

CITY OF BLOOMINGTON

TRANSPORTATION COMMISSION

March 30, 2026
Regular Hearing @ 5:30 p.m.

Commissioner	Appointed By	Appointment Date	Term
Rick Coppock	Board of Public Works	07/01/2025	07/01/2025 - 07/01/2027
John Connell	Public Transportation Corporation (BT)	03/25/2025	03/25/2025 - 03/25/2027
Eoban Binder	Common Council	09/30/2025	02/01/2025 - 01/31/2027
Stephen Volan	Common Council	09/30/2025	02/01/2025 - 01/31/2027
Brian Drummy	Common Council	06/04/2025	02/01/2025 - 01/31/2027
Matt Flaherty	Council Ex-Officio	03/26/2025	01/01/2024 - 12/31/2027
Lesley Davis	Mayor	05/21/2025	02/01/2025 - 01/31/2027
Oleksandra Sukhoruchko	Mayor	02/09/2026	02/01/2025 - 01/31/2027
Mark Stosberg	Plan Commission	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

Submit Public Comment:

<https://bton.in/TCpcf>



City of Bloomington: Transportation Commission Regular Hearing Agenda

In-person:

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

Virtual:

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Zoom Meeting ID: 635 944 1221
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1. **ROLL CALL**
2. **REPORTS AND COMMUNICATIONS**
 - a. From Commissioners
 - b. From Staff
 - i. 180 Day Order Update
 - ii. Parking Study Status Update
 - iii. W 3rd Street (Buckner St to S Davisson St)
3. **CASES (PETITIONS, RESOLUTIONS, TRANSPORTATION INQUIRIES)***
 - a. TC-I-26-01 - Transportation Inquiry: Morningside Drive & Smith Road
 - b. TC-P-26-07 - Infrastructure Improvement and Title 15 Amendment: Rogers Street (Grimes to 3rd Street)
 - c. TC-P-26-08 - Infrastructure Improvement: Powerline Trail
 - d. TC-R-26-09 - Commission Schedule Change: Cancellation of August 24, 2026 Meeting
4. **DISCUSSION OF TOPICS NOT ON THE DOCKET**
 - a. From Commissioners
 - b. From Staff
5. **GENERAL PUBLIC COMMENT ON ITEMS NOT ON THE DOCKET**
6. **ADJOURNMENT**

* = Agenda items seeking for a Commission vote

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The City is committed to providing equal access to information. However, at times, portions of our board and commission packets are not accessible for some individuals. If you encounter difficulty accessing material in this packet, please contact Staff at transportation.commission@gmail.com.



Staff Memo

To: Transportation Commissioners
From: Andrew Cibor, City Engineer
Mtg Date: March 30, 2026
Subject: 180 Day Order Update

180 Day Orders

Bloomington Municipal Code [15.08.040 - Temporary, experimental or emergency traffic regulations](#) empowers the City Engineer to make changes to traffic regulations that pertain to temporary, experimental, or emergency conditions on City facilities. The act of making these changes is commonly referred to as “180 Day Orders.” The following Orders have been issued since the Commission’s February 23, 2026 meeting.

New Order

- **No new orders have been issued**

Extended Order

- **25-01 - Four All-Way Stop Intersections on 7th Street**
 - Effective date: 3/6/2025
 - Expiration date: 8/28/2026
 - This Order was reissued to extend its expiration date to August 28, 2026. The Transportation Commission first received a report on this Order at the July 21, 2025 meeting. This is the Order’s second extension.
- **25-03 - Loading Zones adjacent to E Kirkwood Ave**
 - Effective date: 3/24/2025
 - Expiration date: 9/15/2026
 - This Order was reissued to extend its expiration date to September 15, 2026. The Transportation Commission first received a report on this Order at the July 21, 2025 meeting. This is the Order’s second extension.

180-DAY ORDER

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

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

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

Install all-way stop control at the intersections of:

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

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

Andrew Cibor

Signature of City Engineer

3/20/2026

Date

Effective Date: 3/6/2025

Expiration Date: 8/28/2026

**Reissued on 3/20/2026 to extend expiration to 8/28/2026.*

Case Number: 25-01

180-DAY ORDER

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

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

In January of 2025, the Common Council of the City of Bloomington, Indiana passed ordinance 2025-02, *An Ordinance Establishing the Outdoor Dining Program in the Downtown Corridor*. This ordinance includes the closure of portions of East Kirkwood Avenue to vehicular traffic in order to support expanded outdoor dining.

Following implementation, city staff identified a need for additional designated loading zones to support access for deliveries, passenger pick-up and drop-off, food service operations, and other commercial activity impacted by the street closures. After review of traffic and parking patterns, and in consultation with relevant departments, it was determined that establishing loading zones in key areas would help address issues related to illegal parking and improve overall functionality. Based on areas with a history of frequent loading/unloading activity and associated parking violations, the following locations are designated as loading zones:

- S Washington Street - the 4th and 5th parking spaces south of E Kirkwood Ave on the west side of the street
- N Dunn St – the 4th parking space north of E Kirkwood Ave on the east side of the street
- S Dunn St – the 1st parking space south of E Kirkwood Ave on the east side of the street

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

Andrew Cibor

Signature of City Engineer

3/20/2026

Date

Effective Date: 3/24/2025
Expiration Date: 9/15/2026

**Reissued on 3/20/2026 to extend expiration to 9/15/2026.*

Case Number: 25-03



Staff Memo

To: Transportation Commissioners
From: Michelle L. Wahl, CAPP
Mtg Date: March 30, 2026
Subject: Update on Parking Rate Study and Comprehensive Review

Parking Rate Study and Comprehensive Review

In March 2025, the City of Bloomington partnered with Walker Consultants to conduct a comprehensive review of downtown and residential parking programs. This study evaluated parking rates, policies, operations, and technology to provide recommendations for efficient, equitable, and sustainable parking management.

Timeline & Key Activities

- **March–June 2025:** Internal stakeholder meetings, site assessments, documentation review, and operational observations. Public survey conducted and policy review initiated.
- **July–August 2025:** Community feedback and survey results analyzed; ongoing review of policies, operations, and rates.
- **September–November 2025:** Mid-point check-ins with stakeholders and Transportation Commission; work session with this Commission.
- **December 2025–March 2026:** Draft report development, project team lead departure, document rewrite, and submission of over 100 internal comments. Revised draft distributed to internal Working Group and Parking Services for review.

Proposed Next Steps

- **April 17, 2026:** Submit draft report to Transportation Commission; feedback due April 24 at noon.
- **April 27, 2026:** Parking Services presents findings and recommendations to Transportation Commission; rate changes, enforcement hours, new technology

for on-street and off-street; collects additional questions for written follow-up.

- **May 20, 2026:** Walker Consultants provides a presentation to City Council on recommended rates, technology updates, and other changes.

This study provides actionable insights to guide parking policies, optimize operations, and improve community access, ensuring Bloomington's parking system meets current and future needs.



Staff Memo

To: Transportation Commissioners
From: John Garzee, Driss Tahir
Mtg Date: March 30, 2026
Subject: W 3rd Street (Buckner St to S Davisson St)

The Engineering Department, in coordination with the Street Department, conducted a field review of the traffic calming islands along W 3rd Street between S Buckner Street and S Davisson Street following operational concerns raised by Sanitation and Street Division staff.

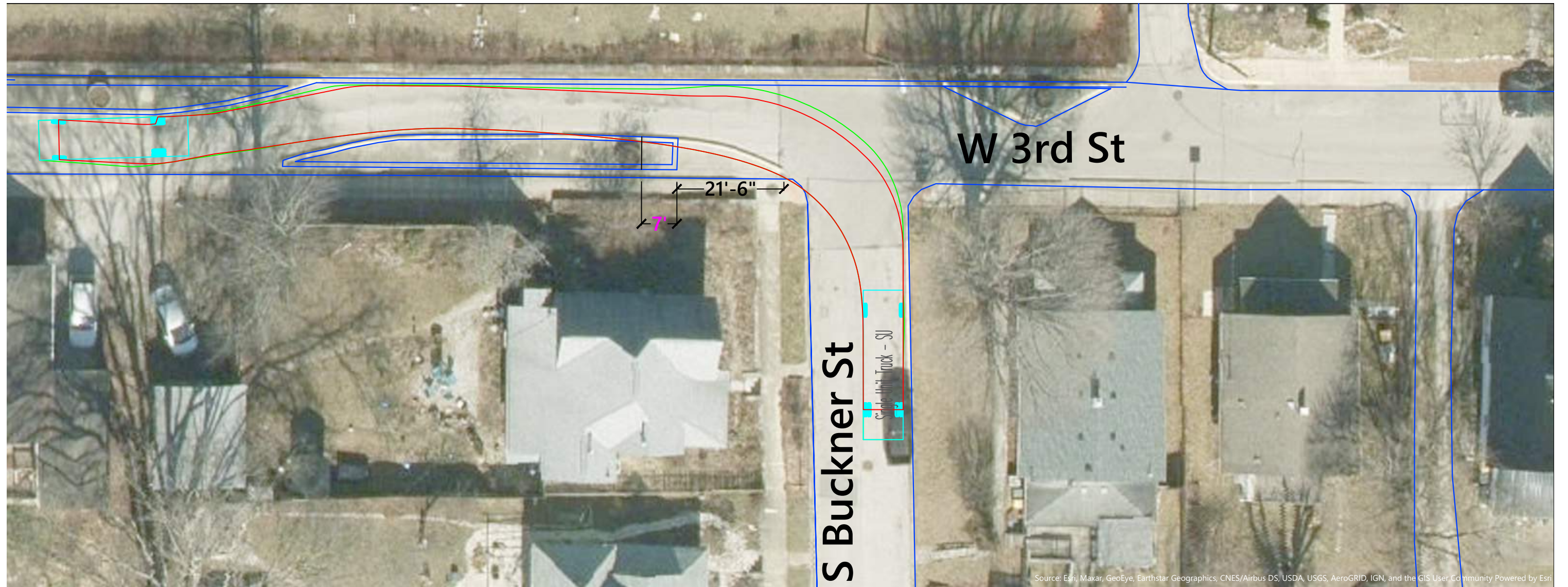
W 3rd Street in this segment includes a series of traffic calming islands that were previously installed to reduce vehicle speeds and improve neighborhood safety. These features have been in place for several years and continue to serve a traffic calming function.

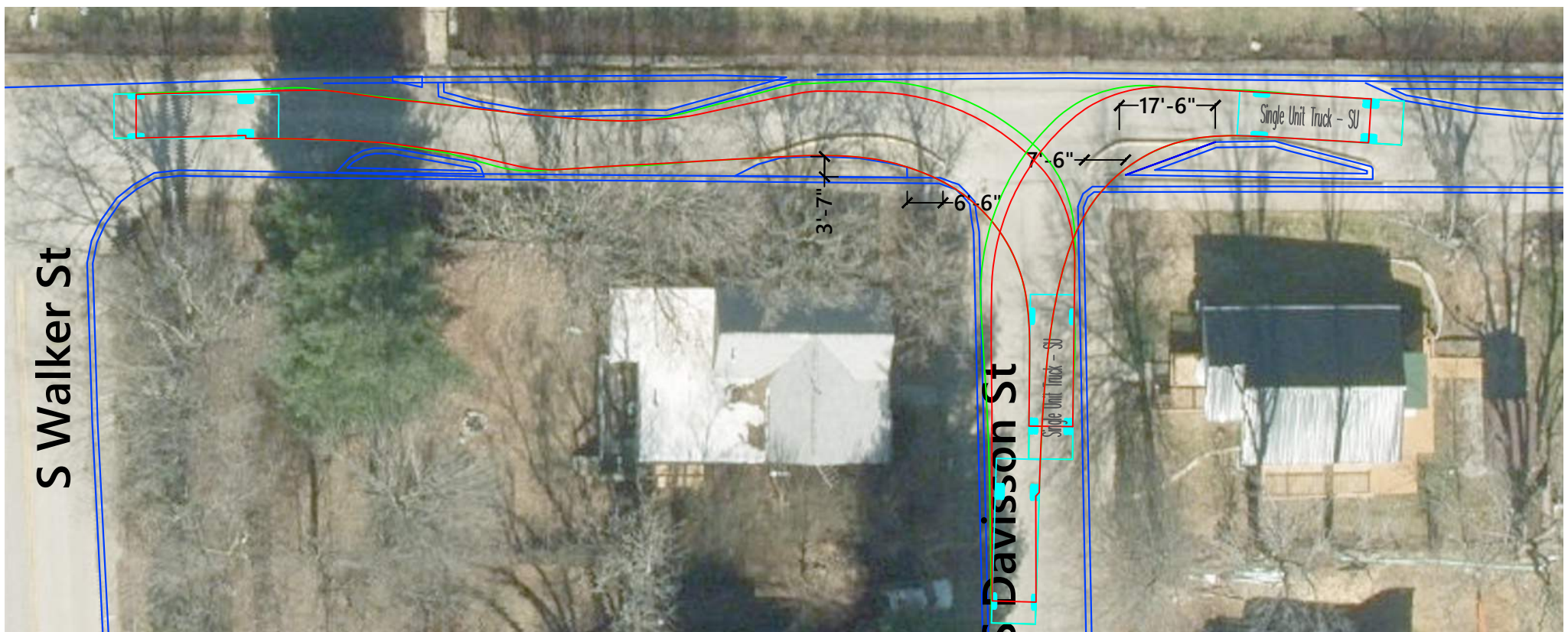
Recent feedback from Street and Sanitation staff indicates that larger vehicles, including sanitation trucks and snowplows, experience maneuverability challenges when navigating through the islands, particularly near S Davisson Street where roadway width is constrained and adjacent features limit available turning space. These challenges have resulted in recurring curb strikes and operational inefficiencies during routine service and winter maintenance operations.

Staff conducted field observations and vehicle tracking analysis to evaluate turning movements under both existing and proposed conditions. Based on this evaluation, Street plans to implement targeted modifications to the existing islands to provide additional maneuvering space for larger vehicles while maintaining the overall traffic calming configuration.

The modifications include reducing portions of the island tips and edges at key locations along the corridor, including at S Buckner Street and S Davisson Street. These adjustments are intended to balance operational needs with the existing traffic calming objectives of the corridor. Updated turn templates for 3rd & Buckner (Figure 1) and 3rd & Davisson (Figure 2) reflecting the anticipated island modifications.

Staff discussed the complete removal of the islands but have decided to move forward with removal for the sake of simplicity.







Staff Memo

To: Transportation Commissioners
From: Ryan Robling
Mtg Date: March 30, 2026 (Originally scheduled for January 26, 2026)
Subject: Morningside Drive & Smith Road Inquiry

Location

[The intersection of E Morningside Dr. and S Smith Rd.](#)

Background

The Engineering, Planning and Transportation, and Bloomington Police Department received a request from a resident regarding safety concerns at the intersection of E Morningside Dr. and S Smith Rd. The request was prompted by a recent crash that injured a child pedestrian, and includes a request for immediate action.

S Smith Rd. and E Morningside Dr. west of S Smith Rd. are classified as Neighborhood Connectors in the City's Transportation Plan. The design parameters for Neighborhood Connector include two 10 foot travel lanes, option on-street parking, and bike lanes. The target speed for Neighborhood Connector classified roadways is 25 mph, with a typical Auto Traffic Volume (ADT) of 5,000 to 15,000 vehicles.

E Morningside Dr. east of S Smith Rd. is classified as Neighborhood Residential in the City's Transportation Plan. The design parameters for Neighborhood Residential include a combined 20 foot travel way, no center turn lanes, and optional on-street parking. The target speeds for Neighborhood Residential classified roadways is 15-20 mph, with a typical ATD of less than 3,000.

Staff Response

There has been 1 Fatal and Serious Injury (FSI) crash at this intersection between the years 2020 and 2025. That crash involved a pedestrian. The intersection of S Smith Dr and E Morningside Dr. is identified as a "High" priority intersection in the Safe Streets Safety Action Plan. The posted speed on S Smith Rd is 30 mph. The posted speed on E Morningside Dr is 25 mph.

Traffic counts along S Smith Rd., taken in October 2025, roughly 100 feet south of this intersection show that the mean speed (average) was 22.3 mph. The AADT was 8,312.

Commission Consideration and Action

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

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

Dear Transportation Commission,

I am writing to submit a request for immediate action to address safety concerns at the Smith Rd. and Morningside Dr. intersection. There is ample documentation demonstrating that this intersection is dangerous for both vulnerable road users and drivers, with daily near-misses and a recent crash resulting in serious injury. Furthermore, it is a well traveled and important intersection within the Smith Rd. corridor between 3rd St. and 10th St. I respectfully request that the Smith Rd. and Morningside Dr. intersection be added to the list of priority intersections to receive immediate low-cost safety improvements and/or be included in a larger project to address safety along the entire Smith Rd. corridor.

I am the mother of a 10 year old girl who was seriously injured (see IN Code § 35-31.5-2-292) in a car vs. pedestrian crash at the Smith Rd. and Morningside Dr. intersection recently. Despite following all safety rules, she was struck while passing through the crosswalk when a driver failed to notice the stop sign until it was too late. While reported crashes may be relatively rare, near-misses are plentiful at this intersection, with drivers frequently rolling through or entirely ignoring the stop sign. In the aftermath of my daughter's crash every single person I spoke with shared a near-miss story at the Smith Rd. and Morningside Dr. intersection. Beyond anecdotal accounts, the intersection is well documented as being dangerous, evidenced by numerous complaints submitted through the city of Bloomington uReport system, complaints to Bloomington Police Department, and multiple safety metrics included in the Safe Streets for All (SS4A) Action Plan.

Reviewing the hard data already collected on the lack of safety in this area, the Smith Rd. and Morningside Dr. intersection along with the entire Smith Rd corridor appears on the High Injury Network map for Bicyclist crashes, scoring the highest incident of worst outcomes, as well as on the High Injury Network map for Vulnerable Road Users scoring a high incident of worst outcomes. Beyond recorded incidents, the SS4A Action Plan establishes the High Risk Networks, defined as "a proactive, systemic assessment of where fatal and serious injuries are likely to occur in the region. These roads are candidates for safety improvement as part of a data-driven, proactive safety program. This is a key aspect of the Systemic Safety Approach which requires agencies to think critically about where crashes could occur in the future based on systemic risk - even if very few or no severe crashes have occurred in those locations in the past." Under this metric the Smith Rd. and Morningside Dr. intersection scores a 37, placing it at the very top of the high-priority scoring tier and clearly demonstrating the prevalence of safety concerns.

Further supporting the prioritizing of the Smith Rd. and Morningside Dr. intersection and the broader Smith Rd. corridor, this area meets the criteria for several Priority Demographics outlined in the SS4A Action Plan. As the only crosswalk protected by a four-way stop along the entire Smith Rd. corridor between 3rd St. and 10th St., the intersection serves 3 neighborhoods, 4 apartment complexes, 2 apartment buildings, numerous duplexes, 2 Neighborhood Greenway Projects (also referred to as neighborhood bikeways), and 2 city parks. As such, it is a heavily traveled and critically important intersection, making safety upgrades imperative. As outlined in the Equitable Project Process, the “Equity Framework has identified Communities of Interest (COI). - COI are defined as areas with populations that have a higher density of eight equity indicators. - The SS4A Safety Action Plan will utilize the COI geography when conducting equity analyses and data-based prioritizations. - The following demographic groups have been identified as vulnerable to underinvestment or marginalization through transportation and other planning projects. BIPOC, low-income households, people with disabilities, people with low English proficiency, children, elderly adults, students, limited vehicle access, and cost-burdened renters.”

When cross-referencing the demographic sources used in the SS4A Action Plan with University Elementary School demographic data, which reflects the population using the Smith Rd. corridor and the Smith Rd. and Morningside Dr. intersection, nearly every priority demographic box can be checked. University Elementary School has the second-highest BIPOC population in the district at 42%. Because the school serves families living along the Smith Rd. corridor and surrounding areas that rely on this area for access to the bus stop, a convenient store, and the only city parks in the district, it is reasonable to infer that this high BIPOC representation reflects the roadway’s users. University Elementary School also has the second-highest enrollment in the district and serves a whopping 11% of English New Learners (ENL), nearly double the average. Additionally, 37% of students receive free or reduced lunch, indicating a high prevalence of low-income households along the Smith Rd. corridor; an assessment further supported by the City’s Severe Rental Cost Burden Map.

Another useful data source for understanding the demographics of residents in the Smith Rd. corridor is the chart that Estimate(s) of the Number of Seniors Living in Housing of Different Ages. This chart shows that the highest number of seniors in town live in housing built between 1960 and 1989, which encompasses all housing neighborhoods within the Smith Rd. corridor.

Given the combination of documented negative incidents, high risk factors, priority demographics, and two adjacent Neighborhood Greenway Projects, it is surprising that the Smith Rd and Morningside Dr. intersection has not already received safety

upgrades. In light of my daughter's recent crash resulting in serious injury, failure to take immediate action to improve the safety of this intersection would be careless.

Sincerely,
Brianna Alexander

<https://bloomington.in.gov/onboard/reports/427/download>

<https://www.usnews.com/education/k12/indiana/university-elementary-school-209798>

<https://www.niche.com/k12/university-elementary-school-bloomington-in/>

<https://www.greatschools.org/indiana/bloomington/137-University-Elementary-School/>

<https://bloomington.in.gov/sites/default/files/2021-04/Working%20Hard%20Falling%20Behind%20--%20Flat-%20Built%201%20November%202019.pdf>

<https://bloomington.in.gov/sites/default/files/2020-02/Transportation%20Plan%20Online%20Complete%20Draft%20with%20Appendices%20reduced.pdf#page=46>



Ryan Robling <roblingr@bloomington.in.gov>

intersection of Smith and Morningside Dr

Elizabeth Konwest <ekonwest@yahoo.com>
Reply-To: Elizabeth Konwest <ekonwest@yahoo.com>
To: "roblingr@bloomington.in.gov" <roblingr@bloomington.in.gov>

Mon, Jan 12, 2026 at 11:44 AM

Hello,

I am a Park Ridge East resident. I am concerned about the safety of the intersection of Smith and Morningside. My 10 year old son frequently rides his bike to see friends in Park Ridge and it is the main entrance/exit for a majority of PRE residents. Many neighbors, myself included, have witnessed cars coming to incomplete or rolling stops at this intersection. For those unfamiliar with the area, they may not see the stop sign at all! Perhaps a flashing stop sign like the one installed at Smith and 10th would help alleviate the issue?

Thank you for your attention,
Eli Konwest



Ryan Robling <roblingr@bloomington.in.gov>

Fwd: Letter of concern, injury accident at N. Smith Rd. and E. Morningside Drive, 10/6/25

Andrew Cibor <andrew.cibor@bloomington.in.gov>
To: Ryan Robling <roblingr@bloomington.in.gov>

Mon, Nov 3, 2025 at 4:22 PM

----- Forwarded message -----

From: **Park Ridge Neighborhood** <parkridgeneighborhood@gmail.com>

Date: Thu, Oct 30, 2025 at 2:38 PM

Subject: Re: Letter of concern, injury accident at N. Smith Rd. and E. Morningside Drive, 10/6/25

To: <vandevej@bloomington.in.gov>, <andrew.cibor@bloomington.in.gov>, Hopi Stosberg <hopi.stosberg@bloomington.in.gov>, <mayor@bloomington.in.gov>, <diekhofm@bloomington.in.gov>, Angela Van Rooy <angela.vanrooy@bloomington.in.gov>

Cc: Park Ridge Executive Committee <parkridgeec@googlegroups.com>, <maryanne.dorsey@gmail.com>, <marissa.coblentz@gmail.com>

Dear City Staff & City Officials,

Please accept this letter of concern from the Park Ridge Neighborhood Association regarding an accident that occurred on October 6, 2025 resulting in injury at N. Smith Rd. and E. Morningside Drive intersection.

We hope you are aware of the accident-injury that occurred on October 6 and we wish to add our voices to emphasize the need to address this particular intersection.

The intersection at N. Smith Rd. was an issue a few months back as the new intersection at E. Third was under renovation. Park Ridge experienced a lot of cut through traffic and it has now returned to normal traffic flow. But the problem of speed and not coming to a full stop at Smith and Morningside remains an issue. Park Ridge neighbors who

live on the west side of N. Smith Rd. report speed and rolling through and not stopping at the Smith/Morningside 4-way stop continues to be an issue.

We have notified BPD in the past and a patrol car near the intersection has been effective. But the problem persists and now a serious injury has occurred this month.

As you will read in the account below from the young female's family friend and witness, the injury was serious as well as impactful for her and her family.

Child was crossing the intersection of Smith Rd and Morningside Dr on bicycle (on bicycle-designated roadway) and saw car approaching from south. Car was good distance away and expected to stop. The child entered the intersection. Car did not slow at all and collided with child on bicycle throwing her across the intersection. She landed on the north side and her bike landed beyond her. Her jaw was broken in multiple places and dislocated. Fortunately she was wearing a high quality helmet or her injuries would have been even worse. The child was taken to IU Hospital and then transferred up to Riley. They were unable to perform necessary surgery on her because she will need a plate inserted into her jaw which cannot be done until she is done growing. She also had three teeth knocked out. Two were re-inserted, but time will tell if they survive. The third could not be saved. I don't know the full extent of future procedures she will need. She has missed seven days of school including the annual fifth grade trip to Bradford Woods.

We request that City (traffic) engineers and the Street Department staff research solutions to make this intersection safer for our community. Adding an emphasis to the 4-way stop; lighting on the stop signs, rumble strips or additional signage hopefully will be effective. Maybe it is time to consider a traffic signal. Our neighborhood residents traverse this intersection often as they go between Park Ridge and Park Ridge East neighborhoods to visit friends and utilize both neighborhood parks. This intersection is also heavily used by children and adults who travel to and from University Elementary.

03.30.26 TC Packet Draft 3

We appreciate the work you perform for our community to keep our streets safe. We look forward to seeing this intersection enhanced per your action to make it safer for pedestrians, bikes, and vehicles.

Sincerely,
Mitch Rice, President
Art Westneat, Vice President
Steve Akers, Secretary
Alice Robbin, Treasurer

Park Ridge Neighborhood Association
<http://parkridgeneighborhood.org>



Ryan Robling <roblingr@bloomington.in.gov>

MORNINGSIDE and N Smith Rd

Cindy Lepore <chlepore@yahoo.com>

Mon, Jan 12, 2026 at 11:03 PM

Reply-To: Cindy Lepore <chlepore@yahoo.com>

To: "roblingr@bloomington.in.gov" <roblingr@bloomington.in.gov>

Ryan,
Our Park Ridge East neighborhood really needs a safety improvement to the busy intersection at Morningside and N Smith Rd. I'm aware of at least one serious accident in the past year involving a child. As a driver who uses that intersection several times a day during daylight and nighttime hours, it requires a lot of attention deciding whose turn it is and if pedestrians are trying to cross in any direction. I think additional lighting at night especially would be helpful. A flashing pedestrian crossing light with buttons for those attempting to cross would be helpful in my opinion to draw attention to those most vulnerable at that intersection.

Thanks for your assistance in making a safety improvement at this intersection.

Cindy Lepore
PRENA member

[Yahoo Mail: Search, Organize, Conquer](#)



Ryan Robling <roblingr@bloomington.in.gov>

Morningside and Smith

1 message

Hannah Vaughan <hannahrosevaughan@gmail.com>

Wed, Jan 14, 2026 at 2:03 PM

To: roblingr@bloomington.in.gov

Hello Ryan,

I'm writing to express my concerns for the safety of the 4way stop at Morningside and Smith. It's an intersection I use every day as both a driver, and a pedestrian.

In my 11 years of living near the area I have witnessed countless near incidents. No matter if I'm in a car, or walking, wearing a head lamp, broad daylight-no matter what the circumstance there seems to always be someone that misses their stop sign completely. It's to the point that I will not cross the street until the cross traffic comes to a complete stop, even if it's very clearly my right of way.

Lena Alexander nearly being killed at the intersection is an illustration of what's to come. The only reason there aren't more incidents like this is because of the defensive driving practices taken on by those leaving the neighborhood. More people will be injured, and die there.

I'm hoping the city will be much more proactive about protecting our citizens and take action to create a safer intersection for all.

Hannah Vaughan

Sent from my iPhone



Ryan Robling <roblingr@bloomington.in.gov>

Smith Road Intersection

1 message

Adam deWeber <adamdeweber@gmail.com>

Wed, Jan 14, 2026 at 4:01 PM

To: roblingr@bloomington.in.gov

Good afternoon Mr. Robling.

I live in Park Ridge East, and my family enters and exits our neighborhood at the Morningside/Smith Rd. intersection, where there is a four-way stop. I cannot recall the high number of times I have seen a motorist blow through that stop sign on the way north or south on Smith Rd, but I know that I and two of my children have almost been hit multiple times. Now one of our neighbors's children was recently hit by a car and badly injured in that very intersection.

Some people slow down a little bit, as if that is good enough for a stop, and others roll through at full speed, as if they don't even see the stop sign. But that is part of a green way, and there are tons of kids who live and play in this neighborhood.

Is there something that can be done to make that stop sign more prevalent? Can we make that intersection safer for everyone?

Thanks for your consideration.

Sincerely,

Adam deWeber



TO: Ryan Robling, Planning Services Manager, City of Bloomington

FROM: Maryanne Dorsey, President, Park Ridge East Neighborhood Association

SUBJECT: Safety Enhancements Needed at E. Morningside Drive & Smith Road

DATE: January 19, 2026

On behalf of the Park Ridge East Neighborhood Association (PRENA) Board and the residents we represent, I am writing to formally request a comprehensive safety review and infrastructure improvements at the intersection of East Morningside Drive and Smith Road.

This intersection serves as a critical corridor for our neighborhood and is used daily by children, families, pedestrians, cyclists, and residents traveling by personal vehicles, school buses, and public transportation. Although East Morningside Drive is designated as a City of Bloomington Greenway, the current design and traffic controls do not adequately protect those who rely on this route, particularly our community's children.

Residents have observed persistent and dangerous traffic behaviors at this location, including excessive speeding, rolling stops, and frequent disregard for the four-way stop. High traffic volumes—including city buses and large trucks—compound these risks. While cut-through traffic increased during the East Third Street construction last year, unsafe driving patterns have continued even after traffic normalized. Just this morning, after coming to a complete stop, I personally witnessed two vehicles on Smith Road speed through the intersection without stopping.

Incident of October 6, 2025

Our concerns are not hypothetical. On October 6, 2025, a fifth-grade student riding a bicycle was struck by a vehicle that failed to stop at this intersection. A witness and family friend described the incident as follows:

The child crossed Smith Road and East Morningside Drive on her bike. Seeing a car approaching from the south, she entered the intersection, expecting it to stop. The car did not slow down, struck her, and threw her to the north side of the intersection. Her jaw was shattered and dislocated, and she lost three teeth—two reinserted, one missing. She will require a jaw plate but must wait until she has finished growing for surgery. She missed seven school days, including her fifth-grade Bradford Woods trip. Thanks to her high-quality helmet, her injuries were not fatal.

This incident underscores the urgent need for proactive safety interventions to prevent future injuries—or worse.

Request for Action

This intersection is heavily used by University Elementary students, neighborhood residents, and those accessing public transportation. To protect all who travel through this area, we respectfully request that City staff evaluate and implement appropriate safety measures, including but not limited to:

- **High-Visibility Reinforcement:** LED-lit or flashing stop signs and additional warning signage
- **Physical Speed Deterrents:** Rumble strips or other traffic-calming features approaching the stop signs
- **Traffic Control Evaluation:** Assessment of whether current traffic volumes and risk levels warrant a full traffic signal

Brianna Alexander and I plan to address the Transportation Commission at its January 26, 2026 meeting on behalf of Park Ridge East. Last Monday, you confirmed receipt of Ms. Alexander's proposal, and we appreciate your attention to this matter.

We are grateful for the Commission's ongoing work to maintain safe, reliable transportation options for Bloomington residents and visitors. More than four hundred Park Ridge East households—and their children—depend on this intersection every day. We urge the city to partner with our neighborhood to prioritize and implement safety improvements that protect pedestrians, cyclists, drivers, and transit users alike.

Thank you for your time and consideration. We look forward to working collaboratively to ensure this intersection is made safe for all.

Sincerely,

Mary Ann Dorsey

Maryanne Dorsey
President, Park Ridge East Neighborhood Association (PRENA)
Phone: (812) 320-8782 Email: park.ridge.east.na@gmail.com

Board Members, Park Ridge East Neighborhood Association (PRENA)

Maryanne Dorsey	President
Lawrence J. Ruich	Vice President
John Connell	Treasurer
Dave McKinney	Resource & Planning Coordinator, Member At-Large
Peter Iversen	Community-Government Liaison, Member At-Large
Brianna Alexander	Member At-Large
Marjorie DeBruyne	Member At-Large
June Guo	Member At-Large
Alwiya Omar	Member At-Large



Ryan Robling <roblingr@bloomington.in.gov>

Car-bicycle accident on Smith Rd

1 message

Marissa Coblentz <marissa.coblentz@gmail.com>

Sat, Jan 17, 2026 at 1:57 PM

To: roblingr@bloomington.in.gov

Hi Ryan,

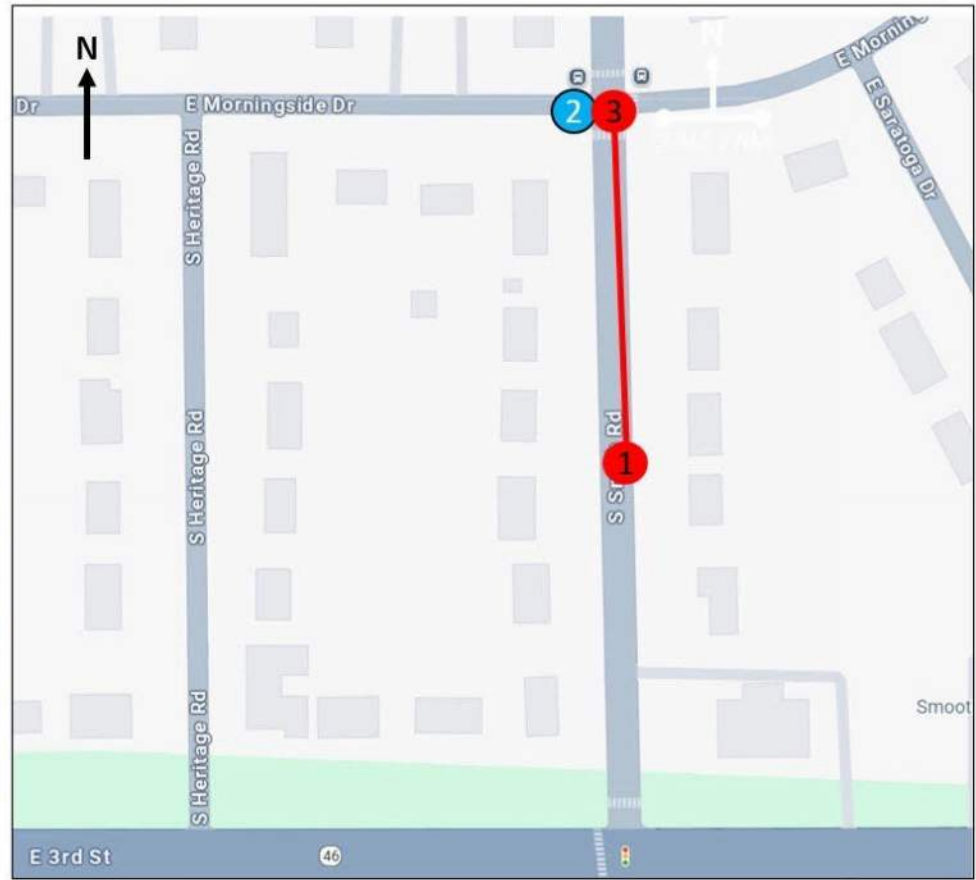
I was given your contact information so I could send you a diagram I made of the location and events of the accident at Smith Rd and Morningside. My daughter was there with the girl who was hit. See attached image below for a detailed description of the incident.

Marissa Coblentz
812-698-1962

On 6 October at approximately 5:55PM, a child riding a bicycle was struck by a car as she was crossing the intersection of Smith Road and Morningside Drive. Weather condition: slight drizzle, ~75°

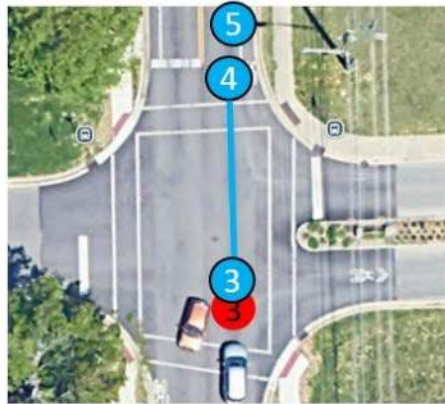
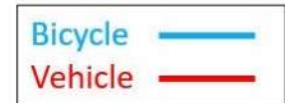
Image source: Google Maps

Bicycle/Car Collision 06 October 2025



1. Car seen approaching from direction of E 3rd St, northbound
2. Child begins crossing intersection just north of crosswalk (in designated bicycle route)
3. Car strikes child and bicycle
4. Child is thrown from bicycle and lands on street (see map inset).
5. Bicycle lands (beyond child)

After the collision, the child moved to the curb and the vehicle pulled around and stopped at a driveway north of the intersection.



TC-I-26-01 Letters of Support: Comments Submitted Online via the Transportation Commission Public Comment Form

Responses were last reviewed for packet inclusion on March 30, 2026 at 12:00 PM.

Comment 1: Mitch Rice

Some form of traffic calming is needed on Smith Rd. at E. Morningside Drive. This is the safest intersection for our children to cross from Park Ridge to Park Ridge East (Third is worse, and out of the way), and I can say they are now scared to cross. I have them put their bikes on the sidewalk and then walk them across the street, but still micro-agressions from impatient drivers are happening. The accident happened due to inattention/carelessness. Rumble strips a few hundred feet ahead of the intersection would bring one's attention to driving, as would a flashing stop sign like the ones at 10th and Smith Rd. I know HAWK lights are expensive, but so are children's lives.

Comment 2: Gillian Field

This intersection, where bikers and pedestrians cross frequently, public buses navigate multiple times per day, and two neighborhoods meet, is woefully under visible for the amount of daily thru-traffic originating from E 3rd and 10th Street. Traffic should be slowed down and drivers exposed to new habits that create a safer situation for everyone. I implore the City to consider creating a safer intersection immediately. Solutions might include installing rumble strips, flashing lights, and solar speed-indicators. Thank you for your time and consideration.

Comment 3: Meagan Eller

"I am writing regarding existing traffic control at Morningside Drive and Smith Road. Smith Road is a busy street. It is the last north-south connection between SR45 and SR46 on the east side of town. It is one of few streets with an underpass under the train tracks instead of a level crossing. Many people, not just those in nearby neighborhoods, use this street for these reasons. Smith Road has several small hills that limit visibility. It can be difficult to turn in and out of Grandview Drive, for example, due to the hill north of

that intersection. Many people drive faster than the posted 30 mph speed limit. Because of the underpass for the tracks, there is a low area with hills on either side, which also limits visibility when approaching the intersection with Morningside Drive from the north (southbound). Complicating this road and this intersection are inadequate bike lanes on Smith. This is an intersection where there is conflict between motor vehicles, many trying to get to and through the stop light at 3rd Street/SR46, cyclists, and pedestrians. The entire corridor needs safety improvement."

Comment 4: Nic Pancini-Wagner

Regarding Existing Traffic Control at the Intersection of Morningside Drive & Smith Road TC-I-26-01 - I have safety concerns regarding this intersection and the crosswalk under the train bridge further along Smith Road after the recent traffic accident. I live in Grandview Hills Neighborhood, and these crosswalks are the only ways for us to get to a nearby park and playground. I would like to see a flashing stop sign at Smith and Morningside, rumble strips before each crosswalk, and a flashing walking sign by the bridge crossing. These things would not only help with park access, but with the growing number of young students that would like to walk to school. Thank you for your attention to the safety of our walkways. -Nic

Comment 5: Janet Decker

A lack of effective traffic control at the intersection of East Morningside Drive and Smith Road that will be discussed on 3/30/26: I've been a resident of Park Ridge East neighborhood for over a decade. On multiple occasions, I have witnessed drivers headed north or south go through this intersection either without stopping at all or going through with a quick rolling stop. I have heard about drivers being t-boned and critically injured at this intersection. I also believe an elementary age child was hit by a car here. Due to my major safety concerns, I have prohibited my child from using this intersection which is unfortunately because it provides access to a bike path (as well as friends' houses and a park). The biggest issues appears to be the northbound direction off of 3rd st. Some drivers are unaware of the stop sign. So, it could be possible to make it safer with speed bumps and/or flashing lights/more obvious signage. Thank you for all you do to make our community more safe.

BLOOMINGTON TRANSPORTATION COMMISSION STAFF REPORT

**LOCATION: S Rogers St
(W Patterson Dr to W 3rd St)**

**MEETING DATE: March 30, 2026
CASE NUMBER: TC-P-26-07**

PETITIONER: City of Bloomington
401 N. Morton St.

MEASURE UNDER CONSIDERATION

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

-
1. Amend BMC 15.32.080 Schedule M No Parking Zones to read “Rogers Street” from “Hillside Drive” to “~~Patterson Drive~~ 1st Street” Parking Side of Street “East” Time of Restrict. “Any Time”
 2. Amend BMC 15.32.080 Schedule M No Parking Zones to read “Rogers Street” from “250’ S. of 2nd St.” to “~~150’ N of 2nd Street~~ Smith Avenue” Side of Street “East” Time of Restrict. “Any Time”

REPORT

This project consists of asphalt pavement resurfacing (mill and overlay) of South Patterson Drive, West Patterson Drive, and West Grimes Lane between West 3rd Street and South Walnut Street. The project also includes South Rogers Street from West Patterson Drive to West 3rd Street (omitting the section between West 1st Street and West 2nd Street). Other work includes curb ramp replacement, sidewalk repair, pavement patching, sign replacement/installation, traffic signal maintenance, crosswalk improvements, and other maintenance and safety improvements.

The project includes the removal of existing on-street parking along the east side of South Rogers Street between West Patterson Drive and West Dodds Street to provide painted bicycle lanes at this location. The removal of parking at this location allows for the almost continuous bicycle lane infrastructure along South Rogers Street from the multi-use path at Rogers/Patterson to the new two-way protected bike lanes along West 2nd Street.

The project also includes the removal of existing on-street parking along the East side of South Rogers Street between West 2nd Street and West Smith Avenue and the installation of two pedestrian refuge islands at the intersection of South Rogers Street and West Howe Street to provide improved pedestrian crosswalks at this location. This is a critical crossing location for the West Howe Street neighborhood greenway.

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

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

PROPOSED FINDING: The proposed changes are consistent with the City's Comprehensive Plan and Transportation Plan. The City's Transportation Plan identifies bike lanes on this section of Rogers Street and expresses that cyclists should have priority over parked cars. The Transportation Plan further identifies Howe Street as a neighborhood greenway and expresses that pedestrians are to be the most prioritized roadway user.

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

PROPOSED FINDING: Refuge islands significantly improve the safety of a crosswalk for pedestrians and other vulnerable roadway users. The constrained width of the roadway at the refuge island location can also reduce vehicle speeds along this stretch of roadway, improving safety. Separated bicycle lanes coupled with reduced vehicle travel lane width has been shown to reduce crashes.

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

PROPOSED FINDING: Both the addition of the bicycle lanes and installation of pedestrian refuge islands prioritize non-automotive roadway users which inherently advances the sustainable transportation system and equitable access to all transportation facility users.

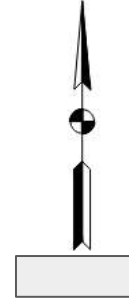
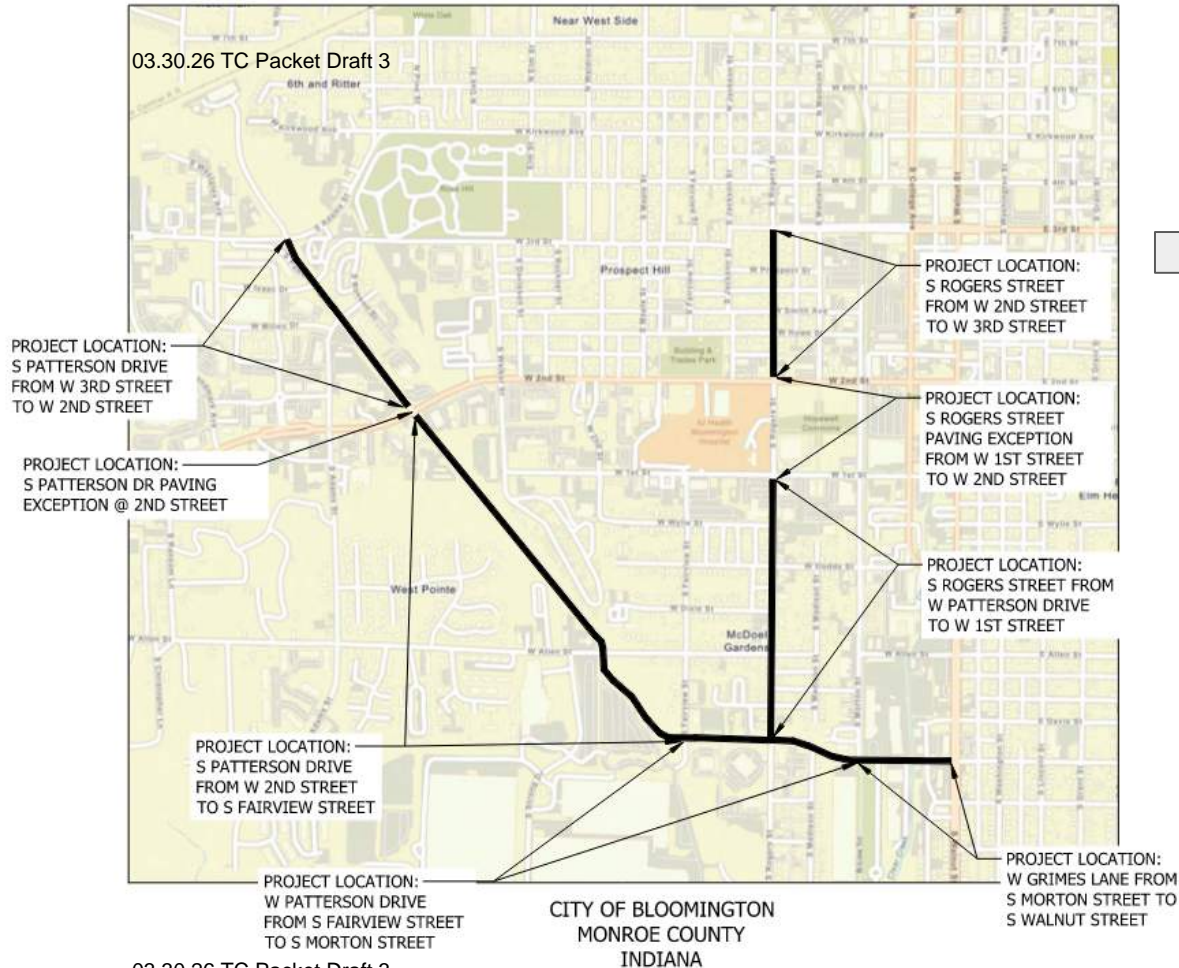
- 4) *Has adequately conducted public engagement and considered community-centric design tied to targeted outcomes.*

PROPOSED FINDING: Significant public engagement has been conducted when developing the Transportation Plan that identifies the desired infrastructure at both of these locations. The Planning & Transportation department is conducting outreach this month at both of these locations as part of the Rogers/Madison/Kinser (RMK) Corridor Study.

RECOMMENDATION:

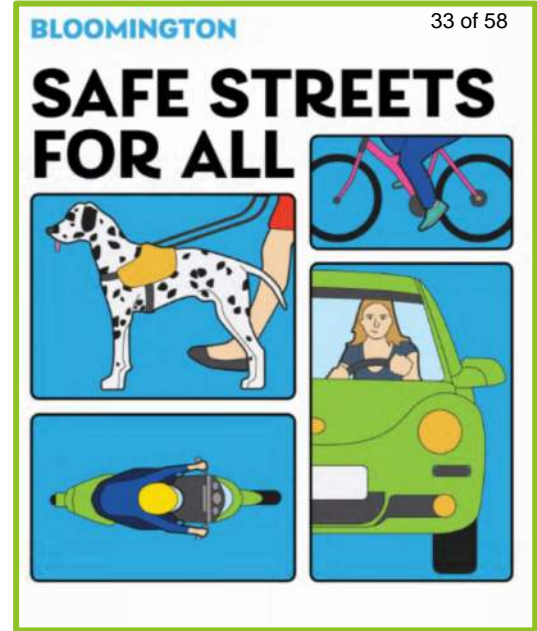
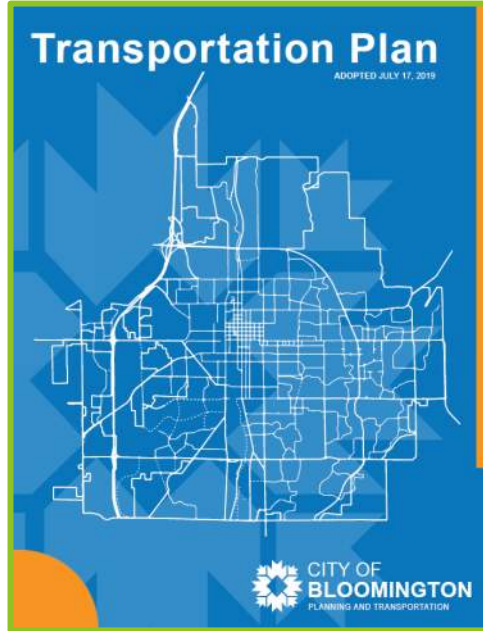
Staff recommends that the Transportation Commission adopt the proposed findings and forward the petition for Title 15 amendments with a positive recommendation.





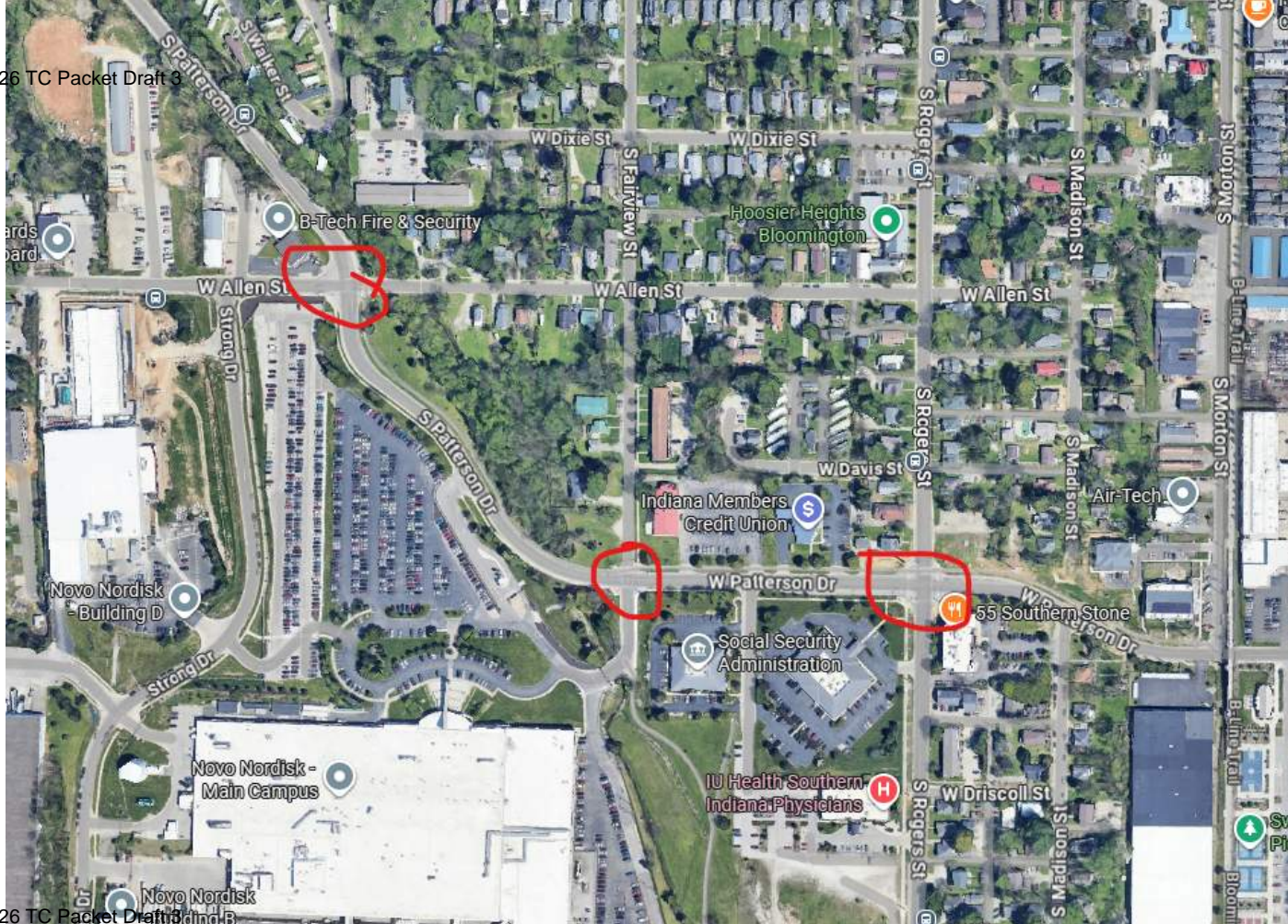


2018 Comprehensive Plan
City of Bloomington



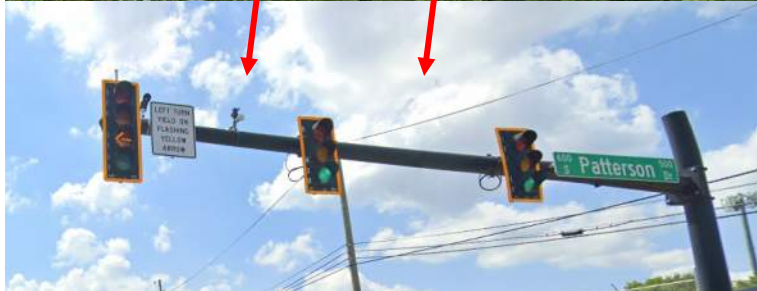
U.S. Access Board



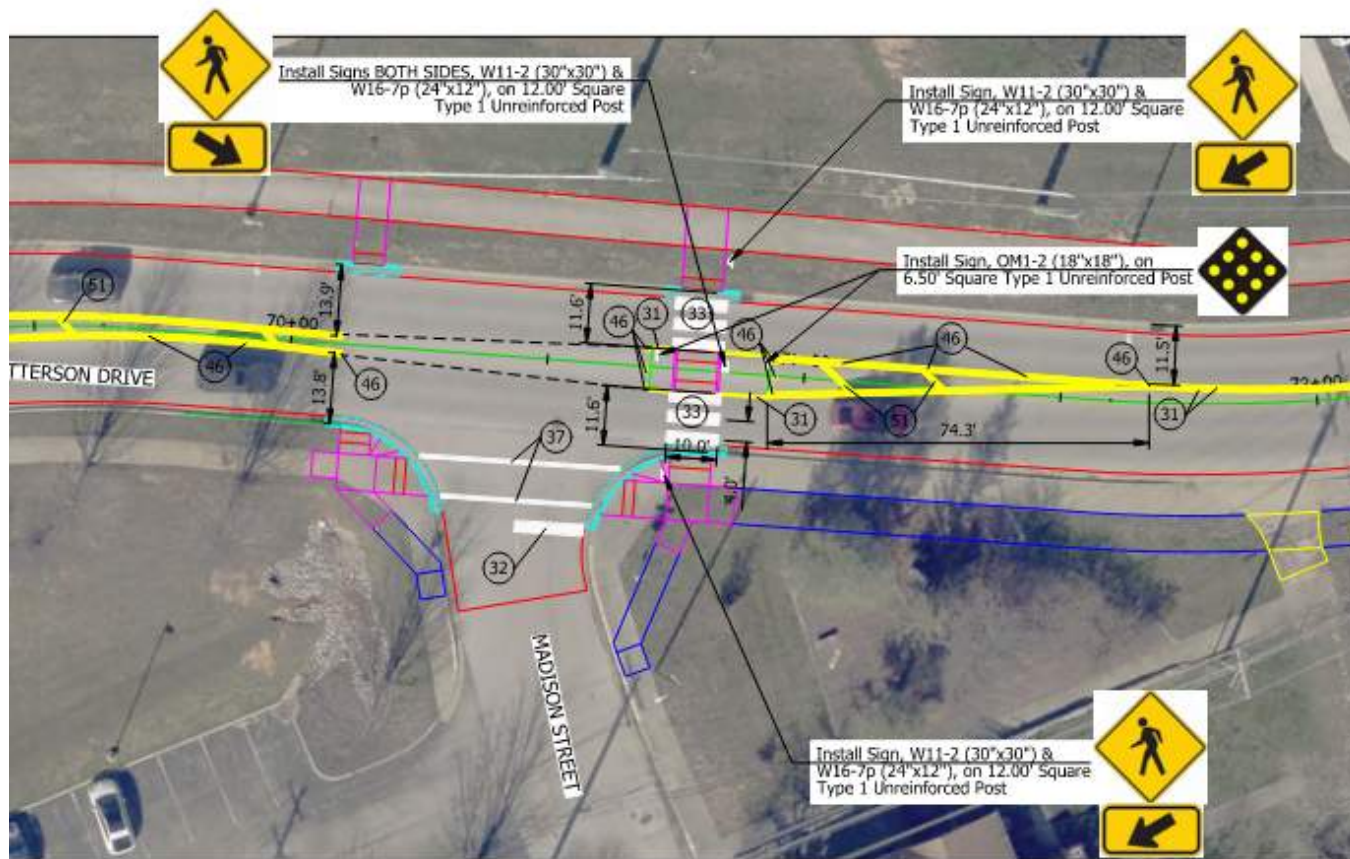


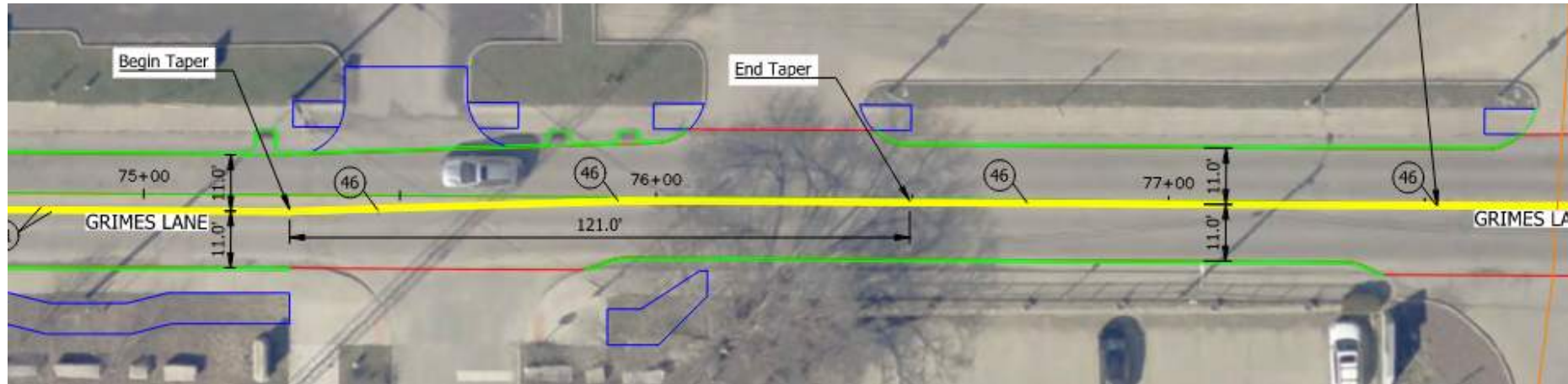
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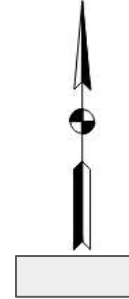
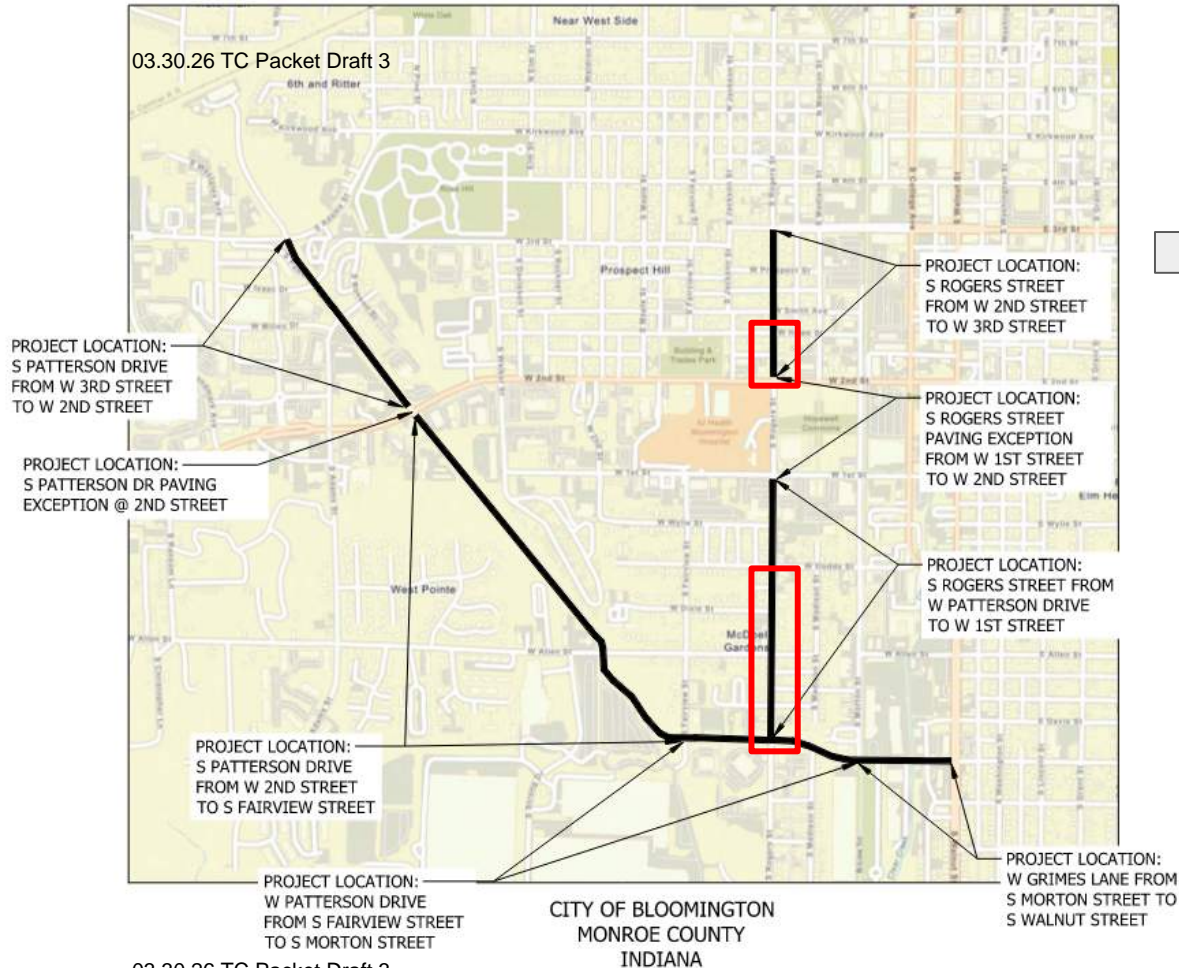
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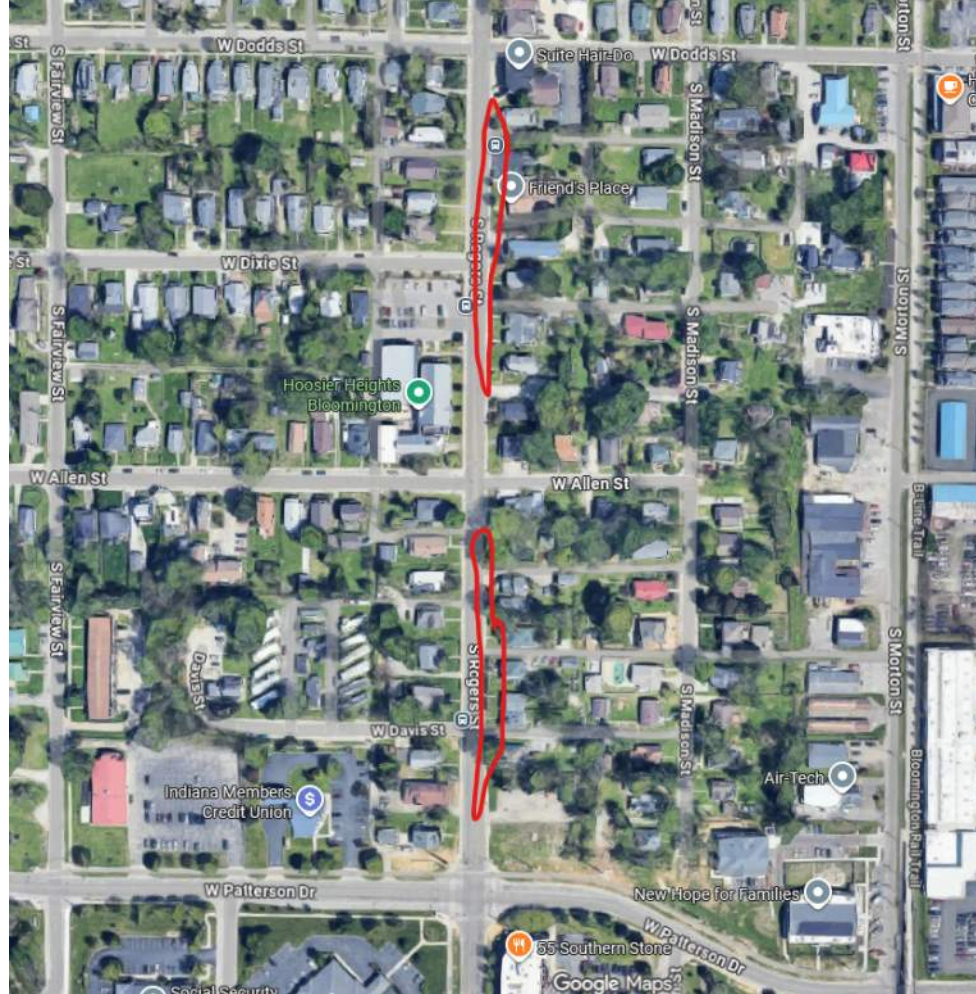












Rogers/2nd Protected Bike Lanes

03.30.26 TC Packet Draft 3

Bloomfield/2nd Multi-Use Path

Painted Bike Lanes

Proposed Painted Bike Lanes

Rogers Multi-Use Path

B-Line Trail

Bloomington

E 3rd St

E Atwater

Elm Heights

Bryan Park-Elm Heights

Bryan Park

Bryan Park

B-Line Trail Corridor

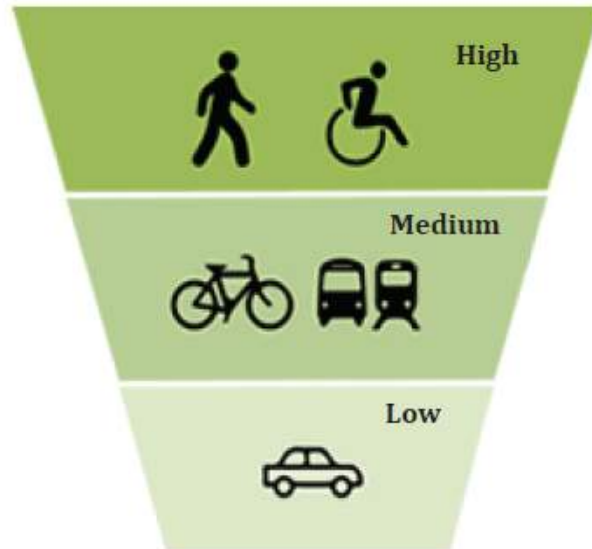
Pinestone

RCA Park

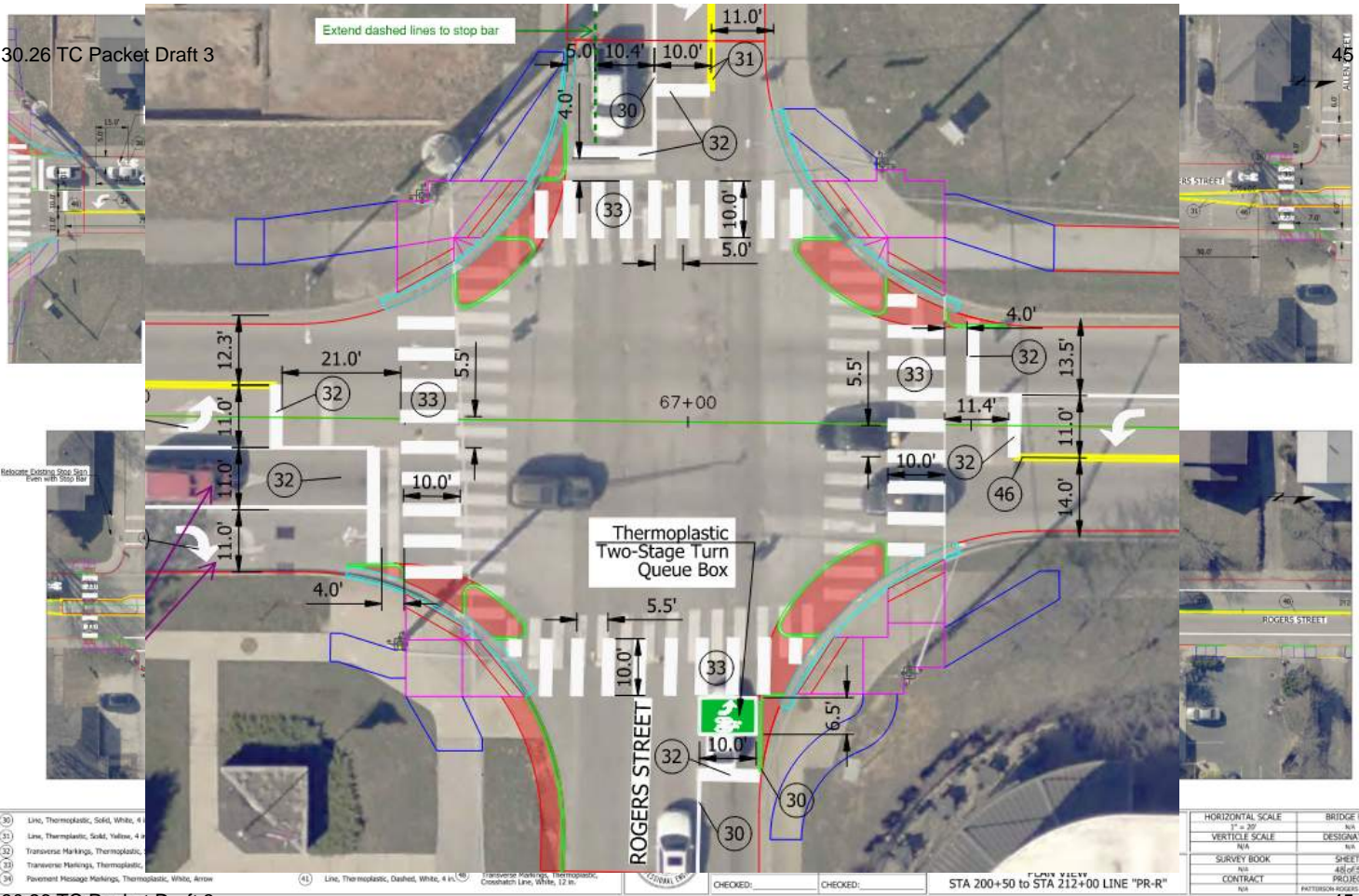
Evergreen Village

Winslow Farms

Broadview



03.30.26 TC Packet Draft 3



- (30) LHO, Thermoplastic, Solid, White, 4 in.
- (31) LHO, Thermoplastic, Solid, Yellow, 4 in.
- (32) Transverse Markings, Thermoplastic, White, 4 in.
- (33) Transverse Markings, Thermoplastic, White, 4 in.
- (34) Pavement Message Markings, Thermoplastic, White, Arrow
- (46) LHO, Thermoplastic, Dashed, White, 4 in.
- (47) Transverse Markings, Thermoplastic, Crosshatch Line, White, 12 in.

HORIZONTAL SCALE	1" = 30'	BRIDGE FILE	N/A
VERTICLE SCALE	N/A	DESIGNATION	N/A
SURVEY BOOK	N/A	SHEETS	48 of 53
CONTRACT	N/A	PROJECT	PATRIOTISM ROGERS REBARACING

CHECKED: _____ CHECKED: _____ STA 200+50 to STA 212+00 LINE "PR-R"



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**BLOOMINGTON TRANSPORTATION COMMISSION
STAFF REPORT****LOCATION: 1611 S Rogers St. Vicinity****MEETING DATE: March 30, 2026****CASE NUMBER: TC-P-26-08**

PETITIONER: City of Bloomington
401 N. Morton St.

MEASURE UNDER CONSIDERATION:Adopt the plan for the [Powerline Trail Project](#).

REPORT:

The Powerline Trail Project is a proposed multiuse trail located within the Duke Energy easement corridor west of South Rogers St across from the entrance to Switchyard Park. The 12' wide trail will connect Switchyard Park, RCA Community Park and the Osage Place neighborhood. This long-planned project was first identified in community discussions as early as 1997 and represents a significant step forward in expanding the City's alternative transportation network. The majority of this project was developed prior to the formation and meeting of the Transportation Commission.

The project will include the construction of a shared-use trail designed to accommodate both pedestrians and cyclists. Key elements of the work include a raised crosswalk with a rectangular rapid flashing beacon across Rogers Street on the north side of the Switchyard Park access point, corridor preparation, grading, installation of a stable trail base and surface, drainage improvements, erosion control measures, and restoration of disturbed areas.

Once complete, the Powerline Trail will enhance east-west connectivity, improve access to existing neighborhoods and parkland, and provide a safe, non-motorized transportation option that reduces reliance on vehicular travel. The project aligns with the City's transportation and sustainability goals by promoting active transportation, improving network connectivity, and supporting equitable access to infrastructure.

This project has advanced beyond design review and is now entering the construction phase, with plans to award the contract at the March 23rd Board of Park Commissioners meeting.

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 facility follows the alignment of a new connection identified Transportation Plan (NC-24). The Bloomington Common Council approved the issuance of park district bonds to fund the project in October 2018.

- 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.*

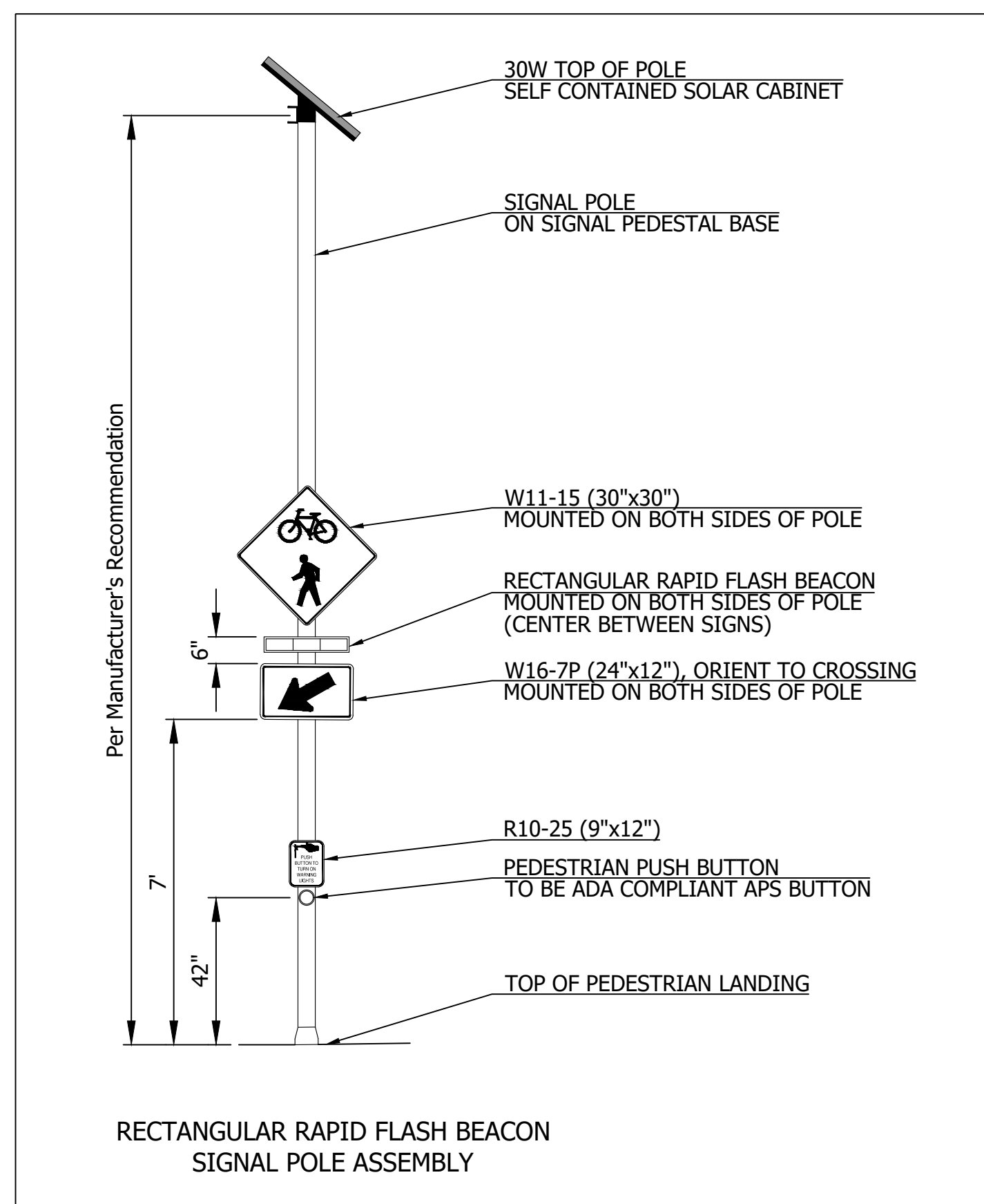
PROPOSED FINDING: The proposed changes are in compliance with adopted City plans. This project includes a new multiuse trail for non-automotive users, accessible curb ramps, and an enhanced crosswalk.

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

PROPOSED FINDING: City plans guided the design of this project. The City hosted a public meeting to review the project in September 2024 and the project has been reviewed at City and County Board/Commission meetings.

RECOMMENDATION:

Staff recommends that the Transportation Commission adopt the proposed findings and approve the Powerline Trail Project plan.



Sta. 3+50 "PR-B"
Sheet Sign W17-1 (30"x30") &
Sheet Sign W13-1P (20) (18"x18") on
Sign Post, Square, Type 1 Unreinforced (12.5') Req'd.
(INDOT Std. Drawing E 802-SNGS-09)

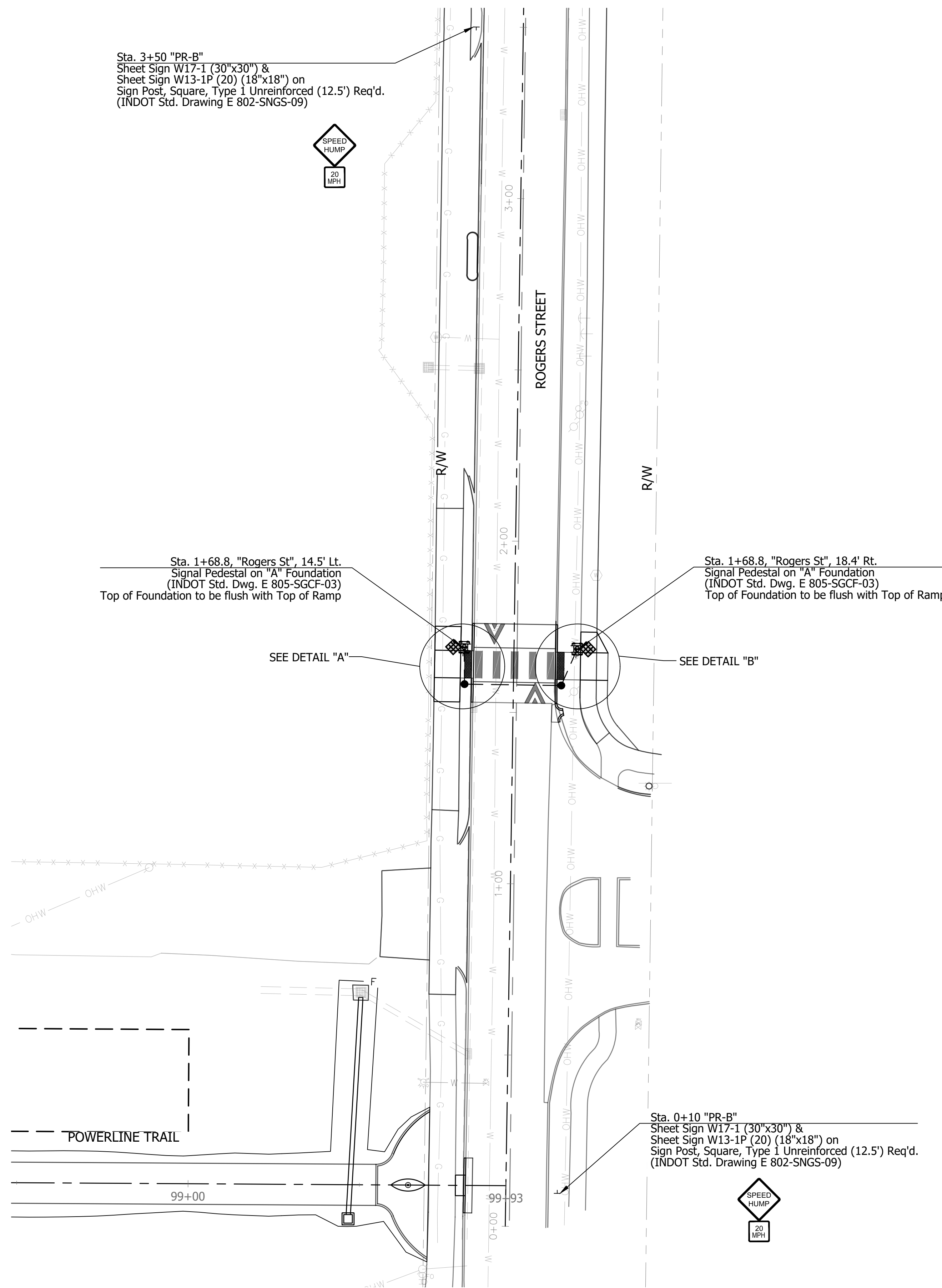
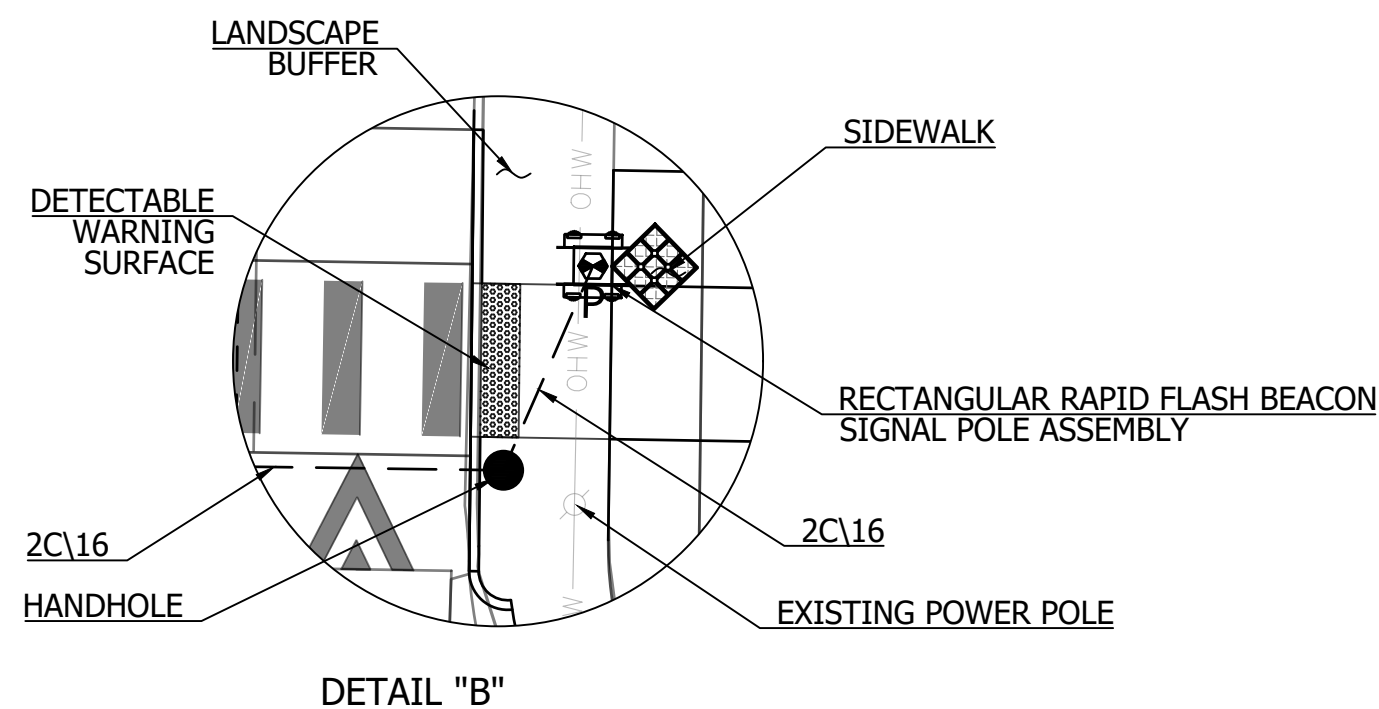
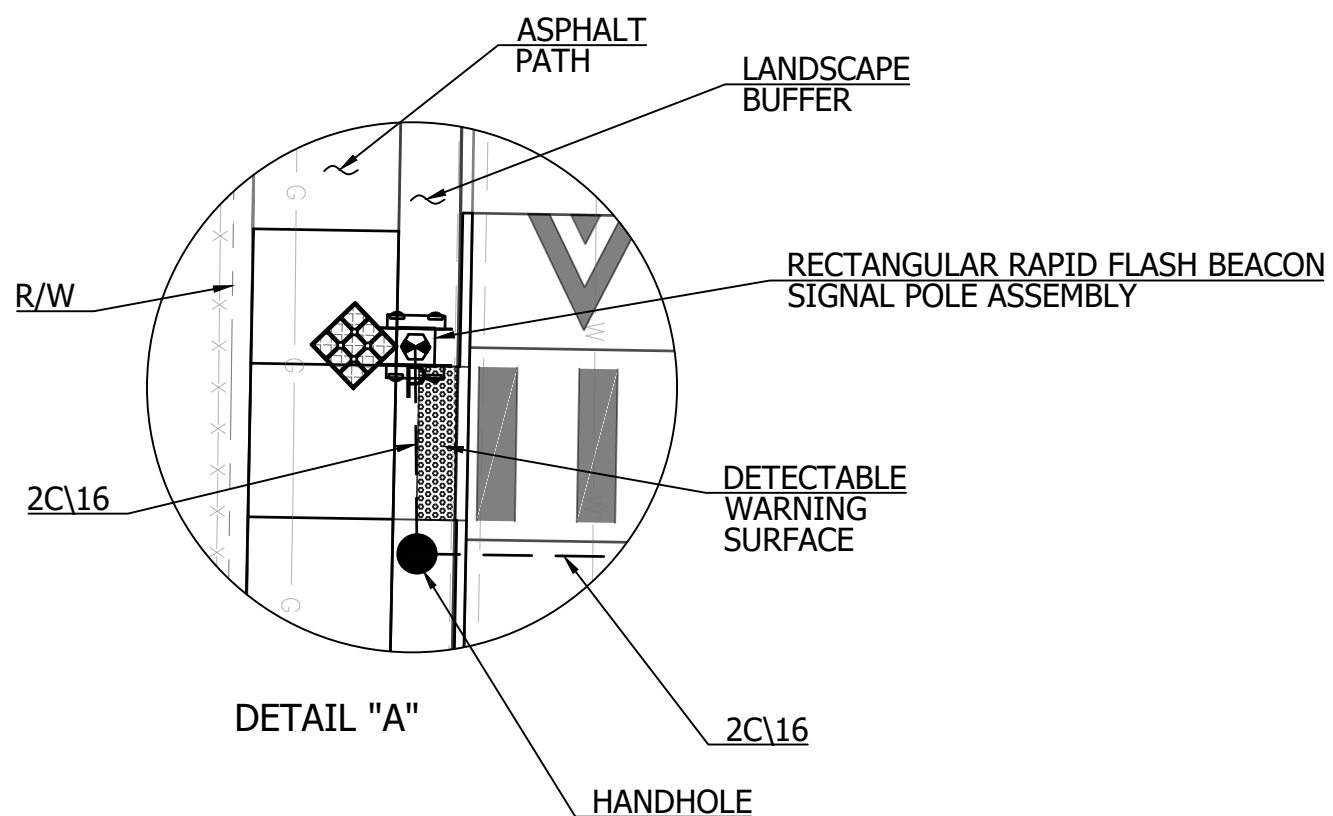


Sta. 1+68.8, "Rogers St", 14.5' Lt.
Signal Pedestal on "A" Foundation
(INDOT Std. Dwg. E 805-SGCF-03)
Top of Foundation to be flush with Top of Ramp

Sta. 1+68.8, "Rogers St", 18.4' Rt.
Signal Pedestal on "A" Foundation
(INDOT Std. Dwg. E 805-SGCF-03)
Top of Foundation to be flush with Top of Ramp

SEE DETAIL "A"

SEE DETAIL "B"



Legend

- Signal Pedestal on "A" Foundation
- Accessible Pedestrian Push Button & Sign
- Rectangular Rapid Flash Beacon
- Solar Panel, Pole Mounted
- Signal Handhole
- 2" Conduit



W11-15
30" x 30"



W16-7P
24" x 12"



R10-25
9" x 12"



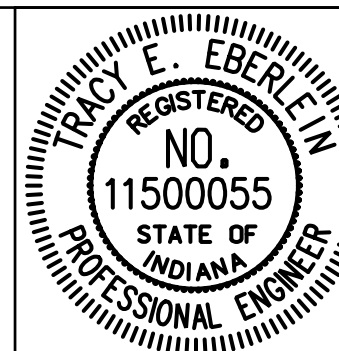
W17-1
30" x 30"



W13-1P(20)
18" x 18"

NOTES:

1. Contractor shall be responsible for locations, protection and coordination of existing utilities.
2. Contractor shall provide and install Carmanah R920-MX Rectangular Rapid Flashing Beacon Assembly (2), each assembly shall include:
Signal pole with signal pedestal on Type A Foundation (1)
Top of pole mounted self contained MX 200 (30 Watt) solar panel and cabinet (1)
MUTCD Compliant Rectangular Rapid Flashing Beacon (2)
Pedestrian Push Button, APS/Audible Information Device (1)
W11-15 (30"x30") sign (2)
W16-7P (24"x12") sign (2)
R10-25 (9"x12") sign (1)
3. All Beacons to communicate with each other upon activation by push button.
4. Push button, per manufacturer's specifications, to be ADA compliant with visual LED confirmation and audible voice message.



RECOMMENDED FOR APPROVAL *Tracy Eberlein* 10/6/2025
DESIGN ENGINEER DATE

DESIGNED: _____ DRAWN: _____
CHECKED: _____ CHECKED: _____

CITY OF BLOOMINGTON
POWER LINE TRAIL

RECTANGULAR RAPID FLASHING BEACON
PEDESTRIAN/TRAIL CROSSING

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	N/A
SURVEY BOOK	SHEETS
N/A	18 of 53
CONTRACT	PROJECT
POWER LINE TRAIL	POWER LINE TRAIL

Bloomington Transportation Commission Staff Report

Location: City Hall

Meeting Date: Month 30, 2026

Case Number: TC-R-26-09

Petitioner: City of Bloomington
401 N. Morton St.

Measure Under Consideration:

Adjust the accepted schedule of Transportation Commission meetings for 2026.

Report:

A meeting schedule for regular hearings, for the 2026 calendar year, was considered by Commissioners during the November 17, 2025 meeting. The initial schedule draft reflected staff preference for the third Monday of each month. Commissioners discussed anticipated conflicts with the schedule as proposed. According to meeting minutes, Commissioners amended the schedule so that, “Regular hearings fall [will] on the fourth Monday of the month, with the exception of the last meeting of the year, which will be scheduled for December 7th.”

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, the meeting location may be changed, or the meeting may be rescheduled for August 31.

Even with advanced notice, the Budget Hearings will limit staff capacity to prepare materials for Transportation Commission consideration. Rescheduling the meeting for August 31 may seem ideal because it will ensure the meeting occurs after scheduled Budget Hearings. However, staff currently require 2-3 weeks of advance notice to prepare packet materials for the Transportation Commission. While materials prepared for Budget Hearings will be in a drafted stage several weeks prior to presentations, they will still be worked on up until the presentations occur. Rather than create a situation where staff are tasked with preparing materials for Commissioners and City Council at the same time, staff have expressed a preference for cancelling the meeting in advance.

Recommendation:

Staff recommend that Transportation Commissioners cancel the regular hearing scheduled for August.

Public Comments Received Online

For items not on the docket. Prepared by the Transportation Commission liaisons for packet distribution.

Deborah Myerson

Received 1/14/2026 12:20:29

I greatly appreciate the major improvements that the City has made in bike infrastructure in Bloomington over the past decade. The expansion of multimodal paths, greenways, and protected bike lanes have done so much to make it easier and safer to travel by bicycle around many parts of the City.

However, one area that is still a significant challenge amidst these improvements: bicycle parking. So many commercial/retail/office areas that are now connected by existing bike infrastructure but lack for ample and secure bicycle parking—if it exists at all. (But no shortage of car parking)

For inspiration, please see below a list of bike rack incentives/programs from around the country (source: ChatGPT, so may need some fact checking).

Does the Transportation Commission have access to a census of bicycle parking and level of service in the City? Are there any initiatives underway to improve bike parking in Bloomington?

City Bike Rack Incentive Programs

Fort Wayne, Indiana

The Fort Wayne Bike Rack Program offers free bike racks and installation to eligible businesses, on a first-come, first-served basis. Businesses within city limits near bike lanes or trails can apply online to participate.

More than 400 racks have been installed citywide, increasing accessibility and encouraging cycling commerce.

Orlando, Florida

Businesses in Orlando can request a free bike rack installation, provided the location is on public land (typically the sidewalk). The City handles the request via online forms, site visits, and installation—all at no cost to the business .

Palm Desert, California

Offers a Bicycle Rack Incentive Program where commercial property owners receive a bicycle rack of their choice, along with installation, at minimal or no cost. Racks feature City branding and come in several designs..

Edwardsville, Illinois

The Bike Rack Grant Program enables businesses and nonprofits to get reimbursed up to \$925 for purchasing and installing bike racks on their property (City of Edwardsville).

Sheboygan, Wisconsin

The city installs inverted-U bike racks—as part of its Complete Streets initiative—in public rights-of-way to encourage ridership and improve access to local businesses (Sheboygan DPW).

Seattle, Washington

Through its Bicycle Spot Improvement Program, Seattle installs racks in neighborhood business districts to facilitate short trips and errands by bike (Seattle).

Citywide & Business-Led Initiatives

Boston, Massachusetts

The Bike Friendly Business Awards recognize businesses that embrace bike-friendly practices—such as installing outdoor racks or offering financial incentives to bike commuters. Winners are awarded Gold, Silver, or Bronze status based on their efforts (Boston.gov).

Long Beach & San Francisco, California

In Long Beach, businesses who are members of Bike-Friendly Business Districts (BFBD) receive free bike racks and corrals (League of American Bicyclists).

In San Francisco, the San Francisco Bicycle Coalition (SFBC) files bike parking requests on behalf of businesses, easing administrative burdens. The Municipal Transportation Agency also installs inverted-U racks or bike corrals (replacing parking spots in high-demand areas) near businesses (Wikipedia).

Jersey City, New Jersey

In 2013, the city simplified and reduced costs for businesses and residences to install bike racks, also making them mandatory for certain new construction projects (Wikipedia).

Received 1/14/2026 12:40:15

Transportation Commission members are invited to complete this survey designed to support the Transportation and Mobility Committee for the City of Bloomington's Council for Community Accessibility and the Bloomington Transit Accessible Transportation Advisory Group.

[SURVEY LINK](#)

Survey responses will help us understand how these committees can best meet your needs and interests.

Please feel also share this survey others who may be interested.

Deadline For Responses: February 2, 2026