

# CITY OF BLOOMINGTON

## TRANSPORTATION COMMISSION

### PACKET ADDENDUM

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:**

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

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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

Auxiliary aids for people with disabilities are available upon request with adequate notice. Please call **812-349-3429** or e-mail [human.rights@bloomington.in.gov](mailto:human.rights@bloomington.in.gov). The City offers virtual options, including CATS public access television (live and tape delayed) found at <https://catstv.net/>

The City is committed to providing equal access to information. However, 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](mailto:transportation.commission@gmail.com).

**Sign-in Sheet**  
**Transportation Commission Meeting**  
**City Hall: Council Chambers Room**  
**Date: March 30, 2026**

NAME (Please Print)	CONTACT (Optional)
LAWRENCE J. RUICH	231 N. SITTLEDEN RD
Leah Sinn Iversen	
Violet Hoyt	
Nicole K. elar -Thomson	
Elaina Iversen	
Arralyn Wood	
Leha Alexander	
Kathleen Boggess	
Steve Akers	Park Ridge IA
Jim Schroeder	Bloomington Bicycle Club
DANIEL BOGGESS	
Peter Iversen	County Council / Father / Cookie Deal
Zac Muller	Neighbor + Citizen @ PRE
Marissa Coblenz	
Jim Schroeder	Bloomington Bicycle Club

# PUBLIC COMMENTS

The following documents were submitted following public comment on TC-I-26-01 during the regular hearing scheduled March 30, 2026.

KB -  Kathleen  
49 yrs Boogess  
SCHOOL OF EDUCATION

~~MEMORANDUM~~  
~~MEMORANDUM~~

Traffic committee

- 10 years to  
get sidewalks  
on morning side  
another few years  
before we get speed  
bumps

Reason - not enough  
accidents had  
happened

Good evening and thank you for holding this hearing.

**[Pause]**

Your willingness to listen and engage reflects a deep commitment to the residents of Bloomington—

**[Slow]** and that matters.

**[Pause]**

It signals that our community is not just managed,

**[Emphasize]** but cared for.

My name is Lawrence Ruich.

I am an educator of more than twenty years,

**[Pause]**

and I come before you on behalf of the Park Ridge East Neighborhood Association and the families, children, and residents who move through the intersection of East Morningside Drive and Smith Road every day.

**[Pause]**

As an educator, I've long believed that the spaces we inhabit—our classrooms, and our neighborhoods—

**[Slow]** should function as learning environments.

**[Pause]**

And in any true learning environment, people must feel safe, seen, and supported

**[Emphasize]** in order to grow.

**[Pause]**

Right now,

**[Slow]** this intersection is not reflecting those conditions.

**[Pause]**

This is a space where children walk and bike with family and friends,  
where families cross to access parks,  
and where residents navigate by foot, bicycle, personal vehicle, school bus, and  
public transit.

**[Pause]**

It is a shared space—

**[Emphasize]** but it is not yet a safe one.

**[Pause]**

What we are seeing is not an isolated issue—

**[Emphasize]** it is a pattern.

**[Pause]**

Drivers rolling through stop signs.

Speeding through a designated Greenway.

Near-misses that have become normalized.

**[Pause]**

And then, on October 6<sup>th</sup> of last year,

**[Slow]** that pattern became a reality.

**[Pause]**

A child was struck.

**[Pause]**

In education, we talk about knowing those in our care—  
understanding needs, responding thoughtfully,  
and adjusting our actions accordingly.

**[Pause]**

Our community is telling us something clearly:

**[Emphasize]** this intersection is not meeting those needs.

**[Pause]**

To care for a community  
is to respond—

**[Slow]** not after tragedy,  
but in anticipation of it.

**[Pause]**

We are asking for visible, immediate signals that help drivers recognize the seriousness of this space—  
especially in an age of increased distraction:

**[Pause]**

- High-visibility stop signs with flashing borders
- Rumble strips or speed tables along Smith Road

**[Pause]**

These examples are not simply traffic interventions—  
**[Emphasize]** they are messages.

They communicate:

**[Slow]** *slow down—people matter here.*

**[Pause]**

A caring community does not wait for more data  
when the lived experience is already clear.

**[Pause]**

It listens.

It responds.

**[Emphasize]** And it acts with both humility and urgency.

**[Pause]**

This intersection has already been identified as high priority.

**[Slow]** Now is the moment to align that designation with action.

**[Pause]**

Because ultimately,  
the measure of a community—like a classroom—  
is whether its members feel safe enough

**[Emphasize]** to live, to move, and to grow within it.

**[Pause]**

**[Strong, measured close]**

We are not asking for consideration—we are asking for action, so that no family in  
our community has to learn about safety through harm.

Thank you for your time and your care.

Hello, my name is Brianna Alexander and I am the mother of Lena, the 10 year old who was recently hit by a car while crossing the intersection at Morningside Dr. and Smith Rd.

Immediately after the crash, sitting in the hospital ER, watching my daughter repeatedly vomit up the blood she was swallowing from the missing teeth that were knocked out on impact, I was overwhelmed with guilt. I had failed to keep my baby safe.

My husband and I had only begun letting Lena cross Smith Rd this past summer, after she asked to be able to go to her best friend's house and "the yellow slide park." It was a decision we made carefully, and only after many conversations about safety, and weeks of her demonstrating she was responsible enough to always wear her helmet, travel with friends, and be home on time. I was so nervous, but I also know how important independence is for a child's development.

Nonetheless, sitting in the ER waiting for answers on the extent of the damage to her little body, managing my composure to keep her calm, thinking through how to make her whole again, and trying not to let my mind spiral to the worst outcomes, I felt like I had failed her.

When tragedy happens your instinct is to turn inward, but when your village shows up to help, it reminds you that you're part of a bigger picture.

Before we even got home from the hospital, a neighbor had organized a Meal Train, to help take the pressure off while we focused on Lena's care, and almost immediately dates filled up and messages of care and concern were rolling in. Over the next weeks the messages from terrified parents who couldn't help but put themselves in our shoes, made me realize it could have been anyone's child. I hadn't failed.

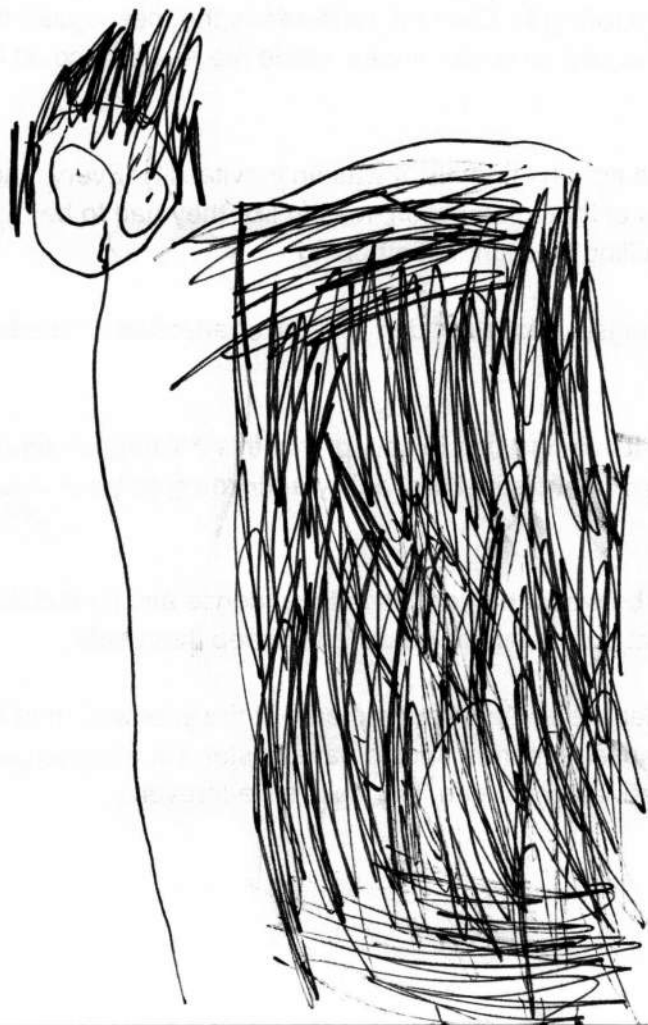
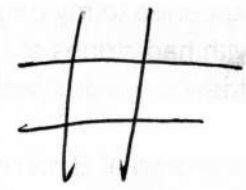
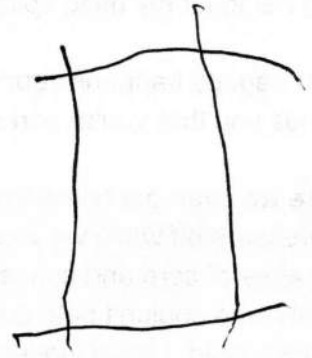
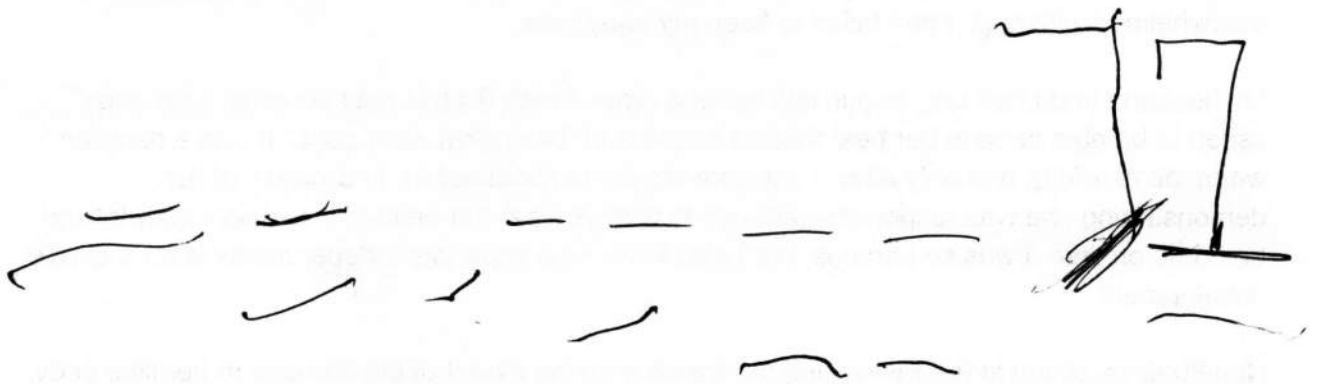
What happened to my daughter was not an anomaly; it was an inevitability. Every neighbor I spoke with had stories of close calls at that intersection; feeling like they had to be hyper vigilant after witnessing distracted drivers rolling through, not stopping.

The intersection at Smith and Morningside does not demand driver attention. It needs upgrades that will.

Doing nothing now is not neutrality. It is a decision to accept that this will happen again. A **serious injury crash** is no longer just a statistical probability **according to your own data** - it has now happened - to a child.

Parents should not have to choose between their child's independence and their child's safety. They deserve the peace of mind that our roads are designed to keep them safe

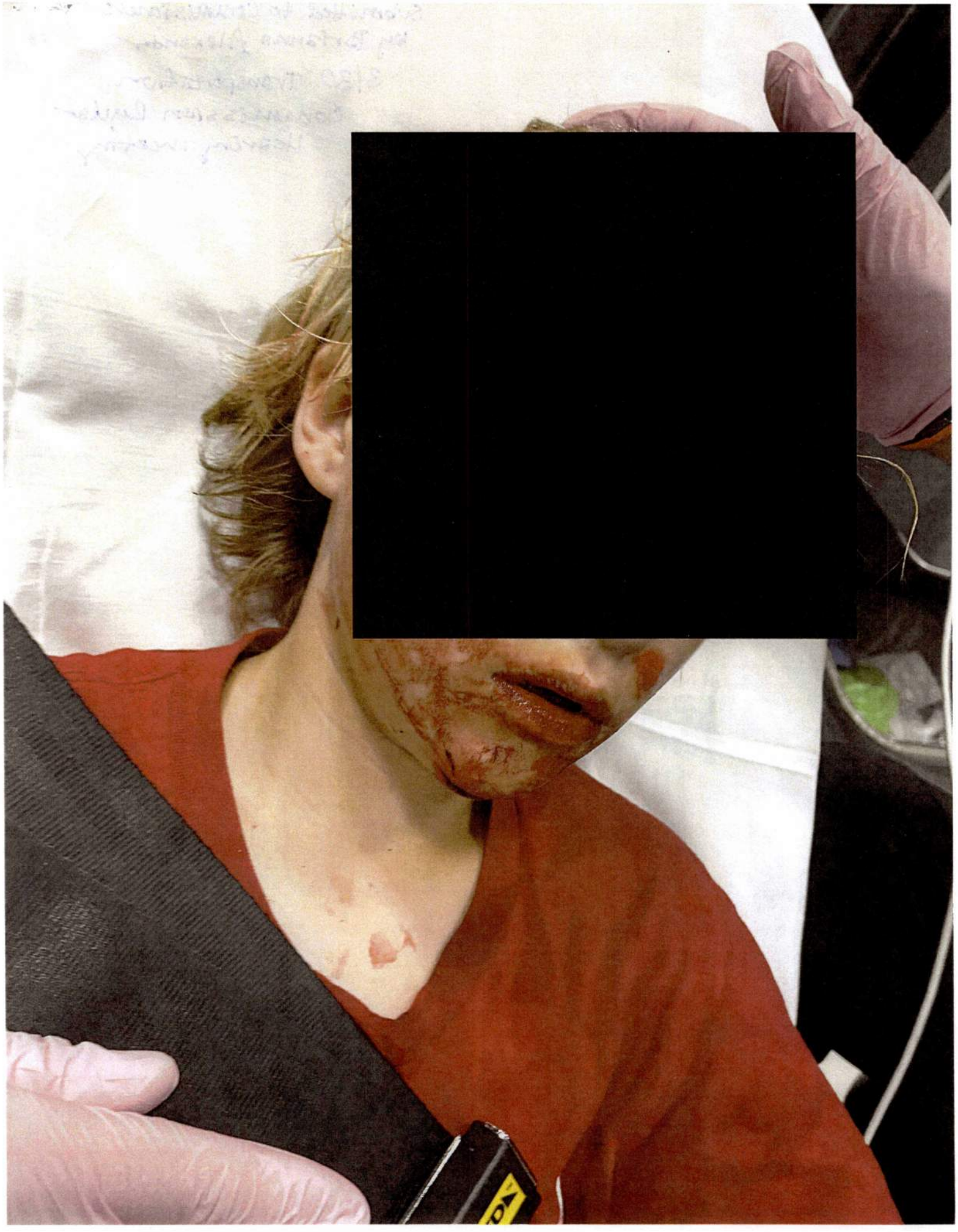
I urge you to allocate funds for immediate safety improvements at the intersection of Smith Road and Morningside Drive—because no parent should have to stand in an emergency room wondering if a simple walk to the park has changed their child's life forever.



Submitted to Commissioners  
by Brianna Alexander  
3/30 Transportation  
Commission Regular  
Hearing meeting

The following images were presented to Commissioners during public comment for TC-I-26-01 by Brianna Alexander. Alexander stated that the images were provided by Bloomington Police Department. The images document the visual extent of medical injuries sustained by Lena Alexander following the incident involving a vehicular collision on October 6, 2025.





Handwritten text on the white background, likely a medical note or chart, which is mostly illegible due to blurring and the redaction box.



Hi, my name is Lena Alexander. I am the person that got hit by a car while riding my bike through the intersection at Smith and Morningside. I am here to talk about the safety of the intersection and why you should do something about it.

Even though I followed all the safety rules like stopping and checking both sides of the road, to make sure it was clear, traveling in the crosswalk, and wearing bright colors, the driver ran the stop sign and crashed into me, breaking my jaw in 3 places and knocking out my 3 front teeth.

I think to make the road safer to the people crossing it, you should add rumble strips or a colorful crosswalk to get people's attention better.

You should make the road safer because the intersection goes between 2 neighborhoods, which both have city parks. Therefore lots of people go through there, so they should be able to cross safely.

If you don't add improvements to make the road safer, then it might not be long until another kid gets hit. And if they're not as lucky as I was then their hit might be worse or even fatal.

# TC-P-26-07

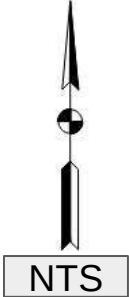
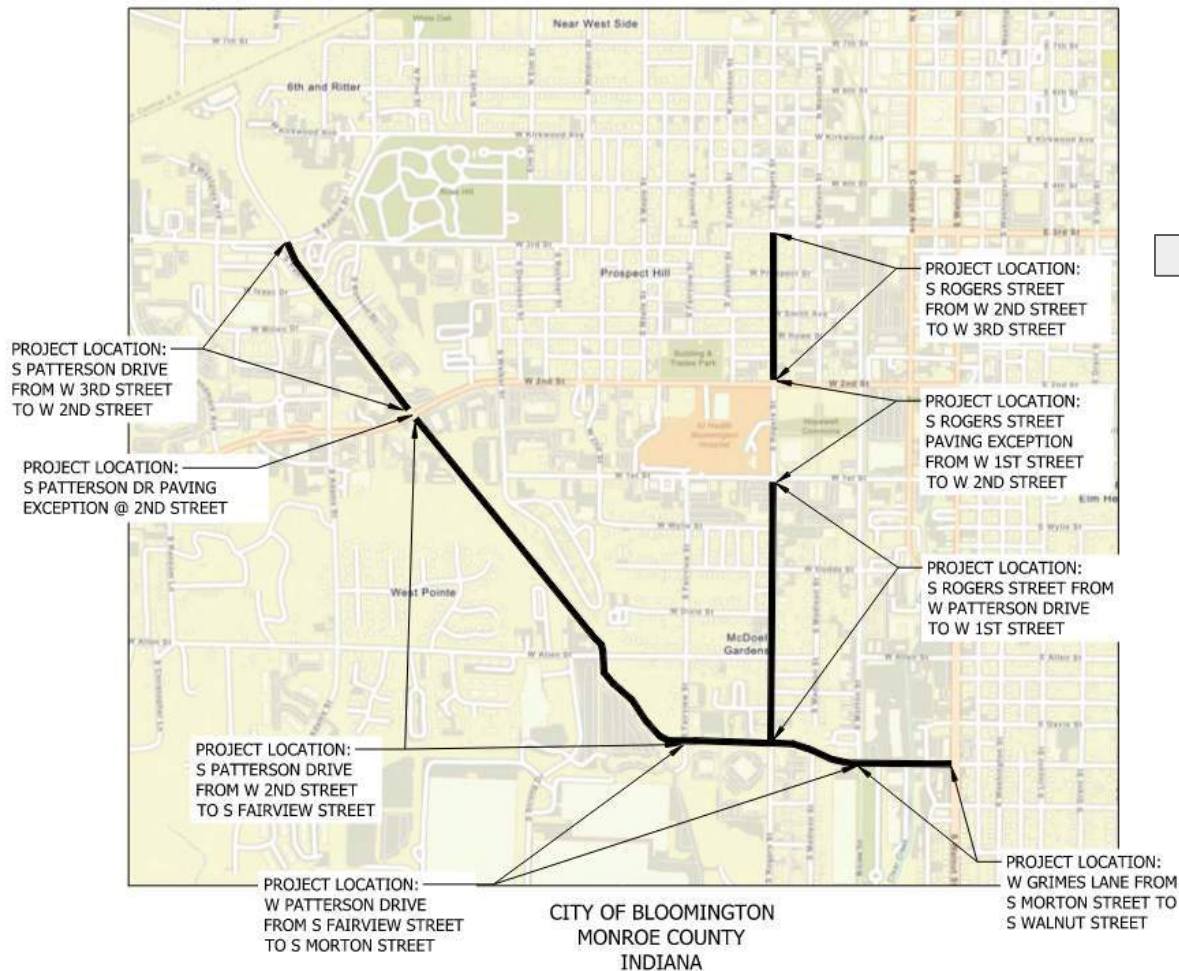
# Patterson/Grimes/Rogers CCMG Resurfacing Project

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Kendall Knoke  
Project Engineer

March 30, 2026

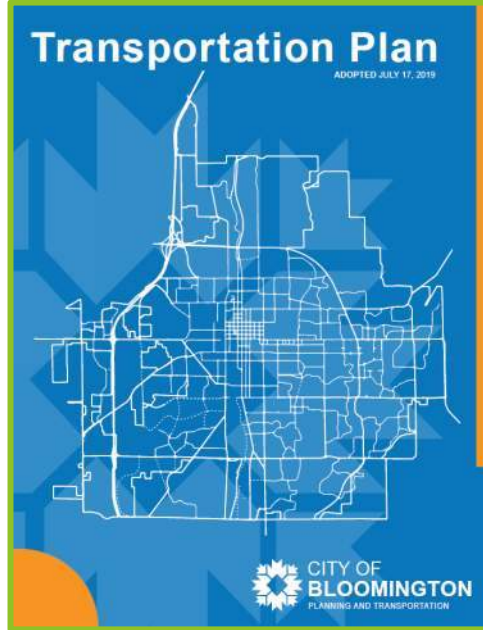




CITY OF BLOOMINGTON  
MONROE COUNTY  
INDIANA



2018 Comprehensive Plan  
City of Bloomington



**U.S. Access Board**

Public Right of Way Accessibility Guidelines (PROWAG)

# Safety Improvements

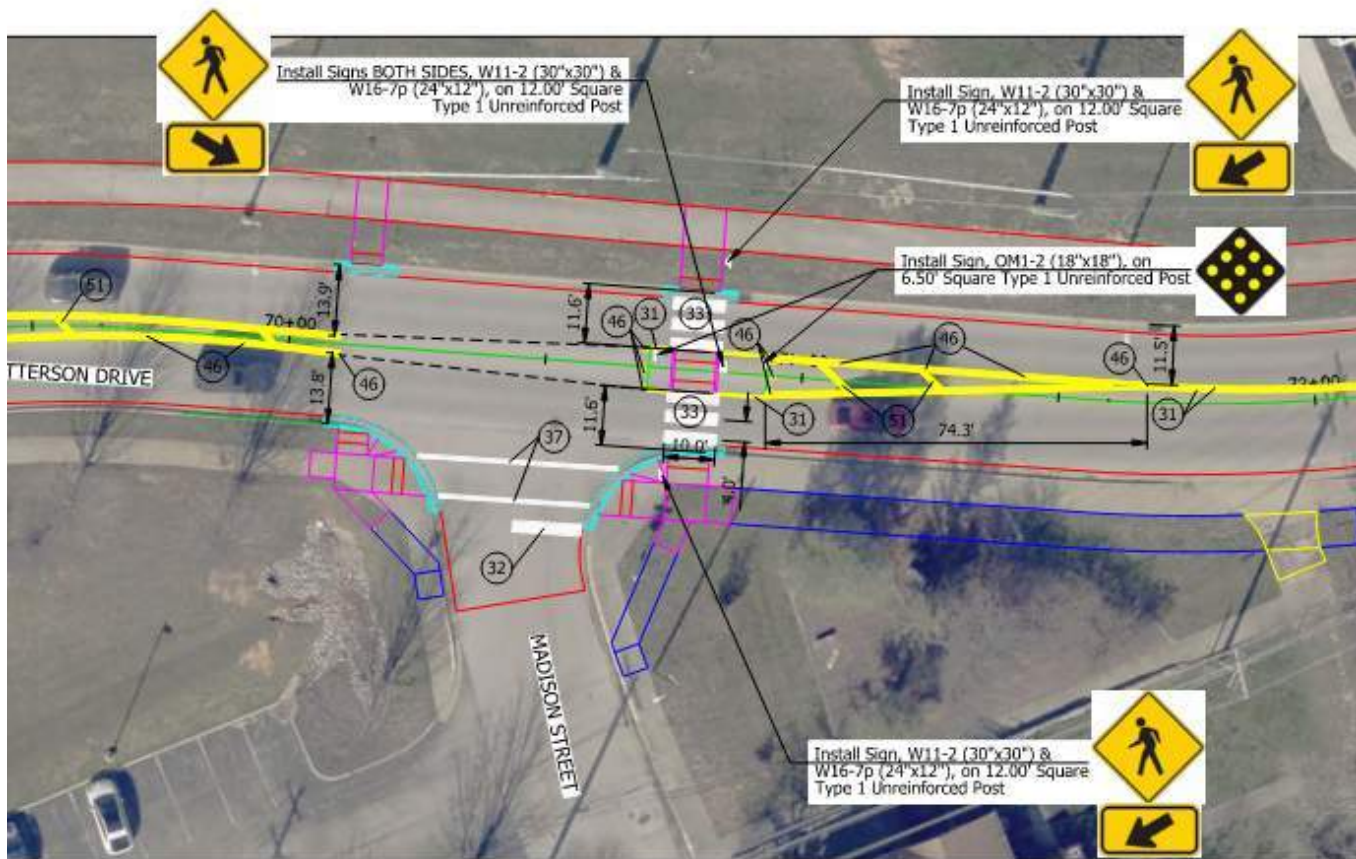


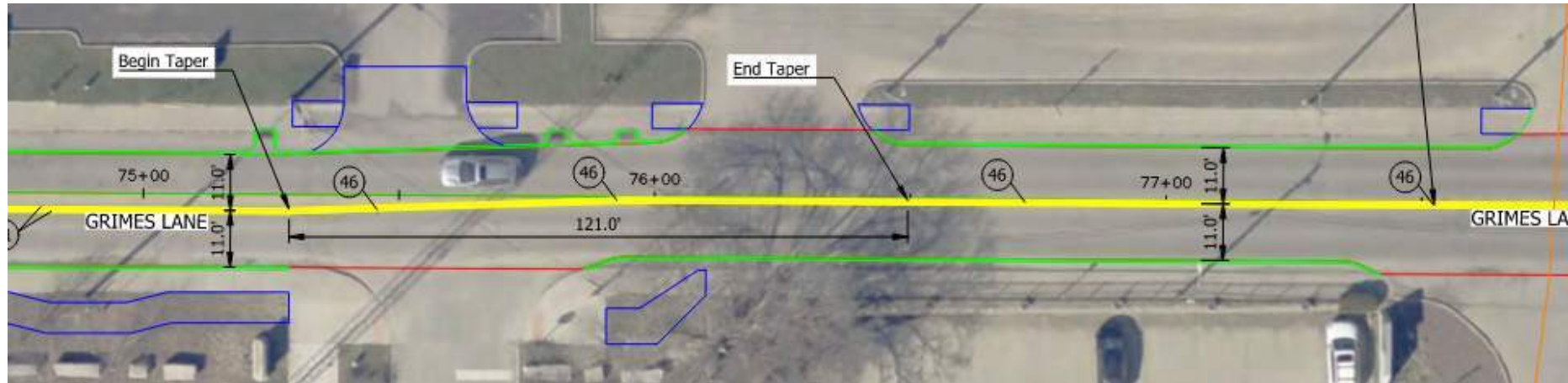
1. Flashing Yellow Arrow (FYA) at all left turn lanes
2. Signal Backplates at all section heads
3. Additional section head for added visibility around curves
4. New pedestrian push buttons

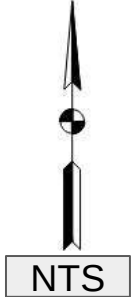
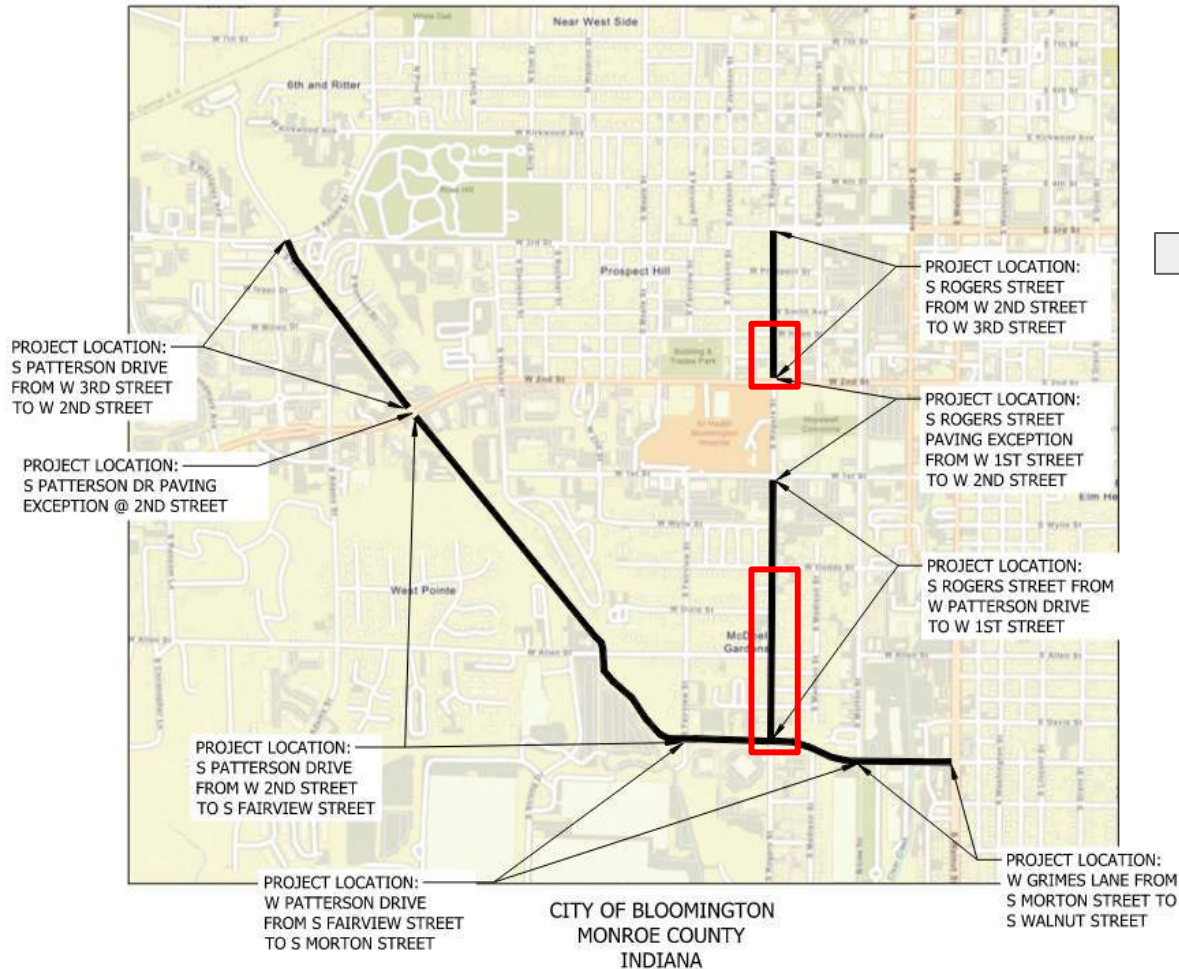


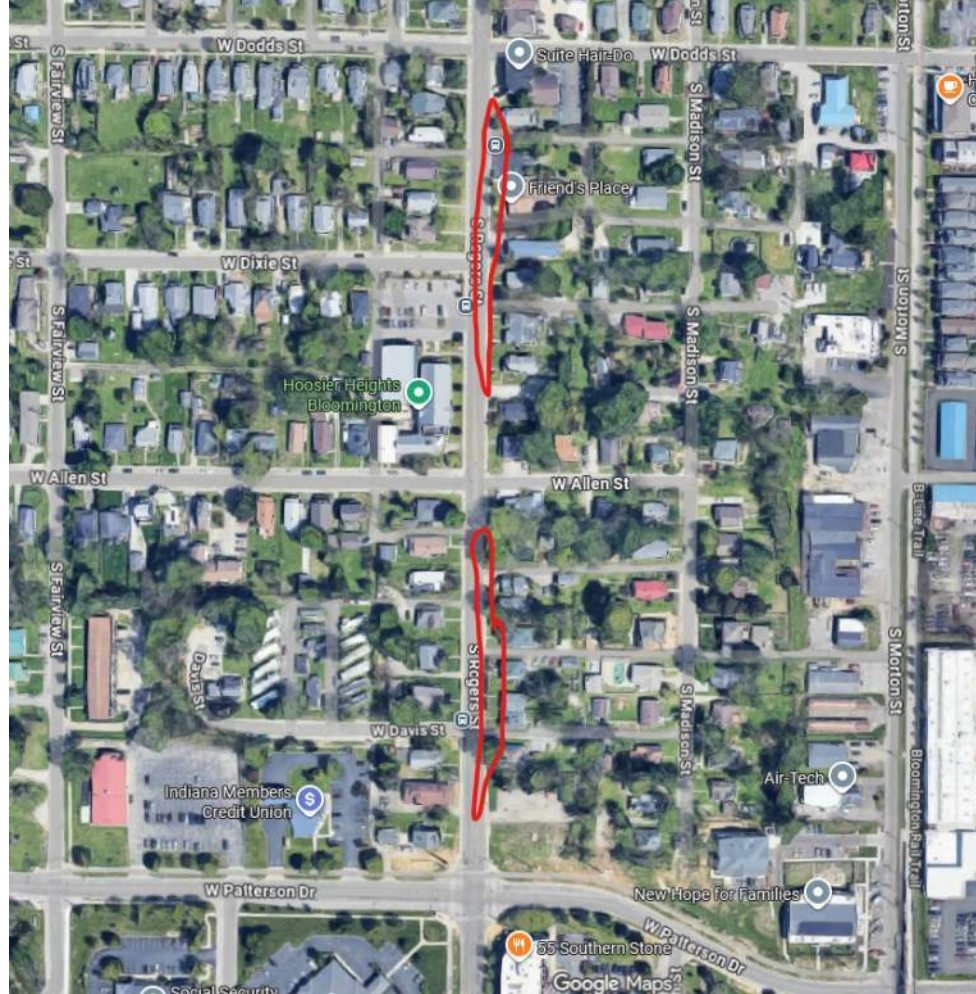


















REVISIONS: NONE, March 21, 2025, 08:12:33 AM  
 FILE: ROGERS\_PAVEMENT\_MARKINGS\_SHEET\_31.DWG

- 30 Line, Thermoplastic, Solid, White, 4 in.
- 31 Line, Thermoplastic, Solid, Yellow, 4 in.
- 32 Transverse Markings, Thermoplastic, Stop Bar, White 24 in.
- 33 Transverse Markings, Thermoplastic, Crosswalk Line, White 24 in., Variable Size Dims
- 34 Pavement Message Markings, Thermoplastic, White, Arrow
- 35 Pavement Message, Thermoplastic, White, Bike Lane
- 36 Pavement Message, Thermoplastic, White, Shared Lane
- 37 Line, Thermoplastic, Solid, White, 6 in.
- 38 Line, Thermoplastic, Dashed, White, 6 in.
- 39 Line, Thermoplastic, Dashed, White, 4 in.
- 40 Transverse Markings, Thermoplastic, Crosswalk Line, White, 12 in.
- 41 Line, Thermoplastic, Solid, White, 6 in.
- 42 Line, Thermoplastic, Dashed, White, 6 in.
- 43 Pattern: 2' Solid with 4' Gap
- 44 Line, Thermoplastic, Solid, White, 4 in.
- 45 Flanking
- 46 Snow-detectable Raised Pavement Marker
- 47 Transverse Markings, Thermoplastic, Crosswalk Line, White, 12 in.



RECOMMENDED FOR APPROVAL: *Patrick R. Deery* ENGINEER, 03/20/2025 DATE

DESIGNED: /PID DRAWN: /PID

CHECKED: /PID

**CITY OF BLOOMINGTON  
ENGINEERING DEPARTMENT**

**ROGERS STREET RESURFACING  
PLAN VIEW  
STA 200+50 to STA 212+00 LINE "PR-R"**

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	PATTERSON ROGERS RESURFACING







# THANK YOU.

Questions?

