















	<p>This plan encourages bicycles and cars to cross each others paths at various intersections. Pedestrians crossing before Ave will have to watch for collisions of traffic on south side of the road and each consider crossing too general. Again this makes crossing the street inherently more complicated and therefore more risky.</p>					<p>Bicycle lanes are a very small but vital percentage of the population of Bloomington. There is not a need for every street to have bicycle lanes. I definitely do not want to see another safety hazard like the current blockade on 7th Street.</p>
<p>Concept B: Two-Way Street Conversion</p>	<p>None</p>	<p>None</p>	<p>None</p>	<p>None</p>	<p>None</p>	<p>None</p>
<p>Concept A: Two-Way Protected Blue Lane</p>	<p>None</p>	<p>None</p>	<p>None</p>	<p>None</p>	<p>None</p>	<p>None</p>
<p>None</p>	<p>None</p>	<p>None</p>	<p>None</p>	<p>None</p>	<p>None</p>	<p>None</p>
<p>None</p>	<p>None</p>	<p>None</p>	<p>None</p>	<p>None</p>	<p>None</p>	<p>None</p>
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each others paths at various intersections. Pedestrians crossing before Ave will have to watch for collisions of traffic on south side of the road and each consider crossing too general. Again this makes crossing the street inherently more complicated and therefore more risky.

Compared to Concept A generally the same benefits with less strong bike lane, speed reduction, and pedestrian space from one-way traffic. Less concerns about bus, motorcycles, vehicles space, event / loading space, more reasonable temporary / special modifications, reduced bike space with options to take over vehicle lane.

Why dangerous pedestrians crossing two way bike and car traffic. What happens when delivery vehicles be up the only lane to cross section what if that big block always vehicles block a street? What is a bus?

There's no protection for the bikes in this design.

I do not like this idea. It will take an already congested roadway and make it more so. In 2-3 years there was 7 or 8 accidents on this section of road and while we all want this change to be done, we all know that humans error whether driving, an automobile, riding a bike or walking.

Consider having elevated crosswalks and expanding the sidewalk eastward since 90% of the cycling traffic will be coming south to make the bike path. This city continues to become less and less friendly to residents not directly associated with the university and to those who can't or do not want to, cycle.

Currently a bus section that delays pedestrians wanting to access corridor and adds plenty of demand from Dues Madison events, would benefit from very speed reduction, may also with traffic space, event / loading space, more concern with SL Change, emergency and event conflict zone.

Seems like the easiest / easiest portion already and easy to take on in the configuration. Same as Concept A the approach to Concept B. Sample Cities may benefit from something to slow down cyclists in a high traffic pedestrian / pedestrian passenger, and cyclists but alleviated if having and slower pedestrian lanes.

Start walking on phone to put in a two-way bicycle corridor on 10th St on the south side of the road.

Cross traffic collisions will increase with this plan.

One-way to highway transition of bollards at higher speed 10th street corridor may benefit from further bollards at intersection (to reduce no turn on red and slower turn).

A lot more concerned / less comfortable for cyclists with current traffic situation / speeds but seems like an effective low cost, low volume or street cycling issue / calming / street zone.

a stop light is unnecessary here and just wastes fuel

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Transition between left side bike lanes on 7th Lane going need to reduce. And may cause unpredictable / unexpected / blind spot / conflicts at intersection.

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Combinations if there is further narrowing at intersections and slower approach / slower traffic space.

10th Street intersection is more predictable and seems to be effective managing traffic, calming and turning to slow moving traffic.

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Neither of your ideas improve things on a major intersection. If you want to make that intersection, do not squeeze traffic to a single lane Lane Dues and Indiana as they are CSSTT (for Indiana) and a straight at 4th street. put it, increase "turn" at Indiana to keep traffic at a reasonable pace and formal pedestrians to be used crosswalk options. Other than enforcing traffic rules for cyclists, I don't know what you can do about them. DOT NACT make travel through this area more challenging by creating a bottleneck. DOT NACT and all sorts of visual obstructions. They will only increase risk.

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Make bikes follow traffic rules! Make Indiana Ave. No parking. Keep bus lanes going the same one way. Limit changing of traffic with obstacles like red start.

there you so much for asking for public input on that used for protecting bicycles in the street?

See my comments regarding Plan A.

1. DOT NACT make Indiana 3 way.
2. Decrease turning changes wheel have been heading. To not do slow wheel for other lanes.
3. Adding stop signs in a great idea. Taking out all the stop signs on 7th was beyond stupid, especially for Dues, Washington, Lincoln. Stop signs should be for direction too.
4. Adding a light at 10th and Dues synced to the light on 10th and Indiana would be a great idea.