

**CITY OF BLOOMINGTON
TRANSPORTATION COMMISSION
FINDINGS**

Case # TC-R-25-07

Date September 15, 2025

Petitioner/Author: City of Bloomington


Location: W 11th St. (Monroe St. - Maple St.)

Approval Requested: 2025 Resident-Led Traffic Calming Program project concept on W 11th St. from Monroe Street to Maple Street include three sets of speed cushions and a reduction of the posted speed limit from 30 mph to 25 mph.

Motion: Adopt the proposed findings, approve this project concept, and forward the proposed amendment to Section 15.24.020 of Title 15 related to the posted speed limit on W 11th Street to the Council with a positive recommendation.

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
STAFF REPORT**

CASE #: TC-P-25-07

Location: W 11th St. (Monroe St. - Maple St.)

MEETING DATE: September 15, 2025

PETITIONER: City of Bloomington
401 N. Morton St.

MEASURE UNDER CONSIDERATION: 2025 Resident-Led Traffic Calming Program project concept on W 11th St. from Monroe Street to Maple Street include three sets of speed cushions and a reduction of the posted speed limit from 30 mph to 25 mph.

RESIDENT-LED TRAFFIC CALMING PROGRAM BACKGROUND: The Resident-Led Traffic Calming Program provides Bloomington residents with the opportunity to request and shape traffic calming measures in their neighborhoods. Applications require signatures of support from adjacent residents and letters of support from neighborhood associations or community organizations. Applications for 2025 were reviewed and scored using the program's criteria, which prioritize safety, demand, and equity. Out of the four complete applications, the W 11th St. corridor received the highest score and was therefore the highest priority location for the 2025 program.

REPORT: W 11th Street, between Monroe Street and Maple Street, is identified as a Neighborhood Connector in the Transportation Plan. Surrounding land uses include both commercial and residential, and the Comprehensive Plan designates the area as Mixed Urban Residential. The Pigeon Hill, Crestmont, and Maple Heights neighborhoods abut this portion of W 11th Street.

The current posted speed limit in the project area is 30 mph. The mean speed of vehicles was 28.5 mph, but 37.9% of vehicles were traveling above the posted limit. Over the last seven years, there was one crash where speed was a possible contributing factor and one crash where speed was likely a contributing factor. These factors, combined with high equity scores, led to the W 11th Street resident-led traffic calming application being prioritized.

Once W 11th Street was identified, City staff conducted outreach throughout the summer, which included sending informational mailers to nearby residents and organizations, publishing an online feedback form, hosting a public meeting at the nearby Boys and Girls Club of Bloomington, and engaging with emergency service providers and Bloomington Transit officials.

The proposed traffic calming concept includes three sets of speed cushions along the project area, new pavement markings to improve the visibility of pedestrian crossings and stop bars, and a reduction in the posted speed limit from 30 mph to 25 mph.

The proposed change to the posted speed limit would amend Title 15 of the Municipal Code as follows:

Section 15.24.020, Schedule I, entitled "Increased or decreased speed limits" shall be amended by removing the following:

Street	From	To	Posted Speed
Eleventh Street	Walnut Street	Fountain Drive	30 MPH

Section 15.24.020, Schedule I, entitled “Increased or decreased speed limits” shall be amended by adding the following:

Street	From	To	Posted Speed
Eleventh Street	Monroe Street	Fountain Drive	30 MPH

CRITERIA AND FINDINGS FOR TRANSPORTATION PROJECTS

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 project aligns with the City’s Comprehensive Plan Goal 6.5 Protect Neighborhood Streets: Protect neighborhood streets that support residential character and provide a range of local transportation options. Policy 6.5.1: Implement traffic calming measures where safety concerns exist to manage motor vehicle traffic on residential streets. Policy 6.5.2: Balance vehicular circulation needs with the goal of creating walkable and bike-friendly neighborhoods.

Additionally, W 11th St. is recognized as a medium priority corridor in the City’s Safe Streets for All Action Plan.

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

PROPOSED FINDING: The project will install three new sets of speed cushions between N Maple Street and N Monroe Street to reduce motor vehicle speeds on W 11th Street. Speed is a primary factor in all fatal and serious injury crashes, and this corridor has documented safety concerns related to high vehicle speeds. Installing speed cushions here directly supports the City’s Vision Zero goal of eliminating traffic deaths and serious injuries.

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

PROPOSED FINDING: This project includes traffic calming that will promote safer

pedestrian crossings, and slow motor vehicle traffic on W 11th Street. This portion of W 11th Street is also home to a number of community institutions, including Tri-North Middle School, the Boys and Girls Club, and the Community Kitchen, which are frequently accessed by people traveling with non-automotive modes of transportation. Slower motor vehicle traffic increases pedestrian and bicycle safety, which promote those more sustainable modes of transportation

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

PROPOSED FINDING: The resident-led traffic calming process was designed specifically to include adequate public engagement and consider community-centric design. The process outlined in the [Traffic Calming and Greenways Program](#) involves sending mailers to nearby residents, publishing an online feedback form, and hosting a public meeting near the project area. Resident-led traffic calming projects are brought forward and identified by residents who garner neighborhood support on their own accord with the overarching goal of safe streets.

RECOMMENDATION: Staff recommends that the Transportation Commission adopt the proposed findings, approve this project concept, and forward the proposed amendment to Section 15.24.020 of Title 15 related to the posted speed limit on W 11th Street to the Council with a positive recommendation.