

Council Sidewalk Committee 2017 Report

Table of Contents

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

Note: Memoranda for meetings will be available online and in the Council Office once approved by the Committee

Signatures for 2017 Sidewalk Report (April 19, 2017)

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

Dorothy Granger, District 2 (Chair)

Tim Mayer, At-Large

Dave Rollo, District 4

Chris Sturbaum, District 1

Report of the 2017 Common Council Sidewalk Committee

(April 19, 2017)

Committee Members and Staff

The members of the 2017 Committee were appointed by the President of the Council and include:

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

The committee members were assisted by the following persons:

Council Office

Dan Sherman, Council Administrator/Attorney

Office of City Clerk

Martha Hilderbrand, Hearing Officer/Deputy Clerk

Planning and Transportation

Andrew Cibor, Engineer, Transportation and Traffic Engineer

Scott Robinson, Long Range / Transportation Manager

Roy Aten, Senior Project Manager

Utilities

Jane Fleig, Assistant Engineer

HAND

Bob Woolford, Housing Coordinator

Parks and Recreation

Steve Cotter, Natural Resources Manager

Overview

The Committee made recommendations to the entire Council on the use of \$306,000 of Alternative Transportation Fund (ATF) monies budgeted for 2017. This was the second year of the new term of the Council and the third year after the consolidation of planning and transportation functions under the new Planning and Transportation (P & T) Department. The Committee met three times (on December 20th, February 14th & March 9th) to review the program and make recommendations regarding the allocation of these funds. The recommendations allocated the \$306,000.¹

Last year, the Committee recommended funding for: the construction of one project; the design, acquisition of right-of-way, and construction of another project; and, the design or evaluation of six more projects. This year, the Committee recommended moving two of the latter projects forward. Those projects include:

- Sidewalk and Pedestrian Crossing - East 10th Street from Smith Road to the intersection at Deckard Drive/Tamarron Drive – Construction with financial contributions from the Planning and Transportation Department (with other departmental funds), Monroe

¹ There were no unspent allocations from 2016 which, occasionally, has led the Committee to recommend appropriation of those funds for use in the next year. The allocations, in fact, fell short of the actual costs, which were covered by P & T out of other departmental funds.

- County School Corporation (MCCSC), and the Indiana Department of Transportation (INDOT);
- Sidewalk - Rockport Road from Graham Drive to south of West Pinehurst Drive (west side) – Construction

In addition, the Committee also recommended funding a pair of traffic-calming projects on Sare Road at Winston Street and Spicewood Lane, and recognized these kinds of projects as an emerging priority. Accordingly, the Committee agreed that traffic-calming projects be separated and considered independently from Council Sidewalk projects.

Schedule

The Committee met in the Council Library on:

- Tuesday, December 20, 2016 (at 11 am);
- Tuesday, February 14, 2017 (at 10:30 am); and
- Thursday, March 9, 2017 (at 3 pm).

Deliberation Materials and Minutes Available Online

The following outline provides an overview of what the Committee did at those meetings. *Please note that there are some additional documents which are available in the Council Office and online at [Home/Government/City Council/Council Committees/Sidewalk Committee](#). The first is an informative [Council Sidewalk Committee Packet](#) for the Committee's initial meeting in December that is also available for inspection in the Council Office. The second are the Memoranda and Minutes for these meetings. The Memoranda are available in the Council Office and the Minutes will be available once reviewed by the Committee and approved by the Chair.*

Preliminary Matters

Early on, the Committee:

- Elected a Chairperson (Dorothy Granger); and
- Acknowledged and thanked the Office of City Clerk (through Martha Hilderbrand, Hearings Officer/Deputy Clerk) for serving as Secretary for the proceedings.

Review of Funding

The transportation-related monies are comprised of \$306,000 from the ATF, which receives surplus revenues from the Neighborhood Parking Program (BMC 15.37.160). While that amount entails a mere increase of \$6,000 over 2016, it reflects previous increases of \$25,000 for 2014 and \$50,000 for 2013. The budget for the ATF (#454) is as follows:

Alternative Transportation Fund (ATF) (#454) - 2017

<u>Category</u>	<u>Budget</u>	<u>Notes</u>
Council Sidewalks	\$306,000	
Greenways	\$200,000	
Other	\$ 40,000	
Total:	\$546,000	

City of Bloomington Utilities (CBU) Collaboration.

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 often majority, part of the project cost. To address this constraint on the installation of sidewalk projects, in 2007, the City of Bloomington Utilities department set aside \$100,000 for the stormwater component of Council sidewalk projects. In 2008, the set aside was increased to \$125,000, but, in 2009, due to budgetary constraints, it ceased. Since that time, in lieu of a set aside of funds, CBU has offered to explore providing in-kind contributions for identified projects when consistent with departmental stormwater mission and priorities. According to a detailed accounting² provided by Jane Fleig, Utilities Engineer, CBU contributed \$281,527 towards Council Sidewalk Projects from 2007 through 2015. No CBU contributions were necessary in 2016 or appear necessary in 2017.

Review of Previous Allocations – Some with Construction of Projects in 2016 and 2017 (Occasionally with Help from Other City Funds) – Some with Design to be Done in 2016 and 2017

According to the 2016 Council Sidewalk Status Report provided by P&T (dated 12/14/16), here are the list of projects or phases of projects that were completed in 2016 or will be completed in 2017 (some, as noted, with the infusion of other City funds):

Pre-2016 Council Sidewalk Committee Projects – Completion in 2016 or 2017	
Project	Allocation
Kinser Pike - Sidewalk from W 17 th to existing sidewalk further north (East Side)	Construction was bid in December 2015 and completed in May 2016. The total project cost was \$160,266.
West 17th Street Sidewalk from Maple to Madison ³	Design and right-of-way acquisition were completed in early 2016 with Council Sidewalk Committee funds. Construction was awarded in July 2016 and is anticipated for completion in Spring 2017 with use of Tax Increment Financing (TIF) funds. The total project cost includes ~ \$16,975 from Council Sidewalk Committee and \$505,505 from TIF funds for a total of \$667,480.

² The accounting was broken down into materials, labor, and equipment.

³ The sidewalk connecting Maple to sidewalks installed with the Arlington Road roundabout must cross four parcels and are expected to be funded via Community Development Block Grant (CDBG) monies.

2016 Council Sidewalk Allocations – Construction Completed 2016/2017			
Project	Allocation	Spent	Over / (Under)
East 7 th Street – ramp between SR 45/46 path and tunnel under the highway	\$20,000	\$20,000	\$0
Morningside Drive – sidewalk from Sheffield Drive to Park Ridge Road	\$110,000	\$127,094	(\$17,094)
2016 Council Sidewalk Allocations – Design (or Evaluation) in 2016/2017			
Project	Allocation	Spent	Over / (Under)
East 10 th Street – sidewalk and crossing	\$50,000	\$24,650	\$25,350
Rockport Road - sidewalk	\$22,000	\$24,460	(\$2,460)
Moores Pike - Sidewalk at College Mall & Crossing at Clarizz	\$32,000	\$52,590	(\$20,590)
Union Street - sidewalk	\$32,000	\$34,380	(\$2,380)
Walnut Street - sidewalk	\$13,000	\$32,750	(\$19,750)
Mitchell Street - sidewalk	\$22,000	\$27,250	(\$5,250)
Traffic Calming	\$5,000	\$224 ⁴	\$17,776
TOTAL	\$306,000	\$343,398	(\$37,398)⁵

(Please note that the Public Works, Parks and Recreation, HAND, and Planning departments all provided documents describing recent sidewalk as well as other bicycle and pedestrian-related projects. Those submitted before the Initial Council Sidewalk Committee packet was issued for the December meeting can be found in Appendix 6 of that packet (which, as noted above, is available online as well as in the Council Office.)

Program Criteria

The Committee reviewed its criteria for funding projects with the help of Scott Robinson, Planning Services Manager, P & T department. The Committee uses six criteria, some of which have been filtered through analytics developed by the Planning and Transportation staff. 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

⁴ The \$224 went toward repairs to the mobile traffic sign and speed feedback board which assists staff in determining and helping lower traffic speed in locations of interest.

⁵ The remaining costs were allocated by P & T through use of ATF within their budget.

4) Proximity to Destinations	Transit routes and stops	based upon proximity to a mix of destinations. Score: 0 (car dependent) – 100 (walker's paradise)
5) Linkages		Proximity to existing sidewalks as shown on Sidewalk Inventory (updated annually).
6) Cost and Feasibility		Estimates provided by Engineering Dept.

Robinson reminded the Committee that his department prepares an Evaluation Sheet which scores projects based upon objective measures associated with some, but not all, of the criteria. In that regard:

- The Walkscore (which borrows an online analytic tool to provide an objective measure for Criteria 3 [Pedestrian Usage] and Criteria 4 [Proximity to Destinations]) was updated for all projects and led to some change in rankings;
- The Evaluation Sheet does not incorporate objective measures for the Criteria 5 (Linkages or, in other words, “connectivity”) and Criteria 6 (Feasibility), and therefore, the satisfaction and weighing of that criteria was left to the judgment of Committee members.

The Committee did not recommend any changes to the criteria this year.

Setting Priorities after Review of Evaluation Sheet

The Committee reviewed the Evaluation Sheet (attached), which contained 52 proposed projects⁶, including nine new requests, and, over the three meetings, asked P & T staff to clarify estimates for the seven ongoing projects along with a pair of traffic calming projects. At the end of its deliberations, the Committee recommended allocations for two previously-funded sidewalk projects and a pair of traffic-calming pedestrian crossings. The following paragraphs highlight deliberations and briefly elaborate upon the Committee’s recommendations and other actions:

Nine New Projects Requested But Not Funded in 2016

- Nine new projects were requested in 2017: three rated in the top half and six rated in the bottom half of the priority sheet. One out of the nine, a pair of traffic-calming projects, was recommended for funding. The two highest rated requests involved sidewalks and crossings along Gourley Pike and, in their response to the requester, staff relayed issues with line-of-sight, level of usage, and the volume and speed of vehicles on the roadway. The third highest rated request was a sidewalk along East 8th Street east of Union Street where existing sidewalks nearby lowered its perceived need. The remaining unfunded projects were not given a high priority generally because of factors such as the existence of suitable nearby facilities, the lack of City jurisdiction, and the prospect of progress via other funding sources. (*Please see the Council Sidewalk Committee Packet for a description of those requests.*)

⁶ The Evaluation Sheet lists a total of 44 rankings, but 8 projects shared the same rankings.

Funding and Other Recommendations in 2017

- **Sidewalk and Crossing - East 10th Street from Smith Road to the intersection of Deckard Drive / Tamarron Drive (South Side) (Rank #10 & #26)** In 2016, after previous interest and investment in the proximate area, the Committee recommended allocating \$50,000 for the design of the sidewalk from Smith Road to the Deckard / Tamarron Drive intersection and a crossing of 10th at that intersection. The design, which cost \$24,460, entailed a meeting with residents and others,⁷ and led to a proposal that includes a 10' wide sidewalk from Smith to the Deckard / Tamarron intersection and a crossing at that intersection. The crossing should include a median island, school zone, pedestrian hybrid beacon, pavement markings, and advance signage. This year the Committee recommends funding \$58,000 and staff is proposing to add another \$177,000 from other City funds. In addition, staff is working with MCCSC for contributions toward a school zone beacon (~\$15,000) and with INDOT for contributions towards a pedestrian HAWK signal (\$131,000). The City should complete its portion of this project in this summer or fall, and INDOT should complete its HAWK signal in the summer of 2018.
- **Sidewalk on Rockport Road from Graham Drive to south of West Pinehurst Drive (West Side) (Rank #22)** Last year, the Committee recommended allocating \$22,000 for the design of this sidewalk project along Rockport Road. Once this sidewalk and sidewalks associated with the intersection improvement at Rockport Road and Tapp Road are completed, the entire boundary of the triangular Broadview Neighborhood will have had pedestrian facilities installed since its phased annexation spanning the late 1990's and early 2000s. This year, the Committee recommends funding \$200,000 for the construction of the second-to-last leg of this long-term pedestrian plan.
- **A Pair of Traffic-Calming Projects on Sare Road at the Intersections of Winston Street and Spicewood Lane – Recommendation to Consider Traffic-Calming Projects Separately from Sidewalk Projects** - This pair of crossings was proposed by Cm. Rollo and was supported by a representative of the Spicewood neighborhood, who addressed the Committee. The crossings would complement a multiuse path from the Renwick development to Buttonwood Drive that the City has proposed for Metropolitan Planning Organization (MPO) funding.⁸ Together, these projects would provide a bicycle and pedestrian connection to similar facilities both north and south of this section of Sare Road. The Committee recommends allocation of \$48,000 for these crossings and P & T staff offered an additional \$47,000 needed to design and install these projects.

The Committee typically allocates between \$5,000 and \$20,000 for traffic-calming projects each year. The high cost for this pair of crossings and the discussion of other possible traffic-calming projects led the Committee to adopt a motion to separate consideration of traffic-calming from sidewalk projects in the future.

- **Motion for Council to Send Letter to Indiana University – Re: Pedestrian Way on East Side of Dunn Between the Bypass and East 17th Street** Each year, staff apprises the Committee of other sidewalk projects being installed around the City. This year, the Committee heard about and welcomed the sidewalk installed by Indiana University along 17th Street near the IU stadium, transit stops, and commuter lots. Staff noted that

⁷ Please note that about 30 emails and eight letters were sent to the Committee by residents in favor of this project.

⁸ Please know that the Committee sent a letter to the MPO in support of that project.

representatives from IU and the City meet on a monthly basis to coordinate work in the right-of-way. After further discussion about pedestrian facilities in that area, the Committee adopted a motion recommending that the Council send a letter to IU urging installation of a sidewalk on the east side of North Dunn Street from the Bypass to 17th Street. (*Draft letter forthcoming*)

- **Status Report Regarding On-going Projects Requested for Late October**

The Committee requested a Status Report regarding on-going projects by late October of 2017. This report would cover not only the two sidewalk and two traffic-calming projects recommended for funding this year, but also projects in the design, evaluation, and acquisition of right-of-way phase as a result of funding in 2016. These include:

- Sidewalk - Union Street from 4th Street to 7th Street - Design
- Sidewalk - Moores Pike from College Mall to Woodruff Lane – Design
- Pedestrian Crossing – Moores Pike and Clarizz - Evaluation
- Sidewalk - South Walnut Street from Winston Thomas to National Guard Armory – Design and Right-of-Way
- Sidewalk - Mitchell Street from Maxwell Lane to Circle Drive - Design

Summary of Actions

In summary, during the course of its 2017 deliberations, the Committee:

- Elected Cm. Granger as Chairperson;
- Acknowledged two disclosures of conflicts of interest from:
 - the Administrator/Attorney, who owns and resides in a house along a proposed project (Nancy Street from Mark to Hillside); and
 - Bob Woolford, the representative from the HAND department, who owns and resides in a house along another proposed project (Wylie Street from Henderson to Lincoln) neither of which were given serious consideration by the Committee this year;
- Recommended the allocation of \$306,000 in ATF monies for two sidewalk and a pair of traffic-calming projects – *See Funding Recommendations (attached)*
- Recognized traffic-calming projects as an unmet and emerging priority and adopted a motion that these projects be considered independently of Committee Sidewalk projects in the future;
- Recommended that the Council send a letter to Indiana University urging installation of a sidewalk along the east side of North Dunn between 17th and the Bypass as part of its welcomed pedestrian improvements to the area;
- Authorized the Chair to correct and approve the minutes after Committee and staff had a week to review them;
- Authorized submittal of a Committee Report to the Council (after signatures have been obtained by a majority of Committee members); and
- Requested staff to submit a Progress Report no later than the end of October regarding Committee recommendations and on-going projects.

COUNCIL SIDEWALK COMMITTEE (COMMITTEE) RECOMMENDATIONS FOR 2017

- FUNDS AVAILABLE: \$306,000

- **Alternative Transportation Fund (ATF)** Use the \$306,000 of Alternative Transportation Funds appropriated in 2017 for sidewalk and traffic-calming projects recommended by the Committee.
- **CBU Assistance with Storm Water Component of Council Sidewalk Committee Projects** While no longer setting aside funds for the storm water component of Council sidewalk projects, CBU continues to look at proposed projects and see whether it can provide some in-kind contributions.
- *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 remained unspent and, therefore, the shaded column remains empty.*

ATF	ATF (Additional Amounts – Should They be Appropriated)	CBU	OTHER FUNDS
East 10th - Design (\$24,650), Right-of-Way (\$0) & Construction (\$250,00) Sidewalk from Smith Road to the intersection of Deckard Drive /Tamarron Drive (South Side) with a Pedestrian Crossing and Other Safety Improvements at that Intersection	\$58,000	\$0	\$192,000 *
Rockport Road – Design (\$24,460), Right-of-Way (\$0) & Construction (\$200,000) West Pinehurst Drive to South of Graham Drive (West Side)	\$200,000	\$0	\$0
Traffic-Calming – Design (\$15,000), Right-of-Way (\$0) & Construction (\$80,000) Sare Road Island Crossings (at two locations – Winston Street and Spicewood Lane)	\$48,000	\$0	\$ 47,000 **/+
2017 ALLOCATION	\$306,000	\$0	\$239,000

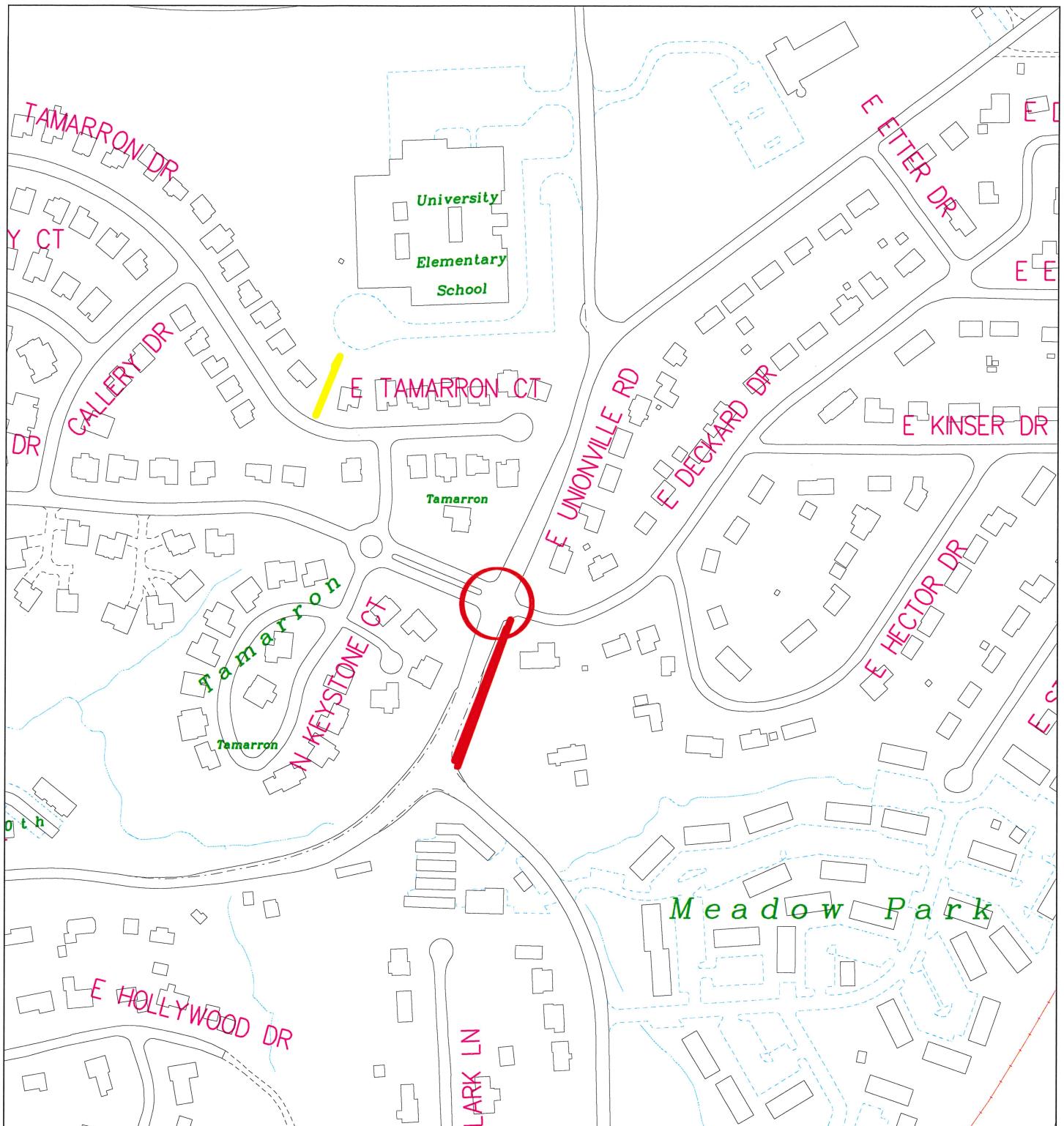
Note: The Committee recognizes that the allocations for each project are estimates and may change. The allocations are intended to establish priorities and keep expenditures within appropriations. According to prior motions by the Committee, project costs that exceed the estimate by 10% should be approved by the Chair; project costs that exceed the estimate by \$20,000 should be approved by the Committee.

This year the Committee requested a Status Report by late October, 2017.

*P & T staff indicate that they are in discussions with MCCSC about contributing towards a school zone flashing beacon (~\$15,000) and estimate that about \$177,000 of other City funds will also be contributed to this project. In addition, although not included in the \$192,000 amount, staff is working with INDOT to design and construct a pedestrian hybrid beacon (~\$131,000). The City improvements should be completed by this summer or fall and the INDOT improvements should be completed in the summer of 2018.

** The P & T Department works with constituents in regard to traffic-calming requests and uses other City monies at its disposal to pay for those efforts. This year, P & T agreed to contribute the remaining costs for the two pedestrian crossings along Sare Road. Recognizing traffic-calming as a new priority, the Committee also requested that traffic-calming projects be considered separately from Committee sidewalk projects in the future.

** + The City has submitted a request for funds through the Metropolitan Planning Organization (MPO) for a multiuse path along Sare Road from an existing path at Renwick to Buttonwood Lane. Upon a motion from the Committee, the Chair sent a letter to the MPO supporting the installation of this multiuse path and noting that these crossings would complement that project.



Council Sidewalk Committee Recommendations 2017

Red Line and Circle = Sidewalk and Crossing – Recommended for Construction

Yellow Line = Existing Path to School

By: sherman

11 Apr 17 300

0

300

600

900

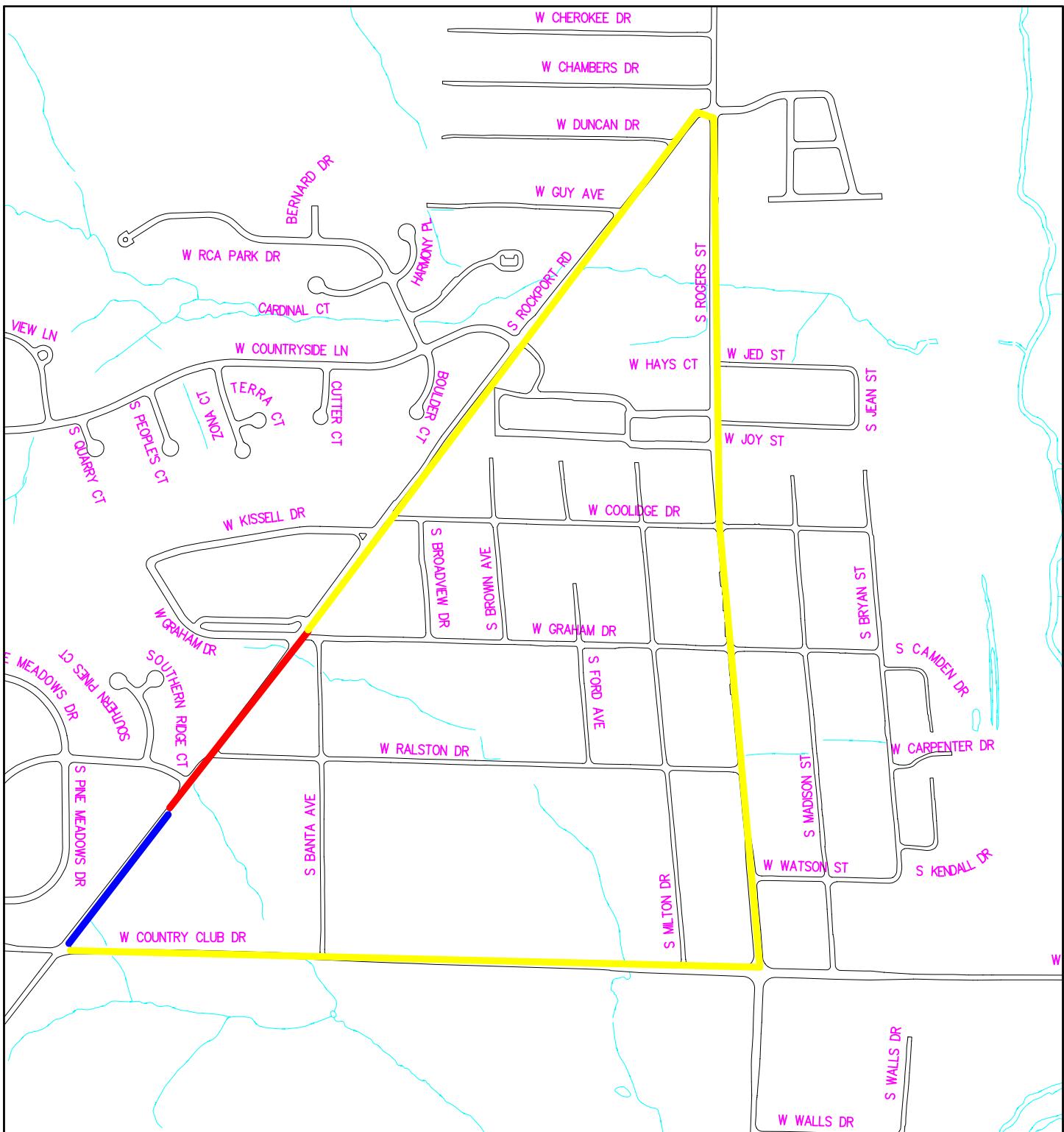
For reference only; map information NOT warranted.

City of Bloomington

Council Office



Scale: 1" = 300'



Council Sidewalk Committee Recommendations – 2017

Red Line = Sidewalk Recommended for Funding in 2017

Blue Line = Sidewalk Anticipated with Intersection Improvements in Near Future

Yellow Line = Sidewalk and Multiuse Paths Funded by City since 2000

By: sherman

11 Apr 17 600

0

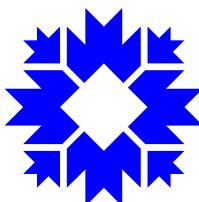
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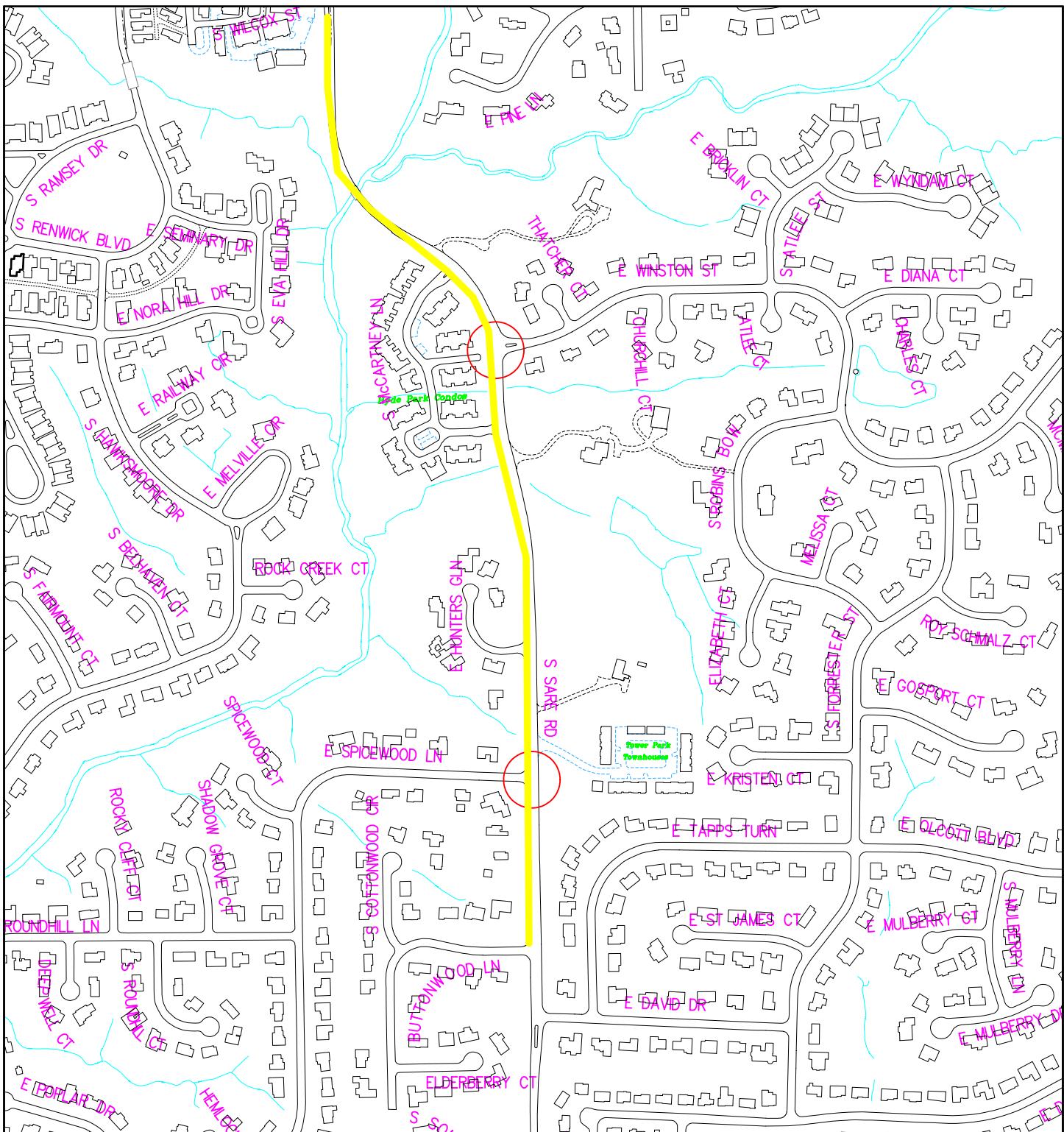


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Scale: 1" = 600'

For reference only; map information NOT warranted.



Council Sidewalk Committee Recommendations – 2017

Red Circles = Proposed Pedestrian Crossing / Traffic-Calming Projects

Yellow Line = Location for Proposed MPO-Funded Multilane Path

By: sherman

11 Apr 17

500

0

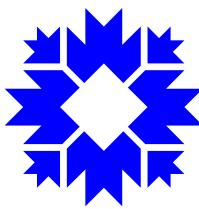
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1500



City of Bloomington
Council Office



Scale: 1" = 500'

For reference only; map information NOT warranted.

Council Sidewalk Committee Policies

Criteria for Selecting Sidewalk Projects

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

History of Revisions

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

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

Other Policies

Overage Policy

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

2017 Council Sidewalk Committee - Initial Project Prioritization

Street	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 (2016)*	Overall Project Rank
Pete Ellis Dr. (2016)	3rd St. to 10th St.	2,750	71	5	3.57	26	270	2	1,587	2	35	1	1
Indiana Ave. (2016)	NW Corner 3rd St. & Indiana Ave.	268	87	1	2.95	44	633	1	1,193	6	52	2	2
E. 3rd St. (2015)	2 vacant Lots E of Park Ridge	340	20	44	4.16	3	268	3	1,552	3	53	3	3
Union St.	4th St. to 7th St.	954	68	8	3.84	14	103	23	1,035	9	54	3	4
14th St.	Madison St. to Woodburn Ave.	450	85	2	3.58	25	220	11	769	18	56	5	5
19th St. (2011)	Walnut St. to Dunn St.	1,120	51	18	3.48	30	178	14	1,229	5	67	6	6
Smith Rd. (2011)	Grandview Dr. to 10th St.(west)	1,352	42	24	3.63	21	260	7	771	17	69	7	7
Moores Pk.	Andrews St. to College Mall Rd.	1,289	51	18	3.99	8	52	39	1,453	4	69	7	7
Gourley Pk. (2017)	Kinser Pike to Monroe St.	2,900	40	26	3.62	22	126	18	1,083	8	74	-	9
E. 10th St. (2015)	Grandview Dr. to Russell Rd.	2,390	19	45	4.01	6	268	3	571	21	75	10	10
S. Rogers St.	south of Hillside Dr.	480	43	23	3.97	10	90	27	825	16	76	12	11
Jefferson St.	3rd St. to 7th St.	1,375	66	9	3.66	18	97	24	393	26	77	11	12
Gourley Pk./ Old SR 27 (2017)	College Ave. to Kinser Pk.	1,084	69	6	2.93	45	194	13	930	14	78	-	13
17th St.	Indiana Ave. to Forrest Ave.	1,323	45	21	4.23	1	58	37	525	23	82	13	14
N. Indiana (2015)	15th St. to 17th St.	409	58	14	3.61	23	76	32	881	15	84	13	15
Miller Dr.	Huntington Dr. to Olive St.	423	38	30	3.66	18	82	30	1,191	7	85	15	16
5th St.	Union St. to Hillsdale Dr.	1,671	66	9	3.52	29	131	17	298	31	86	15	17
Walnut St.	Pinewood to 2942 S. Walnut (formerly from Hoosier St. to Force Fitness driveway)	369	52	17	3.74	17	34	43	986	12	89	17	18
17th St. (2012)	Crescent Street to College Ave.	5,500	45	21	2.46	48	216	12	996	10	91	7	19
E 7th St. (2011)	SR 45/46 Bypass to Hillsdale Dr.	830	69	6	3.30	38	240	8	202	39	91	19	19
Moores Pk.	Valley Forge Rd. to High St.	1,060	34	34	4.17	2	107	22	240	35	93	19	21
High St.	Covenanter Dr. to 2nd St.	2,622	46	20	4.01	6	93	26	156	43	95	25	22
Clark St.	3rd St. to 7th St.	1,390	60	13	3.25	40	131	16	360	27	96	21	23
Walnut St.	Winston/Thomas to Nat'l Guard Armory	1,064	42	24	3.99	8	34	44	679	20	96	22	23
8th St. (2017)	Jefferson St. to Hillsdale Dr.	938	61	12	3.16	42	230	9	284	33	96	-	23
Palmer St. connector path	Wylie St. to 1st St.	529	75	4	1.50	52	146	15	328	28	99	22	26
Rockport Rd. (~1/2 built 2014)	Countryside Ln. to Tapp Rd.	3,198	25	41	4.07	4	61	35	716	19	99	22	26
10th St. (2013)	Smith Rd. to Russell Rd.	1,010	22	43	3.92	12	268	3	172	41	99	26	26
Mitchell St. (2016)	Maxwell Ln. to Atwater Ave.	1,890	56	15	2.91	46	265	6	282	34	101	26	29
Bryan St. (2013)	3rd St. to 7th St.	1,400	55	16	3.34	35	90	28	539	22	101	29	29
VWylie St. (2013)	Lincoln St. to Henderson St.	1,150	77	3	2.33	50	121	19	301	30	102	26	31
Allen St. (2015)	Henderson St. to Lincoln St.	1,184	66	9	1.98	51	113	21	302	29	110	30	32
Curry Pike (2017)	SR 45 to Beasley Dr.	2,638	39	29	3.92	12	68	34	207	38	113	-	33
Corey Ln. (2015)	2nd St. to 3rd St.	2,332	15	46	3.61	23	48	41	987	11	121	32	34
Walnut St. (2013)	SR 45/46 to 500 ft N of Fritz Dr	2,300	37	31	3.65	20	18	47	481	24	122	31	35
Fee Ln. (2015)	SR 45/46 to Lot 12 Entrance	1,353	11	52	3.44	33	48	41	5,400	1	127	33	36
Franklin Dr. (2017)	3rd St. to Fairfield Dr.	148	40	26	2.38	49	49	40	943	13	128	-	37
Morningside Dr. (2012)	Sheffield Dr. to Park Ridge Rd.	1,276	35	32	2.87	47	228	10	174	40	129	34	38
Nancy St.	Hillside Dr. to Mark St.	878	31	38	3.48	30	94	25	235	36	129	36	38
Rhorer Rd.	Walnut St. to Sare Rd.	4,775	40	26	4.06	5	0	49	69	50	130	35	40
Mitchell St. (2012)	Maxwell Ln. to Circle Dr. (east)	624	34	34	3.34	35	77	31	297	32	132	38	41
Smith Rd. (2011)	Hagan St. to Brighton Ave. (west)	1,817	28	39	3.56	28	118	20	122	46	133	37	42
Winslow Rd. (2017)	High Street to Xavier Ct.	1,524	15	46	3.95	11	69	33	152	44	134	-	43
Graham Dr. (2011)	Rockport Rd. to Rogers St.	1,815	35	32	3.34	35	58	36	234	37	140	39	44
Ford Ave. (2017)	Graham Dr. to Coolidge Dr.	260	12	48	3.06	43	84	29	424	25	145	-	45
Dunn St.	SR 45/46 to Tamarack Tr.	2,044	32	37	3.83	15	7	48	74	49	149	40	46
S. Highland (2015)	Winslow Park Parking to Sidewalk	755	23	42	3.45	32	55	38	158	42	154	41	47
Woodlawn Avenue (2017)	Weatherstone Ln. to Maxwell Ln.	1,328	33	36	3.57	26	21	46	86	47	155	-	48
Kinser Pk.	north of Acuff Rd.	1,595	12	48	3.83	15	0	49	40	52	164	42	49
Ramble Rd.	Ramble Rd. to Dunn St.	875	28	39	3.26	39	0	49	86	47	174	43	50
Sare Rd. (2017)	Rogers Rd. to Cathcart St.	3,330	12	48	3.20	41	30	45	138	45	179	-	51
N. Dunn St. (2015)	Tamarack Trail to Lakewood Dr.	3,602	12	48	3.41	34	0	49	64	51	182	44	52

<# 2017

<# 2017

<# 2017

* This column was added by the Council Office. It compares rankings from one year to the next and found no changes greater than 3 slots.

The tan shaded rows indicate new proposals for consideration in 2017 and the blue shaded rows indicate previously funded ongoing projects.

See the Index (which follows this sheet in the materials) for a list of recently completed projects as well as recently removed proposals.

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A HISTORY OF COUNCIL SIDEWALK COMMITTEE FUNDS, 2002-2017

2017

Site	Estimate	Recommendation	Possible Additional Appropriation	Comments
E. 10th from Smith Road to Deckard /Tamarron Drive (South Side) - Sidewalk, Pedestrian Crossing, and Other Safety Improvements	\$274,650.00	\$58,000.00		In 2016, after previous interest and investment in the proximate area, the Committee recommended allocating \$50,000 for the design of the sidewalk from Smith Road to the Deckard / Tamarron Drive intersection and a crossing of 10th at that intersection. The design, which cost \$24,460, entailed a meeting with residents and others, and led to a proposal that includes a 10' wide sidewalk from Deckard to Tamarron and a crossing at Tamarron. The crossing should include a median island, school zone, pedestrian hybrid beacon, pavement markings, and advance signage. In 2017, the Committee recommends funding \$58,000 and staff is proposing to add another \$177,000 from other City funds. In addition, staff is working with MCCSC for contributions toward a school zone beacon (~\$15,000) and with INDOT for contributions towards a pedestrian HAWK signal (\$131,000). The City should complete its portion of this project in the summer or fall of 2017 and INDOT should complete its HAWK signal in the summer of 2018.
Rockport Road from Graham Drive to south of West Pinehurst Drive (West Side) - Sidewalk	\$224,460.00	\$200,000.00		Last year, the Committee recommended allocating \$22,000 for the design of this sidewalk project along Rockport Road. Once this sidewalk and sidewalks associated with the intersection improvement at Rockport Road and Tapp Road are completed, the entire boundary of the triangular Broadview Neighborhood will have had pedestrian facilities installed since its phased annexation spanning the late 1990's and early 2000s. This year, the Committee recommends funding \$200,000 for the construction of the second-to-last leg of this long-term pedestrian plan.
Sare Road at Buttonwood Lane and at Spicewood Lane -Traffic calming / Pedestrian Crossing	\$95,000.00	\$48,000.00		This pair of crossings was proposed by Cm. Rollo and was supported by a representative of the Spicewood neighborhood, who addressed the Committee. The crossings would complement a multiuse path from the Renwick development to Buttonwood Drive that the City has proposed for Metropolitan Planning Organization (MPO) funding. Together, these projects would provide a bicycle and pedestrian connection to similar facilities both north and south of this section of Sare Road. The Committee recommends allocation of \$48,000 for these crossings and P & T staff offered an additional \$47,000 needed to design and install these projects. The high cost for this pair of crossings and the discussion of other possible traffic-calming projects led the Committee to adopt a motion to separate consideration of traffic-calming from sidewalk projects in the future.
Total	\$594,110.00	\$306,000.00		

2016				
Site	Estimate	Recommendation	Possible Additional Appropriation	Comments
SR 45/46 Bypass and Tunnel to 7th Street (West Side) - Sidewalk	\$65,000.00	\$20,000.00		This project would connect the sidepath on the west side of the SR 45/46 Bypass and the bicycle/pedestrian tunnel at this site with 7th Street and, thereby, to the neighborhoods to the south and west. It would include installing a ramp from the Bypass to the tunnel and stairs to 7th Street. The cost has grown as the project moved from an in-house to a contracted one. Design was paid for previously. A contingent allocation last year was left unspent because other funds were not available. This year the P & T department has made \$35,000 available and the Sidewalk Committee recommends allocating the remaining \$20,000 to complete this project in 2016.
E. 10th from Smith Road to Tamarron Drive (South Side) - Sidewalk, Pedestrian Crossing, and Other Safety Improvements	\$249,000.00	\$50,000.00		In 2003 and 2004, the Committee funded a sidewalk east of Grandview to connect with existing sidewalks toward town. Over the years, various requests for pedestrian infrastructure from Grandview Drive to Russell Road have been made. The reasons for funding this project include the need to help children walk safely from neighborhoods south of East 10 th to University Elementary School and possibly help MCCSC reduce transportation costs associated with bussing the children to and from school. Staff has been in contact with Indiana Department of Transportation (INDOT), which has jurisdiction over this portion of the corridor, about use of the right-of-way and other cooperation with this project. The Committee recommends funding \$50,000 for design which would include a crossing of East 10 th . An additional \$12,000 would be needed for right-of-way and \$187,000 for construction to complete this project.
Morningside Drive from Sheffield Drive to Park Ridge Road - Sidewalk	\$110,000.00	\$110,000.00		This project would extend a Committee sidewalk project on Morningside Drive which ended at Sheffield to sidewalks and park on Park Ridge Road. The curve in Morningside raised safety issues for pedestrians who now walk in the road and may entail some storm water infrastructure. The Committee recommended funding design (\$15,000), right-of-way (\$4,000), and construction (\$110,000) this year (or bid this year for construction next year).
Moores Pike from College Mall Road to Woodruff Lane (South Side) - Sidewalk	\$135,000.00	\$24,000.00		Moores Pike east of College Mall Road is a busy road with neighborhoods to the south without a sidewalk to the intersection with College Mall Road. In 2009, the Committee funded a sidewalk from Andrews Circle to an existing sidewalk to the east, but was stymied by the estimated cost for widening the roadway for a sidewalk to the intersection with College Mall. This year, the Committee requested new estimates which, with use of the existing roadway, brought down the costs to \$135,000 - \$24,000 for design and \$111,000 for construction. The Committee recommended funding design this year.
Union Street from 4th to 7th Street (East Side) - Sidewalk	\$189,000.00	\$32,000.00		This project was first requested in 2008. Union can be busy street, at times. There is a sidewalk on the west side from 3rd to 10th and on the east side from 3rd to 4th and from about a half block north of 7th to 10th. Over the years, the Committee has heard that pedestrian walk in the street on the east side. Total cost of this project would be \$189,000 with \$32,000 for design, \$34,000 for acquisition of right-of-way (which may be reduced by owner(s) willing to donate the land), and \$123,000 for construction. The Committee recommended allocation funds for design (\$32,000).

South Walnut Street from Winston Thomas to National Guard Armory (West Side) - Sidewalk	\$87,000.00	\$13,000.00		In 2003, the Committee began funding missing sidewalks on the west side of South Walnut between Country Club and Rhorer roads. It started on the north end and progressed as far as Pinewood, and the Committee has continued to discuss filling in the gaps to the south. This year, the Committee reviewed the missing sidewalk segments and sought an estimate for the Winston Thomas to National Guard Armory piece. Total cost of the project would be about \$123,000 – design (\$12,000), right-of-way (\$1,000) and construction (\$74,000). The Committee recommended funding design and right-of-way this year (\$13,000).
Mitchell Street from Maxwell Lane to Circle Drive (East Side) - Sidewalk	\$112,000.00	\$22,000.00		This sidewalk would serve pedestrians who, due to previous Committee recommendations, have sidewalks on the south at Circle Drive and sidewalks on the north along Maxwell Lane. In 2012, with a modest investment of \$1,100, the Committee was able to fund lane-markings for that block (after the Council restricted parking on the east side of the street). This year the Committee sought estimates for a sidewalk which totaled \$112,000 and recommended funding design (\$22,000). The remainder of the costs would be for construction (\$90,000) (with no funds needed for right-of-way).
Rockport Road from Graham Drive to south of West Pinehurst Drive (West Side) - Side Walk	\$137,000.00	\$22,000.00		For well over a decade, the City has invested in pedestrian infrastructure surrounding the triangular-shaped Broadview area. A ~\$1.2 million road & sidewalk project along Rockport Road near Countryside Lane was completed in 2015 (with a ~\$25,000 investment from the Committee for some preliminary costs). No sidewalks are in place on the west side of the street from Graham Drive to the intersection at Tapp Road. An intersection improvement at Tapp Road, primarily funded through the MPO (with federal money), will bring sidewalks to just south of West Pinehurst. The Committee sought an estimate for the missing segment north to Graham Drive and recommended funding for design. Total costs add up to \$137,000 and include \$22,000 for design, \$29,000 for right-of-way, and \$86,000 for construction.
Traffic calming	\$5,000.00	\$5,000.00		The Committee recommend an allocation of \$5,000 for some possible as yet unidentified traffic-calming projects.
Moores Pike at Clarizz Boulevard (Pedestrian Crossing)	?	*(\$2000)	\$6,000.00	When discussing the south side of Moores Pike at the intersection of College Mall Road, the Committee also looked further east to Clarizz Boulevard and beyond, where there are sidewalks on the north but none on the south. The Committee thought a pedestrian crossing at Clarizz Boulevard would provide some connectivity, but the costs would only be known after an investment in design (\$8,000). Given other priorities this year, the Committee recommended funding this project if funds reverted in 2015 could be reappropriated. In that event, the allocation would include \$2,000 from 2016 and \$6,000 for 2015.
College Avenue from 10th to 17th - Road Repaving and Curb and Sidewalk Replacement Project	?		\$12,885.00	In the event of an additional appropriation of unspent funds reverted to the ATF at the end of 2015, the Committee responded to a request from Public Works to help with this road repaving and curb and sidewalk replacement project.
TOTAL	\$1,089,000.00	\$298,000 *	\$18,885.00	Note: Another \$2,000 would be added to the \$298,000 to bring the total to the full budgeted amount of \$300,000 if an additional appropriation of unspent funds in 2015 (see column to the left) was approved and allowed, in part, monies for the Moores Pike /Clarizz pedestrian crossing.

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

2014				
Site	Estimate	Recommendation	Other Funds	Comments
Kinser Pike - 17th Street north to Apartments (East Side)	\$228,412.80	\$38,068.80		This highest ranking project has been on the list for over a decade due, in large part, to the cost of the right-of-way (which amounts to over half of the total project cost of \$228,412). After obtaining estimates for both sides of the street, the Committee chose the east side, which was less expensive and more-likely-to-be-used. This recommendation commits \$38,068.80 toward the design of this project in 2014 with construction considered a high priority in 2015.
West 17th Street -- Maple to Madison (South Side)	\$276,361.80	\$58,810.30		* Installation of sidewalks on West 17th Street has been a high priority for the City and will see progress to the east and west of this project in the near future. This year, the Committee learned it would cost \$276,361.80 for this project, which would include about 650 feet of sidewalk (with some sidewalk already in place), some steps here and there, and some storm water component (estimated at about \$59,000) that might be covered by City Utilities. The recommendation this year is to allot \$46,060.30 toward the design and \$12,750 toward appraisal work for this project and make construction a high priority next year. *CBU will explore in-kind contributions toward the storm water component of this project.
SR 45/46 Bypass and Tunnel to 7th Street (West Side)	\$20,000.00	\$20,000.00		This project would connect the side path on the west side of the SR 45/46 Bypass and the bicycle/pedestrian tunnel at this site with 7th Street and, thereby, to the neighborhoods to the south and west. It would include installing a ramp from the Bypass and stairs from the tunnel. The cost is estimated at \$20,000 and the stairs would have a "cheek wall" for bicyclists to use for their bikes after dismounting them. The Committee thought this may have the added benefit of encouraging more bicycle and pedestrian traffic between the neighborhoods to the east and the campus to the west.
Leonard Springs -- 300 feet South of Walmart Entrance to Tapp Road	Unknown	\$15,000.00	Unknown	Last year the Committee recommended contributing as much as \$15,000 to this Monroe County project over two years if it was going forward. The logic for contributing is two-fold: first, the roadway is owned by the City (but the adjacent land is within the County) and second, there are some pockets within the City to the south with residents that would use the sidewalk. The project would be about 1,200 feet long and cross 10 parcels of land. <i>It is conditioned on adequate assurances that the project will go forward and the contribution will be spent in 2014.</i>

Sheffield - Morningside Drive to Providence (West Side)	\$63,414.45	\$55,143.00		This project would complete missing sidewalk segments along Sheffield that would connect with existing sidewalks along Plymouth on the north and recently-completed Council Sidewalk Committee projects on the south along Morningside Drive. Speed of cars descending the curve to Morningside, in part, made this a priority for the Committee. The Engineering Department will design the project which reduced the outlay by \$8,271.45.
Maxwell Lane -- Jordan Avenue to Sheridan (North Side)	\$96,279.38	\$96,279.38		This follows on the project in 2013 that brought a sidewalk to the north side of Maxwell from the bottom of the hill at Highland to mid-way up the hill at Jordan. It will continue the project over the crest of the hill to Sheridan. Once this block is done - with the help of previous Committee-recommended projects - there will be a continuous run of sidewalks all the way from High Street on the east to Henderson on the west. Funds for the design of this project were provided in 2006.
Traffic-Calming (Unspecified)		\$15,000.00		The Committee set aside \$15,000 for unspecified traffic-calming projects in the event one is ready for installation this year.
Total	\$621,053.98	\$298,301.48	*	<i>Note: This history reflects Annual Committee Reports and not Interim Reports. An Interim Report was approved for both 2013 and 2014 that reallocated these funds.</i>

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

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

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

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

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

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

2005

Site	Estimate	Recommendation	Comments
Maxwell Lane from Clifton Sidepath to High Street (north side)	\$65,175.00	\$65,175.00	Since 1999, the Committee has funded sidewalks on Maxwell Lane between Henderson and High Street. The first project was north of Bryan Park and ran from Henderson Street to Manor Road and connected to an existing sidewalk that runs to Jordan Avenue. The second project connected a sidewalk on Sheridan with the Clifton sidepath. This project would connect the latter sidewalk to High Street. The Committee recommended that a cross walk be placed on High (to connect with an existing sidewalk) and that sidewalk be placed to preserve trees, if that isn't possible, include a tree plot. Note: The project was rebid and completed in 2007 and was funded, in part, with the reappropriation of \$34,000 in reverted funds.
Queens Way from Chelsea to Sussex (south side)	\$35,729.00	\$35,729.00	The Renwick developer will install a sidewalk on the south side of Queens Way from the new development to Monclair Avenue. The Committee received estimates for installing sidewalks the rest of the way to High Street (\$83,700), funded the first leg between Montclair and Sussex in 2004.
Marilyn from Nancy to High Street (south side)	\$155,216 (one block only)	\$11,497.54 (design only)	This project begins completion of the western end of what's known as the Southeast Neighborhood Initiative. This initiative will eventually connect the walking/biking lane on Southdowns / Jordan with sidewalks at Covenanter / High Street. The City has already completed a sidewalk from Mitchell / Southdowns to Ruby / Nancy Street, and Nancy Street from Ruby to Marilyn Drive. This allocation funds design costs and gives staff an opportunity to determine whether there are storm water costs that might be borne by CBU. One more leg on Southdowns from Jordan to Mitchell would complete this initiative. Note: This project was completed in 2007.
Roosevelt from 4th to 5th (east side)	\$86,340.00	\$6,395.62 (design only)	This is a new project that would complement new private development on Roosevelt that will make it a through-street and include a sidepath on 4 th Street. The estimate for the project is \$86,340 and this recommendation funds the design costs.
Total:	\$187,244.00		

2004

Site	Estimate	Recommendation	Comments
Sidewalk Project - 10th Street for 350 feet West of Grandview (south side)		\$45,000.00	The Council funded this project in 2003 and approximately \$6,344 was spent that year on designing the sidewalk and acquiring right-of-way, but the remaining funds were not encumbered for its construction. The Committee recommends using unspent and unencumbered funds from previous years to fund this project.
Sidewalk Project - Nancy Street from Ruby Lane to Marilyn Drive (west side)	\$45,628.00	\$45,628.00	The Committee recommended funding this segment of the larger South East Neighborhood Initiative. That initiative first received funding in 2002 (see below).
Sidewalk Project - Jefferson Street between 7th and 8th (east side)	\$114,000.00	\$114,000.00	The Committee recommended funding this first segment of the larger Jefferson Street project, which has been designed as a result of previous funding in 2002 (see below). This segment, unlike the others, does not require a large complement of storm water funds.
Sidewalk Project - Winfield Road from Fairoaks to existing sidewalk just south of Rechter (east side)	\$45,096.00	\$27,000 (+\$18,096 from Wininger/Stolberg)	The Committee recommended funding this project in concert with the developer of the Renwick PUD (Wininger / Stolberg) who has offered to pay for the cost of materials (approximately \$18,096).
Sidewalk Project - Queens Way from Montclair Avenue to Chelsea Court (south side)	\$22,139.00	\$22,139.00	The Committee recommended funding this and the previous project in order to have sidewalks in place before the Renwick PUD gets well under way.
Total:		\$253,767.00	This amount includes \$151,000 of funds appropriated for sidewalks this year and unspent monies from previous years. If there are not enough monies in the Alternative Transportation Fund in 2004, then the Committee will need to decide whether to recommend use of 2005 funds for these purposes.

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