

CITY OF BLOOMINGTON



January 26, 2026
Planning Session @ 5:30 p.m.
Regular Hearing @ 6:00 p.m.

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

In-person:
 City Hall, 401 N. Morton St.
 McCloskey Room, #135

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.
McCloskey Conference Room, #135

Virtual:

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

- 1. ROLL CALL**
- 2. ELECTION OF OFFICERS**
 - a. Chair
 - b. Vice Chair
- 3. REPORTS AND COMMUNICATIONS**
 - a. From Commissioners
 - b. From Staff
 - i. Administrative Update
 - ii. 180 Day Order Update
 - iii. SS4A Funding Update
- 4. CASES (PETITIONS, RESOLUTIONS, TRANSPORTATION INQUIRIES)***
 - a. TC-I-26-01 - Regarding Existing Traffic Control at the Intersection of Morningside Drive & Smith Road
 - b. TC-P-26-02 - Review In-Progress Transportation Projects and Approve Proposed Changes to Bloomington Municipal Code
 - c. TC-P-26-03 - Approve a Design Concept for N Dunn Street Multiuse Path
 - d. TC-R-26-04 - Approve a Proposed Title 20 Amendment: Fee in-Lieu of Required Transportation Infrastructure
- 5. DISCUSSION OF TOPICS NOT ON THE DOCKET**
 - a. From Commissioners
 - b. From Staff
- 6. GENERAL PUBLIC COMMENT ON ITEMS NOT ON THE DOCKET**
- 7. ADJOURNMENT**

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

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 and provide a link to or description of the resource you are having problems with.

* = Agenda items seeking for a Commission vote

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The City is committed to providing equal access to information. However, despite our efforts, at times, portions of our board and commission packets are not accessible for some individuals. If you encounter difficulties accessing material in this packet, please contact **Iris Bull** at iris.bull@bloomington.in.gov and provide your name, contact information, and a link to or description of the resource you are having problems with.



To: Transportation Commission
From: Iris Bull
Mtg Date: January 26, 2026
Subject: Administrative Updates

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 because tables are not recommended for the creation of accessible documents. 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
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

Change Log

Change logs are references to document the evolution of a project, and it may inform future decisions. When appropriate, the log will document both rationales and responsible parties for a change or decision. Except where written documentation exists, records for decisions that were made before the creation of this log will not be noted out of concern for accuracy.

Transportation Commission

ID	Decision	Proposed By	Date	Status	Approval
00	Maintain a change log for decisions that affect Commission packet submissions and packet production	Iris Bull	Sep 19, 2025	Implemented	Andrew Cibor
01	Update downloadable link on TC website for Bylaws with version passed on July 21	Steve Volan	Sep 15, 2025	Implemented	Ryan Robling
02	Change first page of meeting minutes to be more visually distinct from the public notice	Steve Volan	Sep 19, 2025	Implemented	Iris Bull
03	Adjust the bullet indentation of action items to align with conventional hierarchical distinctions	Steve Volan	Sep 19, 2025	Implemented	Iris Bull
04	Adopt Bates Numbering styling conventions for Commission packets	Steve Volan	Sep 19, 2025	Implemented	Iris Bull
05	Add vacancy listing to Packet cover page / Public Notice	Steve Volan	Sep 19, 2025	Implemented	Iris Bull

ID	Decision	Draft 01/23/26		Status	Approval
		Proposed By	Date		
06	Update Bylaws with hyperlinks to relevant Transportation Commission resources, portals, documents, and archives	Steve Volan	Sep 19, 2025	In Progress	Iris Bull
07	Change language of "Statue" to "Ordinance" on TC website	Steve Volan	Sep 19, 2025	In Progress	Iris Bull
08	Revise Staff Memo Template to make clear that memos are <i>for</i> the Commission to review	Steve Volan	Sep 19, 2025	Implemented	Iris Bull
09	Add links to video archive and other highly-trafficked URLs to the Meeting Minutes template	Iris Bull	Oct 14, 2025	Implemented	Iris Bull
10	Updated Meeting Minutes template to V.2	Iris Bull	Nov 7, 2025	Implemented	Iris Bull
11	Revised identification conventions in the Meeting Minutes template to detail staff department affiliations and job role.	Iris Bull	Nov 7, 2025	Implemented	Iris Bull
12	Formatting conventions of the Public Notice were adjusted for the first time to account for the scheduling of the Commission's first Planning Session.	Iris Bull	Nov 10, 2025	Implemented	Iris Bull
13	Occasionally local events are referenced during a meeting. While drafting the meeting minutes, staff may utilize Archive.org to nest stable permalinks about those events.	Iris Bull	Nov 10, 2025	Implemented	Iris Bull
14	A new style convention was adopted for the meeting minutes such that people are recognized by full name and/or title the first time they are described during discussion of an item. Subsequent mentions of a person in that section of the minutes are	Iris Bull	Nov 10, 2025	Implemented	Iris Bull

ID	Decision	Proposed By	Date	Status	Approval
	truncated to the person's last name. The intent is to make it easier to keep track of when commissioners speak for the first time with regards to an item.				
15	Updates to 11.17 Packet	Iris Bull	Nov 14, 2025	Implemented	Iris Bull
16	Updated indentation style conventions for 7.21 Meeting Minutes, corrected error in agenda description, and uploaded document to Onboard.	Iris Bull	Nov 14, 2025	Implemented	Iris Bull
17	Uploaded 9.15 Meeting Minutes to Onboard	Iris Bull	Nov 14, 2025	Implemented	Iris Bull
18	Updates to 11.17 Packet	Iris Bull	Nov 17, 2025	Implemented	Iris Bull
19	Converted Change Log from annual record to timeless record.	Iris Bull	Dec 12, 2025	Implemented	Iris Bull
20	Updated TC website with downloadable PDF of the packet materials submission schedule for ease of reference.	Iris Bull	Dec 12, 2025	Implemented	Iris Bull
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26	Planning Session Agenda updated; removed item related to meeting minutes.	Iris Bull	Jan 20, 2026	Implemented	Ryan Robling
27	Updates to the 01.26 Packet	Iris Bull	Jan 23, 2026	Implemented	Iris Bull
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	Implemented	Iris Bull

Notes

- **For Drive users:** Navigate to Document Tabs to view detailed notes on the implementation of specific changes.

January 26, 2026 Detailed Update

ID	Decision
22	<ul style="list-style-type: none">- A column was added to the table of commission members and term appointments to indicate the date upon which a commission member was appointed.- 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.
23	<ul style="list-style-type: none">- Two additional letters were received for item TC-I-26-01: Regarding Existing Traffic Control at the Intersection of Morningside Drive & Smith Road- Document headers were updated to reflect the new pages.
27	<ul style="list-style-type: none">- Language corrected for TC-R-26-04 (specifically 2. Payment in Lieu) to read "payment" instead of "fee"- Administrative Memo updated with current information; added detailed notes.- Document headers were updated to reflect new pages.



To: Transportation Commission
From: Andrew Cibor, City Engineer
Mtg Date: January 26, 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 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 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.

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

12/5/2025

Date

Effective Date: 6/11/2025

**Reissued on 12/5/2025 to extend*

Expiration Date: 6/6/2026

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.



Signature of City Engineer



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 19th 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.


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

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

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

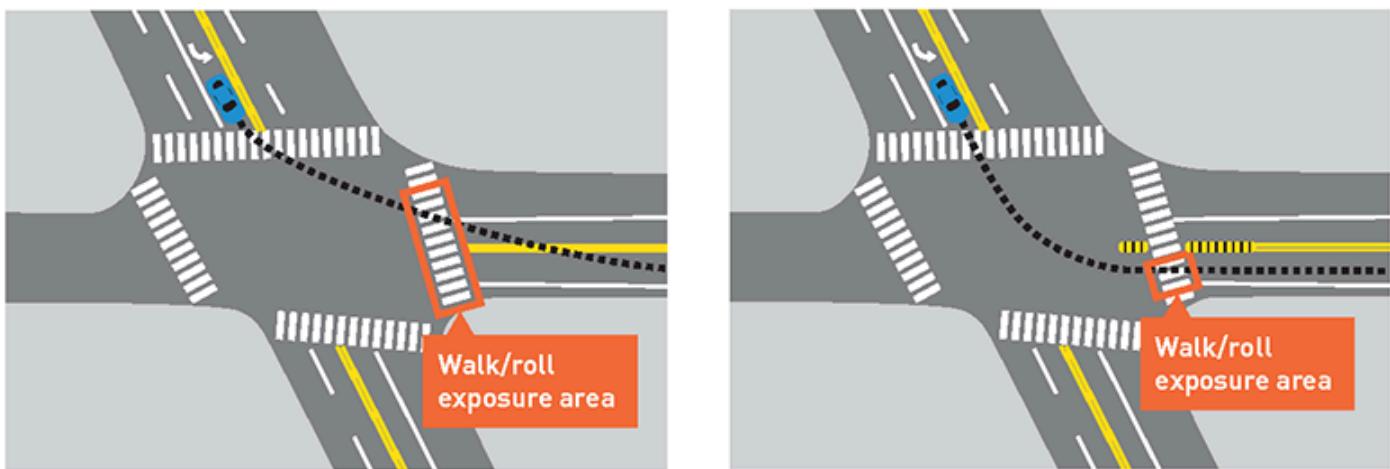
The City of Bloomington has many City-owned and maintained traffic signals, some of which may either not be warranted or may be contributing to high vehicle speeds in locations where vehicle speeds should be lower to fit the context of the intersection based on its location. With \$350,000 allocated, 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



To: Transportation Commission
From: Ryan Robling
Mtg Date: January 26, 2026
Subject: Smith Rd. & Morningside Dr. Crash

Location:

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

Background:

The Engineering, Planning and Transportation, and Bloomington Police Department received a request from a resident regarding safety concerns at the intersection of Smith Rd and Morningside Dr. 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>

Mon, Jan 12, 2026 at 11:44 AM

Reply-To: Elizabeth Konwest <ekonwest@yahoo.com>

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

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 <parkridgeneverhood@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.coblenz@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.

Draft 01/23/26

25 of 65

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://parkridgenighborhood.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>
To: roblingr@bloomington.in.gov

Wed, Jan 14, 2026 at 2:03 PM

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>
To: roblingr@bloomington.in.gov

Wed, Jan 14, 2026 at 4:01 PM

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,



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 Coblenz <marissa.coblenz@gmail.com>
To: roblingr@bloomington.in.gov

Sat, Jan 17, 2026 at 1:57 PM

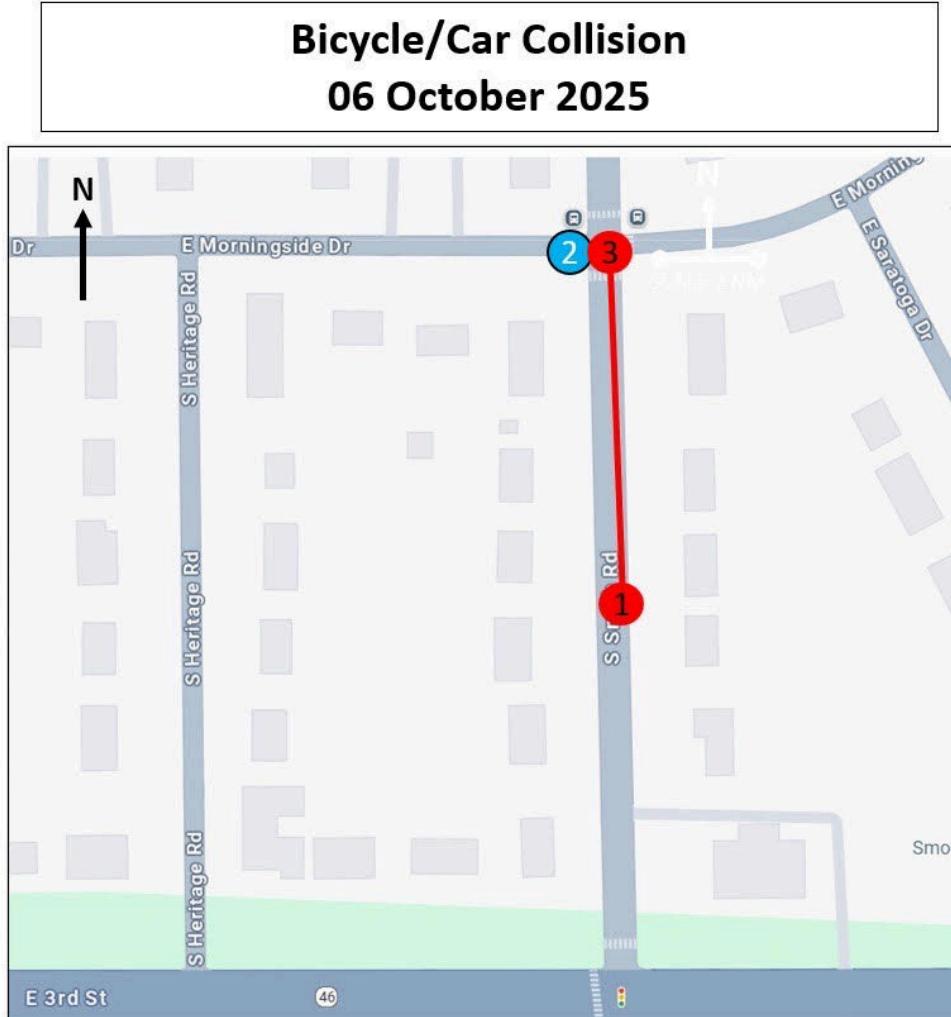
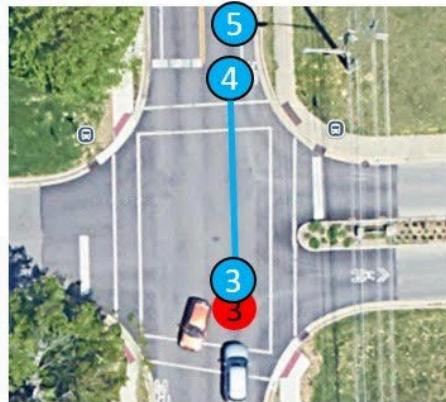
Hi Ryan,

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 Coblenz
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



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.

Bicycle —
Vehicle —

BLOOMINGTON TRANSPORTATION COMMISSION
STAFF REPORT
Location: Multiple Projects

CASE #: TC-P-26-02

MEETING DATE: January 26, 2025

- **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**

PETITIONER: City of Bloomington
 401 N. Morton St.

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.

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. Geometric updates include truck aprons and hardened centerline treatments to reduce vehicle turning speeds and control motor vehicle turning paths across pedestrian crosswalks. 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).

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.

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.

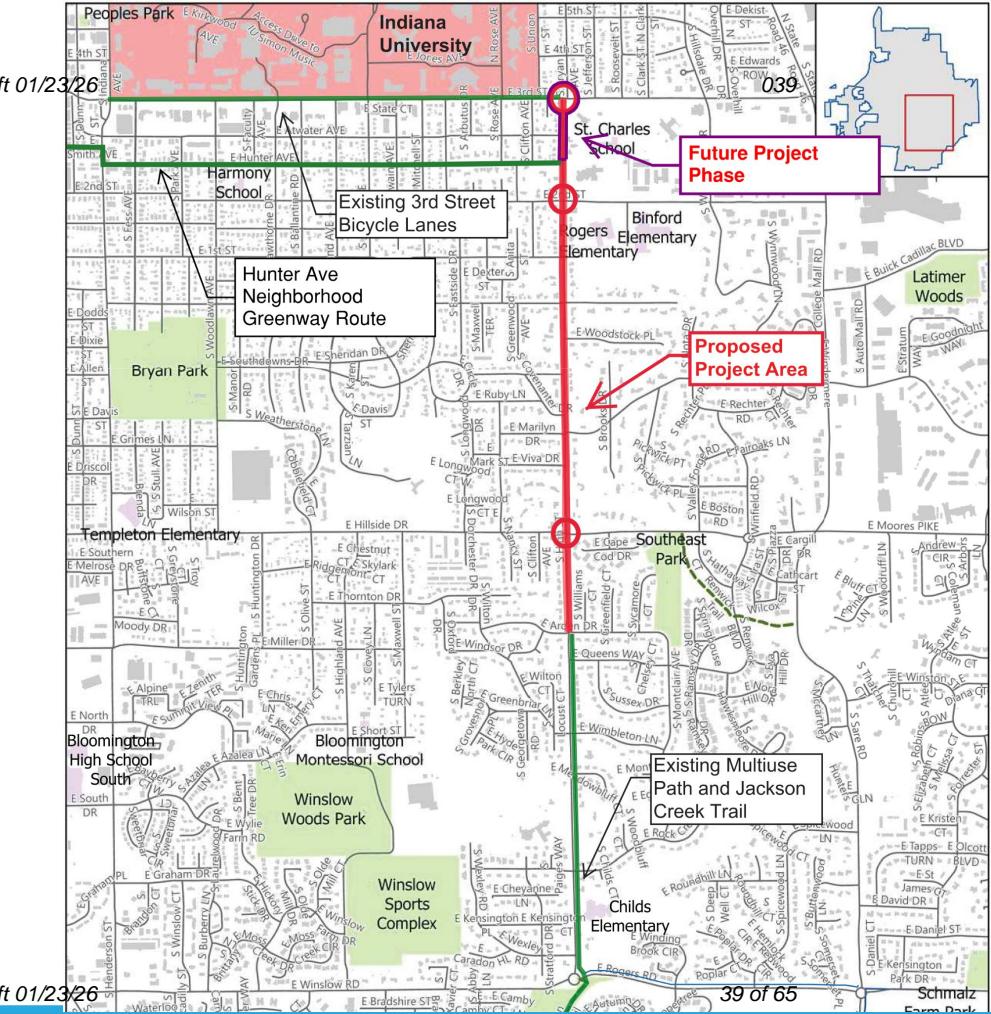
TC-P-26-02 (Multiple Projects)

Neil Kopper
Senior Project Engineer

January 26, 2026

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

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

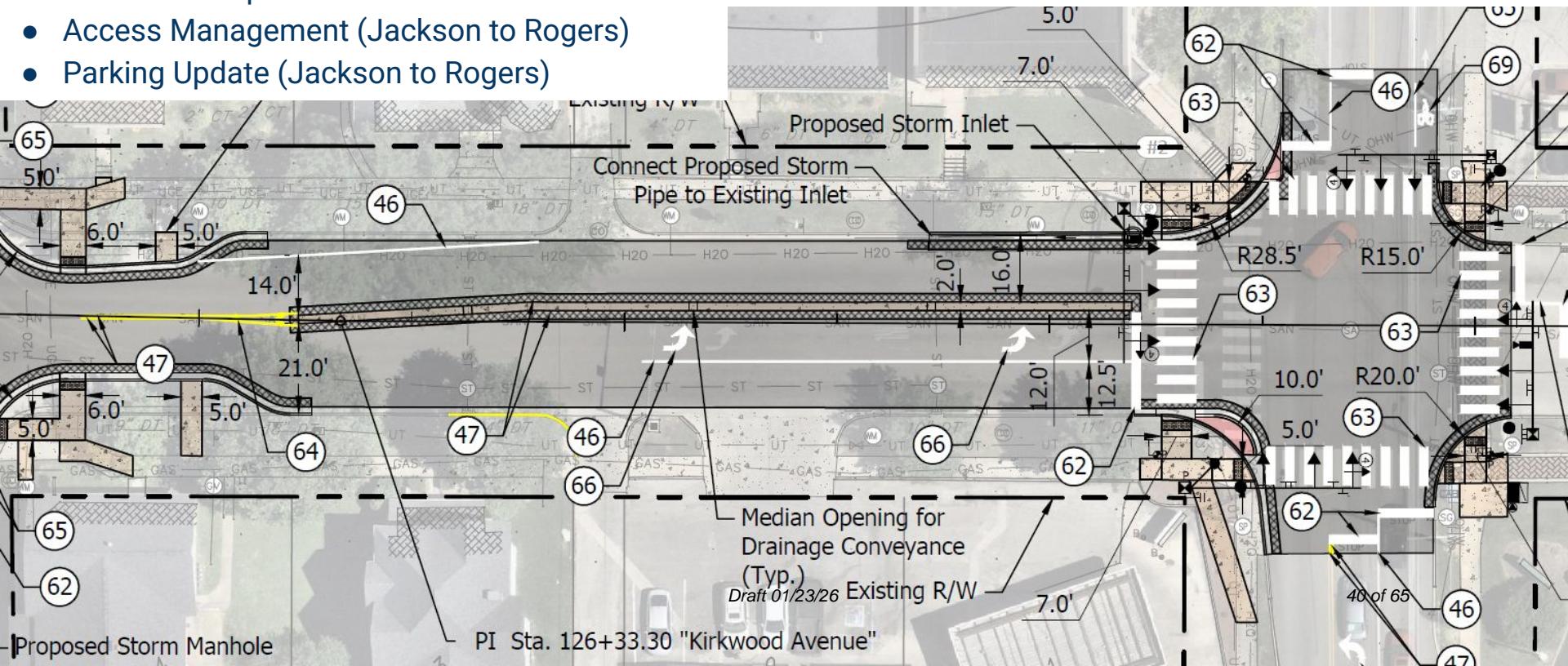


West Kirkwood (Pine to Rogers) Improvements Project Draft 01/23/26

Draft 01/23/26

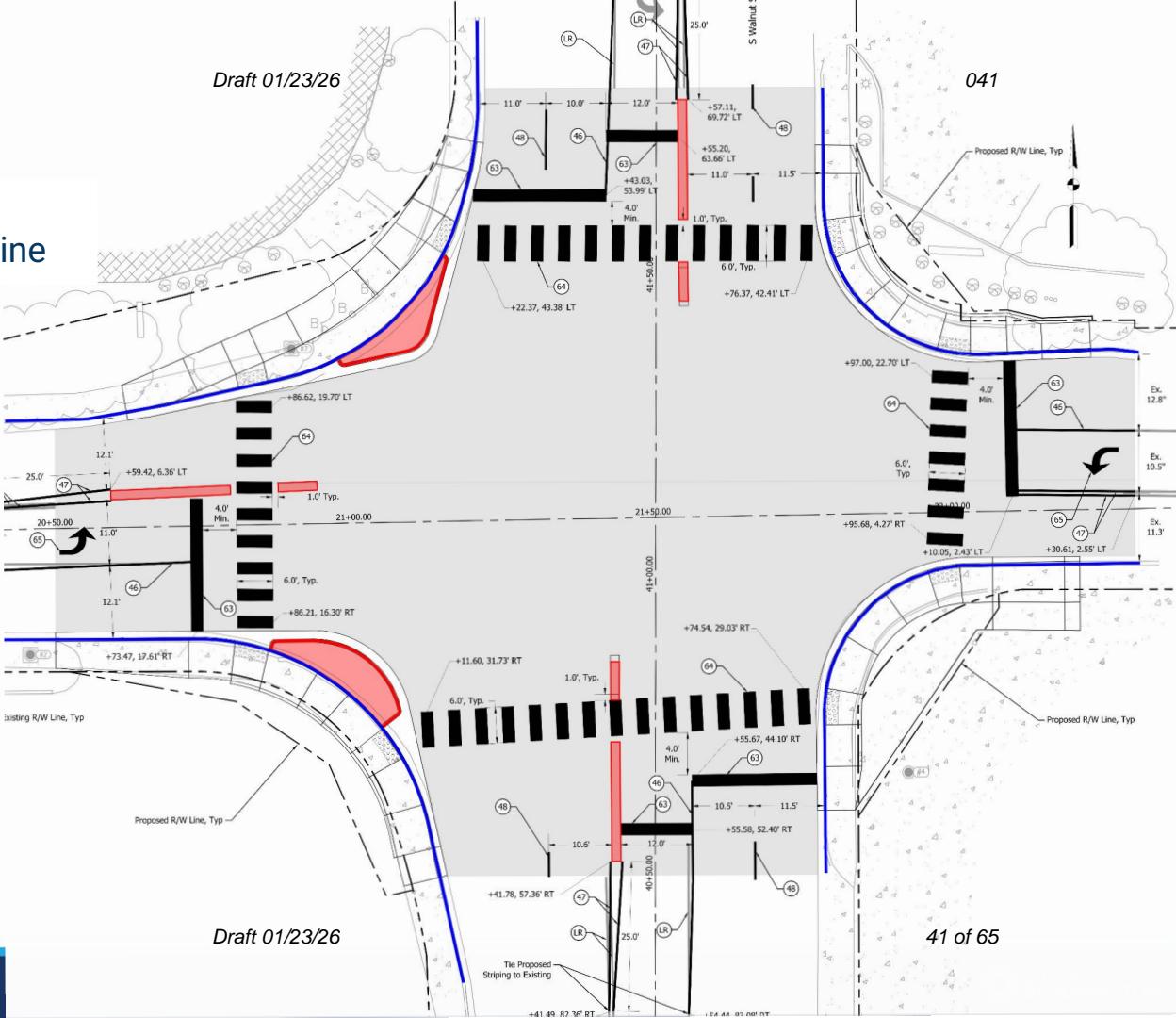
040

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



Walnut/Grimes Traffic Signal Replacement

- Traffic Signal Replacement
- Truck Aprons and Hardened Centerline

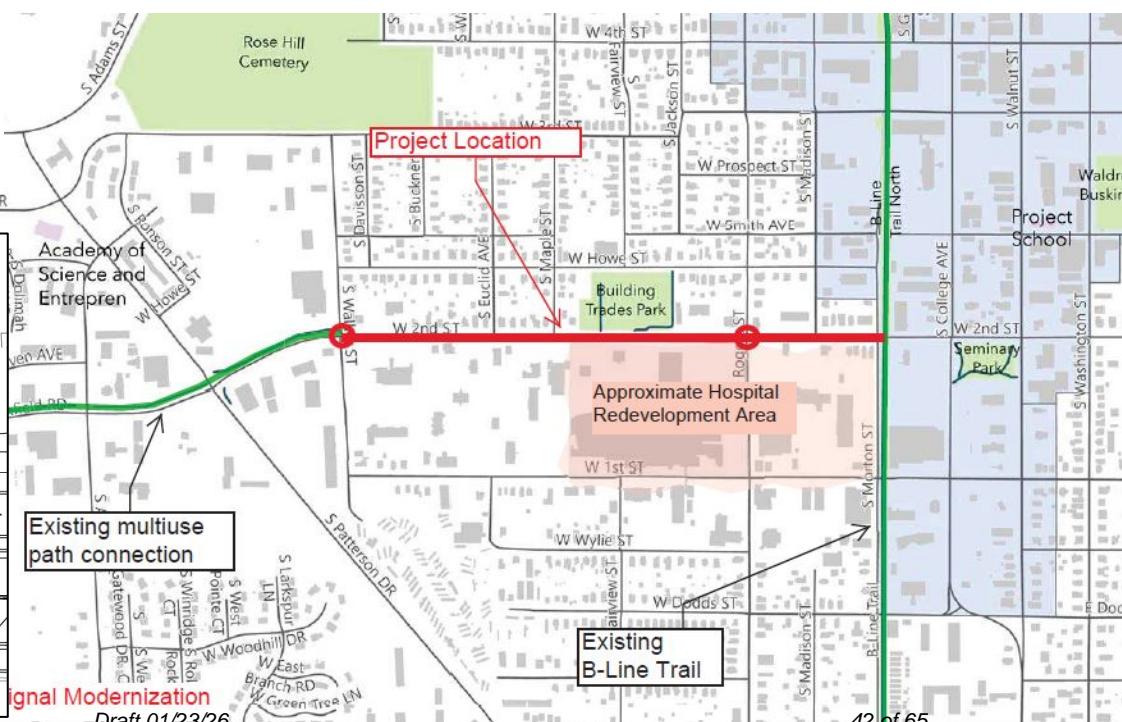
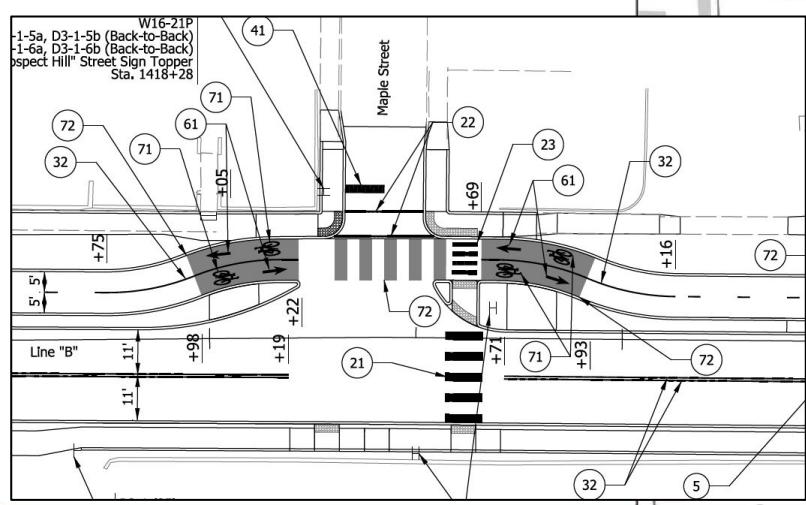


W 2nd Street Modernization and Safety Improvements (B-Line to Walker)

Draft 01/23/26

042

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

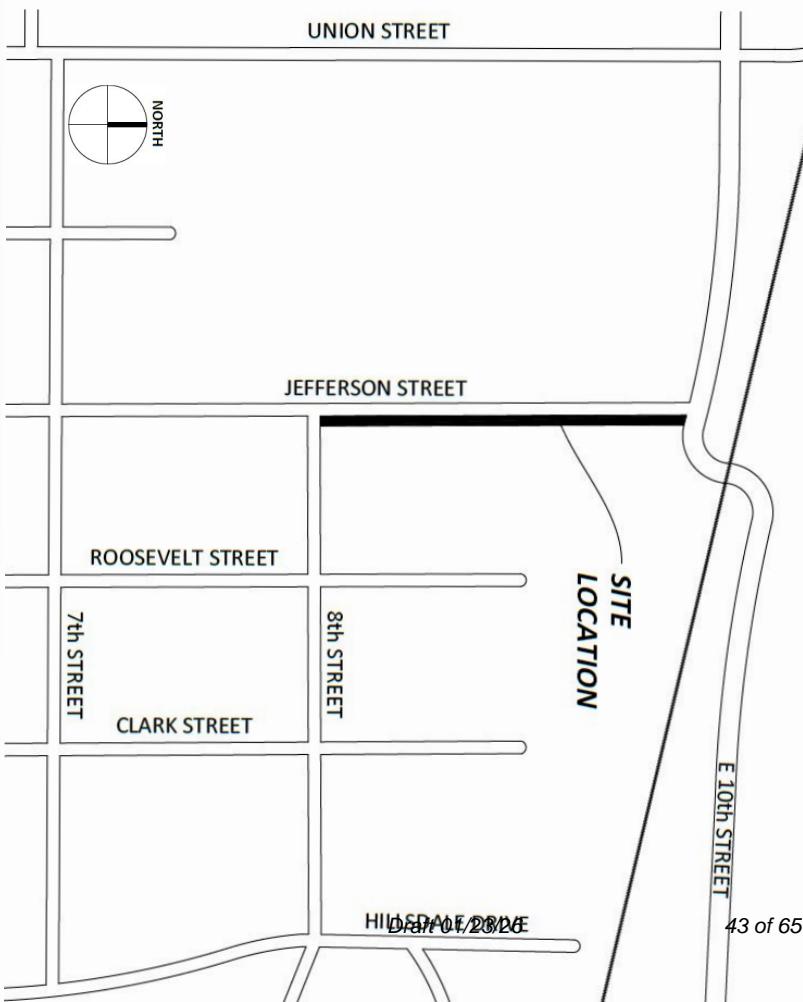


Draft 01/23/26

42 of 65

Jefferson (8th to 10th) Sidewalk

-  New Sidewalk

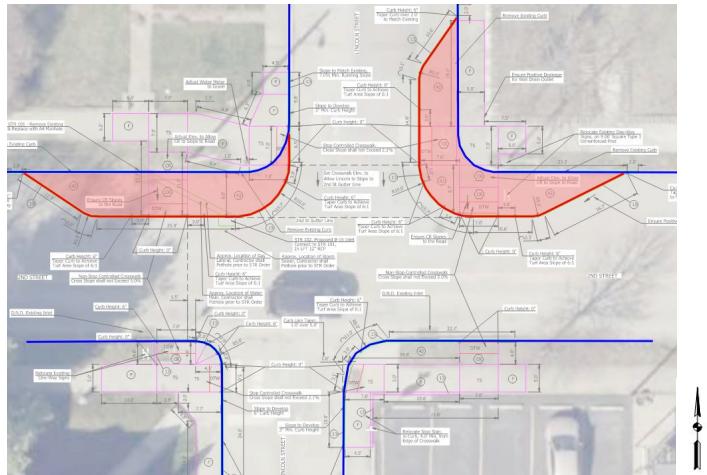


2nd St Curb Ramps (Lincoln to Park)

Draft 01/23/26

044

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



Draft 01/23/26

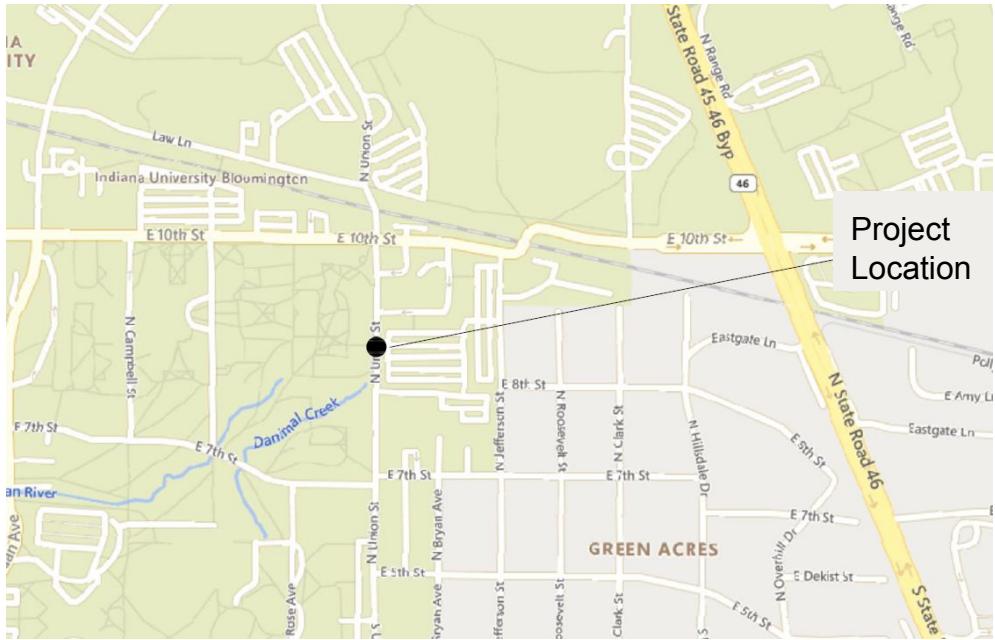
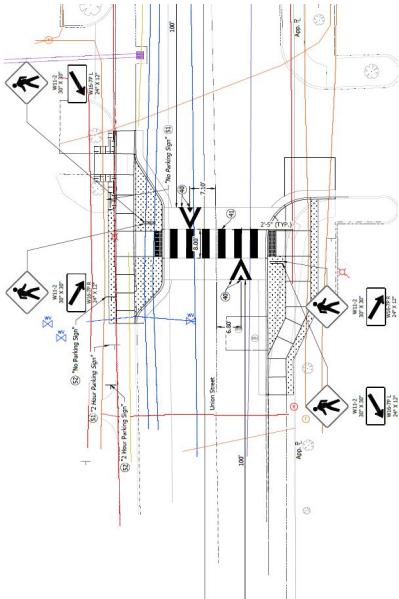
44 of 65

Union St Crosswalk (between 7th and 10th)

Draft 01/23/26

045

- New crosswalk including curb bumpout and raised crosswalk



Draft 01/23/26

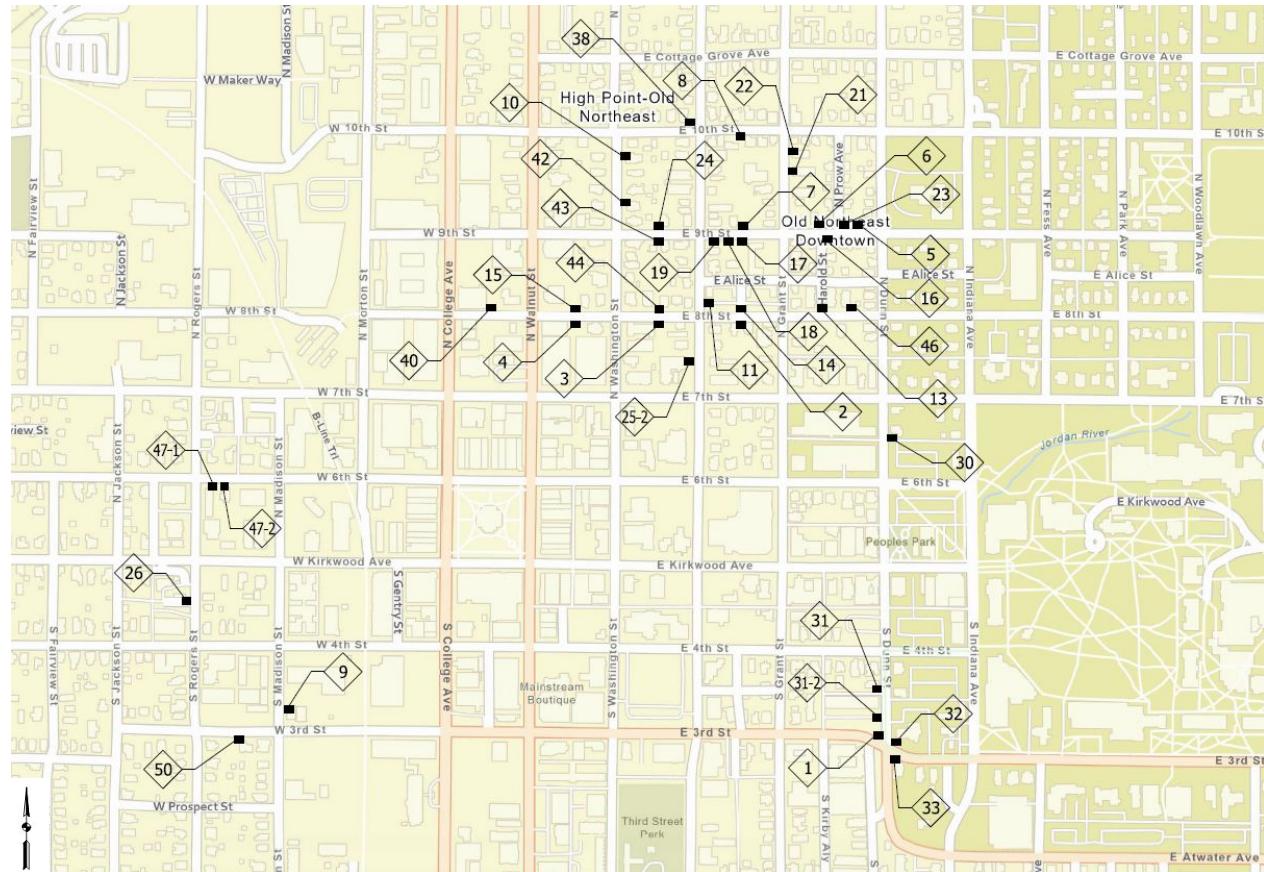
45 of 65

Downtown Curb Ramps Phase 4

Draft 01/23/26

046

- Accessible Curb Ramps



Draft 01/23/26

46 of 65

THANK YOU.

Questions?

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

PETITIONER: City of Bloomington
401 N. Morton St.

MEASURE UNDER CONSIDERATION: To adopt the conceptual plan for the [N Dunn Street Multiuse Path Project](#).

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.

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.

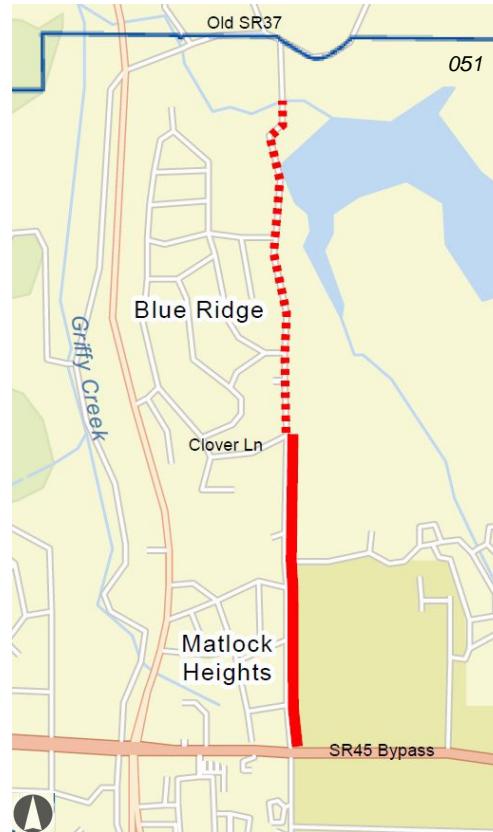
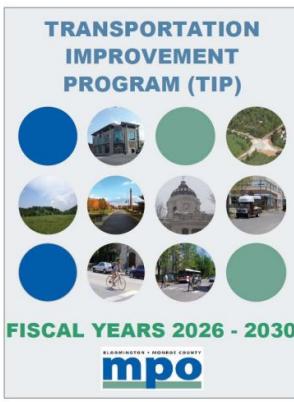
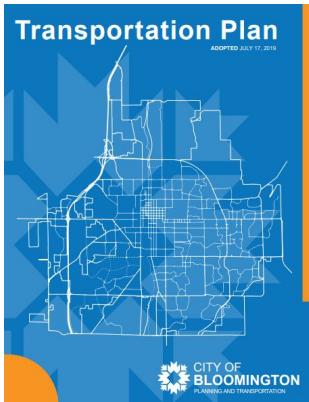
RECOMMENDATION: Staff recommends that the Transportation Commission adopt the proposed findings and approve the North Dunn Street Multiuse Path project concept.

TC-P-26-03 N Dunn Multiuse Path

Neil Kopper
Senior Project Engineer

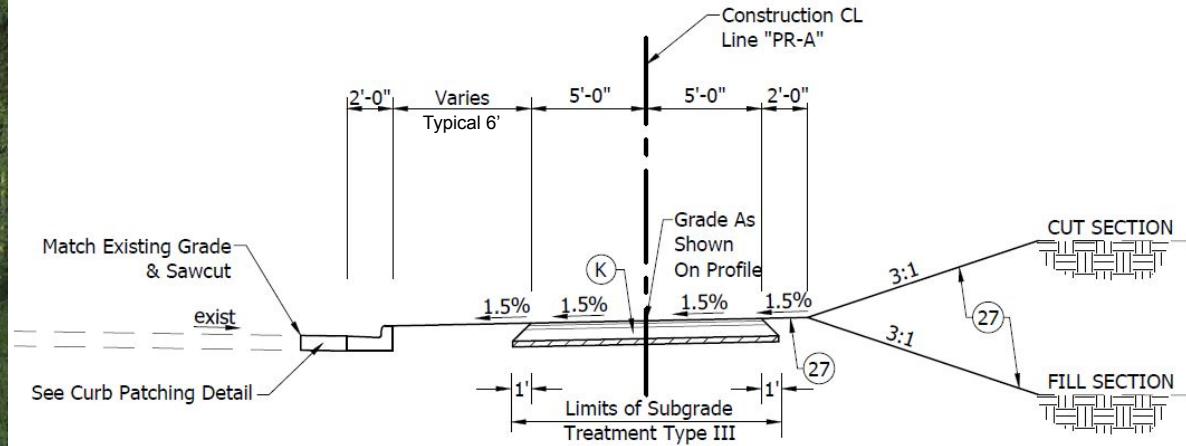
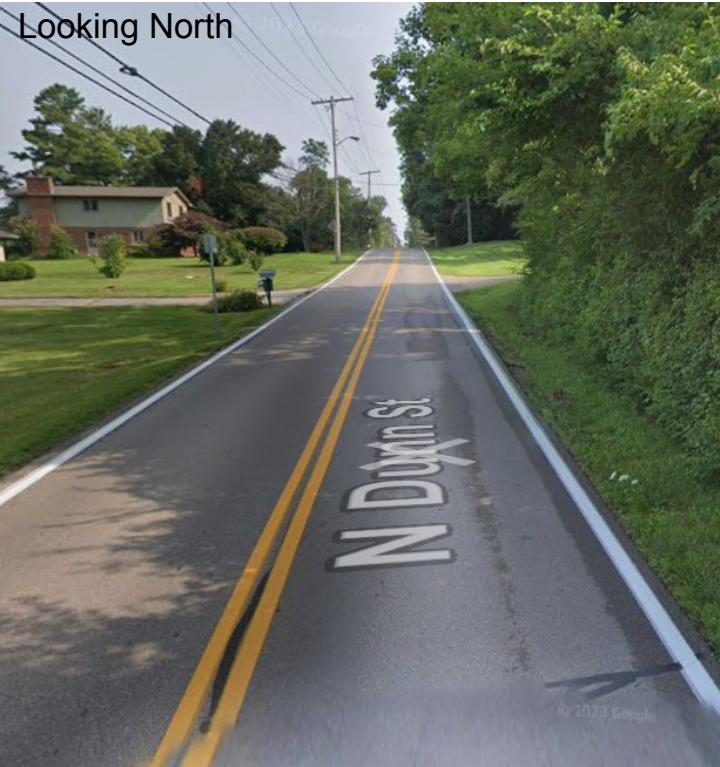
January 26, 2026

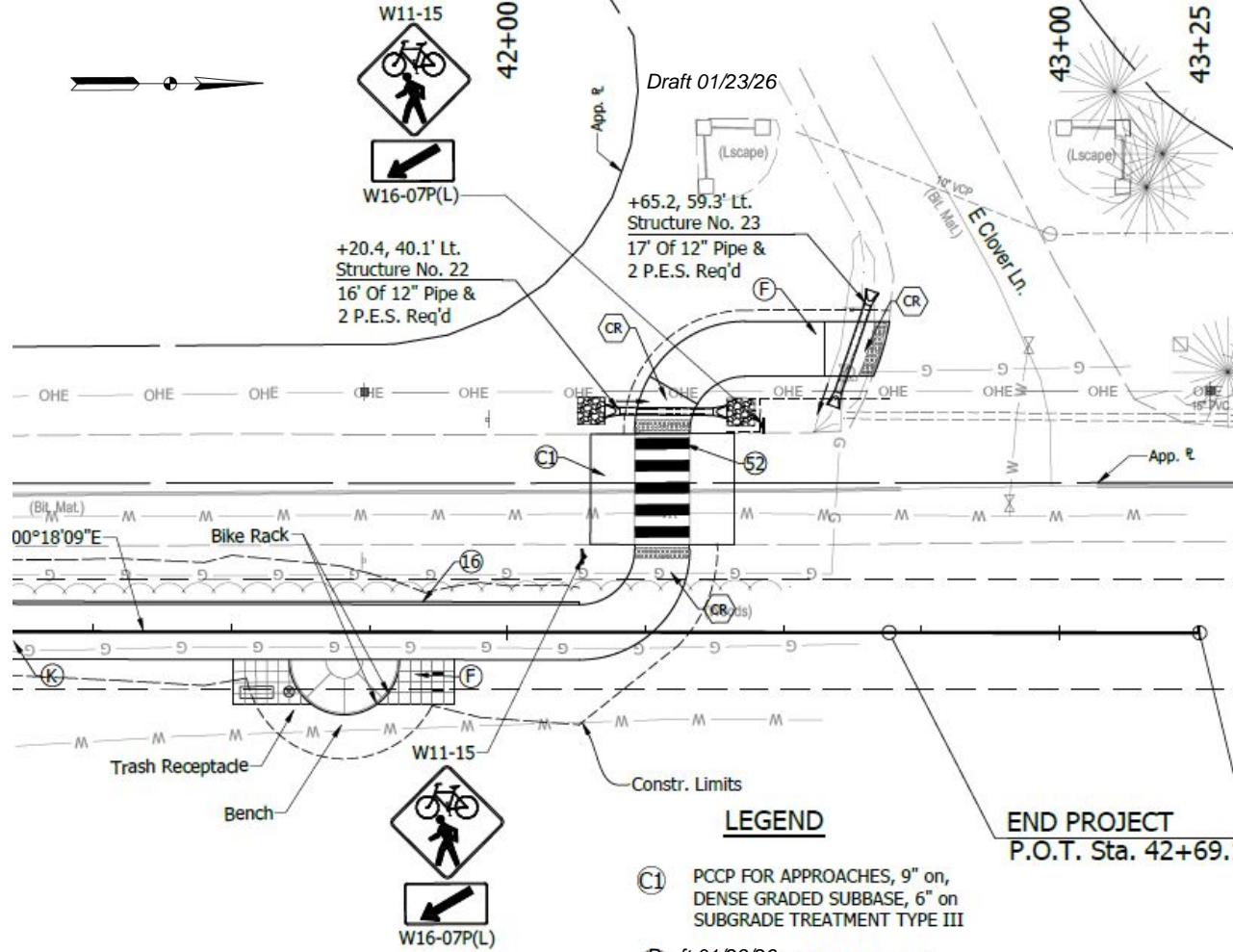
- Multiuse Path
- Stormwater Infrastructure
- Curb Ramps and Improved Crosswalks



Project Limits
Potential Future Project

Looking North







THANK YOU.

Questions?

BLOOMINGTON TRANSPORTATION COMMISSION
STAFF REPORT
Location: Within Bloomington City Limits

CASE #: TC-R-26-04

MEETING DATE: January 26, 2026

PETITIONER: City of Bloomington
401 N. Morton St.

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.

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:

- 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.

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.

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 tails 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.

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.

(d) Pedestrian and Bicycle Circulation

(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.

(e) Public Transit

(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.