



# City of Bloomington Common Council

AGENDA: SIDEWALK COMMITTEE Tuesday | 12 (noon) PM 9 December, 2025  
McCloskey Conference Room (#135), Showers Building, 401 N. Morton Street

The meeting may also be accessed at the following link:

<https://bloomington.zoom.us/j/83128635464?pwd=9jGrB0BbLzNx16ckcw9chReErba7gB.1>

## 1. Preliminary Matters

- a. Introductions
- b. Disclosures of any Conflicts of Interest

## 2. Resolution 2026-XX – To Rename Sidewalk Standing Committee of the Common Council

Review the proposed resolution and discuss the rationale behind the name change and description update

## 3. Funding for 2026

- a. \$500,000 Alternative Transportation Fund Appropriation

## 4. Evaluation of Old and New Proposed Projects

- a. Progress of Recently Completed and Ongoing Sidewalk Projects
- b. Discussion of 2026 Criteria, Funding Priorities, and Recommended Projects

## 5. Public Comment

## 6. Recommendations for 2026 funding allocations (if Committee is ready to consider)

- a. If Committee makes recommendations today
  - i. Report to Council
- b. If Committee does not make recommendations today
  - i. Schedule Future Meetings

## 7. Other Matters

## 8. Adjourn

Bloomington Sidewalk Committee meetings can be watched on the following websites:

- Community Action Television Services (CATS) – <https://catvstv.net>
- YouTube – <https://youtube.com/@citybloomington>

Background materials and packets are available at <https://bloomington.in.gov/council/meetings?year=2025>

Pursuant to applicable law and policy, the following details are provided regarding the officers serving on this committee:

- Committee Members: Kate Rosenbarger (Chair), Isabel Piedmont-Smith, Andy Ruff, Sydney Zulich
- Appointed by: Council President
- Term: Beginning 1/8/2025; Expiration 1/7/2026

Posted: December 5, 2025

## RESOLUTION 2026-xx

### TO RENAME SIDEWALK STANDING COMMITTEE OF THE COMMON COUNCIL

- WHEREAS, the City of Bloomington Common Council (“Council”) has an interest in the efficient governance of the City; and
- WHEREAS, predictability and accessibility in the legislative process is desirable for all involved, including city departments, city residents, and the various petitioners that come before the Council; and
- WHEREAS, Bloomington Municipal Code (“BMC”) 2.04.210 provides, in part, that “the council may by resolution establish standing committees and define the duties and responsibilities of each committee. If such committees are established, the presiding officer shall appoint at least three council members to each committee, observing the preference of each member as closely as possible, and shall appoint a chairperson for each committee”; and
- WHEREAS, in Resolution 22-02, the Council Sidewalk Standing Committee was established as a four-member committee charged with making recommendations to the full Council on the use of Alternative Transportation Fund monies specifically budgeted for Council recommended sidewalk and traffic-calming projects; and
- WHEREAS, the Council is interested in expanding the Sidewalk Standing Committee’s work to include broader consideration of pedestrian access, bicycle and micro-mobility infrastructure, traffic-calming, and the safety of all non-motorized users of the public right-of-way; and
- WHEREAS, the Council therefore desires to rename the Sidewalk Standing Committee to reflect its purpose and function.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE COMMON COUNCIL OF THE CITY OF BLOOMINGTON, MONROE COUNTY, INDIANA, THAT:

SECTION 1. Expanded Purpose of Sidewalk Committee. The purpose of the committee formerly known as the “Sidewalk Committee” is hereby broadened to include consideration of pedestrian access, bicycle and micro-mobility infrastructure, traffic-calming, and the safety of all non-motorized users of the public right-of-way, in addition to its existing role in making recommendations on the use of Alternative Transportation Fund monies.

SECTION 2. Renaming. To reflect this expanded purpose, the committee shall be renamed the Pedestrian Safety Committee.

SECTION 3. Membership. The Committee shall continue to consist of four Councilmembers, appointed by the presiding officer in accordance with Bloomington Municipal Code 2.04.210.

SECTION 4. Severability. If any section, sentence or provision of this resolution, or the application thereof to any person or circumstances shall be declared invalid, such invalidity shall not affect any of the other sections, sentences, provisions or applications of this resolution which can be given effect without the invalid provision or application, and to this end the provisions of this resolution are declared to be severable.

PASSED by the Common Council of the City of Bloomington, Monroe County, Indiana upon this \_\_\_\_ day of \_\_\_\_\_, 2026.

\_\_\_\_\_  
, President  
Bloomington Common Council

ATTEST:

\_\_\_\_\_  
NICOLE BOLDEN, Clerk  
City of Bloomington

PRESENTED by me to the Mayor of the City of Bloomington, Monroe County, Indiana, upon  
this \_\_\_\_\_ day of \_\_\_\_\_, 2026.

\_\_\_\_\_  
NICOLE BOLDEN, Clerk  
City of Bloomington

SIGNED and APPROVED by me upon this \_\_\_\_\_ day of \_\_\_\_\_, 2026.

\_\_\_\_\_  
KERRY THOMSON, Mayor  
City of Bloomington

SYNOPSIS

This resolution sponsored by Councilmember Stosberg, renames Sidewalk Standing Committee  
to Pedestrian Safety Standing Committee.



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**COUNCIL SIDEWALK COMMITTEE  
STAFF REPORT**

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**Date:** December 5, 2025

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**FROM:** Hank Duncan, Safe Streets Program Manager, Planning and Transportation Department**REGARDING:** 2026 Council Sidewalk Committee Staff Updates and Recommendations

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**2025 Council Sidewalk Committee Project Updates**

Project	Allocation	Actual Cost	Use	Notes
Repaving Coordination Projects	\$300,000.00	\$195,411.36	\$195,411.36	Construction of improved crosswalks along E 2 <sup>nd</sup> St. and E Rogers Rd.
N Union St. Crosswalk Improvement	\$90,000.00	\$124,670.00	\$124,670.00	Construction of an improved crosswalk between 7 <sup>th</sup> St. and 10 <sup>th</sup> St.
N Jefferson St. Sidewalk (8 <sup>th</sup> – 10 <sup>th</sup> St.)	\$70,000.00	\$238,278.50	\$179,918.64	Partial construction. Full funding is contingent on 2026 Council Sidewalk Committee
N Fee Ln./E Law Ln. Intersection Improvement	\$40,000.00	\$40,000.00	-	Estimated design cost. Coordinating with a larger design project along N Fee Ln.
<b>Total</b>	<b>\$500,000.00</b>	<b>\$598,359.86</b>	<b>\$500,000.00</b>	

**Recommendations**

Planning and Transportation Department staff recommends allocating 2026 Council Sidewalk Committee funds towards the construction of the N Jefferson St. sidewalk from 8<sup>th</sup> - 10<sup>th</sup> St, potential change orders needed on previously approved Sidewalk Committee projects, and the right-of-way acquisition, design, and construction of pedestrian safety projects on the adopted Safe Streets for All Action Plan priority network.

**Recommended 2026 Council Sidewalk Committee Allocation**

Project	Allocation	Description
N Jefferson St. Sidewalk (8 <sup>th</sup> - 10 <sup>th</sup> St.)	\$60,000	Construction
Safe Streets Priority Projects	\$435,000	Right-of-Way Acquisition, Design, and Construction
Change Orders	\$5,000	Construction
<b>Total</b>	<b>\$500,000</b>	

**N Jefferson St. Sidewalk (E 8<sup>th</sup> – 10<sup>th</sup> St.)**



Prioritized by both the 2024 and 2025 Council Sidewalk Committees for design and partial construction, this project requires an estimated additional \$60,000 to fully fund its construction. This construction contract is expected to be awarded at the December 16, 2025 Board of Public Works meeting. An estimated \$180,000 of construction funding will be applied to this project from 2025 Council Sidewalk funds.

If approved by the Committee and Council, construction of this sidewalk will occur in 2026.

### **Safe Streets Priority Projects**

With a City of Bloomington Vision Zero goal by the year 2039, it is imperative that infrastructure projects focus on increased safety and comfort. To help in this effort to maximize the positive impact made by Council Sidewalk Committee funds, City staff will use these funds exclusively for pedestrian-focused projects on the adopted Safe Streets for All Priority Network.

Possible projects in this line item include but are not limited to sidewalk construction, crosswalk improvements, intersection improvements, tree plot construction, and transit stop improvements. These projects will most likely come from the City's 2025 Safe Streets for All grant application and collaborative efforts with the City's Department of Public Works and Indiana University.

Keeping this line item broad allows City staff to be flexible if opportunities or feasibility concerns arise.

### **Change Orders**

This item allows Engineering Department staff to fund any necessary change orders on previously approved Council Sidewalk Committee projects that are already in progress.

# Safety Countermeasure Toolkit

To achieve zero roadway fatalities and serious injuries by 2039, the City of Bloomington will need to comprehensively address roadway safety issues in the region, starting with the priority corridors in Figure 25 and priority intersections in Figure 26. FHWA's Proven Safety Countermeasures are specific design or operational changes to streets that have been proven nationally to improve safety. Selection and design of safety countermeasures on every street project in the city should be decided through the lens of the Safe System Approach, so that if a crash occurs it will likely not result in a fatal or serious injury. Safety countermeasures should not be compromised or simplified during the design or construction phases. These modifications can reduce the level of safety for all road users.

A set of cut sheets describing each Safety Countermeasure are included in **Appendix C: Proven Safety Countermeasures**.

## High Priority Corridors & Intersections

The actions defined in the previous sections will help to institutionalize the practices, policies, and programs that will make Bloomington's streets safer for all residents. These actions will be complemented by on-the-ground safety improvement projects that will be designed using Safe Systems Approach principles and the Safety Countermeasures Toolkit, and informed by the crash factors we identified as part of our crash analysis and creation of the High Risk Network.

Eventually, the City hopes to address all the High Risk Network issues with improved design and practices, but we need to start somewhere. Using information from the crash analysis, community input, and best practices, the following corridors were selected as "Priority Corridors," meaning the City will focus on improving these roadways in the near term.

The streets and intersections shown on the priority corridors and priority intersections were scored using a combination of the following factors:

### Intersections:

- Vehicle-only High Injury Network: calculated as amount of vehicle-only FSI crashes / highest intersection amount of vehicle-only FSI crashes X 20 points
- Vulnerable Road User High Injury Network: calculated as amount of VRU FSI crashes / highest intersection amount of VRU FSI crashes X 25 points
- High Risk Network:
  - One or more roadway legs on Critical All-Users High Risk Network: 20 points
  - One or more roadway legs on High All-Users High Risk Network: 10 points
  - No roadway legs on High or Critical All-Users High Risk Network: 0 points
  - Intersections with roadway legs on both High and Critical All-Users High Risk Network received 20 points
- Equity (Bloomington MPO Environmental Justice Mapping)
  - Intersection bordering or within "High Concentration of EJ Populations": 15 points
  - Intersection bordering or within "Medium-High Concentration of EJ Populations": 7.5 points
  - Other intersections: 0 points
- Public Input (Online Webmapping + In-Person Safety Week Activities)



- Intersection received 6+ negative comments: 20 points
- Intersection received 4-5 negative comments: 15 points
- Intersection received 2-3 negative comments: 10 points
- Intersection received 1 negative comment: 5 points
- Intersection received no negative comments: 0 points
- All intersections with one or more INDOT-controlled legs separated from prioritization scoring
- Maximum score possible: 100 points
- Maximum score achieved: SR 45/46 at College Avenue/Walnut Street (82 points)
- Maximum score achieved at City-controlled intersection: College Avenue and W 3rd Street (68 points)
- Scoring tiers:
  - Highest: Scores above 40
  - High: Scores between 26 and 40
  - Medium: Scores between 18 and 25
  - Medium-Low: Scores between 1 and 17
  - Low: Intersections not scored assumed to be low due to not being on high injury or high risk networks

### **Corridors:**

- Vehicle-only High Injury Network: calculated as max segment vehicle-only FSI crash score / highest max segment vehicle-only FSI crash score X 20 points
- Vulnerable Road User High Injury Network: calculated as max segment VRU FSI crash score / highest max segment VRU FSI crash score X 25 points
- High Risk Network:
  - Roadway corridor on Critical All-User High Risk Network: 20 points
  - Roadway corridor on High All-User High Risk Network: 10 points
  - Roadway corridor not on Critical or High All-User High Risk Network: 0 points
- Equity (Bloomington MPO EJ Mapping)
  - Corridor bordering or within "High Concentration of EJ Populations": 15 points
  - Corridor bordering or within "Medium-High Concentration of EJ Populations": 7.5 points

- Other corridors: 0 points
- Public Input (Online Webmapping + In-Person Safety Week Activities)
  - Greater than 20 negative comments per mile: 20 points
  - 15-20 negative comments per mile: 15 points
  - 8-14 negative comments per mile: 10 points
  - >0-7 negative comments per mile: 5 points
  - Corridor received no negative comments: 0 points
- All INDOT-controlled corridors separated from prioritization scoring
- Maximum score possible: 100 points
- Maximum score achieved: E/W 3rd Street (Rogers Street to SR 46) (80 points)
- Scoring tiers:
  - Highest: Scores above 50
  - High: Scores between >34 and 50
  - Medium: Scores between >24 and 34
  - Medium-Low: Scores between >0 and 24
  - Low: Corridors not scored assumed to be low due to not being on high injury or high risk networks

Figure 25 and Figure 26 show the priority corridors and intersections grouped by highest, high, medium, and medium-low priority. Streets that are a priority but are owned by INDOT are labeled "INDOT" jurisdiction. These streets will likely have a different process for implementing safety countermeasures than City-owned streets that requires additional coordination and time to implement.

Corridors and intersections not noted as high priority in the following figures should still be analyzed for safety improvements with other projects (such as pavement preservation or reconstruction projects) as they arise.



# Strategies and Projects Prioritization: Priority Corridors

## Legend

Weighted scores of corridors  
within the study area

- Highest
- High
- Medium
- Medium-Low
- INDOT Jurisdiction

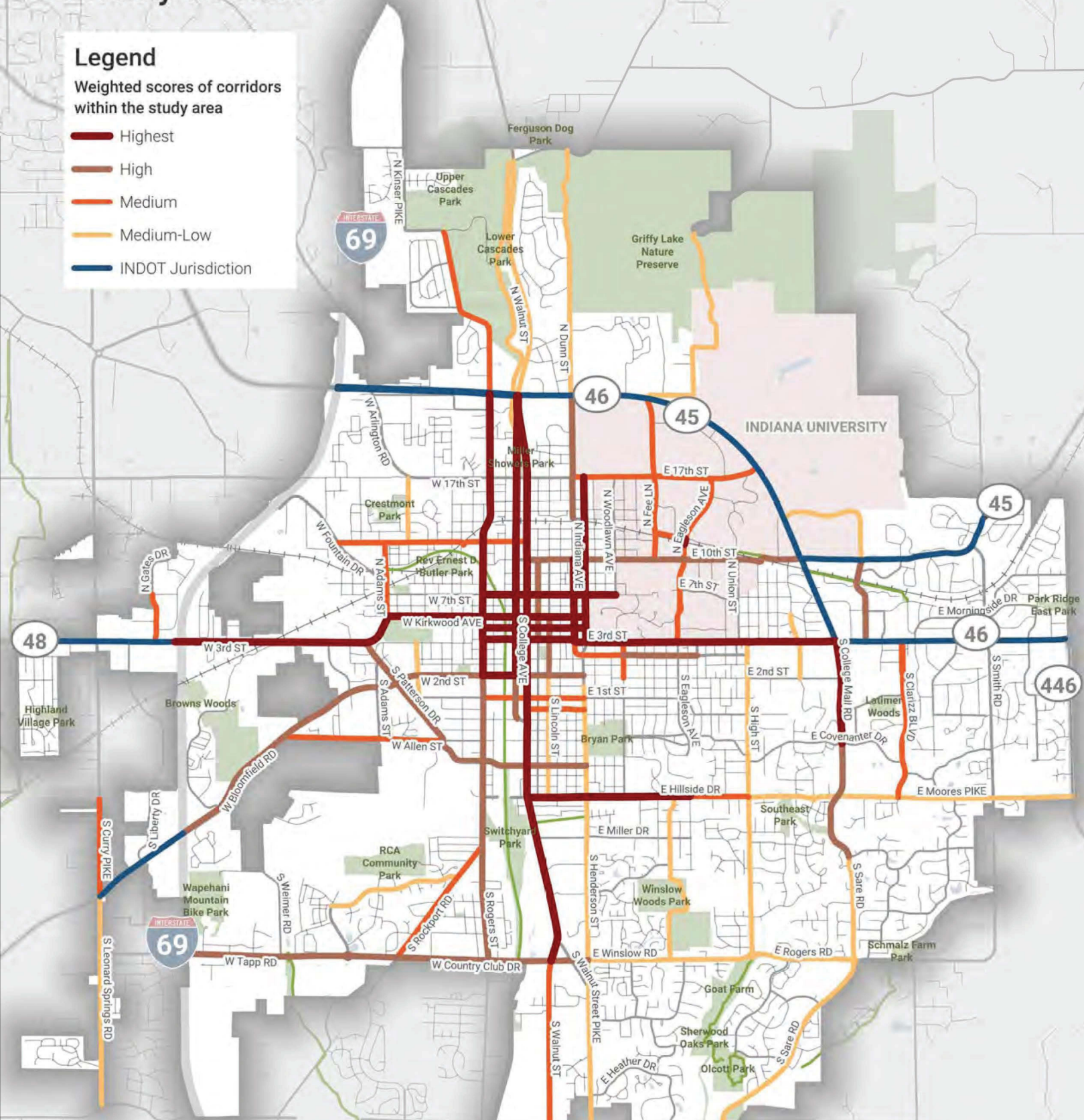


Figure 25. Priority Corridors for Safety Countermeasures

0 1 2 mi



# Strategies and Projects Prioritization: Priority Intersections

## Legend

Weighted scores of intersections  
within the study area

- Highest
- High
- Medium
- Medium-Low
- INDOT Jurisdiction

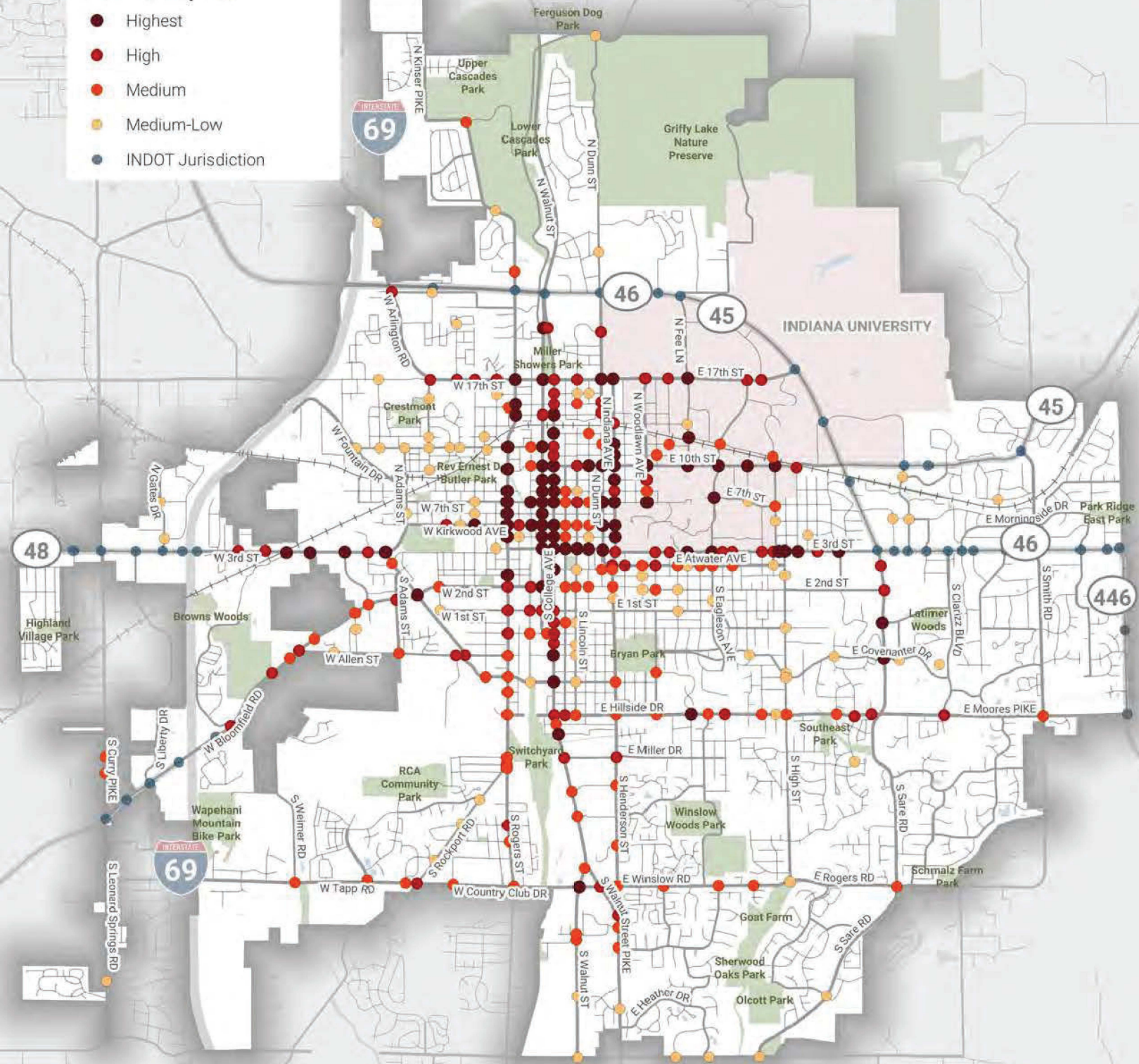


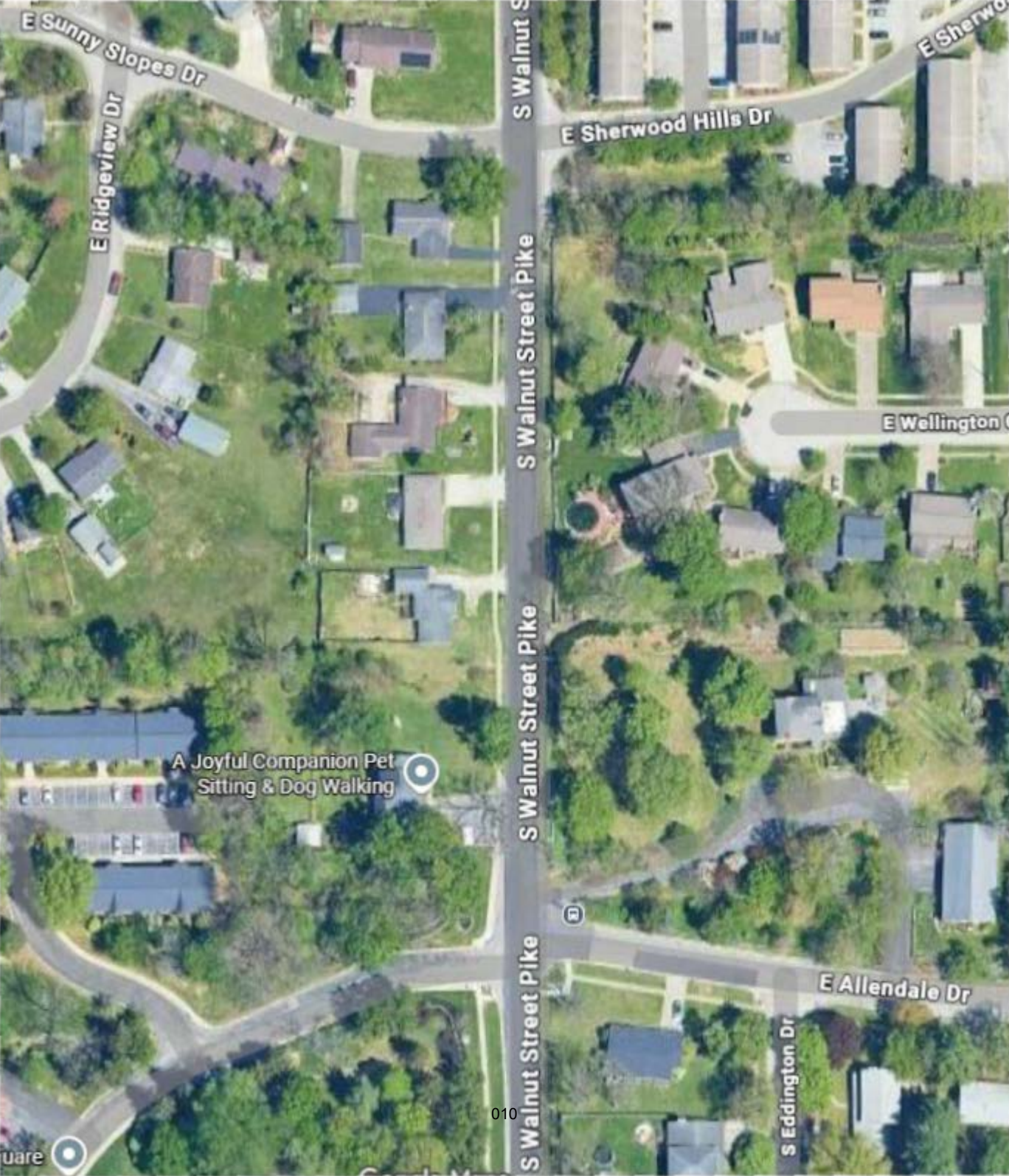
Figure 26. Priority Intersections for Safety Countermeasures

0 1 2 mi

**T'OOLE**  
DESIGN

GETTING TO ZERO | 58





A Joyful Companion Pet  
Sitting & Dog Walking





E 10th St

10

IU Landscape Se

N Jefferson St

P

N Jefferson St

E 8th St

011

dent Central



N Fee Ln

N Fee Ln

N Fee Ln

N Fee Ln

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E Law Ln





N K

Hoosier Ct

N Kinser Pike

W Amaryllis Dr

N Kinser Pike

W Brookdale Dr

W Brookdale Dr

N Woodburn Ave

Northlane Condominiums

W Northlane Dr

013

Google Maps

W Vaughn Clipp Way