<u>Winslow-Henderson Multiuse Path and Intersection Improvements – Public Input Summary</u>

<u>Thank You</u> to everyone who was able to participate in the public input meeting on August 10th, 2016 or has otherwise provided input on this project! The information below provides a brief summary and responses (shown in *italics*) to that input. This project is proceeding with design and is expected to complete construction by the end of 2017.

- Comments that crashes at the Walnut St Pike and Winslow intersection are very frequent and support for the effort to improve the intersection's safety.
  - *According to crash data, the intersection experienced 18 right angle crashes in a 5 year period. The proposed intersection modifications (e.g., turn restrictions, reduced corner radii) are included to reduce crash potential.*
- Request for turn restrictions on the north side of the Walnut St Pike and Winslow intersection in addition to those proposed for the south side of the intersection.
  - *At this point, the City is not proposing any access or turn restrictions on the north side of the intersection. The shortest alternate route for trips originating along the north side of this intersection involves making a left turn onto Walnut Street (a five-lane street with higher traffic volumes than Winslow). Modifying the south side of the intersection will also benefit the north side of the intersection by reducing conflict points for drivers on the north side of the intersection who choose to cross or turn onto Winslow.*
- Request to make Walnut St Pike (south of Winslow) one-way southbound.
  - *This restriction would also eliminate conflicts at the Walnut St Pike and Winslow intersection, but would be much less convenient for some movements. The current proposal is less restrictive while still eliminating conflicts at the Walnut St Pike and Winslow intersection.*
- Request to improve the all-way stop at the Walnut St Pike and Henderson intersection because its intersection geometry is less than ideal for some movements.
  - *Improvements at this intersection are beyond the scope and budget of this project, but the intersection will be monitored and considered for a future project.*
- Request for traffic signal or roundabout at the Walnut St Pike and Winslow intersection.
  - *These modifications are beyond both the scope and budget of this project. Because of the relatively low traffic volumes on Walnut St Pike, the proximity of adjacent signalized intersections, and the presence of a reasonable alternate route for traffic on the south side, expanding the project to include a traffic signal or roundabout is not desirable at this time.*
- Request to reduce the speed at which motor vehicles can make right turns onto Walnut St Pike and also to draw awareness to people walking or bicycling across Walnut St Pike.
  - *Addressing this request is a focus of the design. The current draft concept includes tighter corner radii for the right turns, shorter crossing distances for users of the sidewalk and multiuse path, new crosswalk markings, and improved visibility.*
- Request to have a facility separated from vehicular traffic for people walking or bicycling on Winslow, also comments supporting multiuse paths.
  - *The multiuse paths, which offer a physically separated option for nonmotorized users, will be on the north side of Winslow (Walnut to Henderson) and the east side of Henderson (Winslow to the bus shelter near Brandon Ct). Future extensions for both of these multiuse paths are currently programmed through the Bloomington/Monroe County Metropolitan Planning Organization.*
- Request to ensure fire trucks will still be able to access the new Echo Park Development.
  - *This project has been discussed with the Bloomington Fire Department and the design will ensure that fire trucks can still make all necessary maneuvers.*
- Request to require Echo Park Development to construct additional access onto streets other than Walnut St Pike.
  - *If additional access is pursued by the Echo Park Development, then the City would help coordinate that effort. The City will not require additional access due to this project.*