

ST-26-054 FAQ

Michigan and New York Two-Way Conversion Project

What direction will the bike lanes flow?

The current layout allows for one-way bike lanes beside vehicle lanes. Bike lanes will flow in the same direction as vehicle traffic.

What measures are in place to protect bikers?

The plans allow for buffer space and curbed protection wherever possible to maximize safety for bicyclists of all skill levels. Select locations with space constraints have some minor traffic design changes, but motorized traffic is kept away from the bike facility regardless of the selected design.

The one exception to this rule lies along the future Sherman Park development area on the north side of Michigan St between Lasalle and Sherman. Along this section, a painted buffer for the bike facility is in place because the bike facility will be shifted behind the curb after the future Sherman Park development realigns the north curb line.

I'm concerned about pedestrian safety and speeding vehicles.

A key component of this project is to update the corridor and intersections for pedestrian, bicycle, and driver safety alike.

I am concerned about the visibility of pedestrians and the promotion of safe driving areas for cars and trucks.

Sight distance is a key consideration along the corridor. Curbed separation is provided where possible, but in confined areas the separation is supplemented with crosshatch pavement markings to alert drivers of the right-of-way. No visual obstructions will be installed at the intersections. Pedestrian crossings with push buttons and activated flashers will be provided.

Will there be left turning lanes?

In accordance with any roadway design, we include turn lanes where necessary and thoughtfully omit them where not necessary. As a comprehensive package, we are striving to ensure the overall project maximizes safety for all users, encourages respectful behavior from drivers toward the residents along the corridor, and considers context-sensitive travel patterns throughout the area.

Will business still have access to their facilities?

Yes, access will be maintained.

Will the bus stop be moved?

Yes, the bus stop will be moved to the far side of the street, so parking will be maintained in front of businesses. Bus stop planters will be incorporated to calm traffic. Bus stops will include shelters. Also, please be advised that bus routes are subject to change post construction.

Will drainage issues be addressed with this project?

Yes, positive drainage infrastructure will be implemented with resurfacing.

Will there be warning signs for semi-truck drivers trying to go underneath the bridge?

Additional signage will be incorporated to warn truck drivers about travel under the bridge.

I am concerned about parking space.

Adequate parking will be available on the south side of Michigan Street. Parking will be maintained on the north side of New York Street. A comprehensive parking study was conducted early on in design and the final design still provides an abundance of parking across both the Michigan and New York corridors.

I am concerned about blind right corners for drivers. What will be done to address this?

There will be through lanes positioned further from the curb line to help with sight distance.

Will any new traffic lights be added?

No, no new traffic signals will be added to the streets. Pedestrian crossing will incorporate push button activated flashers.

Why did you select these parameters for this project?

We chose to construct from N College Ave. to E Pleasant Run Parkway North Dr. to accommodate bus stop spacing optimization per IndyGo's standards, correct drainage infrastructure problems, provide safer bike transportation options, increase pedestrian safety measures, among other things along each corridor. While various side streets will be resurfaced, no other work will be done to affected side streets.