

Timestamp	First and Last Name	Email Address:	Address:	Do you have any general feedback about the revised Indiana Ave. concept? Scroll Down Scroll Down	Do you have any feedback for the section between E 5th Ave. and E 3rd St?	Do you have any feedback for the section between E 3rd St. and E 8th St?	Cross Section: E 6th St. - 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?	PLEASE provide any other ideas and suggestions here:
				Note that this concepts shows changes to the existing western curbside space to allow deliveries to occur without impeding traffic.						
8/15/2024 13:22:02	Joseph Miranda	JosephCMira@outlook.com	351 S Kingston Drive		It is great.	The turns in the bikeline for the bus stop are rather sharp and sudden, smoothing it out some wouldn't hurt the bus stop.	I like it. I am hoping the curbside parking has been removed and it is just unloading space now.	Excellent.	Excellent.	Nia
8/15/2024 13:37:36	Colin Nielsen	collnielsen@gmail.com	355 E Varsity Ln, Bloomington, IN, 47408	I agree with the decision to proceed with concept A.		I like the bus island and the fact that the bike lane is clearly colored to delineate where it is for opened bus riders. However, is the bike lane lowered from the bus island like on 7th street? I think some people will still stand in the bike lane despite the coloration if it isn't lowered from the bus island. Also, I wonder if buses would be allowed to go through the large painted buffer area before the bus island? Perhaps it could be painted red to signal that buses are allowed to go through?	If it can fit, I think there should be a right turning lane from Indiana to 7th while making the bike lane thinner like at Indiana and 10th, I like the raised crosswalks at 8th.		I think the raised crosswalks are great for traffic calming.	I don't like how the lane throws cyclists back into traffic. I feel it should just end onto a sidewalk extension or a painted bike lane that continues. Something that implies an extension of this section of bike path as imminent. I think that takes going north should be allowed to go straight at the end of the bike lane instead of forcing them into the car lane. I also think there should be some place for bikers going south into the bike lane to wait in case cars are coming from the opposite direction, because some drivers might get impatient and perform dangerous maneuvers around the cyclists waiting for cars to pass. I think this confusing ending highlights how the bike lane should definitely be continued to 17th Street so it connects with the multi-use path. If that doesn't happen in this project, it should happen in another one sometime soon
8/15/2024 14:33:23	Lauren Thompson	thomp2@iu.edu	611 N Washington St.	PLEASE DO NOT change Indiana Ave.		Unfortunately this just seems like a traffic nightmare! Knowing that trucks, buses, and cars travel on this everyday leads to daily backups. Adding a two way bike lane will be very disorienting for drivers confused as to why there are bikes "headed towards them".	Unfortunately this just seems like a traffic nightmare! Knowing that trucks, buses, and cars travel on this everyday leads to daily backups. Adding a two way bike lane will be very disorienting for drivers confused as to why there are bikes "headed towards them".		This improves the ability of bikers to cross 10th, but making them cross Indiana Ave. in both directions in the middle of the block seems really problematic! Unless bikers have a different signal, they'll be going north at the same time as the line of cars waiting at the intersection, so this essentially creates another intersection where bikers will have to wait both northbound and southbound, trying to dodge traffic. Why not continue the bike lanes north? There are NEVER ANY cars parked on the East side of Indiana between 10th and the RR tracks - most people don't even know there are parking spots - northbound car drivers simply drive in the parking lane I turn them into bike lanes all the way to 17th street! Alternatively, as a biker who rides this route almost daily, when going north I would feel more comfortable merging with the car lane at the intersection of 10th where cars already have to slow down/merge (some clear merging markers would be good). When going south I would feel more comfortable using Cottage Grove (which has a bike lane) to Dunn street (which is a better/safer street for mixed traffic). I still feel southbound bike lanes on Indiana Ave are unnecessary.	PLEASE do not change Indiana. I want pedestrians and bikers to be safe, but Indiana is a very busy street regardless of students on campus, or not. Switching to a two-way street will lead to people blowing stop signs and accidents since it's very disorienting to change a street direction. It's already confusing enough to have a crazy mix of one way and two-way streets throughout the city. I want bikers to be safe, but they do like to pick and choose when they want to use the cars. Overall, everyone needs to be more cautious of others around them and travel safely. I've seen more "almost accidents" on streets where one way and two ways meet (like 7th and Lincoln/Washington). I'd rather than be addressed with more signage or blinking stop signs. I'm sure this is a difficult decision, but car traffic should come before adding to any of these streets. I can only imagine that nightmare when 20,000+ people (especially from out of town) come back very confused about the direction change.
8/15/2024 14:59:53	Cory Rutz	crutz@gmail.com	2980 N Lakewood Ct	Would be a great improvement for bike infrastructure near campus, overall. I have concerns that this will cause very long traffic jams by reducing a driving lane. How does it connect to other bike infrastructure? It doesn't to the north, because there is no bike infrastructure for Bloomington's growing population north of 10th street. The south is not an area I'm familiar with, but it's a question worth asking there as well. Adding two-way bike traffic to a one-way road feels unnecessary when there is another one-way road a block away going in the other direction (and which is safer to bike on). Since the nature and situations of the accidents and fatalities/injuries that were cited by the City is unclear, it's worth considering whether some of these designs might actually make things less safe. It will add another direction of bike traffic, which seems like a complicating element. It will also increase traffic backups south of Kirkwood, which is a cause of much speeding north of Kirkwood. Since there are two one way streets involved in a full traffic pattern (Indiana and Dunn) it seems like this project should take into account both of these roads, and not try to make just one of them do all the work.	Between 4th and Kirkwood cars regularly stop to pick up Starbucks/coffee and to drop off/pickup students. With only one lane, this could cause severe traffic backups. My office overlooks this block and the Kirkwood intersection, and these kinds of backups are currently what causes sudden speeding and road rage when cars finally get north of Kirkwood. This could get worse. Some sort of pulloff or relief mechanism is recommended, the alley is narrow and insufficient to redirect cars. The dropoff space at the intersection of Kirkwood and Indiana is going to be a parking lot most of the time, some intense initial enforcement might be needed to ensure it does not get abused by car drivers. Is there any possibility of getting IU to participate in leveraging the mostly underutilized lot on the NW corner of Kirkwood and Indiana for vehicle deliveries?	It's not clear how southbound bikers will continue from where this zone. Potentially creating a future problem.	It's not clear how much of this space is being dedicated to pickup/dropoff, or if it will be open to regular foot/court pickup. Individuals being dropped off/upsided off, or just delivery vehicles. If it's just delivery vehicles, and it's not at least half a block, it may not be sufficient.	This looks good, seems pretty straightforward, and as long as Kirkwood remains open, this area has less traffic than N Ave. south of Kirkwood.	Raised crosswalks seem unnecessary at 8th and 9th, I can't recall ever seeing anyone cross the street at these intersections (I ride down this street 5-10 times a week).	It's commendable that the City is adding bicycle and pedestrian infrastructure to Indiana Avenue, and if it fits moves forward, I will use it. That said, I do have concerns that the plans will exacerbate some of the existing problems, which may be the source of accidents. Namely, traffic congestion, and a multitude of modes of transportation in multiple directions. The end point north I can't speak to south doesn't make much sense as designed, but I appreciate that it is getting some attention.
8/15/2024 15:13:55	Sarah Parrish	sarahparrish001@gmail.com	3209 E 10th St	I like that I took many of the comments from the form into account regarding trucks and buses.	It looks good.	It looks better. I like the bus pull-off zone.	This looks good.	This looks good.	I like that the turn lanes were clarified here. It seems like the bike lane stops rather abruptly.	I think this is much better than the initial concept offered. I believe this incorporated raised pedestrian walking zones at x-walks (for driver awareness) and of course the protected bike lane separated from the car and sidewalk is an essential feature while maintaining the one way traffic. This could really enhance the safety of our Students and Citizens of the City in the Future.
8/15/2024 15:46:11	robert.dixon	robert.dixon33@gmail.com	3055 South Forester St Bloomington IN	I'm not sure if this is a good idea to make concessions to the firefighters and remove the bike lane barriers. Generally less than 5% of all fire runs are actual fires, mostly medical emergencies and false alarms that don't require using a 40-foot truck to respond. They might consider purchasing some smaller vehicles for these runs.			Nice improvement	Nicely improved		
8/16/2024 8:02:58	Ben Fulton	ben@benfulton.net	2983 Bankers Drive	I see on the website that the construction date has been moved back to 2025 or 2026. I hope this can be done in 2025 as it will be an important and useful modification for the city.						
8/16/2024 10:29:00	Nicholas Goh	nrogoh@gmail.com	2218 E Arden Dr	Even with delivery lanes, cutting down to one lane of traffic is a terrible idea. We essentially have this when one lane is blocked by deliveries or people dropping off others. Cutting traffic to one lane slows everything down immensely especially in front of the sample gates. The intersection of Kirkwood and Indiana is already extremely dangerous with bikes and pedestrians crossing without looking or any regard for their safety or the safety of cars. Ultimately I see the two-way bike lane as an addition that will make the traffic situation more frustrating and dangerous for drivers and pedestrians while helping a very small minority of people. I would take into consideration the fact that this area is used by mostly students and drivers that can be risks to each other, not cyclists.	I would like to see the pedestrian and car safety of Kirkwood and 4th St improved before any bike improvements are done. Those intersections are working to close as a driver because seeing bikes and scooters rush into the intersection is hard and redesigning as-is seems extremely frustrating.		I see less of an issue with one lane here despite not having a delivery lane, but still see traffic becoming bottlenecked here because of its close proximity to campus and large amounts of traffic already present at certain hours at the intersection of 7th St.	This is acceptable as traffic does not become backed up into this region locally.	I would like to see the lanes split into the left turn lane and other lane much sooner. I have been backed up in traffic at this light much past the current lane split concept and that issue would be greatly exacerbated by the narrowing to one lane for much of the way before the 10th St intersection.	I understand the desire for bike infrastructure but I would like to see less of an emphasis on it and a greater emphasis on car/pedestrian safety first. The bike infrastructure recently implemented has frustrated many drivers and actually worsened safety for everyone due to misunderstanding of signage and other infrastructure. Driving large cars and buses is more difficult because there is less room, and stop signs for cyclists are commonly ignored. It seems like common sense has not been used by the city in planning such improvements. I would like to see more thought put into understanding the bigger picture instead of finding any way to make one piece of infrastructure implementable.

[illegible]

8/26/2024 23:24:00	Jerod Hookins	stero111@gmail.com		Looking good overall. More protected bike lanes is good anywhere we can put them, especially in a central area like this. Minimizing or eliminate car traffic should be a priority (close Kirkwood east-bound). Please do not limit the lanes. Traffic will be terrible and it's already difficult to navigate campus to be on time for work. It's also a safety issue for ambulances and other safety personnel. Perhaps bike lanes could be made alongside some of the sidewalks but the road is a terrible idea for traffic and safety.	Not specifically for this project, but this is a great place to point out that we really need a solid west-east path that links downtown/campus to the east side neighborhoods and mall area. Doing something similar (or just having a full-width multimodal trail) on other Alwator or 3rd seems like the most logical choice.	Looks good	Looks good	Looks good	Looks good	Looks good. Only problem is that it ends.	
8/27/2024 7:14:20	Kathy Finley	Kfinley@iu.edu	2500 E Bradford Ct	I love it, and I'm excited to bike comfortably into town. I bike north on Henderson almost daily, and either take on sidewalks in the 1-way section to go back home, or just detour to the B-Line to avoid the area. I find the plan very exciting. I love the proposed bike lane as well as the enhanced bus stop.	It looks good, I'm glad the path extends south of Alwator.	I like that the bus stops have been consolidated.	I'm still not sure how much utility there is in having street parking/loading on this street, but I understand that businesses had been promised this space.	It looks great. Maybe someday we could get some trees where the striped separator is	Thanks for adding more raised crossings!	I'm glad this got extended a bit past 10th to avoid an awkward split in the middle of the intersection.	College/Walnut upgrades?
8/28/2024 13:17:28	Matt Gleason	mattg339@gmail.com	582 E Hilsde Drive				Bikes don't travel on this section so it will be a waste. Also, on a 3rd street, there were attempts to make places for buses to stop and that has been so disastrous the bus inlets aren't used anymore. Just wait until trucks stop to deliver shipments which happens all the time and traffic is blocked for ages.	This road works currently, we don't need another failed road with more bike paths that aren't being used			I've lived here for over 10 years now and Bloomington roads only get worse. The continued manufactured congestion by reducing roads is annoying. No matter how bad you make the roads, it's not going to increase the number of bikes. We live on the west side of town with 2 young children, we have to drive if we want to get to the library or visit the area around campus. Please rethink and scrap this idea.
8/28/2024 18:46:05	Adam Martinez	amartinez4376@gmail.com	1615 E Thornton Dr				This week, since Indiana Ave. has opened to one northbound lane of traffic, there is a back-up all the way to at least 4th St. and often 3rd St. St. (from Kirkwood) most of the time during the day. I cannot see all the way to Alwator from the Sample Gates and I am less likely to observe this area in the evenings. One lane of moving traffic is NOT ideal for this major street on the west edge of the IU Campus. I understand the need for dedicated bike lanes, though I rarely see bikes on Indiana, BUT traffic needs to be able to move without frustration from both drivers going north and pedestrians trying to cross Indiana Ave. even at the crosswalks (currently street corners). Note that drivers do occasionally run the stop sign on Indiana at Kirkwood & the Sample Gates. I cross this intersection multiple times each weekday - it happens.				
9/5/2024 13:14:56	John Murty	Gatorfm67@gmail.com	208 s Rockwood crescent ct	This is one of the few roads that actually works well in Bloomington. The changes you propose will turn it into a nightmare and will make it dramatically more unsafe.	Don't change a thing from prior design	Again, please don't change a thing from the way it was					
9/5/2024 17:24:44	Marilyn Behrman	marilynb61@gmail.com	2672 S McCarthey Lane, Bloomington, IN 47401				There needs to be a dedicated crosswalk across Indiana Ave. at the alley between the Von Lee building and the adjacent IU parking lot. Many IU employees who park in that IU lot cross Indiana at the alley which is halfway between Kirkwood and 6th St., especially if they intend to enter Franklin Hall via the Franklin Hall Indiana Ave. entrance. (These illustrations are hard to see/read on my computer.) Also, does this mean no parking spaces on Indiana Ave. between 4th St. and Kirkwood? If so, you can count on drivers parking in the alley between Buffa Louie's and Starbucks in order to pick up their beverage at this busy Starbucks. Even with the current limited parking in that area, drivers (mostly Starbucks's customers) do park in the alley when there is no parking available on Indiana Ave. And, does Buffa Louie's get to keep their outdoor dining space on Indiana Ave.?	Note that delivery trucks also often park on Indiana Ave. in front of Bryan Hall between 4th St. and Kirkwood in addition to between Kirkwood and 6th St.			Please consider the safety of drivers and pedestrians (as well as bike riders) on this BUSY street alongside the west edge of campus. Is there no way to widen the street to include two lanes, on perhaps change the sidewalk on the east side of Indiana to a biking path, which would leave two lanes for traffic? So, keep a dedicated sidewalk on the west side of the street and dedicated bike path (where there is now sidewalk) on the east side of the street and a functional two-lane street remaining?