

CITY OF BLOOMINGTON



TRANSPORTATION COMMISSION

September 15, 2025 @ 5:30 p.m.

Commissioner:	Term:	Appointed by:
Rick Coppock	07/01/2025 - 07/01/2027	Board of Public Works
John Connell	03/25/2025 - 03/25/2027	Public Transportation Corporation (BT)
Stephen Volan	02/01/2025 - 01/31/2027	Common Council
Brian Drummy	02/01/2025 - 01/31/2027	Common Council
Matt Flaherty	01/01/2024 - 12/31/2027	Council Ex-Officio
Lesley Davis	02/01/2025 - 01/31/2027	Mayor
Mark Stosberg	05/09/2025 - 05/09/2027	Plan Commission

In-person:

City Hall, 401 N. Morton St.
Common Council
Chambers, Room #115

Virtual:

<https://bton.in/TCmeet>
Zoom Meeting ID:
635 944 1221
Passcode: COBPT

**Submit Public
Comment:**

[https://bton.in/
TCpcf](https://bton.in/TCpcf)



City of Bloomington: Transportation Commission

In-person:

City Hall, 401 N. Morton St.
Common Council Chambers, Room #115

Virtual:

<https://bton.in/TCmeet>
Zoom Meeting ID: 635 944 1221
Passcode: COBPT

- 1. ROLL CALL**
 - 2. APPROVAL OF MINUTES**
 - a. July 21, 2025*
 - 3. REPORTS AND COMMUNICATIONS**
 - a. From Commissioners
 - b. From Staff
 - i. 180 Day Order Update
 - ii. Parking Study Update
 - iii. 12th & Monroe Quick Build Project
 - iv. 2026 Proposed Budget Update
 - 4. CASES (PETITIONS, RESOLUTIONS, TRANSPORTATION INQUIRIES)***
 - a. TC-R-25-05 - Parking on N Illinois St
 - b. TC-R-25-06 - Parking on W 8th St (Maple St to Rogers St)
 - c. TC-P-25-07 - 2025 Resident Led Traffic Calming Program - W 11th St (Monroe - Maple)
 - d. TC-R-25-08 - Hopewell West and Related Code Updates
 - 5. DISCUSSION OF TOPICS NOT ON THE DOCKET**
 - 6. GENERAL PUBLIC COMMENT ON ITEMS NOT ON THE DOCKET**
 - 7. ADJOURNMENT**
-

* = Agenda items seeking for a Commission vote

Auxiliary aids for people with disabilities are available upon request with adequate notice. Please call **812-349-3429** or e-mail human.rights@bloomington.in.gov

The City offers virtual options, including CATS public access television (live and tape delayed) found at <https://catstv.net/>

The City is committed to providing equal access to information. However, despite our efforts, at times, portions of our board and commission packets are not accessible for some individuals. If you encounter difficulties accessing material in this packet, please contact **Iris Bull** at iris.bull@bloomington.in.gov and provide your name, contact information, and a link to or description of the resource you are having problems with.

CITY OF BLOOMINGTON



TRANSPORTATION COMMISSION Meeting Minutes

July 21, 2025 @ 5:30 p.m.

Commissioner:	Term:	Appointed by:
Rick Coppock	07/01/2025 - 07/01/2027	Board of Public Works
John Connell	03/25/2025 - 03/25/2027	Public Transportation Corporation (BT)
Stephen Volan	06/05/2025 - 1/31/2027	Common Council
Brian Drummy	06/05/2025 - 1/31/2027	Common Council
Matt Flaherty	1/1/2024 - 12/31/2027	Council Ex-Officio
Lesley Davis	05/20/2025 - 1/31/2027	Mayor
Mark Stosberg	06/09/2025 - 05/09/2027	Plan Commission

In-person:

City Hall, 401 N. Morton St.
Common Council
Chambers, Room #115

Virtual:

<https://bton.in/TCmeet>
Zoom Meeting ID:
635 944 1221
Passcode: COBPT

**Submit Public
Comment:**

[https://bton.in/
TCpcf](https://bton.in/TCpcf)



Meeting Minutes

The first meeting of the City of Bloomington Transportation Commission was held in City Council Chambers at 401 N Morton Street in Room #115 on July 21, 2025 at 5:30 PM. A virtual room was simultaneously hosted on Zoom at the following link: <https://bton.in/TCmeet> [Zoom Meeting ID: 635 944 1221; Passcode: COBPT]. The meeting was presented by staff member Ryan Robling.

ROLL CALL

In-person: Rick Coppock
John Connell
Stephen Volan
Brian Drummy
Mark Stosberg
Virtual: Lesley Davis
Absent: Matt Flaherty
City Staff: Ryan Robling
Iris Bull
Andrew Cibor

ELECTION OF OFFICERS

❖ **Adopt a chair and vice chair for the Transportation Commission**

Stosberg made a motion to elect Volan as chair. Connell seconded the motion.

The motion passed 6-0.

Volan made a motion to elect Stosberg as vice-chair. Connell seconded the motion.

The motion passed 6-0.

APPROVAL OF MINUTES

❖ **Approve meeting minutes from June 16, 2025**

Connell made a motion to adopt meeting minutes. Stosberg seconded the motion.

Volan noted that some names may have been misspelled in the presented draft.

The motion passed 5-0-1. Coppock abstained.

REPORTS AND COMMUNICATIONS

- ❖ **Volan made a report on the resignation of board member Barbara McKinney, noting two current vacancies on the board**
- ❖ **Cibor presented conflict of interest forms provided by the City of Bloomington Legal Department**

Staff requested that commission members review packet materials and return conflict of interest forms within 2 weeks or by the next scheduled meeting.

Davis asked if members should characterize existing relationships between the City and their employer or company as a conflict of interest, even if the member does not directly benefit. For example, the company Davis works for received a grant from a City program.

Cibor offered the opinion that such a relationship would not constitute a formal conflict of interest, but also clarified that members should describe those sorts of details on the form for the benefit of the Legal Department's review process.

Volan asked a clarifying question in response. Given the broad nature of topics that the Commission may review, and in the worst case scenario where Legal decides that the example Davis provided does constitute a conflict of interest, would direct Davis to recuse themselves from a particular decision, or would Davis recuse themselves from the Commission?

Cibor offered the opinion that Davis would only recuse themselves from a particular decision, but also clarified that it would be Legal's decision to make in either case.

Members may consult with commission staff for guidance on how to fill out the forms.

❖ **Title 15 Update & 180 Day Orders**

Cibor presented a summary of Title 15 in terms of its scope and function in municipal code. Cibor clarified the relevance of Title 15 and Title 12 to Commission activities. Cibor also briefly mentioned an on-going inquiry led by the Legal Department to investigate whether or not Title 15 should authorize City Council to make changes to transportation infrastructure.

Cibor contextualized 180 Day Orders as a provision of authority granted by Title 15 for the City Engineer to make temporary or experimental changes to traffic regulations.

Historically, 180 Day Orders have been used to direct City Council action, such that permanent changes may be formalized before the Order expires. Sometimes Orders have been extended.

In the past, Cibor presented reports on 180 Day Orders at Traffic Commission meetings. Given the 6 month delay in organizing the first Transportation Commission meeting, Cibor has a long list of Orders to report on, but in the future he expects reports of this nature to be much shorter.

Cibor recited 180 Day Orders documentation in sequence as they were presented in the packet.

Drummy asked what would happen at the end of 180 days if the Orders presented were not acted upon by City Council.

Cibor clarified that if he is unable to present these Orders to City Council before they expire, he will likely renew and extend them for another 180 days. Given the ongoing inquiry by Legal about whether or not City Council should make changes to transportation infrastructure, it is possible that inquiry will not be resolved by the time the Orders are set to expire.

Drummy asked if the inquiry was about whether or not City Council should make such decisions, or if such decisions should be made by the Engineering Department.

Cibor clarified that the inquiry is organized around an investigation of practices that may be codified by State statutes.

Volan asked about Staff's vision for how the Transportation Commission should consider 180 Day Orders. What do they think the Commission's role should be?

Cibor clarified that the presentation of Orders was an outcome of not having a functioning Commission. In the future, actions that may result in 180 Day Orders would come before the Transportation Commission in a preliminary fashion so that the Commission has an opportunity to weigh in on an Order before it is potentially issued.

Stosberg asked for confirmation that Cibor is describing the Commission as operating in an advisory capacity to the City Engineer. Cibor affirms Stosberg's understanding.

Volan asked for clarification on the possible options available to the City Engineer. One being to continue City Council's role and involvement in the administration of Title 15.

Volan provided some historical context for the question, remarking on "omni-bus" style ordinances sent to City Council by Public Works that described something like 50 or 60 changes to stop signs that had been changed by 90 Day or 180 Day Orders. He recollected that City Council perceived the ordinances, at times, to be onerous for their review, and that the decisions themselves felt trivial or ministerial.

Cibor responded that the issues at hand in these presented cases or examples were different but ultimately related.

Volan asked if Staff were considering the possibility that City Council would delegate decision-making to a lesser body, such as Transportation Commission, as an alternative venue for hearing proposals related to traffic infrastructure.

Cibor clarified that while such a possibility as Volan describes exists, he is mindful that the inquiry in question is a legal one and that he cannot speculate how the outcome of the inquiry will be.

Volan asked if there was an attorney assigned to support the Transportation Commission. Cibor clarified that Aleksandrina Pratt is assigned to review Title 15 changes and that she could attend a future commission meeting upon request.

Volan asked if Cibor was planning to bring 180 Day Orders to future Transportation Commission meetings for member review before the Orders expire. Cibor clarified that he does not plan to bring the Orders forward to future meetings in part because they are currently in place, and several of them have received significant outside input. The Engineering Department's preference is to avoid repetitive changing of traffic infrastructure.

Volan asked for clarification about whether or not City Council approved the 180 Day Orders. Cibor clarified that it is not clear yet whether approving the Orders is their decision to make. To date, the Orders have not been taken to City Council.

Volan asked if future Orders will be brought before the Commission before they are implemented. Cibor clarified that it would be likely, and that other items on the evening's agenda may become 180 Day Orders in the future. Cibor also acknowledged that the situation on 7th St. involving stop signs was unique and that, depending on how the legal inquiry resolves, he may bring that specific Order back as an item for a future commission meeting.

❖ **N Walnut Street & Blue Ridge**

Cibor provided a status update on a traffic investigation that was prompted by the now-disbanded Traffic Commission. The status update was warranted because it was for an item that was reviewed during the last Traffic Commission meeting, the minutes of which were never approved and archived.

The item in question was a traffic inquiry brought by residents of the Blue Ridge neighborhood. With the support of a petition and signatures from other neighborhood residents, representatives from the Blue Ridge neighborhood expressed concerns around roadway speeding, neighborhood access via turn lanes, and vehicular crashes and near-misses related therein. Traffic Commission members encouraged staff to follow up and investigate strategies for remediating the stated concerns.

Cibor reported that during investigations, staff identified a need for the resurfacing of N Walnut St. from the Bypass to Old 37. Staff took the opportunity to incorporate safety improvements into a project necessary for the road's ongoing maintenance.

Cibor described several improvements. In response to resident's requests, a passing lane was eliminated in favor of a new dedicated left turn lane for neighborhood access.

Staff have been in contact with neighborhood residents about the changes. After construction, Engineering will continue to conduct traffic investigations in the area to evaluate the impact of the changes. Cibor also remarked that over the course of discussions with residents, the topic of white lines along the road and their use arose. Engineering was asked if white lines that delineate the road's shoulder—that may be used by bikes, for example—may be used for passing or turning. When there is a white solid line, Cibor clarified, vehicles are not permitted to use the road shoulder for passing other cars. However, the white line may be crossed to access driveways or to turn into an intersection.

Volan acknowledged that Cibor's report was intended to share knowledge. Volan also asked if members should expect to approve a project like this in the future. Cibor clarified in the affirmative that the Commission should be kept up to date on staff progress before a project moves to implementation. Robling clarified moving forward this would be referred to as a Transportation Inquiry, as opposed to a Traffic Inquiry.

Volan reviewed Commission rules for public comment.

James Ferguson was acknowledged for public comment in-person. Ferguson clarified that the petition garnered 117 signatures and included local businesses near the neighborhood. Ferguson acknowledged the Engineering department for their participation in the project. Ferguson raised 3 concerns that were not addressed by the final project plan. First, a traffic signal was not installed. Second, a dedicated right-turn lane into the neighborhood that would share space with an existing bike lane (when driving north) was not installed. Third, the left-turn lane that was installed to accommodate traffic driving south into the neighborhood was not designed to also support left-turns into the nearby chiropractic center. Ferguson requested additional attention to remediate concerns related to these decisions.

Chris Sturbaum was acknowledged for public comment online. Sturbaum raised questions about the advisory capacity of the Commission, noting language involving the word "approve" in Ordinance 2025-04.

Carole Canfield was acknowledged for public comment online. Canfield expressed concern as a Bluefield resident that there is not a safe way to exit the neighborhood to drive south on N Walnut St. Canfield expressed concern that reducing traffic to a single lane will exacerbate traffic congestion on Game Days.

Paul Rousseau was acknowledged for public comment online. Rousseau expressed concern for the prevalence of speeding on local roads. Rousseau expressed concern

that the City has come to rely upon engineering solutions for a behavioral issue. Rousseau expressed the belief that someone should do more to enforce speed limits.

David Hoff was acknowledged for public comment in-person. As a former member of Traffic Commission, Hoff recalled that plans were often brought to meetings as final products, and that members seldom felt empowered to make substantive changes or suggestions to plans. Hoff reiterated Sturbaum's question about the Transportation Commissions's authority to issue approvals. Hoff recalled that the issue was discussed during the December City Council meeting, and that the ability to issue approvals would have necessitated a change to municipal code. Hoff expressed hope that the Transportation Commission would be involved in planning phases earlier in the development process.

Coppock directed a question to Cibor. Would the Engineering department continue to monitor the Blue Ridge intersection and evaluate the need for a traffic signal in the future? Cibor responded in the affirmative, stating that the Engineering Department relies on data collected before and after implemented changes to evaluate the efficacy of the Department's decisions. Cibor clarified the qualifying criteria for installing traffic signals.

❖ **Bird's New e-scooter/e-bike License Application**

Jeffery Jackson provided a personal career summary and a description of the Transportation Demand Manager role for the City of Bloomington. Jackson clarified that while the Board of Public Works will ultimately make decisions related to the e-Scooter and e-Bike licensing program, staff in the Economic and Sustainability Department believe the Commission should be kept apprised of the program and other activities or staff proposals that may affect it. For example, Staff has been discussing the possibility of amending [Ordinance 19-09](#) to allow for the competitive selection of e-Scooter operators through a Request For Proposal (RFP) process.

Drummy directed a question to Jackson about vendors ability to geofence sidewalks to prevent the misuse of devices in unpermitted areas. Jackson replied that geofencing is employed to some degree for corrals in the downtown area, but that more information could be solicited from the vendors to determine the extent to which geofencing could be employed.

Stosberg interjected into the discussion as an expert on geofencing technology. Stosberg clarified that there are technical challenges that make it difficult for the geofencing technology to be sufficiently precise for the digital enforcement of device use. Jackson further clarified that companies rely on the mobile apps to communicate restrictions on device use (i.e., no use on sidewalks).

Volan asks for clarification on how many e-Scooter/e-Bike companies can operate in Bloomington. Jackson clarified that multiple operators have worked concurrently in the City before, but that the feedback they received from those operators was that the

economic market was not sufficiently large enough to accommodate vendor competition. One vendor in particular indicated that they would reapply for a license to operate in Bloomington if the City transitioned to an RFP process.

Volan asked for clarification on the perceived benefit of an RFP process. Jackson identified that reducing the number of operating vendors would improve the efficacy of the uReport system for staff as a way of tracking issues with e-Scooters and e-Bikes. Jackson also characterized the current system as a passive deterrent for operators who don't want to be one of a multiple operating in the city.

Jackson reported that discussions to change municipal code began last year, and the current goal for ESD is to finalize a decision on changes by July 2026, when Bird's license expires.

Volan asked for clarification that proposed changes to Ordinance 19-09 will come before the Transportation Commission in the future. Jackson affirmed that commitment. Jackson also clarified that the Transportation Management Plan is due for an update and that the current draft is likely to generate several transportation-related policy changes. As such, Jackson would prefer the Transportation Commission review and provide input on those proposals.

CASES (PETITIONS, RESOLUTIONS, ETC.)

❖ **Resolution to Propose a Revised Set of Rules and Call Them "Bylaws"**

❖ **Amendment 1 to Resolution TC-R-25-01: Article IV(B)(3) - Case Numbers**

Volan commented no objection to the proposed amendment, characterizing the amendment as one that simplifies language in the proposed Bylaws.

Stosberg called for votes on the adoption of Amendment 1.

The amendment passed 6-0.

❖ **Amendment 2 to Resolution TC-R-25-01: Article VI(B) - Time Limit on Presentations (Planning Sessions)**

Robling expressed concern on behalf of Staff that imposing time limits on a type of presentation that has not occurred yet will have a negative impact on Staff performance by prioritizing the speed of a presentation over the quality its content.

❖ **Amendment 2a to Resolution TC-R-25-01: Article VI(B) - Time Limit on Presentations (Planning Sessions)**

Volan expressed a lack of familiarity with the presentation mode as described and with the function of steering committees as a State requirement for major transportation projects. Robling clarified that Federal granting programs typically require such steering committees, but that this convention also follows from the professional practice of Urban Planning. Volan commented that the proposed mode appears to directly align with the way committee meetings are discussed in Robert's Rules of Order.

Robling expressed Staff preference for a change to the overall meeting time instead of a change to the presentation time, given the expectation that Planning Sessions will be structured as conversations.

Though it was not formally acknowledged as such, Volan expressed a desire to withdraw the proposed amendment to Amendment 2 for discussion at a later date.

No action was taken on Amendment 2a (pgs 101-102 of Meeting Packet).

Stosberg commented on the experience of learning more about meeting formats since the initial proposal set forth in Amendment 2. As the author of Amendment 2, Stosberg called for the withdrawal of the proposal.

No action was taken on Amendment 2.

❖ Amendment 3 to Resolution TC-R-25-01: Article VII (B) - Time Limits

Robling reiterated a general concern on behalf of Staff over the implementation of time limits without a context-specific precedent. Citing existing limits on the length of meetings, Robling expressed that additional time limitations put upon Staff may needlessly compromise the communication process with Commissioners.

Drummy expressed a preference for making a rule when a rule seems to become necessary.

Citing experiences as a City Council member, Volan expressed a preference for anticipating the need for a rule based on past experiences of public meetings. Volan observed that when elected officials have the discretion to continue a meeting, they always prefer to do so instead of ending it and scheduling additional meetings. Volan cited agreement with Staff over the adoption of a hard limit on the duration of meetings. Volan cited the proposed limitation on Staff time as a demonstration of respect for members of the public, who are similarly limited in their speech. Volan expressed a preference for having rules to suspend than having no rules in place at all.

Coppock expressed general agreement with Volan's comments.

Drummy asked for clarification on whether or not the 3 minute limit would apply to public comment during the discussion of an Amendment or Resolution.

Volan affirmed that the 3 minute rule would apply.

Drummy asked for clarification on whether or not the limit applies when someone starts talking, and/or whether or not there is a 2 instance limit on the opportunities to speak.

Volan acknowledged that the system can be confusing. Volan clarified that members of the public get 1 opportunity to speak for 3 minutes. After public comment is heard, and after a petitioner has responded to questions, Commissioners get the privilege of speaking 2 times. Volan cited Robert's Rules as the adopted source for this rule.

Stosberg called for votes on the adoption of Amendment 3.

The amendment failed 2-3-1. Drummy and Stosberg voted yes. Davis abstained.

❖ Amendment 4 to Resolution TC-R-25-01: Article VII (C) - Staff Recognition

As was discussed for Amendment 3, Robling cited the same concern for time limits on behalf of Staff.

Volan expressed sympathy for Staff response. Volan clarified explicit steps involved in the proposed rules for hearing cases.

Drummy requested clarification on how the rules permit the extension of a speaker's allocated time. Volan emphasized existing rule language that enables the Chair to make such decisions at their discretion. Volan suggested workshopping additional language to meet the expressed needs of Staff while preserving Commissioner's ability to reign in the length of meetings. Volan observed that a "no" vote on the amendment would not necessarily signal a desire to retire the discussion at hand altogether.

Stosberg called for votes on the adoption of Amendment 4.

The amendment failed 0-6.

❖ Amendment 5 to Resolution TC-R-25-01: Article VII (D) - Posting of Meeting Rules

Robling observed Staff's preference for rules for public comment to be read in advance of each public comment period, but Robling also cited Staff's recognition that the rules as originally presented could be abridged for the sake of brevity. Robling observed that

Staff prefer that the decision to read the rules for public comment not be at the discretion of the Chair.

Connell requested clarification on whether or not the rules would be read once during a meeting or multiple times. Robling clarified that the intent is to read the rules before each session of public comment (i.e., such as when people are lining up at a podium to speak), so potentially the rules would be read multiple times during a meeting.

Stosberg requested clarification on whether or not the expectation would be, for example, to read the rules during each public comment period that occurs for each amendment item. Robling clarified that yes, as written the rules would unintentionally provision the reading of rules as described. However, Robling observed that Staff would be willing to amend this rule in the future to clarify that the reading of rules occur before each case on the agenda.

Volan expressed no objection to the amendment but also noted that the rules as written are clunky.

Drummy expressed concern that reading the rules as provisioned will waste time.

Volan asked Staff for clarification on the revision of “may” to “shall” in the reading of the rules for public comment. Robling clarified Staff’s intent to necessitate the reading of the rules, citing prior experiences when would Commissioners always exercise discretion to avoid repeating the rules during a meeting.

Coppock observed that it would be reasonable for members of the public to join a meeting after the first instance of reading the rules, and that provisioning a short reminder of the rules would be mutually beneficial for everyone.

Connell asked about an alternative system whereby the Chair would remind commenters of the rules when a person was speaking improperly. Volan replied that such a system could create a situation whereby individuals feel singled out by the Chair. Volan noted that provisioning the reading before each case would create a situation whereby no one could reasonably feel targeted by act of observing the rules.

Stosberg called for votes on the adoption of Amendment 5.

The amendment passed 5-1. Drummy voted no.

❖ Amendment 6 to Resolution TC-R-25-01: Inserts new “ArticleIII(D) - Packet”

Volan commented on the origin of the amendment language around the construction of packet materials, expressing frustration with the issuance of multiple packets by City Council whenever additions or edits are made to a packet in advance of a meeting.

On behalf of Staff, Robling expressed concurrence with Volan, citing that the proposed method of updating the Packet file online without creating multiple versions is also the preferred filing method for the Board of Zoning and Appeals and Plan Commission. Anecdotally, Staff have not received negative feedback about this system as practiced for those boards and commissions. However, Staff have received or observed negative reactions to the method of creating multiple packets as practiced by City Council and the Board of Public Works.

Bull interjected to add commentary on the process of assembling packets, noting that the process of making packets screen-reader accessible often requires multiple reviews of the document. Bull argued that there is a public benefit to permitting frequent updates of packet materials before the meeting for that packet actually occurs, and that such a practice may be complimented by the creation of an appendix or other such documentation for materials presented at the meeting. Bull also expressed concern that codifying some details related to how the packet is assembled may unintentionally burden staff in the future.

Volan expressed a willingness to strike the last two sentences of the amendment for Staff's benefit. Volan also expressed concern for ensuring appropriate procedures are followed in the creation and maintenance of public documents. Volan expressed concern that making changes to packets—because they are a public record—may open someone up to accusations of hiding information. Volan asked for Bull's perspective on this concern.

Bull clarified that existing documentation procedures by the City ensure that all Transportation Commission materials are preserved in triplicate. Bull stated that materials posted to Onboard are not representative of documentation held for the commission, and that it would be easy to respond to a public records request for previous versions of a Commission packet.

As amendment author, Volan asked to formally strike the last two sentences from the proposed amendment.

Drummy asked for clarification from Bull on Staff's position of the revised amendment.

Bull affirmed that striking the last two sentences does contribute towards Staff's goals for Commission activities. Bull also clarified that a larger concern remains unaddressed by adopting the amendment; principally, the codification of staff activities. Bull stated that there may be legitimate reasons for publishing a packet a little later than expected, and they observed that there are no enforcement mechanisms in place to uphold the rule itself. Bull commented on the possibility that they will be replaced by someone in the future someday who has a different capacity for meeting the Commission's stated needs.

Volan observed that in the event a packet was not released according to the Commission's adopted rules, a meeting may be cancelled on account of insufficient notice.

Robling observed that striking the last two sentences of the amendment may not be of consequence because the second case on the agenda for the evening is specific to adopting a schedule that includes a packet submission deadline.

Stosberg called for votes on the adoption of Amendment 6.

The amendment failed 2-4. Volan and Davis voted yes.

❖ Amendment 7 to Resolution TC-R-25-01: Renames and adds to "IV (C) Presentation of Cases"

Robling expressed support for the amendment on behalf of Staff.

Volan expressed support for Staff, noting that the amendment intends to protect Staff from accusations of inappropriate conduct by members of the public.

Stosberg called for votes on the adoption of Amendment 7.

The amendment passed 6-0.

Volan made a motion to adopt TC-R-25-01 as amended. Drummy seconded the motion.

Volan summarized the Resolution. Robling summarized Staff response included in the packet.

Connell asked for clarification on the proposed change to limits on time for Staff and Commissioners. Robling clarified.

Following the discussion and adoption of amendments, Volan noted that more revisions to the rules are likely to come forth in future meetings.

The motion passed 6-0.

❖ TC-R-25-02: Resolution to adopt the proposed 2025 Meeting & Deadlines Schedule

Bull presented the proposed schedule.

Volan called for votes on the adoption of Resolution TC-R-25-02.

The resolution passed 6-0.

- ❖ **TC-R-25-03: Resolution to adopt the proposed findings and forward to the Common Council a positive recommendation for an installation of an all-way stop at the intersection of E 13th St and N Indiana Ave**

Mike Stewart, Transportation Engineering Analyst, presented a staff report on behalf of the Engineering Department.

Coppock asked about sight distance problems for a stop sign while driving North on Indiana St. Stewart stated that Staff do not anticipate sight distance problems, even while accounting for the overpass that crosses the road. However, Staff have planned to install "Stop Ahead" signs in advance of the intersection between 12th and 13th St. out of an abundance of caution.

Volan asked if there are any plans to narrow the intersection in the future. Stewart denied any knowledge of projects anticipated or planned for the intersection. Stewart also clarified that there are plans to install a crosswalk across Indiana at some point after the installation of the stop signs.

Volan asked if bump outs and neck downs are reserved for opportunistic infrastructure improvements, or if those would be considered as a means of slowing down traffic at this intersection. Stewart clarified that the project was not proposed with the intention of slowing traffic down. Stewart also observed that the existing infrastructure at this intersection is uniquely challenging for someone hoping to implement other traffic calming measures.

Drummy asked a clarifying question about the procedure of implementing an all-way stop, asking if the proposed change is an example of something that may have been achieved with a 180 Day Order earlier this year. Stewart clarified in response that the Department values consistency; Engineering doesn't want to install a stop sign and then remove a stop sign, as that sort of behavior can contribute to the creation of a disaster. Stewart clarified that a 180 Day Order would not be used if it was believed the stop signs would eventually be removed.

Volan called for votes on the adoption of Resolution TC-R-25-03.

The resolution passed 6-0.

- ❖ **TC-R-25-04: Resolution to adopt the proposed findings and forward to the Common Council a positive recommendation for an installation of an all-way stop at the intersection of N Woodlawn Ave. and E 13th St.**

Stewart presented a staff report on behalf of the Engineering Department.

Drummy asked if the crash count at the intersection warranted the installation of an all-way stop. Stewart affirmed that it did. Drummy asked if the crash count was weighted against traffic volumes. Stewart reported that the evaluative criteria was a total number of crashes. Stewart clarified that the Manual of Uniform Traffic Control Devices (MUTCD) provides guidance by way of priority factors for implementing all-way stops, but that the manual does not prescribe or dictate rules for the installation of stop signs.

Stosberg observed that the procedural language related to approval incorporated into the resolution seemed inconsistent with the language that would be appropriate for an advisory group. Volan responded with an observation that all other commission bodies are advisory in nature. Volan noted that the advisory status of the commission does not diminish the significance of its activities.

Robling affirmed Volan's observation, further noting that the language under discussion was not as specific as the language described in the packet materials. Volan clarified the adoption procedure, noting that someone needed to make a motion to adopt Staff findings.

Stosberg made a motion to adopt meeting minutes. Connell seconded the motion.

Volan called for votes on the adoption of Resolution TC-R-25-04.

The resolution passed 6-0.

PUBLIC COMMENT

Jim Ferguson was acknowledged for public comment. Ferguson asked Commissioners to review and consider two proposed turn lanes to control traffic in and out of the Blue Ridge neighborhood. Ferguson expressed concern that the planned traffic control improvements will be insufficient to address safety concerns that residents have repeatedly raised.

STAFF PROPOSALS

Cibor was acknowledged for a description of upcoming topics and issues that commission members should expect to hear more about in the coming months.

Robling was acknowledged for a description of upcoming Safety Week events.

Volan acknowledged interest in Ferguson's request for an inquiry into the situation at Blue Ridge neighborhood. Volan requested clarification from Staff that the subject as described would be an appropriate topic for a transportation inquiry. Robling confirmed that the subject would be appropriate; however, the inquiry has already been conducted by Staff in this situation. Volan replied that the public comment provided by Ferguson suggests the matter warrant additional attention given that the final meeting minutes for Traffic Commission were never approved. Volan observed that Transportation Commission could serve as a forum for publishing those minutes. Volan also observed that the situation may be an opportunity for the Transportation Commission to practice conducting an inquiry. Cibor observed in response that questions were raised about the Blue Ridge situation, but not in a way for Staff to respond. Cibor also expressed concern that there are other items which have not received any public attention that deserve Commission attention.

Volan requested that City Council move expeditiously to fill the newly-vacant member seat.

Volan requested a master list of all corridor studies planned and ongoing within the City from Staff.

Volan observed the possibility of discussing the format of standing staff reports from specific roles in the City, wherein staff would expect to perform semi-regular updates on various activities.

Volan expressed concern that construction related to the Convention Center was improperly diverting pedestrian traffic. Cibor acknowledged that the Engineering Department was aware of the inconsistencies between permitted traffic control plans and implemented traffic control plans. Stewart affirmed that Staff and contractors were working closely to properly implement a pedestrian diversion, noting that the current disruption was due to the need to construct new infrastructure to accommodate the traffic control plan.

MEETING ADJOURNED.



Transportation Commission Memo

From: Andrew Cibor, City Engineer
Mtg Date: September 15, 2025
Subject: 180 Day Order Update

180 Day Orders

Bloomington Municipal Code [15.08.040 - Temporary, experimental or emergency traffic regulations](#) empowers the City Engineer to make changes to traffic regulations that pertain to temporary, experimental, or emergency conditions on City facilities. The act of making these changes is commonly referred to as “180 Day Orders” given each of these orders are not expected to remain for more than 180 days. In instances where the order is desired to be made permanent, the practice has been to submit the changes to City Council for their consideration as an ordinance that modifies the applicable section of the Bloomington Municipal Code.

The following Orders have been issued since the Commission’s July 21, 2025 meeting:

- **25-01 - Four All-Way Stop Intersections on 7th Street**
 - This Order was reissued to extend its expiration date from September 2, 2025 to March 1, 2026. Since this order was issued in March 2025, no crashes have been reported at the subject intersections (Morton, Washington, Lincoln, and Grant).
- **25-08 - Two All-Way Stop Intersections on 13th Street**
 - The E 13th St/N Woodlawn Ave and E 13th St/N Indiana Ave intersections were converted to all-way stop control the week of August 11th. Implementation of these changes were supported by the Transportation Commission at the July 2025 meeting.

180-DAY ORDER

Pursuant to Bloomington Municipal Code § 15.08.040 I hereby issue this 180-Day Order, the details of which are described in detail below, for the following reason(s):

- ☒ To make and enforce temporary regulations;
- ☐ To make and enforce experimental regulations;
- ☐ To make and enforce regulations necessary to deal with emergencies; and/or
- ☐ To make and enforce regulations necessary to deal with special conditions.

In the fall of 2021, all-way stop control was removed from the Morton Street, Washington Street, Lincoln Street, and Grant Street intersections on 7th Street in coordination with the multimodal 7-Line project. In the new configuration, 7th Street is uncontrolled and the north/south streets have stop control. This Order originated from ongoing review of crash data along the corridor and there has been dialogue with community members, City Commissions, City Council, and other stakeholders regarding this topic for multiple years. The crash data at the subject intersections shows an increase in intersection related crashes that are susceptible to correction with the reinstallation of all-way stop control. In order to reduce crash risk at these intersections, they will be converted back to all-way stop control. Implementation of this change requires installation of appropriate pavement markings and signs. After careful review and consideration, the Order has been issued and the following actions will be implemented:

Install all-way stop control at the intersections of:

- 7th Street and Morton Street
- 7th Street and Washington Street
- 7th Street and Lincoln Street
- 7th Street and Grant Street

Questions regarding this Order shall be directed to the City Engineer.



Signature of City Engineer



Date

Effective Date: 3/6/2025
Expiration Date: 3/1/2026

**Reissued on 8/29/2025 to extend
expiration from 9/2/2025 to 3/1/2026.*

Case Number: 25-01

180-DAY ORDER

Pursuant to Bloomington Municipal Code § 15.08.040 I hereby issue this 180-Day Order, the details of which are described in detail below, for the following reason(s):

- ☒ To make and enforce temporary regulations;
- ☐ To make and enforce experimental regulations;
- ☐ To make and enforce regulations necessary to deal with emergencies; and/or
- ☐ To make and enforce regulations necessary to deal with special conditions.

The intersections of E 13th Street & N Woodlawn Avenue and E 13th Street & N Indiana Avenue have been identified as candidates for the installation of all-way stop control. Engineering analysis found a pattern of right-angle crashes at both locations, which are recognized as crash types that may be effectively mitigated through multi-way stop control as defined in the Indiana Manual on Uniform Traffic Control Devices (IMUTCD). Implementation of this change requires installation of appropriate pavement markings and signs. Implementation of the proposed all-way stops was supported by the Transportation Commission at their July 2025 meeting.

This Order authorizes the installation of all-way stop control at the following intersections:

- E 13th Street and N Woodlawn Avenue
- E 13th Street and N Indiana Avenue

Questions regarding this Order shall be directed to the City Engineer.



Signature of City Engineer

7/31/2025

Date

Effective Date: 8/11/2025

Expiration Date: 2/7/2026

Case Number: 25-08



Transportation Commission Memo

From: Michelle L. Wahl, CAPP, Department of Public Works: Parking Services Director

Mtg Date: September 15, 2025

Subject: Parking Rate Study and Comprehensive Review: Virtual presentation by Walker Consultants

Background

The City of Bloomington has commissioned Walker Consultants to carry out a comprehensive review and rate study of its entire parking system. This initiative includes an in-depth evaluation of on-street parking, city-owned garages and lots, and residential parking zones. The study will incorporate utilization data, comparisons with peer cities, detailed cost analysis, and input from local stakeholders to inform recommendations and improvements.

The project is organized around three major focus areas. First, it will analyze current parking rates, fees, and fines to assess their effectiveness and equity. Second, the study will review and propose updates to existing parking policies as outlined in Title 15 of the municipal code. Third, it will examine the city's parking technology, including mobile apps, meters, and kiosks, to identify opportunities for modernization and improved user experience.

The ultimate objective of this initiative is to update Bloomington's parking programs and services so they better reflect the community's needs while aligning with current best practices in parking management.

Update

February-March 2025

- Walker began the study: documentation request sent to the Parking Services
- Walker site assessments and observations of existing parking conditions
- Initial meetings held with internal stakeholders March 24th
- Bi-weekly progress and timeline meetings scheduled established

April-May 2025

- Development of the survey questionnaire
- May 5–27: Public parking survey conducted.

- Stakeholder meetings scheduled for mid-May by Walker.
- Walker began policy review to inform recommendations and best practices.

June 2025

- On-site parking observation conducted.
- Meeting held with the City Clerk to review the parking appeals process.
- Initial work began on operational and parking rate evaluation by Walker.

July–August 2025

- Survey results and stakeholder feedback compiled and submitted for City review
- Ongoing analysis and review of policies, operations, and parking rates by Walker.

Late August – Mid-September 2025

- Mid-point check-in meetings to be held with initial stakeholders August 29th and the newly formed Transportation Commission September 15th.

Late November or December 2025.

- Draft report anticipated

Walker consultants will virtually present today a mid-point review of the parking study and answer any questions about the information presented or about the next steps of this project.



Transportation Commission Memo

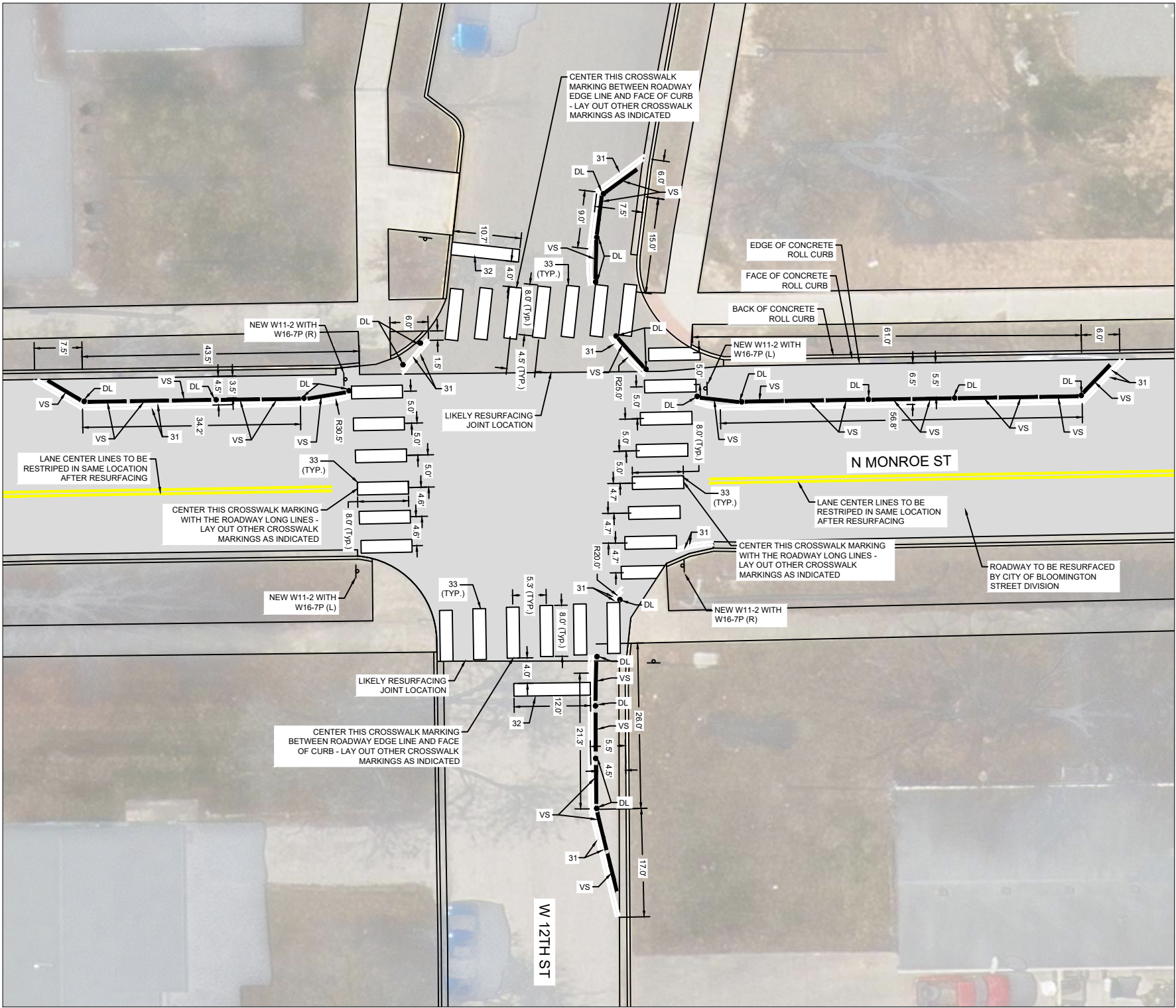
From: Hank Duncan, Bicycle and Pedestrian Coordinator
Mtg Date: September 15, 2025
Subject: 12th St/Monroe St. Quick-Build Project

Project Background and Details

In May 2025, the Indiana Department of Health's Division of Nutrition and Physical Activity awarded the City of Bloomington a \$10,000 Tactical Urbanism Demonstration Grant to support a quick-build project at the 12th Street and Monroe Street intersection. This project is designed to improve safety of children walking to and from Tri-North Middle School, the Boys and Girls Club of Bloomington, and other nearby destinations. Identified as a priority corridor in the City's Safe Streets for All Action Plan, the project will reduce pedestrian crossing distances through the installation of curb extensions using delineator posts and parking blocks. The City's Street Department plans to complete installation in Fall 2025.

To raise awareness and engage the community, Planning and Transportation staff hosted a pop-up at the project site in which children and other street users shared input on the intersection and discussed their thoughts on street safety (Figure 1). Following installation, staff will conduct post-project surveys and traffic counts to evaluate changes in pedestrian behavior, traffic speeds, and overall comfort levels at the intersection.

PLOTTED: Tuesday, July 22, 2025 10:57:53 AM




LEGEND


- DL DELINEATOR POST
- VS RUBBER VEHICLE STOP
- 31 LINE, THERMOPLASTIC, SOLID, WHITE, 4 IN
- 32 TRANSVERSE MARKINGS, THERMOPLASTIC, STOP BAR, WHITE, 24 IN
- 33 TRANSVERSE MARKINGS, THERMOPLASTIC, CROSSWALK LINE, WHITE, 24 IN

NOTES

- CROSSWALK MARKINGS TO BE INSTALLED PARALLEL TO THE DIRECTION OF VEHICLE TRAVEL.
- RUBBER VEHICLE STOPS (WITH WHITE MARKINGS) ARE IN STORAGE AT THE CITY OF BLOOMINGTON TRAFFIC DIVISION BUILDING.
- DELINEATOR POSTS SHALL BE IMPACT RECOVERY SYSTEMS "MP2 POST" BLACK CAP TOP WITH SURFACE MOUNT QUICK RELEASE BASE OR APPROVED EQUAL.
- SIGNS SHALL HAVE A 7' MOUNTING HEIGHT AND USE AN INDIANA DEPARTMENT OF TRANSPORTATION (INDOT) TYPE 1 POST WITH AN UNREINFORCED ANCHOR BASE.
- PAVEMENT MARKINGS AND SIGNAGE SHALL BE FURNISHED AND INSTALLED IN ACCORDANCE WITH THE LATEST ISSUE OF THE INDOT STANDARD SPECIFICATIONS.



	
ENGINEER	DATE
DESIGNED: KCK	DRAWN: KCK
CHECKED: NK	CHECKED: NK

 CITY OF BLOOMINGTON ENGINEERING	PROJECT NAME:	
	12TH AND MONROE BUMPOUTS	

HORIZONTAL SCALE	
1"=20'	
VERTICAL SCALE	
N/A	
SHEETS	
1	of 1
PROJECT #	
N/A	



Transportation Commission Memo

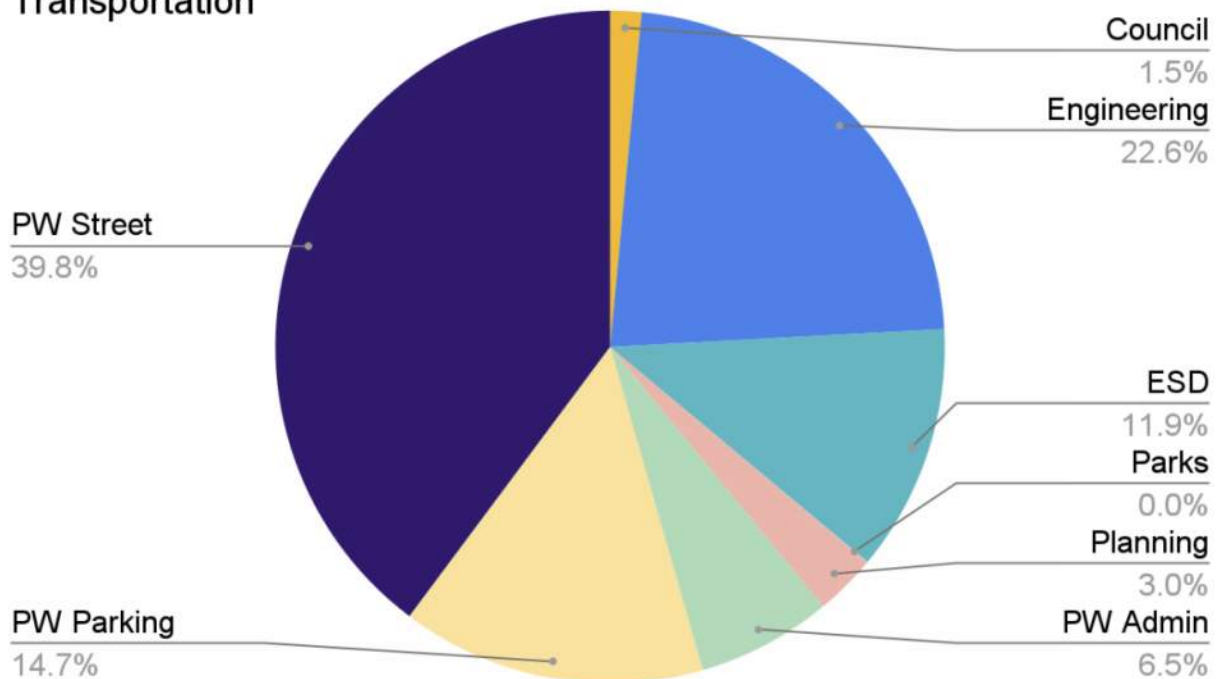
From: Andrew Cibor, City Engineer
Mtg Date: September 15, 2025
Subject: 2026 Proposed Budget Update

Transportation Priority Area Budget Update

The Administration and City Council agreed to shift to a model of budgeting known as Priorities-Based Budgeting (PBB) and the Administration submitted the [2026 Proposed Budget](#) to the City Council for their consideration in August. One of the six budget priority areas is 'Transportation' and an overview of this category starts on Page 308 of the proposed budget packet. The transportation priority area has an estimated proposed 2026 allocation of \$33,147,047 and the below chart summarizes the distribution rate per Department.

Proposed 2026 Budget Allocation Estimate Departmental Distribution Chart

Transportation



Cross-Departmental Project Lists

Within the Transportation overview, the following tables were included that summarize 2025 and 2026 projects facilitated by the Planning & Transportation, Engineering, and Public Works departments.

2025 Projects

Planning	<ul style="list-style-type: none">● College/Walnut Corridor Study● Kinser-Madison-Rogers Corridor Study● Indiana + Dunn Safety Improvement Study● 10th Street Safety Improvement Study
Design/ROW	<ul style="list-style-type: none">● CCMG and Resurfacing Projects● Hopewell West● W 2nd Street Modernization● High Street Multiuse Path & Intersection Improvements● Curb Ramp & Crosswalk Improvements● Kirkwood (Pine-Rogers)● Signalized Intersection Modernizations● Jefferson Sidewalk● Dunn St Multiuse Path● Resident Led Traffic Calming
Construction	<ul style="list-style-type: none">● N Dunn Sidewalk● B-Line North Connection● Hopewell East● 1st Street Reconstruction● Greenways & Resident led traffic calming● Crosswalk Improvements● Hopewell West - Jackson St● W 2nd Street Modernization● E 3rd Protected Bike Lane
Maintenance & Operation	<ul style="list-style-type: none">● Contract Paving● In-House Paving● Contract sidewalk maintenance

	<ul style="list-style-type: none"> • Sidewalk assistance program • Pedestrian safety infrastructure maintenance • Traffic calming infrastructure maintenance • Citywide Signal Retiming & Signal System Upgrades
--	--

2026 Projects

Planning	<ul style="list-style-type: none"> • One Corridor Study (South Walnut St is the next highest priority) • One new Safe Routes to School project (likely Tri-North Middle School) • Low-cost, quick-build, and demonstration safety projects throughout the city (primarily at prioritized intersections) <p><i>If granted two new FTEs:</i></p> <ul style="list-style-type: none"> • One additional Corridor Study • One additional school added to the Safe Routes To School program • Launch public communication campaign identified in SS4A Safety Action Plan • Move forward with developing (perhaps finalizing) a core Community Engagement Plan
Design/ROW	<ul style="list-style-type: none"> • CCMG and Resurfacing Projects • College/Walnut • Signalized Intersection & Roadway Safety Improvements • Safety Action Plan and Pedestrian Network Safety Improvements • 2025 Corridor Study (e.g., Indiana) • Curb Ramp & Crosswalk Improvements • Dunn St Multiuse Path • Small structure/city bridge Inspection

	<ul style="list-style-type: none"> • Resident Led Traffic Calming • Council Sidewalk Project(s) • Development Support (e.g., Hopewell, Summit)
Construction	<ul style="list-style-type: none"> • Resident Led Traffic Calming • Curb Ramps • Signalized Intersection Modernizations • High Street Multiuse Path & Intersection Improvements • Kirkwood (Pine-Rogers) • Council Sidewalk Project(s)
Maintenance & Operation	<ul style="list-style-type: none"> • Contract Paving • In-House Paving • Contract sidewalk maintenance • Sidewalk assistance program • Pedestrian safety infrastructure maintenance • Traffic calming infrastructure maintenance

**BLOOMINGTON TRANSPORTATION COMMISSION
STAFF REPORT**

CASE #: TC-R-25-05

Location: Illinois St (W 12th St to W 15th St)

MEETING DATE: September 15, 2025

PETITIONER: City of Bloomington
401 N. Morton St.

MEASURE UNDER CONSIDERATION: Staff recommends an amendment to Title 15 to remove the full-time “No Parking” restriction on the west side of Illinois Street between W 12th Street and W 15th Street, and install “No Parking” signage at the bus stop and near intersections to improve safety and visibility.

REPORT: The Engineering Department received reports of illegal parking on the west side of Illinois Street, where existing signage prohibits on-street parking. This included vehicles blocking a Bloomington Transit bus stop, which was resolved by reinstalling a missing bus stop sign. Continued field observation revealed that drivers regularly park on the west side, and that vehicles on the east side are parking close to intersections, causing sight distance issues.

Illinois Street is a narrow, low-speed residential roadway that serves the Crestmont neighborhood, where on-street parking demand is high, and enforcement is infrequent. In practice, the current west-side restriction is widely ignored, indicating a disconnect between regulation and actual usage.

Staff recommends:

- Allowing parking on the west side, except at designated no-parking zones near the bus stop and intersections;
- Installing signage to clearly delineate “No Parking” areas for safety with new signage;
- On the east side, maintaining legal parking but posting new signs to restrict parking near intersections.

This plan addresses safety and parking needs through a signage update and ordinance revision. The changes are consistent with observed behavior and enhance compliance, visibility, and access.

Prior to implementation, staff will notify the Crestmont Neighborhood Association to ensure residents are aware of the upcoming changes to parking regulations along Illinois Street.

The revised no-parking segments listed below correspond to intersection and bus stop sight-distance buffers identified by staff in the field. These dimensions are intended to improve safety and ensure adequate visibility at key locations, as shown in the attached plan.

Existing Code

Street	From	To	Side of Street	Time of Restriction
Illinois Street	Twelfth Street	Fifteenth Street	West	Any Time

Proposed Code

Street	From	To	Side of Street	Time of Restriction
Illinois Street	45' south of W Thirteenth Street	68' north of W Thirteenth Street	East	Any Time
Illinois Street	70' south of W Illinois Court	53' north of W Illinois Court	East	Any Time
Illinois Street	293' south of W Fifteenth Street	435' south of W Fifteenth Street	West	Any Time

CRITERIA AND FINDINGS FOR TRANSPORTATION PROJECTS / PROPOSED CHANGES TO TITLE 15 (Vehicles and Traffic) / PROPOSED CHANGES TO TITLE 12 (Streets, Sidewalks and Storm Sewers)

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 proposed changes align with the City's Comprehensive Plan goals to manage curb space efficiently, support transit access, and maintain safe and livable streets in residential areas.

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

PROPOSED FINDING: The recommendation improves intersection visibility and ensures the bus stop remains unobstructed, supporting the City's Vision Zero goals and commitment to safety.

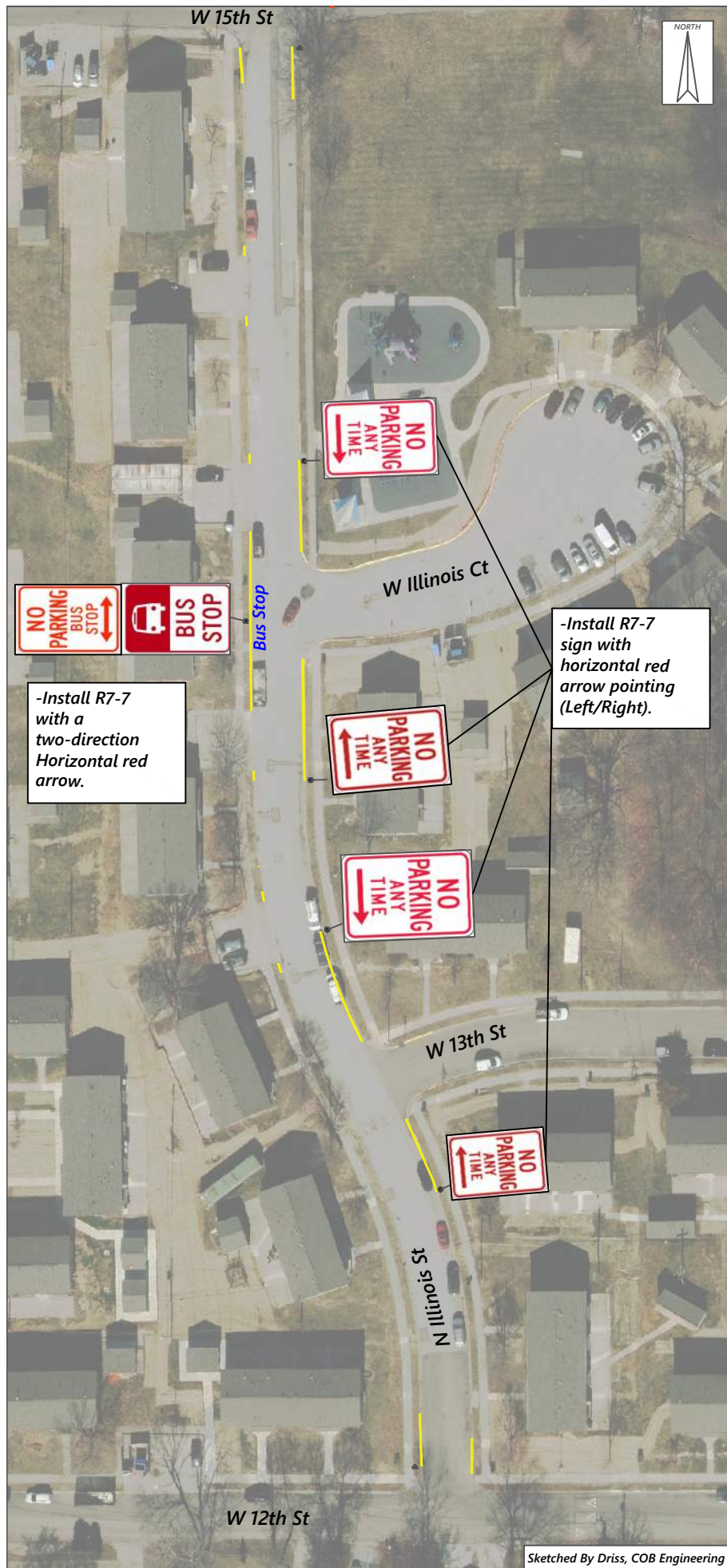
- 3) *Is consistent with advancing a sustainable transportation system and equitable access to all transportation facility users while prioritizing non-automotive modes.*

PROPOSED FINDING: The proposal ensures access for transit riders, enhances pedestrian crossings, and addresses parking regulations in a way that reduces risk of inconsistent enforcement.

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

PROPOSED FINDING: The proposed changes respond directly to observed behavior and community-reported concerns. The Transportation Commission meeting provides a formal opportunity for public comment or input.

RECOMMENDATION: Staff recommends that the Transportation Commission adopt the proposed findings and forward the resolution for an amendment to Title 15 related “No Parking” designation on Illinois Street (between W 12th and W 15th Streets), with a positive recommendation.



W 15th St



NO
PARKING
ANY
TIME

NO
PARKING
BUS
STOP

BUS
STOP

Bus Stop

-Install R7-7
with a
two-direction
Horizontal red
arrow.

W Illinois Ct

NO
PARKING
ANY
TIME

-Install R7-7
sign with
horizontal red
arrow pointing
(Left/Right).

NO
PARKING
ANY
TIME

W 13th St

NO
PARKING
ANY
TIME

N
Illinois St

W 12th St

Sketched By Driss, COB Engineering

#199565 closed: Resolved 1013 N Illinois ST

Bus Services (Bloomington Transit):

Other: Bus cannot pull over to operate the lift system onto the ramp cars parked there every day usually the same several cars the bus needs to pull over coming from 15th Street to operate the wheelchair lift and when SUVs are parked there and you are small and a chair the bus driver cannot see you trying to wheel out to catch the bus and the bus will pass you by it is also not safe for people to have to run out into the road to stop the bus or with their wheelchair when they shouldn't have to there are usually more cars parked here than this

Reported By
S C

Assigned to
John Connell

Attachments

Manage Attachments



12/5/2024

675252196b5bc

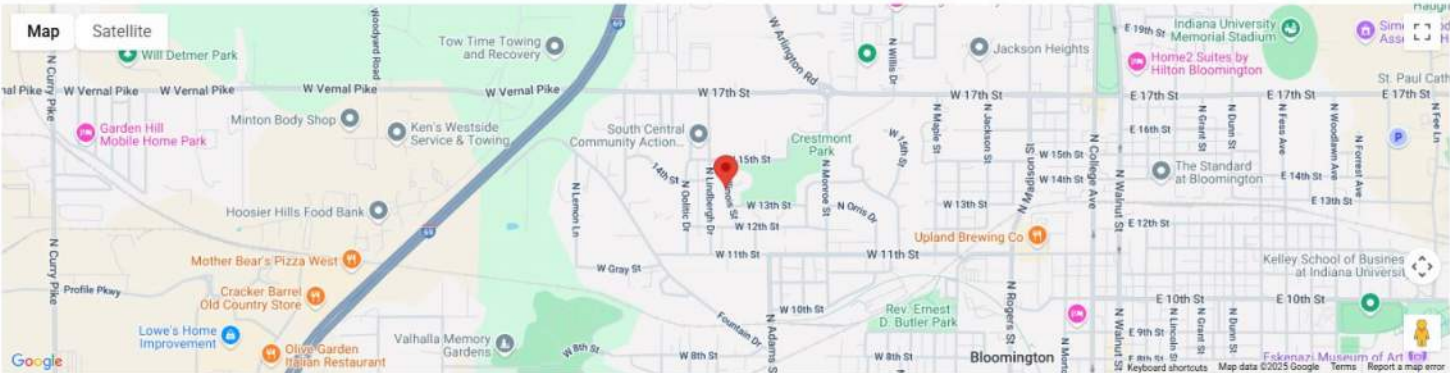
12/5/2024

History

4/15/2025 10:10:38 Closed by Shelley Strimaitis

BT is working with city engineering to have the curb repainted and no parking sign reinstalled at the bus stop.

► Sent notification to John Connell, S C



City	Bloomington
State	IN
Zip	47404
Latitude	39.175624847412
Longitude	-86.551826477051
Neighborhood Association	Crestmont Residential Community
Township	Bloomington

Other cases for this location

Status	Case Date	Category
closed	12/3/2024	Other
open	12/3/2024	Bus Services (Bloomington Transit)



Driss Tahir <driss.tahir@bloomington.in.gov>

Location of Transportation Committee meeting

2 messages

Rukus Harris <rharris@blha.net>

Tue, Sep 9, 2025 at 11:45 AM

To: "driss.tahir@bloomington.in.gov" <driss.tahir@bloomington.in.gov>

Hi Driss,

I'm creating a post for our residents and realized I need an address for the **Transportation Commission meeting on 09/14 at 5:30 PM**. The email I received said residents were welcome to attend, but I wasn't sure where this was taking place and didn't want to assume. Thanks in advance!

Warmly,

Rukus Harris

Resident Service Coordinator

Bloomington Housing Authority

1007 N. Summit St.

Bloomington, IN 47404

(812)269-4017

FAX: (812)339-7177

[Click to view our NEW website!](#)<http://bhaindiana.net/pdfs/Getting Leaner, Going Greener.pdf>

Driss Tahir <driss.tahir@bloomington.in.gov>

Tue, Sep 9, 2025 at 11:51 AM

To: Rukus Harris <rharris@blha.net>

Thank you for checking. The Transportation Commission meeting on 09/14 at 5:30 PM will take place at:

City Hall – Council Chambers (Room #115)
401 N. Morton Street
Bloomington, IN 47404

Residents are welcome to attend, and this will give them a chance to hear about and comment on the proposed changes.

[Quoted text hidden]

--



**BLOOMINGTON TRANSPORTATION COMMISSION
STAFF REPORT**

CASE #: TC-R-25-06

Location: 500 & 600 Blocks of W 8th Street

MEETING DATE: September 15, 2025

PETITIONER: City of Bloomington
401 N. Morton St.

MEASURE UNDER CONSIDERATION: Increase the time limit of existing limited parking zones on the south and portions of the north sides of W 8th St., between Rogers St. and Fairview St., from two hours to four hours.

REPORT: The north and south sides of the 500 and 600 blocks of W 8th St., between N Rogers St. and N Fairview St., currently allow two-hour on-street parking from 8:00 a.m. to 5:00 p.m., Monday through Friday, with an exception for residents who hold a Zone 10 Residential Permit. N Fairview St. and N Jackson St. have similar restrictions. The 500 and 600 blocks of W 8th St. are identified as Neighborhood Residential in the Transportation Plan.

Surrounding land uses include commercial and residential to the north, and a place of worship and Fairview Elementary to the south. The Comprehensive Plan designates the area as Downtown, Institutional/Civic, and Mixed Urban Residential, and the area is in the Near West Side Neighborhood.

The City received a request from Second Baptist Church (321 N Rogers St.) to extend the limited parking zone on W 8th St. from two hours to four hours. The request would increase the two-hour limit to a four-hour limit adjacent to the church, school, and commercial use but maintain the existing two-hour limit when adjacent to residential uses. The request followed a series of parking citations issued to parishioners during funeral services and other church events. The layout of the Second Baptist Church does not allow for the creation of additional on-site parking, so parishioners must utilize on-street parking if they are driving to the church.

Staff has observed that non-residential areas of on-street parking are primarily short-term with frequent turnover. The commercial business to the north has on-site parking and does not appear to use the on-street parking spaces. Staff has also noted some parking related congestion at Fairview Elementary during pickup and drop off times, but does not believe that either the current use of the two-hour limit or the proposed four-hour limit contributes to these difficulties. Although portions of the street are designated Downtown, staff believes that the location itself, rather than the two hour limit, discourages long term parking.

The proposed change would amend Section 15.32.080 of the Municipal Code, Schedule N (Limited Parking Zones), as follows:

Schedule N				
Street	From	To	Side of Street	Limit
Eighth Street	Rogers Street	Jackson Street	South	4 hr. (13)

Eighth Street	Maple Street	Jackson Street	North	2 hr. (13)
Eighth Street	Jackson Street	Rogers Street	North	4 hr. (13)

(13) 8:00 a.m. to 5:00 p.m. Monday through Friday except with Zone 10 Residential Permit.

CRITERIA AND FINDINGS FOR TRANSPORTATION 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 Transportation Plan identifies this portion of W 8th St. as neighborhood residential and gives guidance to allow for unmarked on-street parking. The Comprehensive Plan encourages the expansive use of on-street parking in the Downtown and Mixed Urban Residential areas.

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

PROPOSED FINDING: Well utilized on-street parking has a traffic calming effect by creating side friction that narrows travel lanes. This portion of W 8th St. is approximately 34 feet wide, which accounts for a 20 foot travel way and two 7 foot parking lanes. While this is a typical cross-section for Neighborhood Residential Streets, it is unusual for streets without consistent on-street parking usage. The extra width likely encourages higher vehicle speeds. Allowing longer-term parking along this section of W 8th St. should help encourage the traffic calming benefits of parked cars. On-street parking also acts as an additional barrier for integral sidewalks further separating pedestrians from vehicles.

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

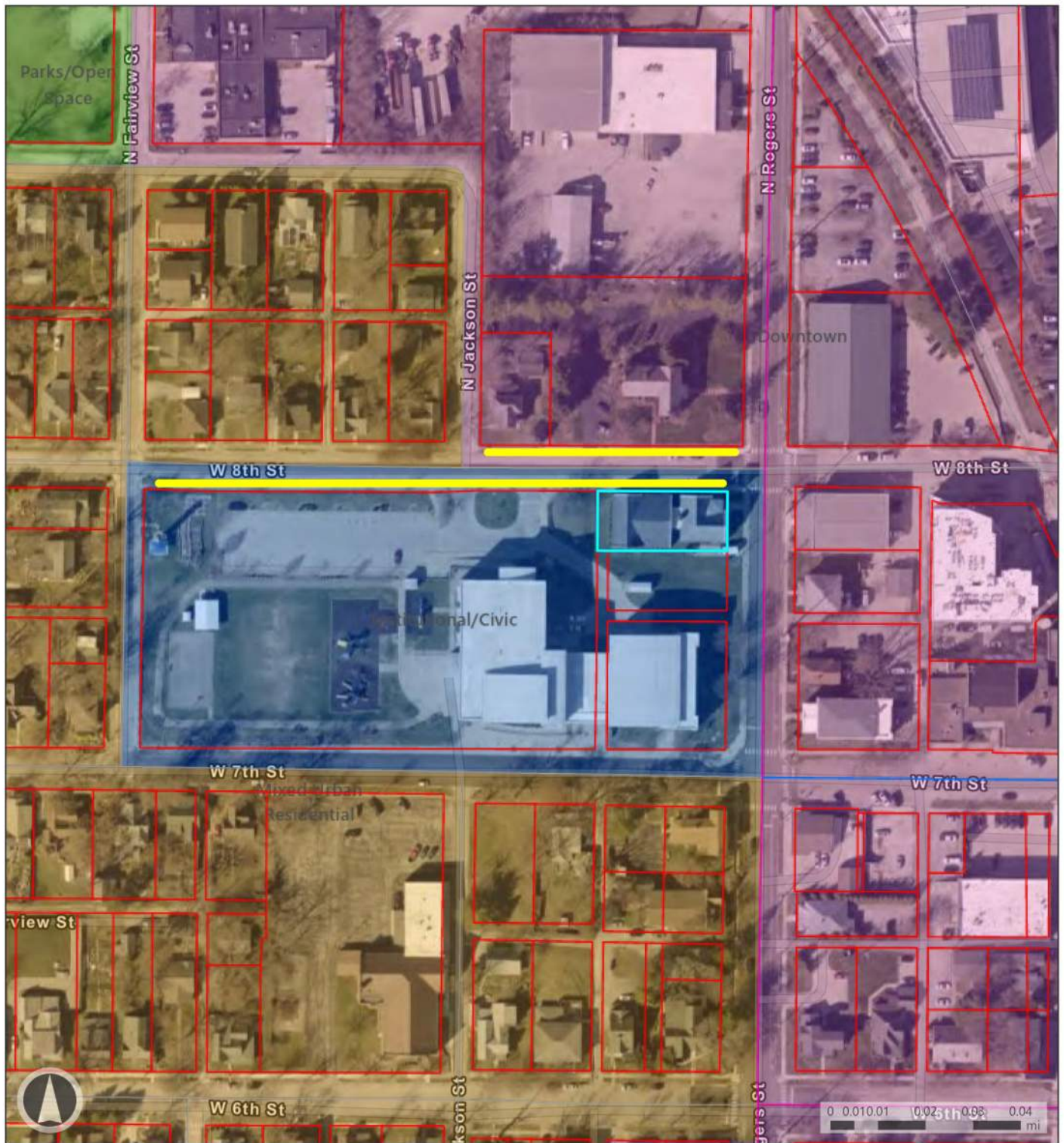
PROPOSED FINDING: While on-street parking does not directly advance sustainable transportation, or prioritize non-automotive modes of transportation it does provide some safety benefits through traffic calming and providing buffering between travel ways and integral sidewalks. Those safety benefits will increase pedestrian mobility and access on W. 8th St.

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

PROPOSED FINDING: Staff contacted Fairview Elementary but has not heard back at this time. There is an allowance of 20 Neighborhood Residential Permits for employees

of Fairview Elementary, which is not proposed to be changed and will allow those employees to park on W 8th St. without a time limit. The proposed changes will not affect portions of W 8th St. adjacent to residential uses, and should not prevent their continued use of the on-street parking.

RECOMMENDATION: Staff recommends that the Transportation Commission adopt the proposed findings and forward the resolution for an amendment to Section 15.32.080 related to the four hour limit on W 8th St. to the Council with a positive recommendation.



Map Legend

- | | | |
|-----------------------|--|-------------------------|
| Second Baptist Church | Neighborhood Connector FLU Zone | Institutional/Civic |
| Parcels | Neighborhood Residential | Mixed Urban Residential |
| General Urban | Proposed 4-hour Limit | Downtown |
| | | Parks/Open Space |



**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.

2025 Resident-Led Traffic Calming Application Criteria and Timeline

Application Criteria:

Project Scope: Project length is subject to staff approval. Generally, proposals should be more than one block and up to about 6 blocks; this can range from about 330 feet to 2,200 feet. Staff will work with applicants during pre-application meetings and determine a logical project length based on intersections, topography, and other factors. [Projects generally can be only one street; staff may allow a proposal for two or more streets.](#)

Road Typology: The Resident-Led Traffic Calming Process is best suited for streets designated as Neighborhood Residential in the Transportation Plan. [Neighborhood Connectors require additional approval of EMS Providers to be eligible for the Resident-Led Traffic Calming program.](#) Staff will work with applicants during the pre-application meeting to determine the road typology, and staff will coordinate with EMS providers to determine the feasibility of traffic calming on Neighborhood Connector streets.

Performance Objective 1.1 (Equity): Census Block Groups* that have an increased prevalence of vulnerable users. Demographic data is scored relative to all other census block groups within the City.

1.1.1	% of households w/ children under the age of 17 + % of households w/ adults over the age of 65+	Aggregate z values for all listed performance objectives	.01 x rank of observed z-values [(1-91) 1, being the lowest performing census block group, 91 being the highest] *20 = # of points
1.1.2	% of households w/ people with disabilities		
1.1.3	Difference of the highest reported median income – observed median income		
1.1.4	% of households w/o access to a car		

Performance Objective 1.2 (Demand): Areas that have an increased prevalence of users

1.2.1	Highest Walk Potential Score for all hexagons which fall at least 25% within the boundary of the proposed project area of the Bloomington 10- Minute Walk Score Rubric	1-14 points
1.2.2	Does at least 50% of the proposed project area fall on a street that is recommended as a Neighborhood Greenway in the Transportation Plan ? Is it a Greenway that is part of the Priority Network?	No- 0 points Yes, Neighborhood Greenway that is part of the Priority Network- 1 point Yes, Neighborhood Greenway that is NOT listed as part of the Priority Network – 2 points

* Census Block Groups: If a census block group includes more than a single Census Block Group (CBG), the equity scoring shall reflect the percentages in proportion to the area which falls within each zone for an aggregate total to represent the entire project.

*Census Block Groups (cont.): If a proposed project, in whole or part, outlines a border between multiple Census Block Groups (CBGs), the percentage of the project which serves as the border will be weighed with equal measure between the respective CBGs. Any remaining

portion of the proposed project (which falls does not serve as the border) will earn points in proportion to the number of feet of the proposed project which is entirely contained within the associated CBG.

Performance Objective 2 (Safety): Areas with an increased incidence of crashes and behaviors which are causal in injury. Speed data and crash data is scored relative to the other projects in the applicant pool.

2.1 Speed Data

2.1	% of performance based on Speed/Volume Score* based on data collected within the past two years	# of vehicles 1-5mph > speed limit (1 point)+ # of vehicles 5-6mph > speed limit (2 points)+ # of vehicles 6-10mph > speed limit (3 points)+ # of vehicles 11-15mph > speed limit (4 points)+ = Total Speed/Volume Score Percentile of observed data * 38 points <i>(example, an observed value at the 40th percentile would equate to 15.2 points)</i>
-----	---	--

2.2 Crash Data

2.2.1	# of crashes/foot within the proposed traffic calming boundary (not including intersections) within the past 7 years where speed was possibly a contributing factor	0 crashes = 0 points Percentile of observed data * 8 points <i>(example, an observed value at the 30th percentile would equate to 2.4 points [.30 x 8=2.4])</i>
2.2.2	# of crashes/foot within the proposed traffic calming boundary (not including intersections) within the past 7 years where speed was likely a contributing factor	0 crashes = 0 points Percentile of observed data *20 points <i>(example, an observed value at the 60th percentile would equate to 12 points [.60 x 20=12])</i>

Scoring Mechanism/ Weight (Points Possible):

1. Equity	(18%)
2. Demand	(16%)
3. Safety- Speed	(38%)
4. Safety- Crashes	(28%)
<u>Total</u>	<u>100%</u>

Timeline/ Process and Schedule:

Process Step and Description	2025 Timeline
BPSC releases Resident-Led Traffic Calming Evaluation Methodology	December, 2024
City releases Requests for 2025 Projects	January
Residents submit Letter of Intent + Previous 1 Year Applications	January - March
Pre- Application Meetings	March - April
Application Deadline	April 25
Preliminary Review of Applications	May - June
Send Notifications	July
Project Initial Public Meeting	August
Project Final Public Meeting	September

2025 Resident-Led Traffic Calming Program Prioritization Scores

	W 17th St. (Lindbergh to Monroe)	N Woodburn Ave. (17th - Vaughn Clipp Way)	Hillsdale Dr. (3rd - 7th)	W 11th St. (Monroe - Maple)
Equity (prevalence of children under the age of 17, adults over the age of 65, people with disabilities, median income, households without access to a car)	16.40	7.20	4.80	16.10
Walk Potential	4.67	14.00	11.67	4.67
Correspondence with Neighborhood Greenways in the City's Transportation Plan	0.00	0.00	2.00	0.00
Motor Vehicle Speeds	30.55	0.00	29.26	38.00
Crashes in which speed was <i>possibly</i> a contributing factor	0.00	0.00	4.85	8.00
Crashes in which speed was <i>likely</i> a contributing factor	19.13	0.00	0.00	20.00
Total Score	70.74	21.20	52.58	86.77



Petition to Install Traffic Calming along W 11th St

Petition Summary and Background	Your neighbors are in the process of submitting an application for the Resident-Led process of the Bloomington Traffic Calming and Greenways Program (TCGP). The intent of this program is to reduce illegal speeding in residential neighborhoods through the installation of speed cushions and other traffic calming devices. Per the requirements, your neighbors need to collect 23 signatures in support to move forward with the project scoring phase.
Action Petitioned For	I support the initiative to install traffic calming devices in W 11th St between Monroe and Maple Streets

Printed Name	Signature	Home Address	Comment	Date
Hector Rosado		825 W 11th St		3/1/25
Mark Kenna		903 W 11th St		3/1/25
Alexander Vojman		901 W 11th St	Project co-organizer	3/1/25
Cathy Come		808 N Blair	Got done	3/1/25
Kyle Wargel		810 N Blair		3/1/25
Rife Rivas		815 W 11th St		3/1/25
GREENIE HEURING		1003 W 11th St		3/1/25
Kate Carnegie		810 W 11th St #3		3/1/25
Key Freeman		810 W 11th St #2		3-1-25
Sammi Zeldin		817 W 11th		3/1/25
Adolfo Martinez		918 W Cottage		3/1/25
Kevin Poo		970 7th St 205	801 W 11th St	3/1/25
Melvin Harker		821 11th St		3/1/25
BRAD SOUTHERN		900 West 11th St		3-2-25
Shaylee Stigleman		827 W. 11th		3/4/25
Forrest Gilmore		828 W 11th St		3/4/25
Blaise Ritchison		909 W 11th St	Please! Pretty PLS!	3/4/25
Cristina de Jesus		911 W 11th St		3/13/25
Darius Bennett		1009 W 11th St	11th is historically unsafe. We need this	3/13/25
Cadence Carter		1017 W 11th St	I have a child. People don't care	3/13/25

[illegible]

March 24, 2025

City of Bloomington
Department of Planning & Transportation
401 N Morton St.
Suite 130
Bloomington, IN 47404

Dear Hank Duncan,

I was contacted by organizers submitting an application to the City's Traffic Calming and Greenways Program, requesting a letter of support from me as the Council Member representing the project site. The proposed project's top priority is to install traffic calming measures on W. 11th Street between Monroe and Maple Streets.

I'm writing to gladly express my support for this application. This grant will hopefully improve pedestrian and traffic safety in the neighborhood, particularly given its proximity to locations with a high density of young people, such as Tri-North Middle School and the Boys & Girls Club of Bloomington. As you can imagine, there are many pedestrians and people on bikes in this area.

The organizers of this application note that vehicles drive too fast (over the speed limit), there has been increasing vehicle traffic on W. 11th over the years, and bike and pedestrian traffic has also increased in the area. Also taking into account the monolithic sidewalks, this area could greatly benefit from traffic calming and potentially other safety measures. Again, I strongly support the residents of this neighborhood and their application for the TCGP grant.

Best,

Kate Rosenbarger
City Council Member, District 2

April 24, 2025

City of Bloomington
Department of Planning & Transportation
401 N Morton St.
Suite 130
Bloomington, IN 47404

Dear Mr. Duncan,

On behalf of the Trailview Neighborhood Association, I would like to express my support for the installation of traffic calming measures on the stretch of W 11th Street between Monroe and Maple Streets.

Over the past decade our neighborhood has grown from an empty lot into a community of 34 families. We depend heavily on this portion of W 11th Street, both for vehicle and pedestrian access. Most of our families have small children who must cross the street to reach their school bus stops. Our residents also walk along and cross this street to access other community resources such as the Community Kitchen Express and the Boys and Girls Club. Traffic calming measures would greatly improve safety for these pedestrians, especially given the lack of a shoulder or other buffer on the eastbound lane.

Vehicular safety is also a concern. Residents driving to town or the highway typically turn on to 11th Street from Diamond Street. However, the large building at 907 W 11th Street has very little setback from the road and heavily obscures the line of sight for vehicles at the stop sign on Diamond Street. This has already resulted in multiple collisions over the past several years, at least one involving a city bus.

For these reasons, the Trailview Neighborhood Association fully supports this traffic calming initiative. Thank you for your consideration.

With regards,



Jody Campbell
President, Trailview Neighborhood Association

(812) 369-1055

secrestjody@yahoo.com



Bloomington Housing Authority

1007 North Summit, Bloomington, Indiana 47404
812-339-3491 fax 812-339-7177

April 14, 2025

Re: 2025 Resident-Led Process of the Traffic Calming and Greenways Program

Dear Mr. Duncan,

On behalf of the Bloomington Housing Authority, we are submitting this letter to state our support of the 2025 Resident-Led Process of the Traffic Calming application submitted by Alexander Weissman and the group of 11th Street residents.

Over the past decade, this area has seen significantly increased usage by motorists, and increased hazard to motorists and pedestrians, stemming from:

1. Increased traffic following the construction of the Trailview neighborhood just to the south, which uses 11th Street as a primary access road to the rest of Bloomington;
2. Changes to city bus routes that allow buses to reach higher speeds along this portion of their route;
3. General growth of the City of Bloomington and the northwest neighborhoods in particular, and an increased use of and reliance on automobiles.

The area has also seen increased pedestrian and cyclist usage stemming from:

1. The completion of the B-Line Trail, which is often accessed by traversing or crossing 11th Street;
2. School buses that pick up and drop off children on the northside of 11th Street. The new Trailview neighborhood is home to many families with school-age children, who must cross 11th at Diamond Street to get to and from the bus. There are safe school zone speed limits in place, but these are frequently flouted by motorists and city buses. Despite the increased reliance on West 11th Street as a major thoroughfare, it has been ill-equipped to limit behaviors that are causal in injury.

Sincerely,

Rhonda Moore, Capital Assets Manager
Bloomington Housing Authority
812-545-7053 / rmoore@blha.net



Equal Opportunity Employer

**BLOOMINGTON TRANSPORTATION COMMISSION
STAFF REPORT**

CASE #: TC-R-25-08

Location: 600 Block of S Rogers St
600 Block of S Jackson St

MEETING DATE: September 15, 2025

PETITIONER: City of Bloomington
401 N. Morton St.

MEASURE UNDER CONSIDERATION: Certain modifications to Bloomington Municipal Code (BMC) Title 15:

1. Amend BMC 15.12.010 Schedule A to add: **Traffic on “Jackson Street” Shall Stop for Traffic on “First Street”**
2. Amend BMC 15.32.100 Schedule O Loading Zones to add: **“600 Block of South Jackson Street, first space north of 1st Street on the east side”**

REPORT: The Hopewell West - Jackson/Rogers Street project is the first phase of the infrastructure buildout of the Hopewell West subdivision. The project includes the construction of one block of South Jackson Street, an alley, and reconstruction of South Rogers Street (see graphic below for an overview of the Hopewell West site).

The South Rogers Street improvements include protected bike lanes on both sides of the street, and a tree plot and 10' sidewalk on the west side of the street in accordance with the City's Transportation Plan. Other improvements include curb ramp improvements, crosswalk improvements, drive apron construction, continuing West University Street/Hopewell Commons across Rogers Street, storm sewer replacement and upsizing, and street lighting installation. The existing on-street parking, reserved parking space, and loading zone adjacent to the Centerstone building was retained on South Rogers Street.

The new block of South Jackson Street includes all utilities, roadway, curb, tree plot, sidewalk, street trees, and street lighting in accordance with the City's Transportation Plan. Street parking is provided on both sides of the street and includes an accessible parking space and loading zone adjacent to the new Kohr Community Flats residential building. There is a new stop sign where the roadway adjoins West 1st Street. The new alley extends east along the Kohr Community Flats building and will eventually also serve the other lots to the north and a pedestrian connection to West University Street/Hopewell Commons. The alley does not extend all the way to Rogers.

CRITERIA AND FINDINGS FOR PROPOSED CHANGES TO TITLE 15 (Vehicles and Traffic): Review proposed changes to Title 15 (Vehicles and Traffic) to determine if the proposed change:

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

PROPOSED FINDING: The proposed changes are consistent with the City's Comprehensive Plan, Transportation Plan, and the 2021 Bloomington Hospital Site Redevelopment Master Plan Report adopted by the City's Redevelopment Commission as

the guiding plan for the Hopewell Neighborhood.

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

PROPOSED FINDING: The proposed changes are in compliance with all federal, state, and local requirements and have been certified by our design engineer of record as the best way to control traffic on these roadways.

- 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 changes are in compliance with all adopted city plans including the Transportation Plan. These changes are part of a project that installs new separated pedestrian and bicycle infrastructure in addition to maintaining vehicle traffic and parking.

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

PROPOSED FINDING: The City's Comprehensive Plan, Transportation Plan, and Bloomington Hospital Site Redevelopment Master Plan Report guided the design of this project and included extensive public outreach. The public was also informed of the Hopewell West - Jackson/Rogers Street project in 2024 at a Bicycle and Pedestrian Committee meeting, a Parking Commission meeting, a Hopewell Update Meeting, a Council on Community Accessibility Gather-Round-the-Table event and a Hopewell Walkabout event. A press release regarding the project is scheduled to go out on September 5, 2025.

RECOMMENDATION: Staff recommends that the Transportation Commission adopt the proposed findings and forward the resolution for an amendment to Schedule A (stop intersections) and Schedule O (loading zones) of Title 15 to the Council with a positive recommendation.

