

CITY OF BLOOMINGTON

**PARKING COMMISSION
WORK SESSION
PACKET**

October 2022

Thursday, October 13, 2022

Hybrid Meeting in City Hall Hooker Conference Room
(Room #245) and Remotely on Zoom

5:30 PM — 6:30 PM

PARKING COMMISSION

WORK SESSION

AGENDA

October 13, 2022, 5:30 PM — 6:30 PM

The meeting will be held in Hybrid Virtual Format in City Hall Hooker Conference Room (Room #245) and remotely on Zoom. Zoom meeting will be accessible at:

<https://bloomington.zoom.us/j/82912600079?pwd=QlhJTUdSOWZKWUJhNFEN3UkFEVeUY0QT09>

Dial by your location: 312 626 6799 (Chicago), Meeting ID: 829 1260 0079, Passcode: 946626, find your local number: <https://bloomington.zoom.us/j/82912600079?pwd=QlhJTUdSOWZKWUJhNFEN3UkFEVeUY0QT09>

- Members of the public can attend the meeting in person. However, it is encouraged that members of the public and staff participate using a remote link.
- Masking is recommended but optional at public meetings. Masking rules apply both to City employees and members of the public attending the meeting.

- I. Call to Order
- II. Discussions of Coming Topics
 - A. 2018 Parking Commission Annual Report (Steve Volan)
- III. Topic Suggestions for Future Agendas
- IV. Member Announcements
- V. Commission Schedule (Regular Meeting and Work Session)
- VI. Adjournment

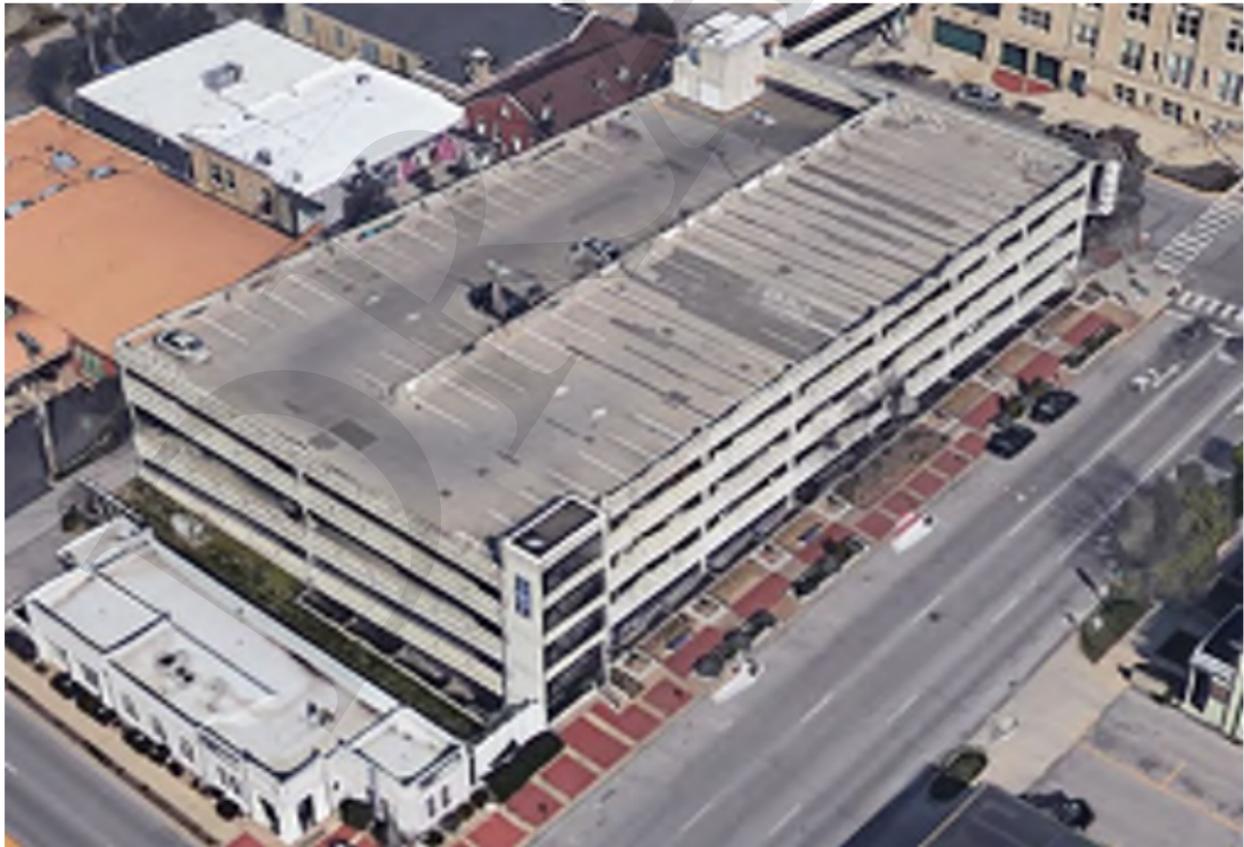
Auxiliary aids for people with disabilities are available upon request with advance notice.
Please call (812) 349-3429 or E-mail human.rights@bloomington.in.gov.

Next Regular Meeting: October 27, 2022, 5:30 PM — 7:00 PM
Deadline for Regular Meeting Packet Material: Monday, October 17, 2022

The State of Parking in the City for the Year 2018

THE ANNUAL REPORT OF THE
CITY OF BLOOMINGTON PARKING COMMISSION

ADOPTED OCTOBER 2022



Aerial view from the southeast of the 4th Street Garage

TABLE OF CONTENTS

Executive Summary	3
Preface	4
CHAPTER 1: The Commission’s Activities During the Year	5
A. About the Parking Commission	5
B. Summary of the Commission’s Activities During the Year	6
CHAPTER 2: General Performance of the City’s Parking System	9
A. Summary of System Activity for the Year	9
CHAPTER 3: GARAGES AND LOTS PROGRAM	13
A. Summary of Program Activity for the Year	13
B. Revenues and Usage Data	13
C. Expenses	14
CHAPTER 4: METERED PARKING PROGRAM	20
A. Summary of Program Activity for the Year	20
B. Revenues and Usage Data	20
C. Expenses	22
CHAPTER 5: NEIGHBORHOOD ZONES PROGRAM	29
A. Summary of Program Activity for the Year	29
B. Revenues	29
C. Expenses	30
Appendix A: Resolutions	37

Executive Summary

The Commission was formed at the beginning of 2017, and spent most of the year organizing, developing (but not formalizing) a policy statement, recommending a new parking study, and generating its first annual report for the year 2016. (See Chapter 1.)

Overall, the financial performance of the City's parking system in 2017 (Chapter 2) was relatively stable compared to 2016. Revenues from operations increased 2.5 percent to \$4.3 million. Operational expenses increased 8.3 percent to \$2.3 million, dropping operational revenues less than one percent to about \$2 million.

The Garages & Lots program (Chapter 3) dropped from an almost 30 percent margin of revenues over expenses to below breakeven in 2017, due primarily to hundreds of thousands of dollars in mandatory repairs, particularly to the structure of the 4th Street Garage. It lost 2.5 percent on revenue of about \$1.7 million.

The Metered Parking program (Chapter 4) saw roughly a 7 percent increase in demand for parking time, increasing revenues to almost \$3 million. Expenses increased 12 percent to almost \$2 million, the increase due to about \$200,000 in one-time purchases of vehicles for Parking Enforcement and Public Works. Metered Parking netted more than a million dollars in 2017.

In the Neighborhood Zones program (Chapter 5), revenues fell 6 percent and expenses increased 11 percent, causing operating earnings to drop 18 percent to \$174,000 in 2017. That still represents a more than 50 percent net revenue generating program on operating revenues of \$337,000. The most marked increase in expenses were to fund projects improving pedestrian safety at signalized intersections.

The year 2017 did not see a particularly dramatic change in the operation of the city's parking system, although the city was still adjusting to the advent of meters in mid-2013. Even while meter, garage and neighborhood rates serve to regulate demand for scarce resources, the city's parking system is still an important source of revenue for the city. A significant capital expenditure increase of more than 22 percent reduced the overall system's earnings 28.7 percent from 2016, but that still represents overall net earnings of \$1.1 million for the city. This will be a good baseline year for the measure of the system in future years.

Preface

This report of parking in the year 2018 is, as the 2017 report was, at least three years overdue. But it has followed only a few months after its predecessor, whose format it is mostly the same as. Figures have been placed at the end of each chapter instead of floating in the text.

CHAPTER 1: The Commission's Activities During the Year

A. ABOUT THE PARKING COMMISSION

Purpose

Common Council Ordinance 16-22 established the Parking Commission, whose purpose, "in coordination with decision-makers and others as is necessary or prudent," is:

- *To develop, implement, maintain, and promote a comprehensive policy on parking that takes into account the entirety of, and furthers the objectives of, the City's comprehensive plan;*
- *To coordinate parking activities;*
- *To carry on educational activities in parking matters;*
- *To supervise the preparation and publication of parking reports;*
- *To receive comments and concerns having to do with parking matters; and*
- *To recommend to the common council and to appropriate city officials ways and means for achieving the city's comprehensive plan objectives through the administration of parking policies and the enforcement of parking regulations.*

Commissioners

The Commission in its sophomore year continued to meet on the fourth Thursday of the month at 5:30 pm in the Hooker Room of City Hall, and was administratively supported in its work by Amir Farshchi, long-range planner in the department of Planning & Transportation. The Commission re-elected Jim Blickensdorf as its inaugural chair, Adrienne Evans Fernandez as vice-chair, and Stephen Volan as secretary. See Figure 1.1 for a complete list of Commission members for the year.

B. SUMMARY OF THE COMMISSION'S ACTIVITIES DURING THE YEAR

Major Topics

The Commission's Resolution 2018-01 recommended the most significant changes to parking policy in many years. These resulted in Council Ordinance 18-11, which implemented many changes, such as:

- an increase in neighborhood zone permit fees, which had been \$25/year since the program's implementation in the 1990s and were not even covering the cost of administering the program. Prices were set at \$45/yr and put on a 3% annual escalator for the next decade.
- the removal of "combo zones," blocks where meters and neighborhood permits could be used to claim parking. In practice, combo zones favored neighborhood permit users, especially those who worked at the Monroe County Public Library who were allowed to purchase residential permits. The bounds where the permits could be used were moved north of the meters.
- the combining of Neighborhood Zones 4 and 5 into a new single Zone 4, Zones 6 and 7 to a single Zone 5, to more flexibly accommodate downtown/Kirkwood employee parking after the elimination of combo zones. The very small Zone 8 was also eliminated.
- a new Zone 6 in the Garden Hill neighborhood, which would be the first to be enforced outside normal business hours, from Thursday night to Sunday morning inclusive, to cut down on opportunistic parking by revelers at parties and on IU Athletics game days.
- elimination of the "three hours free" policy in downtown garages, reduction in the number of reserved spaces, and an increase in costs of permits according to demand, with a more substantial increase in cost for reserved spaces than for non-reserved.

The Commission chose the Chicago consulting firm Desman to produce an updated study of parking in the city, a change from the studies of 2007 and 2012 which were conducted by Walker Parking. The new report was completed in June 2018. Among other changes, it recommended the development of a parking department to unify operations conducted among seven different departments, to consider whether to repair the Fourth Street Garage or to replace it, to consider

adjusting garage and meter rates on a regular basis, to replace single-space meters with kiosks, and to implement demand management strategies.

Minor Topics

Mr. Thackery, a store owner at 208 S. Dunn, in January complained about the difficulty of merchants and offices in the University Village overlay finding off-street long-term parking for their employees anywhere near their places of business, as all parking in the area was metered. The discussion led to an overhaul of rules that accommodated more downtown employees to park in Zones 4 and 5, in Ordinance 11-18.

Representatives of First Christian Church came to discuss parking with the Commission in December. They had led a survey of parishioners and other churches downtown, concerned about the loss of convenient parking with the construction of the Graduate Hotel on Kirkwood.

The Commission in December amended its bylaws to make it easier to pass resolutions , eliminating the need for two readings of resolutions. The annual report for 2017 was not completed, and would not be completed until January 2022.

Resolutions

Resolution 2018-01 – To Recommend to the Common Council Changes to BMC Title 15

Resolution 18-02 – 4th Street and Trades District Garages

Resolution 18-03 – To Amend the Commission's Bylaws (postponed to January)

Resolution 18-04 – Trades District Parking Plan (approved 7-0-1 in December)

Resolution 18-05 – Evolve Parking Plan (approved 8-0 in December)

Resolution 18-06 – West 6th Street Parking Plan

Resolution 18-07 – Schedule of 2019 Meetings (approved 8-0 in December)

Resolution 18-08 – To Recommend Guidelines for Neighborhood Zones

Figure 1.1: Members of the Parking Commission, 2018

Seat	Qualification	Term		Appointee	Affiliation or Neighborhood	Start Date	End Date
		Expires on 1/31	Length (years)				
C-1	merchant	2020	2	Jim Blickensdorf chair	Grazie Italiano	1/26/17	continuing
C-2	resident	2019	2	Adrienne Evans Fernandez vice-chair	Broadview	1/18/17	continuing
C-3	resident	2019	2	Faith Hawkins	Elm Heights	1/26/17	continuing
C-4	Council ex-officio	2019	1	Stephen Volan secretary	Member, District 6	1/18/17	continuing
M-1	merchant	2020	2	Donna Disque	MarDon Salon	1/30/17	4/18/18
				Dave Debikey	Global Gifts	10/4/18	continuing
M-2	not-for-profit organization	2018	2	Jennifer Jenkins	WonderLab	11/1/17	4/18/18
				Kristin Bishay	WonderLab	4/18/18	4/18/18
				Celeste Wolfinger	WonderLab	10/4/18	continuing
M-3	resident	2019	2	Mary Jo Shaughnessy	Blue Ridge	2/28/17	continuing
M-4	resident	2020	2	Mark Need	Courthouse Square	3/3/17	continuing
M-5	Planning & Transportation	2018	1	Josh Desmond	Assistant Director	1/24/17	3/24/18
				Scott Robinson	Assistant Director	4/20/18	continuing

CHAPTER 2: General Performance of the City's Parking System

A. SUMMARY OF SYSTEM ACTIVITY FOR THE YEAR

1. Inventory

The City of Bloomington parking system is made up of three components: off-street parking, both surface and structured; on-street parking in the public right of way in the commercial and mixed-use downtown; and on-street parking in residential neighborhoods surrounding downtown and the IU campus. The number of spaces in inventory did not change from 2017 (see Fig. 2.1).

2. Revenues & Expenses

Overall, the financial performance of the City's parking system in 2018 was comparable to 2017. Revenues from operations dropped about 3 percent to \$4.9 million, paced by a significant drop in garage revenues of more than 20 percent. Operational expenses increased almost 6 percent to \$2.3 million, dropping operational revenues one percent to just over \$2 million. (See Fig. 2.2.)

3. Revenue Trends

Overall, the revenue performance of the City's parking system in 2018 was in slight decline across categories, with modest declines in garage, meter and neighborhood zone revenue being almost offset by citations revenue for an overall system gross revenue decrease of 3 percent. (See Fig. 2.3.)

Figure 2.1: Inventory of the City of Bloomington's Parking System

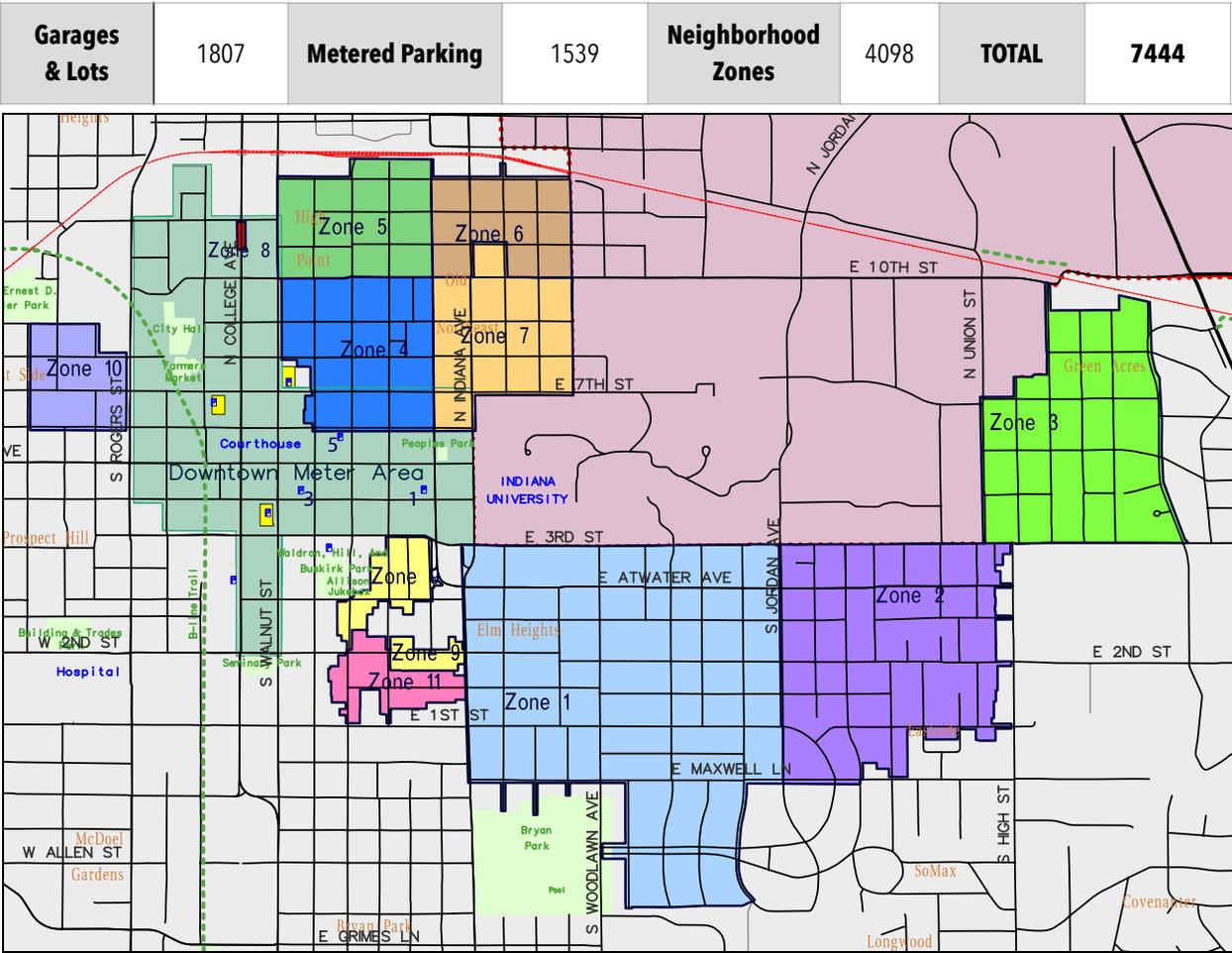


Figure 2.2: Financial Performance of the City of Bloomington's Parking System, 2018

Category	2016	2017	2018	Change
ALL PARKING FUNDS – BALANCE FORWARD	\$ 3,190,064	\$ 4,847,015	\$ 5,405,385	
PARKING SYSTEM REVENUES				
Garages & Lots Program (Ch. 3)	\$ 1,096,692	\$ 1,065,269	\$ 824,614	-22.6%
Metered Parking Program (Ch. 4)	\$ 2,404,730	\$ 2,599,311	\$ 2,584,971	-0.6%
Neighborhood Zones Program (Ch.5)	\$ 132,402	\$ 125,210	\$ 121,510	-3.0%
Citations	\$ 609,392	\$ 579,983	\$ 669,450	15.4%
Parking System Revenues from Operations	\$ 4,243,217	\$ 4,369,773	\$ 4,200,545	-3.9%
TIF and Miscellaneous Revenues	\$ 663,644	\$ 661,986	\$ 661,986	0.0%
Parking System Total Revenues	\$ 4,906,860	\$ 5,031,758	\$ 4,862,531	-3.4%
PARKING SYSTEM EXPENSES				
Personnel	\$ 1,160,977	\$ 1,368,272	\$ 1,217,014	-11.1%
Equipment & Supplies	\$ 317,132	\$ 232,153	\$ 85,944	-63.0%
Services	\$ 1,699,224	\$ 2,910,455	\$ 849,069	-70.8%
General Fund Charges	\$ 172,080			
Parking System Total Expenses	\$ 3,349,413	\$ 4,510,880	\$ 2,152,027	-52.3%
PARKING SYSTEM TOTAL BALANCE	\$ 1,557,448	\$ 520,879	\$ 2,710,504	420.4%
CAPITAL REVENUES AND EXPENSES				
Capital Transfer to Neighborhood Zone Pgm	\$ 500,000	\$ 500,000	\$ 500,000	0.0%
Capital Expenditures	\$ (400,496)	\$ (462,508)	\$ (458,631)	-0.8%
PARKING SYSTEM TOTAL BAL. incl. CAPITAL	\$ 1,656,951	\$ 558,370	\$ 2,751,873	392.8%
ALL PARKING FUNDS – CLOSING BALANCE	\$ 4,847,015	\$ 5,405,385	\$ 8,157,258	50.9%

Figure 2.3: Summary of Parking System Revenue, 2014-2018

Category	2014	2015	2016	2017	2018	Change
GARAGES & LOTS PROGRAM	<i>*information not readily available</i>					
Hourly, Garages	\$125,960	\$127,221	\$150,040	\$148,075	\$87,541	
Hourly, Lots	\$74,119	\$120,475	\$74,847	\$68,868	\$62,256	
Permits, Garages	\$525,675	\$722,522	\$740,856	\$666,449	\$649,421	
Permits, Lots ("Lot Leases")	\$365,003	\$82,926	\$109,945	\$100,491	\$0	
Citations	*	*	\$1,572	\$7,750	\$3,270	
Other Revenue	\$14,990	\$16,590	\$21,003	\$28,299	\$25,395	
Garages & Lots Revenue	\$1,105,747	\$1,069,734	\$1,098,263	\$1,019,933	\$827,884	-18.8%
METERED PARKING PROGRAM						
Permits	\$19,948	\$38,483	\$25,555	\$58,306	\$105,724	
Hourly Revenue	\$2,157,473	\$2,170,726	\$2,218,006	\$2,380,574	\$2,342,453	
Convenience Fee	\$153,081	\$147,661	\$161,169	\$160,187	\$134,555	
Citations	*	*	\$383,108	\$359,002	\$451,581	
Other Revenue	*	*	\$0	\$13,665	\$2,239	
Metered Parking Revenue	\$2,330,502	\$2,356,870	\$2,787,838	\$2,971,733	\$3,036,552	2.2%
NEIGHBORHOOD ZONES PROGRAM						
Resident/Visitor Zone Permits	\$124,929	\$125,438	\$131,494	\$123,002	\$120,910	
Citations	*	*	\$226,284	\$213,231	\$214,599	
Other Permits and Other Revenue	\$167	\$156	\$752	\$1,504	\$600	
Neighborhood Zones Revenue	\$125,096	\$125,594	\$358,530	\$337,737	\$336,109	-0.5%
TOTAL PARKING SYSTEM REVENUES	\$3,561,345	\$3,552,198	\$4,244,631	\$4,329,403	\$4,200,545	-3.0%

CHAPTER 3: GARAGES AND LOTS PROGRAM

A. SUMMARY OF PROGRAM ACTIVITY FOR THE YEAR

1. Inventory

The City owned and operated more than 1,800 spaces of off-street structured and surface parking in the city's center: two-thirds in three parking garages, and the other third on eleven surface lots, figures which did not change from the previous year.

Permit parking monthly costs, last adjusted in 2010, still ranged from \$40 to \$76 per month. Transient parking at garages and lots were priced at \$0.50 per hour. Transient parkers were provided with three hours of "free" parking in garages and lots, with the exception of Lot 1 at the intersection of Dunn and 4th Streets, which was priced \$1.00 per hour, the same as on-street metered parking. (See Figure 3.1.) Many of these policies would change with Ordinance 18-11 when it takes effect in 2019.

2. Revenues & Expenses

Revenues from operations were down more than five percent from the previous year, primarily due to a 10 percent drop in garage permit revenue. Operating costs, meanwhile, increased 20 percent, primarily due to building repairs, causing the program to drop from 28 percent net revenue to 2.4 percent below breakeven in 2017 (see Fig. 3.2.). The Walnut and Morton garages continue to be subsidized by an annual transfer from outside the parking system of more than \$660,000 from the city's primary Tax Increment Finance (TIF) district (line 49010), as they have since their construction in 2001 and 2003, respectively.

B. REVENUES AND USAGE DATA

1. Breakdown

Seventy-eight percent of revenues came from monthly permit buyers, up three points from 2017; only 19 percent was from hourly parkers, down two points. Less than 3 percent of revenues came from other sources. Eighty-nine percent of revenues in the off-street parking

program came from garages, up nine points, despite only accounting for about two-thirds of the city's off-street parking inventory, compared with 11 percent from lots, down six from 2017. (See Figure 3.3.) The discrepancy in revenue between types (\$668 per year for the average garage space, \$288 for the average lot space) is partially explained by much of the surface-lot inventory being leased in bulk at less than the market rate for permit or hourly parking, or reserved for parking for city employees.

2. Usage/Occupancy Data

Usage of structured parking can be derived from permit sales and gate data from hourly parkers, but it is not a perfect measure of "occupancy," how many spaces were in use at any given time. Unlike with the garages or with the on-street metered parking, lot stalls were equipped with coin-only Duncan meters; owing to that fact, the Commission was unable to calculate occupancy in surface lots.

Permit data shows that in an average month in 2018, 910 permits were sold in its three garages, down more than 50 from 2017. About 55 percent of which were likely purchased by employers or their employees ("12/5" — 12 hours a day, 5 days a week), down five points from 2017 and about 36 percent of which were for residential or hotel purposes ("24/7"), down four points from 2017. (See Figure 3.4.) This data must be read with an asterisk, as data from the entire last four months of the year (typically a high-demand time for parking) was lost during a software update and new equipment installation at the Morton and Walnut garages in 2019. The same upgrade caused the loss of duration-of-stay data for 2017 and 2018, so there is no Figure 3.6 again this year.

While the number of spaces in a garage used by hourly parkers is hard to determine from the available data (many spaces are shared with 12/5 non-reserved permit users), figures for surface lots are more clear-cut. By far the most popular lot is Lot 1 at 4th and Dunn. Despite being priced the same as meters, Lot 1 generates twice the revenue of the others combined. (See Fig. 3.5).

C. EXPENSES

~~The cost of operations increased 28 percent in 2017, and overall expenses (operations and capital) by 23 percent. (See Fig. 3.7.)~~

~~There were significant increases in expenditure from the Garages Fund (#452) over the previous year. More than \$96,000 in Other Repairs (line 53650) went to an overhaul of the 4th St. skywalk between the garage and Fountain Square. The 4th St. Garage underwent several other repairs in 2017. Another \$11,000 from Building Materials and Supplies (line 52310) and \$13,000 from Other Repairs and Maintenance (line 52340) also were for its skywalk and elevator. An upgrade to the garage's electrical system cost another \$21,000 out of Other Repairs.~~

~~Money came out of Building Repairs (line 53610) for fixes for the elevators at the Walnut Garage (\$13,000), and at the Morton Garage (\$21,000). Another \$21,000 out of Other Repairs went to an engineering study of the Morton Garage's roof.~~

~~Another expenditure from line 52310 was for \$17,000 in artwork for the Morton and Walnut Garages. Other capital expenses included \$36,000 for a new rider sweeper, more than \$24,000 to purchase and install stations for electric vehicles, and \$60,000 for an engineering study by CE Solutions of the aging 4th St. Garage. The proportion of each category's expenses in the Garages Fund still reflects the massive lease payments on the Morton and Walnut Garages, which make up 40 percent of costs. (See Fig. 3.8.)~~

Figure 3.1: Garages and Lots: Locations, Pricing Policy and Capacity, 2018

Lot #	Facility/Location	Public Rate	Hours Enforced	Notes	Rsvd.	ADA	Public	Total
Lot 2	Walnut St. Garage, 302 N. Walnut St.	50¢/hr	24/7	First three hours free Mon-Fri 6am-6pm, Sat-Sun 6am-noon; gated garage monitored 24/7	14	10	322	346
Lot 7	Morton St. Garage, 220 N. Morton St.	50¢/hr	24/7	First three hours free 24/7; gated garage monitored 24/7	30	10	481	521
Lot 9	4th St. Garage, 105 W. 4th St.	50¢/hr	8a-6p Mon-Fri	First three hours free Mon-Fri 7a-6p; free after 6 pm weekdays, all day on weekends	80	10	262	352
MONTHLY GARAGE PERMITS					124	30	1,065	1,219
	\$40/mo	12 hr/d Mon-Fri	12/5 Non-Reserved (all garages)					
	\$67/mo	24/7	24/7 Non-Reserved (all garages)					
	\$57/mo	12 hr/d Mon-Fri	12/5 Reserved (4th St. only)					
	\$76/mo	24/7	24/7 Reserved (all garages)					
	\$25/mo	30 hr/wk	Part-time for Downtown Employees (Morton only)					
Lot 1	4th & Dunn	\$1/hr	8a-5p Mon-Fri	2-hr limit via meter or ParkMobile; free after 5pm every day	0	3	49	52
Lot 3	4th & Washington	50¢/hr	8a-5p Mon-Fri	Pay via meter or ParkMobile; first three hours free Mon-Fri 8a-5p; free after 5pm every day	0	3	71	74
Lot 5	6th & Lincoln	50¢/hr	8a-5p Mon-Fri	Pay via meter or ParkMobile; first three hours free Mon-Fri 8am-5pm; reserved spaces for permit holders only; free after 5pm every day	31	2	17	50
Lot 6	3rd & Washington	50¢/hr	8a-5p Mon-Fri	Pay via meter or ParkMobile; first three hours free Mon-Fri 8a-5p; reserved spaces for permit holders only; free after 5pm every day	0	2	13	15
Lot 10	Convention Ctr	-	-	Leased to the Convention Center	0	0	126	126
Lot 11	Showers Ctr S	-	-	City employee parking	95	4	0	99
Lot 12	Showers Ctr NE	-	-	Requires Red Lot permit; leased to Indiana University (2016?)	56	6	7	69
Lot 13	Showers Ctr W	-	-	Leased to CFC	46	3	0	49
Lot 14	Showers Ctr NW	-	-	~20 spaces used by Roeder mini-recycling center	0	0	0	0
Lot 15	BPD HQ SE, 3rd & Lincoln	50¢/hr	-	2-hr limit via meter or ParkMobile; some spaces require a White Lot permit	0	0	26	26
Lot 16	BPD HQ SW, 3rd & Washington	-	-		0	0	28	28
					228	23	337	588

Fig. 3.2: Financial Performance of the Garages & Lots Program
(Garage Fund #452), 2018

Category	2016	2017	2018	Change
GARAGES & LOTS PROGRAM REVENUES				
43130 Lots - Hourly	\$ 74,847	\$ 68,868	\$ 62,256	-9.6%
43130 Garages - Hourly	\$ 150,040	\$ 148,075	\$ 87,541	-40.9%
43150 Lots - Annual Leases (Permits)	\$ 109,945	\$ 100,491	\$ 0	-100.0%
43160 Garages - Annual Leases (Permits)	\$ 740,856	\$ 666,449	\$ 649,421	-2.6%
Other Reimbursements	\$ 21,003	\$ 36,049	\$ 28,665	-20.5%
Garages & Lots Operating Revenues	\$ 1,075,689	\$ 1,019,933	\$ 827,884	-18.8%
49010 Inter-Fund Transfers	\$ 662,710	\$ 661,986	\$ 661,986	0.0%
Garages & Lots Program Total Revenues	\$ 1,738,399	\$ 1,681,919	\$ 1,489,869	-11.4%
GARAGES & LOTS PROGRAM EXPENSES				
51xxx Personnel	\$ 406,679	\$ 437,585	\$ 392,120	-10.4%
52xxx Equipment & Supplies	\$ 30,182	\$ 76,465	\$ 31,873	-58.3%
53xxx Services (except lease payments)	\$ 256,566	\$ 426,983	\$ 794,998	86.2%
53840 Lease Payments	\$ 662,710	\$ 782,766	\$ 661,986	-15.4%
54xxx Capital	?	\$ 60,781	\$ 355,121	484.3%
Garages & Lots Program Total Expenses	\$ 1,356,138	\$ 1,723,800	\$ 1,880,977	9.1%
GARAGES & LOTS PROGRAM EARNINGS	\$ 382,261	\$ (41,881)	\$ (391,107)	833.9%

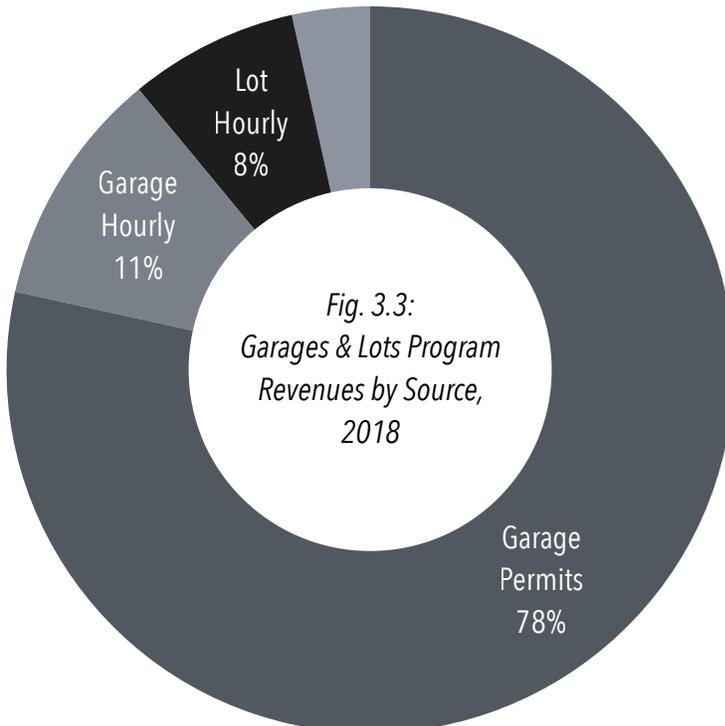


Figure 3.4: Permits Issued by Type and Garage, 2018

Type/Garage	\$/Mo.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YEAR	Est. Gross Rev.	Average
12/5 Non Rsvd.	\$40	474	468	488	490	492	540	540	539	*Data not available due to installation of new parking equipment, and lost data from a software update at the Morton and Walnut garages				4031	\$161,240	504
12/5 Reserved	\$57	80	80	78	78	70	76	76	76					614	\$34,998	77
24/7 Non-Rsvd.	\$67	437	429	387	363	219	172	172	172					2351	\$157,517	294
24/7 Reserved	\$76	36	36	33	34	36	36	36	36					283	\$21,508	35
Total Passes		1027	1013	986	965	817	824	824	823					7279	\$375,263	910
Fourth St		357	354	356	355	349	353	353	355					2832		354
Morton St		395	385	397	383	311	284	284	280					2719		340
Walnut St		275	274	233	227	157	187	187	188					1728		216
Total Passes		1027	1013	986	965	817	824	824	823					7279		

Figure 3.5: Annual Revenue from Hourly Parking in Surface Lots, 2018

Lot	Spaces	2018	\$/Space
Lot 1	52	\$46,296	\$890
Lot 3	74	\$10,752	\$145
Lot 5	19	\$4,421	\$233
Lot 6	13	\$787	\$61
		\$62,256	

Figure 3.6: Duration of Stay Data

<p>*Duration of Stay data from 2017 and 2018 were lost during an equipment upgrade in 2019.</p> <p>[See Figure 3.7 on next page]</p>
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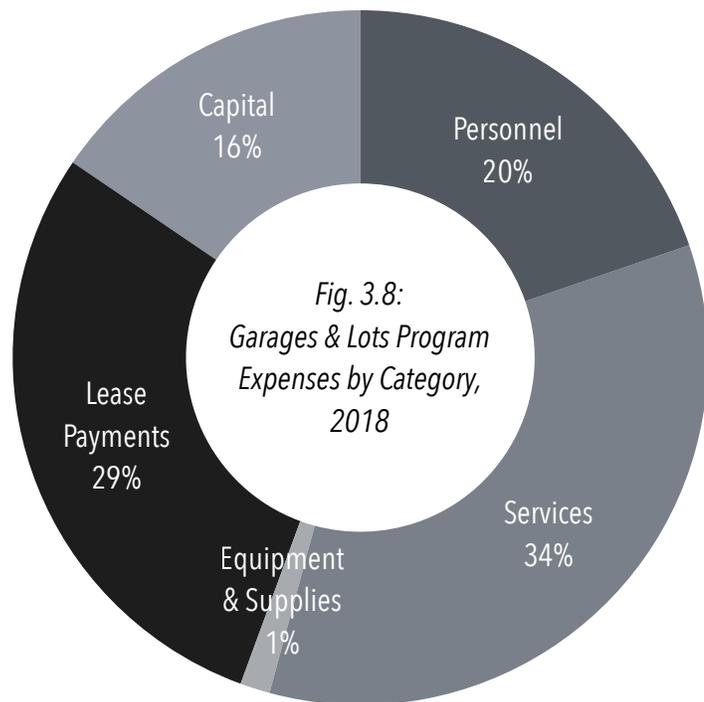


Figure 3.7: Garages & Lots Program Expenses by Category

Garages & Lots Program: Category 1 (Personnel)	2016	2017	Change	2018	Change
452-26-260000-51110 Salaries and Wages - Regular	\$212,645	\$229,731	8.0%	\$241,203	5.0%
452-26-260000-51130 Salaries and Wages - Overtime	\$2,205	\$455	-79.4%	\$1,225	169.2%
452-26-260000-51210 FICA	\$15,421	\$16,699	8.3%	\$17,692	5.9%
452-26-260000-51220 PERF	\$28,522	\$31,372	10.0%	\$32,081	2.3%
452-26-260000-51230 Health and Life Insurance	\$92,911	\$99,918	7.5%	\$99,918	0.0%
452-26-260000-539010 Inter-Fund Transfers	\$54,976	\$59,410	8.1%	\$60,312	1.5%
Personnel Total	\$406,679	\$437,585	7.6%	\$452,432	3.4%
Garages & Lots Program: Category 2 (Equipment & Supplies)					
452-26-260000-52110 Office Supplies	\$1,494	\$1,016	1.0%	\$766	-24.6%
452-26-260000-52210 Institutional Supplies	\$1,015	\$2,033	100.3%	\$2,394	17.7%
452-26-260000-52240 Fuel and Oil				\$1,210	
452-26-260000-52310 Building Materials and Supplies	\$3,203	\$37,188	1,061.2%	\$4,923	-86.8%
452-26-260000-52340 Other Repairs and Maintenance	\$4,506	\$17,611	290.8%	\$15,693	-10.9%
452-26-260000-52420 Other Supplies	\$18,086	\$12,873	-28.8%	\$4,864	-62.2%
452-26-260000-52430 Uniforms and Tools	\$1,879	\$5,745	205.8%	\$2,024	-64.8%
Equipment & Supplies Total	\$30,182	\$76,465	153.3%	\$31,873	-58.3%
Garages & Lots Program: Category 3 (Services)					
452-26-260000-53150 Communications Contract	\$0	\$288		\$0	-100.0%
452-26-260000-53170 Mgmt Fees Consultants and Workshops				\$171,166	
452-26-260000-53210 Telephone	\$5,723	\$6,196	8.3%	\$6,355	2.6%
452-26-260000-53310 Printing	\$0	\$276		\$0	-100.0%
452-26-260000-53410 Liability / Casualty Premiums	\$8,103	\$8,103	0.0%	\$8,332	2.8%
452-26-260000-53420 Worker's Comp & Risk	\$15,937	\$17,304	8.6%	\$16,870	-2.5%
452-26-260000-53510 Electrical Services	\$64,168	\$59,989	-6.5%	\$60,287	0.5%
452-26-260000-53530 Water and Sewer	\$787	\$778	-1.1%	\$830	6.7%
452-26-260000-53610 Building Repairs	\$51,727	\$81,544	57.6%	\$156,982	92.5%
452-26-260000-53630 Machinery and Equipment Repairs	\$20,475	\$745	-96.4%	\$933	25.2%
452-26-260000-53640 Hardware and Software Maintenance	\$54,976	\$0	-100.0%	\$2,694	
452-26-260000-53650 Other Repairs	\$500	\$163,018	32,503.7%	\$3,414	-97.9%
452-26-260000-53830 Bank Charges	\$30,044	\$25,797	-14.1%	\$344,591	1,235.8%
452-26-260000-53940 Temporary Contractual Employee	\$4,055	\$9,345	130.5%	\$16,709	78.8%
452-26-260000-53990 Other Services and Charges	\$72	\$0	-100.0%	\$0	
Services Total	\$256,566	\$373,383	45.5%	\$789,163	111.4%
Garages & Lots Program: Total Operations Expenses					
	\$693,428	\$887,433	28.0%	\$1,273,468	43.5%
Garages & Lots Program: Category 4 (Capital)					
452-26-260000-53840 Lease Payments	\$662,710	\$661,986	-0.1%	\$661,986	0.0%
452-26-260000-54310 Improvements Other Than Building	\$0	\$30,000		\$0	-100.0%
452-26-260000-54420 Purchase of Equipment	\$0	\$60,781		\$310,906	411.5%
452-26-260000-54510 Other Capital Outlays	\$0	\$30,000		\$44,215	47.4%
Capital Total	\$662,710	\$782,766	18.1%	\$1,017,107	29.9%
Garages & Lots Program: Total Expenses					
	\$1,356,138	\$1,670,200	23.2%	\$2,290,574	37.1%

CHAPTER 4: METERED PARKING PROGRAM

A. SUMMARY OF PROGRAM ACTIVITY FOR THE YEAR

1. Inventory

After three decades of free two-hour parking downtown, the City began metering on-street parking in 2013. “Smart meters” provided by IPS Group were installed at roughly 1,500 spaces in an L-shaped area that includes the business districts around E. Kirkwood Ave., the Courthouse Square, and the area north of the Square, roughly between Rogers St. to the west, Indiana Avenue to the east, 3rd St. to the south and 11th St. to the north. (See Figure 4.1.)

Parkers were charged \$1.00 per hour 12 hours a day, six days a week, which they could pay with cash, credit card or the ParkMobile smartphone app. The Mayor had the ability to suspend enforcement of on-street parking in the event of inclement weather or circumstances deemed “appropriate and reasonable.” There are two separate funding lines in the city budget for enforcement: one for meters and one for neighborhoods.

Overall the city generated just under \$2.6 million in metered parking, a 1 percent decline from 2017, on expenses of \$?.? million, an increase of ?? percent.

B. REVENUES AND USAGE DATA

About five-eighths of revenue in the city’s entire parking system comes from the metered parking program (see Fig. 2.2 above). Parkers spent \$2.34 million to park on the street downtown in 2018, a decrease of 1.6 percent from 2017. (See Fig. 4.2.) More than 1.85 million transactions were conducted at the meters in 2018, up 1 percent from 1.83 million in 2017. Also up were transactions via ParkMobile, nearly 158,000 in 2018 -- almost as much as the two previous years put together (95,000 in 2017, and more than 73,000 in 2016). ParkMobile, being its own credit-card processor, directly collected its \$77,683 in transaction fees, which are thus not reflected in Fig. 4.2. Those fees were up from 2017’s \$57,638, an increase of only about 35 percent.

Payments at meters by any means represent four-fifths of meter program revenue. Another 12 percent came from citations; 5.4 percent of program revenues from the convenience fees paid by parkers using credit cards (which are immediately passed on to the credit-card processor); and the remaining 2 percent came from those who reserved one or more on-street spaces for an event, such as a street festival or buses in for athletic competitions (see Fig. 4.3).

For every eight people paying to park on street, roughly four users wield a credit card, three pay by coin, and one pays by app. In 2016 a distinction was made only between parkers using card or cash (Figure 33, 2016 report), which was happening at a ratio of 56 to 44. Assuming that app users were lumped in with credit card users, it shows a relative decrease in 2017 in the number of coin users. Despite this, the amount collected in convenience fees fell by more than half a percent from the previous year.

With 53 Sundays and 13 official holidays, meters saw 299 days of enforcement. On average the occupancy of metered parking was 37.94 percent, about two-tenths of a percent above the previous year (see Fig. 4.4). Demand for parking during enforcement hours grows through a typical week, being least on Monday and greatest on Saturday.

In 2016 the Commission's report noted peak usage of meters at approximately noon and 5 pm. 2017 unveiled a different story: a tremendous new peak in the last hour of enforcement, 8:00 pm (see Fig. 4.5). Noon stayed a peak, but 5 pm became something of a trough. By 7:00 pm there was as much demand for parking downtown as at noon, and it's obvious that Bloomington nightlife was driving these record numbers. More than 54 percent of available space-hours were purchased in the 8:00 pm hour, signaling a demand for parking into the late evening. (ParkMobile did not provide transaction time data in time for publication, and so it was left out of Fig. 4.5.)

Figure 4.6 breaks down metered parking by block from IPS data. (IPS' total gross revenue is slightly higher than the figure given by the Controller's office; the Commission did not have the time or ability to reconcile this discrepancy.) The average meter is used about five hours a day; the average meter user parking on the street downtown pays for about 75 minutes.

The five busiest blocks in town continue to all be in the University Village area near the Sample Gates. The five least-busy blocks are the two blocks of S. College in front of the Convention Center, where there is vast parking and which is convenient to very little; the block of W. 8th west of the Showers Building, right near the free parking on Rogers St.; a block near

the Park on Morton and other large apartment buildings, where residents have garage parking; and 200 N. Lincoln, which is used by downtown employees who are eligible for special permits.

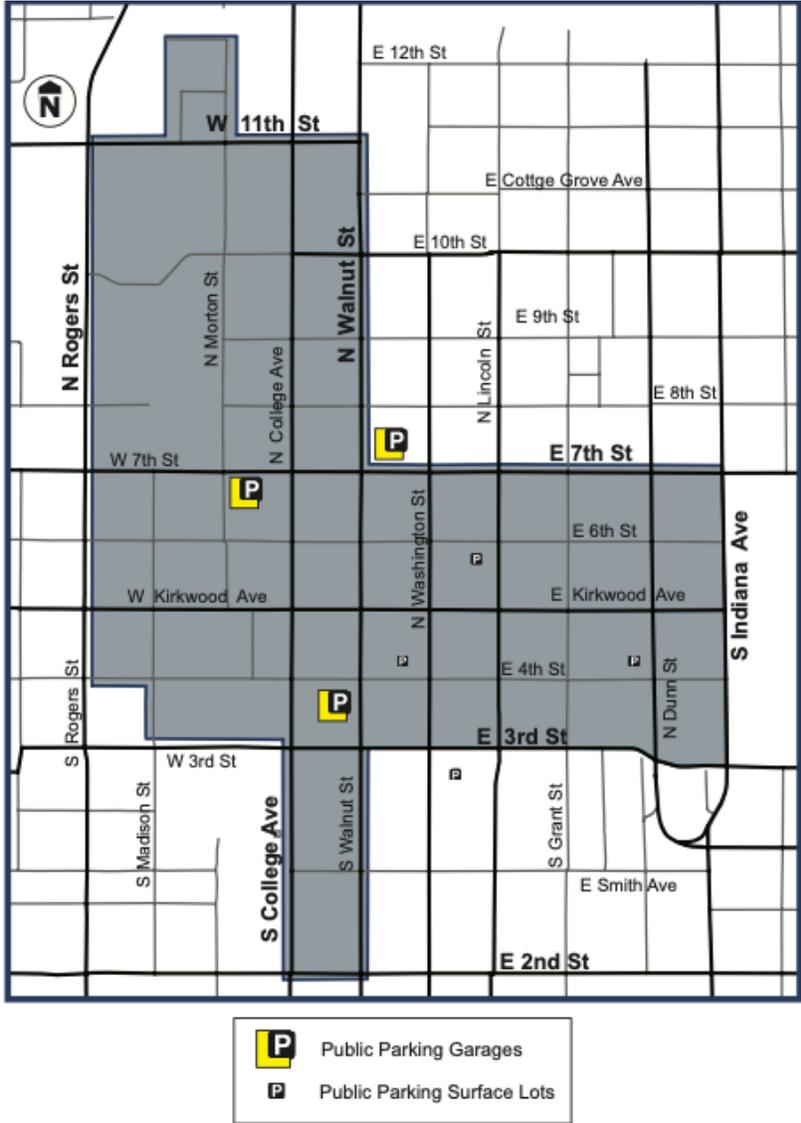
C. EXPENSES

There was relatively little change in Metered Parking's expenses over 2016. (See Fig. 4.7.)

The City was still paying off the purchase of the IPS meters in 2017 (line 53840). The final two lines in category 4 are worth noting. In 2016, Parking Enforcement used line 54310 to purchase a new Ford Colorado pickup truck with snow removal equipment. BMC §15.40.015 states that the Parking Meter Fund may be used for the "...cost of repairing and maintaining any of the public ways, curbs, and sidewalks where the parking meters are in use." The only question is why it wasn't recorded as Motor Equipment, as was done in 2017 when Public Works purchased a new Elgin Crosswind Truck Mounted Sweeper for its Street Division for \$87,000. Categories 1, 2 and 3 were roughly equal expenses in the Metered Parking program. (See Fig. 4.8.)

Though it cost \$1.8 million to maintain Metered Parking in 2017, the program had earnings of more than \$800,000. Metered street parking continued in 2017 to make the City's parking system as a whole revenue positive

Figure 4.1: Metered Parking Capacity, Locations, and Pricing Policy, 2018



179 unmetered street spaces. Available free 24/7. Rogers St. from Kirkwood to 11th (2-hr. Limit); Madison St. from 2nd to 3rd; Washington St. from 2nd to 3rd; Lincoln St. from Smith to 3rd; Grant St. from Smith to 3rd.

1539 single-space meters (gray zone). Enforced Mon-Sat 9a-9p. Rate/hr \$1.00. 30¢ fee per credit card transaction. 30-50¢ fee per ParkMobile transaction.

1718 total spaces

Figure 4.2: Financial Performance of the Metered Parking Program (Parking Meter Fund #455)

Category	2016	2017	2018	Change
METERED PARKING PROGRAM REVENUES				
41020 Metered - No-Parking Permits	\$ 25,555	\$ 58,306	\$ 105,724	81.3%
43130 Metered - Hourly Revenue	\$ 2,218,006	\$ 2,380,574	\$ 2,342,453	-1.6%
Paid by App		\$ 320,823	\$ 428,341	33.5%
Paid by Card		\$ 1,173,141	\$ 1,097,772	-6.4%
Paid by Coin		\$ 886,610	\$ 816,340	-7.9%
43490 Metered - Convenience Fee	\$ 161,169	\$ 160,187	\$ 134,555	-16.0%
46060 Citations	\$ 383,108	\$ 359,002	\$ 451,581	25.8%
47070 Insurance Reimbursements		\$ 13,665	\$ 2,239	-83.6%
Metered Parking Program Total Revenues	\$ 2,787,838	\$ 2,971,733	\$ 3,036,552	2.2%
METERED PARKING PROGRAM EXPENSES				
51xxx Personnel	\$ 638,396	\$ 644,543	\$ 701,138	8.8%
52xxx Equipment and Supplies	\$ 29,938	\$ 33,242		-100.0%
53xxx Services	\$ 945,012	\$ 1,032,659		-100.0%
54xxx Capital	\$ 87,577	\$ 87,000	\$ 0	-100.0%
Metered Parking Program Total Expenses	\$ 1,700,923	\$ 1,797,445	\$ 701,138	-61.0%
METERED PARKING PROGRAM EARNINGS	\$ 1,086,915	\$ 1,174,288	\$ 2,335,415	98.9%

Figure 4.3: Meter Revenue by Payment Method, 2017 & 2018

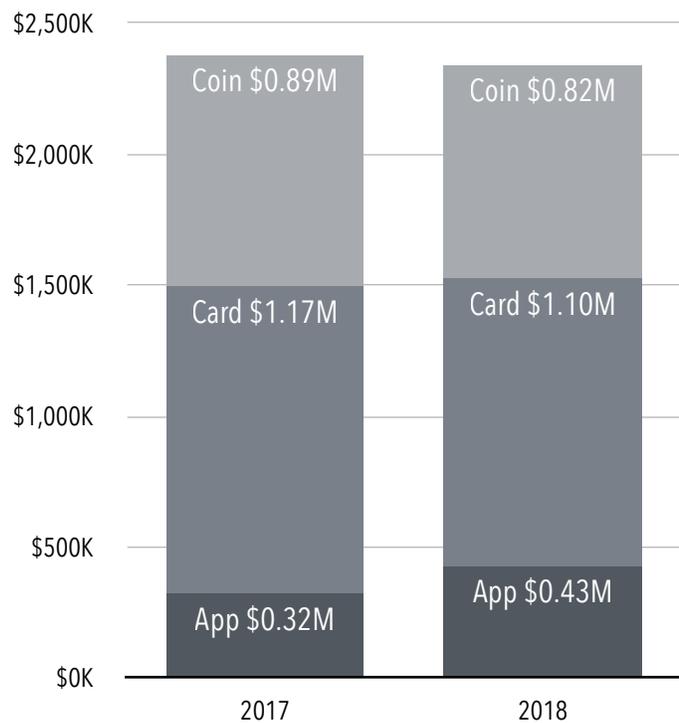


Figure 4.4. Metered Parking Occupancy Rates by Month and Day of Week

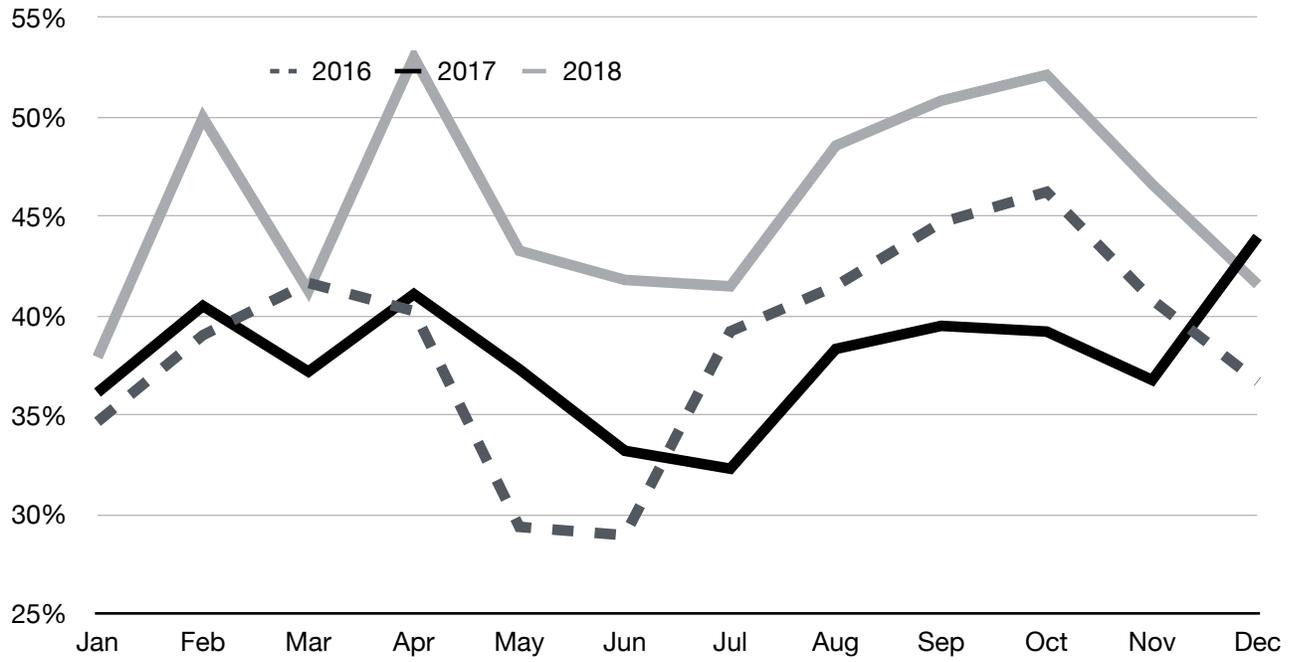


Figure 4.5. Metered Parking Occupancy Rates by Hour of the Day When Purchased, 2018 (includes coin, card and app revenue)

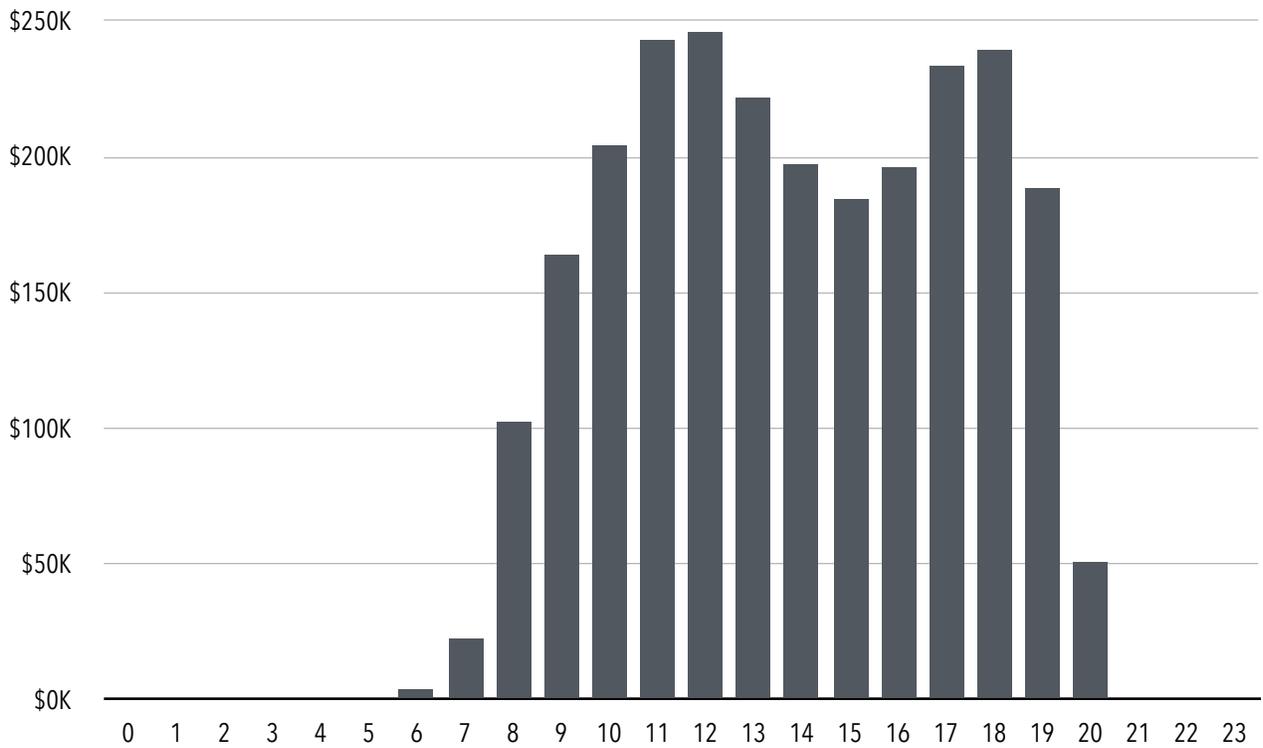


Fig. 4.6: Metered Parking Performance by Block, 2018

Block	Mtr Ct	Net Revs	\$/Mtr/ Day	%/Day in Use	2017 Rank	Tnxns	\$/ Tnxn
500 E 4th	20	\$61,356	\$10.26	86%	1	40,003	\$1.53
400 E Kirkwood	23	\$67,152	\$9.76	81%	2	58,302	\$1.15
500 E Kirkwood	14	\$39,581	\$9.46	79%	7	29,144	\$1.36
100 S Indiana	10	\$28,162	\$9.42	78%	4	22,359	\$1.26
100 N College	32	\$89,369	\$9.34	78%	11	77,299	\$1.16
200 S Indiana	9	\$25,113	\$9.33	78%	5	14,564	\$1.72
100 S Grant	9	\$24,833	\$9.23	77%	8	21,190	\$1.17
100 N Walnut	28	\$76,678	\$9.16	76%	9	62,623	\$1.22
300 E Kirkwood	18	\$49,187	\$9.14	76%	10	41,895	\$1.17
100 E Kirkwood	16	\$43,188	\$9.03	75%	12	35,372	\$1.22
100 N Grant	9	\$24,221	\$9.00	75%	13	20,456	\$1.18
100 S Dunn	10	\$26,373	\$8.82	74%	6	17,099	\$1.54
100 W Kirkwood	45	\$116,158	\$8.63	72%	17	93,459	\$1.24
400 E 4th	27	\$68,420	\$8.48	71%	16	47,323	\$1.45
100 N Dunn	9	\$22,732	\$8.45	70%	3	17,260	\$1.32
500 E 6th	21	\$52,597	\$8.38	70%	18	30,392	\$1.73
100 W 6th	26	\$63,835	\$8.21	68%	15	49,147	\$1.30
200 S Dunn	7	\$16,694	\$7.98	66%	29	9,915	\$1.68
200 N Dunn	9	\$21,400	\$7.95	66%	20	13,291	\$1.61
100 S Walnut	22	\$51,981	\$7.90	66%	14	38,012	\$1.37
200 W Kirkwood	14	\$32,571	\$7.78	65%	19	29,103	\$1.12
100 S College	16	\$35,507	\$7.42	62%	21	36,236	\$0.98
200 W 6th	23	\$50,328	\$7.32	61%	24	36,185	\$1.39
200 N Walnut	19	\$41,034	\$7.22	60%	23	31,894	\$1.29
100 N Morton	11	\$23,294	\$7.08	59%	28	16,467	\$1.41
100 N Lincoln	18	\$37,318	\$6.93	58%	27	30,846	\$1.21
100 E 6th	41	\$83,266	\$6.79	57%	26	64,307	\$1.29
200 S Grant	6	\$12,147	\$6.77	56%	32	9,872	\$1.23
300 E 4th	9	\$17,737	\$6.59	55%	22	13,256	\$1.34
200 N College	20	\$38,683	\$6.47	54%	30	33,760	\$1.15
100 W 7th	18	\$34,217	\$6.36	53%	25	28,471	\$1.20
100 S Washington	16	\$28,400	\$5.94	49%	33	20,222	\$1.40
200 W 4th	13	\$22,958	\$5.91	49%	37	15,953	\$1.44
200 E Kirkwood	16	\$28,113	\$5.88	49%	31	19,850	\$1.42
200 W 7th	13	\$22,634	\$5.82	49%	35	25,307	\$0.89
200 N Morton	35	\$60,287	\$5.76	48%	36	50,818	\$1.19
400 N Morton	22	\$37,707	\$5.73	48%	34	31,359	\$1.20
100 E 4th	15	\$24,703	\$5.51	46%	41	15,511	\$1.59
300 W Kirkwood	12	\$19,650	\$5.48	46%	38	14,360	\$1.37
400 E 6th	20	\$32,464	\$5.43	45%	45	25,455	\$1.28
300 E 6th	14	\$22,650	\$5.41	45%	44	22,302	\$1.02
100 E 7th	16	\$25,705	\$5.37	45%	42	21,484	\$1.20
200 E 4th	20	\$31,188	\$5.22	43%	52	18,230	\$1.71
100 W 9th	8	\$11,627	\$4.86	41%	64	8,069	\$1.44
200 S Lincoln	7	\$10,093	\$4.82	40%	50	7,025	\$1.44
100 N Washington	18	\$25,680	\$4.77	40%	43	23,819	\$1.08
300 N College	11	\$15,371	\$4.67	39%	39	13,692	\$1.12
100 W 4th	11	\$15,261	\$4.64	39%	40	12,013	\$1.27
300 W 4th	16	21818.7	\$4.56	38%	47	16178	\$1.35
500 N College	14	17000.35	\$4.06	34%	49	12697	\$1.34
300 N Walnut	6	7241.9	\$4.04	34%	56	5494	\$1.32
300 N Morton	32	38337.55	\$4.01	33%	54	38380	\$1.00
500 N Walnut	7	8368.6	\$4.00	33%	55	5939	\$1.41
400 S Walnut	7	8335.75	\$3.98	33%	48	9266	\$0.90
400 E 7th	24	28464.4	\$3.97	33%	60	17283	\$1.65
200 S Walnut	11	12711.3	\$3.86	32%	62	8756	\$1.45
300 W 11th	19	21430.5	\$3.77	31%	53	16026	\$1.34
300 W 6th	20	21231.55	\$3.55	30%	63	29817	\$0.71
400 N Walnut	9	9446.9	\$3.51	29%	77	6558	\$1.44
200 N Grant	7	7343.55	\$3.51	29%	65	5376	\$1.37
400 N College	10	10380.9	\$3.47	29%	51	7115	\$1.46
400 W 11th	2	2016.05	\$3.37	28%	59	1508	\$1.34
300 W 7th	17	16817.2	\$3.31	28%	57	19193	\$0.88
200 W 11th	9	8758.1	\$3.25	27%	58	5226	\$1.68
200 W 9th	9	8736.45	\$3.25	27%	61	5388	\$1.62
100 S Lincoln	15	14245.35	\$3.18	26%	46	8983	\$1.59
500 N Morton	30	26421.7	\$2.95	25%	74	17697	\$1.49
200 W 8th	13	10538.8	\$2.71	23%	72	7472	\$1.41
200 N Madison	17	13736.65	\$2.70	23%	67	11641	\$1.18
200 S College	5	3977.05	\$2.66	22%	69	3244	\$1.23
400 W 4th	20	15763.4	\$2.64	22%	70	17720	\$0.89
600 N Morton	29	22487.6	\$2.59	22%	73	12658	\$1.78
300 S Walnut	10	7718.1	\$2.58	22%	71	9077	\$0.85
600 N College	29	20762.7	\$2.39	20%	68	18151	\$1.14
100 N Madison	14	9444.25	\$2.26	19%	83	7521	\$1.26
700 N AshlynnPark	12	7865.55	\$2.19	18%	75	5173	\$1.52
400 W 6th	18	11727.25	\$2.18	18%	86	10727	\$1.09
100 S Madison	20	12252.1	\$2.05	17%	78	8480	\$1.44
100 W 8th	20	12208.95	\$2.04	17%	76	8331	\$1.47
200 S Madison	9	5042.5	\$1.87	16%	79	4089	\$1.23
200 S Washington	5	2759.65	\$1.85	15%	66	1532	\$1.80
200 E 6th	18	9790.4	\$1.82	15%	82	7682	\$1.27
700 N Morton	14	7226.65	\$1.73	14%	81	4953	\$1.46
200 E 7th	11	5530.1	\$1.68	14%	84	3869	\$1.43
600 N Walnut	10	4973.75	\$1.66	14%	80	4307	\$1.15
200 N Washington	18	8445.7	\$1.57	13%	89	6595	\$1.28
300 E 7th	20	9247.7	\$1.55	13%	88	5843	\$1.58
400 W 7th	33	14412.95	\$1.46	12%	90	16733	\$0.86
200 N Lincoln	19	8123.9	\$1.43	12%	92	5982	\$1.36
300 W 12th	14	5417.9	\$1.29	11%	85	3685	\$1.47
800 N Morton	17	5571.9	\$1.10	9%	93	3263	\$1.71
400 W Kirkwood	9	2939.6	\$1.09	9%	87	2061	\$1.43
400 S College	7	2279.85	\$1.09	9%	91	2297	\$0.99
400 W 8th	9	1896.15	\$0.70	6%	94	1706	\$1.11
300 S College	13	1591.9	\$0.41	3%	95	1156	\$1.38
	1523	\$2.34M	\$5.13	43%		1.85M	\$1.27

Figure 4.7: Metered Parking Program Expenses by Category

Metered Parking Program: Category 1 (Personnel)			
	2016	2017	2018
455-26-260000-51110 Salaries and Wages - Regular	\$351,727	\$352,044	\$392,944
455-26-260000-51120 Salaries and Wages - Temporary	\$60,920	\$56,488	\$50,123
455-26-260000-51210 FICA	\$29,070	\$29,007	\$30,984
455-26-260000-51220 PERF	\$49,945	\$49,990	\$55,798
455-26-260000-51230 Health and Life Insurance	\$146,005	\$157,014	\$171,288
PERSONNEL	\$637,667	\$644,543	\$701,138
Metered Parking Program: Category 2 (Equipment & Supplies)			
455-26-260000-52110 Office Supplies	\$637	\$165	\$447
455-26-260000-52240 Fuel and Oil	\$3,707	\$5,354	\$8,120
455-26-260000-52340 Other Repairs and Maintenance	\$20,295	\$3,030	\$12,501
455-26-260000-52420 Other Supplies	\$5,300	\$21,735	\$56,600
455-26-260000-52430 Uniforms and Tools	\$4,989	\$3,019	\$9,527
EQUIPMENT & SUPPLIES	\$34,927	\$33,304	\$87,196
Metered Parking Program: Category 3 (Services)			
455-26-260000-53150 Communications Contract	\$213,565	\$173,729	\$173,550
455-26-260000-53170 Mgmt Fees Consultants and Workshops			\$37,360
455-26-260000-53210 Telephone	\$7,453	\$7,327	\$7,016
455-26-260000-53220 Postage	\$10,000	\$5,969	\$5,955
455-26-260000-53230 Travel	\$0	\$348	\$0
455-26-260000-53310 Printing	\$10,600	\$10,373	\$12,262
455-26-260000-53410 Liability / Casualty Premiums	\$8,103	\$8,103	\$8,103
455-26-260000-53420 Worker's Comp & Risk	\$15,937	\$15,937	\$15,937
455-26-260000-53620 Motor Repairs	\$17,701	\$22,208	\$10,993
455-26-260000-53630 Machinery and Equipment Repairs	\$25,188	\$28,340	\$0
455-26-260000-53640 Hardware and Software Maintenance	\$66,623	\$97,062	\$97,098
455-26-260000-53830 Bank Charges	\$114,460	\$135,543	\$147,736
455-26-260000-53990 Other Services and Charges	\$5,603	\$23,498	\$4,777
SERVICES	\$495,233	\$528,438	\$520,788
Metered Parking Program: Category 4 (Capital)			
455-26-260000-53840 Lease Payments	\$473,169	\$473,169	\$0
455-26-260000-539010 Inter-Fund Transfers		\$59,975	\$60,889
455-26-260000-54310 Improvements Other Than Building	\$87,577	\$126,000	\$0
455-26-260000-54440 Motor Equipment		\$87,000	\$196,875
455-26-260000-54510 Other Capital Outlays			\$201,211
CAPITAL	\$560,746	\$746,144	\$257,764
TOTALS	\$1,728,573	\$1,952,425	\$1,566,885

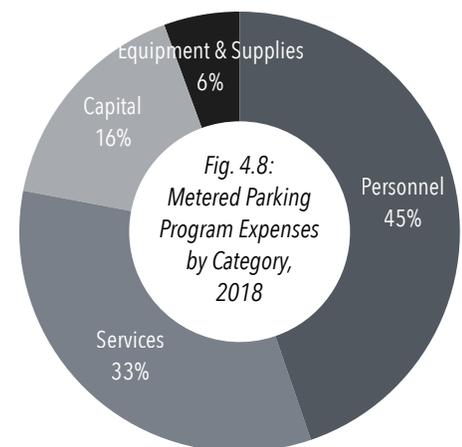


Fig. 4.9: Citation by Violation and Status Summary, 2018

Violation	Fine	Zero Bal	Inactive	Total	Escalated	
A01	Expired Meter	\$30	18,613	306	18,919	8,097
A02	Yellow Curb	\$30	444	16	460	195
A03	Overtime Parking	\$30	308	22	330	132
A04	Alley	\$30	11	0	11	3
A05	Loading Zone	\$30	20	0	20	6
A06	Obstruct Traffic	\$30	43	2	45	20
A07	Permits/Leased	\$50	92	6	98	0
A08	Backed in Space	\$30	68	0	68	2
A09	No Parking Zone	\$30	230	7	237	103
A10	Sidewalk Parking	\$30	33	0	33	9
A13	NH-NEIGHBORHOOD PARKING	\$30	6,730	43	6,773	2,895
A14	NH-PLATE NON MATCH	\$30	178	4	182	47
A15	Handicapped	\$30	118	4	122	0
A16	Fire Lane	\$50	14	3	17	0
A17	ABANDONED VEHICLE	\$0	185	3	188	0
A18	NH-Wrong Zone	\$30	318	2	320	151
A19	Here To Corner	\$30	6	0	6	0
A20	Green Permit Only	\$30	19	4	23	9
A21	Red Permit Only	\$30	94	3	97	21
A22	CFC/White Lot	\$30	13	3	16	6
A23	Expired Permit	\$30	22	3	25	5
A25	Overnight Parking	\$50	4	0	4	2
A27	Showers Permit Parking	\$30	17	5	22	6
A29	Private Parking Only	\$30	1	0	1	1
A30	City Hall Visitor Parking	\$30	1	0	1	0
A31	Parked Facing Traffic	\$30	507	11	518	154
A32	Oversize Vehicle	\$50	5	0	5	0
A33	Too Far From Curb	\$30	12	0	12	3
A34	Too Close To Intersection	\$30	17	0	17	6
A35	Electric Veh Parking Only	\$30	1	0	1	1
A36	Outside Of Marked Space	\$30	185	7	192	54
A37	NH-PARKED FACING TRAFFIC	\$30	381	3	384	118
A38	NH-YELLOW CURB	\$30	818	4	822	330
A39	NH-OVERTIME PARKING	\$30	906	5	911	411
A40	NH-ALLEY	\$30	36	0	36	5
A41	NH-LOADING ZONE	\$30	1	0	1	1
A42	NH-OBSTRUCT TRAFFIC	\$30	23	1	24	9
A43	NH-NO PARKING ZONE	\$30	305	5	310	85
A44	NH-SIDEWALK PARKING	\$30	133	0	133	47

Violation	Fine	Zero Bal	Inactive	Total	Escalated	
A45	NH-HANDICAPPED	\$150	8	0	8	0
A46	NH-FIRE LANE	\$50	32	1	33	0
A47	NH-HERE TO CORNER	\$30	70	0	70	16
A48	NH-PRIVATE PARKING ONLY	\$30	7	0	7	2
A50	NH-TOO FAR FROM CURB	\$30	50	0	50	21
A51	NH-TOO CLOSE TO INTERSEC'N	\$30	17	1	18	6
A53	NH-UNAPPROVED SURFACE	\$50	162	1	163	0
A54	BPD/White Lot	\$30	11	10	21	3
A55	UNAPPROVED SURFACE PKG	\$50	19	2	21	0
A57	NH-ALTERED PERMIT	\$100	16	1	17	0
A58	GH-YELLOW CURB	\$30	13	0	13	5
A60	GH-OBSTRUCT TRAFFIC	\$30	3	0	3	2
A61	GH-NO PARKING ZONE	\$30	5	0	5	2
A62	GH-UNAPPROVED SURFACE	\$50	1	0	1	1
	Other		0	3	3	0
	TOTALS		31,326	491	31,817	12,992

CHAPTER 5: NEIGHBORHOOD ZONES PROGRAM

A. SUMMARY OF PROGRAM ACTIVITY FOR THE YEAR

Neighborhood zones have been in continuous existence since the passage of Ordinance 92-06. The City's eleven zones, surrounding its downtown and the IU campus, were patrolled by two full-time officers designated exclusively to neighborhood zones. Weekdays between 8 am and 5 pm, parking a car in a neighborhood zone required the display of a permit. Only residents of a given zone living in housing structures of four units or fewer were eligible to obtain annual permits for their vehicles, as well as one visitor's permit per household. As in previous years these permits expired every August 15, sold for \$25 per year, and were issued regardless of the occupancy rate of the neighborhood zone.

Revenue was down about 6 percent across the board, while program-related expenses increased 11 percent. (See Figure 5.2.) But the program generated positive earnings, primarily due to citations written in the neighborhood zones, which made up five-eighths of revenue

B. REVENUES

~~City code required revenues from permits to be deposited into the Alternative Transportation Fund (city account #454), calling for surplus revenues from the neighborhood zone program to be used to "reduce the community's dependency on the automobile." In practice, this fund became the source of the City Council's Sidewalk Fund, but the Mayor has regularly budgeted, and the Council has regularly approved, a transfer in to the Alternative Transportation Fund of non-parking-related capital dollars for such use. In short, there is a disconnect between the NZ program and the fund where its money is managed: the presence of inter-fund transfers is unrelated to the performance of the program, although it is included in this report's numbers.~~

~~As mentioned, the bulk of program revenues come from citations at 63 percent, followed by all-zone and Zone 1 permits at 9 percent each. (See Figure 5.3.) There is no obvious explanation for the fluctuation in individual zone demand, or the overall decrease in neighborhood zone demand.~~

~~Zone 4, just north of the East Kirkwood overlay portion of downtown, led all zones in revenue generated per legal space in the zone, which corresponded roughly with the percentage~~

of spaces sold in 2016. (See Figure 5.4. 2017 permit sales were not available as of the time of this draft.) The disparity in demand belied the flat pricing of permits at \$25 per year; differential pricing is called for to temper demand in oversold zones, or the opening of low-demand zones to residents of multi-family housing.

Figure 5.5 shows an almost 9 percent increase in permits from 2016. (All zone permit data was not available.) For the most popular zones, it underscored the increasing pressure on the neighborhood parking supply, for which the price of permits has not increased in decades.

Figure 5.6 illustrates that far and away the third quarter of the year is the busiest time for the purchase of permits, which become effective August 15 in conjunction with the academic year. Third quarter sales account for more than half of permits sold all year.

C. EXPENSES

Two full-time enforcement officers made up the bulk of expenses as had been true for years. (See Figure 5.7.) The modest increase in expenses was not directly related to the provision of neighborhood parking services: projects improving pedestrian safety at signalized intersections (including 4th & Rogers, and Allen & Walnut) was the reason for a significant increase in engineering dollars (line #53110). The increase in Motor Repairs (line #53620) was not explained in the Commission's data.

Figure 5.1: Inventory by Neighborhood Zone, 2017

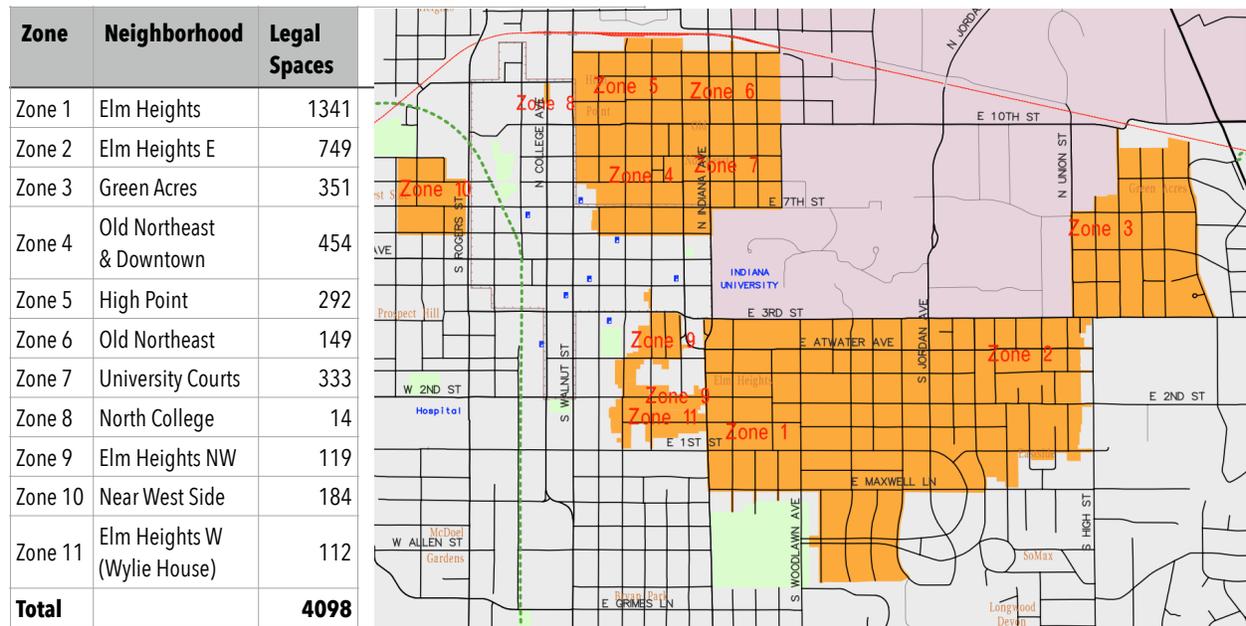


Fig. 5.2: Financial Performance of the Neighborhood Zone Program (Alternative Transportation Fund #454)

Category	2016	2017	2018	Change
NZ PROGRAM REVENUES				
41020 Permits	\$ 210	\$ 1,048	\$ 0	-100.0%
43170 NZ Permits	\$ 131,494	\$ 123,002	\$ 121,080	-1.6%
NZ # 1	\$ 30,690	\$ 30,020	\$ 29,100	-3.1%
NZ # 2	\$ 8,569	\$ 6,570	\$ 6,850	4.3%
NZ # 3	\$ 4,430	\$ 4,905	\$ 3,995	-18.6%
NZ # 4	\$ 18,655	\$ 20,005	\$ 17,175	-14.1%
NZ # 5	\$ 8,995	\$ 9,210	\$ 9,079	-1.4%
NZ # 6	\$ 3,000	\$ 3,300	\$ 2,790	-15.5%
NZ # 7	\$ 9,175	\$ 9,177	\$ 9,260	0.9%
NZ # 8	\$ 675	\$ 525	\$ 325	-38.1%
NZ # 9	\$ 5,015	\$ 4,355	\$ 4,545	4.4%
NZ # 10	\$ 1,635	\$ 1,725	\$ 1,760	2.0%
NZ # 11	\$ 2,430	\$ 1,787	\$ 1,771	-0.9%
All-Zone Permits	\$ 38,225	\$ 31,423	\$ 34,430	9.6%
43180 Private Parking	\$ 542	\$ 394	\$ 580	47.2%
46060 Citations	\$ 226,284	\$ 213,231	\$ 214,599	0.6%
Other Revenues		\$ 62	\$ 15,000	24093.5%
NZ Revenue from Operations	\$ 358,530	\$ 337,737	\$ 351,259	4.0%
NZ PROGRAM EXPENSES				
51xxx Personnel	\$ 117,257	\$ 118,661	\$ 123,756	4.3%
52xxx Equipment and Supplies	\$ 3,920	\$ 4,236	\$ 5,364	26.6%
53xxx Services	\$ 23,671	\$ 40,432	\$ 54,071	33.7%
NZ Expenses from Categories 1-3	\$ 144,848	\$ 163,329	\$ 183,192	12.2%
NZ TOTAL EARNINGS FROM OPERATIONS	\$ 213,682	\$ 174,408	\$ 168,068	-3.6%
49010 NZ – Inter-Fund Transfers	\$ 500,000	\$ 439,233	\$ 500,000	13.8%
NZ Total Revenues	\$ 713,682	\$ 613,641	\$ 668,068	8.9%
54xxx Capital (Sidewalks)	\$ 400,496	\$ 462,508	\$ 458,631	-0.8%
NZ Program Earnings	\$ 313,186	\$ 151,132	\$ 209,437	38.6%

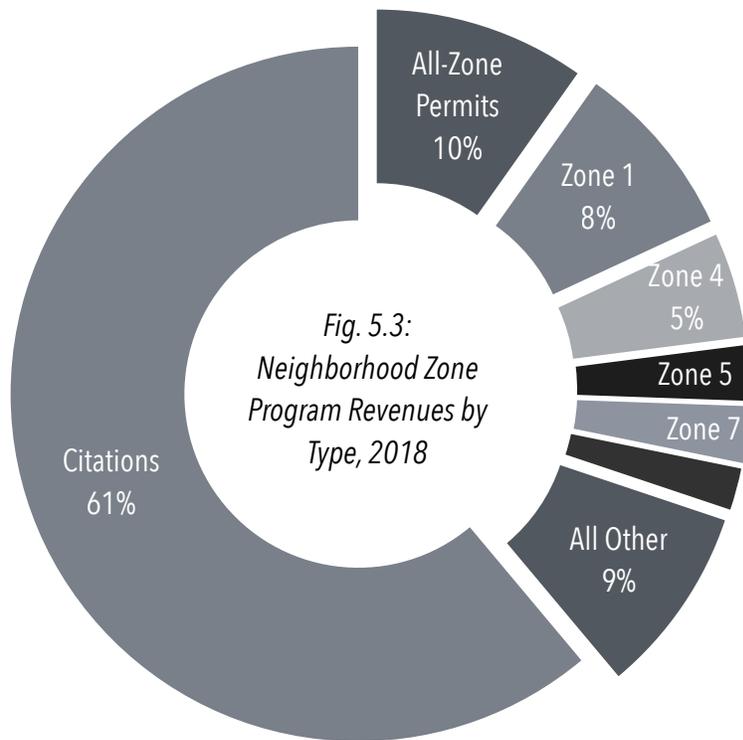


Fig. 5.4: Financial Performance of the Neighborhood Zone Program (Alternative Transportation Fund #454), 2018

Zone	\$2018.00	Legal Spaces	Annual Revenue/Space	2016 Permits/Spaces
Zone 1	\$29,100	1341	\$22	90.1%
Zone 2	\$6,850	749	\$9	35.5%
Zone 3	\$3,995	351	\$11	50.1%
Zone 4	\$17,175	454	\$38	139.9%
Zone 5	\$9,079	292	\$31	125.0%
Zone 6	\$2,790	149	\$19	77.2%
Zone 7	\$9,260	333	\$28	98.5%
Zone 8	\$325	14	\$23	178.6%
Zone 9	\$4,545	119	\$38	163.9%
Zone 10	\$1,760	184	\$10	36.4%
Zone 11	\$1,771	112	\$16	32.1%
	\$86,650	4098	\$21	

Fig. 5.5: Neighborhood Permit Revenues by Zone and Month, 2016-7

ZONE	2016				2017						
	Resi- dent	Visi- tor	Total Permits	Revenue	Resi- dent	Revenue	Visi- tor	Revenue	Total Permits	Total Revenue	Increase in Permits
1	862	346	1208	\$30,690	859	\$19,495	362	\$8,800	1,221	\$28,295	1.1%
2	183	83	266	\$8,569	168	\$3,910	84	\$2,025	252	\$5,935	-5.3%
3	131	45	176	\$4,430	149	\$3,470	144	\$1,075	293	\$4,545	66.5%
4	522	113	635	\$18,655	642	\$15,840	103	\$2,550	745	\$18,390	17.3%
5	292	73	365	\$8,995	290	\$6,600	77	\$1,925	367	\$8,525	0.5%
6	88	27	115	\$3,000	89	\$1,910	34	\$800	123	\$2,710	7.0%
7	286	42	328	\$9,175	328	\$7,255	46	\$1,125	374	\$8,380	14.0%
8	21	4	25	\$675	20	\$450	2	\$50	22	\$500	-12.0%
9	139	56	195	\$5,015	131	\$2,870	47	\$1,175	178	\$4,045	-8.7%
10	51	16	67	\$1,635	50	\$1,250	19	\$475	69	\$1,725	3.0%
11	27	9	36	\$2,430	49	\$1,125	25	\$575	74	\$1,700	105.6%
TOTALS	3304	814	3416	\$93,269	2775	\$64,175	943	\$20,575	3,718	\$84,750	8.8%
All-Zone	702	-		\$38,225	?	?	-	-			

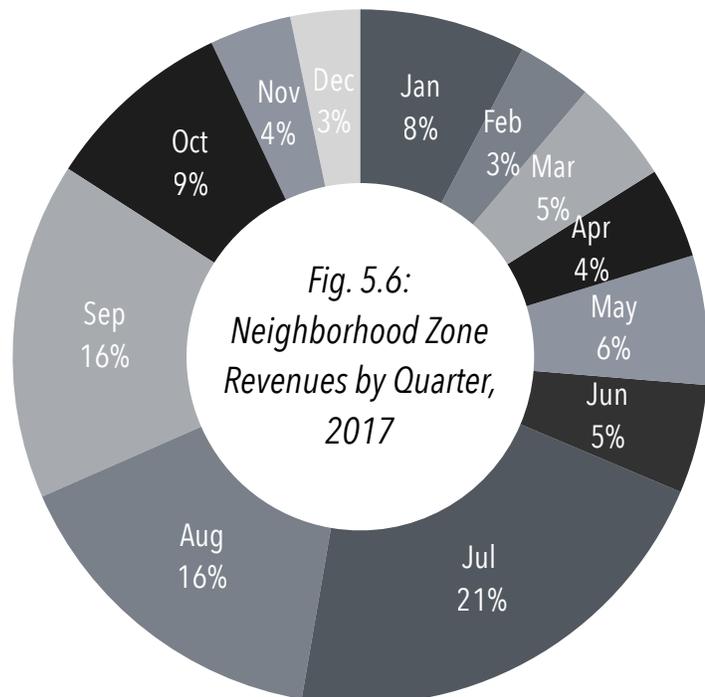


Fig. 5.7: Neighborhood Zone Program Expenses by Category, 2017

NZ Program: Category 1 (Personnel)	2016	2017	2018	Change
454-02-020000-51110 Salaries and Wages - Regular	\$74,719	\$74,232	\$78,461	5.7%
454-02-020000-51210 FICA	\$5,381	\$5,341	\$5,606	5.0%
454-02-020000-51220 PERF	\$10,610	\$10,541	\$11,141	5.7%
454-02-020000-51230 Health and Life Insurance	\$26,546	\$28,548	\$28,548	0.0%
PERSONNEL	\$117,257	\$118,661	\$123,756	4.3%
NZ Program: Category 2 (Equipment & Supplies)				
454-02-020000-52110 Office Supplies	\$58	\$9	\$135	1,366.1%
454-02-020000-52240 Fuel and Oil	\$2,667	\$2,939	\$3,517	19.7%
454-02-020000-52340 Other Repairs and Maintenance	\$137	\$2,500	\$0	-100.0%
454-02-020000-52420 Other Supplies	\$366	\$511	\$576	12.8%
454-02-020000-52430 Uniforms and Tools	\$692	\$777	\$1,137	46.2%
EQUIPMENT & SUPPLIES	\$3,920	\$6,736	\$5,364	-20.4%
NZ Program: Category 3 (Services)				
454-02-020000-53110 Engineering and Architectural	\$0	\$10,234	\$29,697	190.2%
454-02-020000-53210 Telephone	\$1,011	\$1,099	\$1,396	27.1%
454-02-020000-53310 Printing	\$8,534	\$6,800	\$7,175	5.5%
454-02-020000-53620 Motor Repairs	\$6,902	\$14,999	\$7,631	-49.1%
454-02-020000-53640 Hardware and Software Maintenance	\$278	\$1,000	\$5,347	434.7%
454-02-020000-53830 Bank Charges	\$8,449	\$6,299	\$2,826	-55.1%
454-02-020000-53990 Other Services and Charges	\$519	\$1,000	\$0	-100.0%
SERVICES	\$25,693	\$41,432	\$54,071	30.5%
NZ Program: Category 4 (Capital)				
454-02-020000-54310 Impvmts Other Than Bldg: Sidewalks			\$458,631	
CAPITAL	\$0	\$0	\$458,631	

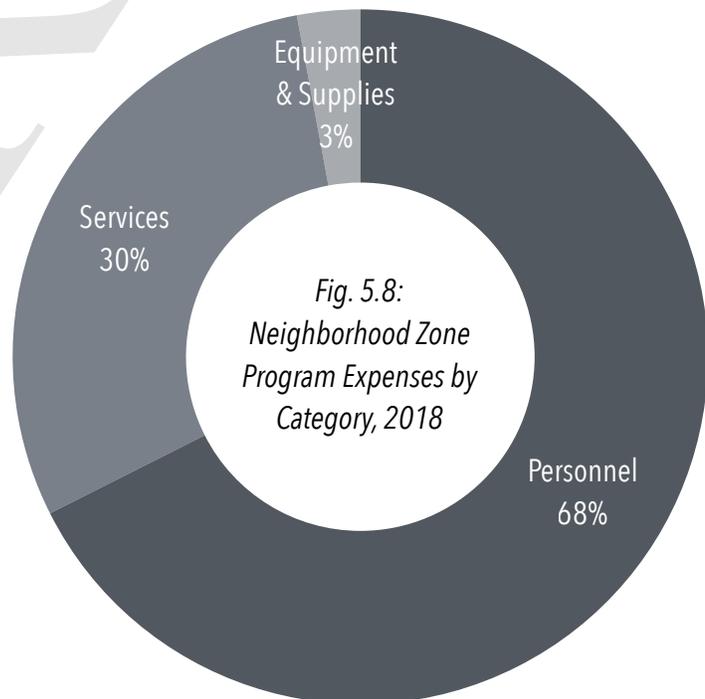


Figure 6.1: Citations (All Fund Lines), 2016-2018

Category	2016	2017	2018	Change
CITATION PROGRAM REVENUES				
Neighborhood Zone Citations	\$ 226,284.00	\$ 213,231.12	\$ 214,599	0.6%
Metered Parking Citations	\$ 383,108.11	\$ 359,001.79	\$ 451,580.79	25.8%
Citations Program Total Revenues	\$ 609,392.11	\$572,232.91	\$666,179.79	16.4%
CITATIONS PROGRAM EXPENSES				
51xxx Personnel	\$ 720,155.00			
52xxx Operations				
53xxx Equipment and Supplies				
54xxx Capital				
Citations Program Total Expenses	\$ 720,155.00	\$ 0.00		
CITATIONS PROGRAM BALANCE	\$1,329,547.11	\$572,232.91		-100.0%

Figure 6.2: Revenues from Citations, 2016-2018

Category	2016	2017	2018	Change
Neighborhood Zone Citations	\$ 226,284	\$ 213,231	\$ 214,599	0.6%
Metered Parking Citations	\$ 383,108	\$ 359,002	\$ 451,581	25.8%
Citations Total Revenues	\$609,392	\$572,233	\$666,180	16.4%

Appendix A: Resolutions

Resolution 2018-01 – To Recommend to the Common Council Changes to BMC Title 15

Resolution 18-02 – 4th Street and Trades District Garages

Resolution 18-03 – To Amendment the Commission’s ByLaws (ppd to Jan.)

Resolution 18-04 – Trades District Parking Plan (appr'd 7-0-1 in Dec.)

Resolution 18-05 – Evolve Parking Plan (app'd 8-0 in Dec.)

Resolution 18-06 – West 6th Street Parking Plan

Resolution 18-07 – Schedule of 2019 Meetings (apprvd 8-0 in Dec.)

Resolution 18-08 – To Recommend Guidelines for Neighborhood Zones