of, the project. The 2018 Committee revised the “overage policy” whereby allocations in excess of 25% of the project estimate must be approved by the current chair in consultation with the Committee and any additional allocation in excess of \$45,000 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>Walk Score Rank + Pedestrian Level of Service (PLOS) Rank + Transit Route Score Rank + Density Rank</p> <p>=</p> <p>Score</p> <p><i>(Lowest Score = Highest Rank)</i></p> <p>***</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>	

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
Moore 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
Moore 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

2018 - Pedestrian Crossing

2018 - Sidewalk Construction

2018 - Sidewalk Construction

* 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.

List of Traffic-Calming Concerns and Locations
(Alphabetical Order)
(Updated May 14, 2018)

List of Emerging Traffic-Calming Priorities *(Initiated April 2017)*

Street Crossings

- Kinser and Gourley Pike (bus stop)
- Kinser and Colonial Crest Apartments (bus stop)
- The Stands Drive and Rogers Road
- S. College Mall Road / Covenanter Drive *(added May 2018)*

Other Traffic-Calming

- Countryside Lane – Adams Hill Circle intersections and perhaps points east
- First Street - Lincoln to Henderson
- Park Lane
- Sheridan/Southdowns - Henderson to Jordan
- Twelfth Street and Lincoln Street

New *(Updated May 2018)*

W. Allen Street from Patterson to Adams (perhaps to Bloomfield Road)

Completed *(Noted April 2018)*

- Sare Road - between Rogers Road and Spicewood Subdivision (at multiple locations) – *initial Committee allocation in 2017 with*

A HISTORY OF COUNCIL SIDEWALK COMMITTEE FUNDS, 2002-2018

2018

Site	Estimate	Recommendation	Possible Additional Appropriation	Comments
<p align="center">Moores Pike and Clarizz Boulevard - Pedestrian Crossing</p>	<p align="center">\$9,500.00</p>	<p align="center">\$81,000.00</p>		<p>In 2016, when discussing the request for sidewalk on the south side of Moores Pike at the intersection of College Mall Road, the Committee also looked further east to Clarizz Boulevard and beyond, where there are sidewalks on the north but none on the south. The Committee thought a pedestrian crossing at Clarizz Boulevard would provide some connectivity, but the costs would only be known after an evaluation of what might be done at that intersection. That evaluation was completed in 2017 and proposed the removal of a left-turn lane for eastbound traffic and a possible rectangular rapid flashing beacon, if needed, after experience with usage of the crossing. Costs for the project are expected to include: Evaluation (\$10,710), Engineering (\$20,000), Possible Temporary Right-of-Way (\$ unknown), and Construction (\$75,000). After learning that P & T would contribute up to \$14,000 toward the project, the Committee recommended funding \$81,000 of the \$95,000 needed to complete the project this year.</p>
<p align="center">Walnut Street - Winston/Thomas to National Guard Armory - Sidewalk (West Side)</p>	<p align="center">\$63,000.00</p>	<p align="center">\$63,000.00</p>		<p>In 2003, the Committee began funding missing sidewalks on the west side of South Walnut between Country Club and Rorer roads, where commercial centers with grocery stores are located at each intersection. It started on the north end, progressed as far as Pinewood, and the Committee has continued to discuss filling in the gaps to the south. In 2016, the Committee reviewed those gaps in sidewalks and sought an estimate for this segment. Total cost of the project would be about \$95,750 – Design (\$32,750), Right-of-Way (\$0) and, Construction (\$63,000). The Committee recommended funding construction this year (\$63,000).</p>
<p align="center">Mitchell Street - Maxwell Lane to Circle Drive - Sidewalk (East Side)</p>	<p align="center">\$198,000.00</p>	<p align="center">\$153,000.00</p>		<p>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). In 2016, the Committee recommended funding the design for this project which will be completed in 2018. Based upon work done so far, the phases/components of the project, have or will cost as follows: Design (\$27,250), Right-of-Way (\$0), Sidewalk Construction (\$153,000), and Storm Water Improvements (\$45,000). After learning that CBU would be willing to pay for the storm water improvements, the Committee recommended funding \$153,000 for construction of the sidewalk.</p>

Maxwell Street- Miller Drive to Short Street (West Side)	To be Determined	\$13,000.00		This project was suggested to the Committee by Cm. Rollo after the other new requests had been compiled and ordered on the Evaluation Sheet. It addressed a Planned Unit Development for a Co-Housing project at the corner of Short Street and South Maxwell Street. He heard concerns from residents about the additional vehicular traffic that they anticipate with the additional units and the proposed connection of Short Street to Highland Avenue. A sidewalk along the west side of South Maxwell from Miller Drive would help mitigate the problem. The Committee discussed whether splitting the project into a northern portion to be paid by the City and a southern portion to be paid by the developer might bring about these changes quickly and at a lower cost to the City. To start the process, the Committee recommended allocating \$13,000 toward design of the northern portion of this sidewalk.
Traffic-Calming	\$50,000.00	\$2,000.00		Rather than fund a particular traffic-calming project, the Committee recommended funding \$2,000 toward the acquisition of temporary traffic-calming (speed slowing) devices.
Total	\$320,500.00	\$312,000.00		
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).
Moores Pike from College Mall Road to Woodruff Lane (South Side) - Sidewalk	\$135,000.00	\$24,000.00		Moores Pike east of College Mall Road is a busy road with neighborhoods to the south without a sidewalk to the intersection with College Mall Road. In 2009, the Committee funded a sidewalk from Andrews Circle to an existing sidewalk to the east, but was stymied by the estimated cost for widening the roadway for a sidewalk to the intersection with College Mall. This year, the Committee requested new estimates which, with use of the existing roadway, brought down the costs to \$135,000 - \$24,000 for design and \$111,000 for construction. The Committee recommended funding design this year.
Union Street from 4th to 7th Street (East Side) - Sidewalk	\$189,000.00	\$32,000.00		This project was first requested in 2008. Union can be busy street, at times. There is a sidewalk on the west side from 3rd to 10th and on the east side from 3rd to 4th and from about a half block north of 7th to 10th. Over the years, the Committee has heard that pedestrian walk in the street on the east side. Total cost of this project would be \$189,000 with \$32,000 for design, \$34,000 for acquisition of right-of-way (which may be reduced by owner(s) willing to donate the land), and \$123,000 for construction. The Committee recommended allocation funds for design (\$32,000).
South Walnut Street from Winston Thomas to National Guard Armory (West Side) - Sidewalk	\$87,000.00	\$13,000.00		In 2003, the Committee began funding missing sidewalks on the west side of South Walnut between Country Club and Rhorer roads. It started on the north end and progressed as far as Pinewood, and the Committee has continued to discuss filling in the gaps to the south. This year, the Committee reviewed the missing sidewalk segments and sought an estimate for the Winston Thomas to National Guard Armory piece. Total cost of the project would be about \$123,000 – design (\$12,000), right-of-way (\$1,000) and construction (\$74,000). The Committee recommended funding design and right-of-way this year (\$13,000).

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

2015

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

2014				
Site	Estimate	Recommendation	Other Funds	Comments
Kinser Pike - 17th Street north to Apartments (East Side)	\$228,412.80	\$38,068.80		This highest ranking project has been on the list for over a decade due, in large part, to the cost of the right-of-way (which amounts to over half of the total project cost of \$228,412). After obtaining estimates for both sides of the street, the Committee chose the east side, which was less expensive and more-likely-to-be-used. This recommendation commits \$38,068.80 toward the design of this project in 2014 with construction considered a high priority in 2015.
West 17th Street -- Maple to Madison (South Side)	\$276,361.80	\$58,810.30		* Installation of sidewalks on West 17th Street has been a high priority for the City and will see progress to the east and west of this project in the near future. This year, the Committee learned it would cost \$276,361.80 for this project, which would include about 650 feet of sidewalk (with some sidewalk already in place), some steps here and there, and some storm water component (estimated at about \$59,000) that might be covered by City Utilities. The recommendation this year is to allot \$46,060.30 toward the design and \$12,750 toward appraisal work for this project and make construction a high priority next year. *CUBU will explore in-kind contributions toward the storm water component of this project.
SR 45/46 Bypass and Tunnel to 7th Street (West Side)	\$20,000.00	\$20,000.00		This project would connect the side path on the west side of the SR 45/46 Bypass and the bicycle/pedestrian tunnel at this site with 7th Street and, thereby, to the neighborhoods to the south and west. It would include installing a ramp from the Bypass and stairs from the tunnel. The cost is estimated at \$20,000 and the stairs would have a "cheek wall" for bicyclists to use for their bikes after dismounting them. The Committee thought this may have the added benefit of encouraging more bicycle and pedestrian traffic between the neighborhoods to the east and the campus to the west.
Leonard Springs -- 300 feet South of Walmart Entrance to Tapp Road	Unknown	\$15,000.00	Unknown	Last year the Committee recommended contributing as much as \$15,000 to this Monroe County project over two years if it was going forward. The logic for contributing is two-fold: first, the roadway is owned by the City (but the adjacent land is within the County) and second, there are some pockets within the City to the south with residents that would use the sidewalk. The project would be about 1,200 feet long and cross 10 parcels of land. <i>It is conditioned on adequate assurances that the project will go forward and the contribution will be spend in 2014.</i>
Sheffield - Morningside Drive to Providence (West Side)	\$63,414.45	\$55,143.00		This project would complete missing sidewalk segments along Sheffield that would connect with existing sidewalks along Plymouth on the north and recently-completed Council Sidewalk Committee projects on the south along Morningside Drive. Speed of cars descending the curve to Morningside, in part, made this a priority for the Committee. The Engineering Department will design the project which reduced the outlay by \$8,271.45.
Maxwell Lane -- Jordan Avenue to Sheridan (North Side)	\$96,279.38	\$96,279.38		This follows on the project in 2013 that brought a sidewalk to the north side of Maxwell from the bottom of the hill at Highland to mid-way up the hill at Jordan. It will continue the project over the crest of the hill to Sheridan. Once this block is done - with the help of previous Committee-recommended projects - there will be a continuous run of sidewalks all the way from High Street on the east to Henderson on the west. Funds for the design of this project were provided in 2006.
Traffic-Calming (Unspecified)		\$15,000.00		The Committee set aside \$15,000 for unspecified traffic-calming projects in the event one is ready for installation this year.

Total	\$621,053.98	\$298,301.48		<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>
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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 culminate a multi-year effort to create a continuous pedestrian corridor running from Bryan Park to the sidewalks at High and Covenancter. he stormwater component of this project is \$16,000. The Committee requested that CBU make a good-faith effort to explore whether they would be able to make an in-kind contribution re: the stormwater component of this project.
Morningside Drive – Smith to Saratoga (side of road to be TBD)	\$13,929.00	\$13,929.00		This project is intended to provide a pedestrian route to compensate for the loss of a Bloomington Transit bus stop on Morningside Drive. The closest stop is now on Smith Road and many people walk down Morningside to get to the stop at Smith. The walk is precarious and uncomfortable. This is a neighborhood with many children and a neighborhood that sees many pedestrians. A sidewalk would really help pedestrians get safely to the Smith stop
West 17th -- Woodburn to Madison (southside)	\$282,878.00	\$15,638.00		This is a highly rated, but expensive, project that has been under consideration by the Committee for many years. Funds remaining after the other projects are covered will be used the design of this project (\$25,000). The design should lower the cost of the project.
Total:	\$1,038,258.00	\$210,000.00	\$175,000.00	

2010				
Site	Estimate	Recommendation		Comments
		ATF	CBU Stormwater	
Marilyn -- Nancy to High (south side)	\$189,937.45	\$98,373.43	\$91,564.00	See 2009 description below for project details. As federal funds requested from the Mayor were not available for 2010, the Committee agreed to dedicate ATF funds to complete this project.
Third Street -- Bryan to Jefferson (north side)	\$95,408.78		\$22,638.00	Connection is needed from Roosevelt to the SR 46 Overpass to link up with the existing sidewalk. The 2009 Committee forwarded a recommendation to the 2010 Committee encouraging the latter to fund as much of this project as possible. The 2010 Committee agreed that, after funding the above previously-committed Marilyn project, it should devote all 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.
Moore's Pike -- Segment A - Woodruff to existing walk (south side)	\$22,758.00	\$22,758.00	\$0.00	This stretch provides connectivity with an existing walk and was requested by area residents. This project will provide residents with a safer crossing of Moore's Pike. Some residents indicated that they would be willing to make a contribution.
S. Madison -- 3 rd to Prospect (east side)	\$49,773.00	\$26,989.00	\$16,784.00	This project is in a highly-urban area and would link to the B-Line trail at the W. 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 Covenanter. Prior ATF funds were used to install sidewalks on Mitchell, Circle, Ruby and Nancy Street. The Committee requests that Alternative Transportation and Greenways monies fund the \$105,098.63 needed for the sidewalk portion of this project. *Note: The Committee also realized that the stormwater component will be more expensive than indicated and authorized that any remaining funds be used for this purpose.
E. 2nd Street -- Woodcrest to 300' east (north side)	\$34,300.00	\$32,319.00	\$1,981.00	This small project would fill-in the last missing stretch of sidewalk on both sides of East 2nd from College Mall Road to High Street, which sees high levels of vehicular and pedestrian traffic. Note: ATF funded design of this project in 2006. Note: This project was completed in 2008.
Henderson -- Thorton to Moody (east side)	\$71,735.90	\$49,405.90	\$22,330.00	This will complete a missing link on the east side of Henderson and provide uninterrupted sidewalks and crossings on that side of the street for at least a mile.
High Street - Across from Childs School (west side)	\$22,362.55	\$21,078.05	\$577.50	This project would create a continuous sidewalk on the west side of High Street across from Childs 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 proejct in 2003 and approximately \$6,344 was spent that year on designing the sidewalk and acquiring right-of-way, but the remaining funds were not encumbered for its construction. The Committee recommends using unspent and unencumbered funds from previous years to fund this project.
Sidewalk Project - Nancy Street from Ruby Lane to Marilyn Drive (west side)	\$45,628.00	\$45,628.00	The Committee recommended funding this segment of the larger South East Neighborhood Initiative. That initiative first received funding in 2002 (see below).
Sidewalk Project - Jefferson Street between 7th and 8th (east side)	\$114,000.00	\$114,000.00	The Committee recommended funding this first segment of the larger Jefferson Street project, which has been designed as a result of previous funding in 2002 (see below). This segment, unlike the others, does not require a large complement of storm water funds.
Sidewalk Project - Winfield Road from Fairoaks to existing sidewalk just south of Rechter (east side)	\$45,096.00	\$27, 000 (+ \$18,096 from Wininger/Stolberg)	The Committee recommended funding this project in concert with the developer of the Renwick PUD (Wininger / Stolberg) who has offered to pay for the cost of materials (approximately \$18,096).
Sidewalk Project - Queens Way from Montclair Avenue to Chelsea Court (south side)	\$22,139.00	\$22,139.00	The Committee recommended funding this and the previous project in order to have sidewalks in place before the Renwick PUD gets well under way.
Total:		\$253,767.00	This amount includes \$151,000 of funds appropriated for sidewalks this year and unspent monies from previous years. If there are not enough monies in the Alternative Transportation Fund in 2004, then the Committee will need to decide whether to recommend use of 2005 funds for these purposes.

2003			
Site	Estimate	Recommendation	Comments
Sidewalk Project - East 5th Street from 1 block east of Overhill (deadend) to Overhill.	\$255,596.00	\$52,597.00	On 6/18/03, the Council approved the Committee recommendation to allocate \$52,597 contingent upon the availability of storm water funds.
Sidewalk Project - 10th Street for 350 feet west of Grandview Drive (south side)	\$43,975.00	\$43,975.00	
Sidewalk Project - Walnut Street from Bank One (Country Club/Winslow) to Hoosier Street (west side)	\$104,354.00	\$63,427.00	On 6/2/03 the Committee recommended allocating the remaining funds (\$63,427) to this project and discussed ways to reduce its cost.
Total:		\$159,999.00	
2002			
Site	Estimate	Recommendation	Comments
Sidewalk Project - Southdowns from Jordan and along the north side of Circle and Ruby lane to Nancy Street.	\$148,000.00	\$108,731 (+ \$39,000 from Greenways)	The original estimate was for a sidewalk on the north side of the street, but the Engineering staff and neighborhood preferred south side at estimated cost of \$129,000 (and an additional \$19,000 for the leg from Jordan to Mitchel). On 6/19/02 the Council allocated \$59,547 for this project and, as noted below, on 12/18/02, the Council voted to shift \$49,184 from the East 2nd Street project to this one as well. On May 8, 2003 the Greenways group agreed to fund the remaining \$39,000.
Design for sidewalk and storm water project - Jefferson Street from East 3rd to East 10th Street.	\$27,840.00	\$27,840.00	
Design for sidewalk and stormwater project - East 5th Street from 1 block east of Overhill to Union.	\$28,832.00	\$28,832.00	
Streetscape Plan - East 2nd from High Street to College Mall Road.	\$49,184.00	\$0.00	On 12/18/02 the Common Council voted to shift these funds (\$49,184) to the Ruby Lane project (above)
Sidewalk design - East Allen from Lincoln to Henderson Street	\$4,000 - \$8,000	\$7,400.00	
Total:	about \$160,000	\$172,803.00	

In the Council Chambers of the Showers City Hall, Bloomington, Indiana on Wednesday, April 18, 2018 at 6:30pm with Council President Dorothy Granger presiding over a Regular Session of the Common Council.

COMMON COUNCIL
REGULAR SESSION
April 18, 2018

Roll Call: Ruff, Sturbaum, Chopra, Piedmont-Smith, Granger, Volan, Sandberg, Sims, Rollo
Members Absent: None

ROLL CALL [6:30pm]

Council President Dorothy Granger gave a summary of the agenda.

AGENDA SUMMATION [6:32pm]

Councilmember Isabel Piedmont-Smith moved and it was seconded to approve the minutes of March 7, 2018 as amended. The motion was approved by voice vote.

APPROVAL OF MINUTES [6:32pm]

March 7, 2018 (Regular Session)
April 4, 2018 (Regular Session)
April 11, 2018 (Special Session)

Councilmember Steve Volan moved and it was seconded to approve the minutes of April 4, 2018. The motion was approved by voice vote.

Piedmont-Smith moved and it was seconded to approve the minutes of April 11, 2018. The motion was approved by voice vote.

Councilmember Allison Chopra reminded people that early voting had started and encouraged people to vote in the upcoming primary.

REPORTS

- COUNCIL MEMBERS [6:35pm]

Piedmont-Smith spoke about the Urban Land Institute's (ULI) visit to Bloomington to analyze the hospital site and the proposal it made the previous week. She said the city was in desperate need of affordable housing and that the ULI was part of the proposal. She said she wanted to see a mixture of housing types in the future site.

Volan spoke about the Parking Commission, the work it had done, and appointments to that commission.

Councilmember Susan Sandberg spoke about the upcoming Little 500 weekend. She reminded the public that while cycling on the sidewalks was legal, they still had a responsibility to be safe and obey the rules of the road.

Councilmember Jim Sims thanked everyone in attendance and told them they were all welcome. He said that he agreed with Piedmont-Smith about the importance of affordable housing and that he was pleased to see it in the ULI report. He spoke about Jean Magrane, Bloomington's first female firefighter.

Councilmember Dave Rollo reminded people that Earth Day was approaching. He also spoke about the upcoming student walkout to protest gun violence and said he supported it.

Mick Reneissen, Deputy Mayor, introduced the city's new Communications Director, Yael Ksander. Ksander spoke briefly about herself and thanked the Council for its time.

- The MAYOR AND CITY OFFICES [6:37pm]

Autumn Salamack, Assistant Director of Sustainability, reported on the city's first Sustainability Action Plan (SAP) progress.

Rollo asked if previous related reports would be incorporated into the SAP.

Salamack said they were being used by the working group.

Piedmont-Smith asked if any councilmembers were on the advisory committee because Rollo was an expert on the issues.

Salamack said there were no councilmembers on the committee. She said she would invite Rollo to the next meeting.

Piedmont-Smith asked if the SAP would come to the Council for approval by the end of August.

Salamack said that was her understanding.

There were no reports from Council Committees.

- COUNCIL COMMITTEES

John Kennedy thanked everyone who assisted in the pedestrian refuge island on Sare Road.

- PUBLIC [7:08pm]

Renee Reed asked the Council to pass a resolution against the city purchasing a Bearcat armored vehicle.

Thomas Metcalf spoke to the Council about the history of the police in relation to his opposition to the Bearcat vehicle purchase.

Kate Blake told the Council that the method that allowed the Bearcat vehicle purchase should not be allowed again.

Vauhxx Booker spoke to the Council about his opposition to the Bearcat vehicle purchase.

Mark Haggerty spoke about the inadequacy of the public comment procedures of the Council.

Granger appointed Volan to the Food and Beverage Tax Advisory Commission.

APPOINTMENTS TO BOARDS AND COMMISSIONS [7:13pm]

Volan moved and it was seconded that Ordinance 18-05 be introduced and read by title and synopsis only. The motion was approved by voice vote. City Clerk Nicole Bolden read the legislation by title and synopsis, giving the committee do-pass recommendation of Ayes: 9, Nays: 0, Abstain: 0.

LEGISLATION FOR SECOND READING AND RESOLUTIONS [7:14pm]

Volan moved and it was seconded that Ordinance 18-05 be adopted.

Ordinance 18-05 – To Amend Title 4 of the Bloomington Municipal Code (BMC) Entitled "Business Licenses and Regulations" (Amending Chapter 4.28, entitled "Mobile Vendors," to Provide for Appeal of Adverse Actions to the Board of Public Works)

Larry Allen, Assistant City Attorney, presented the legislation to the Council.

Rollo asked Allen to describe the appeals process.

Allen said that if a food vendor's license was denied or revoked the vendor would have ten days to appeal to the Board of Public Works (Board). The vendor would present its case to the Board and then the Board would make a determination as to whether the adverse action was warranted.

Council Questions:

Rollo asked if non-action of the Board would be seen as a refusal to grant a license.

Allen explained that was how the ordinance was originally written and that it was being changed.

Rollo asked when notification of denial occurred.

Allen said it would be at the Board meeting and then there would be ten days to appeal.

Ordinance 18-05 (cont'd)

There was no public comment.

Public Comment:

Piedmont-Smith thanked the administration for adding an appeal process and said she would vote in favor of the ordinance.

Council Comment:

Sims said that it was vital to have due process and he would vote in favor of the legislation.

The motion to adopt Ordinance 18-05 received a roll call vote of Ayes: 9, Nays: 0, Abstain: 0.

Vote on Ordinance 18-05 [7:20pm]

Volan moved and it was seconded that Ordinance 18-04 be introduced and read by title and synopsis only. The motion was approved by voice vote. Bolden read the legislation by title and synopsis, giving the committee do-pass recommendation of Ayes: 2, Nays: 0, Abstain: 6 for the ordinance, do-pass recommendation of Ayes: 9, Nays: 0, Abstain: 0 for Amendment 01, and a do-pass recommendation of Ayes: 3, Nays: 6, Abstain: 0 for Amendment 02.

Ordinance 18-04 – To Amend Title 20 (Unified Development Ordinance) of the Bloomington Municipal Code (BMC) - Re: Amending Fencing and Wall Standards and Some Related Definitions Set Forth in BMC 20.05.046(d) and BMC 20.11.020

Volan asked the Clerk to recite the yes votes on Amendment 02.

Bolden said it was Sandberg, Sturbaum, and Piedmont-Smith.

Volan moved and it was seconded that Ordinance 18-04 be adopted.

Amelia Lewis, Zoning and Long Range Planner, presented the legislation.

Chopra asked for the legislative background.

Lewis said the legislation was adopted in 2006 with the current Unified Development Ordinance (UDO). She said it was intended to prevent tall fences from being placed right next to sidewalks and ruining the pedestrian realm or blocking neighbors. She said the proposed legislation was intended to give additional property rights to owners while keeping fences away from the front of properties, which was the most pedestrian-friendly realm.

Council Questions:

Chopra said she did not understand why the legislation was going against the UDO's philosophy.

Lewis said that it was not completely against the UDO, but would give homeowners more options.

Chopra asked if the requested change was made due to public dislike and a high number of variance requests.

Lewis agreed it was a common variance request.

Volan asked if the legislation was an addition of policy rather than a reversal of policy.

Lewis said she did not think the legislation was a reversal of the UDO policy. She said it would allow for additional fencing in limited scenarios.

Granger moved and it was seconded that Amendment 02a to Ordinance 18-04 be adopted.

Amendment 02a to Ordinance 18-04

Amendment 02a Synopsis: This amendment is sponsored by Cm. Sturbaum as an alternative to Am 02. Like Am 02, Am 02a is intended to enhance the visual experience of pedestrians and motorists passing by the secondary front of lots within the City’s Planning Jurisdiction with “good neighbor” fences. The negative “blank wall experience” is much like the downtown, where large blank spaces have long been prohibited. With that in mind, it applies to tall fences (i.e. those fences more than four [4] feet in height) facing the street that are installed forward of the secondary front building wall. In that regard, it requires that the portion of these fences that exceed five (5) feet in height be of open construction.

Sturbaum presented the amendment to the Council.

Granger asked if staff was comfortable with the amendment.
Lewis said yes.

Council Questions:

Volan asked if either Sturbaum or Lewis was concerned about the vagueness of the language and enforcement.

Lewis said there was a list of prohibited materials that staff could use for enforcement. She said that open-construction was an easier definition to enforce than something that had to be measured by staff.

Volan asked for an example of fencing that was open-topped but did not comport with the proposed language in the amendment.

Lewis said that had not occurred.

Volan asked if Sturbaum had any examples.

Sturbaum said the language did not squelch creativity but also did not allow impractical fencing.

Volan asked if people could still ask for a variance from the Board of Zoning Appeals (BZA).

Sturbaum said they could.

There was no public comment.

Public Comment:

Volan said the additional time made for a better amendment and he no longer had objections.

Council Comment:

Rollo agreed with Volan.

Piedmont-Smith said she favored the amendment.

Granger said she supported the amendment.

The motion received a roll call vote of Ayes: 7, Nays: 2 (Chopra, Sims), Abstain: 0.

Vote on Amendment 02a to Ordinance 18-04 [7:40pm]

There was no public comment.

Public Comment:

Chopra said she was voting no because she thought it was counter to the UDO philosophy.

Council Comment:

Sims said the legislation seemed restrictive but the reasons he heard led him to support the legislation.

Sturbaum said the Council had to balance the needs of owners and the public realm.

Volan said he understood Chopra's concerns but said that the UDO could be amended at any time. He said the extra time the Council used to revise Amendment 02a made the legislation better and he supported it.

Ordinance 18-04 (cont'd)

The motion to adopt Ordinance 18-04 as amended received a roll call vote of Ayes: 8, Nays: 1 (Chopra), Abstain: 0.

Vote on Ordinance 18-04 as amended [7:47pm]

Volan moved and it was seconded that Resolution 18-06 be introduced and read by title and synopsis only. The motion was approved by voice vote. Bolden read the legislation by title and synopsis, giving the committee do-pass recommendation of Ayes: 9, Nays: 0, Abstain: 0.

Resolution 18-06 – To Approve an Agreement between the City of Bloomington and IU Health for the purchase of the Current Bloomington Hospital Site and Surrounding Outlots – Re: Parcels Located in and around the 400-800 Block of West 1st and West 2nd Street, Bloomington, Indiana.

Volan moved and it was seconded that Resolution 18-06 be adopted.

Philippa Guthrie, Corporation Counsel, presented the legislation to the Council.

Council Questions:

Piedmont-Smith asked if there was any information about the availability of Tax Increment Financing (TIF) funds for other projects.

Jeff Underwood, City Controller, presented a five year projection of the TIF Consolidated Funds.

Sturbaum asked if the city would need to commit funds for roads at the hospital site.

Underwood said he anticipated that money would come out of the general projects fund.

Sturbaum asked if the fund would increase over time.

Underwood said it would grow over the course of fifteen years.

Rollo asked if the city would be spending more TIF money within the hospital site.

Underwood said yes.

Rollo asked if the estimated revenue was approximately \$9 million per year.

Underwood said yes.

Volan asked what the TIF balances were at the beginning of 2016.

Underwood said he thought it was somewhere in the \$16-18 million range.

Volan asked if Underwood would make a report of the balance from 2016 until that date.

Underwood said yes.

Ruff asked for the appraised value of all the properties.

Underwood said that it was just slightly over \$10 million.

Ruff asked for the cost of demolition.

Underwood said the hospital would pay the cost of demolition, which was estimated at \$7 million.

Ruff asked if someone could argue the value of the hospital was \$3 million.

Underwood said the city was paying about \$3.5 million under the appraised value assuming everything was gone.

Sturbaum asked if private doctors would be considered a competitor to the hospital.

Guthrie said she was not sure but it would be up to the hospital to make that decision.

Sturbaum asked if the emergency room and ambulance service would be moved.

Underwood said he thought they would eventually move the services to the new site.

Volan said he would be surprised if doctors offices would be affected by the agreement and asked if there were some in the area already.

Guthrie said she did not know how the hospital would view the issue.

Piedmont-Smith thought many of the offices near the hospital were not on hospital land and would still be allowed.

Guthrie said that was correct as long as they were still zoned medical.

Volan asked what would happen if the city built a multi-use building with office space for doctors.

Guthrie said the city could follow the procedure in the agreement and ask, but she did not know if it would be allowed. She said the hospital had been reasonable but was worried about competition.

Volan asked if Guthrie saw any problems with retaining a clinic for Volunteers in Medicine on the site.

Guthrie repeated that she did not know. She added that everything did not have to be on Parcel A and could be in the surrounding area.

Rollo asked if there was an appraised value for the buildings that would remain on the site.

Underwood said the city only asked for the land costs without the buildings, and that the buildings that might remain had not been appraised.

Rollo asked if there was a downtown TIF area.

Underwood said that the TIF areas had been combined a few years prior and that the city still tracked funds by area even though the TIF areas had all been consolidated and expanded.

Granger asked what the infrastructure costs of the new site would be.

Underwood said the costs had not yet been determined.

Granger asked where the funds would come from.

Underwood said they would come from normal street funds, state funding, and grants.

Piedmont-Smith said she thought the street and intersection would be paid by IU Health unless the city was able to secure state or other non-city funds for that purpose.

Guthrie said that the city would provide utilities, not roads.

Piedmont-Smith asked if there was an estimate on the utilities work.

Guthrie said no.

Piedmont-Smith asked if the work would not have been required, if not for the new hospital.

Guthrie said she believed that was correct.

Piedmont-Smith asked if there would be further investment by the city to help IU Health.

Guthrie said yes, from utilities.

Underwood added that some of the suggested improvements would also help the city.

Piedmont-Smith asked if there would be some investment without the hospital.

Underwood said there would be.

Sturbaum asked if the appraisal included the parking garage value.
Underwood said yes.

Resolution 18-06 (cont'd)

Rollo asked what the process would be for determining the utility of buildings left standing.

Guthrie said the Redevelopment Commission and administration would be involved in the review. She said the Council would be consulted but was not sure if it was required to approve any actions.

Rollo asked for reassurance that the Council would be kept informed.

Guthrie said the intent was to have a lot of community input and the Council would be involved.

Sims asked if the city would define what competing interests were in future discussions with the hospital. He noted that there were several IU Health doctors offices around the site that could provide similar services without competing.

Guthrie said he was correct and agreed that "competing interest" should be defined.

Piedmont-Smith asked if the sale of the site by the Redevelopment Commission (RDC) to a master developer would need to come back before the Council for approval.

Allen said that any transaction over \$5 million or exceeding the duration of five years would have to come before the Council for prior approval.

Piedmont-Smith asked what the \$1.5 million for affordable housing was in the list of approved TIF funds.

Underwood said it was part of the Mayor's initiative to make Bloomington a community development financial institution (CDFI) friendly city. He said it could be used for a number of things like grants, gap financing, or to supplement a larger fund.

Piedmont-Smith asked if it was separate from the housing development fund and controlled by the RDC.

Underwood said that it was.

Sturbaum asked for clarification on the process by which transactions over \$5 million came to the Council.

Underwood explained the current legislation was for a single agreement with three smaller payments that totaled more than the \$5 million, which was why the Council had to approve it.

Volan asked if the RDC could sell the land for a minimal amount in exchange for other considerations.

Underwood said that was one the tools that the RDC had available. He noted that none of those discussions had taken place.

Volan said that if a parcel of land was given to a developer it should be brought before Council for approval. He asked if the administration would commit to bringing any proposal regarding the property to the Council.

Underwood said he would take the request to the administration.

Rollo asked about the longevity of the TIF.

Underwood said the consolidation of 2015 had a sunset date of 20 years.

There was no public comment.

Public Comment:

Piedmont-Smith expressed concern about the city ending up being responsible for roads.

Guthrie said the agreement provided for the seller to pay for the design and construction of the infrastructure improvements.

Piedmont-Smith asked for assurance that the agreement did not leave the city on the hook to pay for the infrastructure improvements if the state funds fell through.

Guthrie said that was correct.

Sturbaum asked if the demolition decision would come before the Council if the Historic Preservation Commission recommended historic designation for either of the buildings remaining.

Guthrie said that was correct.

Rollo said he supported the agreement and appreciated the work that everyone had done. He said he hoped the Council would continue to be a part of the process.

Sims said it was a good deal and IU Health was a good partner. He expressed concerns about the administration's transparency efforts in the past and encouraged more in the future.

Sandberg said she was pleased with the arrangement. She spoke about the importance of volunteer organizations and community programs.

Volan said the project represented opportunities for development. He said he had lost faith in the administration's claims to transparency. He said he did not trust that the area would develop in the manner described. He said the proposal had a lot of potential and he supported it.

Granger thanked IU Health for their commitment to the property and for working with the city. She said this was a huge responsibility and she supported the agreement.

Piedmont-Smith said it was a good deal and great opportunity. She said it was a big responsibility to put something on the site that would work to the long term interests of the community. She said she was in favor of the agreement and planned to stay involved as the plans progressed.

Sturbaum supported the agreement. He said it was a good start and the city had an opportunity to get it right in the future.

Ruff supported the agreement. He said there was a lot to like about the deal but said IU Health had not always worked to the community benefit.

The motion to adopt Resolution 18-06 received a roll call vote of Ayes: 9, Nays: 0, Abstain: 0.

Resolution 18-06 (cont'd)
Council Questions:

Council Comment:

Vote on Resolution 18-06 [8:52pm]

Sherman pointed out a typographical error in Ordinance 18-04 that could be corrected.

Ordinance 18-04 (reconsidered)

Rollo moved and it was seconded to reconsider Ordinance 18-04.

The motion to reconsider Ordinance 18-04 received a roll call vote of Ayes: 8, Nays: 1 (Volan), Abstain: 0.

Vote on Ordinance 18-04 [8:54pm]

Piedmont-Smith moved and it was seconded to reconsider Amendment 01 to Ordinance 18-04.

Amendment 01 to Ordinance 18-04

The motion received a roll call vote of Ayes: 9, Nays: 0, Abstain: 0.

Vote on Amendment 01 to Ordinance 18-04 [8:56pm]

Volan moved and it was seconded that Ordinance 18-04 as amended be adopted.

The motion to adopt Ordinance 18-04 as amended received a roll call vote of Ayes: 9, Nays: 0, Abstain: 0.

Vote to adopt Ordinance 18-04 as amended [8:57pm]

LEGISLATION FOR FIRST READING

Volan moved and it was seconded that Appropriation Ordinance 18-01 be introduced and read by title and synopsis only. The motion was approved by voice vote. Bolden read the legislation by title and synopsis.

Appropriation Ordinance 18-01 – To Specially Appropriate From the General Fund, Parks General Fund, Local Road & Street Fund, Parking Meter Fund, Jack Hopkins Social Services Funding Program Fund, and Vehicle Replacement Fund Expenditures Not Otherwise Appropriated (Appropriating a Portion of the Amount of Funds Reverted to Various City Funds at the End of 2017 for Unmet Needs in 2018)

Volan moved and it was seconded that Appropriation Ordinance 18-02 be introduced and read by title and synopsis only. The motion was approved by voice vote. Bolden read the legislation by title and synopsis.

Appropriation Ordinance 18-02 – Additional Appropriation for Bloomington Transportation Corporation for 2018 (for Two Buses and Studies)

There was no public comment.

ADDITIONAL PUBLIC COMMENT

Volan moved and it was seconded to cancel the Internal Work Session on Friday, April 20, 2018. The motion was withdrawn after a brief discussion.

COUNCIL SCHEDULE [8:59pm]

Volan noted the Land Use Committee would be meeting the following week.

The meeting was adjourned at 9:02pm.

ADJOURNMENT

APPROVED by the Common Council of the City of Bloomington, Monroe County, Indiana upon this ____ day of _____, 2018.

APPROVE:

ATTEST:

Dorothy Granger, PRESIDENT
Bloomington Common Council

Nicole Bolden, CLERK
City of Bloomington

For Approval

In the Council Chambers of the Showers City Hall, Bloomington, Indiana on Wednesday, May 2, 2018 at 6:30pm with Council President Dorothy Granger presiding over a Regular Session of the Common Council.

COMMON COUNCIL
REGULAR SESSION
May 2, 2018

Roll Call: Ruff, Sturbaum, Chopra, Piedmont-Smith, Granger, Volan, Sandberg, Sims, Rollo
Members Absent: None

ROLL CALL [6:31pm]

Council President Dorothy Granger gave a summary of the agenda.

AGENDA SUMMATION [6:32pm]

Councilmember Isabel Piedmont-Smith moved and it was seconded to approve the minutes of January 17, 2018. The motion was approved by voice vote.

APPROVAL OF MINUTES [6:32pm]
January 17, 2018 (Regular Session)

Piedmont-Smith moved and it was seconded to approve the minutes of March 21, 2018. The motion was approved by voice vote.

March 21, 2018 (Regular Session)

Granger said the city had started its budget process and encouraged people to stay engaged.

REPORTS

- COUNCIL MEMBERS [6:33pm]

Councilmember Allison Chopra noted that the eastside K-Mart store was set for development.

Councilmember Andy Ruff noted that due to the hard winter parts of the old brick roads had become visible.

Doris Sims, Director of the Housing and Neighborhood Development Department (HAND), presented the Annual Report of the Housing Development Fund (HDF) to the Council.

- The MAYOR AND CITY OFFICES [6:39pm]

Councilmember Dave Rollo asked what rates the city charged for refinancing loans.

D. Sims said the competitive rates were lower than what would be issued from a financial institution. She said in this case, the rate was 4%.

Councilmember Steve Volan asked if the HDF was a repository for funds and was not meant to be an endowment.

D. Sims said that was correct and that the purpose of the fund was to help developers bridge the funding gap they might have while building affordable housing in the community.

Volan asked if D. Sims foresaw the city depositing money into the fund or if it was just money from developers.

D. Sims said the city was looking into ways to fund the HDF.

Granger asked what fees could be used to fund the HDF.

D. Sims gave several examples, including application fees.

Chopra asked if 100% of the applicants were approved for additional funding and if there were any people who spoke to D. Sims about the process who did not apply.

D. Sims said all of the developers who spoke to her submitted an application.

Scott Robinson, Assistant Director of Planning and Transportation, introduced Eric Haggett of Desman Design Management. Haggett gave a report of the parking study and presented recommendations to the Council.

Granger asked how Desman worked with the city's Parking Commission.

Haggett said Desman met with the Commission when Desman was in town and that Desman received copies of the Commission's recommendations.

Rollo asked how Desman determined the proposed increases to the regular parking rate.

Haggett said Desman recommended using cost of living increases.

Rollo asked how often the rates should be increased.

Haggett said every three to four years.

Chopra asked if there were any suggestions regarding credit card fees.

Haggett said Desman did not have any specific recommendations.

Chopra asked if there were any plans regarding plug-in vehicles.

Haggett said Desman did not specifically make any recommendations for plug-in vehicles.

Volan asked if Desman suggested leaving the parking gates down on the garages during the free periods.

Haggett said there were benefits to doing so but leaving the gates down would discourage parking. He also said that people ran through the gates. Haggett noted that there was technology that allowed for counting without leaving the gates down.

Volan asked how Desman recommended decreasing reserved parking spaces.

Haggett said Desman would suggest a price increase first, followed by a physical reduction in the number of spaces.

Volan asked about the recommendation to replace single space meters in the lots with multi-space kiosks.

Haggett said the city could use some of its existing stock of kiosks for the lots. He noted that the meters in the surface lots had not been replaced at the same time as the rest of the meters in the city.

Volan asked for clarification on the church parking recommendations.

Haggett said signage would work. He said that Desman also strongly suggested a robust marketing program for any parking changes.

Volan asked if there were recommendations about the marketing campaign itself.

Haggett said Desman suggested starting a public campaign a few weeks in advance and said Desman could add that information to its report.

Councilmember Chris Sturbaum asked if a downtown shuttle was discussed and what times were suggested.

Haggett said that it was on the list and that the most economical use would be to start during the busiest times.

Rollo asked if the parking manager would be a new position or a consolidated function.

Haggett said that it should be a new position but it could be filled by someone who was already performing some of the parking duties. He said Desman did not make any suggestions as to who should fill the role.

Volan asked how much a shuttle service would cost.

Haggett said that he saw rates around \$40-\$50 per hour per bus.

There were no reports from Council Committees.

- The MAYOR AND CITY OFFICES (*cont'd*)

- COUNCIL COMMITTEES

Scott Wells spoke about corruption in county government.

- PUBLIC [7:26pm]

Mark Haggerty spoke about poor reporting in the newspaper regarding the opioid crisis. He also read a poem.

Tonia Matthews read a poem and provided several poems for the Councilmembers to read at a later time.

Jim Blickensdorf, Chair of the Parking Commission, spoke to the Council about the parking study and proposals from the Parking Commission.

Sturbaum moved and it was seconded to approve and ratify the following mayoral appointments to the Historic Preservation Committee (HPC). The names of the appointees were as follows and the term or terms were set forth in the document, which was prepared by the Office of the City Clerk and attached to the minutes. Lee Sandweiss, Doug Bruce, Chris Sturbaum, Sam DeSollar, John Saunders, Flavia Burrell, Jeff Goldin, and Leslie Abshier.

APPOINTMENTS TO BOARDS AND COMMISSIONS [7:36pm]

Piedmont-Smith asked if all of the appointees were from the Mayor. Sturbaum said that was correct.

Piedmont-Smith asked if the only appointment made by the Council was Sturbaum.

Sturbaum said that he was a Mayoral appointment. He said that all of the Council appointments were advisory members only.

Piedmont-Smith asked what would happen if the Council did not approve a Mayoral appointment.

Sturbaum said that the person would not be allowed to serve on the commission.

Piedmont-Smith asked if the Council had veto power.

Sturbaum said that was correct.

Volan asked if there was a Council Ex-Officio position on the HPC that the Mayor had to fill.

Sturbaum said there was not.

Volan asked if the statute was new or if it was something that the Council had not been acting on.

Sturbaum said it was an old statute that the Council used to act on and then fell out of practice.

Volan asked if Interview Team A would bring concerns regarding the Mayor's appointments to the rest of the Council.

Sturbaum said yes.

Granger asked if the eight members constituted the full membership of the HPC.

Sturbaum said there was one Mayoral vacancy and several Council advisory positions.

Volan asked when the appointments expired.

Sturbaum said the appointments were staggered.

Chopra said that the non-approvals were inadvertent on the part of the Council.

Sturbaum said it was good work by the Clerk's office to catch the issue.

Piedmont-Smith asked if OnBoard could be updated to reflect which seats were voting members.

City Clerk Nicole Bolden said that she would reach out to the ITS department for that request.

The motion to approve the Mayoral appointments to the Historic Preservation Commission received a roll call vote of Ayes: 9, Nays: 0, Abstain: 0.

Volan moved and it was seconded that Resolution 18-08 be introduced and read by title and synopsis only. The motion was approved by voice vote. Bolden read the legislation by title and synopsis.

Volan moved and it was seconded that Resolution 18-08 be adopted.

Piedmont-Smith noted that there was a typographical error in the synopsis, which was corrected by Clerk Bolden as she read it out loud.

Philippa Guthrie, Corporation Counsel, presented the legislation.

Granger asked if the version of the agreement being presented had been approved by the County.

Guthrie said that was correct and that it had been signed by the Mayor already. She said that it was the same as the previous year's agreement with only a change in dates.

There was no public comment.

Piedmont-Smith said it was too bad there was not a waiver process for affordable housing petitions but noted it would not be too long before the city revisited the issue. She said she would approve the legislation.

Guthrie said there were some fees that could be waived but they were in a different provision.

The motion to adopt Resolution 18-08 received a roll call vote of Ayes: 9, Nays: 0, Abstain: 0.

Volan moved and it was seconded that Appropriation Ordinance 18-01 be introduced and read by title and synopsis only. The motion was approved by voice vote. Bolden read the legislation by title and synopsis, giving the committee do-pass recommendation of Ayes: 3, Nays: 1, Abstain: 3 for the Appropriation Ordinance as amended. The committee recommendation for Amendment 01 was Ayes: 7, Nays: 0, Abstain: 0.

Volan moved and it was seconded that Appropriation Ordinance 18-01 be adopted.

Jeff Underwood, Controller, presented the legislation to the Council. He noted that the meeting that night also served as the public hearing as required by the Department of Local Government Finance and was duly advertised in the newspaper.

APPOINTMENTS TO BOARDS AND COMMISSIONS (*cont'd*)

Vote to approve the Mayoral appointments
[7:45pm]

LEGISLATION FOR SECOND READING AND RESOLUTIONS [7:45pm]

Resolution 18-08 – To Amend Resolution 18-05 Which Approved An Interlocal Cooperation Agreement Between the City of Bloomington and Monroe County, Indiana Regarding Building Code Authority (To Reconcile Two Versions of the Agreement)

Council Questions:

Public Comment:

Council Comment:

Vote on Resolution 18-08 [7:51pm]

Appropriation Ordinance 18-01 – To Specially Appropriate From the General Fund, Parks General Fund, Local Road & Street Fund, Parking Meter Fund, Jack Hopkins Social Services Funding Program Fund, and Vehicle Replacement Fund Expenditures Not Otherwise Appropriated (Appropriating a Portion of the Amount of Funds Reverted to Various City Funds at the End of 2017 for Unmet Needs in 2018)

Volan asked about the capital replacement fund in the Controller's office.

Underwood explained that the funds would be used to replace the vehicles with the highest priority citywide. He said the Controller's office was trying to ascertain which vehicles needed to be replaced. He said the goal was to replace as many vehicles as possible.

Appropriation Ordinance 18-01
(cont'd)

Council Questions:

Rollo asked about the lifespan of the HVAC system for the building.

Underwood said that it was typically a 10-15 year life cycle for the system.

Rollo asked for a follow-up report with the efficiency gains in the future.

Underwood said the city was continuing to try to increase the efficiency of the building.

Chopra asked if the Community and Family Resources Department (CFRD) diversity training could be expanded to the entire city.

Underwood said that the training was for the entire city, and that the CFRD staff was going to assist the Human Resources Department.

Chopra asked if it would include implicit bias training.

Underwood said that it would. He noted that there had also been requests for training from the Police Department.

Chopra asked if the \$57,000 requested by the Fire Department (BFD) would be enough for the requested building updates.

Underwood said there was not a specific major project but several smaller ones.

Piedmont-Smith asked if it was the only opportunity for the Council to appropriate reversion funds.

Underwood said that it was not and that the funds would reside in the general fund.

Granger asked about the three vehicles listed for replacement under the parking meter fund.

Underwood said they were the last three vehicles in that fleet that needed to be replaced.

Granger asked how trailers, barricades, and other miscellaneous equipment were appropriate to purchase out of that fund.

Underwood said they would be used for school crossings or for parking issues within two blocks of the parking meter zone.

Volan asked if the \$57,000 requested by BFD was the entirety of the needed repairs or if it was in addition to previously requested funds.

Underwood said it was to supplement funds in the capital replacement budget for 2018.

Granger asked if the \$14,000 transfer from HAND to the Jack Hopkins Fund was from 2017.

Underwood said that was correct.

Rollo asked about grant funding that was listed for Animal Care and Control.

Underwood explained that it was funding that had been received late in 2017 but never appropriated.

Rollo asked if it was a grant that Animal Care and Control could apply for again.

Underwood said that the department was always looking for additional funding.

Granger asked why there was always money left over that could be appropriated.

Appropriation Ordinance 18-01
(cont'd)

Underwood explained that the budget was produced 18 months ahead. He noted that personnel and prices changed constantly and the city would likely never see a perfect budget to the dollar.

Granger asked if \$2 million was an unusual amount for reversions.

Underwood said that it was not.

Volan moved and it was seconded that Amendment 02 to Appropriation Ordinance 18-01 be adopted.

Amendment 02 to Appropriation Ordinance 18-01

Amendment 02 Synopsis: Cm. Sims is married to one of the department heads in the City. This motion was prepared by the Council Office in order to allow Cm. Sims to participate in the consideration of this appropriation ordinance without having to vote on the appropriation for his wife's department. It divides the ordinance into two parts: First, the Council will vote on the entire appropriation ordinance except for the General Fund appropriation for the HAND department- (Part 1). If that vote fails, then the appropriation ordinance is defeated. If that vote passes, then Part 1 of the appropriation ordinance will be recorded as passed and the Council will consider the rest of the legislation. In that regard, the Council will vote on the General Fund appropriation for the HAND department- (Part 2). If that vote succeeds, then Part 2 of the appropriation ordinance will be recorded as passed. But if that vote fails, then then Part 2 of the appropriation ordinance will be recorded as defeated and the applicable totals shall be adjusted accordingly.

There was no public comment.

Public Comment:

The motion to adopt Amendment 02 to Appropriation Ordinance 18-01 received a roll call vote of Ayes: 8, Nays: 0, Abstain: 1 (Sims).

Vote on Amendment 02 to Appropriation Ordinance 18-01
[8:13pm]

Piedmont-Smith moved and it was seconded that Amendment 01 to Appropriation Ordinance 18-01 be adopted.

Amendment 01 to Appropriation Ordinance 18-01

Amendment 01 Synopsis: This amendment is sponsored by Cm. Piedmont-Smith and corrects some typographical errors in two of the whereas clauses for this appropriation ordinance. Note: This amendment was amended at the Committee of the Whole to correct a typographical error in the first Whereas Clause.

There was no public comment.

Public Comment:

The motion to adopt Amendment 01 to Appropriation Ordinance 18-01 received a roll call vote of Ayes: 9, Nays: 0, Abstain: 0.

Vote on Amendment 01 to Appropriation Ordinance 18-01
[8:14pm]

There was no public comment.

Public Comment:

Piedmont-Smith said she was glad it was not the only opportunity for appropriating reversion funds because she felt the Parking Commission and the Desman consultants had made a strong case for adding a head of parking operations. She did not think the city should wait to make that position until 2019. She said she was happy to see money saved and that there were good initiatives listed for the reversion funds.

Council Comment:

Councilmember Susan Sandberg said she was glad to see the reversions and asked the Parks and Recreation Department to make the Buskirk-Chumley Theater a priority in the future.

Appropriation Ordinance 18-01
(cont'd)

Volan thanked Underwood again for the additional detail and said he was encouraged to hear that the city was moving toward program budgeting.

The motion to adopt Part One of Appropriation Ordinance 18-01 as amended received a roll call vote of Ayes: 9, Nays: 0, Abstain: 0.

Vote on Part One of Appropriation Ordinance 18-01 [8:18pm]

The motion to adopt Part Two of Appropriation Ordinance 18-01 as amended received a roll call vote of Ayes: 8, Nays: 0, Abstain: 1 (Sims).

Vote on Part Two of Appropriation Ordinance 18-01 [8:18pm]

There was no public comment.

Public Comment:

Volan moved and it was seconded that Appropriation Ordinance 18-02 be introduced and read by title and synopsis only. The motion was approved by voice vote. Bolden read the legislation by title and synopsis, giving the committee do-pass recommendation of Ayes: 7, Nays: 0, Abstain: 0.

Appropriation Ordinance 18-02 –
Additional Appropriation for
Bloomington Transportation
Corporation for 2018 (for Two
Buses and Studies)

Volan moved and it was seconded that Appropriation Ordinance 18-02 be adopted.

Lew May, Director of Bloomington Transit, presented the legislation to the Council.

Rollo asked if there were other buses that were nearing retirement and would be eligible for federal support.

Council Questions:

May said there was an ongoing replacement cycle for the fleet. He said Transit had additional buses that were due for replacement over the next three years and Transit would pursue federal grants for the expenses.

Rollo asked what happened to the old vehicles.

May said that they were usually sold at auction.

Piedmont-Smith asked if all the buses except those for Routes 6 and 9 were hybrid vehicles.

May said that about eight buses of the fleet were hybrid vehicles. He noted that they did not run the hybrids on Routes 6 and 9 because the buses were too high to pass under the 10th Street railroad overpass.

Piedmont-Smith asked why they were not being used everywhere possible.

May said that was a policy decision that they were looking into because the technology was evolving rapidly.

Piedmont-Smith asked if the city was investing in old technology.

May said the diesel vehicles were purchased for the routes that had overpasses. He said the hybrid vehicles would not fit under the railroad overpass.

Volan asked if Bloomington Transit could operate a downtown shuttle for the city.

May said that he would love to discuss it with the city and had discussed it several times over the years.

Volan asked if there was any reason to use a different company.

May said that outsourcing was an option that could save money but he thought Bloomington Transit was the best choice.

Sturbaum asked if a shuttle would allow access to different types of funding.

May said he was not aware of grants for operating costs but there might be a few for capital costs.

There was no public comment.

Volan said that May had done a great job of finding additional funding. He noted that funds for a downtown shuttle could come from several different sources.

Rollo congratulated May on finding the additional funding.

The motion to adopt Appropriation Ordinance 18-02 received a roll call vote of Ayes: 8, Nays: 0, Abstain: 0.

There was no legislation for first reading.

Larry Barker spoke in opposition to JB's Salvage adding a trash transfer station.

Gene DeFelice spoke in opposition to JB's Salvage adding a trash transfer station.

Volan moved and it was seconded that the rule outlined in the Council's 2008 Travel Policies allowing an individual Councilmember to use no more than \$1,050 in travel money in any one year be suspended to allow Councilmember Sturbaum to use \$1,600 that year to attend the Conference on New Urbanism Conference in Savannah. With this motion, the Council expected that Councilmember Sturbaum would report back to the Council on what he learned at the conference.

The motion received a roll call vote of Ayes: 8, Nays: 0, Abstain: 1 (Sturbaum).

Rollo moved and it was seconded to cancel the Internal Work Session scheduled for Friday, May 4, 2018. The motion was approved by voice vote.

Volan moved and it was seconded to cancel the Committee of the Whole meeting scheduled for Wednesday, May 6, 2018. The motion was approved by voice vote.

The meeting was adjourned at 8:52pm.

Appropriation Ordinance 18-02
(cont'd)

Public Comment:

Council Comment:

Vote on Appropriation Ordinance 18-02 [8:35pm]

LEGISLATION FOR FIRST READING

ADDITIONAL PUBLIC COMMENT
[8:35pm]

COUNCIL SCHEDULE [8:44pm]

Vote to suspend rules [8:51pm]

Vote to cancel Internal Work Session [8:52pm]

Vote to cancel Committee of the Whole [8:52pm]

ADJOURNMENT

APPROVED by the Common Council of the City of Bloomington, Monroe County, Indiana upon this ___ day of _____, 2018.

APPROVE:

ATTEST:

Dorothy Granger, PRESIDENT
Bloomington Common Council

Nicole Bolden, CLERK
City of Bloomington

For Approval

Historic Preservation Commission

Current Members: Appointed/Term ends: Approved:

Lee Sandweiss	2/1/2016-12/31/2018	
Doug Bruce	1/2/2018-12/31/2020 1/1/2013-1/1/2016	
Chris Sturbaum	1/1/2016-12/31/2018 1/1/2013-12/31/2015 Other previous terms?	9/10/2008
Sam DeSollar	1/1/2017-12/31/2019 1/1/2014-12/31/2016	1/15/2014
John Saunders	1/1/2018-12/31/2020 1/1/2015-12/31/2017 1/1/2012-12/31/2014	1/15/2014
Flavia Burrell	2/28/2017-12/31/2018	
Jeff Goldin	11/10/2016-12/31/2018 1/1/2014-11/7/2016	
Leslie Abshier	3/24/2017-12/31/2019 1/1/2015-3/23/2017	

Most recent confirmations:

- January 15, 2014 - Sam DeSollar, John Saunders
- September 10, 2008 - Chris Sturbaum
- January 16, 2008 - Danielle Benschant-Bell, Marjorie Hudgins, Marleen Newmann (no longer commission members)

In the Council Chambers of the Showers City Hall, Bloomington, Indiana on Wednesday, May 16, 2018 at 6:30pm with Council President Dorothy Granger presiding over a Regular Session of the Common Council.

COMMON COUNCIL
REGULAR SESSION
May 16, 2018

Roll Call: Ruff, Piedmont-Smith, Granger, Volan, Sandberg, Rollo
Members Absent: Chopra, Sims, Sturbaum

ROLL CALL [6:31pm]

Council President Dorothy Granger gave a summary of the agenda.

AGENDA SUMMATION [6:32pm]

There were no minutes for approval.

APPROVAL OF MINUTES [6:33pm]

Councilmember Dave Rollo discussed the acceleration of climate change. He noted that local students were preparing a resolution to address the issue.

REPORTS

- COUNCIL MEMBERS [6:33pm]

Councilmember Steve Volan discussed road construction in the city. He regretted that the city did not have more control over the process that caused so many street blockages. He said the city tried to collaborate with the county to make things easier for residents.

Councilmember Isabel Piedmont-Smith announced her upcoming constituent meeting.

There were no reports from the Mayor and City Offices.

- The MAYOR AND CITY OFFICES

There were no reports from Council Committees.

- COUNCIL COMMITTEES

Mark Jackman spoke about the difficulty of living next to the Indiana Center for Recovery Center.

- PUBLIC [6:38pm]

There were no appointments to boards or commissions.

APPOINTMENTS TO BOARDS AND COMMISSIONS

There was no legislation for second reading.

LEGISLATION FOR SECOND READING AND RESOLUTIONS

LEGISLATION FOR FIRST READING [6:44pm]

Volan moved and it was seconded that Ordinance 18-07 be introduced and read by title and synopsis only. The motion was approved by voice vote. City Clerk Nicole Bolden read the legislation by title and synopsis.

Ordinance 18-07 – To Amend Title 8 of the Bloomington Municipal Code, Entitled “Historic Preservation and Protection” To Establish a Historic District – Re: The Ralph Rogers House at 506 South High Street (Bloomington Historic Preservation Commission, Petitioner)

Volan moved and it was seconded that Ordinance 18-08 be introduced and read by title and synopsis only. The motion was approved by voice vote. Bolden read the legislation by title and synopsis.

Ordinance 18-08 – To Amend Title 8 of the Bloomington Municipal Code, Entitled “Historic Preservation and Protection” To Establish a Historic District – Re: The Willow Terrace Apartment Building at 605 South Fess Avenue (Bloomington Historic Preservation Commission, Petitioner)

Volan moved and it was seconded that Ordinance 18-09 be introduced and read by title and synopsis only. The motion was approved by voice vote. Bolden read the legislation by title and synopsis.

Ordinance 18-09 – To Amend Title 15 of the Bloomington Municipal Code, Entitled "Vehicles and Traffic" – Re: Increased or Decreased Speed Limits, School Speed Zones, and Park and Playground Speed Zones

There was no public comment.

ADDITIONAL PUBLIC COMMENT

There was a brief discussion about the council schedule.

COUNCIL SCHEDULE [6:49pm]

The meeting was adjourned at 6:51pm.

ADJOURNMENT

APPROVED by the Common Council of the City of Bloomington, Monroe County, Indiana upon this ____ day of _____, 2018.

APPROVE:

ATTEST:

Dorothy Granger, PRESIDENT
Bloomington Common Council

Nicole Bolden, CLERK
City of Bloomington

For Approval