

The comments and questions below were collected from both Zoom and Facebook during the June 18 7-Line Public Forum.

QUESTIONS

Some cool stuff here...concerned about intersections. Will there be signal priority at college/walnut? Any provision for cyclist turning movements?

Bicycle signals will be added at the intersections with College Avenue and Walnut Street. The bicycles will have a green light phase, and it may overlap with some east-west motor vehicle movements. At this time, there will likely not be a separate provision for a bicyclist to turn southbound onto College Ave. For bicyclists to turn northbound onto Walnut Street, a two-stage turn queue box will be considered. The two-stage turn will require further evaluation with the design consultants. Thank you for raising this concern.

Will drivers on Indiana stop in the path?

On Indiana Avenue, people driving cars will be expected to stop at the stop bar and not within the crosswalk or within the two-way protected bicycle lane.

Wow! I love this plan. I'm concerned about the number of driveways which intersect with the bike lane. How can the City work to minimize spaces where crashes are more likely?

The City is working directly with property owners to minimize the number of driveways while allowing access to properties. Additionally, the City will work to reduce the risk at any driveway along the route generally by improving visibility, indicating the conflict area, and slowing motor vehicles.

Recognizing that this is about the 7 Line, are there any plans to improve the bike lane situation at Woodlawn and 10th? Busses cannot take that turn without driving in the bike lane - it has caused a few very scary situations, so much so that I don't ride that road anymore.

At this time, we do not have specific plans for that intersection.

How does a person on bike access the 7-line from Fess Ave or Park Ave? The curb is depicted as going all the way across the intersection

Currently, the design has breaks in the barrier for crosswalks. We will look into adding more breaks in the barrier for bicyclists to enter or exit the bicycle facility at those intersections.

I'm curious about how the bike lane will be cleaned. Unlike the B-Line, the 7-Line is next to a road, so will it gather more grit and sand and debris from car traffic than the B-Line does? Can street sweepers clean the 7-Line like they do normal streets?

Yes, street sweepers can clean the 7-Line like other streets due the width of the facility.

I also worry about driveways but I am also concerned with the merge at the end of Woodlawn. Maybe I missed it but how will cars know cyclists have priority? Right now, taking the lane is the safest option there. If you can't leave the bike lane, though, that will be difficult.

The intersection of 7th and Woodlawn is an all-way stop, and it is proposed to remain an all-way stop. Bicyclists and drivers will have to interact in the same way as other all-way stop intersections, with the exception that some bicyclists' movements will be unique at this

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intersection. Because of the unique movements (for example, to continue westbound on a bicycle will be more like making a left turn) the bicycle movements can be marked on the ground. We will look into more options for this intersection as well.

Is the bus stop at 7th and Woodlawn an area where the buses can pull over to allow for traffic flow? Many times, there are 3-5 buses there at a time, and it doesn't help traffic flow

Currently, there is no bus pull-off at the bus stop on 7th Street at Woodlawn. Generally, the buses pull into the bicycle lane in order to provide access to pedestrians waiting for the bus; however, there is not enough space for a motor vehicle to go around the bus on 7th Street. The proposed design has a floating bus island, meaning the bicycle lanes will be between the sidewalk and the bus island, and therefore no vehicle will be able to pull into the bicycle lane while dropping off passengers (private vehicles or buses). The bus island is longer in order for multiple buses to board at one time. Motor vehicles will have to wait behind the buses. It is expected that boarding will be faster with the proposed design.

Are all of the improvements being done within the limits of city owned property?

Yes, with the proposed design, the improvements are within the city's right-of-way.

How hard would it be to persuade IU to allow the 7-Line to extend one more block to the entrance to the Union? The interface at Woodlawn looks awkward and likely to create conflicts between bikes and cars.

Staff supports considering this option. However, it is unlikely that it could be incorporated into this phase.

Will there be any stop signs for 7-line users at intersections that currently have stop signs for all traffic?

The proposed design modifies several intersections. Here is a list of the proposed intersection controls along the corridor from west to east, along 7th Street and each cross street:

- The B-Line Trail: add a stop control for e/w traffic on 7th Street, and remove the stop control on the B-Line.
- Morton Street: remove the E/W stop sign; maintain the N/S stop.
- College Avenue: signalized intersection for all users; adding a bicycle signal.
- Walnut Street: signalized intersection for all users; adding a bicycle signal.
- Washington Street: remove the E/W stop sign; maintain the N/S stop.
- Lincoln Street: remove the E/W stop sign; maintain the N/S stop.
- Grant Street: remove the E/W stop sign; maintain the N/S stop.
- Dunn Street: remove the E/W stop sign; maintain the N/S stop.
- Indiana Avenue: this intersection is still under consideration. At this time, the proposal is to maintain an all-way stop.
- Fess Avenue, Park Avenue; and Woodlawn Avenue: no proposed changes to the intersection controls.

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What aspect of this project, if any, requires action/approval by City Council, Plan Commission, Board of Public Works or other city body?

Several advisory commissions have reviewed the project including the Bicycle and Pedestrian Safety Commission; the Traffic Commission; and the Parking Commission. The project will be reviewed by the City Council (at a date still to be determined) to ask for the approval to remove 113 parking meters along the corridor and to modify the intersection controls as listed in the answer to question 10. The parking meters, no parking zones, and intersection controls are all part of Title 15 of the Bloomington Municipal Code; therefore, changing the code requires action from the Council. The Plan Commission will not review the project. The Board of Public Works will oversee the construction bidding process and approve a construction contract.

What factors were used to determine how the south side of 7th Street was selected over the north side of the street?

The factors used to select which side of the street included the number of cross streets, the number of bus stops, the connection to campus, and the drainage impacts. The south side of the street has fewer cross streets (Fess Avenue and Park Avenue do not cross the south side), fewer bus stops, a direct connection to campus, and fewer drainage impacts.

What is the expected cost, and what is the overall budget from the Bicentennial bonds that is going towards trails?

The project cost is estimated at approximately \$2 million, most of which is funded through the \$1.8 million Bicentennial Bond. The Bicentennial Bonds include a trail along a powerline easement running west from Switchyard Park; a trail improvement in Cascades Park; a trail improvement around Griffy Lake; and the 7-Line Trail. Those projects total \$7.3 million.

How much will the total cost of this project be? Could the money for this project instead be used to paving the roads in town? Which are in drastic need of repair.

The project cost is estimated at approximately \$2 million, most of which is funded through the Bicentennial Bond. The funding from the Bicentennial Bond cannot be switched to general repaving projects. Seventh Street will be repaved.

Why are there raised crossings for Grant and for Washington, but not Lincoln?

Raised crossings were prioritized for intersections where southbound traffic will cross the protected bicycle lane.

So if water is going to drain through to the bike lanes, what will that mean for the facility. Does it mean bicyclists having to contend with drains in the bike lanes? and when it freezes, can we expect to be ice skating on our bikes?

Storm drainage facilities are common in bike lanes and are designed to allow for smooth flow of water and easy passage over them. The amount of water flowing into the protected bicycle lane will likely be reduced due to the median separation, which can direct the stormwater to more specific locations, closer to storm drains. One benefit of the wider, 10-foot protected

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bicycle lane is that if a bicyclist needs to avoid some water within the lane, they have more space to do that without moving in front of a motor vehicle.

Could extra signage be added to the Woodlawn intersection indicating to all ways that bikes may be crossing in an unorthodox way?

There are some markings included in the design, but we will take a look to see if more markings could be added to clearly show the different paths bicyclists will be allowed to take. Thank you for the suggestion.

Is it possible to restrict right turns on 7th from Indiana so as to prevent idling cars blocking the protected bike lane?

It is unlikely at this time that right turns from Indiana will be restricted. However, if the intersection remains an all-way stop control, then drivers will be less likely to idle or creep into the bicycle lane because they will have a clear turn.

Can you address the bus traffic that will use 7th Street. How many busses will be traveling this route between 8 am and 5 pm?

It is difficult to predict how many buses will use the street per day, as we are in a time of uncertainty. Recently, the transit activity along this street included 297 bus trips per day (not limited to between 8am and 5pm) with approximately 3,400 passenger rides per day. Bloomington Transit has 4 routes that serve the corridor and 10 bus stops, which would reduce to 9 bus stops with the proposed design.

What will be the impact to downtown businesses resulting from the limitation of parking within a few blocks of downtown businesses?

Parking meters along 7th Street have been underutilized based on the data available. Generally, on-street bicycle facilities and protected bicycle lanes have been shown to positively impact businesses, based on research in other communities. Additionally, on-street parking will be added on Dunn Street, and the parking garage at Walnut Street and 7th Street can also serve customers. Finally, by improving the bicycle facility and transit along the street, access to businesses and other destinations will be improved overall.

From 47404 to Everyone: 06:51 PM

21. Will bicyclists have a protected bike green light different from the vehicle green light?

The signal phasing and timing is not yet finalized for the signalized intersections. The bicycle signal will have a protected green separate from north/south traffic. The bicycle signal will likely overlap with the east-west motor vehicle traffic, with an exception for turning movements across the protected bicycle lane, specifically the left turn southbound onto College Avenue. A completely exclusive signal phase for bicycles would likely result in a very short phase for bicyclists.

So cars on Indiana should stop before the path...but seriously, will they?

Yes, people driving cars should stop before the path, including on Indiana Avenue. There are several intersections where cars will be stopping and required to stop at the stop bar.

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Maintaining the all-way stop at this intersection might reduce the likelihood of drivers stopping then creeping into the crosswalk and protected bicycle lane.

As the safety chair for the BBC and I see this as a great way to help cyclists stay safe. I live on 7th street (and own my home) and feel that this will be a good improvement to the area.

Parking might be a small issue for resident's guests. Would it be possible to purchase a book of visitor parking passes for one time use?

Thank you for the suggestion. City Staff is working with the Parking Commission currently to propose a system that would allow temporary parking passes within the Neighborhood Parking Zones.

Is it the intent to eventually extend this bike route west from the B-Line to Adams Street where the new bike lane at Adams and Kirkwood will end?

The intent is to provide a comfortable and safe connection across the community, and yes, to connect to the west. The bicycle facility will not be the same as the context changes as you move across the community. From the B-Line Trail to Adams Street, the design would involve more traffic calming; for now, that is a later phase, and it would involve outreach and engagement to design the traffic calming.

Is it possible that the lights on the 7-line can be timed so that bikes take priority? I.e. when crossing walnut and college the lights line up at bike speed, not car speed?

The signal timing can be examined; however, it is unlikely that the timing could be coordinated for both eastbound and westbound bicycle speeds due to the spacing and topography.

Will the city be putting in trash containers along the trail and maintain these containers?

There is no plan for trash containers at this time. However, this is something that can be considered further.

How will the city work with the police and with Bloomington transit to keep cyclists safe?

This project focuses on improving safety and access. The design of the protected bicycle facility incorporates safety by physically separating motor vehicles and buses from bicyclists as well as providing raised crossing and other intersection improvements. In general, by designing for safety, the need for enforcement is greatly reduced. Separating transit buses and bicyclists will also improve safety for both users groups and potentially improve efficiency for transit.

COMMENTS

Cyclists don't follow the rules of the road. They don't adhere to lights or stop signs. They should be ticketed by police for failing to follow the rules of the road. Jaywalkers should also be ticketed. Here's an idea instead of increasing bike lanes and the such. Pave the roads, they are in the absolute worst shape I have ever seen them in. I lived here my entire life and the roads have never been this bad. They are literally (Poop emoji)!

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I also cannot wait for this infrastructure to be in place. I also worry about # driveways in which a car would park in the bike lane to wait and turn into car lane traffic.

[7th and Woodlawn] In the morning, there are most definitely students doing drop offs there, union traffic, and people parking at SPH (just for clarity)

Donald, I imagine it would be good for business! Many more students who live on campus, and do not drive, would now be able to bike downtown more easily to shop and eat! :)
I think most of those spots are usually filled by people trying to park near campus. Not for downtown business

I agree that extending the bike lane one more block to the Union entrance would be a large improvement; the university should be approached about this issue. It would improve safety for their students and lessen liability risks.

For clarification, are you saying Union entrance as in the IMU? Or to Union Ave?

I was referring to the IMU. A protected bike lane through campus to Union Ave would also be great, but not as crucial as there is less traffic on the rest of campus.

I honestly think you misuse public funds on projects that are not priorities for the city. You spent \$83,550 to pave a drainage ditch. Spent \$20,000 dollars for colored concrete for the crosswalks down Kirkwood Avenue. Yet you are taking care of the roads and most sidewalks are in poor shape as well. Smoother roads equals better gas mileage for driver's, and less wear and tear on personal and public vehicles. In the long run the money spent on road repair and sidewalk repair would benefit the greater percentage of people who live in and near Bloomington. My big fear is that your idea of fixing potholes in town would be to plant a flower in them.

You have to assume no policing!

Percentage of bicyclist in this town pales in comparison to the amount of automobile users in this town. And yet you pander more to the bicyclist. Pave the roads, fix the sidewalks. Use the money for the greater benefit of the greater percentage of the population. Can't do that without impacting Indiana University's use of 7th and Indiana. Because the University uses those streets multiple times a day.

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I'm looking forward to using this bike facility. I think it looks fantastic! This is also a great connection west-ward to Adams and then on to the new separated bike lanes across Adams to W 3rd St. (not quite finished yet but can't wait for this nice long east-west route).