



City of Bloomington Common Council

Initial Packet for the 2020 Council Sidewalk Committee

*First meeting to be held at Noon
on Tuesday, November 12, 2019
in the Council Library, Room 110,
City Hall, 401 North Morton Street*

This Packet is posted online at:

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

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2020 Common Council Sidewalk Committee Packet

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Notice and Agenda for Common Council Sidewalk Committee
12:00 p.m. on Tuesday, November 12, 2019
Council Library, Room 110
Showers City Hall, 401 North Morton Street

1. Preliminary Matters
 - Introductions
 - Election of Chair
 - Approval of Minutes for December 11, 2018
2. Funding for 2020
 - \$324,000 Alternative Transportation Fund Appropriation
 - To be allocated between sidewalks and traffic-calming/pedestrian facility projects
 - No annual allocation from the Utilities Department for stormwater component of sidewalk projects (but a possibility for an in-kind contribution toward certain projects.)
3. Recently Completed and On-Going Council Sidewalk Projects
 - Progress Report
- 4.¹ Evaluation of Old and New Proposed Projects
 - Review of Criteria
 - Disclosures of any Conflicts of Interest
 - Presentation of Preliminary Evaluation by Plan Department using objective measures
 - Discussion of Sidewalk Priorities
5. Schedule Future Meetings
6. Other Matters
7. Adjourn

¹ *Note: The Committee may need to stop after completing Item 3 and schedule the next meetings before concluding the work for the day.*

Appendix One – Preliminary Matters

Sidewalk Committee Members

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

Office of City Clerk

Nicole Bolden, City Clerk

City Departments & Staff

Council Office

Dan Sherman,
Council Administrator/Attorney
Stephen Lucas,
Deputy Administrator/ Deputy Attorney

Planning & Transportation

Terri Porter, Director
Neil Kopper, Interim Transportation and Traffic
Engineer
Beth Rosenbarger, Planning Services Manager
Roy Aten, Senior Project Manager

Utilities - Engineering Services

Brad Schroeder, Assistant Director
Jane Fleig, Utilities Engineer

HAND

Bob Woolford, Program Manager

Parks and Recreation

Steve Cotter, Natural Resources Manager

Materials

Minutes: December 11, 2018 – *submitted for approval*

Note: Minutes for other meetings of last year's Committee – November 13th - have been approved and can be found online at the Council Sidewalk Committee – [Meetings page](#).

MEETING MINUTES
Bloomington Common Council
Sidewalk Committee

Clerk/Council Library, Suite 110
Bloomington City Hall, 401 North Morton Street, Bloomington, Indiana
December 11, 2018

The meeting was called to order at 12:00 p.m.

Committee Members present: Dorothy Granger, Dave Rollo, Jim Sims (left at 12:58pm),
Chris Sturbaum

Members Absent: None

Staff present: Roy Aten (Senior Project Manager), Neil Kopper (Interim Transportation and Traffic Engineer), Brad Schroeder (Assistant Director-Engineering), Beth Rosenbarger (Planning Services Manager), Bob Woolford (Program Manager), Dan Sherman (Council Attorney/Administrator), Stephen Lucas (Chief Deputy Clerk), Stacy Jane Rhoads (Deputy Administrator/Deputy Attorney)

1. Attendance and Agenda Summation

Sherman summarized the agenda.

2. Continued Discussion of Sidewalk Priorities and Allocations

Sherman and Woolford disclosed they lived on streets that were on the project list.

Sherman reviewed a new request added to the prioritization list. He said the request was for a sidewalk on Palmer Street from Grimes Lane to 1st Street. Rollo asked if a pathway extended north from Palmer Street. Kopper said there might be a beaten path but there was no constructed path. Rollo asked if the city owned the right-of-way for that area. Sherman said yes. Granger asked whether the evaluating criteria information was available for the project. Sherman said the request was ranked #29 on the prioritization list. Rollo said he would like to get traffic and speed counts for the area. He thought the area might be a low priority if there was not much traffic. Rosenbarger asked where along Palmer Street the traffic and speed counts should be conducted. Granger suggested the north end of the street. Kopper estimated that the street probably had 100 to 500 cars per day, which meant it was a quiet street. Rollo suggested that staff use discretion to decide the best location for the counts.

Sherman reminded the committee of items discussed at the previous meeting that needed a formal motion. He suggested the committee address those items.

Granger moved and it was seconded to change the location of the Pete Ellis Drive project to instead address the north-south portion of Range Road. The motion was approved by voice vote.

Rollo asked if a side path would be appropriate for Range Road. Aten said that the amount of available right-of-way would impact the type of sidewalk possible. Rollo asked if a path might eventually connect the area with Griffy Lake. Rosenbarger said that was a long-term goal. Sturbaum said the area seemed to be low traffic. Granger pointed out that the hospital would likely bring more traffic and more people to the area.

Rollo moved and it was seconded to remove the S. Rogers Street project from the project list. The motion was approved by voice vote.

Sherman provided information about alternative transportation funding and explained the source of those funds. Rollo asked how much of the alternative transportation funding came from the cumulative capital development fund. Sherman said \$300,000.

Kopper informed the committee that the bids received for constructing the S. Walnut Street sidewalk, the Mitchell Street sidewalk, and the Moores Pike pedestrian crossing were all higher than expected. Despite the bids coming in high, he said the bids were appropriate and staff did not want to reject them. He said the projects would cost approximately \$188,000 more than originally planned. He said the Planning and Transportation Department had originally only planned on contributing \$12,000 to those projects. He asked if the committee would be willing to spend some of its 2019 funding to help make up some of the shortfall. He suggested splitting the shortfall in half, with the committee helping cover \$94,000.

Granger suggested using \$94,000 as a starting figure to see what other projects could be funded with the remaining amount.

Sherman said funding the Moores Pike sidewalk project and providing \$94,000 to cover 2018 shortfalls would leave the committee with \$29,000.

Rollo suggested funding the Mitchell Street/Maxwell Lane traffic calming and Allen Street traffic calming projects.

Sturbaum asked whether there was an update on the traffic calming installations on Graham Drive or Countryside Lane. Kopper said there were no new developments. He said the temporary traffic calming devices would remain in place until there had been a discussion with the neighborhood.

Rollo asked if the Allen Street traffic calming project was a high priority for staff. Kopper explained the need for traffic calming on Allen Street. He said there were high speeds and poor visibility in certain areas. He said slower speeds would also serve pedestrians, as there were transit stops in the area that required people to cross the street. Rollo asked what kind of traffic calming devices would be installed. Kopper said the provided estimate was for speed humps. Rollo asked if there would be trial devices installed first. Kopper said trial devices would likely cost just as much as permanent devices. He anticipated doing community outreach before devices were installed. Sturbaum asked what type of devices would be installed. Kopper said the most likely device was speed humps, which would avoid impacting drainage in the area. He said the devices would be installed between Adams Street and Patterson Drive.

Sturbaum asked to view the site of the Moores Pike sidewalk project. Sherman displayed the location. Sturbaum asked if the construction estimate of \$195,000 for the project was accurate. Kopper said the design was approximately 90-95% completed, so the estimate should be close. Aten provided details of the design that would be more cost-effective.

Rosenbarger asked if the committee would also like to fund the design of a new project so there would be a project to construct the following year. Rollo asked if the Maxwell Street design had been completed. Kopper said that design had been funded already, so that project would be available for construction.

Sturbaum suggested looking at the 14th Street sidewalk project. Sherman displayed the area in question. Aten explained that he had looked into the location previously. He said installation of sidewalks on the north side of the street would impact storm water. He said installing sidewalks on the south side would impact property owners and parking.

Woolford said the 14th Street sidewalk project might be a good fit for community development block grant (CDBG) funding. Sturbaum said he would love to see the project completed using CDBG funding. Granger asked if the committee would need to contribute funding. Aten said that design could be completed, but if the design did not lead to construction, then the city would need to reimburse the U.S. Department of Housing and Urban Development (HUD). Kopper suggested that the city pay for design and then apply for CDBG funding. Sturbaum asked who would submit the application. Kopper said the planning and transportation department.

Granger pointed out that funding design for the 14th Street sidewalk project would cut into the amount available to help cover the shortfall from 2018 projects. Kopper suggested splitting the cost of the Allen Street traffic calming project.

Rollo moved and it was seconded to recommend funding the following projects at the following amounts:

- Moores Pike sidewalk construction - \$195,000
- Shortfall in 2018 Mitchell Street sidewalk construction - \$73,200
- 14th Street sidewalk design (with the intent of applying for CDBG funds to pay for sidewalk construction at a future date) - \$30,000
- Allen Street traffic calming - \$17,500
- Mitchell Street/Maxwell Lane traffic calming - \$2,300

The motion was approved by voice vote.

Rollo moved and it was seconded to apply any unspent funds from the Moores Pike sidewalk project to, at the discretion of the Planning and Transportation Department, either the Allen Street traffic calming project or the shortfall in the 2018 Mitchell Street sidewalk project. The motion was approved by voice vote.

3. Schedule Future Meetings

The committee scheduled its next meeting for October 29, 2019 at 12 noon.

4. Minutes

Rollo moved and it was seconded to approve the minutes of May 2, 2018, May 14, 2018, and November 13, 2018 as corrected. The motion was approved by voice vote.

Rollo moved to authorize the committee chair to approve minutes after being circulated for review. The motion was approved by voice vote.

5. Adjourn

Rollo moved and it was seconded to adjourn the meeting. The motion was approved by voice vote.

The meeting was adjourned at 1:17 p.m.

Appendix Two - Amount and Use of Funds for 2020

Alternative Transportation Fund

\$324,000 Appropriated for 2020

To be Allocated Towards:

Sidewalk Projects

Traffic-Calming/Pedestrian Facility Initiatives

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

Utilities – Storm Water Funds and Projects

2011-2020	-	In-kind contributions (in lieu of monetary set aside)
2008-10	-	Monetary set aside of approximately \$125,000 per year
2007	-	Monetary set aside of approximately \$100,000 per year

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

Presentation

Chair

Materials

BMC 15.37.160 - *enclosed*

ATF Fund Sheet

CBU Funding/In-Kind Sheet – 2007 – 2019

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

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

Classification **Capital Outlays**Fiscal Year **2019**

	Amended Budget \$318,000.00	Encumbrances \$232,081.20	Expenses \$49,461.40	YTD Balance \$36,457.40	Percent Used 89%	
Month	Budget	Amendments	Encumbrances	Expenses	Current YTD Balance	Percent Used
January	\$318,000.00	\$0.00	\$0.00	\$0.00	\$318,000.00	0 %
February	\$0.00	\$0.00	\$0.00	\$0.00	\$318,000.00	0 %
March	\$0.00	\$0.00	\$0.00	\$0.00	\$318,000.00	0 %
April	\$0.00	\$0.00	\$0.00	\$0.00	\$318,000.00	0 %
May	\$0.00	\$0.00	\$73,200.00	\$0.00	\$244,800.00	23 %
June	\$0.00	\$0.00	\$0.00	\$0.00	\$244,800.00	23 %
July	\$0.00	\$0.00	-\$8,920.15	\$8,920.15	\$244,800.00	23 %
August	\$0.00	\$0.00	\$0.00	\$0.00	\$244,800.00	23 %
September	\$0.00	\$0.00	-\$40,541.25	\$40,541.25	\$244,800.00	23 %
October	\$0.00	\$0.00	\$208,342.60	\$0.00	\$36,457.40	89 %
November	\$0.00	\$0.00	\$0.00	\$0.00	\$36,457.40	89 %
December	\$0.00	\$0.00	\$0.00	\$0.00	\$36,457.40	89 %
Total	\$318,000.00	\$0.00	\$232,081.20	\$49,461.40	\$36,457.40	89 %
Unposted Transactions	\$0.00	\$0.00	(\$24,726.92)	\$12,835.84	\$48,348.48	85 %
Grand Total	\$318,000.00	\$0.00	\$207,354.28	\$62,297.24	\$48,348.48	85 %

CBU Contributions to City Council Sidewalk projects - 2007 to 2019						
Date	Project	Contractor	Invoice	Materials	Labor	Equipment
November 2, 2007	Arden Drive Sidewalk (Windsor Dr to High St)	Groomer Construction	\$46,174.23			
February 8, 2008	Maxwell Lane Sidewalk (Clifton Ave to High St)	Groomer Construction	\$20,537.00			
February 8, 2008	Marilyn Drive Sidewalk (additional engineering)	Bynum Fanyo and Assoc.	\$2,413.75			
March – Aug 2008	East 5th Street Sidewalk (Hillsdale Dr to Dead End)	CBU		\$89,075.35	\$27,314.94	\$29,737.00
April 18, 2008	High Street Sidewalk (across from Child's Elementary)	Hardin Construction	\$2,900.00			
May 2, 2008	2nd Street Sidewalk at Woodscree Dr	Hardin Construction	\$55,726.30			
July 25, 2008	17th Street Sidewalk (Lindbergh Dr to Arlington Park Dr)	Hardin Construction	\$7,010.00			
August 8, 2008	East 5th Street Sidewalk (additional engineering)	Bledsoe/Riggert/Guerretauz	\$364.50			
September 19, 2008	Henderson Street Sidewalk (Allen St to 200 feet South)	Hardin Construction	\$3,498.00			
January 9, 2009	East 5th Street Sidewalk (Hillsdale Dr to Dead End)	Groomer Construction	\$61,599.98			
January 8, 2010	Near West Side and Diamond Gardens Neighborhood	Hardin Construction	\$5,440.00			
March 19, 2010	Madison Street Sidewalk (Prospect St to 3rd St)	Hardin Construction	\$29,987.00			
July 23, 2010	Kinser Pike Sidewalk (Gourley Pike to 45/46 Bypass)	Hunt Paving & Const.	\$8,402.84			
September 17, 2010	Henderson Street Sidewalk (Moody Dr to Thornton Dr)	Crider and Crider Inc.	\$37,474.25			
Oct, 2010-Sept, 2011	Marilyn Drive Sidewalk (Nancy St to High St)	CBU		\$85,348.00	\$17,936.53	\$17,380.00
May, 2011-Sept, 2011	Marilyn Drive Sidewalk (Nancy St to High St)	Crider and Crider Inc.	\$17,252.00			
Aug, 2012-Dec, 2012	Southdowns Ave/ Jordan Ave Improvements	CBU		\$9,855.00	\$5,059.20	\$4,432.00
Mar 2013- Oct 2014	17th St Sidewalk between Kinser and College	CBU		\$63,991.00	\$18,586.82	\$26,013.97
Oct 2015-Nov 2015	Fairview Sidewalk	CBU		\$0.00	\$14,899.76	\$13,206.00
April - Aug 2019	Mitchell Street Sidewalk (Maxwell Ln to Circle Dr, east side)	Monroe, LLC	\$45,000.00			
TOTALS			\$326,527.85	\$248,269.35	\$83,797.25	\$90,768.97

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

Presentation

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

Background Material

Memo to Council Sidewalk Committee (10/24/19) – Including Status Report on Recently Completed and On-Going Council Committee Projects and Some Recommendations for this Year's Funding (Rosenbarger, Kopper & Aten) – *enclosed*

Excerpts from 2019 Council Sidewalk Committee Report - Narrative and Recommendations – *enclosed*

History of Project Expenditures (from Planning and Transportation and Controller) – *found online at [Council Sidewalk Committee – Reports and available upon request.](#)*

MEMO

TO: City of Bloomington Council Sidewalk Committee

THRU: Terri Porter, Director, Planning and Transportation Department

FROM: P&T Department (Beth Rosenbarger, Neil Kopper, Roy Aten)

DATE: October 24th, 2019

RE: 2018 and 2019 Council Sidewalk Project Status Report
2020 Council Sidewalk Prioritization Update

PRE-2020 COUNCIL SIDEWALK PROJECT UPDATES:

The following City Council Sidewalk Committee (CSC) 2018 initiatives saw activity in 2019.

COMPLETED PROJECTS

- MOORES PIKE AND CLARIZZ – In 2016 the CSC allocated \$20,000 for the evaluation of a pedestrian crossing at the intersection of South Clarizz Boulevard and East Moores Pike. The evaluation recommended updating the curb locations to provide a shorter crossing distance and installing a rectangular rapid flashing beacon (RRFB) on the western side of the intersection. In 2018 the Committee allocated an additional \$6,000 towards the \$25,400 design cost of the crossing, while the remaining \$19,400 of design cost were paid from other Planning and Transportation funds. The project was bid and awarded on November 27, 2018 to E&B Paving, Inc. in the amount of \$139,730.00. The project was constructed in the summer of 2019 and completed in August with a final construction cost of \$135,414.42. The CSC 2018 contribution of \$98,525.00 was fully applied to the construction while the remaining \$36,889.42 was provided by the Planning and Transportation Department.
- SOUTH WALNUT STREET, FROM WINSTON THOMAS TO NATIONAL GUARD ARMORY (WEST SIDE) – In 2016 the Committee allocated \$13,000 for design of a sidewalk along South Walnut Street, from Winston Thomas to National Guard Armory (west side). A design contract was awarded to Parsons Cunningham and Shartle Engineers, Inc. on November 1st, 2016 in the amount of \$32,750.00. Design of the project was completed in October 2018 with a revised construction estimate of \$60,300. In 2018 the Committee allocated \$63,000 towards the construction of the project. The project will be bid and awarded in November of 2018 and construction will begin in the Spring of 2019. During design, it was discovered that the City of Bloomington Utilities Department (CBU) had a commitment to install and repair some sections of this sidewalk immediately adjacent to their property. A cost sharing memorandum between

the City and CBU was approved on November 5th, 2018 with CBU agreeing to pay up to \$24,000.00 towards the construction of the sidewalk. Construction began in early summer of 2019 and was completed on July 22nd, 2019. Final construction cost were \$111,443.47 with CBU contributing \$22,447.00, CSC contributing \$63,000.00 and Planning and Transportation contributing \$25,996.47.

- MITCHELL STREET, FROM MAXWELL LANE TO CIRCLE DRIVE (EAST SIDE) – In 2016 the Committee allocated \$22,000 towards the design of a new sidewalk along South Mitchell Street, from Maxwell Lane to Circle Drive. A design contract was awarded to Parsons Cunningham and Shartle Engineers, Inc. on November 1st, 2016 in the amount of \$27,250. In September of 2017 an addendum to the design contract for additional utility services was approved increasing the final design cost to \$35,828. In 2018 the Committee allocated \$153,000 towards the project, with an additional \$45,000 being contributed from CBU. Plans were completed in August of 2018 and the project was bid and awarded to Monroe LLC in November of 2018 at a contract price of \$249,675. The CSC contributed an additional \$73,200 towards construction in their 2019 allocation. Construction began in April of 2019 and was completed in the end of August. Final construction cost for the project was \$237,158.07, of which CBU contributed \$45,000, CSC contributed \$182,550.17, and the Planning and Transportation Department contributed \$9,607.90. Because this project was constructed at less than the bid price, the remaining \$11,891.08 of the CSC 2019 \$73,200.00 contribution was applied to Moores Pike Sidewalk construction, another 2019 CSC project.
- MAXWELL STREET CROSSWALK AT MITCHELL – The CSC allocated \$2,300 towards a crosswalk at the intersection of East Maxwell Lane and South Mitchell Street. After completion of the Mitchell Street Sidewalk the City Street Department paved Mitchell Street and the intersection of Mitchell and Maxwell. Shortly thereafter the Street Department installed a new crosswalk and signage across Maxwell. The CSC contribution paid for materials for the crosswalk at a cost of \$1,451.52. The remaining \$848.48 will be applied to the West Allen Street Traffic Calming project, another 2019 CSC project.

ONGOING 2019 PROJECTS

- MOORES PIKE SIDEWALK – In 2016 the Committee allocated \$41,880 towards the design of a sidewalk within the southern right-of-way of East Moores Pike, from South Sare Road to South Woodruff Lane. This project is also related to the Moores Pike and Clarizz crosswalk project which is further described in the list of 2018 Council Sidewalk Projects. Design was completed in early 2019 with a revised construction estimate of \$222,500. The project was bid out August 5th, 2019 and subsequently awarded to E&B Paving, Inc. at a contract price of \$322,322.00. In 2019 the Council Sidewalk Committee appropriated \$195,000 along with the understanding that any additional unspent 2019 funds be applied to the project. Final construction cost for the Mitchell Street Sidewalk came in below the bid award amount at \$11,891.08, those funds have been applied to the Moores Pike project increasing the Councils contribution to \$206,891.08. The remaining \$115,430.92 of construction funding has been provided by the Planning and

Transportations Alternative Transportation fund. Construction of the project has begun and is anticipated to be completed by the end of November 2019.

- WEST 14TH STREET, MADISON TO WOODBURN – In 2019 the CSC allocated \$30,000 to design a new segment of sidewalk on the north side of West 14th Street from North Madison Street to North Woodburn Avenue. The City has chosen local engineering firm Bynum Fanyo & Associates, Inc. to complete this design. A contract in the amount of \$15,110.00 is anticipated to be awarded at a November meeting of the Board of Public Works. Design will then begin with an anticipated completion date in early spring of 2020. The remaining \$14,890 will be applied to the West Allen Street Traffic Calming project, another 2019 CSC project. Construction is currently unfunded and is conceptually estimated to cost \$156,000. City staff have submitted a letter of intent to apply for 2020 Community Development Block Grant (CDBG) funds this project. Whether the project is awarded no, partial, or full construction funding will not be known until February 2020.
- WEST ALLEN STREET, TRAFFIC CALMING – In 2019 the CSC allocated \$17,500 to construct traffic calming on West Allen Street between Adams Street and Patterson Drive. City staff initiated public outreach for the project in June 2019 and design is still underway. Staff expects to bid and award the project before the end of 2019 with construction expected in spring 2020. The Planning and Transportation Department has funded design and anticipates funding the remainder of construction costs above the CSC allocation.

PREVIOUS YEAR PROJECTS AWAITING ADDITIONAL FUNDING

- MAXWELL STREET, FROM MILLER DRIVE TO NORTH OF SHORT STREET (WEST SIDE) - In 2018 the Committee allocated \$13,000 towards the design of a sidewalk on the west side of South Maxwell Street. In October of 2018 the City awarded a design contract to Bynum Fanyo & Associates Inc. in the amount of \$20,920. The additional \$7,920 in design funding was paid by Planning and Transportation funds. Final plans for the project are expected to be completed by the end of 2019. A design was chosen for a new sidewalk along the eastern side of South Maxwell Street. While the original allocation specified the west side of the street, the CSC previously agreed to allow the project's initial feasibility/design phase to determine the most appropriate side of the street for this sidewalk. The east side was chosen due to the availability of existing right-of-way and fewer impacts to neighboring properties. Right of way acquisition would be necessary from one parcel. Right of way services and acquisition costs are estimated to at approximately \$8,000. The construction estimate for this project is \$115,000.

2019 COUNCIL SIDEWALK PROJECTS SUMMARY:

In February of 2019, the CSC submitted to the City Common Council the 2019 Council Sidewalk Committee Report. That report recommended the allocation of \$318,000 in alternative transportation funds for the development and/or construction of three sidewalk projects, and two traffic calming projects. The following table summarizes the 2019 Council Sidewalk initiatives and allocation.

TABLE 1 – 2019 COUNCIL SIDEWALK ALLOCATION SUMMARY		
PROJECT	ALLOCATION	DESCRIPTION
14 th Street Sidewalk	\$30,000	Design
Moore's Pike Sidewalk	\$195,000	Construction
Mitchell Street Sidewalk	\$73,200	Construction
Mitchell Crosswalk	\$2,300	Construction
W Allen Traffic Calming	\$17,500	Temporary Traffic Calming
TOTAL	\$318,000	

The City Planning and Transportation Department worked throughout 2019 to implement these projects. The Mitchell Street Sidewalk and Mitchell Crosswalk have been completed while the Moore's Pike Sidewalk is currently under construction. A design contract has been negotiated for the 14th Street Sidewalk Project and an award is anticipated in November. The West Allen Traffic Calming project will be bid in November and awarded before the end of the year.

The following table summarizes the allocation for the 2019 Council Sidewalk funds.

TABLE 2 – 2019 ALLOCATION ESTIMATE AND ACTUAL COST SUMMARY				
PROJECT	ALLOCATION	SPENT/ESTIMATE*	DIFFERENCE	DESCRIPTION
14th Street Sidewalk	\$30,000	\$15,110*	\$14,890*	Design
Moore's Pike Sidewalk	\$195,000	\$206,891	-\$11,891	Construction
Mitchell Street Sidewalk	\$73,200	\$61,309	\$11,891	Construction
Mitchell Crosswalk	\$2,300	\$1,452	\$848	Purchase
W Allen Traffic Calming	\$17,500	\$33,238*	-\$15,738*	Construction
TOTAL	\$318,000	\$318,000	\$0	

* Asterisk indicates estimated amount

All of the 2019 Council Sidewalk Committee projects made progress and are on track for funding encumbrance in 2019. Funding for the 14th Street Sidewalk and West Allen Street Traffic Calming projects is based on estimates and final numbers will not be available until the end of November. As indicated above, staff is recommending that any unused funds from the 14th Street Project be applied to the West Allen Traffic Calming project. Staff also recommends more generally that funding shifts between CSC-approved projects be allowed as final contract prices are determined. Remaining 2019 shortfalls in funding are anticipated to be contributed from other Planning and Transportation funds.

SIDEWALK INFORMATIONAL MAPS

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

SIDEWALK LOCATION EVALUATION AND RANKING

The project evaluation system is a tool used to rank sidewalk requests based on the established Council Sidewalk Committee Criteria. The evaluation bases project ranking on several measured values (walk score, pedestrian level of service, transit, and population), which are proxies for some Committee Criteria.

The updated Project Prioritization Table is included for 2020 Council Sidewalk funding considerations. Projects anticipated to be completed in early 2020 are listed in Table 2 (Moores Pike, Walnut Street, and Mitchell Street) and new requests are included and noted with a "2019" next to the street name. Because of these changes the reevaluation results in a slightly different priority order than last year's ranking.

COMPLEMENTARY INITIATIVES

The following projects from the Council Sidewalk Committee's 2020 project prioritization list have a range of design aspects that are currently either being planned, designed, or constructed outside of City Council Sidewalk Committee initiatives. This may present complementary opportunities to explore that are not captured by the 2020 project prioritization rankings.

- PETE ELLIS, 3RD STREET TO 10TH STREET – Intersection improvements are anticipated at the 10th Street/Pete Ellis intersection in the next couple of years in conjunction with the development of the IU Health Bloomington Regional Academic Health Campus.
- INDIANA AVE, NW CORNER 3RD ST & INDIANA AVE – The City has plans to modernize the signalized intersection at 3rd Street and Indiana in 2020.
- EAST 3RD STREET, 2 VACANT LOTS EAST OF PARK RIDGE – Recent dedication of right-of-way along West 3rd Street will drastically reduce the project cost.
- GOURLEY PIKE, KINSER PIKE TO MONROE STREET – INDOT has indicated that they are planning on improving the intersection 45/46 and Stone Lake Drive/Monroe Street.
- SOUTH ROGERS STREET, SOUTH OF HILLSIDE DRIVE – Recent property subdivision by the Parks and Recreation Department associated with Switchyard Park requires the installation of the missing section of sidewalk on the eastern right-of-way.
- 5TH STREET, UNION STREET TO HILLSDALE DRIVE – The Committee began designing a section of sidewalk along Union Street. The 2019 CSC choose to delay this project until an undetermined future date.
- 17TH STREET, CRESCENT TO COLLEGE AVE – The City is nearing completion of a project on 17th Street from Crescent to Monroe Street. The project includes a sidewalk on the south side

of the street and a multiuse path on the north side. The City is also beginning design for multiuse path on the north side of 17th Street from Monroe to Grant. Construction of this project would take place in 2022.

- ROCKPORT ROAD, COUNTRYSIDE TO TAPP – A continuous sidewalk now exists on the west side of Rockport from Rogers to Tapp Road.
- RHORER ROAD, WALNUT STREET TO SARE ROAD – Monroe County is currently constructing a project that will install new sidewalks and a multiuse path from Rogers Street to Walnut Street Pike. The City has begun the design process for a multiuse path that will connect the Jackson Creek Trail to South Sare Road. Construction is anticipated in 2020.
- SOUTH SARE ROAD, ROGERS ROAD TO CATHCART STREET – The City will construct a multiuse path on the west side of Sare that will connect the existing path at Buttonwood Lane to the existing path at Cathcart Street. Construction will be in 2020.
- TRANSPORTATION PLAN – The City recently adopted an updated transportation plan. This plan can aid in identification and prioritization of new projects and may be beneficial in the deliberations of the Council Sidewalk Committee.

2020 COUNCIL SIDEWALK ALLOCATION RECOMMENDATIONS:

Design, right of way acquisition, and construction are the typical project phases over the course of a project's lifecycle. Each phase requires significant resources and time. Generally, moving from design through construction over a few years provides the most efficient means to complete requests. Each year a mix of funding for design, right of way, and construction helps to sustain efficient project completion. Priorities for 2020 projects should consider previously funded, but not yet completed projects in addition to at least one new project design that has not yet received prior funding.

When considering new projects, staff recommends projects that may be good candidates for CDBG funding. It can be advantageous to leverage CDBG funding for the construction phase after investing a relatively small amount into a project's design and/or right of way phase. Projects as part of the complimentary initiatives (outlined above) are another important consideration.

Staff recommends that if Council Sidewalk Committee funds are allocated towards traffic calming, then the Committee should identify specific projects and priorities. In the past the Department has implemented traffic calming techniques to improve the City's neighborhood greenways (e.g. Allen Street), to mitigate detour traffic (e.g. Tapp Road and Rockport Road), and respond to resident requests (e.g. Morningside Drive). Currently there are several general neighborhood concerns for which staff is collecting data and working with residents. There are also numerous streets prioritized in the transportation plan for neighborhood greenway treatments.

Finally, providing flexibility in the funding distribution is necessary because allocations for each project are based on conceptual estimates. Staff recommends the Committee prioritize funding allocations such that the highest priority project is identified followed by a subsequent rank order of project funding. This funding flexibility will allow the highest priority projects to proceed as directed if there are discrepancies between funding allocations and final costs.

ATTACHMENT:

2020 Council Sidewalk Committee – Initial Project Prioritization Matrix

2020 Summary of Changes for the Project Prioritization Matrix

2020 Council Sidewalk Committee - Initial Project Prioritization

Street	Year added	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 (2019)*	Overall Project Rank (2020)
CS-01	Pete Ellis Dr. (2016)	3rd St. to 10th St. (changed to Range Road project)	2,750	68	7	3.57	25	270	2	1,587	2	36	1	1
CS-03	E. 3rd St. (2015)	2 vacant Lots E of Park Ridge	340	26	43	4.16	2	268	3	1,552	3	51	3	2
CS-04	Indiana Ave. (2016)	NW Corner 3rd St. & Indiana Ave.	268	89	1	2.95	46	633	1	1,193	5	53	4	3
CS-05	14th St.	Madison St. to Woodburn Ave.	450	72	4	3.58	24	220	9	769	20	57	4	4
CS-02	Union St.	4th St. to 7th St.	954	65	10	3.84	10	103	30	1,035	8	58	2	5
CS-06	19th St. (2011)	Walnut St. to Dunn St.	1,120	65	10	3.48	32	178	13	1,229	4	59	6	6
CS-12	E. 10th St. (2015)	Grandview Dr. to Russell Rd.	2,390	38	31	4.01	4	268	3	571	24	62	12	7
CS-56	S. Walnut Street Pike --	E. Winslow Road to entrance of Echo Park Bloomington (west side)	188	59	17	3.50	29	186	12	942	14	72	n/a	8
CS-09	Gourley Pk. (2017)	Kinser Pike to Monroe St.	2,900	40	28	3.62	21	126	20	1,083	7	76	9	9
CS-13	Gourley Pk. (2016)	College/Old SR37 to Kinser Pike	1,084	69	6	2.93	47	194	11	930	15	79	13	10
CS-64	E Grimes Ln	S. Lincoln Street to alley west of S. Dunn Street (south side)	742	60	16	3.66	18	132	17	412	28	79	n/a	10
CS-08	Smith Rd. (2011)	Grandview Dr. to 10th St.(west)	1,352	31	38	3.63	20	260	6	771	19	83	8	12
CS-62	S Walnut St	E. Winslow Road to E. Ridgeview Drive (east side)	1,403	57	20	3.72	14	111	28	729	21	83	n/a	12
CS-63	S Overhill Dr	E. 3rd Street to E. 5th Street	590	77	3	2.26	52	243	7	504	26	88	n/a	14
CS-11	Jefferson St.	3rd St. to 7th St.	1,375	62	13	3.66	16	97	31	393	29	89	11	15
CS-xx	Range Road	North/South portion of Range Road north of 10th Street												
CS-10	S. Rogers St.	south of Hillside Dr	480	35	34	3.97	6	90	34	825	17	91	10	16
CS-16	N. Indiana (2015)	15th St. to 17th St.	409	64	12	3.61	23	76	40	881	16	91	16	16
CS-14	Miller Dr.	Huntington Dr. to Olive St.	423	34	35	3.66	16	82	36	1,191	6	93	14	18
CS-21	Clark St.	3rd St. to 7th St.	1,390	66	8	3.25	39	131	18	360	30	95	21	19
CS-15	5th St.	Union St. to Hillsdale Dr.	1,671	61	14	3.52	28	131	19	298	36	97	15	20
CS-18	Moore's Pk.	Valley Forge Rd. to High St.	1,060	43	26	4.17	1	107	29	240	43	99	18	21
CS-23	8th St. (2017)	Jefferson St. to Hillsdale Dr.	938	61	14	3.16	40	230	8	284	38	100	23	22
CS-17	Walnut St.	Hoosier St. to Force Fitness driveway	369	38	31	3.74	13	34	52	986	12	108	17	23
CS-27	Wylie St. (2013)	Lincoln St. to Henderson St.	1,150	79	2	2.33	51	121	22	301	35	110	27	24
CS-25	Palmer St. connector path	Wylie St. to 1st St.	529	71	5	1.50	60	146	15	328	32	112	25	25
CS-30	W. Allen St. (2018)	Strong Dr. to Adams St.	1,320	27	42	3.89	9	73	41	662	22	114	30	26
CS-26	Bryan Ave. (2013)	3rd St. to 7th St.	1,400	58	19	3.34	37	90	35	539	25	116	26	27
CS-29	Palmer St. (2019)	Grimes Lane to 1st Street	2,150	66	8	2.99	45	113	26	285	37	116	29	27
CS-20	High St.	Covenant Dr. to 2nd St.	2,622	36	33	4.01	5	93	33	156	51	122	20	29
CS-32	W. 3rd St. (2018)	Walker St. to -240 ft. west	240	47	22	3.12	41	79	38	597	23	124	32	30
CS-59	S Fess Ave	Bryan Park to E. Hillside Drive	815	54	21	2.07	57	134	16	350	31	125	n/a	31
CS-19	17th St. (2012)	Crescent Street to College Ave.	5,500	2	57	2.46	49	216	10	996	10	126	18	32
CS-28	Mitchell St. (2016)	Maxwell Ln. to Atwater Ave.	1,890	34	35	2.91	48	265	5	282	39	127	28	33
CS-33	Curry Pike (2017)	SR 45 to Beasley Dr.	2,638	39	30	3.92	8	68	43	207	48	129	33	34
CS-34	Cory Ln. (2015)	2nd St. to 3rd. St.	2,332	15	50	3.61	22	48	49	987	11	132	34	35
CS-66	Adams St	W Kirkwood to 11th Street (west side)	2,338	41	27	3.67	15	63	44	222	46	132	n/a	35
CS-31	Allen St. (2015)	Henderson St. to Lincoln St.	1,184	59	17	1.99	58	113	26	302	34	135	31	37
CS-36	Fee Ln. (2015)	SR 45/46 to Lot 12 Entrance	1,353	14	52	3.44	34	48	49	5,400	1	136	36	38
CS-60	S Stull Ave	Bryan Park to E. Hillside Drive	985	44	25	1.96	59	125	21	314	33	138	n/a	39
CS-40	Franklin Dr. (2017)	3rd St. to Fairfield Dr.	148	40	28	2.38	50	49	48	943	13	139	40	40
CS-38	Arlington Rd. (2018)	Monroe St. to Prow Rd.	5,150	19	48	3.49	30	28	53	1,029	9	140	37	41
CS-39	Smith Rd. (2011)	Hagan St. to Brighton Ave. (west)	1,817	31	38	3.56	27	118	23	122	54	142	39	42
CS-35	Walnut St. (2013)	SR 45/46 to 500 ft N of Fritz Dr	2,300	26	43	3.65	19	18	55	481	27	144	35	43
CS-58	S Park Ave	Bryan Park to E. Hillside Drive	1,287	46	24	2.08	56	116	25	281	40	145	n/a	44
CS-37	Nancy St.	Hillside Dr. to Mark St.	878	28	40	3.48	31	94	32	235	44	147	37	45
CS-57	E. Morningside Drive	N. Smith Road to E. 3rd Street	2,690	47	22	2.11	55	118	23	218	47	147	n/a	45
CS-43	Winslow Rd. (2017)	High Street to Xavier Ct.	1,524	15	50	3.95	7	69	42	152	52	151	43	47
CS-45	Oakdale Dr. (2018)	Oakdale Sq. to Bloomfield Rd.	1,350	7	56	3.04	42	80	37	792	18	153	45	48
CS-61	E Sheffield Dr	N. Plymouth Road to N. Park Ridge Road	693	22	46	2.22	53	162	14	134	53	166	n/a	49
CS-47	Dunn St.	SR 45/46 to Tamarack Tr.	2,044	19	48	3.83	11	7	56	74	57	172	47	50
CS-49	Woodlawn Avenue (2017)	Weatherstone Ln. to Maxwell Ln.	1,328	33	37	3.56	26	21	54	86	55	172	48	50
CS-41	Rhorer Rd.	Walnut St. to Sare Rd.	4,775	11	55	4.06	3	0	57	69	58	173	40	52
CS-48	S. Highland (2015)	Winslow Park Parking to Sidewalk	755	23	45	3.45	33	55	47	158	50	175	48	53
CS-50	E. Wimbledon Ln. (2018)	High St. to Montclair Ave.	1,040	22	46	3.03	43	79	38	164	49	176	50	54
CS-67	S. Maxwell St	E. Miller Dr to E. Short Street	1,020	28	40	3.03	43	45	51	246	42	176	n/a	54
CS-44	Graham Dr. (2011)	Rockport Rd. to Rogers St.	1,815	14	52	3.34	36	58	46	234	45	179	44	56
CS-51	Kinser Pk.	north of Acuff Rd.	1,595	1	59	3.83	11	0	57	40	60	187	51	57
CS-65	E Elliston Dr	S. Bainbridge Drive to Sherwood Oaks Park	1,695	14	52	2.14	54	63	44	248	41	191	n/a	58
CS-54	N. Dunn St. (2015)	Tamarack Trail to Lakewood Dr.	3,602	2	57	3.41	35	0	57	64	59	208	54	59
CS-52	Ramble Rd.	Ramble Rd. to Dunn St.	875	1	59	3.26	38	0	57	86	55	209	52	60
CS-55	Bryan Park NBHD (2018)	any street w/o sidewalks	n/a	0	61	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

** Tan rows indicate new proposals in 2020. Green rows indicate on-going funded projects. Red rows will be removed from the list.

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

2020 Sidewalk Committee – Summary of Changes

New to the list this year:

CS-56	S. Walnut Street Pike	2019	E. Winslow Road to entrance of Echo Park Bloomington (west side)
CS-57	E. Morningside Drive	2019	N. Smith Road to E. 3rd Street (side not specified)
CS-58	S Park Ave	2019	south side of Bryan Park to E. Hillside Drive (side not specified)
CS-59	S Fess Ave	2019	south side of Bryan Park to E. Hillside Drive (side not specified)
CS-60	S Stull Ave	2019	south side of Bryan Park to E. Hillside Drive (side not specified)
CS-61	E Sheffield Dr	2019	N. Plymouth Road to N. Park Ridge Road (side not specified)
CS-62	S Walnut St	2019	E. Winslow Road to E. Ridgeview Drive (east side)
CS-63	S Overhill Dr	2019	E. 3rd Street to E. 5th Street (side not specified)
CS-64	E Grimes Ln	2019	S. Lincoln Street to alley west of S. Dunn Street (south side)
CS-65	E Elliston Dr	2019	S. Bainbridge Drive to Sherwood Oaks Park (side not specified)
CS-66	Adams St	2019	W Kirkwood to 11th Street
CS-67	S. Maxwell St	2019	E. Miller Dr to E. Short Street

Projects removed from the list:

#	Street	Reason	Description
CS-07	Moore Pk.	Built	Andrews St. to College Mall Rd.
CS-22	Walnut St.	Built	W. Thomas to Nat'l Guard Armory
CS-24	10th St. (2013)	Built	Smith Rd. to Russell Rd.
CS-42	Mitchell St. (2012)	Built	Maxwell Ln. to Circle Dr. (east)
CS-46	Ford Ave. (2017)	Built	Graham Dr. to Coolidge Dr.
CS-53	Sare Rd. (2017)	Funded via MPO	Rogers Rd. to Cathcart St.

Recommended to be removed:

#	Street		Reason
CS-55	Bryan Park NBHD (2018)	2018	Difficult to rank and compare with other projects. Staff recommends: individually requesting the streets
CS-03	E. 3rd St. (2015)	2015	2 vacant Lots E of Park Ridge The density ranking for this site is high due to the zoning but not due to the use. Staff recommends: reconsidering if this should remain on the list because sidewalk would be required with any new development at these sites.
CS-04	Indiana Ave. (2016)	2016	NW Corner 3rd St. & Indiana Ave. It is unclear which area this is referring to. Staff would like more direction and potentially consider removing from the list.
CS-01	Pete Ellis Dr. (2016)	2016	3rd St. to 10th St. Discussion of focusing north of 10 th Street

Report of the 2019 Common Council Sidewalk Committee (February 20, 2019)

Committee Members and Staff

The members of the 2019 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 and departments:

Council Office

Dan Sherman, Council Administrator/Attorney

Melissa O'Neill, Council Assistant Administrator/Legal Research Assistant

Office of City Clerk

Stephen Lucas, Chief Deputy Clerk

Planning and Transportation

Neil Kopper, Interim Engineer

Scott Robinson, Assistant Director

Beth Rosenbarger, Planning Services Manager

Roy Aten, Senior Project Manager

Utilities

Jane Fleig, Assistant Engineer

HAND

Bob Woolford, Housing Coordinator

Parks and Recreation

Steve Cotter, Natural Resources Manager

Highlight of Recommendations

The Committee made recommendations to the entire Council on the use of \$318,000 of Alternative Transportation Fund (ATF) monies budgeted for 2019 for sidewalk and traffic-calming projects. It met twice at the end of last year to review the ongoing projects and allocations, discuss program criteria, consider new projects, and make recommendations regarding the allocation of these funds. As in the past, additional funds from various other sources – e.g. P & T, HAND, and CBU (City of Bloomington Utilities - for storm water) were necessary for some projects to move forward or be completed.

In brief, the Committee learned about or recommended funding for the following sidewalk and traffic-calming projects:

Sidewalk Projects

- **Projects Completed in 2018:**

Construction

- Sidewalk - Rockport Road – from Graham to south of West Pinehurst Drive (West Side)

- Sare Road Island Crossings
- Sidewalk and Pedestrian Crossing – East 10th Street and Tamarron Drive
- **Projects to be Completed in 2019:**
 - Construction
 - Pedestrian Crossing - Moores Pike and Clarizz Boulevard;
 - Sidewalk on Walnut Street from Winston-Thomas Treatment Plant to the National Guard Armory (east side);
 - Sidewalk on South Mitchell Street from Maxwell Lane to Circle Drive (east side) – (with CBU contributing toward the stormwater component of this project).
 - Design
 - Sidewalk – South Maxwell Street from Miller Drive to North Street (Side - TBD)
- **New Projects to Begin with 2019 Funds:**
 - Design
 - Sidewalk – 14th Street from Madison to Woodburn (North Side) - Design
- Traffic-Calming Projects - 2019:**
 - West Allen Street from Patterson Drive to Adams Street
 - Maxwell Lane and S. Mitchell - Crosswalk

Schedule

The Committee met in the Council Library on:

- Tuesday, November 13, 2018 at noon;
- Tuesday, December 12, 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 some additional documents regarding those meetings are available in the Council Office and online at <https://bloomington.in.gov/boards/sidewalks> under Meetings and Documents. These documents include an informative Initial Council Sidewalk Committee Packet for the Committee's first meeting and Memoranda and Minutes for these meetings.¹ In addition, for more information, please also visit the Council Sidewalk Committee webpage at <https://bloomington.in.gov/boards/sidewalks>.*

Preliminary Matters

Early on, the Committee:

- Agreed that Cm. Granger should serve as the Chair;
- Acknowledged and thanked the staff in the Office of City Clerk for serving as Secretary for the proceedings; and
- Acknowledged disclosures of conflicts of interest for two staff members (Dan Sherman and Robert Woolford) who own and reside in homes along sidewalk projects on the Evaluation Sheet.

¹ 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.

Purpose of Committee and History of Funding

Each year, the Committee makes recommendations on use of a portion of the Alternative Transportation Fund (ATF) monies appropriated for this purpose and, in the course of doing so, works in concert with City staff to identify funding priorities for sidewalk and traffic calming projects in the City. The ATF was established in 1992 with surplus revenues from the Neighborhood Parking Program and was dedicated to “reducing the community’s dependence upon the automobile.” BMC 15.37.160. Over the years, the ATF has also received annual infusions from other City sources.²

This year, \$318,000 has been appropriated for use by the Committee, which is an increase of \$6,000 over last year. As seen below, this amount is about a third of the monies appropriated to the ATF. Please know that when priorities align, funds allocated by the Committee and by P&T (presented under Category 4 in the following table) have gone toward the same project. Please also know that, as a result of a return to Program Budgeting for 2019, the appropriation for the Committee now appear under the Council’s Budget as a portion of the ATF. Here are the details of the appropriations to ATF in 2019:

Alternative Transportation Fund (ATF) (Local #454/State #630) – Expenses - 2019

<u>Category</u>	<u>Appropriation</u>	<u>Notes</u>
Category 1: Personnel	\$126,121	
Category 2: Supplies	\$ 12,199	
Category 3: Other Services and Charges	\$259,249	
Category 4: Capital Outlays		
Line 5431 – Improvements Other than Buildings	\$631,000	<i>\$318,000 Council Sidewalk Com \$313,000 Greenways (including ~\$113,000 for annual maintenance).</i>
Total:	\$1,028,569	

The following table provides a rough historical view of funding for Committee projects which is divided into annual Council Sidewalk Budgets, contributions from CBU, and contributions from other sources. Please know that the maintenance of sidewalks is the responsibility of the property owner and that the construction of new sidewalks in the City is mostly done by the owner when property is developed or redeveloped.

² According to the Controller’s Office, the \$1.028 million are appropriations for 2019. The source of these funds include: \$105,000 from neighborhood parking permit revenue, \$360,000 from neighborhood parking fines, \$300,000 from the Cumulative Capital Development (CCD) Fund (#601), and the remainder from the balance in this fund.

Council Sidewalk Committee Projects – Funding Sources

Year(s)	Council Sidewalk Budget ³		Estimate of Other Contributions	
	Per Year	Total	Other ⁴	CBU ⁵
2007	\$185,000	\$185,000	\$0	~ \$46,174
2008-2012	\$225,000	\$1,125,000	~\$1,425,000	~\$538,742
2013	\$275,000	\$275,000	~\$1,200,000 ⁶	\$0
2014-2016	\$300,000	\$900,000	~\$43,000	~\$136,697
2017	\$306,000	\$306,000	~\$239,000	\$0
2018	\$312,000	\$312,000	~\$14,000	\$0
2019	\$318,000	\$318,000	~\$173,500	\$45,000
Total		\$3,421,000	~\$3,094,200	~\$766,613

Review of Previous Allocations

Below is the list of previously-funded projects or phases of projects that were completed in 2018, will be completed in 2019, or will not move forward by the end of 2019.

Recent Previously-Funded Council Sidewalk Projects – Design or Construction 2018/2019			
Project	Total Committee Allocation	Other Funds	Current Phase
Completed in 2018			
Sare Road – Traffic Islands	\$48,000	\$99,000 ⁷	Installation
E. 10th / Tamarron – Sidewalk and Pedestrian Crossing	\$102,650	~\$372,700	Installation
Rockport Road – W. Graham to W. Pinehurst - Sidewalk	\$197,298	\$0	Construction
To be Completed in 2019			
Moore's Pike /Clarizz Blvd. – Pedestrian Crossing	\$115,235	\$74,605	Construction

³ The amounts in these columns are amounts budgeted at the beginning of the year. They include amounts dedicated for traffic calming (which, up until 2017, were typically under \$25,000 per year), but do not account for re-appropriation of unspent reverted funds in subsequent years.

⁴ The amounts in this column were amounts estimated at the time the Committee Reports were filed and do not account for changes after the actual amount was known. Funding sources include, but are not limited to: Greenways Funds (within the ATF); HAND Community Development Block Grant (CDBG) funds (targeting low-income neighborhoods); Cumulative Capital Development (CCD) fund; bond funds; General Fund appropriations to various departments; Metropolitan Planning Organization (MPO); and INDOT funds (like the former Safe Route to Schools program).

⁵ Because sidewalk projects, and more particularly curbs, channel water, they are part of the City’s stormwater infrastructure. The Committee has, over the years, recognized that the stormwater component of a sidewalk project frequently comprises a significant and sometimes a majority of the project cost. The amounts in this column are either fiscal or in-kind contributions from CBU. They are derived from a detailed accounting provided by Jane Fleig, Utilities Engineer covering the years 2007 to 2015, and from Committee Reports thereafter.

⁶ The Committee recommended funding the design for a portion of Rockport Road sidewalk project that was part of a much larger road project.

⁷ This figure does not include the in-house designing performed by P&T staff.

Moore's Pike – East of College Mall Road - Sidewalk	See 2019 Recommendations		Construction
Walnut Street – near National Guard Armory – Sidewalk	\$95,750	\$56,439	Construction
Mitchell Street – Maxwell Ln to Circle Drive – Sidewalk	See 2019 Recommendations		Construction
Maxwell Street – Miller Drive to Short Street – Sidewalk	\$13,000	\$7,920	Design
<u>Other</u>			
Union Street - 3rd to 4th Street – Sidewalk (east side)	See 2019 Recommendations		Final PE & Construction
TOTAL	\$571,933	\$610,664	

Please note that the Status Report also includes a summary of Complementary Initiatives which includes “projects from the Council Sidewalk Committee’s 2019 project prioritization list [that] have a range of design aspects that are currently either being planned, designed, or constructed outside of the Council Sidewalk Committee initiatives” and may offer opportunities for coordination of funding in the future.

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

Program Criteria for Sidewalk Projects

For more than 20 years, the Committee has used six core criteria to decide upon the funding of sidewalks. These criteria have been refined over time,⁸ but have continued to prioritize the construction (not maintenance) of sidewalks that fill in gaps in the City’s sidewalk network that will be used by, and improve the safety of, pedestrians. This year, with the help of Scott Robinson, Assistant Director and Beth Rosenbarger, Planning Services Manager, P & T department, the Committee reviewed its criteria. Here are the criteria and corresponding information in an Evaluation Matrix:

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

⁸ The P&T staff have developed the analytics and other objective measures that are seen in the right-hand column of the table following this paragraph.

6) Cost and Feasibility	Estimates provided by Engineering Dept.
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The P & T 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 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 Accounting for Shortfalls and Reviewing the Evaluation Sheet

Along with reviewing and addressing funding for ongoing projects, the Committee consulted the Evaluation Sheet (attached) to examine and confirm its existing priorities and identify new ones. The Evaluation Sheet contains ~54 proposed projects⁹ including one new request and seven ongoing projects. During review of the Evaluation Sheet, the Committee amended it to remove one project from active consideration and to amend the geographic scope for another. (*See below*) After receiving guidance from the Committee, P&T provided estimates on four new sidewalk segments and three traffic calming projects.¹⁰ At the end of its deliberations, the Committee recommended allocations for: completion of two previously funded sidewalk projects; design of one new sidewalk project; and, installation of two traffic calming projects previously discussed by the Committee.

Changes to the Evaluation Sheet

The Committee made the following changes to the Evaluation Sheet:

- **Remove the Union Street Project from Active Consideration of the Committee** – At its first meeting, the Committee decided to remove Union Street from active consideration. This followed a discussion which recognized pedestrian facilities on the other side of the street and acknowledged that recently-financed improvements on 7th would include its intersection with Union. The Committee has allocated \$34,380 for the design of this project and may be able reallocate some of these funds by making the decision at that point.
- **Change the Name and Geographic Scope of the Pete Ellis Drive Project.** Given its location near residential areas and many walking destinations, Pete Ellis Drive ranks first on the Evaluation Sheet. However, it currently has sidewalks on most of both sides of the street from 3rd and 10th Street. In light of that and the prospect of Range Road accessing

⁹ The Evaluation Sheet lists a total of 54 rankings, but left two projects unscored: one (Bryan Park Neighborhood areas) because of uncertainty on the nature and extent of that request; and the other Short Street because it was added last year after the initial evaluation and not evaluated when the list was reviewed in late 2018.

¹⁰ The new sidewalk segments included: 14th Street (which was recommended for funding - see Recommendations further in this Report); two portions of Gourley Pike (Phase 1: from Monroe to bend in Gourley; and Phase 2: from bend in Gourley to Kinser Pike); and Graham Drive from Rogers to Rockport Road. The traffic calming projects included: Graham Drive (with no estimate provided); Allen Street from Patterson Drive to Adams Street (which is recommended for funding - See Recommendations below); and a crosswalk at Mitchell Street and Maxwell Lane (which was also recommended - see Recommendations further in this memo).

the new hospital site, the Committee voted to change that project to cover Range Road (2019) from 10th Street north to the bend in the road.

- **Completed Projects – Other Changes Anticipated for 2020.** Although not voted upon by the Committee, staff notes that five of the seven ongoing projects (highlighted in green on the Evaluation Sheet)¹¹ may already have been completed and should be taken off the list prior to consideration next year.

One New Project Requested by the Public – Request for Traffic Studies and a Report for 2020

- One new project was requested by the public in 2018. It was for a sidewalk on Palmer Street from Grimes Lane to First Street and mentioned families walking along the street – with children walking to Templeton School – as a reason for this investment. The Committee noted its rating (#29), inquired about a request for a connector on Palmer to First Street (which is already on the Evaluation Sheet), viewed the street (which is narrow), thought level of traffic (which staff estimated at between 100-500 cars per day) might clarify prioritizing this project and requested traffic counts (at places chosen by staff) for reporting to the Committee in 2020. *(Please see the Council Sidewalk Committee Packet for a description of this request and the Minutes from the second meeting on December 12th for a discussion of this request.)*

Changes to Scope of Previously-Funded Project

- **Sidewalk Design – South Maxwell Street from East Miller Drive to Short Street – Side of Street to be Determined by Staff in Consultation with Design Firm (Unrated)¹²**
This project addresses a Planned Unit Development for a Co-Housing project at the corner of Short Street and South Maxwell Street. Last year, Cm. Rollo heard concerns from residents about the additional vehicular traffic that they anticipated with the additional units and the proposed connection of Short Street to Highland Avenue, and the Committee agreed that a sidewalk to Miller Drive would help mitigate the problem. The west side of the street was chosen for this project at that time. This year, as recommended by staff, the Committee voted to leave the location of the sidewalk (east or west side) to staff and the design firm to resolve. Final plans for the project are expected in June 2019. Total costs for design will be \$20,920, with the Committee having allocated \$13,000 and P&T having allocated \$7,920 in 2018.

Funding Recommendations for 2019

Previously-Funded Sidewalk Projects

- **Sidewalk Construction with Storm Water Improvements - Mitchell Street from Maxwell Lane to Circle Drive – East side (Rank #42) – Providing Additional Funds to Cover Shortfall**
This sidewalk will serve pedestrians who, due to previous Committee recommendations, will have sidewalks on the south and on the north. In 2012, with a modest investment of

¹¹ With Union Street removed this year, which would leave South Maxwell Street as the one ongoing project remaining on the list.

¹² This project was suggested to the Committee in 2018 after the other new requests had been compiled and ranked on the Evaluation Sheet, and was overlooked for rating in 2019.

~\$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 was completed in 2018. The bids for construction of this and two other projects¹³ were higher than expected and the Committee recommended allocation of an additional \$73,200 (over the \$136,880 previously allocated for this project) toward this project in 2019, with P & T funding the shortfalls in the other two projects. It is anticipated that construction will be completed in 2019. Note that the stormwater component of this project is significant and, because they align with City stormwater priorities, CBU has agreed to contribute \$45,000 toward that part of the project. Based upon work done so far, the phases/components of the project, have or will cost as follows: Design (\$35,828), Right-of-Way (\$0), Sidewalk Construction (\$249,675), and stormwater improvements (\$45,000 – via CBU).

- **Sidewalk Construction - Moores Pike from College Mall Road to Woodruff (South Side)**
Moores Pike east of College Mall Road is a busy road with neighborhoods to the south without a sidewalk to the intersection at 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 at its approach to the intersection. In 2017, the Committee requested new estimates which, with use of the existing roadway, brought down the costs. After allocating \$41,880 for design in 2016, the Committee recommended allocating \$195,000 in 2019 for construction.

New Sidewalk Projects

- **14th Street – Madison to Woodburn – Side (Not Yet Determined) - Rank #4 – Design**
The Committee discussed this highly-ranked (#4) one-block sidewalk project on West 14th Street just east of Madison. It would provide a missing link in sidewalks that currently connect with South College to the east and Madison to the west. Staff noted that they had looked at the block and expected stormwater issues on the north and an impact on parking and properties on the south. HAND staff indicated that the project might be a good fit for Community Development Block Grant (CDBG) funding. At suggestion of staff, the Committee agreed to recommend \$30,000 to fund design this year, with the prospect of CDBG funding construction in 2020. The estimated cost of construction is \$156,000.

Traffic Calming Projects (New)

In the last few years, the Committee has been rethinking its approach towards traffic calming projects. This change occurred primarily as the result of seeing allocations for traffic calming projects significantly reduce funding for sidewalk projects. But it was also aided by the experience of staff who is experimenting with the use and installation of traffic calming devices outside of the Neighborhood Traffic Safety Program.¹⁴ In 2017, the Committee developed a list of traffic calming priorities and has since added a few as needs were identified and removed one after it had been implemented. (*See Attached*). This year, P&T staff introduced sites it was working on and those now appear on the list with that designation.

¹³ The other projects were the sidewalk on South Walnut (from Winston-Thomas to the National Guard Armory) and the pedestrian crossing at Moores Pike and Clarizz Boulevard.

¹⁴ Recall that last year, P&T invested ~\$48,000 toward the purchase of temporary traffic calming devices.

- **W. Allen Street from Patterson Drive to Adams Street**

This segment of W. Allen came forward as a request for a sidewalk in 2018. P&T staff studied the area and observed high speeds, poor visibility in certain areas, and transit stops. The traffic calming should make crossing the street safer for transit users and would likely take the form of speed humps. Staff assured the Committee that public outreach would be part of this project. After hearing from P&T staff, the Committee agreed to allocate \$17,500 to join the \$17,500 to be contributed by P & T.

- **E. Maxwell Lane / S. Mitchell Street – Crosswalk**

In the past, and in conjunction with its discussion of pedestrian facilities on S. Mitchell Street south of E. Maxwell Lane, the Committee has explored the installation of a crosswalk at this intersection. The rise of the hill and intersection with Jordan Avenue and Maxwell Lane to the west create potential vehicular/pedestrian conflicts at this intersection. For this reason, the Committee allocated \$2,300 for a crosswalk at this location.

Summary of Actions

In summary, during the course of its 2019 deliberations, the Committee:

- Agreed that Cm. Granger would serve as Chairperson;
- Acknowledged two disclosures of conflicts of interest from two staff members who own and reside in homes along sidewalk projects on the Committee's Evaluation Sheet;
- Heard a progress report regarding on-going projects and agreed that surplus allocations for approved projects may be used to fund shortfalls in other projects for 2018;
- Learned of efforts of P & T staff to address traffic calming issues around the community and revised its list of possible traffic-calming locations;
- Reviewed the Evaluation Sheet, requested traffic studies for the one new request, removed one project from active consideration, and changed the scope of another;
- Recommended the allocation of \$318,000 in ATF monies for the completion of two ongoing sidewalk projects, the design of one new sidewalk project, and the installation of two traffic calming projects (including one crosswalk) – *See Funding Recommendations (attached)*.
- Approved minutes for the remaining meetings of the 2018 Committee and the first meeting of the 2019 Committee and authorized the Chair to correct and approve the minutes for the second meeting after Committee and staff had a week to review and comment on 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, October 29, 2019 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 and any other requested material in time for inclusion in the Initial Committee Packet.

COUNCIL SIDEWALK COMMITTEE (COMMITTEE) RECOMMENDATIONS FOR 2019
- FUNDS AVAILABLE: \$318,000

- **Alternative Transportation Fund (ATF)** Use the \$318,000 of Alternative Transportation Funds appropriated in 2019 for sidewalk and traffic-calming initiatives recommended by the Committee.
- **CBU Assistance with Storm Water Component of Council Sidewalk Committee Projects**
 CBU evaluates the stormwater component of projects and offers some in-kind contributions when these projects align with CBU stormwater priorities.
- *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>
<u>Sidewalk Projects</u>				
14th Street – from Madison to Woodburn (Side - TBD) Design of Sidewalk Estimated Costs: Planning and Engineering [PE] - \$13,000; Right-of-Way (unknown); Construction ~ \$156,000)	\$30,000		\$0	\$156,000¹
Moores Pike - from College Mall Road to Woodruff (South Side) Construction of Sidewalk Estimated Costs: Planning and Engineering [PE] – (\$41,880 – spent since 2016); Temporary Right-of-Way & Construction (\$195,000)	\$195,000		\$0	\$0
Mitchell Street – from Maxwell Lane to Circle Drive (East Side) Construction of a Sidewalk (to replace lane markings installed in 2012). Estimated Costs: Design - \$35,828 (including Stormwater Component – spent since 2016); Construction ~ \$249,675 – with approximately \$131,475 of 2018 Committee funds used for this purpose. ³	\$73,200		\$45,000²	\$0
<u>Traffic Calming</u>				
W. Allen Street – from Patterson Drive to Adams Street) Various Traffic-Calming Devices – Estimate \$35,000	\$17,500			\$17,500⁴
Mitchell Street/Maxwell Lane – Crosswalk Pedestrian Crossing – Estimated Cost - \$2,300	\$2,300		\$0	\$0
2019 ALLOCATION	\$318,000	\$0	\$45,000	\$173,500

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 last 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, October 29, 2019 at noon assuming that a Status Report and other information has been filed in time to be included in the Initial Committee packet.

¹ HAND staff recognized this area as eligible for CDBG funds and saw this initial investment as well-timed for CDBG funding in 2020.
² CBU recognized the stormwater component of this project as one of its stormwater priorities and agreed to contribute \$45,000 toward this part of the project.
³ The Committee recommended an allocation of \$153,000 for construction of S. Mitchell St sidewalk in 2018, but authorized shifting of the apparent surplus to other projects (~\$21,525).
⁴ P & T has received concerns about this segment of West Allen, explored traffic calming, and intends to use some of its ATF appropriations for this purpose.

Appendix Four – Evaluation of Proposed Sidewalk Projects

Presentation

Presented by Beth Rosenbarger, Planning Services Manager

Action

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

Background Material

Council Sidewalk Criteria – *enclosed*

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

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

- Memo from Plan Department
- Elaboration of Prioritization Methodology
- Prioritization List – Walk Score, PLOS, Transit Route Score, Density Score
 - *Note: The list is color-coded to identify both on-going projects and requests for new projects.*
- Index and Maps – *enclosed*

Council Sidewalk Committee Policies

Criteria for Selecting Sidewalk Projects

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

History of Revisions

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

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

Other Policies

Overage Policy

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

Council Sidewalk Criteria – Application of Emerging Objective Factors

Criteria	Elaboration	Plan Department’s Effort to Create Data, Objective Factors, and a Ranking Formula	
1. Safety	A particular corridor could be made significantly safer by the addition of a sidewalk	Pedestrian Level of Service (PLOS)	
2. Roadway Classification	The amount of vehicular traffic will increase the likelihood of pedestrian/automobile conflicts, which a sidewalk could prevent. Therefore, arterial and collector streets should be a priority for linkages over residential/subdivision streets.	<p style="text-align: center;">This score gauges the pedestrian experience based upon traffic volume and speed, lane width, presence and width of sidewalk, and presence, type, and width of the buffer.</p> <p style="text-align: center;">1 (High /A) – 5 (Low/ F) (where C is “pretty comfortable”)</p> <p><i>Note: Because the absence of a sidewalk is a large factor in the PLOS score, all but one of these scores fall in the very close range of 3.26 – 4.23. Also, PLOS doesn’t work well with off-street facilities.</i></p>	
3. Pedestrian Usage	Cost-effectiveness should be based on existing and projected usage.	<p style="text-align: center;">Density (0 – 1,863)</p> <p>This score was derived from the maximum densities allowed in the zoning districts located within 1/8th mile of the center-point of the sidewalk project (assuming 2 persons per unit [based upon census data] and 1 person per bedroom).</p>	<p style="text-align: center;">Walk Score</p> <p>0 (Car-Dependent) – 100 (Walkers’ Paradise)</p> <p>This score gauges pedestrian demand based upon proximity to a mix of commercial destinations, but doesn’t account for demographic factors.</p>
4. Proximity to Destination Points	Prioritization of linkages should be based on proximity to destinations such as elementary schools, Indiana University, employment centers, shopping opportunities, parks/playgrounds, etc.	<p style="text-align: center;">Transit (0 – 247)</p> <p>This score was derived from passenger per hour per route data from Bloomington Transit and averaging techniques to “smooth the data”; then 1/8 and 1/4 mile zones were created along the routes with the 1/8 mile zone weighted at twice the value of the 1/4 mile zone.</p>	<p style="text-align: center;">Overall Project Ranking =</p> <p style="text-align: center;">Walk Score Rank + Pedestrian Level of Service (PLOS) Rank + Transit Route Score Rank + Density Rank =</p> <p style="text-align: center;">Score</p> <p style="text-align: center;">(Lowest Score = Highest Rank)</p> <p style="text-align: center;">***</p> <p><i>Note: All the above were weighed equally.</i></p>
5. Linkages	Projects should entail the construction of new sidewalks that connect with existing pedestrian facilities.	Sidewalk Inventory	
6. Costs/ Feasibility	Availability of right-of-way and other construction costs must be evaluated to determine whether linkages are financially feasible.	<p style="text-align: center;">Project Costs</p> <p>were based upon \$25/lineal foot for a monolithic sidewalk and \$50/lineal foot for a separated sidewalk (and not based upon more refined estimated costs that account for terrain, stormwater, right-of-way, and other factors).</p>	

City of Bloomington
City Council Sidewalk Committee 2009 Prioritization Process

Process Overview

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

Prioritization Methodology

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

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

Known Issues

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

Walk Score

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

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

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

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

Pedestrian Level of Service (Ped LOS)

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

2020 Council Sidewalk Committee - Initial Project Prioritization

Street	Year added	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 (2019)*	Overall Project Rank (2020)
CS-01	Pete Ellis Dr. (2016)	3rd St. to 10th St. (changed to Range Road project)	2,750	68	7	3.57	25	270	2	1,587	2	36	1	1
CS-03	E. 3rd St. (2015)	2 vacant Lots E of Park Ridge	340	26	43	4.16	2	268	3	1,552	3	51	3	2
CS-04	Indiana Ave. (2016)	NW Corner 3rd St. & Indiana Ave.	268	89	1	2.95	46	633	1	1,193	5	53	4	3
CS-05	14th St.	Madison St. to Woodburn Ave.	450	72	4	3.58	24	220	9	769	20	57	4	4
CS-02	Union St.	4th St. to 7th St.	954	65	10	3.84	10	103	30	1,035	8	58	2	5
CS-06	19th St. (2011)	Walnut St. to Dunn St.	1,120	65	10	3.48	32	178	13	1,229	4	59	6	6
CS-12	E. 10th St. (2015)	Grandview Dr. to Russell Rd.	2,390	38	31	4.01	4	268	3	571	24	62	12	7
CS-56	S. Walnut Street Pike --	E. Winslow Road to entrance of Echo Park Bloomington (west side)	188	59	17	3.50	29	186	12	942	14	72	n/a	8
CS-09	Gourley Pk. (2017)	Kinser Pike to Monroe St.	2,900	40	28	3.62	21	126	20	1,083	7	76	9	9
CS-13	Gourley Pk. (2016)	College/Old SR37 to Kinser Pike	1,084	69	6	2.93	47	194	11	930	15	79	13	10
CS-64	E Grimes Ln	S. Lincoln Street to alley west of S. Dunn Street (south side)	742	60	16	3.66	18	132	17	412	28	79	n/a	10
CS-08	Smith Rd. (2011)	Grandview Dr. to 10th St.(west)	1,352	31	38	3.63	20	260	6	771	19	83	8	12
CS-62	S Walnut St	E. Winslow Road to E. Ridgeview Drive (east side)	1,403	57	20	3.72	14	111	28	729	21	83	n/a	12
CS-63	S Overhill Dr	E. 3rd Street to E. 5th Street	590	77	3	2.26	52	243	7	504	26	88	n/a	14
CS-11	Jefferson St.	3rd St. to 7th St.	1,375	62	13	3.66	16	97	31	393	29	89	11	15
CS-xx	Range Road	North/South portion of Range Road north of 10th Street												
CS-10	S. Rogers St.	south of Hillside Dr	480	35	34	3.97	6	90	34	825	17	91	10	16
CS-16	N. Indiana (2015)	15th St. to 17th St.	409	64	12	3.61	23	76	40	881	16	91	16	16
CS-14	Miller Dr.	Huntington Dr. to Olive St.	423	34	35	3.66	16	82	36	1,191	6	93	14	18
CS-21	Clark St.	3rd St. to 7th St.	1,390	66	8	3.25	39	131	18	360	30	95	21	19
CS-15	5th St.	Union St. to Hillsdale Dr.	1,671	61	14	3.52	28	131	19	298	36	97	15	20
CS-18	Moore's Pk.	Valley Forge Rd. to High St.	1,060	43	26	4.17	1	107	29	240	43	99	18	21
CS-23	8th St. (2017)	Jefferson St. to Hillsdale Dr.	938	61	14	3.16	40	230	8	284	38	100	23	22
CS-17	Walnut St.	Hoosier St. to Force Fitness driveway	369	38	31	3.74	13	34	52	986	12	108	17	23
CS-27	Wylie St. (2013)	Lincoln St. to Henderson St.	1,150	79	2	2.33	51	121	22	301	35	110	27	24
CS-25	Palmer St. connector path	Wylie St. to 1st St.	529	71	5	1.50	60	146	15	328	32	112	25	25
CS-30	W. Allen St. (2018)	Strong Dr. to Adams St.	1,320	27	42	3.89	9	73	41	662	22	114	30	26
CS-26	Bryan Ave. (2013)	3rd St. to 7th St.	1,400	58	19	3.34	37	90	35	539	25	116	26	27
CS-29	Palmer St. (2019)	Grimes Lane to 1st Street	2,150	66	8	2.99	45	113	26	285	37	116	29	27
CS-20	High St.	Covenant Dr. to 2nd St.	2,622	36	33	4.01	5	93	33	156	51	122	20	29
CS-32	W. 3rd St. (2018)	Walker St. to -240 ft. west	240	47	22	3.12	41	79	38	597	23	124	32	30
CS-59	S Fess Ave	Bryan Park to E. Hillside Drive	815	54	21	2.07	57	134	16	350	31	125	n/a	31
CS-19	17th St. (2012)	Crescent Street to College Ave.	5,500	2	57	2.46	49	216	10	996	10	126	18	32
CS-28	Mitchell St. (2016)	Maxwell Ln. to Atwater Ave.	1,890	34	35	2.91	48	265	5	282	39	127	28	33
CS-33	Curry Pike (2017)	SR 45 to Beasley Dr.	2,638	39	30	3.92	8	68	43	207	48	129	33	34
CS-34	Cory Ln. (2015)	2nd St. to 3rd. St.	2,332	15	50	3.61	22	48	49	987	11	132	34	35
CS-66	Adams St	W Kirkwood to 11th Street (west side)	2,338	41	27	3.67	15	63	44	222	46	132	n/a	35
CS-31	Allen St. (2015)	Henderson St. to Lincoln St.	1,184	59	17	1.99	58	113	26	302	34	135	31	37
CS-36	Fee Ln. (2015)	SR 45/46 to Lot 12 Entrance	1,353	14	52	3.44	34	48	49	5,400	1	136	36	38
CS-60	S Stull Ave	Bryan Park to E. Hillside Drive	985	44	25	1.96	59	125	21	314	33	138	n/a	39
CS-40	Franklin Dr. (2017)	3rd St. to Fairfield Dr.	148	40	28	2.38	50	49	48	943	13	139	40	40
CS-38	Arlington Rd. (2018)	Monroe St. to Prow Rd.	5,150	19	48	3.49	30	28	53	1,029	9	140	37	41
CS-39	Smith Rd. (2011)	Hagan St. to Brighton Ave. (west)	1,817	31	38	3.56	27	118	23	122	54	142	39	42
CS-35	Walnut St. (2013)	SR 45/46 to 500 ft N of Fritz Dr	2,300	26	43	3.65	19	18	55	481	27	144	35	43
CS-58	S Park Ave	Bryan Park to E. Hillside Drive	1,287	46	24	2.08	56	116	25	281	40	145	n/a	44
CS-37	Nancy St.	Hillside Dr. to Mark St.	878	28	40	3.48	31	94	32	235	44	147	37	45
CS-57	E. Morningside Drive	N. Smith Road to E. 3rd Street	2,690	47	22	2.11	55	118	23	218	47	147	n/a	45
CS-43	Winslow Rd. (2017)	High Street to Xavier Ct.	1,524	15	50	3.95	7	69	42	152	52	151	43	47
CS-45	Oakdale Dr. (2018)	Oakdale Sq. to Bloomfield Rd.	1,350	7	56	3.04	42	80	37	792	18	153	45	48
CS-61	E Sheffield Dr	N. Plymouth Road to N. Park Ridge Road	693	22	46	2.22	53	162	14	134	53	166	n/a	49
CS-47	Dunn St.	SR 45/46 to Tamarack Tr.	2,044	19	48	3.83	11	7	56	74	57	172	47	50
CS-49	Woodlawn Avenue (2017)	Weatherstone Ln. to Maxwell Ln.	1,328	33	37	3.56	26	21	54	86	55	172	48	50
CS-41	Rhorer Rd.	Walnut St. to Sare Rd.	4,775	11	55	4.06	3	0	57	69	58	173	40	52
CS-48	S. Highland (2015)	Winslow Park Parking to Sidewalk	755	23	45	3.45	33	55	47	158	50	175	48	53
CS-50	E. Wimbledon Ln. (2018)	High St. to Montclair Ave.	1,040	22	46	3.03	43	79	38	164	49	176	50	54
CS-67	S. Maxwell St	E. Miller Dr to E. Short Street	1,020	28	40	3.03	43	45	51	246	42	176	n/a	54
CS-44	Graham Dr. (2011)	Rockport Rd. to Rogers St.	1,815	14	52	3.34	36	58	46	234	45	179	44	56
CS-51	Kinser Pk.	north of Acuff Rd.	1,595	1	59	3.83	11	0	57	40	60	187	51	57
CS-65	E Elliston Dr	S. Bainbridge Drive to Sherwood Oaks Park	1,695	14	52	2.14	54	63	44	248	41	191	n/a	58
CS-54	N. Dunn St. (2015)	Tamarack Trail to Lakewood Dr.	3,602	2	57	3.41	35	0	57	64	59	208	54	59
CS-52	Ramble Rd.	Ramble Rd. to Dunn St.	875	1	59	3.26	38	0	57	86	55	209	52	60
CS-55	Bryan Park NBHD (2018)	any street w/o sidewalks	n/a	0	61	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

** Tan rows indicate new proposals in 2020. Green rows indicate on-going funded projects. Red rows will be removed from the list.

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

Index for Maps of Sidewalk Proposals for Initial 2020 Sidewalk Committee Meeting

All Sidewalk Projects on Prioritization List, including:

- New projects,
- On-Going (Partially-Funded) projects,
- Unfunded projects, and
- Completed Projects

Ten new projects were requested for 2020 – Highlighted in orange;

Two projects moved forward with partial funding in 2019 – Highlighted in Green.

With three projects to be completed in 2019 – Highlighted in Gray

All Projects on Initial Project Prioritization List

Pete Ellis Drive – scope of project changed 12/11/2018

Rank: 1 (rank for new project is ~#16)

Year: 2016

10th Street to 3rd Street

Comments: *New in 2016. Resident from Cambridge Square raised various pedestrian, transit & safety issues along this corridor that fall outside current Committee criteria (except possible traffic-calming). Among other steps, P & T staff were exploring a stop sign at Pete Ellis and 7th Street.*

From 2018 and 2019 Memos to Committee: *Intersection improvements are anticipated at the 10th Street/Pete Ellis intersection in the next couple of years in conjunction with the development of the IU Health Bloomington Regional Academic Health Campus.*

From Council Office 2020: *On 12/11/2018, the scope of this project was changed by the committee to instead encompass the north-south portion of Range Road, north of 10th Street.*

East 3rd Street

Rank: 2

Year: 2015

2 Vacant Lots East of Park Ridge – 4136 – 4262 (south side)

Comments: *New in 2015. Vacant parcel with side path on west and sidewalk on east which would require installation of sidewalks with any future development.*

From 2018-2019 Memos to Committee: *Recent dedication of right-of-way along West 3rd Street will significantly reduce the project cost.*

Council Office Note for 2019: *Construction of the side path on these parcels was proposed as part of the Century Village PUD (Ord 18-14) (2020 update – Century Village PUD was not approved).*

Indiana Avenue

Rank: 3

Year: 2016

Northwest parcel at intersection with East 3rd Street

Comments: *New in 2016. After discussion of a traffic ordinance (Ord 15-27) in 2015, Cm. Volan requested that the Committee explore restricting vehicular access to this parcel. Note, this appears to fall outside the current Committee criteria.*

From 2018 and 2019 Memos to Committee: *The City has plans to modernize the signalized intersection at 3rd Street and Indiana in 2020.*

14th Street

Rank: 4

Year:

Madison Street to Woodburn Ave.

Comments: *Reaffirmed citizen interest in 2012.*

From 2020 Memo to Committee: *In 2019 the CSC allocated \$30,000 to design a new segment of sidewalk on the north side of West 14th Street from North Madison Street to North Woodburn Avenue. The City has chosen local engineering firm Bynum Fanyo & Associates, Inc. to complete this design. A contract in the amount of \$15,110.00 is anticipated to be awarded at a November meeting of the Board of Public Works. Design will then begin with an anticipated completion date in early spring of 2020. The remaining \$14,890 will be applied to the West Allen Street Traffic Calming project, another 2019 CSC project. Construction is currently unfunded and is conceptually estimated to cost \$156,000. City staff have submitted a letter of intent to apply for 2020 Community Development Block Grant (CDBG) funds this project. Whether the project is awarded no, partial, or full construction funding will not be known until February 2020.*

All Projects on Initial Project Prioritization List

Union Street – removed from list

Rank: 5

Year:

4th Street to 7th Street (east side)

Comments: Reaffirmed Council member interest in 2016 and 2017. Design of this project funded by the 2017 Committee.

From 2018 Memo to the Committee. In 2016 the Committee allocated \$32,000 towards the design of a new sidewalk along Union Street, from East 4th Street to East 7th Street (east side). A design contract was awarded to Bledsoe Riggert Cooper James at the December 13, 2016 Board of Public Works meeting in the amount of \$34,380.00. ~~Design has progressed through survey with an estimated completion date in 2018.~~ No permanent right-of-way acquisition is anticipated with this project. **The current** estimated construction cost for the project is \$215,900. (Note: Storm water costs drove up the estimated cost of this project.)

From 2019 Memo to the Committee. The memo reads the same as 2018 except for the sentence on design (with strikeout above). That sentence now reads: "Design has been temporarily suspended until construction funding can be identified."

From Council Office 2020: This project was removed by the committee from the project list in Nov. 2018

19th Street

Rank: 6

Year: 2011

Walnut Street to Dunn Street

Comments: Combined 18th and 20th Street projects requested in 2011.

From Council Office 2020: The approval of Ord 19-12 (PUD for 1800 N. Walnut Street) included a sidewalk connection from North Walnut to 19th Street.

East 10th Street

Rank: 7

Year: 2015

Grandview to Russell Rd. (unfunded segment – Grandview to Smith)

Comments: This is a long-standing request with the portion from Smith Road to Tamarron/Deckard expected to be completed in November 2018.

In 2018, there was a renewed request for a pedestrian facility from Grandview to Smith Road.

South Walnut Street Pike

Rank: 8

Year: 2020

E. Winslow Road to entrance of Echo Park Bloomington (west side)

Comments: New in 2020. Resident of Echo Park pointed out that a short section of sidewalk was missing to connect to nearby Winslow Road. The resident raised safety concerns for those walking in the area.

Gourley Pike

Rank: 9

Year: 2017

Kinser Pike to Monroe Street

Comments: Requested by a citizen with motorized wheelchair for consideration by 2017 Sidewalk Committee. Note: Map also includes second segment from College Avenue along North Old SR 37 and Gourley Pike to Kinser Pike (listed below).

From 2018 and 2019 Memos to Committee: INDOT is has indicated that they are planning on improving the intersection 45/46 and Stone Lake Drive/Monroe Street.

All Projects on Initial Project Prioritization List

Gourley Pike

Rank: 10

Year: 2016

College/Old SR37 to Kinser Pike

Comments: See Gourley Pike (above – with map of both areas).

East Grimes Lane

Rank: 10

Year: 2020

S. Lincoln Street to alley west of S. Dunn Street (south side)

Comments: New in 2020. Requested by Cm. Piedmont-Smith, who noted that it is unsafe to wait at a bus stop at Grimes and Palmer with no sidewalk.

Smith Road

Rank: 12

Year: 2011

Grandview Drive to 10th Street (west)

Comments: Introduced for 2010 Committee and moved between 6th and 10th place over last few years.

South Walnut Street

Rank: 12

Year: 2020

E. Winslow Road to E. Ridgeview Drive (east side)

Comments: New in 2020. Requested by a citizen who noted the difficulty in crossing S. Walnut to get to the west side of the street where there is currently sidewalk.

South Overhill Drive

Rank: 14

Year: 2020

East 3rd Street to East 5th Street

Comments: New in 2020. Requested by a citizen who voiced safety concerns about walking her children in the street with no sidewalk.

Jefferson Street

Rank: 15

Year:

3rd Street to 7th Street

Comments: Long-standing request.

South Rogers Street - removed from list

Rank: 16

Year:

1515 to 1525 S. Rogers – South of Hillside Drive (east side)

Comments: Reaffirmed by a Council member for 2017 noting foot traffic associated with Community Kitchen. **From 2018 and 2019 Memos to Committee.** Recent property subdivision by the Parks and Recreation Department associated with Switchyard Park requires the installation of the missing section of sidewalk on the eastern right-of-way. **From Council Office 2020: This project was removed by the committee from the active project list in Dec. 2018**

All Projects on Initial Project Prioritization List

North Indiana		
Rank: 16	Year: 2015	15th Street to one parcel South of 17 th Street (west side)
<u>Comments:</u> <i>New in 2015. Vacant parcel owned by IU Foundation.</i>		

Miller Drive		
Rank: 18	Year:	Huntington Drive to Olive Street
<u>Comments:</u> <i>2009 citizen request for both sides of the street.</i>		

Clark Street		
Rank: 19	Year: 2013	3rd Street to 7th Street
<u>Comments:</u> <i>Introduced in 2013 and has stayed in the 15-21 range since then.</i>		

5th Street		
Rank: 20	Year: 2013	Union Street to Hillsdale Drive (south side)
<u>Comments:</u> <i>Reaffirmed citizen interest in 2016.</i>		
<i>From 2018 and 2019 Memos to Committee: The Committee is currently designing a section of sidewalk along Union Street.</i>		
<i>From 2020 Council Staff: The Committee removed the Union Street project from its active project list in Nov. 2018.</i>		

Moores Pike		
Rank: 21	Year: 2009	Valley Forge Road to High Street (north side)
<u>Comments:</u> <i>2009 Request.</i>		

8th Street		
Rank: 22	Year: 2017	Jefferson Street to Hillsdale Drive
<u>Comments:</u> <i>N/A</i>		

Walnut Street		
Rank: 23	Year:	Hoosier St. to Force Fitness driveway
<u>Comments:</u> <i>N/A</i>		

Wylie Street		
Rank: 24	Year: 2013	Lincoln Street to Henderson Street
<u>Comments:</u> <i>New in 2013. Narrow right-of-way at east end with use for parking motor vehicles.</i>		

All Projects on Initial Project Prioritization List

Palmer St. Connector Path		
Rank: 25	Year:	Wylie Street to 1 st Street
<p><u>Comments:</u> 2009 Request for pedestrian facility in right-of-way between these two streets. See request for curb-gutter-sidewalk from Grimes Lane to 1st (below).</p>		

West Allen Street		
Rank: 26	Year: 2018	Strong Drive to South Adams Street (south side)
<p><u>Comments:</u> New request in 2018 to fill in missing gaps in sidewalks. Anonymous. Possible area for traffic-calming project. From 2019 Memo to Committee: (In reference to traffic-calming initiatives) One request is considering West Allen Street from Patterson Drive to Adams Street that does present characteristics that necessitate traffic calming techniques as well as pedestrian enhancements. 2019 CBU Note on Storm Water: Acknowledges that storm water issues on West Allen may coincide with pedestrian projects.</p>		

Bryan Ave.		
Rank: 27	Year: 2013	3 rd Street to 7 th Street
<p><u>Comments:</u> Introduced in 2013. Affirmed in 2016 by Cm. Mayer in light of intersection improvements anticipated 3rd/High/Bryan.</p>		

Palmer Street		
Rank: 27	Year: 2019	Grimes Lane to 1 st Street
<p><u>Comments:</u> Resident Request for 2019: Issues included narrow street, parked cars, absent sidewalks or ones in poor condition and families walking children to Templeton School. CBU Note 2019: Some storm water work performed along Palmer in 2011.</p>		

High Street		
Rank: 29	Year:	Covenanter Drive to 2 nd Street (east side)
<p><u>Comments:</u> 2009 Request. Repair – raise curb. Note: For 2019, CBU identified possible storm water work at this intersection.</p>		

West 3rd Street		
Rank: 30	Year: 2018	Walker Street to ~240 ft. west (south side)
<p><u>Comments:</u> 2018 Request from Cm. Piedmont-Smith to provide sidewalks next to recently approved LifeDesigns residential facility. 2019 Council Office Note: Project did not develop. However, adjacent parcel may develop with sidewalk.</p>		

South Fess Ave.		
Rank: 31	Year: 2020	Bryan Park to E. Hillside Drive
<p><u>Comments:</u> New in 2020. Request from citizen for sidewalks near Bryan Park on Fess, Park, and Stull.</p>		

All Projects on Initial Project Prioritization List

17th Street		
Rank: 32	Year: 2012	Crescent Street to College Avenue (south side)
<p><u>Comments:</u> <i>The scope of this project was extended from ~ Monroe to Crescent Street by 2012 Committee. The segment between Madison and College was completed in 2014. The segment between Maple and Madison was in design stage in 2014. The segment from west of Maple to Madison was in right-of-way acquisition phase for 2015. Other funds have been identified to complete sidewalks along this corridor.</i></p> <p><i>The Committee anticipates that this project will go forward with use of other funds.</i></p> <p><i>From 2018 and 2019 Memos to Committee:</i> <i>The City has hired Aztec Engineering Group to design the reconstruction of 17th Street from Crescent to Monroe Street. The project will include a sidewalk on the south side of the street and a multiuse path on the north side. The City is currently in the right-of-way acquisition phase and anticipates construction in 2019.</i></p>		

Mitchell Street		
Rank: 33	Year: 2016	Maxwell Lane to Atwater Avenue
<p><u>Comments:</u> <i>New in 2016. Cm. Ruff observed enough pedestrian usage to suggest this project be considered. Committee noted presence of sidewalks on both sides of Jordan to the west.</i></p>		

Curry Pike		
Rank: 34	Year: 2017	SR 45 to Beasley Dr.
<p><u>Comments:</u> <i>Resident request for 2017. City jurisdiction may not extend beyond the right-of-way.</i></p>		

Cory Lane		
Rank: 35	Year: 2015	2 nd Street to 3 rd Street
<p><u>Comments:</u> <i>Introduced in 2015. All but northern and southern blocks are in the county.</i></p>		

Adams Street		
Rank: 35	Year: 2019	W. Kirkwood Ave. to 11 th Street (west side)
<p><u>Comments:</u> <i>N/A</i></p>		

Allen Street		
Rank: 37	Year: 2015	Henderson Street to Lincoln Street
<p><u>Comments:</u> <i>Introduced in 2015.</i></p>		

Fee Lane		
Rank: 38	Year: 2015	SR 45/46 to Entrance to Lot 12 Entrance
<p><u>Comments:</u> <i>New for 2015. Adjacent to recently developed IU sport facility.</i></p>		

All Projects on Initial Project Prioritization List

South Stull Ave

Rank: 39

Year: 2020

Bryan Park to E. Hillside Drive

Comments: *New in 2020. Request from citizen for sidewalks near Bryan Park on Fess, Park, and Stull.*

Franklin Drive

Rank: 40

Year: 2017

3rd Street to Fairfield Drive

Comments: *Anonymous request. New for 2017. Sidewalk along 3rd Street may be on parcel owned by the State and may be constructed with I-69 project.*

From 2018 and 2019 Memos to Committee – Complementary Initiatives): *INDOT has improvements planned at the 3rd Street/Franklin Drive intersection and the SR 37 overpass with the I-69 Section 5 project.*

Arlington Road

Rank: 41

Year: 2018

Monroe Street to Prow Road

Comments: *2018 Request (Anonymous)*

Smith Road

Rank: 42

Year: 2011

Hagan St. to Brighton Ave (west side)

Comments: *New for 2011 Committee. Reaffirmed for discussion in 2017 by Cm. Granger.*

Walnut Street

Rank: 43

Year: 2013

SR 45/46 to 500 feet north of Fritz Drive (west side)

Comments: *Introduced in 2013. Bike lanes were installed, but no formal pedestrian facilities are in place.*

S. Park Avenue

Rank: 44

Year: 2020

Bryan Park to E. Hillside Drive

Comments: *New in 2020. Request from citizen for sidewalks near Bryan Park on Fess, Park, and Stull.*

Nancy Street

Rank: 45

Year: 2009

Hillside Dr. to Mark St.

Comments: *2009 request from Cm. Rollo based upon petition from residents.*

E. Morningside Drive

Rank: 45

Year: 2020

N. Smith Rd. to E. 3rd Street

Comments: *New in 2020. Requested by citizen who voiced safety concerns for pedestrians in neighborhood.*

All Projects on Initial Project Prioritization List

Winslow Road		
Rank: 47	Year: 2017	High St. to Xavier Court (north side)
<p><u>Comments:</u> Citizen request for 2017. Sidewalks on south side but not north side. Does not serve walkers, joggers or bicyclist. Andrew Cibor indicated that MPO may fund multiuse path on north side further west from Highland to Walnut and east from the Jackson Creek bridge to Stands Drive.</p>		
Oakdale Drive		
Rank: 48	Year: 2018	Oakdale Sq. to Bloomfield Road
<p><u>Comments:</u> 2018 Request from various sources (including tenants and manager of apartments in the area.</p>		
E. Sheffield Drive		
Rank: 49	Year: 2020	N. Plymouth Road to N. Park Ridge Road
<p><u>Comments:</u> New in 2020. Requested by citizen via letter to the Mayor, noting safety concerns due to traffic in the area of the Park Ridge East Park.</p>		
Dunn Street		
Rank: 50	Year: 2001	SR 45/46 to Tamarack Tr. (east side)
<p><u>Comments:</u> In 2001, the Council Sidewalk Committee recommended ~ \$74,700 for design of the sidewalk from SR 45/46 to Tamarack Trail. In May 2002, <u>Ord 02-05</u> authorized installation of various traffic-calming devices on North Dunn. Then, in September 2005, <u>Ord 05-25</u> removed those authorizations and codified a few stop signs instead. Renewed request in 2009 and 2016.</p>		
Woodlawn Avenue		
Rank: 50	Year: 2017	Weatherstone Ln. to Maxwell Ln.
<p><u>Comments:</u> Request for consideration in 2017 indicating multiuse path along Bryan Park is inconvenient for commuters.</p>		
Rhorer Road		
Rank: 52	Year: 2009	Walnut St. to Sare Rd.
<p><u>Comments:</u> 2009 request for side path from Cm. Piedmont-Smith. From 2018 and 2019 Memos to Committee – Complementary Initiatives): Monroe County is currently constructing a project that will install new sidewalks and a multiuse path from Rogers Street to Walnut Street Pike. The City has begun the design process for a multiuse path that will connect the Jackson Creek Trail to South Sare Road. Construction is anticipated in 2020.</p>		
S. Highland		
Rank: 53	Year: 2015	Winslow Park Parking Lot to Sidewalk
<p><u>Comments:</u> New for 2015. Parks Department has discouraged pedestrian use of this route.</p>		

All Projects on Initial Project Prioritization List

E. Wimbledon Lane

Rank: 54

Year: 2018

High St. to Montclair Ave.

Comments: 2018 request from Cm. Rollo after meeting with the neighborhood association.

Reaffirmed interest for 2019 expressed by resident with concern, among other things, with children walking to Childs Elementary School.

S. Maxwell Street

Rank: 54

Year: 2019

E. Miller Dr. to E. Short Street

Comments: This project was added at the request of Cm. Rollo to coincide with the Co-Housing PUD at the intersection of Maxwell and Short Street and improvements at that site.

From 2019 Memo to Committee: In 2018 the Committee allocated \$13,000 towards the design of a sidewalk on the west side of South Maxwell Street. In October of 2018 the City awarded a design contract to Bynum Fanyo & Associates Inc. in the amount of \$20,920. The additional \$7,920 in design funding will be paid by Planning and Transportation funds. Final plans for the project are expected to be completed by June of 2019. The design contract for this project currently allows flexibility for the sidewalk to be designed on either the east or west side of Maxwell Street. While the original allocation specified the west side of the street, Staff recommends that the Committee allow the project's initial feasibility/design phase to determine the most appropriate side of the street for this sidewalk.

Graham Drive

Rank: 56

Year: 2011

Rockport Rd. to Rogers St.

Comments: New for 2010 Committee. Probable sewer component.

Notes from 2018: Traffic-calming discussed both as a temporary measure due to nearby construction and as a longer term measure for this street. Neighborhood meetings were held.

Kinser Pike

Rank: 57

Year: 2009

North of Acuff Rd.

Comments: Renewed request in 2009 from Cm. Sturbaum and Sandberg.

E. Elliston Drive

Rank: 58

Year: 2020

S. Bainbridge Dr. to Sherwood Oaks Park

Comments: New in 2020. Citizen requested sidewalk or traffic calming due to high traffic speed in vicinity of park/school.

N. Dunn Street

Rank: 59

Year: 2015

Tamarack Trail to Lakewood Dr.

Comments: New for 2015.

All Projects on Initial Project Prioritization List

Ramble Road		
Rank: n/a	Year: 2009	Ramble Rd. to Dunn St.
<u>Comments:</u> Request for 2009 by Cm. Wisler.		

Completed/Soon-to-be-completed Projects 2019

S. Walnut Street		
Rank: n/a	Year: 2009	Winston/Thomas to Indiana Nat'l Guard (west side)
<p><i>2009 Request from Department of Public Works. The 2016 Committee funded design and acquisition of right-of-way</i></p> <p><i>From 2018 and 2019 Memos to the Committee:</i> In 2016 the Committee allocated \$13,000 for design of a sidewalk along South Walnut Street, from Winston Thomas to National Guard Armory (west side). A design contract was awarded to Parsons Cunningham and Shartle Engineers, Inc. on November 1, 2016 in the amount of \$32,750.00. Design of the project was completed in October 2018 with a revised construction estimate of \$60,300. In 2018, the Committee allocated \$63,000 toward construction of the project. The project will be bid and awarded in November 2018 and construction will begin in spring of 2019. Upon discovering that CBU has a commitment to install and repair some sections of the sidewalk adjacent to their property, a cost-sharing agreement for \$24,000 went to the BPW at the end of October. P&T recommended that the \$60,300 of unused funds be applied to the Moores Pike and Clarizz project.</p> <p><i>See 2020 Memo to Committee for further update.</i></p>		

Mitchell Street		
Rank: n/a	Year: 2012	Maxwell Ln. to Circle dr. (east side)
<p><u>Comments:</u> The Committee approved a pedestrian lane on the east side in 2012. In 2016, the Committee authorized funding for the design of a sidewalk.</p> <p><i>From 2018 Memo to the Committee.</i> In 2016 the Committee allocated \$22,000 towards the design of a new sidewalk along South Mitchell Street, from Maxwell Lane to Circle Drive. A design contract was awarded to Parsons Cunningham and Shartle Engineers, Inc. on November 1, 2016 in the amount of \$27,250. <i>Design is progressing and is anticipated to be completed in 2018. No right of way acquisition is necessary for this project. The construction cost estimate is \$198,000.</i></p> <p><i>Additional Information from 2019 Memo to the Committee:</i> In September of 2017 an addendum to the design contract for additional utility services was approved increasing the final design Design cost to \$35,828. In 2018 the Committee allocated \$153,000 towards the project, with an additional \$45,000 being contributed from CBU. Plans will be completed in October and the project is programed to be bid and awarded in November of 2018. Staff do not yet have an updated construction cost estimate, but initial estimates indicate a likely cost of approximately \$190,000. Construction is anticipated to begin in the Spring of 2019.</p> <p><i>See 2020 Memo to Committee for further update.</i></p>		

All Projects on Initial Project Prioritization List

Moores Pike		
Rank: n/a	Year:	Sare Rd. to Woodruff Ln.
<p><i>Comments: The 2016 Committee funded design for a sidewalk from College Mall Road to existing sidewalk further east. It also funded design for a possible pedestrian crossing at Clarizz/Andrews Circle.</i></p> <p><i>From 2018 Memo to the Committee:</i> <i>In 2016, the Committee allocated \$32,000 towards the design of a new sidewalk along East Moores Pike, from College Mall Road to Woodruff Lane (south side), as well as, the evaluation of potential pedestrian crossing improvements across Moores Pike at Clarizz Blvd. A design contract was awarded on November 19, 2016 to Crawford, Murphy & Tilly, Inc. in the amount of \$52,590.00.</i></p> <p><i>- Design of the sidewalk was completed in 2017 and the project is ready for construction. No right of way acquisition is necessary for this project. Construction costs are estimated to be \$195,000.00 for the sidewalk installation.</i></p> <p><i>From 2019 Memo to the Committee (Summary):</i> <i>The design for the sidewalk cost \$41,880 and “was substantially completed in 2018 and the project is waiting for construction funds in order progress.” (See below for the related crosswalk project.)</i></p> <p><i>See 2020 Memo to Committee for further update.</i></p>		

Google Maps N Range Rd



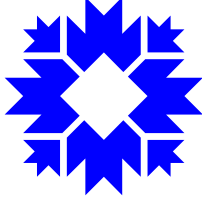
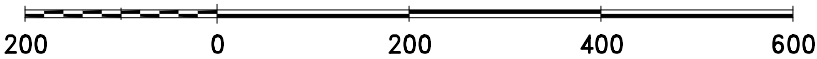
Imagery ©2019 Google, Imagery ©2019 IndianaMap Framework Data, Maxar Technologies, USDA Farm Service Agency, Map data ©2019 200 ft



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

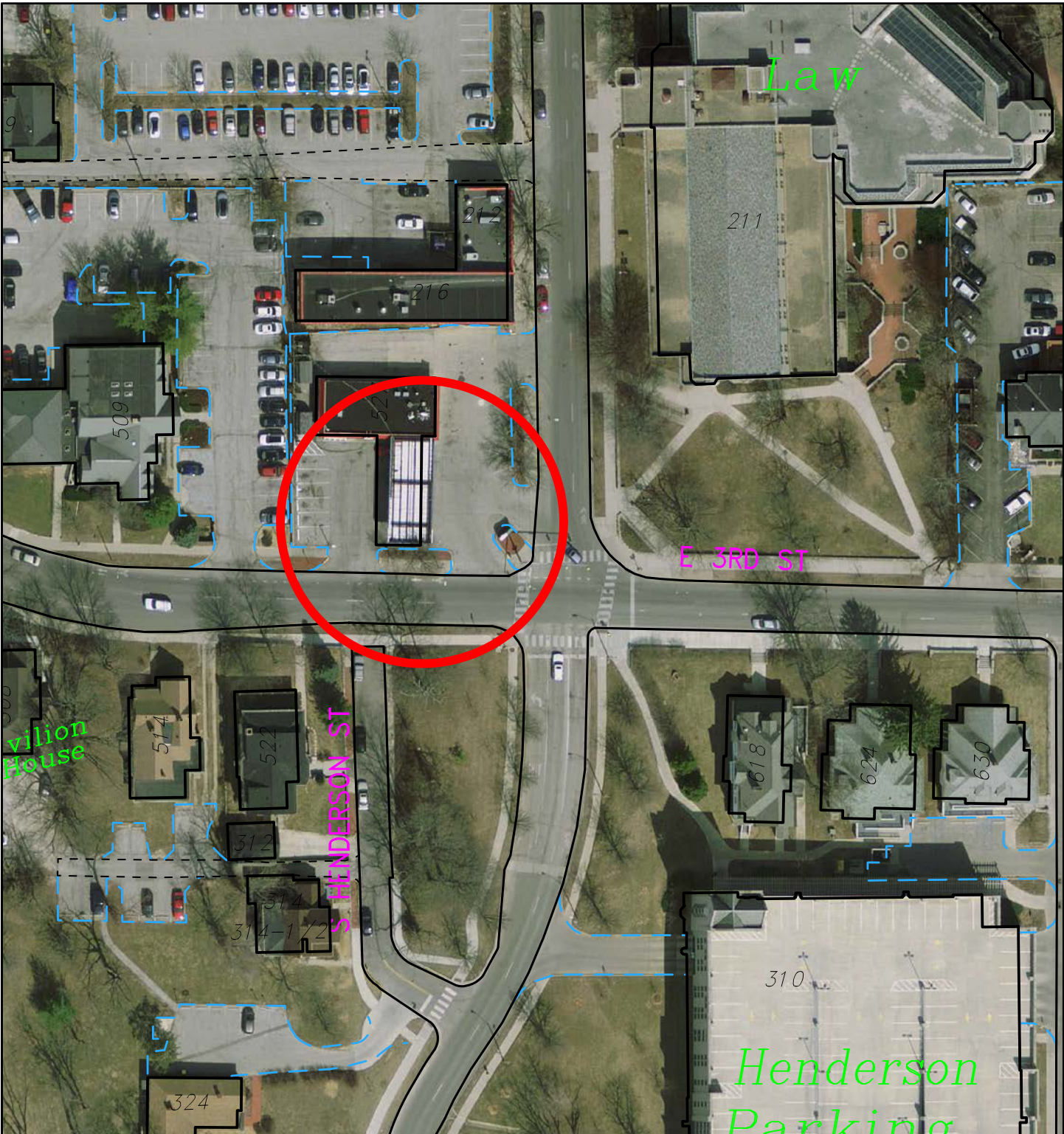
City of Bloomington
 Clerk & Council

By: finnh
 3 Nov 14



Scale: 1" = 200'

For reference only; map information NOT warranted.



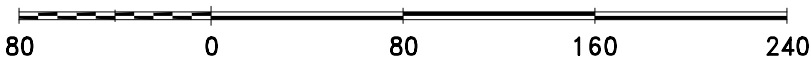
2016 Council Sidewalk Committee Request

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

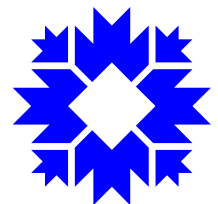
Re: Vehicular access to Gas Station/Convenience Store at 527 E. 3rd Street

By: shermand

24 Dec 15

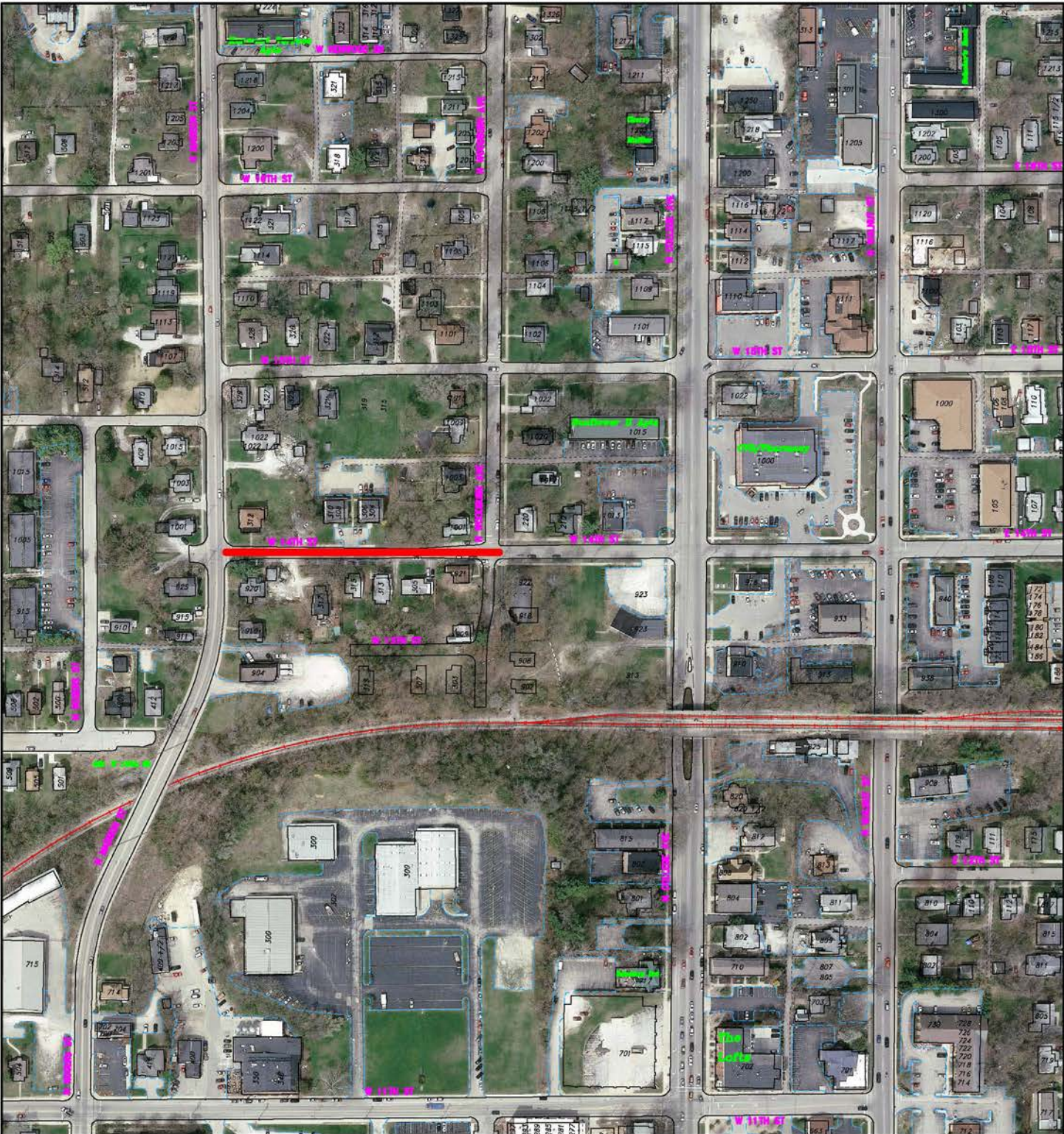


City of Bloomington
Clerk & Council



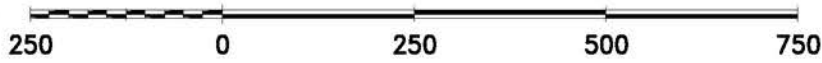
Scale: 1" = 80'

For reference only; map information NOT warranted.



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

By: shermand
2 Nov 11
File: LPWdl



For reference only; map information NOT warranted.

City of Bloomington
Clerk & Council

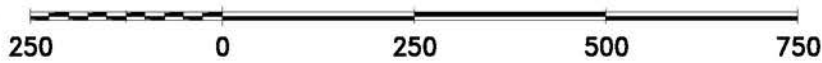


Scale: 1" = 250'



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

By: shermand
 1 Nov 11
 File: LP19th

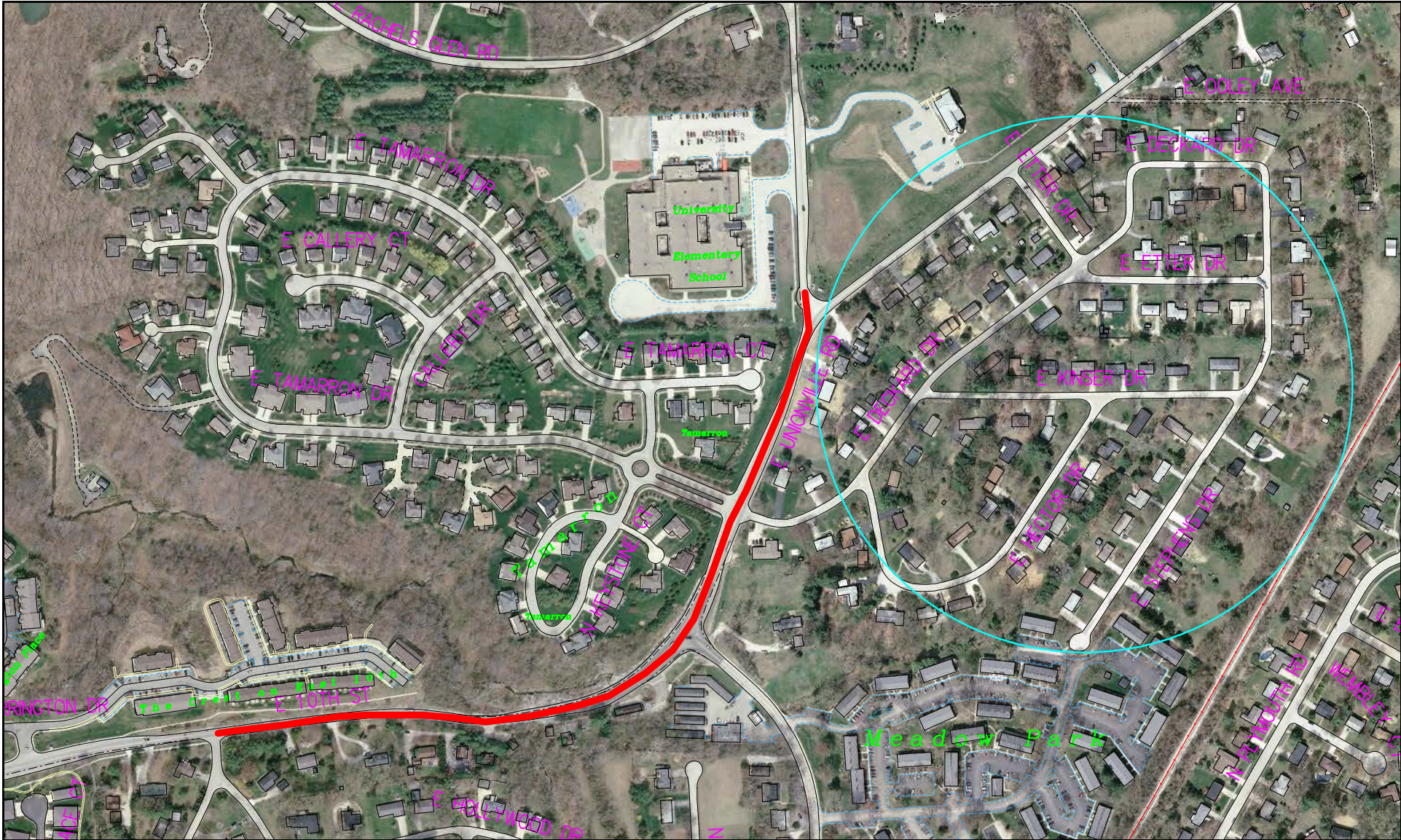


City of Bloomington
 Clerk & Council



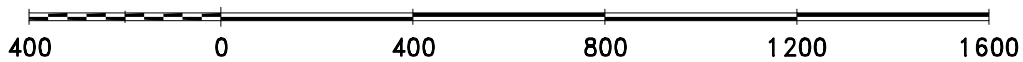
Scale: 1" = 250'

For reference only; map information NOT warranted.



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

By: finnh
 7 Nov 14



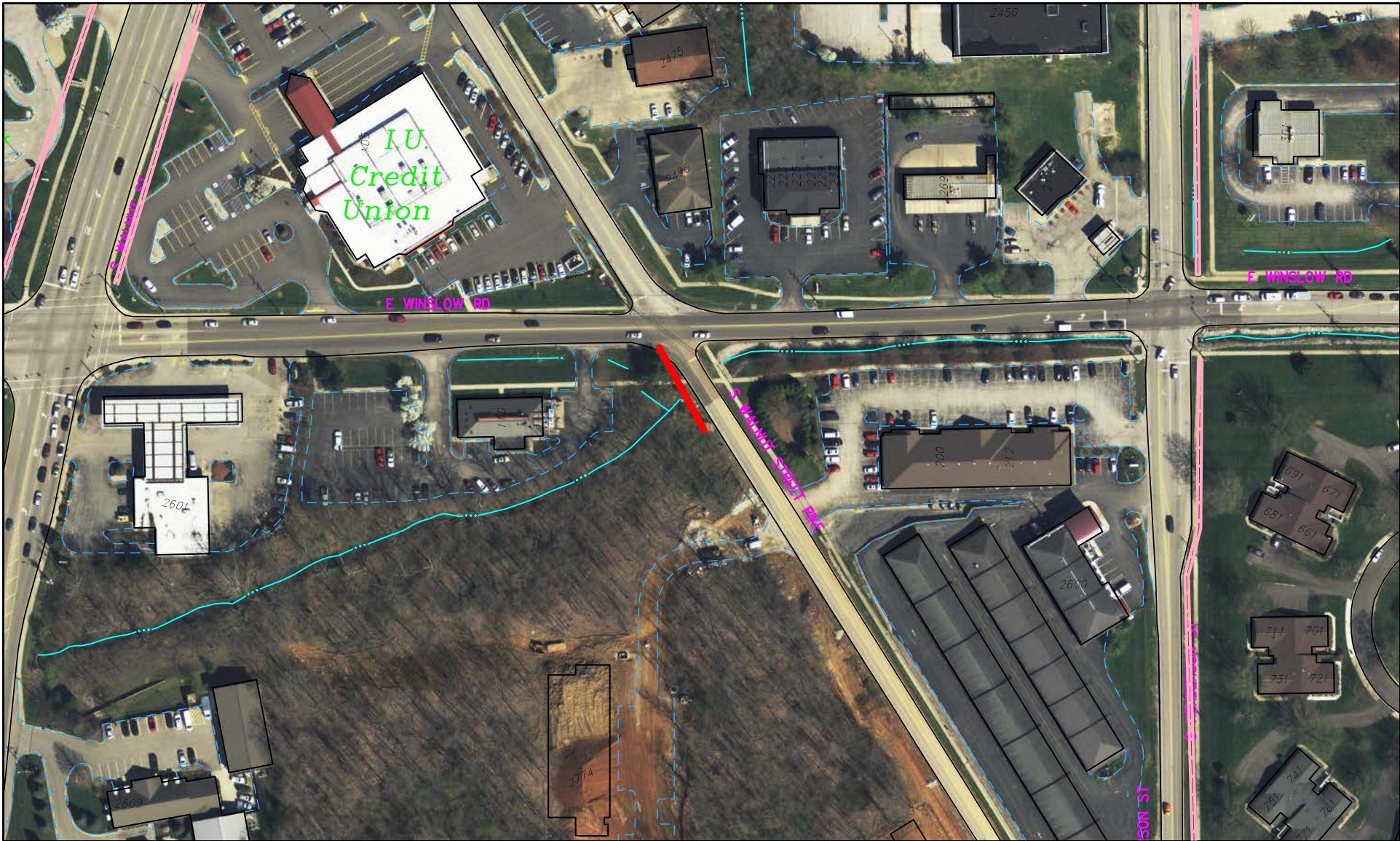
For reference only; map information NOT warranted.



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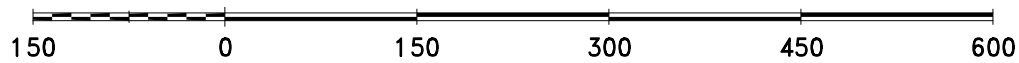


Scale: 1" = 400'



Sidewalk Committee -- 2020
Sidewalk segment on Walnut Pike to E Winslow Rd

By: oneillm
21 Jun 19



For reference only; map information NOT warranted.



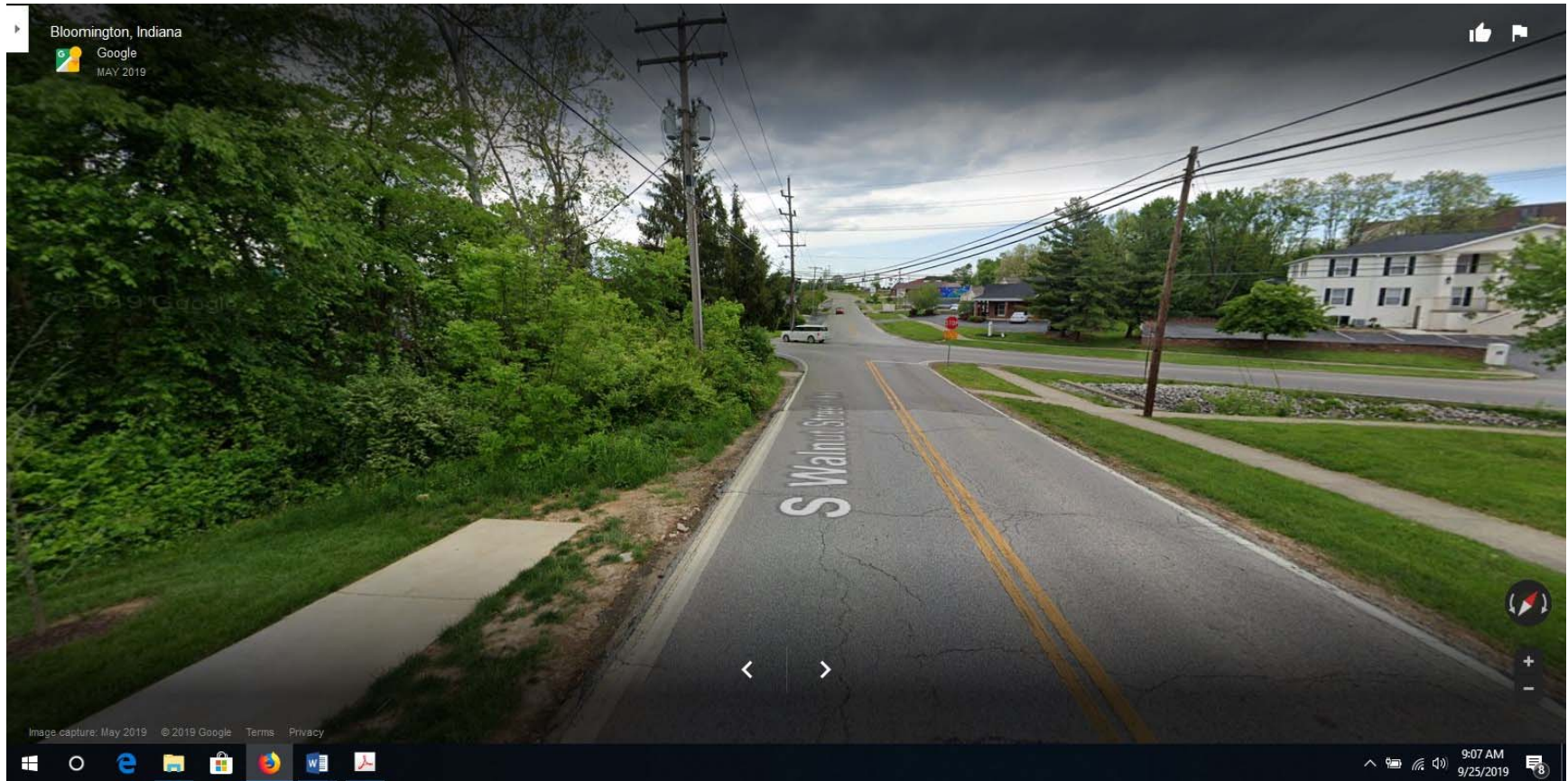
City of Bloomington
Council Office



Scale: 1" = 150'

South Walnut Street Pike

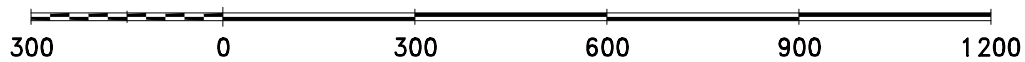
East Winslow Road to entrance of Echo Park Bloomington (west side)





Council Sidewalk Committee – 2017
 Request for Sidewalks along Gourley Pike and Old SR 37 (East of North College Avenue)

By: shermand
 28 Nov 16



For reference only; map information NOT warranted.



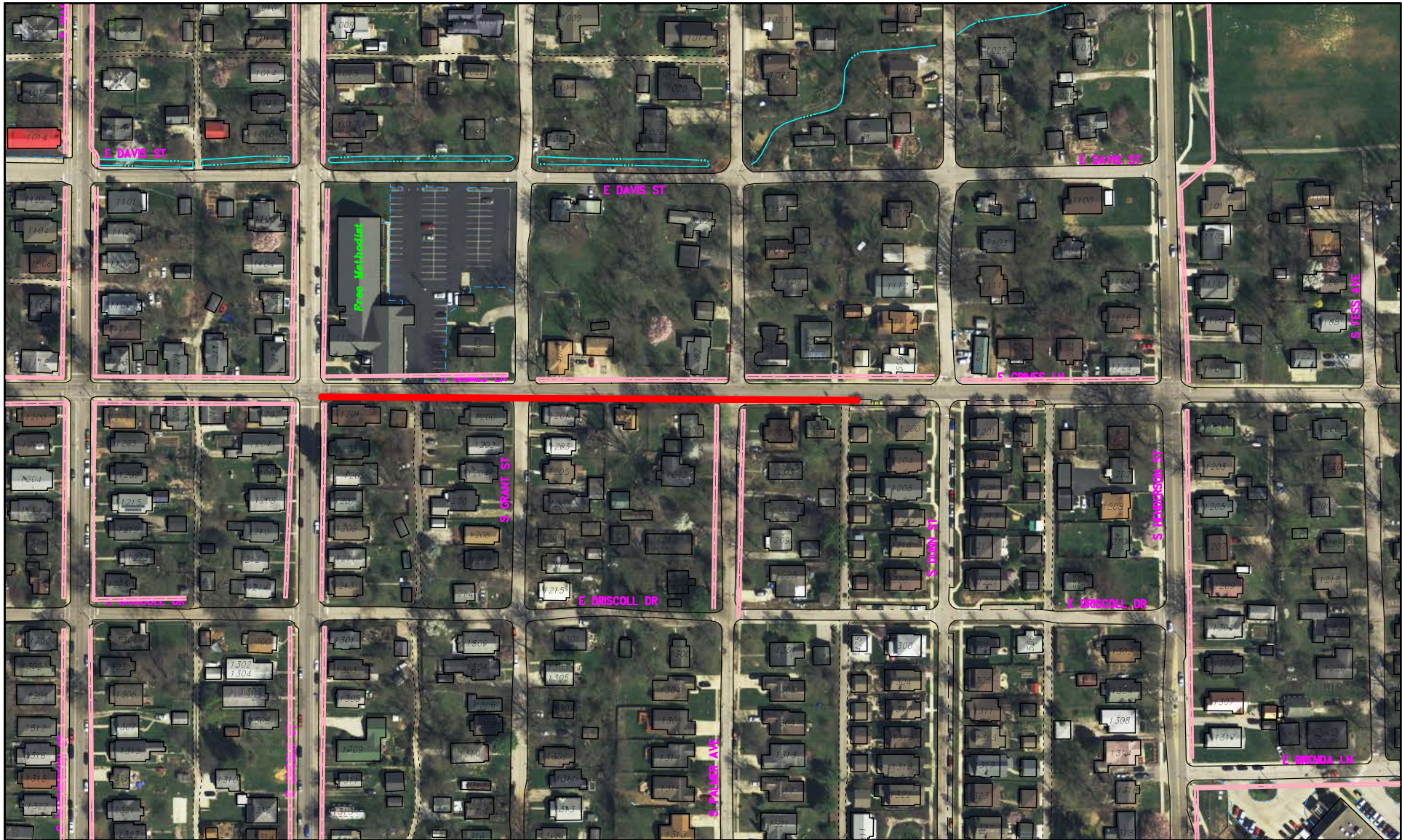
City of Bloomington
 Council Office



Scale: 1" = 300'

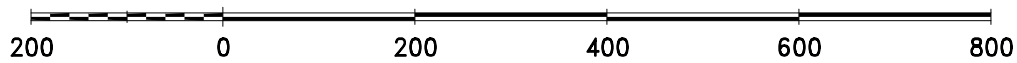
Gourley Pike/Old SR 37 (2017)

– Please see map for Gourley Pike (2017) (above) for aerial view which includes both sidewalk segments.



Sidewalk Committee -- 2020
 Sidewalk on E. Grimes Lane between Lincoln Street and S. Dunn St.

By: oneillm
 20 Jun 19



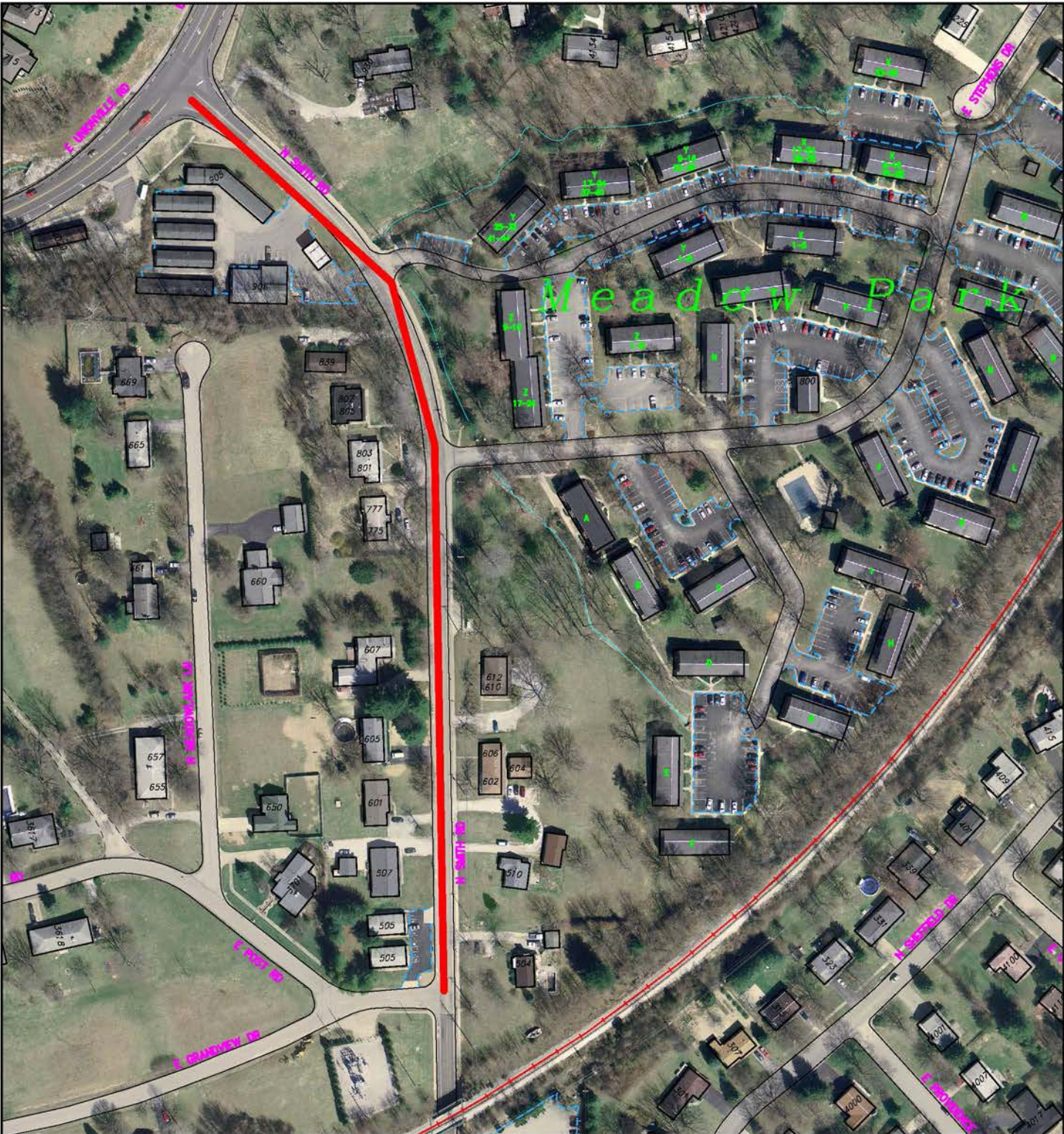
For reference only; map information NOT warranted.



City of Bloomington
 Council Office



Scale: 1" = 200'



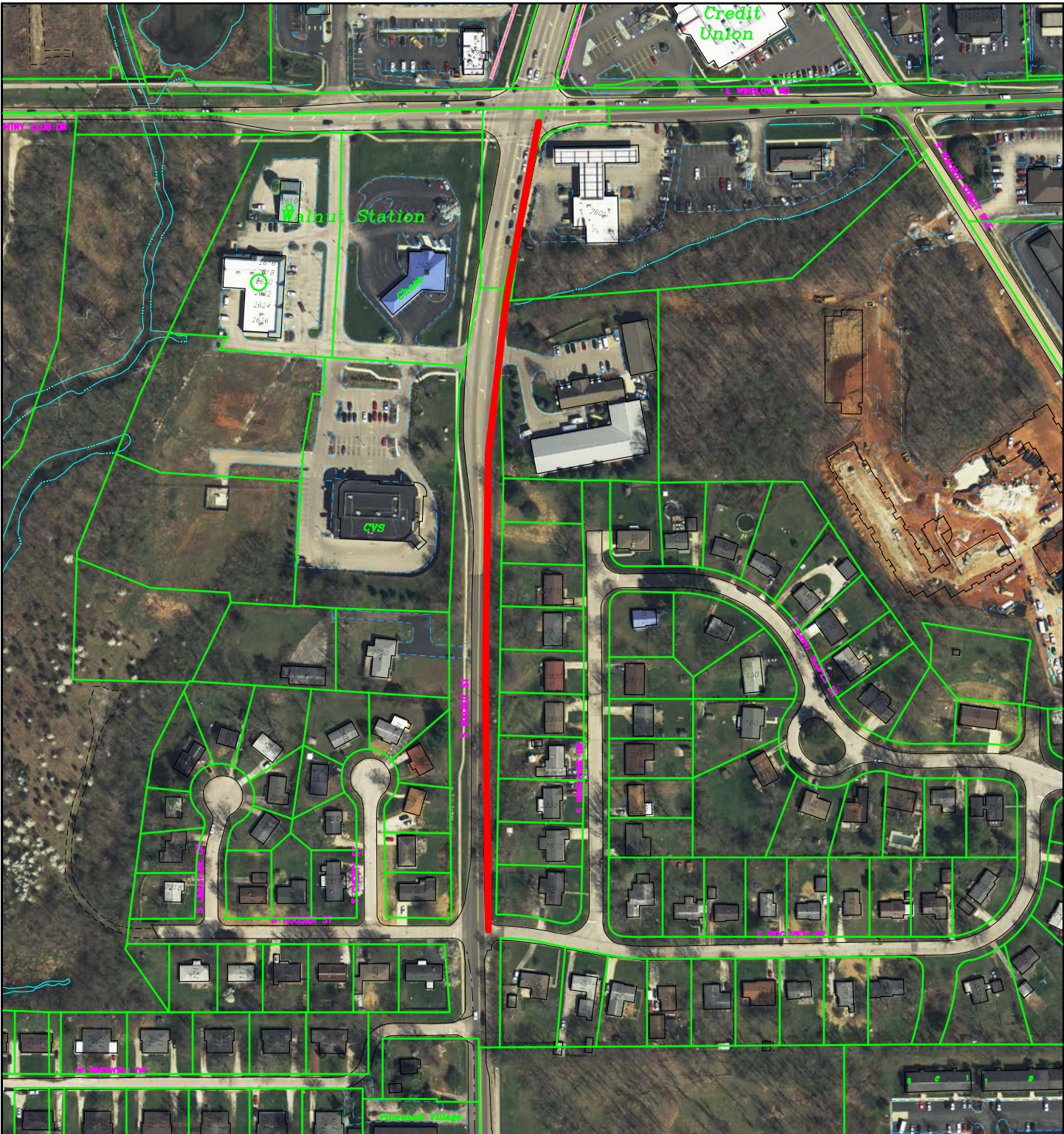
2011 Council Sidewalk Committee
 Smith Road from Grandview to E 10th (West Side)

By: shermand
 10 Nov 10

City of Bloomington
 Clerk & Council

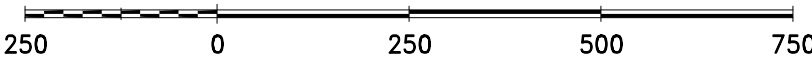
Scale: 1" = 200'

For reference only; map information NOT warranted.

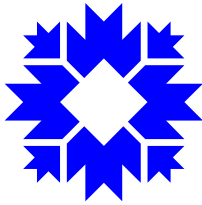


Council Sidewalk Committee Request -- 2020
 Sidewalk East Side of South Walnut from E Winslow Rd to E Ridgeview Drive

By: oneillm
 12 Jun 19

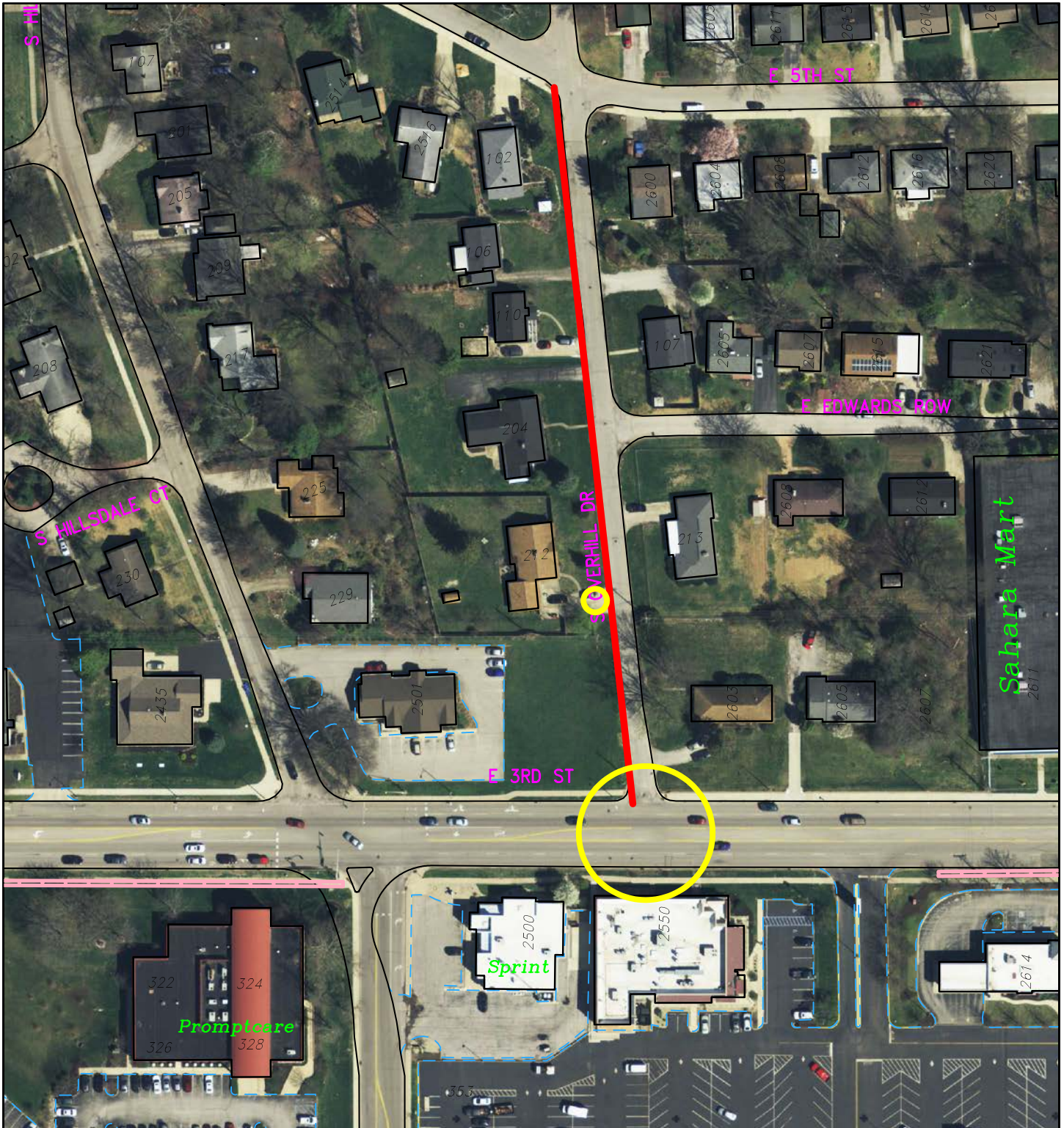


City of Bloomington
 Council Office



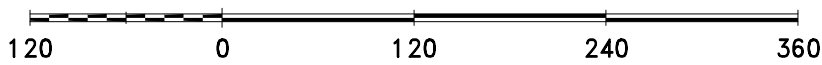
Scale: 1" = 250'

For reference only; map information NOT warranted.

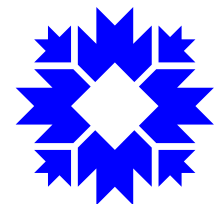


Overhill Drive -- Sidewalk Committee 2020
 Sidewalk and Safety Concerns

By: oneillm
 17 Jun 19

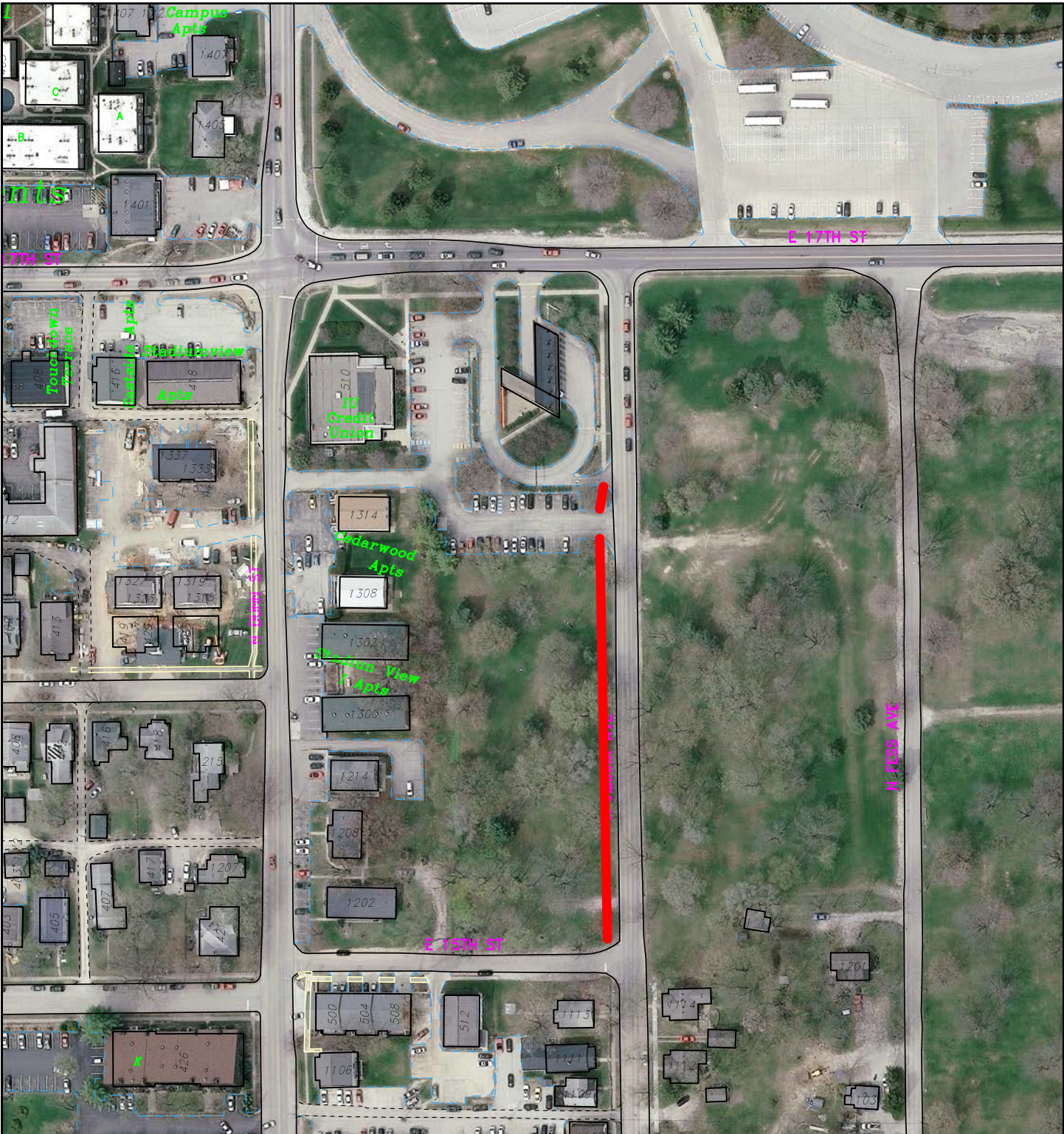


City of Bloomington
 Council Office



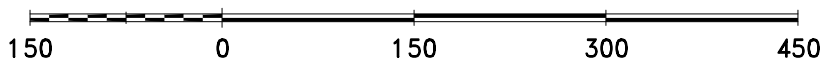
Scale: 1" = 120'

For reference only; map information NOT warranted.

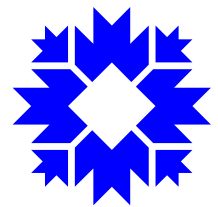


N Indiana St – from 15th St to the IUCU Property South of 17th St

By: finnh
7 Nov 14

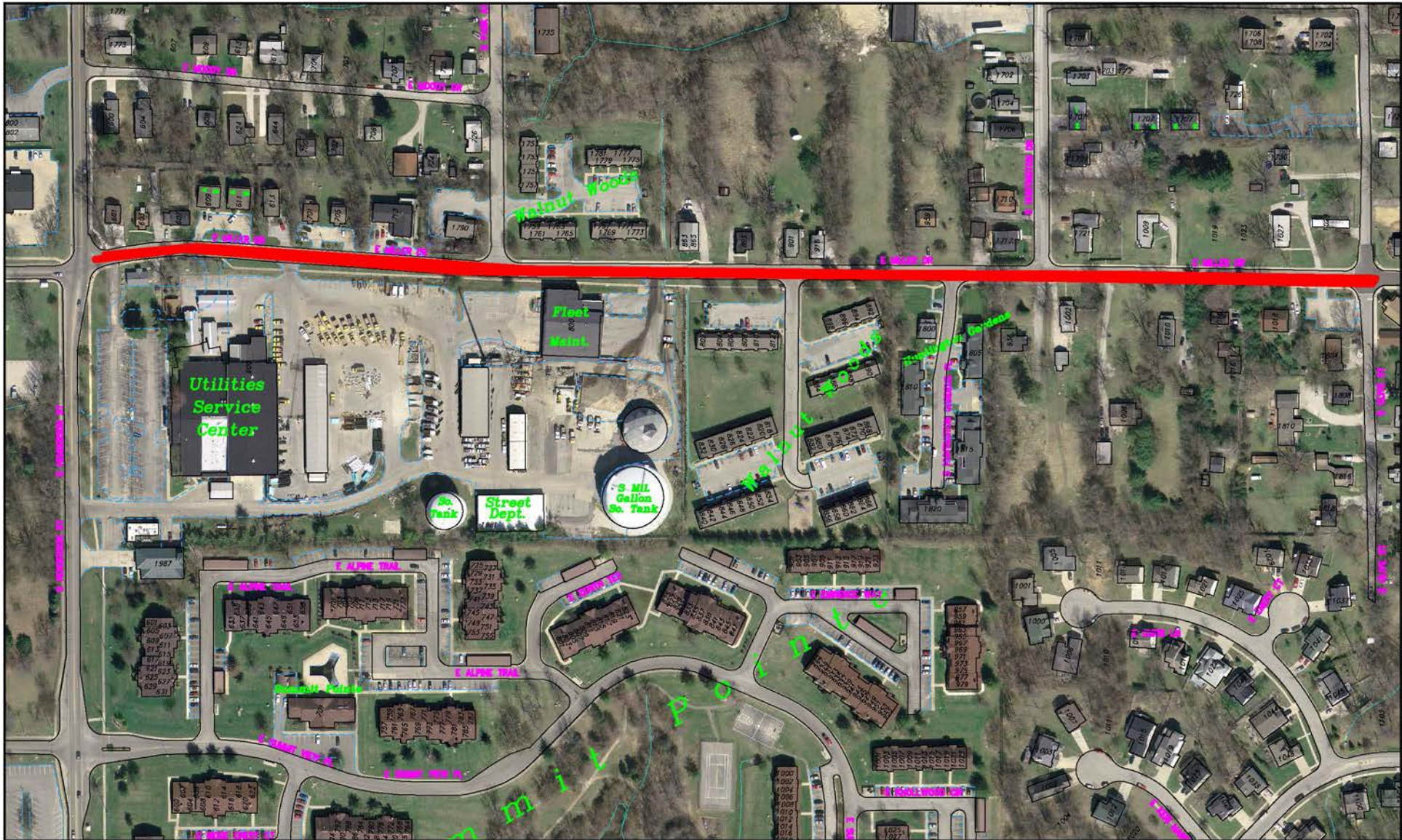


City of Bloomington
Clerk & Council



Scale: 1" = 150'

For reference only; map information NOT warranted.



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

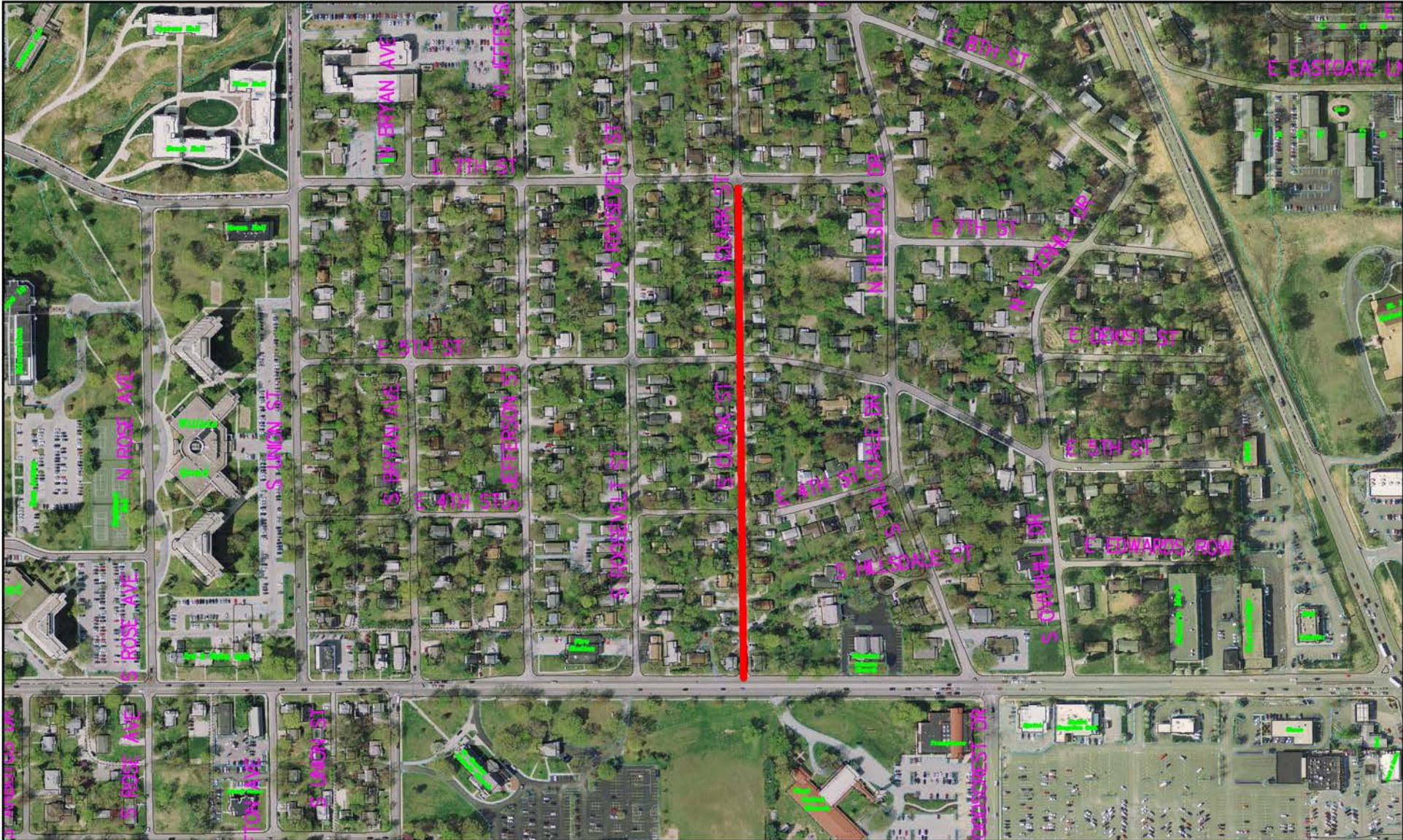
By: fallsm
 7 Oct 08



For reference only; map information NOT warranted.

City of Bloomington
 Clerk & Council

Scale: 1" = 250'



Council Sidewalk Committee for 2013 – Request from Councilmember Spechler
 Clark Street from Third to Seventh (Either Side)

By: shermand
 20 Dec 12



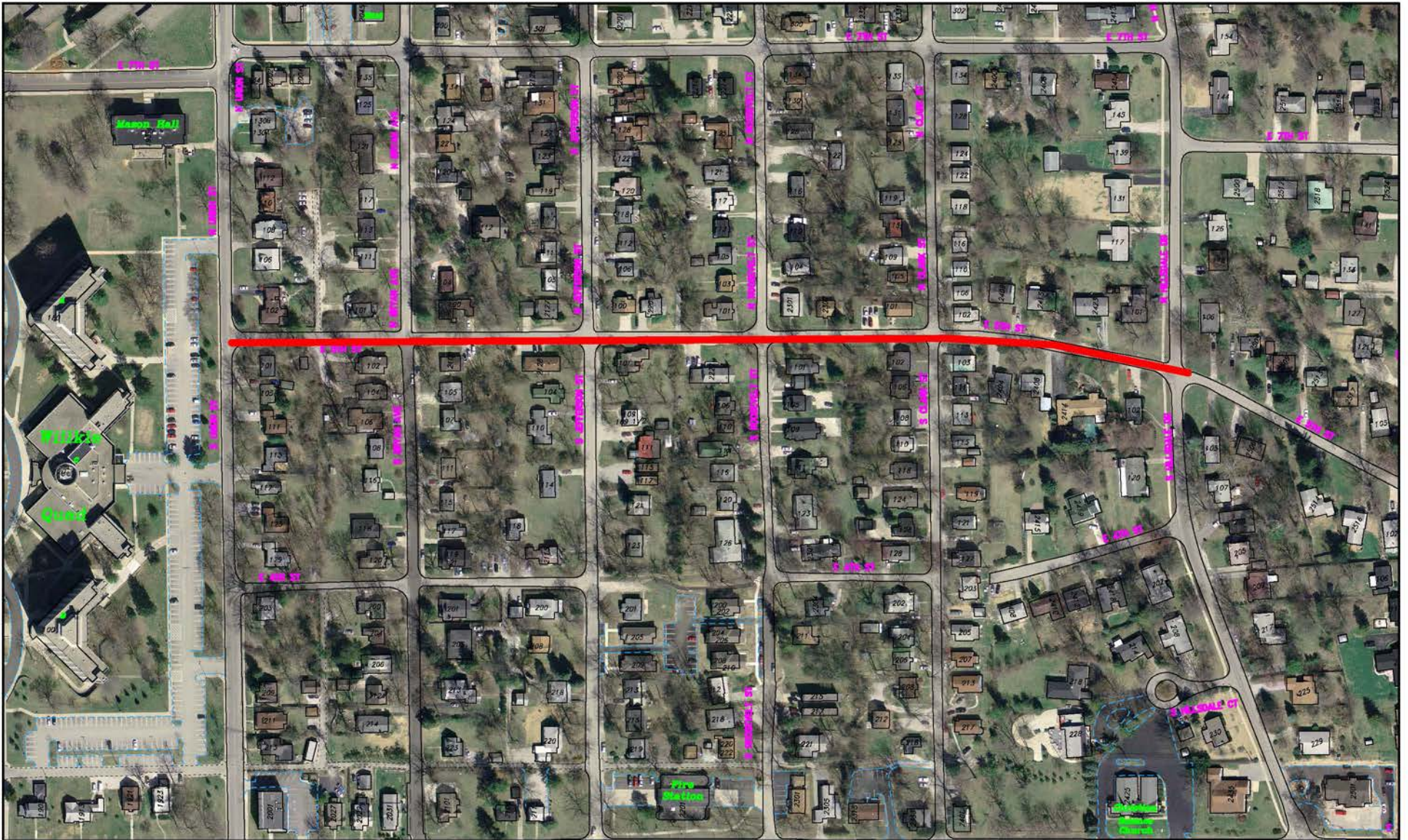
For reference only; map information NOT warranted.



City of Bloomington
 Clerk & Council



Scale: 1" = 400'



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

By: fallsm
 3 Oct 08



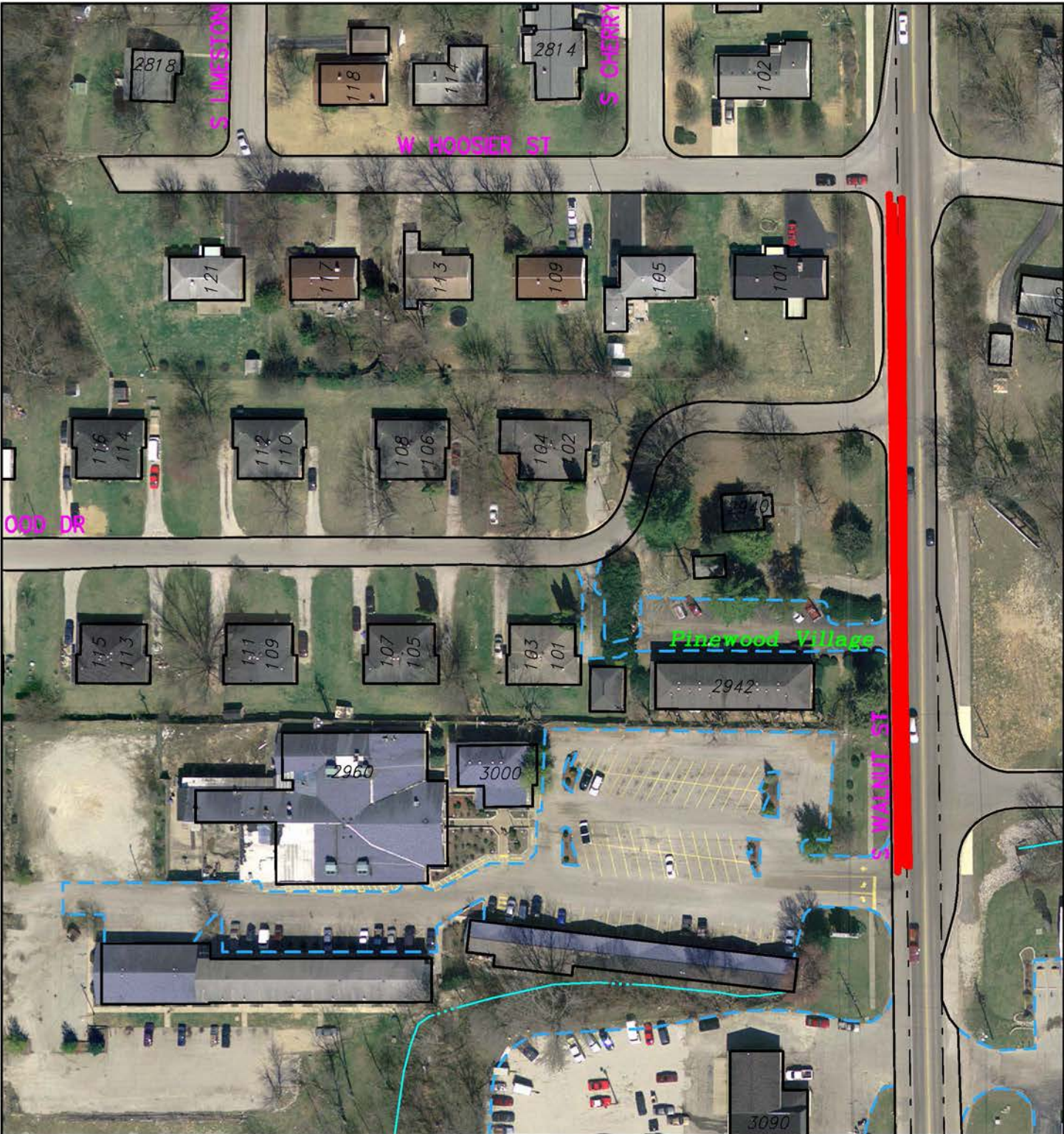
For reference only; map information NOT warranted.



City of Bloomington
 Clerk & Council

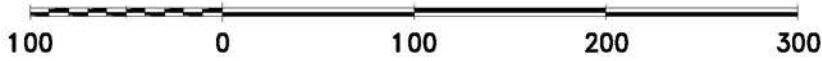


Scale: 1" = 250'



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

By: fallsm
 6 Oct 08

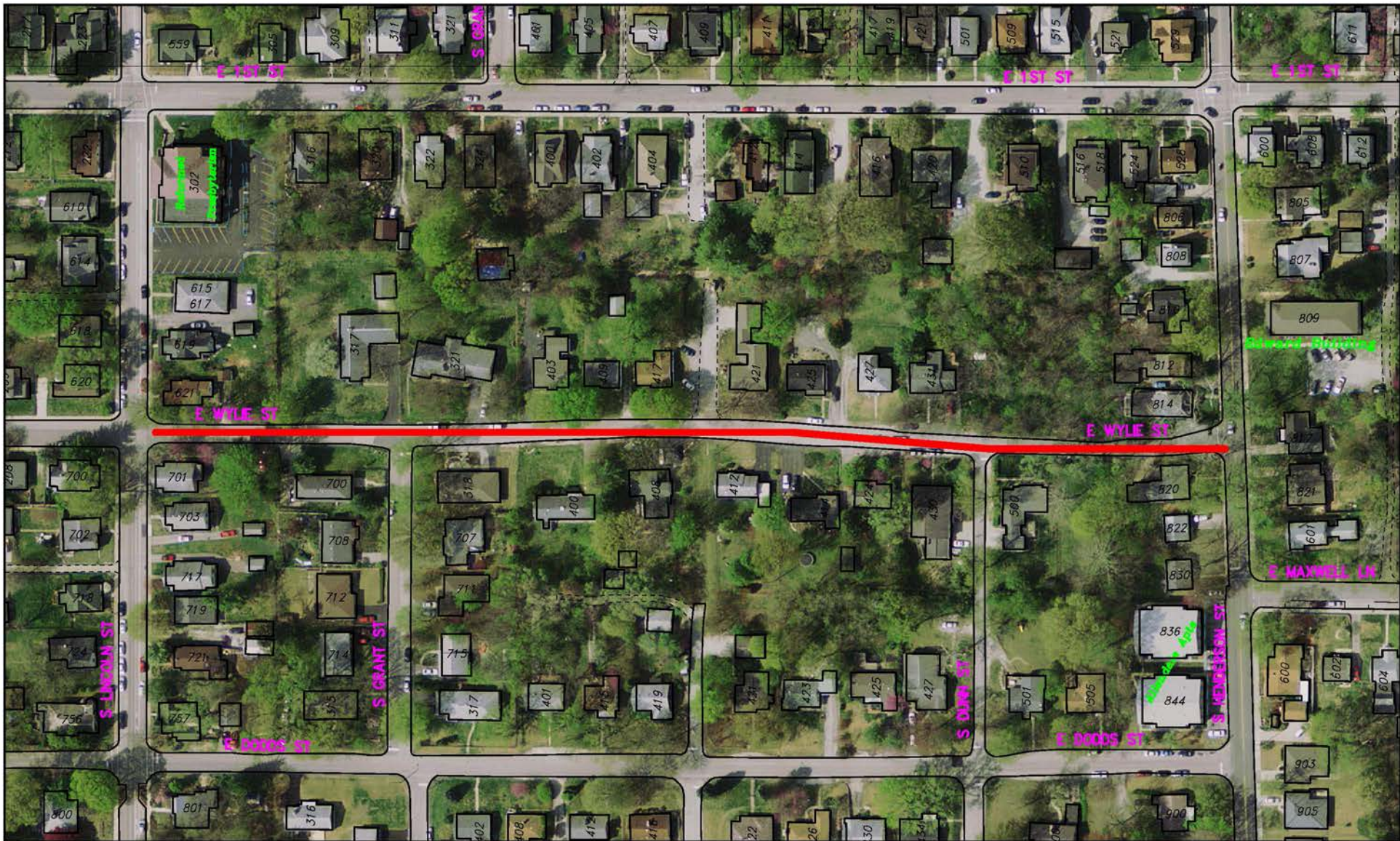


City of Bloomington
 Clerk & Council



Scale: 1" = 100'

For reference only; map information NOT warranted.



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

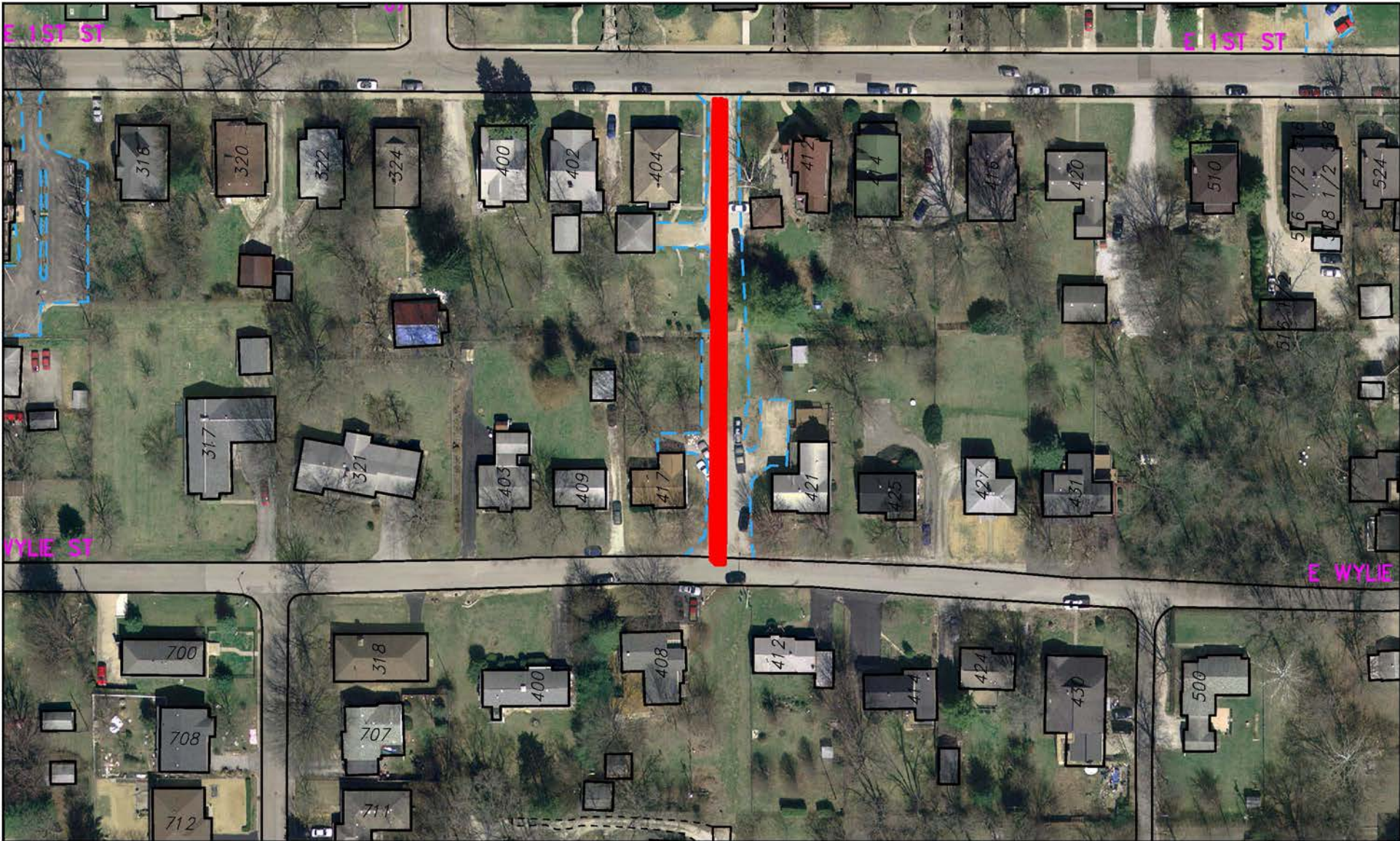
By: shermand
 18 Dec 12



For reference only; map information NOT warranted.

City of Bloomington
 Clerk & Council

Scale: 1" = 150'

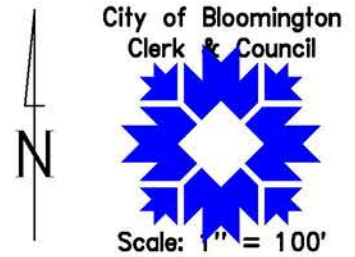


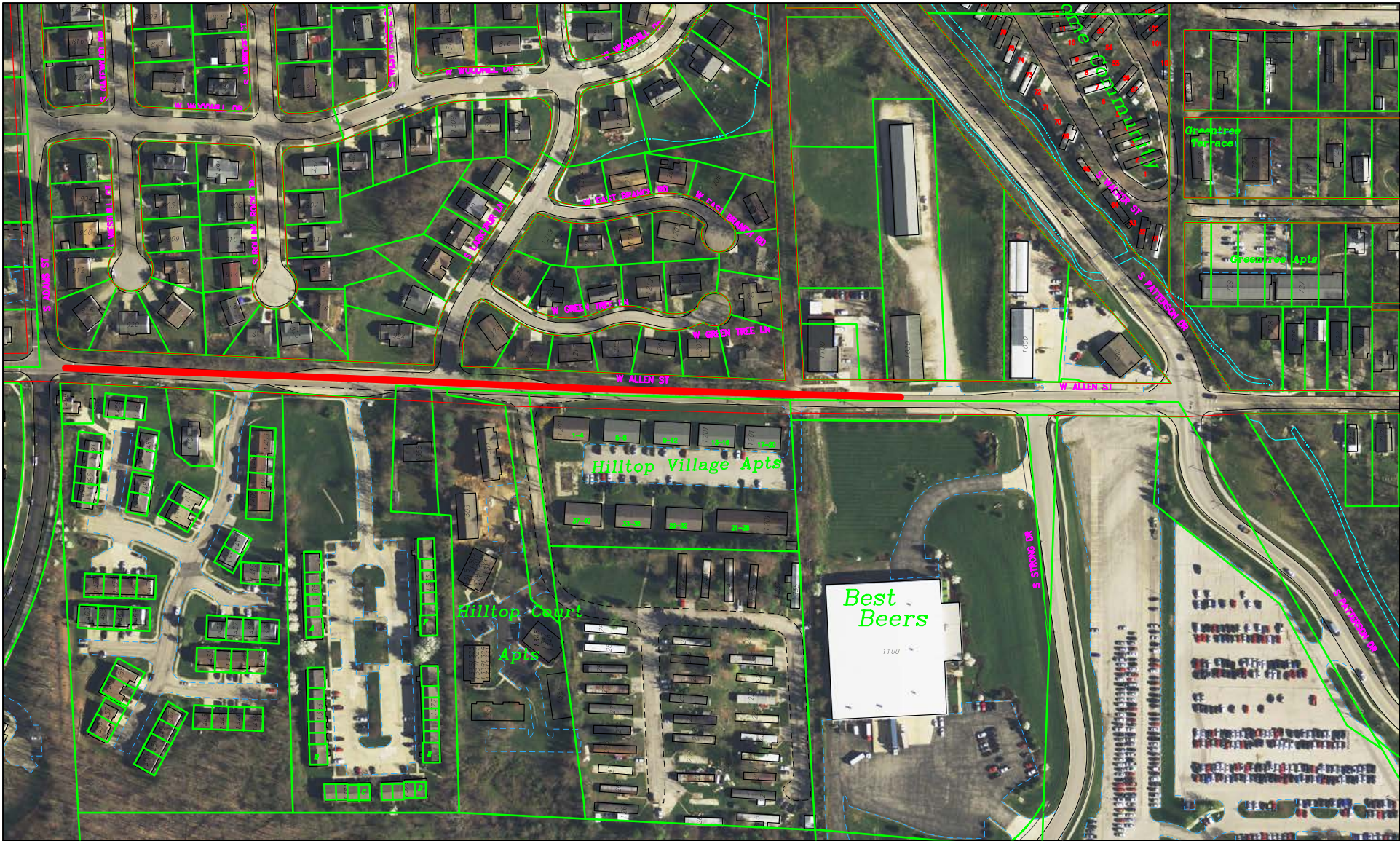
2009 Council Sidewalk Committee
Andy Ruff's request for a sidewalk between Wylie and 1st north of Palmer

By: fallsm
7 Oct 08



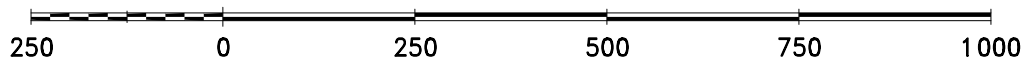
For reference only; map information NOT warranted.





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

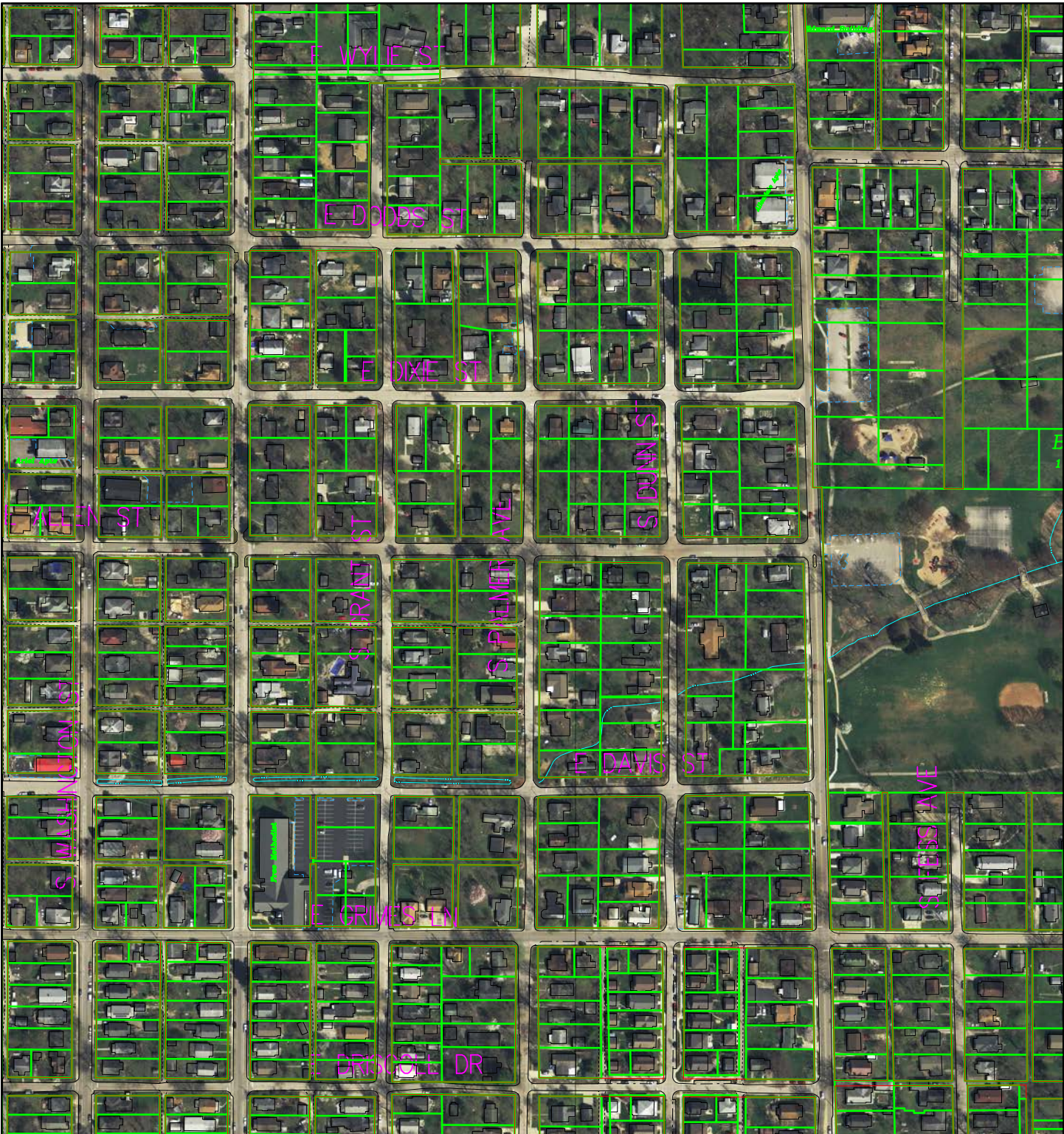
By: shermand
 7 Feb 18



For reference only; map information NOT warranted.

City of Bloomington
 Council Office

Scale: 1" = 250'



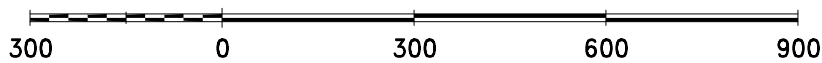
Council Sidewalk Committee Inquiry - 043018

South Palmer - from existing sidewalk south of Grimes to Wylie Street

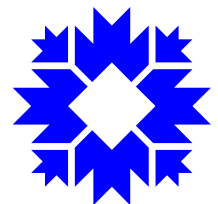
With Parcel Size and Right of Ways

By: shermand

30 Apr 18

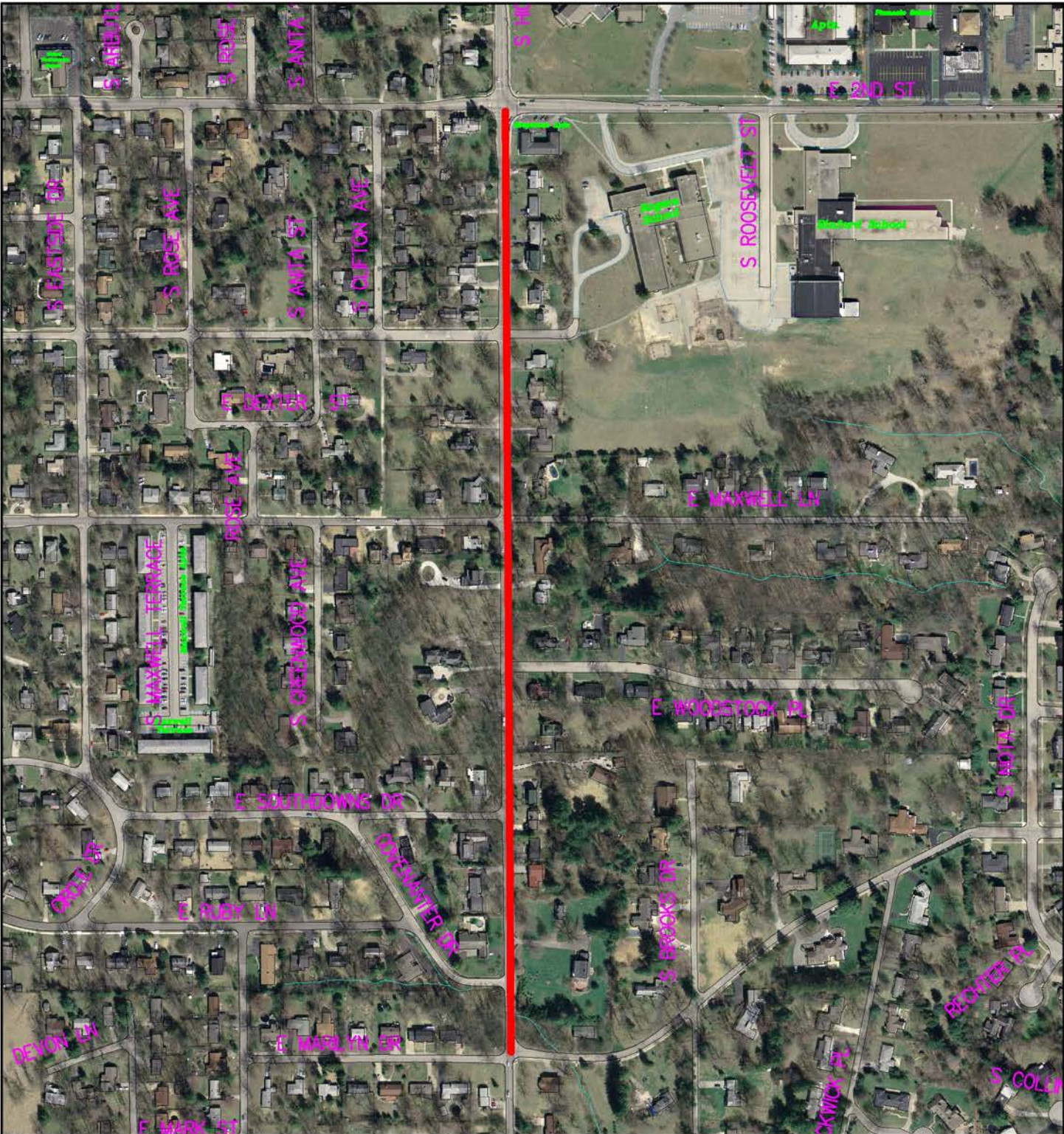


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Council Office



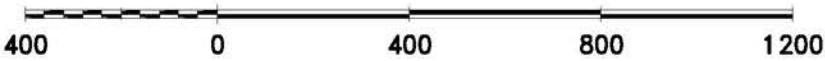
Scale: 1" = 300'

For reference only; map information NOT warranted.



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

By: fallsm
 6 Oct 08

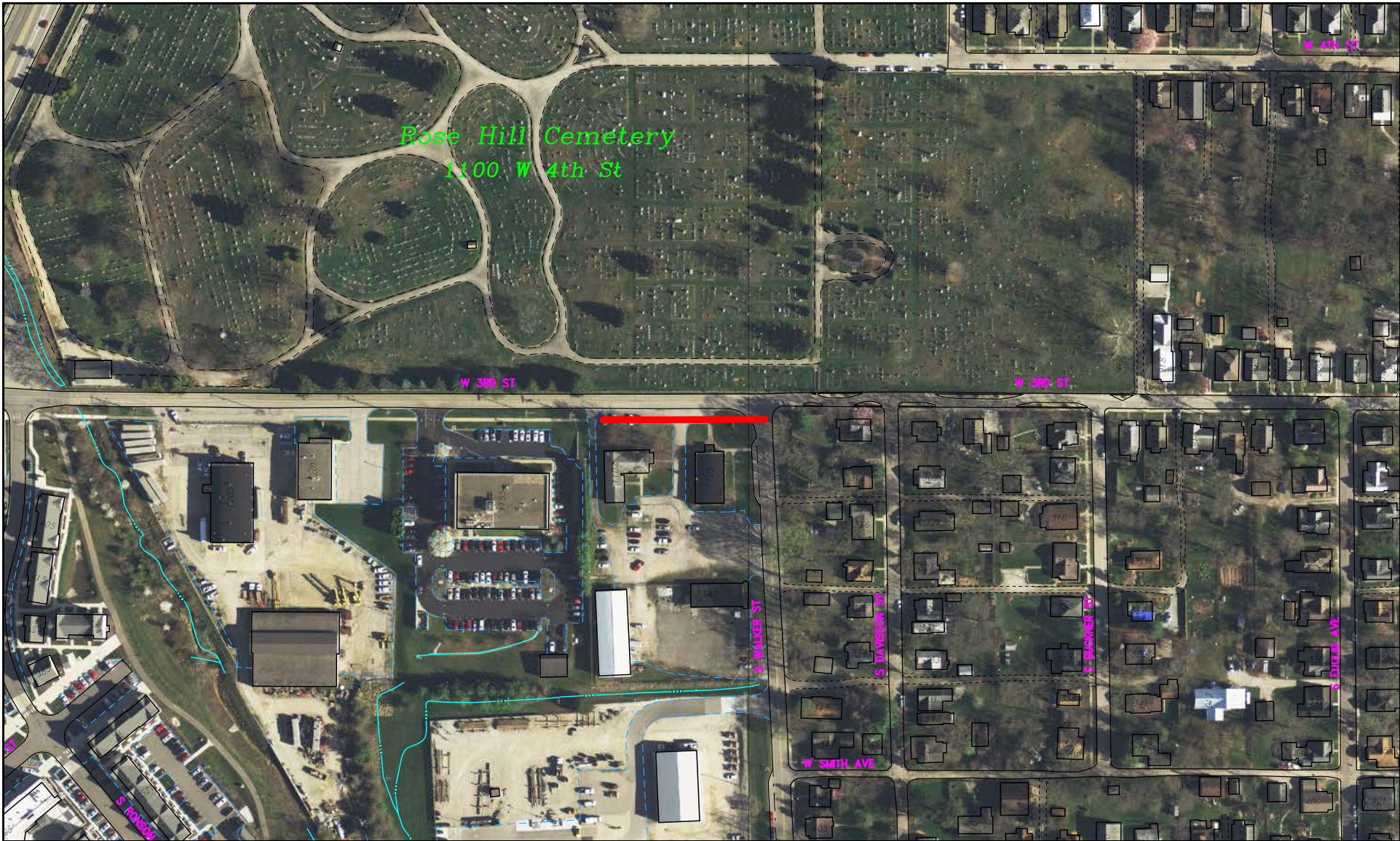


City of Bloomington
 Clerk & Council



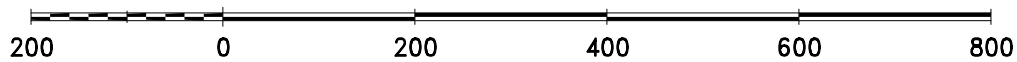
Scale: 1" = 400'

For reference only; map information NOT warranted.



Council Sidewalk Committee Request – 2018 – Cm. Piedmont–Smith
 1100 Block of West 3rd Street (South Side) – new LifeDesigns residential facility

By: shermand
 7 Feb 18



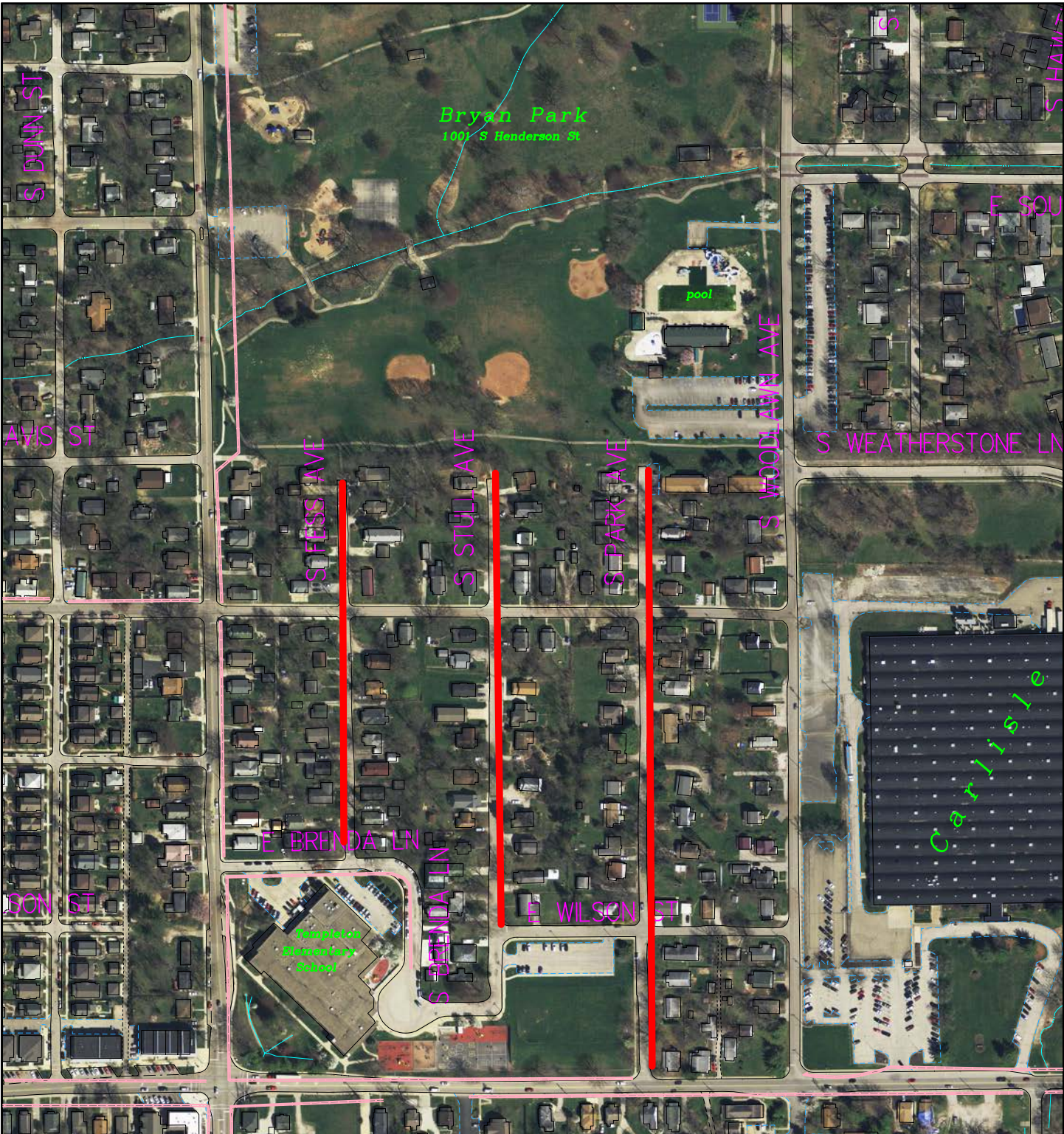
For reference only; map information NOT warranted.



City of Bloomington
 Council Office

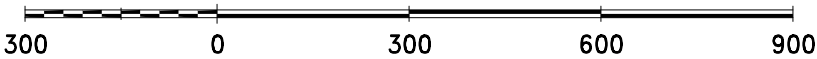


Scale: 1" = 200'

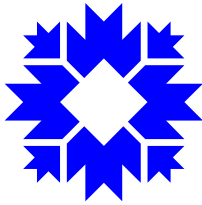


Sidewalk Committee -- 2020
 Sidewalk on S Park Ave, S. Stull Ave and S. Fess Ave
 Between Bryan Park and Hillside Drive

By: oneillm
 20 Jun 19

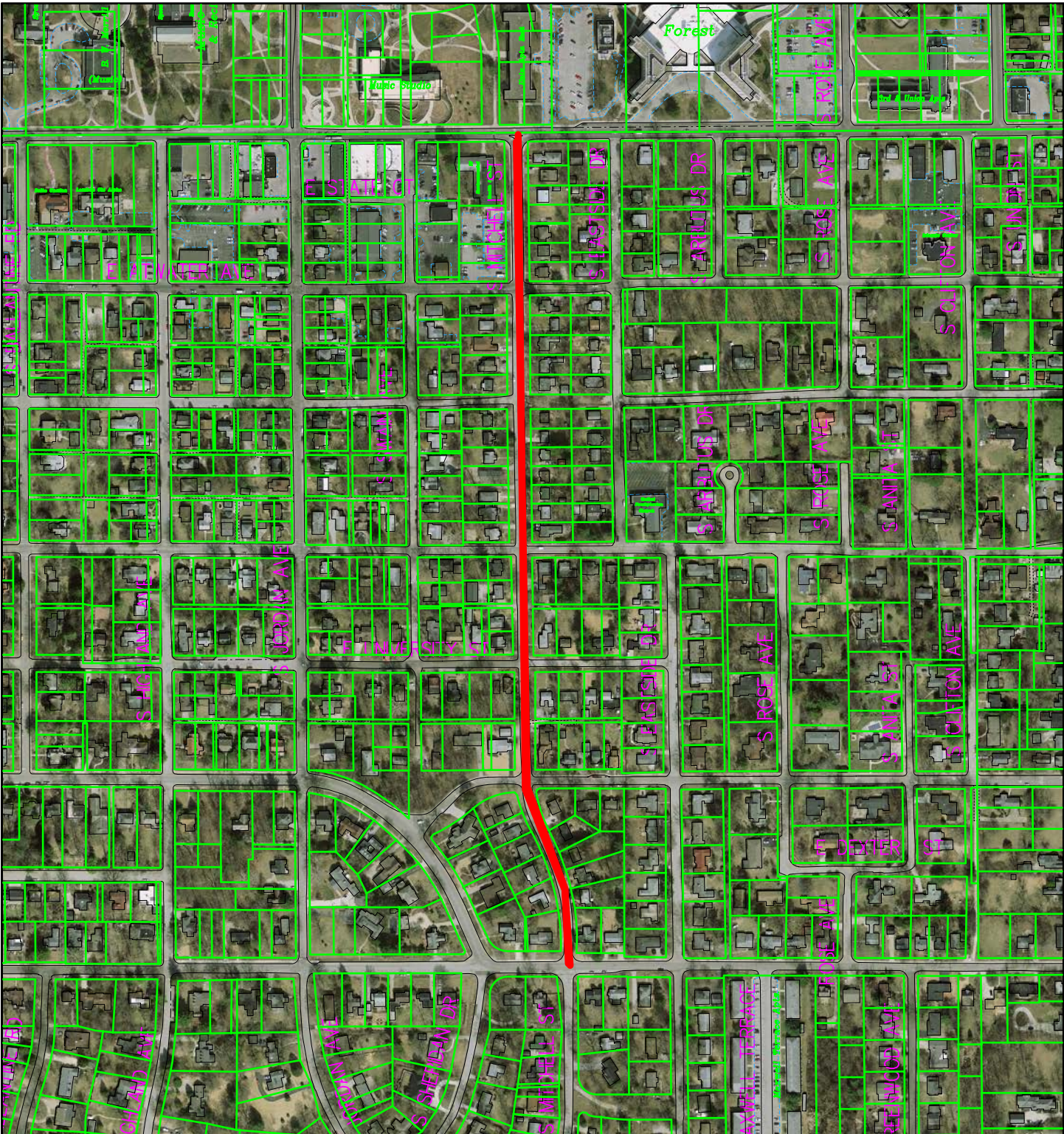


City of Bloomington
 Council Office



Scale: 1" = 300'

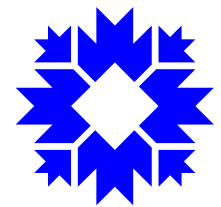
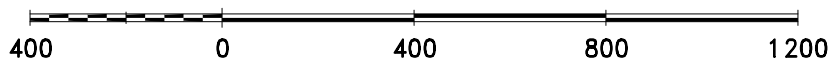
For reference only; map information NOT warranted.



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

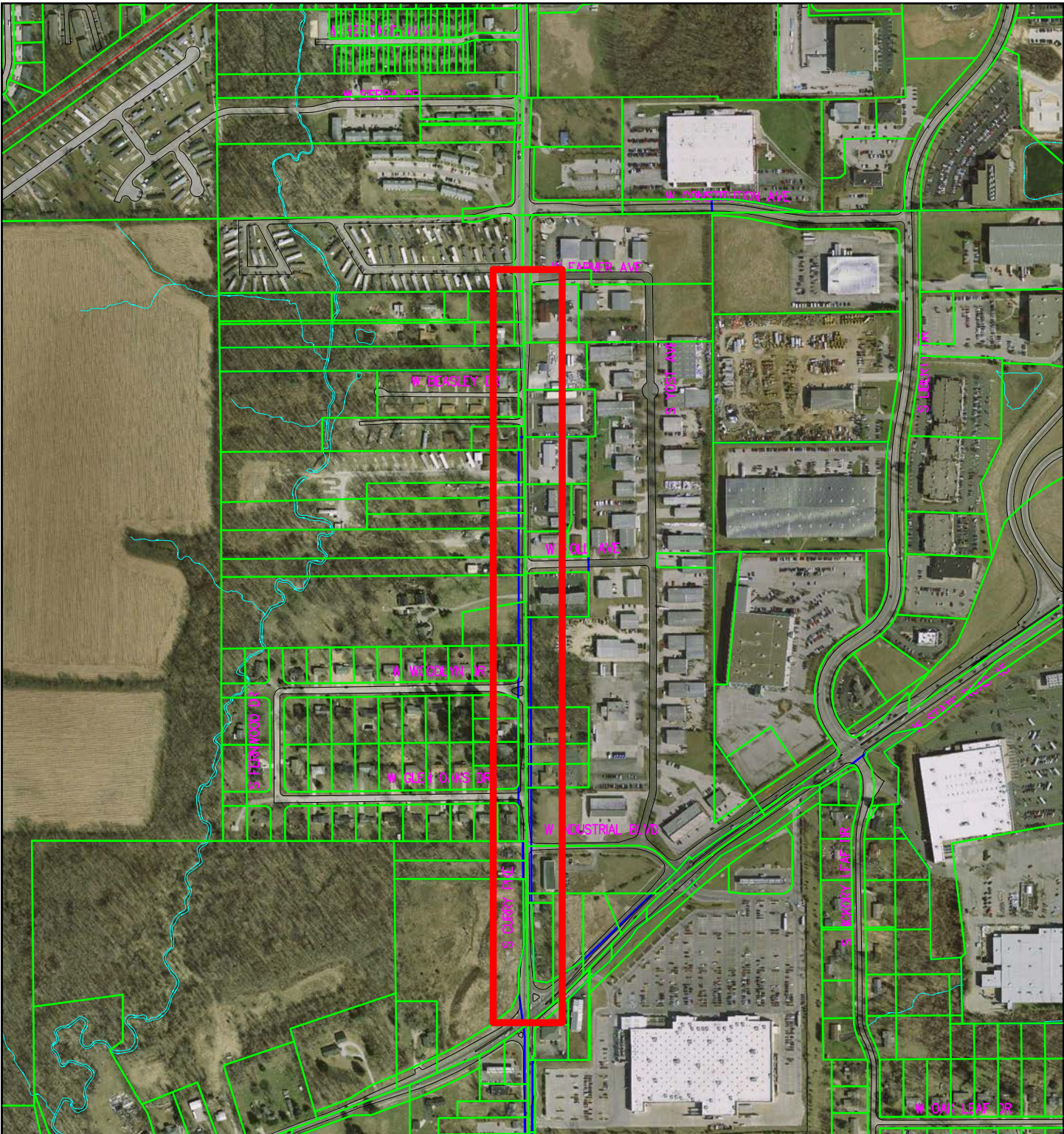
City of Bloomington
 Clerk & Council

By: shermand
 24 Dec 15



Scale: 1" = 400'

For reference only; map information NOT warranted.



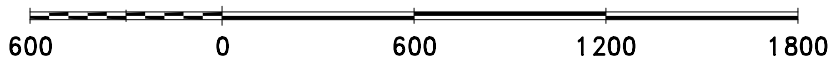
Council Sidewalk Committee – 2017

Request for Sidewalks along Curry Pike from north of Beasley to SR 45

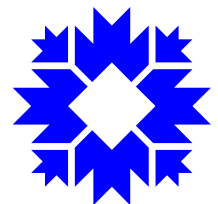
Note: Some areas are in the County; some existing sidewalks

By: shermand

1 Dec 16

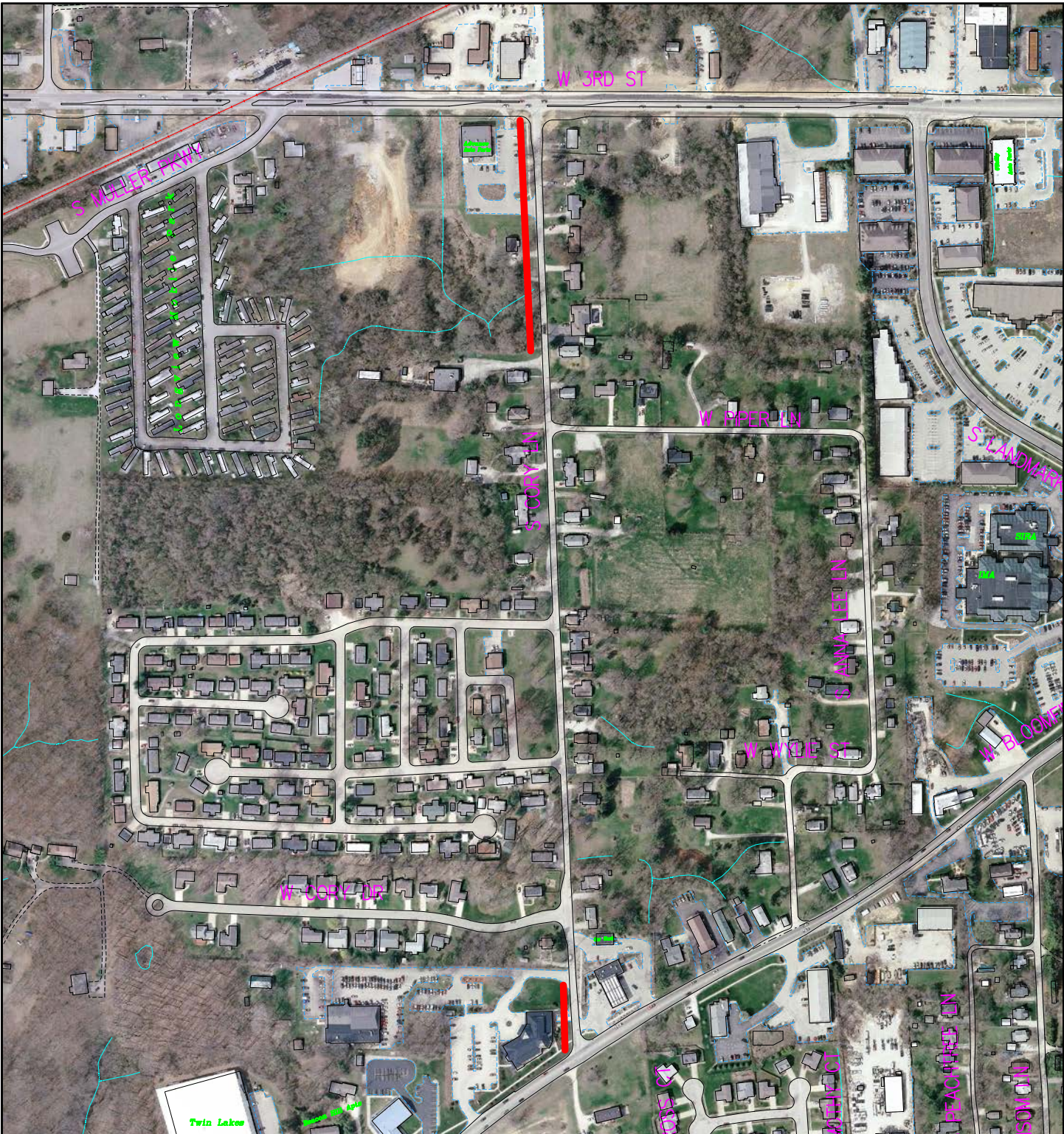


City of Bloomington
Council Office



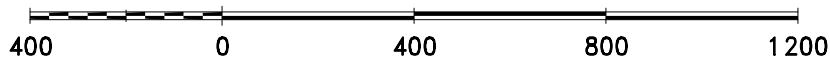
Scale: 1" = 600'

For reference only; map information NOT warranted.

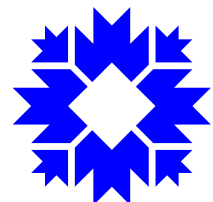


Corey Ln – Missing Links within City Between W 2nd and W 3rd

By: finnh
13 Nov 14



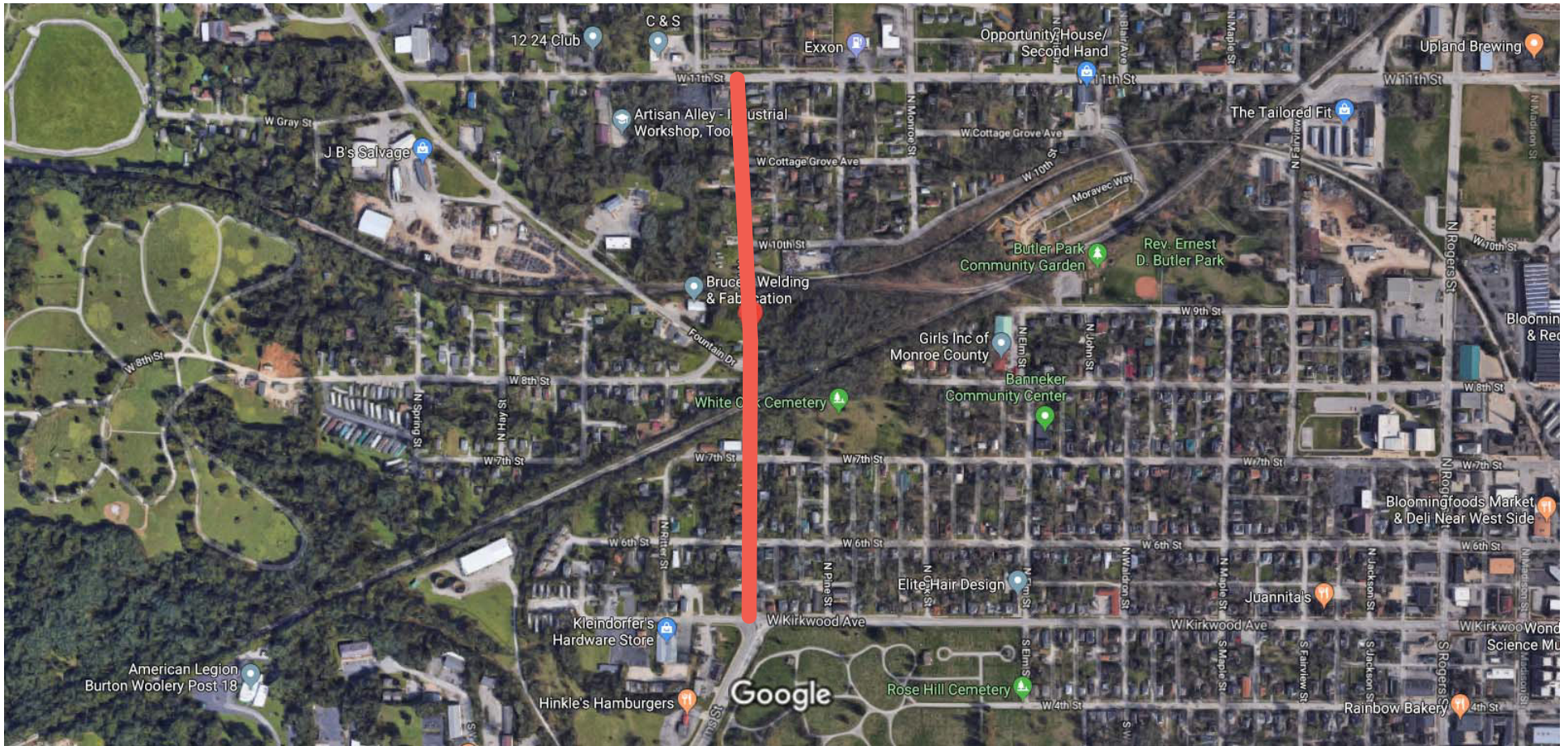
City of Bloomington
Clerk & Council



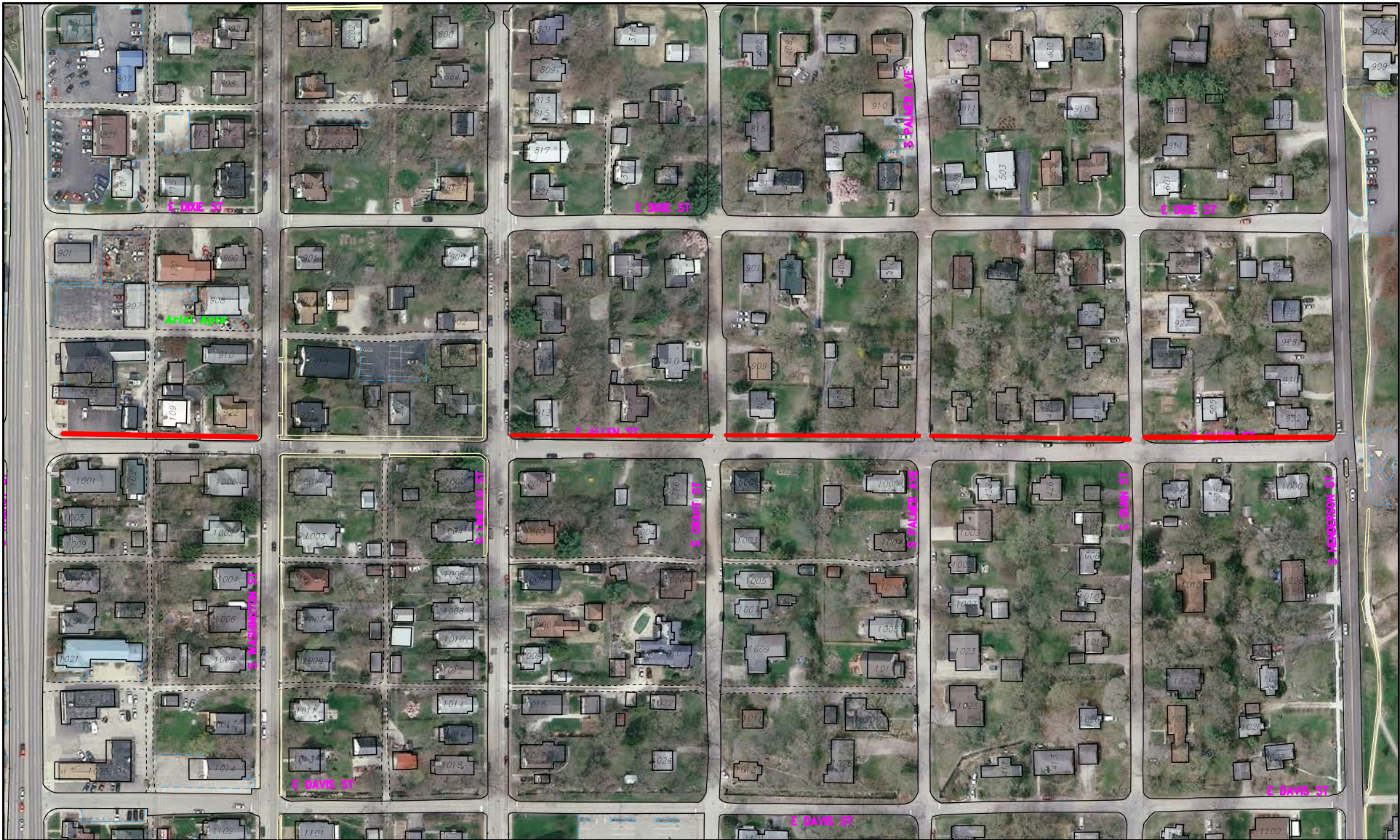
Scale: 1" = 400'

For reference only; map information NOT warranted.

Google Maps N Adams St

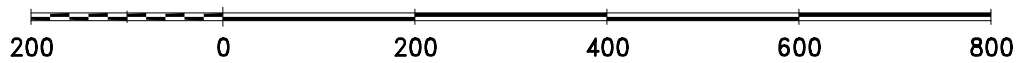


Imagery ©2019 Google, Imagery ©2019 IndianaMap Framework Data, Maxar Technologies, USDA Farm Service Agency, Map data ©2019 200 ft



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

By: finnh
7 Nov 14



For reference only; map information NOT warranted.



City of Bloomington
Clerk & Council

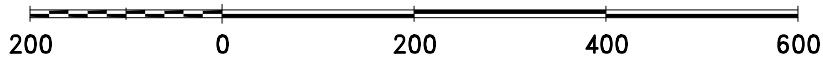


Scale: 1" = 200'

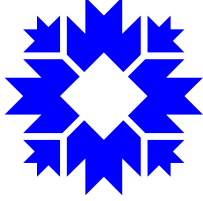


Fee Lane – South of 45/46 Bypass

By: finnh
10 Nov 14

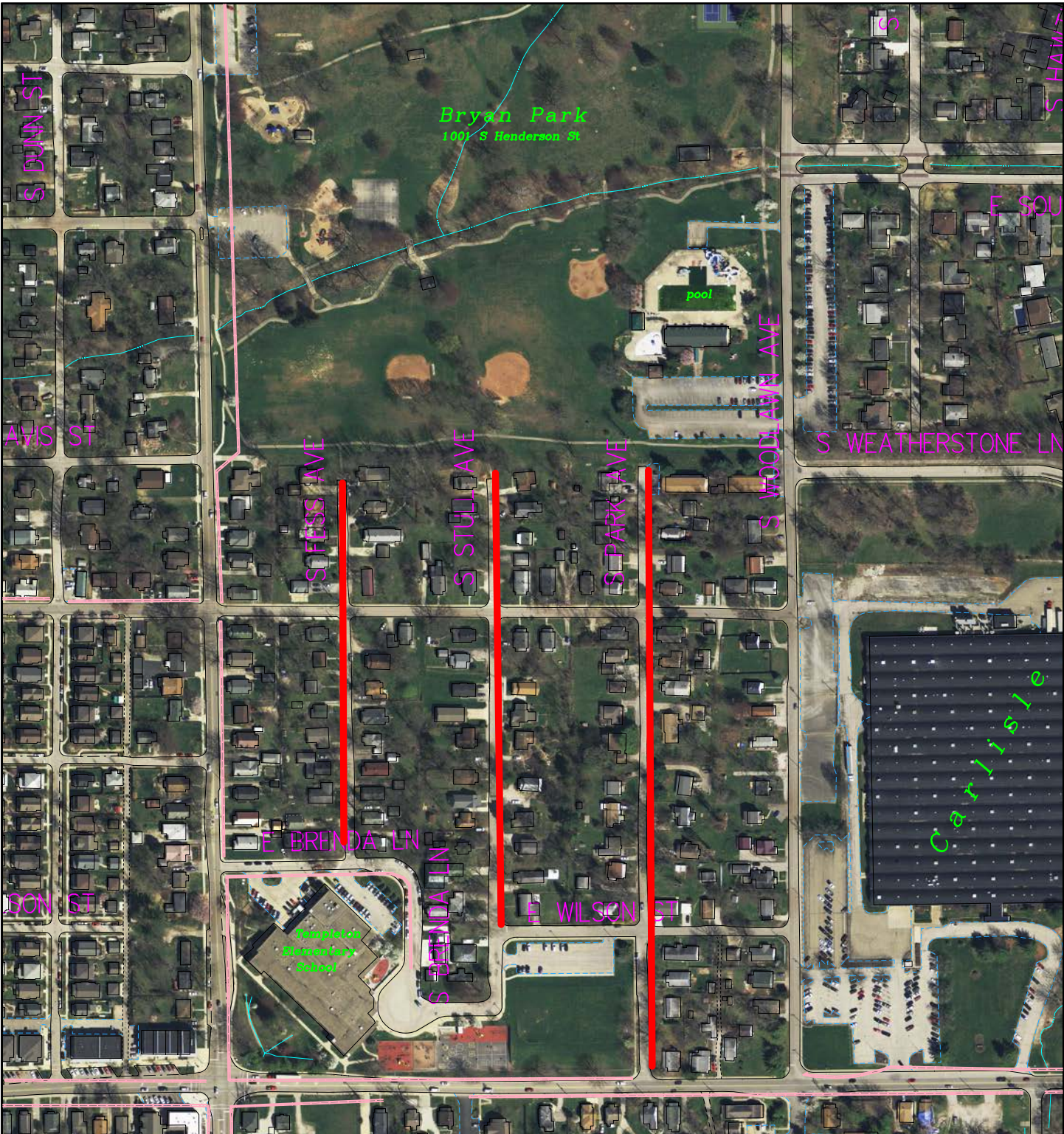


City of Bloomington
Clerk & Council



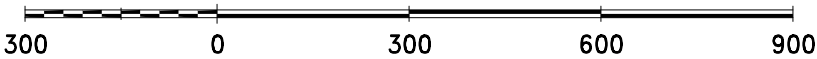
Scale: 1" = 200'

For reference only; map information NOT warranted.

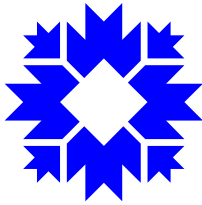


Sidewalk Committee -- 2020
 Sidewalk on S Park Ave, S. Stull Ave and S. Fess Ave
 Between Bryan Park and Hillside Drive

By: oneillm
 20 Jun 19

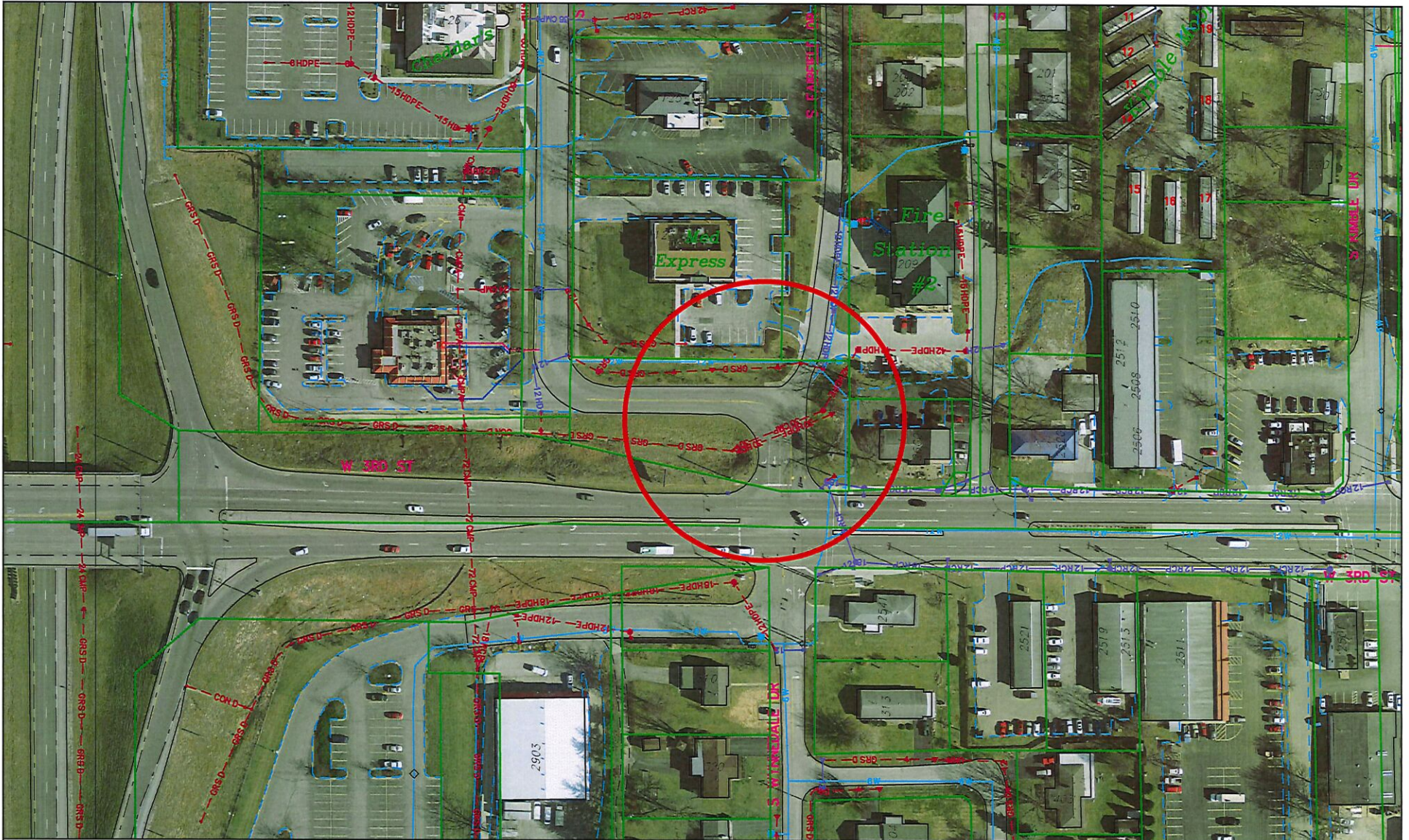


City of Bloomington
 Council Office



Scale: 1" = 300'

For reference only; map information NOT warranted.



Council Sidewalk Committee – 2017
 Request for Sidewalks and Lighting at 123 S. Franklin Road
 Note: Intersection with W. 3rd is owned by the State of Indiana

By: shermand
 23 Nov 16



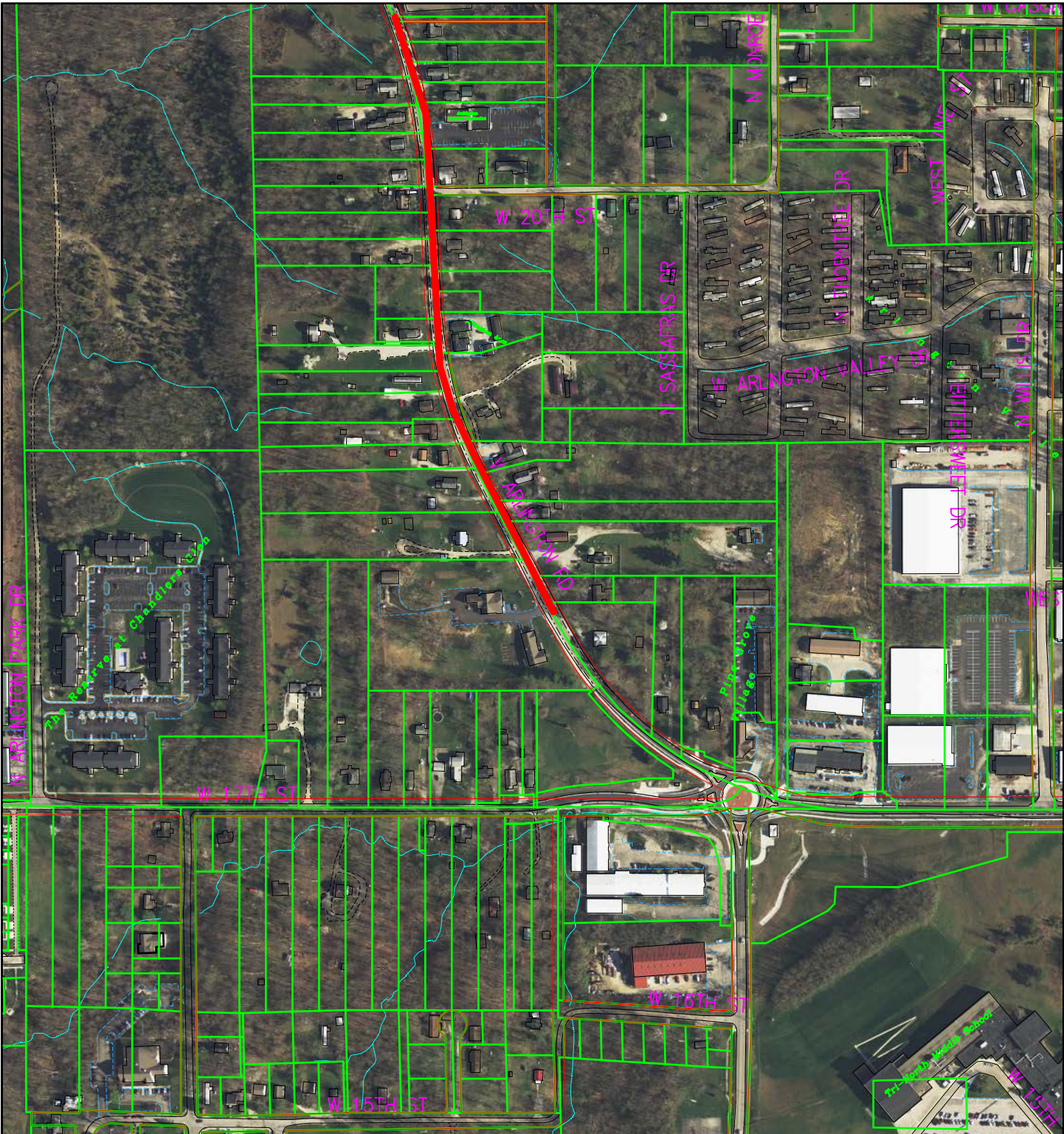
For reference only; map information NOT warranted.



City of Bloomington
 Council Office

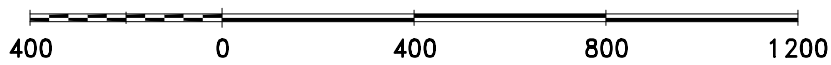


Scale: 1" = 150'

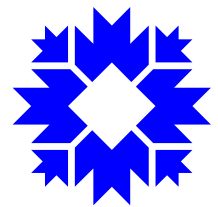


Council Sidewalk Committee Request – 2018 – Anonymous uReport
 Large gap in sidewalk north of roundabout on west side.

By: shermand
 7 Feb 18

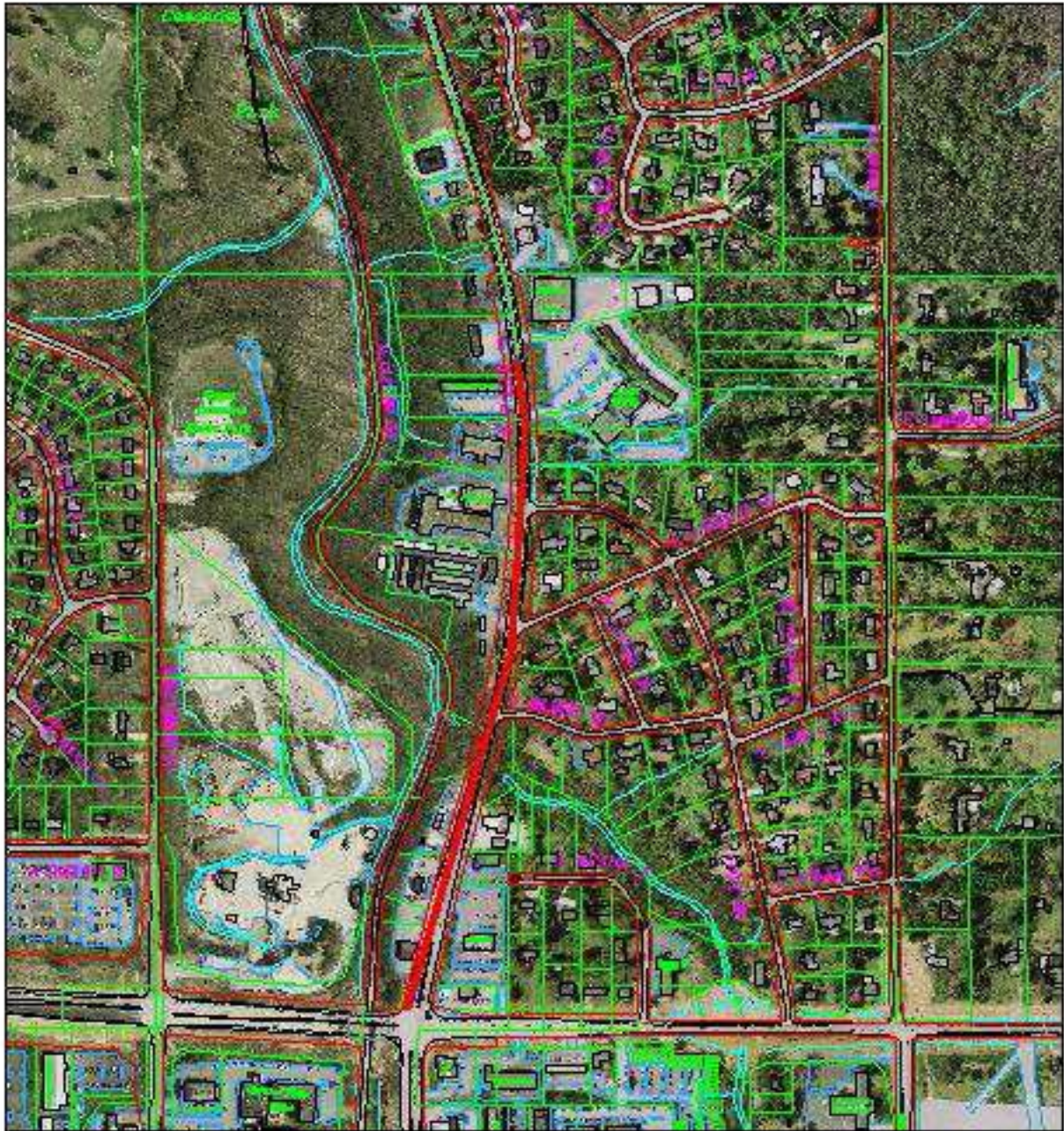


City of Bloomington
 Council Office



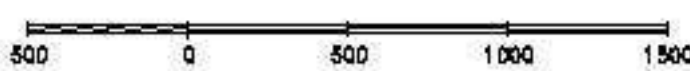
Scale: 1" = 400'

For reference only; map information NOT warranted.



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

By: shermand
18 Dec 12

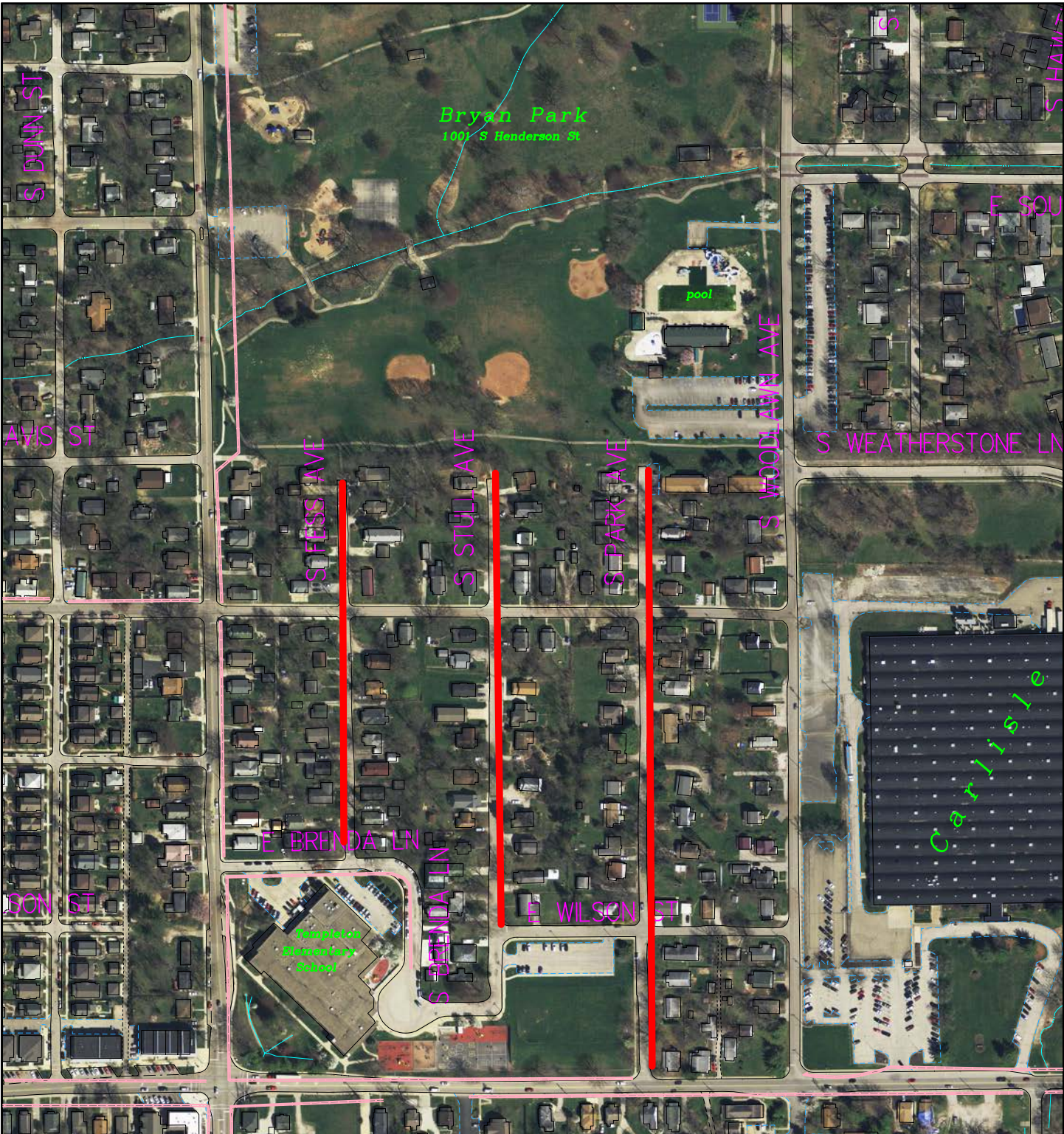


City of Bloomington
Clerk & Council



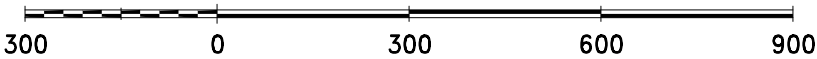
Scale: 1" = 500'

For reference only; map information NOT warranted.

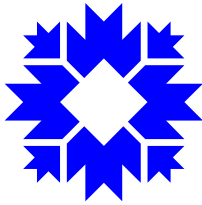


Sidewalk Committee -- 2020
 Sidewalk on S Park Ave, S. Stull Ave and S. Fess Ave
 Between Bryan Park and Hillside Drive

By: oneillm
 20 Jun 19

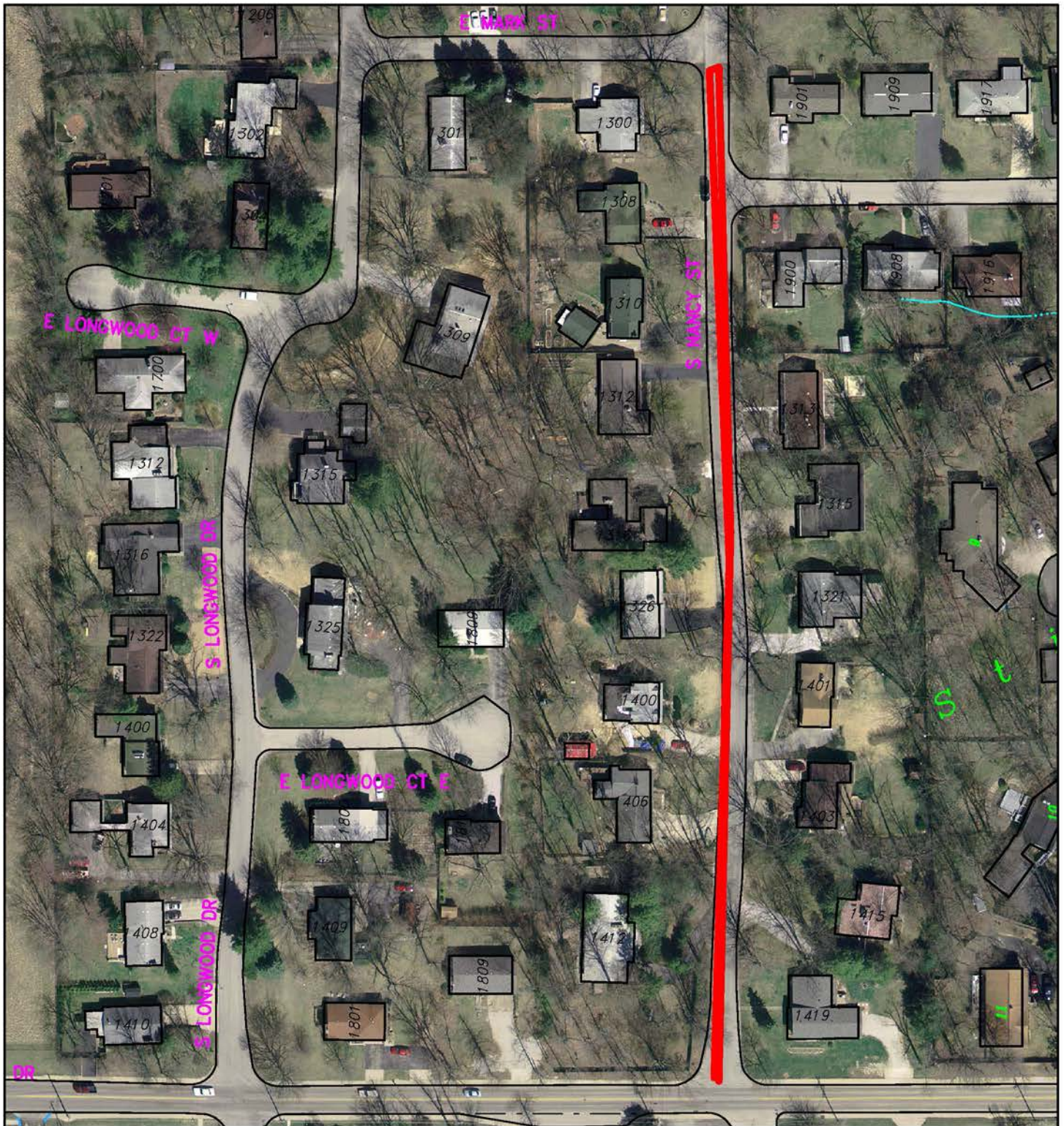


City of Bloomington
 Council Office



Scale: 1" = 300'

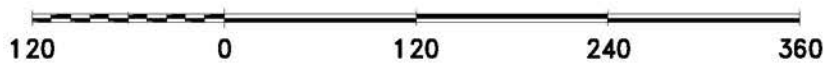
For reference only; map information NOT warranted.



2009 Council Sidewalk Committee

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

By: fallsm
6 Oct 08



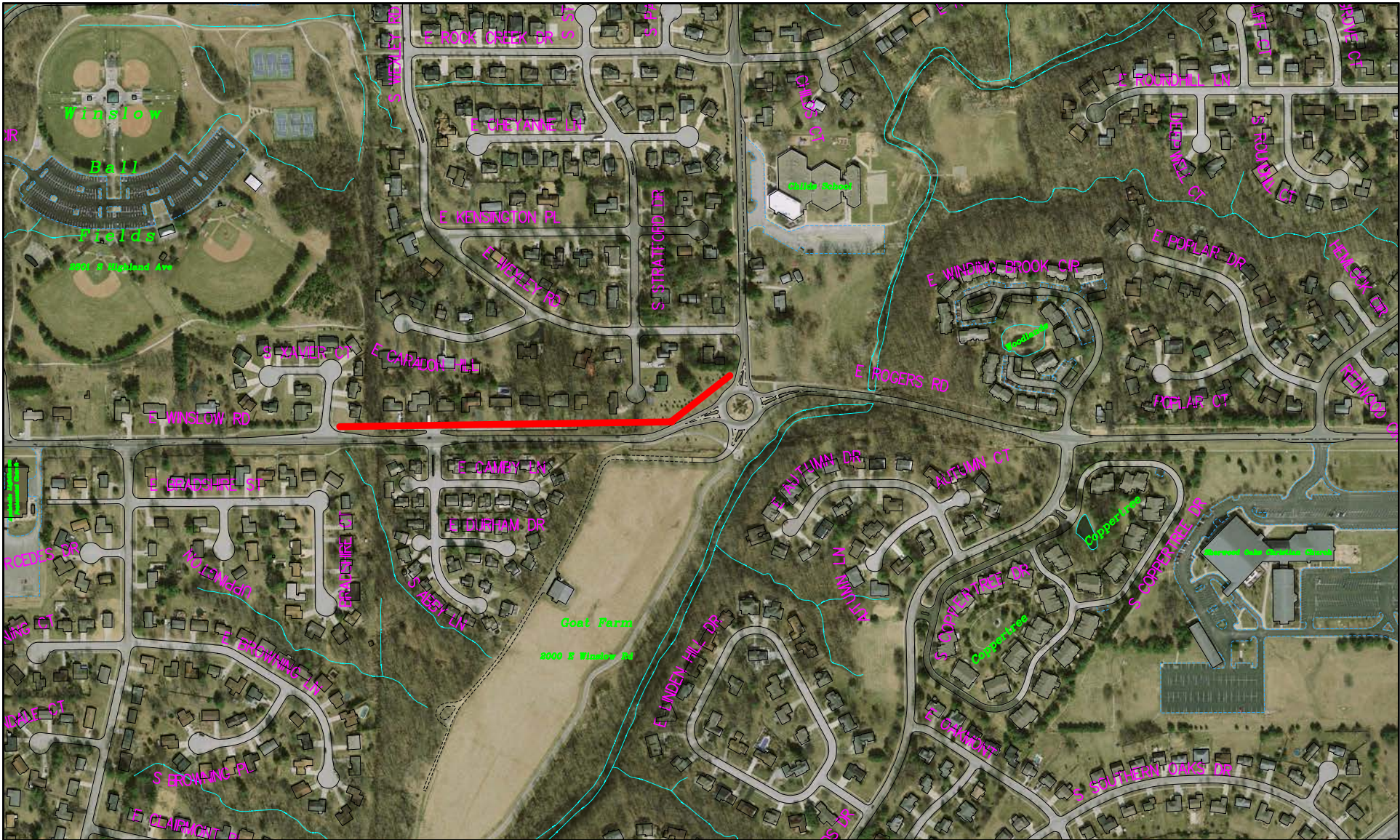
For reference only; map information NOT warranted.



City of Bloomington
Clerk & Council



Scale: 1" = 120'



Council Sidewalk Committee 2017

Request for Sidewalks on north side of Winslow west of Roundabout

Note: Pedestrian facilities exist on south side of Winslow.

By: shermand

28 Nov 16



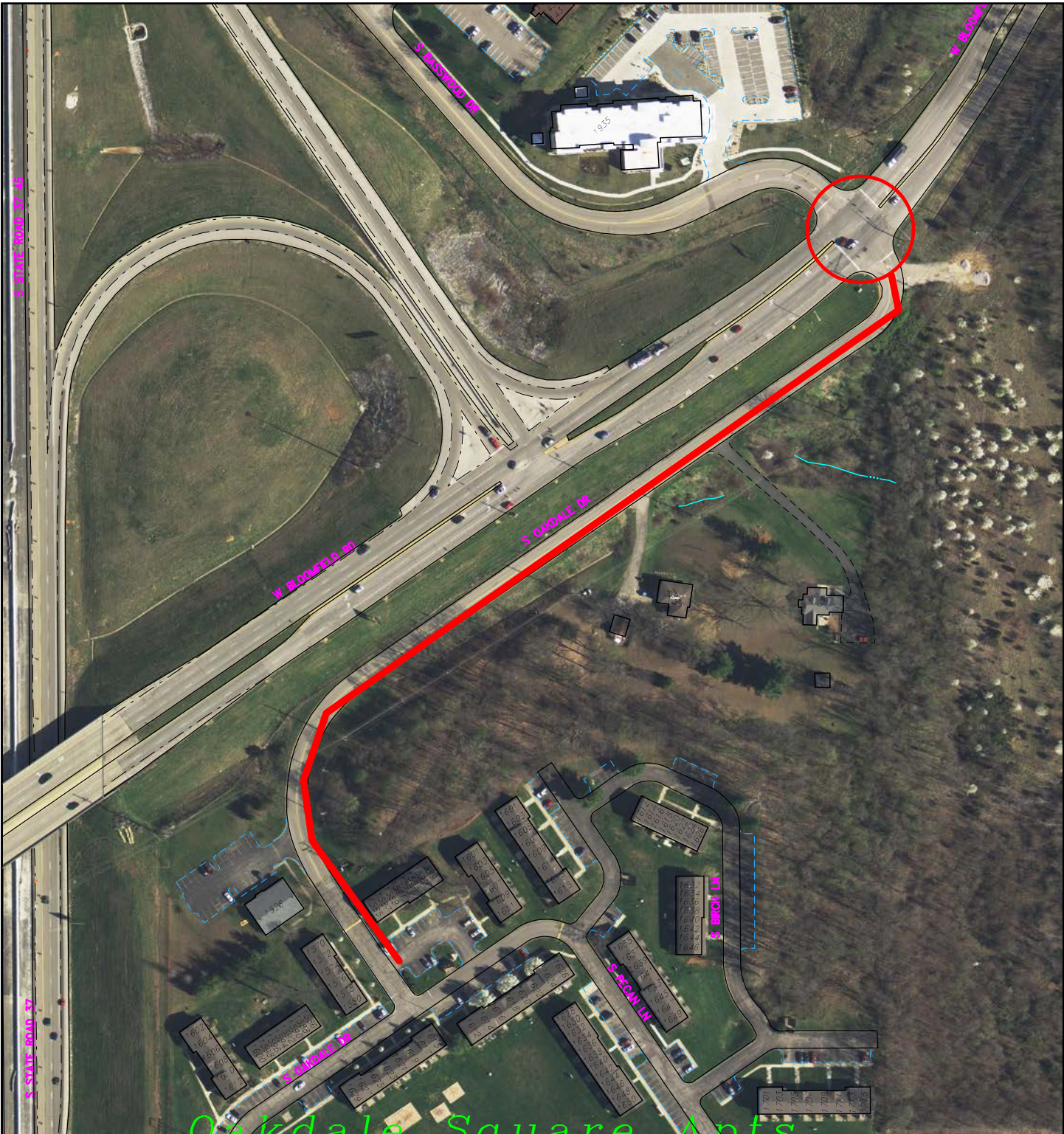
For reference only; map information NOT warranted.



City of Bloomington
Council Office

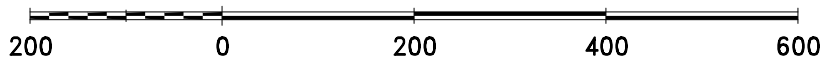


Scale: 1" = 500'



Council Sidewalk Committee Request – 2018 – Various Sources
 Sidewalk on Oakdale Sq Frontage Road – from Bloomfield Road to Oakdale Sq
 Also Intersection Improvements – Bus Routing

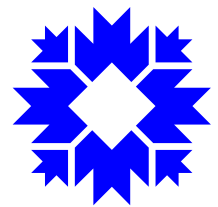
By: shermand
 7 Feb 18



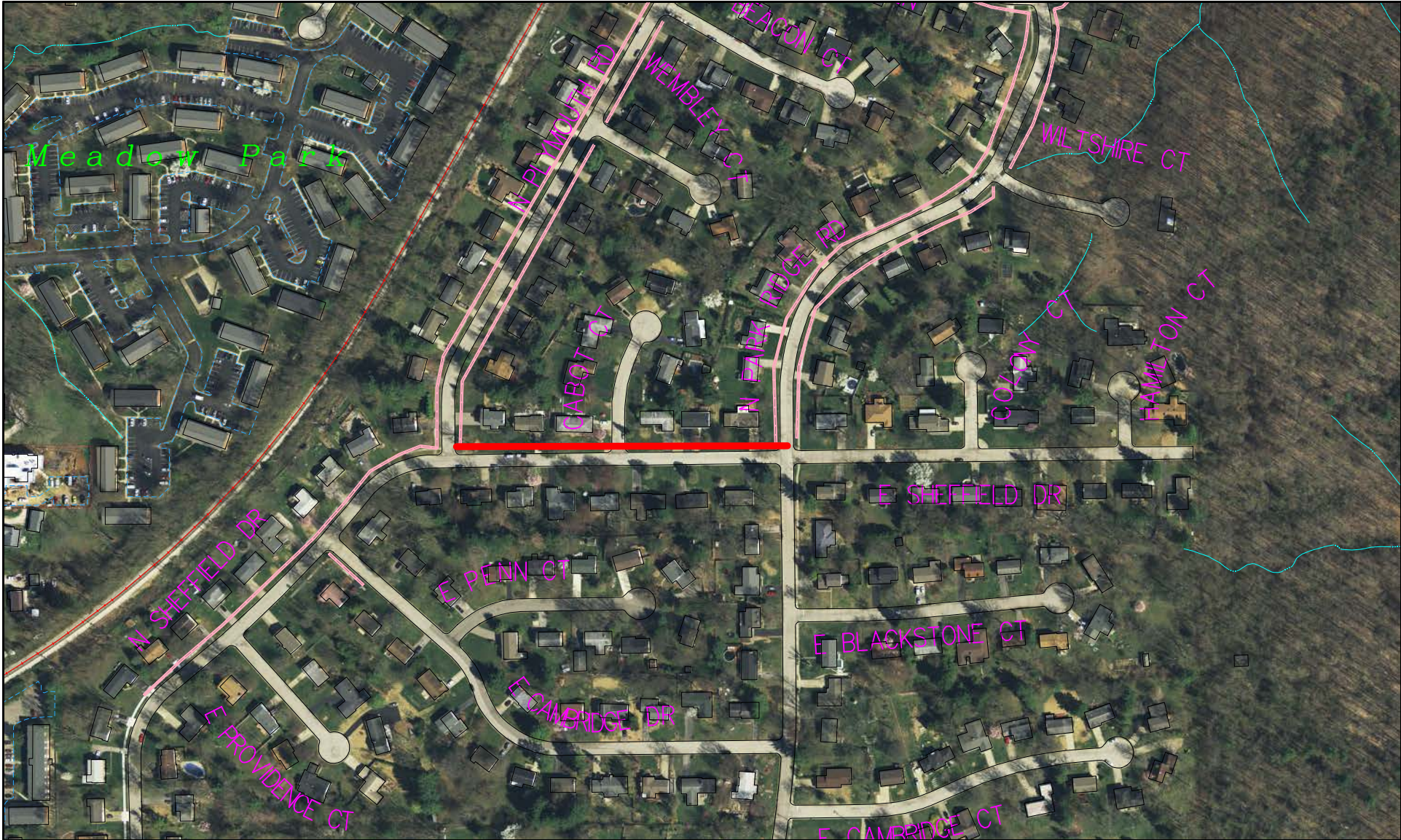
For reference only; map information NOT warranted.



City of Bloomington
 Council Office

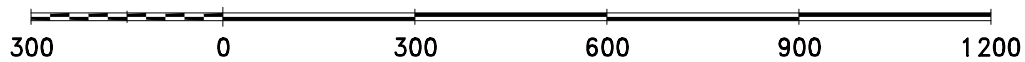


Scale: 1" = 200'



Sidewalk Committee -- 2020
 Sidewalk on E. Sheffield Dr between Plymouth Rd and Park Ridget Rd

By: oneillm
 20 Jun 19



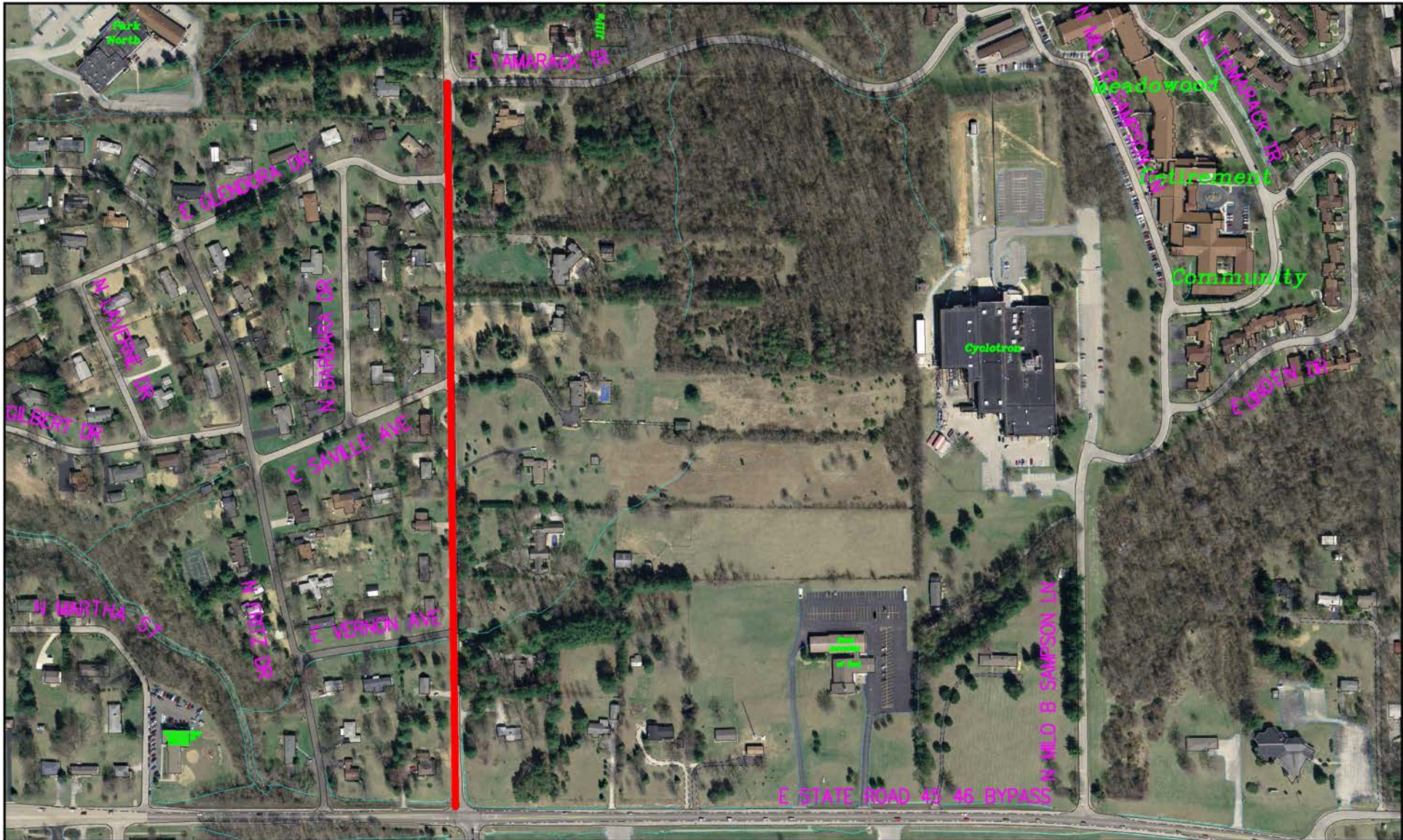
For reference only; map information NOT warranted.



City of Bloomington
 Council Office



Scale: 1" = 300'



2009 Council Sidewalk Committee

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

By: fallsm

7 Oct 08



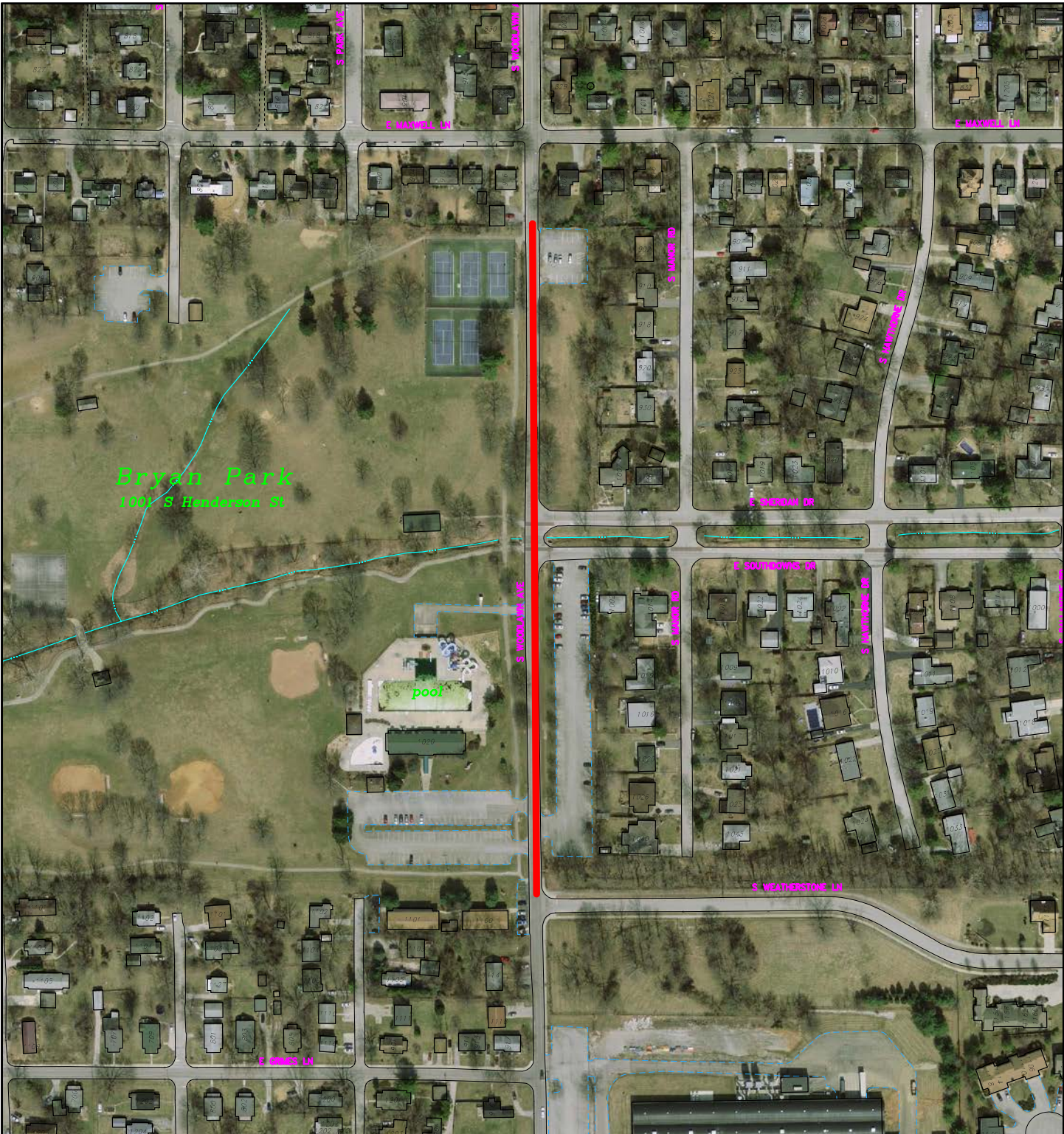
For reference only; map information NOT warranted.



City of Bloomington
Clerk & Council



Scale: 1" = 400'



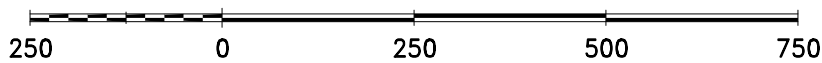
Council Sidewalk Committee 2017

Request for Sidewalk on Woodlawn along Bryan Park

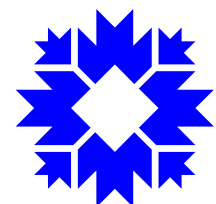
Rationale: The Multi-Use Path around the park does not adequately serve commuters.

By: shermand

28 Nov 16

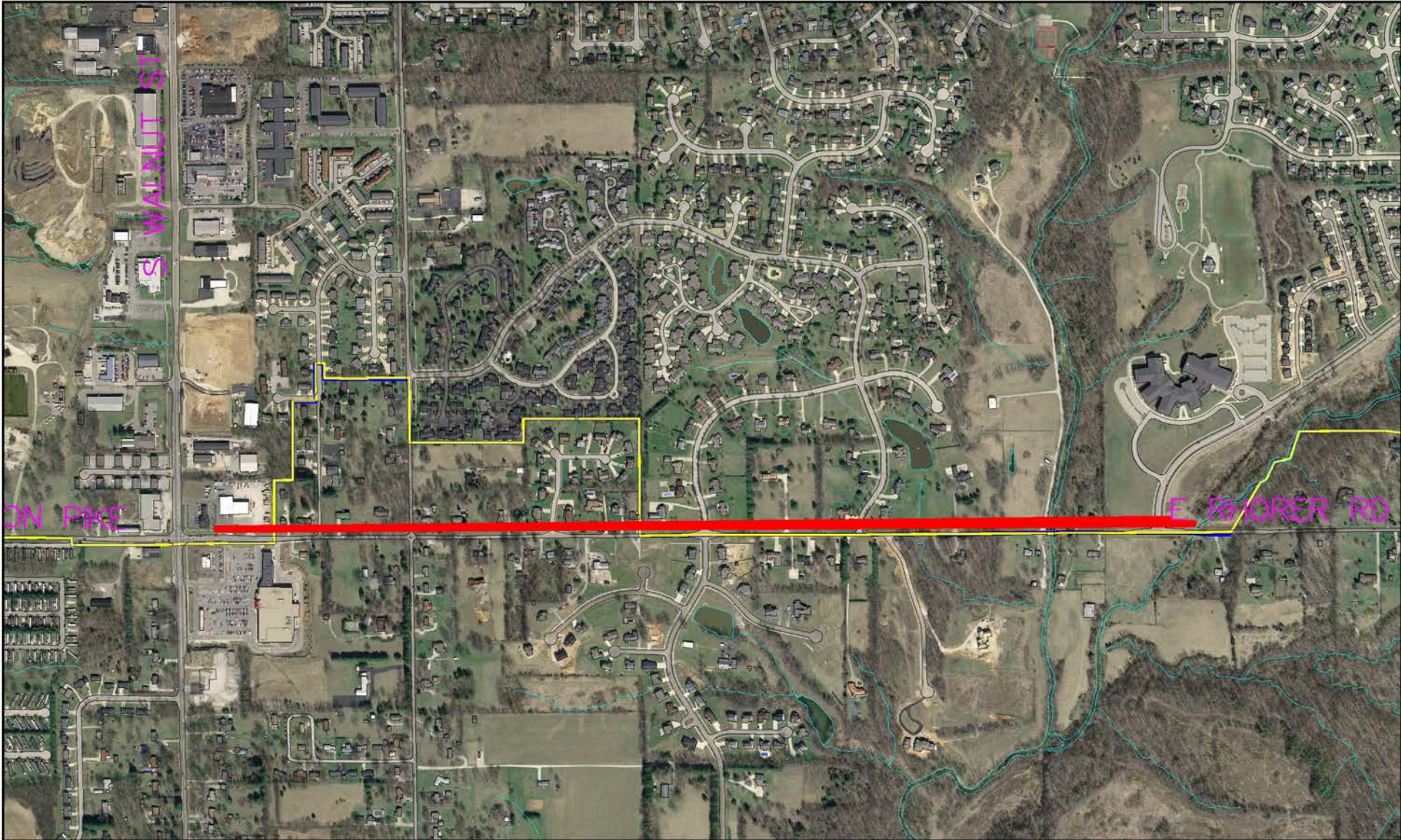


City of Bloomington
Council Office



Scale: 1" = 250'

For reference only; map information NOT warranted.



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

By: shermand
22 Oct 08



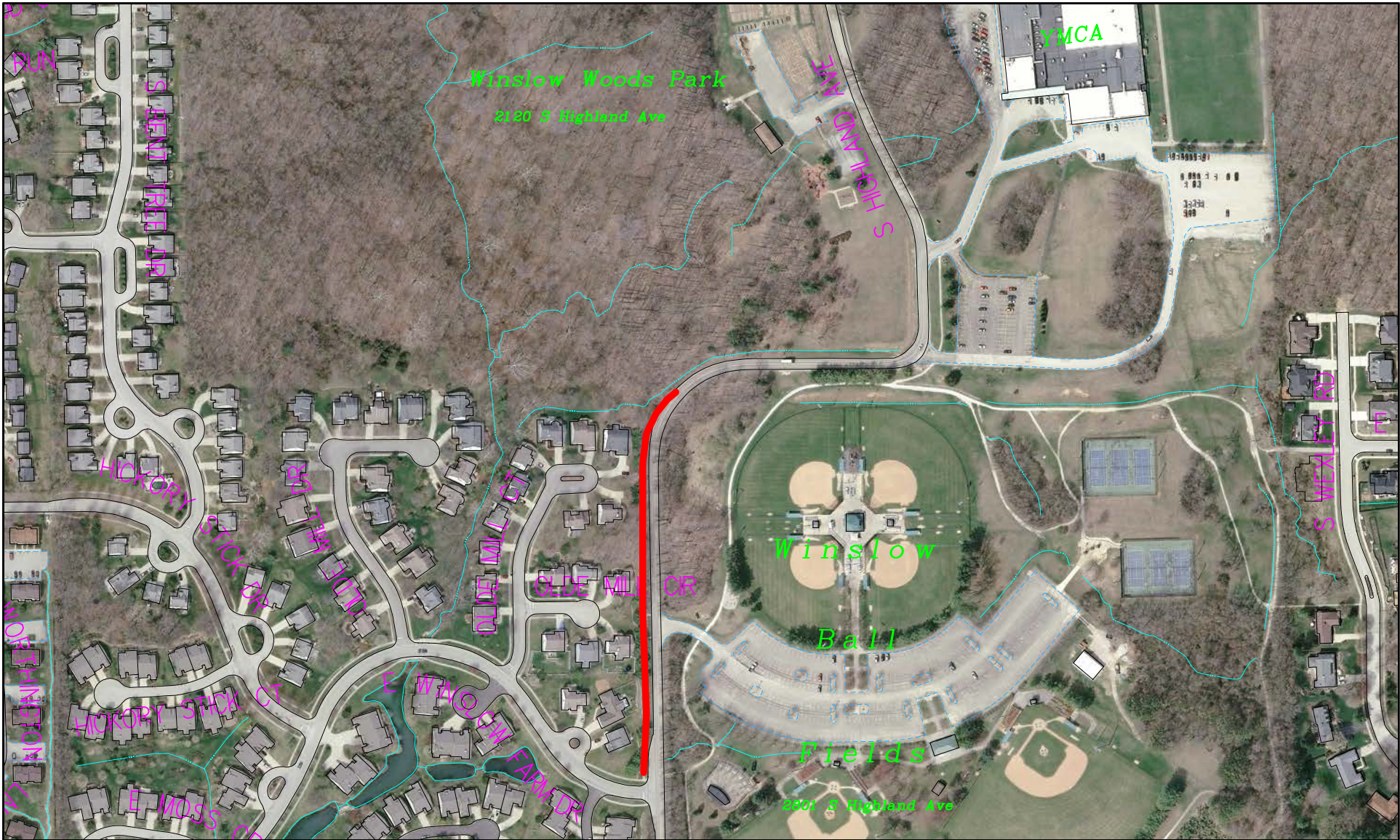
For reference only; map information NOT warranted.



City of Bloomington
Clerk & Council

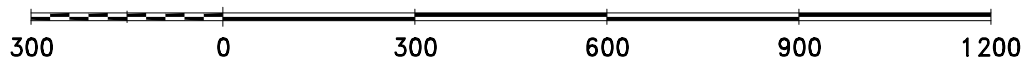


Scale: 1" = 800'



S Highland – Connecting Winslow Park with Winslow Farms Subdivision

By: finnh
10 Nov 14



For reference only; map information NOT warranted.



City of Bloomington
Clerk & Council

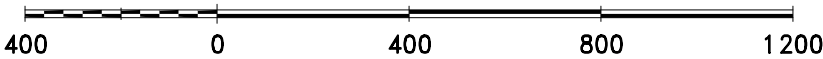


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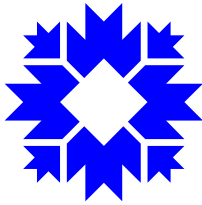


Council Sidewalk Committee Request – 2018 – Cm. Rollo
 Wimbledon Lane from S High Street to S Montclair Ave

By: shermand
 9 Feb 18

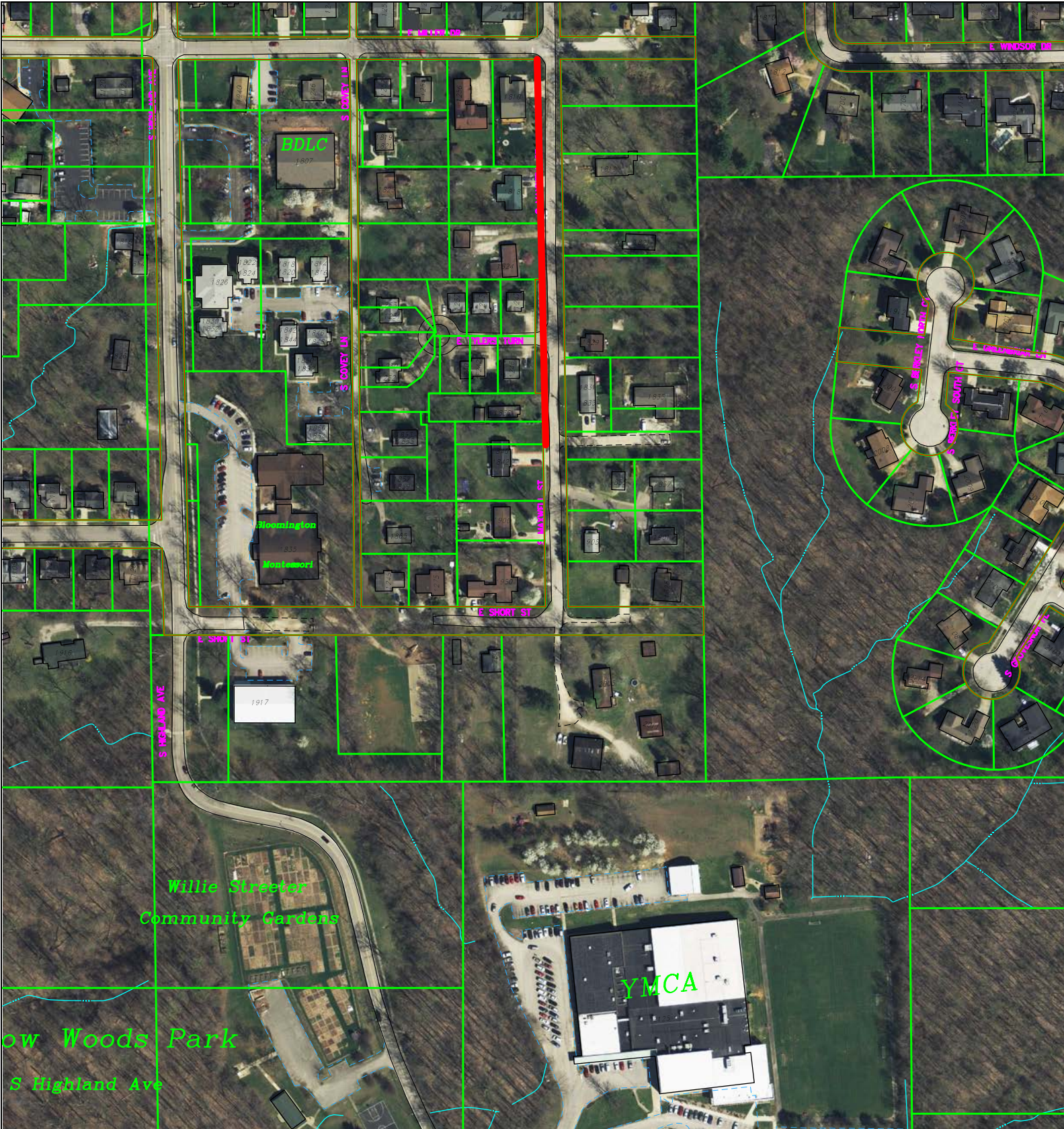


City of Bloomington
 Council Office



Scale: 1" = 400'

For reference only; map information NOT warranted.



BOLC
1807

Bloomington
1333

YMCA

Willie Streater
Community Gardens

Low Woods Park

S Highland Ave

1917

S COVEY LN

E SHORT ST

S HIGHLAND AVE

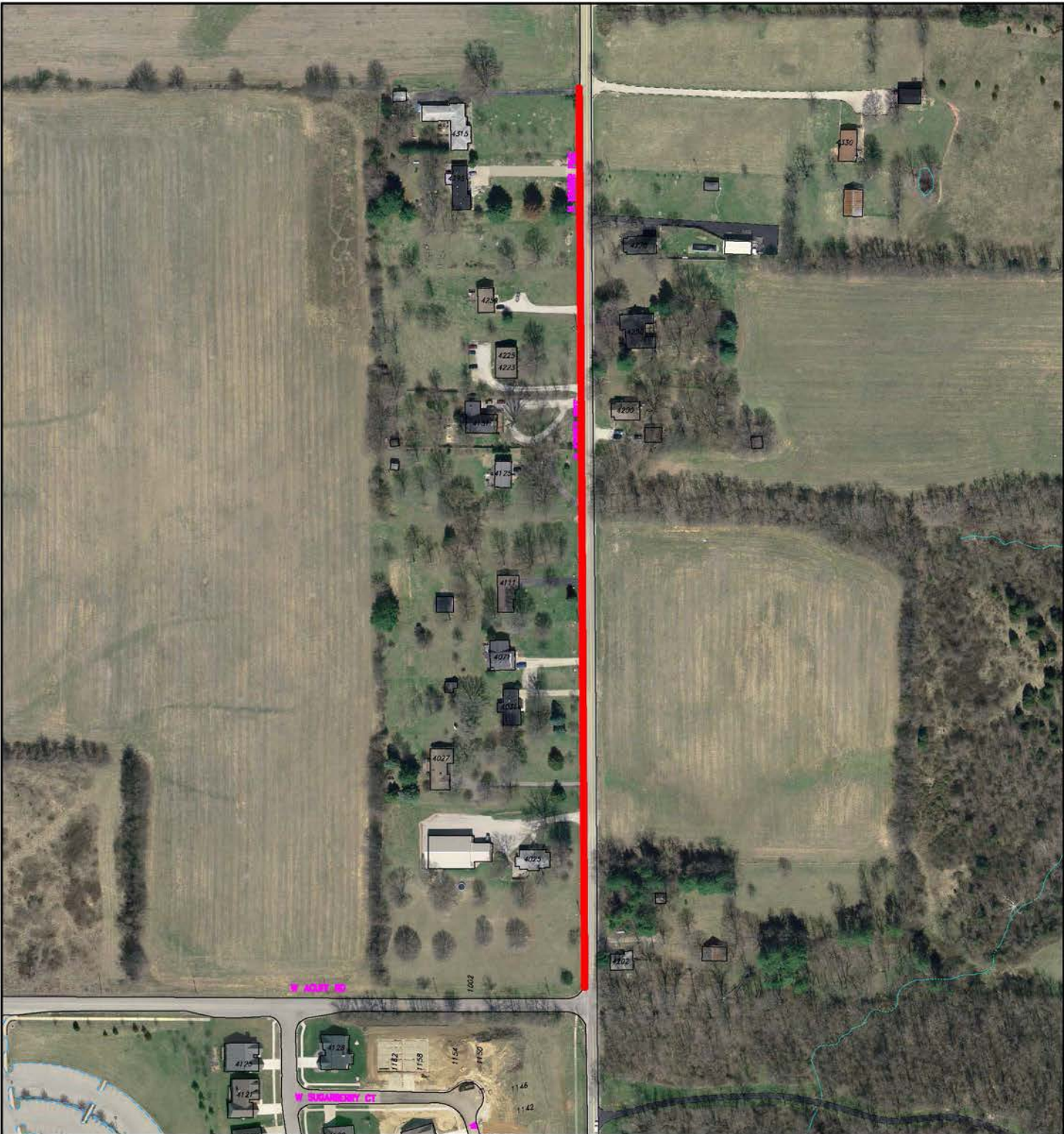
S SPRUCE HARBOR CT

S SPRUCE SOUTH CT

S GARDNER PL

E WINDSOR DR

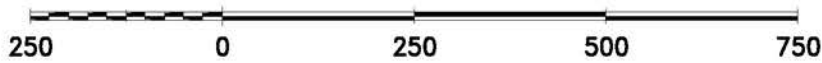
E WINDSOR DR



2009 Council Sidewalk Committee

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

By: fallsm
7 Oct 08

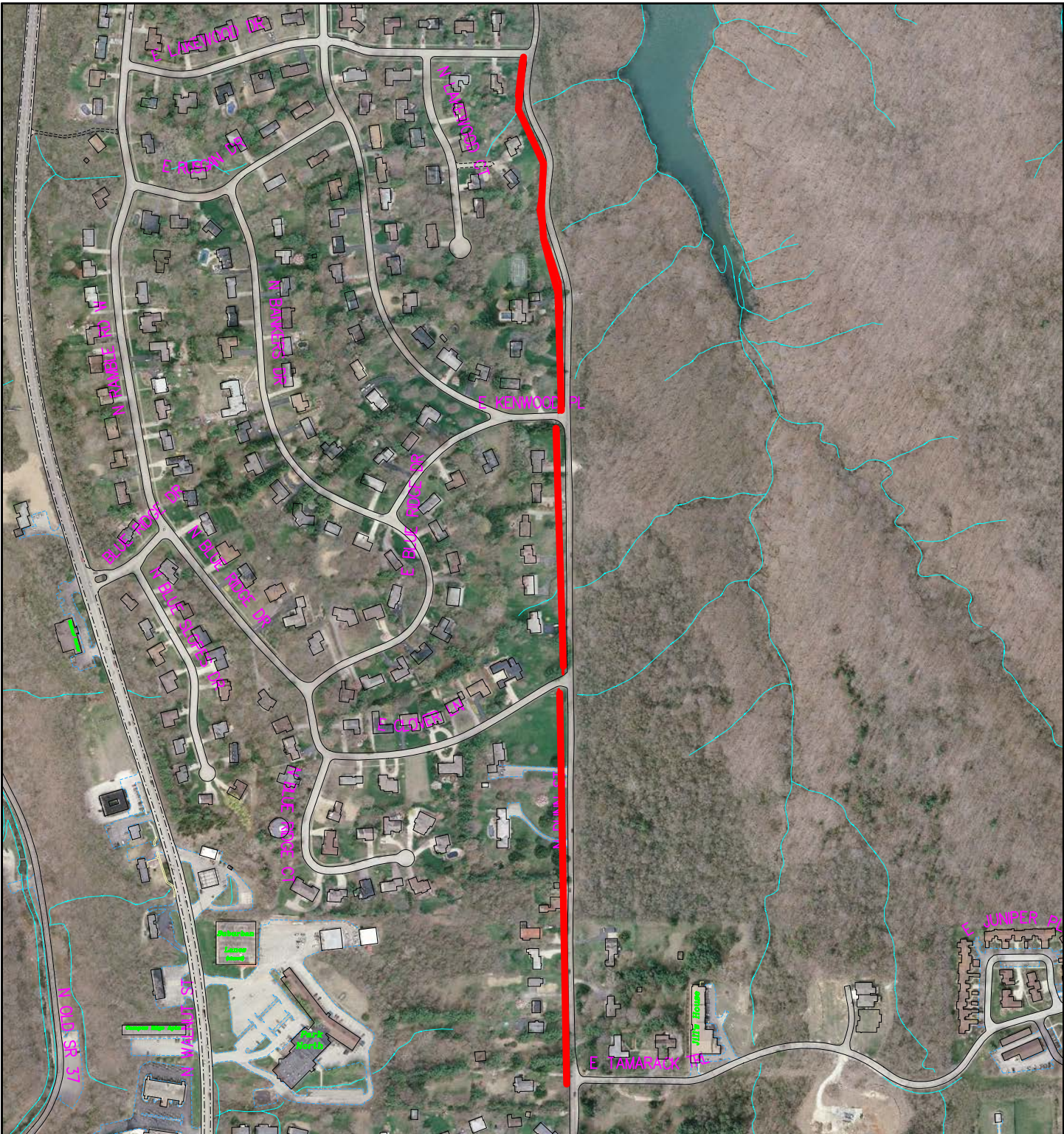


City of Bloomington
Clerk & Council



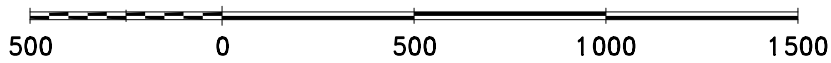
Scale: 1" = 250'

For reference only; map information NOT warranted.

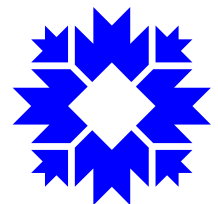


N Dunn from E Tamarack Trail to Lakewood Drive

By: finnh
10 Nov 14

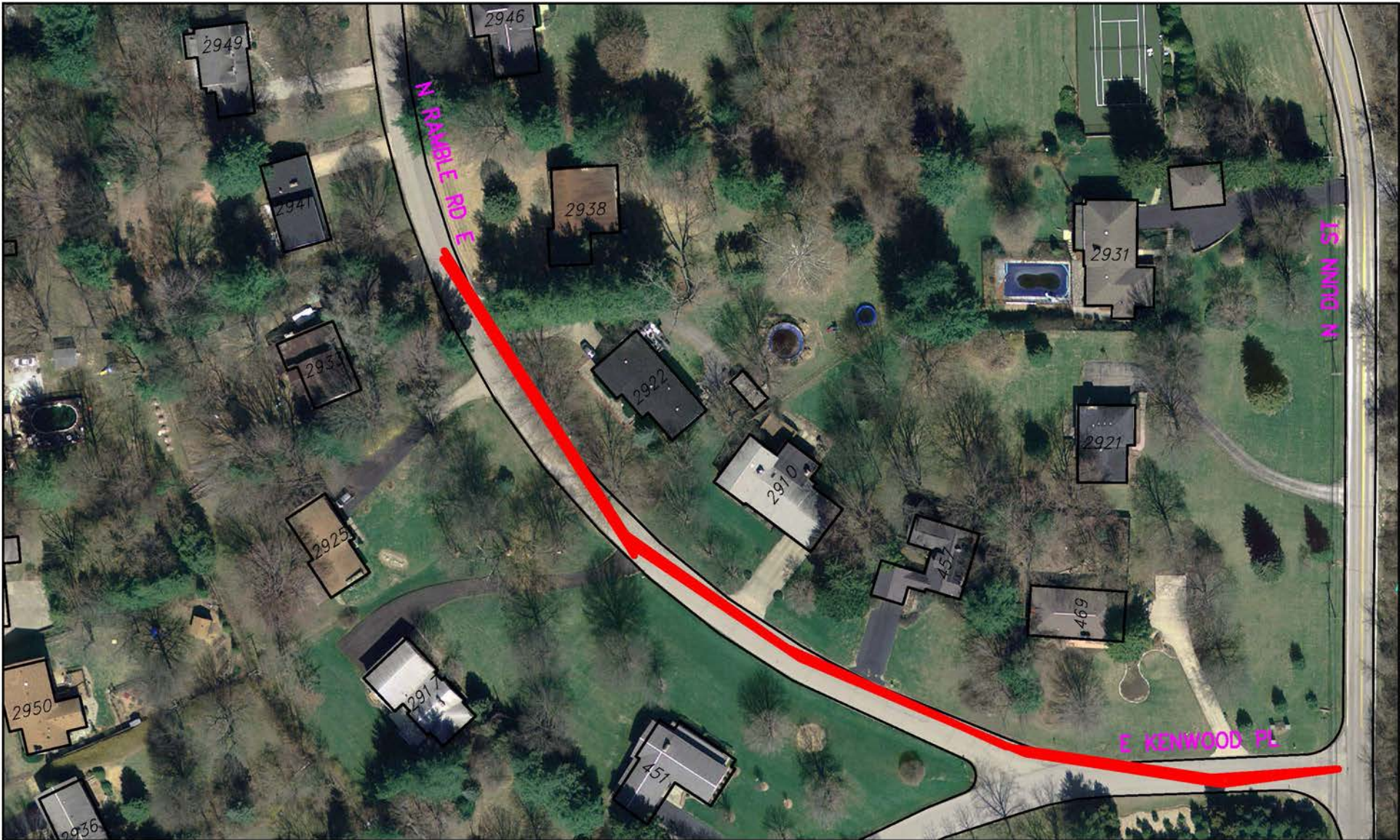


City of Bloomington
Clerk & Council



Scale: 1" = 500'

For reference only; map information NOT warranted.



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

By: fallsm
3 Oct 08



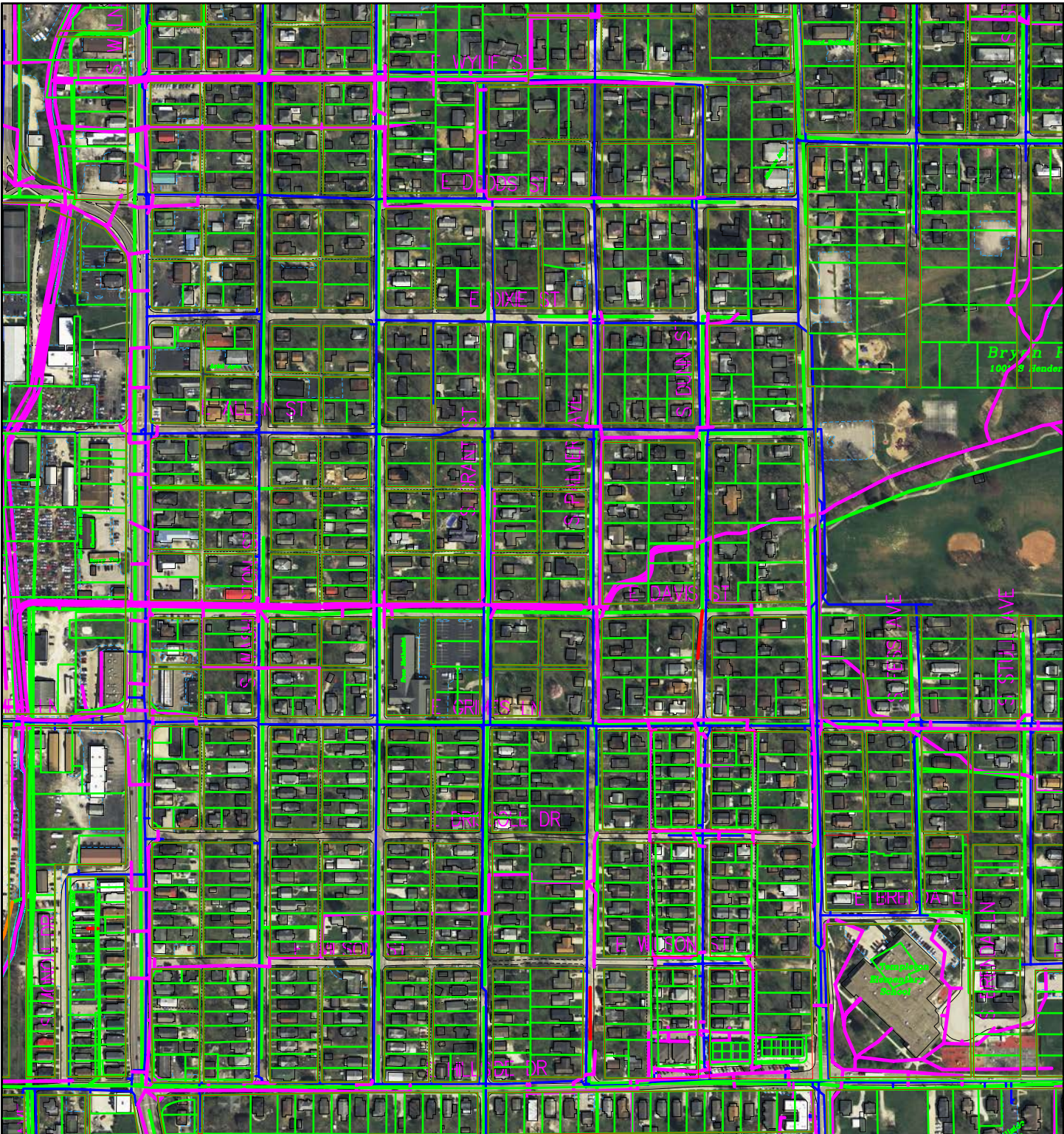
For reference only; map information NOT warranted.



City of Bloomington
Clerk & Council

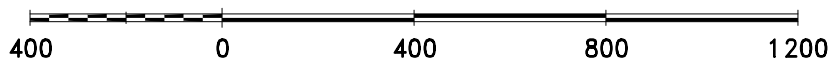


Scale: 1" = 100'

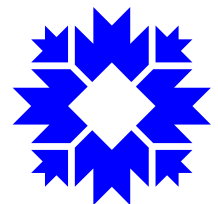


2018 Council Sidewalk Committee
 Sidewalks for Bryan Park Neighborhood
 Request from 1300-Block of South Grant

By: shermand
 20 Nov 17



City of Bloomington
 Council Office



Scale: 1" = 400'

For reference only; map information NOT warranted.

Appendix Five – Recent Sidewalk Requests – Received in 2019 for 2020 Deliberations

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

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

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

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

Materials

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

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

Summary of Recent Requests and Communications¹ Regarding the Construction of Sidewalks

Requests Listed in Order of Rank on Priority Sheet and distinguished between:

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

(For Review by 2020 Council Sidewalk Committee)

The following color coding distinguishes different projects under review:

New Requests

New Citizen or Council Member Request = **Blue Font**³

Requests Regarding Recent Sidewalk Committee Priority Project (none in 2019)

Priority Projects of Committee – moved forward with some funding (but were not completed) in 2018; ongoing projects with multiple funding sources or projects recently supported by Committee funds = **Purple Font**⁴

Affirmation of Already Listed Projects (none in 2019)

Affirmation of Previously Listed But Unfunded Citizen, Council Member or Staff Request or Recommendation = **Red Font**

¹ The Council Office typically receives requests for the installation of sidewalks from the following sources: the Council email account; referrals through the uReport system; and, Councilmembers (some throughout the year as Councilmembers report them to the Council Office and some in response to solicitation from the Council Office in preparation of this packet. The term “recent requests” covers communications received since the last summary was prepared for the 2019 Initial Sidewalk Packet and includes both newly-requested and affirmation of previously-requested projects that meet the Committee criteria. (See Appendix 4)

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

³ There were uReport System entries regarding *the condition* of existing sidewalks which were referred to Planning and Transportation and Public Works. Recall that the Council Sidewalk Committee criteria focus on the *installation* of sidewalks, but not the condition of existing sidewalks (which, in most instances, is the responsibility of the property owner).

⁴ Please see the Status Report / Prioritization Update to the Committee from the Planning and Transportation department in Appendix 3 (Review of On-Going Projects). This Report provides both information on the progress of Committee-funded projects and also on “Complementary Initiatives” affecting other listed, but unfunded by the Committee. Excerpts from the Status Report/Prioritization Update also appear in the Index of Projects found in Appendix 4 (Prioritization of Sidewalk Projects).

Requests Listed in Order of Ranking on Priority Sheet⁵

Rank #8	New Request Sidewalk – S Walnut Street Pike – from Echo Park to E Winslow Rd
<p>New Request via uReport (#167802) on 3/15/2019 Requesting a sidewalk from Echo Park community (2780 S. Walnut St. Pk.) to Winslow Road.</p> <p>Asher Lubotzky wrote: <i>We live in the Echo Park community (2780 S. Walnut St. Pk.). We basically do not have safe walking access to the nearby Winslow Street. Families and the elderly risk their lives walking on the side of the asphalt, at a pretty dangerous intersection (cars do not have a good sight when they turn to this street). Adding a short sidewalk would solve this problem. It is a tragedy waiting to happen.</i></p>	

Rank #10	New Request Sidewalk – E. Grimes Ln. – from Lincoln Street to S. Dunn
<p>New Request via Cm. Piedmont-Smith in January 2019 On January 27, 2019, Cm. Piedmont-Smith received the following email from Carolyn Erdener and requested that it be added for review by the Council Sidewalk Committee</p> <p>Carolyn Erdener wrote: <i>Here's an update on the sidewalk situation we talked about briefly after the meeting yesterday. This is where BTA Route 3 South follows Grimes, heading east between South Washington and Henderson (outbound) and then heading west between Henderson and Walnut (inbound). There is a sidewalk on both sides of Grimes most of the way except for one block between Grant and Palmer.</i></p> <p><i>The reason why I had to walk in the street between Washington and Grant was the icy sidewalk along the southern edge of Grimes. I got off the bus at the corner of Grimes and Washington, walked in the street heading east with cars approaching from directly behind me, crossed to the other side where the sidewalk was ice free. I crossed back again to go south on Grant. There are stop signs at each intersection.</i></p> <p><i>It was especially scary at night and had just happened the night before, but actually not as bad as I thought at the time.</i></p> <p><i>Thanks for listening and showing concern.</i></p>	

⁵ See Appendix 4 for Rankings, Explanatory Index, and Maps.

Rank #12	New Request Sidewalk – E side of S Walnut St from SE corner of Winslow Rd to Ridgeview Dr
<p>New Request via email to Dan Sherman on 5/21/2019 Requesting sidewalk on east side of S. Walnut Street from E. Winslow Rd. to E. Ridgeview Dr.</p> <p>Susie Tanney wrote: <i>I live on Ridgeview Drive, at the small neighborhood between South Walnut and Walnut St. Pike. I love our proximity to the B-line (almost exactly .5 mi!), but wish that South Walnut was safer to navigate from the neighborhood. The sidewalk only runs along the west side of the street, and since traffic patterns changed last summer, Walnut is much busier (with cars driving much faster) than when I first moved in. Getting from our neighborhood to the B-line, or even to the corner of South Walnut and Country Club (to cross the street using the crosswalk) is a dangerous feat. Please consider this a request for a sidewalk to be placed on the east side of South Walnut Street from the SE corner heading south.</i></p> <p><i>I was recommended to contact you by members of Prospect Hill Neighborhood Association. If I should direct this request elsewhere, please let me know.</i></p>	

Rank #14	New Request Sidewalk – South Overhill Drive from E. Third Street to E. Fifth Street
<p>New Request via letter received by Council Office 5/31/2019 The constituent requested sidewalks and signs for her driveway. Council staff spoke with Mike Stinson in Streets Department who explained Manual on Uniform Traffic Control Devices (MUTCD) prohibits the City from installing unapproved signs, such as kids at play. This constraint was relayed to the constituent.</p> <p>In the letter, Rebekah Seda wrote: <i>My name is Rebekah Seda at 212 South Overhill Drive Bloomington, IN 47408. I have urgent safety concerns about Overhill Drive. The following is a short list:</i></p> <ul style="list-style-type: none"> • <i>No sidewalks- I have to push my baby stroller in middle of street with my toddler on my side.</i> • <i>My driveway (where my kids are playing) is being used for a quick turn-arounds almost daily. I would like to request a kids at play sign or no turn around sign.</i> • <i>Unsafe left hand turns from Overhill Drive onto 3rd Street which affects my family's safety returning home from 3rd onto Overhill Drive.</i> <p><i>Thank you. Please contact me once you have reviewed my concerns.</i></p>	

Ranks #44 (Park), #39 (Stull), #31 (Fess)	New Request Sidewalks – S Park Ave, S. Stull Ave, & S Fess Ave. – from Bryan Park to Hillside Dr.
<p>New Request via uReport (#167566) on 2/20/2019 Requesting sidewalk on either S. Park Ave, S. Stull Ave, and/or S. Fess Ave.</p> <p>Ron Kadish wrote: <i>There are no sidewalks at all on S. Park Ave., S. Stull Ave., or S. Fess Ave between Bryan Park and Hillside (except on Grimes St.)</i></p>	

Rank #45	New Request Sidewalk – E. Morningside Drive – from West of N. Smith Road to 3rd St
<p>New Request via uReport (#167620) on 2/26/2019 Requesting sidewalk on Morningside Drive west of Smith Road.</p> <p>Brent Sweeny wrote: <i>The western end of Morningside Drive – west of Smith Road- has long been unsafe because there are no sidewalks. There are several families with young children, many residents walking dogs and walking to the park, and sidewalks would greatly improve general safety.</i></p>	

Rank #49	New Request Sidewalk – Sheffield Drive – from Plymouth Road to Park Ridge Road
<p>New Request via uReport (#166760) from OOTM 12/6/2018 who received a letter. Requesting sidewalk on E. Sheffield Dr. from N. Plymouth Road to Park Ridge Road.</p> <p>On 14 November 2018 Iris E. Jones wrote to Mayor Hamilton: <i>Hello. My name is Iris Jones. I am an eleven-year-old who lives in Park Ridge East. I am writing to you because I have found there to be an issue in our neighborhood. Sheffield is a busy street with lots of children, and it is one of the main streets they take to go to Park Ridge East Park, our neighborhood's local playground. Although I know most of Sheffield has sidewalks, there is a dangerous stretch of road that does not yet have one. The stretch that I am writing about is between Plymouth Road and Park Ridge Road. This is also a main area that children use to walk to and from the bus stop. This could pose potential hazards for children biking, playing, or walking on this road, which I have seen happen from my perspective. I am asking the city of Bloomington to consider constructing a new sidewalk to help keep our neighborhood safe. I am very appreciative of the new sidewalks that have been recently been added into our neighborhood to make it safer for the many children who enjoy playing outside, as well as everyone who enjoys going for walks, young and old. Thank you for considering my letter and the new sidewalk. Sincerely, Iris E. Jones</i></p>	

Rank #58	New Request Sidewalk/traffic calming – E. Elliston Drive from S Bainbridge Drive to Sherwood Oaks Park
<p>New Request via uReport (#169738) on 8/7/2019</p> <p>Ty Childers wrote: <i>I would like to request sidewalks/speed bumps on Elliston Dr. in Sherwood Oaks Neighborhood. Elliston is the main thorough fair to Sherwood Oaks Park, Jackson Creek Trail and Olcott Park, which also leads to Childs Elementary and Jackson Creek Middle School. There is significant foot traffic daily of adults, kids and pets being walked. Children go to school on this route and yet there is nothing provided to keep them safe. There are currently no sidewalks to keep foot traffic safe and no speed bumps to slow down traffic. People speed through this area whether local traffic or visitors to the park and what the city has done to date is not enough. Someone is going to get hurt and it will be on the onus of those who have chose to do nothing to keep pedestrians safe. Please consider making a change and putting sidewalks/speed bumps in to allow for safe travels for all in this area. Thank you</i></p>	

Appendix Six - Other Sidewalk-Related Projects

Resources and Materials

2016 Sidewalk Inventory – *available in Council Office*

- with existing sidewalks; existing sidepaths; and, determinate sidewalk variances (which are also reflected in the City’s GIS database)

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

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

HAND Projects (Bob Woolford) –

- No City department submitted a Letter of Intent for 2020 CDBG funding
- Planning & Transportation and Public Works received CDBG funds in 2019 for infrastructure projects (though specific projects are not identified).

Parks and Recreation Trail Projects (Steve Cotter) – *attached*

- Memo and Maps

CBU Stormwater Projects (Jane Fleig)

- Email from Fleig – *attached* - which:
 - Identifies possible storm water projects along High Street between the two intersections with Covenanter Dr. and along West Allen (Strong Drive to Adams), which may coincide with Committee projects,
 - Acknowledges \$45,000 contributed to storm sewer improvements contract on the S. Mitchell Street sidewalk project;
- CBU Stormwater Project Sheet – *attached*

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

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

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

Recent and Planned Bloomington Parks and Recreation Bicycle and Pedestrian Facility Projects (2019-2020)

B-Line Trail/Switchyard Park

A B-Line Trail extension is planned that will continue south from Country Club Rd. to Rogers St. where it will merge with the adjacent Bloomington Rail Trail. The new section of trail will be paved, including a section of the Bloomington Rail Trail, to the roundabout where it connects to the Clear Creek Trail. Construction of Switchyard Park is underway. Several internal trails have been built in the Park and several trail access points will be created to bring visitors into the Park.

RCA Park

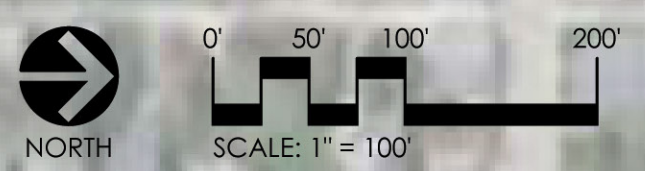
The Loop Trail in RCA Park is scheduled to be paved in 2020. The portion of trail south of the parking lot is narrow and in need of repair. That section will be widened and some of the wooden bridges will be replaced with culverts. The boardwalk on the west side of the loop will be paved along with the eroding crushed stone section that runs through the small wooded area on the north side of the park.

Cascades Trail

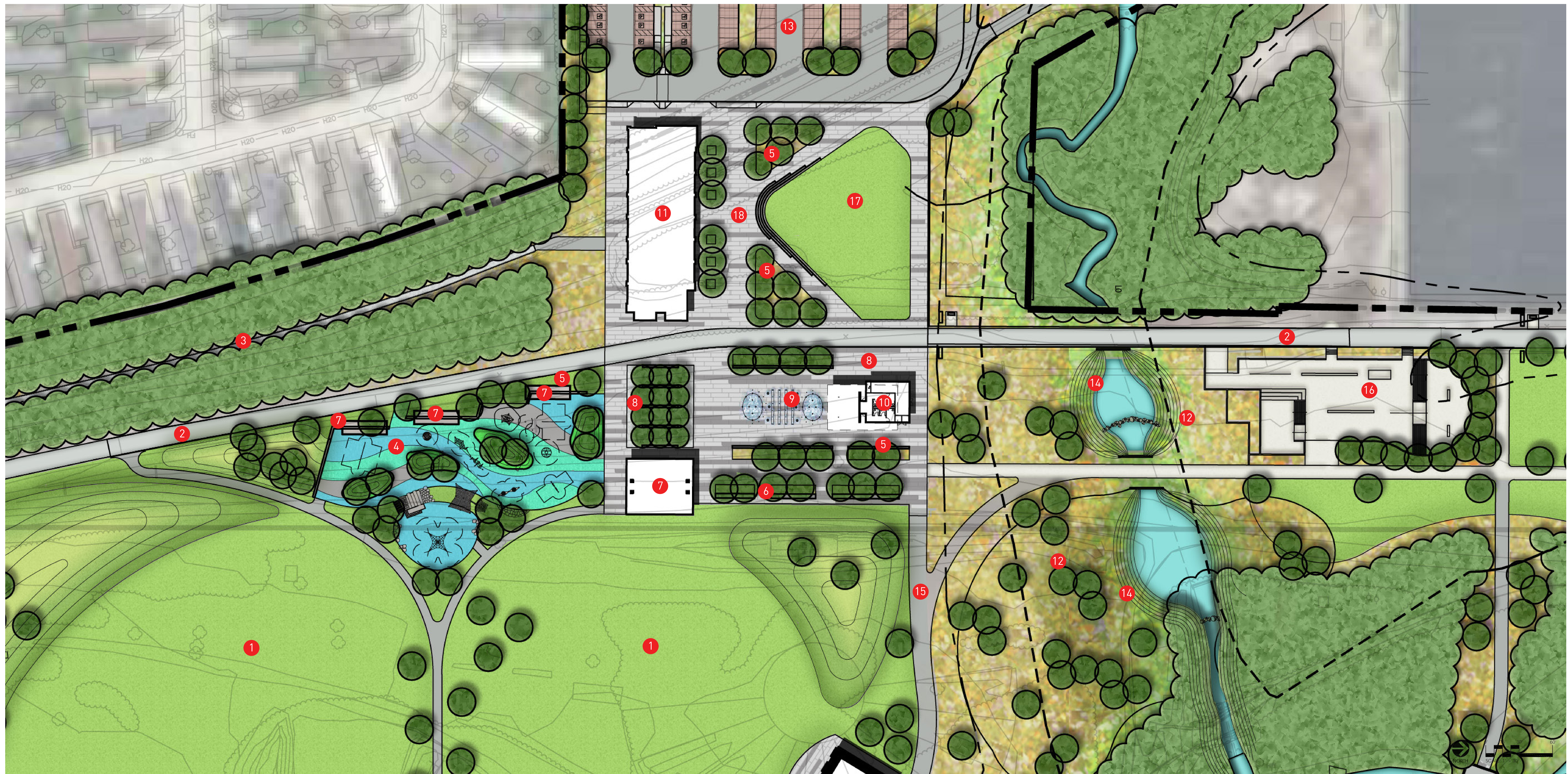
The Cascades Trail system, which will consist of four legs linking 3 parks and Bloomington North High School, is partially built. The trail from the Sycamore Shelter in Lower Cascades Park to the Cascades Golf Course entrance at Kinser Pike and the section from Clubhouse Dr. to the decommissioned Griffy Filtration Plant have been completed. The third leg, which is planned for construction in 2020, will be built on one of the lanes of Old St. Rd. 37 that runs through Lower Cascades Park. The third leg will connect Miller-Showers Park to Clubhouse Dr. The fourth leg will eventually extend from the Golf Course entrance along Kinser Pike to Rosewood Dr.

Duke Powerline Right-of-Way

This trail will run east-west from Rogers St. to Weimer Rd. connecting the Switchyard Park to RCA Park and Wapehani Mt. Bike Park. The surface of this trail has not yet been determined.



- | | | |
|----------------------------------|---------------------------|---|
| 1. Neighborhood Connection Trail | 9. Spray Plaza | 17. Pickle Ball Courts |
| 2. Dog Park | 10. Main Pavilion | 18. Fitness Equipment |
| 3. Seating Bosque | 11. Street Skate Park | 19. Basketball Court |
| 4. Daylighted Stream | 12. North Lawn | 20. Restrooms/Bike Rental/Police Substation |
| 5. Shelter | 13. Parking | 21. Rogers Street Entrance |
| 6. Great Lawn | 14. Community Garden | 22. Walnut Street Entrance |
| 7. Pavilion/Performance Stage | 15. Restrooms/Maintenance | 23. Grimes Lane Entrance |
| 8. Play Environment | 16. Bocce Ball Courts | 24. Overlook |
| | | 25. B-Line Trail |



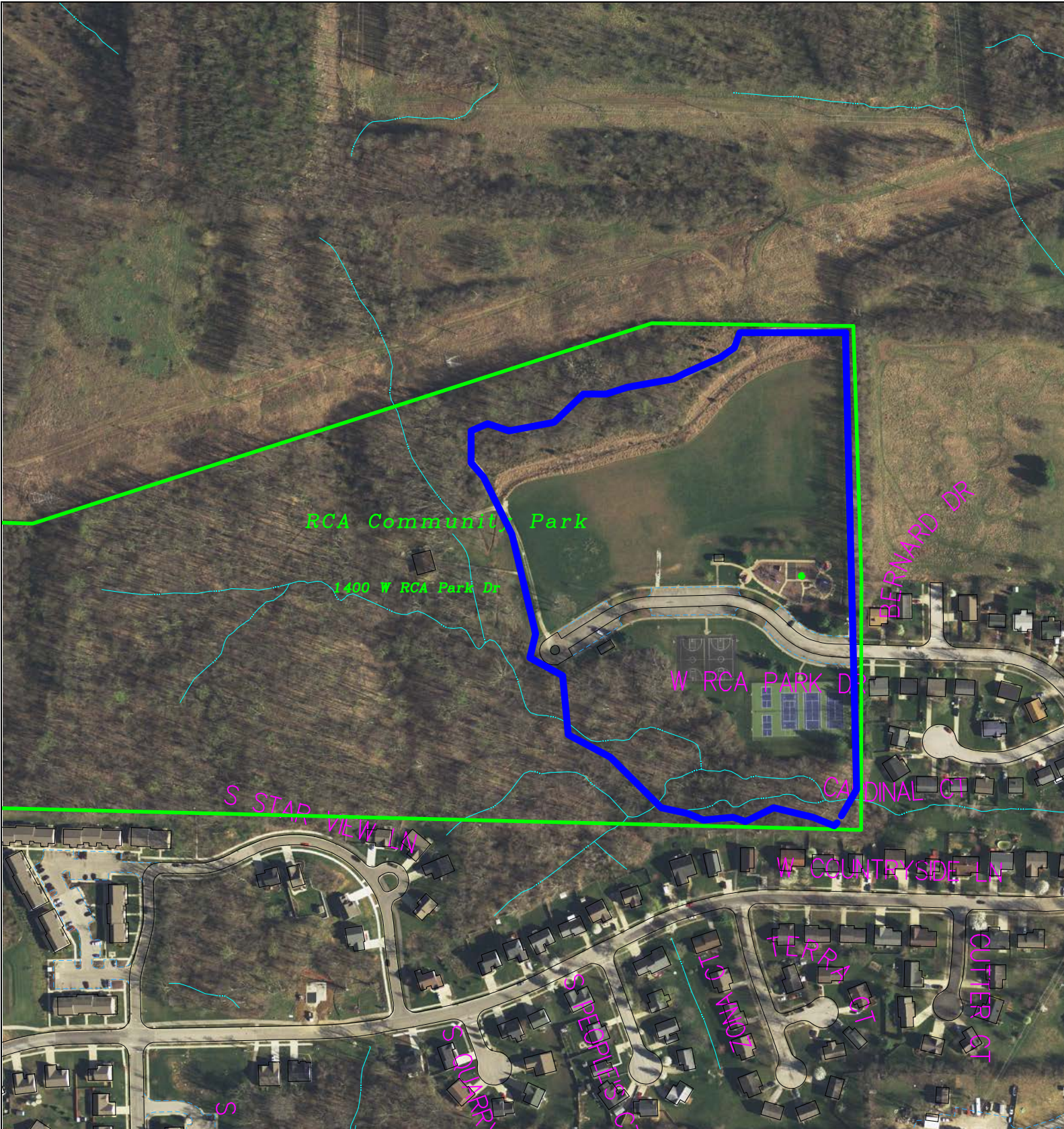
- | | | |
|-----------------------|------------------------------|------------------------------------|
| 1. Great Lawn | 7. Shelter | 13. Parking |
| 2. B-Line Trail | 8. The Platform | 14. Daylighted Stream |
| 3. Soft Surface Trail | 9. Spray Plaza | 15. Performance Stage Access Drive |
| 4. Play Environment | 10. Restrooms/Maintenance | 16. Street Skate Park |
| 5. In-grade Planter | 11. Main Pavilion | 17. Event Lawn |
| 6. Raised Plant Beds | 12. Naturalized Wetland Area | 18. Main Pavilion Plaza |



- | | |
|--|-----------------------------------|
| 1. North Lawn | 10. Pickle ball Court |
| 2. B-Line Trail | 11. Basketball Court |
| 3. Community Garden | 12. Clear Creek |
| 4. Raised Garden Planter | 13. Naturalized Wetland Area |
| 5. Community Garden Compost Bins | 14. Parking |
| 6. Community Garden Amendment Bins | 15. Grimes Lane Entrance |
| 7. Community Garden Equipment Barn | 16. Neighborhood Connection Trail |
| 8. Restrooms/Bike Rental/Police Substation | 17. Exercise Equipment |
| 9. Bocce Courts | |

Switchyard Park Schematic Design Plan - North Platform Enlargement
 March 2017





RCA Community Park

1400 W RCA Park Dr

BERNARD DR

W RCA PARK DR

CARDINAL CT

S STAR VIEW LN

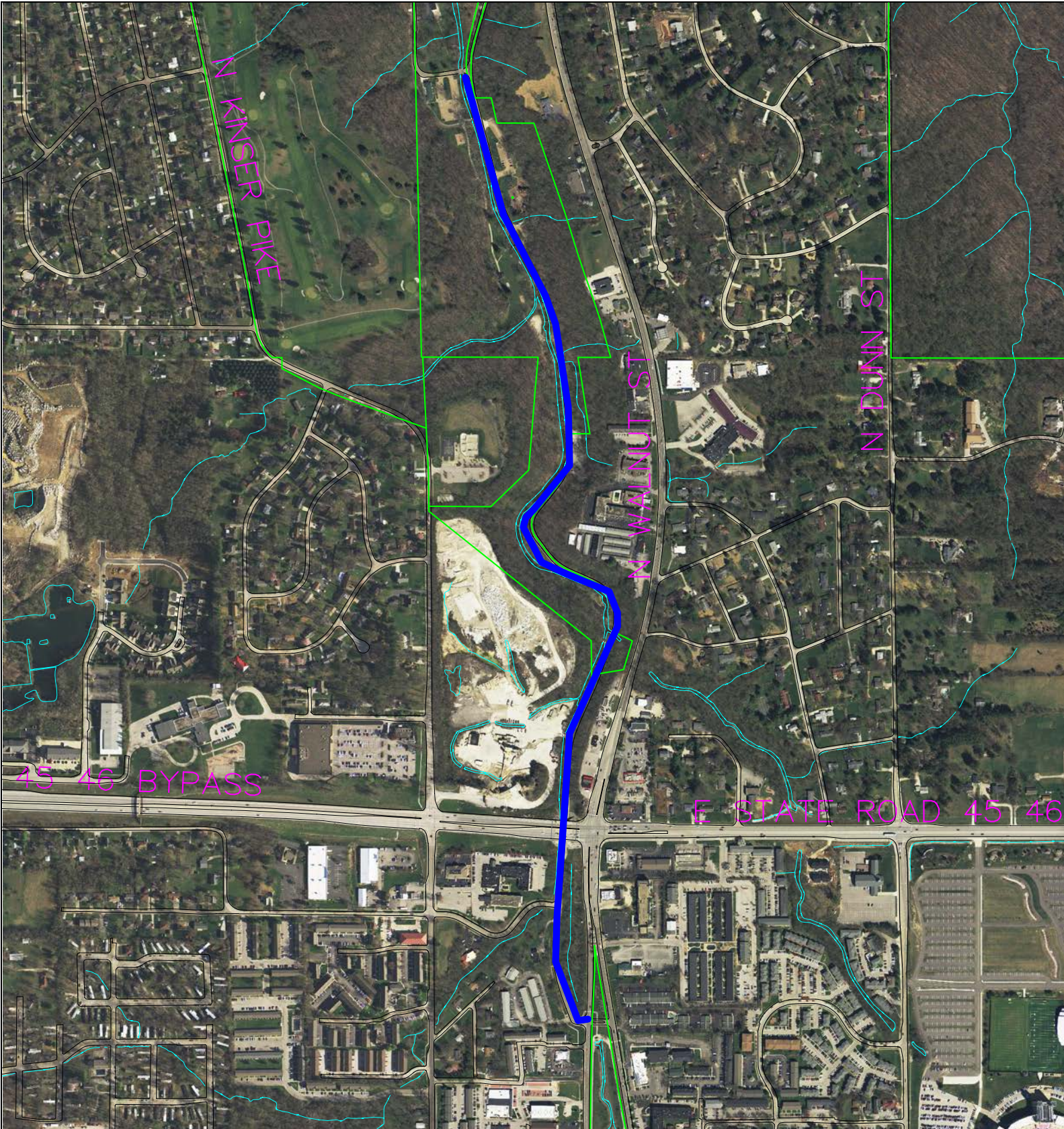
W COUNTRYSIDE LN

S QUINCY CT

S EPOCHES CT

TERRA CT

OUTTER CT



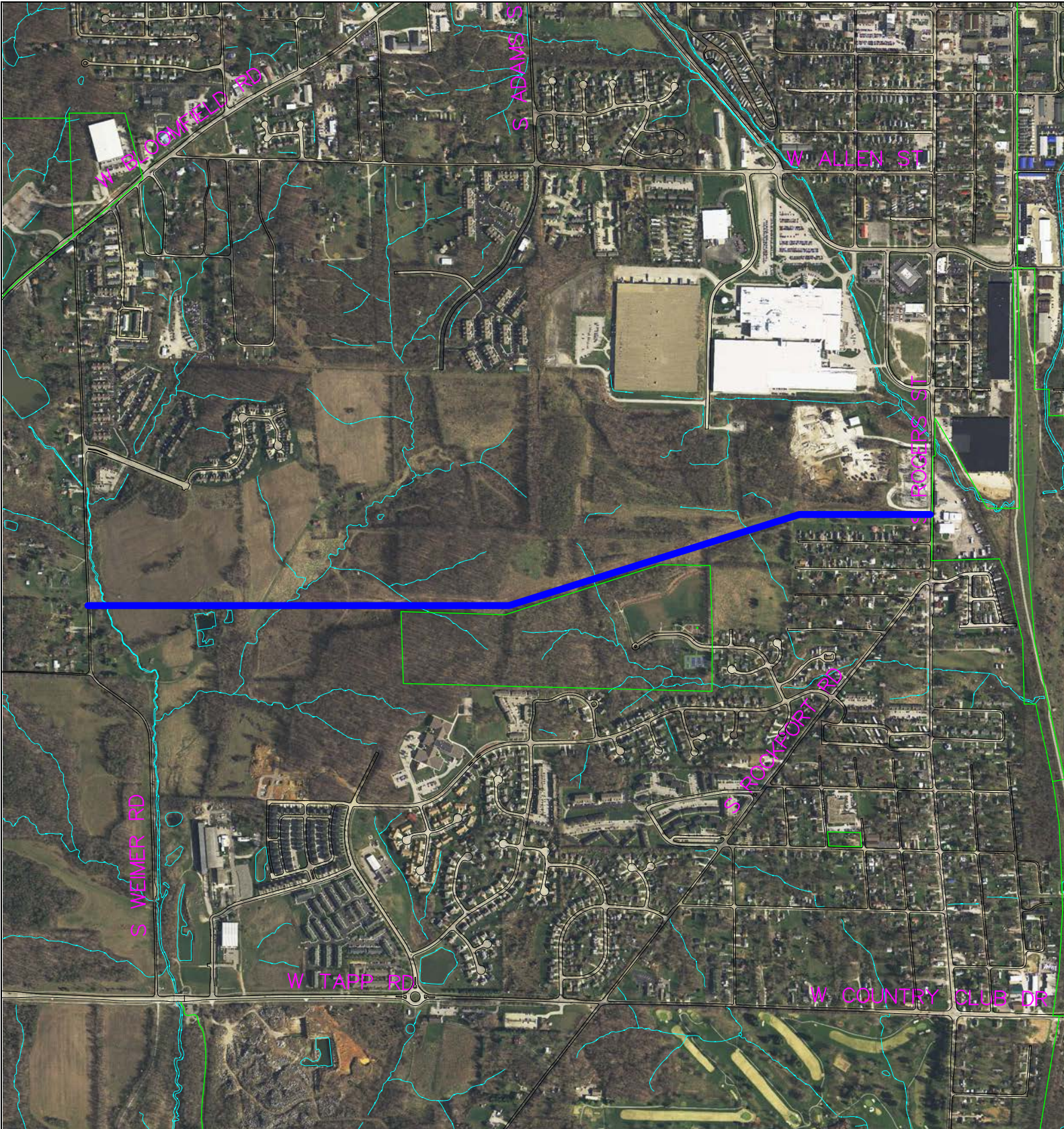
N KINSEER PIKE

N WALNUT ST

N DUNN ST

45 46 BYPASS

E STATE ROAD 45 46



W BLOOMFIELD RD

S ADAMS S

W ALLEN ST

S ROCKFORD ST

S WEIMER RD

W TAPP RD

S ROCKFORD RD

W COUNTRY CLUB DR



Council Sidewalk Committee – Preparation for 2020 Deliberations – Request for Information and Materials

Jane Fleig <fleigj@bloomington.in.gov>

Wed, Oct 2, 2019 at 3:44 PM

To: Stephen Lucas <lucass@bloomington.in.gov>

Stephen,
In response to your questions:

1) I have reviewed the prioritization sheet and see the following locations in which CBU has identified issues:

- High St - CBU still intends to replace the existing storm culvert under High Street between the two intersections with Covenant Dr.. This is expected to occur this year and will require removal and replacement of the existing sidewalk on the east side of the street.
- W Allen St (Strong Dr to Adams St) - CBU has been considering several options in response to stormwater runoff in this area but do not have a formal project planned at this time. If a sidewalk project is planned, CBU would want to coordinate the inclusion of storm sewer infrastructure in the project if possible.

2) CBU contributed \$45,000 toward the storm sewer improvements contract on the Mitchell Street Sidewalk project. I am not aware of any other CBU contributions to the City Council projects this year.

3) I do not have an updated list of stormwater neighborhood projects. We are continuing to work on the previous list.

4) I do not have any issues or suggestions for the committee at this time.

Please let me know if you have any further questions for CBU and when you intend to begin scheduling committee meetings.

Thanks,
Jane



CULVERT (TUNNEL) REPLACEMENTS	
PROJECT (Funding Source)	2019
Jordan River Culvert Replacement (2nd St to 4th St) (Revenue Bond): Right of Way Acquisiton	\$ 30,000
Jordan River Culvert Replacement (2nd St to 4th St) (Revenue Bond):Construction (Contracted)	\$ 2,500,000
Total Expenditure for Culvert (Tunnel) Replacements	\$ 2,530,000

DRAINAGE IMPROVEMENTS	
PROJECT - Funding Source for all is (Extensions & Replacements)	2019
BMP Semi-Annual Maintenance	\$ 15,000
W. 2nd St. - S. College Av. to S. Rogers St.	\$ 50,000
S. Madison St.- W. Patterson Dr. to W. Allen St.	\$ 20,000
E. Maplecrest Dr.	\$ 10,000
Sunny Slopes	\$ 25,000
S. Morton St.- W. Patterson Dr. to W. Allen St.	\$ 40,000
E. Thornton Dr.- S. OliveSt. to S. Huntington Dr	\$ 30,000
Total Expenditures	\$ 190,000

OTHER	
PROJECT (Funding Source)	2019
Annual Budget for Vehicle Equipment and Replacement	\$ 50,000
Total Expenditures	\$ 50,000

Total Expenditures	\$ 2,770,000
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Appendix Seven – Traffic-Calming / Pedestrian Facilities Projects

Presentation

To be Determined

Action

- Discussion of Available Funds
- Procedures and Prioritization
- Review of Projects Identified in 2017-2019
 - Disclosure of any Conflicts of Interest

Background Material

BMC 15.26 - Neighborhood Traffic Safety Program (NTSP)¹

NTSP Guidelines

Traffic-Calming Projects Identified by the 2019 Sidewalk Committee
(with maps)

Other Traffic Calming Initiatives being Explored by Planning and Transportation Staff *(without maps)*

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

Chapter 15.26 - NEIGHBORHOOD TRAFFIC SAFETY PROGRAM

Sections:

15.26.010 - Definitions.

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

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

(Ord. 99-16 § 2 (part), 1999).

15.26.020 - Neighborhood traffic safety program.

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

(Ord. 99-16 § 2 (part), 1999).

(Ord. No. 14-11, § 120, 7-2-2014)

15.26.030 - Utilization of neighborhood traffic safety program locations.

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

(Ord. 99-16 § 2 (part), 1999).

15.26.040 - Traffic calming locations.

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

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

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

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

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

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

**NEIGHBORHOOD
TRAFFIC
SAFETY
PROGRAM**

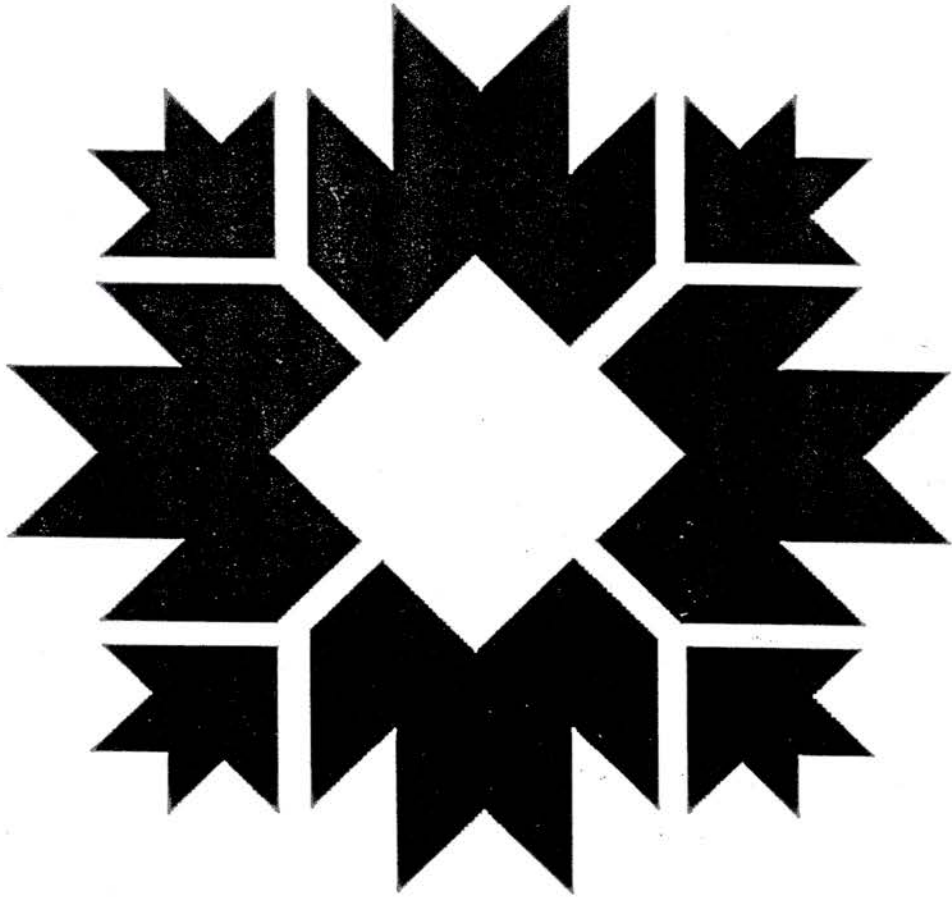


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INTRODUCTION:

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

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

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

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

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

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

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

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

Objectives

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

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

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

Policies

The following policies are established as part of the NTSP:

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

Procedure/Process

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

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

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

Step 1. Apply to Participate

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

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

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

Step 2. Engineering Staff Review and Preliminary Data Collection

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

Step 3. BPSC Review of Engineering Studies and Petitions

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

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

Step 4. Public Meeting

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

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

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

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

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

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

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

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

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

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

Step 6. Project Ballot

Local Service Streets:

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

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

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

Neighborhood Collector Streets:

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

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

Step 7. Testing and Evaluation of Traffic Calming Device

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

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

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

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

Step 8. Common Council Action

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

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

Step 9. Board of Public Works

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

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

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

Step 10. Construct Permanent Traffic Calming Device(s)

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

Step 11. Maintenance

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

Step 12. Follow-up Evaluation

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

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

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

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

1. Street and Lane Narrowing

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

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

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

2. Bicycle Lanes

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

3. Raised Street Sections or Speed Humps

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

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

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

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

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

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

5. Chicanes

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

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

6. Traffic Circles

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

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

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

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

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

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

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

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

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

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

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

rather than continue to replace plant materials.

Stop Signs

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

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

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

**List of Traffic-Calming and Pedestrian Facility
Concerns and Locations**
(Updated November 08, 2019)

Funded in 2019

- Maxwell Lane / S. Mitchel Street (pedestrian crossing)¹
- W. Allen Street from Patterson Drive to Adams Street (various traffic-calming devices)²

**Ongoing List of Proposed Traffic Calming and Pedestrian
Facility Projects (Initiated April 2017)**

New proposed projects (Updated October 2019)

- Arden Drive and High Street (*identified by Rollo October 2019*)
- Smith Road and Moores Pike (*identified by Rollo October 2019*)

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*)

¹ The Committee allocated \$2,300 for this crosswalk in 2019

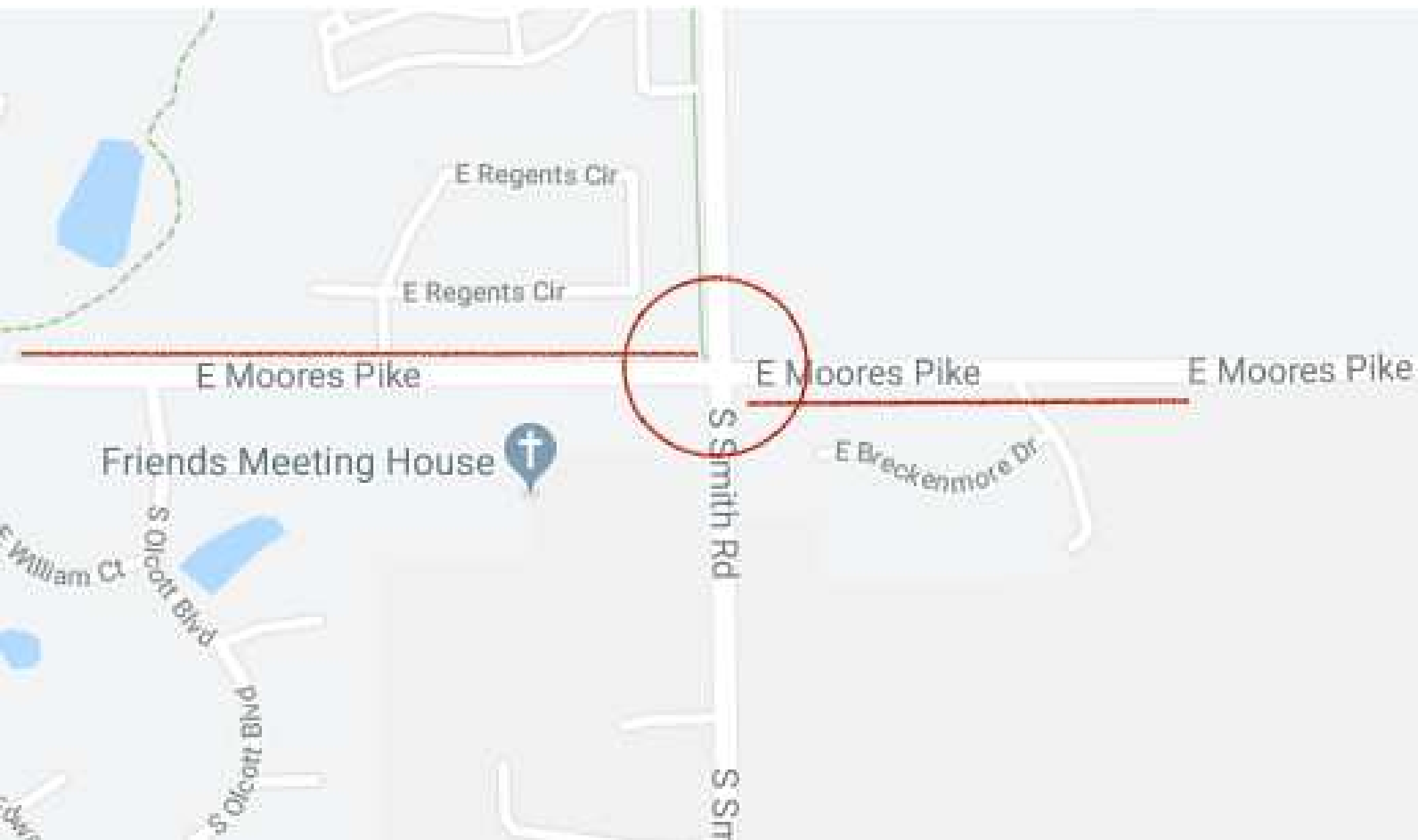
² The Committee allocated \$17,500 and P&T contributed another \$17,500 for 2019.

Other Traffic-Calming

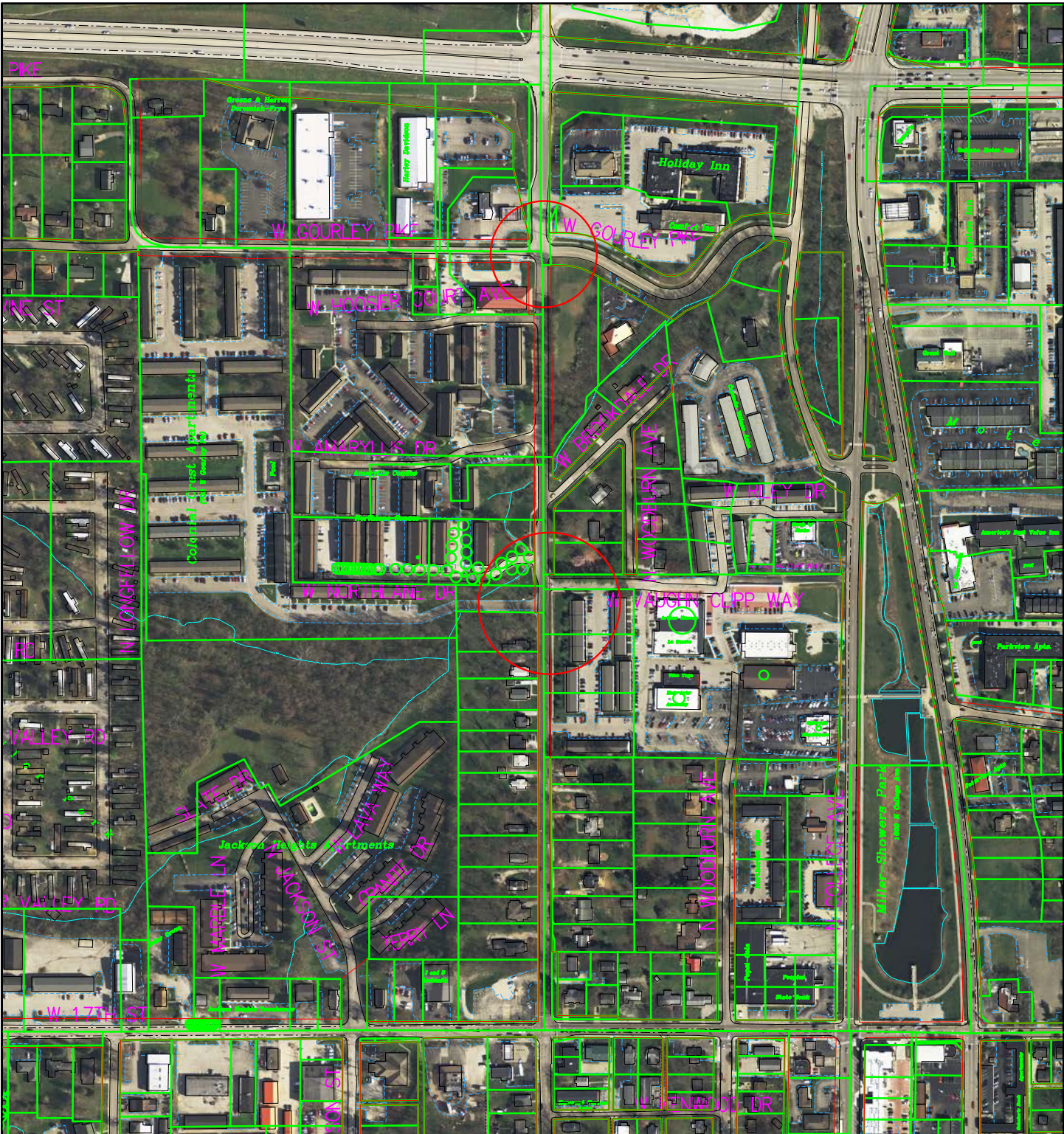
- E. Allendale Lane (*identified by P&T staff December 2018*)
- N. Cascade Drive (*identified by P&T staff December 2018*)
- Countryside Lane – Adams Hill Circle intersections and perhaps points east
- First Street - Lincoln to Henderson
- Graham Drive from Rogers to Rockport Road (*discussed by the Committee in May 2018*)
- S. Madison Street (*identified by P&T staff December 2018*)
- S. Maxwell Street (*identified by P&T staff December 2018*)
- Park Lane
- S. Olcott Boulevard (*identified by P&T staff December 2018*)
- Sheridan/Southdowns – S. Woodlawn to Jordan
- Twelfth Street and Lincoln Street



Submitted by Committee member Rollo Oct 2019 - "Cars routinely fail to stop, north and southbound traffic on High St., preventing safe passage for pedestrians at this 4 -way stop. Pedestrians in Arden Place Neighborhood (and Greenbriar) would like to safely access the soon-to-be Jackson Creek Trail system, with destinations such as Renwick Village and SE Park, but find that cars coast through the stop sign on High St"

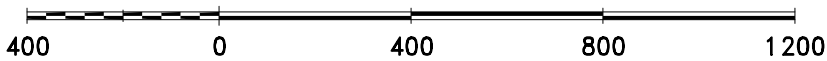


Submitted by Committee member Rollo Oct 2019 - "The sidewalk on Moores Pike west of Smith Rd (north side) does not align with the sidewalk east of Smith Rd. (south side). A crosswalk with signage, perhaps a table, would permit safe crossing for residents of Breckenmore to cross at that intersection to continue on the existing sidewalks."

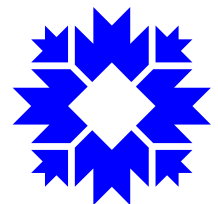


Council Sidewalk Committee – 2018 – Traffic-Calming Requests
 Kinser Pike Bus Stops – at Gourley Pike and at Colonial Crest
 (from 2017 Committee Members)

By: shermand
 12 Feb 18

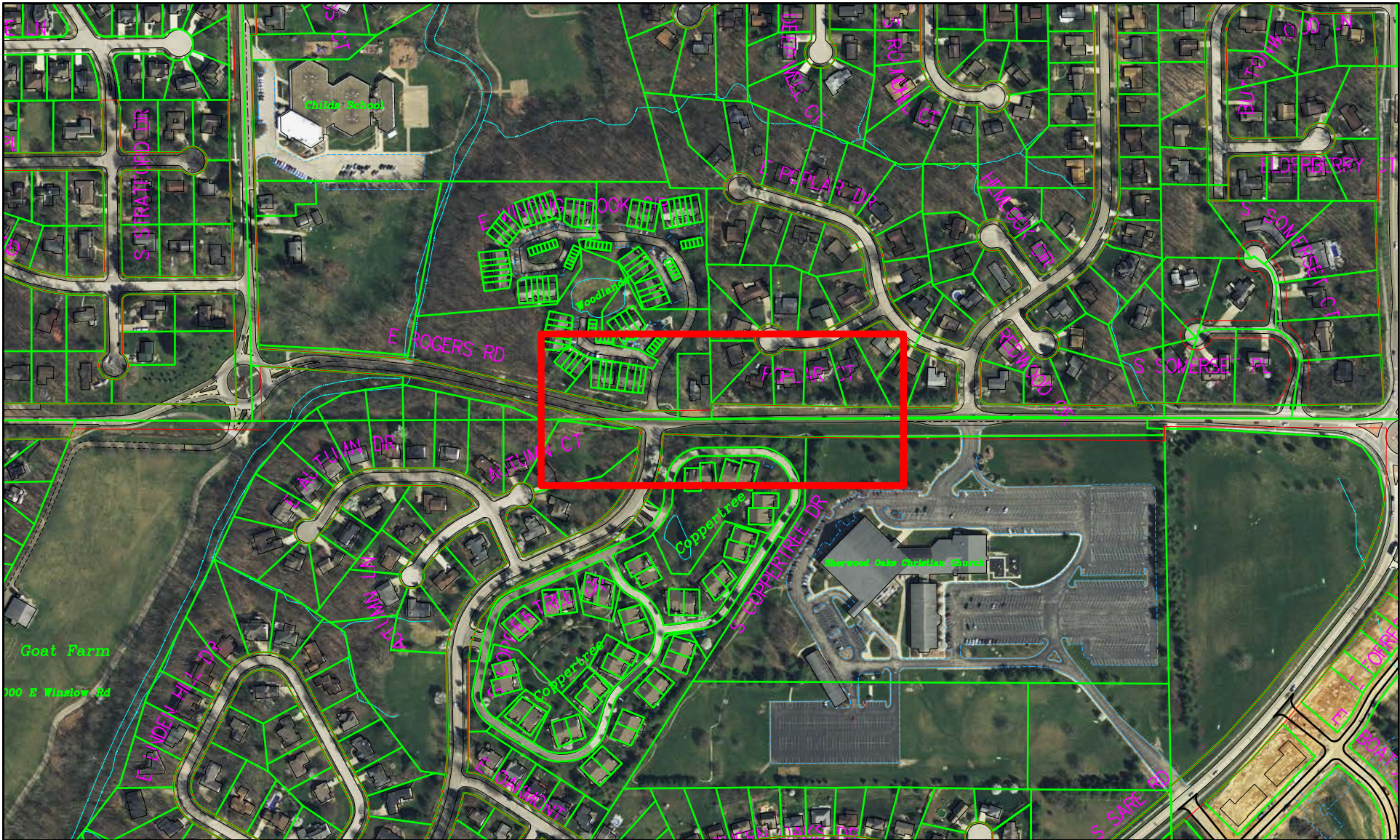


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Scale: 1" = 400'

For reference only; map information NOT warranted.



Council Sidewalk Committee – 2018 – Traffic-Calmng
 Intersection of The Stands Drive and Rogers Road
 (from 2017 Committee Members)

By: shermand
 12 Feb 18



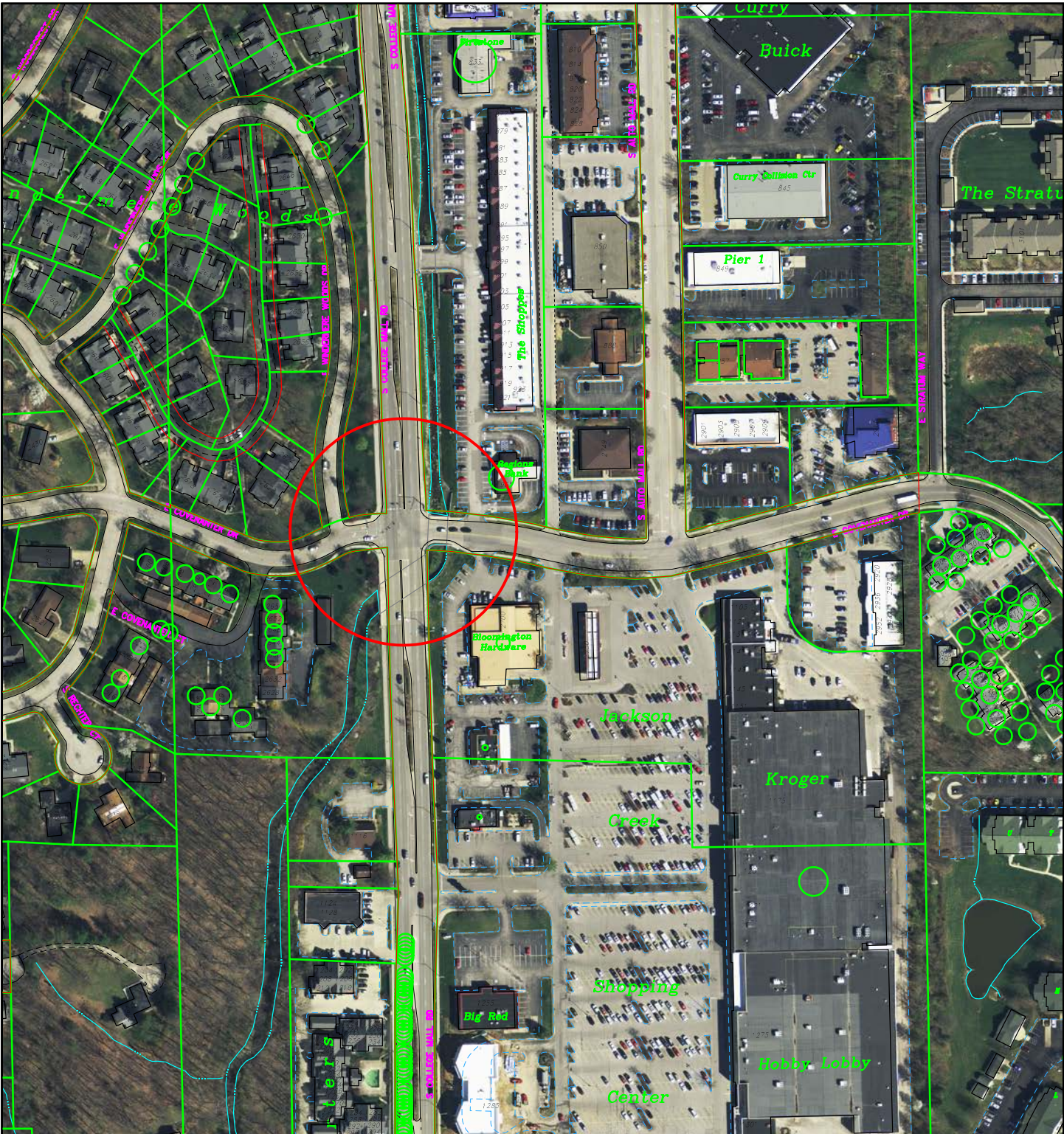
For reference only; map information NOT warranted.



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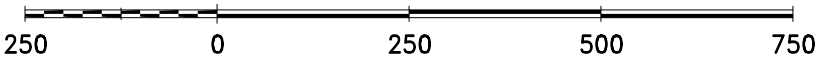


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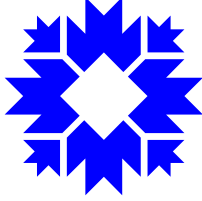


2018 Council Sidewalk Committee
 Pedestrian Crossing Improvements – College Mall and Covenanter Drive

By: shermand
 1 Nov 18

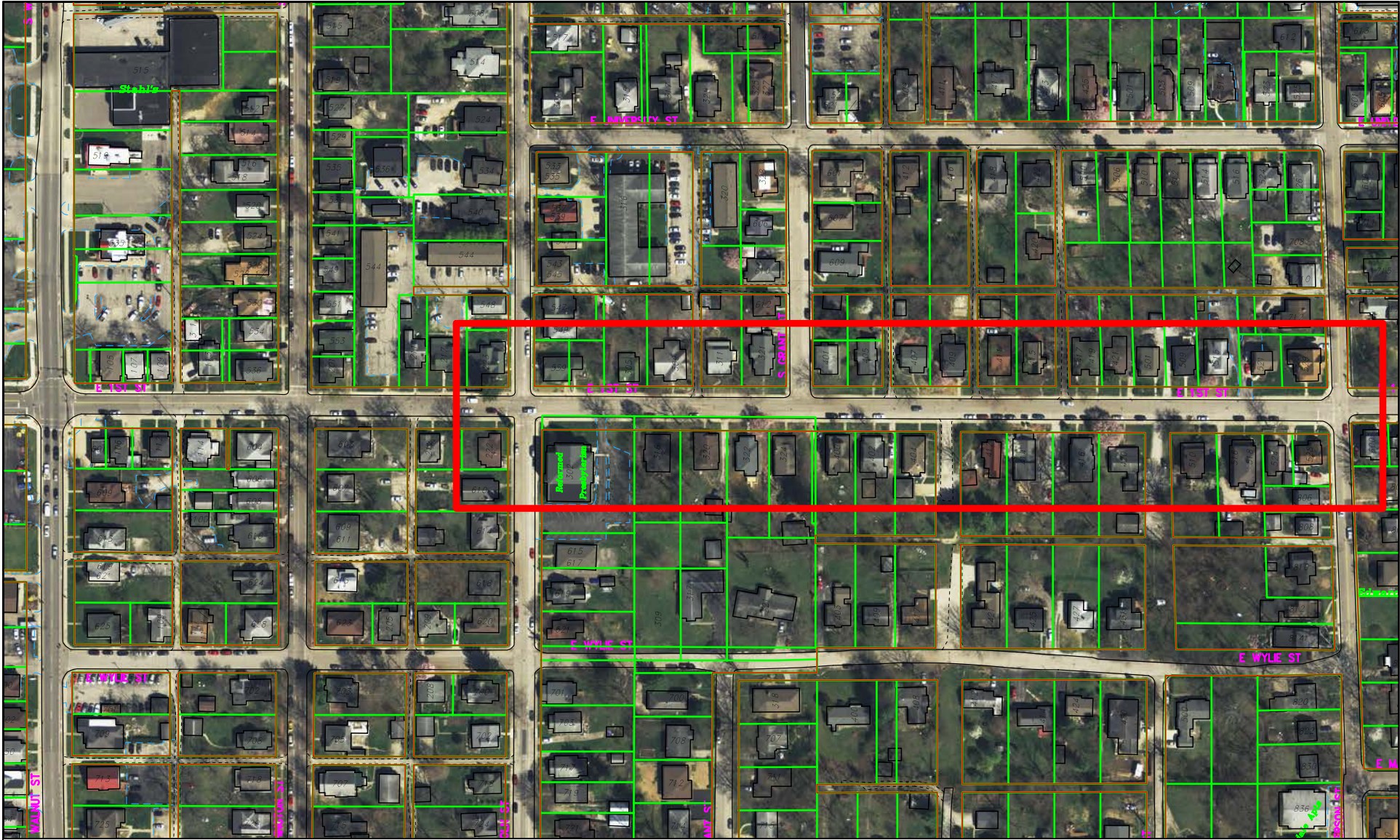


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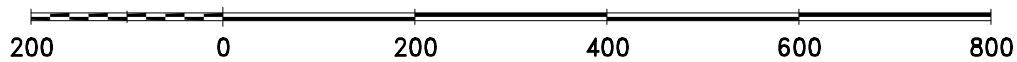
Scale: 1" = 250'

For reference only; map information NOT warranted.



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

By: shermand
 12 Feb 18



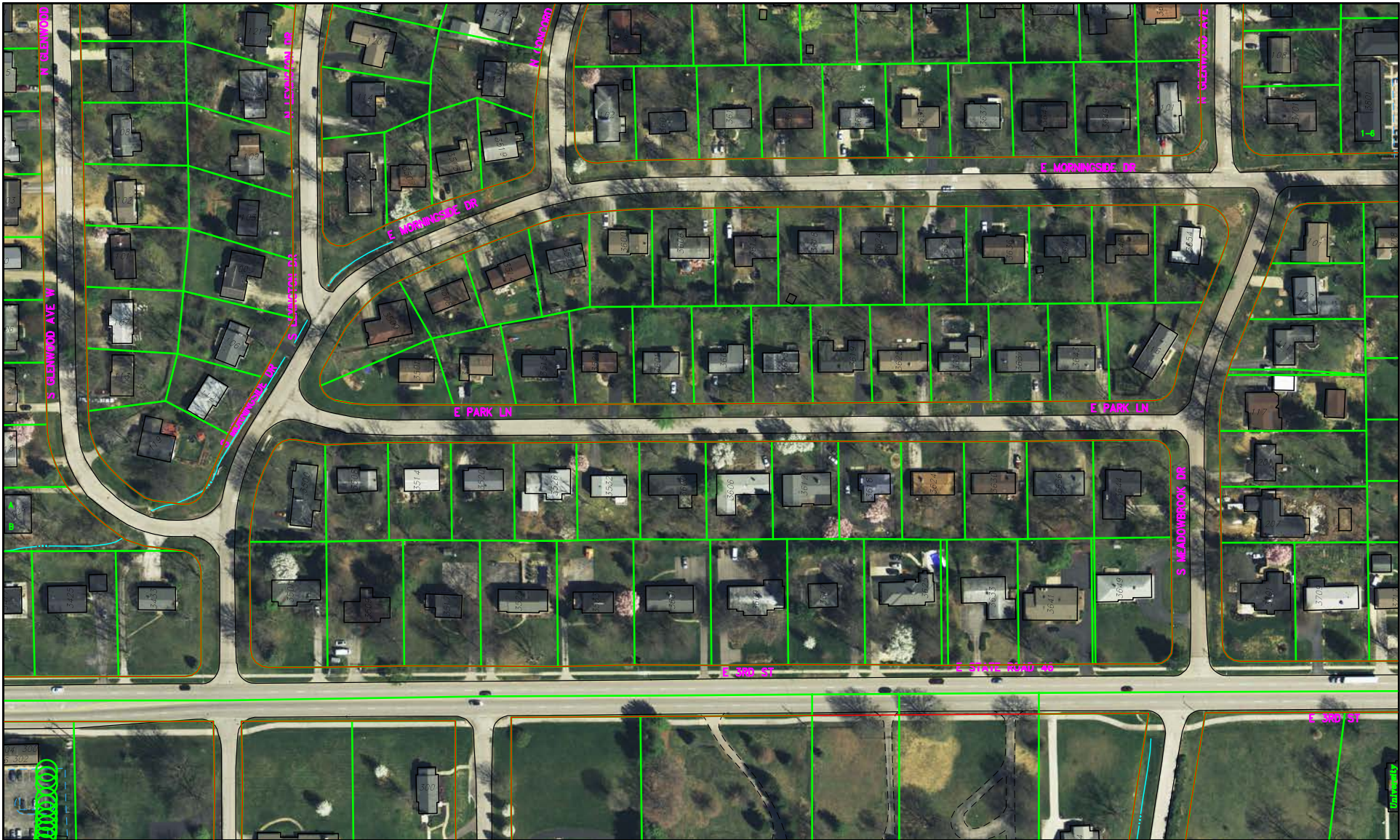
For reference only; map information NOT warranted.



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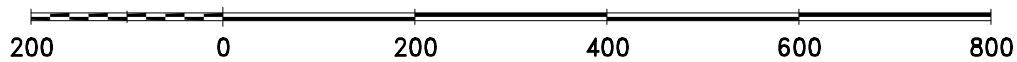


Scale: 1" = 200'



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

By: shermand
 12 Feb 18



For reference only; map information NOT warranted.



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Scale: 1" = 200'



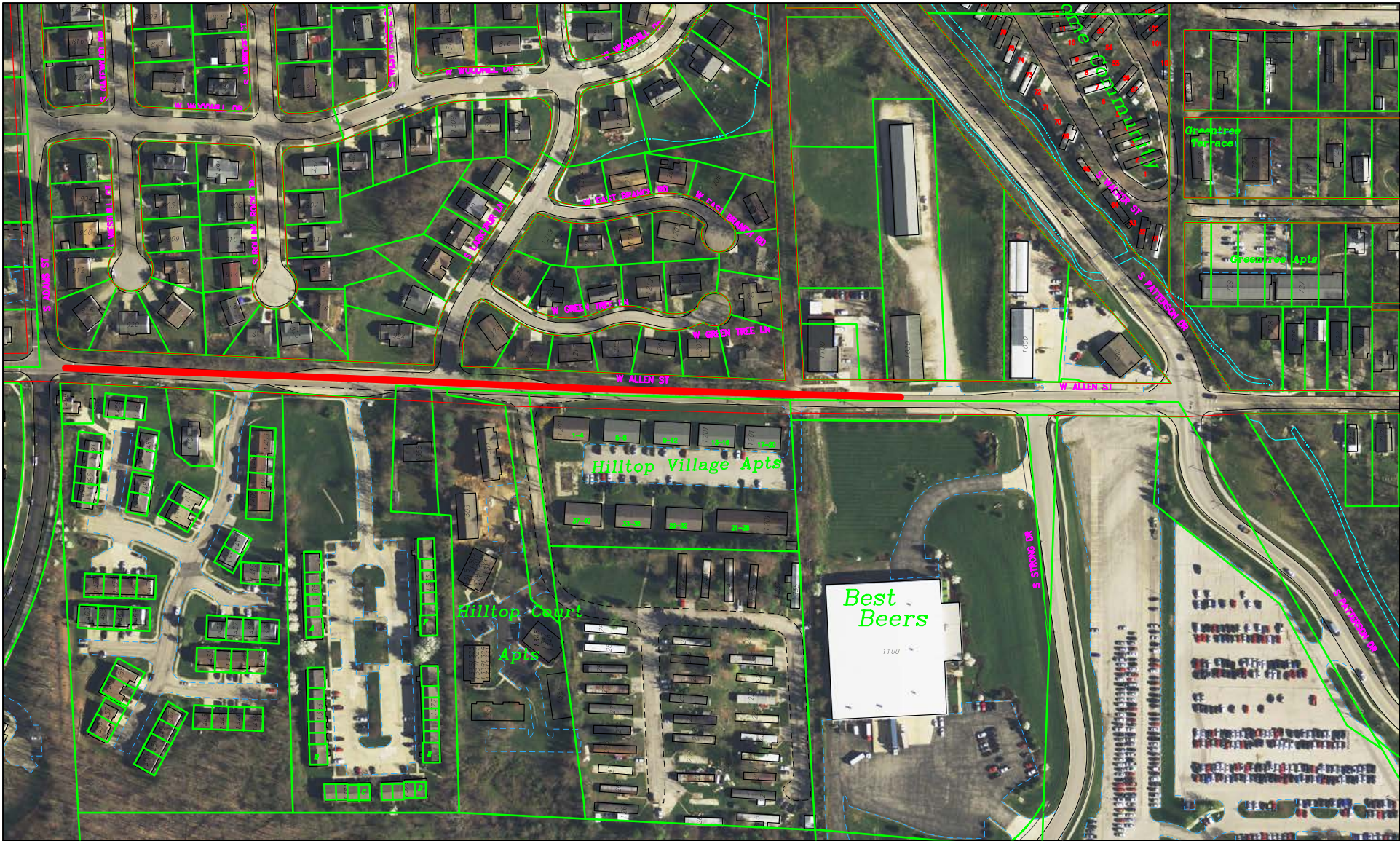
Council Sidewalk Committee – Requests for Traffic-Calming Projects
 12th and Lincoln
 (from 2017 Council Sidewalk Committee)

By: shermand
 20 Feb 18

City of Bloomington
 Council Office

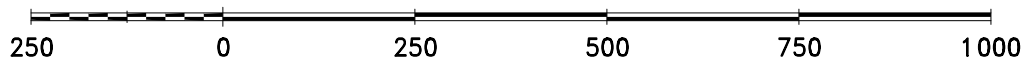
Scale: 1" = 300'

For reference only; map information NOT warranted.



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

By: shermand
 7 Feb 18



For reference only; map information NOT warranted.

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Scale: 1" = 250'

Appendix Eight - Schedule for 2020

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

Proposed Schedule for Deliberations

<u>Action</u>	<u>Date</u>
Review Funding and On-Going Projects	<i>Tuesday, November 12, 2019 at noon in the Council Library</i>
Review Sidewalk Criteria and Prioritization List and Request Estimates	<i>To be Determined – May occur at or soon after the first meeting.</i>
Review Sidewalk Projects, Estimates and Funding, and Traffic-Calming	<i>To be Determined – Should account for any staff work needed to be performed on sidewalk estimates and Traffic-Calming issues.</i>
Make Recommendations and Prepare for 2021	<i>To be Determined</i>
Submit Report to Council	<i>To be Determined</i>

Discussion

Chair

Action

Approve further meetings

Material

City calendar of meetings for November, December & January

[Link to City Calendar](#)

Boards and Commissions

Nov 2019 (Eastern Time - New York)

Sun	Mon	Tue	Wed	Thu	Fri	Sat
27	28	29	30	31	1	2
3	5pm - Bloomington 5:30pm - Bicycle ? 5:30pm - Plan ?	5	6	4pm - Bloomington 5:30pm - Status of?	1:30pm - MPO Policy	9
10	6pm - Animal ?	3:30pm - Board of ? 4:30pm - Commiss ? 5pm - Utilities ? 5:30pm - Board of ? 5:30pm - Board of 6pm - Commission	12pm - Bloomington 5pm - Bloomington 5:30pm - Commissio	5pm - Bloomington	15	16
17	5pm - Bloomington	10am - DISPATCH 4pm - Board of Park 5:30pm - Commissio 6pm - Board of ?	4pm - Board of 4:15pm - Economic 4:30pm - Traffic ?	5:30pm - Board of 5:30pm - Parking ? 6pm - Environmen?	22	23
24	12pm - Board of 4pm - Council for 4pm - Council for 5pm - Utilities ? 5:30pm - Bloomingt	5:30pm - Board of ? 5:30pm - Board of 6pm - BCOS Work	10am - MPO 5:30pm - Commiss ? 6:30pm - MPO ?	28	29	30

Boards and Commissions

Dec 2019 (Eastern Time - New York)

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

Boards and Commissions

Jan 2020 (Eastern Time - New York)

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