

IDOT Proposed Route 9 Modifications
Public Open House
Thursday, July 11, 2019, 4:30 PM

PURPOSE OF TODAY'S MEETING

Thank you for taking the time to attend this meeting. This is an informal open house style meeting to inform local residents and other interested persons about the Preliminary Design Study being completed by the Illinois Department of Transportation (IDOT). This meeting is an opportunity to ask questions and offer input regarding the proposed project. IL Route 9 is a state route, and while IDOT requests consent from the City, it is not necessary for the project to proceed. The City is currently gathering public feedback to guide City correspondence with IDOT. Of specific interest is feedback on the proposal to add bicycle lanes west of Towanda Avenue. Please take the time to review the exhibits and ask any questions that you may have. A comment form is available to submit any comments about the project.

PROJECT INFORMATION

The study limits are IL Route 9 from west of Martin Luther King Jr. Drive to east of Royal Point Drive. Proposed work consists of milling and overlaying the pavement, removing and replacing curb and gutter in poor condition, upgrading sidewalk ramps to current ADA standards, modernizing traffic signal equipment, and adding pedestrian and bicycle accommodations where feasible. Widening or narrowing of the current pavement is generally not anticipated. There may be some minor widening at intersections or other isolated locations.

Based on IDOT's preliminary plan set and aerial information, the City estimates the following associated with the state's proposed project for the portions of the project west of Towanda:

- 17,850 feet of bike lanes are proposed to be added
- 7,540 feet of shared lanes are proposed to be added
- 200-250 on-street parking spots would be lost
- 14 parking spots would be gained
- 6 properties west of Main Street that don't have a driveway or alley parking directly available would lose on-street parking spots in front of their property
- 2 rental houses on E. Empire by Illinois Wesleyan have driveways, but not enough off-street parking for the building. They would lose on-street parking that is currently heavily utilized.

For the portion of the project east of Towanda Avenue, a 10-foot wide shared-use path is proposed along the north side of Empire Street from Towanda Avenue to Carnahan Drive. The path will generally be located between Empire Street and the Frontage Roads.

There is currently no set schedule for the construction of any of the shown proposed work. Once the City provides comments back to IDOT, they will complete the Preliminary Design Study and begin to look at funding options. It is likely that the project will be split into several construction contracts to be spread over several years as construction funding is obtained.

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IDOT has not yet provided detailed or current cost estimates for this project. However, some general cost impacts of adding the bicycle lanes are available:

- Adding the bicycle lanes will not have significant impact on the total project cost. IDOT will be milling and resurfacing the entire pavement width regardless of how the surface is marked. Additional costs to add the bicycle lanes should be limited to a very small amount of curb and gutter removal and replacement and some additional signage and pavement markings.
- Currently, the City is responsible for the maintenance (including milling and overlays) of the pavement in parking lanes along the state route. If these lanes become bicycle lanes, 80% of the initial resurfacing cost would be the State's, with the City's responsibility dropping from 100% to 20%. Ongoing maintenance responsibility of the bicycle lanes would belong to the State.

For reference, the current City Bicycle Master Plan contains the following recommendations regarding bicycle accommodations on state routes within the area of this study:

- Empire – finish sidewalks between Colton and Towanda; add sidepath and/or sidewalk between Towanda and Towanda-Barnes
- Locust – bike lanes between Western and Allin; finish sidewalks Colton to Towanda
- Market – accommodations added during future Sugar Creek bridge reconstruction
- Hinshaw – bike lanes between Locust and Market
- Business US 51 (Center/Madison to Olive, and Main/East) one-way couplet – restripe to add bike lanes, usually buffered bike lanes and usually with a “road diet” reduction in the number of lanes. South of the couplet, add sidewalks, widen to sidepath width, and use IDOT's new, narrower rumble strip standard with longitudinal gaps for bicyclists.
- Lee – shared lane markings between Empire and Locust
- In addition to the list above, any IDOT road improvement in Bloomington should be considered for possible improvements in bicycle and pedestrian accommodation. Of particular importance will be bridge reconstruction projects – as bridges are often barrier to bike/ped travel. Recommendations in this plan for IDOT roadways will be reviewed and given consideration when completing the Bicycle Travel Assessment of the Phase 1 design process for each project. Any bikeways on state routes will have to meet IDOT design policies including geometric and capacity impacts. Accommodations stated in the plan are not necessarily projects IDOT has scheduled in the near or long term.