



CITY OF BLOOMINGTON

PARKING COMMISSION

Regular Meeting

PACKET

January 23, 2025

Thursday, January 23, 2025

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

5:30 PM — 7:00 PM

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PARKING COMMISSION REGULAR MEETING

January 23, 2025, 5:30 PM — 7:00 PM

The meeting will be held both in person in the Hooker Conference Room (Room #245) of City Hall at the Showers Building, 401 N. Morton Street, Bloomington, Indiana and through a virtual platform via Zoom using the following link:

<https://bloomington.zoom.us/j/6359441221>

Meeting ID: 635 944 1221

Passcode: COBPT

Dial by your location: 312 626 6799 (Chicago)

- I. Call to Order
- II. Approval of Minutes
 - A. December 19, 2024
- III. Reports from Commissioners and City Offices
- IV. Reports from the Public
- V. Discussions of Resolutions
 - A. PC-24-07 Proposed Amendment to Ordinance 2024-27
- VI. Discussions of Topics Not the Subject of Resolutions
 - A. Draft of Parking Resolution 24-05
- VII. Topic Suggestions for Future Agendas
- VIII. Member Announcements
- IX. Commission Schedule (Regular Meeting and Work Session)
- X. 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: February 27, 2025, 5:30 PM — 7:00 PM
Deadline for Next Regular Meeting Packet Material: Monday, February 24, 2025

Commissioners: Stephen Volan (Chair) (Seat: C-1 Merchant), Katie Yoder (Seat: C-2 City Resident), Eoban Binder (Secretary) (Seat: C-3 City Resident), Matt Flaherty (Vice-Chairperson) (Seat: C-4 Council Ex-officio), Jackson Murphy (Seat: C-5 City Resident), Jordan Davis (Seat: M-1 Merchant), VACANT (Seat: M-2 Non-profit), Ben Dalton (Vice-chair) (Seat: M-3 City Resident), Michelle Wahl (Seat: M-4 City Staff)

PARKING COMMISSION REGULAR MEETING

Minutes

Date: 12/19/2024, 5:30 PM

The meeting was held hybridly in the Hooker Conference Room and remotely on Zoom.

Parking Commission minutes are transcribed in a summarized outline manner. Audio recordings of the meeting are available in the Planning and Transportation Department for reference.

Attendance

Parking Commissioners present:

Murphy, Volan, Binder, Flaherty, Davis, Dalton, Yoder

Absent: Wahl

Others in Attendance:

Staff: Pazos, Knoke, Tahir (Zoom)

Public: none

I. Call to Order – (~ 5:33 PM)

A. Volan proposes moving item 5B earlier in the agenda; motion passes unanimously (7-0)

II. Approval of Minutes – Davis motioned, Yoder seconded; Minutes approved unanimously (7-0)

III. Reports from Commissioners & City Offices

A. Kendall Knoke (engineering) presents Hopewell West aerial; brief update on site plan for READY grant-funded affordable housing at corner of Rogers and 1st; Rogers will include protected bike lanes on Rogers between 1st and 2nd St and 10 ft-wide sidewalk on west side of street. Rogers south of 1st will include painted bike lanes down to close to Dixie St.; Jackson Street 1-block stub from north of 1st St. including parallel parking and ADA space.

B. Questions from commissioners:

- i. Flaherty: Re. Centerstone site, has configuration for access to pulloff/loading area from Rogers changed? Knoke: pulloff configuration is not changing currently. Flaherty: what about other access points from Hopewell East? Knoke: back-in angle parking to north, parking lots to the east and south.

IV. Reports from the Public (none)

V. Discussions of Resolutions

A. PC-2406 - Mills Pool (Tahir - Engineering)

- i. Request from Parks to Engineering for ADA-compliant parking at Mills Pool at 14th St. Currently there is a cul-de-sac being used for parking despite yellow painted curb. Plan is to re-stripe the cul-de-sac with parallel spaces for 15-minute loading and two ADA spaces. Binder: two ADA spaces and 4 general 15-min spaces? Tahir: yes. Davis: why 15 minutes? Tahir: that was the outcome from discussio with Parks. Flaherty: that was the request from Parks? Tahir: yes. Volan: are the ADA spaces aslo time-limited? Tahir: no, those do not have a time limit. Volan: the language in the proposed ordinance change seems unclear. Tahir (shows how code is written with legend; a number '6' refers to a legend item, not the number of spaces). Yoder: I've almost been towed here before on 14th, going towards Tri-North; what is the signage there for parking limits? Tahir: I only know of visitors parking on Blair, I don't know what the situation is on 14th.
- ii. Commissioner comments/vote:
 1. Flaherty, re. ADA space language, let's be clear on what is being specified. Maybe table should be re-structured for clarity. Volan: whoever makes the signs should be clear that ADA spaces should be not time-limited. Tahir: I will make a note of that.
 2. Motion passes 7-0

VI. Discussions of Topics Not the Subject of Resolutions

- A. Draft res. 24-05 (Volan) - still not introduced officially here because there are some unresolved legal questions. Pazos: I've made the request to City legal, but they are short-staffed right now.
- B. Volan: we can discuss other sections for the time being. Dalton: item 2 seems questionable from legal standpoint. Binder: item 2 seems obviated by item 3. Dalton: there's two issues, one is if it should be included, and then what effect does it have? Item 4 sunseting also seems legally dubious. Davis: what about occasional renting out parking spaces for big events? Volan: I believe this would apply to all privately-owned surface lots. Davis: this seems better to just implement downtown. General discussion about Ami and immediate area. Flaherty: so we think the UDO currently disallows use, albeit not explicitly? That's not a change in policy in that case, it's just enforcing a policy. Yoder: well how do we have the city enforce a policy it's not enforcing now? Pazos: it usually comes up case-by-case. Discussion of various private lots around downtown. Dalton: we can still make general recommendation to council, i.e. clarify and update UDO concerning private lots and whether they are allowed, and recommend we explicitly disallow them. Volan: language also seems unclear about what is 'private parking', to bring this back in January we'd want a clear definition. Flaherty: can we circulate a new draft beforehand

for feedback? Volan: around January 9 in lieu of a work session we could circulate something. Let's workshop it before then. (some discussion of meeting with Legal). Flaherty: if meeting doesn't happen or is inconclusive, let's just advise some general action rather than more specific ones.

VII. Resolution 24-07: Preserving and Rename the Parking Commission (Volan)

- A. Volan gives background and summary of the resolution. The commission could continue in a different legal structure, i.e. as a subsidiary of the Advisory Transportation Commission. It's important the Parking Commission exist to focus on parking economics, and leave engineering questions to staff. Dalton: might come up with a better name, and might want to keep scope of adding/removing spaces. Volan: but, we don't want to imply that we want to add spaces. Yoder: what are we afraid will be lost specifically? Volan: chiefly the ability to recommend pricing adjustments. Yoder: from my limited experience so far, we haven't talked much about pricing. How would that change? Volan: engineering presentations/questions would go to Transportation Commission instead of Parking Commission. Pricing is important because we have seen meters bring in additional \$2m in revenue without any significant reduction in revenue from permits or garages, that was pent-up demand right there. Davis: I also haven't been on commission, and agree we haven't talked about much about pricing, but I'm not sure if I agree with changing the name.
- B. Commissioner comments/vote: Flaherty: the council adopted an amendment to 'shore up' how much the Transportation Commission is concerned with parking. The new commission is about transportation in general, including safety, land use, etc. and all those things interact in different ways. Much of the purpose of TDM is to accomplish our city goals by not heavily subsidizing parking. I do worry that some things could be lost in separating parking demand mgmt to its own commission. The fiscal oversight aspect is critical here; I don't fault this commission for not getting data analysis done, but on a pragmatic level we have to write it into ordinance so that that issue is allocated resources. Volan: the issue for me is this commission has never been 'welcomed', merely tolerated. The council is going to have to demand the administration support the city's commissions instead of neglecting it (i.e. leaving seats unfilled, or staff undertaking parking-related projects without consulting the commission). I accept the principles of the Transportation Commission, but I don't want the pricing goal to be lost at the end of this process. So Parking Commission could exist as its own commission, or as a committee of the TC. Dalton: from my perspective, we do a lot in response to public concerns, so I still remain convinced there's more work to be done than one commission can do.
- C. Davis: proposes amendment to strike words 'Demand Management' from the 'Resolved' paragraph and other references to the name of the commission. Davis: motioned; Yoder seconds. Motion passes 7-0.

D. Yoder motions to adopt resolution, Dalton seconds. Motion passes 6-1 (Flaherty dissents).

VIII. **Topic Suggestions for Future Agendas**

A. Resolution 24-05, private surface parking lots (but likely renumbered for the new year).

IX. **Member Announcements (none)**

X. **Commission Schedule (Regular Meeting and Work Session)**

- Next Regular Meeting: Thursday, January 23, 5:30pm
- Work session: schedule for Jan 9, 5:30pm, but probably will cancel.

XI. **Adjournment – 7:10pm**

CITY OF BLOOMINGTON • PARKING COMMISSION

Parking Resolution 24-07

To Endorse the Amendment to Ordinance ~~2024-27~~2025-04 to Preserve ~~(and Rename)~~ the Parking Commission

- WHEREAS,** the Parking Commission was created in 2016 by a 7-1 vote of the Common Council;
- WHEREAS,** the ordinance creating it was vetoed by the mayor, but overridden by Council 9-0;
- WHEREAS,** the administration has continued to object to the commission ever since by neglecting it, despite its existence being the will of the Council;
- WHEREAS,** examples of this neglect include: leaving all four non-staff mayoral appointments open in 2019, leaving two seats open for more than two years or more, and not making financial resources available to aid the commission in the compilation of its reports;
- WHEREAS,** the Parking Commission has made accomplishments despite that neglect, including the establishment of a comprehensive policy on parking, the authoring of Ordinance 18-11, and detailed reporting of parking-related revenues, expenses, and meter usage;
- WHEREAS,** the Ordinance ~~2024-27~~2025-04 proposes a new Transportation Commission largely focused on safety, and eliminates the Parking Commission without specific provisions for the new commission to study and deliver analyses of parking finances and data;

RESOLVED that the Parking Commission endorses the following amendment to Ordinance ~~2024-27~~2025-04, to continue its existence ~~as the renamed Parking Demand Management Commission,~~ and explicitly requests the cooperation of the administration in achieving its long-set objectives.

APPROVED this _____ day of _____, ~~2024~~2025, at a regular meeting of the Bloomington Parking Commission at which two-thirds of the Members were present and voting.

We, the below-signed, do hereby certify that the above is a true and correct copy of the resolution.

X _____
Chair, Parking Commission

X _____
Secretary, Parking Commission

Steve Volan

Eoban Binder

*** Amendment Form ***

Ordinance #: 2024-272025-04
Amendment #: 01
Submitted By: CM X
Date: December 2, 2024

Proposed Amendment: Sections shall be added and numbered appropriately.

A. The ordinance shall be amended as follows:

SECTION 3. Section 2.12.110, entitled "Parking Commission" shall be amended as follows:

~~Delete~~

2.12.110 - Parking ~~Demand Management~~ Commission

(a) Purpose. It shall be the primary purpose of the Parking ~~Demand Management~~ Commission (commission), in coordination with decision-makers and other entities as is necessary or prudent:

- (1) ~~To develop, implement, maintain, and promote a comprehensive policy on parking demand management that takes into account the entirety of, and furthers the objectives of, the city's comprehensive plan; and~~
- (2) ~~To coordinate parking activities, 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.~~
- (2) ~~To recommend to the common council and appropriate city officials ways and means for implementing that comprehensive policy.~~
- (3) ~~To focus on the economics of parking, and defer to the Advisory Transportation Commission on all questions of transportation safety and sustainability, including any proposed addition or removal of on-street parking in service of those goals.~~

(b) Composition—Appointments. The ~~parking~~ commission shall be composed of nine voting members. These voting members shall be composed of four members appointed by the mayor, four members appointed by the common council, and one member designated by the ~~Advisory~~ Transportation Commission. ~~Each~~

Commented [1]: Replies have been made to most CM comments below.

Commented [2]: The amendment needs to not only make the proposed changes to the Parking Commission, but also to remove portions of the Advisory Transportation Commission draft text (I assume).

Commented [3R2]: It does that, simply by deleting the word "Delete".

Commented [4R2]: I'm reading the rest of the ATC proposal and I can't see what to remove.

Commented [MF5R2]: Three of the last four WHEREAS clauses for ATC should be modified. And section 4(e) as well, which incorporates PC duties in ATC purview.

Commented [6]: It strikes me that this is really something that needs to be adopted by the council. Otherwise it's just the "policy" of the PC, which as a primarily advisory body, isn't really "city policy" per se. I thought about adding "seek adoption" or "secure adoption" here.

Commented [7R6]: I think you should indeed add that. It's a good idea.

Commented [8]: This second bullet under Purpose strikes me as more so Powers & Duties. Is it meant to be a shorter summary of the P&D?

Perhaps where there is anything additional here, this just gets incorporated into P&D section.

Commented [9R8]: Agreed. Have written a terser purpose (2), and tweaked(3).

Commented [10]: What does this mean?

Commented [11R10]: It was written before there was a Parking Services Director, and parking concerns were spread across as many as 8 departments. I agree it's vague and in need of a rethink or delete.

Commented [12]: Doesn't seem to happen in practice and probably isn't all that realistic.

appointing authority may also appoint a standing alternate for each of its appointees and such alternate may participate with the commission at any meeting where the regular member is disqualified or is otherwise unable to participate. All alternate members appointed hereunder shall meet all qualification requirements of the regular member for whom they serve as alternate.

(c) Qualifications of Voting Membership.

(1) One member appointed by the mayor and one member appointed by the Common Council shall be a merchant owning and operating a business located at an address within the city limits, with preference given to a merchant located within the parking meter zone;

(2) One member appointed by the common council shall be from among its membership;

(3) One member appointed by the ~~Advisory~~ Transportation Commission shall be a member of that body;

(4) All members shall be residents living within the city limits.

(d) Terms. The initial terms of three mayoral and two council citizen appointments shall expire on January 31, 2018. The terms of the remaining initial citizen appointments shall expire on January 31, 2019. Thereafter, all terms of citizen appointments shall be for two years and expire on January 31.

(e) Powers and Duties. The commission shall meet at least one time each month, unless it votes to cancel the meeting or is otherwise unable to meet. Its powers and duties shall include, but are not limited to:

(1) Accessing all data regarding the city's parking inventory, including usage, capital and operating costs, so long as the data is released in a manner consistent with exemptions from disclosure of public records set forth in IC 5-14-3-4;

(2) Reviewing the performance of all meters, lots, garages, and neighborhood zones in the city's parking inventory, and reviewing the performance of all divisions of city departments devoted specifically to parking management;

(1) Supervising the preparation and publication of parking reports in collaboration with city staff, city vendors, and/or contracted third-party consultants, including all data analytics reasonably necessary to achieve the commission's purpose and duties;

(2) Supervising and collaborating with city staff and relevant third parties in the execution of parking related studies, including but not limited to pricing studies, asset conditions assessments, and

(3) Making recommendations on parking policy, including but not limited to: pricing, hours of operation, ~~addition or removal of parking spaces,~~ addition or removal of parking spaces, and changes when necessary to city code, enforcement procedures, or any other aspect of parking management policy;

(4) Submitting an annual report of its activities and programs to the mayor and council;

Commented [13]:

These types of limitations tend to prove difficult in practice. Is the idea that this would be a nonprofit org who has patrons of some kind who rely on parking?

Commented [14R13]:

One of the original seats required a merchant within the meter zone, not just within the city! We put in nonprofits to capture the concerns of groups like churches, the Library, etc that are in or whose members use the meter zone. These seats have indeed proven difficult enough that we gradually eased the requirements to get members.

Commented [15R13]:

Note also that there is no commerce mentioned in the ATC - no members who demand parking and generate traffic. Parking is very much a commercial concern.

Commented [16]:

Needs updated to reflect a change to an ATC-designated seat.

Commented [17]:

This may be moot - Was it initially that the staff was from P&T (only)?

Commented [18R17]:

Correct. Now the staff is from Public Works. The Commission originally specified P&T because they're the ones who should be making policy, not PW. Unhappily, this is the situation we're in now.

Commented [19]:

E.g., can't make quorum

Commented [20R19]:

Agreed

Commented [21]:

We are trying to make reporting more uniform, and I don't think we'll specify the month in code with the various forthcoming updates.

Commented [22R21]:

Agreed.

- (5) Adopting rules and regulations for the conduct of its business; and
- (6) Applying for appropriations through the mayor, communicating the need for appropriations to the common council, or researching and applying for grants, gifts, or other funds from public or private agencies, for the purpose of carrying out any of the provisions of this section.

(f) Staff. The commission shall be staffed by the planning and transportation department.

Synopsis

This amendment, sponsored by CM XXXXX, amends Ordinance ~~2024-27~~2025-04 to retain the Parking Commission and make changes to existing code that improve its function. The amendment ~~renames it the Parking Demand Management (PDM) Commission, reflecting its focus on the economies of parking;~~ adds a clause to its Purpose deferring questions of safety from the Parking Commission PDMC to the new ~~Advisory~~-Transportation Commission (ATC) to emphasize that parking concerns are subordinate to safety concerns; converts one mayoral appointee to be a designee of the Transportation Commission. ~~ATC; and moves oversight of the PDMC to the Economic & Sustainable Development department.~~

###

DRAFT ONE — 2024.12.01

DRAFT TWO — 2024.12.05

DRAFT THREE — 2024.12.19

12/19/24 Commission Action: Adopted 6-1 (Flaherty; Wahl absent) as amended.

(December 1, 2024)

Commented [23]:

If the TDM manager is actually going to work on parking demand management as a means of transportation demand management, this can make sense. But if parking pricing policy in service of TDM isn't part of Jeff's job description, then it doesn't make sense.

Needs clarification from ESD (not whether or not they support this; but just whether or not Jeff's job description and actual work covers the relevant areas).

Otherwise, I would recommend that the Parking Service Manager be designated as the staff lead.

Commented [24R23]:

I don't have a solution for this. But Public Works is exactly the wrong department for this. They believe their job is to maximize the use of parking facilities for their own sake, because they exist. We need to be guided by a department that's thinking more holistically.

Commented [25R23]:

So I just took out ESD rather than create more chaos. If we think of a better solution, fine.

Commented [26]:

May need further updates based on potential changes.

Commented [27R26]:

Agreed

CITY OF BLOOMINGTON • PARKING COMMISSION

DRAFT 1 | Parking Resolution 24-05

Regarding Private Surface Parking Lots in the City of Bloomington

- WHEREAS,** the Comprehensive Plan calls for:
- land to be used for its highest and best value (pg. 23, 80-81),
 - the encouragement of modes of transportation other than the automobile (pg. 67-78), and
 - a vibrant downtown (pg. 50-57);
- WHEREAS,** the Comprehensive Plan notes that ~~a significant percentage of the city's built environment was destroyed to build surface parking between 1950 and 1975 (is this right? section number)~~ decades of transportation policy and infrastructure investments have focused on supporting motorized vehicles, which created a legacy of harmful built environment practices in the building and transportation sectors that now account for 38% of greenhouse gas emissions (pg. 45);
- WHEREAS,** the city provides a significant supply of off-street parking acquired or created at considerable cost to the taxpayer;
- WHEREAS,** Chapter 20 of the Bloomington Municipal Code, titled Unified Development Ordinance (BMC 20.03.020) ~~no longer considers~~ does not legally permit private surface parking lots as a lawful sole use of land a parcel, unless the surface lot lawfully existed upon the effective date of the provisions of the UDO;
- WHEREAS,** the city has an interest in the redevelopment of empty lots to higher and better uses than parking, and uses the BMC section 20.04.010(b) Activities That Trigger Compliance to bring a lawful nonconforming site into compliance with current standards in the UDO;
- WHEREAS,** under Indiana statute, it is permitted to legislate a sunset date for lawful non-conforming uses;

NOW THEREFORE BE IT RESOLVED that the Commission recommends that the Common Council take the following actions:

1. In a lot already over current maximum impervious surface coverage, as much pavement should be removed as required for the lot to conform with the regulations in effect when the previous use was eliminated;
2. Disallow surge pricing or pricing that doesn't conform with city-owned pricing of parking;
3. The offering of private parking services become a specifically disallowed use;
4. Change code to sunset current lawful nonconforming uses of private surface parking lots to (5 | 7 | 10) years;

APPROVED this _____ day of _____, 2024, at a regular meeting of the Bloomington Parking Commission at which two-thirds of the Members were present and voting.

We, the below-signed, do hereby certify that the above is a true and correct copy of the resolution.

X _____
Chair, Parking Commission
Steve Volan

X _____
Secretary, Parking Commission
Eoban Binder