



SBStat | Neighborhood Stat

2021 Quarter 3 October 7th, 2021
City of South Bend



Ground rules for SB Stat Meetings

1. No stupid questions

Use this space to ask and address difficult questions safely

2. Data-driven decision making

Strive to make decisions based on whatever most recent data is available

3. Relentless follow-up

Identify clear action items and owners after each meeting

4. A bias towards action

Continuously seek to improve: our data, our ways of working, etc.

Today's Agenda

I. Project updates from previous Stat meeting

II. Deep-dive analysis & discussion

- Neighborhood Maps
- Sidewalk Condition Data
- Tax Abatement

III. Taking action

- Identifying clear action items and owners

IV. Celebrating our values

Highlights from this past quarter

Project updates from previous Stat meetings

Neighborhood Stat Portfolio Summary

Status of SBStat projects in the queue for 2021

Project	Brief Description	Status
2021 Infrastructure Planning & Management	An overview of 2021 infrastructure projects and goals	●
Rebuilding our Streets Plan – Strategic Communications	Communicating progress towards goals established in the City's Rebuilding Our Streets plan	●
Neighborhood Map	A map that breaks the city down by neighborhood for internal data analysis and operations planning	●
Tax Abatement Analysis	Measure and understand the impact of historical, commercial tax abatements in South Bend	●

Legend



Project on schedule



Project delayed



Project cancelled



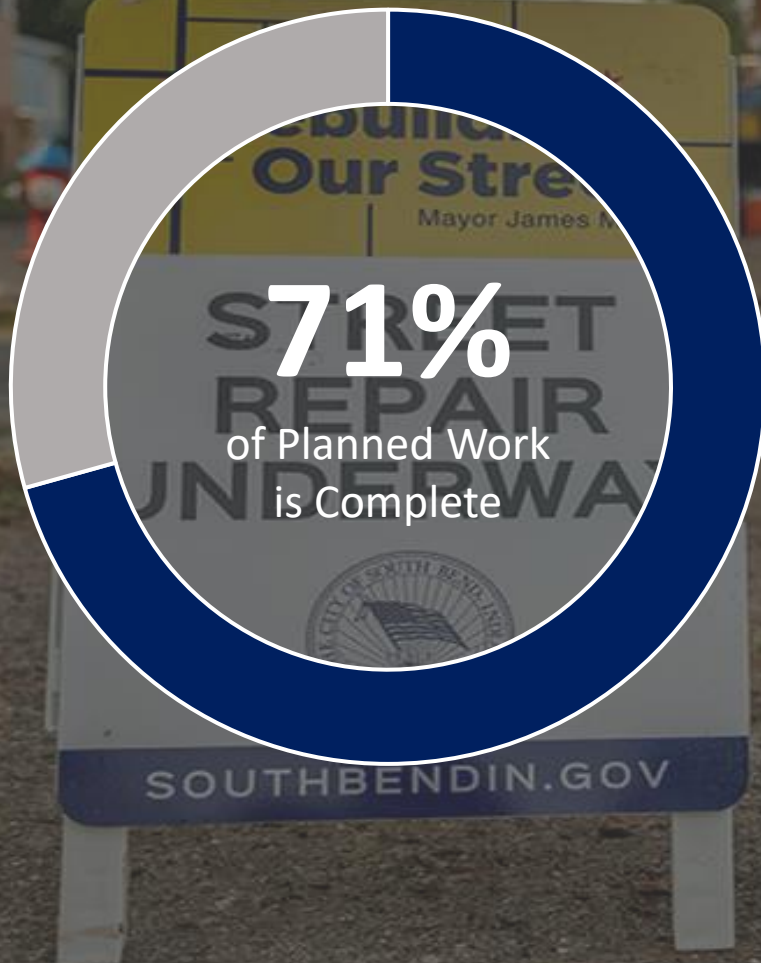
Project under consideration

An aerial photograph of a city street reconstruction project. The image shows a large, multi-lane highway interchange with several overpasses and ramps. The surrounding area is densely packed with various buildings, including a prominent tall skyscraper in the upper left. The overall scene is a mix of urban infrastructure and greenery.

Project Update: Progress in Rebuilding Our Streets



Rebuilding Our Streets – 2021



- Street Paving
 - 46.81 lane miles completed
 - 17 streets scheduled for milling/paving next week
- Cracksealing
 - 47.02 lane miles completed
- Microsurfacing – completed
 - 31st, 32nd, Bertrand, Clover, Roger, Ryer and Springbrook streets
- Brick Spot Repair
 - Jefferson Boulevard, Laurel, Maple, Pine and Wayne streets
- Total lane miles completed: 95.4



Rebuilding Our Streets – 2022

- Total lane miles of streets to be addressed in 2022: 120
 - Includes: Paving, Brick street repair, crack sealing, microsurfacing, reconstruction, etc.
- **2022 Budget**
 - MVH: \$1.9 Million
 - LRS: \$1.6 Million
 - Major Moves: \$800,000
 - Community Crossings: \$1,000,000
 - Federal Aid: \$500,000
 - Strategic Capital: \$3,000,000
 - **Total: \$8.8 Million**





Curb & Sidewalk Council Allocation Program

- Reconstruction of residential curbs and sidewalks selected by council members
- 138 Properties addressed in 2021
- **2022 Budget: \$700,000**





Curb & Sidewalk Reimbursement Program

- Annual program for property owners to receive partial reimbursement for curb and sidewalk reconstruction.
- 2021 application opened mid-April. Program was full by end of June.
- 40 properties participated in 2021.
- **2022 Budget: \$150,000**





Safe Routes to School (SRTS)

- Replaces sidewalks and curb ramps along walking routes to schools.
- Design Phase – 2022
 - Muessel Elementary & Holy Cross School
 - Construction planned for 2024
 - Our Lady of Hungary
 - Construction planned for 2025
- Federal Aid Project (80/20)





School Zone Flashing Beacons

- Installation of 100 school zone flashing beacons at 30 school properties within city limits.
- Includes the removal of existing school signage and installation of new flashing beacons with the capability of remote programming
- Construction Phase – Spring 2022
- Federal Aid Project (80/20)





Light Up South Bend

- Two components to Light Up SB Program:
 - Neighborhood Streetlight addition (by AEP)
 - Lamppost lighting cost share program
- Neighborhood Street lights
 - 65 Streetlights to be added in Districts 2, 4, 5 in 2021
- Lamppost Lighting Program
 - 88 lampposts installed for 2021 program
- **2022 Budget: \$260,000**





Traffic Calming

- Permanent Speed Humps – Summer 2022 Installation
 - College Street
 - Johnson Street
 - Lindsey Avenue
- Speed Radar Feedback Signs
 - Indiana Ave. between Main & Olive streets
 - Ewing Ave. between Main & Olive streets
 - McKinley Ave. between Manchester & Ironwood drives
 - Spring 2022 Installation





Traffic Calming

- Rubber Speed Humps
 - Cost of rubber versus concrete is significantly less.
 - Piloting lower cost rubber speed humps/speed cushions in 2021.
- **2022 Budget Request: \$300,000**





Other Neighborhood Infrastructure

- American Rescue Plan (ARP): \$2.5 Million
 - Curbs and Sidewalks
 - \$750K for 1.5x current allocation
 - \$1.5M to double current allocation
 - Traffic Calming
 - \$15K per permanent speed hump
 - 150 current requests
 - Assuming 2 speed humps per request - \$4.5M
 - Lighting





Stormwater Projects

- Various Professional Services
 - Study and design efforts for stormwater drainage issues
 - Survey, land and easements acquisition services
 - DSSMR - Federal Energy Regulatory Commission yearly requirements
- Miscellaneous Drainage Repairs
 - Catch basin repairs, basin investigations, storm sewer/culvert cleaning
- 2022 Budget: \$1 Million



Deep-dive analysis & discussion

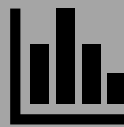
- Neighborhood Maps
 - Sidewalk data overview and next steps
- Tax Abatement



Neighborhood Maps



BACKGROUND /
CONTEXT



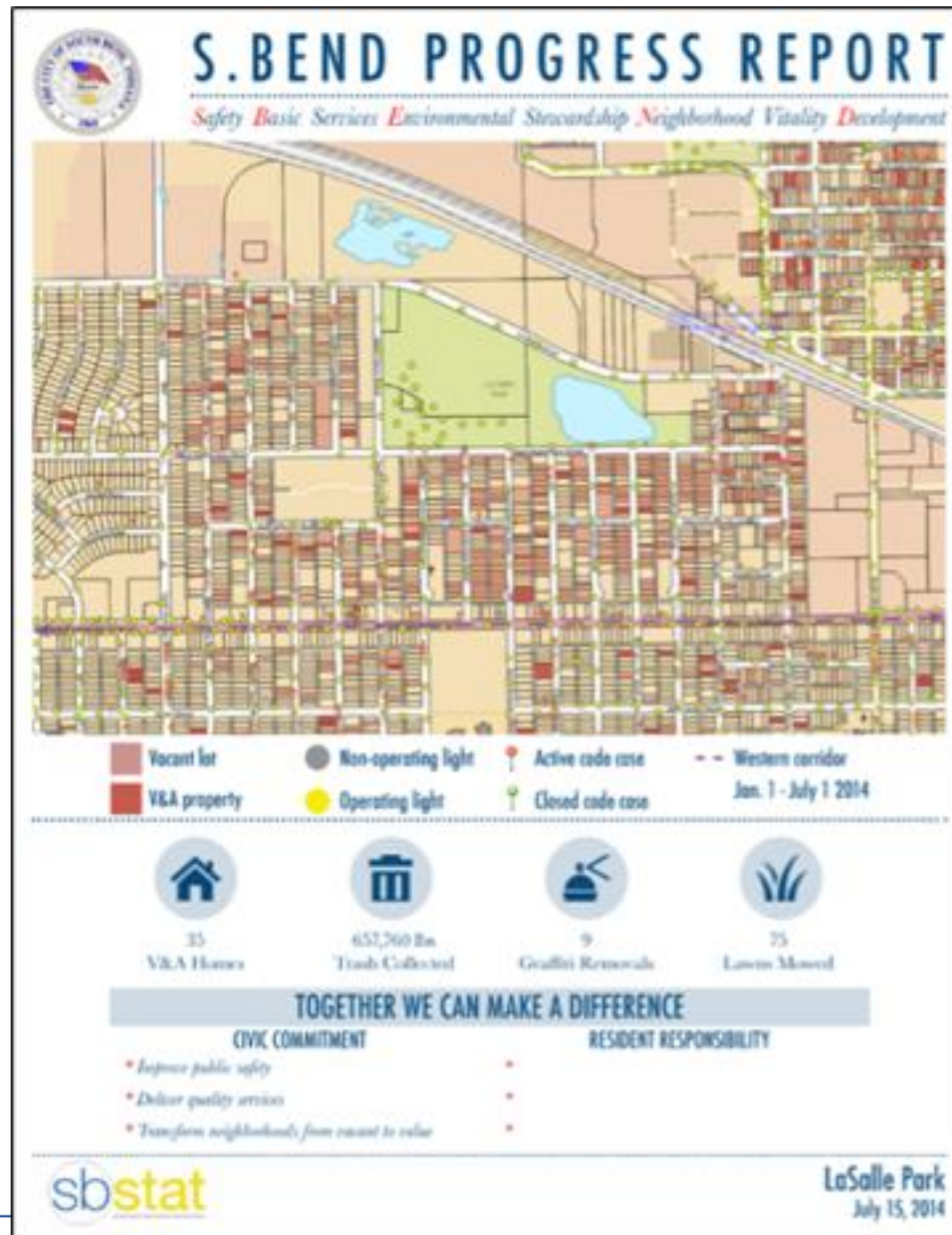
AVAILABLE DATA &
ANALYSIS



OPTIONS TO IMPROVE
PERFORMANCE

Background and Context

- A dynamic **internal data tool for staff** that can create reports
- Improve targeting for local programs and policies, ensuring we **reach the residents we target**
- An open data tool for neighborhoods to monitor and stay informed on **changes happening at a street level**



Interactive ArcGIS Tool



Improvements and Use Cases

Improvements

- Automated updates that are linked to Cityworks data (i.e. sidewalk and curb improvement data and infrastructure projects)
- Neighborhood boundaries labeled for tailored reporting

Future Use Cases

- Measuring areas with less walkability and their effect on food and transportation access
- Street level data of underserved areas

How it could work

EEE and I&T would team up:

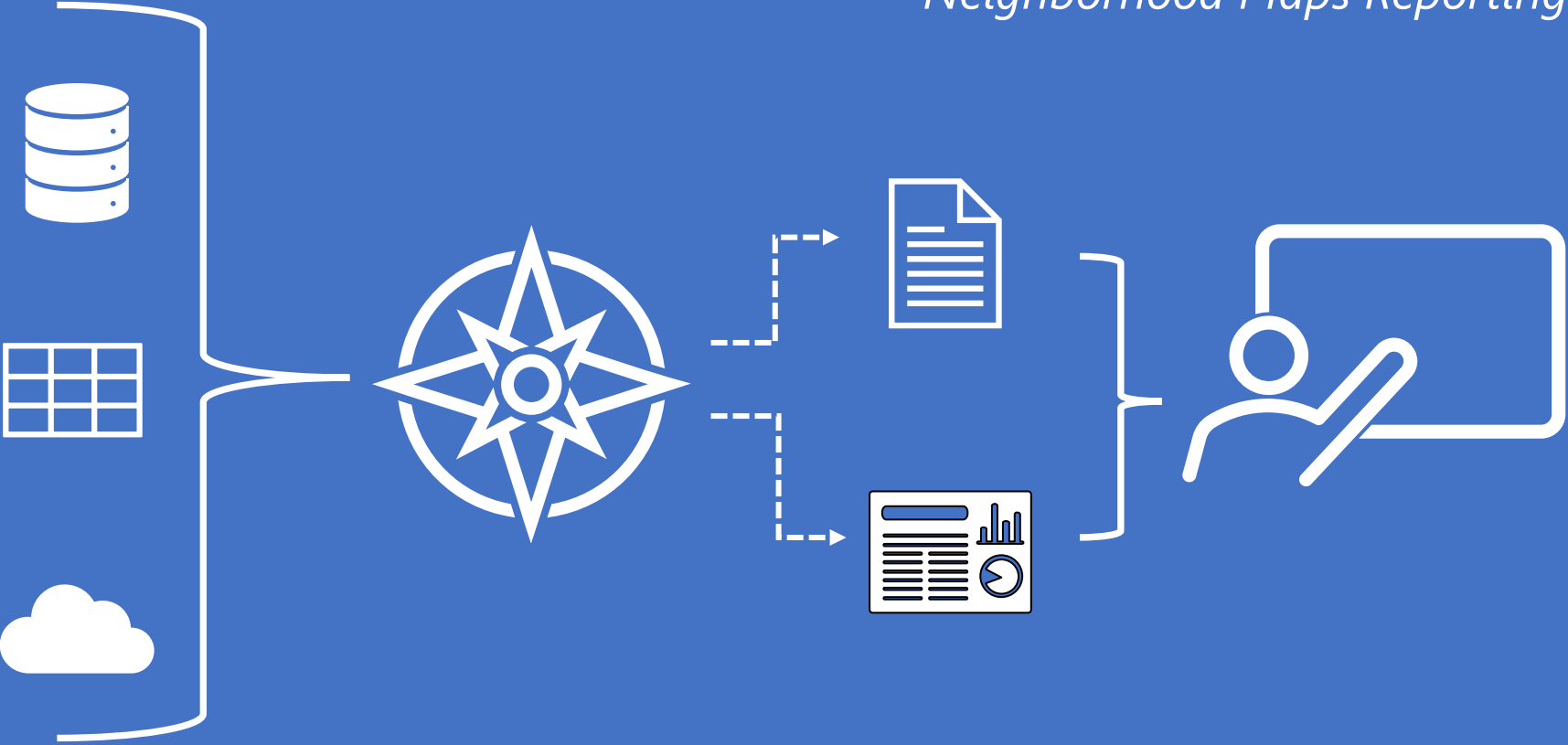
- EEE works with neighborhood associations to pick boundaries + metrics/issues they care about most. I&T works with EEE to make a tailored template.
 - I&T runs 2 static reports run in Spring and Fall for that geography and publishes them.
- EEE can leverage the live map for events/meetings outside of the 2 static reports
 - Ex: Show the neighborhood association when they are picking metrics, bring up the map during planning sessions
 - I&T will train EEE and give them access to the maps, work to maintain and add to them

Proposed Roles & Responsibilities

City Team	Responsibilities
Applications Team (I&T)	Maintaining the system of record, ensuring data integrity and adequate system performance. Work to add data.
Business Analytics Team (I&T)	Designing neighborhood-level reports and analysis for DCI staff. Work to add data.
Engagement & Economic Empowerment Team (DCI)	Using reports to share information with residents and co-create future reports based on neighborhood goals, interests.

Proposed Process Map

Neighborhood Maps Reporting



Disparate Data Sources
(CRM, GIS)

Neighborhood Map

Neighborhood Reports
(Descriptive Statistics &
Analytics)

Resident Engagement &
Co-creation

Applications Team (I&T)

**Business
Analytics Team**

**Engagement & Economic
Empowerment Team**

Static Report- Lasalle Park

Lasalle Park

Neighborhood quarterly report

6/24/21 to 9/23/21

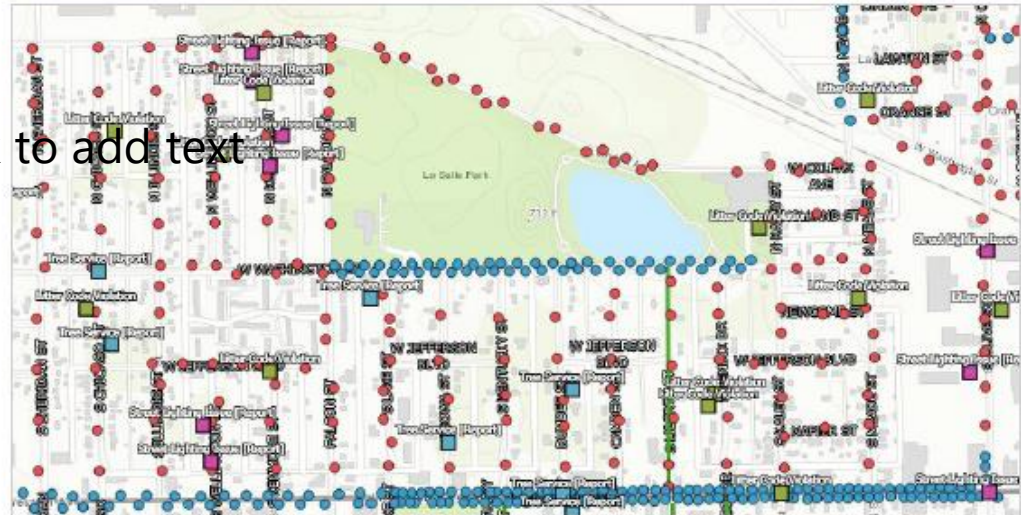
376 streetlights in the Lasalle Park Neighborhood

80% of 311 calls completed or closed

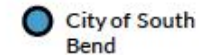
52% of streetlights are City owned

12.5% of 311 calls are streetlight related issues

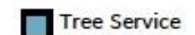
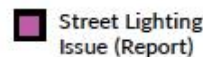
Click to add text



Streetlight owners



Reported issues from 311 calls



Past paving projects

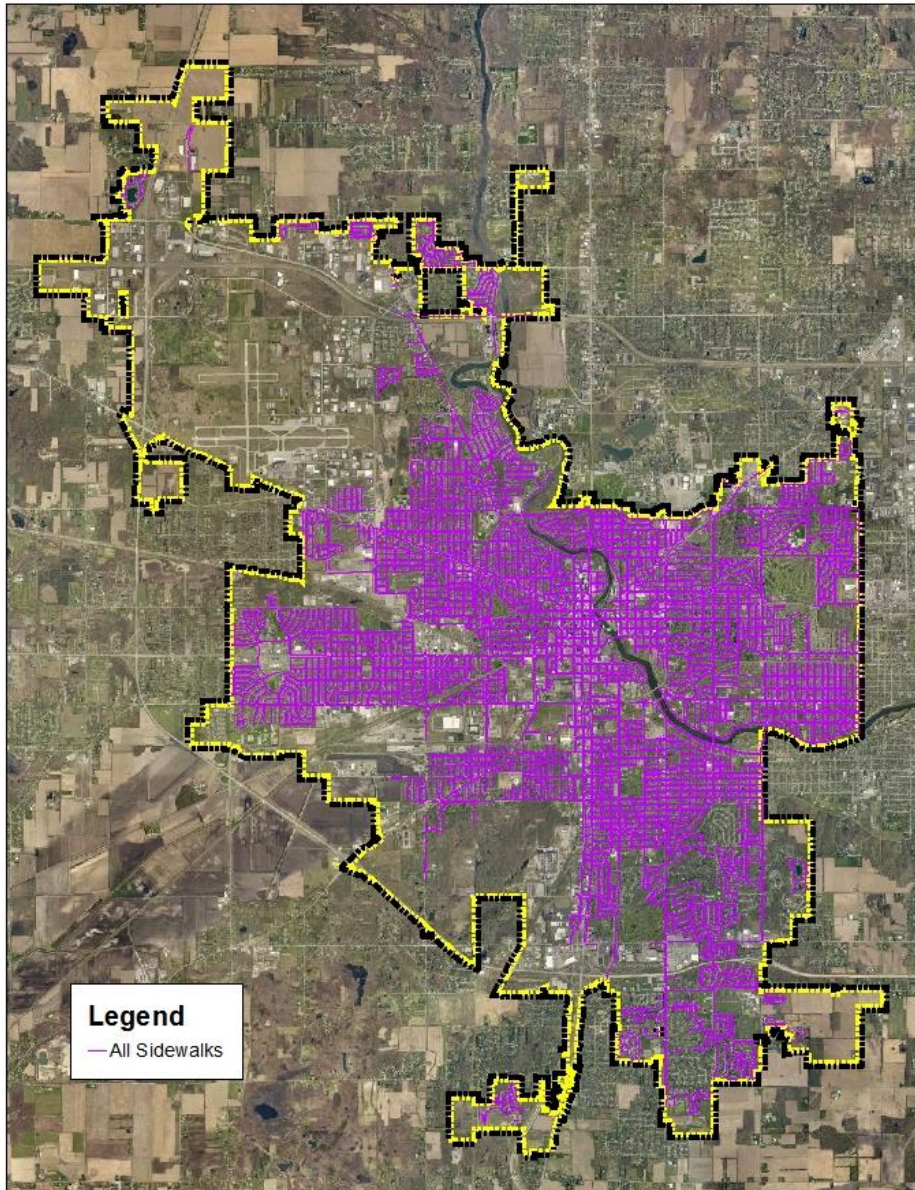


Sidewalk Data

- Historical Data
- Current State
- Options for Next Steps



2015 Sidewalk Assessment



Past sidewalk condition assessments

Background

- In 2015, interns walked the streets of South Bend and rated the quality of existing sidewalks around the city
 - Districts 2, 3, and 6 had the highest concentration of sidewalks rated as "poor" or "bad"
- Rating System
 - Good - nothing wrong with sidewalk
 - Fair - aesthetic problem (deterioration, small cracks, etc.)
 - Poor - not ADA compliant (vertical faults, fixed by grinding down)
 - Bad - needs to be replaced (big cracks or gaps)

2015 Sidewalk Assessment

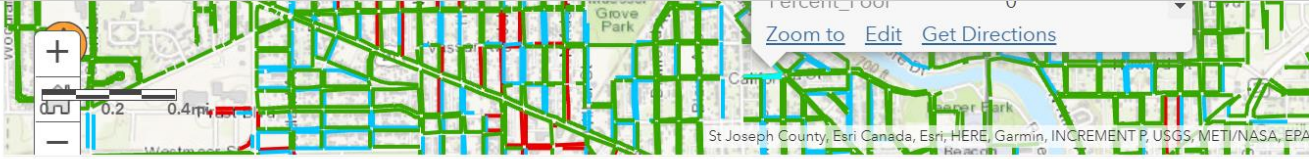
Background

- Stored in ArcGIS, geolocated
- Assessed at block level
 - Percent good, fair, poor, bad
- Types of deficiencies captured
 - Vertical/horizontal fault, ponding, etc.

Home ▾ SideWalkAssesment

Open in new Map Viewer [New Map ▾](#)

[Details](#) [Add ▾](#) [Edit](#) [Basemap](#) | [Save ▾](#) [Share](#) [Print ▾](#) | [Directions](#) [Measure](#) [Bookmarks](#)



[Zoom to](#) [Edit](#) [Get Directions](#)

St Joseph County, Esri Canada, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA

SideWalkAssesment - SidewalkAssesment-Good (Features: 5576, Selected: 3)

Last Update Date	Asses Num	Num	Ponding	Clean	Percent_Good	Percent_Fair	Percent_Poor	Perce
7/12/2015, 8:00 PM	Yes	0	No	Yes	50	50	0	0
7/12/2015, 8:00 PM	Yes	0	No	Yes		100	0	0
7/12/2015, 8:00 PM	Yes	2	No	Yes	90		10	0
7/12/2015, 8:00 PM	Yes	4	No	Yes	20	60	20	0
7/12/2015, 8:00 PM	Yes	0	No	Yes	90	10	0	0
7/12/2015, 8:00 PM	Yes	0	No	Yes		100	0	0
7/12/2015, 8:00 PM	Yes	0	No	Yes	50	30	0	20
7/12/2015, 8:00 PM	Yes	0	No	Yes	100		0	0

SideWalkAssesment - SidewalkAssesment-Good
 SideWalkAssesment - SidewalkAssesment-Fair
 SideWalkAssesment - SidewalkAssesment-Bad
 Topographic



Sidewalk Data

Current state and potential improvements

Current State

- Address-level location of improvements made
 - Ability to overlay with past historical sidewalk condition
- Broken down by funding source, internal vs. contractor, etc.

Potential Improvements

- Consider adding data fields on:
 - condition assessment
 - Street type (residential v. non-residential)
 - Connectivity score (connection to pedestrian networks, proximity to transportation, food)

ID	YEAR	YID	Work Orc	Add_Line1	Add_Nu m	Add_ C	Add_Street	Add_StTyp	Add_City	Add St	Add_ZIP	Distri c	Requesting Program	Council Member	Work by
2018001	2018	1		930 Roosevelt St	930		Roosevelt	St	South Bend	IN	46616	1	Council Allocation	Tim Scott	Contractor
2018002	2018	2		934 Roosevelt St	934		Roosevelt	St	South Bend	IN	46616	1	Council Allocation	Tim Scott	Contractor
2018003	2018	3		926 Roosevelt St	926		Roosevelt	St	South Bend	IN	46616	1	Council Allocation	Tim Scott	Contractor
2018004	2018	4		938 Roosevelt St	938		Roosevelt	St	South Bend	IN	46616	1	Council Allocation	Tim Scott	Contractor
2018005	2018	5		942 Roosevelt St	942		Roosevelt	St	South Bend	IN	46616	1	Council Allocation	Tim Scott	Contractor
2018006	2018	6		1702 N Elmer St	1702	N	Elmer	St	South Bend	IN	46628	1	Council Allocation	Tim Scott	Contractor
2018007	2018	7		912 Golden Ave	912		Golden	Ave	South Bend	IN	46616	1	Council Allocation	Tim Scott	Contractor
2018008	2018	8		908 Golden Ave	908		Golden	Ave	South Bend	IN	46616	1	Council Allocation	Tim Scott	Contractor
2018009	2018	9		1704 College St	1704		College	St	South Bend	IN	46628	1	Council Allocation	Tim Scott	Contractor
2018010	2018	10		1121 Allen St	1121		Allen	St	South Bend	IN	46616	1	Council Allocation	Tim Scott	Contractor
2018011	2018	11		1123 Allen St	1123		Allen	St	South Bend	IN	46616	1	Council Allocation	Tim Scott	Contractor
2018012	2018	12		1129 Allen St	1129		Allen	St	South Bend	IN	46616	1	Council Allocation	Tim Scott	Contractor
2018013	2018	13		1137 Allen St	1137		Allen	St	South Bend	IN	46616	1	Council Allocation	Tim Scott	Contractor

Discussion questions before closing out the topic

1. What type of sidewalk data would you like to see on the neighborhood map?
2. How often should the City conduct comprehensive assessments of sidewalk condition? Is there support/interest in doing this next year?
3. Are there any policy changes re: sidewalks that we want to consider or discuss going into an assessment?
4. Are there any research questions you have on sidewalks in South Bend?

Tax Abatement Impact

- Background / Methodology
- Available data & analysis
- Options to improve performance

COUNTY

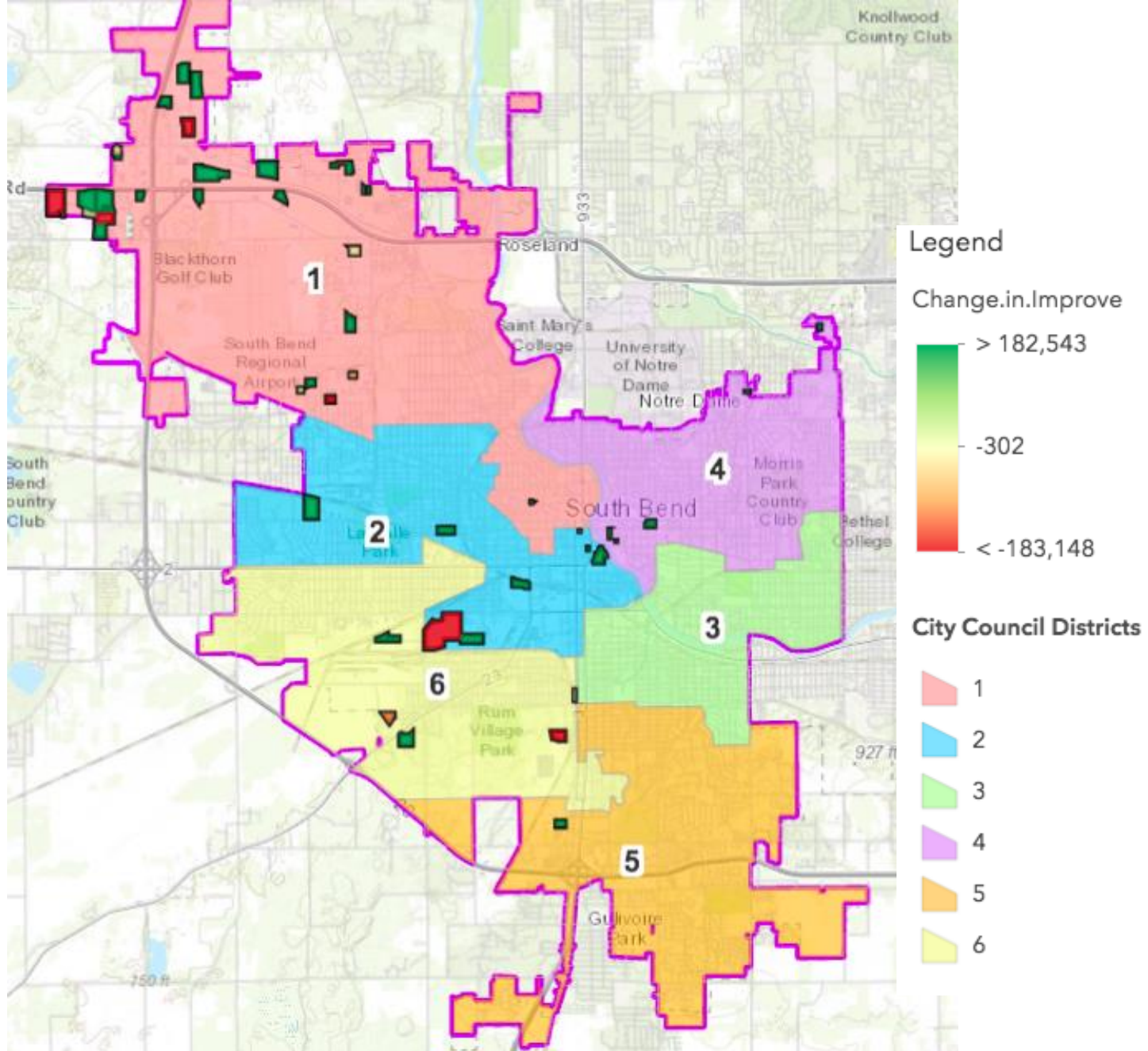
Tax Abatement-Project Review

Background

- Property tax abatement is a tool used by local governments to attract and retain businesses in a defined economic zone
- The analysis looks to measure and understand the impact of historical, commercial tax abatements in South Bend

Methodology

- The analysis compared changes in *Assessed Value* of Completed Commercial Abatements from 2012-2020. 52 abatements were completed during this period.



Results of Analysis

- Tax abatements completed between 2012-2020 generated \$75M+ in improved value and \$2.25M+ in new tax revenue
- *TIF Zone- SB German-009* showed the greatest increase in improved value of **\$22,284,900.00**. While *TIF Zone-SB Portage 026* decreased in improved value by **(\$1,119,500.00)**
- Tax Abatements when used as a tool for attracting new business, show greater increases in Assessed Value over time based on changes in improved value of vacant lots.

	Change in Improved Value		
	count	count vacant	sum
TIF			
101 SB Central Alloc. Area 026	4	0	656,700.00
104 SB West Washington 026	1	0	992,200.00
105 Airport-SB German 009	14	7	31,733,200.00
106 Airport-SB Portage 026	4	0	(1,119,500.00)
109 Airport-SB Warren 037	2	0	5,814,900.00
111 SB SO #1 Centre 002	1	0	223,500.00
115 SB NE Portage 026	1	0	4,151,600.00
125 River West 1-SB German 009	9	7	22,284,900.00
126 River West 1-SB Portge 026	5	1	2,149,500.00
129 River West 1-SB Warren 037	1	1	39,600.00
135 River East 1-SB Portge 026	1	0	867,300.00

Property Type	Change in Improved Value	End Taxable Revenue	Count	Percent of Revenue
All	\$ 75,658,200	\$ 2,269,746	52	-
Vacant Lots	\$ 50,087,800	\$ 1,502,634	19	66%
Non-vacant Lots	\$ 25,570,400	\$ 767,112	33	33%
TIF	\$ 67,793,700	\$ 2,033,811	43	90%
Non-TIF	\$ 7,865,300	\$ 235,929	9	10%
Vacant in TIF	\$ 43,835,200	\$ 1,315,056	16	58%

Discussion Questions

- Any follow-up questions? Would it be worth time/effort to do a more robust analysis?
- Has Council seen this? Any issue/questions? Are there other effective ways we should communicate this data to council?
- How often should we assess tax abatement performance? How often should we update this analysis?

Celebrating our values

This section highlights exemplary work happening in the City to improve performance that may otherwise go unnoticed

Celebrating our Values





SBStat | Neighborhood Stat

2021 Quarter 3 October 7th, 2021
City of South Bend



Appendix

2015 Sidewalk Assessment

In 2015, interns walked the streets of South Bend and rated the quality of existing sidewalks around the city.

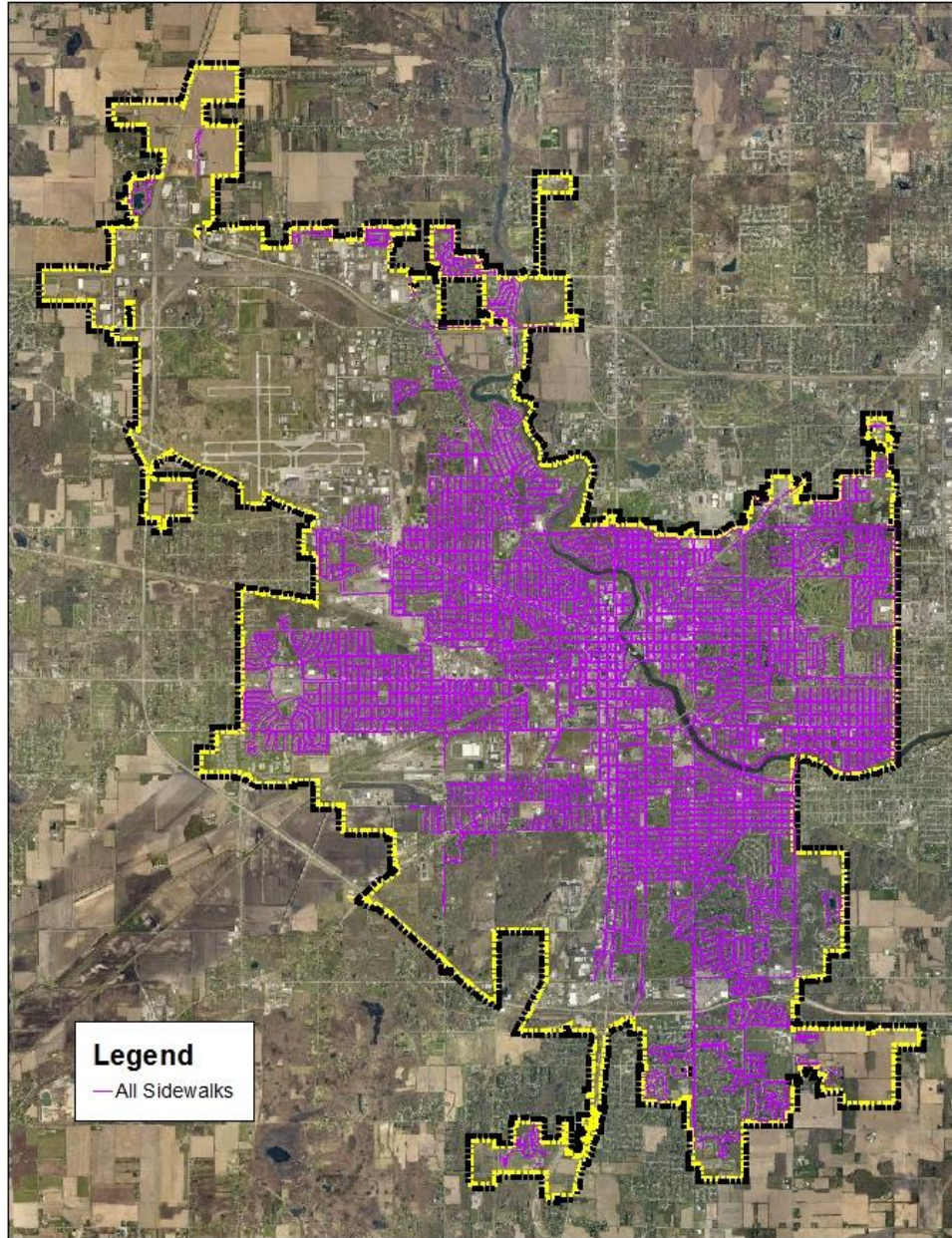
- Districts 2, 3, and 6 have the highest concentration of sidewalks rated as “poor” or “bad”
 - Results from the 2018 Community Survey indicate that residents in these districts are most dissatisfied with the condition of their sidewalks
- If the City of South Bend wanted to repair all sidewalks (not including curbs) that are below a “good” rating, it would cost over \$100M
 - 1.8M linear feet * \$60 = ~\$108M

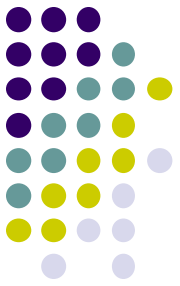
	Miles	% of City
Good	357	51.1%
Fair	220	31.5%
Poor	90	13%
Bad	31	4.5%
Total	698	

District	Total Miles	Miles Poor	% Poor	Miles Bad	% Bad	Total Poor / Bad
1	107	11	10%	7	6%	16%
2	138	19	14%	10	7%	21%
3	125	22	17%	15	12%	29%
4	129	12	9%	3	2%	11%
5	103	12	11%	6	6%	17%
6	96	15	16%	11	11%	27%



Sidewalk Assessment








Rating System

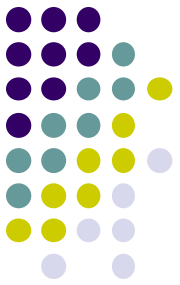
- Good = nothing wrong with sidewalk
- Fair = aesthetic problem
(deterioration, small cracks, etc.)
- Poor = not ADA compliant
(vertical faults, fixed by grinding down)
- Bad = needs to be replaced
(big cracks or gaps)


Rating System - Bad

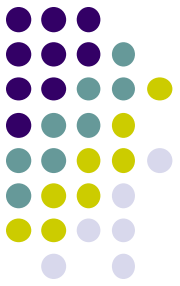


CRITERIA	EXAMPLE	RATING
<p><u>Horizontal Fault</u> horizontal gaps or openings of 2" or greater</p>		Bad
<p><u>Cross-Slope</u> greater than a 1 in 12 cross-slope on sidewalk</p>		Bad
<p><u>Cracking</u> not traversable by a wheelchair</p>		Bad






Rating System – Poor

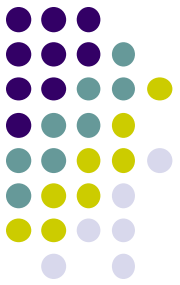


CRITERIA	EXAMPLE	RATING
<u>Vertical Fault</u> Vertical offsets in the sidewalk		Poor



Rating System - Fair

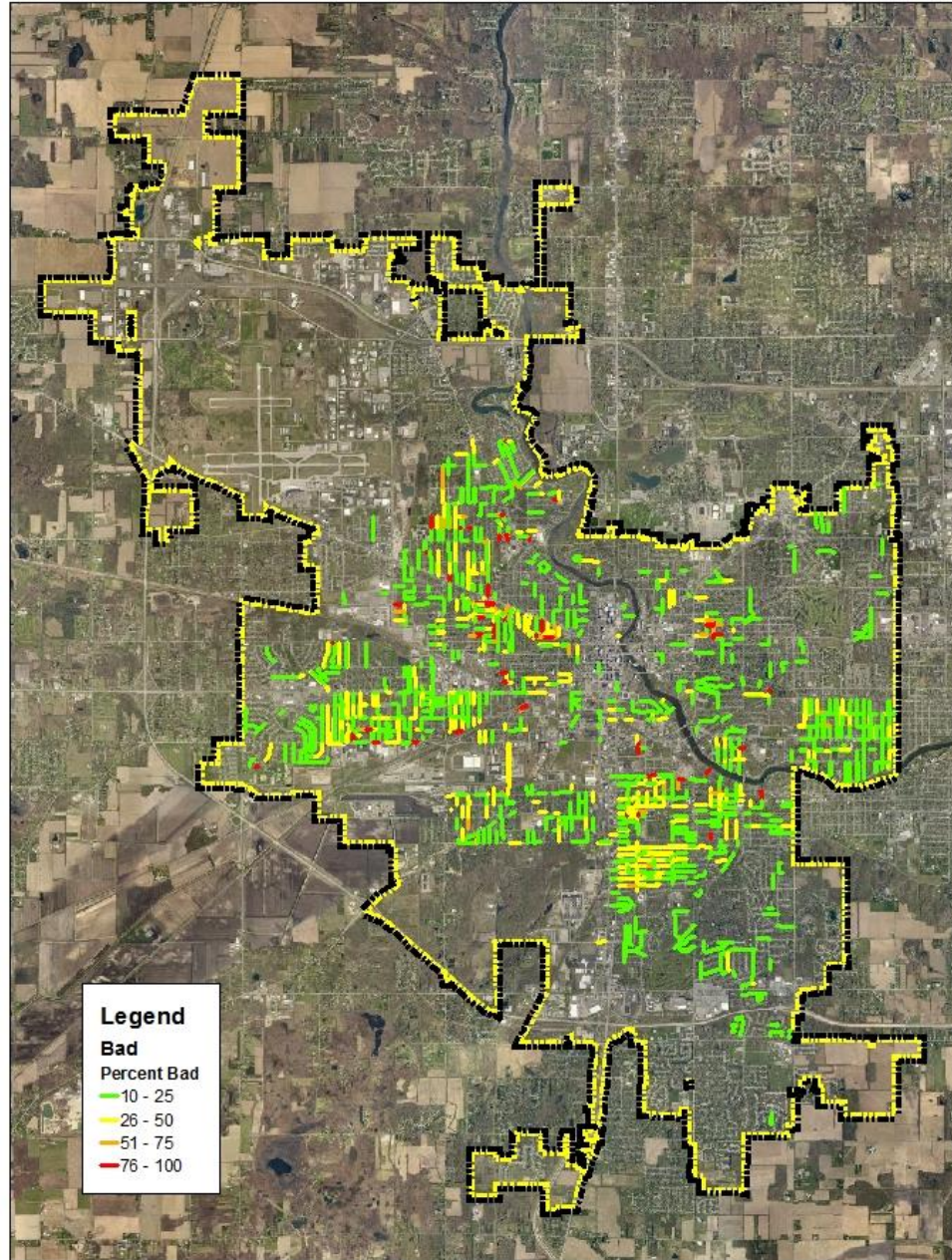
CRITERIA	EXAMPLE	RATING
<u>Spalling</u> surface deterioration of ¼” or greater		Fair
<u>Obstructions</u> any obstructions restricting operating width to less than 36”, enough space for a wheelchair to pass		Fair
<u>Cracking</u> four or more surface cracks in a sidewalk panel		Fair
<u>Ponding</u> standing water, or evidence of standing water on sidewalk		Fair
<u>Cleanliness</u> excessive debris or poor cleanliness on sidewalk		Fair



Assessment Data

	Length (Miles)	Percent of City
Good	357	51.1%
Fair	220	31.5%
Poor	90	13%
Bad	31	4.5%
Total	698	

Sidewalk Assessment Percent of Length Bad



Sidewalk Assessment ADA Compliance

