

MEMO

TO:	Members of City Council
CC:	Stephen Lucas, Council Administrator/Attorney Don Griffin, Deputy Mayor Beth Cate, Corporation Counsel Jeff Underwood, Controller
FROM:	John Hamilton, Mayor
DATE:	August 26, 2022
RE:	Updates on Several Matters

Councilmembers -

Concurrently with delivering the budget book today, we thought it might be helpful to provide some basic updates on several issues that have been items of discussion recently. We welcome additional discussion or questions on these and other matters of course, and look forward to our upcoming budget deliberations. Updates include:

- Composting, potential pilot of multifamily buildings
- CFC Showers Building, potential purchase
- Scooters, status report
- Hopewell, status report
- 2022 General Obligation bond projects, status report

Composting

Composting efforts by the City of Bloomington include the “City Eatery Program,” where the City has partnered with EarthKeepers* to provide 16 restaurants and food service businesses the opportunity to try the EarthKeepers commercial kitchen collection service at no cost for three months. The City itself utilizes EarthKeepers to collect organic waste from City facilities.

The 2023 budget includes a proposal for funding a multifamily composting pilot. The pilot is designed to optimize incentives that the City might extend in a more expansive effort in the future. The current 2023 ED-LIT requested funding for the pilot is \$25,000, with an expectation of potential match from the Monroe County Solid Waste District.

**EarthKeepers is a Bloomington composting service which provides organic waste consulting, curbside compost collection, and drop-off services for commercial kitchens, offices, homeowners, and public and private events.*

CFC Showers Building

In the purchase agreement with CFC for the western portion of the Showers Building, the City and RDC have until September 16 to complete due diligence on CFC Showers (60 days from the date of RDC agreement). We anticipate having most if not all of the due diligence completed by then, including a Homeland Security Safety Report; architectural assessment; internal and external surveys; plumbing, electrical, HVAC, and solar inspections; environmental assessment; current leasehold review; and real estate survey.

The City also needs a specialized analysis with a Commission on Accreditation for Law Enforcement Agencies (CALEA)-certified architect to determine that the building is suitable for the City's intended use of the building as a new police headquarters. Based on advice from our CALEA-certified architect, that may be concluded by mid-September, or we may request to extend the due diligence period by up to 60 days to ensure a thorough analysis and review.

Scooters

With battery-powered scooters, independent companies provide Bloomingtonians and visitors with a low-emission alternative transit option that can help the City achieve its climate goals. Since November 2018, over 1.1 million rides have been recorded. We've received 135 complaints through uReports in the same time period, as well as an estimated 60-80 calls or emails to ESD and OOTM during this time (we know Council members have received periodic complaints from residents too). It is important for both the City and the scooter companies to continue to improve operations, including safety, to reduce parking violations or other impediments, as ridership continues to increase post-pandemic.

The city administration's scooter oversight working group will continue to monitor operations and has recommend taking the following actions, based on discussions among several departments (Public Works, Economic and Sustainable Development, Planning & Transportation, Controller, Public Engagement, and Legal):

- Public Works will conduct a pilot enforcement program through the 2022 fall by hiring through Parking Enforcement two temporary part-time workers to work up to 25 hours per week each focusing on documenting and addressing violations. The department will assess the results of the pilot at the end of Q4.
- Public Works will add scooter parking corrals at several locations in heavily-trafficked areas of downtown (between Indiana and Grant in the closed sections of Kirkwood) and assess other potential downtown locations. Public Works will create stickers to identify the corrals as scooter-specific parking, to help preserve existing bike parking.
- Economic and Sustainable Development will contact the scooter companies to discuss possible geo-fencing of sidewalks and other areas involving heavy pedestrian traffic, and other measures the companies may take to strengthen user compliance. ESD contacted the companies in December 2021 to alert them to City concerns about violations and to seek stronger company efforts to strengthen

parking compliance. The companies have been very responsive to City requests thus far, for example by communicating regularly with their users about appropriate parking and addressing reported violations within two hours. For this reason, the City has not yet needed to employ various punitive measures available under the Bloomington Municipal Code (fines, impounding scooters, revoking or not renewing operating licenses).

As in December 2021, ESD will continue to communicate the City's willingness to invoke those punitive measures if companies do not continue to enhance their own efforts to reduce violations. In light of the recent tragic death of an IU student while riding a scooter, and periodic rider injuries (the Metropolitan Planning Organization tracked 22 injuries in 2020-21), we are also directing companies to enhance their rider education efforts and considering new City messaging as well.

Enforcement measures such as issuing fines for individual violations and impounding scooters could require significant staff time (and, for impounding scooters, temporary storage facilities). It may be more cost-effective and efficient to recommend to the Board of Public Works an increase in the companies' annual license payment and/or per-ride fees, as an enforcement alternative to staff-demanding enforcement measures.

The City will apply funds received from the scooter companies (annual license payments and per-ride fees) to cover the cost of these additional measures. Based on its experience with these measures, the City will evaluate whether to recommend to the Board of Public Works an increase in fees for scooter operations or other steps.

Hopewell

This transformative project – a new neighborhood in our downtown – continues to offer extraordinary opportunities to advance equity and opportunity in our city. As the old hospital site is transformed, we continue to update neighbors and the wider community through many channels, including with the ongoing oversight committee that meets periodically, including council members. A status update includes:

Demolition: IU Health demolition continues at the legacy hospital site, and demolition has begun for Phase 1 East (MP Parcels 1, 2, and 3). Final legacy hospital site transfer is expected before December 31, 2023, and all other IU Health property has been transferred to the Redevelopment Commission (MP Parcels 1, 2, 3, 8, 9, 10).

Development: Phase I East Infrastructure is expected to begin early 2023, with completion in 2024. The City is beginning to seek developers for various types of housing, including single family housing, multi-family housing, and mixed use projects (residential and non-residential) (MP Parcels 1, 2, 3, and 10).

Kohr Building: The Kohr building needs to be separated from the connections it has with the main hospital building, such as shared utility connections, which is expected in September 2022. Once separated, it will be stabilized and "mothballed" until redevelopment can begin.

(see map below for parcel locations)



2022 G.O. Bond Projects

On April 22, 2022, City Council approved two five-year \$5 million general obligation (G.O.) bonds to invest in important Bloomington infrastructure projects spread across the community. These G.O. bonds will be used for a variety of City infrastructure needs and will advance the City’s goals of climate change preparedness and equity and quality of life for all. Ordinance 22-13 (Public Works G.O. Bond Projects) and Ordinance 22-14 (Parks G.O. Bond Projects) were passed with amendments removing and reordering select projects from the original list proposed by the Administration. Both bond projects were sold with a secured 2.68% interest rate on June 1, 2022. The following tables provide an update on each of the bonds and the prioritized projects within each bond as adopted by Council.

2022 Public Works G.O. Bond Projects

Priority	Project	Allocation Estimate	Status Update
1	High Street Multiuse Path and Intersection Modernization (Arden Dr to 3rd St)	\$2,500,000 - \$5,000,000	The City was awarded an additional \$488,198 of federal funding for the design of this project by the MPO Policy Committee at their August 12th meeting. A consultant team was selected to lead the design phase of the project (contract is in development). Design and environmental work will take place in 2022-2024, right of way acquisition in 2024-2025, and construction in 2026.
2	Downtown ADA-compliant curb ramps (e.g., W. Kirkwood and Indiana Ave)	\$500,000 - \$1,000,000	The project may start design in 2023 pending higher priority project progress, available funding, and capacity.

3	Various sidewalk projects throughout the City	\$500,000 - \$1,000,000	The project may start design in 2023 pending higher priority project progress, available funding, and capacity.
4	Conversion of Citywide street lights to LED technology	\$1,500,000 - \$2,000,000	The project will be evaluated in 2025 pending available funding.

2022 Parks G.O. Bond Projects

Priority	Project	Allocation Estimate	Status Update
1	Missing Sidewalk on Rogers St. by Switchyard Park	\$200,000	The project's design is being finalized and a floodway permit application will be submitted shortly. Once the floodway permit is received the project will go to bid. Anticipate construction in 2023.
2	West 2nd Street Modernization (Walker Street to B-Line trail)	\$1,500,000	A consultant team was selected to lead the design phase of the project (contract is in development). Design and environmental work will take place in 2022-2023, right of way acquisition in 2024, and construction in 2025.
3	North Dunn Street Multiuse Path, Design and Right-Of-Way (SR 45/46 Bypass to Old SR 37)	\$800,000 - \$960,000	The design phase of the project is expected to start in 2023. Funding for construction is to be determined.
4	Covenanter Drive Protected Bicycle Lanes (College Mall to Clarizz Blvd)	\$2,400,000 - \$2,880,000	The project may start design in 2024 pending higher priority project progress, available funding, and capacity.
5	Griffy Loop Trail dam crossing and community access improvements	\$375,000	Because this project is shovel- and permit-ready, Parks is preparing a project form for RDC review to authorize Prow Rd. TIF funds to begin this project. If approved, the project would not use any bond funds for construction, but could seek reimbursement from bond funds if any remain after completion of higher ranked projects. Anticipate bid in late 2022/early 2023 and construction in 2023.