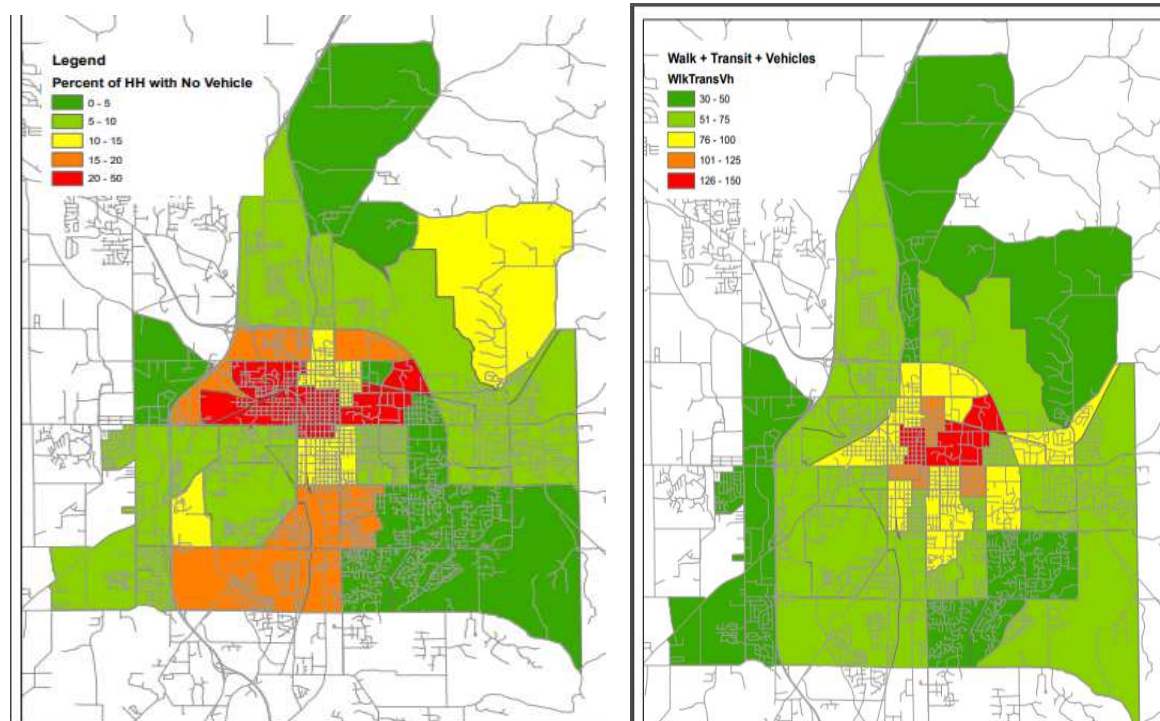


The City of Bloomington Public Works Department took into account multiple variables when identifying portions of sidewalk to be replaced within the downtown core. The first criteria used was sidewalk infrastructure condition data that was produced as part of a citywide field reconnaissance project conducted in 2017. This assessment utilized Light Detection and Ranging (LIDAR) technology and thermal imaging cameras mounted to a vehicle that would scan not only the conditions of streets, but also captured infrastructure data for sidewalks, curbs, Americans with Disabilities Act (ADA) compliant ramps and traffic sign reflectivity in a matter of just a few months. This technology allowed for the first ever citywide infrastructure assessment to be completed, as in the past this task was simply too labor and time intensive to undertake (previously only geographic sections of the city received assessments by Public Works staff during any given year due to these constraints).

The Board of Public Works approved a contract with the Transmap Corporation in November 2017 to perform this LIDAR inventory assessment for Bloomington. A vehicle drove around the city and scanned every street, sidewalk, curb, ramp and sign and cataloged the condition of each infrastructure asset. As a result, the Public Works Department has condition data on every sidewalk segment within the municipal boundaries.

The data provided by the 2017 Transmap field reconnaissance assessment gave staff a starting point to identify areas that had either poor or failing portions of sidewalks and curbs. Both Street Division and Public Works Administration staff spent hours walking the areas in the downtown core identifying sidewalks that had street tree damage, trip hazards and non-compliant ADA curb cuts. In addition, staff also used data from the U.S. Department of Housing and Urban Development's 2018 Community Development Block Grant (CDBG) program to ensure projects were achieving economic equity in qualifying CDBG geographic areas. Federal CDBG funds are used for the development of the community with funded activities being principally for persons of low and moderate income.

The most significant data was provided to Public Works was from the City of Bloomington Planning and Transportation Department. Their data broke down the number of households in city limits that have no vehicle, and their main mode of transportation is either transit, bicycle or walking. As shown on the maps of the area chosen for repairs (included below), it has the highest volume of households that meet these two criteria. All of these factors comprehensively make these specific locations ideal for much needed sidewalk infrastructure improvements and will directly impact the entire downtown area in a positive fashion.

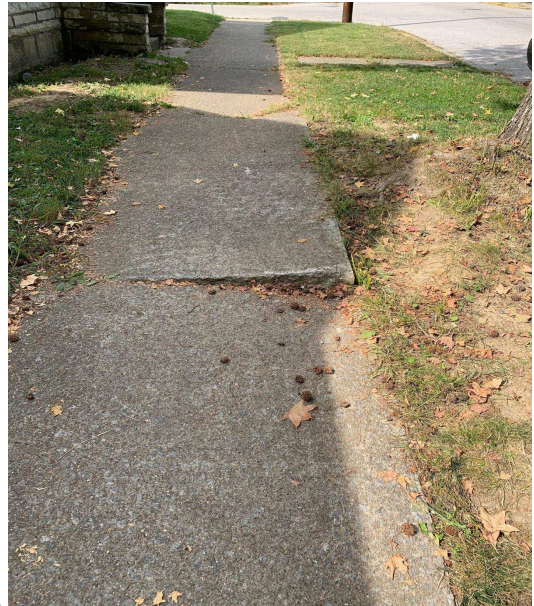




The photos below illustrate the degradation of the primary project area on West 6th Street between N. Fairview Street and N. Elm Street. The first four pictures are of trip hazards that exceed 2" in elevation. In the area chosen, Public Works staff has identified more than 60 of these trip hazards, which create safety hazards for all that utilize this area as a means of mobility. .



1.



2.



3.



4.



The fifth and sixth picture are of non-compliant ADA ramps and street cuts. The seventh photo is of the sidewalk on the eastside of South Elm Street that is in disrepair. Per the photos of the damage, non-compliant driveway and street cuts, and level of disrepair, this area was selected to address and correct a multitude of issues that are currently existing. Repairs will resolve all of these issues allowing for a more pedestrian friendly infrastructure.



5.





6.





7.