

# COLLEGE WALNUT

CORRIDOR STUDY

PUBLIC MEETING  
THURSDAY JUNE 15, 2023



CITY OF  
BLOOMINGTON

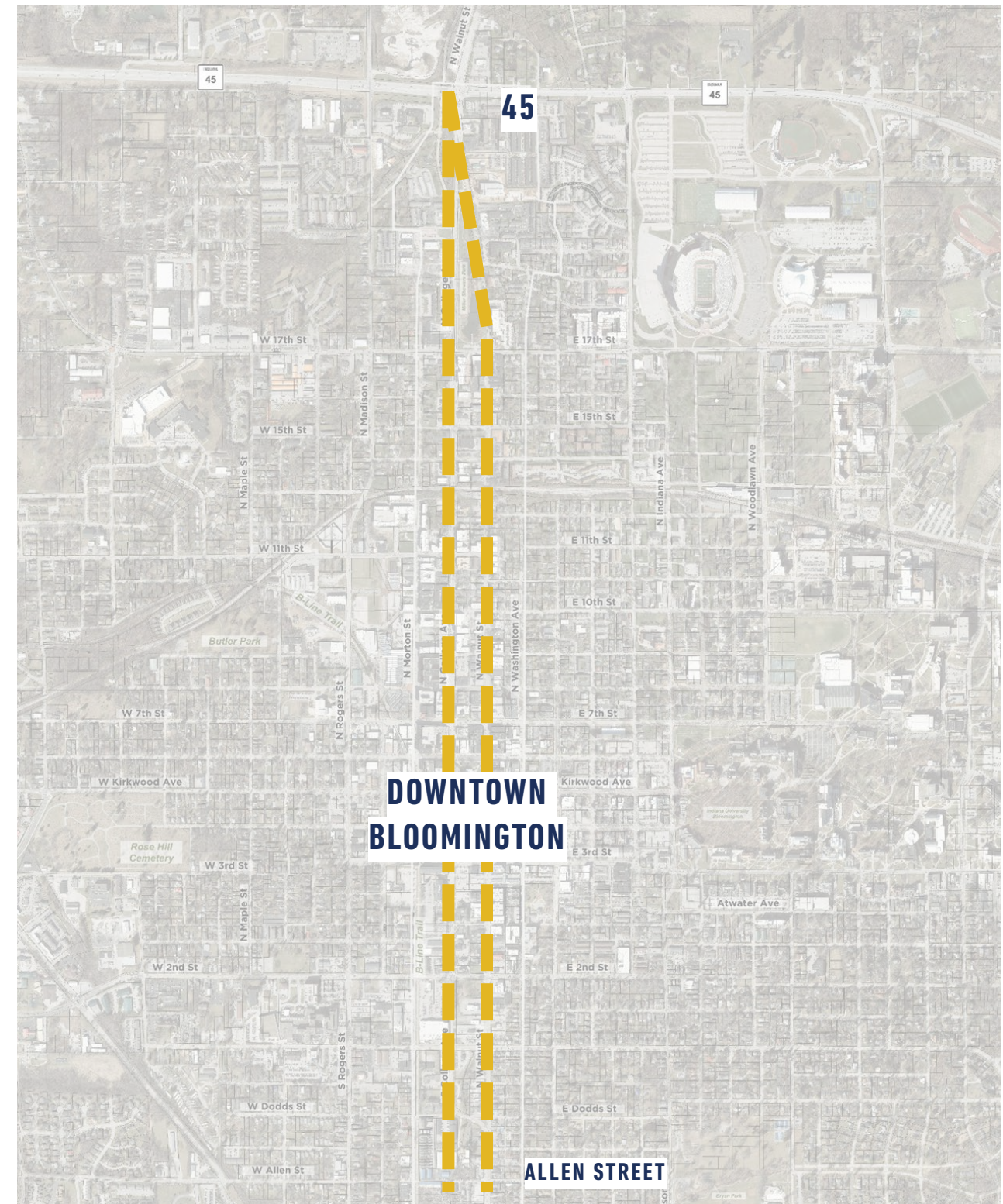
# WORKSHOP AGENDA

- » **Welcome & Corridor Study Overview**
  - **Community Goals**
  - **Why**
- » **Public Meetings & Engagement Week What We Heard...**
- » **Starter Ideas**
- » **Next Steps**



# CORRIDOR STUDY OVERVIEW: STUDY FOCUS

- » College Avenue and Walnut Street from the Bypass to Allen Street (~2.2 miles)
- » Analyze existing conditions
- » Identify any additional community goals (Climate action, etc.)
- » Develop conceptual designs, including a “do nothing” option
- » Evaluate conceptual designs using community goals as a rubric
- » Follow the process to adopt a conceptual design into the Transportation Plan



# CORRIDOR STUDY TIMELINE

## Project Team Efforts



## Public Engagement Efforts



# PUBLIC MEETINGS & ENGAGEMENT WEEK SCHEDULE

**Mon, June 12: Team arrived, walked project area**

**Tues, June 13: Stakeholder Interviews**

**Open Studio (9-12, 1-4)**

**and Public Workshop (6-7:30)**

**Weds, June 14: Stakeholder Interviews**

**Open Studio (9-12, 1-4)**

**Thurs, June 15: Public Meeting (6-7:30)**



# CORRIDOR STUDY // OBSERVATIONS





# CORRIDOR STUDY // ENGAGEMENT FEEDBACK

sense of place

address loading/unloading

climate resilience

consistent sidewalks

speeding concerns

challenging to cross

safe and accessible spaces for all

better biking experience

permanent parklets

no bikes

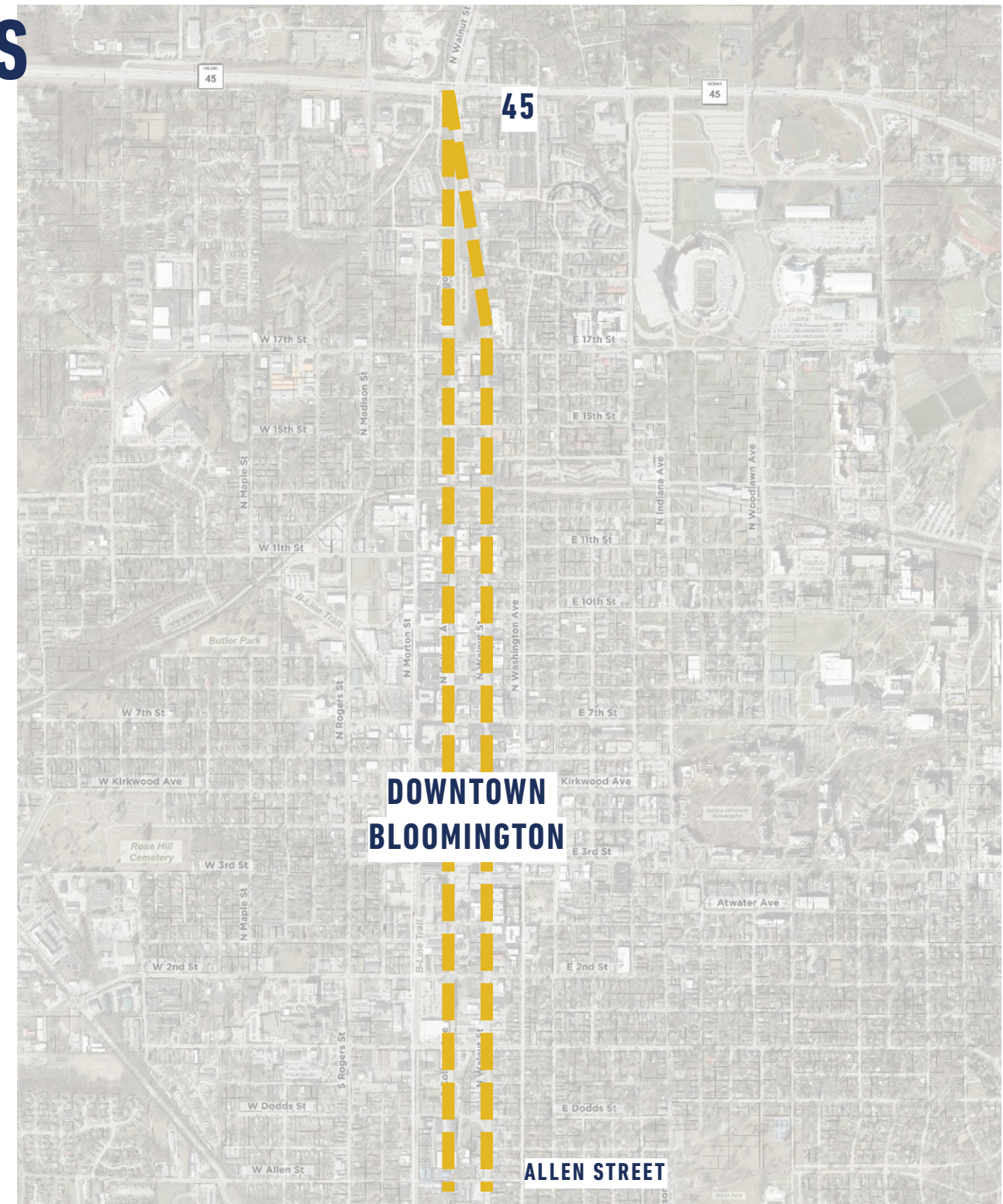
consistent materials

retain parking

better shade tree canopy

# CORRIDOR STUDY OVERVIEW // STUDY FOCUS

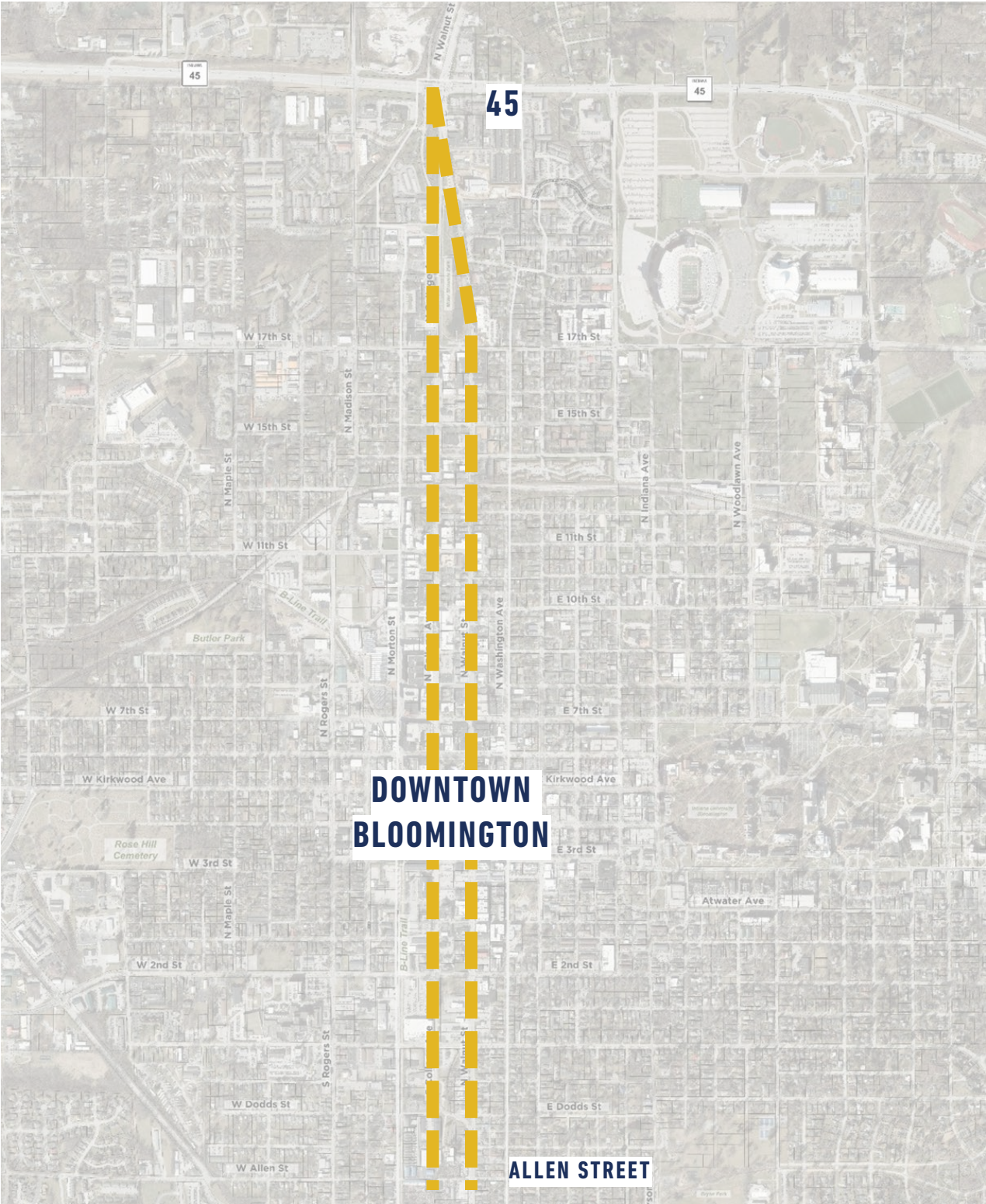
- » College Avenue and Walnut Street from the Bypass to Allen Street (~2.2 miles)
- » Analyze existing conditions
- » Identify any additional community goals (Climate action, Equity, etc.)
- » Develop conceptual designs, including a “do nothing” option
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- » Follow the process to adopt a conceptual design into the Transportation Plan





# CORRIDOR STUDY OVERVIEW // WHY

- Improve Safety
- Improve Accessibility
- Efficient use of public space
- Community goals





# CORRIDOR STUDY OVERVIEW // WHY

- ~150 crashes per year along the corridor
- In a 5-year period:
  - 40 serious injury crashes
  - 4 fatal crashes





# CORRIDOR STUDY OVERVIEW // WHY

- Inaccessible pedestrian network
- Incomplete pedestrian network



# CORRIDOR STUDY OVERVIEW // WHY

- Evaluate using our public space efficiently and effectively to reflect our community goals
- What do we want to incorporate into the streets either more permanently or flexibly?





# CORRIDOR STUDY OVERVIEW // GOALS

## Comprehensive Plan

- Goal 2.3 Resilient Public Spaces: Ensure public spaces are of high quality, engaging, and active.
- Goal 4.1 Maintain Historic Character: Encourage redevelopment that complements and does not detract from the Downtown's historic, main-street character.
- Goal 4.2 Support Local Businesses: Encourage and support local businesses, the arts, and cultural events Downtown.
- Goal 4.3 Promote Walking, Biking and Public Transit: Promote walking, biking and public transit for all ages and abilities by integrating housing, and employment, with entertainment, shopping and other forms of commerce.



2018 Comprehensive Plan  
City of Bloomington





# CORRIDOR STUDY OVERVIEW // GOALS

## Comprehensive Plan

- Goal 4.5: Promote a Sustainable Downtown: Seek to establish Downtown as a model of sustainability, with special attention to inclusivity and safety.
- Goal 4.6 Optimize Parking: Encourage attractive, cost effective, convenient, and environmentally friendly public and private motor vehicle and bicycle parking facilities.
- Goal 6.1 Increase Sustainability: Improve the sustainability of the transportation system.
- Goal 6.2 Improve Public Transit: Maintain, improve, and expand an accessible, safe, and efficient public transportation system.
- Goal 6.3 Improve the Bicycle and Pedestrian Network: Maintain, improve, and expand an accessible, safe, and efficient network for pedestrians, and attain platinum status as a Bicycle Friendly Community, as rated by the League of



2018 Comprehensive Plan  
City of Bloomington





# CORRIDOR STUDY OVERVIEW // GOALS

## Comprehensive Plan

- Goal 6.4 Prioritize Non-Automotive Modes: Continue to integrate all modes into the transportation network and to prioritize bicycle, pedestrian, public transit, and other non-automotive modes to make our network equally accessible, safe, and efficient for all users.
- Goal 6.5 Protect Neighborhood Streets: Protect neighborhood streets that support residential character and provide a range of local transportation options.
- Goal 6.6 Optimize Public Space for Parking: Plan and develop parking for cars and bicycles with a focus on efficiency and equity.
- Goal 6.7 Educate the Public: Increase residents' safe use of transportation options that minimize negative environmental and infrastructure impacts.



2018 Comprehensive Plan  
City of Bloomington





# CORRIDOR STUDY OVERVIEW // GOALS

A detailed corridor study will identify how best to support the Comprehensive Plan Objectives to “Nurture Our Vibrant City Center” and “Provide Multimodal Transportation Options,” through the design of our most prominent north/south streets. The goal should be to determine how best to:

1. Provide pedestrians with safe passage and safe access along and across the length of the corridors;
2. Provide bicyclists with safe, protected bicycle paths throughout the length of the corridors;
3. Provide buses and other forms of mass transit with safe and efficient ways to travel along the corridors;
4. Accommodate potential new and emerging forms of transportation that further the goals of the Comprehensive Plan;
5. Facilitate safe and efficient automobile traffic to the maximum extent possible in light of the aforementioned goals; and
6. Enhance the vitality of Downtown Bloomington’s businesses and institutions.



# CORRIDOR STUDY OVERVIEW // GOALS

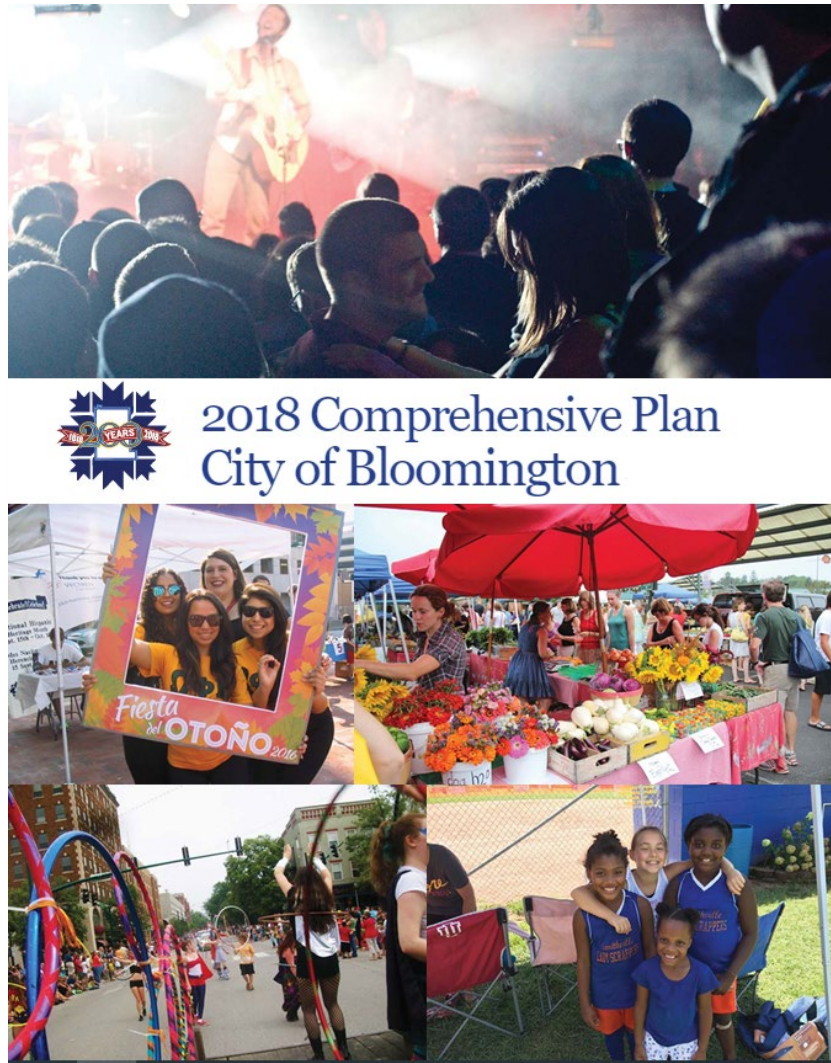
“The corridor studies should consider a variety of possible options, including (but not limited to): restoring two-way circulation to currently one-way roads; designating special bicycle roads with limited automobile access; adding to reallocating right-of-way, and/or restricting on-street automobile parking, to enable the creation of new protected bicycle lanes, multi-use paths, sidewalks, and amenities for pedestrians and users of mass transit; and designating certain travel lanes as bus-only.” (pg. 62)



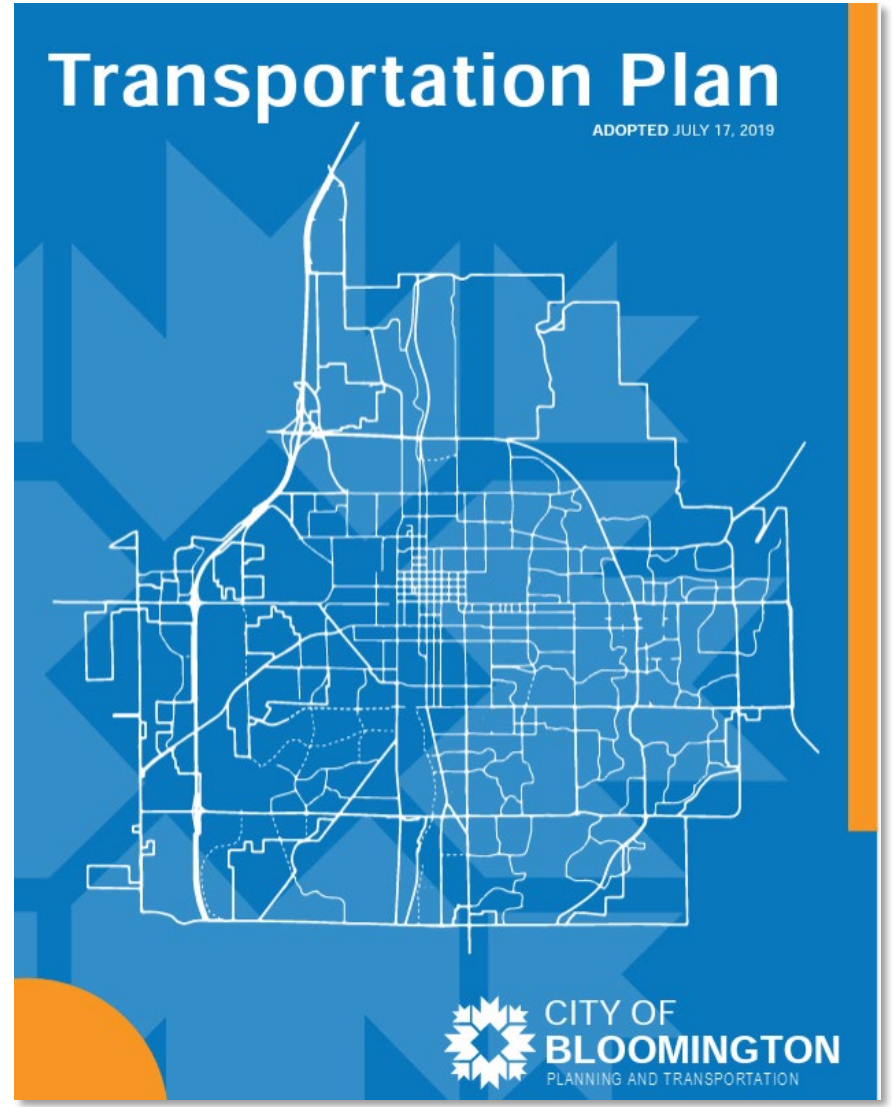


# CORRIDOR STUDY OVERVIEW // RECENT PLANNING EFFORTS

- » Based on goals in the Comprehensive Plan, which was adopted in 2018 by the Common Council.
- » The need for a Corridor Study is identified in our Transportation Plan, which was adopted in 2019 by the Common Council.
- » Both plans are based on lots and lots of input.
- » ...and now we are working to operationalize these goals with design of our public streets



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# CORRIDOR STUDY // TRAFFIC COUNTS

- » Both streets are 2 to 3 lanes, one-way
- » 2022 Average Daily Traffic Volume on each street: 7,500-17,500





# CITY STREETS WITH SIMILAR TRAFFIC COUNTS

- » Rogers Street
  - » Between 6<sup>th</sup> St. and 7<sup>th</sup> St.
- » 2020 Average Daily Traffic = 9,130
- » 2-way traffic
- » 2 lanes w/ on-street parking + bike lane





# CITY STREETS WITH SIMILAR TRAFFIC COUNTS

- » 2<sup>nd</sup> Street
  - » From S. Maple St. to S. Rogers St.
- » 2017 Average Daily Traffic = 15,441
- » 2-way traffic
- » 2 lanes + turn lane





# CITY STREETS WITH SIMILAR TRAFFIC COUNTS

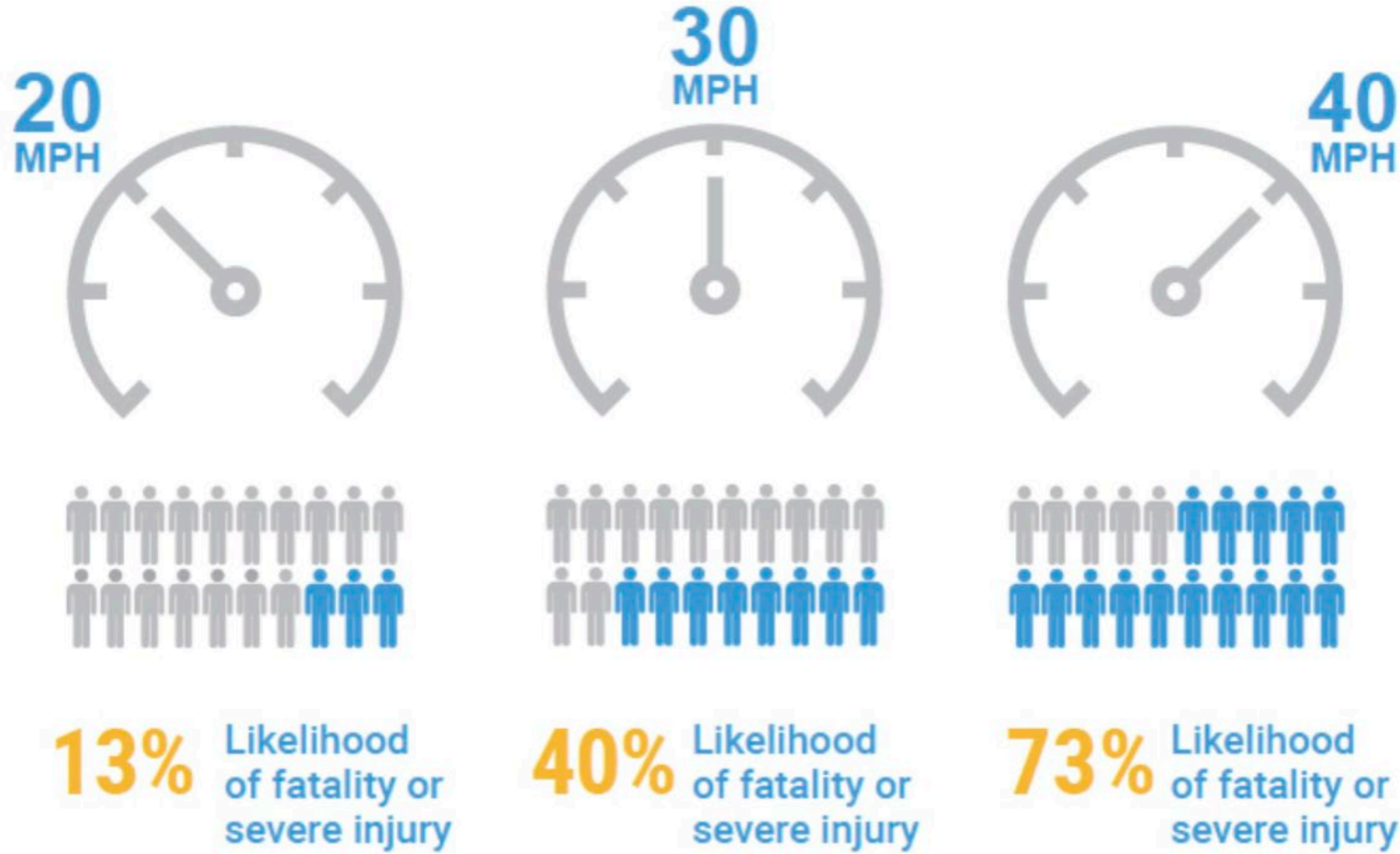
- » Hillside Drive
  - » From S. Olive St. to S. Highland Ave.
- » 2012 Average Daily Traffic = 13,050
- » 2-way traffic
- » 2 lanes



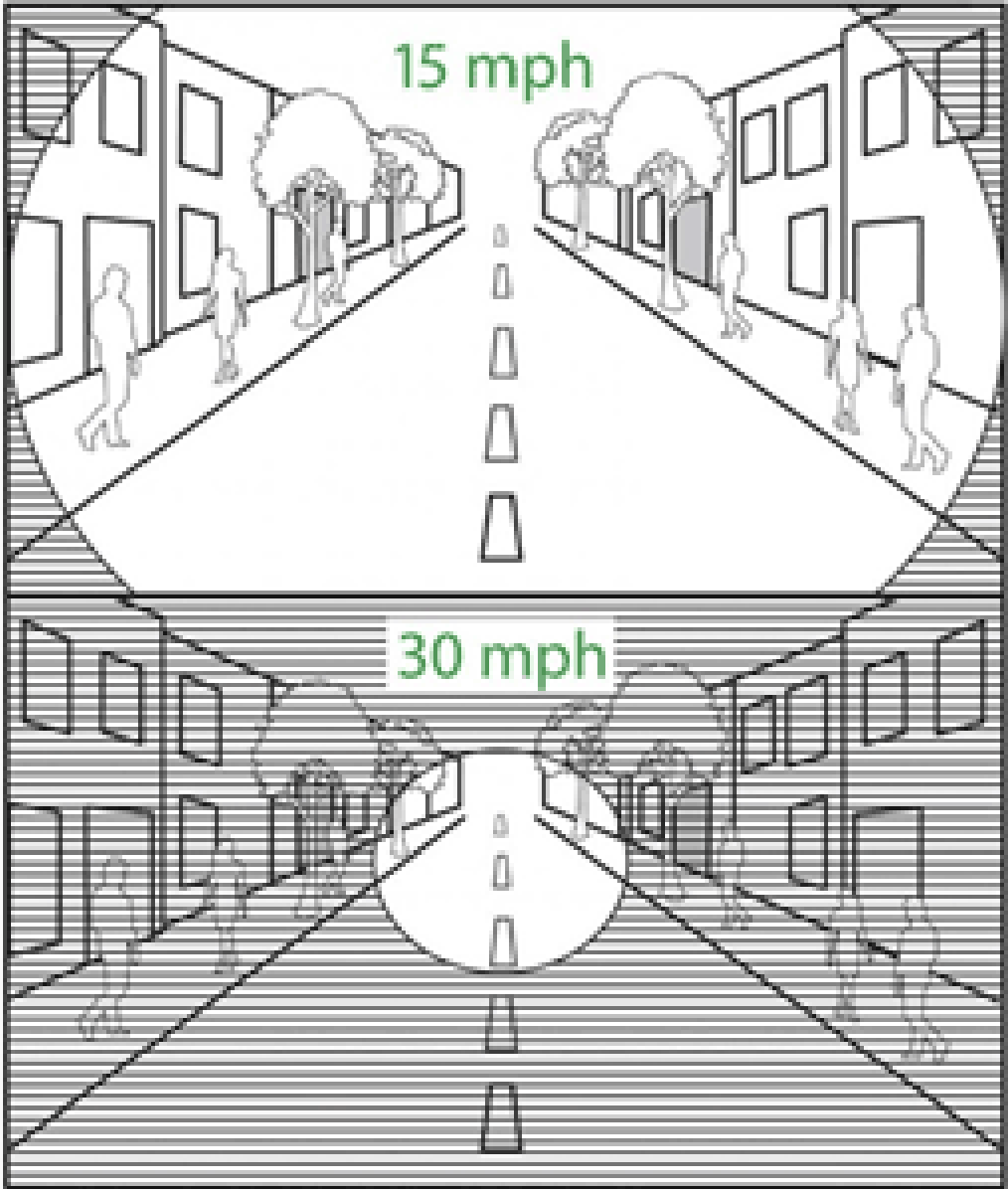


# SAFETY THROUGH DESIGN // SPEED AND CRASHES

## Speed Kills



Source: *Impact Speed and a Pedestrian's Risk of Severe Injury or Death*, Brian Tefft, AAA Foundation for Traffic Safety, 2011





# SAFETY THROUGH DESIGN // MOTOR VEHICLE LANE WIDTHS

Motor vehicle lane width

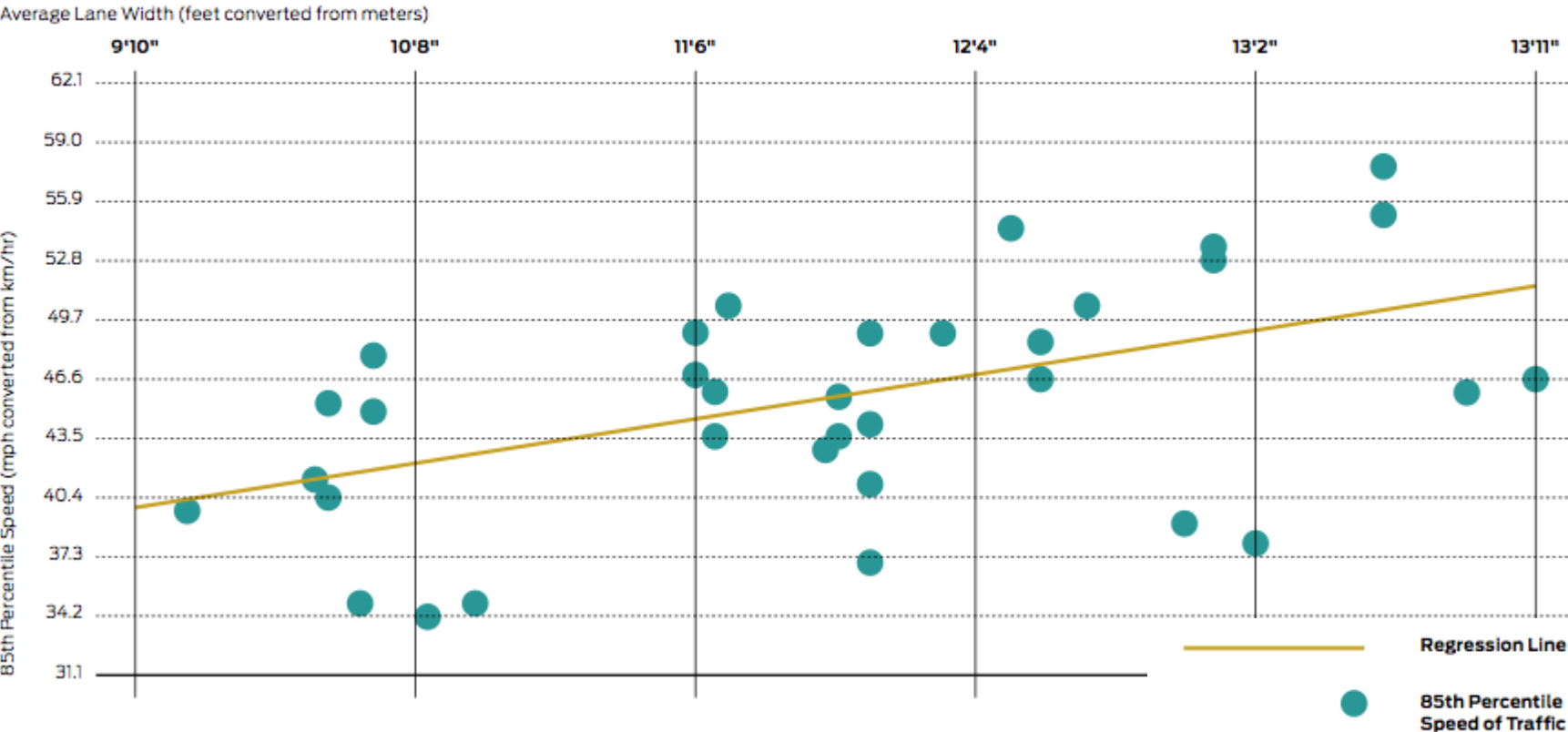
“Wider travel lanes are correlated with higher vehicle speeds”

“Different-width driving lanes correspond to different driving speeds”

“A typical American highway lane is 12 feet wide, which comfortably supports speeds of 70 mph.”

Source: Walkable City Rules, Jeff Speck, pg. 114-115

**Wider travel lanes are correlated with higher vehicle speeds.**



“As the width of the lane increased, the speed on the roadway increased... When lane widths are 1 m (3.3 ft) greater, speeds are predicted to be 15 km/h (9.4 mph) faster.”

Chart source: Fitzpatrick, Kay, Paul Carlson, Marcus Brewer, and Mark Wooldridge. 2000. “Design Factors That Affect Driver Speed on Suburban Streets.” *Transportation Research Record* 1751: 18–25.



# SAFETY THROUGH DESIGN // STREET TREES AND SIDEWALK SEPARATION

Sidewalk separation from motor vehicles: using trees to improve safety for people using the sidewalk





# SAFETY THROUGH DESIGN // STREET TREES AND SPEED REDUCTION

Street trees contribute to reducing speeding and have been shown to reduce crashes.

“A study along Orlando’s Colonial Drive compared a segment of roadway with street trees and other vertical objects along it to a segment without. It found that the segment with no trees experienced 45% **more** injurious crashes and many more fatal crashes: six versus zero.” (Walkable City Rules, Jeff Speck, pg. 186)





# SAFETY THROUGH DESIGN // STREET TREES AND CLIMATE CHANGE

Climate change and safety: street trees create shade and reduce urban heat island effects

“Street trees have been shown to create local temperature reductions as great as 15 degrees Fahrenheit.”

(Walkable City Rules, Jeff Speck, pg. 186)

The street design can incorporate more trees and can incorporate other stormwater strategies to mitigate flash flooding.





# SAFETY THROUGH DESIGN // CURB EXTENSIONS AND BULBOUTS

Bulbouts at intersections to:

Reduce crossing distance for pedestrians

Reduce turning speed of vehicles

Improve visibility so that people driving are closer to 90 degrees with the crosswalk (visual needed)





# SAFETY THROUGH DESIGN // PROTECTED BIKEWAYS

Protected bike lanes to improve safety:

Protected bike lanes improve safety for all users on a street. From a study, PBLs reduced injuries by 14.8% and reduced fatalities and serious injuries by 18.1% (New York City DOT, Safety Treatment Evaluation 2005-2018)

Protected bike lanes dramatically reduce and often prevent people from parking in bike lanes

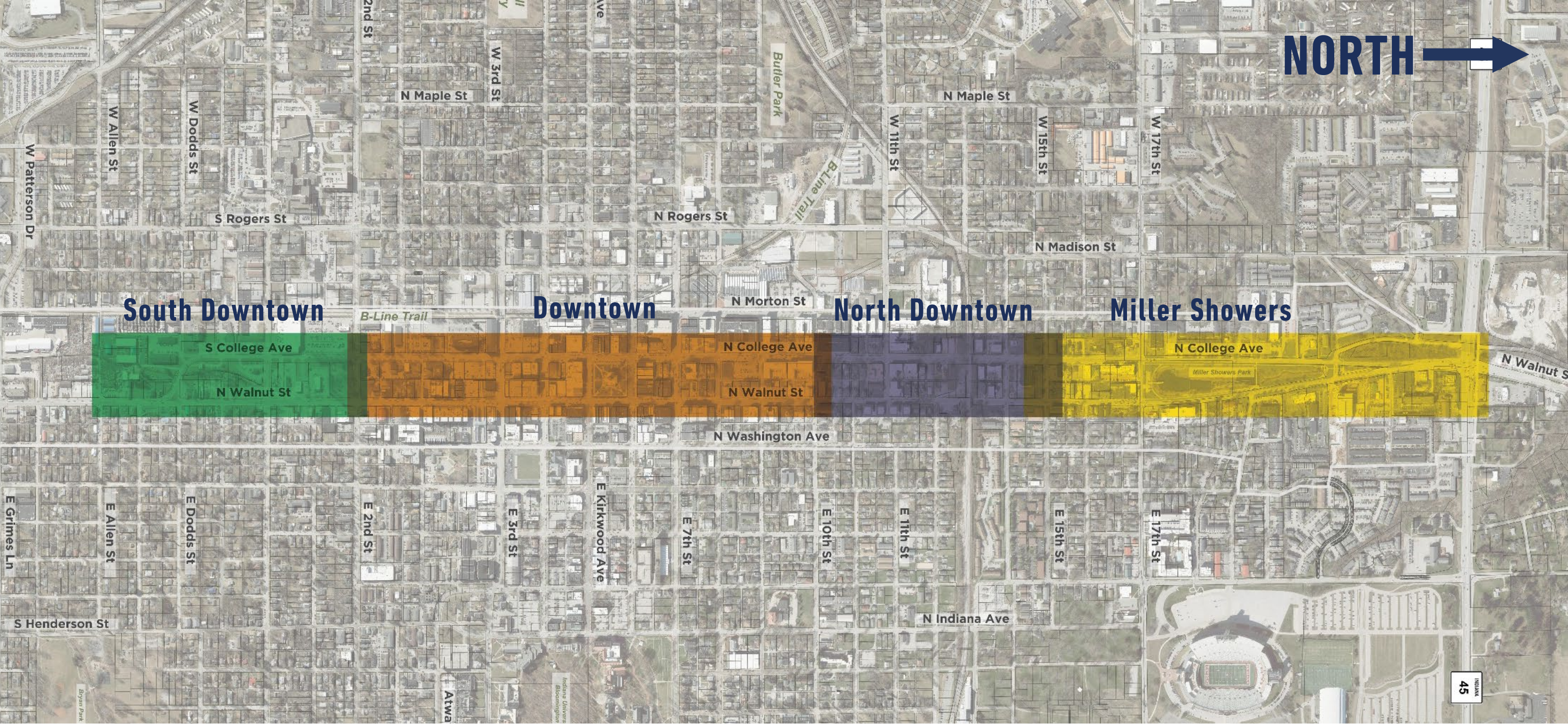
Protected bike lanes with proper buffer prevent people from opening car doors in the path of bicyclists (dooring).

Protected bike lanes can include pedestrian refuge islands at intersections





# CORRIDOR DISTRICTS

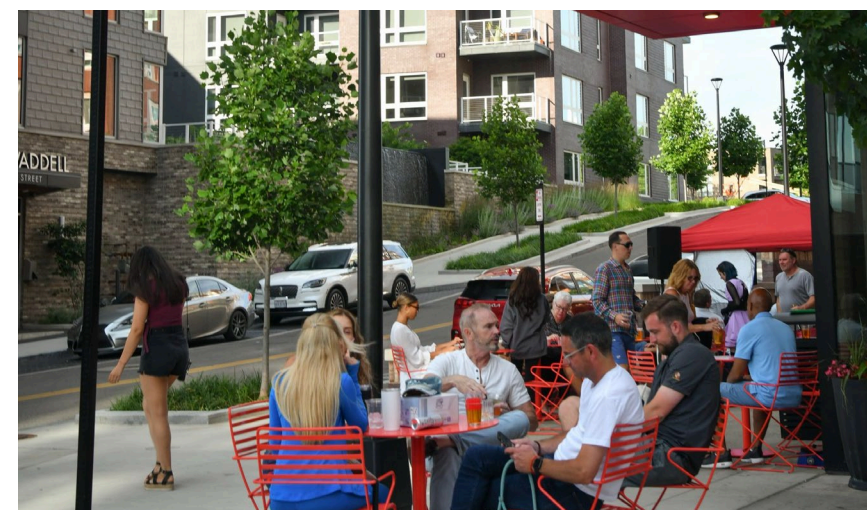




# CREATING A SENSE OF PLACE

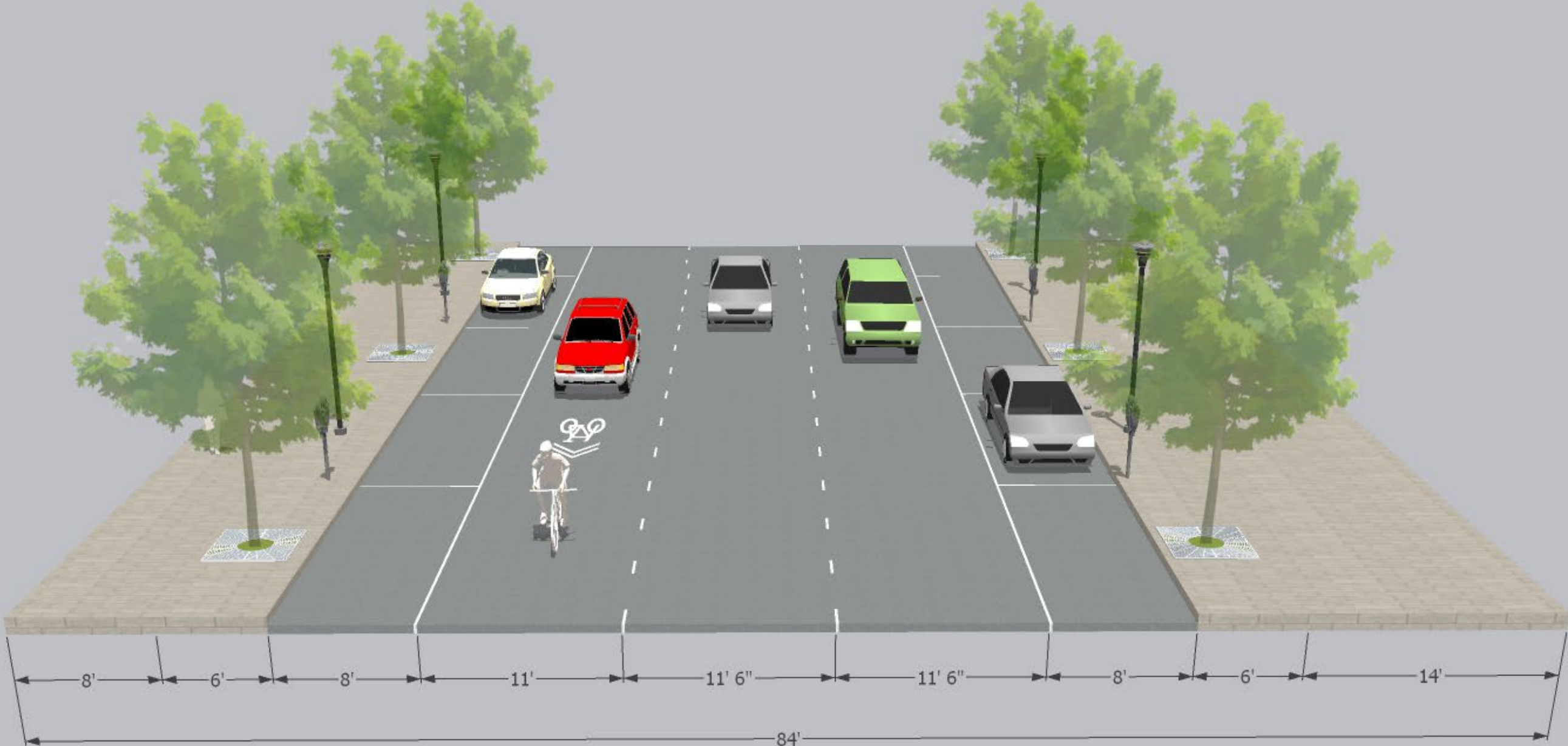
Cohesive material and furnishings  
Integrated art  
Pedestrian scale lighting

Wide sidewalks for activation  
Permanent café/retail spill out space  
Shade tree canopy



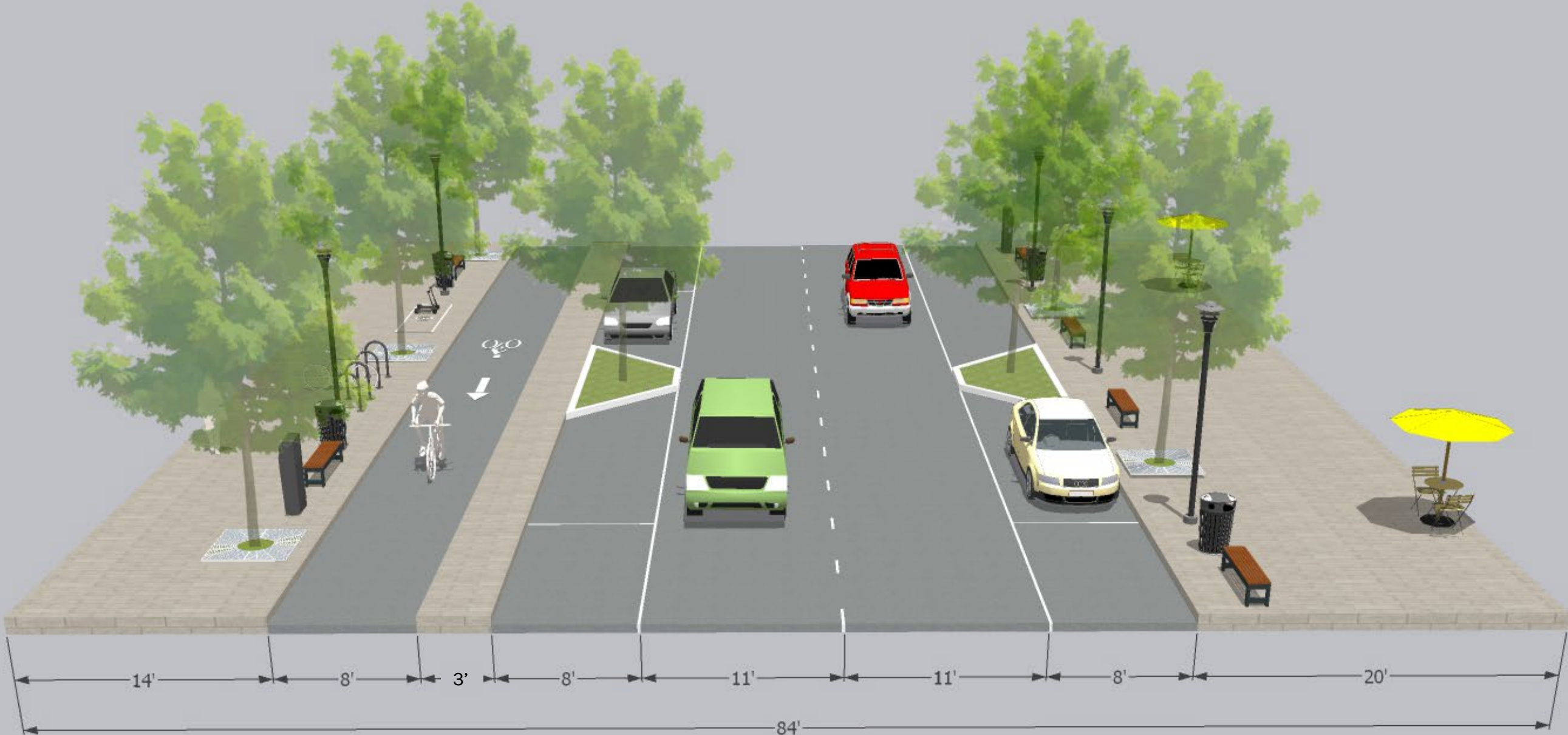


# DOWNTOWN DISTRICT // WALNUT AND COLLEGE EXISTING



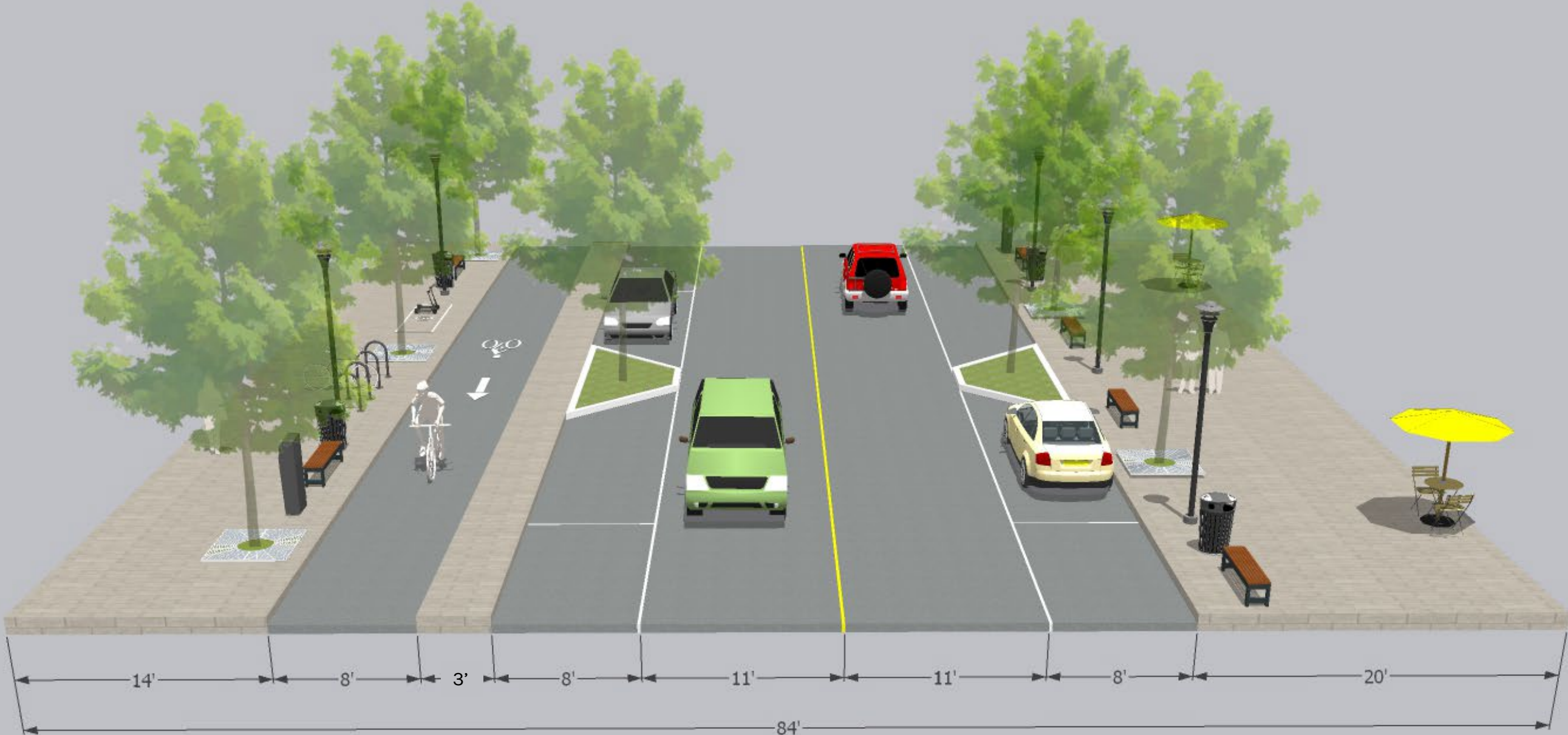


# DOWNTOWN DISTRICT // WALNUT AND COLLEGE PINE TREE CONCEPT



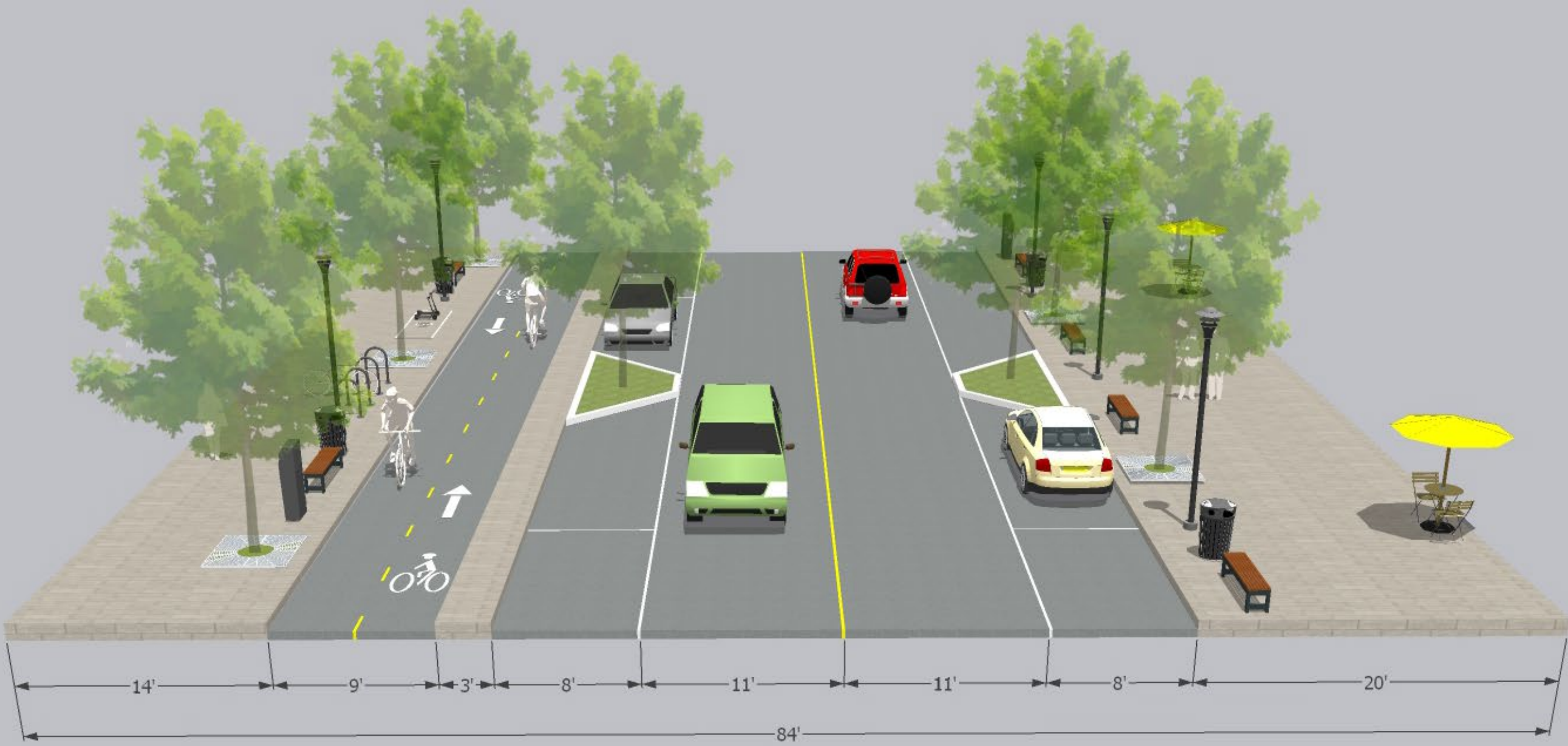


# DOWNTOWN DISTRICT // WALNUT AND COLLEGE ELM TREE CONCEPT





# DOWNTOWN DISTRICT // WALNUT AND COLLEGE SYCAMORE TREE CONCEPT



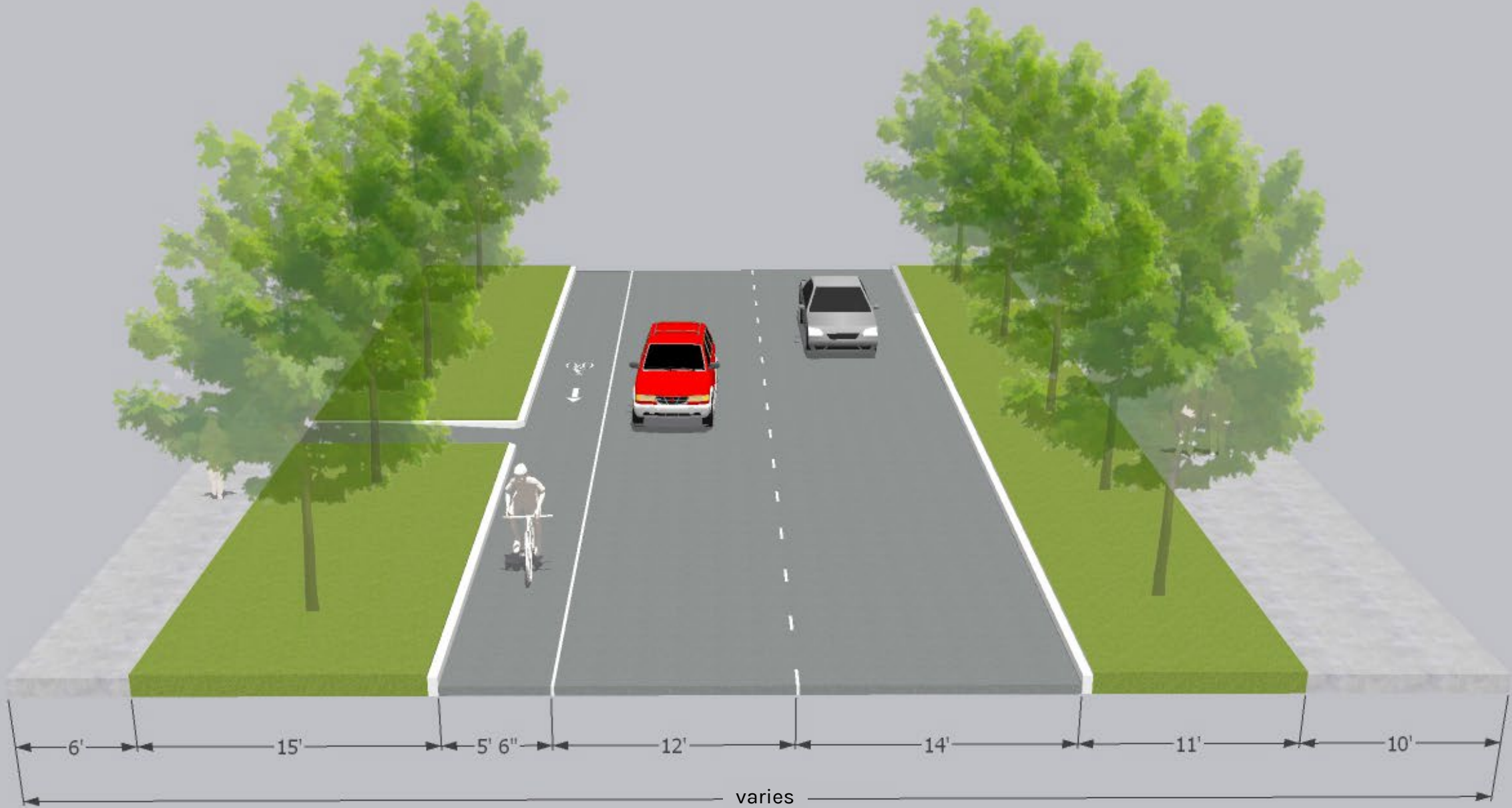


# DOWNTOWN DISTRICT // WALNUT AND COLLEGE OAK TREE CONCEPT



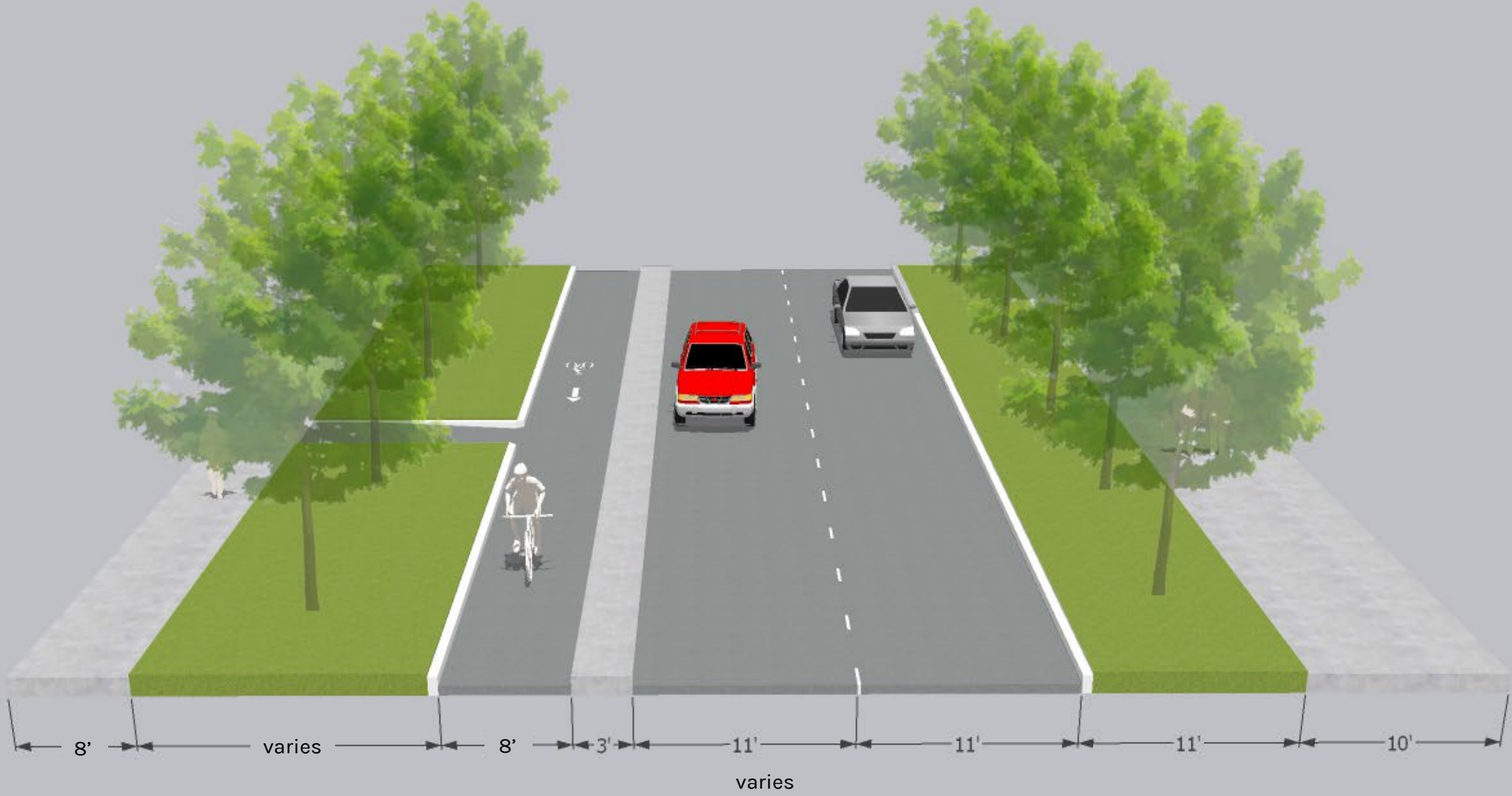


# MILLER SHOWERS DISTRICT // WALNUT AND COLLEGE EXISTING



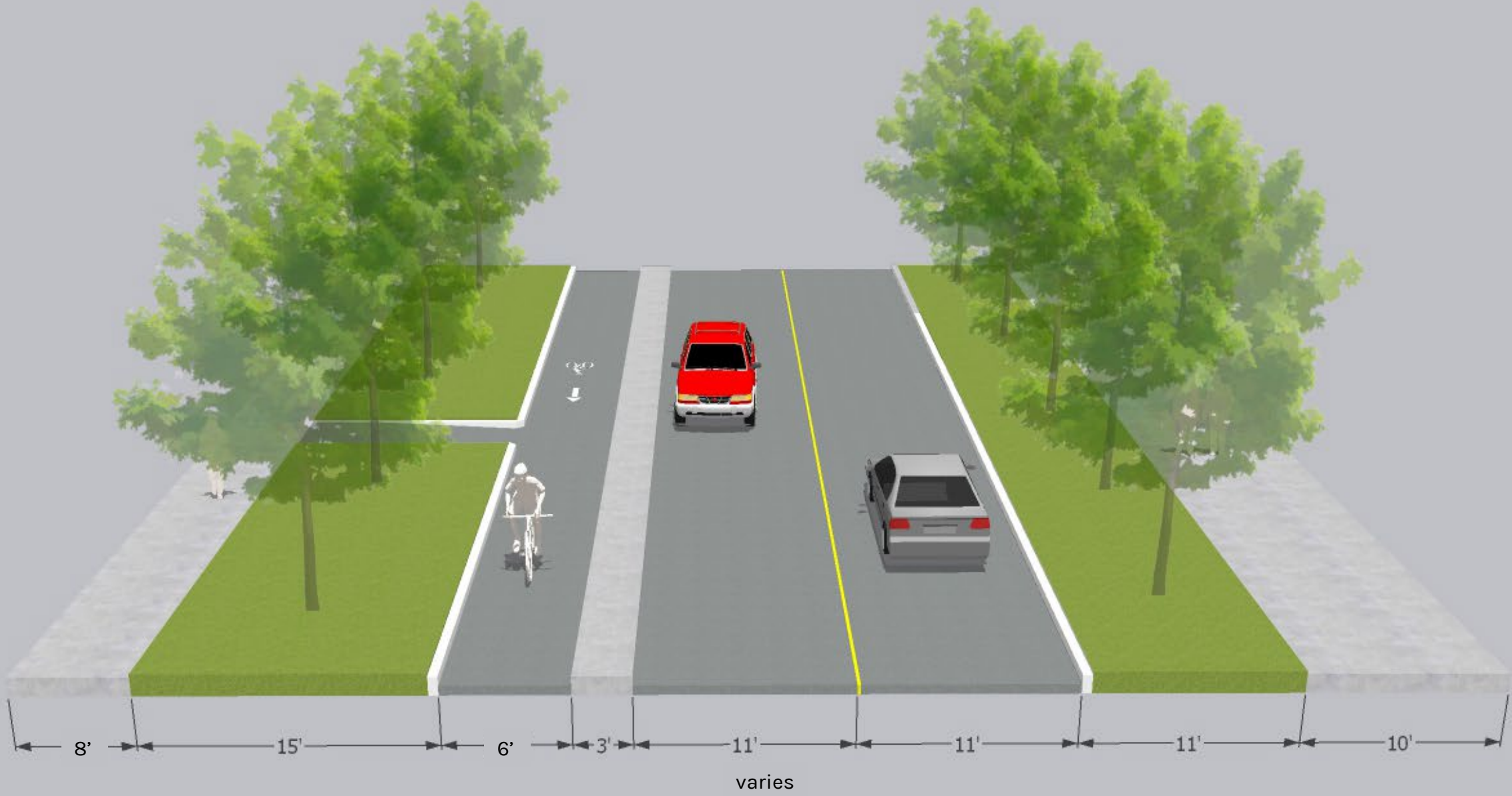


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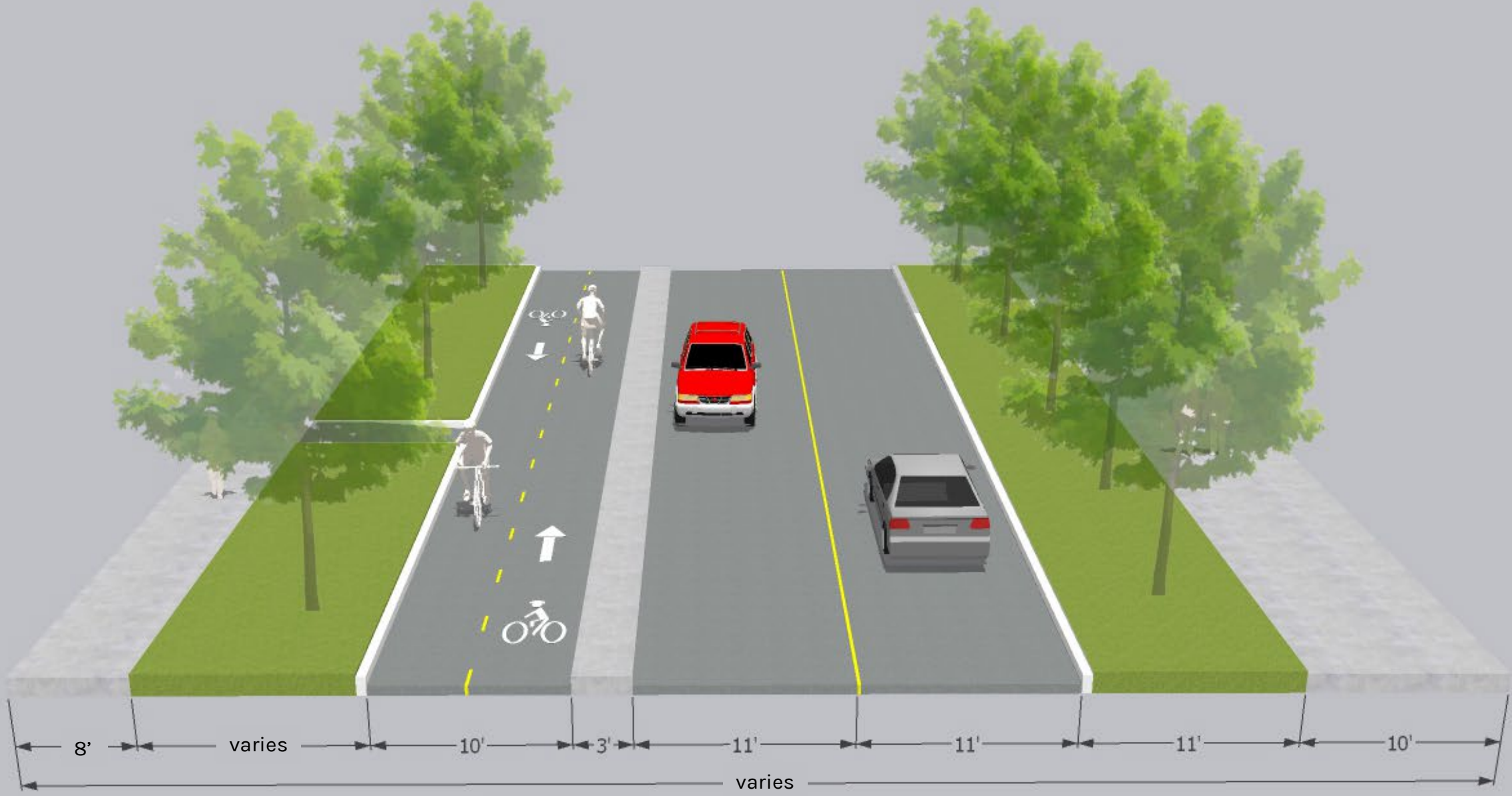


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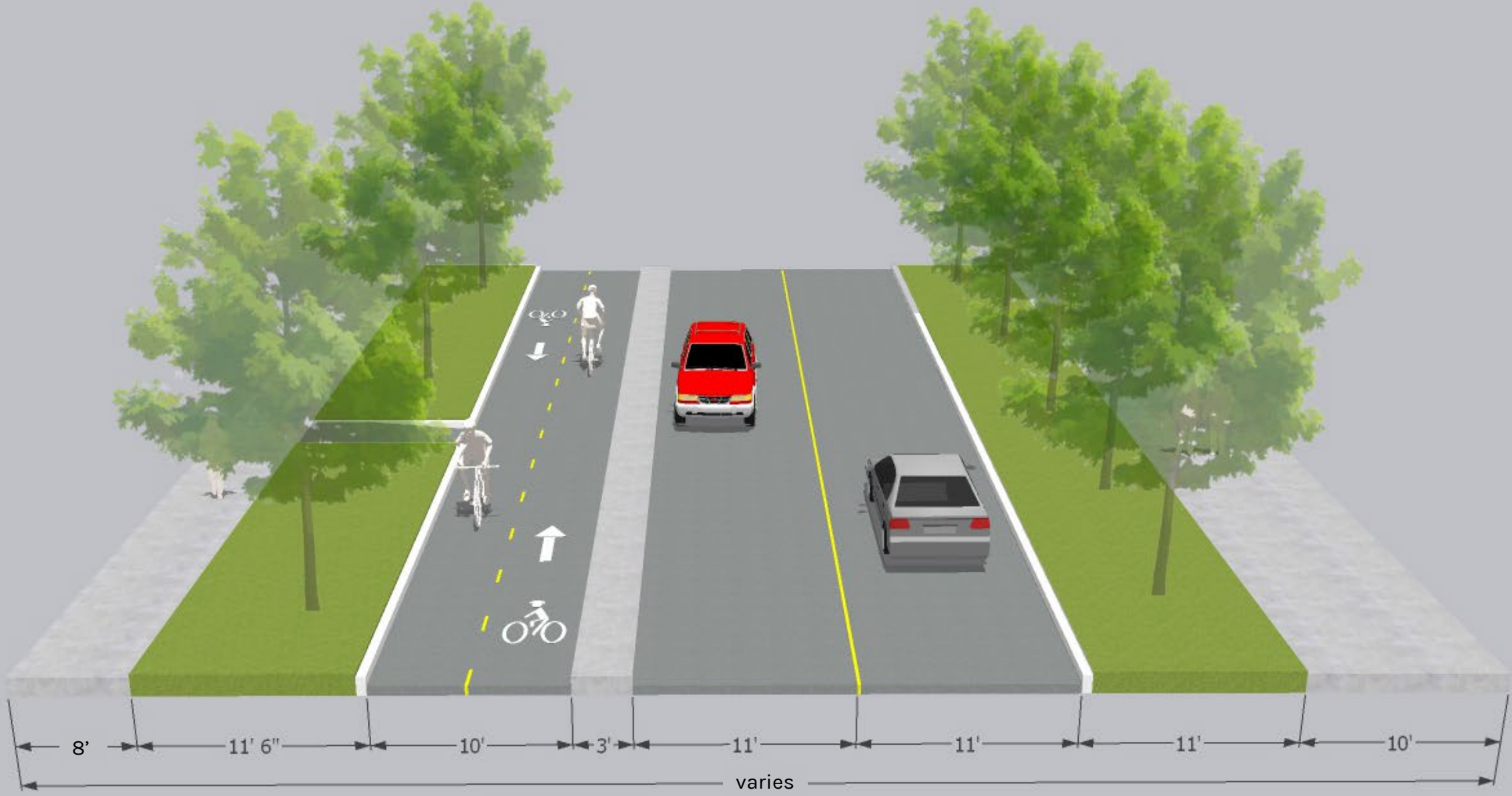


# MILLER SHOWERS DISTRICT // WALNUT AND COLLEGE SYCAMORE TREE CONCEPT



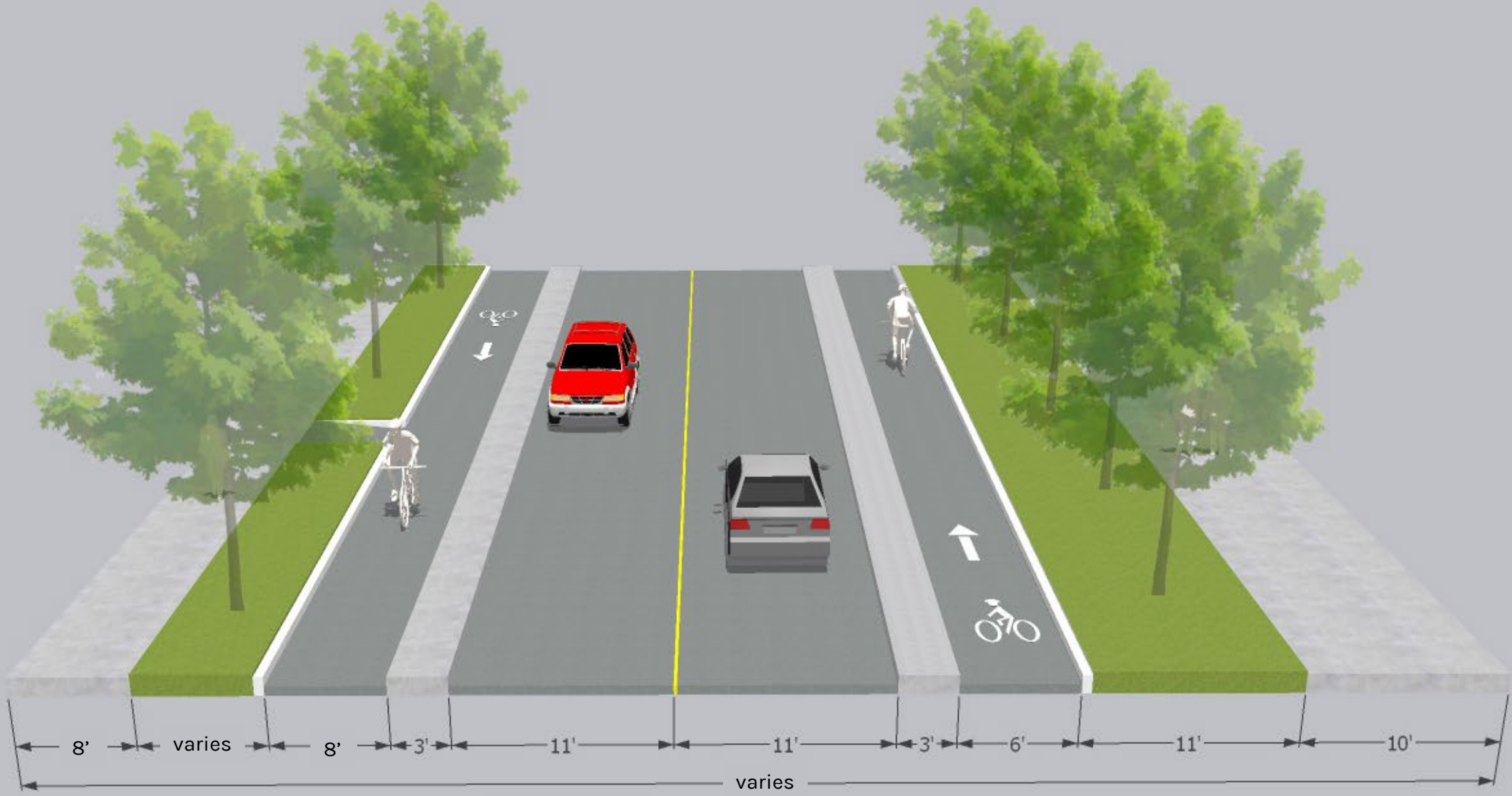


# MILLER SHOWERS DISTRICT // WALNUT AND COLLEGE SYCAMORE TREE CONCEPT





# MILLER SHOWERS DISTRICT // WALNUT AND COLLEGE SYCAMORE TREE CONCEPT





# MILLER SHOWERS DISTRICT // ENTRY EXPERIENCE





# MILLER SHOWERS DISTRICT // ENTRY EXPERIENCE





# DOWNTOWN DISTRICT // COURTHOUSE SQUARE





















































# PUBLIC MEETINGS & ENGAGEMENT WEEK SCHEDULE

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**Open Studio (9-12, 1-4)**

**and Public Workshop (6-7:30)**

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# CORRIDOR STUDY TIMELINE

## Project Team Efforts



we are here!



## Public Engagement Efforts

[bloomington.in.gov/collegeandwalnut](http://bloomington.in.gov/collegeandwalnut)



# COLLEGE WALNUT

CORRIDOR STUDY

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# THANK YOU!

