

CITY OF BLOOMINGTON

PARKING COMMISSION
SPECIAL SESSION
Revised PACKET

July 2020

Thursday, July 9, 2020
Virtual Meeting via Zoom
5:30 PM — 7:00 PM

Next Regular Meeting: July 23, 2020, 5:30 PM — 7:00 PM

CITY OF BLOOMINGTON

PARKING COMMISSION

SPECIAL SESSION

AGENDA

July 9, 2020, 5:30 PM — 7:00 PM

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

<https://bloomington.zoom.us/j/95860910771>

Dial by your location: 312 626 6799 (Chicago); Meeting ID: 958 6091 0771; find your local number:

<https://bloomington.zoom.us/j/95860910771>. The meeting will also be streamed live on Facebook at:

<https://www.facebook.com/bloomingtonplanning>

- I. Call to Order
- II. Approval of Minutes -- June 25, 2020
- III. Reports from Commissioners & City Offices
- IV. Reports from the Public
- V. Discussions of Topics Not the Subject of Resolutions
 - A. On-street Parking and Other Uses for Curb Space (Eoban Binder)
- VI. Resolutions
 - A. Parking Resolution 20-02 -- New Temporary Visitor Parking Permit (Michelle Wahl)
 - B. Parking Resolution 20-04 -- Parking Benefit District--Neighborhood Parking Zone 6 (Garden Hill) (Cm. Volan)
 - C. Parking Resolution 20-05 -- Parking Zone Change Request--E. 13th St. and E. 14th St. between Woodlawn Ave. and N Fess Ave. (Michelle Wahl, Raye Ann Cox)
 - D. Parking Resolution 20-01 -- Title 15 Amendments (Staff)
- VII. Topic Suggestions for Future Agendas
- VIII. Member Announcements
- IX. Commission Schedule (Regular Meeting and Work Session)
- X. Adjournment

Auxiliary aids for people with disabilities are available upon request with advance notice.

Please call (812) 349-3429 or E-mail human.rights@bloomington.in.gov.

Next Regular Meeting: July 23, 2020 -- 5:30 PM

Deadline for regular meeting packet material is July 13, 2020

CITY OF BLOOMINGTON

PARKING COMMISSION

REGULAR MEETING

Minutes

June 25, 2020, 5:30 PM

The meeting was conducted electronically via Zoom and was also streamed live on Facebook at:
<https://www.facebook.com/bloomingtonplanning>

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

Attendance

Parking Commission: Adrienne Evans Fernandez (Chairperson), Eoban Binder (Vice-Chairperson), Scott Robinson (Secretary), Steve Volan, Tracy Gates, Sabina Ion

Others in Attendance: Beth Rosenbarger, Anne Bono, Eve Mansdorf, Rowland Ricketts, Shannon Pritchard, Julie Thomas, Ian Scarbrough, Amanda Turnipseed, Michelle Wahl, Raye Ann Cox, Dave Askins, SeyedAmir Kaboli Farshchi, Mallory Rickbeil

- I. Call to Order** – (~5:33 PM)
- II. Approval of Minutes**– January 30, 2020 – Eoban Binder motioned to approve the minutes and Scott Robinson seconded the motion. The motion passed 6-0.
- III. Reports from Commissioners & City Offices**
 - A. Transportation Demand Management (TDM) Plan Updates**

SeyedAmir Kaboli Farshchi provided an update on the Transportation Demand Management (TDM) Plan regarding the TDM Plan definition, focus, recommendations, and the TDM plan approval by the City Council as an advisory document.
- IV. Reports from the Public**
 - A. Concerns about the IU Fine Arts Studio Annex on 13th Street**

Anne Bono, Shannon Pritchard, Eve Mansdorf, Rowland Ricketts, and Amanda Turnipseed discussed their parking concerns about the IU Fine Arts Studio Annex on 13th Street between Fess and Woodlawn Avenue.

Discussion: safety issues; neighborhood zones; parking permits for students; the number of parking spots near the building; access issues; IU parking lot near the building; enforcement; the number of people needs parking; removing the street from the neighborhood zone; free parking in the afternoon and weekends; loading zones; street lights; other streets around the building.

The commissioners and staff decided to do more research and talk about solutions in future meetings.

V. Discussions of Topics Not the Subject of Resolutions

A. On-street Parking and Other Uses for Curb Space (Eoban Binder)

The commissioners decided to discuss this item in future meetings since there was not enough time in the meeting.

VI. Resolutions

A. Parking Resolution 20-03 -- 7-LineProject

Beth Rosenbarger presented information about the 7-Line Project.

Julie Thomas and Ian Scarbrough discussed the parking changes, concerns, and issues with the Monroe County Health Department on 119 W. 7th Street. The commissioners and staff discussed the concerns and the importance of finding solutions regarding the parking spaces and ADA parking for the Monroe County Health Department.

Discussion: the number of parking spaces and meters in the area; neighborhood zones; combo zones; cost of the project; parking meters; street measurements; parking garages; ADA parking spaces; the health building parking lot

Cm. Volan motioned to approve the staff recommendation to remove 113 on-street parking meters, one block of neighborhood zone parking, and the east/west stop signs at 5 intersections along 7th Street in order to add improvements. Eoban Binder seconded the motion. **The motion passed 6-0.**

B. Parking Resolution 20-02 -- New Temporary Visitor Parking Permit (Michelle Wahl)

The commissioners decided to discuss this item in future meetings since there was not enough time in the meeting.

C. Parking Resolution 20-04 -- Parking Benefit District--Neighborhood Parking Zone 6 (Garden Hill) (Cm. Volan)

The commissioners decided to discuss this item in future meetings since there was not enough time in the meeting.

VII. Topic Suggestions for Future Agendas

- A. Parking Resolution 20-02 -- New Temporary Visitor Parking Permit (Michelle Wahl)
- B. Parking Resolution 20-04 -- Parking Benefit District--Neighborhood Parking Zone 6 (Garden Hill) (Cm. Volan)

VIII. Member Announcements – none

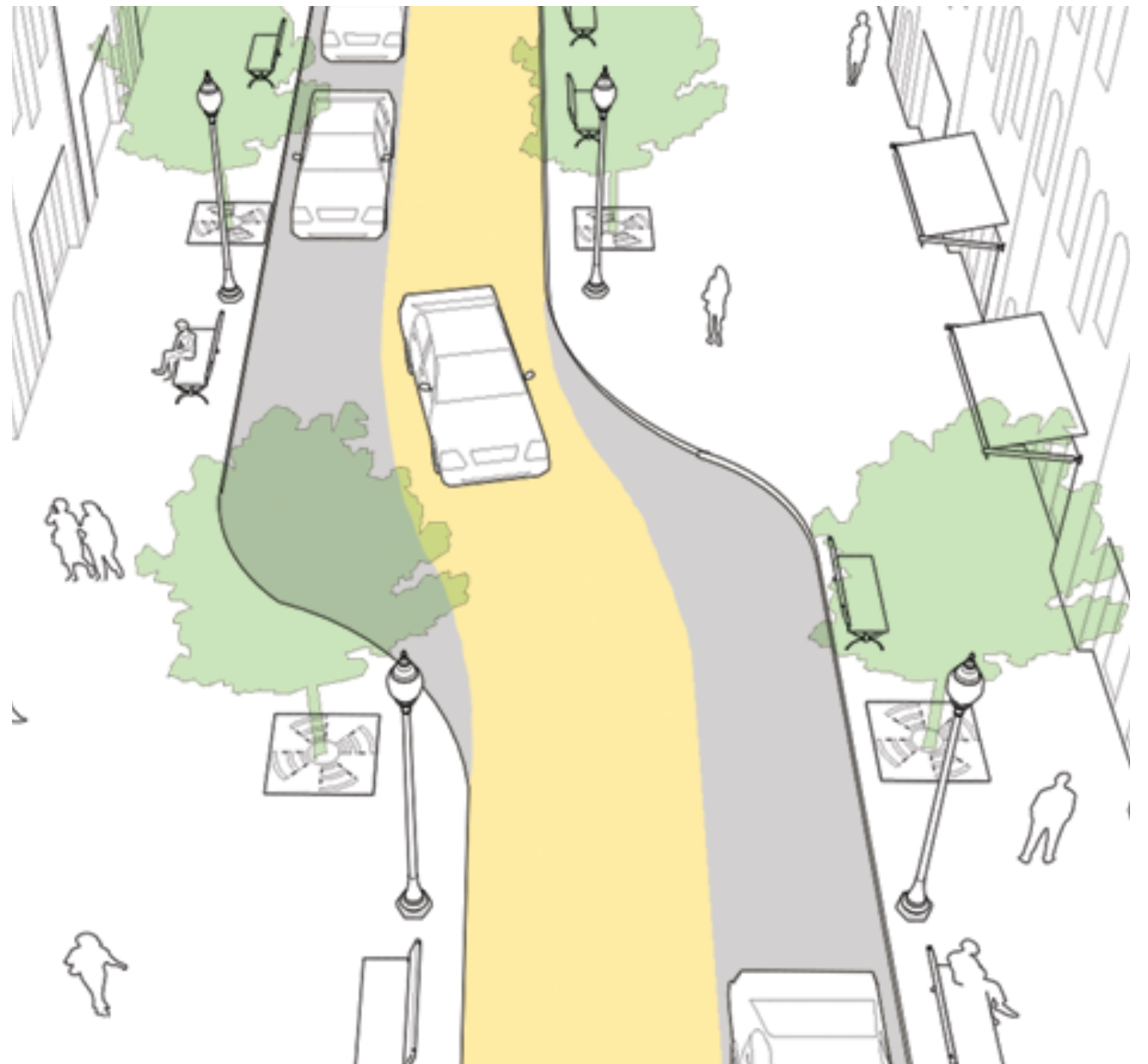
IX. Commission Schedule

The commissioners decided to schedule a Parking Commission meeting--special session on July 9, 2020, from 5:30 pm to 7:00 pm. The meeting will be conducted electronically via Zoom. Cm. Volan motioned to approve and Eoban Binder seconded the motion. **The motion passed 6-0.**

X. Adjournment – (~7:11 PM)

On-street parking & other uses for curb space

Opportunities in
efficiency
place-making
safety
& ecology



NACTO

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 |
| Total | | 1783 | +462 |

* 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



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

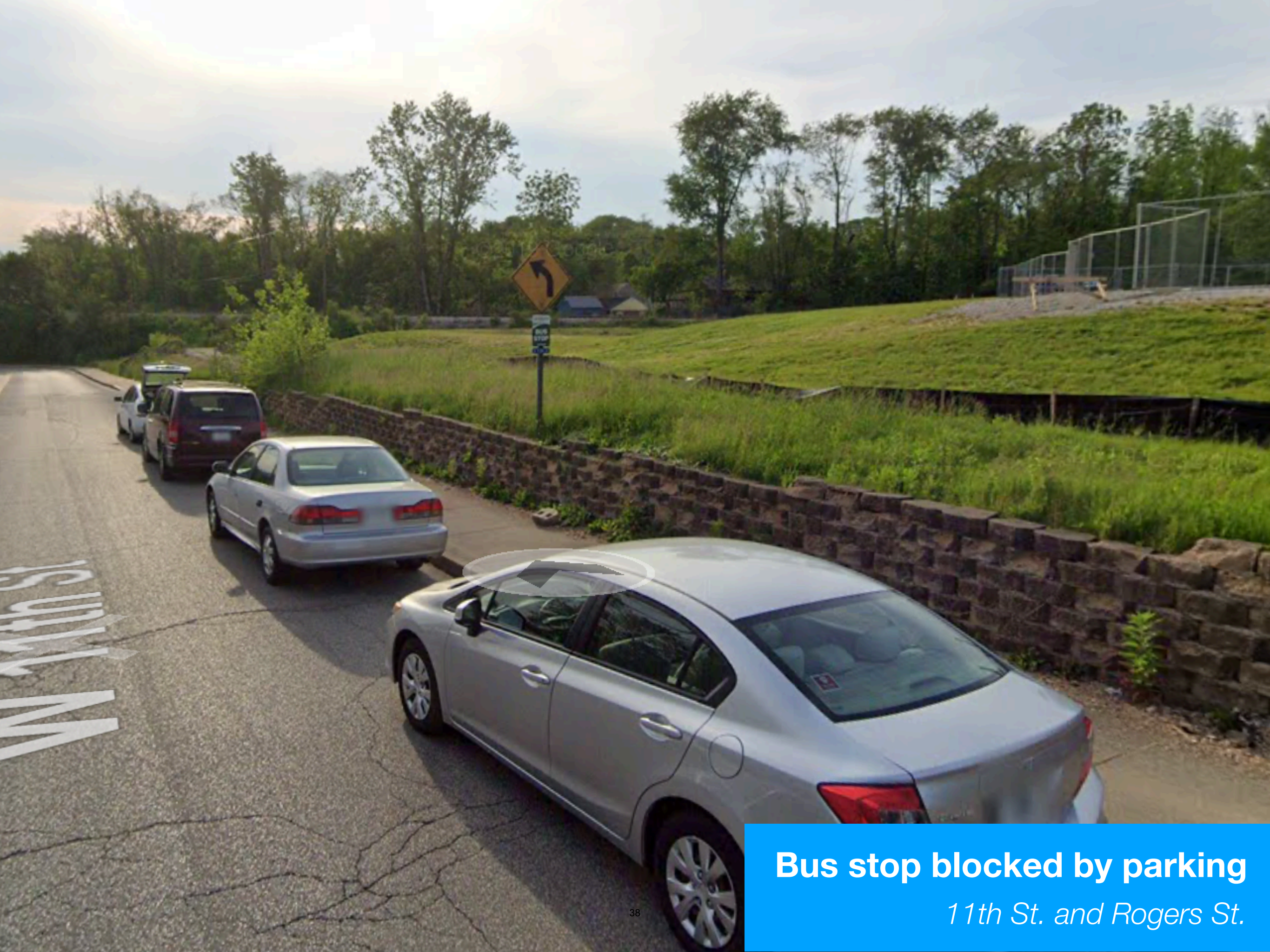


Bus stop blocked by parking
7th St. and Washington St.



Bus stop partially blocked by parking

Kirkwood Ave. and Jackson St.



Bus stop blocked by parking

11th St. and Rogers St.

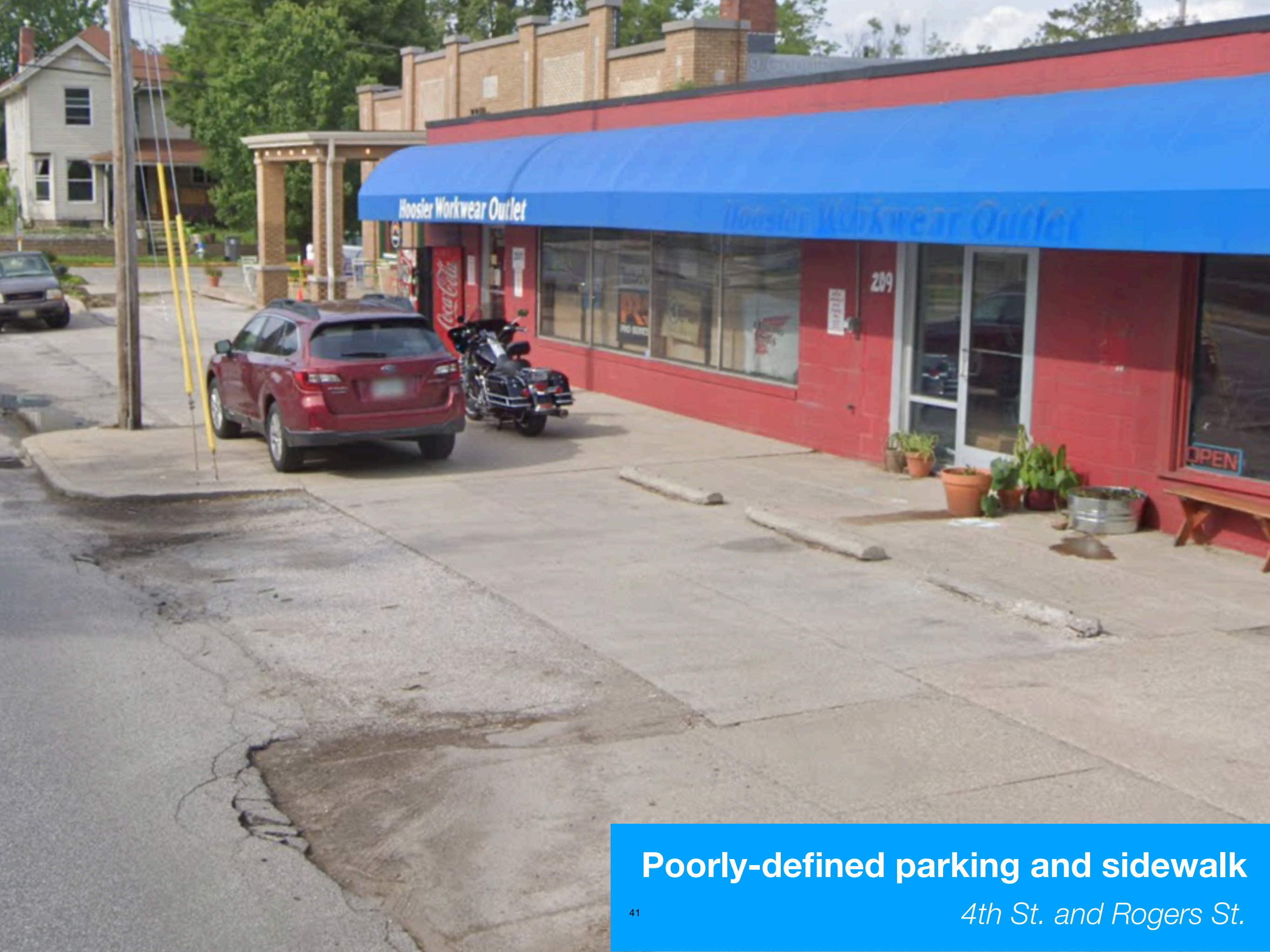


Bus stop blocked by parking
Kirkwood Ave. and Washington St.



Sidewalk obstructions

Kirkwood Ave. and College Ave.

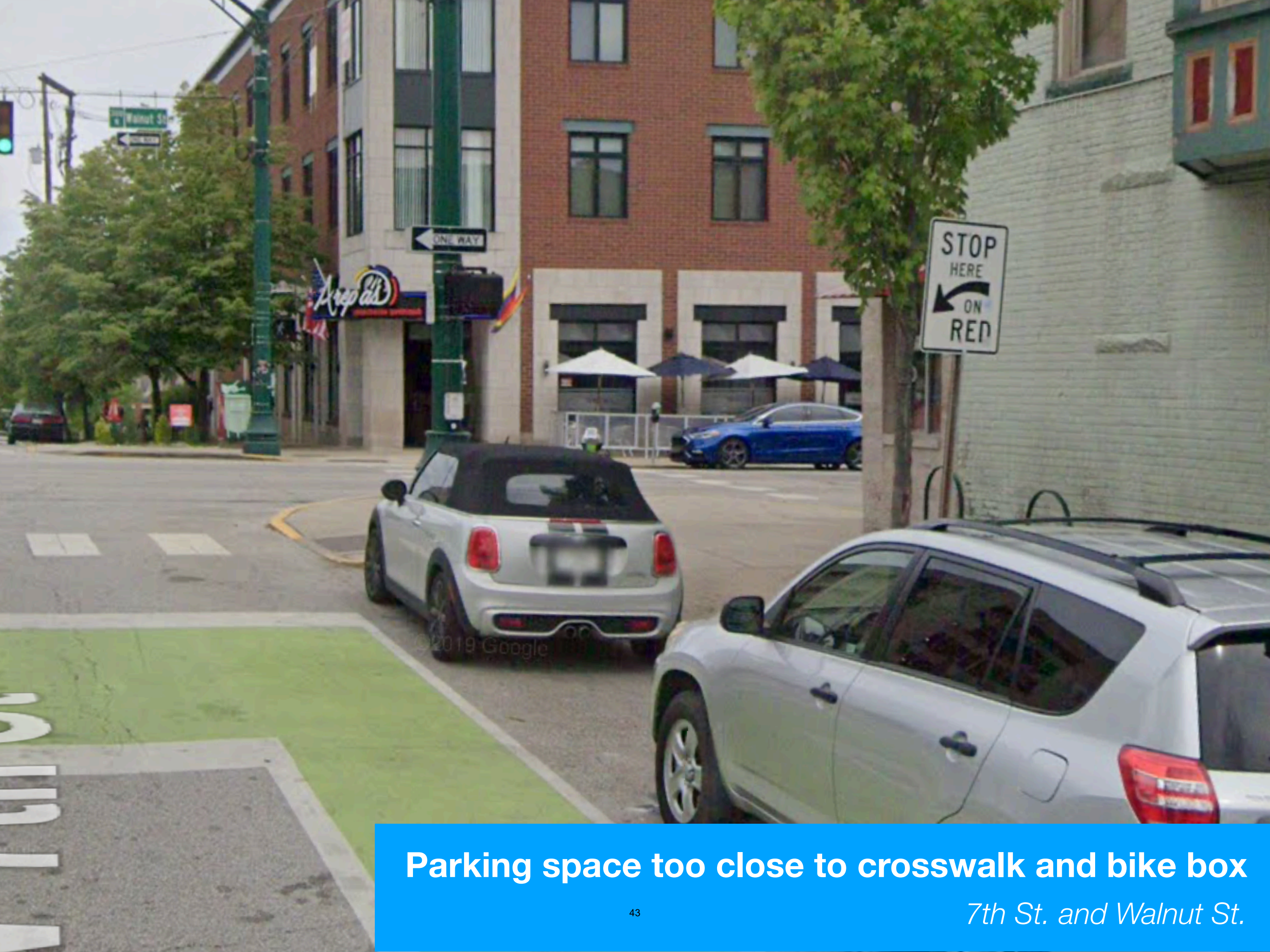


Poorly-defined parking and sidewalk

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.

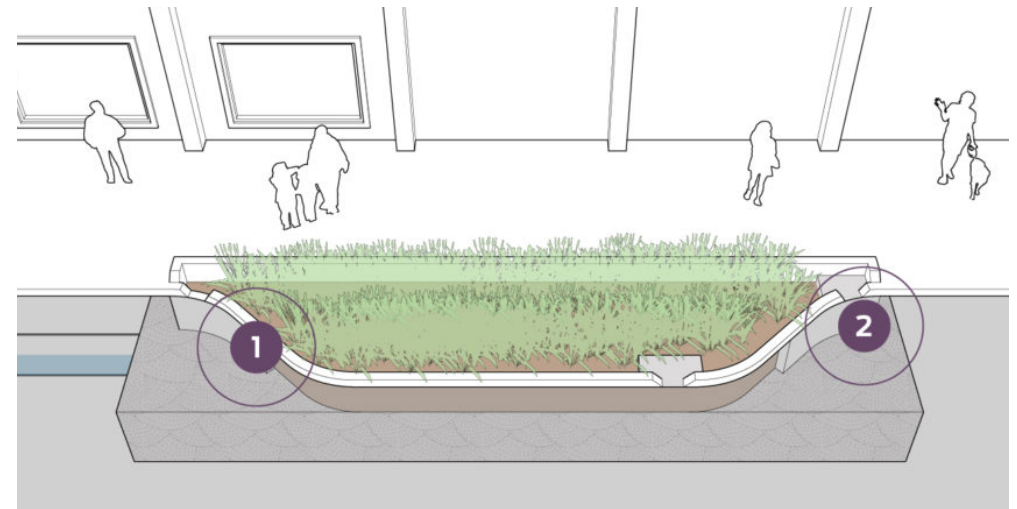


Obstructed / narrow sidewalk

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



PARKING COMMISSION STAFF REPORT

Resolution #: 20-02
DATE: June 15, 2020

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

REQUEST: New temporary visitor parking permit

(This case was discussed in the Parking Commission on 01/30/20 and 06/12/20; it was part of the Discussions of Topics Not the Subject of Resolutions of the Parking Commission packet)

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 ORDINANCE 20-NZ

**TO AMEND TITLE 15 OF THE BLOOMINGTON MUNICIPAL CODE ENTITLED
“VEHICLES AND TRAFFIC”**

Re: To Declare Neighborhood Parking Zone 6 (Garden Hill) a Parking Benefit District

WHEREAS, parking supply is severely constrained in the historic Garden Hill neighborhood Thursday through Saturday nights due to non-resident and overnight parkers, requiring additional enforcement hours; and

WHEREAS, parking in Garden Hill is constrained by events at Indiana University’s Memorial Stadium, requiring special event enforcement; and

WHEREAS, neighborhoods adjacent to the Indiana University campus experience hardship from non-residents who park there during weekdays; and

WHEREAS, the Common Council wishes to encourage and support the continuation of owner-occupied single-family housing in core neighborhoods; and

WHEREAS, the City of Bloomington has established a Residential Neighborhood Parking program for the purposes of protecting streets and neighborhoods from excessive noise, traffic, and air pollution; and

WHEREAS, representatives of the Garden Hill Neighborhood Association have appealed to the City for relief, advocating creation of a new Residential Neighborhood Zone; and

WHEREAS, the Police Department has confirmed its ability to practically enforce a nighttime zone; and the Parking Commission reports a favorable recommendation for adoption of this ordinance;

WHEREAS, only 97 permits were sold in Zone 6 in the 2019-2020 year, leaving the majority of on-street parking spaces vacant;

WHEREAS, a Parking Benefit District is a concept described by Donald Shoup, author of “The High Cost of Free Parking,” as a method for improving an area through the judicious management of its parking supply;

WHEREAS, the Garden Hill Neighborhood Association is interested in being the pilot for a Parking Benefit District program;

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE COMMON COUNCIL OF THE CITY OF BLOOMINGTON, MONROE COUNTY, INDIANA, THAT:

SECTION 1. Section 15.37.010 entitled “Definitions” shall be amended to add a new class of unrestricted neighborhood-zone permit:

15.37.010 - Definitions

"Restricted permit" is a permit to park in the Residential Neighborhood Permit Parking Zone restricted to residents of single household detached dwellings.

"Unrestricted permit" is a permit to park in the Residential Neighborhood Permit Parking Zone without being a resident of an address in that zone that qualifies for a restricted permit.

SECTION 2. A new section 15.37.075 entitled "Unrestricted permits" shall be added which allows anyone to purchase a Neighborhood Zone Permit at a market-rate price, never to be less than double the cost of an all-zone permit. [text forthcoming]

SECTION 3. Section 15.37.160 entitled "Disposition of revenue" shall be amended by deleting the existing subsection and replacing it with the following:

15.37.160 - Disposition of revenue. All funds derived from the issuance of **restricted** permits and from fines shall be used to pay the costs of operating this program. Funds **from these sources** received in excess of the annual cost of operating the program shall go into an alternative transportation fund. The alternative transportation fund shall be for the purpose of reducing our community's dependence upon the automobile. Expenditures from the fund shall be approved by the council. **Funds from unrestricted permits over and above the cost of restricted permits as specified in §15.37.050 shall go into the Parking Zone 6 Benefit Fund, which shall be for the purpose of improving public works within Zone 6.**
(Ord. 92-06 § 1 (part), 1992).

SECTION 4. If any section, sentence or provision of this resolution, or the application thereof to any person or circumstances shall be declared invalid, such invalidity shall not affect any of the other sections, sentences, provisions or applications of this resolution which can be given effect without the invalid provision or application, and to this end the provisions of this resolution are declared to be severable.

PASSED AND ADOPTED by the Common Council of the City of Bloomington, Monroe County, Indiana upon this _____ day of _____, 2020

STEPHEN VOLAN, President
Bloomington Common Council

ATTEST:

NICOLE BOLDEN, Clerk
City of Bloomington

PRESENTED by me to the Mayor of the City of Bloomington, Monroe County, Indiana, upon this _____ day of _____, 2017.

NICOLE BOLDEN, Clerk
City of Bloomington

SIGNED and APPROVED by me upon this _____ day of _____, 2020.

JOHN HAMILTON, Mayor
City of Bloomington

SYNOPSIS

This ordinance, authored by CM Volan, proposes to elevate the Garden Hill neighborhood parking zone into a “parking benefit district.” It creates a new class of “unrestricted” annual neighborhood zone permits available to those otherwise ineligible for a zone (and clarifies existing permits as “restricted” to those in “single household detached dwellings” as defined in BMC 15.37.010). Revenues from unrestricted permits over and above the fees for restricted permits would be deposited in a new “Parking Zone 6 Benefit Fund” for public works improvements within the boundaries of Zone 6.

#

DRAFT ONE — 2020.06.17



PARKING COMMISSION

Resolution #: 20-05

STAFF REPORT

DATE: July 8, 2020

FROM: Michelle Wahl, Parking Services Director; Raye Ann Cox, Parking Enforcement Manager; Beth Rosenbarger, Planning Services Manager; SeyedAmir Kaboli Farshch, Long Range Planner

REQUEST: Parking Zone Change Request--E. 13th St. and E. 14th St. between Woodlawn Ave. and N Fess Ave.

REPORT

The Planning and Transportation Department, Parking Services, and Parking Commission received some parking concerns and complaints from the Indiana University Arts faculty, students, and staff regarding E. 13th St. between Woodlawn Ave. and N. Fess Ave. The concerns were discussed in the Parking Commission regular meeting on June 25, 2020.

That area was recently incorporated by City Council into a new neighborhood parking permit [Zone 6](#). All residential neighborhood parking zones shall be in effect from 8:00 a.m. to 5:00 p.m. Monday through Friday. Additionally, from August 15 through May 15, Zone 6 shall be in continuous effect from 8:00 a.m. Thursday until 8:00 a.m. Sunday (Bloomington Municipal Code, Section [15.37.030](#)). Parking is restricted on the south side of E. 13th St. between Woodlawn Ave. and N. Fess Ave. (Bloomington Municipal Code, Section [15.32.080](#)). On the northside of E. 13th Street between N. Fess Ave. and N. Woodlawn Ave., there are approximately 15 on-street parking spaces. There are no residences along these two blocks, and the IU Arts Annex is the only building, which is located at the southwest corner of E. 13th Street and N. Woodlawn Ave. Activities in the Fine Arts Studio Annex building occur late into the evening hours, and unloading of often large and bulky materials is needed for the building.

There is a new IU parking lot at E. 12th St. behind the Fine Arts Studio Annex building which is approximately one block from the building. IU employees with a permit are permitted to use the lot Monday-Friday, 7:00 am to 5:00 pm; students with a valid IU parking permit are able to use the IU parking lot Monday-Friday after 5:00 pm and all day Saturday and Sunday. Walking and bicycling are still good options for students during the day.

On September 26, 2019, the Parking Commission approved the Parking Resolution 19-01 regarding that location. After reviewing the case and meeting with the IU representatives, staff recommended in 2019:

Two loading zone spaces for a period of 30 minutes, one at the corner of 13th Street and Fess Ave and another one at the corner of 13th Street and Park. The City will not charge any fees for



the two loading zone spaces but enforce them for 30 minutes as time is allowed by enforcement staff. Those two loading zone spaces will be removed from the residential neighborhood parking Zone 6 (Garden Hill). *Note: Council will be considering an amendment to Title 15 later this year, which will add these loading zones.*

Link to the Parking Commission packet-September 26, 2019:
https://bloomington.in.gov/onboard/meetingFiles/download?meetingFile_id=5000

A respective map is included within the meeting packet.

RECOMMENDATIONS

Based on reviewing the request, and reconsideration of options previously discussed, staff recommends:

- Not creating a combo parking zone as detailed in the July 9th, 2020 Parking Commission packet (1st version). This is inconsistent with best management practices as detailed in the [2018 Parking Study](#) (e.g. recommendation vii “Eliminate the use of Neighborhood Parking Permits for free parking in metered spaces”). Furthermore, an approach more inline with the Parking Study’s recommendation xi - “Replace annual Visitor Permits with books of individual daily Visitor Permits” the following Title 15 changes are recommended:
 - a. Removing the two blocks of E. 13th St. and E. 14th St. between Woodlawn Ave. and N. Fess Ave. from the residential neighborhood parking Zone 6 (Garden Hill 15.30.020). This area does not contain any residential uses, is zoned Mixed-Use Institutional and the adjacent property is owned by the IU Board of Trustees.
 - b. Adding a new hourly pay by phone zone for the two blocks on the northside of E. 13th St. between Woodlawn Ave. and N. Fess Ave., Monday through Friday, 8:00 AM to 5:00 PM (15.40.010 and 15.40.020). The rates would be \$1 per hour payable through ParkMobile for these parking spaces only. This would allow visitors an option to pay during peak times or an option for free parking during non-peak hours.
 - c. Consider adding a restriction to deter overnight and weekend parking for the same two blocks of E. 13th St. (15.32.080 no parking zones and time of restriction) for Mon-Sun 3 AM to 7 AM.

Note: Parking is restricted (no parking 15.32.080) on the south side of the area along E. 13th St. between Woodlawn Ave. and N. Fess Ave. and on both sides of E. 14th Street between Woodlawn Ave. and N. Fess Ave.

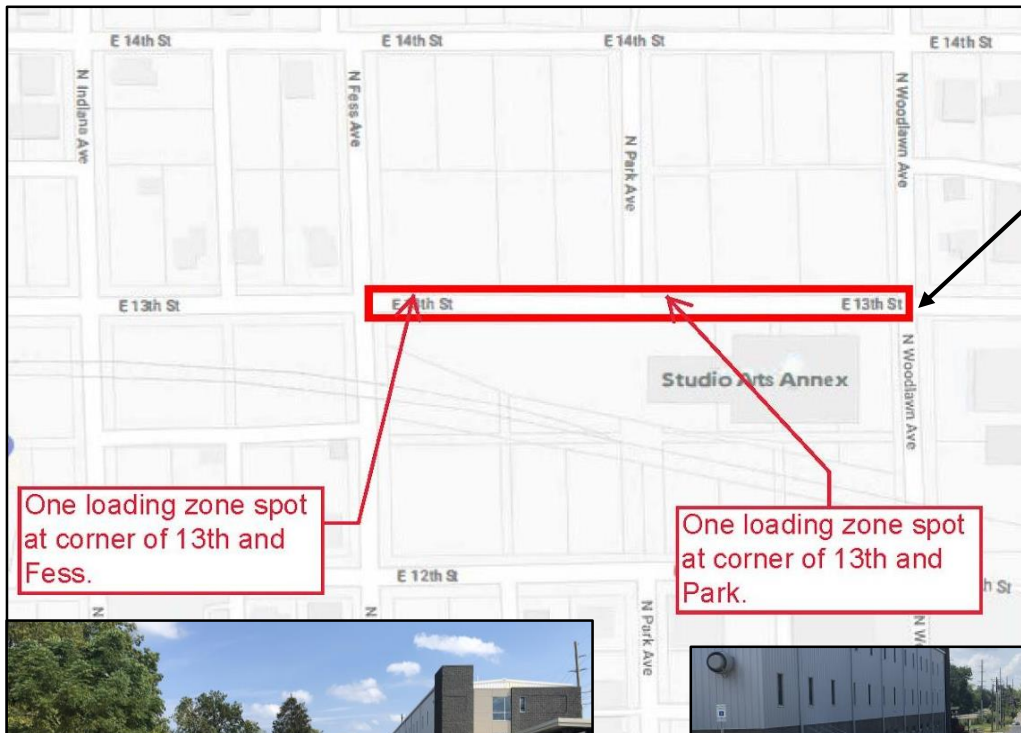
Staff still recommends the two free loading zone spaces for a period of 30 minutes, one at the corner of 13th Street and Fess Ave and another one at the corner of 13th street and Park; these



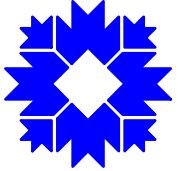
CITY OF BLOOMINGTON

two loading zone spaces will be removed from the residential neighborhood parking Zone 6 (Garden Hill) based on the Parking Resolution 19-01 which was approved by the Parking Commission on September 26, 2019. Due to the uniqueness of Zone 6 and the on-going pandemic in 2019-2020, staff would like to continue monitoring Zone 6 for the next year before other substantive changes are considered. If staff finds that the number of parked cars in the area on the weekends/overnight is an issue on most days, staff can later propose to add a no parking zone on the weekend/overnight on E. 13th St. between Woodlawn Ave. and N. Fess Ave.

Staff requests that the Parking Commission recommend that the City Council amend Title 15 as described. A more detailed Title 15 amendment would be prepared if this request is forwarded to the Common Council for their consideration.



The above map and photo from September 2019 show E. 13th Street between Woodlawn Ave. and N Fess Ave. with approximate loading zones spots

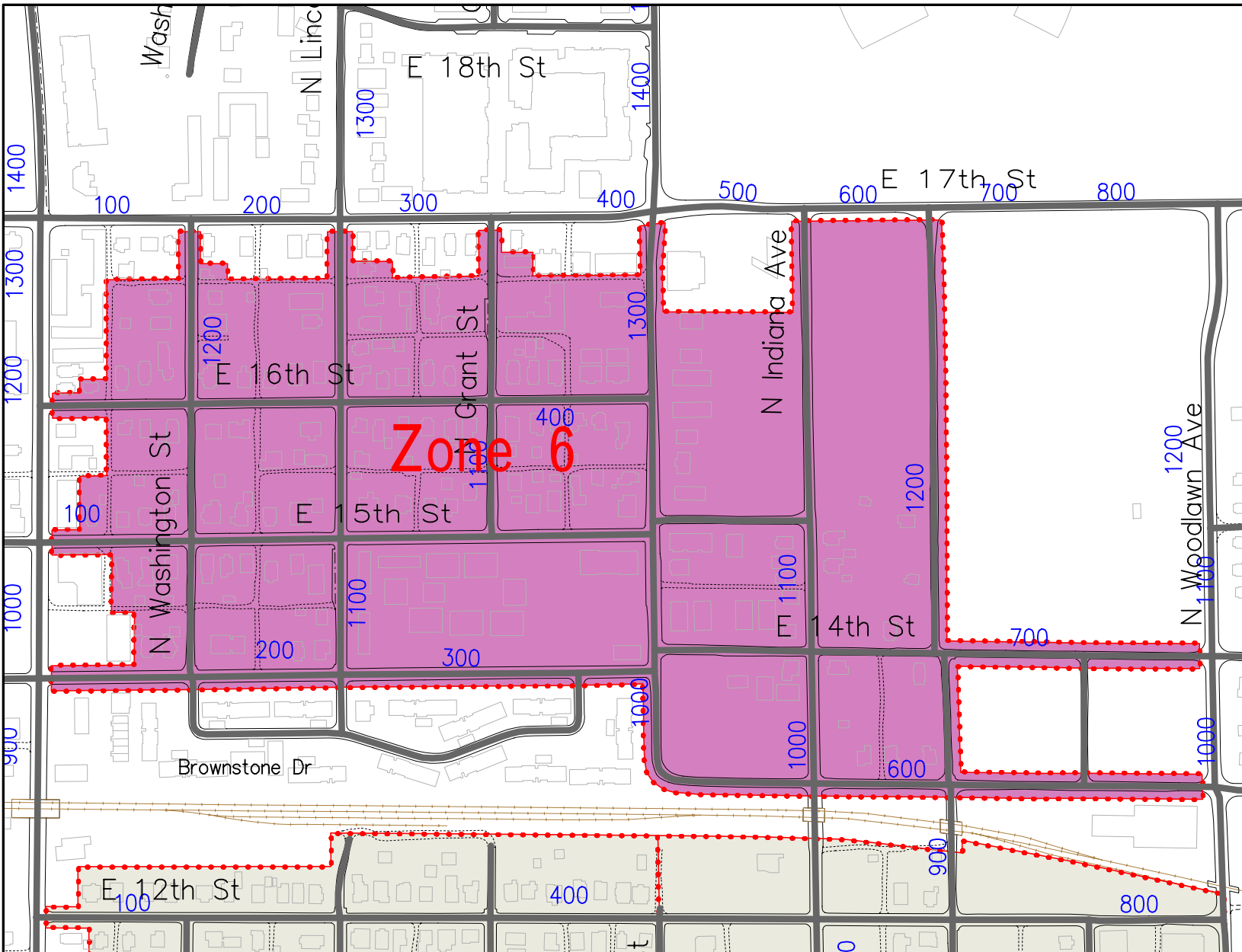


Aug 16, 2019

Permit Zone Boundary

Meter Zone

TrpkznL (6)

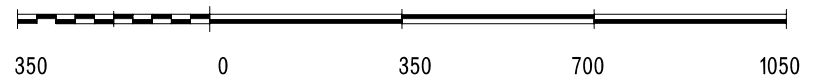


Residential Neighborhood Parking Permit Zones

Zone 6

Restrictions and provisions for multi-unit residential, commercial, and institutional sites apply. Contact Parking Enforcement or Customer Service for eligibility.

Scale: 1" = 350'



For use as map information only, information is NOT warranted.

Residential Neighborhood Parking Zone 6

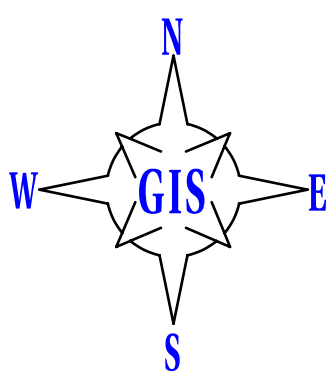
(Effective 8/15/2019)

Permit Zone

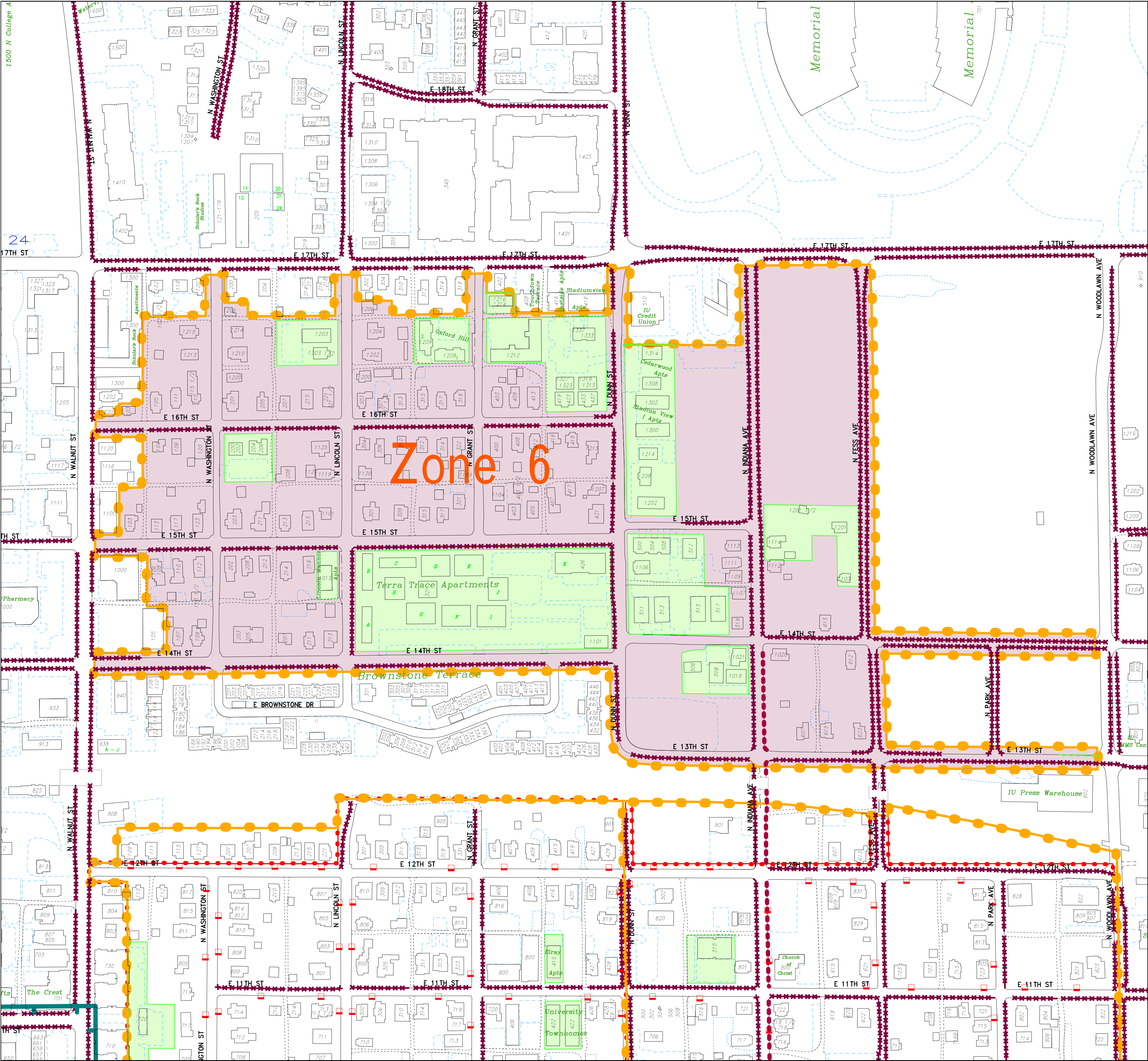
Qualifying Area

Excluded Area

- Legend
- Residential Neighborhood Parking Permit Zone Boundary
 - Downtown Parking Meter Zone Boundary
 - No Parking Any Time
 - No Parking Posted Times
 - Metered Parking Within Zone
 - Time Restricted Parking
 - Combination Parking Zone
 - Visitor Permit Only
 - Zone Sign Location
 - City Public Parking Facilities



Geographic Information System
Scale: 1" = 150'
May 9, 2019





PARKING COMMISSION

Resolution #: 20-01

STAFF REPORT

Date: July 2, 2020

FROM: Barbara E. McKinney, Assistant City Attorney; Michelle Wahl, Parking Services Director; Raye Ann Cox, Parking Enforcement Manager; Beth Rosenbarger, Planning Services Manager; Neil Kopper, Interim Transportation & Traffic Engineer; SeyedAmir Kaboli Farshchi, Long Range Planner

REQUEST: Numerous amendments to Title 15

REPORT

Barbara McKinney has been working with representatives of the Planning and Transportation Department and Parking to come up with a number of recommendations for changes to Title 15, the vehicle and traffic section of the Bloomington Municipal Code. (Link to the current Title 15 of the Bloomington Municipal Code:

https://library.municode.com/in/bloomington/codes/code_of_ordinances?nodeId=TIT15VETR)

The purpose of these recommendations is to address issues that have come to staff attention and/or to formally implement a number of 180-day orders. I will address each issue in turn. After commission consideration, this request for changes to Title 15 will be forwarded to the Common Council for their consideration.

--New restriction on parking in parking spaces designated for electric vehicles (Michelle Wahl)

The City has designated some garage parking spaces as reserved for electric vehicles (EVs). People are able to charge their electric vehicles while parking them in these spaces and only EVs should be able to park there to take advantage of this. There is currently no penalty for people who park non-electric vehicles in these spaces, and the city requests to add a penalty of \$50, Class H Traffic Violation. To accomplish this, staff would like to add the following language to the Bloomington Municipal Code:

15.40.19 Garage parking spaces reserved for electric vehicles

(a) An electric vehicle is a vehicle propelled by an electric motor (or motors) powered by rechargeable battery packs.

(b) Any parking space designated for an electric vehicle may be used only by an electric vehicle that is charging in that parking space.

(c) Any violation of this chapter is a Class H Traffic Violation and subject to the penalty listed in Section 15.64.010(i).



--Parking restrictions for motorcycles and mopeds (Michelle Wahl and Raye Ann Cox); A memorandum regarding this case was presented to the Parking Commission on 10/24/19 by RayeAnn Cox, Parking Enforcement Manager. The memorandum was part of the Discussions of Topics Not the Subject of Resolutions of the Parking Commission packet.

Staff would like to prohibit motorcycles and mopeds from parking in racks intended only for bicycle use. When people park motorcycles or mopeds at bike racks, they take away space intended for bicyclists, and they may cause damage to facilities not built for the heavier vehicles. Staff also would like to prohibit motorcycles and mopeds from parking in garage parking spots intended for cars. When people park motorcycles or mopeds in parking spaces intended for automobiles, they are under-utilizing larger parking spaces intended for cars. To accomplish these changes, staff is recommending that the following new section be added to the Bloomington Municipal Code:

15.32.186 Motorcycle parking restrictions

(a) For purposes of this section, the term “Class II bicycle parking facility” shall mean a short-term parking facility intended for relatively short durations, as defined by BMC 20.07.010.

(b) For purposes of this section, “motorcycle” shall mean a motor vehicle with motive power that has a seat or saddle for the use of the rider, is designed to travel on not more than three wheels in contact with the ground, and satisfies the operational and equipment specifications described in 49 CFR 571 and IC 9-19, as defined by I.C. 9-21-10-7.

(c) No person shall park a motorcycle or a moped on a Class II bicycle parking facility.

(d) No person shall park a motorcycle or moped in City-owned public parking garages in any parking space not designated and signed as being reserved for motorcycles or mopeds.

(e) Any person who parks a motorcycle or moped in violation of this section commits a Class D Traffic Violation and is subject to the penalty listed in Section 15.64. Staff wants to add a penalty of \$30, escalating fine.

--New pay by phone zone (Michelle Wahl), Resolution 19-03 regarding this case was presented to the Parking Commission on 10/24/19 by Michelle Wahl, Parking Service Director and the resolution was passed 5-0

Staff would like to add a new pay by phone zone on North Walnut Grove Street from E. 10th Street to E. Cottage Grove Avenue; and on E. Cottage Grove Avenue from N. Walnut Grove Street to N. Woodlawn Avenue. Both of these sites would be added to Schedule U of BMC 15.40.10.

--New “no parking” zones

Staff is recommending adding a number of new no parking zones to address changes in circumstances. For example, as the City began to implement the new neighborhood parking permit zone, Zone 6, in August of 2019, it became apparent that many streets in this area cannot support parking on both sides of the street. Planning and Transportation issued the 180-day order



19-03 in August, 2019, prohibiting parking in the following areas at any time: the west side of N. Washington Street from E. 14th St. to E. 16 St.; the west side of N. Grant from E. 15th St. to E. 16th St.; the east side of N. Grant from E. 16th to E. 17th St.; and the north side of E. 13 St. from N. Dunn to N. Indiana. Staff is recommending that all of these spaces be added to Schedule M of BMC 15.32.080, No Parking Zones. Resolution 19-02 regarding the Zone 6 parking permits was presented to the Parking Commission on 9/26/19 by SeyedAmir Kaboli Farshchi, Long Range Planner and the resolution was passed 4-0.

Staff is also recommending additional no parking zones: on both sides of Grant Street from 18th to 19th streets, on the south side of West Howe from S. Patterson to South Ronson (based on the 180-day order 19-05), on the north side of W. Smith from Jackson to Rogers and from Jackson to 222 feet west; on the east side of Washington from 19th St. to 20th St., on the north side of 15th St. from Indiana to the gravel drive 180 feet west of Indiana (based on the 180-day order 19-01), on both sides of 18th St. from Grant to Lincoln Streets and on North Walnut under the bridge.

Staff is recommending no parking zones, via signage, based on the 180-day order 19-02: on the west side of N Rogers Street between W 10th Street and W 11th Street. Limited 2 hour parking will be allowed, via signage, on the east side of N Rogers Street between W 10th Street and W 11th Street.

Staff is recommending permit parking be allowed (not prohibited), via signage, based on the 180-day order 19-06: on E 13th St (N Fess Ave to N Woodlawn Ave) north side of street.

Staff is recommending reconfiguring the existing on-street parking on South Fess Avenue between E. Brenda Lane and E. Grimes Lane by adding no parking zones on the east side of Fess Avenue from E. Brenda Lane to 60' north of E. Brenda Lane. (*Resolution TC-20-02 regarding South Fess Avenue parking restriction was presented to the Traffic Commission on 6/24/20 by SeyedAmir Kaboli Farshchi, Long Range Planner and the resolution was passed 5-1*)

Staff is recommending reconfiguring the existing on-street parking along Woodlawn Avenue (E. University St. to E. 2nd St.) by adding no parking zones on the west side of the street and allowing parking on the east side of the street. (a map is included in the November 2019 Parking Commission packet). (*Resolution 19-05 regarding the Woodlawn Avenue parking restrictions was presented to the Parking Commission on 11/21/19 by Karina Pazos, Engineering Technician and the resolution was passed 4-0. The same resolution regarding the Woodlawn Avenue parking restrictions was presented to the Traffic Commission on 11/20/19 by Karina Pazos, Engineering Technician and the resolution was passed 5-0*)

Staff is recommending that these spaces also be added to Schedule M of BMC 15.32.080, No Parking Zones.

--New loading zones

Staff recommends that several new loading zones be added to 15.32.100, Schedule O, Loading Zone. Each of these new loading zone spaces will be for a maximum of thirty minutes, as specified in code. The new loading zones will be on the following locations:



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- ☐ The east side of the 600 block of North Madison Street, at the southernmost parking space;
- ☐ At the entrance to IU's outdoor pool on Fee Lane, just north of the intersection of 17th Street and Fee Lane;
- ☐ On the east side of N Kinser Pike, near the Kinser Pike and Gourley Pike intersection. This loading zone was proposed with the new development;
- ☐ At 13th and Fess, and at 13th and Park (these two loading zone spaces will be removed from the Neighborhood Permit Zone). *(Resolution 19-01 regarding the 13th St. and Fess Ave.; 13th St. and Park Ave. case was presented to the Parking Commission on 9/26/19 by Amanda Turnipseed, Director of the Indiana University Office of Parking Operations and the resolution was passed 4-0)*

--New name for Trades Street (Barbara McKinney)

During renovation of the Mill, the City used the name Trades Street as a temporary placeholder, which was approved in Ord. 18-26, until a new name could be agreed upon. In December 2018, the City decided to rename the street Maker Way. To formally implement this new street name, staff is recommending that all references to "Trades Street" or "Trades St." in the Bloomington Municipal Code be changed to "Maker Way." These references to Trades Street or Trade St. are in Section 15.12.010, Stop Intersections, Schedule A; Section 15.24.020, Increased or decreased speed limits, Schedule 1; and 15.40.010, Locations, on-street parking metered parking, Schedule U.