

Sidewalk Committee of the Bloomington Common Council

Committee Meeting

Tuesday, April 08, 2025 at 12:00pm noon in the
McCloskey Conference Room, #135,
City Hall, 401 N. Morton Street



CITY OF BLOOMINGTON COMMON COUNCIL

AGENDA:
SIDEWALK COMMITTEE
Tuesday | 12 (noon) PM
08 April 2025

McCloskey Conference Room (#135), Showers Building, 401 N. Morton Street

The meeting may also be accessed at the following link:

<https://bloomington.zoom.us/j/81467299846?pwd=OIPCCIDo9I6GTUSPHFHOXN4JYObuek.1>

1. Preliminary Matters
 - a. Introductions
2. Funding for 2025
 - a. \$500,000 Alternative Transportation Fund Appropriation
3. Evaluation of Old and New Proposed Projects
 - a. Progress of Recently Completed and On-Going Sidewalk Projects
 - b. Disclosures of any Conflicts of Interest
 - c. Discussion of 2025 Criteria, Funding Priorities, and Recommended Projects
4. Public Comment
5. Recommendations for 2025 funding allocations (if Committee is ready to consider)
 - a. If Committee makes recommendations today
 - i. Report to Council
 - b. If Committee does not make recommendations today
 - i. Schedule Future Meetings
6. Other Matters
7. Adjourn

Posted: 4 April 2025

**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).

Classification		Fiscal Year 2024				
Capital Outlays		Amended Budget	Encumbrances	Expenses	YTD Balance	Percent Used
		\$675,375.00	\$264,552.91	\$309,849.50	\$100,972.59	85%
Month	Budget	Amendments	Encumbrances	Expenses	Current YTD Balance	Percent Used
January	\$350,000.00	\$327,550.00	\$325,870.00	\$1,680.00	\$350,000.00	48 %
February	\$0.00	\$0.00	-\$1,940.00	\$1,940.00	\$350,000.00	48 %
March	\$0.00	\$0.00	\$0.00	\$0.00	\$350,000.00	48 %
April	\$0.00	\$0.00	\$22,230.00	\$0.00	\$327,770.00	52 %
May	\$0.00	\$0.00	-\$180,281.00	\$180,281.00	\$327,770.00	52 %
June	\$0.00	\$0.00	-\$8,257.50	\$8,257.50	\$327,770.00	52 %
July	\$0.00	\$0.00	\$0.00	\$0.00	\$327,770.00	52 %
August	\$0.00	\$0.00	-\$114,375.50	\$114,375.50	\$327,770.00	52 %
September	\$0.00	\$0.00	\$0.00	\$0.00	\$327,770.00	52 %
October	\$0.00	\$0.00	-\$1,759.50	\$1,759.50	\$327,770.00	52 %
November	\$0.00	\$0.00	\$39,560.00	\$0.00	\$288,210.00	57 %
December	\$0.00	-\$2,175.00	\$183,506.41	\$1,556.00	\$100,972.59	85 %
Total	\$350,000.00	\$325,375.00	\$264,552.91	\$309,849.50	\$100,972.59	85 %
Unposted Transactions	\$0.00	\$0.00	\$0.00	\$0.00	\$100,972.59	85 %
Grand Total	\$350,000.00	\$325,375.00	\$264,552.91	\$309,849.50	\$100,972.59	85 %



**COUNCIL SIDEWALK COMMITTEE
STAFF REPORT**

Date: April 2, 2025**FROM:** Hank Duncan, Bicycle and Pedestrian Coordinator, Planning and Transportation Department**REGARDING:** 2025 Council Sidewalk Committee Staff Recommendations

Recommendations

Planning and Transportation Department staff recommends allocating 2025 Council Sidewalk Committee funds towards the construction of the N Jefferson St. sidewalk from 8th-10th St, the construction of a crosswalk on N Union St. between E 7th and 10th St, the construction of safety projects in coordination with the Department of Public Works and its 2025 street repaving schedule, and the design of intersection improvements at N Fee Ln./E Law Ln.

Recommended 2025 Council Sidewalk Committee Allocation

Project	Allocation	Description
Repaving Coordination Projects	\$300,000	Construction
N Union St. Crosswalk Improvement	\$90,000	Construction
N Jefferson St. Sidewalk (8 th -10 th St.)	\$70,000	Partial Construction
N Fee Ln./E Law Ln. Intersection Improvement	\$40,000	Design
Total	\$500,000	

Additionally, Planning and Transportation Department staff recommends the appropriation of future Council Sidewalk Committee funds as a separate Engineering Department budget item dedicated towards pedestrian safety and accessibility infrastructure. This will allow for increased cost efficiency on projects as City departments aim to collaborate more on future infrastructure projects.

Repaving Coordination Projects

With a City of Bloomington Vision Zero goal by the year 2039, it is imperative that infrastructure projects focus on increased safety and comfort. To help in this effort to maximize the positive impact made by Council Sidewalk Committee funds, City staff will collaborate with the Department of Public Works and its 2025 street repaving schedule to identify priority locations to improve safety and accessibility.

Possible projects in this line item include but are not limited to crosswalk improvements, intersection improvements, alley curb ramp improvements, and transit stop landing pads.

By coordinating with the Department of Public Works and its repaving schedule, the City will save construction costs and improve more areas than what otherwise would be possible.

N Union St. Crosswalk Improvement



This crosswalk improvement between E 7th and 10th St. was originally prioritized through a federally funded project and has a nearly complete design. To save costs, it would be beneficial to finalize design bid this project for construction this year.

N Jefferson St. Sidewalk (E 8th – 10th St.)

A top-scoring new sidewalk project through the Sidewalk Evaluation Matrix and prioritized for design by the 2024 Council Sidewalk Committee, this project has an estimated construction cost of \$300,000. The recommended allocation of \$70,000 towards this project will go towards this project with the expectation that future Council Sidewalk Committees allocate the remaining funds needed for construction.

N Fee Ln./E Law Ln. Intersection Improvement

Designated as a Highest Priority intersection according to the Safe Streets for All Action Plan, this is one of the highest traveled intersections in Bloomington by pedestrians. Additionally, City staff has received many comments and concerns from Bloomington residents and Indiana University students and faculty about walking across this intersection. If funds allow, staff will also design crosswalk improvements on N Fee Ln. at the Briscoe Quadrangle.

If feasibility concerns arise with this location, staff recommends prioritizing a crosswalk improvement design at the S Walnut St. Pike/E Allendale Dr. intersection.

Future Funding Allocation

As the Planning and Transportation, Engineering, and Public Works Departments collaborate to efficiently and effectively reach the City's Safe Streets for All Action Plan goals, appropriating Council Sidewalk Committee funds through a separate Engineering Department budget item dedicated towards pedestrian safety and accessibility will provide the much needed flexibility to appropriately maximize efficiency on infrastructure projects.

Using the [Safe Streets for All Action Plan](#) and its priority and high injury networks, Planning and Transportation staff will use these funds to target the most impactful locations primarily within the given Public Works and Engineering project areas on an annual basis.

Strategies and Projects Prioritization: Priority Corridors

Legend

Weighted scores of corridors
within the study area

■ Highest

■ High

■ Medium

■ Medium-Low

■ INDOT Jurisdiction

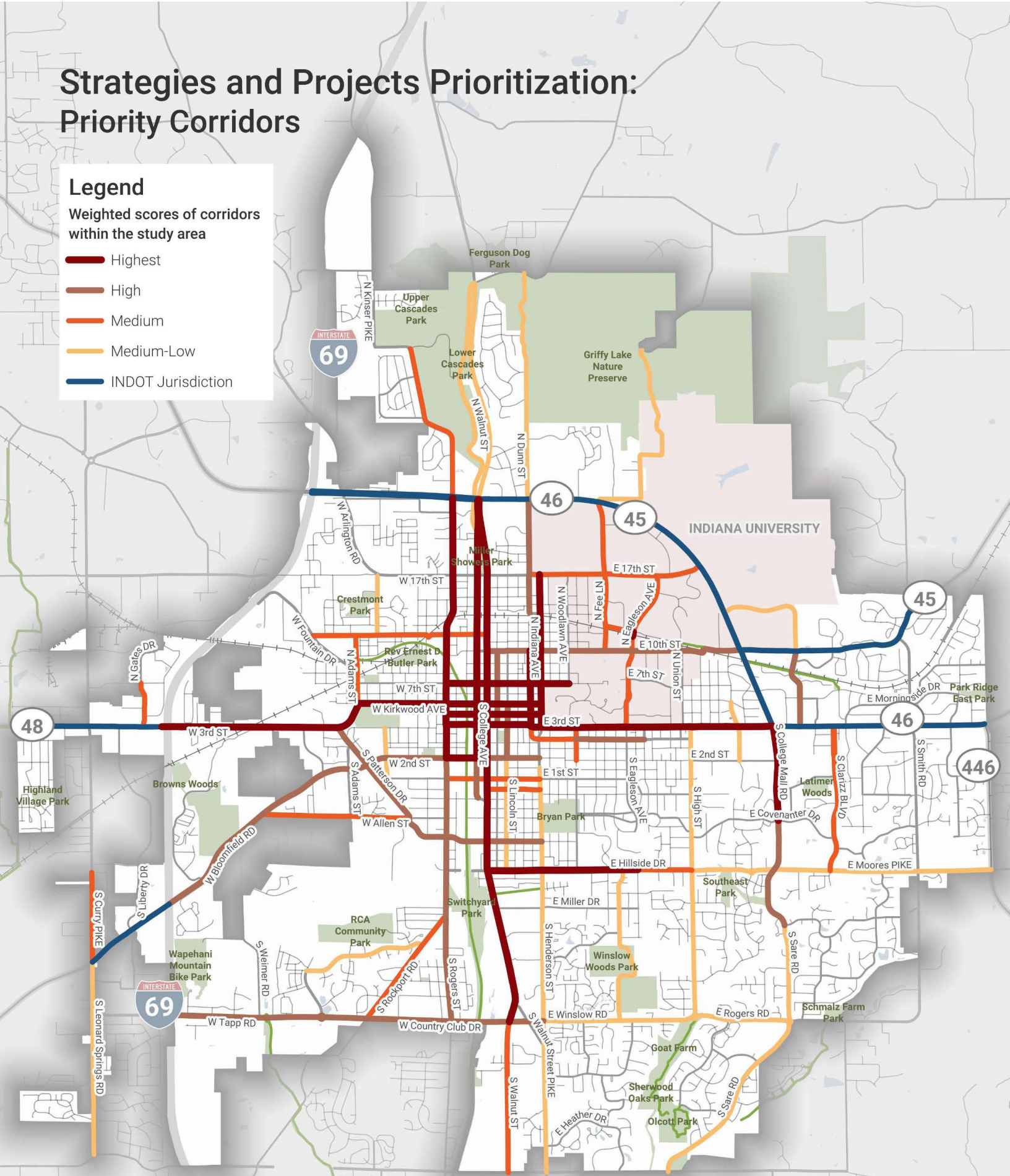


Figure 25. Priority Corridors for Safety Countermeasures

0 1 2 mi

TOOLE
DESIGN

GETTING TO ZERO | 57

Strategies and Projects Prioritization: Priority Intersections

Legend

Weighted scores of intersections
within the study area

- Highest
- High
- Medium
- Medium-Low
- INDOT Jurisdiction

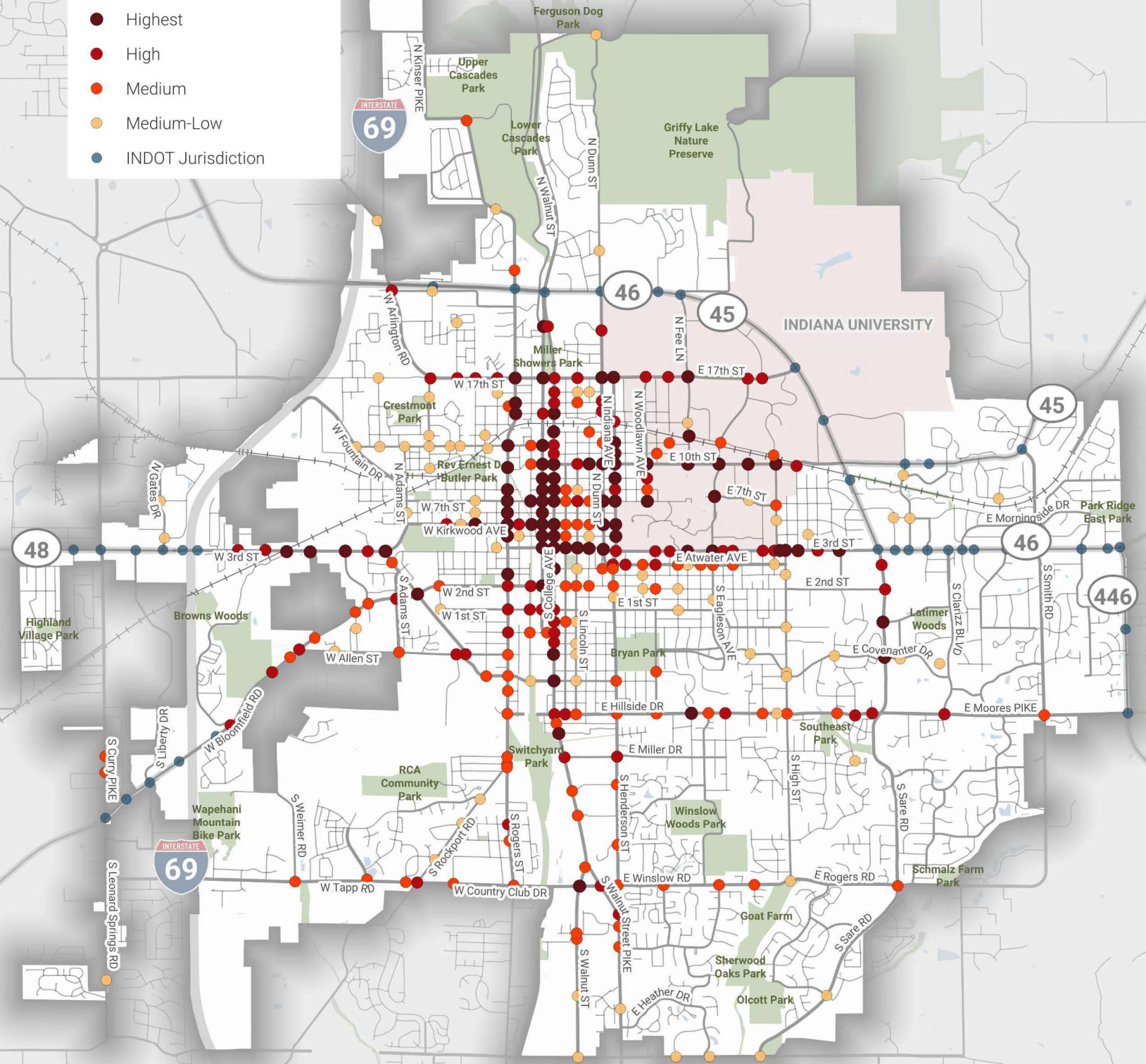


Figure 26. Priority Intersections for Safety Countermeasures

0 1 2 mi

TOOLE
DESIGN

GETTING TO ZERO | 58



N Fee Ln

N Fee Ln

N Fee Ln



009



N Fee Ln

N Fee Ln

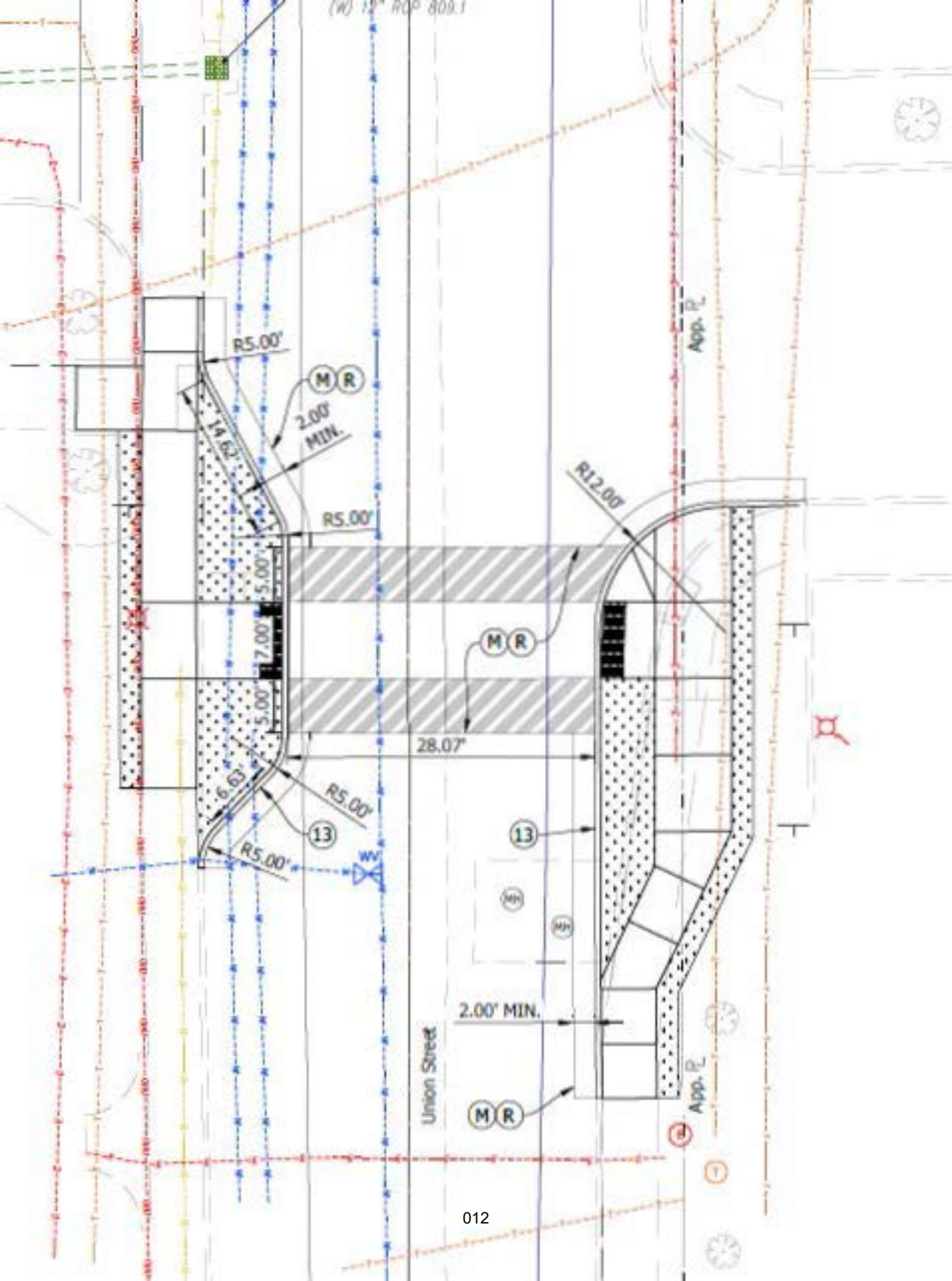
148

E Law Ln

E Law Ln

010







Linden Hall (Union
Street Center)

435

N Union St

N Union St

N Union St

013

Council Sidewalk Committee Report – 2024 Council Sidewalk Funding – Part I

Table of Contents

- **Signature Sheet**
- **Report of the Common Council Sidewalk Committee**
- **Partial Allocation Recommendations for 2024**
- **Maps for Recommended Projects**
- **Program Criteria, History, and Other Policies for Sidewalk Allocation**
- **2024 Sidewalk Evaluation Matrix**

Note: The Report can be found at <https://bloomington.in.gov/council/sidewalks> once approved by the Committee.

Signatures for Sidewalk Committee Report – Partial 2024 Council Sidewalk Funding

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.

/s/Jim Sims

Jim Sims (Chair), At-Large

/s/Susan Sandberg

Susan Sandberg, At-Large

/s/Kate Rosenbarger

Kate Rosenbarger, District I

/s/Steve Volan

Steve Volan, District VI

Report of the Common Council Sidewalk Committee – Partial 2024 Council Sidewalk Funding (December 19, 2023)

Committee Members and Staff

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

- Jim Sims, At-Large (Chair)
- Kate Rosenbarger, District I
- Susan Sandberg, At-Large
- Steve Volan, District VI

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

Planning and Transportation (P & T)

Ryan Robling, Planning Services Manager

Hank Duncan, Bicycle and Pedestrian Coordinator

Engineering

Neil Kopper, Senior Project Engineer

Roy Aten, Senior Project Manager

Utilities

Jane Fleig, Utilities Engineer

Parks and Recreation

Steve Cotter, Natural Resources Manager

Office of the City Clerk

Sofia McDowell, Chief Deputy Clerk

Council Office

Stephen Lucas, Council Administrator/Attorney

Ash Kulak, Deputy Administrator/Deputy Attorney

Schedule

The Committee met in person, with the meeting also accessible via Zoom on:

- Tuesday, December 19, 2023 at 1:30pm

Highlight of Recommendations

This Report of the Sidewalk Committee (the Committee) outlines the Committee's recommendation to the Council on the use of \$120,000 out of \$350,000 of Alternative Transportation Fund (ATF) monies budgeted for 2024 for sidewalk and traffic-calming/pedestrian improvements projects. The Committee met on December 19, 2023 to review ongoing projects and allocations, to discuss program criteria, to consider new projects, and to 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), Housing and Neighborhood Development (through Community Development Block Grant funding), or CBU (City of Bloomington Utilities - for storm water) may be necessary for some projects to move forward or be completed.

In brief, the Committee learned about the status of the following sidewalk and traffic-calming projects from 2023:

Update on 2023 Allocations:

Project	Allocation	Spent/Estimate	Difference	Description
Adams Street Sidewalk	\$125,000.00	\$229,683	\$104,683	Construction
Liberty Drive Sidewalk	\$114,000.00	\$56,617	-\$57,383	Construction
Overhill Drive Sidewalk	\$35,000.00	\$37,940	\$2,940	Design
Smith Avenue Sidewalk	\$12,000.00	\$11,760	-\$240	Conceptual Design
Resident-Led Traffic Calming	\$50,000.00	\$0	-\$50,000	Construction
TOTAL	\$336,000.00	\$336,000	\$0	

Please note that P & T staff provide an annual Council Sidewalk Project Status Report, (a copy of the Report can be found in the [December 19, 2023 Sidewalk Committee meeting packet](#)).

Please note that other sidewalk and pedestrian projects are pursued by various other city departments and funded through various means.

Deliberation Materials and Minutes Available Online

Deliberation materials and meeting memoranda for the Sidewalk Committee’s meetings will be available online at <https://bloomington.in.gov/council/sidewalks> under Meetings and Documents.

Purpose of Committee and History of Funding

In the past, the Sidewalk Committee has made recommendations on the 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. In 2024, \$350,000 has been appropriated for use by the Committee, an increase of \$14,000 from 2023.

The table on the following page 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, under [BMC 12.04.010](#), the maintenance of sidewalks is the responsibility of the adjacent 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		Estimate of Other Contributions	
	Per Year	Total	Other	CBU
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	\$0
2014-2016	\$300,000	\$900,000	~\$43,000	~\$136,697
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
2022	\$336,000	\$336,000	~\$140,000	\$0
2023	\$336,000	\$336,000	~\$140,000	\$0
2024	\$350,000	\$350,000	\$0	\$0
Total		\$4,761,000	~\$3,480,500	~\$766,613

Table Notes

1. The amounts in the “Per Year” and “Total” Council Sidewalk Budget 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.
2. The amounts in the “Other” column of the “Estimate of Other Contributions” portion of the table 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).
3. The amounts in the “CBU” column of the “Estimate of Other Contributions” portion of the table highlight that because sidewalk projects, and more particularly curbs, channel water, they are part of the City’s storm-water infrastructure. The Committee has, over the years, recognized that the storm-water 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.
4. In 2013, Committee recommended funding the design for a portion of Rockport Road sidewalk project that was part of a much larger road project.

Previous Program Criteria for Sidewalk Projects

For more than 20 years, the Committee used six core criteria to decide upon the funding of sidewalks. The criteria were refined over time, but 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. The following Evaluation Matrix explains the criteria, analytics and information used in funding cycles before 2022:

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.	

Prior to 2022's funding cycle, the P & T department prepared a Project Prioritization list which scored projects based upon objective measures associated with some, but not all, of the criteria. However, the Project Prioritization list did not incorporate objective measures for evaluating connectivity or feasibility, which left the satisfaction and weighing of those criteria to the judgment of the Committee members.

During the 2021 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.

In addition to the suggestions contained in this audit, the 2021 Committee members also discussed census block maps that were created by P & T staff and submitted to the Committee for consideration. The 2021 Committee discussed potential revisions to the program criteria and related objective factors, and, while no formal changes were implemented in the 2021 funding cycle, the 2021 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.

Current Program Criteria for Sidewalk Projects – starting in 2022

For the 2022 funding cycle, the P & T staff submitted a report to the Committee and subsequently to the full Council, which included revised metrics best suited to objectively guide the Committee's evaluation of projects. These revised metrics took into consideration the analysis provided in the Sidewalk Equity Audit and include two new mechanisms to inform sidewalk project prioritization: an inventory of all missing sidewalks and weighted metrics to identify those areas best-suited for improvement. The Committee voted to revise the criteria in accordance with the recommendations of the P & T Staff at its December 9, 2021 meeting.

In order to prioritize projects objectively, the scope of projects eligible for review was identified by creating a map of all City of Bloomington maintained streets with missing sidewalks. This map was created using data from the 2018 LiDAR scan, and it was updated to include sidewalk projects completed or in design/construction phase in subsequent years.

Next, weighted metrics were developed to identify those areas from the map of missing sidewalks best-suited for improvement. The data for the development of these weighted metrics was collected from the Census, the City GIS inventory, and formulas that indicate high areas of potential use and connectivity to transit.

The Committee reviewed these criteria and metrics and made no changes for the 2024 funding cycle. The following Evaluation Matrix explains the criteria, analytics and information used in this year's funding cycle:

2024 Sidewalk Evaluation Matrix			
	Criteria	Analytics and Information	Criteria Weight
Demand and Density Data	Walk Potential	Based on 10-minute travel maps between residential areas and destinations (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 within a 10-minute walk, the higher the score. This tool replaces the manually-applied walk score data included in years past prioritization methods.	25%
	Population Density	2019 American Community Survey Census Block Group data converted to a weighted score. Higher scores reflect areas with increased population density.	25%
	% Walk to Work	2019 American Community Survey Census Block Group data, converted to a weighted score ranging from 1 to 26. Areas where residents report higher rates of walking to work score higher than areas with less reported rates of walking to work.	7%
	% Transit to Work	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	7%
	Vehicle Count	Derived from the 2019 American Community Survey Data which counts private registered vehicles per household. The variable scores and weigh each Census Block Group to reflect priority for residents in areas where average car ownership rates are lower.	6%
Safety and Harm Reduction Data	Adjacent Street Speed	Scores based on City-maintained Centerline data for speed limits. Streets with higher posted speed limits are weighted for greater point values/priority over streets with lower speed limits.	10%

	Adjacent Street Width	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 traffic travels faster on wider streets.	10%
Historically Excluded Groups Data	% Resident Renters	2019 American Community Survey Data which scores Census Block Groups with higher percentages of residents who are renters over areas with fewer renter households.	3%
	% BIPOC Renters	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 lower percentages of residents who are Black, Indigenous, and People of Color.	3%
	Median Income	2019 American Community Survey Data, scored such that Census Block Groups with lower reported median income are prioritized over areas with higher median incomes.	4%
	Total		100%

Partial Funding Recommendations for 2024

Along with reviewing funding for ongoing projects, the Committee considered P & T staff's prioritization of high-ranking projects identified by utilizing the revised sidewalk evaluation metrics and the comprehensive map of missing sidewalks.

Funding for In-Progress Projects – No current allocation recommendations

- Sidewalk Construction – Liberty Drive – 3rd to 360^o south (northern entrance of Whitehall Plaza)**
 The Committee learned that the construction costs for this project would be covered through a combination of 2023 Committee allocations and funding from the Engineering Department and that no further allocations would be needed from the Committee to complete the project.
- Sidewalk Construction – S. Overhill Drive – 3rd St to 5th St**
 In 2023, the Committee allocated \$35,000 toward the design of this project for that year's funding cycle. Design services came in at \$37,940. This year, the Committee considered allocating funding toward construction, which is estimated to cost \$240,000. However, the Committee did not recommend any construction funding. Instead, members requested that P & T staff gather information about less expensive options for increasing pedestrian safety on this street. Staff was asked to bring that information forward along with other, high-ranking project recommendations for the Committee's further consideration.

Funding for New Sidewalk Projects

Based on P & T staff identifying highly-ranked projects through the program criteria described above, the Committee recommends the following projects.

- **Design – N. Dunn Street (east side of street) – North of 17th Street**
The rough estimated total construction cost of this project is \$200,000. The Committee recommends allocating \$35,000 toward this project for design during the 2024 funding cycle. P & T staff notes that this is a high-pedestrian traffic area by a popular transit stop, is a heavily-used area for Indiana University sporting events, and is a project that will provide a much-needed connection to an already-existing sidewalk for comfortable pedestrian travel.
- **Design – N. Jefferson Street (east or west side of street) – 8th Street to 10th Street**
The rough estimated total construction cost of this project is \$300,000. The Committee recommends allocating \$35,000 toward this project for design during the 2024 funding cycle. P & T staff notes that this is a high-scoring location using the density and demand criteria, is a high-pedestrian traffic area that connects to transit stops, and is a project that would provide much-needed access for Bloomington residents.

Funding for Traffic Calming Projects

In 2020, the City implemented a new Traffic Calming and Greenways Program (TCGP). Information about the TCGP can be found here: <https://bloomington.in.gov/tcgp>.

- **Resident-Led Traffic Calming Projects**
Based on the analysis and recommendation of P & T staff, the Committee recommends allocating \$50,000 toward resident-led traffic calming projects in order to provide funding for construction of a project or projects prioritized in that program's funding cycle. The Resident-Led Traffic Calming Program is accepting letters of intent until March 15, 2024. Following the close of the application process, P & T staff will evaluate and prioritize the projects based on the program criteria for this funding cycle.

Summary of Actions

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

- 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 recommended for funding by the Committee;
- Heard a progress report regarding on-going projects;
- Reviewed the list of projects recommended by staff for funding and provided an opportunity for public comment;
- Recommended the allocation of \$120,000 in ATF monies as described below – *See Funding Recommendations (attached)*.

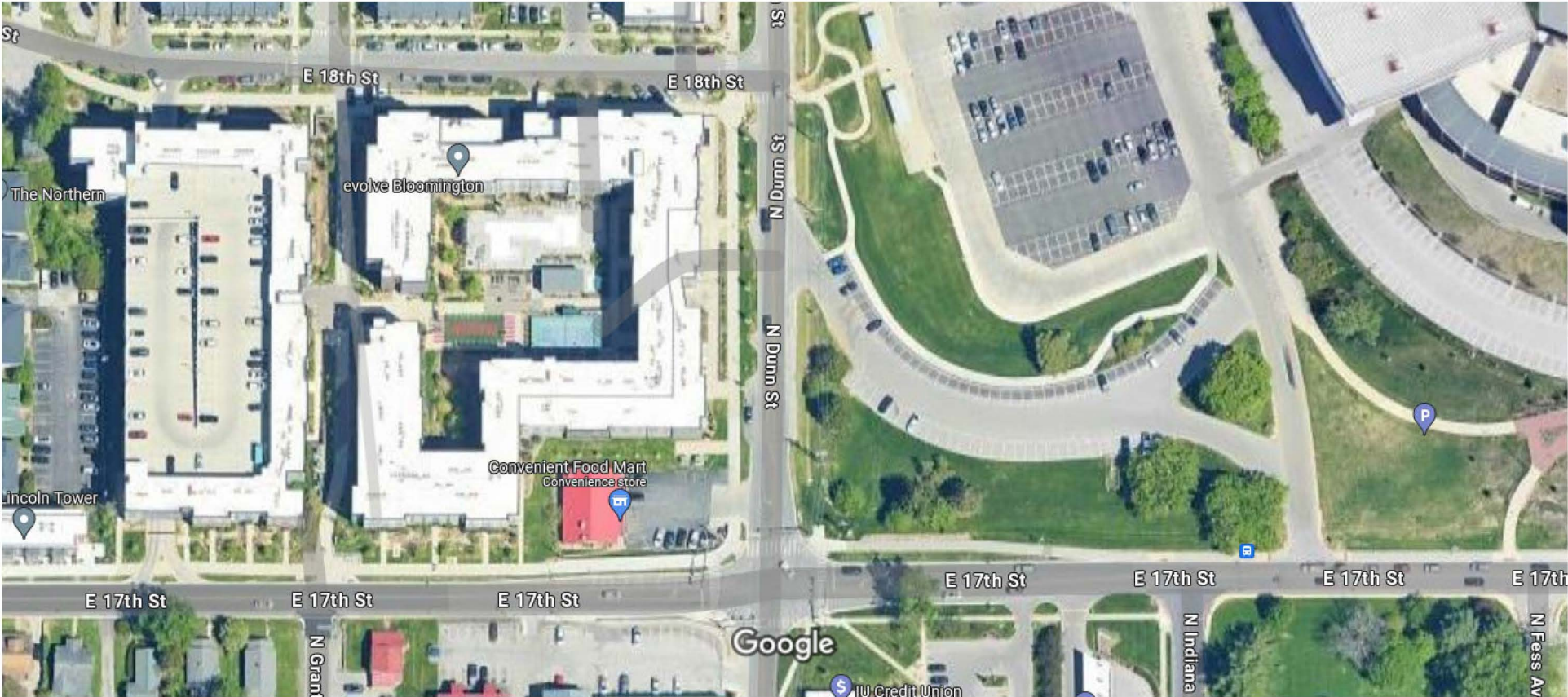
COMMON COUNCIL SIDEWALK COMMITTEE (COMMITTEE)
PARTIAL SIDEWALK ALLOCATION RECOMMENDATIONS FOR 2024
- TOTAL FUNDS AVAILABLE: \$350,000

Project	ATF	<u>ATF</u> (Additional Amounts – Should They be Appropriated)	<u>CBU</u>	<u>OTHER FUNDS</u>
<u>Sidewalk Projects</u>				
Design: N. Dunn St. (east side) – North of 17th St.	\$35,000		\$0	\$0
Estimated Costs				
Design: \$35,000				
Right-of-Way: \$0				
Construction: \$200,000				
Design: N. Jefferson St. (either side) – 8th St. to 10th St.	\$35,000		\$0	\$0
Estimated Costs				
Design: \$35,000				
Right-of-Way: \$0				
Construction: \$300,000				
<u>Traffic Calming</u>				
General Traffic Calming and Greenways Program	\$50,000		\$0	\$0
Resident-led Projects				
Estimated Costs				
\$50,000				
2024 ALLOCATION	\$120,000	\$0	\$0	\$0

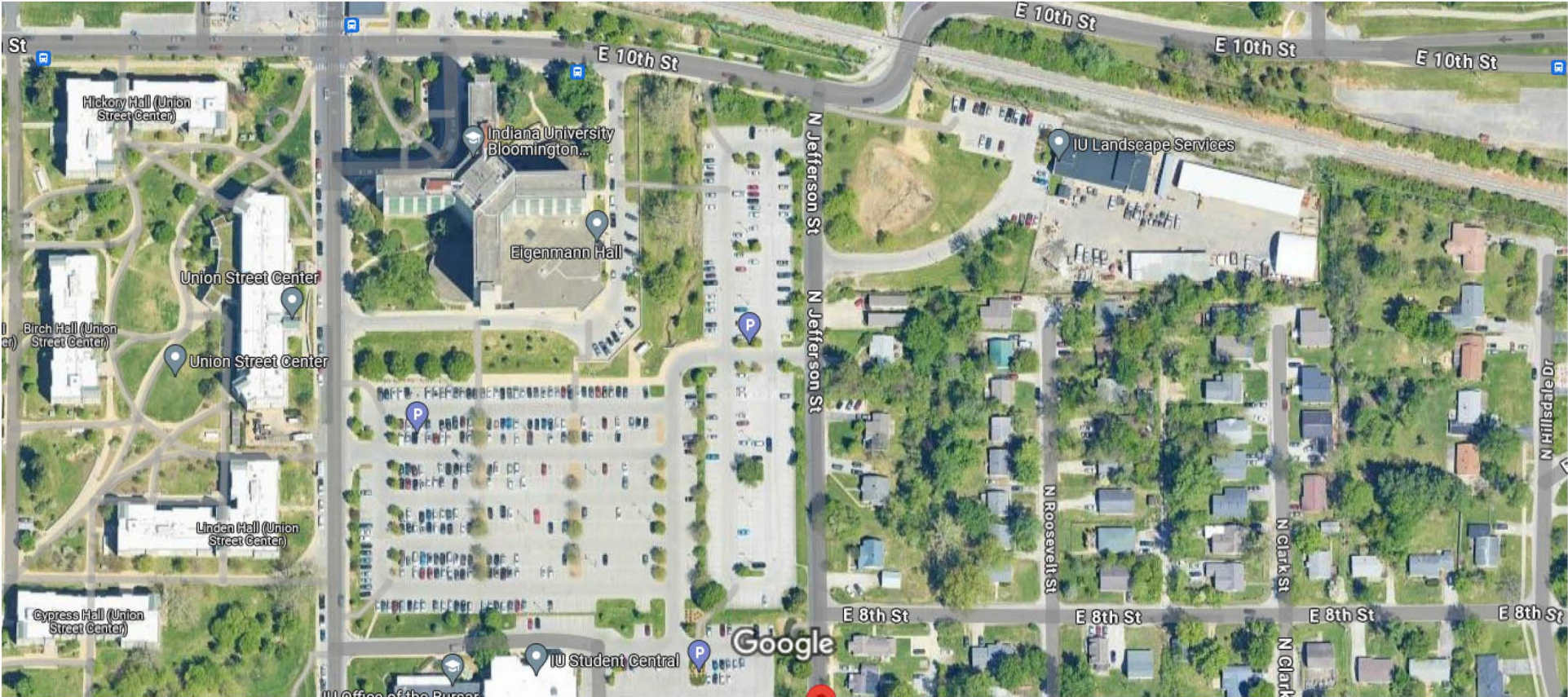
COMMON COUNCIL SIDEWALK COMMITTEE (COMMITTEE) SIDEWALK PARTIAL
ALLOCATION RECOMMENDATIONS FOR 2024

CHART NOTES

1. Project. This column identifies the location and details about the project.
2. Alternative Transportation Fund (ATF). This column represents ATF funds appropriated in 2024 for sidewalk and traffic-calming initiatives recommended by the Committee.
3. ATF (Additional Amounts – Should they be Appropriated). This column is available to capture unused funds from prior years should the Committee wish to make recommendations about the use of the remaining funds and any necessary additional appropriation proposals. No funds were identified for additional appropriation and, therefore the shaded column remains empty.
4. CBU. This column represents CBU assistance with the storm-water component of projects. The CBU evaluates the storm-water component of projects and, when able, offers some in-kind contributions when these projects align with CBU storm-water priorities. There were no CBU in-kind contributions identified for sidewalk construction projects recommended by the Committee for 2024.
5. OTHER FUNDS. This column represents project funding from other sources, if any.



Imagery ©2024 IndianaMap Framework Data, Maxar Technologies, USDA/FPAC/GEO, Map data ©2024 100 ft



Imagery ©2024 IndianaMap Framework Data, Maxar Technologies, USDA/FPAC/GEO, Map data ©2024 100 ft

Common Council Transportation Committee/Sidewalk Committee Criteria, History, and Other Policies for Sidewalk Allocation

History of Criteria - The criteria for selecting sidewalk projects first appeared in a memo entitled the *1995 Linkages Plan – Criteria for Project Selection/Prioritization* and have been affirmed and revised over the years. These criteria for consideration initially included the following:

- Safety Consideration – 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 destination such as elementary school, 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.

Over the years the Committee has revised these criteria as follows:

- 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.

Current Criteria - On December 9, 2021, the Committee voted to revise the criteria in accordance with the recommendations of the P & T Staff taking into consideration the information gleaned from a Sidewalk Equity Audit and associated recommendations prepared by Bicycle and Pedestrian Safety Commission President Mark Stosberg. The revisions consist of the identification of three broad categories: Demand and Density, Safety and Harm Reduction, and Historically Excluded Groups. Each broad category contains weighted criteria, which will be used to prioritize and select sidewalk projects. The criteria, assigned weight, and analytic information are described on the 2024 Sidewalk Evaluation Matrix in this Report.

Other Policies – Overage Policy – Each year the Committee Report uses estimates submitted by City Engineering to allocate funds between projects. Even with built-in contingencies, these estimates are sometimes far-off the bid for, or actual cost of, the project. In previous years, the Committee has approved of a motion to allow the allocation scheme to be amended by the Sidewalk Committee Chairperson in consultation with city staff to fund priorities on the current list of allocations. The Committee may yet adopt a motion to allow the Chairperson to authorize 2024 funding shifts between projects, but did not do so at the December 19, 2023 meeting.

2024 Sidewalk Evaluation Matrix			
	Criteria	Analytics and Information	Criteria Weight
Demand and Density Data	Walk Potential	Based on 10-minute travel maps between residential areas and destinations (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 within a 10-minute walk, the higher the score. This tool replaces the manually-applied walk score data included in years past prioritization methods.	25%
	Population Density	2019 American Community Survey Census Block Group data converted to a weighted score. Higher scores reflect areas with increased population density.	25%
	% Walk to Work	2019 American Community Survey Census Block Group data, converted to a weighted score ranging from 1 to 26. Areas where residents report higher rates of walking to work score higher than areas with less reported rates of walking to work.	7%
	% Transit to Work	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	7%
	Vehicle Count	Derived from the 2019 American Community Survey Data which counts private registered vehicles per household. The variable scores and weigh each Census Block Group to reflect priority for residents in areas where average car ownership rates are lower.	6%
Safety and Harm Reduction Data	Adjacent Street Speed	Scores based on City-maintained Centerline data for speed limits. Streets with higher posted speed limits are weighted for greater point values/priority over streets with lower speed limits.	10%
	Adjacent Street Width	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 traffic travels faster on wider streets.	10%
Historically Excluded Groups Data	% Resident Renters	2019 American Community Survey Data which scores Census Block Groups with higher percentages of residents who are renters over areas with fewer renter households.	3%
	% BIPOC Renters	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 lower percentages of residents who are Black, Indigenous, and People of Color.	3%
	Median Income	2019 American Community Survey Data, scored such that Census Block Groups with lower reported median income are prioritized over areas with higher median incomes.	4%
	Total		100%

Council Sidewalk Committee Report – 2024 Council Sidewalk Funding – Part II

Table of Contents

- **Signature Sheet**
- **Report of the Common Council Sidewalk Committee**
- **Allocation Recommendations for 2024**
- **Maps for Recommended Projects**


Note: The Report can be found at <https://bloomington.in.gov/council/sidewalks> once approved by the Committee.

**Signatures for Sidewalk Committee Report –
Remaining 2024 Council Sidewalk Funding**

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.


Kate Rosenbarger (Chair), District II


Isabel-Piedmont-Smith, District I


Hopi Stosberg, District III

Andy Ruff, At-Large

Report of the Common Council Sidewalk Committee – Remaining 2024 Council Sidewalk Funding

Committee Members and Staff

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

- Kate Rosenbarger, District II (Chair)
- Isabel Piedmont-Smith, District I
- Hopi Stosberg, District III
- Andy Ruff, At-Large

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

Planning and Transportation (P & T)

Ryan Robling, Planning Services Manager

Hank Duncan, Bicycle and Pedestrian Coordinator

Engineering

Neil Kopper, Senior Project Engineer

Roy Aten, Senior Project Manager

Utilities

Jane Fleig, Utilities Engineer

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

Ash Kulak, Deputy Administrator/Deputy Attorney

Schedule

The Committee met in person, with meetings also accessible via Zoom on:

- Tuesday, December 19, 2023 at 1:30pm
- Thursday, February 22, 2024, at 3:00pm
- Thursday, March 21, 2024 at 12 noon

Deliberation and Meeting Materials Available Online

Deliberation materials and meeting memoranda for the Sidewalk Committee's meetings will be available online at <https://bloomington.in.gov/council/sidewalks> under Meetings and Documents.

Recommendations for Remaining 2024 Sidewalk Funding

This Report of the Sidewalk Committee (the Committee) supplements the Committee's initial recommendations to the Council on the use \$350,000 of Alternative Transportation Fund (ATF) monies budgeted for 2024 for sidewalk and traffic-calming/pedestrian improvements projects. The Committee provided [Part I of its 2024 Council Sidewalk Funding Report](#) to the Council on

February 7, 2024. Part I of the Report contains additional background information about the Committee, the program criteria, and other policies, which are not repeated here.

At the February 7, 2024 meeting, the Council approved partial funding recommendations from the Committee, totaling \$120,000. The Committee then met on February 22, 2024 and March 21, 2024 to consider new projects and to make recommendations regarding the allocation of the remaining \$230,000 in 2024 funds.

In reaching these recommendations, the Committee considered P & T staff's prioritization of high-ranking projects identified by utilizing sidewalk evaluation metrics and a comprehensive map of missing sidewalks.

Funding for New Sidewalk Projects

Based on P & T staff identifying highly-ranked projects through the program criteria, the Committee recommends the following allocations.

- **Construction – N. Dunn Street (east side of street) – North of 17th Street**
The initial 2024 Committee recommendations included \$35,000 toward the design of this project. The rough estimated total construction cost of the project is \$200,000. The Committee now recommends allocating \$200,000 toward construction of this project (in addition to the previously-allocated \$35,000 for design). P & T staff notes that this is a high-pedestrian traffic area by a popular transit stop, is a heavily-used area for Indiana University sporting events, and is a project that will provide a much-needed connection to an already-existing sidewalk for comfortable pedestrian travel.
- **Pedestrian safety enhancements and traffic calming in Green Acres Neighborhood**
The Committee discussed a potential sidewalk along S. Overhill Drive, between 3rd Street and 5th Street. After discussing alternate options for increasing pedestrian safety and comfort in the area and after hearing from P&T staff, the Committee agreed to allocate \$30,000 toward the purchase and installation of pedestrian safety enhancements and traffic calming devices for the Green Acres neighborhood. The specific locations and types of improvements within the neighborhood would be left to city staff.

Summary of Actions

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

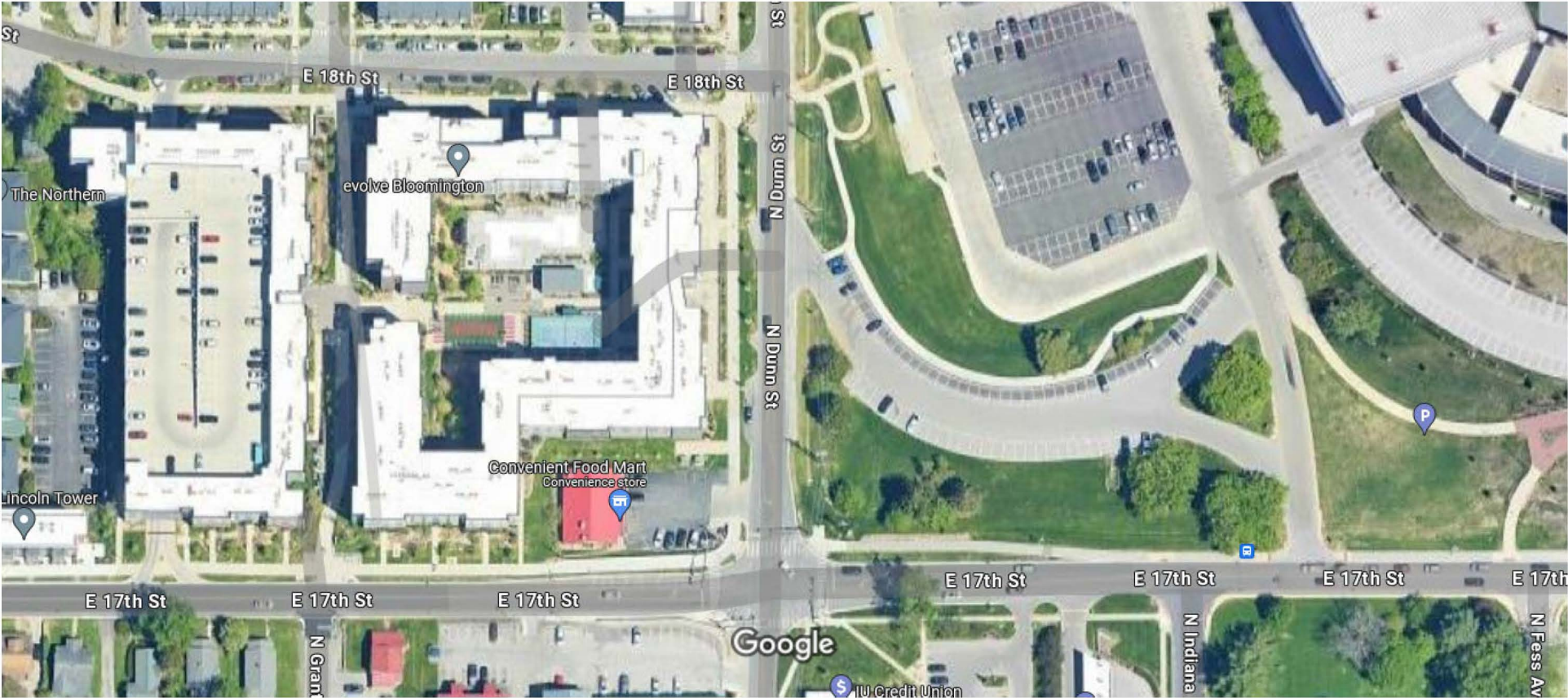
- Provided an opportunity for Committee members or staff members to disclose any potential conflicts of interest for those who might own or reside in homes along sidewalk projects recommended for funding by the Committee;
- Reviewed the list of projects recommended by staff for funding and provided an opportunity for public comment;
- Recommended the allocation of \$230,000 in ATF monies as described below – *See Funding Recommendations (attached)*.
- Authorized the Committee chair to adjust the allocation amounts if cost estimates do not reflect actual costs, in consultation with city staff to fund priorities on the current list of allocations.

COMMON COUNCIL SIDEWALK COMMITTEE
SIDEWALK ALLOCATION RECOMMENDATIONS FOR 2024
- TOTAL FUNDS AVAILABLE: \$350,000

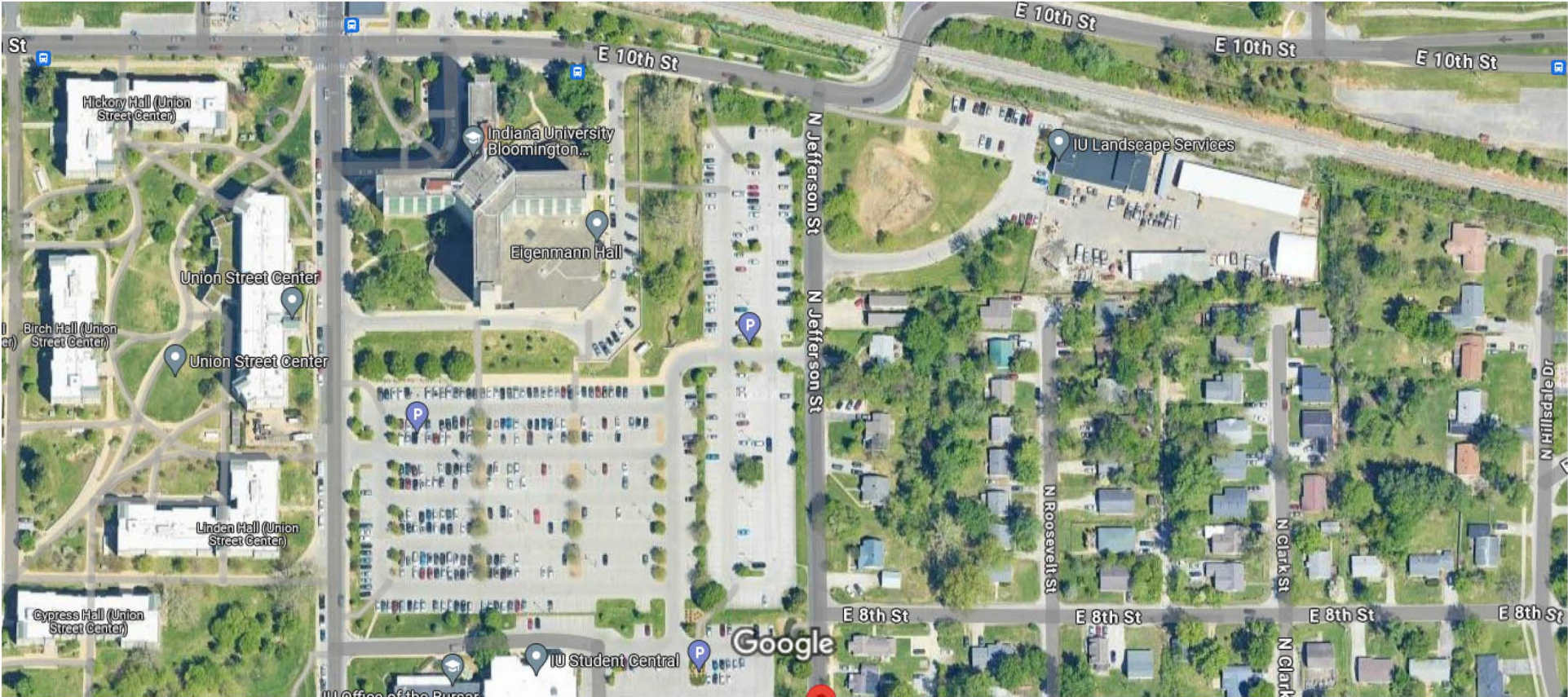
Project	ATF	<u>ATF</u> (Additional Amounts – Should They be Appropriated)	<u>CBU</u>	<u>OTHER FUNDS</u>	<u>Priority</u>
<u>Sidewalk Projects</u>					
Design: N. Dunn St. (east side) – North of 17th St. Estimated Costs Design: \$35,000 Right-of-Way: \$0 Construction: \$200,000	\$235,000		\$0	\$0	1
Design: N. Jefferson St. (either side) – 8th St. to 10th St. Estimated Costs Design: \$35,000 Right-of-Way: \$0 Construction: \$300,000	\$35,000		\$0	\$0	2
<u>Traffic Calming</u>					
General Traffic Calming and Greenways Program Resident-led Projects Estimated Costs \$50,000	\$50,000		\$0	\$0	3
Green Acres Neighborhood Pedestrian safety improvements/traffic calming Estimated Costs \$50,000	\$30,000				4
2024 ALLOCATION	\$350,000	\$0	\$0	\$0	

CHART NOTES

1. Project. This column identifies the location and details about the project.
2. Alternative Transportation Fund (ATF). This column represents ATF funds appropriated in 2024 for sidewalk and traffic-calming initiatives recommended by the Committee.
3. ATF (Additional Amounts – Should they be Appropriated). This column is available to capture unused funds from prior years should the Committee wish to make recommendations about the use of the remaining funds and any necessary additional appropriation proposals. No funds were identified for additional appropriation and, therefore the shaded column remains empty.
4. CBU. This column represents CBU assistance with the storm-water component of projects. The CBU evaluates the storm-water component of projects and, when able, offers some in-kind contributions when these projects align with CBU storm-water priorities. There were no CBU in-kind contributions identified for sidewalk construction projects recommended by the Committee for 2024.
5. OTHER FUNDS. This column represents project funding from other sources, if any.
6. PRIORITY. This column represents the Committee's prioritized funding for the projects in order to provide guidance to staff in the event that funding shortages prevented the completion of all recommendations.



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