

# CITY OF BLOOMINGTON

## TRANSPORTATION COMMISSION

February 23, 2026  
Regular Hearing @ 5:35 p.m.

Commissioner	Appointment Date	Term
Rick Coppock	07/01/2025	07/01/2025 - 07/01/2027
John Connell	03/25/2025	03/25/2025 - 03/25/2027
Eoban Binder	09/30/2025	02/01/2025 - 01/31/2027
Stephen Volan	09/30/2025	02/01/2025 - 01/31/2027
Brian Drummy	06/04/2025	02/01/2025 - 01/31/2027
Matt Flaherty	03/26/2025	01/01/2024 - 12/31/2027
Lesley Davis	05/21/2025	02/01/2025 - 01/31/2027
Oleksandra Sukhoruchko	02/09/2026	02/01/2025 - 01/31/2027
Mark Stosberg	05/09/2025	05/09/2025 - 05/09/2027

**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

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# City of Bloomington: Transportation Commission Regular Hearing Agenda

**In-person:**

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- 1. ROLL CALL**
  - 2. ELECTION OF OFFICERS**
    - a. Chair
    - b. Vice Chair
  - 3. APPROVAL OF MINUTES**
    - a. November 17, 2025\*
  - 4. REPORTS AND COMMUNICATIONS**
    - a. From Commissioners
    - b. From Staff
      - i. Administrative Update
      - ii. 180 Day Order Update
      - iii. SS4A Funding Update
  - 5. CASES (PETITIONS, RESOLUTIONS, TRANSPORTATION INQUIRIES)\***
    - a. TC-R-26-06 - Approve Pedestrian Signal Timing Parameters
    - b. TC-R-26-04 - Approve a Proposed Title 20 Amendment: Fee in-Lieu of Required Transportation Infrastructure
    - c. TC-P-26-02 - Review In-Progress Transportation Projects and Approve Proposed Changes to Bloomington Municipal Code
    - d. TC-P-26-03 - Approve a Design Concept for N Dunn Street Multiuse Path
    - e. TC-P-26-05 - Approve a Design Concept for Curb Ramps Phase 5
  - 6. DISCUSSION OF TOPICS NOT ON THE DOCKET**
    - a. From Commissioners
    - b. From Staff
  - 7. GENERAL PUBLIC COMMENT ON ITEMS NOT ON THE DOCKET**
  - 8. ADJOURNMENT**
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\* = Agenda items seeking for a Commission vote

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# Transportation Commission

## Meeting Minutes

November 17, 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 November 17, 2025 at 6:35 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].

[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 BY IN ORDER OF APPOINTMENT

**In-person:** Rick Coppock  
Shelley Strimaitis (proxy for John Connell)  
Eoban Binder  
Stephen Volan  
Brian Drummy  
Matt Flaherty  
Lesley Davis  
Mark Stosberg

**City Staff:** Ryan Robling (Planning and Transportation Department)  
Iris Bull (Engineering Department)  
Andrew Cibor (Engineering Department)  
Driss Tahir (Engineering Department)  
Hank Duncan (Planning and Transportation Department)  
Michael "Mike" Diekhoff (Bloomington Police Department)

## APPROVAL OF MINUTES

### ❖ **Approve meeting minutes from September 15, 2025 [00:01:29]**

**Commissioner Stosberg made a motion to adopt meeting minutes. Commissioner Binder seconded the motion.**

Discussion:

No discussion was made.

**Commissioner Volan moved to approve September 15, 2025 meeting minutes by a voice vote. The meeting minutes were approved unanimously. [00:01:56]**

## REPORTS AND COMMUNICATIONS

### ❖ **Report from Commissioner Binder [00:02:10]**

Commissioner Binder introduced himself to the Commission, as this meeting marked the beginning of his service. Binder noted that he previously served on the Parking Commission for 6 or 7 years.

### ❖ **Report from Commissioner Volan [00:02:29]**

Commissioner Volan noted that he has been conducting research on founding documents the Commission relies upon to make decisions, including the Climate Action Plan. Volan observed that it may be useful for the Commission to break into smaller working groups to focus on certain aspects of the Climate Action Plan.

### ❖ **180 Day Order Update [00:04:05]**

Andrew Cibor (City Engineer and Director) presented a report on the implementation of two new 180 Day Orders.

Discussion:

No discussion was made.

### ❖ **E 17th Street & N Eagleson Ave Intersection [00:05:35]**

Andrew Cibor presented a report on infrastructure improvements planned for the E 17th Street & N Eagleson Ave intersection, citing recent local events that have raised public awareness of the limitations of the current configuration of sidewalks.

Discussion:

Commissioner Davis asked about whether hawk signals were considered for the improvement project.

Cibor clarified the options considered for the renovation of signals and signage, describing rectangular rapid flashing beacons as a more likely option in the near term. Cibor noted that pedestrian hybrid beacons, or hawk signals, are almost as expensive as a whole traffic signal. Long term, Cibor noted that a traffic signal or roundabout may be more appropriate solution given that the intersection meets several criteria for the installation of one.

Commissioner Stosberg asked for clarification on how soon the infrastructure would be installed. Cibor estimated within the next 6 weeks but couldn't be sure.

Commissioner Binder asked if it would be feasible to install islands at the location of existing sidewalks as opposed to removing infrastructure at existing crossing locations. Cibor noted that it would be possible, but that doing so would necessitate the removal of the dedicated left-turn lane at the intersection. Cibor also noted that the proposed location was also considered because it provides greater visibility, being at the top of a hill.

Commissioner Volan asked about whether or not the situation at the intersection precipitated because of how the street was originally designed. Cibor responded that the issue arose because of emergent pedestrian traffic patterns on nights and football weekends.

## CASES (PETITIONS, RESOLUTIONS, ETC.)

### ❖ **TC-R-25-12 - Transportation Commission 2026 Meeting Calendar [00:17:16]**

**Staff recommends Commissioners adopt the proposed meeting schedule for 2026 as proposed.**

Ryan Robling (Planning Services Manager) presented. Robling noted that the schedule was predicated on a preference for the third Monday of each month because it helps guarantee use of Council Chambers as a reliable meeting location.

Discussion:

Commissioner Flaherty noted that the packet submission schedule as presented has varying ranges between various deadlines. Iris Bull (Administration Assistant) observed that the intention was to backwards plan various deadlines by two weeks, noting that Staff are aware of Commissioner's preferences to receive a draft of the packet 1 week in advance of the scheduled meeting. Flaherty noted that the logic makes sense, but that staff may want to double-check the specific dates noted, especially around meeting dates that were moved due to a conflict with holidays.

Commissioner Volan asked what activity takes place on the second Monday of each month in Council Chambers. Robling clarified that Plan Commission utilizes the room on that schedule. Volan requested that staff consider shifting dates so that

meeting dates are on the first or fourth Monday of the month. Robling noted that the 4th Monday would work in this case if the change was preferred by Commissioners. Robling also noted that originally, the logic behind the schedule tried to account for the possibility of a Board of Public Works (BPW) member having back-to-back meetings. Commissioner Coppick confirmed that as the BPW representative, he is not inconvenienced by the proposal to shift the schedule. Commissioner Davis noted that the Council for Community Accessibility meeting occurs from 4:00pm to 5:30pm on the fourth Monday of the month. Davis affirmed that it would not be her preference to participate in public meetings in this way, but that she was willing to accommodate Commissioners on the proposed schedule adjustment. Volan noted that the Commission could also adjust in kind and shift the start of the meeting to 5:35 pm.

Commissioner Flaherty noted that Commissioners are typically not asked about a schedule that works for them on an individual basis, and that commissions do not have a standard procedure for determining their schedule. Flaherty observed that the newness of the Transportation Commission could present staff and commissioners with an opportunity to try a different approach to setting the annual schedule. Volan concurred and noted that it would work better for him personally to avoid the third Monday of the month.

No public comment was heard on the item.

Flaherty asked commissioners if the current schedule would prohibit any sitting member from consistently attending half or more of the scheduled sessions. Volan raised his hand in response.

Commissioner Drummy noted that he had no personal preference on the date, but that it would be best if the decision was made as soon as possible so that he could block out the dates. Commissioners Stosberg and Binder concurred.

Commissioner Volan made a motion to amend the proposed schedule so that regular sessions fall on the fourth Monday of the month, with the exception of the last meeting of the year, which will be scheduled for December 7th. Volan asked staff for their preference on the date of a post-Thanksgiving meeting being either November 30 or December 2. Staff conferred that December 7th will work for the last meeting. Robling recommended that the amendment include conditional language that allows staff to make minor adjustments in case of an unforeseen conflict. Volan concurred.

**Commissioner Volan made a motion to amend the proposed schedule so that regular sessions fall on the fourth Monday of the month, with the exception of the last meeting of the year, which will be scheduled for December 7th. Binder seconded the motion.**

Flaherty requested confirmation from Davis that the proposed change would be acceptable. Davis noted that the change will necessitate the bringing and eating of

snacks during regular sessions, suggesting that commissioners pledge to bring snacks and rotate the obligation. Flaherty concurred.

**The amendment passed 8-0 [00:31:09].**

No further comment or discussion was made on the motion. Volan called for a vote for the case's motion as amended.

**The motion passed 8-0. [00:31:40]**

Following roll call, Robling reminded Commissioners that making motions for the presentation of cases is procedurally unnecessary and apologized for the confusion.

❖ **TC-R-25-13 - E 19th Street On-Street Parking (Washington St to Lincoln St) [00:32:00]**

**Staff recommends an amendment to 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.**

Driss Tahir (Transportation Engineering Analyst) presented.

Discussion:

Commissioner Davis asked for clarification on what “HUB 2” is. Tahir described it is a project. Commissioner Volan clarified it as a development project. Davis followed up with a question about the inclusion of housing and parking within the development project. Andrew Cibor clarified that the development is focused on providing student housing, and that provisioned parking is part of the project plan.

Commissioner Binder asked staff about their awareness of Plan Commission’s approval of the site plan for HUB 2, knowing that a reconfiguration of parking along the street was included in the proposal. Cibor clarified, as a member of Plan Commission, that the proposed reconfiguration of parking was a known aspect of the site plan.

Commissioner Volan expressed concern that the parking reconfiguration will result in the reduction of traffic calming. Tahir clarified that the road has been narrowed as a result of the development project. Volan asked about staff outreach to residents affected by the proposal. Tahir clarified that the change will not affect residents in the area because of existing temporary no-parking signage resulting from the construction. Volan asked when construction is estimated to end; Tahir clarified that he believes it will conclude by 2027.

Public Comment:

Nobody was recognized for public comment.

Final Commission Discussion:

Commissioner Drummy noted that he has recently travelled through the corridor as a cyclist, and in his experience, it was a challenging corridor with parking on both sides of the street.

**Commissioner Binder made a motion to adopt the resolution as presented and forward the resolution to City Council with a positive recommendation. Flaherty seconded the motion.**

**The motion passed 8-0 [00:39:50].**

❖ **TC-P-25-14 - 10th Street Corridor Study (Morton St to Park Ave) [00:39:55]**

**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.**

Hank Duncan (Safe Streets Program Manager) presented.

Discussion:

Commissioner Binder asked for additional context and staff interpretation for a figure referenced in the report: “34.9% of vehicles traveling over the posted speed limit on 10th St. Duncan responded that the reference number is fairly representative for corridors studied as part of the Safe Streets initiative. Binder asked for clarification on staff expectations about how the proposal will effectively change instances of speeding along the corridor. Duncan responded that the proposed design involves raised crosswalks and intersections, which will slow traffic, and that these changes will eventually compliment a newly posted limit of 25 mile-per-hour speed limit through the corridor.

Commissioner Coppock asked if additional right-of-way will be acquired for this project, and he asked for clarification on the project schedule. Duncan clarified that the project does not require additional right-of-way, but that there are some sections that are intended to be implemented alongside incoming development projects. Duncan clarified that funding will dictate the timeline for the project and that staff are currently coordinating with other departments to identify appropriate granting entities, but that the continuation of those efforts are predicated on Commission approval of the plan.

Commissioner Davis asked if sidewalk improvements unrelated to private developments were also considered for the project. Duncan confirmed that staff have identified broken sidewalk panels and curb ramps along the corridor that would be repaired as part of the project. Davis asked for confirmation that property owners would not be responsible for paying to repair the infrastructure. Duncan confirmed that the project would not involve financial commitments from property owners.

Commissioner Drummy asked for clarification on how staff have followed up on previous projects with a similar scope in terms of efficacy. Duncan cited the Maxwell Lane project from memory, noting that prior to project completion staff observed an excess of 50% of drivers speeding down the corridor. After project completion, and the installation of speed humps, Duncan observed a speeding rate of approximately 4%. Duncan cited, from memory, another project on Miller Drive near Bloomington South that involved installation of speed bumps. Although he couldn't cite a specific rate reduction, Duncan noted that after the project, staff observed a significant reduction in speeding.

Commissioner Strimaitis asked if the corridor in question was conceptualized as part of the cycling core in the city, as another East-West connector, and whether staff anticipate the proposal to impact current cycling traffic. Duncan clarified that staff are aware that the corridor functions as a common route for cyclists, despite the absence of protected bike lanes. Duncan noted that staff explored the possibility of installing protected bike lanes, but that pursuing those improvements would require significantly more coordination and investment due to street widths.

Commissioner Stosberg requested a summary of the feedback staff received from the public on the proposal. Duncan observed that, in general, feedback on corridor proposals in to lack clear consensus from members of the public and stakeholders. However, in this case, Duncan found that public comment was relatively consistent, and that the experience for staff has been one of the most positive public outreach campaigns facilitated to date.

Commissioner Volan requested clarification on the figures provided for documenting excessive speeding in the corridor.

Binder requested clarification on the traffic count figures provided, specifically on side streets where the data on record was marked as not-applicable or not-available. Duncan clarified the traffic count methodology.

No public comment was heard on the item.

Commissioner Flaherty requested clarification on the differences between petitions and resolution. Ryan Robling clarified that petitions relate to infrastructure, while resolutions relate to policies.

**Commissioner Stosberg made a motion to adopt the petition as presented. Davis seconded the motion. Motion passed 8-0 [00:57:25].**

❖ **TC-I-25-15 - College Mall & Covenantor Intersection Improvements [00:57:35]**

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

- **determine that no further action is warranted at this time;**

- **request additional study or information; or**
- **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.**

Laura Kao (Resident, Ridgemedo Hills) presented a letter to introduce the topic of the inquiry. Ryan Robling referenced a background report of the site prepared by civil staff that was included in the packet.

Discussion:

Commissioner Binder offered remorse to Kao for the experience outlined during the presentation. Binder called upon staff to perform a new study of traffic at the College Mall and Covenantor intersection. Binder called upon staff to present a petition outlining recommendations for infrastructure improvements at the intersection to improve safety.

Commissioner Volan reviewed the procedural options before the commission. Binder requested a clarification on the mutual exclusivity of options presented. Robling confirmed that a request for a future petition or resolution would automatically activate staff to conduct a study or gather more information.

Commissioner Drummy directed a question to staff about the image of the traffic signal that was included in packet materials; specifically, Drummy asked about whether a small, black device atop one of the signal wires was a traffic sensor of some kind. Andrew Cibor clarified that the device in question was serving to trigger a video monitoring system that detects the presence of vehicles. Drummy requested clarification on whether or not the device counts cars. Cibor responded that by his best estimation, he does not believe that it does count cars.

Commissioner Coppock requested that part of staff's further investigation of the issue include an evaluation of how the signal light could be better utilized with a flashing yellow arrow, for example. In response, Cibor noted that the City is engaged in an ongoing study to update traffic signal timing for all signalized intersections. Cibor also noted that the project has been in development for a long time because the department still lacks a filled traffic engineering position within the department. However, Cibor noted that staff plan to make significant progress on the project in early 2026. Cibor also responded to Coppock's suggestion, noting that flashing yellow arrows have become a common local remediation strategy; however, Cibor also noted that unfortunately such upgrades are not simple to implement. Coppock clarified that his interest was to explore special pedestrian phasing through the entire signal process.

Commissioner Flaherty observed the location of the College Mall and Covenantor intersection was noted on the High-Injury Network Vulnerable Road User map as having the darkest color, and thus, being a high priority intersection. Flaherty also

noted that approximately 27 other intersections meet that same level of priority. Flaherty indicated support for committing staff to additional work on the issue. Flaherty also asked staff about the process for prioritizing a large number of equally high-priority problems. Cibor acknowledged that prioritizing projects is a challenging and complex problem that requires further discussion with the group.

Commissioner Stosberg acknowledged that he was one of the members of the Bike and Pedestrian Safety Commission, recalling that long-time member Jim Rosenbarger advocated for improvements to the College Mall and Covenantor intersection many times. Stosberg observed that the intersection exists along a greenway and asked if the infrastructure meets the standards and expectations of other greenways in the City. Cibor believed that the intersection would be configured differently if redesigned with modern equipment. Stosberg commented that the intersection should be considered as a project for grant funding dedicated to greenway projects.

Stosberg inquired about how drivers are cited by police in cases such as the one described by Kao, specifically asking how policies outlined in the Safe Streets for All and Vision Zero plans inform the kinds of protections that are available to vulnerable road users. Michael Diekhoff (Police Chief) clarified that the Bloomington Police Department does not have a specific policy requiring officers to cite road users with a ticket each time a user breaks a traffic law. Diekhoff observed that officers exercise discretion over each case where a citation could be written. Diekhoff said he would not comment on the specifics of the incident described by Kao, citing the possibility of pending civil litigation. Diekhoff described the function of accident reports, noting that the severity of injuries for someone involved in an accident may not be fully known at the time an officer gathers a report, and that officers rely on involved parties to follow up with them about new developments. Diekhoff described officers as information gatherers for a form that gets passed along to the State. Stosberg indicated greater interest in learning and understanding about officer discretion, citing a recent pedestrian collision in the Park Ridge neighborhood involving a 10-year-old girl. Stosberg recalled that the girl had teeth knocked out and a broken jaw, but that the accident report only described "minor scrapes and bruises." Stosberg speculated that the noted discrepancies between citizen narratives and officer reports are not attributable to isolated cases. Stosberg asked if anything could be done at the Police Department to strengthen protections for vulnerable road users, in particular.

Commissioner Volan observed a difference in the language used between different staff members, noting that Engineering and Planning and Transportation staff tend to describe "crashes" or "collisions" when describing these types of events. By comparison, Volan noted, Diekhoff used the word "accident." Volan expressed concern that using the term "accident" may preemptively absolve drivers because it implies a lack of fault; Volan asked Diekhoff if he perceived this concern. Diekhoff expressed uncertainty for the concern, observing that it may be reasonable to

assume that civil litigation is the more appropriate venue for determining fault. When Volan re-phrased the concern about language use again, Diekhoff expressed disbelief that word choice an officer uses to describe an incident would meaningfully inform a role in how an officer evaluates someone's responsibility in an incident.

Commissioner Volan solicited comment from Planning and Transportation and Engineering staff about the status of the College Mall and Covenanter intersection in an ongoing improvement project. Cibor recalled from memory that a previous GO bond included potential funding for a protected bike lane project; however, the project was not the highest priority relative to other projects attached to that bond, and it is not currently progressing through development. Cibor also noted that the intersection is essentially a bridge, which places unique limitations on staff for considered alterations. Volan asked for clarification on whether or not the bridge was scheduled for maintenance or repairs. Cibor noted that he could not comment on the maintenance or repair schedule for the bridge because Monroe County typically administrates bridges. Volan asked for clarification on why the project was not moving forward. Cibor responded that the project would have required more funding than the City could provide for at this time.

Commissioner Drummy asked Cibor about the possibility of reconfiguring the lights to allow for a pedestrian-only phase during the signal timing. Cibor responded that he would need to gather more information to answer the question.

Commissioner Drummy described his professional experience reviewing accident reports as a personal injury lawyer. Drummy noted that accident reports are not admissible as evidence in the State of Indiana because they amount to hearsay. Drummy disagreed with Diekhoff's statement about the function of civil litigation in the observation of traffic violations. Diekhoff asked Drummy if he believed a traffic ticket would make someone drive safer; Drummy said that he did. Diekhoff responded that he did not believe a ticket would have that effect. Diekhoff speculated that the community would not want him to create a policy whereby everyone involved in violating a traffic law or an accident was cited with a ticket. Drummy clarified that his concern and disagreement was specific to the suggestion that civil litigation could be a solution. Diekhoff speculated that officers would not have sufficient cause during the investigation of a traffic infraction to secure a court order and review relevant cell phone records. Diekhoff further clarified that the police department relies on community service people, who cannot write traffic tickets, to respond to accident calls because the department is short on staff resources. Diekhoff said that committing to investigate traffic accidents regularly would require investing more money into hiring officers for that purpose, and that his earlier point about civil litigation was premised upon the practical reality of the Department's limited resources. Diekhoff described the use of community service people as a solution to having limited staff. Drummy clarified that it was not his intent to criticize Diekhoff or recommend a specific change to staff policy; Drummy expressed his desire to think of citations as a tool that helps make the community safer.

Commissioner Flaherty thanked Diekhoff for attending the meeting and offering his perspective of the police force. Flaherty asked about the existence of training specific to discretionary decision-making and the values of the City of Bloomington. Diekhoff clarified that officers undergo intense training at the police academy and in the field officer training course. Diekhoff further clarified that he does not know why specific officers did not write a citation in the specific instances described this evening. Diekhoff speculated that there are circumstances that affect an officer's perception of the severity of an accident. Flaherty expressed belief that progress on the Safe Streets program could be imagined in terms of a policy intervention at the level of police officer training, but he acknowledged a lack of detail of what is entailed there limits what can be discussed at this time.

No public comment was heard on the item.

Commissioner Strimaitis expressed a preference for directing staff to develop short-term and medium-term improvements to the intersection.

Commissioner Davis expressed a preference for directing staff to prioritize restriping the lanes and stop point in the dedicated left turn lane in the intersection.

Commissioner Stosberg speculated that multiple resolutions or petitions may result from the inquiry. Stosberg observed that one policy recommendation may come from re-evaluating the relative priority of this intersection within the greenways development and improvement program. Stosberg observed that another policy could be developed to reflect a re-evaluation of how and when traffic infractions are cited.

Commissioner Flaherty recalled working with the Engineering Department to develop a resolution in 2023 around the deployment of leading pedestrian intervals in the programming of traffic signal timing systems. Flaherty also recalled some uncertainty in how to approach deployment of the leading pedestrian intervals throughout the city, noting that the policy was developed before the Safe Streets for All action plan. Flaherty speculated about using the vulnerable road users map as a filter to guide the prioritization of leading pedestrian interval installation.

Commissioner Drummy recalled that, based on recent personal experience, the pedestrian crossing button may not be working at the intersection.

Commissioner Binder expressed belief in the widespread public perception that police officers do not enforce traffic laws. Binder observed that the Commission is limited in how it may intervene in that regard, but that he believes that somehow the issue of citations should be addressed in the development of a solution.

Commissioner Volan inquired about why leading pedestrian intervals could not be implemented immediately, asking about any obstacle the Commission may not be aware of in that regard. Volan expressed the opinion that the intersection should be treated as a higher priority intersection for improvements. Volan recommended

additional study of the intersection. Volan was appreciative of Diekhoff's mention of implicit bias training as a component of officer education, but Volan also speculated that officers may harbor implicit bias towards automobile users. Volan observed that the city is directly involved in counting fatalities and serious injuries for purposes other than as citations in court documents, but Volan also acknowledged a lack of clear direction on how to improve the current situation around officer citation practice.

**Stosberg made a motion to request Staff to conduct additional study of the College Mall Rd and Covenanter Intersection in the context of contemporary safety standards for the city's greenway system. Drummy seconded the motion. Motion passed 8-0 [01:52:13]**

**Stramitis made a motion to request staff to develop a resolution for the installation of signage saying "Yield to Pedestrians" for left-turn signal users at the College Mall Rd and Covenanter intersection. Davis seconded the motion. Motion passed 8-0 [01:53:40].**

**Stosberg made a motion for staff to develop a resolution that reviews City policy on the citing of drivers for traffic violations, in particular for alignment with the Safe Streets for All and Vision Zero goals. Drummy seconded the motion. Motion passed 7-1; Coppock dissenting [01:54:28].**

❖ **TC-I-25-16 - Local-Motion Grant Program Application Review and Funding Allocations**

**Staff recommends that the Transportation Commission 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).**

Hank Duncan presented an introduction to the resolution. Presentations were heard from the following:

- Chris Jackson (Monroe County Public Library - Downtown Branch)
- Rhonda Moore (Summit Hill Community Development Corporation)
- Wendy Druckenmiller (Boys & Girls Clubs of Bloomington)
- Liberty Flora (Maple Heights Neighborhood Association)
- Kevin Vail (Monroe County YMCA)
- Greg Janowiak (Bloomington Bike Project)

Discussion:

Commissioner Coppock asked who, of the current applicant pool, has previously received funding from this grant program. Duncan clarified that YMCA, Bloomington

Bike Project, Boys and Girls Club, and Monroe County Public Library have been previously funded.

Commissioner Flaherty asked Vail to clarify how a grant award from this program would fit within the scope of the existing \$125-thousand dollar budget noted on their application. Vail clarified that the grant funding would be earmarked for scholarships.

Commissioner Volan asked Jackson about the current waitlist for Rollators. Jackson recalled that two were recently received by the Library but immediately checked-out by patrons. Jackson said that up to three or four people have previously been on a waiting list, but that none were on a current waitlist to date. Jackson also observed that of the mobility aids received by the Library, Rollators are the one device that they are often unable to meet demand for.

David Brantez spoke in support of the Bloomington Bike Project.

Commissioner Drummy recommended groups who have not previously received grant funding to receive the full amount possible, and then dividing any remaining amount equally among applicants.

Commissioner Stosberg observed that some of the applications were at a disadvantage because they seemed to be motivated by one individual's efforts. Stosberg recommended against funding one of the applications out of concern for capacity to represent the project—one of the applicants did not attend the meeting to present—and out of concern for funding a one-time event.

Volan expressed preference for proposals that describe a need for equipment. Volan also expressed concern that some projects won't happen at all if the applicants do not receive full funding.

Commissioner Flaherty observed that each of the applicants did commit to receiving parcel funding.

Commissioner Strimaitis observed that the Maple Heights project might be more appropriate for a neighborhood beautification grant.

Commissioner Volan solicited commissioners for an opinion on deferring the decision to a later meeting. Strimaitis expressed a preference for making the decision this evening.

Commissioner Drummy proposed fully funding the Bloomington Bike Project and the Monroe County Library project. Strimaitis suggested distributing the remaining funds to Summit Hill, Boys and Girls Club, Maple Heights, and YMCA.

Flaherty expressed support for the direction of the proposal, but also noted that he would have preferred greater priority for consideration of full-funding for the Summit Hill project. Flaherty proposed to amend the proposal so that Maple Heights was not

to receive funding—on the merits that it would be a better candidate for a neighborhood beautification grant. Flaherty recommended \$2,000 allocations to Summit Hill, Bloomington Bike Project, and Monroe County Public Library, and \$1,000 allocations to YMCA and Boys and Girls Club.

**Flaherty made a motion to adopts 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 in the following amounts: Boys and Girls Clubs of Bloomington (\$1,000); Monroe County YMCA (\$1,000); Bloomington Community Bike Project (\$2,000); Monroe County Public Library (\$2,000); and, Summit Hill Community Development Corporation (\$2,000). Stramitis seconded the motion. Motion passed 6-0; Binder and Davis abstained [02:44:25].**

## DISCUSSION OF TOPICS NOT ON THE DOCKET

### **Commissioner Flaherty: Reviewing the Process of Submitting Topics for the Agenda [02:45:46]**

Flaherty requested clarification on the process of submitting items for consideration on upcoming agendas. Iris Bull clarified that a shortlink URL is provided at the bottom of the schedule; this URL directs to a form that Commissioners and staff members can utilize to make such requests to staff directly. Bull further clarified that staff liaisons meet monthly to review requests made to the form, as well as topics compiled by the City Engineer, and prioritize items for inclusion. Flaherty requested clarification on the role of the Commission chair in creating the agenda. Bull observed that the City Engineer is empowered to create the agenda by code, and that procedurally the separation of powers logically serves to maintain a separation between administrative topics and topics that could be perceived as “business.”

## PUBLIC COMMENT

No one was heard for public comment

## ADJOURNMENT at 09:20 PM



**To:** Transportation Commission  
**From:** Iris Bull  
**Mtg Date:** February 23, 2026  
**Subject:** Administrative Updates

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## Regarding Agenda Item Numbering

A careful reader may question the numbering scheme for agenda items scheduled for February. The non-sequential organization is attributable to the cancellation of the January sessions, the subsequent scheduling of items that were slated for January, and a reprioritization of items based on their time-sensitive nature. Staff regret any confusion that may follow from these circumstances, but we can take this as a practical reminder that items are cataloged according to the date of their initial hearing, and that any item may be scheduled for multiple commission meetings.

## Meeting Schedule

The approved meeting schedule for 2026 creates a conflict with City Council Budget Hearings on August 24. If the meeting date is not rescheduled, Transportation Commission will not have access to Council Chambers. The meeting may be cancelled, or the meeting may be rescheduled for August 31.

## Change Log

A copy of the entire change log, as well as detailed notes for items 22, 23, and 27, follow this memo. Some tracking information on the Change Log table has not been reproduced for the publication of the packet; this was done to try and reduce the amount of information embedded in a table. Since the November 17th meeting, staff have implemented the following changes to Commission documents and related materials:

ID	Decision	Proposed By	Date
19	Converted Change Log from annual record to timeless record.	Iris Bull	Dec 12, 2025
20	Updated TC website with downloadable PDF of the packet materials submission schedule for ease of reference.	Iris Bull	Dec 12, 2025

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21	Updated TC Appeal form with link to downloadable PDF of the packet materials submission schedule for ease of reference.	Iris Bull	Dec 12, 2025
22	Updated Member and Term information table on the Notice template.	Iris Bull	Jan 19, 2026
23	Updates to the 01.26 Packet	Iris Bull	Jan 20, 2026
24	Calendar event for the Regular Hearing was corrected and a second calendar event for the Planning Session was created.	Ryan Robling	Jan 20, 2026
25	Materials for the Planning Session were migrated on Onboard to the correct calendar event for the 1/26 meeting.	Iris Bull	Jan 20, 2026
26	Planning Session Agenda updated; removed item related to meeting minutes.	Iris Bull	Jan 20, 2026
27	Updates to the 01.26 Packet	Iris Bull	Jan 23, 2026
28	Adjusted Change Log heads for descriptive clarity. Abbreviated the copy of the Change Log for meeting packets to reduce the amount of unnecessary contextual information embedded in a table.	Iris Bull	Jan 23, 2026
29	Updated packet templates to account for the addition of a new commission member.	Iris Bull	Feb 13, 2026
30	Updated meeting minutes template to delete unnecessary verbiage and add staff department affiliations to the roll call section. Headings updated and footer text reduced.	Iris Bull	Feb 13, 2026

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# February 23, 2026 Detailed Update

ID	Decision
22	<ul style="list-style-type: none"><li>- A column was added to the table of commission members and term appointments to indicate the date upon which a commission member was appointed.</li><li>- The shading conventions for the table were updated such that the header is now black fill with white text. The intent here was to create a visual cue for easy distinction between the old and new table.</li></ul>
23	<ul style="list-style-type: none"><li>- Two additional letters were received for item TC-I-26-01: Regarding Existing Traffic Control at the Intersection of Morningside Drive &amp; Smith Road</li><li>- Document headers were updated to reflect the new pages.</li></ul>
27	<ul style="list-style-type: none"><li>- Language corrected for TC-R-26-04 (specifically 2. Payment in Lieu) to read "payment" instead of "fee"</li><li>- Administrative Memo updated with current information; added detailed notes.</li><li>- Document headers were updated to reflect new pages.</li></ul>



**To:** Transportation Commission  
**From:** Andrew Cibor, City Engineer  
**Mtg Date:** February 23, 2026  
**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." The following Orders have been issued since the Commission's November 17, 2025 meeting.

### New Order

- **25-13 - No Parking on E 19th Street (Washington to Lincoln)**
  - Effective date: 12/15/2025
  - Expiration date: 6/13/2026
  - Established a no parking zone on the south side of 19th Street on this block and extended it 90' to the east to improve sight distance at the Lincoln Street intersection. The Transportation Commission supported this direction at the November 2025 meeting.

### Extended Order

- **25-06 - On-Street Parking Update on Park Ridge Rd**
  - Effective date: 6/11/2025
  - Expiration date: 6/6/2026
  - This Order was reissued to extend its expiration date from December 5, 2025 to June 6, 2026. The Transportation Commission received a report on this Order at the July 21, 2025 meeting.
- **25-07 - Stop Control at E Longview Ave/N Concord Rd Intersection**
  - Effective date: 6/16/2025
  - Expiration date: 6/11/2026
  - This Order was reissued to extend its expiration date from December 13, 2025 to June 11, 2026. The Transportation Commission received a report on this Order at the July 21, 2025 meeting.
- **25-08 - Two All-Way Stop Intersections on 13th Street**

- Effective date: 8/11/2025
- Expiration date: 8/6/2026
- This Order was reissued to extend its expiration date from February 7, 2026 to August 6, 2026. The Transportation Commission supported implementation of all-way stop control at the E 13th Street/N Woodlawn Avenue and E 13th Street/N Indiana Avenue intersections at the July 21, 2025 meeting.
- **25-12 - On-Street Parking on S Washington St south of E 4th St**
  - Effective date: 9/1/2025
  - Expiration date: 8/27/2026
  - This Order was reissued to extend its expiration date from February 28, 2026 to August 27, 2026. The Transportation Commission received a report on this Order at the November 17, 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.

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Signature of City Engineer

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Date

**Effective Date:** 9/1/2025  
**Expiration Date:** 8/27/2026

*\*Reissued on 2/10/2026 to extend  
expiration from 2/28/2026 to 8/27/2026.*

**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.

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

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

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

*\*Reissued on 2/10/2026 to extend expiration from 2/7/2026 to 8/6/2026.*

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

  
Signature of City Engineer

2/10/2026  
Date

**Effective Date:** 8/11/2025  
**Expiration Date:** 8/6/2026

**Case Number:** 25-08

## 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's Engineering Department is preparing to implement a modification to parking regulations along N/S Park Ridge Road, between E Third Street and E Morningside Drive. This adjustment follows the recent construction of a bump-out at the southeast corner of the N Park Ridge Road and E Morningside Drive intersection that was associated with the E Morningside Drive Neighborhood Greenway project. As was noted in the project's preliminary plans, parking has traditionally been allowed on the west side of N/S Park Ridge Road but shifting the on-street parking to the east side fits naturally with the intersection bump out and reduces driveway related conflicts which is expected to improve safety and efficiency. After careful review and consideration, the following actions will be implemented:

- **Establish a no parking zone (any time) on the west side of N Park Ridge Road** between E Saratoga Drive and E Morningside Drive and install signage to reflect this condition. (*No Parking will be enforced on N/S Park Ridge Road from E Third Street to E Morningside Drive – West side – Any Time*).
- **Remove the existing no parking zone on the east side of N Park Ridge Road** between a point 116' north of E Saratoga Drive and E Morningside Drive and remove existing signage to reflect this condition. (*No parking zone will be enforced on S Park Ridge Road from E Third Street to 116 feet north of Saratoga Drive – East side – Any Time*).

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

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

  
\_\_\_\_\_  
Date

**Effective Date:** 6/11/2025  
**Expiration Date:** 6/6/2026

*\*Reissued on 12/5/2025 to extend  
expiration from 12/8/2025 to 6/6/2026.*

**Case Number:** 25-06

## 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 originated from implementation of an improved Neighborhood Greenway route on E Longview Avenue per the City's adopted Transportation Plan. Neighborhood Greenways use traffic calming and other tools to create convenient and high-comfort walking and bicycling connections along shared-space streets. In order to increase the convenience and priority of these routes, existing traffic controls are analyzed and updated where appropriate. It was found that the intersection of E Longview Ave and N Concord Road does not meet MUTCD guidance for all-way stop control and could be converted to a two-way stop controlled intersection as part of the Longview Ave Neighborhood Greenway project development. This change was reviewed by the City's Bicycle and Pedestrian Safety Commission as a part of the project review process. After careful review and consideration the Request has been granted and the following actions will be implemented:

- Remove all-way stop control and install minor-street stop control such that traffic on N Concord Road stops for traffic on E Longview Avenue.

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



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Signature of City Engineer



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Date

**Effective Date:** 6/16/2025

**Expiration Date:** 6/11/2026

*\*Reissued on 12/5/2025 to extend  
expiration from 12/13/2025 to 6/11/2026.*

**Case Number:** 25-07

## **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's Engineering Department is preparing to implement a modification to parking regulations along E 19th Street, between N Washington Street and N Lincoln Street. This proposal is in response to roadway design changes associated with a new development under construction on the south side of this block and field observations that show vehicles parked on the south side of E 19<sup>th</sup> Street immediately east of the N Lincoln Street intersection limit sight distance.

After careful review and consideration, the following actions will be implemented:

- Establish a No Parking (Any Time) zone on the south side of E 19th Street from N Washington Street to a point 90 feet east of N Lincoln Street, and install signage to reflect this condition.

This action was supported by the Transportation Commission at its November 17, 2025 meeting. The adjustment will maintain sufficient roadway width for the movement of vehicular traffic and improve visibility.

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

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Signature of City Engineer

12/9/2025  
Date

**Effective Date:** 12/15/2025  
**Expiration Date:** 6/13/2026

**Case Number:** 25-13



# Transportation Commission Memo

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**From:** Hank Duncan, Safe Streets Program Manager  
**Mtg Date:** January 26, 2026  
**Subject:** USDOT Safe Streets for All Grant Program Update

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## Program Background and Details

In the summer of 2025, the City of Bloomington applied for the USDOT Safe Streets for All Grant Program. This is a program with roughly \$1 billion available to communities with an adopted Safe Streets for All or Vision Zero Action Plan for planning, demonstration, and implementation projects.

In late December, the USDOT notified City staff that the City had been awarded \$1.44 million towards planning and demonstration projects outlined in its Safe Streets for All Grant Program application. With a 20% match from the City, the City will spend \$1.8 million on safe streets projects over the next five years through this grant program.

## Projects Awarded

### Corridor Studies

With \$1 million allocated to corridor studies, the City's top priority corridor to study with this funding is the S Walnut Street corridor from Dodds Street to Gordon Pike. This corridor was listed as a Medium and Highest priority corridor on the High Priority Network for the southern half and northern half of the corridor, respectively.

If funding exceeds the cost to study the S Walnut Street corridor, the City would pursue one or more additional corridor studies on the High Priority Network according to the Safety Action Plan.

### Hardened Centerlines Demonstration

With \$300,000 allocated to designing, implementing, and evaluating the effects of hardened centerlines at major intersections on Bloomington roadways, the City is interested in utilizing hardened centerlines to slow vehicle turning speeds and reduce the area of pedestrian exposure at intersections with high numbers of pedestrian crossings.

Figure 1 and Figure 2 show examples of hardened centerlines from Seattle and Chicago, respectively.

### **Traffic Signal Conversions Demonstration**

The City of Bloomington has many City-owned and maintained traffic signals, some of which may either not be warranted or may be contributing to high vehicle speeds in locations where vehicle speeds should be lower to fit the context of the intersection based on its location. With \$350,000 allocated, this demonstration project will involve temporary conversions of up to 5 existing traffic signal locations to all-way stop control, temporary single lane roundabouts, or both options.

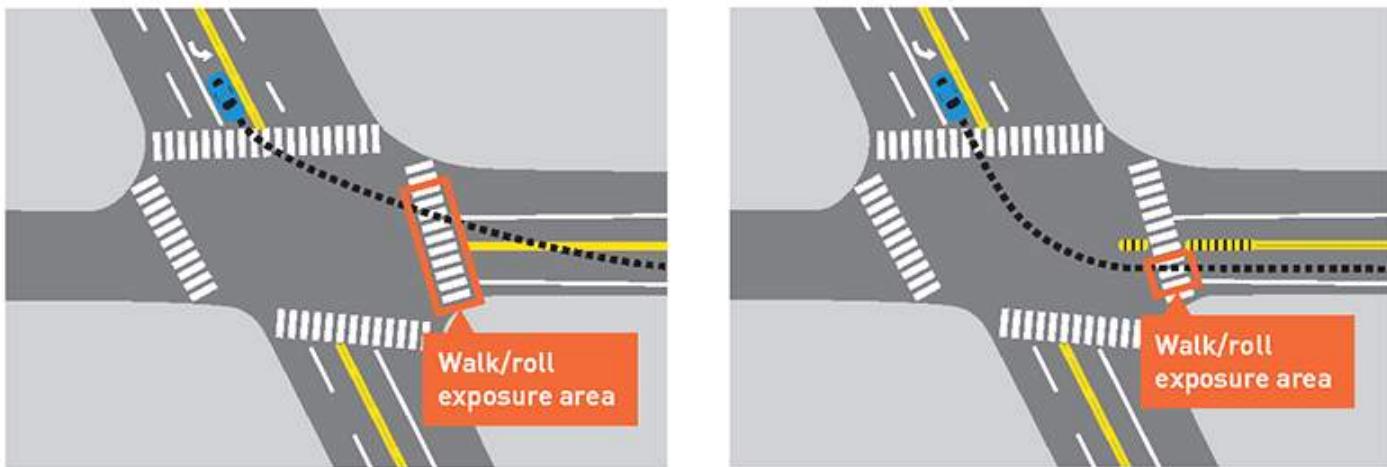
Temporary single lane roundabouts would utilize modular materials, such as rubber curbs and island materials, and/or temporary traffic control materials like cones, temporary pavement markings, and temporary signing.

Figure 3 shows an example of a temporary roundabout.

### **Demonstration Materials Toolbox**

\$150,000 has been allocated to procure a “toolbox” of demonstration materials to test the implementation of potential safety countermeasures beyond those identified specifically for other demonstration activities. This “toolbox” could include items like flex post delineators, temporary signage, temporary speed humps, and other rapid-deployment safety measures. These items could be utilized in multiple locations around the City for use as a reactive measure to a fatal and serious injury crash or as a proactive measure to test and measure new types of safety treatments.

## Figure 1



City of Seattle Hardened Centerline Diagram

## Figure 2



City of Chicago Hardened Centerline

## Figure 3



A Vortex Modular Roundabout

**BLOOMINGTON TRANSPORTATION COMMISSION**  
**STAFF REPORT**  
**Location: Citywide Traffic Signals**

**CASE #: TC-P-26-06**  
**MEETING DATE: February 23, 2026**

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

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**MEASURE UNDER CONSIDERATION:** To adopt the policies included in the draft technical document outlining the selection of pedestrian protection measures at signalized intersections.

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**REPORT:** On October 4th, 2024, the City Council passed Resolution 23-17 directing the Plan Commission to prepare an amendment to the Comprehensive Plan consistent with the following guidance:

1. Establish a city-wide policy to prioritize the use of leading pedestrian intervals at signalized intersections when feasible, especially in areas with high pedestrian activity, while reasonably balancing the goals set out in the City Comprehensive Plan (including the Transportation Plan).
2. Establish a city-wide policy to prioritize pedestrian recall as the default mechanism over actuated signals for pedestrian crossings at signalized intersections, especially in areas with high pedestrian activity, while reasonably balancing the goals set out in the City Comprehensive Plan (including the Transportation Plan).

The City is currently managing a project by engineering consulting firm American Structurepoint, Inc. to collect traffic data, model traffic patterns, and determine and implement citywide signal timings that optimize safety and mobility for all modes of transportation. The project is programmed in the Metropolitan Planning Organization's Transportation Improvement Program for 90% of project costs to be reimbursed with federal funds. Signal timing implementation is expected to be completed during 2027. The project includes development of a policy document to determine the selection pedestrian protection measures as summarized below.

**DEFINITIONS:**

**Leading Pedestrian Intervals (LPI) & Leading Through Interval (LTI)**

- LPI is a traffic signal timing strategy that gives pedestrians a head start to begin crossing the street before vehicles get a green light, improving their visibility and safety.
- LTI follows a similar approach to LPI; however, the pedestrians and the through vehicles both get a green light ahead of the conflicting turn movement. A dedicated turn lane for the conflicting turn movement needs to be present to implement an LTI
- The implementation of either LPI or LTI depends on the volume of conflicting right-turning vehicles at standard intersections and conflicting left-turn volumes at T-intersections and one-way streets, if any level of pedestrian demand is observed every 15 minutes during the peak hour
- LTI is preferred over LPI at intersections with dedicated turn lanes for the conflicting turn movement.
- Any intersection which has an LPI or an LTI implemented, needs to have a "No Turn on

Red" sign installed for the conflicting right-turn movement at standard intersections and conflicting left-turn movements from a one-way street to another one-way street.

- For a protected permissive left turn with an LPI setting, the LPI will occur after the protected left turn phase and before the concurrent through phase with permissive left and right turns.

## Pedestrian Recall

- Pedestrian recall is a traffic signal setting that automatically provides a walk signal for pedestrians every cycle, regardless of whether the pedestrian detector (push button) is activated.
- Independent of pedestrian volumes, pedestrian recall setting is advised for the following scenarios:
  - At an intersection without pedestrian detection.
  - Between 7 AM and 11 PM in the Central Business District (CBD) Area, as well as at intersections adjacent to schools, senior citizen facilities, parks, recreational areas, playgrounds, libraries, mass transit stations, hospitals, or other significant pedestrian generating facilities.
  - In a coordinated system, the pedestrian recall signal setting is advised for the pedestrian movement associated with a main street if a modest level of pedestrian demand (at least 100 pedestrians on both sides of the intersection between 7 a.m. and 7 p.m. on a typical weekday), is observed.
  - For uncoordinated directions and intersections, the need for pedestrian recalls is dependent on the combination of the volume of pedestrians on both sides of the intersection in a specific direction between 7 a.m. and 7 p.m. on a typical weekday, as well as the proportion of how often the pedestrian movement is active.

## Rest in Walk

- Rest and walk is a traffic signal setting where the pedestrian walk signal remains displayed during the entire signal cycle until it reaches the yield point for conflicting traffic.
- The rest and walk setting is advised in addition to pedestrian recall for crossing with high pedestrian volumes.

## REQUIREMENTS:

Pedestrian Protection Measure	Requirements for Implementation
LPI/LTI	100 turning vehicles (approx. 2.5 vehicles/cycle) at standard intersection during the peak hour. AND Pedestrians cross at least once every 15 minutes during the peak hour.
Pedestrian Recall	Independent of pedestrian volumes:

Pedestrian Protection Measure	Requirements for Implementation
	<ul style="list-style-type: none"> <li>● at an intersection without pedestrian detection.</li> <li>● between 7 AM and 11 PM in the Central Business District (CBD) Area, as well as at intersections adjacent to schools, senior citizen facilities, parks, recreational areas, playgrounds, libraries, mass transit stations, hospitals, or other significant pedestrian generating facilities.</li> <li>● a coordinated main street must have at least 100 pedestrians on both sides of the intersection between 7 AM and 7 PM on a typical weekday.</li> <li>● for uncoordinated direction and intersections, the following requirements apply: <ul style="list-style-type: none"> <li>○ at high pedestrian volume locations with more than 500 crossings on both sides of the intersection in a specific direction between 7 AM and 7 PM on a typical weekday, if the pedestrian movement is active for at least 40% of the cycles.</li> <li>○ at moderate pedestrian volume locations with between 100 and 500 crossings on both sides of the intersection in a specific direction between 7 AM and 7 PM on a typical weekday, if the pedestrian movement is active for at least 30% of the cycles.</li> </ul> </li> </ul>
Rest in Walk	At high pedestrian volume locations with more than 500 crossings on both sides of the intersection in a specific direction between 7 AM and 7 PM on a typical weekday.

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

**2.12.070(d)(2):** Review all transportation projects, proposed changes to Title 15 (Vehicles and Traffic), relevant proposed changes to Title 12 (Streets, Sidewalks and Storm Sewers), and other applicable changes to the Bloomington Municipal Code to determine if the proposed change:

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

**PROPOSED FINDING:** The proposed policy is consistent with the goals of the City's Comprehensive Plan including Goal 6.3 Improve the Bicycle and Pedestrian Network and Goal 6.4 Prioritize Non-Automotive Modes. This policy is also consistent with recommendations in the Transportation Plan including adjusting traffic signal timings to improve safety for motorists, transit users, and pedestrians at intersections.

2) *Is consistent with the best practices for eliminating all transportation-related fatalities*

*and serious injuries within the city.*

**PROPOSED FINDING:** The proposed policy is designed to reduce crash risk for vulnerable road users.

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

**PROPOSED FINDING:** The proposed policy is in compliance with adopted City plans. This policy would increase prioritization of non-automotive users while maintaining access for motor vehicle traffic.

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

**PROPOSED FINDING:** The City's adopted plan and Council Resolution 23-17 guided the development of this policy. The City's planning documents included extensive public outreach, and City Council meetings include opportunity for public comment. This Transportation Commission meeting provides an additional opportunity for public input.

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**RECOMMENDATION:** Staff recommends that the Transportation Commission adopt the proposed findings and approve the policy regarding pedestrian protection measures at signalized intersections.

## RESOLUTION 23-17

### TO INITIATE AMENDMENTS TO THE CITY'S COMPREHENSIVE PLAN Re: Leading Pedestrian Intervals and Pedestrian Recall Phases

WHEREAS, pursuant to Indiana Code 36-7-4-501, the Plan Commission is responsible for preparing comprehensive plans and amendments thereto and forwarding them to the Common Council; and

WHEREAS, a new Comprehensive Plan was adopted on March 20, 2018 via Resolution 18-01, in accordance with Indiana Code 36-7-4-500; and

WHEREAS, a Transportation Plan was adopted in 2019 via Resolution 19-01 and serves as an amendment to the Comprehensive Plan; and

WHEREAS, pursuant to Indiana Code 36-7-4-511, each amendment to the Comprehensive Plan must be approved according to the procedure set forth in the 500 series; and

WHEREAS, Indiana Code 36-7-4-511 provides that the Common Council may direct the Plan Commission to prepare an amendment to the Comprehensive Plan; and,

WHEREAS, the Comprehensive Plan is the City's long-range vision for the community, upon which future land use and other policy decisions are predicated; and

WHEREAS, the Transportation Plan, as an amendment to the Comprehensive Plan, builds on the goals of the Comprehensive Plan and supports Bloomington's vision of a safe, efficient, accessible, and well-connected multimodal transportation system; and

WHEREAS, the Comprehensive Plan includes goals and policies that prioritize pedestrian safety, including identifying, prioritizing, and funding pedestrian roadway crossings that should be improved (p.77) and continually monitoring traffic patterns and evaluating changes, including, among other things, signal timing adjustments (p.77); and

WHEREAS, two mechanisms that advance these pedestrian safety goals in the Comprehensive Plan include the implementation, as default mechanisms, of leading pedestrian intervals and pedestrian recall phases at pedestrian crossings; and

WHEREAS, leading pedestrian intervals (or LPIs) provide pedestrians and mobility aid users the opportunity to enter a crosswalk several seconds before vehicles are given a green indication, which has been shown to increase pedestrian safety by increasing visibility of crossing pedestrians, reducing conflicts between pedestrians and vehicles, increasing the likelihood of motorists yielding to pedestrians, and enhancing safety for pedestrians who may be slower to enter into a crosswalk<sup>1</sup>; and

WHEREAS, several studies have shown that leading pedestrian intervals can reduce pedestrian-vehicle crashes by at least 13%<sup>2</sup> and by as much as 59%<sup>3</sup> compared to

<sup>1</sup> U.S. Department of Transportation. "Leading Pedestrian Interval." Report No. FHWA-SA-21-032. Federal Highway Administration. <https://highways.dot.gov/safety/proven-safety-countermeasures/leading-pedestrian-interval>.

<sup>2</sup> U.S. Department of Transportation. "Leading Pedestrian Interval (LPI) Countermeasure Tech Sheet." Report No. FHWA-SA-19-040. Federal Highway Administration. (October 2019). [https://safety.fhwa.dot.gov/ped\\_bike/step/resources/docs/fhwasa19040.pdf](https://safety.fhwa.dot.gov/ped_bike/step/resources/docs/fhwasa19040.pdf). See also Nafakh, A. J., Zhang, Y., Hubbard, S., & Fricker, J. D. (2021). Assessment of a displaced pedestrian crossing for multilane arterials (Joint Transportation Research Program Publication No. FHWA/IN/JTRP-2021/16). West Lafayette, IN: Purdue University. <https://doi.org/10.5703/1288284317318>.

<sup>3</sup> Fayish, A.C., & Gross, F. "Safety Effectiveness of Leading Pedestrian Intervals Evaluated by a Before-After Study with Comparison Groups." Transportation Research Board: Journal of the Transportation Research Board No. 2198. (2010). pp. 15-22. [https://nacto.org/docs/usdg/safety\\_effectiveness\\_of\\_lpi\\_fayish.pdf](https://nacto.org/docs/usdg/safety_effectiveness_of_lpi_fayish.pdf).

non-treated intersections, with a 19% percentage crash reduction (CRF) figure that might be expected after implementing LPIS as a countermeasure<sup>4</sup>; and

WHEREAS, other municipalities leading on pedestrian safety have implemented policies or legislation to encourage installation of LPIS;<sup>5</sup> and

WHEREAS, pedestrian recall phases, which trigger a walk phase automatically at every cycle, increase predictability and regularity, especially in areas of high pedestrian volume where pedestrians are most likely to need to cross, compared to actuated signals, which require a push button to be pressed to activate a walk phase; and

WHEREAS, the National Association of City Transportation Officials, an association of 96 major North American cities and transit agencies, recommends pedestrian recall phases in all downtown areas, central business districts, and urban areas in which pedestrians are anticipated and speeds are intended to be low, while actuated signals are recommended along priority rapid transit corridors to increase the reliability of transit service and avoid unnecessary delays;<sup>6</sup> and

WHEREAS, the Comprehensive Plan prioritizes pedestrian safety in several Goals and Policies:

**Goal 6.1 Increase Sustainability:** Improve the sustainability of the transportation system (p.74);

**Policy 6.1.7:** Prioritize safety and accessibility over capacity in transportation planning, design, construction, and maintenance decisions;

**Goal 6.3 Improve the Bicycle and Pedestrian Network:** Maintain, improve, and expand an accessible, safe, and efficient network for pedestrians . . . (p.74);

**Policy 6.3.4:** Require pedestrian-friendly design features (p.75);

**Goal 6.4 Prioritize Non-Automotive Modes:** Continue to integrate all modes into the transportation network and to prioritize bicycle, pedestrian, public transit, and other non-automotive modes to make our network equally accessible, safe, and efficient for all users (p.75);

WHEREAS, the City expects to initiate a signal phasing and retiming study at city-maintained signalized intersections before the end of the 2023; and

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<sup>4</sup> Goughnour, E., D. Carter, C. Lyon, B. Persaud, B. Lan, P. Chun, I. Hamilton, and K. Signor. "Safety Evaluation of Protected Left-Turn Phasing and Leading Pedestrian Intervals on Pedestrian Safety." Report No. FHWA-HRT-18-044. Federal Highway Administration. (October 2018). <https://www.cfmclearinghouse.org/detail.php?facid=9903>.

<sup>5</sup> The City of Spokane, Washington passed [Ordinance C35768](#) on May 13, 2019, which amended its municipal code to include the encouragement of leading pedestrian intervals at all signalized intersections ([16A.84.050](#)). The City of Alexandria, Virginia adopted a Vision Zero Action Plan in an effort to eliminate fatal and severe crashes by 2028, which prioritizes the installation of leading pedestrian intervals and no turn on red restrictions at key signalized intersections. City of Alexandria, Virginia. "Leading Pedestrian Intervals (LPI) & No Turn on Red (NTOR)." (updated April 2023). <https://www.alexandriava.gov/transportation-planning/leading-pedestrian-intervals-lpi-no-turn-on-red-ntor>. Over fifty municipalities in the United States have committed to a Vision Zero plan or strategy based on community data and input, which identifies and implements several priorities and strategies to center safety and equity. Vision Zero Network. "Vision Zero Communities." <https://visionzeronetwork.org/resources/vision-zero-communities/>. See also Fox, J. "Where to Start on the Road to Vision Zero." Vision Zero Network. (April 21, 2023). <https://visionzeronetwork.org/where-to-start/>. The State of California recently passed state legislation in 2022 requiring its municipalities to install LPIS. [Assembly Bill No. 2264](#). Within the State of Indiana, the Indianapolis/Marion County [Pedestrian Safety Action Plan](#) conducted in 2016 lists "leading pedestrian intervals" as a possible countermeasure to several conditions affecting pedestrian safety.

<sup>6</sup> National Association of City Transportation Officials. "Fixed vs. Actuated Signalization." <https://nacto.org/publication/urban-street-design-guide/intersection-design-elements/traffic-signals/fixed-vs-actuated-signalization>. Ordinance C35768 of the City of Spokane also encourages the implementation of a pedestrian recall phase at all signalized intersections between the hours of 6 a.m. and midnight ([16A.84.040](#)).

WHEREAS, the Common Council recommends city staff develop guidelines to incorporate its preferences for leading pedestrian intervals and pedestrian recall phases at as many of the City-controlled crosswalks as is currently feasible, in conjunction with this coming signal retiming study and Transportation Plan update; and

WHEREAS, the Common Council wishes, pursuant to Indiana Code 36-7-4-511, to direct the Plan Commission to prepare an amendment to the Comprehensive Plan to reflect these preferences;

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

SECTION 1. Pursuant to Indiana Code 36-7-4-511, the Common Council directs the Plan Commission to prepare an amendment to the City of Bloomington Comprehensive Plan to include new policies consistent with the following guidance:

1. Establish a city-wide policy to prioritize the use of leading pedestrian intervals at signalized intersections when feasible, especially in areas with high pedestrian activity, while reasonably balancing the goals set out in the City Comprehensive Plan (including the Transportation Plan).
2. Establish a city-wide policy to prioritize pedestrian recall as the default mechanism over actuated signals for pedestrian crossings at signalized intersections, especially in areas with high pedestrian activity, while reasonably balancing the goals set out in the City Comprehensive Plan (including the Transportation Plan).

SECTION 2. Pursuant to Indiana Code 36-7-4-511, the Plan Commission is instructed to prepare and submit this amendment in the same manner as any other amendment to the Comprehensive Plan. The Plan Commission is instructed to prepare and submit the amendment within three hundred (300) days from the effective date of this resolution, unless granted an additional extension of time, of specified duration, in which to prepare and submit the amendment.

SECTION 3. If any section, sentence, or provision of this resolution, or the application thereof to any person or circumstance, 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 section, sentence, 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 04 day of October, 2023.

Sue Sgambelluri  
SUE SGAMBELLURI, President  
Bloomington Common Council

ATTEST:

NB  
NICOLE BOLDEN, Clerk  
City of Bloomington

PRESENTED by me to the Mayor of the City of Bloomington, Monroe County, Indiana, upon this 06 day of October, 2023.

NB  
NICOLE BOLDEN, Clerk  
City of Bloomington

SIGNED and APPROVED by me upon this 13<sup>th</sup> day of October, 2023.

JL Hamilton  
JOHN HAMILTON, Mayor  
City of Bloomington

#### SYNOPSIS

This resolution, sponsored by Councilmember Flaherty, directs the Plan Commission to prepare an amendment to the City's Comprehensive Plan consistent with the prioritization of leading pedestrian intervals and pedestrian recall phases as the default mechanisms, when feasible, at signalized pedestrian crossings over which the City has exclusive control.

Distributed to: Clerk, Council Attorney, Engineering, Legal, Mayor, and Planning & Transportation.

**BLOOMINGTON TRANSPORTATION COMMISSION  
STAFF REPORT  
Location: Within Bloomington City Limits**

**CASE #: TC-R-26-04**

**MEETING DATE: January 26, 2026**

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

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**MEASURE UNDER CONSIDERATION:** Amendment to the Unified Development Ordinance to remove the determinate sidewalk variance process and establishes a payment-in-lieu option for required paths, sidewalks, and trails.

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**REPORT:** Every year the City of Bloomington Planning and Transportation Department proposes an annual set of updates and amendments to the Unified Development Ordinance (UDO), Title 20 of the Bloomington Municipal Code. The year's UDO Update will include the removal of the Determinate Sidewalk Variance process, and the addition of a payment-in-lieu option for paths, sidewalks, and trails required in Section 20.04.050(d), titled Pedestrian and Bicycle Circulation.

Determinate sidewalk variances are a type of development standards variance that allow developers to delay the installation of required sidewalks on a property that is being developed. During normal development, sidewalks are required by the UDO to be installed, but there are cases where practical difficulties or peculiar conditions associated with the property can prevent the immediate installation of sidewalks. In such cases the Board of Zoning Appeals can approve a determinate sidewalk variance which delays the installation of new sidewalks until the City of Bloomington determines that the installation must be completed.

The current determinate sidewalk variance approval is the same as other development standards variances, but the UDO does offer additional approval for the Board of Zoning Appeals to consider. These criteria have been included in the packet. Additionally, this process only applies to sidewalks and does not offer relief from multiuse paths, trails, or bike lanes that may be required.

The Planning and Transportation Department has proposed an amendment to the UDO that would remove the determinate sidewalk variance process and introduce an option for developers who cannot immediately install compliant bicycle and pedestrian infrastructure to make a payment-in-lieu to the City allowing the City the opportunity to install necessary infrastructure immediately in a different location within the city.

The proposed payment-in-lieu section would amend 20.04.050(d) by adding subsection (11) Payment in Lieu of Pedestrian and Bicycle Circulation Construction. The proposed language has been included in the packet. This new section would allow sites that have been determined by the Planning and Transportation Department to have existing practical difficulties associated with the property to seek relief. The proposed payment-in-lieu option is intended for infill developments on existing lots of record, and not for developments that will construct new street systems. Once the Department has made that determination, the payment-in-lieu request will be reviewed and approved by the Transportation Commission under the following criteria:

1. The topography of the lot or tract together with the topography of the adjacent lots or tracts and the nature of the street right-of-way make it impractical for construction of physical improvements; and/or
2. The adjacent lots or tracts are at present developed without paths, sidewalks, and trails and there is no reasonable expectation of additional connections on the block in the near future; and/or
3. Uniformity of development of the area would best be served by deferring path, sidewalk, and trail construction on the lot or tract until some future date.

A proposed payment schedule will be devised after this language is adopted into the City's Municipal Code, and set forth by the City's Plan Commission based on a recommendation from the Engineering Department's annual construction cost calculation.

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## **CRITERIA AND FINDINGS FOR PROPOSED CHANGES TO TITLE 20 (Unified Development Ordinance)**

**2.12.070(d)(2):** Review all transportation projects, proposed changes to Title 15 (Vehicles and Traffic), relevant proposed changes to Title 12 (Streets, Sidewalks and Storm Sewers), and other applicable changes to the Bloomington Municipal Code to determine if the proposed change:

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

**PROPOSED FINDING:** The Comprehensive Plan and the Transportation Plan both strongly advocate for the creation of new sidewalk, trail, and bike lane connections through new development and City led initiatives. The Transportation Plan lays out the future location of large scale citywide bicycle and pedestrian facilities that do not and cannot account for any tract-by-tract difficulties that may arise from those requirements. The Transportation Plan discusses deficiencies in a number of ways, including decision making guidelines for infill houses on existing lots of record.

The Transportation Plan also identifies closing sidewalk and other active transportation gaps as largely cost prohibitive, and instead looks to new and infill development to assist in closing those gaps. An option for developers to make a payment-in-lieu of constructing paths, sidewalks, and trails when a site contains peculiar conditions that prevent the orderly development of active transportation facilities will allow the City to use those funds to retrofit and fill existing network gaps in areas that are more suitable for infrastructure investment.

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

**PROPOSED FINDING:** Pedestrian and bicycle facilities are fundamental to the goal of eliminating all transportation-related fatalities and serious injuries and should be pursued.

Using new development to complete safe pedestrian and bicycle networks is central to this goal. However, there are occasions when a developer cannot install those facilities in a way that meaningfully contributes to a safe and connected active transportation network due to site limitations. In those cases, the current determinate sidewalk variance allows developers to delay construction to these vital facilities until they can connect to a wider network. At this time, the City has never exercised its authority to require construction of sidewalks that have received a variance. Allowing sites that would otherwise receive such a variance to instead contribute to completion of the network elsewhere in the city would better advance the City's goal of eliminating fatal and serious injury crashes.

Any approval of a payment-in-lieu will not prevent the future construction of those facilities by the City or a future developer.

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

**PROPOSED FINDING:** Pedestrian and bicycle facilities are fundamental to the goal of eliminating all transportation-related fatalities and serious injuries and should be pursued. Using new development to complete safe pedestrian and bicycle networks is central to this goal. However, there are occasions when a developer cannot install those facilities in a way that meaningfully contributes to a safe and connected active transportation network due to site limitations. In those cases, the current determinate sidewalk variance allows developers to delay construction to these vital facilities until they can connect to a wider network. At this time, the City has never exercised its authority to require construction of sidewalks that have received a variance. Allowing sites that would otherwise receive such a variance to instead contribute to completion of the network elsewhere in the city would better advance the City's goal advancing a sustainable transportation system.

Any approval of a payment-in-lieu will not prevent the future construction of those facilities by the City or a future developer.

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

**PROPOSED FINDING:** This proposed amendment is part of a larger amendment to the Unified Development Ordinance that will be reviewed by the City of Bloomington Plan Commission and ultimately the Common Council. Both bodies, as well as the Transportation Commission, follow specific regulations intended to ensure that adequate public engagement has been achieved.

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**RECOMMENDATION:** Staff recommends that the Transportation Commission adopt the proposed findings and forward TC-R-26-04 to the Plan Commission and Common Council with a positive recommendation.

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## (d) Pedestrian and Bicycle Circulation

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### (1) Purpose

To reduce greenhouse gas emissions and improve the health and quality of life of city residents by providing safe, convenient, and attractive pedestrian and bicycle transportation paths, sidewalks, trails, and other facilities throughout the City.

### (2) Applicability

Pedestrian facilities shall be required on both sides of all streets, with the exception of new single-family, duplex, and triplex residences built on existing legal lots of record on non-classified (local) streets with no adjacent pedestrian facilities, and additions to existing residential structures. All required trails and connector paths shall be provided. Where there are conflicting standards in this UDO and the most recently adopted Transportation Plan, the Planning and Transportation Director shall determine which standard governs.

### (3) Inspection and Acceptance

Prior to the recommendation of issuance of a final certificate of occupancy, all transportation facilities located within the adjoining public right-of-way or dedicated easements shall be inspected for compliance with standards adopted by the City of Bloomington, the Bloomington Public Transportation Corporation, and/or AASHTO standards.

### (4) Pedestrian Network Required

- (A) All developments shall integrate an interior and exterior pedestrian network comprised of concrete sidewalks or asphalt paths for pedestrian transportation and recreation. This network shall include pedestrian facilities along street frontages, multiuse trails where indicated on the Transportation Plan, and pedestrian connector paths between developments and public destinations (e.g., schools, parks, hospitals), nearby trails, other developments, and vacant land.
- (B) All concrete sidewalk and asphalt path improvements shall be constructed as per City Planning and Transportation Department and Engineering Department requirements.
- (C) All buildings shall have a sidewalk connection from the building entrance to the adjacent public street.

### (5) Type of Pedestrian Facility

Required pedestrian facilities shall be as indicated in the Transportation Plan, unless it is determined by the Planning and Transportation Director that such facility should be altered to match adjacent facilities.

### (6) Width

The minimum width of required pedestrian facilities shall be as indicated in the Transportation Plan unless specifically noted in Table 05-5: Subdivision Development Standards.

**(7) Placement**

To the extent possible, all required sidewalks shall be located one foot inside the right-of-way to be dedicated to the City. If utility poles, trees, or other physical characteristics complicate installation, then the sidewalk or path may extend into individual lots or common area if the area of encroachment is placed within a pedestrian easement. In situations of limited existing right-of-way, a minimum 5 foot wide tree plot is required and any portions of required pedestrian facilities that are not located within the right-of-way shall be placed within a pedestrian easement.

**(8) Minimum Tree Plot Width**

All sidewalks shall be spaced away from the back of curb to provide a tree plot and to provide pedestrian separation from vehicles. This minimum distance shall be as indicated in the Transportation Plan. Except as specified elsewhere in this UDO, tree plots may not be less than five feet and shall be planted with ground cover. The Planning and Transportation Director may allow tree grates, tree boxes, or other appropriate streetscape treatments in areas that anticipate increased pedestrian traffic.

**(9) Administrative Adjustment**

When the petitioner can demonstrate the need to modify or alter certain design standards relating to pedestrian facilities as described below, those standards may be modified or altered by approval of the Planning and Transportation Director. In addition, these provisions may be adjusted to allow compliance with the standards of Section 20.04.050 (Access and Connectivity).

**(10) Paths, Sidewalks, and Trails****(A) Construction Standards**

All path, sidewalk, and trail improvements shall be constructed as per the City of Bloomington standards and/or AASHTO requirements.

**(B) Additional Facility Amenities**

Additional amenities shall be required in accordance with the design standards identified in the Transportation Plan.

**(C) Sidewalks****i. Material and Width**

Sidewalks shall be constructed of durable, smooth, and skid resistant material approved by the City and a minimum width of five feet.

**ii. External Sidewalks**

Sidewalks shall be located a minimum of one foot inside the public right-of-way or within a pedestrian easement along all abutting street frontages.

**iii. Internal Sidewalks**

Sidewalks shall be provided that link abutting streets to primary entrances of primary buildings on the site, link separate facilities within the site to each other, and provide access to adjoining transit stops. Internal sidewalks shall not be required for lots containing primary single-family, duplex, triplex, or fourplex dwelling uses.

#### iv. Separation

Sidewalks shall have a minimum separation of five feet from the curb, or edge of pavement where no curb exists. In situations where the minimum separation cannot be achieved due to constraints such as limited public right-of-way, mature trees, or unsuitable topography, the sidewalk location may be designed to avoid the constraints, provided that a pedestrian easement is established for any locations where the sidewalk is not within the public right-of-way, and that the minimum five foot separation is maintained.

1. In situations where the sidewalk must be located within a pedestrian easement on private property, the portions of the sidewalk within the pedestrian easement shall not count toward the maximum impervious surface coverage or against the minimum landscape area for the property.
2. In situations where the City Planning and Transportation Department has determined that a pedestrian easement is not feasible due to right-of-way width constraints or site elevation constraints, the City Planning and Transportation Department may approve the following design options:
  - [a] A 10-foot-wide sidewalk with reduced vegetated plot width.
  - [b] Integral sidewalk with a minimum six-inch curb and six-foot wide sidewalk.

#### v. Cross-Slopes

All sidewalks (over entrances and drives, intersections, etc.) shall be constructed to comply with the Americans with Disabilities Act and all applicable adopted City standards.

### (D) Multiuse Paths

Where multiuse paths are identified on the Transportation Plan, or as construction of new streets warrants the provision of multiuse paths, as determined by the Planning and Transportation Director, such facilities shall be provided as follows:

#### i. Minimum Width

10 feet.

#### ii. Surface

Multiuse paths shall be paved with asphalt. Alternative surface materials, such as ADA-compliant permeable pavers, may be authorized by the Planning and Transportation Department in order to mitigate environmental impacts.

#### iii. Location

Multiuse paths shall be constructed a minimum of one foot inside the public right-of-way line or within a pedestrian easement along all abutting street frontages.

#### iv. Separation

Multiuse paths shall have a minimum separation of five feet from the curb, or edge of pavement where no curb exists. In situations where the minimum separation cannot be achieved due to constraints such as limited public right-of-way, mature trees, or unsuitable topography, the multiuse path location may be designed to avoid the constraints, provided that a pedestrian easement is established for any locations where the multiuse path is not within the public right-of-way, and that the minimum five foot separation is maintained.

1. In situations where the multiuse path must be located within a pedestrian easement on private property, the portions of the multiuse path within the pedestrian easement shall not count toward the maximum impervious surface coverage for the property.
2. In situations where the City Planning and Transportation Department has determined that a pedestrian easement is not feasible, the City Planning and Transportation Department may approve a five-foot-wide multiuse path with reduced vegetated plot width.

#### v. **Cross-Slopes**

All multiuse paths (over entrances and drives, intersections, etc.) shall be constructed to comply with the Americans with Disabilities Act and all applicable adopted City standards.

### (E) **Bike Lanes**

Where development projects include the construction of new public streets and redevelopment projects include alteration of existing right-of-way that are identified as having bike lanes in the Transportation Plan, such facilities shall be provided as follows:

#### i. **Type**

The type of bicycle facility required shall be determined by the Transportation Plan.

#### ii. **Minimum Width**

A minimum of five feet, or as indicated in the Transportation Plan. Any adjacent curb and gutter shall not be included in the bike lane width measurement.

#### iii. **Location**

Striped bike lanes shall be located at the outer edge of the street, adjacent to the curb, or as indicated in the most recent Transportation Plan.

#### iv. **Substitution**

Substitution of a 10-foot-wide multiuse path may be allowed if approved by the City Planning and Transportation Department and such substitution is consistent with the most recent Transportation Plan.

### (F) **Multiuse Trails**

Where multiuse trails are identified on the Transportation Plan, such facilities shall be provided as follows:

#### i. **Minimum Width**

Pavement width shall be a minimum of 12 feet, and the paved trail shall have two-foot-wide shoulders on both sides and shall be surfaced as determined by the Parks and Recreation Department.

#### ii. **Surface**

Multiuse trails shall be paved with asphalt. Alternative surface materials may be authorized by the City Planning and Transportation Department to mitigate environmental impacts.

#### iii. **Dedication**

All multiuse trails shall be dedicated to the City Parks and Recreation Department within rights-of-way of at least 50 feet in width. Right-of-way width for multiuse trails may be reduced by the City Planning and Transportation Department after approval by the City Parks and Recreation Department.

**(G) Connector Paths**

Where a development is adjacent to a public park, school, commercial area, or existing or proposed multiuse trail as identified in the Transportation Plan, connector paths shall be provided as follows:

- i. The design of any required connector path that will connect to a public park or multiuse trail shall be subject to the approval of the city parks and recreation department. The parks and recreation department may waive the connector path requirement if it determines that the proposed connection to a public park or multiuse trail is not desirable or is redundant to existing facilities.
- ii. **Minimum Width**  
Connector paths shall be a minimum of 10 feet in width.
- iii. **Surface**  
Connector paths shall be constructed of asphalt or concrete. Alternative surface materials may be authorized by the City Planning and Transportation Department to mitigate environmental impacts.
- iv. **Easement**  
Connector paths shall be contained within pedestrian easements of at least 20 feet in width pursuant to Section 20.05.040 (Easements).
- v. **Undeveloped Properties**  
Where vacant or undeveloped properties are adjacent to a property under development, connector paths shall be stubbed to the property line to allow for future connection when adjacent properties are developed.

**(11) Payment-in-Lieu of Pedestrian and Bicycle Circulation Construction****(A) Purpose**

The City of Bloomington supports the installation of paths, sidewalks, and trails by the development community at the time of development. However, there are circumstances when current site conditions or other considerations justify the acceptance of a payment-in-lieu of the installation of new infrastructure. It is the purpose of this section, and rules and regulations set forth, to establish a payment-in-lieu of path, sidewalk, or trail construction requirements and to establish a process to facilitate the construction, improvement, and maintenance of those facilities within the City.

**(B) General**

Any project required to install paths, sidewalks, trails, multiuse paths, bike lanes, or multiuse trails as required in this Section 20.04.050 may request to pay a payment-in-lieu of said physical improvements. Requests to payment-in-lieu of physical improvements shall be reviewed and approved or denied in accordance with this Section 20.04.050(d)(11)(D). All funds derived from sums paid in lieu of the physical improvements shall go into the alternative transportation fund. The alternative transportation fund shall be for the purpose of reducing our community's dependence upon the automobile. Expenditures from the fund shall be approved by the council.

**(C) Evaluation Criteria**

Any site plan, portion of a site plan, or subdivision required by Section 20.04.050 to install paths, sidewalks, and trails may request to pay a payment-in-lieu of said physical improvements where the City Planning and Transportation Department has determined that a required path, sidewalk, and

trail is not feasible due to existing practical difficulties associated with the property including, but not limited to:

- i. The topography of the lot or tract together with the topography of the adjacent lots or tracts and the nature of the street right-of-way make it impractical for construction of physical improvements; and/or
- ii. The adjacent lots or tracts are at present developed without paths, sidewalks, and trails and there is no reasonable expectation of additional connections on the block in the near future; and/or
- iii. Uniformity of development of the area would best be served by deferring path, sidewalk, and trail construction on the lot or tract until some future date.

**(D) Review and Decision**

All requests for payments in lieu of the construction of paths, sidewalks, and trails shall be heard by the City of Bloomington Transportation Commission and evaluated based on the criteria set forth in this section.

**(E) Fee Calculation**

The fee calculation for approved payments in lieu of paths, sidewalks, and trails shall be based on the adopted City of Bloomington Planning and Transportation Fee Schedule and shall be paid in full prior to:

- i. Release of a secondary plat for recording for applicable projects; or
- ii. Building permit issuance for applicable projects; or
- iii. Issuance of a Certificate of Zoning Compliance for any other projects requiring said physical improvements in which secondary plat or building permit issuance would not apply.

**(F) Future Site Improvements or Changes**

Any fee paid in lieu of the construction of paths, sidewalks, and trails that is approved by the Transportation Commission shall apply only to the requirements in effect at the time of the development. This provision shall not be construed to grant an exception from the installation of paths, sidewalks, or trails for any future subdivision or development of the site that would otherwise require such improvements under the standards of the UDO.

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**(e) Public Transit**

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**(1) General Standards**

- (A) For the purposes of this section, transit facilities shall include:
  - i. Benches;
  - ii. Shelters; or
  - iii. Other similar transit stop amenities.
- (B) Where a development is required to install one or more transit facilities, the type and location of such facilities shall be as determined by the Bloomington Public Transportation Corporation. Where such facilities are proposed within the public right-of-way, approval by the City Board of Public Works shall also be required.

**Chapter 20.06: Administration & Procedures**

20.06.080 Flexibility and Relief Procedures

- [a] The neighborhood transition standards substantially reduce or eliminate the building height incentive that would otherwise be allowed through the affordable housing incentive; and.
- [b] The development impact to abutting and adjacent properties is minimized through building placement, design, and massing.

**3. Determinate Sidewalk Variance Approval Criteria**

While not to be included as separate findings of fact, items to consider when determining the practical difficulties or peculiar conditions associated with a determinate sidewalk variance include, but are not limited to:

- [a] That the topography of the lot or tract together with the topography of the adjacent lots or tract and the nature of the street right-of-way make it impractical for construction of a sidewalk; or
- [b] That the pedestrian traffic reasonably to be anticipated over and along the street adjoining such lot or tract upon which new construction is to be erected is not and will not be such as to require sidewalks to be provided for the safety of pedestrians; or
- [c] The adjacent lot or tracts are at present developed without sidewalks and there is no reasonable expectation of additional sidewalk connections on the block in the near future; or
- [d] The location of the lot or tract is such that a complete pedestrian network is present on the other side of the street on the same block; or
- [e] Uniformity of development of the area would best be served by deferring sidewalk construction on the lot or tract until some future date.

**ii. Floodplain Variance****1. Review Considerations**

In reviewing floodplain variance requests, the Board of Zoning Appeals or the Hearing Officer shall consider all technical evaluations, all relevant factors, all standards specified in other sections of this ordinance, and the following:

- [a] The danger of life and property due to flooding or erosion damage.
- [b] The susceptibility of the proposed facility and its contents to flood damage and the effect of such damage on the individual owner.
- [c] The importance of the services provided by the proposed facility to the community.
- [d] The necessity of the facility to a waterfront location, where applicable.
- [e] The availability of alternative locations for the proposed use which are not subject to flooding or erosion damage.
- [f] The compatibility of the proposed use with existing and anticipated development.
- [g] The relationship of the proposed use to the Comprehensive Plan and floodplain management program for that area.

**BLOOMINGTON TRANSPORTATION COMMISSION**  
**STAFF REPORT**  
**Location: Multiple Projects**

**CASE #: TC-P-26-02**  
**MEETING DATE: February 23, 2026**

- **High Street (Arden to Hunter) Intersection Improvements and Multiuse Path**
- **West Kirkwood (Pine to Rogers) Improvements Project**
- **Walnut/Grimes Traffic Signal Replacement**
- **W 2nd Street Modernization and Safety Improvements (B-Line to Walker)**
- **Jefferson (8th to 10th) Sidewalk**
- **2nd St Curb Ramps (Lincoln to Park)**
- **Union St Crosswalk (between 7th and 10th)**
- **Downtown Curb Ramps Phase 4**
- **Patterson/Grimes Resurfacing (3rd to Walnut)**

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

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**MEASURE UNDER CONSIDERATION:** Review an update on multiple projects that were developed prior to the formation and meeting of the Transportation Commission. Approve related modifications to Bloomington Municipal Code (BMC) Title 15:

1. Amend BMC 15.32.080 to restrict parking on the north side of Kirkwood between Rogers Street and Jackson Street and to allow parking on the south side of Kirkwood between Jackson Street and the first alley east of Jackson Street.
2. Amend BMC 15.20.050 to restrict turns on red at the signalized intersections of 2nd Street at Rogers Street and 2nd Street at Walker Street.

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**REPORT:**

**High Street (Arden to Hunter) Intersection Improvements and Multiuse Path** - This project includes construction of a multiuse path on the east side of High Street from Arden Drive to Hunter Avenue, modernization of the two existing traffic signals within the project limits, installation of stormwater infrastructure, and other improvements. The project is included in the City's Transportation Plan and the Bloomington/Monroe County Metropolitan Planning Organization (MPO) Transportation Improvement Plan (TIP) and it was prioritized for funding in the 2022 public works general obligation bond ordinance which was approved by City Council. Right of way acquisition for the project is nearing completion. The construction timeline has not been finalized, but is expected in 2027 after utility relocations in 2026.

**West Kirkwood (Pine to Rogers) Improvements Project** - This project includes asphalt resurfacing; replacement and improvement of multiple crosswalks along and across West Kirkwood, including curb bumpouts at multiple locations and a raised crosswalk at the intersection of Maple and Kirkwood; and replacement of the existing traffic signal equipment at the intersection of Rogers Street and Kirkwood Avenue. The project will also address an existing pattern of crashes by restricting left turn movements from alleys and driveways located between Jackson Street and Rogers Street by restricting turning movements through installation of a narrow median. This change also necessitates removal of a small number of parking spaces on the north side of the street in this area, but allows installation of a similar number of parking

spaces on the south side of the street (BMC update required). The construction timeline has not been finalized, but is currently expected in 2026.

**Walnut/Grimes Traffic Signal Replacement** - This project will replace the existing traffic signal equipment and make intersection geometry improvements at the intersection of Grimes Lane and Walnut Street. Updates include accessible curb ramps, truck aprons and potential hardened centerline treatments to reduce vehicle turning speeds and control motor vehicle turning paths across pedestrian crosswalks, and/or updated signal phasing to reduce conflicts between pedestrians and turning vehicles. The construction timeline is dependent upon right of way acquisition, but is expected in either summer of 2026 or summer of 2027.

**W 2nd Street Modernization and Safety Improvements (B-Line to Walker)** - This project includes various improvements along this corridor including a two-way protected bike lane, replacement of two existing traffic signals, drainage improvements, and accessible curb ramps and bus stops. The project is included in the City's Transportation Plan and the Bloomington/Monroe County Metropolitan Planning Organization (MPO) Transportation Improvement Plan (TIP) and it was prioritized for funding in the 2022 parks general obligation bond ordinance which was approved by City Council. Restriction of turns on red at the traffic signals are planned to reduce crash risk for vulnerable road users (BMC update required). Utility relocation is underway. Construction is expected to begin in April 2026 with substantial completion by the end of 2026.

**Jefferson (8th to 10th) Sidewalk** - This project was prioritized by the City Council Sidewalk Committee to install new sidewalk on the east side of Jefferson Street from 8th Street to 10th Street. Construction is expected in spring/summer 2026.

**2nd St Curb Ramps (Lincoln to Park)** - This project includes construction of accessible curb ramps in advance of an upcoming street resurfacing project. The intersections of 2nd/Lincoln, 2nd/Grant and 2nd/Dunn will include curb bumpouts to define parking areas and reduce pedestrian crossing distances. Construction is expected in spring/summer 2026.

**Union St Crosswalk (between 7th and 10th)** - This project was prioritized by the City Council Sidewalk Committee to install a new crosswalk on Union Street between 7th Street and 10th Street to improve safety and accessibility for people walking in the area. The work will include markings, signs, a curb bumpout, and a raised crosswalk. Construction is expected in summer 2026.

**Downtown Curb Ramps Phase 4** - This project will improve pedestrian safety and accessibility by reconstructing sidewalk curb ramps at numerous locations in the downtown area. The project is included in the City's Transportation Plan and the Bloomington/Monroe County Metropolitan Planning Organization (MPO) Transportation Improvement Plan (TIP).

**Patterson/Grimes Resurfacing (3rd to Walnut)** - This project includes asphalt resurfacing of South Patterson Drive, West Patterson Drive, and West Grimes Lane between West 3rd Street and South Walnut Street. Other updates include curb ramp replacement, sidewalk repair, pavement patching, sign replacement/installation, and crosswalk improvements. This project is

expected to be included in a Community Crossings Matching Grant application for likely construction in 2027.

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## **CRITERIA AND FINDINGS FOR TRANSPORTATION PROJECTS AND PROPOSED CHANGES TO TITLE 15 (Vehicles and Traffic)**

**2.12.070(d)(2):** Review all transportation projects, proposed changes to Title 15 (Vehicles and Traffic), relevant proposed changes to Title 12 (Streets, Sidewalks and Storm Sewers), and other applicable changes to the Bloomington Municipal Code to determine if the proposed change:

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

**PROPOSED FINDING:** The infrastructure projects as described, as well as the proposed changes to Title 15, are consistent with the City's Comprehensive Plan and Transportation Plan.

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

**PROPOSED FINDING:** The proposed changes are designed to minimize both crash risk and crash severity within the constraints of each project. The proposed changes are in compliance with all federal, state, and local requirements.

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

**PROPOSED FINDING:** The proposed changes are in compliance with all adopted City plans, including the Transportation Plan. These projects include new sidewalks, improved crosswalks, accessible curb ramps, accessible bus stops, protected bicycle lanes, and other infrastructure improvements, in addition to maintaining motor vehicle traffic and parking.

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

**PROPOSED FINDING:** The City's Comprehensive Plan and Transportation Plan guided the design of these projects and included extensive public outreach. Adequate public engagement for each individual project varied based on project type. Maintenance-focused projects focus on communicating with nearby property owners regarding construction impacts, while larger projects include multiple public meetings and/or one-on-one visits with property owners.

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**RECOMMENDATION:** Staff recommends that the Transportation Commission adopt the proposed findings and forward the resolution for Title 15 amendments to the Council with a positive recommendation.

# TC-P-26-02 (Multiple Projects)

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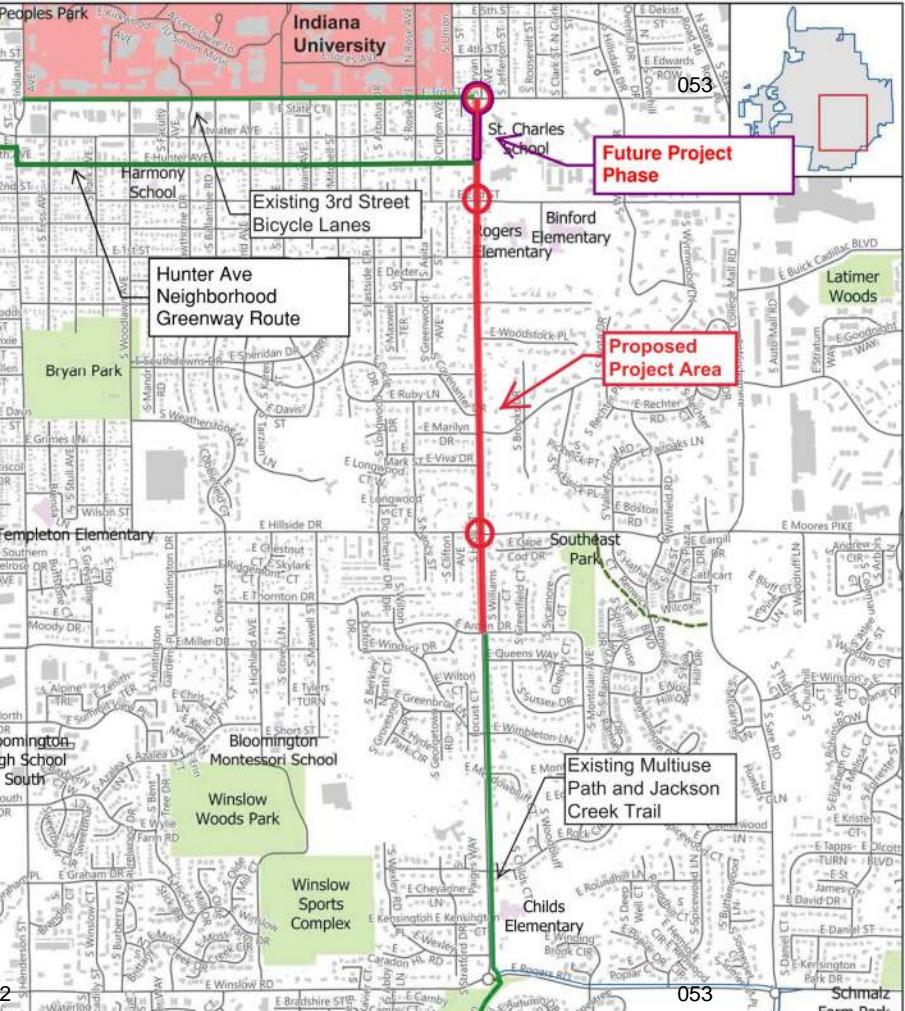
Neil Kopper  
Senior Project Engineer

January 26, 2026

# High Street (Arden to Hunter) Intersection Improvements and Multiuse Path

2.23 TC RH Packet Draft 1

- Multiuse Path
- Traffic Signal Replacements
- Stormwater Infrastructure
- Curb Ramp and Crosswalk Improvements



2.23 TC RH Packet Draft 1

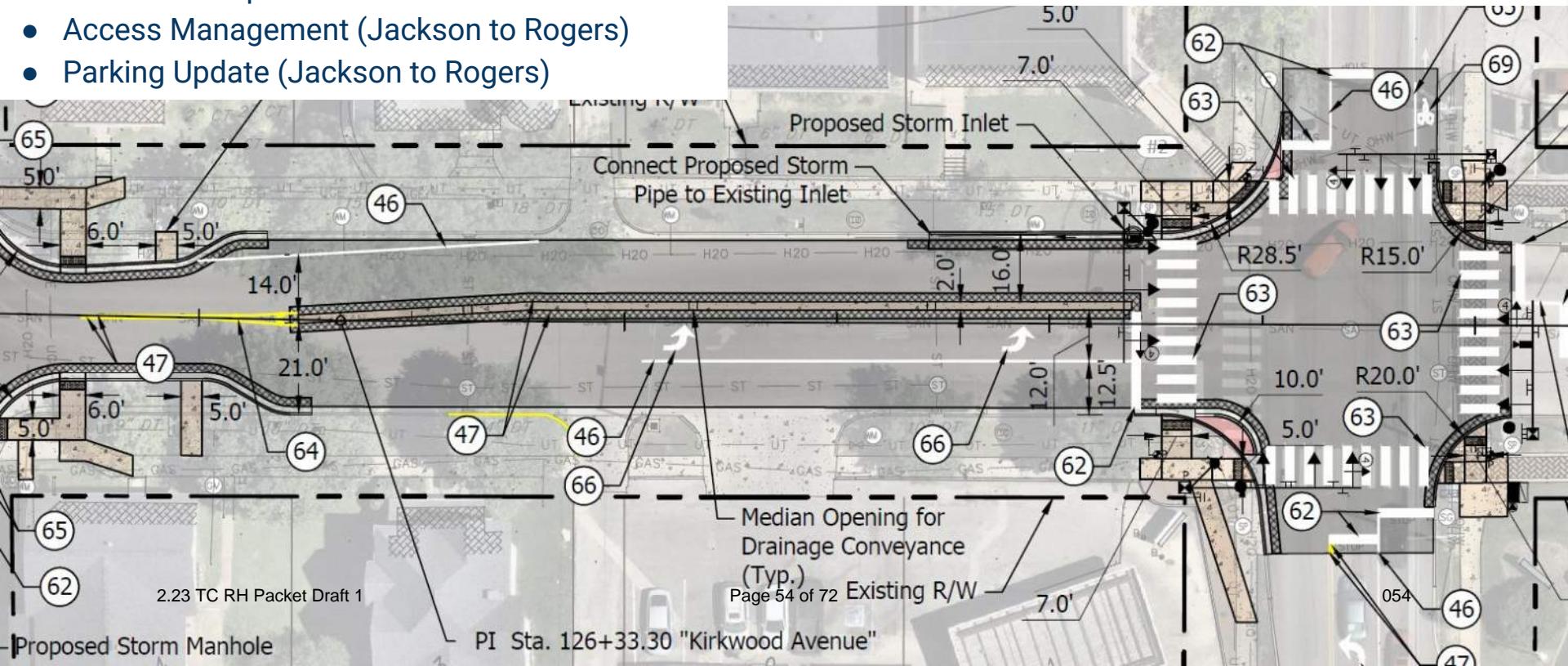
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# West Kirkwood (Pine to Rogers) Improvements Project

2.23 TC RH Packet Draft 1

054

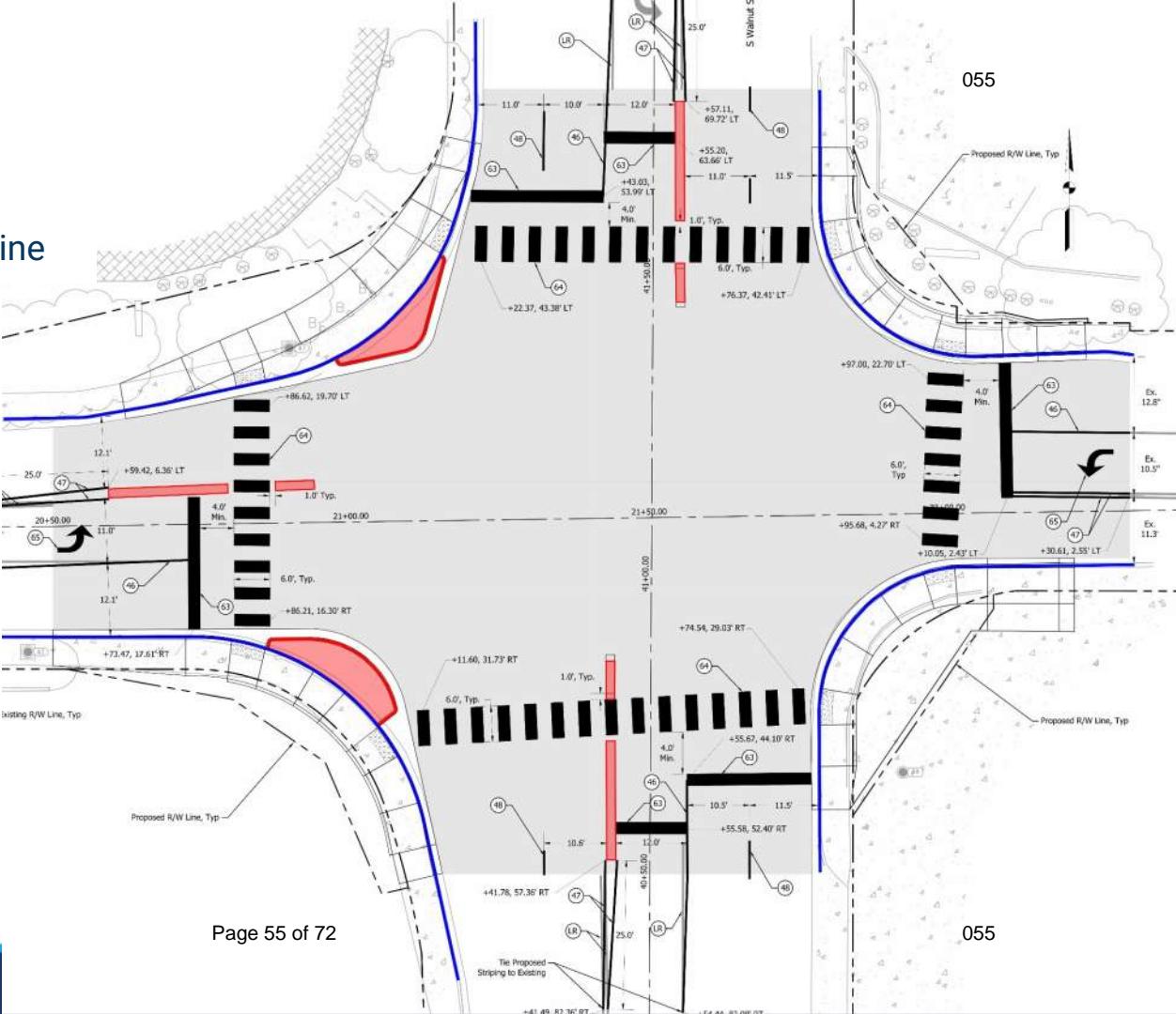
- Traffic Signal Replacement
- Asphalt Resurfacing
- Crosswalk Improvements
- Access Management (Jackson to Rogers)
- Parking Update (Jackson to Rogers)



# Walnut/Grimes Traffic Signal Replacement

2.23 TC RH Packet Draft 1

- Traffic Signal Replacement
- Truck Aprons and Hardened Centerline

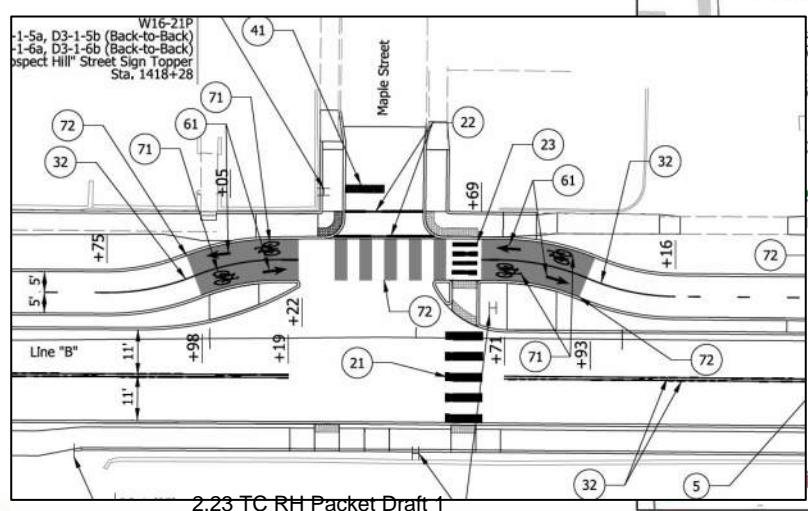


# W 2nd Street Modernization and Safety Improvements (B-Line to Walker) 2.23 TC RH Packet Draft 1

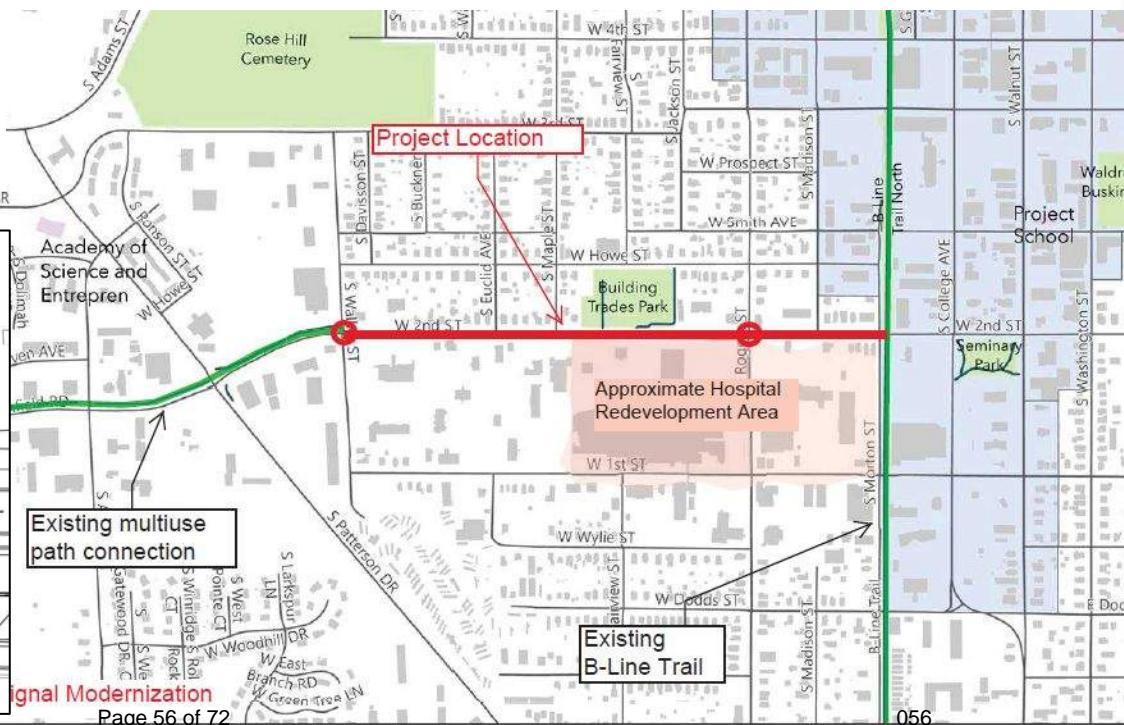
2.23 TC RH Packet Draft 1

056

- Two-Way Protected Bike Lane
  - Traffic Signal Replacements
    - Turn On Red Restrictions
  - Drainage Improvements
  - Accessible Curb Ramps and Bus Stops



2.23 TC RH Packet Draft 1



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# Jefferson (8th to 10th) Sidewalk

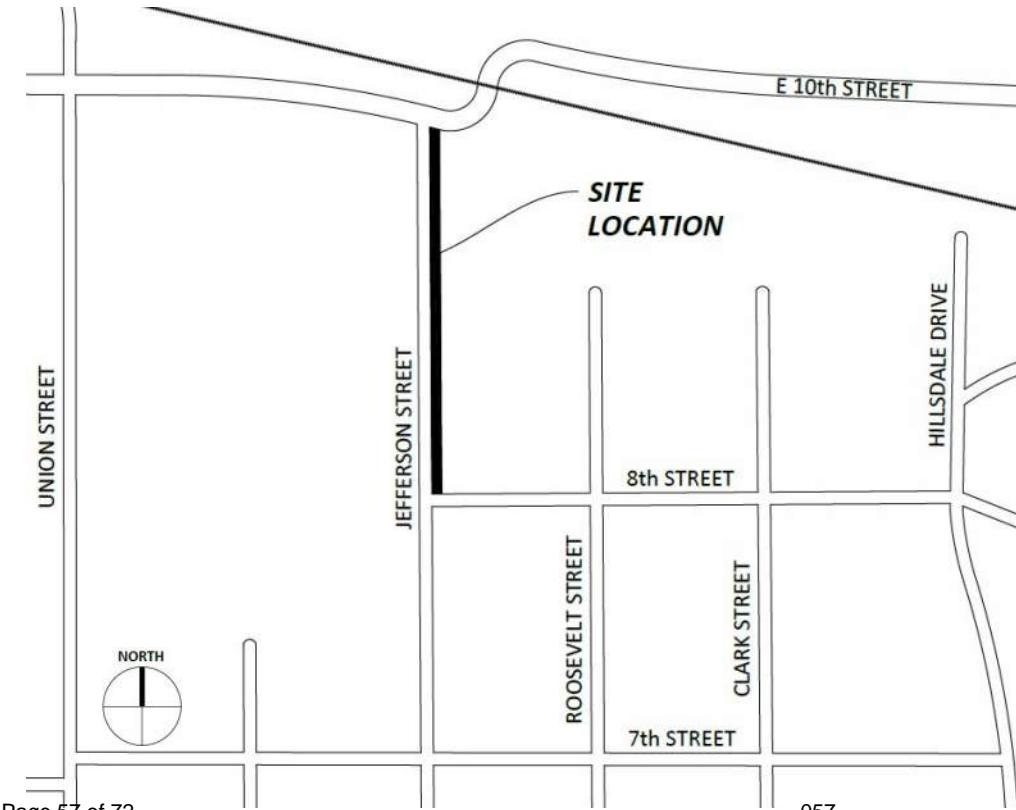
2.23 TC RH Packet Draft 1

057

- New Sidewalk



2.23 TC RH Packet Draft 1

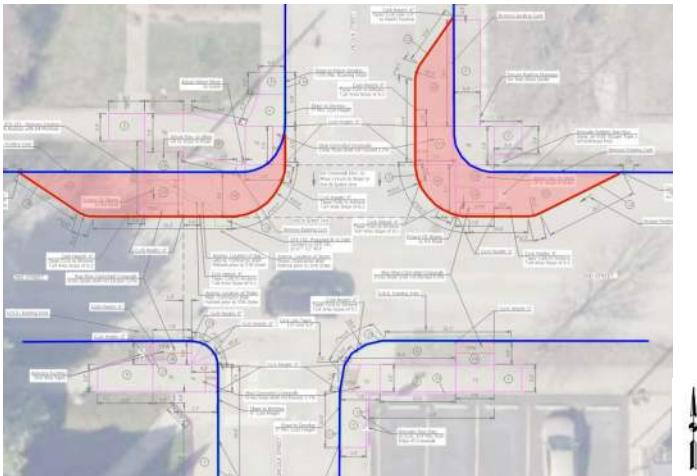


# 2nd St Curb Ramps (Lincoln to Park)

2.23 TC RH Packet Draft 1

058

- Accessible Curb Ramps
- Curb Bumpouts at 2nd/Lincoln, 2nd/Grant, and 2nd/Dunn



2.23 TC RH Packet Draft 1



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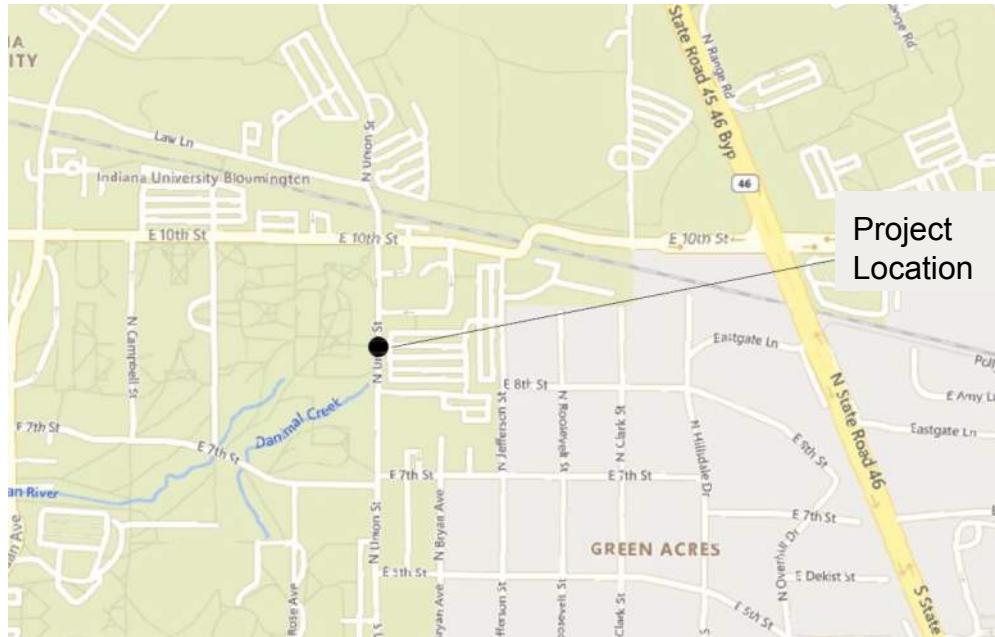
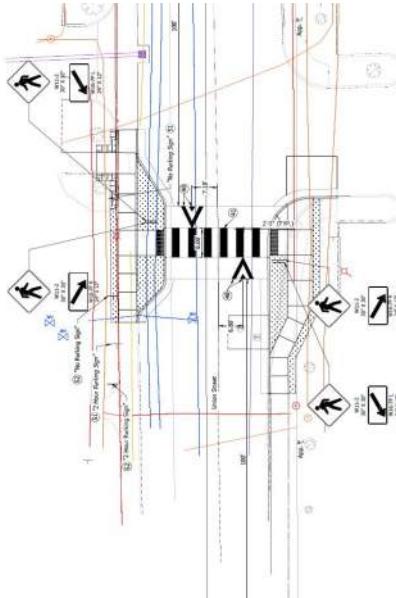
058

# Union St Crosswalk (between 7th and 10th)

2.23 TC RH Packet Draft 1

059

- New crosswalk including curb bumpout and raised crosswalk



2.23 TC RH Packet Draft 1

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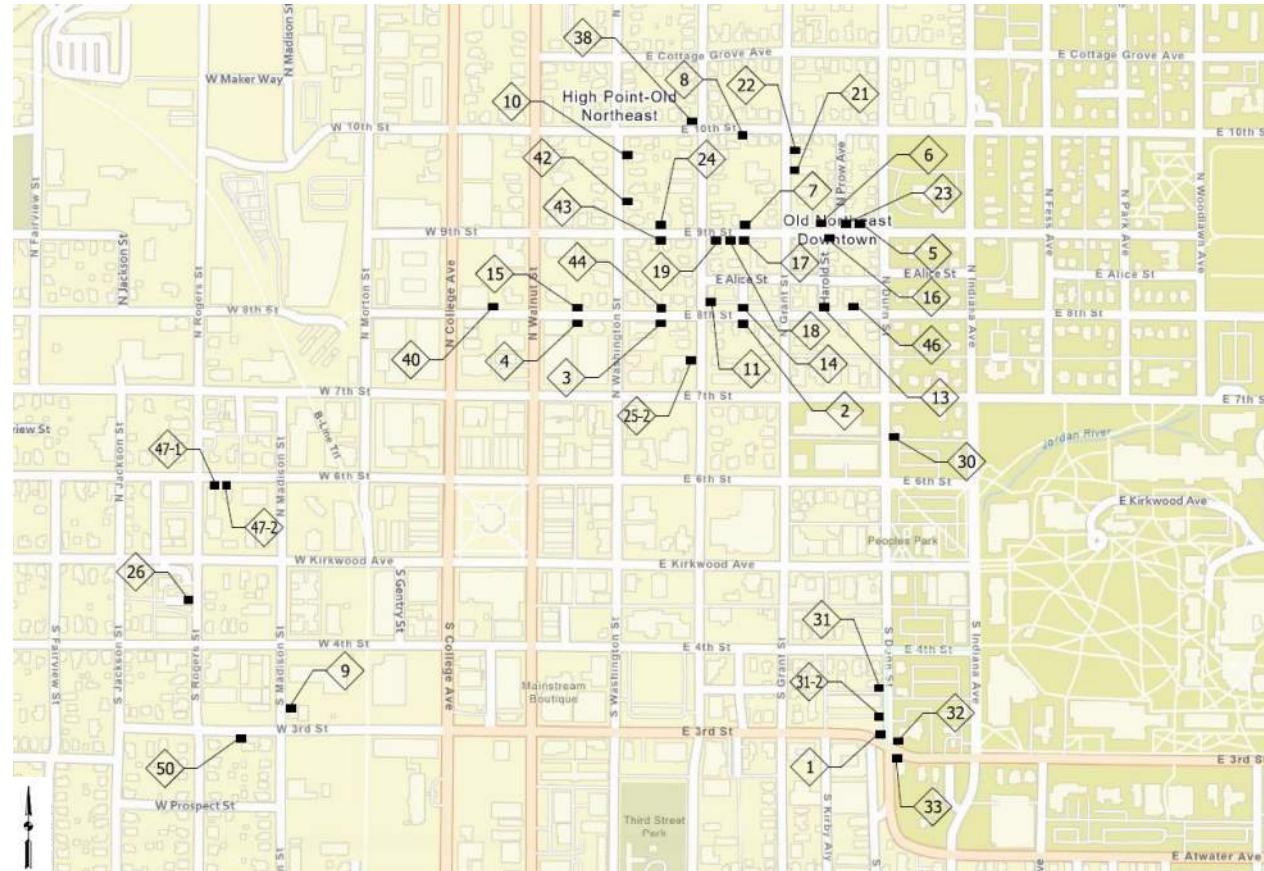
059

# Downtown Curb Ramps Phase 4

2.23 TC RH Packet Draft 1

060

- Accessible Curb Ramps



2.23 TC RH Packet Draft 1

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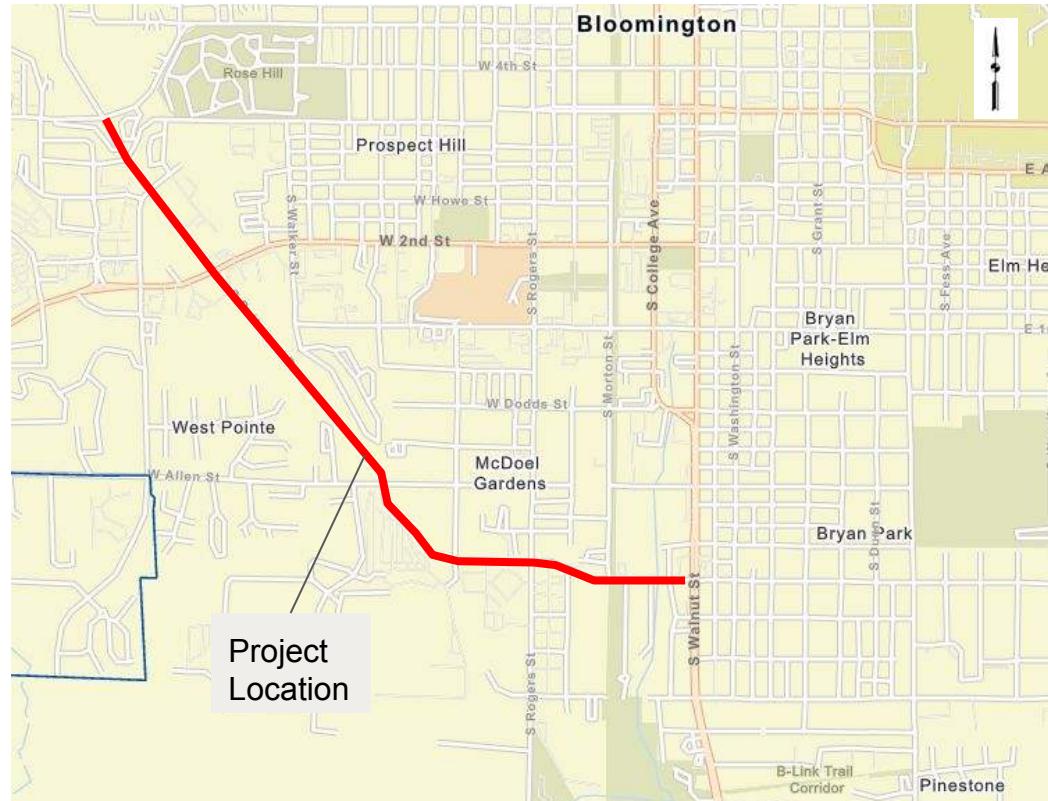
060

# Patterson/Grimes Resurfacing (3rd to Walnut)

2.23 TC RH Packet Draft 1

061

- Asphalt Resurfacing
- Curb Ramp and Crosswalk Improvements
- Signs/Markings Updates
- Sidewalk Repair



2.23 TC RH Packet Draft 1

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061

# THANK YOU.

## Questions?

**BLOOMINGTON TRANSPORTATION COMMISSION****CASE #: TC-P-26-03****STAFF REPORT****Location: N Dunn Street (SR45 Bypass to Clover Lane) MEETING DATE: Feb 23, 2026**

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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 [N Dunn Street Multiuse Path Project](#).

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**REPORT:** This project was prioritized by the Metropolitan Planning Organization to receive federal funding supporting construction of a multiuse path on North Dunn Street from the Indiana 45 Bypass to East Clover Lane. Local funding for the design of this project was prioritized by the City Council through a 2022 general obligation bond. This project is intended to improve connectivity to multiple destinations including the Matlock Heights Neighborhood, Blue Ridge Neighborhood, and Griffy Lake Nature Preserve.

Currently this corridor has no pedestrian or bicycle facilities on either side of the street. The concept plan for this project, which was informed by an initial public meeting held March 27, 2025, includes a multiuse path on the east side of the street along with multiple raised crosswalks to facilitate access from residential areas on the west side of the street. The multiuse path will typically be 10' wide with a 6' buffer between the path and the street. The project will also include new curb and stormwater improvements along the east side of the street. Construction is tentatively expected in 2028.

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

**2.12.070(d)(2):** Review all transportation projects, proposed changes to Title 15 (Vehicles and Traffic), relevant proposed changes to Title 12 (Streets, Sidewalks and Storm Sewers), and other applicable changes to the Bloomington Municipal Code to determine if the proposed change:

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

**PROPOSED FINDING:** The proposed changes are consistent with the goals of the City's Comprehensive Plan including Goal 6.3 Improve the Bicycle and Pedestrian Network and Goal 6.4 Prioritize Non-Automotive Modes. This project is recommended in the Transportation Plan as project MU-10.

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

**PROPOSED FINDING:** The proposed concept is designed to minimize both crash risk and crash severity within the constraints of the project. The proposed changes are in compliance with all federal, state, and local requirements.

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

**PROPOSED FINDING:** The proposed changes are in compliance with all adopted City plans including the Transportation Plan. This project includes a new multiuse path for non-automotive users, accessible curb ramps, and improved crosswalks while maintaining motor vehicle traffic.

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

**PROPOSED FINDING:** The City's Comprehensive Plan and Transportation Plan guided the concept design of this project and included extensive public outreach. Additionally, public engagement to date for this project has included a mailer to all adjacent properties, a public meeting hosted at a nearby park, and a presentation at a Matlock Heights Neighborhood Association meeting.

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**RECOMMENDATION:** Staff recommends that the Transportation Commission adopt the proposed findings and approve the North Dunn Street Multiuse Path project concept.

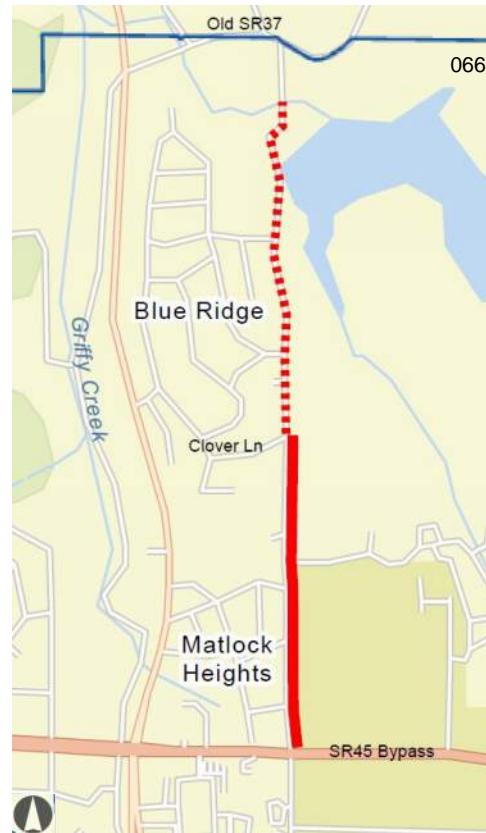
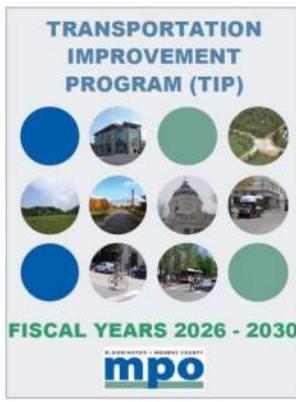
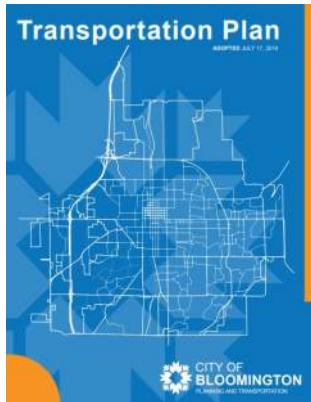
# TC-P-26-03 N Dunn Multiuse Path

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Neil Kopper  
Senior Project Engineer

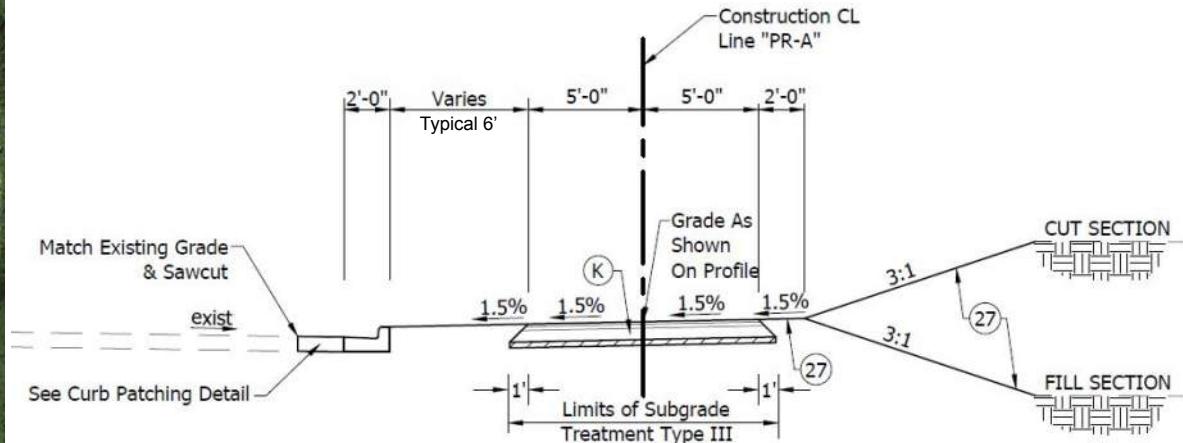
January 26, 2026

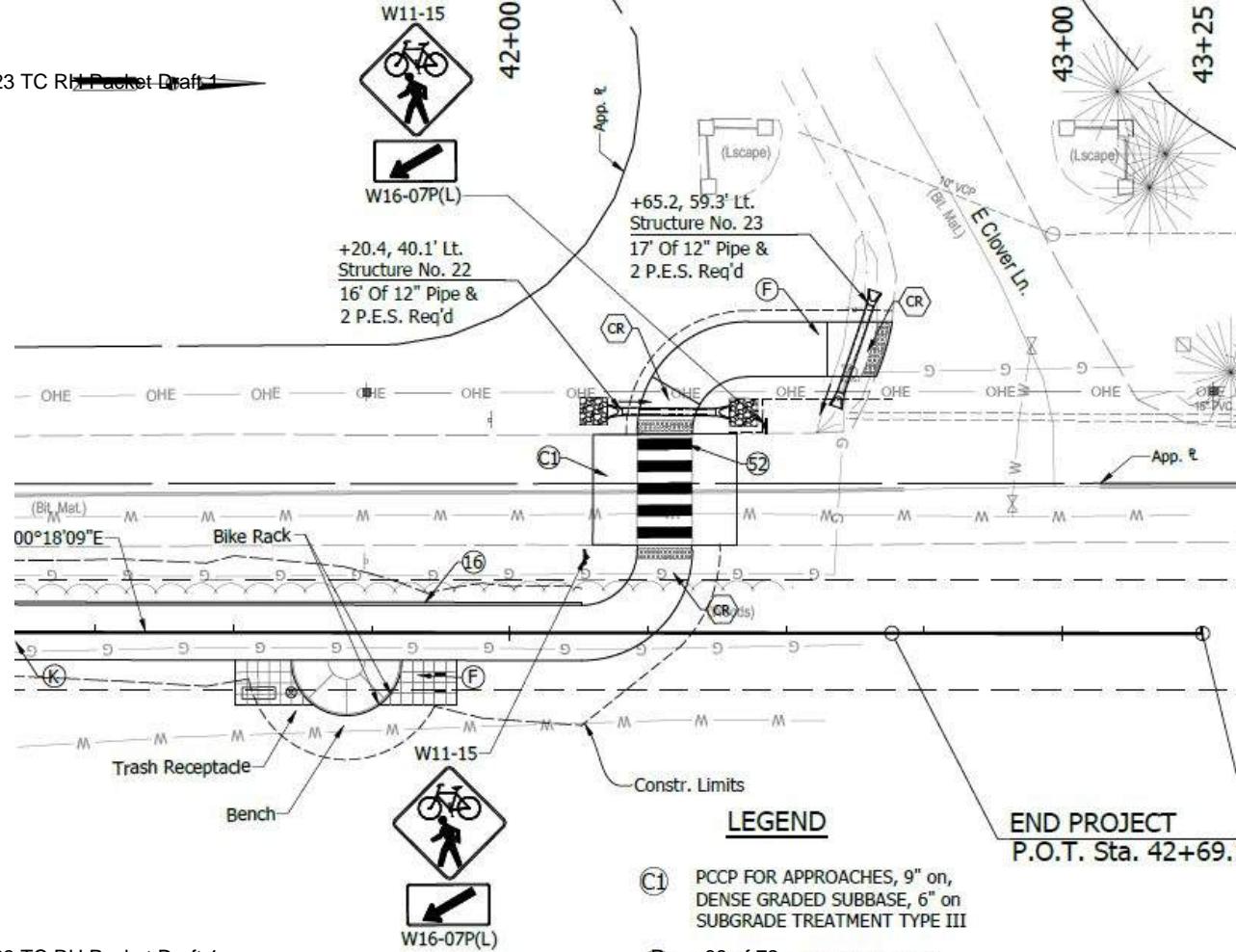
- Multiuse Path
- Stormwater Infrastructure
- Curb Ramps and Improved Crosswalks



**Project Limits**  
**Potential Future Project**

Looking North







# THANK YOU.

## Questions?

**Location: E 3rd St. (Indiana Ave. - Union St.),  
E Atwater Ave. (Henderson St. - Mitchell St.)**

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**MEASURE UNDER CONSIDERATION:**

To adopt the conceptual plan for the [Downtown Curb Ramps Phase 5](#) project to provide a safer experience for pedestrians crossing the E 3rd St. and E Atwater Ave. corridors.

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**REPORT:**

The Downtown Curb Ramps Phase 5 project aims to improve pedestrian safety and accessibility along the E 3rd Street and Atwater Avenue corridors adjacent to the Indiana University campus.

The section of 3rd Street between Indiana Avenue and Union Street is identified as “Highest Priority” in the [Safe Streets for All Action Plan](#). The section of Atwater Avenue between Henderson Street and Woodlawn Avenue is identified as “Medium Priority,” and the section between Woodlawn Avenue and Mitchell Street is identified as “High Priority.”

E 3rd Street and E Atwater Avenue through the project area are both identified as General Urban in the Transportation Plan. The Elm Heights and Eastside neighborhoods, as well as the Indiana University campus are located along the project area.

This project will construct improved curb ramps and raised crosswalks at multiple uncontrolled intersections and mid-block crossings along these two corridors to promote safer pedestrian crossings and potentially slow motor vehicle traffic. Design and construction is federally funded with a local match. This project utilizes funding from the Highway Safety Improvement Program (HSIP).

Project scoping is now complete, and design and right-of-way acquisition (if required) will take place during 2026 and 2027. The project will be bid out for construction in mid-2028. Construction is tentatively planned for 2029. All schedules are subject to change.

City staff have completed preliminary coordination with Indiana University, Bloomington Fire Department, and Bloomington Police Department.

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

**2.12.070(d)(2):** Review all transportation projects, proposed changes to Title 15 (Vehicles and Traffic), relevant proposed changes to Title 12 (Streets, Sidewalks and Storm Sewers), and other applicable changes to the Bloomington Municipal Code to determine if the proposed change:

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

**PROPOSED FINDING:** 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, 3rd Street and Atwater Avenue are recognized as priority corridors 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 construct highly visible and raised crosswalks along the 3rd Street and Atwater Avenue corridors to encourage safer pedestrian crossings and slower motor vehicle speeds while continuing to accommodate large vehicles and emergency service access. 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 enhancements focused on street users who have no or limited access to motor vehicles. The crosswalk improvements, including but not limited to improved curb ramps, highly visible markings, raised crossings, and other visibility features will improve access to destinations along and across the project area.

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

**PROPOSED FINDING:** The Safe Streets for All Action Plan priority network included citywide public engagement. This Transportation Commission meeting is also an opportunity for public feedback about this project. Additionally, there have been past resident requests for improved pedestrian crossings within the project area.

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**RECOMMENDATION:**

Staff recommends that the Transportation Commission adopt the proposed findings and approve the Downtown Curb Ramps Phase V project concept.