

COMMENTS FROM THE AUGUST 04, 2016 PUBLIC HEARING

NAME	COMMENT	EVALUATION AND DISPOSITION
VERBAL:		
1. Jim Warnick <u>See ATTACHMENT No. 1</u> <u>Verbal Comment #1</u>	I live at 1443 West Adams Hill Circle. I am one of the people who get to enjoy the 4:30 p.m. – 6:00 p.m. traffic jam every day. The one concern I have is when they built the main project coming through here, there was to be two lanes coming through and then it got shrunk down to one lane and they added the curbing. I know that the water has to flow off somehow, and I understand the need for curbing, but when emergency vehicles come through it is almost impossible to pull over. It is very dangerous. I have almost been hit a couple of times on that road. I don’t know if there is anything that can be done. I know that they are going to put curbs in and that will be going half way down the hill. If there is anything that could be done to mitigate that, but I know that it is a very serious problem. I know when vehicles have problems there is absolutely no place to pull off. I don’t know if they could put in a couple of pull offs or a pull off somewhere to help mitigate the traffic coming through there. It is quite dangerous at times. Thank you.	Provision of new left turn lanes along Tapp Road at Tapp/Rockport intersection and at Tapp/Pinehurst Intersection are expected to allow maneuverability of the emergency vehicles. Due to the Right of Way and project limits constraints, pull offs or additional pavement width is not feasible along Rockport Road.
2 Mary Ann Williams <u>See ATTACHMENT No. 1</u> <u>Verbal Comment #2</u>	I live at 3550 South MacDougal Street, down in the Highlands, which is south of Tapp Road and east of Rockport. As a point of information I am working pretty hard on the Fullerton issue and we have some flier things that we can distribute later to you if would like to come to another road meeting, on August 18th about Fullerton. My concern is, and I believe that Andrew Cibor knows about this, but I understand Fullerton Phase II, which includes the South Walnut/ Gordon Pike Intersection, right by the Bachelor Middle School is due to begin in March 2018, that is South Rogers and Gordon by the Bachelor Middle School. So if this project begins in spring of 2018 that could have a very difficult impact on the 1200 homes that are down in that southwest area of Bloomington. There are 434 homes in the Highlands and we only have two (2) ways in and out of that neighborhood. I am hoping that some coordinated discussions might be in order regarding the timing of these. I am stating that I am disappointed that this will be a signalized intersection. I understand the need to conserve the dollars, but I think a round-about could be better. I think that there is a lot of engineering wisdom to show that a round-about has greater flow and less stop and go, with less pollution. With Traffic easing through the round-about it will help the cars moving off I69 heading east and west. It might also help create more fluidity and through-put with Fullerton, the two roads could work together. So hopefully we will see. I am disappointed that it is going to be signalized.	Construction timeframe between the two projects will be coordinated among the City of Bloomington and the Monroe County. Fullerton Pike project is not set to let in March 2018 but the following Fiscal year. Construction of Fullerton pike project is expected to start after Tapp/Rockport is build according to current schedule. Construction of Roundabout option was originally considered by the City but was determined not to be desirable due to higher construction costs (Expected to be approx \$1.5 million more than a signal) and property impacts. In addition, potential impacts to the Karst features were anticipated due to Roundabout construction.
3 Valerie Boado <u>See ATTACHMENT No. 1</u> <u>Verbal Comment #3</u>	I live at 2602 Flat Rock Road, in the Summit Ridge units over in front of the church. My concern is if you are putting a light in and you have a round-about at Tapp, right in front of the pond, that round-about is going to be flowing right into that light. You will end up with a back-up all the way to 37. Lights can be 2-3 minutes each and you add a round-about here flowing into a light. I have already seen cars backed up almost all the way to 37 now. So you are going to have a double whammy with a round-about and a light. I agree with Mary Ann about the round-about. Thank you.	Refer to Response to item 2 above regarding the roundabout. Also the queuing of the new intersection is not expected to backup to S.R.37. Average no of vehicles in the queue are expected to be between 5 to 10 vehicles.

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4 Nan Brewer <u>See ATTACHMENT No. 1</u> <u>Verbal Comment #4</u>	I live at 3636 South Rogers. I am also involved with Fullerton. I actually have a question, and it relates to the round-about or a signal. What is the current traffic count at this intersection? Have you already stated that? I arrived late and didn’t hear that. What is your projected traffic count for a day and for the peak traffic hours? I am trying to get a better sense of how, with these exits off I69, why you are basing this widening and design on. I am interested in whether this design is geared for truck traffic and geared for buses going to Summit. I am interested in the facts behind it. Thank you.	Average Annual Daily Traffic (AADT) is 14,830 (Tapp Road) and 4,050 for Rockport Road. Peak Hour volume is 1,240 for Tapp Road and 450 for Rockport Road. These volumes are for the design year 2037. Existing traffic counts including the truck traffic were conducted in 2010. These existing counts were projected to year 2037 (Design basis year) using an annual growth rate of 1%. Both streets are not being widened to provide more through lanes than what currently exists.
5 Kathleen Ripley <u>See ATTACHMENT No. 1</u> <u>Verbal Comment #5</u>	I live in the Sherwood Oaks. Why a light instead of a round-about? We use this road all of the time and always get stuck on this road because of the stop sign. So it will not change because of this light. Why not a roundabout? Up in Indianapolis there are roads that have round-about after round-about, after round-about. The traffic never stops and it flows nicely. It is perfect. Doesn’t make sense to me to do something new to the intersection and not put in a round-about. Thank you.	Refer to Response to item 2 above regarding the roundabout.
6 Eric Spoonmore <u>See ATTACHMENT No. 1</u> <u>Verbal Comment #6</u>	I am with the Monroe County and a Councilman here in District 4. I agree, I am with you; I would like the idea of a round-about, and would be interested in hearing more information. Something I have heard from some, is that they were not able to make it tonight because they were working. I am hoping that we can have a more conducive time for folks during a follow- up hearing possibly, to help flush out some issues and questions that folks might have. Finally, one particular neighbor I have, who was not able to be here, had a question. She is concerned about how the project would be mitigated; she lives on the north side of Country Club Drive and how these projects would affect her day to day issues of getting access to her home, as well as other different things like that. I am curious to what those answers would be as well. Thanks.	Refer to Response to item 2 above regarding the roundabout. Response to the comments will be posted to City's web site (http://bloomington.in.gov/tapprockport). There will not be any follow-up hearing. Access to all private and commercial properties will be provided during construction.
7 Tonya Cox-Eridris <u>See ATTACHMENT No. 1</u> <u>Verbal Comment #7</u>	I live at 3416 South MacDougal Court. I understand that it would be over a million dollars extra to do the round-about. If we are putting all that money into a solution we could still have an issue. We should seriously consider looking at something that would be a better solution long term. In reference to buses, I spoke with someone else in our neighborhood (Highlands) and we already have an issue with the buses going way to fast. Due to all of the different closures, sub-divisions, and what not, the buses are having trouble keeping on their schedules. Everybody who lives there, have seen little kids pulled out of the street. When/if this happens, I am afraid that it will also have a bigger effect. I think those are a couple of things that we need to keep in mind. As stated earlier, which roads will be open and how we can make a difference there.	See response to Item 2 above regarding the roundabout. Access to all private and commercial properties will be provided during construction and school buses will have access to homes within the project area. School districts will also be informed by the Contractor prior to construction.

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8 Julie Cochran <u>See ATTACHMENT No. 1</u> <u>Verbal Comment #8</u>	I live on the south side of the Highlands. I have a question and comments. Could we have a soft copy of this information so we can send it to those who could not come today? Also, if we could get an email copy to send to them, I am sure that they would like to know about these things. Also, if we could get a copy of the chart of the detours and things. COMMENT: From someone who has been to several of these things, I really appreciate your Team. This is from my heart. No one has paid me to say things. A lot of these public meetings, I come in it is a fog; we don't know what is happening. I really appreciate this very well put together info packet and obviously the hard work you have put into it. And the chance to allow us to really comment, I have been to meetings where no one was allowed to comment.	Thanks for the comment. Additional information packets were available at the hearing for some one to take along. Plans including detour route sheets are also available at City's web site to view Web site is http://bloomington.in.gov/tapprockport .
9 Trent Deckard <u>See ATTACHMENT No. 1</u> <u>Verbal Comment #9</u>	I live at 2609 South Southern Ridge Court, I have two (2) things that I would like to raise today. For a lot of us, I am a Deckard; we have lived here for a long time. I know that culturally, moving up and down this road there has been a lot of stop light action and 4 way stop action. I would like to see the numbers on how that could improve. I think that would be a huge thing for folks. The second thing is an issue, now that I am living in this area, I am not sure that safety concerns have been addressed for pedestrians and crossers moving up and down this way. There are no sidewalks or thorough fair by which you can continuously go. I have almost been wiped out twice and once with my family and including a less than a 3 year old. I think we need to think about a solution on this as well, this kind of thing is demoralizing to those people on this side of the city.	Proposed traffic signal is expected to reduce the traffic delays at this intersection as compared to the existing 4-way stop. Project also includes new sidewalks and multiuse paths connecting up to the existing facilities that currently exist outside the project limits.
10 Neil Rapp <u>See ATTACHMENT No. 1</u> <u>Verbal Comment #10</u>	I live at 2744 Pinehurst Drive, when we had the public meeting for the original plan which was a roundabout. I signed up to receive information on that project, never heard a word. About a month ago, I was informed that this meeting was taking place. I was absolutely thrilled, that this was going to be a light instead of a roundabout. The roundabouts that are currently on Tapp Road, I am very much opposed to. I would like to go on record saying that I am very must in favor of the traffic signal as opposed to the roundabout. I do not think that a roundabout does their jobs properly. I am been to other communities like Carmel and Indianapolis and I do not like them. I want to be on record that I am very much in favor of the traffic light and willing to work with the right a way issues as long as it is a traffic light.	Thanks for the comment. Project was on hold and was restarted in January 2015.

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11 Robert Lynch <u>See ATTACHMENT No. 1</u> <u>Verbal Comment #11</u>	I represent the Jehovah Witnesses, 1202 West Tapp Road Kingdom Hall. I just wanted to communicate a safety issue that we have right now and whether or not the light would remove the safety issue. When you pull out of the Kingdom Hall at many times especially late in the afternoon you cannot pull out of the Kingdom Hall onto Tapp Road because the traffic is backed up. So in order to get out of the Kingdom Hall you have to have a very considerate driver who will stop and let you turn right. If you turn left, you can't see the traffic coming, you have to inch out and be very careful. It is a safety issue; however, we haven't had any accidents at this point. I think that some of the questions posed here about the traffic, what is the traffic count; how will the light remove the traffic jam; how would the roundabout remove that backed up traffic. Which one of these solves those issues? These are some of things we would like to have answers to as well. Thank you	Sight distance improvements will be done at the intersection of Pine Hurst Drive and Tapp Road. Improving the sight will allow the vehicles turning right or left from the entrance to have a better line of sight. Roundabout was not selected to be a desirable option at this intersection. Proposed traffic signal is expected to reduce the traffic delays at this intersection as compared to the existing 4-way stop.Average no of vehicles in the queue are expected to be between 5 to 10 vehicles with traffic signal.
12 Bill Avery <u>See ATTACHMENT No. 1</u> <u>Verbal Comment #12</u>	I live at 1024 W. Country Club Road. I own the 3 properties that you see here, the 3 driveways. I have own them since 1962. I am not saying what I like but how I would like to see things better. And when they first started the roundabout thing I did go to that meeting, I am not an engineer, first of all. And I am only telling you how I see things. I heard that the hill needs to be cut down, because there has always been a traffic problem. I have set in that house, lived there from 62 – 87. We set there in that house and any little thing cars would slide through that stop sign. People may not know the road or it may be late at night. I do remember that we haven't had any serious accidents, though. I do remember listening to all the cars sliding through there. When they talked about the roundabout I thought that they were going to raise the intersection about 8 feet. My goodness if they raise it 8 feet what is going to happen to the cars on this side? Would they have to raise the road, as high as my house to get into the intersection? So there are a lot of things to think about. I don't know if the roundabout is good or not. I say I still own the property and if I have to come to do some work along here I always plan to be away before 3 o'clock. That traffic does back up. You can roll down your window so you can look into their eyes, and you would be surprised just how many people will let you out. We have a problem with this two lane road that needs to be four or five lanes and there is nothing that is going to be done, I just don't want to get into the politics of the thing. We have lots of problems, and I am just letting you know how I see them. I feel for my tenants. Whatever is best for everyone I am for it?	Traffic signal was considered as the most feasible option and is expected to reduce the traffic delays at this intersection as compared to the existing 4-way stop. Visibility at the intersection will be increased due to provision of the signal.
13 Charles Merter <u>See ATTACHMENT No. 1</u> <u>Verbal Comment #13</u>	I live at 3404 South Glasgow Circle I work at Crane and I come up here in the evenings and the traffic is ferocious and I am backed up to the traffic circle and beyond. I am opposed to the traffic circle, I don't like them, and I almost got hit a couple of times. I was right in the middle of one and a fellow came through the yield sign. I stopped and blew my horn at him and he got mad at me and proceeded to pull forward as I continue to try going through. He still cut me off. I had the right away, because I was in the traffic circle. I am opposed to the traffic circle. I think that the traffic light is the way to go. I think it would speed the traffic up especially if they timed it during peak hours, to where the east and west flow is faster than the north and south. My only other recommendation, I would say is on the west end of town that the right turn lane going right down Rockport should start just after the entrance to the Jehovah entrance. That would give you more room there if you were going to turn right on Rockport.	To facilitate the right turn movement to Rockport Road, right turn slip ramp is provided. Extending the right turn lane to the church entrance was not feasible due to higher construction cost and Right of Way Impacts. East/West Traffic movements will have more green time in the signal operation than North/South traffic.

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14 Nick Carr <u>See ATTACHMENT No. 1</u> <u>Verbal Comment #14</u>	I live at 2741 South Pine Meadows Drive. You can actual see my house right out the window. This isn’t going to affect anyone more than us. We have to go through this intersection every day to get home. Something has to be done. Be it a roundabout, or a traffic light, I don’t think it really matters. As long as there is going to be sensors on a stop light so that the busy road, Tapp Road is the one that is green and traffic is moving. The reason it is not going to be Roundabout, they have done studies. I went to IU for geology. I am a Geology Major. It is a parched topography, which means it is limestone, sink holes and caves. There is no point improving it if it will just sink into the ground. That is the reason they will not be doing a roundabout. We were at the last meeting and that is the reason we were given. So we have been in contact with the City this whole time. My biggest thing is that I am going to lose some of my backyard. They are to raise the road so it is going to be higher than my fence, possibly. So we are going to be looking at this all of the time. I want to know what is going to be done for blocking the noise and the view. There should be some kind of trees put in or a fence being raised. That is all of my comments. Thank you	Traffic sensors will be provided. There are no noise walls as part of this project. However City is planning to plant trees.
15 Megan Harris <u>See ATTACHMENT No. 1</u> <u>Verbal Comment #15</u>	I live at 2737 South Pine Meadows, right next to Nick. Our main concern is that we have horrible drainage right now. It affects both of our yards a lot and it just pools. We know that there is a proposed solution but we are still worried about the safety of the current proposals. So we were wondering if you could look into other options to fix the drainage problem. Also, privacy is going to be a big issue. Currently we have huge trees back there and we can’t see the road or barely hear the cars right now, especially when inside. So hopefully we can figure something out. Thank you	A Beehive inlet, roadside ditch and a culvert pipe under Rockport road are currently proposed to address the drainage problems in this area. An alternative option will also be evaluated and will be included in the design, if feasible. City is planning to plant trees.
16 Michelle Buddie <u>See ATTACHMENT No. 1</u> <u>Verbal Comment #16</u>	I don’t live around here but I live on South Jalin Court. I was wondering, that it says here that “all this information and responses to this project will be answered in the final environmental document prepared for this project.” Nowhere does it say when and where we will be able to find them. It would be nice to know before we leave here or we will not ever hear about it. Thank you.	Responses, comments and project information will be posted on the project website and contact information for additional questions was also provided and was available on the project web page (http://bloomington.in.gov/tapprockport).

WRITTEN COMMENTS:

17 Coleman Burnett <u>See ATTACHMENT No. 1</u> <u>Written Comment #1</u>	Thank you for considering multimodal transportation options as part of this project design. The sidewalk extension from the intersection, north on Rockport Road to Pinehurst Dr. is a HUGE safety improvement. Please consider extending the project termini on north Rockport Rd to take the sidewalk across Pinehurst Dr. and paint a crosswalk on Rockport to connect the sidewalk with Ralston. This is a very dangerous bike/ped crossing for the neighborhood of Southern Pines to access the designated bikeway on Ralston Ave.	Project limits for sidewalk do not extend beyond Pinehurst Drive as part of this project. City Council Sidewalk Committee is pursuing a sidewalk project that would extend the sidewalk along the west side of Rockport north of Pinehurst
18 Katherine Rhue Arthur <u>See ATTACHMENT No. 1</u> <u>Written Comment #2</u>	Not sure if this is where to comment on the Rockport/Tapp intersection, but PLEASE put in a roundabout! We are unable to attend the Th. meeting and live on the south side of town. Just do it right the first time. Yes, you may save money now, but in the long run? The stoplight at Tapp and Country Club is already horrible and adding another one right there... sounds like a nightmare. And all of the other roundabouts are so nice and smooth.	Refer to response to Item 2 above.

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19 Dave Harstad See ATTACHMENT No. 1 Written Comment #3	<p>I can't make the meeting this Thursday but write to provide comment for your consideration.</p> <p>Thank you for doing the project. It is important and the basic plan looks good. I live nearby and its long overdue.</p> <p>One request for the record: My hope is that with this (and other projects) a performance based payment for the speed of getting the job done be a part of the bid package. We've had really bad experiences in this area: Crider took forever to complete the Tapp improvements a few years ago. Isolux is doing the same with area I-69 construction. It seems to be a growing trend with all road contractors in our area. they shut down key corridors for an eternity while they under staff their projects/try to do too many jobs around town.</p> <p>Given the few number of east west corridors in south Bloomington this job needs to get started and get done. Please: no indefinite "cone zone"!!!</p>	<p>Project letting will be administered by INDOT and the construction timeframe will be set by INDOT. If the Contractor is not able to finish the construction within the allotted timeframe, liquidated damages/penalties could be accessed.</p>
20 Samantha & Mark Schaefer See ATTACHMENT No. 1 Written Comment #4	<p>We are submitting our comments for the Tapp Road and Rockport Road Intersection Improvement Project (No. 0901730). We are the home owners of Lot #9 which backs up to Rockport Road.</p> <p>Our main concerns surround the removal of the tree line in the easement of our backyard to create a sidewalk. We support walkability and sidewalks; however, our tree line is the only thing that provides privacy, security, and a noise buffer to Rockport Rd and the Tapp/Rockport intersection. This is a very busy road, and removing this tree line along Rockport would essentially strip all the houses of their privacy. It will be like having people walk through our front yard AND backyard. Having small children, we do not feel safe having our children playing in the backyard with it being completely open to a busy road and having no privacy. It feels like you are simply opening up our backyard and house for everyone to see and walk through.</p> <p>If the trees are completely removed, we would like to know how the City of Bloomington plans to address the privacy, security, and noise concerns of these houses along Rockport? No amount of money from the City purchasing the property is going to address these issues. We strongly urge you to insert a quality solution into your plans for these homeowners and their families you are affecting with these decisions.</p>	<p>There are no noise walls as part of this project. However City is planning to plant trees.</p>

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21 Ameer Beitvashahi <u>See ATTACHMENT No. 1</u> <u>Written Comment #5</u>	<p>I received your contact information from the August 4, 2016 meeting regarding the planned improvements for the Rockport/Tapp Rd intersection in Bloomington. I live near Rockport Rd., but I am actually more directly impacted by Fullerton Corridor Project as I currently live on W. Gordon Pk., just a few feet from where the Rogers/Fullerton roundabout will be constructed.</p> <p>I know that Fullerton is a Monroe County Project and Rockport/Tapp is a City of Bloomington project, but I was wondering if you would be willing to answer a few basic questions about Rockport/Tapp for me as I expect that intersection to have a similar traffic pattern to the intersection on Fullerton. I know you are both very busy, so I very much appreciate any time you take to answer these questions:</p> <p>-At the Aug. 4 meeting, you presented a projected 2037 VPD at Rockport/Tapp to be 14,800. Originally (in 2012), the MPO projected a very similar 2037 VPD for Fullerton/Rogers, but very recently the county has stated that they are using a "new INDOT projection" of 24,000+ vpd - they have stated to the residents that this is different than the original projection, which came from an MPO model. Are you using INDOT's traffic model for Rockport/Tapp, or the MPO model?</p> <p>I know that, before the Karst features were investigated, the city considered a roundabout at Rockport/Tapp. Do you know if the planned roundabout was going to be a single- or double-lane roundabout? I understand if this evaluation was never completed since you decided to use a stoplight intersection instead. Again, thank you for any time you can devote to these questions. Since Rockport/Tapp seems to be such a good comparison for Fullerton/Rogers, the residents have been very curious as to why the county's design continues to seem so much more over-built than the city's roads, and any information you provide can help us either to understand this or to continue stating our case to Monroe County that their designs should be informed by the more community-friendly roads constructed by the city.</p>	<p>Average Annual Daily Traffic (AADT) is 14,830 (Tapp Road) and 4,050 for Rockport Road. Peak Hour volume is 1,240 for Tapp Road and 450 for Rockport Road. These volumes are for the design year 2037. Existing traffic counts were conducted in year 2010 . These counts also included the truck traffic. These existing counts were then projected to year 2037 (Design basis year) using an annual growth rate of 1%. Roundabout alternative was for a single lane roundabout. Any questions regarding the design for Fullerton Pike/Roger Street intersection will need to be directed to the Monroe County.</p>
22 Pamela C. Hall <u>See ATTACHMENT No. 1</u> <u>Written Comment #6</u>	<p>At the last minute here is my input.</p> <p>First, I heard a rumor that there will be no entrance to 37/69 from Tapp. If this is true, City of Bloomington wouldn't be spending millions on what would basically be a dead end road, right? (or just to Leonard Springs, which just moves the problem down the road).</p> <p>1) The left turn from Rockport to Country club is very difficult. Cars heading west at the intersection nose out quite far to get a "jump" on their turn to barrel west. And having to make a wide left turn from Rockport to Country Club always makes me wonder if I'll wind up in the deep ditch on the south side of country club!</p> <p>And, frankly, from the "plan" it doesn't look like we'll be getting any help since that new "left turn lane" looks like it comes out pretty far into the intersection.</p> <p>2) For the here and now I would like some one to consider making the Stop Line on Country Club much heavier and bolder. Also beneath that Stop sign having another sign that reads "Stop Here" with a diagonal arrow down.</p>	<p>Future "INDOT I-69 Section 5" Project includes an interchange at I-69/Tapp Road. Future intersection geometry will have traffic signal and left turning movements have been accommodated. Cars will be able to make left turn with new configuration. Since the intersection improvement will include a signal, existing stop signs will be removed and therefore, "Stop here" signs will not be added. Stop line will be added.</p>

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23 Megan Harris <u>See ATTACHMENT No. 1</u> <u>Written Comment #7</u>	<p>1) We request that the drainage/sewage pipes all be buried instead of the current idea of just placing rocks in this area. It is unsafe for our family and any pedestrians during heavy rainfall and storm periods. See the article below about a woman in our former town who was swept away and killed by rushing storm water. The standing water also attracts insects, which could spread diseases to all who are near it. If the city is not willing to re-design the drainage so that it is buried, then we want it in writing that if anything happens to our family (especially our three young children) or anyone else because of this problem, then the city takes FULL responsibility.</p> <p>2) In the process of burying the drainage, we would like the elevation in our yard corrected some.</p> <p>3) We request some sort of privacy installed, such as mature trees (similar to what we currently have) or a wall.</p>	<p>An alternative option will be evaluated and will be included in the design, if feasible.</p> <p>There are no privacy walls as part of this project.</p> <p>However City is planning to plant trees.</p>
24 Adam Nunez <u>See ATTACHMENT No. 1</u> <u>Written Comment #8</u>	<p>I have always felt very strongly that this intersection should be a roundabout. I live on the west side, in the Van Buren area, and use this road regularly to get to town and back home.</p> <p>If you are familiar with traffic patterns in this area, you are aware of the long backups that happen during peak periods. This is evident at this intersection as well as Tapp and Walnut and Tapp and Rogers.</p> <p>If Tapp and Rockport are upgraded with a stoplight There will still be long lines of traffic forced to stop at peak times, which will be made worse as Rockport carries more traffic.</p> <p>If the light is weighted the same as 2nd and Leonard Springs, then there will still be long delays going the other way (Rockport). It's not uncommon for traffic to be backed up badly on Leonard Springs because the light is designed to let large amounts of traffic through on 2nd. Turn lanes will need to be installed on all sides to let traffic flow moderately smooth during heavy periods. While construction may cost less, maintenance must be more. You have electricity to pay for, and equipment to install and maintain.</p> <p>In the winter, a danger will be created. During snow/ice storms, both sides of Tapp road become treacherous every time traffic stops. As you are approaching the intersection, you will be on an incline at some point. When you stop, starting on that road when it's slick is very difficult, and the road has been blocked because of this. As a roundabout, I am sure traffic could be fairly constant and smooth at all times, like the east side roundabout on Winslow and Sare. I feel that there would be less stopped traffic, and it would be much safer overall, as long as it's clearly marked. (Someone really should investigate the fading on the east side roundabout markings.)</p> <p>While the roundabout may cost more initially, I think it would save money in the long run, and we would actually alleviate congestion. This would essentially allow traffic from Rogers to Leonard Springs to flow almost non stop. Deciding on money versus practicality would be a big mistake. Invest in the city and take a long hard look at the best solution, not the cheapest.</p>	<p>Refer to response to item 2 above regarding the roundabout. As per INDOT statistics, average maintenance costs for a signal are approximately \$5000/year. Roundabout construction was expected to be \$ 1.5 Million more than the signal. Therefore Roundabout construction cost is expected to outweigh the benefits.</p>

ATTACHMENT 1

TAPP ROAD AND ROCKPORT ROAD INTERSECTION IMPROVEMENT PUBLIC HEARING – 8-04-2016

JIM WARNICK (Verbal comment # 1):

I live at 1443 West Adams Hill Circle. I am one of the people who get to enjoy the 4:30 p.m. – 6:00 p.m. traffic jam every day. The one concern I have is when they built the main project coming through here, there was to be two lanes coming through and then it got shrunk down to one lane and they added the curbing. I know that the water has to flow off somehow, and I understand the need for curbing, but when emergency vehicles come through it is almost impossible to pull over. It is very dangerous. I have almost been hit a couple of times on that road. I don't know if there is anything that can be done. I know that they are going to put curbs in and that will be going half way down the hill. If there is anything that could be done to mitigate that, but I know that it is a very serious problem. I know when vehicles have problems there is absolutely no place to pull off. I don't know if they could put in a couple of pull offs or a pull off somewhere to help mitigate the traffic coming through there. It is quite dangerous at times. Thank you.

MARY ANN WILLIAMS (Verbal comment # 2):

I live at 3550 South MacDougal Street, down in the Highlands, which is south of Tapp Road and east of Rockport. As a point of information I am working pretty hard on the Fullerton issue and we have some flier things that we can distribute later to you if you would like to come to another road meeting, on August 18th about Fullerton. My concern is, and I believe that Andrew Seaborg knows about this, but I understand Fullerton Phase II, which includes the South Walnut/ Gordon Pike Intersection, right by the Bachelor Middle School is due to begin in March 2018, that is South Rogers and Gordon by the Bachelor Middle School. So if this project begins in spring of 2018 that could have a very difficult impact on the 1200 homes that are down in that southwest area of Bloomington. There are 434 homes in the Highlands and we only have two (2) ways in and out of that neighborhood. I am hoping that some coordinated discussions might be in order regarding the timing of these. I am stating that I am disappointed that this will be a signalized intersection. I understand the need to conserve the dollars, but I think a round-about could be better. I think that there is a lot of engineering wisdom to show that a round-about has greater flow and less stop and go, with less pollution. With Traffic easing through the round-about it will help the cars moving off I69 heading east and west. It might also help create more fluidity and through-put with Fullerton, the two roads could work together. So hopefully we will see. I am disappointed that it is going to be signalized.

VALERIE BOADO (Verbal comment # 3):

I live at 2602 Flat Rock Road, in the Summit Ridge units over in front of the church. My concern is if you are putting a light in and you have a round-about at Tapp, right in front of the pond, that round-about is going to be flowing right into that light. You will end up with a back-up all the way to 37. Lights can be 2-3 minutes each and you add a round-about here flowing into a light. I have already seen cars backed up almost all the way to 37 now. So you are going to have a double whammy with a round-about and a light. I agree with Mary Ann about the round-about. Thank you.

NAN BREWER (Verbal comment # 4):

I live at 3636 South Rogers. I am also involved with Fullerton. I actually have a question, and it relates to the round-about or a signal. What is the current traffic count at this intersection? Have you already stated that? I arrived late and didn't hear that. What is your projected traffic count for a day and for the peak traffic hours? I am trying to get a better sense of how, with these exits off I69, why you are basing this widening and design on. I am interested in whether this design is geared for truck traffic and geared for buses going to Summit. I am interested in the facts behind it. Thank you.

KATHLEEN RIPLEY (Verbal comment # 5):

I live in the Sherwood Oaks. Why a light instead of a round-about? We use this road all of the time and always get stuck on this road because of the stop sign. So it will not change because of this light. Why not a roundabout? Up in Indianapolis there are roads that have round-about after round-about, after round-about. The traffic never stops and it flows nicely. It is perfect. Doesn't make sense to me to do something new to the intersection and not put in a round-about. Thank you.

ERIC SPOONMORE (Verbal comment # 6):

I am with the Monroe County and a Councilman here in District 4. I agreed, I am with you; I would like the idea of a round-about, and would be interested in hearing more information. Something I have heard from some, is that they were not able to make it tonight because they were working. I am hoping that we can have a more conducive time for folks during a follow-up hearing possibly, to help flush out some issues and questions that folks might have. Finally, one particular neighbor I have, who was not able to be here, had a question. She is concerned about how the project would be mitigated; she lives on the north side of Country Club Drive and how these projects would affect her day to day issues of getting access to her home, as well as other different things like that. I am curious to what those answers would be as well. Thanks.

TONYA COX-ERIDRIS(Verbal comment # 7) :

I live at 3416 South MacDougal Court. I understand that it would be over a million dollars extra to do the round-about. If we are putting all that money into a solution we could still have an issue. We should seriously consider looking at something that would be a better solution long term. In reference to buses, I spoke with someone else in our neighborhood (Highlands) and we already have an issue with the buses going way to fast. Due to all of the different closures, subdivisions, and what not, the buses are having trouble keeping on their schedules. Everybody who lives there, have seen little kids pulled out of the street. When/if this happens, I am afraid that it will also have a bigger effect. I think those are a couple of things that we need to keep in mind. As stated earlier, which roads will be open and how we can make a difference there.

JULIE COCHRAN (Verbal comment # 8):

I live on the south side of the Highlands. I have a question and comments. Could we have a soft copy of this information so we can send it to those who could not come today? Also, if we could get an email copy to send to them, I am sure that they would like to know about these things. Also, if we could get a copy of the chart of the detours and things. COMMENT: From someone who has been to several of these things, I really appreciate your Team. This is from my heart. No one has paid me to say things. A lot of these public meetings, I come in it is a fog; we don't know what is happening. I really appreciate this very well put together info packet and obviously the hard work you have put into it. And the chance to allow us to really comment, I have been to meetings where no one was allow to comment.

TRENT DECKARD (Verbal comment # 9):

I live at 2609 South Southern Ridge Court, I have two (2) things that I would like to raise today. For a lot of us, I am a Deckard; we have lived here for a long time. I know that culturally, moving up and down this road there has been a lot of stop light action and 4 way stop action. I would like to see the numbers on how that could improve. I think that would be a huge thing for folks. The second thing is an issue, now that I am living in this area, I am not sure that safety concerns have been addressed for pedestrians and crossers moving up and down this way. There are no sidewalks or thorough fair by which you can continuously go. I have almost been wiped out twice and once with my family and including a less than a 3 year old. I think we need to think about a solution on this as well, this kind of thing is demoralizing to those people on this side of the city.

NEIL RAPP (Verbal comment # 10):

I live at 2744 Pinehurst Drive, when we had the public meeting for the original plan which was a roundabout. I signed up to receive information on that project, never heard a word. About a month ago, I was informed that this meeting was taking place. I was absolutely thrilled, that this was going to be a light instead of a roundabout. The roundabouts that are currently on Tapp Road, I am very much opposed to. I would like to go on record saying that I am very much in favor of the traffic signal as opposed to the roundabout. I do not think that a roundabout does their jobs properly. I am been to other communities like Carmel and Indianapolis and I do not like them. I want to be on record that I am very much in favor of the traffic light and willing to work with the right a way issues as long as it is a traffic light.

ROBERT LYNCH (Verbal comment # 11):

I represent the Jehovah Witnesses, 1202 West Tapp Road Kingdom Hall. I just wanted to communicate a safety issue that we have right now and whether or not the light would remove the safety issue. When you pull out of the Kingdom Hall at many times especially late in the afternoon you cannot pull out of the Kingdom Hall onto Tapp Road because the traffic is backed up. So in order to get out of the Kingdom Hall you have to have a very considerate driver who will stop and let you turn right. If you turn left, you can't see the traffic coming, you have to inch out and be very careful. It is a safety issue; however, we haven't had any accidents at this point. I think that some of the questions posed here about the traffic, what is the traffic count; how will the light remove the traffic jam; how would the roundabout remove that backed up traffic. Which one of these solves those issues? These are some of things we would like to have answers to as well. Thank you

BILLY AVERY (Verbal comment # 12):

I live at 1024 W. Country Club Road. I own the 3 properties that you see here, the 3 driveways. I have own them since 1962. I am not saying what I like but how I would like to see things better. And when they first started the roundabout thing I did go to that meeting, I am not an engineer, first of all. And I am only telling you how I see things. I heard that the hill needs to be cut down, because there has always been a traffic problem. I have set in that house, lived there from 62 – 87. We set there in that house and any little thing cars would slide through that stop sign. People may not know the road or it may be late at night. I do remember that we haven't had any serious accidents, though. I do remember listening to all the cars sliding through there. When they talked about the roundabout I thought that they were going to raise the intersection about 8 feet. My goodness if they raise it 8 feet what is going to happen to the cars on this side? Would they have to raise the road 30, as high as my house to get into the intersection? So there are a lot of things to think about. I don't know if the roundabout is good or not. I say I still own the property and if I have to come to do some work along here I always plan to be away before 3

o'clock. That traffic does back up. You can roll down your window so you can look into their eyes, and you would be surprised just how many people will let you out. We have a problem with this two lane road that needs to be four or five lanes and there is nothing that is going to be done, I just don't want to get into the politics of the thing. We have lots of problems, and I am just letting you know how I see them. I feel for my tenants. Whatever is best for everyone I for it?

CHARLES MERTER (Verbal comment # 13):

I live at 3404 South Glasgow Circle I work at Crane and I come up here in the evenings and the traffic is ferocious and I am backed up to the traffic circle and beyond. I am opposed to the traffic circle, I don't like them, and I almost got hit a couple of times. I was right in the middle of one and a fellow came through the yield sign. I stopped and blew my horn at him and he got mad at me and proceeded to pull forward as I continue to try going through. He still cut me off. I had the right away, because I was in the traffic circle. I am opposed to the traffic circle. I think that the traffic light is the way to go. I think it would speed the traffic up especially if they timed it during peak hours, to where the east and west flow is faster than the north and south. My only other recommendation, I would say is on the west end of town that the right turn lane going right down Rockport should start just after the entrance to the Jehovah entrance. That would give you more room there if you were going to turn right on Rockport.

NICK CARR (Verbal comment # 14):

I live at 2741 South Pine Meadows Drive. You can actual see my house right out the window. This isn't going to affect anyone more than us. We have to go through this intersection every day to get home. Something has to be done. Be it a roundabout, or a traffic light, I don't think it really matters. As long as there is going to be sensors on a stop light so that the busy road, Tapp Road is the one that is green and traffic is moving. The reason it is not going to be Roundabout, they have done studies. I went to IU for geology. I am a Geology Major. It is a parched topography, which means it is limestone, sink holes and caves. There is no point improving it if it will just sink into the ground. That is the reason they will not be doing a roundabout. We were at the last meeting and that is the reason we were given. So we have been in contact with the City this whole time. My biggest thing is that I am going to lose some of my backyard. They are to raise the road so it is going to be higher than my fence, possibly. So we are going to be looking at this all of the time. I want to know what is going to be done for blocking the noise and the view. There should be some kind of trees put in or a fence being raised. That is all of my comments. Thank you.

MEGAN HARRIS (Verbal comment # 15)::

I live at 2737 South Pine Meadows, right next to Nick. Our main concern is that we have horrible drainage right now. It affects both of our yards a lot and it just pools. We know that there is a proposed solution but we are still worried about the safety of the current proposals. So we were wondering if you could look into other options to fix the drainage problem. Also, privacy is going to be a big issue. Currently we have huge trees back there and we can't see the road or barely hear the cars right now, especially when inside. So hopefully we can figure something out. Thank you

MICHELLE BUDDIE (Verbal comment # 16):

I don't live around here but I live on South Jalin Court. I was wondering, that it says here that "all this information and responses to this project will be answered in the final environmental document prepared for this project." Nowhere does it say when and where we will be able to find them. It would be nice to know before we leave here or we will not ever hear about it. Thank you.

Thank you for your comments and questions. The next step in this process will be drawing up the Deposition of Comments for this project. Every statement recorded and written that DLZ receives will be evaluated and answered in the Deposition of Comments. All the comments made here today and those received in the next two weeks will become part of the official public record. I wish to remind you to sign in if you have not already done so. Thank you for coming to this Public Meeting. Thank you and have a good evening.

TAPP ROAD AND ROCKPORT ROAD INTERSECTION IMPROVEMENT Comment Form

Public Hearing

Date: August 4, 2016

The City of Bloomington requests your opinions, ideas, and comments so they can be given full consideration during the final design of the Tapp and Rockport Road Intersection Improvement Project. Please return this form to a representative of the project team prior to leaving the event or mail, email or fax the form by August 19, 2016 to:

Haseeb Ghuman
EMAIL: hghuman@dlz.com
FAX: (317) 633-4177
PH: (317) 633-4120
DLZ Indiana, LLC
157 E. Maryland St.
Indianapolis, IN 46204

Andrew Cibor
EMAIL: cibora@bloomington.in.gov
FAX: (812) 349-3520
PH: (812) 349-3423
City of Bloomington
401 North Morton St
Ste 130, Bloomington, IN 47402

All comments are welcome! We appreciate your participation!

Name: (Please Print) Coleman Burnett

Address: 2615 S. Southern Ridge Ct., Bloomington, IN 47403

Phone (optional): 505-603-0811 E-mail (optional): Colemanburnett@gmail.com

COMMENTS:

Thank you for considering multi-modal transportation options as part of this project's design.

The sidewalk extension from the intersection, north on Rockport to Pinehurst Dr. is a HUGE safety improvement!

Please consider extending the project termini on north Rockport Rd to take the sidewalk across Pinehurst Dr. and paint a crosswalk on Rockport to connect the sidewalk with Ralston.

This is a very dangerous bike/ped crossing for the neighborhood of Southern Pines to access the designated bikeway on Ralston Road.

Thank you,

SIGNATURE: Coleman Burnett

WRITTEN COMMENT # 2



Andrew Cibor <cibora@bloomington.in.gov>

Rockport/Tapp

Arthur, Katherine Rhue <arthurkr@indiana.edu>

Mon, Aug 1, 2016 at 10:15 PM

To: "cibora@bloomington.in.gov" <cibora@bloomington.in.gov>

Not sure if this is where to comment on the Rockport/Tapp intersection, but PLEASE put in a roundabout! We are unable to attend the Th. meeting and live on the south side of town. Just do it right the first time. Yes, you may save money now, but in the long run? The stoplight at Tapp and Country Club is already horrible and adding another one right there... sounds like a nightmare. And all of the other roundabouts are so nice and smooth.

Thanks,
Kate

WRITTEN COMMENT # 3

Andrew Cibor <cibora@bloomington.in.gov>

Tapp Road comment

Harstad, Dave <Dave.Harstad@colliers.com>

Sat, Jul 30, 2016 at 6:03 PM

To: "cibora@bloomington.in.gov" <cibora@bloomington.in.gov>

I can't make the meeting this Thursday but write to provide comment for your consideration.

Thank you for doing the project. It is important and the basic plan looks good. I live nearby and its long overdue.

One request for the record: My hope is that with this (and other projects) a performance based payment for the speed of getting the job done be a part of the bid package. We've had really bad experiences in this area: Crider took forever to complete the Tapp improvements a few years ago. Isolux is doing the same with area I-69 construction.

It seems to be a growing trend with all road contractors in our area. they shut down key corridors for an eternity while they under staff their projects/try to do too many jobs around town.

Given the few number of east west corridors in south Bloomington this job needs to get started and get done. Please: no indefinite "cone zone"!!!

Thanks Andrew!

Dave Harstad

Colliers International | Indianapolis

Mobile **812 361 1230**dave.harstad@colliers.com

WRITTEN COMMENT # 4

Andrew Cibor <cibora@bloomington.in.gov>

Tapp/Rockport Rd Improvement Comments

Samantha Schaefer <sschaefer4@yahoo.com>

Thu, Aug 18, 2016 at 7:15 AM

Reply-To: Samantha Schaefer <sschaefer4@yahoo.com>

To: "hghumman@dlz.com" <hghumman@dlz.com>, "cibora@bloomington.in.gov" <cibora@bloomington.in.gov>

Hi,

Please find the attached letter of our public comments on project 0901730.

Thank you,

Samantha and Mark Schaefer (Lot 9)

**City of Bloomington.docx**

14K

August 13, 2016

To the City of Bloomington:

We are submitting our comments for the Tapp Road and Rockport Road Intersection Improvement Project (No. 0901730). We are the home owners of Lot #9 which backs up to Rockport Road.

Our main concerns surround the removal of the tree line in the easement of our backyard to create a sidewalk. We support walkability and sidewalks; however, our tree line is the only thing that provides privacy, security, and a noise buffer to Rockport Rd and the Tapp/Rockport intersection. This is a very busy road, and removing this tree line along Rockport would essentially strip all the houses of their privacy. It will be like having people walk through our front yard AND backyard. Having small children, we do not feel safe having our children playing in the backyard with it being completely open to a busy road and having no privacy. It feels like you are simply opening up our backyard and house for everyone to see and walk through.

If the trees are completely removed, we would like to know how the City of Bloomington plans to address the privacy, security, and noise concerns of these houses along Rockport? No amount of money from the City purchasing the property is going to address these issues. We strongly urge you to insert a quality solution into your plans for these homeowners and their families you are affecting with these decisions.

Thank you,

Samantha and Mark Schaefer

2721 S Pine Meadows Drive (Lot 9)

WRITTEN COMMENT # 5

Andrew Cibor <cibora@bloomington.in.gov>

Rockport project

pam hall <fisher5791@gmail.com>
To: cibora@bloomington.in.gov

Fri, Aug 19, 2016 at 1:33 PM

At the last minute here is my input.

First, I heard a rumor that there will be no entrance to 37/69 from Tapp. If this is true, City of Bloomington wouldn't be spending millions on what would basically be a dead end road, right? (or just to Leonard Springs, which just moves the problem down the road).

1) The left turn from Rockport to Country club is very difficult. Cars heading west at the intersection nose out quite far to get a "jump" on their turn to barrel west. And having to make a wide left turn from Rkpt to Cntry Club always makes me wonder if I'll wind up in the deep ditch on the south side of country club!

And, frankly, from the "plan" it doesn't look like we'll be getting any help since that new "left turn lane" looks like it comes out pretty far into the intersection.

2) For the here and now I would like some one to consider making the Stop Line on Country Club much heavier and bolder. Also beneath that Stop sign having another sign that reads "Stop Here" with a diagonal arrow down.

Thank you,

Pamela C. Hall

2416 S. Woolery Mill DR

WRITTEN COMMENT # 6

Andrew Cibor <cibora@bloomington.in.gov>

Tapp and Rockport intersection

megan Harris <mmharris611@hotmail.com>

Sat, Aug 20, 2016 at 8:36 AM

To: "cibora@bloomington.in.gov" <cibora@bloomington.in.gov>

Hi,

I am sorry this is coming to you late- thought it sent last night. I have some final comments and questions about the intersection changes at Tapp and Rockport. As you may recall, our property will be directly impacted by the impending re-design.

1) We request that the drainage/sewage pipes all be buried instead of the current idea of just placing rocks in this area. It is unsafe for our family and any pedestrians during heavy rainfall and storm periods. See the article below about a woman in our former town who was swept away and killed by rushing storm water. The standing water also attracts insects, which could spread diseases to all who are near it. If the city is not willing to re-design the drainage so that it is buried, then we want it in writing that if anything happens to our family (especially our three young children) or anyone else because of this problem, then the city takes FULL responsibility.

2) In the process of burying the drainage, we would like the elevation in our yard corrected some.

3) We request some sort of privacy installed, such as mature trees (similar to what we currently have) or a wall.

Thank you,

Megan Harris

Beloved 'schoolmarm' drowns in flash floods

Madeline Buckley and Justin L. Mack, The Indianapolis Star 6:14 p.m. EDT April 9, 2015



Doris Martin works on a lesson with St. Malachy fourth graders at the Pittsboro One Room School in May 2011. Martin, 75, drowned Wednesday, April 8, 2015, when a drainage ditch near her home swelled rapidly. (Photo: Steve Sanchez, The Indianapolis Star)

INDIANAPOLIS — To those who knew her best, Doris Martin was the kind of person [you could always count on](#) to come running if you were to call her for help.

She was the kind of person who treated her elementary school students like young adults to prepare them for the real world but still possessed the ability to comfort them like children when they were in need of compassion.

She was the kind of person who never gave anything less than her all, whether she was working to establish a local scholarship fund in her hometown of Pittsboro, Ind., or sewing a wedding dress from scratch for a family member.

But as was pointed out by Pastor Dave Buckner of Pittsboro United Methodist Church, Martin's lifelong church home, to categorize her as "the kind of person" suggests there may be others like her.

Those who knew her best know that Martin was nothing short of one of a kind.

"She didn't fit in any category," said Buckner. "There are very few people in this life quite like her."

Martin, 75, drowned Wednesday night when the fast-moving waters of a flooded drainage ditch near her home swept her away, said Chief Bill Zeunik of the Pittsboro Fire Department. Pittsboro is about 20 miles northwest of Indianapolis.

"Doris epitomized what a community servant was. She just touched so many people, and her passing has left a hole in the heart of many people who knew her and loved her."

Richard 'Rusty' King, superintendent North West Hendricks School Corp.

She and her husband had gone out to their front yard to clear debris from the ditch when she fell and was sucked through the drainage tube, Zeunik said. Martin's husband, Ernest, tried to save her, but the water was moving too quickly.

"We are still very in shock," said Jennifer Sprout, Martin's granddaughter-in-law.

The impact of Martin's death was soon felt throughout Hendricks County, Ind. For 32 years, she worked as an educator for the North West Hendricks School Corp., spending most of her career at Pittsboro Elementary School.

Sprout said Martin followed in the footsteps of her father, a superintendent for the district.

Upon her retirement, Martin became "Miss Phoebe," a schoolmarm from 1892 who taught class at Pittsboro's One Room School. Built in 1883, the One Room School is now a living history program where students spend a day.

Clad in a long black skirt and white blouse with a cameo fastened at her neck, Martin would help recreate an educational experience from the 1800s, a position that required intensive research.

She spent more than 13 years portraying "Miss Phoebe," a position she had said was immensely rewarding.

"I just want to pass along and preserve all the history and heritage this community has," Martin once told *The Indianapolis Star*.

Martha Hughes, another teacher at the One Room School, said Martin had taken a teaching shift, her final shift, on Wednesday.

"She's the heart and soul of this place," Hughes said Thursday.

North West Hendricks Superintendent Richard "Rusty" King said he referred to Martin as "the great encourager," saying she always had high expectations for her students.

"But she was always there when (her students) needed her," King said. "Doris epitomized what a community servant was. She just touched so many people, and her passing has left a hole in the heart of many people who knew her and loved her."

Former student Jill Phillips said she will never forget her fifth-grade teacher. Martin was instrumental in helping Phillips through one of the most traumatic periods of her life.

"My dad passed away, and she was my teacher when that happened," Phillips said. "I remember her patience and her kindness. And when I went back to school, she didn't baby me over it. She just let me be me, and she also let me know that I still had work to do ... that helped me get back on track."

Phillips, a former employee of *The Indianapolis Star*, said she also will remember Martin because of the small Bibles that she gave to all of her students. After news of her death spread, a number of Martin's former students took to social media to talk about the Bibles and their beloved teacher.

"When you look at the Bible, you remember the way that she taught. She truly was a godly woman," Phillips said. "She had that grandmotherly love about her that made you feel comfortable, and all of us were just blessed to have her as a teacher."

Contributing: Cathy Knapp, The Indianapolis Star.

WRITTEN COMMENT # 7

Andrew Cibor <cibora@bloomington.in.gov>

Questions about Rockport/Tapp intersection

Ameer Beitvashahi <beitvash@gmail.com>

Wed, Aug 17, 2016 at 9:52 PM

To: cibora@bloomington.in.gov, hghumman@dlz.com

Mr.Cibor/Mr.Ghumman,

I received your contact information from the August 4, 2016 meeting regarding the planned improvements for the Rockport/Tapp Rd intersection in Bloomington.

I live near Rockport Rd., but I am actually more directly impacted by Fullerton Corridor Project as I currently live on W. Gordon Pk., just a few feet from where the Rogers/Fullerton roundabout will be constructed.

I know that Fullerton is a Monroe County Project and Rockport/Tapp is a City of Bloomington project, but I was wondering if you would be willing to answer a few basic questions about Rockport/Tapp for me as I expect that intersection to have a similar traffic pattern to the intersection on Fullerton. I know you are both very busy, so I very much appreciate any time you take to answer these questions:

-At the Aug. 4 meeting, you presented a projected 2037 VPD at Rockport/Tapp to be 14,800. Originally (in 2012), the MPO projected a very similar 2037 VPD for Fullerton/Rogers, but very recently the county has stated that they are using a "new INDOT projection" of 24,000+ vpd - they have stated to the residents that this is different than the original projection, which came from an MPO model. Are you using INDOT's traffic model for Rockport/Tapp, or the MPO model?

-I know that, before the Karst features were investigated, the city considered a roundabout at Rockport/Tapp. Do you know if the planned roundabout was going to be a single- or double-lane roundabout? I understand if this evaluation was never completed since you decided to use a stoplight intersection instead.

Again, thank you for any time you can devote to these questions. Since Rockport/Tapp seems to be such a good comparison for Fullerton/Rogers, the residents have been very curious as to why the county's design continues to seem so much more over-built than the city's roads, and any information you provide can help us either to understand this or to continue stating our case to Monroe County that their designs should be informed by the more community-friendly roads constructed by the city.

Thanks for your help,
Ameer Beitvashahi
521 W. Gordon Pk.
[812-325-1911](tel:812-325-1911)



WRITTEN COMMENT # 8

Andrew Cibor <cibora@bloomington.in.gov>

Tapp and Rockport - I realize this is late

Adam Nunez <docdoolittle@gmail.com>
To: cibora@bloomington.in.gov

Mon, Aug 22, 2016 at 8:25 PM

Greetings.

I apologize for my late feedback regarding the Tapp/Rockport project. I'm sure the decisions have been made, but I want to add my 2 cents.

I have always felt very strongly that this intersection should be a roundabout. I live on the west side, in the Van Buren area, and use this road regularly to get to town and back home.

If you are familiar with traffic patterns in this area, you are aware of the long backups that happen during peak periods. This is evident at this intersection as well as Tapp and Walnut and Tapp and Rogers.

If Tapp and Rockport are upgraded with a stoplight -

There will still be long lines of traffic forced to stop at peak times, which will be made worse as Rockport carries more traffic.

If the light is weighted the same as 2nd and Leonard Springs, then there will still be long delays going the other way (Rockport). It's not uncommon for traffic to be backed up badly on Leonard Springs because the light is designed to let large amounts of traffic through on 2nd.

Turn lanes will need to be installed on all sides to let traffic flow moderately smooth during heavy periods.

While construction may cost less, maintenance must be more. You have electricity to pay for, and equipment to install and maintain.

In the winter, a danger will be created. During snow/ice storms, both sides of Tapp road become treacherous every time traffic stops. As you are approaching the intersection, you will be on an incline at some point. When you stop, starting on that road when it's slick is very difficult, and the road has been blocked because of this.

As a roundabout, I am sure traffic could be fairly constant and smooth at all times, like the east side roundabout on Winslow and Sare. I feel that there would be less stopped traffic, and it would be much safer overall, as long as it's clearly marked. (Someone really should investigate the fading on the east side roundabout markings.)

While the roundabout may cost more initially, I think it would save money in the long run, and we would actually alleviate congestion. This would essentially allow traffic from Rogers to Leonard Springs to flow almost non stop.

Deciding on money versus practicality would be a big mistake. Invest in the city and take a long hard look at the best solution, not the cheapest.

Adam Nunez
3002 S. Market Pl
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