

City of Bloomington

Kinser, Madison, Rogers Corridor Study

Transportation Commission #3

June 8, 2026



Agenda

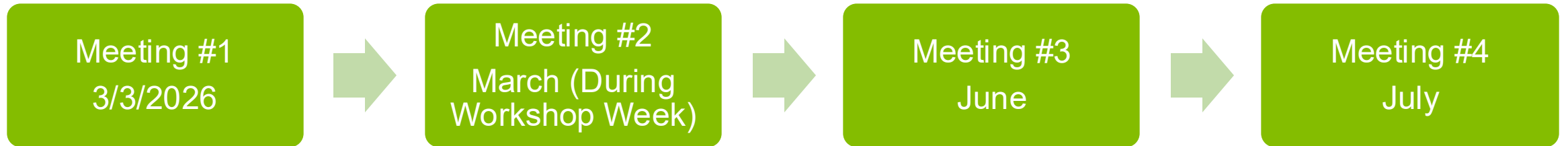
1. Engagement Recap
2. Design Objectives Recap
3. Design Concepts Overview

Project Overview

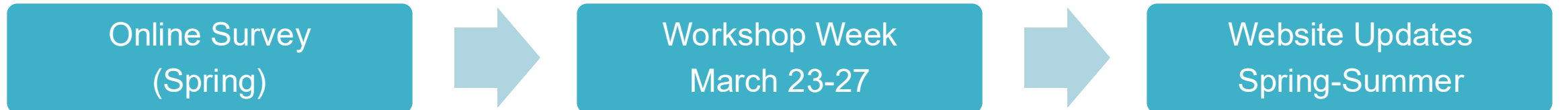
Project Team Efforts



Transportation Commission



Public Engagement



Engagement Recap

01



Workshop Week Engagement Opportunities

- Public Open House
 - March 25th | 5:30 – 7:30 p.m.
- Pop-Up Events
 - March 24th | 3 – 5 p.m.
 - March 24th | 5:30 – 7:30p.m.
 - March 25th | 10a.m – 12 p.m.
- Online Survey



Pop-Up Results

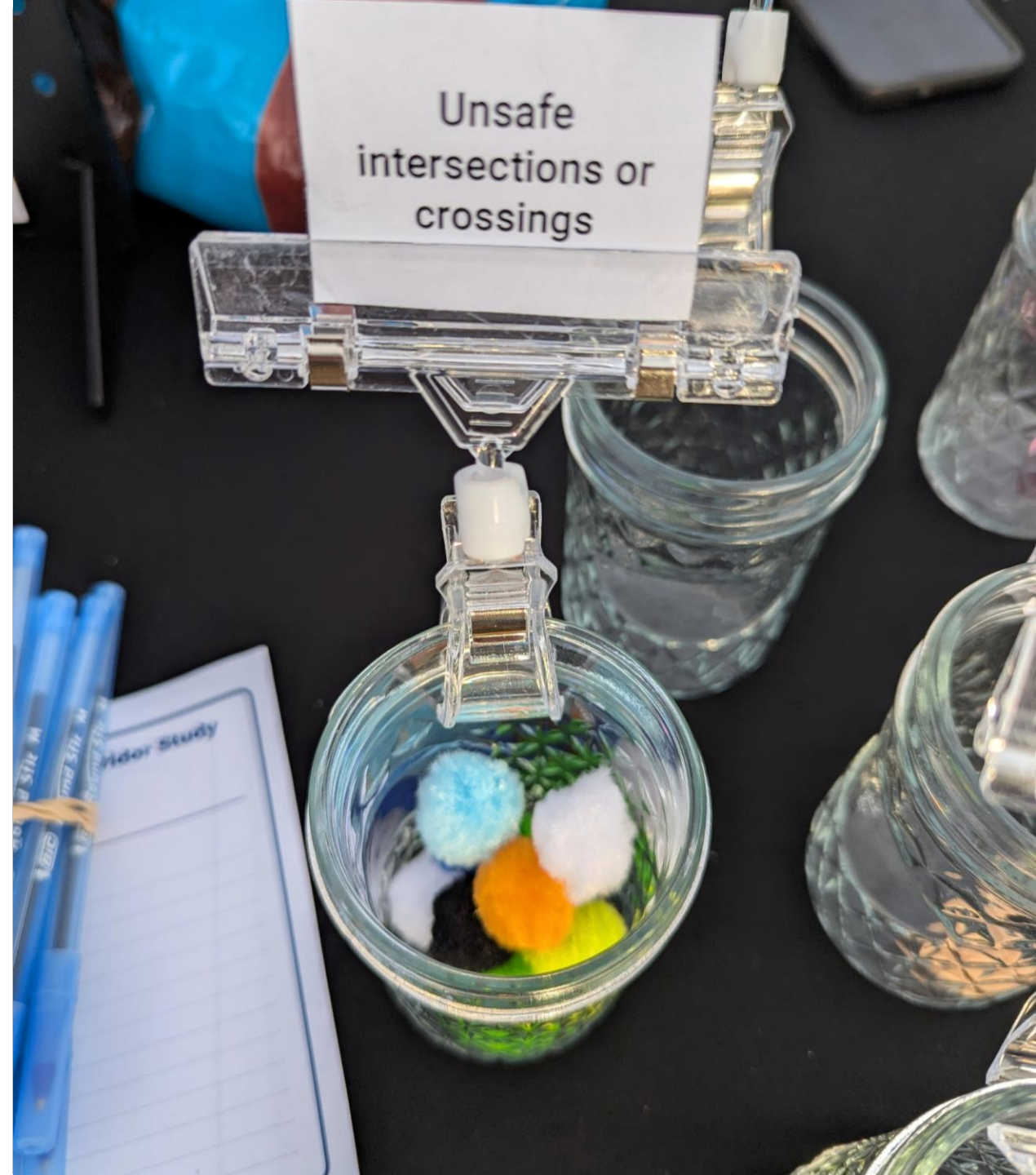
4 Pop-up Events

4-20 participants per location event

- ~15 participants on average per event

Top concerns

- Unsafe intersections and crossings (18%)
- Walking/Biking too close to traffic (18%)
- Speeding and aggressive driving (16%)



Survey Participation

106 Respondents

73% Completion Rate

57 comments were submitted
on the online map



Survey Results

1. What is your connection to the corridor?
(allowed multiple responses)

74%

Live along or near the corridor

59%

Regularly visit destinations along the corridor

23%

Work along or near the corridor

2. How often do you travel on the corridor?

Answer Choices

Percent

Daily

67%

A few times a week

23%

Once a week

6%

Once or twice a month

4%

3. What modes of travel do you currently use on the corridor? *(Select all that apply)*

Answer Choices

Percent

Driving a car

95%

Walking / rolling

67%

Biking, scooting, skateboarding

53%

Riding in a car

52%

Taking a bus / shuttle

10%

Other / commercial

4%

Survey Participation – Continued

4. What modes of travel would you prefer to use on the corridor? *(Select all that apply)*

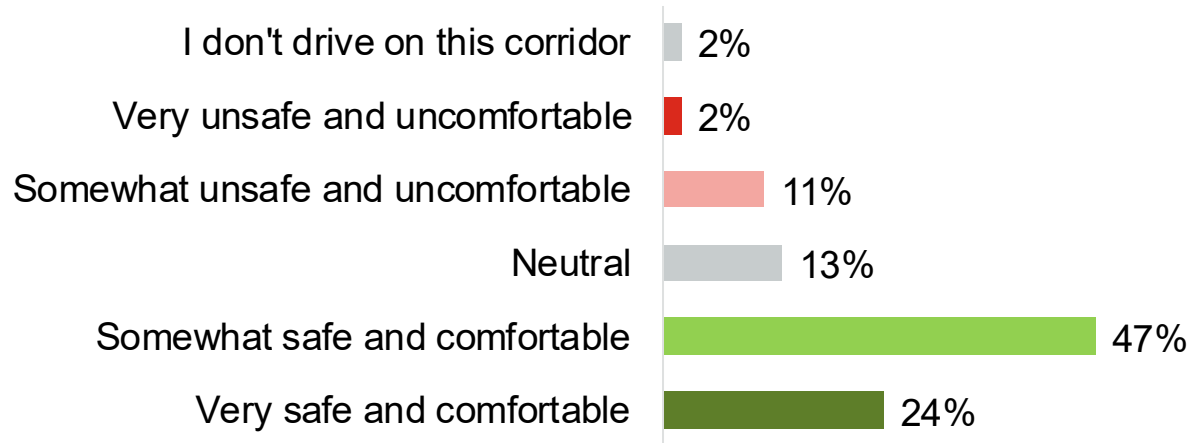
Answer Choices	Percent
I prefer my typical travel method	22%
Biking, scooting, skateboarding	16%
Driving in a car	14%
Walking / rolling	13%
Taking a bus / shuttle	3%
Riding in a car	2%
Other	2%

5. What makes it difficult to use the corridor? *(Select all that apply)*

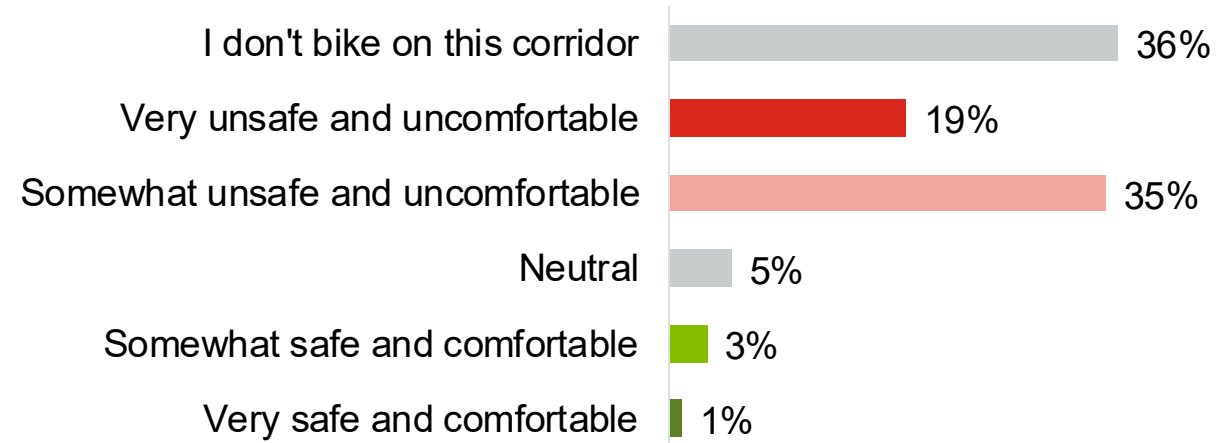
Answer Choices	Percent	Answer Choices	Percent
Poor driver behavior (speeding, etc.)	50%	Lack of sidewalks	26%
Unsafe intersections or crossings	48%	Traffic crashes or near-misses	21%
Difficulty crossing the street	47%	Poor lighting	18%
Uncomfortable to walk/bike	45%	Large intersections	17%
Lack of bike lanes/paths/trails	41%	Transit stops lack shelter	14%
Vehicle speeds feel unsafe	36%	I do not experience difficulty	13%
Traffic congestion	32%	Other	9%

Survey Participation – Continued

6. Do you feel safe and comfortable driving on this corridor?



7. Do you feel safe and comfortable biking on this corridor?



Survey Participation — final

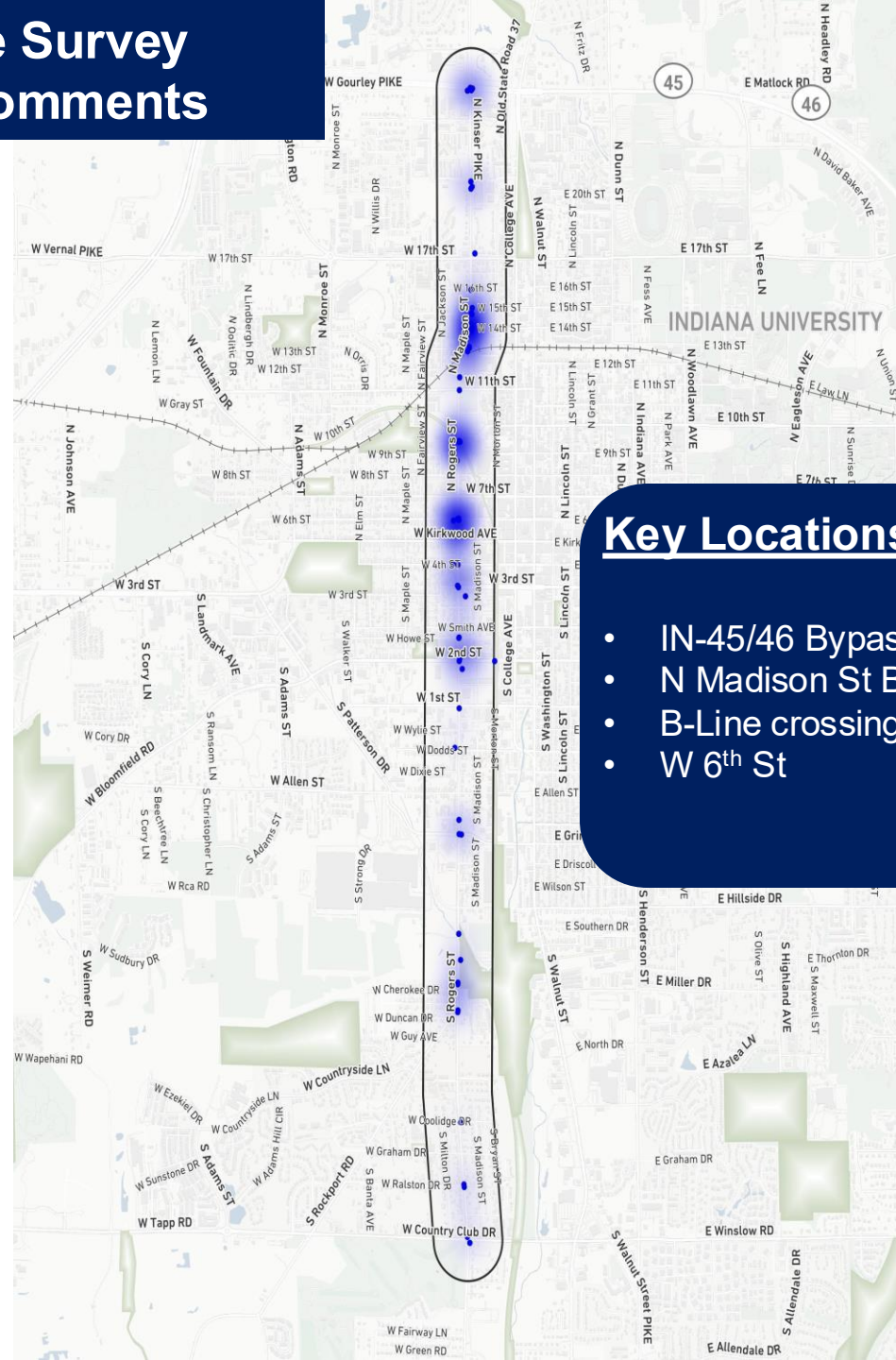
8. When driving along this corridor, which is most important to your comfort and safety?

Answer Choices	Percent
Smooth pavement	25%
Separation between cars and people	22%
Reduced vehicle speeds / traffic calming	21%
Sightlines free of obstructions	14%
Visibility at intersections	8%
Lighting at night	5%
Parking management	1%

9. When walking, biking, or waiting for transit along this corridor, which of the following are most important to your comfort and safety?

Answer Choices	Percent
Buffer from traffic (bike lanes, etc.)	26%
Marked pedestrian crossings	16%
Separated walking and biking paths	12%
Street trees / shade	11%
Lighting at night	10%
Wider sidewalks	5%
Bus shelters with seating	3%

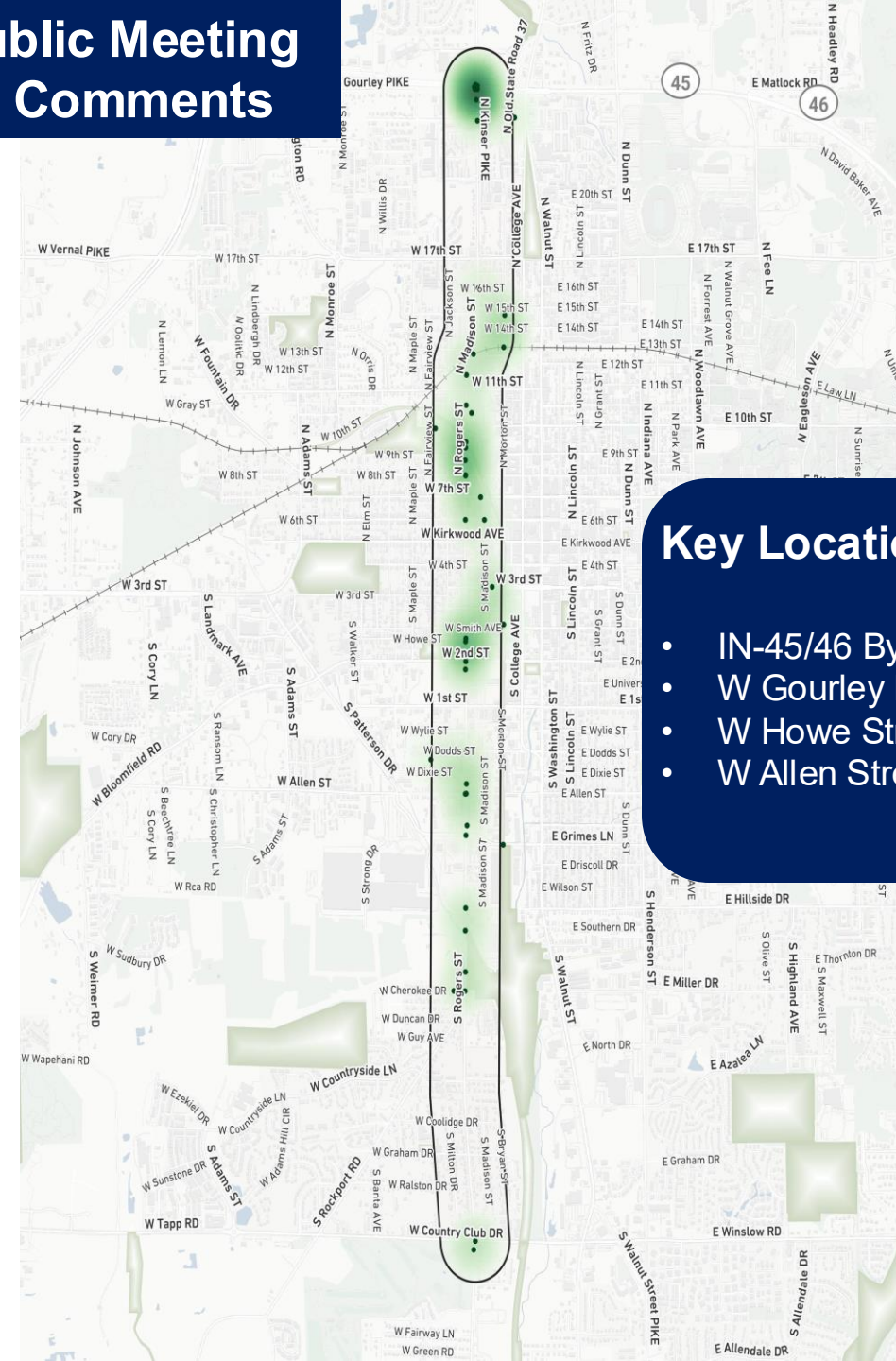
Online Survey 106 Comments



Key Locations

- IN-45/46 Bypass
- N Madison St Bridge
- B-Line crossing
- W 6th St

Public Meeting 65 Comments



Key Locations

- IN-45/46 Bypass
- W Gourley Pike
- W Howe Street
- W Allen Street

Map Comment Themes



Pedestrian (15)

Missing, narrow, or uncomfortable sidewalks



Crossing (15)

Missing or uncomfortable pedestrian crossings



Congestion (9)

Traffic delays, backups, and inefficient flow.



Bicycle (8)

Gaps or safety issues in bicycle infrastructure



Safety (6)

General risk, crashes, unsafe conditions



Access (5)

Difficulty reaching destinations / connections



Turning (5)

Difficult or unsafe turning movements and conflicts with other users



Speeding (2)

High vehicle speeds, lack of traffic calming



Operations (1)

Day-to-day traffic control concerns

Note: Some comments may be tagged to multiple themes

Design Objectives Recap

02



Project Design Objectives

1. Reflect Community Values and Corridor Identity

- Design alternatives shall be informed by community input and lived experience, respond to local concerns, reinforce neighborhood character, and advance a shared vision for the corridor's future.

2. Advance Safety Through Proven Street Design

- Design alternatives shall prioritize proven safety countermeasures that reduce fatal and serious injury crashes, such as shorter pedestrian crossings, protected intersections, visibility improvements, pedestrian lighting, and signal timing strategies that manage or eliminate conflicts.

3. Create a Context-Sensitive Street that Calms Traffic

- The corridor design shall encourage operating speeds that reflect the surrounding neighborhood context, employment areas, and redevelopment districts through roadway design, lane configuration, and traffic calming measures.

4. Build a Continuous Multimodal Corridor for All Users

- Design alternatives shall provide connected and intuitive facilities for walking, support the citywide bicycle and transit network, minimizing gaps, conflict points, and uncertainty for users of all ages and abilities.

Project Design Objectives

5. Ensure Universal Accessibility and Comfort

- Design alternatives shall meet or exceed ADA and PROWAG standards by providing accessible crossings, sidewalks, transit stops, and public spaces that accommodate people with disabilities and assistive mobility devices.

6. Support Redevelopment and Local Economic Vitality

- Design alternatives shall support the Hopewell and Trades District developments by providing safe, multimodal connections, context-sensitive access, and street designs that reinforce the goals of these key developments.

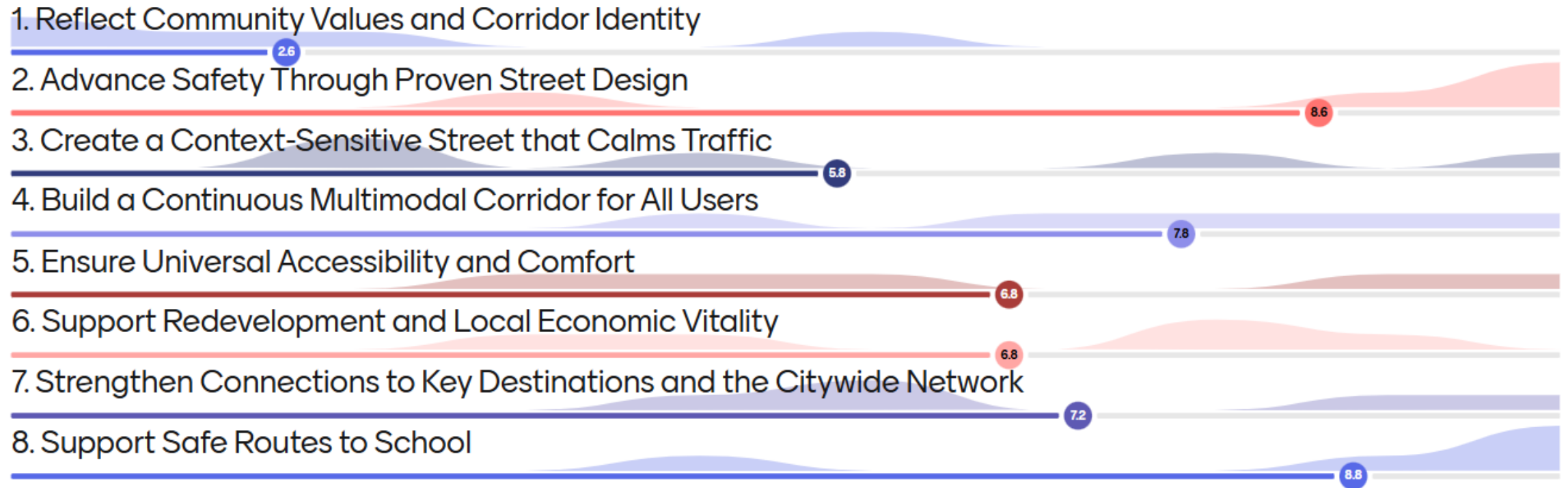
7. Strengthen Connections to Key Destinations and the Citywide Network

- Design alternatives shall improve safe and direct connections to downtown Bloomington, surrounding neighborhoods, schools, parks, transit routes, and planned developments along the corridor.

8. Support Safe Routes to School

- Design alternatives shall support safe walking and biking for students traveling to and from school.

Weigh the importance of our design objectives:



Lower Priority

3/23/2026 Transportation Commissioner Responses

Higher Priority

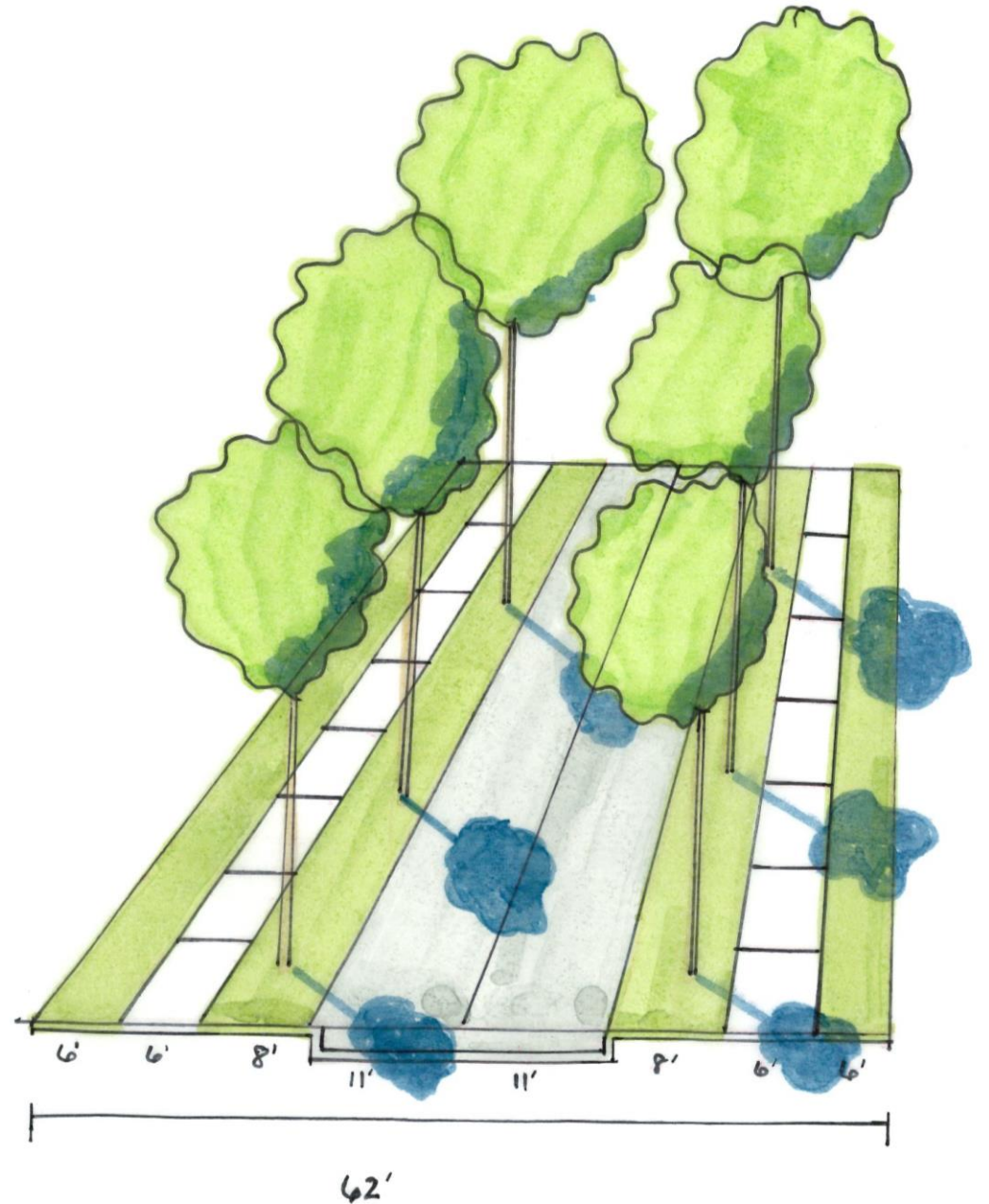
Design Concepts Overview

03



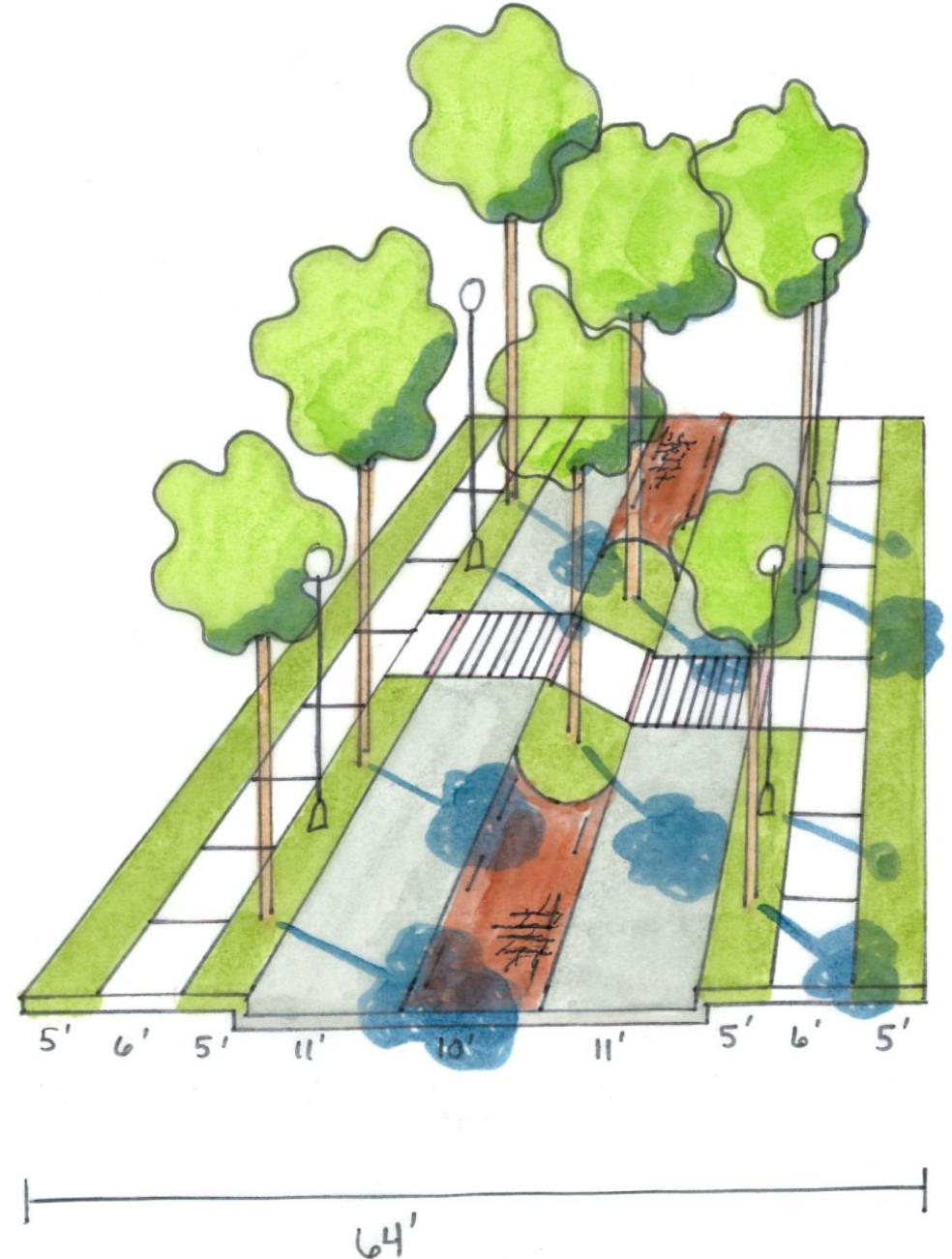
Overall Concept Design Elements

- Narrow to a 2-lane street where left turn lanes or medians are not needed
- Add wider sidewalks with a larger buffer from traffic
- Add shared use path on the east side from existing B-Line crossing to IN-45/46 Bypass
- Add roundabouts where feasible
- Add median refuge islands at key pedestrian/bicyclist crossings



Overall Concept Design Elements

- Narrow to a 2-lane street where left turn lanes or medians are not needed
- Add wider sidewalks with a larger buffer from traffic
- Add shared use path on the east side from existing B-Line crossing to IN-45/46 Bypass
- Add roundabouts where feasible
- Add median refuge islands at key pedestrian/bicyclist crossings



Intersection Typologies

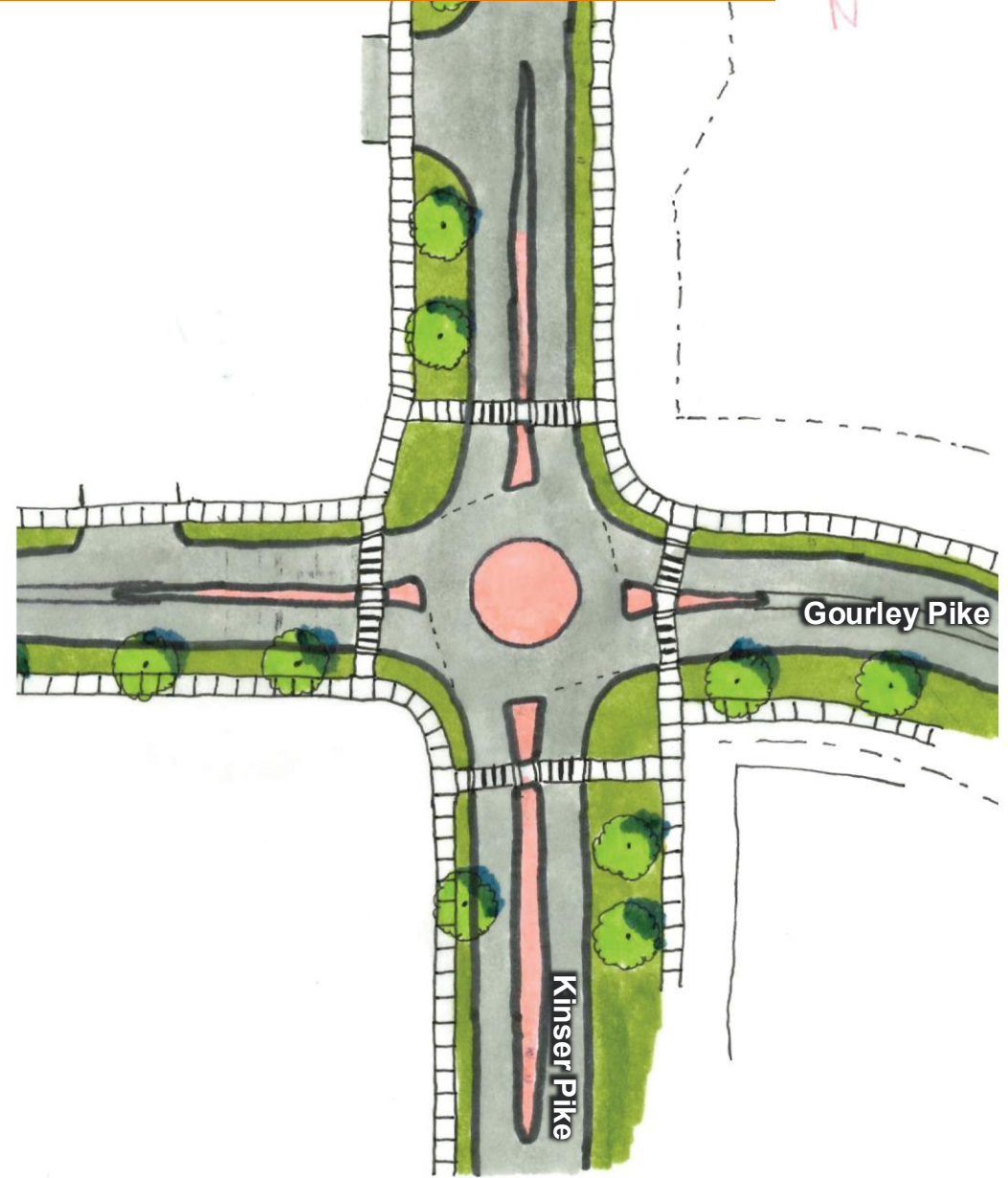
This project is not designing every intersection, but we will recommend one of the following typologies to every intersection:

1. Roundabout
2. Reduce size of signalized intersection
3. Enhanced pedestrian/bicyclist crossings (where there is no signal or roundabout)

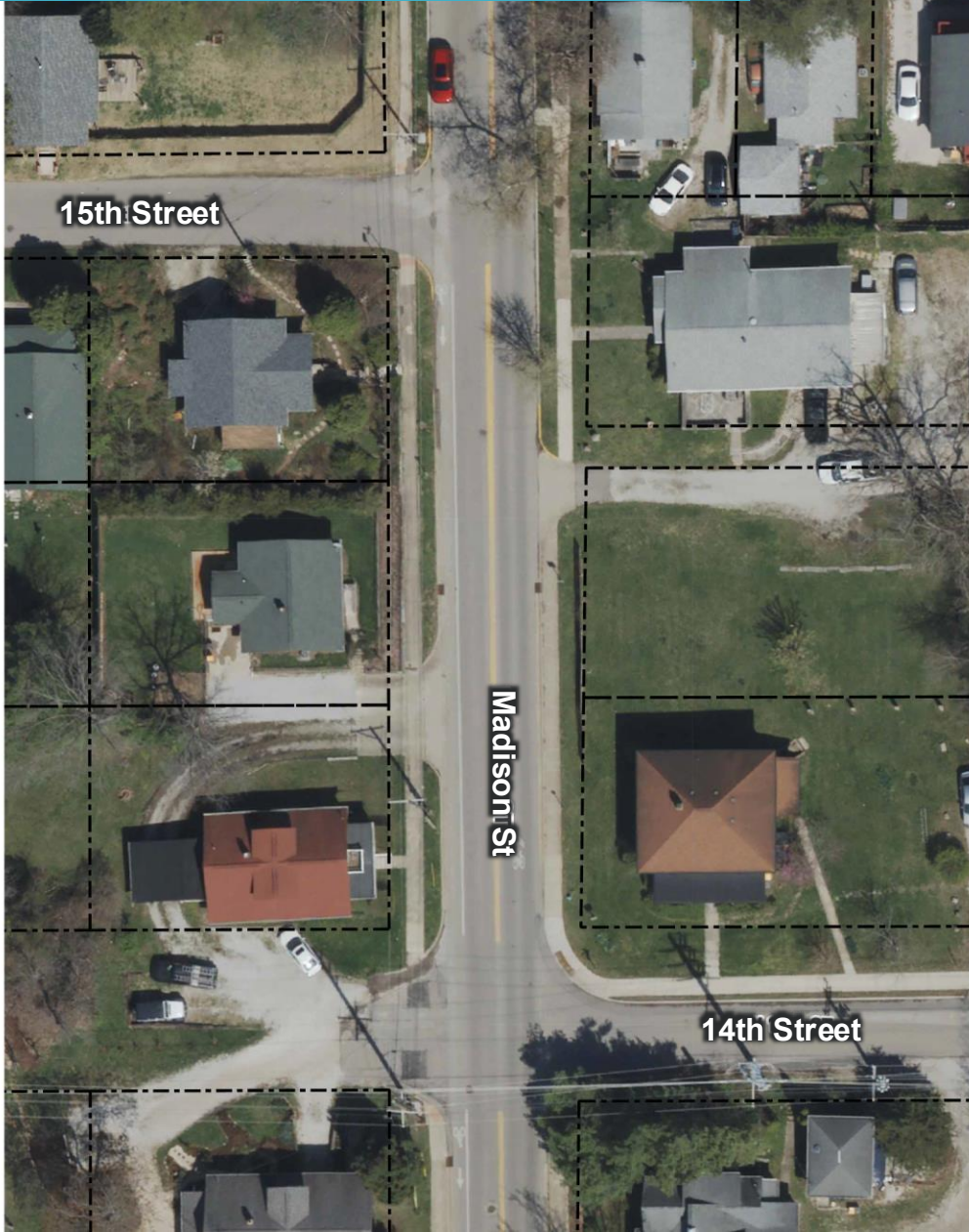
Gourley Pike



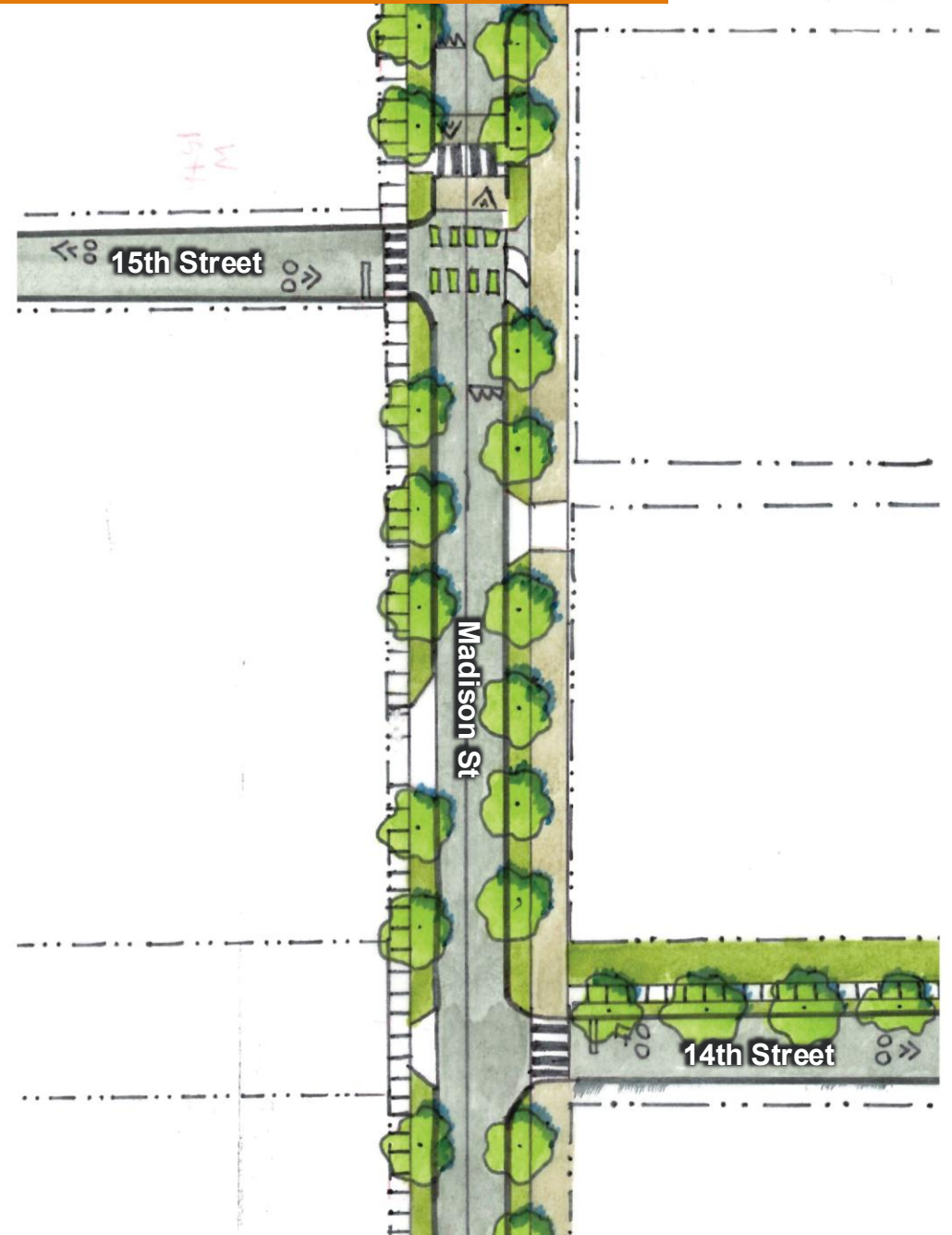
Compact Roundabout Example



14th/15th Streets



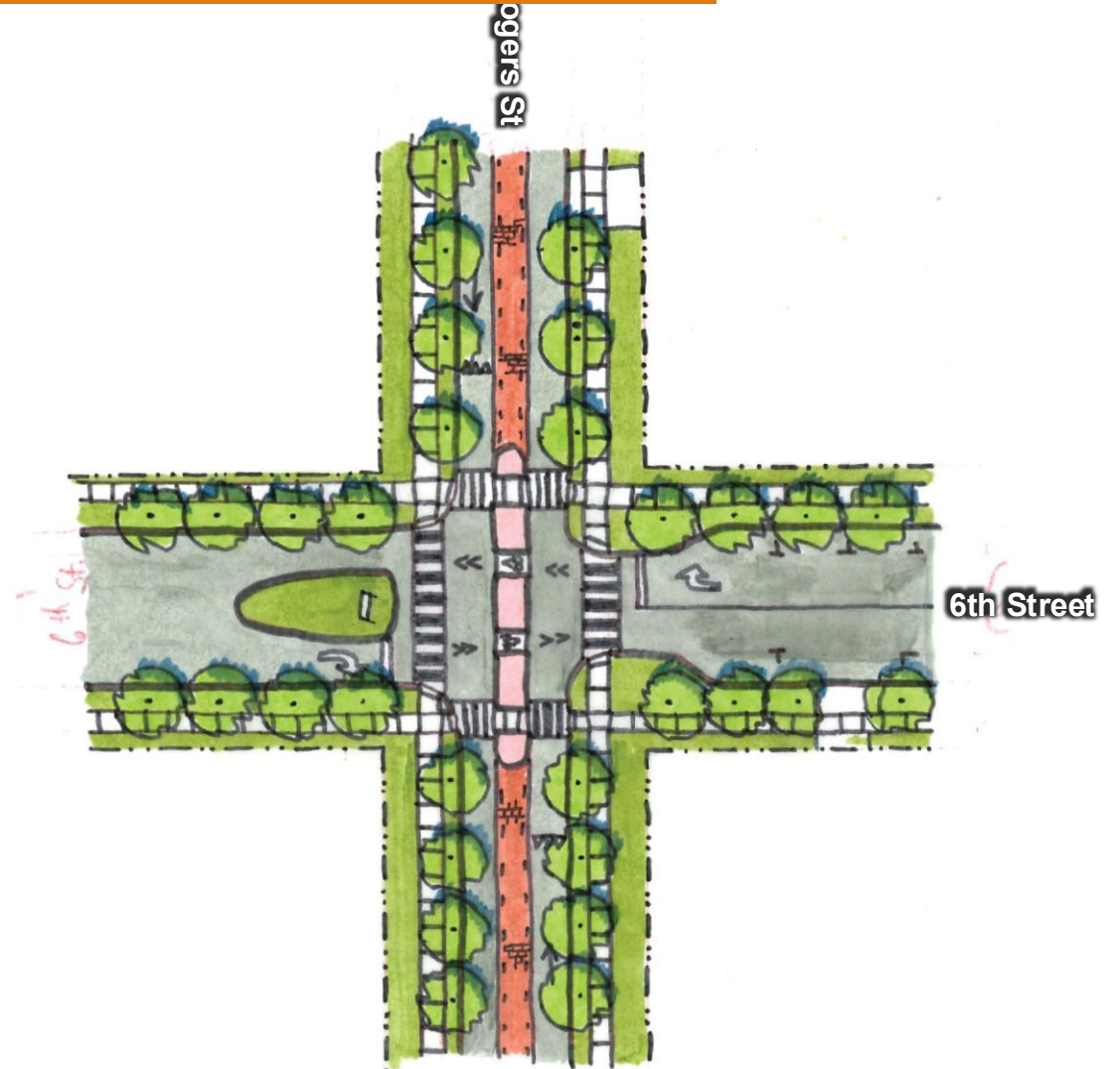
Enhanced Crossing Example



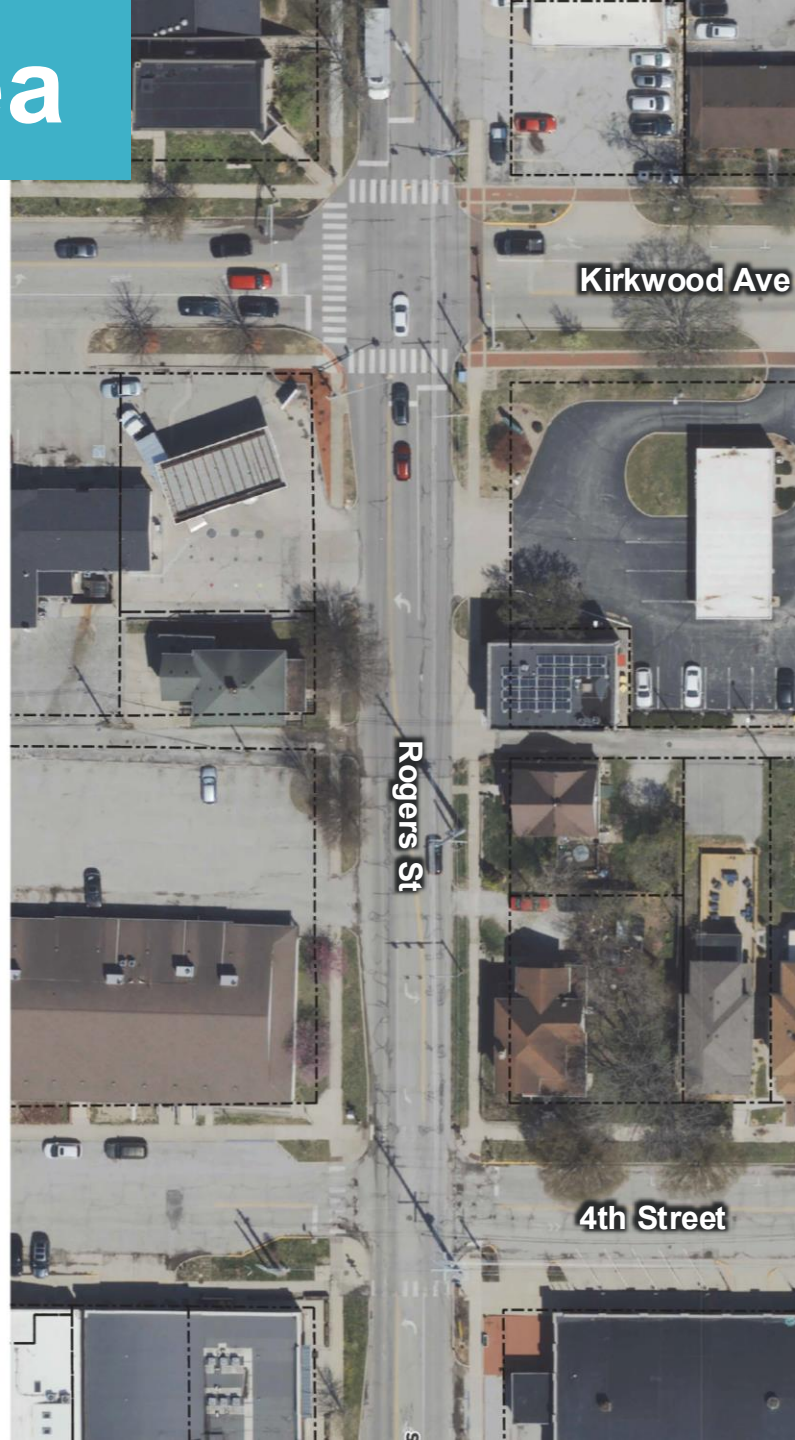
6th Street



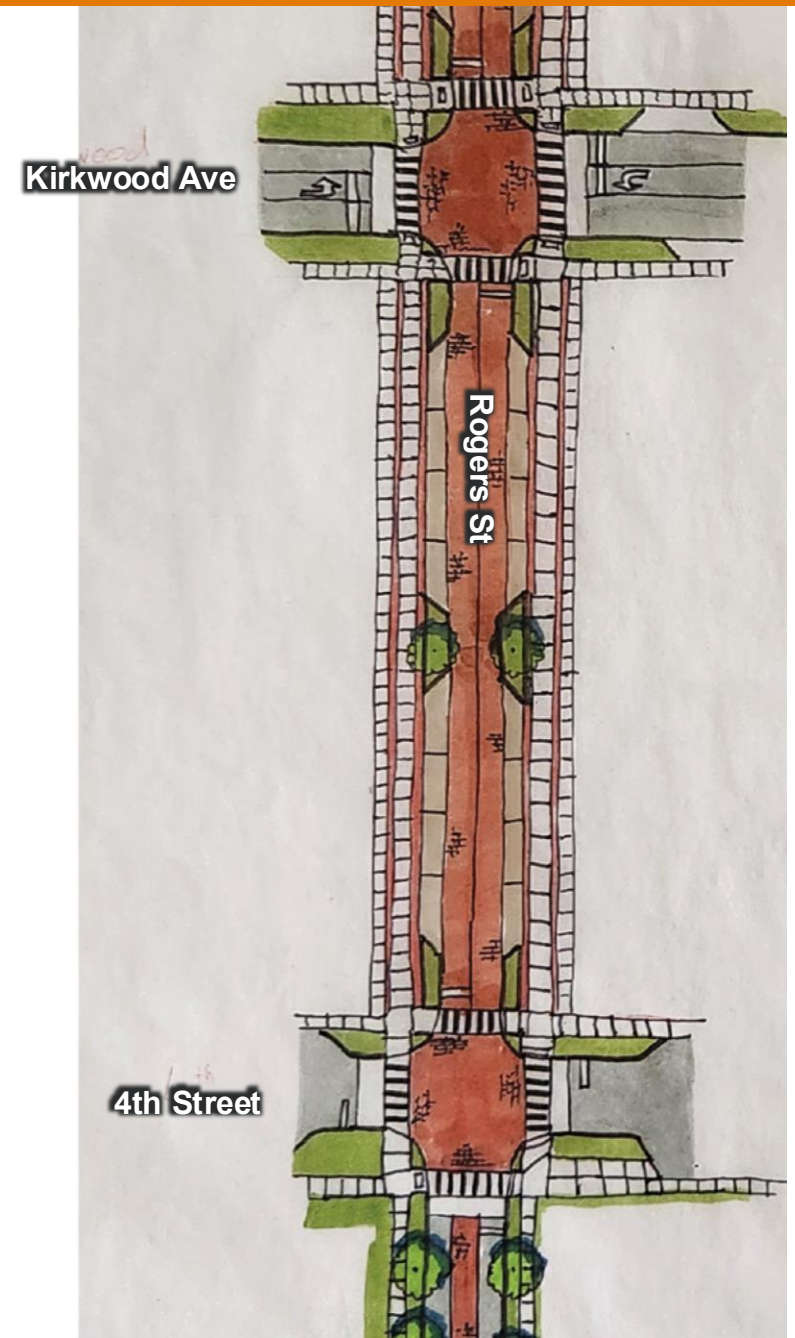
Enhanced Crossing Example



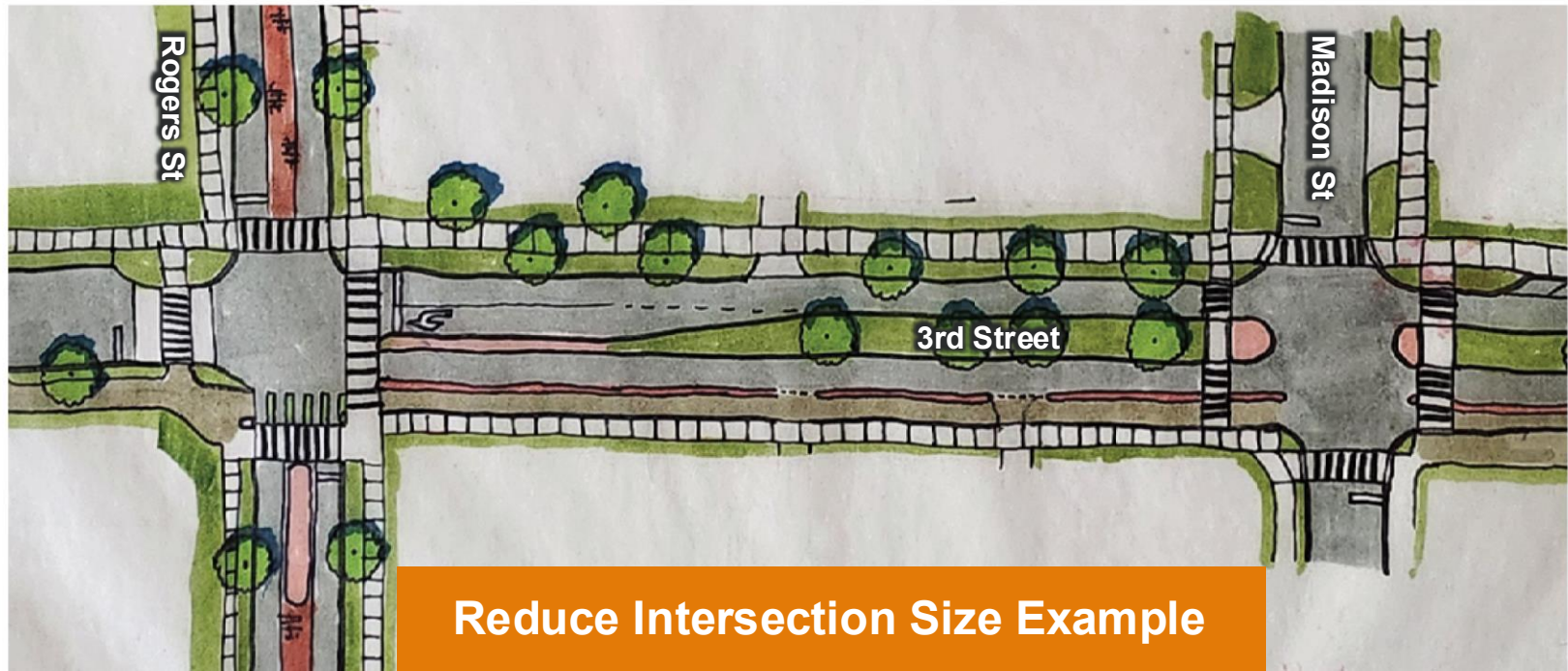
Kirkwood Area



Reduce Intersection Size Example



3rd Street



Reduce Intersection Size Example

Patterson Dr



Single Lane Roundabout Example



Next Steps

04



Next Steps

- Finalize concept design
- Final report
- Plan to finish the study by August

Thank you!

For any questions, comments, and/or feedback, please feel free to contact us:

Hank Duncan

Safe Streets Program Manager

City of Bloomington

hank.duncan@bloomington.in.gov

