

# 2015 Bicycle Master Plan:

# Washington Street Amendment

Public Comments  
Received Through  
June 14, 2017 at 12 Noon



**BIKE  
BLONO** 





## Methodology

Public Works has been receiving public comments via mail, phone, e-mail, petition, and comment card following a request for public input. As of June 14, 2017 at 12:00 PM Public Works received a total of 217 responses. Each response has been divided into five categories based on the respondent's level of support for the Washington Street proposal and four categories based on the respondent's location.

The five level of support categories are:

- I support the proposal to add bicycle infrastructure to Washington St.
- If changes are made, I support the proposal to add bicycle infrastructure to Washington St.
- I am undecided or do not have an opinion of this proposal.
- I do not support the proposal to add bicycle infrastructure to Washington St., but I would support it elsewhere.
- I do not support any proposal to add to the Bicycle Master Plan in this area at this time.

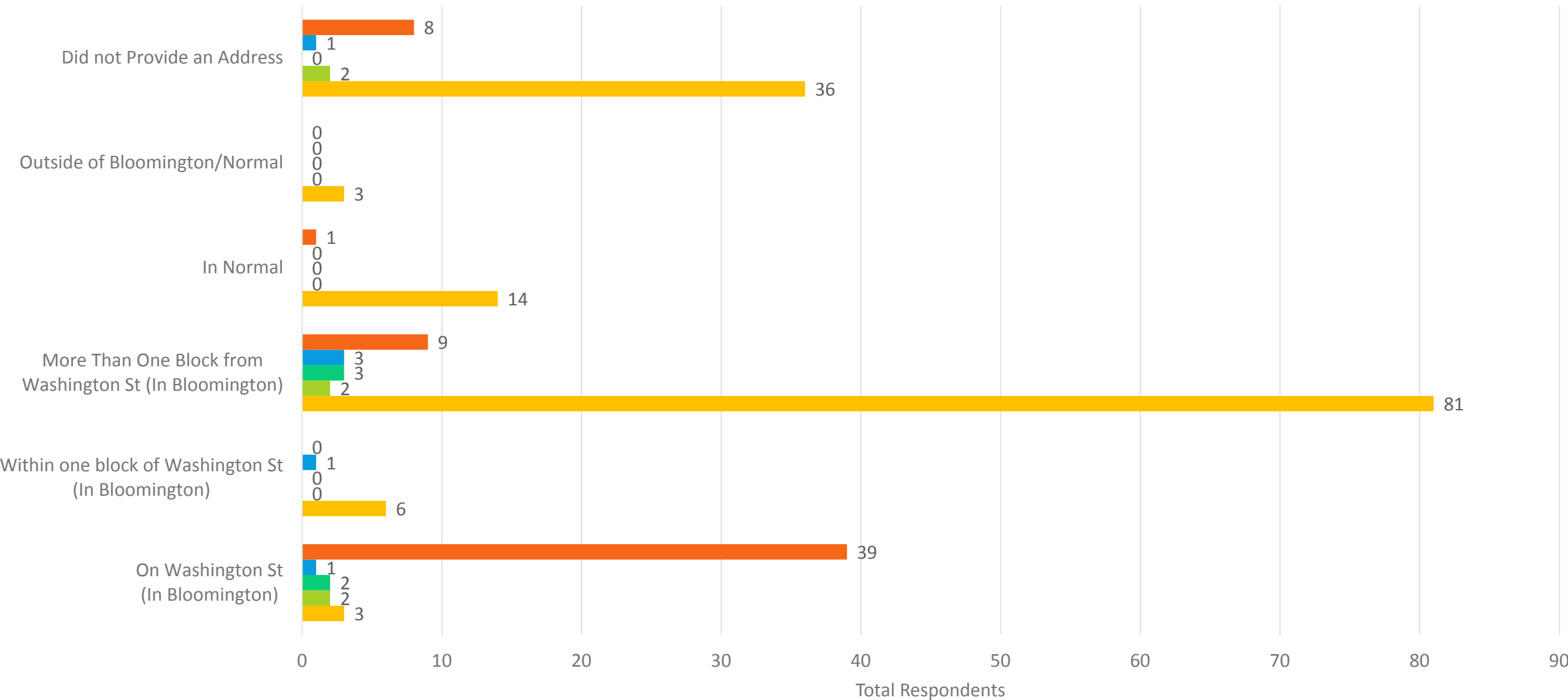
The six location categories are:

- **On Washington St.** (The respondent's Bloomington home address is located on Washington Street, within the project area.)
- **Within one block of Washington St.** (The respondent's Bloomington home address is located within the boundaries of the area created by Veterans Parkway, Grove Street, Country Club Place/Monroe Street, and Oak Street)
- **More than one block from Washington St.** (Bloomington home address is located outside the boundaries of the area created by Veterans Parkway, Grove Street, Country Club Place/Monroe Street, and Oak Street)
- **In Normal** (The respondent has a home address located in Normal)
- **Outside of Bloomington and Normal** (The respondent has a home address not located in either Bloomington or Normal)
- **Did Not Provide an Address** (The respondent did not provide a home address in their initial point of contact or the respondent did not provide a home address in any responses to City requests to provide an address.)

Public Comment Totals as of June 14, 2017 at 12:00 PM

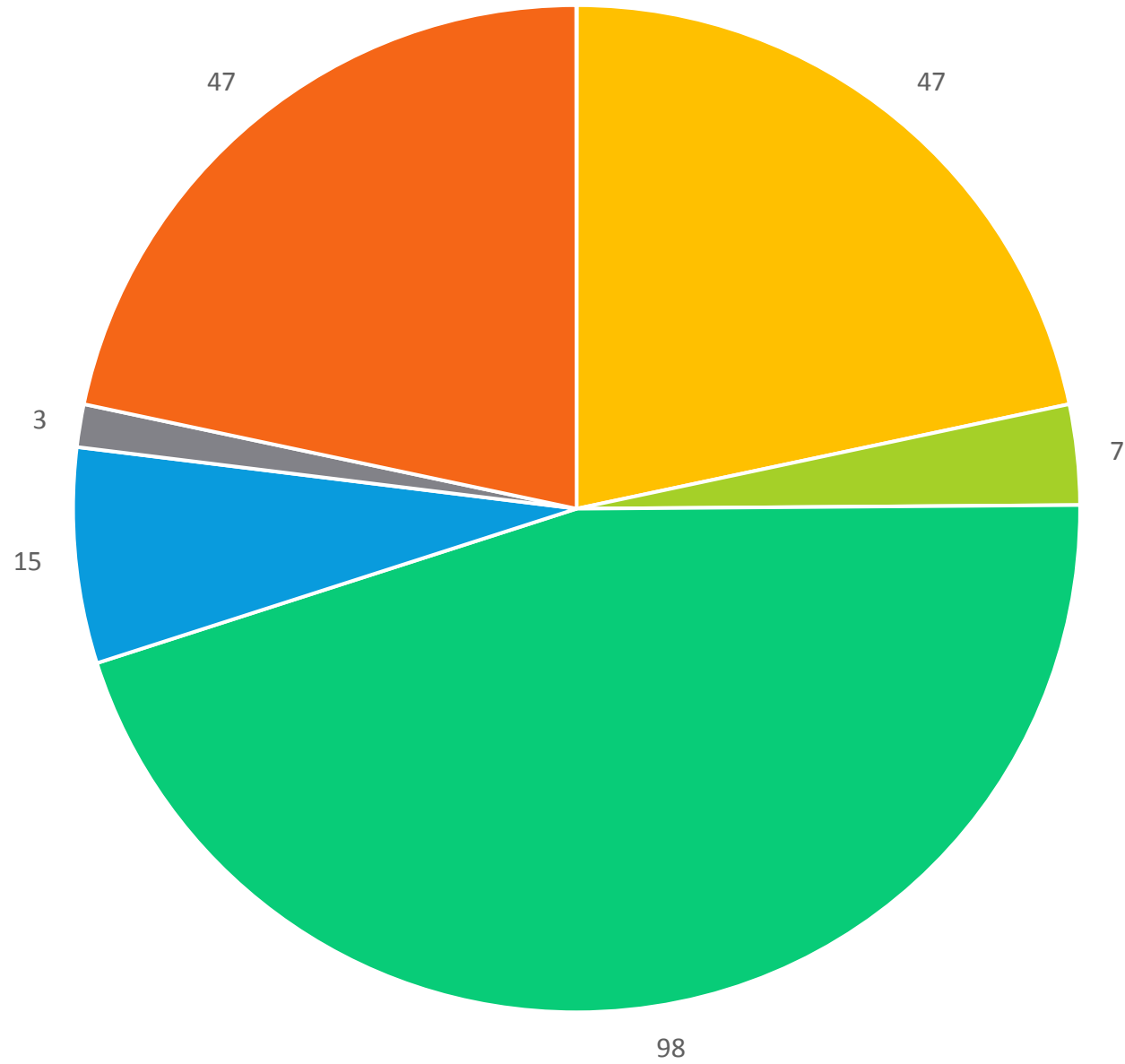
	On Washington St (In Bloomington)	Within one block of Washington St (In Bloomington)	More Than One Block from Washington St (In Bloomington)	In Normal	Outside of Bloomington/Normal	Did not Provide an Address	Total
"I support the proposal to add bicycle infrastructure to Washington St."	3	6	81	14	3	36	143
"If changes are made, I support the proposal to add bicycle infrastructure to Washington St."	2	0	2	0	0	2	6
"I am undecided or do not have an opinion of this proposal."	2	0	3	0	0	0	5
"I do not support the proposal to add bicycle infrastructure to Washington St, but I would support it elsewhere."	1	1	3	0	0	1	6
"I do not support any proposal to add to the Bicycle Master Plan in this area at this time."	39	0	9	1	0	8	57
<b>Total</b>	<b>47</b>	<b>7</b>	<b>98</b>	<b>15</b>	<b>3</b>	<b>47</b>	<b>217</b>

Total Respondents by Location and Level of Support as of June 14, 2017 at 12:00 PM



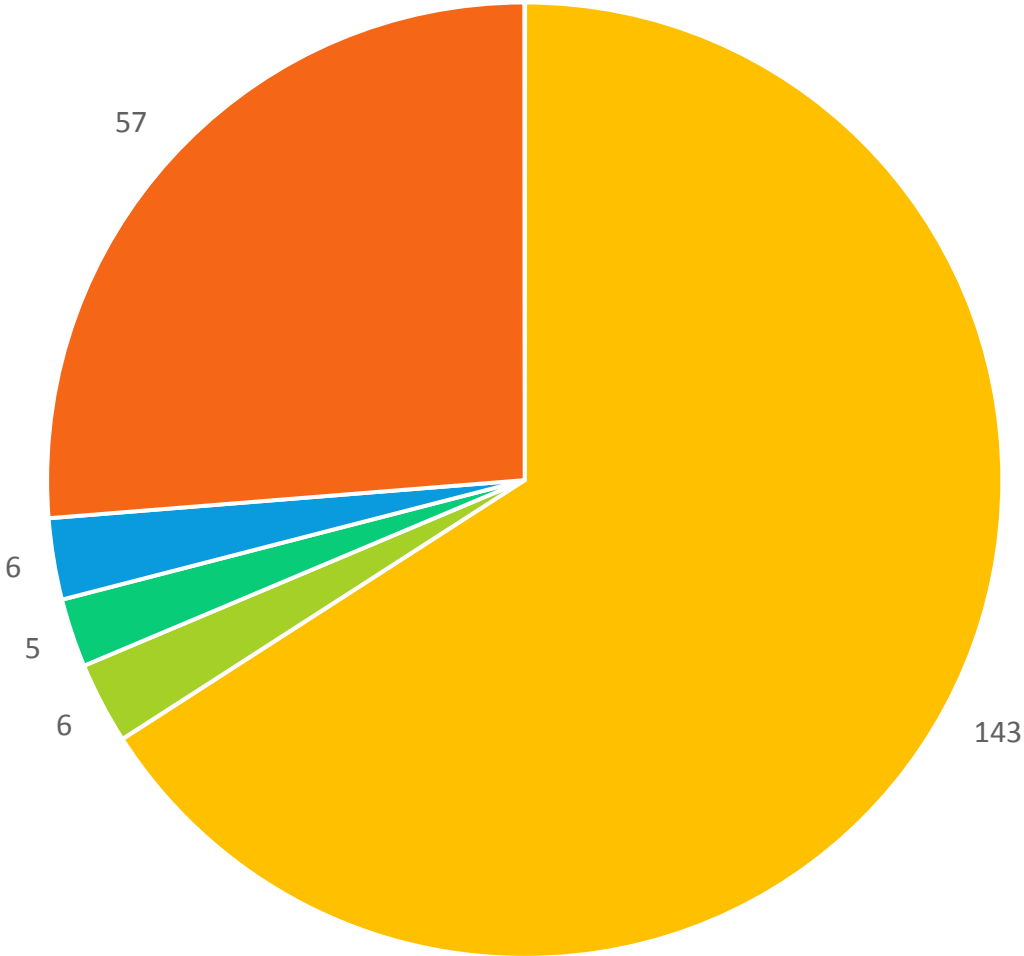
- "I do not support any proposal to add to the Bicycle Master Plan in this area at this time."
- "I do not support the proposal to add bicycle infrastructure to Washington St, but I would support it elsewhere."
- "I am undecided or do not have an opinion of this proposal."
- "If changes are made, I support the proposal to add bicycle infrastructure to Washington St."
- "I support the proposal to add bicycle infrastructure to Washington St."

Total Respondents by Location as of June 14, 2017 at 12:00 PM



On Washington St (In Bloomington)    Within one block of Washington St (In Bloomington)    More Than One Block from Washington St (In Bloomington)    In Normal    Outside of Bloomington/Normal    Did not Provide an Address

Total Respondents by Level of Support as of June 14, 2017 at 12:00 PM



- "I support the proposal to add bicycle infrastructure to Washington St."
- "If changes are made, I support the proposal to add bicycle infrastructure to Washington St."
- "I am undecided or do not have an opinion of this proposal."
- "I do not support the proposal to add bicycle infrastructure to Washington St, but I would support it elsewhere."
- "I do not support any proposal to add to the Bicycle Master Plan in this area at this time."

**Received Up Until June 6, 2017**

I support the proposal to add bicycle infrastructure to Washington Street.	If changes are made, I support the proposal to add bike infrastructure to Washington Street.	I am undecided or do not have an opinion of this proposal.	I do not support the proposal to add bike infrastructure to Washington Street.	I do not support any proposal to add to the Bicycle Master Plan for Washington Street or this area at this time.
<p>"I'm a year-round bike commuter. The stretch of Washington b/w Mercer &amp; Rust is the scariest route in town – too many potholes, too tight of lanes, heaving traffic, and high lips up to the driveways. Anything that will make this length of street safer for cyclists is greatly appreciated!" – <b>More than one block from Washington St</b></p>	<p>"We have lived at this address for 40+ years. We have seen the stretch of road from Mercer to State become a race track. We have watched the number of cars increase dramatically. We support lanes for bikes, but the city plans must include methods to slow the traffic on this stretch for all types of movement – pedestrians, bikers, drivers – and most important our little children. Cops, cameras with heavy fines, speed bumps – changing speed limit to 25 mph, then eutoring. We're open to all suggestions are supported!" – <b>On Washington</b></p>	<p>"1) What is the % that ride bikes, 2) Where is the \$ coming from, 3) Are you going to require a license bikes since they will have their own spot on our roads, 4) Will there be an age requirement to ride on our streets, 5) Will there be a requirement to have head and tail light, 6) Are you going to hold bikers to our traffic laws, 7) Why is it necessary for bike lane when we have the trail to ride. This seems that the city is doing a lot for a few." – <b>More than one block from Washington St (In Bloomington)</b></p>	<p>"This plan seems to inject plaque into a clogged artery. I drive Washington Street daily, and question the need for bike lanes. They will further slow traffic on a street that is too narrow to support the present traffic count. Instead, why not pursue bike lanes on less busy streets (Grove, Country Club, Jefferson, Front, Monroe, Others). Less and slower-moving traffic would mean safer bikers. Washington doesn't fit. Where are all the bikers clamoring for these lanes? This seems to be a solution for which there is no problem." – <b>More than one block from Washington St (In Bloomington)</b></p>	<p>"I have heard and also believe myself that it isn't wise to put a bike route on a very busy and major artery. Sure, it is a through street, but bicyclists can make a few turns and use wide 2 lane – less traveled routes. If car lanes are reduced, this will not be popular. Most people would be in favor of bike routes on streets like Jersey, Emerson, Etc. Also, any money wasted on this should be put toward street resurfacing. The tail is wagging the dog. I ride a bike myself, but I would not favor reducing car lanes and adding congestion." – <b>More than one block from Washington St (In Bloomington)</b></p>
<p>"I am so grateful for the pop-up bike lane on Washington to Mercer. As a resident of FGNA and a parent of Washington Wolves (☺), I value the speed-reduction effects that the lane has had. I walk the dog parallel to the bike lane and have had ample opportunity to observe traffic and driver behavior. People are driving slower, and it feels so much safer! The marked lines for parking do a much better job of indicating you may come upon a parked car in daylight or at night time. I this also affects general safety – sometimes, at night, you don't expect to see parked cars on the north side of the street. Please keep the bike lane!" <b>Within one block of Washington St (In Bloomington)</b></p>	<p>"First, thanks for holding this forum. It would help to label the maps to show which side is north, to orient people as they look at them. I support the bike lanes, as shown, from Kreitzer to St Joe's. However, the shared lanes between Kreitzer and Towanda will not be safe. I would support a north-bound bike lane down Perrin (then west on Jefferson) and a southbound bike lane down Kreitzer (then west on Grove). Eventually they could cut over to Washington west of Towanda." – <b>On Washington</b></p>	<p>"Diagrams of the intersections would be awesome. Also, if there's a way to do better right turn lanes that would be really cool." – <b>More than one block from Washington St (In Bloomington)</b></p>	<p>"I love the idea of bike lanes. My family often rides down Grove St to the trail. I think putting the bike lanes on Grove St and Front St makes much more sense. Impacting the main east-west road is not a good idea. Putting the lanes on Grove St keeps bikes on a less busy and safer road. Plus it would take advantage of the existing bike lanes on Front St. Plus, Grove/Front provides access to the trail and the Coliseum. I do not think it is a good idea to impact traffic for a few bike riders when a good alternative exists 1 block south." – <b>Within one block of Washington St (In Bloomington)</b></p>	<p>"Good discussion tonight. I learned several things. As a Washington St resident and a biker, I'm all for appropriate accommodations for bike transportation. But still, I cannot back the notion that vehicle traffic needs to congest through less number of lanes to accommodate bikes on a main east-west thru-street. Co-existence and the drawing of more bikes to a congested street seems an inconvenience as well as an invitation for accidents. My entire family is not in favor of this." – <b>On Washington</b></p>
<p>"I recognize that what happens to Washington Street is subject to the Mayor and City Council at this time. Thus, if bike lanes are not added to Washington St at this time, in the future it would be tempting by future administrations to make it 4 lane through there. Thus, for all of its faults, I think the bike lane is the best option – for now and for the future" – <b>On Washington St</b></p>	<p>"My husband and I are long term residents of Washington Street. We feel a bicycle (lane) plan is a positive for the street, neighborhood &amp; our city. And we are in favor of such. We feel the lane should be limited to bicycles not motorcycles.</p> <p>However, if the lane is established the speed limit MUST be enforced for the safety of the cyclists. There are far too many instances that the 30 mph limit is not observed by motorists. This happens 24 hours a day.</p> <p>There are times of the day that one cannot turn onto Washington Street. Traffic is heavy &amp; moves rapidly.</p> <p>Our son, on his bike, was run off Washington Street by a speeding motorist several years ago.</p>	<p>At the next open house please provide a brief presentation of the proposed lane changes and overall goal of adding bike lanes in Bloomington." <b>On Washington</b></p>	<p>"I live at XXXX E Washington St, right where the new proposed bicycle lanes will begin (if heading east). I have serious questions about the practicality and safety of starting the bike lanes at the intersection of Kreitzer and E Washington. The section of E Washington from Towanda/State St is very precarious due to the intersection at Towanda and the fact that Washington becomes 3 lanes west of Perrin. So it makes sense to avoid that portion of E Washington.</p> <p>Oddly, the bike lane disappears just west of the intersection of Washington and Mercer I assume due to the east-bound right turn lane to Mercer. The obvious question is, why doesn't the bike route stay on Grove, which is a relatively quiet street that has direct access to the Constitution Trail, and goes all the way to Mercer?</p>	<p>"Washington Street is too busy already! I oppose the bike path lanes as I do not see the need and find a waste of public money to do so. Bike riders are few and can use the sidewalks as they do now. Putting bike lanes on both the North and South will force the vehicles together, which is much more dangerous. I already have issues getting out the drive as traffic is flowing. It's like playing frogger. I am in opposition to this!" – <b>On Washington</b></p>



	<p>It caused him to run into a parked car. Fortunately he was not seriously injured. But, this is not an isolated event in our neighborhood. Additionally, crossing Washington Street, as a pedestrian, bicyclist, motorist can be dicey.</p> <p>The BPD public relations officer told me 3 years ago that the "BPD does not have time to enforce city ordinances/laws". With this plan the BPD will need to have the time &amp; people to enforce the speed limit to reduce the chance of serious injuries or fatalities. At 70+ years my husband &amp; I are not going to be riding bicycles. We are concerned for others.</p> <p>Again the response from is in favor of a bicycle lane." <b>Did not provide an address</b></p>		<p>There is almost constant daytime traffic on E Washington including trucks, and I can attest that having lived here since 2005 most cars do not go 30 or 35 mph. Almost all my neighbors and the Founders Grove Neighborhood Association have serious concerns about the speed of traffic on E Washington. To me it simply makes NO sense to have an "incomplete" section of bike lane on E Washington from Kreitzer to Warner, interrupted by busy intersections at Towanda/State and Mercer, when it seems the obviously safer route should be along Grove to perhaps Mercer.</p> <p>I should point out that my wife and I often ride our bikes on the trail, and we access the trail either via Kreitzer to Grove or via Jefferson from Perrin, all to avoid riding on E Washington. Even if the bike lane gets permanent status, I will not ride on E Washington. I will ride on Grove. I just look at this plan and scratch my head wondering, "What were they thinking?"</p> <p>I am a family physician with OSF Medical Group and definitely keep public safety high on my priority list." <b>On Washington</b></p>	
<p>"I am a homeowner in the affected area and think this is a fantastic idea. I really appreciate the thoughtful way these lanes have been introduced. Keep up the good work!" <b>Did not provide an address</b></p>	<p>"I am writing in support of the bike lanes proposal on Washington Street. I am in full support of making these permanent in our community, and I am in full support of the Bike master Plan. The only thing that would make it better is if there was some sort of physical barrier to vehicles, but I believe this is a great start. I hope our community continues toward a path of complete streets where all are welcome and safe.</p> <p>Thanks for considering my comments." <b>Did not provide an address</b></p>	<p>"Concerns for safety at Washington/Towanda and Washington/Mercer. Cost?" – <b>On Washington</b></p>		<p>"Bike lanes are creating an issue out of something that doesn't exist. There are no problems with accidents. I have lived on Washington for 15 years, and cannot remember a time where someone was hit riding a bike. Our funds should be going to real problems in our city like the state of the roads. Clinton is terrible. I take Clinton to IWU daily, and have to swerve to avoid potholes. I bike occasionally to IWU, and I take Washington to Perrin to Elwood to Constitution Trail. So easy, no issues with traffic." <b>Did not provide an address</b></p>
<p>"I support the amendment to the City of Bloomington Bike Master Plan. Having used the pop-up bike lane on Washington at several times now I have noticed a calming of traffic on that stretch. Please amend the Master Plan to include Washington Street. Thank you." – <b>More than one block from Washington St</b></p>				<p>"I live at East Washington. I attended the first meeting held at Washington Elementary last year regarding the bike paths. At no point in time, did I ever hear this vision was a done deal until the white chalk marks were painted in front of my home this week. Hoping you two can get my email to the correct person that needs to be aware of my concerns with this efforts proceeding forward.</p> <p>I walked down my road speaking to neighbors with fliers and encouraging my side of the street</p>

				<p>to attend the May 23rd session to voice their concerns – because as I found on my side of the street – no one is for this new bike path on Washington Street. In Founder’s Grove, we support the community, we support small businesses Downtown and give back however, and this is one city vision I as a homeowner on Washington Street CANNOT support.</p> <p>I cannot support this for various reasons (listed below):</p> <ul style="list-style-type: none"> <li>• Traffic: Yes, I understand from the meetings the bike paths are proven to slow traffic. However, Washington is a very busy and crazy street as it is – at any given hour adding this bike path will only add to that cluster and slow traffic. A child was hit by a vehicle on this road a year or so ago – what does this mean for the bikers?</li> <li>• The children walking home from school: Washington Elementary is right up the road on any given day of the week I cross neighboring children to cross them over to their side of the road – just to help out. Now those children trying to cross will need to watch for cars and bikes. Most days children stand to cross for as long as 5-7 minutes. Crossing at the main intersection is no guarantee for safety either as I watched a car blow that stop sign held by the crossing guard and almost hit my own child!</li> <li>• Bicycle Traffic: I am all for staying active with exercise and encouraging community members to love the earth and leave the SUV at home, however, I have 3 small children and we are always outside never do we see daily cyclists. Nobody is using the path to or from work. I do see children riding for fun! But as a parent, I think it is safe to say I would never allow my boys to use the bike path given the traffic that would be right on their tails.</li> <li>• I did take the time to talk to an avid cyclists on Washington Street- his exact words to me is he would never use the path for fear of the never ending traffic and intersections- again safety concerns. This came from a cyclist whom also indicated he believes Grove is much safer for his riding buddies needs. He too lives on the corner of Washington &amp; Vale.</li> </ul>
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				<ul style="list-style-type: none"> <li>• Parking: Living in this historical neighborhood we have limited parking as it is – and always have had limited parking. We all sacrifice this but now that the bike club wants a route on our road we get ‘official parking’. I believe the parking item should have been remediated prior to this vision.</li> <li>• Homeowners: as a homeowner on Washington Street I back out of my driveway daily, several times a day for work, sports, community events, school, etc. Daily I sit there and wait for traffic to clear – now on top of the traffic I am asked to watch for bicyclist? There are a lot of driveways that require homeowners to back out - I would hope this would be on top of the to do list for someone to research, find a solution and keep everyone safe.</li> <li>• Cyclists are pumped up for this bike path apparently, however today on my way to work I watched 1 individual on his way to State Farm get off the bike path and ride on the sidewalk – it appeared this was due to the traffic on his tail. I watched the male and sat at stop sign to let him proceed – it appeared he was waiting for traffic to stop completely maybe? He will be sitting there a VERY long time. This guy had the gear, the bike, he knew what he was doing and got off the bike path which was created for him &amp; his crew? Again, safety is not there for these cyclists!</li> </ul> <p>As you can see, I understand the bikers want to enjoy their daily exercising sport. I just do not feel Washington Street is the safest solution to meet their needs based on the ideas outlined above. I tried to even hear the bicyclist to ensure I wasn’t missing some key points – at this point in time, Washington Street is not the place for the new bike paths. I feel the new bike paths on Washington Street are a HUGE safety issue and will only make for lots of tragedy in our neighborhood. As a result, I as a homeowner on Washington Street, ask the City of Bloomington to stop moving forward with this vision in our historical neighborhood.” <b>On Washington</b></p>
<p>“I like: using existing pavement (no widening), painted barriers where possible, minimum 5ft bike widths (I am very supportive of this amendment). Concerns: how does the bike lane</p>				<p>“I am against including a bike path on Washington, because it is a major east/west artery. Bicycle Plan states, no parking if bike path designation, thus limiting use. Traffic on</p>

<p>interact with transit stops? How will the Washington/Mercer intersection work? What happens when Washington hits Veterans? I'd like to see painted crosswalks at every intersection with sidewalks. Have bike boxes been considered for any intersections?" <b>More than one block from Washington St (In Bloomington)</b></p>				<p>Washington includes: buses, cars, and Emergency vehicles – increased danger. Experienced cyclists can and do use Washington without bike path designation. Future bike path markings, according to Bike Master Plan, include: Mercer, Oakland to Washington with paved side path. Regency to Eastland with bike path. Washington to Mercer to Regency with side path. Regency to Emerson. Washington is not needed to complete connections as proposed in amendment." <b>More than one block from Washington St (In Bloomington)</b></p>
<p>"I am in favor of the bike lanes to provide a more direct access to downtown. I realize the safety issues and concerns, but I believe Washington St is wide enough to accommodate bike lanes, which in themselves greatly increase safety. I have biked on Washington without the lanes and am comfortable riding in traffic, but lanes would open the accessibility of Washington St to more cyclists. I do believe that community-wide awareness and education is essential to help people understand the value and the safety of lanes, and that they will not impede motor vehicle traffic. Bike lanes giving access to the downtown are important to a future that encourages ecology friendly, safe, and physically healthy transportation." <b>More than one block from Washington St (In Bloomington)</b></p>				<p>"It appears to me that a very small percentage of the population (The recreational bike enthusiasts) is trying to push their agenda on the rest of the citizens and taxpayers. There are not enough people riding bikes on a daily basis (to work and back, to go shopping or even to attend the Bike BloNo meetings (take a show of hands by those who rode a bike to the meetings)) to warrant such an expenditure of time and money to try to justify putting bike lanes on every street in Bloomington, especially those streets that are heavily traveled by automobile, such as Washington Street. Bikes on these kind of streets will inevitably lead to automobile and bike accidents. Why do we want to invite such disasters when we have a bike trail that goes all the way to Hudson for recreation? If the intent is to provide cross town access routes to the bike trail then placing them judiciously on less traveled streets would make much more sense.</p> <p>Why haven't you done a bike traffic survey, as is normally done before expanding any road because the traffic usage justifies and requires it? I live on Washington St. in the area where you propose to put temporary lanes. There is basically NO bike traffic on Washington St. in this area. I see less than one bike a day traversing this area and it is usually on the sidewalk. The city has gone to great expense to make all the sidewalks handicap friendly, which means you can ride a bicycle down the sidewalk without hitting a bump. It is far safer to ride on the sidewalk here pedestrian and bike traffic are low, and especially so in high auto traffic areas. And bike riders recognize that. This of course requires a modicum of attention for and courtesy for the occasional fellow citizens who</p>

				<p>may be walking. A small price to pay for the much higher degree of safety.</p> <p>You seem to be headed down a path of trying to justify the unchecked proliferation of bike paths as if they are direly needed. This is not the case as you can see by simply going around Bloomington-Normal at different times of day and observing the bike traffic. This has all the hallmarks of looking for a problem to solve. Only a very, very small but vociferous group of people are being heard with little regard to the effect on and desires of the general public. This whole effort is not for the common good, rather it is the work of a small group to impose their wants on the public. This includes bearing the cost of setting up and maintaining paths, making special rules for their use and significantly increasing safety hazards to all.</p> <p>There are many more things in this city that need and are deserving of our attention, efforts and funds. Let's get back to infrastructure that provides for the common good and get off the special interest pandering." <b>Did not provide an address</b></p>
<p>"I am happy in general with this proposal. The final stretch from Mercer to the highway is currently a nightmare, but this plan is a good first step. As someone who lives south of the trail, a southerly east-west route is necessary</p> <p>I am writing a quick note to advocate for the proposed bike lane on Washington St. As someone who lives south of the Trail, I use Washington as my primary road to bike to the east side of Veterans whenever I need to go over there. A full bike lane there would be a godsend to me and the many other cyclists who often need to go to that side of town. I understand the opposition is growing, but installing the lanes now will help to carry Bloomington into a future that is less reliant on cars and fossil fuels." <b>More than one block from Washington St (In Bloomington)</b></p>				
<p>"I am in favor of the proposed bike lane on Washington St. I would love to see it extended to Regency/Fairway/Emerson. I live on Fairway and commute to work on bike. The streets are wide enough for lanes (nobody parks on them). It would be nice if my son could safely bike to school. Thanks. Right now my bike commute is</p>				

<p>4.1 miles to work vs. 2.8 when I drive to work. I would love to be able to take a more direct route to work by having lanes on Washington. Thanks!" – <b>More than one block from Washington St (In Bloomington)</b></p>				
<p>"I am writing with my support for the bike lanes. I would love to be able to ride my bike more but I'm terrified to cross Veteran's to get to work even though it's only 5 minutes away. I support all efforts to make this community more bike friendly!" <b>More than one block from Washington St (In Bloomington)</b></p>				<p><i>This resident contacted Public Works via phone on May 15, 2017. The following is a summary of the comments made by him.</i></p> <p>"He currently lives on Washington Street in Bloomington. He is concerned with the number of cars who use Washington Street and that the traffic count is too high. He is also concerned that, with traffic going anywhere from 30 to 35 miles per hour, it could be dangerous for bicycles that drive much slower than cars. Jim is concerned that bicycles act as if they are cars when on the roadway. He said the Washington Street Amendment is a stupid idea and that a different street should be used."</p>
<p>"Please consider these comments with regard to the proposed Washington Street amendment to the Bike Master Plan. I am in support of anything that makes our streets safer and more accessible to everyone in our community, and, as such, I urge you to adopt the amendment as proposed.</p> <p>Thank you for your time.</p> <p>My personal experience has been that biking here is problematic unless you live near the Constitution Trail or near a park or in a quiet neighborhood. Too often, people are just a nuisance to drivers. When I saw the chalk marks on Washington, I drove Washington as if they were truly a bike lane. It was not difficult. It caused no slowdown. I would say that it is a great idea which could be instituted in other areas." <b>Did not provide an address</b></p>				<p>"Our family has resided at Washington St for approximately 16 years. My wife, and I have children ages 13-22. We are absolutely opposed to the addition of bicycle lanes on Washington St.</p> <p>Their addition can and will significantly increase the risk for both residents as well as bicyclists. It is already challenging to safely back out of our driveway to enter Washington. Because it is a major thoroughfare, there has always been heavy traffic at various times of the day. The sidewalks regularly have pedestrians walking to/from school/work as well as those who enjoy leisurely walks through the scenic neighborhood.</p> <p>To compound the historic vehicular and pedestrian traffic, within the past several years, city bus route(s) shifted to Washington. Additionally, speed bumps were added to Country Club Drive, shifting traffic to Washington.</p> <p>As aforementioned, it is a challenge to safely back out of our driveway. I estimate at least 25% of the Washington St residences between Towanda and Mercer do not have a means to avoid backing out of their respective driveways. To reiterate, adding marked bicycle</p>

				<p>lanes and an anticipated increase in bicycle traffic will increase the risk to residents and bicyclists.</p> <p>Furthermore, parking is limited to only the north side of Washington. Adding a lane which would inhibit street parking, would affect the quiet enjoyment of residents and their guests.</p> <p>Finally, there are plenty of other secondary streets available to bicyclists and could connect with Constitution Trail or other destinations. As examples, both Grove St and the combination of Jefferson/Colton, Monroe, and Country Club Drive would be less congested and likely safer. Why not leave it to bicyclists to choose as they currently do...or if necessary, mark those secondary streets rather than Washington? When my family elects to bicycle, that is what we do. We do not require marked lanes to get to the Trail or wherever we wish to go.</p> <p>Thank you in advance for your consideration. No reply necessary." <b>Did not provide an address</b></p>
<p>"I am writing to give my feedback about the bike lanes on Washington Street. I support the bike lanes. I think it is a great idea and we will make our streets more safe. Bikes are a highly efficient mode of transportation. The Champaign-Urbana Bicycle lanes are a case of success." <b>More than one block from Washington St (In Bloomington)</b></p>				<p>A petition with 21 signatures opposing this amendment was submitted on June 6. <b>On Washington St</b></p>
<p>"Please consider adopting the proposed Washington Street amendment to the Bike Master Plan. I am wholeheartedly in support of anything that makes our streets safer and more accessible to everyone in our community; as such, I urge you to adopt the amendment as proposed. I believe this would be yet another great asset to the Bloomington community." <b>Did not provide an address</b></p>				
<p>"I fully support additional bike lanes on Washington Street. I ride, I pay taxes, I buy stuff in Bloomington, and I vote. Thank you." <b>Did not provide an address</b></p>				

<p>“Thank you for considering this as a part of the plan. I attended meetings in the beginning stages of developing a plan for Bloomington and a lot of attendees voiced a desire to have Washington as a part of the plan. I also believe this modification makes a better, overall plan. I have biked and driven on Washington since the temporary lanes were installed, and both feel much safer and more controlled to me with the lanes on the street.” <b>More than one block from Washington St (In Bloomington)</b></p>				
<p>“I live on Washington. Drivers move too fast on my street. I support bike lanes, because even when there is no cyclist using them, people will slow down. Thank you for inviting public comment on this issue.” – <b>On Washington St</b></p>				



**Received from June 6, 2017 to June 14, 2017 at 12PM**

I support the proposal to add bicycle infrastructure to Washington Street.	If changes are made, I support the proposal to add bike infrastructure to Washington Street.	I am undecided or do not have an opinion of this proposal.	I do not support the proposal to add bike infrastructure to Washington Street.	I do not support any proposal to add to the Bicycle Master Plan for Washington Street or this area at this time.
<p>"I'm writing to express my support for the installation of bike lanes on Washington St. I am an avid cyclist, for fitness, for my commute, and for my own entertainment, and the potential to expand the amount of safe roads that I could ride on is always something close to my mind. Please ensure that bike lanes on Washington makes it onto the Bike Master Plan this upcoming Wednesday. Cycling is an important element of this town, and is one of the reasons my wife and I chose to pursue careers in Bloomington/Normal, as opposed to simply heading North." <b>More than one block from Washington St (In Bloomington)</b></p>	<p>"I am writing to express my excitement and support for continued development of bike infrastructure throughout the community.</p> <p>A protected bike lane along Washington would be a remarkable addition to transit in the community and greatly improve quality of life in our wonderful town.</p> <p>Thank you for all that you and your staff do to make Bloomington a wonderful place to live." <b>More than one block from Washington St (In Bloomington)</b></p>	<p>"I have been following the issue of bike lanes in our city. This will be a difficult thing to successfully accomplish. My son lives in Milwaukee Wi. The city there has done a very good job of addressing this matter. I would urge you to investigate how they solved their bike lane issue. They have on some streets, restricted parking to one side, a bike lane, two traffic lanes and another bike lane. Turn only lanes have also been addressed. Please take a look at their solutions." <b>More than one block from Washington St (In Bloomington)</b></p>	<p>"I am 100% supportive of concept of dedicated bike lanes in B/N. Bicycle/bus/car/pedestrian traffic should be part of master transportation plan, for Washington St. specific... Still concerned with that road b/c of traffic volume is. Grove St. Thanks for your work on this topic!" <b>Did not provide an address</b></p>	<p>"In response to a recent Facebook post, I would like to express my support against adding additional bike lanes at this time.</p> <p>-----</p> <p>There are two more meetings where you can express your support for bike lanes on Washington: Tuesday, June 13, from 4-6pm at the McLean County Museum of History, and 4pm on Wednesday, June 14, at the Planning Commission public hearing at City Hall. And if you can't make it to either of those, just send an email to jkarch@cityblm.org, mhill@cityblm.org, and michael@bikeblono.org to weigh in.</p> <p>All of the written comments - whether they're received at the public meetings or via email - will be tabulated and included in the documentation for the final vote. And we really want to be sure that the number of people who submit comments in favor of the proposal outweigh the naysayers.</p> <p>-----</p> <p>Additionally:</p> <p>"But we've got a problem. There are a few people - very loud people - who are fighting pretty hard to stop this from happening "</p> <p>I believe you've got this all wrong. I'm a cyclist, but the very loud few are within bike blono. Go to State Farm and look at the bike racks...2-3 bikes...for a company of 10k+? The demand just isn't here, but the loud few of bike blono are imposing their will on taxpayers to get a bike lane that makes Washington street very narrow on one side and less safe for cars for the benefit of very few cyclists.</p> <p>Do I think it would be convenient to have bike lanes all over town? Sure. Do I want to spend taxpayer money on it, or lose any lanes for cars in the process? Absolutely not." <b>In Normal</b></p>

<p>"I would like to voice my support for the proposed bike lane on Washington Street. My family lives in the Founder's Grove neighborhood, and I frequently bike with my 11-year old and 8-year old boys. Whereas Constitution Trail is stress-free biking, getting to Constitution Trail from our house is sometimes a challenge. We prefer not to ride on sidewalks, but I worry about biking on streets when cars are not necessarily aware that bikers might be sharing the road.</p> <p>Because of this, the proposed bike lane on Washington Street would be an important addition to our neighborhood and community. Please consider me a voice of support for this bike lane." <b>More than one block from Washington St (In Bloomington)</b></p>	<p>"I'm writing to you as both an avid cyclist and a previous city of Bloomington planning commissioner.</p> <p>As a cyclist, I think it's great to go ahead and put paint on Washington Street, it gives a good awareness to cycling and for drivers to be heads up.</p> <p>As a planning commissioner I think it is a risky move, and as a Dad I feel it is not safe for children to ride on, as I have seen brush build up and junk in the in the lane that would be an overhead for the city to maintain. Aggressive drivers on Washington would be an equal concern as well.</p> <p>In the end, I do feel as though it would be positive for the city to do the low cost and very high visibility support of bike Lanes and I do ultimately support bike Lanes on Washington. My support would require directionals that lead a cyclist to adjacent streets when appropriate. For example, prior to arrival at the intersection of Washington and Mercer," <b>More than one block from Washington St (In Bloomington)</b></p>			<p>"Spending part of the year here and part in Florida I have seen first hand the use of bike lanes. Florida has them everywhere. No one rides on them as it is too dangerous and one of my neighbors was killed when he was hit by a car turning right and didn't see him. How about spending money on services that will improve the lives of all citizens not just the few who prefer to ride bikes. Work on roads and sewers. So put me down as opposing money be spent on bike lanes and trails." <b>More than one block from Washington St (In Bloomington)</b></p>
			<p>"I'm an avid biker and love the Trail. I do not like bike lanes on our busiest streets." <b>More than one block from Washington St (In Bloomington)</b></p>	
			<p>"I do not support the proposal to add bicycle infrastructure to Washington St., but I would support it elsewhere." <b>More than one block from Washington St (In Bloomington)</b></p>	

<p><b>I support the proposal to add bicycle infrastructure to Washington Street.</b></p>	<p><b>I do not support any proposal to add to the Bicycle Master Plan for Washington Street or this area at this time.</b></p>
<p>“I am totally in favor of bike lanes in the twin cities of Bloomington and Normal. EVEN on Washington Street!!! Please help humanity save themselves in all ways that they can, whether it is saving the environment, saving the towns, and/or saving their lives by using their own energy to get around - not dependent on polluting cars and congestion on the roads. I would be happy to get out and paint bike lanes if the money is not there for helping someone get a job in this community to paint the lines for the bike lanes. Bring out the bikes!!! :)” <b>Did not provide an address</b></p>	<p>“I oppose the bike lane on E Washington Street. The traffic is very busy and you have school buses going in and out. Not a safe area to narrow the driving lanes and installing bicycle lanes. Many other streets could be better able to handle the traffic.” <b>More than one block from Washington St (In Bloomington)</b></p>
<p>“Please consider these comments with regard to the proposed Washington Street amendment to the Bike Master Plan. I am in support of anything that makes our streets safer and more accessible to everyone in our community, and, as such, I urge you to adopt the amendment as proposed.” <b>More than one block from Washington St (In Bloomington)</b></p>	<p>“By now I'm sure that you are flooded with all the nays on the idiotic plans that you are shoving down our throats. Yes, bike blono is a NO-GO. What a total waste of tax dollars to satisfy a very small fraction of fanatics. Get with it, this folly of yours will cost a number of lives in your effort to mix bikes with cars. And of course it will be the driver of the car that is responsible. I guess you think that it is worth it. It will be on your heads. I hope you can live with that. If you need to ride a bike so bad use the fricken Constitution trail. At least there an accident won't cause someone to lose there life. Quit trying to make this town an Uber-left playground in which you think that it's your money to spend on your dreams. Just fix the streets and infrastructure, that's why we pay all them taxes anyway. HELLO DUHHHH” <b>Did not provide an address</b></p>
<p>“I would just like to take a moment and express my support for the bike lane on Washington. Please consider adding it to the bike master plan.” <b>Did not provide an address</b></p>	<p>“Thank you for requesting feedback on proposal to build bike paths on Washington Street.  I am opposed to spending public funds to benefit special interest groups. There are many other things we could pursue to benefit majority of the community. This project would benefit a small portion of our community.  I learned as a young boy that riding my bike on major streets was dangerous. Riding parallel streets may require riding an additional block or two, but safer for all.  How many months in a year would there be many bike riders? Also, considering how many hours in a day there might be bike riders indicates to me that the ROI would not justify the project.” <b>More than one block from Washington St (In Bloomington)</b></p>
<p>“Please consider these comments with regard to the proposed Washington Street amendment to the Bike Master Plan. I am in support of anything that makes our streets safer and more accessible to everyone in our community, and, as such, I urge you to adopt the amendment as proposed.” <b>In Normal</b></p>	<p>“There is a big push by some groups for the City to install bike lanes on busy main roads such as Washington St. They have stated that there has only been positive response to their inquires. That is not correct. The streets were built for motor vehicles which pay many taxes and fees to maintain them. We do not need or want bike lanes. Without widening Washington St., there is not enough space to provide two lanes for driving, two lanes for bikes and parking unless perhaps parking will only be allowed on one side of the street.  One question I have is how many studies have been conducted to determine how many bicycles (prior to this push) actually use Washington St.? The whole purpose of this is to reduce the number of cars on the road and to make the majority who do drive motor vehicles drive more slowly.  Do not put bike lanes on Washington St. or any other main street.” <b>More than one block from Washington St (In Bloomington)</b></p>
<p>“I am writing to express my support for a healthier, safer, and greener community.  As a cyclist for both leisure and commute, I believe the incorporation of bike lanes on Washington St, in addition to other main thoroughfares, such as the US Business 51 (Main and Center), would enrich the quality of life in a city I've called home my entire life.  If the City of Bloomington commits to expanding the common utility of our public roads by including dedicated bike lanes, it is without a doubt that greater health, safety, and sustainability will be achieved and thus the future of our city will be brighter.” <b>More than one block from Washington St (In Bloomington)</b></p>	<p>“I am a homeowner on E. Washington St. and I have given the proposed bike lanes some considerable thought.  I am wondering how and why these bike paths have taken a priority, when there are other pressing issues that could use tax dollars?  There is also a considerable amount of traffic on E. Washington St., and given recent traffic fatalities in town, is this wisest decision to make?  I'm not convinced this is the best use of tax dollars nor the best location. Also, after discussing this with my other Washington St. neighbors, I know I'm not alone in feeling this way.” <b>On Washington St</b></p>
<p>“We see no negatives to adding bike lanes on Washington and downtown. Please continue to work with Bike BloNo in developing this web in our city.  We both road the pop up and can't possibly see an argument against it - just wish it continued farther. My neighbor on North Clinton Boulevard works at State Farm and rides his bike whenever he can. Dan rides to ISU - much better now too!</p>	<p>“Washington street is a very busy street. Placing bike lanes on Washington street does not serve the public interest as a whole but a small minority of bike blono and their 300 members vs 78,000 people.  I heard the mayors open house discussion on Friday.</p>

<p>Support inner city infrastructure. Make our city great from the heart out. This meets the needs of more citizens without adversely affecting others. It's a win and a long time coming. Progress.” <b>Did not provide an address.</b></p>	<p>I would suggest adding bike lanes by 2 feet in width to the sidewalks on Washington only after exploring the use country club lane or Front,Robinson,grove, moore, olive to get to state farm corporate north. When i was kid riding my bike we had a bike route sign on residential streets separate bike lanes. That work fine for me .</p> <p>As State Farm has a shuttle bus from the downtown building to corporate north, where is the demand for more bike riders coming from? The red line has two bike racks on each bus and has 2 buses in each direction. What the expected rate of usage? And how much budget dollars have tied up with this washington bike lane issue?</p> <p>I consider a complete street to be one nicely paved and with sewers that do not leak. Instead we have ton of potholes . Some of the pothole i have reported have been fixed and look great But others were closed with out comment, or one comment we ran out budget dollars. But as of may we have a new budget. Jim Karch was interviewed by WJBC and stated we need more funding for our roads and not enough was allocated to his budget We recently passed a gas tax of 4 cent per gallon. What happen to that money? Do we need a forensic audit?” <b>Did not provide address</b></p>
<p>“As a resident of Founders Grove and an avid cyclist, I'd like to show my support for the Washington Street bike lane. This lane provides safe travel for cyclists to and from major businesses in Bloomington. It is so important to have these lanes and help increase share the road philosophies here in our community. 4 years ago I was hit by a car on Grove Street just blocks from the trail, had there been a bike lane and more public education on bike safety in Bloomington that accident may have never happened. Thank you for supporting all citizens!” <b>Did not provide an address</b></p>	<p>“Now let's start off with I am very progressive and understanding to bicyclists needs. but that being said what happens when a bicyclist breaks rules of the road and dies due to an accident who's at fault? the city for allowing them on the roads?... why can't they ride on sidewalks where it's safer for them riding their bike. safer for people who are driving their cars not wanting to injure or kill a bicyclist because he hit a pot hole or big rock or crack in the road and fell in front of a car, truck, semi, garbage truck, city vehicle..... how many kids are we going to force to be within 2 feet of something that could kill them... now due to my work schedule I unfortunately won't be able to make this week's meetings but I would like to voice my strong opposition to this plan as being both a person who drives down Washington street up to 2 times a day for work 6 days a week, And as a bicyclist. And as homeowner and lifetime resident you will formally lose all support from me and my family if you choose to go further with these plans for a bike path down washing street.</p> <p>Ps. I forgot to mention before you waste my tax money on these lanes why don't you fix the roads first....</p> <p>Pss. I will be donating into the group that sues the city after the first child dies....” <b>Did not provide address</b></p>
<p>“As a resident of Bloomington’s Founder’s Grove neighborhood, I frequently use Washington Street to reach meetings, doctor’s appointments, shopping areas, and just about anything north of Washington or east of Veteran’s Parkway. In the early morning, I jog down Washington. During the day, I drive down Washington. In the evenings, I often walk along Washington.</p> <p>And I ride my bicycle on Washington. Not for fun or recreation or exercise, but to get to those same meetings, appointments, and stores.</p> <p>I enthusiastically support the proposed paint striping on Washington that would create a bike lane and a shared bike/parking lane. As you are no doubt aware, bicycle-friendly streets are safer for me and my family- whether we are on our bikes or in one of our cars. The cost of paint and signage is something I would gladly support through tax dollars.</p> <p>Bike BloNo and its partners are working hard to educate our community - including cyclists - on the importance of safety on the roads. I hope you will support their efforts in making Bloomington a safer, more friendly community for everyone.</p> <p>Please support the addition of bike lanes to Washington Street.” <b>More than one block from Washington St (In Bloomington)</b></p>	<p>“I own (a home on) East Washington and I do not support these lanes on my street for the following reasons:</p> <p>Safety – the proposed bike lanes I believe will be unsafe for those people that will opt to use them due to the traffic density that exists on the street already. Kids will likely think that these lanes are for them as well ... not good.</p> <p>Congestion – Washington Street already has enough traffic on it. If bike lanes are introduced, bike riders will be encouraged to use the lanes which will result in more traffic that the residents need to contend with while backing/pulling out of their respective driveways. Accidents will likely occur.</p> <p>Bike lanes would be more effective/safer on a less travelled road such as Country Club Lane.</p> <p>Although the cost is minimal for paint, I believe this money can be spent more effectively elsewhere in the city such as fixing roads or what not.” <b>On Washington St</b></p>
<p>“As a new Bloomington resident, one of the aspects of the BloNo community that attracted me to come here was the bike-friendly atmosphere. I love the idea that I'm living in a community that is prioritizing the environment, health and wellness, complete roads, and flexible lifestyles. I understand there's been some push back on adding permanent bike lanes to Washington St. and I wanted to write in support of this effort.</p> <p>Bike lanes on Washington will aid in safe commutes, convenience of travel, and further cultural commitment to cyclists. As a community, we need to move forward on initiatives that make progress towards health, wellness, and vitality. Not only for</p>	<p>“I want to express my opposition to spending time, money, and resources on bike lanes. I am not directly opposed to the idea of bike lanes, although I don’t think they are necessary. We’ve gotten by in this community just fine for the 48 years I’ve lived here...I am however opposed to this being a priority when the sidewalks, curbs, and streets directly in my area are in disrepair.</p> <p>Shouldn’t this special interest project be something citizens could actually vote on? I know that I am not alone in my concern with this issue.</p> <p>Thanks for listening. I look forward to hearing from you.” <b>On Washington St</b></p>

<p>our bodies, but also the environment. It is my sincere hope that a few, albeit very loud, citizens do not prevent us from making forward progress.” <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>“I’m sending this email as my vote IN FAVOR of the Washington Street Bike Lane. One reason why I don’t ride a bike more often is because there are not many safe places to ride. The Constitution trail gets busy with families and kids and can be hard to safely ride on. This town is full of athletes who deserve a safe way to train without being stuck inside on a trainer or out on country roads. “ <b>More than one block from Washington St (In Bloomington)</b></p>	<p>“Please vote NO! on the proposed bike lane on Washington street. Washington street is a major road used by emergency services. Bikes on emergency service roads will impede emergency services.” <b>Did not provide an address</b></p>
<p>“I am a westside resident, and I have recently started biking to work on a more regular basis, and trying to make a habit of it. I am biking more for my health, to save some money, and because it's pretty fun.</p> <p>I have the benefit of being able to bike most of the way to work on the trail, but there are some busier streets I have to navigate in order to get to the trail. I am still a little wary of riding in the street, but I do it because I know it is safer than a sidewalk. The main reason I am nervous on the street is because there are still many vehicles that do not provide adequate space for cyclists. Having designated bike lanes on our larger, busier streets that serve as connecting points to major destinations and the trail would make it clear to vehicles where their space is, and make me feel much safer on sharing the road when on my bike and in my car. Washington Street from Lee to St. Josephs is not a regular route for me, but I strongly support adding bike lanes to that street and many more in our community to make biking safer for avid cyclists, people like me, and for the large number of people who have no other reliable means of transportation.” <b>More than one block from Washington St (In Bloomington)</b></p>	<p>“I’m completely against bike lanes on Washington St. It’s a main artery for traffic. Grove and Jefferson are the best alternative. I would think 95% of the populace drive cars. This is a lot of cost for 5+% of the people. Use Constitution Trail we’ve already made the investment.</p> <p>We strongly oppose adding a bike lane of Washington Street as it is the main thoroughfare to get from the east to the west side of town. There is hardly anytime that Washington St. is not busy. It became more congested several years ago after the City changed the street to single lanes going through the downtown, I can’t image how much worst it will be if a bike lane is added. In the late afternoon the traffic is heavy and it is not unusual for west bound traffic on Washington Street to get backed up as much as 2 blocks since it now only one lane going west. We own property on both the north and south side of the 400 block of West Washington Street and we feel that this change will affect our tenants. The school buses for the RAS School drop off and pickup kids throughout the day and the buses set along Washington Street for up to 30 minutes when waiting for the students to get out of school. If you are parked across the street from the buses during any of these times the area gets very congested, especially with City Buses passing through the block. In order to exit your vehicle across the street from the buses you must wait in your vehicle until there are no vehicles coming from the east. Before you make a decision on this Bicycle Master Plan I invite you to come down to this area during any of these times to observe the situation. Unfortunately, school is out for the summer but during the months school is in session you are not the 400 Block of West Washington Street is very congested. Having this area open for the buses is imperative for us keeping the school happy and as a tenant in our building. It is also, important for our apartment building and the commercial space to have the parking front of our building across the street from the school. It is needed for drop-offs, deliveries, and parking for the commercial space.</p>
<p>“I’m writing to provide input regarding the proposed bike lanes on Washington St and other ancillary streets. I reside in Founders Grove and travel Washington St frequently. In addition my 28 years of patrol service as an Illinois State Police trooper provide me with a critical eye towards traffic safety concerns.</p> <p>While I suspect there continue to be motorists and residents who would prefer bicyclists not utilize this or other thoroughfares the reality is our city streets are shared by a variety of conveyances. In terms of community development, economics and atmosphere this is a positive strength. It is every bodies best interests to support safety AND utility.</p> <p>At present Washington St provides a logical and well-spaced location to implement well marked bicycle lanes. Providing cyclists and motorists a clear delineation of where cyclists will be supports better sharing without impeding any user. At present many motorists are improperly utilizing extra lane room as a conduit for passing slow or turning cars. I've seen numerous instances where crashes between cars were narrowly avoided. When you add in the other street users the danger increases. Solid white lines for bicyclist users provides a clearer view of where both cars and cyclist should be at all times.</p> <p>As a former Chicago area native I have resided in urban areas with multiple bicycle lanes. These high traffic locations have not suffered adverse consequences from clear markings. Quite the contrary...they avert perceptive disagreements.</p> <p>Due to some family health issues I am uncertain whether I will be able to attend either community meeting, however, I do want to voice my strong support for this bike lane and others as well. Communities often times are slow to embrace change and residents along corridors become entrenched and understandably proprietary. Advancing multiple user safety concepts is a city planning must. It truly is in the best interests of all...even those who may not initially support the adjustment.</p> <p>I fully support and advocate the implementation of this bicycle lane as well as additional ones. Thank you for taking my opinion into considering.” <b>More than one block from Washington St (In Bloomington)</b></p>	<p>After the temporary lane was added to Washington Street I was driving east on Washington Street and was following a large SUV and I noticed how the SUV created a blind spot for me to even see if someone was in the bicycle lane. I was close to Mercer Street and I was unable to see if there was a bike in the turning lane, if there had been it would have been very easy for me to have hit the cyclist.</p> <p>I also ride bikes but do so with the traffic or Constitution Trail if I bring my bike into town but there has been numerous times that I have observed bikers not observing the same rules of the road that I have to observe in my vehicle.” <b>More than one block from Washington St</b></p>
<p>“I am a new to the bike world and think a bike lane on Washington and elsewhere around blo/no would be a great asset to the community. The trails are a wonderful way to travel through the cities safely and quickly but they don't cover some key points like Washington or provide many safe ways to cross veterans. While I cannot attend the meetings next week I strongly urge the committee and our community to think on this topic and choose safe travel for those who bike.” <b>Did not provide an address</b></p>	<p>“Respectfully, suggest that if you cannot attend the Friday meeting (today) in the fish bowl that Tari will have today as a citizen and those that are council members. That you send someone you respect their opinion to get you personal feedback on what occurs. From what I am seeing in social media, emails and unsolicited phone calls to me this has gotten very ugly and that is the fault of Mr. Gorman (and others) with the public relations tactics that have been and are being taken that clearly makes for a ripe environment that no professionally trained diplomat could now find common agreement the war has been escalated. Foresee without more of you on the council not being involved as a whole council this escalating further. This is a community and not just one ward's issue. This litmus test is failing of chalking a bike path and if that is a majority or even a minority that do not want it they should be heard at a committee of the whole for all the council to hear and not compartmentalized into meetings away from City Hall. Which yes in a reach out for public comment would be a good choice.</p>
<p>“I am writing you in support of the bike lanes on Washington Street. These lanes provide a safe, viable route to major employers, hospitals, and commerce. It has been proven time and time again that when bike lanes are implemented, they promote business and improve traffic flow.</p>	

<p>Bike lanes not only improve safety for not only cyclists, but pedestrians and motorists. This area of Washington Street is a bustling residential neighborhood; so it would only make sense to implement traffic calming features.</p> <p>Please consider adding the Washington Street bike lanes to the Bike Master Plan.” <b>More than one block from Washington St (In Bloomington)</b></p>	<p>But the Master plan exists and not sure the educational aspect and even a qualified as well as quantified support really exists as compared to the promises to maintain the infrastructure at a level that we would not fall behind as compare to the rate of damage, degradation and deterioration yearly of use of those systems. The Bike Master plan needs a second public vetting and re-consideration more to implement a better communications model than ever before with an educational component that is truly balanced showing the real pros and real cons. That being said if you really want public acceptance and not a war. My comments about a war are totally observational and a bit strong but it is my opinion of today's status on this matter.</p>
<p>“I wholeheartedly support bike lanes on Washington Street.</p> <p>I'm a Normalite, and I live at in Normal. I have worked for an outside vendor at State Farm for over a decade, and for many of those years was an avid cycle commuter. I find State Farm to be an island of employment in a sea of high speed traffic. This creates a lot of problems for employees who cycle to work there, especially at Corporate South, in my opinion. I think a cycle lane on Washington Street would be a boon to many who need to cycle in that area.” <b>In Normal</b></p>	<p>So, you the council needs to consider a public town hall/public hearing/meeting with CIVIL two way communication which would be a much better way in a communications model that is new and fresh with the entire council present.</p> <p>The bike master plan like the noise ordinance as it was considered pits neighbor against neighbor because of a out dated models for transparency, communication (two-way) and the cultural belief the council and administration are not being realistic in their thoughts the status quo is working in the best interests of all citizens and not just those the voted for those sitting in the seats the citizens own.</p>
<p>“Thank you for the temporary bike lanes along Washington Street. I have commuted along this section of Washington for the past 26 years mostly riding on the sidewalk. I was initially skeptical that I would feel comfortable using the bike lanes but was surprised at how safe and easy they were to use. I did not have any negative interactions with car drivers while I rode in the bike lanes. It was great how the lanes seemed to calm traffic especially as we approached Washington School. I am sure many of the neighbors would recognize me from my daily commutes through the years along their street and I appreciate the respect and awareness they have provided to me as I ride by their homes. I hope they would agree that this improvement provides a safer route for both cars, bicyclists and pedestrians.” <b>In Normal</b></p>	<p>It was my vision and not taking a position on this issue just yet. That the communications model that exists today and did as the Bike Master Plan was moved thru the "process" that like we all have seen before the citizens outrage comes up either the night of the council vote or during an implementation.</p>
<p>“I wanted to write and show my support for bike lanes along Washington.</p> <p>In full disclosure, I am a resident of Normal but bike across both communities as much as I can.</p> <p>This measure would be an important safety step for both drivers and cyclists. I'm a bit of a novice and have anxiety to overcome when riding in the street, particularly busy ones. This anxiety is a direct result of not having a "safe zone" to ride and the downright frightening attitudes a lot of drivers have towards cyclists. Again, this action would be a great step to ensure safety on Washington.” <b>In Normal</b></p>	<p>Those citizens that are using very rude, belittling and approaching defamation are just reflecting the tactics of some of our elected officials tactics.As Mr. Sage has stated and underscored by Mr. Mwilambwe "that we the council as elected officials set the tone for the community".</p> <p>Again, the tone and stage has been set for the citizens to once again have their perspective see this as not having a say, voice or real input to make a difference and of less importance as one citizen that pays taxes than a non-profit that is not paying taxes.</p>
<p>“I and my family of five are 15-year residents of Bloomington. We have been a one-car family for the entire time we have lived here, for economic and health reasons, and out of concern for the environment. Since both my wife and I work this has meant that I have used my bicycle as a means of commuting to and from work. I also enjoy cycling with my family for recreation on the Constitution Trail.</p> <p>Proximity to the Trail factored into our decision to purchase a home on Fell Avenue near Empire, and my work location is just off the Trail, south of Oakland. The Trail is a great resource in our community for which I am ever thankful. But I have found that streets in our community are generally not friendly to bicycle traffic, and as a rule I don't ride on the streets except for short jaunts downtown or to get to the Constitution Trail. I support the expansion of bike lanes in our community to make cycling safer and more convenient and to encourage more people to ride. If this modest expense results in less wear and tear on our streets and better air quality due to fewer cars on the roads, and better health of our citizens due to increased aerobic activity, I believe that is a good investment.</p> <p>Please consider these comments with regard to the proposed Washington Street amendment to the Bike Master Plan. I am in support of anything that makes our streets safer and more accessible to everyone in our community, and, as such, I urge you to adopt the amendment as proposed. I am unable to attend any of the upcoming meetings on this topic, so I am submitting my comments electronically.” <b>More than one block from Washington St (In Bloomington)</b></p>	<p>The culture change has not occurred while many on the council from a cheer leading and "got my way" have this sense of success when all 9 vote in agreement. But then we have the same re-occurring underlying issue of 80 % of the citizens do not vote. Because they do not and believe unlike me that one citizen can make and be a positive impact to the council and for the many (80 %) that are disenfranchised and yet complain to other citizens, Unlike most citizens I have offer solutions, other perspectives to consider and even with that there have been the very same tactics to defame me, belittle me, and attempts to bully me. Are you as council members going to follow up on these issues for Our City and demand decurom, respect and see that these tactics that are well documented be stopped as a part of a new model in better and more civil TWO WAY communications with the citizens openly, publicly and transparently ? (includes comments to the media)</p> <p>Just sharing yet another observation that underscores the need for the Open Data Ordinance to be on the committee of the whole agenda to move that legislation forward as one of the new tools to help educate the citizens before decisions are made to move with MORE public support not less. Think of it as an online university that the citizens and yourselves can see all the same information at the same time in a much better organized manner just like the bringing of the legally required transparency information that was on the website already to it all being linked out of one web page instead of the scattered mode it was. Sorry that five members of the city council are not willing to stand up for this one citizen with a solid piece of legislation to move Our City Onward and Upward with quantified and qualified citizen support. But clearly the council does not want to rock the boat for the many and instead just for the one.</p>
<p>“My family lives in the Eastgate neighborhood between Washington Street and Oakland Avenue. Our two oldest sons will attend Washington School in the upcoming year. My husband works at State Farm. We bike in town and on Constitution Trail for enjoyment and transportation. We support bike lanes on Washington Street. Such bike lanes would facilitate safer biking from our home to other important locations in our community. Bicycle lanes would make it safer for us to bike to these places we frequent: State Farm, Washington School, Eastland Mall, OSF (our children see a pediatrician in the adjacent complex), Green Top Grocery, Downtown Bloomington (including Bloomington Public Library), and Constitution Trail.</p> <p>We are also frequent pedestrians on Washington Street. Bike lanes would make us safer on our walk to school. Providing a safe space for bicycles on the street would increase safety and comfort for pedestrians on the sidewalk. Greater clarity about</p>	<p>---</p> <p>“After this testing period of chalk lines on Washington St. has occurred and based on neighborhood feedback. Along, with some of my own research on bike lanes that has been on-going since 2014 as well as attending many meetings on this matter it is my opinion to advocate to not have bike lanes on Washington St. in Our City.</p> <p>In fact my opinion has been turned towards now actively advocating for no bike lanes in the City of Bloomington based on current infrastructure. My opinion on this does have some well informed components such as the Chair of a working group</p>

<p>where motorists, cyclists, and pedestrians should be, as well as focused enforcement of proper lanes and speed would make Washington Street a safer place for everyone and all modes of transportation.” <b>More than one block from Washington St (In Bloomington)</b></p>	<p>related to Infrastructure for the Comprehensive plan. Decades of attending council meetings and simply being well informed as well as listening to pro and con on this matter.</p>
<p>“We are writing to support for bike lanes on Washington.</p> <p>It inspires more people to ride bikes because it motivates more people to get out and exercise.</p> <p>It is safer for cyclists because bike lanes reduce the rate of cyclist injury.</p> <p>It is safer for motorists because bike space that is clearly marked by paint, allows motorists to know how much space to allow for safe passing.</p> <p>It is safer for the environment. As people feel safer and the number of cyclists grow, this conversely alters the number of vehicles on the road.</p> <p>Thank you for voting “yes” for bike lanes.” <b>More than one block from Washington St (In Bloomington)</b></p>	<p>Hopefully I can be this is concise enough for you.</p> <p>1.)New State Law bicycles are now vehicles in the State of Illinois as of Jan. 1, 2017 which is a shift in the law that changes the need for segregation of bicycle vehicles. Additionally, there is no law requiring segregation that has been published related to this matter as I know the matters at this time. This creates a paradigm shift in sharing the road here in the State of Illinois, City of Bloomington and The Town of Normal.</p> <p>2.) As a living survivor of a 25 MPH accident at Washington at Gridley (1977) of two vehicles that left me with decades of pain and suffering which was finally ended in 1999. I, consider Washington St. as well as many of the arterial roads. Before as well as after the accident and currently not to be safe for bicycles for myself and when my children were young. Even prior to 1977 as a 7 days a week bicyclist driver as my only means to get to the East side of Bloomington from the West side for work and shopping I simply avoided Washington St. and found very nice comfortable alternatives that even then had parked cars did not increase drastically my time. But I was very fast on my bicycle vehicle at that time so for me a small course change was no big deal. Will not admit ever to violating the posted speed limits.</p>
<p>“I am writing in strong support for the proposed bike lanes for Washington Street. I work on Grove Street, one block south of Washington Street, and I ride my bike as my primary form of transportation for daily commutes to work. I support the development of additional bike infrastructure on Washington Street as it is a primary transportation route within the surrounding area and would serve as a convenient and safe bike route.</p> <p>The neighborhood in which the bike lanes are proposed already experiences very high levels of bike traffic. I see a lot of bikes travel past my office on the 900 Block of Grove Street on a daily basis. Washington Street is also an established east-west feeder route for the Constitution Trail, which already provides good north-south linkages throughout a large portion of the Bloomington-Normal community. Washington Street is the logical location for additional bike infrastructure because the public right of way is very wide and can certainly accommodate additional infrastructure to allow for improved spaces for cars, bikes, and pedestrians. Washington Street has always been a key transportation route throughout its history, connecting Downtown, the former passenger train station, the former Bloomington High School/Junior High School, old and newer State Farm facilities, the OSF hospital campus, and retail in the Eastland Mall area. Residential uses along certain portions of Washington Street have always been faced with traffic. The bike lanes will not worsen the situation. The bike lanes may improve the situation if some of those car commuters on Washington Street switch to bikes.</p> <p>Please recommend and approve the proposed Washington Street bike lanes. I appreciate the collaboration between the City of Bloomington and organizations such as Bike BloNo that are providing very helpful input regarding biking infrastructure and policies.” <b>In Normal</b></p>	<p>3.)Based on the new state law (item 1.) as well as other items not expanded upon in this email. It is my rational conclusion is that as laid out in the Master Bike Plan that indeed bike lanes are the answer for the politicians to feel like the did something for sharing the road with bicyclists put indeed are not the right direction for a city of our size combined with a structural deficit to continue to pursue.</p> <p>Indeed, no longer are Bike lanes the answer for Our City, but other engineering solutions that are not being considered in this widespread "Bike-Lane craze". It is those solutions and not bike lanes I can support that will make life easier for bicycle vehicles and provide even better public safety policy for all citizens. Based on your stewardship and your fellow professionals are quite aware of. But for the sake of others let me share as an example, a wider curb lane (with no stripe designating a bike lane) will make it possible for bicycle vehicles and those skilled in driving ride safely on an arterial street if they so choose.”</p> <p>---</p> <p>I do not wish nor should you be asking legally for my home address (ask Mr Jergens). I am a resident of Bloomington. If indeed this was meant to be a qualified and quantified process a form would should have been made available totally from only city hall work efforts.</p> <p>That form would show what is needed to qualify and quantify any tabulations. With a number of fields clearly labelled that those filling it out did not have to share</p>
<p>“Just wanted to give some feedback regarding the temporary bike lanes on Washington. I think they are fantastic! I rode from the lake to Bloomington Cycle (with a stop also at Vitesse), going through town on the trail. Using the Washington Street bike lanes I was able to ride out to Fleet Feet safely! I then could navigate on side streets back to the Constitution Trail. These bike lanes made my trip safer, and allowed me to shop at more Bloomington stores that day! Please consider making these lanes permanent, or at least continuing the trial. Thank you!” <b>Did not provide an address</b></p>	<p>such things as their address. I am not sure that in the current approach that those sending emails are aware that they become available under the Freedom of Information Act and they can reply in a manner to protect their citizen (not public figures) privacy. The current communication model for citizen input again fails just as the online polls (which have thankfully stopped) and other ways that I proved were not qualified and not quantified. Thus, cannot be used in any tabulation to determine numbers for, against, or unsure. That has to be done by the decision makers in reading the emails and not from a tabulation.</p>
<p>“Please consider these comments with regard to the proposed Washington Street amendment to the Bike Master Plan. I am in support of anything that makes our streets safer and more accessible to everyone in our community, and, as such, I urge you to adopt the amendment as proposed.</p> <p>I commute by bicycle to work 5 days a week weather permitting. My home is only 2 short miles from State Farm Corporate, so riding my bike and parking near a building entrance (compared to driving, parking, and walking) usually takes the same or less time, and preserves a valuable parking space for someone who needs it.</p> <p>I always make an effort to obey all traffic laws and to be conscientious of drivers and their time. To that end I typically take the Constitution Trail over Oakland Avenue and exit on Grove St. While overall Grove is an acceptable road to travel, extending my commute by utilizing Washington street is worthwhile. While I have commuted by bicycle for over a decade and</p>	<p>This now is tainted by what has is unacceptable tactics by Bike Blono. They are not the town square they do not and are not allowing complete freedom of speech because they have a bias and are lobbying the city council and the commission. Which for anyone serving on other commissions, boards or other public bodies for me from my perspective is abuse of the position and unethical. For the personal safety of those sending emails that you redacte their home addresses and if you do that then you should not be reporting any tabulation beyond they are confirmed as a resident of Bloomington.</p> <p>The the retaliatory actions by Bike Blono on facebook now of two different citizens of Bloomington households. Why would any feel with the social media tactic of trying to intimated citizens by a non-profit want to make it easier for that to be turned on the citizens opinions ? This tactic is being used against a residences that pays property taxes, user fees and all the other taxes doe NOT agree with the need for ANY bike lanes for as of 1/1/2017 two wheeled bicycle vehicles?</p>

<p>am comfortable riding in traffic, I feel that a dedicated bike line increases my personal safety and reduces friction with motor traffic.</p> <p>I also believe that a dedicated bicycle lane will encourage less experienced cyclists to utilize a bicycle as a means of transportation. I have seen this demonstrated many times as I used the pop up bike lanes. For example one day I noticed two children riding on the sidewalk. After passing them I heard them recall that bike lanes were present and that they should try them. I then saw them do so, to the benefit of pedestrian traffic.</p> <p>In conclusion, a dedicated bicycle lane on Washington St. is more than worth the minor cost of a few painted lines. Supporting bicycle infrastructure is important to support the continued growth and prosperity of Bloomington-Normal.</p> <p>I live in Bloomington, about 2/3 mile from the proposed bike lane. When I utilized the pop up lanes I actually saved time vs. taking my usual route down Grove. Due to the narrowness of Grove and the condition of the road I would certainly utilize a smooth dedicated lane. Taking side streets as I did initially is slow as well as hazardous due to the number of intersections.</p> <p>I have also been surprised that many do not know that cyclists have the right to use roads in Illinois. The Illinois Department of Transportation is a good source of information.</p> <p>As a cyclist who would utilize this route daily, please feel free to reach out to me with any questions you may have.” <b>More than one block from Washington St (In Bloomington)</b></p>	<p>With no apology and then violating a verbal agreement to remove the tactical choice to single out a residential home with children and a nuclear family.</p> <p>The approach of this public input using emails and to tabulate the results is far from qualified and clearly not quantitative that you plan to present to the Commission and then to the Council if this gets to them in July. It would my suggestion that no tabulation occur from the emails or public cards. The commission and the council do not need to be spoon feed a tabulation. Is their a state or Federal requirement in this process that requires a tabulation?</p> <p>How about you have included in the packet to the commission some full disclosure?</p> <p>Who took and posted the photo of the resident on Washington St ?</p> <p>Who does each member of Bike Blono work for ? (might be privacy issue)</p> <p>What is their contributions (public domain) to each of the current sitting members on the council?</p> <p>How many of them worked on and for specific campaigns in the last 16 years ?</p> <p>What members of Bike Blono are on other boards and commissions for City of Bloomington, Town of Normal and Mc Lean County ?</p> <p>Is Bike Blono a non-profit or now become a lobbying group?</p> <p>They have lost their creditably and clearly based on their facebook tactics and verbal comments bias and are not elected to office by 80% of the voters not voting.</p> <p>Yes, add this email to the public comment for the packet and your replies.” <b>Did not provide an address</b></p>
<p>“I'm writing to express my support for the Bike Lane on Washington Street. I ride a bike as my primary form of transportation on a daily basis on Bloomington streets. I have a car and a driver's license and can afford to drive, but prefer to ride for exercise and to reduce carbon emissions. Plus I simply enjoy riding more than driving as I get to see things from a more intimate and organic perspective. But trying to get around by bike in Bloomington is challenging because the bike infrastructure is lacking in some areas. My work is in the 1900 block of West Market Street. Trying to get from the west side of Bloomington to the east side via bike is difficult and dangerous. Adding bike lanes to through streets (like Washington) would greatly improve things. So again, I'm strongly in favor on adding bike lanes to Washington Street.</p> <p>I'd like to add that my work address is in Bloomington. I ride a bike to work every day even through the winter. I started using Strava last year to track my trips and miles. So far this year I've logged X rides and X miles in the Bloomington-Normal area. I frequently ride on Clinton, Linden, Locust, Empire, Towanda, Emerson, Jersey, Lee, and W. Market. Below is a link to my heatmap. You're welcome to share this with with anyone interested.” <b>In Normal</b></p>	
<p>“To begin with, I strongly support putting in bike lanes along Washington Street. In fact, I would urge you to consider adding protected bike lanes there and elsewhere throughout the community. Protected (or divided) lanes are much safer than painted lanes; however, I also understand there is a considerable cost difference.</p> <p>I am a PhD candidate currently at the University of South Carolina, and a proud alumnus of IWU. The four years I spent in Bloomington-Normal will always be cherished, not least because of the accessibility I enjoyed while living on IWU's campus. I was across the street from a Walgreens and Kroger, and could easy access basics like band-aids or pop-tarts. From time to time, I would visit friends at ISU's campus, typically by riding my bike or walking along the Constitution trail.</p> <p>After graduating from IWU with a BS in chemistry I went into the graduate program at USC, which is located in South Carolina's capitol of Columbia. Having just spent four years in Blo-No, where I could walk to anything I needed (or get a ride from a friend for anywhere else), I naively thought I could survive just as well in Columbia with nothing more than a bicycle and youth's enthusiasm. However, cycling for fun and for necessity are two terrifically different things. My first year in Columbia, I lived about a mile from the nearest grocery store and two miles from campus (which is far more sprawling than IWU's). To get to campus, I had to ride over a bridge - either in the 2-lane road with medium traffic or along a sidewalk with a low railing. My daily commute would then continue along roads with low to medium traffic. Now that I write it out, it almost sounds like fun.</p> <p>To be fair, I did enjoy riding my bike into work - most days - but at the same time I didn't have another option. On stormy days or days where I knew I'd be out after dark, I couldn't drive to work. I didn't have that luxury. Columbia has very few bike lanes,</p>	



<p>and no protected bike lanes. I would gladly exchange the enjoyable rides for the rides where I rode home shaking in terror, in the dark, during a thunderstorm. Hoping that the reflective vest I had on and the flashing red light on my bike was enough to alert the drivers behind me in time; hoping that I wouldn't be struck from behind and thrown into the Congaree one hundred feet below the bridge.</p> <p>What I'm trying to get at is this: The bike lanes you will soon be voting on are not just for the joy-riders. They aren't just for the lycra-wearing Eddy Merckx wannabes. These lanes are for the bike commuters; those who can't afford a car, and have no other options. For these people, they aren't choosing to ride - they have to. They have to ride, in the good weather and bad, in daylight and far after dark.</p> <p>What you're voting on isn't a way to make some select few better enjoy a hobby: you're voting on literally saving lives by separating cars and bikes into different lanes. Bike lanes improve safety, and relieve congestion (I can't remember the last time I drove under 25 or rode my bike faster than 15 mph).</p> <p>All of my comments are anecdotal and as a chemist, I value much more some statistically-backed study to support an argument. For that, I will leave this article from the Seattle Times, which discusses a not dissimilar discussion about bike lanes and commuting, and Seattle's recent study on how businesses are impacted by their proximity to bike lanes. For more information and studies on how bike commuting is beneficial to health, the amount of revenue that is generated in local businesses near bike lanes, and how much traffic can be cut down by having bike lanes (especially protected lanes), I reference you to Michael Gorman, Bike BloNo, and People for Bikes.” <b>Outside of Bloomington/Normal</b></p>	
<p>“Hi, I am a bike rider who lives near the mall. I am in favor of bike lanes being part of Washington street, as there arent many good options for east-west bike riders. It would nice to see Bloomington show the same forward thinking that Normal shows as far as safe bike routes to the downtown area. I would spend money at downtown Bloomington businesses the way I currently do in Normal. Thank you for reading, and I hope you can help.” <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>“I wanted to drop you a quick message to say that I am in support of the proposed Washington Street bike lanes. I have been using the temporary lanes for the past couple of weeks and I really appreciate them being there. Even though Washington is a busy route, I feel much safer with the visual element of the lanes on the pavement. It's also nice to have smooth pavement all the way to the curb! Riding on streets that are much less busy actually ends up being more stressful because of the rough/patched pavement in what would be a bike lane.</p> <p>I urge the City of Bloomington to make the Washington Street bike lanes permanent. They would go a long way toward making sustainable transportation in the city a reality. When driving a car, I do notice that I am more vigilant and watch my speed more closely when I know there are designated bike lanes. I am a resident of the Founders Grove neighborhood (E. Taylor St.) and I feel the lanes would also be a valuable asset for an already welcoming and accessible neighborhood.” <b>Did not provide an address</b></p>	
<p>“I'm writing in favor of the bike lanes on Washington Street. As someone who does not live near easy trail access I'm fully supportive of all bike lane efforts. People should be able to use the transportation method of their choice and do so safely. I am home now with my son but when I was working I commuted by bike and was often crowded on the road. It is an uncomfortable, unnecessary and dangerous situation. Bike lanes encourage drivers to stay in their own section of the road while allowing them to feel confident they aren't crowding the other side either. If it slows down traffic on Washington then that is even better. People are always on my bumper when I am going the speed limit. Let's make Bloomington a safer more accessible place for everyone. I would also love a safer way to get down six points!!” <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>“Please consider these comments with regard to the proposed Washington Street amendment to the Bike Master Plan: I am in support of anything that makes our streets safer and more accessible to everyone in our community, and, as such, I urge you to adopt the amendment as proposed.” <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>“Please consider these comments with regard to the proposed Washington Street amendment to the Bike Master Plan. I am in support of anything that makes our streets safer and more accessible to everyone in our community, and, as such, I urge you to adopt the amendment as proposed.” <b>More than one block from Washington St (In Bloomington)</b></p>	

<p>“Please consider these comments with regard to the proposed Washington Street amendment to the Bike Master Plan. I am in support of anything that makes our streets safer and more accessible to everyone in our community, and, as such, I urge you to adopt the amendment as proposed.” <b>Did not provide an address</b></p>	
<p>“I support bike lanes on Washington St. for the safety and convenience of the cyclists. I do not cycle, but would much rather see cyclists have their own lane than intermingle with traffic.” <b>Outside of Bloomington/Normal</b></p>	
<p>“I am writing in support of the proposed bike lanes on Washington Street. I am greatly in favor of this proposal, as I believe that bicycles are a wonderful mode of transportation. Thank you very much,” <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>“Please consider these comments with regard to the proposed Washington Street amendment to the Bike Master Plan. I am in support of anything that makes our streets safer and more accessible to everyone in our community, and, as such, I urge you to adopt the amendment as proposed. Thank you for your time.” <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>“I am writing to voice my support, as a Citizen of Bloomington, for Bike Lanes on Washington street. I feel adding bike lanes to our city streets will allow for a safer coexistence between drivers and cyclists on our streets. I would like to see more bike lanes throughout the city. I believe it would make our city more welcoming to people looking to relocate here. Cities that respect all of the needs of their citizens are always more desirable. Washington Street would be a great location due to its central location and convenience.” <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>“I am writing to express my support for the bike lane on Washington Street. I would love to see the city implement more bike lanes wherever possible. I am not a cyclist but as a driver I feel it is safer for everyone to have dedicated lanes for each.” <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>“Please consider these comments with regard to the proposed Washington Street amendment to the Bike Master Plan. I am in support of anything that makes our streets safer and more accessible to everyone in our community, and, as such, I urge you to adopt the amendment as proposed.</p> <p>I currently live in Normal, IL about a half block from the Constitution Trail. I don’t understand why the City of Bloomington doesn’t wish to embrace alternate modes of safe travel ... even, if only for recreation. Many cities across the nation seem to be choosing to move forward to encourage bicycle lanes/trails.” <b>In Normal</b></p>	
<p>“Please count me as a supporter! Bike lanes make our community safer, stronger, more progressive and healthier! They are a win-win! Having a safe route for people to get from east to west is a boon for Bloomington. Having lanes that lead to the trail makes sense! Thank you” <b>In Normal</b></p>	
<p>“Please consider these comments with regard to the proposed Washington Street amendment to the Bike Master Plan.</p> <p>I am in support of anything that makes our streets safer and more accessible to everyone in our community, and, as such, I urge you to adopt the amendment as proposed.” <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>“I am writing to support the completion of the proposed bike lanes on Washington Street. As a daily cyclist, I use this corridor frequently and believe the creation of the lane will make Washington Street safer for us all. It was great when the temporary lanes were striped — cyclists knew where to go, and cars knew where cyclists would be. I have heard a number of area residents comment that the temporary lanes slowed motorists down, which they viewed as a positive outcome. I am in support of anything that makes our streets safer and more accessible to everyone in our community, and, as such, I urge you to adopt the Washington Street amendment to the Bike Master Plan as proposed.” <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>“Please consider these comments with regard to the proposed Washington Street amendment to the Bike Master Plan. I am in support of anything that makes our streets safer and more accessible to everyone in our community, and, as such, I urge you to adopt the amendment as proposed. I cannot comprehend how anyone would be against a bike lane... even those who write newspaper editorials against bicyclists</p> <p>Because the bike lanes would remove most of their complaints. This is a win-win for everyone. The more people biking to work and other activities, the less petroleum will be used, the less pollution we'll have and the population that bicycles will increase the physical and mental health of the community. How can this not be self-evident?</p> <p>I am quite frustrated that I'm working both afternoons of June 13th &amp; 14th so want to voice my opinion the best way I can in my physical absence from the meetings.” <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>“Bike lanes in Bloomington. Why not vote YES?”</p>	

<p>Bike lanes are things in Up and coming Cities.          Why send Bloomington back to the dark bloody ages? The one were Bikers are injured or killed by autos. Worse yet. Bicycles in the lanes of traffic slowing all those cars. Resulting in road rage. So why are you voting against? Help the environment and improve Your health.          Ride a Bike.</p> <p>Please consider these comments with regard to the proposed Washington Street amendment to the Bike Master Plan. I am in support of anything that makes our streets safer and more accessible to everyone in our community, and, as such, I urge you to adopt the amendment as proposed.” <b>Did not provide an address</b></p>	
<p>“I will be unable to attend any of the upcoming meetings regarding the Washington St bike lanes, but wanted to express my opinion. I wholeheartedly support the establishment of bike lanes on this street. I believe that the lanes will both provide more safety for bikers and slow the traffic on Washington. The street is so wide that it is sometimes dangerous when driving because some drivers want to treat it like it is two lanes in each direction. Having a marked lane for bikes will make it clearer that it is only one lane in each direction. It always concerns me when a small number of people in an area wants to stop something that would benefit innumerable people simple because they don't want it in their neighborhood. People who say that there aren't that many people biking through that area now can't know how many people might be attracted to that street to use the lanes if they are provided. The cost of providing these lanes can't be all that much, and it will never suit everyone if the city pays for them. But everyone has their own opinion of what the city should spend money on. Some things are just quality-of-life issues, and this is one of them.” <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>“I'm writing a short note to tell you that I am strongly in favor of bike lanes on Washington Street and other streets in and around Bloomington. I am an avid biker and often get off constitution trail and ride down Grove street and through downtown Bloomington to catch the west part of the trail toward the edge of the city to get to the roads that lead out to the country roads. It is very nice to have a bike lane....for safety especially. I often see many riders using the designated bike lanes. It also lets drivers know that they can expect to see bikers on these roads. So....I give a big thumbs up for any and all bike lanes that are provided by the city.” <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>“I whole heatedly would love to see a bike lane on Washington. My husband bikes to SF Corporate 4-5 days a week and he could use a designated bike lane to get there. The traffic on Washington moves way faster than the speed limit. I wont see it as a bad thing for the bike lanes to slow that down. Especially since Washington School is on that street. I don't see how drawing some white paint on the ground takes away from tax payer money either. They get painted in a few hours and that's it. I hope you guys get your lane, it would be great to have more designated bike lanes in our town!</p> <p>Please consider these comments with regard to the proposed Washington Street amendment to the Bike Master Plan. I am in support of anything that makes our streets safer and more accessible to everyone in our community, and, as such, I urge you to adopt the amendment as proposed.” <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>“I use Washington St a lot to get downtown. When I saw those drawn lines for a bike path I wanted you to know I immediately slowed down. I love the idea.” <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>“As someone who supports green initiatives and whose husband is a recreational cyclist, I want to extend my support for the permanent bike lanes in Bloomington.” <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>“Please consider these comments with regard to the proposed Washington Street amendment to the Bike Master Plan. I am in support of anything that makes our streets safer and more accessible to everyone in our community, and, as such, I urge you to adopt the amendment as proposed.</p> <p>I have a previous obligation, which will prevent me from attending the meeting on 6/14 that is why I chose to send the email. I think that having a bicycle friendly community is a no-brainer. The benefits of making our community bike friendly and our streets equipped to accommodate bicycles far exceed the costs. When I go on vacation, I like to go to places that are bike-able and I am not alone. Why wouldn't we want to make Bloomington-Normal a more attractive place for tourists/visitors? People will spend their money here when they feel they have opportunities and a variety of ways to do it. Making our community bike-able is a way to help us be more vibrant and profitable. I live in Bloomington. I am not comfortable providing my address. How are you categorizing feedback and why do you need my address to categorize my comments?” <b>Did not provide an address.</b></p>	

<p>“Please consider these comments with regard to the proposed Washington Street amendment to the Bike Master Plan. I am in support of anything that makes our streets safer and more accessible to everyone in our community, and, as such, I urge you to adopt the amendment as proposed.” <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>“Please consider these comments with regard to the proposed Washington Street amendment to the Bike Master Plan. I am in support of anything that makes our streets safer and more accessible to everyone in our community. I am always amazed at the people who speed down Washington, especially in that residential stretch. Bike lanes Mae our streets safer. As such, I urge you to adopt the amendment as proposed. Thank you for your time.” <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>“I've lived in Bloomington-Normal since 2001 (13 years in Bloomington, the rest in Normal). I ride my bike everywhere, including (especially) shopping and running errands. I tend to limit my spending and visits to places I can get to on my bike, as does my husband. We just enjoy the quality of life that comes from combining everyday errands and fitness. The increasing number of bike lanes in town has been a tremendous improvement in the safety of our treks around town. It's also greatly increased our enjoyment of our community.</p> <p>One of the things we enjoy most about our lives here in B/N is the increasingly bike-friendly environment. We really feel it's been an economic engine here that people need to pay attention to; it makes our community stand out as a place with a high quality of life and a forward-looking attitude. In times like these, we need this reputation more than ever to attract and keep business and talent in Bloomington-Normal.</p> <p>There is another point I would like to make in regards to cycling as transportation. Not everyone who does this really has a "choice" (as I do). Plenty of people in our community cycle to work and school and errands because it is their best, most affordable option. Many cross busy streets and navigate dangerous intersections out of necessity.</p> <p>Please don't let ill-informed naysayers overwhelm this conversation. Make it safe for everyone to share the road. Please support bike lanes on Washington Street.” <b>Did not provide an address</b></p>	
<p>“I want to send this in support of permanent bicycle lanes in Bloomington. I am not a cyclist but so strongly support the concept.</p> <p>There are so many benefits for our citizens. There are people who don't or can't own a car and may rely on bicycles to get to their jobs. Some people just enjoy cycling as a form of exercise. Some people see it as a move towards a greener environment for our community. Whatever the reason cyclists should feel safe in pursuing this activity. Bicycle lanes become an extension of the Constitution Trail which has already added a healthy, safe transportation option.</p> <p>And safety is my biggest concern. Education is SO important. Non-cyclists must be taught not only to respect the cyclists and their distance from them but to understand the hand-signals. Cyclists must be taught to obey the rules of the road. If this project goes forward I'd like to see local media stress ways to keep everyone safe.</p> <p>Other countries, and even other communities in the US have embraced this addition to their cities and have been very successful. I suggest Bloomington study these and find the best ways to implement bicycle lanes to enhance Bloomington's traffic flow.</p> <p>I want to thank the city and the biking community for working together on this project.” <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>“I am writing to voice my support for adding permanent bike lanes on Washington. As a homeowner who lives a few blocks from Washington, a car owner, a cyclist, a State Farm employee and an active member of the community who spent the last 5.5 years building Green Top Grocery from initial idea to existing business contributing to our local economy, the importance of bike infrastructure in our community is integral to our community's long term growth.</p> <p>The stretch of Washington under consideration for bike lanes is a key connector from our older neighborhoods and downtown to SF Corporate and beyond. Not only will these lane make it safer for those commuting to SF Corporate but it will</p>	

<p>also ensure those who need to get to jobs on the east side of Veterans who may not have many options for reliable transportation from the west side and older neighborhoods have a safe means to commute.</p> <p>Studies have shown that wider lanes make people who drive cars automatically drive faster. Washington's current "lanes" with their lack of any lines make Washington car traffic too fast which puts cyclists, pedestrians and drivers at risk. The addition of bike lanes will reduce lane width and calm traffic to a slower speed, making to road safer for all who use it. Studies have also shown that the perceived lack of safety is what keeps some from cycling. Bike lanes will not only make Washington safer for existing cyclists who use that road but also increase bike use by others.</p> <p>Our community already worries about the possibility of State Farm sending more jobs out of state and what effect that would have on our economy. State Farm currently struggles to lure young talent to our community. Millennials are driving less and want walkable, bikable options for traversing our community...something that we struggle to provide with our main growth in the past 30+ years focusing on the "car-centric" east side. The city's recent commitment to improving our older core, an area which is already walkable and provides much of what millennials look for in a community, can only be helped by improved bike infrastructure which can help meet the wants and needs of current and future residents for years to come. It is my strong belief that adding bike lanes to Washington is in keeping with the intent of the comprehensive plan and will serve its residents in building a safer community for everyone.” <b>Did not provide an address</b></p>	
<p>“I understand there is opposition developing to creating bicycle lanes through downtown Bloomington. Please do not let this idea be shelved because of a few who do not want to have to share our roads with cyclists!</p> <p>I prefer cycling to driving as much as possible, but the traffic in downtown Bloomington makes this a difficult, at times dangerous method of transport. The only option, without designated bike lanes, is to walk my bike on the sidewalks when in the downtown area.</p> <p>Please consider the greater good of the entire community, not just the wishes of a few when voting on this issue.” <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>“I just want to express my support for the proposed bike lanes on East Washington. As a resident on Fairview Ave, just off of Washington, this would be a significant benefit for me.” <b>Within one block of Washington St (In Bloomington)</b></p>	
<p>“I think that the City should make the bike lanes on Washington permanent. I think it's safer and the city should be more progressive on this sort of thing (meaning I think we need more of this). I don't live in the proposed zone, but I think that it's important to create safe passage for people who want to use alternate transportation.” <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>“As a citizen of Bloomington, I request that you support bike paths on Washington Street, and any street that bike paths are available to in the future. Bike paths provide travelers a safe, dependable route, and give drivers a visible signal to respect the safety and personal space of bikers. I heard opinions this evening at the city council meeting, it sounds like citizens all want the same thing- safety. Hopefully that will be achieved, with everyone in mind. Thanks for your work.” <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>“Our family is in favor of the Washington St. bike path. My husband can use it to connect to the new coop and downtown Bloomington! And it will make me feel good just to see it.” <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>“Our family supports the East Washington bike lanes. It's a designated space for cyclists in our neighborhoods. There are so many young families in our area and it promotes safety and awareness. I see no negative repercussions due to this bike lane. In fact, it may make Washington St a safer road now that the driving lane has been clearly defined.” <b>Did not provide an address</b></p>	
<p>“I wanted to write to you in support of the bike lane proposal for Washington Street. I believe we need to have safe ways for all to travel around our town, and the Washington Street bike lane would connect the trail (a wonderful community resource) to many important, essential community entities, including State Farm, the mall, and OSF.</p> <p>Please consider the support for this necessary improvement to our community.” <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>“I'm writing to voice my opinion on the bike paths bring proposed. I am in full support of making permanent bike path on Washington and other roads in Bloomington. It is the law that bikes are to ride on the road. However it is often not safe as many car drivers feel bike don't belong on the road and treat them poorly.</p>	

<p>We need bike lanes to educate motorists on the laws and teach them how to share the road.</p> <p>I was one of those drives who thought bikes were a bother. Then I actually read about them and listened to what the Bike BloNo group had to say. Bike lanes make the roads safer for all.</p> <p>We should protect everyone in this town. Not just the angry motorists.” <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>“Please help those of this community to access businesses like OSF, Eastland etc with bike lanes on Washington.</p> <p>Cycling is growing as a form of transportation. There is always opposition to change, but we should look forward.” <b>Did not provide an address</b></p>	
<p>“I support the Washington St bike lanes. Hopefully we will see more progress in this direction in the future.” <b>Did not provide an address</b></p>	
<p>“I would like to express my support of the Washington street bike paths and the continuance of planning transportation improvements with all modes of transportation in mind (not just cars).” <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>“I write as a resident of the Founder’s Grove Neighborhood and as a cyclist. I regularly ride from my home to work at Illinois State University. I walk and ride to Downtown bloomington events and for quick shopping trips to Greentop Grocery on Washington. I usually cycle along Grove Street which has less traffic but would utilize the Wash st bike lanes for getting to Downtown Bloomington.</p> <p>Our neighborhood has a HIGH level of pedestrian and bicycle traffic. Bike cycles should not travel on sidewalks as they can injure pedestrians. Sadly our motorists are not yet accustomed to sharing the road with cyclists. I believe that bike lanes will help and I support bike lanes for these safety reasons.</p> <p>I encourage the City to add more bike lanes for improved mobility, health and safety of citizens.” <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>“I am writing to submit a note of support for the East Washington Street bike lane initiative. I am a Bloomington resident, and own residential property on both the east and west side. The proposed plan provides an important infrastructure feature that will improve quality of life in Bloomington. Transportation safety is a critical issue for our growing city, and the proposed bike lane project offers an opportunity not only to address traffic speed issues on Washington Street, but also to build upon a strong foundation of multimodal transportation options in our community.</p> <p>Thank you for your time and attention to this issue.” <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>“I am writing in support of the proposed bike lanes on Washington St. The addition of bike lanes will slow down car traffic and provide cyclists with a designated space for using this main east-west road. The bike lanes will increase safety for all users of Washington Street. Bloomington needs to continue its progress toward an effective multi-modal transportation system.” <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>“I’m writing in support of bike lanes on Washington Street. As someone that likes to travel by bike when I can, I think our area is lacking in safe east-west passage through town. I am fortunate to have a reliable car and thus not dependent on my bike to get to work but I know there are others in our community who are not so fortunate. I travel Washington Street to get from my first job to my second job (with limited travel time between the two) and when the pop-up lane appeared it did not hamper my travel via car in any way, yet it quite possibly made it feasible for someone else to get to work without fear of being hit by a car. Please accept my whole-hearted support for the bike lane. Thank you.” <b>In Normal</b></p>	
<p>“I’m writing in support of bike lanes on Washington. It’s important to me that Bloomington is a safe place for ALL kinds of transportation options, not just cars.” <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>“I direct a bike giveaway program (D'sfreebikes) and the majority of the recipients use their bike for basic transportation to AA, Dr appointments, government assistance, reaching their case worker at Project Oz and job searches. This bike lane would provide added safety to these people. Most of them are located in the west side of town.</p>	

<p>As a runner that frequently runs the sidewalk on the east side of Washington between State St and Mercer, cars zip out of their driveways and having cyclist on the sidewalk would certainly increase the risk of injury. The clear alternative would be to add a bike lane to reduce the risk.</p> <p>I am in support of the bike lines.” <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>“I wanted to write to express my support for adding a bike lane to Washington Street. Both as a property owner in Bloomington but also as a small business.</p> <p>I own a townhouse on E Jefferson street that I've been unable to sell. It's been on the market for almost a year. It's the perfect property for a young person or couple. I believe the bike lane will attract potential buyers as they would be able to easily commute to State Farm and other employers as well as to downtown Bloomington. When my husband and I lived in the townhouse we both worked for State Farm. I worked in the Downtown Building and he worked at Corporate. We lived less than a mile from our respective places of employment but did not always feel safe traveling by bike. In most cases we'd just decide to drive, which not what we would have preferred. When we did ride our bikes there were a handful of times where drivers were not attentive to bicycle riders or were even aggressive. I want our community to be recognized and known for providing safe areas for bike commuters.</p> <p>I also own and operate a small farm where we raise vegetables, grain, livestock and fruit on 350 acres. We've had a large presence at the Downtown Bloomington Farmers market for 8 years. 50% of our revenue from our vegetable and fruit sales are generated from this farmers market. However there's a nationwide trend of attendance rates at farmers markets dropping. We don't want to see this happen in Bloomington as our farmers market supports our local economy, foot traffic to other businesses downtown, vibrancy and culture and healthy lifestyles. So many of our customers currently ride their bikes to the market and make a family activity out of it, but I think many, many more would also attend the market if there was a safe way to get to it. Especially since so many perceive parking obstacles downtown. Providing a safe route to Downtown will ease travel, and hopefully bring more shoppers to the farmers market but also to other downtown businesses. We also sell produce to Common Ground and Green Top Grocery. Both of those small businesses support so many other food producers and many of their customers prefer to commute via bicycle. Let's make bike travel easier to increase sales to local businesses and farmers!” <b>Within one block of Washington St (In Bloomington)</b></p>	
<p>“I am just emailing to support the bike lanes proposed along Washington Avenue. We lived in Founder's Grove for many years, and my children attend Washington Elementary School. The bike lanes are an awesome way to travel to school or to the new Green Top Grocery. Please consider putting these in place.</p> <p>Thank you for your attention to this note.” <b>No address provided</b></p>	
<p>“Amsterdam, Vancouver, Seattle, Denver, Phoenix, Naples (Florida), Chicago, Champaign-Urbana</p> <p>All cities I've visited and witnessed cyclists and motorists and pedestrians co-existing peacefully. Some, as in Vancouver, have physical barriers between streets and bike lanes. But most are divided only by painted lanes. Some, like in Naples, must be driven over, but they give the suggestion of courtesy to slowly drive around a cyclist rather than speed up and run them over.</p> <p>This is what bike lanes do. They suggest civility. They prompt drivers to be aware of their surroundings, to slow down and focus on their task at hand. The goal is to get from one place to another safely. Safely for everyone. Cyclists. Pedestrians. Drivers. Passengers.</p> <p>Washington Street is a perfect candidate for bike lanes. Without them, the extra wide street promotes higher speeds. Is this what we want in a school zone?</p> <p>This is not a political issue. This is a safety issue. Bike lanes are good for everyone, not just cyclists, because they slow traffic down.</p> <p>Please look at the research and help our city promote civility and safety.” <b>More than one block from Washington St (In Bloomington)</b></p>	

<p>"I am a Bloomington resident who supports the Washington Street bike path. We need safer infrastructure for bicyclists on the road! I know I would feel safer biking down Washington st with this enhancement." <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>"Hi! I live in Bloomington,IL. I am writing to you to show support for the Washington St. bike lane.</p> <p>As an OSF employee and a member of this neighborhood, I would love to see a bike lane along Washington St. This bike lane will provide cyclists with a safe route to work and will also promote healthy lifestyles in our community. I also believe that a bike lane on Washington would provide a safer stretch of road for the many cyclists wishing to frequent the new Green Top Grocery and newly relocated Bloomington Cycle and Fitness.</p> <p>As I have weighed the pros and cons of this new addition to our community, I have had a difficult time seeing as how a bike lane could be a bad thing. In comparison to a new road or road construction, the cost of a new bike lane is very minimal.</p> <p>I strongly support a new bike lane and look forward to its improvement to our community. Please support this wonderful addition." <b>Within one block of Washington St (In Bloomington)</b></p>	
<p>"I am in support of dedicated bike paths on Washington or other streets to increase safety for cyclists, drivers, and pedestrians. It would be great to see protected sections eventually such as we see on bike paths in the city of Chicago which offer high visibility and physically separate pedestrians, cyclists, and motor vehicles in high traffic areas." <b>Did not provide address</b></p>	
<p>"As a resident of Bloomington, I support bike paths." <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>"Hello! I support bike lanes on Washington. A bicycle culture has very positive impacts on public health. It would be great to help them be more safe; bikes don't belong on sidewalks." <b>Did not provide an address</b></p>	
<p>"I'm writing to support bike lanes on Washington Street. The more bicyclists we have, the less wear and tear on the roads, in addition to the health benefits." <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>"I am a Bloomington resident and just want to express my support for the bike lanes proposed for Bloomington. I think this kind of enhancement to streets will help with sustainable transportation and allow bike commuters to travel more safely around our community." <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>"I'd like to express my support for adding bike lanes to Washington. I live by State Farm Corporate, and my neighborhood would benefit greatly from being connected to Washington School, Green Top, the trail, and downtown. It would increase our property values and our quality of life. The path would also allow for easier bike access to State Farm (where I work), which would support company wellness initiatives. For such a minor cost to the city, this seems a clear win for all parties.</p> <p>The best argument I've heard against the lanes is possible interference with ambulance traffic. I find this a weak argument, however, since bikes would merely have to pull to the side of the road along with the cars to allow an ambulance to pass.</p> <p>The other arguments I've heard seem to revolve around the idea that this would make things less safe. I believe the current situation, in which is not clear where to expect bike traffic, is unsafe for bikers, cars, and pedestrians.</p> <p>Others seem upset that bikers don't know and/or follow the rules. I would support an effort to improve community education on biking rules, and also increased police enforcement of the laws. However, these considerations seem unrelated to the issue at hand.</p> <p>Thanks for taking the time to gather input on this topic. I look forward to the final decision." <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>"I write to lend my support to the proposed bike lanes on Washington Street &amp; all streets in Bloomington-Normal." <b>Within one block of Washington St (In Bloomington)</b></p>	
<p>"As someone who until recently lived in Bloomington and worked at State Farm HQ, I would have benefited greatly from a bike lane to commute to and from work. As it were, I never rode my bike because I felt that the streets were too unsafe for cyclists. I live and work in the Chicago Loop now, and I see daily the benefits to bike lanes. If a city of millions with one of the busiest traffic areas in the country can implement successful and safe bike lanes for the convenience of its commuters, then surely Bloomington could do with a single bike lane on a residential street." <b>Outside of Bloomington/Normal</b></p>	



<p>“I am in support of the bike lane on Washington Street. Thank you for your time and consideration.” <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>“Washington street in Bloomington, IL is in need of a bike for the safety of its pedestrians of all ages!! Thank you.” <b>Did not provide an address</b></p>	
<p>“Hello I am for bike lanes on Washington st.” <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>“I am a Bloomington resident and live in the Dimmit’s grove neighborhood. I am writing in support of adding bike lanes to Washington St. The addition of bike lanes on this street will enhance our city and allow for safe bike travel from my neighborhood &amp; the bike path to places like State Farm and OSF St. Joes.” <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>“My name is Jackie Gunderson, I have lived in the Founder's Grove neighborhood for many years and I support the bike lanes on Washington St. As someone who regularly uses Constitution Trail, having a safe avenue to access the trail would be incredibly beneficial. Please consider including these bike lanes in the master plan.” <b>Did not provide an address</b></p>	
<p>“I write this email today in order to offer my support of bike lines and bike-lane expansion as a Founder's Grove and Bloomington resident.</p> <p>Offering designated bike lines that are distinctly marked legitimizes bicycle transportation. For those who choose to avoid, or are unable to afford, cars as their way of getting around town, bikes offer an efficient and cost-effective alternative (not to mention a healthy one).</p> <p>I have enjoyed the use of share-roads in town, particularly on Lincoln in Normal as a way to access the bike trail to and from work (in Normandy Village). I look forward to seeing bike lanes and share-roads expand in the community, so I have more safe options for routes that I may take by bike.</p> <p>As a cyclist, I use hand signals and wear a helmet. I have lighting on my bike and usually wear a reflective vest over my clothes. I am committed to being a safe member of our transiting community and do not intend to lessen the safety of drivers or pedestrians. I hope that we will continue to build a culture around safe-transportation, and I will do my part to influence other cyclists to take similar actions to demonstrate that we are equally safe, distraction-free, and responsible in making our roads safe.</p> <p>As a parent, I understand that there is a time and place for allowing children into bike lanes alongside traffic. For those who are concerned about biker-car safety as they share space, I will participate however I can in promoting safety expectations for children and adults alike to clarify who's best suited for bike-lane use and who should remain on sidewalks (ex. young children).</p> <p>Specifically, about Washington Street, I'd like to see the bike lanes remain and become permanent. As a resident of the surrounding neighborhood, I noticed that car-speed dropped significantly in the early days of the pop-up bike lane, and it was a relief not to have so many over-30 mph vehicles whizzing by, even when I was just a pedestrian walking my dog on the sidewalk. Slower-moving traffic in a residential neighborhood, with a school on the thoroughfare, is good for everyone, not just cyclists.</p> <p>I understand there are people who are opposed to this concept. If I can help to raise awareness, reduce concerns about congestion and inconvenience, and/or influence other cyclists to demonstrate their safety-commitment in action, I will be only too glad to do it.</p> <p>Thank you for your attention and interest in this community-transportation issue.” <b>Within one block of Washington St (In Bloomington)</b></p>	
<p>“I am writing to express my support for the bike lanes on Washington Street. If Bloomington wants to continue drawing new residents in the future, it is important to provide safe road access to cyclists. I would prefer the city go even further and make the lanes protected and more widely available than just Washington Street to make cycling a viable and enjoyable method of transportation and recreation for more people.</p>	

<p>Bloomington has a wonderful asset in the Constitution Trail, yet if people cannot get to it they will not use it. I used to ride my bike frequently for exercise and recreation, but I don't ride much after moving to Bloomington/Normal because I do not feel safe on the roads and cannot reach the majority of the Trail without riding in traffic. I would propose Lincoln as another street that could benefit from a bike lane.” <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>“For a number of very good reasons (benefits area residents, slows traffic, accommodates more modes of transportation, makes the roadway safer, benefits transit users, comports to the City's Complete Streets Ordinance, etc.), I am very strongly in favor of amending the Bicycle Master plan to include the Washington St. corridor.” <b>In Normal</b></p>	
<p>“Please consider these comments with regard to the proposed Washington Street amendment to the Bike Master Plan. I am in support of anything that makes our streets safer and more accessible to everyone in our community, and, as such, I urge you to adopt the amendment as proposed. Thank you for your time.” <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>“We are writing to express our support for the amendment to the City of Bloomington 2015 Bicycle Master Plan, which would add bike lanes to E. Washington St. between Kreitzer and Mercer. Having lived on E. Washington for 21 years, we are well aware of the traffic problems on this street and we understand the concerns of our neighbors who are opposed to the bike lanes for safety reasons. People do drive too fast and it is currently unsafe for cyclists.</p> <p>However, we believe the bike lanes will actually help address this problem and will do so in a fiscally conservative way. The narrower traffic lanes will help control the speed of traffic, while the dedicated bike lanes will get cyclists off the sidewalk and give them a safe east/west travel route. All of this would be achieved for the cost of painting the street.</p> <p>We live across from the merge on the 1200 block of E. Washington so we've seen how narrower, well-marked lanes impact drivers' behavior. When the City reconfigured the lanes on this block (in front of Washington School), it dramatically improved both the flow and the speed of traffic. We used to hear cars racing to be first through the merge and angry drivers honking their horns in frustration; now this is a rare occurrence. We look forward to a similar improvement when bike lanes are added to the stretch between Kreitzer and Mercer -- and beyond.</p> <p>This amendment is a win-win for E. Washington Street residents, the City, and Bloomington taxpayers. For a fraction of the cost of other traffic-control measures, it would improve both safety and accessibility on this historic street. We urge you to approve the amendment.” <b>On Washington St</b></p>	
<p>“I wanted to share my support of the proposed Washington Street bike lanes; my husband is an avid cyclist and bikes to State Farm every day for work. I feel as though the bike lanes will aid in keeping him and all of the other local cyclists safe. We live in the Founder's Grove neighborhood and do not agree with the "problems" some of our neighbors have identified. We believe the bike lanes will only make this neighborhood more desirable and potentially increase property values. As more and more people begin to care about their health and their impact on the environment, I believe we will only see an increase in BN residents biking to work. It is our responsibility to help keep our neighbors safe and not to punish them for making healthy choices.” <b>Did not provide an address</b></p>	
<p>“I am writing to urge you to move forward on a permanent bike lane on Washington Street. My bike travels in Bloomington will be greatly improved and much safer with a permanent bike lane on Washington Street.” <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>“Thank you for your efforts to make Bloomington-Normal a more bikeable community. I ride my bike on our town and city streets frequently because I enjoy the exercise and I like reducing my carbon footprint in easy and fun ways.</p> <p>I believe bike lanes on Washington St. will be an asset to our community because it connects different parts of town that can be tricky to navigate on two wheels. I fully support bike safety. To my mind, the most important factor in bike safety is cyclists themselves. I aim to be an example to the cars and bike riders around me. I'm the dork using hand signals... because I think it sends an important message that everyone is safer if we all follow the rules of the road. I think Washington St. bike lanes will reduce some risking bike riding and some risking interfacing between cars and bikes.</p> <p>I hope you'll strongly consider making the Washington St. bike lanes permanent. Doing so would increase safety for bikes and for cars. Thanks again for your role in making BloNo a bike-friendly community! I appreciate your consideration of this important matter.” <b>Did not provide an address.</b></p>	

<p>"I wanted to reach out to you about the Washington street bike paths. I am a cyclist and one of the pleasant surprises here has been the accessibility of bike paths. We have four children aged 2-8 and so bike paths are very helpful for them. When we are riding our cargo bike together (we have ridden the proposed path on Washington) or--perhaps more importantly--when we are riding on our individual bikes we value having the paths. We have been here three years now. We have experienced personal and professional setbacks but having the bike lanes is one element of our community which makes our family feel like we belong here." <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>"I'm writing you to let you know how important bike lanes are to our community. My friends and I bike to work for our health, and I'm fortunate enough to be able to use the lovely constitution trail for almost the entirety of my commute.</p> <p>However, some of us aren't so lucky. I worry every day and night about the safety of my friends and boyfriend, who run into dangerous situations on their fully lit bikes. I personally understand the danger as well, having worked on Washington on the east side of Veterans Parkway for over a year before getting a job in uptown. It would have to be one heck of a job to get me to work in that area again. Potholes, unaware drivers, and even wild animals are just a few of the dangers on side streets, and trying to ride your bike on Washington now is commonly referred to as "running with the bulls." Drivers don't see (or maybe want to see?) people on bikes, even if we've got flashing lights and reflective helmets, which is why having a dedicated bike lane on Washington is so important to our safety.</p> <p>Sure, we could drive- most of us are lucky enough to be able to afford functional vehicles and I've never had my license suspended or revoked. But I wonder about the many people in our community who aren't as fortunate as us, and depend on bike transit to get them where they need to be. The bus system doesn't run late enough for many people to get home using public transit, especially if you have to work a 2nd or 3rd shift job.</p> <p>Washington St. is significantly wider than many of the streets I used for bike transit in Chicago and the western suburbs as a student, and one of the most common worries I hear from young, health-conscious people like ourselves is that Bloomington Normal doesn't care about bike commuters as much as it cares about the small, loud minority who seem to be enraged any time they have to slow down to pass a cyclist safely.</p> <p>Please take our safety into consideration and support our efforts to be healthy and environmentally conscious community members." <b>In Normal</b></p>	
<p>"I am a bike commuter to work and I support the Washington Street bike lane. I do not use Washington Street on my daily commute, but I do frequently ride to either Downtown Bloomington or the main North/South part of the Constitution Trail on the weekends. Having a Bike Lane along Washington would make those travels a lot nicer. Thank you for your consideration." <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>"I support the Washington street bike paths." <b>Did not provide an address</b></p>	
<p>"Please consider these comments with regard to the proposed Washington Street amendment to the Bike Master Plan. As someone who frequently commutes via bike, and would like to see the streets more bike friendly and safer for everyone, I strongly support the proposed bike lane on Washington St. I urge you to adopt the amendment as proposed." <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>"am writing to lend my support to bike lanes generally, and state that I have thought for years that Washington st is a good candidate for a desperately needed east/west bike corridor east of the north/south leg of the constitution trail, and south of the east/west leg of the trail.</p> <p>Almost every single time I have been in a cars passenger seat on that stretch of Washington, I have seen the needle on the speedometer climb to around 40mph. There is something about wide lanes and the large front lawns that say to motorists: "everything is ok, drive faster". The same thing used to happen on Jersey over in Normal, and now it doesn't. The street now feels cramped on Jersey, and since we are talking about in-town traffic near pedestrians and people's front lawns, it absolutely should feel like a place where maybe we should slow down a bit.</p> <p>I sympathize with people who have trouble pulling out of their driveway while it's busy, but I honestly don't think bike traffic will make that worse, and I don't think slower car traffic will either. And I think eventually the residents on that street will be glad that people aren't driving as fast in front of their houses." <b>Did not provide an address</b></p>	

<p>“I operate a business at an office building in the Washington Street corridor, and I strongly support the proposed bike and streets proposals that are currently under consideration. The proximity to the Constitution Trail and the network of easy to bike streets are the primary reasons why I have located and continue to maintain my business on East Grove Street.</p> <p>The bike infrastructure and accessibility for pedestrians and cyclists have been key parts to the growth in commercial activity along Washington Street and surrounding blocks. The Foundry retail development is a great example of a commercial project that serves the neighborhood and the broader community due to the presence of multi-modal transportation linkages.</p> <p>There are major benefits to making the public right of way appear more inviting to local traffic rather than looking and functioning like an old 20th century auto-oriented highway, carving a path through urban settings. Looking at our neighbors in Peoria, one can see how the ongoing attractive streetscaping in the warehouse district has resulted in safer routes for pedestrians, bikes, and cars with the ultimate result being a comfortable and inviting neighborhood where demand for residential and commercial uses has increased.</p> <p>Please recommend and approve the proposed improvements to the public right of way along Washington Street that are under consideration.” <b>Did not provide an address</b></p>	
<p>“I am writing in response to the upcoming conversations about the proposed bike lanes in Bloomington. I am fully in support of a safer, more accessible biking infrastructure across the twin cities.</p> <p>As a mid-level cyclist, I am grateful for what the trail has to offer, (I can get to the trail fairly easily off the Grove Street entrance), and I am lucky enough to live close enough to my workplace to bike safely there (on side streets). But, when it comes to getting to certain areas of town, I am simply not comfortable riding on the streets, making those areas inaccessible.</p> <p>I’m thinking also of the individuals in our community who do not have access to vehicle transportation. The state budget is already threatening the city’s public transportation system. So, if that goes away, and we don’t have proper cycling routes, what does transportation in our city look like for those without vehicles? We are only hurting those who can’t help themselves.</p> <p>To me, bike lanes are a no brainer, they are undoubtedly green, they promote a more physically fit lifestyle for some, and they are a much-needed resource for others. In no scenario do I see how bike lanes will be a detriment to our community.</p> <p>Thank you for taking the time and effort to help make this a reality!” <b>Did not provide an address</b></p>	
<p>“Bike paths throughout BloNo are the only way to keep everyone safe. This small investment in infrastructure will add value to our town and bring our neighbors here. How many bicyclists must be hurt or killed before paths are established throughout? Please consider allotting money for this effort. Roads belong to everyone; not just those who drive gasoline-powered vehicles. I ride all the time; wear retina-burning colors; use my helmet; employ proper hand signals; obey all traffic signs and still, have a near-miss with an automobile EVERY time! Come on BloNo; do the right thing.” <b>Did not provide an address.</b></p>	
<p>“Hello! I am writing as concerned citizen of Bloomington. I live in Founder’s Grove and love my neighborhood. Washington is a major artery for us- we walk, drive and bike on it very frequently, depending on the circumstances.</p> <p>I am a transportation biker- i.e., I ride my bike, with my two sons, instead of driving our van whenever possible. We bike to parks, restaurants, the library, meetings, doctor’s appointments, stores, the BCPA...all over town. When we first moved to Bloomington five years ago, I was very surprised at the lack of bike lanes and biking infrastructure. We came from Champaign-Urbana, and the extensive system of bike lanes there made getting anywhere in town both easy and safe. It has been challenging here to bike safely with my sons in town- we do our part by choosing our routes carefully, wearing helmets and reflective safety vests, using bike lights in all conditions, and following the traffic laws.</p> <p>I truly believe, however, that keeping bikers safe is not something that the biking community can do all on its own. I have followed and supported the advocacy of Bike BoNo enthusiastically, and am writing today in support of the proposed bike lane addition for Washington Street. Washington is both a major artery and a convenient link to several locations in town.</p>	

<p>Adding the bike lane would keep us safer, encourage more to bike responsibly, and expand transportation options in town. With the cost minimal- just paint and some signage- it seems like a win-win for all concerned.</p> <p>PLEASE, support the education efforts of Bike BoNo and others and amend the bike master plan to include this lane. I know there is opposition to the plan, but I believe it is largely misinformed. Arguing that the lane is less safe or too expensive just doesn't hold water. The vision I hear- and voted for- from Mayor Renner and the city council is one to move Bloomington forward in this century. Multi-modal transportation fits well with that plan. A movement has to start somewhere, with folks brave enough to follow their vision. Let's make that start for Bloomington- and all of its residents- with this change.</p> <p>Thank you for considering my thoughts. I would be happy to answer any questions or provide any additional information that would be helpful, and can be reached as listed below." <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>"I am writing to express support of bike lanes on Washington St. We need to embrace environmentally friendly transportation options and start moving toward a "complete streets" approach to city planning. Cycling leads to a healthier and more sustainable community for all. As a key route between east and west, Washington is an ideal street for designated bike lanes. Bicycles are a valid form of transportation and are already allowed on all streets. Designated bike lanes only help to make the streets safer for cyclists.</p> <p>Thank you for accepting input on this important topic." <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>"Just wanted to input my opinions on the Bike lanes. I live in Normal, I often ride my bike to and from the Constitution Trail, and wished there were more lanes on all the Busier streets in Town to make them feel safe for bicyclist not only for commuting to and from work, but also for Leisure riders as well. I don't understand why Homeowners are so against the lanes...? There is no congestion on the streets due the bicycles or traffic? Whatever the homeowners thoughts are, are defiantly misunderstood/misinformed or what is it that they have against those who ride bicycles?</p> <p>But I can see the cost effectiveness that painting bike lanes on the streets is way Cheaper for the City and the homeowners! Than to go along and tearing up the sidewalks in the homeowner's front yards to make the walks Double wide enough or pedestrians and bicycles which the Homeowners may wind up paying part of that cost. ... They should not think of themselves, but for the safety of those who ride bicycles and for those who may be their friends or even family members who go out and ride in the streets don't they want them to be safe too?</p> <p>I live near by (a street in Normal that has) Bike lanes on both sides of the street. Though (it) probably does not has the higher traffic as Washington St in Bloomington, but it is very well marked with room for Bikes, parking and through traffic. (if you have not been over this way in Normal, I would recommend it as a visual example for how not only Washington St could look like, with well marked biking lanes. ) But as well as other streets in Bloomington and of course Normal too. Safety for Cyclist is the main importance. in order for both Cities to be a Bicycle Friendly. Who knows the future generations of Blo/NO will want to be more Ecologically in saving our planet from more pollution by Bicycling? We need to put these Bike Lanes in place now.</p> <p>I know I have had occurrences in the past years dealing with motorist who shouted obscenities at me for being on the streets with my Bike as well as practically run off the street before the 3' law was passed. And too as a motorist side of it, Yes there are some /few Cyclists who tend to not follow the rules of the road either and run through stop signs, just because there is no one coming, but they should not count on that a motorist is going to stop for them as well as vise versa.</p> <p>But we all must be alert to ride and drive defensively to avoid accidents and injury. " <b>In Normal</b></p>	
<p>"I want to voice my support for pursuing the bike lane proposal on Washington Street. This will offer an alternate mode of safe transportation from downtown to the east. The streets are wide enough to support this without, in my view, hampering the lawful use of the streets by motorists. The opposition to the lanes that I have seen seems to come down to just a few points.</p> <p>A. Cost concerns- this is simply painting the lane markings, an immaterial amount in the road budgets.</p>	

<p>B. It will reduce speed of cars- but it seems it will simply reduce those speeds down to the legal limit, so that is not a reasonable complaint- motorist should be going 30 in that entire stretch anyway (except the schools zone around Washington School where they should be going 20 at certain posted times), again a non-factory</p> <p>C. Bikes are part of the Agenda 21 “conspiracy” which is a (in my opinion) a ludicrous paranoia that the world is trying to force Americans out of their cars in order to remove freedoms. Beside the general lunacy of the positions espoused by this group, the argument is vapid because they’re focusing on the private auto which is licensed and regulated as providing more “freedom” than the bicycle</p> <p>D. Safety- This is an important and vital point, but it’s ultimately very vague. If motorist and cyclists all were to operate their chose vehicle legally, prudently, and safely there would be little issue here. My experience is that there are too many cyclists who ride the same way they drive- they act as if their ease is paramount to others’ rights. But there are too many motorists who do the same things. Speed limits, stop lines, amber lights, following distances, right-of-way rules, stop signs are routinely ignored. Hand-help phones, texting, applying makeup, organizing their fast-food meal, etc. are all things I see too often both while biking and while driving.</p> <p>The bottom line is that this seems to be an inexpensive way to help increase options for transportation within the core of Bloomington.” <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>“I would like to express my support for the Bike lanes on Washington. What a great way to safely get from west to east of Bloomington. I have taken advantage of the temporary lanes recently and felt a lot safer. I understand there has been a lot of work to get to this point and I greatly appreciate that you are holding meetings and taking feedback from residents. Lets continue to move forward and keep making Bloomington a great place to live and raise a family.” <b>Did not provide an address</b></p>	
<p>“In 1978, I graduated from college and moved to Bloomington to begin my career. I have seen many changes in Bloomington during the last 39 years. The Constitution Trail stands out as a fantastic addition to the twin cities...and in some respects, a hidden gem. I recall when the trail was being proposed that many residents were opposed. They were afraid there’d be problems...trash, trespassing, congestion, violence, loss of privacy, safety concerns, noise, accidents, security, etc. I’m hearing many similar concerns regarding the Washington Street bike path. The impact of the trail has been just the opposite. The trail is an asset to the community, and living on, or near, the trail is a very positive attribute of the properties. The trail is beauty, peace, tranquility, friendliness, and an exercise and transportation corridor. I’m sure if you polled the residents who live on the trail, they would speak very highly of its benefits.</p> <p>The bike master plan is an extension of the trail. I envision Washington Street and many other streets becoming gems of transportation and exercise. There are again doubters, but I believe they will fall in love with the trail extensions and the new bike paths as have the residents along the existing trail. Change is always difficult, but we have the opportunity to improve the quality of life and the amenities of the twin cities. As the bike paths increase, I believe that many of the residents along the paths will find themselves giving biking a new or revised visit. With the obesity rates in our country skyrocketing, increasing the number of bike paths can be a blessing to our community. While we likely won’t achieve the bicycle usage rates of European cities, I’d love to see us be an example for other USA cities by having bike ridership be commonplace...what a grand picture!</p> <p>While visiting Stanford University one and a half years ago, I used the train to visit San Francisco. I was in awe at how many residents along the train route rode their bikes to the train station. They had special train cars to house the bikes. When the riders got to their destination, they grabbed their bikes and headed to their jobs or other destinations. It was very cool to observe how many people took advantage of the opportunity to use their bike as a component of their commute.</p> <p>One of my volunteer activities involves a local bike service where we give free rides to those who are unable to ride on their own due to age or disabilities. As we enter our third summer of existence, I have personally witnessed the pure joy and excitement of our riders. I have been the recipient of my hugs and my “God bless you” words of thanks. Biking is a wonderful, wonderful experience and I’d certainly love to see the bike master plan fully implemented. I firmly believe that many of those who are opposed to the implementation would change their opinions if they gave our service a try, or if they were able to ride a bike for themselves. Our cocoon lifestyles are unhealthy lifestyles. We all need to get off our couches and</p>	

<p>Lazy Boys and walk and ride. We need more people out on their porches and in their front yards...smiles and waves can provide that small town feel even as Bloomington-Normal continues to grow.</p> <p>Thank you for helping to grow the biking infrastructure in the twin cities!" <b>Did not provide an address</b></p>	
<p>"I am writing in support of the proposed bike lane on Washington Street. As a one-car family whose husband commutes daily by bike, as well as transports our children to and from day care, I support this addition to provide a more direct and safer route of travel." <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>"Greetings. I am a resident of Normal and bike to work at State Farm Corporate Headquarters somewhat regularly. I support the idea of adding bike lanes to Washington St. from Lee to St. Joseph. It is likely that I would use bike lanes on Washington St.</p> <p>Whether this particular proposal moves forward or not, please consider carefully how bike lanes are marked at major intersections as well as intersections with side streets. I feel strongly that cars turning right and bicycles on the street should merge into a single queue before an intersection of any type. If bike lanes approaching intersections are uninterrupted, I fear they will encourage drivers to cut across bicycle traffic suddenly when turning right onto side streets, and I fear they will encourage bicycle riders to ride up to a stop sign or stop light along the right side of cars preparing to turn right. I am not an expert on bike lanes, however I can say I have seen examples that I like and examples that I don't like. However the lanes are marked, I hope that they will support and encourage users to follow the principle I have expressed here." <b>In Normal</b></p>	
<p>"I support the proposal to add bicycle infrastructure to Washington St." <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>"I support the proposal to add bicycle infrastructure to Washington. St. Blm really needs to use its roads more efficiently, and adding bike lanes helps achieve that. Also, bicyclists need direct, practical, and safe routes for commuting and shopping. Bike lanes on Washington are a natural fit for this. Besides, not having bike lanes doesn't mean they're not going to ride on Washington- they are... and do. Bike lanes will help motorists know where the cyclists are- more predictability. [I can't believe we're having this conversation in 2017!]" <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>"I support the proposal to add bicycle infrastructure to Washington St. The thought of having a designated bike lane for myself &amp; others to travel safely to &amp; from our destinations makes me ecstatic! Thank you for all of your hard work!" <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>"I support the proposal to add bicycle infrastructure to Washington St." <b>Did not provide an address</b></p>	
<p>"I support the proposal to add bicycle infrastructure to Washington St." <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>"I support the proposal to add bicycle infrastructure to Washington St." <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>"I strongly support the bike lanes. I rode my bike to OSF St. Joseph when I worked there for 11 years. I did not like it because I had no dedicated space and cars were not looking for me. A dedicated lane would make it safer for bikes, and slow down traffic as well. Thanks!" <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>"I support the proposal to add bicycle infrastructure to Washington St." <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>"Look forward to seeing plans for Normal. Bloomington is probably a heavier lift at the moment, so no criticism meant in how the plan has been developed/proposed... just looking to the future. Thanks for all your leg work bringing this vision to fruition!" <b>In Normal</b></p>	
<p>"I live in Founder's Grove, where the proposed bike lane is, and I strongly support adding the bike lane permanently. It will improve safety by slowing cars down and there is no problem with congestion. The land will increase visibility for cyclists, increasing safety for them." <b>More than one block from Washington St (In Bloomington)</b></p>	
<p>"Please consider these comments with regard to the proposed Washington Street amendment to the Bike Master Plan. As a Bloomington resident, I'm in support of anything that makes our streets safer and more accessible to everyone in our community, and, as such, I urge you to adopt the amendment as proposed." <b>Did not provide an address</b></p>	
<p>"I have been reading a lot of the comments on Facebook regarding adding Bike Lanes on Washington Street and I am surprised at the push back. I wanted to send an email to add my support to the issue. I have children that attend BJHS and ride their bikes to school whenever possible and I feel the bike lanes will increase awareness of cyclists in general. The more</p>	

the community can do to support cycling the better! Thank you for your work to encourage all forms of transportation.” <b>Did not provide an address</b>	
“I would like to voice my support for bike lanes on Washington St as well as future bike lanes throughout Bloomington.” <b>Did not provide an address</b>	





**FOR YOUTH DEVELOPMENT®  
FOR HEALTHY LIVING  
FOR SOCIAL RESPONSIBILITY**

Jim Karch  
Director of Public Works, City of Bloomington  
109 E. Olive St  
Bloomington, IL 61701

May 11, 2017

Dear Mr. Karch,

On behalf of the Bloomington-Normal YMCA, please accept this letter of support in favor of amending the comprehensive bike plan which seeks to include Washington St beginning at Lee St intersection and continuing to St. Joseph Drive.

As a charitable non-profit organization, part of the YMCA's mission is to improve the health of our community by implementing programs, influencing policies, and shaping our environment. Overwhelming research indicates that comprehensive bike plans that are implemented help improve the overall health of a community.

Thank you in advance for your consideration and your service to our community!

Sincerely,

B.J. Wilken  
CEO; Bloomington-Normal YMCA

Cc: Stephanie Michaelis; President, Bike BloNo  
Vasudha Pinnamaraju; Executive Director, McLean County Regional Planning  
Commission

Bloomington-Normal YMCA  
602 S. Main St  
Bloomington, IL 61701  
309.827.6233 p  
309.827.0807 f  
[www.bnymca.org](http://www.bnymca.org)



Jim Karch  
Director of Public Works, City of Bloomington  
109 E. Olive St  
Bloomington, IL 61701

June 9, 2017

Dear Mr. Karch,

On behalf of Connect Transit, please accept this letter of support in favor of amending the City of Bloomington Bicycle Master Plan to include bicycle accommodations on Washington Street from Lee Street to St. Joseph Drive.

As the community's public transportation agency, we are constantly striving to improve mobility options in Bloomington-Normal. We see this proposal as a great enhancement to the safety of pedestrians and transit users along the Washington Street corridor, and we endorse the proposed lane widths as being perfectly comfortable for our excellent drivers to navigate safely. We further note that, because all of our fixed-route buses include bike racks, everything the City of Bloomington is able to do to make it easier for people to get around by bike helps to solve the "first-mile/last-mile" problem for so many transit users in our community.

Thank you in advance for your consideration and your service to our community!

Sincerely,

A handwritten signature in black ink, appearing to read "Isaac Thorne".

Isaac Thorne  
Interim General Manager; Connect Transit

In response to a question posed by member Justin M. Boyd "Will bike lanes hinder emergency vehicles in any way?"

Jim

Thank you for the opportunity to respond to this question.

I think this really comes down to educating the community and allowing drivers to adjust. I would say that initially it could have a negative impact, We can identify this risk to responders and increase their situational awareness for the area. As time goes by and the community adjusts I see it as a positive. Bikes will have a dedicated lane and drivers will learn to expect them in that area. I see the problem as distracted driving being an issue no matter where bikes are traveling. Yes Washington is a very busy road and we use it as a main artery just as everyone else. I don't see the bike lanes having a significant impact as long as we continue to push out the education and find ways to limit distracted driving.

Respectfully,

**Brian M. Mohr, Fire Chief**  
**Bloomington Fire Department**

Office: (309)434-2462

Cell: (309)261-2798

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**From:** LuAnn Eustice/Cityblm  
**To:** Katie Simpson/Cityblm@Cityblm, Tom Dabareiner/Cityblm@Cityblm

**Date:** Monday, June 12, 2017 12:56PM  
**Subject:** Fw: Support for amendment to Bicycle Master Plan

-----Forwarded by LuAnn Eustice/Cityblm on 06/12/2017 12:56PM -----

To: "pace@cityblm.org" <pace@cityblm.org>  
From: "Gill, Virginia" <vtgill@ilstu.edu>  
Date: 06/12/2017 12:43PM  
Cc: "mayor@cityblm.org" <mayor@cityblm.org>, "ward1@cityblm.org" <ward1@cityblm.org>, "ward2@cityblm.org" <ward2@cityblm.org>, "ward3@cityblm.org" <ward3@cityblm.org>, "ward4@cityblm.org" <ward4@cityblm.org>, "ward5@cityblm.org" <ward5@cityblm.org>, "ward6@cityblm.org" <ward6@cityblm.org>, "ward7@cityblm.org" <ward7@cityblm.org>, "ward8@cityblm.org" <ward8@cityblm.org>, "ward9@cityblm.org" <ward9@cityblm.org>, "michael@bikeblono.org" <michael@bikeblono.org>, "jkarch@cityblm.org" <jkarch@cityblm.org>, "McCurdy, Michael" <mjmccur@ilstu.edu>  
Subject: Support for amendment to Bicycle Master Plan

Dear Planning Commission,

We are writing to express our support for the amendment to the City of Bloomington 2015 Bicycle Master Plan, which would add bike lanes to E. Washington St. between Kreitzer and Mercer. Having lived on E. Washington for 21 years, we are well aware of the traffic problems on this street and we understand the concerns of our neighbors who are opposed to the bike lanes for safety reasons. People do drive too fast and it is currently unsafe for cyclists.

**However, we believe the bike lanes will actually help address this problem and will do so in a fiscally conservative way.** The narrower traffic lanes will help control the speed of traffic, while the dedicated bike lanes will get cyclists off the sidewalk and give them a safe east/west travel route. All of this would be achieved for the cost of painting the street.

We live across from the merge on the 1200 block of E. Washington so we've seen how narrower, well-marked lanes impact drivers' behavior. When the City reconfigured the lanes on this block (in front of Washington School), it dramatically improved both the flow and the speed of traffic. We used to hear cars racing to be first through the merge and angry drivers honking their horns in frustration; now this is a rare occurrence. We look forward to a similar improvement when bike lanes are added to the stretch between Kreitzer and Mercer -- and beyond.

This amendment is a win-win for E. Washington Street residents, the City, and Bloomington taxpayers. For a fraction of the cost of other traffic-control measures, it would improve both

safety and accessibility on this historic street. We urge you to approve the amendment.

Sincerely,

Virginia and John Gill

1222 E. Washington St.

--

Virginia Teas Gill  
Professor of Sociology  
Sociology Undergraduate Program Coordinator  
Department of Sociology and Anthropology  
Illinois State University  
Campus Box 4660  
Normal, IL 61790-4660

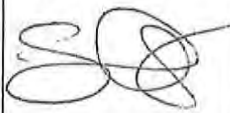


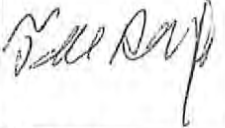

Phone: 309-438-3735  
E-mail: [vtgill@ilstu.edu](mailto:vtgill@ilstu.edu)

Websense: Click [here](#) to report this email as spam.

# OPPOSED to Bike Paths

## 2017

**We the undersigned are concerned homeowners who urge our city officials to oppose the current amendment for bike paths on Washington Street.**

Date	Signature	Printed Name	Address	Comments
5-24-17		SCOTT PURKEY	1304 E. WASHINGTON	TO MANY SPEEDING CARS
5-30-17	Donna Mikesell	Donna Mikesell	1315 E Washington	Too much Traffic Narrows the lanes
5-30-17		Tim L. Mikesell	1315 E. Washington	traffic tie up / safety
5/30/17	V. Knapp	VALMERE KNAPP	1401 E. Washington	Unsafe
5/30/17		BUTCH FELTNER	1405 E. WASHINGTON	UNSAFE BACKING OUT
5/30/17		Todd Phoenix	1711 E. Washington	Waste of \$ Unsafe
5/30/17	B Phoenix	Bette Phoenix	1703 E. Wash.	"
5/30/17		Danny Bonds	1306 E Washington 1220 E Washington 1204 E Washington	



5-30-17	Chelsea Osborn	Chelsea Osborn	1700 E. Washington St.	Traffic!
30 May 2017	<del>Handwritten name</del>	JEROME OAKLEY	1500 E WASHINGTON	NOT SENSIBLE
5/30/17	Handwritten name	Thomas Blander	1318 E. Washington St	Unsafe
5/30/17	Sam	S. Thora	1312 E. WASH 1314 E. Washington	Unsafe
5.30.17	Bella	BREAT WILDER	1309 E WASHINGTON ST	SAFETY TRAFFIC PARKING QUIET ENJOYMENT
5-30-17	Julia	Julia Davis	1313 E Washington St.	traffic merge at mercer & washington & safety
* 5.30.17	Jan	Jacqueline Bauer	1311 E Washington	traffic better choice like Country Club
5/31/17	JJ	JAMES FINEGAN	1307 E. WASHINGTON ST B-TON	UNSAFE TOO MUCH TRAFFIC
6/1/17	Handwritten name	CYD WILLIAMS	1308 E WASHINGTON	<u>OBJECT</u>

\* want more information - is Country Club a better choice?







**From:** Teresea Enyeart <enyeart2020@gmail.com>  
**To:** Joseph Lane <vj1361@usa.net>, Jim Karch <jkarch@cityblm.org>, ksimpson@cityblm.org

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**Date:** Friday, June 09, 2017 02:28PM  
**Subject:** Re: I appose the bike lane on E Washington

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Thank you for your input. I will pass this along to the correct peeps at the COB.

On Jun 9, 2017 2:20 PM, "Joseph Lane" <[vj1361@usa.net](mailto:vj1361@usa.net)> wrote:  
To whom in may concern.

I appose the bike lane on E Washington Street. The traffic is very busy and you have school buses going in and our. Not a safe area to narrow the driving lanes and installing bicycle lanes. Many other streets could be better able to handle the traffic.

Joe Lane  
3109 Sable Oaks  
Bloomington, IL 61704

Websense: Click [here](#) to report this email as spam.



-----Forwarded by Jim Karch/Cityblm on 06/09/2017 02:32PM -----

To: undisclosed-recipients:

From: Bloom Ingtton <bloomingtonperspectives@gmail.com>

Date: 06/09/2017 10:22AM

Subject: Washington St. Bike Path/Master Plan

*(See attached file: OpenGovernment\_DataSet\_v5\_2.pdf)*

Respectfully, suggest that if you cannot attend the Friday meeting (today) in the fish bowl that Tari will have today as a citizen and those that are council members. That you send someone you respect their opinion to get you personal feedback on what occurs. From what I am seeing in social media, emails and unsolicited phone calls to me this has gotten very ugly and that is the fault of Mr. Gorman (and others) with the public relations tactics that have been and are being taken that clearly makes for a ripe environment that no professionally trained diplomat could now find common agreement the war has been escalated. Foresee without more of you on the council **not being involved as a whole council** this escalating further. This is a community and not just one ward's issue. This litmus test is failing of chalking a bike path and if that is a majority or even a minority that do not want it they should be heard at a committee of the whole for all the council to hear and not compartmentalized into meetings away from City Hall. Which yes in a reach out for public comment would be a good choice. But the Master plan exists and not sure the educational aspect and even a qualified as well as quantified support really exists as compared to the promises to maintain the infrastructure at a level that we would not fall behind as compare to the rate of damage, degradation and deterioration yearly of use of those systems. The Bike Master plan needs a second public vetting and re-consideration more to implement a better communications model than ever before with an educational component that is truly balanced showing the real pros and real cons. That being said if you really want public acceptance and not a war. My comments about a war are totally observational and a bit strong but it is my opinion of today's status on this matter.

So, you the council needs to consider a public town hall/public hearing/meeting with **CIVIL two way communication** which would be a much better way in a communications model that is new and fresh with the entire council present.

The bike master plan like the noise ordinance as it was considered pits neighbor against neighbor because of a out dated models for transparency, communication (two-way) and the cultural belief the council and administration are not being realistic in their thoughts the status quo is working in the best interests of all citizens and not just those the voted for those sitting in the seats the citizens own.

It was my vision and not taking a position on this issue just yet. That the communications model that exists today and did as the Bike Master Plan was moved thru the "process" that like we all have seen before the citizens outrage comes up either the night of the council vote or during an implementation.

Those citizens that are using very rude, belittling and approaching defamation are just reflecting the tactics of some of our elected officials tactics. As Mr. Sage has stated and underscored by Mr. Mwilambwe "that we the council as elected officials set the tone for the community".

Again, the tone and stage has been set for the citizens to once again have **their perspective** see this as not having a say, voice or real input to make a difference and of less importance as one citizen that pays taxes than a non-profit that is not paying taxes.

The culture change has not occurred while many on the council from a cheer leading and "got my way" have this sense of success when all 9 vote in agreement. But then we have the same re-occurring underlying issue of 80 % of the citizens do not vote. Because they do not and believe unlike me that one citizen can make and be a positive impact to the council and for the many (80 %) that are disenfranchised and yet complain to other citizens, Unlike most citizens I have offer solutions, other perspectives to consider and even with that there have been the very same tactics to defame me, belittle me, and attempts to bully me. Are you as council members going to follow up on these issues for Our City and demand decorum, respect and see that these tactics that are well documented be stopped as a part of a new model in better and more civil TWO WAY communications with the citizens openly, publicly and transparently ? (includes comments to the media)

Just sharing yet another observation that underscores the need for the Open Data Ordinance to be on the committee of the whole agenda to move that legislation forward as one of the new tools to help educate the citizens before decisions are made to move with MORE public support not less. Think of it as an online university that the citizens and yourselves can see all the same information at the same time in a much better organized manner just like the bringing of the legally required transparency information that was on the website already to it all being linked out of one web page instead of the scattered mode it was. Sorry that five members of the city council are not willing to stand up for this one citizen with a solid piece of legislation to move Our City Onward and Upward with quantified and qualified citizen support. But clearly the council does not want to rock the boat for the many and instead just for the one.

Onward and Upwardly,

Bruce

Updated 10/12/2014 Minor layout changes

**OPEN GOVERNMENT - DATA**  
**Citizen Submitted Draft Proposal**  
**Submitted to be an agenda item for the Committee of the Whole**  
**City of Bloomington, Illinois**

\*any additions will be done in bold and underlined, deletions will be struck through

**CITY OF BLOOMINGTON ILLINOIS**  
**OPEN GOVERNMENT - DATA ORDINANCE**

**Ordinance supplementing**  
**The City of Bloomington City Code of Ordinances,**

*New Chapter,*  
**Chapter 50: Administrative Procedures**  
*with Findings and Purpose*  
**SECTION 1 RIGHT TO KNOW**  
**SECTION 2 OPEN DATA SETS**  
**SECTION 3 OPEN DATA PORTAL.**  
**SECTION 4 OPEN DATA MANAGEMENT TEAM.**  
**SECTION 5 DEPARTMENT OPEN DATA CATALOGUE.**  
**SECTION 6 OPEN DATA REPORT AND POLICY REVIEW.**

**CITY OF BLOOMINGTON ILLINOIS**

**OPEN GOVERNMENT - DATA ORDINANCE**

**WHEREAS**, the government of the City of Bloomington seeks to provide its citizens with safe and vibrant neighborhoods, great jobs, a strong system of education and innovation, and a high quality of life; and

**WHEREAS**, the adoption of open data improves provision of services, increases transparency and access to public information, and enhances coordination and efficiencies among departments and partner organizations across the public, nonprofit, and private sectors; and

**WHEREAS**, it should be easy to do business with the City of Bloomington. Online government interactions mean more convenient services for citizens and businesses and online government interactions improve the cost-effectiveness and accuracy of government operations; and

**WHEREAS**, every citizen has the right to prompt, efficient service from the City of Bloomington; and

**WHEREAS**, by publishing structured standardized data in machine-readable formats, the City of Bloomington seeks to encourage the local software community to develop software applications and tools to collect, organize, and share public data in new and innovative ways; and

**WHEREAS**, The Greater Bloomington region shares common infrastructure, economy, and history, so sharing information freely and collaboratively will bring greater success for all area municipalities and citizens. The City of Bloomington seeks to be a leader and convener in our region around issues of data sharing and best practices; and

**WHEREAS**, in commitment to the Spirit of Open Government, the City of Bloomington will consider public information to be open by default and will proactively publish data and data containing information, subject to the requirements and non-discretionary limitations upon the disclosure of data as set forth in the State of Illinois Freedom of Information Act (5 ILCS 140/1 et seq.) and the Open Meetings Act (5 ILCS 120/1 to 6 et seq.), the City of Bloomington Chapter 50: Administrative Procedures all Sections, and any other applicable state or federal law or regulation.



**NOW, THEREFORE, BE IT PROMULGATED  
FINDINGS AND PURPOSE**

**The People of the City of Bloomington find and declare:**

- a. Government's duty is to serve the public, reaching its decisions in full view of the public.
- b. Elected officials, commissions, boards, councils and other agencies of the City exist to conduct the people's business. The people do not cede to these entities the right to decide what the people should know about the operations of local government.
- c. Although The State of Illinois has laws designed to protect the public's access to the workings of government, every generation of governmental leaders includes officials who feel more comfortable conducting public business away from the scrutiny of those who elect and employ them. New approaches to government constantly offer public officials both elected and employees additional ways to hide the making of public policy from the public. As government evolves, so must the laws designed to ensure that the process remains visible.
- d. The right of the people to know what their government and those acting on behalf of their government are doing is fundamental to democracy, and with very few exceptions, that right supersedes any other policy interest government officials and employees of a governing body may use to prevent public access to information. Only in rare and unusual circumstances does the public benefit from allowing the business of government to be conducted in secret, and those circumstances should be carefully and narrowly defined to prevent public officials and employees of a governing body from abusing their authority.
- e. Public officials and employees of a governing body who attempt to conduct the public's business in secret should be held accountable for their actions. Only a strong open government and open government data set access ordinance, enforced by a strong open government can protect the public's interest in achieving a true open government.
- f. The people of Bloomington enact this Chapter 50 to assure that the people of the City remain in control of the government they have created and the data sets created, maintained and are owned by the people of Bloomington.
- g. Private entities, individuals, employees and officials of Bloomington have rights to privacy that must be respected. However, when a person or entity is before a policy body, that person, and the public, has the right to an open and public process in accessing the accumulated data sets.

**Chapter 50: ADMINISTRATIVE PROCEDURES**

**Section 1 RIGHT TO KNOW**

*THIS SECTION WAS LEFT INTENTIONALLY BLANK FOR THIS PROPOSED  
ORDINANCE.*

*FOR THE SOLE PURPOSE AS TO NOT AS ONE CITIZEN  
FULLY DETERMINE THE CONTENT OF THIS SECTION.  
THIS SHOULD BE PART OF THE OPEN AND TRANSPARENT  
MEETINGS WITH CITIZENS and ELECTED ALDERPERSON'S  
AT THAT TIME MY CITIZEN INPUT WILL BE GIVEN ON THIS SECTION.*

## Chapter 50: ADMINISTRATIVE PROCEDURES

### Section 2 OPEN DATA SETS

**Article 1 DEFINITIONS.** As used in this legislation, the terms below shall have the following definitions:

(a) "Open Data" means any "public record" as defined by the RTKO Chapter 50 Section 1 which could be made available online using Open Format data, as well as best practice Open Data structures and formats when possible. The City may publish any subset of Open Data per the discretion of the Open Data Management Team. To the extent that Open Data does not include a particular public record or any exempt record potentially subject to access pursuant to Section 1 of the RTKO Chapter 50 Section 1, nothing in this ordinance shall be construed to preclude an individual from separately submitting a RTKO Chapter 50 Section 1 request for that record.

(b) "Open Data Report" is the annual report of the Open Data Management Team, which shall (i) summarize and comment on the state of Open Data availability in the City of Bloomington departments from the previous year; (ii) provide a plan for the next year to improve online public access to Open Data and maintain data detail and quality. The Open Data Management Team shall present an initial Open Data Report to the Mayor and Council within 180 days of the enactment of this legislation.

(c) "Open Format" is any widely accepted, non-proprietary, platform-independent, machine-readable method for formatting data, which permits automated processing of such data and is accessible to external search capabilities.

(d) "Open Data Portal" means the internet site established and maintained by or on behalf of the City of Bloomington.

(e) "Open Data Management Team" means a group consisting of representatives from each Department within the City of Bloomington. Members of the Open Data Management Team shall be recommended by Department Directors and the Chief of Innovation and Performance. The Chair of the City Council Committee on Performance and Asset Management shall also be a member of the Open Data Management Team. The Open Data Management Team shall be chaired by the Chief of Innovation and Performance that is responsible for coordinating implementation of an Open Data Policy and creating the Open Data Report. "Open Data Management Team" means a group consisting of representatives of each Department within the City of Bloomington and members appointed by Bloomington City Council and chaired by the Chief Performance

and Innovation Officer that is responsible for coordinating implementation of an Open Data Policy and creating the Open Data Report.

(f) "Department" means any City of Bloomington department, office, administrative unit, commission, board, advisory committee, authority, or division, including City Council.

(g) "Data Catalogue" means a comprehensive list of information possessed, controlled, or managed by a "Department" that includes information about each data-set as determined by the Open Data Management Committee Team.

### **Section 3 OPEN DATA PORTAL.**

(a) The Open Data Portal shall serve as the authoritative source for Open Data provided by the City of Bloomington.

(b) Any Open Data made accessible on the City of Bloomington's Open Data Portal shall use an Open Format.

### **Section 4 OPEN DATA MANAGEMENT TEAM.**

(a) The Chief Performance and of Innovation and Performance Officer (CPIO) will work with the head of each Department to identify a Data Coordinator in each Department. Data Coordinators will serve as members of an Open Data Management Team facilitated by the CPIO and the Department of Innovation and Performance. The Open Data Management Team will work to establish a robust, nationally recognized, platform that addresses digital infrastructure and Open Data.

(b) The Open Data Management Team will develop an Open Data management policy that will adopt prevailing Open Format standards for Open Data, and develop agreements with regional partners to publish and maintain Open Data that is open and freely available while respecting the requirements and non-discretionary limitations upon disclosure of data as set forth in the Open Meetings Act, Freedom of Information Act, the RTKO Chapter 50 Section 1 and any other applicable federal or state law or regulation.

(c) The Open Data Management Team shall develop a licensing agreement for published information that shall ensure the unrestricted use and redistribution of public information by all parties, while providing that information used to generate reports or applications must be made available in-kind.

(d) The Open Data Management Team shall develop policies to amend existing procurement, contracting, or planning processes to create new defaults and requirements for IT systems and databases to ensure that open data requirements are included in new systems as they are being planned.

(e) The Open Data Management team shall establish and publish a time-line for the completion of the aforementioned actions. The time-line shall designate a date for publishing an initial group of "Pilot" data-sets, as well as a schedule for further disclosures.

#### **SECTION 5 DEPARTMENT OPEN DATA CATALOGUE.**

(a) Each department shall be responsible for creating an Open Data catalogue, which will include comprehensive inventories of information possessed and/or managed by the Department.

(b) Each department's Open Data catalogue will classify information holdings as currently "public", "not yet public", or "exempt"; departments will work with the Department of Innovation and Performance CIS to develop strategies and time-lines for publishing open data containing information in a way that is complete, reliable, and has a high level of detail.

(c) Public data sets made available on the web portal are provided for informational purposes. The City does not warranty the completeness, accuracy, content or fitness for any particular purpose or use of any public data set made available on the web portal, nor are any such warranties to be implied or inferred with respect to the public data sets furnished therein. The City is not liable for any deficiencies in the completeness, accuracy, content or fitness for any particular purpose or use of any public data set, or application utilizing such data set, provided by any third party. Discontinuance of Data: The City reserves the right to discontinue availability of content on this website at any time and for any reason. The City reserves the right to claim or seek to protect any patent, copyright, trademark, or other intellectual property rights in any of the information, images, software, or processes displayed or used at this website. If the City claims or seeks to protect any intellectual property rights in any of the information, images, software, or processes displayed or used at this website, then this website will so indicate on the webpage on or from which such information, images, software, or processes are accessed. These Terms of Use do not grant anyone any title or right to any patent, copyright, trademark or other intellectual property rights that the City may

have in any of the information, images, software, or processes displayed or used at this website. Nothing in the City's Open Data ordinance or policies shall be construed to create a private right of action to enforce any of their provisions and therefore, any failure to comply with these provisions shall not result in liability to an agency.

#### **SECTION 6 OPEN DATA REPORT AND POLICY REVIEW.**

(a) Within 90 days of the effective date of this legislation, and thereafter annually, the Open Data Management Team shall submit to the Mayor and Council an annual Open Data Report.

(b) In acknowledgment that technology changes rapidly, in the future, the Open Data Policy should be reviewed and considered for revisions or additions that will continue to position the City of Bloomington as a leader on issues of openness, efficiency, and technical best practices at least every six months.

To: Jim Karch <jkarch@cityblm.org>  
From: Bruce Meeks <brucehelp@yahoo.com>  
Date: 06/10/2017 01:42PM  
Cc: "ward1@cityblm.org" <ward1@cityblm.org>  
Subject: Bike Lanes

Dear Mr. Karch,

After this testing period of chalk lines on Washington St. has occurred and based on neighborhood feedback. Along, with some of my own research on bike lanes that has been on-going since 2014 as well as attending many meetings on this matter it is my opinion to advocate to not have bike lanes on Washington St. in Our City.

In fact my opinion has been turned towards now actively advocating for no bike lanes in the City of Bloomington based on current infrastructure. My opinion on this does have some well informed components such as the Chair of a working group related to Infrastructure for the Comprehensive plan. Decades of attending council meetings and simply being well informed as well as listening to pro and con on this matter.

Hopefully I can be this is concise enough for you.

**1.)** New State Law bicycles are now vehicles in the State of Illinois as of Jan. 1, 2017 which is a shift in the law that changes the need for segregation of bicycle vehicles. Additionally, there is no law requiring segregation that has been published related to this matter as I know the matters at this time. This creates a paradigm shift in sharing the road here in the State of Illinois, City of Bloomington and The Town of Normal.

**2.)** As a living survivor of a 25 MPH accident at Washington at Gridley (1977) of two vehicles that left me with decades of pain and suffering which was finally ended in 1999. I, consider Washington St. as well as many of the arterial roads. Before as well as after the accident and currently not to be safe for bicycles for myself and when my children were young. Even prior to 1977 as a 7 days a week bicyclist driver as my only means to get to the East side of Bloomington from the West side for work and shopping I simply avoided Washington St. and found very nice comfortable alternatives that even then had parked cars did not increase drastically my time. But I was very fast on my bicycle vehicle at that time so for me a small course change was no big deal. Will not admit ever to violating the posted speed limits.

**3.)** Based on the new state law (item 1.) as well as other items not expanded upon in this email. It is my rational conclusion is that as laid out in the Master Bike Plan that indeed bike lanes are the answer for the **politicians** to

feel like the did something for sharing the road with bicyclists put indeed are not the right direction for a city of our size combined with a structural deficit to continue to pursue.

**Indeed, no longer are Bike lanes the answer for Our City, but**

**other engineering solutions** that are not being considered in this widespread "Bike-Lane craze". It is those solutions and not bike lanes I can support that will make life easier for bicycle vehicles and provide even better public safety policy for all citizens.

Based on your stewardship and your fellow professionals are quite aware of. But for the sake of others let me share as an example, a wider curb lane (with no stripe designating a bike lane) will make it possible for bicycle vehicles and those skilled in driving ride safely on an arterial street if they so choose.

Respectfully,  
Bruce J. Meeks



**From:** Bruce Meeks <brucehelp@yahoo.com>  
**To:** Michael Hill <mhill@cityblm.org>  
**Cc:** Jamie Mathy <jmathy@cityblm.org>, Jeff Jurgens <jjurgens@cityblm.org>, Jim Fruin <jafuin@comcast.net>, Amelia Buragas <aburagas@cityblm.org>, Jim Karch <jkarch@cityblm.org>, David Hales <dhailes@cityblm.org>  
**Date:** Monday, June 12, 2017 11:45AM  
**Subject:** Re: NO - Bike Lanes COFEFE

I do not wish nor should you be asking legally for my home address (ask Mr Jergens). I am a resident of Bloomington.  
If indeed this was meant to be a qualified and quantified process a form would should have been made available totally from only city hall work efforts. That form would show what is needed to qualify and quantify any tabulations. With a number of fields clearly labelled that those filling it out did not have to share such things as their address. I am not sure that in the current approach that those sending emails are aware that they become available under the Freedom of Information Act and they can reply in a manner to protect their citizen (not public figures) privacy. The current communication model for citizen input again fails just as the online polls (which have thankfully stopped) and other ways that I proved were not qualified and not quantified. Thus, cannot be used in any tabulation to determine numbers for, against, or unsure. That has to be done by the decision makers in reading the emails and not from a tabulation. This now is tainted by what has is unacceptable tactics by Bike Blono. They are not the town square they do not and are not allowing complete freedom of speech because they have a bias and are lobbying the city council and the commission. Which for anyone serving on other commissions, boards or other public bodies for me from my perspective is abuse of the position and unethical. For the personal safety of those sending emails that you redacte their home addresses and if you do that then you should not be reporting any tabulation beyond they are confirmed as a resident of Bloomington.

The the retaliatory actions by Bike Blono on facebook now of two different citizens of Bloomington households. Why would any feel with the social media tactic of trying to intimidated citizens by a non-profit want to make it easier for that to be turned on the citizens opinions ? This tactic is being used against a residences that pays property taxes, user fees and all the other taxes doe NOT agree with the need for ANY bike lanes for as of 1/1/2017 two wheeled bicycle vehicles?

With no apology and then violating a verbal agreement to remove the tactical choice to single out a residential home with children and a nuclear family. The approach of this public input using emails and to tabulate the results is far from qualified and clearly not quantitative that you plan to present to the Commission and then to the Council if this gets to them in July. It would my suggestion that no tabulation occur from the emails or public cards. The commission and the council do not need to be spoon feed a tabulation.

Is there a state or Federal requirement in this process that requires a tabulation?

How about you have included in the packet to the commission some full disclosure?

Who took and posted the photo of the resident on Washington St ?

Who does each member of Bike Blono work for ? (might be privacy issue)

What are their contributions (public domain) to each of the current sitting members on the council?

How many of them worked on and for specific campaigns in the last 16 years ?

What members of Bike Blono are on other boards and commissions for City of Bloomington, Town of Normal and Mc Lean County ?

Is Bike Blono a non-profit or now become a lobbying group?

They have lost their credibility and clearly based on their facebook tactics and verbal comments bias and are not elected to office by 80% of the voters not voting.

Yes, add this email to the public comment for the packet and your replies.