



Reinvent Veterans Parkway

Our Community Vision

Engagement Summary Report: Phase 1-2

April 2025

Prepared for the McLean County Regional Planning Commission by Design Workshop



DESIGNWORKSHOP

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Engagement Methods

Summary

Between December 2024 and April 2025, the project team deployed a variety of online and in-person engagement opportunities to collect information from the Bloomington-Normal community on existing conditions, challenges, and ideas for the corridor. The objectives were to build project awareness, collect input on key issues and opportunities, and to encourage people to share their ideas for improving Veterans Parkway. The following methods were utilized:

Project Steering Committee

The Project Steering Committee is made up of experts and community representatives. This committee serves as an advisory body. Materials shared via monthly meetings included initial current conditions findings and preliminary community feedback. Meetings were used to confirm the outreach strategy, confirm the list of stakeholders, and share ongoing community input throughout Phase 1 and Phase 2.

Project Website

A public website was deployed using the Social Pinpoint platform to establish a transparent process and provide project information and updates. The website also featured an interactive comments map and a “Big Ideas Forum.” Between December 10, 2024 and February 28, 2025, more than 2,675 users visited the website, including 897 who contributed specific feedback. See Appendix A for additional website analytics.

Focus Groups

Focus groups were developed to gain information from local subject matter experts, including community leaders, businesses, institutions, and social services providers. Three focus groups were conducted:

- Environment and Mobility (Dec. 8, 2024)
- Mobility and Economic Development (Dec. 8, 2024)
- Community services (Jan. 28, 2025)

Pop-Ups

To ‘meet people where they are’ the McLean County Regional Planning Commission (MCRPC) team attended community events to promote the online engagement platform and survey and make residents aware of the project. Materials such as bilingual flyers and cards with QR codes were handed out by the team. The first pop-up event took place on December 21st, 2024, at the Grossinger Motors Arena during the winter farmer’s market which draws between 1,000-2,000 people. In order to raise awareness about the Veterans Parkway Corridor Plan survey, staff members of the McLean County Regional Planning Commission (MCRPC) visited the Central Illinois Regional Airport (CIRA) on two separate occasions, on February 3rd, 2025, and February 27th, 2025, to talk to passengers and employees and pass out survey flyers. On the first visit, staff members set up a poster and table with flyers near the airport entrance. Staff members talked to people waiting in line at baggage claim or car rental counters, which yielded several opportunities to share flyers and make people aware of the project. On the second visit, MCRPC staff set up a table near one of the gates. Staff had a more productive visit, as passengers were already past TSA and had more time to talk to staff who shared flyers with people waiting to board. Staff members were also able to pass flyers out to the employees at the airport who said they would share the survey with their coworkers.

Drop-In Interviews

The engagement team undertook one day of onsite interviews at businesses asking questions and dropping off survey advertisements. This nimble approach took place on February 13th, 2025, and reached business managers, staff, and owners where they were at and built awareness of the project.

Community Survey

A community-wide survey was distributed online to understand the community's challenges with the Veterans Parkway corridor and desires for a reimagined corridor. The survey was translated to Spanish to encourage the participation of all community members and reduce language as a barrier. The project team also developed a paper version of both the English and Spanish surveys and copies were widely distributed throughout the community. The survey was open from January 1st, 2025, to February 28th, 2025.

Public Relations

The project and survey were widely advertised by MCRPC through traditional channels including radio, television, and newspaper with support from the engagement team through public relation collateral materials, and by providing a press release. See Appendix A for more information.

High-Level Takeaways

Reviewing feedback via all community engagement methods, the following common themes and recurring sentiments emerged:

Strong Community Desire for Change: There is strong agreement that Veterans Parkway should change to better meet current and future needs. Common desired changes include improved safety, improved access, and improved infrastructure for all modes of transportation.

Safety is a Top Priority: Safety concerns, especially for pedestrians and cyclists, were a dominant sentiment. Common concerns included speeding, complex intersections, pedestrian crossings, bicycle facilities, and transit rider access.

Multimodal Mobility is Critical for the Future: There is widespread support for multimodal transportation, including improved transit, safe biking infrastructure, and complete sidewalk networks.

Economic Opportunity Through Corridor Reinvention: Stakeholders see the potential to reposition the corridor as a mixed-use, community-centered space by incorporating housing infill and higher densities at targeted redevelopment sites.

Desire for Green Space and Environmental Enhancements: There was frequent feedback for increased vegetation, tree planting, stormwater management, and green infrastructure to improve aesthetics, safety, and environmental health along the corridor.

Navigation and Access Are Challenging: Both residents and people working along the corridor cited issues with confusing signage, unclear intersections, and poor access to businesses, suggesting a need for better wayfinding and connectivity.

Technological and Infrastructure Improvements Are Welcomed: Suggestions related to leveraging technology include traffic signal synchronization, adaptive traffic systems and smart signage to address congestion and safety concerns.

Inclusive Design is Central to Redesign: Engagement revealed barriers faced by low-income, disabled, and transit-dependent individuals, reinforcing the need for inclusive planning.

Implementation Challenges Are a Key Concern: Participants voiced skepticism about funding, inter-agency coordination, and feasibility, emphasizing the need for phased, realistic strategies that balance ambition with practicality.

Website Map and Big Ideas Forum

Website Map

The project website featured an embedded mapping tool to collect ongoing input about locations and ideas for improvements along Veterans Parkway. The map encourages users to identify what and where their challenges or big ideas occur. There have been 19 contributions along the corridor.

See Appendix C for details of all the responses. General takeaways include the following:

- A general concern was shared regarding traffic signal timing. Participants cited drivers often running red lights and that there was a need for signal changes to improve traffic flow.
- Additional signage and wayfinding for major destinations within the corridor could help drivers understand decision points more clearly. For example, a sign indicating the upcoming turn to access Walmart could decrease last minute lane corrections. Other examples include clarity in communication in the relationship of Veterans Parkway to I-55 including a warning that drivers are entering the highway as they approach I-55.
- Participants expressed the potential to better leverage the Constitution Trail to improve pedestrian and bicycle safety by creating safer connections to and through the corridor. Of note is suggestions to improve trail connections to the Shoppes at College Hills and the relationship of the Constitution Trail at E. Lincoln Street at Veterans Parkway.
- Participants shared concern for pedestrian safety when crossing Veterans Parkway, stating the need for better visibility of crossing pedestrians. In addition, it was noted that it is difficult for residents on one side of the corridor to access destinations on the other side. Participants suggested overpasses and/or underpasses across Veterans Parkway to improve pedestrian and bicycle safety. For example, the intersection of E. Lincoln Street and Veterans Parkway was noted as an opportunity to better connect the Constitution Trail safely across Veterans Parkway with an elevated walkway or underpass. In addition, it was suggested that the underpass at Bunn Street be widened to improve safety and accommodate pedestrians and cyclists.
- Veterans Parkway and E. Empire St. was cited as confusing. Of specific note was a suggestion to tie Veterans Parkway southbound directly to IAA Drive on the north-west to improve access to this area and to reduce pressure at the intersections to the immediate north and south of this intersection. It was also noted that this intersection has the potential to create more developable land if redesigned.
- Concern was shared for the Veterans Parkway and Ft. Jesse intersection in terms of traffic volumes, citing the lack of east-west roadways north of this intersection across Veterans Parkway and the limited ability to cross the railroad tracks to the west of the corridor.

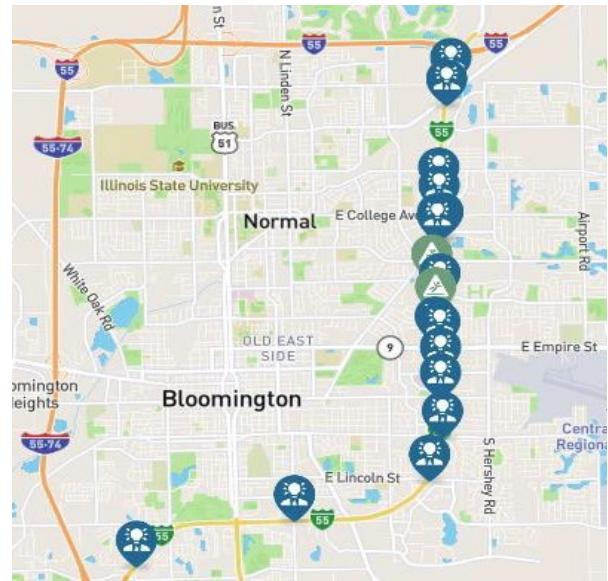


Figure 1: Big Ideas Map

Big Ideas Forum

The Big Ideas Forum is a feature on the project website for the public to submit their input for how to improve Veterans Parkway in a big way. From December 10th, 2024, to March 28th, 2025, the forum received 441 submissions. There were many areas of consensus as well as topics that received a mix of responses. See Appendix C for more details about all the responses.

Key Feedback:

- **Pedestrian & Cyclist Safety** – There are numerous suggestions for fencing or other deterrents to prevent mid-block crossings. Many users cautioned against adding bike lanes directly on or adjacent to the roadway without significant separation, citing safety risks due to high traffic speeds.
- **Traffic Enforcement** – There were numerous calls for increased police presence, better enforcement of speed limits, and red-light cameras to curb reckless driving.
- **Public Transit Improvements** – Some users suggested expanding bus services, implementing dedicated bus lanes, and providing better-designed stops for safer boarding.
- **Environmental Enhancements** – There were many proposals for adding trees, green spaces, and landscaping to improve the road’s aesthetics and environmental impact.
- **Long-Term Urban Planning Considerations** – There are many calls for integrating Bloomington-Normal’s long-term growth into traffic planning, including pedestrian-friendly urban development.
- **Frontage Road Expansion** – A few users suggested improving frontage roads and/or creating additional frontage roads to keep local traffic off Veterans Parkway and improve accessibility. There were calls for improving parallel and intersecting roads to divert traffic from Veterans Parkway. Some users suggested reconfiguring frontage roads to handle more local traffic instead of relying solely on Veterans Parkway.
- **Traffic Light Synchronization** – Many users suggested better timing of traffic lights to reduce congestion and improve travel times. Some advocated for roundabouts at major intersections to slow traffic and reduce congestion without adding stoplights. Others shared support for adaptive traffic signals, countdown timers, and smart road infrastructure to manage congestion.
- **Crash Prevention Measures** – The forum featured discussions on reducing crashes through better signage, road markings, and driver awareness programs.
- **Road Maintenance** – Some users expressed the opinion that fixing potholes, repainting lane markings, and general road upkeep should take priority over major redesigns.
- **Calls for Practicality Over Ideals** – Many participants advocated for “realistic” or more cost-effective solutions rather than ambitious, transformative projects that might not be feasible. Many participants expressed skepticism about large-scale projects like converting Veterans Parkway into a pedestrian-friendly corridor or rail hub. There were repeated concerns expressed about the financial feasibility of major projects and resistance to increased taxes for funding.

Mixed Feedback:

- Pedestrian & Cyclist Safety – A number of users proposed ideas for pedestrian overpasses and underpasses, while other argued against them.
- Speed Limits – Some users called for increases to 55 miles per hour as a way to improve traffic flow, while others suggested the speed limit be lowered to 35 miles per hour for safety.
- Lane Reduction – Some forum participants expressed a desire to reduce car lanes, while others insisted on maintaining or expanding lanes. Some users expressed concern that lane alterations could hurt businesses along Veterans Parkway by making access more difficult.
- Transit: Some forum participants expressed ideas for a dedicated bus or high-speed rail corridor, citting a potential reduction in reliance on automobiles. Others expressed that Bloomington-Normal lacks the density to justify rail investment.

Focus Groups

Three focus groups were conducted, organized around the following focuses: 1) community services, 2) environment and mobility, and 3) economic development and housing.

Community Services

Four participants in the community services focus group included nonprofit representation focused on facilitating access to resources, supporting individuals experiencing homelessness, providing public health services, and reducing barriers to housing.

The group felt the biggest opportunities for change along the corridor include the provision of affordable, sustainable housing focused where community services and resources are available – specifically discussed was the idea of “multi-functional” housing that is inter-generational and multi-use. The view that Veterans Parkway cuts people off from resources and services was identified as a weakness by this group.

The group discussed the need to serve all users including drivers, pedestrians, and cyclists while also pairing that infrastructure with educational campaigns to communicate rights and improve awareness of safety considerations around serving all users. The discussion included identifying the need for more sidewalks and crosswalks along the corridor's length and acknowledging the opportunity to connect the Constitution Trail across and/or along the corridor. In terms of better serving transit users, the need to better coordinate bus stop locations paired with sidewalks and crosswalks was identified.

The idea of beautifying the corridor through lighting, gateways and vegetation was also considered a priority for the group. The idea of enhancing vegetation along the corridor was also discussed to narrow the roadway and slow traffic. Lastly, the need for clear wayfinding signage was discussed as critical to the functionality and safety of the roadway.

Environment and Mobility

Nine participants in the environment and mobility focus group included nonprofits focused on bicycle and pedestrian safety and trail networks, transit services and access, sustainability, air quality, wildlife, and natural resources.

The group expressed the biggest opportunities were in the corridor's ability to accommodate vegetation and green space for habitat and stormwater considerations. Ideas were shared including the addition of trees along the corridor, as well as plants that can accommodate stormwater and withstand road salts. It was noted that the footprint of Veterans Parkway is significant and as such the potential to absorb and infiltrate a significant portion of runoff with bioswales and other green infrastructure could be helpful increase wildlife within the corridor. The group discussed the need for increased residential land uses with more density, specifically noting the need to better connect the existing residential areas surrounding the corridor to the services within the corridor. Ideas around improving mobility centered around serving all users by providing designated, safe areas for all users.

The group expressed that crosswalks should be provided on all sides of all intersections. Several specific locations were suggested for overpasses or underpasses including the location where Sugar Creek crosses Veterans Parkways and the potential to follow the rail corridor off Bunn Street under Veterans Parkway.

Economic Development and Housing

Three participants in the economic development and housing focus group included entities engaged in regional planning, economic development, and affordable housing.

The group expressed the biggest opportunities include the potential to improve access across Veterans Parkway through underpasses or overpasses. The group expressed it was possible to “reframe” the role of the corridor while discussing the potential to leverage the access to services and basic needs to provide missing middle housing within the corridor, as well as identify opportunities for infill to reenvision Veterans Parkway as a community “hub” with mixed-use development. Signage and wayfinding were discussed as weaknesses along the corridor, with discussion focused on the potential to brand the corridor and create defined gateways. The group also discussed the need to integrate more vegetation along the corridor.

Distinct Sentiment Findings

The three focus groups expressed distinct sentiments reflecting their specific priorities. The Community Services group emphasized the importance of multi-functional, affordable housing near resources, improved pedestrian and cyclist infrastructure, beautification through vegetation, and better wayfinding. The Environment and Mobility group prioritized green infrastructure for stormwater and habitat benefits, enhancing connectivity to surrounding residential areas, and creating safer, designated crossings for all users. Meanwhile, the Economic Development and Housing group focused on transforming Veterans Parkway into a mixed-use community hub through infill development, improved access via underpasses or overpasses, and corridor branding and beautification.

Polling

The three focus groups shared their aspirational thoughts for the future of Veterans Parkway. The word cloud below summarizes the combined words mentioned from all focus group attendees when sharing their thoughts on a live polling via the Mentimeter platform that asked: “What is one aspirational word that you would like to use to describe Veterans Parkway in the future?” The largest words are those that were repeated most frequently.



All focus group attendees participated in live polling to better understand the priorities of the participants. All three groups selected **pedestrian safety** as the most important priority for improvements along Veterans Parkway. **Traffic flow** and **bicyclist safety** were ranked as second priorities over improvements like green infrastructure, trees and vegetation, new development, and parking. One differentiator between the focus groups was the economic development and housing focus group identifying new development as a priority over bicyclist safety. See Appendix B for more details about all the responses.

SWOT Exercise

As part of the focus groups, the team facilitated a SWOT exercise to assess the corridor’s strengths, weaknesses, opportunities, and threats. This real-time activity helped structure the discussion and capture insights. Strengths highlight assets and areas of strong performance, while weaknesses point to challenges and areas for improvement. Opportunities define pathways to success, and threats identify external factors that could hinder progress. The result of the exercise is summarized below:

Strengths

Economic Performance: The corridor’s high traffic numbers attract national retailers and restaurants, contributing to economic growth. The corridor is great for new businesses and business attraction due to its accessibility and visibility as a regional “hub” with a high concentration of commercial uses. The corridor draws national retailers and dining chains, boosting the local economy. The corridor provides a strong connection between two highways, enhancing access.

Efficient Commute: The traffic flow allows quick movement from one end to the other, efficiently getting people where they need to go with fewer traffic challenges compared to other regional thoroughfares. The infrastructure is designed for speed and efficient movement, which is beneficial for both vehicles and larger commercial establishments.

Weaknesses

Pedestrian and Bicycle Access: The corridor’s design primarily favors vehicle traffic, limiting opportunities for multi-modal transportation. The area has not fully adapted to accommodate the needs of diverse users, particularly pedestrians, cyclists, and transit riders, which undermines the overall experience of those living or working along the corridor. Veterans Parkway is perceived as a dividing line within the community, making it difficult for some residents to access resources and services, and creating a barrier for people living along the corridor, especially with housing access and mobility issues. The corridor lacks safe pedestrian crossings and lighting. Crossings require pedestrians to travel long distances, particularly in areas between transit stops and destinations or daily needs like grocery or liquor stores and residential areas. Pedestrian safety is more of a concern at night, with limited visibility.

Transit Access: Participants shared difficulties with transit access, particularly around the Red Route, where crossing Empire Street is unsafe, and bus stops are not well-coordinated with pedestrian crossings.

Confusing Navigation: The corridor can be difficult for both drivers and pedestrians to navigate. Participants noted confusing access points, confusing turning locations and a lack of clear navigation for pedestrians and cyclists. Lack of clear signage, including the absence of monument signs and wayfinding, contributes to this confusion. The overall lack of branding within the corridor is a missed opportunity to create a stronger sense of place.

Lack of Vegetation: The corridor as a whole lacks vegetation. Participants shared past challenges with tree plantings along the corridor due to maintenance challenges, with trees dying due to lack of water and snowplow interference.

Limited Land Uses: The corridor lacks residential and recreational uses.

Opportunities

Improve Pedestrian and Bicycle Access: Improve pedestrian crossings by making them more direct, with crossings on all sides of intersections. Create opportunities for safe overpasses or underpasses for pedestrians and cyclists to cross major roads like Empire and Veterans Parkway. Design safer routes for children to walk or bike to school, with increased visibility, lighting, and safety features.

Target Key Sites for Infill: The future Veterans Parkway should leverage opportunities for mixed-use developments, including residential, retail, and commercial spaces to increase density and functionality. Key sites in need of revitalization should be targeted for future infill, including sites like the Eastland Mall. Infill should include missing middle housing, multi-generational housing, or community hub-type development. These hubs should be mixed-use with residential, retail, and recreational spaces. Future development should address the need for affordable, sustainable housing, ensuring that it is accessible to working populations and strategically placed near key amenities and services.

Integrate Green Infrastructure: Participants expressed the need for the design of the corridor to better accommodate stormwater with the addition of trees and vegetated areas, bioswales, and other green infrastructure to reduce noise and improve aesthetics while moving away from conventional systems. Increased tree density along the corridor should utilize salt-tolerant species to improve the environment and create habitat and shade. Vegetation should include native grasses and shrubs to improve both aesthetics and environmental health.

Reduce Transportation Emissions: Address vehicle idling and reduce single-occupancy vehicle use to improve air quality and lower greenhouse gas emissions.

Launch Education Campaigns: Increase public awareness and engagement through educational campaigns about the benefits of multi-modal transportation and sustainable development.

Improve Corridor Identity and Navigation: Enhance signage for navigation to businesses and key destinations and increase safety. Invest in placemaking in the form of gateways and public gathering spaces along the corridor.

Threats

Veterans Parkway's Evolving Role: With future growth, balancing Veterans Parkway's original function as a bypass paired with new typologies of development could disrupt the efficiency and flow of traffic that the corridor is known for, particularly if it becomes more pedestrian or multi-modal focused.

Coordination Between Agencies: Differing opinions or approaches between government entities and conflicting regulations could slow down or block progress of improvements. Conflicts over property ownership or rights-of-way could slow or complicate the implementation of improvements.

Implementation: Even with a well-developed plan, the execution of improvements could face roadblocks in terms of resources, coordination, and timeline. Securing sufficient funding for necessary infrastructure improvements could be a barrier to progress.

Underpass Crime: Underpasses may create areas that are prone to criminal activity if not carefully designed and maintained.

Drop-In Interviews

To boost feedback and ideas from corridor businesses, the team conducted 99 drop-in visits, primarily engaging store managers and clerks. Below are the highlights and impacts of these interviews.

Short-Term Impact

Comparing engagement before and after the interviews (February 5th – 12th vs. February 13th – 28th), the drop-ins significantly increased participation in the following ways:

- Survey: +162 new contributors and +170 total contributions
- Forum: +83 new contributors and +160 total contributions
- Website: +1,765 additional views

High-level Takeaways

Drop-in interviews helped raise awareness of the Reinvent Veterans Parkway initiative and increase survey input from employers and employees directly located on Veterans Parkway. Approximately 95% of participants interviewed during this effort shared they had not heard of the Reinvent Veterans Parkway project. Generally, employees that work along the corridor would like to see change. There was not one drop-in interview that indicated Veterans Parkway should remain as is.

Key Themes Identified

Safety

Drop-in interviews with employees along the corridor noted the difficulty in safely biking or walking to work. Numerous individuals noted frequently witnessing people crossing Veterans Parkway at non-designated crossing locations. The comment most often heard at the drop-in interviews was the lack of sidewalks and crosswalks across both Veterans Parkway and the intersecting side streets. There is significant desire to be able to traverse north-south across side streets as much as there is desire to safely cross Veterans Parkway. Many businesses noted that even where crosswalks exist, there is not enough time to safely cross.

Many employees noted that sidewalks that lead from businesses often end abruptly and are often not ADA (Americans with Disabilities Act) accessible. It was noted at several locations that the bus stops do not have crosswalks and sidewalks connecting them to destinations. Many noted that some of their employees walk and take transit to work. It was also noted that the grocery stores and liquor stores on Veterans Parkway are major destinations for those walking the corridor. In terms of safety, confusion on turning movements and turning locations was mentioned often.

Mobility

When asked what they would like to see if budget was not an issue, many employees in the drop-in interviews indicated a desire for additional underpass opportunities to cross Veterans Pkwy, as well as pedestrian and bike overpasses. Many stakeholders noted that bus stops are well-placed and that their position on side and back streets from Veterans Parkway is beneficial. The opportunity to better connect the community across Veterans Parkway was noted – in particular, the opportunity to connect sections of the Constitution Trail down and across the corridor. Cyclists noted that Veterans Parkway is unsuitable for bikes not just from a safety and access standpoint, but also due to the existence of debris on the roadway.

Access:

Many employees noted difficulty with access to businesses directly off Veterans Parkway, noting the regular occurrence of backups on Veterans Parkway or the side streets due to limited ingress and egress opportunities into those businesses. Many employees indicated circulation, safety, and legibility issues within the adjacent parking lots along the corridor and noted desired improvements. Improvements in parking lots and undesignated/informal streets could result in significant safety improvements through formalizing roadways, adding four-way stops, clarifying movements and adding signage/wayfinding.

Housing:

Many employees who engaged in the drop-in interviews noted support for identifying housing infill opportunities along the corridor but also indicated significant investment in pedestrian facilities needs to be paired with any housing infill.

Vehicular Movements and Speeds:

Dangerous speeding was noted by businesses at several locations during drop-in interviews. Support for reducing or at least enforcing speeds on Veterans Parkway was consistent by those that raised the issue. It was noted several times that the traffic signals are poorly timed. Several businesses mentioned the fact that they witness vehicular crashes regularly on Veterans Parkway.

Key Location-Specific Issues:

Clearwater is perceived to be a dangerous intersection with backups happening on Veterans Parkway and along Clearwater due to lack of access into the Hy-Vee parking lot. It was also noted that the bus stop location here is not safe to cross to.

The new addition of Raising Canes on Veterans Parkway was mentioned as a concern by numerous businesses, due to the backups that may occur.

Pedestrians cross the corridor regularly to reach the grocery and liquor stores along the corridor – of note specifically was crossings into Hy-Vee, Binny's, and Schnucks.

The Empire intersection was noted in concerns about safety. Of particular note is the confusion around turning movements at this location.

Community Survey

The following summary represents an overview of 935 survey responses. This information reflects content gathered between January 1, 2025 and February 28, 2025, when the survey closed. See Appendix D for the full survey results.

Participants

The respondents were largely users who travel along Veterans Parkway, primarily via personal vehicle, almost daily or at least a few times per week. Participants largely shop, dine, seek medical services, work within, or commute along the corridor. 28% of respondents live on or near the corridor, and 2.5% of respondents own property or a business along the corridor.

Survey Respondent Demographics

Participation in the survey was concentrated in Bloomington (52%) and Normal (26%), with the remaining either unanswered or from communities in the surrounding metro area. The age range was spread between under 18 to over 85, however the most common age range was 35-54 (42% of respondents). Income ranges were spread, with the largest concentration within the \$75-150,000 annual household income (37% of respondents). Among respondents, 3% reported as Black or African American, 2% as Hispanic or Latino, 1% as Asian, and 80% as white. The survey attracted a disproportionate number of responses from people who identify as White, as compared to the area's total demographics. For this reason, additional methods of engagement were utilized as outreach to the community.

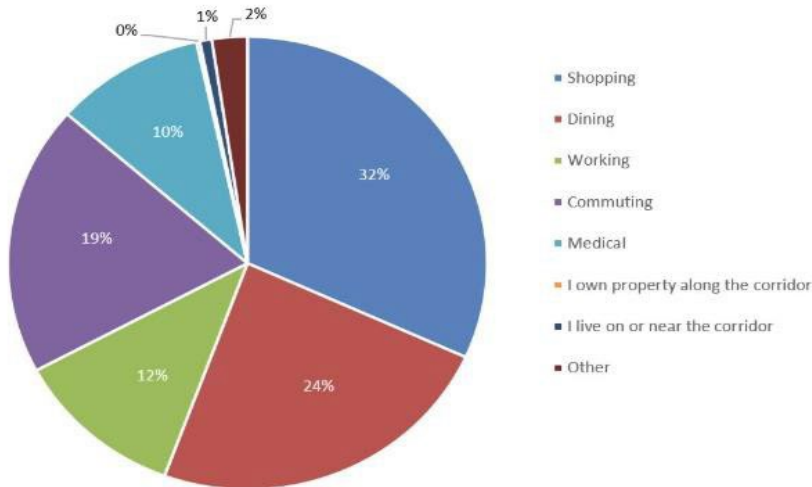
Key Takeaways

- When encouraged to think 15 years into the future, participants would like to describe the roadway corridor as “safe” and “efficient.”
- Generally, survey respondents want to see a change to Veterans Parkway – the degree to which ranges. 74% agree or somewhat agree that the roadway should be “different.”
- In terms of the role that Veterans Parkway should play, 75% shared that it should prioritize moving traffic as efficiently and quickly as possible.
- 63% agree or somewhat agree that the corridor should be a more pedestrian and bicycle- friendly place.
- In general, respondents communicated that the Veterans Parking Corridor needs:
 - Safer walking and complete cycling routes
 - Safer and more crosswalks and sidewalks
 - Improved traffic flow
 - Street trees, vegetation, and stormwater management
 - Enhanced signage and wayfinding
- More than half respondents feel the corridor does not need:
 - Reduction of lanes
 - Reduction of speed limits
 - More bus stops
- In terms of future land use, respondents would like to see more entertainment uses, parks, grocery stores, restaurants, and diverse housing types. Less priority was placed on more medical services, office, or daycare facilities.

Corridor Uses

Question 4 of the survey asked community members about their uses for the Veterans Parkway corridor. Most respondents shared that they used the corridor for shopping (75.51%), and dining (56.58%). Commuting was the third most popular use for respondents (45.78%), and a quarter of all respondents shared they live on or near the corridor (28.34%).

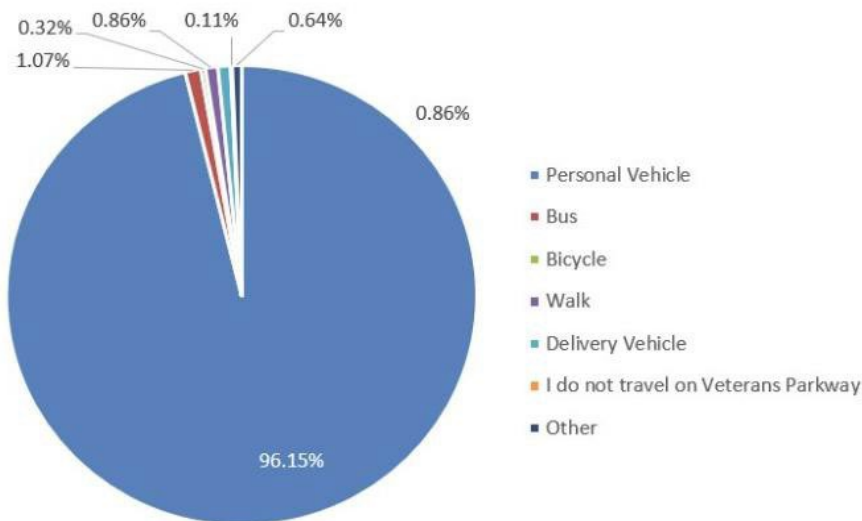
4. While many people use the Veterans Parkway area for multiple reasons, what are your top three reasons for using the corridor? Required | Multi Choice | Skipped: 0 | Answered: 935 (100%)



Primary Mode of Travel

Question 5 asked community members about their primary mode of travel on Veterans Parkway. Most respondents shared that they traveled in a personal vehicle (96.15%). One percent of respondents shared they travel the corridor by bus, and less than 1% of survey respondents shared they walked or biked across the corridor.

5. What is your primary mode of travel along Veterans Parkway? Required | Multi Choice | Skipped: 0 | Answered: 935 (100%)



Coffee Talks

The following breakdown shares a summary overview of four coffee talks that took place on April 11, 2025. Four coffee talks were hosted with the following entities:

- Home Sweet Home Ministries
- PATH (Providing Access to Help)
- Center for Human Services
- Mount Pisgah Baptist Church

Key Takeaways:

Veterans Parkway forms a dividing line in the community. The perception within the community is that people work or live either “East of Veterans” or “West of Veterans.” The type of services and development are very different on the two sides. The east side represents those with higher incomes and is largely single family residential, whereas the west side includes lower income households, and more of the core community services. A new corridor design has the potential to serve as the integrator of the two sides.

Veterans Parkway is a car-dedicated corridor which can exclude a significant portion of the community.

Because many community service providers are located downtown, many of the community members they serve are employed and need to access employment on Veterans Parkway. Many do not own vehicles and therefore rely on transit to access their jobs. There are challenges faced by these users in doing so:

- Transit service does not cover the entire length of Veterans Parkway, creating a need to walk large distances to get to the final destination.
- Transit stops within the Veterans Parkway corridor do not always connect to safe sidewalks and crosswalks.
- Those relying on transit that work off hours such as night shifts are not served to the extent necessary and therefore need to bike to work.
- In addition, those working late hours are forced to cross the roadway at night, posing severe safety concerns.
- There is no taxi service or on-demand service in the area, therefore when community members access community services in the downtown, there is often no way to connect these individuals to their temporary housing, jobs, or daily needs.

Grocers are a major draw to Veterans Parkway within the community. There are only two other grocery stores outside of the corridor, including one downtown and one west of the interstate. As a priority, improvements along Veterans Parkway should improve access to grocery stores, including connections between transit stops and grocery stores.

Those seeking community services with these providers need better connections from downtown

Bloomington to the Veterans Parkway Corridor, as it serves as a major employment center. Support was expressed for grade-separated crossings along the Veterans Parkway corridor, as well as consideration for a separated bikeway for safe movement of cyclists along the corridor. Discussion centered on the possibility of leveraging the land between the roadway and the frontage roads or rethinking the frontage roads to accommodate bicycles.

All of the community service providers expressed **the need for pedestrian infrastructure along the corridor**, noting a lack of crosswalks and sidewalks. Again, dedicated overpasses or underpasses were suggested at key locations with a focus on connecting transit, daily needs such as grocery, medical services and residential along the corridor.

There needs to be more housing diversity in the corridor area. All of the community service providers hosted for coffee talks have some role in addressing housing needs within the community. While it was noted that there needs to be more housing diversity within the area, the general position is that housing directly on Veterans Parkway,

particularly high-density multi-family and missing middle housing, is not ideal due to the lack of human-scale design. Discussion included the acknowledgement that there is lack of housing, and lack of housing diversity in the community, as many of the higher-density housing focuses on attracting the student population. There is also a lack of transitional and emergency housing in the community. If the Veterans Parkway corridor is going to be a place for new housing, it needs to be paired with transit investments and providing services where that housing goes.

Discussion among the participants shared the perspective that **the issues along Veterans Parkway cannot be solved by improving the right-of-way alone**. There is a need to address the circulation of the parking lots adjacent to the corridor and improve clarity of movement as well as create connections between them. There needs to be continuity of design in the vehicle and pedestrian movement adjacent to the corridor itself.

There is often a presence of people experiencing homelessness along Veterans Parkway, particularly at the entrances to adjacent parking lots. Future design needs to acknowledge the presence of these users and their safety. The perception of homelessness in the area may be skewed as the encampments tend to be located within walking distance of downtown Bloomington and near fast food along the interstate, in locations out of the general population's view.

A clear sentiment within the coffee talks included the need to **focus on safety as the driver for this work as opposed to less urgent issues such as beautification**. Participants shared that the project process needs to communicate the intent of this work clearly as the open houses are advertised.

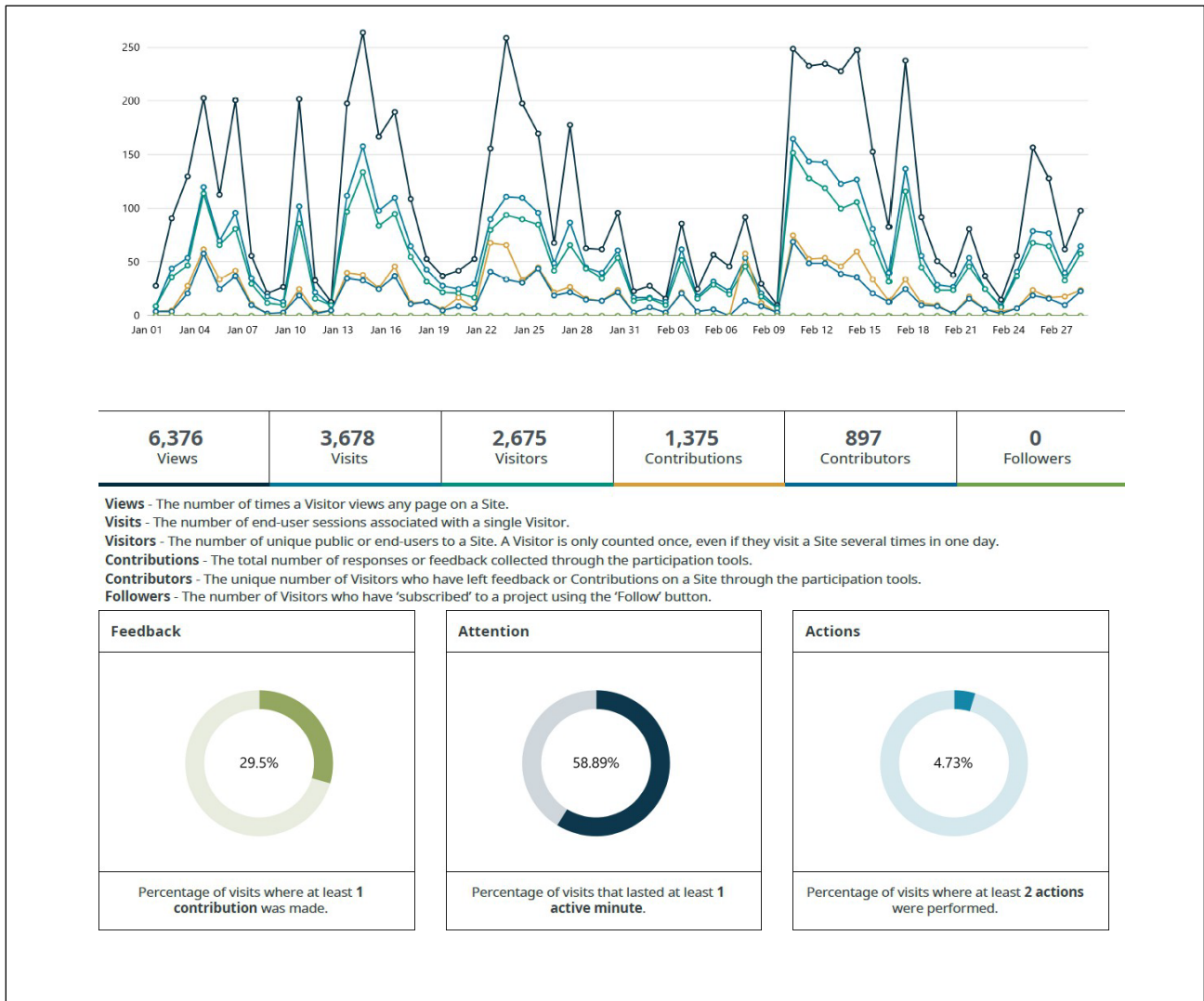
There are no community spaces within the corridor, no public restrooms, nowhere to dispose trash and no community spaces where all people feel welcome. The corridor has the opportunity to provide more spaces “for people.”

Appendix A: Website Analytics and Marketing Materials

Website Analytics

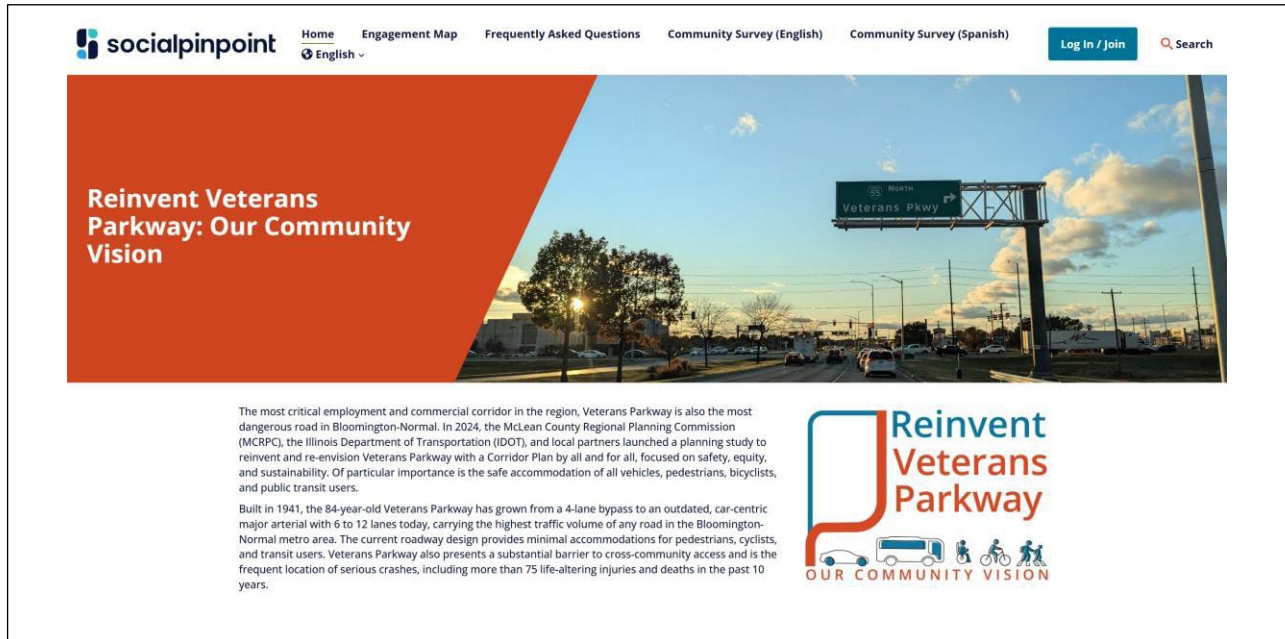
The project website launched on December 10, 2024. It initially saw modest traffic, with early engagement primarily from core stakeholders. MCRPC launched a targeted social media campaign on December 30, influencing website visits from 108 views to 900 views to the website. Traditional media efforts, including newspaper and radio promotions during this time, also led to significant increases in traffic, following these advertisements' release. The pop-up event held on December 21st, 2024, appears to have further boosted website engagement, resulting in an increase in website visitors as seen in the chart below. The public survey was launched on January 1st, 2025, with the slogan “New Year, New Veterans Parkway.” Overall, these combined efforts led to a steady increase in website interactions, with peak traffic occurring during the active outreach periods.

Website Interaction Overview (January 1 – February 28, 2025)



Marketing Materials

To promote Reinvent Veterans Parkway, the Design Workshop team designed the project logo and project website on Social Pinpoint to engage audiences through the longevity of the project. For the pop-up events flyers, QR Code cards were designed to share with community members in English and Spanish. The following Figures display visual examples of the collateral materials developed for the project for marketing and outreach.



The most critical employment and commercial corridor in the region, Veterans Parkway is also the most dangerous road in Bloomington-Normal. In 2024, the McLean County Regional Planning Commission (MCRPC), the Illinois Department of Transportation (IDOT), and local partners launched a planning study to reinvent and re-envision Veterans Parkway with a Corridor Plan by all and for all, focused on safety, equity, and sustainability. Of particular importance is the safe accommodation of all vehicles, pedestrians, bicyclists, and public transit users.

Built in 1941, the 84-year-old Veterans Parkway has grown from a 4-lane bypass to an outdated, car-centric major arterial with 6 to 12 lanes today, carrying the highest traffic volume of any road in the Bloomington-Normal metro area. The current roadway design provides minimal accommodations for pedestrians, cyclists, and transit users. Veterans Parkway also presents a substantial barrier to cross-community access and is the frequent location of serious crashes, including more than 75 life-altering injuries and deaths in the past 10 years.



Figure: QR Code Cards (English)



Figure: Half-sized Flyers (Spanish)

Reinvent Veterans Parkway!

Take the survey to share your thoughts

Your feedback is critical to help guide the the plan and shape the future of this essential corridor.

The survey is open January 1 - ~~February 10~~ - February 28!

We have extended this opportunity. Tell all your friends!

McLean County Regional Planning Commission (MCRPC), the Illinois Department of Transportation (IDOT), and local partners launched a planning study to reinvent and re-envision Veterans Parkway focused on **safety, equity, and sustainability**.

Ways to take the survey:

- 1 Visit www.mcplan.org
- 2 Visit Bloomington and Normal public libraries
- 3 Scan the QR code
- 4 Visit MCRPC office
(Govenment Center, 115 E Washington Street, Suite M103, Downtown Bloomington)



Questions? ☎ 309-828-4331 ✉ jsicks@mcplan.org

¡Reinventa Veterans Parkway!

Toma la encuesta y comparte tus pensamientos

Tu opinión es clave para ayudar guiar el plan y construir el futuro de este corredor esencial. **¡La encuesta estará abierta desde el**

1 de enero hasta el ~~10 de Febrero~~ - 28 de Febrero!

Hemos ampliado esta oportunidad. ¡Comparte con todos tus amigos!

La Comisión Regional de Planeación del Condado de McLean (MCRPC), el Departamento de Transporte de Illinois (IDOT) y socios locales lanzaron un estudio de planificación para reinventar y reimaginar Veterans Parkway, centrado en **la seguridad, la equidad y la sostenibilidad.**

Formas de realizar la encuesta:

- 1 Visita www.mcplan.org
- 2 Visita las bibliotecas públicas de Bloomington y Normal
- 3 Escanea el código QR
- 4 Visita la oficina de MCRPC (Government Center, 115 E Washington Street, Suite M103, Zona Centro de Bloomington)

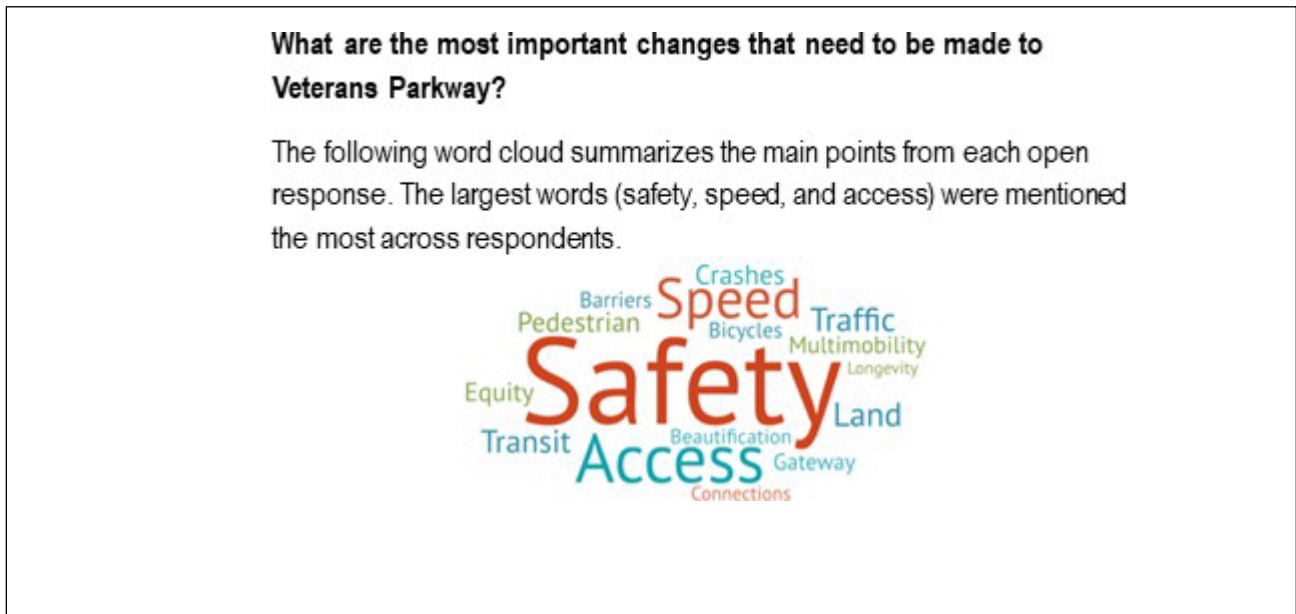
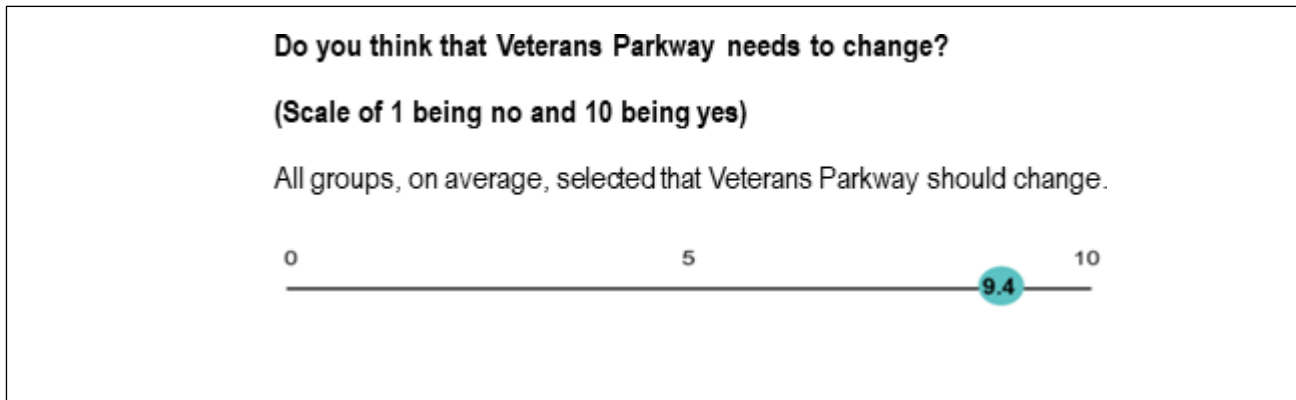


¿Preguntas? ☎ 309-828-4331 ✉ jsicks@mcplan.org

Appendix B: Focus Group Polling and SWOT Exercise Results

Focus Group Polling

The following Figures represent the combined input within the three focus groups utilizing live polling from Mentimeter and a visual sample of the virtual collaboration board for the SWOT exercise.



What is one aspirational word that you would like to use to describe Veterans Parkway in the future?

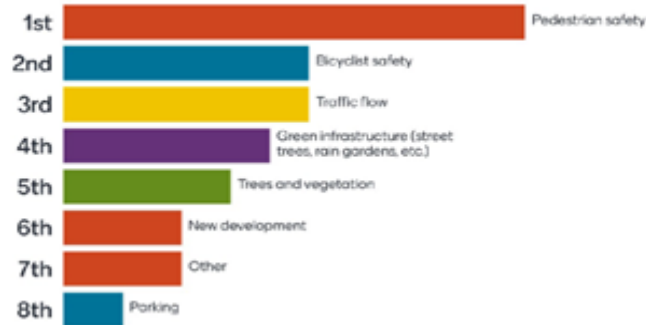
The following word cloud summarizes the words mentioned from respondents.

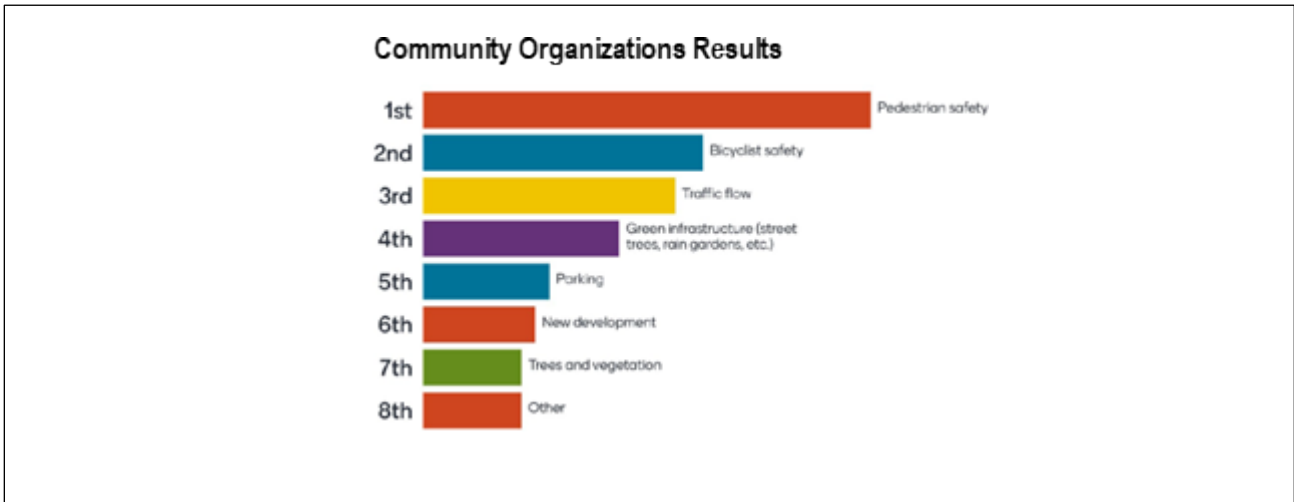
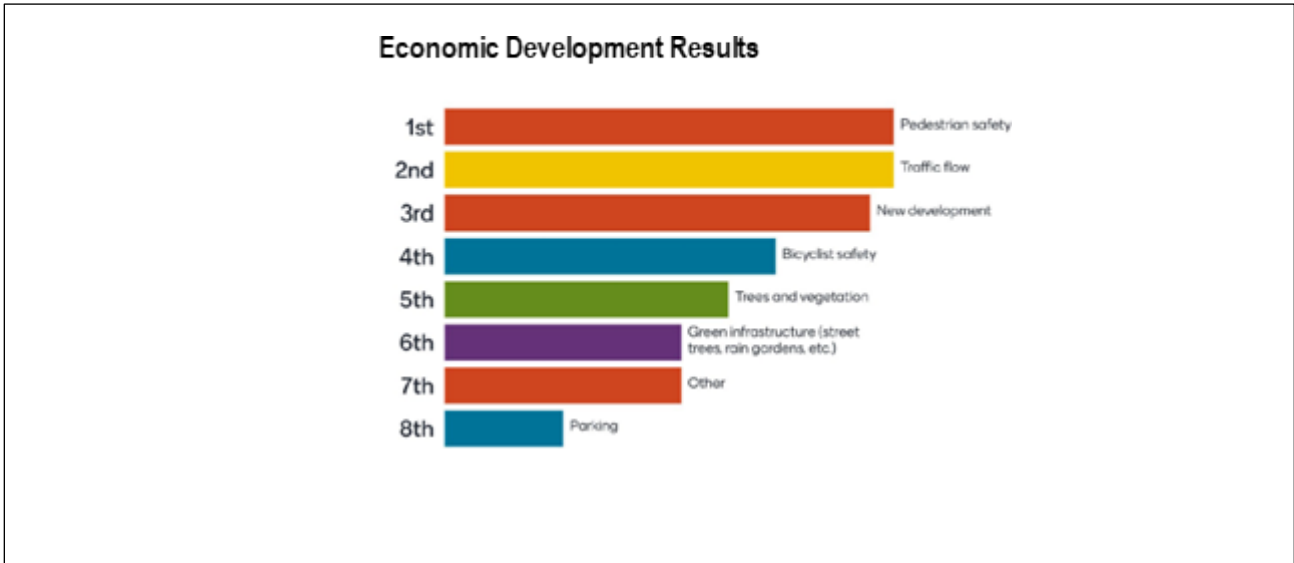


Please rank your priorities for improvements along Veterans Parkway:

All three groups selected pedestrian safety as most important, followed by traffic flow and bicyclist safety.

Environment and Housing Results





SWOT Exercise

As part of the focus groups, the team facilitated a SWOT exercise – a strategic analysis tool used to assess the corridor’s strengths, weaknesses, opportunities, and threats. The exercise captures input in real time and serves to organize the conversation systematically. Strengths are centered around assets and those areas where the corridor is performing well. Weaknesses focus on identifying areas where the corridor could be performing better and defining the challenges. Opportunities define what success looks like in addressing the challenges, and threats are external factors that help the team identify potential factors that may impact success of the effort.

Strengths

What is working well on Veterans Parkway?

What are the corridor's greatest assets?

What can the project leverage within the corridor to be successful?

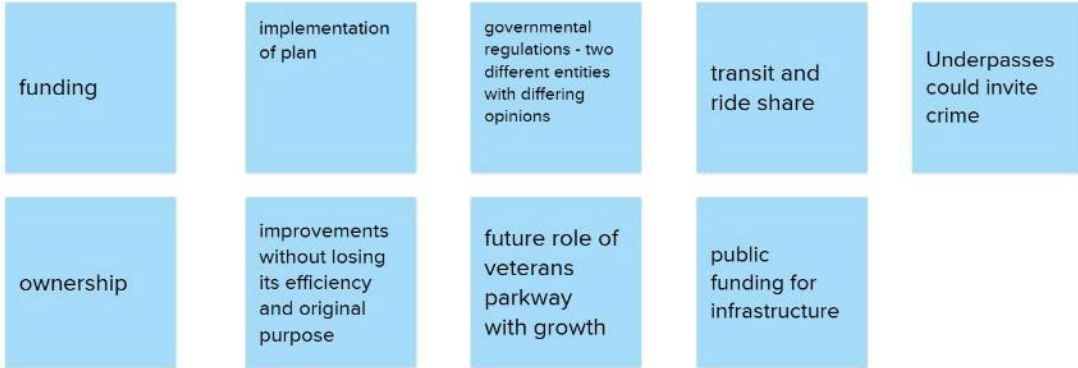
It is a historical example of the automobile era of the US	Reduces commute time - if it was not there it would take longer to get to places	It aggregates the business corridor/ commercial retail corridor	Good place for cars and big boxes	Connection between two highways	We live in an area with relatively low traffic because of Veterans Parkway	Potential for multi-use that includes residential and retail - more density
It gets traffic through quickly	it is designed for speed and flow	Getting traffic from one end of the corridor to the other	Traffic flow is functioning appropriately	You can move along it quickly.	the traffic flow here is far superior than commercial corridors elsewhere (Prospect)	
Easier to maintain snow removal without pedestrian/ bicycle amenities	The mall and commercial developments can be leveraged for redevelopment	Good concentration and density of commercial uses	It functions as a true hub.	Has great traffic counts which brings retailers, restaurants	It brings national retailers to town; It attracts national restaurants as well	
efficient in getting us where we need to go	improve the last segment of the experience through bus stops but locations are working well	Signage around the greater Empire area is adequate	It does not drive people away due to its capacity for those that want to use it	Rarely see the types of problems for capacity that nearby regional thoroughfares see	Veterans is so large that people do not refer to it as its own area to go	
good accessibility and visibility for new and emerging businesses and restaurants	Clearwater intersection is an example of what works.	Fort jesse - if you don't have your phone or GPS there is not clear signage indicates that Veterans Parkway is coming up				

Threats

What might get in the way of success?

Are there specific concerns or challenges you foresee related to this project?

Are there specific individuals or groups, underrepresented groups that the team should be reaching out to?



Appendix C: Online Map and Big Ideas Forum Comments

Online Map

The project website had an online interactive map was and provided visitors to share their thoughts and comments about Veterans Parkway. A total of 19 responses were collected from December 14, 2024 – February 11, 2025. The table below contains the posted responses from the map exercise, posted by anonymous participants.

Question: Share your thoughts about Veterans Parkway! Place an icon on the corridor map and provide comments.	
Report Date Range: 14 Dec 2024 - 11 Feb 2025 (All Posted Responses)	
Date Exported: 5 March 2025 11:42 pm	
Map Comments: Location/ Intersection	Contributions (19 Responses)
Veterans Parkway / Jumer Dr. Veterans Pkwy/College Ave.	With the new Raising Cane’s coming to town, there will be significantly more traffic turning left off Veterans into College Hills. If Cane’s brings anywhere near the amount of traffic that Chick-fil-A does, the entire intersection will need to be reworked, including the three-way stop as soon as you enter College Hills.
Veterans Parkway / Ft. Jesse Rd.	Adding another east-west crossing on the north end of Veterans Parkway (VP) at Raab or Shepard, including a bridge over the train tracks, would reduce congestion at the VP-Fort Jesse intersection. It would also ease traffic where Towanda intersects with Fort Jesse. Finally, if done correctly, it could provide a valuable connection to the Constitution Trail in the northeast part of town.
	People constantly run red lights on Veterans, causing accidents. Adding a few extra seconds between a light turning red in one direction and turning green in the other might help.
	Better overall timing of the lights along Veterans Parkway would improve safety. Constant stopping causes people to run red lights, increases rear-end collisions when braking, and encourages speeding to make the next light. Implementing a new computer system with cameras that adjust to traffic volume could help maintain smoother traffic flow with fewer stops along the entire length of Veterans.
Veterans Parkway / College Ave.	A large sign saying 'Walmart next light' placed right after drivers pass College would help. People constantly swerve through traffic from the far-left lane to the right turn lane at the last minute to reach Walmart. A sign would give them more notice of what’s coming up.
Veterans Parkway / Eastland Dr.	It’s hard to see pedestrians crossing the street here due to large vehicles and semis blocking the view. Maybe a sign between the stoplights across the intersection, saying ‘Caution: Pedestrians Crossing,’ could flash when someone pushes the button to cross and receives the ‘walk’ signal. This would alert drivers that someone is crossing and to be on the lookout, especially those in the right- turn lane.

Phase 1 – 2 Engagement Summary Report

Veterans Parkway / I-55 on ramp	A sign that says, 'Entering highway after upcoming lights' would help inform people unfamiliar with the area that it is their last chance to turn around before getting stuck on the highway.
Veterans Parkway / Empire St.	If Veterans Parkway and Route 9 had a normal intersection, the current northbound exit to Veterans from Route 9 could potentially be changed to an exit from southbound Veterans to IAA Drive by the Verizon store. This change could help reduce pressure on the intersection leading to the mall and Five Below.
Veterans Parkway / Old US Route 66	Add a sign further back stating, 'right lane is exit only to Chicago; use the middle lane for Springfield exit.' The current sign is too close to the exit and does not provide enough time or space to merge safely, causing problems.
Veterans Parkway / Jumer Dr.	Veterans Parkway should not have lights that change when nobody is there waiting to turn onto Veterans – traffic should keep moving.
Veterans Parkway / Empire St.	Change the Veterans Parkway and Route 9 intersection into a “normal” intersection like the rest on Veterans Parkway. There should be no crossing over other lanes at weird places. It's too confusing. Consistencies with other intersections would cut down on accidents, especially with people new to the city that have never seen that type of intersection. That would also open more land up for gardens or businesses too.
Veterans Parkway / Bunn St.	An underpass already exists at this location, but it needs to be expanded to allow a pedestrian / bicycle crossing separate from motorized vehicles in order to enhance safety.
Veterans Parkway / E. Lincoln St.	This intersection needs to have pedestrian / bicycle crossing at something other than street grade. Again, an over / underpass connected to a "Constitution Trail" type walkway, parallel to Veterans Parkway would facilitate this access.
Veterans Parkway / Oakland Ave.	A pedestrian / bicycle crossing is needed at something other than grade, to allow safe travel from east to west at this intersection. My suggestion would be a separate pedestrian / bicycle "sidewalk" (similar to Constitution Trail) that runs alongside Veterans Parkway and has other than at-grade crossovers at all major intersections.
Veterans Parkway / E. Washington St.	Access to State Farm Corporate, and St. Joseph Hospital on the west side of Veterans Parkway should be enhanced with another street grade crossing to allow residential subdivisions on the east side of Veterans Parkway to cross safely.
Veterans Parkway / Parkway Plaza Drive	This location would benefit from a pedestrian / bicycle crossover to allow access to Walmart on the east of Veterans Parkway, to restaurant and housing located on the west side of Veterans Parkway.
Veterans Parkway / Jumer Drive	With direct access to The Shoppes at College Hills, and the Constitution Trail, this is a natural location to focus on a safe alternative to cross Veterans Parkway somehow, other than street level crossing.
Veterans Parkway / Clearwater Drive	As HyVee and the adjoining shopping plaza, has grown into one of the busiest retail centers in Bloomington-Normal, access into and out of this area needs to be improved. There is a bus stop on IAA drive, right across Veterans Parkway, but access to HyVee and the shopping center is only available at street level. There needs to be a better, safer way to access this plaza.
Veterans Parkway / Empire St.	The amount of high-speed gasoline powered vehicles on Veterans Parkway has a huge impact on air quality and safety. The idea of pedestrian or bicycle access along it is problematic. Creating access across is needed in the form of bridges or tunnels. However, the entire commercial corridor, which is at least 1/2 mile wide, was developed as car centric. There are few walks. I see poor people risking their lives to get low wage jobs. The solution is to provide 18-hours/day transportation services for the car-less. \$1.00 fare per trip. That is far less expensive than one bridge. And such a service, which must be marketed in Spanish and French, could be started tomorrow.

Big Ideas Forum

The Map and Big Ideas Forum were actively moderated under the following policy: “We are committed to the free exchange of ideas about this project, and this forum is open to all. Your input is welcome and will be reviewed and considered by the project team. Please note that the project team reserves the right to monitor submissions and expunge posts with objectionable content from public view. All submissions to this forum and all responses to the related survey will be retained for the archival record of this federally funded project. Inappropriate language will not be tolerated and posts containing discriminatory, racist, offensive, obscene, vulgar, profane, inflammatory, unlawful or otherwise inappropriate and/or objectionable statements; such language or content will be moderated at the discretion of the project team.”

What Is Your BIG IDEA For Veterans Parkway? Share Your Big Ideas To Ensure Veterans Parkway Best Serves The Next Generation!

Title/Question: What is your BIG IDEA for Veterans Parkway? Share your big ideas to ensure Veterans Parkway best serves the next generation!

Tool Type: Forum

Moderation Policy: We are committed to the free exchange of ideas about this project, and this forum is open to all. Your input is welcome and will be reviewed and considered by the project team. Please note that the project team reserves the right to monitor submissions and expunge posts with objectionable content from public view. All submissions to this forum and all responses to the related survey will be retained for the archival record of this federally funded project. Inappropriate language will not be tolerated and posts containing discriminatory, racist, offensive, obscene, vulgar, profane, inflammatory, unlawful or otherwise inappropriate and/or objectionable statements; such language or content will be moderated at the discretion of the project team

Report Date Range: 10 Dec 2024 - 15 Mar 2025
28 Mar 2025

Date Exported: 09:19 am

Contribution ID	Date Submitted	Response	File Attachment	Up Votes	Down Votes	Total Votes	Reply Level	Reply Parent ID	IP Address	Moderation Status
1404	Mar 15, 2025, 12:16 AM	This is just another useless anti car agenda driven by activist groups. Veterans Parkway should be built to interstate standards and by volume of traffic it is justified. The problem is that planning has revolved around commercializing the expressway and it has become congested due to traffic volume and the growth of the area. The highway if anything needs to be built out as an interstate or be designed to move faster. Traffic volumes speak for themselves and that more than justifies an increase in mobility(an interstate) or capacity(widening). The road is the target of a very well planned attack on cars, single family homes and suburbanization, an agenda in full and it has nothing to do with safety for drivers. When these groups say safety they mean slowing the road down so that cyclists can play in traffic and might not get killed and what speed can that happen at in an engineering sense? 15 mph. But the reality is these groups want to turn Veterans into a boutique parkway that will probably be signed at 35 mph. They will come out with fancy renderings and make it look inviting to achieve their anti-car vision. But everyone is going to pay the freight with less mobility, meaning more signals, slower speeds and other "traffic calming" or slowing devices to turn the road into an obstacle course for people driving just so they can cater to the activist bicycle lobby. Don't fall for any other groups that disguise themselves as "street safety" advocates they are bicycle groups in hiding, anyhow these groups want to promote a bourgeois activity meant to lure certain groups to BM at the expense of a great majority of the driving public. People don't fall for the this oke-doke. Reject this plan at all costs and vote out any politicians that caters to activist groups that cater to a very snooty and wealthy hobbyists who want to screw up your commute so they can ride their tricycles and save the world.		0	0	0	0		0d7802a7 60b876d1	Approved
1403	Mar 14, 2025, 04:29 PM	I think Veterans parkway can be very convenient for traveling across the city by car. There are some very good walkable areas in Bloomington-Normal w uptown Normal and Downtown Bloomington. HOWEVER, I can see how Veterans parkway splits the city in half and is not navigable by foot or bike. Perhaps some strategic pedestrian bridges would be helpful. Additionally, it would be nice to have more pedestrian friendly businesses or more tree cover near Veterans.		0	0	0	0		0ff0032ec c261680	Approved
1400	Mar 05, 2025, 02:33 AM	Build an Expressway over Veteran's Parkway with strategic exits. Another By-Pass along Towanda-Barnes Road from Towanda through Downs, across Rt. 51, and over to Interstate 55, in addition to the Expressway.		0	0	0	0		0def02f61 d1f38f7	Approved
1399	Mar 04, 2025, 03:43 PM	Increase the speed limit to at least 55. Time lights so that cars can make it from point A to point B in a decent amount of time.		0	0	0	0		13130386 27e83a79	Approved
1395	Mar 04, 2025, 10:34 AM	Public safety is something that is important for everyone, including our pedestrians. Sometimes the buses don't stop in ideal areas and people have to walk across Veterans Parkway. That's not safe for our pedestrians and that's not safe for our drivers. Having access to walkways or bike lanes promotes access to everyone, not just those who can afford or are bodily able to drive.		0	0	0	2	1331	11280337 ee2e2cdf	Approved
1368	Feb 28, 2025, 11:04 AM	Chicago Tribune: Gov. JB Pritzker joined both Illinois senators and the state's Democratic congressional delegation this week in signing a letter that presses the White House for nearly \$2 billion in federal funding they say is being improperly held up.Chicago, like many Dem cities, isn't exactly a model of what to be regarding financial savvy when it comes to proficiency in budgets. The Governor is free to float his version of what's wrong when the answer is easily attributable to council incompetence.		0	0	0	0		0d6d02c6 4fd216a8	Approved
1367	Feb 28, 2025, 10:14 AM	Nope. The tax dollars are just not available. Dreaming is nice.		0	0	0	1	1322	10c2032c6 3a87f23	Approved
1366	Feb 28, 2025, 07:55 AM	Yep.		0	0	0	1	1322	102802f9b 7149968	Approved
1365	Feb 28, 2025, 07:53 AM	Red light runners.....		0	0	0	1	1339	102802f9b 7149968	Approved

Feb 27, 2025, 1364 09:37 PM	I concur. coming from other cities, the veterans parkway to me is considered very smooth and safe. The traffic signs are well maintained.	0	0	0	1	1273	101f031ee b152af6	Approved
Feb 27, 2025, 1363 09:30 PM	The accidents could be caused by various reasons. Icy roads, careless drivers etc. I rather see improvement on the roads that have potholes	0	0	0	0		101f031ee b152af6	Approved
Feb 27, 2025, 1356 10:24 AM	It is only confusing to those who are not paying attention or not using forethought such as consulting a map before traveling in our fair city.	0	0	0	1	1334	0ea90301 e1b0d3ea	Approved
Feb 27, 2025, 1355 10:21 AM	INCREASE the speed limit. Half of the vehicles are doing 5 mph under the current speed limit as it is posted.	0	0	0	1	1314	0ea90301 e1b0d3ea	Approved
Feb 27, 2025, 1354 10:20 AM	Our LEOs have better things to do than babysit adults driving on a highway.	0	0	0	1	1324	0ea90301 e1b0d3ea	Approved
Feb 27, 2025, 1353 10:18 AM	Yes.	0	0	0	1	1333	0ea90301 e1b0d3ea	Approved
Feb 27, 2025, 1352 10:18 AM	Why? Please include rational justification for your comment.	0	0	0	1	1334	0ea90301 e1b0d3ea	Approved
Feb 27, 2025, 1351 10:16 AM	Yeah, sure. Completely believable comment. Insert giant roll eyes here.	0	0	0	1	1336	0ea90301 e1b0d3ea	Approved
Feb 27, 2025, 1349 10:12 AM	Wrong. Everyone does 5 mph UNDER the speed limit or takes half a mile to accelerate their gas hog up to 40 mph.	0	0	0	1	1339	0ea90301 e1b0d3ea	Approved
Feb 26, 2025, 1345 07:39 PM	Please leave Veterans Parkway as it is. The speed limit is prudent. This road is meant to carry a large amount of traffic. It is not meant to hold flowerpots and park benches. Installing walking paths and bike lanes will only create an unmanageable back up of traffic. Where should the traffic go if rerouted from Veterans? Hershey Road is already busy with traffic. Why is it that whenever a road is carrying traffic efficiently, people want to slow the traffic and put in bike lanes??	0	0	0	0		0e6502d4 dc788580	Approved
Feb 26, 2025, 1339 12:17 PM	Instead of changing the actual road, try enforcing the speed limit. Everyone does 15-20 mph over the speed limit. Plus running red lights has become the norm at all intersections.	0	0	0	0		0f2a02c72 aec8ae2	Approved
Feb 26, 2025, 1337 11:58 AM	One not so expensive idea to improve VP and Empire is to reduce the height of the very large mechanical box located in the northeast corner of the intersection. It does block the view to the north for those traveling east on Empire towards Rt 9 who are waiting to cross and wanting to check how the traffic is flowing.	0	0	0	0		0f2f02d33 7d7f407	Approved
Feb 26, 2025, 1336 11:55 AM	I am supportive of increasing safety! That includes more pediatrician crossings, traffic lights, bicycle lanes and road repairs. Thank you for adding the two lights on Fort Jessie road. I am not concerned about traffic flow. In my 30+ years of living in Bloomington/Normal, I have not experienced regular traffic congestion that prolonged drive time to get anywhere in town.	0	0	0	0		0d6402a8 11ba7754	Approved
Feb 26, 2025, 1334 10:19 AM	The roadway intersection area of Veterans Parkway and Empire is really a confusing mess. I think it would be best to re-design things to be more efficient. Additionally, VP has very little pedestrian crossings. I constantly see people trying to cross in dangerous areas to get to shopping and other essential destinations. Adding some crossings will be very beneficial, and increase safety for all. Also, these motor cycles doing wheelies down VP has got to stop before somebody gets killed. Between that, and some peoples aggressive driving, it has become dangerous to drive up and down VP.	0	0	0	0		106502fc6 1f14288	Approved

Feb 26, 2025, 1333 09:28 AM	I don't think that veterans parkway needs a bypass. A bypass to what? The highway? I drive down veterans parkway everyday and I don't see a problem with it. Sure there are accidents sometimes, but that's anywhere. I'd be scared of an accident on a byway and the car flies off of it, or the byway gets blocks because of accidents and traffic is stuck. The flow of traffic is consistent with rush hour traffic times, which I think is normal and expected in any city or state. The pedestrian bridges would be a great idea! Perhaps by Hy-Vee, there is less traffic there and the bus stop on the other side of the road would be more convenient. The roads are already 3 lanes wide, so widening the roads for traffic isn't probable. I know we don't live in Chicago, but I feel our towns driving culture is appropriate for our city size. Perhaps some intersections could use a no turn on red sign, to cut down on accidents or a no left turn on green, and incorporate green arrows. To help young drivers in more congested areas. 4 way stop signs seem to be a struggle for young drivers. I think traffic lights would be better in more congested 4 way areas as well...if we're talking road/traffic improvements.	0	0	0	0	0f9902ff8 586b012	Approved
Feb 26, 2025, 1331 08:43 AM	Yes, complete silence was my expectation. The common denominator of most of these comments can be distilled down to "I want, I want, I want, I want, with no rational explanation as to why or even acknowledgement of unintended consequences subsequent to the statement "I want".	0	0	0	1	1299 10b40327 7c8a551b	Approved
Feb 26, 2025, 1330 08:37 AM	Please increase the speed limit to 55 m.p.h. Doing so will increase the speed of current drivers from 40 m.p.h. to at least 45.	0	0	0	0	10b40327 7c8a551b	Approved
Feb 25, 2025, 1324 05:48 PM	Police Veteran's more and fix up the side streets that are so terrible with pot holes that people avoid them like the plague. Consider North - South traffic flow not intersecting with East - West traffic flow. Configure an elevated North and South traffic flow over the East and West traffic flow. This could possibly facilitate a reduction in traffic lights enhancing the flow of traffic in those directions.Ken McFarland - Bloomington	0	0	0	0	0f8202f7e 46e678c	Approved
Feb 25, 2025, 1322 05:19 PM	Lower the speed limit.	0	0	0	0	0cb00297 7679b728	Approved
Feb 25, 2025, 1314 10:59 AM	The big idea for Veterans is that the people using it drive too slowly and/or in a passive-aggressive manner. There is always one vehicle at the front of a line of other vehicles which accelerates as slowly as possible onto Veterans when they know that there is a line of vehicles behind. Just GO! I immediately pass all SUVs and 15 year old vehicles which are in my way. Having a small, quick, and agile vehicle means I always get to the front of the line.Yes, that is ME in front of you ;)	0	0	0	0	0e7d02d5 53734943	Approved
Feb 25, 2025, 1313 10:45 AM	there really needs to be better pedestrian crossings that are safe to cross veterans like an under ground or above ground option. I have seen so many close calls of people almost getting hit and there have been many who have been hit. I think there needs to be more speed cameras to stop the street racing from all the car groups in town and all the inconsiderate people who think veterans is a race track. There should be better blades for people to use public transit on veterans as this is where most of the shopping is	0	0	0	0	0ef202f8f 776961d	Approved
Feb 25, 2025, 1312 09:36 AM	Scream this from the rafters!!!	0	0	0	1	0f3402f98 8c6c793	Approved
Feb 25, 2025, 1311 12:57 AM	Absolutely not. Americans don't know how to use them properly. What a nightmare adding multi lane /navigate safely.	0	0	0	1	1127 10b8035b b6d47e79	Approved
Feb 25, 2025, 1310 12:55 AM	A bridge would help immensely. Tear down Château or buy some of that parking lot and build there. Th area is useless. Does anyone go there anymore?	0	0	0	0	1133 10b8035b b6d47e79	Approved
Feb 25, 2025, 1309 12:53 AM	very dangerous location.	0	0	0	1	1146 10b8035b b6d47e79	Approved
Feb 25, 2025, 1308 12:51 AM	The stop lights are already a problem. Especially the College Hills intersection by Château. Don't even get me started about College Avenue and VP. That lane to turn left by Chick-fil-A is a disaster.	0	0	0	1	1181 10b8035b b6d47e79	Approved
Feb 25, 2025, 1307 12:48 AM	I wish there was a connection to Veterans from Raab Road. It would free up College Avenue traffic. What a disaster.....	0	0	0	1	1218 10b8035b b6d47e79	Approved
Feb 24, 2025, 1299 06:51 AM	Can someone please give a cogent argument for WHY any of these so-called improvements should be made to VP? I'll wait. While it's true this is a highway, many people can't change their lifestyles to include a vehicle. The cost of a car alone is prohibitive. (This is a college town, remember; many students are struggling to pay just the cost of tuition, let alone rent. A car? Gas? Maintenance when it breaks? Forget it.) Many people with disabilities, both physical and mental, can't drive. Some folks try to reduce their emissions by walking. Etc. There's a lot of reasons. Unfortunately, saying "change your lifestyle" is often equivalent to telling someone with two broken legs to walk. It doesn't work like that.	0	0	0	0	0fec02f62 d59cadc	Approved
Feb 23, 2025, 1298 11:31 PM		0	0	0	1	1234035b 1014 0f035cad	Approved

Feb 23, 2025, 1297 11:18 PM	<p>Agreed that VP is likely too big for roundabouts. However, the point of them isn't to reduce the number of crashes. It's about severity/fatality. Roundabouts force drivers to slow down. A driver can blow through an intersection at, say, 40mph, resulting in T-bone crashes or injuring/killing pedestrians on the crosswalk. You can't do that at a roundabout. So yeah, maybe more crashes, but fewer people are injured/killed. Lower speeds equal less damage to the car, too. (Better a big dent than having to replace it.) Also, a study in Michigan showed that single-lane roundabouts have similar crash rates to intersections; it's mostly multi-lane roundabouts that are the problem. :) They also result in fewer traffic delays and save fuel.</p> <p>So yeah, maybe not for VP, but they're worthy of consideration in other projects.</p> <p>This is an article on the Michigan study, it'll give you more info: https://www.mlive.com/public-interest/2023/10/cras...</p>	0	0	0	2	1234035b 1244 0f035cad	Approved
Feb 23, 2025, 1295 07:55 AM	<p>Veteran's Parkway should become a multi-modal route in our communities. Key elements to be focused on are slowing speed of travel for all users, increasing mass transit routes that provide services, and improving safety for alternative forms of commuting. First, reduce speed zones to below 35 mph with enforcements. Second, target road work projects at our major intersections to replace traffic lighting with roundabouts/traffic circles to further reduce speeds around intersections while allowing for smoother travel. The Veteran's Parkway and Route 9 exchange would be the best first candidate for this improvement. During phased road work projects add in protected cycling and pedestrian elements. This should be a phased approach as part of both communities Master Plans so that it spreads the tax burden over multiple years and allows time for community members to adapt to the changes in how we will traverse our area. Additionally, consider how some of the bypass traffic may be shifted to other routes like Towanda-Barnes as the community continues to expand.</p> <p>"Federal, State, and local taxes will be collected whether this project gets approved or not. They are not going to be reduced. Ever. Especially in Illinois. This is life. Might as well have a nice road to drive on while we cry on payday."This fatalistic view of omnipresent taxes in Illinois and on the federal level is exactly why people like myself began as democrats and evolved into republicans. I'll take my 1.7 million in assets and 30 year state pension across state lines and spend it elsewhere.</p>	0	0	0	0	0f9b02f1b 077f474	Approved
Feb 22, 2025, 1291 10:27 AM	<p>Incorporate pedestrian bridges. Reconfigure Veterans and Empire so Empire bridges over Veterans enhancing traffic flow. (Similar to Highway 31 in Carmel, Indiana).</p>	0	0	0	3	10280327 1125 72a9978a	Approved
Feb 22, 2025, 1290 08:08 AM	<p>This program needs to be evaluated for woke policies and DEI personnel to be removed immediately. This whole initiative started in 2021, onset of woke DEI</p>	0	0	0	0	1026032e e8f8f495	Approved
Feb 21, 2025, 1278 01:13 PM	<p>Do not restrict the volume of traffic in any way or form. This will hurt business</p>	0	0	0	0	0f4202d26 fdc97f6	Approved
Feb 21, 2025, 1277 01:10 PM	<p>Two walking bridges: One at Eastland mall and one at college hills mall.</p>	0	0	0	0	0f4202d26 fdc97f6	Approved
Feb 21, 2025, 1276 01:10 PM	<p>#1 Redesign the confusing intersection at Veterans and Empire to a normal configuration.#2 make the turn indications at all intersections uniform throughout Bloomington/Normal. Rather than inconsistently leading and lagging; all intersections should have both directional left turns - turn simultaneously when the lights change.</p>	0	0	0	0	0f4202d26 fdc97f6	Approved
Feb 21, 2025, 1275 11:50 AM	<p>Install fencing in area's people are known to cross the most. Then install overhead walkways in that area.Stop people from begging at interchanges. That is a danger to them. And a danger to drivers stopping or distracted.</p>	0	0	0	0	0d65029f8 7a3b146	Approved
Feb 21, 2025, 1274 11:01 AM	<p>I reread more of the ideas and continue to be on board with leaving the road untouched because THERE IS NO MONEY TO PAY FOR THESE IDEAS without taking money away from those of us who actually work for a living. Read the news occasionally...</p>	0	0	0	0	0e1302cc9 0b0b8f6	Approved
Feb 21, 2025, 1273 09:20 AM	<p>I reread more of the ideas and am starting to get on board with the ones focusing on the auxiliary roads parallel with and intersecting with Veterans Parkway. This may eliminate some of the congestion, add more bike/pedestrian paths, and help lower accident rates by removing some of the unnecessary intersections.</p>	0	0	0	0	0cad0292 2815e5b1	Approved
Feb 21, 2025, 1272 07:13 AM	<p>I am working on a pedestrian overpass in Schaumburg, over Meacham by Zurich. One side needs an elevator for accessibility due to ROW constraints. The other side will be the typical ADA accessible ramp system. I also instructed the designers to add bike ramps. If IDOT, Bloomington, or Normal find funds to do overpasses then go for it. Just don't count on this federal government's funding support.</p>	0	0	0	0	10cc032f7 6a8d78f	Approved
Feb 19, 2025, 1267 06:21 PM		0	0	0	0	0df302d82 723f7eb	Approved

Feb 19, 2025,	1262 11:31 AM	View from US54.										
											0cbd0298	
Feb 19, 2025,	1261 11:30 AM	Over US54 between Pennsylvania and New York Ave.									0cbd0298	Approved
											0cbd0298	Approved
Feb 19, 2025,	1260 08:49 AM	My Grandma used to live in Liberal, KS. If you check google maps there is a pedestrian bridge that crosses US 54 Highway which is busy. It is a safe way to cross the highway, however it is not protected from ice and snow. I think several pedestrian bridges should be built with protection from ice and snow. In addition I believe this bridge would not be ADA compliant. I think the pedestrian bridges should be covered folding ice and snow as well as ADA compliant.I like the setup of Veterans Parkway. I like the 6 lanes.									0fa302f42	
Feb 19, 2025,	1259 07:24 AM	Bubble wrap all vehicles, pedestrians, cyclists, and obstacles so everyone will feel safe.									4ba35a9	Approved
Feb 18, 2025,	1255 01:54 PM	More options to cross it it on foot or by bicycle that are safe.									10c2032c6	
Feb 18, 2025,	1251 11:04 AM	Why not create new and improve existing access/secondary roads?									3a87f23	Approved
											0e8d02ce	
											56ec8a5c	Approved
											10db0332	
											1c5a216e	Approved
Feb 18, 2025,	1250 08:10 AM	As things are now, stop trying to make VP carry the entire load. It wasn't designed to be a faster bypass, carry this much volume, include bikes/pedestrians, and have so many restaurants and shops flanking it. So, with that I say ease the burden. Let the big feeder roads pass under it and have the bike/ped crossings run there in parallel to relive congestion and bad intersections. Then to gain access to Vets, have at grade ramps like in bigger towns. Next, divert some of the smaller east/west roads into/onto access roads along the sides of VP instead of allowing access it via intersections. I'm saying use access roads to feed the shopping and food spots. Use Veterans as a higher speed, but limited access bypass around town. Then improve and create the big main road accesses at Ft. Jesse, College, Vernon, and Route 9 only. I know this is a ROUGH idea, but I think there could be some merit to it.									10db0332	
Feb 18, 2025,	1249 07:57 AM	I suggest lowering the speed limit to 35mph because there is too much heavy traffic and should and can only travel at this limit anyway.									1c5a216e	Approved
Feb 18, 2025,	1248 07:32 AM	Tax. Spend. Tax. Spend. Repeat. Sigh.									0f6c032c0	
											0122be1	Approved
											106b0322	
											e2f443fc	Approved
Feb 17, 2025,	1244 08:43 PM	have you ever been in a town that has nothing but roundabouts? They use them in a lot of towns on the east coast. Believe me, there are more accidents with roundabouts. Plus, the traffic on VP would become horrible too much traffic for roundabouts.									0e1d02cc	
											1133 b6ea03bb	Approved
Feb 17, 2025,	1241 06:47 PM	Veteran's Pkwy began as a state highway then changed to a bypass after the interstate completion. As the need became greater & our towns grew, it was expanded to the current 6 lanes (north & south). I feel for those who traversed this busy road by foot, some ending in tragedy. However, with the traffic it carries, it was never meant to be a "cross by walking" roadway. Would not want to see \$\$\$ put into tearing it apart & redoing it when a simple solution could be to introduce more bus/shuttle service. Yes, the intersection at Empire/Rt 9 as well as the lights next to it in all directions, have always been crazy. Could those be refigured, yes that area should be, but leave the rest of Veteran's Parkway alone.									0ea802f96	
Feb 17, 2025,	1239 06:13 PM	sidewalks and pedestrians overpass.									f5dce6b	Approved
											0e2902df8	
											33b3b3d	Approved

Feb 17, 2025, 1214 07:28 AM	Yes.	0	0	0	1	10e70336 1160 1b5389b2	Approved
Feb 17, 2025, 1213 07:27 AM	"I absolutely agree with all of what's listed above!" - Every speeder, red light runner, and texter in BloNo.	0	0	0	2	10e70336 1161 1b5389b2	Approved
Feb 16, 2025, 1212 10:47 PM	I have lived in Bloomington/Normal all my life. I can remember when Veterans had next to nothing on it and the speed limit was much higher. As time is passing on. Our wonderful towns are being destroyed like this is Chicago. No one wants to live in a concrete jungle. Speed limits need to be inforced, and pedestrians need to use the crosswalks that we have. Not run across 6 lanes of traffic, because it's more convenient. Then use that money to make public transportation more convenient.	0	0	0	0	0fa902f51 9fae891	Approved
Feb 16, 2025, 1209 09:08 PM	wide sidewalks - more trees / landscaping to make it more visually appealing. Pedestrian overpasses.	0	0	0	0	1020032c eb7c20fb	Approved
Feb 16, 2025, 1207 04:36 PM	I wish there was more of a police presence on Veterans. There's so much speeding and people on their phones. I'm not sure why the bus routes were stopped so that people could safely get across Veterans. I feel bad for people yrying to cross on foot. That seriously needs to be fixed. There's a lot of wrecks at Veterans and Ft Jesse. It's wide open and easy to see so I guess it's driver error, running lights or following too closely which happens a lot. To me that's the only issues and not that hard to fix. People are driving too fast and recklessly, I hear them racing on Veterans quite a few blocks away. Needs a ticket to stop that stuff. It's endangering lives.	0	0	0	0	111e0357 19366778	Approved
Feb 16, 2025, 1206 03:24 PM	Veterans is in major need of wide sidewalks and safe pedestrian/bike crossings at intersections. At one or two of the most major pedestrian areas of the road, something like the underpass at main and college in Normal would be fantastic.	0	0	0	0	0f9702ff2 5115593	Approved
Feb 15, 2025, 1198 09:09 PM	we need better cross walks particularly at college and empire crossing	0	0	0	0	0f9a02f12 c62a6fa	Approved
Feb 15, 2025, 1191 11:00 AM	Agree completely.	0	0	0	1	12f0037e2 55 1e24ca4	Approved
Feb 15, 2025, 1190 10:59 AM	Traffic patterns and unsafe or poor driving are certainly a big part of the problem.	0	0	0	1	12f0037e2 45 1e24ca4	Approved
Feb 15, 2025, 1189 10:58 AM	Agree. Extend frontage roads and add pedestrian walks and frequent bus stops.	0	0	0	1	12f0037e2 24 1e24ca4	Approved
Feb 15, 2025, 1188 10:56 AM	There is nowhere for pedestrians to safely walk once they do manage to cross Veterans. It's either frontage roads or parking lots or ingress/egress lanes. I think smaller vans providing public transport could help non-drivers along and across Veterans.	0	0	0	1	12f0037e2 13 1e24ca4	Approved
Feb 15, 2025, 1187 10:52 AM	Absolutely. It's bad on Veterans and every other thoroughfare throughout Bloomington and Normal. There are many intersections with no markings whatsoever.	0	0	0	1	12f0037e2 10 1e24ca4	Approved
Feb 15, 2025, 1186 10:51 AM	Agree with the excessive speeding.	0	0	0	1	12f0037e2 9 1e24ca4	Approved
Feb 15, 2025, 1185 10:49 AM	A better frontage road system could help as well. Public transportation could ease traffic loads and provide non-drivers access along and across Veterans. Smaller commuter vans that just serve this area. They would have to be frequent enough to be effective. With stops on the frontage roads and in major strip store and office locations.	0	0	0	2	12f0037e2 62 1e24ca4	Approved
Feb 15, 2025, 1184 10:48 AM	Agree. The medians and islands on and near intersections are not well marked. Nor are they anywhere else. Another cheaper help would be to maintain the road markings/stripping/turn lanes/stop stripes, etc.	0	0	0	1	12f0037e2 5 1e24ca4	Approved
Feb 15, 2025, 1183 10:43 AM	A big part of the equation is the existing and future property use on both sides of Veterans, and how it is accessed. The intersections with Veterans are a big problem, especially with turns and ingress/egress traffic to lots on these streets that were built way too close to Veterans. Also, the frontage roads could be reconfigured and run along the entire stretch of the highway. Excessive abuse of the speed limit is another problem; either reduce it, enforce it, or add more lights to slow it down. Lastly, find an alternative way to publicly transport non-drivers across and along Veterans.	0	0	0	1	12f0037e2 315 1e24ca4	Approved
Feb 15, 2025, 1181 10:37 AM		0	0	0	0	12f0037e2 1e24ca4	Approved

Feb 15, 2025, 1178 09:49 AM	Create a freeway type road with on/off ramps like highway 74 in Peoria.	0	0	0	0	100702fb8 fad0cda	Approved
Feb 15, 2025, 1177 09:48 AM	I would love to see pedestrian foot bridges at most intersections. I would also like to study the feasibility of options such as a train system of some kind that makes a loop around vets to main and returns to vets along the north side of town. If safe, affordable, and convenient public transit is an option people will use it. The city could also invest in better options for public parking that would alleviate many of the space issues we are experiencing due to our growing population: I would suggest looking two our neighbors in Carmel IN a city roughy the size of Bloomington Normal that his funded many of these projects through Tax Increment Financing. In this plan the Cities would use partnerships with potential developers to approve projects that increase the assessed value of a given plot of land. So instead of a single business with a massive surface level parking lot. You can fit multiple business and high density multi family housing with a parking deck on the same plot of land there by increasing its taxable value and the city uses that increase tax revenue to pay off the loan taken out by the city and the developer to pay for the necessary infrastructure improvements to make that project happen. After 20 years when the taxes and any additional revenue created from that project will go straight into the city's general fund to pay for more infrastructure improvements. We can think outside the box here and come up with long term sustainable solutions to make Bloomington Normal the incredible place to live that it could be.	0	0	0	0	10310306 82d89a79	Approved
Feb 15, 2025, 1175 08:11 AM	None of these ideas will ever come to fruition. This is from WGLT:The Governor's Office of Management and Budget in November projected a \$3.2 billion deficit — and warned that "the ability to fund new programs will be severely limited." "It's very important that we live within our means in this state, and that we not resort to tax increases as a way to, you know, to balance the budget," Pritzker said last month.	0	0	0	0	10b40327 7c8a551b	Approved
Feb 15, 2025, 1172 07:43 AM	Construct elevated foot bridges that are enclosed, (think chain link fencing like material), at the major intersections between Fort Jesse Rd, and Oakland Ave. this would allow foot traffic to avoid the road way. They would need to be constructed in such a fashion tha would allow unmotorized bicycles to be walked over the roadway as well.	0	0	0	0	0d5c02a6 92288ab2	Approved
Feb 15, 2025, 1171 07:42 AM	I like enforcement cameras. We were t-boned by a driver blowing through an intersection who almost killed all 4 of us. Our van rolled 7 times. Red light cameras are a great way to reduce people who run the red lights.	0	0	0	2	1161 0faa02f6b 8af6727	Approved
Feb 15, 2025, 1170 07:40 AM	The Federal and State funding portions of the Normal Underpass project should be reallocated to multiple bike / pedestrian overpasses over Veterans parkway. I suggest considering overpasses at Lincoln, Washington, Empire, College, and Fort Jesse and two Union Pacific Railroad overpasses at Fell and University. Let's not waste our precious taxpayer dollars on one massive project with very little safety benefit.	0	0	0	0	0faa02f6b 8af6727	Approved
Feb 15, 2025, 1167 05:43 AM	traffic lights, traffic controllers, maintaining signs, etc will save money of we eliminate them completely!! That's why we need other modes of transportation on major roadways besides cars.Cars should belong in residential streets. Let's save the environment people!	0	0	0	0	1.25E+16	Approved
Feb 15, 2025, 1166 05:34 AM	Malls were great 25 years ago. Now 25 years later they are obsolete.Now we need to think about the year 2050. Driving will be obsolete like having a home landline phone hookup.	0	0	0	1	1090 1.25E+16	Approved
Feb 15, 2025, 1165 05:32 AM	I agree. We have amtrak so why not have a city train on ground or underground to connect to ISU, Rivian, HCC, meijers, hyvee, schnucks, and other major hubs like state farm	0	0	0	2	1079 1.25E+16	Approved
Feb 14, 2025, 1162 08:54 PM	What we need to do is the following.1. Reprogram the traffic lights to not break green waves when someone wants to cross Veterans' Parkway and INCREASE the speed limit to 55, which is what people would naturally drive on Veterans'. It's an arterial ring road; treat it as such.2. Add traffic lights at the intersections of Empire and Service Dr. and Empire and Mt. Vernon Dr. that are normally green unless a pedestrian wishes to cross. This will allow pedestrians to cross at lower intensity areas than trying to cross at the Empire and Veterans' intersection.3. Maintain the road markings.	0	0	0	0	0d53029c dfefe81c	Approved

There are multiple reasons why this should not be done.1. When red light cameras were being used in Chicago, the yellow lights were faster than allowed under law. <https://www.chicagotribune.com/2014/10/12/how-chic...> 2. Red light cameras have been proven to increase rear-end collisions.<https://mctrans.ce.ufl.edu/why-does-the-presence-o> 3. In Illinois, subsection k requires signage stating the intersection is monitored AND signage stating if right turns are permitted or prohibited. This imposes a cost to each of the municipalities.<https://www.ilga.gov/legislation/ilcs/documents/06...> 5. Subsection k-5 of that law requires that the yellow change interval comply with IMUTCD and that the interval cannot be changed from a period starting six months before the cameras are installed. 6. Subsection k-7 requires a safety impact study be done after installation and every two years PER INTERSECTION. This is another expense.7. Speed enforcement by cameras is only legal adjacent to properties owned by schools on school days between 6am and 9pm or owned by parks from one hour before the park opens to one hour after the park closes. There MAY be areas of Veteran's Parkway that are eligible, but not in the "main" area from Home Depot to the car dealers. Signage must also be erected, at the taxpayer's expense.<https://www.ilga.gov/legislation/ilcs/documents/06.....> 8. Nobody likes enforcement cameras and the sentiment is universal. Vandalism is common, easy, and hard to prove, but repairing the system is an expense on taxpayers just so the taxpayer can be fined.

Feb 14, 2025, 1161 08:54 PM	https://www.reddit.com/r/TorontoDriving/comments/1..... https://www.thenewspaper.com/news/82/8239.asp 9. Automated enforcement has a disproportionate effect on minorities. https://www.pbs.org/newshour/show/why-automated-sp...	0	0	0	1	1154	dfefe81c	0d53029c	Approved
Feb 14, 2025, 1160 08:29 PM	Whatever happens, I would like to see more trees / greenery. Trees are great natural pedestrian / cyclist barricades and I think should be used. Please for the love of God no Bradford pears. Just use native trees. We have plenty to Illinois that fit the bill for civil engineers	0	0	0	0		355a5dc	0f0603273	Approved
Feb 14, 2025, 1156 04:06 PM	Take a government class so you will understand how taxes are collected and used.	0	0	0	6	1070	72a9978a	10280327	Approved
Feb 14, 2025, 1155 04:04 PM	I assume the poster was referring to income tax, not sales tax. Sales tax is a small fraction of the total taxes collected whereas income tax from employment comprises the bulk. No income tax from employment means no taxes paid for infrastructural improvements.	0	0	0	6	1070	72a9978a	10280327	Approved
Feb 14, 2025, 1154 03:57 PM	I see value added by incorporating the use of traffic enforcement cameras. These could be utilized to create tickets for speed, texting, as well as red light violations.	0	0	0	0		16764c4c	0cb90297	Approved
Feb 14, 2025, 1153 03:42 PM	That could be neat. I'd like to see what that looks like. Maybe, College, Vernon, and Rt 9 included.	0	0	0	1	1137	16764c4c	0cb90297	Approved
Feb 14, 2025, 1150 01:39 PM	Veterans, cyclists and trees can all get along.	0	0	0	0		16764c4c	0cb90297	Approved
Feb 14, 2025, 1149 01:33 PM	Yes. That.	0	0	0	1	1145	16764c4c	0cb90297	Approved
Feb 14, 2025, 1146 12:57 PM	Pedestrians crossing WITH the walk lights at either Washington or Empire are at high risk. Many persons drive as if they have right of way over pedestrians who obey the traffic lights. Many drivers routinely stop their cars where they block the pedestrian crosswalks, exacerbating matters. Public transit (Connect) has only one bus per hour that crosses Veterans in the area. So a shopper returning must wait at a bus stop about an hour to avoid crossing Veterans unsafely on foot.	0	0	0	0		23f45dee	0cb9029d	Approved
Feb 14, 2025, 1145 11:36 AM	Open up and improve the arterial roads leading up to and surrounding Vets.	0	0	0	0		1b5389b2	10e70336	Approved
Feb 14, 2025, 1143 10:54 AM	Meet George Jetson, his boy Elroy.....	0	0	0	3	1071	7c8a551b	10b40327	Approved
Feb 14, 2025, 1142 10:30 AM	My name is Don Quixote and I DEMAND that windmills be placed along Veteran's Parkway! I am ENTITLED to windmills because I am DOWN WITH THE STRUGGLE! More exclamation points!!!!!!	0	0	0	0		b343863f	10a60326	Approved
Feb 14, 2025, 1141 10:24 AM	Acronyms are not your friend.	0	0	0	1	1080	1152d98b	0dcd02c7	Approved

https://veteransparkwayvision.mysocialpinpoint.com/download_file/27

Feb 14, 2025,									10e70336	
1140	10:21 AM	Agree. I find myself going out to VP just to avoid all the north and south zig-zagging and congestion in town. Lesser of two evils.	0	0	0	1		1135	1b5389b2	Approved
Feb 14, 2025,									0dcd02c7	
1139	10:20 AM	I hope that you meant NEW buildings...	0	0	0	1		1091	1152d98b	Approved
		'Veterans is unfriendly to pedestrians and bikers, Lai said, with people often stuck with long walks between intersections, or crossing the road wherever they can'.--A road is neither friendly nor unfriendly. These adjectives are anthropomorphized words used to elicit emotional reactions to a problem rather than using critical thinking skills. Millions of dollars to decrease the amount of walking and biking distance for pedestrians. Is it not the point of these activities to get MORE exercise? Let us assume that a very small number of people walk or bike for reasons other than exercise. Millions of dollars to accommodate a tiny percentage of the population is absurd. "And as a driver on Veterans, it is scary to me when people are darting across the road, particularly at night."--Millions of dollars to keep irresponsible people from running onto a highway at night? How is this the responsibility of anyone other than those who want to take themselves out of the gene pool? Again, using a planning member's own personal emotional reaction to sway public opinion is sophistry at best and politics 101 at worst. "The planning commission had previously reported several locations along the road, particularly in the central section, have much higher crash rates of all degrees than anywhere else in the Twin Cities. The roadway also has the highest rate per 100,000 crashes of producing either fatalities or serious, potentially life-altering injuries, said the commission." --Statistics can be, and usually are, used to sway public opinion in favor of spending millions of dollars to fix a non-existent problem. Yes, crash rates will be higher in these locations because that is where all the vehicles are located. Shark attacks are more likely close to shore because that is where all the people are located. Who will pay millions of dollars for projects based upon these specious arguments? The taxpayers.							0dcd02c7	
Feb 14, 2025,									1152d98b	Approved
1138	10:18 AM		0	0	0	0			10e70336	
Feb 14, 2025,									1b5389b2	Approved
1137	10:18 AM	I wouldn't hate to see the big east/west roads (College, Rt9) running under Vets, honestly. Then have mini-ramps to gain access or jump off.	0	0	0	0			10e70336	
Feb 14, 2025,									1133	1b5389b2
1136	10:17 AM	Roundabouts work well for some intersections for sure.	0	0	0	1			10e70336	Approved
Feb 14, 2025,									1b5389b2	Approved
1135	10:16 AM	Improve side streets around Vets and throughout town(s) to make it easier, safer and quicker to get from place to place without using Vets.	0	0	0	0			10e70336	
Feb 14, 2025,									1b5389b2	Approved
1133	10:07 AM	Roundabouts instead of lights would be great.	0	0	0	0			10e70336	
Feb 14, 2025,									1b5389b2	Approved
1131	10:04 AM	It would also reduce traffic flow if you could get onto Vet's/I55 at Raab. Both North and South. Right there were the east end of Rabb dies into Vets. Open that up with access both directions.	0	0	0	1		1127	1b5389b2	Approved
Feb 14, 2025,									10e70336	
1130	10:00 AM	Imagine how great it would be to be able to get from Main Street to Menards, Community, or Eastview via Raab without having to use Towanda and/or 66.	0	0	0	1		1127	1b5389b2	Approved
		I agree with some comments below about the need to look at BloNo as a whole in terms of the future. Integrating more transportation other than cars is also important. Creating better traffic flows within the beltline would also take some of the bloat away from VP.							10e70336	
Feb 14, 2025,									1b5389b2	Approved
1128	09:58 AM		0	0	0	0			10e70336	
Feb 14, 2025,									1b5389b2	Approved
1127	09:55 AM	Raab needs to connect at the North End of VP. Towanda needs to be four-laned out all the way to Northtown.	0	0	0	0			10e70336	
Feb 14, 2025,									1b5389b2	Approved
1126	09:49 AM	Nicer lighting would be an improvement. Not just the hue for illumination the roadway, but also some additional scenic lighting to make it feel more like a new/modern area.	0	0	0	0			10e70336	
		No one said anything about "distributed willy-nilly". I didn't think this was the proper forum to explain the details and timing of the US tax system... but let me elaborate. Broadly, taxes are collected, distributed to different departments, and a budget meeting is held to decide how the money gets spent. The State and Federal DOTs have a certain amount of grant funding that can be applied for. They make decisions on who gets that money for local funding... every year. So, yes, a significant portion of both State and Federal taxes that we pay (and will continue to pay) i.e. IL Motor Fuel Tax, FHWA grants, etc... could be spent anywhere other than here in BN. I think you are taking it a bit too literally... yeah this might be a 2028 project so, sure, I guess the taxes haven't technically been collected yet... but they are ear-marking future tax revenue for various projects. They don't just wake up on April 16th and start trying to decide how to spend the money for that year. Besides the above semantics, the bigger picture is this; Federal, State, and local taxes will be collected whether this project gets approved or not. They are not going to be reduced. Ever. Especially in Illinois. This is life. Might as well have a nice road to drive on while we cry on payday.							0fce02f4e	
Feb 14, 2025,									879	7df6806
1125	09:49 AM		0	0	0	2				Approved

Feb 14, 2025, 1124 09:43 AM	create livability zones along Veterans Parkway that provide conditions that provide pedestrians with time and safety to cross the highway. For example residents of Anglers Manor and Westminster Village want to be able to walk or use a motorized wheel chair to go from Mercer Ave across Veterans to access Aldi's and CVS	0	0	0	0	0fff03011 bc23629	Approved
Feb 14, 2025, 1122 09:14 AM	Agree about the red light violations, texting and speeding. Bring on the enforcement.	0	0	0	0	10e70336 1b5389b2	Approved
Feb 14, 2025, 1121 09:13 AM	Interconnect Constitution Trail into Vet's. Thing is though, the lanes really should be protected from traffic. If that is done though, I'd ride my bike with my family to get more places. It's just difficult now because you are trapped in or out by Vet's instead of being able to utilize it as part of the bigger bike/run/walk network.	0	0	0	0	10e70336 1b5389b2	Approved
Feb 14, 2025, 1120 09:10 AM	I'd like to have a view of things other than parking lots, stores and restaurants. Sure looks an awful lot like a suburb. Sure would be nice if there were more trees, parks, and green spaces to see.	0	0	0	0	10e70336 1b5389b2	Approved
Feb 14, 2025, 1119 09:08 AM	Please consider traffic cameras for both red light runners as well as speeders. I was hit with one up in Orland Park. The ticket arrived here in the mail. It showed my car, the plate, and me in the intersection while the light was red. No contest, I paid the ticket. And for those who claim it's some sort of "violation of their rights", I say boo-hoo. A police officer parked on the shoulder can do the exact same thing. You want to drive like that, pay the price.	0	0	0	0	10e70336 1b5389b2	Approved
Feb 14, 2025, 1115 08:28 AM	Overpasses for pedestrians and bike traffic.	0	0	0	0	10d40331 53c38853	Approved
Feb 14, 2025, 1114 08:27 AM	Red light enforcement cameras with tickets issued via mail.	0	0	0	0	10d40331 53c38853	Approved
Feb 14, 2025, 1107 03:49 AM	agre	0	0	0	1	1096 10781d63 0d6102a7	Approved
Feb 14, 2025, 1106 03:48 AM	Reduce the speed limit. Low cost, effective.	0	0	0	0	10781d63 131b038c	Approved
Feb 13, 2025, 1096 08:50 PM	Reduce the speed limit and enforce it!! This requires no tax payer dollars.	0	0	0	0	38bb080e	Approved
Feb 13, 2025, 1093 08:05 PM	A protected bike lane or bike path, but being protected is crucial. Overpass crossing for pedestrians and bikes is also needed. Throw in some Michigan lefts so that people can actually turn around and get where they need to go more easily.	0	0	0	0	0f9802ff3 666904a	Approved
Feb 13, 2025, 1091 07:57 PM	No more jew buildings use the spaces that are already there (e.g., the mall).	0	0	0	0	113b0360f 523ef43	Approved
Feb 13, 2025, 1090 07:30 PM	The speed limit needs to be reduced to 35 mph. Eastland Mall needs to be sold and property redeveloped.	0	0	0	0	0e0c02cb1 712c0c1	Approved
Feb 13, 2025, 1087 07:20 PM	I think the speed limit should be eliminated.	0	0	0	0	0ecd0300 822a09b1	Approved
Feb 13, 2025, 1086 07:19 PM	Niko is that rich and vibrant guy that was drinking his ever fresh juice in front of the red blue. Standing out there being one.	0	0	0	0	0ecd0300 822a09b1	Approved

Feb 13, 2025, 1085 07:16 PM	Who is Niko? And what is he being?but yes add more lanes	0	0	0	0	1113032f3 8c60d2b	Approved
Feb 13, 2025, 1084 07:10 PM	Add more lanes. If you're reading this, Niko, stop being one.	0	0	0	0	0ecd0300 822a09b1	Approved
Feb 13, 2025, 1083 07:08 PM	Equity has nothing to do with safety. I also Vote for jet packs. Veterans jet pack parkway.	0	0	0	0	0ecd0300 822a09b1	Approved
Feb 13, 2025, 1080 02:54 PM	I must post anonymously, but I will be in direct talks with MCRPC in the future about this PEL-type project. MCRPC may want to pursue SPR funding for this project if it is not already using the funds. The Veterans and Empire intersection could be a project where a SPUI takes Empire over or under Veterans while making the bike & Ped connections along Empire feasible. As much as people are posting about adding bike & ped accommodations directly to Veterans, there is limited comfortability on the Veterans Pkwy class II truck route. Please consider instead for both Normal and Bloomington to cooperate in reallocating space alongside parallel routes that are much lesser stressful routes, ie 1) Hershey Rd from Shepard to GE, 2) Towanda Ave from GE/Vernon to Washington, and 3) Prospect from Empire to Oakland. The VP-Empire intersection went thru some initial alternative screenings several years ago. The point here is to get bicycle and pedestrian connections moving N-S with a lower stress environment. Any pedestrian crossings of Veterans at-grade will be required to adhere to PROWAG and MUTCD signal timing for pedestrian crossings. There should be median refuges with half-cycle mainline timing to get pedestrians across efficiently when actuated.	0	0	0	0	0d5f02a79 3eae085	Approved
Feb 13, 2025, 1079 02:30 PM	Underground metro that goes around all of Bloomington and Normal. Stopping at major check points. I've seen this done in growing cities. Not sure if Bloomington is there yet, just a thought. Purchasing passes could pay this off in the long run. Maybe retire busses or most of them and free up the road.	0	0	0	1	10880325 1078 7107357a	Approved
Feb 13, 2025, 1078 02:13 PM	Definitely needing a overhead pass for walkers, e-bikes and e-scooters for major intersections of veterans parkway. (Example: Empire, Oakland, Collage, GE, Washington etc)With the increase of walkers, e-bikes and e-scooters, I'm hearing word of possibly taking away a lane on veterans parkway for them. I don't think taking away a lane would be wise as Bloomington/Normal is growing We all know how the traffic gets. I think if we need that, then we need to create something along the side of veterans parkway with protecting barrier. With the increase of walkers, e-bikes and e-scooters, we need find ways to improve the constitution trail... Expand it and make it saferAdding lighting, emergency points etc. Definitely need to figure something out for Empire, GE and maybe some other intersectionsStop lights don't stop those drivers.	0	0	0	0	10880325 7107357a	Approved
Feb 13, 2025, 1077 02:03 PM	I suggest putting pedestrian walkways over road at walkways so it's safe You could widen veterans parkway an extra lane on each side. You could have an overhead bypass for walking across the main intersections, like empire & college .I thought you were going to build a bypass for 55 a few miles east of veterans , which could help, but seems to be years away. It might be faster & easier & cheaper if the bypass for 55 was partly don on towanda barnes road , instead of new road further east.	0	0	0	0	0c0c0276b 9f36472	Approved
Feb 13, 2025, 1076 01:50 PM	think forward not backwards people!Imagine this is year 2125. Driving is obsolete just like parking lots at malls. Oh wait malls are obsolete too.	1	0	1	0	0ea902fcd 4ca5288	Approved
Feb 13, 2025, 1074 11:47 AM	Having a vehicle will be like having a home phone.Let's get with the times and get used to the fact that driving will be a thing of the past just like home phone service (landline).	0	0	0	0	10d902fba c29de4d	Approved
Feb 13, 2025, 1071 11:40 AM	are you saying the majority do not pay sales taxes when they buy groceries and non food items? I'm pretty sure the bottom line is awesome for 8 months out of the year compared to the other 4 months.	0	0	0	2	1022 c29de4d 10d902fba	Approved
Feb 13, 2025, 1070 11:36 AM		0	0	0	5	1021 c29de4d	Approved

The safest way to handle pedestrians along and across Veterans Parkway is to have barricaded sidewalks for those walking along the road and overpasses for crossing. In select locations, such as Veterans and College Ave., an underpass could be used instead. For bicycle traffic, treat the road as an interstate highway where they are limited. If cycleists insist on riding along Veterans, they can share the barricaded pedestrian paths. For crossing, they will need to dismount and use the designated crossings as a pedestrian. For the overpass crossings, to make them accessible to all, long, looping ramps could be used where possible. In tighter locations, elevators could be an option. It would be best if these overpasses were covered, if not enclosed. Inspiration for these overpasses comes from the ones near the zoo and science museum in St. Louis. Some airport terminals have similar crossings. These can be adapted to work specifically for us. The underpasses could be as simple as well lighted tunnels to a construct similar to College Ave. and Main St. Any crossing at Veterans and Empire would have to take into consideration the drainage basin there. Perhaps it's feasible to incorporate a structure(s) like what I-74 in Peoria has between directions of travel. Granted, we don't have a river or nearby creek to divert water to, but a series of cisterns could be used and possibly used to supplement fire hydrants or industrial water consumption. As for bus traffic or other public transportation, there should be no special stops on Veterans itself. The road should be for vehicle traffic only. Any special lanes and stops should be on the side streets only. Bus stops on Veterans are a danger to the bus passengers, bus drivers, and the public at large. Buses should be able to travel the road, as any other vehicle, but not stop except for traffic signals.

Feb 13, 2025,
1066 09:04 AM

0 0 0 0

Ofd002efd
728a31b Approved

We recently moved back to BN, and we've been reflecting on different traffic solutions we experienced while moving around the Midwest. Roundabouts can be effective at intersections with lower traffic demands, but at higher-volume locations, they often had a similar number of accidents. This was largely due to two factors: (1) many drivers were unfamiliar with how to properly navigate them, and (2) some attempted to speed past semi-trucks before entering the roundabout, creating additional hazards. I understand that national stats will indicate they are safer than stop lights. In our experiences, they just prompted other issues. Similarly, the bike lane experiments we saw wasn't well implemented or received. The risk to cyclists didn't disappear—it just shifted. Instead of collisions between cars and bikes, drivers ended up hitting the lane barriers, leading to new safety concerns. Winter driving conditions near barriers were terrible and often caused more problems than the barriers solved. Also, cyclists do not pay consumption/use taxes like drivers so there was elevated animosity about that when implementation occurred and lanes of roads paid for by those taxes were now not for motorists. Given these challenges, perhaps a more effective first step for Veterans Parkway would be to implement a coordinated signal timing system to ensure northbound and southbound traffic flows smoothly at the posted speed limit, minimizing unnecessary stops. I have tried to do this since returning. At posted limits, flow is interrupted too frequently. There are also too many intersections/stops on East/West "feeders" so I would encourage a study of main arteries given the wait times (i.e. Ft Jesse, College, Lincoln). Regardless of ideas, bigger cities in the Midwest have better flow than BN right now, in general, so a holistic approach is needed. On that, real-time adaptive traffic signals—which adjust based on traffic volume—could prevent bottlenecks, especially during peak hours. Expanding these improvements to Towanda Barnes at Ireland Grove, for example, might also ease congestion as the outer loop of development is extending out that way. This would be particularly advantageous around Benjamin Elementary School drop-off and pick-up times. Since AI-driven traffic monitoring is an option, using it to predict congestion patterns and dynamically adjust timing seems like a logical, cost-effective solution. Additional measures like improving left-turn signal timing at high-traffic intersections and using smart sensors to prioritize emergency vehicles would also enhance traffic flow and safety on VP. These tools exist. No need for consultants, really. Whatever solutions are pursued, I hope they focus both on efficiency and on cost-effectiveness—especially since our taxes here are already significantly higher than what we paid in our other mid-sized city stops around the Midwest.

Feb 13, 2025,
1065 08:49 AM

0 0 0 0

Of460307a
acbccda Approved

I agree over or underpasses for walkers/bikers are needed. Years ago when much of VP was completely removed and redone, I was disappointed it wasn't implemented at that time. I've lived here over 30 years, and I've learned to avoid VP if possible. I make it a practice to only cross (when driving) VP and not take it from point A to point B. It is totally possible. It just takes longer but to me, it's worth it. I agree the speed limit needs more monitoring by the police, but I would also say, if someone is more comfortable doing 40 or 35, they should consider using other streets. Sometimes the slower folks cause accidents too. Just be aware, if police stopped everyone who was speeding, it would completely stop traffic. LOLI find the idea of traffic circles intriguing, not sure with the level of traffic it would be efficient. Wonder what the stats are for the one in Normal. How has it worked out? Anyway, thanks for asking. I've seen some interesting ideas!

Feb 13, 2025,
1064 08:44 AM

0 0 0 0

Odc802c50
7ee49b1 Approved

1061	Feb 13, 2025, 06:09 AM	Three words: Personal Jet Packs. Everyone gets a free one. Going to school? Jet pack. Going to work? Jet pack. Shopping? Jet pack. My idea deserves an award but nothing big or expensive. Maybe a small trophy or something like that. I won a ribbon after taking 8th grade for the second time. It says participation award and my parents say I am the best.:)	0	0	0	0		0d7b02c2 3fe7cf84	Approved
1060	Feb 13, 2025, 06:03 AM	Get off of my lawn! NOW!	0	0	0	1	1037	3fe7cf84	Approved
1047	Feb 12, 2025, 01:35 PM	install red light cameras at each intersection and ticket abusers Stop lane surfers up and down the street. better mark turn lane I think Veterans Parkway need a crosswalk or pedestrian brige near Empire Street Shopping Center. Too many people try to cross there, usually people who live on the east side who are crossing to the shopping center. There also needs to be one further north, maybe Veterans and Ft Jesse.	0	0	0	0		0d61029ff 9ee9e94	Approved
1042	Feb 12, 2025, 12:24 PM	moved away from BN in 1977 moved back in 2023 Veterans has stayed the same only changes being another lane & some more lights that - hasn't made anything better. get rid of some of the intersections- Eastland drive, Jackson (SF doesn't need it as most SF people work from home) Lincoln and Mercer too slow it down and patrol it heavily- speeding is a big issue 35 mph would be better & travel time end-to-end would only increase 4-5 minutes. Not much of a price to pay for saving a life or too. Also Get Red light cameras - way too many people keep going This is solution that can be implemented NOW	0	0	0	0		10b502fa0 afaa0c4	Approved
1037	Feb 12, 2025, 10:30 AM	As 16-year residents of Bloomington-Normal, we've watched Veterans get more congested and dangerous. In this time, the west side has grown considerably (both Bloomington and Normal). I think the time is right for the north-south Interstate connection on the west side, to alleviate traffic in the Veterans corridor. With congestion relieved, appropriate safety measures and multi-mode travel can be implemented.	0	0	0	0		0e3702c8 a8a5a936	Approved
1031	Feb 12, 2025, 09:45 AM	Who has jurisdiction of Veteran's Parkway. I mean which Police force has jurisdiction for Veteran's Parkway? I can sit in my house, downstairs, a few blocks from Veteran's and hear cars, trucks etc. racing on Veteran's Parkway. Shouldn't this practice be stopped before any renovations are done?	0	0	0	0		0e2602cf0 684a86e	Approved
1027	Feb 12, 2025, 09:28 AM	I'm sure Mom and Dad will love paying for plates and tags on little Rusty's Schwinn so he can legally ride down the sidewalk.	0	0	0	2	523	0f3502fa2 cb9d102	Approved
1024	Feb 12, 2025, 09:21 AM	Perfectly stated and succinct.	0	0	0	1	1014	0e5d02c3 575cbc8c	Approved
1022	Feb 12, 2025, 09:05 AM	The "majority", which are NOT the majority of the population, ISU, IWU and HCC, do not work, do not pay taxes, and therefore will not be contributing to the cost of a public train system, should be subsidized by the REAL majority which is comprised of people who DO pay taxes.	0	0	0	1	1014	10c2032c6 3a87f23	Approved
1021	Feb 12, 2025, 09:04 AM	I have read these posts and a lot of comments and a common themes were: Pedestrian walkways More Crosswalks Make it better for Bikes These are not solutions to the problem but is your lifestyle to not have a vehicle. We are not a big city. This is a highway. If these solutions were implemented, it will only make it worse for all those involved with vehicles.	0	0	0	0		10c2032c6 958 3a87f23	Approved
1014	Feb 12, 2025, 08:24 AM	Call Uber	0	0	0	1	5	10960329 df838143	Approved
1013	Feb 12, 2025, 08:14 AM	I like this idea to reduce the traffic off of VP.	0	0	0	1	47	10960329 df838143	Approved
1012	Feb 12, 2025, 08:13 AM	Traffic lights with countdown timers to alert drivers how much time is remaining for green and red lights. Pedestrian countdown timers at all cross-walks. Red light cameras and enforcement (tickets/fines) at most dangerous intersections. Greater traffic patrol and police presence from Fort Jesse to Oakland Ave. Intelligent traffic control devices that monitor and adapt to real-time traffic patterns and flows.	0	0	0	0		108e0327 758a49c8	Approved
1010	Feb 12, 2025, 07:43 AM	Sorry for typo, should be aesthetically.	0	0	0	1	861	10630334 cf8ee859	Approved
1009	Feb 11, 2025, 07:15 AM	More street lights need to be added for better visibility at night times and may need some good lighting especially at major intersections like Empire Street - Veterans, Oakland - Veterans.	0	0	0	0		133c0386f 104bb00	Approved
1004	Feb 11, 2025, 10:44 PM	and having part time jobs is not enough to afford for car insurance, gas, repairs, etc. That's why public train system is probably the best route by closing down VP for good as far as car traffic is concerned.	0	0	0	3	957	11a1032f1 969fe3d	Approved
958	Feb 11, 2025, 06:38 AM	correct. Go with the majority (ISU, IWU and HCC)	0	0	0	2	805	11a1032f1 969fe3d	Approved
957	Feb 11, 2025, 06:34 AM	Studies have shown that people who sit for long periods of time suffer health issues. Standing is good.	0	0	0	1	945	0f8402f21 6eddee1	Approved
955	Feb 11, 2025, 06:04 AM								

Feb 11, 2025, 954 06:01 AM	Who will be paying for these projects? "Agree with partnering with local colleges and universities, local businesses to help finance this as this is also a benefit to them also". Colleges, universities, and local businesses are all facing economic challenges. Subsidizing these projects would be a VERY low priority for them after a cost/benefit analysis has been completed. The idea that competing businesses would, even if they could, agree to 'help finance' an infrastructural project is laughable at best.	0	0	0	1	Of8402f21 655 6eddee1	Approved
Feb 11, 2025, 953 05:58 AM		0	0	0	1	Of8402f21 890 6eddee1	Approved
Feb 10, 2025, 945 10:00 PM	Can we fix the bus stops so it's more than a sign to stand by?	0	0	0	0	126a0350 dbf5e918	Approved
Feb 10, 2025, 942 09:23 PM	If new high-traffic businesses continue to be developed in every available space along Veterans Parkway, conveniently place or not, there will be little to no opportunity for future upgrades or infrastructure improvements. Make it safe for pedestrians and bikers. It would be great if we could use this road besides just all crazy cars going way above the speed limit and having 1 million different turn off/intersections that are dangerous. Adding a bike lane will not help. It would cause unnecessary deaths and injuries to bikers with cars going at speeds 40+ miles per hour and also a high population of people under 25 and elderly driving on these roads. This is in addition to the major liability would have for Bloomington and normal government when lawsuits arise from this. So, probably need a separate sidewalk along veterans parallel to the road Critical that this links with Constitution Trail and/or streets that link there. Super critical that whatever links to Constitution Trail is pedestrian and biker, friendly, i.e. something like a bridge or underpass, definitely not a crosswalk. Agree with partnering with local colleges and universities, local businesses to help finance this as this is also a benefit to them also.	0	0	0	0	10290303 16155ba4	Approved
Feb 10, 2025, 890 01:06 PM	Your argument is that since the taxes have been collected already we might as well have them spent locally. The use it or lose it argument does not apply here since the taxes for these projects HAVE NOT been collected and the various municipalities in Illinois all have funds which are allocated for certain projects and only those projects. Taxes do not go into one big pot and are then distributed willy-nilly as you imply.	0	0	0	0	Od6202c9 140f82ec	Approved
Feb 10, 2025, 879 08:07 AM		0	0	0	1	Od6d02c6 442 4fd216a8	Approved
Feb 10, 2025, 878 07:55 AM	There are so many generalizations, logical fallacies, and just plain untrue statements in this comment that it does not warrant rebuttal.	0	0	0	1	Od6d02c6 659 4fd216a8	Approved
Feb 08, 2025, 866 08:27 AM	Yes, exactly.	0	0	0	1	107f03298 312 335c98b	Approved
Feb 08, 2025, 865 08:25 AM	This comment is an ad hominem attack on the poster and should be deleted by the moderators.	0	0	0	2	107f03298 356 335c98b	Approved
Feb 08, 2025, 862 08:20 AM	Who is going to pay for these projects?	0	0	0	1	107f03298 861 335c98b	Approved
Feb 07, 2025, 861 09:46 PM	For the project team: I think this redesign should consider it as a a people movement redesign spanning the neighborhoods/businesses a mile on each side of VP. It's just not a VP redesign.From this big-picture theme, then groups of neighborhood bike/pedestrian traffic on either side of VP can be safely funneled to a few VP crossings (e.g. bridges/underpasses). Funneling to a few key spots can help manage costs. This "east/west" funneling concept means designing ascetically pleasing VP barriers (e.g. natural or hard scape) to prevent or discourage rogue bike/ped VP crossings. I think a design challenge with this theme (and maybe a lot of design themes) is how to prevent rogue bike/ped crossings where vehicle intersections must be present. Hopefully finding engineering solutions to this will also help improve the movement and safety of vehicle VP intersections with minimal costs.The implementation can be over many years to spread costs and even learn with each new phase. For example, implementing a funnel concept using the 'Jumer/Jason's Deli' underpass trail crossing might be an easier first step. This means implementing bike/ped barriers on both sides of VP from College to GE or maybe even Clearwater that may also influence minor changes to the GE/VP vehicle intersection. Some minor changes to side streets/sidewalks to also help funnel neighborhood bike/ped traffic to the trail and then underpass should be considered. The actual VP road/lanes may not need changed at all in this section. Another potential next phase is implementing a bike/ped safe crossing near Lincoln St to take advantage of a partial funnel/trail from neighborhoods along Lincoln - as far east as Old Farm Lakes and as far west as the trail near Bunn St./Lakeside. Unfortunately this will probably need a little more improvements to sidewalks and the trail to help complete this east/west funnel.	0	0	0	0	10630334 cfee859	Approved

Feb 07, 2025,									0fb70324c
846 09:58 AM	Who will be paying for these projects?	0	0	0	1	1	95f0035	Approved	0fb70324c
Feb 07, 2025,									0fb70324c
845 09:58 AM	Buy a car.	0	0	0	1	5	95f0035	Approved	0fb70324c
Feb 07, 2025,									0fb70324c
844 09:57 AM	Who will fund these projects?	0	0	0	1	7	95f0035	Approved	0fb70324c
Feb 07, 2025,									0fb70324c
843 09:56 AM	Double ditto.	0	0	0	2	23	95f0035	Approved	0fb70324c
Feb 07, 2025,									0fb70324c
842 09:56 AM	Get a job and buy a car.	0	0	0	1	148	95f0035	Approved	0fb70324c
Feb 07, 2025,									0fb70324c
841 09:55 AM	Agree 100%.	0	0	0	1	179	95f0035	Approved	0fb70324c
Feb 07, 2025,									0fb70324c
840 09:53 AM	College students do not pay taxes so they have no basis for asking those of us who do to subsidize their lifestyles.	0	0	0	1	279	95f0035	Approved	0fb70324c
Feb 07, 2025,									0fb70324c
839 09:51 AM	Chemberly Harris is running for mayor of Normal and fully endorsed this study. Now we know the candidate for whom we will not be voting.	0	0	0	1	283	95f0035	Approved	0fb70324c
Feb 07, 2025,									0fb70324c
838 09:48 AM	Buy a car. Problem solved.	0	0	0	1	295	95f0035	Approved	0fb70324c
Feb 07, 2025,									0fb70324c
837 09:47 AM	How will the taxpayers fund these projects?	0	0	0	1	318	95f0035	Approved	0fb70324c
Feb 07, 2025,									0fb70324c
836 09:46 AM	Haha! How did this comment get by the moderators? Well said.	0	0	0	2	433	95f0035	Approved	0fb70324c
Feb 07, 2025,									0fb70324c
835 09:46 AM	Using bold text will not nullify the COST to the taxpayer for these projects.	0	0	0	1	328	95f0035	Approved	0fb70324c
Feb 07, 2025,									0fb70324c
834 09:42 AM	Agree. Well said.	0	0	0	2	349	95f0035	Approved	0fb70324c
Feb 07, 2025,									0fb70324c
833 09:41 AM	Who will be paying for your grand vision?	0	0	0	1	339	95f0035	Approved	0fb70324c
Feb 07, 2025,									0fb70324c
832 09:40 AM	Because the poster is obviously NOT a taxpayer.	0	0	0	2	346	95f0035	Approved	0fb70324c
Feb 07, 2025,									0fb70324c
831 09:39 AM	Agree.	0	0	0	2	365	95f0035	Approved	0fb70324c
Feb 07, 2025,									0fb70324c
830 09:38 AM	I assume this is a facetious comment. If so, it's funny. My inability to determine if this is a satirical or serious comment is concerning to me and should therefore be concerning for every taxpayer.	0	0	0	1	382	95f0035	Approved	0fb70324c
Feb 07, 2025,									0fb70324c
829 09:34 AM	Gangs?	0	0	0	2	429	95f0035	Approved	0fb70324c
Feb 07, 2025,									0fb70324c
828 09:32 AM	Yes, this.	0	0	0	1	428	95f0035	Approved	0fb70324c
Feb 07, 2025,									0fb70324c
827 09:32 AM	Who will be paying for these projects?	0	0	0	1	439	95f0035	Approved	0fb70324c
Feb 07, 2025,									0fb70324c
825 09:28 AM	Yes, this.	0	0	0	1	444	95f0035	Approved	0fb70324c
Feb 07, 2025,									0fb70324c
824 09:27 AM	Ha ha well said.	0	0	0	1	500	95f0035	Approved	0fb70324c
Feb 07, 2025,									0fb70324c
823 09:25 AM	I'm sure Mom and Dad will love paying for plates and tags on little Rusty's Schwinn so he can legally ride down the sidewalk.	0	0	0	1	522	95f0035	Approved	0fb70324c
Feb 07, 2025,									0fb70324c
822 09:22 AM	You are not wrong.	0	0	0	1	526	95f0035	Approved	0fb70324c
Feb 07, 2025,									0fb70324c
821 09:21 AM	Who is going to pay for these pedestrian bridges?	0	0	0	2	590	95f0035	Approved	0fb70324c
Feb 07, 2025,									0fb70324c
820 09:20 AM	Well stated.	0	0	0	1	561	95f0035	Approved	0fb70324c

Feb 07, 2025, 819 09:18 AM	Who is going to be paying for these projects?	0	0	0	1	606 95f0035	Approved
Feb 07, 2025, 818 09:18 AM	Don't break traffic laws and you won't have to worry about paying a ticket. Ticket revenue would be great for funding budgets which could use an injection of cash.	0	0	0	2	774 95f0035	Approved
Feb 07, 2025, 810 09:10 AM	Who is will be responsible for paying to build said overpasses?	0	0	0	1	747 95f0035	Approved
Feb 07, 2025, 809 09:09 AM	Most people are adamantly against paying more taxes for these projects.	0	0	0	1	749 95f0035	Approved
Feb 07, 2025, 808 09:07 AM	Who is going to pay for this project?	0	0	0	1	750 95f0035	Approved
Feb 07, 2025, 806 09:06 AM	Who is going to pay for these projects?	0	0	0	1	783 95f0035	Approved
Feb 07, 2025, 805 09:02 AM	So non-college students do not count in your worldview of the future? Also, I'm not paying more taxes to subsidize a generation which refuses to get a part-time job to purchase a car, gas, etc. I have over two decades of experience working at I.S.U. Almost none of them have a job.	0	0	0	1	804 95f0035	Approved
Feb 07, 2025, 804 06:52 AM	I think we need to replicate what other college towns have or will possibly be planning.Partner with those colleges and ask for their feedback. Remember the college students are the future as well as their children and their children's children.Less cars the better until they make everything affordable to own a car like insurance, repairs, gas, charging, free parking, etc.	0	0	0	0	1169032c e214d13c	Approved
Feb 03, 2025, 785 03:11 PM	Bike/walking lanes that are only divided by a line of paint does nothing for pedestrian safety... it's a false sense of security... all the road trash/liter moves over into the "lane"... home owners put bulk yard waste, garbage/recycling cans in the lane, and on busier roads like Veteran's the Police won't protect us from those who don't respect them and then create it more dangerous as people use them with no protection for hit and runs, or aggressive passers or cars pulling onto them before turn lanes... protected lanes must be protected.	0	0	0	0	11820323 9c58a367	Approved
Feb 03, 2025, 783 03:06 PM	Bridges over the road or tunnels under the road are the only truly 100% safe way to cross, the Washington one over the train tracks and the Oakland overpass are great examples as well as the underpasses going East on the CT along Vernon/GE. Think about the safety it would add on Washington St. with all the foot and bike traffic there for shoppers, SF lunch go-ers and more.	0	0	0	0	11820323 9c58a367	Approved
Feb 03, 2025, 774 09:28 AM	I agree with a stronger police presence- way too many red-lights are ran on Veterans. As someone from Chicago, I would highly advise AGAINST traffic cameras. These have issued more citations than deserved, and from what I'm aware the average ticket is \$100. While I believe those that choose to run a blatant red-light deserve to face consequences, receiving a \$100 ticket for passing an intersection on a solid yellow is not something you want to experience. This would eventually cause even more traffic jams as cars would come to a complete stop prematurely and possibly increase car accidents.	0	0	0	1	0e6402cfd 618 a5f6d27	Approved

		Please research "strong towns." "Strong towns" is a great concept to plan for Blono (think Chicago neighborhoods that provide housing and access to needs like groceries within walking distance and in multi-use buildings). Blono prioritizes car traffic over all else. Other forms of transportation should be prioritized now over cars into the future. Bike lanes should be added with a barrier from VP. Pedestrian access should be made available wherever possible, especially across VP. It would be great if the Constitution trail could lead to basic needs like grocery stores. Public transportation should improve and expand. For example, adding electric cars on Veterans, Empire, College Ave, etcWe should stop subsidizing suburban sprawl and start condensing our urban center. This also creates more property tax possibilities. When handing out building permits, only accept construction plans for multi-use buildings that could easily be converted to another use, and no more big box stores. (No more strip malls, think affordable apartment buildings with businesses below.)Too many roads in our community are dead ends. While this reduces traffic in these places, better planning for flow is needed as changes are made. Create a tiny house area for homeless? Side note: More affordable housing should become available in buildings that already exist. Don't let out of town firms purchase and hold property hostage.								13840386f	
Feb 01, 2025,	765 12:04 PM	Thanks!	0	0	0	0				235e5a7	Approved
Jan 30, 2025,	750 02:41 PM	Construct an OVERPASS for VP over the Rt. 9 intersection.....seems like there is enough room to accommodate the north/south grade elevation approaches AND still have on/off ramps to Rt 9	0	0	0	0				Oeea02fdc	Approved
		As an avid biker, I am against adding bike lanes to Veterans Parkway. I do not want to bike alongside the noise, pollution, and visuals of a busy roadway even if "protected" by a barrier. Instead I am adamantly for the addition of over/under-passes for pedestrian and bicycle users. In particular I would like to see an underpass or overpass at Lincoln Street to better connect the the orphaned constitution trail section east of here to the broader system to the west. Connecting these sections of the trail (ideally by a complete bike path, not just the Veterans crossing) would benefit many recreational users, especially those residing in the communities east of Veterans. The entire stretch of Lincoln Street between Hershey and Evergreen Memorial Cemetery should be re-evaluated for increase bike/pedestrian usage and potential vehicular lane reduction.								Ofd903276	
Jan 30, 2025,	749 01:38 PM		0	0	0	0				8d56d3c	Approved
Jan 30, 2025,	747 01:25 PM	Pedestrian/Bike friendly overpasses at regular intervals.	0	0	0	0				Of280300a	Approved
		I think it would be beneficial to have more underpasses and overpasses available since crossing Veterans Parkway can be dangerous. It would also be helpful to add safe bike lanes (ones that protect the biker from potential unaware vehicle drivers). Adding parts to the Constitution Trail similar to Vernon/GE would be nice. We could make the trail lead off to a grocery store like Walmart, Meijer, or Fresh Thyme. This could help people who do not drive and missed a bus or do not have a bus station close by, to have foot/bikeable access to a grocery store.It would be nice to have more sidewalk to walk on and trees covering it so people are safe from the heat in the summer time and have some coverage from the wind year round since the wind is crazy around here.I think it would be beneficial to work with ecologists to ensure native plants are grown too to restore natural lands a little bit along the way of the paths created.								Ofc6030ba	
Jan 29, 2025,	723 02:11 PM		0	0	0	0				69ff0ef	Approved
		Is the purpose of a by-pass (veterans) to accommodate vehicles who want a quicker option than driving through downtown? Many would agree, as that is how it works in the majority of the country. The road is not intended to serve only Blo-No, it is for vehicles that want a shorter transit time, isn't using less fuel better? This is why Veterans is state funded. Jee, maybe we should put crosswalks and bike lanes on all the interstates then.								1128035a	
Jan 27, 2025,	698 04:57 PM		0	0	0	0				a20ed473	Approved
		NO BIKE LANES. With poor driving habits, we are too far gone for that. Unless we have separated bike lanes (a bike lane, grass/parked car/etc. buffer, then Veterans Parkway), on-street bike lanes and shared-use lanes are just going to cause more injuries and deaths.However, we do need better access for pedestrians. Sidewalks separated from traffic by a buffer, and overpasses (NOT crosswalks) would be great.More trees, canopies, parks off Veterans, etc. would be very nice and make the City/Town look a lot nicer.								Odba02a4	
Jan 27, 2025,	692 03:33 PM		0	0	0	0				b4aa6509	Approved

Stop lights should be better synchronized. Many times when going north on veterans and come up on Clearwater, the traffic has not gotten up to speed so the traffic on veterans is going 45 and have to slam on the brakes because the traffic that was stopped at Clearwater stop light hasn't gotten up to speed yet when they got the green light. I see many rear end accidents here because someone ran into the rear end around this area. I bet the majority of rear ends are traffic coming up on traffic that was stopped at the light and haven't gotten up to speed yet and the oncoming traffic is going the speed limit and see the light is green so they think the traffic in front of them must be going the speed limit. If you had the lights synced at 35 or 40 mph from north side to south side of veterans that would make things a lot safer and better flowing. People running red lights probably cause the most T bone accidents. Enforcement of speed limit laws is the answer. Don't put a bike lane on rt 9 or veterans. They are way too busy of roads for that. Have east/west bike lanes on less busy roads like Lincoln. Keep north/south bike lane off veterans. That is a way too busy road to have bike lanes on it. Putting bike lanes will only make the traffic problems worse on veterans. The bikes are bound to lose the battle when the bikes and vehicle occupy the same space (ie accidents from right of way disputes). We have way too many cyclist that don't obey the rules of the road like stopping at red lights and stop signs. Pedestrian crossings should be on roads that are not busy ones like GE road, College, Washington, or similar ones. If you build overpasses that eliminates misshaps. Having stop lights too close together like at veterans and rt 9 cause confusion and accidents. I think some drivers see the light farther ahead and think that is their light when in reality their light is red and they blow through it. Rt 9 and veterans needs to be redone. But keep in mind the side streets people turning onto rt 9 need to get to and possibly turn left on. Mt. Vernon drive is an exams if you are driving north on veterans and then want to turn left on Mt. Vernon, there isn't a lot of distance to accomplish this. Some designs I have seen with dedicated right turn lanes from veterans to rt 9 make it impossible to do this turn because of the short distance here if there isn't a stop light when entering rt 9 from veterans. Making it more difficult for cars will have them find other roads that are not built to handle more volume and just make the problems worse. If your thinking is to make vehicle traffic worse too force people to whining, biking, or taking public transportation, you don't know what you are doing and will just make things worse.

Jan 27, 2025,
688 02:55 PM

0 0 0 0
Odf7802cb
29961e4f Approved

if you can't get on the bus close to your house, buses will not solve anything. People are not going to walk miles and miles to get to businesses, let some carry their groceries that far.

Jan 27, 2025,
687 02:27 PM

0 0 0 1
Odf7802cb
341 29961e4f Approved

Some of the ideas the consultant floated are ridiculous. Yes, VP and most of Bloomington/Normal are horribly designed and horribly laid out (possibly one of the worst urban planned communities in the entire country!) but in today's age, it needs to be left most as is and we need to work with it. Don't take lanes out and don't reduce the speed limits. Raab needs to be connected to VP to reduce the logjam of traffic at the Towanda/Fort Jesse intersection. Beyond that, take out every other crossing; eliminate the intersection and eliminate the traffic light. Only the major cross roads should have stop lights on VP. Then synchronize the traffic lights so cars going the full length of VP north/south have a decent shot at making the journey with minimal stoplight disruption. What would honestly help alleviate the problems on VP is another roadway that runs north/south other than Main Street- but that will never happen. As for improvements for pedestrians and bicycles, about the only option to consider is overpasses or underpasses. Nothing else is going to work to cross such a big road. With busses, maybe add some pull-off lanes where bus stops along VP could be added without disrupting traffic. The funny thing about public transport in this town is that the busses go along all of this minor roads and off the beaten path neighborhoods but they won't take you anywhere near the major shopping areas- so poorly designed and run.

Jan 27, 2025,
684 12:55 PM

0 0 0 0
Odfbe02a6
70c646be Approved

Jan 26, 2025, 659 08:50 AM	If you work for an insurance company that sells auto policies your comments are a conflict of interest and it benefits you.Let's talk about the next 100 years. There's less driving nowadays thanks to smartphones. There are other options like buses, trains, ubers, lyfts, etc. We are ordering online more than going to the stores. The mall is a perfect example as there should be less parking lots so there should be less highways and roads. Let's go green and convert VP into a ultra high speed rail in both directions. Honestly, everybody traveled by train or some other form of travel before automobiles were invented. We are destroying our planet as we speak. Why do other countries have better scenery than the US?? That's because we drive more here than in other countries and our pollution stinks! Corporate greed is killing our society one day at a time so the less automotive the better.	0	0	0	0	11a60330 3dc0cbd6	Approved
Jan 26, 2025, 655 12:23 AM	Can't say I'm qualified to recommend, but I always thought overpasses could really help reduce risk to pedestrians and bikers. I'd also like fencing wherever possible so pets can't run out from the neighborhoods and local veterinarians (thinking the area just north of Veteran's and Rt 9).	0	0	0	0	0f99032ce ec49907	Approved
Jan 25, 2025, 637 11:14 AM	Local police reported that Veterans Parkway is the most dangerous road in Bloomington-Normal. We need to lessen the number of car lanes to build bike lanes, sidewalks, trash & recycling bins, and accessible benches. We can take inspiration from Uptown Normal & ISU campus for planning. We also need to improve the scheduling of our public transport buses to reduce traffic and compensate for less space for cars on the road. There's also a severe homeless problem which is prevalent along this road. On top of lowering the cost of living, this can also be addressed by shutting down and renovating the already emptying Eastland Mall, as other cities begun doing, to convert to an assisted housing facility. This will keep them safe & sheltered and prevent them from soliciting drivers & pedestrians and taking up crossing space on the road. To sum it up, a good road needs to prioritize people, not cars. It's not just about changing the road itself, but changing how we prioritize our community.	0	0	0	0	0eb50303 835a9733	Approved
Jan 25, 2025, 631 10:36 AM	Everyone needs to get from point A to B somehow pedestrians and cyclists included. The veterans Parkway situation is unique. My favorite movie is actually the Godfather, but I can't quote anything from it cause like what do you want me to do that movie like nine hours long	0	0	0	0	0e0502d3 bc4f2250	Approved
Jan 25, 2025, 628 09:43 AM	I believe VP is basically fine as it is. Yes there are serious auto accidents (many of which unfortunately cannot be prevented no matter what construction is done, I believe only lowering the speed limit or slowing traffic with more lights could possibly fix them, and I don't believe we as a community want that), and yes it's difficult to cross VP on foot (but the main benefits of better pedestrian access will accrue to East side businesses who I don't believe need our public tax dollar support, perhaps a few pedestrian under-or-overpasses heading towards any parks, similar to what's been done on Chicago's Lake Shore Drive, might someday be in order, but this has downsides too). I do appreciate the opportunity to collaborate online as a Community on questions like these - that's good Government, thank you	0	0	0	0	0f7f02f6e 5ac0dbb	Approved
Jan 25, 2025, 619 08:28 AM	need safer pedestrian/bicycle crossings at every intersectiontrams/streetcars are a great ideamore traffic law enforcementupdate left turn timings	0	0	0	0	0dae029ff f467a3c	Approved
Jan 25, 2025, 618 08:19 AM	Higher police presence to slow down speeders and ticket those that run yellow/red lights. Camera sensors that issue tickets?Pedestrian over pass around intersections, especially along those areas where pedestrians have been hit.NO bike lanes - it is a state road after all!	0	0	0	0	100c0330 a5d6d54e	Approved
Jan 24, 2025, 608 10:41 PM	Improvements =Sync lights / longer turn lanes lightsOver the road pedestrian bridgesNo bike lanes alongside car lanesGlow in the dark centerlinesUplighting/landscaping in the median	0	0	0	0	11150354 1ffda593	Approved
Jan 24, 2025, 606 09:31 PM	How about an interurban trolley line that circles the twin cities? Maybe also serves the airport and hotels? And an east west corridor and a north-south one on Main St. connecting the colleges.	0	0	0	0	0c6c029f8 547f028	Approved
Jan 24, 2025, 590 04:06 PM	I love the idea of pedestrian bridges!!!	0	0	0	1	102c032b 544 565ca48b	Approved
Jan 24, 2025, 589 04:04 PM	Often I have seen pedestrians needing to cross Veterans, especially in the area between HyVee and Route 9. This makes me nervous for those community members. I've often thought safe crossing solutions should be put in place for any pedestrian needing to cross Veterans. Similar to Constitution Trail, another underpass in the area I mentioned above would serve the walking community well.	0	0	0	0	0e0002d0 7c613df9	Approved

Jan 24, 2025, 588 04:03 PM	I think a couple more crosswalks would be very helpful. As a person who commutes to work via bicycle, the thought of riding on Veterans, even after a renovation gives me great heart palpitations. Even having a bicycle lane seems like a really bad idea. I love riding my bike under Veterans, which is the super safe way to handle it, so maybe a couple more of those would be a better idea of a bicycle lane. I have used bicycle lanes on other roads and, let's face it, bicyclists and motorists just aren't that familiar with the rules of the road and how to treat each other. It has been a massive learning curve for me and I am always explaining to people how to handle a car or how to handle a cyclist.	0	0	0	0	102c032b 565ca48b	Approved
Jan 23, 2025, 571 08:40 PM	*Edit: illegally then (the driver) getting	0	0	0	1	1128035a 569 a20ed473	Approved
Jan 23, 2025, 570 08:35 PM	Don't they still teach look left, right, left then cross? Or is it now taught that the vehicle will be expected to stop no matter what? My idea is to not have bicycles, with or without electric or gas motors, or pedestrians near that road. I'm worried about people crossing illegally then getting blamed for an accident or incident.(625 ILCS 5/11-1002) (from Ch. 95 1/2, par. 11-1002) Sec. 11-1002.	0	0	0	1	1128035a 569 a20ed473	Approved
Jan 23, 2025, 569 08:30 PM	Pedestrians' right-of-way at crosswalks.(b) No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a moving vehicle which is so close as to constitute an immediate hazard.	0	0	0	0	1128035a a20ed473	Approved
Jan 23, 2025, 566 07:38 PM	Your education level shouldn't be called into question in regards to free speech. You should be represented as well.	0	0	0	1	1128035a 565 a20ed473	Approved
Jan 23, 2025, 564 07:14 PM	Moderation Policy & Bill of rights There are several statements that are discriminatory, racist, offensive, obscene, vulgar, profane, inflammatory, unlawful or otherwise inappropriate and/or objectionable that remain. The polices of this forum are more akin to subjective rather than objective. As a result, at the discretion of a Planning Commission, Free speech can, is, and will be violated. Changes to Veterans are needed, subjective statement. My suggestion would be add carpool and bus lanes that double as emergency vehicle lanes. I believe this would make response time lower. More obstructions such as lights, crosswalks, bike lanes, etc. could reduce police, fire, ems response time, which could result in fatality that might have been prevented with a faster response time. This post should not be interpreted as discriminatory, racist, offensive, obscene, vulgar, profane, inflammatory, unlawful or otherwise inappropriate and/or objectionable statement. I'm not sure if this post will remain as I cannot read minds to know if, only, any member of the Planning commission will have an objection to this post, personally or professionally.	0	0	0	0	1128035a a20ed473	Approved
Jan 23, 2025, 562 06:17 PM	Good idea! That's probably millions right there.	0	0	0	1	1128035a 561 a20ed473	Approved
Jan 23, 2025, 561 06:16 PM	funded partially by a federal RAISE planning grant.I think they should leave the road alone, disband the Planning Commission, reallocate the funding used for the project and employees where it is needed more.	0	0	0	0	1128035a a20ed473	Approved
Jan 23, 2025, 556 05:10 PM	Depends on the bicycle. (625 ILCS 5/3-801) (from Ch. 95 1/2, par. 3-801) Sec. 3-801. Registration.	0	0	0	3	1128035a 545 a20ed473	Approved
Jan 23, 2025, 549 01:41 PM	Safe and More clearly marked, cross walks. more accessible sidewalks at and leading to busy and crowded intersections (Clearwater, etc)	0	0	0	0	0f440302f 8db9f9a	Approved
Jan 23, 2025, 545 11:29 AM	Requiring bicycles to have registration and plates would require new laws.	0	0	0	2	0d8f02ad2 523 f679267	Approved
Jan 23, 2025, 544 11:26 AM	Veterans parkway is a business bypass for I-55 and I-74. The notion of getting rid of it or reducing its capacity goes against its purpose.What should have been done from the beginning is have Veterans as a limited access parkway, with frontage/service roads on either side of it for the full distance from I-74 on the southwest to I-55 on the northeast. Veterans itself shouldn't be carrying public transit, bikes, or pedestrians, that should be the frontage/service roads.The solution to pedestrians crossing where they shouldn't can be addressed by 1) pedestrian bridges over the parkway where possible and 2) crosswalks at every intersection (I'd also suggest getting rid of some intersections), and 3) barriers of some type to discourage pedestrians from crossing where there are no crosswalks. Pedestrian fatalities are tragic, but most I've read about were due to carelessness on the part of the pedestrian, not the driver.	0	0	0	0	0d8f02ad2 f679267	Approved
Jan 23, 2025, 543 11:20 AM	Median	0	0	0	1	0d8f02ad2 315 f679267	Approved
Jan 23, 2025, 526 05:28 AM	Where are the guidelines, terms, simply wandered across this page, how does anyone know what is allowed to say? I don't understand the justification of suppression for normal residents. Several citizens would like to voice their idea for all to be heard. It's unfortunate that only a few will be heard. Highly doubtful this forum has any value on the desired regardless of who says what. This forum doesn't seem to represent any views afforded by open debate. It's the internet, who cares, right?	0	0	0	0	1128035a a20ed473	Approved
Jan 23, 2025, 523 04:10 AM	What a great idea for revenue, enforce the vehicle code and require bicycle riders to get plates and insurance. That would boost State and local revenue, no new laws would have to be passed either.	0	0	0	1	1128035a 522 a20ed473	Approved

522	Jan 23, 2025, 04:04 AM	Idea, add bike lanes on if (bicycles being vehicles in IL) insurance, license plates, registration tags, proper use of hand signals/turn signals, and all other laws pertaining to vehicular traffic in IL are adhered to. What happens when a cyclist hits a pedestrian?	0	0	0	0	1128035a a20ed473	Approved
521	Jan 23, 2025, 02:36 AM	Ideas are being censored by the authority of the Town of Normal, several have been deleted, my idea of veterans having no stoplights might get deleted too.	0	0	0	0	1128035a a20ed473	Approved
519	Jan 23, 2025, 01:45 AM	My idea in this group of people discussing government issues is to ban cars and make veterans non-vehicle. Not sure if this would ban bicycles as IL considers them vehicles.	0	0	0	0	1128035a a20ed473	Approved
516	Jan 23, 2025, 01:07 AM	Hard to think of ideas for everyone or best options when free speech is limited.	0	0	0	0	1128035a a20ed473	Approved
515	Jan 23, 2025, 01:05 AM	Is there a list of banned words available somewhere?	0	0	0	0	1128035a a20ed473	Approved
513	Jan 23, 2025, 12:52 AM	Will the 51st state be Canada or Greenland, my idea for Veterans Parkway might change on how to decorate it.	0	0	0	0	1128035a a20ed473	Approved
512	Jan 23, 2025, 12:46 AM	What legal qualifications do the "moderators" have to be determining what speech is acceptable or not?	0	0	0	0	1128035a a20ed473	Approved
500	Jan 22, 2025, 10:10 PM	They should re-imagine the wheel and see how that goes.	0	0	0	0	1128035a a20ed473	Approved

Jan 22, 2025, 496 10:06 PM	So people aren't using the crosswalks that are there, why would there be a need for more?	0	0	0	1	1128035a 494 a20ed473	Approved
Jan 22, 2025, 491 09:55 PM	My idea is to remove the road	0	0	0	0	1128035a a20ed473	Approved
Jan 22, 2025, 444 06:04 AM	In hindsight, one could say The Town of Normal hastily approving business and construction without realizing the effects on existing infrastructure and residents were very poor choices. It's not the taxpayers problem, if a construction company needs government work to not go bankrupt. Maybe, lower taxes across the board would fuel the economy, it works in a lot of other states, why not here? Is it because they are more prudent on spending and using what they have? Maybe	0	0	0	0	1128035a a20ed473	Approved

Jan 21, 2025, 442 04:17 PM	My \$0.02: I think that Veteran's should be considered a Highway. This means regulated/controlled access reserved for key East/West arterials such as Ft Jesse, College, Vernon, Empire, Washington, and Oakland. Everything not directly off of these key arterials can be accessed from other arterials/collectors. From a quick count, there are 20+ traffic lights on the 2.5 mile stretch. I think that should be reduced dramatically. I just don't think you are getting to your single destination faster/more economically/more environmentally conscience if you have to stop at everyone else's single destination along the way, too. (Think interstate travel- how much longer would it take and how much more inefficient would it be if you had to stop 5 times between every exit)Some of the existing non-critical intersections could be transitioned to simple underpasses with pedestrian/bike/constitution trail accommodations to safely cross Veteran's at various locations. Similar to how Bunn street and Veterans interact - See attached photo. A majority of the current intersections are just unnecessary and should be eliminated. I also suspect that the price tag is so high because of the sheer amount of area that Veteran's covers. I think 4 lanes (2 in each direction) would be adequate with dedicated left and right turn lanes at each of the 5 or 6 intersections. The extra lane could be kept if the public wants a dedicated bus lane, or it could be eliminated to reduce the cost each time the state has to re-surface. Plant trees, paint murals, build chocolate fountains, or whatever the aesthetic/globally conscience crowd wants- that's not my thing. :)One final thought on the topic of cost- your taxes have already been collected. Yes, it is an astronomical amount of money, and I agree that it hurts to read, and I certainly am also often suspicious of government corruption. However, if not spent here on improving the infrastructure locally, the state/county/municipality will just spend your money somewhere else. And probably more absurdly with some other community. You don't get a refund if this thing doesn't get greenlit. Taxes will continue to go up alongside inflation and the increasing cost of materials. Government does not get a discount when a contractor's operation costs increase just because "it used to cost this much". I think we can all agree that we wish gas was still \$1/gallon, but it just isn't. The price of everything has gone up and that includes construction wages and materials. Really stinks, but that is reality.Thanks for reading, and please understand that I do not claim to be right about any of this- just the thoughts running through my own head.	https://veteransparkway.vision.mysocialpinpoint.com/download_file/24	0	0	0	0	10560323 a27d0203	Approved
Jan 21, 2025, 439 09:24 AM	I am very happy to see this road structure being revisited! I would like to share two broad comments that I hope are considered by the planning commission.1. Roundabouts. I travel to Michigan frequently. Roundabouts are very common road structures that slow overall traffic speed, but reduce travel times due to less congestion. I would like to see more roundabouts in Bloomington normal, and on Veterans parkway specifically! 2. Incorporate safe spaces for non vehicular traffic! Veterans is not safe to travel by foot or bike, and divides larges parts of community. Additionally, more walking/ bike safe spaces typically increase business revenues.		0	0	0	0	1.04E+15	Approved
Jan 21, 2025, 437 09:11 AM	Improvement for people who walk, bike, power wheel chair access. I suggest 4 to 6 overcross start from fort Jessie rd and Veteran parkway. Down to South of Oakland Ave and between Lincoln Street on Veteran parkway and sidewalks along the way on both sides of Veterans parkway to give access for those who use city bus transport and does not have vehicle to drive. My long standing concerns for over 25 yrs. Has been safety of pedestrian life. It if a fact that 25 % of crashes can be blamed on the addiction of texting, and phone use while driving over the last 15yrs. Due to technology increased communication		0	0	0	0	108102f7e dab6426	Approved
Jan 21, 2025, 436 07:53 AM	I reposted this four times in case someone thought my dissertation on urban utopia was not being read by everyone. Add-on: \$10.9 mil for only 4.7 miles. Veterans is roughly 8 mi. long. About \$2.32 million per mileHigh end price of resurface should be around \$7 per sq. ft. 43,560 sq. ft. one-lane 12ft wide. one mile. 43,560 x 6 (six lanes) =261,360 sq. ft. x 4.7(miles) = 1,228,392 sq. ft. x \$7 per sq. ft. =\$8,598,744What about the \$2,301,256 difference. As said earlier, that is a high end price per sq ft to begin with. Tell me you're doing shady things without actually saying it.		0	0	0	1	341 0c2a94a9	Approved
Jan 20, 2025, 435 09:08 PM			0	0	0	1	1128035a 434 a20ed473	Approved
Jan 20, 2025, 434 08:39 PM	If the price for the resurface cost \$10.9 million.....let that sink in.How much will these ideas cost. There are people talking trains for veteran's parkway.True taxpayers of Blo-No, IL, and the USA, need to stop this, and replace the ones behind it.		0	0	0	0	1128035a a20ed473	Approved
Jan 20, 2025, 433 08:28 PM	How many options would you like, an over and underpass, helicopters?See your local 2nd grade teacher, they might be able to help on crosswalk operation.		0	0	0	1	323 a20ed473	Approved
Jan 20, 2025, 432 08:24 PM	Unable due to BLM, Defund the Police, etc.		0	0	0	1	321 a20ed473	Approved
Jan 20, 2025, 431 08:20 PM	"Yes, people jaywalk so we need to be driving more slowly.Punish everyone else for jaywalking, are you actually serious?And you suggest more crosswalks when the ones already there aren't being used???"		0	0	0	1	191 a20ed473	Approved
Jan 20, 2025, 430 08:12 PM	So you skipped the crosswalk at Veterans/Clearwater by Hy-Vee. Also the paved walking trail that goes under that very bridge at Vernon/GE Road?		0	0	0	1	2 a20ed473	Approved

Jan 20, 2025, 429 08:05 PM	"People are able to speed on Veterans Parkway because the road allows them to. What if we don't allow people to do that anymore?"If the Town officials don't handcuff the Police Department, officers would be able to not allow the gangs and drag racers on Veteran's Parkway. Personally, I don't agree with altering a road to achieve a desired speed of road traffic.	0	0	0	1	1128035a 398 a20ed473	Approved
Jan 20, 2025, 428 07:57 PM	"It's unclear whether it (crosswalk) was being used at the time of Wednesday's incident." 2 Deaths Stoke concerns about pedestrian safety on Veteran's Parkway. Ryan Denham, WGLT 2019. "It's extremely difficult for pedestrians and people on bicycles. Anybody who's not in a motor vehicle," said Jennifer Sicks. "I don't think those get used very much, and it's because no one feels confident or safe standing there," Sicks said. Is it more safe to not use an existing crosswalk? Why are the citizens expected to pay for more, when the existing infrastructure (crosswalks) is not being utilized correctly? Apparently Jennifer Sicks prioritizes feelings over practicality, common sense, and finances. Solution, use the crosswalks, they are there.	0	0	0	0	1128035a a20ed473	Approved
Jan 20, 2025, 421 01:23 PM	Who is going to pay for all of your "original" ideas? It's called discourse. People are here to "pick apart" ideas, not you personally.	0	0	0	1	0ee102ca 394 0c2a94a9	Approved
Jan 19, 2025, 416 05:37 PM	Here is my "big idea":Veterans Parkway was intended to be a by-pass to avoid the slower traffic of downtown Bloomington. Since then, "downtown" Bloomington has become the stretch of Veterans Parkway from College Avenue to Oakland Avenue. This is the locus of safety issues.For this section of VP to once again achieve "bypass" status, the traffic utilizing Veterans to access "downtown" needs to be diverted from Veterans. Service roads on either side of Veterans with limited access service roads would serve this purpose. On/off ramps at Oakland and College and a traffic signal at Empire Street would direct local "downtown" traffic to the service roads. Traffic lights would only be needed at Empire. The multitude of traffic signals could be eliminated which would also save money required for their maintenance. Pedestrian and bicycle and bus service could then be planned around the service roads. Green space could be barriers between the service roads and Veterans.	0	0	0	0	0d2f029c8 bc78167	Approved
Jan 19, 2025, 413 11:44 AM	It's funny because it's true!	0	0	0	1	100e0323 345 17159253	Approved

Jan 17, 2025, 398 03:07 PM	<p>If it is believed that the purpose of Veterans Parkway is to move vehicles as quickly as possible, then there need to be fewer intersections with a transition back to a true bypass. This creates additional questions including: what intersections get eliminated? Likely Parkway Plaza, Jumer, Clearwater, Eastland, Lincoln, Mercer, and Morris. What happens to the traffic on those roadways that use the intersection to gain access to Veterans? Do some of them transition to unique intersections that resemble the junctions at Main or Empire? And are the city, town, and taxpayers willing to pay an extreme cost to create dozens of bridges or tunnels for pedestrians and cyclists to cross Veterans? This whole scenario seems unlikely. So if the purpose of Veterans Parkway isn't to move vehicles as quickly as possible, then safety needs to be the primary consideration. Intermixing a 45 mph posted speed limit, that in reality equals 55 mph traffic, with an influx of foot and bike traffic seems unwise, at best. Lower speeds mean fewer crashes resulting in fatalities and serious injuries. Today, there is nearly zero congestion on Veterans Parkway as long as you aren't confusing "there are lots of vehicles using the road" with "there are lots of significant stoppages and traffic jams on the road." I sincerely hope that this study simulates what Veterans Parkway would look like if speeds were reduced to 35 mph and/or lanes were reduced to 2 through lanes in each direction. People are able to speed on Veterans Parkway because the road allows them to. What if we don't allow people to do that anymore? Does the travel time from one end of Veterans to the other increase from 10 minutes to 12 minutes? 15? 20? I don't know what the answer is and I believe there is no great solution that improves both efficiency and safety for all users. But I greatly appreciate that Veterans Parkway is being studied because I know that this current version is not ideal.</p>	0 0 0 0	Oddf02cdc 4b1dba8 Approved
Jan 17, 2025, 394 01:03 PM	<p>Thank you for allowing us a forum to express our views. Having lived in Bloomington-Normal since 1987, I have seen so much growth and sprawl in our twin cities, but the only expansion for Veterans Parkway was in the 90s when we added the 3rd lane, so this seems like an incredible opportunity. Adding bike lanes would be great. Based on the speed of the drivers (no judgement, I'm fast too), I would recommend some sort of concrete barrier between the roadway and bike lanes, but bike lanes would be a great boon for people all ages in our twin cities. This is not meant to suggest replacing car lanes with bike lanes, Veterans would die with only 2 lanes but adding bike lanes would be beneficial. Pedestrian crossings are sorely needed. I never want to hear about another pedestrian getting hit, it's tragic. It would be great if we had walkways either over or under the road at spots like Parkway Plaza Dr., Clearwater, Empire/Rt 9, and somewhere towards Washington/State Farm corporate/Oakland. There are a lot of apartments in those areas, and many folks walk either out of necessity or for their health. As stated below, any solution for pedestrian crossings needs to consider the needs of those differently abled. Roundabouts would be great for some of the intersections, especially if there is an under/over walkway so that traffic can keep moving (after slowing down, of course) but not put pedestrians in danger. A couple of great examples of successful roundabouts can be found in Indianapolis and the Albany, NY area. I'd say if cities much larger than ours can handle roundabouts, we certainly can. Roundabouts keep traffic moving but occasionally slow it down, so people don't go overly (dangerously) fast. I don't know if this is a possibility, but if we could get a train (subway/EI) up and down Veterans, that would be incredible. I would use it all the time. Bloomington-Normal is only going to expand, and a train system would help that. Being proactive now would save us all headaches in the future. Plus, every train passenger is potentially one less car on the road to add to the pollution and congestion. Additional green space would be nice. Both Bloomington and Normal have done a nice job of installing landscaping on vets, so keep up the GREAT work! Thanks for allowing me the opportunity to comment. I feel sorry for the people who are only here to troll and pick other people apart but can't come up with a single original thought. It's pretty pathetic and gross when people make trolling these pages their entire personalities.</p>	0 0 0 0	Oda702a9 e3a9e6ce Approved
Jan 16, 2025, 384 08:25 PM	<p>My idea comes from Grand Park Indiana where I have spent many a summer for travel baseball. They have a bridge over a busy roadway which if I didn't see it I wouldn't be as in favor. Thank</p>	0 0 0 0	0ef502fcd 49081bb Approved
Jan 16, 2025, 382 07:22 PM	<p>monorails, roundabouts on every intersection and underground walkways with nice water features!</p>	0 0 0 0	0ef802cf4 37392f9 Approved
Jan 16, 2025, 381 07:00 PM	<p>Install sidewalks on both sides of Veterans from Ft Jesse to Clearwater. Install controlled crossing point at each light.</p>	0 0 0 0	109b032b cf7090f4 Approved
Jan 16, 2025, 371 02:32 PM	<p>Are you going to fast?, Slow Down, heavy traffic, bad weather, police, fire, ems, etc, Slow Down Be calm and don't rush home from work. Crosswalk at Veterans & Empire is about it. NOT over, under or through a roundabout, standard crosswalk would do well.</p>	0 0 0 1	1128035a 357 a20ed473 Approved
Jan 16, 2025, 366 12:54 PM	<p>"I'm Old, not obsolete" Veterans Parkway 2025</p>	0 0 0 0	1128035a a20ed473 Approved

Jan 16, 2025, 365 12:42 PM	<p>First, a blanket categorization of "outdated" simply because of age is simple-minded. "The main roadway in the city should be quick and efficient in theory, but that is not the case for a myriad of reasons; a big one being how car dependent the parkway is. You could also make sides of Veteran's some kind of footpath with nature along it, be popular as a measure of saving gas, money, and time." If I want to save time, I drive, on the road. Removing vehicle lanes for slower moving bicycles would decrease efficiency as total number of vehicles traveled would decrease due to slower transit speed while adding the danger of increased vehicular accidents involving cyclists. Second, the "green space" always has a huge price tag and usually doesn't have the indented effect. Similar to windmills and electric vehicles. Maintenance of the green space costs money as well. From a non-resident I expect that the price will not matter to you. Also how will individuals who are not mobile, A Veteran who lost a leg or other disabled individuals, access or utilize the, "footpath", usually a term used by British? Third, we are not in Europe, the quote from the WEF is referring to neighborhoods, not highways. What were the variables for this "study?" Please leave Europe's ideas for Europe, they have been producing their problems for centuries, don't bring any more to USA. Trimming trees, cutting grass, planting shrubbery, etc., does cost more to install and upkeep than concrete. Fourth, "foot traffic is fantastic for allowing people to get around the city together and/or meeting up." How many parks are in Normal, IL? It's clear to anyone with a sliver of cognitive brain function that this is a power and money move. Veterans is state owned, Town of Normal officials want the control to do as they please with the road and demand the funding allocated from the state whilst raising taxes claiming the need to fund the project.</p>	0	0	0	1	1128035a	351 a20ed473	Approved
Jan 16, 2025, 357 11:26 AM	If your suggestion is to slow down you are wrong.	0	0	0	0	10660322	4c5a22d5	Approved
Jan 16, 2025, 356 11:18 AM	Sounds like you came for school and left since you Have lived here. Was this an English assignment for you?	0	0	0	1	1128035a	351 a20ed473	Approved
Jan 16, 2025, 351 09:34 AM	<p>and added the author/publisher where applicable. On a personal note, I have lived in Bloomington-Normal for around 16 years, and have been very familiar with Veterans Parkway. I am very pleased to hear that the city is planning positive improvements for the city artery. I hope the ideas on this forum will be considered and implemented as the years go on! As stated, Veterans Parkway is highly outdated and in need of a re-design. First and foremost, efficiency. The main roadway in the city should be quick and efficient in theory, but that is not the case for a myriad of reasons; a big one being how car dependent the parkway is. Replace some car lanes with bike lanes, bus lanes for Connect Transit, tram systems, etc. Having more than one main system of transportation gives people a choice on how to get to their destinations. Furthermore, there would be less congestion on the roads, less sprawl from the parkway (which leads to a lot of space that can be used efficiently as seen fit), and if done correctly, can create massive efficiency on the movement of people. Now, this would be ideal for traveling in the city, so keeping some car lanes for access to the interstates is still very necessary. However, alternative transportation would be something to look into for the reasons stated above, and could certainly be worth it as a long term investment, especially as the city continues to grow. It is ideal to improve things now to better suit the needs of growth later on. Plus, public transportation additions could create more jobs for the city. Inevitably, if alternative modes of transportation were to take shape on Veterans, then the strip malls along the way should also be accommodated for the change, at least in their massive, sprawling parking lots. Think about all the space that could be used for other purposes if the parking lots were downsized greatly (housing, local business, etc). Not everybody can drive, and it is hard enough to drive when the main parkway is the way it is currently. Alternative transportation could be much more popular for this very reason. Yes, these transportation ideas will need to be implemented and might not be perfect right away, but as stated, they would be very worth it. Second, more green space could be ideal. Improved air quality, existence of a biosphere that can support the local ecosystems, and natural sound barriers are three main reasons to implement more of it. You could also make sides of Veteran's some kind of footpath with nature along it, which could also have straight access to the strip malls. These paths could also promote fitness among the public, and be popular as a measure of saving gas, money, and time. It is nice to be outside, so why not make the busy parts also nice? Third, the economic benefits. According to the World Economic Form, walkable urban areas have a "substantial price premium" over areas that are primarily vehicle-driven. If the city is to grow and benefit economically, a good place to start with that is implementing more accessible and interconnected traits into the parkway. Plus, there would be less maintenance required to upkeep these areas, as well as even less congestion when maintenance is required because of already specified alternative transport. Fourth, a massive social benefit. Making an area suitable for foot traffic is fantastic for allowing people to get around the city together and/or meeting up. Furthermore, with the world we live in now heavily dictated by social media and LCD screens, Rivian, State Farm, Country Companies. Work hours coincide with high traffic volume. To many people can sink a ship. Growth is not always good nor necessary, not a lot cheer for a tumor's growth. Public transit will not fix this because the people who cause the</p>	0	0	0	0	131e0357	d38baba4	Approved
Jan 16, 2025, 349 05:24 AM	<p>problems have no desire or need to use Public transit. The mindset that comes up with the solution of reducing lanes because there is too much traffic. Huge Problem</p>	0	0	0	1	1128035a	330 a20ed473	Approved

Jan 16, 2025, 347 05:08 AM	"highway made to cut through town as fast as possible." Exactly, Point A to B. A road should not be designed as a tourist trap. What they call Uptown	0	0	0	1	1128035a 337 a20ed473	Approved
Jan 16, 2025, 346 04:57 AM	Why?	0	0	0	1	1128035a 340 a20ed473	Approved
Jan 16, 2025, 345 04:53 AM	Should extend the road to the moon. Crosswalks, underpasses, overpasses and roundabouts every 10ft. so pedestrians can cross wherever they want. Free Wi-Fi, on the go fueling, and car wash. Reduce lanes to 1 each way, have the rest painted rainbow for more pedestrian lanes. With the revamp a new law should be passed forcing everyone to smile while on Veterans. Who cares if it costs a billion, let's just raise taxes to 100% and then well have extra money to spend on other amazing ideas!!!!!!!!!!	0	0	0	0	1128035a a20ed473	Approved
Jan 16, 2025, 344 01:27 AM	Forgot to add, the rest of Normal has terrible roads, especially College, use this money and fix other things. No point in fixing something when the problem is the people themselves	0	0	0	1	0f3c02ef0 343 996dcb3	Approved
Jan 16, 2025, 343 01:25 AM	The town literally just redid nearly the entire road.. what are these "plans" supposed to even be? Yeah lets shutdown half of veterans AGAIN for absolutely no reason need of a re-design. First and foremost, efficiency. The main roadway in the city should be quick and efficient in theory, but that is not the case for a myriad of reasons; a big one being how car dependent the parkway is. Replace some car lanes with bike lanes, bus lanes for Connect Transit, tram systems, etc. Having more than one main system of transportation gives people a choice on how to get to their destinations. Furthermore, there would be less congestion on the roads, less sprawl from the parkway (which leads to a lot of space that can be used efficiently as seen fit), and if done correctly, can create massive efficiency on the movement of people. Now, this would be ideal for traveling in the city, so keeping some car lanes for access to the interstates is still very necessary. However, alternative transportation would be something to look into for the reasons stated above, and could certainly be worth it as a long term investment, especially as the city continues to grow. It is ideal to improve things now to better suit the needs of growth later on. Plus, public transportation additions could create more jobs for the city. Inevitably, if alternative modes of transportation were to take shape on Veterans, then the strip malls along the way should also be accommodated for the change, at least in their massive, sprawling parking lots. Think about all the space that could be used for other purposes if the parking lots were downsized greatly (housing, local business, etc). Not everybody can drive, and it is hard enough to drive when the main parkway is the way it is currently. Alternative transportation could be much more popular for this very reason. Yes, these transportation ideas will need to be implemented and might not be perfect right away, but as stated, they would be very worth it. Second, more green space could be ideal. Improved air quality, existence of a biosphere that can support the local ecosystems, and natural sound barriers are three main reasons to implement more of it. You could also make sides of Veteran's some kind of footpath with nature along it, which could also have straight access to the strip malls. These paths could also promote fitness among the public, and be popular as a measure of saving gas, money, and time. It is nice to be outside, so why not make the busy parts also nice? Third, the economic benefits. According to the World Economic Form, walkable urban areas have a "substantial price premium" over areas that are primarily vehicle-driven. If the city is to grow and benefit economically, a good place to start with that is implementing more accessible and interconnected traits into the parkway. Plus, there would be less maintenance required to upkeep these areas, as well as even less congestion when maintenance is required because of already specified alternative transport. Fourth, a massive social benefit. Making an area suitable for foot traffic is fantastic for allowing people to get around the city together and/or meeting up. Furthermore, with the world we live in now heavily dictated by social media and LCD screens, having these spaces is a good way for people to be more social in real life settings, because it fosters a comfortable place for it. There are a million and one ways to re-imagine Veterans Parkway, and personally, I am very happy to see the city is wanting positive change for the popular corridor. Change is good, as they say, and this improvement will drastically	0	0	0	0	131e0357 d38baba4	Approved
Jan 15, 2025, 341 11:26 PM						0f8802fa2	
Jan 15, 2025, 340 10:08 PM	Veterans needs about 15 pedestrian bridges	0	0	0	0	dc9c6c0	Approved

Jan 15, 2025, 339 09:15 PM	<p>city should be quick and efficient in theory, but that is not the case for a myriad of reasons; a big one being how car dependent the parkway is. Replace some car lanes with bike lanes, bus lanes for Connect Transit, tram systems, etc. Having more than one main system of transportation gives people a choice on how to get to their destinations. Furthermore, there would be less congestion on the roads, less sprawl from the parkway (which leads to a lot of space that can be used efficiently as seen fit), and if done correctly, can create massive efficiency on the movement of people. Now, this would be ideal for traveling in the city, so keeping some car lanes for access to the interstates is still very necessary. However, alternative transportation would be something to look into for the reasons stated above, and could certainly be worth it as a long term investment, especially as the city continues to grow. It is ideal to improve things now to better suit the needs of growth later on. Plus, public transportation additions could create more jobs for the city. Inevitably, if alternative modes of transportation were to take shape on Veterans, then the strip malls along the way should also be accommodated for the change, at least in their massive, sprawling parking lots. Think about all the space that could be used for other purposes if the parking lots were downsized greatly (housing, local business, etc). Not everybody can drive, and it is hard enough to drive when the main parkway is the way it is currently. Alternative transportation could be much more popular for this very reason. Yes, these transportation ideas will need to be implemented and might not be perfect right away, but as stated, they would be very worth it. Second, more green space could be ideal. Improved air quality, existence of a biosphere that can support the local ecosystems, and natural sound barriers are three main reasons to implement more of it. You could also make sides of Veteran's some kind of footpath with nature along it, which could also have straight access to the strip malls. These paths could also promote fitness among the public, and be popular as a measure of saving gas, money, and time. It is nice to be outside, so why not make the busy parts also nice? Third, the economic benefits. According to the World Economic Form, walkable urban areas have a "substantial price premium" over areas that are primarily vehicle-driven. If the city is to grow and benefit economically, a good place to start with that is implementing more accessible and interconnected traits into the parkway. Plus, there would be less maintenance required to upkeep these areas, as well as even less congestion when maintenance is required because of already specified alternative transport. Fourth, a massive social benefit. Making an area suitable for foot traffic is fantastic for allowing people to get around the city together and/or meeting up. Furthermore, with the world we live in now heavily dictated by social media and LCD screens, having these spaces is a good way for people to be more social in real life settings, because it fosters a comfortable place for it. There are a million and one ways to re-imagine Veterans Parkway, and personally, I am very happy to see the city is wanting positive change for the popular corridor. Change is good, as they say, and this improvement will drastically increase the quality of life here. Let us focus on the future, and let us make it the best we can. Sources are below. A Holistic Approach</p>	0	0	0	0	131e0357 d38baba4	Approved
Jan 15, 2025, 337 08:49 PM	<p>I feel like the idea of Veterans as a highway made to cut through town as fast as possible is an antiquated and not profitable concept for BloNo. The road should be made to serve both the business and pedestrians of the city. If the speed limit was slower and lanes were removed in favor of bike lanes and more green space. Businesses could be moved to be closer together and with higher density. Light duty roundabout intersections could also be implemented to reduce the amount of time cars spend idling, which would also reduce the opportunities that drivers have to look at their phones and be distracted, but I do see how roundabouts may be difficult for semi trucks. Maybe even pedestrian bridges over the most car congested parts of the road would help keep pedestrians safe, while also connecting both sides of the road for easy access and travel from store to store. I think Veterans pkwy could be a strong point of Normal, Illinois, if given the chance!</p>	0	0	0	0	0e3302d3 b2931fa7	Approved
Jan 15, 2025, 332 01:48 PM	<p>Veterans Parkway (I-55 Business Route) generally serves the community well. It could of course use some better markings at pedestrian crosswalks. I would not want to be a pedestrian trying to cross this busy roadway even at the marked intersections. However for whatever reason you always manage to see someone trying to cross this busy roadway at unmarked locations to get to the other side to connect to a vacant lot. Yes, there are a lot of speeders and red light runners on this road. This is an area where local law enforcement could do a better job of patrolling and ticketing offenders to improve driver behavior. From what I read in the Pantagraph the state is \$3.5 Billion short on its budget for next year. I think folks need to be a little more realistic on how much money we can pump into this project on some redesign.</p>	0	0	0	0	0ecd02c54 d8098a4	Approved
Jan 15, 2025, 330 01:13 PM	<p>You already have identified it's car-centric. Make it less so. Have a different form of transportation (bus, train, tram) anything to reduce the amount of car traffic on the road. You can't keep adding notches to a belt because you're getting fat, eventually you have to identify the problem. The problem is there is no other option other than to drive. There is zero reason for this road to be a 6 lane roadway in the middle of the city.... remove 2 of them and have them become dedicated carpool, bus, team lanes. Invest in better public transportation. This idea of car-centric cities is ridiculous.</p>	0	0	0	0	11550358 311c66ed	Approved

Jan 15, 2025, 328 12:40 PM	I have noticed many people recommending cross walks at intersections, but I think something needs to be done about slowing down the traffic first. I am from Colorado and the busy streets with commercial businesses all have entrances and red lights to each group of businesses. So rather than one entrance and a light, having to back track to a business on Veterans, add more only lanes with entrances and lights into the strip malls. This will slow down traffic on Veterans as well as relieve congestion at the existing lights.	0	0	0	0	Oce5029e 70843258	Approved
Jan 15, 2025, 323 08:55 AM	we really need more ways for foot traffic to cross veteran's safely. With the number of people attempting to walk across veterans and rt.9 and traffic being consistent, maybe some walkway bridges at certain parts of the road to help people cross. Software for the traffic lights should keep traffic flowing, not constantly stopping you which then encourages running red lights. Also, with ebikes becoming more popular, maybe a bike lane for each side as well.	0	0	0	0	0f8e02ed2 b6b0e26	Approved
Jan 15, 2025, 322 08:18 AM	Don't know about that one. Just a thought. Reckless driving, including speeding, running red lights, and weaving in and out of traffic, is a major issue on Veterans Parkway.	0	0	0	0	0d5d02c1 d5ceab9c	Approved
Jan 15, 2025, 321 07:47 AM	Recent accidents highlight the serious safety concerns for everyone on the road. I don't have the expertise to recommend road design, but increasing traffic enforcement would certainly help. More crosswalks with sidewalks would be great. I see so many people crossing the road to get to places and it's so dangerous. We don't take into account those who use public transportation or walk places. I know this next idea is a stretch but maybe kinetic energy roads. There is so much traffic on veterans - myself taking the entire length everyday - that it would greatly reduce pollution and it could power the traffic lights and/or street lights. We already have a push for solar panels so why not kinetic energy roads as well.	0	0	0	0	0fa502f40 b4f477f	Approved
Jan 15, 2025, 318 06:28 AM	We could really use more crosswalks. Maybe even like skywalks to get across veterans at empire. Also at Washington it could be better there as well. Along with that we need more bicycle friendly roads in town.	0	0	0	0	0e1c02db 1827c16f	Approved
Jan 15, 2025, 317 12:58 AM	Do something about the high sharp mediums in the middle of the roads. Make them more visible. They show up in the weirdest places. It's very confusing. I don't know how many times that I have hit them and they destroyed my rear tires. I have traveled all over this country in many cities and never encountered such high sharp angled, non visible mediums in my travels. Meadiums Turning Veterans into something like Downtown Normal would be a disaster and a terrible idea. This is a major arterial road meant for vehicle transportation. Spending millions for overpasses so a few can cross when its warm enough isn't financially a good idea. Fixing the pot holes and road surface isn't as exciting, doesn't boost the resumes as much, and is harder to boast about at a cocktail party then a Super Duper Re-Envisioned Veterans Parkway, but it's what a lot of people want the money spent on because it has to be spent since lowering taxes is apparently out of the question.	0	0	0	0	12f90360d f034e2b	Approved
Jan 14, 2025, 315 11:39 PM	Using crosswalks to "make people slow down" is not very smart. More lights would congest traffic even more. How much is being spent on the many mobile camera units in Rivian's parking lot when it could be directed elsewhere. Shouldn't Rivian be able to provide their own security at their own expense? Veteran's Parkway should be an elevated limited access highway with exits. That will allow local traffic (auto, public transportation, pedestrians) to still get to local businesses without stopping the flow of traffic. I'd also be in favor of upgrading and extending Towanda-Barnes Rd so that it runs all the way from I74 near Downs to I55 near Towanda.	0	0	0	0	0df602cf2 a4eaf4e	Approved
Jan 14, 2025, 312 09:30 PM	From Oakland, go roughly 500ft. North to Jackson and use the crosswalk.	0	0	0	0	1128035a a20ed473	Approved
Jan 14, 2025, 310 09:15 PM	Why are you having to cross Veteran's using the public transportation? Sounds like a bus route/stop problem.	0	0	0	1	1128035a 284 a20ed473	Approved
Jan 14, 2025, 304 04:21 PM	I would like a safe way to cross veterans at Oakland on bike or foot, whether that's a crosswalk, overpass or underpass. There are a lot of homes and apartments on the east side of Veterans, and groceries, pharmacies, etc. just across the parkway. I would love to be able to walk or bike to run those kinds of errands, but have to drive just for safety and to follow traffic laws. It's a half mile according to Google with a two minute drive, but if I want to use sidewalks and crosswalks, that becomes 2.5 miles and 56 minutes to walk there. So I add to the traffic on the road just to go a block away. Not everyone in my neighborhood has the option to drive the shorter route, so they walk. I would commute by bike to work if it was safe to do so, but even adding miles to use constitution trail doesn't guarantee a safe route as the segments of trail do not connect and you still have to walk/run/bike on the road because of the lack of sidewalks or bike lanes before you can get back to the trail.	0	0	0	0	108f0327c 8793828	Approved
Jan 14, 2025, 303 03:58 PM		0	0	0	1	1128035a 297 a20ed473	Approved
Jan 14, 2025, 302 03:56 PM		0	0	0	1	1128035a 295 a20ed473	Approved
Jan 14, 2025, 297 12:40 PM		0	0	0	0	12010333f ceacca3	Approved

Jan 14, 2025, 295 12:08 PM	For those of us who take public transportation frequently, there are a lot of places around Veteran's that require crossing the busy intersection without any crosswalks. This makes it much more difficult for pedestrians to safely access those businesses. I personally think we need more crosswalks similar to that of the intersections of Veteran's and Clearwater Ave by IAA drive. Better access to crosswalks might also increase the number of people willing to take public transit if they perceive it as safer. This could also reduce the amount of vehicular traffic on the roads and thereby decreasing traffic incidents.	0	0	0	0	0ea502d2 77f188e3	Approved
Jan 14, 2025, 289 09:38 AM	Control traffic lights to control speed. Spend money on fixing streets full of potholes and very rough surfaces! Don't waste money on study's and commissions to supervise study's. Enforcement of existing situations would be more helpf	0	0	0	0	0e7c02f8b 8fee0b5	Approved
Jan 14, 2025, 284 08:29 AM	I think they need to put up more stop lights and more crosswalks and make people slow down???	0	0	0	0	0d5202c4 e1e4ffa2	Approved
Jan 14, 2025, 283 06:30 AM	Another high dollar study. Another campaign for McLean Co. funding while raising taxes. Bigger budget=more salary for Town employees. Drivers barely use turn signals amongst the many other unsafe actions from egocentric Normalites. There aren't a lot of accidents on N 1600 E RD. Not because of road design, the amount of cars traveled is fewer. Simple logic (busiest intersection = most crashes). A lot of pedestrians will cross the road 10ft or 100ft from a crosswalk because it's more convenient (shorter distance). Doesn't matter how many or where they (crosswalks) are at. Fix, repair, and upkeep the existing infrastructure (pot holes and damage to almost all other roads) before spending millions in tax dollars. Normalites should come first, especially before the ones who come from CA, demand special treatment for a startup car company and its workers, then run it into the ground losing roughly 90% stock value. How many Town employees own Rivian stock and how does this influence their decisions? I do not think Normal has a need to or will become the world renown utopia where everyone rides around on pink unicorns and rainbows envisioned by so many including Town Of Normal leadership. Leave the intersection the way it is. Bad drivers are bad drivers.	0	0	0	0	1128035a a20ed473	Approved
Jan 14, 2025, 280 04:17 AM	Pedestrians have no place walking on Veterans. They need to stick to the designated walking/crossing paths. Start enforcing it, else more will be (sadly) injured or worse. Communicate to people that roads are for cars, and crosswalks and sidewalks are for people. let's look at the majority of the population that's using our infrastructure 8-9 months out of the year..... ISU, IWU and HCC students. Look at their lifestyles. We are driving less and less compared to previous generations. More public transit (24/x7) like trolleys, city trains and skywalks. Let's close down veterans parkway for good and transform it into a major rail hub that will connect to the airport and uptown station. Or use gandalas.	0	0	0	0	0ce002a2 2b23a34d	Approved
Jan 14, 2025, 279 03:17 AM	Veterans serves a traffic need, but is also the entrance and often the first impression of our community. Landscaping, welcoming, sign size controls, would all make a more conducive environment and make our community distinct from mall land elsewhere in America. I see too many pedestrians trying to cross it, particularly not at cross walks, which makes it very dangerous. I know some folks ride Connect Transit along IAA Drive and then try to dart across the lanes. For someone on a bicycle, it is impenetrable, except for the one crossing by Jumers and another challenging crossing at Lincoln St.. This divides the community and makes it difficult to truly develop balanced transportation usage.	0	0	0	0	10cb02fab 9b7bb88	Approved
Jan 13, 2025, 240 11:11 AM	A low wall would have to be IDOT compliant which means it would be a traffic barrier designed to repel vehicles from passing through it. Vehicles which collide with these walls deflect them back into the roadway from which they originated. In other words, right back into the direction of traffic. The existing drainage ditches along the road prevent this from happening. In addition, rain, snow, and mud would be forced onto a sidewalk running along the wall from the surrounding areas with nowhere to go due to the wall acting as a barrier.	0	0	0	0	0c6c029f8 547f028	Approved
Jan 12, 2025, 234 10:04 AM		0	0	0	1	Ofec02f62 177 d59cadc	Approved
Jan 11, 2025, 230 07:55 AM	I'll take Things Which Will Never Happen for \$200, Alex.	0	0	0	1	0cd3029ce 198 5b3326d	Approved

Jan 06, 2025, 163 09:45 AM	The big idea	0	0	0	0	10c2032c6 3a87f23	Approved
Jan 06, 2025, 162 09:16 AM	I think we should expand the Constitution Trail to run the length of Veterans Parkway, though not directly beside it. Include overpasses or tunnels to allow bikers/walkers to safely cross to the other side of Veterans. A pedestrian tunnel/overpass should be located anywhere there is a bus stop on the access roads. Keep the bus stops on the access roads instead of trying to put bus stops along Veterans. I often see pedestrians walking on the shoulder of the South Veterans Parkway bridge, which is an extremely dangerous section of the road. We need a solution for them to cross that area in a safer way, though I have no clue what that solution is. Please don't reduce lanes or the speed limit on Veterans.	0	0	0	0	0ff102fd7 3e071d2	Approved
Jan 06, 2025, 157 08:03 AM	Additionally, adding shrubs/trees/flowers in between the sidewalk and roadway would decrease noise pollution and encourage more sidewalk users. Having something to separate the two would make people on the sidewalk feel safer, and it would block sun for those that have a longer walk. Having the same thing in the median section would help separate the two sides of traffic and encourage more attentive drivers. Having a separate bus/carpool lane and decreasing speeds while improving the traffic light timing and signage would do a lot of work. I think of my friends and I that prefer using Hershey instead of veterans because it's faster overall.	0	0	0	1	10930328 154 dacc97c6	Approved
Jan 06, 2025, 154 07:40 AM	I think adding bus stops along Veterans would be helpful, although making frequent stops would slow traffic even more, so maybe a bus/carpool lane might help that. I also know this isn't the most revolutionary idea in the world, but adding more shrubbery and plant life to both the outside and middle section of the road would be nice. Not just trees to block sunlight, but flower beds too. There's actually scientific evidence that adding flowers by roadways makes people safer and slower drivers. Having flowers and positive visual aesthetics make people more attentive.	0	0	0	0	10930328 dacc97c6	Approved
Jan 06, 2025, 148 05:26 AM	I use veterans daily as a pedestrian who uses bus system or walks.. Please consider putting in more crosswalks and sidewalks. At veterans and Eastland is dangerous.. As you get across to Eastland the people turning right fly up don't stop and just turn.. At some intersections people have a turn light same time as people crossing.. And we all know they don't pay attention or care if you are in the cross walk 🙄🙄.. Thank you	0	0	0	0	12fe03821 9ef1166	Approved
Jan 06, 2025, 147 05:12 AM	Tunnels or foot bridges connecting College Hills Mall and Parkway Plaza. The same connecting Eastland Mall its adjacent shopping centers east of Veteran's and north of Empire.These locations would serve general foot/bike traffic as well as facilitate shoppers accessing more retail outlets once parked thus reducing congestion while promoting commerce and a healthy walk.	0	0	0	0	1228032c dd2e32b1	Approved
Jan 05, 2025, 145 09:46 PM	I'd like to see a study on length of time for left turn lanes. Some are ridiculously short for length of the lane and then people run the red light because they don't want to wait again. Also, why don't both left turn lanes move at same time when there are cars in both directions? Very inefficient...imo. I'll be attending all open meetings.	0	0	0	0	0cea0296 4d1de87e	Approved
Jan 05, 2025, 144 08:43 PM	No need for major changes. Make the road look nicer, a few more street lights and maybe a pedestrian overpass near the Hy-Vee.No bike lanes and for the love of all that is holy NO Roundabouts!	0	0	0	0	0f9702ff2 5115593	Approved
Jan 05, 2025, 136 01:23 PM	yes, fix Veterans... but why spend millions to add a 'bike' lane when we need more and faster lanes of traffic? It's a road. With a limited biking season, and alternatives such as the Constitution trail or side streets seems smart to fix the traffic issues. VERY few use Veterans for going to work via bike. Heck many work from home. And it's freezing weather half the year. So, make Veterans a smoother commute... lights and better business access one block from Veterans. ** like the two new lights on Ft. Jesse. Walking safety, sidewalks and a cross over pedestrian bridge are the best fix.	0	0	0	0	0d6b029f d70203ab	Approved
Jan 04, 2025, 107 09:19 PM	The best thing ever is to design veterans with an overpass for most of our intersections that way it's still sits as a highway which is what it really is for. Champagne has it perfectly done it would be so easy to do and it would cost a lot less money.	0	0	0	0	0dec02cb 771d8e4c	Approved
Jan 04, 2025, 80 03:33 PM	When I moved here 8 years ago, the scarcity of sidewalks and crosswalks along Veterans stuck out to me as really strange and unwelcoming design. Having lived here a while now, it's only more clear how badly those are needed, not just on Veterans. There are so many critical services along that stretch of road, but traversing it is treacherous. I don't want to write a novel, so here's my list of suggestions:- Sidewalks- Crosswalks- Bus lane with sheltered stops and benches if there is going to be a line that goes along a significant stretch, otherwise a bus lane seems unnecessary- Bike lanes only if there is a physical barrier from traffic - One fewer lane each side and a slower speed limit would probably go a long way to improve safety. People drive like they do not care for the safety of other road users. Speed kills, simple as.	0	0	0	0	101e031d 47d72096	Approved

Jan 04, 2025, 62 10:32 AM	One other thought: if Veterans was originally built as a bypass, perhaps a new bypass road is needed that goes around the outside of the newer limits of the two towns. (Thinking Towanda Barnes and something south of Ireland Grove). Blo-No has expanded but the "bypass" stayed put instead of moving with the outer limits of the growth. My sense is that most of the traffic on Veterans is local traffic, not bypass traffic, but making a new circle road to take any traffic off Veterans that really needs a south and/or east bypass around the urban areas might be advisable. Right now, we only have highway on the west and north.	0	0	0	1	0e0102d0 8 1e462a97	Approved
Jan 04, 2025, 60 10:20 AM	Excellent idea to connect Raab Road and Route 66.	0	0	0	1	0e0102d0 47 1e462a97	Approved
Jan 04, 2025, 59 10:14 AM	that Veterans is very dangerous for pedestrians and cyclists to be crossing, as I see them doing almost every day, and something needs to be done to make it much safer for those individuals (who I strongly assume do not have good alternatives), any suggestion that there are too many lanes or that we can afford to slow traffic further by creating lanes for busses only or that pedestrians/cyclists should be prioritized over motorized vehicles is absurd. The person below who is looking 100 years out is wrong that driving will be replaced by other things. Driving will likely be replaced by self-driving vehicles, which may multiple rather than decrease the number on the road. It will likely go less toward mass transportation within cities and more toward individualized transportation. Our bus system is already moving toward adding non-fixed routes due to one-off, unscheduled and/or disability travel that fixed routes and ironclad schedules do not best serve I'm disappointed that a consultant was hired to figure out that it takes 12 minutes to go from South Veterans to Shepard Road IF AND ONLY IF you hit all the green lights just right. (How often does that ever happen?) And that the planner the WGLT interviewer was talking to seemed blithely dismissive of anyone who is concerned that this redesign could make things worse during congested periods. I was particularly worried that she might be suggesting that we REDUCE the number of lanes! I drive on Veterans during both peak and non-peak hours, and it is obvious that that is not viable during either period. Please be sane and look to large cities for their solutions. San Francisco, for example, has pedestrian bridges and we already have some pedestrian tunnels. How about, for one thing, interviewing the people who cross by foot to ask them what they would use if it were built. It might make sense actually to build BARRIERS to prevent people from walking into the busiest or most pedestrian-accident prone parts of the road. It also makes zero sense to have major bus routes making STOPS on Veterans. That would further congest and slow traffic and be dangerous. I would not be against having a wider, prettier center strip that has more foliage so that 3-lane traffic going one way cannot see traffic going the other as much, but that isn't possible in lots of areas (like the bridge over Main in the south) and it better not be done by reducing the number of lanes. One thing that would also help is to have more logical timing of lights on the feeder roads. It makes no sense for GE Road to be 45 mph but no one can ever make it to that speed without hitting the incessantly changing light at Hershey. Either reduce the GE Road speed (my preference) or make that light more sensible, especially as ISU is about to be bringing students over from the main campus right at that intersection. It also makes no sense that another parallel road that catches lots of traffic, Airport Road, has 3-4 different speed limits. It is through mixed residential and commercial areas and should be about 35 mph throughout. I'd guess that reducing some areas to that would not significantly change how much time it takes to get from one place to another IF the traffic lights are also better timed. So my main feedback is 1) leave it mostly alone 2) widen it if anything and do not remove lanes 3) widen OTHER roads parallel to it to take shorter-travel traffic off Veterans 4) create bridges and/or tunnels for foot and bike traffic and find	0	0	0	0	0e0102d0 1e462a97	Approved
Jan 04, 2025, 55 07:43 AM	I'm no civil engineer so I may not be the first person to fix the perceived problem. However I have seen some suggestions that I strongly believe to be asinine. First, reducing the speed limit on veterans would cause more accidents and would impede the flow of traffic in an already congested artery of Blo-No. Second, I noticed the commission transportation planner suggested adding in bicycle lanes to veterans... for the love of God- no. It should be so obvious why that is dangerous that I don't feel the need to elaborate. I have seen some ideas floating in the comments and featured in the article that seem attractive. One of them is having some corridor on veterans to allow busses to pull over and pick up passengers. It would be nice to have public transit that is useful, reliable, clean and safe. It makes sense to explore what mechanisms and structures can be implemented to accommodate those who need access to public transportation along veterans.	0	0	0	0	0f9502fe3 d3ad777	Approved
Jan 04, 2025, 53 06:35 AM	lets think about the next 100 years. I dont believe driving will be something our next generation and their generation's generation will be doing. Driving is so outdated with too many barriers like car insurance, taxes, repairs, gas, e-charging, etc. Veterans should be closed down for GOOD and be transformed into a high speed rail running both directions 24/7. There will be times during the day and night that will offer express service and there will be times that will offer local stops at each intersection and you can walk/bike/bus after hopping off. There should be light rail options to take you to the airport and amtrak as well as ISU home games and rivan.	0	0	0	0	13150366 1621ab6c	Approved

Jan 03, 2025, 50 10:52 PM	-for pedestrian and bike crossing, perhaps bridges over the road like on college Ave for college students have as well as vegas.-for drivers that r going short distances for shopping or whatnot, perhaps frontage roads can be used instead of getting on and off veterans each time.- what about round a bouts? It'll slow the traffic on the rt 9/empire area for sure. But then again. I'm a driver and not an architect.	0	0	0	0	13500395 492b5695	Approved
Jan 03, 2025, 47 09:11 PM	I would eliminate some of the traffic lights that are not main roads on to veterans. Having less traffic pulling out into the road would reduce congestion and possible accidents from slow cars pulling out in front of people. Pedestrians need to be able to cross. I would put an over or underpass near certain points where neighborhoods are located. Crossing this road on foot is scary. Connect Raab road that leads to dead end next to veterans and Route 66 to veterans to reduce traffic congestion down Fort esse.	0	0	0	0	12a60350 405e0ffc	Approved
Jan 03, 2025, 45 08:11 PM	I think there should be better signage at the intersection on Veteran's and Empire. For new people driving that intersection, it is confusing to know where to turn. Instead of turning off, they perhaps cause an accident by turning at the intersection. Common names such as Empire St. or Route 9 West would help when turning from the south bound Veteran's lane. Perhaps a sign with a map showing the general design of the intersection would help. This would be similar to curve signs. These signs should be placed in advance of the turn to help the driver anticipate the turn. Also, painting on the roadway, straight arrows with Veteran's Parkway or Business 66 would be helpful. (Example would be on Springfield's south side, the route numbers 72 and 55 are painted on the roadway.) Signs that indicate to not turn right or left at the intersection. I would also like to know what the causes of accidents are at the intersection of Veterans and Empire. Are there patterns? I'm not aware of other high accident spots on Veterans. I'm careful not to drive between 4:30 and 6:00 PM because there seem to be a lot of rear end collisions. I think that is poor driving and not the roadway. As for pedestrian deaths that have happend as people are crossing in the middle of the roadway-- perhaps tunnels at various spots. There is a tunnel at the intersection of N. Main and College in Normal.	0	0	0	0	0f8102f29 ebc46e6	Approved
Jan 03, 2025, 25 08:12 AM	Leave it as it is. More enforcement of speeding issues, people running red lights, etc would help to prevent a lot of these accidents that are happening. There are so many other streets in dire need of repair such as 51 going through downtown. I think money could be better spent fixing the current roads we have.	0	0	0	0	0df802ca6 f248213	Approved
Jan 03, 2025, 24 07:23 AM	for a person that drives veterans almost every day. It's my opinion that bike lanes tied to veterans would be a deadly situation. Now, if you were to separate a trail to constitution trail that runs parallel to veterans that would work. Am I experienced some of the most congested area. Is there trying to get out and into Hy-Vee. Stoplight being on sensors 24 hours a day instead of off night hours would help as well. People had figured out if they run 5055 mile an hour down veterans they can sync the lights and not get stopped. Which turns drives up to speeding and a magnitude of accidents .	0	0	0	0	0e9602d0 2a926ca3	Approved
Jan 03, 2025, 23 07:21 AM	ditto	0	0	0	1	11b0032e 18 a4e3d953	Approved
Jan 02, 2025, 19 10:10 AM	Outdated? More like naturally evolved. This is the main artery, carrying traffic to the interstate and the airport, plus all major side arteries. It carries semi trucks. It's 6 lanes and 45 mph. What's outdated is the planning committee's sleepy community thinking.	0	0	0	0	101a0300 4070a3f4	Approved
Jan 02, 2025, 18 09:30 AM	leave it as it is. Synchronize the traffic lights. Repaint markings. Money will be better spent elsewhere. The are many options for those who don't have cars already. Don't fix what isn't broken.	0	0	0	0	0de902cc0 f9b962e	Approved
Jan 01, 2025, 17 08:57 PM	I see a few suggestions to reduce the speed limit, this is ill advised. I read an article awhile back that claimed that slow drivers actually cause more accidents by causing traffic to become more dense leading to the greater chance for accidents. There are too many people who drive like the speed limit is 30 resulting in traffic getting backed up. It is supposed to be the law against people driving so slow that they are obstructing the normal flow of traffic.	0	0	0	0	0f2702fe8 ea6f970	Approved
Dec 31, 2024, 13 02:56 PM	Light rail seems delusional for the size of these 2 cities, unless you want to pay exorbitant fees. Traffic lights need to be more synchronized. Lower speeds down to 40mph. Have our Police ENFORCE speed laws. As far as pedestrians crossing Veterans, I would suggest like a small pedestrian bridge over the intersections, sidewalks down Veterans would be suicide same for bicycles.	0	0	0	0	0d8e02a9 93bb7b5a	Approved
Dec 31, 2024, 12 01:43 PM	My opinion is that Veteran's should be left the way it is, perhaps with some minor improvements as suggested by others (brighter painted lines, lower speed limits). Nobody wants to walk or bicycle along a major road like Veteran's anyway, and the town provides many alternate routes that are pedestrian and bicycle-friendly, options with which a person can arrive at their destination. A town this size will necessarily have at least one major higher-speed, multi-lane road that is heavily used by traffic, and more prone to accidents than others. Look at a city like Chicago; it is filled with such roadways. Funds would be much better spent repairing existing roads, such as Fort Jessie or Raab, which are in embarrassingly bad shape in many areas.	0	0	0	0	0cef02986 b1af2de	Approved

Dec 31, 2024, 11 10:09 AM	The road is fine. Drive more carefully and practice hypervigilance. I'm not paying more taxes to solve a nonexistent problem with an expensive solution.	0	0	0	0	0d5702c0f c5a37d3	Approved
Dec 31, 2024, 10 09:41 AM	There needs to be a strong contrast between the pavement and the striping. Faded and faint markings on gray roads is hard to see on a clear day much less when it's dark, overcast, raining, snowing, etc. Basic maintenance of bright, reflective lane markers would go a long way.	0	0	0	0	1009032fa 7906b17	Approved
Dec 30, 2024, 9 03:34 AM	Maybe a reduced speed limit would lessen the severity of injuries in a crash. Let's say, 35mph? Could add sidewalks, although I rarely see pedestrians. More bus routes, including one that goes up and down Veteran's. But maybe that's not viable as I had the impression that they've been cut in recent years because of low ridership and budget reasons.	0	0	0	0	1130035a 13e5e1d1	Approved
Dec 29, 2024, 8 12:11 AM	While I love the idea of of a multi-modal corridor I think there are some realities that have to be grappled with. - I love light rail as others have pointed out, but I doubt our community has either the necessary population density nor scale to make it successful. I'd love to be proven wrong. Perhaps the veterans corridor has the density and potential foot traffic to support an elevated light rail/monorail - that would be cool.- The majority of my interactions with veterans over my nearly 40 years here has been crossing the accursed thing either by car or bike. That said I'm a white collar, west-sider who has never worked at State Farm. Maybe I'm in the minority here.- I can't imagine a scenario where I would want to walk/bike alongside that road even if the number of lanes and the speed were reduced. The nature of that road and it's immediate surroundings means it will likely always be high traffic.- Reducing throughput on veterans likely pushes traffic out to other areas. Is this a desired effect?Bloomington-Normal is largely a car-centric metro. Veterans parkway is also largely still a bypass. A lot of interaction with it is still about people/goods getting to/from the interstate, but it also doubles as a high throughput road between different commercial areas and State Farm. I think cheap, accessible mass transit along the corridor plus safe, easy, useful pedestrian crossings should be prioritized. Pedestrian access to homes and businesses should be built up and improved away from Veterans itself. Work with the surrounding businesses to make access more pedestrian friendly. We need to ask why the existing bus routes in/around the corridor aren't sufficient to prevent the all to often tragedies?With improved mass transit and pedestrian access around/across Veterans, it should be treated as a limited access highway with attractive barriers built to reduce noise and temptation to use it as a walkway. I would go as far as as elevating Veterans at several of it's intersections and limiting access to it with ramps - though that probably requires careful planning and eminent domain.	0	0	0	0	0cc302be4 1f880f0	Approved
Dec 28, 2024, 7 11:12 AM	i love light rail options that can connect to the airport as well as the amtrak station or an underground mini-subway(train) system. I hope this will be our future for the next 100 years to come.Can we build a few Skywalks where you can walk/bike??For example once you leave college ave near meijers...you can walk/bike on a skywalk to get to kroger on college ave.Also there should be a safer lane option for motorcycles and more semi-truck friendly lanes. Again we need to show respect for those who deliver our goods.	0	0	0	0	10b302f85 a43b5be	Approved
Dec 28, 2024, 6 10:54 AM	Problem-accidents on veteran's Reaction-Let's re-imagine veteran's Solution-Road diets for veteran's	0	0	0	0	0f6d0326f 2eac3b2	Approved
Dec 27, 2024, 5 11:33 PM	Many people in our community live without cars, and there are so many residential areas within a short distance of Veterans Parkway. The new design should consider a more people centered society, likely with less traffic lanes.	0	0	0	0	0f4502fdff 8a02ba	Approved
Dec 18, 2024, 4 03:13 PM	While we need an efficient and effective way to traverse town, there must be something better. Veterans is now crowded and sometimes dangerous route, let alone unattractive. I love the above comment on light rail - a long term but worthy goal as likely our population will continue to grow. I used to live along Apache Blvd in Tempe, AZ back when it was very much like Veterans. Apparently, they have been able to add a light rail system there so I think there is hope for BloNo in this regard. Let's do it earlier when it is easier.	0	0	0	0	0f8402f99 575a1a5	Approved
Dec 14, 2024, 2 02:06 PM	I worked at Red Robbin a few years back and had to walk down vets from washington to get there. By stake n shake and Vernon there's that bridge. The only way for me to cross there was to just walk in the road because there's not anywhere to cross that drainage ditch.There are also few crosswalks or crossing signals, this makes it extremely difficult to cross at some intersections and dangerous at a few.	0	0	0	0	0f9202fd3 cf8bd40	Approved
Dec 10, 2024, 1 04:55 PM	I want this road to have a better pedestrian/cycling connection between east and west. Importantly, I think the sprawl-style building typologies the surround Veterans needs to be repaired with more human-scaled missing middle and downtown-esque development. Roundabouts instead of lights would be great.Pipe dream, but I would love to see light rail/streetcars return to Bloomington-Normal.	0	0	0	0	1.04E+15	Approved

Appendix D: Survey Data

Residents provided input through an anonymous survey open from January 1, 2025, to February 28, 2025. The following pages contain a detailed report from the survey platform reflecting the responses of 745 contributors and 935 contributions for the survey.

Veterans Parkway: Our Community Vision

Report Type: Form Results Summary

Date Range: 01-01-2025 - 28-02-2025

Exported: 04-03-2025 17:10:59

Open

Community Survey

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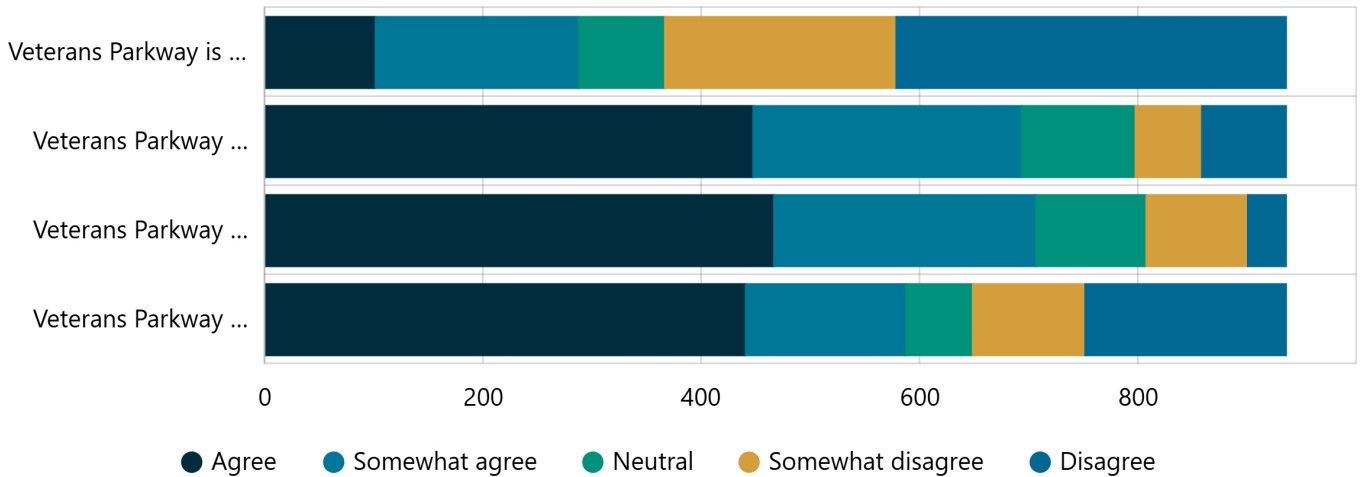
745
Contributors

935
Contributions

Contribution Summary

1. Please select the degree to which you agree or disagree with the following. [If you are viewing this on your mobile device, please turn it sideways for matrix compatibility] Required

Matrix | Skipped: 0 | Answered: 935 (100%)



	Agree	Somewhat agree	Neutral	Somewhat disagree	Disagree	Count	Score
Veterans Parkway is good the way it is currently.	10.80% 101	19.89% 186	8.45% 79	22.67% 212	38.18% 357	935	3.58
Veterans Parkway should be different.	47.81% 447	26.31% 246	11.12% 104	6.52% 61	8.24% 77	935	2.01
Veterans Parkway should prioritize moving traffic as efficiently and quickly as possible.	49.84% 466	25.67% 240	10.80% 101	9.95% 93	3.74% 35	935	1.92
Veterans Parkway should be a	47.06% 440	15.72% 147	6.52% 61	11.02% 103	19.68% 184	935	2.41

more
pedestrian
and bicyclist-
friendly
place.

2. You are in the year 2040. Veterans Parkway has been officially redesigned as a result of this project. What word would you like to be able to use to describe the redesigned Veterans Parkway Corridor? Required

Short Text | Skipped: 0 | Answered: 935 (100%)

Sentiment



- Positive** 70% (651)
- Mixed** 0% (4)
- Negative** 5% (48)
- Neutral** 25% (232)
- Unclassified** 0% (0)

Tags

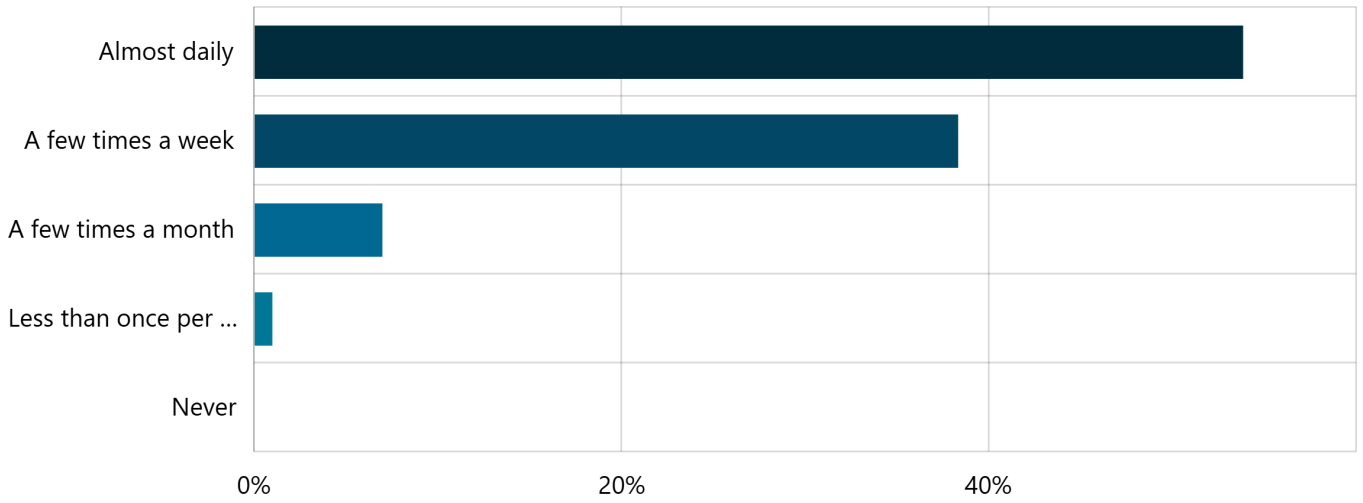
No tag data

Featured Contributions



3. How often do you travel along Veterans Parkway? Required

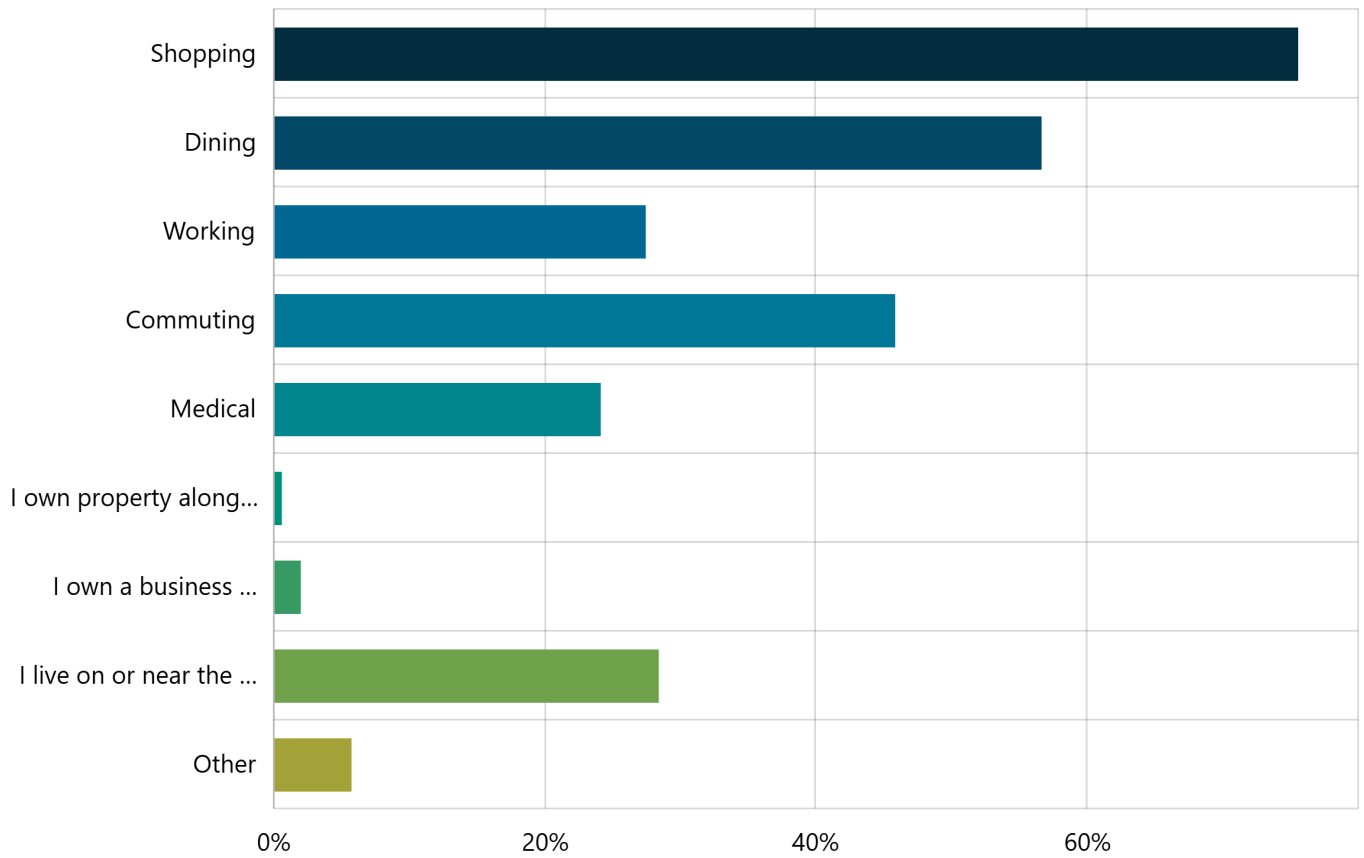
Multi Choice | Skipped: 0 | Answered: 935 (100%)



Answer choices	Percent	Count
Almost daily	53.80%	503
A few times a week	38.29%	358
A few times a month	6.95%	65
Less than once per month	0.96%	9
Never	0%	0
Total	100.00%	935

4. While many people use the Veterans Parkway area for multiple reasons, what are your top three reasons for using the corridor? Required

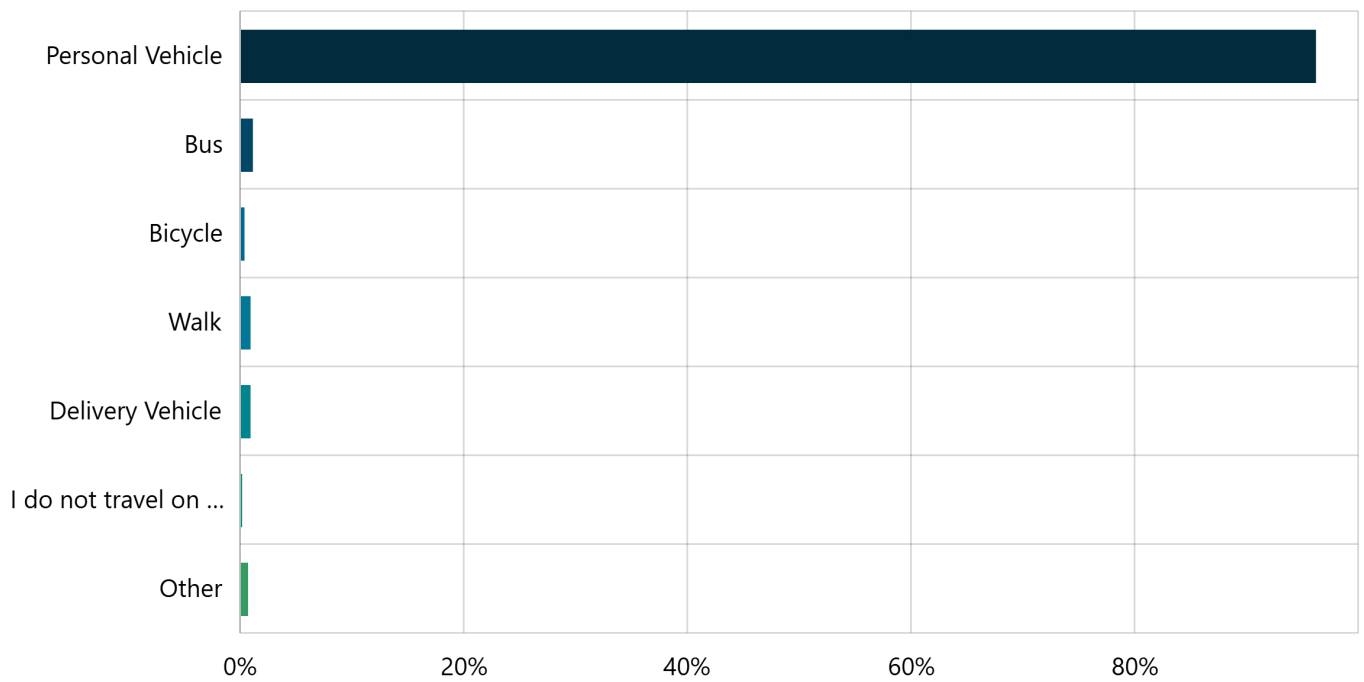
Multi Choice | Skipped: 0 | Answered: 935 (100%)



Answer choices	Percent	Count
Shopping	75.51%	706
Dining	56.58%	529
Working	27.38%	256
Commuting	45.78%	428
Medical	24.06%	225
I own property along the corridor	0.53%	5
I own a business along the corridor	1.93%	18
I live on or near the corridor	28.34%	265
Other	5.67%	53

5. What is your primary mode of travel along Veterans Parkway? Required

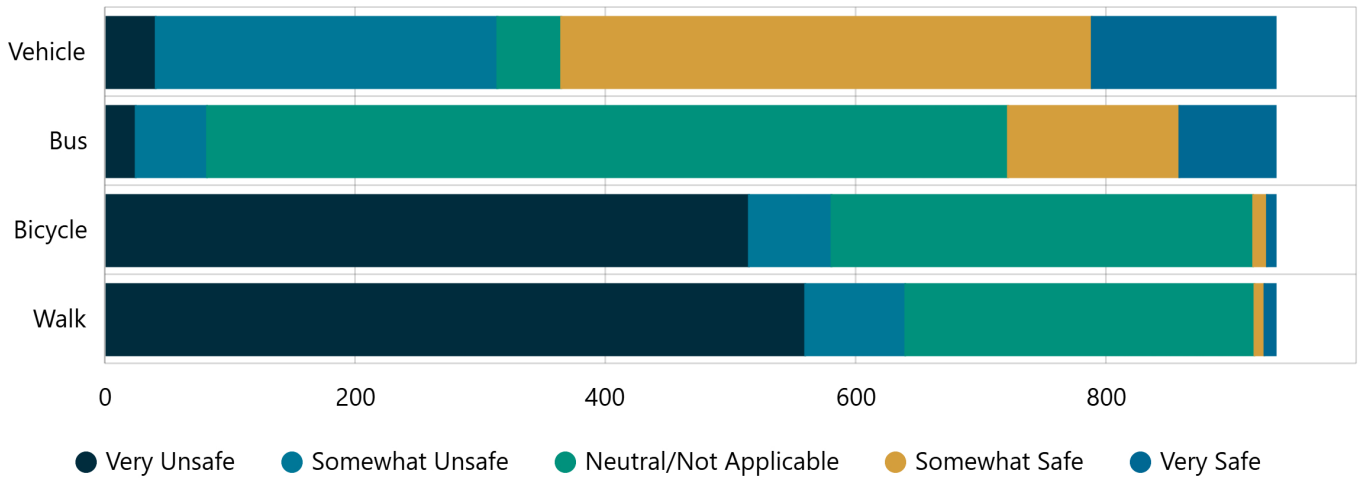
Multi Choice | Skipped: 0 | Answered: 935 (100%)



Answer choices	Percent	Count
Personal Vehicle	96.15%	899
Bus	1.07%	10
Bicycle	0.32%	3
Walk	0.86%	8
Delivery Vehicle	0.86%	8
I do not travel on Veterans Parkway	0.11%	1
Other	0.64%	6
Total	100.00%	935

6. How do you feel when traveling on or immediately around the Veterans Parkway corridor? [If you are viewing this on your mobile device, please turn it sideways for matrix compatibility] Required

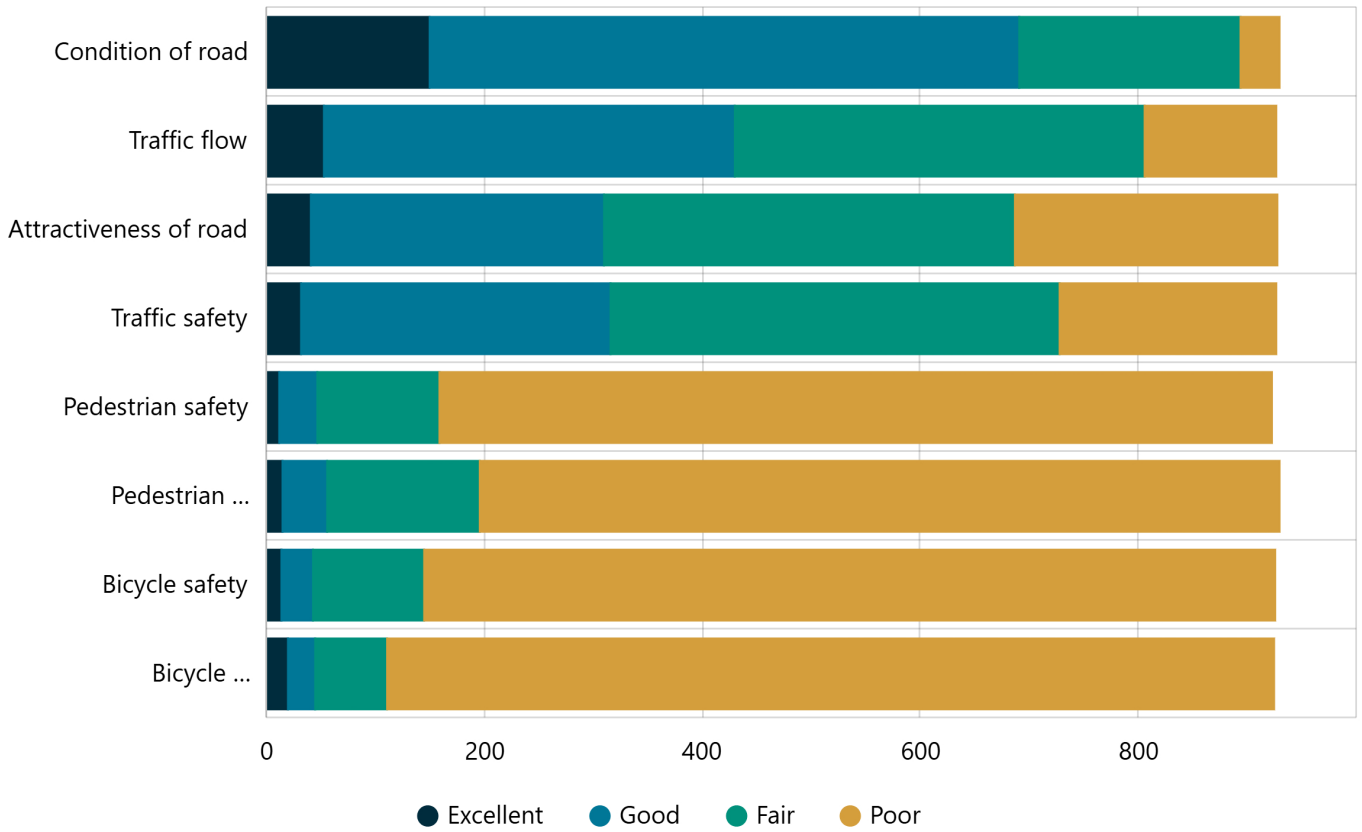
Matrix | Skipped: 0 | Answered: 935 (100%)



	Very Unsafe	Somewhat Unsafe	Neutral/Not Applicable	Somewhat Safe	Very Safe	Count	Score
Vehicle	4.28% 40	29.20% 273	5.45% 51	45.35% 424	15.72% 147	935	3.39
Bus	2.57% 24	6.10% 57	68.45% 640	14.65% 137	8.24% 77	935	3.20
Bicycle	54.97% 514	7.06% 66	36.04% 337	1.18% 11	0.75% 7	935	1.86
Walk	59.79% 559	8.56% 80	29.84% 279	0.86% 8	0.96% 9	935	1.75

7. How do you rate Veterans Parkway on the following factors? [If you are viewing this on your mobile device, please turn it sideways for matrix compatibility]

Matrix | Skipped: 4 | Answered: 931 (99.6%)

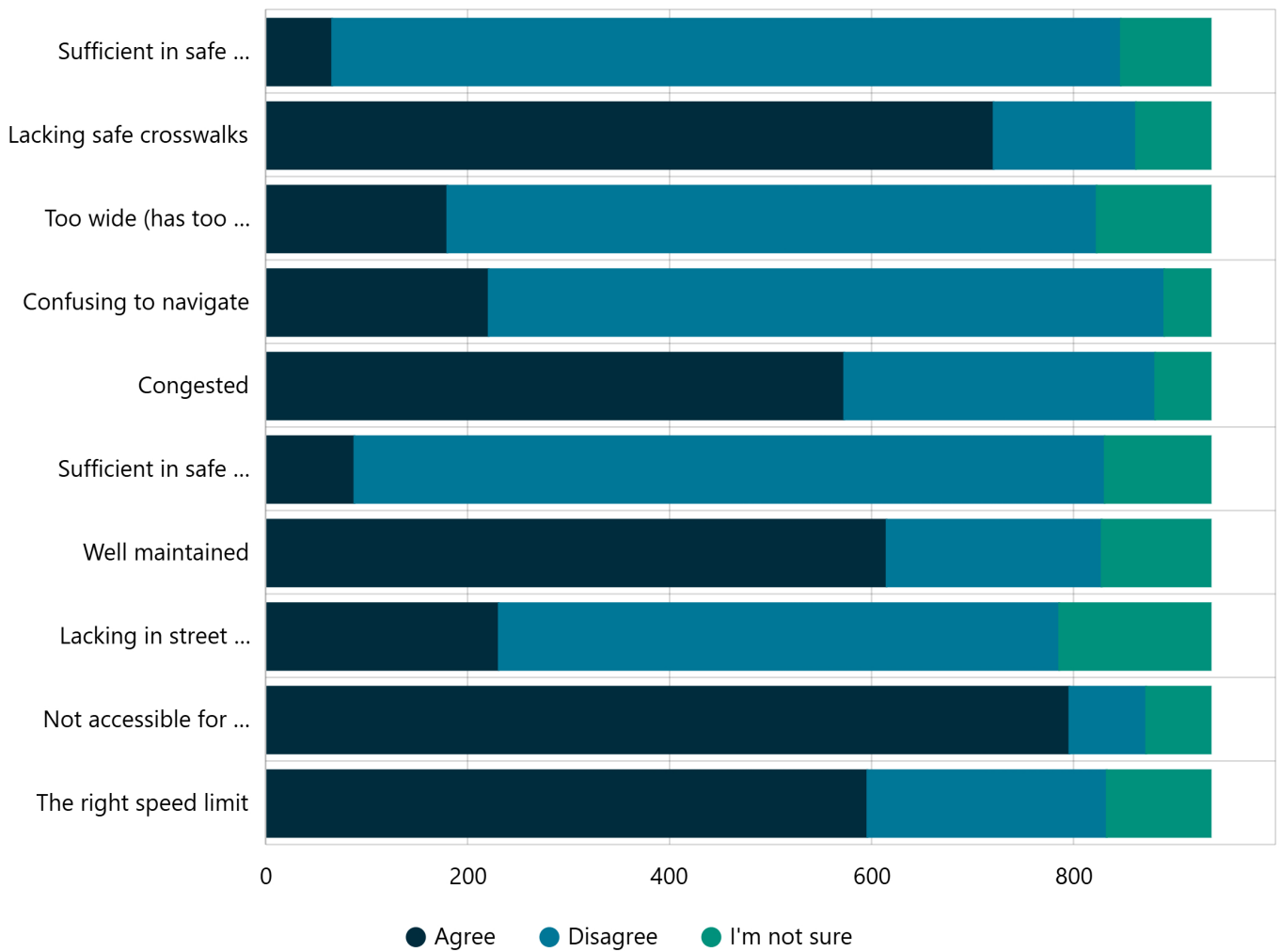


	Excellent	Good	Fair	Poor	Count	Score
Condition of road	16.04% 149	58.23% 541	21.85% 203	3.88% 36	929	2.14
Traffic flow	5.62% 52	40.71% 377	40.60% 376	13.07% 121	926	2.61
Attractiveness of road	4.31% 40	29.02% 269	40.67% 377	26.00% 241	927	2.88
Traffic safety	3.35% 31	30.67% 284	44.49% 412	21.49% 199	926	2.84
Pedestrian safety	1.19% 11	3.80% 35	12.15% 112	82.86% 764	922	3.77
Pedestrian accommodations (e.g. crosswalks, ramps, pedestrian signals, sidewalks, benches)	1.51% 14	4.41% 41	15.07% 140	79.01% 734	929	3.72

Bicycle safety	1.41% 13	3.14% 29	11.03% 102	84.43% 781	925	3.78
Bicycle accommodations (e.g. bike lanes, parking)	2.06% 19	2.71% 25	7.14% 66	88.10% 814	924	3.81

8. Please select whether you agree or disagree with the following statements about Veterans Parkway. [If you are viewing this on your mobile device, please turn it sideways for matrix compatibility] Required

Matrix | Skipped: 0 | Answered: 935 (100%)

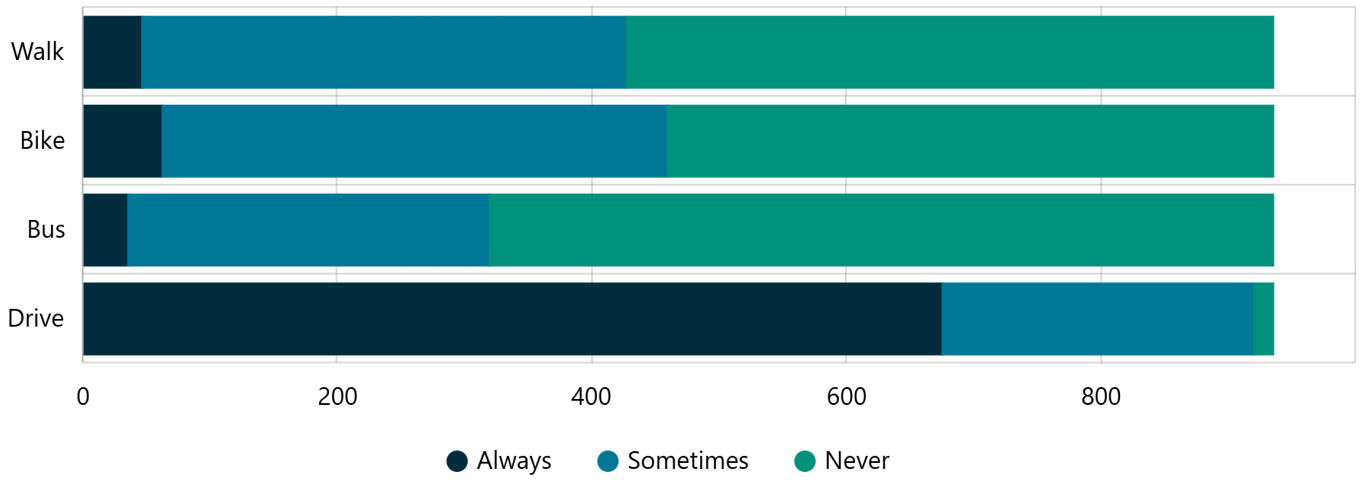


	Agree	Disagree	I'm not sure	Count	Score
Sufficient in safe walking routes	6.95% 65	83.53% 781	9.52% 89	935	2.03
Lacking safe crosswalks	77.01% 720	15.08% 141	7.91% 74	935	1.31
Too wide (has too many lanes)	19.14% 179	68.77% 643	12.09% 113	935	1.93
Confusing to navigate	23.53% 220	71.55% 669	4.92% 46	935	1.81
Congested	61.18% 572	32.94% 308	5.88% 55	935	1.45
Sufficient in safe biking routes	9.30% 87	79.47% 743	11.23% 105	935	2.02

Well maintained	65.67% 614	22.78% 213	11.55% 108	935	1.46
Lacking in street lighting	24.60% 230	59.36% 555	16.04% 150	935	1.91
Not accessible for those without cars	85.03% 795	8.13% 76	6.84% 64	935	1.22
The right speed limit	63.64% 595	25.35% 237	11.02% 103	935	1.47

9. If facilities were improved, I would use the following modes to get to destinations along Veterans Parkway.
[If you are viewing this on your mobile device, please turn it sideways for matrix compatibility] Required

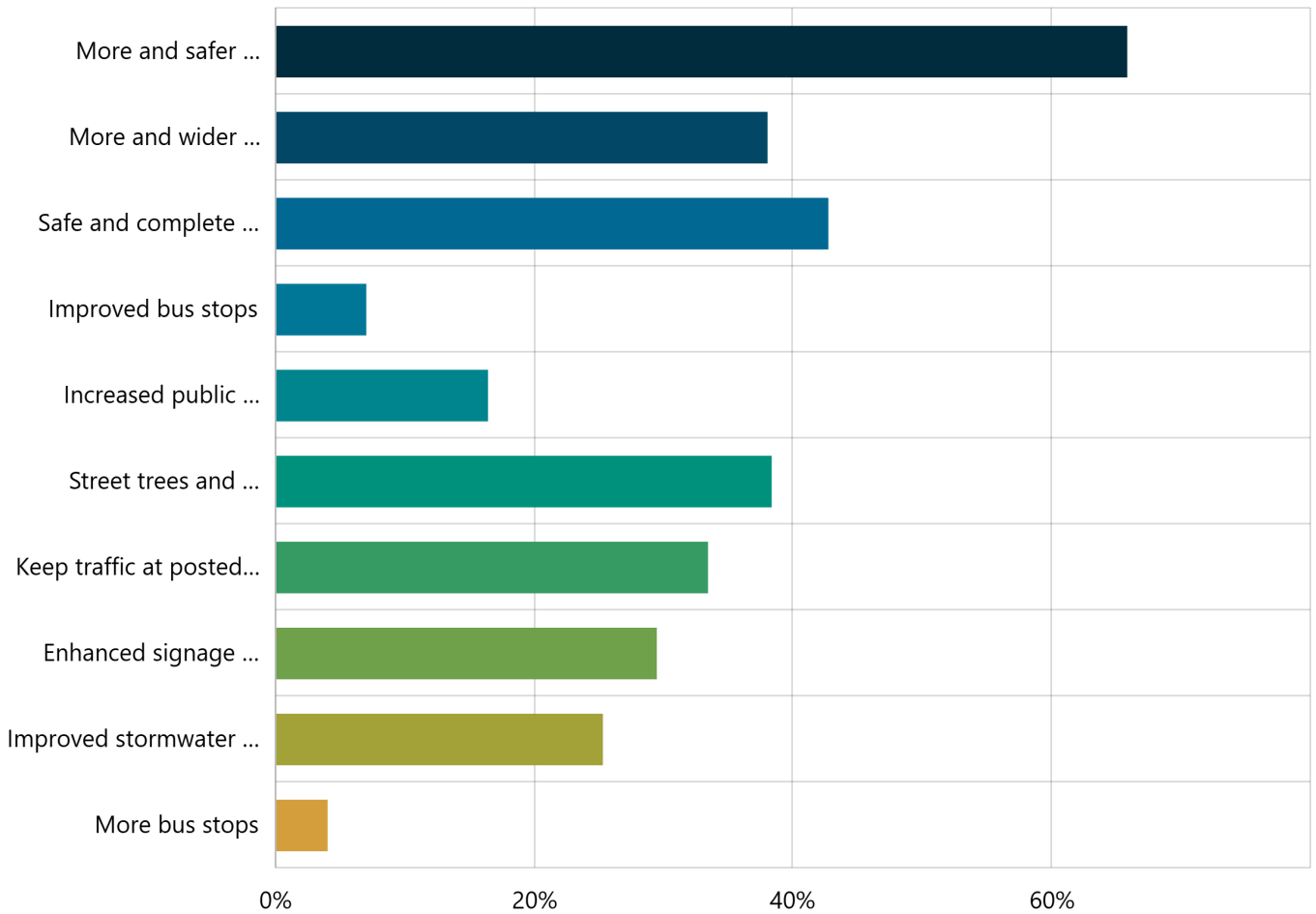
Matrix | Skipped: 0 | Answered: 935 (100%)



	Always	Sometimes	Never	Count	Score
Walk	4.92% 46	40.75% 381	54.33% 508	935	2.49
Bike	6.63% 62	42.46% 397	50.91% 476	935	2.44
Bus	3.74% 35	30.37% 284	65.88% 616	935	2.62
Drive	72.19% 675	26.20% 245	1.60% 15	935	1.29

10. What potential improvements to the corridor do you think are most critical? Required

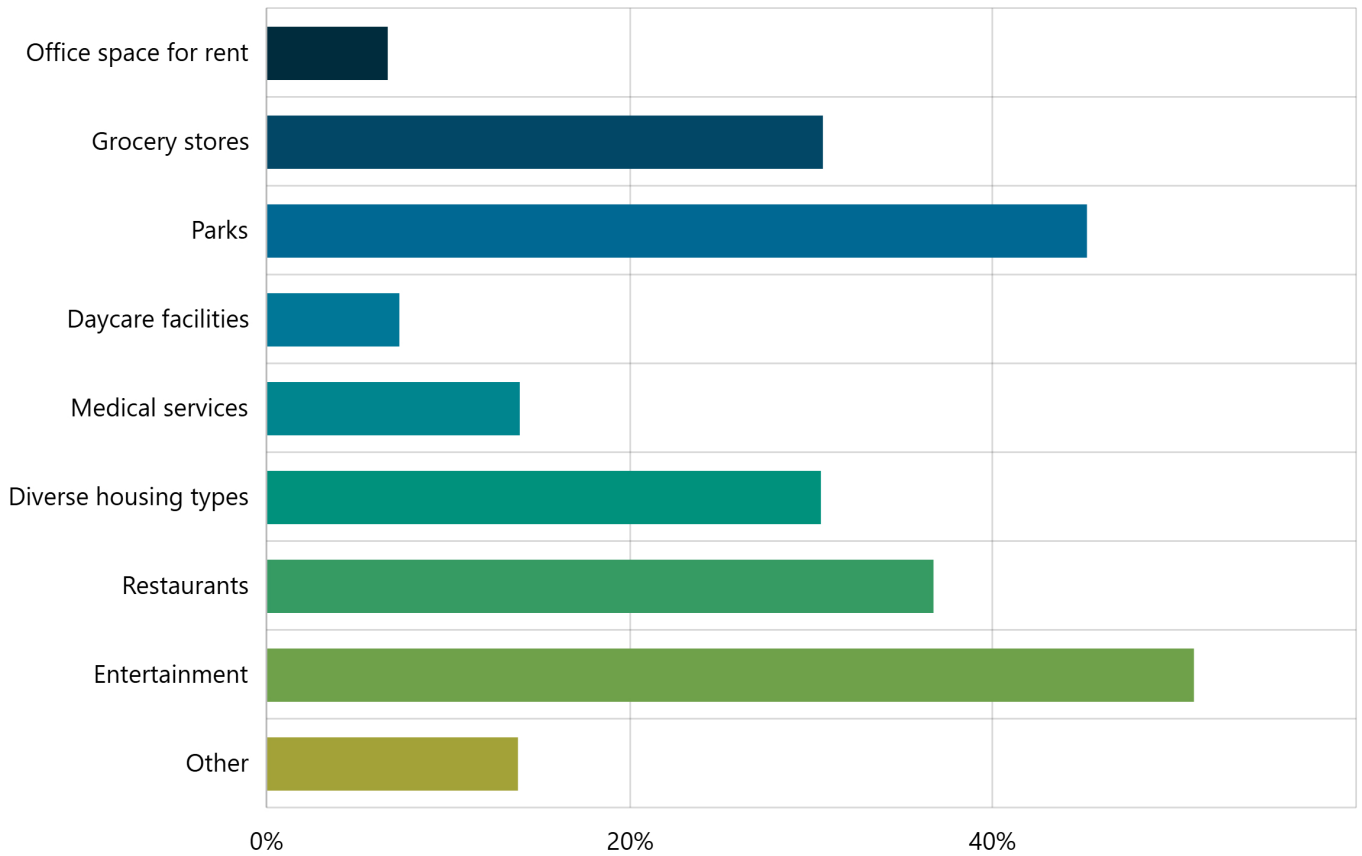
Multi Choice | Skipped: 0 | Answered: 935 (100%)



Answer choices	Percent	Count
More and safer crosswalks	65.78%	615
More and wider sidewalks	37.97%	355
Safe and complete bicycle network (e.g. bicycle facilities such as trails or sidepaths, bike racks)	42.67%	399
Improved bus stops	6.95%	65
Increased public transportation service along the corridor	16.36%	153
Street trees and vegetation	38.29%	358
Keep traffic at posted speed limits	33.37%	312
Enhanced signage and wayfinding	29.41%	275
Improved stormwater infrastructure (e.g. rain gardens, permeable pavement, tree canopies, etc.)	25.24%	236
More bus stops	3.96%	37

11. What uses do you want to see more of along Veterans Parkway? (Select all that apply) Required

Multi Choice | Skipped: 0 | Answered: 935 (100%)

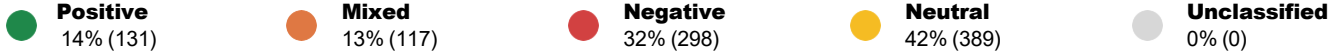


Answer choices	Percent	Count
Office space for rent	6.63%	62
Grocery stores	30.59%	286
Parks	45.13%	422
Daycare facilities	7.27%	68
Medical services	13.90%	130
Diverse housing types	30.48%	285
Restaurants	36.68%	343
Entertainment	51.02%	477
Other	13.80%	129

12. What part of Veterans Parkway do you think needs improvement the most, and why? Required

Long Text | Skipped: 0 | Answered: 935 (100%)

Sentiment



Tags

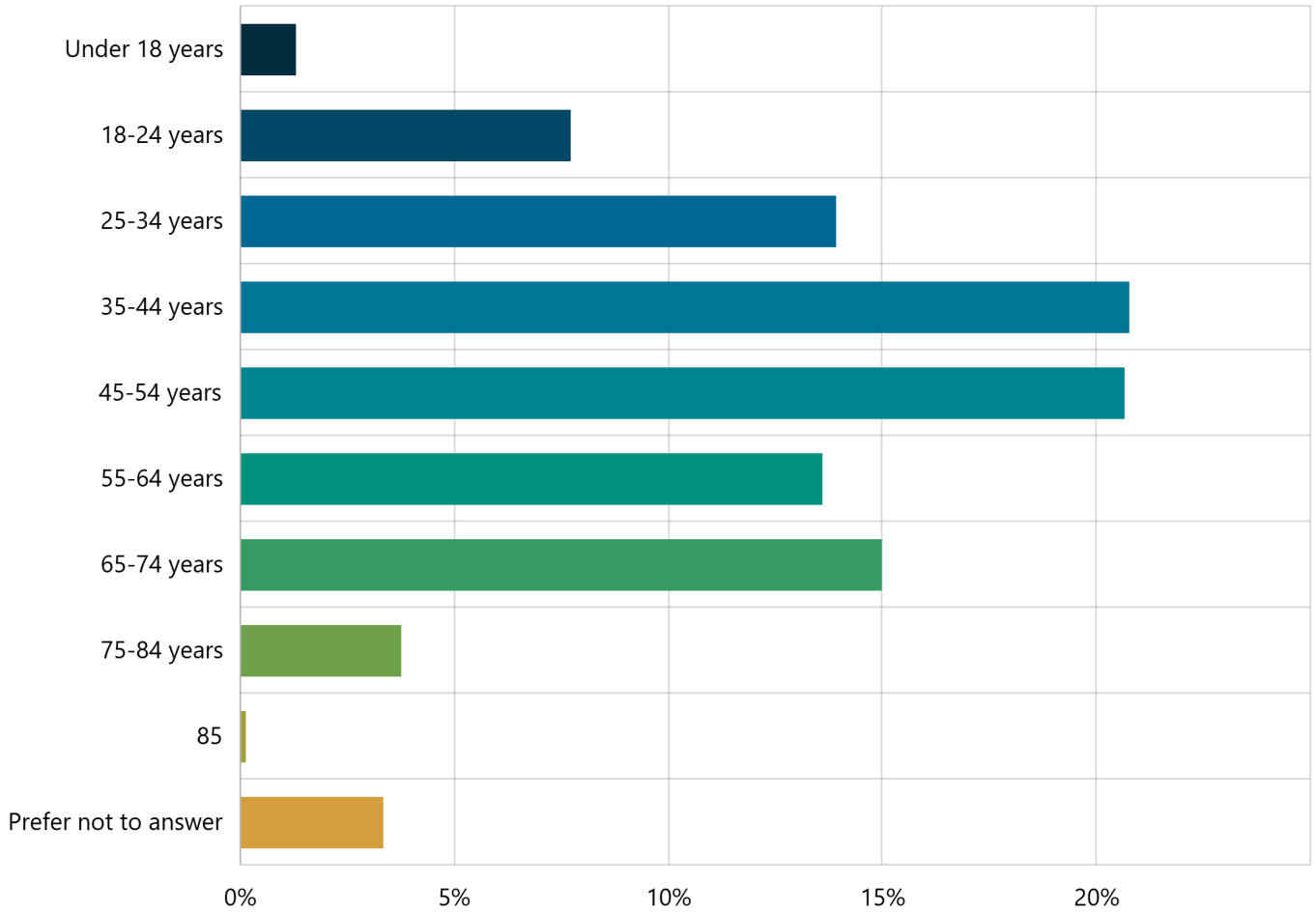
No tag data

Featured Contributions



13. In which age range do you fall? Required

Multi Choice | Skipped: 0 | Answered: 935 (100%)



Answer choices	Percent	Count
Under 18 years	1.28%	12
18-24 years	7.70%	72
25-34 years	13.90%	130
35-44 years	20.75%	194
45-54 years	20.64%	193
55-64 years	13.58%	127
65-74 years	14.97%	140
75-84 years	3.74%	35
85	0.11%	1
Prefer not to answer	3.32%	31

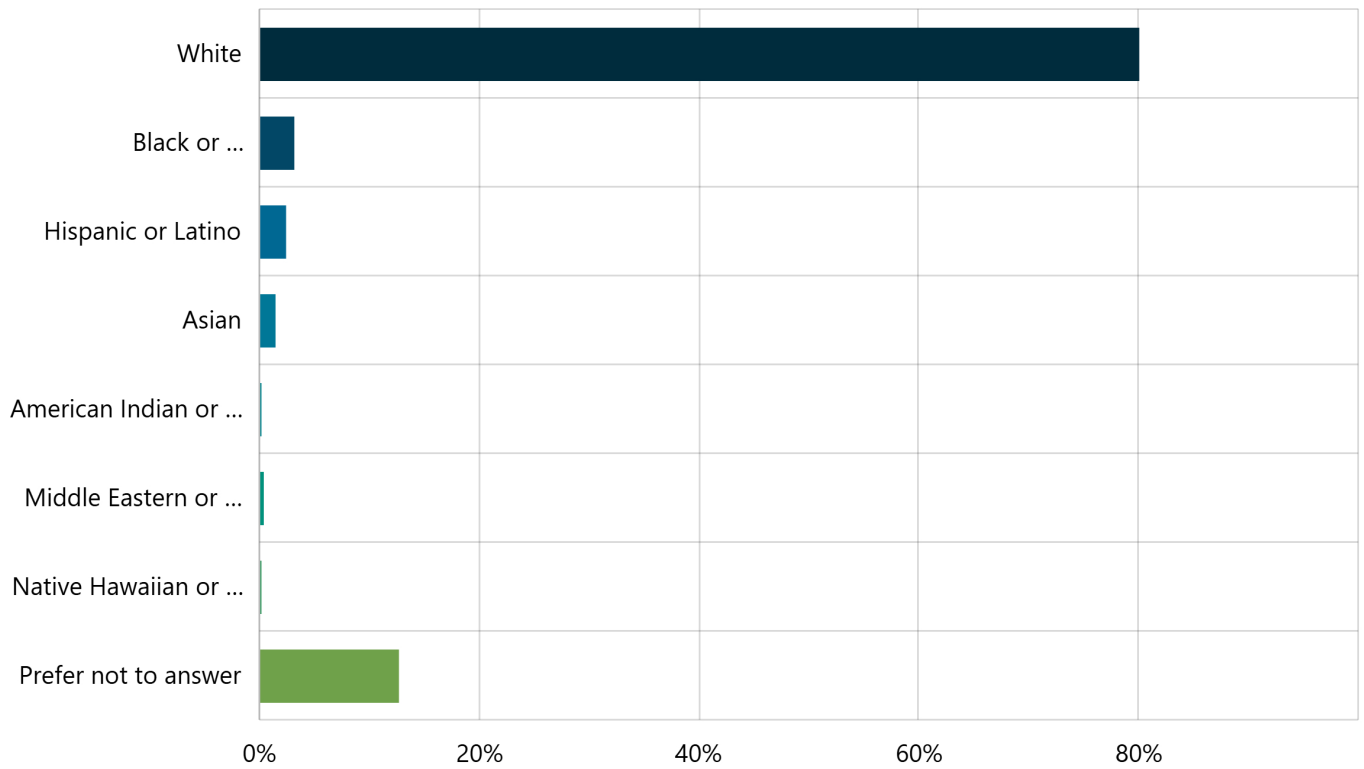
Total

100.00%

935

14. Which of the following best represents your personal racial and ethnic background? Please select all that apply. Required

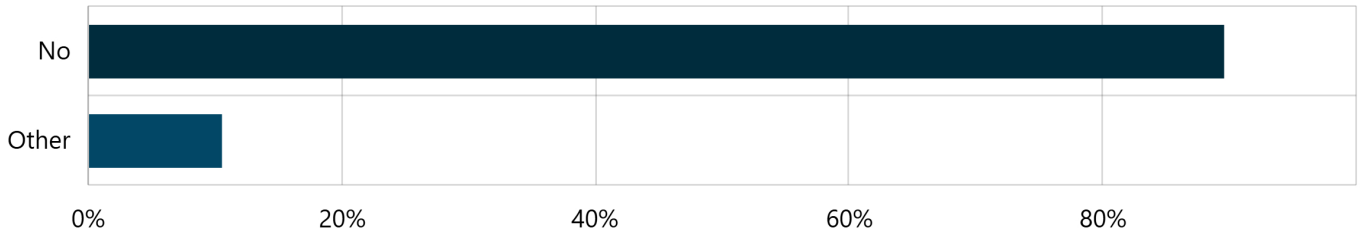
Multi Choice | Skipped: 0 | Answered: 935 (100%)



Answer choices	Percent	Count
White	80.00%	748
Black or African-American	3.10%	29
Hispanic or Latino	2.35%	22
Asian	1.39%	13
American Indian or Alaska Native	0.11%	1
Middle Eastern or North African	0.32%	3
Native Hawaiian or Pacific Islander	0.11%	1
Prefer not to answer	12.62%	118
Total	100.00%	935

15. Do you or any members of your household identify as disabled or impaired? Required

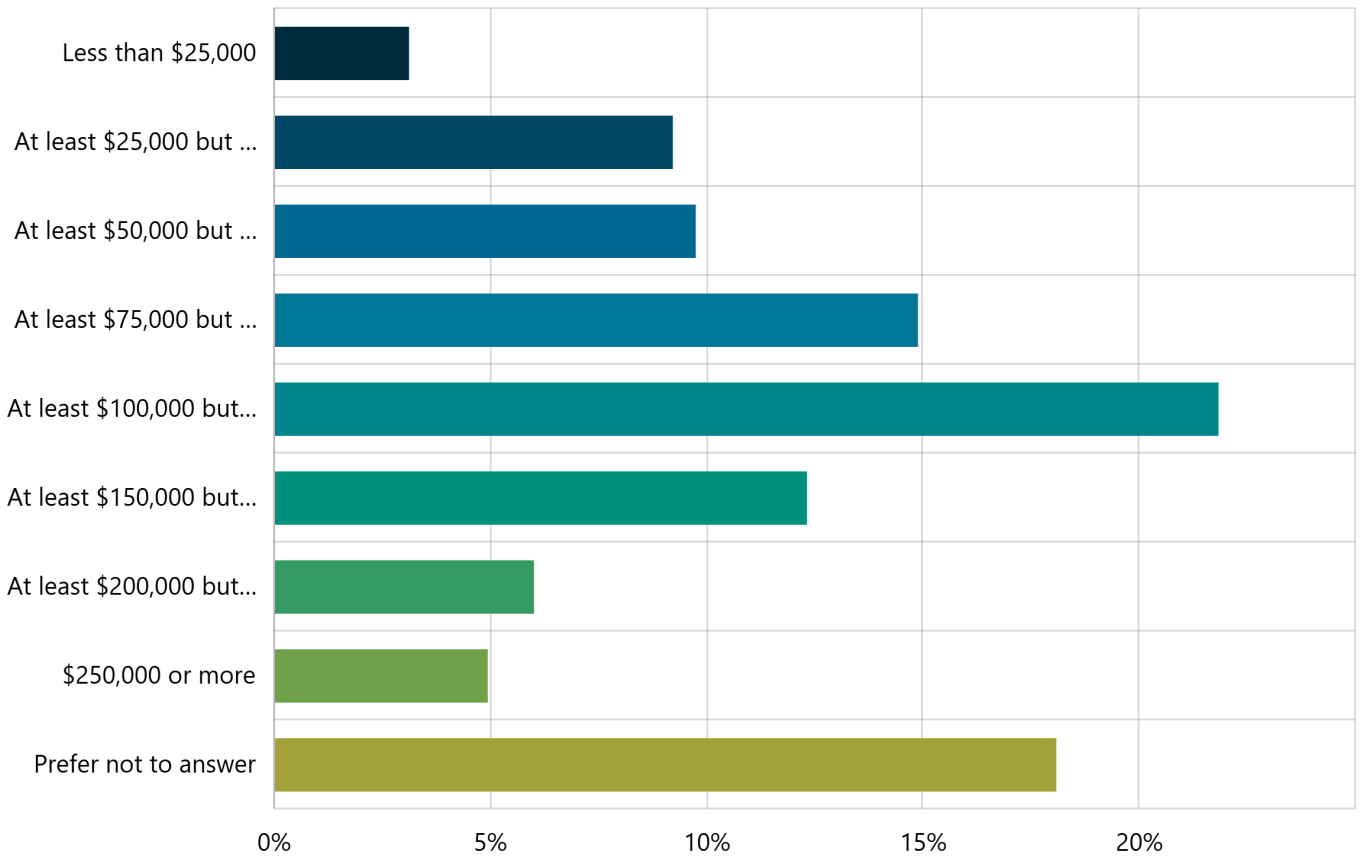
Multi Choice | Skipped: 0 | Answered: 935 (100%)



Answer choices	Percent	Count
No	89.52%	837
Other	10.48%	98
Total	100.00%	935

16. In which of the following categories did your total annual household income fall in 2023? Required

Multi Choice | Skipped: 0 | Answered: 935 (100%)



Answer choices	Percent	Count
Less than \$25,000	3.10%	29
At least \$25,000 but less than \$50,000	9.20%	86
At least \$50,000 but less than \$75,000	9.73%	91
At least \$75,000 but less than \$100,000	14.87%	139
At least \$100,000 but less than \$150,000	21.82%	204
At least \$150,000 but less than \$200,000	12.30%	115
At least \$200,000 but less than \$250,000	5.99%	56
\$250,000 or more	4.92%	46
Prefer not to answer	18.07%	169
Total	100.00%	935

17. Please enter your email below if you would like to receive updates on this process and information on the future engagement opportunities

Short Text | Skipped: 623 | Answered: 312 (33.4%)

Sentiment



Positive
0% (1)

Mixed
0% (0)

Negative
0% (0)

Neutral
100% (311)

Unclassified
0% (0)

Tags

No tag data

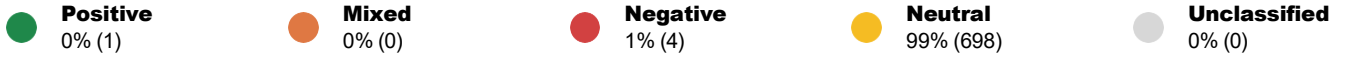
Featured Contributions

No featured contributions

18. What street do you live on?

Short Text | Skipped: 232 | Answered: 703 (75.2%)

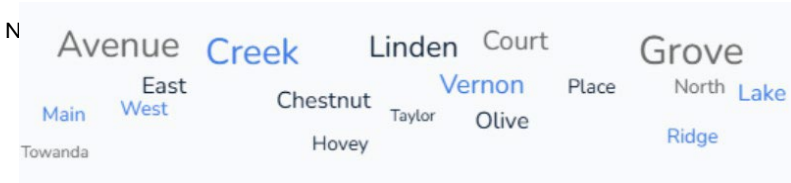
Sentiment



Tags

No tag data

Featured Contributions



20. What city do you live in?

Short Text | Skipped: 174 | Answered: 761 (81.4%)

Sentiment



Positive
0% (0)

Mixed
0% (0)

Negative
0% (1)

Neutral
100% (760)

Unclassified
0% (0)

Tags

No tag data

Featured Contributions

Normal
Bloomington

21. What is your zip code? Required

Short Text | Skipped: 0 | Answered: 935 (100%)

Sentiment

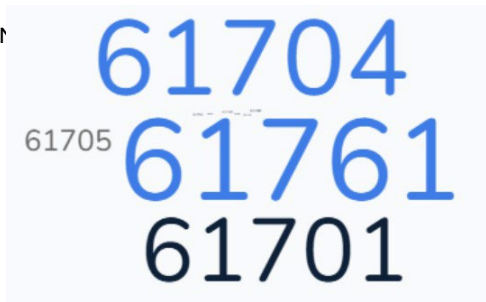


- Positive**
0% (0)
- Mixed**
0% (0)
- Negative**
0% (1)
- Neutral**
100% (934)
- Unclassified**
0% (0)

Tags

No tag data

Featured Contributions



Open-Response Demographic Questions:

The following questions were open-response demographics questions included in the survey for respondents. A rationale for the inclusion of these questions is provided under each question. They are listed as questions 17, 18, 19, 20, and 21 within the online survey.

- **17. Please enter your email below if you would like to receive updates on this process and information on the future engagement opportunities** | Optional | Skipped: 623 | Answered: 321 (33.4%)
 - This question was included in the survey to allow respondents to receive updates on the process and stay informed about future engagement opportunities, ensuring continued participation and transparency.
- **18. What street do you live on?** | Optional | Skipped: 232 | Answered: 703 (75.2%)
 - This question was included in the survey to help in understanding the geographic distribution of respondents, identifying potential areas of concern or interest, and ensuring that outreach efforts are effectively targeted based on location-specific insights.
- **19. What is the nearest cross street to where you live?** | Optional | Skipped: 234 | Answered: 701 (75%)
 - This question was included in the survey to help understand the geographic distribution of respondents. MCRPC has previously shared interest in utilizing this information to generate maps to show geographic coverage across responses.

- **20. What city do you live in? | Optional | Skipped: 174 | Answered: 761 (81.4%)**
 - This question was included in the survey to ensure feedback is analyzed within the appropriate jurisdiction and helps in tailoring responses to local policies, programs, and community needs.
 - The graph below indicates 52% of respondents live in Bloomington and 26% live in Normal, with the remaining either unanswered or in communities surrounding the metro area.

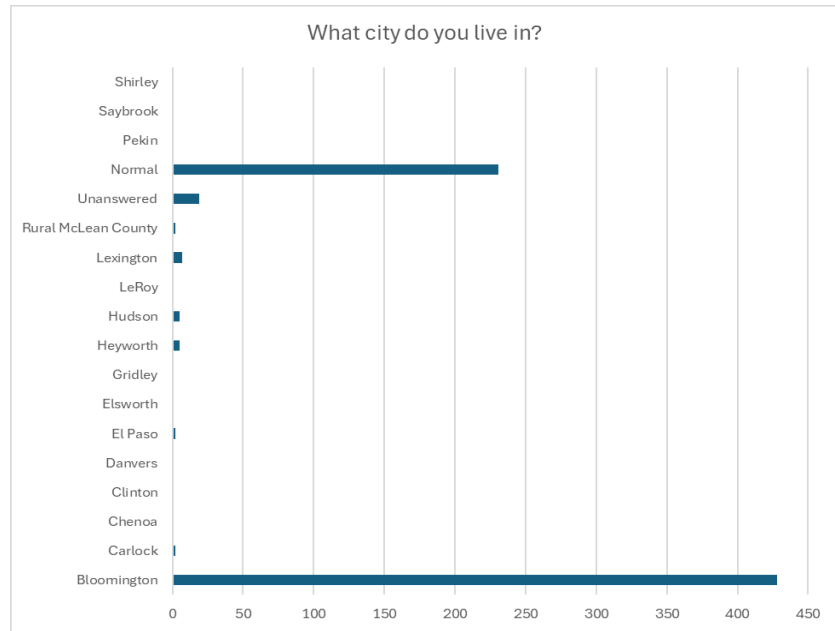


Figure 1B: Question Twenty Asking Respondents What City They Live In

- **21. What is your zip code?** | Required | Skipped: 0 | Answered: 935 (100%)
 - This question was included in the survey to help provide a granular option to analyze responses geographically, identifying trends or disparities in participation across different areas. The highest responses were the following zip codes:
 - 61761: 30% of respondents
 - 61704: 28% of respondents
 - 61701: 23% of respondents
 - 61705: 8% of respondents

