Do you have any general feedback about Concept A? <u>Ascial View, Cross Sections</u>	Do you have any general feedback about Concept 87 <u>Agriel View</u> , <u>Cross Sections</u>	The following questions refer to the specific acctions of Concept A shown below. Do you have any feedback for the section between E Smith Ave. and E 3rd 51.7	Do you have any feedback for the section between E 3rd St. and E Kirkwood Ave.?	Do you have any feedback for the section between E Kinkwood Ave. and E 7th St.7	Do you have any feedback for the section between E 7th St. and E 9th St.?	Do you have any feedback for the section between E 9th St. and E 10th St.?	The following questions are specific to the locations shown below of Concept B. Do you have any feedback for the section between E Smith Are. and E 2nd St.?	Do you have any feedback for the section between E 3rd St. and E Kirkwood Ave.?	Do you have any feedback for the section between E Kirkwood Ave. and E 7th St.?	Do you have any feedback for the section between E 7th St. and E 9th St.?	Do you have any feedback for the section between E 9th St. and E 10th St.?	Out of the two concepts, which do you prefer?	Please provide any other ideas and suggestions here:
l like it more, it fully protects cyclists and provides a bus boarding latend	I don't like it as much, it is an improvement but the parking between 3rd and Kirkwood puts cyclaits at risk by suddenly ending the bits lanes, and cars and buses can encrosed on the unprotected bike lanes.	I don't like how the 2-way bike lane switches from one side to the other, though I do think it's better to have the bike lane on the east side of Indians because the campus is on that side and has less interaction that are how account	I like the protected bike lane	I like the raised crosswalks on 6th. I think there would be a right-turn lane at Indiana and 7th by reducing the width of the bike lane and buffer to improve bus traffic flow.	I like the raised intersections.	I think the timing of the crosswalk light should be improve for the crosswalk on the south side of the intersection.		I don't like that the parking spots make the bike lane end, I would avoid this section because I would be in conflict with cars on my bike.				Concept A: Two-Way Protected Bike Lane	
We need the separated bike lares. I prefer Concept A because to induce biking demand we have to make biding year, safe and separate from cars.	I do not like Concept B. Mixing cars and buses with bites is not safe.				The blows going up the hill on Indiana (heading month) need to NOT have to stop. Or, how about a roundabout here?							Concept & Two-Way Protected Bike Lane	Biocenington could have much more blow riding if there were more protected bits contribon, with bildies separated from case. This is important to meet future climate goals. Everywhere inde, people last im to Whitch out for cast "I shouthoft have to watch out for cars. This should be engineed in the bit staffic design that my bike and I are safe and protected.
This is farnisated I love the siderank and protected bisk name, I do worder though with I lanes, where will the base paid over? Will be allowed to got into the bisk name? This is not ideal because them it makes the cyclint small the bisk while they used or got impatient and manga this the car lane. Feature loop the bisk lanes safe for biless.	This will not be safe. So many times on Indiana, care pull over to drop off people - either friends/familyligg rides. Likewise, buses pull into it. Keep cyclists safe with a protected path.	It is unclear to me how someone would turn left coto E3rd street safely. This road is much basier than the sma near the ISU (7th and Woodsen) right protected from an shory to that will only Woodsen. It would be similar here, but on a much basier road.	There would need to be signs to communicate to drivers that they have the space to the left, not the bill since to drep off people. People want to go right because the university in on the right-they want to drep people off closer, but that would put cyclists at fisk.	Eve cycled and turned left at this intersection - I usually go into the road to let care know in turning let because I have had assess with care not acknowledging fire turning left from the protected bids lane. If not clear. But this intersection hasn't been that busy when I bike, so I think it's overall clay.	I think signs will be needed to remind cyclints that pedestran have the right of way - like the rios signs on the Clear Creek (likhbogs) I think these signs need to be updated to remind E-bloke-scooler folks that they have to yield to non-4-bike folks. They sometimes go way too feat for pedestrian areas.	This looks fine. I like the additional sidewalls I hope there are lights to remind cars to yield.	This looks like a death trap. No one respects cycles on this area of E 2rd street - there is no shoulder so cars get frustrated with bikes - you can feel them on you.	There isn't much of a difference than what we already have. It won't be great.		I like the additional raised sidewalks.	Lam unsure if a light is really needed here. Why?		Consider signage about the yields to who like on Clear Cavil, year, them could be relate intolic foliar in producted time inspersed; Update the yield cycle signs to indicate that or obbitarile- accolors have to be more careful because they go way too feat and do not even yield to non-e- bitaris. Castiliar traffic from more directions — less sale. Keep the core way salts plot both care and biskes.
Temble idea. A two larm bile lame here would not be safe. Durn in a great sheet to bile south on. Indraw sould be lack. The life are less accommodating then Durn and it swort put you anywhere helpful. A bile lare on the seat safe of the larm bill and the larm of the larm bile bile lane you put on Henderson.	Equally shapid. A two laine road lan't any safer for bloss or pediatrians. That this is even an option is insume.	Just such a shipid idea. How am's supposed to get here? The bibe lane on Henderson is on the west sides of the sheet. Serbowly, howe you were walked this stretch of readway?	Really dumb concept	Obviously designed by a moron	Great for killing bitura	Definitely a deathfrep	As dumb as a the other idea	No blike lane at the stop sign. Gorns be fun to get side-susped	The city wasted money on stupid ideas like this	Plained crosswellks are a bad idea. Bad for blices		Neither	Keep it the way it is. If you want to help bloars, remove on street parking/silving and use that to create a declared 1-way ble tense. Unrelated, as a cyclint, finar podestrians in the town an much as I fear crea. So unless you can also people from walking the bitle loves, you've not really keeping bitlers ands.
Love 81 Separated infrastructure would add significant value, safety, and comfort to the confort. The added crosswalks, including the stated cress, do will to shift the street toward those who need confocion resist.	Tike the raised crosswalks and bike allp lanes. Otherwise, it is not ambitious, and it is negligible in terms of safety improvements along Indians. Are as a whole.	I love iff					This design does not improve blue or pedestrian safely by any meaningful margin.					Concept A: Two-Way Protected Bike Lane	Raised crossvalka regularly cross care to severe laterally a few index. This has caused me to be struck while cycling. They are not safe and encourage unsequeded behavior from drivers.
bose who need contection most. Resear creamed as 6th sink an expend. Providers a good befire for predictations and cyclicis. Will be result in more traffic backpap, and doesn't address the frequent need for whicked to drop on orbitan Are. to unload of bil. In businesses, us to drop orbitank provided or bil. In doesn't address the configuration struke method 10th absets, which is the reason most use follows are trained.	Are as a whole. It feals like this will coly make the street more dangerous. I don't how how how how we was as suffer than one wey, but with hotelans Awnuse being an important corridor north, this will greatly increase suffice on the shreet in both disections, and create leas space for cyclais repotatives. It also will be a problem when vehicles involvably stop to undowstrand pricipare and drogoff, etc. or histories awnus. Finally, it doesn't address the contiguous roads north might of the street in the contiguous roads north might of the street in the street of the st	This is probably fine, no matter what happens north of here.	Many cars and bucks stop in the read to leadurised or depolifipicius just south of Kirkenood. This reakes this activity most disruptive. Design cant solve this without complementary enforcement.	Fine		How will this work with the 10th sheet interaction, when it appears you are not addressing the continuing road earth of 10th sheet, which is excessive part of the reason for car, peckettrin, and beyon testin on Indiana s		Pedistrian-basey area around followed will become more dangerous for pedistrians as a result of two-way traffic.				Concept A: Two-Way Protected Blike Lane	Please address the continuation of the rode north of 50th street. Bleas and cars tower this noise BECAUSE OF THE IPAR INFOOD TREESTLE. It is the man accessible radia northwork for many (a growing number been not opening, but the street and the project of the property that short steets for found in being completely growed in this project.
Its assurement don't list the engineers and harn lares at Thickerdonen — ending in formally a higher prototy than expectly and a little congression these will help also drivers at Ohlandsons.	Its awarcard 2-way roads are a huge improvement. Incover, painted blee lanea are ot very good, and alternating behaves painted the season and the season and alternating behaves painted three and sharoom in alternating whereas painted three designs would assume the life of the season of the season and season. If they become 2-way and configurous through downfount, one could be for care and one could be for thiss. but if if it paint induces are that two-way with half asses of the first, i grown from for a few.	the status quo here is such a speedway, I avoid it. I can't even imagins what it would be like to not avoid it. One detail: the signal prochy between sheaker and indicate forces asharke too heavily. It should treat the streats equally.	this reduces the surplus capacity that encourages people to ignore the stop signs at 4th 8 reduces that still gives eastbound drivers who are turning lief orto indians no reason to scan to their left before turning left.	the creaswalk on the north side of kirkwood, and the creasing at 6th sheet, both carry a list of predeather Intelline fact currently septembers it as a divers-dont-yield or coty one other yields "multiple threat creasing, instead creaswalks "and" reduced creasing distance — this is the gold standard.	I avoid inclures north of 7th because the rail crossing on inclures is so miserable, and likewise, (5th is so miserable, this shotch will become important when those future projects are completed.	Im worsied about the intersection of 10th & indexes. Kendall convinced me the intersection is workable with separate northbound and southbound phases but it is all a concern to me. especially northbound -> left turn traffic.	even with two-way traffic, i imagine drivers will beat this little featureless stretch of read as a speedway. Bey will straighten those turns on both sides, going straight from driving in the painted bike lares to crossing the double yellow! for cyclash turning from 3et at westbound to inclaran continuous. It set would be a unter- indure northinous. It set would be a unter- insurance against right hooks white turning.	not a fan of bike lanes that force mid-block merges. Itsy'l be ful of parked care anyways, oth, if i was claiming the lans, i thirk this would be an ingrovement over the sithat care, definitely gives easibound 4th sites of rives a mason to look both ways?	mised crosswalks at 6th will be a huge improvement, and the multiple-threat crossing is vasily reduced on a 2-way shreet like this. however, parked bole lanes don't jive dissent the impressactor of a narrowed road except when a can be parked to them. I separal speeds will occasionally be very bon high, and there provide controlled to the service of the second claiming the larm. wind almost be before of reducing it to a 20% width and putting shamows.	this starts to seem like the kind of pro forms bike lanes that are put in where we know no one will use them because it's not "actually" trylling	10th Lindiana makes so much more sense as a 2-way meets 2-way! removing the southbound turn lane is brilliant too!	Concept A: Two-Way Photecled Bille Lane	thank you'll
aren't the roads being widen?	Paint "Look Both Ways" on paversent & why aren't the roads being widen?									I prefer raised crosswalks		Neither	Anything that glows way to prioritizing motoritand whiches in appropriate. Aftersil, permanent markets in indicate use motoritared whiches because it is a rural shale. & community. If beerproxy washeten read to use slicycles and very small number of permanent realdents use biocycles, then, there should be missed biological time. The missed biological time, there should be missed biological time.
Their Consep Alacona I filed the dy result of the Market properties of the law alactic properties of the law and propertie	I generally would applied the convenients to a been only street. I would definite that the published definition of the convenient of the published definition of the convenience of the	Instead concerned about the harmlann from the protected low-way lines on Herdenica South of protected low-way lines on Herdenica South of protected low-way lines on the section South of proposed near protected low way lines on sent state of hadron. How would the infrastructure of the section of the sectio	Looks great. Bioconingsin Transit currently i thick still has a stop just rooth of the force of the later softwart. You would that work?	Leeks great Like the best platform than let and platen from it will work. Seems do obtin			I werry alload anothbound federa Ave. Intific- luming right artic first while tooling carly for weakhood with and then have did with another weakhood of the second of the second of the Lincolon when a solutional or a Nillad water- safe (all Lincolo) pulsatelline crossing 'That					Concept A. Two-Way Protected Bills Lane	Please accept my publish for mobility on the complete, 100 at 1 as kep pointy for early and middly connectedly preparements.
	Cars "will" cut into this space more frequently when compared with option A, this is the less safe option.	Potential visibility issues: if a car is corning down East 3rd sheet and a bibs in traveling along the route, the sheet corness should be carefully planted as to be way of visibility (no large bushes or flowess). These should be some sort of warning to care about the bleas traveling along this path, even if it is, and a sign letting them know that there's a bise crossing at this interaction.	Again with visibility issues, just give cars fair warning that there is a bike crossing up shead.	Enjoy the raised crosswalks, good way to slow down the people that try to thy down that road.								Concept & Two-Way Protected Blike Lane	Loving the raised crosswalks in both concepts. With concept A, will these be a concept divider between the lases to prefet bides benn cer traffic? Biggest say; have alread been in accideral is when someone desent hout his lacideral is with a someone desent hout his bid bid between the constant of the bid
I like the declared blow laneal I think there should be cureful consideration of how deliveries bus along language will impact traffic will just one lane. Perhaps in some sections, parking could be eliminated and there could be a second lane or a delivery/leading zone.	Nn	The transition from south of Smith to north of Smith is a little worky. Long-term, there should be a two way bikeway on Henderson Street south	In front of Starbucks there should be a dedicated loading zone in less of parking because trucks often stop in the weatern most lane to load/unload.	IREALLY like how creative using the wider space here complements the bus platform. That will eliminate a bit of conflict at that intersection.	Looks good	Looka good	The "share the road" bike designations northbound around Alwaler feels dangerous for cyclats.	The disappearance of a bike larse northbound and southbound is concerning.	No	Good to have raised crosswalks. The speed of traffic there tends to be higher than it should be		Concept A: Two-Way Protected Bills Lane Concept A: Two-Way Protected Bills Lane	
Concept A is the better option. Self separation of cars and bloycles for the entire shelder and the joint title assessment to be accommodate emergency whichies if necessary. One improvement would be to switch the sides that the behyder lanear are on. That way, southboard biles will not be rising next to northhoused and northhoused cars.	Concept B is terrible. The bicycles are not protected, and changing it to a two-way after generations of the bing one-way will increase the accident rate. Also, a two-way atwest will more than double the car traffic.	I never use that stretch because if is so dargerous. Any change that creates a distinct separation of vehicles from bicycles would be welcome.	Make sure that care do not accidentally turn down the bite Iane. I have witnessed that multiple times on both Morion and Grant when northbound care are turning east onto 7th. It is not clear to witners that the bite have is not bited only. If the bite Iane was on the west side of Indiana rather than the east, that would be better. Also, elimination of on-street parking	Ease of people entering and exiting buses would be improved if bits lane was on west side of Indians.	Since more people walk on the west side of the street their the east side, it would make sense for the bike lane to be on that side of Indiana as an added protection from the cars.	You have the wrong picture posted here.						Concept A: Two-Way Protected Bills Lane	It would be great if this could be extended all the way to 17th Street, or at least up to 17th Street since there are to many rore adulents row living up there than there were just a year ago, and there will be many more in the rared few years given the developments allated to occur could be the country of the country o
I prefer concept A, but would like more raised crossings combined with stop signs. I like that it connects with the 7 line to make a larger motented bloods national.	The only advantage of concept B is two-way conversion, which could make bus routes more efficient, but it's at the cost of safe bicycle infrastructure.		Id like to see raised crossings paired with stop signs on the 4th and Kirkwood intersections, so pedestrians are more visible to taller vehicles.	I like the bus platform. A yield sign on Kirkwood at the intersection with 6th would be helpful.	A yield sign on Kirkwood at the intersection with 8th would be helpful.							Concept A: Two-Way Protected Bike Lane	I'm glad this is being done, and I'm excited about concept A. I'd like more raised crossings to help with pedestrian visibility and speed control. Thankel
This is the better approach. I prefer this corouge (A). This areas of Indiana	Two way all this area is not all good ties. All the whole who way do work and If this closure state is the severy day book and If this closure state is the savery and the savery all the savery and the	No	This neally should nemain one way due to all the pediestilans around the Europia Cales.	Keep Bis one way going north. This is the speedney where drivers go far too	Keep this One way going north.	Kasp one way going north	3rd and holians will get clogged up way loo much with this change.	Kirkwood and Indiana would be really hard to cross.				Concept A: Two-Way Protected Bills Lane Unsure	Cooking similar inside crossings and keep both bases one way harding north. If But lint an option, do option A. How many death? What executy were the signified What specifically is the root cause of varieties of the specifical states of the root cause of several control of the specifical states of the root cause of several control options of the root cause(s). I see princising or present the root cause(s) is see princising was less not cause(s). I see princision was less not cause(s). I see less not cause(s). I
I profer this concept (A). This area of holizons Avia is one of the most-and polaristic and cycling corridons in the (b). The loss resthinated between desirgue confidence of the concept concept and a concept concept and a concept concept and a concept concept concept and a concept conc	I do not prefer this option. There are hundreds of IJ employees who park helt cars in the surface lots wast of fedience of the Popters and the prefer that the surface of the prefer adding another laws of traffic going in the opposite direction does not seem to address this lasses.		If there's any way to reduce libegal double parting outside Ottencode, please do it. It gures up buffic and creates a safety hazard.	This is the speedway where drivers go far too fast given the number of people consump Indians to go to and fine campus. I their noving the bus stop north of the stop sign is a good bias. However, as ascence with consum failure sway day on bod to get to the Poplans garage, it however has desired to be a stop to the people speed to go the people of predictionals to waith for enorthoused traffic, and to reduce the speed of cars going around the bus stop.	Another speedway. Any way to reduce car speed is a good thing.	Another speedersy. Reduce car speeds.						Concept A: Two-Way Profested Bille Lane	Thank you for initialing this long overdus project.

The problem with 2 little locus is a related to the training and the locus in the l										Concept B: Two-Way Sheet Curvansion	Hooks - Class is high scional useds related of the Section of the
1. Producted bits fewer application pressure 2. Degree and with the Stappidity of such as the State 3. One way design consistent with contrast bits. 4. A dissent to be bits of such as a such as the	See governi terrements.	See goveral commercia.	See general comments.	See general comments.	See general comments.	It is present to be sent of fresheld left energy day the building on the north sets of the Sampy day the building on the north sets of the Sampy day (the building on the set of the best of the Sampy day of the	See growed connects.	See garanti connecte.	See general connects.	Concept A. Two-Way Protected Bills Lates	Thirdy ya of the reasoning this public comment and healthed process. Thisse the politices of a season.
I docume servingly remote controllage is. for the legistry computed servine. The first polycompleted servine and distribution for servine se	100	100	no	no.	bike lanes are not protected, which does not improve safety for cyclists (applies to all of Connect Rt).					Concept A: Two-Way Protected Bike Lune Neither	Avoid vehicle traffic altogether, Just like E.
											And of whole left chapter. And the E. Kolwood main is a nodewine was only for worder or such Tribera amone by direct and the control of the
I grader the shiele lones with barriers. I fined it is in much safer when fiver are learning to keep carrier from finiting on the late grade, and the pathway should read from the carrier was an extremely desired finite or much have lone. The area of the ship path, expensably for late of the late path, which was a late or the late path, when and late or the late path, which was late or the late path, which was lated to the late path, which was later to the late path, which was later to the later to later to later to the later to later										Concept A: Two-Way Protected Bike Lane Concept A: Two-Way Protected Bike Lane	orientation all of the time only makes it worse.
I countryl he law you do billing you the him you had head in the control of the country he law you do billing you the him you do billing you had head you had head in the country of the c	i den i den i den i den	n concerned about bases eccannishing and colleging for consession of foliassect. I seasily the consession of the consession of the consession of the other section.								Nather	North- and especially Southboard postulations in the control of th
I think Concept A would be safer for predeshives and bloockels. As someone with highestly drives where the waste or bless, doubt how and interest in that, but law the value in making our contractions of the contraction										Concept A: Two-Way Protected Bike Lane	
I this bit his is a good any of making his sead after for production of lease and the inclusion of maked consisting, a seam all is risk absolute or leased consisting, it are all of shadeshor for lost, or called when there is not of shadeshor for lost, or called 100 sheeth in food of SPUE.	Why	ny two raised crosswalks? It seems kind of odd to have two so close here	Again, are two raised crossings really needed here? If there is a main one to use that is raised, people will likely but take it and then cross the side-street after	In the plan to eliminate the left-turn larse at the intersection? It's hard to tell from the design here, but I think this could clog up this section of road unnecessarily	I don't think unprotected bike lanes will help fix this dangerous section of road, as it might encourage cyclais to bike there without actually making molorists respect their space					Concept A: Two-Way Protected Bike Lane	Could a role of the current layout and plan A work? This would mean a protected bloe-lane from 3nd to 7th alwest, joining up with existing inflashrouteness for cyclinks, but not linked to placess where the always posity hand to bloe in (Alwaster, 10th st)
Cor on CT find does the lab kine on anticlear by the other laboration of the control of the control of the correction of the control of the c	ed no An actual step light. no a	disop light			Don't use this concept	Don't use this concept	Don't use this concept	Don't use this concept	Don't use this concept	Neither	Some consistency as one orders belains Amenie from the south would be preferred. I don't like the low style line from an one way read but stone it is already there, just confesse it only before America.
This is a primitely the best of mices, it is a found in the contract of the co	Eliminate shreet parking for businesses.		Eliminate alrest parking.							Uraure	Add speed bumps to bill in lines. There is a naleg number of racidess e-bills users who are speeding too fast.
And in his had one on the device is, Done reads of professional professional areas on an all sections of professional professional areas on an all sections of professional professional professional areas on an all sections devices and professional prof	č m rnove to the other side	move to the other side	move to the other side	move to the other side	no	no	no	no	no	Neither	I would go with Concept A if you align the blow lawns. Either move the blow law you installed last year between 2nd and arriffs on Henderson, or place the new one on the opposite side of the road. Having to cycle over a lawn of traffic is a stupid idea and highly unsafe.
Interrupt yearth conseast, American to the last of the conseast of the conseas										Concept A: Two-Way Protected Bike Lane	In general, I believe that investing in protected bible lates, as well as separated bible please, as well as separated bible podestron paths, in a many wine star and find row, and the path of the protection of
Concept A is add and procless targible safety broudles for all. Concept B does NOT provide meaningful safety representation for all.				The 10th / Indiana Ave intersection needs to be redesigned and signal phasing needs to be very carefully configured. The design as currently depicted introduces a lot of potential conflict points.	Motor traffic here is too high-volume and high- speed for sharrows or painted lines.					Concept A: Two-Way Protected Bike Lane	, ===
The text below of an ordinary town and season on which there are distinct to the contract of t	See t	rny answer above about horrble stop sign behavior at 7th and fediana.	More crosseaths would be nice							Concept A Two-Way Protected Bills Lane	More bequest buses along all routes. Once are hour in not enough the community, forcing me is accepted to the community of the community survey, but if it is taken, and it will state it every chance I get.

have delivery trucks for the businesses on 2 way lan			Maddana
Indiana blocking one lane, traffic at 5:00 pm is	is now.		1990 AND

My concern is congestion especially when you have delivery trucks for the businesses on Indiana blocking one lane, traffic at 5:00 pm is already horrible with two larses. So pleasant selfs and mick to just ride thereigh	2 way lanes will be more hazardous than Indians is now.											Neither	
campus or along the edge of campus will be supprised if this gods much blob unific unless the designatus high speed cross traffic or Alexatur and Third is dealt with at the same time. Bloss will cross even if light in end so need to deal with the traffic speed at those intersections or no point.	Great to get back to two-way streets that slow traffic down while improving convenience, street, life and correspond. Please corror holisins and then convent the very derapsecu. Absets and Third streets. With the added commention of two-way haffic there will also be less objection to much needed stop sigms on these streets. Better for everyone.											Concept B: Two-Way Street Conversion	Two-way steels have a long history of making cities more vital for everyone - great to see them coming back in feshion
This would be absolutely horrible for traffic. Campus busses come frough here constantly, multiple bus routes take this road. Add to that delivery trucks for the businesses and this would be a nightmare for drivers.	This would also be horrible for halfs. Unless you somehow build bus alops so they can get fully out of the road, I don't see how either of the see that go to the control of the see changes would help anything. Why are we even changing anything? Sloomington makes the absolute dumbest decisions on roads.	This is the only part that could work as a two- way, and might be mildly helpful but still unnecessary.	You have to leave this as two lanes going one way. Traffic will be a nightmare with so many buses, delivery trucks, and sheet parking.	You have to leave this as two larves going one way. Traffic will be a nightness with so many buses, delivery trucks, and street packing.	This section could go to two lanes I guess but I don't know why it would.		Cutting off room to turn makes driving more dangerous. Cars are more likely to hit the curb, other vehicles, or pedestrians because there bin't adequate space to turn. Also - how or earth would busses turn here??	For the love of God do not turn this road into a single tane or a two-way street.	For the love of God do not turn this road into a single tans or a two-way street.			Neither	Leave it as it is. Why on earth would you change it? Just go odaids and count the number of buses that come through here.
I like the separated bicycle lane. As a cyclist, it makes me feel safer to be separated from our traffic, even just with plastic barriers.	Identi lose painted bile licensi ble this. The city severalisty hand them like gathers. Dethei je cg., teanh, leaves, branches, skath) lends to collect here, which is expectedly despected for expectable. On 10th 24, these seem voorkers remove debris been the explaint breffic here and place is in the bicycle larse—this is not unconverse. Road surface repaint for them to the larges seem to be proteily, too. So hause leaves seem to be low proteily, too. So hause leaves are other unsafe.						The bicycle slip lane at 3rd is not necessary, but it disbonished in this in a different arrows.		One was I shall like how foutblesselin				Remove any bicycle alip lanes and expand the sidewalk corner trained to improve preleatation
I like the raised crosswalk at 6th St. This section of Indiana is a bit of a valley, so drivers tend to speed here, and the raised crosswalks will slow them down.	These lanes are especially dangerous when they merge with the regular traffic lane, which happens at 3rd and at Kirkwood. Drivers don't	I don't really think cyclists need the slip tane at 3rd. Turning right at 50 degrees is not difficult, and it will be confusing for bicyclists and		I love the raised crosswalks at 6th Sti This will	Once more, I like the raised crosswalks, Will	The bicycle cross at 10th is gonns be really tricky for South-heading cyclets. This works at	I elaborated in this in a different answer. The north-heading bicycle lane is too short for cyclists to bother leaving the main staffic lane at		Once again, I don't like how South-heading bicycles must merge with regular traffic at Kirkwood.		The main advantage of plan B over plan A is		sidewalk.comer instead to improve pedestrian safety (I am saying this as a cyclat who likes to go fast. I sacrifice some of my speed for pedestrians.)
Table the separated bayes leave, A as a spile, i. I. In the common of the princip leaves. I the first result of princip leaves. I the first result of common of a 60 th. This section of a finder in a still or a still, as of these leaves and the common of the common	get mad at me for not using the bicycle lane, even though it's not worth using. Please don't put me in this position, I fear the anger of drivers	pedesticans who has priorly have, peasibly landing to odissins. (Their it would be better to transport to the period of the period of the podestrians more viable to both drivers and cyclists and drivership the distance of the crosswills.	Raise the crossworks at Sichiscood, Just like they're raised at 0th St.	How the sheet consended at this fit. This will restantly from down drover in an anal Try fit or the property of the control of the shape of the property of the control of	pedestrians have priority hear? Like will dever- and cyclain need to stop for pedestrians in the crosswells?	78 and Woodman Secusian Es as an always sign of and everyon measure to balle bran. We there be a specific traffic signal to allow cyclish to cross white all one traffic is balled?	The until heading larged has it is an intelligencial to both execution in the control of the con		His he mised creasonist as 100—45 them to Expend the bill as leading as set. Expend the bill as desails corner at Indiana and Expend the bill as desails corner at Indiana and Expend the bill as desails as the billion. Billion to the billion and the billion and decreases the creasonist benefit.	How the raised creasuralized	The main admittage of plan file over plan A is but there is no read for South-heading cylidid- but cross has related of the intermediate at 10h.	Concept A: Two-Way Protected Bills Lane	Add related consensités at l'informació. For Pina A, relate on ble morte logical crasary at 2000 51 is holiegorid and sales. This unit work offlowers) birst has entire primarcian silvant dell'ample primarcian. Woodlewen la una silvany sito pard Date la straffic segral.
Bits larens are not to useless with out protection, but fall prefer prefer the bits with our on their side of the size with a firm in each face of the size of the													
Take the intersection at Monton and 781/7 line. When firm in my car, others have to look both ways for this ratio. — In a line for the tible items in order to look both ways again for car traffic. I can't clearly see the car traffic with cut pulling into the bible land. When lim on my bible in the 7-line, I superience.	Same feedback - add protection to this concept and you have my preferred design.											Concept A: Two-Way Protected Bike Lane	Add protection to Concept B and that's the preferred design. Falling that, a two way protected this laws in a better than no protection at all. Unprotected this laws are deem near useless.
that as uncertainty about what a driver is going to do every time I approach an intensection. I have to watch the driver's face carefully to see where they are looking.													
By contrast, when Bike larves are protected and parallel to larves of traffic, it makes it much easier for drivers when turning.													
It is not of an issue have, since heav's evily a single proposal line of finals. But still a potential issue. When evilve labing about a relation issue is their evilve labing about a leviet his mere time of residencies much read to not Please do not create another 78 (Street!! I I belong to leavest groups in loss much from that leavest groups in loss much from the first and feel if it very created. They just by jo send whenever possible. As the articles said, most people in the community don't like Concept A Cast the reasonable.												Unaure	
		You will have a two way bike lane on the west										Concept A: Two-Way Protected Bike Lane	
I Bits having sisted cross walts. Currently with hos laims, diverse change laims with someone is passiful partiting or a but is shopped. The large consider. Privage only on the first laims, people will wither have to want or they rejight tyll or drive think have to want or they rejight tyll or drive think have to be want to they rejight tyll or drive think have been with the laims problem. People (predestions, drivers on cross aftersiat watering to have only or drivers on cross aftersiat watering to have only to driver on cross aftersiat watering to have only to destine the laims grant of the laims and the laims grant partition of registers of see the balance partition.	I don't like this idea.	You will have a line way lake late on the week did of the Henderin such of Smith and a loo way lake late on the seast indice of the Henderin such of Smith and a loo way lake lates on the seast indice of the sheet lates of the Smith of Smith. However, about op-citate making the treastion at Smith. This is seimed in the problems found by springe gaing week or Think it enables to the problems found by springer gain gain gain and the major short late of the season sheet in the season s		I don't understand how this bus island will work. Will the buses often into the island which is in the bits lanse or in that for posisistriers to stand and wast for the Intel [®] posisistriers to stand and wast for the Intel [®] new cyclistic gaing to have to bits through a cread of walting pedestriers? Are care going to have to wait behind the buses?	There's a little bit less traffic in this area than south of Seventh and the buses turn celo Seventh, so the remaining care speed up especially since there are no stop signs to slow them until you get to 10th.	I don't understand how a cyclista travelling south on inclassa north of 10th Street is supposed to get safely from the right side of Indians north of 10th 10 the last false for the tow any thole lase. This is similar to the cyclist handing level on 7th needing to come over all Viscolates. To you have date on how that's working out?	So cars and bileas going south on Indians north of Alwater will have to turn left onto Alwater at the light, in that right? Or on bileas go South to Smith? This whole area is already super confusing.					Concept A: Two-Way Protected Bills Lane	
Why do we continue to build bike tanes that so people use?	This is the best approach	See above	See above	See above	See above	See above	See above	See above	See above	See above	See above	Concept B: Two-Way Street Conversion	Future bloe lanes should never have excessive height curbs like those on Claritz and 7th abset that are hazards in their own right.
Not a good idea	Also nope	Do not change it (again).	Eliminate street parking. There's a garage and multiple surface lofs nearby, Keep 1-way. Add blow/scooter lane.	Stop with the stop signs. Add a crosswell or 2 willsaher light.	Nope	Nope	Don't do that.	Not 2-way. Just stop the nonsense	No 2-way.	See above	No 2-way	Neither	Lose abset parking. Give the lare to bissalizootein. Add bas poll offs so halfs moves. Cossessible are needed because studentilipsophic can't be bothward with crossing at the comer. Eds. please, deep the 2-way profession. If it had to pick one, it would be A. However I I had to pick one, it would be A. However I
Balesson the law, I profer this as a cycleid and pedestries. There are professer that are less than the characteristic three size of bases and bases disproys (seep) in contrady pail amount of parell. These securious have the polaristic for parell. These securious the contrady of the contrady county of the contrady of	I don't like this one so much, it seems less safe for both cyclists and pedestriens. The issue of people type just an adopted test sill present hore, but could be more desperous if they by to pass this outcoming traffic.	This seams fine, i am randy on this stooks of need.	Would the larse need to be widered to accommodate parking spaces in forth of businesses? Care as bigger not her bey remodeled roads (the ones arroad the larset apartments by larged) are too narrow.	Seeing the box platform helps me visualize the box stop easier here, but as a cycle of feeling as the platform of the platform pulling over to pick uplicing off students?	ТУга женги бож.	Will there no larger be a last lens of indiana/1000? It is undeer from the photo.	This seems a little more confusing since it looks like its still a one-way peat sheeler. This wouldn't probably be more depressed for size cooledn't expensily with non-locals (sed even with locals who are unfamiliar with the change.)	Pledastian and cyclat concerns with teo-way males, it looks like for the parking spaces you would be pulling through the tible same to park, which would be an problem for cyclain on that arise of the road.	The intersection of followed and Indiana will be significantly more darperous with this plan. College students will get hart them.	This is fine.	Also free.	Concept & Two-Way Profected Bille Lane	First that the select option record to be on what the about his better of man of the select his better of man of the year. Perceloted year they are 4th, perceloted year. Perceloted year they are 4th, perceloted year. The perceloted year they are 4th, perceloted year. The perceloted year that year they are 4th year. And down Networds for a significant profess of what down Networds for a significant profess of the selection and fearly who read to pair second the perceloted year. The perceloted year of perceloted and year they are 4th year. The perceloted years are 4th yea
This would containly be an improvement over the current shadon. However, the inconterned distant between the inconterned distant between the incontent of distant between the incontent of the in	Reset is very lace wide in the concept it faces now. Provided to the concept is being the concept in the conce	This wheth of road abould be dissed to care and reside acceptable only to bloss and patientsees. This lectrospee of giving bloss because of the control of t	No additional traffic caloning? Why aren't these crossings being mission? How about across additional bumps?	Why we the creatings of Schweroles and Th not missed? The bicycle lone creating Th should also be related.	Bizzers that 60% will be mixed but not Kirkwood or 7%. In all for mixing 60% hos, but defining bower priority them Kirkwood or 70%.	The only way that I can make seems of this is that the mission creatings are placed to be convenient for ran, on the hydrog positions; and the convenient for ran, on the hydrog positions; are asset with followed on this board on the seed of the control of the convenience of the seed of the control of the seed o	Hardy an improvement. Care will drive and prek or unperstacted bicycle gather. All preleation crossings should be related.	Hardy an improvement. As above, all of these creatings shall be taked.	Phinosed on if Th wholid shalloads) be writted creasings. (th and oid folloaced? Cars will Car drive and park on supraduceds belong patter as the control of the control of the control of the control of the control of	s will drive and park on unproducted bicycle guiller.	Crossing should be raised. Curs will drive and park on expediented buyes gather.	Neither	The particular of the same forecast. The particular of the same of the same origin is of the same origin in the particular to the same origin in the particular to the same origin in the particular to the same origin in the particular origin is of the same origin in the particular origin in the same or same origin in the same origin i
center live and lob of traffic carining to keep the speed below 20 mph? Then you don't need a protected toke laws. Steller yet, Just close the protected below laws. Steller yet, Just close the loped sections and blook. Their is visitally robing that cars need to be able to access on this sheet for the entire areas in the corrospt.		Analer ware both reads bec-way.											In my opinion, Indexes Avenue should just be closed to our traffice copied red deviewers. In not an important throughten for case, word has far more controlled throughten for case, and of has far flowing the present had as a cylind and prediction innovity joine, but at the word of the day the city always well not unless grown or controlled throughten through the city always made to reduce the controlled through the city always made to this are to make from an assume and concern possible to care. Clean that do has are to make from an assume and concern possible grown and the law of the controlled through the best made of the controlled through the controlled through the best controlled through the controlled through through the controlled through th
	Likely cause more problems than current or A	As biker in area, I use other, less travelled roads near by. Bike lane here likely would not help	I bike on this part now, without problems	I bike on this part now, without problems; Protected bike lane might not be useful			Don't like this, unprotected bike lanes on two- way car tanes are not safe	Don't like this at all, unprotected bike lanes on two-way car lanes are not safe	Don't like this, unprotected blike larses on two- way car larses are not safe			Uraure	No change or A protected bits me seem batter than 5, but it is uncline that either AS would implement that either AS would implement that either AS would be on this road now often, without problems.
Concept a seems the best. Protected bike lane and only having to wony about one direction of traffic.	Strong dislike this one. No protection from bikes. Now introducing a new traffic flow to a street that has been one way for decades. Will cause issues for awhile as peocle adjust											Concept A: Two-Way Protected Bike Lane	

Concept A all the way. I like this one a lot. The only free; I have a yell do in make sure that it is not the property and the sure that it is the sure of the	Not in fevor of this one. I think traffic is less of a concern here than pedistriens. It Durn network mailly that congredit Because to my start what the additional such bound less would help with and Durn downs them than the wind and the pediate than the think and the such as the mind that pushes therein an event or something. Terrible idea. Much more dangerous.	Maybe tid be good if the internection at 3rd and Indians did a padestrian scareful? I think maybe eight on ned going rath on Alexafer turning on to 3rd ahould not be allowed.					I think right turn on red shouldn't be allowed from any direction at find and britism.	For cars, I feel like the Inferenction at Kirkwood and Indiana is going to be a pain in the but if traffic goes both ways on Indiana.				Concept A: Two-Way Protected Bike Lane	Why are these maps laid out so east is up? Confusing
The best way to create a safer pedestrian environment is to sixe down traffic and remove a law of Marille III is jud common sense to go with option A if safely in the goal pits aff have the added beset of reduced ensistens in that area and encourages more attendable hearded to the hearded hearded to the hearded heard												Concept A: Two-Way Protected Bilke Lane Concept A: Two-Way Protected Bilke Lane	Close the entirety of downtown to care, and make the entire radius succounting the square redestation of the square we should attill marketain outline passes for because same. The pastos are part of why there is pedeatrian traffic and harting book businesses by removing what is often a big drive for people to pick somewhere
area and encourages from asternative transportation. No. Meaning "no" to this option.	separated bike larves on each side going in same direction. 7th street could benefit from having been designed this way. The most important thing (MO) is that it be consistent											Concept B: Two-Way Street Conversion	would be shitty.
The Ea Sc. This change was already adopted on Indiana Ana belowan Anadar and 2nd St. and Swanda well.	Not a fan. Indiana Ase has been a one-way mad for a long time and motorists have learned to adapt to this really. Adding 2 directional staffic will increase our traffic on holaten witch will actiously undersine any proposed safely improvements for podestrians and cyclistic.	Its awkward that under this proposal cyclints will made to cross the read just south of Adwards to wait just the Sun long in the 2-way that have its valley in the Sun long in the 2-way that have it is for the season of the read of the read earlier of the read of the read earlier of the read in the preventing cyclints here having to cross traited and preventing cyclints here having to cross traited and seasons like the 2-way to the construction of the higher priority to this close made seasons like the 2-way to the construction of the read of the read of the seasons of the construction of the read of	These should be a traffic light with pedestrian consaring lights and logical consaining lights and be interested and relations and followed. The interested and eliminate and followed. The control sixthey productions in the name of giving them priority in recogniting the interestion. Not a good break the consaining the interestion. Not a good break the production in the substitution of followed and fol	As mentioned previously, halfic light with periodism and cyclin light at holars & Kriterood is needed. Otherwise, this tooks great	Looks great	Looks great.	I don't like the two-way indiana motor traffic, but otherwise this seems reasonable given that proposed constraint.	Again, 2-way traffic on and Indiana Ave. that has been 1-way for decades in complainty unencessary and will greatly endurges predeficiently-clust safely for no particularly defensable reason. If 2-way traffic on hedans in introduced, there should be traffic light ast both the 4th sheet and Kirkswood Intersections. Anything less will increase predestran injuries.	Indiana Ave. should remain a 1-way road. But if it is tassed into a 2-way road, them should be thriffle light with posteriatorycloid lights with intersections with Kritwood and 7th shwet rather than relying on naise consensate to slove down car traffic.	There is virtually no pedestrian traffic at 8th and 9th sheets. Even with a 2-way Indiana Ave, here is no need for mained consessible at these inferencedors. Seems like a way to justify unnecessaryly training joldness into 2-way road rather than an actual safety proposal.	No, other than the 2-way stretch south of 10th street, this looks good.	Concept A: Two-Way Protected Bills Lane	Finance and devices the intersection at 10-browned and Darm 10-way of regionated for materials and productions. The finance of the intersection and productions. Effortuned in to terminin open to car braffic, there is should be a staffic light with production signals at the intersection. Mostly, I can be considered to the control of the control of the Darm would be relieved to a single larm, con- way road with a 2-way billion lasse (in which cases a stop sign would be producted to a single larm, con- sidered to the control of the control of the above they would only how to you'd to publish to consider the constitution.
This is the best sold of the fore given and many in great and consider the as I hoped best and the profit of the disk between the considerable and the profit of the disk between sold and and the latest and the considerable and the considera	The flow is believe the first followed. Care will believe the only set if he all his when receiving the only set if he all his when receiving the first firs	That Restronce section such of detaile as used a result toll contract lating south on Commenting the contract of the comment o		Add a related galantine constraint of the admy control flow Veril and	Neps	Марк	is these recent for a shaked halled on the morthwest consens?	Neps	Neps	This would be viole.		Concept A Tee-Way Producted Siles Lane	One I parietal garage which has I result any applicate to that all the control is to control in the control in
Phase see faul commet sedies. Bob suppelled whitens creeks insees.	Please and final comment medion. Both suggested visibles a create insues.		This area will become more designatus with the proposed shishims. Please eadiny final comments below.					Proposed soldiers will make this area more designates for pleasing facility for this service should be soldiers for the service should traffic due to bear rodes.	This area will probably be more congusted with the potential of making creasing the shreat [blues and productions) more deragenous.			Neither	Your survey would be looked at the whole resid and confidence and the second of control of the confidence of the confide
I have concerns about the crossing diagonally in front of cars, as well as the bible lane ending and	Concept B seems safer but I think parking and loading zones should be a lower priority. These lots have parking lots on the backside that could be better utilized maybe?					Distilve diagonal crossing	Rightmost section is confusing					Concept B: Two-Way Street Conversion	
nice, as long as they are large enough to keep the buses out of the lanes	Same as above, buses hold up everything											Neither	Pull off lanes for buses
This is my preferred concept. Drivens might not ble it, but were need to make this city more accessable for pedestrians and cyclists. Expanded asks inhastentums for cyclists like this will encourage people to leave the car behind and envigate this city in warps that are more environmentally filteredly. I would love it if our cities were a bit more like acome of those in the	I have concern with this plan. I think the inherently unsafe for cyclists, and I think it would do little to alleviate the inherent lack of safety for pedestrians at many crosswales across Indiana. Avenues currently. It seems clear that this plan prioritizes convenience and accessability for others over those for other geopse, and I don't think we should be designing the roads that run.											Concept A: Two-Way Protected Bilke Lane	
It's not clear if the delineation between the bloycle law and the motivation of stiff laws is more like the 7-2-les or more like the current experient of an off blowle, with the very just cut- ture of the control of blowle, with the very just cut- less apport, if it is more like just of 5 threet, because the support, if it is more like just of 5 threet, because the support, if it is more like just of 5 threet, because the cut self survey beloycle laws. But on the threet about two-way beloycle laws. But now that the Line is these and file and grown to law one, it Line is these and file and grown to be the not, is the like the surveying below laws gript be better first more "morrell" (diamon, ident) that this, but the best working to how ways girls be better.	I think adopting 2-way Iraffic is a bone simple approach that doesn't require anybody to learn rew way of oling things, just retembering that Ch, holy crap, gotta look north for encouring cars as a peal if think this is more lakely to slow speeds, because going down the hill heading north is no easy for people to pick up steam, but if therein cars corning at you in the other lane, I think you are more likely to slow over bleaves of that than you are because of the bicycle lane.											Concept B: Two-Way Street Conversion	I did not below this super some, but I get the general blass that his was header to a soft count way as for an obseach open. I man, had not for heading the resulting cut on the steer. I det on go, but heard shoot hears. Keep after this sect of throg. These will always be grown to be a soft of the soft of the soft of rot an excass for not maintaining the effort. Thankal
A is a superior plan. Putting 2 way traffic on that section of inclans Ave seems problematic given how many pedestrians are in the area. It would	Not a good plan; not in favor of enacting 2 way traffic here.	Create one lane of traffic plus bike lane.	Create one lane of traffic plus bike lane.	Create one lane of traffic plus bike lane.	Create one lane of traffic plus bike lane.	Create one larse of traffic plus bike larse.	This is not a good plan.	This is not a good plan.	This is not a good plan.	This is not a good plan.	This is not a good plan.	Concept A: Two-Way Protected Bike Lane	
Leaving Indiana a one way aheed seems safer for pedestrians than making it how way. In general, I think the routewy should be used for traveling-cars and blass.— not for restaurants to expand onto the street.	Taking away parking on Indiana ia not in Itself a particular problem if these can be additional parking nearby. El and Bloomington should work together to build a multi level parking garage on the lobs facing Indiana.	No comments	Build a parking structure on that lot and do not allow parking on Indiana at all. Just loading/unloading	What is a raised crosswalk? If you mean the cub controlled walk as added on 3rd by but bugger, it is a good idea - but please make sure the are well it at night. The crosswalks on 3rd are in between highs and it forms a dark patch just where you need the light.	No comments	No commenta	No commenta	this version should also have raised crosswalks	No comments	No comments	No comments	Concept A: Two-Way Protected Blike Lane	Making the bike and pedestrian paths asfer is great and will encourage more people to use those options but see will never stop needing places to park care. It blasks up to led freat eather for parking bits and they should also up and build a mult level garage on the big for near the Law building to improve access for the doosnoters are as well as the University.
This plan will create a serious traffic jab at the 7th street intersection. It already backs up from the Union to this corner when I/I is in session. Do you plan to eliminate all parking between 3rd and Kriewood?	This concept is even more unsafe than Concept A. Please go at at the Sample Gates and watch what students are doing when they cross Indiana. They are looking at their phones discounting traffic now coming from two directions											Neither	Use traffic calming techniques and make the apeed limit 20 mph.
This looks like a very rice way to improve this street. As someone who has worked across the street for 6 years, this would be much nicer for me.	This doesn't seem any better than what is there now.											Concept A: Two-Way Protected Bike Lane	
	This is an improvement companed to current state, but not as safely-first as Concept A. The reason is, there is still a lot of RoW being dedicated to cart throughput. Reagning the vehicular RoW down in Fuen is the best way by physical barriers to protect optibles also sweres like a mistake. Optible, even in this proof bicycling lown, are not breated well as shared lane users with care.	I am assuming this is already the case, but I highly recommend the intersections be "no right on red".	This is the best place segment to remove parking spots and introduce temporary loading spots. And introduce temporary loading some. Left be real, people park in the middle of the travel lanea regularly to pick up their Statevoks and Editoduces orders. This is lifegal and dangerous and needs a dealign nemedy. Cops can't be expected to address dangerous loading/unicoading parking behaviors in a limity merrent. This agreement needs realized crossings just as bardy as the Kirkonoot-to-7th segment.	Excellent use of vertical deflection. This is direly needed since motorists like to speed through crossings as possible.	As with the last section, this looks great. Connecting to the 7-Line will be a boon for cycling access to IU and other nearby hot spots.	No.	No physical protection for cyclists, I would only retain too lesses of which swell force of those was a declarated bus law. This is a high density, high demand area. We shouldn't let it fill up with care willy rifly.	No physical protection for cyclists.	No physical protection for cyclists.	No physical protection for cyclists.	No physical protection for cyclists.		Thank you for addressing this ghastly road saction? The proposals in Connect A would be a successful to the proposals in Connect A would be a behavior of the proposal succession of th
So has peterns will have to board and leave a boa by having to cross a bile len? That sounds dangerous.	So bus patrons will have to board and leave a bus by having to cross a bite laine? That sounds dangerous.	So bus pulmons will have to board and leave a to box by having to cross a bike lam? That sounds designous.	So bus patrons will have to board and leave a boarby having to cross a bills it lend? That sounds dangerous.	So bus patrons will have to board and leave a boa by having to cross a bids leave? That sounds dangerous.	So bus patterns will have to board and leave a boss by hearing to cross a bids leave? That sounds dangerous.	So bus patrons will have to board and leave a bus by having to cross a bite live? That sounds dangerous.	So bus paleons will have to board and leave a is bos by having to cross a bile lim? That sounds dangerous.	So bus pathors will have to board and leave a bus by having to cross a bile lens? That sounds dangerous.	So bus patterns will have to board and leave a bus by having to cross a bile leav ² . That sounds dangerous.	So bus patrons will have to board and leave a bus by having to cross a bike leav? That sounds: b dangerous.	So bus patrons will have to board and leave a bus by having to cross a bile leav? That sounds dangerous.	Neather	What if there want intend parking on Indians as in passes adjacent on compare 3 has been been could be not the west side of the article, houses made and side of the article, houses made and side of the article, and which want historical by the lose. APC box platners want historical by the lose. APC box platners with the lose of the lose of the lose of the want historical by the lose. APC box platners what, 15 parking spacen? If works by they lose made a last for productions and cycladis, acreen this a stream's how the side of the lose of the article parking spacen. If works by they lose already have the side of the article parking spacen. If we have the article parking spacen and article parking spacen article parking space

I do not endorse any change to make holiana America any five and the same or not holiana direction.	Again, I do not endows any change to make bedure a service at eight gifter than one way with direction.	Platain one way toofs direction only	Relain one way noth direction only	Retain one way corth direction	One way noth dwedon	One way noth direction	Retain one way noth direction	Plubain one way north direction	Relain one way north direction	One way north direction	One way north effection	Nother	The safely mass controlly on britishe service relates to speed and congoulant. As been say and the safe of the congoulant is a few services of the congoulant is subsequently as the congoulant. The congoulant great and is subsequently as the congoulant is subsequently as the con
Too Congested	Worse than Concept A. Is leaving it as is not an option? This option will be far less pedestrian friendly than it currently is or Concept A.											Neither	Leave it alone and save the money, if these are the best ideas that we have.
												Neither	the dest ideas that we have.
This would really help me on my morning commute. That may put me in the minority, but I know there are plenty of other folia who bike to commute each day.	Arribivalent											Concept A: Two-Way Protected Bike Lane	
Not a big fam. I get slack behind people that just a stop (see he) you their phosps a sharp? I have a sharp a sharp? He was a sharp a	Not a big fam: I get stack behind people that just along less they on their phane? alwaps? confused? taking photos?) all the firm. It's a very active where. Bicyclent sort always use the larest for 7th Street for them, why would they use them have? Why not keep the the have used they use them have? Why not keep the the the larest and have the same pedestrian crosswall, sayden used at Morrows Pike and Chaintife Voc Lame? It's panh button and actively lights up.											Neither	Note the first (opp state) sharing special freely loss. May be the result of process assert or constant? Indeep sharing and the rise. It is very active state. Supposite don't always use to be see to the best of them, who must be the loss to the best of them, who must be the see that the see that the seed of the process of the the seed of the seed of the process of the other seed of the leaves and have the seed of the seed of the leaves and the other seed of the leaves and the seed of the seed of the leaves and the leaves and leaves and le
Indiana Avenue gets backed up due to buses and packetines crossing, especially at the interaction of riderar and Kilkwood. I flink the most reasonable ackloso to leep Intiffic Rowing in this area would be to install a Intiffic light at Indiana and Kirkwood. I flink ride share comparies and tasts should be probibled from dropping off and picking up passengers on indiana between 24 and 7% Streets.	See feedback for Concept A.											Neither	See feedback for Concept A
Indiana between 3rd and 7th Streets. Love protected bike lanex. As a bicycle commuter, I feel the safest on the new 7th st.	Accidents will continue on this route with a mix of bike larses and traffic.	3rd St. and Abvater can be vehicle expressessed Protected lanea would feel safer	This area can have lots of pedestrians, traffic turning, stopping, door dashing etc. A protected tane here would feel much safer.	This area is not as nerve wracking although pedestrians land to cross wherever they feel	Cara accelerate here that our heading north.	Before or after the bridge, I will often turn east to get on an adjacent road less traveled. Indians						Concept A: Two-Way Protected Bike Lane	I think some of the cycling specific lights like the 7th at, conidor would be super helpful too. Thanks for helping with community safety!
route. In general, the majority of traffic in Bloomington	This idea could work, but would need to extend		lane here would feel much safer.	here.	•	narrows at the bridge which can make it challancing with some cards							Thanks for helping with community safety!
lanes would hinder significantly more residents who drive, then help bicycle riders.	This idea could work, but would need to extend from 10th St to 2nd St. This would make Indiana/Henderson two way for the entire length of the street.	See above										Concept B: Two-Way Street Conversion	
The design is too light and congested. Despite being born in Biomington and attending U, I we never seen cyclasts registerly use any of the designated bibs paths that have been built aroses out city. I use to bits often but never needed the designated bibs larnes to commute.	The newly proposed design introduces a functional and practical South corridor, addressing a critical need for improved intrastructure.	Have no input on this.	No feedback	No feedback		No feedback	Indeed, this is the most logical solution to alleviate the southbound traffic from the north side of the campus.	Consider installing a streetlight on E 4th Street. I have repeatedly observed pedestrians rearrowly avoiding vehicles due to poor visibility at this corner, particularly as it is a congested area with drivers frequently searching for parking.	Looks good	Looks good as well	1 Slow III	Concept B: Two-Way Street Conversion	While I'm not overly worried about bicyclata, I believe scoclers pose a greater danger. There needs to be more consideration regarding the regulation of scooler access and usage within city limits.
I think this concept is the better of the 2 and would generally help to make Bloomington a more non car friendly city	As a frequent blice rider over the past 4 years in Bloomington, I feel much less safe in the blike lanes of this time and tend to avoid them.	Nope	Nope looks good	Looks good to me	Nope	Nope						Concept A: Two-Way Protected Bike Lane	
Concept A is assemblely the same as The Mailation of 7th St, which resulted focusased' safely for poderbisms, cyclest and care. I live or 7th St; as a pedestrian in root cross and shock other than risk becoming not of the frequent crashes at the interactions. The removal of the stop signs at the cross shortest encourages speeding, further decreasing overall safely.	Even worse than Concept A.											Neither	Please learn from the many problems with the 81- conceived 7th 52 project!
concept A is far more attractive, better for cyclists & pediestiners, AND would encourage business along the street to develop. This is my much residented review. Too much room for bicycle lanes and not	Just a road. Further, the street is already one- way, why change it?								Bards becaused by a below University			Concept A: Two-Way Protected Bike Lane	The illustrations are downloaded rather than displayed on the website. Once I understood this, no problem. You may wish to add a note to the Grootle Form name.
operation of the second	Probably the better option of A and B (but neither concept is really needed). How are you going to account for on-street parking for the downtown businesses? Delivery drivers? On- street dining spots? Users drop-offs and pickups?	Placetives minimal bicycle traffic and has excellent pedestrian facilities already in place. No need for this proposal.	On-sheet parking, delivery driver spaces and outdoor dining options for the businesses along this section? I clon't think the planners have adequately considered these optionsespecially since they involve vehicles and not bloycles.						Bicycle lane cannot be on Indiana University property? Why not make a separate, 12° path along the seasthed of Indiana Aneous for bicyclinia and produstrians? The users would coughly be 20% Indiana University on the control of Biochimpton and their land in out high.	Receives minimal bicycle traffic and has atlent pedestrian facilities already in place. No need for this proposal.	Receives minimal bicycle traffic and has excellent pedestrian facilities already in place. No need for this proposal.	Neither	Scrap this proposal entirely. It's solving a problem that does not exist. And to that it's a very high fall to fix said non-calmed problems. Use the funds inclined to invest in needed public safety explored and misses for fair responder personnel. If I works the project, let them pay for it and place it on their property.
It will be a disaster for our access. Traffic will be fied up all the way back to Smith. Plus deliveries and bus stops will completely stop any	Same as A, this is a plan to prevent car traffic entirely because of the Se ups											Neither	A stop light on Indiana-Kirkwood would help the pedestrian/car conflicts
I strongly prefer a protected bike lane because "bike gutters" (painfed, unprotected bike "lanes") do not protect cyclists as they allow drivers to	Painted, unprotected bike larves do not protect											Concept A: Two-Way Protected Bike Lane	
atill make contact with cyclats. To align itself with a sustainable, walkable city,	cyclass and are unasee.												Manager of the State of the Sta
	Better overall for motor vehicles and bicycle traffic.						Best choice.					Concept B: Two-Way Street Conversion Concept A: Two-Way Protected Biles Lane	Scorologies date in Staylodies in Sealest very committed in the in the last. Or may be the sea NO RELEGE for them: have the sea these that the sealest contribution of the sealest con- traction of the sealest contribution of the sealest con- puting on the sight. I could be invery other and is such as second gain upon seal offset. In the sealest contribution of the sealest con- tribution of the sight. Or in the sealest con- tribution of the sealest contribution of the sealest con- tribution of the sealest for sealest con- tribution of the sealest for company. The only generated or faith near \$1/2 company. The only sealest contribution of the sealest con- tribution of the sealest for company and completely desired for on one separate passes enterings in solution of particularities at such a section of the sealest contribution of the sealest con- cernance of the sealest contribution of the sealest con- tribution of the seale
This one is best as it prioritizes blears and protects pedestrians	This one is not as good as we should have protected bike lanes	Love protected bike lanes	Love protected bike lanex	Love protected bike larves	Love protected bike lanex	Love protected bike lanex						Concept A: Two-Way Protected Bike Lane	Concept A is much better as it protects pedestrians and biters in an area with large arrounds of both near IU's campus. The only thing that could make it better is if holy Ans was completely closed off to cars near sample gates and it was just bus and tilke traffic. Automobiles
guessing there's a typo here-says two way but a/b one way? lesso it one way	two way is bad idea under any version, especially with added bike lane one way!	hope you get good ideas- none here	no new ideas	no new ideas	no new ideas	no new ideas	no new ideas	no new ideas	no new ideas	no new ideas	no new ideas	Neither	erosinger students and podestrans at such a house informaction. leave indians as one way
I love this one most. The bike like appears to be more separated from the larses of the traffic than in plan B which makes a huge difference. Love	This one is alright. I don't prefer the bike line on either side. But it's nice to still see raised crosswalks.	Only that it could extend longer! ;)		•			÷		•	÷	÷	Concept A: Two-Way Protected Bike Lane	Love bike infrastructure just want more
gazaning therein a typo here-says hor vary but ab one wor? Years of one wor. I have to the type the type to the type to the more separated from the laws of the shall the in plan 15 which makes a hyag of diversors. Love the most remainder consequent and the shall not 15 the says the remainder type the shall be and 16 the shall be closed to all traffic accept the production testing. That are the shall be simply between Puzplas Post and the Very Service of the shall be plant and the low to see the says the shall be to be the says the says the says the plant and the low to see the says the low to the says the says the to the says the says the type of the says the type of the says the type of the says the type of the type of the type of the type of type of													This section of Indiana St between E 2rd and E (8h st should be closed to all traffic except pedealten traffic. That implies that the length between Peoples Park and the Von Lie on Kiktwood may not be used.
But it is possible to park at the Von Lee around the rear at E 6th street.													But it is possible to park at the Von Lee around the rear at E 6th street.
This thing with the bicycle curbed road area that is being presented:													This thing with the bicycle curbed road area that is being presented:
I reference a fire truck right there. That curb in the middle of the road for a bike lane does not actually help in certain emergency situations.	You need to block the section between E 3rd and E 6th concerning Indiana.											Neiber	I reference a fine truck right there. That curb in the middle of the road for a bike lane does not actually help in certain emergency altastons.
lane does not actually help in certain emergency situations. But if you leave incleans St Beheeen E 3rd and E 5th the same EXCEPT that is a pedestrian only area then it "looks intelligent".	That helps to solve this problem.											TVIII.	lane does not actually help in certain emergency sharitons. But if you leave indians St Between E 3rd and E St the same EXCEPT that is a pedestrian only area then it "looks intelligent".
How to do that?													How to do that?
That is a question for fire truck drivers and/or Ambulance EMT drivers. But I think you have to deal with the gas station there.													That is a question for fine truck drivers and/or Ambulance EMT drivers. But I think you have to deal with the gas station there.
The ston light should be a those way also on F	less safe and less affractive to bring people into the community- economic development											Concept A: Two-Way Protected Bike Lane	The stron links should be a three way stron on F Protected bike lanes are the future! The
growth of the city and region I much prefer this option over B. Indiana is already a one way and we should leave it that	the community- economic development											Concept A: 1 Wo-vvay Profected Bike Lane	spent on them as cars will drive and park in the area
I much prefer this option over B. Indiana is already a cree way and we should leave a that way, I should defiritely be designed in a way. All the should defiritely be designed in a way. Allor, I would like to see rain gurdens' more proposates storth designs for exposured with this design. Potentially the trees could incorporate and the should be supposed to the storth designs and the same should be supposed to the same should be s	infrastructure you will and will be confusing for motorists and pediastrum; I would only support this if it were the corly way to permanently close Kinkwood to restorate.											Concept & Two-Way Protected Bike Lane	

Added stop nigra are a good data. To his own only the last to the control that is the second to the control that and added to the control that added to the control to the control that added the	Again, added slog signs are an improvement, convoding indicate to less vary, without addressing the parking issues tolered in the which of the such causing in calle an artissy and the control of the control of the local parking is to a recognite of such as the control of the tone of the such and the control of the control of the control of the in the control of the control of basic safety control on.	Leave I as Els.	Lauve II as II Is, add stip signs all infersections that do not have them.	have it as it is, add stop signs to intersections that have come.	Leave II as II is, add alop signs to intersections that have cores.	Leave it as it is, and stop signs to intersections that have cores.	s. Leave it as it is, add alop signs to Intersections that have come.	Leave II as II is, add slop ages to inherescions that have now. Elevinds business sading on solvensk and in practing sens.	Lawer East Is, and stop signs to intersections that have notes.	Leave 8 as 6 is, self step signs to intersections that have notes.	Lauve 8 as 8 lb, add step signs to intersections that have none.	Naiher	Ty educating the productions and beyorkes to for some latting this look bill. Ways, and card assume offers will see you and some some flowers will see you and skip, or make some flowers will see you can be day, or make some flowers will see an extra discussed advancable. However, some disease at classes all alternative. However, some disease at classes alternative. However, some disease at classes alternative. However, some disease at classes alternative. However worsh to creative and have a seed on the seed when we will be considered. However first about supplies after substances and infrastructures. They can bring all that in by a seed of the s
weeds to be her easys, they are garing to risk it. that way arynewy and it shay one way for vehicular traffic. Repile size NEED to look below creasing the sirect. I nee foor many people on their coll phone, instead of watching traffic. Er not only the divince job to see them, if is a podestrians job to see the driver as well. Its everyearing job for sealing of pendestrian, cycleid and driver. Stop signs are an opportunity for everyears to see that falling gaing on account.	Going two way vehicular traffic will only increases the arroad of traffic in the same, regardens of a state of traffic in the same, regardens of state of the same of the state of the same of the state of the same of the sa		Enforce the alop signs and pedestrian cross walks. I go to other states and as soon as final the cuts waiting to cross AL traffic sizes for real to do so. I was solem about the cuses first roll used to it. Enforce the rules set have in place and people will comply.	his been in communities with raised crosswalds. It made it VERY clear to drivers to allow down to protect his undercarriage of the car and that pedestrians were important too. People stopped. It was enforced.	Raised crosswells are good for ALL high traffic areas and pedestrians. It will control the traffic pace.	I vote yes to raised crosswalks and preserve ou walking callure, show the vehicular taillic.	I do not think our one ways should be made into two way streets. That is not the answer for these that turn up one ways no matter how many times it happears. It's the drivers job to pay attention, not to rewrite the traffic laws.	Stop aigns are great. Enforce them.				Concept A: Two-Way Professed Bille Lane	
Will cause considerable congestion, especially when busses alop to pick up passengers. Increased danger for cyclists when busses atop and make right turns.	Will substantially increase the danger in the corridor for pedestrians.		Raised cross walk at Kirkwood makes more sense than at 6th.	Concern about interaction between bikes and bussess/cars turning onto narrowed 7th Street.								Neither	Focus on raised sidewalks at Kirkwood and maybe 6th. The proposed solutions are likely to have significant consequences on businesses, safety, congestion and traffic diversion.
It's an improvement, but I think it will be a parking lot, slowing buses which should take priority over vehicles and pedestrians.	I think this one will only cause more vehicle accidents as impatient drivers will try to get around buses.	There was just work with bicycle infrastructure 2nd Henderson, what fits? We are not doing the project in isolation. It has to fit with a bigger picturer.	Buses, buses, and buses, we need to ensure bus traffic flows is on time. Residents and students depend on making it to their destination on schedule.	,								Neither	a 3rd option that keeps both larws from 3rd street to Krisvood that includes Speed Tables. Chicanes, narrowing lares, inside crosswarks, enhanced landscapes, and better signage. Then North of Krisvood creates the one-lares traffic. This is a two certifor that I feel will be further both options, if more than A.
I think this design is excellent. I have a few quibbles, but overall I like the amount of space dedicated to pedestrians, cyclasts, and transit means.	This would be an improvement over the current street design, but I still would not feel safe cycling on this afreet.	I think a leading signal for cyclists would make these intersections a lot more comfortable for them.	Removing street parking would give the city a lot more room to work with. This area is surrounding by parking lots and garages, so narking shouldn't he an issue.	t I like the bus platform and elevated crosswalks.	like the elevated crosswalks.	I like the elevated crosswalks.	I would not feel safe cycling here without some physical separation from cars.	Removing street parking would give the city a lot more room to work with. This area is surrounding by parking lots and garages, so nadrinn shouldn't he an issue.				Concept A: Two-Way Professed Bike Lane	hard by both options, Brance than A. The city hadded consider reservoirs gheet parking along the conridor. That a prace could be used for the benefit of the commandly rather has made for the benefit of the commandly rather has been as the second of the control
As a bike rider this feels safest!												Concept A: Two-Way Protected Bike Lane	larves will end up being more dangerous as cara/Ubers/etc. fend do see the extra larves as an excuse to park or take them up which means bikes awerving in and out across four potential lanes. Thankal
This is great for bikers but not everyone is a biker. This is a great ideal The dedicated bike lane	I feel like this better meets the needs of all community members. Not everyone bloss where they need to go so with this option, bloss, pedestrians and drivers are accommodated. This is not much improvement over the current.											Concept B: Two-Way Street Conversion	
The raised crosswalk focuses on the pedestrians safely. This arrangement will make this area much more accessible for all. Businesses are more likely to benefit from the foot and bike traffic.	This is not moth improvement over the current situation. It is car centric, and will probably not improve the safety for pedestrians or whickes. It functions like a highway nather than a chy afreed and making it a two descional steed is not likely to improve safety.											Concept A: Two-Way Protected Bike Lane	
I'd role that pedestries may cross at 0th Street in some numbers at times as it is the oxfet from Durn Meadow.	Plante, please, please NO 3-WAY AUT CANCELE TRAFFIC on Indiana. PEDESTREM DEATHIN		Glad to see brokens alop at 4th SLA.sw School where pedestrians taking stanted path from 3rd St. may cross.	Exnow a stop sign at every corner is a drag, but pedestriares do cross to and from Dunn Meadow.	I don't know about 8th or above (my own waking, patterns usually don't take me noth of 7th)	3	Please no 2-seay saio traffic on indiana!!!! (comment stands for rotion B in guernasi, I can't near as gualification for the old of discolphidanger for bot battle attempting to cross.	I suppose it does isolate he university a 18th — place a barrier between students and the town, though to me that's bad symbolism. Id rather are Bloominghob be rores, not less, welcovering to the still population. My opinion anyway (in this supposed timelie Gathe som is do ago of in dear supposed timelie Gathe som is do ago of in dear supposed timelie for the suppose in the Kickenood onto carriepus before it was built — the Circumsing buffer possibily most in recessary. But the gate listeff assume is on the University, not the object.	Similar comments on 2-way suto traffic throughout Plan B. Please, no, no, no, no, no, no!!!!	dito	Here too, though the laclate the University symbolism no longer might apply.	Concept A: Two-Way Profeshed Bike Lane	Lots of bites from 2 directions could be a problem if 8 becomes over-created, but even then would probably be only at irribed "rush hour" times.
												Naiter	Name of the America, as appropriate in Newsparts, and studies the Miller of the Name of th
	This his second and second divisions in the		yes eliminate parking in that section to allow 2 car lanes and 1 bike lane									Neither	
I low corough As an apsence who bilear that read frequently. I definishly it a perspectial if Rituacod is to remain spens. I low the dring as we as the bill and that entry and the service and that entry a special read of the service and that entry a special is also discussed. I like all of Corough A cause a core non-way lown for entire which the Accessed control for the other short and the service which the corough classified referred to where when the corough class to be modes of transportation and where they should opposite. The bicycles are produced from cars.	he dosed. Using the will make the lood deliveries, busines, bloers, and relatements in a huge disadvartage. Durn already goes the larea way their indicate does so adding this soln larea would not be very benefitied for flow. The lare motion which is more can obviously transfer more traffic load and larease can obviously transfer more traffic load and la posseciale that	Yeal It already is a blise friendly area further down it makes sense to continue it.	As stated before this makes the most sense for the businesses, bits rider, busses, and anyone also who want to be in that area.	To have this to remain a one way definitely depend on what occurs with historical Charm already does what an additional lane would accomplished and additional lane would accomplished to the house of the would be huge for flow	I don't have much preference for this area but to continue with a one way does help with getting people out of campus and to the attacken effectively.							Concept A: Two-Way Protected Bille Lane	
that the cost the shoulder predication are all while the cost the shoulder predication are all as the limit of a cost of the c	the bilb leaves in the second diagrams are provided to the control of the control	The correspt A min for this medion. I finish my rote shall the only lawes in only applicable in the confidence of the co	This is easily about 100s we should have the state of the	Deleven Folkeroof Ave and 79 Ave, I all support concept A with a loss and another apport concept A with a loss and another apport and the support concept A with a loss and a subset. The english mass you could also shift A would be in the world for the five A would be in the world for the five A with a loss of the loss of the loss and the loss of the lo	The modage as in makes told sense. Althor but all though it a creation to the sense of the sense	Sures as believen 7th St. and Sth. St. Kaup designs as all Allow previously whiteless	An precisionly dated input their a two loves and holes and put the energy mean of adequity and the energy mean of adequity consists the energy to the energy mean of adequity and their and their adequity	Same an above 1 don't bolk a toe love road traje torquit be efficiency. If adolg and efficiency.	Same as above, I don't think a too time road being longer for all the same of adding and all the same of the same	Same as above: I don't think a ten bow road begin longer for later and select a delign and delign and deligners.	Same as above 1 Gord Stok a ten love read being long of the earth of stoking and stoking at the	Concept A. Two-Way Protected Bille Lane	I parker A, with the advancementationed changes in the contraction of
I think the placement of the bus platform should be moved Sample gates is the main entry for the University and the site of many pictures for students and their families. not a place where a	I do not think you should convert the road to a two way roadchanging the road to two way will lead to more accidents and fatalities as folks on bikes or walking will have to look both ways to	why is the bike lane on the left side instead of the right side	the bike lane should be on the right side of the sheet	the bike lane should be on the right side of the street	the bike larve should be on the right side of the street	the bike tane should be on the right side of the street	the sheet should not be converted to a two way sheet.	the alrest should not be converted to a two way alrest	the afreet should not be converted to a two way sheet.	the afreet should not be converted to a two way sheet	the afreet should not be converted to a two way afreet	Concept A: Two-Way Protected Bike Lane	I do not think you need a two way bike lane I think a one way bike larse is sufficient for the amount of bike traffic for that consider
The most impaction contents of the design is to be used impaction of the design in the first own of the content of the design in the street, the content of the design in the street, and the content of	which has not respondent in the adulty plate and channel for communication by readules in 18 and channel for communication by readules in 18 and 2.3 of larginals fast created or vary unamble on the communication of the communication of the com- ception of the communication of the communication or part of consists of respondents on 15 th could be compared to the communication of the com- ception of the communication of the communication or part of communication of the communication of the communication of the communication of the communication of parts compared to the communication of the communication of the communication of the communication and all parts communication of the communication and all perfects from the communication and all communications of the communication and all perfects from the communication and all communications of the communication and all perfects from the communication and all communications are communication of the communication of the communication of the communication and all perfects from the communication and all communications are communicated as a support of the communication of the communication and all communications are communicated as a support of the communication and all communications are communicated as a support of the communication and all communications are communicated as a support of the communication and all communications are communicated as a support of the communication and all communications are communicated as a support of the communication and all communications are communicated as a support of the communication and all communications are communicated as a support of the communication and all communications are communicated as a support of the communication and all communications are communicated as a support of the communication and all communications are communicated as a support of the communication and all communications are communicated as a support of the communication and communications are communicated as a support of the communication and communicati	Adding southbound logical conventionly from 3rd 5t. to 5m Am. is a learn't seed and considered at 5t. to 5m Am. is a learn't seed and considered at 5m Am. is a learn't seed and considered at 5m Am. is a learn to combine seed and the side of the seed at 5m Am. is a learn to the seed at 5m Am. is a learn to seed at 5m Am. is a learn to the seed at 5m Am. is a learn to the seed at 5m Am. is a learn to seed at 5m Am. is a	A profession false leve have it was preparated to present minimals them desting and purposes to the present minimals them desting and purposes to the present	A producted bills have been it very requested to the been in the contract of t	No	No			I find it is should protect—based on real- concentration of control of the late and the control of the late of the late lates between the late of the late of the lates of the lates of the lates of the lates of the lates of the lates and the lates of the lates of the lates of the lates of the lates and expensibly being all and lates and expensibly being all.		Sizes as prior connected to the less blocks to the standards	Goncapt A Two Way Profession Billin Lane	These or denoting two even connected by a title away is desired. But first of the exposes of the propose of the

	Concept A: Two-Way Protected Bike Lane	barriers; but I hope the city is thinking about the future of Durn Street as well. I recommend closing Durn and Kirkwood to car further and making it into a Barrashana-style superblock. Doing this would require that Indiana have two- way traffic on it.
To the China the safe transposition of the data leases a requirement of the contract of the co	Concept A: Two-Way Profected Bike Lane	Adding speed bumbs along thesew routes may reduce speed of drivers and encourage alternative routes.
This this does of increasing bits intra. Relationing "Tree may halfe searm in its it would increase the the number of cut intern school finite country in number of productions country in number of productions countries. The third stand for productions.	Concept A: Two-Way Protected Bike Lane	
I studij like this pripor. I bila mera merapas. Mill neme merapas i Mill neme merapas	Concept A: Two-Way Protected Bike Lane	
The first time of the same for the first same for t	Concept A: Two-Way Protected Bibs Lane	I loop to city will review the Monatuse on protecting the joints and potentiatives as a primary basis for read planning. (Brisk whelever federally produced muricipal gained by the federally produced muricipal gained by the second produced of the city sent rout articles.) I have severywhere. But the city meth to jointless the safety of productions, particularly sints the sever and DUN that resal purple and the produced of the city purple and the produced of the city purple. The produced is a series of the purple of the city of the city purple and the city purple and the city purple of the city purple and the city purple and purple and pu
Leady love Fla prolected Mile loves. Resear on	Concept A: Two-Way Protected Bike Lane	
Isolay to the princed data leaves. Sensor on such procession sensor princed particular the sensor prince that is such as a proper or prince that is such as a prince or pri	Concept A: Two-Way Protected Biller Lane	
I profer action y below may be be seen and benefity of the comment of the benefity of th	Concept A: Two-Way Protected Biles Lane	
The production to the significant former by the former and production of the product	Concept A: Two-Way Protected Bike Lane	While I can see that concept B could pose a quicker and potential cheaper installation, concept A would provide a higher feeting of safety for pedestrian traffic.
Filse to take a bile, leading source page 4. The bilines of the control of the co	Concept A: Two-Way Protected Bike Lane	
methetic or serv recovery and the second principle for sees a figure of the second principle for sees and principl	Concept A: Two-Way Profected Sille Lane	Fin not sure if the concept has any "Bide Boess" but these are sently passed decident bursing special for cycles. The world be near the medical sequence of the cycles of the cycles. The world set is not been supported by the second set of the second services of the second se
of the can beau. It am a cycled and the lists against Koop before An or every behavior of the complete and the lists against Koop before An or every behavior to accomplete and the lists against Koop before An or every behavior to accomplete and the lists against the complete again	Concept A: Two-Way Protected Bike Lane	
And the style principle flats. Institute to the quantity of the principle flat of the style principle flat of the	Concept A: Two-Way Protected Bike Lane	Please consider working with IDOT to make 446 between Moon's Pike and East 3rd sake for predestrians and cyclists as well as local residents who are driving slorely enough to enter their neighborhoods. It is not a freeway to the sake "transiv our for enverything!
Creat distign, Neign resolution professional data diseases	Concept A. Two-Way Protected Bills Lene	In these a had description of what's being proposed and whip? All lase and the medi-ups had not done; and and high political problem of the political problem and the political problem of the
This in the heat concept. I hade this concept. I hade this concept. I love this. I love this. I love this. I love this. This is designated for cycloids and meterinist.	elats. Concept A: Two-Way Protected Bike Lane	Extend the protected bikelane all the way up to Evolve to increase the protected bikelanes usage massively
This is the best corcept. I links this concept. I links this conce		
This is the description. Then it for the control, the control of t	Concept A: Two-Way Profeshed Bike Lane	addresses Part. Educat the spotechol believes of the way up to Evolvo to increase the profited blookiness. Per profited blookiness of the profited blookiness of the profited blookiness and the profited blookiness of the profited blookin
		I was repetitive in my amovers above to highlight the usefulness of physical reminders to drivers to slow down. Product open direct signs are less effective at reducing a pose-d-related accidents than thoughtful drived design. Carb bumpouts, read that the control of the control of the help protect less powerful modes of the protect less powerful modes of
Table hasping I are very set about to a transport plant and described increase part to the contract plant and the		I man repetition in present about to highlight the sandheast of physical enteriors in others are delivered in the control of t
First, designing believe As in the lowest part of the control of access believes to the control of the contro		The an option of present often to highlight on the control of the present often to highlight on the control of the present often to the control of the present of the present to the control of the present of the present to the control of the present of the present to the control of the present to the present of the present to the control of the present to the present to the control of the present to the present to the control of the present to the prese
Thick targing Manus Also, 1s is the complete of the comple		I was supplied in they researce allows to highlight the second of the second of the second of the second of the the size of their Newlet (see first legal on the sec- nior of their Newlet (see first legal on the sec- tion of the second of the second of the second of the second of the second of the second of the second of th
This through it among an indeptile to the same performance of the control of an individual region of the control of an individual region of the control of t	not to. This Concept A Test-Way Protected Bible Lane Nother Nother Nother Concept A Test-Way Protected Bible Lane	these matteries were storen to highly the second term of the property of the confidence of private to the confidence of
18th large of a conway of a clinic of the street of the st	not be Concept A Two-Way Protected Bile Lene Notine Notine Concept A Two-Way Protected Bile Lene Notine Concept A Two-Way Protected Bile Lene Concept B Two-Way Protected Bile Lene Concept B Two-Way Street Convenient	The man period makes to helpfully be a supplied to the period to the per
Interstance of a common of a c	not be Concept A Two-Way Protected Bile Lene Notine Notine Concept A Two-Way Protected Bile Lene Notine Concept A Two-Way Protected Bile Lene Concept B Two-Way Protected Bile Lene Concept B Two-Way Street Convenient	these matteries were stored to be highly dis- tention of the surfaces of production to drive the same to do not not hard question to grave as an approximation of the same to the surfaces of the same to the surfaces of the same to the surfaces of the same to
This is register as ease and statisfied as the same terms of the state	not be Concept A Two-Way Protected Bile Lene Notine Notine Concept A Two-Way Protected Bile Lene Notine Concept A Two-Way Protected Bile Lene Concept B Two-Way Protected Bile Lene Concept B Two-Way Street Convenient	these magnitudes are presented as the highly of the analysism of principle and the second princi

												Concept B: Two-Way Street Conversion Concept A: Two-Way Protected Bills Lane	Bicycle riders are a very arrall but rocal percentage of the population of Biccentegion. In the population of Biccentegion bicycle lanea, I definisely do not word to see another safety hazard like the carent blockade on 7th Street.
												Urasne	Because I arm roll a briffic engineer, its difficult for me to evaluate the impact of exemularly changing from one-way to 2-way (setting assist the base in the second of the setting assist the setting of the setting assist the setting of the setting assist the setting of the
												Nother	Neither of your letters reprove things on a major throughpiller, if you want to more traffic sercority, do not superess traffic to a single since. Leave Dunn and federan as they are EXCEPT (for Indexna) and a single plant if followed put in conseasors. Turning a forkwood to leave purface at a reasonable pass and furning administrate to a reasonable pass and furning administrate to a reasonable furning a forkwood to leave purific as a reasonable pass and furning administrate to a reasonable pass and furning administrate to a reasonable pass and forkers a forkwood to be supported as a reasonable pass and forkwood to a forkwood to the control of
This is my preferred plan. Providing a 2-way bicycle condor which also helps buffer pedestrians. I preserves the current auto treffic exacutially undestarbed.	This plan encourages bicycles and cars to cross each others paths at various intersections. Profestinar crossing belans Ave will have to watch two corridors of traffic on each side of the rods and each contridor halving two general speeds. Again this makes crossing the abset inherently more complicated and therefore more channers.	A way should be provided for bicycles to trigger the lights for crossing.				Start working on plans to put in a two-way bicycle confider on 10th St on the south side of the road.	Cross traffic collisions will increase with this plan					Concept A: Two-Way Protected Sike Lane	
Some benefits (nuclement about, great bits to go completion between 20 et al. Pto. Could do not through self-in deemed (nocionage local do not through self-in deemed) (nocionage local do not through self-in deemed) (nocionage local deemed) (nocionage local deemed) (nocionage local deemed lo	Compariso to Compari, agentatily me same benefits with less strong like loop, speed reduction, and pedestran ease from one-way traffic less concerns about the bottleneck, vehicle space, event / leading space, more versable temporary space modifications, reduced tike speeds with option to take over	Some concurs on collision / conflict risk at highly speed and short visual lead up to Anather Junction - calming of the Zone-way substantial calm exempling also downsharm, some concurs with LU Carage enhance and exist conflict zone	Seems like the easiest / culment portion already and easy to bible on - the approach to Kirkwood Sample Cales may heard if from something to slow down cyclotis in a high traffic pedestrian zone.	Currently a flast section that delays pedestrians wanting to go across conricts and with plenty of destroid from Duran Mancies wants, sould wanted to be a section of the section of the warment disease. Yet causion from biles, hos platform makes some to be placed after junction but some scorcers one conflict between breading / deboording passengers and cyclists but alleviated of ferrings and relaxed platform furness traffic.	Faat section with ions predestrion crossings that may benefit from faster blievay	One-way to two-way transition of inclians at thigher speed 10th sheet corridor may benefit from further bumpouts at inferenction (to relinforce no furn on red and slower turns)	cyclists with current traffic volumes / speeds but	Seems like the existent / colment perfors already and easy to bise on in this configuration - seem as Concord. As approach to Nitionacond Sample Gales may be sent if non-screening to slow down cyclaids in a high traffic pedestries zone	Transition belower left side bike lareas on 7-Line gaing want to believe how may cause unpredictable / unexpected / blad apot corelists at infersection		10th Street infarraction is more predictable and assers to be effective assuming halfo caiming and bumpouts to slow turning traffic	Concept B: Two Way Street Conversion	Prefer 8 masuring lower cost and move flexibility for vehicle / event operations
What's a parket? How's bus platform work? What happens when delivery vehicles its up the only larse? In cross section what is that big black box?	Very dangerous pedestrians crossing two way bike and car traffic. What happens when delivery vehicles block a larse? Leave it as it is											Neither Concept A: Two-Way Protected Bike Lane	Make bikes follow traffic rules!! Make Indians Ave. No parking. Keep two lanes going the same one way. Limit J-walking in front of IU with obstacles like near stadium
I greatly support a protected bike lane!!! I do not like this idea. It will take an already	there's no protection for the bikes in this design. I don't support it.					a stop light is unnecessary here and just wastes fuel					a stop light is unnecessary and just wastes fuel.	Concept A: Two-Way Protected Bike Lane	thank you so much for asking for public input on thial!! and for protecting bicycles in this area!!!
congusted resolving and make it mere so. In 5 years three was 7 or 5 anothers on this section of read and while we sell was the same the same of read and while we sell was the harmon error whether driving an autorealis, ridnry a bile or walking. Consider building elevated conseasable and expending the schemak exablemed, since 1975 of the control of	I do not believe making Indiana Ave 2-way is a	I stand by my comments above regarding Plan A	Again, 1stand by my comments above regarding Plan A	Again, I stand by my comments above regarding Plan A.	Again, I stand by my comments above regarding Plan A.	y Again, I stand by my comments above regarding Plan A.	I stand by my comments above regarding Plen B	Again, I stand by my communia above regarding Plan B.	Again, I shand by my comments above regarding Plan B.	igain, I stand by my communia above regarding Plan B.	g Again, I stand by my comments above regarding Plan B.	Neither	See my comments regarding Plan A
Boase who cannot, or do not want far, cycle												Neither	1. DOS/T make Indians 2 any 2. Descriptions litting duringes used two been shelful. It is not all door what the difference shelful. It is not all door what the difference ponly explored and defined graphics. 2. Adding also gives an a great litter. Taking out expensively for Durn, Weshington, Lumin. Stop gives shelf be a broyshels to. The difference of the angulation of the broyshels to. The difference of the difference of the difference of the light at 10th and indians would be a great date.