

# Hawthorne/Weatherstone Neighborhood Greenway

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3<sup>RD</sup> PUBLIC MEETING

DECEMBER 8, 2022

# Meeting format

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1. Project purpose and background
2. Responses to feedback
3. Overview of design changes based on feedback
4. Block-by-block design
5. Public comments and questions

# Project purpose and background

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**What is a neighborhood greenway?**

**Why use neighborhood greenways?**

**Why is Hawthorne/Weatherstone a neighborhood greenway?**



# Project purpose and background

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## What is a neighborhood greenway?

Neighborhood Greenway is a type of bicycle facility in our overall bicycling and walking network.

Neighborhood Greenways focus on slowing motor vehicle speeds to a target of 15mph in order to create a comfortable and safe shared space.

For most people, 15 mph creates a space that allows for comfortable mixing of transportation modes: walking, bicycling, and driving.

## *Neighborhood Greenways*

Neighborhood greenways (also referred to as bicycle boulevards or neighborhood bikeways) are low-speed, low-volume shared roadways that create a high-comfort walking and bicycling environment. In addition to shared lane markings and wayfinding signs, traffic calming or diversion treatments are often used to promote speed and volume reduction (less than 25 mph and 3,000 vehicles per day). Another option would be to

# Project purpose and background

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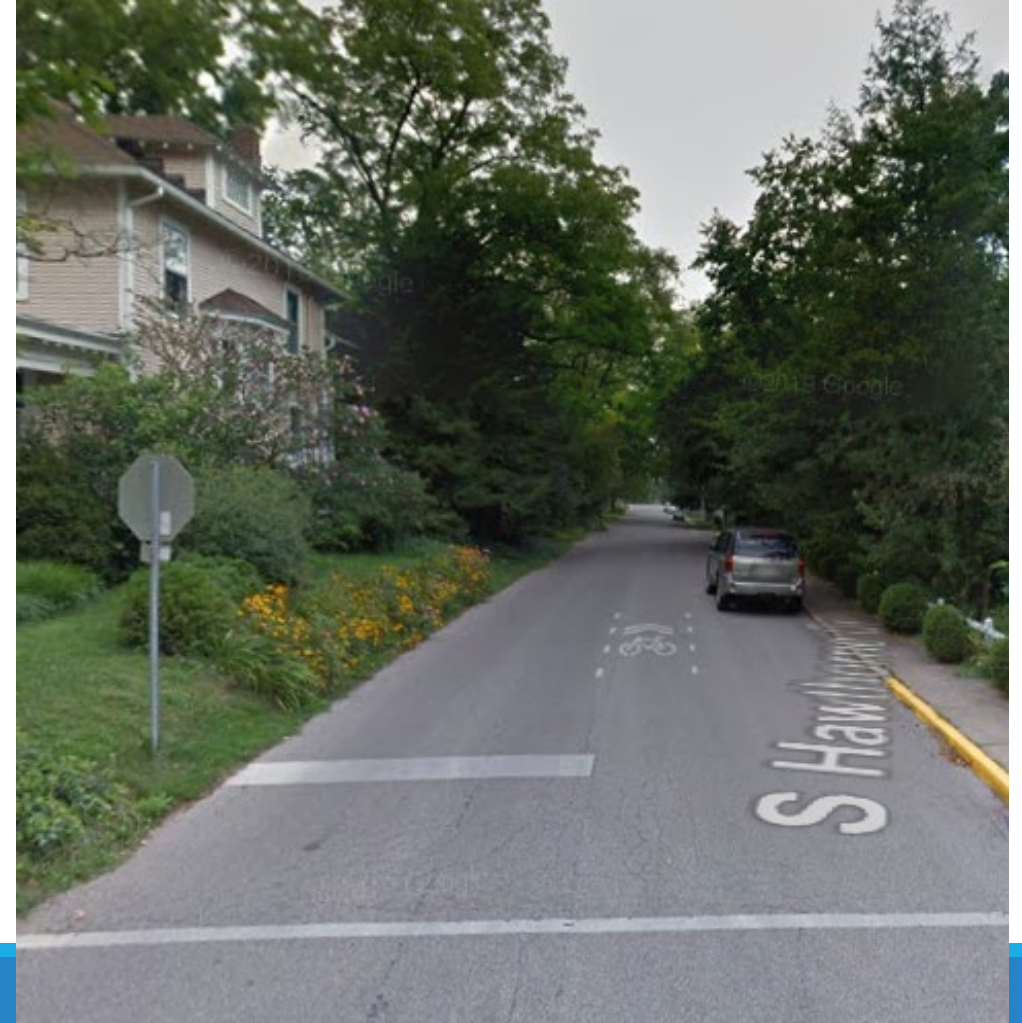
## What is a neighborhood greenway?

In the past in Bloomington, the only tools available for Neighborhood Greenways were marking sharrows on the ground and using wayfinding signs.

Now, traffic calming elements are also used as tools to build-out Neighborhood Greenways.

Examples around town:

- E. Allen Street (Walnut to Henderson)
- W. Graham Drive (Rockport to the B-line Trail)
- E. 7<sup>th</sup> Street (Union to the Bypass)



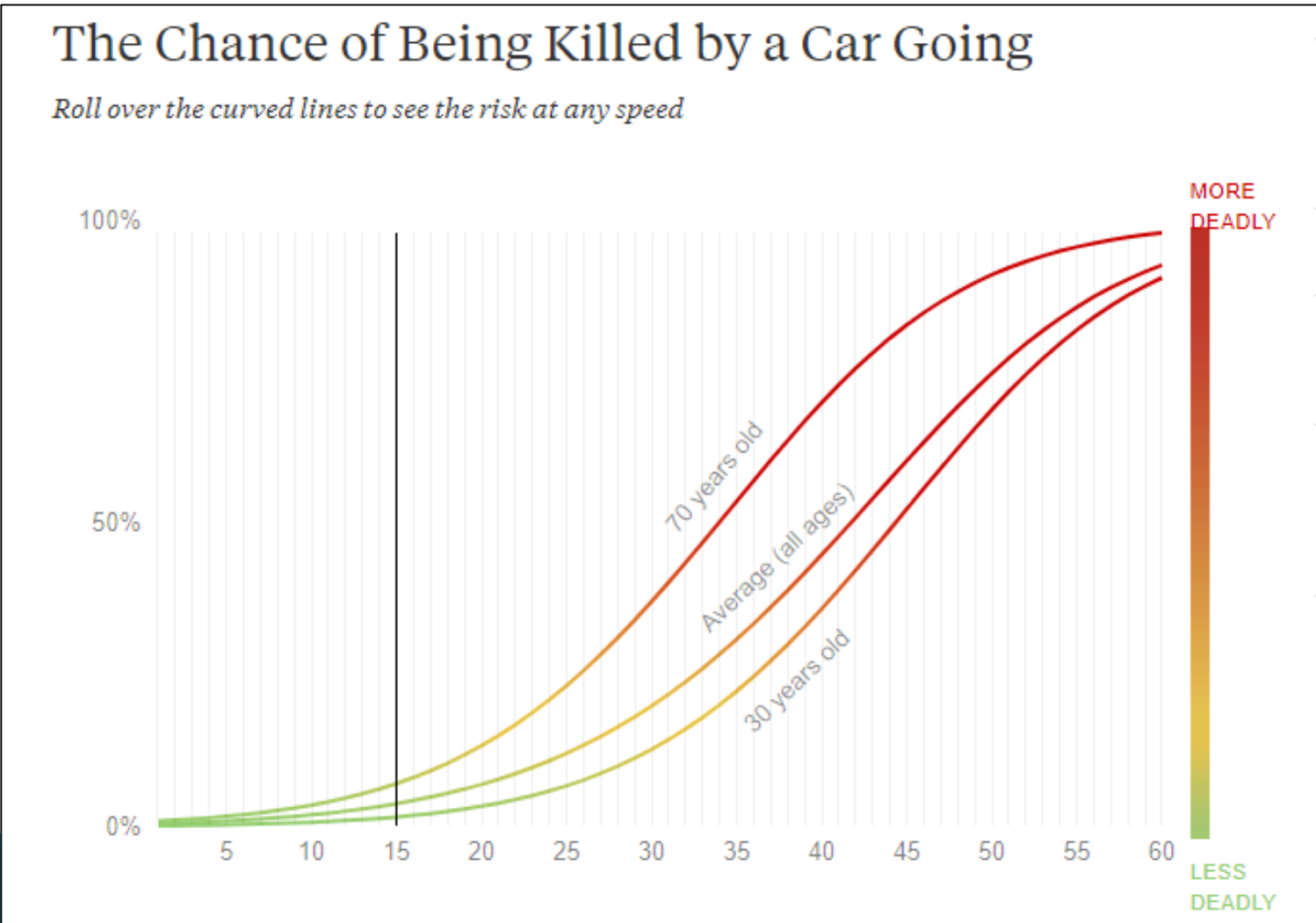


# Project purpose and background

## What is a neighborhood greenway?

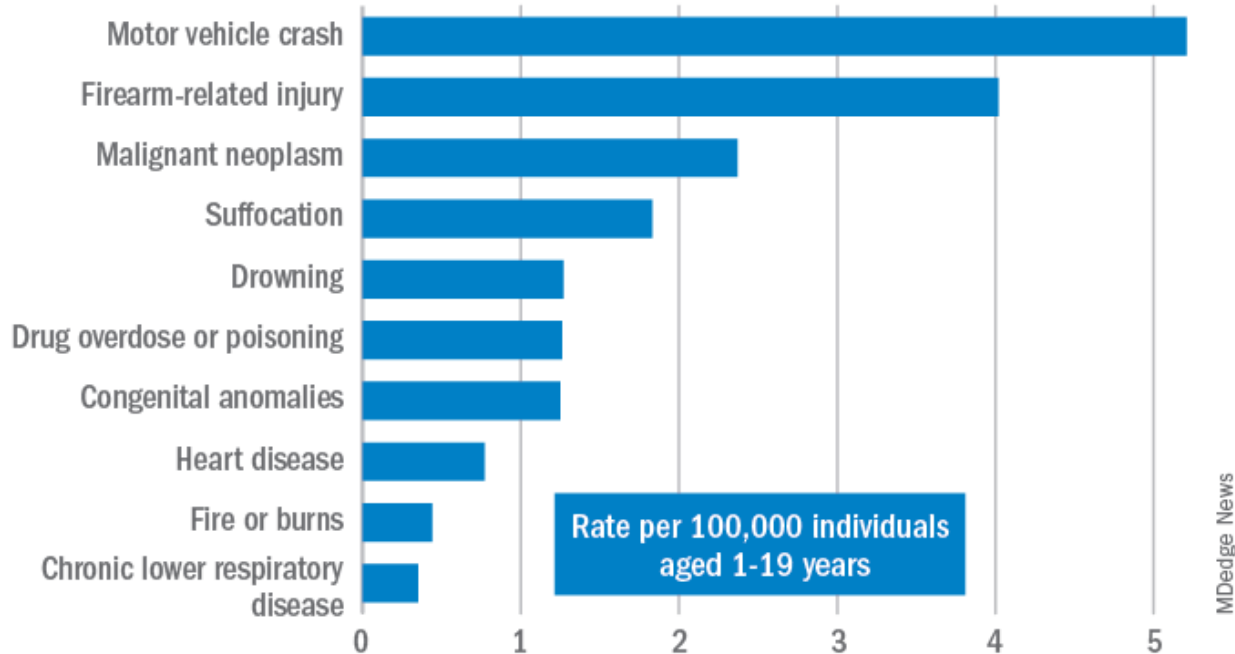
Using traffic calming elements to buildout a Neighborhood Greenway is consistent with research, best practices, national examples, and evidence in our community.

Motor vehicle speeds of approximately 15 mph create safer streets for all users. Every increase in speed increases the frequency and severity of car crashes.



# Project purpose and background

## Ten leading causes of child and adolescent death, 2016



Note: Based on data from the Centers for Disease Control and Prevention's Wide-ranging Online Data for Epidemiologic Research system.

Source: N Engl J Med. 2018;379(25):2468-75

- Even small changes in impact speed have a large effect on the risk of fatal injury.
- A risk of pedestrian fatality at an impact speed of 20 MPH is 10%, the risk of a pedestrian fatality at an impact speed of 40 MPH is 80% (this increases with SUVs and trucks)
- Source: US Dept. of Transportation, March 2000

# Project purpose and background



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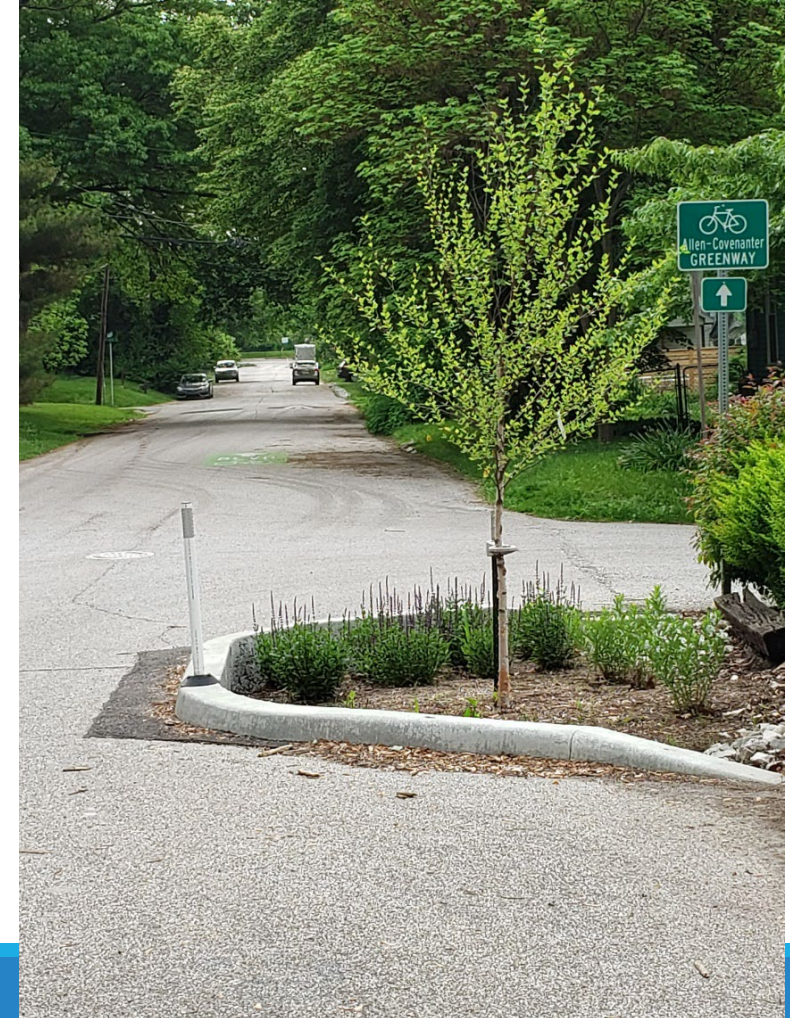
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## What is a neighborhood greenway?

Proactive projects, goal of creating a network

Streets that are already relatively low-volume and low-speed are the best candidates.

It's about making a good space *even better* in order to increase walking and bicycling.

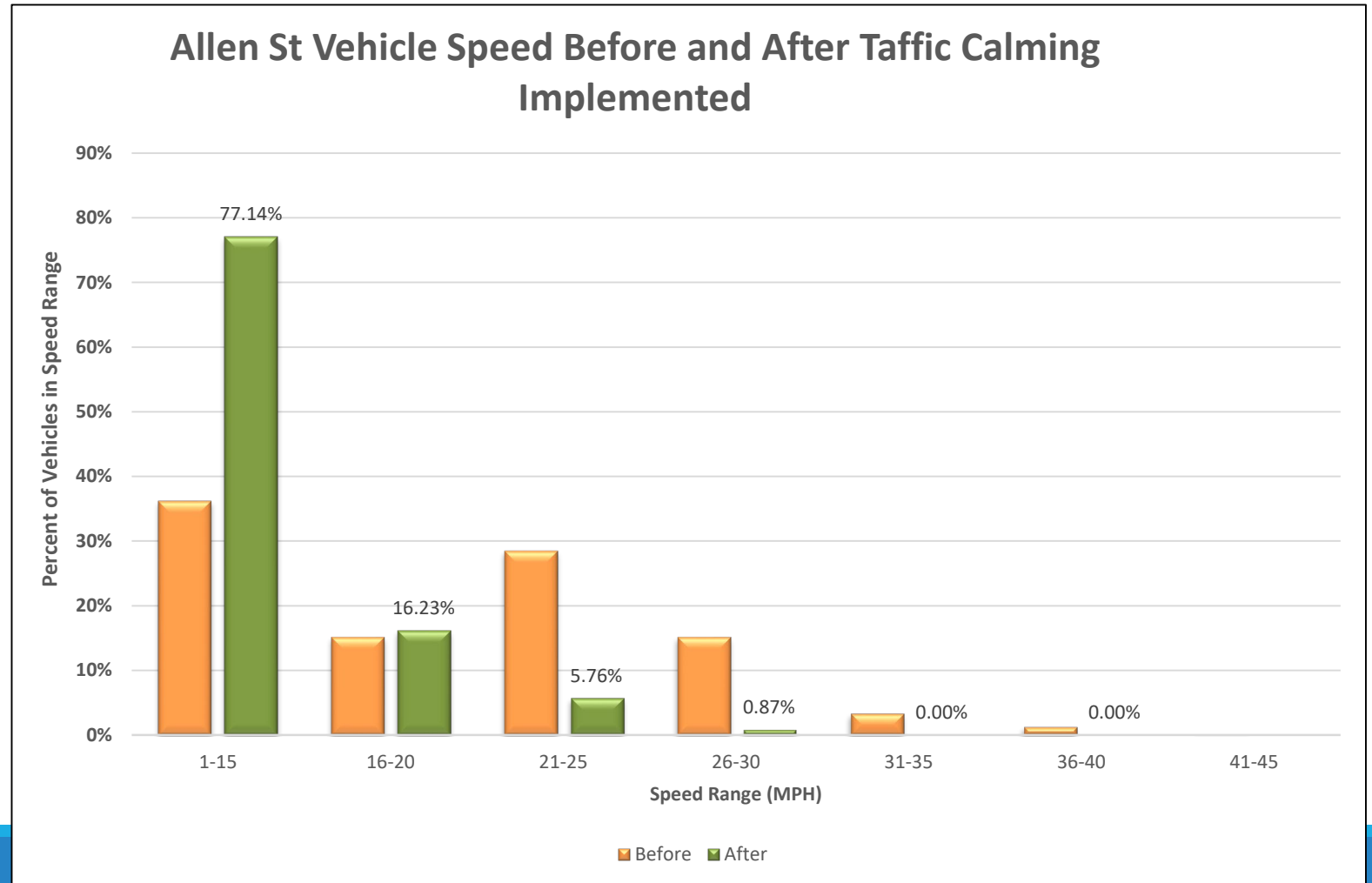


# Project purpose and background

## Why use neighborhood greenways?

Neighborhood greenways are effective.

Projects in Bloomington have successfully lowered motor vehicle speeds, and



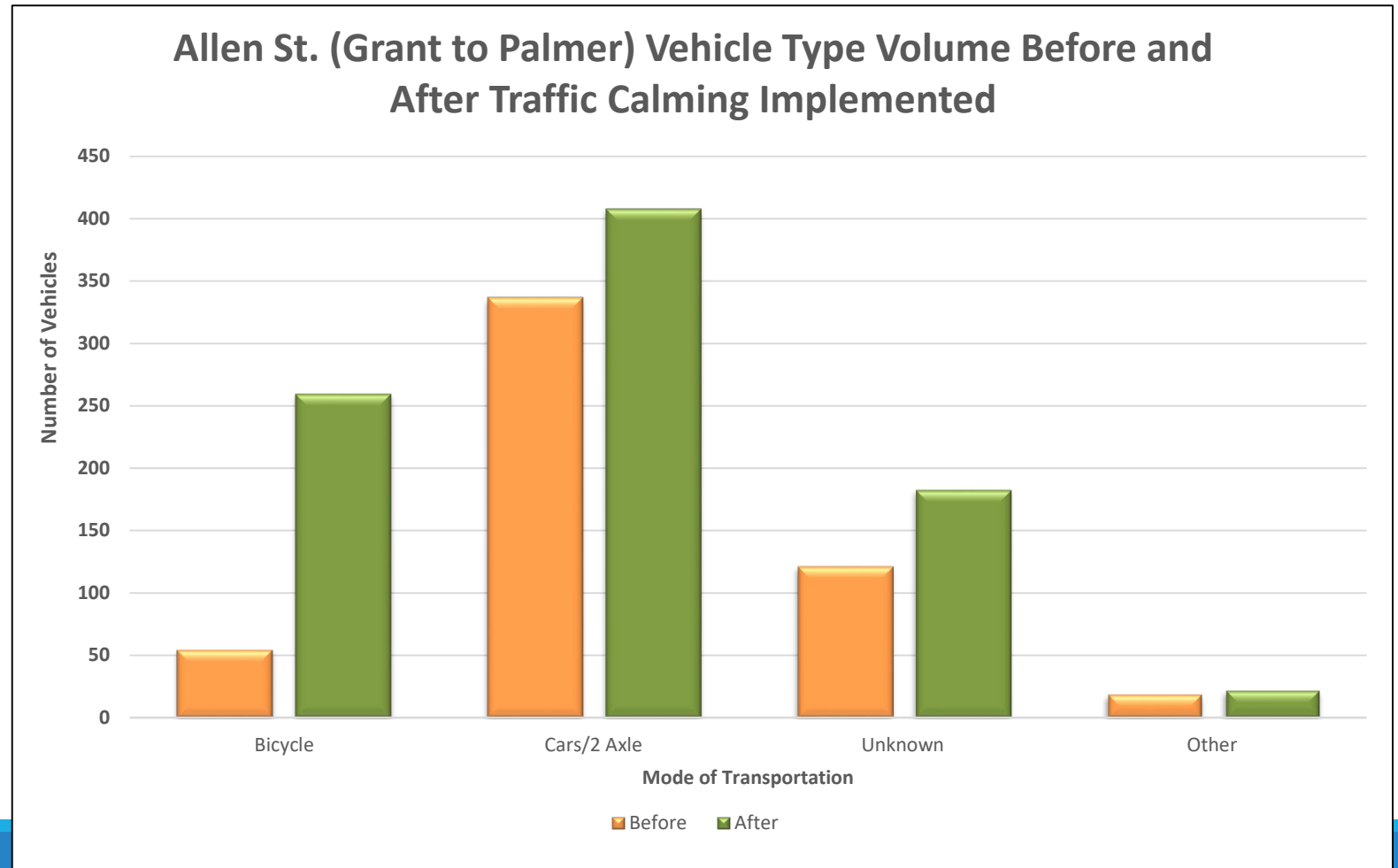
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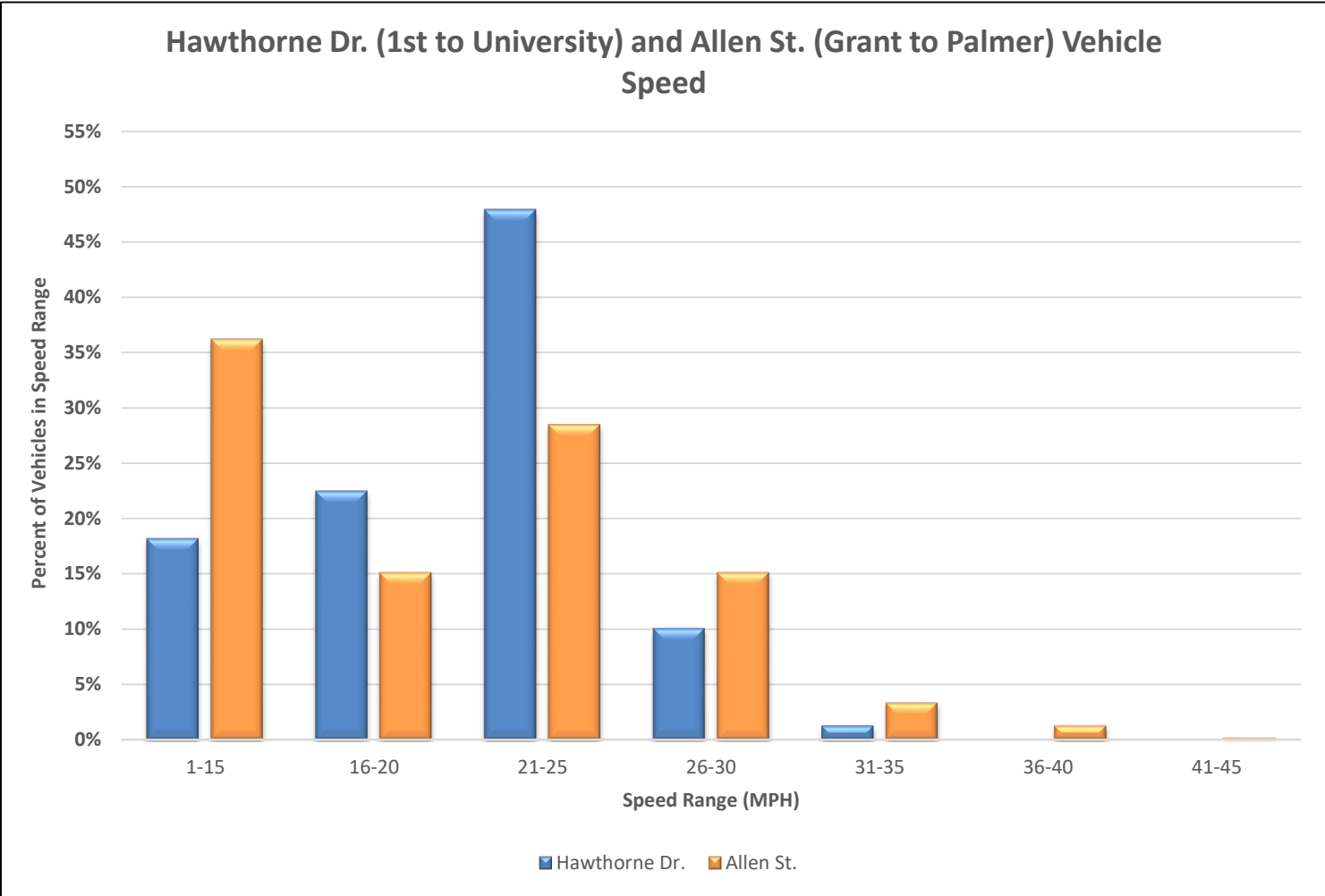
Projects in Bloomington have shown an increase in walking and bicycling along Neighborhood Greenway streets.



# Project purpose and background

## Why is Hawthorne/ Weatherstone a neighborhood greenway?

Hawthorne and Weatherstone are relatively low-volume and relatively low-speed streets, which make them well suited for Neighborhood Greenway enhancements.





# Project purpose and background

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## **Why is Hawthorne/ Weatherstone a neighborhood greenway?**

Hawthorne and Weatherstone create a north/south connections from many neighborhoods to campus.

Hawthorne continues onto the IU campus.

The north/south connection continues south of Hillside (Olive Street)





# Project purpose and background

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## Process background:

- Project website: <https://bloomington.in.gov/engineering/projects/hawthorne>
- Letters were mailed on March 18, 2022
- Neighborhood Greenway survey: March 17 – April 4, 2022
- First public meeting: Project Scope and Objectives -- March 28, 2022
- Second public meeting: Design Review and Feedback – October 24, 2022
- Third public meeting: Design Review and Feedback

# Project purpose and background

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## Process background:

- Project website: <https://bloomington.in.gov/engineering/projects/hawthorne>
- Third public meeting: Design Review and Feedback
- Tonight: present a summary of input we've heard, how that input has impacted the design, and the updated design of the Hawthorne/Weatherstone Greenway
- Listen to comments, concerns, and questions about the project design.
- The project will be on hold while the Council consider changes to the Traffic Calming and Greenways Program.

# Responses to feedback

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## **Historic Preservation:**

Staff checked with the Historic Preservation Program Manager

The Historic Preservation Program Manager confirmed that projects within the street do not fall under the Historic District guidelines.



# Responses to feedback

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## Hawthorne Drive and 3<sup>rd</sup> Street

## Hawthorne Drive and Atwater Avenue

Staff agrees further study and design solutions are needed at these intersections.

Staff is working with Bloomington Transit to study 3<sup>rd</sup> Street and Atwater Avenue.

Staff is working to identify other possible short-term interventions.

A traffic signal will be considered, however it is separate from this project.



# Responses to feedback

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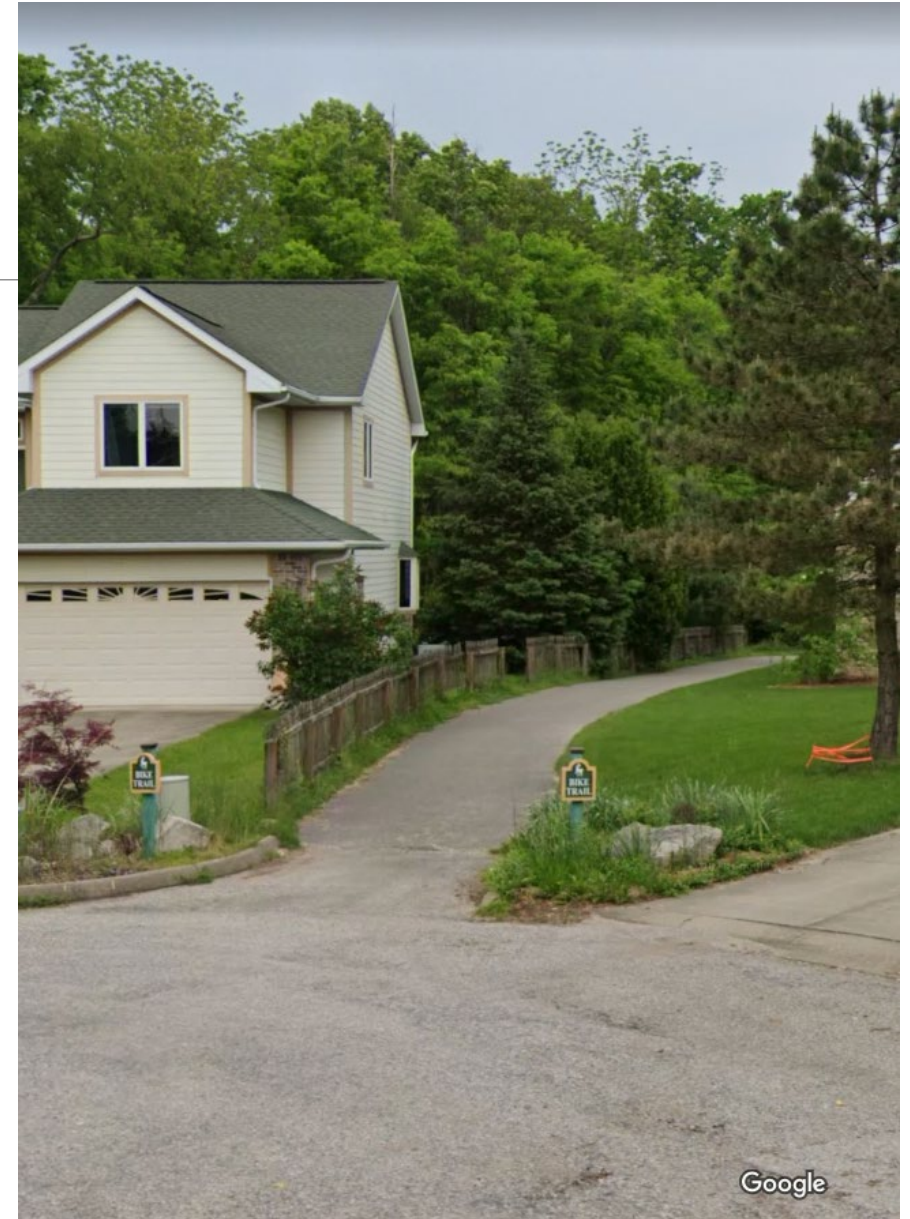
## Highland trail connection

### Concerns about motor vehicle use:

Staff will connect with Public Works and Engineering to see if bollards can be re-installed.

### Concerns about maintenance:

Staff will connect with Public Works.





# Responses to feedback

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## Highland trail connection

### Concerns about redundancy:

More connections are useful, just like the street grid.

Research shows comfortable, direct routes increase walking and bicycling.

### Safe routes to school:

“The presence of paths can increase the number of walking and bicycling trips made and decrease the time and distance it takes to travel from one point to another.”



# Responses to feedback

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# Responses to feedback

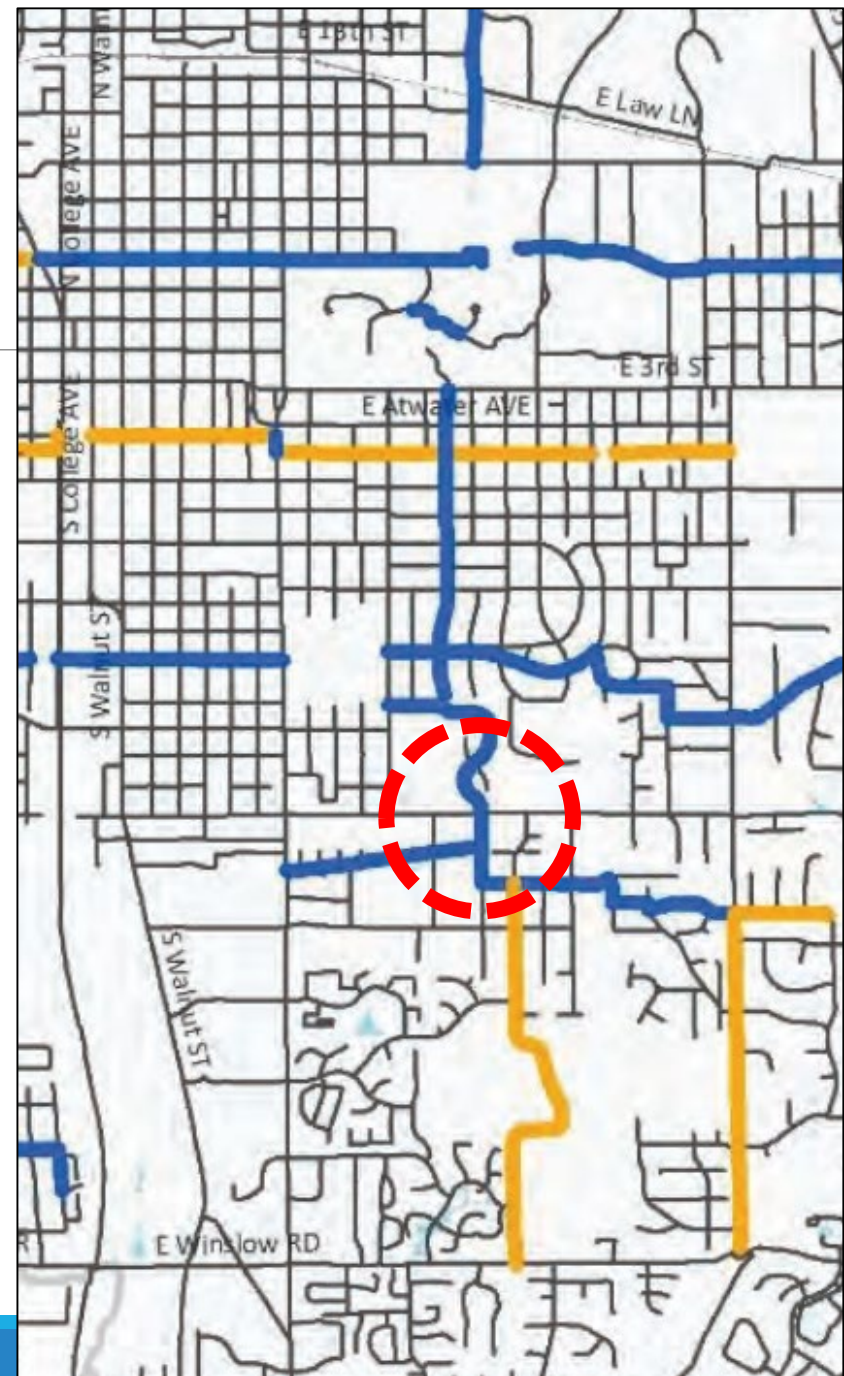
## Weatherstone and Hillside intersection

### Project boundary:

Improving this intersection will be a future project.

### Connecting to the south:

The Neighborhood Greenway will continue, and it connects to Olive Street, Thornton, and Highland Avenue.





# Responses to feedback

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## Concerns that feedback is only negative

We have received feedback that is supportive of the project, opposed to the project, and offering design changes for the project.

“No concerns except for crossing Hillside from the south (Olive St.) onto Weatherstone”

“Lack of stop signs for drivers on 1st and Maxwell makes crossing these streets somewhat more difficult. Lack of red light at Atwater makes this crossing especially difficult. Really bad pavement between Atwater and 3rd.”

“It looks great to me. I don't see any reason why this would not be a big improvement to the neighborhood and welcome feature. Again, anything that makes it easier, safer, and more pleasant to get around by bike or foot is always a welcome thing. I very much hope the city goes forward with this project (and does similar projects in other neighborhoods).”

“Other than Atwater, there is nothing that this project will improve. In fact, quite the opposite will result. It's fine as is.”

# Overview of design changes based on feedback

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- Hawthorne Drive
  - Feedback: reduce the number of traffic calming elements
    - Reduced number of bump outs and speed cushion locations from 9 to 6
  - Feedback: bumpouts are not preferred, especially when they are not adjacent to a sidewalk
    - Removed bump outs at locations without existing sidewalk
- Feedback: Crossing Maxwell Lane and 1<sup>st</sup> Street can be difficult
  - Traffic calming along Maxwell Lane and 1<sup>st</sup> Street to improve crossing safety



# Overview of design changes based on feedback

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## ➤ Trail Connection

- Feedback: concern about motor vehicles using the trail connection from Hawthorne to Weatherstone and concerns about the speed of bicyclists
  - Trail width reduced to 8 feet and curves introduced to reduce speed
  - Added physical barrier at Hawthorne to discourage vehicular use
- Feedback: concerns about lighting, both too much or too little
  - Added one pedestrian scale light
- Feedback: concern about loss of trees
  - Worked with City's Urban Forester to minimize tree impacts

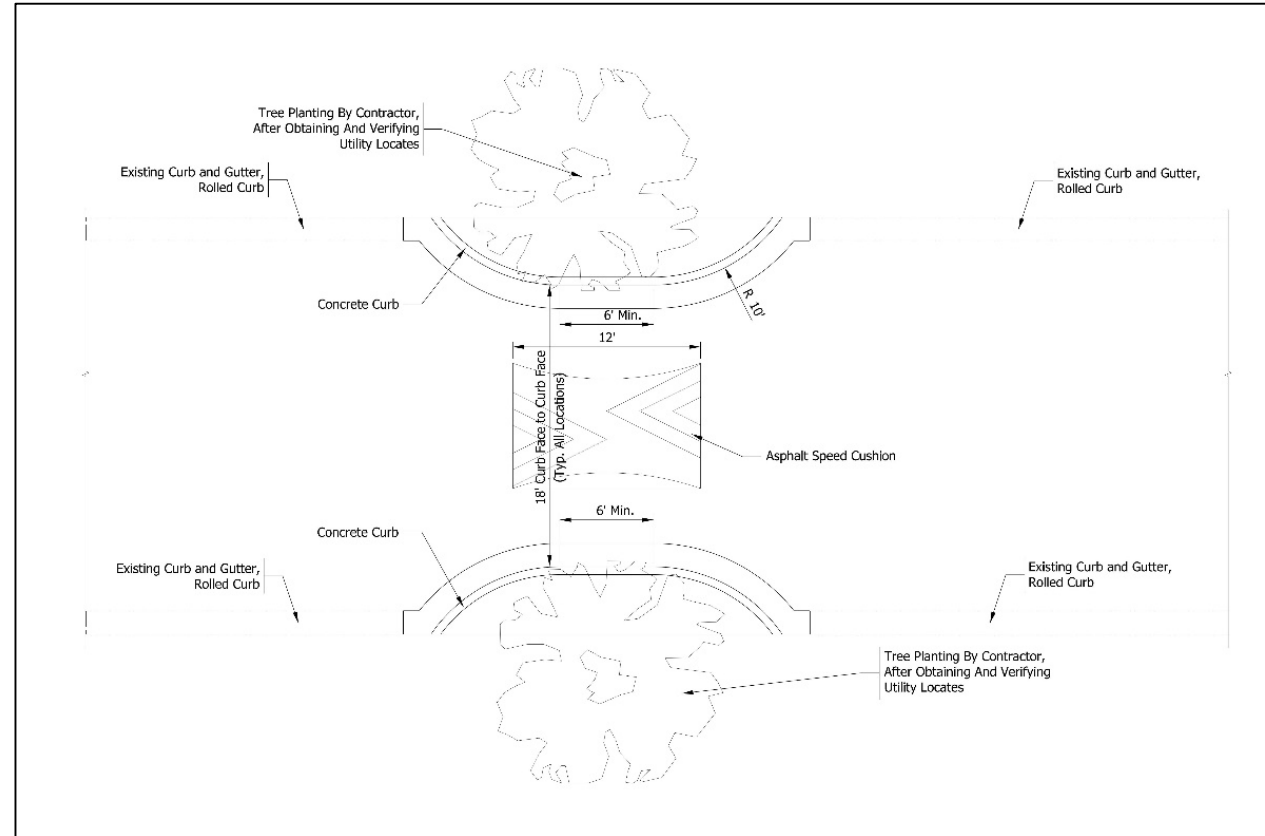
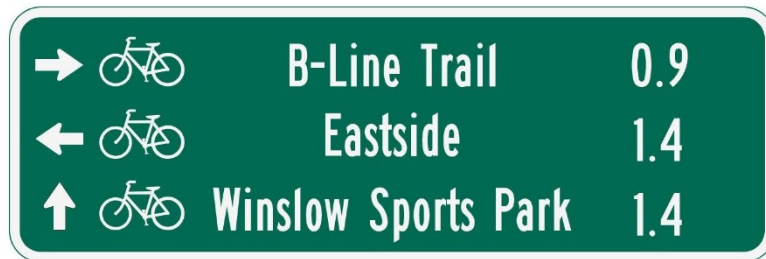
# Overview of design changes based on feedback

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- Weatherstone Lane
  - Feedback: concern about too much traffic calming and concerns about traffic patterns:
    - Reduced number of bump outs and speed cushion locations from 7 to 5
  - Feedback: concerns about accessible pedestrian crossings at the roundabout intersection
    - Replacing curb ramps and pavement markings at roundabout
  - Feedback: concerns about the existing tree species along the street
    - Replacing existing trees at bump out locations
    - Staff is connecting with the Parks Department to learn about future plans to replace other trees

# Design Overview

- Bump out and speed cushion detail
  - 18' minimum between bump out curbs
  - 4" tall curbs
  - 12' long speed cushion
  - Possibility for tree planting
- Signing updates
  - Adding wayfinding signage
  - Revising existing wayfinding signage
  - Adding warning signs



# Weatherstone Lane Hillside Dr to Cobblefield Ct

- Consolidated two bump out and speed cushion locations to a single location
- Replacing existing tree at new bump out location
- Replacing all curb ramps and pavement markings at roundabout





# Weatherstone Lane Cobblefield Ct to Cul-de-Sac

- Consolidated two bump out and speed cushion locations to a single location
- Replacing two existing trees at new bump out locations





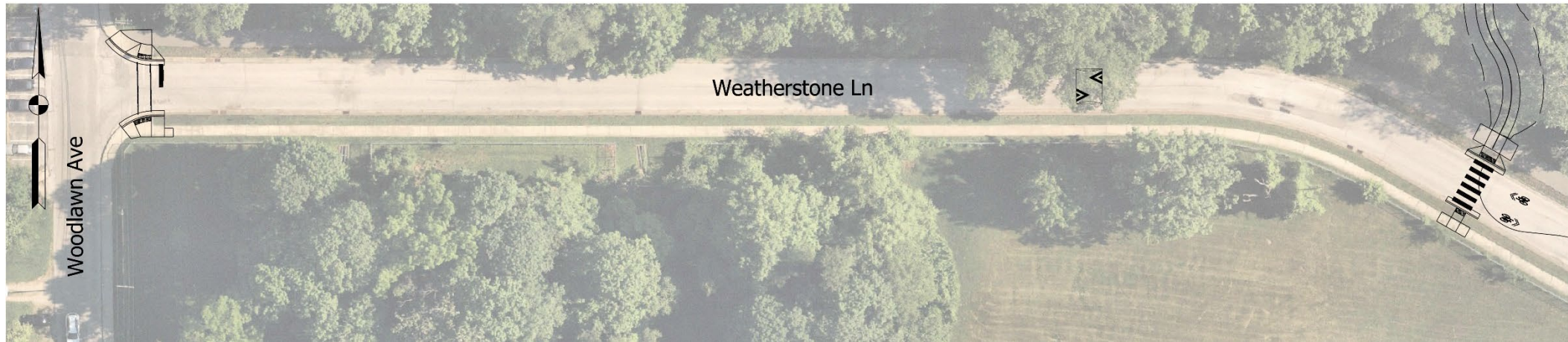
# Weatherstone Lane Cul-de-Sac to Trail Connection

- Relocated proposed bump outs and speed cushion
- Replacing existing trees at new bump out locations



# Weatherstone Lane Trail Connection to Woodlawn Ave

- No bump outs, one wider speed cushion
- Replacing curb ramps on the east side at Woodlawn Ave
- New curb ramps and crosswalk at the trail connection





# Hawthorne Drive Weatherstone Ln to Southdowns Dr

- Trail connection with physical barrier to prevent vehicles from accessing the trail
- No curb bump outs or speed cushions





# Hawthorne Drive Southdowns Dr to Maxwell Ln

- Consolidated two bump out and speed cushion locations to a single location
- Speed cushions on both approaches of Maxwell Ln



# Hawthorne Drive Maxwell Ln to 1<sup>st</sup> St

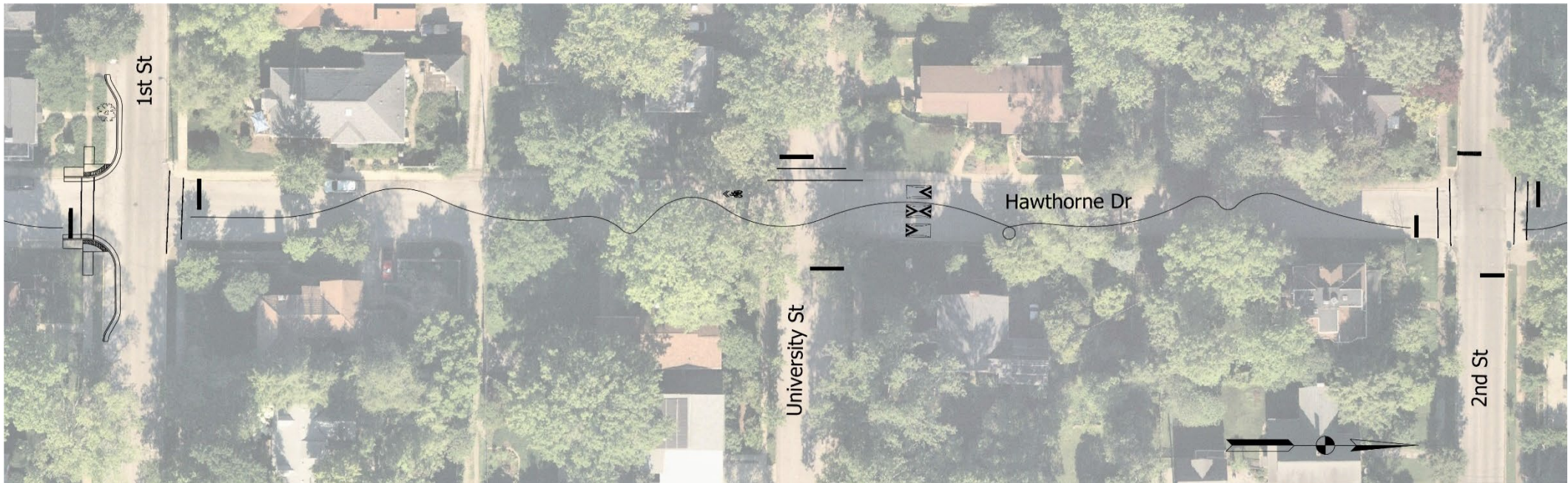
- Consolidated two sets of speed cushions to one location
- Speed cushions on both approaches of Maxwell Ln and 1<sup>st</sup> St





# Hawthorne Drive 1<sup>st</sup> St to 2<sup>nd</sup> St

- Consolidated two sets of bump outs and speed cushions to one location with speed cushions only
- Bump outs into 1<sup>st</sup> St to improve greenway user safety and visibility
- New ADA curb ramps in bump outs at 1<sup>st</sup> St



# Hawthorne Drive 2<sup>nd</sup> St to Hunter Ave

- One bump out and speed cushion location
- Possibility of adding trees or plantings in new bump out





# Hawthorne Drive Hunter Ave to Atwater Ave

- One bump out and speed cushion location



# Hawthorne Drive Atwater Ave to 3<sup>rd</sup> St

- One bump out and speed cushion location



# Comments and questions

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- Time limit of 2 minutes per commenter. A timer will be shown on the screen.
- Please state your name.
- Staff is taking notes and writing down questions and concerns.
- Staff will post answers to questions on the project website.
- Reminder, no future steps are planned at this time.