

What concerns do you have about the S Washington St. corridor as it exists today?	What are aspects you enjoy about the S Washington St. corridor as it exists today?	Do you have any general feedback about the S Washington St. Traffic Calming preliminary concept?	Do you have any specific feedback about the preliminary concept between E 1st St. and E Dixie St.? Concept PDF	Do you have any specific feedback about the preliminary concept between E Dixie St. and E Grimes Ln.? Concept PDF	Please provide any other ideas and suggestions here:
Cyclists are very liable to be hit by someone opening a door of a parked car without looking	The bike lane, lack of traffic, lack of stop signs, the fact that it's a bit downhill :)	I assume the speed humps will have spaces for bikes to get through			If the road ever needs restriping, it might be nice to move the bike lane between the public car storage and the sidewalk to avoid the door problem.
Vehicles often travel very fast and pass very close to the unprotected bike lane. I do not travel on this street by bike because I do not feel safe	I appreciate that the street is narrow.	I'm glad that vehicles will be slowed. I may feel comfortable using the existing bike lane if cars are forced to travel at reasonable speeds. However the close passing distance is still concerning, especially since vehicles are becoming larger.			
door zone bike lane. preposterous bike lane treatment at intersections. cars in bike lane (stopped and moving). driver aggression.	relatively low volumes, contiguous over some distance	my biggest concern is that the area excludes the pain points that largely keep me from using Washington much: intersection with Smith Ave greenway is a failure, as is the entire block between 3rd and 4th (its an uner staging area masquerading as an oversized one car lane + one bike lane)! as far as it goes, i don't think the design does anything about unsafe interactions with the bike lane. in particular, the yellow curb is a joke!! need actual barriers. failure to heed or enforce the yellow curb on Lincoln just south of Smith Ave is a huge problem already! less thoughts and paint, more bollards and curbs!	yellow curb will not be obeyed. when the street side parking is not occupied, the street is so wide...are speed humps more plausible than curb extensions?	i assume you mean south of dixie? the intersection with allen could use some greenway prioritization! this is a stop sign i would support!	i understand there are probably a lot of limitations on staff discretion here but i just want to encourage you to think slightly more holistically than may be possible. thanks! :)
How fast cars speed by and the lack of awareness on cross streets about no stop signs at intersections. Also, the state of the sidewalks are pretty poor. Definitely not workable if you are in a wheelchair.	The older trees that line the street.	Why are speed humps the only solution? It seems like we can come up with something that works for more people to address the problem.	Why aren't stop signs a part of this plan?	Why aren't stop signs a part of this plan?	Stop signs, better cross walks and signage at intersections. Speed alert sign like the new ones on Atwater and Hillside.
People drive way too fast.	The tree lined streets when it's quiet. :-)	Please extend the speed humps past Grimes. After the stop sign at Grimes and Washington people often speed all the way to Hillside.			Please extend the speed humps past Grimes all the way to Hillside. Thank you!
Too much illegal parking, they block bike lane and park all the way to the corner in some spots		Hate it.! Enforce existing laws	Terrible	:(If you are going to place speed bumps the nmake it fair. Stretch the bump to the curb so bikes also have to cross them
The quality of the brick/paver sidewalks is abysmal.	Tree lined and porch heavy	The additional yellow curb near Dixie seems excessive. Is there some type of formula being applied here?	The additional yellow curb near Dixie seems excessive. Is there some type of formula being applied here? Also, speed humps are pretty controversial locally (I see spirited debate whenever they're discussed, but it usually seems to lean to them being bad for car emissions and cars themselves without reducing collisions). Personally I don't find they effect my speed much/at all, but I'm not generally at or close to the speed limit.	Speed humps are pretty controversial locally (I see spirited debate whenever they're discussed, but it usually seems to lean to them being bad for car emissions and cars themselves without reducing collisions). Personally I don't find they effect my speed much/at all, but I'm not generally at or close to the speed limit.	Set a reasonable speed limit and demand BPD enforce it and other rules of the road including cyclists traveling against traffic on this one-way street and delivery vehicles parking illegally (parking in the street when there's no legal way to pass them, which is not permitted in Bloomington as I understand it).
I am not concerned, and I do not like the blocking of the street. there have not been reports from the police of any accidents from third Street all the way to the end of S. Washington St. Therefore, I think it's overkill. It also inhibits the speedy travel of emergency vehicles going to medical emergencies.	I'm not dodging things like road barriers.			Not necessary	Until we actually have some major accidents on S. Washington St. I suggest we leave things alone.
My kids and I often bike on Washington St. and people drive fast and it's a higher volume street, which makes me concerned about safety. I also have safety concerns when walking on Washington with my kids. I also get concerned about visibility at some intersections when people are turning onto Washington.	I like how many trees line the street.	I love the preliminary concept, I lived near Allen St. before and after the speed humps and saw how much it reduced speeding and how much safer it feels as a result. I appreciate the removal of parking spaces to increase visibility.	I think it looks great!	I think it looks great!	I am curious about why the addition of "bump outs" wasn't included like on Lincoln and Allen St. I'm not saying that it should happen or not because I'm not sure in what contexts you add them or not, but I see how much that helps decrease speed as well. I appreciate these changes being considered, especially on this street!
The police (and other residents) speed down the street and it's dangerous.	The ease of parking	It looks good! I appreciate the yellow curb adds, especially since the parking is accounted for with the 2 new adds.			I'm really glad this concept doesn't include islands as there are on Allen St between Henderson and Lincoln. I live off of Allen, and the islands are supposed to (I think) slow down and discourage cars to make way for bikes. It actually pushes traffic into smaller space, making it less safe for bikes. And I love trees, but the tree really decreases visibility.

I do not see any problem	I use it as an alternate route when Grimes is backed up.	No more speed humps and speed bumps! People with bad backs feel pain every time they go over one. And some of them can damage a car made with low bumpers and running boards. Do something else!	Speed humps hurt bad backs and can damage cars. Use horizontal deviations instead.	No speed bumps or humps anywhere.	Use horizontal deviations or neckdowns (like on Lincoln)
Speed and Volume: Cars fly down this street since it's straight and parallel to Walnut.	Bike lane is handy.	Please, please, please have the traffic humps not extend into the bike lane and parking area. We want to encourage biking not make it harder. We have many students on this street, plus non-students, who bike.	Please, please, please have the traffic humps not extend into the bike lane and parking area. We want to encourage biking not make it harder. We have many students on this street, plus non-students, who bike.	Please, please, please have the traffic humps not extend into the bike lane and parking area. We want to encourage biking not make it harder. We have many students on this street, plus non-students, who bike.	Traffic calming is much needed, but please keep biking in mind (and parking - who want to park on a hump??)
Excessive speeding on S Washington coupled with cross traffic rolling through stop signs has caused multiple high impact dangerous accidents.	That it is tree lined, and always buzzing with life. Besides being an active through way for vehicles, it has a bike lane and sidewalks that are used constantly by cyclists and pedestrians.	The initial concept makes sense. Assuming these speed humps are similar to those installed on Maxwell Lane it should allow traffic flow to continue but just at a safer pace.	I would like to see something also done to address rolling stops on cross streets, specifically on Dodds. I think some motorists assume it is a 4-way stop and then they pull out in front of oncoming traffic on Washington. Even prominently adding "cross traffic does not stop" to their stop sign might help.		
<p>Drivers speed relentlessly. The typical driver will default to going almost 35 on that road, with plenty of reckless drivers hitting 50. The road as it is designed is based on the antiquated notion that roads should move cars (and only cars) at a high rate of speed.</p> <p>The mini roundabouts on W 6th St are something I'd love to see added all over the city, including here. The city recently installed several speed humps near my house on Miller Drive (THANK YOU). They have been a huge success and adding as many as possible onto Washington St will help immensely! People are finally driving sensibly on Miller.</p> <p>The pedestrian crossings are too wide on Washington for a residential area. There should be no parking near intersections and curb bump outs to reduce the distance to cross the street. Much of the bicycle lane runs the risk of being "doored". Cyclists deserve more protection in the form of</p>	The trees lining the street make it picturesque. It's a convenient way to move about the Bryan Park neighborhood at a leisurely pace.	Love to see protected bike lanes and pedestrian bump outs added. I noticed on the Weatherstone bikeway program the city caved to pushback and removed many of the safety elements planned. Please do not give in this time! Removing safety features is not valid public feedback.	I like that it is designed to get drivers to slow down just before intersections. Good job	Have you considered raised pedestrian crossings as the speed hump instead?	<p>Can you please do a study on how fast people drive on Maxwell St between Hillside & Short St? The speed limit is 25 and drivers regularly hit 40+. I believe this an issue all over town. Can you just put speed humps on all residential streets please? (I know unrealistic)</p> <p>Thank you for taking positive steps to make our streets safer. Between Miller Dr, the 7th St bike lane, and Weatherstone the city has accomplished a lot.</p>
Nothing, it's fine	It's perfect. Nice place to bike	Not a good idea. Don't need speed bumps, please let this remain a good place to bike	Too many speed bump. Not needed at all. A waste of money	Too many speed bump. Not needed at all. A waste of money	Too many speed bump. Not needed at all. A waste of money
Nothing, it's fine	It's a nice road	Speed humps are bad	Speed humps are bad	Speed humps are bad	Speed humps are bad, changing the parking spots seems reasonable.
Too fast of drivers- lots of accidents in front of our home.	Bike lane, lots of trees. Proximity to downtown	I think there should be more speed bumps- ideally 2 per block where possible.	Same as above, 2 speed humps per block. Also additional signage on cross streets to indicate that it's not 4 way stops	Same as above.	Another issue on Washington is water running down the street during heavy rain. Rain garden bump outs would also be great.
speed of traffic, safety of bike lanes, pedestrian walking surfaces	It's my main route to and from downtown	<p>1) Please allow a small space for bike tires between speed bumps and curb. If that's not an option, please make the edges of the speed bumps bike-friendly. Bumps like these are not just "inconvenient," they are difficult to navigate, especially for older bicyclists.</p> <p>2) Consider the water flow/pooling during heavy rains, especially in the block between Davis and Grimes. Large amounts of water comes from both the creek on Davis and from Grimes, and frequently pools on Washington.</p> <p>3) Due to driver speeds & frequent stop sign blow-throughs at the corner of Grimes and Washington, consider moving the speed bump closer to the stop sign.</p>			Please keep the idea of putting the bike lane on just one side of the street alive. It would be much safer for everyone.
Speed. Cross street accidents.	The family and resident owned feel and involvement.	I live at the Davis cross street and we have two issues. One is the cross traffic gets in car wrecks by not knowing the Washington does NOT stop. Please add "cross traffic doesn't stop" signs at each of the intersection. Second, the river along Davis floods and can cause all sorts of issues. Please factor that into the placement of the Davis speed bump. Perhaps with better drainage on the speed hump. Our sewer grates clog regularly, Davis is one of the most "downhill from everywhere" places. It floods and pools with small rain storms.			

<p>Cars drive too fast, and turning onto Washington St feels dangerous because of low visibility and the speed of traffic.</p>	<p>I enjoy the cute houses, nice tree cover and seeing my neighbors' gardens!</p>	<p>I like the addition of speed bumps to help control traffic speeds and the removal of on-street parking to improve visibility - both of these are things the street really needs!</p>	<p>This looks good!</p>	<p>The speed bumps look good! I would consider adding a stop sign at the intersection with Allen St, for two reasons. First, visibility turning onto or crossing Washington St from Allen can be a problem because of parked cars on Washington St north of the intersection. Second, because of the grade change in the road at that intersection, cars driving down Washington have little time to react to children or pets that might be in the road close to the intersection. If adding a stop sign isn't a possibility, removing some parking north of the intersection would help with the first problem.</p>	<p>Thank you for your work on this!</p>
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