CITY OF BLOOMINGTON

PARKING COMMISSION

Work Session Meeting Minutes
March 8, 5:30 PM
Hooker Room, City Hall

Members Present
Jim Blickensdorf – Grazie Italiano, Council Appointee
Faith Hawkins – Elm Heights Neighborhood Association, Council Appointee
Mary Jo Shaughnessy - Blue Ridge Neighborhood Association, Mayoral Appointee
Steve Volan – City Council Appointee, *ex officio*

Members Not Present
Josh Desmond – Asst. Director of Planning, City of Bloomington
Donna Disque – Mardon Salon, Mayoral Appointee
Adrienne Evans Fernandez – At Large Appointee, Council Appointee
Jennifer Jenkins - Not-for-profit appointee representing Wonderlab
Mark Need - Meter Zone Resident, Mayoral Appointee

Also Present
RayeAnn Cox, Parking Enforcement Manager, City of Bloomington
Seyedamir Kaboli Farshchi, Long Range Planner, City of Bloomington
Scott Robinson – Planning & Transportation, City of Bloomington
Gerald Salzman, Associate Vice President, DESMAN
Bethany Wages, Deputy Clerk, City of Bloomington

Not Present
Nicole Bolden, Clerk, City of Bloomington
Amanda Turnipseed, Director of IU Parking Operations
Ron Walker, Vice President of Commercial Real Estate, CFC

Call to Order
Meeting was called to order at 5:30 pm.

Reports from Commissioners & City Offices
Scott Robinson provided Desman's "existing conditions and initial finding summary" to the commission via email on February 27, 2018. A copy of this document is incorporated for reference.

Public Comment
No one from the public was present.

Resolutions for Second Reading and Discussion

PKG-2018-01 was continue to the March regular meeting.

Resolutions First Reading and Discussion

None.

Discussions of Topics Not the Subject of Resolutions

Gerald Salzman, associate vice president of Desman and lead consultant on the 2018 Bloomington parking study was present for the meeting. The commission reviewed the "existing conditions and initial findings and next steps" document dated 2/27/18.

Highlights:

- There's not a lack of parking, but a lack of active management (Salzman)
- High participation rate in online survey (Robinson, Salzman)
- Pricing is an issue as the system is not self-sustaining (Salzman, Blickensdorf)
- Study area is concentrated north of downtown (Hawkins)
- Attitudes about parking have shifted since the 2011 Walker study (Blickensdorf)
- Church parking is an issue that must be discussed as part of the survey (Volan)
- A TDM approach is necessary to solving some of the issues (Robinson)
- Long-term and short-term replacement of assets requires funds set-aside for that specific purpose (Salzman)
- Occupancy numbers cited in Desman report were conducted by Parking Enforcement, not Desman
- No financial analysis was conducted; rather, Desman relied on the accuracy of the Commissions 2016 report (Salzman)
- 2017 data indicates that users are adopting the use of ParkMobile more than during 2016 (Salzman)
- Desman will recommend incremental changes over time (Salzman)
- Steering committee will also be providing direction to Desman (Robinson)
- Final report should be ready for discussion by April 6 (Volan, Salzman, Robinson)

Other Motions

Election of officers was continued to the March regular meeting.

Adjournment

Meeting was called to adjourned at 6:53 pm.

		Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16
GL	Revenue - Garage Hourly Parking	$ 9,750	$ 10,182	$ 11,308	$ 15,670	$ 28,038	$ 10,665	$ 8,571	$ 13,452	$ 13,493	$ 12,830
GL	Revenue - Hourly Parking Lots	$ 5,433	$ 6,165	$ 6,210	$ 7,403	$ 6,459	$ 5,710	$ 5,714	$ 7,365	$ 6,235	$ 6,869
GL	Revenue - Garage Permits	$ 45,914	$ 53,248	$ 77,786	$ 62,143	$ 78,268	$ 46,461	$ 42,977	$ 80,283	$ 36,105	$ 58,358
GL	Revenue - Garage Leases	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
GL	Revenue - Lot Leases	$ 4,500	$ 33,874	$ -	$ 4,500	$ -	$ 4,531	$ -	$ 25,280	$ -	$ -
GL	Revenue - Employee Parking	$ 268	$ 26	$ 24	$ 8	$ 28	$ 22	$ 20	$ 28	$ 12	$ 14
GL	Revenue - Other Income	$ -	$ 1,909	$ 1,909	$ 2,006	$ 1,909	$ 1,909	$ 1,909	$ 1,909	$ 1,909	$ 1,944
	GL Subtotal	**$ 65,866**	**$ 105,404**	**$ 97,237**	**$ 91,730**	**$ 114,702**	**$ 69,299**	**$ 59,191**	**$ 128,317**	**$ 57,754**	**$ 80,014**
MP	Revenue - No Parking Signs	$ 2,489	$ 2,113	$ 1,536	$ 1,884	$ 777	$ 3,772	$ 5,800	$ 780	$ 1,394	$ 1,451
MP	Revenue - Hourly Parking	$ 156,763	$ 189,559	$ 204,649	$ 228,289	$ 159,170	$ 192,837	$ 149,698	$ 228,943	$ 179,585	$ 227,315
MP	Revenue - Convenience Fee	$ 10,819	$ 13,927			$ 43,383		$ 25,350		$ 29,179	
	MP Subtotal	**$ 170,070**	**$ 205,598**	**$ 206,185**	**$ 230,173**	**$ 203,329**	**$ 196,609**	**$ 180,848**	**$ 229,723**	**$ 210,158**	**$ 228,766**
NZ	Revenue - Permits					$ 210					
NZ	Revenue - Zone 1	$ 1,450	$ 525	$ 210	$ 335	$ 500	$ 570	$ 5,635	$ 17,265	$ 2,805	$ 735
NZ	Revenue - Zone 2	$ 2,154	$ 150	$ -	$ 175	$ 90	$ 55	$ 1,210	$ 3,775	$ 725	$ 100
NZ	Revenue - Zone 3	$ 210	$ 85	$ 10	$ 65	$ 100	$ 60	$ 300	$ 3,005	$ 385	$ 75
NZ	Revenue - Zone 4	$ 570	$ 105	$ 325	$ 95	$ 285	$ 150	$ 770	$ 14,300	$ 1,395	$ 300
NZ	Revenue - Zone 5	$ 285	$ 80	$ 95	$ 20	$ 25	$ 75	$ 275	$ 6,545	$ 960	$ 350
NZ	Revenue - Zone 6	$ 185	$ 25	$ 90	$ 30	$ 50	$ -	$ 150	$ 1,575	$ 410	$ 180
NZ	Revenue - Zone 7	$ 525	$ 50	$ 280	$ 250	$ 280	$ 125	$ 195	$ 5,940	$ 815	$ 390
NZ	Revenue - Zone 8	$ -	$ -	$ -	$ -	$ 50	$ 25	$ -	$ 500	$ 50	$ 25
NZ	Revenue - Zone 9	$ 200	$ 150	$ 75	$ 80	$ 10	$ -	$ 75	$ 3,275	$ 605	$ 210
NZ	Revenue - Zone 10	$ -	$ -	$ -	$ 25	$ 50	$ -	$ 300	$ 1,000	$ 85	$ 50
NZ	Revenue - Zone 11	$ 25	$ -	$ 25	$ 30	$ 75	$ -	$ 200	$ 1,675	$ 110	$ 175
NZ	Revenue - All Zone Service Permits	$ 1,650	$ 1,265	$ 2,090	$ 2,475	$ 2,090	$ 2,585	$ 4,290	$ 8,965	$ 5,115	$ 3,905
NZ	Revenue - Private Parking	$ 130	$ 26								
GF	Revenue - Private Parking	$ 311	$ 129	$ 51	$ 51	$ (25)	$ -	$ -	$ -	$ -	$ 25
	NZ Subtotal	**$ 7,695**	**$ 2,590**	**$ 3,251**	**$ 3,631**	**$ 3,790**	**$ 3,645**	**$ 13,400**	**$ 67,820**	**$ 13,460**	**$ 6,520**
	Total System Revenue	**$ 243,631**	**$ 313,592**	**$ 306,673**	**$ 325,533**	**$ 321,821**	**$ 269,552**	**$ 253,439**	**$ 425,860**	**$ 281,372**	**$ 315,300**
GL	Staffing Expense	$ (51,457)	$ (44,390)	$ 2,320	$ (50,475)	$ (18,817)	$ (19,045)	$ (60,178)	$ (19,837)	$ (29,636)	$ (43,321)
MP	Staffing Expense	$ (76,974)	$ (62,449)	$ (43,085)	$ (98,235)	$ (42,943)	$ (36,966)	$ (53,314)	$ (31,004)	$ (58,383)	$ (79,542)
NZ	Staffing Expense	$ (13,649)	$ (7,164)	$ (7,074)	$ (17,200)	$ (7,074)	$ (7,166)	$ (13,711)	$ (7,074)	$ (10,566)	$ (13,966)
	Staffing Expense Subtotal	**$ (142,080)**	**$ (114,003)**	**$ (47,840)**	**$ (165,911)**	**$ (68,834)**	**$ (63,177)**	**$ (127,203)**	**$ (57,916)**	**$ (98,585)**	**$ (136,828)**
GL	Operational Expenses	$ (17,615)	$ (12,437)	$ (10,219)	$ (10,668)	$ (2,526)	$ (14,534)	$ (9,294)	$ (8,258)	$ (7,385)	$ (7,125)
MP	Operational Expenses	$ (28,131)	$ (12,074)	$ (12,040)	$ (10,955)	$ (13,702)	$ (13,501)	$ (17,027)	$ (12,855)	$ (26,802)	$ (15,557)
NZ	Operational Expenses	$ (3,647)	$ (256)	$ (215)	$ (179)	$ (326)	$ (208)	$ (3,794)	$ (240)	$ (234)	$ (162)
	Operational Expenses Subtotal	**$ (49,392)**	**$ (24,767)**	**$ (22,474)**	**$ (21,803)**	**$ (16,554)**	**$ (28,243)**	**$ (30,114)**	**$ (21,354)**	**$ (34,421)**	**$ (22,844)**
GL	Equipment & Supply Expenses	$ (65,842)	$ (63,738)	$ (57,986)	$ (68,738)	$ (81,961)	$ (59,566)	$ (73,028)	$ (69,660)	$ (68,636)	$ (64,490)
MP	Equipment & Supply Expenses	$ (259,123)	$ (103,349)	$ (22,924)	$ (31,787)	$ (20,751)	$ (20,721)	$ (257,573)	$ (7,237)	$ (55,331)	$ (46,819)
NZ	Equipment & Supply Expenses	$ -	$ -	$ (878)	$ -	$ (6,700)	$ (439)	$ (278)	$ -	$ (266)	$ -
	Equipment & Supply Expenses Subtotal	**$ (324,965)**	**$ (167,087)**	**$ (81,788)**	**$ (100,525)**	**$ (109,412)**	**$ (80,725)**	**$ (330,879)**	**$ (76,897)**	**$ (124,234)**	**$ (111,309)**
GL	General Fund Charges	$ -	$ -	$ (56,732)	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MP	General Fund Charges	$ -	$ -	$ (57,286)	$ -	$ -	$ -	$ -	$ -	$ -	$ -
NZ	General Fund Charges	$ -	$ -	$ (58,062)	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	General Fund Charges Subtotal	**$ -**	**$ -**	**$ (172,080)**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
	Total System Expense	**$ (516,437)**	**$ (305,858)**	**$ (324,182)**	**$ (288,238)**	**$ (194,801)**	**$ (172,145)**	**$ (488,196)**	**$ (156,167)**	**$ (257,240)**	**$ (270,981)**
	System Cash Flow	**$ (272,805)**	**$ 7,735**	**$ (17,509)**	**$ 37,295**	**$ 127,021**	**$ 97,407**	**$ (234,758)**	**$ 269,693**	**$ 24,132**	**$ 44,319**
GL	Citation Revenues	$ 52				$ 420	$ 40	$ 260	$ 80		
GF	Citation Revenues	$ 24,426	$ 19,556	$ 21,430	$ 37,522	$ 45,471	$ 31,278	$ 24,943	$ 30,822	$ 26,097	$ 42,177
NZ	Citation Revenues	$ 15,206	$ 25,137	$ 23,700	$ 22,943	$ 23,662	$ 19,857	$ 11,794	$ 13,003	$ 19,447	$ 20,408
	Citation Revenues Subtotal	**$ 39,684**	**$ 44,693**	**$ 45,130**	**$ 60,465**	**$ 69,553**	**$ 51,175**	**$ 36,997**	**$ 43,905**	**$ 45,544**	**$ 62,585**
GL	TIF Subsidy	$ 55,890	$ 19,484	$ 92,295	$ 55,890	$ 55,890	$ 55,890	$ 55,890	$ 55,890	$ 55,890	$ 55,890
GL	Miscellaneous Income		$ 91								
MP	Miscellaneous Income	$ 281						$ 91			
NZ	Miscellaneous Income	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
GF	Miscellaneous Income										
	Miscellaneous Income Subtotal	**$ 281**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 91**	**$ -**	**$ -**	**$ -**
	Parking System Balance	**$ (176,951)**	**$ 71,912**	**$ 119,916**	**$ 153,650**	**$ 252,464**	**$ 204,472**	**$ (141,780)**	**$ 369,488**	**$ 125,566**	**$ 162,793**
NZ	Capital Expenditures	$ (25,910)	$ 481,665	$ (4,025)	$ (2,290)	$ (52,312)	$ (550)	$ (33,109)	$ (207,192)	$ (360)	$ (17,982)
	Balance after capex	**$ (151,041)**	**$ (409,753)**	**$ 123,941**	**$ 155,940**	**$ 304,776**	**$ 205,022**	**$ (108,671)**	**$ 576,679**	**$ 125,926**	**$ 180,776**

Nov-16	Dec-16	Jan-17	Feb-17	Mar-17	Apr-17	May-17	Jun-17	Jul-17	Aug-17	Sep-17	Oct-17	Nov-17	Dec-17
$ 9,116	$ 6,966	$ 10,549	$ 24,523	$ 10,988	$ 32,171	$ 9,387	$ 8,694	$ 5,956	$ 11,315	$ 11,750	$ 11,743	$ 7,176	$ 4,539
$ 5,547	$ 5,735	$ 5,252	$ 5,752	$ 6,471	$ 6,127	$ 5,992	$ 5,466	$ 4,919	$ 6,583	$ 6,188	$ 5,999	$ 5,409	$ 4,711
$ 68,954	$ 90,362	$ 52,086	$ 48,579	$ 335	$ -	$ (509)	$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ -	$ -	$ (67)	$ -	$ 59,907	$ 31,793	$ 77,672	$ 35,803	$ 44,564	$ 72,986	$ 38,246	$ 50,607	$ 110,409	$ 62,685
$ 36,480	$ -	$ 9,000	$ 35,512	$ 7,554	$ -	$ -	$ -	$ -	$ 20,780	$ 4,500	$ 4,500	$ -	$ -
$ 4	$ 326	$ 182	$ 34	$ 6	$ 16	$ 28	$ 10	$ 12	$ 38	$ 8	$ 14	$ 4	$ 274
$ 1,909	$ 1,909	$ 2,001	$ 2,001	$ 2,001	$ 2,155	$ 2,001	$ 2,001	$ 2,001	$ 2,001	$ 2,001	$ 2,001	$ 5,513	$ 201
$ 122,011	**$ 105,299**	**$ 79,003**	**$ 116,401**	**$ 87,261**	**$ 72,261**	**$ 94,571**	**$ 51,974**	**$ 57,451**	**$ 113,702**	**$ 62,692**	**$ 74,863**	**$ 128,511**	**$ 72,410**
$ 2,027	$ 1,533	$ 988	$ 1,204	$ 44,253	$ 1,991	$ 1,717	$ 1,069	$ 1,454	$ 1,094	$ 876	$ 149	$ 1,205	$ 968
$ 164,557	$ 136,642	$ 168,341	$ 181,270	$ 201,697	$ 195,599	$ 207,507	$ 178,276	$ 172,295	$ 200,354	$ 174,941	$ 205,022	$ 169,205	$ 165,881
$ 15,944	$ 22,568	$ 11,672	$ 13,960	$ 13,939	$ 15,504	$ 13,795	$ 12,161		$ 11,530	$ 29,336	$ 14,289	$ 11,282	$ 12,719
$ 182,529	**$ 160,744**	**$ 181,001**	**$ 196,434**	**$ 259,889**	**$ 213,094**	**$ 223,019**	**$ 191,505**	**$ 173,749**	**$ 212,977**	**$ 205,153**	**$ 219,460**	**$ 181,692**	**$ 179,568**
		$ 1,048											
$ 480	$ 180	$ 1,050	$ 425	$ 540	$ 425	$ 405	$ 480	$ 6,035	$ 17,165	$ 2,000	$ 940	$ 480	$ 75
$ 85	$ 50	$ 125	$ 120	$ 270	$ 85	$ 170	$ 160	$ 1,300	$ 3,350	$ 425	$ 300	$ 205	$ 60
$ 75	$ 60	$ 230	$ 105	$ 50	$ 10	$ 130	$ -	$ 380	$ 2,975	$ 825	$ 100	$ 100	$ -
$ 185	$ 175	$ 600	$ 275	$ 220	$ 265	$ 785	$ 405	$ 1,520	$ 14,095	$ 870	$ 230	$ 520	$ 220
$ 160	$ 125	$ 450	$ 150	$ 85	$ 50	$ 150	$ 20	$ 640	$ 6,445	$ 665	$ 410	$ -	$ 25
$ 170	$ 135	$ 200	$ 175	$ 195	$ 150	$ 210	$ 35	$ 130	$ 1,720	$ 280	$ 120	$ 25	$ 60
$ 215	$ 110	$ 550	$ 225	$ 240	$ 35	$ 192	$ 45	$ 275	$ 6,580	$ 570	$ 285	$ 120	$ 60
$ -	$ 25	$ 50	$ 25	$ -	$ 25	$ -	$ -	$ -	$ 400	$ 25	$ -	$ -	$ -
$ 225	$ 110	$ 135	$ 25	$ 80	$ 130	$ 175	$ 25	$ 100	$ 3,150	$ 450	$ 50	$ 35	$ -
$ 25	$ 100	$ 75	$ 25	$ -	$ -	$ 50	$ -	$ 300	$ 1,050	$ 75	$ 75	$ 25	$ 50
$ 115	$ -	$ 25	$ 25	$ -	$ -	$ 50	$ -	$ 300	$ 1,035	$ 302	$ -	$ 25	$ 25
$ 1,980	$ 1,815	$ 1,815	$ 825	$ 1,650	$ 1,733	$ 1,815	$ 2,310	$ 3,685	$ 6,975	$ 4,455	$ 3,575	$ 935	$ 1,650
		$ 78	$ 26										$ 290
$ -	$ -	$ 364	$ 26	$ -	$ -	$ 26	$ (26)	$ -	$ -	$ -	$ -	$ -	$ 1,450
$ 3,715	**$ 2,885**	**$ 6,795**	**$ 2,452**	**$ 3,330**	**$ 2,908**	**$ 4,158**	**$ 3,454**	**$ 14,665**	**$ 64,940**	**$ 10,942**	**$ 6,085**	**$ 2,470**	**$ 3,965**
$ 308,255	**$ 268,927**	**$ 266,799**	**$ 315,287**	**$ 350,480**	**$ 288,262**	**$ 321,748**	**$ 246,933**	**$ 245,865**	**$ 391,619**	**$ 278,788**	**$ 300,408**	**$ 312,673**	**$ 255,943**
$ (19,914)	$ (20,492)	$ (45,865)	$ (38,732)	$ (32,905)	$ (47,390)	$ (21,900)	$ (22,283)	$ (47,958)	$ (24,045)	$ (35,099)	$ (45,660)	$ (22,395)	$ (23,000)
$ (41,885)	$ (41,993)	$ (77,972)	$ (58,757)	$ (62,807)	$ (81,704)	$ (39,757)	$ (33,636)	$ (71,131)	$ (31,625)	$ (51,333)	$ (79,156)	$ (41,147)	$ (41,189)
$ (7,332)	$ (6,983)	$ (14,281)	$ (7,456)	$ (10,850)	$ (14,259)	$ (6,568)	$ (6,388)	$ (13,973)	$ (7,214)	$ (10,683)	$ (14,351)	$ (7,327)	$ (7,208)
$ (69,131)	**$ (69,468)**	**$ (138,118)**	**$ (104,945)**	**$ (106,562)**	**$ (143,353)**	**$ (68,225)**	**$ (62,308)**	**$ (133,062)**	**$ (62,884)**	**$ (97,115)**	**$ (139,167)**	**$ (70,869)**	**$ (71,397)**
$ (2,681)	$ (12,076)	$ (82)	$ (18,160)	$ (15,731)	$ (140)	$ (5,406)	$ (12,591)	$ (5,063)	$ (809)	$ (9,705)	$ (5,107)	$ (5,500)	$ (40,161)
$ 9,937	$ (32,387)	$ (12,237)	$ (31,486)	$ (12,603)	$ (12,465)	$ (14,031)	$ (9,873)	$ (21,769)	$ (16,020)	$ (12,066)	$ (15,066)	$ (21,107)	$ (20,078)
$ (8,568)	$ (1,269)	$ (988)	$ (8,608)	$ (1,282)	$ (1,323)	$ 65	$ (1,290)	$ (7,959)	$ (1,063)	$ (232)	$ (638)	$ (390)	$ (515)
$ (1,312)	**$ (45,732)**	**$ (13,307)**	**$ (58,254)**	**$ (29,615)**	**$ (13,928)**	**$ (19,373)**	**$ (23,753)**	**$ (34,791)**	**$ (17,891)**	**$ (22,004)**	**$ (20,810)**	**$ (26,998)**	**$ (60,754)**
$ (64,693)	$ (104,686)	$ (57,232)	$ (83,930)	$ (59,465)	$ (82,970)	$ (95,053)	$ (69,213)	$ (61,201)	$ (91,406)	$ (89,333)	$ (102,926)	$ (132,473)	$ (129,150)
$ (747)	$ (51,071)	$ (254,630)	$ (33,481)	$ (3,730)	$ (142,407)	$ (16,553)	$ (27,121)	$ (258,748)	$ (23,771)	$ (29,291)	$ (5,271)	$ (49,595)	$ (23,266)
$ -	$ (251)	$ -	$ -	$ (70)	$ (6,890)	$ -	$ -	$ (470)	$ -	$ (370)	$ -	$ -	$ -
$ (65,440)	**$ (156,008)**	**$ (311,862)**	**$ (117,411)**	**$ (63,264)**	**$ (232,267)**	**$ (111,606)**	**$ (96,334)**	**$ (320,419)**	**$ (115,177)**	**$ (118,994)**	**$ (108,197)**	**$ (182,069)**	**$ (152,416)**
$ -	$ -	$ -	$ -	$ (59,410)	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
$ -	$ -	$ -	$ (59,975)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
$ -	$ -	$ -	$ (60,767)	$ -									
$ -	**$ -**	**$ -**	**$ (120,742)**	**$ (59,410)**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
$ (135,884)	**$ (271,207)**	**$ (463,288)**	**$ (401,351)**	**$ (258,852)**	**$ (389,548)**	**$ (199,203)**	**$ (182,395)**	**$ (488,271)**	**$ (195,952)**	**$ (238,113)**	**$ (268,174)**	**$ (279,935)**	**$ (284,567)**
$ 172,371	**$ (2,280)**	**$ (196,489)**	**$ (86,064)**	**$ 91,628**	**$ (101,286)**	**$ 122,544**	**$ 64,538**	**$ (242,406)**	**$ 195,667**	**$ 40,675**	**$ 32,234**	**$ 32,738**	**$ (28,625)**
$ 720			$ 500		$ 920	$ 2,600	$ 840	$ 500	$ 140		$ 1,590	$ 660	
$ 45,107	$ 34,280	$ 30,285	$ 37,955	$ 43,160	$ 32,996	$ 31,282	$ 16,208	$ 15,746	$ 18,770	$ 22,937	$ 31,895	$ 42,867	$ 34,901
$ 18,107	$ 11,448	$ 14,036	$ 21,899	$ 22,003	$ 19,645	$ 24,001	$ 18,407	$ 11,960	$ 10,270	$ 16,666	$ 13,498	$ 21,406	$ 19,440
$ 63,934	**$ 45,728**	**$ 44,321**	**$ 60,354**	**$ 65,163**	**$ 53,561**	**$ 57,883**	**$ 35,455**	**$ 28,206**	**$ 29,180**	**$ 39,603**	**$ 46,983**	**$ 64,933**	**$ 54,341**
$ 55,890	$ 47,922	$ -	$ 110,331	$ 55,165	$ 55,165	$ 55,165	$ 55,165	$ 55,165	$ 55,165	$ 55,165	$ 55,165	$ 55,165	$ 55,165
$ 340					$ 2,863	$ 167				$ 8,117	$ 2,203	$ 316	
$ -	$ -	$ 22	$ -	$ -	$ -	$ -	$ 20	$ -	$ -	$ -	$ -	$ -	$ -
					$ 20			$ 20					
$ 340	**$ -**	**$ 22**	**$ -**	**$ -**	**$ 2,883**	**$ 167**	**$ 20**	**$ 20**	**$ -**	**$ 8,117**	**$ 2,203**	**$ 316**	**$ -**
$ 292,535	**$ 91,369**	**$ (152,147)**	**$ 84,621**	**$ 211,956**	**$ 10,324**	**$ 235,759**	**$ 155,179**	**$ (159,015)**	**$ 280,013**	**$ 143,560**	**$ 136,585**	**$ 153,152**	**$ 80,882**
$ (16,826)	$ (21,605)	$ (1,975)	$ 456,322	$ (32,091)	$ (41,150)	$ (33,596)	$ (28,125)	$ (9,716)	$ (69,737)	$ (9,072)	$ (9,142)	$ (141,374)	$ (53,087)
$ 309,361	**$ 112,974**	**$ (150,172)**	**$ (371,701)**	**$ 244,047**	**$ 51,474**	**$ 269,355**	**$ 183,304**	**$ (149,298)**	**$ 349,749**	**$ 152,632**	**$ 145,727**	**$ 294,526**	**$ 133,969**

		16-Q1	16-Q2	16-Q3	16-Q4	17-Q1	17-Q2	17-Q3	17-Q4	2016 Total	2017 Total	% Δ
GL	Revenue - Garage Hourly Parking	$ 31,240	$ 54,373	$ 35,515	$ 28,912	$ 46,060	$ 50,253	$ 29,022	$ 23,458	$ 150,040	$ 148,792	-0.83%
GL	Revenue - Hourly Parking Lots	$ 17,809	$ 19,572	$ 19,315	$ 18,151	$ 17,475	$ 17,585	$ 17,690	$ 16,119	$ 74,847	$ 68,868	-7.99%
GL	Revenue - Garage Permits	$ 176,948	$ 186,871	$ 159,364	$ 217,674	$ 101,000	$ (509)	$ -	$ -	$ 740,856	$ 100,491	-86.44%
GL	Revenue - Garage Leases	$ -	$ -	$ -	$ -	$ 59,840	$ 145,267	$ 155,795	$ 223,701	$ -	$ 584,603	
GL	Revenue - Lot Leases	$ 38,374	$ 9,031	$ 25,280	$ 36,480	$ 52,066	$ -	$ 25,280	$ 4,500	$ 109,165	$ 81,846	-25.03%
GL	Revenue - Employee Parking	$ 318	$ 58	$ 60	$ 344	$ 222	$ 54	$ 58	$ 292	$ 780	$ 626	-19.74%
GL	Revenue - Other Income	$ 3,819	$ 5,825	$ 5,728	$ 5,763	$ 6,002	$ 6,156	$ 6,002	$ 7,714	$ 21,134	$ 25,873	22.42%
	GL Subtotal	$ 268,507	$ 275,730	$ 245,262	$ 307,324	$ 282,665	$ 218,805	$ 233,846	$ 275,784	$ 1,096,823	$ 1,011,100	-7.82%
MP	Revenue - No Parking Signs	$ 6,138	$ 6,432	$ 7,974	$ 5,011	$ 46,445	$ 4,777	$ 3,423	$ 2,322	$ 25,555	$ 56,966	122.91%
MP	Revenue - Hourly Parking	$ 550,970	$ 580,296	$ 558,226	$ 528,514	$ 551,308	$ 581,382	$ 547,590	$ 540,108	$ 2,218,006	$ 2,220,388	0.11%
MP	Revenue - Convenience Fee	$ 24,745	$ 43,383	$ 54,529	$ 38,513	$ 39,571	$ 41,459	$ 40,867	$ 38,290	$ 161,169	$ 160,187	-0.61%
	MP Subtotal	$ 581,853	$ 630,111	$ 620,728	$ 572,038	$ 637,324	$ 627,618	$ 591,879	$ 580,720	$ 2,404,730	$ 2,437,540	1.36%
NZ	Revenue - Permits	$ -	$ 210	$ -	$ -	$ 1,048	$ -	$ -	$ -	$ 210	$ 1,048	399.05%
NZ	Revenue - Zone 1	$ 2,185	$ 1,405	$ 25,705	$ 1,395	$ 2,015	$ 1,310	$ 25,200	$ 1,495	$ 30,690	$ 30,020	-2.18%
NZ	Revenue - Zone 2	$ 2,304	$ 320	$ 5,710	$ 235	$ 515	$ 415	$ 5,075	$ 565	$ 8,569	$ 6,570	-23.33%
NZ	Revenue - Zone 3	$ 305	$ 225	$ 3,690	$ 210	$ 385	$ 140	$ 4,180	$ 200	$ 4,430	$ 4,905	10.72%
NZ	Revenue - Zone 4	$ 1,000	$ 530	$ 16,465	$ 660	$ 1,095	$ 1,455	$ 16,485	$ 970	$ 18,655	$ 20,005	7.24%
NZ	Revenue - Zone 5	$ 460	$ 120	$ 7,780	$ 635	$ 685	$ 220	$ 7,750	$ 435	$ 8,995	$ 9,090	1.06%
NZ	Revenue - Zone 6	$ 300	$ 80	$ 2,135	$ 485	$ 570	$ 395	$ 2,130	$ 205	$ 3,000	$ 3,300	10.00%
NZ	Revenue - Zone 7	$ 855	$ 655	$ 6,950	$ 715	$ 1,015	$ 272	$ 7,425	$ 465	$ 9,175	$ 9,177	0.02%
NZ	Revenue - Zone 8	$ -	$ 75	$ 550	$ 50	$ 75	$ 25	$ 425	$ -	$ 675	$ 525	-22.22%
NZ	Revenue - Zone 9	$ 425	$ 90	$ 3,955	$ 545	$ 240	$ 330	$ 3,700	$ 85	$ 5,015	$ 4,355	-13.16%
NZ	Revenue - Zone 10	$ -	$ 75	$ 1,385	$ 175	$ 100	$ 50	$ 1,425	$ 150	$ 1,635	$ 1,725	5.50%
NZ	Revenue - Zone 11	$ 50	$ 105	$ 1,985	$ 290	$ 50	$ 50	$ 1,637	$ 50	$ 2,430	$ 1,787	-26.46%
NZ	Revenue - All Zone Service Permits	$ 5,005	$ 7,150	$ 18,370	$ 7,700	$ 4,290	$ 5,858	$ 15,115	$ 6,160	$ 38,225	$ 31,423	-17.80%
NZ	Revenue - Private Parking	$ 156	$ -	$ -	$ -	$ 104	$ -	$ -	$ 290	$ 156	$ 394	152.56%
GF	Revenue - Private Parking	$ 491	$ 26	$ -	$ 25	$ 390	$ -	$ -	$ 1,450	$ 542	$ 1,840	239.48%
	NZ Subtotal	$ 13,536	$ 11,066	$ 94,680	$ 13,120	$ 12,577	$ 10,520	$ 90,547	$ 12,520	$ 132,402	$ 126,164	-4.71%
	Total System Revenue	$ 863,896	$ 916,907	$ 960,670	$ 892,482	$ 932,565	$ 856,943	$ 916,272	$ 869,023	$ 3,633,955	$ 3,574,803	-1.63%
GL	Staffing Expense	$ (93,527)	$ (88,337)	$ (109,651)	$ (83,727)	$ (117,503)	$ (91,573)	$ (107,102)	$ (91,056)	$ (375,242)	$ (407,234)	8.53%
MP	Staffing Expense	$ (182,508)	$ (178,144)	$ (142,702)	$ (163,420)	$ (199,537)	$ (155,097)	$ (154,089)	$ (161,491)	$ (666,775)	$ (670,213)	0.52%
NZ	Staffing Expense	$ (27,888)	$ (31,441)	$ (31,351)	$ (28,280)	$ (32,586)	$ (27,215)	$ (31,870)	$ (28,886)	$ (118,960)	$ (120,557)	1.34%
	Staffing Expense Subtotal	$ (303,923)	$ (297,923)	$ (283,704)	$ (275,427)	$ (349,626)	$ (273,885)	$ (293,061)	$ (281,433)	$ (1,160,977)	$ (1,198,004)	3.19%
GL	Operational Expenses	$ (40,271)	$ (27,728)	$ (24,937)	$ (21,882)	$ (33,972)	$ (18,137)	$ (15,577)	$ (50,768)	$ (114,818)	$ (118,455)	3.17%
MP	Operational Expenses	$ (52,245)	$ (38,158)	$ (56,685)	$ (38,007)	$ (56,326)	$ (36,368)	$ (49,855)	$ (56,250)	$ (185,095)	$ (198,799)	7.40%
NZ	Operational Expenses	$ (4,118)	$ (713)	$ (4,268)	$ (9,999)	$ (10,878)	$ (2,548)	$ (9,254)	$ (1,543)	$ (19,098)	$ (24,224)	26.84%
	Operational Expenses Subtotal	$ (96,634)	$ (66,600)	$ (85,889)	$ (69,888)	$ (101,176)	$ (57,054)	$ (74,686)	$ (108,562)	$ (319,011)	$ (341,478)	7.04%
GL	Equipment & Supply Expenses	$ (187,565)	$ (210,264)	$ (211,324)	$ (233,870)	$ (200,627)	$ (247,235)	$ (241,940)	$ (364,549)	$ (843,024)	$ (1,054,351)	25.07%
MP	Equipment & Supply Expenses	$ (385,396)	$ (73,258)	$ (320,141)	$ (98,637)	$ (291,841)	$ (186,082)	$ (311,810)	$ (78,133)	$ (877,432)	$ (867,865)	-1.09%
NZ	Equipment & Supply Expenses	$ (878)	$ (7,139)	$ (544)	$ (251)	$ (70)	$ (6,890)	$ (840)	$ -	$ (8,812)	$ (7,800)	-11.48%
	Equipment & Supply Expenses Subtotal	$ (573,840)	$ (290,662)	$ (532,009)	$ (332,757)	$ (492,537)	$ (440,207)	$ (554,590)	$ (442,682)	$ (1,729,268)	$ (1,930,016)	11.61%
GL	General Fund Charges	$ (56,732)	$ -	$ -	$ -	$ (59,410)	$ -	$ -	$ -	$ (56,732)	$ (59,410)	4.72%
MP	General Fund Charges	$ (57,286)	$ -	$ -	$ -	$ (59,975)	$ -	$ -	$ -	$ (57,286)	$ (59,975)	4.69%
NZ	General Fund Charges	$ (58,062)	$ -	$ -	$ -	$ (60,767)	$ -	$ -	$ -	$ (58,062)	$ (60,767)	4.66%
	General Fund Charges Subtotal	$ (172,080)	$ -	$ -	$ -	$ (180,152)	$ -	$ -	$ -	$ (172,080)	$ (180,152)	4.69%
	Total System Expense	$ (1,146,476)	$ (655,184)	$ (901,603)	$ (678,072)	$ (1,123,491)	$ (771,146)	$ (922,336)	$ (832,677)	$ (3,381,335)	$ (3,649,650)	7.94%
	System Cash Flow	$ (282,580)	$ 261,723	$ 59,067	$ 214,410	$ (190,926)	$ 85,797	$ (6,064)	$ 36,347	$ 252,620	$ (74,846)	-129.63%
GL	Citation Revenues	$ 52	$ 460	$ 340	$ 720	$ 500	$ 4,360	$ 640	$ 2,250	$ 1,572	$ 7,750	393.00%
GF	Citation Revenues	$ 65,412	$ 114,271	$ 81,862	$ 121,563	$ 111,400	$ 80,486	$ 57,453	$ 109,663	$ 383,108	$ 359,002	-6.29%
NZ	Citation Revenues	$ 64,043	$ 66,462	$ 44,244	$ 49,963	$ 57,938	$ 62,053	$ 38,896	$ 54,344	$ 224,712	$ 213,231	-5.11%
	Citation Revenues Subtotal	$ 129,507	$ 181,193	$ 126,446	$ 172,246	$ 169,838	$ 146,899	$ 96,989	$ 166,257	$ 609,392	$ 579,983	-4.83%
GL	TIF Subsidy	$ 167,669	$ 167,669	$ 167,669	$ 159,702	$ 165,496	$ 165,496	$ 165,496	$ 165,496	$ 662,710	$ 661,986	-0.11%
GL	Miscellaneous Income	$ 91	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 91	$ -	-100.00%
MP	Miscellaneous Income	$ 281	$ -	$ 91	$ 340	$ -	$ 3,029	$ 8,117	$ 2,519	$ 712	$ 13,665	1819.92%
NZ	Miscellaneous Income	$ -	$ -	$ -	$ -	$ 22	$ 20	$ -	$ -	$ -	$ 42	
GF	Miscellaneous Income	$ -	$ -	$ -	$ -	$ -	$ 20	$ 20	$ -	$ -	$ 40	
	Miscellaneous Income Subtotal	$ 281	$ -	$ 91	$ 340	$ 22	$ 3,069	$ 8,137	$ 2,519	$ 712	$ 13,747	1831.44%
	Parking System Balance	$ 14,877	$ 610,586	$ 353,274	$ 546,698	$ 144,430	$ 401,262	$ 264,558	$ 370,619	$ 1,525,434	$ 1,180,869	-22.59%
NZ	Capital Expenditures	$ 451,730	$ (55,152)	$ (240,661)	$ (56,413)	$ 422,256	$ (102,871)	$ (88,525)	$ (203,603)	$ 99,504	$ 27,257	-72.61%
	Balance after capex	$ (436,853)	$ 665,738	$ 593,935	$ 603,111	$ (277,826)	$ 504,133	$ 353,083	$ 574,222	$ 1,425,930	$ 1,153,612	-19.10%

Subject: Parking Study Existing Conditions and Initial Findings Report
Date: Tuesday, February 27, 2018 at 3:55:25 PM Eastern Standard Time
From: Scott Robinson
CC: Seyedamir Kaboli Farshchi
BCC: jblickensdorf@mac.com

All:

DESMAN has submitted their existing conditions and initial finding summary. It can be accessed at https://bloomington.in.gov/transportation/parking/study Please review this information in preparation to the scheduled March 8th meetings (staff, steering committee and Parking Commission). As you may recall the DESMAN team will be here to review their report and discuss the next steps of the study.

The purpose of this report is to:

- present a summary of the data and information gathered to this point, including the results of the stakeholder meetings and online public survey;
- highlight existing issues that have been identified by DESMAN;
- summarize our understanding of the short- and long-term development landscape in downtown Bloomington, and;
- present our plan and proposed timeline for completing the remainder of the study.

I would also pay some extra attention to the last two pages as this is helpful to guide the study into the next phase. Your thoughts and feedback are encouraged at your respective March 8th meetings.

If you have any questions please feel free to contact me.

-Scott

--
Scott Robinson, AICP
Planning Services Manager
City of Bloomington Planning and Transportation Department
PO Box 100 • Showers Center City Hall • 401 N. Morton St. Suite 130
Bloomington, IN 47402
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Subject: March 8th - Parking Study Steering Committee
Date: Monday, February 5, 2018 at 3:31:57 PM Eastern Standard Time
From: Scott Robinson
CC: Seyedamir Kaboli Farshchi, Mick Renneisen, RayeAnn Cox, Ryan Daily, Brian Payne, Alex Crowley, Ron Walker, Nicole Bolden, Tim Mueller, Donna
BCC: jblickensdorf@mac.com

All
I sent some meeting requests regarding the next phase of the parking study that you should have received (meeting is in the Hooker Conference Room from 4-5). The consultant Desman will be in town on March 8th to meet with the Steering Committee and to meet with the Parking Commission at their regularly schedule work session later that evening.

The purpose at this stage of the study is to review the information that was collected during the 1st phase of the study (data collection public input). The on-line survey was very successful with almost 700 responses. The survey is now closed. Desman will provide a summary in advance of this meeting for us to review (stay tuned). Our task will be to validate and/or provide any other information that may be missing. This will be important as the study will then move into the final phase of strategies, priorities, and recommendations.

I hope this date works for everyone and given the advance notice I hope you can modify your schedule accordingly.

-Scott

--
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MEMORANDUM

DATE: February 27, 2018

TO: Mr. Scott Robinson, City of Bloomington

FROM: Jerry Salzman, DESMAN
Eric Haggett, DESMAN

RE: Bloomington Downtown Parking Study – Existing Conditions, Initial Findings and Next Steps

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Introduction

At the request of the City of Bloomington ("City"), DESMAN Inc. ("DESMAN") was retained to assist in the assessment of public parking within downtown Bloomington. Per the Request for Proposals ("RFP"), the assessment is to focus on the management, regulatory, and fiscal aspects of the public parking system, including all City-owned parking assets. In addition, private development parking standards, adjacent neighborhood parking controls and inventory, as well as private and other public agency parking assets must also be examined. Together, these analyses will be used as the basis for developing recommendations to address the near-term and long-term parking needs of downtown Bloomington.

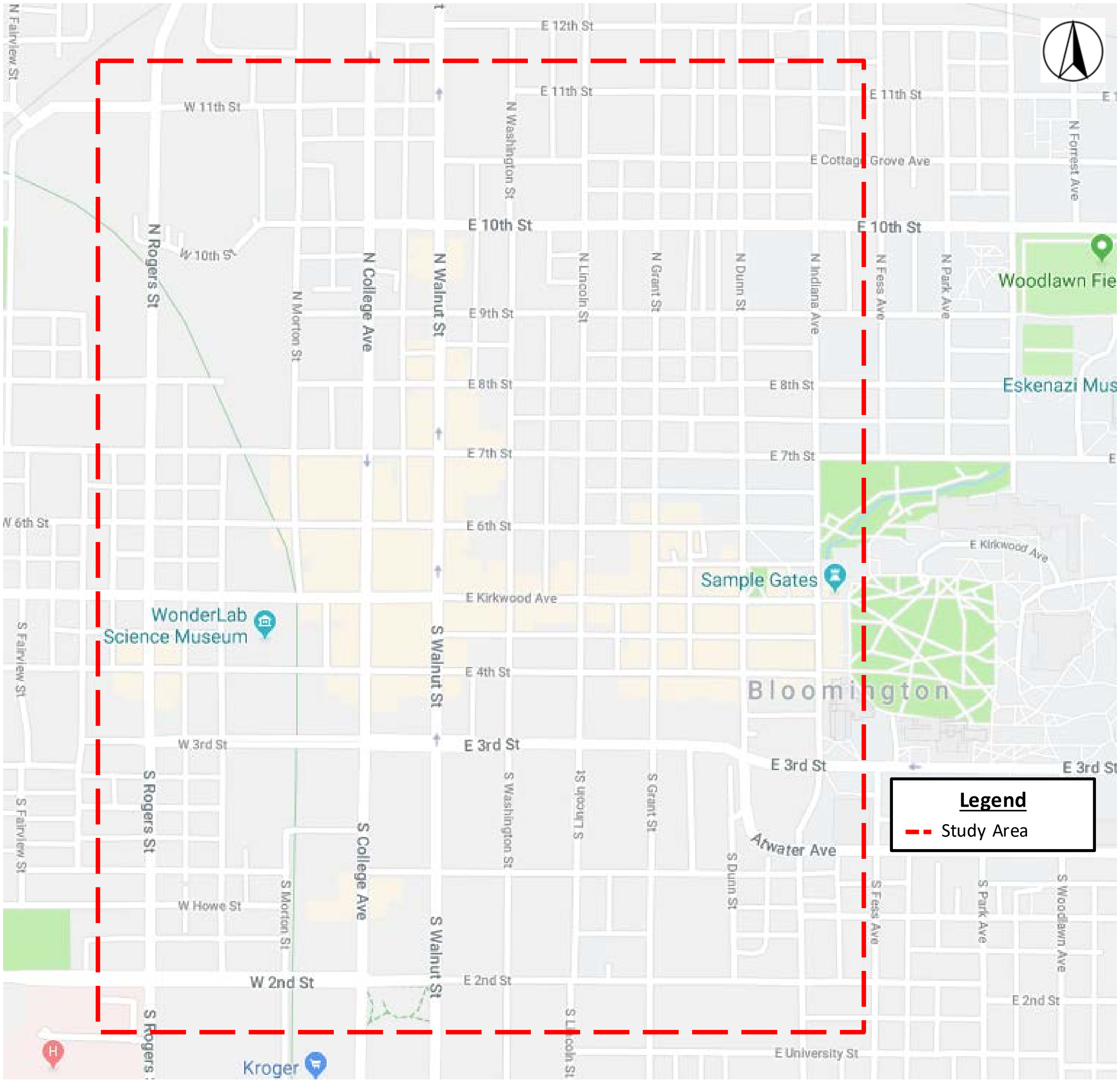
According to the RFP, the purpose of this study is to develop best management strategies for parking, tailored to the needs and character of downtown Bloomington. The study is also intended to address the impact on parking of growth, development, and expanded service offerings in downtown – in addition to private development projects, the City and Monroe County are actively pursuing economic development opportunities within the Trades District and in the area of the Bloomington/Monroe County Convention Center, respectively. Finally, the study and resulting recommendations are meant to aid the recently-established Parking Commission in the fulfillment of its duties related to the City's parking system and the objectives of the City's Comprehensive Plan.

The purpose of this first deliverable is to: 1) present a summary of the data and information gathered to this point, including the results of the stakeholder meetings and online public survey; 2) highlight existing issues that have been identified by DESMAN; 3) summarize our understanding of the short- and long-term development landscape in downtown Bloomington, and; 4) present our plan and proposed timeline for completing the remainder of the study.

Study Area

For the purposes of this assessment, the boundaries of the study area generally follow Indiana Avenue, 11th Street, Rogers Street, and 2nd Street, as shown in **Figure 1**, below.

Figure 1 – Downtown Bloomington Study Area



Source: DESMAN

The boundaries of the study area encompass nearly all of the City of Bloomington's paid public parking, in addition to areas of time-restricted and unrestricted on-street parking and portions of several of the City's Neighborhood Parking Zones. While a small number of parking meters north of 11th Street along Morton Street, Ashlynn Park Drive and W. 12th Street fall just outside the study area, these spaces were included in the assessment of public parking.

Stakeholder Input

As is typical of our approach to this type of project, in addition to becoming acquainted with the downtown through firsthand exploration of the study area, review of prior studies and current data, and discussions with City personnel and the project steering committee, DESMAN also facilitated a series of discussions with downtown stakeholders, in order to gain firsthand insight into the parking issues/concerns of various user groups. Sit-down discussions were held with various stakeholder groups, including:

- Owners/managers of downtown retail stores and restaurants;
- Non-profit and religious organizations, including churches located in downtown;
- Property developers;
- Representatives from Indiana University;
- Downtown hotels, and;
- Members of the general public.

In addition to the in-person stakeholder discussions, DESMAN spoke with Monroe County representatives via telephone regarding their parking issues/concerns.

Given the limited time and resources available for in-person discussions, an online survey was also created and made available to the general public, in an attempt to gather input from a cross section of the various groups who live, work, shop, dine, and visit downtown Bloomington. The survey was made up of 25 questions and sought opinions related to various aspects of public parking in downtown, including rates, availability, ease of use of the system, typical parking behaviors, among others. The survey was available for approximately eight weeks (from early December 2017 through the end of January 2018) and was advertised by the City on its website and various social media platforms. In total, 690 surveys were completed.

From DESMAN's communications with the City, the in-person and telephone conversations with downtown stakeholders and the online survey, the following issues were identified for further study/consideration (in no particular order):

- ➢ There are significant perception issues related to parking – many people who come to downtown infrequently think that there is no parking available, others say that there is always parking available if you are willing to walk a block or two
- ➢ Rapid growth in downtown, specifically growth in the number of downtown residents, has led to parking shortages
- ➢ The existing on-street meters are often broken, creating operational issues for City staff and significant frustration for users
- ➢ Decentralized management of the on-street meters, surface parking lots, parking garages, and Neighborhood Parking Permits creates operational inefficiencies for the City and frustration for users with questions/issues
- ➢ Different rate structures and hours of enforcement at the City's various off-street parking facilities creates confusion for out-of-town visitors
- ➢ In areas where Neighborhood Parking Permit holders can park at on-street meters without payment the City is losing out on potential meter revenue and meter spaces are often not available for use by short-duration parkers
- ➢ Hours of operation at the City's garages and surface lots need to be adjusted to match activity levels in downtown

- The “three hours free” policy in the City’s garages and most surface lots represents a significant amount of lost revenue needed to support the operations, maintenance and debt service associated with the City’s parking assets; in the surface lots, this policy leads to very infrequent turnover as users move their vehicles from one spot to another
- Parking for church patrons is a major issue, both on Sundays and throughout the week
- Parking at the library is a significant issue
- There is currently no policy in place to set aside funds for the long-term maintenance, repair and replacement needs of the City’s parking facilities and other assets
- At present, the City parking system is not self-supporting
- High levels of utilization at the 4th Street Garage lead to frequent closures of the facility; this is not a significant issue at the other two garages
- There is concern among some downtown business owners and long-time residents with the number of new developments being built that are required to build zero parking or less parking than is needed to support the developments
- Deficiencies in Bloomington’s public transit system, including no bus service on Sundays, need to be addressed
- Food trucks parking at on-street meters makes those spaces unavailable for downtown patrons
- The age and condition of the 4th Street Garage, along with consistently-high utilization, has many convinced that the facility should be demolished and rebuilt with additional capacity
- It is difficult for non-profits and churches downtown to attract volunteers due to paid parking
- The number of permits issued far exceeds the number of spaces available in some Neighborhood Parking Zones
- A majority of online survey respondents who regularly use on-street parking in their neighborhoods (64%) indicated that they were either “Satisfied” or “Very Satisfied” with the availability of on-street parking
- More than 86% of online survey respondents typically drive a personal vehicle when coming to downtown
- Nearly 85% of online survey respondents indicated that they are willing to walk at least two blocks from their parking location to their destination
- Aside from construction of additional parking in downtown, “a website or smartphone application that reports real-time availability of parking spaces” was chosen as the improvement to the parking system would be most meaningful to users
- Several different groups of stakeholders and a number of online survey respondents would welcome a downtown circulator to encourage people to visit multiple destinations downtown without moving their cars to each destination
- A number of online survey respondents believe that there should be different hours of enforcement/operation and rates when IU is in session versus during the summer

While this is not a comprehensive list of the issues/concerns that were raised during the stakeholder engagement process, these were the most frequently-cited. Along with current and historical utilization and financial data, as well as projections of future development, this input will be central to the development of recommendations to address the near-term and long-term parking needs of downtown Bloomington.

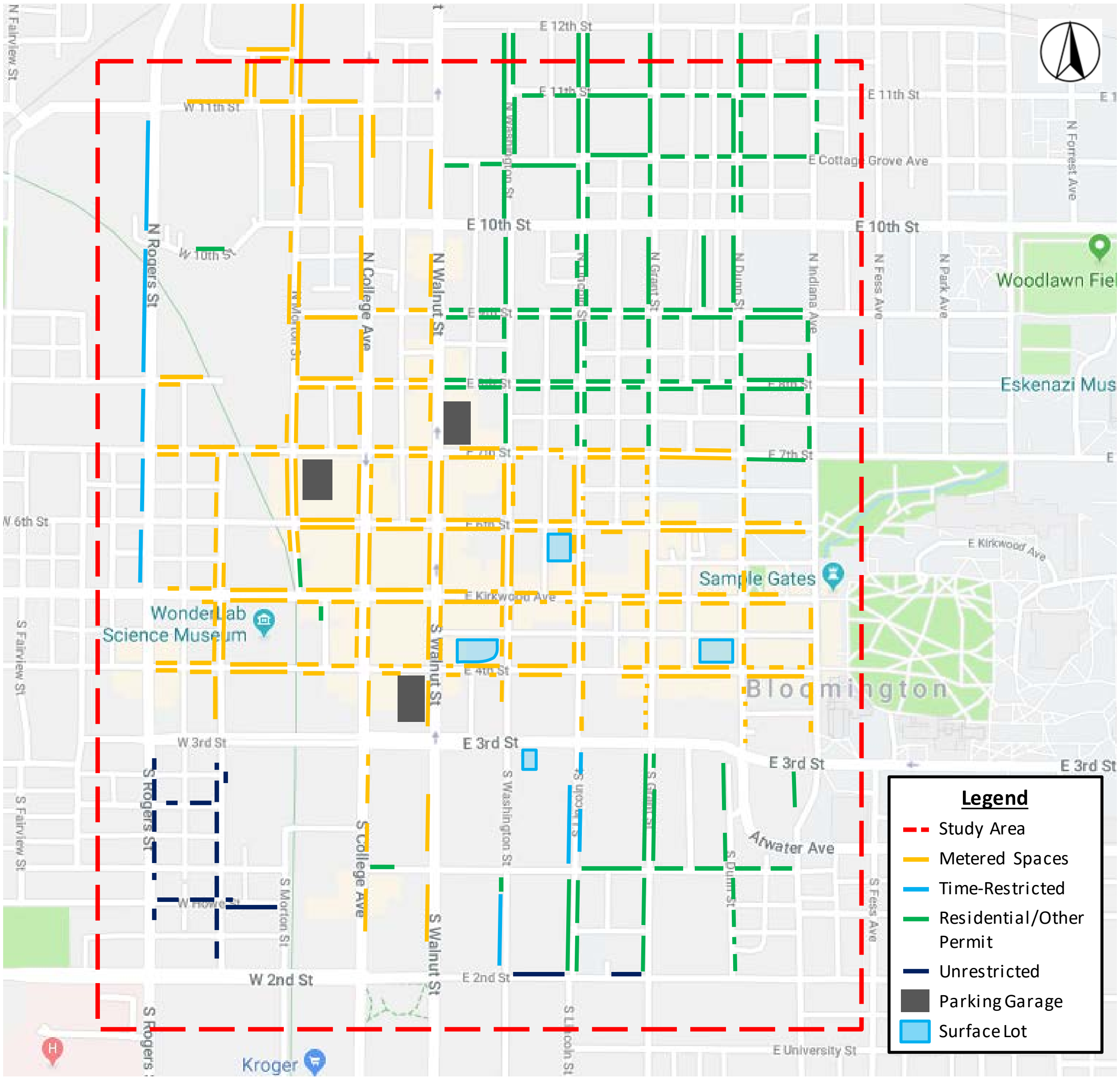
Existing Downtown Parking Inventory

The existing parking inventory in downtown Bloomington consists of: City-owned parking spaces, both on- and off-street, that are available for use by the general public; City-owned facilities that are designated for use by City employees or leased to other entities for their exclusive use; County-owned parking designated for use by County employees; County-owned parking designated for use by visitors (e.g. the Monroe County Convention Center parking lots); parking facilities owned by and for the use of Indiana University; residential and/or visitor parking associated with various residential and mixed-use developments, and; parking owned by and for the use of various private businesses. While the primary focus of this study is on the City-owned parking inventory available for use by the general public, as a potentially significant source of additional inventory, these other parking facilities will be taken into consideration as recommendations are developed.

In terms of City-owned public parking within downtown, the majority of spaces on-street are either metered or designated for permit parking (i.e. in Neighborhood Parking Zones or signed for use by other City permit holders), with lesser numbers of time-restricted and unrestricted spaces located on the south and west sides of the downtown. Off-street, the City owns and operates three public parking garages and four surface parking lots, all of which are paid facilities.

Figure 2 shows the approximate locations of all of the City's public parking spaces within downtown, both on- and off-street. Any street segment that is not highlighted is either a loading zone, a no parking zone, or reserved for specific users (e.g. the Police Department); these spaces are not available for use by the public, so they were omitted from the analysis.

Figure 2 – Locations of Public Parking in Downtown Bloomington



Source: DESMAN; City of Bloomington

As shown in the figure, on-street metered parking generally occupies the blocks in the northern two-thirds of the study area, aside from the streets north of 7th Street and east of Walnut Street, which are Neighborhood Parking Zones. South of 4th Street, a few segments of on-street spaces are metered, while the remaining street segments are time-restricted, designated for permit parking, unrestricted, or no parking areas.

Off-street, the City's three garages are all located between 3rd, Morton, 8th, and Washington streets, while the four surface lots are all east of Walnut Street, between 3rd and 6th streets.

Table 1 presents a breakdown of the City's existing public parking inventory by facility. Each off-street facility is identified with a "Map ID" which corresponds to the map presented in **Figure 3**.

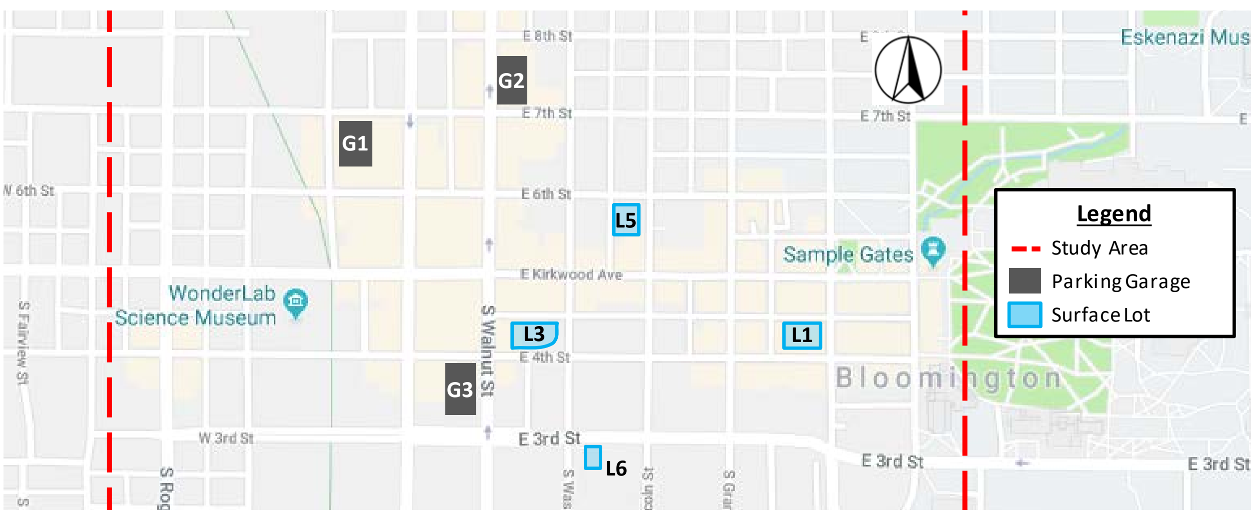
Table 1 – Inventory of Public Parking in Downtown Bloomington

Parking Garages			
Map ID	**Facility Name**	**Location**	**Capacity**
G1	Morton Street Garage	220 N. Morton St.	521
G2	Walnut Street Garage	302 N. Walnut Street	346
G3	4th Street Garage	105 W. 4th Street	352
		Garage Total	***1,219***
Surface Lots			
Map ID	**Facility Name**	**Location**	**Capacity**
L1	Lot 1	E. 4th St. & Dunn St.	54
L3	Lot 3	E. 4th St. & Washington St.	75
L5	Lot 5	E. 6th St. & Lincoln St.	50
L6	Lot 6	E. 3rd St. & Washington St.	15
		Surface Lot Total	***194***
		Total Off-Street Inventory	**1,413**
		On-Street Metered Spaces[1]	**1,495**
		Total Downtown Public Parking Inventory	**3,102**

1) This was the count of active on-street metered spaces as of January 2018; when Common Council originally approved the reintroduction of parking meters in 2013, 1,539 on-street spaces were identified for meter installation.

Source: DESMAN; City of Bloomington

Figure 3 – Off-Street Public Parking Facilities



Source: DESMAN

In total, as of the date of this report, there were 3,102 City-owned public parking spaces in downtown Bloomington; this total does not include the spaces identified in Figure 2 as "Time-Restricted", "Residential/Other Permit", or "Unrestricted" spaces.

Utilization of the Existing Parking Inventory

Parking utilization or occupancy is a common measure for determining the adequacy of a City's parking supply. By documenting the utilization of spaces during various periods of time, it is possible to determine the peak demand period and the extent to which different types of parking spaces are used. Ultimately, the analysis of existing parking demand can be used as the basis for evaluating the current adequacy of the parking supply, as well as the anticipated adequacy of the parking supply in the future, based on projected growth and development in downtown Bloomington.

In order to develop an understanding of the existing parking demand conditions in downtown, occupancy surveys of public parking spaces, both on- and off-street, were conducted in November and December of 2017. The on-street and surface lot surveys were conducted by the Parking Enforcement Division of the Bloomington Police Department, while the garage surveys were conducted by the Parking Facilities Division of the Public Works Department. Surveys of the on-street spaces and surface lots were conducted on the following dates from 9AM to 8PM:

- *Tuesday, November 28, 2017*
- *Wednesday, November 29, 2017*
- *Thursday, November 30, 2017*
- *Saturday, December 2, 2017*
- *Monday, December 4, 2017*
- Friday, December 8, 2017

Surveys of the garages were conducted from 10AM to 11PM on the following dates:

- Monday, November 27, 2017
- *Tuesday, November 28, 2017*
- *Wednesday, November 29, 2017*
- *Thursday, November 30, 2017*
- Friday, December 1, 2017
- *Saturday, December 2, 2017*
- Sunday, December 3, 2017
- *Monday, December 4, 2017*
- Tuesday, December 5, 2017

(italicized dates indicate days on which surveys were conducted of all space types: on-street, surface lots and garages)

The dates for the utilization surveys were chosen to avoid the Thanksgiving and Christmas holidays, while also attempting to capture typical parking activity levels prior to the end of the Fall Term at IU. The survey time periods were chosen in consultation with the City to document activity levels during normal business hours on weekdays, as well as weekday and weekend evening and weekend daytime conditions. It was the desire of the City for these surveys to capture a broad set of data, in order for DESMAN to have as much information as possible upon which to base our recommendations.

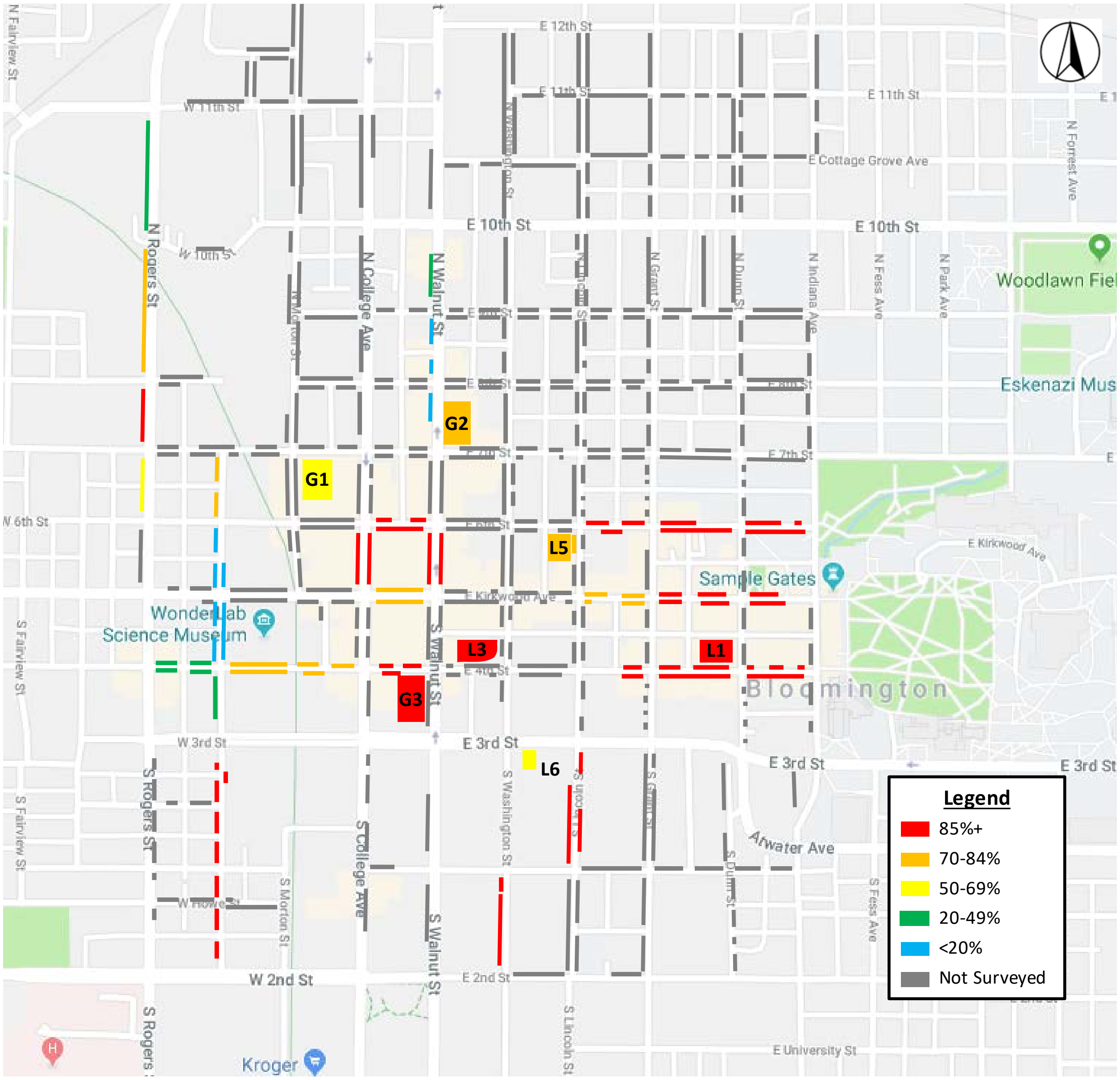
While all of the garage and surface lot spaces were surveyed each day, for the sake of time and cost, only a portion of the on-street parking spaces were surveyed on the identified days. Of the 1,495 on-street metered parking spaces in Bloomington, 434 (~29%) of the spaces were surveyed. In addition, 79 of the time-restricted and 60 unrestricted on-street spaces were also surveyed. Despite only a portion of the on-street spaces being surveyed, the street segments chosen were identified as being representative of low, medium and high utilization areas throughout downtown.

Based on the survey data, 11AM on Thursday, November 30th was identified as the overall peak demand period for public parking in downtown Bloomington. At this time, utilization of the spaces surveyed was **78%** of capacity – the garages were 76% occupied, the surface lots were 89% occupied and the on-street spaces were 80% occupied. While certain facilities or segments of street were more highly utilized at other times of day or on other survey days, this date and time represent the city-wide peak parking utilization for the days surveyed.

The survey data of utilization by parking facility and on-street block face for the peak period is presented in **Figure 4**. The off-street parking facilities and on-street block faces were highlighted in the figure to indicate the percentage of spaces in each that were occupied at the time of the survey:

- Red, 85% or more
- Orange, 70-84%
- Yellow, 50-69%
- Green, 20-49%
- Blue, less than 20%

Figure 4 – Downtown Peak Parking Utilization, Thursday, November 30th, 11AM



Source: DESMAN; City of Bloomington

In the parking industry, parking facilities and systems are typically designed so that, even during peak demand periods, some percentage of the parking spaces remain empty. Ideally, during a typical peak demand period, 15% of the spaces in a facility or on-street remain available to accommodate new parkers. Maintaining an inventory of available spaces, even during the peak demand period, makes it easier for parkers to find a space, reduces the amount of time drivers spend searching for empty spaces and generally results in a more positive parking experience. This concept, referred to as “practical capacity”, refers to that point at which a parking facility or system has reached its functional limit and is unable to efficiently or safely accommodate additional parking demand.

As seen in Figure 4, during the peak period, the 4th Street Garage (96%), Lot 1 (93%) and Lot 3 (96%) were all more than 85% occupied. Numerous metered street segments also exceeded 85% occupancy during this time, particularly those closer to the IU campus and surrounding the Monroe County Courthouse. Finally, all of the time-restricted, unrestricted and permit parking spaces south of 3rd Street that were surveyed exceeded 85% occupancy during the peak demand period.

Existing Parking Operation

At present, the management and operation of Bloomington's parking system is distributed across eight departments within the municipal government. The current division of labor is based on the idea that different departments within the City are responsible for tasks which are similar to the tasks necessary to operate public parking. Instead of housing all of the management and operations functions in a centralized Parking Department or Parking Authority, many different departments each take responsibility for a small piece of the parking operation, with no central oversight, aside from the Mayor's Office and the recently-created Parking Commission.

Oversight

The City of Bloomington operates under a "strong mayor" form of government, where the mayor is the chief executive officer of the city and city department heads report directly to the mayor. The city council ("Common Council" in Bloomington) serves as the legislative body, responsible for passing ordinances, voting appropriations, etc.

In terms of public parking in Bloomington, the Common Council adopts parking-related ordinances and changes to existing ordinances, while the Mayor's Office, through the various department heads, ensures that any new ordinances or changes to existing ordinances are implemented. Policy decisions including rates, fines, and hours of operation/enforcement are considered by the Common Council, based on input from the Mayor's Office, assigned City staff and outside experts. While the decisions made by the Council have a direct effect on how public parking is operated, there is typically no involvement by the Council in the day-to-day operation or management of parking.

In addition to this oversight, in December 2016, the Common Council created the Parking Commission whose stated purpose is, "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 that takes into account the entirety of, and furthers the objectives of, the city's comprehensive plan; and (2) 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". Based on DESMAN's understanding and reading of Ordinance 16-22 that created the Parking Commission, the intent of the Commission is to act as an advisory body for planning and oversight of the parking operation, without having a hand in direct operational control on a day-to-day basis. The Commission has no ability to make changes to parking rules or ordinances directly, but can recommend these changes to the administration and/or Common Council for their approval.

Management and Operations

Management, operations and enforcement of the on-street parking meters, paid surface parking lots, and Neighborhood Parking Zones is managed by the Parking Enforcement Division of the Bloomington Police Department. The Parking Facilities Division of the Public Works Department is responsible for the management, operations and oversight of the City's parking garages, as well as repair and maintenance of the parking garages and any related signage.

In addition to these two departments, as well as the Mayor's Office, Common Council and Parking Commission, the following departments/offices handle specific tasks related to the City of Bloomington's parking system:

- Controller's Office: responsible for accounting, budgeting, and purchasing functions
- City Clerk's Office: handles the appeals process for parking citations
- Legal Department: provides legal advice and expertise, drafts lease agreements and attempts to collect outstanding debts related to parking
- Planning and Transportation Department: provides expertise on long-range planning
- Housing and Neighborhood Development Department: assists in the administration of the Neighborhood Parking Permit program
- Department of Economic and Sustainable Development: interacts with the City's parking system while attempting to entice new businesses into downtown or encourage existing downtown businesses to expand

The organizational structure in Bloomington creates multiple points of contact inside City government for parking-related questions or concerns. This structure requires significant coordination among multiple City departments with different budgets, agendas, and stakeholders, before most decisions can be made, reducing the ability for quick and effective responses to parking issues that may arise. Additionally, as mentioned by City staff during the stakeholder meetings, users of the parking system are often confused as to what department to contact with particular parking-related questions.

Enforcement

Enforcement of the on-street metered, timed and permit parking spaces, as well as the metered and permit spaces in the surface parking lots, is performed by the Parking Enforcement Division of the Bloomington Police Department. Parking Enforcement Officers patrol the 5 downtown Parking Meter Zones and the 11 Neighborhood Parking Zones, rotating between walking and driving, depending on which zone they are enforcing.

The Parking Enforcement Officers visually verify that parking meters have been paid and that vehicles parked in permit spaces have a valid Neighborhood Parking Permit or other valid permit. In addition, the Officers manually document vehicles that stay beyond the posted time limits on-street and in the three-hour free spaces in the surface lots, by recording on their handheld units the license plates of parked vehicles. This method of tracking vehicle parking activity in timed spaces provides a loophole for long-term parkers to exploit, allowing them to move their cars from block-to-block or out of and back into a surface lot to avoid receiving a ticket at time-restricted spaces.

Table 2 is a summary of the total number of parking citations issued by type of violation in each year from 2013 (the year on-street parking meters were re-introduced) through 2017.

Table 2 Annual Parking Citation Issuance by Violation Type, 2013 – 2017

Code	Violation	Citations Issued				
		2013	2014	2015	2016	2017
A01	Expired Meter	21,357	34,067	26,116	14,986	15,116
A02	Yellow Curb	1,301	361	277	831	502
A03	Overtime Parking	11,048	214	420	318	187
A04	Alley	171	33	26	14	11
A05	Loading Zone	52	44	19	15	18
A06	Obstruct Traffic	96	33	31	29	70
A07	Permits/Leased	83	131	136	179	101
A08	Backed in Space	77	21	63	98	157
A09	No Parking Zone	478	88	99	164	145
A10	Sidewalk Parking	382	33	37	35	25
A11	Angled Parking	2	1	0	1	2
A12	Left Side Parking	0	2	2	1	3
A13	NH Neighborhood Parking	8,950	9,016	7,044	6,882	7,365
A14	NH Plate Non-match	221	210	196	175	205
A15	Handicapped	280	289	178	101	114
A16	Fire Lane	36	18	20	15	5
A17	Abandoned Vehicle	0	0	0	0	59
A18	NH Wrong Zone	282	309	287	320	360
A19	Here to Corner	56	3	6	1	2
A20	Green Permit Only	57	30	11	44	20
A21	Red Permit Only	25	24	26	33	22
A22	CFC/White Lot	27	2	1	2	0
A23	Expired Permit	19	18	20	32	24
A25	Overnight Parking	0	0	1	1	0
A27	Showers Permit Parking	51	58	18	57	45
A29	Private Parking Only	33	9	14	4	0
A30	City Hall Visitor	69	4	0	6	1
A31	Parked Facing Traffic	640	675	524	422	380
A32	Oversized Vehicle	0	1	9	0	1
A33	Too Far From Curb	215	15	27	23	25
A34	Too Close to Intersection	25	2	6	2	8
A35	Electric Vehicle Parking Only	24	1	1	1	1
A36	Outside Marked Space	355	488	202	204	224
A37	NH Parked Facing Traffic	0	441	430	404	415
A38	NH Yellow Curb	0	933	766	351	497
A39	NH Overtime Parking	0	1,216	1,129	1,319	1,113
A40	NH Alley	0	97	94	53	46
A41	NH Loading Zone	0	13	1	4	6
A42	NH Obstruct Traffic	0	27	13	24	62
A43	NH No Parking Zone	0	376	335	305	201
A44	NH Sidewalk Parking	0	291	282	205	204
A45	NH Handicapped	0	8	8	19	22
A46	NH Fire Lane	0	44	86	40	23
A47	NH Here To Corner	0	60	36	62	73
A48	NH Private Parking Only	0	1	7	9	7
A49	NH Oversize Vhicle	0	4	2	2	1
A50	NH Too Far From Curb	0	108	67	77	40
A51	NH Too Close to Intersection	0	22	12	6	13
A52	NH Angled Parking	0	1	0	0	0
A53	NH Unapproved Surface	0	189	126	159	230
A54	BPD/White Lot	0	0	19	13	5
A55	Unapproved Surface Parking	0	0	80	70	20
A56	Reserved Parking Only	0	0	0	2	2
A57	NH Altered Permit	0	0	0	3	11
A58	GH Yellow Curb	0	0	0	0	1
A59	GH Leftside Park	0	0	0	0	1
A61	GH No Parking Zone	0	0	0	0	5
	TOTAL	**46,412**	**50,031**	**39,310**	**28,123**	**28,196**

Source: DESMAN; City of Bloomington

As shown in the table, after the parking meters were installed in place of most timed parking in late 2013, there was a dramatic shift in the types of parking citations issued, with a significant decrease in Overtime Parking (A03) violations and a dramatic increase in the Expired Meter (A01) violations. Aside from these types of citations, generally, the volumes of other types of ticketed parking violations have remained relatively stable.

Another trend of note is the dramatic decline in both the number of Expired Meter citations and the total number of parking citations issued since 2014. Based on the data, it appears as though, as users became more accustomed to the parking meters and were able to pay for their parking time from their cell phones, the result was a significant decline in both the number of Expired Meter citations issued and also the total number of citations issued (another factor contributing to this trend is also likely the conversion of metered spaces in the City's parking garages to pay-on-exit spaces). From 2014, the first full year after parking meters were reintroduced, to 2017, the number of Expired Meter citations issued decreased from 34,067 to 15,116, a drop of more than 55%, while the total number of citations issued decreased from 50,031 to 28,196, a drop of more than 43%.

Given the continued vibrancy of downtown Bloomington, assuming that the level of parking enforcement has been consistent over time, the sharp declines in citation issuance over the past several years indicate that the fine amounts for violating the City's parking ordinances are having the desired effect of reducing non-compliant behavior. Additionally, while a number of stakeholders indicated that they want to see parking meters removed from downtown, from a public relations perspective, the decline in citations issued compared to before the meters were reintroduced can be viewed as a positive for the image of downtown.

Hours of Operation/Enforcement

The hours of operation for the City's parking garages and the hours of enforcement for the on-street and surface lot spaces – the times and days on which payment is required to park – must be set in a well thought out manner, in order to ensure that the City's public parking system effectively serves downtown Bloomington and its visitors, patrons and employees. At present, the hours of operation/enforcement across the City's parking assets do not seem to be well-coordinated with one another or with the activity levels in parts of downtown.

While the current hours of enforcement for the on-street meters are consistent across downtown, these hours vary from the hours and days during which on-street time-restricted and permit spaces are enforced. In addition, the hours of enforcement for the metered and permit spaces in the surface lots vary from the on-street hours of enforcement. Finally, the hours of operation of the parking garages are not consistent across all of the facilities, nor do they seem to be tailored to the needs of downtown users.

Table 3 presents a summary of the hours of operation of the City's parking garages and the hours of enforcement for the on-street spaces and surface parking lots. In addition, this table describes special pricing policies that apply to some of the off-street facilities, but not others.

Table 3 Hours of Operation/Enforcement for the City's Public Parking Facilities/Spaces

Parking Garages	
Facility Name	**Hours of Operation[1]**
Morton Street Garage	Pay to park 24 hours per day, 7 days per week; First 3 hours free at all times
Walnut Street Garage	Pay to park 24 hours per day, 7 days per week; First 3 hours free Monday-Friday, 6AM-6PM and Saturday-Sunday, 6AM-12PM
4th Street Garage	Pay to park Monday-Friday, 8AM-6PM; First 3 hours free Monday-Friday, 7AM-6PM; Free after 6PM daily and on weekends
Surface Lots	
Facility Name	**Hours of Enforcement**
Lot 1	Pay to park Monday-Friday, 8AM-5PM; 2-hour time limit at meters; Free after 5PM daily and on weekends
Lot 3	Pay to park Monday-Friday, 8AM-5PM; First 3 hours free during enforced hours; Free after 5PM daily and on weekends
Lot 5	Pay to park Monday-Friday, 8AM-5PM; First 3 hours free during enforced hours; Free after 5PM daily and on weekends; Reserved spaces for permit holders only
Lot 6	Pay to park Monday-Friday, 8AM-5PM; First 3 hours free during enforced hours; Free after 5PM daily and on weekends
On-Street Metered Spaces	
Meters are enforced Monday-Saturday, 9AM-9PM; Metered parking is free on Sundays and City holidays	
On-Street Permit and Time-Restricted Spaces	
Permit and time-restriced spaces enforced Monday-Friday, 8AM-5PM; Permit and time-restricted parking not enforced on City holidays	

1) In December, parking is free in the garages on Saturdays.

Source: DESMAN; City of Bloomington

As shown in the table, the City has a policy of allowing three hours of free parking during particular times of day and days of the week in all of its parking garages, as well as in three of its four surface parking lots. While all of the surface parking lots are enforced Monday-Friday, 8AM-5PM, the hours of operation and rules governing free parking in the garages vary from facility-to-facility. Also, despite the fact that parking demand in different areas of downtown varies by the time of day, the hours of enforcement for the meters is the same across all of downtown.

Neighborhood Parking Zones

At present, there are 11 Neighborhood Parking Zones in Bloomington (Zones 1-11), with all but 3 of the Zones (Zone 2, Zone 3 and Zone 10) falling, at least partially, within the downtown study area. Per the

City's website, the establishment of Neighborhood Parking Zones was "…to protect motorists, bicyclists and pedestrians from excessive commuter traffic competing for parking spaces as well as to reduce the amount of traffic in the neighborhoods." Homeowners and renters within these Zones are eligible to purchase one permit per vehicle, as well as one Visitor's Permit per address, at a cost of $25 per permit, per year. Non-permit holders are prohibited from parking in any Neighborhood Parking Zone from 8AM-5PM, Monday-Friday, except on City holidays when City Hall is closed – non-permit holders who park within a Zone during those times are subject to receiving a $20 ticket.

For non-Permit holders who have a need to conduct business within any of the Neighborhood Parking Zones, such as non-resident landlords, realtors and service vehicles, and who cannot park off-street or pay at an on-street meter, they have the option to: 1) use a visitor permit from the resident receiving the service; 2) purchase a yearly permit for all 11 Zones for $55.00 per year, or; 3) purchase a daily permit for $5.00.

Holders of valid Neighborhood Parking Permits, Visitor's Permits and all-Zone permits are allowed to park in any legal on-street, non-metered space within their designated zone – Permit holders are not guaranteed a space within their Zone. In Zones 4 and 7, Permit holders are also allowed to park at a number of on-street metered spaces, without paying the meters. Neighborhood Parking Zone 8 contains only 15 spaces, all of which are metered, at which Permit holders are allowed to park without paying the meters.

While vehicles parked on-street in a Neighborhood Parking Zone must be moved at least every 72 hours by rule, this restriction is often not actively enforced by the City. Instead, the City relies on citizens to call the Bloomington Police Department to report vehicles that park in the same space in excess of this limit. As a result, vehicles can remain parked on-street for extended periods of time including, in some cases, at metered parking spaces (see **Exhibit 1**), making them unavailable for use by the short-term parkers they are intended to serve.

Exhibit 1 Vehicle Parked at On-Street Meter in Neighborhood Parking Zone in Excess of 72-Hour Rule

Source: DESMAN

Current Parking Fees and Fines for Violations

The decision to charge for parking is both an economic choice, but also the most effective way to manage parking behavior. In a dense and active downtown, like downtown Bloomington, properly pricing parking facilities and the fines associated with violating parking rules can be used to ensure frequent turnover of short-term, on-street parking spaces, while also ensuring that employees, patrons and visitors obey the rules. If on-street parking rates or the fines for violating parking rules are too low, or if off-street parking prices are too high, this can incentivize long-term parkers to use on-street spaces, leaving off-street spaces underutilized. However, parking prices must also be low enough so as not to discourage patronage of downtown businesses in a meaningful way.

Table 4 presents the current parking rates charged for the City's on- and off-street parking spaces.

Table 4 City of Bloomington Public Parking Rates

Parking Garage Permits		
Permit Type	**Access Rights**	**Cost**
Downtown Employees	30 hours a week	$25/month (Morton Street Garage only)
Non-Reserved Space	24 hours per day, 7 days per week	$67/month
Non-Reserved Space	12 hours per day, Monday - Friday	$40/month
Reserved Space	24 hours per day, 7 days per week	$76/month
Reserved Space	12 hours per day, Monday - Friday	$57/month (Fourth Street Garage only)
Parking Garage Hourly Rates		
$0.50 per hour, after 3 hours free		
Surface Lot Rates		
Facility Name	**Hourly Rate**	**Permit Rate**
Lot 1	$1.00 per hour	N/A
Lot 3	$0.50 per hour, after 3 hours free	N/A
Lot 5	$0.50 per hour, after 3 hours free	Reserved space Monday-Friday, 6AM-6PM; $275/month
Lot 6	$0.50 per hour, after 3 hours free	N/A
On-Street Metered Spaces		
$1.00 per hour		
On-Street Permits		
Permit Type	**Cost**	
Resident	$25/year	
Resident Visitor	$25/year	
Contractor	$55/year; $5/day	

Source: DESMAN; City of Bloomington

Garage Parking Rates

Parking in the City of Bloomington's parking garages is available both by the hour and via monthly permit. As shown in Table 4, the cost for a monthly parking permit ranges from $40/month for non-reserved parking 12 hours per day, Monday-Friday, to $76/month for a space that is reserved 24 hours per day, 7 days per week. The least expensive garage parking permit is $25/month and is made available to downtown employees who wish to park for up to 30 hours per week.

When the City charges for hourly parking in its parking garages, as described previously in Table 3, these parkers receive three hours of free parking at most times of the day. After the three free hours of parking or during times when the three-hour free policy does not apply (e.g. at the Walnut Street Garage), hourly parkers are charged $0.50/hour to park.

Surface Lot Parking Rates

In three of the four City-owned surface parking lots (Lot 3, 5 and 6), parking costs $0.50/hour after three hours of free parking, while parking in Lot 1 costs $1.00/hour with no free parking during the hours of enforcement. While all of the surface parking lots allow hourly parking, only Lot 5 allows monthly parking – a reserved space in this lot costs $275/month.

On-Street Parking Rates

All of the City of Bloomington's on-street parking meters cost $1.00/hour, if parking is paid for with coins at the parking meter. If a customer pays at a meter using a credit card, a $0.30 per transaction fee is added to the hourly parking rate. If a customer uses the Parkmobile application on their smartphone to pay for parking, a fee ranging from $0.30-$0.50 is added to each transaction.

As shown in Table 4, Neighborhood Parking Permits cost $25/year, as do Visitor's Permits. Contractors, landlords or realtors doing business in any of the Neighborhood Parking Zones may purchase a permit at a cost of $55/year or $5/day.

Fines for Parking Violations

Table 5 presents the fine amounts for a number of the most common types of parking violations for which citations are issued in Bloomington.

Table 5 Fines for Select Parking Violations

Violation ID	Violation Description	Fine Amount
A01	Expired Meter	$20
A13	Parking in Neighborhood w/o Permit	$20
A15	Unauthorized Parking in ADA Space	$100
A16	Parking in a Fire Lane	$50
A39	Parking in Neighborhood Overtime	$20

Source: DESMAN; City of Bloomington

As shown in the table, fines for the most common types of violations, including expired meters and parking in a Neighborhood Parking Zone without a permit, cost $20 and increase to $40 if not paid with 14 days. Fines for more serious parking violations, including parking in an ADA-accessible space without a permit and parking blocking a fire lane, are more expensive than the fines for more common parking violations.

Parking Fees and Fines for Violations in Bloomington Versus Comparable Municipalities

In order to understand how the City of Bloomington's parking system compares with other, similar municipalities, DESMAN sought to benchmark certain characteristics of Bloomington's parking system against a number of municipalities the City considers comparable. The cities listed in **Table 6** were identified as comparable to Bloomington in terms of size, demographic makeup, composition of the parking system, and/or other characteristics.

Aside from the fine for an expired meter, the parking rates, fees and fines charged in Bloomington are lower than the average of those charged in these 10 comparable municipalities. While the difference in the on-street meter rate is very small, the daily and monthly rates for garage parking are significantly lower in Bloomington than in the peer cities.

In addition to lower-than-average parking rates, in almost no other city studied is the free parking policy as generous as it is in Bloomington. Based on our research, only Lawrence, KS provides more free hours of parking than Bloomington – certain of their facilities provide up to 10 hours of free parking.

Historical Financial Performance of the Parking System

After a thorough review of the Parking Commission's annual report entitled "A Financial Review of the City of Bloomington's Parking System", completed in November 2017, DESMAN is confident that the report presents an accurate picture of the historical financial performance of the City's parking system. Given the extensive work done by the Parking Commission to compile such a complete summary document, DESMAN did not seek to duplicate this effort. Instead, our focus was on the interpretation of the results of the Parking Commission's work and other financial considerations not included in the Commission's document.

As found on page 31 of the Commission's annual report, **Table 7** presents a summary of the parking system financial data for the years 2011-2016.

Table 6 Characteristics of the Bloomington Parking System versus Comparable Municipalities

City	State	Population[1]	On-Street Metered Spaces	Number of Garages	Number of Lots	Rates: On-Street (per hour)	Rates: Surface Lot (hourly)	Rates: Garage (daily)	Rates: Garage (monthly)	On-Street Hours of Enforcement	Fine for Expired Meter	Late Payment Fee	Duration Prior to Late Payment Fee
Ann Arbor	MI	113,934	2,100	8	3	$1.60	$1.20-$1.70	$28.80-$40.80	$155-$220	Mon-Sat, 8AM-6PM	$10.00	$10/$30/$50	14 or 30 days
Asheville	NC	83,393	765	4	4	$1.50	$1.25	$10.00	$90-$120	Mon-Sat, 8AM-6PM	$10.00	$25.00	15 or 30 Days
Columbia	MO	108,500	1,700	6	10	$0.60-$1.00	$0.50	$5.00-$10.00	$80-$140	Mon-Sat, 9AM - 7PM	$15.00	$15.00	15 Days
East Lansing	MI	48,579	140	5	7	$1.50	$1.50-$2.00	$15.00-$20.00	$85-$125	Mon-Sat, 8AM-3AM	Varies by time	20.00%	56 Days
Fort Collins	CO	143,986	[2]	3	4	Free	$1.00	$24.00	$30-$50	Mon-Sat, 8AM-6PM	$10/$25/$50	None	20 Days
Iowa City	IA	67,862	1142	5	3	$0.75-$1.50	$0.75-$1.00	$18.00-$24.00	N/A	Mon-Sat, 8AM-6PM	$7.00-$25.00	$5.00	30 Days
Lawrence	KS	87,643	977	3	16	$0.10-$1.00	Free-$0.50	Free-$1.00	$12.50-$16.00	Mon-Sat, 9:30AM-6PM	$5.00	$20.00	10 Days
State College	PA	42,034	420	4	3	$1.25	$0.75-$1.00	$9.00-$12.00	$100-$115	Mon-Sat, 10AM - 10PM	$6.00	$9.00	3 days
West Lafayette	IN	45,872	0	1	2	Free	$1.50	$11.00	$40-$63	Mon-Fri, 7AM-5PM	$20.00	$50.00	30 Days
Bloomington	***IN***	***84,465***	***1,495***	***3***	***4***	***$1.00***	***$0.50-$1.00***	***$5.00***	***$40-$76***	***Monday-Saturday, 9AM-9PM***	***$20.00***	***$20.00***	***14 days***
Average Rate/Fine (not incl. Bloomington)						**$1.19**	**$1.05**	**$16.16**	**$90.22**		**$13.75**	**$21.13**	

(1) Population information taken from the U.S. Census Bureau, 2016 Population Estimate.
(2) DESMAN was unable to obtain this information from the City.

Source: DESMAN

Table 7 Summary Table of Parking System Financial Data, 2011-2016

Figure 7. Summary Table of Parking System Financial Data, 2011-2016.

Revenue	2011	2012	2013	2014	2015	2016
System Revenues						
Garages – Hourly Revenue	$ 36,813	$ 40,281	$ 829,968	$ 125,960	$ 127,221	$ 150,040
Lots – Hourly Revenue				$ 74,119	$ 120,475	$ 74,847
Garages – Permit Revenue	$ 416,196	$ 417,042	$ 435,986	$ 525,675	$ 722,522	$ 740,856
Garages – Lot Leases	$ 187,616	$ 184,694	$ 190,368	$ 365,003	$ 82,926	$ 109,945
Garages – Other Revenue				$ 14,990	$ 16,590	$ 21,003
Metered Parking – Event Permits				$ 19,948	$ 38,483	$ 25,555
Metered Pkg. – Hourly Revenue				$ 2,157,473	$ 2,170,726	$ 2,218,006
Metered Pkg. – Convenience Fee			$ 53,779	$ 153,081	$ 147,661	$ 161,169
Neighborhood Zone Permits	$ 114,869	$ 115,555	$ 122,075	$ 124,929	$ 125,438	$ 131,860
NZ Resident-Only Parking Permits				$ 167	$ 156	$ 542
Total System Revenues	**$ 755,494**	**$ 757,572**	**$ 1,632,176**	**$ 3,561,344**	**$ 3,552,198**	**$ 3,633,824**
System Expenses						
Staffing Expenses	$ (842,030)	$ (880,862)	$ (939,630)	$ (981,153)	$ (1,247,264)	$ (1,160,977)
Operational Expenses	$ (1,143,928)	$ (877,208)	$ (389,800)	$ (275,607)	$ (365,143)	$ (317,132)
Equipment & Supply Expenses	$ (1,160,411)	$ (1,441,268)	$ (1,220,793)	$ (1,505,189)	$ (1,672,529)	$ (1,699,224)
General Fund Charges	$ (109,192)	$ (215,835)	$ (225,000)	$ (372,568)		$ (172,080)
Total System Expenses	**$ (3,255,561)**	**$ (3,415,173)**	**$ (2,775,223)**	**$ (3,134,517)**	**$ (3,284,937)**	**$ (3,349,413)**
System Cash Flow	**$ (2,500,067)**	**$ (2,657,601)**	**$ (1,143,047)**	**$ 426,827**	**$ 267,261**	**$ 284,412**
Neighborhood Citations	$ 362,380	$ 420,563	$ 452,892	$ 272,290	$ 234,540	$ 224,712
Garage & Lots Citations#	$ 578,778	$ 581,137	$ 452,256	$ 2,810	$ 827	$ 1,572
Meter Citations†††	††	††	†††	†††	†††	$ 383,108
TIF Monies	$ 748,734	$ 756,221	$ 704,362	$ 666,080	$ 670,678	$ 662,710
Other Revenues	$ 1,244	$ 7,284	$ 1,532	$ 562	$ 12,141	$ 934
Grants		$ (10,000)	$ (5,000)			
System Balance	**$ (808,931)**	**$ (902,397)**	**$ 462,995**	**$ 1,368,569**	**$ 1,185,446**	**$ 1,557,448**
Capital Transfer to 454	$ 765,000	$ 765,000	$ 350,000	$ 200,000	$ 500,000	$ 500,000
Capital Expenditures	$ (238,312)	$ (722,615)	$ (229,627)	$ (737,351)	$ (251,708)	$ (400,496)
System Balance after Capital Expenditures	**$ (282,243)**	**$ (860,012)**	**$ 583,368**	**$ 831,217**	**$ 1,433,738**	**$ 1,656,951**

Revenues from on-street parking citations in 2011 and 2012 were reported as program revenues and were deposited into the Parking Facilities account.

†††Beginning in August 2013, revenues from on-street citations were deposited into the General Fund. Due to the large number of transactions and co-mingling with other departments, the Commission used citation data recorded by the City Clerk.

Source: "A Financial Report on the City of Bloomington's Parking System," (November 2017)

As shown in Table 7, the introduction of on-street parking meters in late 2013 led to a dramatic increase in the revenue generated by the parking system. The result was that, for the past several years, the revenues generated by the parking system have been sufficient to cover the operating expenses and capital expenditures of the system.

While the results of the Parking Commission's work seem to indicate that the parking system has run at a surplus since 2013, the above analysis does not take into account several key considerations. The following factors, some of which were mentioned in the Commission's report, need to be taken into account when evaluating the actual financial health of the City's parking system:

1. Funds from Tax Increment Financing (TIF) agreements contribute in excess of $650,000 per year to the revenues of the parking system. However, these revenues are not directly generated by the parking system and, at some point, will be phased out and no longer contribute to the financial health of the parking system.
2. It is not the City's current practice to set aside funds for necessary future capital repairs to the parking facilities or replacement of parking equipment. If, as DESMAN typically recommends, the City were to set aside $100 per garage space, per year and $25 per surface lot and on-street metered space, per year to fund these future costs, approximately $165,000 per year would need to be set aside by the City.
3. Pending the in-progress condition assessments of the City's parking garages, there will likely be several hundred thousand dollars of repairs necessary to the 4th Street Parking Garage to bring that facility back to good operating condition. There will also likely be a small number of repairs necessary at the Morton Street Garage and Walnut Street Garage. Due to the lack of a reserve fund for capital repairs, the cost of any repairs will likely have to come from the annual revenues of the parking system.
4. If, as has been discussed by the City and Parking Commission in the past, the cost of the repairs to the 4th Street Garage results in the City deciding to demolish and rebuild the Garage as opposed to repairing the structure, then the parking system will have to support the construction of the new facility. Depending on the size of the garage and the type of construction, the cost to build a new parking garage can be $20,000 per space or more. If we assume that the existing garage is replaced with a similar-sized facility at a cost of $20,000 per space, financed with debt, the $7,000,000 construction cost could result in annual debt service payments of nearly $500,000 per year.

All of the above factors must be taken into consideration when evaluating the actual financial health of the City of Bloomington's parking system. These issues, among others, will be considered by DESMAN when developing our recommendations for proposed changes to the parking system and its operations.

Anticipated Future Development

Discussions with stakeholders and City staff revealed a number of potential developments which will likely influence parking demand in downtown Bloomington. The list of projects, provided in **Table 8**, is divided into two phases: Phase 1 (2018-2019 occupancy) and Phase 2 (2020-2023 occupancy); at present, the City is unaware of any projects that that would be completed after 2023.

Table 8 Anticipated Future Development in Downtown Bloomington

Project Name	Number	Direction	Street	Type	Applicant	Occupancy	# of Units	# of Bedrooms	# On-Site Parking Spaces	Displaced Parking	Status	SF of Office	SF of Retail
Elmore-Orego, LLC	304	W	Kirkwood	Ave	Elmore-Orego	Phase 1	35	65	69	0	Approved, Under Construction	0	0
Highpoint	700-730	N	Walnut	St	JC Hart	Phase 1	82	84	91	0	Approved, Under Construction	0	0
Moonburn on Morton	526	N	Morton	Ave	Moonburn, LLC	Phase 1	33	33	16	0	Approved, Under Construction	0	0
Graduate Hotel	210	E	Kirkwood	Ave		Phase 1		146	75	0	Approved, Under Construction	0	0
Cityside	200	S	Washington b/w 3rd and 4th	St		Phase 1	63	130	56	36	Approved, Under Construction	0	17,500
Fox	415	S	Washington	St	Fox Properties and Developments	Phase 1	9	9	5	0	Approved, Under Construction	0	865
Nottinghill	815	N	College	Ave		Phase 1	11	29	20	0	Approved, Under Construction	0	0
Urban Station 2	325-337	S	Walnut b/w 3rd and Smith	St		Phase 1	60	154	93	53	Approved, Construction Not Yet Begun	0	15,015
Tech Park Housing	619	N	Morton	St	Tech Park Housing	Phase 1	14	14	6	0	Approved, Construction Not Yet Begun	0	2,400
Mara Jade/Brahms	318	S.	3rd	St		Phase 1	35	35	18	16	Approved, Construction Not Yet Begun	0	757
Omega	223	N	Morton		Omega Properties	Phase 1	10	34	0	0	Approved, Construction Not Yet Begun	0	3,456
Serendipity/Kahn	201	S	College	Ave		Phase 1	10	10	0	28	Approved, Construction Not Yet Begun	0	10,000
Alleyworks (Yellow Cab)	217	W	6th	St		Phase 1	33	40	4	0	Approved, Construction Not Yet Begun	0	4,320
Northwest Quadrant (1.86 acres)			West of Rogers, north of Trades, south of 11th		TBD	Phase 2	0	0	0	0	Approved, Awaiting Developer	263,000	61,000
Pedcor site (1.9 acres)	611	N	West of Rogers, South of Trades, north of 10th		Pedcor Investments	Phase 1	34	57	51		Approved, Construction Not Yet Begun	0	0
South Central Remainder (0.86 acres)			East of Rogers, south of Trades, north of 10th		TBD	Phase 2	84	84	?		Approved, Construction Not Yet Begun	0	28,000
TASUS HQ Site (0.9 acres)			East of SC Remainder		TBD	Phase 2	0	0	0		Approved, Construction Not Yet Begun	18,000	0
Showers Kiln Parcel (.37 acres)			West of alley, south of 11th, north of Dimension Mill		TBD	Phase 2	6	6	?		Approved, Construction Not Yet Begun	0	5,700
Dimension Mill (.51 acres)			West of alley, south of 11th, north of Dimension Mill		TBD	Phase 1	0	0	0		Approved, Construction Not Yet Begun	19,000	0
North Central Quadrant (1.86 acres)		N	East of Rogers north of Trades north of 10th		TBD	Phase 1	0	0	0		Approved, Construction Not Yet Begun	162,000	0
215 S. Walnut	215	S	Walnut			Phase 1	14	14	0	17	Approved, Construction Not Yet Begun	0	0
Convention Center Expansion		W	Third			Phase 1	0	170	1,200	500	Approved, Construction Not Yet Begun	70,000	0

Source: City of Bloomington; Various Development Entities; DESMAN

The listings for the developments in the Bloomington Trades District ("Tech Park") and those outside of the study area boundaries are shown in color.

As shown in the table, the known development projects within and in close proximity to the downtown study area are expected to add almost 400 residential units, 316 hotel rooms, 532,000 SF of office space, and almost 150,000 SF of retail space, while adding a net of 1,050 parking spaces. As recommendations are developed, these impacts will be factored into the analysis.

Long – Term Impact of Development on Future Parking Supply and Demand

As downtown Bloomington continues to develop, the City should have a definitive policy regarding the provision of parking. Historically, the City has provided parking to satisfy the needs of downtown developments. However, given the expense associated with building additional structured parking, the City must decide if this practice can and should continue. We recommend a thorough discussion of the issue between the Common Council, Parking Commission and other relevant City staff, including the following topics:

- Should the City continue to provide parking for new developments, particularly residential? If so, how does the City manage the conflict between residential and office/retail/restaurant parkers?
- Should residential parkers be assigned to peripheral parking locations, instead of being allowed to park long-term in the City's garages?
- Should parking minimums be introduced in downtown?
- Should the City require any development not providing on-site parking to pay a "fee-in-lieu" which would go to the parking fund to support the development of additional parking facilities?

Conclusions/Summary of Issues

Based on the data collected, the stakeholder discussions and the analysis performed, the following is a list of the key issues to be addressed by the Downtown Parking Study. As best as possible, the issues are grouped by category and will correspond to the recommendations developed and presented later in the full parking study.

1. Parking Demand
   a. Wayfinding is sometimes difficult leading people to believe that no parking is available.
   b. There is not a shortage of parking when looking at the downtown as a whole, but the system is becoming strained and localized shortages do exist.
   c. The parking facilities generally between 3rd and 6th Streets are heavily occupied. Consideration should be given to providing additional spaces or balancing demand among facilities.
   d. Based on currently-available development plans, the impact of future downtown development on parking appears to be significant over the next 5 years.
   e. Over the long-term, if the City continues the policy of providing most of the parking downtown, there may be a need for additional facilities, unless demand for parking is reduced. There are a number of transportation demand management techniques which may be used to reduce parking demand in downtown Bloomington.
   f. The number of Neighborhood Parking Permits issued in certain zones far exceeds the physical number of spaces available.

2. Parking Rates/Finance
   a. Without a full accounting of the short- and long-term capital repair and replacement costs for the parking system, it is impossible to determine if the existing parking revenue is sufficient to fully fund the operations and maintenance of the parking system.
   b. The 3-hour free parking policy is sacrificing substantial revenue and is subject to abuse.

c. The current parking rates do not place a high enough premium on parking at the best/most desirable spaces.
d. There is currently no policy in place to ensure that parking rates and fines increase at regular increments to account for annual growth in operating expenses.

3. Operations

a. Responsibility for the parking system is divided among at least eight City departments, making coordination difficult and leading to customer service issues.
b. There is no consistency among parking facilities regarding hours of operation.
c. Hours of garage operations and meter enforcement are not consistent with the demand for parking in various parts of downtown.

4. Policy

a. The city has traditionally provided parking for downtown developments.

5. Technology

a. Existing on-street meters are often broken, creating frustration among the system's users and leading to parking violations being contested.
b. The single-space parking meters in the surface parking lots were not replaced when meters were reintroduced on-street and are well beyond their useful life.

6. Future Capital Repairs

a. There is no policy in place to set aside funds for long-term maintenance. Capital costs are currently paid out of the general fund as needed, while there is no plan in place to cover long-term costs.

Next Steps

- Review this work paper with Steering Committee and Parking Commission
- Project Future Parking Needs – Task III
- Develop and evaluate alternative strategies to manage demand – Task IV.1
- Test Options with Steering Committee and City – Task IV.2
- Prepare and Present Final Plan (late March/early April 2018) – Task IV