

City of Bloomington Common Council

Legislative Packet

Wednesday, 29 January 2020

Land Use Committee

Starting at 5:45 PM and to be immediately followed by a

Special Session

Starting no earlier than 8 PM

For legislation and background material regarding Ordinance 20-01 and Resolution 20-01, please see the [08 January 2020 Legislative Packet](#).

Additional background materials for Resolution 20-01 and the Council Sidewalk Committee Report are contained herein.

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

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City of
Bloomington
Indiana



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To: Council Members
From: Council Office
Re: Weekly Packet
Date: 24 January 2020

LEGISLATIVE PACKET AGENDA ITEMS & PACKET CONTENT

MEETINGS ON WEDNESDAY, 15 JANUARY 2020

- LAND USE COMMITTEE [5:45 PM] FOLLOWED BY A
- SPECIAL SESSION [TO BEGIN NO EARLIER THAN 8:00 PM]

- Memo from Council Office
- Land Use Committee Agenda & Special Session Agenda
- 2020 Council Sidewalk Committee Report
 - Table of Contents
 - Signature Page (*signatures of members forthcoming*)
 - Narrative
 - Recommendations
 - Maps of Recommended Projects
 - Criteria and Policies
 - Evaluation Sheet – with Funding Recommendations and Notes
 - List of Traffic-Calming Locations
 - History of Funding

Contact: Jim Sims at 812-349-3409, simsji@bloomington.in.gov

Stephen Lucas at 812-349-3565, lucass@bloomington.in.gov

Land Use Committee – Wednesday, 29 January 2020

- **Ordinance 20-01** To Amend the City of Bloomington Zoning Maps by Rezoning a 3.2 Acre Property from Commercial Limited (CL) to a Planned Unit Development (PUD) and to Approve a District Ordinance and Preliminary Plan - Re: 105 S. Pete Ellis Drive (Curry Urban Properties, Petitioner)
 - Please see the weekly Council Legislative Packet issued for the [January 8, 2020 Organizational Meeting](#) for the above legislation, material, and summary.
 - Please note that the Committee is scheduled to report back to the Council no later than the February 5th Regular Session meeting and that the 90-day timeframe for Council action on this PUD expires on Wednesday, February 12, 2020
- Contact: Jackie Scanlan at 812-349-3423, scanlanj@bloomington.in.gov

Special Session – Wednesday, 29 January 2020

- Second Readings and Resolutions

- **Resolution 20-01** To Establish Standing Committees and Abolish Other Certain Committees of the Common Council
 - Revised Memo to Council from Councilmember Steve Volan
 - *Response to Planning and Transportation Director Terri Porter's Concerns (with a memo from Porter attached)*
 - *Response to department heads' concerns over Resolution 20-01*
 - *Revised 2020 Council Organizational Plan*

→ Please see the weekly Council Legislative Packet issued for the [January 8, 2020 Organizational Meeting](#) for the above legislation, additional materials, and summary.

Contact: Cm. Volan at 812-349-3409, volans@bloomington.in.gov

Report – Summary

Item 1:

Council Sidewalk Committee Report - 2020

The Council Sidewalk Committee is submitting its 2020 *Report* for your approval Wednesday night. The *Report* includes a narrative, recommendation sheet, maps for six recommended projects, funding criteria, evaluation sheet, list of traffic-calming locations, and a history of funding.

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

In 2020, the Committee has made recommendations to the entire Council on use of \$324,000 of Alternative Transportation Fund monies budgeted for selected sidewalk and traffic-calming projects/initiatives. This was the sixth year after the consolidation of planning and transportation functions under the new Planning and Transportation Department. The Committee met three times – twice in November and once in December - before submitting its Report to the Council.

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

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

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

COUNCIL SIDEWALK COMMITTEE (COMMITTEE) RECOMMENDATIONS FOR 2020
- FUNDS AVAILABLE: \$324,000

- **Alternative Transportation Fund (ATF)** Use the \$324,000 of Alternative Transportation Funds appropriated in 2020 for sidewalk and traffic-calming initiatives recommended by the Committee.
- *Note: The Committee prioritized funding for the projects in order to provide guidance to staff in the event funding shortages prevented completion of all recommendations. See Priority column and Narrative for details.*
- **CBU Assistance with Storm Water Component of Council Sidewalk Committee Project**
CBU evaluates the stormwater component of projects and, when able, 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. Additionally, no CBU in-kind contributions were identified for sidewalk construction projects recommended by the Committee for 2020.*

Project	ATF	<u>ATF</u> <u>(Additional</u> <u>Amounts – Should</u> <u>They be</u> <u>Appropriated)</u>	<u>CBU</u>	<u>OTHER</u> <u>FUNDS</u>	<u>Priority</u>
<u>Sidewalk Projects</u>					
Construction of sidewalk: S. Maxwell Street – from E. Miller Dr. to north of E. Short St. (West Side) Estimated Costs Right-of-Way: \$8,000 Construction: \$115,000 Previous expenditures for project Planning and Engineering: \$20,920 (spent since 2018)	\$123,000		\$0	\$0	1
Construction of sidewalk: 14th Street – from Madison St. to Woodburn Ave. (North Side) Estimated Costs Right-of-Way: \$0 Construction: \$156,000 Previous expenditures for project Planning and Engineering: \$15,110 (spent since 2019)	\$50,000		\$0	\$106,000¹	2

¹ HAND staff recognized this project as eligible for CDBG funds and an application for CDBG funding was submitted in 2019 for funding in 2020. The Committee has recommended an allocation of \$50,000 toward the project with the hope that the project will receive at least funding for the remaining \$106,000 in expenses through the CDBG process in 2020. In the event the project does not receive enough CDBG funding to complete the project with the amounts allocated by the Committee and through CDBG, the Committee has authorized staff, consistent with the Committee's Overage Policy, to make up any shortfalls with funding recommended for lower priority projects.

Design of sidewalk: S. Walnut Street – from E. Winslow Rd. to E. Ridgeview Dr. (East Side) Estimated Costs Design: \$32,000 Right-of-Way: \$0 Construction: \$207,000	\$32,000		\$0	\$0	5
Design of sidewalk: Adams Street – from W. Kirkwood Ave to Fountain Dr. (West Side) Estimated Costs Design: \$45,000 Right-of-Way: \$49,000 Construction: \$146,000	\$31,000²		\$0	\$0	6
<u>Traffic Calming</u>					
W. Graham Drive/Boardview neighborhood Various permanent Traffic-Calming Devices Estimated Costs: \$60,000	\$60,000		\$0	\$0	3
E. Moores Pike/S. Smith Road intersection Pedestrian crosswalk/intersection improvements Estimated Costs Design: \$8,000 Construction: \$20,000	\$28,000		\$0	\$0	4
2020 ALLOCATION	\$324,000	\$0	\$0	\$106,000	
Note: The Committee recognizes that the allocations for each project are estimates and may change. The allocations are intended to establish priorities and keep expenditures within appropriations. According to a motion adopted in 2018, 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.					

² Staff indicated that partial funding for design of this project was sufficient to begin design work that would provide value for the project moving forward.

SPECIAL SESSION – SECOND READINGS AND RESOLUTIONS - NEW MATERIALS

Item 1:

Resolution 20-01 – To Establish Standing Committees and Abolish Other Certain Committees of the Common Council

Res 20-01 is sponsored by Councilmember Volan and establishes seven new standing committees and abolishes three Interview Committees of the Council. This resolution was first discussed at a Council Work Session on January 3, 2020. The resolution was introduced and debated at the Organizational Meeting of the Council on January 8, 2020, but the Council did not take final action, deciding instead to postpone the resolution to a meeting on January 29, 2020. Another Work Session was held on January 10, 2020, which was attended by many members of the administration (along with a majority of councilmembers). After receiving feedback on the proposal, both at meetings and in the form of written comments and questions, Councilmember Volan has provided supplementary materials to clarify issues, respond to concerns, and answer questions. The information provided by Councilmember Volan is contained herein. Please also see the weekly Council Legislative Packet issued for the [January 8, 2020 Organizational Meeting](#) for the resolution, materials, and a summary of the governing provisions of local code dealing with standing committees.

**NOTICE AND AGENDA
THE BLOOMINGTON COMMON COUNCIL**

**LAND USE COMMITTEE
TO BE FOLLOWED BY A
SPECIAL SESSION**

**WEDNESDAY, 29 JANUARY 2020
COUNCIL CHAMBERS SHOWERS BUILDING,
401 N. MORTON ST.**

LAND USE COMMITTEE – 5:45 P.M.

1. Ordinance 20-01 To Amend the City of Bloomington Zoning Maps by Rezoning a 3.2 Acre property From Commercial Limited (CL) to a Planned Unit Development (PUD) and to Approve a District Ordinance and Preliminary Plan – Re: 105 S. Pete Ellis Drive (Curry Urban Properties, Petitioner)

Asked to attend: Jacqueline Scanlan, Development Services Manager, Planning and
 Transportation Department
 Representative for Curry Urban Properties, Petitioner

Note: The Land Use Committee met 15 January 2019 and tonight to discuss Ordinance 20-01. The Committee must report back to the Council no later than the Regular Session on 05 February 2020 when the ordinance will be scheduled for Second Reading. If the Committee fails to report, the Council will consider the Committee to have made no recommendation.

(next page for the Special Session agenda, starting no earlier than 8PM)

**NOTICE AND AGENDA
THE BLOOMINGTON COMMON COUNCIL**

**SPECIAL SESSION
STARTING DIRECTLY AFTER THE LAND USE COMMITTEE,
BUT NO EARLIER THAN 8 PM**

**WEDNESDAY, 29 JANUARY 2020
COUNCIL CHAMBERS SHOWERS BUILDING, 401 N. MORTON ST.**

I. ROLL CALL

II. AGENDA SUMMATION

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

- 1. Councilmembers**
- 2. The Mayor and City Offices**
 - Report on 2020 Black History Month Activities
- 3. Council Committees**
 - 2020 Council Sidewalk Committee Report
- 4. Public***

IV. LEGISLATION FOR SECOND READING AND RESOLUTIONS

1. Resolution 20-01 To Establish Standing Committees and Abolish Other Certain Committees of the Common Council

Committee Recommendation:

N/A

Note: Resolution 20-01 was discussed at a Council work session on January 3, 2020 before being introduced at the Council's Organizational Meeting on January 8, 2020. Further discussion was held at a second work session on January 10, 2020.

V. COUNCIL SCHEDULE

VI. ADJOURNMENT

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

Council Sidewalk Committee 2020 Report

Table of Contents

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

Note: The Report can be found [online](#) once approved by the Committee

Signatures for 2020 Sidewalk Report (January 24, 2020)

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

Jim Sims, At-Large (Chair)

Dorothy Granger, District 2 (Chair)

Dave Rollo, District 4

Chris Sturbaum, District 1

Report of the 2020 Common Council Sidewalk Committee (January 24, 2020)

Committee Members and Staff

The members of the 2020 Committee were appointed by the President of the Council and included:

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

The committee members were assisted by the following persons and departments:

Council Office

Dan Sherman, Council Administrator/Attorney

Stephen Lucas, Deputy Administrator/Deputy Attorney (Facilitator)

Quintin Thompson, Assistant Administrator/Legal Research Specialist

Office of the City Clerk

Nicole Bolden, City Clerk

Sofia McDowell, Chief Deputy Clerk

Planning and Transportation

Terri Porter, Director, Planning and Transportation

Neil Kopper, Interim Engineer

Beth Rosenbarger, Planning Services Manager

Roy Aten, Senior Project Manager

Utilities

Jane Fleig, Utilities Engineer

Housing and Neighborhood Development

Bob Woolford, Program Manager

Parks and Recreation

Steve Cotter, Natural Resources Manager

Highlight of Recommendations

The Committee made recommendations to the entire Council on the use of \$324,000 of Alternative Transportation Fund (ATF) monies budgeted for 2020 for sidewalk and traffic-calming/pedestrian improvements projects. It met three times 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 (through ATF and other funds), HAND (through CDBG funding), 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 2019:**

- Construction

- Sidewalk – South Walnut Street – from Winston Thomas Treatment Plant to National Guard Armory (West Side);
 - Sidewalk – Mitchell Street – from Maxwell Lane to Circle Drive (East Side);
 - Sidewalk – Moores Pike – from S. Sare Road to South Woodruff Lane
 - Pedestrian Crossing - Moores Pike and Clarizz Boulevard;
 - Crosswalk – Maxwell Street at Mitchell Street

- **Projects to be Completed in 2020 or later:**

- Construction

- West 14th Street – from Madison St. to Woodburn Ave. (North Side) (with the Sidewalk Committee contributing at least \$50,000 toward construction with the hope that CDBG funding will be awarded to the project for the remaining construction expenses)
 - Maxwell Street – from Miller drive to north of Short Street (West Side)
 - Traffic calming – West Allen Street – from Adams Street to Patterson Drive

- **New Projects to Begin with 2020 Funds:**

- Sidewalk Design

- Sidewalk – S. Walnut Street – from Winslow Road to Ridgeview Drive (East Side)
 - Sidewalk – Adams Street – from Kirkwood Ave. to Fountain Drive (West Side)

- Traffic-Calming Projects - 2020:

- Traffic calming – Graham Drive/Broadview Neighborhood (installation of permanent traffic calming devices)
 - Crosswalk/intersection improvements – E. Moores Pike/S. Smith Road intersection

Schedule

The Committee met in the Council Library on:

- Tuesday, November 12, 2019 at noon;
- Monday, November 18, 2019 at noon;
- Tuesday, December 10, 2019 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 Initial Council Sidewalk Committee Packet for the Committee's first meeting and Memoranda and Minutes for these meetings.*¹

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.

Preliminary Matters

Early on, the Committee:

- Agreed that Cm. Sims 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 Quintin Thompson) who own or reside in homes along sidewalk projects on the Evaluation Sheet.

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. This year, \$324,000 has been appropriated for use by the Committee, which is an increase of \$6,000 over last year.

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.

Council Sidewalk Committee Projects – Funding Sources

Year(s)	Council Sidewalk Budget ²		Estimate of Other Contributions	
	Per Year	Total	Other ³	CBU ⁴
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 ⁵	\$0

² 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.

³ 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).

⁴ 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.

⁵ The Committee recommended funding the design for a portion of Rockport Road sidewalk project that was part of a much larger road project.

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
2020	\$324,000	\$324,000	~\$106,000	\$0
Total		\$3,745,000	~\$3,200,200	~\$766,613

Review of Previous Allocations

Below is the list of previously-funded projects or phases of projects that were completed in 2019, will be completed in 2020, or will not move forward by the end of 2020.

Recent Previously-Funded Council Sidewalk Projects – Design or Construction 2019/2020			
Project	Total Committee Allocation	Other Funds	Current Phase
<u>Completed in 2019</u>			
Walnut Street – Winston Thomas Treatment Plant to National Guard Armory - Sidewalk	\$76,000	\$68,193.47	Completed
Mitchel Street – Maxwell Lane to Circle Drive – Sidewalk	\$204,550.17	\$68,435.90	Completed
Moore's Pike – Sare Road to Woodruff Lane – Sidewalk	\$248,771.08	\$115,430.92	Completed
Moore's Pike /Clarizz Blvd. – Pedestrian Crossing	\$76,000	\$48,443.47	Completed
Maxwell Street/Mitchell Street - Crosswalk	\$1,451.52	\$0	Completed
<u>To be Completed in 2020</u>			
W. 14th Street – Madison St to Woodburn Ave	See 2020 Recommendations		Construction
Maxwell Street – Miller Dr to north of Short Street	See 2020 Recommendations		Construction
West Allen Street – Adams St to Patterson Dr – Traffic calming	\$17,500	Remaining expenses from P&T ⁶	Design

Please note that the Status Report also includes a summary of Complementary Initiatives which includes “projects from the Council Sidewalk Committee’s 2020 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.

⁶ P&T indicated that initial public outreach for this project occurred in June 2019. Staff expected to bid and award the project before the end of 2019 with construction expected in spring 2020. P&T expected to fund design and remainder of construction costs above the Committee’s allocation of \$17,500.

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,⁷ 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 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).	
6) Cost and Feasibility	Estimates provided by Engineering Dept.	

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 discussed but did not recommend any changes to the criteria this year. Moving forward, P & T staff should consider what additional or different metrics are available and best suited to objectively measure the criteria the Committee values in new projects. Any suggested changes to the analytics should be communicated to the Committee and Council staff.

⁷ 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.

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 ~61 proposed projects⁸ including 11 new requests and two on-going projects (along with a number of projects that will be removed from the list moving forward). During review of the Evaluation Sheet, the Committee amended it to remove two projects from active consideration (*See below*) After receiving guidance from the Committee, P&T provided or confirmed estimates on four sidewalk segments (two new segments) and four traffic calming projects.⁹ At the end of its deliberations, the Committee recommended allocations for: completion of two previously funded sidewalk projects; design of two new sidewalk projects; and, installation of two traffic calming projects (one new project and one previously discussed by the Committee).

Changes to the Evaluation Sheet – Removal of Projects

The Committee made the following changes to the Evaluation Sheet:

- **Remove the Brian Park Neighborhood project from the Committee’s Prioritization List** – At its last meeting, the Committee decided to remove the Brian Park neighborhood from the project list. This followed staff’s recommendation to remove the project due to the difficult in ranking such a general request and comparing it to other projects. Staff recommended that individuals requesting new segments of sidewalks be specific with locations so that staff and the Committee could better assess and compare requests.
- **Remove the E. 3rd Street project from the Committee’s Prioritization List.** At its last meeting, the Committee also decided to remove the E. 3rd Street project from the project list. This again followed staff’s recommendation to remove the project. Staff noted that the density ranking for the site was high due to zoning, but not due to actual use of the property. Staff also pointed out that new sidewalk would be required with any new development at the site.
- **Completed projects** – 6 other projects (noted in the Initial Packet) were also removed from the prioritization list because they were either built or fully funded. Additionally, during the course of the committee’s discussion, staff pointed out that the S. Walnut Street Pike project (a new request for 2020) had already been constructed. It will be removed from the list moving forward.

⁸ 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.

⁹ The new sidewalk segments included: Walnut Street (from Winslow to Ridgeview) and Adams Street (from Kirkwood to Fountain) (both of which were recommended for funding - see Recommendations further in this Report). The traffic calming projects included: Moores Pike/Smith Road intersection (which is recommended for funding - See Recommendations below), Graham Drive/Broadview Neighborhood (which is recommended for funding - See Recommendations below), Arden Place/High Street intersection (with a conceptual estimate of \$140,000), and 8th Street and Rogers intersection (with a conceptual estimate of \$115,000).

11 New Projects Requested

- Eleven new projects were requested by either the public or committee members and added to the prioritization in 2020. One new request (S. Walnut Street Pike) had already been constructed before the Committee first met in November, and will therefore be removed from the prioritization list. The other ten new projects were discussed by the committee during the November 12 and November 18 meetings. *(Please see the Council Sidewalk Committee Packet for a description of the requests and the Minutes from the two meetings in November for discussions of the requests.)*

Funding Recommendations for 2020

Previously-Funded Sidewalk Projects

- **Sidewalk Construction – S. Maxwell Street – E. Miller Drive to north of Short Street – West Side – Rank #54**
This project was previously suggested to the Committee by Cm. Rollo and addressed a Planned Unit Development for a Co-Housing project at the corner of Short Street and South Maxwell Street. He heard concerns from residents about the additional vehicular traffic that they anticipated with the additional units and the proposed connection of Short Street to Highland Avenue. The Committee had previously allocated \$13,000 toward design of the project. This year the Committee recommends funding the estimated right-of-way and construction costs of \$123,000.
- **Sidewalk Construction – 14th Street – Madison to Woodburn – North Side - Rank #4**
The Committee has previously 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. In 2019, Staff indicated that the project might be a good fit for Community Development Block Grant (CDBG) funding and the Committee had previously allocated \$30,000 to fund design of the project. At the end of 2019, staff submitted a CDBG application for the cost of construction, though CDBG funding decisions will not be known until February 2020. The Committee is recommending an allocation of \$50,000 toward the construction costs of the project in the hope that the remaining construction costs will be paid for with CDBG funding. Total construction costs were estimated at \$156,000. Please see the note below about the Committee's prioritization of projects.

New Sidewalk Projects

- **Sidewalk Design - S. Walnut Street – Winslow to Ridgeview – East Side - Rank #12**
This project was a new request for 2020, submitted by a member of the public. The request pointed out that recent increases in traffic on South Walnut have made it harder for pedestrians to cross the street to the sidewalk that now runs along the west side of the street south of Country Club.¹⁰ The Committee discussed crossing locations for pedestrians along Walnut. Staff also identified this project as worthy of consideration, given the high density. At the suggestion of staff, the Committee agreed to recommend \$32,000 to fund design in 2020. The estimated cost of construction is \$207,000.

¹⁰ Over the last decade or more, filling in gaps in the sidewalk on the west side of Walnut was a priority of the Committee.

- **Sidewalk Design – Adams Street – Kirkwood to Fountain – West Side – Rank #35**

This project was a new request for 2020, and came out of a public meeting held by the Planning and Transportation Department about the Adams Street sidewalk connection between 3rd Street and Kirkwood Ave. Staff noted there is no sidewalk on the west side of the street for the section from Kirkwood to 11th Street, with some small portions existing. Given the complexity of constructing a sidewalk near the railroad track, the Committee limited the scope of the project to the stretch of Adams Street between Kirkwood and Fountain. At the suggestion of staff, the Committee agreed to recommend \$31,000 to fund design in 2020 (with total design costs estimated at \$45,000). The estimated cost of the project is \$49,000 for right-of-way and \$146,000 for construction.

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 are experimenting with the use and installation of traffic calming devices outside of the Neighborhood Traffic Safety Program. In 2017, the Committee developed a list of traffic calming and pedestrian improvement projects to help guide discussion and indicate priorities. After discussing funding for sidewalk projects, the Committee recommended funding for the following traffic calming projects.

- **W. Graham Drive/Broadview Neighborhood – Traffic calming devices**

This traffic calming project follows from temporary traffic calming devices that were funded in 2018 by the Committee. Those temporary devices were deployed to help with traffic calming along Graham Drive needed to handle cut-through traffic generated from intersection work at Tapp Road and Country Club Drive. This funding would allow the temporary devices to be replaced with permanent devices along Graham Drive and other locations in the Broadview Neighborhood as needed. After hearing from P&T staff, the Committee agreed to allocate \$60,000 toward the purchase and installation of these permanent traffic calming devices.

- **E. Moores Pike / S. Smith Road – Crosswalk/intersection improvements**

This request came forward from Cm. Rollo, who noted that the sidewalk on Moores Pike west of Smith Rd (north side) does not align with the sidewalk east of Smith Rd. (south side). He suggested that a crosswalk with signage, or perhaps a table, would permit safe crossing for pedestrians at that intersection by aligning with the existing sidewalks. After discussing the project with staff, the Committee agreed to allocate \$28,000 (\$8,000 for design, \$20,000 for construction) toward a project to help improve the intersection for pedestrians.

Order of Priorities for Project Funding

Given the uncertainty in how much, if any, CDBG funding the 14th Street project might receive, the Committee also ranked the 6 recommended projects in order of priority (1 being the highest priority project, 6 being the lowest priority project). Within the parameters of the Committee's established Overage Policy, this ranking provides guidance to staff on which projects should be fully funded first. As a reminder, the Committee's Overage Policy allows staff 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.

Summary of Actions

In summary, during the course of its 2020 deliberations, the Committee:

- Agreed that Cm. Sims 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;
- 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, removed 7 completed projects, and removed two unfunded projects from active consideration;
- Recommended the allocation of \$324,000 in ATF monies for the completion of two ongoing sidewalk projects, the design of two new sidewalk projects, and the installation of two traffic calming projects (including one crosswalk) – *See Funding Recommendations (attached)*.
- Approved minutes for the remaining meetings of the 2019 Committee and authorized the Chair to correct and approve the minutes for the 2020 meetings 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).

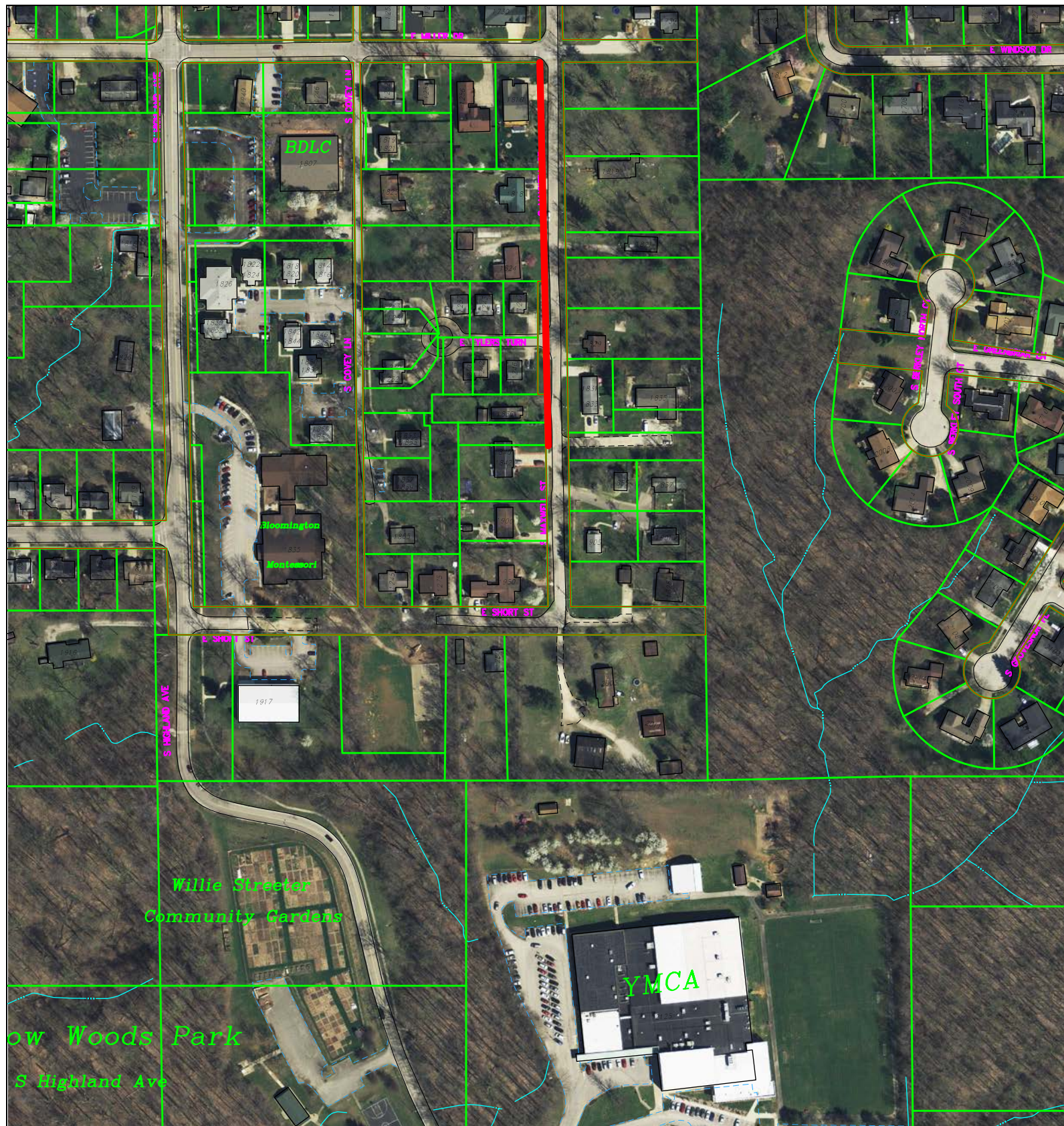
<u>COUNCIL SIDEWALK COMMITTEE (COMMITTEE) RECOMMENDATIONS FOR 2020</u> <u>- FUNDS AVAILABLE: \$324,000</u>					
<ul style="list-style-type: none"> ○ Alternative Transportation Fund (ATF) Use the \$324,000 of Alternative Transportation Funds appropriated in 2020 for sidewalk and traffic-calming initiatives recommended by the Committee. ○ <i>Note: The Committee prioritized funding for the projects in order to provide guidance to staff in the event funding shortages prevented completion of all recommendations. See Priority column and attached Narrative for details.</i> ○ CBU Assistance with Storm Water Component of Council Sidewalk Committee Projects CBU evaluates the stormwater component of projects and, when able, offers some in-kind contributions when these projects align with CBU stormwater priorities. ○ <i>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. Additionally, no CBU in-kind contributions were identified for sidewalk construction projects recommended by the Committee for 2020.</i> 					
Project	ATF	ATF (Additional Amounts – Should They be Appropriated)	CBU	OTHER FUNDS	Priority
<u>Sidewalk Projects</u>					
Construction of sidewalk: S. Maxwell Street – from E. Miller Dr. to north of E. Short St. (West Side) Estimated Costs Right-of-Way: \$8,000 Construction: \$115,000 Previous expenditures for project Planning and Engineering: \$20,920 (spent since 2018)	\$123,000		\$0	\$0	1
Construction of sidewalk: 14th Street – from Madison St. to Woodburn Ave. (North Side) Estimated Costs Right-of-Way: \$0 Construction: \$156,000 Previous expenditures for project Planning and Engineering: \$15,110 (spent since 2019)	\$50,000		\$0	\$106,000 ¹	2
Design of sidewalk: S. Walnut Street – from E. Winslow Rd. to E. Ridgeview Dr. (East Side) Estimated Costs Design: \$32,000 Right-of-Way: \$0 Construction: \$207,000	\$32,000		\$0	\$0	5
Design of sidewalk: Adams Street – from W. Kirkwood Ave to Fountain Dr. (West Side) Estimated Costs Design: \$45,000 Right-of-Way: \$49,000 Construction: \$146,000	\$31,000 ²		\$0	\$0	6
<u>Traffic Calming</u>					
W. Graham Drive/Boardview neighborhood Various permanent Traffic-Calming Devices Estimated Costs: \$60,000	\$60,000		\$0	\$0	3
E. Moores Pike/S. Smith Road intersection Pedestrian crosswalk/intersection improvements Estimated Costs Design: \$8,000 Construction: \$20,000	\$28,000		\$0	\$0	4
2020 ALLOCATION	\$324,000	\$0	\$0	\$106,000	
Note: The Committee recognizes that the allocations for each project are estimates and may change. The allocations are intended to establish priorities and keep expenditures within appropriations. According to a motion adopted in 2018, 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.					

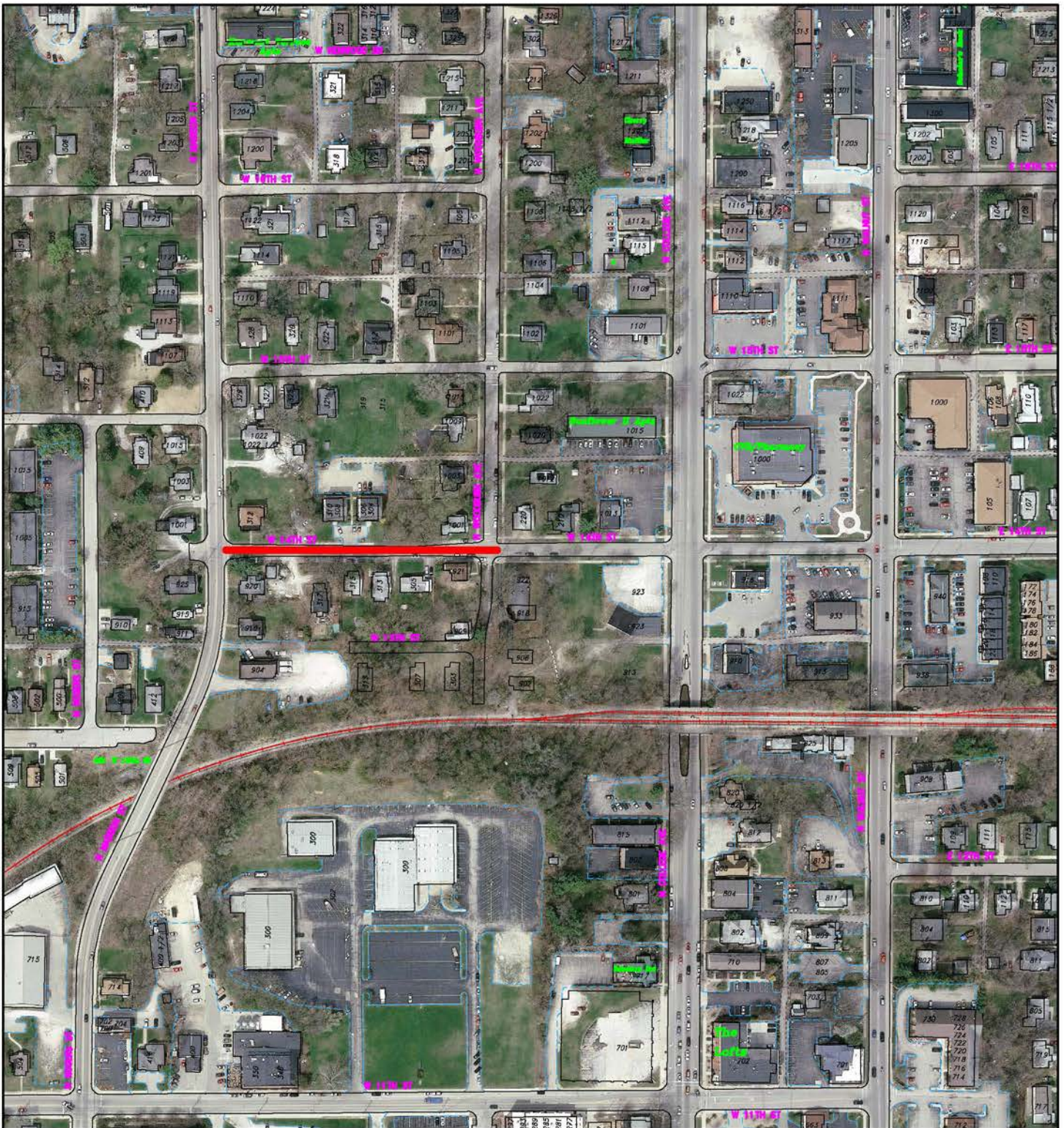
¹ HAND staff recognized this project as eligible for CDBG funds and an application for CDBG funding was submitted in 2019 for funding in 2020. The Committee has recommended an allocation of \$50,000 toward the project with the hope that the project will receive at least funding for the remaining \$106,000 in expenses through the CDBG process in 2020. In the event the project does not receive enough CDBG funding to complete the project with the amounts allocated by the Committee and through CDBG, the Committee has authorized staff, consistent with the Committee’s Overage Policy, to make up any shortfalls with funding recommended for lower priority projects.

² Staff indicated that partial funding for design of this project was sufficient to begin design work that would provide value for the project moving forward.

Council Sidewalk Committee - 2020

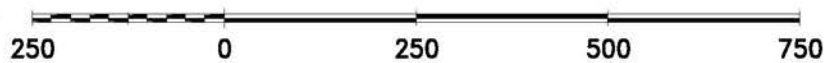
S. Maxwell Street from E. Miller Drive to north of E. Short Street (West Side)





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

By: shermand
 2 Nov 11
 File: LPWdl



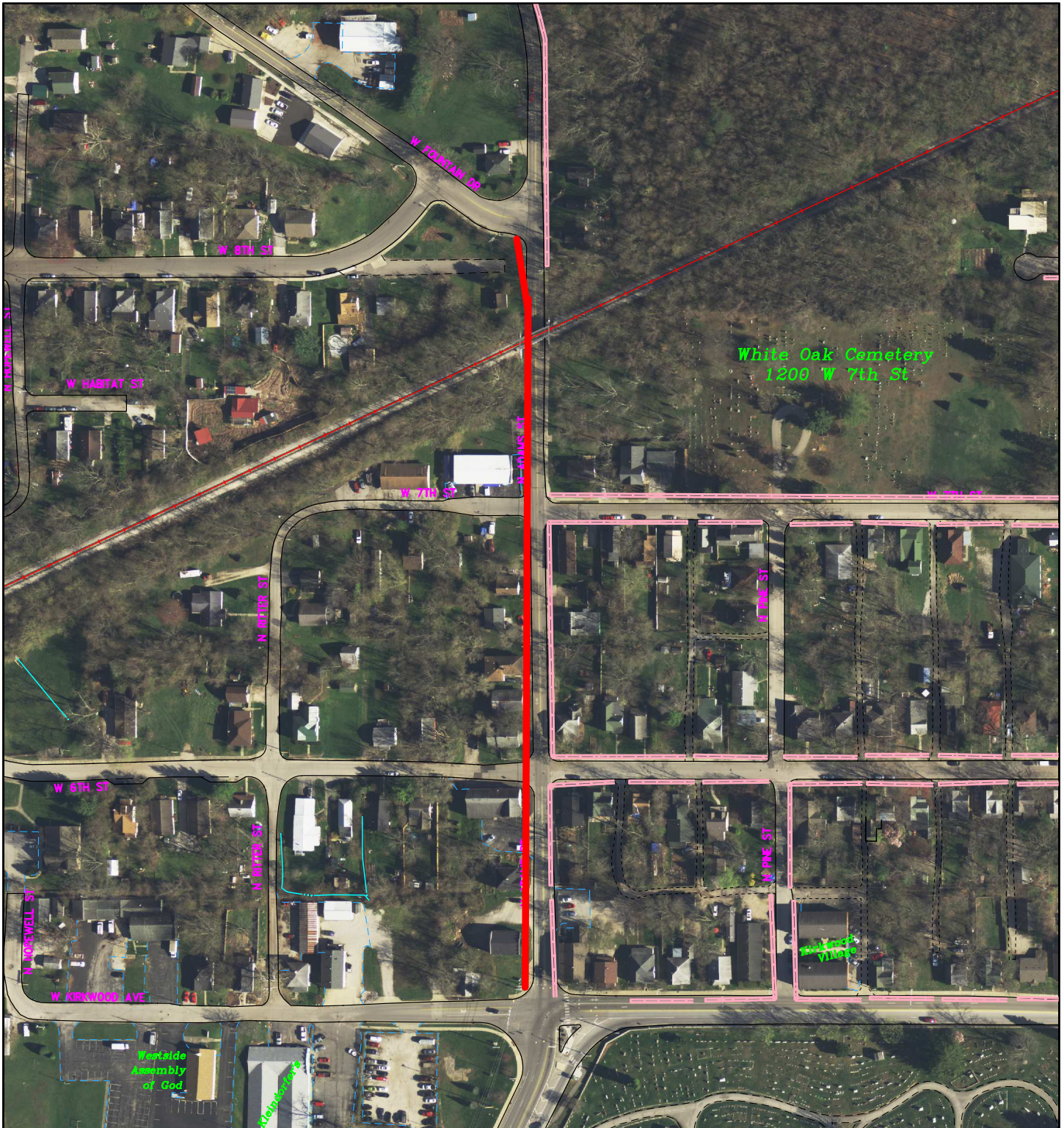
For reference only; map information NOT warranted.



City of Bloomington
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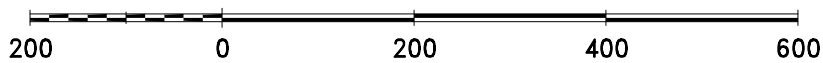


Scale: 1" = 250'



Adams Street - Kirkwood to Fountain

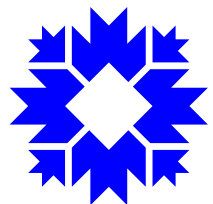
By: lucass
24 Jan 20



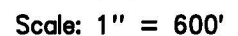
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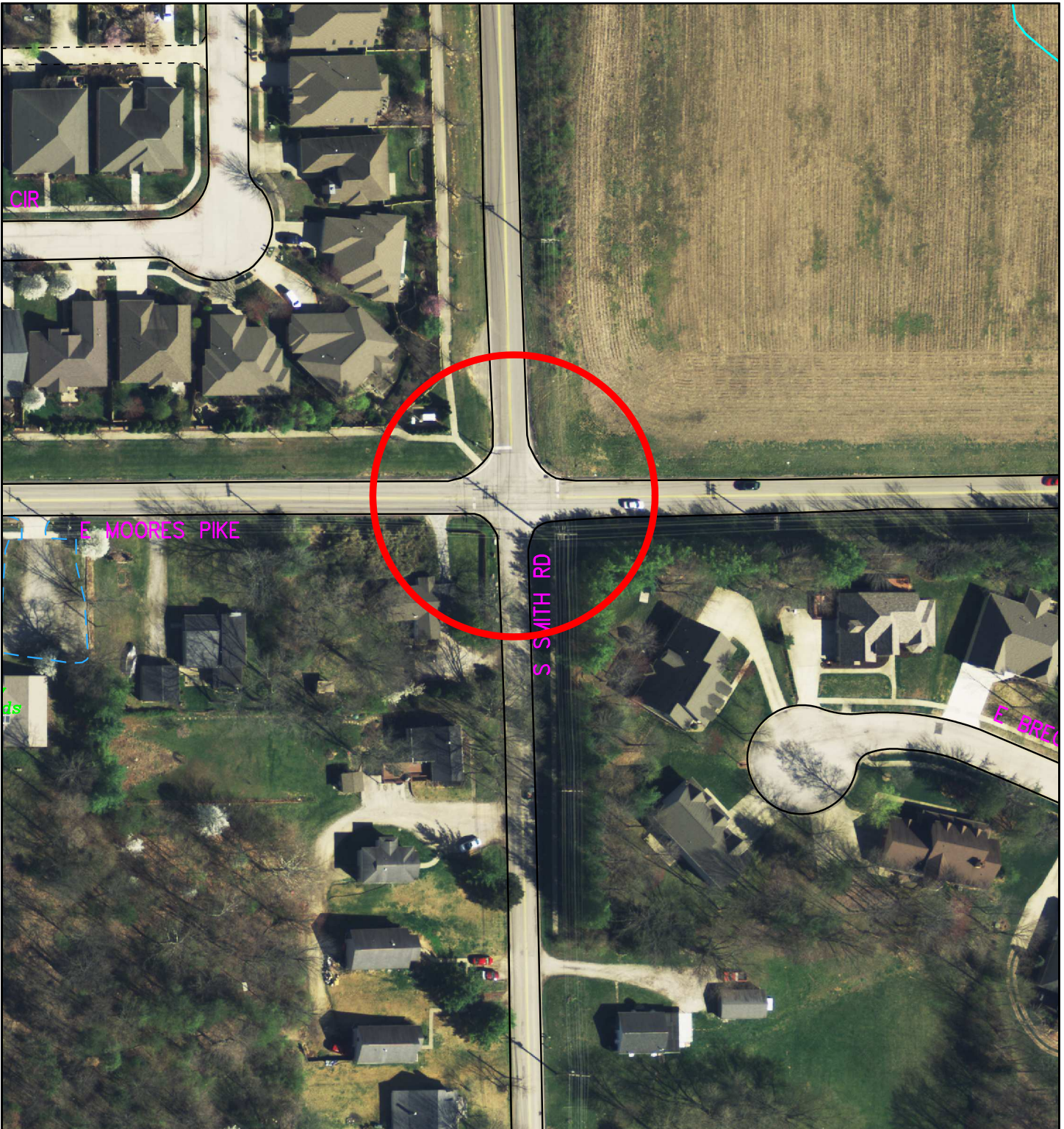


City of Bloomington
Council Office



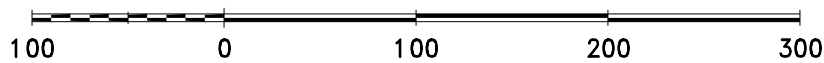
Scale: 1" = 200'





E. Moores Pike / S. Smith Road intersection

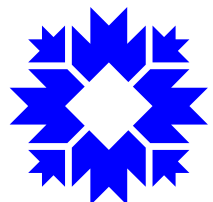
By: lucass
24 Jan 20



For reference only; map information NOT warranted.



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Scale: 1" = 100'

Council Sidewalk Committee Policies

Criteria for Selecting Sidewalk Projects

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

History of Revisions

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

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

Other Policies

Overage Policy

Each year the Committee Report uses estimates submitted by City Engineering to allocate funds between projects. Even with a 10% contingency, these estimates are sometimes far-off the bid for, or actual cost of, the project. The 2018 Committee revised the “overage policy” whereby allocations in excess of 25% of the project estimate must be approved by the current chair in consultation with the Committee and any additional allocation in excess of \$45,000 over the project estimate must be approved by the Committee.

Council Sidewalk Criteria – Application of Emerging Objective Factors

Criteria	Elaboration	Plan Department’s Effort to Create Data, Objective Factors, and a Ranking Formula	
1. Safety	A particular corridor could be made significantly safer by the addition of a sidewalk	Pedestrian Level of Service (PLOS)	
2. Roadway Classification	The amount of vehicular traffic will increase the likelihood of pedestrian/automobile conflicts, which a sidewalk could prevent. Therefore, arterial and collector streets should be a priority for linkages over residential/ subdivision streets.	This score gauges the pedestrian experience based upon traffic volume and speed, lane width, presence and width of sidewalk, and presence, type, and width of the buffer. 1 (High /A) – 5 (Low/ F) (where C is “pretty comfortable”) <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>	
3. Pedestrian Usage	Cost-effectiveness should be based on existing and projected usage.	Density (0 – 1,863) This score was derived from the maximum densities allowed in the zoning districts located within 1/8 th mile of the center-point of the sidewalk project (assuming 2 persons per unit [based upon census data] and 1 person per bedroom).	Walk Score 0 (Car-Dependent) – 100 (Walkers’ Paradise) This score gauges pedestrian demand based upon proximity to a mix of commercial destinations, but doesn’t account for demographic factors.
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.	Transit (0 – 247) This score was derived from passenger per hour per route data from Bloomington Transit and averaging techniques to “smooth the data”; then 1/8 and 1/4 mile zones were created along the routes with the 1/8 mile zone weighted at twice the value of the 1/4 mile zone.	
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.	Project Costs were based upon \$25/lineal foot for a monolithic sidewalk and \$50/lineal foot for a separated sidewalk (and not based upon more refined estimated costs that account for terrain, stormwater, right-of-way, and other factors).	

Overall Project Ranking =

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

=

Score

(Lowest Score = Highest Rank)

Note: All the above were weighed equally.

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)	2016	3rd St. to 10th St. (changed to Range Road project - 2019)	2,750	68	7	3.57	25	270	2	1,587	2	36	1	1	
CS-03	E. 3rd St. (2015)	2015	2 vacant Lots E of Park Ridge (removed 2020)	340	26	43	4.16	2	268	3	1,552	3	51	3	2	
CS-04	Indiana Ave. (2016)	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. (removed 2020)	954	65	10	3.84	10	103	30	1,035	8	58	2	5	
CS-06	19th St. (2011)	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)	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 –	2020	E. Winslow Road to entrance of Echo Park Bloomington (built 2019)	188	59	17	3.50	29	186	12	942	14	72	n/a	8	
CS-09	Gourley Pk. (2017)	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)	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	2020	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)	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	2020	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	2020	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	2019	North/South portion of Range Road north of 10th Street													
CS-10	S. Rogers St.		south of Hillside Dr. (removed 2020)	480	35	34	3.97	6	90	34	825	17	91	10	16	
CS-16	N. Indiana (2015)	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.	2013	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	Moores 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)	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)	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)	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)	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)	2019	Grimes Lane to 1st Street	2,150	66	8	2.99	45	113	26	285	37	116	29	27	
CS-20	High St.		Covenanter Dr. to 2nd St.	2,622	36	33	4.01	5	93	33	156	51	122	20	29	
CS-32	W. 3rd St. (2018)	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	2020	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)	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)	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)	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)	2015	2nd St. to 3rd. St.	2,332	15	50	3.61	22	48	49	987	11	132	34	35	
CS-66	Adams St	2020	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)	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)	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	2020	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)	2017	3rd St. to Fairfield Dr.	148	40	28	2.38	50	49	48	943	13	139	40	40	
CS-38	Arlington Rd. (2018)	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)	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)	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	2020	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	2020	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)	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)	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	2020	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.	2001	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)	2017	Weatherstone Ln. to Maxwell Ln.	1,328	33	37	3.56	26	21	54	86	55	172	48	50	
CS-41	Rhorer Rd.	2009	Walnut St. to Sare Rd.	4,775	11	55	4.06	3	0	57	69	58	173	40	52	
CS-48	S. Highland (2015)	2015	Winslow Park Parking to Sidewalk	755	23	45	3.45	33	55	47	158	50	175	48	53	
CS-50	E. Wimbeldon Ln. (2018)	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	2019	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)	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	2020	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)	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)	2018	any street w/o sidewalks (removed 2020)	n/a	0	61	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.

List of Traffic-Calming and Pedestrian Facility Concerns and Locations

(Updated January 24, 2020)

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*)**
(recommended for funding)

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 / Covenant 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/Broadview Neighborhood** (*discussed by the Committee in May 2018, and Nov/Dec 2019*) (**recommended for funding**)
- 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

A HISTORY OF COUNCIL SIDEWALK COMMITTEE FUNDS, 2002-2020				
2020				
Site	Estimate	Recommendation	Possible Additional Appropriation	Comments
Sidewalk - S. Maxwell Street - from E. Miller Dr. to north of Short Street (West Side)	\$123,000.00	\$123,000.00		This project received \$13,000 in design funding in 2018. At that time, a Planned Unit Development for a co-housing project in the area raised concerns about increased vehicular traffic. The Committee believed a sidewalk on the west side of Maxwell Street might help mitigate any adverse impacts. The cost estimate for the sidewalk totaled \$123,000 (\$8,000 for right of way services and acquisition and \$115,000 for construction).
Sidewalk - 14th Street - from Madison to Woodburn (North Side)	\$156,000.00	\$50,000.00	\$106,000.00	This one-block sidewalk project is ranked #4 on the Committee's Evaluation Sheet. It would provide a missing link in sidewalks which currently connect with South College to the east and North Madison on the west. HAND staff indicated that the project might be a good fit for Community Development Block Grant (CDBG) funding, and an application for funding was submitted in 2019. Awarded funding from CDBG will not be known until Feb 2020. It was the Committee's hope that the project would received at least partial funding from CDBG that would allow the project to move forward with an allocation of \$50,000 from the Sidewalk Committee (with a total estimated construction cost of \$156,000).
Sidewalk - Walnut Street - from Winslow to Ridgeview (East Side)	\$239,000.00	\$32,000.00		This sidewalk request was new to the Committee in 2020. A resident submitted a request for a sidewalk along the east side of the street, given the difficulty in crossing a busy road to get to the sidewalk on the west side of the street. Staff also identified this project as worthy of consideration for funding. The project was estimated to cost approximately \$239,000 (Design: \$32,000, Right-of-way: \$0; Construction: \$207,000).
Sidewalk - Adams Street - from Kirkwood to Fountain (West Side)	\$240,000.00	\$31,000.00		This sidewalk request was also new to the Committee in 2020. Staff identified this project as one they would prioritize, though staff also cautioned the committee against expanding the scope of the project farther north, which could complicate the project given the nearby railroad crossing. The project was estimated to cost approximately \$240,000 (Design: \$45,000; Right-of-way: \$49,000; and Construction: \$146,000). The Committee's recommendation of \$31,000 was meant to provide staff with enough funding to begin design work on the project.
Traffic Calming -Graham Drive/Broadview Neighborhood	\$60,000.00	\$60,000.00		This allocation follows from previous committee allocations for temporary traffic-calming devices used in the Broadview Neighborhood. Assuming nearby residents support installation of permanent traffic calming devices, this allocation provides funding to install such devices.
Traffic Calming/Pedestrian Crosswalk improvements - Intersection of E. Moores Pike/Smith Road	\$28,000.00	\$28,000.00		This intersection was brought to the Committee's attention by Committee member Rollo, who pointed out that the sidewalk on Moores Pike west of Smith Rd (north side) does not align with the sidewalk east of Smith Rd. (south side). He suggested a crosswalk with signage or other improvements to permit safe crossing for pedestrians to cross at that intersection to continue on the existing sidewalks. This allocation is intended to accomplish this purpose. Staff estimated that design for the project would cost \$8,000 and construction would cost \$20,000.
Total	\$846,000.00	\$324,000.00	\$106,000.00	The Committee should learn the CDBG funding allocations in February 2020. The Committee also indicated its order of priorities for the 2020 projects to provide guidance to staff in the event CDBG funding comes back lower than needed to complete the 14th Street project.

2019				
Site	Estimate	Recommendation	Possible Additional Appropriation	Comments
Sidewalk - 14th Street - from Madison to Woodburn (North Side)	\$186,000.00	\$30,000.00	\$156,000.00	This one-block sidewalk project is ranked #4 on the Committee's Evaluation Sheet. It would provide a missing link in sidewalks which currently connect with South College to the east and North Madison on the west. Staff noted that there would be 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.
Sidewalk - Moores Pike - from College Mall Road to Woodruff (South Side)	\$136,880.00	\$195,000.00	\$0.00	Moores Pike east of College Mall Road is a busy road with neighborhoods to the south without a sidewalk to the intersection with College Mall Road. In 2009, the Committee funded a sidewalk from Andrews Circle to an existing sidewalk to the east, but was stymied by the estimated cost for widening the roadway 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 allocated \$195,000 in 2019 for construction.
Sidewalk - Mitchell Street – from Maxwell Lane to Circle Drive (East Side)	\$285,503.00	\$73,200.00	\$45,000.00	The bids for construction of this project were higher than expected (see 2018) and the Committee recommended allocation of an additional \$73,200 (over the \$136,808 previously allocated for this project) toward this project in 2019, with P & T funding the shortfalls in the other projects. It is anticipated that construction will be completed in 2019. Note that CBU has agreed to contribute \$45,000 toward the stormwater component of this 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).
Traffic Calming - W. Allen Street - from Patterson Drive to Adams Street	\$35,000.00	\$17,500.00	\$17,500.00	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.
Crosswalk - Intersection of S. Mitchell Street and E. Maxwell Lane	\$2,300.00	\$2,300.00	\$0.00	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.
Total	\$931,186.00	\$318,000.00	\$173,500.00	

2018				
Site	Estimate	Recommendation	Possible Additional Appropriation	Comments
Moores Pike and Clarizz Boulevard - Pedestrian Crossing	\$95,000.00	\$81,000.00		In 2016, when discussing the request for sidewalk on the south side of Moores Pike at the intersection of College Mall Road, the Committee also looked further east to Clarizz Boulevard and beyond, where there are sidewalks on the north but none on the south. The Committee thought a pedestrian crossing at Clarizz Boulevard would provide some connectivity, but the costs would only be known after an evaluation of what might be done at that intersection. That evaluation was completed in 2017 and proposed the removal of a left-turn lane for eastbound traffic and a possible rectangular rapid flashing beacon, if needed, after experience with usage of the crossing. Costs for the project are expected to include: Evaluation (\$10,710), Engineering (\$20,000), Possible Temporary Right-of-Way (\$ unknown), and Construction (\$75,000). After learning that P & T would contribute up to \$14,000 toward the project, the Committee recommended funding \$81,000 of the \$95,000 needed to complete the project this year.
Walnut Street - Winston/Thomas to National Guard Armory - Sidewalk (West Side)	\$63,000.00	\$63,000.00		In 2003, the Committee began funding missing sidewalks on the west side of South Walnut between Country Club and Rhorer roads, where commercial centers with grocery stores are located at each intersection. It started on the north end, progressed as far as Pinewood, and the Committee has continued to discuss filling in the gaps to the south. In 2016, the Committee reviewed those gaps in sidewalks and sought an estimate for this segment. Total cost of the project would be about \$95,750 – Design (\$32,750), Right-of-Way (\$0) and, Construction (\$63,000). The Committee recommended funding construction this year (\$63,000).
Mitchell Street - Maxwell Lane to Circle Drive - Sidewalk (East Side)	\$198,000.00	\$153,000.00		This sidewalk would serve pedestrians who, due to previous Committee recommendations, have sidewalks on the south at Circle Drive and sidewalks on the north along Maxwell Lane. In 2012, with a modest investment of ~\$1,100, the Committee was able to fund lane-markings for that block (after the Council restricted parking on the east side of the street). In 2016, the Committee recommended funding the design for this project which will be completed in 2018. Based upon work done so far, the phases/components of the project, have or will cost as follows: Design (\$27,250), Right-of-Way (\$0), Sidewalk Construction (\$153,000), and Storm Water Improvements (\$45,000). After learning that CBU would be willing to pay for the storm water improvements, the Committee recommended funding \$153,000 for construction of the sidewalk.

Maxwell Street- Miller Drive to Short Street (West Side)	To be Determined	\$13,000.00		This project was suggested to the Committee by Cm. Rollo after the other new requests had been compiled and ordered on the Evaluation Sheet. It addressed a Planned Unit Development for a Co-Housing project at the corner of Short Street and South Maxwell Street. He heard concerns from residents about the additional vehicular traffic that they anticipate with the additional units and the proposed connection of Short Street to Highland Avenue. A sidewalk along the west side of South Maxwell from Miller Drive would help mitigate the problem. The Committee discussed whether splitting the project into a northern portion to be paid by the City and a southern portion to be paid by the developer might bring about these changes quickly and at a lower cost to the City. To start the process, the Committee recommended allocating \$13,000 toward design of the northern portion of this sidewalk.
Traffic-Calming	\$50,000.00	\$2,000.00		Rather than fund a particular traffic-calming project, the Committee recommended funding \$2,000 toward the acquisition of temporary traffic-calming (speed slowing) devices.
Total	\$406,000.00	\$312,000.00		
2017				
Site	Estimate	Recommendation	Possible Additional Appropriation	Comments
E. 10th from Smith Road to Deckard /Tamarron Drive (South Side) - Sidewalk, Pedestrian Crossing, and Other Safety Improvements	\$274,650.00	\$58,000.00		In 2016, after previous interest and investment in the proximate area, the Committee recommended allocating \$50,000 for the design of the sidewalk from Smith Road to the Deckard / Tamarron Drive intersection and a crossing of 10th at that intersection. The design, which cost \$24,460, entailed a meeting with residents and others, and led to a proposal that includes a 10' wide sidewalk from Deckard to Tamarron and a crossing at Tamarron. The crossing should include a median island, school zone, pedestrian hybrid beacon, pavement markings, and advance signage. In 2017, the Committee recommends funding \$58,000 and staff is proposing to add another \$177,000 from other City funds. In addition, staff is working with MCCSC for contributions toward a school zone beacon (~\$15,000) and with INDOT for contributions towards a pedestrian HAWK signal (\$131,000). The City should complete its portion of this project in the summer or fall of 2017 and INDOT should complete its HAWK signal in the summer of 2018.
Rockport Road from Graham Drive to south of West Pinehurst Drive (West Side) - Sidewalk	\$224,460.00	\$200,000.00		Last year, the Committee recommended allocating \$22,000 for the design of this sidewalk project along Rockport Road. Once this sidewalk and sidewalks associated with the intersection improvement at Rockport Road and Tapp Road are completed, the entire boundary of the triangular Broadview Neighborhood will have had pedestrian facilities installed since its phased annexation spanning the late 1990's and early 2000s. This year, the Committee recommends funding \$200,000 for the construction of the second-to-last leg of this long-term pedestrian plan.

Sare Road at Buttonwood Lane and at Spicewood Lane -Traffic calming / Pedestrian Crossing	\$95,000.00	\$48,000.00		<p>This pair of crossings was proposed by Cm. Rollo and was supported by a representative of the Spicewood neighborhood, who addressed the Committee. The crossings would complement a multiuse path from the Renwick development to Buttonwood Drive that the City has proposed for Metropolitan Planning Organization (MPO) funding. Together, these projects would provide a bicycle and pedestrian connection to similar facilities both north and south of this section of Sare Road. The Committee recommends allocation of \$48,000 for these crossings and P & T staff offered an additional \$47,000 needed to design and install these projects. The high cost for this pair of crossings and the discussion of other possible traffic-calming projects led the Committee to adopt a motion to separate consideration of traffic-calming from sidewalk projects in the future.</p>
Total	\$594,110.00	\$306,000.00		
2016				
Site	Estimate	Recommendation	Possible Additional Appropriation	Comments
SR 45/46 Bypass and Tunnel to 7th Street (West Side) - Sidewalk	\$65,000.00	\$20,000.00		<p>This project would connect the sidepath on the west side of the SR 45/46 Bypass and the bicycle/pedestrian tunnel at this site with 7th Street and, thereby, to the neighborhoods to the south and west. It would include installing a ramp from the Bypass to the tunnel and stairs to 7th Street. The cost has grown as the project moved from an in-house to a contracted one. Design was paid for previously. A contingent allocation last year was left unspent because other funds were not available. This year the P & T department has made \$35,000 available and the Sidewalk Committee recommends allocating the remaining \$20,000 to complete this project in 2016.</p>
E. 10th from Smith Road to Tamarron Drive (South Side) - Sidewalk, Pedestrian Crossing, and Other Safety Improvements	\$249,000.00	\$50,000.00		<p>In 2003 and 2004, the Committee funded a sidewalk east of Grandview to connect with existing sidewalks toward town. Over the years, various requests for pedestrian infrastructure from Grandview Drive to Russell Road have been made. The reasons for funding this project include the need to help children walk safely from neighborhoods south of East 10th to University Elementary School and possibly help MCCSC reduce transportation costs associated with bussing the children to and from school. Staff has been in contact with Indiana Department of Transportation (INDOT), which has jurisdiction over this portion of the corridor, about use of the right-of-way and other cooperation with this project. The Committee recommends funding \$50,000 for design which would include a crossing of East 10th. An additional \$12,000 would be needed for right-of-way and \$187,000 for construction to complete this project.</p>

Morningside Drive from Sheffield Drive to Park Ridge Road - Sidewalk	\$110,000.00	\$110,000.00		This project would extend a Committee sidewalk project on Morningside Drive which ended at Sheffield to sidewalks and park on Park Ridge Road. The curve in Morningside raised safety issues for pedestrians who now walk in the road and may entail some storm water infrastructure. The Committee recommended funding design (\$15,000), right-of-way (\$4,000), and construction (\$110,000) this year (or bid this year for construction next year).
Moore's Pike from College Mall Road to Woodruff Lane (South Side) - Sidewalk	\$135,000.00	\$24,000.00		Moore's Pike east of College Mall Road is a busy road with neighborhoods to the south without a sidewalk to the intersection with College Mall Road. In 2009, the Committee funded a sidewalk from Andrews Circle to an existing sidewalk to the east, but was stymied by the estimated cost for widening the roadway for a sidewalk to the intersection with College Mall. This year, the Committee requested new estimates which, with use of the existing roadway, brought down the costs to \$135,000 - \$24,000 for design and \$111,000 for construction. The Committee recommended funding design this year.
Union Street from 4th to 7th Street (East Side) - Sidewalk	\$189,000.00	\$32,000.00		This project was first requested in 2008. Union can be a busy street, at times. There is a sidewalk on the west side from 3rd to 10th and on the east side from 3rd to 4th and from about a half block north of 7th to 10th. Over the years, the Committee has heard that pedestrian walk in the street on the east side. Total cost of this project would be \$189,000 with \$32,000 for design, \$34,000 for acquisition of right-of-way (which may be reduced by owner(s) willing to donate the land), and \$123,000 for construction. The Committee recommended allocation funds for design (\$32,000).
South Walnut Street from Winston Thomas to National Guard Armory (West Side) - Sidewalk	\$87,000.00	\$13,000.00		In 2003, the Committee began funding missing sidewalks on the west side of South Walnut between Country Club and Rhorer roads. It started on the north end and progressed as far as Pinewood, and the Committee has continued to discuss filling in the gaps to the south. This year, the Committee reviewed the missing sidewalk segments and sought an estimate for the Winston Thomas to National Guard Armory piece. Total cost of the project would be about \$123,000 – design (\$12,000), right-of-way (\$1,000) and construction (\$74,000). The Committee recommended funding design and right-of-way this year (\$13,000).
Mitchell Street from Maxwell Lane to Circle Drive (East Side) - Sidewalk	\$112,000.00	\$22,000.00		This sidewalk would serve pedestrians who, due to previous Committee recommendations, have sidewalks on the south at Circle Drive and sidewalks on the north along Maxwell Lane. In 2012, with a modest investment of \$1,100, the Committee was able to fund lane-markings for that block (after the Council restricted parking on the east side of the street). This year the Committee sought estimates for a sidewalk which totaled \$112,000 and recommended funding design (\$22,000). The remainder of the costs would be for construction (\$90,000) (with no funds needed for right-of-way).
Rockport Road from Graham Drive to south of West Pinehurst Drive (West Side) - Side Walk	\$137,000.00	\$22,000.00		For well over a decade, the City has invested in pedestrian infrastructure surrounding the triangular-shaped Broadview area. A ~\$1.2 million road & sidewalk project along Rockport Road near Countryside Lane was completed in 2015 (with a ~\$25,000 investment from the Committee for some preliminary costs). No sidewalks are in place on the west side of the street from Graham Drive to the intersection at Tapp Road. An intersection improvement at Tapp Road, primarily funded through the MPO (with federal money), will bring sidewalks to just south of West Pinehurst. The Committee sought an estimate for the missing segment north to Graham Drive and recommended funding for design. Total costs add up to \$137,000 and include \$22,000 for design, \$29,000 for right-of-way, and \$86,000 for construction.

Traffic calming	\$5,000.00	\$5,000.00		The Committee recommend an allocation of \$5,000 for some possible as yet unidentified traffic-calming projects.
Moores Pike at Clarizz Boulevard (Pedestrian Crossing)	?	*(\$2000)	\$6,000.00	When discussing the south side of Moores Pike at the intersection of College Mall Road, the Committee also looked further east to Clarizz Boulevard and beyond, where there are sidewalks on the north but none on the south. The Committee thought a pedestrian crossing at Clarizz Boulevard would provide some connectivity, but the costs would only be known after an investment in design (\$8,000). Given other priorities this year, the Committee recommended funding this project if funds reverted in 2015 could be reappropriated. In that event, the allocation would include \$2,000 from 2016 and \$6,000 for 2015.
College Avenue from 10th to 17th - Road Repaving and Curb and Sidewalk Replacement Project	?		\$12,885.00	In the event of an additional appropriation of unspent funds reverted to the ATF at the end of 2015, the Committee responded to a request from Public Works to help with this road repaving and curb and sidewalk replacement project.
TOTAL	\$1,089,000.00	\$298,000 *	\$18,885.00	Note: Another \$2,000 would be added to the \$298,000 to bring the total to the full budged amount of \$300,000 if an additional appropriation of unspent funds in 2015 (see column to the left) was approved an allowed, in part, monies for the Moores Pike /Clarizz pedestrian crossing.

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

2014				
Site	Estimate	Recommendation	Other Funds	Comments
Kinser Pike - 17th Street north to Apartments (East Side)	\$228,412.80	\$38,068.80		This highest ranking project has been on the list for over a decade due, in large part, to the cost of the right-of-way (which amounts to over half of the total project cost of \$228,412). After obtaining estimates for both sides of the street, the Committee chose the east side, which was less expensive and more-likely-to-be-used. This recommendation commits \$38,068.80 toward the design of this project in 2014 with construction considered a high priority in 2015.
West 17th Street -- Maple to Madison (South Side)	\$276,361.80	\$58,810.30		* Installation of sidewalks on West 17th Street has been a high priority for the City and will see progress to the east and west of this project in the near future. This year, the Committee learned it would cost \$276,361.80 for this project, which would include about 650 feet of sidewalk (with some sidewalk already in place), some steps here and there, and some storm water component (estimated at about \$59,000) that might be covered by City Utilities. The recommendation this year is to allot \$46,060.30 toward the design and \$12,750 toward appraisal work for this project and make construction a high priority next year. <i>*CBU will explore in-kind contributions toward the storm water component of this project.</i>
SR 45/46 Bypass and Tunnel to 7th Street (West Side)	\$20,000.00	\$20,000.00		This project would connect the side path on the west side of the SR 45/46 Bypass and the bicycle/pedestrian tunnel at this site with 7th Street and, thereby, to the neighborhoods to the south and west. It would include installing a ramp from the Bypass and stairs from the tunnel. The cost is estimated at \$20,000 and the stairs would have a “cheek wall” for bicyclists to use for their bikes after dismounting them. The Committee thought this may have the added benefit of encouraging more bicycle and pedestrian traffic between the neighborhoods to the east and the campus to the west.
Leonard Springs -- 300 feet South of Walmart Entrance to Tapp Road	Unknown	\$15,000.00	Unknown	Last year the Committee recommended contributing as much as \$15,000 to this Monroe County project over two years if it was going forward. The logic for contributing is two-fold: first, the roadway is owned by the City (but the adjacent land is within the County) and second, there are some pockets within the City to the south with residents that would use the sidewalk. The project would be about 1,200 feet long and cross 10 parcels of land. <i>It is conditioned on adequate assurances that the project will go forward and the contribution will be spend in 2014.</i>
Sheffield - Morningside Drive to Providence (West Side)	\$63,414.45	\$55,143.00		This project would complete missing sidewalk segments along Sheffield that would connect with existing sidewalks along Plymouth on the north and recently-completed Council Sidewalk Committee projects on the south along Morningside Drive. Speed of cars descending the curve to Morningside, in part, made this a priority for the Committee. The Engineering Department will design the project which reduced the outlay by \$8,271.45.
Maxwell Lane -- Jordan Avenue to Sheridan (North Side)	\$96,279.38	\$96,279.38		This follows on the project in 2013 that brought a sidewalk to the north side of Maxwell from the bottom of the hill at Highland to mid-way up the hill at Jordan. It will continue the project over the crest of the hill to Sheridan. Once this block is done - with the help of previous Committee-recommended projects - there will be a continuous run of sidewalks all the way from High Street on the east to Henderson on the west. Funds for the design of this project were provided in 2006.
Traffic-Calming (Unspecified)		\$15,000.00		The Committee set aside \$15,000 for unspecified traffic-calming projects in the event one is ready for installation this year.
Total	\$621,053.98	\$298,301.48		<i>* Note: This history reflects Annual Committee Reports and not Interim Reports. An Interim Report was approved for both 2013 and 2014 that reallocated these funds.</i>

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

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

2011				
Site	Estimate	Recommendation		Comments
		ATF	Other Funds	
Third Street -- Segments 1-4: Bryan to Hillsdale	\$387,405.00	\$129,811.00	\$175,000.00	See 2010 description below for project details. The 2010 Committee dedicated the bulk of its funds to the E. Third Street project. After applying 2010 funds to this project, \$129,811 was need for the completion of Segments 1-4. The other funds include \$100, 00 from Greenways & \$75,000 from HAND.
Third Street -- Segment 5: Hillsdale to Travel Lodge	\$300,893.00			Design for this project will be completed with 2010 funds.
Southdowns -- Jordan to Mitchell (with exploring the possibility of CBU making an in-kind contribution toward stormwater improvement)	\$53,153.00	\$50,622.00		With the completion of Marilyn Drive sidewalk in 2011, this segment would culimate a multi-year effort to create a continousus pedestrian corridor running from Bryan Park to the sidewalks at High and Covenancter. he stormwater component of this project is \$16,000. The Committee requested that CBU make a good-faith effort to explore whether they would be able to make an in-kind contribution re: the stormwater component of this project.
Morningside Drive – Smith to Saratoga (side of road to be TBD)	\$13,929.00	\$13,929.00		This project is intended to provide a pedestrian route to compensate for the loss of a Bloomington Transit bus stop on Morningside Drive. The closest stop is now on Smith Road and many people walk down Morningside to get to the stop at Smith. The walk is precarious and uncomfortable. This is a neighborhood with many children and a neighborhood that sees many pedestrians. A sidewalk would really help pedestrians get safely to the Smith stop
West 17th -- Woodburn to Madison (southside)	\$282,878.00	\$15,638.00		This is a highly rated, but expensive, project that has been under consideration by the Committee for many years. Funds remaining after the other projects are covered will be used the design of this project (\$25,000). The design should lower the cost of the project.
Total:	\$1,038,258.00	\$210,000.00	\$175,000.00	
2010				
Site	Estimate	Recommendation		Comments
		ATF	CBU Stormwater	
Marilyn -- Nancy to High (south side)	\$189,937.45	\$98,373.43	\$91,564.00	See 2009 description below for project details. As federal funds requested from the Mayor were not available for 2010, the Committee agreed to dedicate ATF funds to complete this project.
Third Street -- Bryan to Jefferson (north side)	\$95,408.78		\$22,638.00	Connection is needed from Roosevelt to the SR 46 Overpass to link up with the existing sidewalk. The 2009 Committee forwarded a recommendation to the 2010 Committee encouraging the latter to fund as much of this project as possible. The 2010 Committee agreed that, after funding the above previously-committed Marilyn project, it should devote all remaing funds to the Third Street project. The Committee voted to fully fund the first two stretches of this project (Bryan to Jefferson and Jefferson to Roosevelt) and to fund as much of the third segment of the East Third Street (Roosevelt to Clark) project as possible.
Third Street -- Jefferson to Roosevelt (north side)	\$63,507.68	\$31,912.23	\$4,366.00	
Third Street -- Roosevelt to Clark (north side)	\$118,387.50	\$114,252.60	\$4,135.00	
Southdowns -- Jordan to Mitchell (w/Stormwater on Jordan and Sheridan) (south side)	\$124,405.05		\$54,562.20	This is part of larger area in need of stormwater improvement and has been on the Sidewalk Committee's list of requested projects since 2002. The Committee agreed to address the stormwater issue on Southdowns first and then the sidewalk later. The amount of stormwater dedicated to this project is not to exceed the orignal estimated cost -- \$54,562.20
Total:		244,538.26	\$177,265.20	

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

2008				
Site	Estimate	Recommendation		Comments
		ATF	Stormwater	
5th Street -- Hillsdale to Deadend (south side)	\$535,088.97	\$70,485.63	\$0.00	This two-block long, multi-departmental project provides an east-west connection through the Greenacres Neighborhood and needed stormwater infrastructure for the area. Total funding includes: \$112,934.36 (2007 ATF), \$10,453.98 (2007 CBU Sidewalk/Stormwater Setaside); \$216,215 (CBU Capital Project), and \$125,000 (HAND Neighborhood Improvement Grant). Note: This project was completed in 2008.
Henderson -- Allen to Hillside (west side)	\$669,090.00	* \$3,667.21	\$0.00	This improvement is aimed at alleviating pedestrian/vehicular conflict in this elementary school area. The Committee funded design in 2007 at the request of Public Works. Public Works received a \$250,000 Safe Routes to School grant for this project and wanted an additional sign of support from the Council in order to garner funds from other sources (including CDBG). * Note: The Committee recommended that any funds remaining in 2008 may be applied to this project.
Marilyn -- Nancy to High (south side)	*\$167,578.63	\$0.00	* \$62,480	This is one of the last segments of a route on the Alternative Transportation and Greenways Plan that would connect Bryan Park with sidewalks at High and Covenanter. Prior ATF funds were used to install sidewalks on Mitchell, Circle, Ruby and Nancy Street. The Committee requests that Alternative Transportation and Greenways monies fund the \$105,098.63 needed for the sidewalk portion of this project. *Note: The Committee also realized that the stormwater component will be more expensive than indicated and authorized that any remaining funds be used for this purpose.
E. 2nd Street -- Woodcrest to 300' east (north side)	\$34,300.00	\$32,319.00	\$1,981.00	This small project would fill-in the last missing stretch of sidewalk on both sides of East 2nd from College Mall Road to High Street, which sees high levels of vehicular and pedestrian traffic. Note: ATF funded design of this project in 2006. Note: This project was completed in 2008.
Henderson -- Thorton to Moody (east side)	\$71,735.90	\$49,405.90	\$22,330.00	This will complete a missing link on the east side of Henderson and provide uninterrupted sidewalks and crossings on that side of the street for at least a mile.
High Street - Across from Childs School (west side)	\$22,362.55	\$21,078.05	\$577.50	This project would create a continuous sidewalk on the west side of High Street across from Childs School, which has the highest walk-in rates in the community. The sidewalk may also allow the City to eliminate one crossing guard. Note: This project was completed in 2008.
West 17th Street -- Lindberg to Arlington Park Drive (south side)	\$52,077.21	\$27,337.21	\$0.00	A new development at the corner of W. 17th and Crescent Road led to this request. The total project should cost about \$52,077.21, but the possible donation of right-of-way by abutting property owners and contribution of materials by the developer would lower the cost to the amount as listed here. Note: This project was completed in 2008.
Total:		204,293.00	\$87,368.50	* Note: Any remaining ATF monies may be applied to the Henderson - Allen to Hillside project and any remaining CBU sidewalk/stormwater funds may be applied to Marilyn - Nancy to High Street. Also, using the estimates for CBU Sidewalk/Stormwater projects as presented in this chart and the carryover of \$22,834.79 from 2007, there would be approximately \$60,466.29 available for future CBU Sidewalk/Stormwater projects.

2007				
Site	Estimate	Recommendation		Comments
		ATF	USB Stormwater	
5th Street -- Overhill to Deadend (south side)	\$262,685.80	\$92,646.50	\$29,344.60	This provides an east-west connection through the Greenacres Neighborhood. * Note: The Committee committed to dedicate 2008 ATF monies to complete this project if the sum allotted is insufficient. This is part of a larger initiative to improve the stretch on 5th Street from Hillsdale to the deadend. CBU has dedicated \$225,000 independent of the Sidewalk Committee for stormwater improvements in this area. Note: The 2-block segment from Hillsdale to the deadend was completed in 2008.
Henderson -- Allen to Hillside (west side)	unknown	\$45,000.00		Director of Public Works, Susie Johnson, requested that the Committee partner with Public Works by providing \$45,000 for the design cost of this project. This improvement is aimed at alleviating congestion and improving safety in this elementary school area.
Arden -- Windsor to High (south side)	\$100,452.00	\$47,353.50	\$53,098.00	The neighbors met with Councilmember Rollo and wanted a sidewalk to help their kids get to High Street and Southeast Park. Note: This project was completed in 2007.
Total:		185,000.00	\$82,442.60	
2006				
Site	Estimate	Recommendation		Comments
Queens Way, Sussex to High (south side)	\$25,969.68	\$25,969.68		This is the missing link, connecting High to Renwick.
Roosevelt, Fourth to Fifth (east side)	\$127, 269.79 with curbs	\$127,269.79		This ties in with the recent improvements made by Doug McCoy which made Roosevelt a through-street.
Arden -- From High to Windsor (south side)	\$59,486.72	\$5,000 (design only)		This project provides a safe walk way for the neighborhood's many children to travel to a near-by school & park.
E. 2nd -- Woodcrest to 300' east (north side)	\$31,574.66	\$5,000 (design only)		This project is the missing link on the north side of the street from College Mall to the west. Justin suggested that in future years, the Committee might provide material and ask CBU to install.
11th Street-- Washington to Lincoln (north side)	\$60,151.41	\$10,000 (design only)		
Maxwell -- Highland to Jordan (north side)	\$65,658.98 with tree plot & piping	\$5,000 (design only)		This 2-block project completes the missing link on Maxwell between Henderson & High.
Maxwell -- Jordan to Sheridan (north side)	\$72,479.88 with tree plot & piping	\$5,000 (design only)		This 2-block project completes the missing link on Maxwell between Henderson & High.
Total:		\$183,239.47		

2005			
Site	Estimate	Recommendation	Comments
Maxwell Lane from Clifton Sidepath to High Street (north side)	\$65,175.00	\$65,175.00	Since 1999, the Committee has funded sidewalks on Maxwell Lane between Henderson and High Street. The first project was north of Bryan Park and ran from Henderson Street to Manor Road and connected to an existing sidewalk that runs to Jordan Avenue. The second project connected a sidewalk on Sheridan with the Clifton sidepath. This project would connect the latter sidewalk to High Street. The Committee recommended that a cross walk be placed on High (to connect with an existing sidewalk) and that sidewalk be placed to preserve trees, if that isn't possible, include a tree plot. Note: The project was rebid and completed in 2007 and was funded, in part, with the reappropriation of \$34,000 in reverted funds .
Queens Way from Chelsea to Sussex (south side)	\$35,729.00	\$35,729.00	The Renwick developer will install a sidewalk on the south side of Queens Way from the new development to Monclair Avenue. The Committee received estimates for installing sidewalks the rest of the way to High Street (\$83,700), funded the first leg between Montclair and Sussex in 2004.
Marilyn from Nancy to High Street (south side)	\$155,216 (one block only)	\$11,497.54 (design only)	This project begins completion of the western end of what's known as the Southeast Neighborhood Initiative. This initiative will eventually connect the walking/biking lane on Southdowns / Jordan with sidewalks at Covenanter / High Street. The City has already completed a sidewalk from Mitchell / Southdowns to Ruby / Nancy Street, and Nancy Street from Ruby to Marilyn Drive. This allocation funds design costs and gives staff an opportunity to determine whether there are storm water costs that might be borne by CBU. One more leg on Southdowns from Jordan to Mitchell would complete this initiative. Note: This project was completed in 2007.
Roosevelt from 4th to 5th (east side)	\$86,340.00	\$6,395.62 (design only)	This is a new project that would complement new private development on Roosevelt that will make it a through-street and include a sidepath on 4 th Street. The estimate for the project is \$86,340 and this recommendation funds the design costs.
Total:	\$187,244.00		
2004			
Site	Estimate	Recommendation	Comments
Sidewalk Project - 10th Street for 350 feet West of Grandview (south side)		\$45,000.00	The Council funded this proejct in 2003 and approximately \$6,344 was spent that year on designing the sidewalk and acquiring right-of-way, but the remaining funds were not encumbered for its construction. The Committee recommends using unspent and unencumbered funds from previous years to fund this project.
Sidewalk Project - Nancy Street from Ruby Lane to Marilyn Drive (west side)	\$45,628.00	\$45,628.00	The Committee recommended funding this segment of the larger South East Neighborhood Initiative. That initiative first received funding in 2002 (see below).
Sidewalk Project - Jefferson Street between 7th and 8th (east side)	\$114,000.00	\$114,000.00	The Committee recommended funding this first segment of the larger Jefferson Street project, which has been designed as a result of previous funding in 2002 (see below). This segment, unlike the others, does not require a large complement of storm water funds.
Sidewalk Project - Winfield Road from Fair Oaks to existing sidewalk just south of Rechter (east side)	\$45,096.00	\$27, 000 (+\$18,096 from Wininger/Stolberg)	The Committee recommended funding this project in concert with the developer of the Renwick PUD (Wininger / Stolberg) who has offered to pay for the cost of materials (approximately \$18,096).
Sidewalk Project - Queens Way from Montclair Avenue to Chelsea Court (south side)	\$22,139.00	\$22,139.00	The Committee recommended funding this and the previous project in order to have sidewalks in place before the Renwick PUD gets well under way.
Total:		\$253,767.00	This amount includes \$151,000 of funds appropriated for sidewalks this year and unspent monies from previous years. If there are not enough monies in the Alternative Transportation Fund in 2004, then the Committee will need to decide whether to recommend use of 2005 funds for these purposes.

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

To: Terri Porter, Director, Planning & Transportation, P&T staff, and other interested staff

From: Steve Volan, Councilmember, District VI

Date: January 24, 2020

Re: Response to Porter's concerns over the LUC and the legislative process

Introduction

At an internal Council work session on Friday, Jan. 8 in the Hooker Room, Planning & Transportation Director Terri Porter shared a prepared statement expressing strong objections regarding Resolution 20-01. (The text of her statement, which she was kind enough to send me, which is appended to this memo.) While I do not recall everything she said that day, I'm taking her statement as a fair summary of her thoughtful consideration of the impact of this resolution on her department's dealings with Council.

Her critique is substantial. While some of her concerns are specific to Res. 20-01, some are an issue for the Council's legislative process as a whole, and some are critiques of Council's role in the planning process. The latter two transcend the question of standing committees; they go to how Council is organized and led. (It is also important to note that the LUC was the hardest standing committee to start with as a guinea pig. Legislation that comes from P&T is some of the most complicated and controversial that we are required to consider. None of the proposed committees will handle a workload as intense as that of the LUC.)

Director Porter's issues with the LUC

Director Porter decried standing committees based on her experience with the LUC, claiming the "format HAS NOT WORKED," and that there were "too many unanswered questions to be in such a hurry on this initiative" to establish new committees. She expressed particular concern over the expectation from Council that her staff be available for any meeting regarding a PUD or rezone, especially without consulting Planning & Transportation before such a meeting gets scheduled. Here is my understanding of her concerns:

1. Meeting lengths: Amount of time P&T staff is required to attend, and impact on them
2. Lengthened process: The unpredictability and greater length of the process when an item comes to Council, in its impact on P&T staff scheduling, in its cost to petitioners, and to our reputation as a difficult place to do business
3. Neutral votes: The lack of positive/negative recommendations made by the LUC

4. Role of Council in land use: That the LUC and Council, which ask staff to “start over from the beginning” when presenting, disempower P&T staff and Plan Commission
5. Other questions, such as who decides what committee a piece of legislation gets referred to, and who takes “robust minutes”

I try to address all of these concerns in this memo.

1. The total time of LUC hearings

Director Porter cites as a problem a figure of 14.35 hours spent in 9 LUC hearing since it was established in 2018. This is an average of 96 minutes per hearing.

The LUC’s first-ever meeting, regarding Loren Wood’s co-housing project, was scheduled for an hour, which we met because the project was straightforward, but we only barely met it. I remember thinking after it that even the least controversial PUD would need 75 minutes to ensure enough time for a presentation, questions, public comment, and a short comment from committee members. After that, I endeavored to limit the time for the LUC to consider any item to two hours.

With an average of 98 minutes, I consider the limiting of time to have been a success for the LUC’s first two years, prior to which no member of Council for several decades had ever had experience with a standing committee that wasn’t related to funding.

Only one item took more than two hours to deal with in any one hearing, and that was the Century Village PUD at 3rd and 446. That was the second-ever item the LUC had to consider, and it was very controversial, generating a lot of public input. Nevertheless, Director Porter complained that on the night of Oct. 24, 2018, the LUC meeting started “far too late” at 8:42 pm, and ran 2.5 hours despite my stated “goal of ending this meeting no later than 10:42.” I acknowledge this failure, and apologize for it.

Since then, I have implemented a timing device and have required everyone — staff, petitioner, public, committee members — to limit the time they may have the floor. The LUC has not taken more than two hours to consider an item in one sitting since. The meeting of Nov. 7, 2018 lasted 2.5 hours, but there were two items sent to us: the Meadowood expansion and Trinitas’ Chandler’s Glen. The former took 66 minutes and the latter 82. The projects since have all been considered in less than two hours.

2. The total number of days taken by the LUC/Council process

Director Porter observed that all projects reviewed by the LUC received “full Council review which added 1-2...additional meetings,” which “adds at a minimum an additional month to the review process — this costs the petitioners more money and reinforces our reputation as being a difficult place to do business.” This makes the LUC process “totally unpredictable” and gives her “no...reason to trust the process.”

There is a great deal to break down in this criticism. First, the LUC does not add a month to the process. Council has been accustomed to defining a “legislative cycle” as the period between regular sessions. This is typically two weeks, but is often three due to the quirks of the calendar. A standing committee has until the second regular session after referral; the LUC adds at most one of these legislative cycles to the process that used to be handled by committee of the whole. I say “at most” because in several cases the LUC didn’t need the extra cycle, sending the petition back after one hearing.

Second, while the LUC might add a meeting, as noted above, no item gets more than two hours in that meeting, meaning a long night should not ensue for any staff member. Third, “full Council review” has always had the risk of going to a Third Reading in regular session, because sometimes projects are controversial; that’s what happened to the Lauchli project in 2016, which led to the LUC.

Fourth, to say that the process is “totally unpredictable” is inaccurate. Statute gives Council 90 days to consider changing an item certified to it by the Plan Commission. Even when Council wants to expedite a decision, it has month-long recesses and other responsibilities. If petitioners and P&T do not plan for up to 90 days, it is at their peril. If Council takes less time — which it almost always does — consider that a bonus. In practice, the LUC only adds one legislative cycle, typically two weeks, to a typical piece of legislation, a cycle it can waive if it sees fit.

Perhaps the most problematic assertion in this critique is the concern over the cost to petitioners and the reputation of our business environment. I take this up in the fourth item below, but let me just say here that Council has an obligation to consider all the laws and plans of the city — not just Title 20 and not just the Comprehensive Plan — when evaluating land-use legislation. I agree that predictability and business environment should get more attention. I disagree that those should be our default priority over everything else, rather than considered in balance with everything else.

3. Neutrality in LUC recommendations

Director Porter argues that after substantial consideration, the LUC gave neither positive nor negative recommendations to most petitions. She sees this as indecisiveness, and a flaw in the committee process.

I contend that this is a feature of the committee process, not a bug, as described in the Organizational Plan. Regardless of the number of abstentions, any petition that did not get at least three Yes votes should simply be seen as a rejection. If a petitioner can’t get three yes votes from the LUC, it’s an indication that the proposal is just not good enough to get Council approval without significant changes. But abstentions were generally a signal that a petition needed fixing at, not rejection from, the full Council.

I can see how these differing expectations of how a committee should operate could lead to ambiguity and a frustration from Planning. Director Porter’s problem with LUC votes, however, can be easily remedied: Council can simply make it practice to disallow

abstentions in committees. This reduces the potential outcomes, assuming all four members in attendance, to five: 4-0, 3-1, 2-2, 1-3, 0-4. Only one of these outcomes would be truly neutral. This will force members to take less indecisive stands. The bottom line, though, is that less than three Yes votes is tantamount to an expectation of a petition's failure at the full Council.

4. Repeating the presentation to Council

Director Porter's sharpest critique is that the LUC and Council ask staff to "start over from the beginning" when presenting proposals, "discussing issues that were already discussed and decided at the staff and PC level." She writes, "I've brought this to CM Volan's attention numerous times but I'm told it that 'PC isn't Council and that Council has a right to make their own decisions.' Then why have a Council rep on the PC?"

She also believes this requirement disempowers P&T staff and dilutes the Plan Commission's influence, as developers "target LUC and Council." If the Plan Commission rejects a project, she says, Council may still approve it; petitioners are thus less likely to heed the guidance of the Commission or Plan staff. In criticizing the habit of Council expecting full presentations from scratch, she expresses dismay at the apparent delay that Council deliberation takes: "We're trying to address our housing crises and increase employment opportunities."

These are criticisms that, as I've said, go beyond the question of standing committees, to the very role of Council in land-use decisions. Both Director Porter and the Mayor have asked the Council on more than one item of legislation to "simply vote up or down," and not amend it or even debate it.

Before I can address the valid concern over the "extra" work Planning must do to get a Council decision, I must first address this concern over the role of Council.

a. The role of Council in land use decisions

For the sake of removing any ambiguity about Council: it has statutory authority to review planned unit developments, rezones, and text amendments to Title 20. It is only because statute requires it that the Plan Commission, which is otherwise appointed almost entirely by the administration, to have a seat on it for a councilmember. It's part of the division of powers. Councilmembers are not about to abandon their prerogative, or their responsibility to fulfill their statutory obligation. This critique should stop if we are to work together to make the process better.

Similarly, the role of Plan Commission is not superior to the Council. The only extra power it has is that a positive recommendation does not need to be endorsed by Council: it takes five CMs to *defeat* an approved project, not to approve it as with normal legislation. Statute clearly tells us that just because it was "decided at PC level" does not mean it is decided.

Long before the current administration and the existence of the LUC, Council has expected to see presentations from Planning whenever legislation was certified to us. Director Porter's "planning experts in Development Services who present cases did not hire on with notion that they would be required to set aside every Wednesday night for council and/or committee meetings," she says. I'm not sure why not; that has been the lot of their predecessors. Plan staff have endured many late nights before now, for the 16 years I have been on Council, especially back when regular sessions and committees of the whole did not start until 7:30 pm.

None of that invalidates the current concerns of Plan staff. The LUC appears to have become the entry point for all the pent-up frustrations about dealing with Council. I cannot speak for the way things have been done, but I have never served as Council president until now. I am doing my level best to reconsider and improve the Council's process now that I have the authority to ensure that any reform can be carried out properly. I believe standing committees are an essential tool for that improvement.

b. Re-presenting, and what we can do about it together

Having said all that, Director Porter's second criticism on this topic is easier to appreciate. It must indeed be tiresome to have to present all over again to the Council. Since the advent of the LUC, the full Council expects a second full presentation. This concern I appreciate, and want to do something about.

I can imagine a scenario in which the LUC could forego a full presentation. CMs should have read the packet. For the Curry PUD on Jan. 15, Jackie Scanlan requested questions in advance; all the members of the new LUC complied. Although this all happened last-minute, she said it helped. Since a budget glitch in 2014 caused CMs to submit their budget questions in writing, I have done so every year, and reduced almost to zero the number of questions that I ask during Budget Week. I see no reason why we can't reduce the LUC presentation to, say, five minutes, or even three, and go straight to addressing questions submitted the Friday before the first LUC hearing. We can then save the full presentation for the Council.

5. Other items

a. Who decides which standing committee to refer to?

As was noted in my initial work session on Jan. 3, and in the resolution and accompanying documents, the committee that would hear legislation would depend on the originating department. If the issue regards rental enforcement, it would go to the Housing committee; if the issue regards stormwater, it would go to Utilities & Sanitation.

It's been asked, what if the issue could fit into two committees? Wouldn't a JAG grant go to both Public Safety and Administration, since that's the committee that liaises with the Controller, and thus need two separate sets of committee hearings? The answer is: no. It goes to one committee. While there may be some debate over which, the president,

or a majority of members, will pick one or the other. (The answer to the JAG grant case is: since it's about police, so it goes to Public Safety. Many issues involve money, but no Budget or Finance committee has been proposed, because budgeting is one action that we plan to continue using the committee of the whole for.)

b. Who keeps “robust minutes”?

This language came from Stephen Lucas' memo on Res 20-01. He has said that the video record of a committee meeting can suffice as a record. Also, CATS is now uploading all videos to YouTube to take advantage of their transcription function. But if a brief written summary of a committee hearing were desirable, the Council would negotiate with the Clerk's office for the service. Departments continue to only be obligated to serve the various boards and commissions they already serve.

c. Meeting time windows

Director Porter expresses a strong concern about the potential for late starts to standing committee meetings, and the “work/life balance” of her staff who need to attend them. She also calls out the Council's prerogative to suspend the rules to continue debate well into the night. On Jan. 15, for example, the LUC meeting started at 8 and staff was given very little notice; Jackie Scanlan couldn't attend more than the first 30 minutes due to family care obligations.

Again, all I can say is, I haven't had a chance to change that habit yet. I abhor committee nights when we cram regular or special sessions in. That plan was set before I could control it. It will always be my preference to schedule LUC meetings as early as possible on committee nights, and to not also have full Council sessions on those nights. Despite one meeting with a controversial topic running half an hour long, in two years all other items were heard for no more than two hours under my gavel, thanks to timers and a strict adherence to them.

d. Consideration of, and coordination with, city staff

Director Porter found “no reference to expectations of city staff” in the resolution, “which are rigid and significant. No coordination with our schedules which are heavy”; they are “not Maytag repair people.”

While staff was not explicitly mentioned in the “Purpose of Committees,” the phrase “Provide more predictability for all interested parties in meeting scheduling and duration” includes staff. I cannot guarantee that this plan will reduce the hours staff must devote to dealing with Council, but I am most confident that it will not increase those hours, and that it will make those hours more predictable.

e. Century Village is a poor example of LUC problems

Director Porter takes issue with the Third and 446 project, otherwise known as Century Village, as an example of the failure of the LUC. There were a lot of reasons why I reject this case as typical.

She said we had to meet four times over it. One of those times was the regular Friday noon internal work session; that doesn't count. The second meeting was a special one because the project was huge and controversial, the developer was from out of town, and the LUC was brand new and had only handled one other case; that meeting was held in lieu of a pre-filing meeting between developer and neighborhood, which the LUC hadn't been around to arrange.

She points out that on Oct. 24, 2018, the LUC started 42 minutes after its 8 pm start time, and went 2.5 hours despite me saying at the outset that I had the "goal of ending this meeting no later than 10:42". For that, I apologize. But the Council overrode my recommendation that the LUC be scheduled *before* the committee of the whole that night. CM Sturbaum, who gavelled the COW open at 5:45 pm, made no effort to restrict time, which is one reason why it ended at 8:35 pm. This is not an inherent drawback to the LUC; it's a problem of leadership respecting time limits and respecting Plan staff.

She again notes that Council on Nov. 14, 2018 "met another 7 hours before voting no at 1:30 am." That was a regular session; as she notes, only the last 3 hours 10 minutes were devoted to the project. The LUC had no control over the schedule of a regular session, or the many members of the public who came to object, or control of the gavel or time limits. None of that was the LUC's fault, but Director Porter ascribes all that time as a flaw in the nature of committees, when it's really a critique of the Council in regular session. I believe that we can address this problem through an intentional change in the practice of how Council conducts its meetings.

Conclusion

While I authored the Land Use Committee (LUC), it was approved by Council, and I never had control over its scheduling. Again, I have never had the privilege of leading Council before 2020, so many of Director Porter's concerns devolve to past leadership to answer to. Council indeed needs to rethink every aspect of the way it does business.

I have long said that process is important, and I have made good on my statement by publishing the Organizational Plan that was included with Res. 20-01. **Using standing committees is part of a sincere, well-balanced plan, which includes time limits, as well as a rethinking of every other habit Council has been accustomed to. We must address any blind spots that make it unnecessarily difficult for the administration, petitioners, and the public to interact with Council.** I strongly urge everyone to read the Org Plan more closely, as well as the memos I have authored which clarify it, for many of their concerns are answered within these documents.

#

attached: Terri Porter memo of 1/10/20

MEMO FROM TERRI PORTER, DIRECTOR, PLANNING & TRANSPORTATION

January 10, 2020

Project	Type	Number of Meetings	Recommendation/Final Vote
Co-Housing	PUD Amend	1	No Recommendation (2-0-1)
3rd & 446	PUD	4*	No Recommendation (2-0-2)
Trinitas @17th	PUD Amend	1	No Recommendation (1-2-1)
Meadowwood	PUD Amend	1	No Recommendation (1-0-3)
Motel 6	PUD	2	No Recommendation (0-1-3)
Lauchli	PUD Amend	1	Recommend Approval (3-0)

*LUC members met with applicant's representative before Plan Commission and with applicant on a Friday before first Wednesday LUC.

Concerns – New committees propose to be based on LUC format and LUC format HAS NOT WORKED

Since creation in 2018 – 6 petitions with a total of 10 meetings staff had to attend. Only one petition was sent to Council with a recommendation. 1-6 record is not good. The others all sent to full Council with no recommendation. All 6 projects received full council review which added 1-2 (3 in the case of Motel 6) additional meetings.

3rd and 446 example - LUC met 4 times and could not send a recommendation to Council. Council took it up at their 11/14/18 meeting which devoted another 7 hours, before voting no at 1:30 am.

- LUC process is totally unpredictable, No record or reason to “trust the process”
- Adds at a minimum an additional month to the review process – this costs the petitioners more money and reinforces our reputation as being a difficult place to do business. This is a big deal! We’re trying to address our housing crises and increase employment opportunities. Adding time and unpredictability to the process doesn’t help.
- The LUC takes an inordinate amount of staff time and requires significant late night work – There are three planning experts in Development Services who present cases. They did not hire on with the notion that they would be required to set aside every Wednesday night for council and/or committee meetings. **No reference whatsoever about**

expectations of city staff in Res 20.01, but, trust me, they are **rigid and significant**.

Work/life balance is a benefit I'm supposed to be able to offer staff in exchange for the higher salaries they could earn working in the private sector. Example – Jan 15 & 29 are the firm dates that LUC will take up the Curry project on Pete Ellis Drive. Why are you so certain a subject matter expert will be available on either of those dates? No coordination with our schedules – which are heavy! We're not Maytag repair people waiting around for the phone to ring!

- Resolution 20-01 does not come without increased demands on limited resources even though, technically, it may not increase a line item in the budget.
- **Disempowers staff and dilutes PC** as developers target LUC and Council. If they get through PC with a minimum of a null recommendation, it still gives them a shot at being approved, making them less likely to heed staff and/or PC guidance.
 - This is due to the broader issue that LUC and Council start the review process all over again from the beginning – discussing issues that were already discussed and decided at the staff and PC level. I've brought this to CM Volan's attention numerous times but I'm told it that "PC isn't Council and that Council has a right to make their own decisions." Then why have a Council rep on the PC?
 - The idea of committees could possibly work if they only dealt with the few issues that may remain after staff and PC reviews – but LUC and Council start all over again and rehash everything that's already been discussed. Totally unproductive.
- **Too many unanswered questions to be in such a hurry on this initiative to create 7 new committees** – who decides which standing committee is "best suited" for the matter? Example- Housing Committee – HAND, if it's a housing project, are you sure it would just be HAND?
- Who's responsibility is it to keep "robust minutes"?
- Meeting start time window – **does not stop meetings from beginning at 9pm and council suspending the rules to continue.**

LUC Meeting Lengths

6/20/18 - Loren Woods (Co-Housing), 1 hour

9/21/18 – 3rd & 446, 1 hour (part of Council work session)

9/28/18 – 3rd & 446, 1 hour

10/3/18 – 3rd & 446, 2 hours

10/24/18 – 3rd & 446, 2.5 hours (Meeting started at 8:42 pm with “goal of ending this meeting no later than 10:42”) **Far too late**

(Council meeting after 4 LUC meetings for 3rd & 446: 11/14/18 – 3rd & 446 City Council, Pt 1, 4 hours, Pt 2 – 3:10 minutes)

11/7/18 – Meadowwood, & Trinitas 2.25 hours and CATS coverage was delayed so it actually went longer

8/7/19 – Motel 6, 1.75 hours

8/28/19 – Motel 6, 1.75 hours

11/6/19 – Lauchli, 1:10 hours

(14.35 hours of LUC meetings) (with only 1 recommendation to Council)

Purpose of Committees (per 20.10):

- Meant to allow council members to better manage time and workload
 - Provide more predictability for all interested parties in meeting scheduling and duration
 - Provide councilmembers the ability to specialize in topics and triage issues
- NOTHING IN HERE ABOUT STAFF!**

To: Deputy Mayor Renneisen, Public Engagement Dir. Carmichael, Department Heads

From: Steve Volan, Councilmember, District VI

Date: January 24, 2020

Re: Response to department heads' concerns over Resolution 20-01

INTRODUCTION

There has been a great deal of interest in Resolution 20-01, which creates several new standing committees. I appreciate the opportunity to explain the intent of the legislation, and to reassure department heads in particular that the proposed change is not as dramatic as it may have first seemed. This memo contains my responses to the many questions from department heads about the impact of the legislation.

The Organizational Plan that was originally circulated with the resolution has been updated, particularly to remove inflammatory language (such as "impeachment") and to clarify the word "oversight" in what is now Section 1F. The Plan, which is otherwise substantially the same as the one included in the packet on Jan. 3, is attached to this memo for reference.

GENERAL QUESTIONS FROM THE ADMINISTRATION

1. *What problem/challenge is this proposal trying to solve? Please define the problem/challenge.*

In the opening paragraph of the Organizational Plan, standing committees are "to break down the [Council] workload and allow each [councilmember] to specialize in the topics of greatest concern to them." Sections 1D, 1E, 1F and 1G give other challenges that standing committees solve.

2. *How would "soliciting information from department heads on relevant topics" be undertaken?*

Not very differently from the way information is solicited now: councilmembers can and do individually ask for information from departments on many topics. Creating a standing committee simply signals to the public that certain councilmembers have been formally appointed by Council to take point on a particular set of topics. Those topics will typically but not exclusively be related to the concerns of a particular city department or division.

The innovation of a standing committee is its ability to hold hearings on items not the subject of legislation. Such a hearing allows research and focus on emergent topics that may eventually require some kind of action by Council. (Take, for example, scooters in fall 2018; a committee hearing could have gathered useful input that might have allowed the city to act earlier than we collectively were able to.) The committee would solicit

feedback not just from departments, but members of the public, businesses, petitioners, and other government entities.

But such a hearing must be coordinated with Council leadership, and the presence of anyone there will be only by invitation, not compulsion. Committees do not have subpoena power, which rests solely with the full Council, and that is not at all the intent of the legislation.

3. *How would committee meetings be scheduled to minimize the number of meetings city staff might have to attend?*

Standing committees are meant to replace the committee of the whole, not to add another layer. When legislation is referred to any committee, whether standing or of the whole, city code requires that the committee hear the legislation on second and fourth Wednesday nights. Code also requires standing committees to be scheduled serially “so that all members may attend” each one.

If there were three items in one committee night, requiring the attendance of three different departments, Council leadership, in consultation with the administration and individual departments, would estimate how much time each item might need, determine which department needs to go earliest, and then schedule them accordingly.

It’s important to note that no matter who goes first, there will be three separate meetings with start and end times. The other departments will not have to sit through each other’s standing committee hearings; they can go out and come back knowing exactly when and how long they must attend. This scheme assumes that committee of the whole is no longer being used, and that committee chairs respect the time limit for their hearing. I will endeavor to instill this discipline, as it is crucial for success. Also crucial are convenient, easy-to-use timers permanently installed in the Council chamber, which I am pursuing.

4. *Would council consider a pilot program, with one or two additional committees, to see if the perceived time savings and predictability benefit actually occurs?*

There could not have been a more rigorous pilot program than the Land Use Committee, the subject of a separate memo I’ve circulated in response to Director Terri Porter’s concerns about it. PUDs are the most complicated legislation Council gets on a regular basis. Data collected by Council staff will demonstrate that, in the biennium before and the biennium after the LUC was created, there has been no substantial difference in the number of minutes spent by Plan staff. It is difficult to compare PUDs since they have such wildly varying outcomes, but the average amount of time spent by the LUC on an item referred to it during any given hearing has been just over an hour and a half.

If LUC has been “unpredictable,” it is only because it has had to coexist with the open-ended committee of the whole since there were no other committees to refer other legislation to.

The “time savings” that should appeal to most people is the knowledge that committees must end at a certain time. For the sake of preventing one from bumping into the start time of the next one, I intend to collaborate with committees and departments on scheduling, and to rigorously enforce end times, by legislation if necessary.

FROM ALEX CROWLEY

ECONOMIC & SUSTAINABLE DEVELOPMENT

5. ***Bloomington has a reputation for being a difficult place to develop. The Land Use Committee effectively adds another step to the process and complicates with whom a potential developer is supposed to negotiate. Prior to the formation of the Land Use Committee, a developer started the process with City staff, then Plan Commission, then Board of Zoning Appeals (if applicable) and finally Council if it is a PUD. What is the goal of the Land Use Committee and how does it make the above process more predictable for interested developers?***

The LUC has replaced the committee of the whole for PUDs. It typically adds no more than one extra meeting, meaning typically two extra weeks, to the process. The exception to this rule was Century Village, which everyone should agree was an unusually difficult project. (I refer you to section 5e of the memo to Terri Porter.)

The rest of this question is less about committees and more a questioning of the role of Council in land-use decisions, a topic I cover in section 4a of the memo to Director Porter. I urge you to read the entire memo to her, as the topic has proven too broad to answer in a paragraph.

6. ***What data and/or other information have you found that supports the assertion that the Land Use Committee has been successful?***

That depends on who is defining “successful”. I already think the LUC has been successful in limiting the amount of time spent on legislation in committee, and believe that Director Porter’s assertions that somehow more time has been required of staff is not supported by the facts. Again I would refer you to the memo to her. I will also be presenting data collected by Council staff that shows no substantive difference in time spent, and better predictability of meeting end times.

FROM CAROLINE SHAW

HUMAN RESOURCES

7. ***I appreciate CM Volan's email where he explains the misuse of the word "supervise" City departments. It would be helpful to have a couple of examples of what "examination" or "inspection" of a City department by standing committee might look like. Is there something CM Volan thinks the department heads haven't done correctly or could have done better that calls for this oversight?***

I appreciate this question, and am sorry to have made people think that I am not generally satisfied with the performance of the various departments. I am generally satisfied.

But sure, I have my gripes. The city website's search function needs work. I still think Sanitation should provide performance data of the new bins now. But these are not particularly big issues. Instead of me going on a crusade over issues like these, the committee system requires me to get at least two other members (three if I'm not on the relevant committee) to agree to "inspect" this issue. With standing committees, we can channel the concerns of individual councilmembers and foster better collaboration among Council and staff.

8. ***I understand the thought that standing committees with set start and end times appear to be more efficient. How is that the case when you have 3-4 sequentially scheduled standing committee meetings and inevitably no one knows how much time is actually needed to discuss a piece of legislation? For example, the first meeting of the night may conclude within a half hour of its start time. The next standing committee then doesn't start for another hour and due to the complexity of their legislation they are unable to make a recommendation to the committee of the whole. This is particularly impactful on staff who have responsibilities to multiple committees, like the Controller. Yes, there are times when staff and the public are waiting for their agenda item, but to me there is a built-in efficiency when one agenda item concludes and the next one can be started immediately following.***

Another good question. At first, we will have to estimate. I estimated the first item sent to LUC as needing one hour. We were barely able to squeeze it all in in one hour, which led me to set 75 minutes as the minimum to hear a petition that has no hint of controversy about it. Typically, when you've presented HR items, they've been relatively brief. I can imagine scheduling a hearing for the Admin committee to hear an HR item in 45 or even 30 minutes.

If a committee takes less time than was scheduled, people get to go home early or schmooze. If it's clear that the committee won't finish its work in the allotted time, it can always go to a second hearing. At worst, the committee will return without having voted on a recommendation, but can still talk about the triage work they did at the full Council.

9. ***If no one is taking minutes in standing committee meetings, is it only the recommendation of that committee that is being presented to the Committee of the Whole? I'm still struggling with how we don't end up repeating the discussion that happened in the committee meeting.***

CM habits will need to evolve with this new model. It will take some time to get that done, but I am confident it can happen. I would point to section 4b of the memo to Director Porter, in which I describe a new way for a standing committee to reduce or eliminate the need for an extra repetition of presentation that the second hearing of a standing committee might seem to dictate. It involves councilmember submitting questions in advance, and being expected to have studied the packet instead of expecting a full presentation by staff.

Remember, standing committees replace the committee of the whole. In the process for a typical, non-controversial item, instead of seeing all nine of us twice, you'd see four of us one or twice, and then the nine of us once. (Maybe you can see now why I'm so frustrated with committee of the whole: it looks just like the Council in regular session, and no one understands the difference.)

No one takes minutes in committee of the whole, either. A brief memorandum of actions written by the Clerk is all that's required. In a standing committee, the chair would be responsible for writing a brief report summarizing the reasons for the vote of the committee (a couple of paragraphs; less than one page), which the chair would present back at Council in regular session after the issue has been presented by staff and petitioner.

FROM BEVERLY CALENDER-ANDERSON COMMUNITY & FAMILY RESOURCES

10. ***Although the Resolution states that the creation of the new standing committees is "meant to allow council members to better manage time and workload..." it seems there has been little thought given to the time and workload of staff. This structure increases the time staff will spend reporting to the four CMs on each standing committee (either individually or as a collective) and then the entire Council; increased meeting attendance for staff; negotiating the needs and desires of staff, councilmembers, commissioners and the public and the responsibility for posting notices (stated under "Open Door" in the Resolution). Furthermore because not all of the stated subcommittees are strictly department-based there is the potential for staff to need to report to multiple subcommittees which would not only add another layer of reporting but also an increased time commitment.***

Again, standing committees replace the committee of the whole. As mentioned earlier, there has been no net increase in time for Land Use, which offers the toughest legislation to triage. Let me illustrate with an example.

If there are three items on the agenda on a committee night and they're being heard in committee of the whole and your item is last, you have to sit through the other two departments' items first. You're at the mercy of the Council's preference to not waste any time between items. You have to be there at 6:30 because you don't know if you have to go up at 8 or 8:45 or 9:15 or worse.

Imagine instead that the three items have been assigned to three different standing committees, and yours is last. One has been scheduled from, say, 6 to 7:30; the second from 7:45 to 8:45; and yours from 9 to 10. Yes, it's relatively late, but you don't have to wait around. You can go out, have dinner, walk the dog, and come back at 9 knowing that we'll wait for you, and we won't go late. Council has scheduled an end time almost never in my experience for a regular session or committee of the whole.

11. ***Do councilmembers anticipate interacting with department heads only or directly reaching out to any staff with whom they feel a need to speak? [Note from***

Administration: we have a protocol we would like to discuss if the intention is to reach out to staff directly.]

Councilmembers regularly interact directly with any staff because we can't help it; we run into them every day and have innocuous questions that don't rise to the level of administration policy. The substantive answer to your question, though, is that indeed committees will make formal requests of department or division heads on policy matters. In turn, department and division heads should know that they have a formally-appointed liaison on the council in the form of the relevant committee chair.

12. *What is the vision for how Council subcommittees will have input into commission and/or departmental goals and priorities?*

"Oversight" as in to "inspect" or "examine" does not mean "to set policy." Committees do not have the power to "kill" legislation. They are basically advisory bodies made up of four councilmembers. Council can only have input on policy by changing city ordinance.

Also, please note that it's just "committee", not "subcommittee." The word "committee" normally means "a subset of councilmembers." Many people have used the word "subcommittee" to describe the proposal. The four-member Land Use Committee could break into two 2-member subcommittees if it wanted, but one can't have a subcommittee without there being a committee first. (This is another reason why "committee of the whole" frustrates me; it was never meant to be used the way Bloomington's council has used it all these years. In New Robert's Rules of Order, Laurie Rozakis writes: "A committee of the whole is ... suitable for organizations with large memberships of over 100 members. Recall that a committee can operate under less stringent rules than those that apply to an entire assembly. Forming the assembly into a committee of the whole allows the members to consider a specific issue with the freedom of a committee." Better, for many reasons, just to create committees.)

13. *What role will a standing committee have as it relates to departments and/or commissions that do not have much legislation to come before the Council?*

Not much. They would appoint Council seats on the boards or commissions they're responsible for, and they would try to become more familiar with the work of those boards. They may also occasionally hold a special hearing to take input on a topic of emerging public interest, but they wouldn't expect a department head to be there unless they invited her and agreed with her on a day and time.

14. *How will this process improve or speed up Council appointments to commissions? How will the success of this new model be determined? By whom?*

"By whom" is the best question yet. Council has the right to organize itself as it sees fit. But no one on Council wants to do so heedless of its impact on others, which definitely includes staff.

Unfortunately, many appointments expire January 31 of each year, frontloading a lot of them in one month. If we are going to become more knowledgeable about boards and commissions, we may need to rethink that schedule. It may take a year to determine how well the committee system works in appointing board members faster. The committee will at least become much better acquainted with the needs of a board or commission, which should prevent the dithering of a three-member nominating committee that doesn't know anyone on the board or what it's been doing lately.

FROM TERRI PORTER PLANNING & TRANSPORTATION

15. *Why is there such a rush to add seven additional committees?*

Because the time to reorganize Council is Organization Day, which was January 8 this year. Also, I believe that a full committee system as a replacement for committee of the whole is profoundly, profoundly less onerous than you believe.

16. *What are the goals and objectives of each committee - including Land Use?*

This has been answered extensively in the Organizational Plan (see updated version attached) and my separate memo to you regarding the LUC. But perhaps I could ask, "What are the goals and objectives of the committee of the whole? It's a committee too."

17. *What role will staff play in meeting the goals and objectives of each committee?*

You should think of a standing committee system as a passive development. It is just as well to ask what role staff plays in meeting the goals of the committee of the whole. Committees receive info, deliberate, and recommend.

18. *Why must committee meetings be held on Wednesday nights? Many communities that have these types of committees hold their meetings during the day. Instead of having a Land Use committee meeting not start before 8pm on a Wednesday, why not have a noon meeting on a Thursday or a 4pm meeting on a Tuesday?*

Because councilmembers are asked to serve the city, but are not considered full-time jobs. The vast majority of councilmembers have to have other work to survive. The reason Allison Chopra stated why she declined to run again was because she could not attend meetings in City Hall during the day, and the schedule overall was punishing for her job in another county and small children at home. Those members who can come to meetings during the day have to have understanding employers. Councilmembers have work/life balance issues too.

Two of my past colleagues on separate occasions have expressed their belief that people should serve on Council for free, because it's an honor to serve. The upshot of that attitude is that only wealthy people can afford to be elected officials.

Our meetings are in the evening not just so that we can attend, but so that most members of the public, who work during "normal business hours," can hope to attend. Holding meetings only during the day is a surefire way to reduce the likelihood of public input.

- 19. *Using the Land Use Committee as an example, there was a 2 hour hearing on January 15th and another 2 hour hearing is scheduled for January 29. That's four hours of meeting time. What happens next? If Land Use actually makes a recommendation at a future Council meeting, how will the previous four hours used result in a shorter hearing at Council?***

That's four hours of scheduled meeting time. The Jan. 15 meeting was only an hour and 40 minutes; the meeting of the 29th may not go the full time.

This question, though, presumes that all development petitions are, or should be, the same: straightforward, approved by Plan Commission, not really piquing the interest of Councilmembers, who should just approve it. I'm sure you will admit that the 2018 cohousing project and Century Village were two vastly different projects. What the LUC can guarantee is that it will require no more than 2 hours of Plan staff time in one sitting.

- 20. *Why must committee meetings be 2 hours long? These meetings should be laser focused on their topic of discussion. The Land Use Committee is structured like a mini council meeting. The only difference is fewer members and usually only one agenda item.***

Committee meetings do not need to be 2 hours long. I have addressed how they can be made shorter in section 4b of my memo to you about the LUC.

FROM MIKE DIEKHOFF POLICE

- 21. *How will the new committees interface or overlap with any statutory duties of the Board of Public Safety? There is a concern that this new reporting structure will blur the existing reporting lines. How will you ensure that this doesn't happen?***

See the answers to questions 16 and 17 above. The short answer is, your department will now have a liaison on Council in the form of the Public Safety Committee, which would hear public-safety-related legislation instead of committee of the whole. Had that committee existed when, say, the Bearcat issue exploded, it might have called the hearing to take input on the uproar.

However, the Council's Public Safety Committee would not overlap with or supersede any statutory duties of the Board of Public Safety, just as the committee of the whole

does not overlap with or supersede any statutory duties of the Board of Public Safety. No standing committee will usurp the responsibilities or statutory authority of any board or commission.

**FROM PAULA MCDEVITT
PARKS & RECREATION**

- 22. *How will the new committees interface or overlap with any statutory duties of the Board of Parks Commissioners? There is a concern that this new reporting structure will blur the existing reporting lines. How will you ensure that this doesn't happen?***

See the answer to question 21 above. Had the Community Affairs Committee existed when, say, the Farmers' Market issue exploded, it might have called a hearing to take input on the uproar.

However, as above the Council's Public Safety Committee would not overlap with or supersede any statutory duties of the Board of Parks Commissioners, just as the committee of the whole does not overlap with or supersede any statutory duties of the Board of Parks Commissioners. No standing committee will usurp the responsibilities or statutory authority of any board or commission.

- 23. *Parks rarely has issues that come to Council now. Why is this additional committee structure necessary when the Board of Parks Commissioners already exists by statute?***

Committees of four councilmembers do not replace boards and commissions. A structure of standing committees would replace the Council's habit of using a committee of the whole (see question 12 above). The relative lack of legislation from Parks is what led me to assign the Community Affairs Committee to be its liaison, which is where I felt it fit best.

**FROM JEFF UNDERWOOD
CONTROLLER**

- 24. *How will the success of this new model be determined? By whom?***

Variations of this question have been asked by several people. First, committees can't succeed without time limits on everyone, which includes councilmembers. Once we have permanently installed timers in the Council chamber, success will be determined by how many fewer ultra-late nights Council has, and how much less time anyone — staff, petitioner, citizen — has to spend waiting through other issues for the issue they came to Council to address.

The extra two weeks that referring to a standing committee buys is the time for data to be obtained without pressure, and amendments to be written without disrespect. If the priority of staff is solely to get stuff done faster, that ignores the greater obligation we all have to do

what's best for the people of the city.

- 25. For the departments that will inevitably touch multiple subcommittees (i.e. Office of the Mayor, Controller, Legal, etc.), how will scheduling these various committee meetings occur? Will staff availability (and recognition of attendance at multiple meetings) be considered?**

(See the answer to question 12 above regarding the word "subcommittees.")

Let's say there are three issues on the agenda in a given week, and all of them require input from, or at least the presence of, the Controller. This is not an unexpected situation. If they're all referred to committee of the whole, the Controller will have to be there for as long as it takes to hash out all three issues. For the Controller, this obligation won't change if he has to attend three serial meetings of standing committees, but he'll get breaks in between each committee. Again, that's if he needs to be there for all three. (If he only needed to be there for two, we would strive earnestly to not schedule his issues, say, first and third.)

#

2020 Council

Organizational Plan

- Establish a Full Slate of Standing Committees
- Implement Time Limits in All Meetings
- Proposal for Slate of Committees

January 24, 2020

(updated from version of January 3)

- adds letters to each subhead in Part 1
- removes outdated/inflammatory language and clarifies “oversight” in section 1F
- includes councilmembers as “people who cannot [continue to] speak as long as they want” in section 1G
- updates the appendix with the proposed slate of standing committees to reflect Resolution 20-01, and clarifies language within it; removes other proposed slates
- Reduces type size and page count

1. Create a Full Slate of Standing Committees

The first piece of legislation in 2020, on Organization Day (Jan. 8), should be a resolution to create several permanent, or “standing”, committees of four members each, to break down the workload and allow each CM to specialize in the topics of greatest concern to them.

A. A committee’s objective: triage

In most Indiana cities, a committee cannot kill legislation. The objective of a subset of members studying an ordinance is to triage: what are minor issues that can be dealt with easily, what are major issues (if any) that should be left for the whole Council to decide, and what issues can the committee handle on behalf of the whole Council? This is theoretically what the Committee of the Whole (CoW) does, but there are so many cases of ordinances where not every member of Council needed to hear it twice, or to weigh in on it twice. (Often members weigh in during CoW and say nothing at regular session, where minutes are kept.)

B. Why committees of four?

Four members is an advantageous number: five would be a majority of council, which might make people think that “the decision has been made” if they reach unanimity on a piece of legislation. Three members, on the other hand, would create a potential quorum problem whenever any two members run into each other. (Note: there is a “chance meeting” statute that protects against unintentional encounters between members be.)

A 4-member standing committee also underscores its advisory nature. It takes at least 3 members to give a positive or negative recommendation, as the table below demonstrates.

<i>Y-N-A</i>	<i>Y-N-A</i>	<i>Y-N-A</i>	<i>Recommendation</i>
4-0-0	3-0-1	3-1-0	Approval
2-0-2	2-1-1	1-0-3	(Lean Approval)
2-2-0	1-1-2	0-0-4	Neutral
1-2-1	0-1-3	0-2-2	(Lean Disapproval)
1- 3-0	0- 3-1	0- 4-0	Disapproval

C. The slate of committees should reflect Council’s workload

Together, the total set of committees would broadly cover every typical issue that might come before Council. Council should eschew Committee of the Whole except at budget time. Individual committees can be changed, renamed, or merged from year to year as issues change.

D. Committees should reflect Council’s priorities, too

Committees do not have to strictly track the departments of the administration. The administration governs as it sees fit, as does Council. Council may thus prefer to put more emphasis on, say, sustainability than the administration does, or spread the divisions of Public Works across several committees. Some departments, like Parks, have very little legislation that comes before Council; others, like HAND, put many items on the agenda.

E. Replacing nominating committees

Council has previously divided into three teams to handle the nominations it must make to almost 40 boards and commissions. The CMs on each team, and the portfolio of commissions each team receives, were chosen randomly several years ago. There was no thought given to the expertise or knowledge of the members making such decisions.

Each board or commission should instead be assigned to the standing committee whose mandate most closely matches. The members of a Housing committee would be much more familiar with the HAND department than three random CMs who don't think about the Board of Zoning Appeals more than once or twice a year.

F. A mechanism for oversight

Council is a co-equal branch of Indiana city government with the Mayor. According to Bloomington Municipal Code §2.04.200, it has authority to oversee – that is, to inspect or examine – all operations of the executive branch.

The standing committee is the best vehicle to implement that

Most Common Categories of Committees among Indiana's 2nd-Class City Councils

Finance/Budget	18
Public Safety	16
Land Use	15
Public Works	15
Parks & Rec	10
Health	9
Rules	8
Utilities	7
Economic Development	4
Personnel	4
Transportation	4
Administration	3
Education	3
Human Resources	3
Community Affairs	3
Ordinance	3
Animal Shelter	2
Arts & Culture	2
[Tax] Abatements	2
Ethics	2
License	2
Waters & Harbors	2
Investigation	2
Social Services Fund	2

authority, and to act as the primary liaison between that department and Council. If there is a Public Safety committee, for example, the chair of that committee is duly appointed to be Council's primary point person on fire, police, and animal control.

When Council creates a committee permanently, the members of the committee may independently solicit information from a department with the endorsement of Council. The committee may hold fact-finding hearings on emergent topics which are not the subject of legislation referred to it. (The CoW, in contrast, is a temporary mechanism. It only hears legislation referred to it, and dissolves each time it concludes a meeting. It is by definition not "standing.")

G. Standing committees manage time better

According to city code, hearings of standing committees that have had legislation referred to them must be scheduled serially on second and fourth Wednesdays so that all members may attend any hearing. They can begin no earlier than 5:30 and no later than 9:45 pm. This means that, unlike Committee of the Whole, committee chairs must manage the time of the hearing. People, including councilmembers,

cannot speak as long as they want, for another committee is soon to follow. So Wednesday night committee hearings must have hard start and stop times. This makes it much more predictable when an issue will be heard, and easier to attend without having to sit through the entire evening's agenda of the CoW.

2. Implement Time Limits in All Meetings

Council is notorious for its very long meetings. While Council limits how long each member of the public may speak, it rarely limits the total period of public comment on an item of legislation. It also has no requirement for limits on the number of opportunities CMs have to ask questions on an item, on the question or comment periods, or a CM's speech.

Referral to committees may help somewhat to reduce time spent on legislation, because BMC 2.04.255 requires that standing committee hearings be limited so that they can be scheduled serially on even-numbered Wednesday nights,. Over the past two years, the Land Use Committee has successfully shown that meeting times can be limited to two hours or less on even the most complex Planned Unit Development. (Serial scheduling of committees also makes those hearings much more predictable: one need not sit through two or three other issues, but can come at a set time to address a specific issue while in committee.)

But the solution must be across the board: everyone's time to speak must be limited – public, petitioners, city staff and CMs alike.

It will mean regularly moving to suspend the rule in BMC 2.04.120, for question periods can run very long however legitimate the questions. (They run long most often when a CM tries to persuade before the debate period through "quomment", a poorly-disguised comment during question period. Because debate is limited, this technique allows a CM to get extra time to persuade, rather than allow members to fully understand the issue at hand. It is a behavior that must be gaveled more robustly in the future.) The following are the only parts of city code that specify time limits.

2.04.120 - Limits on debate. No member shall speak more than once upon a question until every other member has had the opportunity to speak. The council may, before debate begins, decide by a two-thirds vote of all members to set time limits on debate upon a particular pending question, but time spent in answering questions shall not be counted against the speaker. (Ord. 79-97 § 2 (part), 1979).

2.04.250 - Committee of the Whole. (c)(2) - No limit shall be placed on frequency of speaking, but no member may speak for longer than five minutes at a time;

While some of the following solutions should be permanently implemented through ordinance, they can be implemented ad hoc with a two-thirds majority.

A. Limit presentation periods

The default amount of time for a presentation to be made to Council by city staff or a petitioner should be 20 minutes for an ordinance or resolution. An amendment to legislation should have a default of 10 minutes. (During the 2019 UDO hearings, staff were given 5 minutes to reply to the presentation of an amendment, which they rarely needed.)

More can be had with permission, but the default should no longer simply be “as much time as one wants.”

B. Limit question/debate periods

Question periods before and after public comment on the item, and the debate period before a vote, should all be limited by default to no more than 30 minutes. (During the UDO, 20 minutes proved to be enough for most members to have their questions on amendments answered satisfactorily.)

C. Limit public comment

During consideration of the food truck ordinance in 2014, one member of the public spoke for 21 minutes, followed by another who spoke for 10. Each of these gentlemen had about 5 minutes of ideas. Because there was no rule at the time limiting public comment, Council heard more than 20 minutes of repetitive argument. 5 minutes is the default maximum that members of the public should have to speak to an issue – a number that Council has been, and should continue to be, very willing to reduce when an issue is popular. 30 minutes should be the default for public comment on an item (20 on an amendment).

D. Limit CM time to question

Within a question period, members should have no more than two opportunities of three minutes each to ask questions. This, however, requires that CMs be vigilant, because the answer from staff or petitioner counts against that time. A member may “reclaim their time” from a respondent who is dithering, or who may be intentionally wasting the CM’s time.

E. Limit CM time to persuade

The final period of an item of legislation has typically been called “comment from CMs.” But this is when CMs should be able to seek to persuade the other members, and thus must have an opportunity to rebut each other. The period should be called “debate,” and each CM should have two opportunities to speak by default. (The first sentence of BMC 2.04.120 reads “No member shall speak more than once upon a question until every other member has had the opportunity to speak.” This means the Chair should not wait for others to make a 2nd-round comment before he or she speaks first; CMs should be able to rebut everyone.)

In debate, no member should have more than two five-minute periods as a matter of course. Council may find three minutes per statement as more preferable.

F. Install timing equipment

The dais has cutouts from long ago when CRT devices were installed for CMs to see presentations. A tablet running a simple timing app can be installed between parliamentarian and president for the time to be managed. In addition, a screen on the wall and a tablet on the public podium should also be installed to project the timer to the public and the speaker, respectively – and respectfully.

###

PROPOSED SLATE OF STANDING COMMITTEES

ADMINISTRATION

Acts as liaison to the following departments and divisions

- Controller
- Human Resources
- Info. Technology Svcs. (ITS)
- Legal/Risk Mgmt.
- Public Works (PW): Facilities
- PW: Fleet

Appoints seats to the following

- Digital Underground
- Advisory C,
- Public Works B

COMMUNITY AFFAIRS

Acts as liaison to the following departments and divisions:

- Community & Family Resources (CFRD)
- Parks & Recreation

Appoints seats to

- Aging C
- Hispanic & Latino Affairs
- Human Rights C
- Farmers' Market Adv C
- MLK Birthday Celebration C
- Parks C
- Status of Black Males C
- Status of Children & Youth C
- Status of Women C
- Tree C

HOUSING

Acts as liaison to the dept. of
: Housing & Neighborhood Development (HAND)

Appoints seats to:

- Historic Pres. C
- Housing Authority B
- Housing Quality Appeals B
- Sidewalk C

LAND USE*

Acts as liaison to the division of

- P&T: Planning

Appoints seats to:

- Plan C
- Plat C
- Zoning Appeals B

PUBLIC SAFETY

Acts as liaison to the following departments and divisions:

- PW: Animal Control
- Fire
- Police

Appoints seats to:

- Animal Control C
- Dispatch Policy B
- Public Safety B
- PS LIT Cmte of MC LIT

SOCIAL SERVICES*

Appoints seats to:

- Jack Hopkins Social Services Funding C
- CDBG Funding Ctnz Adv C

SUSTAINABILITY, CLIMATE ACTION, & RESILIENCE

Acts as liaison to the dept. of

- Economic & Sustainable Development (E&SD)

Appoints seats to:

- Arts C
- Economic Development C
- Environmental C
- Industrial Dev't Adv C
- Redevelopment C
- Urban Enterprise Association
- Sustainability C

TRANSPORTATION

Acts as liaison to the following departments and divisions:

- Bloomington Transit
- P&T: Transportation
- PW: Streets

Appoints seats to:

- Bicycle.& Pedestrian Safety C
- MPO Citizens Adv Cmte
- MPO Policy Cmte
- MPO Technical Adv Cmte
- Parking C
- Traffic C
- Transit Corp

UTILITIES & SANITATION

Acts as liaison to the following departments and divisions:

- PW: Sanitation
- Utilities

Appoints seats to:

- Utilities Svc B

**committee already exists*