

**CITY OF BLOOMINGTON**

# **PARKING COMMISSION**

**Work Session**

**PACKET**

**June 2020**

Thursday, June 11, 2020  
Virtual Meeting via Zoom  
5:30 PM — 6:30 PM

Next Regular Meeting: June 25, 2020, 5:30 PM — 7:00 PM, Virtual Meeting via Zoom

# CITY OF BLOOMINGTON

## PARKING COMMISSION

### Work Session

### AGENDA

June 11, 2020, 5:30 PM — 6:30 PM

This meeting will be conducted electronically. Virtual meetings will be accessible at:

<https://bloomington.zoom.us/j/96332745019>

- I. Call to Order
- II. Reports from Commissioners & City Offices
- III. Reports from the Public
- IV. Discussions of Topics Not the Subject of Resolutions
  - A. 7th Street Multimodal Improvements Project (Beth Rosenbarger)
  - B. New Temporary Visitor Parking Permit-Draft (Michelle Wahl)
  - C. Non-resident Neighborhood Permits (Cm. Volan)
  - D. On-street Parking & Other Uses for Curb Space (Eoban Binder)
- V. Resolutions
- VI. Topic Suggestions for Future Agendas
- VII. Member Announcements
- VIII. Commission Schedule (Regular Meeting and Work Session)
- IX. 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](mailto:human.rights@bloomington.in.gov).

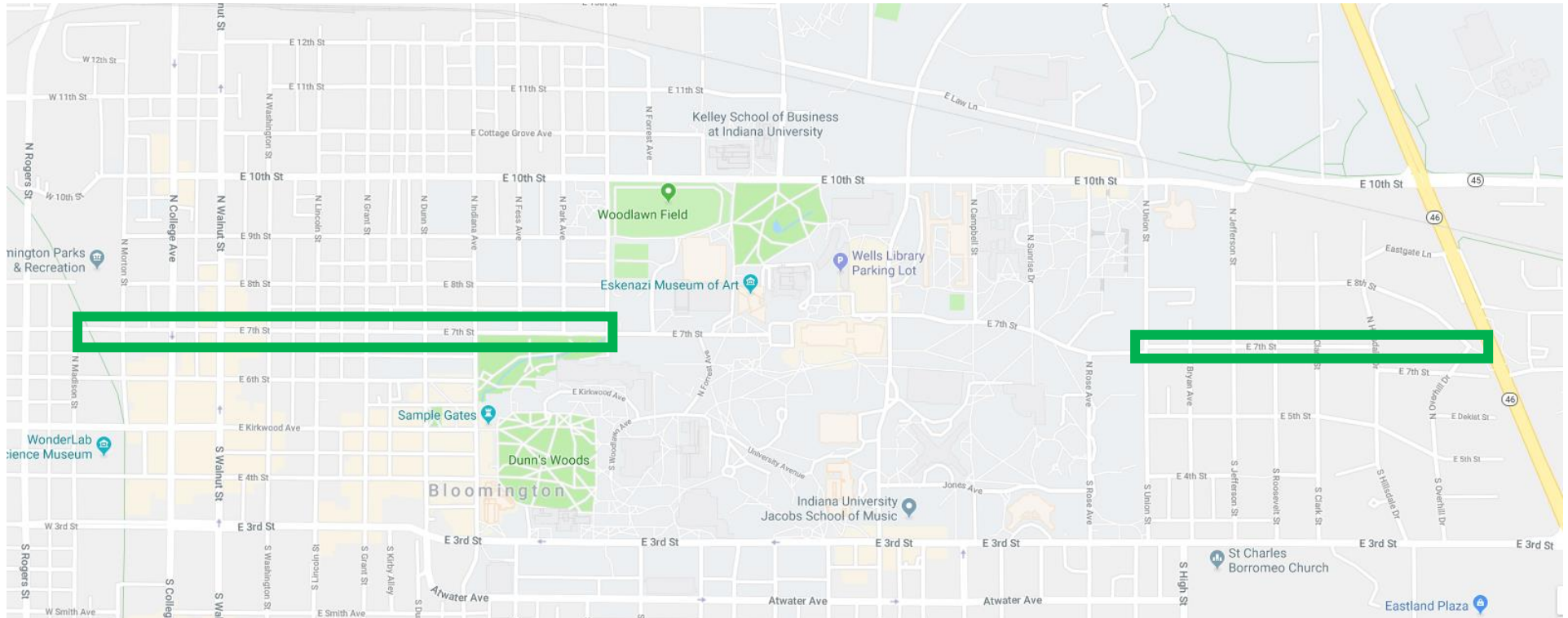
Next Regular Meeting: June 25, 2020 -- 5:30 PM  
Deadline for regular meeting packet material is June 15, 2020



## 7<sup>th</sup> Street Improvements

- 1<sup>st</sup> Section: 7<sup>th</sup> Street, B-Line to Woodlawn Avenue
  - Design: 2-way Protected Bicycle Lane designed to increase safety and comfort for all roadway users
  - 0.7 miles
  - Design will include separation for bus stops and street design improvements for bus traffic.
- 2<sup>nd</sup> Section: 7<sup>th</sup> Street from Union Avenue to the Bypass
  - Design: Neighborhood Greenway designed to calm traffic and prioritize walking and bicycling
  - 0.6 miles

More information about the project at: <https://bloomington.in.gov/engineering/projects/7th>





**2-way Protected  
Bicycle Lane  
example from West  
Lafayette, Indiana**





2-way Protected Bicycle  
Lane example from  
Austin, Texas



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## **PARKING COMMISSION STAFF REPORT**

**Resolution #:** 20-02

**DATE:** June 5, 2020

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**FROM:** Michelle Wahl, Parking Services Director; Barbara E. McKinney, Assistant City Attorney

**REQUEST:** New temporary visitor parking permit-Draft (This case was discussed in the Parking Commission on 01/30/20; it was part of the Discussions of Topics Not the Subject of Resolutions of the Parking Commission packet)

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### **REPORT**

Parking staff received some recommendations from the public about visitor parking that staff also supports. Parking staff would like to allow for people living in neighborhood residential zones to be able to purchase temporary visitor permits. Unlike the current visitor permits authorized in BMC 15.37.040 that are only for residents who live in a single household detached dwelling, these temporary visitor permits would be available to anyone who can establish s/he lives in a zone. Many apartment complexes do not provide any parking for visitors, meaning residents of these complexes have no place for their visitors to park. These new permits would help alleviate that problem.

Residents will be able to purchase temporary visitor parking permits up to three days in advance. Visitors will have to park within one block of the address of the resident. The nonrefundable fee for these permits will be \$11 a day, \$55 for seven days, or \$110 for 14 days.

To accomplish this, staff would like to add the following to the Bloomington Municipal Code:

#### **15.36.085 Temporary visitor parking permit**

Any current resident living in a neighborhood residential zone is eligible to purchase a temporary visitor parking permit, pending availability, upon completing an application form and paying the applicable fee.

The application form shall contain the name and address and email address of the applicant, proof of residency, the name and address of the visitor, the visitor's license plate number and state, and the make, model and year of the visitor's vehicle.

The fee for a temporary visitor parking permit shall be \$11 for one day; \$55 for seven days and \$110 for 14 days. Visitors using a temporary visitor parking permit shall park only within the authorized zone, within one block of the address of the resident.

Visitors shall hang the temporary visitor permit on the rear view mirror, displaying the appropriate side facing out.



If a visitor uses a temporary visitor permit in an unauthorized manner, the resident who acquired the permit may lose his, her or their parking privileges. Temporary visitor parking permits are non-transferable and are not available for resale or exchange.

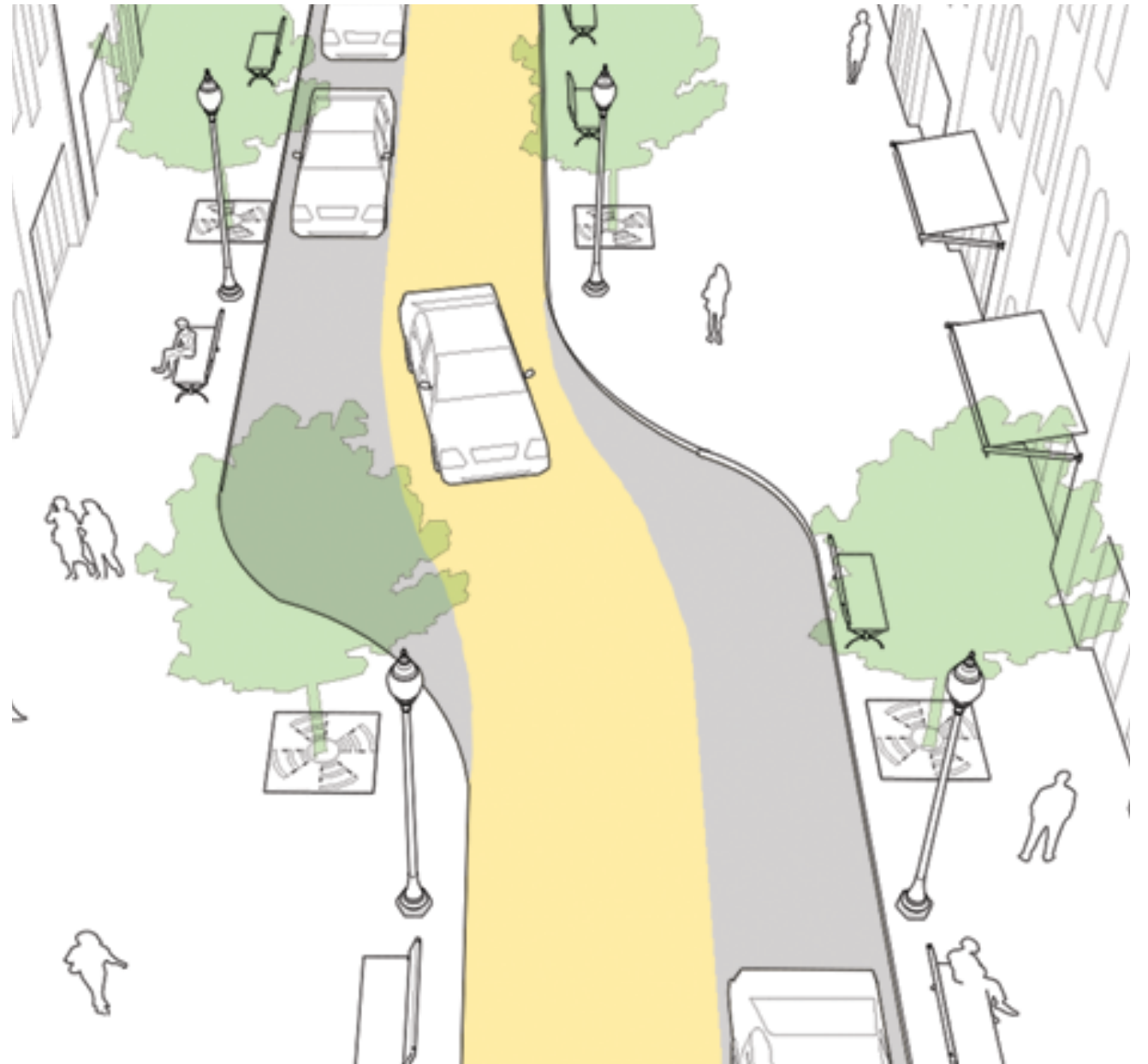
If approved, the detailed Title 15 amendment for this request will be forwarded to the Common Council for their consideration.

DRAFT



# On-street parking & other uses for curb space

Opportunities in  
efficiency  
place-making  
safety  
& ecology



Bloomington Parking Commission report • March 26, 2020

# Overview

- Documents that provide the Parking Commission with policy guidance
- Using parking supply to achieve desired outcomes
- Balancing structured parking and surface parking: the numbers
- Curb space is valuable—what are *all* the ways to use it?
- Inspiration from other cities around the country and world
- Action

# Goals and policies

- 2018 Comprehensive Plan + 2019 Transportation Plan
- 2020 Transportation Demand Management (TDM) report
- “Provide a safe, efficient, accessible, and connected system of transportation that emphasizes public transit, walking, and biking to enhance options to reduce our overall dependence on the automobile.”
- “The growing urgency of addressing climate change makes moving away from individual automobile use more imperative.”
- “Place a high priority on public transit; work on curbside management; plan for dockless mobility options.”



# Goals and policies

- “The corridor studies should consider a variety of possible options, including (but not limited to) ... adding or reallocating right-of-way, and/or restricting on-street automobile parking, to enable the creation of new protected bicycle lanes, multi-use paths, sidewalks, and amenities for pedestrians and users of mass transit; and designating certain travel lanes as bus-only.”
- Curbside management should be considered part of a Transportation Demand Management strategy that should be addressed through both street design and policy. This Plan recommends improving existing curbside management processes to address loading zones, transportation network companies (TNCs) like Uber and Lyft, bike share and other shared vehicles, on-street parking, protected bike lanes, and other uses.

# A timeline of street parking strategy

	Past	Present	Future
Goal	Ensure parking is as cheap and easy as possible	TDM / manage existing parking supply	Accomplish new policy objectives and build the ideal city we deserve
Performance Measurement	Number of street spaces (increase); walking distance from parking space to destination (decrease)	Parking demand percentage relative to supply (i.e. 85%)	Reduction in downtown auto mode share (i.e. to under 60%)
Tactic	Make street parking the default and primary use of curb space	Set appropriate prices; conduct small-scale experiments in 'alternative' curb uses	Consider any/all possible uses for curb space equally alongside street parking

# Where we are now: parking garage construction

- We are set to build hundreds of *new* structured parking spaces
- This should be counter-balanced by a reduction in spaces elsewhere (if our goal is managing existing supply)
- Alternate uses of curb space are both a way to **manage total supply**, and a way to **achieve other policy objectives** by making more efficient use of curb space (move people, vs. moving cars)

# Increased supply as a result of garages

	2018	2021	difference
4th St Garage	352 (now demolished)	537*	+185
Trades District Garage	~102 (surface spaces)	379*	+277
Morton St Garage	521	521	0
Walnut St Garage	346	346	0
<b>Total</b>		<b>1783</b>	<b>+462</b>

\* as of March 9, 2020 Plan Commission; pending construction

Downtown on-street metered spaces: **1255**

New garage spaces = 36% of all on-street spaces

# Increased supply as a result of garages

- +462 spaces would be added by two new garages in 2020-2021
- -129 spaces would be removed by 7th St. two-way protected bike lane\*
- $462 - 129 = 333$  net new spaces
- Approx. 200 block faces in downtown metered zone
- ??? spaces would added at convention center

\*116 metered, 13 unmetered; if constructed from B-Line to Indiana Ave. and every parking space was removed

# Current numbers

- Mean block face occupancy rate: 37.51 %
- Mean BFO of 100 E Kirkwood: 71 %
- Mean BFO of 200 N Washington St: 8% (3 blocks away)
- Mean BFO of 300 S College Ave: 3% (3 blocks away)

(2016 Parking Commission Report)



Mean Block Face

# Learning from other cities





**Tree plot**  
*Valparaiso, IN*





**Tree plot + streetlight + curbless**

*Columbus, IN*





**Tree plot**  
*Utrecht, NL*





**2-way protected bike lane**

*Lafayette, IN*





**Permeable pavers + raised elevation**

*Fort Morgan, CO*





**Bike parking corral**

*Memphis, TN*





**Scooter parking corral**

*Santa Monica, CA*





**Bike + scooter parking corral**

*Washington, DC*





**Motorcycle parking**

*Portland, ME*





**Motorcycle parking**

*San Francisco, CA*





**Bioswale / rain garden**

*State College. PA*





## Car-sharing (BlueIndy)

*Indianapolis, IN*





**Car-sharing (Zipcar)**

*Brooklyn, NY*





**Outdoor seating / parklet**

*Chicago, IL*





**Outdoor seating / parklet**

*Placerville, CA*





**Bus bulb**  
*San Francisco, CA*





**Streetcar bulb**  
*Milwaukee, WI*





**Mid-block crossing**

*Bloomington, IN*





**Intersection daylighting**

*Hoboken, NJ*



# Bloomington





**Bus stop blocked by parking**  
*7th St. and Washington St.*

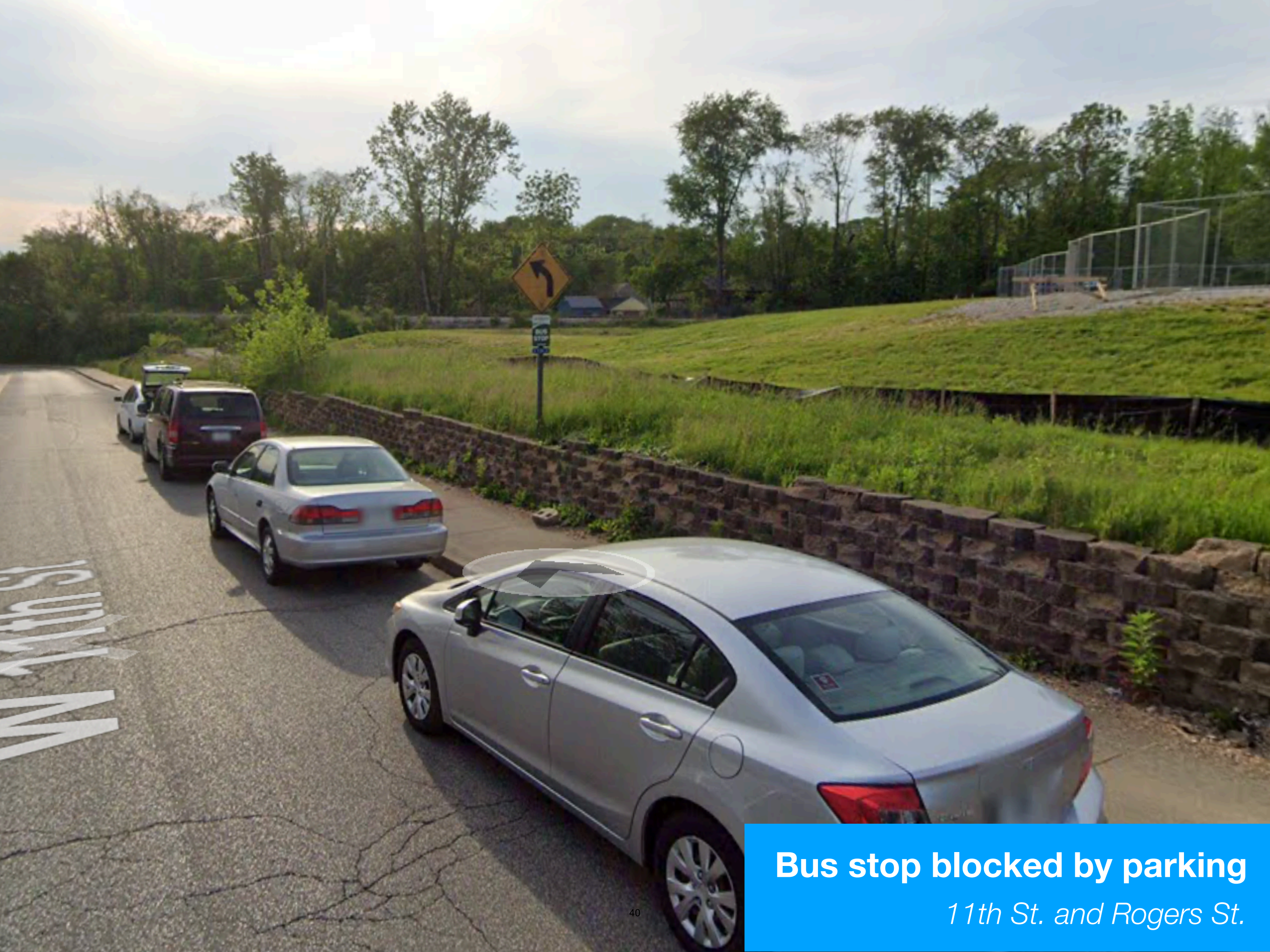




**Bus stop partially blocked by parking**

*Kirkwood Ave. and Jackson St.*





**Bus stop blocked by parking**

*11th St. and Rogers St.*





**Bus stop blocked by parking**  
*Kirkwood Ave. and Washington St.*





## Sidewalk obstructions

*Kirkwood Ave. and College Ave.*





**Poorly-defined parking and sidewalk**

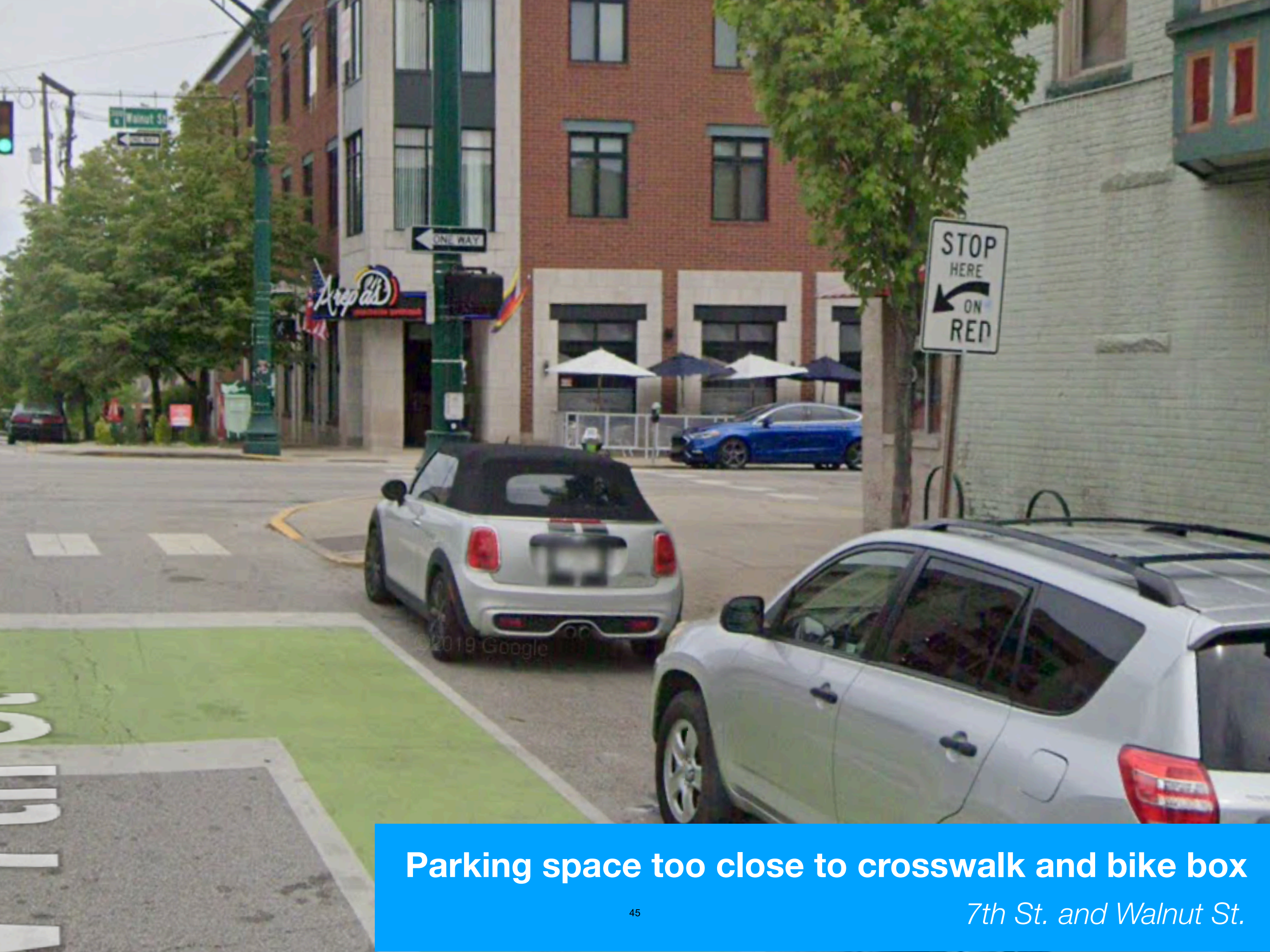
*4th St. and Rogers St.*





**Departing vehicle must back into crosswalk**





**Parking space too close to crosswalk and bike box**

*7th St. and Walnut St.*





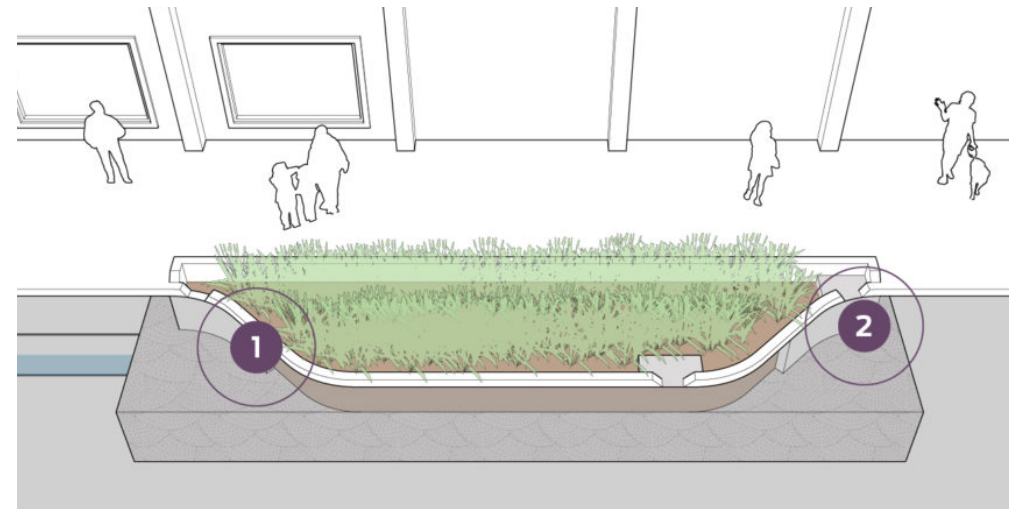
**Obstructed / narrow sidewalk**

*8th St. and Walnut St.*



# Curb space uses and benefits: a summary

- Permeable surfaces: **environment**
- Bioswales: **environment**
- Street trees: **environment + public space**
- Parklets / outdoor seating: **public space**
- Transit stops: **public space + safety**
- Mid-block crossings: **safety**
- Daylit intersections: **safety**
- Protected bike lanes: **safety + efficiency**
- Bike/scooter/motorcycle parking: **efficiency**
- Car-sharing: **efficiency**



NACTO



# Review

- Comprehensive plan and transportation plan provide Parking Commission with policy guidance
- The Commission should use parking management to achieve desired outcomes outlined in the Comp. plan
- As structured parking is increased, surface parking can be decreased
- The Comp. plan specifically recommends different and more efficient uses of curb space



# Recommendations

- Develop criteria for when an on-street parking space is justified over other uses
- Create a well-defined pilot program for on-street bike/scooter parking corrals
- Consider ways to ensure Bloomington Transit stops are always clear of street parking (remove spaces that block stops).
- Define standard minimum distance between crosswalks and nearest parking space (this is probably currently not defined anywhere?)
- Create curb use design guidelines by street typology (I.e. in a curbside management plan, as recommended by 2019 Transportation Plan)
- Others?



NACTO



# End