

COLLEGE WALNUT

CORRIDOR STUDY

PUBLIC WORKSHOP
TUESDAY JUNE 13, 2023



CITY OF
BLOOMINGTON

WORKSHOP AGENDA

»» Welcome	5 min
• Consultant Team Intro	
• Project Timeline & Public Meetings & Engagement Week	
»» Corridor Study Overview	10 min
• Study Focus, Goals, Opportunities and Challenges	
»» Some Food for Thought...	20 min
»» Workshop – let’s hear from you!	40min
»» Report Out & Next Steps	10 min

CONSULTANT TEAM INTRODUCTION

TOOLE
DESIGN

Our mission is to plan, design and build great streets, great pathways, and places that bring joy and dignity to peoples' lives.

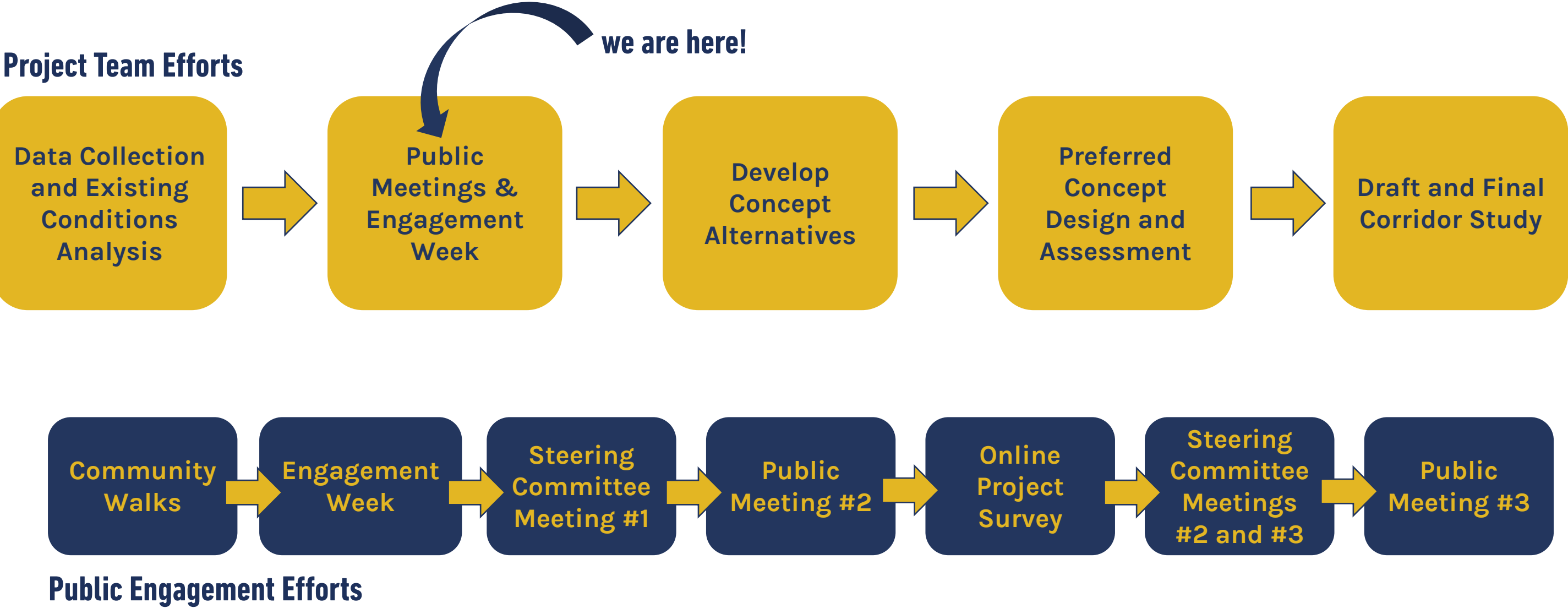


herd.

**BRANDING • MARKETING
PUBLIC RELATIONS**



CORRIDOR STUDY TIMELINE



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)**

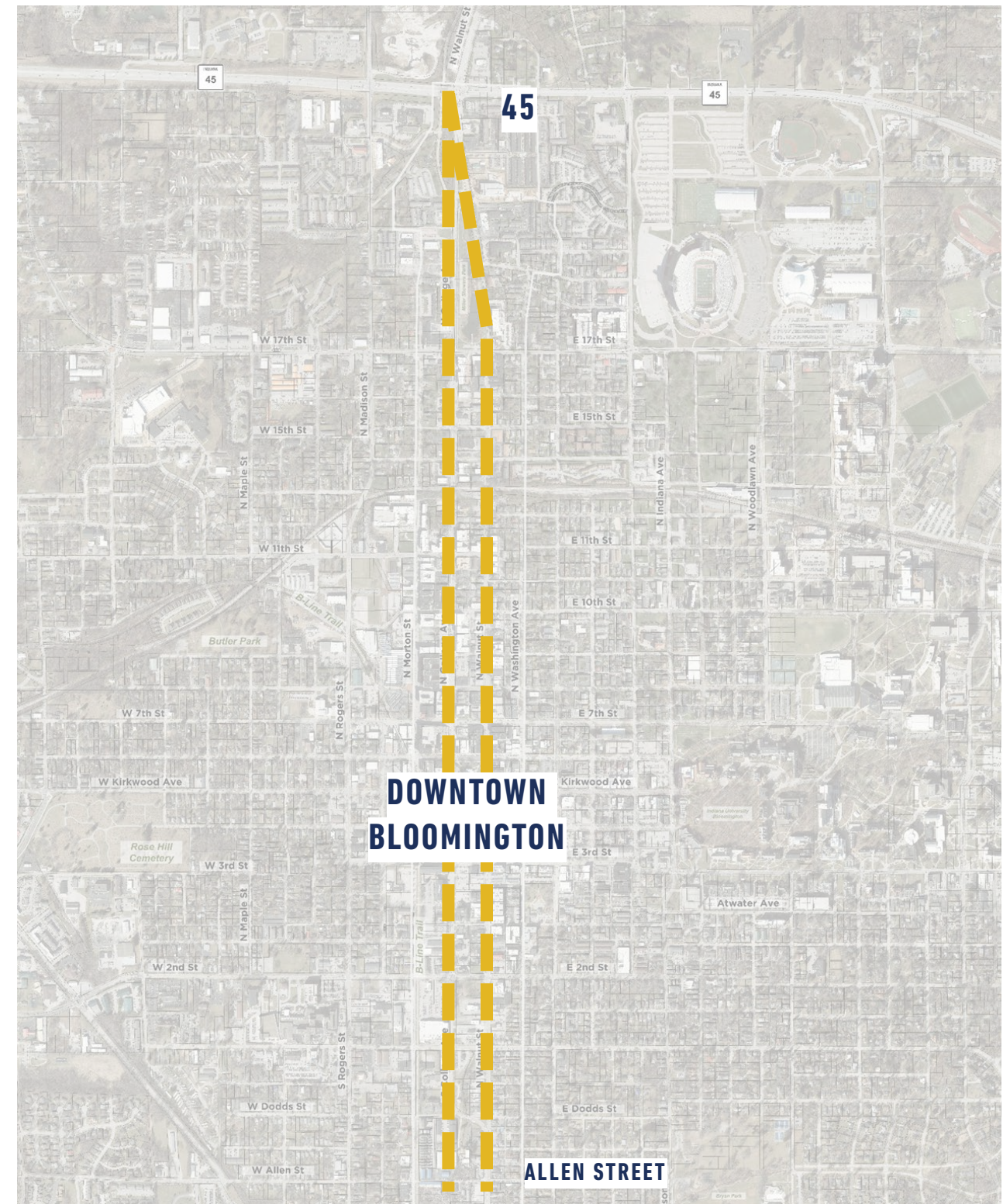
Weds, June 14: Stakeholder Interviews

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

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 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:

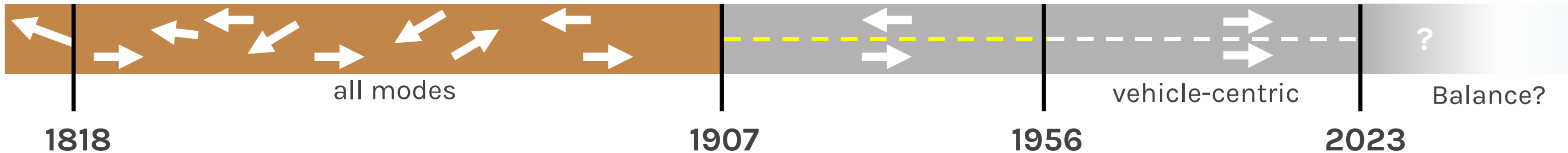
1. Provide pedestrians with safe passage and safe access along and across the length of the corridors;
2. Provide bicyclists with safe, protected bicycle paths throughout the length of the corridors;
3. Provide buses and other forms of mass transit with safe and efficient ways to travel along the corridors;
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 : ...A BRIEF HISTORY...

City of Bloomington
Founded

College & Walnut
Paved

College Ave and Walnut
Street Converted to
One-Way Pairs



Despite City's Bid For Delaying Action:
**State Orders 1-Way
On Walnut, College**



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.
- » Specific goals
- » ...and now more specific input is needed



2018 Comprehensive Plan
City of Bloomington



2018 Comprehensive Plan Goals

- Maintain historic character
- Support local businesses
- Promote walking, biking, and public transit
- Diversify housing
- Promote a sustainable downtown
- Optimize parking



2019 Transportation Plan Vision

Provide a safe, efficient, accessible and connected system of transportation that emphasizes public transit, walking, and biking to enhance options to reduce our overall dependence on the automobile.

CORRIDOR STUDY OVERVIEW : OBSERVATIONS

- » Both streets are 2 to 3 lanes, one-way
- » 2022 Average Daily Traffic Volume on each street: 7,500-17,500
- » Curbside uses include
 - » Parking
 - » Bike lanes
 - » Sidewalk café space
- » Bloomington Transit buses operate on the corridor at 30- to 60-minute frequencies



CORRIDOR STUDY OVERVIEW: OBSERVATIONS

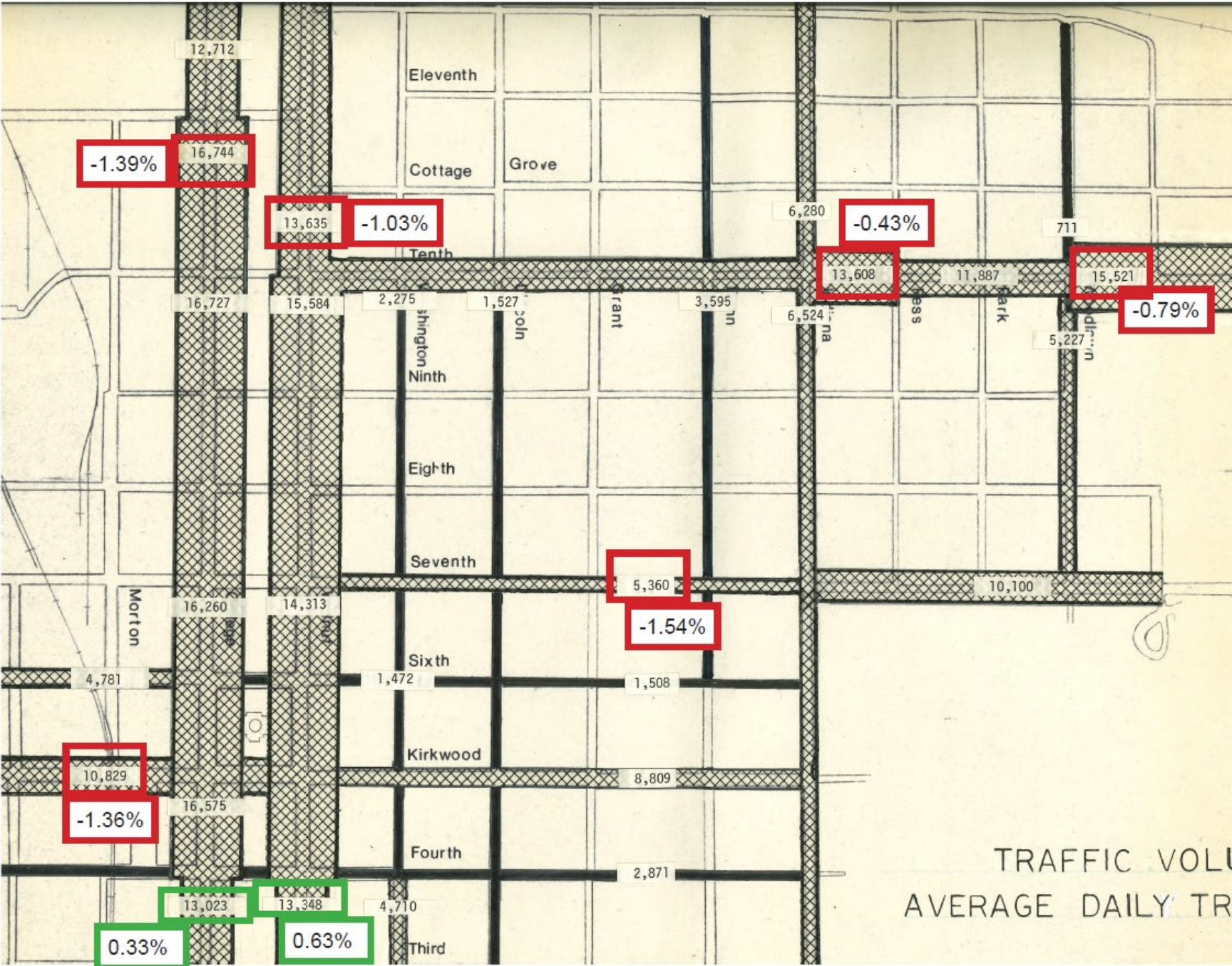
Let's talk about the Volumes...

- » 2022 Average Daily Traffic Volume on each street: 7,500-17,500

CORRIDOR STUDY OVERVIEW: OBSERVATIONS

Let's talk about the Volumes...

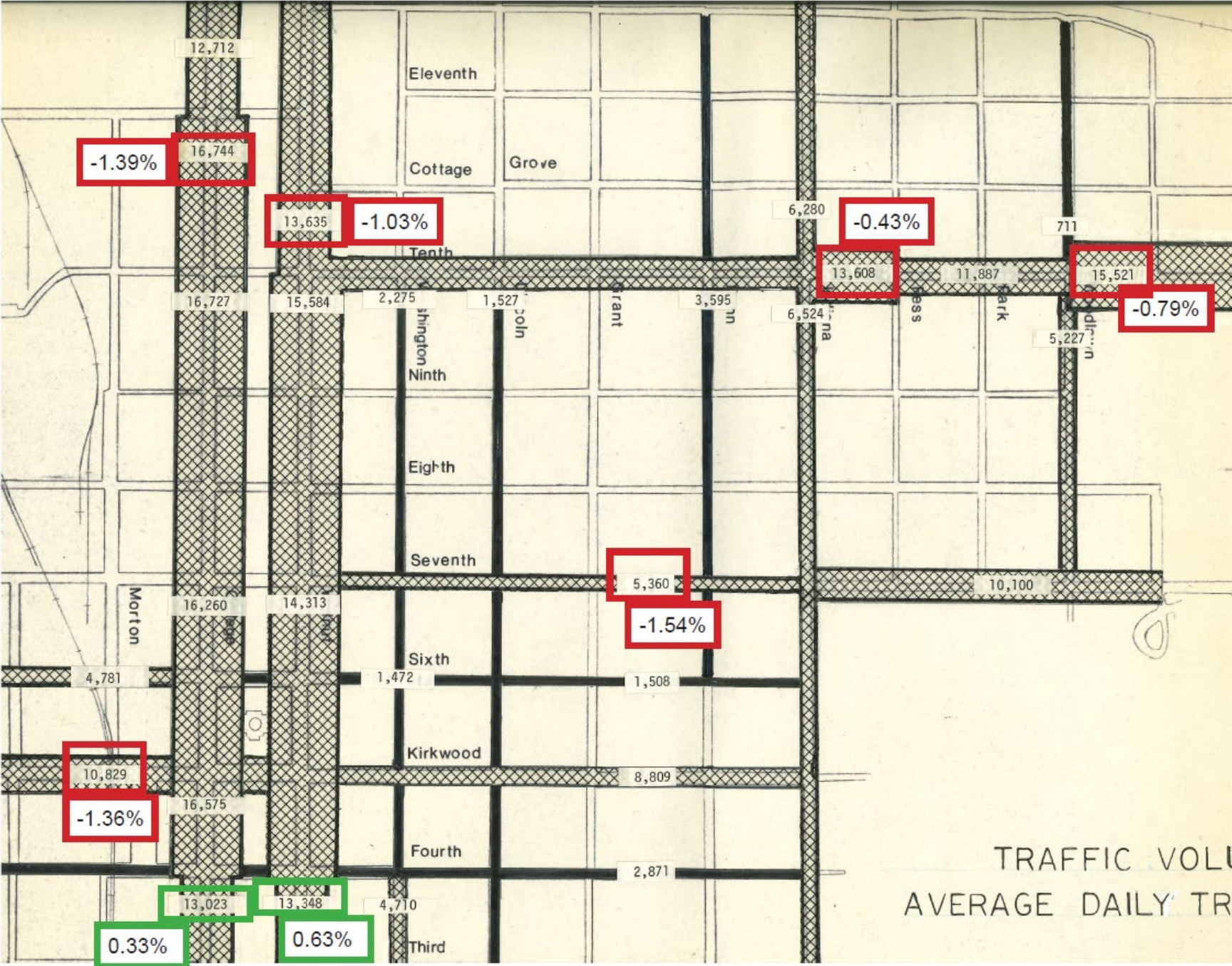
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- » 1976 volumes indicated to the right...



CORRIDOR STUDY OVERVIEW: OBSERVATIONS

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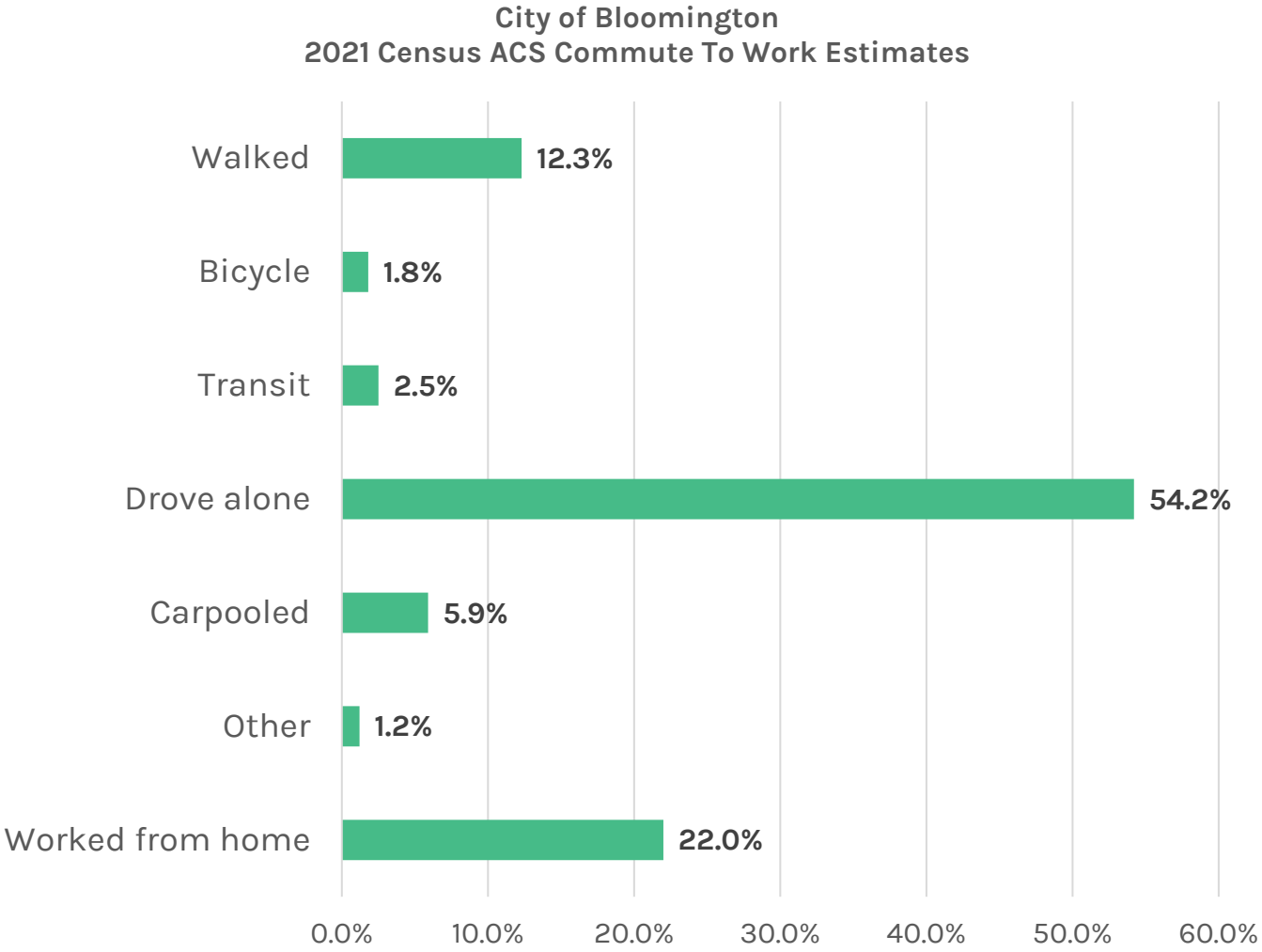
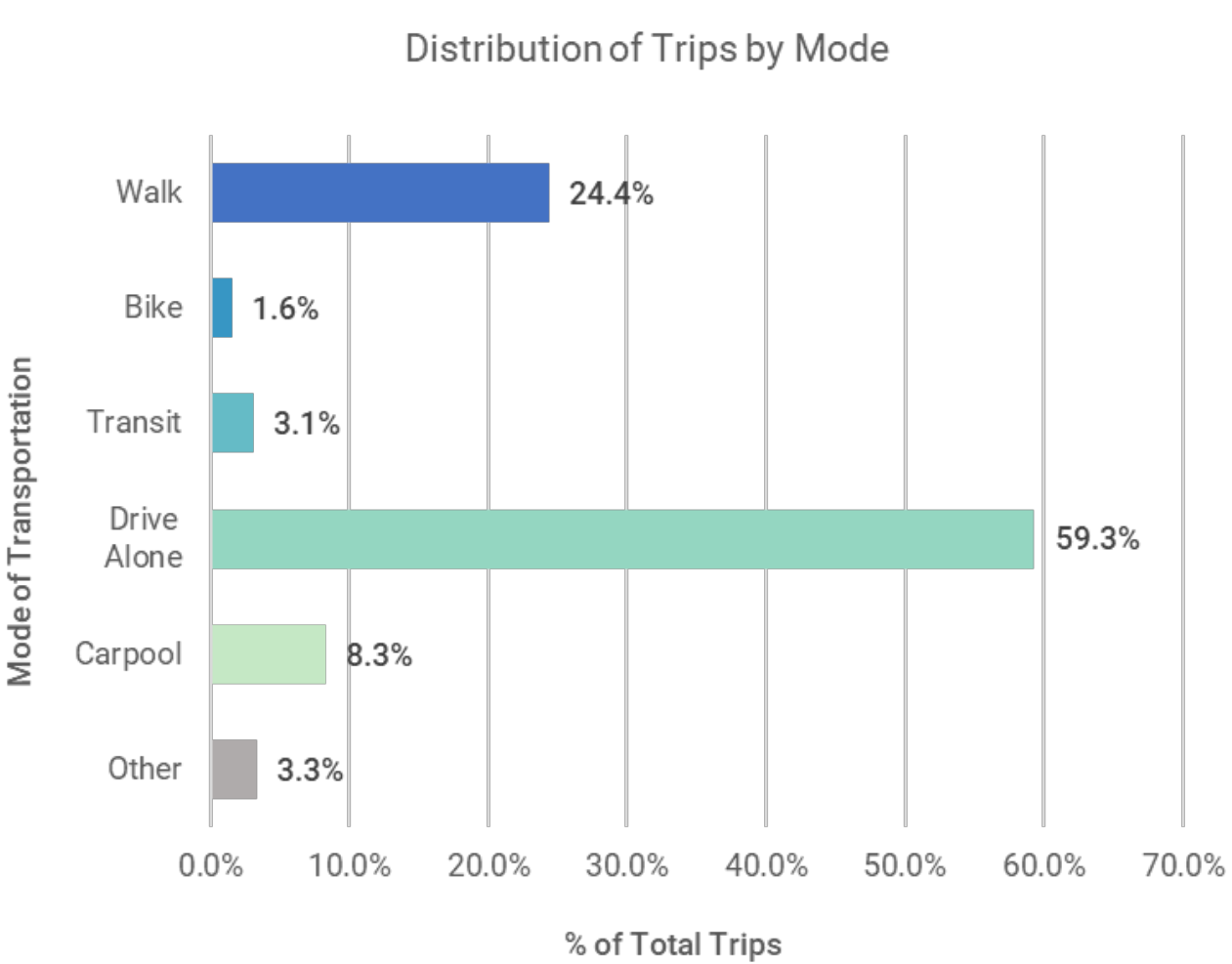
- » 2022 Average Daily Traffic Volume on each street: 7,500-17,500
- » 1976 volumes indicated to the right...
- » Increased in population by 30,000 during this timeframe...



CORRIDOR STUDY OVERVIEW : OBSERVATIONS

DAILY TRIPS ORIGINATING IN THE STUDY AREA

REPLICA Model Estimates

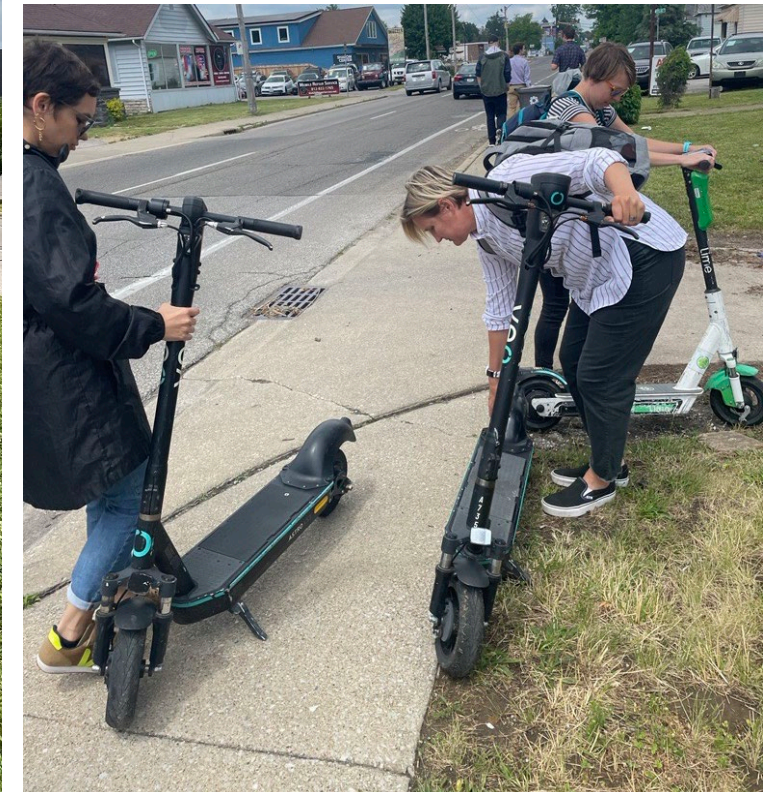


title/idea

CORRIDOR STUDY OVERVIEW : OBSERVATIONS

SAFETY

- » ~150 crashes along the project length each year
- » Speeds exceeding the speed limits and repeat crash locations
- » 5 years of data 2018-2022:
 - 40 serious injury crashes**
 - 24 people driving a car
 - 1 person driving a motorcycle
 - 12 people walking
 - 1 person riding a bike
 - 1 person riding a scooter
 - 4 fatal crashes**
 - 2 people driving a car
 - 1 person walking
 - 1 person riding a scooter



CORRIDOR STUDY OVERVIEW : OBSERVATIONS

ACCESSIBILITY

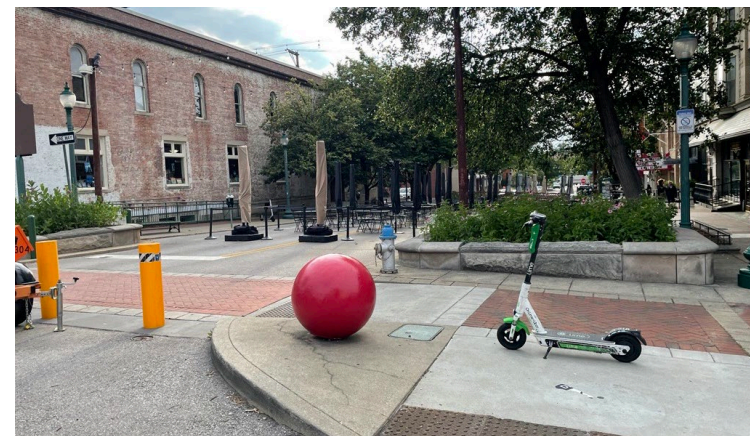
- » Inaccessible pedestrian network
- » Incomplete pedestrian network
- » Other aspects of accessibility for all modes (to businesses, for bicyclists (end of trip facilities?))



CORRIDOR STUDY OVERVIEW : OBSERVATIONS

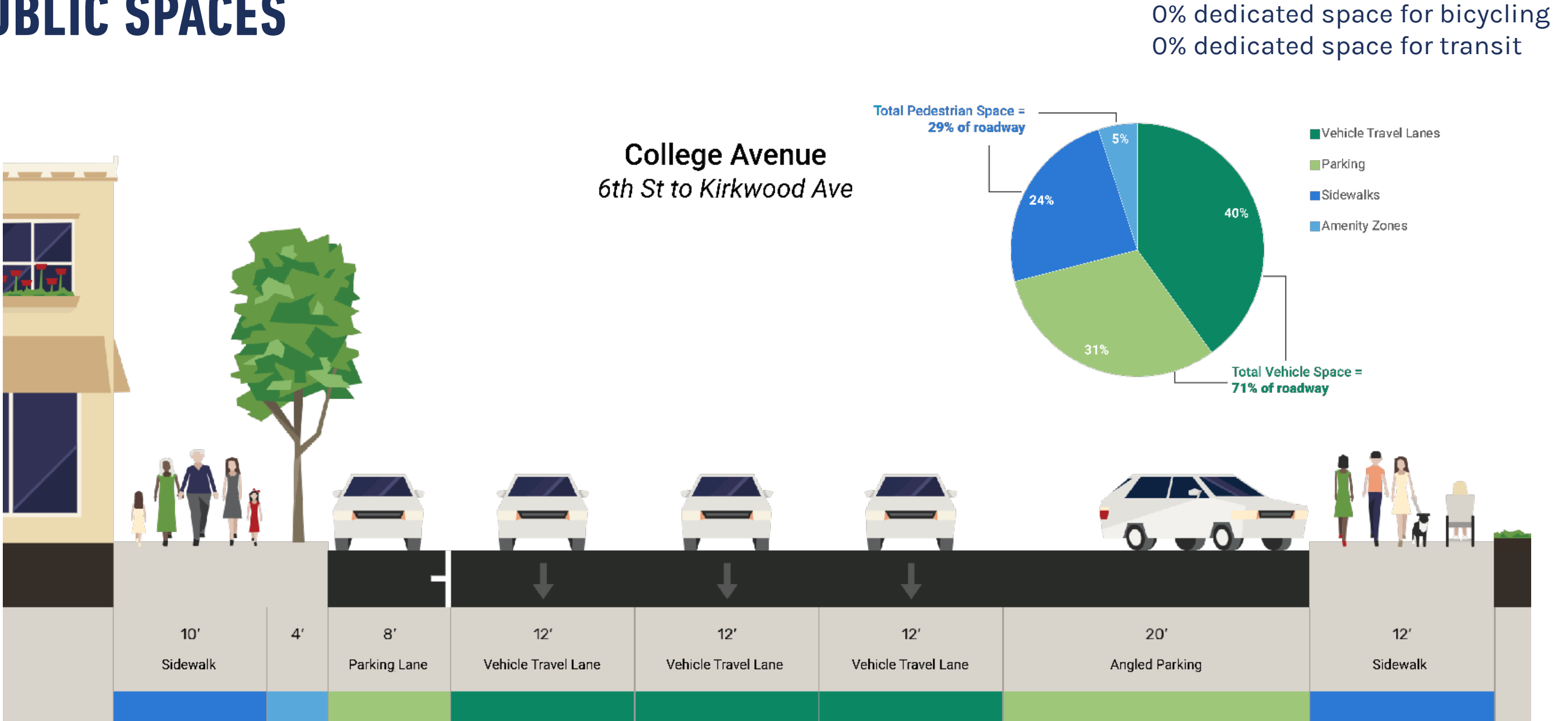
PUBLIC SPACES

- » Some great things going on in places!
- » Challenges in others – narrow sidewalks, things in walking spaces
- » Lots of opportunities to...
 - » increase economic vitality and better support adjacent land uses
 - » embody the identity of Bloomington
 - » think creatively about what things we want to incorporate into the streets either more permanently or flexibly
 - » evaluate using our public space in a way that reflects our community values
- » You tell us...!



CORRIDOR STUDY OVERVIEW : OBSERVATIONS

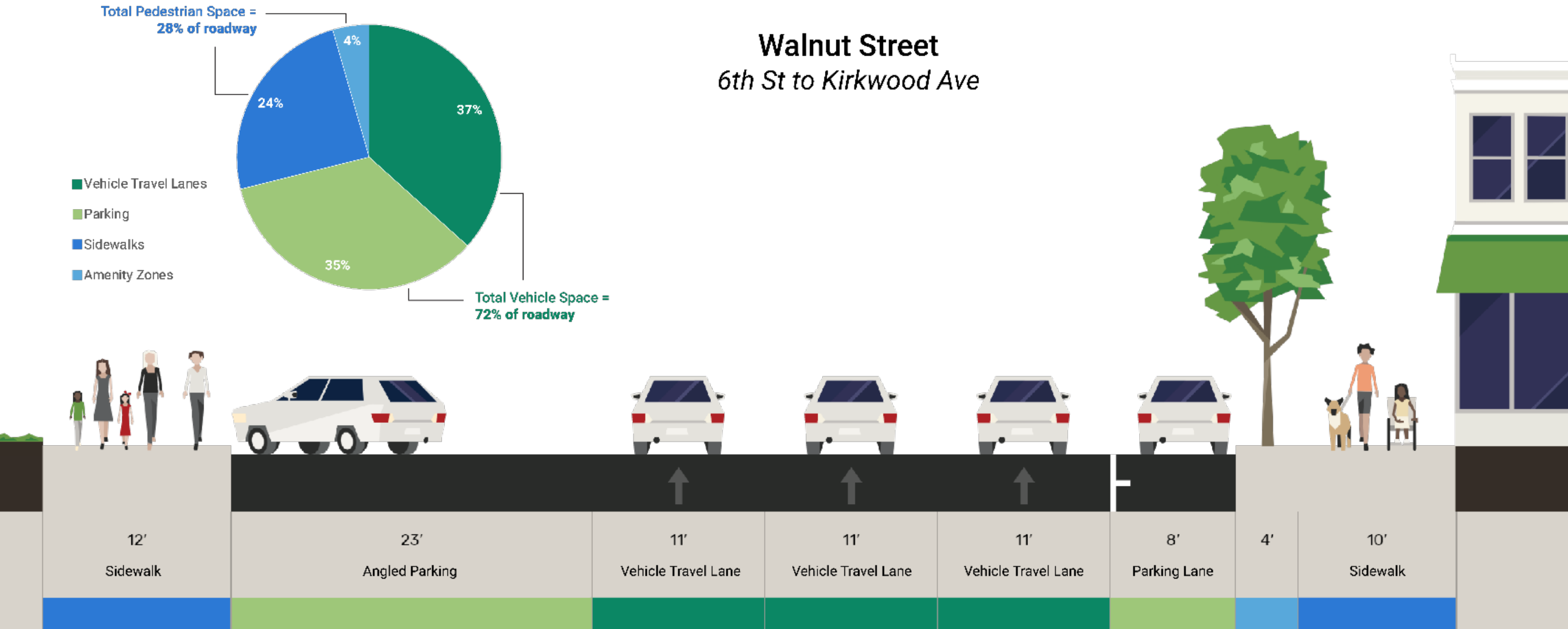
PUBLIC SPACES



CORRIDOR STUDY OVERVIEW : OBSERVATIONS

PUBLIC SPACES

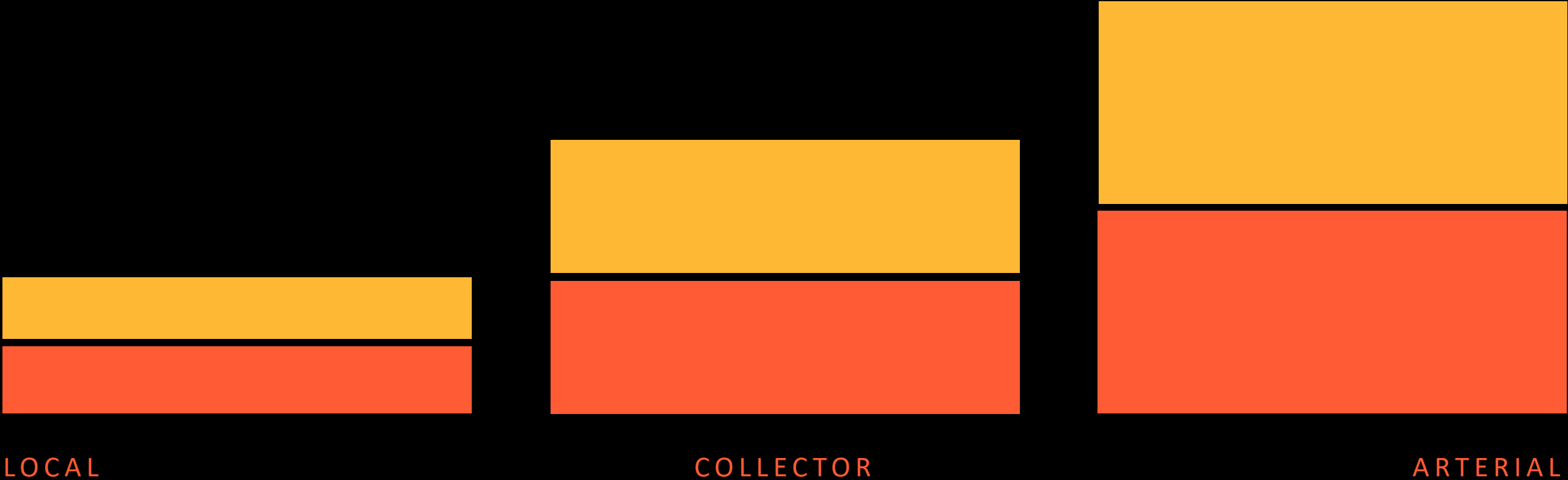
0% dedicated space for bicycling
0% dedicated space for transit



Food for thought....

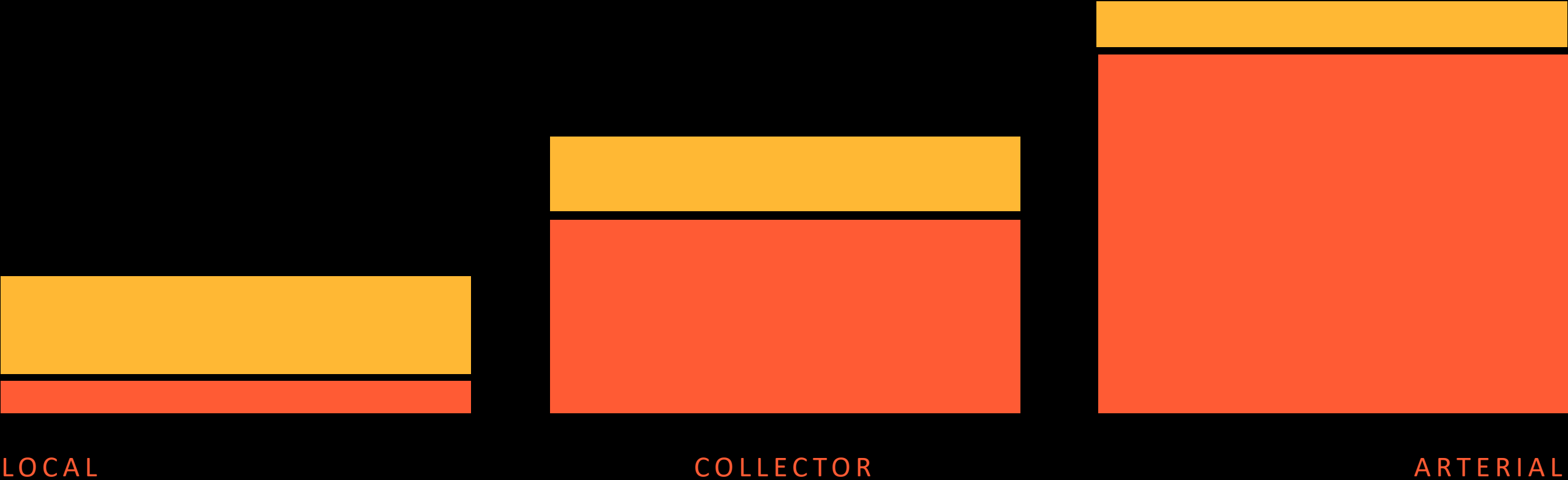
Traditional Conception of the Purpose of Streets

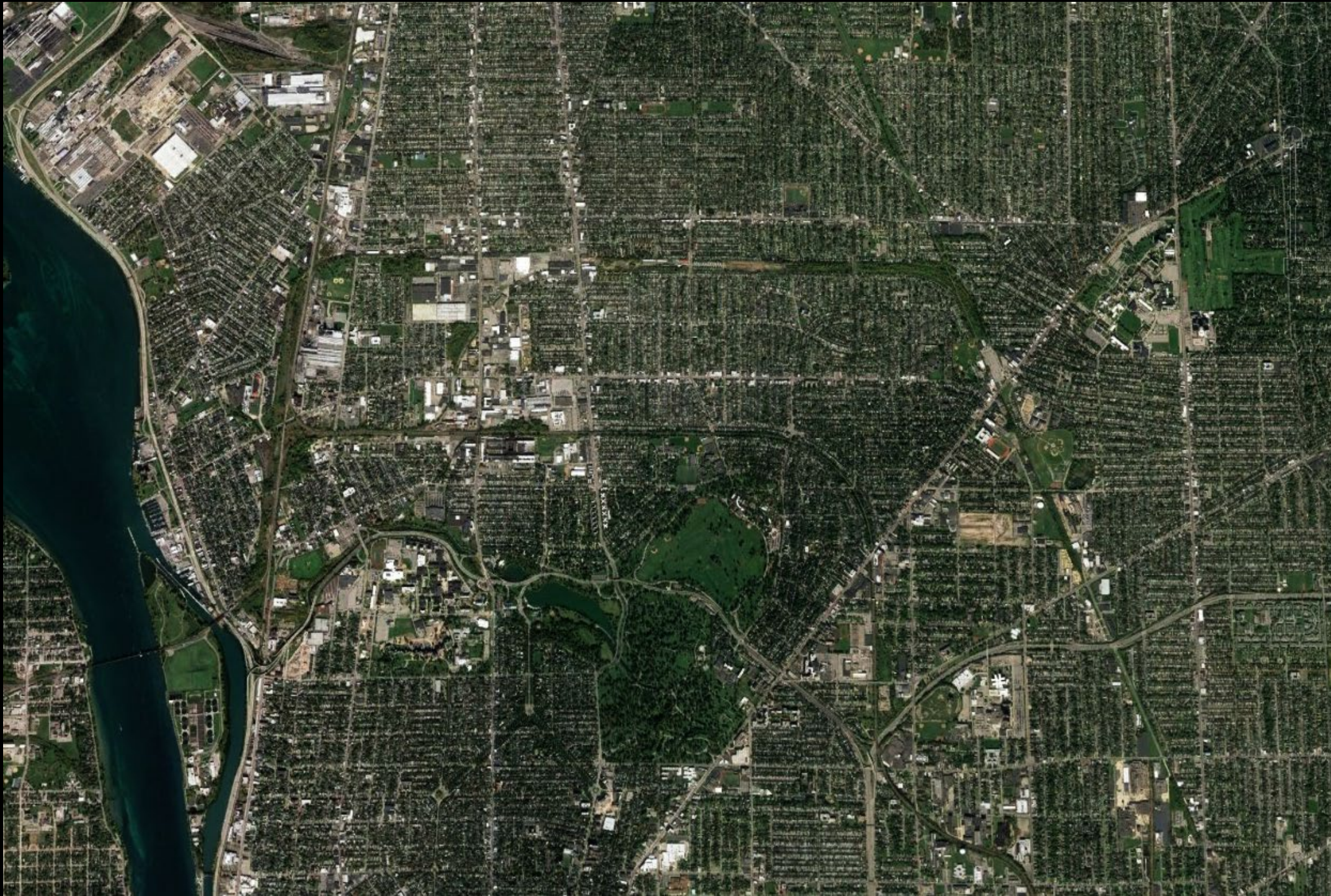
- ACCESS
- THROUGHPUT



Conventional Conception of the Purpose of Streets

- ACCESS
- THROUGHPUT





Buffalo, NY



Salt Lake City, UT

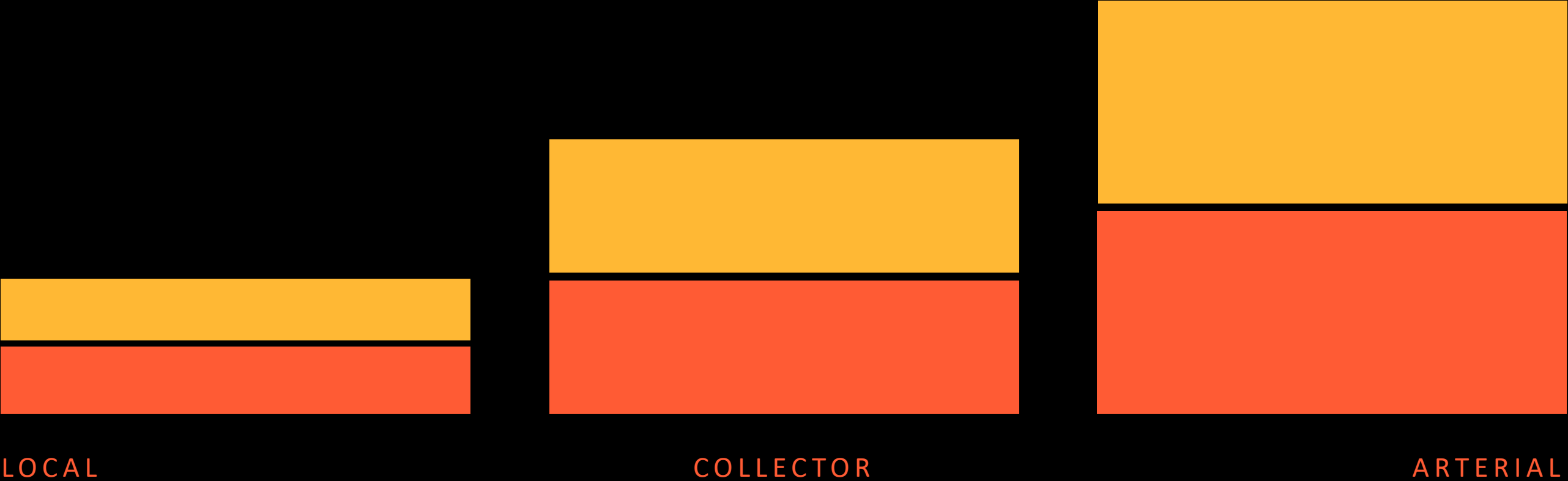


Can you see where the
arterial streets are?

Bloomington, IN

Traditional Conception of the Purpose of Streets

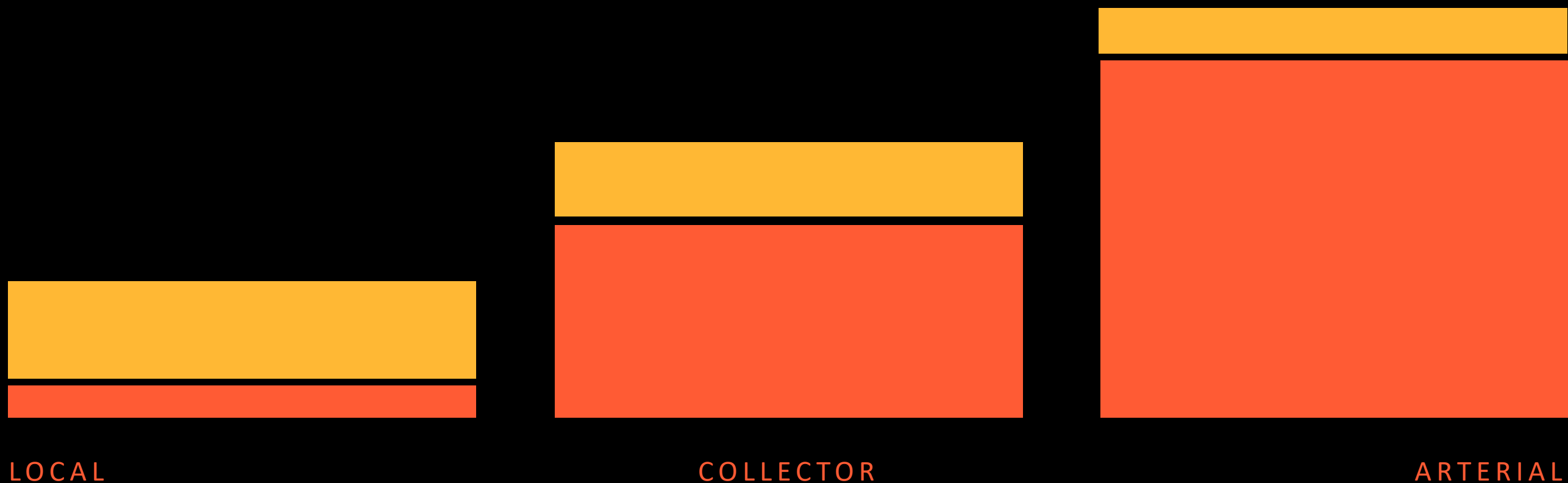
- ACCESS
- THROUGHPUT



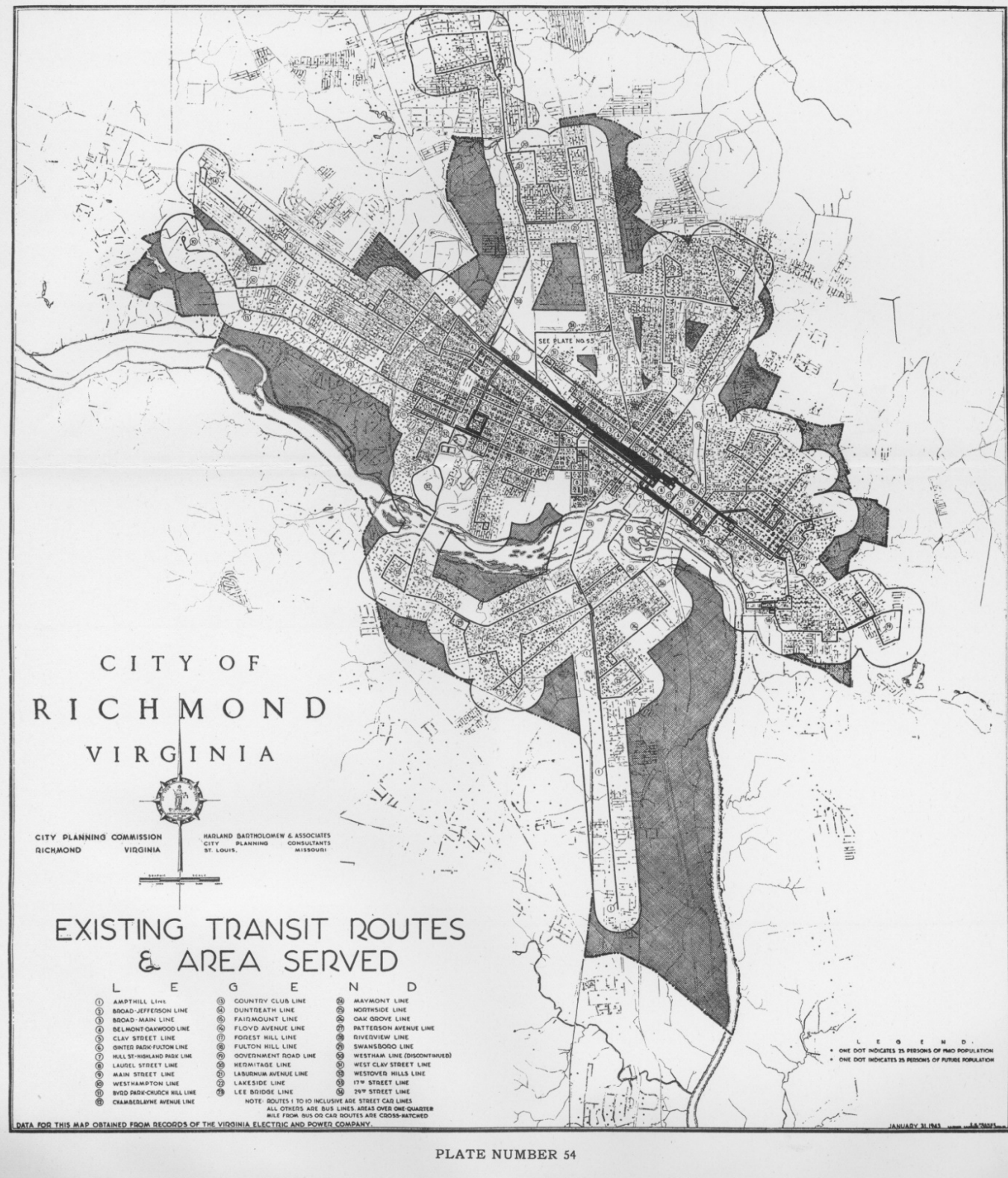


Conventional Conception of the Purpose of Streets

● ACCESS
● THROUGHPUT









Source: City of Richmond VA



May 2023







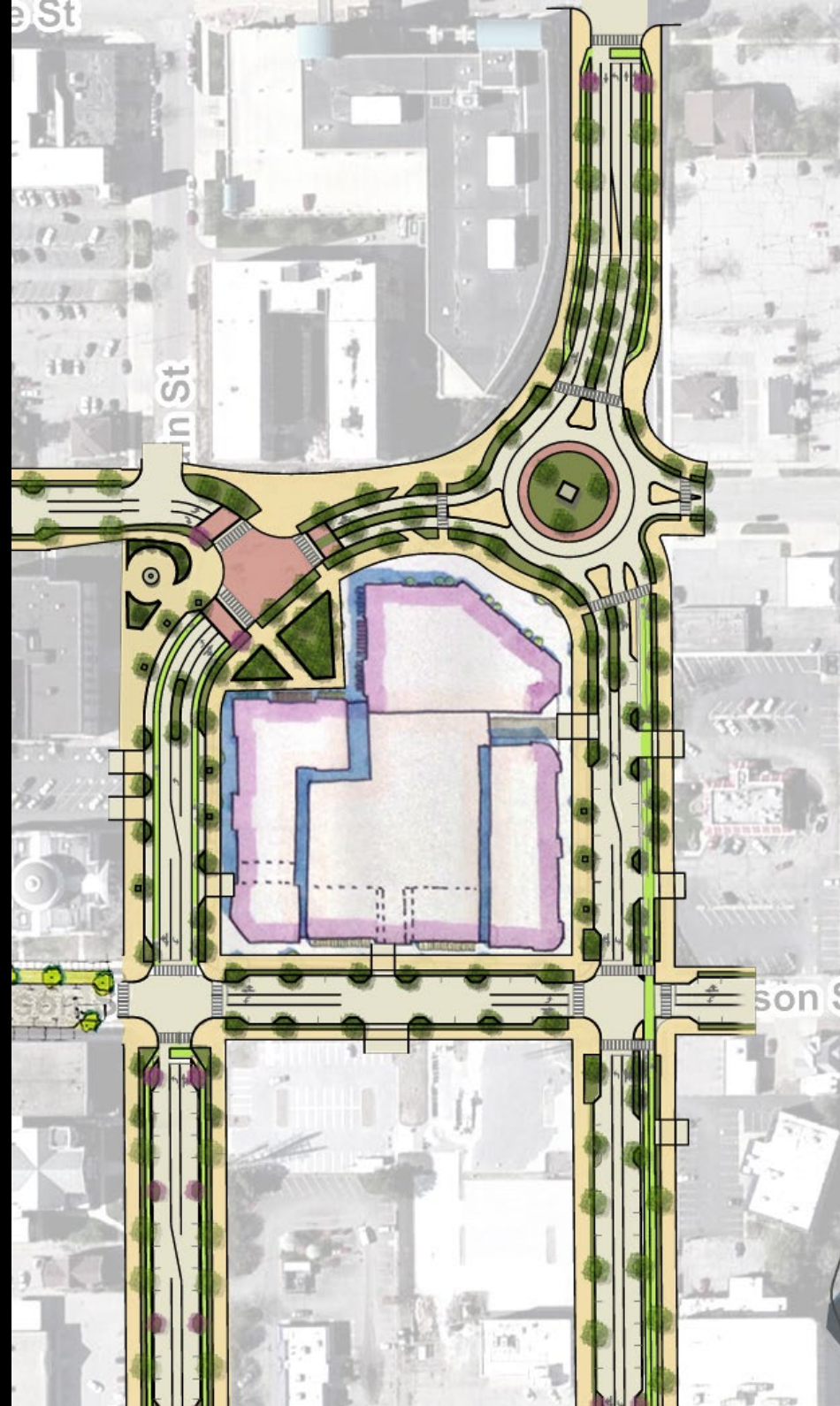














An aerial, isometric view of a detailed model of ancient Rome. The city is densely packed with various structures, including numerous temples with columns, large public buildings, and a prominent circular amphitheater (the Colosseum) on the right. A large, multi-tiered aqueduct is visible in the lower-left quadrant. The overall color palette is warm, with shades of tan, brown, and muted green for the vegetation.

The purpose of cities is to advance efficient and effective exchange.

Efficient: minimal use of resources (land, energy, time ...)

An aerial, sepia-toned illustration of ancient Rome, showing a dense grid of buildings, temples, and the Colosseum. The image serves as a background for the text.

The purpose of cities is to advance efficient and effective exchange.

The “transportation purpose” of cities is to minimize long-distance travel.

Efficient: minimal use of resources (land, energy, time ...)

An aerial, sepia-toned illustration of ancient Rome, showing a dense grid of buildings, temples, and the Colosseum. The text is overlaid in bold black font.

The purpose of cities is to advance efficient and effective exchange.

The “transportation purpose” of cities is to minimize long-distance travel.

The “land use purpose” of cities is to concentrate the components for civic life.

Efficient: minimal use of resources (land, energy, time ...)

**How do you change a
conventionally designed
place into a great place?**

How do you change a conventionally designed place into a great place?



How do you change a conventionally designed place into a great place?



How do you change a conventionally designed place into a great place?



People's
Experiences

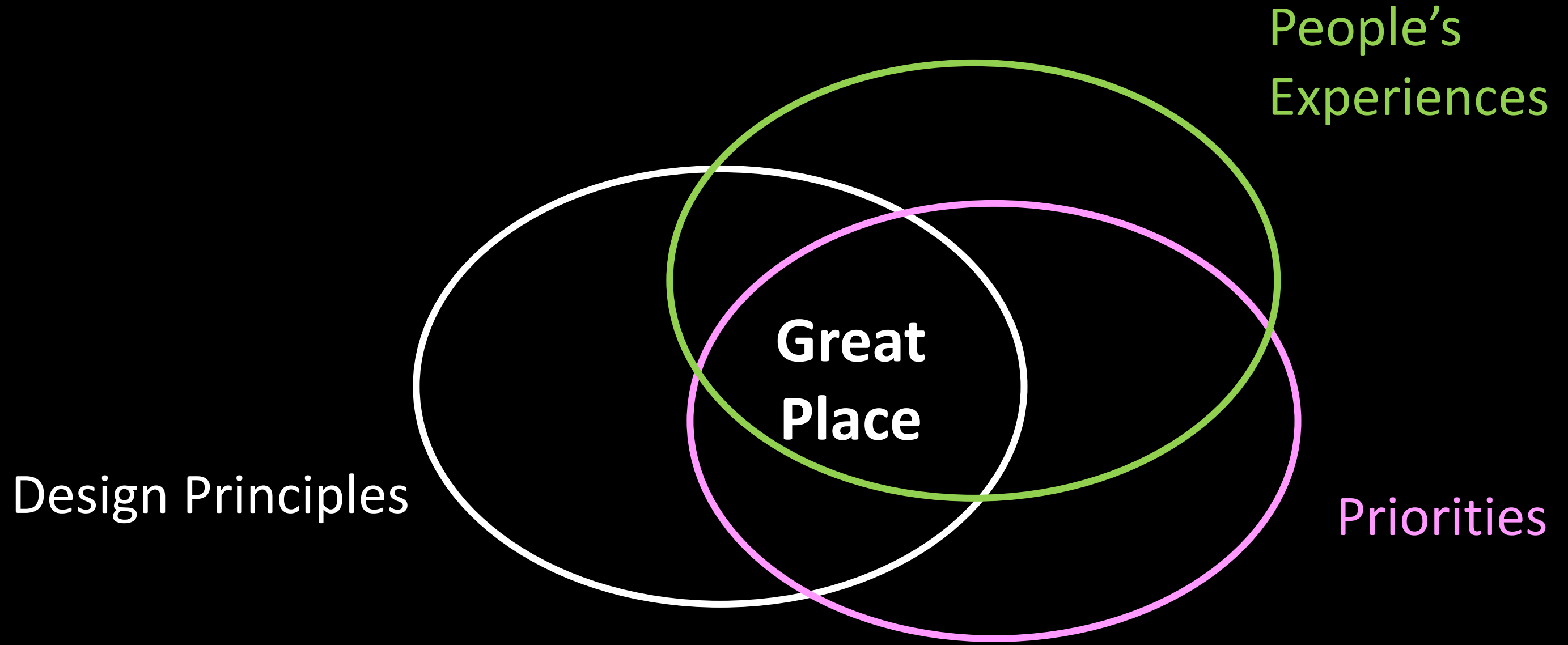


Great
Place

Design Principles

People's
Experiences

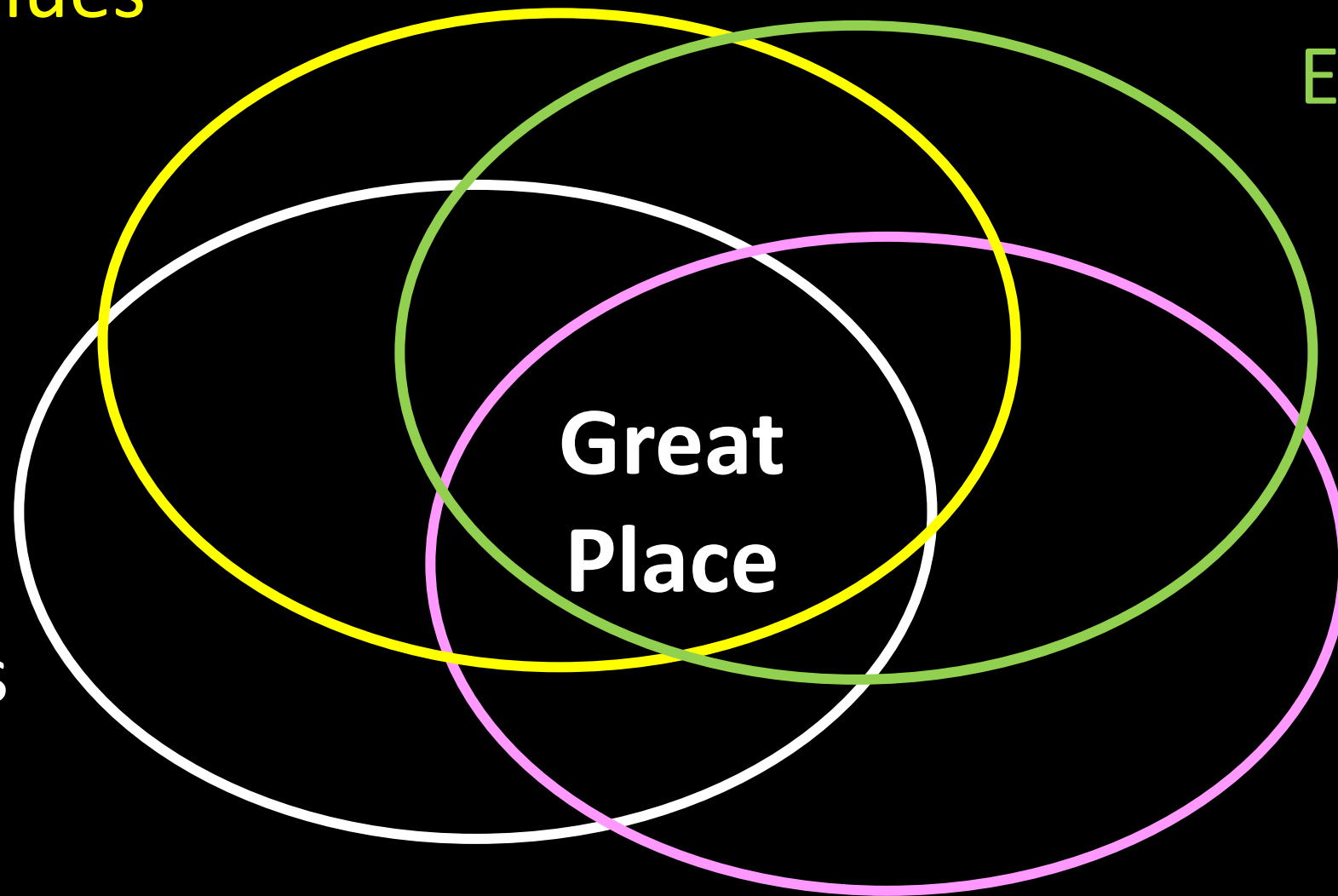




Community Values

Preservation
Correction
Creation
Culture & History

People's
Experiences



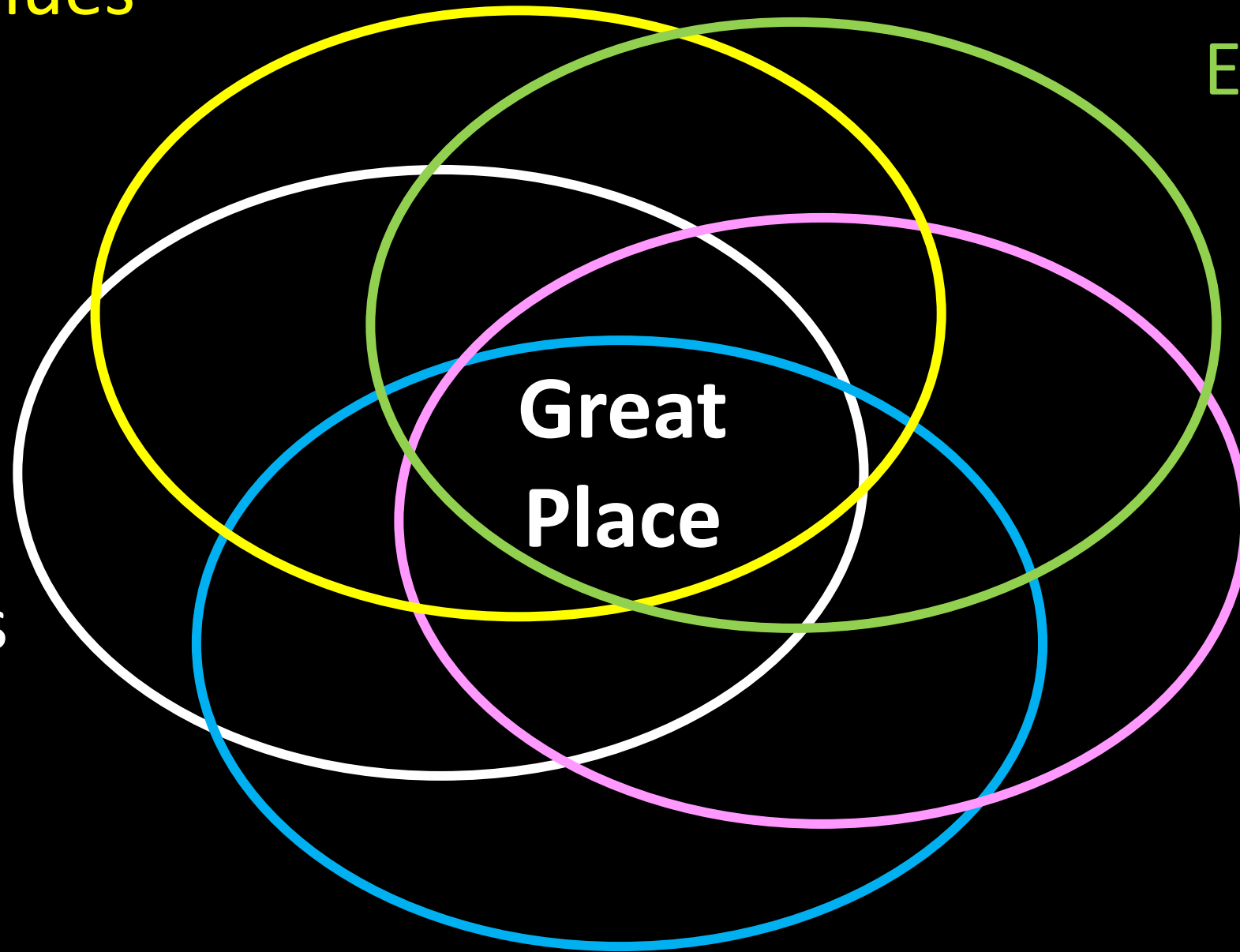
Design Principles

Priorities

Community Values

Preservation
Correction
Creation
Culture & History

People's
Experiences



Design Principles

Priorities

Process

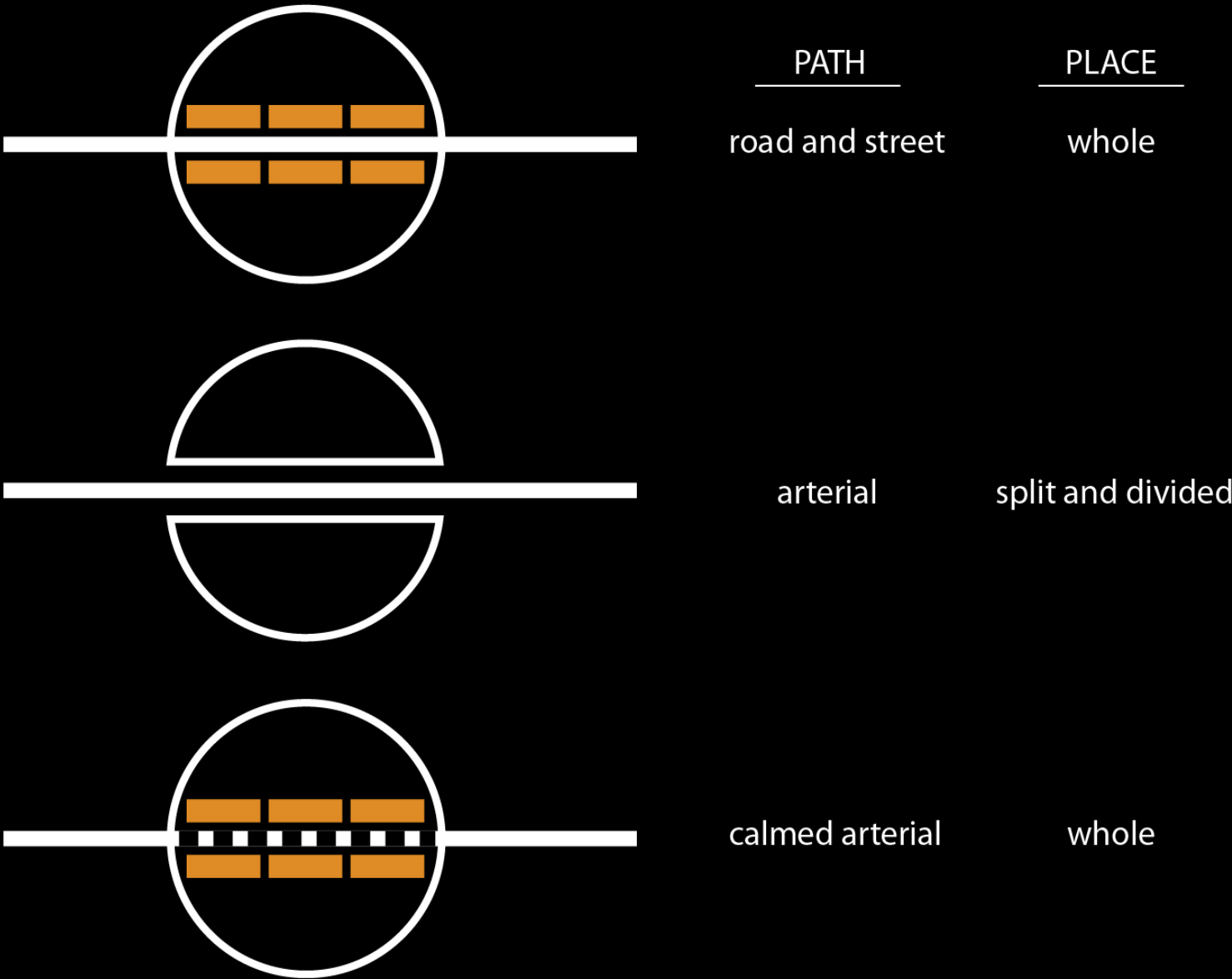
Design Principles...

DESIGNING THROUGH ROADS IN PLACES

Busy streets should never be edges or divide a place.

The busy street should be a great address, a complete street, and typically an A-street, where the “place functions” and the “path functions” work in harmony.

This can be achieved in several ways, all of which include slowing motorists to under 30 mph through design.

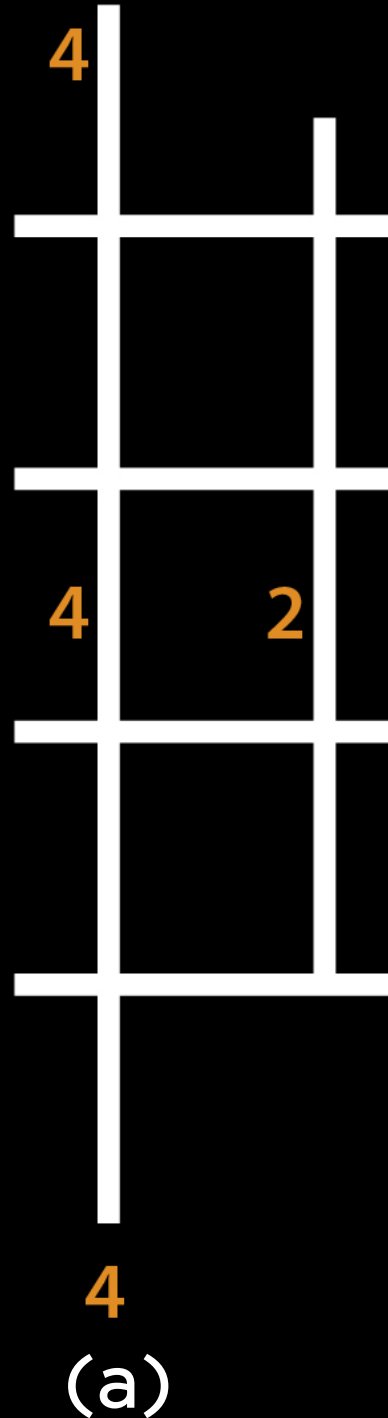


SPREAD CARLOADS

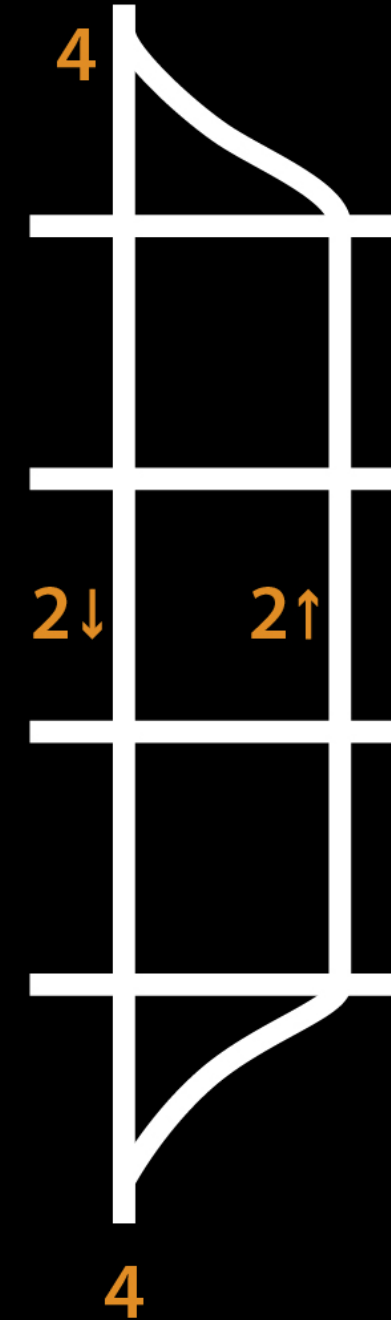
There are three network options for high volume roads:

- (a) Concentrate loads on one street;
- (b) One-way pairs;
- (c) Split loads onto a network of two-way streets.

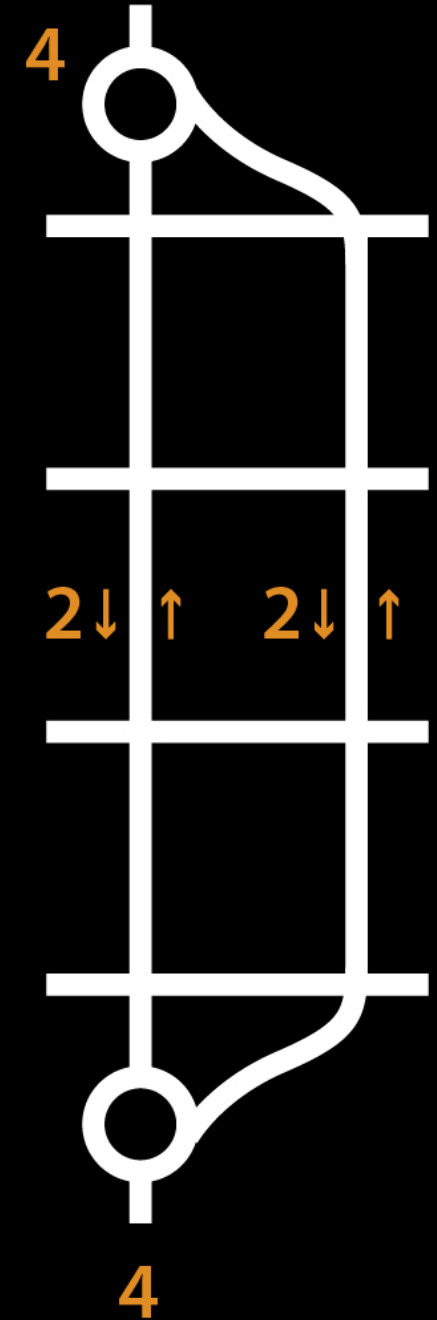
Generally, for safety, value, and walkability the preference is (c), followed by (a), followed by (b).



(a)

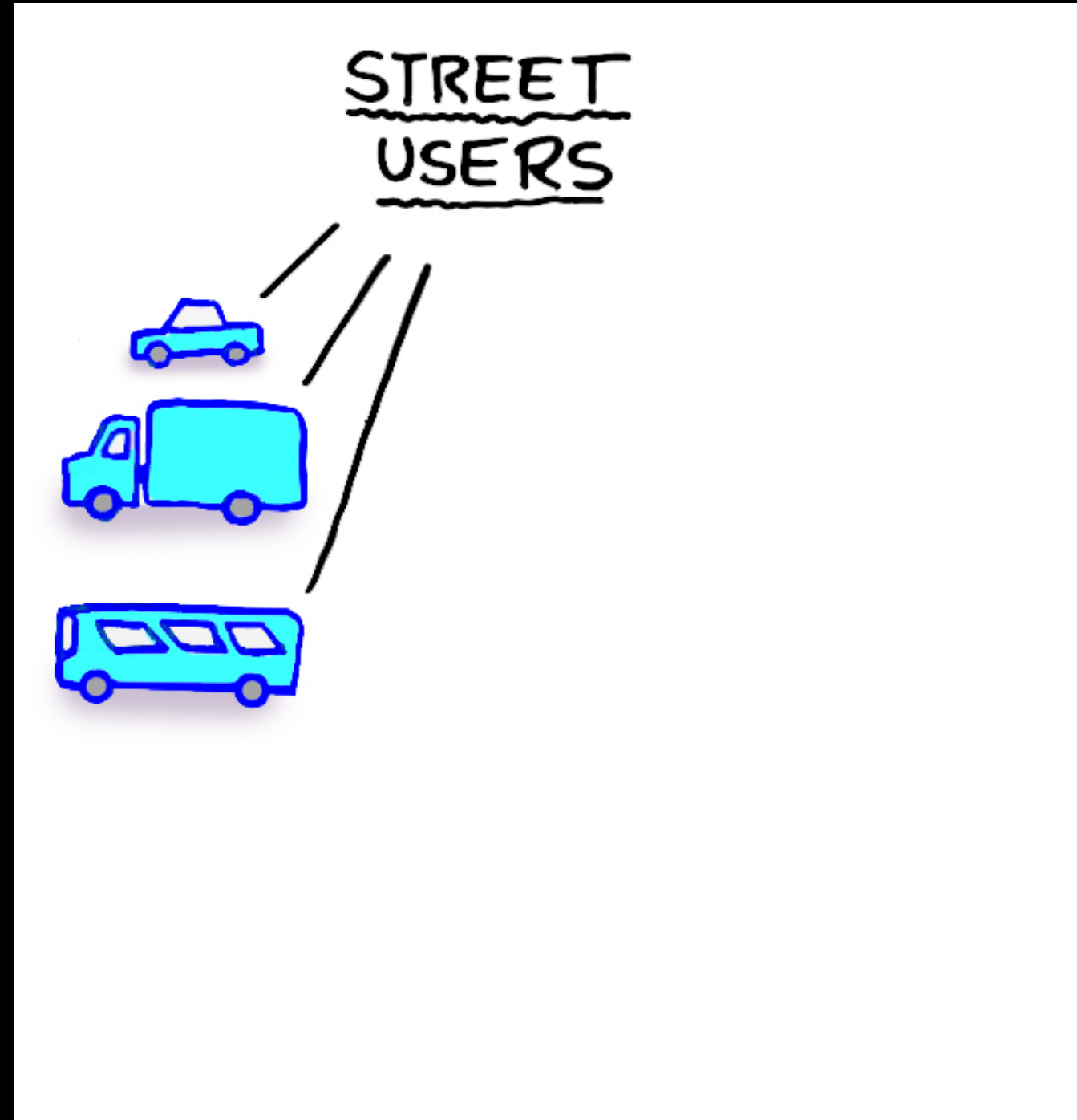


(b)

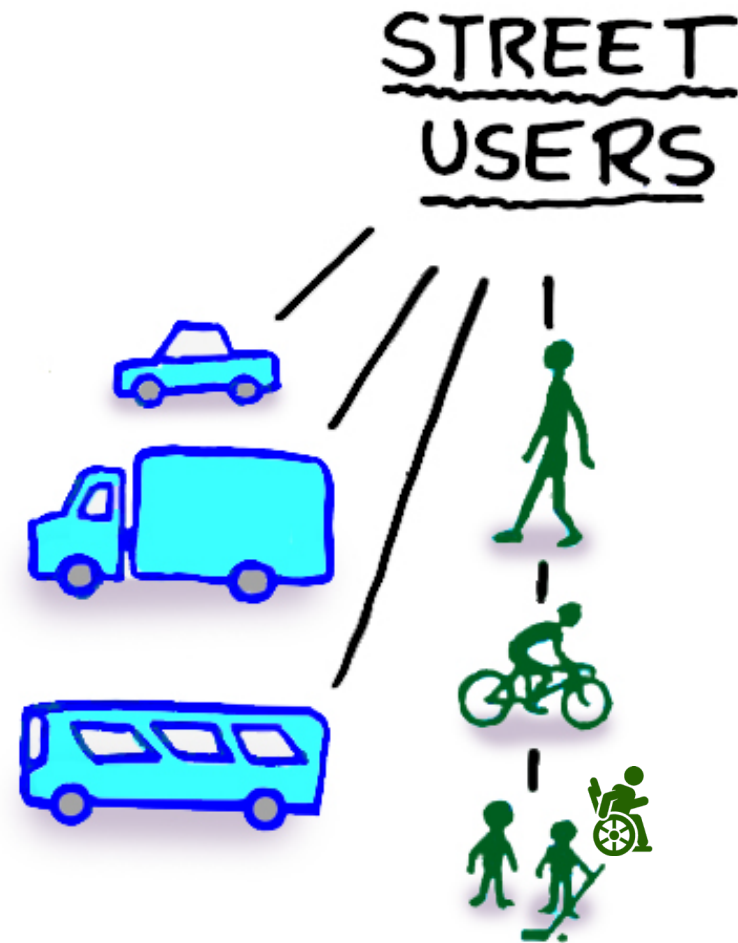


(c)

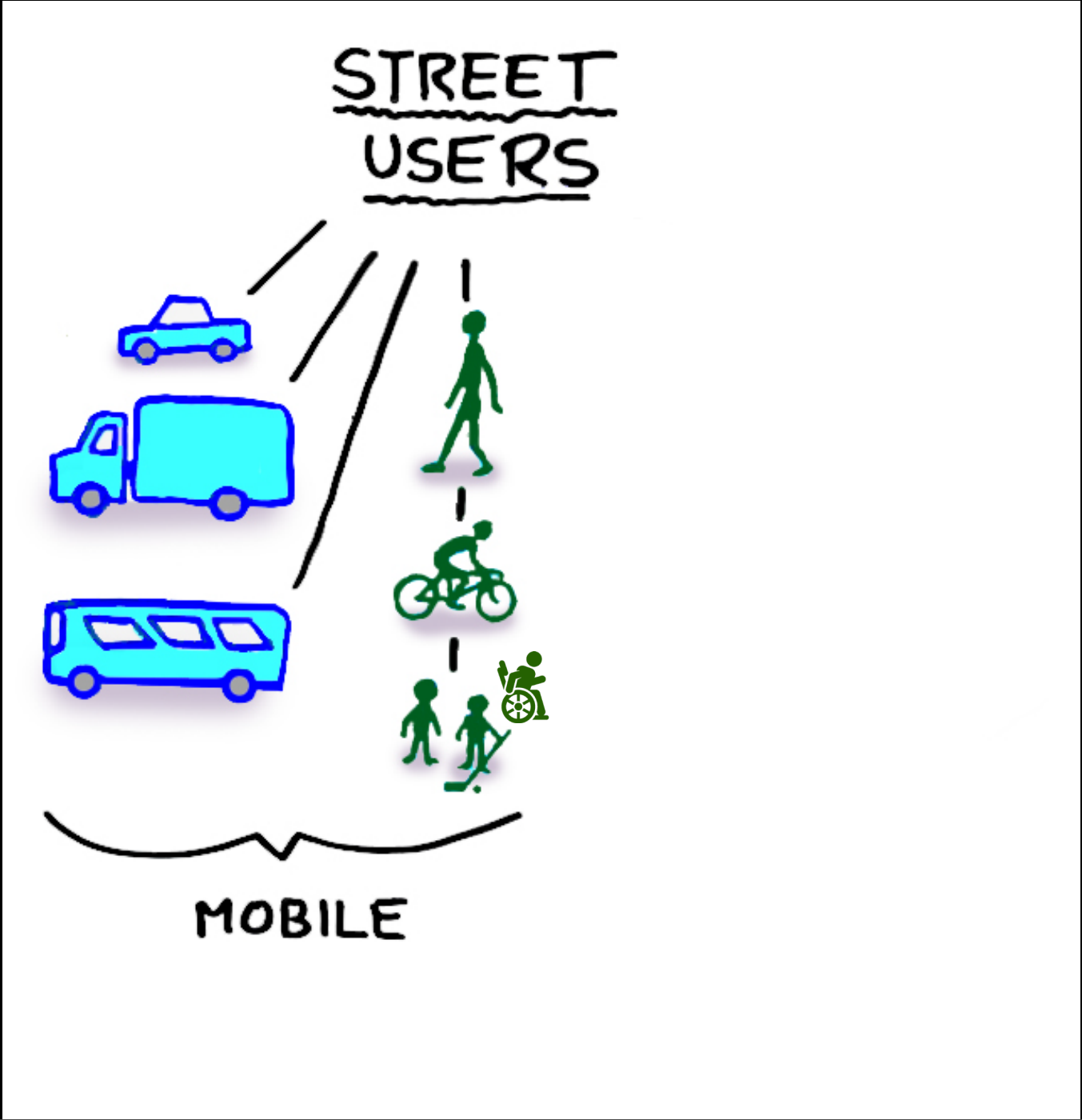
CONSIDER ALL USERS OF THE STREET



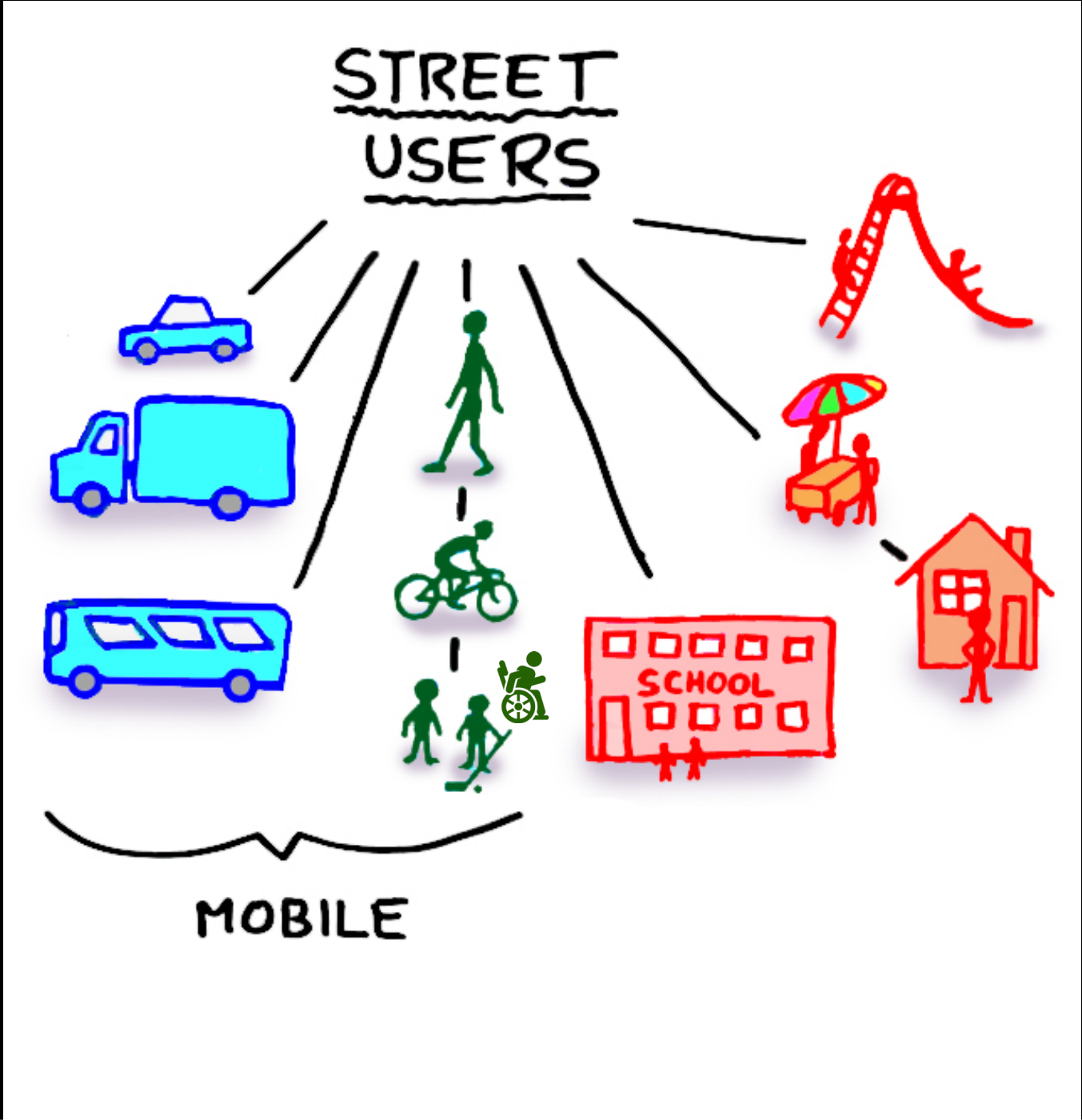
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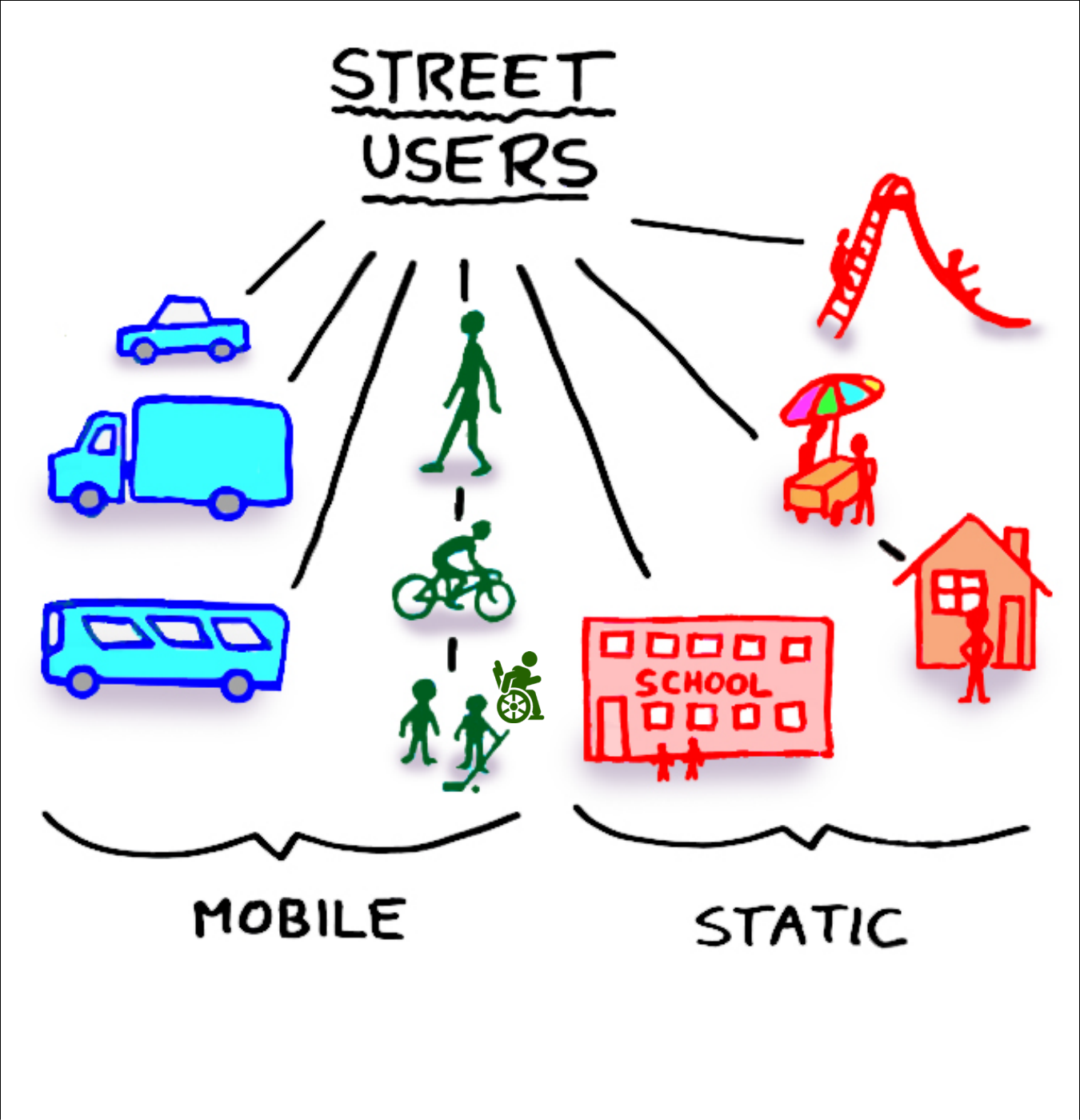
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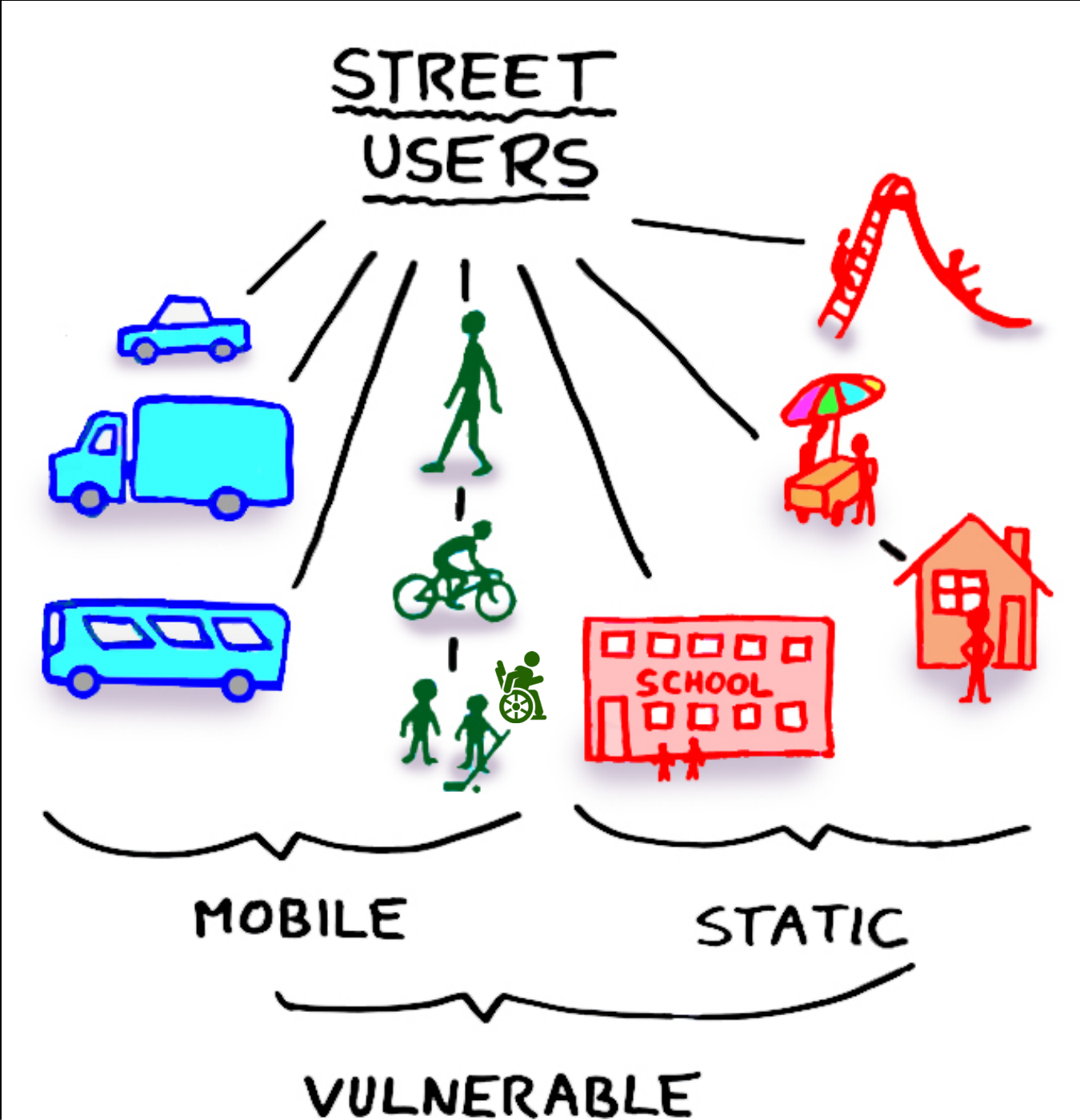
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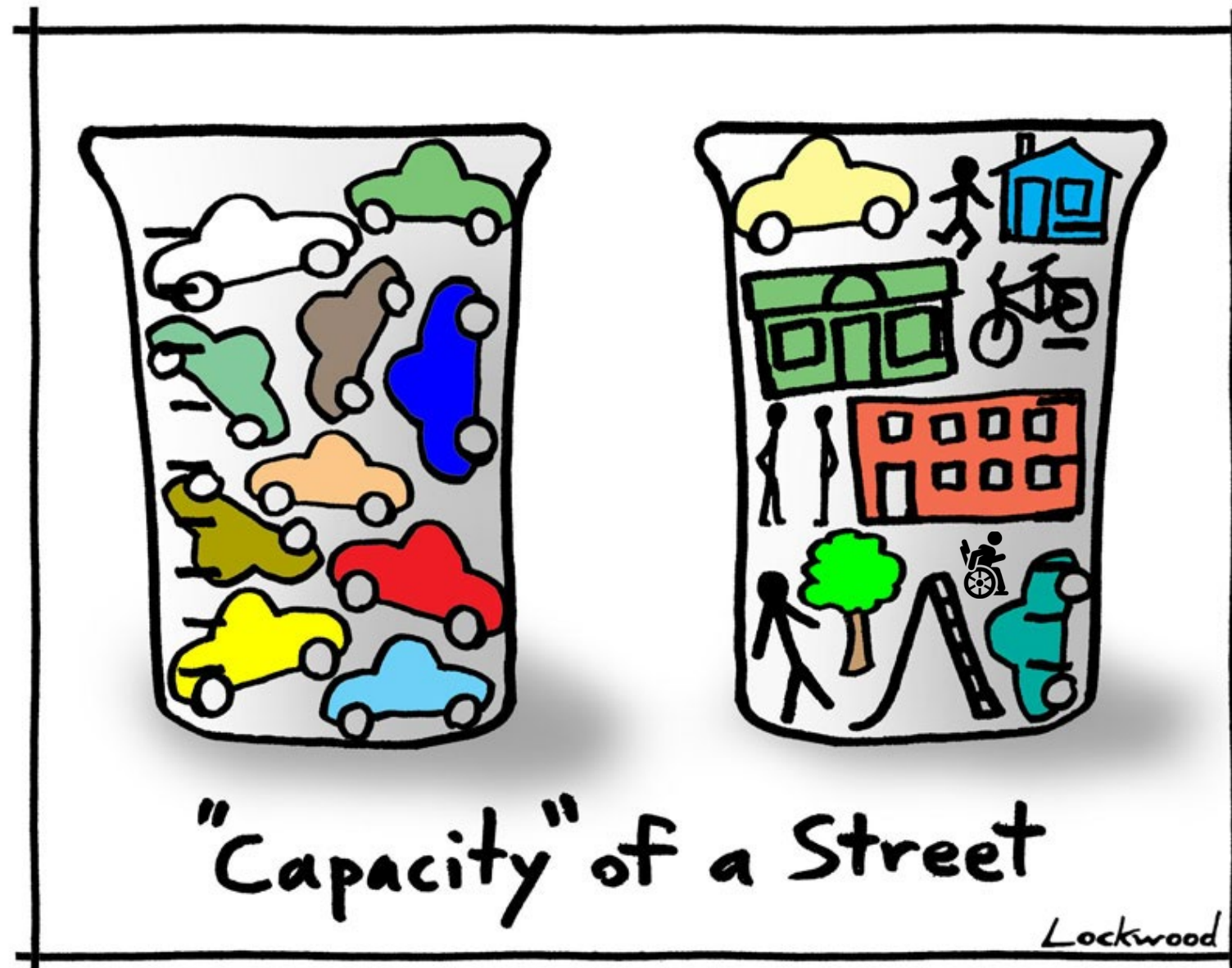


CONSIDER ALL USERS OF THE STREET



CONSIDER ALL USERS OF THE STREET





ATTRIBUTES OF WALKABLE AND BIKEABLE PLACES

Comfortable



ATTRIBUTES OF WALKABLE AND BIKEABLE PLACES

Comfortable
Engaging



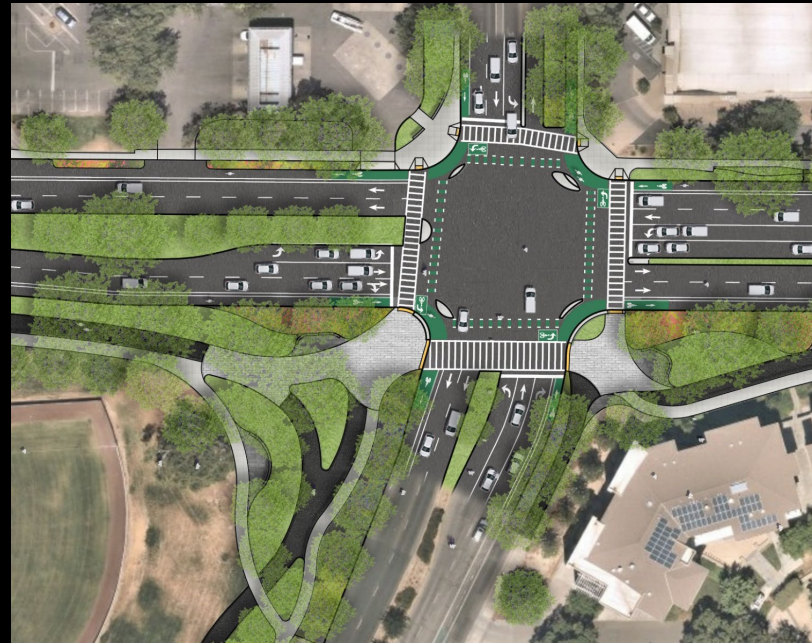
ATTRIBUTES OF WALKABLE AND BIKEABLE PLACES

Comfortable
Engaging
Accessible



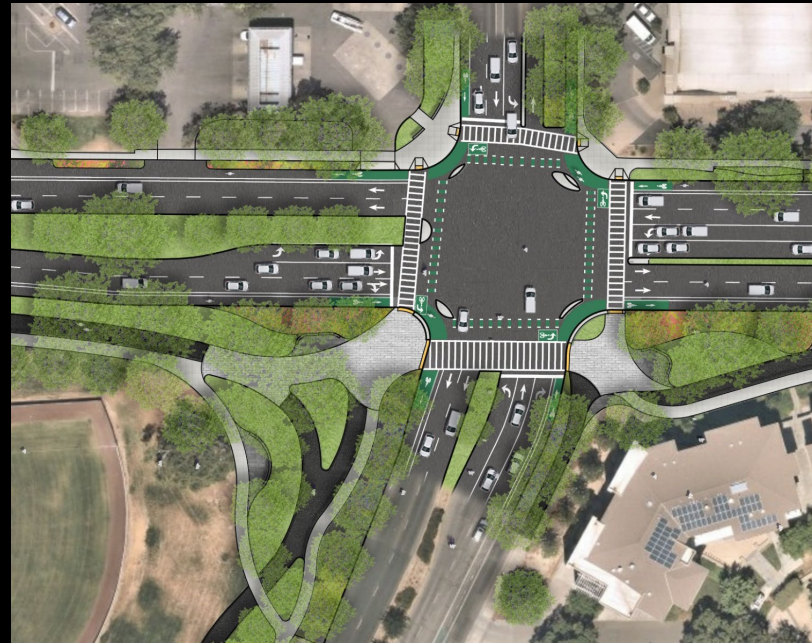
ATTRIBUTES OF WALKABLE AND BIKEABLE PLACES

Comfortable
Engaging
Accessible
Connected



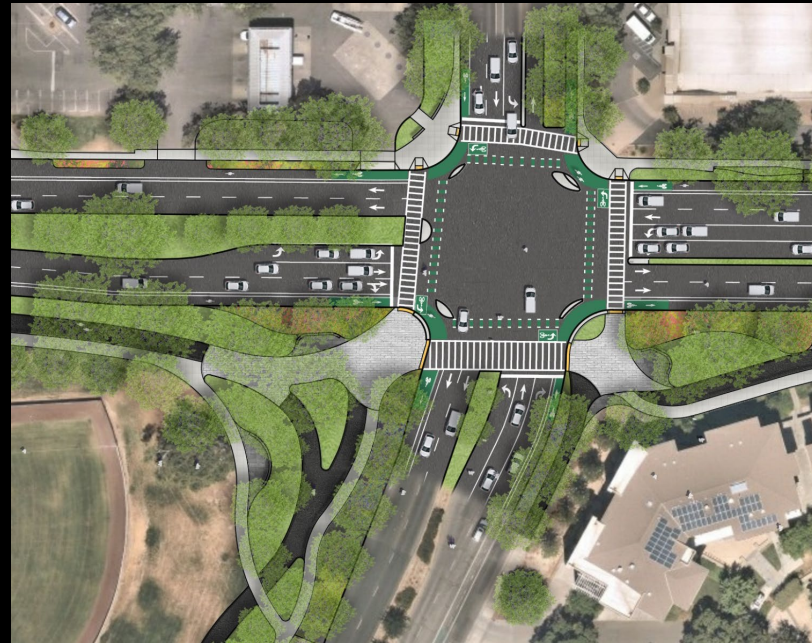
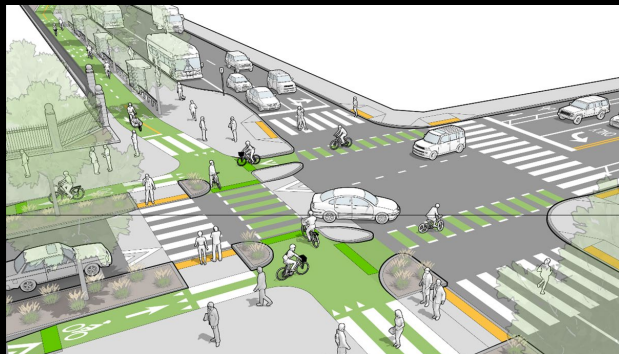
ATTRIBUTES OF WALKABLE AND BIKEABLE PLACES

Comfortable
Engaging
Accessible
Connected
Convenient



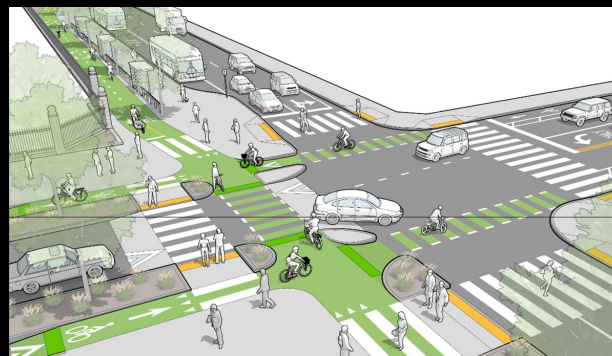
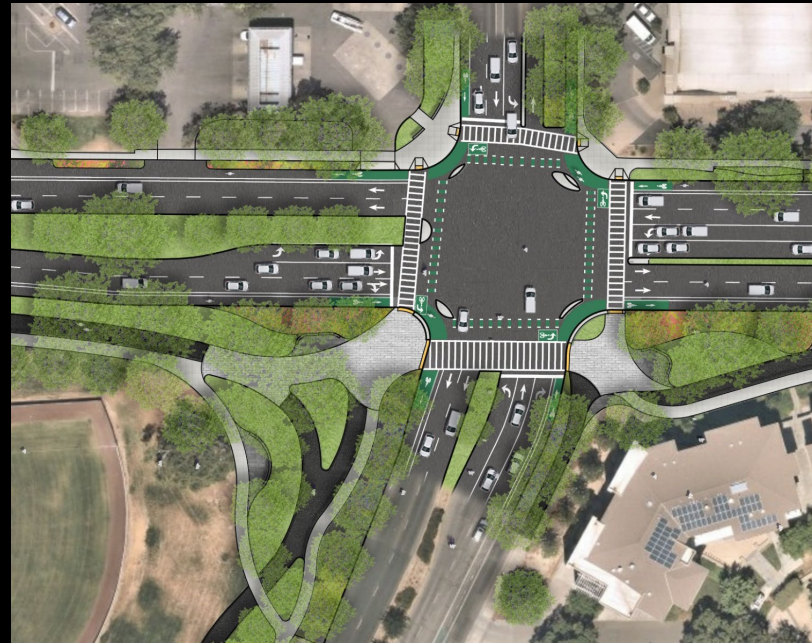
ATTRIBUTES OF WALKABLE AND BIKEABLE PLACES

Comfortable
Engaging
Accessible
Connected
Convenient
Legible



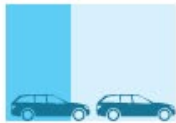
ATTRIBUTES OF WALKABLE AND BIKEABLE PLACES

Comfortable
Engaging
Accessible
Connected
Convenient
Legible
Safe



PERSON CAPACITY

...analysis allows consideration of a broader range of modes and uses of an urban street



Private Motor Vehicles
600–1,600/hour



Mixed Traffic With Frequent Buses
1,000–2,800/hour



Two-way Protected Bikeway
6,500–7,500/hour



Dedicated Transit Lanes
4,000–8,000/hour



Sidewalk
8,000–9,000/hour



On-street Transitway, Bus Or Rail
10,000–25,000/hour

People capacity of different modes.
The illustration shows the hourly capacity of a 3 m-wide lane (or equivalent width) by different modes at peak conditions with normal operations.²⁸ Ranges relate to the type of vehicles, traffic signal timing, operation, and average occupancy.

PATH AS PLACE

Path: a road, street, way, trail, track, highway, route...essentially linear features



PATH AS PLACE

Path: a road, street, way, trail, track, highway, route...essentially linear features

as: through design and composition is all of or part of

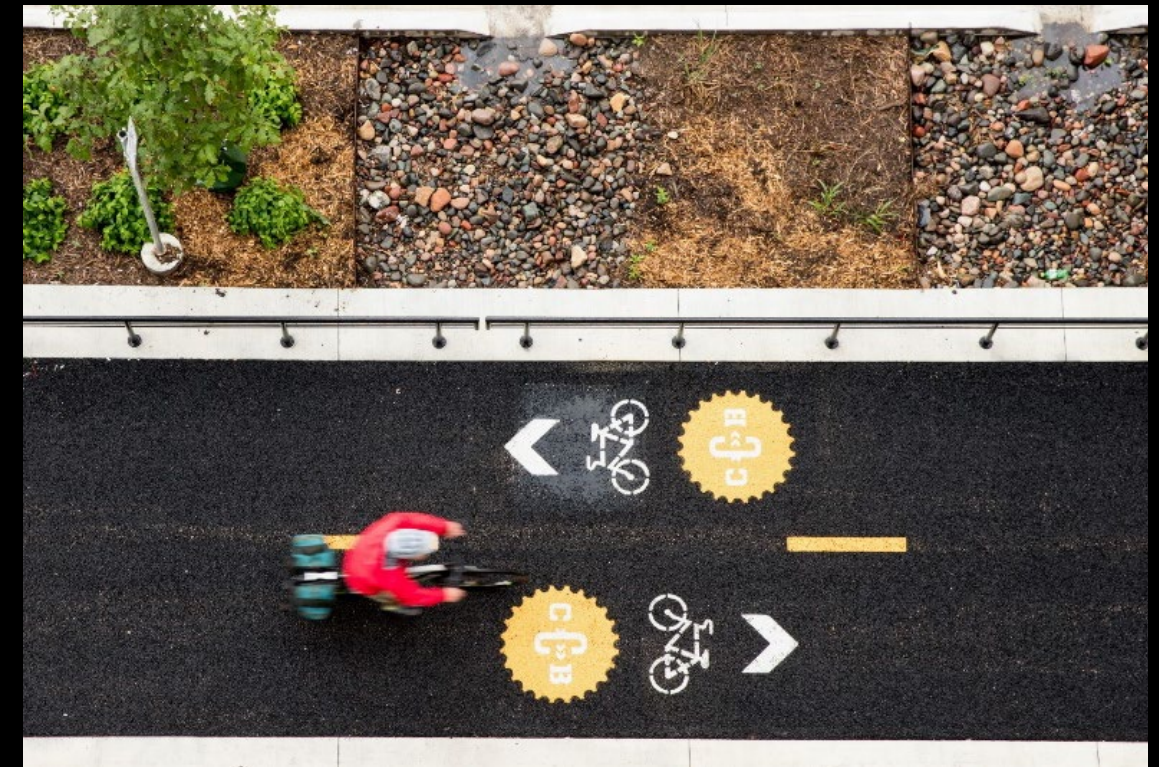


PATH AS PLACE

Path: a road, street, way, trail, track, highway, route...essentially linear features

as: through design and composition is all of or part of

Place: a defined area, location, or space within the built and/or natural environments.



PATH AS PLACE

Applicable to every context



C1

Natural

C2

Rural

C2T

Rural
Town

C3R

Suburban
Residential

C3C

Suburban
Commercial

C4

Urban
General

C5

Urban
Center

C6

Urban
Core

NOW IT'S TIME TO HEAR FROM YOU!

WORKSHOP ACTIVITY

THREE QUESTIONS...

WHAT DO YOU LIKE AND WANT TO SEE RETAINED?

WORKSHOP ACTIVITY

THREE QUESTIONS...

WHAT DO YOU LIKE AND WANT TO SEE RETAINED?

WHAT DO YOU DISLIKE AND WANT TO SEE CHANGED?

WORKSHOP ACTIVITY

THREE QUESTIONS...

WHAT DO YOU LIKE AND WANT TO SEE RETAINED?

WHAT DO YOU DISLIKE AND WANT TO SEE CHANGED?

WHAT IS MISSING THAT YOU WOULD LIKE TO SEE CREATED?

REPORT OUT

PUBLIC MEETINGS & ENGAGEMENT WEEK SCHEDULE

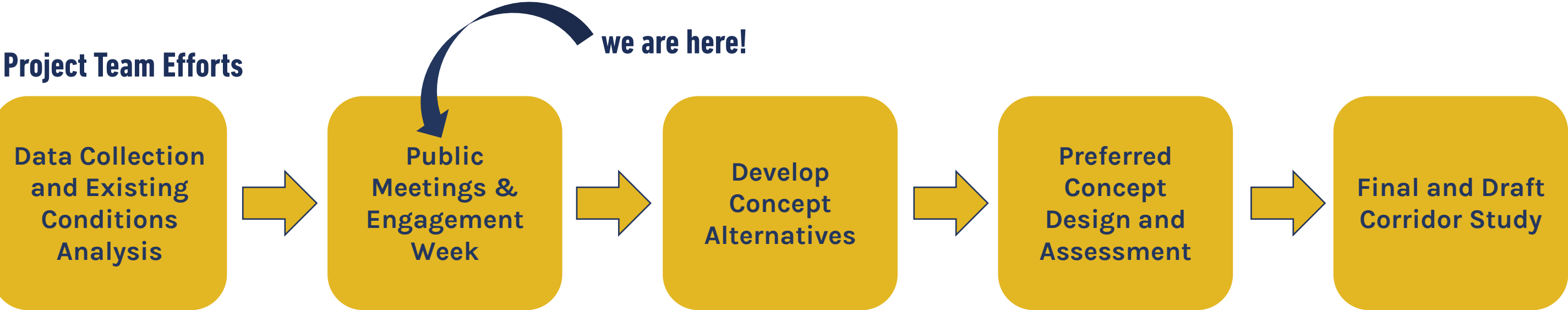
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Public Engagement Efforts

bloomington.in.gov/collegeandwalnut

COLLEGE WALNUT

CORRIDOR STUDY

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THANK YOU!



CITY OF
BLOOMINGTON