CITY OF BLOOMINGTON
TRANSPORTATION COMMISSION
FINDINGS

Case # TC-R-25-04 Date July 21, 2025
Petitioner/Author: City of Bloomington
Location: N Woodlawn Avenue & E 13th Street
Approval Requested: Installation of an all-way stop at the intersection of N Woodlawn Avenue and E 13th Street in response to a pattern of right-angle crashes and observed vehicle-pedestrian conflicts.

Motion: Transportation Commission adopts the proposed findings and forward to the Common Council with a positive recommendation for the installation of an all-way stop at the intersection of N Woodlawn Avenue and E 13th Street.

Vote: 6-0

The Transportation Commission adopts the Findings recommended by the staff as presented in the staff report,

Andrew Cibor
City Engineer

BLOOMINGTON TRANSPORTATION COMMISSION **CASE #: TC-R-25-04**
STAFF REPORT
Location: N Woodlawn Avenue & E 13th Street **MEETING DATE: July 21, 2025**

PETITIONER: City of Bloomington
401 N. Morton St.

MEASURE UNDER CONSIDERATION: Installation of an all-way stop at the intersection of N Woodlawn Avenue and E 13th Street in response to a pattern of right-angle crashes and observed vehicle-pedestrian conflicts.

REPORT: The intersection of N Woodlawn Avenue and E 13th Street has been identified by staff as a candidate for all-way stop control in response to continued monitoring of crash data. According to the City's Transportation Plan street typology, N Woodlawn Avenue is classified as a General Urban, and E 13th Street is classified as a Neighborhood Connector.

City staff conducted an engineering study based on guidance outlined in the Indiana Manual on Uniform Traffic Control Devices (IMUTCD) Section 2B.07. Key findings from the study include:

- **Crash History:** Seven right-angle crashes occurred between March 2023 and March 2024, all of which are susceptible to correction with all-way stop control. The IMUTCD threshold of five correctable crashes in a 12-month period is met.
- **Traffic Volumes:** The major street, N Woodlawn Avenue, averaged 293 vehicles per hour during the peak 8-hour period, nearly meeting the IMUTCD volume criteria of 300 vehicles per hour. The minor street, E 13th Street, averaged 178 vehicles per hour during the same 8-hour period, slightly below the 200 unit threshold, though significant pedestrian activity was observed but not measured. The measured vehicle volumes, and observed pedestrian volumes, support the consideration of additional control.
- **Operation Analysis:** A traffic operation analysis utilizing existing traffic volumes found that if the intersection is converted to an all-way stop no capacity issues are anticipated and 95th percentile queues are expected to be 50' or less on each intersection approach. The proposed stop sign and stop bar on the south leg of the intersection will be approximately 175' away from the stop bar and gates on the north side of a railroad crossing.

CRITERIA AND FINDINGS FOR PROPOSED CHANGES TO TITLE 15 (Vehicles and Traffic) 2.12.070(d)(2): Review all transportation projects, proposed changes to Title 15 (Vehicles and Traffic), relevant proposed changes to Title 12 (Streets, Sidewalks and Storm Sewers), and other applicable changes to the Bloomington Municipal Code to determine if the proposed change:

1) *Is consistent with the comprehensive plan and other applicable city adopted plans.*

PROPOSED FINDING: The recommended all-way stop aligns with the City's Comprehensive Plan Goal 6.1 Increase Sustainability: Improve the sustainability of the transportation system:

Policy 6.1.7: Prioritizing safety and accessibility over capacity in transportation planning, design, construction, and maintenance decisions.

Policy 6.1.8: Evaluate city roads, sidewalks, paths, trails, ramps, and traffic devices regularly and implement an adequately funded maintenance program.

2) *Is consistent with the best practices for eliminating all transportation-related fatalities and serious injuries within the city.*

PROPOSED FINDING: The all-way stop installation addresses a documented crash pattern, providing a proven and warranted safety improvement at this intersection, in alignment with the City's Vision Zero and safety goals.

3) *Is consistent with advancing a sustainable transportation system and equitable access to all transportation facility users while prioritizing non-automotive modes.*

PROPOSED FINDING: The proposed all-way stop improves crossing opportunities for pedestrians and cyclists, consistent with city priorities to reduce car dependency and promote sustainable transportation options.

4) *Has adequately conducted public engagement and considered community-centric design tied to targeted outcomes.*

PROPOSED FINDING: The recommendation is based on crash data, traffic volumes, field observations, and consideration of pedestrian behavior. In advance of implementing the proposed all-way stop a press release and/or social media post would be utilized to notify the community of the coming change. Additionally, signage would be placed to notify users of the updated traffic pattern at the intersection upon installation.

RECOMMENDATION: Staff recommends that the Transportation Commission adopt the proposed findings and forward to the Common Council with a positive recommendation for the installation of an all-way stop at the intersection of N Woodlawn Avenue and E 13th Street**.**