South Rogers Street Identity Study

Schneider

April 17, 2009

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Introduction

South Rogers Street Identity Study

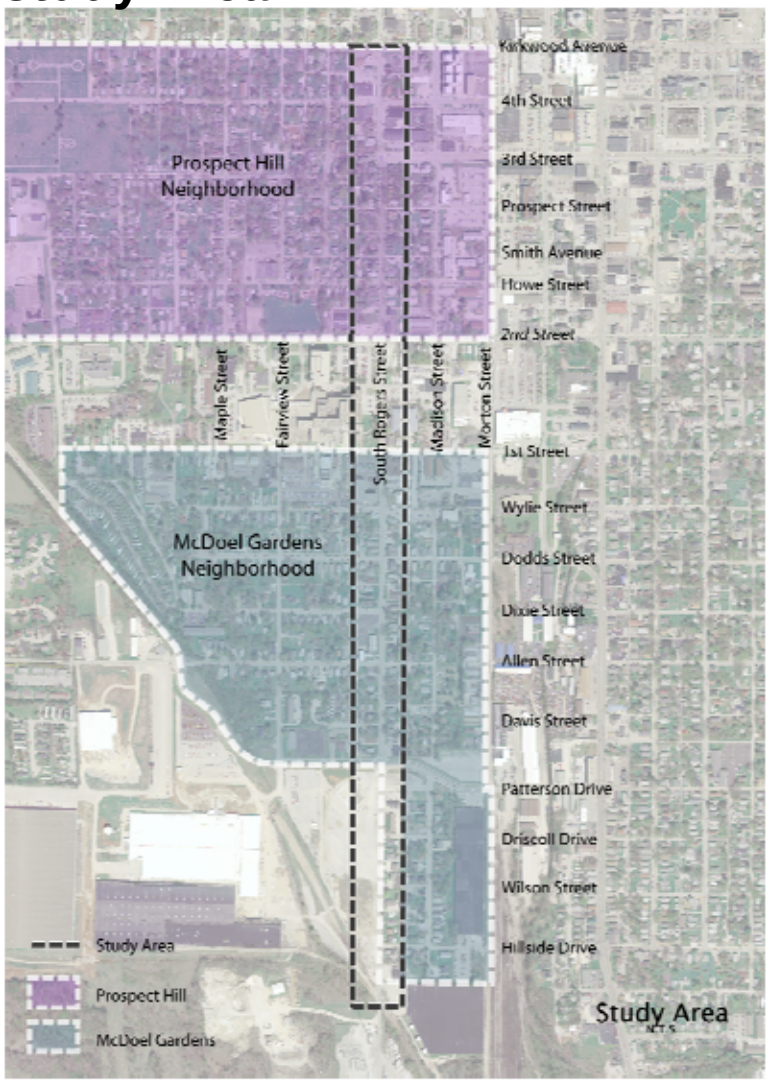
Introduction

Purpose of the Project

The purpose of the South Rogers Street identity study is to provide a comprehensive plan that will explore potential strategies to improve the look and feel of Rogers Street. The study area extends from Hillside Drive in the south, to Kirkwood Avenue in the north. The study is envisioned as an opportunity to create a plan that will take advantage of funding that is available through the Housing and Neighborhood Development Department (HAND). The plan created will serve as a road map for how these future public and private investments can be utilized. As part of this study, an implementation strategy has been created. These strategies were created to allow the construction of big or small projects as funds are available.

The end product of the South Rogers Street Identity Study is this document that can be used as a guide for each development project. This document can be referenced to understand the desired look and feel in distinct areas, proposed improvements, details of proposed elements and costs estimates for each.

Study Area



Project Scope

The scope of the South Rogers Street Identity Study is the public right-of-way of Rogers Street from approximately Hillside Drive to Kirkwood Avenue. All work on the project has been focused within the existing right-of-way. This is due to the potential complications caused by having numerous property owners along the corridor. Trying to purchase or gain easements into multiple properties and dealing with so many different owners, both public and private, could prove very costly and time consuming. Therefore, work outside of the existing right-of-way is very minimal and no right-of-way is intended to be purchased at this time.

One of the biggest challenges in this Identity Study is this lack of available right-of-way. In many instances, the right-of-way is directly behind the sidewalk with no additional space available. This makes the goal of providing a consistent corridor of design elements that tie the space together and help establish an identity difficult. This issue was addressed through street and roadway elements and character elements as the design of the project moved forward.

A major focus of the Rogers Street Identity Study is to concentrate design on project elements that help to create an identity or a sense of place along the corridor. Therefore, the study has focused its efforts on above grade elements that can be seen and enjoyed by the users. Elements such as utilities, or improvements that cannot be seen, have only been addressed when absolutely necessary.

The identity elements that help to define the project can be classified into two groups:

(1) Street and Roadway elements
(2) Character elements

Street and Roadway elements include changes that will happen within the existing road or street and would affect the circulation and movement of vehicles, bicyclists and pedestrians. Some of these items include:

- Narrowing of street lanes
- Defining existing on-street parking through curb extensions or bump-outs
- Enhancing intersections to be more interesting and pedestrian friendly
- Enhancing crosswalks to slow vehicular traffic and encourage pedestrian use

Character elements on the project include specific things that help to establish the consistent theme or identity of the project. Because of the right-of-way constraints noted above, most character elements proposed had to be more vertical in nature and not horizontal. Some of the character elements suggested by the study include:

- Street lighting
- Signage
- Landscape features and improvements
- Identity markers or gateway elements
- Banners on light poles
- Public Art opportunities
- Site furnishings

Project Vision

The Vision that has been developed for the project is to ***"create a unified Rogers Street corridor that celebrates the City of Bloomington, while keeping the distinct neighborhood zones unique within the design".***

This design should be friendly and safe for all forms of local transportation, including bicyclists and pedestrians. The project should also consider and utilize low impact development and re-use of materials where possible.

Critical Success Factors

Early in the project, both in meetings with the design team and meetings with the public, Schneider worked to establish Critical Success Factors for the project. Critical Success Factors can be defined as key elements that must be accomplished in the project for it to be considered a success. Generally, this is limited to 3 to 5 major elements. The Critical Success Factors Established for the South Rogers Street Identity Study are the following:

1. **Promote walkability and pedestrian safety in all aspects of the design**
2. **The corridor should have a unified theme, yet celebrate the individuality of the neighborhoods within the project area**
3. **The design should be able to be extended further along Rogers Street (outside of the study area) as additional funds become available**
4. **Calm traffic, yet maintain the necessary traffic flow**
5. **Provide something that is unique to Bloomington**

Project Goals and Objectives

Once the Project Vision and Critical Success Factors were established for the project, Goals and Objectives were established that would contribute to realizing the vision. Goals established for the project are the following:

1. Separate neighborhoods need to be clearly identified as part of the overall project in order to maintain their individuality.
2. From the safety aspect, the project should address accessibility and pedestrian movement as there are currently major issues with this.
3. Project materials should be reminiscent of Bloomington.
4. Provide outdoor spaces for people to interact and gather.
5. Address intersections in order to enhance pedestrian and bicycle movement and safety.
6. Include public art in the design.
7. Respect the historic nature of the homes and businesses along the corridor.
8. Use color and materials to create excitement and interest.

Site Inventory and Analysis

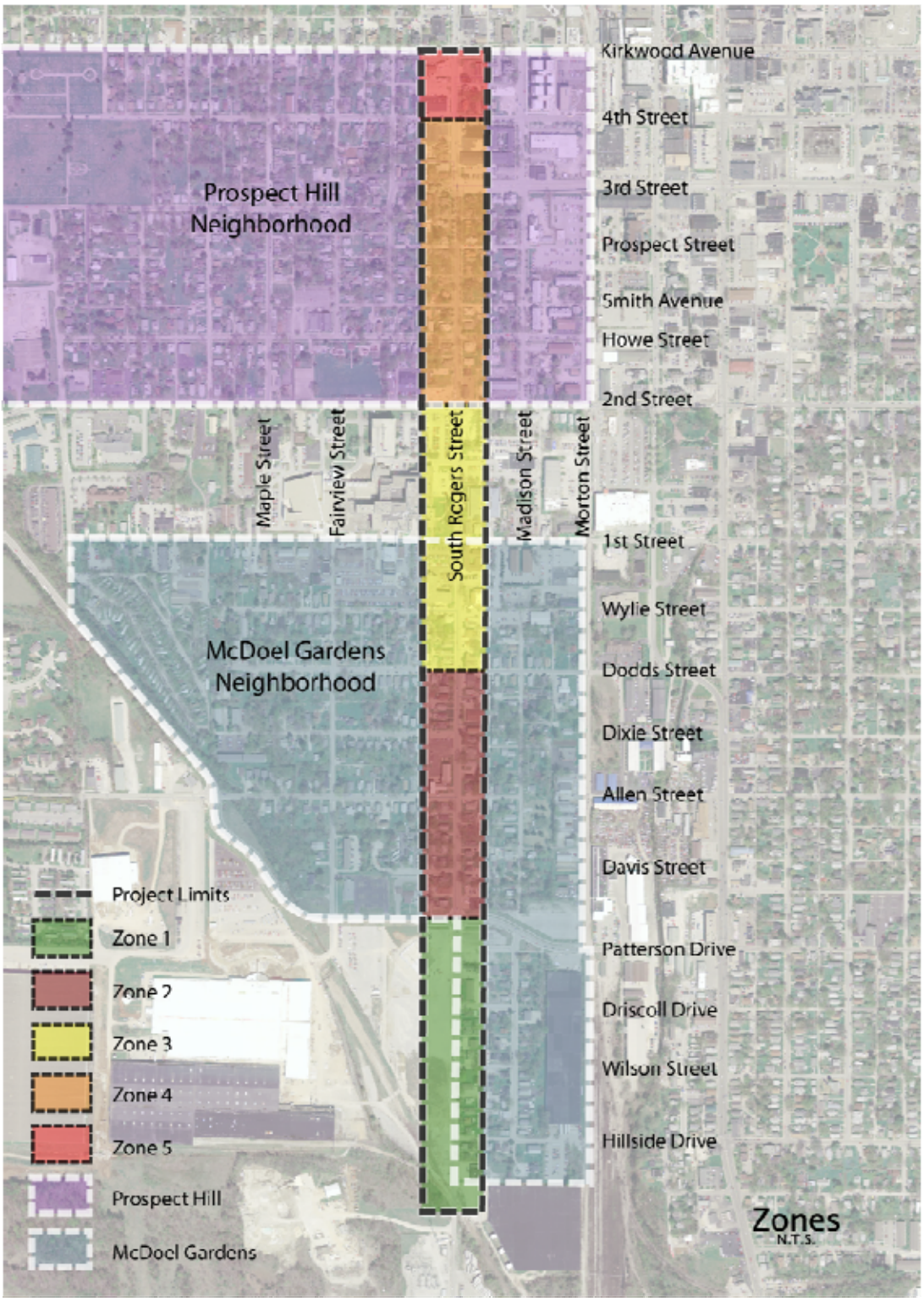
South Rogers Street Identity Study

Site Inventory and Analysis

Existing Conditions

The existing conditions along the Rogers Street corridor within the project area vary greatly from north to south. There is a major change in the character and feel as the user moves through the corridor. There are five distinct zones within this area.

Zones



Zone 1 – Hillside Drive to Patterson Drive

From Hillside Drive to Patterson Drive, the character of the corridor could be classified as office and industrial to the west and residential to the east. On the east side of Rogers Street, the McDoel Gardens Neighborhood is evident from the beginning of the project. There are a couple of small apartments and some neighborhood retail mixed in as well on the east corner of Rogers Street and Patterson Drive. On the west side of the street, the land use had been primarily industrial for many years. However, some new development is beginning to move in along the west side of the street. A medical office building has moved in at the southwest corner of Rogers and Patterson and future office type development is potentially planned south of that as well. This neighborhood retail and office use is beneficial and is bringing some diversity and vitality to the corridor.

Zone 2 – Patterson Drive to Dodds Street

From Patterson Drive to Dodds Street the character changes primarily to residential. The McDoel Gardens Neighborhood is present along both sides of the street. The houses in this area are generally smaller, single story houses built in the 1930s and 1940s. Many of these homes have a very nice character about them and most owners have kept them up well. The neighborhood adds a historic context to Bloomington and has protective measures in place through the McDoel Gardens Conservation District. It is obvious there is a great deal of pride taken in the neighborhood. The right-of-way through McDoel is the smallest anywhere in the corridor. The sidewalk in this section is situated directly up against the street and the right-of-way which essentially runs back of the sidewalk to the back of opposite sidewalk. This leaves very little room for character enhancements in this area.

Zone 3 – Dodds Street to Second Street

North of Dodds Street, the character of the streetscape changes to more of a Commercial and Office character. Very little residential exists in this zone. Bloomington Hospital is by far the biggest land use in the area, creating a dominant presence. Much of the other office uses here are medical office that support the hospital. Generally these buildings are smaller one or two story uses that are much more of a pedestrian scale than the hospital. Right-of-way is still a major concern here, with very little additional space to work with beyond the back of the sidewalk. Traffic flow in this area is heavier than to the south, primarily due to the hospital. Pedestrian crossings also seem to be more difficult here.

Zone 4 – Second Street to Third Street

North of Second Street the character of the street quickly changes back to residential. Second Street marks the beginning of the Prospect Hill neighborhood. Prospect Hill has a decidedly different character than the McDoel Gardens Neighborhood to the south. The homes in Prospect Hill are generally larger, two-story homes with more of a historic feel. This neighborhood also has many historic assets with a local historic district and a conservation district that contributes to the context of this zone. The right-of-way is larger here too, giving more room to work with in the area. There is a 4'-6' wide tree lawn in this area that makes a great difference in the feel of the street. There are large street trees planted in the tree lawn which gives a softer appearance to area and more overall design character. As with the McDoel Gardens neighborhood, the homeowners take great pride in their houses and everything is well kept.

Zone 5 – Third Street to Kirkwood Avenue

North of Third Street is still considered the Prospect Hill Neighborhood, but the housing begins to transition to smaller neighborhood businesses. Small restaurants and shops are more common here. This area would be considered more of a downtown edge zone. Parking is more of an issue here, as several businesses could benefit from spaces directly in front of their building. Parking is mostly limited to on-street spaces. Right-of-way is still an issue here as well; not much additional space is available for project character elements.

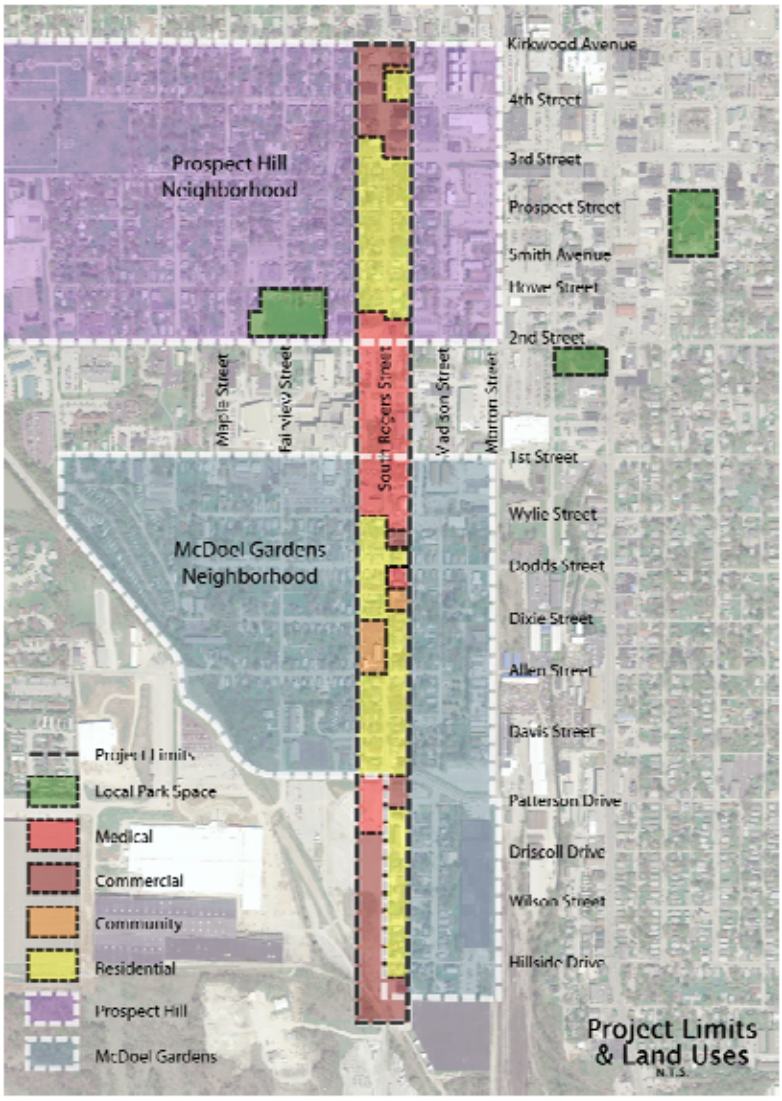
Neighborhood Context

As noted, there are two distinct neighborhoods within the project area. These neighborhoods are very different in some ways, yet very similar in others. Both neighborhoods have well organized neighborhood associations. Both have a historic context that contributes to the Bloomington community. These assets are protected through local historic districts and conservation districts. McDoel Gardens and Prospect Hill also have Neighborhood Plans that help guide future decisions and unite residents on a common goal.

Land Uses

As noted the most prominent land use along the corridor is residential. There is however, a mixture of neighborhood commercial, office and retail mixed in. The hospital is by far the biggest non-residential use in the project area. This creates and interesting mix of uses and numerous opportunities for design on the project. The Land Use map details specific project land uses below.

Land Uses

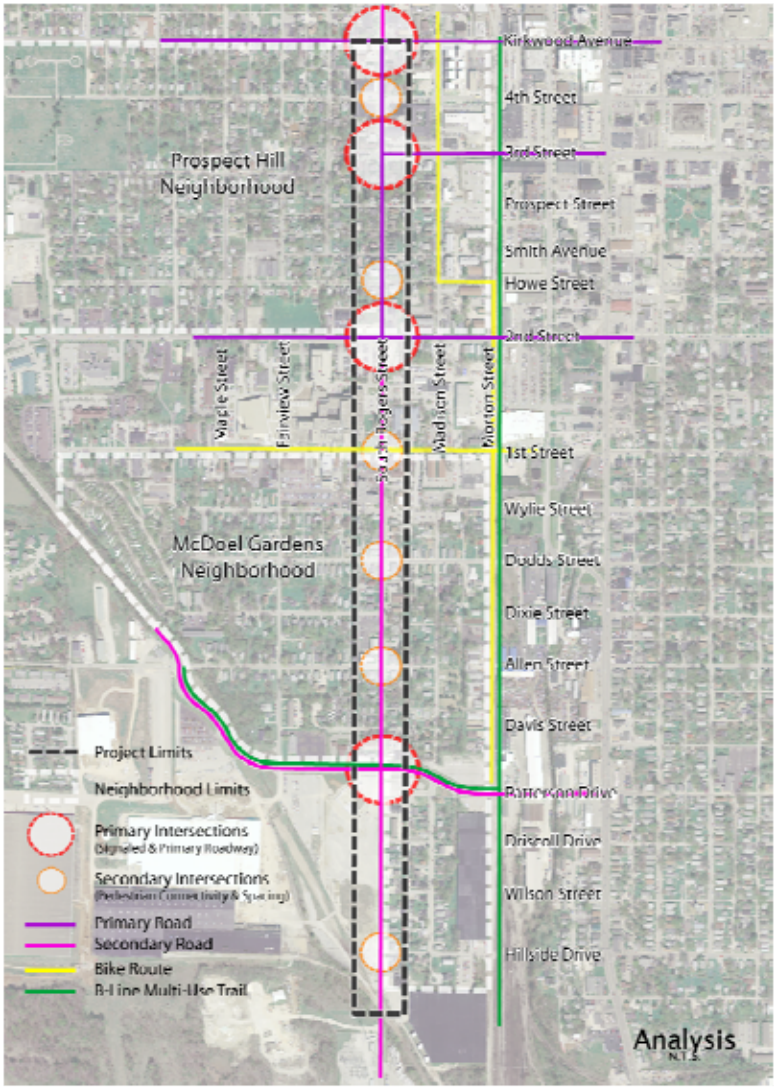


Key Connections and Alternative Transportation

Rogers Street is a major north-south road that runs through Bloomington. It is a heavily used route, for all modes of transportation, that Bloomington residents use in a variety of ways. Because of the proximity to downtown and the Indiana University campus, many residents use it to walk or bicycle to those destinations. With Bloomington Hospital being located on Rogers Street, it is a primary route for ambulances and emergency vehicles in both directions. Additionally, there are numerous transit stops along the corridor. These stops are frequently used. Emergency access and transit use must be evaluated in any design options considered.

Pedestrian and bicycle traffic must be considered within the design as well. Bloomington has a large population of bicyclists and this has to be accounted for as the project moves forward. Providing safe spaces or lanes for bicycles is important. The future B-Line trail will run parallel to Rogers Street, approximately 2 blocks east of the project area. Future connections to this trail must be considered as a way to easily get multi-modal users connected to the greater trail system within Bloomington. The City has a well planned and developed trail network and encouraging access to the B-Line trail is a great way to get users connected to this community asset.

Project Analysis



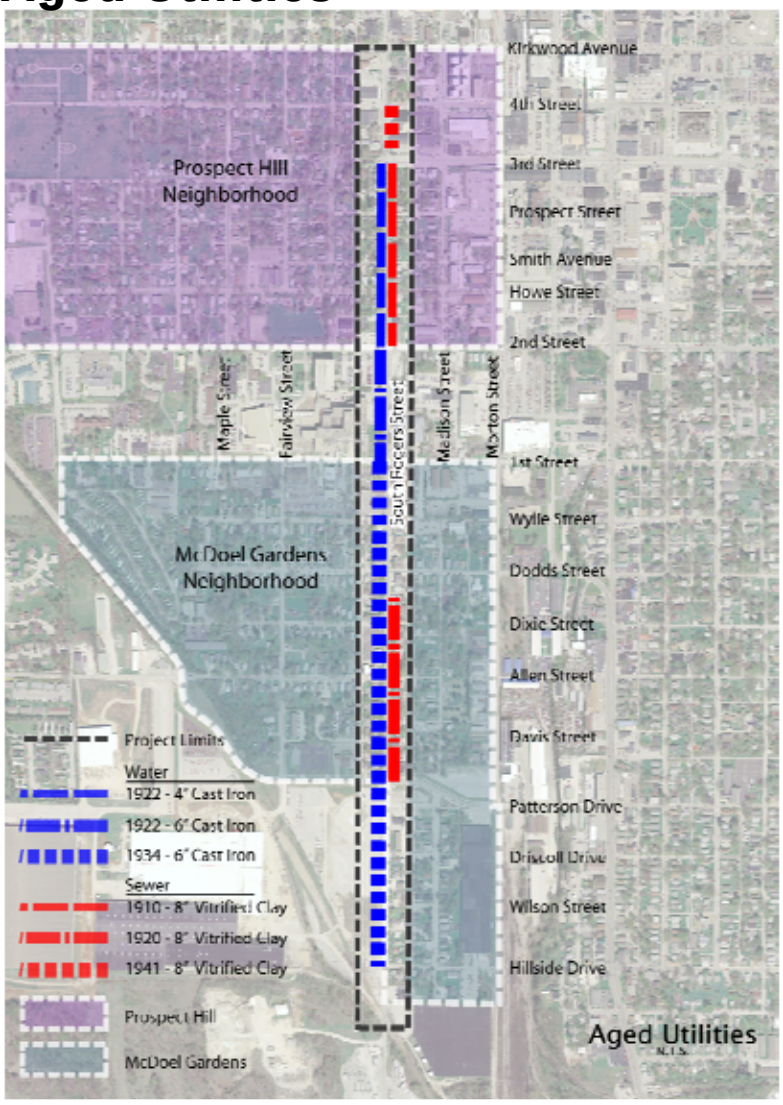
Utility Inventory

There are many areas that need to be considered as the project starts to develop and goes beyond the design development stage. One very important area is the utilities. Replacing aged utilities before a new project is installed will ensure that the project will not have to be disrupted and will save expenses. Coordination with the appropriate parties can ensure that everyone has time to plan for the upcoming project. Design changes are sure to happen on all aspects of the project, but steps should be taken so that the initial goals of the streetscape design can still be achieved. Specific utilities that should be considered for replacement are:

- 4” water line running east-west on the south edge of 3rd Street
- The Sanitary Sewer line running east-west along the 3rd Street Centerline

In addition, the planned bump-outs along the south rogers street corridor should not conflict with the Sanitary Sewer System.

Aged Utilities



Future Development

Although the Rogers Street corridor is mostly built out within the study area, there are some opportunities for future development. The most obvious opportunity is along the west side of Rogers Street, south of Patterson Drive. Aside from the office building on the southwest corner of Paterson Drive and Rogers Street, there is no development here. The area is zoned for office or light industrial space and this is the first place development is likely to occur. This presents a tremendous opportunity to develop the streetscape south of Patterson Drive. It is critical that when this space is developed, it reflects the proposed character of the South Rogers streetscape. Other opportunities include an undeveloped parcel at the northeast corner of Patterson Drive and Rogers Street, a former gas station site at the southeast corner of Rogers and Second Streets and various small infill areas within the corridor. See the map below to see the potential development areas along the corridor.

Future Development Opportunities

Public Process

South Rogers Street Identity Study

Public Process

Summary of Public Involvement

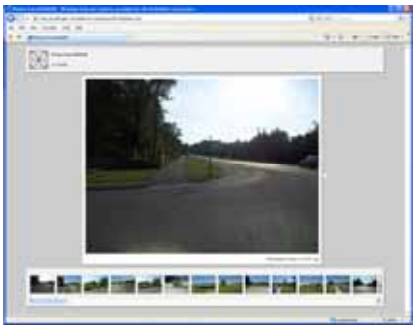
The South Rogers Street Identity Study followed a comprehensive public process to insure the final design would be what is best for the residents along South Rogers and that they would have sufficient opportunities to give their opinion. These public outreach steps happened throughout the process to allow interested parties to comment as the design developed, not just at the beginning or the end. Over the course of the project, many ideas were given and numerous project ideas came from the public meetings and design workshops. The following is a summary of the steps taken as part of the Public Involvement Process:

Development of a project Website
Initial Focus Group Meetings (June 23, 2008)
2-Day Public Design Workshop (July 31, 2008 & August 2,2008)
Public Input Meeting at midpoint of the Design Process (November 20, 2008)
Final Public Presentation(April 8,2008)

Each of these steps were important to the overall design direction and some level of useful feedback was received from each portion of the public involvement.

Development of Project Website

Early in the project, Schneider developed a project website for the South Rogers Street Identity Study. The goal of this website was to give anyone interested in the project a chance to see the updated project work or give comments about the project at any time. The site featured a homepage with useful project information or upcoming events related to the work. As drawings were produced, they were added to the site and updated as needed. There was also a section to view notes and comments from past meetings, as well as note dates and times for upcoming meetings. Finally, as the project moved forward, a public message board was added to allow people to post messages or give project comments as they wanted.



Above are examples of the website, including the home page, photo gallery, and documents page.

Initial Focus Group Meetings

Before any true design work had been started, Schneider took a day to meet with various "Focus Groups" to get their ideas on the project. The idea was to better understand the perceived issues of the local users before moving forward with the design. Schneider met with four different focus groups in 1-hour sessions. The groups were as follows:

- Local Business Owners
- Bloomington hospital and medical office employees
- Government and Not-for-Profit Organizations
- Neighborhood Association representatives

Schneider conducted the focus group meetings without city staff being present. This may allow people to speak their minds more freely and give more honest answers. Ultimately a lot of good feedback was received from the focus groups and that process helped to steer the early design direction for the project.

Notes from those Focus Group meetings are included in the Appendix.

Public Design Workshop

Once the Focus Group meetings were completed, Schneider completed some site analysis and early preliminary design concepts. The design concepts were kept very preliminary in order not to influence decision making at the workshop.

The design workshop was a two-day event on July 31, 2008 and August 2nd, 2008 held at the hospital that allowed interested parties to come and go as they wanted too throughout each day. There were a few planned events, but workshop was generally an opportunity for people to come and talk to someone about the project, better understand what is going on with the project, comment on design or even pick up a pencil and sketch out some ideas, if they desired. Representatives from both the City of Bloomington and Schneider were present to lead the workshop.

There were numerous ways to comment on the project for the users once they arrived. Everyone that attended was given a list with 10 questions about their perception of the project area and encouraged to write their answers to the questions down. These answers were then categorized and recorded. A list of these questions and most popular responses is included at the end of this document. Second, there was a station with a large aerial photo of the project area. Users were encouraged to write down any current issues they saw with the project area on post-it notes and stick them to the board where they applied. This was a popular station and many comments were received here. Third, there was a station with numerous books, magazines and photos of design images where attendees could mark images they liked or thought would be good to use in the project area. Fourth, there was an area set up where attendees could actually sit down and sketch their ideas with one of the designers that was present. Finally, there were several people present that attendees could simply talk to about the project if they wanted.

Overall, the design workshop was successful and several ideas were generated for the two-day session. Approximately 650 postcards were sent out to all neighborhood residents and business owners, a press release was issued for the event and it was advertised on the radio and in the newspaper. Approximately 60 people attended over the two days. The participants were very involved and continued to refine the streetscape design.

Public Input Meeting #1

The first Public Input Meeting after the Public Workshop was held on November20, 2008. The purpose was to share design solutions created to that point and give the public the opportunity to provide input on the design. At this meeting Schneider and the City of Bloomington shared project background, factors that influenced design direction, how design decisions were made, design vision for the corridor and the next steps in the project. Once the presentation was complete, attendees had the opportunity to comment on the design.

Final Public Input Meeting

The final Public Input Meeting was held on April 8, 2009. The purpose of the meeting was to show the final design solutions and provide the public a forum to express any final comments. At this meeting, Schneider shared the purpose of the study, study boundaries, the public involvement process, the roadway design and character elements, and an implementation strategy. The public was given a chance to ask questions and make comments; both during the presentation and afterwards. The following are comments and concerns that were collected at that meeting:

1) Provide a signed connection from Rogers Street to the B-Line Trail for bicyclists and pedestrians
2) Avoid using grass/turf where property owners would have to maintain – such as on bump-outs or medians when possible in favor of native plants/species specifically around Dodds)
3) Suggest a stop sign at Allen Street because of speeding and wanted the City to evaluate this
4) Some did not like the stop sign at Allen because it would not benefit bicyclists and may create more frustration to motorist – prefer traffic calming
5) A suggestion that Allen Street could go through the Neighborhood Traffic Safety Program as a possible option
6) Support for using distinctive pavement markings to define pedestrian crossings at all intersections and not just the standard white lines
7) Concerns that the bump-outs/improvements would cause major underground utilities upgrades and change the scope, impact, and duration of the project (as what happened on West Kirkwood)

8) Needed clarification/concerns on the recommendation on the existing McDoel planter boxes – if they would be used as part of the monument markers (the rec ommendation is not to incorporate them into the monument markers)

9) Difficult to make a left turn from 2nd Street onto Rogers for bicycles – bikes don't activate the signal or turn phase, also would like increased signage for bike awareness
10) Clarification needed on how new trees identified on private property would be planted as part of implementation of this project (trees would not be planted on private property as part of this project, but they could happen with individuals doing in their own or through other programs with this study providing the ap propriate guidance)
11) Clarification if the study specifically recommends expansion to the north (the study does not make this recommendation)
12) The bus stop/bench on the west side of Rogers across from the community kitchen is not needed and should be removed
13) Clarification on the need to have bump-outs on both sides of Rogers to have effect tive traffic calming (bump-outs are not needed on both sides for effective traffic calming)
14) Suggestion of a mid-block pedestrian crossing at bus stop near the community kitchen and at the gas shelter.
15) Make decorative light fixtures a priority and extend beyond intersections and along the street.
16) Consider separate areas for chalk designs in addition to the public art areas.
17) Consider signage/striping or other improvements for bicycles at major intersec tions (Kirkwood, 3rd Street, and 2nd Street)

Design Development

South Rogers Street Identity Study

Design Development

Overall Design Concept

The overall design concept for the South Rogers Street Identity Study is based on the Design Vision, Critical Success Factors and Goals laid out earlier in this document. Due to the limited right-of-way available for design and the desire of the City of Bloomington to keep work focused within the right-of-way in most instances, design options are limited and broad, sweeping changes to the area will not be typical. The design solutions proposed do offer a significant upgrade to the current conditions without compromising the local character that exists along the roadway. The current design can be broken down into two major pieces:

(1) Roadway Design Changes
(2) Character Elements

Due to the desire to keep a unified look to the corridor, yet keep some individuality to the neighborhoods, the Character Elements on the project can be broken down into two categories as well:

- Elements Constant throughout the Corridor
- Neighborhood Specific Elements

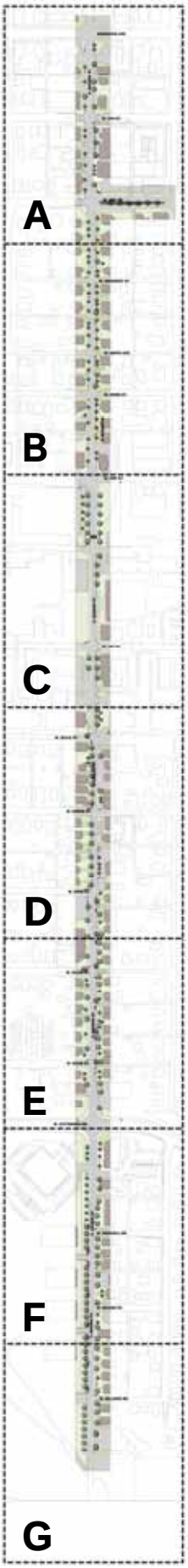
This allows for the individuality of McDoel Gardens and Prospect Hill to be expressed within the larger unified streetscape.

In general, the overall design changes proposed will bring significant upgrades to the existing project area by addressing items like, accessibility, safety, aesthetics, functionality and walkability. This design also contemplates the ability to expand the study further north or south along Rogers Street, while keeping the same design theme and still expressing the individuality of other neighborhoods.

Roadway Design

Roadway design, for purposes of this study, is classified as any design happening within the existing roadway or curb line. This primarily focuses on above grade improvements that will manage traffic flow, parking or pedestrian circulation. The two main areas in which this is focused are:

- Rogers Street Design
- Intersection Upgrades
- Accessibility upgrades to sidewalks and crossings



Rogers Street Design

There are numerous street / curb upgrades that are proposed as part of the project. Plans were included to help illustrate where and what the proposed changes are.

Enlargements have been selected from the overall plan that help to convey the proposed direction of the streetscape and to highlight special areas of attention.

Enlargement A focuses on development in the area from Kirkwood Avenue to south of 3rd Street.

Enlargement B focuses on development in the area from south of 3rd Street to 2nd Street.

Enlargement C focuses on development in the area from 2nd Street to halfway in between 1st and Wylie Streets.

Enlargement D focuses on development in the area from halfway in between 1st and Wylie Streets to south of Dixie Street.

Enlargement E focuses on development in the area from south of Dixie Street to Patterson Drive

Enlargement F focuses on development in the area from Patterson Drive to south of Wilson Street.

Enlargement G focuses on development in the area from south of Wilson Street to Hillside Drive.

Legend

Existing Street Tree

New Street Tree

Public Art opportunity

Potential Street Light Location

Existing Light Pole

Bus Stop, Bench and Planters

Neighborhood Monument

Bus Shelter

McDoel Gardens Planting

Prospect Hill Planting

Enlargement A

North Edge of Study Area

New light pole (typ)

(3) Bump-outs with textured hardscape surface and planters with drought tolerant perennials.

Existing light pole

Parallel On-Street Parking

(2) Bump-outs with textured hardscape surface and planters with drought tolerant perennials.

"BEAD" Public Art Opportunity

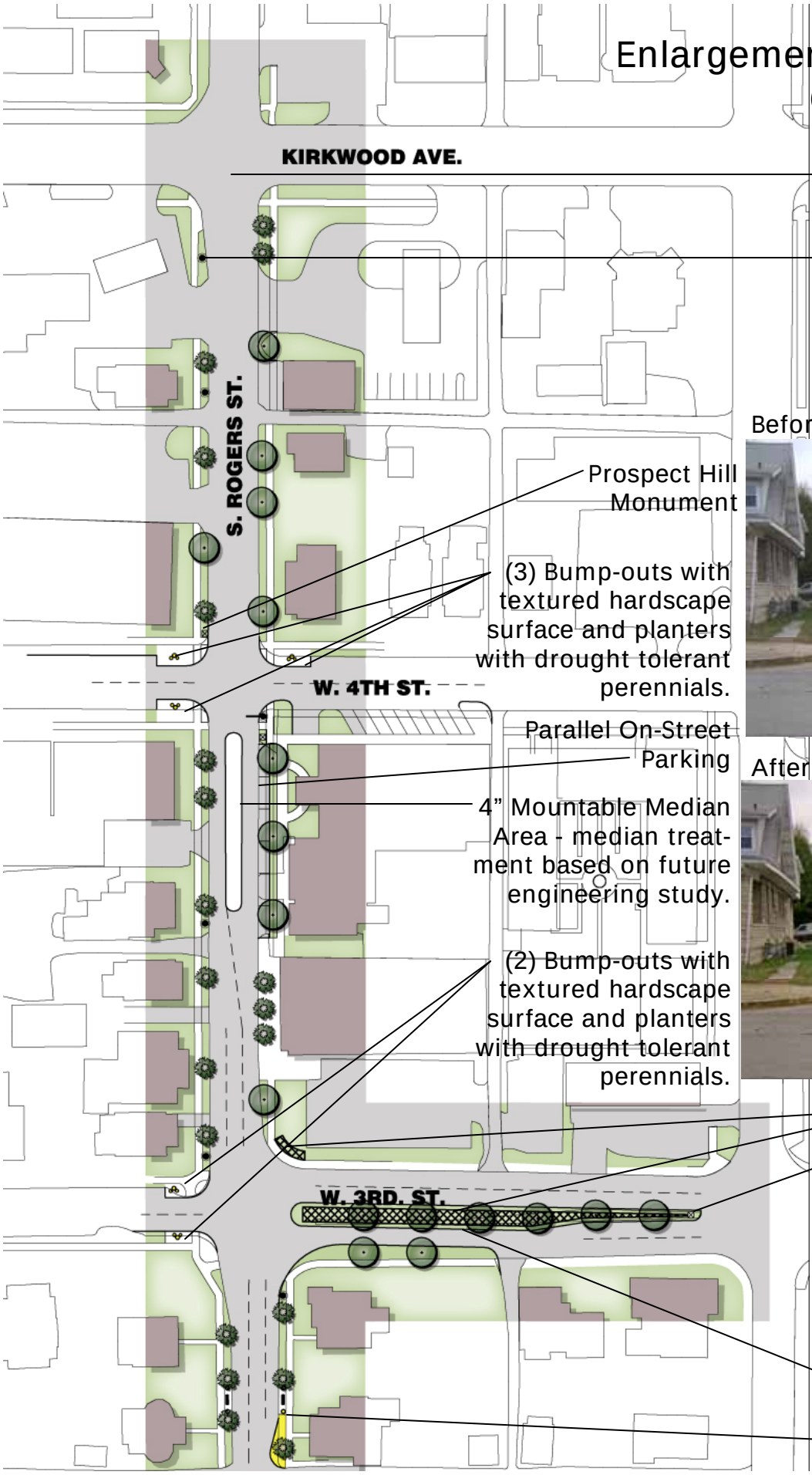
Prospect Hill Monument

Bench & Bus Stop

Prospect Hill planting, color scheme, and bump-out

Enlargement A—Alternative

(Subject to further study)



North Edge of Study

New light pole (typ)

Before: 3rd Street

Prospect Hill Monument

(3) Bump-outs with textured hardscape surface and planters with drought tolerant perennials.

Parallel On-Street Parking

After: 3rd Street

4" Mountable Median Area - median treatment based on future engineering study.

(2) Bump-outs with textured hardscape surface and planters with drought tolerant perennials.

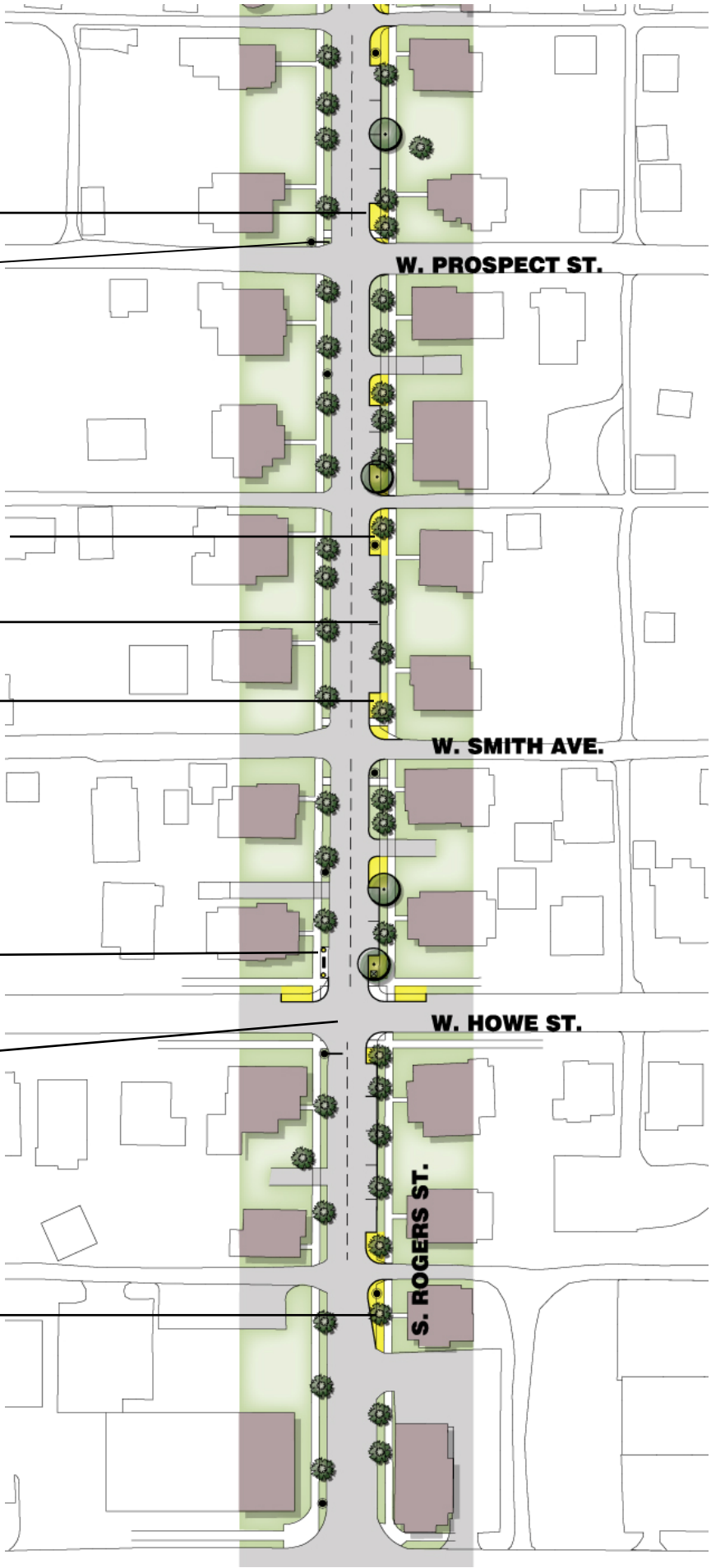
"BEAD" Public Art

Prospect Hill Monument

Change from 5 Lanes to 3 Lanes with Large Median and Pedestrian buffer to the south . Buffer area based on future engineering study.

Bench & Bus Stop

Enlargement B



Typical Prospect Hill planting, color scheme, and bump-out

Existing light pole

New light pole in planter (typ)

On-street parallel parking

Existing street tree

Bench & Bus Stop

Informational signage to B-line Trail and Building Trades Park

Lane shift to accommodate existing parallel parking

Enlargement C

Existing light pole

Remove deceleration lane to add tree lawn

New curb alignment, walk and street trees

Bus Stop and Crosswalk

Bus Shelter

The Emergency Responders and their needs should be considered when determining the final curb alignments, such that vehicles have the ability to pull over in emergency situations.

Before: 2nd Street

After: 2nd Street

McDoel Gardens Monument

New light pole (typ)

Enlargement C—Alternative

(Subject to further study)

Future Engineering Study needed for possible lane width reduction to add a tree lawn.

Remove deceleration lane to add tree lawn

New curb alignment, walk and street trees

Bus Stop and Crosswalk

Bus Shelter

The Emergency Responders and their needs should be considered when determining the final curb alignments, such that vehicles have the ability to pull over in emergency situations.

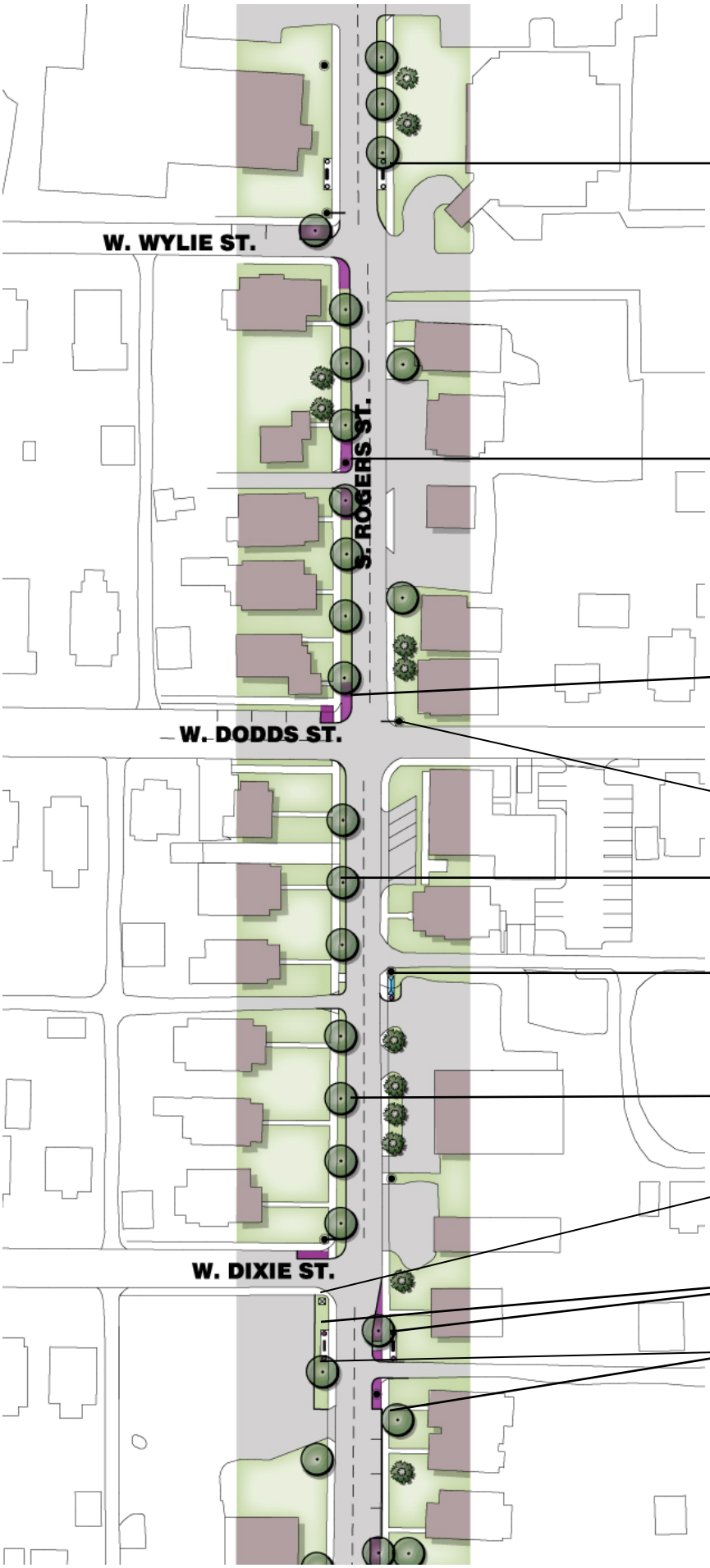
Before: 2nd Street

After: 2nd Street

McDoel Gardens Monument

New light pole (typ)

Enlargement D



Bus Stop & Bench

New light pole in planter (typ)

Typical McDoel Gardens planting, color scheme, and bump-out

Existing light pole

New street trees

Bus Shelter

5' Tree Lawn added

McDoel Gardens Monument

Bus Stop & Bench

Note: some trees are on private property and will need to seek other means to be implemented.

Enlargement E

Typical McDoel Gardens planting, color scheme and bump-out

Note: some trees are on private property and will need to seek other means to be implemented.

McDoel Gardens Monument

Informational Signage for B-line Trail

Before: Allen Street

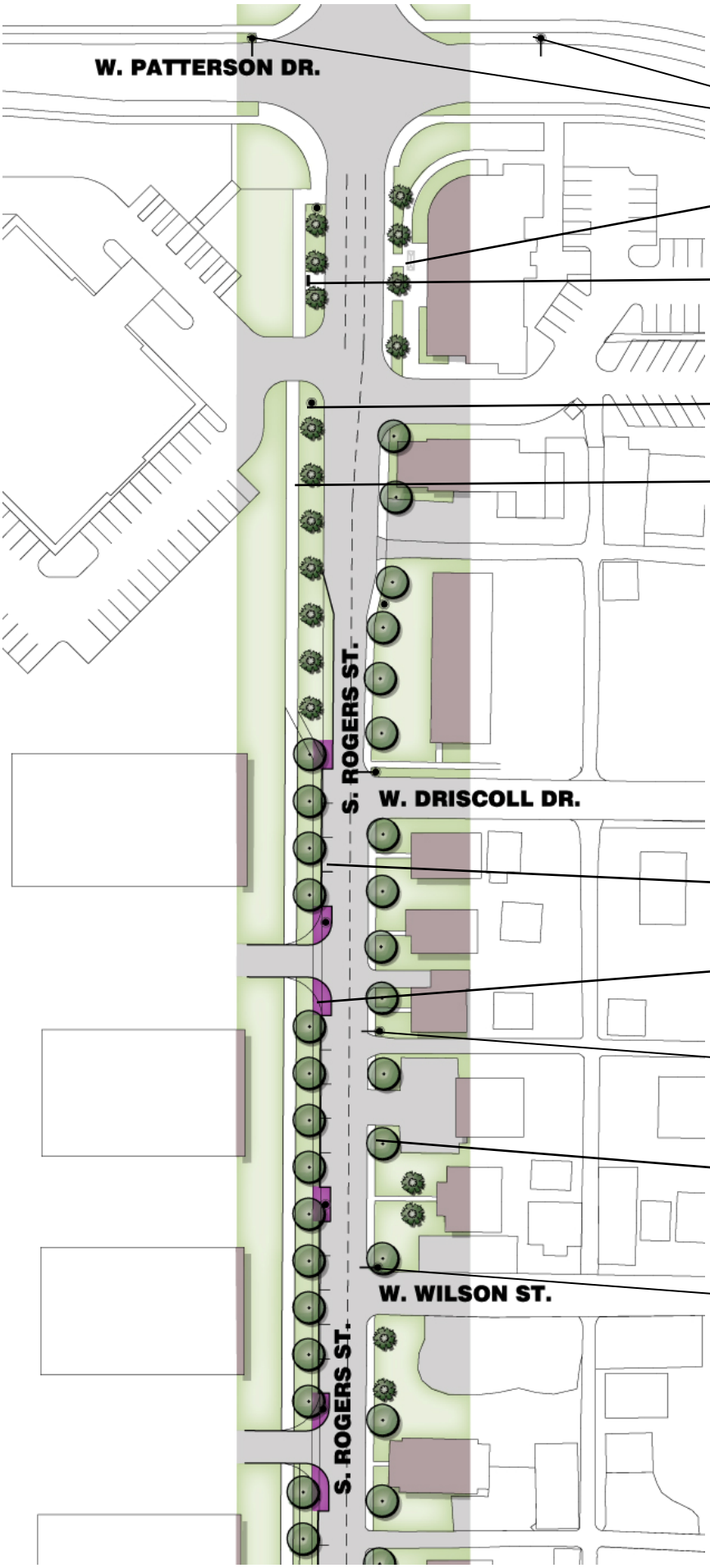
After: Allen Street

Bus Stop & Bench

Lane Shift to accommodate existing on-street parallel parking spaces.

McDoel Gardens Monument

Enlargement F



Existing light poles

Existing Bus Shelter

Bus Stop & Bench

New light pole (typ)

8” wise Multi-Use Path

(24) on-street parallel parking spaces added to the west side of the Street

Typical McDoel Gardens planting, color scheme, and Bump-out

Existing light pole

Note: some trees are on private property and will need to seek other means to be imple-mented.

Existing light pole

Enlargement G

(24) on-street parallel parking spaces added to west side of the Street

McDoel Gardens plantings color scheme and bump-out (typ)

Bus Stop & Bench

New light pole in planter (typ)
Existing light pole

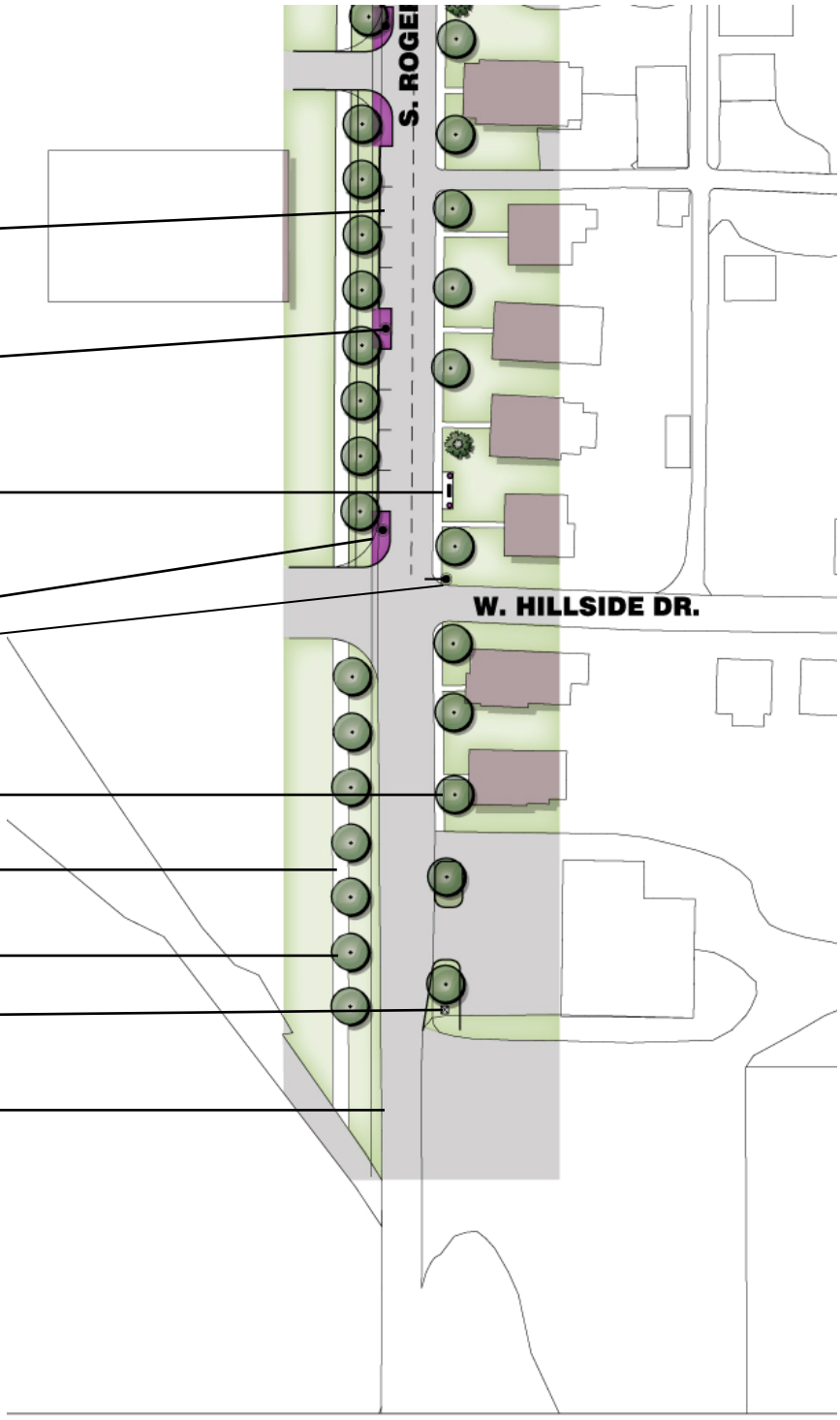
Note: some trees are on private property and will need to seek other means to be implemented.

8' wide Multi-Use Path

Proposed street trees

McDoel Gardens Monument

South Edge of Study Area



Intersection Upgrades

There were two types of intersections identified that need attention as part of the study, Primary and Secondary intersections. The Primary intersections are the signaled intersections along the route. These are generally larger intersections that are more difficult to cross for pedestrians due to their size and traffic volumes. They include Patterson Drive, Second Street, Third Street and Kirkwood Avenue. The Secondary intersections are not signaled and generally are smaller and more of a neighborhood scale. The secondary intersections that have been identified as needing improvements are Hillside Drive, Dodds Street, First Street, Howe Street and Fourth Street.

The goal is to make the intersections more pedestrian friendly and interesting within the project. This will be accomplished through use of color, paving patterns on the ground plane, and use of vertical elements, markers and signage where the right-of-way allows. Crosswalks will also be added/restriped where appropriate. Each neighborhood will be given the option of creating a neighborhood mosaic to be incorporated into the special paving pattern or sidewalk area near intersections.

The City could consider special pavement markings or street art as part of future Bloomington Entertainment and Arts District (BEAD) initiatives to further create placemaking or an identity that is consistent with this study and that will achieve a transition or arrival into the Downtown and BEAD districts

Typical Upgraded Intersection

Accessibility and Sidewalk Upgrades

There are many places along Rogers Street within the study area in which sidewalks are in very poor condition or proper Americans with Disabilities Act (ADA) requirements are not being met. It is assumed that these areas will be fixed by each project as they are encountered. Ramps that meet ADA Accessibility Standards will be installed at each corner or street crossing. Additionally, in locations where curbs are in poor condition or disrepair, they will be replaced as well. All sidewalk and curb replacement shall be in accordance with the City of Bloomington standards.

Character Elements

The character elements in this study are the designed elements that give character and image to the space. These are what define the space and make it different from others. The character elements provided in this design can be divided into two categories:

- Elements consistent throughout the design
- Neighborhood specific elements

The elements that are consistent throughout the design are the things that give the corridor a unified look. These include things like street lights, benches, trash receptacles, canopy trees, etc. The neighborhood specific elements are the components of the design that give each neighborhood a distinct and unique feel. These include items like signage, gateway markers, bump-outs, detailed plantings, etc. The following is a summary of these design elements.

Elements Consistent Throughout the Design

Street Lighting

Holophane lighting's GranVille Premier is a historic looking decorative fixture equipped with modern day technology. The GranVille Premier is an acorn style light that can be accessorized in a variety of different ways. The color of the elements are to be black. Street Lighting will involve other approval processes, such as neighborhood voting, board approval, and/or agreements with other parties, before any proposed street lights are installed. This study recommends that street lights be considered for primary and secondary intersections first. Other locations along the corridor may be considered later on a case by case basis.

Benches

The bench chosen has an arched back and straight slats that mimic the street lighting. The coated steel park bench from Belson Outdoors should be black and the coating will help it withstand the elements. McDoel Gardens Neighborhood has installed other benches in the neighborhood and are viewed as a neighborhood specific element that compliments this bench used throughout the study area.

Trash Receptacles

The arched top and vertical lines of Forms + Surfaces Rio receptacle fits in well with the rest of the site furniture. The color should also be black. These receptacles should be located in high pedestrian traffic areas and pedestrian gathering spaces.

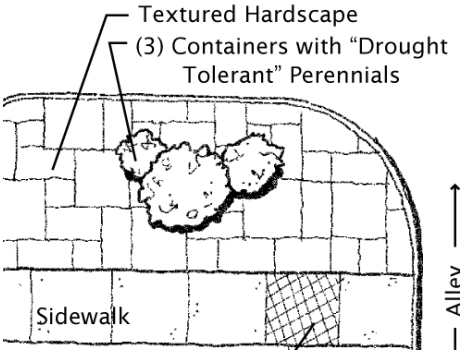
Bus Shelter

A covered bus shelter will help protect pedestrians from the elements and encourage year round use of public transportation. This shelter with canopy from Lacor Streetscape should be used with the black bench from Belson outdoors and be a nice addition to the site furniture. The Primavera should be placed after coordination with Bloomington Transit has been completed. The color of this item should be black.

"The Primavera"

Planters

Planters are needed at the intersections of 3rd and 4th Streets to help transition into the BEAD and downtown areas. Planters are also suggested at bus shelters, bus stops and most bench locations The Paseo round planter from Stonewear will fit nicely into these areas. Three sizes of planters should be used to create interest. The three sizes chosen are: 24" x 18", 30" x 24", and 36" x 30". The color of the planters should compliment the color of the square rough cut limestone, on which the planters rest.



Canopy Trees

Canopy trees are a vital part of the streetscape. They provide shade, help separate pedestrian and vehicular traffic, direct the travelers view with in the corridor, and help to create a rhythm.

Canopy Trees for 5' or greater tree lawns

Tilla Americana
American Linden

Quercus rubra
Northern Red Oak

Acer rubrum
Red Maple

Canopy Trees for 5' or smaller tree lawns

Ginkgo biloba
Princeton Sentry Ginkgo

Gledisia triacanthos
Shademaster Honeylocust

Acer rubrum
Armstrong Red Maple

Carpinus betulus
Hornbeam

Quercus robur
Upright English Oak

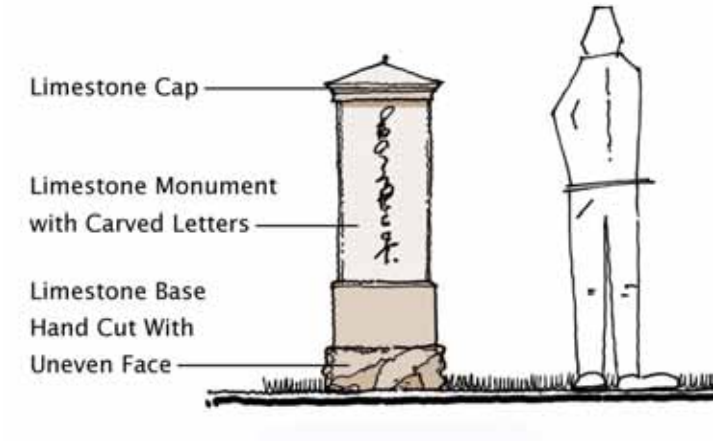
Neighborhood Specific Elements

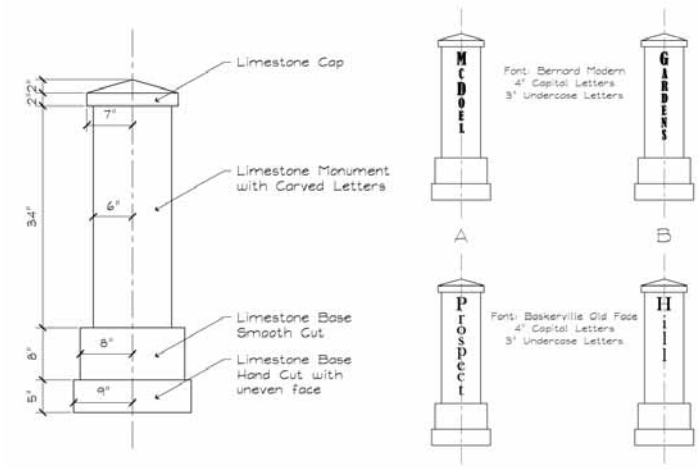
Gateway Markers

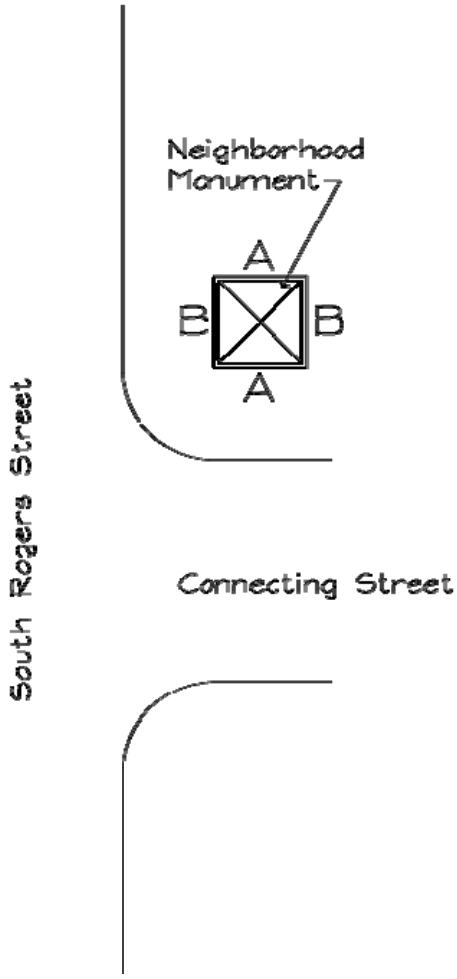
The Gateway Markers on the project are vertical elements meant to give a unique identity to the corridor. The markers are present throughout the corridor, but they differ from McDoel Gardens to Prospect Hill. The idea is that the same "family" of markers can be carried through the corridor; the design can be expanded to other neighborhoods in the future.

The markers are vertical in nature and primarily constructed of limestone to provide a good historic context. This vertical design is mostly due to the space that was available within the right-of-way. The narrow right-of-way forced the design to be more vertical and pedestrian scale. The limestone is reminiscent of Bloomington and matches many of the surrounding buildings and walls along the corridor.

Standing approximately 4'-6" tall, the markers are visible by someone that is walking or driving a car. These markers will mark key intersections or crosswalk areas. They identify neighborhood boundaries or gateways and establish placemaking element, create visual interest, and help calm traffic.







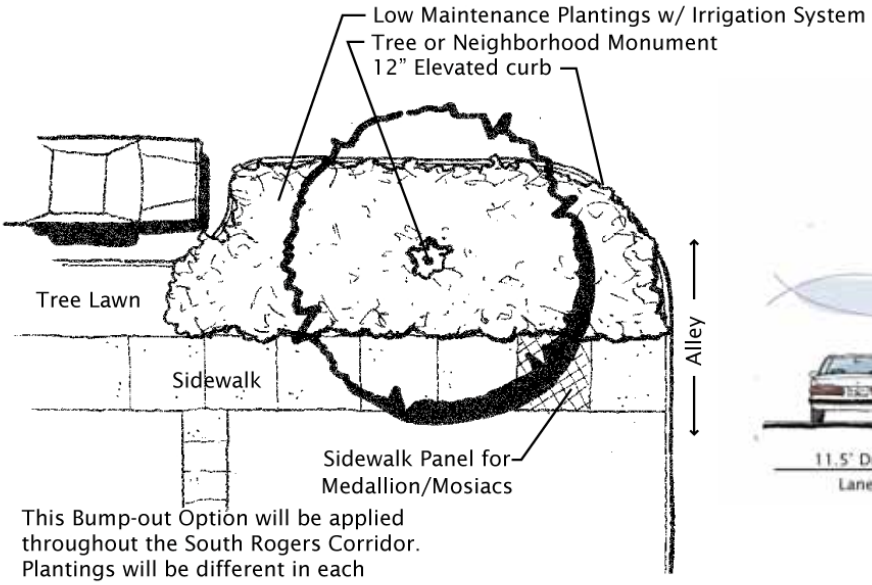
Existing Planter Boxes

The McDoel Gardens Neighborhood installed close to a dozen planter boxes, with the neighborhood's name engraved on the side, along the South Rogers Street corridor through a previous Neighborhood Improvement Grant. The planter boxes have successfully established one style of a character element that the study can build upon. Possibilities include: planting some with the neighborhood specific plants outlined in the plant design section, relocating them to prominent locations or key intersections, and/or integrating some into the neighborhood monument.

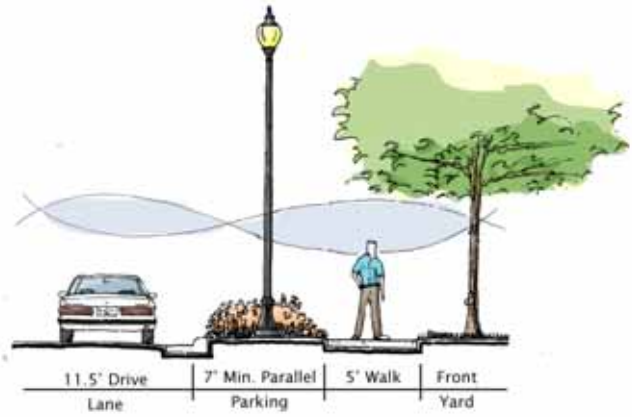
Parking Bump-outs

The parking bump-outs serve two purposes in the design. The first is to better identify parking areas along Rogers Street. Currently the spaces and parking areas are not well defined and there are some safety issues with their layout. The second is to provide space for landscaping and decorative elements within the landscape. Adding low maintenance landscaping will soften the corridor and allow opportunities to add a splash of color in key locations.

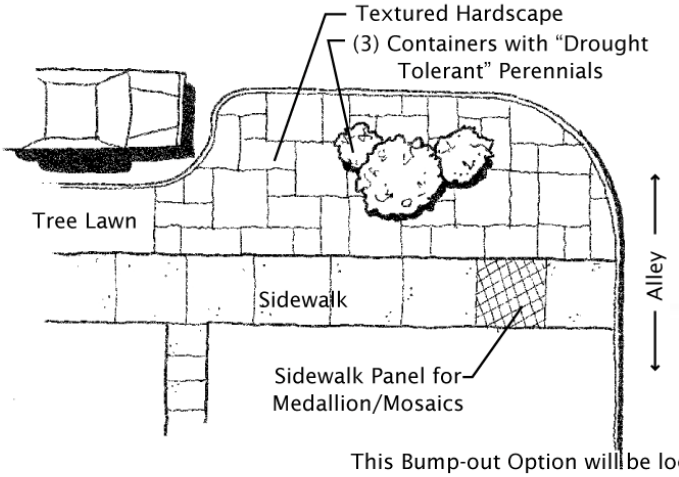
The planting or hardscape design will differ in each neighborhood. This allows the opportunity to keep separate identities for the neighborhoods while creating a unified streetscape.



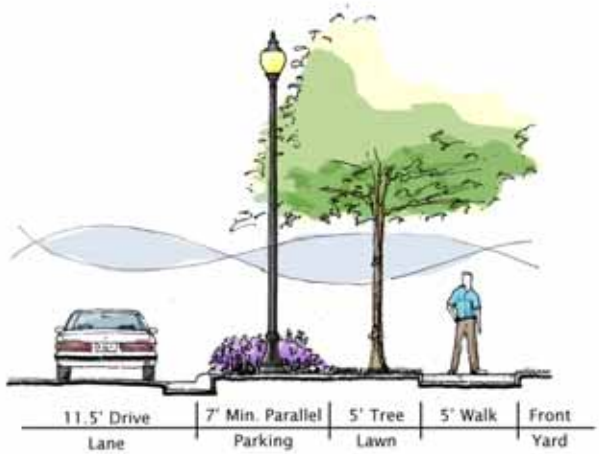
This Bump-out Option will be applied throughout the South Rogers Corridor. Plantings will be different in each neighborhood, helping to give McDoel Gardens and Prospect Hill their own character.



McDoel Gardens Cross-Section



This Bump-out Option will be located at the intersections of 3rd and 4th Streets. This option will help to create a more urban feel.



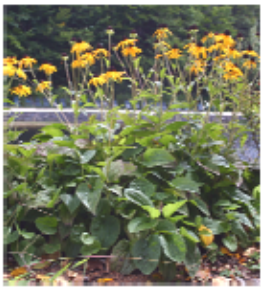
Prospect Hill Cross-Section

Planting Design

Planting design will help to differentiate different neighborhoods. While canopy trees will remain consistent throughout the streetscape corridor, ground plantings will vary. Color will be the primary way plants are different. The McDoel Gardens will have more of a purple theme to the plantings. Prospect Hill will be more yellow in color. Below is a list of plantings with associated pictures for each neighborhood:

Prospect Hill Planting Color Scheme

Rudbeckia hirta
Black-eyed Susan



Aquilegia 'McKana Giant'
McKana Giant Columbine

McDoel Gardens Planting Color Scheme

Echinacea purpurea 'Magnus'
Purple Coneflower

Iris germanica 'Breakers'
Breakers Iris

Public Art

A Public Art program will also be established within the streetscape. The art should be a similar family throughout the corridor, yet reflect the character of the individual neighborhoods. Artistic pavement markings at key intersections and crosswalks are another way to incorporate public art into the streetscape. Artistic pavement markings would be in addition to the locations this study identifies as Public Art Opportunities.

The following Public Art Opportunities are identified as priorities and should be implemented as the streetscape is built out over time:

(1) NE corner of 3rd Street and Rogers Street – BEAD, Downtown, Neighborhood interface that provides a good location for a Percentage for the Arts project

(2) Center median along 3rd Street – BEAD, Downtown, Neighborhood interface that provides a good location for a Percentage for the Arts project

(3) Key Intersection sidewalk panels – Neighborhood interface that provides good locations for mosaics or similar media types for a non-Percentage for the Arts project (smaller art project through other partnerships)

(4) Neighborhood monuments (side(s) of the monument) - Neighborhood interface that provides good locations for mosaics or similar media types for a smaller art project through other partnerships (Non-percentage for the Arts projects)

(5) Bumpouts, tree lawns, planters, and/or bus shelters/stops that have the potential to provide locations smaller art project through other Partnerships (Non-percentage for the Arts projects)

Project Strategy Plan

South Rogers Street Identity Study

Project Strategy Plan

Project Guidance

Because there is not sufficient funding available to construct the entire project at one time, a Strategy Plan will need to be created for the work. This plan must consider the funding sources and monies available for the project. The funding for the work is coming from a couple of different sources.

The primary funding source is through HAND's Neighborhood Improvement Fund that seeks $250,000 in funding annually. This money is allotted for multiple neighborhoods, so it should be assumed that not all of this money will be applied toward this strategy plan each year. Some years may be a higher allocation towards this project than others.

A second potential source on comes into play on the south end of the study area. Due to potential development that could take place in this area, some of the improvements could be funded through a TIF (Tax Increment Financing) or even by developers working in that area as part of the planning and zoning approval process.

Additionally, private donations or grant money could become available to fund portions of the project. If opportunities such as these become available, they will be addressed at that time. There is also the possibility that additional funding sources could become available that are not considered at this time.

Projects

Downtown Transition—3rd Street to Kirkwood Avenue

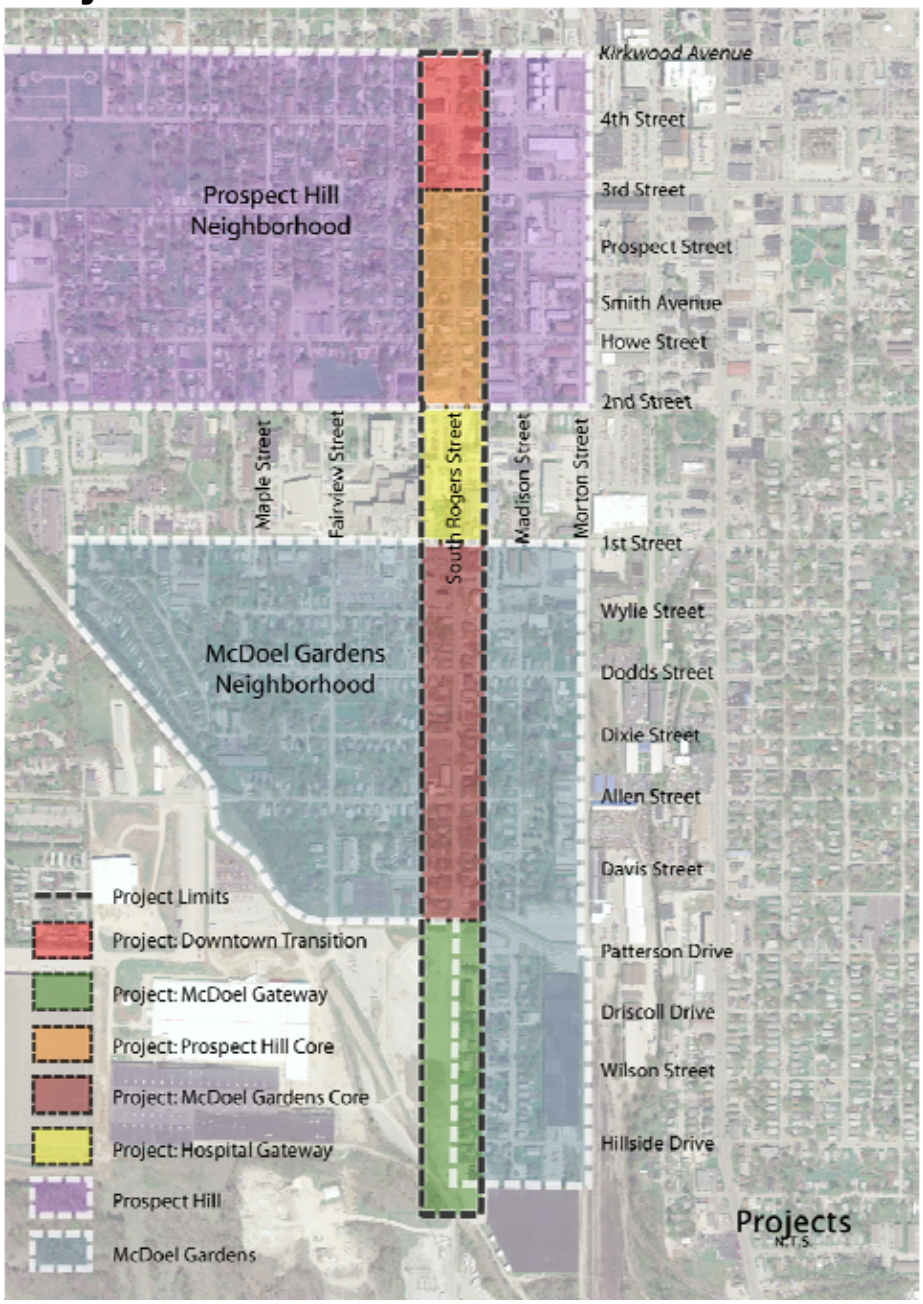
McDoel Gateway—Hillside Drive to Patterson Drive

Prospect Hill Core—2nd Street to 3rd Street

McDoel Gardens Core—Patterson Drive to 1st Street

Hospital Gateway—1st Street to 2nd Street

Project Areas



Project Estimates

South Rogers Street Identity Study

Project Estimates

Project Cost Opinion

Schneider has taken a preliminary look at potential costs on the projects and completed the following cost opinion. It should be noted that these are very preliminary cost opinion numbers and they are subject to change as the project moves forward. Schneider has based information off of existing GIS information provided by the City of Bloomington, drawings and maps, aerial photos, and site visits. This information is not assumed to be completely accurate. A detailed survey of the project area will need to be conducted prior to construction drawings being completed before any final cost estimating being done.

The project costs of broken down by proposed projects of the study area. Both hard and soft costs for the work have been included in the estimates. A 15% contingency has also been added to all construction costs, based on the schematic nature of the designs.

Project - Downtown Transition - 3rd Street to Kirkwood Avenue

Description	Quantity	Units	Unit Cost	Total Cost
Demolition of Existing Streetscape	4,352	SF	$2.60	$11,315.20
Contractor General Conditions (6%)	1	LS	$11,400.00	$11,400.00
Special Paving at Key Intersections	1,400	SF	$18.00	$25,200.00
Concrete Sidewalks	990	SF	$6.75	$6,682.50
Concrete Curb	1,190	LF	$22.10	$26,299.00
ADA Curb Ramp	18	Each	$150.00	$2,700.00
New Light Poles / Electrical Connections	4	EA	$7,000.00	$28,000.00
Benches	2	LS	$1,200.00	$2,400.00
Planters	12	LS	$1,200.00	$14,400.00
Trash Receptacles	4	LS	$1,000.00	$4,000.00
Neighborhood Monuments	3	LS	$8,000.00	$24,000.00
Canopy Trees	13	EA	$450.00	$5,850.00
Bus Shelters	0	EA	$12,000.00	$0.00
Low Landscaping / Perennials	150	SF	$9.50	$1,425.00
Irrigation	1	LS	$25,000.00	$25,000.00
Directional Signage	1	LS	$6,000.00	$6,000.00
Utility Work as Required (Allowance)	1	LS	$30,000.00	$30,000.00
			Sub-Total	$224,671.70
			Contingency 15%	$33,700.76
			Total Construction Costs	$258,372.46
			Project Soft Costs 20% (Design, Engineering, Permitting, Survey, Etc.)	$44,934.34
			Total Cost	$303,306.80

* Cost opinion does not include quantities and prices for Enlargement A—Alternatives or Enlargement C—Alternatives

Project - McDoel Gateway - Hillside Drive to Patterson Drive

Description	Quantity	Units	Unit Cost	Total Cost
Demolition of Existing Streetscape	5,375	SF	$2.60	$13,975.00
Contractor General Conditions (6%)	1	LS	$14,249.00	$14,249.00
Special Paving at Key Intersections	725	SF	$18.00	$13,050.00
Concrete Sidewalks	550	SF	$6.75	$3,712.50
Concrete Curb	1,050	LF	$22.10	$23,205.00
ADA Curb Ramp	38	Each	$150.00	$5,700.00
New Light Poles / Electrical Connections	8	EA	$7,000.00	$56,000.00
Benches	3	LS	$1,200.00	$3,600.00
Planters	6	LS	$1,200.00	$7,200.00
Trash Receptacles	5	LS	$1,000.00	$5,000.00
Neighborhood Monuments	1	LS	$8,000.00	$8,000.00
Canopy Trees	52	EA	$450.00	$23,400.00
Bus Shelters	0	EA	$12,000.00	$0.00
Low Landscaping / Perennials	3,300	SF	$9.50	$31,350.00
Irrigation	1	LS	$42,000.00	$42,000.00
Directional Signage	1	LS	$8,000.00	$8,000.00
Utility Work as Required (Allowance)	1	LS	$20,000.00	$20,000.00
			Sub-Total	$278,441.50
			Contingency 15%	$41,766.23
			Total Construction Costs	$320,207.73
			Project Soft Costs 20% (Design, Engineering, Permitting, Survey, Etc.)	$55,688.30
			Total Cost	$375,896.03

Project - Prospect Hill Core - 2nd Street to 3rd Street

Description	Quantity	Units	Unit Cost	Total Cost
Demolition of Existing Streetscape	4,550	SF	$2.60	$11,830.00
Contractor General Conditions (6%)	1	LS	$6,012.00	$6,012.00
Special Paving at Key Intersections	300	SF	$18.00	$5,400.00
Concrete Sidewalks	1,550	SF	$6.75	$10,462.50
Concrete Curb	850	LF	$22.10	$18,785.00
ADA Curb Ramp	6	Each	$150.00	$900.00
New Light Poles / Electrical Connections	8	EA	$7,000.00	$56,000.00
Benches	2	LS	$1,200.00	$2,400.00
Planters	4	LS	$1,200.00	$4,800.00
Trash Receptacles	4	LS	$1,000.00	$4,000.00
Neighborhood Monuments	0	LS	$8,000.00	$0.00
Canopy Trees	6	EA	$450.00	$2,700.00
Bus Shelters	1	EA	$12,000.00	$12,000.00
Low Landscaping / Perennials	150	SF	$9.50	$1,425.00
Irrigation	1	LS	$15,000.00	$15,000.00
Directional Signage	1	LS	$4,000.00	$4,000.00
Utility Work as Required (Allowance)	1	LS	$10,000.00	$10,000.00
			Sub-Total	$165,714.50
			Contingency 15%	$24,857.18
			Total Construction Costs	$190,571.68
			Project Soft Costs 20% (Design, Engineering, Permitting, Survey, Etc.)	$33,142.90
			Total Cost	$223,714.58

*Cost opinion does not include quantities and prices for Enlargement A—Alternatives or Enlargement C—Alternatives

Project - McDoel Gardens Core - Patterson Drive to 1st Street

Description	Quantity	Units	Unit Cost	Total Cost
Demolition of Existing Streetscape	10,785	SF	$2.60	$28,041.00
Contractor General Conditions (6%)	1	LS	$22,563.00	$22,563.00
Special Paving at Key Intersections	550	SF	$18.00	$9,900.00
Concrete Sidewalks	750	SF	$6.75	$5,062.50
Concrete Curb	2,515	LF	$22.10	$55,581.50
ADA Curb Ramp	40	Each	$150.00	$6,000.00
New Light Poles / Electrical Connections	9	EA	$7,000.00	$63,000.00
Benches	7	LS	$1,200.00	$8,400.00
Planters	11	LS	$1,200.00	$13,200.00
Trash Receptacles	6	LS	$1,000.00	$6,000.00
Neighborhood Monuments	4	LS	$8,000.00	$32,000.00
Canopy Trees	57	EA	$450.00	$25,650.00
Bus Shelters	2	EA	$12,000.00	$24,000.00
Low Landscaping / Perennials	3,020	SF	$9.50	$28,690.00
Irrigation	1	LS	$40,000.00	$40,000.00
Directional Signage	1	LS	$8,000.00	$8,000.00
Utility Work as Required (Allowance)	1	LS	$25,000.00	$25,000.00
			Sub-Total	$401,088.00
			Contingency 15%	$60,163.20
			Total Construction Costs	$461,251.20
			Project Soft Costs 20% (Design, Engineering, Permitting, Survey, Etc.)	$80,217.60
			Total Cost	$541,468.80

Project - Hospital Gateway - 1st Street to 2nd Street

Description	Quantity	Units	Unit Cost	Total Cost
Demolition of Existing Streetscape	7,690	SF	$2.60	$19,994.00
Contractor General Conditions (6%)	1	LS	$15,096.00	$15,096.00
Special Paving at Key Intersections	250	SF	$18.00	$4,500.00
Concrete Sidewalks	4,350	SF	$6.75	$29,362.50
Concrete Curb	880	LF	$22.10	$19,448.00
ADA Curb Ramp	20	Each	$150.00	$3,000.00
New Light Poles / Electrical Connections	0	EA	$7,000.00	$0.00
Benches	2	LS	$1,200.00	$2,400.00
Planters	2	LS	$1,200.00	$2,400.00
Trash Receptacles	3	LS	$1,000.00	$3,000.00
Neighborhood Monuments	1	LS	$8,000.00	$8,000.00
Canopy Trees	16	EA	$450.00	$7,200.00
Bus Shelters	0	EA	$12,000.00	$0.00
Low Landscaping / Perennials	1,800	SF	$9.50	$17,100.00
Irrigation	1	LS	$50,000.00	$50,000.00
Directional Signage	1	LS	$6,000.00	$6,000.00
Utility Work as Required (Allowance)	1	LS	$20,000.00	$20,000.00
			Sub-Total	$207,500.50
			Contingency 15%	$31,125.08
			Total Construction Costs	$238,625.58
			Project Soft Costs 20% (Design, Engineering, Permitting, Survey, Etc.)	$41,500.10
			Total Cost	$280,125.68

*Cost opinion does not include quantities and prices for Enlargement A—Alternatives or Enlargement C—Alternatives

South Rogers Street - Materials & Cost Matrix

Description	Quantity	Units	Unit Cost	Total Cost
Demolition of Existing Streetscape	32,752	SF	$2.60	$85,155.20
Contractor General Conditions (6%)	1	LS	69,320	$69,320.00
Special Paving at Key Intersections	3,225	SF	$18.00	$58,050.00
Concrete Sidewalks	8,190	SF	$6.75	$55,282.50
Concrete Curb	6,485	LF	$22.10	$143,318.50
ADA Curb Ramp	122	Each	$150.00	$18,300.00
New Light Poles / Electrical Connections	29	EA	$7,000.00	$203,000.00
Benches	16	LS	$1,200.00	$19,200.00
Planters	35	LS	$1,200.00	$42,000.00
Trash Receptacles	22	LS	$1,000.00	$22,000.00
Neighborhood Monuments	9	LS	$8,000.00	$72,000.00
Canopy Trees	144	EA	$450.00	$64,800.00
Bus Shelters	3	EA	$12,000.00	$36,000.00
Low Landscaping / Perennials	8,420	SF	$9.50	$79,990.00
Irrigation	1	LS	172,000	$172,000.00
Directional Signage	1	LS	32,000	$32,000.00
Utility Work as Required (Allowance)	1	LS	105,000	$105,000.00
			Sub-Total	$1,277,416.20
			Contingency 15%	$191,612.43
			Total Construction Costs	$1,469,028.63
			Project Soft Costs 20% (Design, Engineering, Permitting, Survey, Etc.)	$255,483.24
			Total Cost	$1,724,511.87

Cost opinion does not include quantities and prices for Enlargement A—Alternatives or Enlargement C—Alternatives

Project Summary

Downtown Transition—$303,306.80

McDoel Gateway—$375,896.03

Prospect Hill Core—$223,714.58

McDoel Gardens Core—$541,468.80

Hospital Gateway—$280,125.68

Total—$1,724,511.87

Project Summary

South Rogers Street Identity Study

Project Summary

The South Rogers Street Identity Study was completed over several months with the idea of being a guide for future development of the corridor, not only for the current study area, but also for future study areas along the corridor as well. This study can easily be extended north or south along Rogers Street while continuing the design theme and goals incorporated here. It is also meant to be detailed enough to communicate a desired look and feel for the corridor, yet flexible enough to reach to issues that may arise in detailed design. There are detailed descriptions, sketches, drawings and specifications for the materials in the project as well as specific plant materials and furnishings called out. This should give readers the ability to pick this study up at a point in the future and move it forward through detailed design drawings.

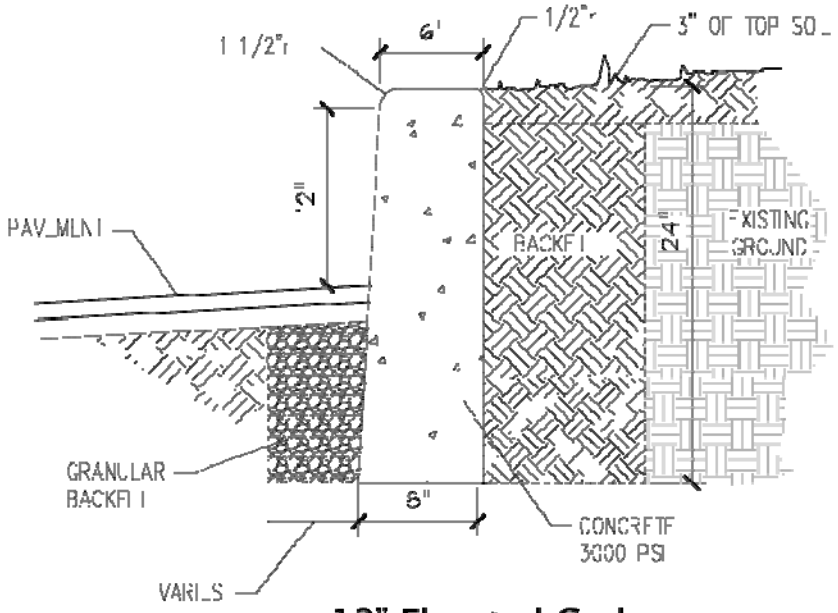
I would like to thank all of those who provided their input on this project. The City of Bloomington, especially Scott Robinson and Robert Woolford, various business owners along the corridor and residents from McDoel Gardens and Prospect Hill neighborhoods that gave critical input about the project.

Appendix

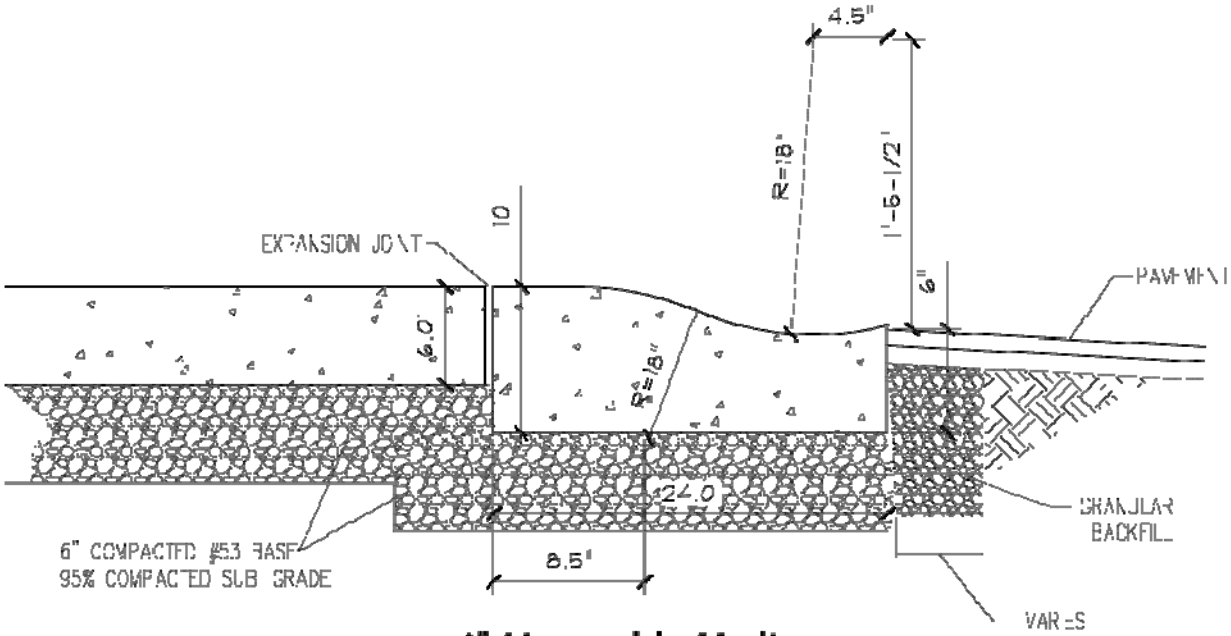
South Rogers Street Identity Study

Construction Details

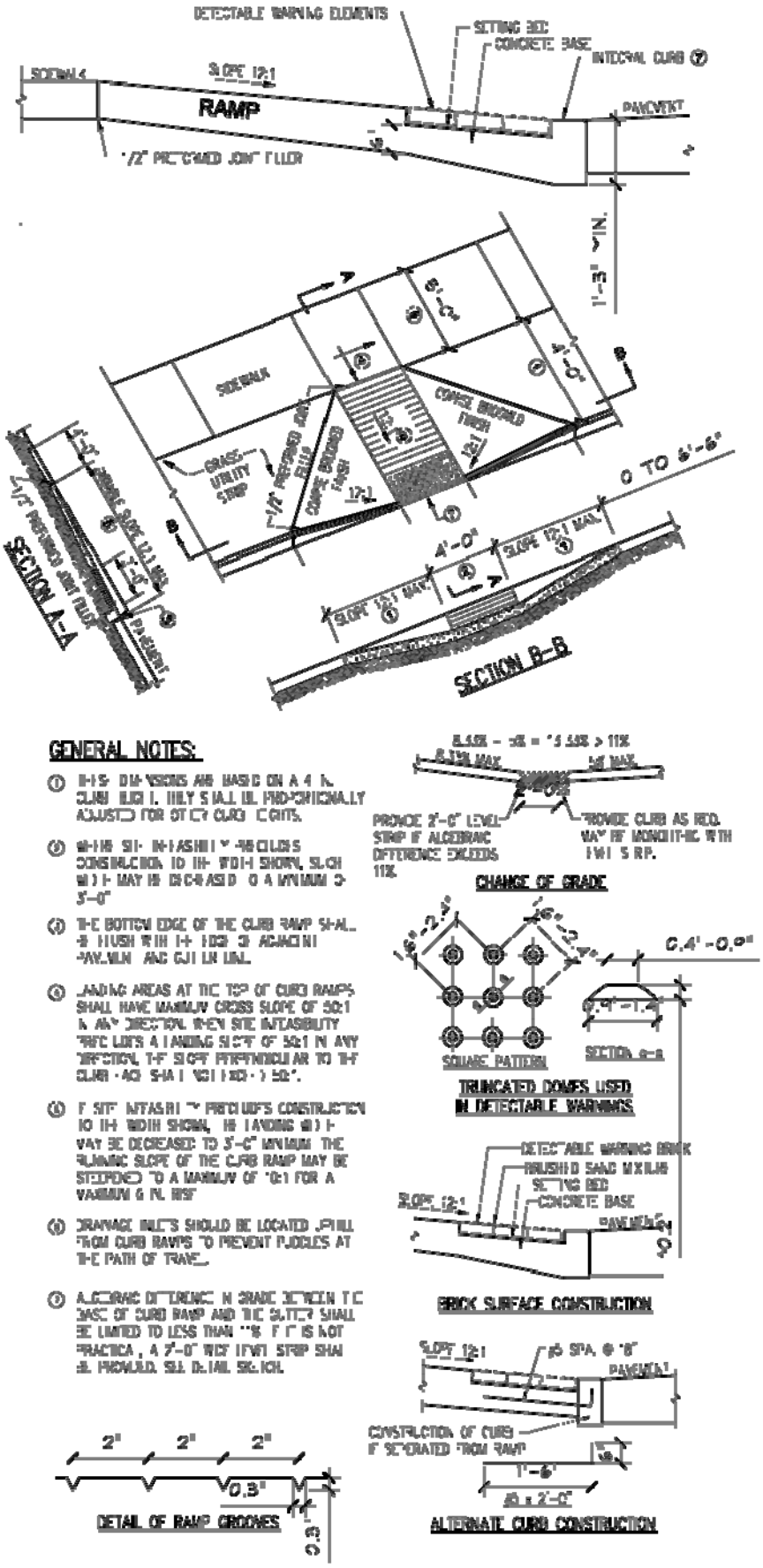
The details in this section demonstrate typical ramps, elevated curbs, mountable medians, curbs or sidewalks that may be used for any future replacements.



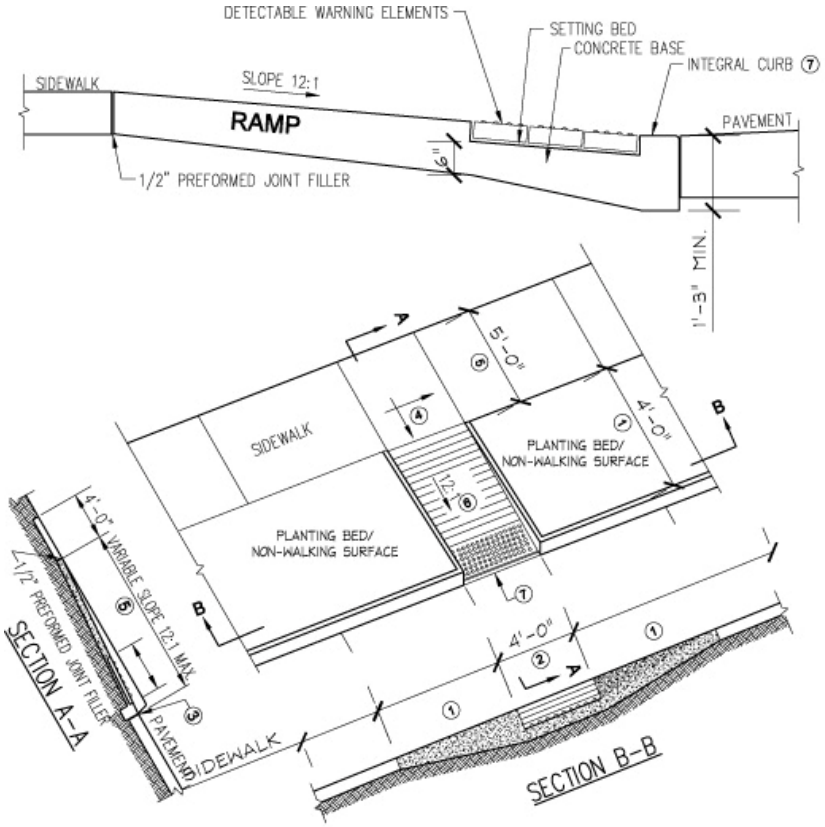
12" Elevated Curb



4" Mountable Median



Handicapped Ramp - Type A



GENERAL NOTES:

① THESE DIMENSIONS ARE BASED ON A 4 IN. CURB HEIGHT. THEY SHALL BE PROPORTIONALLY ADJUSTED FOR OTHER CURB HEIGHTS.

② WHERE SITE INFEASIBILITY PRECLUDES CONSTRUCTION TO THE WIDTH SHOWN, SUCH WIDTH MAY BE DECREASED TO A MINIMUM OF 3'-0".

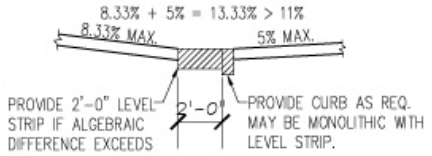
③ THE BOTTOM EDGE OF THE CURB RAMP SHALL BE FLUSH WITH THE EDGE OF ADJACENT PAVEMENT AND GUTTER LINE.

④ LANDING AREAS AT THE TOP OF CURB RAMPS SHALL HAVE MAXIMUM CROSS SLOPE OF 50:1 IN ANY DIRECTION. WHEN SITE INFEASIBILITY PRECLUDES A LANDING SLOPE OF 50:1 IN ANY DIRECTION, THE SLOPE PERPENDICULAR TO THE CURB FACE SHALL NOT EXCEED 50:1.

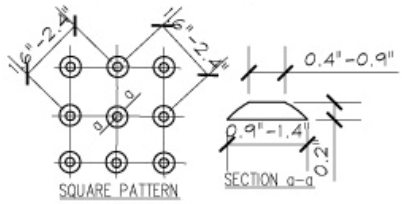
⑤ IF SITE INFEASIBILITY PRECLUDES CONSTRUCTION TO THE WIDTH SHOWN, THE LANDING WIDTH MAY BE DECREASED TO 3'-0" MINIMUM. THE RUNNING SLOPE OF THE CURB RAMP MAY BE STEEPENED TO A MAXIMUM OF 10:1 FOR A MAXIMUM 6 IN. RISE.

⑥ DRAINAGE INLETS SHOULD BE LOCATED UPHILL FROM CURB RAMPS TO PREVENT PUDDLES AT THE PATH OF TRAVEL.

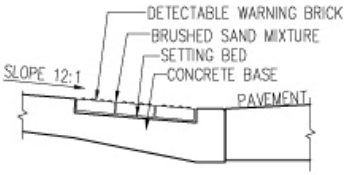
⑦ ALGEBRAIC DIFFERENCE IN GRADE BETWEEN THE BASE OF CURB RAMP AND THE GUTTER SHALL BE LIMITED TO LESS THAN 11%. IF IT IS NOT PRACTICAL, A 2'-0" WIDE LEVEL STRIP SHALL BE PROVIDED. SEE DETAIL SKETCH.



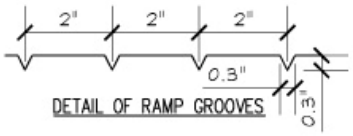
CHANGE OF GRADE



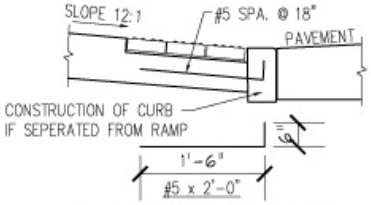
TRUNCATED DOMES USED IN DETECTABLE WARNINGS



BRICK SURFACE CONSTRUCTION



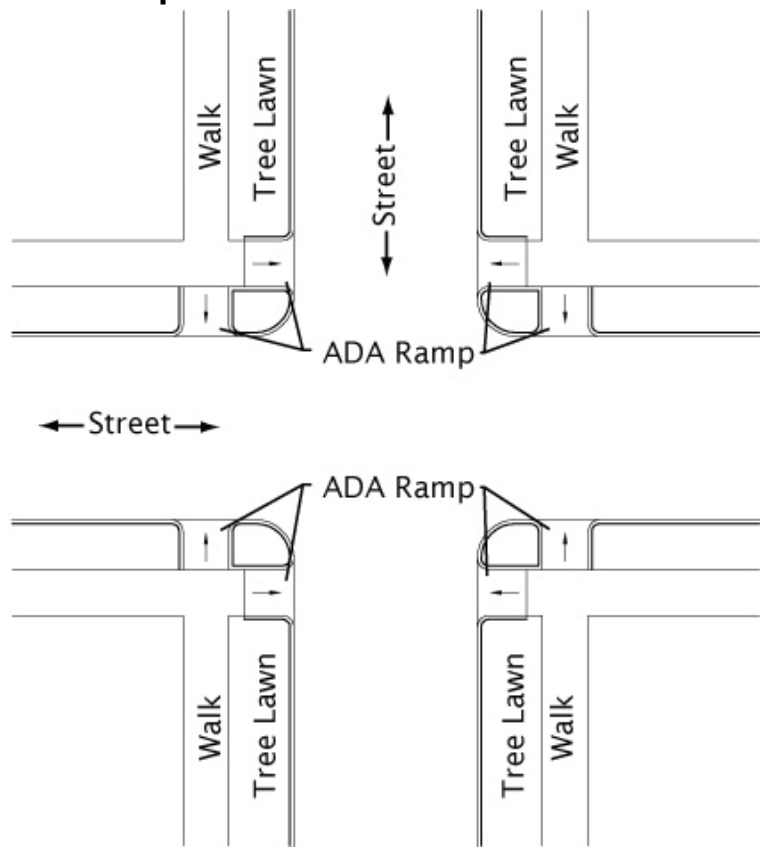
DETAIL OF RAMP GROOVES



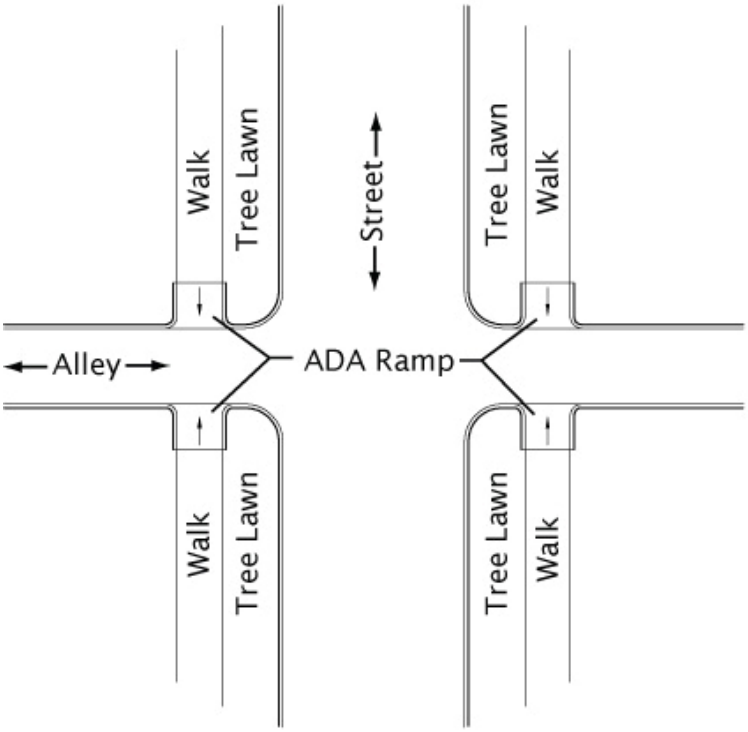
ALTERNATE CURB CONSTRUCTION

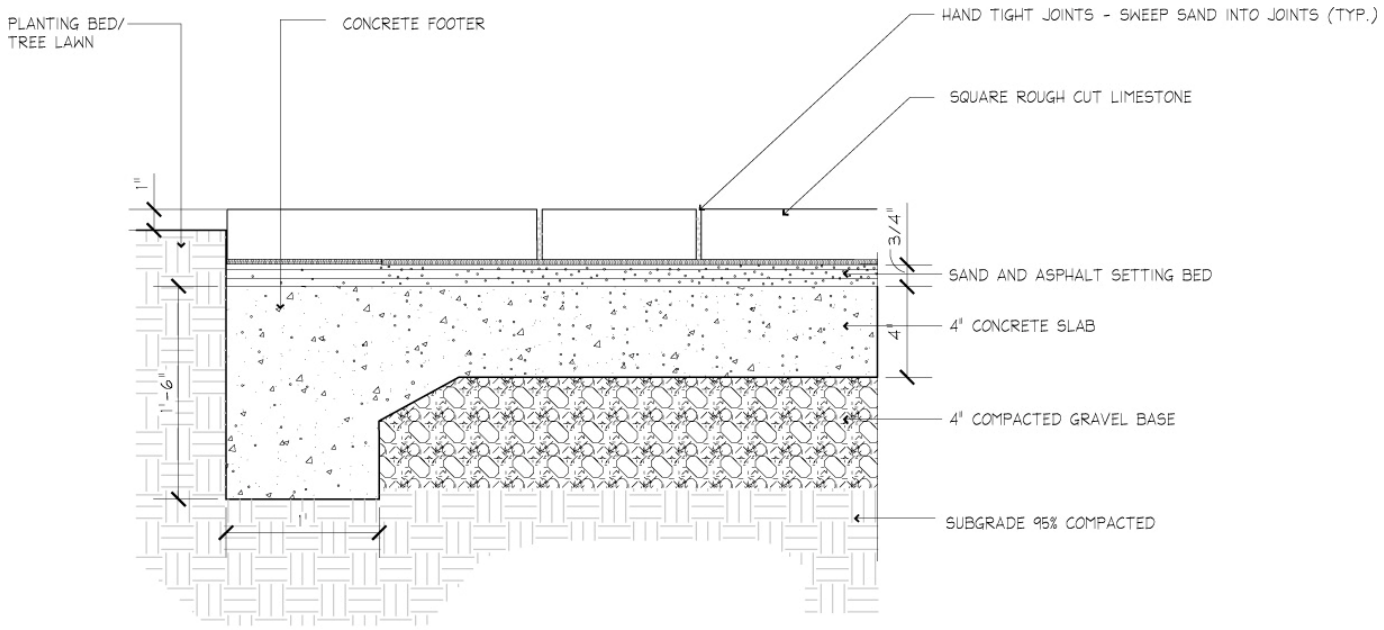
HANDICAPPED RAMP - MODIFIED TYPE D

ADA Ramp at Street Intersection



ADA Ramp at Alley Crossing





BITUMINOUS SETTING BED OVER A RIGID BASE

3-D Renderings

Looking south on Rogers Street at 4th Street

Before

After

Looking west on 3rd Street at Rogers Street

Before

After (Alternative)

Looking south on Rogers Street at 2nd Street

Before

After

Looking south on Rogers Street at 1st Street

Before

After

Looking north on Rogers Street at Allen Street

Before

After

Public Art

The South Rogers Street Identity Study, as implemented through local funding by the City of Bloomington, should be required to contribute 1% of the respective construction costs (excluding acquisition of land, design, financing, and any applicable federal aid) to a Municipal Arts Fund. Contributions from this project into the Fund would be available to finance public art associated with the Study. The guidelines for the Percentage for the Arts gives the City of Bloomington's Community Arts Commission flexibility to work with a variety of partners (such as neighborhood associations in this case) in developing significant aspects of the public art project, including identifying type, budget, selection processes and timelines. However, once the public art project(s) scope is defined, the responsibility for administering Percentage for the Arts projects rests with the Commission.

The Assistant Economic Development Director for the Arts (AEDDA) serves as the Project Manager for Percentage for the Arts program on behalf of the Commission. The AEDDA should be contacted to initiate and coordinate the preliminary scope for any public art project within this study in order to determine the appropriate process to follow for successful implementation. For example, in some instances smaller public art projects (e.g. recent traffic box mural program) have been funded through other City departments as funds are available. These types of public art projects are usually produced through a partner with project particulars approved by the AEDDA and therefore would not necessarily go through the Municipal Arts Fund as described above. Additional guidelines on public art are provided on the next page.

Excerpts from

City of Bloomington's
Guidelines for Public Art

City Departments

Public art may enter into the purview of the City through many City Departments including Parks and Recreation, Housing and Neighborhood Development, Public Works to name a few. It is the intention of guidelines contained in the City's Guidelines for Public Art (some of which is outlined here) to streamline and standardize the process of commissioning, accepting donations, and creating public art throughout city government and for any partnerships the City may engage in with other entities.

Partnerships

There are other ways in which the City may become involved in public art projects. Individuals, businesses, neighborhood associations or other groups or organizations may approach the City to partner in the creation, commission or donation of public art and the City may provide funding or programmatic opportunities to encourage the creation, commission or donation of public art by individuals, businesses, neighborhood associations or other groups or organizations.

The City will utilize a variety of partnership arrangements in facilitating public art projects with community entities. Some partnership arrangements will come in the form of City-defined projects and programs encouraging public participation funded by the City and either produced by the City or by a partner organization. The goals and process for these projects will be well defined and will adhere to the basic guidelines and criteria outlined in the city's Guidelines for Public Art.

Other partnership arrangements will come as a result of the City being approached by an entity to partner on a public art project. Depending on the level of City involvement requested, a contract and other process and review criteria may be required.

The process for any entity (internal or external) wishing the City to partner on a public art project:

The entity contacts the Assistant Economic Development Director for the Arts (AEDDA) for specific proposal submission guidelines. As a general rule a proposal submission should contain, an overview of the project, a potential site (s), and the commission process if there is one; what specifically is requested from the City (funding, right of way permission, etc.); a project budget and timeline.

The AEDDA brings the proposal to the appropriate body (based on the project's scope) for review and approval. Review bodies can include, but are not limited to: the Office of the Mayor, the City of Bloomington Community Arts Commission, the Board of Public Works, and the Parks Board.

All public art projects must be submitted in advance to the AEDDA. The AEDDA is responsible for all public and legal documents, processes and procedures and appropriations relating to public art on behalf of the City of Bloomington.

Funding

The City's approach to funding for public art will be a blend of private and public funding so as to offer a sustained level of monetary resources which, in aggregate, will create viable and long-term resources to fund public art in Bloomington.

The sources of funding for public art in the City of Bloomington may include, but not be limited to:

(1) Existing funds contributed from qualifying Percentage for the Arts projects
(2) Other funds from the City of Bloomington as directed by appropriate approval bodies
(3) Initiatives to encourage private development projects to dedicate a percentage of overall budgets to public art
(4) Other donations, gifts, funding agreements or contracts and grants by corporations, foundations or private individuals

Focus Group Meeting Notes

Schneider

The Schneider Corporation

Historic Fort Harrison 8901 Otis Avenue Indianapolis, IN 46216-1037 Phone: 317.826.7100 Fax: 317.826.7200

MEETING NOTES

Date: June 23, 2008

Project: Bloomington South Rogers Streetscape

Location: Bloomington City Offices

TSC Job Number: 7210.001

Reported By: Kevin Foster

Name	Company	E-mail Address	Phone
Laurel Cornell	Prospect Hill Neighborhood		
Jack Baker	McDoel Neighborhood		
Lucy Schaich	Prospect Hill Neighborhood		
Sarah Ryterband	Prospect Hill Neighborhood		
Kevin Foster	The Schneider Corporation		
cc:			
Bob Woolford	City of Bloomington		
Scott Robinson	City of Bloomington		

MEETING MINUTES:

Neighborhood Focus Group

1. Scott Robinson and Bob Woolford from the City of Bloomington introduced the project to the group and explained the purpose of the focus group meetings was to get input from key stakeholders on the project.

2. Scott and Bob then left the room to allow everyone to speak their minds freely in the meeting.

3. Kevin Foster explained that the purpose of the study was to develop a comprehensive plan that will improve the look and feel of Rogers Street. He also noted that the study would focus on above ground improvements to improve the functionality and work towards creating an identity that will beautify the corridor. Items such as lighting, signage, landscaping, pedestrian access, gateways, materials, etc. should be included in the thought process.

4. Kevin also noted that the study area of the project was the right-of-way along Rogers Street from the railroad tracks just south of Hillside to the south to Kirkwood Ave. to the north. He also stated that the design will attempt to stay within the existing right-of-way for the purposes of this study.

5. The following is a summary of the points brought up by the focus group during the session:
    a. Future use of the hospital is a concern for the neighborhoods. Not sure what will happen there if it goes away
    b. Not fun to bicycle at all on the corridor. Nothing pleasant about bicycling there and its difficult to ride a bike in some places.
    c. Not really a pleasant place to walk in some areas of the corridor either.

d. Would like for study area to be longer, up to 17th Street possibly. There are a number of areas that should be addressed in the area between Kirkwood and 17th Street.
e. Second Street intersection is not a good intersection. Not easy to walk at all and uncomfortable. Second to Kirkwood is pretty good as far as walking, the separated sidewalk is nice.
f. South end is very stark compared to north end of corridor.
g. Do not want more traffic flow on the street.
h. Pleasant street to walk in some places.
i. Do not want like to walk next to street on walk, nicest places are where the sidewalk is separated
j. Patterson intersection in not pedestrian friendly.
k. Want pedestrian features in the design, trees are needed, a nice scale, comfortable scale.
l. Access to hospital from Rogers is bad, could definitely use some improvement.
m. Each intersection needs improvement
n. Bus stops, would like to see more shelters. Need places to sit and gather.
o. Like the idea of gateway features
p. Hospital and Patterson areas feel like a big concrete zone, need some green in there.
q. Parking is well utilized. Do not want to get rid of it
r. Allen Street, possibly a bicycle boulevard in the future. Connection to B-line.
s. Would like to see well defined crossings at major intersections
t. Trees on both sides, lights ped scale, intersection improvements, sidewalks and paths.
u. Suggested parking on both sides of 3rd street.
v. No real problems with speed or traffic counts on the road.
w. Want something that feels comfortable to the pedestrian not just the car

6. Kevin Foster noted the next opportunity for public comment would be at the design charette on Thursday, July 31st and Saturday, August 02nd.

Schneider

The Schneider Corporation

Historic Fort Harrison 8901 Otis Avenue Indianapolis, IN 46216-1037 Phone: 317.826.7100 Fax: 317.826.7200

MEETING NOTES

Date: June 23, 2008

Project: Bloomington South Rogers Streetscape

Location: Bloomington City Offices

TSC Job Number: 7210.001

Reported By: Kevin Foster

Name	Company	E-mail Address	Phone
Elizabeth Kehoe	Bloomington Bd. of Realtors		
Margret Stansifer	Property Owner		
Ron Stansifer	Property Owner		
John Ratliff	Hoosier Workwear Outlet		
Barbara Dunn	Property Owner		
Dee Burris	Burris Consulting		
Judy Somerville	Acupuncture & Herbal Health		
Dave Hurst	Cook Pharmica		
Isabel Piedmont	819 South Washington		
Tim Frazier	Regions Bank		
Tamyra D'Ippalito	Ragazzi Arte Cafe		
Kevin Foster	The Schneider Corporation		

cc:

Bob Woolford	City of Bloomington
Scott Robinson	City of Bloomington

MEETING MINUTES:

Business / Economic Development Focus Group

1. Scott Robinson and Bob Woolford from the City of Bloomington introduced the project to the group and explained the purpose of the focus group meetings was to get input from key stakeholders on the project.

2. Scott and Bob then left the room to allow everyone to speak their minds freely in the meeting.

3. Kevin Foster explained that the purpose of the study was to develop a comprehensive plan that will improve the look and feel of Rogers Street. He also noted that the study would focus on above ground improvements to improve the functionality and work towards creating an identity that will beautify the corridor. Items such as lighting, signage, landscaping, pedestrian access, gateways, materials, etc. should be included in the thought process.

4. Kevin also noted that the study area of the project was the right-of-way along Rogers Street from the railroad tracks just south of Hillside to the south to Kirkwood Ave. to the north. He also stated that the

design will attempt to stay within the existing right-of-way for the purposes of this study.

5. The following is a summary of the points brought up by the focus group during the session:
    a. Rogers is a Major artery through Bloomington. Very narrow and congested. Runs through almost the entire city north and south. Important roadway
    b. Right-of-way area is very narrow for a bike path, would have to take property for bike path area. No room within the right-of-way currently.
    c. Parking very important for businesses, city doesn't understand this. Parking is more important that the look to the business owners.
    d. Handicapped accessibility is very important to everyone.
    e. Street is almost dark at night. Needs more lighting. Especially south Rogers.
    f. Several ambulances daily going to hospital, this causes congestion.
    g. Very narrow intersection at 4th Street.
    h. B-line is close by and maybe don't need a bike path on Rogers. Just connections to the B-line would be nice.
    i. Two big question marks Open area south of Patterson and Hospital area. People concerned about the hospital. People want to understand what these will become.
    j. Street has a little bit of an artistic feel, especially to the north. Envision as a more artistic place or an arts district..
    k. Bring artists in and have murals in key places is one idea.
    l. A well lit place is very important, especially when it comes to safety.
    m. Need ways to slow down traffic a little bit. Traffic calming.
    n. Signage is kind of non-existent. Should be better.
    o. Nothing interesting as far as signage.
    p. Brochures that talk about history of each building, historical walks. This has been done in other places,
    q. Needs to be brighter in commercial areas, not as bright in residential
    r. Some concerns about safety at night. Business owners don't feel secure.
    s. Second Street is a key spot in the corridor. This needs to be addressed.
    t. Directional signage around town is nice. It would be nice to pick up on some of this.
    u. Like design on some of the manhole covers, part of overall identity.
    v. BEAD-Bloomington Entertainment and Arts District. Mia Michaelson. Schneider should talk to them early in the design pahse.
    w. Old fashioned type lights would be nice.
    x. Could use more bike racks along the corridor. Places close to buildings.
    y. Major Intersections – Improved areas. Pedestrian access. These are all important
    z. Historic facades on buildings. Should celebrate this.
    aa. Separation of sidewalk from street, south of 2nd Street. This is a good thing.

6. Kevin Foster noted the next opportunity for public comment would be at the design charette on Thursday, July 31st and Saturday, August 02nd.

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MEETING NOTES

Date: June 23, 2008

Project: Bloomington South Rogers Streetscape

Location: Bloomington City Offices

TSC Job Number: 7210.001

Reported By: Kevin Foster

Name	Company	E-mail Address	Phone
Cathy Sickmann	Bloomington OB / GYN		
Kristen Gilliland	Bloomington OB / GYN		
Mark Crain	Bloomington Hospital		
Kevin Foster	The Schneider Corporation		
cc:			
Bob Woolford	City of Bloomington		
Scott Robinson	City of Bloomington		

MEETING MINUTES:

Medical Focus Group

1. Scott Robinson and Bob Woolford from the City of Bloomington introduced the project to the group and explained the purpose of the focus group meetings was to get input from key stakeholders on the project.

2. Scott and Bob then left the room to allow everyone to speak their minds freely in the meeting.

3. Kevin Foster explained that the purpose of the study was to develop a comprehensive plan that will improve the look and feel of Rogers Street. He also noted that the study would focus on above ground improvements to improve the functionality and work towards creating and identity that will beautify the corridor. Items such as lighting, signage, landscaping, pedestrian access, gateways, materials, etc. should be included in the thought process.

4. Kevin also noted that the study area of the project was the right-of-way along Rogers Street from the railroad tracks just south of Hillside to the south to Kirkwood Ave. to the north. He also stated that the design will attempt to stay within the existing right-of-way for the purposes of this study.

5. The following is a summary of the points brought up by the focus group during the session:
    a. There was a study by Rose Hulman students previously done on the corridor – it related more to the infrastructure needs.
    b. Many additional people on the road during the school year. Many students doing clinical work at hospital. The corridor is much busier during the school year. The students get there in a number of different ways.
    c. Wheelchair access is difficult, especially along first street.

d. There are two areas that cross the street not at a corner, no markings at either place. This makes crossing difficult
e. McDoel more artsy in some houses. Probably want their own distinct neighborhood look rather than blend end to the entire corridor.
f. Se corner of Rogers and 2nd needs to be cleaned up. Presents a bad image for the city. Would be nice to see something green there.
g. Street lighting is important. Light levels need to come up too.
h. Safety is a definitely a concern. People don't always feel safe walking to their cars.
i. Emergency call boxes would be nice to have in place.
j. Buses stop traffic or block sidewalks a lot, pull offs for buses would be nice.
k. Firetrucks and ambulances use this a lot.
l. Hospital and MOB have many out of town users. Signage could be better.
m. Feel closed in where on street parking is.
n. Worry about kids darting out from behind vehicles. Need to look at options for their safety.
o. Intersection of Rogers and Grimes is an issue turning wise.
p. No good place for deliveries at smaller businesses.
q. Area is well serviced by the bus line.
r. First Capitol Group – very nice building at Patterson and Rogers.
s. First and Rogers, opportunity for future medical.

6. Kevin Foster the next opportunity for public comment would be at the design charette on Thursday, July 31st and Saturday, August 02nd.

Schneider

The Schneider Corporation

Historic Fort Harrison 8901 Otis Avenue Indianapolis, IN 46216-1037 Phone: 317.826.7100 Fax: 317.826.7200

MEETING NOTES

Date: June 23, 2008

Project: Bloomington South Rogers Streetscape

Location: Bloomington City Offices

TSC Job Number: 7210.001

Reported By: Kevin Foster

Name	Company	E-mail Address	Phone
Gregg Zody	Monroe County Planning		
Lew May	Bloomington Transit		
Nancy Hiestand	HAND / Bloomington		
Lisa Abbott	HAND / Bloomington		
Bob Wolford	HAND / Bloomington		
Scott Robinson	City of Bloomington		
Kevin Foster	The Schneider Corporation		

cc:

MEETING MINUTES:

Government / Non-Profit Focus Group

1. Scott Robinson and Bob Wolford from the City of Bloomington introduced the project to the group and explained the purpose of the focus group meetings was to get input from key stakeholders on the project.

2. Kevin Foster explained that the purpose of the study was to develop a comprehensive plan that will improve the look and feel of Rogers Street. He also noted that the study would focus on above ground improvements to improve the functionality and work towards creating an identity that will beautify the corridor. Items such as lighting, signage, landscaping, pedestrian access, gateways, materials, etc. should be included in the thought process.

3. Kevin also noted that the study area of the project was the right-of-way along Rogers Street from the railroad tracks just south of Hillside to the south to Kirkwood Ave. to the north. He also stated that the design will attempt to stay within the existing right-of-way for the purposes of this study.

4. The following is a summary of the points brought up by the focus group during the session:
    a. Need to be flexible in hospital area, don't really know what will happen if hospital moves.
    b. Need for context sensitivity, in several areas. Plan must adapt to different areas
    c. Needs to be ADA accessible.
    d. Transit doesn't see bike lanes as a problem or as a conflict with buses.

e. A lot of people cross between the church and the community kitchen. Also a lot of people get off transit on the west side and cross to community kitchen.
f. Transit needs good pedestrian access as a key. (sidewalks, cross-walks, lighting) People need to be able to get to their buses.
g. Several bus stops along corridor, crosswalks at key area.
h. What about bus shelters? Not tremendous volume at any 1 stop. Hospital probably has the most. Not quite up to the threshold to warrant a shelter. Still might be nice aesthetically.
i. Rogers Street old Dixie Highway??
j. 4th Street gets a lot of pedestrian activity. Major school bus stop there as well.
k. Can we formalize the bus stops a little bit more?
l. Hospital has been there since the late 1880s. Farmhouse was start then built on to after that and kept expanding. The farmhouse is not there anymore.
m. This was the old Dixie Highway according to Nancy. This could be a possible theme that ties together.
n. Old houses on 2nd Street, not surveyed due to hospital expansion. These should be taken into account historically.
o. Community concerned about existing limestone retaining walls staying in place. The plan must respect those.
p. No historic sidewalks on currently on Rogers Street.
q. Crosswalks may want to take into account location and the historical context of the area.
r. Nancy to get me history information on the area, also used on the B-line trail. There are some history markers and explanations there.
s. Neighborhood Improvement Grants are avail. and help to get message out. But everybody does their own thing. Needs to be coordinated.
t. Hybrid busses currently run in this corridor. Much quieter than normal busses. Very few complaints about these.
u. Future of hospital will impact transit in the future a great deal. Also future use of old Thompson site will affect future. Currently running smallest buses in the fleet on this road.
v. BEAD plan is on city website. Check this out.

6. Kevin Foster noted the next opportunity for public comment would be at the design charette on Thursday, July 31st and Saturday, August 02nd.

Design Workshop Questions & Feedback

(1) What community values define the neighborhoods along South Rogers Street?

- McDoel and Prospect Hill undergoing Demographic change.
- Pedestrian needs should receive greater focus and less attention to vehicles.
- Walking to destinations is desired. Zoning could encourage this focus.
- Pocket Parks as a refuge from vehicular traffic.
- Walkability/ businesses at the sidewalk/ trees/ limestone
- Historic homes/ attractive mature tree cover/ open front porches
- A place to meet as a community in a protected area.
- Diverse people, incomes, businesses, houses.
- Welcoming destinations, such as, shops, seating, drinking fountains
- Diversity, Environmentally friendly, Leftist, Progressive, Civic Involvement.

(2) What are 3 "Critical Success Factors" for the project?

- Walkability & Pedestrian Safety/ Treescape/ Aesthetics
- Improved Non-motorized Transportation
- Public/social spaces to pull people together.
- Streetscape to engage private owners to use outdoor space, then the public and private spaces can feed off of and interact with each other.
- Calm traffic for outdoor activities, but maintain necessary traffic flow.
- Use Color and Visual Business to calm traffic.
- Make provisions for crossing Rogers at south end.
- Demarking Neighborhoods; define entrances, flags, columns.
- Add parking to west side of Rogers south of Patterson.
- Round-a-bout could break monotony and offer a Focal Point.
- Respect and Retain Existing Materials
- Include tree lawns on both sides of Rogers/Buffer sidewalk from street.
- Calm Traffic/ Increase Tree Cover/ Create Pedestrian/Bike friendly Route.
- Safety for Mothers and their Children.
- Continuous tree canopy/ Better Pedestrian Crossing
- Safe Pedestrian Crossing/ Aesthetics for Historic Homes/ Keep Trees/ Attractive Lighting.

(3) What would you least like to see on the corridor?

- No Color/Grey Tones
- Widening the Roadway
- Reduced Parking
- Turfgrass. The Corridor should incorporate sustainable, edible, native plants.
- Widening of the Street/ Lose mature trees/ no pedestrian buffer.
- Artificial Materials. Removal of Authentic & replace with manufactured.
- Broken curbs/ large entrances for parking lots.
- Design elements that are too contemporary/suburban for historic neighborhoods.
- More commercial Establishments.
- Cutting down existing trees.
- Fake 19th Century Gew,gews.

(4) What is your Biggest Concern about the Project?

- Becoming Hard/Unfriendly/no trees.
- Harm Business by removal of Parking.
- Study will be put on Shelf.
- Design must be realistic and able to be implemented.
- Aesthetic feeling of Safety for Pedestrians.
- Connection of McDoel and Prospect Hill by walking.
- Gratitude for the area being improved.
- Aesthetic cost outweigh project / too expensive.
- That it will look like every other Street.
- Do not create Mini-Disneyland Version of Neighborhood.
- No Carmelized Streetscape.
- Dog Waste Bag Dispensers at key areas.

(5) How will you most likely travel through the Corridor?

- Locals like to walk and bike to downtown
- Emergency Vehicle Traffic
- Wheelchairs use the Roadway because the sidewalk does not function
- Car/Foot/Bike
- City Bus picks up on 2nd and Rogers, also School buses

(6) What are the Safety Issues and how should they be addressed?

- Crossing at Allen, 3rd and Patterson.
- Sidewalks do not function for Wheelchairs
- Difficult to cross Patterson at night
- Hard to cross east side of 3rd Street
- Need Pedestrian Lighting
- Allen is dangerous for car or pedestrian
- Difficult to cross at 2nd Street
- Parked cars make it hard to see pedestrians trying to cross Street
- People drive too fast
- Hard to cross at intersection that do not have a signal.
- Can Allen become a 4-way Stop?
- 3rd Street is very unfriendly
- Pedestrian Crossing at Kirkwood
- Can Bike lanes be added?

(7) What are some key areas that our design should focus on?

- Buffering the hospital density from 1st to 2nd Streets.
- Holding lots to Minimum Aesthetic Standards.
- Make a Statement at Patterson
- Incorporate small stone walls
- Patterson, Allen, and Dodds
- Kirkwood, Patterson, 2nd. 3rd, and Railroad tracks
- Environmental Issues of Run-off, Greenspace, and Pollution Control
- Create Gateway at Kirkwood
- 4th Street is a popular Pedestrian and Bike Crossing
- 2nd Street is an Aesthetic Disaster
- West side of Roger between Rockport and Patterson
- East side of Roger between Patterson and 1st Street

(8) What streetscapes have you had a positive experience with in the past?

Why did you like them?

- Fountain Square Mall – Street, Trees, Window Planters
- Historical Savannah
- Built up with landscaping
- Italian Streetscapes – Compression and Release
- Parey Park in New York City
- Sign with the Background of Neighborhoods
- Bryant Park in Bloomington
- Bicycle Parks
- Oak Park, IL, Burlington, VT, North Hampton, MA – Slow Traffic & Dedicated to people.
- Places to sit
- Use of Rain Gardens
- Old Philadelphia – wide sidewalks & great outdoor spaces
- Attractive trash/recycle containers

Schneider

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