

# CITY OF BLOOMINGTON

## TRANSPORTATION COMMISSION

**November 17, 2025**

**Planning Session @ 5:30 p.m.**

**Regular Hearing @ 6:30 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)
Eoban Binder	02/01/2025 - 01/31/2027	Common Council
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:**

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



# City of Bloomington: Transportation Commission Regular Hearing Agenda

## In-person:

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

## Virtual:

<https://bton.in/TCmeet>  
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- 
1. ROLL CALL
  2. APPROVAL OF MINUTES
    - a. October 20, 2025\*
  3. REPORTS AND COMMUNICATIONS
    - a. From Commissioners
    - b. From Staff
      - i. 180 Day Order Update
      - ii. E 17th Street & N Eagleson Ave Intersection
  4. CASES (PETITIONS, RESOLUTIONS, TRANSPORTATION INQUIRIES)\*
    - a. TC-R-25-12 - Transportation Commission 2026 Meeting Calendar
    - b. TC-R-25-13 - E 19th Street On-Street Parking (Washington St to Lincoln St)
    - c. TC-P-25-14 - 10th Street Corridor Study (Morton St to Park Ave)
    - d. TC-I-25-15 - College Mall & Covenantor Intersection Improvements
    - e. TC-P-25-16 - Local-Motion Grant Program Application Review and Funding Allocations
  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

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# Transportation Commission

## Meeting Minutes

October 20, 2025

A meeting of the City of Bloomington Transportation Commission was held in City Council Chambers at 401 N Morton Street in Room #115 on October 20, 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]. Virtual meeting facilitation and the presentation of digitized materials was a co-production by staff liaison Ryan Robling and Community Access Television Services (CATS).

[Video archives of Transportation Commission meetings are maintained by CATS.](#)

Unless otherwise noted, all times noted in the meeting minutes are a reference to the approximate time stamp of [the session recording](#) according to [HH:MM:SS] (hour mark, hour mark: minute mark, minute mark: second mark, second mark). Information about the video archive and other documents maintained by the Transportation Commission [are maintained on its dedicated website](#), as well as [the City of Bloomington's OnBoard platform](#). Residents are encouraged to submit public comments to the Transportation Commission in-person or [online](#). To expedite concerns about existing transportation infrastructure, residents are also encouraged [to file a uReport ticket](#).

### ROLL CALL

#### COMMISSIONERS SORTED IN ORDER OF APPOINTMENT

**In-person:** Rick Coppock  
John Connell  
Stephen Volan  
Matt Flaherty  
Lesley Davis  
Mark Stosberg  
Brian Drummy

**City Staff:** Ryan Robling, Planning Services Manager (Planning and Transportation)  
Iris Bull, Administrative Assistant (Engineering Department)  
Andrew Cibor, City Engineer (Engineering Department)  
Chaz Mottiger, Special Projects Manager (Economic & Sustainable Development)  
Jane Kupersmith, Director (Economic & Sustainable Development)

## APPROVAL OF MINUTES

### ❖ **Approve meeting minutes from September 15, 2025 [00:01:35]**

**Stosberg made a motion to adopt meeting minutes. Coppock and Flaherty simultaneously seconded the motion.**

Discussion:

No discussion was observed.

**Volan moved to approve September 15, 2025 meeting minutes by a voice vote. The meeting minutes were approved unanimously. [00:02:10]**

## REPORTS AND COMMUNICATIONS

### ❖ **Report from Commissioner Stosberg [00:02:20]**

Commissioner Stosberg recalled the recent ribbon-cutting ceremony held in the Park Ridge neighborhood for recent greenway and traffic calming infrastructure improvements. Stosberg observed the event as a successful collaboration effort between residents and staff on infrastructure improvements.

### ❖ **Report from Commissioner Volan [00:03:14]**

Commissioner Volan observed the procedural significance of the City's uReport system for processing resident observations and concerns about the transportation system. Volan encouraged residents to utilize the uReport system, for it would be utilized in processing requests for inquiries of any kind. Volan also observed that the naming convention for the uReport system may be confusing because a user may find that the City's website header for uReport is titled, "Report an Issue."

Commissioner Volan observed the significance of the Safe Streets for All (SS4A) Plan that the City adopted November 2024, expressing a belief that it is the Transportation Commission's obligation to track its implementation. Volan encouraged fellow Commission members to recall and refer to the plan document on occasion moving forward.

### ❖ **Administrative Updates [00:05:30]**

Presented by Iris Bull, Administrative Assistant (Engineering Department).

Discussion:

No discussion was observed.

### ❖ **180 Day Order Update [00:08:47]**

Presented by Andrew Cibor, City Engineer (Engineering Department).

Cibor presented a report on the implementation of three new 180 Day Orders since the September Transportation Commission meeting.

Discussion:

No discussion was observed.

#### ❖ **Fatal Crash Report [00:10:50]**

Presented by Andrew Cibor.

Discussion:

Commissioner Drummy requested clarification on how information about how the Engineering Department gathers information related to crashes, observing that in this case the fatality was reported approximately 30 days after the incident.

Cibor clarified that staff gather initial data from filed police reports, and that they monitor channels such as police reports for information that can be used to track and update internal records.

Commissioner Flaherty observed his appreciation for Cibor's initiative to prepare the report in advance of any request from commission members.

Cibor reflected on changes that have occurred to the the format and structure of the report since initially directed to present this type of information at Traffic Commission meetings. In the event that commissioners had feedback or needs not met by the current report structure, Cibor acknowledged a willingness to explore possible adjustments.

Flaherty posited that the Transportation Commission should adopt its own resolution for hearing crash reports, observing that doing so would create an opportunity to reflect on possible adjustments to the report structure. Flaherty asked Cibor if he would be willing to support this action.

Cibor affirmed that he would support the Transportation Commission adopting a resolution for hearing crash reports.

Commissioner Volan observed that the Transportation Commission has inherited the work of three previous commissions, and that the Transportation Commission has an obligation to observe the resolutions they passed until action is taken to do otherwise. Volan suggested that an administrative meeting be organized to identify such resolutions and inventory which should be explicitly adopted by the Transportation Commission.

Cibor affirmed Staff's willingness to organize an administrative meeting offline.

Volan asked for clarification on the number of fatalities since 2021 that have involved pedestrians, as opposed to car drivers or passengers.

Cibor recalled reviewing five other crash cases, such as the one described in the report, involving pedestrians. On the spot, Cibor could recall the details of one pedestrian-involved case and one scooter-rider-involved case.

Volan recalled 3 pedestrian-involved incidents in the last 5 years; one pedestrian being struck by a bus, one pedestrian struck by an SUV on 3rd and Washington, and one pedestrian struck at the corner of 3rd and Indiana. Volan asked Cibor for verification on the details of those cases.

Cibor expressed the belief that those cases may have occurred prior to the Traffic Commission's resolution about crash reports, and he speculated that he was not a City employee at the time of those incidents.

Volan expressed belief that the incidents as described occurred after 2021, but clarified that he would follow up after confirming incident dates.

Volan asked if the Monroe County Crash Report Dashboard was linked on the Transportation Commission website.

Ryan Robling, Planning Services Manager (Planning and Transportation Department), clarified that if the resource was not currently linked, that it would be by the end of the hearing.

Volan asked if staff were aware of any reported crash incidents that did not involve a vehicle. Volan asked for any information on if any fatalities or injuries caused by cyclists or scooter riders against other cyclists or scooter riders. Cibor observed that it would be difficult to respond to that inquiry because the crash reporting data treats scooters and cyclists inconsistently as pedestrians. Volan acknowledge the challenge and noted that he will likely raise the question again in future meetings.

Commissioner Stosberg noted that he has reviewed weird crash reports within these databases, such as one involving a pedestrian and a deer. Stosberg theorized that perhaps a car had managed to hit both the pedestrian and a deer simultaneously.

#### ❖ **Outdoor Dining in Downtown Corridor [00:24:50]**

Staff report presented by Chaz Mottinger, Special Projects Manager (Economic & Sustainable Development).

Discussion:

Commissioner Flaherty, noting that the question may not be appropriately directed towards Mottinger, observed the mention of a planned corridor study of Kirkwood in 2027. Flaherty asked about the scope of the study and how it will interact with the Outdoor Dining program. Mottinger shared that more information would be

forthcoming, but she also observed that the details of the study are not within the purview of the Economic and Sustainable Development (ESD) department and invited other staff present to respond. Robling validated Flaherty's observations and affirmed that more information about the study would be provided at future Transportation Commission meetings.

Commissioner Volan inquired about staff recommendations for continuing the program in 2026. Mottinger replied that staff were not ready to make recommendations for 2026. Volan observed that the 300 block of Kirkwood this year remained closed through the [Hoosier Hoops event](#). Volan asked about how other groups took advantage of the closed space during 2025. Mottinger recalled that some, but not many, had taken advantage of the closure. Mottinger recalled that the Monroe County Public Library was scheduled to utilize the closure while hosting [Dirt Fest](#), but that the event was relocated out of concern for inadequate shade from the sun. Volan asked if utilizing Public Works to close the block for an event is particularly difficult, and whether or not it would be advantageous to only close the block for short periods of time. Mottinger observed the procedure for authorizing special events through the Board of Public Works, and that there was a lot of work involved for event organizers in securing permission from the City. Mottinger further clarified that there were other factors that contributed to under-utilization of the closure during the year.

Jane Kupersmith, Director (ESD), joined Mottinger at the podium. Kupersmith observed that the scheduled closure of Kirkwood does not change the requirements that organizers are responsible for meeting in order to secure a special events right-of-way use permit. Kupersmith characterized Mottinger's presentation as an overview of the Outdoor Dining program's current status, expressing a commitment on behalf of ESD to implement the program in 2026 with a greater amount of space activation.

#### ❖ **Summit District PUD and Transportation Improvements [00:34:55]**

Presented by Andrew Cibor.

Discussion:

Commissioner Coppock asked about the possibility of an installed roundabout at the intersection of Tapp and Vanguard. Cibor clarified that a roundabout, as well as alternatives, would be considered at that intersection.

Commissioner Flaherty asked for a clarification about what prompted the investigation of infrastructure improvements in this area. Cibor affirmed that the consideration of improvements was prompted by site development phasing, as well as documented safety concerns from current residents in the area.

Commissioner Volan asked for clarification on which entity—the developer or the City—would develop Vanguard Parkway. Cibor stated that at present, the plans reflect a desirable facility, but that the details of how it is to be built are still the subject of negotiation. Volan observed some ambiguity in the plan documents about how the colors used to depict roads may infer some assignment of responsibility. Cibor observed that the beige roads depicted in the plans will likely be built by the developer, but that there is uncertainty around facilities which will exist in areas where the developer doesn't own the adjacent property or right-of-way. Volan asked about the scope of the plan as presented, noting the lack of an obvious grid. Cibor affirmed that there are details that he anticipates are not captured by the current plan, but that there are some environmental aspects of the area that will limit the development of a conventional grid pattern.

## CASES (PETITIONS, RESOLUTIONS, ETC.)

### ❖ **TC-I-25-10: Matlock Heights Parking Restrictions [00:45:15]**

Caleb Throckmorton, Matlock Heights Neighborhood Association President, presented a letter on behalf of Matlock Heights residents.

Ryan Robling presented a memo on behalf of staff. Robling concluded the memo with a reminder about the proceedings of Transportation Inquiries:

*After consideration of the Transportation Inquiry, the Commission may take one of the following actions:*

- 1. determine that no further action is warranted at this time;*
- 2. request additional study or information; or*
- 3. request that a future petition or resolution addressing the issues raised be placed on a subsequent agenda. In this event, the Commission shall identify a clear and actionable outcome, directive, or policy objective to be developed or prepared for future consideration.*

Discussion:

Commissioner Connell requested clarification about the scope of a decision to request additional study information, and whether such a request to staff would produce a specific recommendation for consideration. Commissioner Volan clarified that elevating the petition would require staff to produce a resolution.

Commissioner Davis requested clarification about the impact of Game Days on the parking situation as described. Throckmorton clarified that the issue is specific to Game Days for IU football.

Commissioner Coppock asked about the use of parking in the area on non-Game Days. Throckmorton clarified that residents do utilize street parking, but that most houses in the neighborhood have driveways installed. Throckmorton also clarified that the neighborhood's original request was specific to the installation of signs that read, "No Parking Game Day Only."

Commissioner Flaherty requested clarity on the effectiveness of temporary signage that residents have utilized this season. Throckmorton clarified that the temporary no-parking signs have been respected thus far. Flaherty asked if Throckmorton could speak to a preference on which of the proposed parking signs would be preferred by residents. Throckmorton affirmed that residents have a strong preference for restricting parking on Game Days only. Flaherty asked present staff for a perspective on the efficacy of the temporary signage that has been utilized this season. Robling clarified that staff have not received an evaluation or recommendation from Public Works on the matter at hand.

Commissioner Drummy requested clarification from Throckmorton on whether or not it is the neighborhood residents' preference to move away from temporary signage, and to make the temporary signage permanent. Throckmorton affirmed that the residents' preference is to adopt permanent signage that specifies a control on Game Days.

Commissioner Volan requested clarification from staff on the reticence to install the requested signage, asking if cost was a factor. Robling clarified that cost was not a factor; rather, Public Works has expressed concern that the problem at hand is outside of the department's traditional enforcement area. Robling speculated that Public Works was reticent to burden the Bloomington Police Department with an additional enforcement responsibility on a day that already consumes substantial staff time and resources. Volan asked for clarification from Throckmorton on the experience of relying on a 911 call for enforcing temporary signage. Throckmorton stated that visitors have respected the temporary signage, expressing the belief that the signage helps regardless of whether or not it is enforced.

Commissioner Flaherty requested clarification about existing signage in the neighborhood that restricts parking, asking if these signs are also outside the Parking Services enforcement area. Robling clarified that they are outside the conventional enforcement area.

Commissioner Volan observed that parking on both sides of the street can have the effect of slowing traffic down on the street. Throckmorton observed that that most of the neighborhood does not experience speeding as an issue, with Dunn St. being the exception. Throckmorton clarified that when parking is fully exercised on the street, the corridors become too narrow for emergency service vehicles and vehicles towing small trailers. Throckmorton cited an example of parked cars narrowing the corridor to the point that a truck and trailer resorted to parking in the middle of the road because it could no longer safely move forward or back up.

Public Comment:

*Staff received a handwritten letter from a resident prior to the start of the meeting; however, they were not able to interpret which inquiry the letter was for. The letter was passed to Commissioners at this time.*

Becky Throckmorton was recognized for public comment in person. Throckmorton observed residents expressing gratitude for the signage. Throckmorton recalled a safety concern expressed by the fire marshall.

Final Commission Discussion:

Commissioner Volan observed that Indiana University has historically performed poorly with respect to football athletics. Volan asked Throckmorton for an opinion on whether or not the parking problem predates the current football team's unprecedented performance. Throckmorton observed that the problem of parked cars inhibiting traffic existed in the past, but that the problem was much less frequent. Throckmorton speculated that IU may add seating capacity to the stadium, given that attendance has been consistently high all season.

Commissioner Stosberg requested a clarification from Throckmorton on the type of signage that residents had asked for, whether the request was for higher-quality temporary signage, or permanent signage on a post. Throckmorton clarified the request for permanent signage on a post.

Commission Debate:

Commissioner Connell expressed a desire for staff to introduce a petition to install permanent no parking signs consistent with signage in the area.

Commissioner Flaherty expressed agreement with Connell. Flaherty requested a clarification on commission proceedings from staff about how a petition would be brought for Commission action. Robling clarified staff's role in authoring petitions. Flaherty asked for clarification on the appropriateness of asking staff to author a petition that they may not support. Robling clarified that commissioners could choose instead to request a resolution if it was understood that staff did not support a petition, but that staff would much prefer to coordinate with interested parties to ensure a satisfactory petition is brought to the commission. Flaherty requested clarification on whether or not the action could be achieved with a 180 Day Order, and whether or not the next procedural step could be to then take the proposed change to City Council as a Title 15 amendment. Robling validated Flaherty's understanding of the procedure.

Commissioner Stosberg expressed support for installing the signs.

Commissioner Davis requested clarification on which action would most expediently provide the neighborhood with relief. Robling observed that the temporary signage is

currently working as a relief mechanism, and that the immediate objective is to work towards implementation of a solution in advance of the 2026 football season.

Commissioner Coppock expressed support for installing signs that are consistent with existing signage in the neighborhood, and achieving that end through a 180 Day Order, if necessary.

Commissioner Drummy expressed support for the implementation of signage.

Volan expressed agreement with other commissioners. Volan observed that perhaps a neighborhood parking zone would be warranted in a case such as this, but he noted that residents in this case had also done well to justify a simpler solution.

Flaherty proposed a motion “to request staff prepare a petition that makes permanent the emergency ‘No Parking on Game Day’ signage currently utilized on an interim basis in Matlock Heights; further, that the City Engineer issue a 180 Day Order to accomplish the same, if he finds it prudent.” A discussion of the motion followed.

Drummy requested clarification about residents’ preferences for the language to be used on permanent signage, observing a personal preference for language that is consistent with signage already in place in the neighborhood. Flaherty observed his notes on residents’ expressed preference for signage specific to Game Days during earlier discussion. Flaherty requested clarification from staff on any administrative preference that may be relevant in this case. Andrew Cibor observed that other departments not in attendance should speak to that question. Cibor also noted a willingness to exercise the use of 180 Day Orders to accomplish the implementation of signage, but that his preference would be to return to Transportation Commission with a petition that provides additional context and information about what exists on site.

Flaherty expressed a willingness to withdraw the motion and revise. Volan observed that the significance of the motion at hand is simply to recognize that the inquiry before the Commission is worthy of revisiting later as a petition. Volan opined that the language of the motion was sufficient, but that Flaherty should feel comfortable revising if that is his preference.

**Flaherty made a motion to request staff prepare a petition that makes permanent the emergency “No Parking on Game Day” signage currently utilized on an interim basis in Matlock Heights; further, that the City Engineer issue a 180 Day Order to accomplish the same, if he finds it prudent. Connell seconded the motion.**

**The motion passed 7-0 [01:13:50].**

❖ **TC-I-25-11 - N Walnut & Blue Ridge Intersection Area Improvements [01:13:55]**

James Ferguson, Blue Ridge neighborhood resident, presented a petition on behalf of fellow Blue Ridge residents via Zoom.

Andrew Cibor presented a memo on behalf of staff.

Discussion:

Commissioner Coppock asked Cibor for confirmation that staff have reviewed sight distances for this inquiry. Cibor clarified that the information is not in front of him, but that he recalls that sufficient sight distances exist along the corridor to meet minimum acceptable industry standards. Cibor acknowledged that sight distances are limited somewhat by certain features, and that sometimes the department uses limitations of those nature to otherwise justify signalized intersections or other types of control. Cibor also observed, however, that limiting features exist elsewhere and don't necessarily determine which traffic controls are installed. Cibor observed that in this case, the impact of certain features on sight distances was not sufficient to warrant additional traffic control.

Commissioner Drummy requested clarification from staff that they acknowledge speeding as a problem along the corridor. Cibor clarified that staff do acknowledge speeding to be an issue, but that staff believe recent infrastructure improvements will help mitigate the issue. Cibor also observed that an analysis of crash data along the corridor has identified rear-end collisions as most common, and that he would expect the installation of a traffic signal to increase the frequency of rear-end collisions. Drummy asked if staff or anyone in the neighborhood had considered converting the neighborhood exit point to a right-turn only lane. Cibor acknowledged that the neighborhood has multiple entry and exit points, and that installing barriers to prohibit left turns may help to address some of the issues raised by residents. Drummy asked about the existence of enforcement mechanisms that may be utilized to improve compliance along the corridor. Cibor acknowledged that he has not spoken to staff at the Bloomington Police Department recently about this case, but that he is aware that newly hired BPD staff may be utilized in the future. Cibor also acknowledged the State-level regulatory control on the use of electronic speed cameras that prohibits the City from utilizing such devices, but that perhaps current pilot studies managed by the Indiana Department of Transportation (INDOT) may be an early indication of a potential change in policy in the foreseeable future.

Commissioner Stosberg observed a reference in the staff report to the Manual on Uniform Traffic Control Devices (MUTCD), noting that section 4(c)(1)(a) does provide jurisdictions with the latitude to develop their own warrants and guidelines. Stosberg asked for clarification on information the City may use to deviate from MUTCD guidelines. Cibor acknowledged that staff do not commonly examine the warrants for implementing traffic signals, as stop sign controls tend to be more common in Bloomington. However, Cibor observed that limited sight distances, vulnerable road crossings, the presence of nearby bus stop facilities may all be utilized locally to evaluate the appropriateness of a signalized intersection. Stosberg asked for clarification about Cibor's earlier observation about the relationship between signalized intersections and rear-end vehicle collisions. Cibor observed that signalizing the intersection at Walnut St. would introduce the chance that one

person observes the appearance of a red light while another person doesn't. Stosberg observed the findings of the [Safe Streets for All \(SS4A\) Action Plan](#), describing how the priority map may be utilized to equitably attend to transportation safety concerns throughout Bloomington without relying on neighborhoods to advocate for themselves. Cibor acknowledged that in the context of the SS4A plan, the Blue Ridge request for a signalized intersection is not consistent with the priorities outlined therein. Stosberg also observed that data cited in the SS4A plan seems to support Cibor's claim about the possibility of increasing the chance of rear-end collisions by way of signaling the intersection.

Commissioner Flaherty expressed optimism that recent infrastructure improvements will help mitigate speeding along the corridor. Flaherty inquired about the Engineering Department's intent to monitor traffic patterns and measure the efficacy of these improvements. Flaherty asked about staff's willingness to explore alternative traffic calming strategies involving speed bumps. Cibor affirmed staff's intent to monitor traffic patterns post-implementation, mentioning the possibility of introducing radar-speed feedback signage. Cibor observed that staff need time to gather data to evaluate the effectiveness of the most recent renovation of facilities.

Commissioner Volan inquired about changes to the incidents of speeding along the corridor since the opening of Interstate Highway 69 (I-69). Cibor acknowledged that he did not have an answer for that question. Volan observed that recent traffic counts provided did not have dates provided in the staff report. Volan asked about the availability of traffic count data for the area north of the bypass. Cibor clarified that the data requested was provided; it was determined that the formatting of the table in the report resembled address listings, creating some confusion for Volan. Volan asked about how the signal may be timed to accommodate traffic, whether it would be timed on a cycle or responsive to vehicles entering from the lower-volume street. Cibor said that he could not comment with certainty on how the signal would be timed. Volan asked if there were other uses for a signalized intersection other than provisioning traffic outside of the Blue Ridge neighborhood. Cibor clarified that some cities are experimenting with resting in red, but that for the purposes of traffic calming, there may be better alternatives to a signalized intersection to achieve that goal. Volan asked about the pedestrian demand for traffic at the hawk signal on N Dunn St. near the IU Stadium. Cibor observed that a device of that nature also has specific warrants, such as an average number of pedestrians per hour. Volan expressed an interest in comparing the pedestrian traffic volumes at signalized intersections, asking if Cibor was aware of the existence of that data. Cibor affirmed that he could investigate the availability of such data.

Commissioner Davis requested a timeline for the current infrastructure improvements in the area.

Volan asked Ferguson for observations on residents use of alternative entry and exit points to the neighborhood. Ferguson acknowledged that some residents rely on alternative entry and exit points for fear of a mishap occurring at the Walnut

intersection. Ferguson observed that alternative routes add time and approximately one mile of additional distance, but that these alternatives feel particularly inconvenient with the destination is otherwise closeby.

Cibor reported that the current infrastructure improvements that are underway will be complete in November 2025.

Stosberg asked Cibor for clarification about whether or not INDOT had installed a signalized turn lane at Dunn St. and the Bypass. Ferguson opined that the signalized lane had been in place for some time.

Drummy asked Cibor a hypothetical question: if the neighborhood were developed today, would it have been developed with a connection to Old State Road 37? Cibor responded that he would need to look at a map in this case, but that generally speaking more roadway connections are desired.

Volan asked Cibor if he could name an intersection in the city that was in greater need of a signalized intersection than the one requested by the Blue Ridge neighborhood. Cibor cited 17th and Eagleson St., noting that the traffic volumes meet signal warrants and that crash patterns could be appropriately addressed with a signal.

Public Comment:

Carole Canfield, a Blue Ridge resident, was recognized for public comment in person. Canfield expressed gratitude for the inquiry. Canfield has observed frequent speeding in the area and expressed discomfort driving in and out of it. Canfield noted that the issue was a topic of discussion on other Board 20 years ago. Canfield noted that driving conditions are particularly stressful when driving after it rains, especially as someone who drives a pickup truck. Canfield expressed concern for the proposed alternative of exiting the neighborhood on Dunn St., citing the road as narrow and hilly. Canfield appealed for the Commission to support the petition for a signalized intersection.

Cary Floyd, a Blue Ridge resident, was recognized for public comment in person. Floyd expressed doubt that the new infrastructure improvements will improve sightlines and road conditions for cyclists. Floyd appealed for the Commission to support the petition for a signalized intersection.

Kevin Floyd, a Blue Ridge resident, was recognized for public comment in person. Floyd described difficulty utilizing the bike lanes on Walnut. Floyd claimed that multiple people had misstated the speed limit for the corridor, overestimating it as a 45 MPH corridor when it is actually 40 MPH. Floyd also stated that the intersection is difficult to see as vehicles approach on Walnut, suggesting other signage could be introduced to improve visibility.

Final Commission Discussion:

Flaherty clarified that the staff memo did misreport the speed limit in the corridor. Flaherty asked staff if there are other places in town where posted speeds are 40 or higher.

Robling clarified the error as his own, stating that the speed limit is 45 MPH north of the Blue Ridge intersection and 40 MPH south of that intersection. Cibor noted that there are a few streets posted in Title 15 that does specify a 40 MPH limit, Bloomfield Rd., for example.

Volan asked if Old State Road 37 is still part of INDOT inventory. Cibor clarified that it is a city-maintained road at this time. Volan asked if there are active efforts to tame traffic along the corridor. Cibor affirmed that staff have made decisions with the intention of conforming the design of the road to City standards.

Drummy asked if staff considered lowering the speed limit during the design phase of the current infrastructure improvement project. Cibor stated that adjusting speeds was not within the scope of design in this instance.

Flaherty asked if the installation of a pedestrian island may be utilized to improve the safety for cyclists. Cibor acknowledged that staff probably did not seriously consider cyclist use of the Blue Ridge and Walnut St. intersection, as that would have necessitated a different approach to measuring site distances, for example. Cibor noted that turn lanes could be utilized in the future as a place for installing a pedestrian island, but that it would conflict with other priorities residents are asking the department consider.

Coppock observed that Ellettsville recently reduced the speed limit through their highway corridor, and that perhaps it would be in the best interests of the City to explore as well.

Flaherty observed Stosberg's comments about the SS4A prioritization model, expressing a personal deference for staff's opinion on matters such as this. Flaherty expressed interest on waiting and gathering more data before supporting additional Commission review.

Drummy expressed agreement with Flaherty's comments, expressing a preference to wait and gather more data.

Volan observed the historical purpose of Old State Road 37 as a transit corridor, where drivers expect to drive at higher speeds. Volan expressed empathy for the plight of Blue Ridge residents, but he also observed that the discussion this evening has raised more questions about the appropriateness of a signalized intersection in this case.

Flaherty asked a clarifying question about procedure, asking if a motion is required to take no more action. Volan affirmed that a motion to that end is needed.

**Stosberg made a motion that no further Commission action be warranted at this time. Flaherty seconded the motion.**

**The motion passed 5-2 [02:14:15].**

## DISCUSSION OF TOPICS NOT ON THE DOCKET

### **Commissioner Volan: Following Up on the Jurisdiction of Transportation Matters [02:15:100]**

Volan asked an update for the status of City Legal's position on the jurisdiction of transportation matters. Cibor responded that Legal is currently working on the question and that Council Staff are involved in the inquiry.

### **Commissioner Volan: Update on Bicycle Counts on the 7th St. Line [02:16:40]**

Volan asked for an update from Cibor about the status of traffic counts for the 7th St. corridor. Cibor affirmed that data has been collected but staff have not had time to properly analyze and evaluate the data. Volan asked if there may be a report about the counts in the November meeting. Cibor affirmed that there may be a report ready at that time. Flaherty asked about the limitations of collected data and the status of a broken counter. Cibor observed that the broken counter is an outdated technology and that it isn't simple to replace. Cibor observed that variations in local events and weather impact comparisons across time, as well as short-term construction projects such as the one ongoing at the former Poplars building site.

### **Commissioner Volan: Parking Study Update [02:19:10]**

Volan asked for a clarification on when commissioners will have an opportunity to meet with Parking Services to discuss the ongoing parking study. Cibor affirmed that staff had arranged for the first hour of the November meeting to be dedicated to the Parking Study, and that commissioners would have an opportunity to meet with Michelle Wahl and Adam Wason. Volan asked for clarification that Parking Services would be given an opportunity to gather information from the Commission, and not to simply report on what they had already done. Robling affirmed that the intent of the Planning Session format was to create that type of opportunity.

### **Commissioner Volan: Future Agenda Items [02:20:45]**

Volan asked for a preview of items staff anticipate will be heard in upcoming meetings. Cibor responded.

### **Ryan Robling: College and Walnut Corridor Study [02:21:30]**

Robling provided event details for two upcoming public meetings that staff will utilize to guide future recommendations.

## PUBLIC COMMENT

No person entertained the opportunity for public comment online or in person.

**ADJOURNMENT at 07:54 PM**



**To:** Transportation Commission  
**From:** Andrew Cibor, City Engineer  
**Mtg Date:** November 17, 2025  
**Subject:** 180 Day Order Update

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## 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”. 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 October 20, 2025 meeting.

### *New Order*

- **25-12 - On-Street Parking on S Washington St south of E 4th St**
  - Effective date: 9/1/2025
  - Expiration date: 2/28/2026
  - Metered on-street parking was added to the east side of S Washington Street immediately south of E 4th Street. This change is consistent with a curb extension at the Washington/4th intersection that was built last year and reduces the length of the southbound left-turn lane onto E 3rd Street.

### *Extended Order*

- **25-02 - On-Street Parking Updates by Mills Pool (W 14th St)**
  - Effective date: 5/24/2025
  - Expiration date: 5/19/2026
  - This Order was reissued to extend its expiration date from November 20, 2025 to April 25, 2026. The Transportation Commission received a report on this Order at the July 21, 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.

The City of Bloomington implemented on-street metered parking along the east side of the 200 block of S Washington St (between E 4<sup>th</sup> St and E 3<sup>rd</sup> St). This change followed an evaluation of existing traffic volumes on S Washington St. The results of this evaluation indicated that removing a portion of the eastern travel lane on this block (shortening the length of the exclusive southbound left-turn lane) and replacing it with on-street parking allows traffic on S Washington St to function acceptably while maintaining sight distance at an existing driveway. This change combined with a recently constructed curb extension in the southeast corner of the S Washington St/E 4<sup>th</sup> St intersection improves the pedestrian environment and promotes speed limit compliance.

This Order authorizes changes to allow on-street metered parking at the following location:

- The east side of the 200 block of South Washington Street, from the intersection of East 4<sup>th</sup> Street to approximately 110 feet south of the intersection.

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

  
\_\_\_\_\_  
Signature of City Engineer

  
\_\_\_\_\_  
Date

**Effective Date:** 9/1/2025

**Expiration Date:** 2/28/2026

**Case Number:** 25-12

## 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.

This request for on-street parking changes on the W 14<sup>th</sup> Street cul-de-sac adjacent to Mills Pool originated from Parks & Recreation Department staff and the evaluation included coordination with Public Works (Parking Services) and Community and Family Resources Department staff. This proposed change is expected to improve accessibility to the Mills Pool facility for users with disabilities, designate where users may pick-up and drop-off passengers, and clarify expectations where vehicles may park and how to park (parallel to the curb). This proposed change was supported by the Parking Commission at their December 2024 meeting. After careful review and consideration the request has been granted to:

Install signage and pavement markings that establish four 15-minute (anytime, May to August when MCCSC is on summer break) limited parking spaces and *two ADA parking spaces*<sup>1</sup> on W 14<sup>th</sup> Street east of Blaire Avenue (cul-de-sac at Mills Pool) while clarifying the remainder of that road segment as a no parking zone with yellow curb<sup>2</sup>.

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

  
\_\_\_\_\_  
Signature of City Engineer

11/7/2025  
\_\_\_\_\_  
Date

**Effective Date:** 5/24/2025  
**Expiration Date:** 5/19/2026

*\*Reissued on 11/7/2025 to extend  
expiration from 11/20/2025 to  
5/19/2026.*

**Case Number:**

25-02

<sup>1</sup> Indicates a change that does not require amendment to Title 15 of the Bloomington Municipal Code.

<sup>2</sup> Indicates a change that does not require amendment to Title 15 of the Bloomington Municipal Code.



**To:** Transportation Commission  
**From:** Andrew Cibor, City Engineer  
**Mtg Date:** November 17, 2025  
**Subject:** E 17th Street and N Eagleson Avenue Intersection

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## Background

Within a 12-month timeframe there were two crashes involving multiple pedestrians with serious injuries at the intersection of 17th Street and Eagleson Avenue. In both crashes, the pedestrians were struck by westbound vehicles in the eastern crosswalk. Both crashes happened late at night the weekend of an Indiana University (IU) home football game. Significant community interest regarding the intersection has been expressed, including a Change.org [petition](#) with approximately 8,000 signatures. Prior to this petition, the most common concern received by City staff at this location was related to northbound traffic congestion on Eagleson Avenue.

- On Saturday, October 18, 2025 at 12:22 AM two pedestrians walking southbound in the crosswalk on the east side of the intersection of Eagleson and 17th Street were struck by a westbound SUV. The crash resulted in incapacitating injuries to both pedestrians and the primary factor in the police report was unsafe speed.
- On Saturday, November 9, 2024 at 11:38 PM four pedestrians walking northbound in the crosswalk on the east side of the intersection of Eagleson and 17th Street were struck by a westbound SUV. The crash resulted in incapacitating injuries to three pedestrians and the primary factor in the police report was failure to yield right of way.

## City Plans

The City adopted a [goal of achieving zero deaths](#) and serious injuries on City roads by 2039, and the City's [Safe Streets For All](#) (SS4A) plan included a series of action items to achieve that goal. The SS4A plan also included a series of analysis and maps that helped form a series of priority corridors and intersections that the City should focus on improving (for reference, [see the High Injury Network and High Risk Network maps](#)). Per the plan, E 17th Street and N Eagleson Avenue were identified as 'Medium' priority corridors and the intersections of 17th/Eagleson and 17th/David Baker were identified as 'High' priority intersections.

In 2023 the City of Bloomington applied for federal Highway Safety Improvement Program funding for a Crosswalk Safety Improvement project ([Crosswalk Safety Improvements Project Phase 3](#)). This project has construction funding programmed in the Bloomington Monroe County Metropolitan Planning Organization (BMCMPPO) Transportation Improvement Program ([TIP](#)) in fiscal year 2028 (July 2027 - June 2028). The City identified 17th Street in the area of Eagleson Avenue and David Baker Avenue for crosswalk improvements as a part of this project's scoping effort. As the crosswalk improvement project began development, more detailed findings were identified:

- The intersection of 17th Street and Eagleson Avenue meets multiple Indiana Manual on Uniform Traffic Control Devices ([IMUTCD](#)) traffic signal warrants related to vehicular volume. If converted to an all-way stop control, the intersection is expected to operate at/over capacity during peak conditions on a daily basis (level-of-service 'F').
- The intersection of 17th Street and David Baker Avenue does not meet the IMUTCD traffic signal warrants but has more reported crashes than the 17th Street intersection with Eagleson Avenue.

Prior to the October 2025 pedestrian crash at the 17th/Egleson intersection, the City initiated dialogue with IU about the project and potential opportunities to explore concepts that are beyond the scope of a typical crosswalk safety improvement project. IU was engaged for multiple reasons including the fact that Eagleson Avenue and David Baker Avenue are owned and maintained by IU (17th Street is in the City's inventory), and because the Indiana University Trustees own the adjacent parcels.

## Recent and Next Steps

Staff from the City of Bloomington and IU met to discuss the 17th Street/Egleson Avenue and 17th Street/David Baker Avenue intersections. Staff from both institutions are committed to improving the transportation infrastructure in the immediate, near, and longer-term.

- Immediate: The City of Bloomington installed in-street pedestrian crossing signs for the crosswalks across 17th Street at Eagleson Avenue and David Baker Avenue. Additionally, city crews performed some tree trimming to improve pedestrian line of sight, refreshed some crosswalk markings at the Eagleson intersection, and intend to install additional pedestrian warning signs at the Eagleson intersection. The City also requested a photometric study of the street lighting along 17th Street in the area of Eagleson Avenue and David Baker Avenue.

- Near: The City is developing a design that could streamline the crosswalk safety improvements project intent and potentially be constructed by City crews. This project would include installation of a new crosswalk at the crest of the 17th Street hill between Eagleson Avenue and David Baker Avenue along with median pedestrian islands for the crosswalks across 17th Street. Raised crosswalks and other traffic calming features will also be explored.
- Longer: The City will develop conceptual designs that evaluate alternatives including a traffic signal and roundabout at the intersection of 17th Street and Eagleson Avenue. Improvements along 17th Street will also be explored east of the Eagleson Avenue intersection, including at the David Baker Avenue intersection. IU representatives have indicated a willingness to support such a project. Construction funding and schedule details are not yet identified.



# Transportation Commission DRAFT

## 2026 Meeting Schedule

*Regular Hearings, from 5:30 pm, are held in the City Council Chambers at Bloomington City Hall, 401 N. Morton St., Bloomington, IN 47404 - unless otherwise noted below.*

- January 26, 2026
- February 16, 2026
- March 23, 2026
- April 20, 2026
- May 18, 2026
- June 15, 2026
- July 20, 2026
- August 17, 2026
- September 21, 2026
- October 19, 2026
- November 16, 2026
- No December Meeting

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)
Eoban Binder	02/01/2025 - 01/31/2027	Common Council
Stephen Volan	06/05/2025 - 01/31/2027	Common Council
Brian Drummy	06/05/2025 - 01/31/2027	Common Council
Matt Flaherty	01/01/2024 - 12/31/2027	Council Ex-Officio
Lesley Davis	05/20/2025 - 01/31/2027	Mayor
Mark Stosberg	06/09/2025 - 05/09/2027	Plan Commission

# 2026 Transportation Commission Meeting Schedule

Agenda Request Deadline			Packet Submission Deadline			Meeting Schedule		
Day	Date	Time	Day	Date	Time	Day	Date	Time
Monday	January 5	10:00 AM	Thursday	January 8	4:00 PM	Monday	January 26	5:30 PM
Monday	February 2	10:00 AM	Thursday	February 5	4:00 PM	Monday	February 16	5:30 PM
Monday	March 9	10:00 AM	Thursday	March 12	4:00 PM	Monday	March 23	5:30 PM
Monday	April 6	10:00 AM	Thursday	April 9	4:00 PM	Monday	April 20	5:30 PM
Monday	May 4	10:00 AM	Thursday	May 7	4:00 PM	Monday	May 18	5:30 PM
Monday	June 1	10:00 AM	Thursday	June 4	4:00 PM	Monday	June 15	5:30 PM
Monday	July 6	10:00 AM	Thursday	July 9	4:00 PM	Monday	July 20	5:30 PM
Monday	August 3	10:00 AM	Thursday	August 6	4:00 PM	Monday	August 17	5:30 PM
Friday	September 4	10:00 AM	Thursday	September 10	4:00 PM	Monday	September 21	5:30 PM
Monday	October 5	10:00 AM	Thursday	October 8	4:00 PM	Monday	October 19	5:30 PM
Monday	November 2	10:00 AM	Thursday	November 5	4:00 PM	Monday	November 16	5:30 PM

**No December Meeting Scheduled**

Deadlines are strict to provide appropriate preparatory time for administrative staff and commission members.

Packet Submission Deadlines are not negotiable without sufficient cause, advance notice, and communication with staff liaisons.

Cases with incomplete documentation by the 4:00PM submission deadline will be automatically advanced to the next meeting agenda.

Only City of Bloomington staff and Transportation Commission members may submit agenda requests via <https://bton.in/TCappeal>



**BLOOMINGTON TRANSPORTATION COMMISSION  
STAFF REPORT**

**CASE #: TC-R-25-13**

**Location:** E 19<sup>th</sup> Street (N Washington Street to N Lincoln Street)

**DATE:** November 17, 2025

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**PETITIONER:** City of Bloomington  
401 N. Morton St.

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**REQUEST:** Amend Title 15 to establish “No Parking – Any Time” on the south side of E 19th Street between N Washington St and a point 90 feet east of N Lincoln St.

**REPORT:** The Plan Commission approved a site plan for the HUB 2 development that alters the design of E 19th Street between N Washington and Lincoln St. Some of the design alterations include narrowing the roadway width by shifting the south side of the edge of road north and constructing sidewalk. Per Title 15, parking is currently allowed on both sides of E 19th Street in this vicinity (parking is not allowed on the south side west of Washington St).

With the new roadway design, allowing parking on both sides of E 19th St narrows the effective roadway width such that it would obstruct traffic and leave less than 12 feet of width for the movement of traffic. Currently, temporary construction related no parking signs are in place along the south side of 19th Street between Washington and Lincoln. Field observations also found vehicles parking close to the southeast corner of N Lincoln St & E 19th St intersection, limiting sight distance for northbound traffic on Lincoln St. A more permanent south side prohibition of on-street parking on 19th Street, paired with a defined 90 feet corner clearance east of Lincoln, will preserve two way flow and improve visibility at the intersection. A signing plan is below indicating possible sign placements and limits.



**Proposed Code**

<b>Street</b>	<b>From</b>	<b>To</b>	<b>Side of Street</b>	<b>Time of Restriction</b>
Nineteenth Street	N Washington Street	90' East of N Lincoln Street	South	Any Time

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**CRITERIA AND FINDINGS FOR TRANSPORTATION PROJECTS / PROPOSED CHANGES TO TITLE 15**

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

**PROPOSED FINDING:** Maintaining reliable two-way neighborhood operations and improving intersection visibility is consistent with City goals for safe, accessible local streets.

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

**PROPOSED FINDING:** Removing parking on the south side and establishing a 90 feet corner clearance will improve sight distance and reduce conflict at Lincoln and 19th. This is also consistent with Title 15 requirements that at least 12' of roadway width remain available for movement of vehicular traffic.

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

**PROPOSED FINDING:** Improving predictability of operations with improved sight lines will benefit people walking, biking, riding transit, and driving.

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

**PROPOSED FINDING:** The proposed changes directly respond to observed conditions and community reports, and the Commission process will provide additional formal input.

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**RECOMMENDATION:** Staff recommends that the Transportation Commission adopt the proposed findings and forward the resolution to amend Title 15, establishing “No Parking - Any Time” on the south side of E 19th Street from N Washington St to 90 feet east of N Lincoln St, with a positive recommendation to City Council.

**BLOOMINGTON TRANSPORTATION COMMISSION  
STAFF REPORT**

**CASE #: TC-P-25-14**

**Location: 10th St. (Morton St. - Park Ave.)**

**MEETING DATE: November 17, 2025**

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**PETITIONER:** City of Bloomington  
401 N. Morton St.

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**MEASURE UNDER CONSIDERATION:** To adopt the conceptual plan for the [10th Street Safety Improvements project](#) to provide a safer experience for all street users traveling along or across this corridor.

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**REPORT:** The 10th Street Safety Improvements Project aims to improve safety of 10th Street between Morton Street and Park Avenue and improve the connection between the Indiana University campus and the Trades District.

The section of 10th Street between Walnut Street and Park Avenue is identified as “High Priority” in the [Safe Streets for All Action Plan](#). Additionally, the following intersections along the project area are identified as priority intersections: 10th/Morton, 10th/College, 10th/Walnut, 10th/Lincoln, 10th/Grant, 10th/Dunn, and 10th/Indiana.

10th Street, between Morton Street and Park Avenue, is identified as General Urban in the Transportation Plan. The Old Northeast Downtown and High Point neighborhoods surround this portion of 10th St.

The current posted speed limit in the project area is 30 mph. The mean speed of vehicles is 28.6 mph with 34.9% of vehicles traveling above the posted speed limit. The project area sees an average daily traffic volume of 8,524 vehicles.

Multiple public meetings and community feedback opportunities informed the concept design development. As illustrated in the attached conceptual design plans, the project incorporates various ways of promoting safety, including: lowering the posted speed limit to 25 mph, adding tree plots and grass buffers between the sidewalk and the street, constructing raised intersections at uncontrolled intersections along the corridor, installing traffic calming, and creating highly visible crosswalks.

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**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:** This project aligns with the City’s Comprehensive Plan Goal 6.3: Improve the bicycle and pedestrian network. Policy 6.3.1: Prioritize pedestrian and

bicycle infrastructure within Bloomington and to connect with surrounding communities.  
Policy 6.3.4: Require pedestrian-friendly design features.

Additionally, 10th Street is recognized as a high 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:** This project will add grass and tree plots between the existing sidewalk and street to protect pedestrians, which narrows the roadway to encourage slower motor vehicle speeds while continuing to accommodate large vehicles. This project incorporates raised intersections as a form of traffic calming to encourage lower speeds and enhanced pedestrian crossings. Slower speeds along the corridor also enhance bicycle and automobile 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:** This project includes traffic calming features such as narrower roadways and raised intersections to slow motor vehicle speeds and create an improved environment for all street users. The additional tree plots and grass buffers promote a more comfortable pedestrian experience.

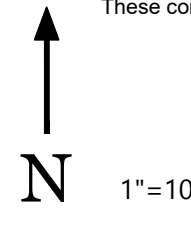
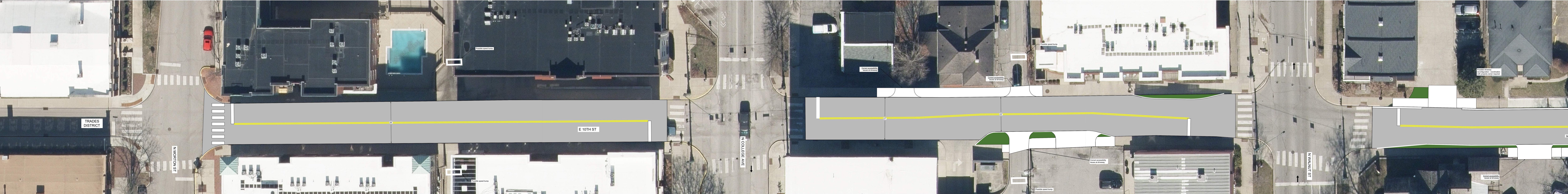
- 4) *Has adequately conducted public engagement and considered community-centric design tied to targeted outcomes.*

**PROPOSED FINDING:** This project went through the City's adopted Traffic Calming and Greenways Program public outreach process, which involves sending mailers to nearby residents, publishing two online feedback forms, and hosting two on-site public meetings. Additionally, staff hosted pop-up events along the corridor to engage with street users about their experiences along the corridor.

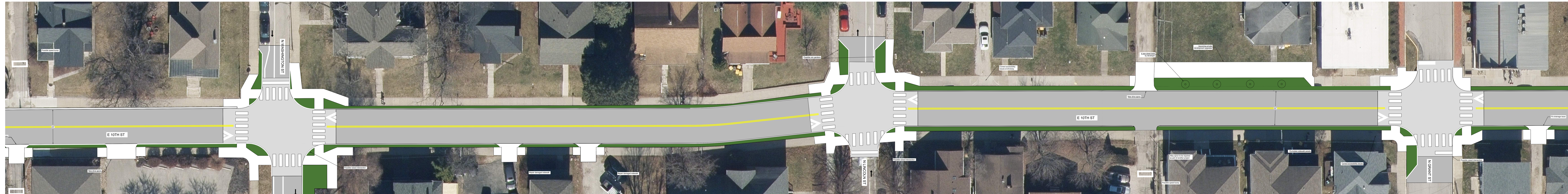
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**RECOMMENDATION:** Staff recommends that the Transportation Commission adopt the proposed findings and approve the 10th Street Safety Improvements project concept.

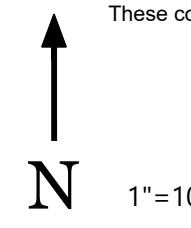
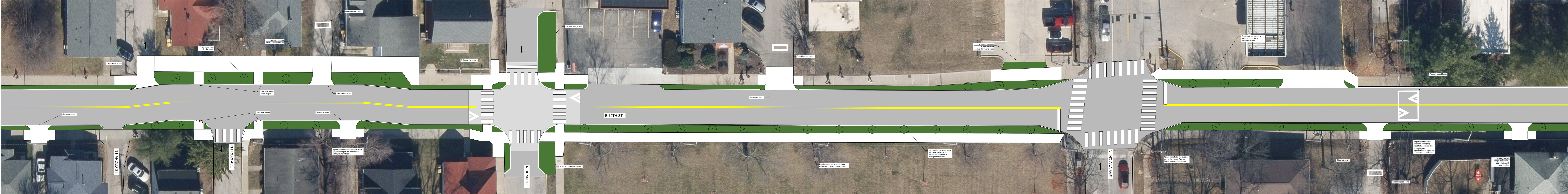




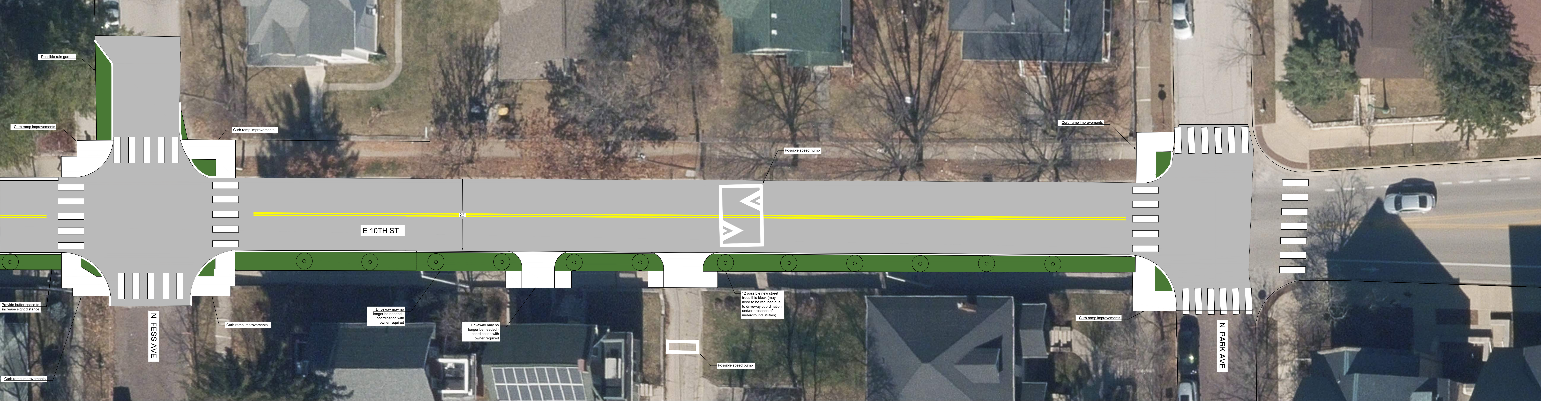
These concept plans are for illustrative purposes only and should not be construed as engineered construction drawings.



These concept plans are for illustrative purposes only and should not be construed as engineered construction drawings.



These concept plans are for illustrative purposes only and should not be construed as engineered construction drawings.



N  
1"=10'

These concept plans are for illustrative purposes only and should not be construed as engineered construction drawings.

# 10th Street Concepts





**To:** Transportation Commission

**From:** Ryan Robling

**Mtg Date:** November 17, 2025

**Subject:** College Mall & Covenantor Intersection Improvements

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## **Location:**

[The intersection of S. College Mall Road and E. Covenantor Dr.](#)

## **Background:**

The Engineering, and Planning and Transportation Departments received a request from a resident regarding safety concerns at the intersection of College Mall Rd. and Covenantor Dr. The request emphasized issues with driver yielding behavior, signal visibility, signage clarity, and included a call for increased traffic enforcement.

S. College Mall Rd. is classified as General Urban in the City's Transportation Plan. The design parameters for General Urban roadways include two 10 foot travel lanes, optional center turn lane/median, recommended delineated parking. The target speed for General Urban classified roadways is 25 mph, with a typical Auto Traffic Volume (ADT) of 10,000 to 20,000 vehicles.

E. Covenantor Dr. is classified as Neighborhood Connector. The design parameters for Neighborhood Connector roadways include two 10 foot travel lanes, no center turn lane/median, and option on-street parking. The target speed for Neighborhood Connector classified roadways is 25 mph, with typical ADTs of 5,000 to 15,000 vehicles.

## **Staff Response:**

There have been 5 Fatal and Serious Injury (FSI) crashes at this intersection since 2019. The posted speed on S. College Mall Rd. is 30 mph. The posted speed on E. Covenantor Dr. is 25 mph.

Singalized intersection counts, taken in August 2013, at this intersection have been included in the packet.

## **Commission Consideration and Action:**

After consideration of the Transportation Inquiry, the Commission may take one of the following actions:

- a. determine that no further action is warranted at this time;
- b. request additional study or information; or
- c. request that a future petition or resolution addressing the issues raised be placed on a subsequent agenda. In this event, the Commission shall identify a clear and actionable outcome, directive, or policy objective to be developed or prepared for future consideration.

Dear Bloomington Transportation Commission,

I would like to attend your Nov. 17 Transportation Commission meeting to bring complaints about the intersection of College Mall Road and Covenanter Drive. It is a dangerous intersection for pedestrians crossing on the southern side of the intersection and an apparently confusing one for those drivers who are westbound on Covenanter turning south onto College Mall Road.

Currently, as is seen in the attached photograph, there is a side by side light with a left turn arrow on the bottom left and a solid light on the bottom right. The left light gives a green arrow to westbound traffic turning south. It goes green arrow to yellow arrow to blank after the westbound traffic turning south loses its right of way and pedestrians get their signal to cross in the crosswalk. The light beside the left turn arrow light goes to solid green, indicating passage to those going straight and turning right and ambiguously to vehicles turning left after they've lost their specific right of way and assuming no oncoming traffic, either pedestrian or vehicular.

As a nearby homeowner who has family members use this intersection up to three times a day, I am aware that drivers flip off pedestrians crossing in the pedestrian crosswalk with the white sign indicating that it is their right, and we have had to wave proactively to indicate our presence in the crosswalk. Some neighbors prefer to jaywalk further to the south as they cross College Mall Road rather than cross at the intersection.

The signage at this intersection needs to be improved and has for some time. I am here now because I was struck by a truck at 3:30 pm on a clear afternoon on Dec. 17, 2024 as I crossed in the pedestrian crosswalk eastbound on the south side of the intersection. Three cars waiting to turn left on their right of way arrow did and then the light indicating what to do went blank as the one beside it to go straight turned green. The vehicle which struck me was first quite physically far away in the right hand lane to go straight or make a right hand turn, and I started into the pedestrian crosswalk. The truck then drifted over into the turn lane without signaling and and the driver accelerated through his turn till he had struck me, knocking me down and breaking my wrist and and running over my feet. I could see that he was on a collision course with my body but could not get away. His driving would indicate that he was distracted since he was not paying attention at all as he operated his vehicle.

This intersection would be improved by:

- a red arrow in the left hand signal when it is no longer the turn of the westbound traffic turning south

- a flashing yellow arrow in the left hand signal
- A stationary sign saying "Yield to pedestrians and oncoming traffic"
- A stationary sign with other wording to indicate that the westbound traffic turning south must yield the right of way when there is no green arrow.

Even today, 10/24/2025, I have seen a truck run that intersection after he'd lost his right of way and the pedestrian light was on, and I've seen a vehicle that stopped as though it could not turn now that the left-hand turn light was blank get honked at by the person behind their vehicle since they did not move although there was neither pedestrian nor vehicular traffic.

This is a known dangerous intersection, and I beg the city transportation commission to move toward its speedy improvement. I would ask that the signage at other known dangerous intersections be considered for optimizing clarity.

Sincerely,

Laura Kao



TC11.17.25

11/17/2025

039

# City of Bloomington

Engineering Department  
401 N. Morton St., Suite 130  
*Bloomington, IN 47404*

## Signalized Intersection Counts

File Name : S. College Mall Rd. and E. Covenant Dr. 4-6 PM

Site Code : 00000000

Start Date : 8/21/2013

Page No : 1

Groups Printed- Cars - Trucks and Buses - Bicycles

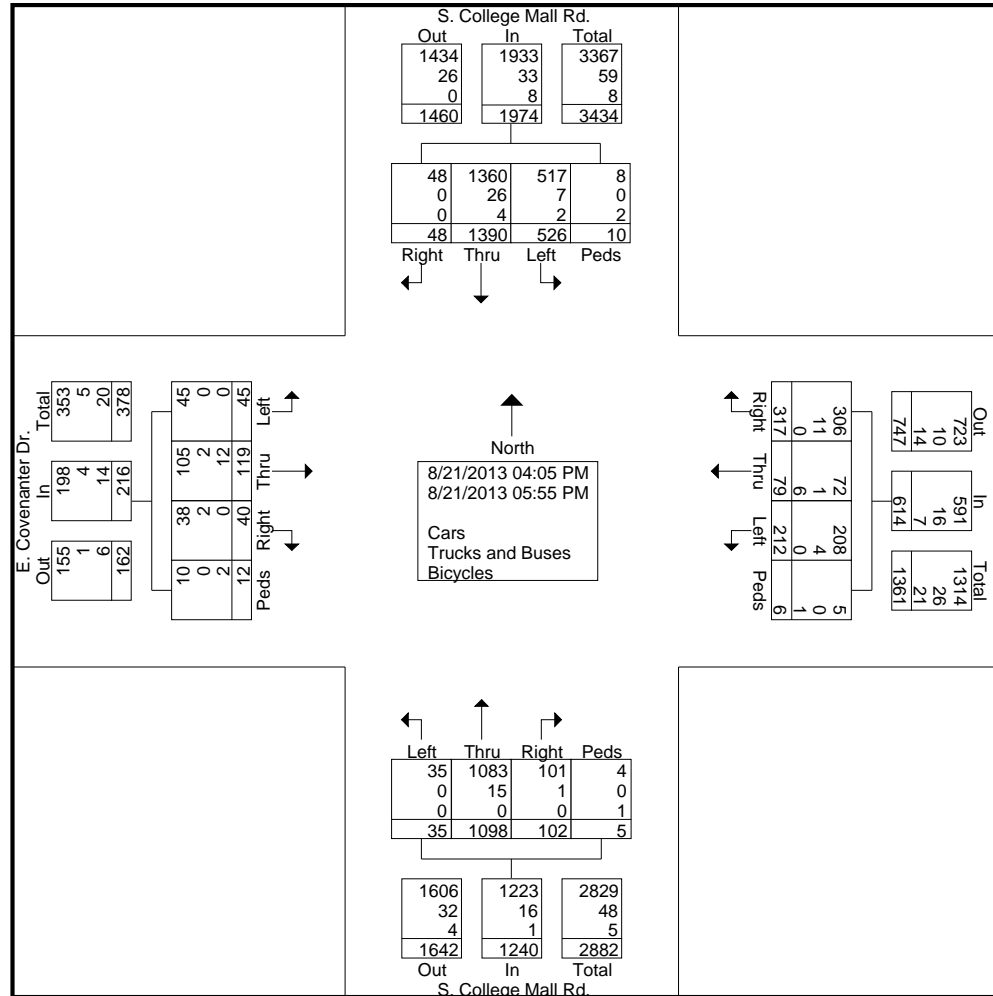
	S. College Mall Rd. From North					E. Covenant Dr. From East					S. College Mall Rd. From South					E. Covenant Dr. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:05 PM	1	42	26	3	72	11	5	10	0	26	4	45	6	0	55	1	6	2	2	11	164
04:10 PM	1	67	27	0	95	17	4	11	0	32	5	49	0	1	55	4	4	4	0	12	194
04:15 PM	1	46	18	0	65	6	2	10	0	18	0	47	2	1	50	1	3	3	1	8	141
04:20 PM	2	51	21	1	75	14	1	4	0	19	4	45	0	0	49	1	3	2	2	8	151
04:25 PM	2	52	25	0	79	13	1	5	0	19	6	29	3	0	38	2	3	2	0	7	143
04:30 PM	6	48	25	0	79	18	0	4	0	22	3	46	3	0	52	2	4	1	1	8	161
04:35 PM	0	67	24	1	92	7	3	5	2	17	4	36	1	0	41	2	3	3	0	8	158
04:40 PM	2	59	21	0	82	16	8	5	0	29	3	45	1	0	49	0	8	4	1	13	173
04:45 PM	1	47	12	0	60	11	3	5	0	19	3	45	1	0	49	0	2	0	0	2	130
04:50 PM	3	53	21	0	77	13	2	7	0	22	5	58	1	0	64	0	6	4	0	10	173
04:55 PM	0	63	31	0	94	12	1	5	0	18	3	67	2	0	72	2	3	1	0	6	190
Total	19	595	251	5	870	138	30	71	2	241	40	512	20	2	574	15	45	26	7	93	1778
05:00 PM	3	61	18	1	83	13	8	8	0	29	4	51	3	1	59	3	5	0	0	8	179
05:05 PM	2	68	21	1	92	13	9	22	3	47	4	62	2	0	68	1	4	2	0	7	214
05:10 PM	5	87	22	0	114	11	3	14	0	28	1	65	0	0	66	1	8	3	0	12	220
05:15 PM	1	86	21	1	109	26	4	11	0	41	7	39	1	0	47	4	7	0	1	12	209
05:20 PM	5	72	22	1	100	13	5	8	0	26	4	51	1	0	56	3	5	3	1	12	194
05:25 PM	1	77	27	0	105	13	4	9	0	26	9	51	1	0	61	0	7	4	0	11	203
05:30 PM	2	72	27	0	101	12	3	20	0	35	7	45	0	0	52	2	4	2	0	8	196
05:35 PM	4	56	26	0	86	14	5	10	0	29	8	39	3	1	51	1	7	1	0	9	175
05:40 PM	3	56	31	1	91	12	1	10	1	24	4	42	0	1	47	2	2	1	1	6	168
05:45 PM	1	54	28	0	83	19	2	8	0	29	1	48	1	0	50	2	11	0	0	13	175
05:50 PM	1	50	15	0	66	15	2	8	0	25	7	47	2	0	56	3	11	2	1	17	164
05:55 PM	1	56	17	0	74	18	3	13	0	34	6	46	1	0	53	3	3	1	1	8	169
Total	29	795	275	5	1104	179	49	141	4	373	62	586	15	3	666	25	74	19	5	123	2266
Grand Total	48	1390	526	10	1974	317	79	212	6	614	102	1098	35	5	1240	40	119	45	12	216	4044
Apprch %	2.4	70.4	26.6	0.5		51.6	12.9	34.5	1		8.2	88.5	2.8	0.4		18.5	55.1	20.8	5.6		
Total %	1.2	34.4	13	0.2	48.8	7.8	2	5.2	0.1	15.2	2.5	27.2	0.9	0.1	30.7	1	2.9	1.1	0.3	5.3	
Cars	48	1360	517	8	1933	306	72	208	5	591	101	1083	35	4	1223	38	105	45	10	198	3945
% Cars	100	97.8	98.3	80	97.9	96.5	91.1	98.1	83.3	96.3	99	98.6	100	80	98.6	95	88.2	100	83.3	91.7	97.6
Trucks and Buses	0	26	7	0	33	11	1	4	0	16	1	15	0	0	16	2	2	0	0	4	69
% Trucks and Buses	0	1.9	1.3	0	1.7	3.5	1.3	1.9	0	2.6	1	1.4	0	0	1.3	5	1.7	0	0	1.9	1.7
Bicycles	0	4	2	2	8	0	6	0	1	7	0	0	0	1	1	0	12	0	2	14	30
% Bicycles	0	0.3	0.4	20	0.4	0	7.6	0	16.7	1.1	0	0	0	20	0.1	0	10.1	0	16.7	6.5	0.7

# City of Bloomington

Engineering Department  
401 N. Morton St., Suite 130  
*Bloomington, IN 47404*

## Signalized Intersection Counts

File Name : S. College Mall Rd. and E. Covenanter Dr. 4-6 PM  
Site Code : 00000000  
Start Date : 8/21/2013  
Page No : 2

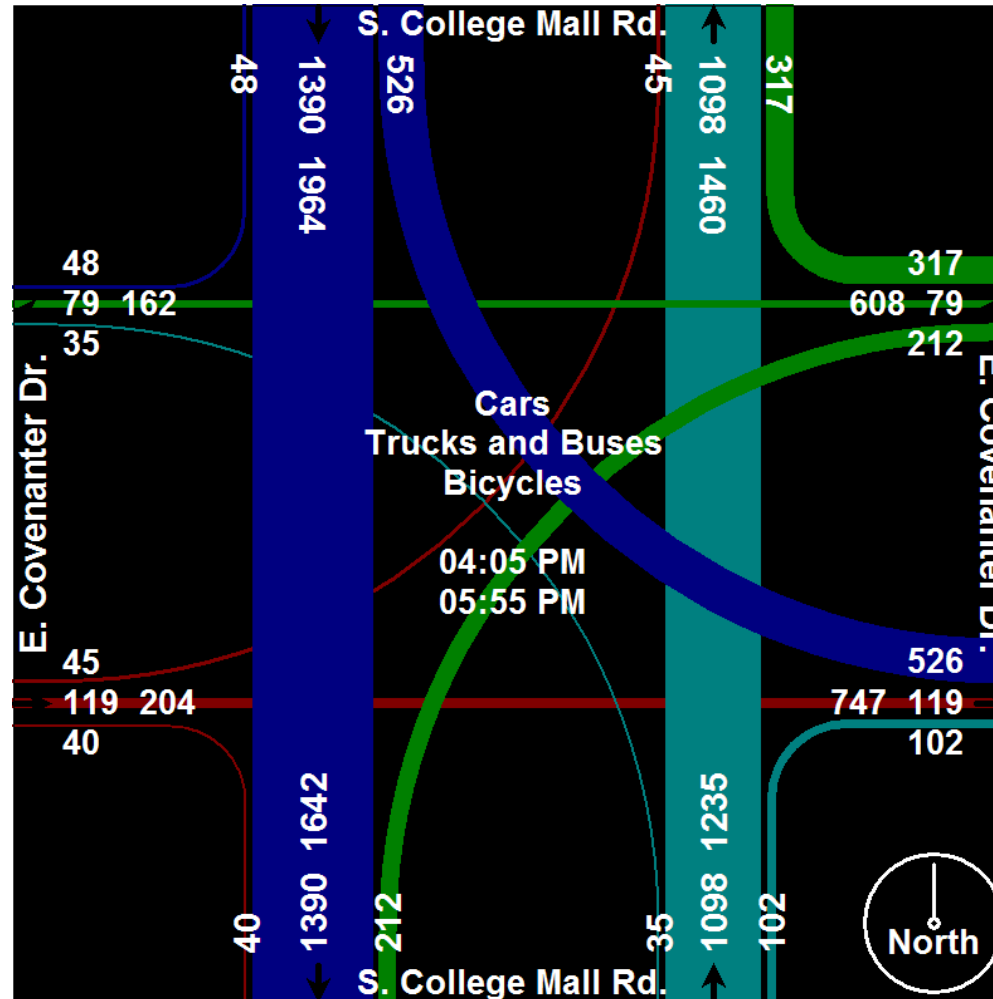


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# City of Bloomington

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## Signalized Intersection Counts

File Name : S. College Mall Rd. and E. Covenanter Dr. 7-9 AM

Site Code : 00000000

Start Date : 8/21/2013

Page No : 1

Groups Printed- Cars - Trucks and Buses - Bicycles

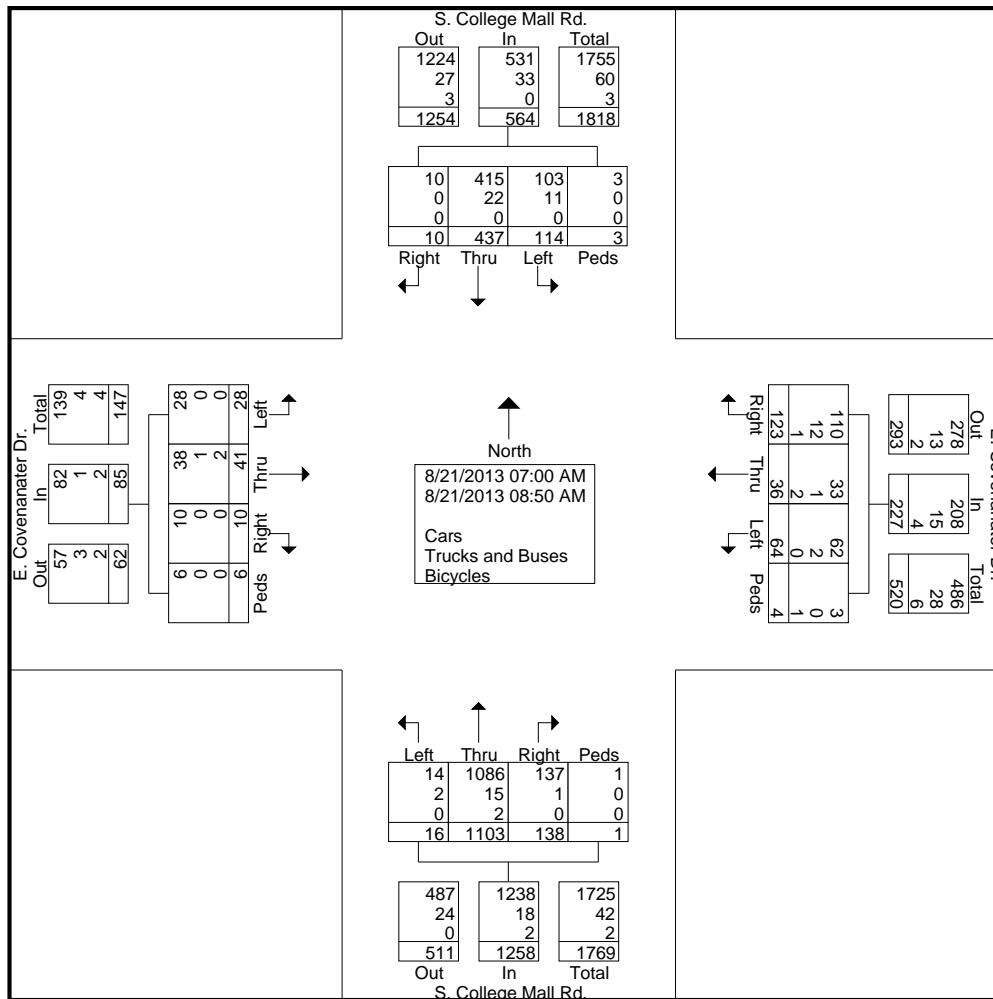
	S. College Mall Rd. From North					E. Covenanater Dr. From East					S. College Mall Rd. From South					E. Covenanater Dr. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	11	3	0	14	2	0	0	0	2	2	25	0	0	27	0	0	0	0	0	43
07:05 AM	0	13	5	0	18	2	1	1	0	4	3	27	0	0	30	0	2	0	0	2	54
07:10 AM	0	12	5	0	17	3	2	2	0	7	2	29	0	0	31	0	1	0	0	1	56
07:15 AM	0	14	5	0	19	4	1	1	1	7	3	29	0	0	32	0	0	0	0	0	58
07:20 AM	0	13	8	0	21	4	1	1	0	6	5	29	0	0	34	0	1	0	0	1	62
07:25 AM	0	17	2	0	19	4	3	0	0	7	3	34	0	0	37	0	0	0	0	0	63
07:30 AM	0	16	6	0	22	7	0	4	0	11	5	43	1	0	49	0	1	0	0	1	83
07:35 AM	0	10	3	3	16	6	2	2	1	11	11	51	0	0	62	0	2	6	1	9	98
07:40 AM	1	25	5	0	31	7	2	3	0	12	6	54	2	0	62	0	0	0	0	0	105
07:45 AM	1	16	2	0	19	3	4	3	0	10	8	70	1	0	79	1	2	1	2	6	114
07:50 AM	1	16	6	0	23	4	1	2	0	7	7	68	1	1	77	1	4	2	0	7	114
07:55 AM	0	17	4	0	21	3	1	4	0	8	10	77	2	0	89	0	4	1	0	5	123
Total	3	180	54	3	240	49	18	23	2	92	65	536	7	1	609	2	17	10	3	32	973
08:00 AM	1	18	6	0	25	1	2	7	0	10	9	68	0	0	77	0	1	3	0	4	116
08:05 AM	1	25	5	0	31	9	1	4	0	14	8	51	2	0	61	0	1	0	0	1	107
08:10 AM	0	20	8	0	28	7	1	3	0	11	6	62	0	0	68	0	5	1	0	6	113
08:15 AM	0	17	1	0	18	10	3	0	1	14	5	48	1	0	54	0	0	0	0	0	86
08:20 AM	0	26	6	0	32	8	3	5	0	16	12	58	1	0	71	1	4	1	1	7	126
08:25 AM	0	19	4	0	23	5	2	4	0	11	4	53	0	0	57	0	1	0	0	1	92
08:30 AM	0	21	6	0	27	7	1	4	0	12	9	35	1	0	45	2	0	1	0	3	87
08:35 AM	1	31	4	0	36	5	1	4	0	10	5	50	1	0	56	2	0	3	1	6	108
08:40 AM	0	21	4	0	25	8	2	2	0	12	5	50	2	0	57	1	3	2	1	7	101
08:45 AM	2	25	6	0	33	3	1	3	1	8	4	47	0	0	51	0	6	5	0	11	103
08:50 AM	2	34	10	0	46	11	1	5	0	17	6	45	1	0	52	2	3	2	0	7	122
Grand Total	10	437	114	3	564	123	36	64	4	227	138	1103	16	1	1258	10	41	28	6	85	2134
Apprch %	1.8	77.5	20.2	0.5		54.2	15.9	28.2	1.8		11	87.7	1.3	0.1		11.8	48.2	32.9	7.1		
Total %	0.5	20.5	5.3	0.1	26.4	5.8	1.7	3	0.2	10.6	6.5	51.7	0.7	0	59	0.5	1.9	1.3	0.3	4	
Cars	10	415	103	3	531	110	33	62	3	208	137	1086	14	1	1238	10	38	28	6	82	2059
% Cars	100	95	90.4	100	94.1	89.4	91.7	96.9	75	91.6	99.3	98.5	87.5	100	98.4	100	92.7	100	100	96.5	96.5
Trucks and Buses	0	22	11	0	33	12	1	2	0	15	1	15	2	0	18	0	1	0	0	1	67
% Trucks and Buses	0	5	9.6	0	5.9	9.8	2.8	3.1	0	6.6	0.7	1.4	12.5	0	1.4	0	2.4	0	0	1.2	3.1
Bicycles	0	0	0	0	0	1	2	0	1	4	0	2	0	0	2	0	2	0	0	2	8
% Bicycles	0	0	0	0	0	0.8	5.6	0	25	1.8	0	0.2	0	0	0.2	0	4.9	0	0	2.4	0.4

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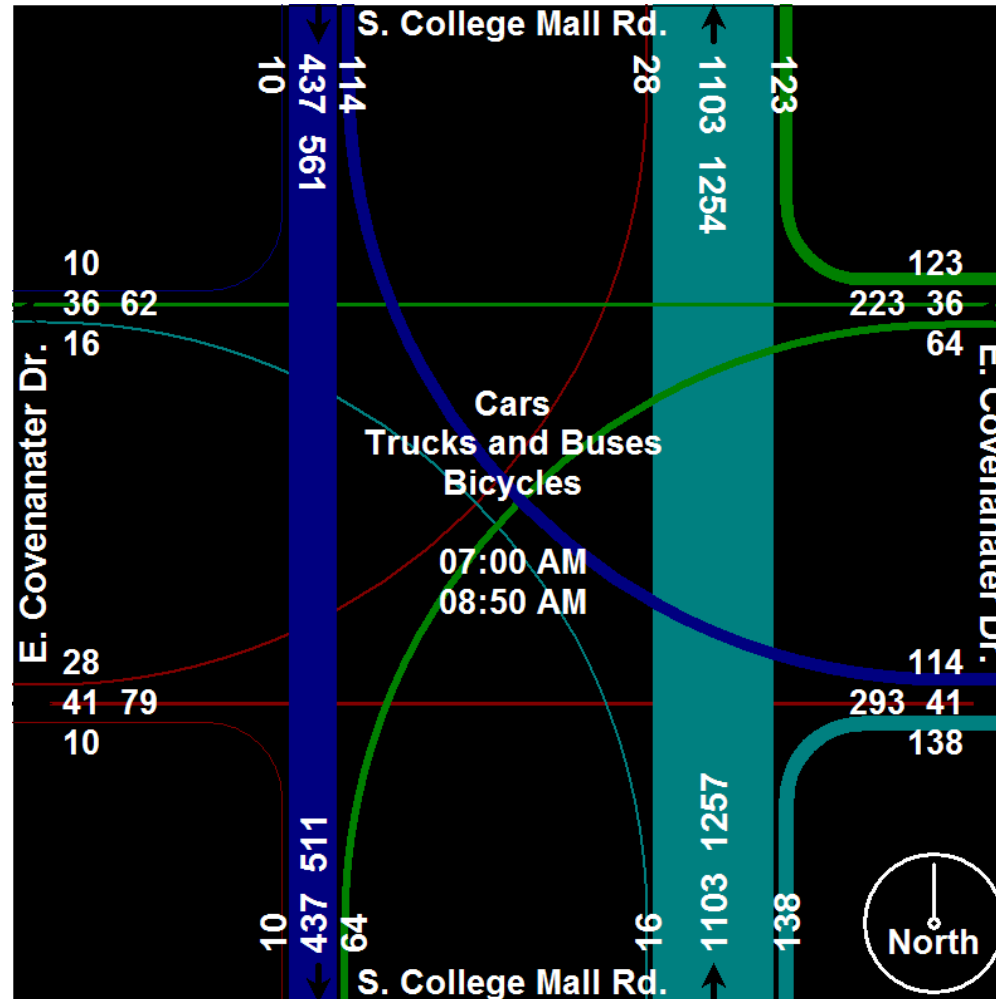


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**BLOOMINGTON TRANSPORTATION COMMISSION  
STAFF REPORT**

**CASE #: TC-P-25-16**

**Location: Within Bloomington City Limits**

**MEETING DATE: November 17, 2025**

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**PETITIONER:** City of Bloomington  
401 N. Morton St.

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**MEASURE UNDER CONSIDERATION:** Agree to assume oversight of the Local-Motion Grant Program, review submissions for the 2025 Local-Motion Grant Program, approve specific applications for the disbursement of grant funds by the Planning and Transportation Department, and recommend specific allocations of funds (up to \$8000).

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**BACKGROUND:** The City funds local initiatives that promote walking and bicycling culture in Bloomington. The primary goal of the Local-Motion Grant Program is to advance bicycle and pedestrian mobility. The Local-Motion Grant Program intends to provide direct support to initiatives that focus on cultural, day-to-day, or other locally based activities that also aim to strengthen our diverse and vibrant bicycling and walking culture. This program is open to nonprofit organizations, locally owned businesses, and neighborhood associations for projects that take place within Bloomington city limits.

The Local-Motion Grant Program experiences one grant cycle annually and requests are limited to one project application per cycle. Grant awards are capped at a total maximum of \$2,400 per project application. Historically, applications and funding allocations were reviewed as part of the Bicycle & Pedestrian Safety Commission regular meeting business.

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**REPORT:** Pursuant to Bloomington Municipal Code 2.12.070(d)(1), the Transportation Commission's powers duties include,

“Coordinate, supervise, and, when necessary, approve transportation-related studies, plans, consultant reports, activities, programs, and projects, including acting as a standing steering committee for future transportation related studies, plans and plans updates, and grant programs.”

In accordance with inheriting the obligations of the Bike and Pedestrian Commission, staff have assumed that the Transportation Commission is now tasked with supervising the Local-Motion Grant Program.

Applications presented to the Commission for consideration are from the following groups:

- Monroe County Public Library - Downtown Branch
- Knarps Moto Club
- Summit Hill Community Development Corporation
- Boys & Girls Clubs of Bloomington
- Maple Heights Neighborhood Association
- Monroe County YMCA
- Bloomington Bike Project

All seven applicants have requested \$2400, for a combined total of \$14,400. Due to the high volume and quality of applications for this 2025 grant cycle, the Planning and Transportation Department has increased the total available amount of funding to \$8,000. Consequently, staff have solicited the Commission to prioritize which groups should receive funding and how much funding should be allocated to each project proposal.

Pursuant to the formal adoption of the responsibility to coordinate and supervise the program, staff request that commissioners review the guidelines for the 2025 Local-Motion Grant Program, approve specific applications for the disbursement of grant funds by the Planning and Transportation Department, and recommend a specific allocation of funds.

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## 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:** This grant program aligns with the City's Comprehensive Plan goal 6.7: Educate the Public. Policy 6.7.2: Collaborate with community organizations to educate residents about using public transit and bicycling.

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

**PROPOSED FINDING:** While City staff lead primarily infrastructure projects to reduce transportation related fatalities and serious injuries, the Local-Motion Program promotes the education and encouragement components to safe streets. Providing funds for local organizations to plan and realize projects that promote cycling and walking is a key component in changing the long-term culture of transportation in the community.

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

**PROPOSED FINDING:** Many of the organizations that apply for this grant work to directly promote walking and cycling. Past examples include the Monroe County Public Library storywalks and the Bloomington Community Bicycle Project maintenance station.

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

**PROPOSED FINDING:** This program is promoted through official City channels and disseminated to a number of organizations in the city. As projects are brought to the City

by outside applicants with the goal of promoting walking and cycling, this is inherently a community-centric program.

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**RECOMMENDATION:** Staff recommends that the Transportation Commission adopt the proposed findings to continue coordination and supervision of the Local-Motion Grant Program, and approve an allocation for the disbursement of available grant funds for the 2025 cycle using the attached worksheet.

# TC-P-25-16: Local-Motion Grant Applications Worksheet

Applicant Organization	Project Brief	Funding Approval	Funding Allocation
<i>NAME OF EXAMPLE ORGANIZATION</i>	<i>A BRIEF DESCRIPTION OF THE PROJECT BASED ON APPLICATION MATERIALS PROVIDED</i>	<b>[ YES or NO ]</b> <i>i.e., funding this project is appropriate</i>	<b>[ \$0000.00 ]</b> <i>i.e., how much funding to allocate</i>
Monroe County Public Library - Downtown Branch	Funds requested for providing free rollators to the public. Rollators, also known as "rolling walkers," are a mobility aid for individuals who need extra ambulatory support.		
Knarps Moto Club	Funds requested for the support of event coordination and permitting, as well as a targeted outreach campaign for the proposed "Bloomington Commutes on Two Wheels" multimodal event and educational initiative.		
Summit Hill Community Development Corporation	Funds requested to purchase and install a bicycle repair station in the Crestmont affordable housing complex.		
Boys & Girls Clubs of Bloomington	Funds requested to ensure Club Riders remains available as a year round program option by hiring additional staff.		
Maple Heights Neighborhood Association	Funds requested to support marketing a bridge enhancement campaign, as well as purchasing paint and materials for remediating vandalism on the underpass of the 11th Street Bridge.		
Monroe County YMCA	Help offset the cost of running the Healthy Kids Day community event.		
Bloomington Bike Project	Provide support for essential supplies and facility maintenance, covering the purchase of items that are frequently requested by visitors but rarely donated.		

# BICYCLE & PEDESTRIAN SAFETY COMMISSION

## LOCAL-MOTION GRANT PROGRAM GUIDELINES – 2025

The Bloomington Transportation Commission (TC) seeks ideas that incorporate bicycle and pedestrian mobility into programs, events, or other community activities. Actions that celebrate the virtues of Bloomington, while at the same time incorporating values of our walking and biking culture are the core of the Local-Motion Grant Program. Possibilities for ideas are unlimited for their overall intent (e.g. live performance, parade, tour, class, etc.) and only need to incorporate walking and bicycling into the scope.

The TC has funding to support local initiatives that also promote a bicycle- and walk-friendly culture. The primary goal of the Local-Motion Grant Program is to advance bicycle and pedestrian mobility. The Local-Motion Grant Program will provide direct support to initiatives that focus on cultural, day-to-day, or other locally based activities that also aim to strengthen our diverse and vibrant bicycling and walking culture. Emerging or existing organizations with new projects are encouraged to apply for the Local-Motion Grant Program. Applicants are encouraged to contact staff for assistance in the grant application process.

There is one grant cycle annually and requests are limited to one project application per cycle. Grant awards are capped at a total maximum of \$2,400 per project application.

### PROJECT PERIODS

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The Local-Motion Grant Program has one cycle annually. The 2025 cycle is as follows:

**Call:** Announcement of the Local-Motion Grant Program is issued in September.

**Application:** All application materials are due Monday, November 3 at 5:00pm. The application can be found here: <https://bton.in/locmo>

**Transportation Commission Presentation:** Applicants shall present their Local-Motion concept to the TC at its November 17 monthly meeting. Applicants must give a 5-minute presentation with visuals. Following the presentations, applicants should prepare to answer questions from Commissioners and hear any public comments. All presentation materials are due Friday, November 14 at 5:00pm.

**Grant Awards:** Applicants will be notified of grant awards following the November 17 Transportation Commission meeting.

### ELIGIBILITY

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The Local-Motion Grant Program is open to nonprofit organizations, locally owned businesses, and neighborhood associations for projects that take place within Bloomington city limits.

The Local-Motion Grant Program does **not** fund:

- Projects completed prior to funding period.
- Activities and performances not available to the general public.
- 100% of project costs. Applicants are required to provide matching funds through other sources.
- Activities and performances planned **solely** for fundraising purposes.
- Capital expenditures as the sole project activity.
- Training expenses as the sole project activity.
- Interest on loans, fines, penalties and/or litigation costs.
- Indirect costs
- Projects that are longer than one year in duration.
- Individuals directly. Individuals must work with a partner organization/business/association, which must serve as the applicant and fiscal agent.

### REVIEW CRITERIA

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Grant applications are evaluated on three general areas of focus detailed below. Applications that demonstrate strengths within all three areas are preferred.

#### Transformative Quality

- The overall level of collaboration between other community initiatives and the ability to transform it towards a more pedestrian and/or bicycle friendly activity.
- The extent to which the project will positively impact public understanding or awareness of non-motorized needs.
- The extent of creativity and innovation exhibited in the project design or construct.
- The extent to which the program can be more economically independent with future iterations (e.g. not needing public funding).
- The extent to which the program can become assimilated into the standard/regular operations of partner organizations, businesses, or neighborhood associations.

#### Community Impact

- The extent to which the project reaches out to a large and/or significant and/or underserved audience.
- The potential for the project's desired effects to endure beyond its completion.
- The extent to which the project enriches the vitality and diversity of the local bicycle and pedestrian community.

- The relevance/importance of the project and its intended outcomes to the needs and interests of the target audience.

### Organizational Capacity

- The extent to which stated project outcomes are appropriate and reasonable based on the project's activities (see Application for definition of project outcomes).
- The extent to which the applicant has demonstrated a clear commitment and ability to making the project a success, including activities in marketing, fundraising and audience development.
- The ability of the organization to sustain the project to completion.
- If the project is to be repeated in the future, the applicant must demonstrate plans to sustain and improve upon the project.
- The extent to which the applicant can demonstrate satisfactory adherence to final reporting and acknowledgment requirements.

### AWARDS

Grant awards will not exceed \$2,400 per project. The Commission may receive more requests than it is able to fund; not all applications will be approved.

### FINAL REPORT

All grant recipients will be required to submit a Final Report to the Transportation Commission within thirty days of project completion. Non- submittal of a final report in a timely manner may negatively impact future funding.

### REQUIRED ACKNOWLEDGEMENTS

Grantees shall acknowledge receipt of a Local-Motion Grant by use of their name along with the City's logo and credit line when appropriate. Evidence of proper acknowledgement should accompany the completed Final Report. Lack of proper acknowledgement may negatively impact future funding.

### MATCHING REQUIREMENT

Funding requests must include at least a 10% cash match (a \$1,650 project would have a \$1,500 grant request and a \$150 match from the applicant.) In-kind support for the request will be viewed favorably, but is not required.

### REVIEW PROCESS

1. Complete and submit the application by **Monday, November 3**. The application can be found here: <https://bton.in/locmo>
2. Prepare and give a five-minute presentation to the Transportation Commission on **Monday, November 17 at 5:30pm**.
3. The TC will review proposals based on applicants who complete all requirements and awardees will be notified thereafter.

All elements listed above are required in the process. Applicants may be called upon to respond to questions posed by the Commission. Applications will be reviewed by those Commissioners present.

### HOW TO APPLY

The application can be found here: <https://bton.in/locmo>

Please direct questions to Hank Duncan, Bicycle and Pedestrian Coordinator, at [hank.duncan@bloomington.in.gov](mailto:hank.duncan@bloomington.in.gov)

Only completed applications will be accepted. Late applications will not be reviewed. Funds not claimed by 60 days after award notification will be returned to the grants pool.

**Submission of a completed grant application means acceptance of responsibility for having read and understood the information in these guidelines and compliance with all rules, regulations, laws, terms and conditions described in this document.**

# Monroe County Public Library - Downtown Branch

## Primary Contact:

Chris Jackson, Outreach Services Manager

## *Proposed Project:*

Providing free rollators to the public. Rollators, also known as "rolling walkers," are a mobility aid for individuals who need extra ambulatory support. Equipped with wheels, hand brakes, and an integrated seat, rollators allow individuals with mobility limitations to walk under their own power while minimizing the risk of dangerous falls. They also provide a place for users to sit when they need to rest and gather their strength. They thus augment the independence of people with disabilities and/or limited stamina, enabling them to be pedestrians and engage in social activities, get exercise, and enjoy the outdoors.

Starting in 2022 and in partnership with the Mobility Aids Lending Library ("MALL", a local non-profit) and the Bloomington Council for Community Accessibility, the Library has been making free mobility devices available to the public. We take in donations of gently used canes, crutches, walkers, and rollators and then redistribute them to those in need. Because people often require such items for extended periods, we do not require individuals to return them after a specified borrowing period. This makes them fundamentally different from the books and other media we distribute, and thus inappropriate for purchase under our normal operating budget.

Unlike the other mobility aids we carry, the demand for rollators outstrips the donations we receive. We frequently have none in stock and have to maintain a waiting list of prospective borrowers. They are also relatively expensive compared to simpler mobility devices.

A Local-Motion grant from the Bicycle & Pedestrian Safety Commission would allow us to purchase a sizable number of rollators and thus enhance the ability of elders and individuals with disabilities to be part of our walking community.

## *Project Milestones*

If awarded the grant, the Library would purchase as many rollators as possible from a local vendor who can assemble and deliver them; label them with the City's logo and a credit line along with the Library's MALL branding; and then distribute them free of charge to local individuals in need. We would promote the program through our newsletters, social media, and in-house publicity.

## *Project Impact*

Each purchased rollator would enhance the recipient's ability to engage in activities that require independent mobility, from walking between rooms in their home to making use of local sidewalks and parks. The project would improve both the safety and the quality of life of its users. For those

that only need ambulatory assistance in the short-term (for example, when recovering from an injury or a medical procedure), we ask that they return their device when they're done using it. Thus in many cases, a single rollator may benefit multiple individuals.

### *Budget*

If awarded the full \$2400, the Library would contribute an additional \$240 cash match, allowing us to purchase approximately 26 rollators. The Library would also provide the necessary staff hours to process, promote, and distribute the devices.

### ***Are you willing and able to complete the project with partial funding, if needed?***

Yes--we would purchase as many devices as the grant plus a 10% Library cash match will allow.

### *Project Timeline*

We anticipate being able to make the rollators available within a month of the award. Based on current demand, we anticipate that 26 devices would be distributed by mid-year 2026.

### ***Will the project be completed before December 1, 2026?***

Yes, we anticipate that all devices purchased under the grant would be distributed before that date.

### *Statement of Commitment*

**I understand that if awarded a grant, my organization is required to provide a summary of the project with photos to the Bicycle and Pedestrian Safety Commission. The summary must be submitted within one month of the project's completion or by December 1, 2026.**

Yes

# **Knarps Moto Club**

## **Primary Contact:**

Michael Waterford

## *Proposed Project:*

Bloomington Commutes on Two Wheels: Bloomington Commutes on Two Wheels is a one-day multimodal event and educational initiative that brings together bicyclists, e-bike riders, moped riders, and small-motorcycle commuters to promote affordable, low-footprint, two-wheel commuting alternatives in Bloomington. Through a shared ride, parking demonstration, commuter panel, wrenching/maintenance advise, and community celebration, the project highlights how small wheels (both human-powered and motor-assisted) can reduce car-usage, improve parking efficiency, and strengthen the city's culture of all sustainable transportation - not just biking and walking. Bring more people in, if you want to bring more people in.

## *Project Milestones*

The project will begin in May 2026 with coordination and planning, including meeting with the City of Bloomington Bicycle & Pedestrian Coordinator to confirm event staging space, review route safety considerations, and align messaging with ongoing walk- and bike-friendly initiatives. In June, the project team will finalize the slow-roll ride route, create printed safety and commuting resources, and secure a venue for the commuter storytelling panel. Outreach efforts will begin in July and extend into early August, including promotion through workplace commuter programs, student organizations, neighborhood associations, bike shops, local businesses, and community riding groups. The public event, Bloomington Commutes on Two Wheels, will take place in August 2026, welcoming bicyclists, moped riders, small-displacement motorcycle commuters, and community members interested in exploring low-footprint transportation alternatives. The event will feature a two-wheel group ride, a parking footprint demonstration, a safety and etiquette discussion, and a commuter experience panel. In September, the project team will analyze attendee survey data, compile media documentation, and submit a final report to the Transportation Commission summarizing project impact and recommendations for continuation in future years.

## *Project Impact*

This project expands Bloomington's bicycle- and pedestrian-first mobility culture by highlighting how two-wheel commuting — whether human-powered or small-engine/electricity assisted — reduces car trips, reduces downtown parking demand, eases traffic congestion, and creates safer shared streets for cyclists and pedestrians. By directly challenging the stereotype that motorcycles are only "large, loud, recreational machines," we introduce small-displacement mopeds, e-bikes, and motorcycles as practical, everyday mobility options similar in function to e-bikes.

## **Community Reach and Long-Term Benefit:**

We expect participation from 100+ community members, with additional reach through workplaces, students, and neighborhood residents. Participants will leave with concrete knowledge of where and how to safely commute on two wheels, building a sustained reduction of single-occupancy car use. The event materials, route map, and safety guide will be made publicly available for ongoing use.

### **Normalization Through Visibility:**

A highly visible, friendly, low-speed group ride demonstrates shared street space rather than competing for it — reinforcing civic empathy between bicyclists, pedestrians, and motorized two-wheel riders. This directly supports Bloomington's ongoing efforts to maintain a walk- and bike-friendly identity.

### *Budget*

The total cost of the project is \$2,650, with a request of \$2,400 from the Local-Motion Grant Program and a required cash match of \$250 provided directly by Knarps Moto Club. Grant funds will be used to support event coordination and permitting, including signage and traffic safety needs, as well as a targeted outreach campaign that includes printed flyers, community postings, and workplace and neighborhood-based promotion to ensure broad and inclusive participation. Funds will also support the production of printed educational materials such as route maps and shared-lane etiquette guides for new and prospective two-wheel commuters. Additional expenses covered by the grant include seating and audio setup for the commuter storytelling panel, refreshments to encourage post-ride social connection and discussion, and necessary safety supplies such as visibility vests and first-aid materials for volunteer marshals. The cash match from Knarps Moto Club will directly support overall project execution and ensures compliance with the required minimum match threshold while keeping the accounting simple and transparent.]

### ***Are you willing and able to complete the project with partial funding, if needed?***

Yes.

### *Project Timeline*

February 2026: Project launch, route feasibility review, coordination meeting with City Bicycle & Pedestrian Coordinator.

March 2026: Finalize event logistics, develop safety/etiquette education materials, and secure venue for commuter storytelling panel.

April 2026: Begin targeted outreach to residents, workplaces, student commuter groups, and neighborhood associations.

May 2026: Host event day, including group ride, parking demonstration, safety workshop, and commuter culture panel.

June 2026: Conduct participant survey, assess outcomes, compile documentation, and submit final report to the Transportation Commission.

***Will the project be completed before December 1, 2026?***

Yes

*Statement of Commitment*

**I understand that if awarded a grant, my organization is required to provide a summary of the project with photos to the Bicycle and Pedestrian Safety Commission. The summary must be submitted within one month of the project's completion or by December 1, 2026.**

Yes

# Summit Hill Community Development Corporation

## Primary Contact:

Rhonda Moore

## *Proposed Project:*

Installation of bicycle repair station

## *Project Milestones*

Secure funding to purchase and install a bicycle repair station in the Crestmont affordable housing complex.

## *Project Impact*

Provide tools needed for low-income bicycle and moped riders to make minor repairs close to their homes.

## *Budget*

\$2,400

## ***Are you willing and able to complete the project with partial funding, if needed?***

We can purchase a less expensive bike repair station.

## *Project Timeline*

We can order the bike repair station the week the funding agreement is received. We can install the station within sixty days of delivery.

## ***Will the project be completed before December 1, 2026?***

Most definitely, yes.

## *Statement of Commitment*

**I understand that if awarded a grant, my organization is required to provide a summary of the project with photos to the Bicycle and Pedestrian Safety Commission. The summary must be submitted within one month of the project's completion or by December 1, 2026.**

Yes

# Boys & Girls Clubs of Bloomington

## Primary Contact:

Wendy Druckemiller

## *Proposed Project:*

The mission of the Boys & Girls Clubs of Bloomington is to empower all young people, especially those who need us most, to reach their full potential as caring, productive and responsible citizens. We are committed to changing lives by delivering programs focused on academics, health and leadership in a safe, fun environment with caring staff and volunteers who are trained to guide, coach and motivate kids to be successful.

Studies show that healthy, active children learn better, experience greater levels of academic achievement and have fewer behavioral problems. The U.S. Department of Health and Human Services recommends children and adolescents ages 6 to 17 years engage in 60 minutes or more of moderate to vigorous physical activity daily; however, many youth do not have access to healthy food, do not get the physical activity they need each day and are less healthy than in previous decades. Currently, less than a third of high school students (29.9%) attend physical education classes daily and even less (26.1%) participate in 60 minutes of physical activity each day. In the last 40 years, the percentage of youth affected by obesity has more than tripled; this not only negatively impacts physical health but also emotional well-being; health consequences like diabetes, high blood pressure/cholesterol and joint problems can also extend into adulthood. Although childhood and adolescence are critical times for youth to develop healthy habits and a love of physical activity, we are facing a challenge in which sedentary behaviors, such as large amounts of time spent on screens/devices each day, are on the rise.

One of the most popular programs the Club offers continues to be Club Riders, a bicycle program focused on keeping kids active and exploring their community safely. Through participation in this program members learn about bike and pedestrian safety and how to perform basic bike maintenance. Biking is physically beneficial in many ways - it can improve coordination, balance, endurance, and lung capacity. It also gets kids outside, offers opportunities to connect with peers, introduces daily routines, and improves sleep and mental wellbeing. Members who participate in Club Riders typically experience increased levels of confidence and importantly, develop an association between physical activity and fun.

BGCB fills an important role in our community through the provision of affordable, accessible child care - we charge families just \$20.00 per child for an annual membership which includes dynamic program options, a healthy snack or meal, and transportation from area schools directly to our Club locations. The number of both registered members and daily attendance continues to grow at each of our locations; subsequently, to ensure Club Riders - which can be ran safely in the community with up to ten members per one staff - remains available as a year round program option, we will need to hire an additional hourly youth development staff at the Ferguson-Crestmont and Lincoln Street Clubs.

Our staff not only “talk the talk,” but they “walk the walk” by modeling what it looks like to make healthy choices in a young person’s real-time, real-world context. We also recognize that, in order to make our work “stick,” we need to engage other caring adults and institutions who are committed to nurturing healthy outcomes in our youth’s lives. We accomplish this through strong partnerships with schools, families or caregivers, and communities. To that end, fifty new bikes and helmets are being donated in-kind from the Ken Nunn Law Office and the local Fire Department, which will be distributed to members in December to support both the program and engagement in physical activity at home, and repair services provided in-kind by local bicycle retailers further ensures BGCB’s sustained ability to facilitate this program.

### *Project Milestones*

The addition of two youth development staff will enable an additional 20 Club members to participate in Club Riders in Spring 2026. We also plan to track youths’ capacity to create sustainable, positive healthy lifestyle habits, including becoming intrinsically motivated to make healthy food and physical activity choices following participation in Club Riders. Initial goals are for youth to gain positive perceptions about physical activity and motivation to be physically active each day. At 3-6 months, we anticipate that youths will demonstrate perseverance in being physically active and establishing health goals; we anticipate they will have the ability, confidence and motivation to lead active lifestyles and adopt healthy eating patterns after 12 months or more. Our milestones will be tracked and recorded through MyClubHub, our electronic membership and attendance database, pre and post test scores, informal “pulse checks” and responses gathered from the annual National Youth Outcomes Initiative (NYOI) and Parent/Caregiver surveys.

### *Project Impact*

BGCB’s capacity to serve additional members through Club Riders will impact members’ overall level of satisfaction with the Club experience, as this is often a program with a wait list to participate. Through the program’s emphasis on healthy lifestyle choices, we expect to see changes in attitudes about exercise and formation of new daily or weekly habits that incorporate physical activity. Finally, expansion of the program will allow youth the opportunity to explore new parts of the city, broaden their social networks, and experience a greater sense of community and belonging while learning how to navigate their city safely.

### *Budget*

#### **Project Income :**

Local Motion grant funds : \$2,400

10% match funds : \$240

Total Income : \$2,640

#### **Project Expenses :**

Club Riders staff wages : \$2,640

New helmets (donated in-kind) : \$0

Total Expenses : \$2,640

***Are you willing and able to complete the project with partial funding, if needed?***

Yes. We recognize the importance of making the Club Riders program available to as many youths as possible, and are committed to finding other sources of funding to hire the staff we need in order to make this possible.

*Project Timeline*

Hire two part time Youth Development Professional staff to run Club Riders at the Ferguson-Crestmont and Lincoln Street Clubs : January 2026;

Open registration for Spring 2026 Club Riders program : January 2026

Spring 2026 semester programming begins : February 2026

Spring 2026 semester programming ends : May 2026

***Will the project be completed before December 1, 2026?***

Yes

*Statement of Commitment*

**I understand that if awarded a grant, my organization is required to provide a summary of the project with photos to the Bicycle and Pedestrian Safety Commission. The summary must be submitted within one month of the project's completion or by December 1, 2026.**

Yes

# Maple Heights Neighborhood Association

## Primary Contact:

Liberty Flora

## *Proposed Project:*

The Maple Heights Neighborhood Association proposes a bridge enhancement and preparation project for the underpass of the 11th Street Bridge. The underpass serves as the primary pedestrian and bicycle route connecting Maple Heights, Crestmont, and Pigeon Hill to the B-Line Trail, Trades District, Downtown, and Butler Park.

The existing paint on the underpass is deteriorating and is subject to vandalism, diminishing the sense of safety and discouraging pedestrian and cyclist use. This proposed project will focus on three key objectives:

1. Marketing the need to improve the underpass and intersection to promote pedestrian safety.
2. Purchasing high-quality paint and materials and;
3. Preparing and repainting the underpass surface as a foundation for future mural and additional safety enhancements.

Various iterations of this project have been presented to the Indiana Railroad and the Maple Heights Neighborhood Association. The Association hopes funding received through the Local Motion Grant will establish the foundation for a larger, phased revitalization effort through the Neighborhood Improvement Grant Program in 2026. The phased approach will demonstrate to residents, the Indiana Railroad, and the greater Bloomington community that pedestrian and cyclist safety and well-being are a priority.

To be successful and meet the Local Motion completion deadline, the Association will maintain contact with the Indiana Railroad. The Indiana Railroad will oversee health and safety requirements for all volunteers, ensure that work meets safety standards, and grant permission for all on-site activities. While additional funding will be sought for future enhancements (such as a mural and crosswalk improvements), Local Motion funding will allow the Association to market the project, purchase primer and paint, and begin preparing and painting the bridge surface.

## *Project Milestones*

- Coordinate with Indiana Railroad for permissions, health, and safety requirements (Fall 2025 – Spring 2026)
- Marketing and fundraising in nearby neighborhoods (Fall/Winter 2025)
- Recruit and organize volunteers (Winter 2025 – Spring 2026)
- Submit letter of Intent to Apply – Neighborhood Improvement Grant (February, 2026)
- Apply – Neighborhood Improvement Grant (March, 2026)

- Finalize schedule and logistics with Indiana Railroad (Spring 2026)
- Prep site and remove old paint (Spring 2026)
- Receive Notification – Neighborhood Improvement Grant (April, 2026)
- Apply new weather-resistant paint and graffiti-resistant top layer (May 2026) (full level of detail to be determined by grant eligibility)
- Submit photos and complete tasks as part of Local Motion grant requirements (late-Fall, 2026)

### *Project Impact*

- Beautifies a heavily-used pedestrian and bike route, enhancing the sense of safety and community
- Encourages increased pedestrian and cyclist use of the bridge to access B-Line, Butler Park, Trades District, and Downtown
- Promotes volunteer and community participation with Maple Heights Neighborhood Association and Indiana Railroad
- Uses high-quality materials to reduce future maintenance needs
- Supports equitable access in a disadvantaged area

### *Budget*

The proposed budget assumes the minimum cost of completion, i.e. basic paint materials (no mural or graffiti-resistant top-coat)

<b>Item</b>	<b>Description</b>	<b>Cost</b>
Paint	High-quality weather and graffiti-resistant paint (2 coats, 20 gal)	\$1800
Primer	12 gal	\$800
Tools & Equipment	Brushes, trays, sprayers, scrapers	\$300
Safety Gear	Gloves, masks, safety equip (as needed).	\$500
Marketing	Newspaper, yard signs, etc.	\$300
Contingency	Paint or other unexpected costs	\$300
<b>Total</b>		<b>\$4,000</b>

### ***Are you willing and able to complete the project with partial funding, if needed?***

Yes. Our goal is to kick-start the underpass revitalization efforts by engaging the community and gathering resources. However, we would like to get as close to the budget amount as possible to ensure the project is completed in an effective and efficient manner.

### *Project Timeline*

**Fall/Winter 2025:** Fundraising, marketing, volunteer recruitment, initial coordination with Indiana Railroad

**Spring 2026:** Prep and repaint bridge (weekend work, per Indiana Railroad scheduling)

**Spring/Summer 2026:** Explore mural and other safety enhancement options

**Fall 2026:** Complete Local Motion and other grant follow-up requirements

***Will the project be completed before December 1, 2026?***

Yes. Regardless of whether other improvement opportunities become available, the underpass will be painted by December 1, 2026.

*Statement of Commitment*

**I understand that if awarded a grant, my organization is required to provide a summary of the project with photos to the Bicycle and Pedestrian Safety Commission. The summary must be submitted within one month of the project's completion or by December 1, 2026.**

Yes

# Monroe County YMCA

## Primary Contact:

Kevin Vail

## *Proposed Project:*

Healthy Kids Day 2026

## *Project Milestones*

April 18, 2026: Healthy Kids Day  
By April 1, 2026: Staffing and Volunteer plan finalized and shared with stakeholders  
By March 1, 2026: Event promotion begins (Social Media, Website, Emails, Press Release)  
By February 1: Volunteer Recruitment begins, Staffing needs Finalized  
By February 1: Begin production of promotional materials  
By January 15: Finalize focus areas  
By January 1, 2026: Planning Committee formation

## *Project Impact*

Healthy Kids Day is a national YMCA initiative,

“to improve the health and well-being of kids and families. For over 30 years, YMCAs and their communities hosted free community events aimed to inspire kids and families to keep their minds and bodies active throughout the summer months and beyond” (YMCA of the USA, 2025).

For the first time, in 2026, the Monroe County YMCA will be participating in Healthy Kids Day. The goal of Healthy Kids Day is to promote the health and well-being of Monroe County Youth, through the lens of physical activity, beyond sports. With a focus being placed on “play,” among other activities, we aim to incorporate bicycles in our healthy kid’s day programming. We intend to have IU Health Community Health onsite to distribute bicycle helmets, and also have a local bicycle shop providing light tune-ups and safety inspections. The granted dollars would help us offset the cost of running this large scale community event, while also supporting the Y for All Scholarship Fund, which allows financially struggling children and families to gain access to Y Summer Camp and Membership.

## *Budget*

Our Budget Goal for Y for All in 2026 is \$125,000. The potential \$2400 grant would be a great jumpstart towards our aggressive goals of providing support to the community! An itemized budget can be available upon request.

***Are you willing and able to complete the project with partial funding, if needed?***

Yes

### *Project Timeline*

April 18th, 2026 is Healthy Kids Day. See promotional timeline above!

***Will the project be completed before December 1, 2026?***

Yes

### *Statement of Commitment*

**I understand that if awarded a grant, my organization is required to provide a summary of the project with photos to the Bicycle and Pedestrian Safety Commission. The summary must be submitted within one month of the project's completion or by December 1, 2026.**

Yes

# Bloomington Bike Project

## Primary Contact:

Greg Janowiak

## *Proposed Project:*

Special Parts Re-Supply and Facility Maintenance

## *Project Milestones*

Bloomington Bike Project requests Local Motion Grant funding to support essential supplies and facility maintenance that keep our repair shop running safely and reliably. This project would cover the purchase of items that are frequently requested by visitors but rarely donated, including tire tubes in various sizes, helmets, locks, and front and rear lights, while also addressing several critical infrastructure repairs. These include specialized parts to fix our bike repair stands, replacement bulbs for our shop's lighting system, and repairs to our wall-mounted air compressor, which is leaking air.

## *Project Impact*

These upgrades will directly enhance the experience and safety of both our volunteers and community members. The compressor, in particular, is a vital shared resource used by visitors during open hours and by the wider public after hours. Maintaining it ensures that anyone in town can inflate their tires safely and independently. Likewise, by stocking basic supplies such as tubes and helmets, we can serve more riders on the spot rather than turning them away to higher cost alternatives, keeping more bicycles road-ready and riders safe.

## *Budget*

We estimate the total project cost to fall between \$1,800 and \$2,400, with Bloomington Bike Project providing a 10–15% cash match.

These purchases and repairs will extend the life of our equipment, stabilize daily operations, and reduce the strain on volunteers who currently work around failing or incomplete systems. Reporting would remain straightforward and focused on documenting repairs and purchases. This investment strengthens the backbone of our community workspace and ensures we can continue helping Bloomington residents ride safely and confidently.

## ***Are you willing and able to complete the project with partial funding, if needed?***

Yes

### *Project Timeline*

6-9 months after receipt of funds.

***Will the project be completed before December 1, 2026?***

Yes

### *Statement of Commitment*

**I understand that if awarded a grant, my organization is required to provide a summary of the project with photos to the Bicycle and Pedestrian Safety Commission. The summary must be submitted within one month of the project's completion or by December 1, 2026.**

Yes

# Free Community Rollators

A Local-Motion Grant Proposal



Chris Jackson, Outreach Services Manager  
cjackson@mcpl.info  
812-349-3103



Monroe County  
Public Library

TC11.17.25

Read, Learn, Connect & Create

11/17/2025

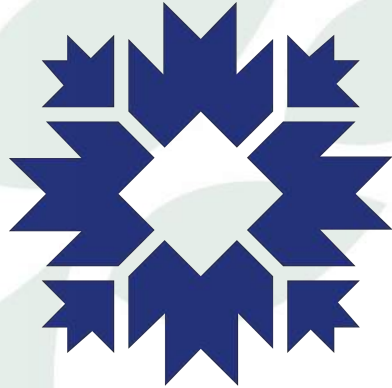
068

# What's a Rollator?

A rollator is a type of mobility aid with wheels, handlebars, and a seat, designed to help people with limited mobility walk more independently. Unlike a traditional walker, a rollator has wheels on all its legs, allowing the user to push it forward without lifting, a built-in seat for resting, and hand brakes to make navigating inclines safer.



# Mobility Aids Lending Library



**CITY OF BLOOMINGTON**  
Council for Community  
Accessibility



**Monroe County  
Public Library**

# Library of Things



TC11.17.25

11/17/2025



The Monroe County Public Library provides free canes, crutches, walkers, and rollators to the public.

### Need a mobility aid?

Speak with an MCPL staff member at the second-floor information desk.

### Ask before donating.

Our mobility aids come primarily from donations, but we can only accept limited types of devices. Before dropping off items, please speak with an MCPL staff member or visit [mcpl.info/MALL](http://mcpl.info/MALL) to see what we currently need.

This service is in partnership with the Mobility Aids Lending Library, a local nonprofit organization that makes other devices available, and the Bloomington Council for Community Accessibility.

Scan the QR code or go to [mcpl.info/MALL](http://mcpl.info/MALL) for more information.



071

# Outcomes: Mobility, Independence, Safety, Exercise



TC11.17.25



11/17/2025



072

# Thanks!

Chris Jackson, Outreach Services Manager

[cjackson@mcpl.info](mailto:cjackson@mcpl.info)

812-349-3103



Monroe County  
Public Library

TC11.17.25

Read, Learn, Connect & Create



11/17/2025

073

# Boys & Girls Clubs of Bloomington

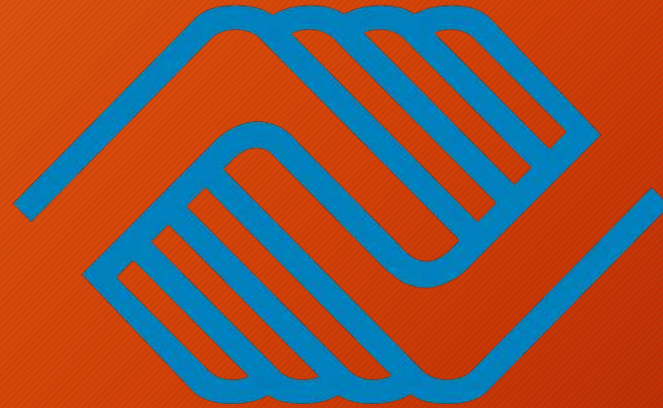
2025 Local Motion Grant Application  
Presentation - November 14, 2025

# Application Summary

- The Mission of the Boys & Girls Clubs of Bloomington
- Building Capacity for Healthy Lifestyles
- Benefits of Riding Bikes!
- Project Description : The Club Riders Program
- Project Timeline and Budget



The mission of the Boys & Girls Clubs of Bloomington is to empower all young people, especially those who need us most, to reach their full potential as caring, productive, and responsible citizens.



**BOYS & GIRLS CLUBS**  
**OF BLOOMINGTON**

# Why Do We Need Healthy Lifestyles Programs?

Healthy, active children experience benefits like:

- Increased levels of academic achievement
- Fewer behavioral problems
- Better health outcomes in adulthood
- Improved sleep hygiene
- Stress reduction and emotional wellbeing

However:

- Youth today are less healthy than in previous decades
- Less than one third of school aged children get the daily recommended amount of physical activity
- Over the last 40 years, the number of youths affected by obesity has more than tripled
- Sedentary behaviors, including large amounts of time spent on screens, are on the rise

# Creating Opportunities for Healthier Youth

- BGCB fills an important role in our community by providing affordable, accessible childcare in a fun & safe environment
- Our \$20.00 annual membership includes transportation, a daily snack or meal, and participation in dynamic program choices Monday - Friday during the school year and during summer/school breaks
- BGCB “walks the walk” by modeling healthy choices through engagement and partnerships with staff, volunteers and community organizations committed to nurturing healthy outcomes for Bloomington’s youth



# Let's Ride, Bloomington!

Riding bikes improves coordination and balance. It also builds endurance and increases lung capacity.

Biking gets kids outside, leading to better sleep hygiene and overall stress reduction.

Riding a bike is a great way to begin adapting daily healthy habits.

Youth who ride bikes regularly experience greater connection to the community and have opportunities for socializing with peers!

## The benefits of riding bikes...



# The Club Riders Program



The Club Riders program focuses on creating new experiences for our members and allows them to explore Bloomington in a safe, group setting. Members learn about safety, bike etiquette, route planning and bike maintenance both in Club and community settings.

# Project Impact - Membership & Attendance

- Ferguson-Crestmont Club:
  - 549 registered members
  - 388 youth members (age 5 -12)
  - 161 teen members (age 13 and older)
- Lincoln Street Club:
  - 1,497 registered members
  - 1,198 youth members (age 5 - 12)
  - 299 teen members (age 13 and older)



# Club Riders Participation in 2024...and 2025 Goals

- There are some challenges associated with running a high-quality bicycle riding and education program; most notably, expenses related to purchases of bikes and equipment, repairs, and staffing.
- However, with your support and that of partner agencies such as the Ken Nunn Law Office and the Bloomington Fire Department, we were able to provide this program experience to over 140 members in 2024!
- Our goal is to be able to enroll an additional 20 members in the Club Riders Program during the Spring 2026 Special Programming semester



# Project Timeline & Budget

## Project Timeline:

- January 2026 - hire two additional Youth Development staff members to run Club Riders at our FC and LS Clubs
- January 2026 - Club Riders program registration opens to families
- February 2026 - start of Spring 2026 Special Programming semester
- May 2026 - end of Spring 2026 Special Programming semester

## Project Budget:

### Income:

- Local Motion grant funds : \$2,400
- 10% match funds : \$240
- Total Income : \$2,640

### Expenses:

- Club Riders staff wages : \$2,640
- New helmets (donated in-kind) : \$0
- Total Expenses : \$2,640

# “THE VISION OF BOYS & GIRLS CLUBS OF BLOOMINGTON

...is a place where hope begins and  
transformation never ends.

”

THANK YOU for your kind consideration of our funding request! If you have any additional questions, please contact:

Wendy Druckemiller, Grants & Impact Director

[wdruckemiller@bgcbloomington.org](mailto:wdruckemiller@bgcbloomington.org)

859-825-8777