

West 2nd Street Modernization and Safety Improvement Project Notes from Public Meeting on Tuesday, January 23rd, 2024

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- Snow removal on Hopewell property – who is currently responsible for this?
 - **City Response:** Snow removal is the responsibility of the City of Bloomington Redevelopment Commission (RDC). The RDC has been notified of the snow removal issue.
- Very dark conditions from Maple to Rogers
 - **City Response:** The City's Public Works Department has been working with Duke Energy to repair the street lights along 2nd that were not working.
- Hopewell construction is currently very loud and seems to be starting prior to allowable work time
 - **City Response:** Engineering has notified contractors of the permissible working hours.
- When riding along the trail west of Walker, one resident has had multiple conflicts with right-turning vehicles across the trail
 - **City Response:** Engineering is looking into solutions to help – including signage and striping additional crosswalks.
- Eastbound stop bar at Rogers isn't visible anymore
 - **City Response:** Public Works has been notified.
- In rain, can't see centerline and it is hard to see markings west of Walker on 2nd Street – can RPMs be added?
 - **City Response:** RPMs will be added within the project limits as part of the reconstruction project.
- There are currently traffic issues with turning south from 2nd Street at Healthnet (between Euclid & Maple). With the lane width reduction, the turning space that currently exists will be gone.
 - **City Response:** Driveway aprons with radii designed to accommodate turning vehicles with the proposed lane widths will be part of the proposed project. Dedicated left turn bays for these movements do not currently exist and are not feasible to be added without other negative project impacts.
- Goal: create a wonderful walking & biking experience by adding lighting, art, benches, etc.
 - **City Response:** We are looking at incorporating this project with the Building Trades Park and Hopewell projects – both will be incorporating public art. Existing street lighting along the corridor will be replaced with new LED street lights.
- What type of vegetation is planned? Native Plants?
 - **City Response:** The City has an approved planting list which only allows for native plantings. Proposed vegetation includes grasses and street trees.
- Multiple requests for vertical deflection (raised crosswalk) at the B-Line
 - **City Response:** We are evaluating a potential raised crossing at the B-Line.
- Request to shorten the crosswalks at Rogers.
 - **City Response:** We are looking at shortening crosswalk lengths as much as possible while balancing that with turning movements.
- What is the design speed?
 - **City Response:** 2nd Street design speed is 25mph. Speed limit signs will be updated as part of the project.

- Fewer bus stops than existing? The park master plan shows a shelter for a transit stop. Consider a stop at the park / Hopewell. Bus stop at Building Trades park? Transit – will there be more frequent service?
 - **City Response:** Bloomington Transit has directed the bus stop locations and is responsible for service frequency. We will continue to coordinate with BT regarding stop placement and other design decisions.
- Can we add vertical deflection at the park or at other busy intersections?
 - **City Response:** We are evaluating a potential raised crossing at the B-Line. Typically we consider either doing a raised crossing or a refuge island for midblock crossings. On a primary arterial such as 2nd Street, we also must balance impacts to emergency response vehicles. We are evaluating potential vertical deflection at side streets/alleys/drives.
- Consider a PHB or RRFB at the mid-block crossing at the park.
 - **City Response:** We are considering inclusion of this treatment as a part of the project. These treatments could also be added in the future as necessary.
- Accommodate trucks? Clarification as to where. Were different design vehicles used for different roadways/alleys or all one vehicle?
 - **City Response:** Different vehicles were used depending on the type of access required/classification of the roadway.
- Are there unmarked midblock crosswalks?
 - **City Response:** We are marking all midblock crosswalks. Where streets adjoin 2nd Street we are marking the crosswalk on the side of the adjoining street we prefer pedestrians to use to cross.
- Trash collection for residents on north side – how to accommodate?
 - **City Response:** We are looking at ensuring all residents have a logical place to set their trash/recycling bins.
- Commenter was very appreciative of the complete street design and would like to see more throughout the City.
 - **City Response:** Complete streets is a policy set in motion by the City's comprehensive and transportation plans and future projects will continue to incorporate complete street designs.
- Existing clay sewer main – is this being replaced?
 - **City Response:** Per City of Bloomington Utilities - the existing sewer main will not be replaced. Some of the existing laterals may have to be adjusted to accommodate the new storm sewer in the roadway.
- Water / sewer connections at each residence – are the homeowners responsible for the connection to the new main or is CBU / this project replacing those?
 - **City Response:** Any water or sewer connection that is disturbed as part of this project will be replaced by the City. Any water or sewer connection that is not disturbed by the City will remain in place and continue to be the property owner's responsibility for maintenance.
- Is the project acquiring part of the parking lot at the flower shop near Madison St?
 - **City Response:** The drive aprons for this commercial/residential building will be reconstructed, but the parking lot will remain as is.
- Concerns about congestion and emergency access along 2nd Street. Heavy traffic congestion currently exists along 2nd Street in the 2-6pm timeframe.
 - **City Response:** City fire and police have reviewed the proposed design. No travel lanes are being removed so there will be no changes in roadway capacity. Traffic signal timing will be reevaluated to most effectively accommodate all roadway users.

- Design appears to be safer for families; more bikers lead to less vehicular traffic. Like islands, PBL, lighting and drainage will help w/safety. Narrowing road makes it safer. Build in safety for crossings (think 10 year olds).
 - **City Response:** The safety of the roadway for all users is top priority.
- The need for safe crossings is a big concern.
 - **City Response:** We are looking into providing multiple midblock crossings with refuge islands to help facilitate safe crossings.
- Will there be trees in the median?
 - **City Response:** The median is not wide enough for street trees so only grasses are proposed.
- Can we utilize truck aprons at the intersections?
 - **City Response:** We are evaluating potential truck aprons at intersections.
- Can there be signal priority for bikes so they don't have to stop at the signals? Can there be leading Pedestrian/Bicycle Intervals? Can the eastbound left turn phase be lengthened at Rogers St?
 - **City Response:** We are looking at designing the signal timing so as to serve all roadway users in the safest and most efficient way possible.
- Why is there no bike infrastructure shown east of the B-Line to tie in to the future College and Walnut bike lanes?
 - **City Response:** The scope of this project was identified to end at the B-Line for several reasons:
 - Uncertainty of the changes to Walnut/College that may result from ongoing Walnut/College Corridor study. Improved bicycle infrastructure may go in on both Walnut and College, just one of the streets, or neither. We don't know the conceptual designs yet.
 - The B line is a natural point to potentially switch from two way to one way protected bike lanes continuing east on 2nd. Depending on what happens on Walnut/College, we wanted to make sure we interact with any potential new facilities in the best way possible. It is uncertain if continuing the two way protected bike lane is the preferred option at this time. Choosing to not proceed further east at this time gives us the most flexibility in the future.
 - Future plans for 2nd Street east of Walnut/College will also need to be considered when we look at the best options for this block of 2nd and the block between College and Walnut.
 - Continuing the two way protected bike lane east would likely require reconfiguring the signal at College which ideally needs to happen in tandem with whatever changes are going to occur along Walnut/College.
 - The resurfacing continuing to the edge of College was added simply to line up with previous resurfacing projects in the way that made the most sense (essentially so we didn't leave one block of roadway that hadn't been resurfaced). This approach is similar to the west end of the project which includes additional resurfacing to line up with a previous resurfacing project.
 - With the federal funding we are using for this project and the environmental/right of way acquisition process that we have to follow, adding this block to our scope would mean significant delays. So unfortunately we won't be able to include any bike improvements along this block as part of this project. Future projects based on the Transportation Plan and the final Walnut/College plan are expected to include bicycle facilities east along this block.

- How long is construction expected to last?
 - **City Response:** Construction is expected to begin in 2025 and be substantially complete in 2026.
- Don't see a lot of bikers/walkers west of Rogers Has there been, or is there a way to conduct, a traffic study for bicycles in the area? One commenter stated that they don't see a lot of bicycles or pedestrians along 2nd Street.
 - **City Response:** We have not collected traffic counts for bicycles along this section of 2nd Street. There are ways to collect traffic counts for bicycles but they are much more difficult to accurately count than motor vehicles. Pedestrians are important roadway users that the city seeks to accommodate on all of its roadways regardless of counts. Similarly, bicycles have been identified in the city's comprehensive and transportation plans as important roadway users that also need to be accommodated on the city's roadways. City goals seek to increase the number of bicycle users and pedestrians on our roadways for the myriad of benefits this provides – reduced roadway maintenance costs, better traffic flow, environmental impacts, etc. Bicyclists, like pedestrians, tend to avoid roads that are uncomfortable to use even if it's at a great inconvenience to them. This project seeks to continue to provide the same capacity for motor vehicles while also providing safe and comfortable infrastructure for bicycles and pedestrians.
- Love the connectivity this will provide
 - **City Response:** This project will better connect bicycle traffic from the southwest part of town to the B-Line and the eastern greenways.
- Is there a requirement for the federal / state funds for the inclusion of bike lanes?
 - **City Response:** The funding received was awarded based on a scoring system that includes bicycle infrastructure as well as many other factors to come up with a project score.
- No parking is being added on the street – will the Hospital garage be able to be used in the future?
 - **City Response:** The former hospital garage is owned by the City and anticipated to be reopened for general public and residential use.
- Is the fir tree staying?
 - **City Response:** This tree is on private property and will remain.
- Are the utility poles staying within the middle of the sidewalk as they currently are? Power lines/ poles to be replaced? Utility poles?
 - **City Response:** There are some locations where the existing light poles are within the existing sidewalk. These existing light poles are at the end of their life cycle and are being replaced. The new poles will not be located within the sidewalk. We have requested that Duke Energy look at their existing infrastructure and make any improvements prior to this reconstruction project.
- How will pedestrians safely cross the bike lanes to the bus stop?
 - **City Response:** Pedestrians will have marked crosswalks across the bike lanes and will be able to utilize refuge islands between the bicycle lanes and motor vehicle lanes.
- What is the expected maintenance of traffic plan? Will lane closures be required and how will this be communicated?
 - **City Response:** The maintenance of traffic plan is still being developed. However, we anticipate lane closures in at least one direction at various stages of construction and likely full closures for some duration. Communication will be handled by the City's Engineering Department and by the contractors working on the project.

- Can bikes be moved forward of the crosswalk at the 2nd/Rogers intersection?
 - **City Response:** We are looking into incorporating this suggestion and providing the best arrangement while accommodating turn movements.
- How do lane and bike lane widths compare with 7-line?
 - **City Response:** 7th Street has 10' motor vehicle lanes and 5' bicycle lanes (generally). This project proposes 11' motor vehicle lanes and 5' bicycle lanes.
- Some markings for the combined trail at Walker? Ped symbol and bike symbol? Mark where to start at Walker bus stop.
 - **City Response:** We are looking into how to best stripe the transitions between the multiuse path at Walker and the B-Line.
- Yellow dashed line for protected bike lanes? Similar to B-line
 - **City Response:** Current design includes a dashed center yellow line.
- Desired improvement to cross I-69
 - **City Response:** The Indiana Department of Transportation (INDOT) controls this section of the path (W Bloomfield Rd/SR 45 over SR 37/I-69). We pushed for pedestrian infrastructure when the bridge was replaced as part of I69 and INDOT added the walk and path (previously there was no pedestrian infrastructure). While the City will continue to work with INDOT to provide the best infrastructure possible for our community, I recommend reaching out to INDOT directly to provide feedback on this crossing. INDOT is considering a safety improvement project at this location – although it is many years down the road.
- Coordination among projects?
 - **City Response:** We are coordinating with the various other city-led and private projects in the area and will ensure MOTs provide adequate access to property owners and detours for all road users.