



City of Bloomington
Planning and Transportation Department

4th and Rogers Intersection Crossing Improvement Project – Preferred Design Alternative
May 23rd, 2016

This document reviews the design alternatives considered to improve safety for people walking or biking across Rogers Street at 4th Street and briefly describes the process and reasoning leading up to the selection of Alternative 3 as the preferred design.

This project was prioritized through the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO) and was originally envisioned to include a full median down Rogers Street. That concept prompted initial project feedback that led City staff to evaluate multiple improvement options and conduct a public input process to help determine the most appropriate alternative. The City hired VS Engineering, Inc. (VS) to perform this effort.

VS analyzed intersection geometry and traffic operations while administering a public input survey to first determine what, if anything, required improvement at this location. The results of those efforts, including nearly 400 survey responses, were used to develop three project alternatives which were presented at a public meeting on April 20th, 2016. Feedback collected after that meeting varied widely but included numerous beneficial comments which ultimately led staff to choose Alternative 3 as the preferred design. The descriptions below briefly outline each alternative with their advantages and disadvantages. More details about the project and the alternatives are available online at bloomington.in.gov/4thRogers.

No Build Alternative: This alternative, which would leave current conditions without any improvements, was not selected based on strong public support to improve safety at this location.

Alternatives 1, 2, and 3 each include RRFBs (Rectangular Rapid Flashing Beacons, flashing lights activated by pushbutton) and bulbouts on the west leg of 4th Street (to reduce the width of 4th Street on the west side of Rogers). The following descriptions will only highlight the deviations from those features.

Alternative 1: This alternative includes pedestrian refuge islands in Rogers. These islands were designed to permit all turns while also allowing pedestrians to cross only one lane of traffic at a time. Feedback regarding this option included concern about the ability for large vehicles to make turns and a desire to make the refuge islands wider to increase their comfort and effectiveness. Further analysis of turning movements at this intersection revealed that corner radii would have to be significantly increased to allow turns by buses and fire trucks and the refuge island's curbs would likely need to be mountable by large vehicles. These alterations would decrease, rather than increase the comfort and effectiveness of the refuge islands. After consultation with Bloomington Transit and the Bloomington Fire Department, staff concluded that this design is not a preferred alternative.

Alternative 2: This alternative includes only the RRFBs and bulbouts on the west leg of 4th Street previously described. Feedback related to this option primarily included concerns that this design would not do enough to improve conditions crossing Rogers. The RRFB is expected to improve awareness and yielding behavior for vehicles travelling on Rogers, but motor vehicle speeds are not expected to change and pedestrian crossing distance would not change. Staff believes that this option would result in improvements, but is not as desirable as Alternative 3.

Alternative 3: This alternative includes bulbouts on the west side of Rogers to reduce the intersection crossing distance and discourage motor vehicle speeding. Feedback related to this option included concern about the reduced width of the existing travel lanes to accommodate this change. After further analysis, staff has concluded that the street width can be reduced by approximately four feet while still maintaining adequate width for the existing lanes. That improvement, along with the bulbouts on 4th Street and RRFBs, is expected to improve safety while still accommodating the numerous other needs at this intersection.

We are grateful to everyone who has taken time to provide input on this project and we appreciate your patience during this process. VS will proceed with final design using Alternative 3 and construction is expected during the summer of 2017.

For additional project information please visit bloomington.in.gov/4thRogers or contact Neil Kopper at koppern@bloomington.in.gov or 812-349-3593.