

# City of Bloomington Common Council Transportation Committee

## Initial Meeting Packet

Containing materials related to the allocation of  
2022 Council Sidewalk Funds

Thursday, 09 December 2021  
at 12:00 pm

*NOTE: This packet was updated on Dec 8, 2021 by replacing the memo from Planning and Transportation Department (Exhibit 8 starting on page 24) with a revised memo from the Planning & Transportation and Engineering Departments.*

*\*Please see the notes on the [Agenda](#) addressing public meetings during the public health emergency. For a schedule of upcoming meetings of the Council and the City's boards and commissions, please consult the City's [Calendar](#).*



## MEMO FROM COUNCIL OFFICE ON:

### Common Council Transportation Committee Allocation of Alternative Transportation Fund Monies for Sidewalk and Traffic Calming Projects 2022 Materials

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Dear Transportation Committee and Staff,

The Transportation Committee<sup>1</sup> (“Committee”) will hold a meeting on **December 9, 2021 at 12 noon** to discuss the allocation of Alternate Transportation Fund monies for Sidewalk and Traffic Calming projects. [Zoom Link](#)

The Agenda (attached as [Exhibit 1](#)) and materials for this meeting are attached and summarized as follows:

#### I. Preliminary Matters

##### a. Introductions of Committee Members and Staff (attached as [Exhibit 2](#))

##### a. Committee Members

1. Ron Smith (chair);
2. Kate Rosenbarger;
3. Dave Rollo; and
4. Steve Volan.

##### b. Staff

1. City Clerk
2. Council Office
3. Planning Transportation
4. Engineering
5. Utilities
6. Parks and Recreation
7. HAND

#### II. Funding for 2022 (attached as [Exhibit 3](#))

##### a. \$336,000 Alternative Transportation Fund Appropriation to be allocated between sidewalks and traffic-calming/pedestrian facility projects

##### a. BMC 15.37.160 – Regarding the Establishment and Use of the Alternative Transportation Fund (attached as [Exhibit 3A](#))

##### b. ATF Sheet (attached as [Exhibit 3B](#))

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<sup>1</sup> In January 2021, the Council approved [Resolution 21-01](#), which directed that the Transportation Committee (the Committee) subsume the Sidewalk Committee.



- c. CBU Contributions to City Council Sidewalk Projects 2007-2021 (attached as [Exhibit 3C](#))
- b. No annual allocation from the Utilities Department for storm-water component of sidewalk projects.

### III. Review Criteria

- a. Review of Last Year's Allocation
  - a. Report of the 2021 Common Council Sidewalk Committee (February 2021) (attached as [Exhibit 4](#))
  - b. Council Sidewalk Committee Recommendations for 2021 – Funds Available: \$330,000 (attached as [Exhibit 5](#))
- b. In the past, the Committee has utilized the Criteria for Selecting Sidewalk Projects, which was revised October 18, 2018 (attached as [Exhibit 6](#)).
- c. Mallory Rickbeil from the Planning and Transportation Department presented a [Report on Sidewalk Equity Improvements](#) to the Council at the November 3, 2021 Regular Session.
  - a. This report outlines a revised system for the evaluation and prioritization of projects. This revised system includes:
    - 1. A comprehensive inventory map of missing sidewalks (attached as [Exhibit 7](#)); and
    - 2. Weighted metrics to evaluate and prioritize projects (attached as [Exhibit 8](#)).
- d. The Committee may wish to review and consider revising the criteria used for evaluation and prioritization of projects based on the Report on Sidewalk Equity Improvements.

### IV. Evaluation of Old and New Proposed Projects

- a. Progress Report of Recently Completed and On-Going Sidewalk Projects
  - a. Planning and Transportation Memo – Sidewalk Prioritization for Transportation Committee October 27, 2021 (see [Exhibit 8](#))
    - 1. High Ranking Projects identified by the Planning and Transportation Department utilizing the revised system of project prioritization
      - a. S. Liberty Drive on the east side of the street between W. 3<sup>rd</sup> Street and the Whitehall Plaza parking lot.
      - b. S. Overhill Drive on the east side of the street between E. 3<sup>rd</sup> Street and E. 5<sup>th</sup> Street
      - c. W. Smith Avenue (east or west side) between S. College Avenue and S. Walnut Street
- b. Report from Engineering forthcoming



- b. Review of Committee’s Initial Project Prioritization List (attached as [Exhibit 9](#)) utilizing the Criteria for Selecting Sidewalk Projects, which was revised October 18, 2018 (attached as [Exhibit 6](#))
  - a. This list includes projects identified from 2011 – present and prioritizes the projects using the Criteria for Selecting Sidewalk Projects (see [Exhibit 6](#)).
  - b. Maps (attached as [Exhibit 10](#))
  - c. If the Committee adopts a revised system of evaluation and prioritization, this list would be revised accordingly.
- c. New Requests and Communications (attached as [Exhibit 11](#))
- d. Traffic-Calming/Pedestrian Facility Projects and Procedures
  - a. Traffic Calming and Greenways Program (attached as [Exhibit 12](#))
  - b. Traffic Calming Recommendations from staff (see [Exhibit 8](#)).
    - 1. Staff is recommending the allocation of \$100,000 toward the resident-led traffic calming project process.

**V. Schedule Future Meetings**

- a. Proposed Schedule for Deliberations (attached as [Exhibit 13](#))
- b. City calendar of meetings for December and January (attached as [Exhibit 14](#))

Thank you all for your work on this project. Please don’t hesitate to contact me with any questions.

Sincerely,

Heather Lacy



**CITY OF  
BLOOMINGTON  
COMMON COUNCIL**

**AGENDA AND NOTICE:  
TRANSPORTATION COMMITTEE  
(Formerly Sidewalk Committee)  
THURSDAY | 12:00 PM  
09 DECEMBER 2021**

*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/85495622702?pwd=VEhZZ0FrWGvkvZc1R2ZXRmhZblhMUT09>

1. Preliminary Matters
  - a. Introductions
2. Funding for 2022
  - a. \$336,000 Alternative Transportation Fund Appropriation
    - i. To be allocated between sidewalks and traffic-calming/pedestrian facility projects
  - b. No annual allocation from the Utilities Department for storm-water component of sidewalk projects (but a possibility for an in-kind contribution toward certain projects)
3. Review Criteria
  - a. Review of Criteria
    - i. Criteria used previously
    - ii. Criteria proposed by Planning and Transportation
4. Evaluation of Old and New Proposed Projects
  - a. Progress Report of Recently Completed and On-Going Sidewalk Projects
    - i. Report from Planning and Transportation Department
    - ii. Report from Engineering Department
  - b. Disclosures of Conflicts of Interest
  - c. Discussion of Sidewalk Priorities
5. Schedule Future Meetings
6. Other Matters
7. Adjourn

**Preliminary Matters**

**Sidewalk Committee Members**

Ron Smith, District 3 (Chair)  
Kate Rosenbarger, District 1  
Dave Rollo, District 4  
Steve Volan, District VI

**Office of City Clerk**

Nicole Bolden, City Clerk

**City Departments & Staff**

**Council Office**

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

**Utilities - Engineering Services**

Brad Schroeder, Assistant Director  
Jane Fleig, Utilities Engineer

**Parks and Recreation**

Steve Cotter, Natural Resources Manager

**Planning & Transportation**

Scott Robinson, Director  
Beth Rosenbarger, Planning Services Manager  
Mallory Rickbeil, Bicycle and Pedestrian  
Coordinator

**Engineering**

Andrew Cibor, Director  
Roy Aten, Sr. Project Manager  
Neil Kopper, Sr. Project Engineer

**HAND**

Matt Swinney, Program Manager

**Funding for 2022**

**Alternative Transportation Fund**

\$336,000      Appropriated for 2022

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**

- |           |   |  |
|-----------|---|--|
| 2011-2021 | - | 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 - (Exhibit 3A)

ATF Fund Sheet - (Exhibit 3B)

CBU Funding/In-Kind Sheet – 2007 – 2021 - (Exhibit 3C)

**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 2021**

<b>Amended Budget</b> <b>\$643,997.55</b> Percent Used <b>59%</b>	<b>Encumbrances</b> <b>\$190,225.65</b>	<b>Expenses</b> <b>\$189,729.65</b>	<b>YTD Balance</b> <b>\$264,042.25</b>
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Month	Budget	Amendments	Encumbrances	Expenses	Current YTD Balance
January	\$330,000.00	\$317,560.00	\$317,560.00	\$0.00	\$330,000.00
February	\$0.00	\$0.00	\$0.00	\$0.00	\$330,000.00
March	\$0.00	\$0.00	-\$9,016.75	\$9,016.75	\$330,000.00
April	\$0.00	\$0.00	-\$430.05	\$430.05	\$330,000.00
May	\$0.00	\$0.00	\$1,068.15	\$39,016.85	\$289,915.00
June	\$0.00	\$0.00	-\$31,377.55	\$31,377.55	\$289,915.00
July	\$0.00	-\$2,272.45	-\$21,022.45	\$18,750.00	\$289,915.00
August	\$0.00	\$0.00	\$0.00	\$0.00	\$289,915.00
September	\$0.00	\$0.00	-\$33,933.20	\$59,805.95	\$264,042.25
October	\$0.00	-\$1,290.00	-\$28,608.70	\$27,318.70	\$264,042.25
November	\$0.00	\$0.00	-\$4,013.80	\$4,013.80	\$264,042.25
December	\$0.00	\$0.00	\$0.00	\$0.00	\$264,042.25
<b>Total</b>	<b>\$330,000.00</b>	<b>\$313,997.55</b>	<b>\$190,225.65</b>	<b>\$189,729.65</b>	<b>\$264,042.25</b>
Unposted Transactions	\$0.00	\$0.00	\$0.00	\$0.00	\$264,042.25
<b>Grand Total</b>	<b>\$330,000.00</b>	<b>\$313,997.55</b>	<b>\$190,225.65</b>	<b>\$189,729.65</b>	<b>\$264,042.25</b>



<b>CBU Contributions to City Council Sidewalk projects - 2007 to 2021</b>						
<b>Date</b>	<b>Project</b>	<b>Contractor</b>	<b>Invoice</b>	<b>Materials</b>	<b>Labor</b>	<b>Equipment</b>
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			
<b>TOTALS</b>			<b>\$326,527.85</b>	<b>\$248,269.35</b>	<b>\$83,797.25</b>	<b>\$90,768.97</b>

Prepared by J Fleig 2/8/2016, updated 11.24.2021

**Report of the 2021 Common Council Sidewalk Committee  
(February 17, 2021)**

**Committee Members and Staff**

The members of the 2021 Committee were appointed by the President of the Council and included:

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

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

**Planning and Transportation (P & T)**

Scott Robinson, Director

Beth Rosenbarger, Planning Services Manager

Mallory Rickbeil, Bicycle and Pedestrian Coordinator

Amir Farshchi, Long Range Planner

**Engineering (formerly part of P & T)**

Brad Schroeder, Assistant Director

Neil Kopper, Sr. Project Engineer

Roy Aten, Project Engineer

Patrick Dierkes, Project Engineer

**Utilities**

Brad Schroeder, Assistant Director-Engineering

Jane Fleig, Utilities Engineer

**Housing and Neighborhood Development**

Doris Sims, Director

Matt Swinney, Program Manager, Housing and Construction Projects

**Parks and Recreation**

Steve Cotter, Natural Resources Manager

**Office of the City Clerk**

Nicole Bolden, City Clerk

Sofia McDowell, Chief Deputy Clerk

**Council Office**

Stephen Lucas, Council Administrator/Attorney

Heather Lacy, Deputy Administrator/Deputy Attorney

Becky Boustani, Assistant Administrator/Legal Research Specialist

**Highlight of Recommendations**

The Committee made recommendations to the entire Council on the use of \$330,000 of Alternative Transportation Fund (ATF) monies budgeted for 2021 for sidewalk and traffic-calming/pedestrian improvements projects. It met two times at the end of 2020 and once in January 2021 to review 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:

- **Projects Completed in 2020:**

- Construction

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

- **Projects to be Completed in 2021 or later:**

- Construction

- Sidewalk - Maxwell Street from Miller Drive to North of Short Street (east side) – construction anticipated Spring 2021
    - Sidewalk - W. 14<sup>th</sup> Street from Madison Street to Woodburn Avenue (north side) – construction anticipated Spring 2021
    - Crosswalk/intersection improvements – E. Moores Pike/S. Smith Road intersection
    - Sidewalk – S. Walnut Street from Winslow Road to Ridgeview Drive (east side) (with recommended 2021 funding for construction)

- Did not move forward

- Traffic-calming – Graham Drive/Broadview Neighborhood area – did not successfully complete Neighborhood Traffic Safety Program; staff anticipates further discussion with neighborhoods to resolve temporary traffic calming.

- **New Projects to Begin with 2021 Funds:**

- Design and right-of-way acquisition

- Sidewalk – Dunn Street (15<sup>th</sup> Street to 16<sup>th</sup> Street) (west side)
    - Sidewalk – Adams Street (Kirkwood Avenue to Fountain Drive) (west side) (design partially funded in 2020)

- Traffic-Calming

- Prioritized resident-led projects within the Traffic Calming and Greenways Program

## **Schedule**

The Committee met electronically via Zoom on:

- Thursday, December 3, 2020 at noon
- Tuesday, December 15, 2020 at noon
- Tuesday, January 12, 2021 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/council/sidewalks> under Meetings and Documents. These documents include an Initial Council Sidewalk Committee Packet for the Committee’s first meeting and Memoranda/Minutes for these meetings.

## **Preliminary Matters**

Early on, the Committee:

- Agreed that Cm. Ron Smith should serve as the Chair;
- Acknowledged and thanked the staff in the Office of City Clerk for serving as Secretary for the proceedings; and
- Approved the minutes from 2019-2020 Sidewalk Committee meetings: November 12, 2019; November 18, 2019; December 10, 2019.

## **Purpose of Committee and History of Funding**

In the past, the Sidewalk Committee has made 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, \$330,000 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 <sup>1</sup>		Estimate of Other Contributions	
	Per Year	Total	Other <sup>2</sup>	CBU <sup>3</sup>
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 <sup>4</sup>	\$0
2014-2016	\$300,000	\$900,000	~\$43,000	~\$136,697

<sup>1</sup> 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.

<sup>2</sup> 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).

<sup>3</sup> 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.

<sup>4</sup> The Committee recommended funding the design for a portion of Rockport Road sidewalk project that was part of a much larger road project.

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
2021	\$330,000	\$330,000	~\$0	\$0
<b>Total</b>		<b>\$4,075,000</b>	<b>~\$3,200,500</b>	<b>~\$766,613</b>

**Review of Previous Allocations**

Below is the list of previously-funded projects or phases of projects that were completed in 2020 or will be completed in 2021.

<b>Recent Previously-Funded Council Sidewalk Projects – Design or Construction 2020/2021</b>			
<b>Project</b>	<b>Total CSC Funding</b>	<b>Other Funds</b>	<b>Current Phase</b>
<b><u>Completed in 2020</u></b>			
<b>West Allen Street – Adams St to Patterson Dr – Traffic calming</b>	\$33,238	\$193,281.48 (P&T funding)	Completed
<b><u>To be Completed in 2021</u></b>			
<b>W. 14<sup>th</sup> Street – Madison St to Woodburn Ave</b>	\$77,431.75	\$132,337 (CDBG)	Construction anticipated Spring 2021
<b>Maxwell Street – Miller Dr to north of Short Street</b>	\$136,826	\$7,920 (P&T funding)	Construction anticipated Spring 2021
<b>Moore's Pike and Smith Rd – curb ramps &amp; crosswalks</b>	\$43,330	--	Construction
<b>South Walnut St – Winslow to Ridgeview</b>	See 2021 Recommendations		Construction
<b>Adams St – Kirkwood to Fountain</b>	See 2021 Recommendations		Out for bid

*Please note that P & T staff provide an annual Council Sidewalk Project Status Report that includes a summary of Complementary Initiatives. The Report mentions “projects from the Council Sidewalk Committee’s 2021 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 note that other sidewalk and pedestrian projects are pursued by various other city departments and funded through various means.*

## **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, 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. 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 a Project Prioritization list which scores projects based upon objective measures associated with some, but not all, of the criteria. In that regard:

- The Project Prioritization list 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 those criteria were left to the judgment of Committee members.

During this funding cycle, the Committee discussed a Sidewalk Equity Audit and associated recommendations prepared by Bicycle and Pedestrian Safety Commission President Mark Stosberg and submitted to the Mayor, City Council, and various city staff members. The full audit is available online here:

<https://storymaps.arcgis.com/stories/3685e1fa75674ca5b71443543c12ca5c>.

In addition to the suggestions contained in this audit, committee members also discussed census block maps that were created by P & T staff and submitted to the Committee for consideration. The Committee discussed potential revisions to the program criteria and related objective factors, and, while no formal changes were implemented this year, the Committee indicated it would like P & T staff to consider and recommend 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 councilmembers and staff.

## **Setting Priorities after Accounting for Shortfalls and Reviewing the Project Prioritization list**

Along with reviewing and addressing funding for ongoing projects, the Committee consulted the Project Prioritization list (attached) to examine and confirm its existing priorities and identify new ones. The Project Prioritization list contains ~58 proposed projects, including two new requests and two on-going projects (along with a number of projects that should be removed from the list moving forward). After receiving guidance from the Committee, P&T provided or confirmed rough design/right-of-way/construction estimates for the top ten ranked sidewalk segments that were not already funded or completed. At the end of its deliberations, the Committee recommended allocations for: construction of one previously funded sidewalk project; completion of design of two sidewalk projects (one new project and one that had previously been partially funded for design); and, resident-led traffic calming projects prioritized through the recently-adopted Traffic Calming and Greenways Program (info about the program available online: <https://bloomington.in.gov/tcgp>).

### **Changes to the Project Prioritization list – Addition and Removal of Projects**

- 2 new projects (N. Dunn from 15<sup>th</sup> St. to 16<sup>th</sup> St. & N. Crescent Rd from Fountain Dr. to Marquis Dr.) were requested by either the public, staff, or committee members and added to the Project Prioritization list for 2021. *(Please see the Council Sidewalk Committee Packet for a description of the requests.)*
- P & T staff noted several projects on the Project Prioritization list that had been fully funded through other sources or that had already been constructed. These projects should be removed from the list for next year.

### **Funding Recommendations for 2021**

#### **Previously-Funded Sidewalk Projects**

- **Sidewalk Construction – S. Walnut Street – Winslow to Ridgeview – East Side – Rank #30**  
The Committee previously discussed and recommended design funding for this project in 2020. This project was a request added to the Project Prioritization list in 2020, submitted by a member of the public, and was ranked #12 on the list last year. The request pointed out that recent increases in traffic on South Walnut had 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. The 2020 Sidewalk Committee discussed crossing locations for pedestrians along Walnut. Staff had also identified this project as worthy of consideration, given the high density. This year, the Committee recommends funding construction of the sidewalk at an estimated cost of \$210,000.

- **Sidewalk Design and Right-of-way Acquisition – Adams Street – Kirkwood to Fountain – West Side – Rank #51**

The Committee previously discussed and recommended design funding for this project in 2020. This project was a new request for 2020 (ranked #35 on the list last year), and came out of a public meeting held by the Planning and Transportation Department about the Adams Street sidewalk connection between 3<sup>rd</sup> Street and Kirkwood Ave. Staff noted there was 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 truck, the Committee limited the scope of the project to the stretch of Adams Street between Kirkwood and Fountain. At the suggestion of staff, the 2020 Committee recommended \$31,000 to partially fund design. However, as the lowest prioritized project for 2020, it was understood that additional design and right-of-way funding would likely be needed. This year, the Committee recommends allocating \$66,000 to fund the remainder of the design work and right-of-way acquisition. The estimated cost of construction (not included in this recommendation) is \$146,000.

### **New Sidewalk Projects**

- **Sidewalk Design and Right-of-way Acquisition – Dunn Street – 15<sup>th</sup> St to 16<sup>th</sup> St – West Side – Rank #3**

This project was a new request for 2021, and was added to the list at the suggestion of P & T staff, who noted that they had received complaints about the missing section of sidewalk in the past. In light of nearby improvements on 17th and Dunn that would be completed this summer, staff recommended funding for design and right-of-way acquisition for this project. The Committee recommends allocating \$41,000 toward this project (an estimated \$28,000 for design and \$13,000 for right-of-way acquisition). The estimated cost of construction (not included in this recommendation) is \$87,000.

### **Traffic Calming Projects**

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 2020, the City implemented a new Traffic Calming and Greenways Program (TCGP). This year, P&T staff suggested that the Committee recommend allocating funds to be made available for resident-led TCGP projects in 2021. After discussing funding for sidewalk projects, the Committee recommended applying \$13,000 toward resident-led projects that would be prioritized using the new TCGP process.

## **Order of Priorities for Project Funding**

As it has done in past years, given the uncertainty surrounding actual costs for design/ROW/construction, the Committee has ranked its recommended projects in order of priority (1 being the highest priority project, 2 being the next highest priority project, etc.). 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 2021 deliberations, the Committee:

- Agreed that Cm. Smith would serve as Chairperson;
- Provided an opportunity for committee members or staff members to disclose any potential conflicts of interest for those who might own or reside in homes along sidewalk projects on the Committee's Project Prioritization list;
- Heard a progress report regarding on-going projects;
- Discussed and received public comment on the Committee's criteria and objective factors used to rank projects;
- Reviewed the Project Prioritization list and provided an opportunity for public comment;
- Recommended the allocation of \$330,000 in ATF monies for the completion of one ongoing sidewalk project, the continued design and right-of-way acquisition for one ongoing sidewalk project, the design of one new sidewalk projects, and the contribution of funds toward new, resident-led TCGP projects – *See Funding Recommendations (attached)*.
- Approved minutes for the 2020 funding cycle meetings and authorized the Chair to correct and approve the minutes for the 2021 meetings after providing committee members and staff an opportunity 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 2021**  
**- FUNDS AVAILABLE: \$330,000**

- o **Alternative Transportation Fund (ATF)** Use the \$330,000 of Alternative Transportation Funds appropriated in 2021 for sidewalk and traffic-calming initiatives recommended by the Committee.
- o *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.*
- o **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.
- o *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 2021.*

<b>Project</b>	<b>ATF</b>	<b><u>ATF</u> <u>(Additional</u> <u>Amounts – Should</u> <u>They be</u> <u>Appropriated)</u></b>	<b>CBU</b>	<b><u>OTHER</u> <u>FUNDS</u></b>	<b><u>Priority</u></b>
<b><u>Sidewalk Projects</u></b>					
<b>Design/ROW acquisition of sidewalk; Dunn St – from 15<sup>th</sup> St. to 16<sup>th</sup> St. (west side)</b>	<b>\$41,000</b>		<b>\$0</b>	<b>\$0</b>	<b>1</b>
<b>Estimated Costs<sup>1</sup></b> Right-of-Way: \$13,000 Design: \$28,000					
<b>Construction of sidewalk: S. Walnut St. – from E. Winslow Rd. to Ridgeview Dr. (east side)</b>	<b>\$210,000</b>		<b>\$0</b>	<b>\$0</b>	<b>2</b>
<b>Estimated Costs</b> Right-of-Way: \$0 Construction: \$210,000					
<b>Remainder of design/ROW acquisition of sidewalk: Adams St. – from W. Kirkwood Ave to Fountain Dr. (west side)</b>	<b>\$66,000</b>		<b>\$0</b>	<b>\$0</b>	<b>3</b>
<b>Estimated Costs<sup>2</sup></b> Remainder of Design: \$26,000 Right-of-Way: \$40,000					
<b><u>Traffic Calming</u></b>					
<b>General Traffic Calming and Greenways Program Resident-led Projects</b>	<b>\$13,000</b>		<b>\$0</b>	<b>\$0</b>	<b>4</b>
<b>Estimated Costs</b> Prioritized resident-led projects: \$13,000 <sup>3</sup>					
<b>2021 ALLOCATION</b>	<b>\$330,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	
<b>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.</b>					

<sup>1</sup> Engineering staff gave \$87,000 as a rough, conceptual estimate of construction costs for this project, which are not part of the 2021 Committee recommendations.

<sup>2</sup> Engineering staff gave \$146,000 as a rough, conceptual estimate of construction costs for this project, which are not part of the 2021 Committee recommendations.

<sup>3</sup> To be used toward resident-led TCGP projects prioritized pursuant to that program's methodology – more info at <https://bloomington.in.gov/tcgp>.

## **Council Sidewalk Committee Policies**

### **Criteria for Selecting Sidewalk Projects**

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

### **History of Revisions**

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

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

## **Other Policies**

### Overage Policy

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

### Council Sidewalk Criteria – Application of Emerging Objective Factors

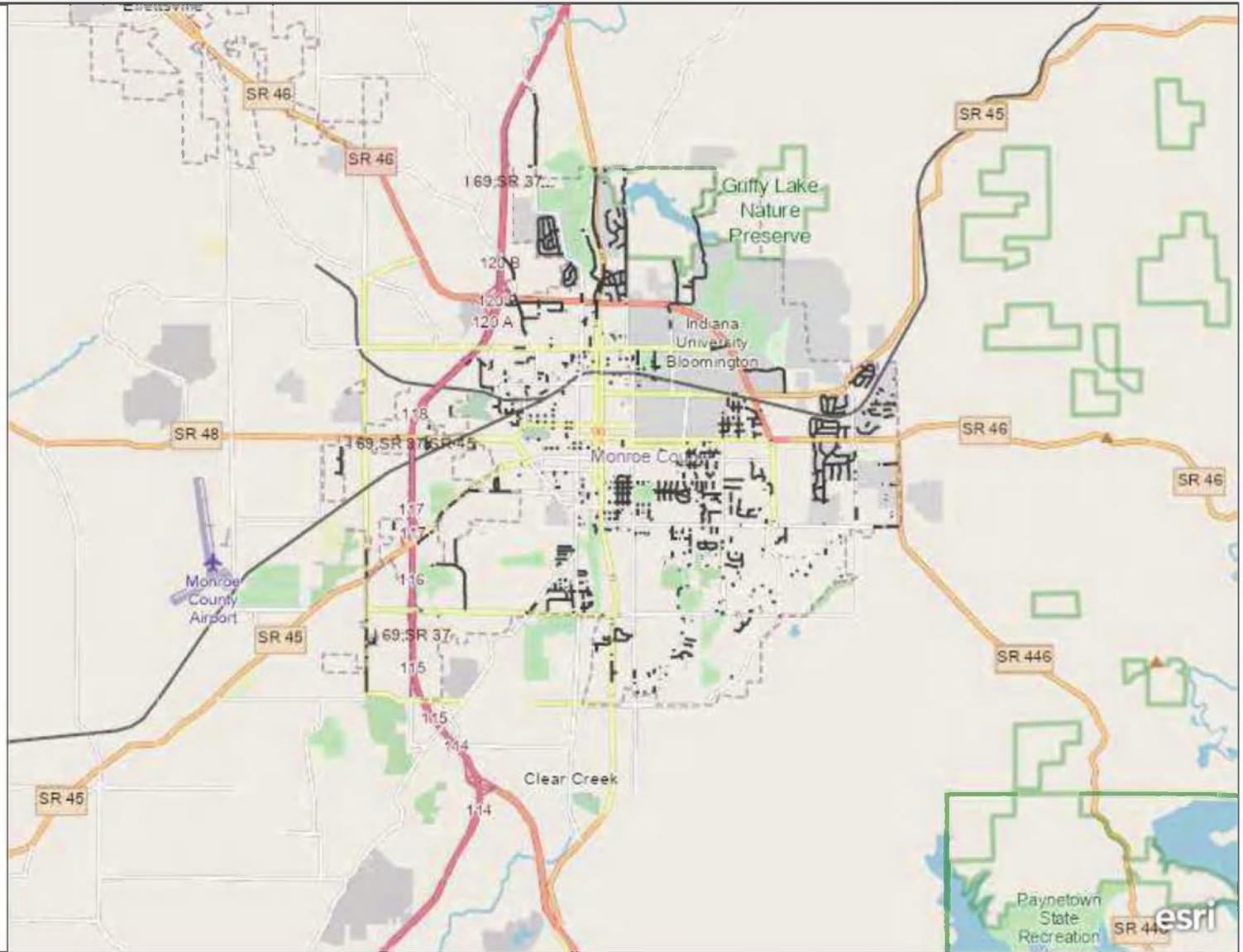
Criteria	Elaboration	Plan Department’s Effort to Create Data, Objective Factors, and a Ranking Formula	
1. Safety	A particular corridor could be made significantly safer by the addition of a sidewalk	Pedestrian Level of Service (PLOS)	
2. Roadway Classification	The amount of vehicular traffic will increase the likelihood of pedestrian/automobile conflicts, which a sidewalk could prevent. Therefore, arterial and collector streets should be a priority for linkages over residential/subdivision streets.	<p style="text-align: center;">This score gauges the pedestrian experience based upon traffic volume and speed, lane width, presence and width of sidewalk, and presence, type, and width of the buffer.</p> <p style="text-align: center;">1 (High /A) – 5 (Low/ F) (where C is “pretty comfortable”)</p> <p><i>Note: Because the absence of a sidewalk is a large factor in the PLOS score, all but one of these scores fall in the very close range of 3.26 – 4.23. Also, PLOS doesn’t work well with off-street facilities.</i></p>	
3. Pedestrian Usage	Cost-effectiveness should be based on existing and projected usage.	Density (0 – 1,863)	Walk Score
		<p>This score was derived from the maximum densities allowed in the zoning districts located within 1/8<sup>th</sup> 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>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.	Transit (0 – 247)	
		<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>	
5. Linkages	Projects should entail the construction of new sidewalks that connect with existing pedestrian facilities.	Sidewalk Inventory	
6. Costs/ Feasibility	Availability of right-of-way and other construction costs must be evaluated to determine whether linkages are financially feasible.	Project Costs	
		<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>	

Overall Project Ranking =

Walk Score Rank  
+  
Pedestrian Level of Service (PLOS) Rank  
+  
Transit Route Score Rank  
+  
Density Rank  
=  
Score  
*(Lowest Score = Highest Rank)*  
\*\*\*  
*Note: All the above were weighed equally.*

# Missing Sidewalk Map

**Missing Sidewalks  
October 2021**



Map data © OpenStreetMap contributors, Microsoft, Esri Community Maps contributors, Map layer by Esri

# MEMO

TO: City of Bloomington Council Transportation Committee

THRU: Scott Robinson, Director, Planning and Transportation Department

FROM: Planning and Transportation Department (Beth Rosenbarger, Mallory Rickbeil)  
With information from the Engineering Department (Neil Kopper, Roy Aten)

DATE: November 15, 2021

RE: 2021 Council Sidewalk Project Status Report  
2022 Council Transportation Committee Sidewalk Prioritization Update

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## PRE-2021 COUNCIL SIDEWALK PROJECT UPDATES:

The following City Council Sidewalk Committee (CSC) 2018, 2019, and 2020 initiatives saw activity in 2021.

### COMPLETED 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 was necessary for the project. Construction was bid and awarded at the 11/10/2020 Board of Public Works for \$136,826. The Total 2020 CSC expenditure on this project is \$136,826. Construction is substantially complete as of September 2021, though final punchlist items and final payments have not yet been completed.
- 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 of this project was substantially complete in June 2021 and the project is now closed out.

- 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. The construction contract was awarded to E&B Paving for a total of \$33,650. Construction was substantially complete in May 2021 and the project is now closed out.

## ONGOING 2021 PROJECTS

- 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. Despite majority support, neither neighborhood successfully completed this process. In 2021 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. Utilizing the new Traffic Calming and Greenways Program processes, staff have conducted two public meetings in Broadview related to the Graham Neighborhood Greenway (prioritized through the Transportation Plan) as well as traffic calming on Ralston Dr. Construction bidding for this project is anticipated in November 2021 for construction in spring 2022. This project does not utilize any CSC funds.
- TRAFFIC CALMING, RESIDENT-LED PROJECTS – The 2021 CSC allocated \$13,000 for traffic calming to be prioritized through the City’s new traffic calming policy. The 2021 highest priority project was submitted by the Bloomington Housing Authority Resident Council on behalf of the Crestmont Community Neighborhood. This project will include traffic calming devices on both 12<sup>th</sup> and 13<sup>th</sup> Streets within the Crestmont Neighborhood. Construction bidding for the project is expected in November 2021 for construction in spring 2022. Construction costs are estimated at \$40,000. At this time it is unknown whether there will be any remaining 2021 CSC funds to go towards this project which was listed as CSC priority #4.
- SOUTH WALNUT STREET, FROM WINSLOW TO RIDGEVIEW – The 2020 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. The 2021 CSC allocated \$210,000 for construction of this project. Construction bidding is anticipated in November 2021 for construction in 2022. Engineering is finalizing construction cost estimates for this project, but actual costs won’t be known until after bids are received. At this time it will be funded by the Alt-Trans Funding Line.
- ADAMS STREET, FROM KIRKWOOD TO FOUNTAIN – The 2020 CSC allocated \$31,000 toward design of a sidewalk on the west side of Adams and was able to contribute \$38,082.25. 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. A design contract was awarded to engineering firm Bynum Fanyo for \$63,955. The 2021 CSC allocated an additional \$66,000 for design and right of way acquisition. At this time staff have encumbered \$25,872.75 to fully award the design contract and keep making progress on design of this project. City staff have submitted a Letter of Interest to apply for CDBG funding for this project. At this time, final ROW costs are not known. This project does not currently have any construction funding, but has the potential to receive partial construction funding from CDBG in 2022.

- **DUNN STREET, FROM 15<sup>TH</sup> TO 16<sup>TH</sup>** – The 2021 CSC allocated \$41,000 toward design and right of way acquisition for a sidewalk on the west side of Dunn Street. In April 2021 the City awarded a design contract to engineering firm Bledsoe Riggert Cooper James for \$40,085. Design for this project is still ongoing and the design contract cost may decrease if ROW acquisition is found to be unnecessary. Construction costs are estimated at approximately \$100,000, but cannot be refined until design progresses further. This project currently has no construction funding.

**PREVIOUS YEAR PROJECTS AWAITING ADDITIONAL FUNDING**

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

**2021 COUNCIL SIDEWALK PROJECTS SUMMARY:**

In 2021, the CSC submitted to the City Common Council the 2021 Council Sidewalk Committee Report. That report recommended the allocation of \$330,000 in alternative transportation funds for the development and/or construction of projects summarized in the table below.

<b>TABLE 1 – 2021 COUNCIL SIDEWALK ALLOCATION SUMMARY</b>		
<b>PROJECT</b>	<b>ALLOCATION</b>	<b>DESCRIPTION</b>
Dunn Street Sidewalk	\$41,000	Design + Right of Way
S Walnut Street Sidewalk	\$210,000	Construction
Adams Street Sidewalk	\$66,000	Remainder of Design + Right of Way
Traffic Calming	\$13,000	Construction
<b>TOTAL</b>	<b>\$330,000</b>	

The City Engineering Department worked throughout 2021 to implement these projects. Design is in progress for both the Dunn Street Sidewalk and the Adams Street Sidewalk. The S Walnut Street Sidewalk project and the resident-led traffic calming project are expected to be bid in November with construction contracts awarded in December of this year. The final construction cost of the S Walnut

sidewalk project will play a major role in determining final funding allocations for the 2021 CSC projects and may require additional funds from 2022.

The following table summarizes the allocation for the 2021 Council Sidewalk funds.

<b>TABLE 2 – 2021 ALLOCATION ESTIMATE AND ACTUAL COST SUMMARY</b>				
<b>PROJECT</b>	<b>ALLOCATION</b>	<b>SPENT/ESTIMATE*</b>	<b>DIFFERENCE</b>	<b>DESCRIPTION</b>
Dunn Street Sidewalk	\$41,000	\$40,085*	-\$915*	Design + Right of Way
S Walnut Street Sidewalk	\$210,000	\$264,042.25*	\$54,042.25*	Construction
Adams Street Sidewalk	\$66,000	\$25,872.75*	-\$40,127.25*	Remainder of Design + Right of Way
Traffic Calming	\$13,000	\$0*	-\$13,000*	Construction
<b>TOTAL</b>	<b>\$330,000</b>	<b>\$330,000</b>	<b>\$0</b>	

\* Asterisk indicates estimated amount

All of the 2021 Council Sidewalk Committee projects made progress and the Engineering Department is on track to encumber all available 2021 funds. Funding for the S Walnut sidewalk project is based on conceptual estimates and final numbers may not be available until early December 2021. Staff recommends that the Transportation Committee approve shifting any available funds to the Walnut Street Sidewalk construction, as indicated above, with any remaining funds to be used for the traffic calming project or Adams Street right of way services.

## SIDEWALK INVENTORY AND REVIEW

In response to the request for criteria best suited to objectively guide the Transportation Committee’s evaluation of projects, staff developed two new mechanisms to inform and create guiding metrics for sidewalk project prioritization: an inventory of missing sidewalks and an expression of weighted metrics to indicate areas best-suited for improvement.

In order to prioritize projects objectively, it is necessary to identify the scope of projects eligible for review—in this case, a map of all City of Bloomington maintained streets with missing sidewalks. The latest Missing Sidewalk Map (attached as a PDF) of all known City maintained streets with missing or poor condition sidewalks was created using data from the 2018 LiDAR scan, and the map was updated to include sidewalk projects completed or in design/ construction phase in 2019, 2020, and 2021.

The second task entailed the development of a formula to objectively measure all projects in relation to one another using data resources collected from the Census, the City GIS inventory, and formulas that indicate areas of high potential use as well as connectivity to transit.

## DATA RESOURCES FOR SIDEWALK PRIORITIZATION

The proposed project selection data—with a brief description of the data source and what factors are given priority—are provided below. Also added was a layer of hexagonal tessellations to allow for all geographical data to be visualized such that all data points may be compared relative to another area of equal size.

### Density and Demand Data:

- [WALK POTENTIAL SCORE](#): Based on 10-minute travel maps between residential areas and destinations (i.e., cafes, libraries, banks, grocery stores, hardware stores). The 10-minute walk distance is based on the actual street grid, not how a bird would travel. The more destinations that overlap and that can be reached by within a 10-minute walk results in a higher score between 1 and 20. This tool replaces the manually-applied Walk Score data included in past year's prioritization methods.
- [POPULATION DENSITY SCORE](#): 2019 American Community Survey Census Block Group data converted to a weighted score. Higher scores reflect areas with increased population density.
- [% WALK TO WORK SCORE](#): Census Block Group data derived from the 2019 American Community Survey, converted to a weighted score ranging from 1 to 36. Areas where residents report higher rates of walking to work score higher than areas with less reported rates of walking to work.
- [% TRANSIT TO WORK SCORE](#): 2019 American Community Survey Data converted to a weighted score ranging from 1 to 100. Areas where residents report higher rates of utilizing transit to commute to work are higher than areas with less reported rates of utilizing transit to get to work.
- [VEHICLE COUNT SCORE](#): Derived from the 2019 American Community Survey Data which counts private registered vehicles per household. The variable scores and weighs each Census Block Group to reflect priority for residents in areas where average car ownership rates are lower.

### Safety and Harm Reduction Data:

- [ADJACENT STREET SPEED SCORE](#): Scores based on City maintained street centerline data mapping street speed limits. Streets with higher posted speed limits are weighted for greater point values/ priority over streets with lower speed limits.
- [ADJACENT STREET WIDTH SCORE](#): Scores based on City-maintained Centerline data for road width. Wider streets are scored for priority over streets that are narrower. Wider streets are prioritized because generally the wider a street is, the more lanes it has and the more likely people driving are to speed.

### Historically Excluded Groups:

- **% RENTER HOUSEHOLDS**: 2019 American Community Survey Data which scores Census Block Groups with higher percentages of residents who are renters over areas with fewer renter households.
- **% BIPOC RESIDENTS**: 2019 American Community Survey Data which scores Census Block Groups with higher percentages of residents who are Black, Indigenous, and People of Color over Census Block Groups with a lower percentages of residents who are Black, Indigenous, and People of Color.
- **MEDIAN INCOME SCORE**: 2019 American Community Survey Data, scored such that Census Block Groups with lower reported median income rank with higher priority over areas with higher median incomes.

**SIDEWALK LOCATION EVALUATION AND RANKING**

Projects ranked for 2022 Council Sidewalk Allocation integrate top-performing and feasible projects from the Expression A (Demand and Density) and Expression B (Safety and Harm Reduction).

<b>TABLE 3 – INDICATOR WEIGHTS FOR DEMAND AND DENSITY AND SAFETY AND HARM REDUCTION EXPRESSIONS</b>			
	<b>INDICATOR</b>	<b>EXPRESSION A DEMAND AND DENSITY</b>	<b>EXPRESSION B SAFETY AND HARM REDUCTION</b>
Demand and Density Data	Walk Potential Score:	25%	25%
	Population Density Score:	25%	15%
	% Walk to Work Score:	7%	--
	% Transit to Work Score:	7%	--
	Vehicle Count Score:	6%	--
Safety and Harm Reduction Data	Adjacent Street Speed Score:	10%	25%
	Adjacent Street Width Score:	10%	25%
Historically Excluded Groups Data	% Residents Renters Score:	3%	3%
	% BIPOC Residents Score:	3%	3%
	Median Income Score:	4%	4%
<b>Total</b>		<b>100%</b>	<b>100%</b>

[Expression A, Demand and Density](#): represents a formula that weighs Demand (Walk Potential, Density, and Residents likely to utilize multi-modal transportation) most heavily. For Expression A, Demand and Density, the following areas with missing sidewalks rank the highest: the downtown core, near 19th street, east of N. Union Street, and N. College Avenue between 17<sup>th</sup> Street and the Bypass.

[Expression B, Safety and Harm Reduction](#): represents a formula that weighs Safety/ Harm Reduction (Adjacent Street Speed, Adjacent Street Width) equal to Walk Potential and with less emphasis on demand data derived from the census. Viewed through this expression, the following areas scored the highest: areas adjacent to West and East 3rd Street, South Walnut, and N. Walnut Street (North of the Bypass).

While both expressions have merit, staff recommends the Demand and Density Expression overall, as it is designed to prioritize projects that have the potential to result in the greatest amount of use.

#### COMPLEMENTARY INITIATIVES

The following projects from the Council Sidewalk Committee's 2022 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 2022 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.
- [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. (Development project expected in this area.)
- [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 17<sup>th</sup> Street from Monroe to Grant. Construction of this project would take place in 2022-2023.

- 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 ongoing.
- 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:

For the 2022 budget, we recommend funding the in-progress projects, the Resident-Led Traffic Calming program, and the high-ranking projects in the Density and Demand expression that are within a 5-minute walk of a transit stop, located adjacent to high-ranking streets from the Safety and Harm Reduction expression. These project areas include ([see map](#)):

- FUND IN-PROGRESS PROJECTS – There will be more information forthcoming about the funding needed to complete projects the in-progress projects.
- RESIDENT-LED TRAFFIC CALMING PROJECTS – Staff recommends allocating \$50,000 toward the resident-led traffic calming project process in order to fund two projects. This would provide funding for the project prioritized in 2021 and a project prioritized in the 2022 cycle.
- RECOMMENDED HIGH RANKING PROJECTS:
  - S. LIBERTY DRIVE – East side of the Street between W. 3<sup>rd</sup> Street and the Whitehall Plaza parking lot.
  - S. OVERHILL DRIVE – East side of the Street between E. 3<sup>rd</sup> Street and E. 5<sup>th</sup> Street.
  - W. SMITH AVENUE – East or west side of the Street between S. College Avenue and S. Walnut Street.

For longer-term sidewalk improvements and construction forecasting, staff recommends the following considerations:

- SIDEWALK CONDITION DATA – The current Missing and Poor Condition Sidewalk Inventory is limited in its ability to determine issues that affect the ADA compliance of the existing network, locations where sidewalks are missing from wide roads, locations where sidewalk is missing where on-street parking is present, or areas with sidewalks on one side of the street. For the purposes of forecasting potential projects for multiple years of funding, we request greater availability of LiDAR field survey data to the degree of accuracy that allows for an analysis of sidewalk deterioration and ADA non-compliance issues.
- QUALITATIVE DATA RE: MOBILITY FOR PERSONS WITH DISABILITIES – To understand barriers as they exist in the sidewalk network, we need to identify circumstances that lead to particularly poor access, or situations where a combination of individual and contextual factors impede access for persons with disabilities. For this to be possible, we need the time and resources to

promote and conduct focus groups, interviews, and mapping exercises alongside the Council on Community Accessibility. We believe an investment towards this end will deliver greater understanding of conditions to support accessibility on our sidewalk networks, and, support a better product for persons whose needs are least met through a disconnected sidewalk network.

#### REVIEW OF REQUEST FOR PEDESTRIAN/ BIKE PATH ON E. SOUTHERN DRIVE

The missing connection between the two sides of E. Southern Drive exist within our Missing Sidewalk Inventory. This project ranks at the 60<sup>th</sup> percentile of priority based on the Demand and Density expression, and in the top 50<sup>th</sup> percentile of priority based on the Safety and Harm Reduction expression. While this project holds merit for increasing connectivity for the residents in the areas adjacent to the B-Link Trail, it doesn't perform to the extent of the projects that staff recommend for funding this year.

#### ATTACHMENT:

2021 MISSING SIDEWALK INVENTORY

2022 Council Sidewalk Committee - Initial Project Prioritization

	Street	Year added	Description	Project Length (approx.)	Walk Score (potential ped usage)	WS Rank	PLOS Score	PLOS Rank	Transit Route Score	Transit Route Rank	Density Score	Density Rank	Rank Sum	Overall Project Rank (2019)*	Overall Project Rank (2020)
CS-04	Indiana Ave. (2016)	2016	NW Corner 3rd St. & Indiana Ave.	268	89	1	2.95	40	633	1	1,193	3	45	4	1
CS-05	14th St.		Madison St. to Woodburn Ave.	450	72	4	3.58	20	220	7	769	15	46	4	2
CS-06	19th St. (2011)	2011	Walnut St. to Dunn St.	1,120	65	9	3.48	26	178	10	1,229	2	47	6	3
CS-12	E. 10th St. (2015)	2015	Grandview Dr. to Russell Rd.	2,390	38	27	4.01	3	268	2	571	19	51	12	4
CS-09	Gourley Pk. (2017)	2017	Kinser Pike to Monroe St.	2,900	40	24	3.62	17	126	17	1,083	5	63	9	5
CS-13	Gourley Pk. (2016)	2016	College/Old SR37 to Kinser Pike	1,084	69	6	2.93	41	194	9	930	11	67	13	7
CS-64	E Grimes Ln	2020	S. Lincoln Street to alley west of S. Dunn Street (south side)	742	60	14	3.66	14	132	14	412	23	65	n/a	6
CS-08	Smith Rd. (2011)	2011	Grandview Dr. to 10th St.(west)	1,352	31	33	3.63	16	260	4	771	14	67	8	7
CS-62	S Walnut St	2020	E. Winslow Road to E. Ridgeview Drive (east side)	1,403	57	17	3.72	11	111	25	729	16	69	n/a	9
CS-63	S Overhill Dr	2020	E. 3rd Street to E. 5th Street	590	77	3	2.26	46	243	5	504	21	75	n/a	11
CS-11	Jefferson St.		3rd St. to 7th St.	1,375	62	11	3.66	12	97	27	393	24	74	11	10
CS-68	Range Road	2019	North/South portion of Range Road north of 10th Street												
CS-16	N. Indiana (2015)	2015	15th St. to 17th St.	409	64	10	3.61	19	76	35	881	12	76	16	12
CS-14	Miller Dr.		Huntington Dr. to Olive St.	423	34	30	3.66	12	82	31	1,191	4	77	14	13
CS-21	Clark St.	2013	3rd St. to 7th St.	1,390	66	7	3.25	33	131	15	360	25	80	21	14
CS-15	5th St.		Union St. to Hillsdale Dr.	1,671	61	12	3.52	23	131	16	298	31	82	15	15
CS-18	Moore's Pk.		Valley Forge Rd. to High St.	1,060	43	23	4.17	1	107	26	240	38	88	18	17
CS-23	8th St. (2017)	2017	Jefferson St. to Hillsdale Dr.	938	61	12	3.16	34	230	6	284	33	85	23	16
CS-17	Walnut St.		Hoosier St. to Force Fitness driveway	369	38	27	3.74	10	34	46	986	9	92	17	18
CS-27	Wylie St. (2013)	2013	Lincoln St. to Henderson St.	1,150	79	2	2.33	45	121	19	301	30	96	27	19
CS-25	Palmer St. connector path		Wylie St. to 1st St.	529	71	5	1.50	54	146	12	328	27	98	25	22
CS-30	W. Allen St. (2018)	2018	Strong Dr. to Adams St.	1,320	27	37	3.89	7	73	36	662	17	97	30	20
CS-26	Bryan Ave. (2013)	2013	3rd St. to 7th St.	1,400	58	16	3.34	31	90	30	539	20	97	26	20
CS-29	Palmer St. (2019)	2019	Grimes Lane to 1st Street	2,150	66	7	2.99	39	113	23	285	32	101	29	23
CS-20	High St.		Covenanter Dr. to 2nd St.	2,622	36	29	4.01	4	93	29	156	45	107	20	25
CS-32	W. 3rd St. (2018)	2018	Walker St. to ~240 ft. west	240	47	19	3.12	35	79	33	597	18	105	32	24
CS-59	S Fess Ave	2020	Bryan Park to E. Hillside Drive	815	54	18	2.07	51	134	13	350	26	108	n/a	26
CS-19	17th St. (2012)	2012	Crescent Street to College Ave.	5,500	2	51	2.46	43	216	8	996	7	109	18	27
CS-28	Mitchell St. (2016)	2016	Maxwell Ln. to Atwater Ave.	1,890	34	30	2.91	42	265	3	282	34	109	28	27
CS-33	Curry Pike (2017)	2017	SR 45 to Beasley Dr.	2,638	39	26	3.92	6	68	38	207	42	112	33	29
CS-34	Cory Ln. (2015)	2015	2nd St. to 3rd. St.	2,332	15	44	3.61	18	48	43	987	8	113	34	30
CS-66	Adams St	2020	W Kirkwood to Fountain Drive (west side)												
CS-31	Allen St. (2015)	2015	Henderson St. to Lincoln St.	1,184	59	15	1.99	52	113	23	302	29	119	31	32
CS-36	Fee Ln. (2015)	2015	SR 45/46 to Lot 12 Entrance	1,353	14	46	3.44	28	48	43	5,400	1	118	36	31
CS-60	S Stull Ave	2020	Bryan Park to E. Hillside Drive	985	44	22	1.96	53	125	18	314	28	121	n/a	35
CS-40	Franklin Dr. (2017)	2017	3rd St. to Fairfield Dr.	148	40	24	2.38	44	49	42	943	10	120	40	34
CS-38	Arlington Rd. (2018)	2018	Monroe St. to Prow Rd.	5,150	19	42	3.49	24	28	47	1,029	6	119	37	32
CS-39	Smith Rd. (2011)	2011	Hagan St. to Brighton Ave. (west)	1,817	31	33	3.56	22	118	20	122	48	123	39	36
CS-35	Walnut St. (2013)	2013	SR 45/46 to 500 ft N of Fritz Dr	2,300	26	38	3.65	15	18	49	481	22	124	35	37
CS-58	S Park Ave	2020	Bryan Park to E. Hillside Drive	1,287	46	21	2.08	50	116	22	281	35	128	n/a	39
CS-37	Nancy St.		Hillside Dr. to Mark St.	878	28	35	3.48	25	94	28	235	39	127	37	38
CS-57	E. Morningside Drive	2020	N. Smith Road to E. 3rd Street	2,690	47	19	2.11	49	118	20	218	41	129	n/a	40
CS-43	Winslow Rd. (2017)	2017	High Street to Xavier Ct.	1,524	15	44	3.95	5	69	37	152	46	132	43	42
CS-45	Oakdale Dr. (2018)	2018	Oakdale Sq. to Bloomfield Rd.	1,350	7	50	3.04	36	80	32	792	13	131	45	41
CS-61	E Sheffield Dr	2020	N. Plymouth Road to N. Park Ridge Road	693	22	40	2.22	47	162	11	134	47	145	n/a	43
CS-47	Dunn St.	2001	SR 45/46 to Tamarack Tr.	2,044	19	42	3.83	8	7	50	74	51	151	47	45
CS-49	Woodlawn Avenue (20	2017	Weatherstone Ln. to Maxwell Ln.	1,328	33	32	3.56	21	21	48	86	49	150	48	44
CS-41	Rhorer Rd.	2009	Walnut St. to Sare Rd.	4,775	11	49	4.06	2	0	51	69	52	154	40	48
CS-48	S. Highland (2015)	2015	Winslow Park Parking to Sidewalk	755	23	39	3.45	27	55	41	158	44	151	48	45
CS-50	E. Wimbleton Ln. (2018)	2018	High St. to Montclair Ave.	1,040	22	40	3.03	37	79	33	164	43	153	50	47
CS-67	S. Maxwell St	2019	E. Miller Dr to E. Short Street	1,020	28	35	3.03	37	45	45	246	37	154	n/a	48
CS-44	Graham Dr. (2011)	2011	Rockport Rd. to Rogers St.	1,815	14	46	3.34	30	58	40	234	40	156	44	50
CS-51	Kinser Pk.		north of Acuff Rd.	1,595	1	53	3.83	8	0	51	40	54	166	51	51
CS-65	E Elliston Dr	2020	S. Bainbridge Drive to Sherwood Oaks Park	1,695	14	46	2.14	48	63	39	248	36	169	n/a	52
CS-54	N. Dunn St. (2015)	2015	Tamarack Trail to Lakewood Dr.	3,602	2	51	3.41	29	0	51	64	53	184	54	53
CS-52	Ramble Rd.		Ramble Rd. to Dunn St.	875	1	53	3.26	32	0	51	86	49	185	52	54
CS-69	N. Crescent Road	2021	Fountain Dr. to Marquis Dr.												
CS-68	Dunn St.	2020	15th to 16th St												
CS-xx	Southern Dr	2021	Connector between Walnut & Grant												
CS-xx	E. 10th St.	2021	Tamarron Dr & Russel Rd												

\*\* Green rows indicate on-going funded projects.  
 \*\*\* See the Index (which follows this sheet in the materials) for a list of recently completed projects as well as recently removed proposals.

New to be added in 2022:  
 E. Southern Drive  
 10 Street

A path connecting the two sides of E. Southern Drive to provide a safe way to get to Henderson and from there to the B-Link.  
 A sidewalk from the Tamarron Subdivision on the City's east side to University Elementary School



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

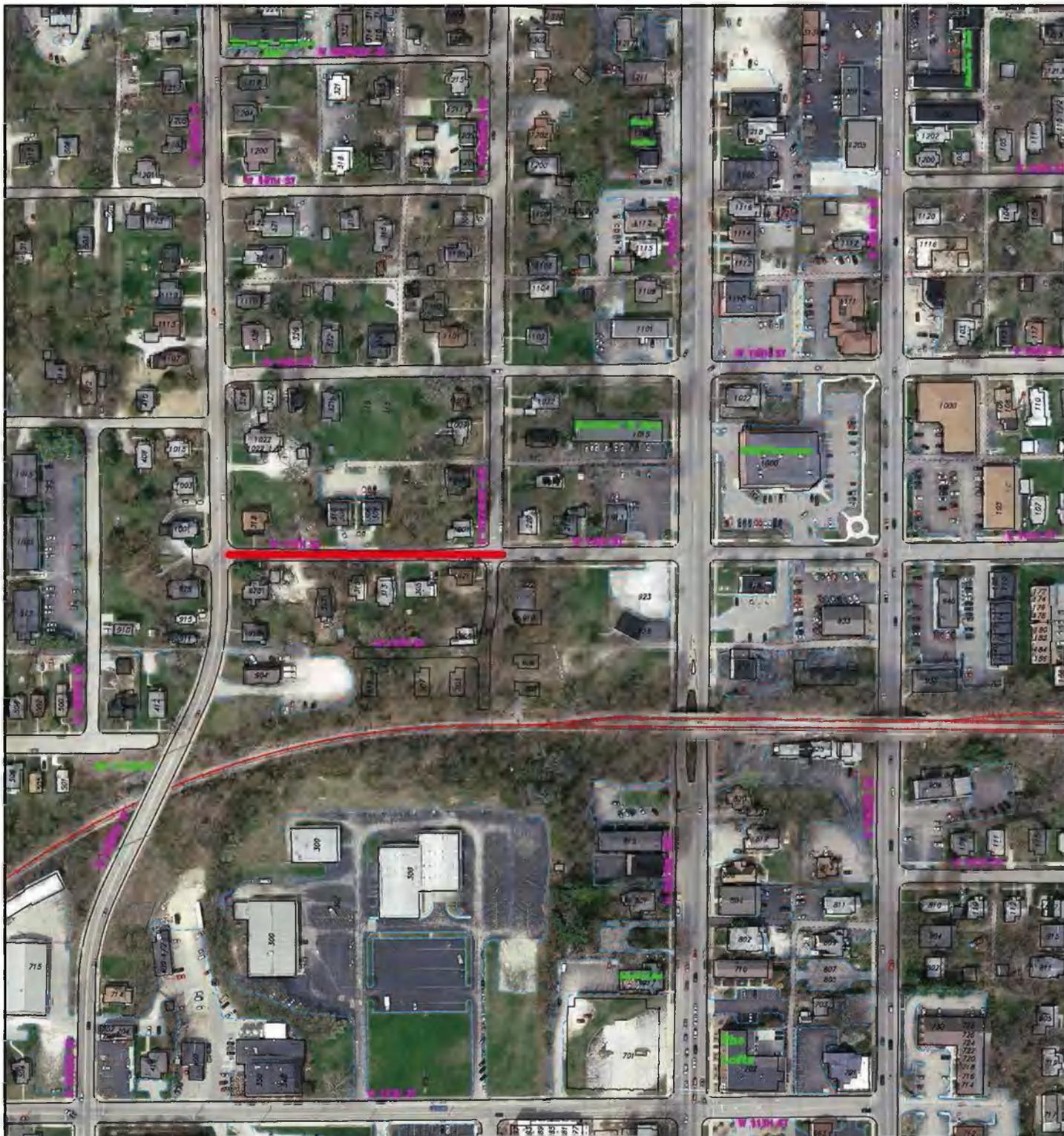


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Clerk & Council



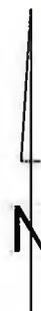
Scale: 1" = 80'

For reference only; map information NOT warranted.



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

By: shermand  
 2 Nov 11  
 File: LPWdl

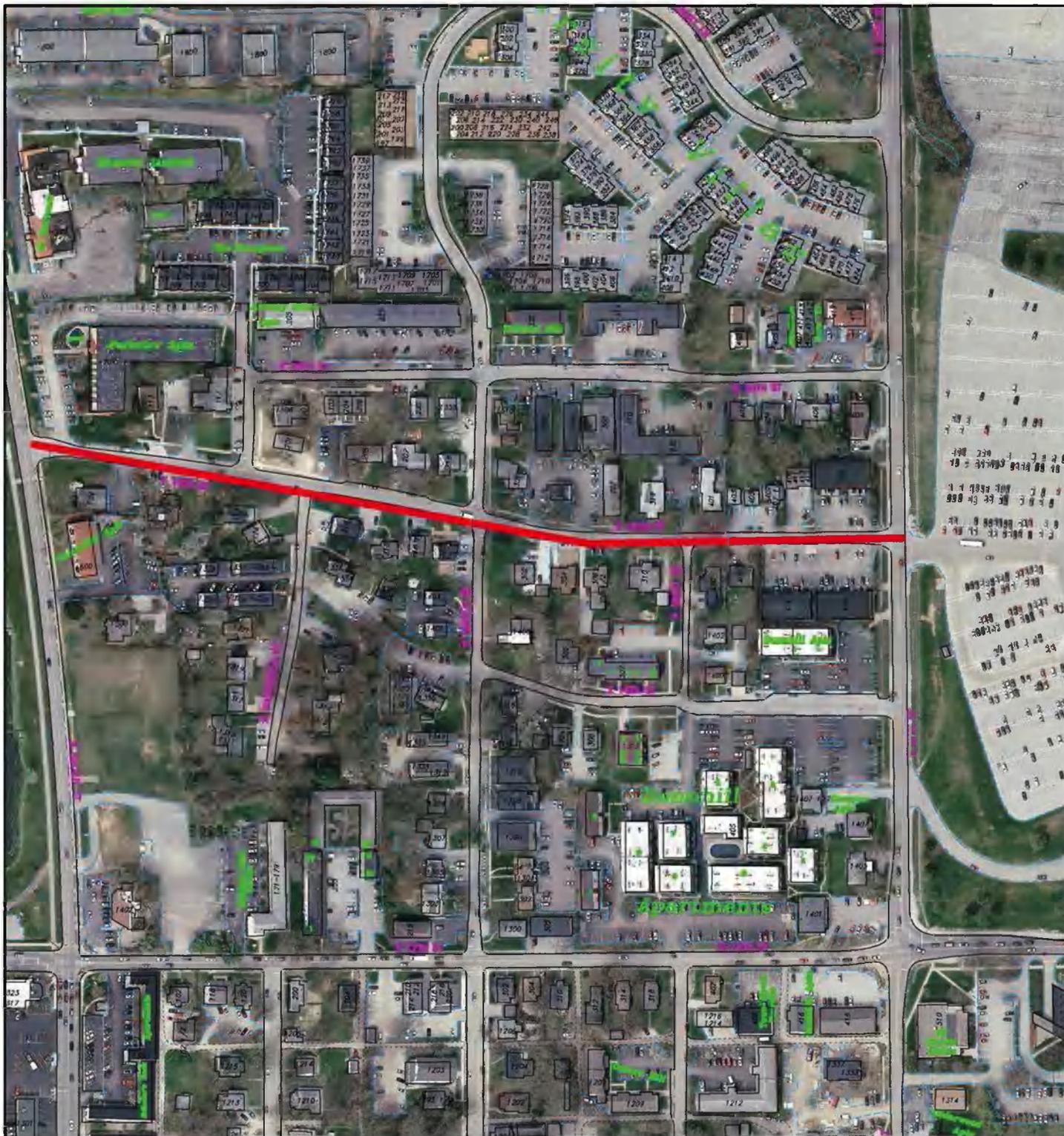


**City of Bloomington**  
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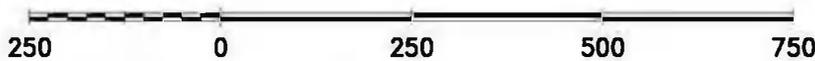
**Scale: 1" = 250'**

For reference only; map information NOT warranted.



**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

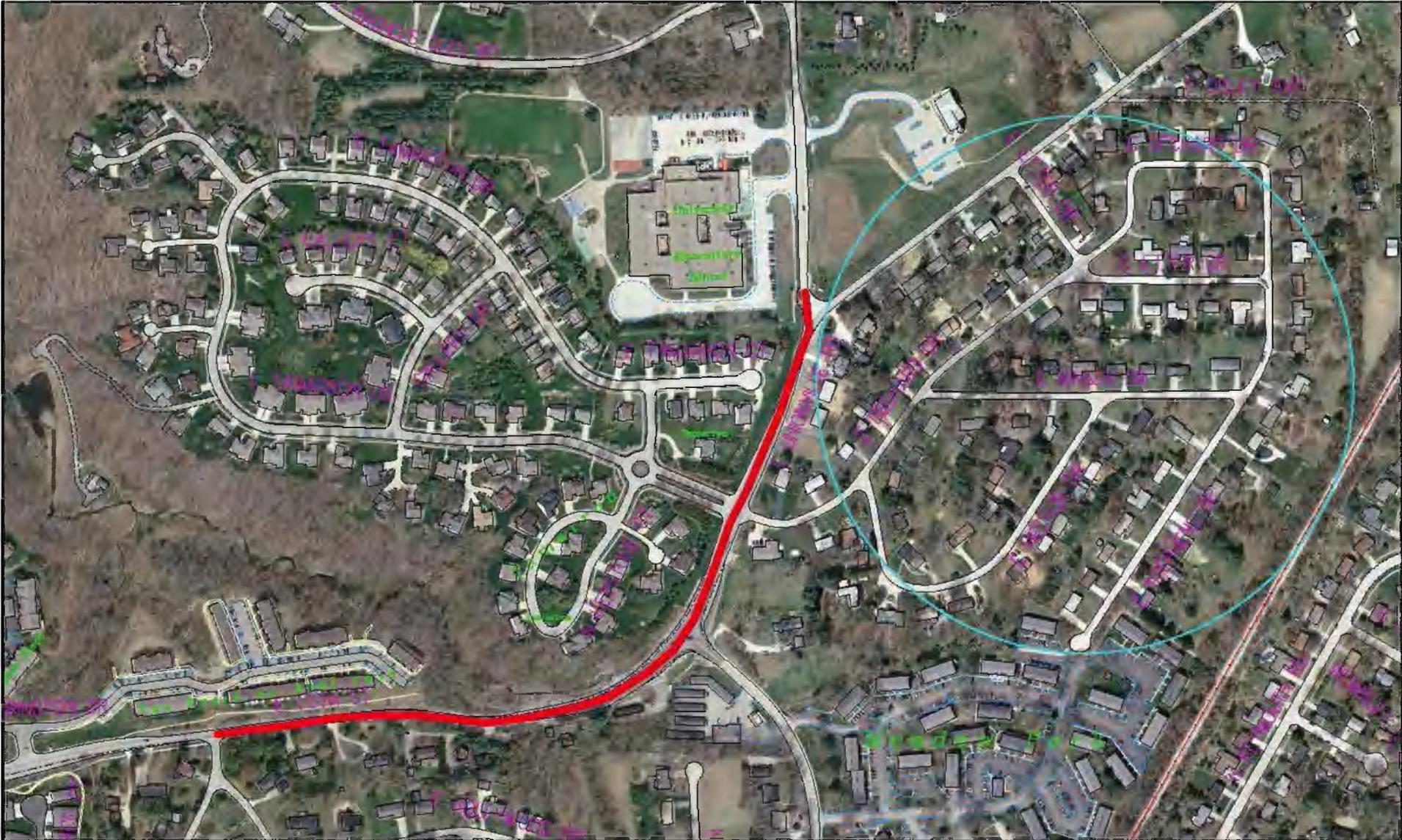


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Scale: 1" = 250'

For reference only; map information NOT warranted.



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

By: finnh  
7 Nov 14



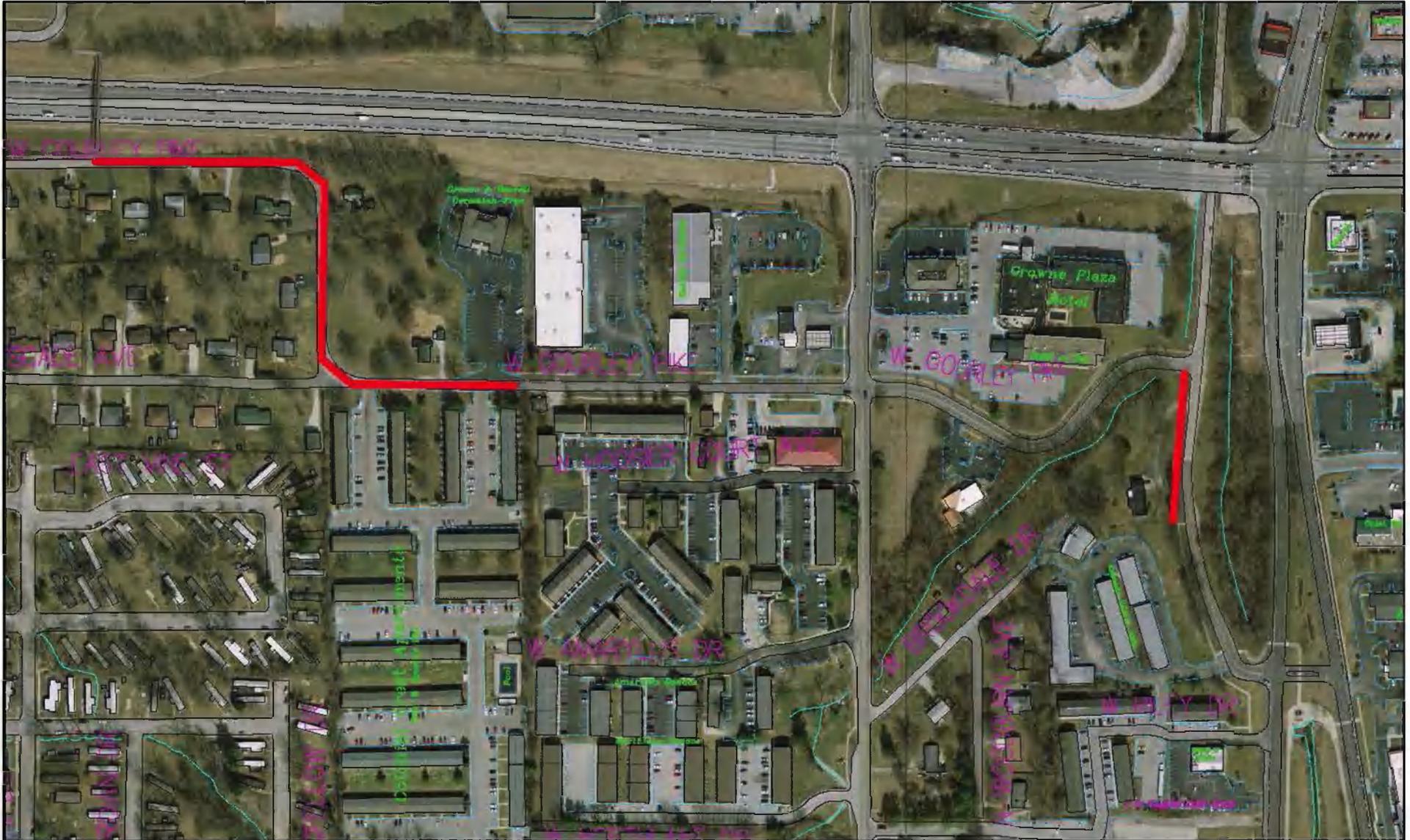
For reference only; map information NOT warranted.



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Clerk & Council



Scale: 1" = 400'



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

By: shermand  
28 Nov 16



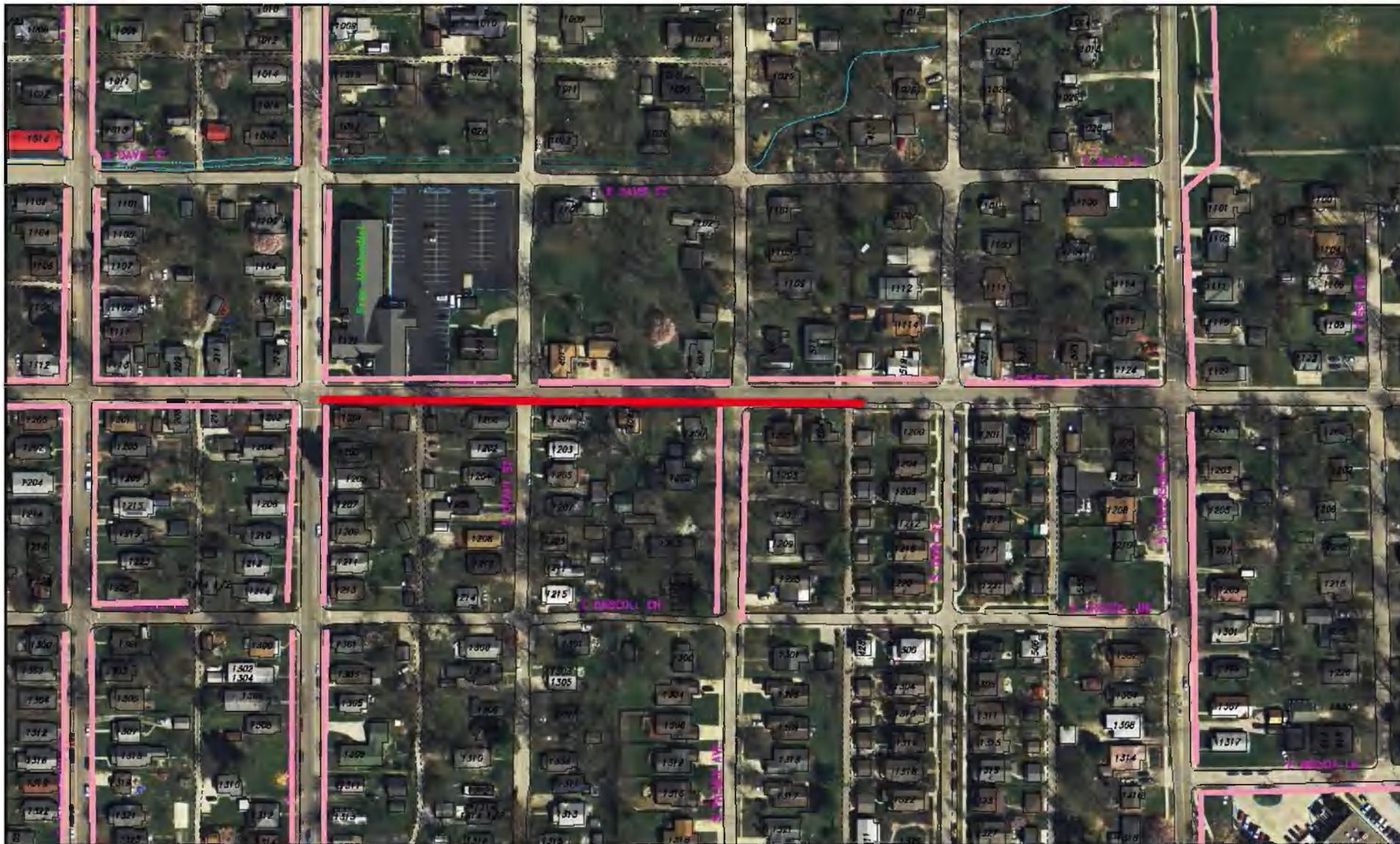
For reference only; map information NOT warranted.



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Council Office



Scale: 1" = 300'



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

By: oneillm  
 20 Jun 19



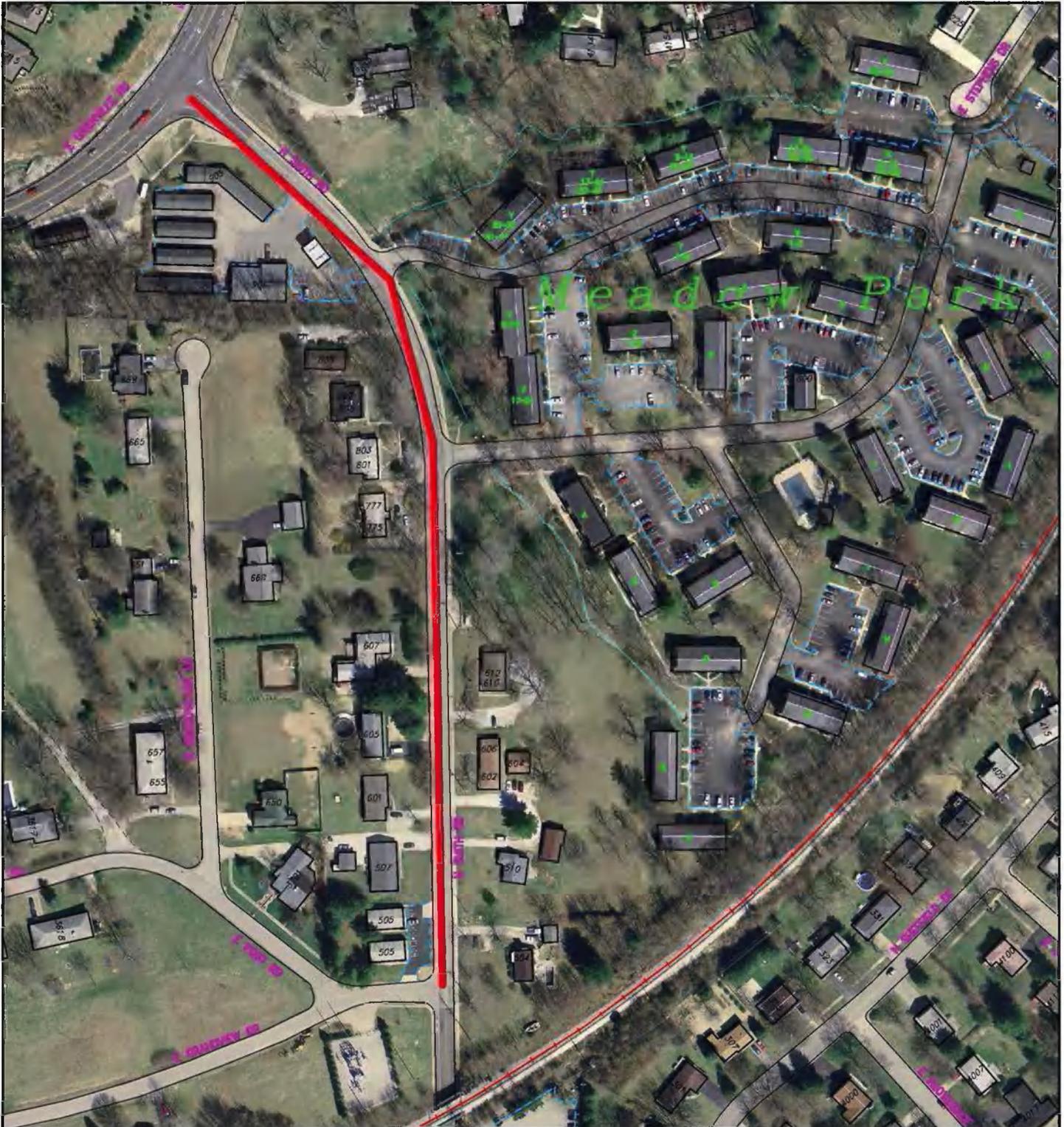
For reference only; map information NOT warranted.



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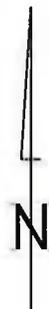
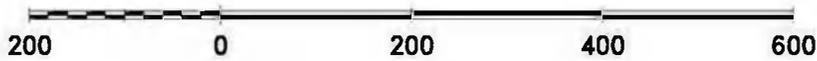


Scale: 1" = 200'

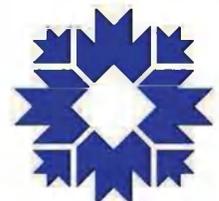


2011 Council Sidewalk Committee  
 Smith Road from Grandview to E 10th (West Side)

By: shermand  
 10 Nov 10



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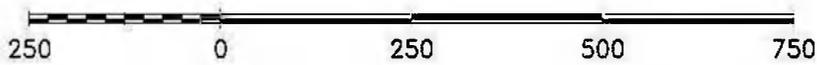
Scale: 1" = 200'

For reference only; map information NOT warranted.

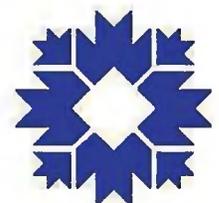


Council Sidewalk Committee Request -- 2020  
 Sidewalk East Side of South Walnut from E Winslow Rd to E Ridgeview Drive

By: oneillm  
 12 Jun 19

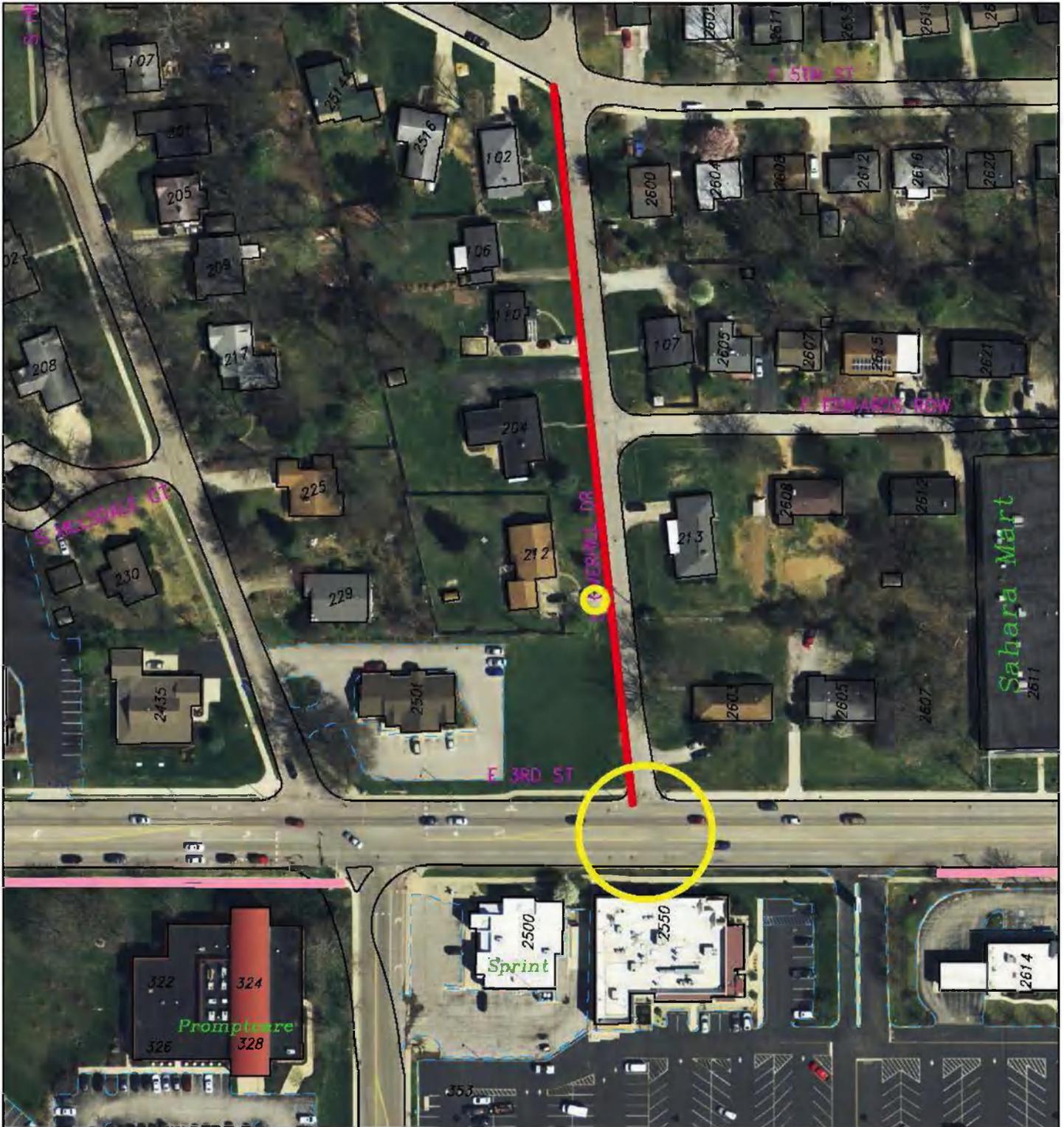


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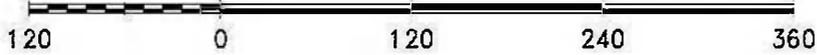
Scale: 1" = 250'

For reference only; map information NOT warranted.



Overhill Drive -- Sidewalk Committee 2020  
 Sidewalk and Safety Concerns

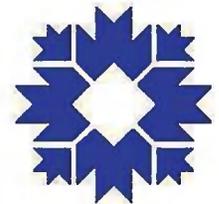
By: oneillm  
 17 Jun 19



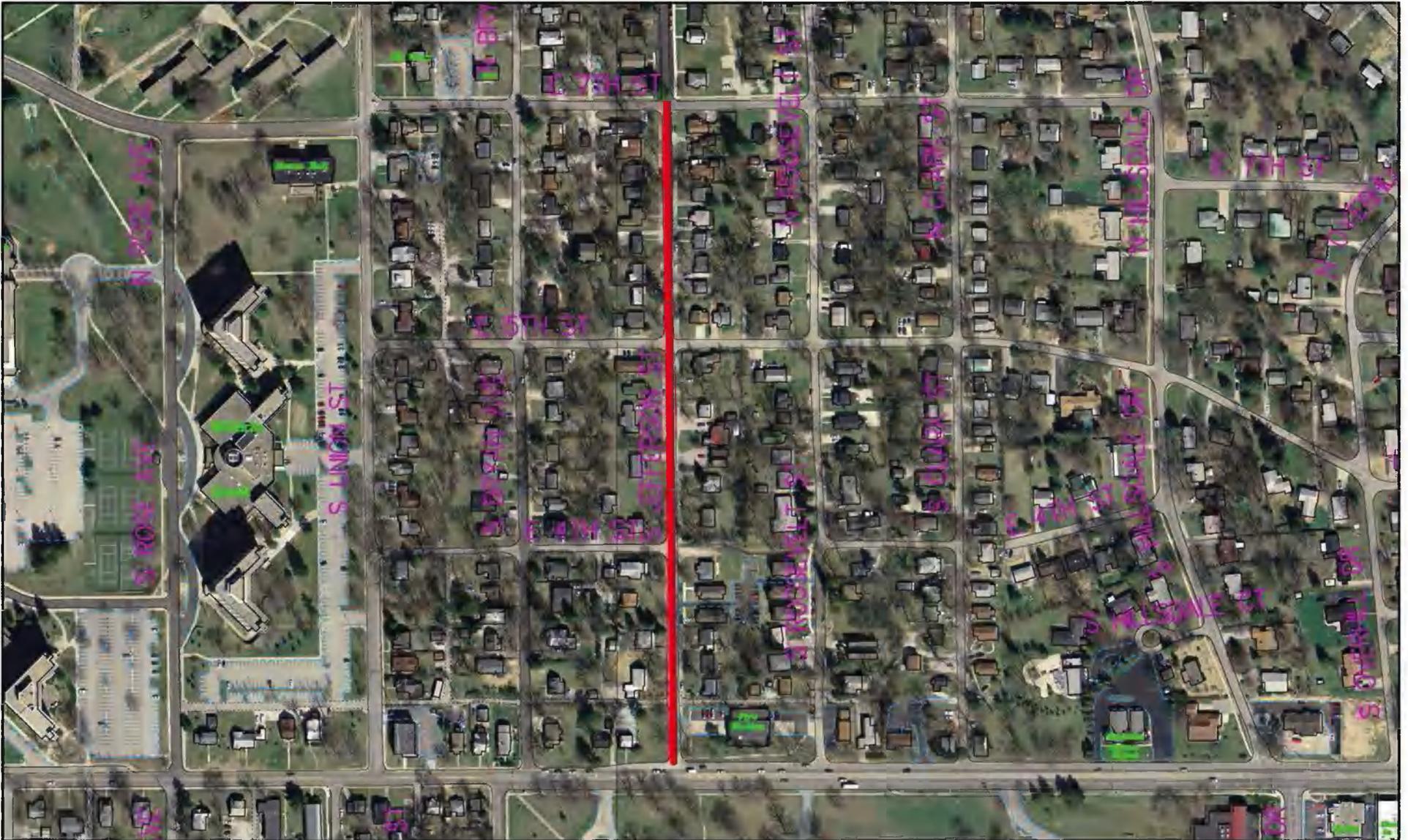
For reference only; map information NOT warranted.



City of Bloomington  
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Scale: 1" = 120'



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.



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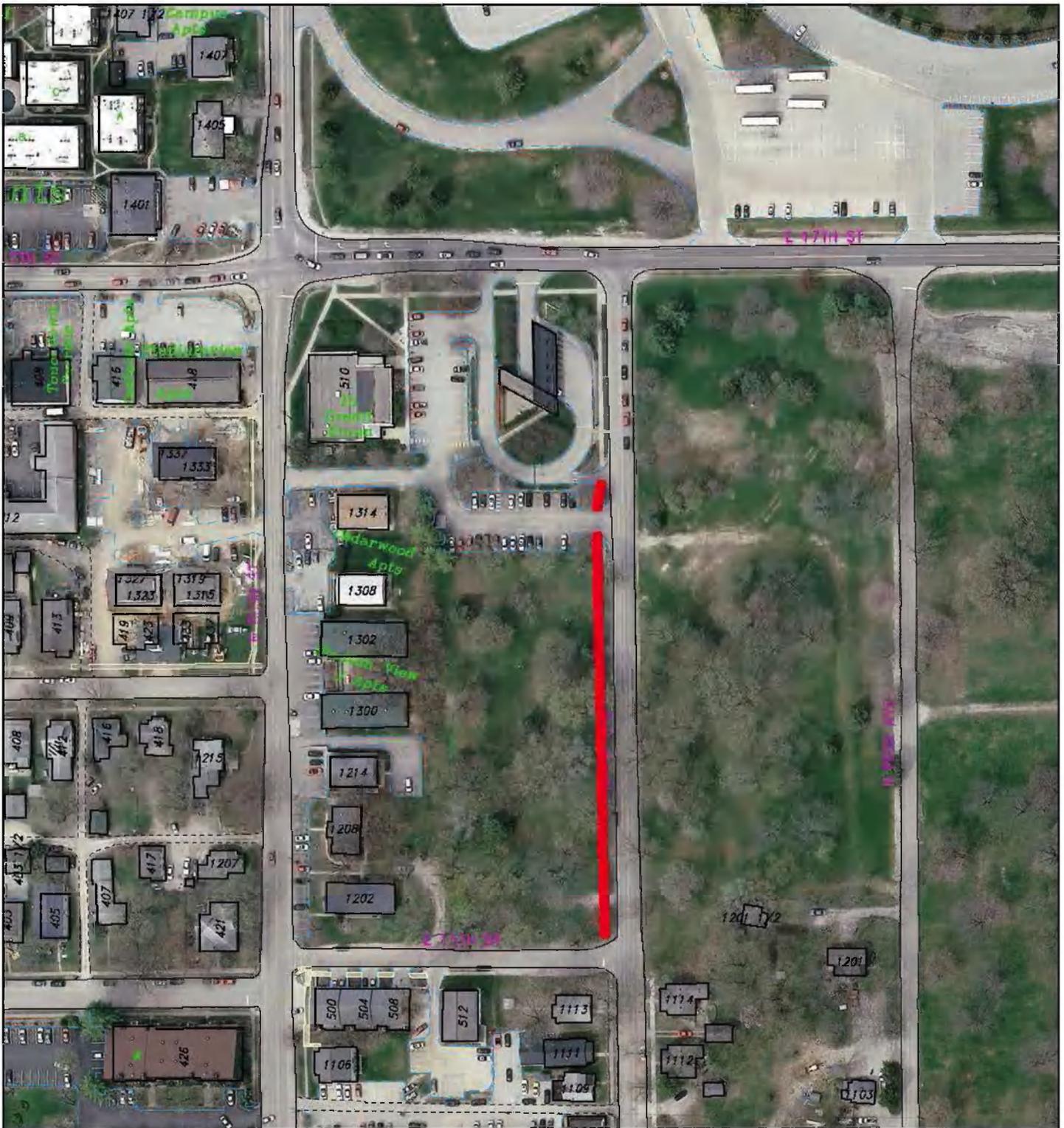


Scale: 1" = 300'

Google Maps N Range Rd

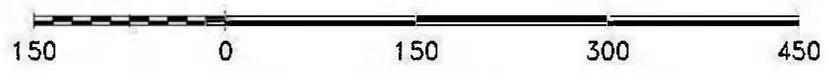


Imagery ©2019 Google, Imagery ©2019 IndianaMap Framework Data, Maxar Technologies, USDA Farm Service Agency, Map data ©2019 200 ft

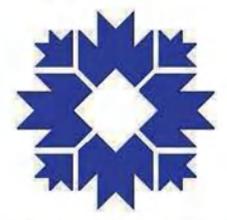


N Indiana St - from 15th St to the IUCU Property South of 17th St

By: finnh  
7 Nov 14

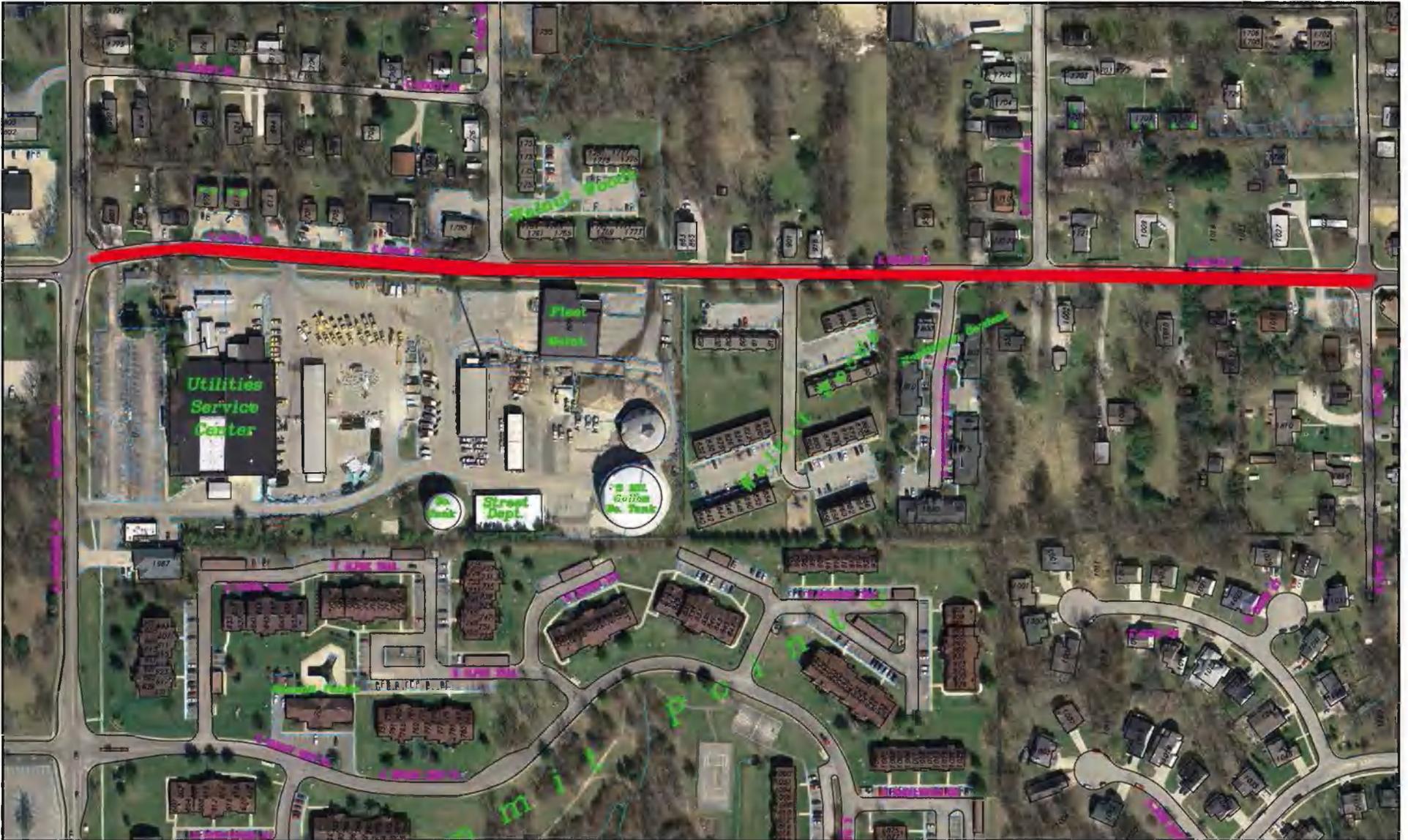


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Scale: 1" = 150'

For reference only; map information NOT warranted.

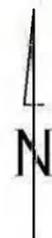


2009 Council Sidewalk Committee  
 Ms. Markum's request for sidewalks on both sides of East Miller Drive

By: fallsm  
 7 Oct 08



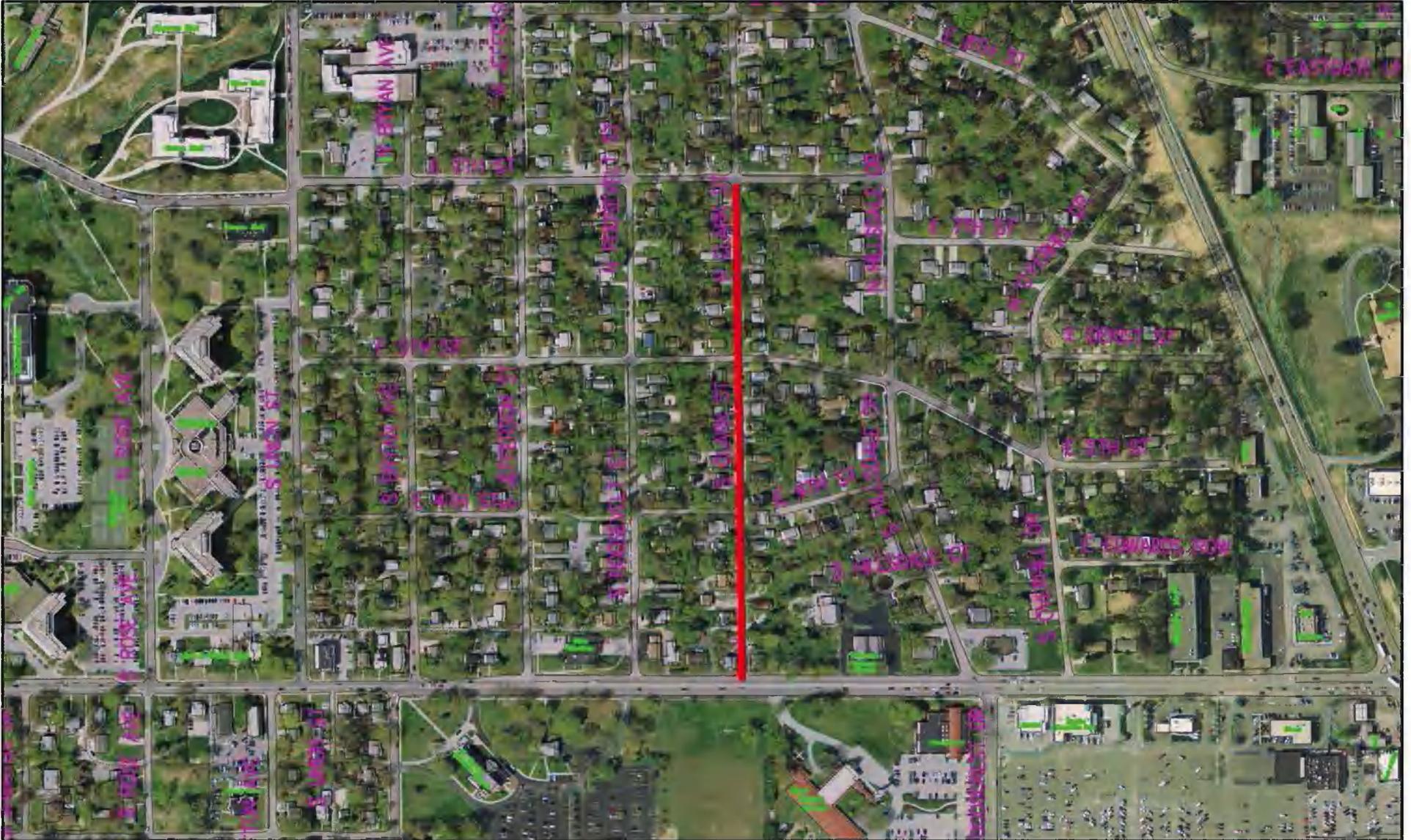
For reference only; map information NOT warranted.



City of Bloomington  
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Scale: 1" = 250'



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

By: shermand  
20 Dec 12



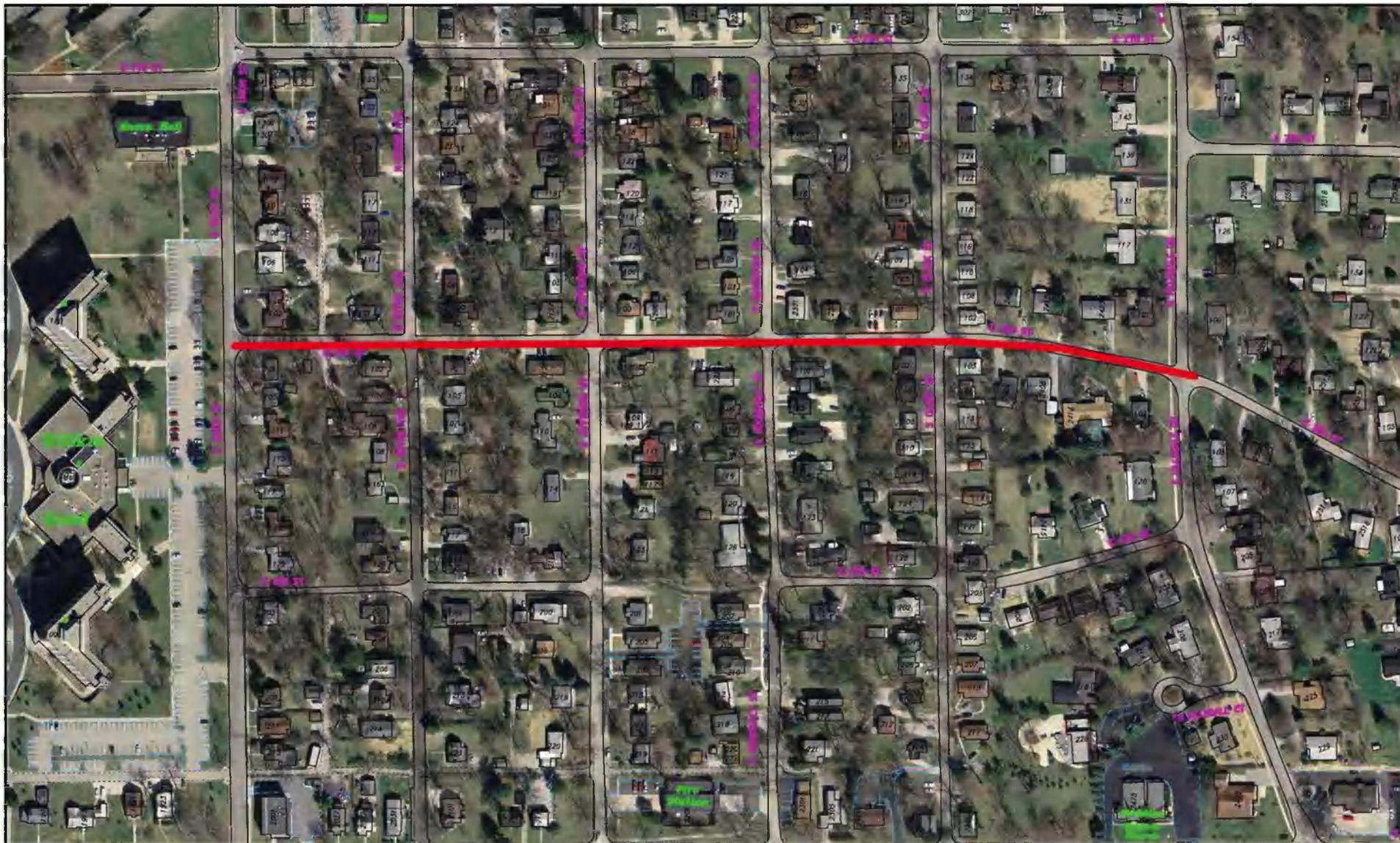
For reference only; map information NOT warranted.



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Scale: 1" = 400'

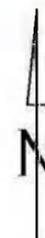


2009 Council Sidewalk Committee  
 Tim Mayer's request for sidewalks on the south side of 5th Street (from Hillsdale to Union)

By: fallsm  
 3 Oct 08



For reference only; map information NOT warranted.



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 Clerk & Council



Scale: 1" = 250'





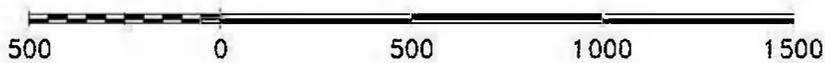
Council Sidewalk Committee - 2017

Request for Sidewalk on E 8th from Jefferson to Hillsdale

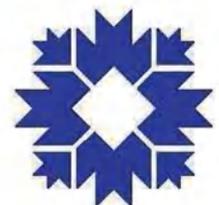
Note: Existing Sidewalk on E. 7th between these cross-streets.

By: shermand

29 Nov 16

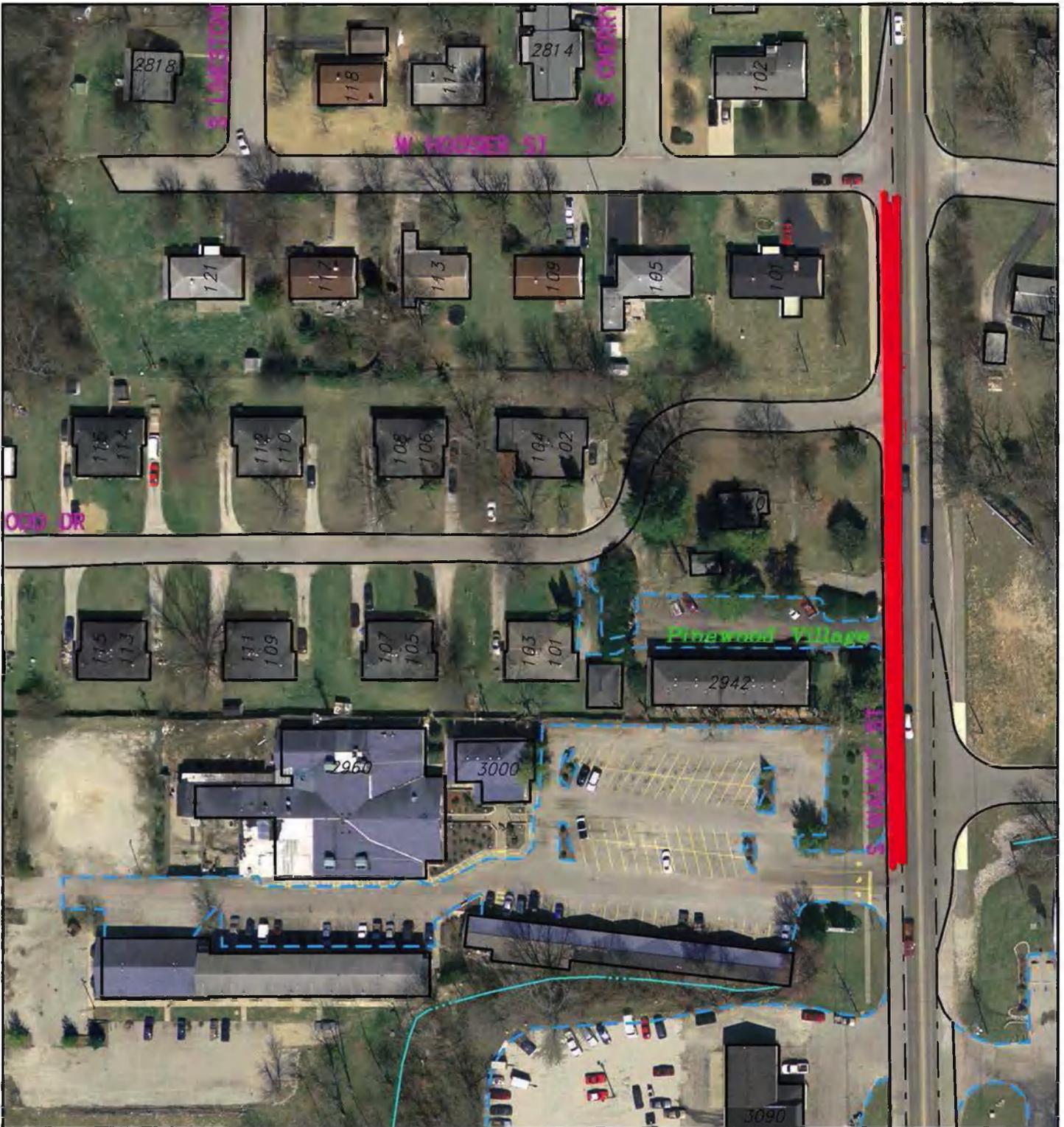


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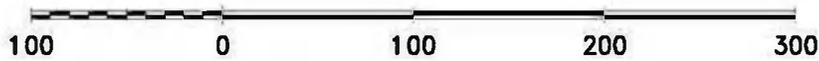
Scale: 1" = 500'

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



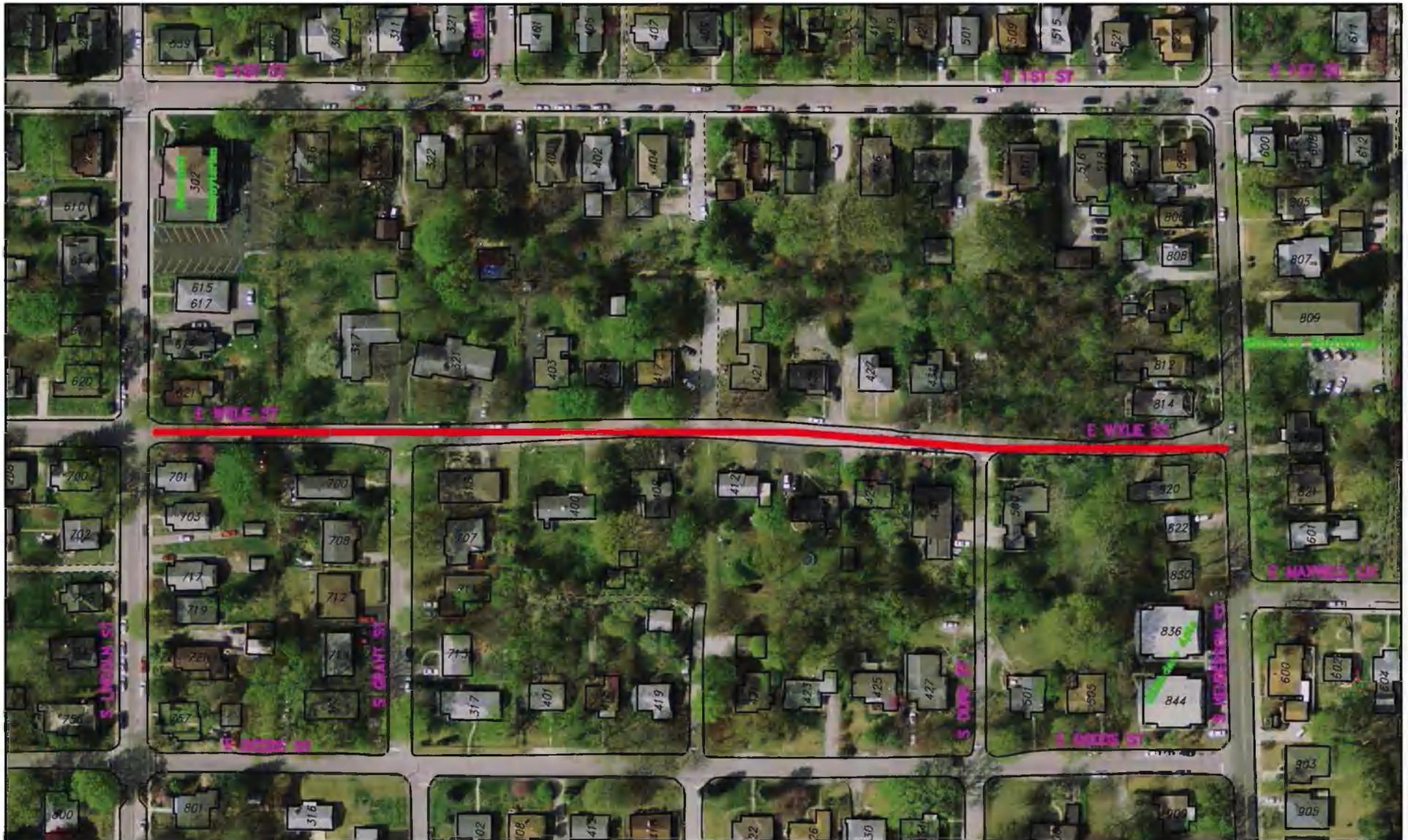
For reference only; map information NOT warranted.



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Scale: 1" = 100'

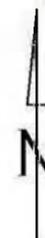


Council Sidewalk Committee for 2013 – Request from Mr. Zook  
 Wylie Street from Dunn (or perhaps Lincoln) to Henderson

By: shermand  
 18 Dec 12



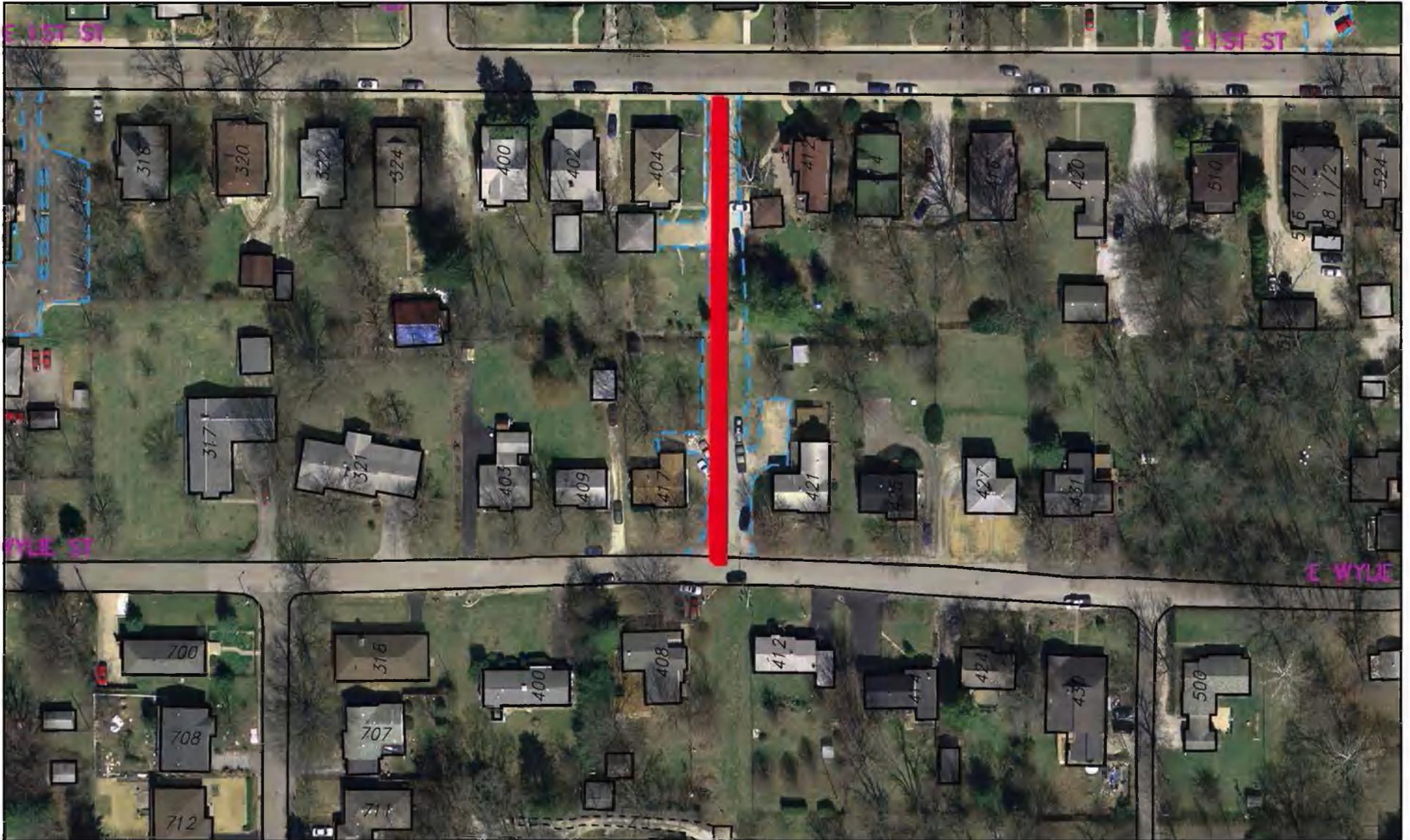
For reference only; map information NOT warranted.



City of Bloomington  
 Clerk & Council



Scale: 1" = 150'



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

By: fallsm  
 7 Oct 08



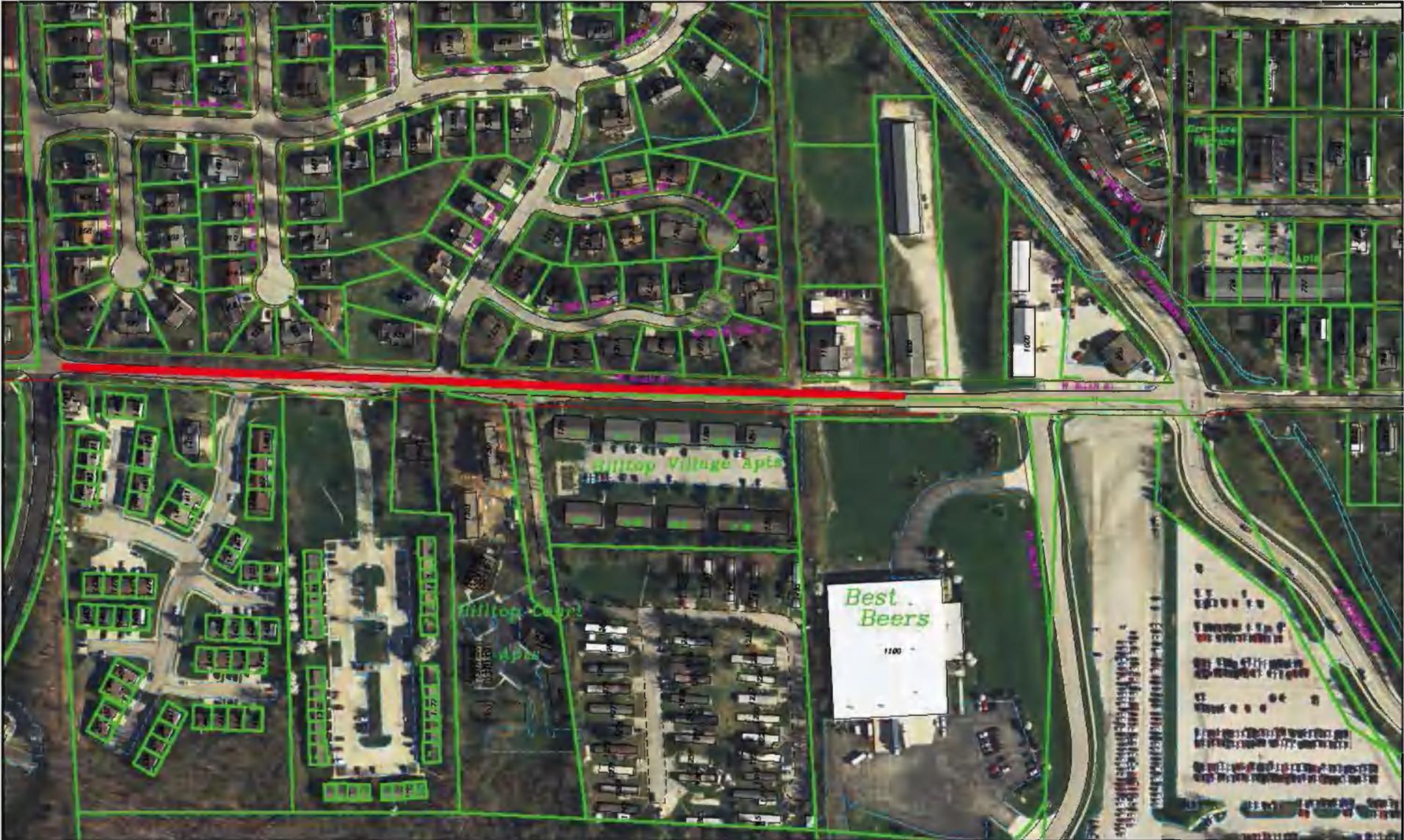
For reference only; map information NOT warranted.



City of Bloomington  
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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



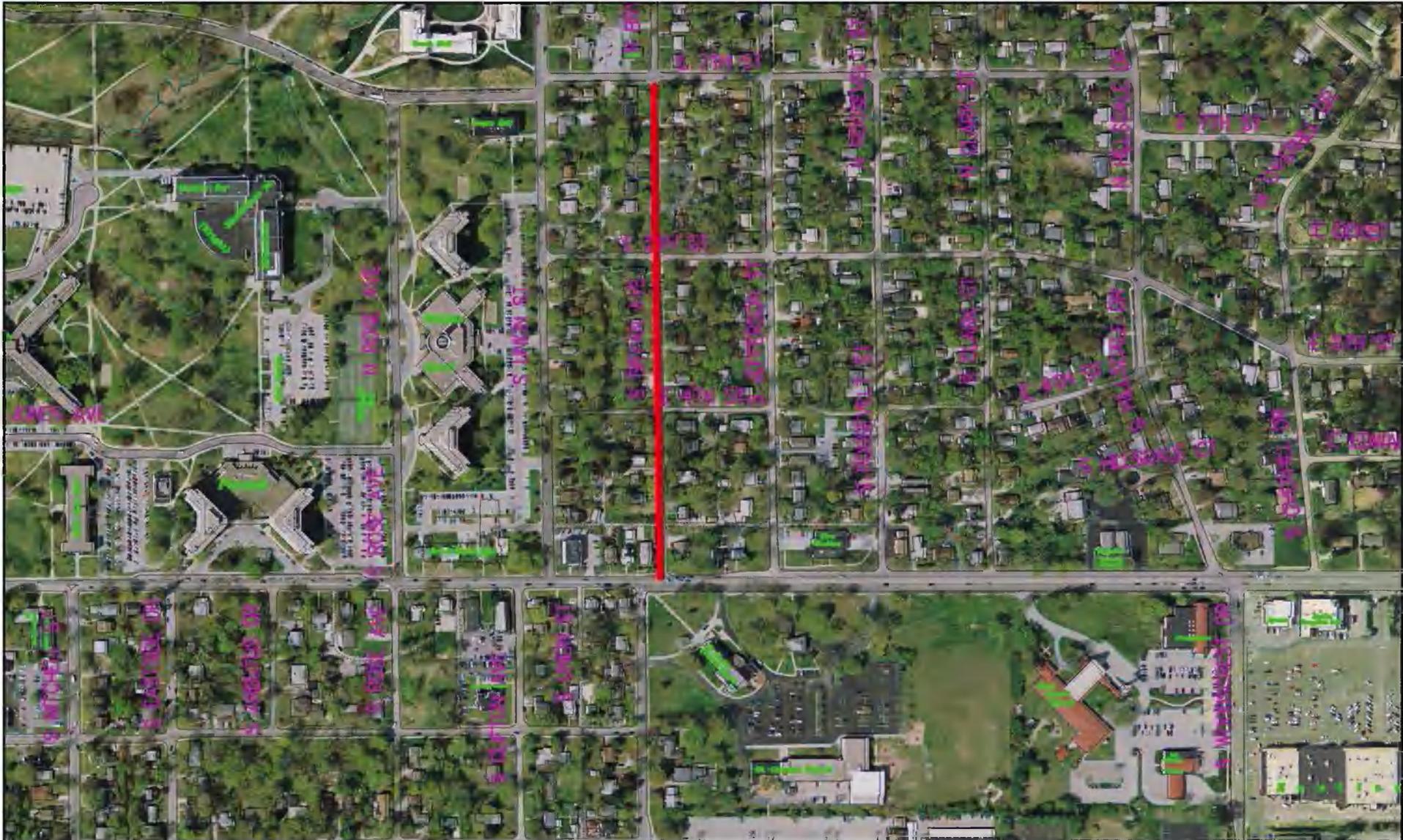
For reference only; map information NOT warranted.



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 Council Office



Scale: 1" = 250'

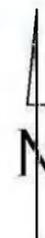


**Council Sidewalk Committee for 2013 – Request from Councilmember Mayer  
Bryan Street from Third to Seventh (Either Side)**

By: shermand  
20 Dec 12



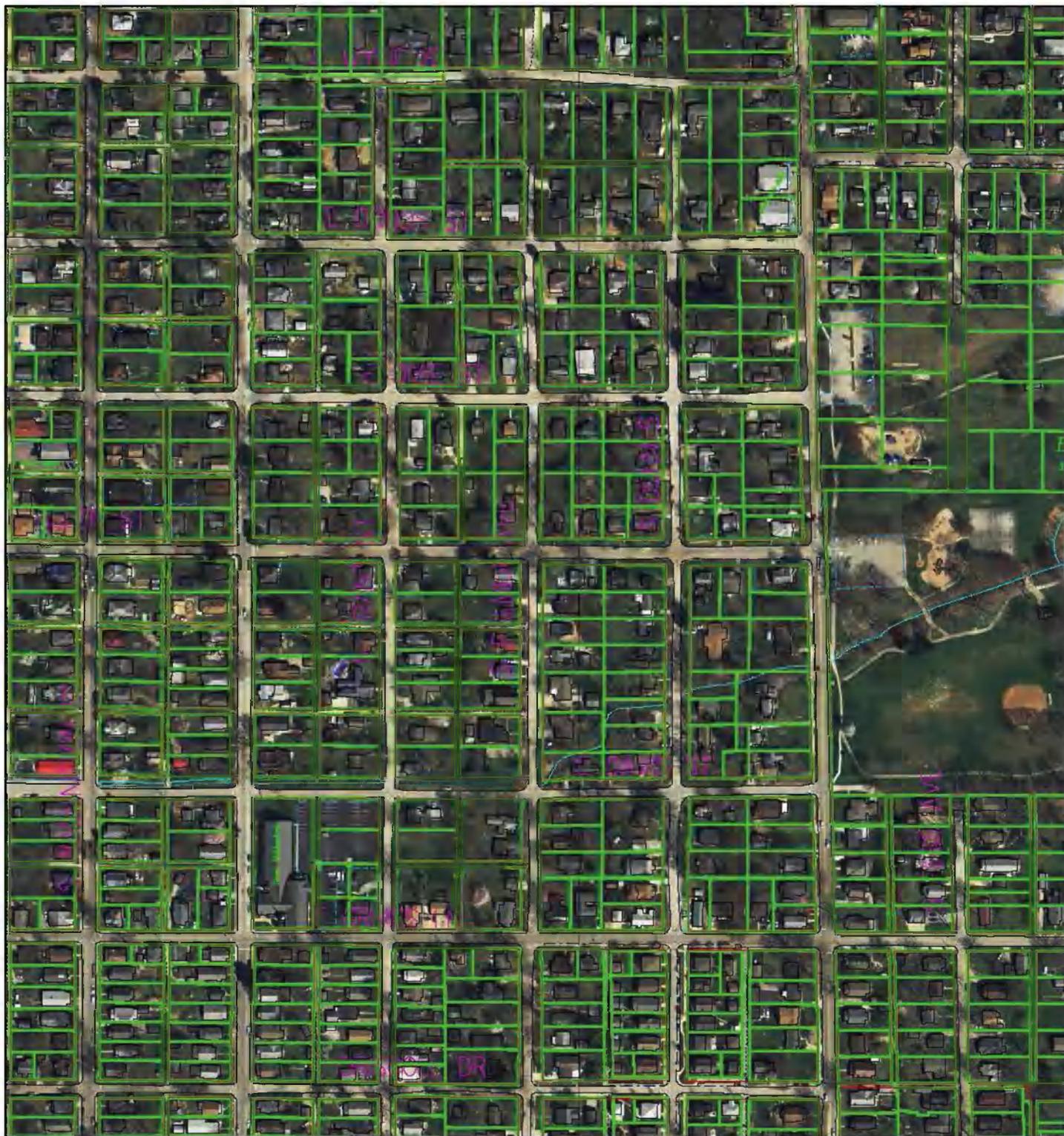
For reference only; map information NOT warranted.



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Clerk & Council



Scale: 1" = 400'



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

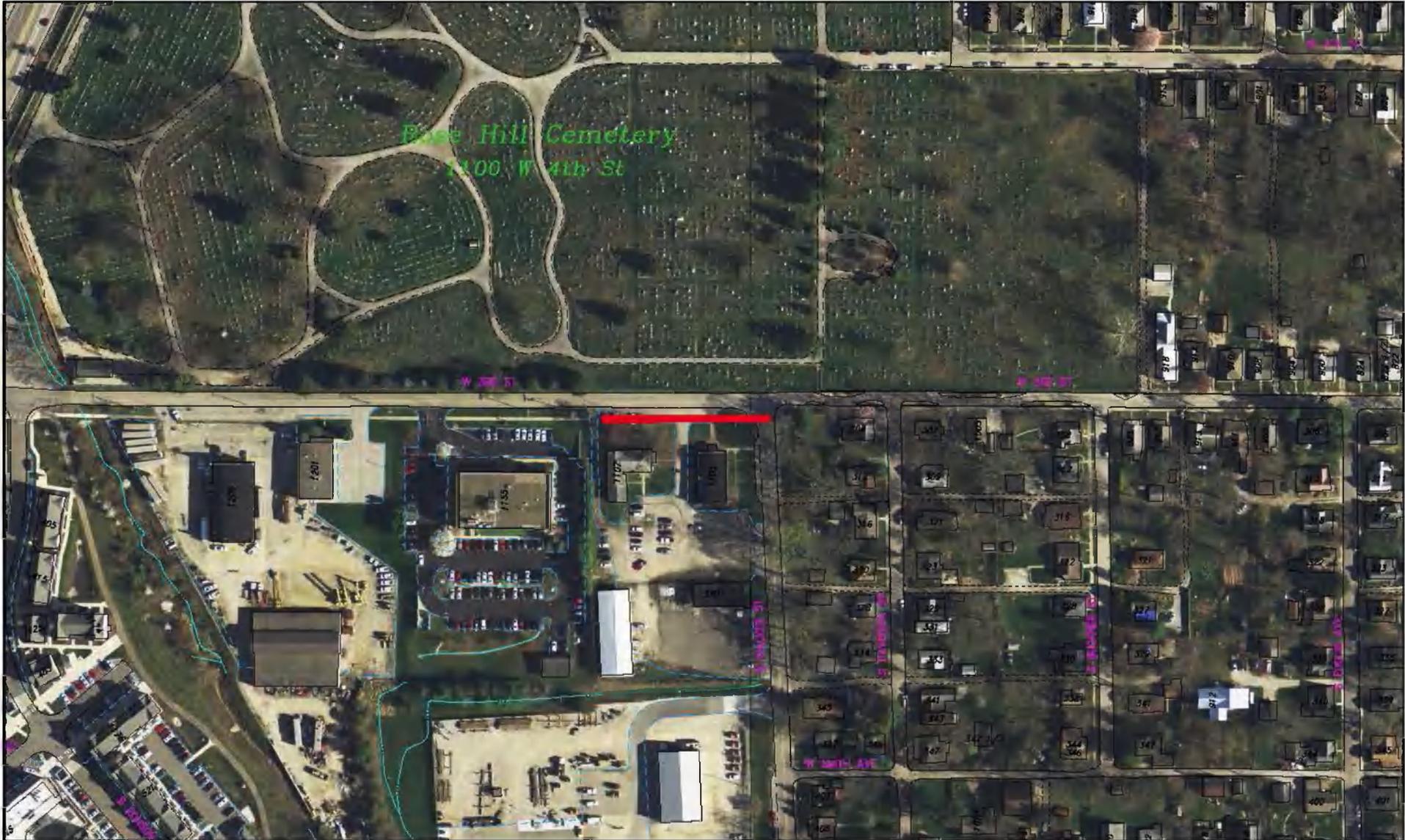
By: shermand  
 30 Apr 18

City of Bloomington  
 Council Office

Scale: 1" = 300'

For reference only; map information NOT warranted.





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

By: shermand  
 7 Feb 18



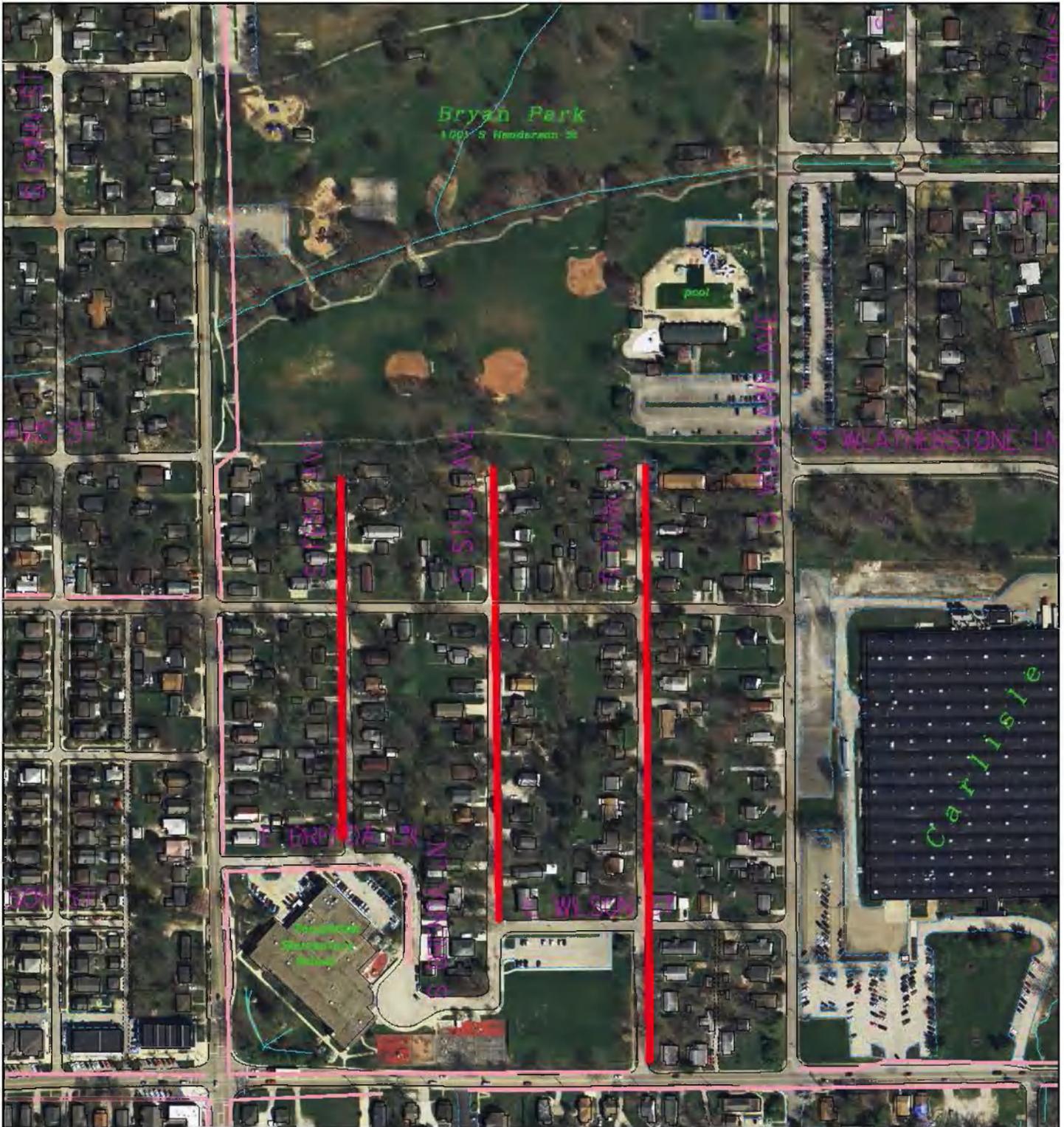
For reference only; map information NOT warranted.



City of Bloomington  
 Council Office



Scale: 1" = 200'



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

By: oneillm  
 20 Jun 19

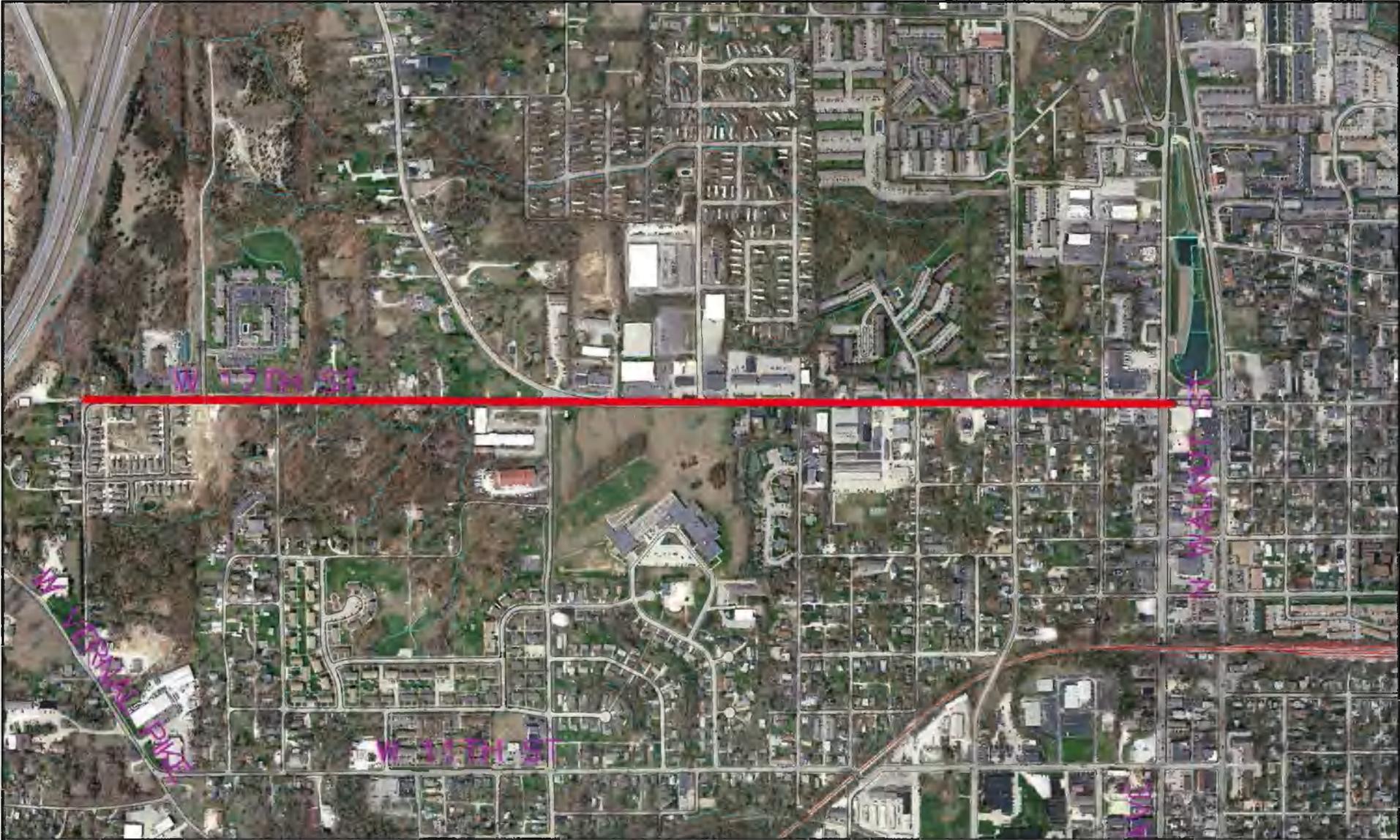


City of Bloomington  
 Council Office

N

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: shermant  
1 Nov 11  
File: LL17th



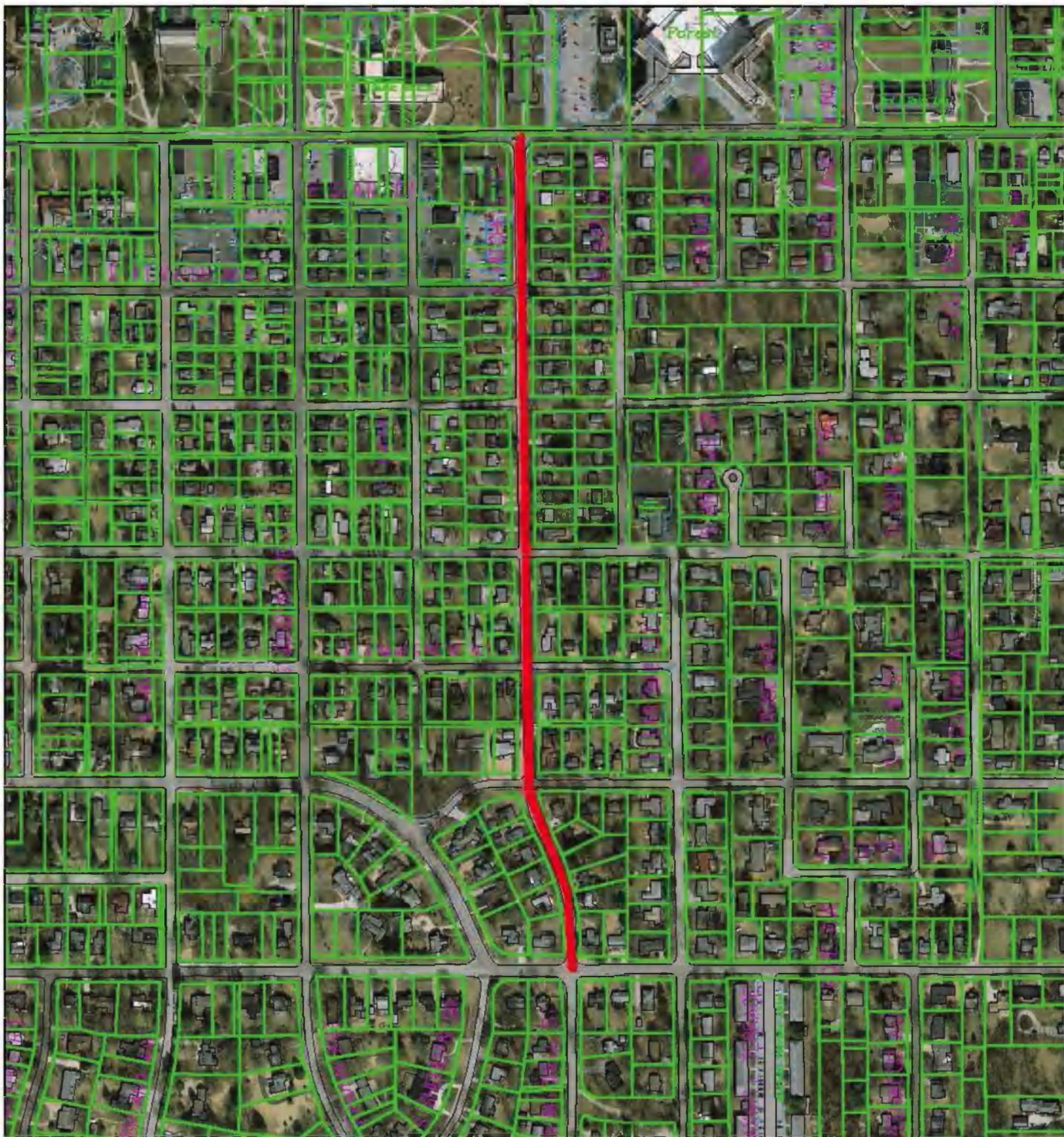
For reference only; map information NOT warranted.



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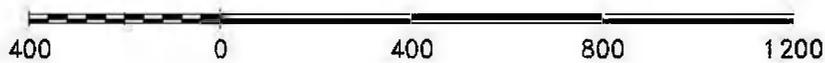
Scale: 1" = 800'



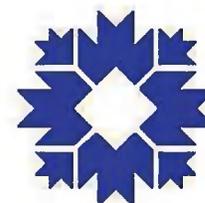
2016 Council Sidewalk Committee – Mitchell Street from Maxwell Lane to 3rd Street  
 Cm. Ruff requested that the Committee consider installing a sidewalk

City of Bloomington  
 Clerk & Council

By: shermand  
 24 Dec 15

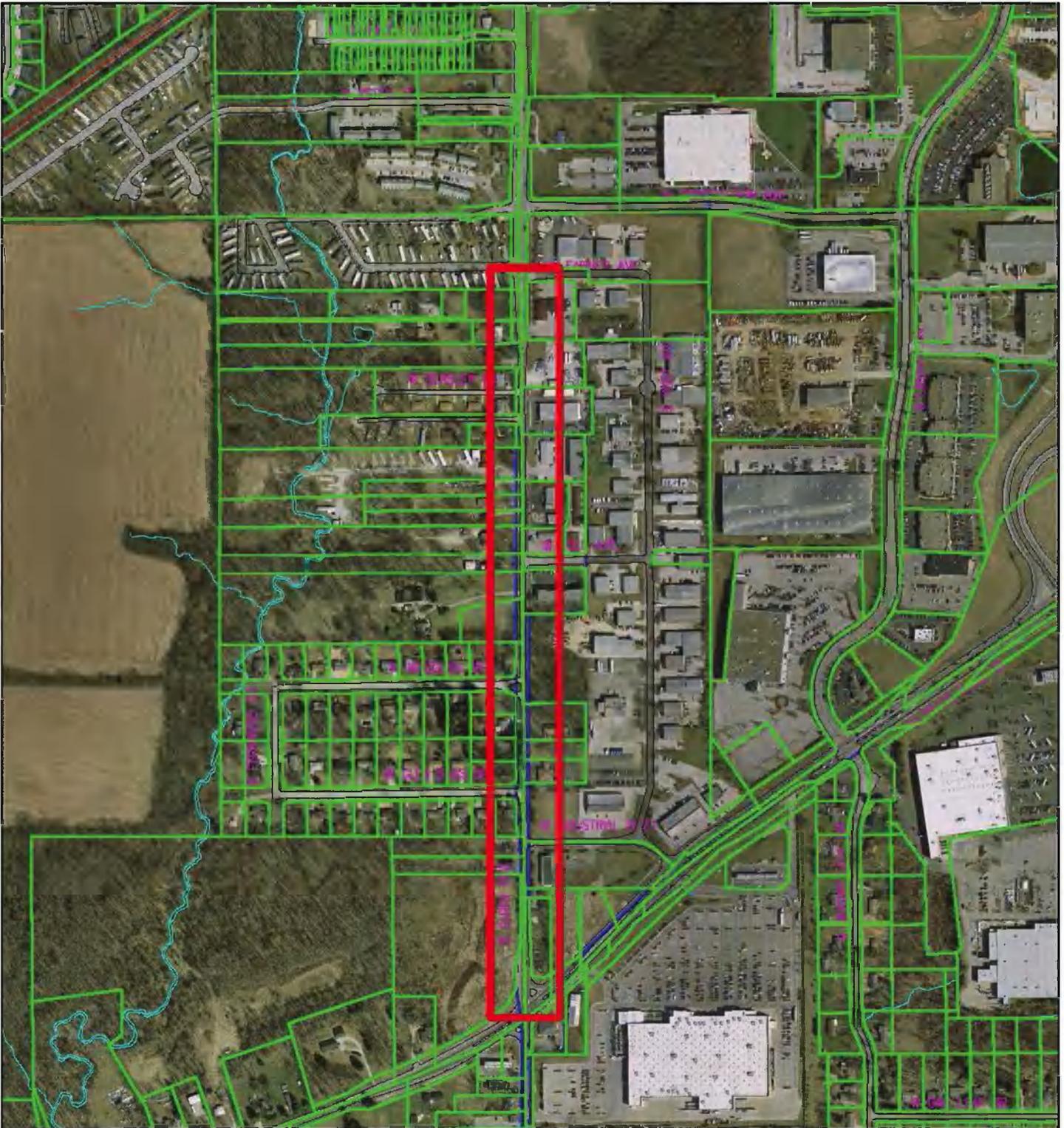


N



Scale: 1" = 400'

For reference only; map information NOT warranted.



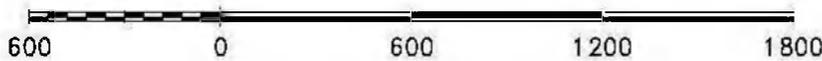
Council Sidewalk Committee - 2017

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

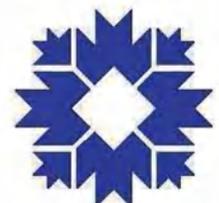
Note: Some areas are in the County; some existing sidewalks

By: shermand

1 Dec 16

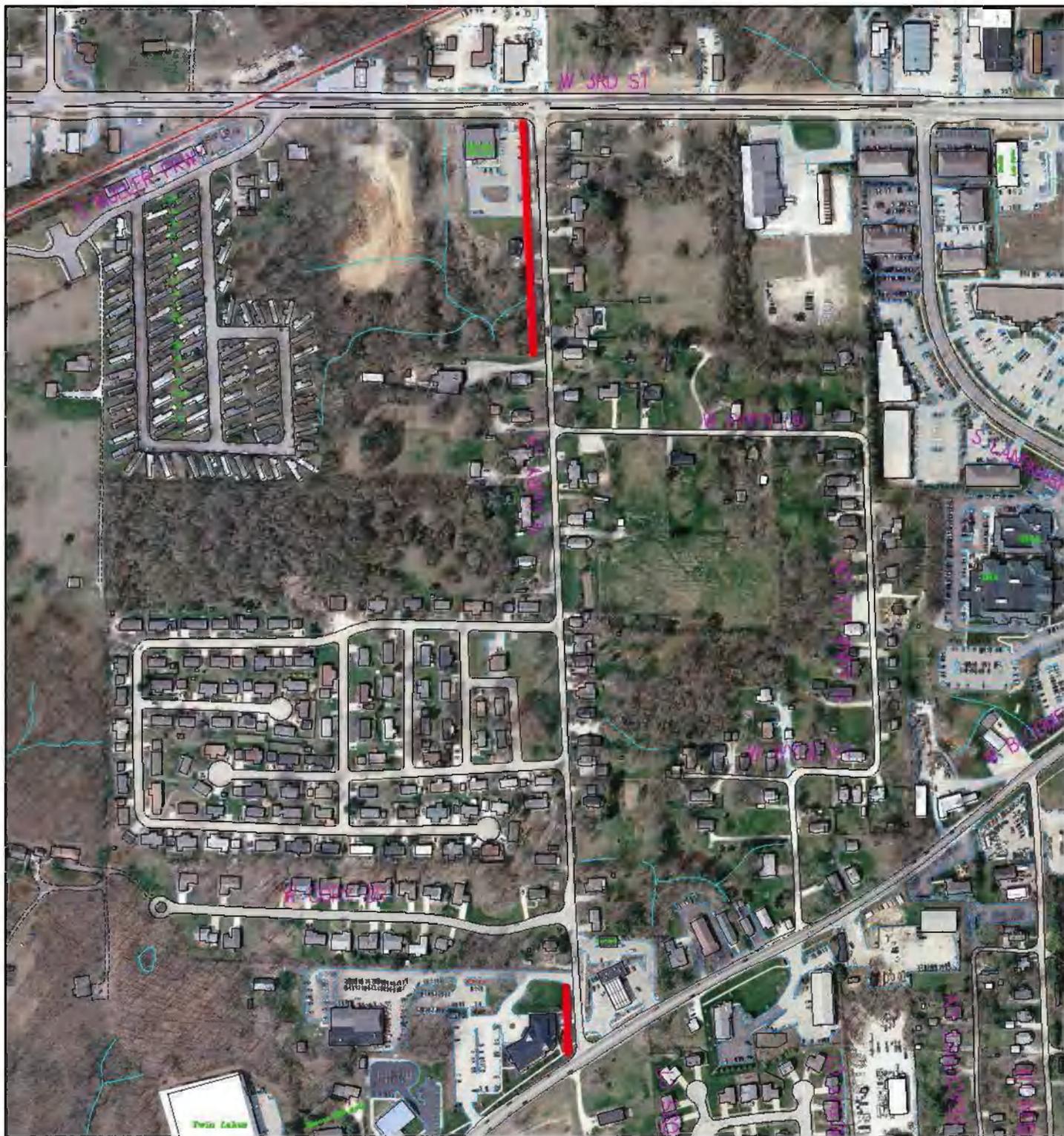


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Council Office



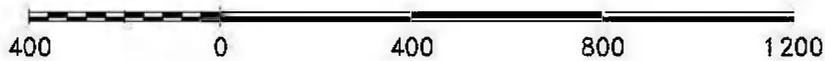
Scale: 1" = 600'

For reference only; map information NOT warranted.



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

By: finnh  
13 Nov 14



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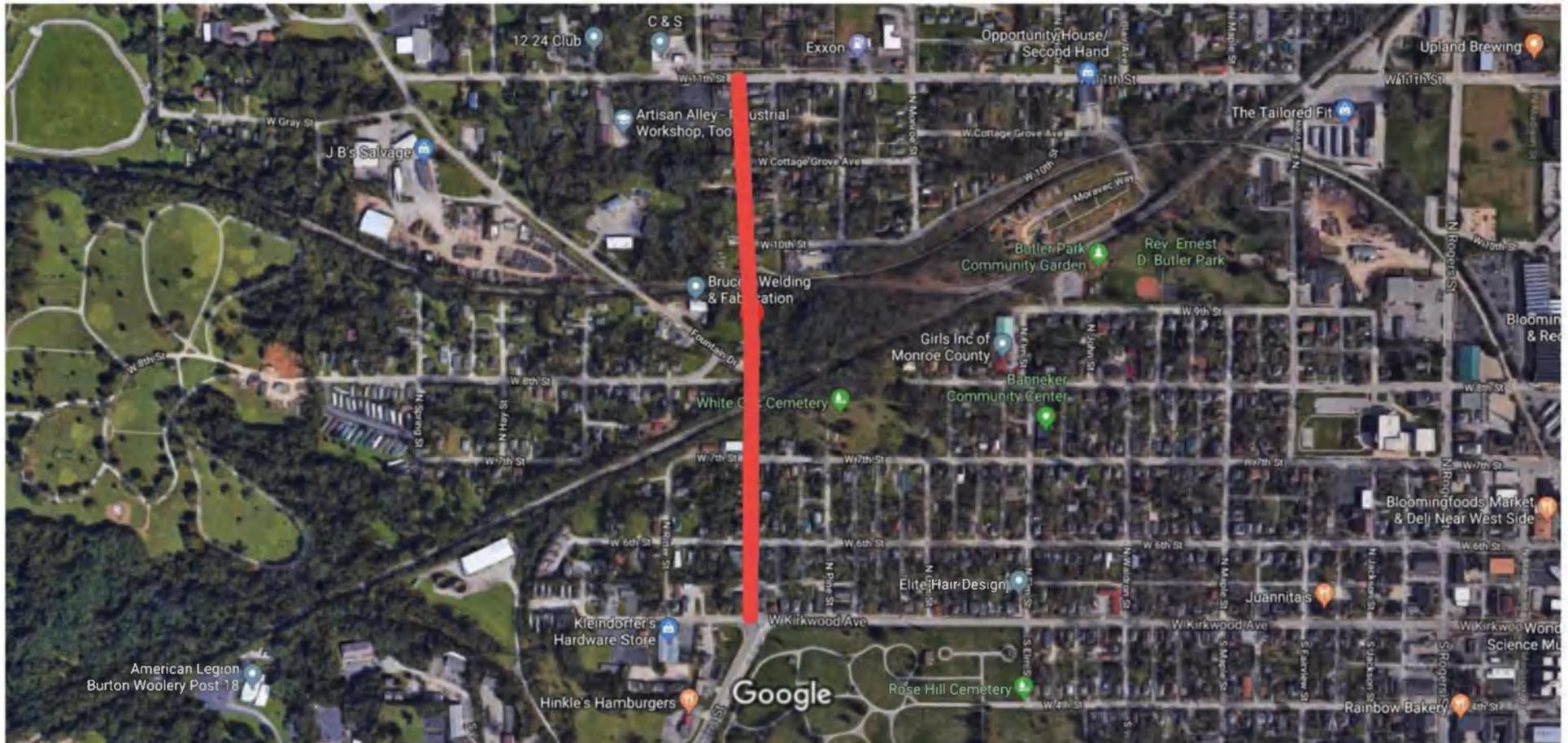


Scale: 1" = 400'

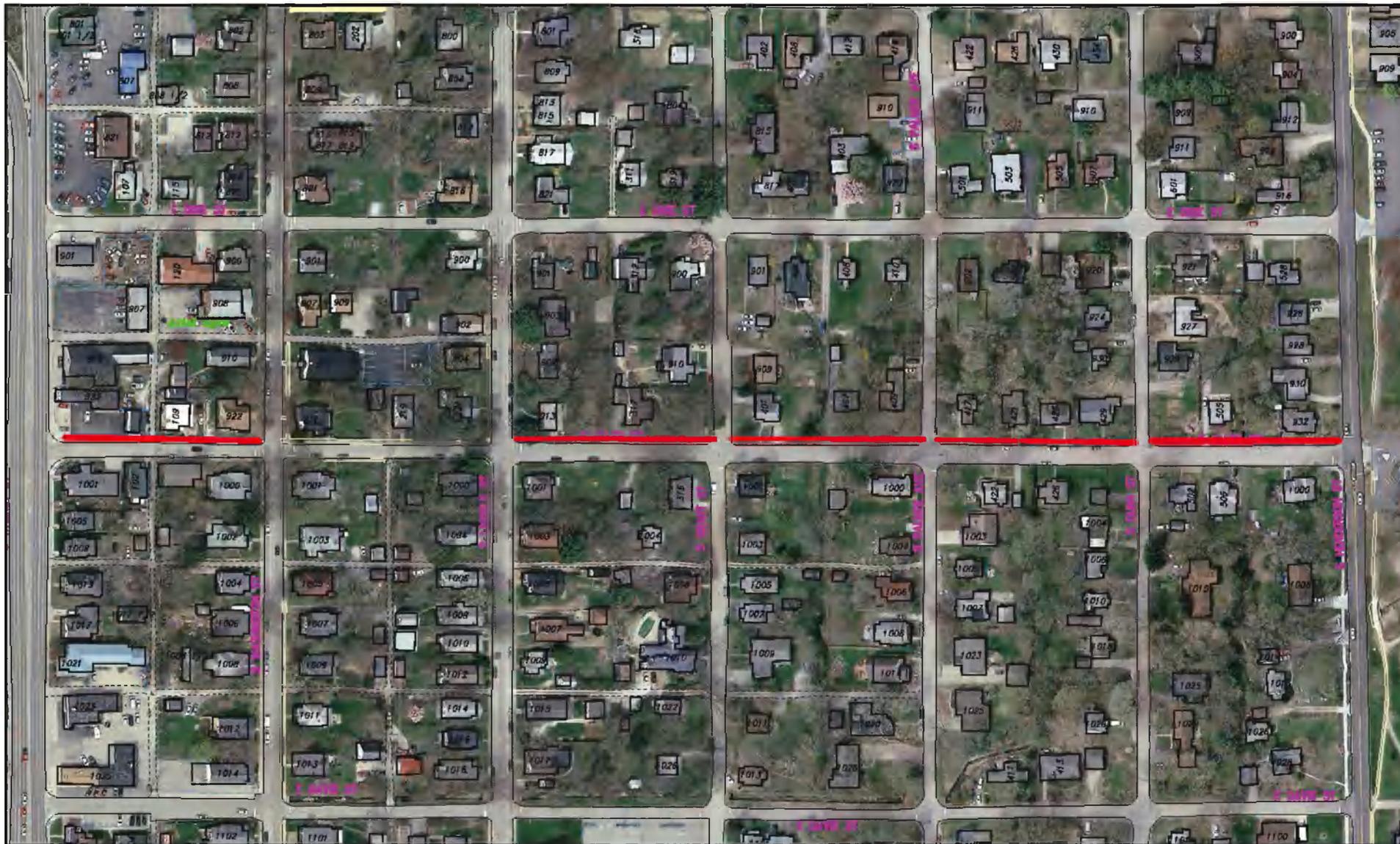
For reference only; map information NOT warranted.

Google Maps N Adams St

CS-66



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



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

By: finnh  
7 Nov 14



For reference only; map information NOT warranted.



City of Bloomington  
Clerk & Council



Scale: 1" = 200'

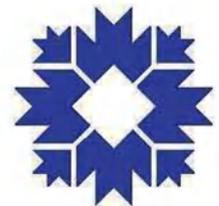


Fee Lane - South of 45/46 Bypass

By: finnh  
10 Nov 14

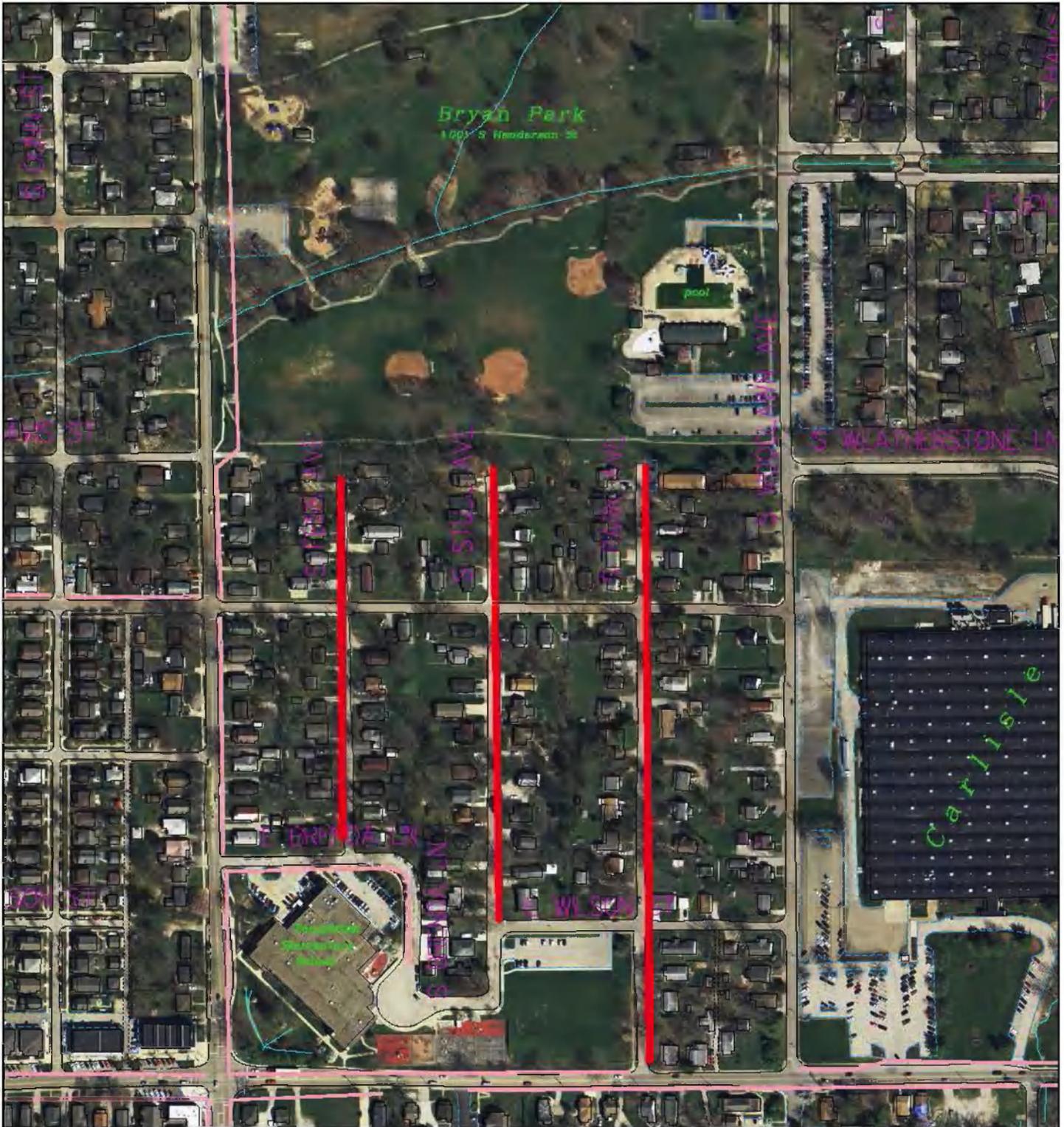


City of Bloomington  
Clerk & Council



Scale: 1" = 200'

For reference only; map information NOT warranted.



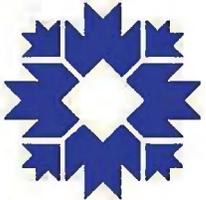
Sidewalk Committee -- 2020  
 Sidewalk on S Park Ave, S. Stull Ave and S. Fess Ave  
 Between Bryan Park and Hillside Drive

By: oneillm  
 20 Jun 19

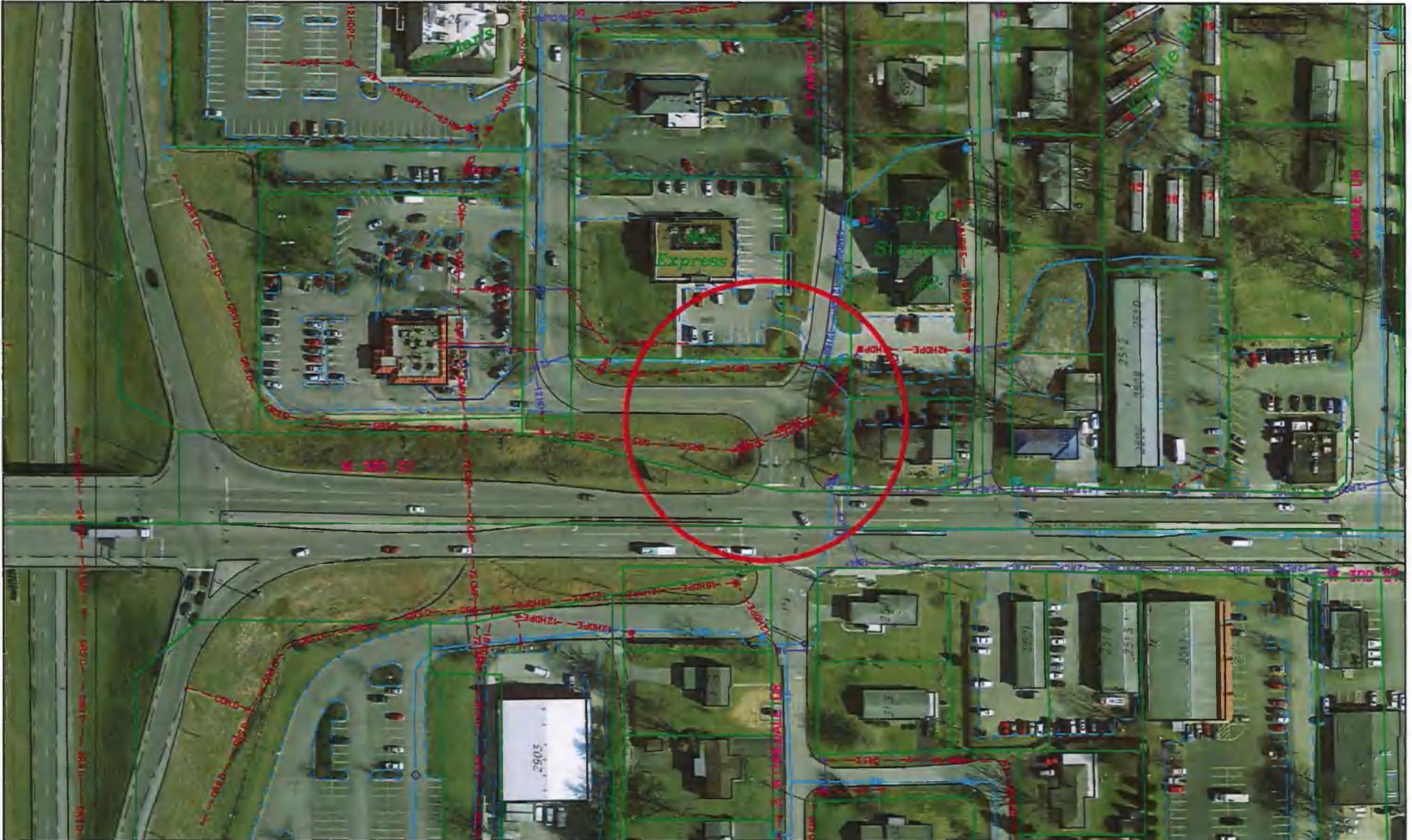


For reference only; map information NOT warranted.

City of Bloomington  
 Council Office



Scale: 1" = 300'

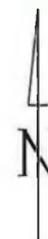


Council Sidewalk Committee – 2017  
 Request for Sidewalks and Lighting at 123 S. Franklin Road  
 Note: Intersection with W. 3rd is owned by the State of Indiana

By: shermand  
 23 Nov 16



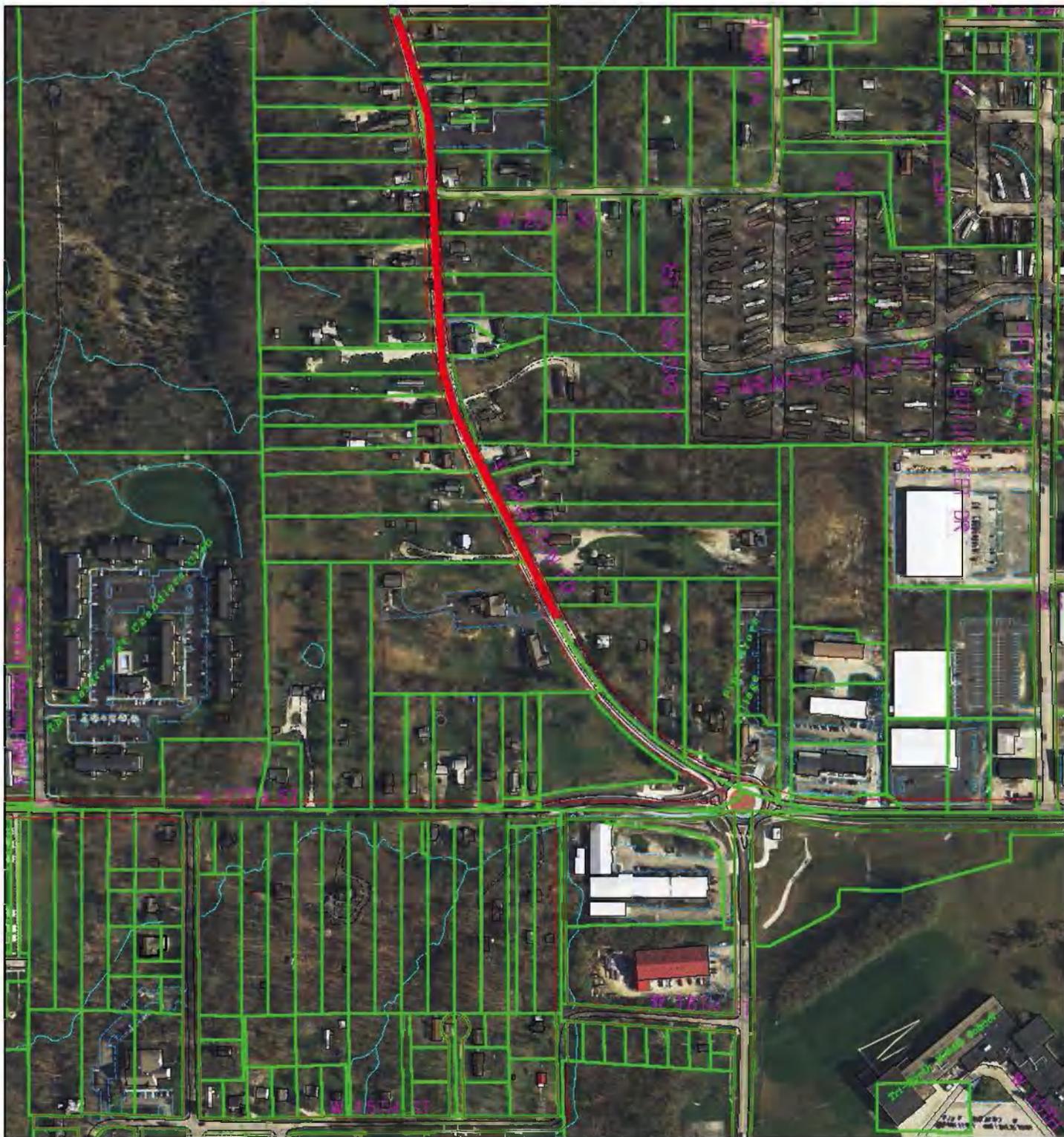
For reference only; map information NOT warranted.



City of Bloomington  
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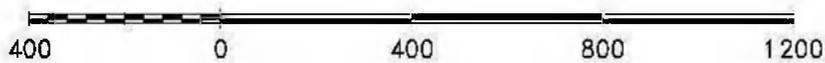


Scale: 1" = 150'

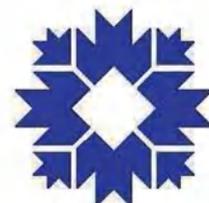


Council Sidewalk Committee Request – 2018 – Anonymous uReport  
 Large gap in sidewalk north of roundabout on west side.

By: shermand  
 7 Feb 18



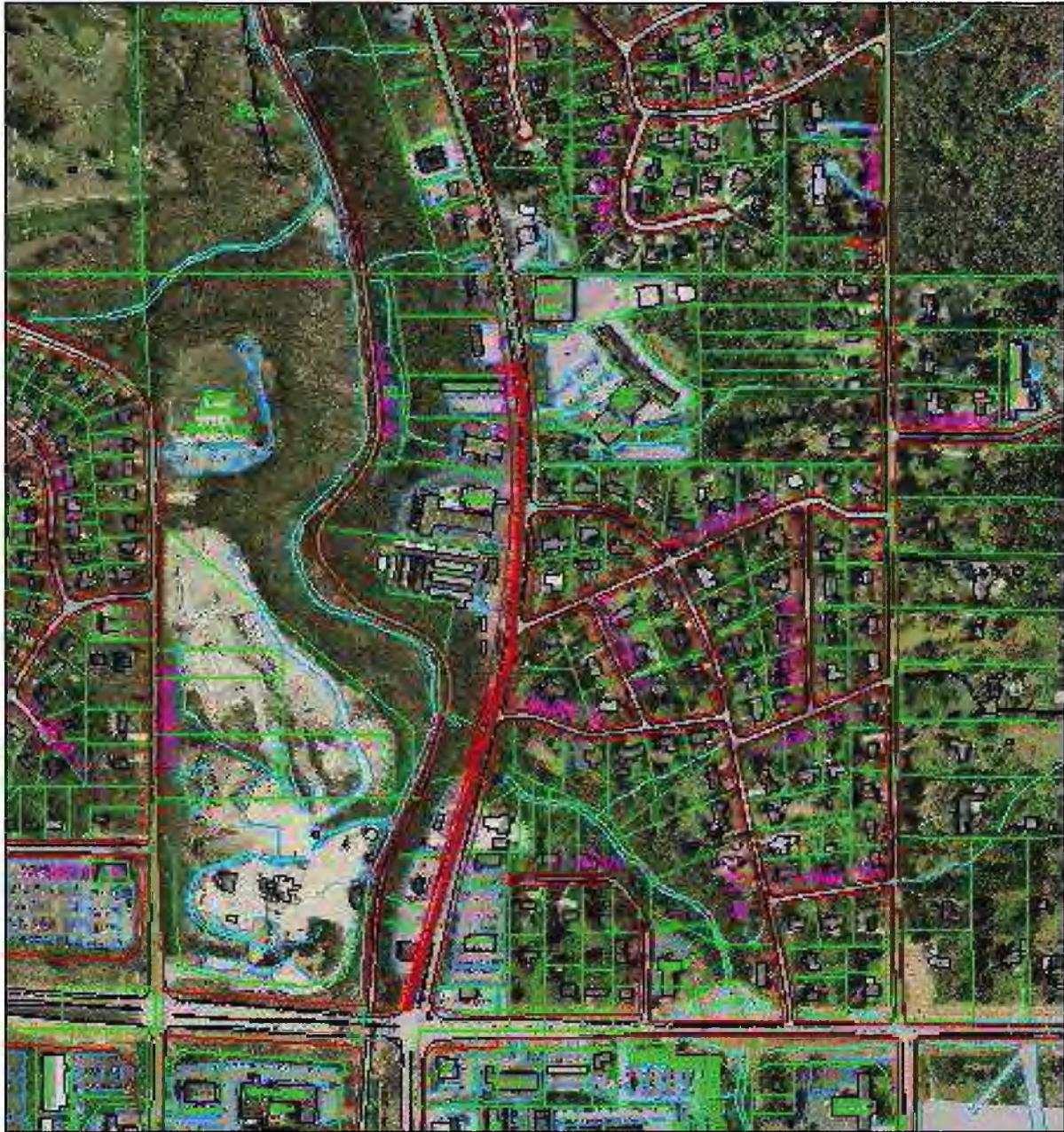
City of Bloomington  
 Council Office



Scale: 1" = 400'

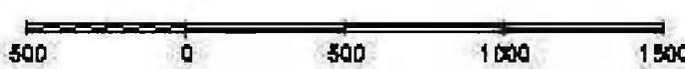
For reference only; map information NOT warranted.





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

By: sherman  
18 Dec 12

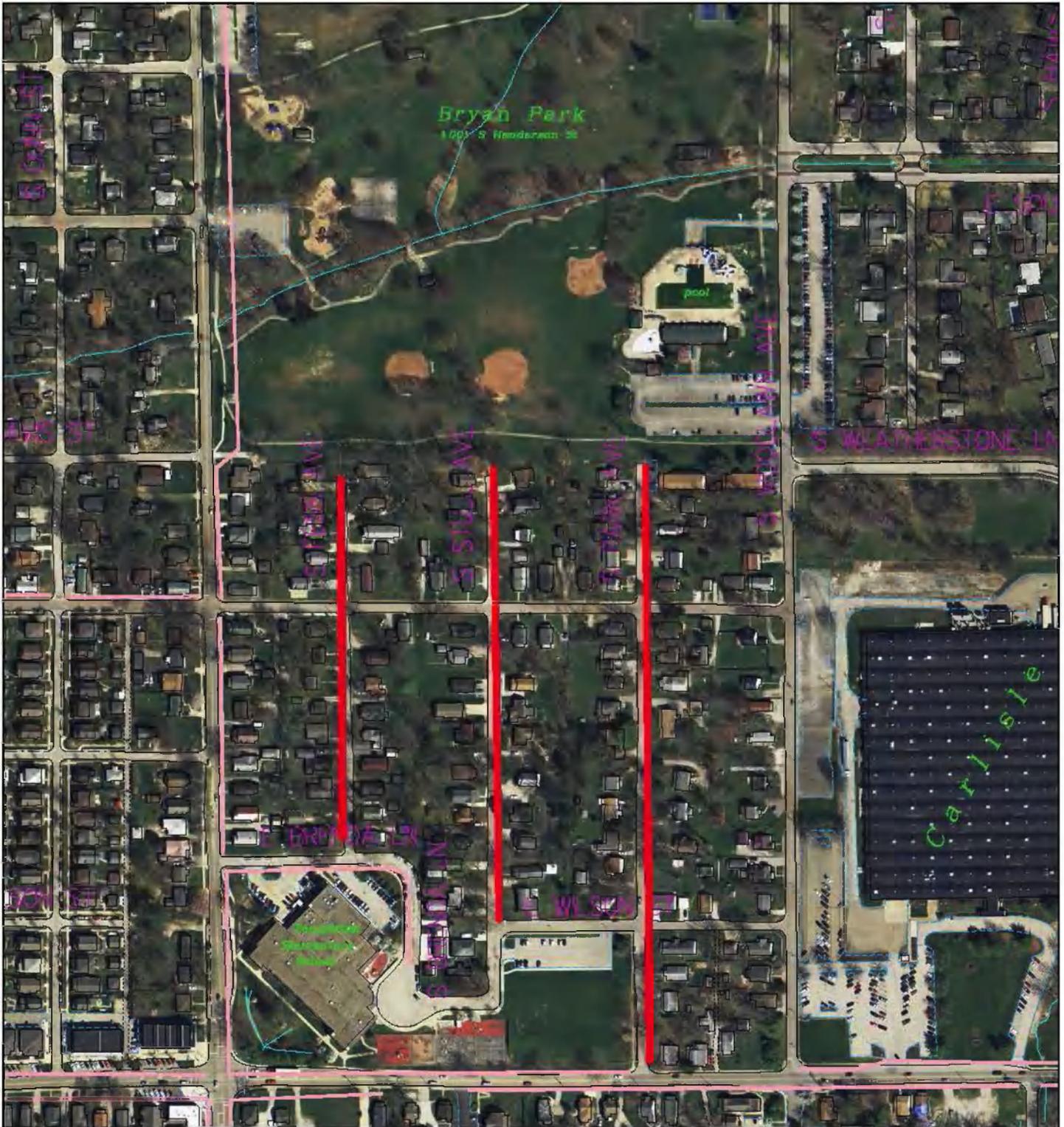


City of Bloomington  
Clerk & Council



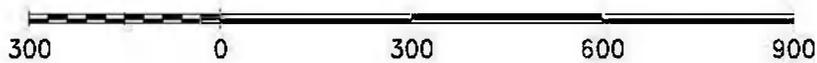
Scale: 1" = 500'

For reference only; map information NOT warranted.



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

By: oneillm  
 20 Jun 19

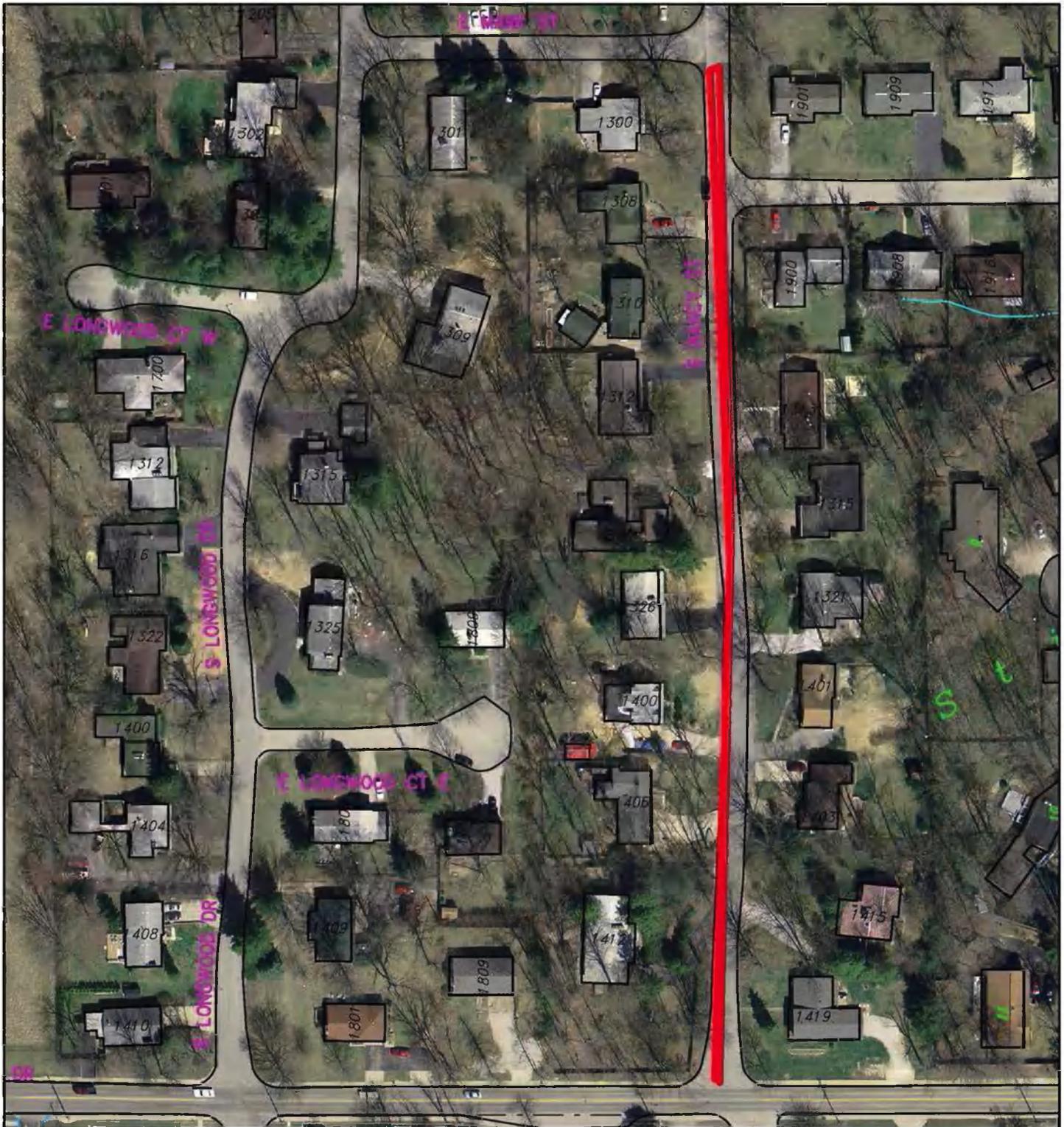


City of Bloomington  
 Council Office

N

Scale: 1" = 300'

For reference only; map information NOT warranted.



2009 Council Sidewalk Committee

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

By: fallsm  
6 Oct 08



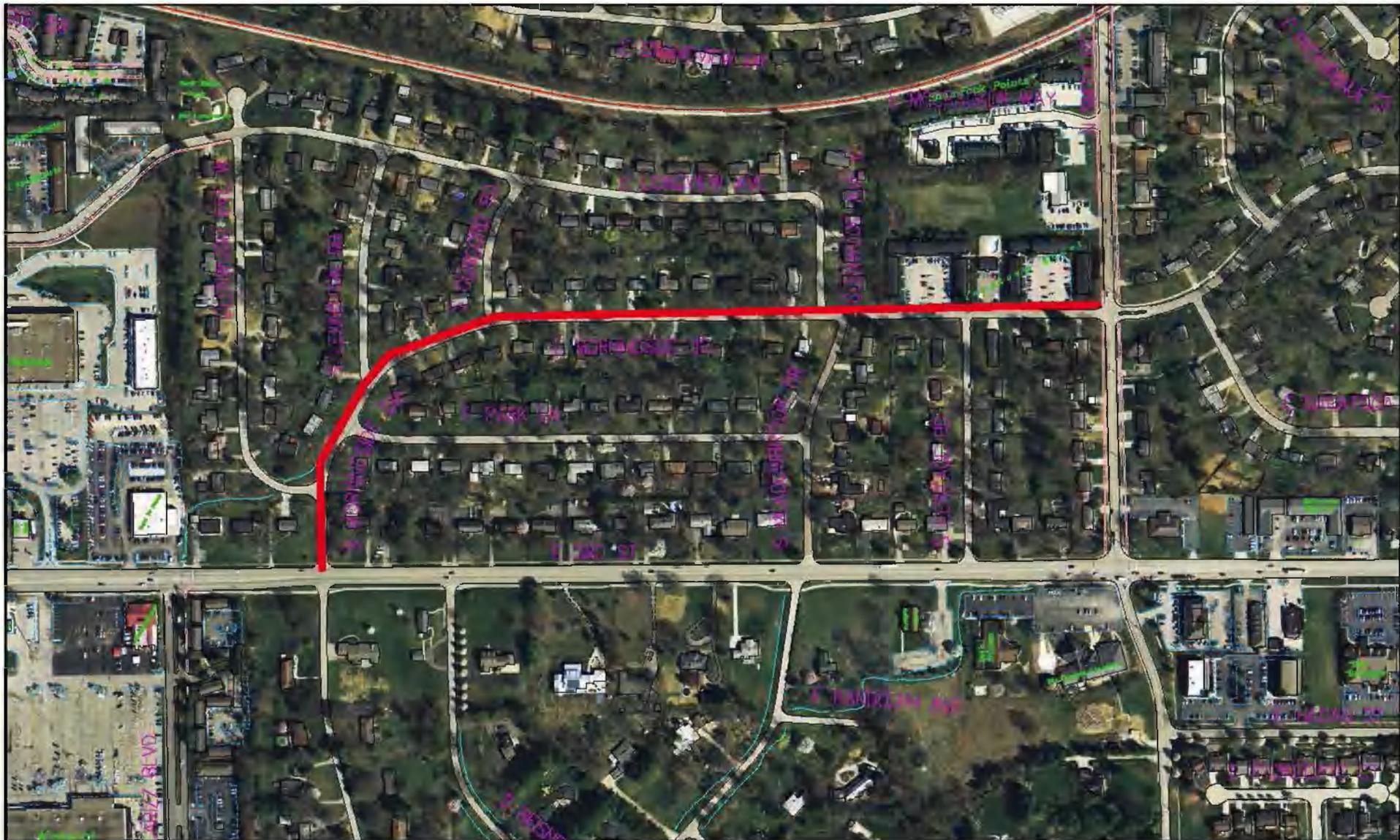
For reference only; map information NOT warranted.



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Clerk & Council



Scale: 1" = 120'



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

By: oneillm  
 20 Jun 19



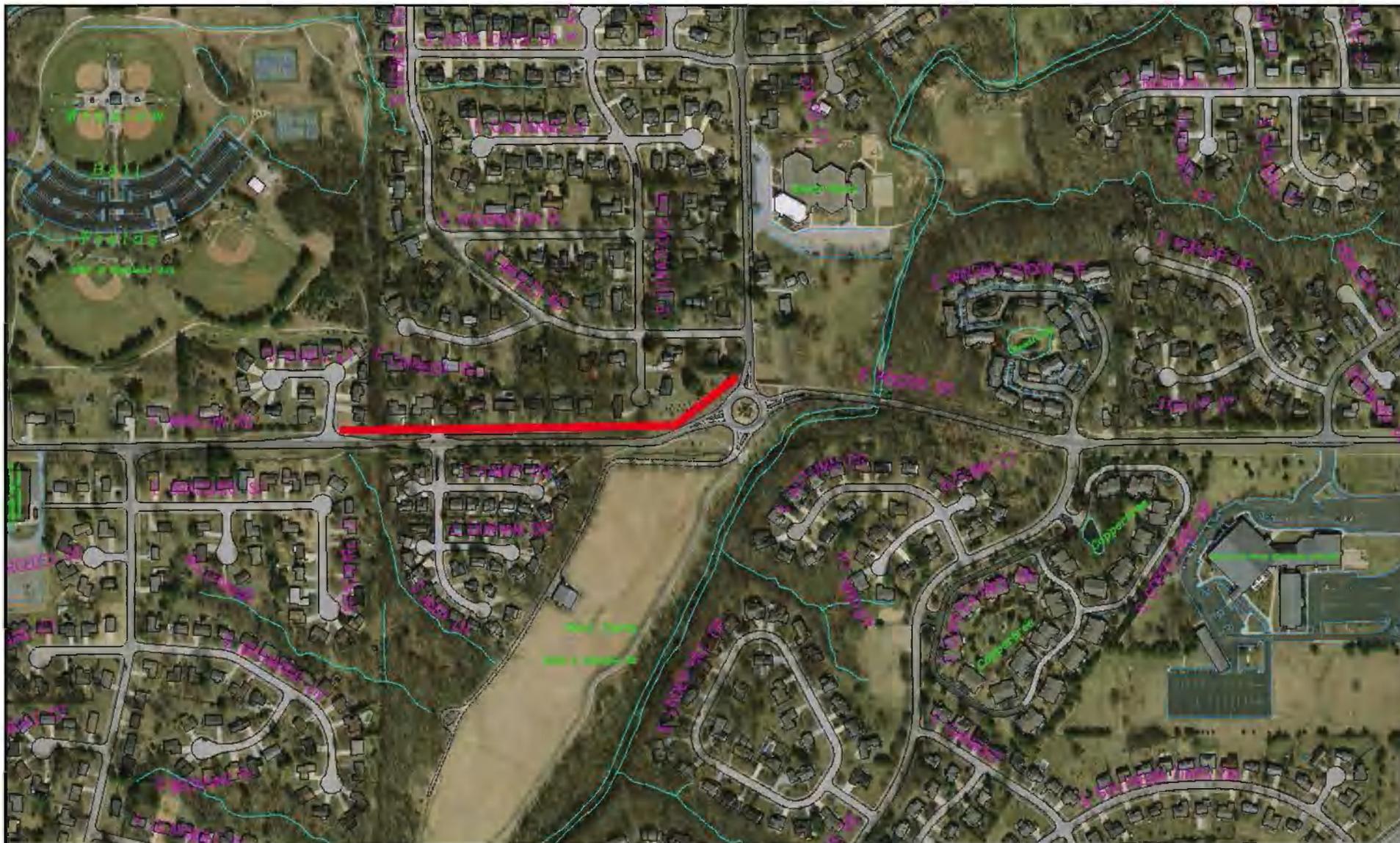
For reference only; map information NOT warranted.



City of Bloomington  
 Council Office



Scale: 1" = 400'



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

By: shermand  
 28 Nov 16



For reference only; map information NOT warranted.



City of Bloomington  
 Council Office

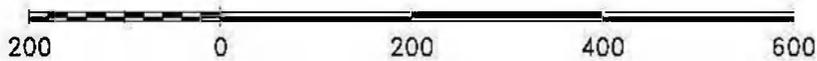


Scale: 1" = 500'

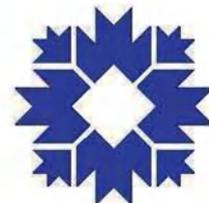


Council Sidewalk Committee Request – 2018 – Various Sources  
 Sidewalk on Oakdale Sq Frontage Road – from Bloomfield Road to Oakdale Sq  
 Also Intersection Improvements – Bus Routing

By: shermand  
 7 Feb 18

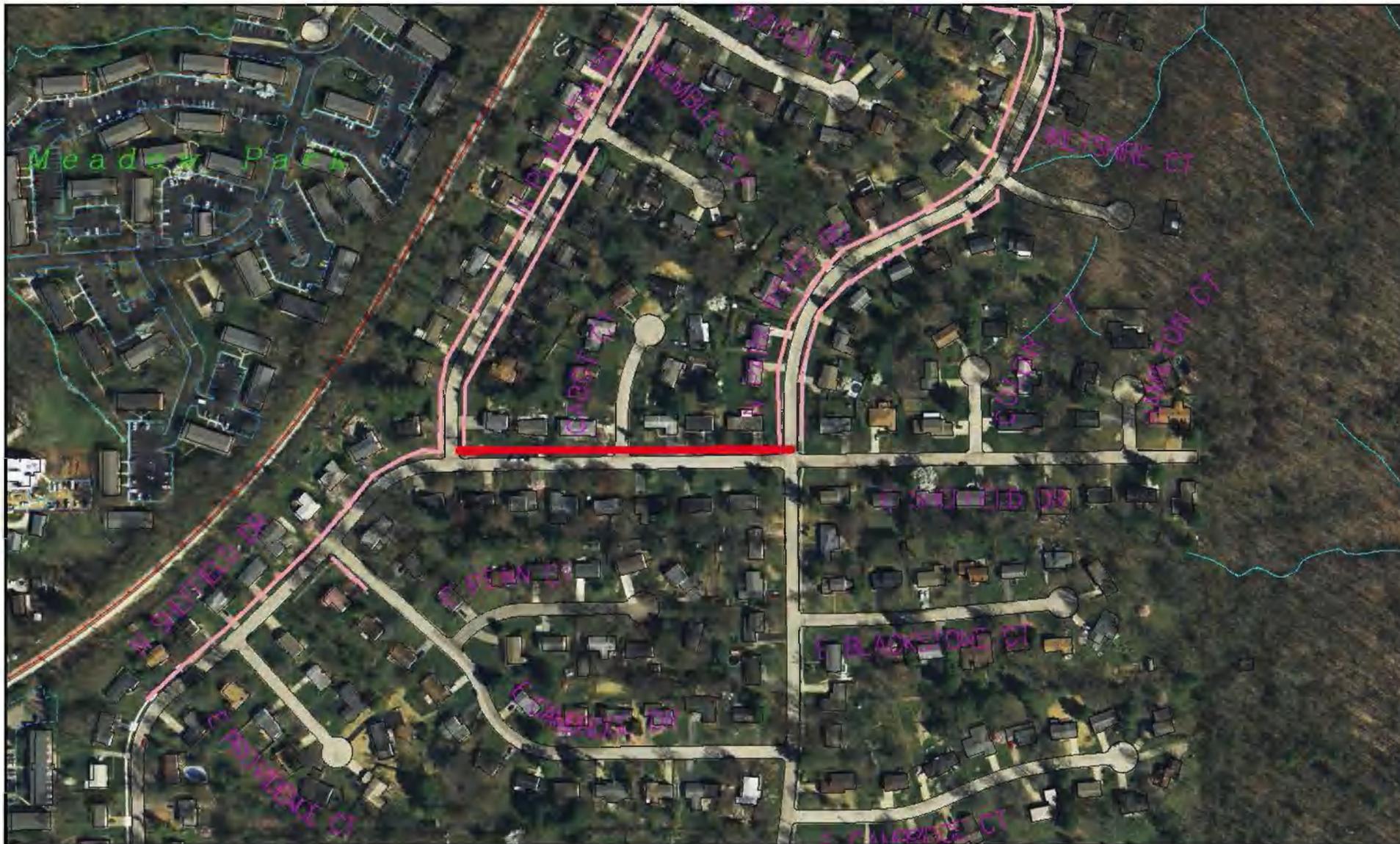


City of Bloomington  
 Council Office



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.

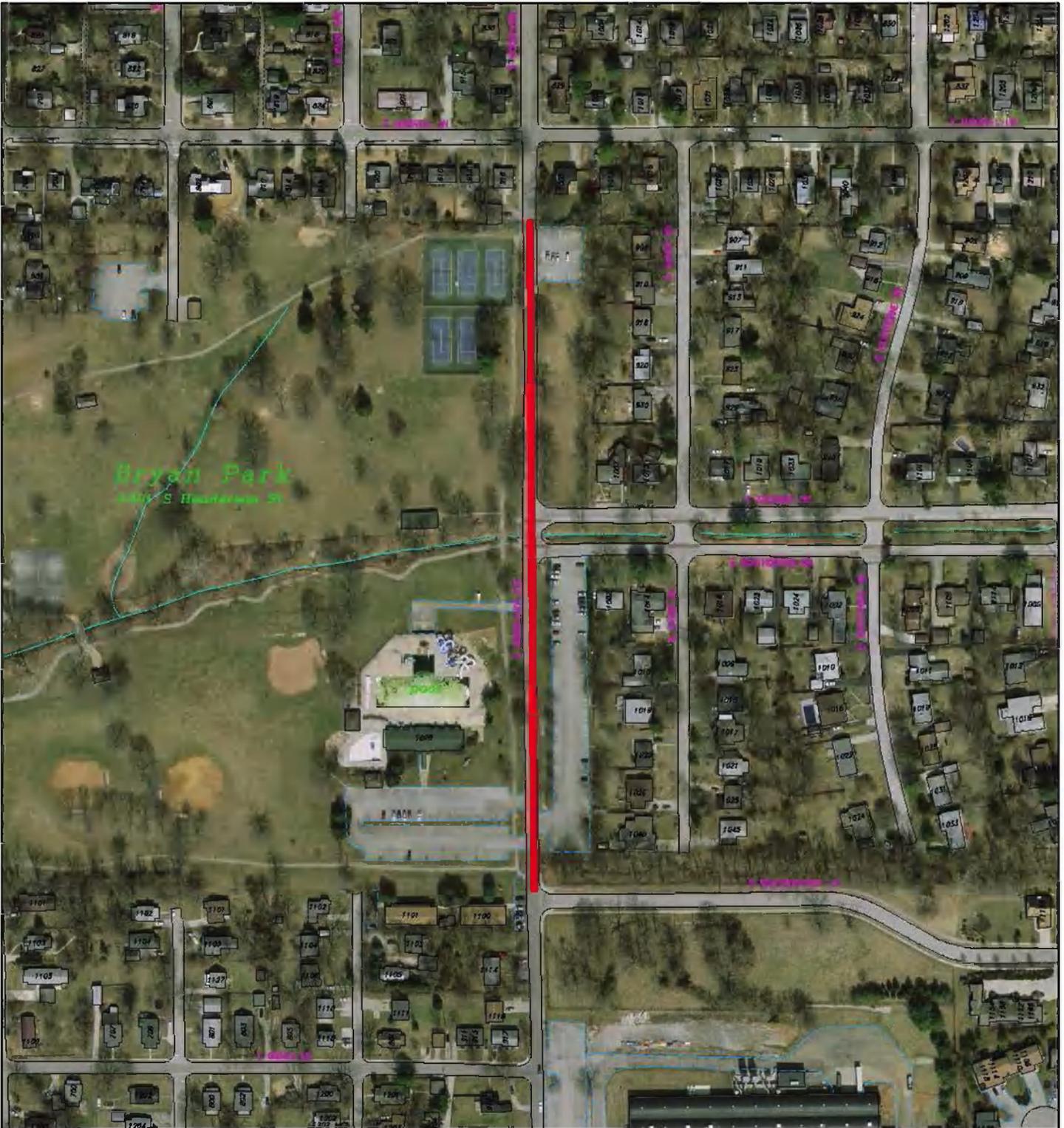


City of Bloomington  
 Council Office



Scale: 1" = 300'





Bryan Park  
 3400 S Woodlawn St

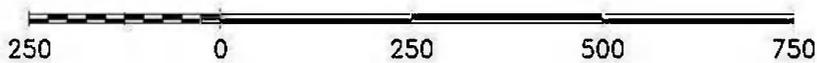
Council Sidewalk Committee 2017

Request for Sidewalk on Woodlawn along Bryan Park

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

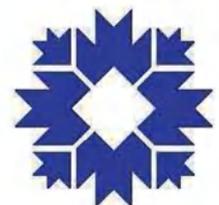
By: shermand

28 Nov 16



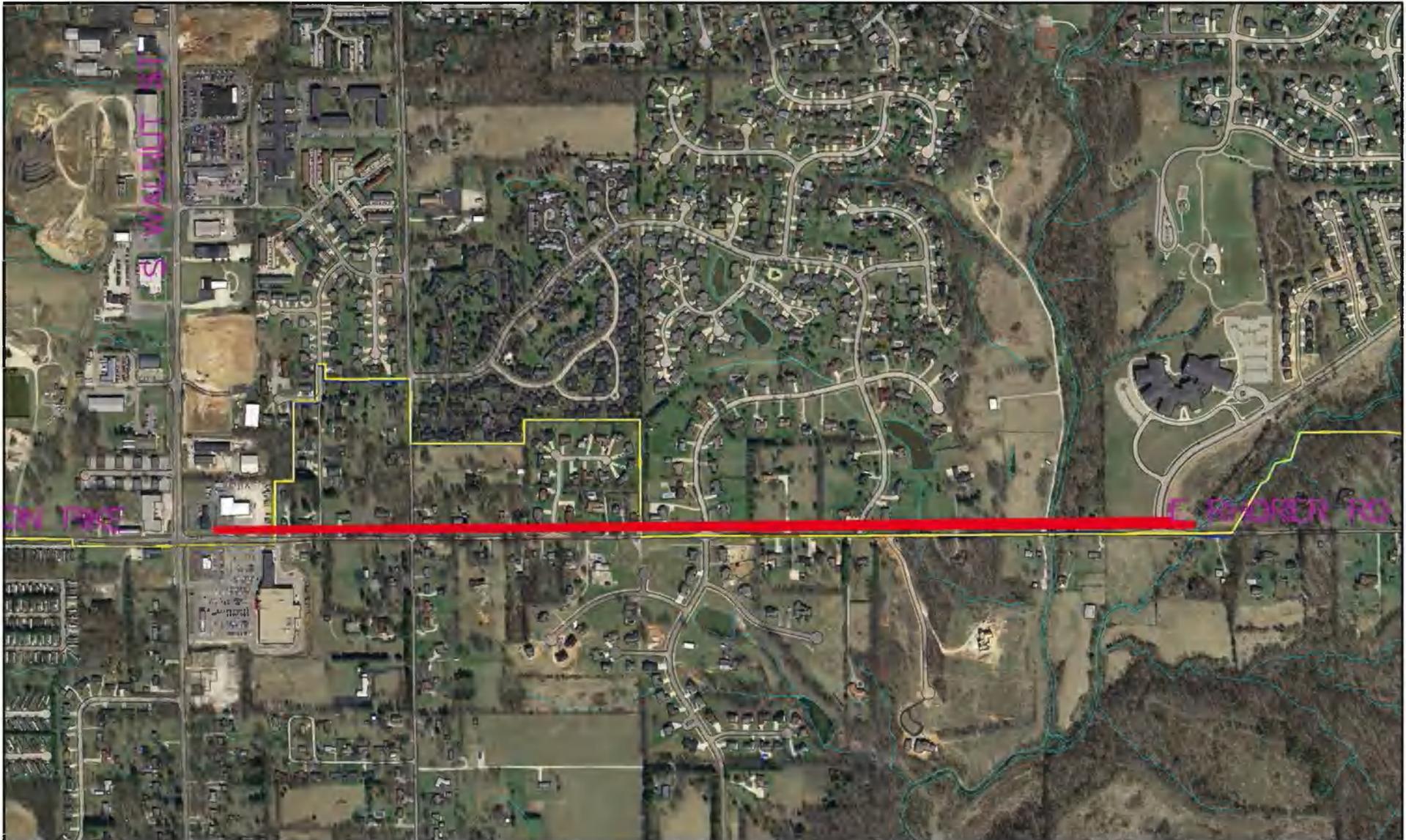
N

City of Bloomington  
 Council Office



Scale: 1" = 250'

For reference only; map information NOT warranted.

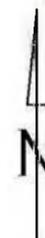


2009 Council Sidewalk Committee  
Councilmember Piedmont-Smith request for sidepath  
on Rhorer Road from Sare Road to Walnut Street (north side)

By: shermand  
22 Oct 08



For reference only; map information NOT warranted.



City of Bloomington  
Clerk & Council



Scale: 1" = 800'



S Highland - Connecting Winslow Park with Winslow Farms Subdivision

By: finnh  
10 Nov 14



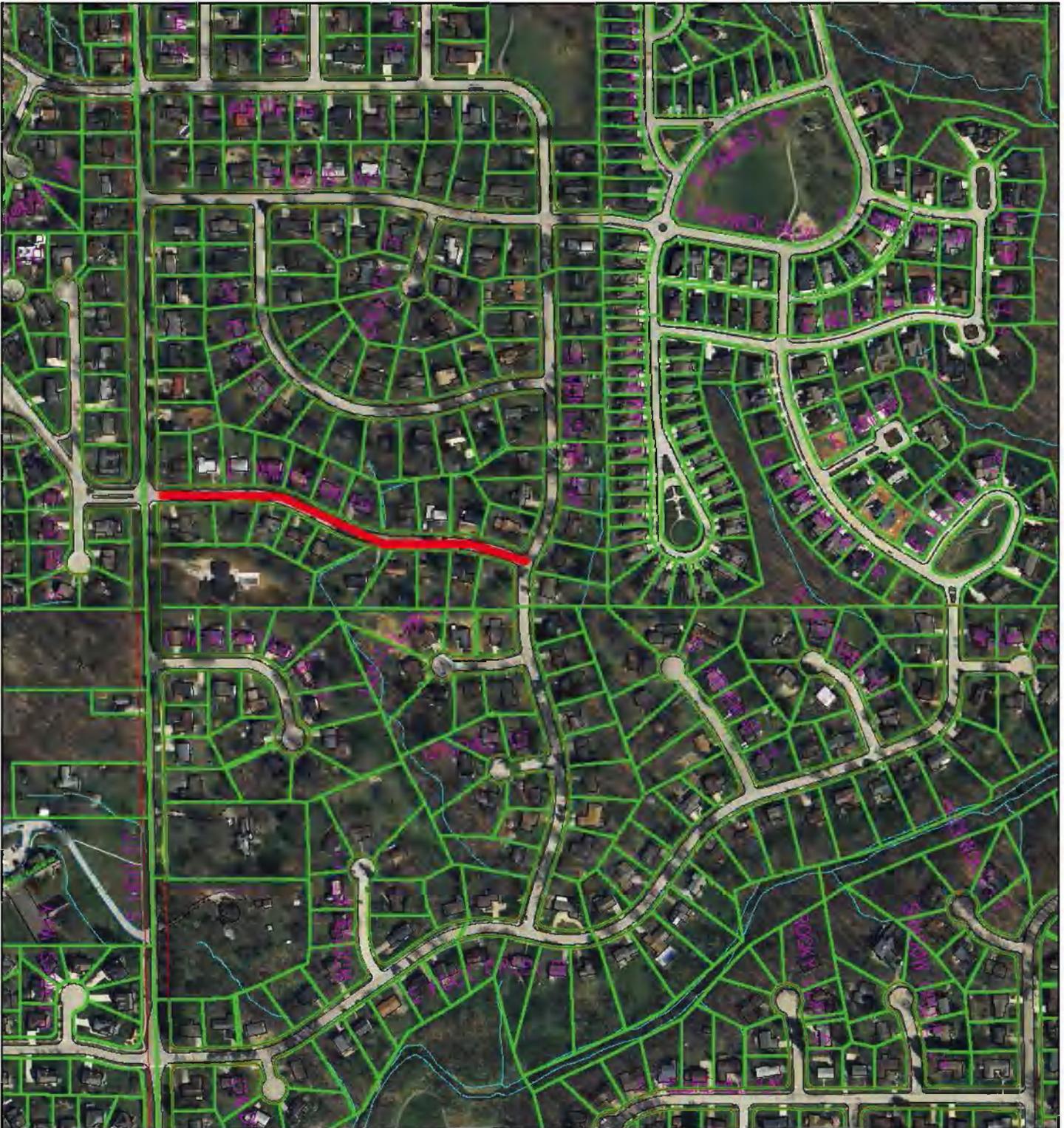
For reference only; map information NOT warranted.



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Clerk & Council

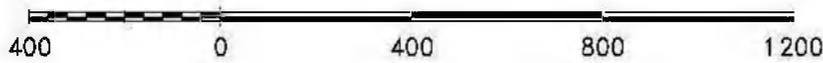


Scale: 1" = 300'

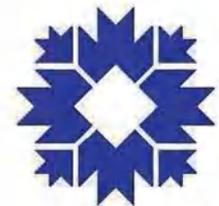


Council Sidewalk Committee Request – 2018 – Cm. Rollo  
Wimbledon Lane from S High Street to S Montclair Ave

By: shermand  
9 Feb 18



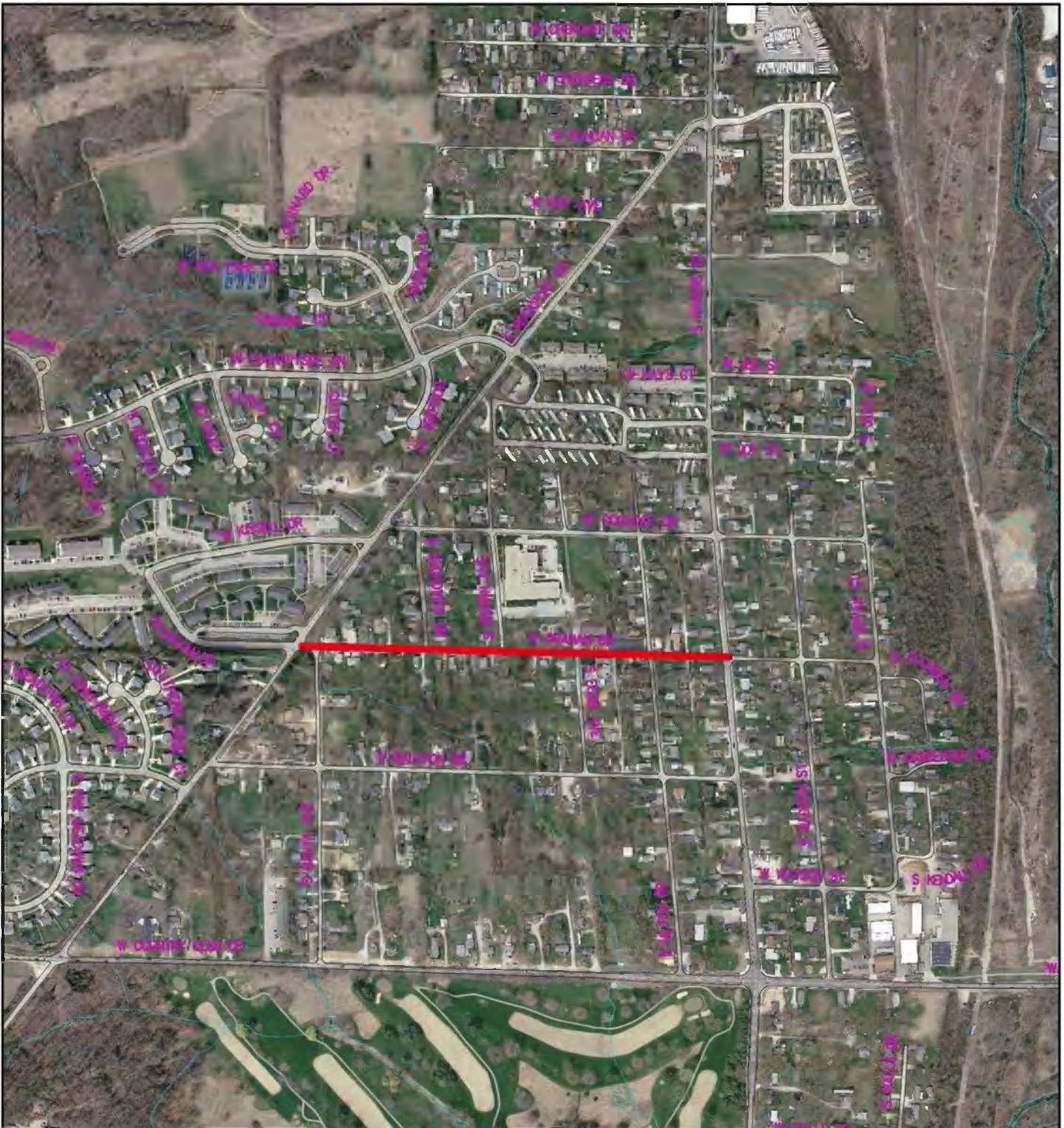
City of Bloomington  
Council Office



Scale: 1" = 400'

For reference only; map information NOT warranted.



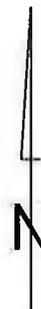


Council Sidewalk Committee – Project Requests  
 Graham Drive from Rockport Road to Rogers Street  
 2010

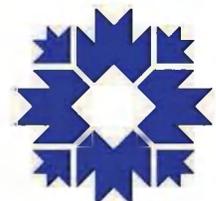
By: shermand  
 2 Nov 11  
 File: LPgd



For reference only; map information NOT warranted.



City of Bloomington  
 Clerk & Council



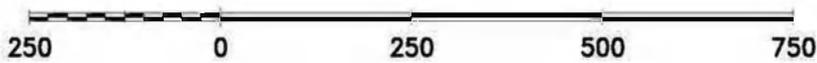
Scale: 1" = 600'



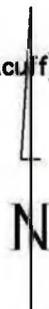
2009 Council Sidewalk Committee

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.



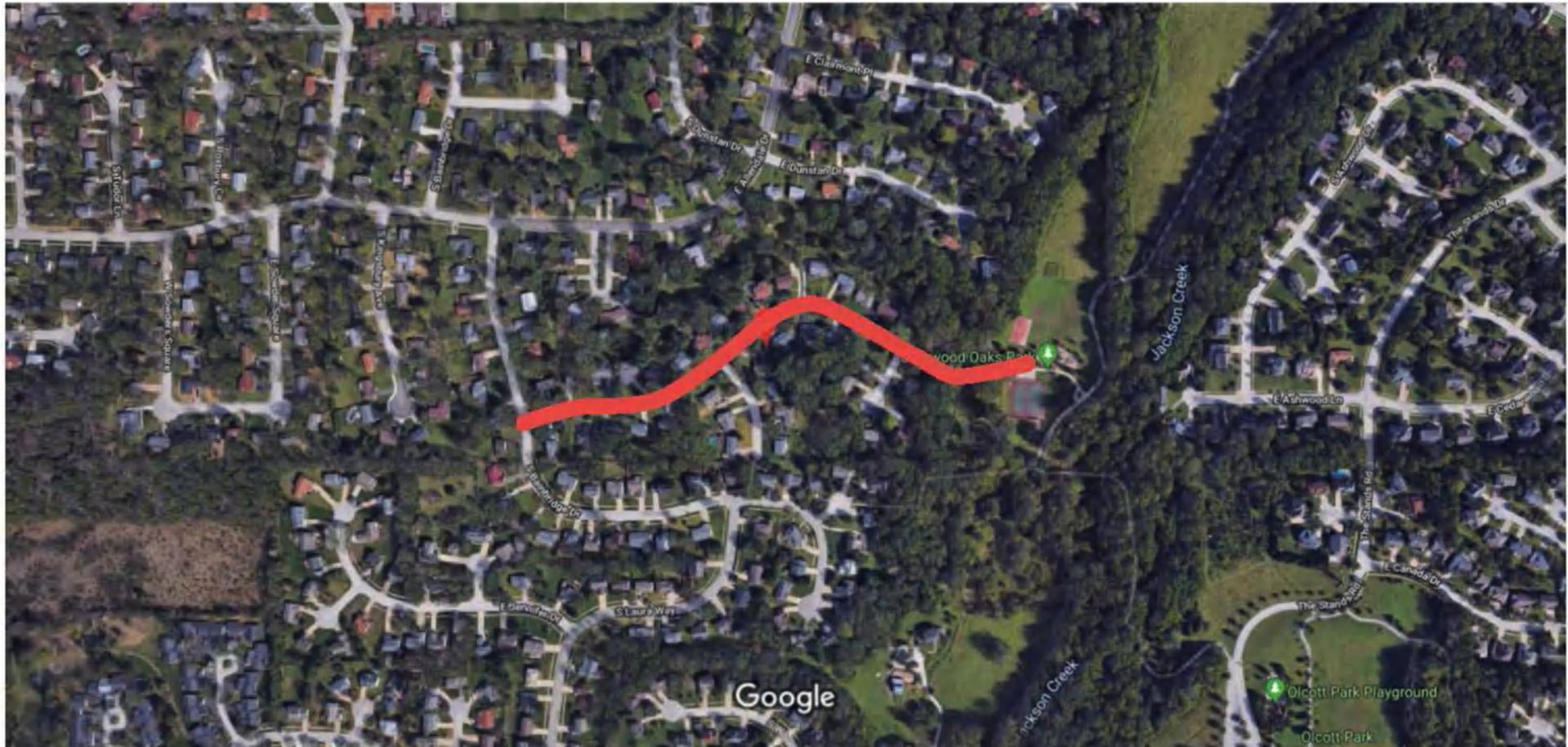
City of Bloomington  
Clerk & Council



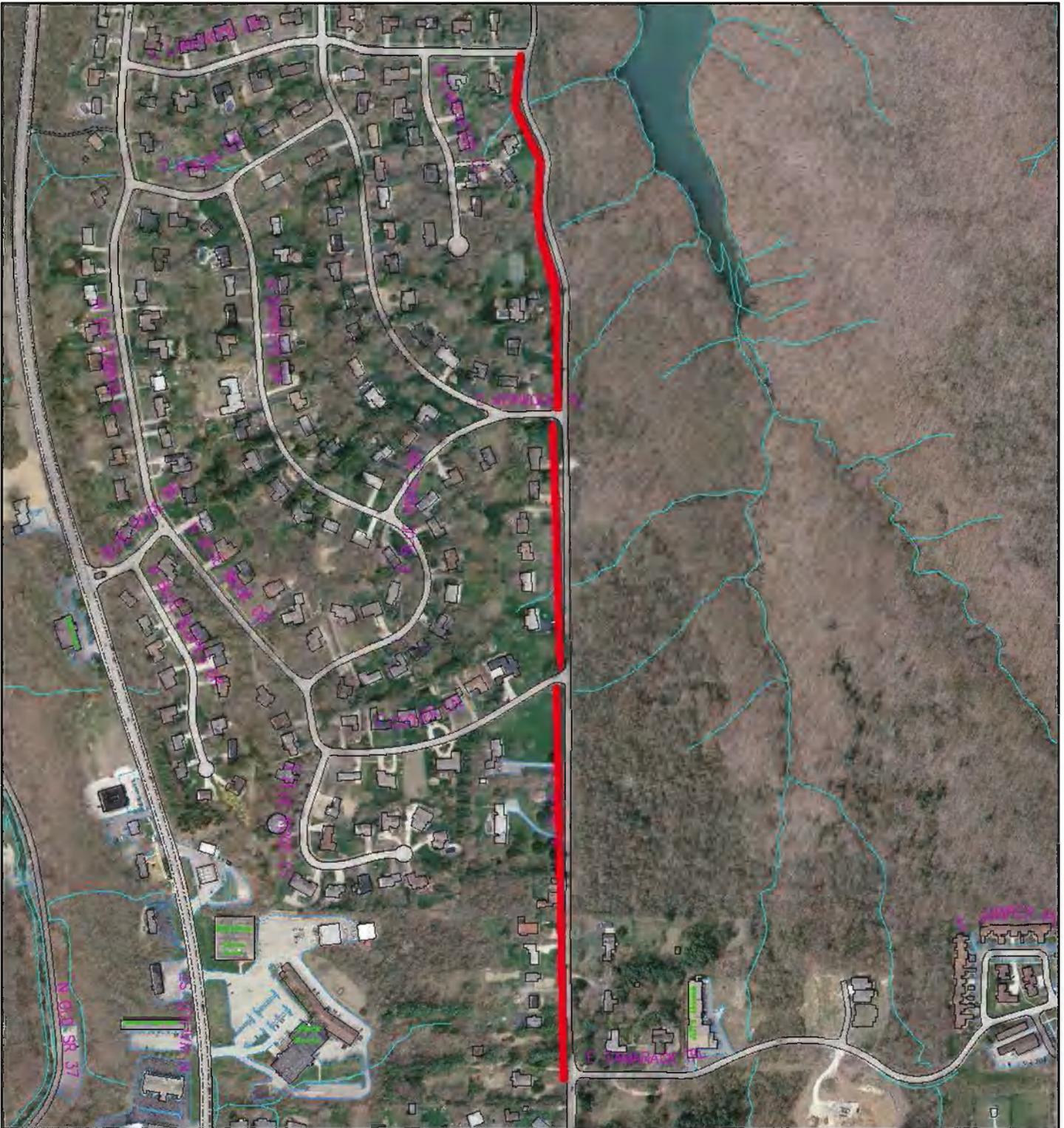
Scale: 1" = 250'

Google Maps E Elliston Dr

CS-65

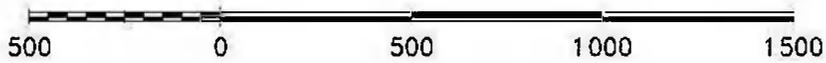


Imagery ©2019 Google, Imagery ©2019 IndianaMap Framework Data, Maxar Technologies, USDA Farm Service Agency, Map data ©2019 200 ft

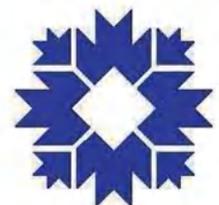


N Dunn from E Tamarack Trail to Lakewood Drive

By: finnh  
10 Nov 14

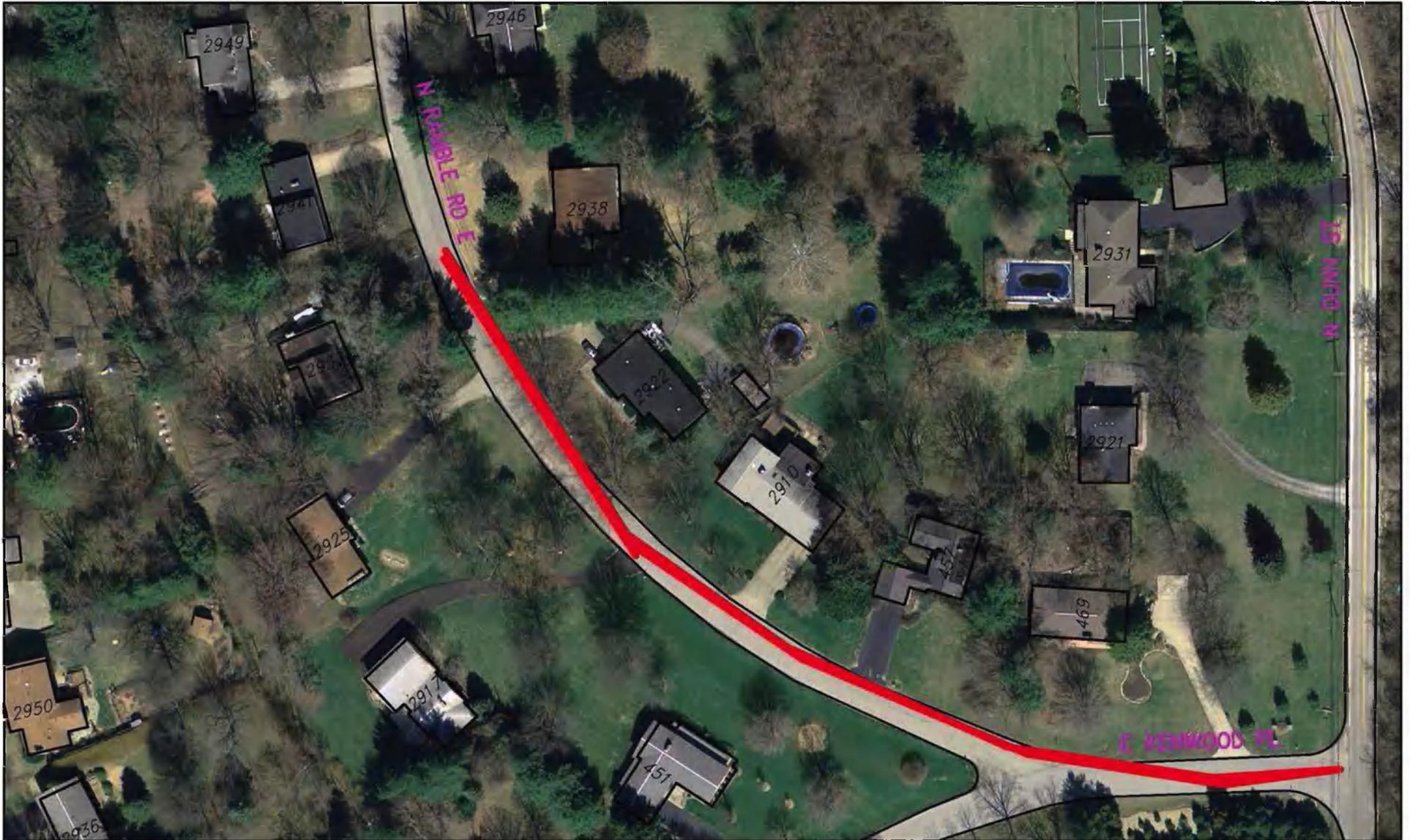


City of Bloomington  
Clerk & Council



Scale: 1" = 500'

For reference only; map information NOT warranted.



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

By: fallsm  
 3 Oct 08



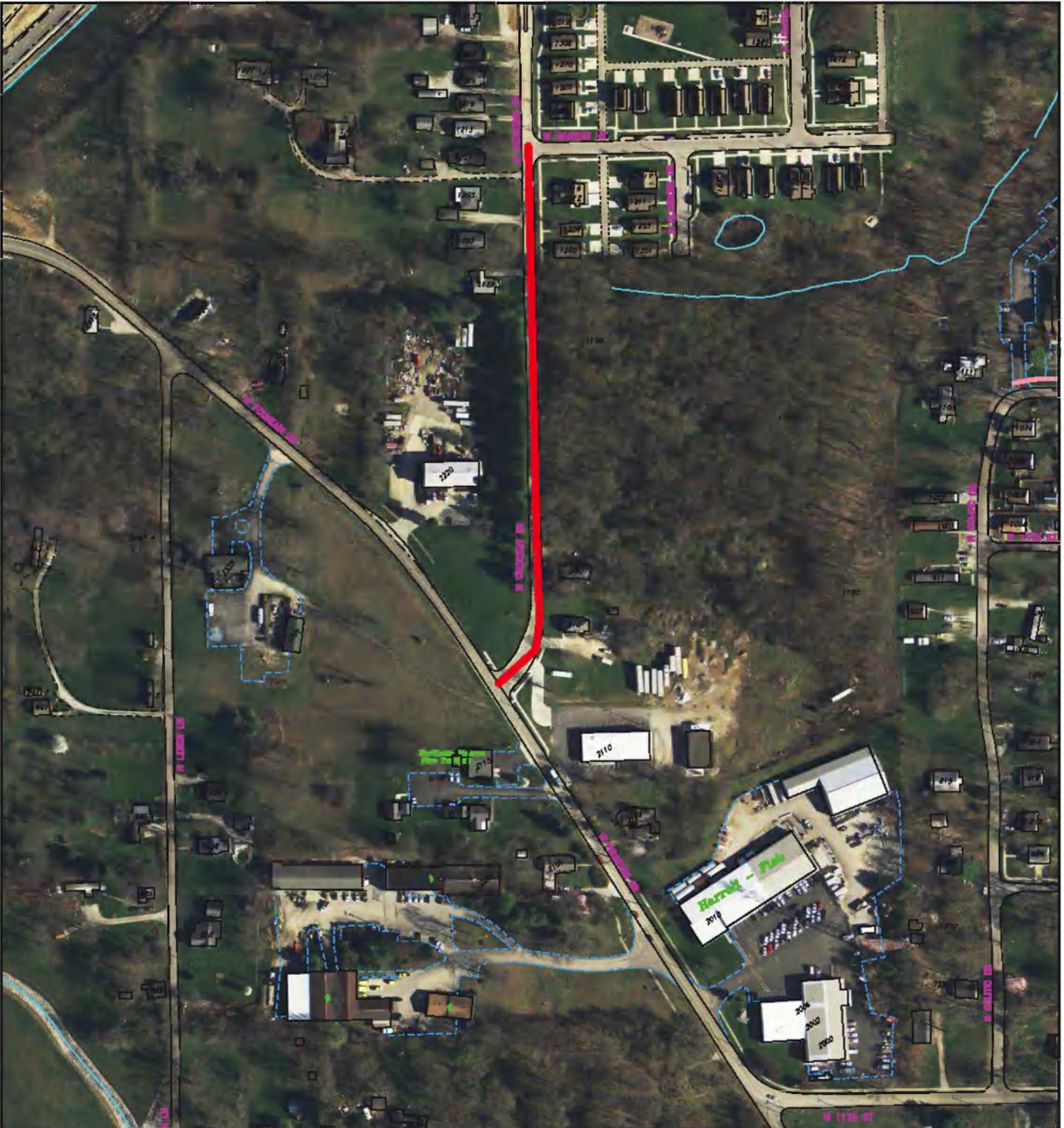
For reference only; map information NOT warranted.



City of Bloomington  
 Clerk & Council



Scale: 1" = 100'



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

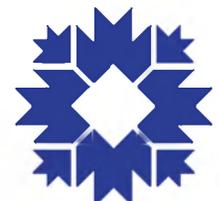
By: lucass  
 30 Nov 20



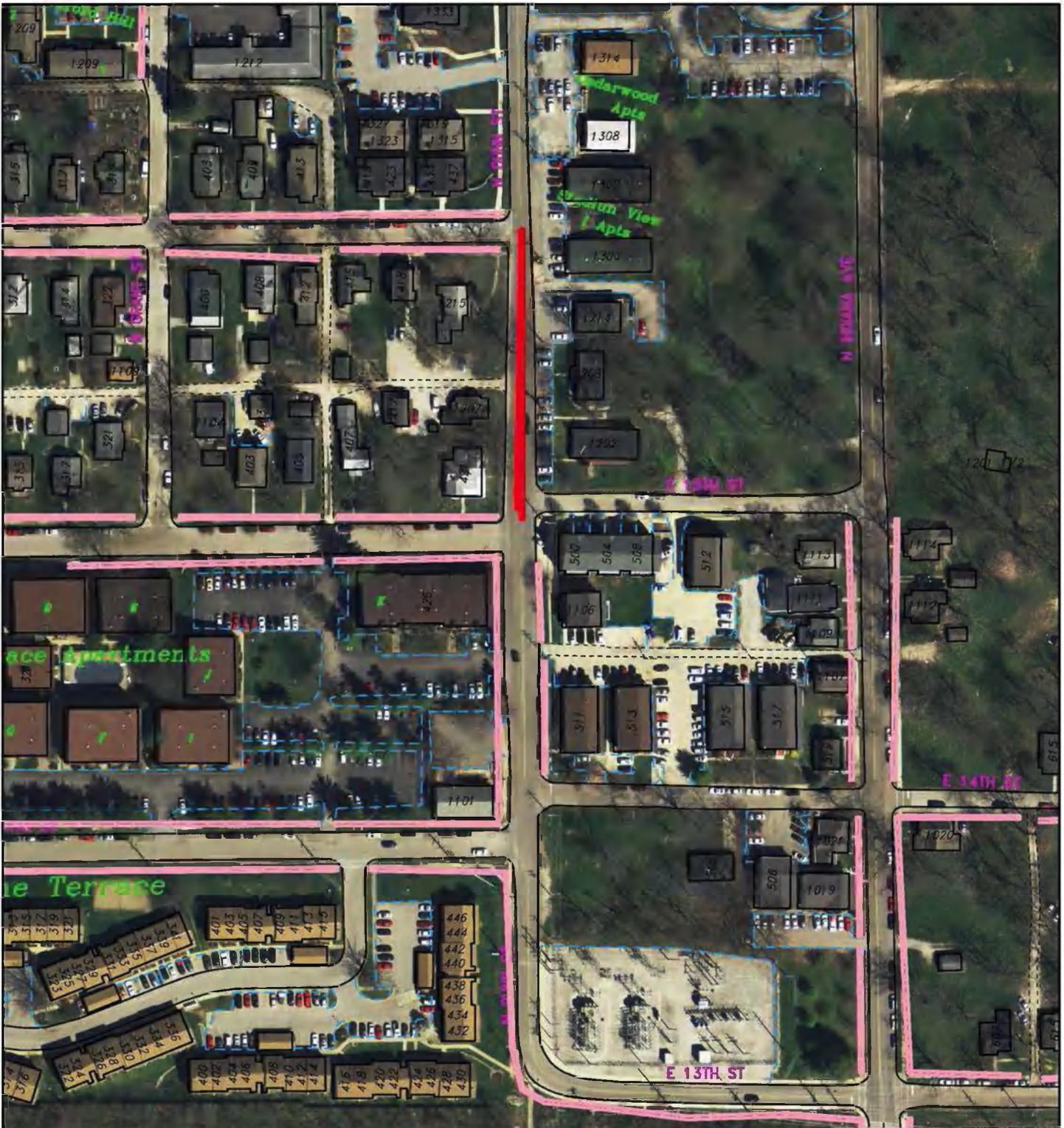
For reference only; map information NOT warranted.



City of Bloomington  
 Council Office



Scale: 1" = 250'



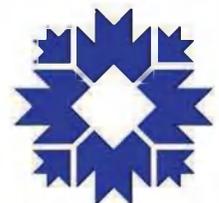
2020 sidewalk request – Dunn St (from 15th St to 16th St)

By: lucass

30 Nov 20

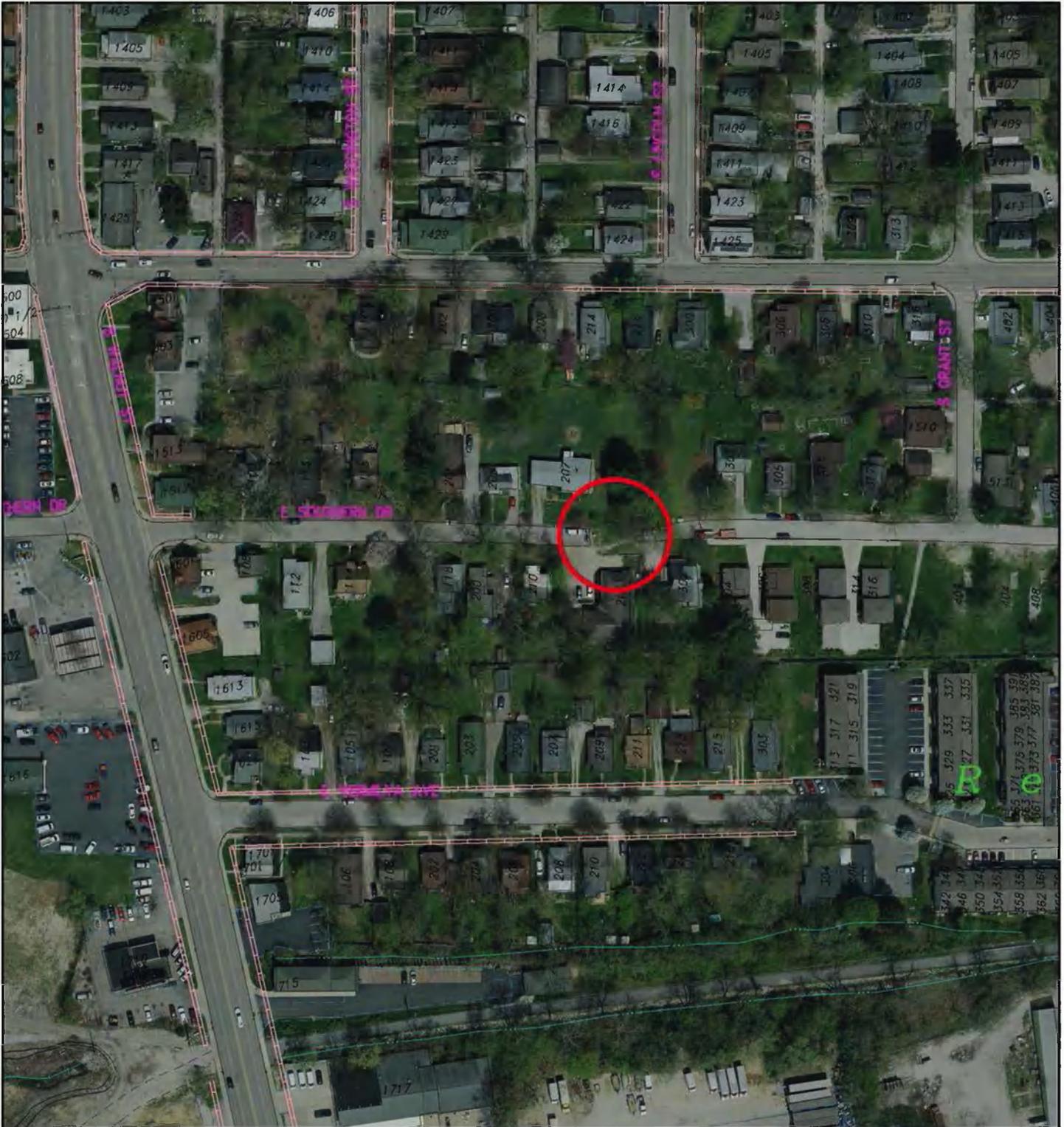


City of Bloomington  
Council Office



Scale: 1" = 150'

For reference only; map information NOT warranted.



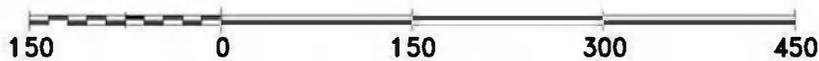
Council Sidewalk Funding process for 2022 – Submitted by Cm. Piedmont-Smith  
 Connector path along Southern Drive to connect eastern and western portion of street

City of Bloomington  
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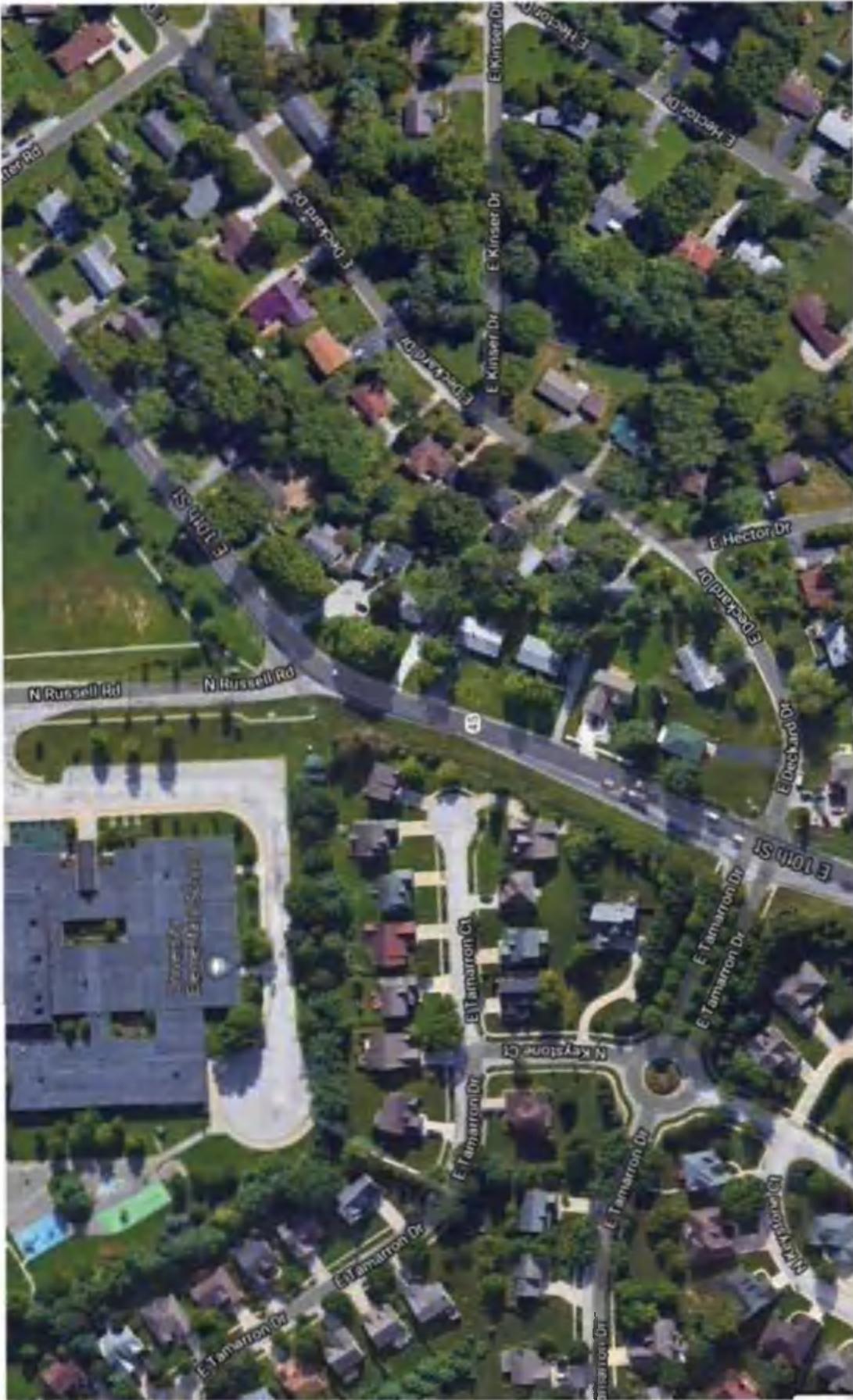


Scale: 1" = 150'

By: lucass  
 3 Nov 21



For reference only; map information NOT warranted.



**Summary of Recent Requests and Communications<sup>1</sup> 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 <sup>2</sup>

*(For Review by 2022 Council Sidewalk Committee)*

The following color coding distinguishes different projects under review:

**New Requests**

New Citizen or Council Member Request = **Blue Font**<sup>3</sup>

**Requests Regarding Recent Sidewalk Committee Priority Projects (none in 2021)**

Priority Projects of Committee – moved forward with some funding (but were not completed) in 2021; ongoing projects with multiple funding sources or projects recently supported by Committee funds = **Purple Font**<sup>4</sup>

**Affirmation of Already Listed Projects**

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

---

<sup>1</sup> 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 2021 Initial Sidewalk Packet and includes both newly-requested and affirmation of previously-requested projects that meet the Committee criteria.

<sup>2</sup> 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).

<sup>3</sup> 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).

<sup>4</sup> 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 Sheet**

<b>Rank TBD</b>	<b>New Request Sidewalk Connector Path – E. Southern Drive – from western part to the eastern part of the street</b>
<p><b>New Request</b> via Councilmember Piedmont-Smith          Requesting a sidewalk on E. Southern Drive from western part to the eastern part of the street.</p> <p><i>Planning staff notes the missing connection between the two sides of E. Southern Drive exists within the Missing Sidewalk Inventory. This project ranks at the 60<sup>th</sup> percentile of priority based on the Demand and Density expression, and in the top 50<sup>th</sup> percentile of priority based on the Safety and Harm Reduction expression. Planning staff states that while this project holds merit for increasing connectivity for the residents in the areas adjacent to the B-Link Trial, it doesn't perform to the extent of the projects that Planning staff is recommending for funding this year. .</i></p>	

<b>Rank TBD</b>	<b>New Request Sidewalk – 10<sup>th</sup> Street – from the Tamarron Subdivision on the City's east side to University Elementary School.</b>
<p><b>New Request</b> via voicemail to the Council Office on October 28, 2021 from Teresa Claire</p> <p><i>Ms. Claire expressed concern for the lack of sidewalk along 10<sup>th</sup> Street leading from the Tamarron Subdivision on the City's east side to University Elementary School. While there is a walking path located within the subdivision connecting E. Tamarron Drive directly to the South side of the elementary school, she still sees parents and children walking along 10<sup>th</sup> street and would like to see a sidewalk along that busy stretch of road that connects Tamarron Dr. to the school.</i></p>	



# **TRAFFIC CALMING & GREENWAYS PROGRAM**

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## BACKGROUND

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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

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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

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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.

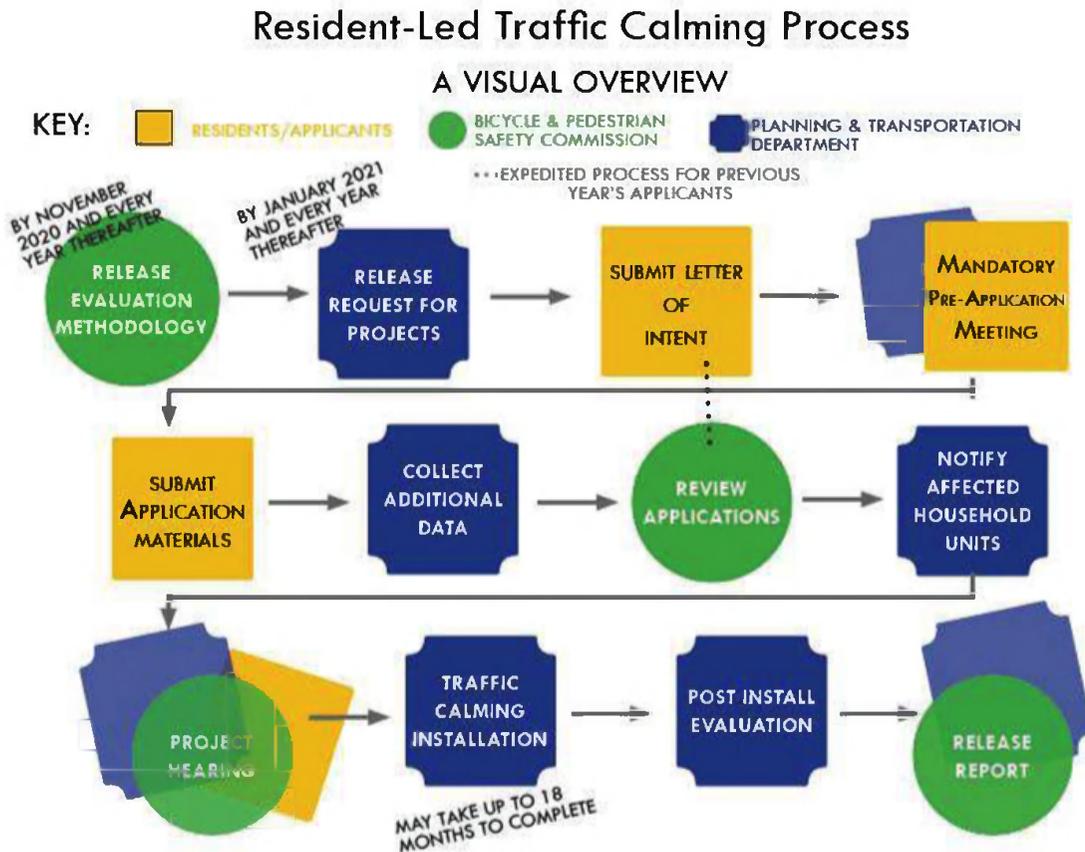
# RESIDENT-LED TRAFFIC CALMING PROCESS

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.

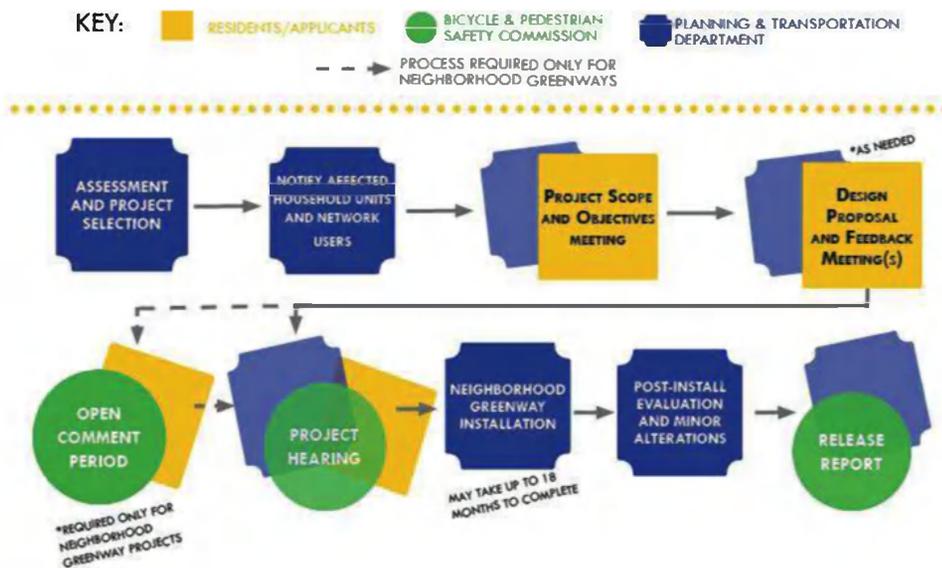
**Traffic Calming**, or devices used for reducing speeds on residential streets are defined by state code and may include: speed bumps, curb extensions, chicanes, and/or diagonal diverters. While the state provides a definition for specific traffic-calming devices which may be used, there are other street 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**.

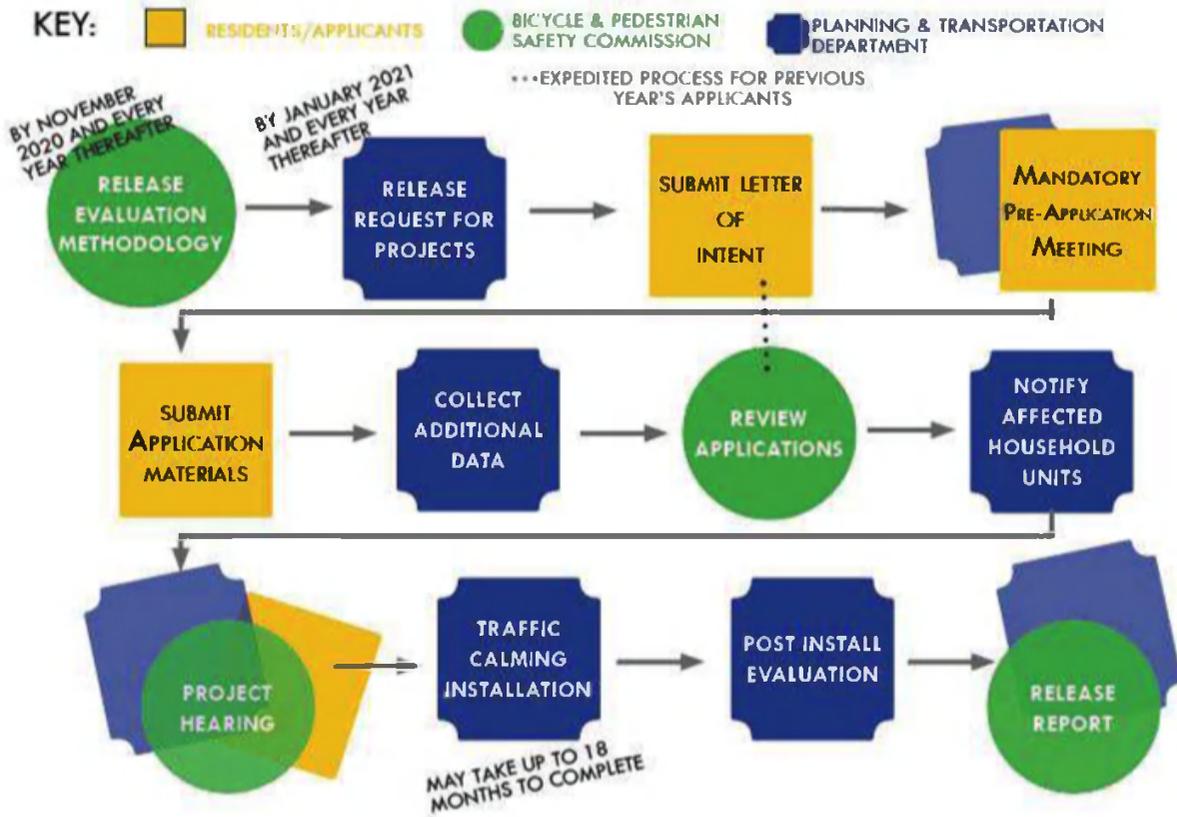
City Staff may request to make **major modifications** to existing traffic calming installations on public streets by following the Staff-led Traffic Calming and Neighborhood Greenways Process, starting at [Step 6](#). In some cases, the City may choose to start at an earlier step in the process.

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**

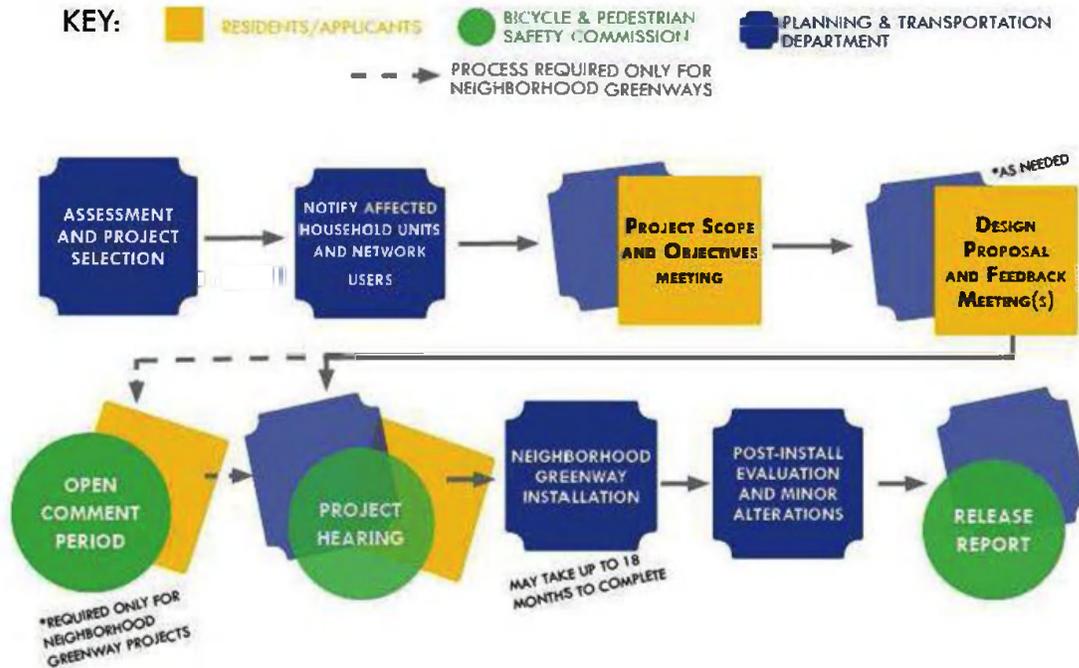
**Resident-Led Traffic Calming Process**

**A VISUAL OVERVIEW**



# Staff-Led Neighborhood Traffic Calming/Greenway Process

## A VISUAL OVERVIEW



## APPENDIX: DEFINITIONS

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***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.

**Schedule**

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

**Proposed Schedule for Deliberations**

<b><u>Action</u></b>	<b><u>Date</u></b>
<b>Review Funding and On-Going Projects</b>	<i>Thursday, December 09, 2021 at noon via Zoom</i>
<b>Review Sidewalk Criteria and Prioritization List and Request Estimates</b>	<i>To be Determined – May occur at or soon after the first meeting.</i>
<b>Review Sidewalk Projects, Estimates and Funding, and Traffic-Calming</b>	<i>To be Determined – Should account for any staff work needed to be performed on sidewalk estimates and Traffic-Calming issues.</i>
<b>Make Recommendations and Prepare for 2023</b>	<i>To be Determined</i>
<b>Submit Report to Council</b>	<i>To be Determined</i>

**Discussion**

Chair

**Action**

*Approve further meetings*

**Material**

*City calendar of meetings for December & January*

*[Link to City Calendar](#)*

**Exhibit 14**

Government

Dec 2021 (Eastern Time - New York)

Sun	Mon	Tue	Wed	Thu	Fri	Sat
28 4pm - Council for	29	30	1 6:30pm - Common	2 4pm - Bloomington 5:30pm - 5:30pm - Parking ?	3	4 1:30pm - District 2 ?
5 12pm - BPW Work ? 12pm - BPW Work ? 5pm - Bloomington ? 5pm - Utilities ?	6 4pm - Board of Park 4pm - Board of Par ? 5:30pm - Board of ?	7	8 12pm - Bloomington 2pm - Hearing ? 4:30pm - 5pm - BAC — Monthly 5pm - BAC — Monthl ? 5:30pm - 6:30pm - Common	9 5pm - Bloomington ?	10	11 11am - Cm ?
12 12pm - Common 5:30pm - Animal ? 5:30pm - Bicycle ? 5:30pm - Farmers' ? 5:30pm - Plan ?	13 4:30pm - 5:30pm - CM ? 6pm - Commission ?	14	15 3:30pm - BHQA 3:30pm - BHQA ? 4pm - BHQA Meeti ? 4pm - Board of 6:30pm - Common	16 5pm - Utilities ? 6pm - ? 6pm - ? 6pm -	17	18
19 12pm - BPW Work ? 12pm - BPW Work ? 5pm - Bloomington 5:30pm - Cm Matt ?	20 4pm - Economic ? 5:30pm - Banneker 5:30pm - Board of ? 5:30pm - 6pm - Board of ?	21	22 2pm - Hearing ? 4:30pm - Traffic ?	23 12pm - Community ? 5:30pm - Board of ?	24 Christmas Day (City)	25 Christmas Day
26 5:30pm - ?	27	28	29 5:30pm -	30	31	1 New Year's Day 1:30pm - District 2 ?

Sun	Mon	Tue	Wed	Thu	Fri	Sat
26 5:30pm - ?	27	28	29 5:30pm -	30	31	1 New Year's Day 1:30pm - District 2?
2 12pm - BPW Work ? 5pm - Bloomington?	3	4 5pm - Utilities ? 5:30pm - Board of ? 5:30pm - Board of ?	5	6 4pm - Bloomington 5:30pm - Status of?	7	8 11am - Cm ?
9 5:30pm - Animal ? 5:30pm - Bicycle ? 5:30pm - Plan ?	10	11 4:30pm - ? 6pm - Commission?	12 12pm - Bloomington 4pm - EDC @ City ? 5pm - BAC — Monthly 5pm - BAC — Monthl ? 5:30pm - ?	13 5:30pm - Parking ?	14 1:30pm - MPO Poli?	15
16 12pm - BPW Work ? 5pm - Bloomington 5:30pm - Farmers'	17	18 4pm - Economic ? 5pm - Utilities ? 5:30pm - Banneker 5:30pm - Board of ? 5:30pm - Board of ? 5:30pm - ? 6pm - Board of ?	19 3:30pm - BHQA 3:30pm - BHQA ? 4pm - BHQA Meeti ? 4pm - Board of	20 5:30pm - Board of ? 6pm - ? 6pm -	21	22
23 5:30pm - ?	24	25 6pm - BCOS Work	26 10am - MPO ? 10am - MPO ? 4:30pm - Traffic ? 5:30pm - ? 6:30pm - MPO ? 6:30pm - MPO ?	27 12pm - Community? 5:30pm - Parking ?	28	29
30 12pm - BPW Work ? 4pm - Council for ? 4pm - Council for 5pm - Utilities ?	31	1 5:30pm - Board of ? 5:30pm - Board of ?	2	3 4pm - Bloomington 5:30pm - Status of?	4	5 1:30pm - District 2?