

| Timestamp | First and Last Name | Email Address | Address | Do you have any general feedback about the revised Indiana Ave. concept? Question Issue Suggestion | Do you have any feedback for the section between E 5th St. and E 6th St? | Do you have any feedback for the section between E 3rd St. and E 6th St? | Do you have any feedback for the section between E 6th St. - E 7th St. | Do you have any feedback for the section between E 7th St. and E 9th St.? | Do you have any feedback for the section between E 9th St. and E 10th St.? | Please provide any other ideas and suggestions here: | |
|--------------------|---------------------|--------------------------|--|---|--|---|--|---|---|---|--|
| 8/15/2024 13:22:02 | Joseph Miranda | JosephCMira@outlook.com | 351 S Kingston Drive | | It is great. | The turns in the bikeline for the bus stop are rather sharp and sudden, smoothing it out some wouldn't hurt the bus stop. | I like it. I am hoping the curbside parking to be removed and it's just unobscured space now. | Excellent. | Excellent. | <p>I don't like how the lane flows cyclists back into traffic. I feel it should just end onto a sidewalk extension or a painted bike lane that continues. Something that implies an extension of its protected off bike path as imminent.</p> <p>I think that takes going north should be allowed to go straight at the end of the bike lane instead of forcing them into the car lane. I also think there should be some space for bikes going south into the bike lane to wait in case cars are coming from the opposite direction, because some drivers might get impatient and perform dangerous maneuvers around the cyclists waiting for cars to pass. I think this confusing ending highlights how the bike lane should definitely be continued to 17th Street so it connects with the multi-use path. If that doesn't happen in this project, it should happen in another one sometime soon.</p> <p>PLEASE do not change Indiana. I want pedestrians and bikers to be safe, but Indiana is a very busy street regardless of students on campus or not. Switching to a two-way street will lead to people blowing stop signs and accidents since it's very disorienting to change a street direction. It's already confusing enough to have a crazy mix of one way and two way streets throughout the city. I want bikers to be safe, but they do like to park and choose when they want to use the cars. Overall, everyone needs to be more cautious of others around them and travel safely. I've seen more "almost accidents" on streets where one way and two way meet (like 7th and Lincoln/Washington). I'd rather than be addressed with more signage or blinking stop signs. I'm sure this is a difficult decision, but car traffic should come before adding to any of these streets. I can only imagine that nightmare when 20,000+ people (especially from out of town) come back very confused about the direction change.</p> | |
| 8/15/2024 13:37:36 | Collin Nielsen | collinielsen@gmail.com | 355 E Varsity Ln, Bloomington, IN, 47408 | I agree with the decision to proceed with concept A. | | The switch of the 2-way bike lane from the west to east side of the road is not ideal, but as long as car traffic isn't high at Smith & Henderson, then it could be alright. | I appreciate that delivery vehicles are taken into account. | If it can fit, I think there should be a right turning lane from Indiana to 7th while making the bike lane thinner like at Indiana and 10th, like the raised crosswalks at 6th. | I think the raised crosswalks are great for traffic calming. | | |
| 8/15/2024 14:33:23 | Lauren Thompson | thomp2@iu.edu | 611 N Washington St. | PLEASE DO NOT change Indiana Ave. | | Unfortunately this just seems like a traffic nightmare! Knowing that trucks, buses, and cars travel on this everyday leads to daily backups. Adding a two way bike lane will be very disorienting for drivers confused as to why there are bikes "headed towards them". | Unfortunately this just seems like a traffic nightmare! Knowing that trucks, buses, and cars travel on this everyday leads to daily backups. Adding a two way bike lane will be very disorienting for drivers confused as to why there are bikes "headed towards them". | | This improves the ability of bikers to cross 10th, but making them cross Indiana Ave. in both directions in the middle of the block seems really problematic! Unless bikers have a different signal, they'll be going north at the same time as the line of cars waiting at the intersection, so this essentially creates another intersection where bikers will have to wait both northbound and southbound, trying to dodge traffic. Why not continue the bike lanes north? There are NEVER ANY cars parked on the East side of Indiana between 10th and the IRL Reside - most people don't even leave their cars parked spots - northbound car drivers simply drive in the parking lane. Turn them into bike lanes at the way to 17th street! Alternatively, as a biker who rides this route almost daily, when going north I would feel more comfortable merging with the car lane at the intersection of 10th where cars already have to slow down/stop (some clear merging markers would be good). When going south I would feel more comfortable using Cottage Grove (which has a bike lane) to Durn street (which is a better safer street for mixed traffic), still feel southbound bike lanes on Indiana Ave are unnecessary. | It's commendable that the City is adding bicycle and pedestrian infrastructure to Indiana Avenue, and if it fits moves forward, I will use it. That said, I do have concerns that the plans will exacerbate some of the existing problems, which may be the source of accidents. Namely, traffic congestion, and a multitude of modes of transportation in multiple directions. The end-point north I can't speak to, but southbound bike lanes on Indiana Ave make more sense as designed, but I appreciate that it is getting some attention. | |
| 8/15/2024 14:59:53 | Cory Rutz | crutz@gmail.com | 2890 N Lakewood Ct | Would be a great improvement for bike infrastructure near campus, overall. I have concerns that this will cause very long traffic jams by reducing a driving lane. How does it connect to other bike infrastructure? It doesn't go to the north, because there is no bike infrastructure for Bloomington's growing population north of 10th street. The south is not an area I'm familiar with, but it's a question worth asking there as well. Adding two-way bike traffic to a one-way road feels unnecessary when there is another one-way road a block away going in the other direction (and which is safer to bike on). Since the nature and situations of the accidents and fatalities that were cited by the City is unclear, it's worth considering whether some of these designs might actually make things less safe. It will add another direction of bike traffic, which seems like a complicating element. It will also increase traffic backups south of Kirkwood, which is a cause of much speeding north of Kirkwood. Since there are two one way streets involved in a full traffic pattern (Indiana and Durn) it seems like this project should take into account both of these roads, and not try to make just one of them do all the work. | Between 4th and Kirkwood cars regularly stop to pick up Starbucks/floor and to drop off/pickup students. With only one lane, this could cause severe traffic backups. My office overlooks this block and the Kirkwood intersection, and these kinds of backups are currently what causes sudden stopping and road rage when cars finally get north of Kirkwood. This could get worse. Some sort of pulloff or relief mechanism is recommended, the alley is narrow and insufficient to redirect cars. The dropoff space at the intersection of Kirkwood and Indiana is going to be a parking lot most of the time, some intense initial enforcement might be needed to ensure it does not get abused by car drivers. Is there any possibility of getting IU to participate in leveraging the mostly underutilized lot on the NW corner of Kirkwood and Indiana for vehicle deliveries? | It's just not clear how much of this space is being dedicated to pickup/dropoff, or if it will be open to regular footcork pickup, individuals being picked up/dropped off, or just delivery vehicles. If it's just delivery vehicles, and it's not at least half a block, it may not be sufficient. | Raised crosswalks seem unnecessary at 8th and 9th, I can't recall ever seeing anyone cross the street at these intersections (I ride down this street 5-10 times a week). | | | | |
| 8/15/2024 15:13:55 | Sarah Parrish | sarahparrish01@gmail.com | 3209 E 10th St | | It looks good. | It looks better. I like the bus pull-off zone. | This looks good. | This looks good. | | | |
| 8/15/2024 15:46:11 | robert dixon | robert.dixon3@gmail.com | 3005 South Forester St Bloomington IN | I'm not sure if this is a good idea to make concessions to the freighters and remove the bike lane barriers. Generally less than 5% of all fire runs are actual fires, mostly medical emergencies, and false alarms that don't require using a 40-foot truck to respond. They might consider purchasing some smaller vehicles for these runs. | | It looks good. | Nice improvement | Nicely improved | | | |
| 8/16/2024 8:02:58 | Ben Fulton | ben@benfulton.net | 2983 Bankers Drive | I see on the website that the construction date has been moved back to 2025 or 2026. I hope this can be done in 2025 as it will be an important and useful modification for the city. | | Even with delivery lanes, cutting down to one lane of traffic is a terrible idea. We essentially have this when one lane is blocked by deliveries or people dropping off others. Cutting traffic to one lane slows everything down immensely especially in front of the sample gates. The intersection of Kirkwood and Indiana is already extremely dangerous with bikers and pedestrians crossing without looking or any regard for their safety or the safety of cars. Ultimately, I see the two-way bike lane as an addition that will make the traffic situation more frustrating and dangerous for drivers and pedestrians while helping a very small minority of people. I would like to see into consideration the fact that this area is used by mostly students and drivers that can be risks to each other, not cyclists. | I would like to see the pedestrian and car safety of Kirkwood and 4th St improved before any bike improvements are done. Those intersections are worrying to cross as a driver because seeing bikers and scooters rush into the intersection is hard and pedestrians walk in front of moving cars regularly. | | | | |
| 8/16/2024 10:29:00 | Nicholas Goh | nrgoh@gmail.com | 2218 E Arden Dr | | | I already see the one lane of traffic becoming a bottleneck. People will stop their car in the middle of the road with no regard for others as we have already seen on 3rd St where the bike lane has had physical dividers added. This creates a great risk for other drivers. Likewise, not everyone will follow/obey signs in this area and some will inevitably block the one lane. As someone who travels this road frequently for work and school, the redesign as-is seems extremely frustrating. | I see less of an issue with one lane here despite not having a delivery lane, but still see traffic becoming bottlenecked here because of its close proximity to campus and huge amounts of traffic already present at certain hours on the intersection of 7th St. | | This is acceptable as traffic does not become backed up into this region typically. | | |

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| | | | | <p>Please don't take away the current two (1-way) traffic lanes. The area between 3rd & Kirkwood in particular has LOTS of large delivery trucks that already impede safe traffic flow. We definitely want to recognize pedestrian and bicyclist safety, but this is also a major corridor for IU employees and students who drive to try to get to work in the morning and narrowing this down to 1 lane is prohibitive. Please remember that IU employees who drive alone live and work in this community and our voices should be considered as well as those who walk and bike. Part of the pedestrian issue is people crossing mid-block, for instance between 3rd & 4th as they go toward the Law School and even more crucially, at roughly 8th Street as they go toward the library from campus near Franklin Hall and Dunn Meadow. Can one or both of those areas be considered for a mid-block crosswalk with a slightly raised street pattern (curbs, striping, something to mandate higher driver awareness)? That would help to focus pedestrians to a convenient set channelled pedestrian settings and would encourage drivers to focus on that area for pedestrian safety. But causing gridlock by eliminating 1 traffic lane in this area does not necessarily help safety, as frustrated drivers could become careless when they see a lane opening and charge forward, making them more of a danger to ped and bike safety than well-maintained, efficiently moving traffic lanes. We can't pretend that buses and delivery trucks don't live in this area and we should recognize that it is a major northbound corridor at this junction of city and campus. Do we have traffic volume counts for this part of the street? I grow concerned when we assume that efficient and safe traffic flow is our last concern and pit it against bike and ped needs rather than work to find a cohesive, non-detracting solution that benefits all users.</p> | | | | | |
| 8/16/2024 12:48:31 | Richard Lewis | richardlewis@earthlink.net | 720 W. 3rd St., 47404 | <p>Yes. 1) the intersection of Indiana and 7th seems like it would need more consideration, especially for those turning east on 7th from Indiana. There's already confusion with the protected bike lanes on 7th, and now adding cross sectional bike lane traffic at that intersection seems like a permanent backup waiting to happen 2) for this project, and many others, the city and university need to enforce a no drop off / no standing policy. Too many students (or ride shares) treat campus like NYC and will cause significant traffic mishaps by stopping or standing for drop off / pick up of colleagues. If Indiana is only one lane north and stopping or standing continues it will be a mess.</p> | | | | | |
| 8/16/2024 12:54:35 | Ray Luther | Rayluther@gmail.com | 2936 N Bankers Dr - 47408 | | | | | | |
| 8/16/2024 14:30:10 | John Applegate | johnratlapp@att.net | 520 S Hawthorne Drive | <p>This is a relatively narrow segment of road, so having a dedicated bike lane will really help micropark.</p> | | | | | |
| 8/16/2024 16:45:22 | Michael Cirida | mancid@iu.edu | 3000 Walnut St Pkx, K7, Bloomington IN 47401 | <p>I think the reducing from 2 lanes 1-way lanes to a single one way lane between Alavater and 10th street is a not going to make traffic safer and allow flow through. The design recommendations both do not deal with how different actors use this route daily (i.e. business, patrons, pedestrians, drivers, IU facilities and courtesians, etc.).</p> <p>I can't tell from the drawings shown here and I missed the public meetings. But I have frequent experience with the 7th St conversion and hope this will be nothing like that. 7th St is now one of the most dangerous places in Bloomington. It's dangerous because of the removal of stop signs, encouraging drivers to go way too fast. It's dangerous because of the "protected" bike lane making it extremely confusing for drivers to see what's what and where they belong and don't belong. And it's dangerous in the way it encourages both pedestrians and cyclists to cross streets without even looking, just because there's a cross walk. What if a driver doesn't see you? Yes, you have the right of way, but the road is confusing for drivers on both 7th and the cross streets and I've found it very easy to miss bikes and pedestrians in all the confusion, especially if they're walking in these intersections.</p> <p>Please, "NO" Do NOT single-lane Indiana Ave 1 A special lane for trucks stopping for deliveries at the shops, is shown, but what about buses making long stops for drop off/pick ups on the east side? I believe a single lane on that busy street will guarantee a series of traffic bottle-necks. How can this possibly be considered, or do I misunderstand what is being planned?</p> <p>Make the sidewalks narrower on either side to accommodate the bike lanes (which will have relatively little use compared to the car traffic), but please don't remove a lane there now. As an active cyclist who rides north on Indiana Ave 1 to get out of town, I have to blame. There are two northbound lanes south of Tenth. If a group of bikes is in the right-hand lane, vehicles simply pass on the left in the passing lane. I don't see the need for a bike lane here, and have never felt uncomfortable riding on Indiana Ave. I think other cyclists would agree.</p> | | | | | |
| 8/16/2024 18:01:55 | Victoria Nelson | nelsonv@gmail.com | 608 E Moody Dr | | | | | | |
| 8/16/2024 18:25:03 | Anthony Mescher, IU Professor Emeritus | mescher@iu.edu | | | | | | | |
| 8/16/2024 19:18:03 | John Bassett | bassett@blumark.net | 1400 East Schucht Road | | | | | | |
| 8/16/2024 19:46:58 | Sheila | batpatshela@yahoo.com | 2101 S Harmony bl Bloomington, IN 47403 | <p>Taking away the second traffic lane to make a a bike only lane will make traffic impossible to deal with if a delivery truck is stopped there will be no way for any cars to get by.</p> | | | | | |
| 8/16/2024 21:32:45 | Cassandra Murty | cmurty10@gmail.com | 208 S Rockwood Crescent Ct Bloomington, IN 47403 | <p>It feels like so many roads become harder to drive in this town on a yearly basis. I would like to believe that if you just built the bike paths that people will use them but it seems like they just end up as wasted space that is more likely to have a car on it than a bike.</p> <p>I am an active cyclist and ride this particular Indiana Ave stretch many times per month. The proposed bike lane concept is NOT a good one, on balance, and will not improve cycling safety nor enhance car-bike sharing of the road.</p> | | | | | |
| 8/16/2024 23:09:36 | Doua Davhoff | Davhoff.doua@iu.com | 1515 E University St, Bloomington | | | | | | |
| 8/17/2024 2:10:20 | Ange Raymond | Angraymond@yahoo.com | Blent tree drive | <p>This plan is insane. This promises to create congestion along Indiana and hurt the businesses that are along the route. In your effort to accommodate only bicycles in this city, you're only making it more dangerous and frustrating for everyone. Please reconsider this project and scrap it. The benefit does not outweigh the cost and where are all of these bikers that these lanes keep being created for? I walk and drive down town EVERY single day and rarely see a bicycle.</p> | | | | | |
| 8/17/2024 5:34:49 | Lisa Williamson | isaawilliamson@yahoo.com | 2083 Elm Leaf Dr 47403 | | | | | | |
| 8/17/2024 9:32:32 | Jenae Trimble | Ljtrim03@gmail.com | 512 W Graham Dr | | | | | | |
| | | | | <p>I really like the 2-way bike lane. There is otherwise not good north-south bike paths in this part of the city. Also, please be sure to include some sort of physical barrier between the driving and bike lanes otherwise, the bike lanes will be blocked by people dropping off along the road. You probably can't do much about Sample Gates, but those dropoffs (including on Third Street) force bikers to donkey-walk near into driving lanes.</p> | | | | | |
| | | | | <p>This section is timed in the mornings to make it so drivers have to stop at both lights. This leads to drivers speeding to make this light, rather than just extending it so cars to no have to wait at 3rd st. The extra bike lane as designed in this photo does not align with the bike infrastructure added just to the south on Henderson, meaning bikers will have a dangerous intersection near the Smith Ave choke point. This is already hard to drive through, now you want bikers and cars to have to cross paths at a parking lot entrance and Smith St? This is insane.</p> <p>The protected bike lane in this design should be on the west side, not the right. You will have buses unloading into the bike lanes at Kirkwood and Indiana.</p> | | | | | |
| | | | | <p>This design is going to lead to lower flow through an major back ups into 3rd street. The buses already suffer from bunching and long load times on 3rd street, which has two lanes. Narrowing to 1 lane going north will significantly impact flow between 3rd and 8th street. The design does not account for loading behaviors of businesses, private apartment bus services, patrons, and IU facilities along this stretch of road- they stop and block traffic. How does the design address when IU decides facilities needs to load in tables and chairs to the media school? How will this design handle a patron, who cannot park on Indiana, and chooses to stop and run into Starbucks to pick up an order- run back only 5 minutes? This already happens with the lanes and street carter?</p> | | | | | |
| | | | | <p>This takes away all parking options and will be harmful to local businesses. Adding bike lanes and training away car parking is not helpful downtown, it's only harmful to businesses!</p> <p>Is this a bus section? Like the bus cutouts that are filled in all along 3rd so buses just block the lane? At least there are two lanes on 3rd so what is going to happen when you need to turn the bus section into their personal Uber spot?</p> | | | | | |
| | | | | <p>I walk across this area and there is little problem now. With one lane of cars and multiple directions of bikes this is going to cause more issues.</p> | | | | | |
| | | | | <p>This section is simply too busy and added to too much. Where are the bus stops. So, one lane for deliveries, etc. to general parking, right? Cause parking and delivery lane won't work. And one lane in line if there are no bus stops, the non-stop bus stops (many are not buses but are "apartment buses/ transport"). I will make this worse as people get frustrated. Bus stops have to be planned and can't just be "stop where you feel like to drop people off."</p> | | | | | |
| | | | | <p>This takes away parking from local businesses and isn't helpful, just hurtful!</p> | | | | | |
| | | | | <p>Stop taking away parking spaces downtown. It's hurting businesses. Not everyone that goes downtown lives close enough to bike, and not everyone that goes downtown is able bodied and can walk distances!</p> | | | | | |
| | | | | <p>Does the bike lane just end? This is a busy area that needs the bike lane to keep going past the turn that goes to Lucky/Arly parking. That corner is awful, people on phones just walking and crossing at any place they feel like. Make this go just a bit farther.</p> | | | | | Plan for at the 'drop offs' that occur thru here. |
| | | | | <p>Looks good.</p> | | | | | Looks good. |
| | | | | <p>Looks good.</p> | | | | | Thank you! |
| | | | | <p>Looks good.</p> | | | | | Thank you! |

I applaud the City for considering new approaches, but I fear we have not learned from the 7th Street debacle that had to be reworked after an ill-considered opening and still presents dangerous challenges to people who may not realize they are turning into a bike lane rather than a city street. If our federal government is moving toward EV mandates in the near future, that means that vehicles will be with us for quite some time - so I do not see the benefits in essentially demoting vehicular traffic. The city welcomes 45,000 new residents each year, and in this time of year (late August), they are joined by many thousand more family members who are navigating through town - plus those coming to sporting events, arts and cultural events, etc., that bring many from outside our community to experience the beauty and creativity of Bloomington. Most of these people drive to get to Bloomington. When they arrive, are they going to find a city that tells them not to drive anymore? That they and their vehicles are not welcome? Many of the people that work in Bloomington live in the surrounding counties where public transport into town is not available. Again, are we trying to make it as difficult as possible for them to reach their work by slowing traffic flow to every major arterial street? I believe our dedicated planning staff need to consider the message we send with our street plans. Yes, we want people to be able to bike and walk safely. But I believe we need to achieve a realistic balance that acknowledges the vehicular volume in this community - a regional hub that draws in workers and visitors from outside our boundaries - that in large part will be with us for a long time. Thank you.

Again, please see my detailed comments earlier, which include this section. Much better to have a raised mid-block pedestrian crossing than eliminate traffic lanes. If we want to include climate benefits in all this, please reconsider the damaging effects that idling traffic has on the atmosphere. When we have volume of thousands of cars per day (where are the counts?), and many hundreds of pedestrians crossing this street (where are the counts?) - why do we prioritize flow for bicyclists above all else? I am pro-bike, but beg the City to be realistic about our volumes and modes of travel. Parading drivers does not increase efficiency nor ultimately safety. It increases frustration, gridlock, and higher pollution levels.

See prior comments. Do we have accident counts for this specific area? If so, what are they compared to the other segments? I keep seeing "serious accidents or fatalities" - how many? Lumping them together with other accidents seems to both minimize the actual fatality counts and sensationalize the overall picture.

See prior comments. Do we have accident counts for this specific area?

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| 8/26/2024 23:24:00 | Jerod Hookins | seroff11@gmail.com | | Looking good overall. More protected bike lanes is good anywhere we can put them, especially in a central area like this. Minimizing or eliminate car traffic should be a priority (close Kirkwood near courts). Please do not limit the lanes. Traffic will be terrible and it's already difficult to navigate campus to be on time for work. It's also a safety issue for ambulances and other safety personnel. Perhaps bike lanes could be made alongside some of the sidewalks but the road is a terrible idea for traffic and safety. | Not specifically for this project, but this is a great place to point out that we really need a solid west-east path that links downtown/campus to the east side neighborhoods and mall area. Doing something similar (or just having a full-width multimodal trail) on either Alwater or 3rd seems like the most logical choice. | Looks good | Looks good | Looks good | Looks good | Looks good. Only problem is that it ends. |
| 8/27/2024 7:14:20 | Kathy Finley | Kfinley@iu.edu | 2500 E Bradford Ct | I love it, and I'm excited to bike comfortably into town. I bike north on Henderson almost daily, and I either take on sidewalks in the 1 way section to go back home, or just detour to the BU Line to avoid the area. | It looks good, I'm glad the path extends south of Alwater. | I like that the bus stops have been consolidated. | I'm still not sure how much utility there is in having street parking/loading on this street, but I understand that businesses had been promised this space. | It looks great. Maybe someday we could get some trees where the striped separator is | Thanks for adding more raised crosswalk! | I'm glad this got extended a bit past 10th to avoid an awkward split in the middle of the intersection. College/Walnut upgrades? |
| 8/28/2024 13:17:28 | Matt Gleason | mattg3398@gmail.com | 582 E Hibside Drive | I find the plan very exciting. I love the proposed bike lane as well as the enhanced bus stop. | | | Bikes don't travel on this section so it will be a waste. Also, on a 3rd street, there were attempts to make spaces for busses to stop and that has been so disastrous the bus inlets aren't used anymore. Just wait until trucks stop to deliver shipments which happens all the time and traffic is blocked for ages. | This road works currently, we don't need another failed road with more bike paths that aren't being used | | I've lived here for over 10 years now and Bloomington roads only get worse. The continued manufactured congestion by reducing roads is annoying. No matter how bad you make the roads, it's not going to increase the number of bikes. We live on the west side of town with 2 young children, we have to drive if we want to get to the library or visit the area around campus. Please rethink and scrap this idea. |
| 8/28/2024 15:46:05 | Adam Martinez | amartinez4376@gmail.com | 1615 E Thornton Dr | This is one of the few roads that actually works well in Bloomington. The changes you propose will turn it into a nightmare and will make it dramatically more unsafe. | Don't change a thing from prior design | Again, please don't change a thing from the way it was | This week, since Indiana Ave. has opened to one northbound lane of traffic, there is a back-up all the way to at least 4th St. and often 3rd St. St. (from Kirkwood) most of the time during the day. I cannot see all the way to Alwater from the Sample Gates and I am less likely to observe this area in the evenings. One lane of moving traffic is NOT ideal for this major street on the west edge of the IU Campus. I understand the need for dedicated bike lanes, though I rarely see bikes on Indiana. BUJT traffic needs to be able to move without frustration from both drivers going north and pedestrians trying to cross Indiana Ave., even at the crosswalks (currently street corners). Note that drivers do occasionally run the stop sign on Indiana at Kirkwood & the Sample Gates. I cross this intersection multiple times each week/day - it happens. | | | |
| 9/5/2024 13:14:56 | John Murty | Gatorfm67@gmail.com | 208 s Rockwood crescent ct | | | | There needs to be a dedicated crosswalk across Indiana Ave. at the alley between the Von Lee building and the adjacent IU parking lot. Many IU employees who park in that IU lot cross Indiana at the alley which is halfway between Kirkwood and 6th St., especially if they intend to enter Franklin Hall via the Franklin Hall Indiana Ave. entrance. (These illustrations are hard to see/read on my computer.) Also, does this mean no parking spaces on Indiana Ave. between 4th St. and Kirkwood? If so, you can count on drivers parking in the alley between Buffa Louie's and Starbucks in order to pick up their beverage at this busy Starbucks. Even with the current limited parking in that area, drivers (mostly Starbucks customers) do park in the alley when there is no parking available on Indiana Ave. And, does Buffa Louie's get to keep their outdoor dining space on Indiana Ave.? | | | |
| 9/5/2024 17:24:44 | Marilyn Behrman | marilynb51@gmail.com | 2872 S McCartney Lane, Bloomington, IN 47401 | | | | Note that delivery trucks also often park on Indiana Ave. in front of Ryan Hall between 4th St. and Kirkwood in addition to between Kirkwood and 6th St. | | | Please consider the safety of drivers and pedestrians (as well as bike riders) on this BUSY street alongside the west edge of campus. Is there no way to widen the street to include two lanes, or perhaps change the sidewalk on the east side of Indiana to a biking path, which would leave two lanes for traffic? So, keep a dedicated sidewalk on the west side of the street and dedicated bike path (where there is now sidewalk) on the east side of the street and a functional two-lane street remaining? |