

Timestamp	What are concerns you have about Hawthorne & Weatherstone as it exists today?	What are things you enjoy about Hawthorne & Weatherstone as it exists today?	What do you hope the Neighborhood Greenway installation can help improve?	Feedback on designs:	Other ideas and suggestions?
4/2/2022 7:01:03	None. What is the point of spending all that money when people can go through the Highland path? Or one block west and use Henderson, if they are unhappy about the current cut-through? Paths etc. are much more needed elsewhere.				
4/25/2022 12:07:07	<p>there is a pedestrian/bicycle path to Weatherstone. This is a similar condition to what is being proposed for the Hawthorne & Weatherstone Greenway at the south end of the Greenway. When the City approved the Highland Ave./Weatherstone connector path years ago when Deer Park development was built, there was an agreement made between the neighborhood and the City that this path would have bollards at both ends of the path to assure it would be used as intended for bicyclists, joggers, and walkers and that it would prevent the path from being used by motor vehicles. About 2-3 years ago the City or the utilities company removed the bollards and patched the holes with asphalt, thereby opening up this path to motor vehicles. I have watched numerous times cars accessing this path, some of which are cars headed towards Deer Park and have been blocked by the gate at the Davis St. entry to Deer Park. This has made an extremely dangerous situation for pedestrians and bicyclists who happen to be on the path when a car zooms up the path. The path is wide enough for a single car. A bollard needs to be put back in these two locations to meet the agreement made by the City with the neighborhood and to make this a safe connector path. Given the history of the City breaking this promise, I cannot support the connector path between Hawthorne and Weatherstone because it too will likely become a vehicular connector and will create a dangerous situation for pedestrians and bicyclists and will create a traffic problem for Hawthorne residents.</p> <p>On another issue related to storm drainage in connection with the Weatherstone storm drainage, the southeast edge of my yard has become a giant open storm drainage path, managing water not only from Weatherstone, but also from the Tarzian nature preserve, and from Davis Street. ALL of the water from these areas converge at the corner of Davis and S. Highland which marks the corner of my property. There have been YEARS of promises by the City</p>	it is pedestrian and bicycle friendly and there isn't a lot of traffic.	Please reference my concerns above.	First of all, fix the storm drain issues in the neighborhood! Second, consider developing the median area between Southdowns and Sheridan to make this a linear park, thereby making it safer by protecting pedestrians with a curb rather than how it now works.	
10/6/2022 21:08:20	It's fine except the crossing of Hillside (to get to Olive), especially during rush hour, and especially in the darker seasons. It is very dangerous, the cars have been going along even faster in the last few years (ever since Hillside was re-paved)	It's a convenient commute to campus, not much traffic	safer crossing of Hillside	Please install at least a crosswalk and a warning light!	sometimes in the winter the footpath can get very icy. Difficult to ride the bike.
10/7/2022 11:54:37	My greatest concern is the crossing of Hillside. I see that the map shows the greenway crossing the street. There is a lot of traffic on Hillside during commute times. Ideally there would be an island like the one on Walnut at Allen, so that when there is a gap in one direction you could go to the middle to wait for a gap in the other direction. Currently there isn't even a sign saying bicycle crossing. On Moore's Pike at Olcott, there is a hump, a speed limit sign, road signs, a cross walk marking in the street. I can't imagine that there is more traffic either on Moore's Pike or of non-cars crossing it than at Hillside and Weatherstone. That greenway may be used less now by bicycle commuters than before the pandemic, but there are still people going to work that way.	There is relatively little traffic on either Hawthorne or Weatherstone. It's the cross streets that have traffic: Hillside, First, Maxwell, in that order.	I hope it provides safer street crossings		
10/13/2022 16:49:44	I walk from Southdowns to 3rd street daily on my commute to campus. There is very little traffic on the street and sidewalk is sometimes on both sides for quite a bit of it. Besides new signage and lines on the road it will require minimal to no road work.	I enjoy it just the way it is and do not think the city should waste money on speedbumps or other traffic calming devices. There is very little car traffic on this street.	I hope there is minimal infrastructure development. It's not needed.		
10/25/2022 11:11:55			more biking	I think the design as shown at 10/24 meeting is excellent! I really like the design	
11/2/2022 14:17:43	None, other than some sidewalks in need of repairs. Otherwise it is a beautiful street with little motorized traffic. PLEASE, LEAVE IT ALONE.	Hawthorne is beautiful and safe. Weatherstone needs no additional connector. There are Callery pear trees that need to go.	Nothing. The project is a disastrously bad idea imposed on a beautiful and safe street. Not in the plans is the one real improvement---stoplight at Atwater.	Ugly and unneeded. The green wandering line is insulting.	STOP THIS PROJECT. For other projects, please get neighborhood input and buy-in BEFORE proceeding.
11/7/2022 14:27:45	I walk to work on campus daily, either down Weatherstone crossing Woodlawn and walking up the entire Bryan Park east trail, or else I follow the Highland bike path cut through and walk down the Southdowns bike lane to cross Woodlawn at Southdowns and follow the Bryan Park east trail. These are both good walking routes. My main concerns about the existing routes are lack of snow and ice removal on either the Weatherstone bike path or the cut-through bike path to Highland. The city has never removed snow/ice from those paths, and they get treacherous in winter.	Existing routes are pleasant and feel safe.	<p>I would like to see the city remove snow and ice from the bike trails and cut-throughs. I don't think that bike trail snow removal is homeowner responsibility, the way that the sidewalks are. The bike trail on Weatherstone across from Carlisle, and both the existing and proposed cut-throughs are not clearly any specific homeowner's responsibility (or, if you consider that they are, that needs to be better communicated).</p> <p>I would like to see the city work with the Deer Park apartment management company to remove all of the invasive callery pear trees that line Weatherstone when bumpouts and other work will be done (and also suggest this to the few homeowners who have not already removed the trees). This would align with the MC-IRIS reduce one invasive species challenge 2022, and would be a big added benefit to the project. The trees smell awful in spring, are constantly splitting in storms, and we should be committed to removing them from our city to prevent further spread in our parks and natural areas. Even replacing just a few of them with a native tree as part of the work being done for this project would be beneficial.</p>	<p>I'm uncertain that I would change my walking route to go up Hawthorne instead of Woodlawn or Highland/Eagleson after the project is complete. The main reasons for that hesitation is my impression that the uphill grade on the Bryan Park trail next to Woodlawn makes for an easier walk than going up Hawthorne, and also the lack of a stoplight at Hawthorne/Atwater. I would not feel safe crossing Atwater without a stoplight walk signal.</p> <p>I'm also a bit worried about there being 4 speed bumps on the Hillside section of Weatherstone, and only 1 speed bump on the Woodlawn side. Drivers, including myself, may decide not to enter or depart the neighborhood from Hillside, and instead drive around and use only the Woodlawn side, to avoid having to drive over 4 speedbumps. There could be implications of higher traffic on Woodlawn, where sight lines are already pretty bad for making the left turn from Grimes to Woodlawn, or a turn either direction from Weatherstone to Woodlawn.</p>	
11/7/2022 19:34:54	The number of cars that are parked on the sides of the roads, requiring bikes to move out toward the center of the street to avoid getting doored. Visibility onto the cross streets like 1st and 2nd where drivers don't have to stop	Low traffic	A more convenient road towards the IU Bicycle Hub	I don't see anything in the plans about stop signs. I hope that they can be removed from the greenway as a stop sign is a major deterrent for a cyclist, having to rebuild momentum from sheer leg power.	
11/10/2022 18:00:31	I have no concerns. It is adequate as is. The proposed improvements seem fine to me.	Very little traffic. The slope is mildly challenging, but doable.	The connection to Weatherstone will cost so little that it is a true bargain.	I was shocked by the opposition.	Perhaps the politically astute move would be to install the connection to Weatherstone, then wait for the neighbors to get used to the idea.

11/10/2022 18:59:15	Nothing other than the Atwater intersection. More sidewalks would be nice but since the street is so lightly traveled, I don't consider this to be of great importance.	The fact that it is a pretty and quiet street with little traffic, nice for biking and walking.	Other than Atwater, there is nothing that this project will improve. In fact, quite the opposite will result. It's fine as is.	The speed bumps and bump outs are unnecessary and will change the character of the street. They will also have a negative impact on cyclists and pedestrians. The proposed path will not be safe unlike the one that already exists which is extremely safe. In addition, the planned route from the top of the proposed path will lead right past the top of the existing path. There is no benefit at all for building this new path.	The money that will be spent on this project could be used for projects that are actually needed (like the intersection at Atwater and the one at Hillside).
11/11/2022 9:41:15	The crossing at Weatherstone & Hillside is difficult on bicycle. Current lack of connection to Hawthorn from Weatherstone is inconvenient.	Low vehicle traffic	Connections and crossings as noted above		
11/11/2022 19:01:05	I commute daily. My only (!) concern is the crossing of Hillside, which can be very dangerous, especially in the dark. Cars are going very fast, and drivers are not aware that cyclists cross there. During rush hour, the wait time can be several minutes.	Convenient commute from the south side to campus	The crossing of Hillside	Please install a crosswalk and/or warning light	Consider bike path along High, between Arden and Viva. The bike path to Childs is great, but on the narrowest and most dangerous stretch between Arden and Moores Pike cyclists have to use the road
11/13/2022 10:03:53	Nothing about this intersection	Bike path is great, safe, clearly marked	We desperately need lights and improved crossing on Hillside - Weatherstone. This is an extremely dangerous cross walk, cars go too fast, too much traffic for safe crossing; cross walk lights are needed		
11/14/2022 15:05:49	Crossing over E Atwater Ave is not safe	The street has no heavy traffic and I like the marked bike lane	Safety		
11/17/2022 18:55:13	The current bike/greenway ONLY needs: 1) safe crossing at Atwater/Hawthorne (I've seen two people hit) 2) safe crossing at Weatherstone/Woodlawn (blind hill and no walkway at all) In addition, the bike/greenway on 1st St. should have a safe crossing at 1st/High.	The current bike/greenway works great: there is ample room for both bikes and walkers, cars go slowly, and it is beautiful.	I don't believe the installation will help. In fact, I think it will discourage bikers and walkers because of the cushions, bump outs, and poles. The street is plenty wide and does not need these things.	The bump outs and cushions will only discourage bikers because they are harder to navigate than the lane painted now.	Please prioritize safety above all else! We need those safe crossings like the wonderful ones the City has created at Allen/Hendersen! Thank you!!
11/18/2022 19:08:44	Traffic speed at cross streets: Atwater, 1st Street, Maxwell Lane Poor visibility at cross streets: 1st Street, Maxwell Lane Hawthorne street is already a slow street--already excellent for biking and walking; it mainly serves locals living in the neighborhood--is not, like woodlawn, for example, a through-street. I can't see need for speed bumps (not good for biking) or for bump-outs (dangerous on a rather narrow street where there is neighborhood parking; will not allow enough room bikes to move away from cars when needed. It is easy to bike now, without danger of running into a bump out on a dark night. Question: how many people on Hawthorne street--and how many bikers-- feel there is a need for calming devices?	It's a direct, and mostly safe, route from the campus to the Sheridan/Southdowns "parkway".	Some kind of traffic calming at the cross street intersections mentioned above.	I think they may cause congestion and may not be properly maintained in the future.	Repair the classic street lamps on the northern blocks of Hawthorne. Repaint the faded street markings.
11/20/2022 18:06:56		quiet street (low volume, low speed)-- good and safe for biking and walking; I do both.	if you want to make a new connection, make a discreet connection that does not destroy the woodland area that it will pass through; and make it safe for bikers, walkers, and children at play both in the forest and on that dead-end block of Hawthorne St.	I haven't seen a design of the actual connection--how steep will it be? how will you navigate the slope, and protect the neighbors on both side of Hawthorne at that spot? as I mentioned earlier, the proposed calming devices seem unnecessary on this quiet, slow street and risk increasing danger for everyone.	it strikes me that this is a waste of money that could be put to much better use where there is a real need. Everyone appreciates solutions to problems that affect the well being of community lives; and while a connection might well be a good thing, if it is properly done, why do all the other things that do not serve a real need?
11/25/2022 17:05:51	(1) intersection at Hawthorne and Atwater can be dangerous, as can that at Hawthorne and Hillside; (2) road pavement has deteriorated quite badly in several blocks	beautiful, historic, safe, quiet, wonderfully simple	None of these are part of the plan, but should be the priority: (1) install a light at the intersections at Hawthorne and Atwater and Hawthorne and Hillside; (2) fix the potholes and deteriorating road edges as well as issues with poor water flow that contribute to deteriorating roadways and sidewalks; (3) add sidewalks in blocks where they don't exist.	As proposed, the Neighborhood Greenway Installation project detracts from all of the wonderful qualities this neighborhood has and adds nothing. From my review of the plans, the project is not designed to improve anything that the residents of this area are actually concerned about. Enhancing pedestrian and cyclist access and safety in Bloomington is a laudable goal for the city. But the designs introduce an obstacle course of humps and bumps that are unnecessary and vastly more dangerous than the stretch of road as it presently stands (which is already very pedestrian- and cyclist-friendly as a street that receives very little low-speed traffic anyway), and the ridiculous curvy line paintings to be placed on the pavement will not enhance pedestrian/cyclist understanding of what it is that passersby can do on a greenway. Nor will these markings beautify the zone, which includes areas included on the National Register of Historic Places. It would seem contrary to the Elm Heights Historic District Design Guidelines not to seek guidance and approval from the Bloomington Historic Preservation Commission before proceeding. An even graver breach of democratic governance would be to discount the community voices--directly affected residents--that are speaking up against this project in strong unity. Public meeting #2 in October 2022 made it abundantly clear that residents came to the table with good-faith efforts to share their honest feedback, which was generally rebuffed by the project planning committee, who seem to have done an extremely limited study of the actual area affected.	Frankly, this seems like a justification for the Planning and Transportation department to spend money in a frivolous manner in order to claim "success" in realizing a project that checks off a box on the city's plan for improving transportation around town. But there are actual infrastructural needs that must be attended to -- and that the city's residents are asking you to respect.
11/27/2022 20:08:13	There is a patchwork of potholes on Weatherstone south of Cobblestone as you go south. It's steep and many cyclists go really fast, but swerve into the left lane to avoid the potholes. Swerving into the left lane is inherently dangerous. Repairing that section would make it safer. There's a sign saying that "cross traffic does not stop" at First, but not at Maxwell. Someone new to the area (and not paying enough attention) might think that the traffic on Maxwell does stop. The signage should be consistent. As you travel north on Hawthorne, parked cars block your vision as you look to the west on First Street. At Atwater, a hedge blocks vision as you look west. The most dangerous crossing on the whole Hawthorne Highland Greenway is at Hillside.	There's relatively little traffic. I am very traffic averse and there are few cars.	The southern part of Hawthorne has no sidewalks. Maybe the installation can make this part of the greenway safer people walking or running. It seems safe enough for cyclists.	If you put speed bumps and bumpouts on Weatherstone, cyclists are going to swerve into the left lane to avoid hitting them. Cyclists going down hill on this section may be going more than 20 miles per hour. Hitting a speed bump or bump out at a bad angle at that speed could cause the cyclist to crash.	If you divided this installation into four parts: northern part of Hawthorne with sidewalks, southern part of Hawthorne without sidewalks, northern/western part of Weatherstone, southern part of Weatherstone, and applied the same analysis to these sections that you do to areas submitted for resident traffic calming, you would they score compared to the areas in the resident traffic calming? What kind of crash data do you have for these sections of the project? What are the demographics? The northern part of Hawthorne appears more affluent than the other sections. There are rentals on the south end of Hawthorne and on Weatherstone. Do these areas meet the demographic criteria that you've established for traffic calming? As a taxpayer, I want my tax dollars spent where they will do the most good.
11/28/2022 9:18:59	My chief concern is the lack of signage or other traffic-informing mechanisms at the intersection of Olive and Weatherstone. I transit this intersection regularly. Olive is a two-way street that only accommodates one car at a time due to its narrowness. Crossing Hillside while traveling south (Weatherstone to Olive) can present a risk if, at the same time, a car is traveling north on Olive.		Hopefully this greenway can address the issues at the intersection of Olive and Weatherstone. Additionally, having a bike-friendly route connecting neighborhoods south of Hillside will help complete the improving bike-ability of Bloomington.		
11/29/2022 8:16:42	I commute on my bike to campus four times a week. My concern right now is crossing Maxwell and First Street (especially here as cars parked on the street always obstruct my view when traveling north). Atwater can also be difficult to cross at times.	I like the bike path that connects Weatherstone to Highland Ave, and that I do not have to stop at Wyle when commuting.	That it will truly be a bike path where those driving cars have to stop for cyclists.	none	none

11/29/2022 11:38:11	It doesn't always feel safe to bike through this area.	It's in a nice neighborhood.	I am hopeful that the Greenway installation will continue the work Bloomington has already done to create safe and welcoming pathways through the city for bicyclists and pedestrians. We need to eliminate our reliance on cars, and start building our city to support climate-friendly means of transportation.	It looks good. I appreciate the new connection between Hawthorne and Weatherstone.	Build as many of these as possible so that we can get around the city safely without cars! Thanks for your work.
11/29/2022 17:46:24	I feel that its proximity to Southdowns & to Bryan Park & as a foot & bike route to campus means it can sometimes feel not safe to pedestrians and cyclists because it also has a lot of car traffic.	It's a beautiful neighborhood!	Safety on the streets for all neighbors - walkers, cyclists, and drivers.		
11/30/2022 7:05:20	I have no concerns.	I have nothing to add here.	This greenway will promote more cycling and pedestrian use of paths, which is always a good thing.	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).	Keep up this important work!
12/1/2022 16:57:37	I use Weatherstone and Hawthorne every time I commute by bike to work on the IU campus or to go downtown, and have for years. By far the most challenging part of the trip is crossing Hillside at Olive/Weatherstone. During normal commuting hours it is hard to find a gap in traffic to cross safely. The entire rest of the trip is generally peaceful and pleasant and does not need modification. The small path from Weatherstone to Highland can be problematic when the surface conditions are bad due to weather or when it is crowded.	The vast majority of this path is perfect as it is. Hawthorne is a pleasant street to bike on and does not need modification.	I hope the Neighborhood Greenway installation project can help to improve safety at the crossing of Hillside.	Traffic is already generally very calm on both Weatherstone and Hawthorne, and on the roads connect them. The only problematic parts are the crossings of very busy streets, such as Hillside and 1st St. Adding traffic calming to already calm streets will actually interfere with the experience of bicyclists, and will make accessing the area more difficult for occasional larger vehicles like fire trucks and moving trucks.	I am concerned that the surveys that the city has done so far focused too much on neighborhoods that are in close proximity to the proposed greenway, and therefore do not actually rely on it to get places. The southern end of the greenway is very important to those of us who live in neighborhoods just south of Hillside, but we were not contacted for our input. I suggest you reach out to neighborhoods like Sycamore Knolls, Arden Place, Greenbriar, Mayfair, etc. Even residents as far away as Sherwood Oaks often use this greenway to get to IU and downtown and should have at least an equal voice to those who do not actually need it to get places.
12/1/2022 17:38:49	Hillside is a busy road so crossing it is not safe	Quiet street without much traffic, lots of trees	Install speed bump/speed meter will improve safety when crossing hillside rd		
12/1/2022 19:54:53	Would like to have improved safety where the route crosses Hillside		Would like to have improved safety where the route crosses Hillside		
12/2/2022 10:12:21	GLAD to have a "safe" bicycle path to campus— High st is dangerous, narrow, cars busses often!	Calm safe gentle traffic	More safe travels		
12/4/2022 15:12:02	As a pedestrian, my concern is with the sidewalks, which are in bad repair or nonexistent. Also crossing First St is dangerous.	It is very walkable	Nothing!	It is horrible from start to finish.	You should involve the neighbors. They do not want it
12/4/2022 19:44:34	There is no crosswalk across Woodlawn to get to the bike paths around Bryan Park and Weatherstone. The bike lane transitions into a narrow sidewalk that is not level because of the trees. The road is not as safe because cars use Weatherstone as a quick bypass between Woodlawn Hillside and sometimes the younger apartment tenants pick up speed.	The bike "lane" with a berm between the street and the wider bike lane between Woodlawn and the new connections.	More protected bike areas around Woodlawn or snow car traffic and - not shown on the map - a dedicated cross walk between Woodlawn and Bryan Park.	It needs a cross walk across Woodlawn and light to connect the bike way with other bike areas.	It needs a cross walk and light to connect the bike way with other bike areas.
12/5/2022 11:09:51	No concerns		More bike paths to encourage biking, discourage driving, and make biking safer and more pleasant		
12/5/2022 11:19:24	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.	quiet, relatively flat route from my house to Ballantine Hall.	Intersections at Atwater, 1st, and Maxwell. Connectivity between southdowns and deer park neighborhoods.	none, as a cyclist I love the other greenways.	There are too few stop signs for cars on Maxwell, so drivers treat Maxwell as a thoroughfare rather than a neighborhood street. This makes it difficult to cross at times (especially the intersections around Mitchell St and Sheridan.)
12/5/2022 13:49:36	No concerns except for crossing Hillside from the south (Olive St.) onto Weatherstone		From my perspective, the new connection to Hawthorne and the proposed changes to Weatherstone and Hawthorne streets are unnecessary. I've been commuted via bicycle to IU most days for the past 16 years. I live in Arden Place and take Thornton to Olive, cross Hillside, take Weatherstone to the connecting path in Deep Park Manor that links to Highland, and then weave over to Hawthorne. There are many people who live south of IU who commute to campus taking this route. This route has worked fine for me and I can't recall ever having a problem with speeding cars or too much traffic while riding through Elm Heights. I also don't get the sense that my presence on this route is causing anyone problems. I sincerely don't see a need for a new connection between Weatherstone and Hawthorne. The path in Deer Park works just fine. I do walk my bike there when it's icy and go slowly when there are leaves and hickory nuts/walnuts in the fall, but that's no big deal. And, again, I see absolutely no need for traffic calming in routes from Weatherstone to the IU Campus. I think funds would be better invested elsewhere. It would be nice to have some help in crossing Hillside onto Weatherstone and then later, in getting across Atwater while on Hawthorne, if there's a feasible way to do that. But I don't think this is strictly necessary. There's always a gap traffic eventually, especially if I time my commute to avoid the 5-6 PM "rush hour".	Please see above - I don't think that most of this is needed and that the funds would be better spent elsewhere	
12/5/2022 15:14:56	Hawthorne is too broad and promotes speeding in its open design.	N/A	Connectivity and safety that makes transportation more environmentally conscious and equitable in Bloomington.	N/A	Please progress on creating this and other bike/pedestrian friendly infrastructure to make bloomington a better, more equitable, and especially safer place to live!
12/6/2022 10:11:32	It is too hilly. But seriously, my biggest concern along that route are cars speeding on Maxwell. Even my mom calls Maxwell "My expressway".	It makes a great North/South bicycle corridor, a unique shortcut for bicycles. It's like, "I'm on a bike, yeah! Deer Park Manor is not blocking me!	Safety for all.	It's a vast improvement upon its current state.	Delete the hills please. Or install a funicular railroad for the steep bits. Oh, okay, I'll get a pedal assist for my family bicycle wagon. Thank you for allowing me to add my two cents worth!
12/6/2022 16:00:38	bike and pedestrian safety	meandering through the neighborhood is lovely	bike and pedestrian safety, in addition to making an obviously useful connection	this looks great to me and also pretty straightforward	thank you for supporting non-car travelers
12/6/2022 18:29:14	In the evening it's dark and I don't feel safe crossing at Hillside.	Great street to bike on, but no bike lane	I hope it will incentive bike traffic on Hawthorne while at the same time providing a safer road for bikers.		
12/6/2022 18:33:00			The addition of a safe bike lane		

12/6/2022 18:45:09	Safety of crossings at Hillside and at Atwater. Lack of sidewalks or equivalent pedestrian protection on sections of Hawthorne.	I walk or bike the length of Hawthorne between Southdowns and campus several times a day; it is my regular commute and I use it for errands and exercise also, often in the company of my four-year-old. It's a pleasant route and would be even better with further traffic calming.	I hope that pedestrians will have full security the length of the Greenway, including at sections without sidewalks and at the intersections with Atwater and Hillside. In particular, I have had some close calls with right hand rolling turns.	I like the traffic calming elements and support the pedestrian path linking Hawthorne and Weatherstone (note that I live on the dead-end block at the south end of Hawthorne and although I am fine leaving the stream I understand that some people would prefer a connector). I am concerned that the design as I understand it does not do enough to protect against east-west traffic crossing the Greenway. I would love to see four way stops at all the intersections, including Hillside and Atwater. I fear that bump-outs alone are insufficient to calm high-speed traffic on and crossing the Greenway.	Just in case: Please don't include pedestrian crossings of the kind at 4th and Rogers or at Walnut and Allen. They confuse drivers, who ought to stop at crosswalks anyway, and are restrained by such devices to respond only to lights. They are also routinely ignored and therefore impede communication and clear expectations between drivers and pedestrians.
12/7/2022 6:47:24	Safety. Drivers do not always stop at 2nd. There are no sidewalks for several blocks. Crossing Hillside is hard in the afternoon.	Good connectivity to IU, Bryan Park, the Y	Safety, by slowing down traffic and enhancing compliance with stop signs.	I hope neighbors can adopt the bump outs and plant flowers	None. I am looking forward to it!
12/7/2022 11:59:03	I often (almost daily) walk north on Hawthorne, frequently with my young child, and am frustrated by the lack of sidewalks on some of the blocks near my house. I've found that drivers making right hand turns off of Hawthorne onto Maxwell or First are often careless of pedestrians crossing (walking north or south).	I walk or bike on these roads often (almost daily) and find it a very convenient north/south stretch. I take Hawthorne to campus or downtown, and find Weatherstone to be a good route to Winstow woods/playground/gardens.	I hope the Greenway can increase pedestrian awareness on Hawthorne and create a safe space for walking, even on the portions without sidewalks. I hope, in the long run, that the project encourages greater focus on the crossings at Hillside and 3rd, as those are still challenging.	If there are any design factors that can slow down traffic that is turning right off of Hawthorne, I would fully support that!	I appreciate a continuing focus on bike and pedestrian infrastructure!
12/7/2022 15:07:17	Crossing Hillside at Weatherstone is difficult and dangerous. This is by far the most significant problem with commuting via this route from my home to the IU campus. If you make one change to improve this route, make crossing Hillside safer. A smaller problem is that the end of the path from Weatherstone to Highland a sharp turn is required. The proposed side path from Weatherstone to Hawthorne would address this problem.	That the streets are currently low traffic and low speed, and are thus safe to bike on compared to alternatives of High Street and Woodlawn Ave.	Safety and convenience of traveling from the south east side of Bloomington to IU and Downtown.	There is no need for traffic calming on either Hawthorne or Weatherstone. The speed humps and other additions would make biking up the steep hills more challenging and require moving into traffic more. Traffic on these streets is already slow and as someone who bikes on this route regularly, there is no need and it would make things worse. The new path from Weatherstone to Hawthorne is an excellent addition.	Create a safe crossing point across Hillside.
12/8/2022 6:52:42	I actually have no concerns about the current state of Hawthorne. I walk it all the time, from my house to campus and on to downtown. Hawthorne is, in my experience but with no hard data, a quiet non-through street that doesn't need calming, though a light or stop signs at Hawthorne and Atwater would be a huge safety improvement. A better sidewalk would be nice. But we don't need an extension to Weatherstone; bikes and walkers already regularly use the paved pathway from Highland to Weatherstone two blocks east, and two blocks west at Woodlawn is access to Weatherstone for vehicles. Someone mentioned the hill of the Highland path, but hills happen, it's not long or particularly steep, and crashing through the woods at Hawthorne just to provide a LEVEL path seems excessive.	Hawthorne's quiet neighborhoody feel. The dead end keeps it from being a busy through street. It should stay that way. Weatherstone is easily accessible by foot or vehicle within two blocks of Hawthorne. I enjoy the street just the way it is.	If this project includes bump outs I don't see that as an improvement, merely adding visual clutter to a street that is already quiet. I don't see the extension as an improvement; there is ready access to Weatherstone within two blocks of Hawthorne.	The bump outs on Allen Street (also W 3rd) have become weed lots and seem to only add visual clutter; I don't support adding them to Hawthorne. The plan to extend the greenway across the woods seems totally unnecessary, given the bike/pedestrian crossing at Highland two blocks east and vehicle access on Woodlawn two blocks west. Prefer to spend the 400K on a safer crossing at Atwater and perhaps repairing sidewalks.	The Hawthorne plan seems like a solution to a problem we don't have.
12/8/2022 15:45:23	It is difficult to bicycle on because it has so many stop signs, cars crossing these intersections often move very fast	It does not have a lot of car traffic on parts of it which makes those parts feel safe as someone on a bicycle	Making it feel safer, removing the need to stop so often so that it can be a more direct route.		Thank you for your work on this!
12/8/2022 17:04:14	For bikes, it requires to use Woodlawn ave and that means unnecessary conflicts with cars, so it's worse for both cyclists and drivers. Street parking makes it a bit dangerous for bikes.	It's a low-traffic greenway.	I hope the shortcut decouples the bike traffic from car traffic so that cyclists can get to more places faster and safer. I love the 7th street greenway (East of the campus) very much because now it feels much safer when I bike-commute. I hope this would achieve the same safety standard so that more people can enjoy their bikes.		These traffic-calmed greenways are really nice and feel much safer. I think we should have many more across the town to allow more people to bike.
12/8/2022 17:41:05	Weatherstone Ln traffic moves very quickly between the housing development and Bryan park. The wide sidewalk on Weatherstone is ok, but dumps bikes out weirdly at both ends, in the winter if I remember correctly it doesn't get cleared. I would always ride my bike on the street bc it was easier, and I wouldn't run into dog walkers (the housing development is one of the only companies in town that allows for pit bulls, so there are a lot of dogs there).	On Weatherstone: that biking is primarily for the street, and the sidewalk is primarily for walkers, dogs and kids. On Hawthorne, it is easy to walk to and from campus, but you generally walk on the street a bit, I didn't bike on Hawthorne because there isn't a way to get a bike through to Weatherstone.	Access to Weatherstone, bikeability of the area. Reduced speeds on the straight portion of Weatherstone. Highland drive dumps out bikers in a weird part of campus, so this will improve where bikers end up/can go through.	I like how the design looks. It addresses my primary concerns and issues that I experienced when I lived on Weatherstone.	
12/8/2022 18:18:27	High speed travel on Hillside, Maxwell, and 1st Street hitting cyclists as they try to go north and south		Commuter bike traffic north-south without having to go all the way over to the b-line a mile away I would hope the greenway will make it safer to bike and walk dogs in the neighborhood!	I like the designs and I think this is a good and important project.	traffic calming on the cross streets is very important
12/8/2022 19:50:29					
12/11/2022 10:35:27	Mainly that it is designated as a bicycle-friendly street, yet there is no infrastructure to support bicyclists riding on it. Drivers have a mixed amount of respect for non-polluting road users, and generally the only way to guarantee the safety and protection of cyclists is with barriers and very explicit signage that includes penalties for dangerous drivers. Hawthorne doesn't have either. Basically, it's a "bicycle-friendly" street that isn't actually all that bicycle-friendly.	It is a quiet and pleasant street in general.	The safety and wellbeing of non-polluting road users.	Overall, I'd say it's smart to target this road, since it's a logical connector to IU from the Bryan Park-Elm Heights area.	I would appreciate more greenways in general. I don't feel safe as a cyclist in this town, even when I'm just riding to the library or grocery store, and, at a time when we know car usage is responsible for climate change, it seems backwards to support car infrastructure & the oil industry. We should be supporting pedestrians, cyclists, and public transportation. If we aren't going to get serious about becoming carbon neutral as a city, then there's little difference between Bloomington and a city full of climate change deniers.
12/19/2022 17:50:16	Because of the cars, it isn't safe enough for cyclists and pedestrians		Making Bloomington a healthier, more walkable, and more bikeable city.		
1/23/2023 12:12:21	there's a lack of north/south connectivity (hawthorne dead-ends) making it basically unusable as a transportation corridor	It's a calm, low-traffic, low-volume street	adding connectivity to increase the number of good options for getting north and south.		more trees, fewer cars, some method to ease crossing at hillside (button-activated signal, bridge/tunnel, timed-signal).
5/23/2023 16:15:18	Challenges crossing busy streets	Low traffic, connection to IU	Making it safer and easier to travel from the south side of Bloomington to the IU campus	I commute regularly on the current greenway path. The major challenges are: 1. Crossing Atwater and Hillside 2. Safely crossing Maxwell and 1st where there are no stop signs The simplest way to improve my experience of using the Greenway would be to install stop signs on Maxwell and on 1st at Hawthorne. Apart from that the most significant change would be the proposed through-connection from Weatherstone to Hawthorne, which would simplify the route and eliminate a steep uphill.	An easy way to improve the Hillside intersection would be smooth the bump going from Hillside to Olive, which is difficult to traverse on a bike.

<p>5/31/2023 12:53:08</p>	<p>it's near the edge of where the grid streets break down. when i am going to south east destinations, i typically wind up on a street such as miller dr, hillside dr, or henderson, because there's not currently a particularly compelling way to cut through the neighborhood. (i am travelling by bike). in addition, when i do use neighborhood streets (often allen / southdowns / covenant), it is easy for me to get lost, especially in the circles roughly between sheridan and ruby lane. it took me years to learn the one route through that neighborhood and if i leave it, i am lost entirely.</p> <p>one other problem is that connection through bryan park for allen <=> southdowns is no good, it's not wide enough and it's too curvy & blind. it's not appropriate for cyclists (but i bike on it anyways). the route along the south side of bryan park (which goes almost directly to weatherstone) is better but it is still designed for joggers, not cyclists. i don't know how good smith-hunter can be in the future (it currently has too many poor-visibility cross street intersections for the level of car traffic that it has) but i'd rather use a route like that.</p>	<p>nothing. i don't live there and for through trips the confusion and lack of connectivity make it uninviting.</p>	<p>i hope eventually it can be a part of a grid network so i can effortlessly find a low-stress route throughout town. the gaps are just brutal when i'm planning a route for a trip with my kids.</p>	<p>i'm glad there's some effort to calm the 1st street intersection! thanks!! i understand the limitations of the greenways program but still wish it was possible for something to be done about 2nd / atwater / 3rd.</p>	<p>my biggest complaint is the glacial pace of the program. we need to be doing 5 miles a year, and we need to be doing bolder interventions on the really high stress crossings. i can't wait until we get to the 14th st greenway, and when that happens, the crossings at indiana/dunn/walnut/colleges/rogers crossings will be crucial. thanks!!</p>
<p>5/31/2023 13:01:58</p>			<p>Make it easier to bike to the east side of town from downtown and the west side</p>		<p>I fully support all efforts to increase biking and walking, such as protected bike lanes, decreased car lanes, wider sidewalks, slower speed limits, no turn on red, street closures, etc.</p>
<p>5/31/2023 13:04:33</p>	<p>From the transportation plan: NG-6 Neighborhood Greenway S Hawthorne Dr Neighborhood Greenway Provide a neighborhood greenway on S Hawthorne Dr and S Weatherstone Ln from E 3rd St to E Thornton Dr The worst part by far of NG-6 as it exists today is the crossing of Hillside at Weatherstone/Olive. This is part of the greenway as defined in the transportation plan. There are some sighting issues crossing Maxwell and First Streets, but the crossings at Atwater, Maxwell and First are trivial compared to the crossing at Hillside. In the whole long stretch from High Street to Henderson (maybe a mile and a half), there is no traffic light, no stop sign, no crosswalk, not safe place to cross. There's a considerable amount of two-way traffic on Hillside. The lights at Henderson and High are out of sync. When there's a gap in traffic, cars turn onto Hillside from Woodlawn, Huntington, Highland, Maxwell and Longview. At times, westbound traffic gets backed up from Henderson to Woodlawn, where numerous cars coming from campus are backed up. Eastbound traffic backs up from the light at High past Maxwell. You are tweaking minor problems in your design and ignoring the one major problem on NG-6.</p>	<p>Other than the crossing at Hillside, these are low traffic streets. There can be a fair amount of traffic on Atwater, but it is one-way; you wait for the light to change at Woodlawn, for traffic to clear and you go. At worst, you may have to wait through a second light cycle.</p>	<p>NG-6 Neighborhood Greenway S Hawthorne Dr Neighborhood Greenway Provide a neighborhood greenway on S Hawthorne Dr and S Weatherstone Ln from E 3rd St to E Thornton Dr</p> <p>The thing that most needs improving in this greenway is the crossing at Hillside. This is part of the greenway as defined in the transportation plan. There are some sighting issues crossing Maxwell and First Streets, but the crossings at Atwater, Maxwell and First are trivial compared to the crossing at Hillside. In the whole long stretch from High Street to Henderson (maybe a mile and a half), there is no traffic light, no stop sign, no crosswalk, no safe place to cross. There's a considerable amount of two-way traffic on Hillside. The lights at Henderson and High are out of sync. When there's a gap in traffic, cars turn onto Hillside from Woodlawn, Huntington, Highland, Maxwell and Longview. At times, westbound traffic gets backed up from Henderson to Woodlawn, where numerous cars coming from campus are backed up. Eastbound traffic backs up from the light at High past Maxwell. You are tweaking minor problems in your design and ignoring the one major problem on NG-6. The Allen Street greenway has stop signs and a center island on Henderson, even though there are stop signs within a couple of blocks of that crossing slowing cars down. NG-6 needs the same kind of crossing at least as the Allen Street greenway at Henderson. In the same distance between High and Henderson on Winslow there's a stop sign at Allen Street and a crosswalk. There's nothing to provide safe crossing on Hillside although there's significantly more traffic.</p>	<p>Your designs do nothing for the real issue on NG-6, which is the Hillside crossing.</p>	<p>BPSC needs to be involved in setting priorities and scope of greenway projects.</p>
<p>5/31/2023 15:41:48</p>	<p>Traffic volume and speed on Hillside makes the crossing at Weatherstone more dangerous. The crossing at Hillside/Weatherstone should be improved to increase drivers' visibility and awareness of pedestrians/cyclists and reduce drivers' speed on Hillside at that crossing, street signs, flashing yellow lights, and a push button signal would improve the intersections for users of the Greenway.</p> <p>The existing path that connects Weatherstone and Davis/Highland is narrow--making it difficult for pedestrians and cyclists to share the way. The new connection between Hawthorne and Weatherstone should be 6+ feet wide</p>	<p>low volume of cars. it's a chill neighborhood to walk or ride through</p>	<p>make it more chill to walk or ride through, improve connectivity with other bike/pedestrian transportation routes and destinations</p>		
<p>5/31/2023 16:17:33</p>	<p>Only that the vehicle barriers on the connector between Highland/Davis and Weatherstone can be a hazard for bicyclists or other rolling vehicles (baby carriages, etc.)</p>	<p>It's a fine way to go on quiet streets.</p>	<p>I do not want the new Greenway installation. It is redundant to the existing path/route and the funds should be spent on projects that would serve many more people and be more useful. There is really no good reason to create this new pathway.</p>	<p>The new pathway duplicates a perfectly good existing route, and the numbers of current and future users does not justify the expense. The cost/benefit ratio is way off.</p>	<p>Use the funding for this proposal to create safer passage across more dangerous car-dominated parts of the city.</p>
<p>5/31/2023 16:18:02</p>	<p>have no concerns</p>	<p>I regularly walk Southdowns to Atwater. Quiet with very few cars.</p>	<p>I don't believe there is any need for any bumpouts or speed bumps from Southdowns to Atwater or 3rd.</p>	<p>See above. With so little traffic on Hawthorne there is no need for any speedbumps or bumpouts?</p>	<p>What is the accident rate along Hawthorne from Southdowns to Atwater? This street is very, very quiet with minimal traffic. Crossing Atwater and 3rd are probably the most dangerous and there is a light at Woodlawn and atwater / 3rd.</p>
<p>5/31/2023 16:40:27</p>	<p>None. I live on the corner of Hawthorne and 2nd and walk daily down Hawthorne for exercise, and in the hot summer days, I walk after dark down that street. I also regularly bike it. It works great as is. It is a great place to walk and to bike, wide, with plenty of space for all, drivers included. I sometimes bike to Weatherstone on Highland; that is a pleasant bike ride, and I occasionally take a walk that way. All is great as is.</p> <p>I am strongly opposed to the greenway. If it installed nothing at all on most of Hawthorne, and merely provided a tiny connector so that one could walk from Hawthorne to Weatherstone or walk one bike to get there, I might well support it, as long as it didn't involve disruption of greenery, and narrow. But the plan as it is is very bad indeed. See below for more.</p>	<p>I like that there are no bumpouts or other things that could lead someone walking or biking to bump into them, or that limit the space on the street, so that a driver might end up hitting a bicyclist to avoid a bumpout. It is very pleasant for biking and walking. There are adequate stop signs etc.</p>	<p>There is nothing that needs improving. Please, there is a lot in the city that DOES need improving. Focus on those things. For example, you did a great job in putting stop signs on Maxwell at Sheridan. Providing places for people to garden, for example, on a street in the Bryan Park area--I think it is Davis?--is another good contribution. Planting trees as needed to replace trees that are dying is another good thing. So is creating new neighborhood parks. And greenways are often great. I like the 7th St. bikeway. But this one, at Hawthorne and Weatherstone, is needless, a waste of taxpayers' money, and will create hazards that do not exist. If you must have something--I can imagine someone wants to be able to boast "we put in X miles of Greenways!" just have it be a small connector to Weatherstone.</p> <p>Expanding the B-line, planting plenty of shade trees on it, having a police biking it to reduce the crime risk--all that would be good. But not the proposed greenway along Hawthorne.</p>	<p>See above. Leave Hawthorne exactly as it is. I'm on it daily, often a few times in one day, on foot or on bike, and know what I am talking about.</p>	<p>Would it work to create connectors to the bike path on the east side that parallels 10th St.? That seems to me an underutilized area for biking, and could be great for all the students and others who live in the apartments between 3rd and 10th on the eastside.</p>

5/31/2023 16:49:03	As it exists today? Really?? There are no concerns about how it exists today. These "concerns" have been fabricated by the City. Clearly.	The trees and bit of green space that currently exists and would be destroyed by this unnecessary project. Homeowners bought their property and made a major investment with the understanding that they would be living in a cul de sac. That fact should be respected.	How about developing a survey that addresses the concerns of the neighbors and allows them to express their views? Was this survey created in the World of Leading Questions?? Unbelievable. There is no hope that this project is going to improve anything. It will, inevitably, destroy trees, disrupt wildlife (such as birds), and do absolutely nothing of benefit.	The current state of this area should remain undisturbed. What an incredible waste, perhaps even record-setting, when one considers the fact that a greenway already exists merely two blocks east of this wasteful project. What would be really refreshing, perhaps even miraculous, is if the City would reflect and then admit that this is a needless, wasteful project. How sad that our City has so little respect for homeowners. It's very interesting that your map at the top fails to include the Highland/Weatherstone greenway that already exists. So much for objectivity in survey science/research.	A more honest and democratic approach? This project has been presented as if the neighbors and homeowners have absolutely no say in the matter. How about listening to those individuals? Why not respect those whose properties will be most affected? (rather than ramming this through).
5/31/2023 16:59:53			Making it friendly for all road users	Would it be possible to reduce the number of stop signs on the bicycle greenway, or make some of the two way stops into four-way stops? It seems like it would be a safer and more popular greenway if cross-traffic did not have priority at many intersections.	
5/31/2023 17:43:41	Crossing Hillside from Weatherstone to Olive can be really unsafe due to traffic speed and congestion. Technically outside of the study area, but a critical next step for this greenway.	It is a good route for walking and biking.	ADA compliance, accessibility, reduced car trips, more pedestrian/bike travel, better night lighting, safer intersections, less road noise		
5/31/2023 19:38:04			Safer bike corridors and north south connections	It looks great. I'm excited about the new connection from Weatherstone to Hawthorne.	Thank you for continuing to improve the bike infrastructure!
6/1/2023 8:06:31	The intersection of Hawthorne and Atwater can be difficult to cross on foot or by bike. This could benefit from a stop light for pedestrian and bike crossing. The stretch with the most car traffic is between 3rd and Atwater, so I think this needs the most attention.	I use this several times a week to commute from the IU campus to my home in SoMax. I enjoy the low-traffic route on Hawthorne.	Better intersection of Hawthorn and Atwater.	I like the designs in general for traffic calming. However, the block between 3rd and Atwater has the most car traffic (and parking), so that block needs a better design. Rather than bumpouts that squeeze car and bike traffic together, please consider dedicated bike lanes for this block.	
6/1/2023 8:41:48	not safe enough for pedestrians nor bikes nor for people using assisting devices	I like its proximity to campus and 7th street bike corridor	better and safer travel for bikes and pedestrians and those using assisting devices	I love the design as is	Please build this greenway!
6/1/2023 8:51:11	The hill going south to intersection of Hawthorne and Maxwell makes it difficult for bikes to stop, some don't, and there isn't a 4 way stop, and blind spots created by parked cars and shrubs/trees/weeds. The section of Maxwell from Highland to Woodlawn is a speed zone, and someone is going to get hit there. I've already experienced several accidents and saw a dog get hit by a car there. Unless something is done to slow traffic on Maxwell that intersection is going to be even more dangerous with the encouragement of more people using Hawthorne as a route. The speed humps need to be on Maxwell - NOT Hawthorne! It's really hard to ride a bike over the speed humps, and Hawthorne doesn't need traffic calming devices, the hills and stop signs provide enough.	I'm not sure I understand this question - it doesn't exist today.	I guess it gives people south of Hillside an additional route. But improve anything? not sure	I'm not a fan. If nothing is addressed with the high speed on Maxwell between Highland and Woodlawn this is a very bad idea. The speed on Hawthorne isn't the issue - I live on that intersection- so I would know.	Put the bump outs and speed bumps on Maxwell - NOT Hawthorne
6/1/2023 10:28:18	NONE. Weatherstone and Hawthorne are fine as they are.	Weatherstone currently has a path that leads to Davis/ Highland. I lived on Weatherstone from 2004-2017 and have used it frequently. I know there are many other walkers and cyclists who use it. An additional path that connects Weatherstone to Hawthorne is frivolous—with the existing path cyclists and walkers can connect via the route Highland > Sheridan > Hawthorne. It's currently a marked greenway with bike lanes on Sheridan.	It will improve NOTHING. It is redundant given the existing path between Weatherstone and Davis/Highland. Funds for this project would be better spent to improve safety at dangerous intersections. For instance, cyclists headed NORTH towards Weatherstone often cross Hillside at S. Olive Street. Similarly, people living on the NORTH side of Hillside use Olive St. to get to the YMCA. A crossing similar to the intersection of Allen St./S. Walnut would go a long way to make a safer crossing at the Hillside/Olive intersection. Or similarly, add a bike path that safely connects Weatherstone to Highland along Hillside and add a bike lane to Highland SOUTH of Hillside. These are some examples—your office likely has hundreds of requests for safety improvements at dangerous intersections. If the goal is to make Bloomington more bike-able, start with the pressure points. Please do not invest on the Hawthorne/Weatherstone greenway when there are other locations where safety and access is a more pressing issue.	I saw the designs that circulated a few months back. The concrete planters will make it difficult (if not impossible) for residents of Hawthorne to receive service from large trucks (appliance delivery, moving, etc). The idea that wavy lines create a "sense of whimsy" is absurd in this context. Cyclists should be looking at their environment for pedestrians, pets, cars, and other cyclists; not scribbles on the street. It's a lovely idea for a walking path in well-traveled areas like the B-Line but not here.	
6/1/2023 14:32:15	None. The dead end at Hawthorne helps keep both neighborhoods quiet, and there is pedestrian/bike connection 2 blocks east on the pathway at Highland, vehicle connection two blocks west at Woodlawn. Easy access for everyone, no concerns. Seems to be a solution in search of a problem.	See above.	I DON'T hope the Greenway will go through Hawthorne!! It seems totally redundant, unnecessary, a solution to a problem that doesn't exist. Hawthorne is a nice quiet street that does NOT need calming!! It might need calming after you crash the road through the woods at the dead end and invite thru traffic, but right now it's just fine. Don't mess with it.	Bumpouts look tacky, the ones on Allen St are filled with weeds and it's not clear to me that they slow traffic.	Don't mess with Hawthorne. The plan will increase and speed up traffic and there is ample access for walker, bikers, and drivers already. This whole plan is just befuddling.
6/2/2023 5:57:35	The lack of a sidewalk. One of the pleasures of living in Elm Heights is to be able to go for walks in the neighborhood, but the lack of sidewalks (and the poor state of some of the sidewalks) makes that less safe and pleasurable than it could be.	It is a street with relatively low traffic, and the few cars that drive by generally drive slowly. I also like it that as a resident I can easily find a parking spot. I am a biker and commute to work on my bike, and I find Hawthorne to be a perfectly safe street for bikers. I also enjoy the mature trees in some parts of Hawthorne.	I do not see much improvement in the project. I do not see any sidewalks as part of the project. The project also does not specify that the streets will be closed to non-resident traffic. I fear the speed bumps will actually increase the noise level of the cars and small trucks (delivery!) that will still drive along the street. Cars will break and then accelerate and that creates much more noise (and possibly pollution) than a slow-moving car. Trees and other greenery seem to be an optional in the project rather than a guaranteed and integral part of it.	I would like to see sidewalks on Hawthorne, at least on one side of the street. As for biking safety, I am a biker, and I use my bike to commute to work and for recreation. I think Hawthorne is already an excellent and safe thoroughfare for bikes. I do not think the speed bumps are an improvement on a street that is already low traffic and safe. Speed bumps are not safe for bikers.	If you want to improve Hawthorne, create sidewalks, plant some trees, and possibly close the street for non-residential traffic and/or lower the speed limit to 20mph, and designate it as a bike-friendly street with signage on the pavement.
6/2/2023 9:32:54	No concerns about Hawthorne/Weatherstone. My only concern is the crossing of Hillside to Olive, which is very dangerous, especially in the dark. Cars are very fast, often too fast.	It's fine. Quick commute to downtown and campus.	Traffic light or at least warning lights at the crossing of Hillside to Olive		
6/2/2023 15:05:36	I feel it does not have good enough connectivity to other safe infrastructure.	It is generally calm and scenic.	A more complete network of bike accessible paths to the southern part of Bloomington.	I do appreciate the efforts to ensure low speeds.	Given neighborhood opposition, perhaps a compromise of simply proposing the connector to Weatherstone could be considered.
6/5/2023 4:10:03	We are on Hawthorne near first Street. there is nothing wrong with the street as it is now. We have no concerns.	The street is an easy thoroughfare for bikes and cars. if bumpouts and traffic calming is installed, it makes it more dangerous for bicyclists, who have to manoeuvre around these things. Plus they are unsightly and a waste of money.	I can't speak of the area near Weatherstone, but I see nothing that needs improving near our part of the greenway. why not leave it alone and use the funds for sidewalks which are treacherous if you want to improve walkability in the neighborhood?	please do not waste funding on painting a green design on the street. this is a completely silly addition that will fade over time and provide no actual benefit.	a more practical approach to the use of funds should be implemented. It seems that these projects (like the 7th street corridor) have made driving and biking much more treacherous. please reconsider whether this is necessary, when so many other infrastructure projects could be done.

6/5/2023 8:40:17	I walk or bicycle along Hawthorne from 1st Street to 3rd twice every week day. There is one particularly dangerous intersection for both pedestrians and bicyclists, and the street has lost several of its historic street lamps, degrading its aesthetics but also reducing the light for users.	It is a pretty, mostly quiet street.	I hope it can make the 2nd street/Hawthorne intersection safer, and that the historic street lamps will be fixed/reinstalled.	The design seems fine, though as someone who bicycles along that street almost every day, I don't see the need for bump outs or traffic humps. There just isn't very much vehicular traffic, and what there is doesn't move fast enough to be menacing. The problem traffic is that on 2nd Street. Crossing 2nd Street is actually more dangerous than crossing Atwater at the uncontrolled intersection. At Atwater, one simply waits for a break. At 2nd Street, some cars stop, some don't stop at all but breeze right through at high speed, and others do a rolling stop. The drivers who do stop most often don't look for either bicycles or pedestrians, and simply hit the gas after a cursory glance for oncoming cars. Where we really need signage, bump outs and traffic humps are on 2nd Street on both sides as it approaches Hawthorne.	I would very much like to see the street lamps restored. I would donate to help that effort. It's been a real loss to the neighborhood as those have been knocked down and lost over time.
6/5/2023 10:21:14	Repave the street and leave it as is	We have little traffic-less than when I moved in 49 years ago	I see no improvement only problems	No need for traffic calming bump outs and speed bumps	Repave the road-put your bicycle emblems back in-has worked for the last 20 years
6/5/2023 12:04:35	I have concerns that the portion of the project on Hawthorne is not popular with residents, will add little value, and will consume funds that could be returned to taxpayers or used for other projects. As a pedestrian and bicyclist, I love the B Line bridge over South Patterson Drive, the Clear Creek Trail tunnel under West Tapp Road and the East 7th Street tunnel under State Road 46. Similar approaches on Walnut, Country Club and Hillside would be safer than the status quo for bicyclists/pedestrians and reduce time consuming, fuel sucking, stops for motorists.	I'm supportive of the plans for Weatherstone Lane and the trail connection between Weatherstone and Hawthorne.	I hope that average traffic speeds on Weatherstone between the cul-de-sac and Weatherstone will be reduced. I hope that the trail connection between Weatherstone and Hawthorne will divert some bike traffic away from Woodlawn and increase overall bicycle ridership in Bloomington.	I haven't brought this up before but about 5 times each summer, patrons of the Deer Park Community pool park along the south side of Weatherstone in front of the pool. The current planned location for one of the Weatherstone traffic calming devices will remove a traffic spot. Please consider this to be a minor issue that should be addressed only if it's easy to do so and doesn't add any costs to the project.	To repeat a suggestion that I've made before, you'll need to cut through a city owned, decrepit, chain link fence in order to connect Hawthorne and Weatherstone. I urge you to remove the entire fence as part of the project scope as the fence is in bad shape, is a minor safety concern, and serves no purpose. Thank you.
6/5/2023 12:22:09	There is a chain link fence along Weatherstone that is falling down. It needs to be removed.		I live on Weatherstone. These comments are all regarding Weatherstone: 1. There are a number of places on Weatherstone where sidewalks need to be repaired for safe walking. 2. I would like a pedestrian crosswalk at the intersection of Weatherstone and Hillside in order to cross Hillside safely. 3. I would like to see traffic slowing devices on Weatherstone. My preference is for gradual speed bumps.		
6/5/2023 14:24:28	Historic lampposts have fallen into terrible condition. Need repairing. Rough sidewalks.	Scenery, beautiful houses	Maintenance of existing infrastructure at least.	Greenway, yes, but unclear whether the traffic is too fast or too heavy along this street. I drive it often coming home from the campus, i.e., straight shot across 3rd St. beside Biology greenhouse.	Simply making it a greener space. Repair and maintain those lampposts. Replace ones that are no longer there. I am a cyclist myself, but am fine with simple bicycle lanes. City often goes overboard.
6/5/2023 14:25:23	Cars drive much too quickly down the hill on Hawthorne between 2nd and University, frequently causing near-accidents at the intersection of Hawthorne and University. There are stop signs on University but not Hawthorne; cars coming over the hill and down Hawthorne would presumably have time to see stopped cars slowly accelerating through the intersection on University if they obeyed the speed limit...but they don't. I lived for many years at the corner of Hawthorne and University and often heard brakes screeching as accidents were only narrowly averted. Cars also drive much too quickly and dangerously on 1st Street in both directions. In the past year alone, I've witnessed a car accelerating uphill to pull out into oncoming traffic to pass an ambulance just before it reached the crest of the hill in the block between Hawthorne and Ballantine, a driver pulling over to shout abuse at my husband, myself, and our small child as we parked in our driveway and climbed out of the car because we had been driving at the speed limit, and more cars running the stop sign at 1st and Woodlawn than I can count. Finally, the sidewalk that runs alongside the parking next to the Kappa Kappa Gamma sorority house on Hawthorne and 3rd is a dangerous place to walk, delivery vehicles and SUVs frequently park on it, forcing pedestrians to walk in the road, and don't always look for pedestrians before turning in or backing up.	I walk to work at IU on Hawthorne nearly every day, and my family and I frequently walk south on Hawthorne to visit friends or for after-dinner walks. We appreciate the lack of traffic and the beautiful historic lampos.	The Neighborhood Greenway promises to make walking on the southern section of Hawthorne, which lacks sidewalks, much less safe. All the bump-outs and other features have the effect of forcing pedestrians, strollers, and children on bicycles and tricycles directly into the flow of traffic; that is, it uses pedestrians and small children as traffic-calming features. My family and I never use the Allen Greenway for this reason, preferring to take longer but safer routes to Switchyard Park or the southern section of the B-Line. We simply aren't willing to sacrifice our, or our child's, safety to try to slow down a car, and it makes us extremely angry that the city is taking streets away from pedestrians in this fashion.	See above. Unless sidewalks are added to the designs, their net effect will be to discourage and endanger pedestrians.	
6/5/2023 14:29:52	My biggest concern is the wasteful amount of money that would be spent on this project that in no way is required, nor requested by the residents. There is absolutely no requirement to cut through the woods from Hawthorne to Weatherstone because there are already two alternative routes from Highland and Woodlawn. This idea is an absolute waste of tax payer dollars.	I never walk and very rarely ride my bike on Weatherstone. I do however ride my bike and walk, along with my wife, on Hawthorne at least three days a week and find this street enjoyable because there is NO traffic. Therefore, NO need to move forward with this plan.	There will be no improvement. Look at what an unsightly street the city created on Allen street. This route is no safer than before. I ride this route often to the B-line and never run into traffic, so I am kind of at a loss as to why the bump outs and stuff were added. Most of the bump outs are full of weeds.	AWFUL!	Please do not destroy Hawthorne Street!! There is nothing wrong with the current design. If you want to spend money replace all the "old" street lights with the same ones IU has purchased and found throughout the campus (they are green). Also, add stop signs or flashing signals at Maxwell and at 1st St. Thank you.
6/5/2023 14:47:11	It could use some sidewalks in places, but otherwise my concern remains that the Greenway might be "improved." I use parts it almost daily. It is never busy. I walk in the street. If I hear or see a car coming, I get out of the way. I don't live on Hawthorne, but I often walk past it and Manor on trash collection days. Garbage trucks can't turn around and have to back all the down to Southdowns. I assume that element has factored into planning for this Greenway, but it seems that will only complicate the process.	Low volume and speed of vehicle traffic. Lovely historical district houses from 1st northward.	It won't improve anything. Now that Allen west of Henderson has been improved, I avoid it, and use the streets one block north or south. I suppose I'll do that if Hawthorne is improved. That greenway still has "Bicycle Boulevard" on it; that's how I know that pedestrians aren't the main concern.	Too many unnecessary engineered calming devices. Please don't include that green wander line! In addition to the Greenway signage already in place (because it already is a Greenway), how about occasional stencils of "SHARE THE ROAD" and a cluster of stencilled icons (auto, pedestrian, wheelchair, bicycle)—I saw that on an overpass in Wales)—no more than once in a block.	Cutting through between Hawthorne and Weatherstone is redundant, given the existing path a bit further east.
6/5/2023 14:59:47	historic lamp posts on Hawthorne are in need of maintenance; those that have been destroyed should be replaced -- perhaps with the help of a grant and with funds solicited from the residents (through the Elm Heights Neighborhood Association?)	relative quiet	See below	No bump-outs! They are a traffic hazard.	My wife and I live on the corner of Hawthorne and University and we own a second house on Hawthorne which we rent. We feel this project is unnecessary. We hope the City will come to its senses and leave well enough alone. The money could be better spent on keeping the road in decent repair -- the potholes are a real menace to cyclists (I'm dodging them all the time). The project that would do most for the neighborhood would be repairing the historic lamp posts on Hawthorne and replacing those that have been destroyed. We and other neighbors we know would be willing to contribute to a fund to this end.

6/5/2023 15:01:37	Intersections of Hawthorne and 1st, Hawthorne and Atwater	It is quite, shady, charming. Almost no traffic going north until Atwater.	The sidewalks and the street lamps (see below)	Way over-engineered. Bump outs are dangerous (see Maxwell lane). I just can't imagine how any cars are going to negotiate the bump-outs without serious damage to tires and fenders. The speed bumps are unnecessary because traffic is very slow anyway. And so many trees will be removed – replacements take years to grow. Fix the sidewalks and leave it at that.	The beautiful, historic street lamps along Hawthorne between First and Atwater are deteriorating badly. Some are simply missing. Add restoration and maintenance of the street lamps to the project
6/5/2023 19:48:27	Safety		Safety for bicycle accessibility	Love all of your thoughtful plans—your expertise shines through. Thank you for the care and work.	
6/5/2023 21:00:19	Could be improved to facilitate safer north-south bike commuting in this area. Currently, I used South Woodlawn. Driver are aggressive at intersection and regularly cut me off trying to pass.	I've lived in Weatherstone apartment complex. There's nothing particularly special about this area. It's largely owned by Boulders Deer Park apartments and they are crooked.	Safer and alternative bicycle traffic in Bloomington. We're not realizing our potential.		More biking infrastructure. Not just white painted lines. Proper bike lanes.
6/5/2023 22:31:38	Crossing 1st Street on a bike when traveling north on Hawthorne.	Almost everything (see next question)	I live on Weatherstone Ln. and commute to campus four days a week on my bike. The worst part is not being able to see traffic when trying to cross 1st. St when traveling north on Hawthorne. I would love to see stop signs ON 1st St at the 1st/Hawthorne intersection and remove the stop signs on Hawthorne, so that bike traffic can move freely and cars, not bikes, must come to a stop.	Would prefer no speed bumps. It is hilly enough on a bike without having to worry about traveling over a speed bump.	
6/5/2023 23:54:06	The historic old street lights needs to be preserved and restored on S Hawthorne Drive	I like to walk and bike there in its beautiful environment	Bike and pedestrian safety		Restore the streetlights. Hawthorne is the only street with street lights. it is a safe street for pedestrians at night.
6/6/2023 20:37:09	Poor sidewalk coverage and poor driver stop sign compliance at Hawthorne and 2 nd.	Lovely street to walk or bike on to go to Bryan Park/ YMCA /switch yard.	Walking and biking safety	I like the design.	Please continue to maintain street lamps and consider lighting in Southdowns area for safety.
6/7/2023 15:47:33	None. No one is able to point to any unsafe issues with the existing greenway – except the crossing at Atwater which is not being addressed at all.	Quiet, lightly traveled streets. When walking my dogs with others and their dogs (needing a lot of space for all of us), we are able to walk in the street without worry about traffic as we do on Southdowns or Sheridan.	There is nothing to improve except the Atwater crossing but this single safety concern is not part of the design.	The designs are based on non-existing problems. Walking and biking on the current greenway is safe as is. The proposed path to Weatherstone from Hawthorne is a total redundancy of the existing path from Highland to Weatherstone since the proposed path leads directly past the top of this existing path. The path at Hawthorne and two homeowners' driveways are on a collision course, particularly the one on the east side of the street. This issue has not been addressed in a thoughtful and realistic way. A pole in the middle of the path is not a solution and is an indication that this is not being taken seriously.	Spend the money elsewhere. There must be many neighborhoods that could use a greenway. Don't waste city resources and more time on an unnecessary project based on questionable or misguided motives.
6/7/2023 22:34:33	dangerous intersection at Atwater and Hawthorne; lack of sidewalks on southern portion of Hawthorne south of First Street. Repair needed of existing sidewalks.	Walked it to work on campus for 35 years. Beautiful streetscape, especially the antique street lamps from Third to Second, thought many have disappeared over the years.	Nothing. It's fine as it is.	Squeezing traffic to a single lane at various points will force pedestrians on the large sections without sidewalks into car and bike traffic. The part of Hawthorne from Atwater to Wylie is in the Elm Heights Historic District. These squeeze-outs, "vertical deflection devices," accompanying signage, and blue squiggles will have a significant negative impact on the streetscape, which is an important part of the historic district. Hawthorne is already part of the Hawthorne-Hillside Greenway, which is perfectly functional. Having the Greenway end in the middle of the block on Weatherstone is dangerous.	It would be better to invest in repairing and putting in sidewalks so strollers, walkers, and wheelchairs can navigate more easily. These modes of transportation represent the early and later stages of the life cycle, rather than the fairly brief period where riding a bicycle is a reasonable option. Repairing or, if possible, replacing, the antique lamp posts from Third Street to Second Street would enhance our historic district streetscape to more of its original state. I have tried to answer this section three times, and having a lot of trouble. If things look weird, that's why. ting ing in new sidewalks so strollers, walkers, and wheelchairs can use this street easily. These modes of transportation represent the beginning, continuation, and end of the life cycle, while bikes are reasonable for only a relative brief span. It would be wonderful if the City could repair and replace the historic lamp posts from Third Street to Second Street, as they certainly enhance the flavor of the Historic District. g in new sidewalks rather than making minimal improvements for bicyclists. Sing ting in sidewalks. Many more years of our lives are spent walking than biking. We need good sidewalks for strollers, walkers, and wheelchairs—the beginning and end of the life cycle, not the relatively brief years of biking.
6/7/2023 22:42:06			see first response to survey.		My answer to this question on the first survey kept getting deleted. I would like to see repair and installation of new sidewalks along Hawthorne, so that those who use strollers, walkers, and wheelchairs can have easy access to our neighborhood. These are the early and later ends of the life cycle, and, along with able-bodied walking, represent a much larger portion of our lives than than relatively brief period when biking is a reasonable option. Also, it would be wonderful if the City would repair, and replace, if possible, the antique lamp posts from Third Street to Second Street. They are or were an important part of our Historic District streetscape.
6/9/2023 20:05:02			1) connection 2) safety This is a city-wide network, and I see value in network connections to make biking and walking better for people across the city. Greenways make more safe, fun and connected routes to walk and ride which breaks down barriers and introduces more people to the joys of walking and riding. These Greenways were all discussed with the public through the Transportation Plan meetings in 2018 or so. This is a great use of City funds and we really need 10x more City funds going to alternative transportation. This is part of the bigger long-term plan aimed at reducing single-driver car trips made for short distances.	Love the cut-through to Weatherstone!	We need more money put into pedestrian and cyclist infrastructure around the city because safe streets benefit every road user. Walking and biking are fighting climate change for all of us. It is often put in binary terms like this project is taking money away from that project but really many projects are being looked at simultaneously, we just need more funds for so called 'alternative' transportation. I can see that it feels like spending money here feels unnecessary but when you live south-east and bike to campus or downtown, that's when you feel the money well-spent.
6/11/2023 16:25:31	The Old Street lights on Hawthorne are in need if repair. Do the city have a date when this will happen?	Little traffic, big mature trees Hawthorne.	Bike and pedestrian safety		

						<p>The name Hawthorne/Highland network greenway predates the 2019 Transportation Plan. The original meaning of that term referred to the greenway continuing across Hillside, south on Olive to Miller, east on Miller and then south on Highland to Winslow. There's a stop sign on Miller at Olive because of the greenway even though there is hardly any vehicular traffic on Olive. The little green signs on Hawthorne include the distance to the Winslow Sports Complex in the 2000 block of Highland. People arguing against the new connector by citing the Hawthorne/Highland name to say that the greenway needs to go on Highland past a couple of houses before getting to Davis make no sense. Elm Heights fought the extension of their grid to Weatherstone when that area was developed; the city caved. During the presentation on the Walnut/College corridor, the consultant cited the traffic count on Hillside as evidence of a high traffic two-way street. I hope that you don't think that Hillside qualifies as a two-way street that "works" from a safety perspective for cyclists and pedestrians. In addition to the traffic count, do you also have speed and crash data? There is no safe crossing on Hillside between High and Henderson. Unlike College and Walnut which are destination dense, there are hardly any destinations on Hillside. Almost all the traffic is going somewhere else. There are effectively no streets that cross Hillside: Woodlawn, Huntington, Highland, Maxwell all T into Hillside. Cars can cross Weatherstone to Olive or Olive to Weatherstone, but I don't believe that ever happens. One can cross from Longview to Dorchester or from Nancy to Nancy, but Dorchester and Nancy are dead ends south of Hillside. Data and anecdotal experience indicate that Hawthorne except at the cross streets is safe. Why are speed bumps on Hawthorne a higher priority than making the crossing on Hillside safer?</p>
6/18/2023 16:34:18	The crossing at Hillside	Most of it seems relatively safe compared to other city streets.	The crossing at Hillside	It doesn't include the crossing at Hillside		
6/23/2023 14:42:37			nothing.	Leave it alone, please.	Leave it as it is; No speed humps or obstructions. No more distractions. No more signs. Let Elm Hts. be Elm Hts.	
6/23/2023 15:29:10	Only serious concern is the potholes, particularly serious between Atwater and 3rd. I find the corner of Hawthorne & Atwater to be somewhat dangerous (cars turning left into Atwater are looking to the right; they don't always see cyclists or pedestrians crossing, especially cyclists going south on Hawthorne); an argument could, perhaps be made, for a traffic light, or at least a sign on the southwest corner instructing motorists to look both ways before turning left on Atwater. **The historic iron street lamps on Hawthorne need repair and in two or three places replacement.**	Relative quiet. Neighbors walking. Historic street lamps. Tree canopy.	It might, very occasionally, slow down a car tempted to drive too quickly. On balance, however, I think there are better uses for City resources.	I believe the project is a poor use of resources, especially since a perfectly fine bike path already exists at the south end of Ballantine. Hawthorne is already fairly quiet. I find the bump-outs, particularly between Hunter and 2nd, incompatible with the character of the historic district. UNDER NO CIRCUMSTANCES SHOULD THE DESIGN INCLUDE A WAVY PAINTED LINE; THIS ISN'T CARNABY STREET IN THE '60S!	See comments above under "Concerns." Topic suggestion: Repair and maintain of the historic iron lamp posts on Hawthorne south of 2nd. Replace the two or three that have been destroyed. I have heard that the City has a legal obligation to maintain these (a condition of the original gift), but it should also be possible to solicit (a) grant money, federal or other, and (b) voluntary contributions from the neighborhood. My wife and I would be happy to contribute.	
6/23/2023 15:45:57	No concerns about Hawthorne. The only suggestion I have is to prune area at Weatherstone and Woodlawn for better visibility at stop sign.	The current path that connects Weatherstone to Highland is terrific and more than sufficient for walkers and bikers. Don't see need for extra connector path 5 houses away from current path. Save money for other needed projects, please. Let the deer enjoy their woods.	Areas that have definite safety needs	Skip the extra path.	Thanks for all you do.	
6/23/2023 16:36:30	the corner of Hawthorne and Atwater is dangerous for walkers and bikers because of fast traffic on Atwater and more cars driving south on Hawthorne from 3rd, anxiously waiting to turn east onto 3rd St. Those drivers look only for cars driving east, and not to pedestrians or bikes attempting to cross the street, perhaps a light or at least a sign at the stop sign to alert drivers to look both ways.	quiet street where people walk, bike, stop and talk; little traffic; we sit out on our porch daily, and especially early evenings; neighbors stop by to chat, traffic is light most of the time. Bikers cruise safely up and down the street, lovely tree canopy; historic street lamps which need restoration, open, friendly neighborhood.	I'm not sure the greenway will help anything since there isn't really a problem. The speed cushions might slow down the occasional speed demon. A greenway already exists the next block east, from Weatherstone down to Highland. I've seen cars, by the way, who stop and take out the posts so that they can drive up that bicycle path from Highland to Weatherstone. That greenway is currently well used by bikers and pedestrians (and the occasional car). Scarce resources might be better used.	<p>potential risks for drivers and bikers alike—having to swerve to the left, out of your lane.</p> <p>2) I'd suggest changing the design on path connecting Weatherstone and Hawthorn, avoid a larger paved thoroughway. Think impermeable surfaces. Think ecological. Think community.</p> <p>3) Add to the project restoration of historic street lights on Hawthorne, see more under "other ideas".</p> <p>further comment on pathway: making a wider paved venue requiring structures to keep cars out is, in my opinion, a real mistake: it invites trouble; it destroys the character of the woods; it is unneighborly and an insult to those who live at the path's entrance.</p> <p>A discreet, natural looking, ecologically sensitive improvement to the path makes sense—one that would use a permeable surface, even some kind of pavers with wood chips...Such a path would invite walkers and be adequate for bikers who should not be speeding through path anyway—a real risk to both the biker and to the folks who try to back out of their driveways. Creating a big opening at the Hawthorne entrance (by taking down trees, etc.) would destroy the dead-end of Hawthorne and violate the privacy and natural environment—the elements that invited families to live in those houses closest to the path. A simple path, a well managed dirt trail, or at the very most, a path with a few stones or pavers, and wooden posts at both entrances to discourage larger vehicular traffic would be a fine use of your resources—more user friendly, more neighbor friendly, and less expensive.</p> <p>Restoration of historic street lamps.</p>	Use resource to restore the historic street lamps on Hawthorne. Neighbors donated these lamps to the city. I think that grants and neighbors would could supplement your funds.	
6/23/2023 17:17:09	None		It will make accidents more likely because it is going to restrict the width of the road	No bumps, no restrictions, no impediments to car circulation. It only creates more congestion on other roads. Roads are a public good and only asking people living in the neighborhood ignores the needs of the rest of the population. The municipality should make decisions in the interest of the entire town.	Redo and enlarge the sidewalk for pedestrians. Do not limit car circulation. On the opposite, better car circulation will reduce the probability of accidents. Cars do not crash in open spaces.	
6/24/2023 3:37:50	Hawthorne is a relatively quiet street. The current H & W isn't material. It neither adds or detracts.	See above it isn't relevant to the announced goals.	I think it is an abomination. It is a great example of an arrogant administration forcing a "solution" to a problem statement that is false. The recent primary indicated how well arrogant policies are received in Bloomington.	The design will complicate and hinder normal pedestrian, bicycle and vehicle traffic. The design reflects a 'vision' that is poorly grounded in the realities of the street.	I hope the designers and enforcers are looking for other employment in the new administration	
6/24/2023 17:34:11	Cars not stopping at stop sign controlled intersections or traveling through intersections too fast	A pleasant street scape in a relatively quiet area	Safer intersections and reduction in confusion of stop or non stop signed streets	My wife Anne and I are really concerned that many road users will not see kerb bump outs in time to avoid hitting them thus causing damage to vehicles or individuals. There needs to be distinct methods of signage to advise drivers of all bump out locations if these go ahead. We've seen far too many vehicles hit these kerbs at different locations causing damage to vehicles. This has happened more when placed on corners or bends.	Defined speed restriction signs and clearly visible stop signs would be a great improvement. A preference on newly developed areas where more space is available is the use of roundabouts	

6/25/2023 14:14:46	There is not great visibility when crossing 1st St (heading north) due to parked cars on the south side of 1st. This is especially tricky for young cyclists since cars are often speeding on 1st.		I hope it makes it easier for cyclists of all ages to cross Maxwell and 1st. I also look forward to a less steep and more direct cyclist connection to Weatherstone.		
6/25/2023 16:25:46	Zero	The way it is now	The city's concept is ridiculous and serves no known purpose that the neighborhood supports. This is some autocratic crazy idea to impose a silly idea on a neighborhood that wants nothing to do with the proposed changes to Hawthorne. Get lost.	Yuck.	Go away.
6/26/2023 12:37:52	If I am driving north on Hawthorne, it is difficult to see cross traffic at Maxwell and Hawthorne.	Hawthorne has little traffic. My friends and I and our dogs can walk with little concern about traffic.	I don't think it will improve the street or our walking.	I think the street will become congested.	I think the funds could be better used to address the housing problem.
6/26/2023 14:30:47	1) Intersection of Hillside and Weatherstone - biggest concern 2) Intersection of Atwater and Hawthorne 3) Intersection of 1st and Hawthorne Other than these intersections, the existing Hawthorne Greenway is wonderful, as are the existing Southdowns/Sheridan greenway, the existing Highland greenway, and the connection via Bryan Park to the Allen greenway. Elm Heights is already doing so well with pedestrian/cycling infrastructure - investment is needed so badly in other areas.	A new fire hydrant and storm drainage has been completed recently by CBU at the southern end of Hawthorne Drive. This is vital as the current fire hydrant is inaccessible and covered with trees that Parks and Rec does not maintain. Please keep the new fire hydrant and don't undo this safety utility work. It would be a careless use of taxpayer money, to undo/redo this project.	Increase safety of Hillside and Weatherstone intersection It will allow northbound users at 1st Street to pull out to see around parked cars on south side of 1st Street. It should slow cars on 1st Street as they approach the intersection. It may encourage users from surrounding neighborhoods.	The design ignores the most crucial aspect of safety and equity: the needs of a Hillside/Weatherstone/Olive intersection-crossing. Crossing Hillside is a death-wish even in a car, but especially for cyclists and pedestrians. Between High and Henderson, there is not a safe crossing of Hillside. This is a major equity issue - the Southside, the Y, Winslow Park, and many housing and apartment complexes are blocked from accessing the parks, campus, and numerous greenways north of Hillside. Prioritize design based on what is crucial NOW to address Equity and Safety. The humps, bump-outs, and swirly decorative painting can wait. The existing connector trail from Weatherstone to Highland can be maximized in the meantime.	Prioritize based on actual, not desired, need.
6/28/2023 21:07:38	Faded street markings, broken sidewalks, potholes Speeding on 1st Street through the intersection at 1st and Hawthorne	Low traffic, little street parking		Fewer bump outs will cut cost, trees in remaining bump outs are good for the environment	How will users know what the green line means?
6/29/2023 18:03:24	Nothing except repair and maintenance of Historic street lamps. It is much safer when they are all lit.	Neighborhood feel	Our current greenway seems to be working well I have heard no complaints from walkers or bikers.	The new speed bumps on East Maxwell would seem to be a better solution for Hawthorne than bump outs, that seem to always be subject to tire tracks.	I think that the Greenway plan is overkill. We have ave so many pressing infrastructure problems in Bloomington (potholes, degraded curbs and sidewalks, dangerous intersections in the neighborhoods where stop signs are erratically placed). I think that our tax dollars would be better spent with a minimum of effort on improving something that does not significantly need it.
6/30/2023 12:20:10	I am concerned that a commission of appointed members, not elected by any tax paying citizen, now has no final oversight of their projects by any elected body. The city council has 2 representatives who are clearly invested in this project along with their other family member who is on the commission. These 2 council members should not have been allowed to vote on this ordinance [B Square Bulletin 5/11/23]. This is especially concerning given that this project has been staff - led and not led by neighborhood residents. What is the city's responsibility for fiscal oversight of this committee, and other non-elected committees? How can a group of vested individuals be allowed to spend ~\$400,000 of our tax dollars without final government oversight?	I do not "enjoy" anything about a proposed upgrade to an already existing greenway.	Safety at Atwater, First and Maxwell intersections.	I am glad to see that many of the bump outs have been eliminated. The ones located on First are important for visibility, I still do not understand why an established greenway with stop signs every 2 blocks needs to have speed cushions. This street was once a busy thoroughfare until Ballantine parking garage was torn down. Now, it is only local traffic. How can a non-elected commission be given the power to effectively change posted speed limits to 15 mph?	I'd like to see my tax dollars spent on a light at Atwater and slowing traffic on First and Maxwell. These intersections are where the safety issues are (for bicyclists, pedestrians and vehicles), not along a quiet, neighborhood street.
6/30/2023 23:57:53	(1) If one of your desired outcomes is to have more bike and ped traffic on Hawthorne btx Third and Weatherstone, please ensure traffic is slowed down on Hawthorne and First and Hawthorne and Maxwell. The speed bumps have begun to help slow the traffic on Maxwell and something similar may help slow traffic on First too. If this might be an issue with the police and fire depts then suggest leaving the streets flat but adding a stop sign at both First and Hawthorne and First and Maxwell. I have seen police pass cars quite easily when they need to. In First on a regular basis. (2) I am also concerned about preserving one of the most beautiful historic blocks in the whole city (and most often photographed) - Hawthorne between Hunter and Second Streets - magical with the homes, yards, gardens and, of course, the historic street lamps. While this Greenway Grant may not cover these Street lamps per se, very effort should be made to preserve them with the help of many interested homeowners in the neighborhood (and other historic preservationists) ready to pitch in - myself included. A nice small private-public partnership could evolve. I would be willing to volunteer my time in this effort, if it should advance. (3) Use first class plantings in the bump outs and ask any of the hundreds if neighbors who love to garden to assist with design plans, planting and caring for the plants. Another private-public venture. Again, sign me up! (4) Finally, like the 7th Street bike path renovation, I hope you can do an assessment (or some other measurement tool) to determine after 6 or 12 months how well the new design and plans are working on the ground - lived experience. And, like 7th Street, be open to making adjustment to further enhance the plan.	The remarkable old homes and gardens on Hawthorne btx Hunter and Second including the historic street lamps. Love how peaceful Hawthorne gets south of First Street. Love all houses and gardens on Hawthorne. Love the friendly neighbors and the proximity to Bryan Park.	If done well, will allow more people to enjoy the lovely Elm Heights neighborhood and its people.	Slowing tragic is key. And be willing to adjust and adapt to neighbors and other key stakeholder feedback and suggestions.	See my first response. Thx for asking for feedback.