



City of Bloomington Common Council

Initial Packet for the 2021 Council Sidewalk Committee

*First meeting to be held at Noon
on Thursday, December 3, 2020*

Per Executive Orders issued by the Governor, this meeting will be conducted electronically.

The public may access the meeting at the following link:

<https://bloomington.zoom.us/j/99907649803?pwd=SVFoWDEzbngxNitNbVBDD3JTbG5GZz09>

This Packet is posted online at:

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

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2021 Common Council Sidewalk Committee Packet

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**Notice and Agenda for Common Council Sidewalk Committee
12:00 p.m. on Thursday, December 3, 2020**

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The public may access the meeting at the following link:*

<https://bloomington.zoom.us/j/99907649803?pwd=SVFoWDEzbngxNitNbVBDD3JTbG5GZz09>

1. Preliminary Matters
 - Introductions
 - Election of Chair
 - Approval of Minutes
 - November 12, 2019
 - November 18, 2019
 - December 10, 2019
2. Funding for 2021
 - \$330,000 Alternative Transportation Fund Appropriation
 - To be allocated between sidewalks and traffic-calming/pedestrian facility projects
 - No annual allocation from the Utilities Department for stormwater component of sidewalk projects (but a possibility for an in-kind contribution toward certain projects.)
3. Recently Completed and On-Going Council Sidewalk Projects
 - Progress Report
4. Evaluation of Old and New Proposed Projects
 - Review of Criteria
 - Disclosures of any Conflicts of Interest
 - Presentation of Preliminary Evaluation by Plan Department using objective measures
 - Discussion of Sidewalk Priorities
5. Schedule Future Meetings
6. Other Matters
7. Adjourn

Appendix One – Preliminary Matters

Sidewalk Committee Members

Jim Sims, At-Large (Chair)
Kate Rosenbarger, District 1
Ron Smith, District 3
Dave Rollo, District 4

Office of City Clerk

Nicole Bolden, City Clerk

City Departments & Staff

Council Office

Stephen Lucas,
Council Administrator/Attorney
Heather Lacy,
Deputy Administrator/ Deputy Attorney

Planning & Transportation

Scott Robinson, Director
Neil Kopper, Transportation and Traffic Engineer
Beth Rosenbarger, Planning Services Manager
Roy Aten, Project Manager
Mallory Rickbeil, Bicycle and Pedestrian
Coordinator

Utilities - Engineering Services

Brad Schroeder, Assistant Director
Jane Fleig, Utilities Engineer

HAND

Matt Swinney, Program Manager

Parks and Recreation

Steve Cotter, Natural Resources Manager

Materials

Minutes: *submitted for approval*

- November 12, 2019
- November 18, 2019
- December 10, 2019

MEETING MINUTES
Bloomington Common Council, Sidewalk Committee
City Hall, 401 North Morton Street, Bloomington, Indiana
Clerk/Council Library, Suite 110
November 12, 2019

The meeting was called to order at 12:04 p.m. Quorum attained at 12:07 pm.

Committee Members present: Jim Sims, Dave Rollo, Chris Sturbaum

Members Absent: Dorothy Granger

Staff present: Roy Aten (Senior Project Manager), Neil Kopper (Interim Engineer), Beth Rosenbarger (Planning Services Manager), Dan Sherman (Council Attorney/Administrator), Stephen Lucas (Deputy Administrator/Deputy Attorney), Quinton Thompson (Assistant Administrator/Legal Research Specialist), Nicole Bolden (Clerk)

1. Introductions

Rollo moved to appoint Sims as committee chair, Sturbaum seconded, approved by voice vote.

2. Preliminary Matters

Lucas stated that the minutes from December 11, 2018 were ready to be approved, but the committee opted to wait until the next meeting to approve them.

3. Funding for 2020

Lucas stated that \$324,000 was available to allocate toward sidewalk projects, traffic calming projects, and pedestrian facility/crosswalk projects in 2020, but there were no rollover funds.

4. Recently Completed and On-Going Council Sidewalk Projects

Kopper provided a status report on ongoing projects. He briefly summarized projects that had been recently completed, including the crosswalk improvements on Moores Pike and Clarizz, the sidewalk on S. Walnut St, and the sidewalk on Mitchell St including a new crosswalk on Maxwell at Mitchell. Kopper stated that there were ongoing projects: the Moores Pike sidewalk construction that had been funded, W. 14th St from Madison to Woodburn that had funding for design. Kopper stated that an application would be submitted to receive CDBG funds for the W. 14th St project and that a Letter of Intent had already been submitted. Kopper continued that the traffic calming initiative at W. Allen St between Adams and Patterson was going to bid, and that Maxwell St from Miller to Short St had design funded but not construction. Lucas summarized that there were two projects that had been funded for design but not construction – 14th St. and Maxwell St. Sturbaum asked if Allen St. had also been funded for design and Kopper clarified that funding for construction had been allocated. Kopper explained the funding that had been allocated for design on 14th St and Maxwell St. including savings from 14th St., which was reallocated to other priorities. Kopper stated that the cost of construction for Moores Pike was

higher than was allocated by the committee (\$207,000) and that Planning and Transportation (P&T) would make up the difference (\$115,000). Kopper stated that on the W. Allen project, Common Council would be submitting only a portion of that cost and that P&T would pick up most of the cost. Sturbaum asked if the committee would need to continue funding W. Allen and Kopper clarified that P&T would take that project over. Sturbaum asked for a recap of W. 14th St. project. Kopper also stated that Bob Woolford (HAND) was very encouraging and asked P&T to apply for funding.

Rollo asked about the MPO-funded projects and the 17th St project and the associated delay due to bedrock and who would cover the extra cost. Kopper clarified that there were two projects on 17th St, one of which was in construction and it did not have MPO funding. Kopper stated that for the second project that was delayed, 50% of the extra cost would be covered by the state funds from a grant. Sims asked what core sampling was done prior to commencing projects. Kopper stated that, at 17th St, a geotechnical study was done with core sample studies, and it turned out that there was a lot more rock than was estimated in the sampling.

Rollo asked what we had available for traffic-calming and pedestrian crossing projects and Lucas stated that there wasn't a set amount that's specific for these projects. Sherman stated an Emerging List of Traffic-Calming projects was created. Lucas stated that there was a list of traffic-calming projects over the years and that two had been added by Rollo for 2020.

Lucas stated that on page 5 of the Progress Report, there was a list of complimentary initiatives, which staff had identified where beneficial additions to ongoing projects could occur. Sturbaum asked if the sidewalk project north of Kleindorfers (Adams St) had been added. Rosenbarger stated that that project was on the prioritization list.

5. Evaluation of Old and New Proposed Projects

Lucas briefly summarized the evaluation process and the 6 criteria that was used to rank projects. The criteria included safety, roadway classification, pedestrian use, proximity to destination points, linkages, and cost feasibility. Rosenbarger stated that cost feasibility was discussed but was not considered in the metrics. Sturbaum asked how the scoring was determined and Rosenbarger explained that each criterion was ranked and then the sum of the ranking provided a score. Sims asked about the comfortability measurement (A-F ranking). Rosenbarger confirmed that A would be very comfortable for walking with lots of room and F would be that there was no space for pedestrians and low vehicle usage. Rollo asked for clarification on walk score and Rosenbarger stated that the walk score was proprietary via a specific website that determined a score based on the level of destinations that were present, and not on whether it was comfortable to walk in the area. Rollo stated that the walk score was problematic because destinations may not be right there, i.e. Arden Place and pedestrians attempting to cross High St. Sims asked if a bus stop was considered a destination and Rosenbarger stated that it was not, but the criteria could be updated. Rosenbarger explained that the criteria prioritized a useful walk. Rollo stated that it could be misleading to rank in this manner and in choosing projects that may be lower in the list (in terms of score) while being realistically a higher priority for pedestrians. Rosenbarger stated that it would be useful to compare the committee's list of prioritized projects along with the ones highlighted in the Transportation plan, and other opportunities.

Lucas stated that there was a suggestion to adjust the ranking criteria to include median income. Rosenbarger stated that she would be able to include that for 2021, by starting the ranking earlier in 2020, and would include the Transportation plan and their updated plan. Rosenbarger stated that she would also incorporate census information. Sherman asked how CDBG would be included. Rosenbarger stated that there could be opportunities for funding and median income would be a factor. Rosenbarger clarified that there was a higher cost to using the federal process so it made sense for larger projects to justify the difference in cost. Sims asked if there were a lot of projects in lower socioeconomic neighborhoods that would be reprioritized projects after adding new criteria. Rosenbarger stated that perhaps, but that ultimately it was up to the committee.

Lucas stated that any change to the criteria would need to be approved by the committee. Sherman stated that at some point that year, the committee could make a motion to include low income as a criteria. Sims asked about the possibility of a primarily student neighborhood close to campus, where no one had income, becoming a high priority because of the scoring. Lucas clarified that the reason the committee went through the criteria was so that the public could know how the scoring was generated. When the committee picked a project that was low on the list, the committee could explain why it was chosen. Sturbaum stated that the committee's knowledge of the community assists in choosing projects.

Lucas stated that any conflicts of interest should be disclosed. Sherman stated that there was a project (#37) on S. Nancy St, where he lived, that had been on the list for 15 years. Thompson stated that he lived on N. Kinser Pk project (#51).

Lucas explained that the committee should discuss the new projects. Lucas named S. Walnut Street Pk section and Kopper confirmed that P&T just built that project. Lucas stated that Councilmember Piedmont-Smith submitted a request for E Grimes Ln (south side), from S. Lincoln to the alley, where there was a bus stop but no sidewalk. Rosenbarger stated that in the bus optimization plan (draft, unapproved) from Transit, there may not be bus stops on Grimes, but that the draft plan was not approved. If approved it would go in to effect in August 2020.

Lucas stated that the next new project was on S. Walnut, from Winslow Rd to Ridgeview Dr, and there was sidewalk only on the west side. Sims asked where pedestrians could cross to the other side where there was a sidewalk. Sturbaum asked who were the pedestrians using this walking route. Lucas stated that he witnessed people walking and riding bikes on the side of the road where there was no sidewalk. Sturbaum clarified that people used the east side of S. Walnut where there was no sidewalk. Rollo asked if it was unrealistic to get pedestrians across the street and if a hawk signal was more cost effective than a sidewalk. Kopper confirmed that a hawk signal would be cheaper than a sidewalk. Rollo stated that one option would be to fund this project in part this year and continue it next year, in sections. Sturbaum stated that it would be good to bond for projects and get some immediately done.

Lucas stated that the next new project requested was for S. Overhill Dr from E. 3rd St to E 5th St, submitted by a resident via uReport who specified that there were many pedestrians in the area, including children. Sturbaum asked why the project had a high ranking, and Rosenbarger

clarified that it's likely because of the density score, and that the project had been based on zoning, and not current density. Sturbaum asked if the committee agreed that the project would be a little-used sidewalk. Rosenbarger responded that P&T would like to have metrics on what were the calm streets where speed limits could be reduced. Rosenbarger stated that the S. Walnut project had a greater need than S. Overhill. Sims asked what the speed limit was on S. Overhill, and Rosenbarger stated 20 mph, but that when traffic accumulated on E 3rd, cars cut through the neighborhood. Rollo stated that there was an underpass under the Bypass and that he could also see people from surrounding neighborhoods using the potential sidewalk. Sims stated that the bus stops were mainly on the north side of 3rd St.

Lucas stated that the next discussion would contain three projects; S. Fess, S. Stull, and S. Park just south of Bryan Park. Lucas stated that the rationale was that there were a lot of pedestrians walking to the park. Sturbaum added that there were a lot of school pedestrians too. Sturbaum asked if this was where the committee had discussed lowering the speed limits. Lucas stated that there was a request from a couple years ago that asked for sidewalks around Bryan Park, generally, and the committee had discussed that before. Sherman stated that the request for sidewalks around the Bryan Park area was more to the west of Bryan Park. Sturbaum stated that he had observed a lack of parking in the area around Templeton School and that individuals parked in the dirt, and that there were many buses too. Sturbaum also stated that there was limited space to install sidewalks in areas because the yards were small. Rollo stated that it might be ideal to install a sidewalk on S. Park for safe routes to Templeton School and for pedestrians to Bryan Park. Kopper stated that S. Fess was the street that had the accessible connection to Bryan Park, and that the majority of pedestrian traffic for Templeton School was from the west or south, based on the school district.

Sturbaum stated that he would have to leave the meeting and urged the consideration of the request for the area near Kleindorfers (W. Allen St). Sturbaum said that it had a neighborhood that had no accessibility to a bus stop and that there was a little segment of sidewalk that could coordinate with an intersection improvement. Sims asked who was coordinating the intersection improvement, and Sturbaum confirmed it was the city and that Kopper could confirm further. Lucas stated that before Sturbaum left, the next meeting should be scheduled, and that the committee should identify projects that they would like more information on, including estimates for design or construction. Lucas stated that P&T would need time to gather the information for the committee.

The committee scheduled its next meeting for November 18, 2019, then December 10, 2019.

Sturbaum left at 1:16 pm.

The committee discussed the W. Allen project and E. Morningside Dr from N. Smith Rd to E. 3rd St. Lucas stated that the next project was on E. Sheffield Dr from N. Plymouth Rd to N. Park Ridge Rd. Lucas stated that the S. Maxwell St had been funded for design and was waiting for construction. Lucas stated that the last project to discuss was E. Elliston Dr from S. Bainbridge Dr to Sherwood Oaks Park.

6. Adjourn

Rollo moved and it was seconded to adjourn the meeting. The motion was approved by voice vote. The meeting was adjourned at 1:27 p.m.

SIDEWALK COMMITTEE CHAIR:

Jim Sims, Chair
Bloomington Common Council

Date

ATTEST:

Sofia McDowell
Chief Deputy Clerk
Office of the Clerk

Date

MEETING MINUTES
Bloomington Common Council, Sidewalk Committee
City Hall, 401 North Morton Street, Bloomington, Indiana
Clerk/Council Library, Suite 110
November 18, 2019

The meeting was called to order at 12:06 p.m. Quorum attained at 12:07 pm.

Committee Members present: Jim Sims, Dave Rollo, Chris Sturbaum

Members Absent: Dorothy Granger

Staff present: Roy Aten (Senior Project Manager), Neil Kopper (Interim Engineer), Beth Rosenbarger (Planning Services Manager), Dan Sherman (Council Attorney/Administrator), Stephen Lucas (Deputy Administrator/Deputy Attorney)

1. Preliminary Matters

Attendees introduced themselves. Sims stated that committee members reviewed the minutes from December 11, 2018. Rollo made a motion to approve the minutes with no edits, it was seconded, and approved by voice vote.

2. Funding for 2020

Lucas stated that the committee had \$324,000 to allocate to sidewalk projects. Lucas stated that in the meeting on November 12, 2019, the committee reviewed new projects, but that he was able to review any that the committee wished.

3. Evaluation of Old and New Proposed Projects

Lucas stated that Rollo requested that the committee review the list of traffic-calming projects. Lucas stated that he had added two new projects. Lucas explained that the first new project was on High St and Arden Dr recommended by Rollo. Rollo stated that the Arden Place, Sycamore Knolls, and Greenbriar neighborhoods used that intersection to go to Southeast Park. Rollo stated that there were many pedestrians including children who would need to cross that intersection, and that many cars rolled through the stop sign and do not make a full stop. Rollo stated that cars ignored pedestrians in that intersection. Sims stated that the issue was not speed, and that the issue was cars rolling through the stop sign. Sims stated that based on other areas, pedestrian flashing lights could be helpful. Kopper stated that the intersection was a typical four-way stop with one street being busier. He said those types of issues could arise, but that there were options. Sims stated that the intersection of 8th and Rogers was sometimes effective and pedestrians were able to cross, and other times it was dangerous, but that the flashing lights were useful. Kopper stated that there was a MPO-funded project of putting a multi-use path along High St. and then going east on Arden Dr (Jackson Creek Trail). Kopper stated that if the committee prioritized it, it may be possible to incorporate. Aten stated that they were currently in right-of-way acquisition and were looking at 2021 construction. Rollo stated that there were sidewalks on either side of Arden, and that the traffic going east on Arden was not great. Rollo

questioned if the multi-use path was necessary or if the committee could save some money and not put a side path in. Kopper stated that there had been discussion internally and with the neighborhood, and that the idea was to not do a full asphalt side path but to do a wider sidewalk on the north side of Arden Dr. Aten stated that there was a speed table at the entrance to the park at the end of Arden Dr. Rollo asked if the cross walk could be incorporated into the MPO project and Aten stated that staff looked at the crosswalk and the possibility of adding a raised crosswalk but that there were problems with drains. Aten elaborated that due to the cost of the storm drain work, it was pulled out of the project. Kopper stated that the project was not cost effective and that it could not inexpensively be added to the MPO project. Rollo requested that staff look into pedestrian ability to cross that intersection and asked about a HAWK signal. Kopper stated that it would not make sense to add a signal indicating to drivers to stop sometimes at a four-way stop. Sturbaum stated that stop signs do slow down drivers even if they roll through, but that painting crosswalk lines would be helpful.

Lucas stated that the next project requested by Rollo was on Smith Rd and Moores Pk where there was a sidewalk on opposite sides. Rollo stated that a pedestrian crosswalk was needed there. Kopper asked if accessible curbs would be needed, and Rollo confirmed that they would. Sims asked if it was a project that could be partnered with another department, i.e. Public Works. Kopper stated that they had also received the request but that it was not a high priority because there were not a lot of pedestrians. Rollo described the neighborhood and estimated around 20-25 homes. Sturbaum asked if the corn field was nearing development, and Rosenbarger stated that it was not.

Sturbaum asked about the intersection of 5th and Maple where there were pedestrian crossing signs in the road but they were temporary as a placeholder. Sturbaum asked if there was something further that could be done.

Lucas stated that there were two projects that had had design funding, W. 14th St project and Maxwell St project. Lucas stated that the committee had allocated \$30,000 for the design of W 14th St, and that the actual cost was about half, and the savings have been applied to other projects. Lucas stated that the committee allocated \$13,000 for the design of the Maxwell St project, but the actual cost was just under \$21,000 with the difference being made up by P&T. Lucas stated that the W. 14th St project could be funded by CDBG. Sherman asked if there was a staff recommendation for the W. 14th St project, and Kopper stated that they planned to submit an application. Lucas stated that the packet contained rough estimates for the construction of the projects. Lucas stated that if both projects were to be funded, the remaining balance would be what could be allocated to other projects. Lucas also stated that it might not make sense to fund the W. 14th St project since it could be funded through CDBG.

Kopper stated that the committee had previously allocated funds for temporary traffic-calming in Broadview associated with the work on Tapp Rd and Rockport, and that they were going through the NTSP traffic calming process and that P&T was about to mail voting ballots to the neighborhood. Kopper stated that if the neighborhood votes to keep and supplement the traffic-calming, then more sets of speed cushions would be added, leaving the ones already there. Kopper stated that there was not currently funding for that, but that it would be a relatively low cost because so much of it was already there. Sims asked about the temporary traffic-calming

items, and Kopper clarified that temporary meant that P&T was intending to, at some point, retrieve them. Kopper further stated that they would leave the rubber bolt-down ones there for as long as possible and the new ones added would be asphalt. Kopper stated that within one or two months, the neighborhood voting results would be in. Sturbaum asked if there was a way to get additional funding elsewhere for the project since it had worked very well for the neighborhood. Kopper stated that he agreed and that P&T does not have specific funding for the project but that they were hoping to find funding somehow. Sims stated that an additional issue in the neighborhood was the speed at which buses go through the neighborhood. Sims stated that when committee members met with neighborhood representatives, the Transit buses were of concern. Sturbaum stated that a table rather than speed bump could be useful.

Rollo asked about Maxwell St. and the new apartment complex being built. Aten stated that the work on Maxwell and Short St. was complete but that he did not believe there were occupants in the new apartment complex.

Sims stated that if the W. 14th St and Maxwell Lane projects were funded for construction, it would total \$279,000 and leave the committee with \$45,000. Sims stated that a placeholder would need to be added in case CDBG does not fund the W. 14th St project. Kopper stated that they've been receiving about 50% of the requested funding from CDBG.

Sturbaum stated that, at the last committee meeting, he mentioned the need for a sidewalk at the W. Adams St project that would coordinate with a project that was happening already. Kopper stated that that was discussed and that the priority was from Kirkwood to W. 7th or W. 8th. Rosenbarger stated that she did the request as from Kirkwood to W. 11th St. Sturbaum stated that the immediate need was for one block on the west side of Adams St to get to the intersection. Sturbaum stated that the neighbors were not able to get to that intersection. Aten stated that the neighborhoods in Ritter want connection to Waterman, and that there might be another gap. Sturbaum reemphasized that the key section was getting to the Adams St intersection. Rollo asked if the aprons would need to come out and Kopper stated that they would come out because they were not wheelchair accessible. Sturbaum asked what would be the project on the northwest corner of Adams, and Kopper stated that they would stop at the fire hydrant and not continue to the north. Lucas confirmed with Sturbaum that the key need on W. Adams St was from Kirkwood to W 6th St. Rosenbarger stated that there was a concern on W. Adams because there were 3 structures that front on W. Adams, including a rental home and two commercial properties. Rosenbarger stated that it made sense to extend it to W. 7th St. Rollo asked if there might be a need to acquire some land and Rosenbarger stated that it was possible. Kopper stated that the question was building a more comfortable sidewalk with separation from the street or one that was right on the street. Kopper stated that it made sense to expand when considering design with the ability to section it in construction.

Sturbaum stated that it would be ideal to have the design on Kirkwood and Maple St and possibly 8th and Rogers St. Kopper stated that that intersection was already being looked at, both by the school zone improvement project and MPO-funded sidewalk improvement projects. Sims stated that the 8th and Rogers project needs to be effective but not extravagant costs. Rollo asked if a speed table would help and Kopper confirmed that a button-triggered flashing light could be

considered. Rollo asked if a stop sign would be ideal, and Sims stated that it would not because of traffic flow.

The committee discussed the effectiveness of pedestrian crossing signs and that certain signs incorrectly indicated to drivers to just slow down as opposed to yielding for pedestrians. Sturbaum and Sims identified that there were peak times for pedestrians at the intersection: Farmers Market and for approximately 3 hours on Sunday for church-going pedestrians. Sturbaum asked if there was a flashing light system that would work for certain time periods only. Sims also asked if it could be solar-powered. Kopper stated that, similar to what was at 4th and Rogers, could be solar-powered, but it was more costly. Kopper stated that he recommended a button-triggered flashing light system like what was at 4th and Rogers.

Lucas stated that the committee should identify on which projects they would like more information. Rollo stated that he understood that the intersection on High St and Arden was complex, but that the Moores Pk and Smith Rd was more straightforward. Kopper stated that an estimate could be put together for the Moores Pk project. Sims asked if the W. 14th St project was that there was no sidewalk. Sturbaum asked if staff had a project that had not been identified but should be. Rollo asked if by the next meeting, P&T could have an idea of what would be most effective at the High St and Arden. Rollo also asked if it was more cost effective to combine projects like the Jackson Creek trail even if the current project would not fund High St and Arden, since, for example, equipment would already be there. Aten stated that it was complex because funding was very separate, i.e. the Jackson Creek trail build out was federal and the committee was local funding, so it could be hard to combine projects. Rosenbarger stated that, as staff, she recommended focusing on the S. Walnut project south of Winslow to Ridgeview, based on its higher density and lower income, as well as the difficulty crossing to the east side where there was sidewalk. Rosenbarger stated that, as staff, her number one pick would be W. Adams from Kirkwood to W. 11th. Lucas asked what would potentially be the additional cost to estimate from Kirkwood to W. 11th. Aten stated that the entire project may be outside of the scope of the committee because of the railroad crossing. Rosenbarger confirmed that there were two railroad crossings, and Aten stated that the underpass was not too complex, but the sidewalk that went over the rails would be complex entailing working with Indiana Railroad. Aten stated that it could be a good fit for federal funds. Kopper suggested perhaps going to Fountain only. The committee reviewed the map in consideration of a sidewalk to Fountain.

Lucas reviewed the identified projects for staff to gather more information: S. Walnut St. from Winslow to Ridgeview, W. Adams from Kirkwood to Fountain, and three traffic-calming quotes at 8th and Rogers, Moores Pk and Smith, and High and Arden. Sturbaum added the project on Countryside and Graham.

Lucas stated that he would send an email recapping the discussion and requests of the committee. Rosenbarger asked if the requests were for design or construction, and the committee decided it was for both. Aten and Kopper stated that the estimates would be ready for the next committee meeting on December 10, 2019. Sims asked what the status was of CDBG funding, and if staff could give even a rough estimate of funding.

4. Adjourn

Sturbaum moved and it was seconded to adjourn the meeting. The motion was approved by voice vote. The meeting was adjourned at 1:10 p.m.

SIDEWALK COMMITTEE MEMBERS:

Jim Sims, Chair
Bloomington Common Council

Date

ATTEST:

Sofia McDowell
Chief Deputy Clerk
Office of the Clerk

Date

MEETING MINUTES
Bloomington Common Council, Sidewalk Committee
City Hall, 401 North Morton Street, Bloomington, Indiana
Clerk/Council Library, Suite 110
December 10, 2019

The meeting was called to order at 12:10 p.m. Quorum attained at 12:10 pm.

Committee Members present: Jim Sims, Dave Rollo, Dorothy Granger
Members Absent: Chris Sturbaum

Staff present: Roy Aten (Senior Project Manager), Steve Cotter (Parks and Recreation), Jane Fleig (Utilities), Neil Kopper (Interim Engineer), Stephen Lucas (Deputy Administrator/Deputy Attorney), Beth Rosenbarger (Planning Services Manager), Dan Sherman (Council Attorney/Administrator),

1. Attendance and Agenda Summation

Attendees introduced themselves. Sims reviewed the agenda.

2. Continued Discussion of Sidewalk Priorities and Allocations

Lucas stated that the committee had identified six projects for staff to get estimates together for committee consideration. Aten stated that the W. Adam St. project, from Kirkwood to Fountain Dr., was a moderate design and was broken into three costs due to the railroad crossing, and right-of-way elements and that a lot of driveways need to go out. Aten stated it would cost \$45,000 for that design. Aten stated that the right-of-way portion was around \$49,000, and that it would have to include easements or do temporary right-of-way. Aten stated that the construction cost would be \$146,000. For the three costs totaled \$240,000.

Aten stated that the project on S. Walnut from Winslow down to Ridgeview, on the east side of S. Walnut was a moderate design. Aten stated that there was a storm water element to the project and that there was a ditch where the sidewalk would need to go. Aten stated that the design cost was around \$32,000. Aten stated that there was no right-of-way cost. Aten stated that the total construction cost would be \$207,000, and that around \$57,000-58,000 would be storm water costs. Sims asked if that was something that Utilities would partner on. Rollo asked if it would be curbed storm drains, and if it would be monolithic or if there would be grass. Aten stated that the northern section could have a grass section, but the southern section would be right on the road.

Lucas stated that there were two projects that had received design funding and were awaiting construction funding.

3. Traffic-Calming/Pedestrian Facilities

Kopper stated that the Smith Rd and Moores Pike project would cost \$8000 for design, and about \$20,000 for construction. Kopper stated that it was inefficient to do small projects like that.

Kopper stated that the project at High St. and Arden intersection was complex because it was four-way stop, and that the thought was to remove the stop signs and put in median islands within High St. as a pedestrian refuge. Kopper stated that it was also an east-west greenway. Kopper stated that the down side was motor vehicle access and that one would no longer be able to turn left out of Arden if the median islands were put in. Sims asked if there was a discussion about fire trucks and other emergency vehicle access and Kopper stated that the vehicles would be able to get through but would drive on the wrong side of the street. Kopper stated that staff would need to get more data based on usage of Arden and would need to do neighborhood outreach. Kopper stated that there was a federally-funded project on High St. doing multi-use path and was scheduled for construction on 2021. Kopper stated that the federally-funded project was far along in the process and it would be difficult to add something to that project because the project was already through the environmental clearance. Aten stated that attempting to add something to the federally-funded project would expose the project to further review. Design would be about \$15,000 and construction would be \$125,000. Rollo asked about other options, including a HAWK signal. Kopper explained that it was not as efficient in that type of intersection. The committee discussed other traffic-calming initiatives like ticketing speeders or the like.

Kopper stated that another intersection that came up at the last meeting was 8th St. and Rogers. Kopper stated that staff looked at doing a raised crosswalk and that it would be more appropriate to do a whole raised intersection. Kopper stated that design would be \$15,000 and \$100,000 for construction.

The committee discussed how construction costs had gone up. Aten added that the amount of work that was out there, and the amount of contractors that could do the work was unbalanced especially since I-69. Aten stated that the cost of concrete and asphalt had gone up, despite oil prices dropping.

Granger asked about the functionality of the HAWK signal at 4th St. and Rogers. Kopper stated that that intersection used a RRFB (Rectangular Rapid Flashing Beacon) and that he believed it was working well for pedestrians and drivers. Granger asked if it was cheaper to put in a RRFB or a HAWK and Kopper stated that the RRFB was less expensive than a HAWK but that another consideration was how many signals would be along a corridor in a row. Rollo stated that it could be timed, and Kopper stated that it would be pedestrian initiated with push buttons. The committee discussed other options for 8th St. and Rogers and staff stated that a rough estimate was about \$95,000 including design, construction, and materials (asphalt, etc.). Rosenbarger stated that she always preferred traffic-calming solutions. Sims asked what the difference was between the RRFB and HAWK. Kopper stated that for an RRFB, a pedestrian pushes the button and immediately the yellow flashing lights flash and nothing legally changes since it was already an intersection. Kopper stated that the HAWK signal had the pedestrian walk up and push the button. Kopper stated that there was a red DO NOT WALK sign and the pedestrian waited until the signal showed the walking man. Kopper stated that, for the car, the light was dark, and when the pedestrian pushed the button, the lights flashed yellow indicating that it was about to turn red.

Kopper stated that at that point the car legally had to stop. Kopper stated that it was a red light first, and then flashed red, and the signal could then be treated like a stop sign. Kopper stated that if the crosswalk was clear, a car could stop and then keep going. The committee discussed the effectiveness of the HAWK, as an example on N. Dunn. Kopper stated that there would be a HAWK signal put in on S Walnut for access to Switchyard Park and that it would be effective when needing to cross four lanes. Sims stated that for the 8th St. and Rogers corridor, with the four-way stop on 7th St. and Rogers, and the raised bump up from 8th and Rogers, the project should be a low priority in comparison with other projects, but that it should not be off the list. Rollo asked if the raised walk would need storm drain work and Kopper stated that it would. Rosenbarger stated that she also did not prefer HAWK signals because it removed agency from the pedestrian because it legally changed what the pedestrian could do. Sims stated that it was important for individuals to have agency to do what was right.

Kopper stated that the traffic-calming project in Broadview neighborhood on Countryside by Summit Elementary and making the traffic-calming permanent, if both neighborhoods voted in favor, would cost \$60,000. Kopper stated that there were temporary traffic-calming elements in place.

Lucas stated that there were two projects that had design funded and were awaiting construction funding. Lucas stated that there was a CDBG application in for the W. 14th St. project. Lucas stated that Kopper pointed out that the total funding available for CDBG was \$524,000 and that they had received \$754,000 worth of applications. Lucas stated that the construction for Maxwell St. would cost \$123,000. Kopper stated that it would be ideal for the committee to prioritize the list of projects. Rollo asked if there was storm water with the Maxwell St. and Kopper stated that there was not but there was a right-of-way cost.

Granger asked about repainting the crosswalks on College Mall and Covenanter, and on Kinser Pk, and what the cost would be. Kopper stated that in general they could do a striping contract and have someone refresh the paint and that that would possibly cost hundreds of dollars and would not be expensive. Kopper stated that for College Mall Rd, it would be repaved in the next year or two. Kopper stated that there was another project that would likely improve the intersection on College Mall Rd and Covenanter including signal equipment upgrades and curb ramps. Kopper stated that they were applying for grant money to resurface all of College Mall Rd. Granger asked what was at The Stands and Rogers and Kopper stated that there was a federally-funded project that included a multi-use path on the north side of Rogers from High to The Stands, where there was a winding sidewalk with stairs. Kopper stated that that construction was planned for 2020.

Rollo stated that the committee should have matching funds for the W. 14th St. project with CDBG, and that the Maxwell project also made sense since there would be an increase in traffic there. Rollo also stated that the traffic-calming project in Broadview was ready. Rollo stated that 8th St. and Rogers, and High and Arden should be tabled for now, though he would like to see the Moores Pk and Smith sidewalk built because people were orphaned out there. Rollo stated that the design should be funded for the S. Walnut St. which was a higher priority than W. Adams St. Granger stated that she liked the S. Walnut project because for accessibility, it would benefit more people. Lucas summarized that the plan would allocate \$50,000 for W. 14th St., \$123,000

for Maxwell, \$32,000 for design for S. Walnut project, \$28,000 which would be the total cost for Smith Rd and Moores Pk intersection, and \$60,000 for the traffic-calming in Broadview project. Lucas restated that the \$50,000 for W. 14th St. project was an estimate dependent on the CDBG funds. Granger asked if there were funds in the budget and Lucas stated that there were no rollover funds from last year. Sims asked if the leftover funds should be kept in case more funding was needed for one of the projects. Aten asked when the funds from CDBG would be known, and Kopper stated that it should be known in January 2020. Aten asked, in terms of prioritization, if there was no CDBG funding for W. 14th St., did the committee still want to move forward with that project, and if there were CDBG funds for W. 14th, what would the committee like to apply the remaining \$31,000. Sims asked if the funds that the committee offered as a match to incentivize the CDBG to fund a project, would incentivize CDBG to give less funds. Kopper stated that when he presented the project to the committee that decides, he stated that he would tell the CDBG committee that the Sidewalk Committee was deciding its priorities and that they were hoping to make up a shortfall in funding, and that he would not give a specific number. Rollo stated that he liked the idea of incentivizing by offering some funding. Sherman stated that the committee might want to consider other projects on the list that were in the P&E stage, that if there was money available, those would be the next priority. Aten stated that it would be difficult to do two big projects in 2021.

Lucas stated that he would summarize the committee's decision to allocate \$324,000 funds. Lucas stated that first, \$123,000 would be for construction and right-of-way for Maxwell. Second, the committee would allocate \$50,000 for construction of a sidewalk of W. 14th St. with the hope of CDBG funding. Lucas stated that third was the \$60,000 for the traffic-calming project in the Broadview neighborhood and fourth, \$28,000 for intersection improvements at Moores Pk and Smith Rd. Lucas stated that the fifth decision was to allocate \$32,000 for design on S. Walnut St. The sixth decision was to allocate \$31,000 for design for a sidewalk on S. Adams St.

Rollo made a motion to approve the funding recommendation as stated by Lucas and Granger seconded. The motion was approved by a voice vote.

Lucas stated that staff had made recommendations for projects to be removed from the list and that the committee had already decided in 2019 to refocus the scope of the Pete Ellis project to a portion of Range Rd, but that the committee had not decided on the other three projects. Granger moved to remove the Bryan Park project and it was seconded. Rosenbarger explained that she also recommended removing E. 3rd St. where there were two vacant lots that scored high in terms of potential density, but it was a green field sidewalk. Rosenbarger stated that another recommendation was the Indiana Ave project along the northwest corner, but that it was unclear what the request really was because there was a gas station there. Sherman stated that it came to the committee because of the potential conflict between pedestrians and vehicles trying to access the gas station, and how to make that area better. Granger stated that one of the things the committee talked about was closing the driveway on the east side of the gas station. Kopper stated that there was a signal replacement project at Indiana Ave and Dunn intersection, and that they had looked at curb ramps and sidewalks. Kopper stated that they were going to reduce the radius on the northeast corner to reduce speeds, and has been in communication with the gas

station to close one of the entrances on Indiana Ave, the southern driveway. Kopper stated that the gas station was agreeable to closing that driveway.

Rollo moved that the committee remove the E. 3rd St. project and it was seconded. Sims stated that the motion just made was in regards to CS-55 and CS-03 and that those projects were to be removed from the list. The motion was approved by a voice vote.

4. Schedule Future Meetings

The committee decided to wait to schedule future meetings until the new council members were appointed to the committee.

5. Minutes

Lucas stated that there were none ready to approve. He suggested that minutes be distributed to the committee members and they be given a set time to review and then make a recommendation to the chair to approve the minutes. Rollo made a motion to allow for approval of minutes as suggested by Lucas and it was seconded. The motion was approved by voice vote.

6. Adjourn

Rollo moved and it was seconded to adjourn the meeting. The motion was approved by voice vote. The meeting was adjourned at 1:10 p.m.

SIDEWALK COMMITTEE CHAIR:

Jim Sims, Chair
Bloomington Common Council

Date

ATTEST:

Sofia McDowell
Chief Deputy Clerk
Office of the Clerk

Date

Appendix Two - Amount and Use of Funds for 2021

Alternative Transportation Fund

\$330,000 Appropriated for 2021

To be Allocated Towards:

Sidewalk Projects

Traffic-Calming/Pedestrian Facility Initiatives

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

Utilities – Storm Water Funds and Projects

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

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

Presentation

Chair/Staff

Materials

BMC 15.37.160 - *enclosed*

ATF Fund Sheet

CBU Funding/In-Kind Sheet – 2007 – 2020

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

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

Annual Totals YTD

Reclass Journal Type

Classification **Capital Outlays**Fiscal Year **2020**

	Amended Budget \$372,348.00	Encumbrances \$67,455.00	Expenses \$38,938.00	YTD Balance \$265,955.00	Percent Used 29%	
Month	Budget	Amendments	Encumbrances	Expenses	Current YTD Balance	Percent Used
January	\$324,000.00	\$48,348.00	\$48,348.00	\$0.00	\$324,000.00	13 %
February	\$0.00	\$0.00	\$0.00	\$0.00	\$324,000.00	13 %
March	\$0.00	\$0.00	\$0.00	\$0.00	\$324,000.00	13 %
April	\$0.00	\$0.00	\$0.00	\$0.00	\$324,000.00	13 %
May	\$0.00	\$0.00	-\$4,000.00	\$4,000.00	\$324,000.00	13 %
June	\$0.00	\$0.00	\$4,925.00	\$0.00	\$319,075.00	14 %
July	\$0.00	\$0.00	\$0.00	\$0.00	\$319,075.00	14 %
August	\$0.00	\$0.00	\$53,120.00	\$0.00	\$265,955.00	29 %
September	\$0.00	\$0.00	\$0.00	\$0.00	\$265,955.00	29 %
October	\$0.00	\$0.00	-\$33,238.00	\$33,238.00	\$265,955.00	29 %
November	\$0.00	\$0.00	-\$1,700.00	\$1,700.00	\$265,955.00	29 %
December	\$0.00	\$0.00	\$0.00	\$0.00	\$265,955.00	29 %
Total	\$324,000.00	\$48,348.00	\$67,455.00	\$38,938.00	\$265,955.00	29 %
Unposted Transactions	\$0.00	\$0.00	\$0.00	\$0.00	\$265,955.00	29 %
Grand Total	\$324,000.00	\$48,348.00	\$67,455.00	\$38,938.00	\$265,955.00	29 %

CBU Contributions to City Council Sidewalk projects - 2007 to 2020						
Date	Project	Contractor	Invoice	Materials	Labor	Equipment
November 2, 2007	Arden Drive Sidewalk (Windsor Dr to High St)	Groomer Construction	\$46,174.23			
February 8, 2008	Maxwell Lane Sidewalk (Clifton Ave to High St)	Groomer Construction	\$20,537.00			
February 8, 2008	Marilyn Drive Sidewalk (additional engineering)	Bynum Fanyo and Assoc.	\$2,413.75			
March – Aug 2008	East 5th Street Sidewalk (Hillsdale Dr to Dead End)	CBU		\$89,075.35	\$27,314.94	\$29,737.00
April 18, 2008	High Street Sidewalk (across from Child's Elementary)	Hardin Construction	\$2,900.00			
May 2, 2008	2nd Street Sidewalk at Woodscrest Dr	Hardin Construction	\$55,726.30			
July 25, 2008	17th Street Sidewalk (Lindbergh Dr to Arlington Park Dr)	Hardin Construction	\$7,010.00			
August 8, 2008	East 5th Street Sidewalk (additional engineering)	Bledsoe/Riggert/Guerretauz	\$364.50			
September 19, 2008	Henderson Street Sidewalk (Allen St to 200 feet South)	Hardin Construction	\$3,498.00			
January 9, 2009	East 5th Street Sidewalk (Hillsdale Dr to Dead End)	Groomer Construction	\$61,599.98			
January 8, 2010	Near West Side and Diamond Gardens Neighborhood	Hardin Construction	\$5,440.00			
March 19, 2010	Madison Street Sidewalk (Prospect St to 3rd St)	Hardin Construction	\$29,987.00			
July 23, 2010	Kinser Pike Sidewalk (Gourley Pike to 45/46 Bypass)	Hunt Paving & Const.	\$8,402.84			
September 17, 2010	Henderson Street Sidewalk (Moody Dr to Thornton Dr)	Crider and Crider Inc.	\$37,474.25			
Oct, 2010-Sept, 2011	Marilyn Drive Sidewalk (Nancy St to High St)	CBU		\$85,348.00	\$17,936.53	\$17,380.00
May, 2011-Sept, 2011	Marilyn Drive Sidewalk (Nancy St to High St)	Crider and Crider Inc.	\$17,252.00			
Aug, 2012-Dec, 2012	Southdowns Ave/ Jordan Ave Improvements	CBU		\$9,855.00	\$5,059.20	\$4,432.00
Mar 2013- Oct 2014	17th St Sidewalk between Kinser and College	CBU		\$63,991.00	\$18,586.82	\$26,013.97
Oct 2015-Nov 2015	Fairview Sidewalk	CBU		\$0.00	\$14,899.76	\$13,206.00
April - Aug 2019	Mitchell Street Sidewalk (Maxwell Ln to Circle Dr, east side)	Monroe, LLC	\$45,000.00			
TOTALS			\$326,527.85	\$248,269.35	\$83,797.25	\$90,768.97

Prepared by J Fleig 2/8/2016, updated by B Boustani 11/24/2020

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

Presentation

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

Background Material

Memo to Council Sidewalk Committee (10/24/2020) – Including Status Report on Recently Completed and On-Going Council Committee Projects and Some Recommendations for this Year's Funding (Rosenbarger, Kopper, Rickbell & Aten) – *enclosed*

Excerpts from 2020 Council Sidewalk Committee Report - Narrative and Recommendations – *enclosed*

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

MEMO

TO: City of Bloomington Council Sidewalk Committee

THRU: Scott Robinson, Director, Planning and Transportation Department

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

DATE: November 24, 2020

RE: 2019 and 2020 Council Sidewalk Project Status Report
2021 Council Sidewalk Prioritization Update

PRE-2020 COUNCIL SIDEWALK PROJECT UPDATES:

The following City Council Sidewalk Committee (CSC) 2018 and 2019 initiatives saw activity in 2020.

COMPLETED PROJECTS

- MOORES PIKE SIDEWALK – In 2016 the Committee allocated \$41,880 towards the design of a sidewalk within the southern right-of-way of East Moores Pike, from South Sare Road to South Woodruff Lane. This project is also related to the Moores Pike and Clarizz crosswalk project which was previously constructed. Design was completed in early 2019 with a revised construction estimate of \$222,500. The project was bid out August 5th, 2019 and subsequently awarded to E&B Paving, Inc. at a contract price of \$322,322.00. In 2019 the Council Sidewalk Committee appropriated \$195,000 along with the understanding that any additional unspent 2019 funds be applied to the project. Final construction cost for the Mitchell Street Sidewalk came in below the bid award amount by \$11,891.08, and those funds were applied to the Moores Pike project increasing the Council’s contribution to \$206,891.08. The remaining \$115,430.92 of construction funding was provided by the Planning and Transportation (P&T) portion of the Alternative Transportation fund. Construction of the project was completed in November 2019 with a final construction cost of \$333,364.87.
- WEST ALLEN STREET, TRAFFIC CALMING – In 2019 the CSC allocated \$17,500 to construct traffic calming on West Allen Street between Adams Street and Patterson Drive with direction that additional unspent 2019 funds may also be applied to the project. City staff initiated public outreach for the project in June 2019. Construction was bid and awarded in winter 2019. Construction was initiated and completed in spring 2020. CSC funding contributed \$33,238 and P&T funding contributed the remaining \$193,281.48 for a total construction cost of \$226,519.48.

ONGOING 2020 PROJECTS

- MAXWELL STREET, FROM MILLER DRIVE TO NORTH OF SHORT STREET - In 2018 the Committee allocated \$13,000 towards the design of a sidewalk on the west side of South Maxwell Street. In October of 2018 the City awarded a design contract to Bynum Fanyo & Associates Inc. in the amount of \$20,920. The additional \$7,920 in design funding was paid by Planning and Transportation funds. The original allocation specified the west side of the street, but the CSC agreed to allow the project's initial feasibility/design phase determine the most appropriate side of the street for this sidewalk. The east side was chosen due to the availability of existing right-of-way and fewer impacts to neighboring properties. In 2020 the CSC allocated \$123,000 for right of way services and construction. No funds were spent on right of way services because it was determined that no further acquisition is necessary for the project. Construction was bid and awarded at the 11/10 Board of Public Works for \$136,826. The Total 2020 CSC expenditure on this project is \$136,826. Construction is anticipated in Spring 2021.
- WEST 14TH STREET, MADISON TO WOODBURN – In 2019 the CSC allocated \$30,000 to design a new segment of sidewalk on the north side of West 14th Street from North Madison Street to North Woodburn Avenue. A design contract in the amount of \$15,110.00 was awarded in October 2019 through the Board of Public Works. In 2020 the CSC allocated \$50,000 to construction with expectation that Community Development Block Grant (CDBG) funds might be awarded based on a pending application. The project was awarded \$132,337 in CDBG funds. Construction bids were opened on 11/19/2020 with a low bid of \$194,658.75. The CSC portion of the construction contract is \$62,321.75. Construction is anticipated in Spring 2021.
- TRAFFIC CALMING, BROADVIEW – In 2020 the CSC allocated \$60,000 for installation of permanent traffic calming in the Broadview and Countryside areas. This allocation was contingent upon the neighborhoods' successful completion of the Neighborhood Traffic Safety Program. Neither neighborhood successfully completed this process. Recently, Council approved an ordinance to update this process to be more responsive to resident's needs and also allow City staff to initiate traffic calming projects. Staff anticipates further discussion with these neighborhoods in 2021 to resolve the temporary traffic calming.
- MOORES PIKE AND SMITH ROAD – In 2020 the CSC allocated \$28,000 for both design and construction of curb ramps and crosswalks at this intersection. In August 2020 the City awarded a design contract to engineering firm Bledsoe Riggert Cooper James in the amount of \$9,680. This project is currently out for quotes for construction with a letting date of 12/7/2020. The current construction estimate is \$40,000.
- SOUTH WALNUT STREET, FROM WINSLOW TO RIDGEVIEW – In 2020 the CSC allocated \$32,000 for design of a sidewalk on the east side of Walnut. In August 2020 the City awarded a design contract to engineering firm Bledsoe Riggert Cooper James in the amount of \$43,440 (after communicating the funding difference to the CSC). This project does not have any allocated construction funding.

- ADAMS STREET, FROM KIRKWOOD TO FOUNTAIN – In 2020 the CSC allocated \$31,000 toward design of a sidewalk on the west side of Adams. As the lowest prioritized project for the year, it was expected that staff will only be able to partially encumber a design contract for this project. Staff is awaiting the bid results of other prioritized projects before initiating this contract. This project does not have any allocated right of way or construction funding.

PREVIOUS YEAR PROJECTS AWAITING ADDITIONAL FUNDING

- NONE - All active previous year projects are already noted in the previous section.

2020 COUNCIL SIDEWALK PROJECTS SUMMARY:

In 2020, the CSC submitted to the City Common Council the 2020 Council Sidewalk Committee Report. That report recommended the allocation of \$324,000 in alternative transportation funds for the development and/or construction of projects summarized in the table below.

TABLE 1 – 2020 COUNCIL SIDEWALK ALLOCATION SUMMARY		
PROJECT	ALLOCATION	DESCRIPTION
Maxwell Street Sidewalk	\$123,000	Right of Way + Construction
14 th Street Sidewalk	\$50,000	Construction
Traffic Calming, Broadview	\$60,000	Construction
Moores Pike at Smith Crosswalk	\$28,000	Design + Construction
S Walnut Street Sidewalk	\$32,000	Design
Adams Street Sidewalk	\$31,000	Design
TOTAL	\$324,000	

The City Planning and Transportation Department worked throughout 2020 to implement these projects. The Maxwell and 14th Street projects have been bid and staff will award construction contracts before the end of the year. Design contracts have been approved for both the Walnut Street sidewalk and the Moores Pike at Smith crosswalk projects. A construction contract for the Moores Pike at Smith crosswalk is also expected to be awarded before the end of the year. The traffic calming projects could not progress due to the previous NTSP process and funds for that work can be reallocated to the other priorities. The Adams Street sidewalk project is estimated to utilize the remainder of the 2020 funds.

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

TABLE 2 – 2019 ALLOCATION ESTIMATE AND ACTUAL COST SUMMARY

PROJECT	ALLOCATION	SPENT/ESTIMATE*	DIFFERENCE	DESCRIPTION
Maxwell Street Sidewalk	\$123,000	\$136,826	\$13,826	Construction
14th Street Sidewalk	\$50,000	\$62,321.75	\$12,321.75	Construction
Traffic Calming, Broadview	\$60,000	\$0	-\$60,000	Construction
Moores Pike at Smith Crosswalk	\$28,000	\$49,680	\$21,680*	Design + Construction
S Walnut Street Sidewalk	\$32,000	\$43,440	\$11,440	Design
Adams Street Sidewalk	\$31,000	\$31,732.25*	\$732.25*	Design
TOTAL	\$324,000	\$324,000	\$0	

* Asterisk indicates estimated amount

All of the 2020 Council Sidewalk Committee projects except the Broadview area traffic calming made progress and are on track for funding encumbrance in 2020. Funding for the Moores Pike at Smith crosswalk project is based on conceptual estimates and final numbers will not be available until the end of November 2020. As indicated above, staff is recommending that any unused funds be shifted between projects based on the priority order previously established by the Committee.

SIDEWALK INFORMATIONAL MAPS

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

SIDEWALK LOCATION EVALUATION AND RANKING

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

The updated Project Prioritization Table is included for 2021 Council Sidewalk funding considerations. Projects anticipated to be completed in early 2021 are listed in Table 2 (Moores Pike, Walnut Street, and Maxwell Street) and a new request is included and noted with a “2020” next to the street name.

Because of these changes the reevaluation results in a slightly different priority order than last year's ranking.

COMPLEMENTARY INITIATIVES

The following projects from the Council Sidewalk Committee's 2021 project prioritization list have a range of design aspects that are currently either being planned, designed, or constructed outside of City Council Sidewalk Committee initiatives. This may present complementary opportunities to explore that are not captured by the 2021 project prioritization rankings.

- PETE ELLIS, 3RD STREET TO 10TH STREET – Intersection improvements are anticipated at the 10th Street/Pete Ellis intersection in the next couple of years in conjunction with the development of the IU Health Bloomington Regional Academic Health Campus.
- INDIANA AVE, NW CORNER 3RD ST & INDIANA AVE – The City has plans to modernize the signalized intersection at 3rd Street and Indiana in summer 2021.
- EAST 3RD STREET, 2 VACANT LOTS EAST OF PARK RIDGE – Recent dedication of right-of-way along West 3rd Street will drastically reduce the project cost.
- GOURLEY PIKE, KINSER PIKE TO MONROE STREET – INDOT has indicated that they are planning on improving the intersection 45/46 and Stone Lake Drive/Monroe Street.
- SOUTH ROGERS STREET, SOUTH OF HILLSIDE DRIVE – Recent property subdivision by the Parks and Recreation Department associated with Switchyard Park requires the installation of the missing section of sidewalk on the eastern right-of-way.
- 5TH STREET, UNION STREET TO HILLSDALE DRIVE – The Committee began designing a section of sidewalk along Union Street. The 2019 CSC choose to delay this project until an undetermined future date.
- 17TH STREET, CRESCENT TO COLLEGE AVE – The City's recent project on 17th Street from Crescent to Monroe Street includes a sidewalk on the south side of the street and a multiuse path on the north side. The City is also completing design for multiuse path on the north side of 17th Street from Monroe to Grant. Construction of this project would take place in 2022.
- ROCKPORT ROAD, COUNTRYSIDE TO TAPP – A continuous sidewalk now exists on the west side of Rockport from Rogers to Tapp Road.
- RHORER ROAD, WALNUT STREET TO SARE ROAD – Monroe County is currently constructing a project that will install new sidewalks and a multiuse path from Rogers Street to Walnut Street Pike. The City has begun the design process for a multiuse path that will connect the Jackson Creek Trail to South Sare Road. Construction is anticipated in 2020.
- SOUTH SARE ROAD, ROGERS ROAD TO CATHCART STREET – The City will construct a multiuse path on the west side of Sare that will connect the existing path at Buttonwood Lane to the existing path at Cathcart Street. Construction began this year and will be completed in 2021.
- TRANSPORTATION PLAN – The City recently adopted an updated transportation plan. This plan can aid in identification and prioritization of new projects and may be beneficial in the deliberations of the Council Sidewalk Committee.

2021 COUNCIL SIDEWALK ALLOCATION RECOMMENDATIONS:

Design, right of way acquisition, and construction are the typical project phases over the course of a project's lifecycle. Each phase requires significant resources and time. Generally, moving from design through construction over a few years provides the most efficient means to complete requests. Each year a mix of funding for design, right of way, and construction helps to sustain efficient project completion. Priorities for 2021 projects should consider previously funded, but not yet completed projects in addition to at least one new project design that has not yet received prior funding.

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

Staff recommends Council Sidewalk Committee funds are allocated towards the recently adopted Traffic Calming and Greenways Program. When considering traffic calming projects, \$50,000 would fund approximately two projects which will be identified through the resident-led traffic calming process. In the past, the Department has implemented traffic calming techniques to improve the City's neighborhood greenways (e.g. East Allen Street), to mitigate traffic between local food pantry partners and Bloomington Transit Routes (West Allen Street), and respond to resident requests (e.g. Morningside Drive). Currently there are several general concerns which staff would consider for the Staff- Led process. There are also numerous streets prioritized in the transportation plan for neighborhood greenway treatments.

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

ATTACHMENT:

2021 Council Sidewalk Committee – Initial Project Prioritization Matrix

2021 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 (2021)
CS-04	Indiana Ave. (2016)	2016	NW Corner 3rd St. & Indiana Ave.	268	91	1	2.95	15	633	1	1,193	3	20	4	1
CS-63	S Overhill Dr	2019	E. 3rd Street to E. 5th Street	590	80	2	2.26	9	243	0	504	22	33	n/a	2
CS-13	Gourley Pk. (2016)	2016	College/Old SR37 to Kinser Pike	1,084	66	10	2.93	14	194	10	930	12	46	13	3
CS-25	Palmer St. connector path		Wylie St. to 1st St.	529	75	4	1.50	1	146	13	328	28	46	25	3
CS-06	19th St. (2011)	2011	Walnut St. to Dunn St.	1,120	68	9	3.48	30	178	11	1,229	2	52	6	5
CS-68	Range Rd.	2019	10th St. to Range Rd. curve	1,467	45	25	2.97	16	223	7	934	11	59		6
CS-31	Allen St. (2015)	2015	Henderson St. to Lincoln St.	1,184	72	6	1.99	3	113	24	302	30	63	31	7
CS-05	14th St.		Madison St. to Woodburn Ave.	450	75	4	3.58	36	220	8	769	16	64	4	8
CS-27	Wylie St. (2013)	2013	Lincoln St. to Henderson St.	1,150	76	3	2.33	10	121	20	301	31	64	27	8
CS-59	S Fess Ave	2019	Bryan Park to E. Hillside Drive	815	54	21	2.07	4	134	14	350	27	66	n/a	10
CS-28	Mitchell St. (2016)	2016	Maxwell Ln. to Atwater Ave.	1,890	57	16	2.91	13	265	3	282	35	67	28	11
CS-21	Clark St.		3rd St. to 7th St.	1,390	70	7	3.25	23	131	16	360	26	72	21	12
CS-23	8th St. (2017)	2017	Jefferson St. to Hillsdale Dr.	938	63	11	3.16	22	230	6	284	34	73	23	13
CS-60	S Stull Ave	2019	Bryan Park to E. Hillside Drive	985	42	28	1.96	2	125	19	314	29	78	n/a	14
CS-19	17th St. (2012)	2012	Crescent Street to College Ave.	5,500	9	54	2.46	12	216	9	996	7	82	18	15
CS-29	Palmer St. (2019)	2019	Grimes Lane to 1st Street	2,150	63	11	2.99	17	113	24	285	33	85	29	16
CS-57	E. Morningside Drive	2019	N. Smith Road to E. 3rd Street	2,690	57	16	2.11	6	118	21	218	43	86	n/a	17
CS-40	Franklin Dr. (2017)	2017	3rd St. to Fairfield Dr.	148	48	22	2.38	11	49	44	943	10	87	40	18
CS-09	Gourley Pk. (2017)	2017	Kinser Pike to Monroe St.	2,900	44	27	3.62	39	126	18	1,083	5	89	9	19
CS-15	5th St.		Union St. to Hillsdale Dr.	1,671	69	8	3.52	33	131	17	298	32	90	15	21
CS-58	S Park Ave	2019	Bryan Park to E. Hillside Drive	1,287	45	25	2.08	5	116	23	281	36	89	n/a	19
CS-26	Bryan Ave. (2013)	2013	3rd St. to 7th St.	1,400	59	15	3.34	25	90	31	539	21	92	26	22
CS-64	E Grimes Ln	2019	S. Lincoln Street to alley west of S. Dunn Street (south side)	742	60	14	3.66	42	132	15	412	24	95	n/a	23
CS-08	Smith Rd. (2011)	2011	Grandview Dr. to 10th St. (west)	1,352	33	37	3.63	40	260	4	771	15	96	8	24
CS-32	W. 3rd St. (2018)	2018	Walker St. to ~240 ft. west	240	46	24	3.12	21	79	34	597	19	98	32	25
CS-45	Oakdale Dr. (2018)	2018	Oakdale Sq. to Bloomfield Rd.	1,350	34	34	3.04	20	80	33	792	14	101	45	26
CS-61	E Sheffield Dr	2019	N. Plymouth Road to N. Park Ridge Road	693	38	32	2.22	8	162	12	134	49	101	n/a	26
CS-16	N. Indiana (2015)	2015	15th St. to 17th St.	409	57	16	3.61	37	76	36	881	13	102	16	28
CS-62	S Walnut St	2019	E. Winslow Road to E. Ridgeview Drive (east side)	1,403	56	19	3.72	46	111	26	729	17	108	n/a	29
CS-11	Jefferson St.		3rd St. to 7th St.	1,375	62	13	3.66	43	97	28	393	25	109	11	30
CS-12	E. 10th St. (2015)	2015	Grandview Dr. to Russell Rd.	2,390	26	42	4.01	54	268	2	571	20	118	12	32
CS-14	Miller Dr.		Huntington Dr. to Olive St.	423	32	38	3.66	43	82	32	1,191	4	117	14	31
CS-36	Fee Ln. (2015)	2015	SR 45/46 to Lot 12 Entrance	1,353	15	51	3.44	28	48	45	5,400	1	125	36	33
CS-17	Walnut St.		Hoosier St. to Force Fitness driveway	369	47	23	3.74	47	34	48	986	9	127	17	34
CS-30	W. Allen St. (2018)	2018	Strong Dr. to Adams St.	1,320	42	28	3.89	50	73	37	662	18	133	30	35
CS-34	Cory Ln. (2015)	2015	2nd St. to 3rd. St.	2,332	25	44	3.61	38	48	45	987	8	135	34	36
CS-65	E Elliston Dr	2019	S. Bainbridge Drive to Sherwood Oaks Park	1,695	12	52	2.14	7	63	40	248	37	136	n/a	37
CS-38	Arlington Rd. (2018)	2018	Monroe St. to Prow Rd.	5,150	11	53	3.49	32	28	49	1,029	6	140	37	38
CS-37	Nancy St.		Hillsdale Dr. to Mark St.	878	23	45	3.48	31	94	29	235	40	145	37	39
CS-39	Smith Rd. (2011)	2011	Hagan St. to Brighton Ave. (west)	1,817	29	40	3.56	34	118	21	122	50	145	39	39
CS-35	Walnut St. (2013)	2013	SR 45/46 to 500 ft N of Fritz Dr	2,300	40	30	3.65	41	18	51	481	23	145	35	39
CS-50	E. Wimbleton Ln. (2018)	2018	High St. to Montclair Ave.	1,040	17	49	3.03	18	79	34	164	45	146	50	42
CS-67	S. Maxwell St	2019	E. Miller Dr to E. Short Street	1,020	21	48	3.03	18	45	47	246	38	151	n/a	43
CS-44	Graham Dr. (2011)	2011	Rockport Rd. to Rogers St.	1,815	23	45	3.34	26	58	42	234	41	154	44	44
CS-49	Woodlawn Avenue (2017)	2017	Weatherstone Ln. to Maxwell Ln.	1,328	56	19	3.56	35	21	50	86	51	155	48	45
CS-18	Moore Pk.		Valley Forge Rd. to High St.	1,060	34	34	4.17	56	107	27	240	39	156	18	46
CS-48	S. Highland (2015)	2015	Winslow Park Parking to Sidewalk	755	26	42	3.45	29	55	43	158	46	160	48	47
CS-20	High St.		Covenanter Dr. to 2nd St.	2,622	40	30	4.01	53	93	30	156	47	160	20	47
CS-66	Adams St	2019	W Kirkwood to 11th Street (west side)	2,338	37	33	3.67	45	63	40	222	42	160	n/a	47
CS-33	Curry Pike (2017)	2017	SR 45 to Beasley Dr.	2,638	34	34	3.92	51	68	39	207	44	168	33	50
CS-54	N. Dunn St. (2015)	2015	Tamarack Trail to Lakewood Dr.	3,602	30	39	3.41	27	0	53	64	55	174	54	51
CS-52	Ramble Rd.		Ramble Rd. to Dunn St.	875	6	55	3.26	24	0	53	86	51	183	52	52
CS-43	Winslow Rd. (2017)	2017	High Street to Xavier Ct.	1,524	17	49	3.95	52	69	38	152	48	187	43	53
CS-47	Dunn St.		SR 45/46 to Tamarack Tr.	2,044	27	41	3.83	48	7	52	74	53	194	47	54
CS-41	Rhorer Rd.		Walnut St. to Sare Rd.	4,775	23	45	4.06	55	0	53	69	54	207	40	55
CS-51	Kinser Pk.		north of Acuff Rd.	1,595	3	56	3.83	48	0	53	40	56	213	51	56
CS-68	North Dunn	2020	15th to 16th Street		65	11		#N/A							
CS-69	N. Crescent Road	2020	Fountain Drive to Marquis Drive		5	57		#N/A							

** Green rows indicate projects funded in 2020, and may be ongoing
 *** See the index (which follows this sheet in the materials) for a list of recently completed projects and recently removed proposals

New to be added in 2022:

CS-68	North Dunn	2020	15th to 16th Street
CS-69	N. Crescent Road	2020	Fountain Drive to Marquis Drive

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).

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 attached Narrative for details.*
- **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.
- *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 (Additional Amounts – Should They be Appropriated)</u>	<u>CBU</u>	<u>OTHER 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
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.					

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.

Appendix Four – Evaluation of Proposed Sidewalk Projects

Presentation

*Presented by Mallory Rickbeil, Bicycle and Pedestrian
Coordinator*

Action

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

Background Material

Council Sidewalk Criteria – *enclosed*

Table of Council Sidewalk Criteria with Objective Factors -
enclosed

Planning and Transportation Department Elaboration of Council
Sidewalk Criteria and Prioritization Sheet - *enclosed*

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

Council Sidewalk Committee Policies

Criteria for Selecting Sidewalk Projects

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

History of Revisions

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

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

Other Policies

Overage Policy

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

Council Sidewalk Criteria – Application of Emerging Objective Factors

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

City of Bloomington
City Council Sidewalk Committee 2009 Prioritization Process

Process Overview

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

Prioritization Methodology

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

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

Known Issues

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

Walk Score

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

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

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

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

Pedestrian Level of Service (Ped LOS)

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

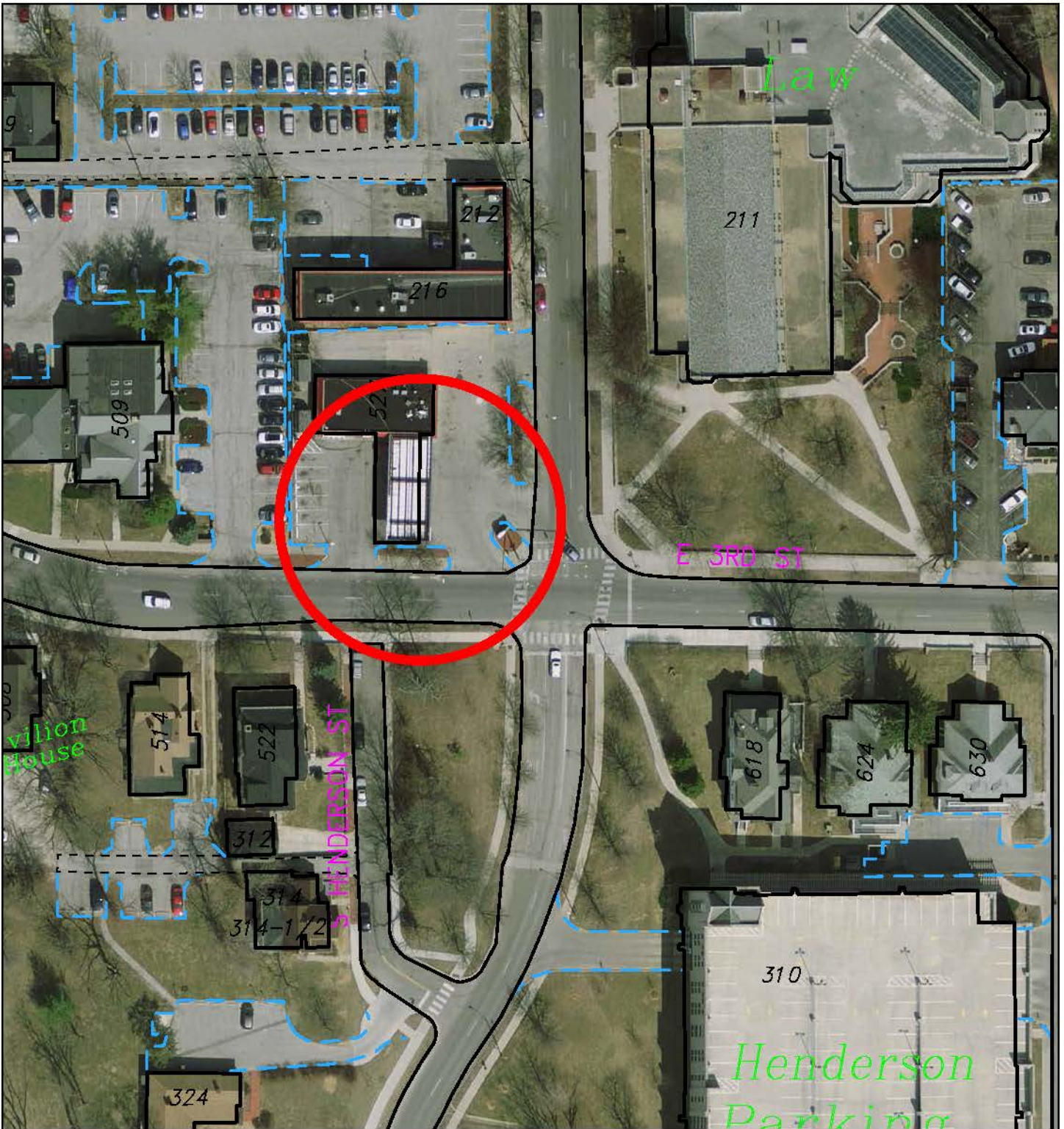
2021 Council Sidewalk Committee - Initial Project Prioritization

	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 (2021)
CS-04	Indiana Ave. (2016)	2016	NW Corner 3rd St. & Indiana Ave.	268	91	1	2.95	15	633	1	1,193	3	20	4	1
CS-63	S Overhill Dr	2019	E. 3rd Street to E. 5th Street	590	80	2	2.26	9	243	0	504	22	33	n/a	2
CS-13	Gourley Pk. (2016)	2016	College/Old SR37 to Kinser Pike	1,084	66	10	2.93	14	194	10	930	12	46	13	3
CS-25	Palmer St. connector path		Wylie St. to 1st St.	529	75	4	1.50	1	146	13	328	28	46	25	3
CS-06	19th St. (2011)	2011	Walnut St. to Dunn St.	1,120	68	9	3.48	30	178	11	1,229	2	52	6	5
CS-68	Range Rd.	2019	10th St. to Range Rd. curve	1,467	45	25	2.97	16	223	7	934	11	59		6
CS-31	Allen St. (2015)	2015	Henderson St. to Lincoln St.	1,184	72	6	1.99	3	113	24	302	30	63	31	7
CS-05	14th St.		Madison St. to Woodburn Ave.	450	75	4	3.58	36	220	8	769	16	64	4	8
CS-27	Wylie St. (2013)	2013	Lincoln St. to Henderson St.	1,150	76	3	2.33	10	121	20	301	31	64	27	8
CS-59	S Fess Ave	2019	Bryan Park to E. Hillside Drive	815	54	21	2.07	4	134	14	350	27	66	n/a	10
CS-28	Mitchell St. (2016)	2016	Maxwell Ln. to Atwater Ave.	1,890	57	16	2.91	13	265	3	282	35	67	28	11
CS-21	Clark St.		3rd St. to 7th St.	1,390	70	7	3.25	23	131	16	360	26	72	21	12
CS-23	8th St. (2017)	2017	Jefferson St. to Hillsdale Dr.	938	63	11	3.16	22	230	6	284	34	73	23	13
CS-60	S Stull Ave	2019	Bryan Park to E. Hillside Drive	985	42	28	1.96	2	125	19	314	29	78	n/a	14
CS-19	17th St. (2012)	2012	Crescent Street to College Ave.	5,500	9	54	2.46	12	216	9	996	7	82	18	15
CS-29	Palmer St. (2019)	2019	Grimes Lane to 1st Street	2,150	63	11	2.99	17	113	24	285	33	85	29	16
CS-57	E. Morningside Drive	2019	N. Smith Road to E. 3rd Street	2,690	57	16	2.11	6	118	21	218	43	86	n/a	17
CS-40	Franklin Dr. (2017)	2017	3rd St. to Fairfield Dr.	148	48	22	2.38	11	49	44	943	10	87	40	18
CS-09	Gourley Pk. (2017)	2017	Kinser Pike to Monroe St.	2,900	44	27	3.62	39	126	18	1,083	5	89	9	19
CS-15	5th St.		Union St. to Hillsdale Dr.	1,671	69	8	3.52	33	131	17	298	32	90	15	21
CS-58	S Park Ave	2019	Bryan Park to E. Hillside Drive	1,287	45	25	2.08	5	116	23	281	36	89	n/a	19
CS-26	Bryan Ave. (2013)	2013	3rd St. to 7th St.	1,400	59	15	3.34	25	90	31	539	21	92	26	22
CS-64	E Grimes Ln	2019	S. Lincoln Street to alley west of S. Dunn Street (south side)	742	60	14	3.66	42	132	15	412	24	95	n/a	23
CS-08	Smith Rd. (2011)	2011	Grandview Dr. to 10th St. (west)	1,352	33	37	3.63	40	260	4	771	15	96	8	24
CS-32	W. 3rd St. (2018)	2018	Walker St. to ~240 ft. west	240	46	24	3.12	21	79	34	597	19	98	32	25
CS-45	Oakdale Dr. (2018)	2018	Oakdale Sq. to Bloomfield Rd.	1,350	34	34	3.04	20	80	33	792	14	101	45	26
CS-61	E Sheffield Dr	2019	N. Plymouth Road to N. Park Ridge Road	693	38	32	2.22	8	162	12	134	49	101	n/a	26
CS-16	N. Indiana (2015)	2015	15th St. to 17th St.	409	57	16	3.61	37	76	36	881	13	102	16	28
CS-62	S Walnut St	2019	E. Winslow Road to E. Ridgeview Drive (east side)	1,403	56	19	3.72	46	111	26	729	17	108	n/a	29
CS-11	Jefferson St.		3rd St. to 7th St.	1,375	62	13	3.66	43	97	28	393	25	109	11	30
CS-12	E. 10th St. (2015)	2015	Grandview Dr. to Russell Rd.	2,390	26	42	4.01	54	268	2	571	20	118	12	32
CS-14	Miller Dr.		Huntington Dr. to Olive St.	423	32	38	3.66	43	82	32	1,191	4	117	14	31
CS-36	Fee Ln. (2015)	2015	SR 45/46 to Lot 12 Entrance	1,353	15	51	3.44	28	48	45	5,400	1	125	36	33
CS-17	Walnut St.		Hoosier St. to Force Fitness driveway	369	47	23	3.74	47	34	48	986	9	127	17	34
CS-30	W. Allen St. (2018)	2018	Strong Dr. to Adams St.	1,320	42	28	3.89	50	73	37	662	18	133	30	35
CS-34	Cory Ln. (2015)	2015	2nd St. to 3rd. St.	2,332	25	44	3.61	38	48	45	987	8	135	34	36
CS-65	E Elliston Dr	2019	S. Bainbridge Drive to Sherwood Oaks Park	1,695	12	52	2.14	7	63	40	248	37	136	n/a	37
CS-38	Arlington Rd. (2018)	2018	Monroe St. to Prow Rd.	5,150	11	53	3.49	32	28	49	1,029	6	140	37	38
CS-37	Nancy St.		Hillsdale Dr. to Mark St.	878	23	45	3.48	31	94	29	235	40	145	37	39
CS-39	Smith Rd. (2011)	2011	Hagan St. to Brighton Ave. (west)	1,817	29	40	3.56	34	118	21	122	50	145	39	39
CS-35	Walnut St. (2013)	2013	SR 45/46 to 500 ft N of Fritz Dr	2,300	40	30	3.65	41	18	51	481	23	145	35	39
CS-50	E. Wimbleton Ln. (2018)	2018	High St. to Montclair Ave.	1,040	17	49	3.03	18	79	34	164	45	146	50	42
CS-67	S. Maxwell St	2019	E. Miller Dr to E. Short Street	1,020	21	48	3.03	18	45	47	246	38	151	n/a	43
CS-44	Graham Dr. (2011)	2011	Rockport Rd. to Rogers St.	1,815	23	45	3.34	26	58	42	234	41	154	44	44
CS-49	Woodlawn Avenue (2017)	2017	Weatherstone Ln. to Maxwell Ln.	1,328	56	19	3.56	35	21	50	86	51	155	48	45
CS-18	Moores Pk.		Valley Forge Rd. to High St.	1,060	34	34	4.17	56	107	27	240	39	156	18	46
CS-48	S. Highland (2015)	2015	Winslow Park Parking to Sidewalk	755	26	42	3.45	29	55	43	158	46	160	48	47
CS-20	High St.		Covenanter Dr. to 2nd St.	2,622	40	30	4.01	53	93	30	156	47	160	20	47
CS-66	Adams St	2019	W Kirkwood to 11th Street (west side)	2,338	37	33	3.67	45	63	40	222	42	160	n/a	47
CS-33	Curry Pike (2017)	2017	SR 45 to Beasley Dr.	2,638	34	34	3.92	51	68	39	207	44	168	33	50
CS-54	N. Dunn St. (2015)	2015	Tamarack Trail to Lakewood Dr.	3,602	30	39	3.41	27	0	53	64	55	174	54	51
CS-52	Ramble Rd.		Ramble Rd. to Dunn St.	875	6	55	3.26	24	0	53	86	51	183	52	52
CS-43	Winslow Rd. (2017)	2017	High Street to Xavier Ct.	1,524	17	49	3.95	52	69	38	152	48	187	43	53
CS-47	Dunn St.		SR 45/46 to Tamarack Tr.	2,044	27	41	3.83	48	7	52	74	53	194	47	54
CS-41	Rhorer Rd.		Walnut St. to Sare Rd.	4,775	23	45	4.06	55	0	53	69	54	207	40	55
CS-51	Kinser Pk.		north of Acuff Rd.	1,595	3	56	3.83	48	0	53	40	56	213	51	56
CS-68	North Dunn	2020	15th to 16th Street		65	11		#N/A							
CS-69	N. Crescent Road	2020	Fountain Drive to Marquis Drive		5	57		#N/A							

** Green rows indicate projects funded in 2020, and may be ongoing
 *** See the index (which follows this sheet in the materials) for a list of recently completed projects and recently removed proposals

New to be added in 2022:

CS-68	North Dunn	2020	15th to 16th Street
CS-69	N. Crescent Road	2020	Fountain Drive to Marquis Drive



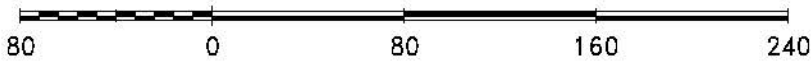
2016 Council Sidewalk Committee Request

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

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

By: shermand

24 Dec 15

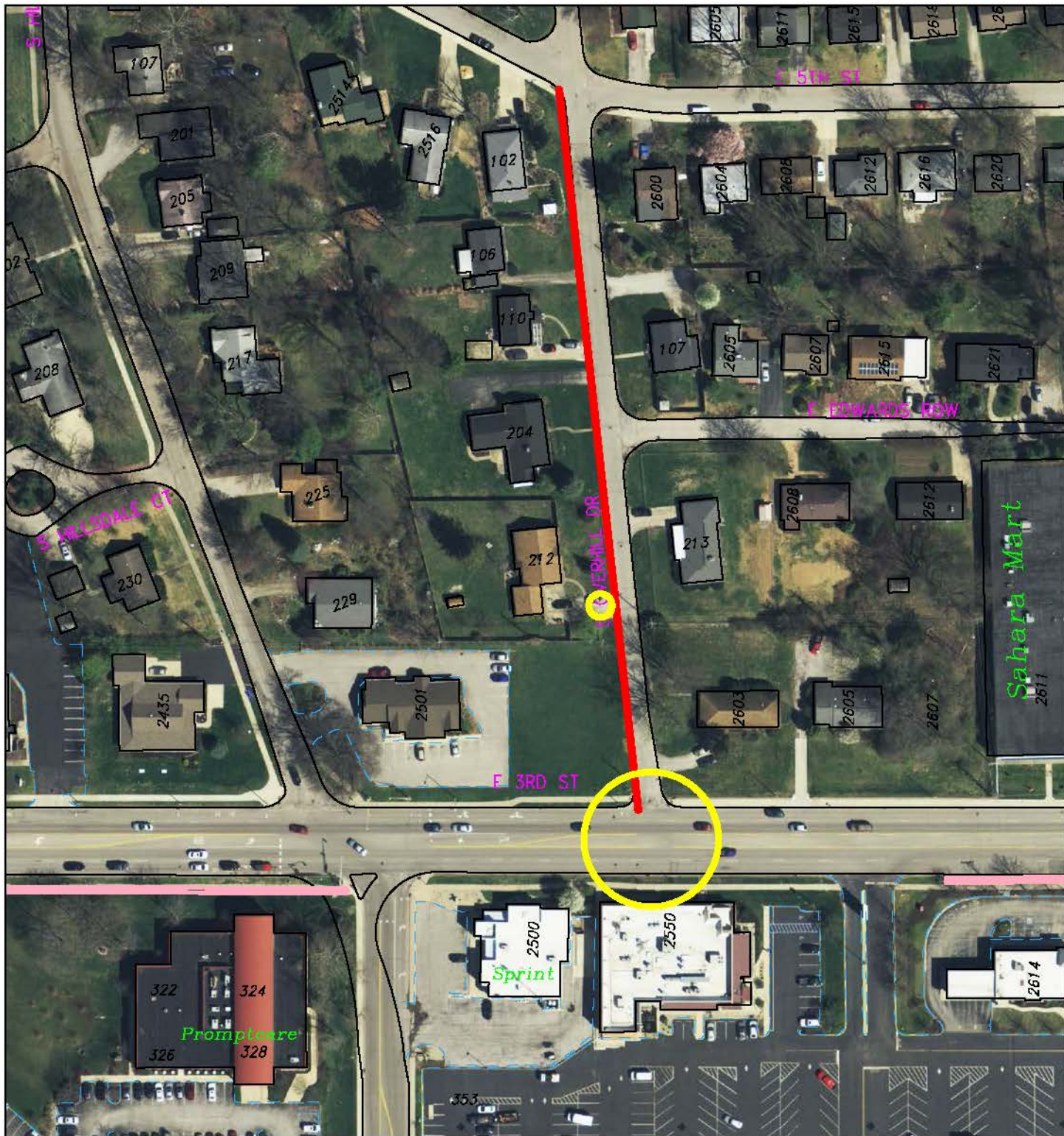


City of Bloomington
Clerk & Council



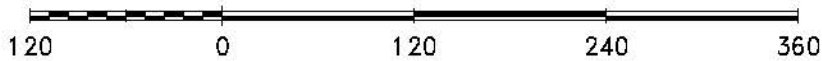
Scale: 1" = 80'

For reference only; map information NOT warranted.



Overhill Drive -- Sidewalk Committee 2020
 Sidewalk and Safety Concerns

By: oneillm
 17 Jun 19



For reference only; map information NOT warranted.

City of Bloomington
 Council Office

N

Scale: 1" = 120'



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

By: shermam
 28 Nov 16



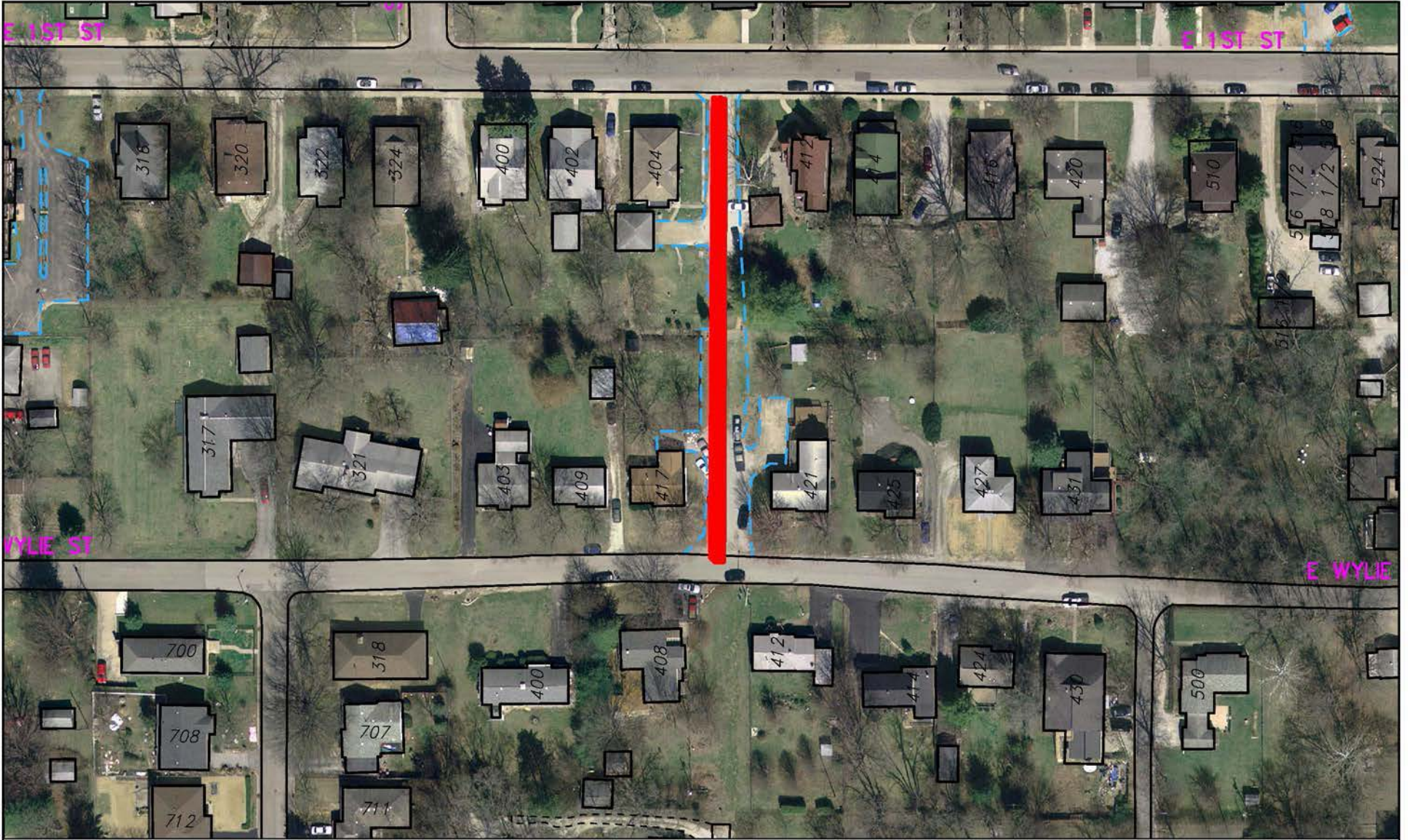
For reference only; map information NOT warranted.



City of Bloomington
 Council Office



Scale: 1" = 300'



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

By: fallsm
 7 Oct 08



For reference only; map information NOT warranted.

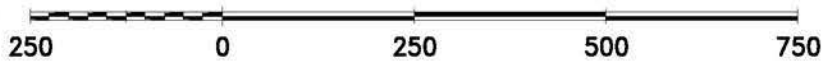
City of Bloomington
 Clerk & Council

Scale: 1" = 100'



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

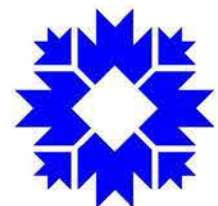
By: shermand
 1 Nov 11
 File: LP19th



For reference only; map information NOT warranted.



City of Bloomington
 Clerk & Council

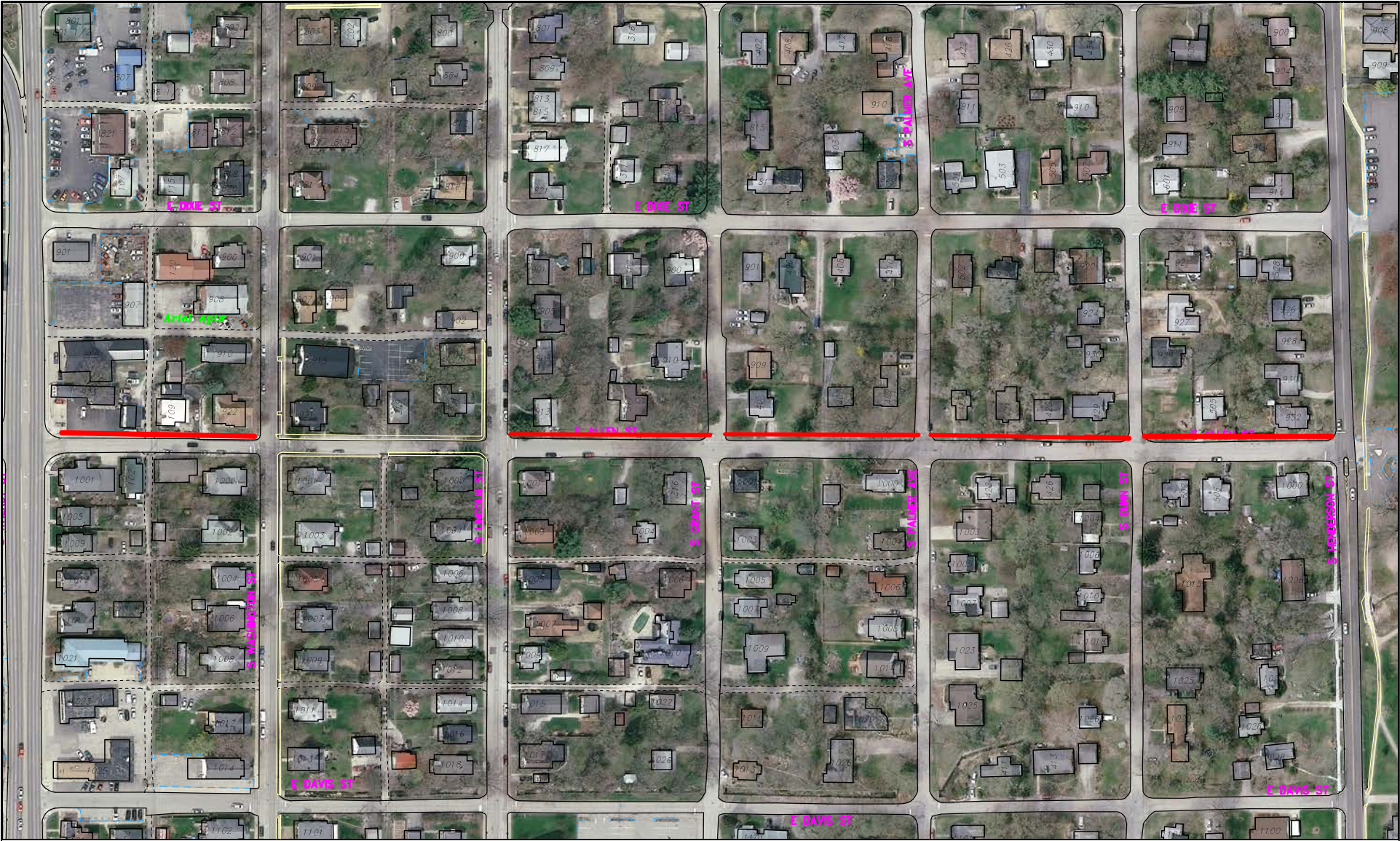


Scale: 1" = 250'

Google Maps N Range Rd



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



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

By: finnh
7 Nov 14



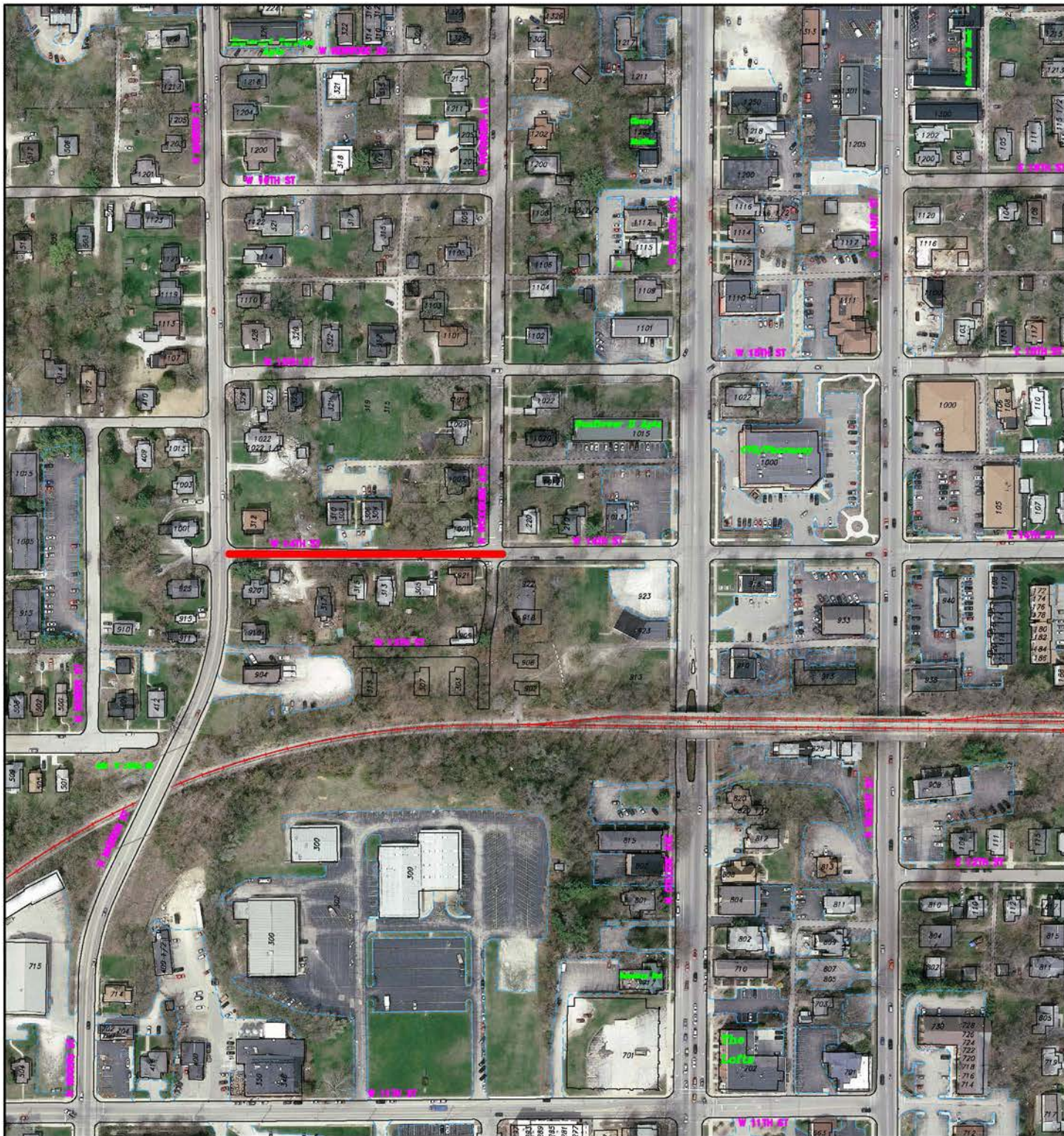
For reference only; map information NOT warranted.



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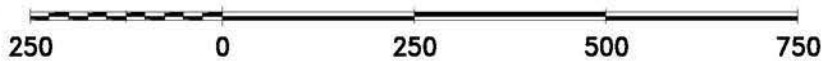


Scale: 1" = 200'



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

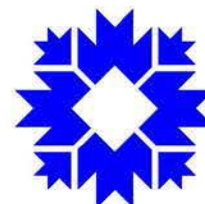
By: shermand
 2 Nov 11
 File: LPWdl



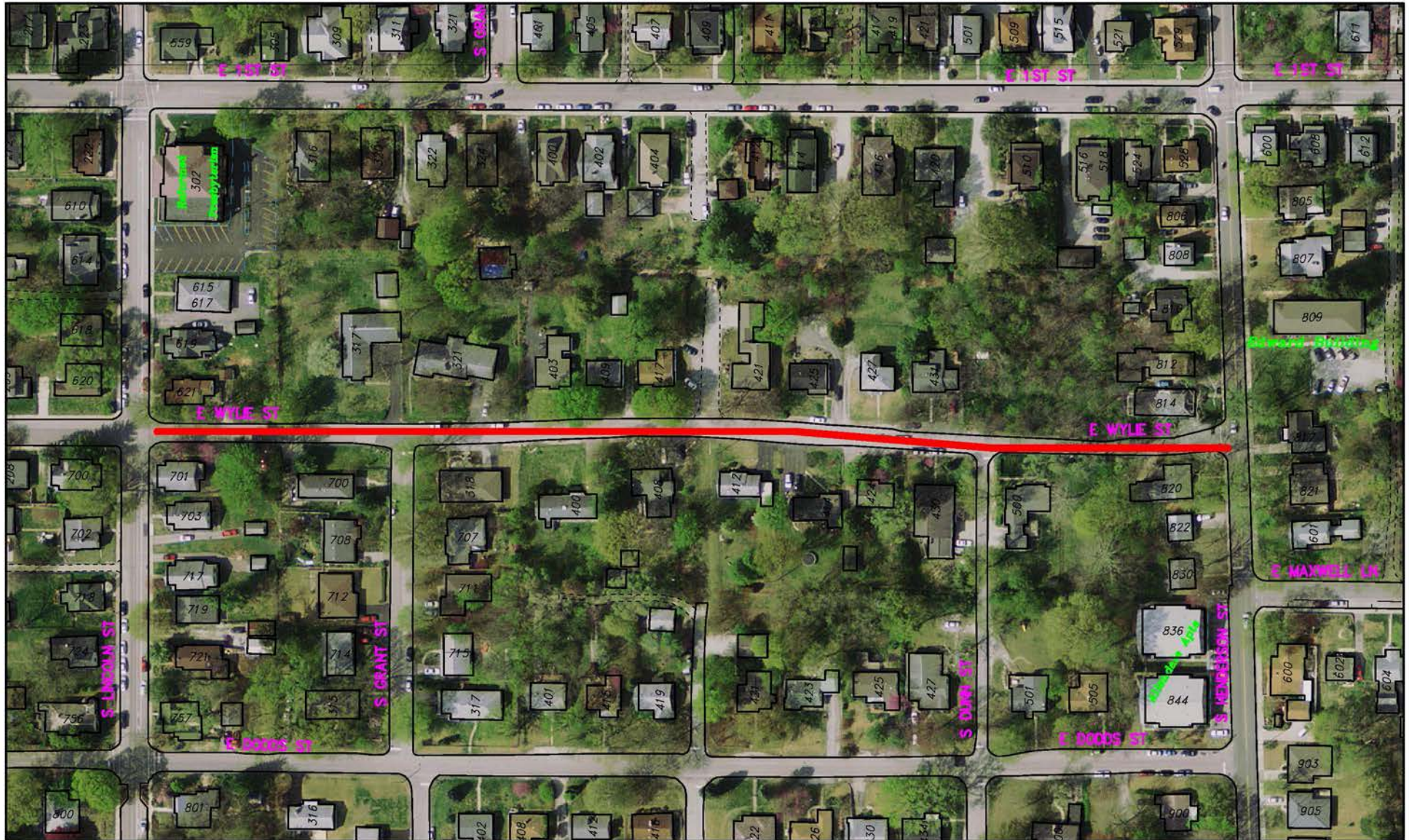
For reference only; map information NOT warranted.



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Clerk & Council



Scale: 1" = 250'



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

By: shermand
 18 Dec 12



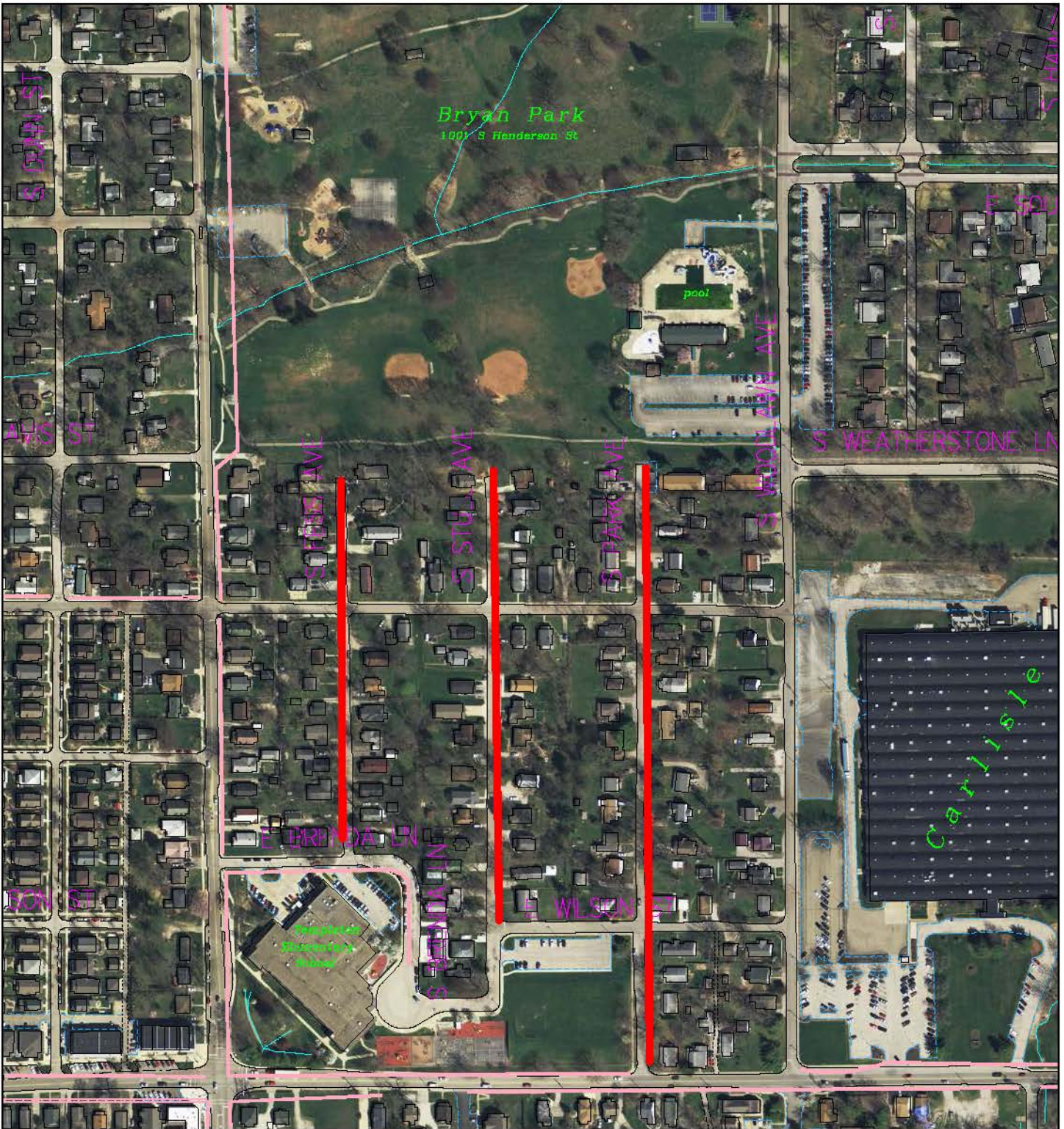
For reference only; map information NOT warranted.



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Scale: 1" = 150'

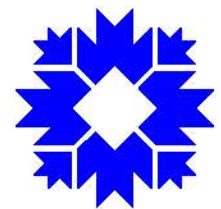


Sidewalk Committee -- 2020
 Sidewalk on S Park Ave, S. Stull Ave and S. Fess Ave
 Between Bryan Park and Hillside Drive

By: oneillm
 20 Jun 19

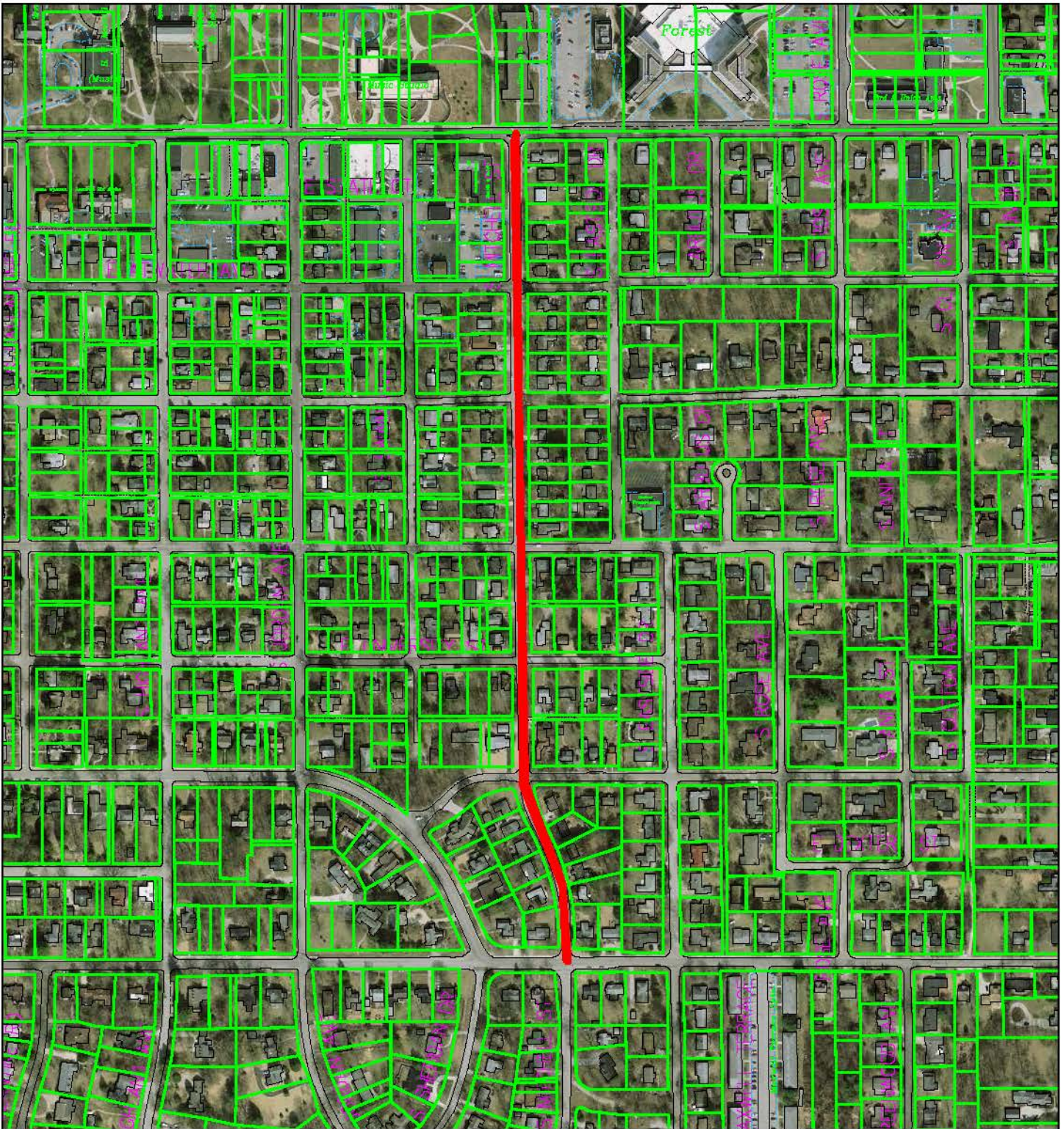


City of Bloomington
 Council Office



Scale: 1" = 300'

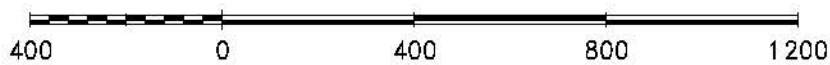
For reference only; map information NOT warranted.



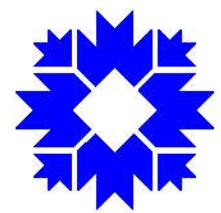
2016 Council Sidewalk Committee – Mitchell Street from Maxwell Lane to 3rd Street
 Cm. Ruff requested that the Committee consider installing a sidewalk

City of Bloomington
 Clerk & Council

By: shermand
 24 Dec 15

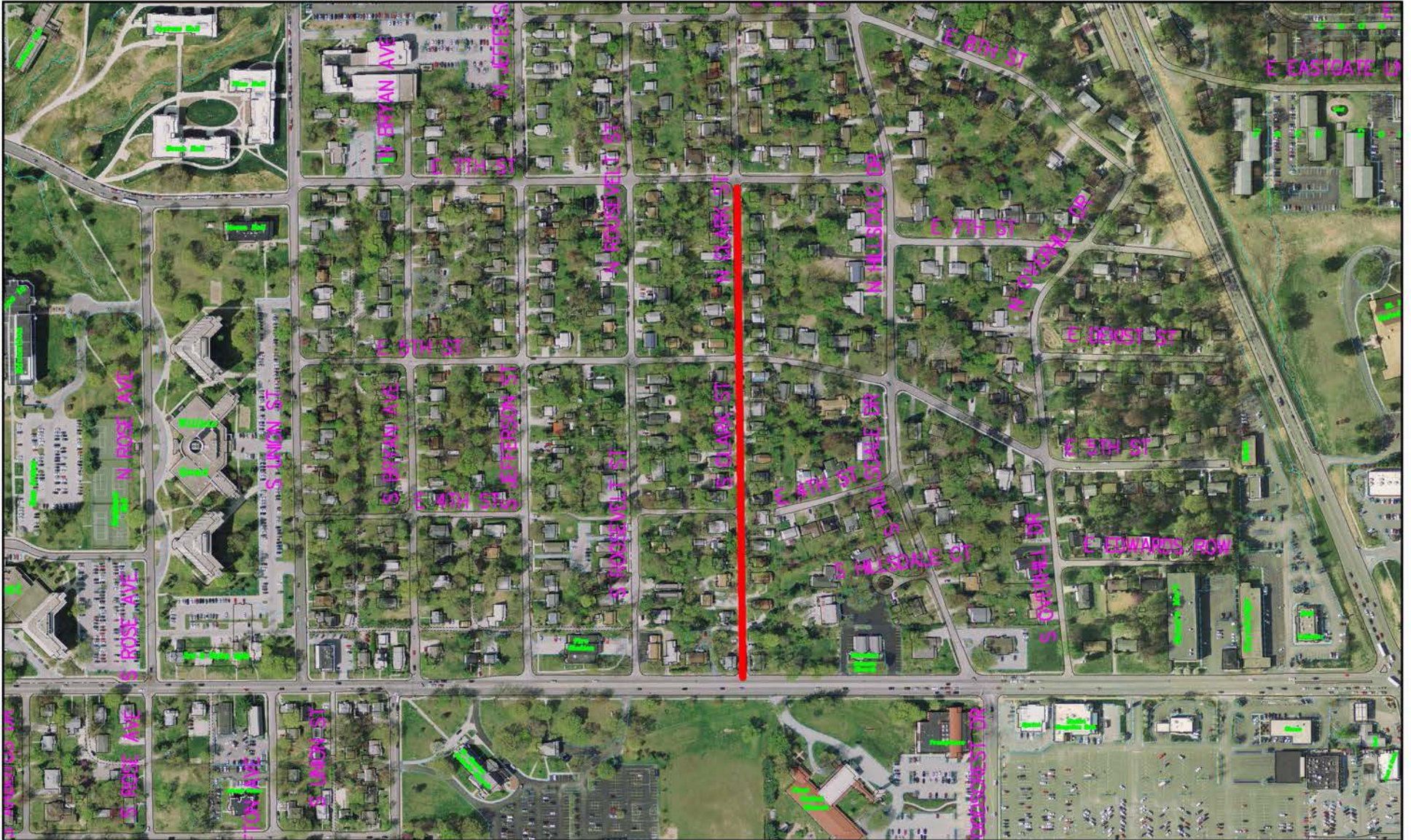


N



Scale: 1" = 400'

For reference only; map information NOT warranted.



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

By: shermand
 20 Dec 12



For reference only; map information NOT warranted.



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 Clerk & Council



Scale: 1" = 400'



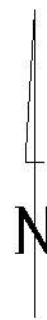
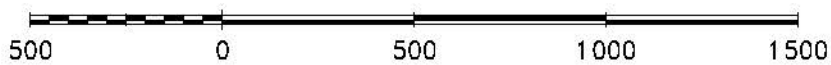
Council Sidewalk Committee - 2017

Request for Sidewalk on E 8th from Jefferson to Hillsdale

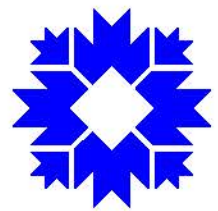
Note: Existing Sidewalk on E. 7th between these cross-streets.

By: shermand

29 Nov 16

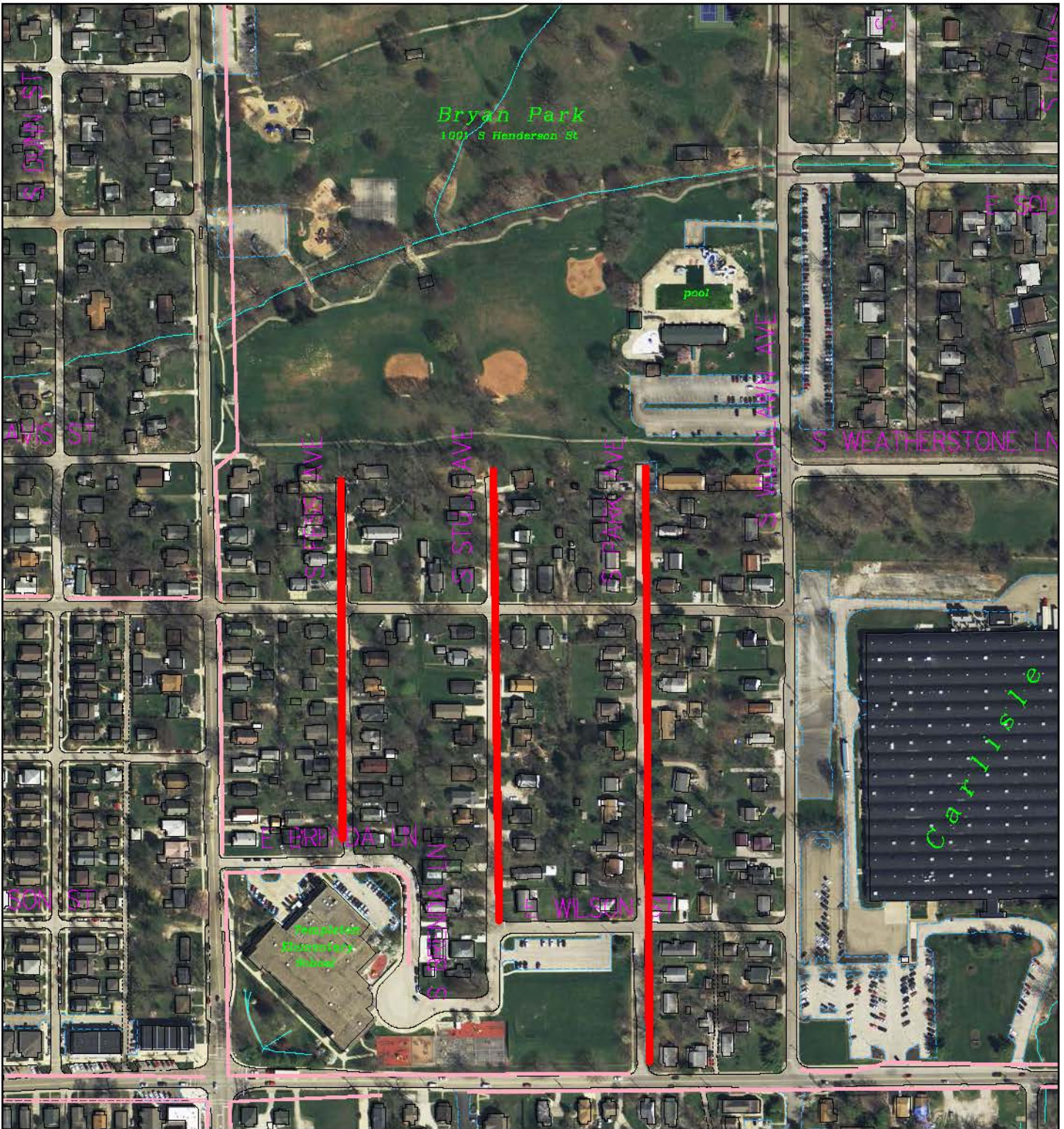


City of Bloomington
Council Office



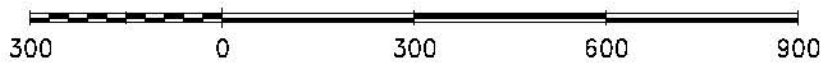
Scale: 1" = 500'

For reference only; map information NOT warranted.



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

By: oneillm
 20 Jun 19

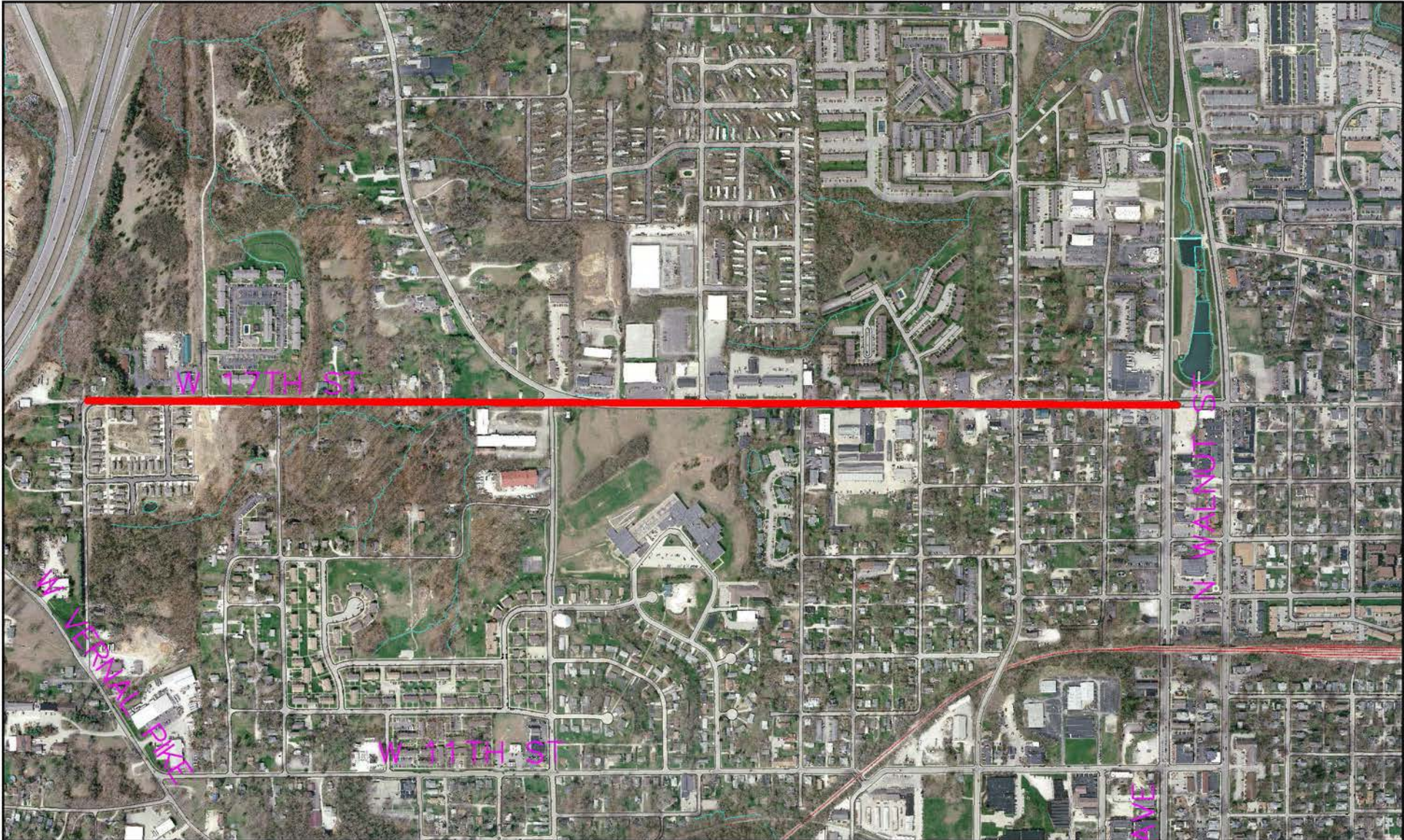


City of Bloomington
 Council Office



Scale: 1" = 300'

For reference only; map information NOT warranted.



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

By: shermand
 1 Nov 11
 File: LL17th



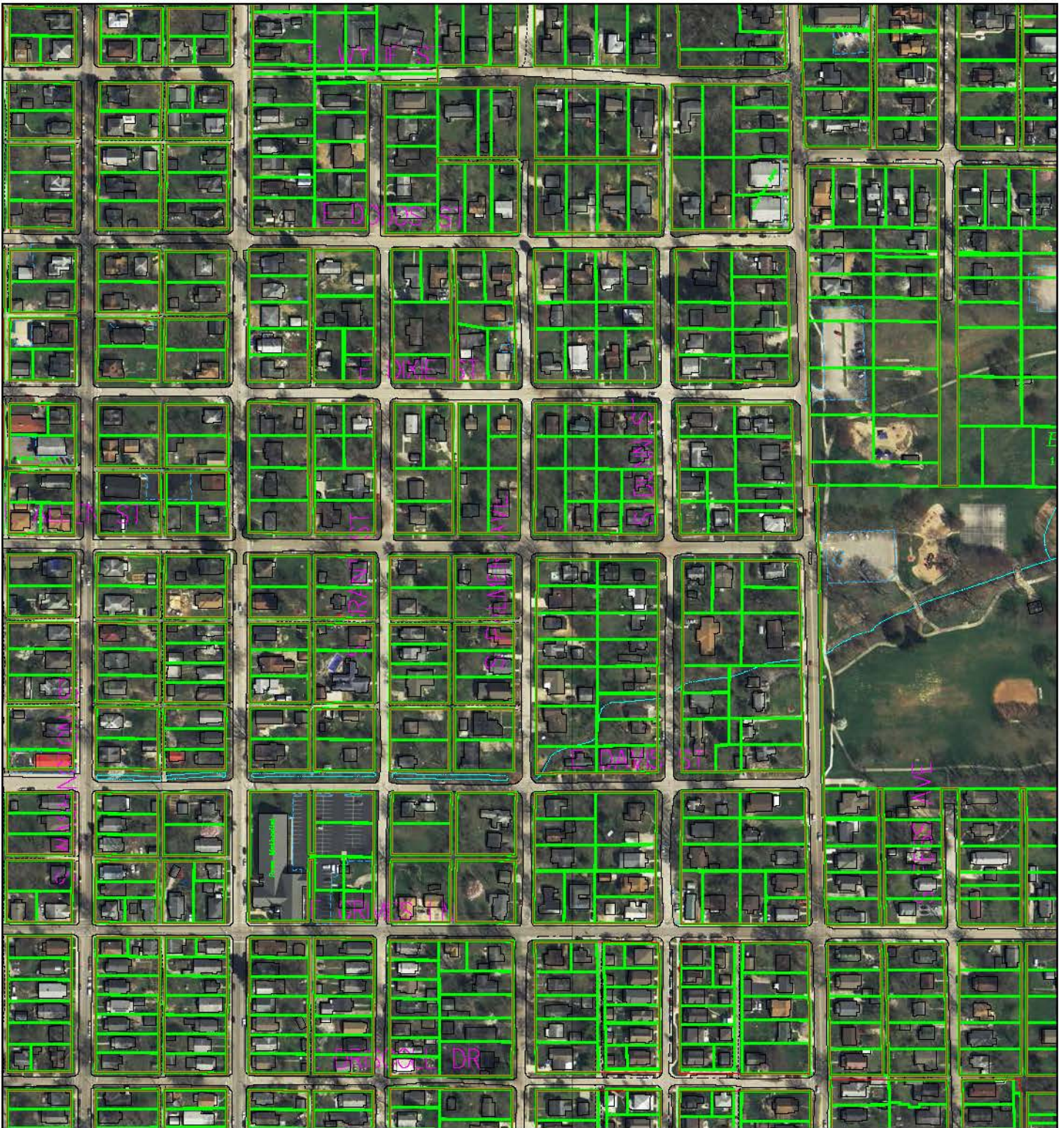
For reference only; map information NOT warranted.



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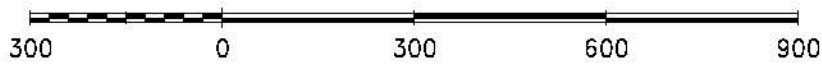


Scale: 1" = 800'



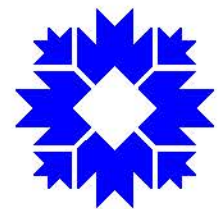
Council Sidewalk Committee Inquiry - 043018
 South Palmer - from existing sidewalk south of Grimes to Wylie Street
 With Parcel Size and Right of Ways

By: shermand
 30 Apr 18



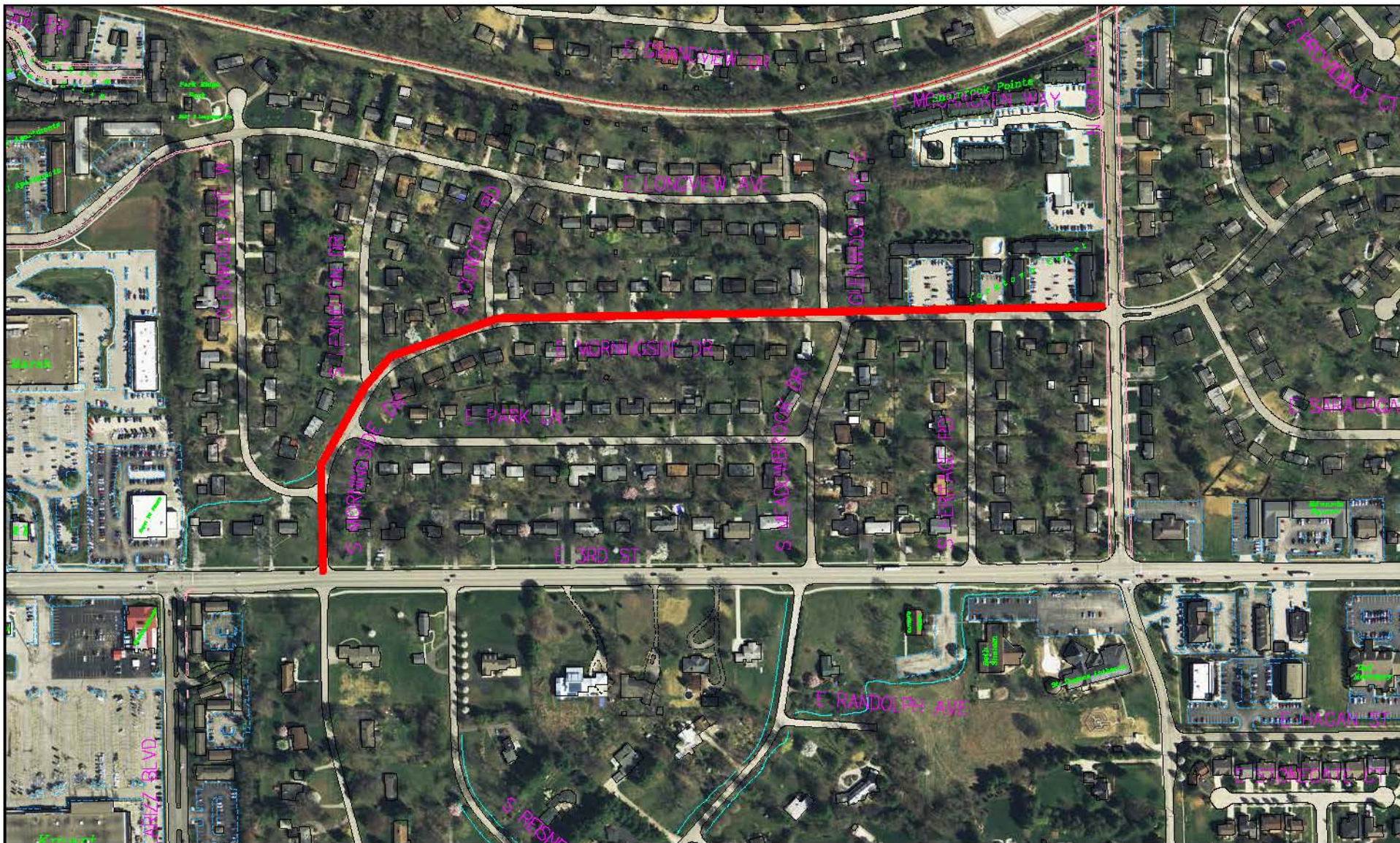
N

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 Council Office



Scale: 1" = 300'

For reference only; map information NOT warranted.



Sidewalk Committee --2020
 Sidewalk E Morningside Drive west of Smith Road

By: oneillm
 20 Jun 19



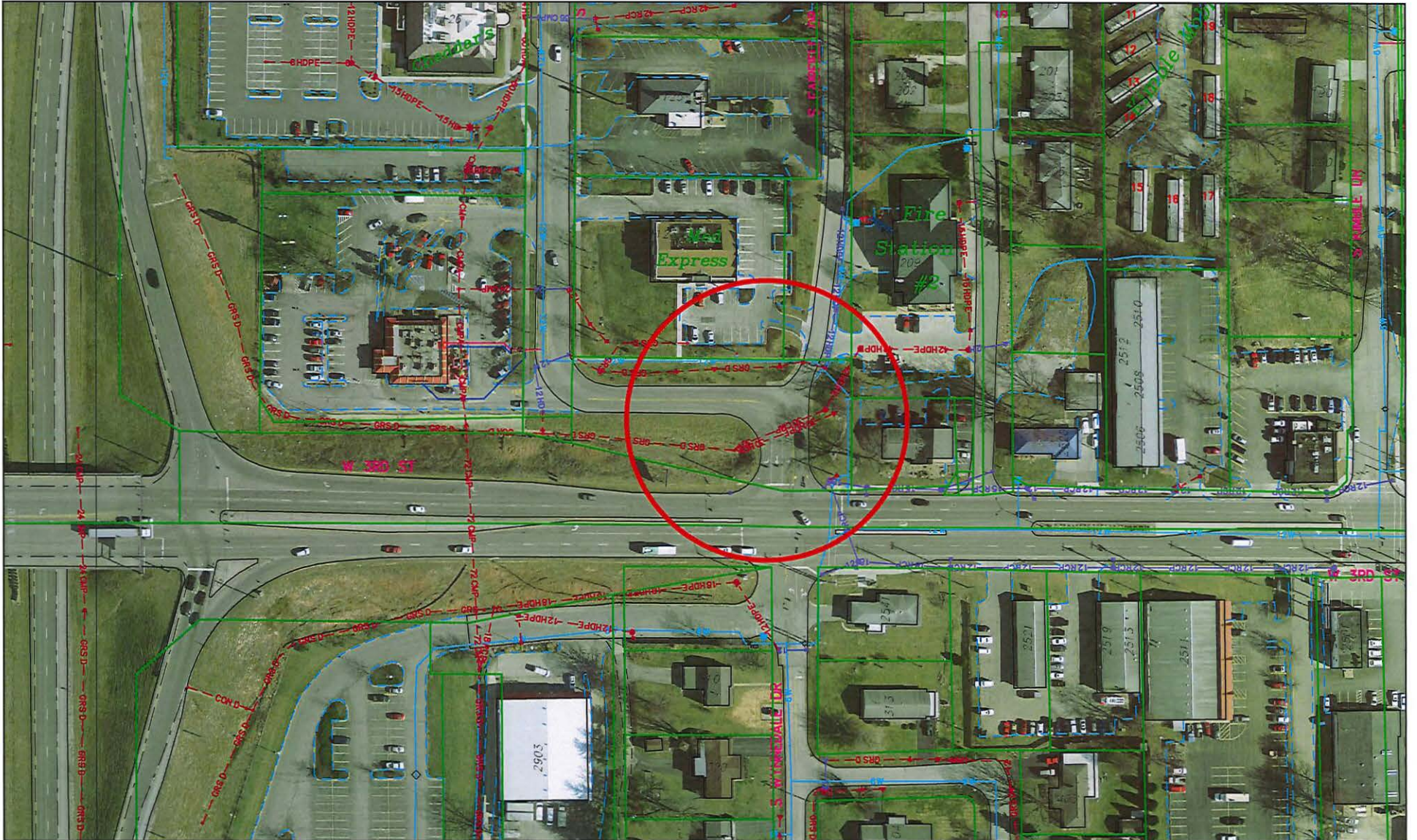
For reference only; map information NOT warranted.



City of Bloomington
 Council Office



Scale: 1" = 400'



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

By: shermand
 23 Nov 16



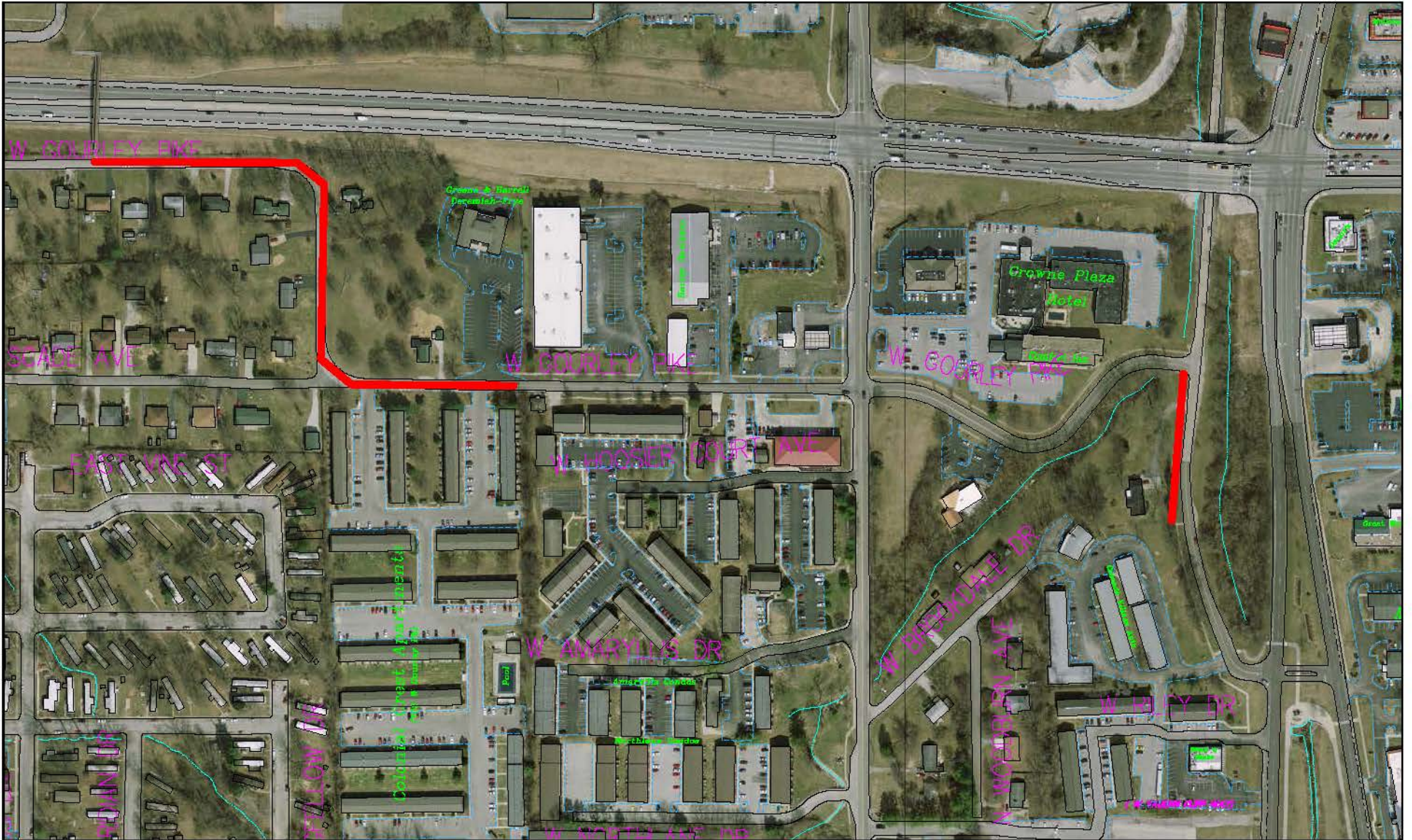
For reference only; map information NOT warranted.



City of Bloomington
 Council Office



Scale: 1" = 150'



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

By: shermand
 28 Nov 16



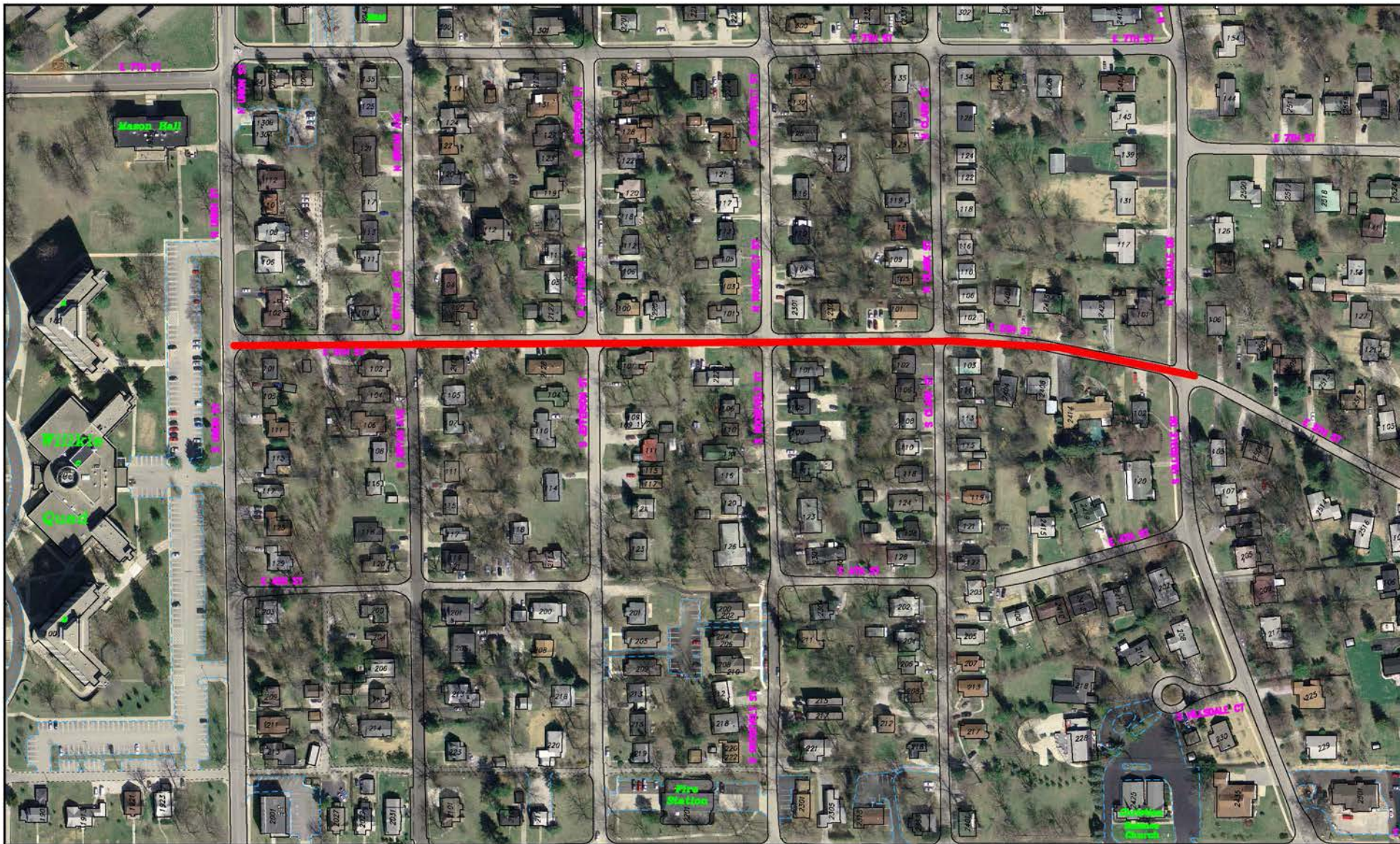
For reference only; map information NOT warranted.



City of Bloomington
 Council Office



Scale: 1" = 300'



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

By: fallsm
 3 Oct 08



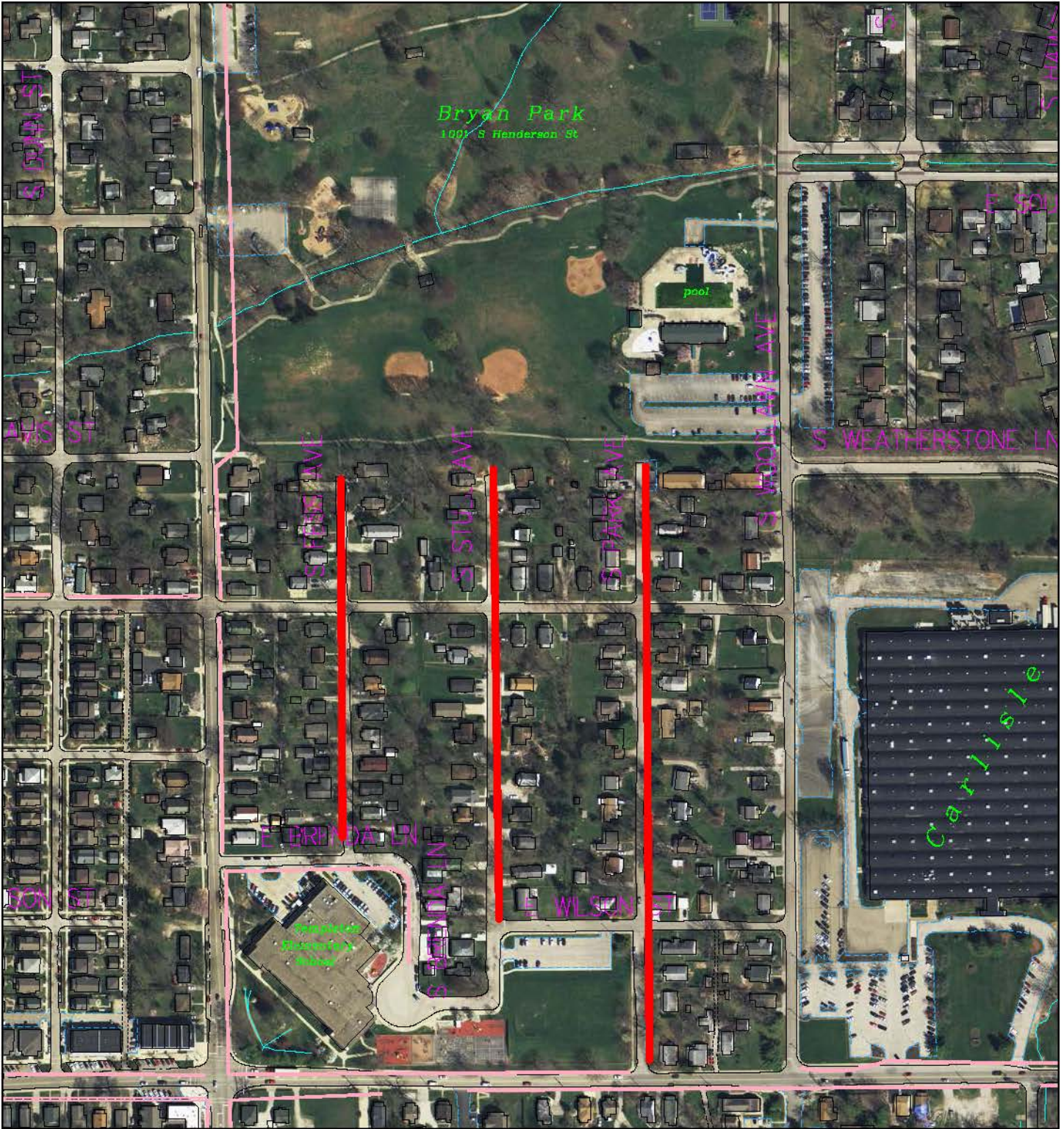
For reference only; map information NOT warranted.



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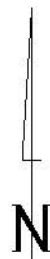


Scale: 1" = 250'

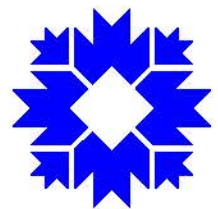


Sidewalk Committee -- 2020
 Sidewalk on S Park Ave, S. Stull Ave and S. Fess Ave
 Between Bryan Park and Hillside Drive

By: oneillm
 20 Jun 19

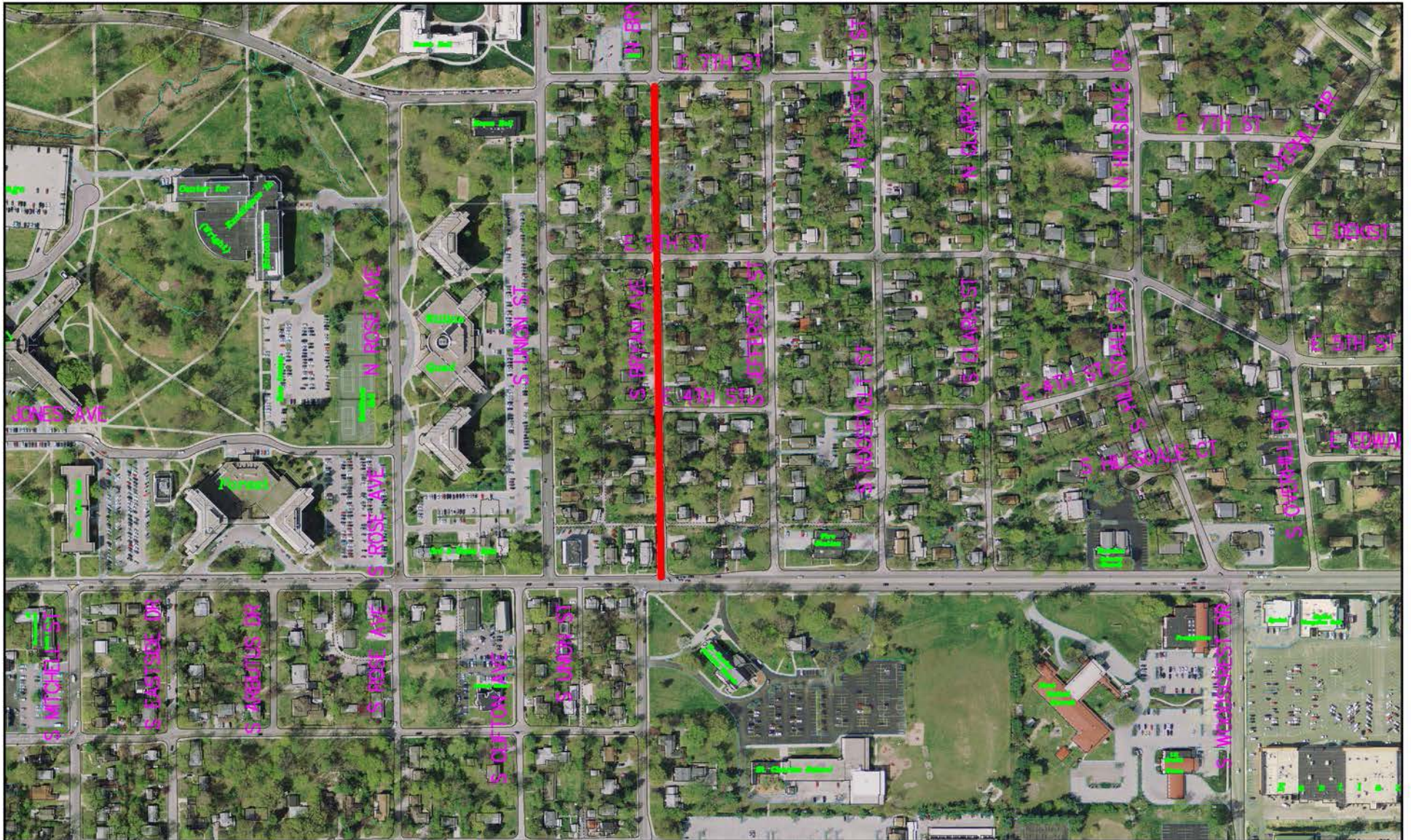


City of Bloomington
 Council Office



Scale: 1" = 300'

For reference only; map information NOT warranted.



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

By: shermand
 20 Dec 12



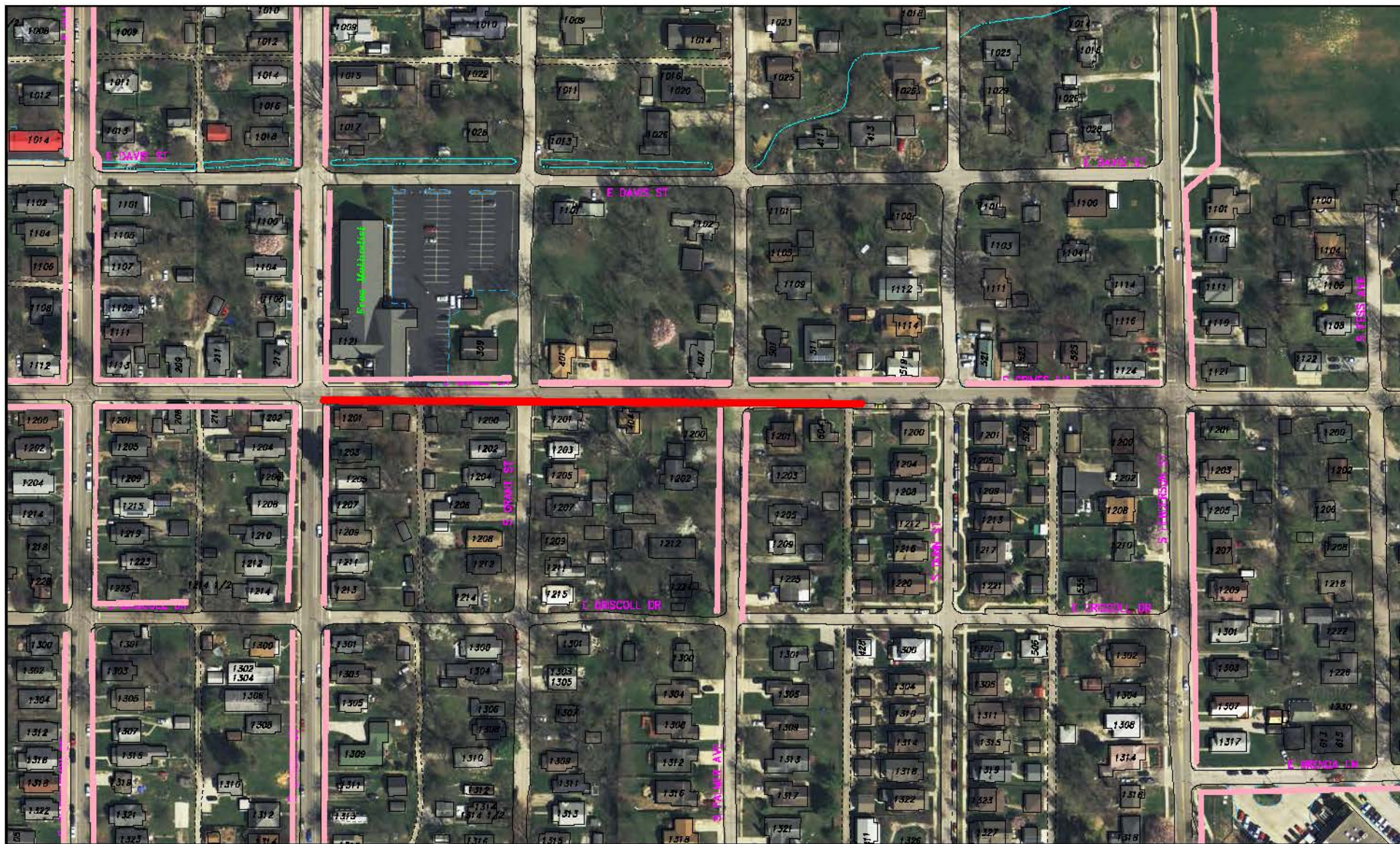
For reference only; map information NOT warranted.



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 Clerk & Council



Scale: 1" = 400'



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

By: oneillm
 20 Jun 19



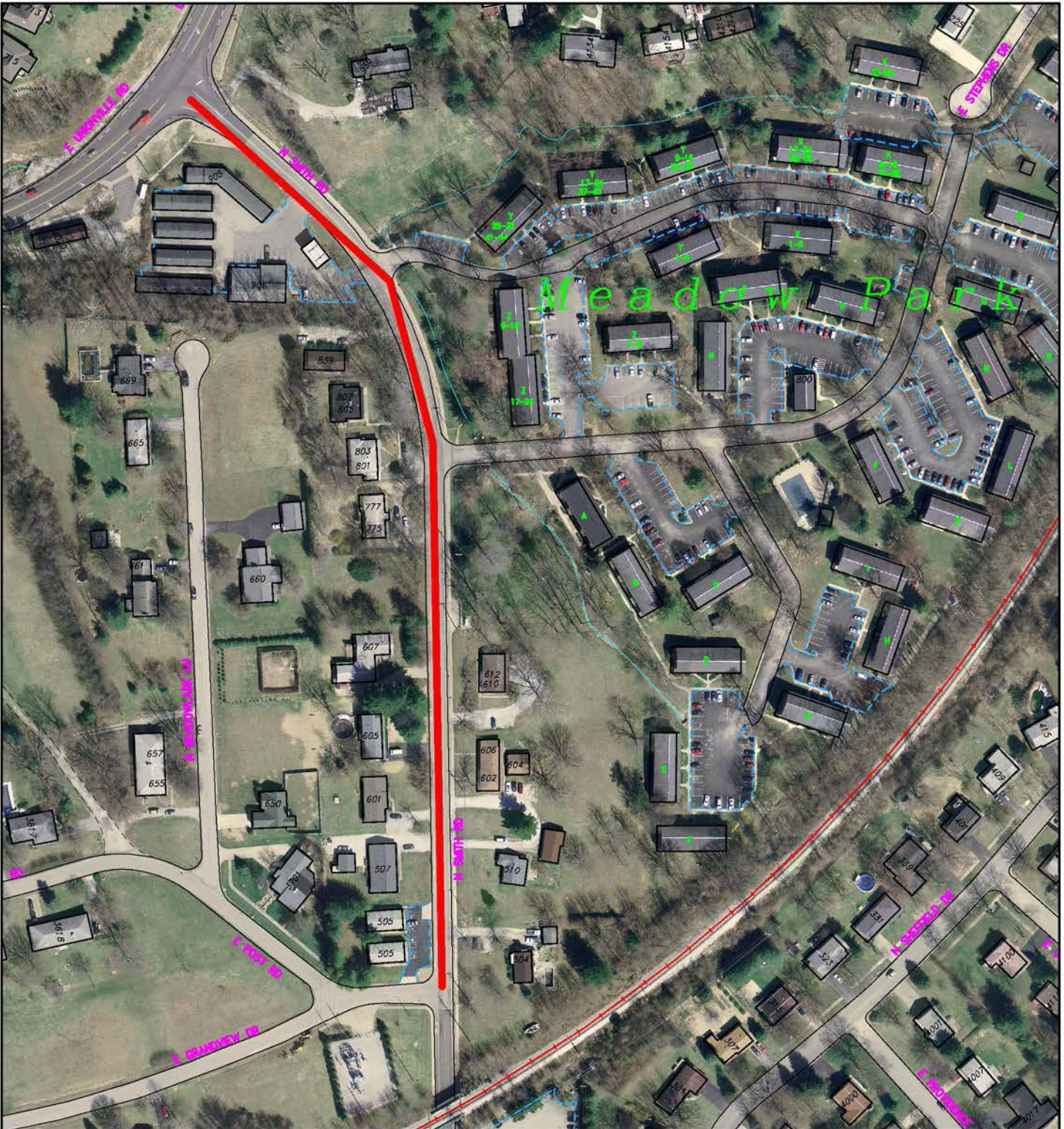
For reference only; map information NOT warranted.



City of Bloomington
 Council Office

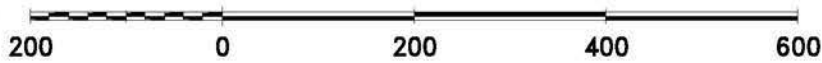


Scale: 1" = 200'

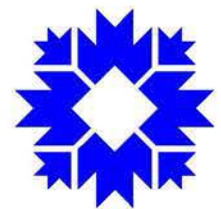


2011 Council Sidewalk Committee
 Smith Road from Grandview to E 10th (West Side)

By: shermand
 10 Nov 10

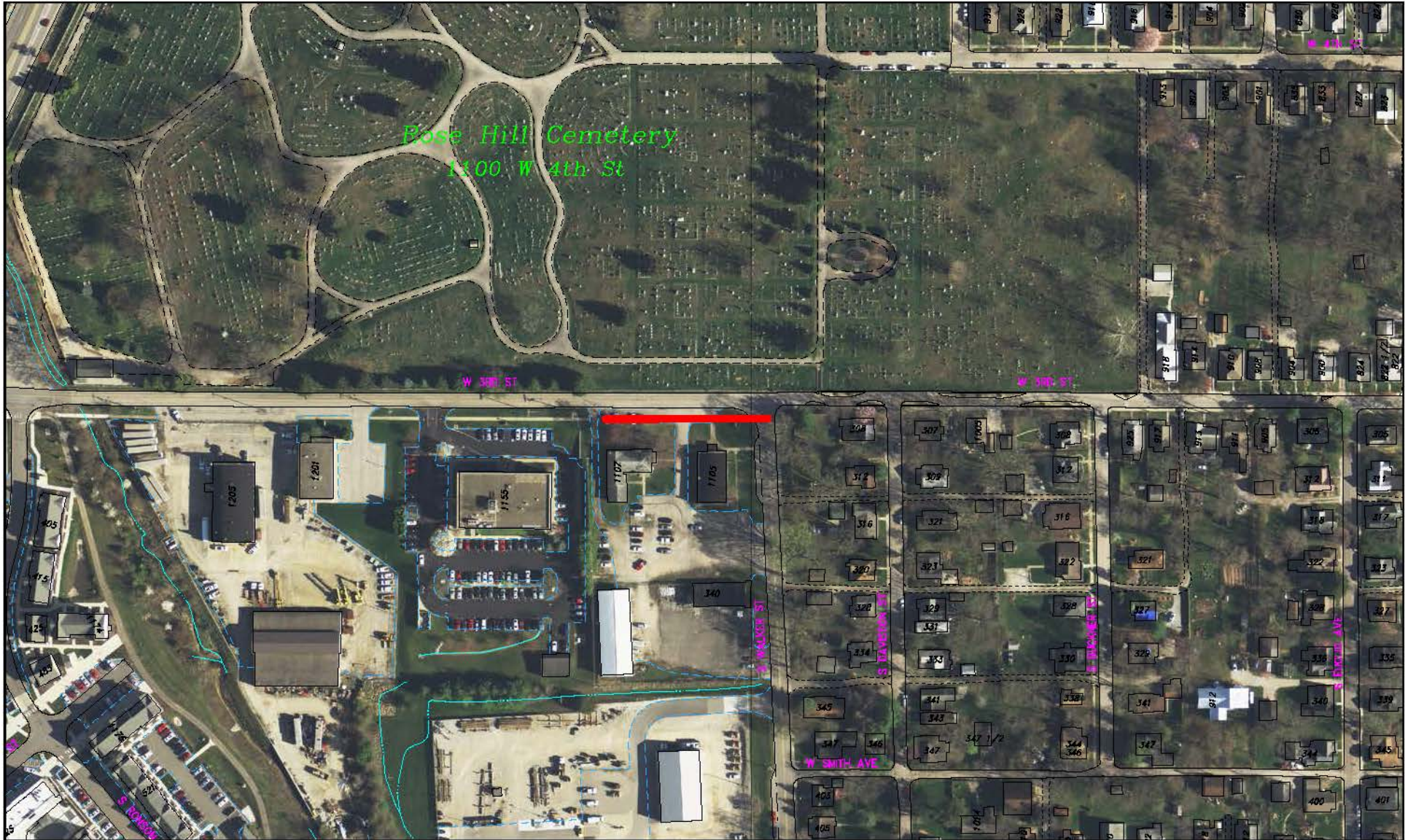


City of Bloomington
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Scale: 1" = 200'

For reference only; map information NOT warranted.



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

By: shermand
 7 Feb 18



For reference only; map information NOT warranted.



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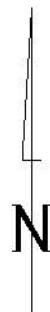
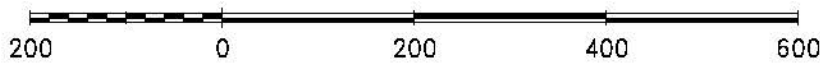


Scale: 1" = 200'

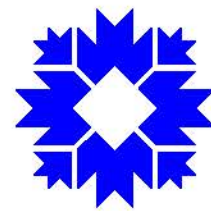


Council Sidewalk Committee Request – 2018 – Various Sources
 Sidewalk on Oakdale Sq Frontage Road – from Bloomfield Road to Oakdale Sq
 Also Intersection Improvements – Bus Routing

By: shermand
 7 Feb 18



City of Bloomington
 Council Office



Scale: 1" = 200'

For reference only; map information NOT warranted.



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

By: oneillm
 20 Jun 19



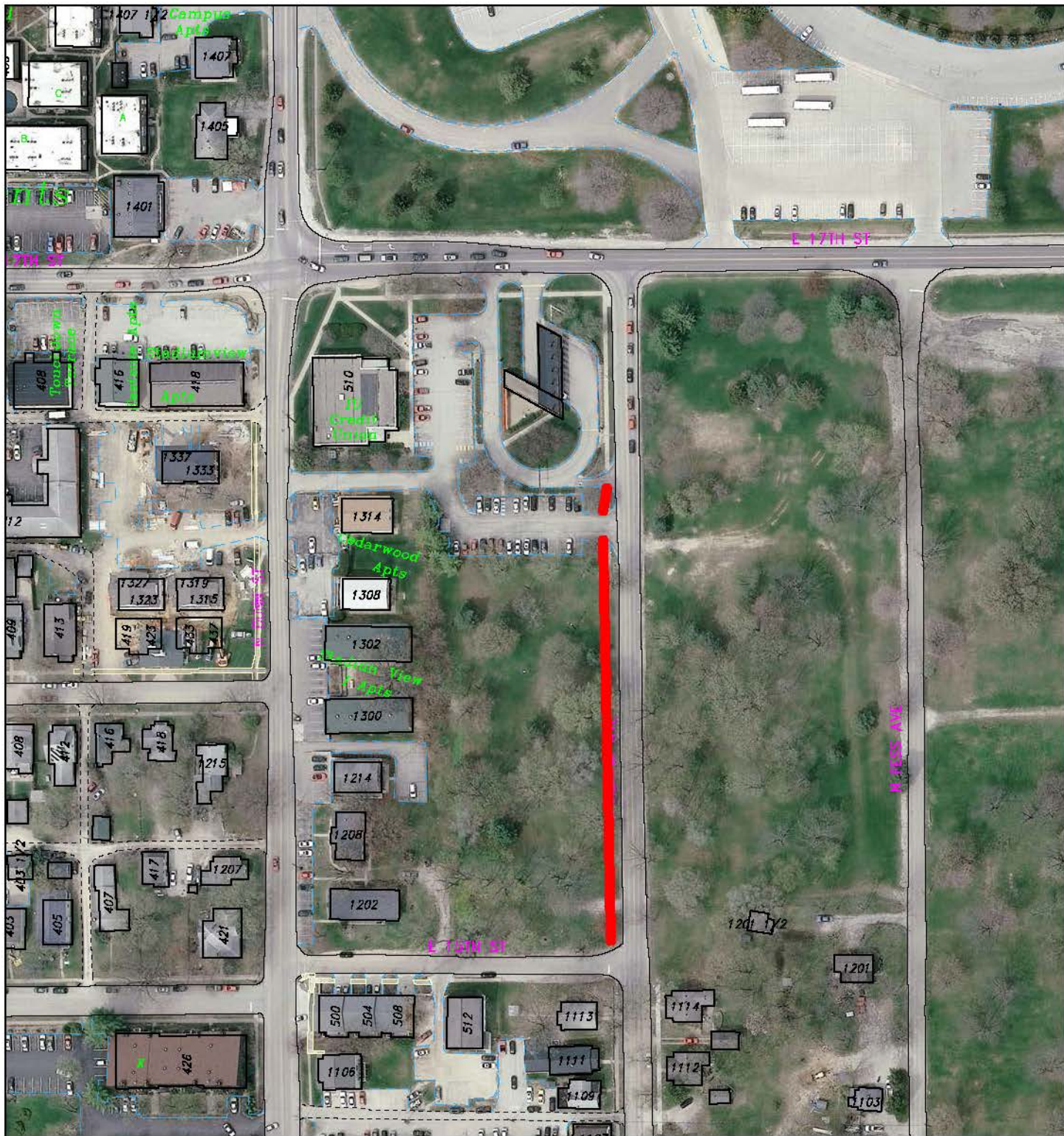
For reference only; map information NOT warranted.



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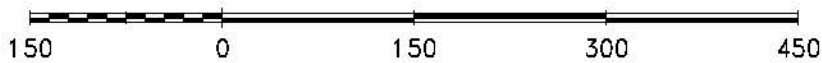


Scale: 1" = 300'

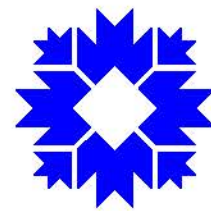


N Indiana St – from 15th St to the IUCU Property South of 17th St

By: finnh
7 Nov 14

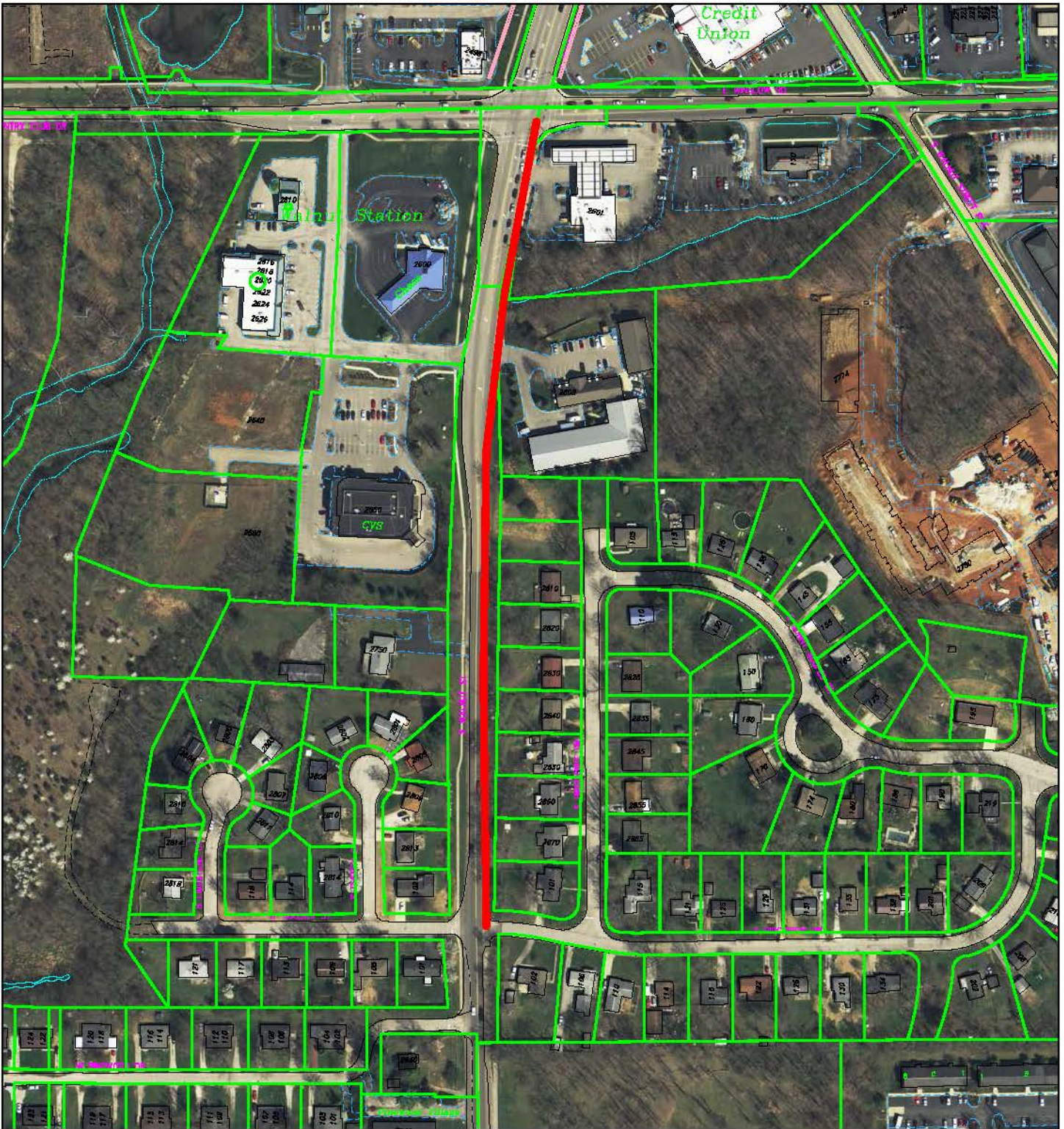


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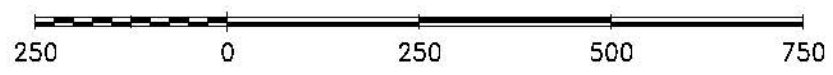
Scale: 1" = 150'

For reference only; map information NOT warranted.



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

By: oneillm
 12 Jun 19

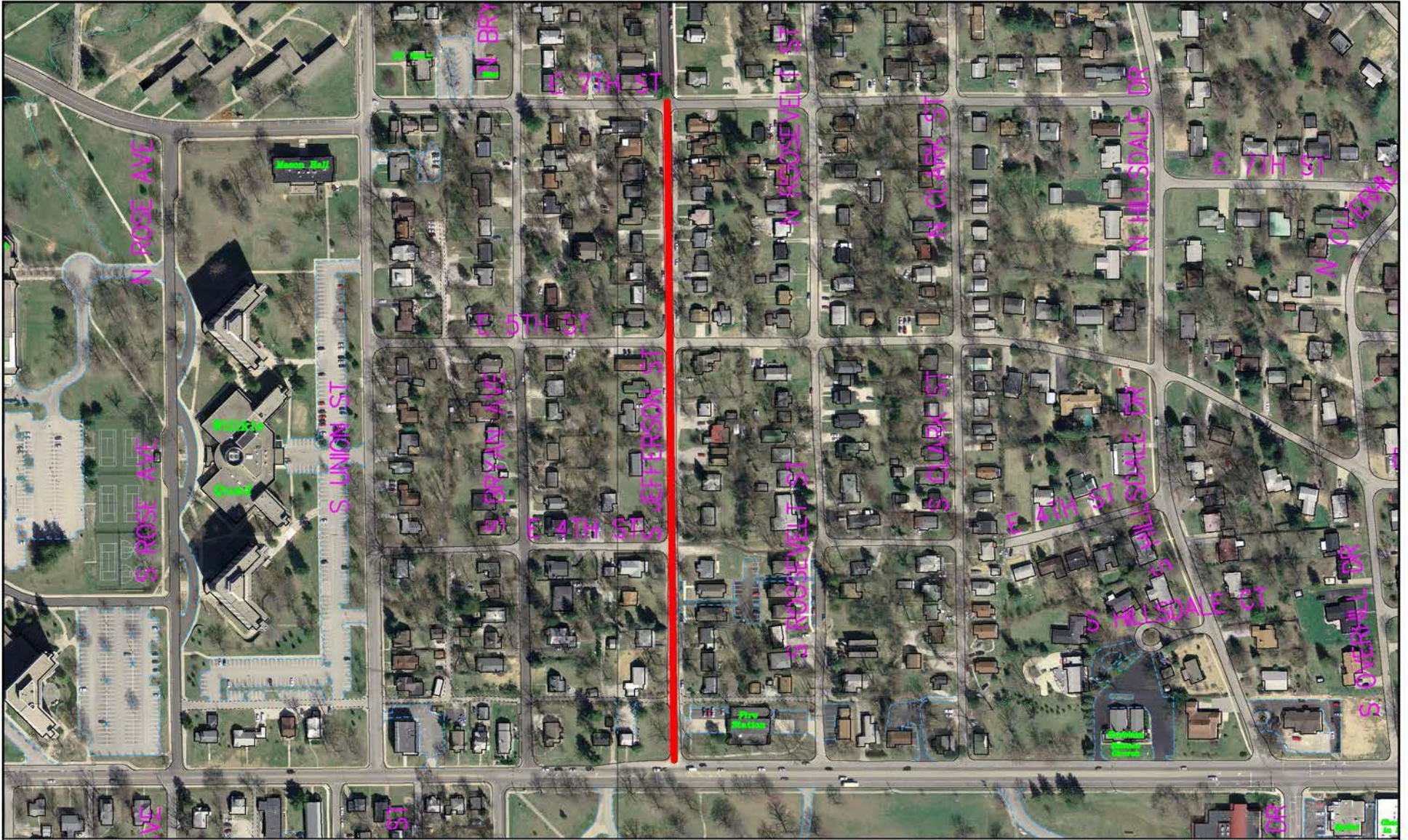


City of Bloomington
 Council Office

N

Scale: 1" = 250'

For reference only; map information NOT warranted.



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

By: fallsm
 3 Oct 08



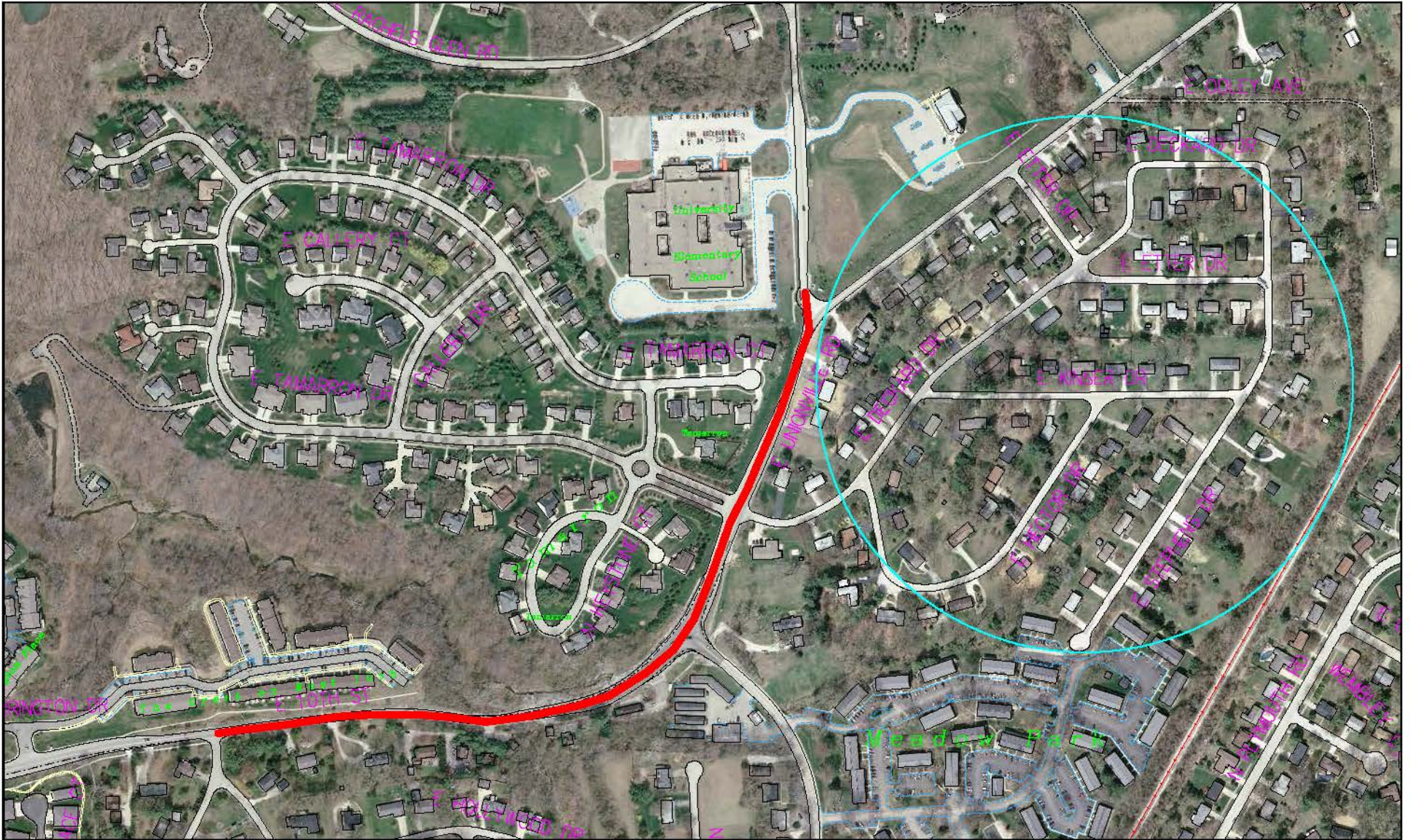
For reference only; map information NOT warranted.



City of Bloomington
 Clerk & Council



Scale: 1" = 300'



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

By: finnh
 7 Nov 14



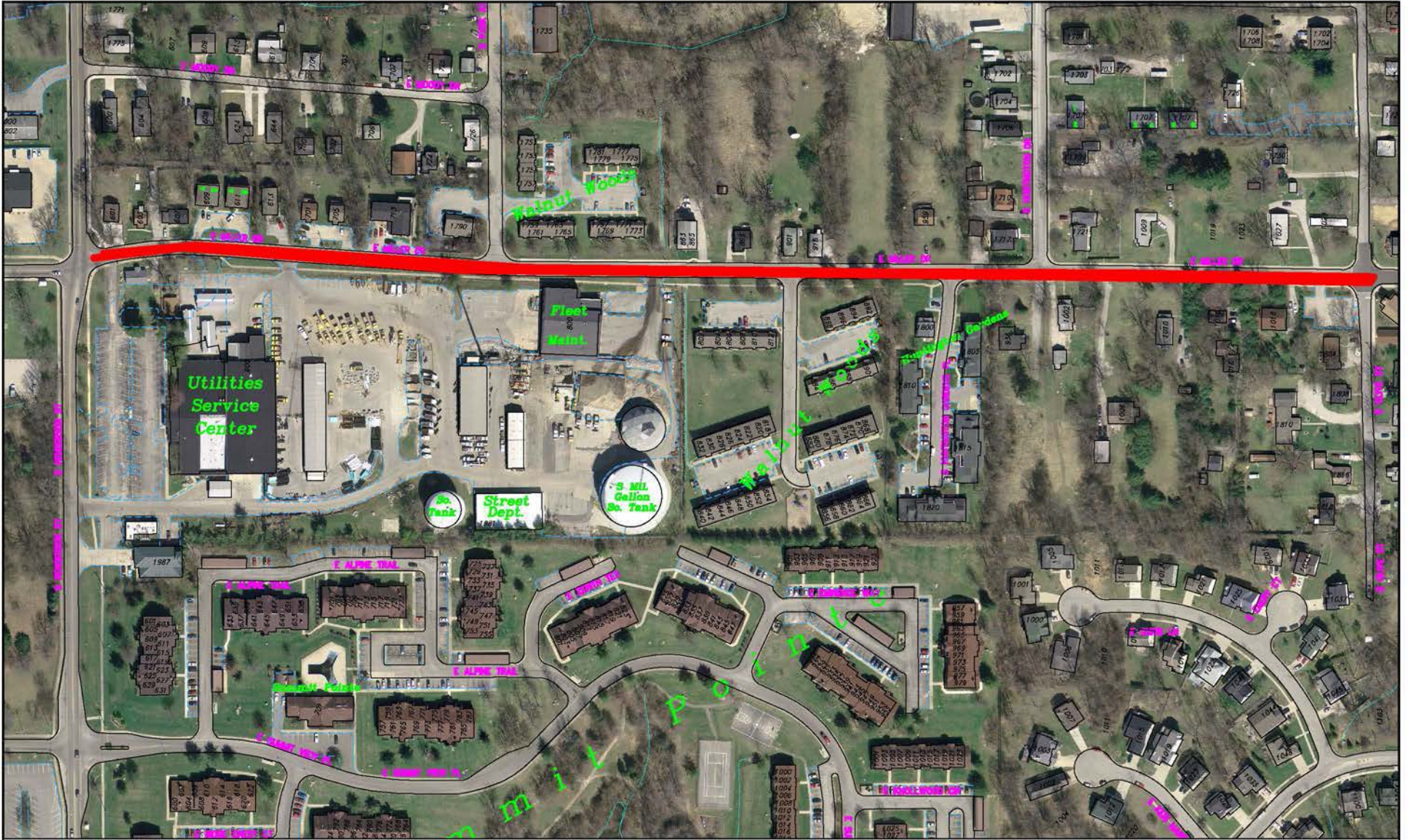
For reference only; map information NOT warranted.



City of Bloomington
 Clerk & Council



Scale: 1" = 400'



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

By: fallsm
 7 Oct 08



For reference only; map information NOT warranted.

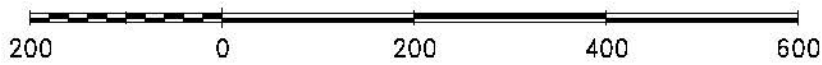
City of Bloomington
 Clerk & Council

Scale: 1" = 250'



Fee Lane - South of 45/46 Bypass

By: finnh
10 Nov 14

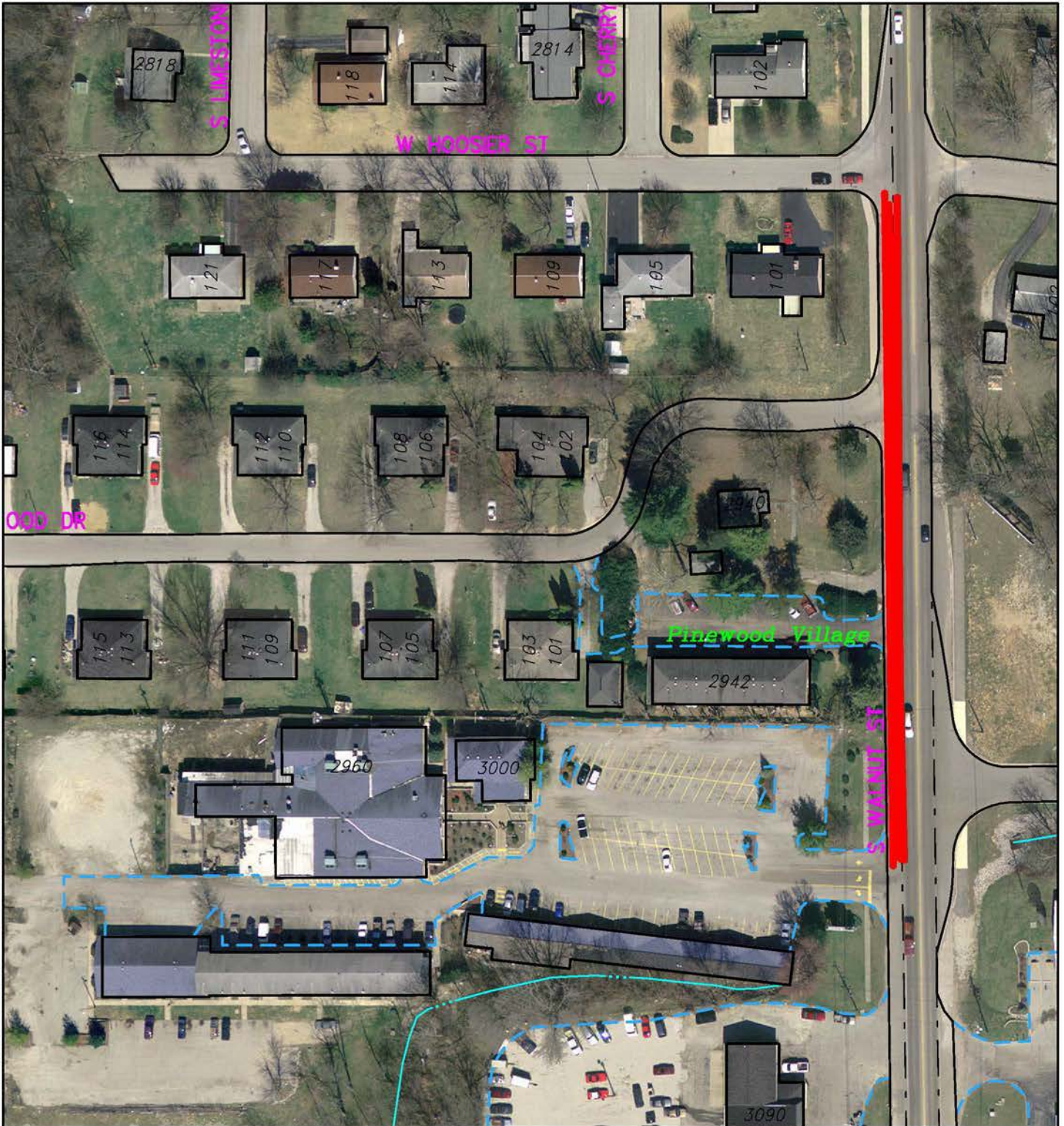


City of Bloomington
Clerk & Council



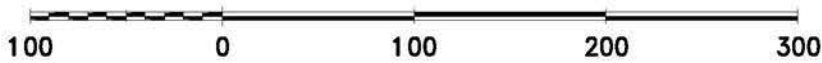
Scale: 1" = 200'

For reference only; map information NOT warranted.



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

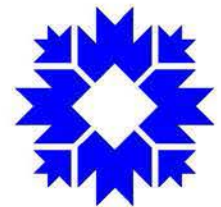
By: fallsm
 6 Oct 08



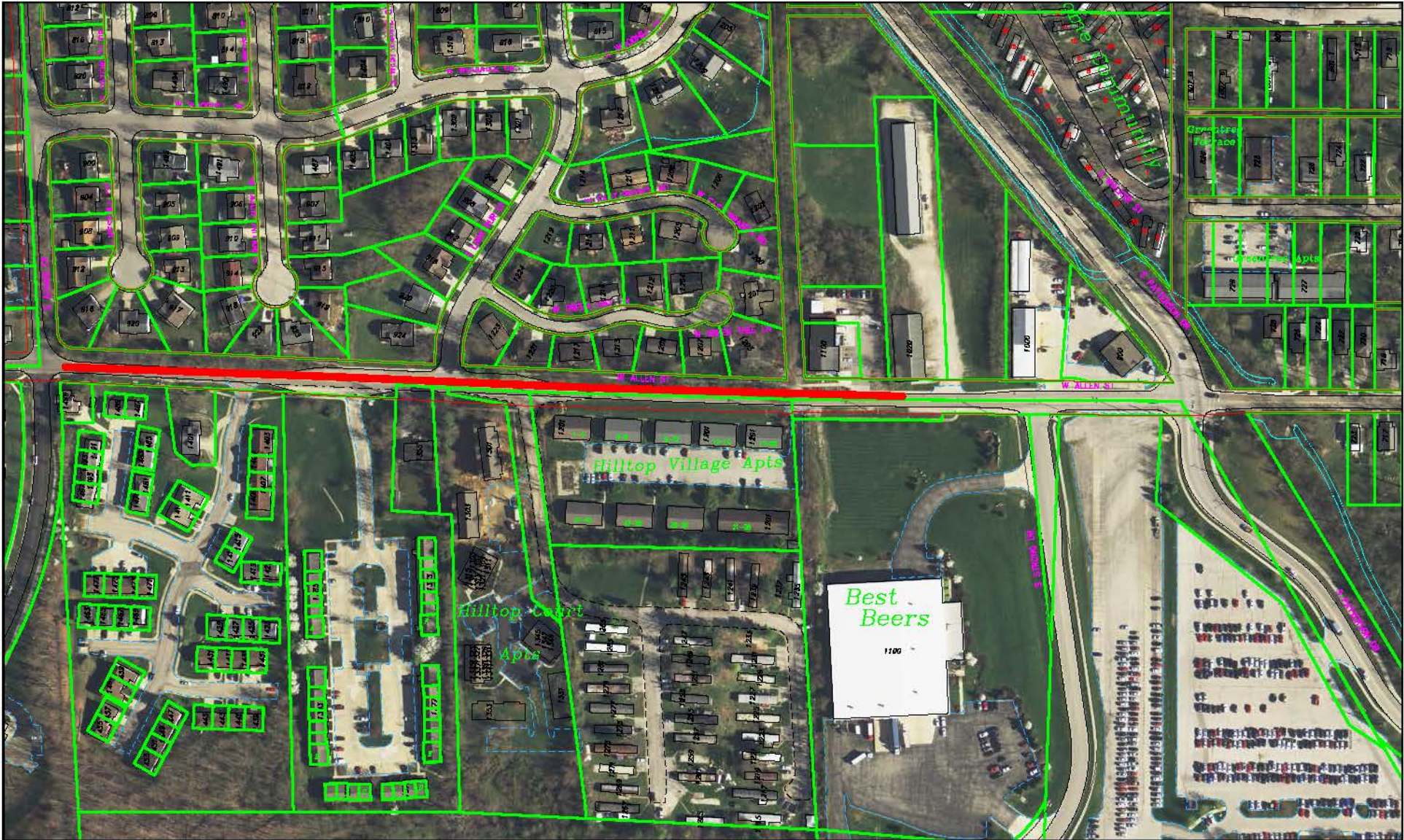
For reference only; map information NOT warranted.



City of Bloomington
 Clerk & Council



Scale: 1" = 100'



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

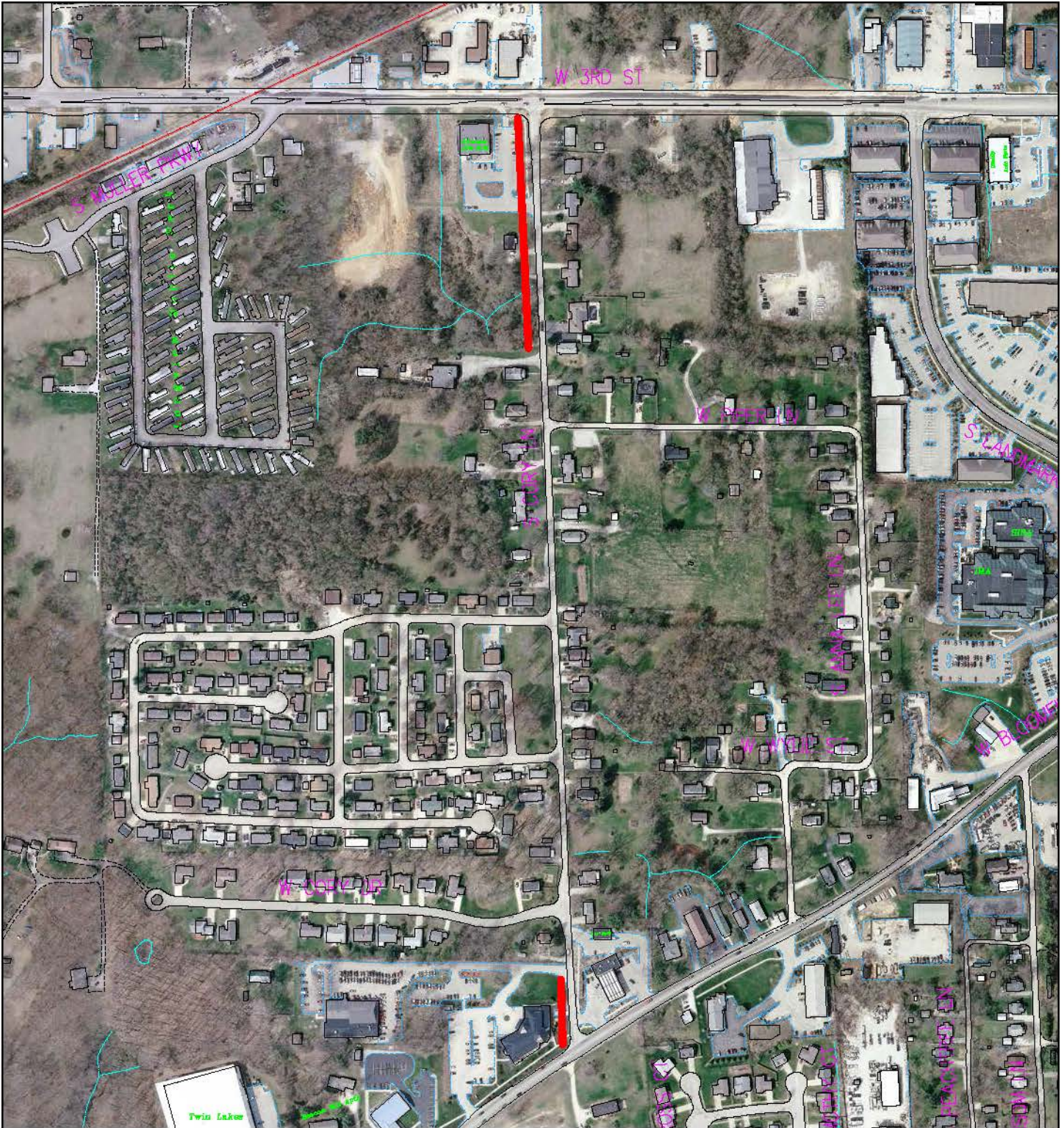
By: shermand
 7 Feb 18



For reference only; map information NOT warranted.

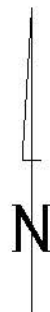
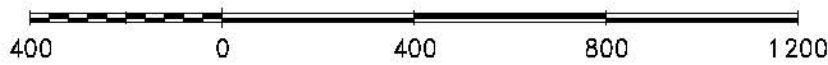
City of Bloomington
 Council Office

Scale: 1" = 250'

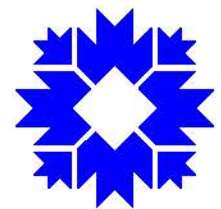


Corey Ln - Missing Links within City Between W 2nd and W 3rd

By: finnh
13 Nov 14

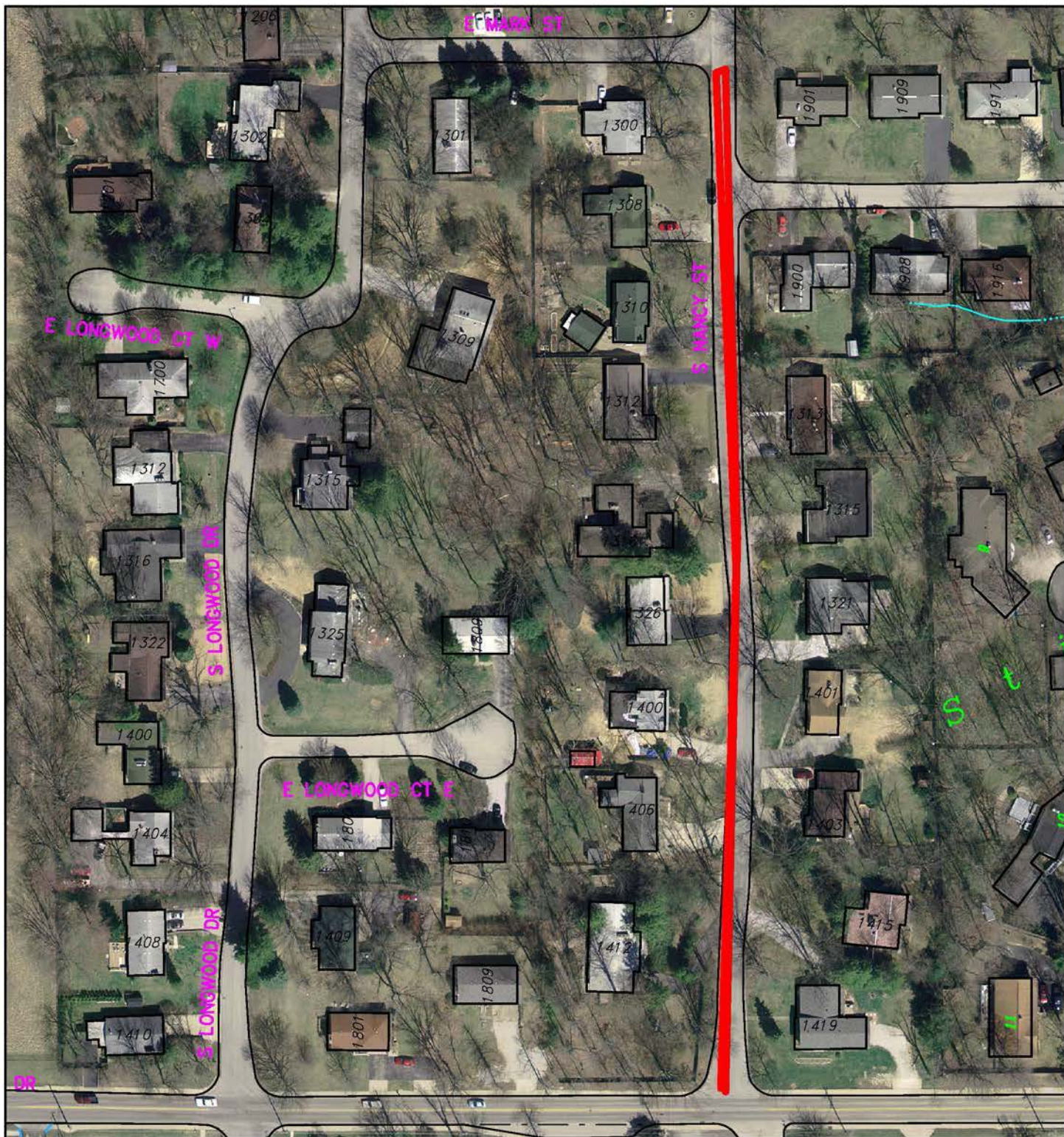


City of Bloomington
Clerk & Council



Scale: 1" = 400'

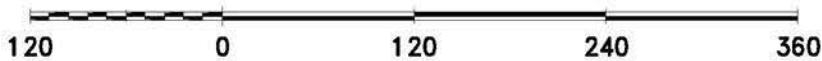
For reference only; map information NOT warranted.



2009 Council Sidewalk Committee

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

By: fallsm
6 Oct 08



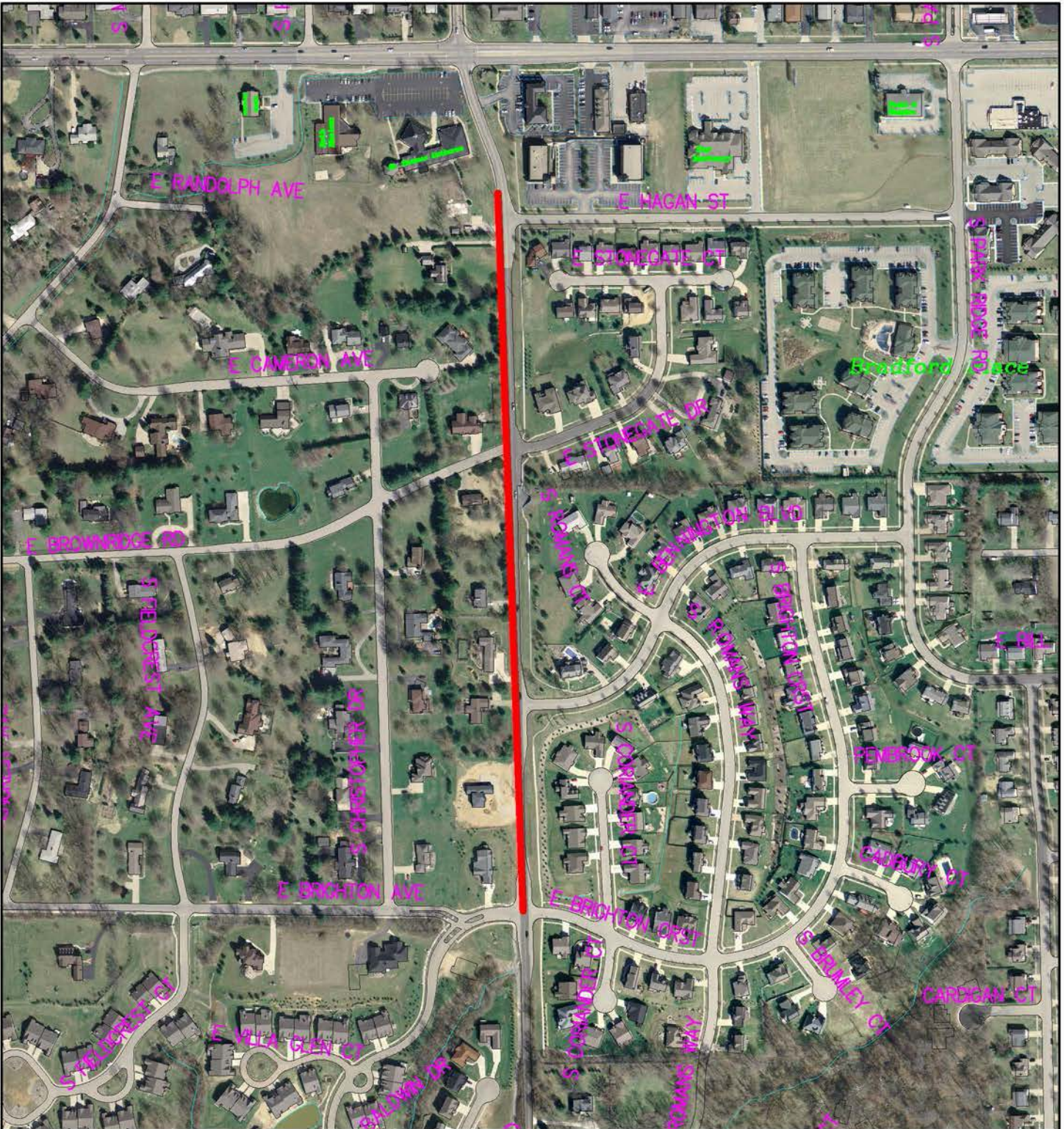
For reference only; map information NOT warranted.



City of Bloomington
Clerk & Council

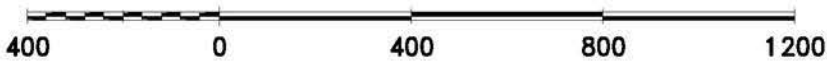


Scale: 1" = 120'

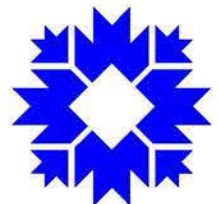


2011 Council Sidewalk Committee
 Smith Road Missing Links from 3rd to Brighton (West Side)

By: shermand
 10 Nov 10

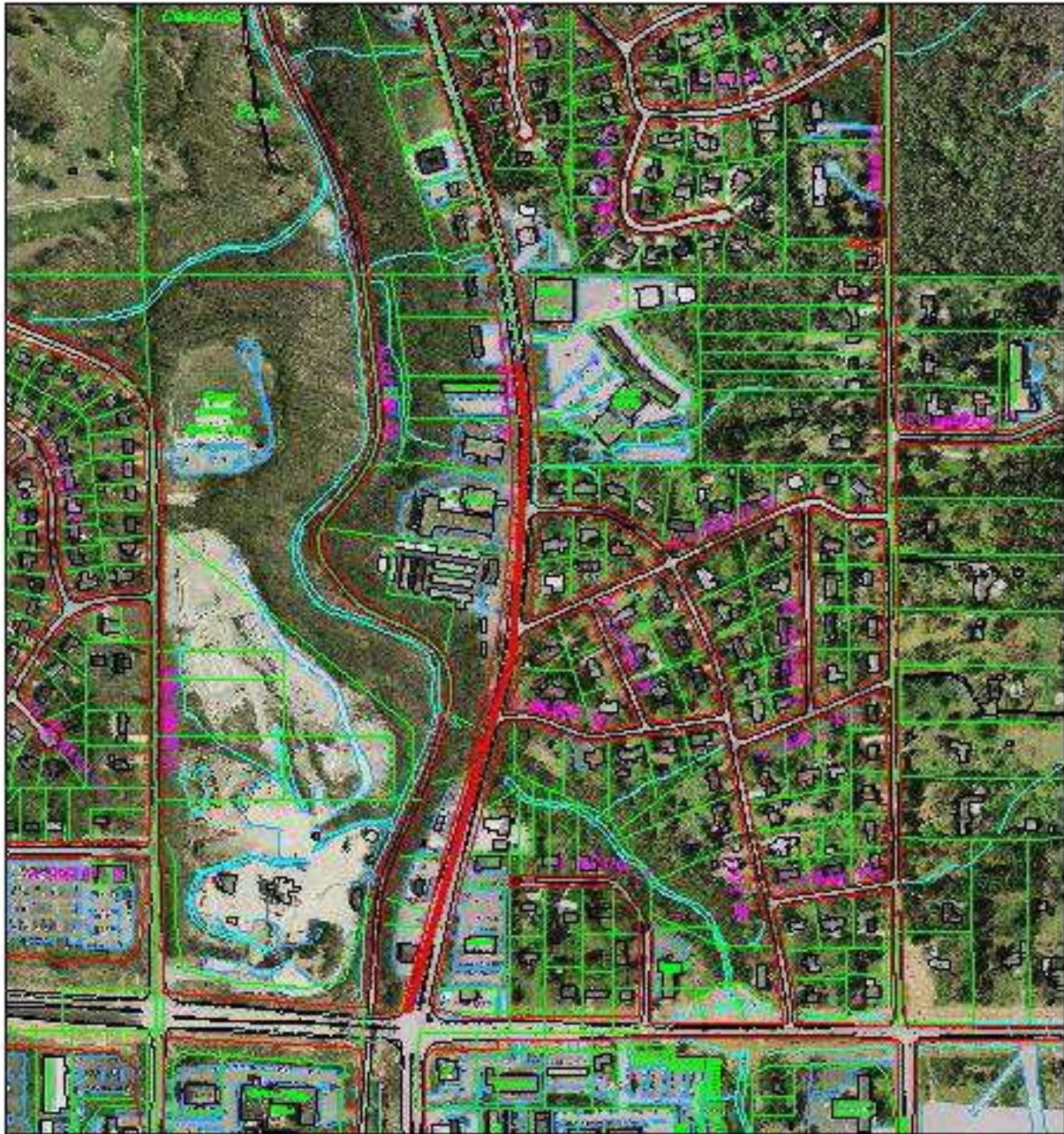


City of Bloomington
 Clerk & Council



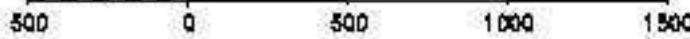
Scale: 1" = 400'

For reference only; map information NOT warranted.



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

By: shermand
18 Dec 12

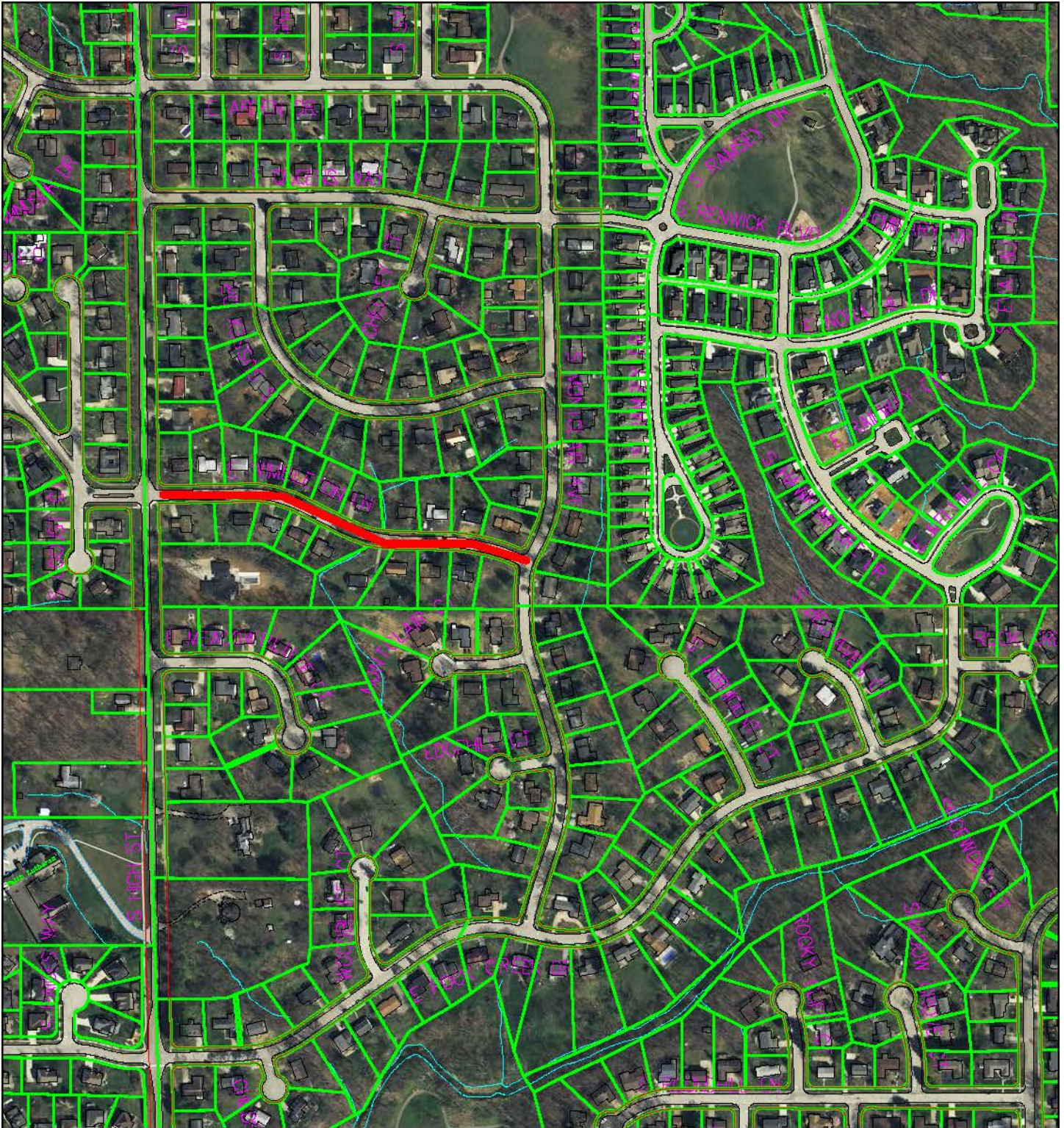


City of Bloomington
Clerk & Council



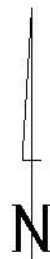
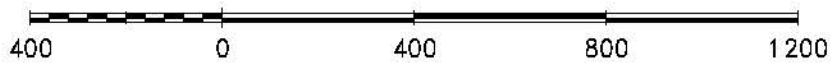
Scale: 1" = 500'

For reference only; map information NOT warranted.

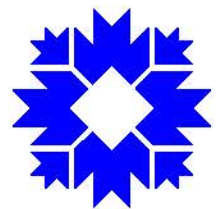


Council Sidewalk Committee Request — 2018 — Cm. Rollo
 Wimbleton Lane from S High Street to S Montclair Ave

By: shermand
 9 Feb 18

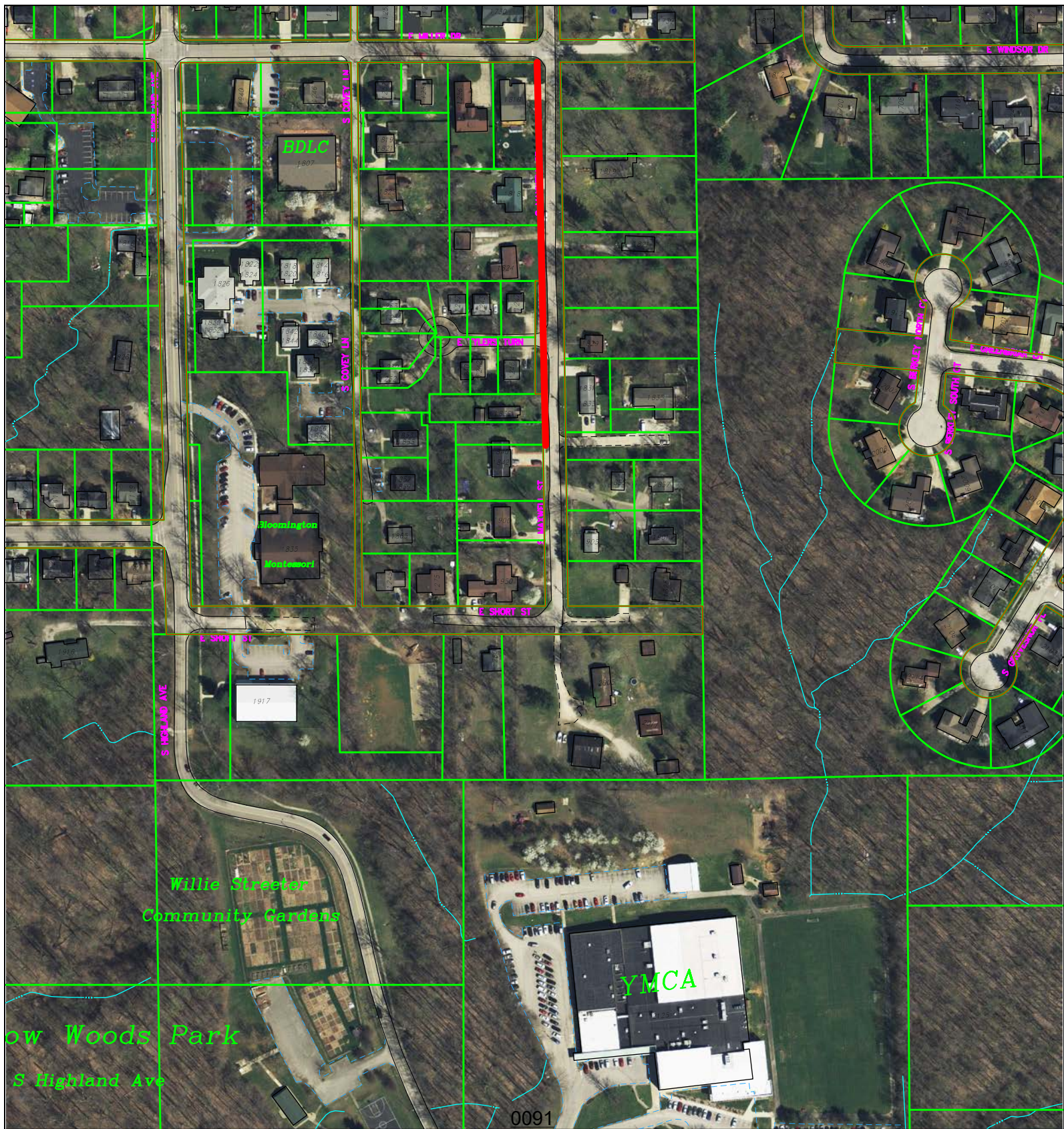


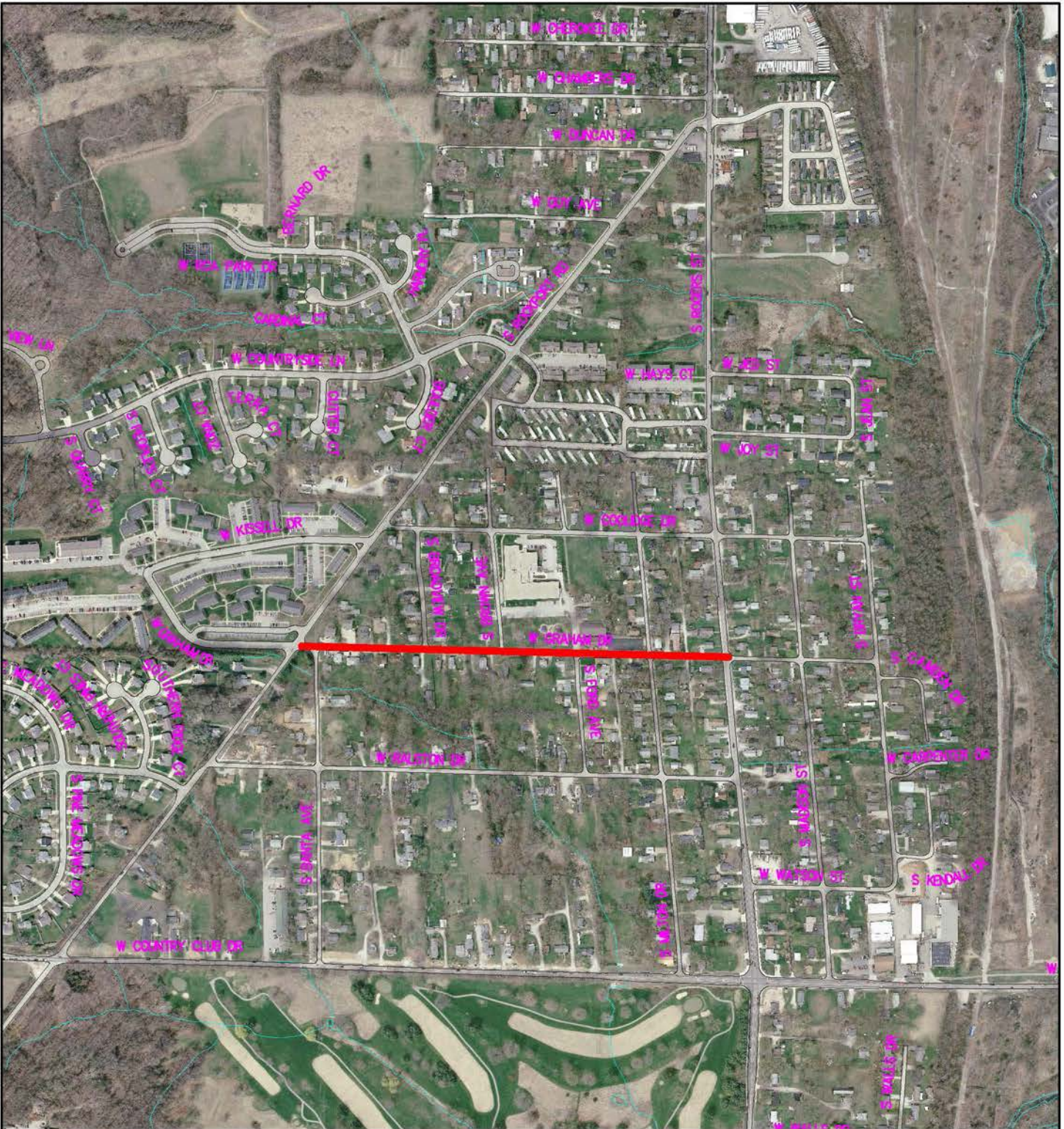
City of Bloomington
 Council Office



Scale: 1" = 400'

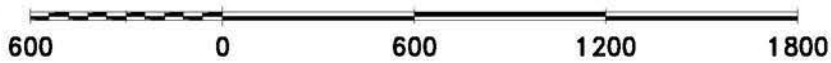
For reference only; map information NOT warranted.





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

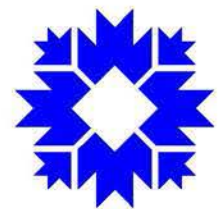
By: shermand
 2 Nov 11
 File: LPgd



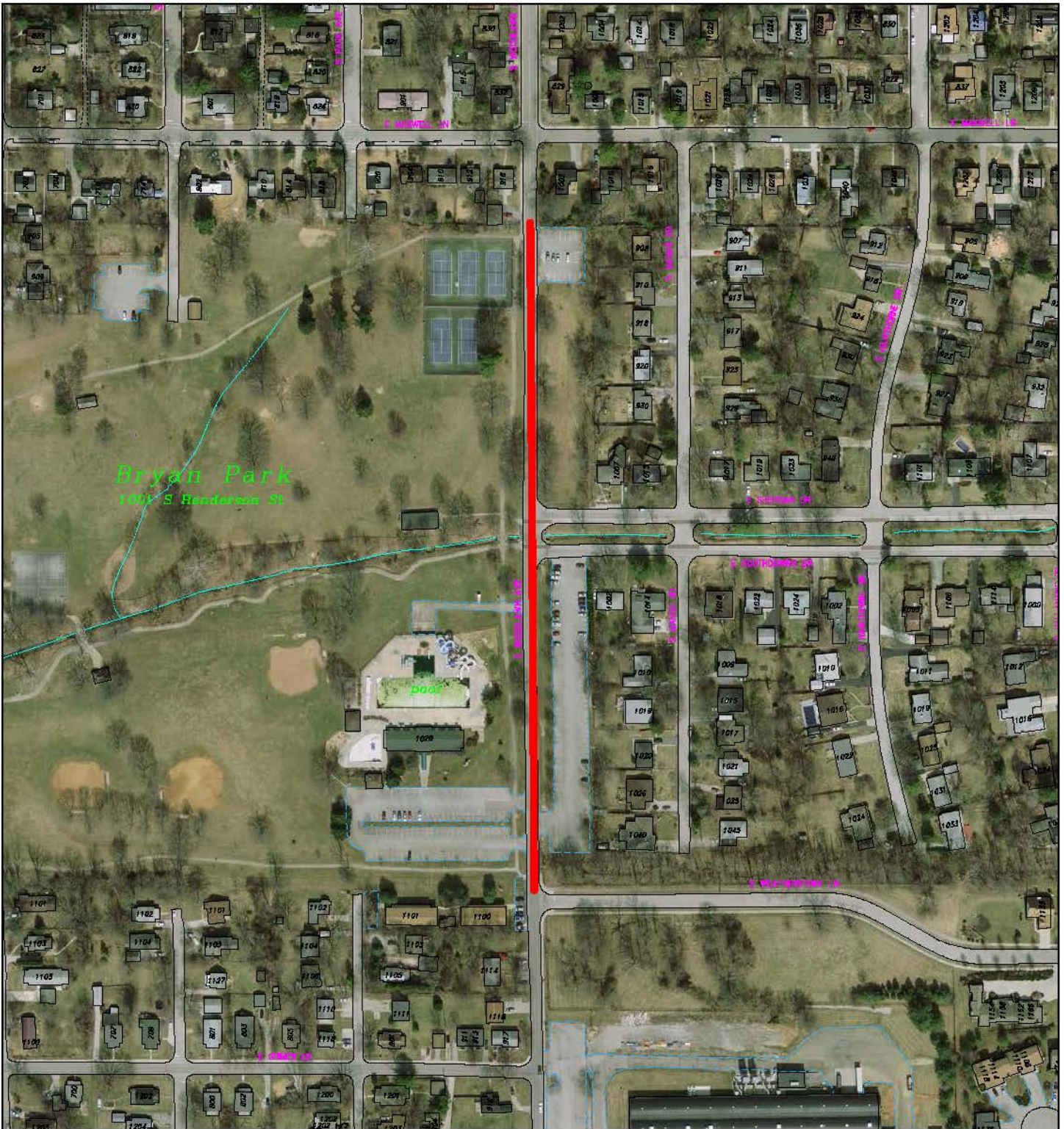
For reference only; map information NOT warranted.



City of Bloomington
 Clerk & Council



Scale: 1" = 600'



Bryan Park
1400 S Henderson St

pool

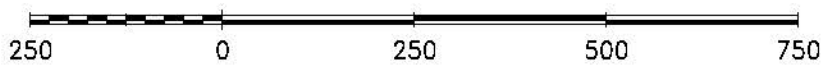
Council Sidewalk Committee 2017

Request for Sidewalk on Woodlawn along Bryan Park

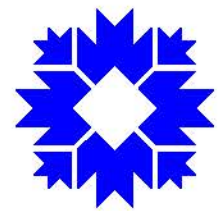
Rationale: The Multi-Use Path around the park does not adequately serve commuters.

By: shermand

28 Nov 16

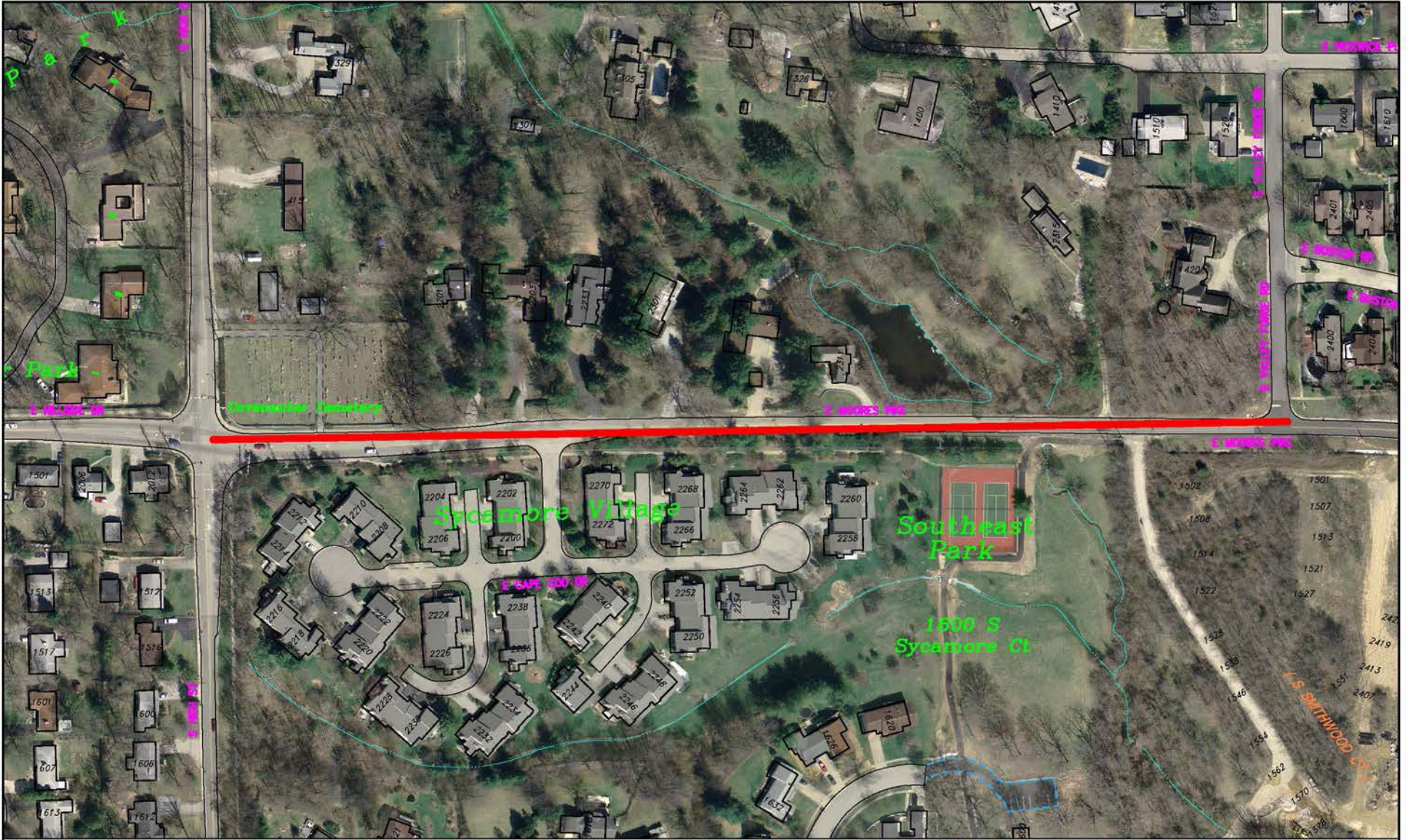


City of Bloomington
Council Office



Scale: 1" = 250'

For reference only; map information NOT warranted.



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

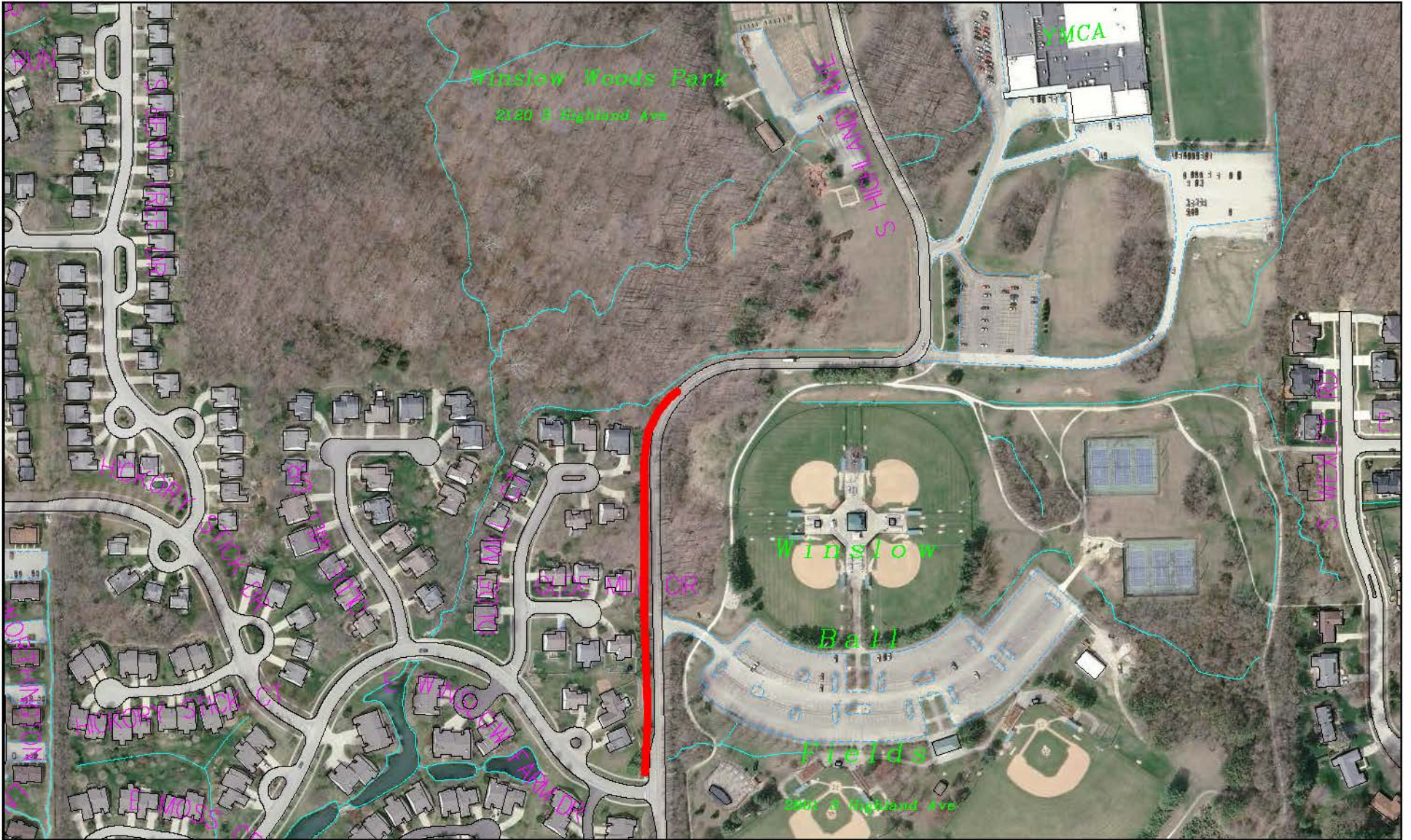
By: fallsm
 3 Oct 08



For reference only; map information NOT warranted.

City of Bloomington
 Clerk & Council

Scale: 1" = 200'



S Highland - Connecting Winslow Park with Winslow Farms Subdivision

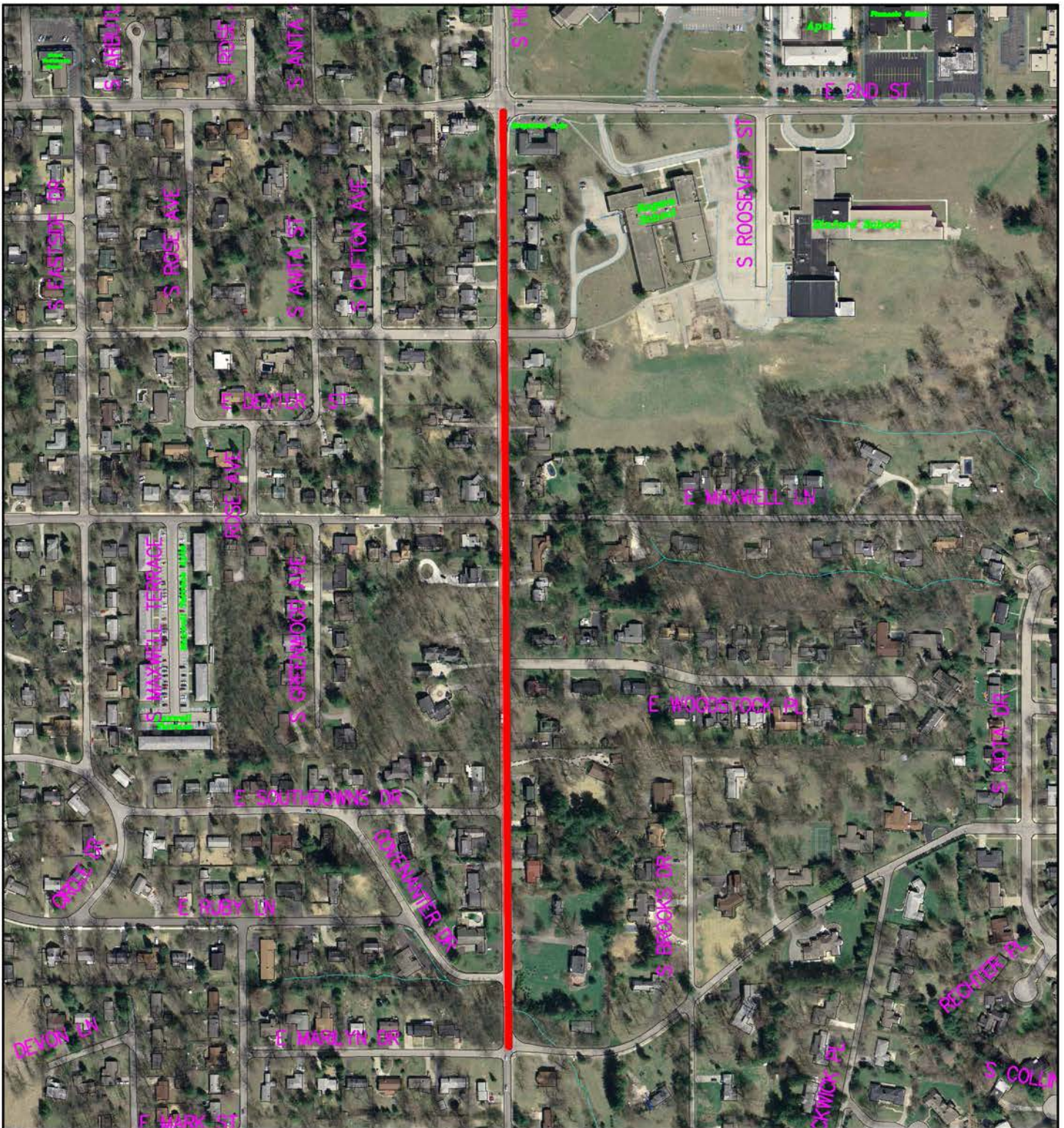
By: finnh
10 Nov 14



For reference only; map information NOT warranted.

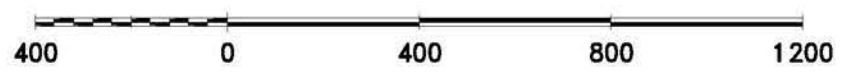
City of Bloomington
Clerk & Council

Scale: 1" = 300'

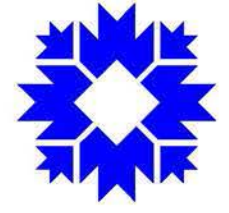


2009 Council Sidewalk Committee
 David Sabbagh's request for sidewalks on the east side of High (2nd to Covenanter)

By: fallsm
 6 Oct 08

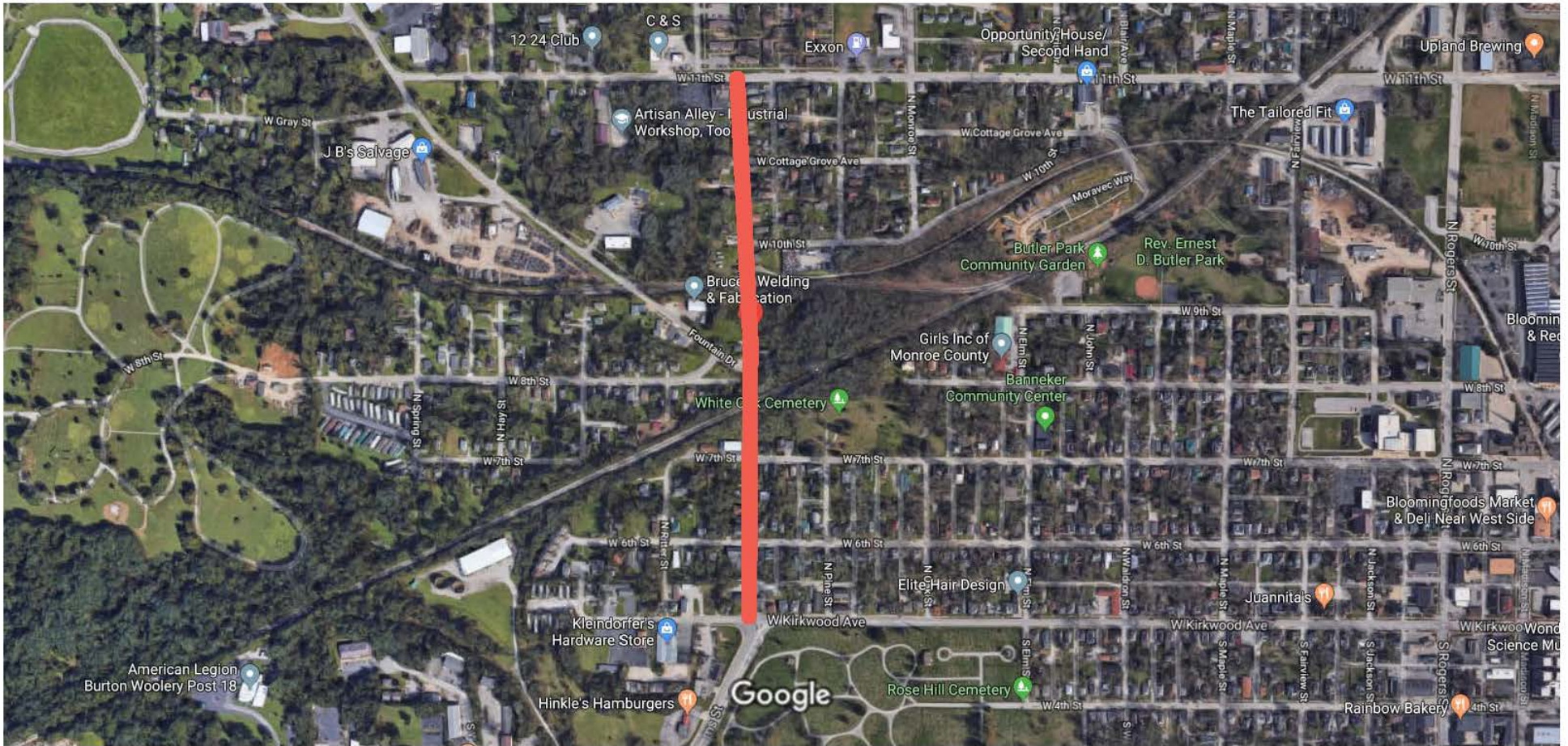


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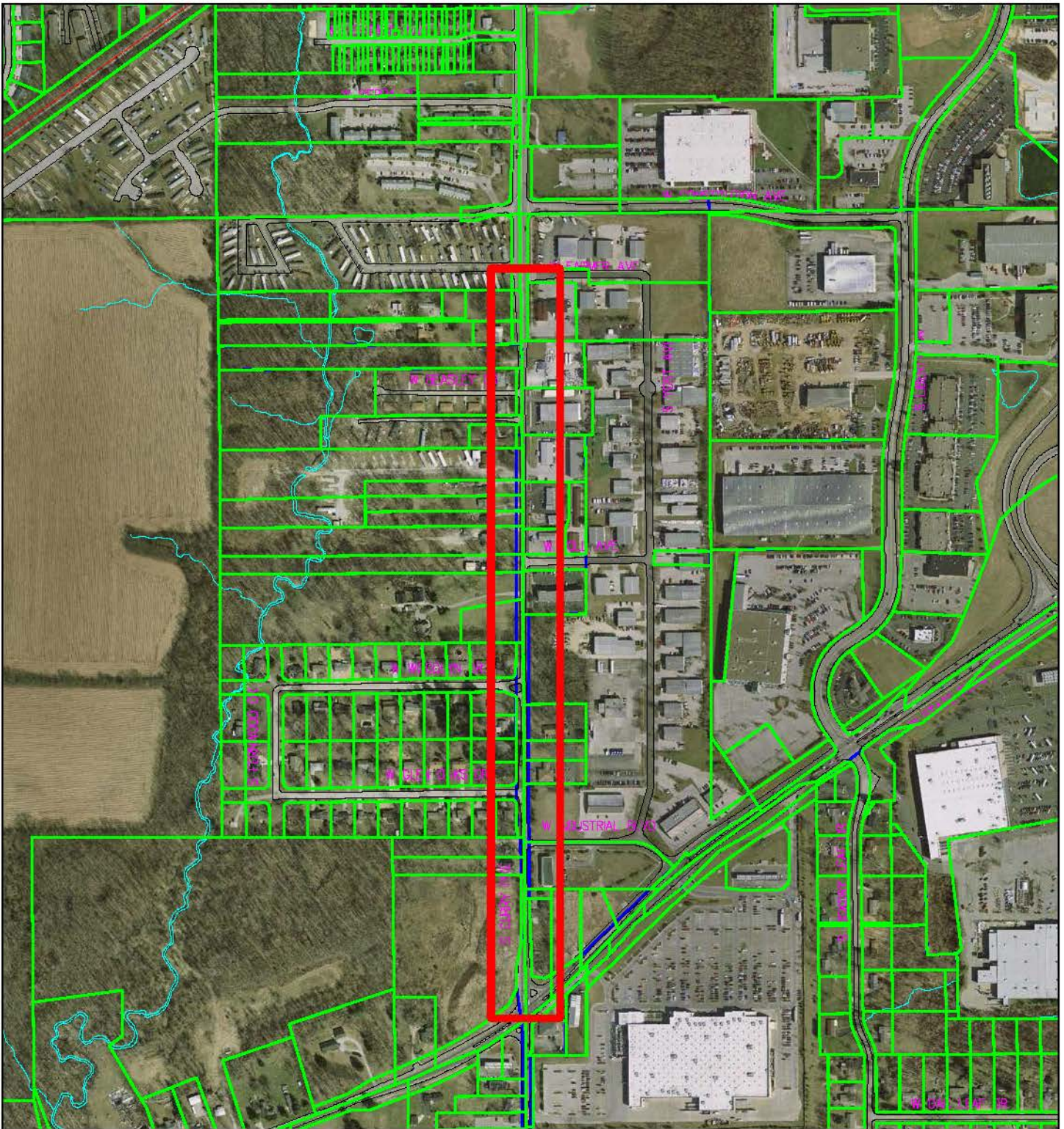


Scale: 1" = 400'

For reference only; map information NOT warranted.



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



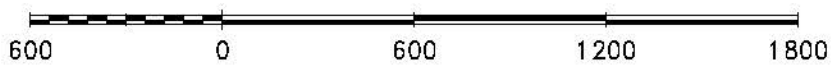
Council Sidewalk Committee - 2017

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

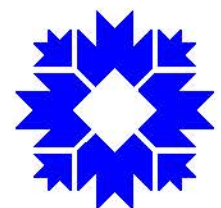
Note: Some areas are in the County; some existing sidewalks

By: shermand

1 Dec 16

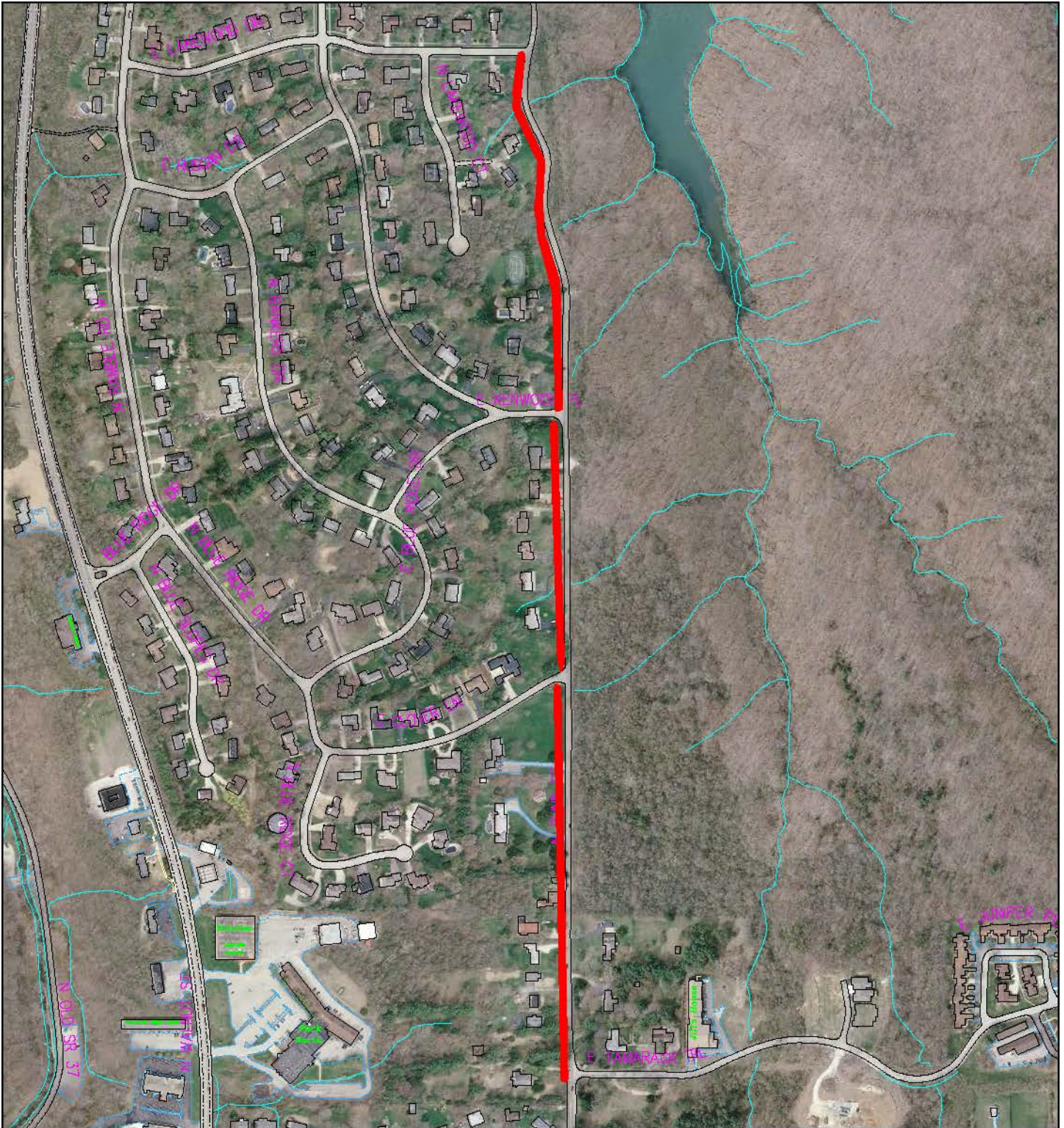


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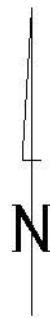
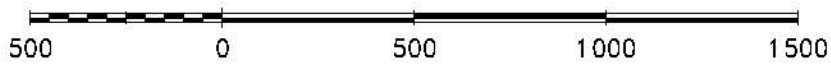
Scale: 1" = 600'

For reference only; map information NOT warranted.

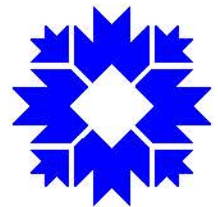


N Dunn from E Tamarack Trail to Lakewood Drive

By: finnh
10 Nov 14

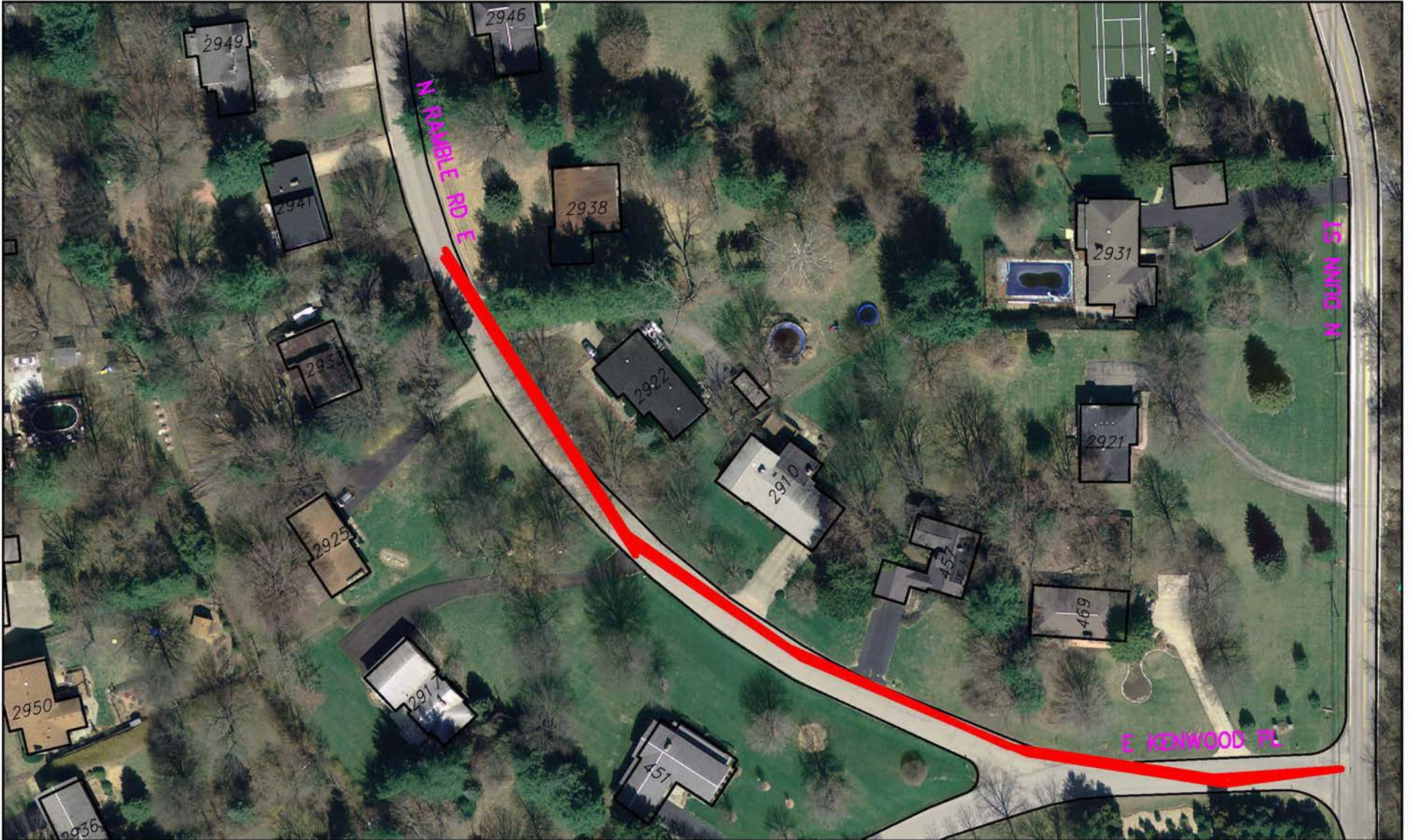


City of Bloomington
Clerk & Council



Scale: 1" = 500'

For reference only; map information NOT warranted.



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

By: fallsm
 3 Oct 08



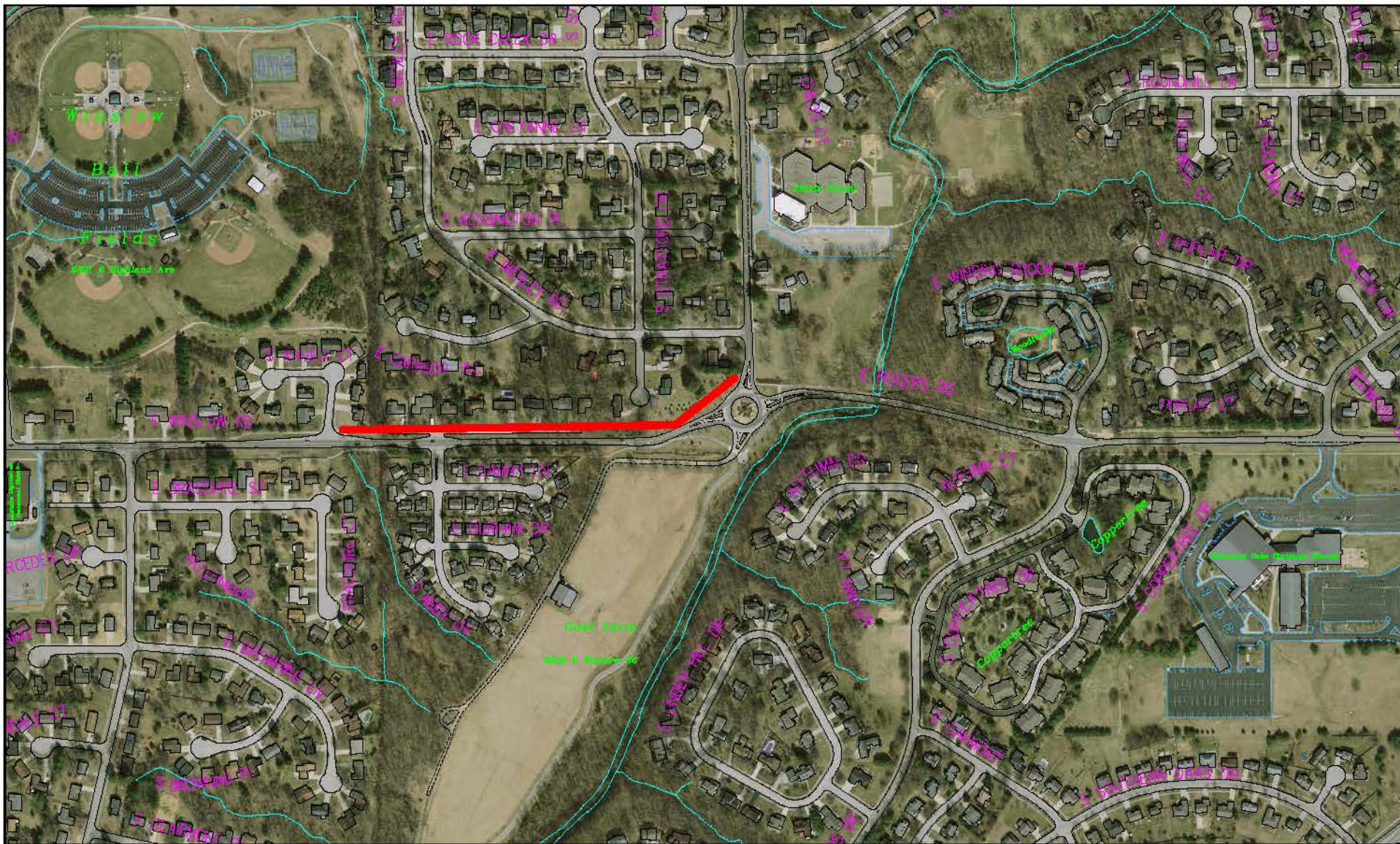
For reference only; map information NOT warranted.



City of Bloomington
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Scale: 1" = 100'



Council Sidewalk Committee 2017
 Request for Sidewalks on north side of Winslow west of Roundabout
 Note: Pedestrian facilities exist on south side of Winslow.

By: shermand
 28 Nov 16



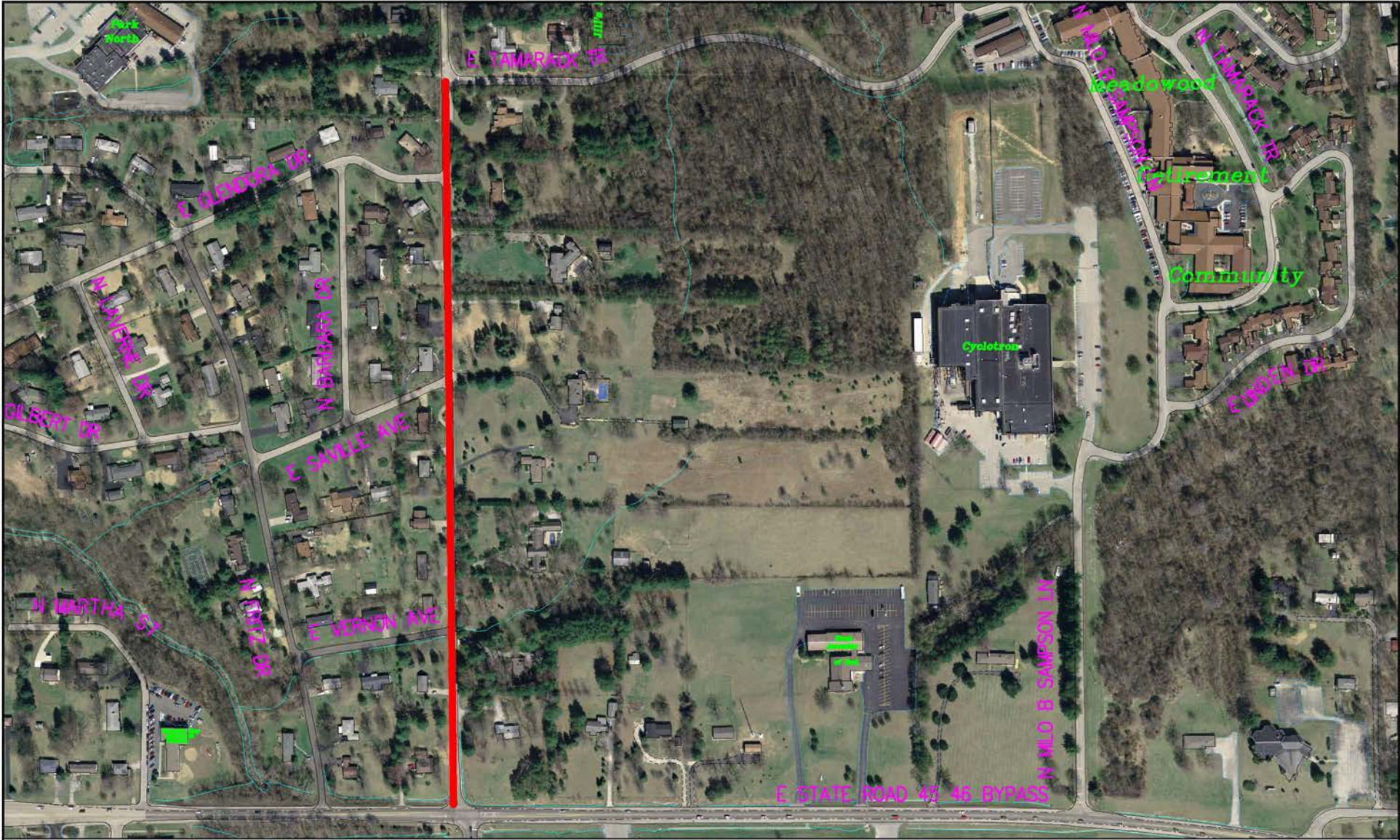
For reference only; map information NOT warranted.



City of Bloomington
 Council Office



Scale: 1" = 500'



2009 Council Sidewalk Committee

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

By: fallsm

7 Oct 08



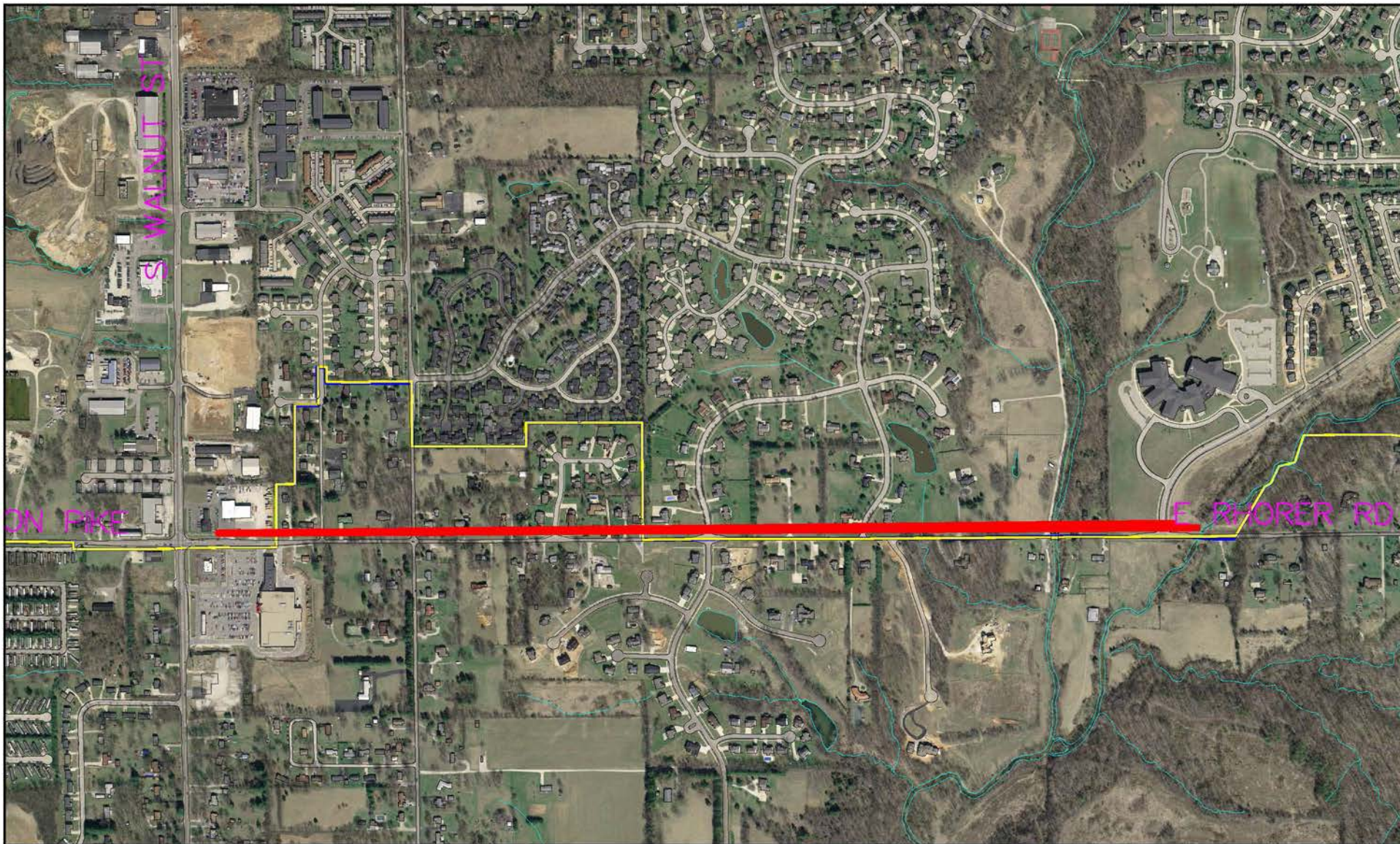
For reference only; map information NOT warranted.



City of Bloomington
Clerk & Council



Scale: 1" = 400'



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

By: sherman
22 Oct 08



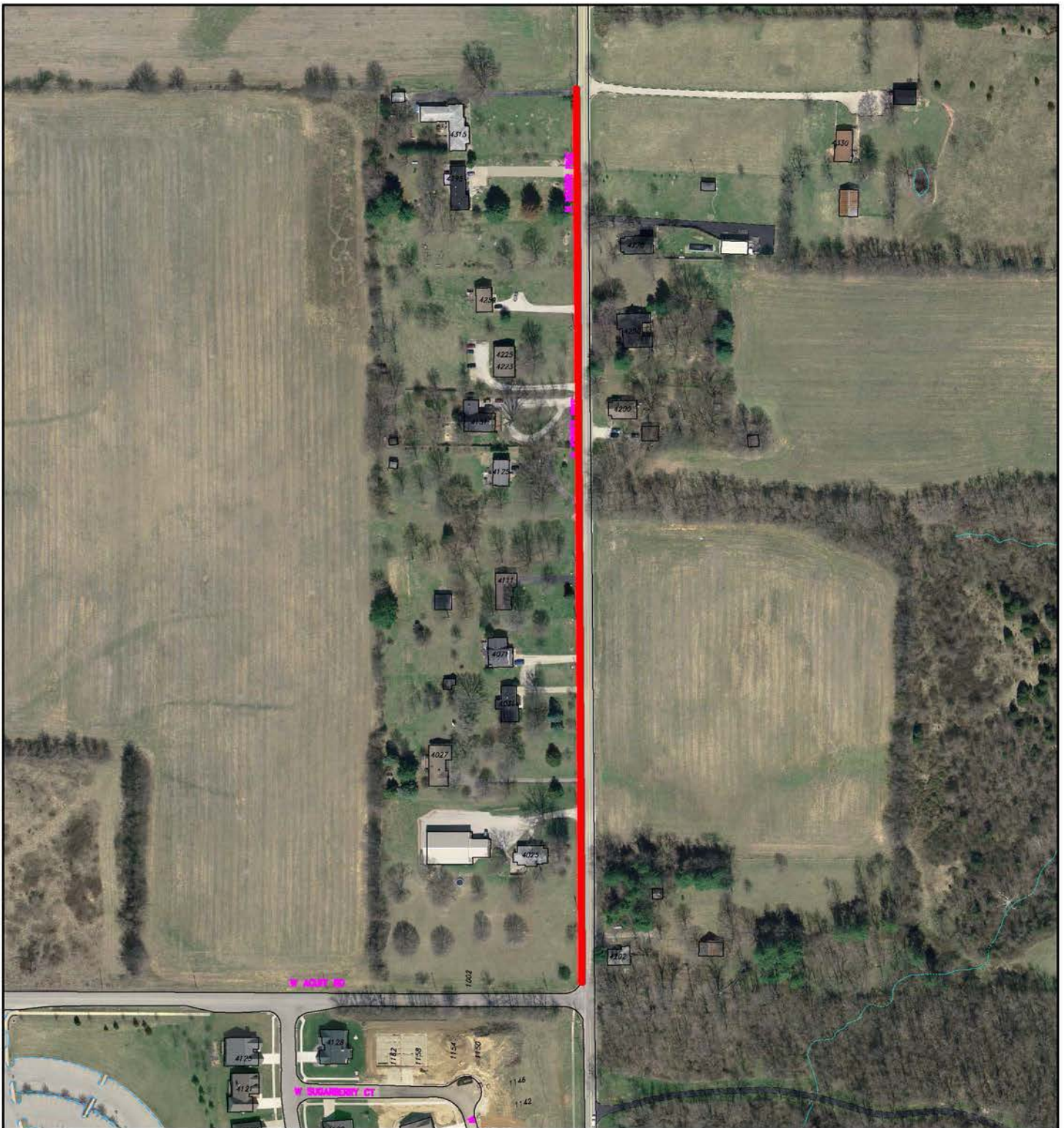
For reference only; map information NOT warranted.



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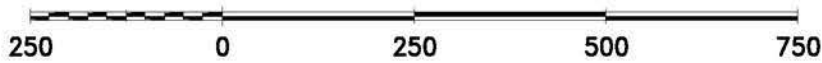
Scale: 1" = 800'



2009 Council Sidewalk Committee

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

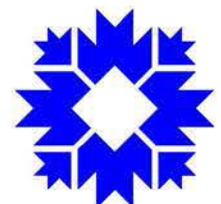
By: fallsm
7 Oct 08



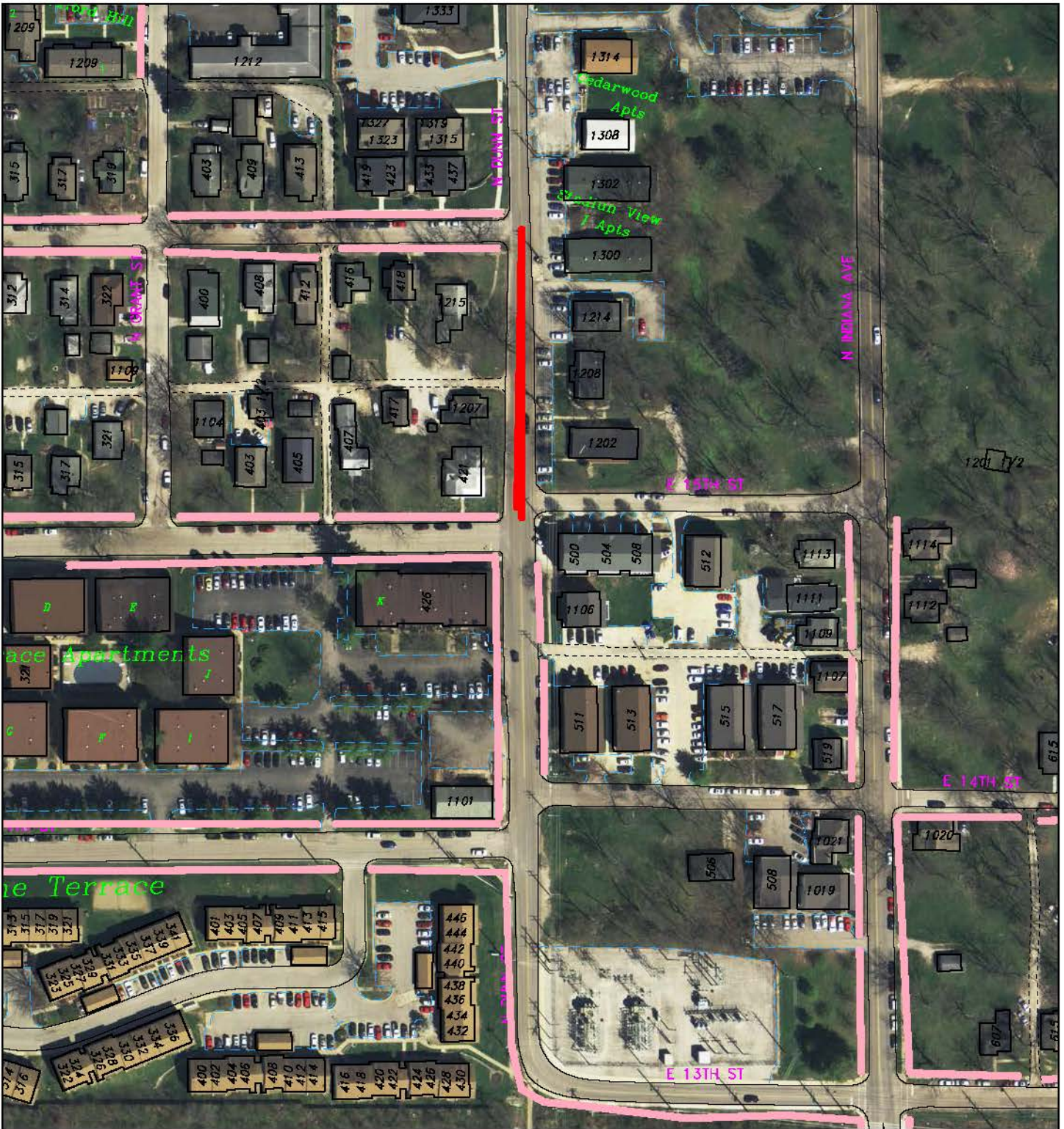
For reference only; map information NOT warranted.



City of Bloomington
Clerk & Council

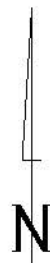
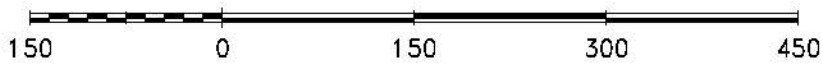


Scale: 1" = 250'

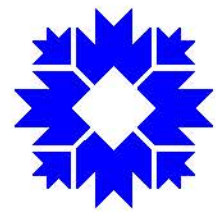


2020 sidewalk request - Dunn St (from 15th St to 16th St)

By: lucass
30 Nov 20

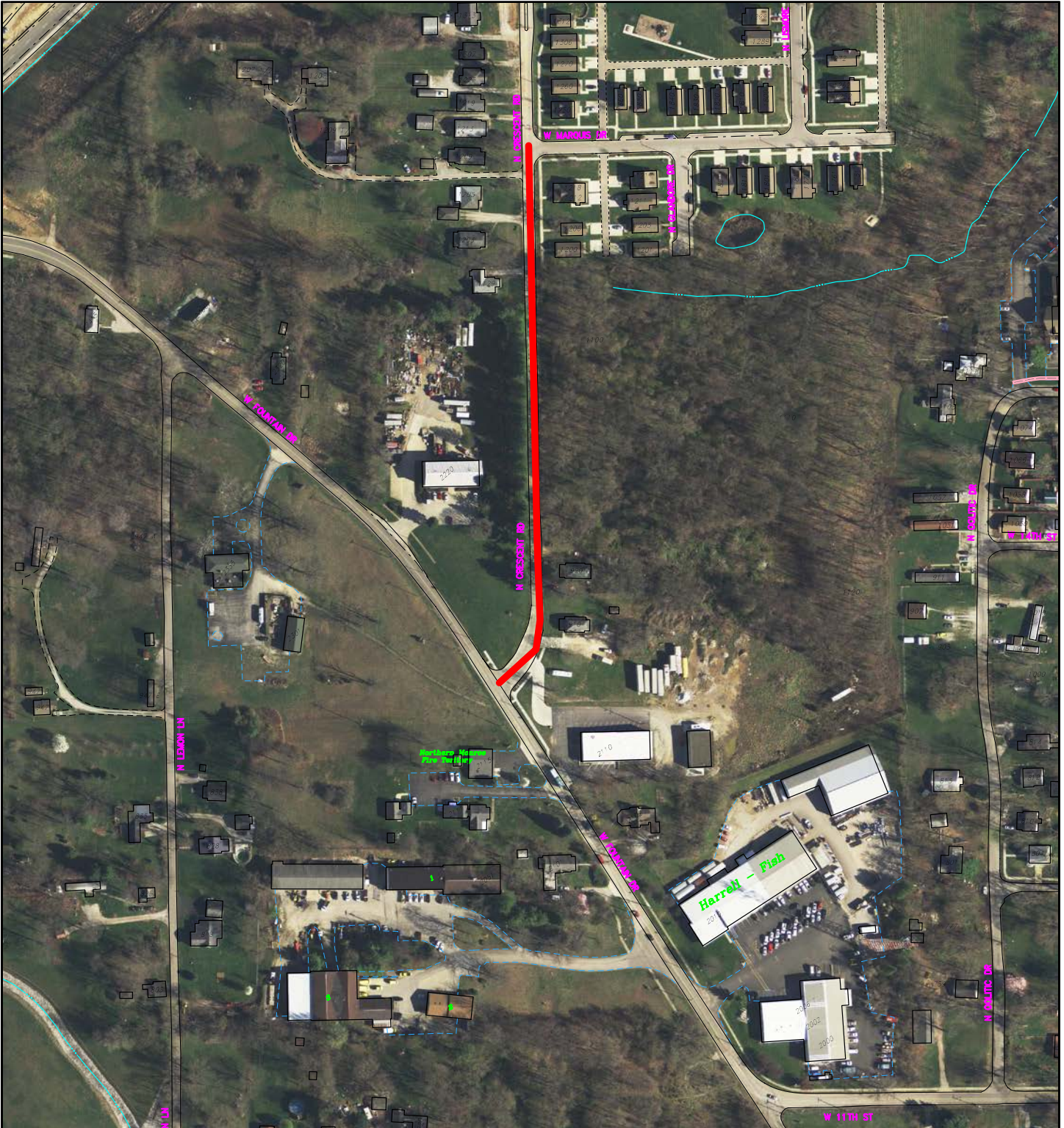


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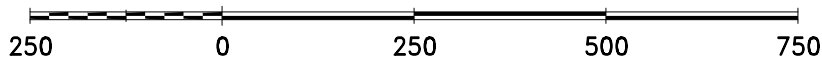
Scale: 1" = 150'

For reference only; map information NOT warranted.



2002 request for sidewalk submitted via u-Reports
 Crescent Rd (from Fountain Dr to Marquis Dr)

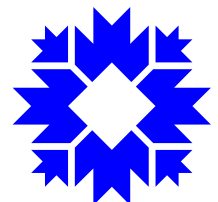
By: lucass
 30 Nov 20



For reference only; map information NOT warranted.



City of Bloomington
 Council Office



Scale: 1" = 250'

Appendix Five – Recent Sidewalk Requests – Received in 2020 for 2021 Deliberations

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

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

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

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

Materials

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

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

Summary of Recent Requests and Communications¹ Regarding the Construction of Sidewalks

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

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

(For Review by 2021 Council Sidewalk Committee)

The following color coding distinguishes different projects under review:

New Requests

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

Requests Regarding Recent Sidewalk Committee Priority Projects (none in 2020)

Priority Projects of Committee – moved forward with some funding (but were not completed) in 2020; ongoing projects with multiple funding sources or projects recently supported by Committee funds = **Purple Font**⁴

Affirmation of Already Listed Projects

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

¹ The Council Office typically receives requests for the installation of sidewalks from the following sources: the Council email account; referrals through the uReport system; and, Councilmembers (some throughout the year as Councilmembers report them to the Council Office and some in response to solicitation from the Council Office in preparation of this packet. The term “recent requests” covers communications received since the last summary was prepared for the 2020 Initial Sidewalk Packet and includes both newly-requested and affirmation of previously-requested projects that meet the Committee criteria. (See Appendix 4)

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

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

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

Requests Listed in Order of Ranking on Priority Sheet⁵

Rank TBD	New Request Sidewalk – N Dunn Street – from 15th Street to 16th Street
<p>New Request via staff in November 2020 Requesting a sidewalk from 15th to 16th Street on Dunn Street.</p> <p><i>Planning staff notes they have received complaints about this missing section of sidewalk in the past. They also mention that the gap will be even more glaring when the improvements on 17th and Dunn are completed in summer 2021.</i></p>	

Rank TBD	New Request Sidewalk – Crescent Rd. – from Fountain Dr. to Marquis Dr.
<p>New Request via uReport (#171307) on 12/30/2019</p> <p>Josh Conway wrote: <i>How about getting a sidewalk on N Crescent rd between Marquis and fountain drive??? I see people forced to take wheelchairs up and down that section of city road. People in cars just keep buzzing them.</i></p> <p>Cm. Sgambelluri also stated: <i>This area has seen a significant increase in housing developments in recent years, many of which serve mid-low-income residents. A sidewalk here would dramatically improve connectivity to Downtown and shopping for these residents. It's also a relatively short stretch that would connect existing sidewalks.</i></p>	

Rank #1	Affirmation of already-listed project Sidewalk – Indiana Ave. – NW Corner of 3rd St. & Indiana Ave.
<p>Affirmation for this project from Cm. Sgambelluri on 10/12/2022</p> <p>Cm. Sgambelluri wrote: <i>Clearly an intersection that has proven hazardous for bicyclists and pedestrians. I would support making this site our highest priority this year.</i></p>	

Rank #3	Affirmation of already-listed project Sidewalk – Gourley Pk. – from College/Old SR 37 to Kinser Pk
<p>Affirmation for this project from Cm. Sgambelluri on 10/12/2022</p> <p>Cm. Sgambelluri wrote: <i>A popular east-west route for residents of Hoosier Courts and Brookdale as they travel to/from campus and retail centers. Kinser Flats residents - many of whom will not own cars and will depend on walking and public transit - will soon add to the demand for safe walking space on this stretch of road.</i></p>	

⁵ See Appendix 4 for Rankings and Maps.

Rank #19	Affirmation of already-listed project Sidewalk – Gourley Pk. – from Kinser Pike to Monroe Street
<p>Affirmation for this project from Cm. Sgambelluri on 10/12/2022</p> <p>Cm. Sgambelluri wrote: <i>Gourley can be a quick east-west route with some straightaways where many motorists speed. A sidewalk here would improve connectivity and make for safer walking on a street with limited visibility due to vegetation and curves. That said, it is also a pretty large project that would serve a relatively small number of residents.</i></p>	

Appendix Six – Traffic-Calming / Pedestrian Facilities Projects

Presentation

To be Determined

Action

- Discussion of Available Funds
- Procedures and Prioritization
- Review of Projects Identified in 2017-2020
 - Disclosure of any Conflicts of Interest

Background Material

BMC 15.26 - Neighborhood Traffic Safety Program (NTSP)

Traffic Calming and Greenways Program Guidelines

Traffic-Calming Projects Identified by the 2020 Sidewalk Committee
(with maps)

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

Chapter 15.26 - NEIGHBORHOOD TRAFFIC SAFETY PROGRAM

Sections:

15.26.010 - Definitions.

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

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

(Ord. 99-16 § 2 (part), 1999).

15.26.020 - Neighborhood traffic safety program.

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

(Ord. 99-16 § 2 (part), 1999).

(Ord. No. 14-11, § 120, 7-2-2014)

15.26.030 - Utilization of neighborhood traffic safety program locations.

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

(Ord. 99-16 § 2 (part), 1999).

15.26.040 - Traffic calming locations.

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

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

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

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

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

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



TRAFFIC CALMING & GREENWAYS PROGRAM

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BACKGROUND

The City of Bloomington (the City) places a high value on livability. Livability, as a concept, has largely been the rationale for public policies which serve to benefit the community. One such policy, Chapter 15.26, added to the City's Code on June 2, 1999, established the Neighborhood Traffic Safety Program (NTSP). The NTSP aimed to increase a neighborhood's livability by enabling groups of organized residents to manage driving behaviors on neighborhood streets through the installation of speed cushions, chicanes, and other traffic calming devices.

The City of Bloomington Traffic Calming and Greenways Program (TCGP) seeks to replace the NTSP program and envisions a process for Bloomington which is:

- Based upon objective, measurable data
- Viewed through the lenses of connectivity and accessibility
- Aligned with the City's Comprehensive Plan and Transportation Plan
- Managed through a consistent process
- Openly shared and transparent to the community

RATIONALE

The rationale for replacing the NTSP policy is based on the Bloomington Comprehensive Plan (2018) and the Bloomington Transportation Plan (2019):

- Continue to integrate all modes into the transportation network while prioritizing bicycle, pedestrian, public transit, and other non-automotive modes to make our network equally accessible, safe, and efficient for all users (*Comprehensive Plan Goal 6.4*)
- Protect neighborhood streets that support residential character and provide a range of local transportation options (*Comprehensive Plan Goal 6.5*)
 - Implement traffic calming measures where safety concerns exist to manage motor vehicle traffic on residential streets (*Comprehensive Plan, Policy 6.5.1*)
 - Balance vehicular circulation needs with the goal of creating walkable and bike-friendly neighborhoods (*Comprehensive Plan, Policy 6.5.2*)
 - Continue to improve connectivity between existing neighborhoods, existing and proposed trails, and destinations such as commercial areas and schools (*Comprehensive Plan, Policy 6.5.3*)
- Ensure an appropriate process to receive traffic calming requests from residents and include steps for the installation of temporary, proactive traffic calming measures as well as the installation of longer-term measures as a result of a reactive process in response to local concerns (*Transportation Plan, p. 51*)
- Encourage resident involvement (*Transportation Plan, p. 64*)

GUIDING PRINCIPLES

The following eight guiding principles inform the TCGP:

1. Evaluation and prioritization of TCGP installations should be based upon objective, pre-established criteria; be in alignment with the City of Bloomington adopted plans and goals; and be reviewed by a designated City Commission who oversee traffic calming, and/or long range transportation planning.
2. Traffic Calming and Greenways Program projects shall enhance pedestrian, bicyclist, and other **micromobility** mode user's access through the neighborhood and preference shall be given to projects that enhance access to transit as well.
3. Traffic calming devices should be planned and designed in keeping with planning and engineering best practices.
4. Reasonable emergency and service vehicle access and circulation should be preserved.
5. City staff shall direct the installation of traffic calming measures in compliance with this policy and as adopted into Bloomington Municipal Code.
6. The TCGP is mainly intended for: **Shared Street**, **Neighborhood Residential Street**, and **Neighborhood Connector Street** typologies and, on occasion, may include traffic calming elements as part of a larger infrastructure project.
7. Some motorists may choose to reroute from one neighborhood street to another as a result of an TCGP project. In some cases, this rerouting may require updates to a project, but the goals of mode shift and improved safety for all road users should generally supersede minor shifts in rerouting. Minor increases in traffic volumes on adjacent streets are anticipated and acceptable levels should be defined on a project-by-project basis.
8. Processes shall provide for reasonable but not onerous resident participation in plan development and evaluation.

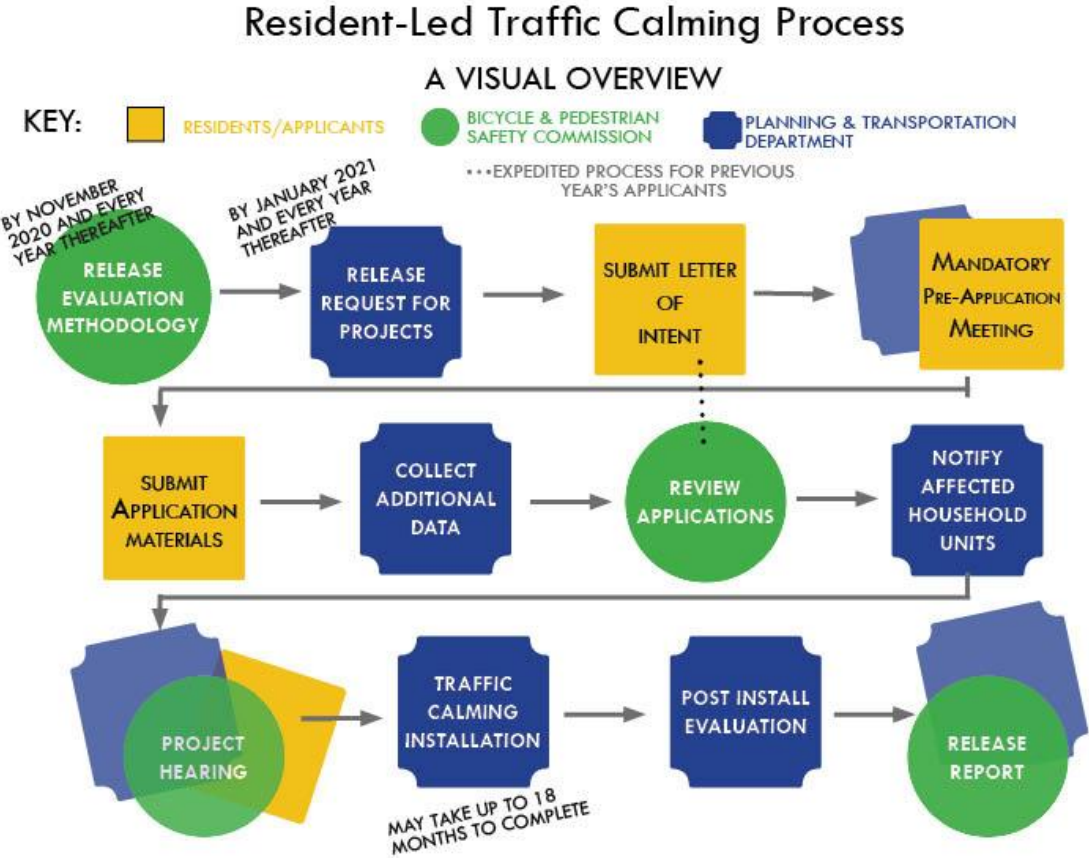
RESIDENT-LED TRAFFIC CALMING PROCESS

The TCGP provides a mechanism for residents to work with the City to manage traffic in their neighborhoods. The TCGP is intended to provide a simple process for residents to address traffic and speeding concerns on neighborhood streets. The TCGP processes also provide a consistent framework to ensure efficient use of resident and City staff time.

This section describes in detail the steps involved in participating in the Resident-led Traffic Calming process including the City’s request for projects, the application requirements, benchmark data collection, the review and prioritization of high-ranking projects, the installation of traffic calming devices, and an evaluation of the project’s success. The Resident-Led Traffic Calming Process is illustrated below in Figure 1 and in the [Appendix](#).

Traffic Calming devices primarily considered for this program include **speed cushions** and **speed humps**, in some contexts other devices may also be considered.

Figure 1: Visual Overview of the: Resident-led Traffic Calming Process



BICYCLE PEDESTRIAN SAFETY COMMISSION RELEASES EVALUATION METHODOLOGY

The Evaluation Methodology defines the objective criteria used to review project requests. The evaluation methodology is reviewed each year before the start of a new process cycle. By November 30, 2020 and by November 30 of each year thereafter, the Bicycle Pedestrian Safety Commission (BPSC) shall submit revisions of the TCGP Evaluation Methodology to the Planning and Transportation Department as well as a report that includes the following:

- Any changes to the application evaluation methodology from the previous year;
- A status report on the previous years' designed and installed projects; and
- Projects which applied for funding but did not receive funding based on the priority ranking during the previous year's cycle.

CITY RELEASES REQUEST FOR PROJECTS

In January 2021 and every year in January thereafter, the City Planning Department will release a Request for Projects (RFP) for participation in the Traffic Calming and Greenways Program. Each RFP issued shall be dependent upon funding availability, and the amount of available funding may be made known to prospective applicants. Requests for participation will be made through the BPSC and City staff to residents upon the opening of the RFP process.

STEP 1: RESIDENTS SUBMIT LETTER OF INTENT

Residents who wish to engage in the TCGP must submit a Letter of Intent (LOI) to the Planning Department before the end of the posted deadline. Prospective applicants are responsible for checking the TCGP guidelines for additional formatting and submission requirements. The LOI from the interested parties shall include but may not be limited to:

- Contact information for a minimum of two project co-organizers;
- Project organizers must represent two (2) separate dwelling units within the proposed area to be considered.
 - Individuals who reside in the same dwelling shall not be permitted to serve as project co-organizers without the collaboration of a neighbor or resident of a differing dwelling unit.
 - Individuals who reside in different dwelling units of a larger multi-family complex shall be permitted to serve as project co-organizers.
- A general description of the concern;
- A map of the proposed area to be considered;
- Acknowledgement of program policies; and
- Any supplemental information requested by staff.

Previous Applicants: Project co-organizers who have submitted an application for the previous one (1) year program cycle and did not receive funding may reapply with an updated LOI and any supplemental materials requested by City Staff.

Staff Action: When the submission window has closed, City staff shall review each of the LOIs. City staff will notify applicants who have met the requirements to advance to the application process of the Resident-led Traffic Calming Process. In the event that an application does not meet the minimum

requirements to apply, City staff may notify the project co-organizers and allow up to 4 additional business days to resubmit with recommended changes dependent upon the quantity and extent of changes needed. LOIs which do not meet the minimum requirements will not progress beyond Step 2 of the Resident-led Traffic Calming Process and shall be notified by City staff.

STEP 2: PRE-APPLICATION MEETINGS WITH CITY STAFF AND PROJECT ORGANIZERS

City staff shall schedule a mandatory meeting with each group of project co-organizers who have advanced to Step 2 of the Resident-led Traffic Calming Process. At the mandatory pre-application meeting staff shall:

- Discuss the application requirements, processes, and deadlines;
- Disseminate preliminary information required in the application;
- Provide a link to the application materials; and
- Answer questions from the project organizers.

STEP 3: RESIDENTS SUBMIT APPLICATION MATERIALS

Project co-organizers will have approximately six to eight weeks to complete and submit their applications. Application materials shall include:

- Three (3) Letters of Support from stakeholders.
 - Must include at least one (1) City Council Representative
 - May include an organization or professional which serves the residents living within the identified area (i.e., neighborhood association, school, neighborhood resource specialist, faith based organization, and/or a non-profit which serves households located within the specified area but may not necessarily be located within the specified zone)
 - Only three letters will be reviewed. Additional letters will not be reviewed with the project application.
- Twenty-four (24) or 30% (whichever is the lesser) signatures from **Affected Housing Units** impacted by the traffic calming installations proposed.
 - Staff shall provide a template document for collecting signatures which must be used for collecting signatures. No other forms will be accepted.
 - Electronic signatures may be used for this purpose if deemed appropriate and with written approval of the City Planning Department Director.
- A finalized map of the proposed project area.
- Additional relevant data requested by City staff

City staff shall send a confirmation email once an application has been received. In the event that an application requires clarification or has proposed a zone which is incompatible with the program, City staff may notify the project organizers and allow up to an additional 4 business days to resubmit with recommended changes dependent upon the quantity and extent of changes needed. Incomplete applications which are submitted with insufficient supporting documents/ materials will not progress beyond Step 3 of the Resident-led Traffic Calming Process and shall be notified by City staff.

STEP 4: CITY STAFF PREPARE RELEVANT DATA

City staff shall collect preliminary information about current traffic conditions. Relevant data may include crash history, speed counts and volume data, and other relevant facts. City staff shall notify the affected safety and emergency services of the initiative to include but not be limited to: the Bloomington Police Department, Bloomington Fire Department, local ambulance services, and Bloomington Transit.

City staff may collect and summarize preliminary information about existing plans for development, census data, and pedestrian and bicycle network infrastructure near the proposed project.

STEP 5: BPSC REVIEW OF APPLICATIONS

Upon the receipt of completed applications, the BPSC will review the materials submitted and the preliminary data collected by City staff. The BPSC will validate successful applications, and rank the projects which score highest as determined by the evaluation methodology. All applications will be evaluated using the same criteria.

The evaluation criteria for the Resident-led Traffic Calming Process must account for two main areas of emphasis:

1. Prevalence of vulnerable users (e.g., children, persons with disabilities, older adults, economically disadvantaged households) and community centers.
2. Incidence of crashes and behaviors which are the causal factors for increased injury to vulnerable users (crashes, speeding, volume).

STEP 6: NOTIFICATIONS SENT TO AFFECTED HOUSING UNITS IN HIGH RANKING AREAS

Notifications will be sent via post to **Affected Housing Units** and electronically to **Network Users** in the areas surrounding projects that are likely to be funded based upon the number of applications and the designated resources for traffic calming.

Information presented in the notification shall include:

- Information related to the location and placement of the proposed traffic calming installations;
- The objectives for the traffic calming;
- Notification of all scheduled meetings associated with the project and prioritization process; and Contact information and project website to direct feedback, ask questions, or present concerns.

STEP 7: PROJECT PRIORITIZATION HEARING

The BPSC shall host a hearing in which **Affected Housing Units**, **Network Users**, and members of the public may voice their questions, concerns, support, or critique of the Traffic Calming project. Based upon information gleaned at the prioritization hearing, the BPSC may vote to advance fundable projects to the design/ installation phase for those which rank highest unless extenuating circumstances become known which calls into question a project's merit or evidence that an application was not put forth in good faith with the program policies.

STEP 8: INSTALLATION

City staff will proceed with final design and installation. Planning, design, and construction may take up to 18 months depending on the scope of the project. Installations will typically be planned with permanent materials; however, using temporary materials may be appropriate to evaluate design options or to accelerate project timelines.

STEP 9A: POST-INSTALLATION EVALUATION *(TAKES PLACE CONCURRENTLY WITH STEP 9B)*

Up to 18 months after the construction of the Traffic Calming project, the City may conduct a follow-up evaluation. After the installation has been completed, City of Bloomington Planning Department Staff will work to gather data which may include traffic counts, speed studies, and crash history. In some instances, evaluations of adjacent and parallel streets will also be included.

STEP 9B: MAINTENANCE AND MINOR ALTERATIONS *(TAKES PLACE CONCURRENTLY WITH STEP 9A)*

The City of Bloomington Planning Department is responsible for the construction and the minor alteration of any traffic calming device implemented as part of the Resident-led Traffic Calming Process. Alterations may occur either during the design of the project or after the construction is complete. Changes to signs, markings, or location of traffic calming devices may be considered minor alterations. Other changes which could have a more significant impact on a street's operations should follow the Staff-led Traffic Calming/Neighborhood Greenways Process or the Resident-led Traffic Calming Process in subsequent funding cycles.

The Department of Public Works will be responsible for maintenance of completed Traffic Calming installations.

OTHER PROCESSES A: INCREASED TRAFFIC CALMING AND MODIFICATIONS

If residents desire to have their traffic calming modified to include major alterations, a request in writing must be made to City Planning and Transportation staff. Requests for traffic calming tools beyond those typically used for Resident-led projects shall require staff approval in writing. Projects that are able to be supported and prioritized for increased traffic calming will follow the Staff-led Traffic Calming/Neighborhood Greenways Process beginning at [Step Six](#). In some cases, the City may choose to start at an earlier step in the process.

Residents may request to make major modifications to existing traffic-calming on public streets by applying to the Resident-led Traffic-Calming Process. To request major modifications to existing traffic calming, residents shall follow the Resident-Led Process, starting at [Step 1](#) but may not do so within 7 years of the date which the traffic calming installation was approved.

OTHER PROCESSES B: REMOVAL PROCESS

If residents of a neighborhood request to have their traffic calming installations removed, an application shall be submitted with no less than sixty-six (66) percent of the **Affected Housing Units** in support of the removal. Removal of Traffic calming must be based upon the same boundaries as the original project request and may not be divided into smaller portions thereof. Applications for removal and required

signatures shall not be submitted within 7 years of the date which the traffic calming installation was approved. City staff shall provide a template document for collecting signatures which **must** be used for collecting signatures required for traffic calming removal. No other forms will be accepted for this purpose. The City may provide an electronic signature option if deemed appropriate and with written approval of the City Planning Department Director.

City Planning Department staff shall validate completed applications and present it to the Bicycle Pedestrian Safety Commission for approval. Based upon the application materials provided, traffic speed and volume data, and public comment, BPSC shall vote to remove the traffic calming installations (or any portion thereof) unless sixty-six (66%) percent majority of BPSC appointed members vote to deny the removal of the traffic calming installations.

In some extenuating circumstances, the City Engineer may remove a traffic calming installation if they find it poses increased and unnecessary risk to public. In the event of such circumstances, the Engineer must submit a report within 180 days of the removal of a traffic calming device to both the BPSC and City Council explaining the rationale which the removal was deemed necessary.

STAFF-LED TRAFFIC CALMING/ NEIGHBORHOOD GREENWAY PROCESS:

The Staff-led Traffic Calming/ Neighborhood Greenway Process provides a framework for Planning and Engineering Department staff to identify and implement traffic calming projects, improve safety and/or support pedestrian, bicyclist, or transit initiatives.

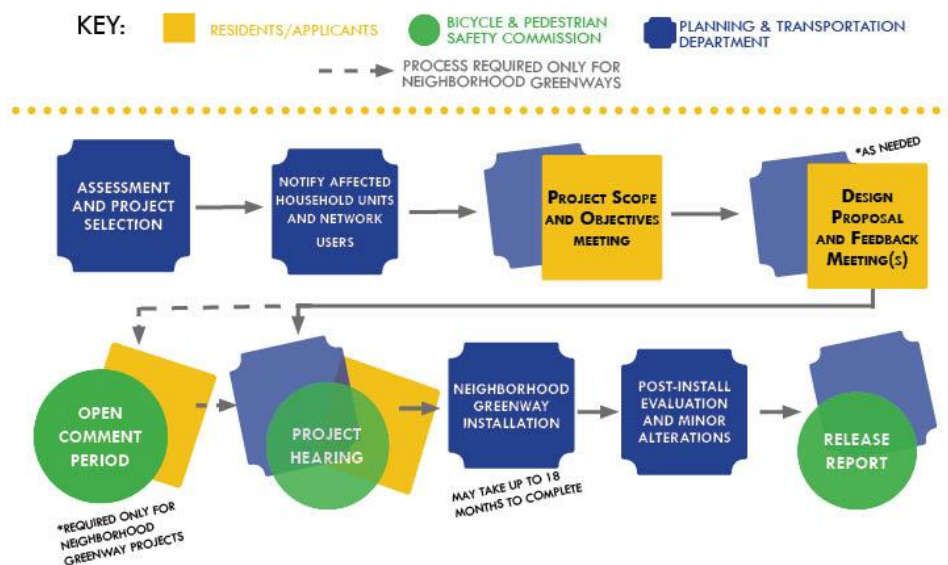
Traffic Calming, or devices used for reducing speeds on residential streets are defined by state code and may include: speed bumps, curb extensions, chicanes, and/or diagonal diverters. While the state provides a definition for specific traffic-calming devices which may be used, there are other street design elements (i.e., adding on-street parking, the design of on-street parking, narrowing lanes) which may result in slowing motorized vehicle traffic. These design elements alone do not trigger the Staff-Led Traffic Calming process. However, the design strategies may be included in a traffic-calming project.

A **Neighborhood Greenway** is a street that serves as a shared, slow street with the intention of prioritizing bicycling and improving walking. The Bloomington Transportation Plan identifies certain streets as Neighborhood Greenways. Traffic Calming installations, signs, and pavement markings are often used to create the basic elements of a Neighborhood Greenway-- but are, in and of themselves not Greenways for the purposes of the program until they are identified within the Transportation Plan. To be considered for as a Neighborhood Greenway, a street must be identified as a Neighborhood Greenway in the Bicycle Facilities Network in the Bloomington Transportation Plan.

This section describes in detail the steps involved in the Staff-led Traffic Calming/Neighborhood Greenways Process including the City’s notification to the public, the process for gaining feedback from **Affected Housing Units**, and the installation and evaluation for each Neighborhood Greenway project. The Staff-led Neighborhood Greenway Process is illustrated below in Figure 2 and in [the Appendix](#).

Staff-Led Neighborhood Traffic Calming/Greenway Process

A VISUAL OVERVIEW



STEP 1: NOTICE MAILING

City staff shall notify **Affected Housing Units** by a postal mailing and electronically to **Network Users** in advance of any work sessions or meetings which discuss the installation of the Traffic Calming/ Neighborhood Greenway project.

The intent of the notification is to alert residents and stakeholders of the project and provide details of upcoming meetings. Other notifications, such as postings on social media or signs posted in the vicinity of the proposed project, are additional measures which may be used to increase engagement with residents.

STEP 2: FIRST MEETING- PROJECT SCOPE AND OBJECTIVES MEETING

City Planning and Transportation Department Staff shall host a meeting about the proposed project. Staff will seek input from residents, stakeholders, and **Network Users**. Staff will present information including but not limited to the following:

- What is Traffic Calming? What is a Neighborhood Greenway?
- What are the boundaries of this phase of the project?
- How do the Traffic Calming/ Neighborhood Greenways support the City's Comprehensive Plan and Transportation Plan goals for multimodal connectivity?
- What are the funding limitations for this project or phase?

STEP 3: SECOND MEETING- FEEDBACK ON PRELIMINARY DESIGN

City staff will host a second meeting to share the preliminary design and to take input from residents and users.

STEP 4: THIRD MEETING (OPTIONAL) DESIGN/BUILD OUT OPTION WORK MEETING

A third meeting is optional, based on feedback of the preliminary design.

STEP 5: OPEN COMMENT PERIOD (NEIGHBORHOOD GREENWAY PROJECTS ONLY)

Staff-led Neighborhood Greenway plans shall be made available for comment by **Affected Housing Units, Network Users**, and other stakeholders. Comments shall be made on the project website, email, phone, or post mail. Comments housed in social media platforms and listservs will not be considered in the BPSC Discussion/ Review.

The open comment period is expected to last 4 weeks, unless extenuating circumstances require a longer timeframe. When City staff feel confident that a design best suited to the project and location has been achieved, the proposed Staff- Led Neighborhood Greenway installation will proceed forward to the BPSC Discussion and Review Phase.

STEP 6: BPSC DISCUSSION/REVIEW

City staff shall present the project, objectives, baseline data, notes from public meetings, and design concepts to the BPSC for review. By default, projects will proceed, unless a seventy-five percent (75%) of the BPSC appointed members vote to send the project back to the City staff for further refinement.

STEP 7: INSTALLATION

City of Bloomington Planning Department shall install the Traffic Calming or Neighborhood Greenways. The installation is intended to be constructed with permanent materials; however, in some cases, using temporary materials may be appropriate in order to evaluate design techniques or to accelerate project timelines.

STEP 8A: EVALUATION *(HAPPENS CONCURRENTLY WITH STEP 8B)*

Within eighteen months after the construction of a Traffic Calming/ Neighborhood Greenway project is complete, the City may conduct a follow-up evaluation. This evaluation may include traffic counts, speed studies, and crash history. In some instances, evaluations of adjacent and parallel streets will also be beneficial.

STEP 8B: MAINTENANCE AND ALTERATIONS *(HAPPENS CONCURRENTLY WITH STEP 8A)*

The City of Bloomington Planning Department is responsible for the construction and the minor alterations of any traffic calming device implemented as part of the program. These alterations may occur either during the design of the project or after the construction is complete. Changes to signs, markings, or location of traffic calming devices may be considered **minor alterations**.

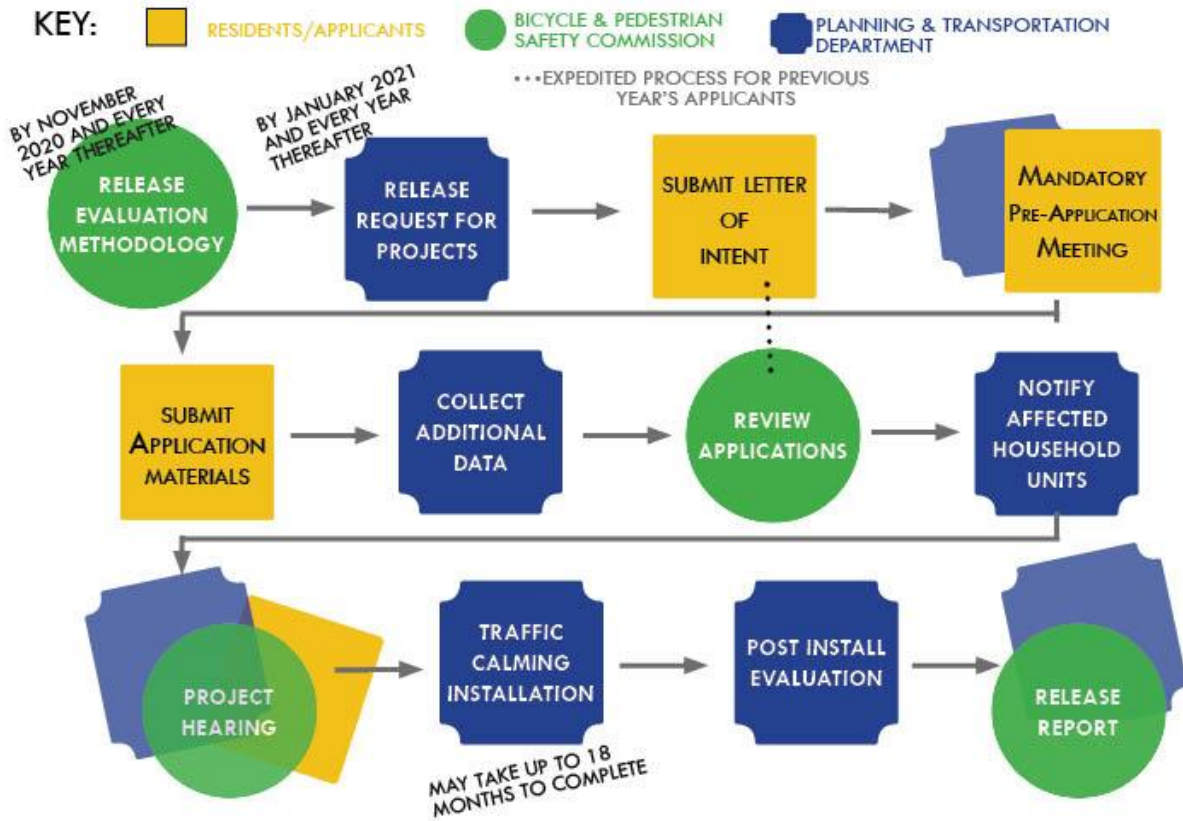
City Staff may request to make **major modifications** to existing traffic calming installations on public streets by following the Staff-led Traffic Calming and Neighborhood Greenways Process, starting at [Step 6](#). In some cases, the City may choose to start at an earlier step in the process.

The Department of Public Works will be responsible for maintenance of completed Traffic Calming/ Neighborhood Greenway installations.

APPENDIX: VISUAL OVERVIEW OF RESIDENT-LED AND STAFF-LED PROCESSES

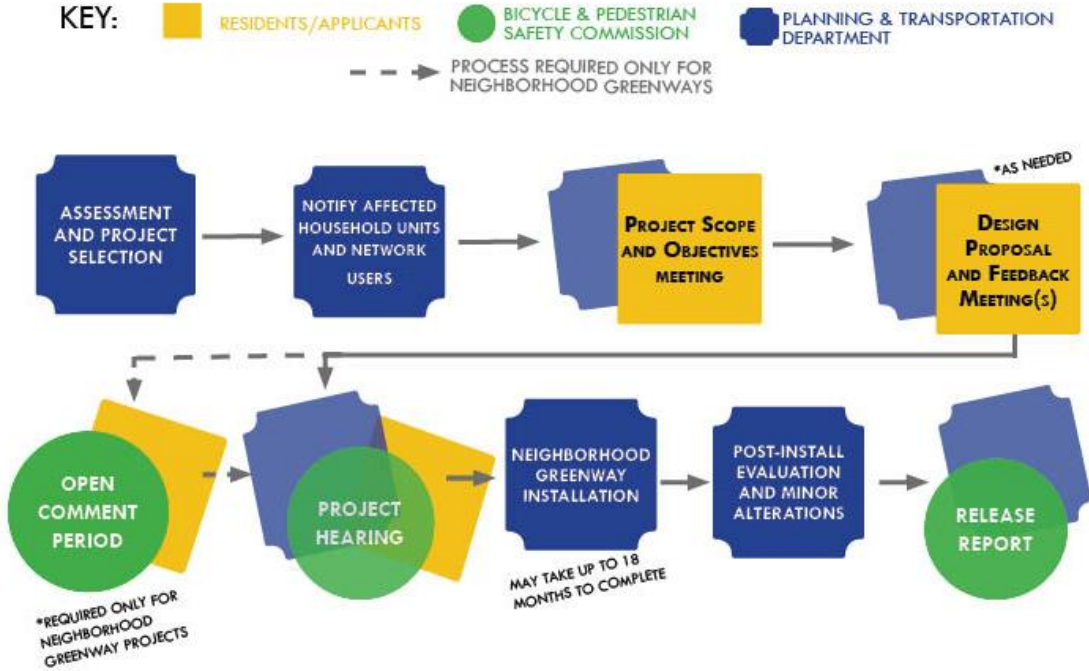
Resident-Led Traffic Calming Process

A VISUAL OVERVIEW



Staff-Led Neighborhood Traffic Calming/Greenway Process

A VISUAL OVERVIEW



APPENDIX: DEFINITIONS

Affected Housing Units: residents and property owners of record located within two lots not to exceed 300 feet of streets affected by the proposed traffic calming installation.

Major alterations: A change other than a minor alteration.

Micromobility: a category of modes of transport that are provided by very light vehicles such as scooters, electric scooters, electric skateboards.

Minor alterations: a change which has no appreciable effect on the surface area of the street dedicated to the travel for motor vehicles. Changes to signs, markings, parking policies or location of traffic calming devices may be considered minor alterations. All other changes are considered 'major alterations.'

Neighborhood Connector Street: streets which provide connections between the neighborhood residential and general urban or suburban connector streets. They collect traffic from residential neighborhoods and distribute it to the broader street network. Most of the land uses surrounding neighborhood connectors are generally low/medium-density residential with commercial nodes as it connects to the larger street network.

Neighborhood Residential Street: streets that provide access to single and multifamily homes and are not intended to be used for regional or cross-town motor vehicle commuting. Neighborhood residential streets have slow speeds and low vehicular volumes with general priority given to pedestrians.

Neighborhood Greenway: a low-speed, low-volume shared roadway that creates a high-comfort walking and bicycling environment. Neighborhood Greenways are identified in the Bloomington Transportation Plan.

Network Users: People who utilize a street for their primary means of access to pedestrian, bicycle, or transit networks.

Shared Streets: Streets designed for pedestrians, bicyclists, transit riders, and motorists to operate in a "shared" space; shared streets utilize design elements such as pavement treatments, planters, roadway widths, parking spaces, and other elements to direct traffic flow and to encourage cooperation among travel modes in typically flush or curbless environments.

Speed Cushions: speed humps that include wheel cutouts to allow large vehicles, cyclists, scooters and strollers to pass unaffected, while reducing passenger car speeds.

Speed Humps: a ridge set in a road surface, typically at intervals, to control the speed of vehicles.

Traffic Calming: methods described within the state code which are used to slow cars on residential streets. Traffic Calming devices may include curb extensions, chicanes, and/or diagonal diverters.

List of Traffic-Calming and Pedestrian Facility Concerns and Locations

(Updated November 30, 2020)

Completed in 2020

- W. Allen Street from Patterson Drive to Adams Street (various traffic-calming devices)

Recommended for funding in 2020

- Moores Pike and Smith Road (curb ramps and crosswalks) – awaiting construction quotes
- Broadview neighborhood (permanent traffic calming near Broadview/Countryside) – did not successfully complete Neighborhood Traffic Safety Program

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

New proposed projects (Updated November 2020)

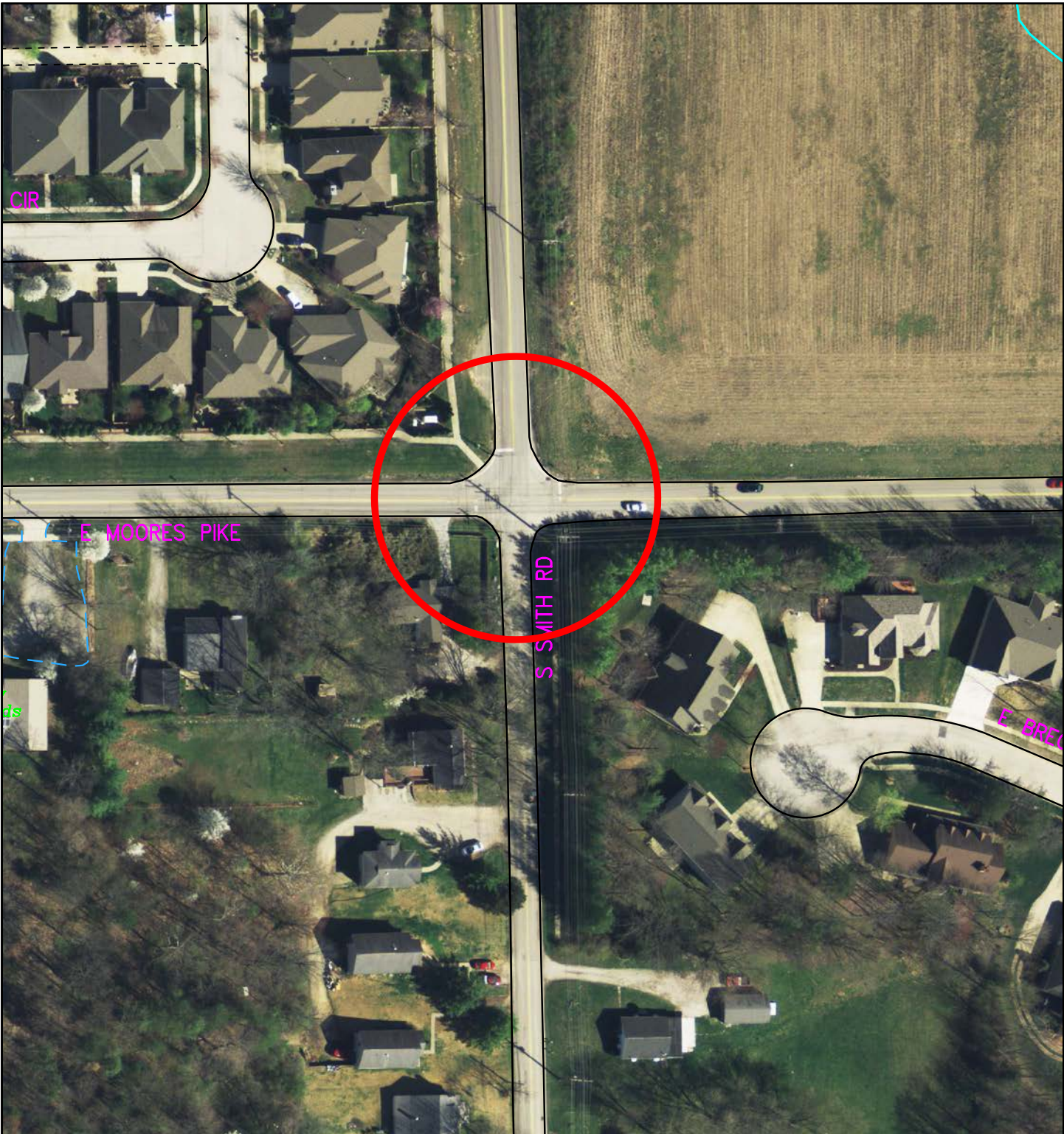
- East Morningside Drive in Parkridge East (*identified by Smith October 2020*)

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*)
- Arden Drive and High Street (*identified by Rollo October 2019*)

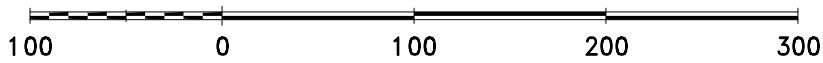
Other Traffic-Calming

- 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
- 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



E. Moores Pike / S. Smith Road intersection

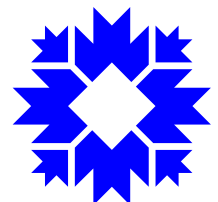
By: lucass
24 Jan 20



For reference only; map information NOT warranted.



City of Bloomington
Council Office

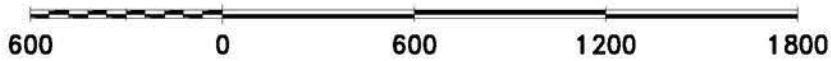


Scale: 1" = 100'



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

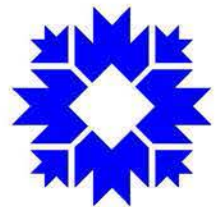
By: shermand
 2 Nov 11
 File: LPgd



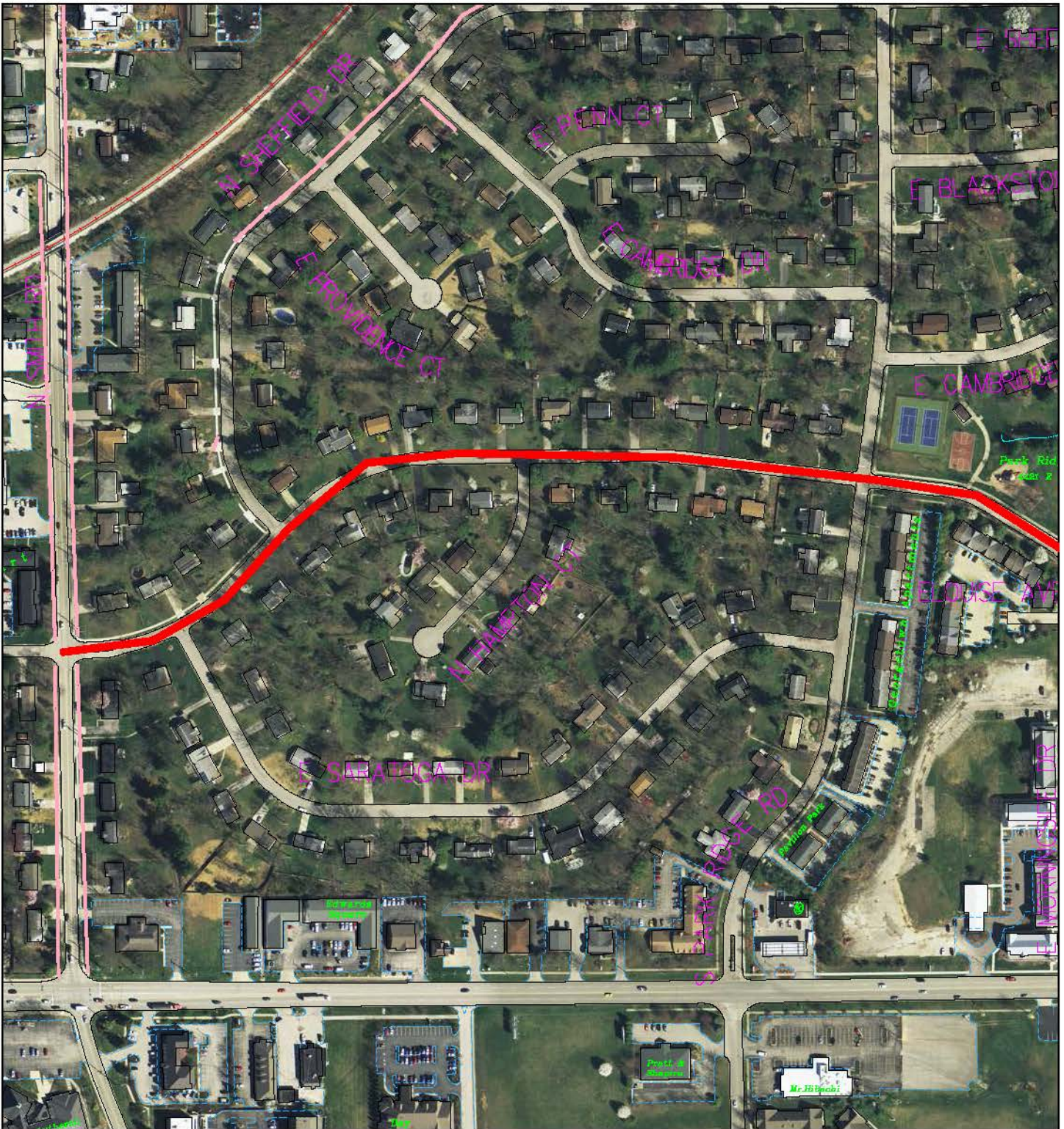
For reference only; map information NOT warranted.



City of Bloomington
 Clerk & Council

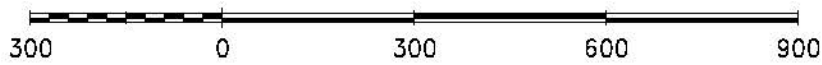


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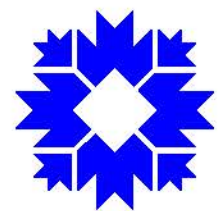


Council Sidewalk Committee traffic calming request for 2021 by Cm. Smith
 E. Morningside Drive in Parkridge East

By: lucass
 30 Nov 20

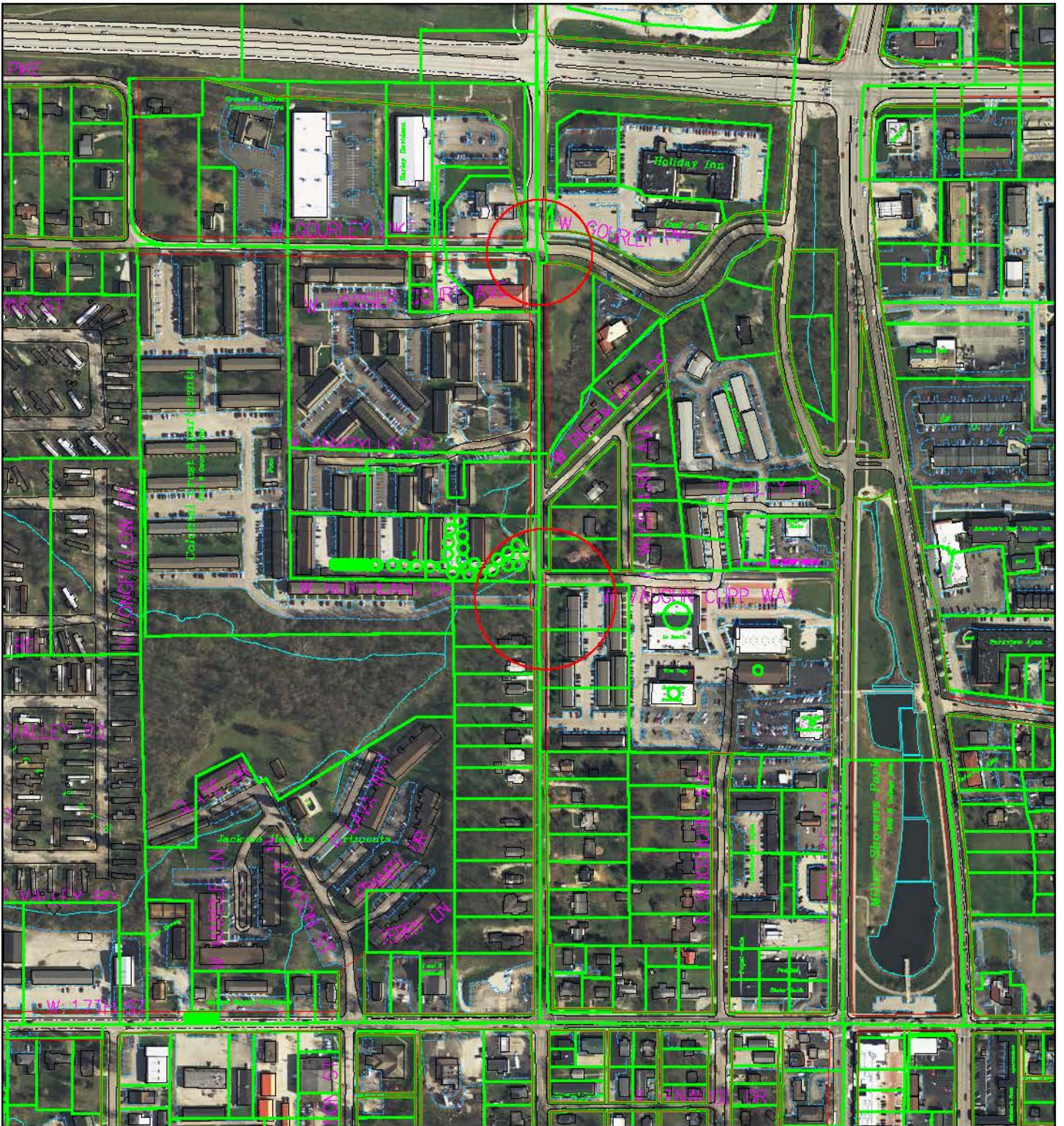


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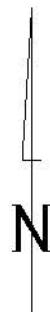
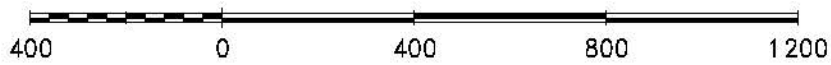
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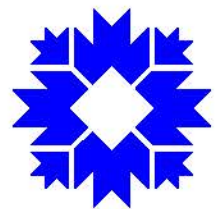


Council Sidewalk Committee - 2018 - Traffic-Calming Requests
 Kinser Pike Bus Stops - at Gourley Pike and at Colonial Crest
 (from 2017 Committee Members)

By: shermand
 12 Feb 18

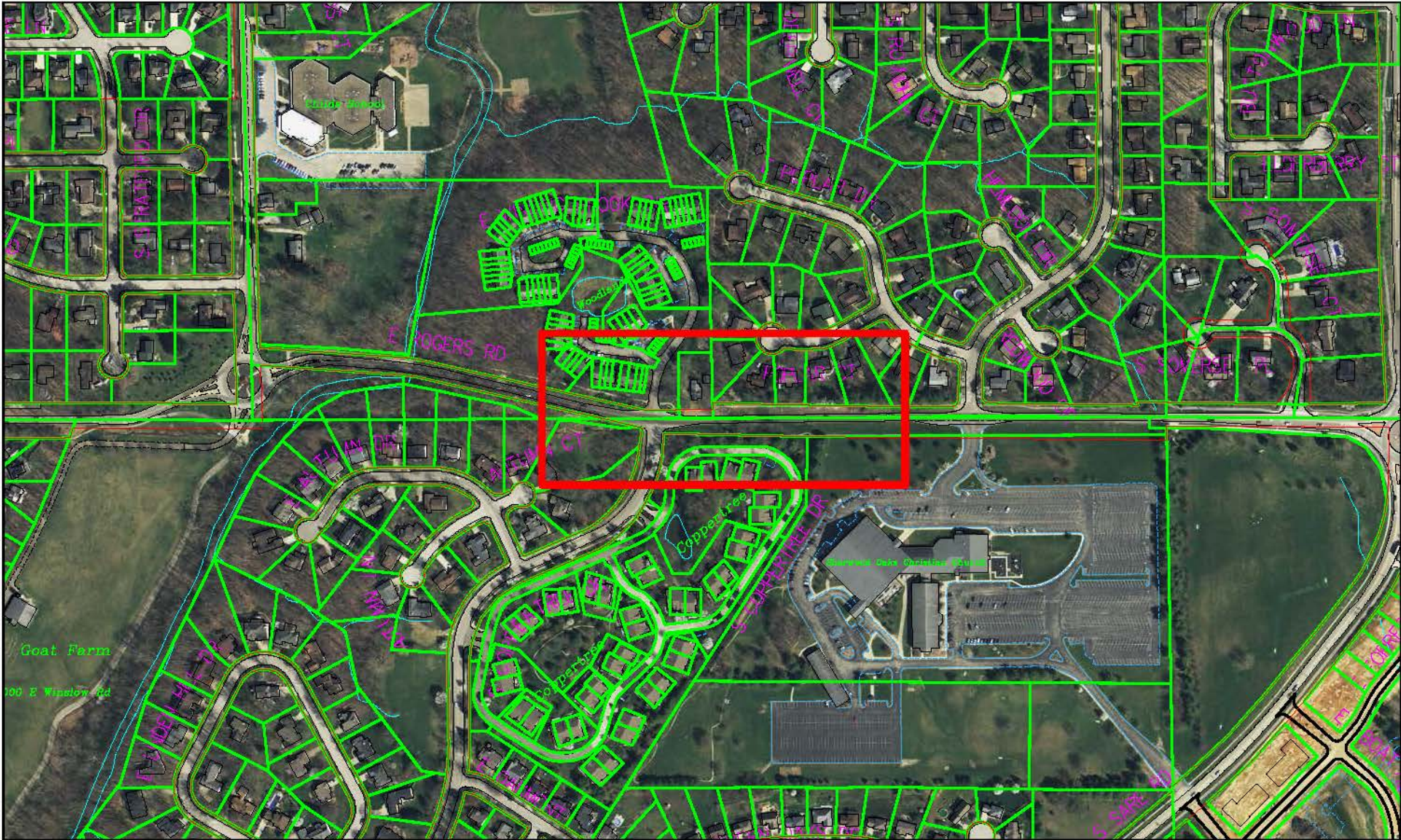


City of Bloomington
 Council Office



Scale: 1" = 400'

For reference only; map information NOT warranted.



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

By: shermand
 12 Feb 18



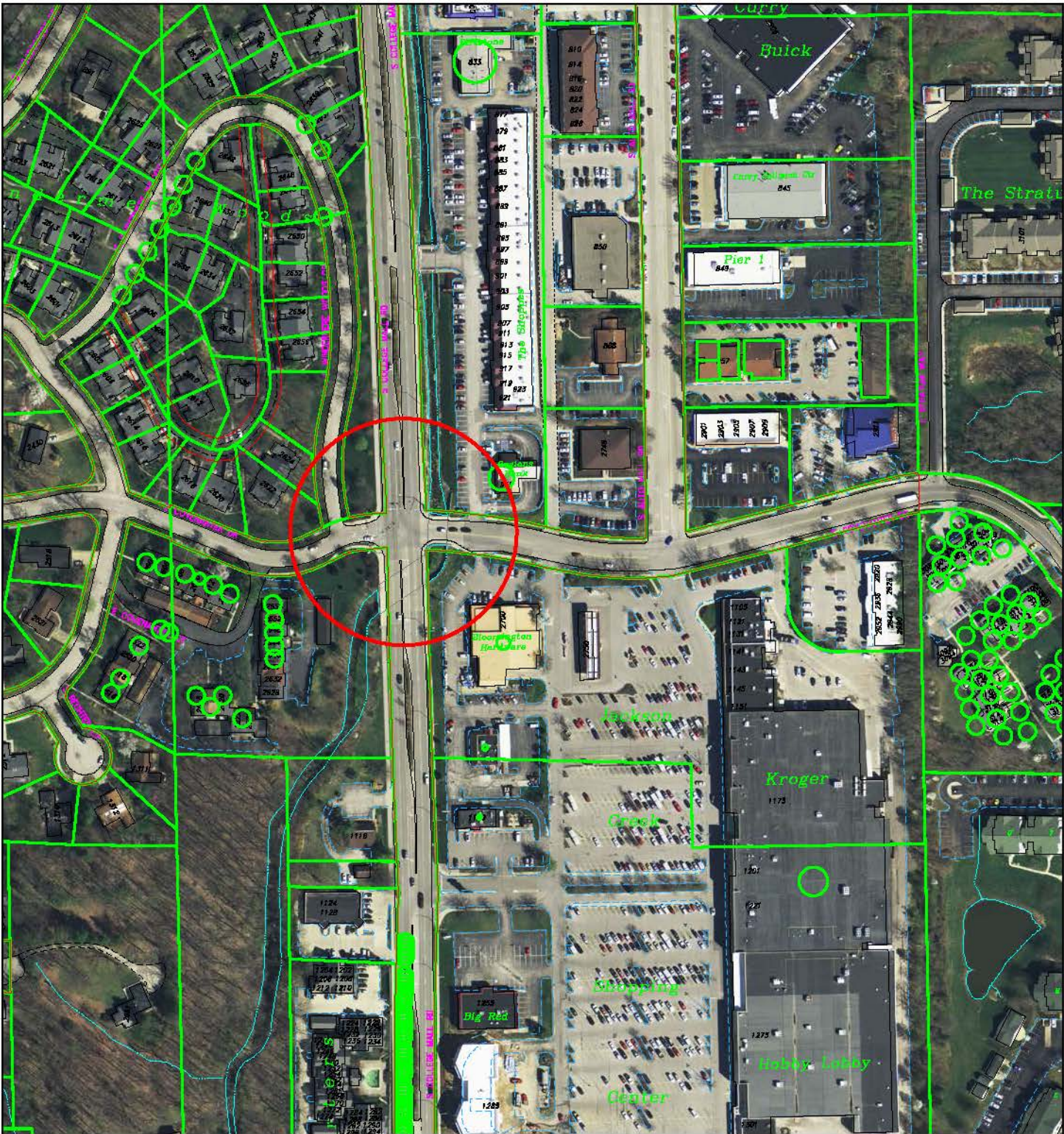
For reference only; map information NOT warranted.



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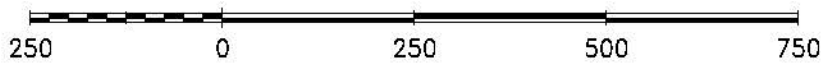


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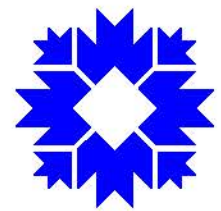


2018 Council Sidewalk Committee
 Pedestrian Crossing Improvements – College Mall and Covenanter Drive

By: shermand
 1 Nov 18

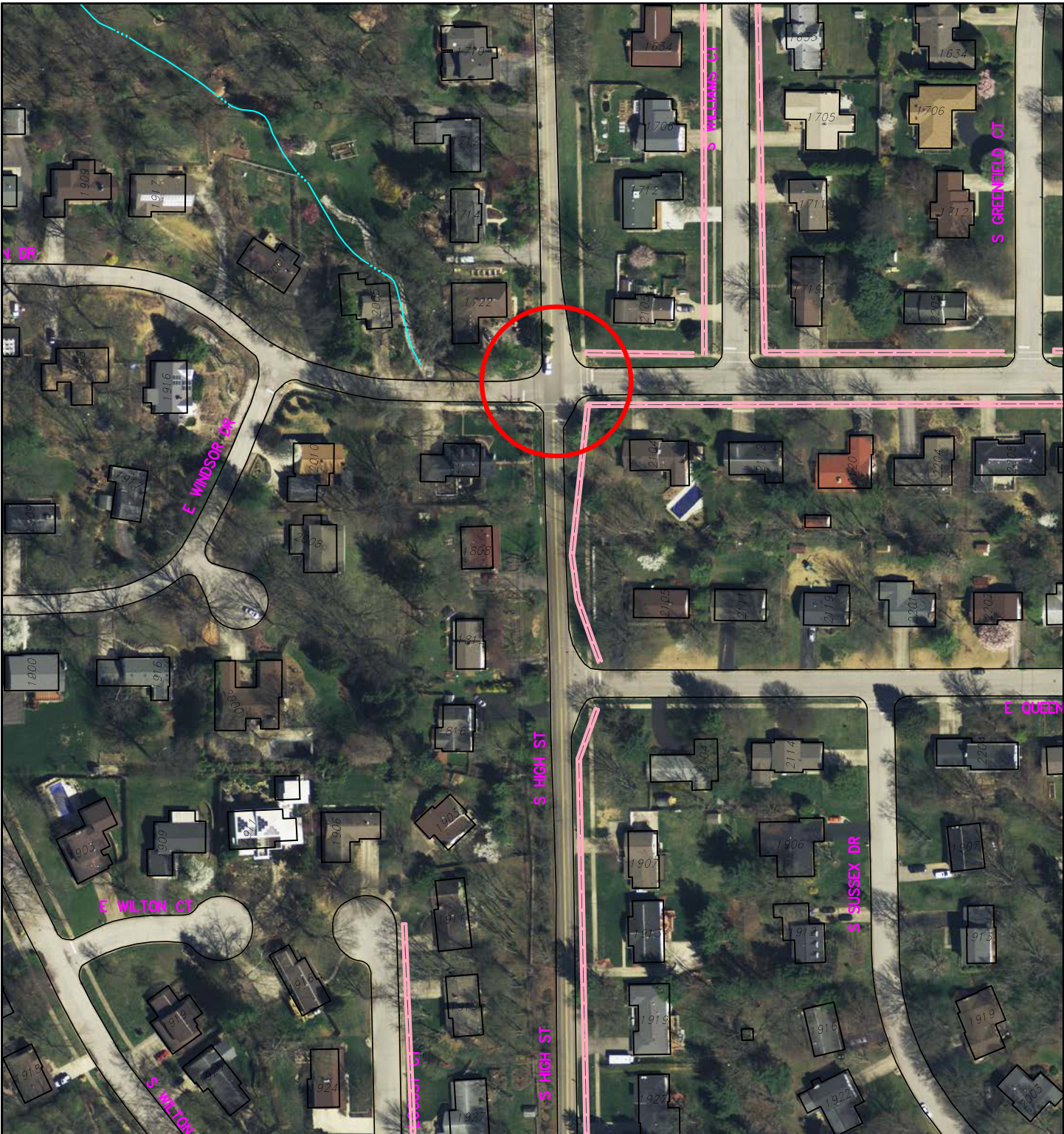


City of Bloomington
 Council Office



Scale: 1" = 250'

For reference only; map information NOT warranted.

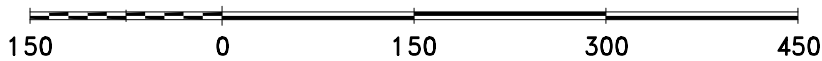


Traffic calming request – High St and Arden Dr

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

By: lucass

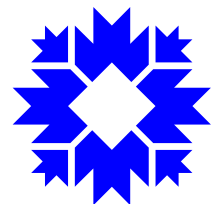
30 Nov 20



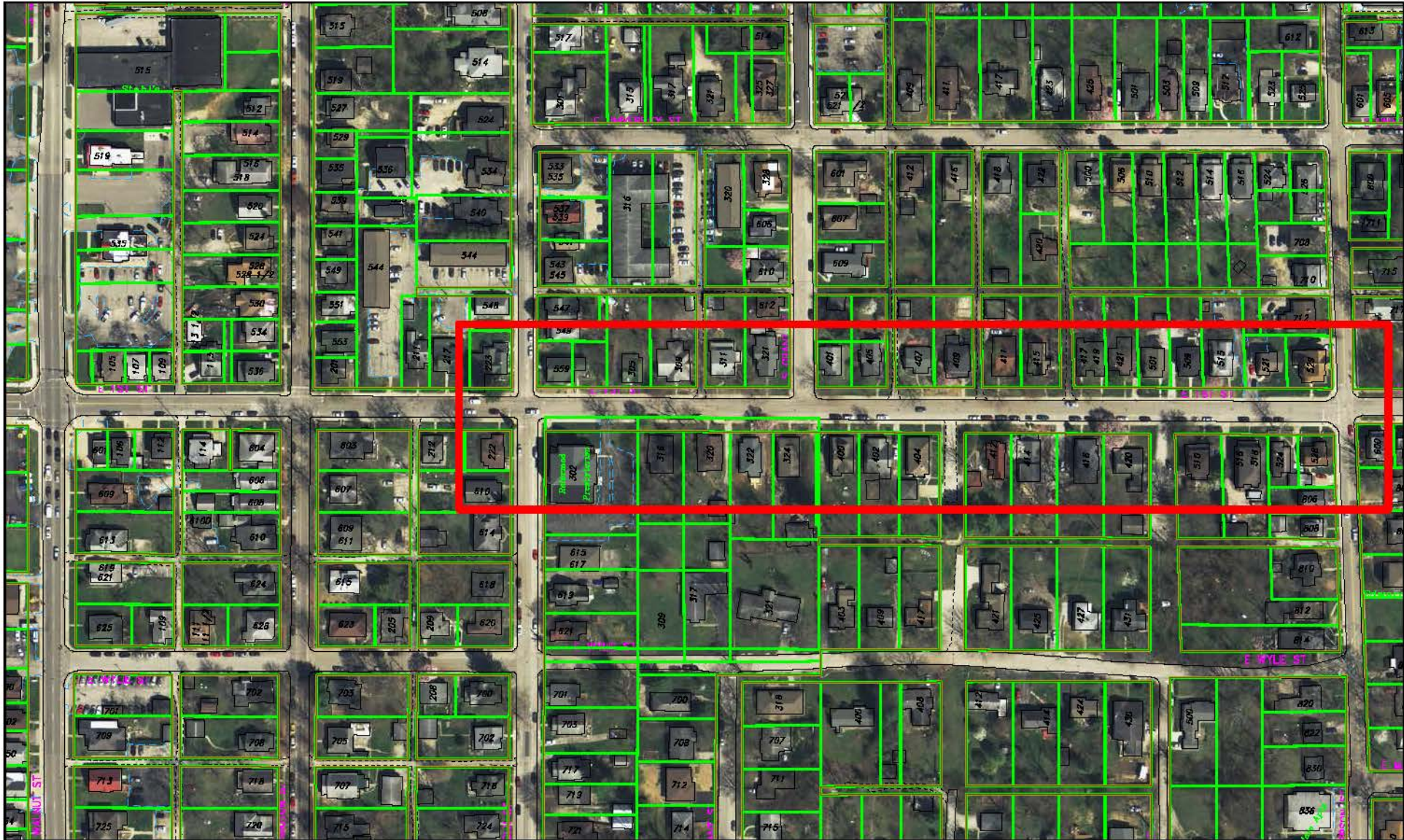
For reference only; map information NOT warranted.



City of Bloomington
Council Office



Scale: 1" = 150'



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

By: shermand
 12 Feb 18



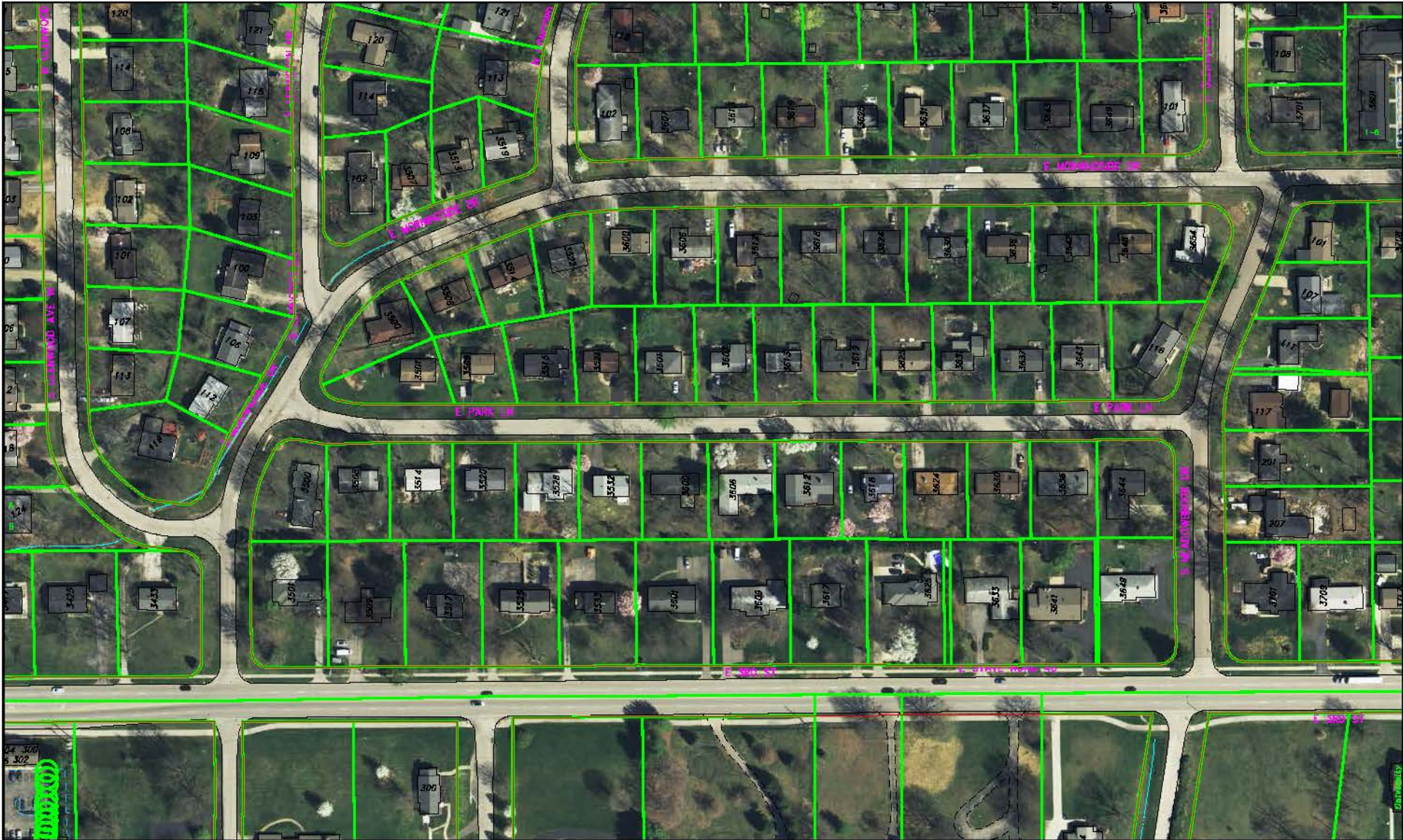
For reference only; map information NOT warranted.



City of Bloomington
 Council Office



Scale: 1" = 200'



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

By: shermand
 12 Feb 18



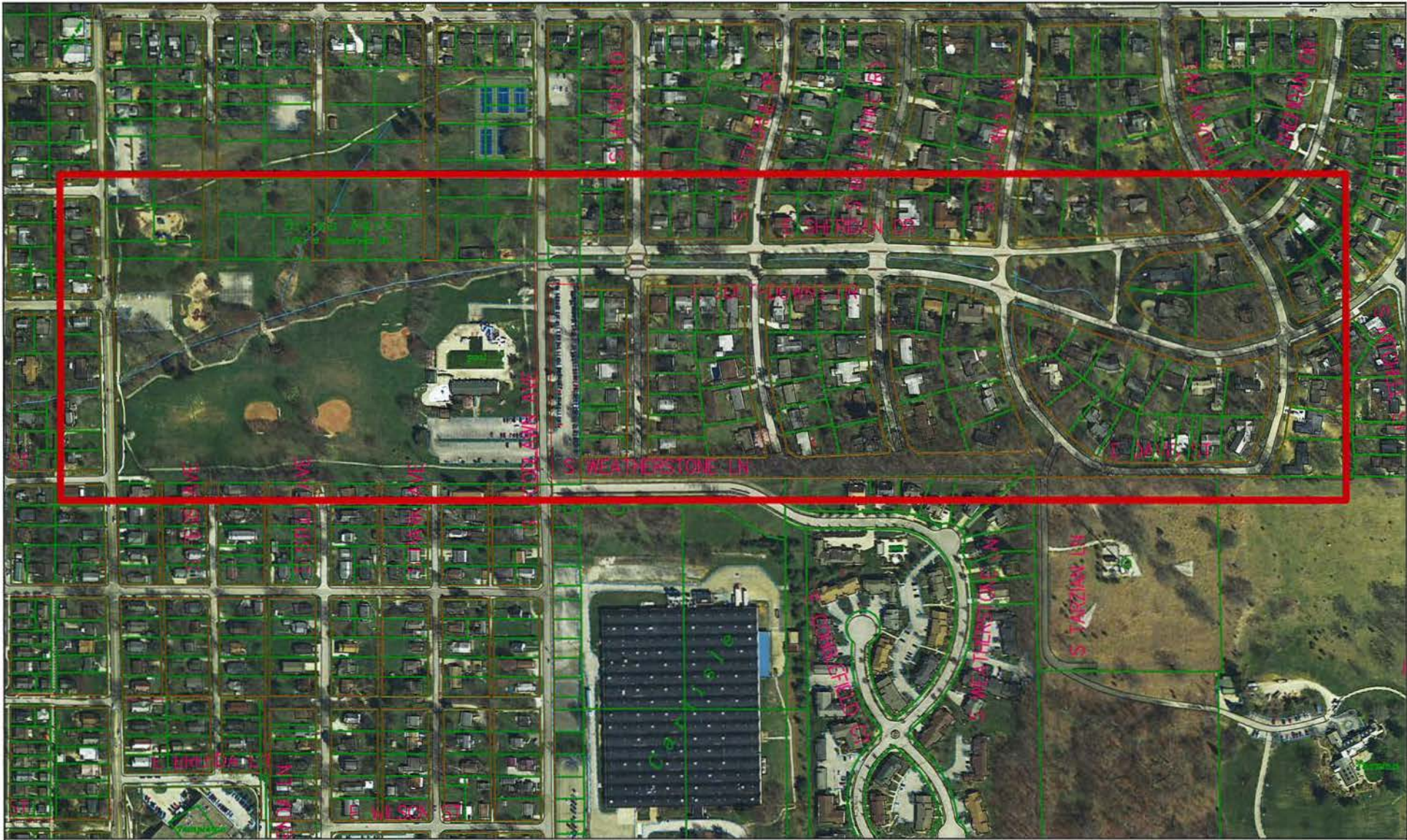
For reference only; map information NOT warranted.



City of Bloomington
 Council Office



Scale: 1" = 200'



Council Sidewalk Committee – Traffic-Calming Request
Sheridan/Southdowns – Henderson (Bryan Park) to Jordan Avenue
(from 2017 Committee)

By: shermand
21 Feb 18



For reference only; map information NOT warranted.



City of Bloomington
Council Office

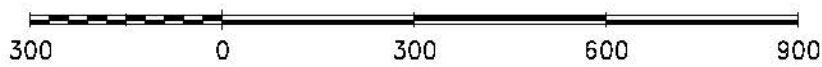


Scale: 1" = 400'

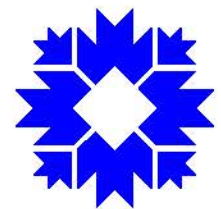


Council Sidewalk Committee – Requests for Traffic-Calming Projects
 12th and Lincoln
 (from 2017 Council Sidewalk Committee)

By: shermand
 20 Feb 18



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Scale: 1" = 300'

For reference only; map information NOT warranted.

Appendix Seven - Schedule for 2020-2021

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

Proposed Schedule for Deliberations

<u>Action</u>	<u>Date</u>
Review Funding and On-Going Projects	<i>Thursday, December 03, 2020 at noon via Zoom</i>
Review Sidewalk Criteria and Prioritization List and Request Estimates	<i>To be Determined – May occur at or soon after the first meeting.</i>
Review Sidewalk Projects, Estimates and Funding, and Traffic-Calming	<i>To be Determined – Should account for any staff work needed to be performed on sidewalk estimates and Traffic-Calming issues.</i>
Make Recommendations and Prepare for 2022	<i>To be Determined</i>
Submit Report to Council	<i>To be Determined</i>

Discussion

Chair

Action

Approve further meetings

Material

City calendar of meetings for December & January

[Link to City Calendar](#)

Sun	Mon	Tue	Wed	Thu	Fri	Sat
29 4pm - Council for	30 6:30pm - HOLD:	1 6:30pm - Common ?	2 4pm - Bloomington 5:30pm - Commission	3 11am - Cm IPS Month ?	4	5
6 12pm - Board of Public 5pm - Bloomington ? 5pm - Utilities Service ? 5:30pm - Farmers'	7 4pm - Board of Park 4:30pm - Commission 5:30pm - Board Of 6pm - Commission on ?	8 12pm - Bloomington 2pm - 2020 Hearing 4:15pm - Economic ? 4:30pm - 4:30pm - Martin Luther 5pm - Bloomington Ar ? 5:30pm - Commission 6:30pm - Common ?	9 5pm - Bloomington 5:30pm - Parking ?	10	11	12
13 12pm - Council Work 5:30pm - Animal ? 5:30pm - Bicycle and ? 5:30pm - Bloomington ? 5:30pm - Plan ?	14 5:30pm - Commission	15 4pm - BHQA Meeting @ 4pm - Board of Housing 4pm - Board of Housing ? 6pm - Board of Public ? 6:30pm - Common ?	16 5pm - Utilities Service ? 5:30pm - Board of ? 6pm - Environmental ?	17	18	19
20 12pm - Board of Public 5pm - Bloomington	21	22 2pm - 2020 Hearing 4:30pm - Traffic ?	23 Christmas Day	24	25	26
27 5:30pm - MEETING ?	28	29 5:30pm - Commission	30 New Year's Day	31	1	2

Sun	Mon	Tue	Wed	Thu	Fri	Sat
27	28 5:30pm - MEETING ?	29	30 5:30pm - Commission	31	1 New Year's Day	2
3	4 12pm - Board of Public 5pm - Bloomington ? 5pm - Utilities Service ?	5	6	7 4pm - Bloomington 5:30pm - Commission	8 1:30pm - MPO Policy ?	9
10	11 5:30pm - Animal ? 5:30pm - Bicycle and ? 5:30pm - Plan ?	12 4:30pm - Commission 6pm - Commission on ?	13 12pm - Bloomington 4:15pm - Economic ? 5pm - Bloomington Ar ? 5:30pm - Commission 6:30pm - Common ?	14 5pm - Bloomington 5pm - Bloomington ? 5:30pm - Parking ?	15	16
17	18 12pm - Board of Public 5pm - Bloomington 5:30pm - Baneker 5:30pm - Farmers'	19 5pm - Utilities Service ? 5:30pm - Commission	20 4pm - BHQA Meeting @ 4pm - Board of Housing 4pm - Board of Housing ? 6pm - Board of Public ? 6:30pm - Common ?	21 5:30pm - Board of ? 6pm - Environmental ?	22	23
24	25 4pm - Council for 5:30pm - Bloomington ?	26 4pm - Board of Park 6pm - BCOS Work	27 10am - MPO Technical ? 4:30pm - Traffic ? 5pm - Dr. Martin Luther 6pm - Commission on 6:30pm - MPO Citizen ?	28 5pm - Bloomington 5:30pm - Parking ?	29	30 11am - Cm IPS Monthly 11am - Cm IPS Month ?
31	1	2	3	4	5	6