

West 2nd Street Modernization and Safety Improvement Project Form Responses Received Through March 4, 2024

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Note: Personally identifiable information has been redacted.

- Thank you for doing this. Anything we can do to slow or reduce traffic on Rogers and Second is a good thing, I think. I'm a resident and drive on these roads a lot, but the safety of cyclists and pedestrians matters more than my drive taking an extra two minutes. We love the speed bumps on West Allen, and we're excited for these upcoming changes. Thank you for taking pedestrians and cyclists seriously!
- Please ensure the lanes will be wide enough for emergency vehicles, specifically fire trucks, to turn onto 2nd street and be able to pass other vehicles safely. I appreciate improving the walkability and rideability of our city, but also want to make sure we firefighters can get through this thoroughfare safely and without delay. Thank you for your time and consideration.
- I strongly support adding protected bicycle lanes to this area. My family relies on bicycle and walking as our primary modes of transportation, and this particular part of town is a challenge for us. Thank you for helping make Bloomington safer and more environmentally friendly.
- The layout of the bike lanes seems very similar to the one on 7th Street, which I use regularly. While those are an improvement over the previous conditions there, the basic design there and here for 2nd street is still unsafe because of the many opportunities for cars make turns into cyclists without needing to slow down significantly. The Netherlands solved this problem decades ago by raising their bike lanes to sidewalk level and by having that sidewalk/bike lane cross through the intersections without dipping down to street level. Instead of forcing pedestrians down to street level at intersections, cars are instead forced to go up and over the sidewalk/bike lane (sloped of course). This effectively creates a large speed bump and makes it impossible for a car to fly into a cyclist at high speed, which nearly happens to me on a regular basis. It doesn't seem like it would cost much more and it would be much safer for all modes of transport. The second thing I notice is the strange way the bike lane narrows down onto the sidewalk near where it meets the b-line trail. I realize this is to accommodate the islands where the b-line crosses 2nd street (which should also be raised as described above; this is an unacceptably dangerous crossing for pedestrians and bikes and nothing in this plan address it except for more paint, which the city does not maintain), but the city owns the lots to the south as part of the Hopewell project, so why not just expand the right of way here so the bike lane does not need to suddenly narrow at what presumably the city hopes will be a major cyclists/pedestrian intersection? These sorts of decisions seem to reveal the fact that at the end of the day, cars are really what matters. I hope that's not the case.
- This is at times a very busy and narrow street. We have lived in Bloomington for over 5 years and use this street daily and during that time I have seen only 2 or 3 bicycle riders on the sidewalk or street. Making the street narrower for autos will cause it to be more dangerous and congested for all users. Also has a study been conducted as to the amount of bicycle traffic usage in the proposed project area.
- This is a great idea - it seems so important to have safe infrastructure where a lot of new housing is going in so that people can safely get where they need to go. One thing I

worry about - even with this plan - is that if people are driving their cars very fast and want to turn, they may not see someone in the protected bike lane. Are there ways to institute additional traffic calming so that people turning have to slow down and (hopefully) pay attention?

- Yes. Do this important project to connect bicycle infrastructure through the west side and hopewell project.
- Ped Crossings: Please use NACTO design guidelines for the curb radii and pedestrian crossing dimensions. • A maximum of 15 ft radii at every intersection (8 ft is better; radii at Walker are outrageously large). • separate ramps for each crossing direction to minimize crossing length. • Put mid-block raised crosswalks every 300 ft or more often for the project length. Curb Cuts: At existing curb cuts, median ends should align with road edge and have minimum radii. • Existing curb radii should be removed or minimized to almost nothing (3 ft maybe). Rogers Intersection: • Remove the eastbound right-turn lane. Unnecessary. • This intersection could be a single-lane roundabout. 100 ft Outside Diameter (no more).
- 1) Will the clay sewer line that runs down 2nd St be modernized with the project? If it needs to be done at some point, this seems like a good opportunity. 2) What is the anticipated start date and duration? 3) Will there be sufficient room for emergency vehicles to get through traffic? 4) Are there pull-offs for city buses? Request feedback on these questions. Thank you.
- This is long overdue and looks like a great idea. I hope that something similar will happen on the east side of 2nd street.
- I am so glad to hear about this project. The bike connection between Walker and the B-line is so needed. Thank you for your work!
- Has there been any type of study done as to the number of cyclists using this stretch & at what time? We have lived here since Dec. of 2018 & at the most seen not even a total of 12. We travel this road daily & they are always on the sidewalk with no walkers being sidelined. This road is a BUSY east/west thoroughfare & this will not make it safer for anyone either drivers or cyclists. Is this a State or Federal requirement in order for the city to receive funds? Thank You
- I support this plan, especially the protected bike lanes. I bike on 2nd street often and I typically use the sidewalks in certain areas because it feels unsafe biking on the street with traffic (I'm concerned with how fast drivers are going and with the volume of traffic they won't see me) The protected bike lanes increase safety for both bikers and pedestrians. I also often bike on 2nd with my kids.
- This project creates intersections that do not work right with the 5 Rules of Right of Way we all learned when we learned to drive. The 5 Rules of Right of Way: 1. First to reach the intersection = first to go (control devices may change this) 2. If vehicles reach the intersection simultaneously, the vehicle on the right goes first. 3. Left turns yield to oncoming traffic. 4. Yield to traffic and pedestrians already in the intersection and crosswalks. 5. Turning traffic yields to pedestrians. The new intersections created by two 2-way trafficways next to each other do not work with the above rules because: 1. Traffic comes from unexpected directions: --- Oncoming traffic can approach from a lane on your right. --- Conflicting traffic can approach from behind the driver on either side. --- Drivers coming from the side street do not expect 4 streams of traffic with alternating directions and all having the right of way. 2. The driver may not immediately see that these intersections are not standard. --- The driver of a car does not know the bikeway is 2-way. --- The bicycles do not have to yield as they do on the West 2nd multiuse path. --- A driver waiting for oncoming vehicles to clear before turning left may turn onto the path of a bicycle without ever seeing it. --- The intersection has twice the number of possible traffic movements that a standard intersection has (24 instead of 12). ---Traffic on side

streets don't expect 4 streams of traffic alternating directions. --- What about all of the business driveways? The ones on the north have to cross the bikeway. 3. The 5 Rules of Right of Way do not cover all possibilities of traffic conflicts. 4. Drivers waiting for traffic to clear may block the other trafficway. 5. What happens when 2nd Street traffic queues up during evening rush hour? 6. What happens when a school bus stops with the bikeway on the right? The Manual on Uniform Traffic Control Devices says to put 60 feet between the two trafficways so they are separate intersections. 2nd Street has a lot more traffic than 7th Street has. I will not drive on the 7-Line as it is. The traffic light and ALL WAY STOP intersections sort some of the traffic to make it safer. The worst intersections have stop signs on the side streets and 4 streams of cross traffic not having to stop or yield. These are the ones that cause accidents on the 7-Line. You need to either rethink this monstrosity, or devise traffic control devices (e.g. special warning signs) so drivers know what is actually there and know what to do,

- I live very close to construction on W. 2nd Street, and I'm having an issue with a great deal of noise from construction very early in the morning—about 5:30 am every morning. I have emailed the city about this several times and I understand that the law is that contractors should not be working this early in the morning - even if they are merely staging for the day's work. I have been informed that the contractors have been informed by the City that they should not begin working before 7:30am, but they continue to do so. I am a student and it has become stressful for me to be woken up very early every morning. Please help?
- This project is exciting and very needed. The current (24Jan) design shown on the Project Website shows a lot of features I like: protected bike lane, clearer striping, improved bus stops, pedestrian crossing islands, and overall more median between cars (multi-ton killers) and people. I like these features because they improve safety for all users. I would strongly recommend implementing vertical deflection at the B-Line and 2nd crossing. Motorists consistently go fast here, acting aggressively in response to pedestrian congestion. A little bump would go a long way to helping people cross safely on bike and on foot. Since there are many street interfaces on either side (East-West) of the B-Line crossing, motorists shouldn't be going fast anyway. I know the project is constrained by the ARPA rules, which include provisions for protecting existing car infrastructure, but I would recommend sharpening the turns at 2nd and Rogers to discourage motorists from taking turns too fast. This intersection still looks rather wide and dangerous to me. Thanks, [redacted]
- Anything to encourage more walking, biking, skating and less driving/cars/single passenger cars I support. Not a big fan of scooters. How can people experiencing homelessness be included in these projects? Any ways for them to help/contribute/collaborate...sometimes what is "safety" to some is dangerous/displacing to others. Additionally, how do we get more frequent buses running? Thanks for caring and for this work :)
- This is a great project! I love how it's planned in conjunction with Hopewell and the park redevelopment. Keep up the good work!
- As a major east-west corridor, maintaining traffic flow should be paramount. A continuous left turn lane, 10' wide, would allow for passage of emergency vehicles, as well as eliminate traffic back ups. If this means there is not room for the protected bike lanes, a continuation of the multi-use path will suffice. Personally, I would rather bicycle on Howe St. in either case.
- Please don't mess up another road. Have you not made enough roads worse? Leave it alone.

- I hope you will bear in mind that W 2nd is the best access to downtown from the west side and I-69. "Improvements" that produce any significant impediment to motorized vehicles would be a disservice to the vast majority of Bloomington residents.
- Where can I find the map and plans?
- This is a good plan. I support it. I shop at Seminary Square Kroger, so I traverse this area frequently, mostly on my bicycle, but also in my truck. (I am treasurer of the Near West Side Neighborhood Association. We have not met to discuss this plan, so I am speaking for myself.)
- For safety reasons, I favor NOT adding bike lanes to 2nd Street. It's a major entry into the city for people coming from the west: many of them lower income people who cannot afford to live inside of Bloomington and who work at IU and other city jobs. I think traffic would be smoother and bicyclists safer if they had their own bike lanes on First Street. It's a broad street and not heavily traveled on this side of town; it could even devote half of its width to bike lanes and carry car traffic one-way instead of two. Perhaps making it one way further east could also continue wide bike lanes. Further messing with traffic flow on 2nd Street just doesn't make sense.
- I love this idea - would be a major safety improvement and is much needed. Speaking from experience walking in the area.
- Hello! Thanks for updating 2nd street! In your current plans, I like the addition of bike lanes to 2nd street. Since I live in Prospect Hill I've been paying attention to the Building & Trades park improvements and the Hopewell Neighborhood. I would like to suggest a bridge from the Hopewell Neighborhood to the Building & Trades Park (where there is a proposed crosswalk). A bridge would be nice for pedestrians and make the park easier to access from the Hopewell neighborhood, and for kids and families walking from Hopewell to Fairview school. Plus, a bridge would allow cars to go underneath without stopping. Since the B-Line causes cars to stop in the next block East, having another pedestrian crossing will probably frustrate drivers. Plus, pedestrian crossings make for awkward interactions between cars and people. I would rather just cross a bridge! It could be a cool decorative bridge. Think about it :) thank you for your consideration.
- Thank you everyone for working on this project. This seems like a great addition to Bloomington, especially because it can connect the west side to the B-line NS corridor. To me, as I ride bikes often and sometimes ride with my kids, the safety is my foremost concern. So I very much welcome the protected bike lane. Some questions: - Can there be wider and/or one-way bike lanes instead of the proposed one? Wider/one-way lanes are safer and can carry more people. This may become an important corridor in the future for bikes and I'm wondering whether there's any room for having more space. - Can the signals prioritize pedestrian & bikes? e.g., default to green for bike/peds. - Can there be protected intersections? - Can there be raised sidewalk/bikepaths? - Can there be more traffic calming, especially at the intersection with b-line?