Responses received by the B Square on Monday, June 12, 2023 from Thank you Joe VanDeventer, Bloomington's director of street operations

1. There seem to be some odd segments for sidewalks that have "no rating"—like those adjacent to the county courthouse. Why is there no rating for sidewalks that are in such a high profile area?

The contractor selected for this project collected condition data using a crew in a vehicle that incorporated Light Detection and Ranging (LiDAR) technology. LiDAR is more time efficient than visual data collection alone and allows for real-time data collection while providing more uniform, accurate and precise reporting. The main component of the project was gathering precise pavement condition data for both streets and sidepaths with the LiDAR system, but also collected sidewalk condition visually from the van.

Unfortunately, the contractor crew ran into several sidewalk segments that were impossible to fully analyze visually from their van. This was primarily due to sight lines being obstructed by parked vehicles, vegetation or overgrowth, large trucks driving in the opposite lane and construction projects. Staff are aware of these missing sidewalk segments and anticipated at the beginning of the project that there would be some incomplete data.

2. It looks like there's a big difference between the sidewalk quality as measured in the 2017 report compared to the 2022 measurements:

Rating	2017 miles	2022 miles
Good	153	240
Fair	75	7
Poor	8	4

What's the explanation for the big increase in the segments that are rated Good (both numerically and percentage-wise)?

Since 2018, the Street Division of the Public Works Department has made large financial investments in sidewalks. These include some of the following highlights:

- 54,414 lineal feet of sidewalk repairs have been completed (i.e. panel replacements, trip hazards from street tree roots, heaving or deteriorated panels, etc.).
- Street crews have installed 407 Americans with Disabilities Act compliant accessible curb ramps.

3. Here's a link to video taken this morning (June 8) of the stretch sidewalk on the west side of College Avenue north of 15th Street through mid-block:

https://videos.files.wordpress.com/qEpmuScJ/sidewalk-pxl_20230608_122852770.ts_.mov

The assessment rates that segment as GOOD (green). In your opinion, are the facts on the ground consistent with a GOOD rating as defined by the rating scale?

Staff are happy with the sidewalk assessment project, but certainly realize that it is not a perfect analysis of current metrics for sidewalk conditions. The project was conducted via a visual assessment and is more of a broad representation of conditions versus a precise analysis. However, since the visual assessment was a citywide analysis of sidewalk conditions that was able to be conducted in a relatively short period of time, something that would otherwise be impossible for the Street Division to obtain, it still is a valuable tool for use in operations and capital budget planning.

Contractors do offer an option to perform an in-depth, LiDAR study of sidewalk conditions using all-terrain vehicles. This type of assessment would provide a very accurate and precise analysis of current sidewalk conditions, down to the individual sidewalk panel level (but is costly, typically over $200,000). The Street Division plans to include a request for this type of specific sidewalk assessment as part of their 2024 budget request.

In regards to the College Avenue video, the Street Division understands that the sidewalk assessment was not perfect. As part of the visual assessment, the LiDAR crew in the van likely was only able to see several segments at a time and not the entire sidewalk length (mostly due to parked vehicles, vegetation or construction obstructing the view of the contractor crew)

However, as long as there are no major trip hazards or impediments to pedestrian travel, staff are satisfied with the condition.

(Could I get a copy of the definition of the scales for sidewalk conditions?)

0	**No Sidewalk**	**Default value for "no sidewalk" segments as defined by the sidewalk type field**
1	**Good**	**Sidewalk is in like new condition, no distresses, smooth surface**
2	**Fair**	**Sidewalk is moderately aged, slight to moderate distresses, slightly rough surface, functioning moderately**
3	**Poor**	**Sidewalk is aged, multiple distresses present reducing service, rough surface, still functioning, replace in 5 years**
4	**Very Poor**	**Sidewalk is well aged, multiple distresses present impacting service, very rough surface, not functioning, replace now**
	Unknown	**Imagery obstructed - observed condition could not be determined**

Can you provide some explanation of the technology that's used?

The contractor utilized LiDAR (Light Detection and Ranging) technology. Invented in the 1960s and used extensively by NASA on the Apollo space program, LiDAR uses laser beams to "see" the world in a 3 dimensional formal, providing machines and computers an accurate representation of the surveyed environment.

4. Was the contractor the same one for 2017 as in 2022?

No, different contractors were used for each project. A firm called Transmap performed the assessment in 2017 and IMS was selected to do the recent assessment in 2022.

5. I walked the sidewalks this morning from 6th Street north to 17th Street on College and Walnut. In this most recent evaluation, they are all rated Good. Personally, I struggle to reconcile that rating with the facts literally on the ground.
Question: Has city staff spot checked the sidewalk rates ratings for consistency with the facts on the ground?

Yes, City staff has conducted some spot checks as part of other larger projects or paving work. Again, the Street Division did not expect precise sidewalk condition metrics as part of this report.

Question: Is it possible to require the contractor to re-do the work?
The contractor met the scope of work requirements as outlined in the original contract, so that will not be necessary.