

**CITY OF BLOOMINGTON**

**PARKING COMMISSION  
REGULAR MEETING  
PACKET**

January 2022

Thursday, January 27, 2022

Virtual Meeting on Zoom

5:30 PM — 7:00 PM

CITY OF BLOOMINGTON  
PARKING COMMISSION  
REGULAR MEETING  
**AGENDA**

January 27, 2022, 5:30 PM — 7:00 PM

Join Zoom meeting at:

<https://bloomington.zoom.us/j/84569270336?pwd=WXd6aFdQMk52d1F0WHdneFhaWVJJEQT09>

Dial by your location: 312 626 6799 (Chicago), Meeting ID:845 6927 0336, Passcode: 555708, find your local number: <https://bloomington.zoom.us/j/84569270336?pwd=WXd6aFdQMk52d1F0WHdneFhaWVJJEQT09>.

- I. Call to Order
- II. Approval of Minutes – December 2, 2021
- III. Reports from Commissioners & City Offices
  - A. Parking Commission Appointments Expiration (Staff)
- IV. Reports from the Public
- V. Discussions of Topics Not the Subject of Resolutions
  - A. Neighborhood Parking Permit Zone 6 (Garden Hill) (Steve Volan)
- VI. Resolutions
  - A. Parking Resolution 22-01: 2017 Parking Commission Annual Report (Steve Volan, Eoban Binder)
  - B. Parking Resolution 22-02: Parking Zone Change Request--1100 N. Walnut Grove Street (Michelle Wahl, RayeAnn Cox)
- 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](mailto:human.rights@bloomington.in.gov).

Next Regular Meeting: February 24, 2022, 5:30 PM — 7:00 PM  
Deadline for regular meeting packet material is Monday, February 14, 2022

CITY OF BLOOMINGTON  
PARKING COMMISSION  
REGULAR MEETING

**Minutes**

December 2, 2021, 5:30 PM

The meeting was conducted electronically on Zoom.

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

**Attendance**

Parking Commissioners present:

Eoban Binder (Chairperson), Steve Volan (Vice-Chairperson), Adrienne Evans Fernandez (Secretary), Christopher Emge, Michelle Wahl, Ben Dalton, Tracy Gates

Parking Commissioners absent: MaryJane LeMay

Others in Attendance: Amir Farshchi, Beth Rosenbarger, Dave Askins (B Square Beacon), Larry Allen, Ray Anne Cox, Jane Kupersmith

- I. **Call to Order:** (~5:32 PM)
- II. **Approval of Minutes** – 10/28/2021 – Mr. Emge motioned to approve the minutes and Mr. Dalton seconded. The motion received a roll call vote of Ayes: 7, Nays: 0, Abstain: 0; the motion passed.
- III. **Reports from Commissioners & City Offices**
  - A. City Offices:
    - i. 2022 Meeting Schedule. Fourth Thursday of each month.
    - ii. Parking commission appointments: Some will expire on 01/31/2022
    - iii. Dedication for the art on the Trades garage Friday, 12/04/2022 (Ms. Wahl)
  - B. Commissioners:
    - i. Garden Hill Excluded House Discussion (Cm. Steve Volan.) Northeast portion of Garden Hill on 17th street is excluded from the parking zone as are two houses just north 16th. These houses meet the definition of structures eligible for zone parking and were inadvertently left out.

C. T2, the parking service used by the city, has been purchased (Mr. Dalton).

**IV. Reports from the Public**

No reports from the public.

**V. Discussions of Topics Not the Subject of Resolutions**

A. Parklets and Kirkwood Avenue Conversion (Jane Kupersmith, Larry Allen). Staff recommendations for outdoor dining programs. Approx 46 total metered spaces were lost due to pick-up and drop-off, Parklets, and Kirkwood closures during the pandemic.

- i. Pick-up and drop-offs are recommended to sunset this year.
- ii. Parklets and Kirkwood closure recommended to continue.

Recommending:

1. 8 parklets (16 total spots). Season: March 16 to Nov 1, 2022.
2. Kirkwood footprint will be the same closure, including fire lane.
3. City looking into additional ADA spaces to replace lost spaces.

B. Shared-use Scooter Parking (Christopher Emge). There have been no citations on record for mis-used, mis-parked scooters. Input from Ms. Wahl: city is looking into this, specifically who is responsible for enforcement and fines.

**VI. Resolutions**

A. Parking Resolution 21-09\_2017 Parking Commission Annual Report (Steve Volan, Eoban Binder). Draft is still in process, key data that still needs to be integrated. No resolution to vote on, postponed to next meeting.

**VII. Topic Suggestions for Future Agendas**

- A. 2017 Report
- B. Garden Hill Neighborhood

**VIII. Member Announcements**

**IX. Commission Schedule (Regular Meeting and Work Session):**

Next Work session: January 13, 2022

Next regular meeting Thursday, January 27, 2022, 5:30PM - 7:00PM

**X. Adjournment:** Mr. Volan motioned to adjourn, Mr. Dalton seconded. (7:11 PM)

# **The State of Parking in the City for the Year 2017**

The Annual Report of the  
City of Bloomington Parking Commission

January 2022

DRAFT

# Table of Contents

<b>Executive Summary</b>	<b>3</b>
<b>Preface</b>	<b>4</b>
<b>CHAPTER 1: The Commission’s Activities During the Year</b>	<b>5</b>
A. About the Parking Commission	5
B. Summary of the Commission’s Activities During the Year	6
<b>CHAPTER 2: General Performance of the City’s Parking System</b>	<b>10</b>
A. Summary of System Activity for the Year	10
<b>CHAPTER 3: Garages and Lots Program</b>	<b>13</b>
A. Summary of Program Activity for the Year	13
B. Revenues and Usage Data	15
C. Expenses	16
<b>CHAPTER 4: Metered Parking Program</b>	<b>19</b>
A. Summary of Program Activity for the Year	19
B. Revenues and Usage Data	20
C. Expenses	24
<b>CHAPTER 5: Neighborhood Zones Program</b>	<b>26</b>
A. Summary of Program Activity for the Year	26
B. Revenues	28
C. Expenses	30
<b>Appendix A: Resolutions</b>	<b>31</b>

## Executive Summary

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

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

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

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

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

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

## Preface

This report is at least three years overdue.

The Commission's mandate is to file a report for the previous year by October of the following year. Even its first report, for the year 2016, was not delivered by that deadline; it was presented to the Council in January 2018. This is partly because 2017 was the Commission's inaugural year, during which it struggled to find its footing, and partly because, under the leadership of Jim Blickendorf as its inaugural chair, embarked on as ambitious a reporting project as could be imagined. The initial report ran to 90 pages; there were another 300 pages of addenda. On the other hand, the report was of such magnitude that its format proved impossible to replicate. Jim left the Commission in early 2019 before a second report could be completed.

This draft report of parking in the year 2017 **is not just** simplified from its predecessor. It has also been engineered as a template for the rapid compiling of future reports. **Typefaces are larger and more readable** throughout; the figures less complex when possible; color figures have been reduced to grayscale.

The **method of accounting in this report has also been simplified from the previous one.** Expenses-related tables in the 2016 report did not conform to the traditional four-category budgeting method, long observed by the Controller's office, of reckoning with expenses (i.e., Category 1: Personnel, Category 2: Equipment & Supplies, Category 3: Services, and Category 4: Capital). This report, except in a few isolated cases where noted, has resumed using the traditional accounting categories observed by the Controller. As such, some tables in this report which show 2016 numbers alongside 2017 numbers may not reflect totals from the previous report.

It is hoped that this new format will permit the 2018 report to follow within two months of this report's adoption, so that the Commission may glean long-overdue knowledge of the trends shown in the data, **and fulfill its obligation to** recommend better parking policy to the public.

# CHAPTER 1: The Commission's Activities During the Year

## A. ABOUT THE PARKING COMMISSION

### Purpose

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

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

### Commissioners

This was the inaugural year of the Parking Commission, whose first meeting was held January 30, 2017. The Commission soon decided to hold its meeting on the fourth Thursday of the month at 5:30 pm in the Hooker Room of City Hall, and was administratively supported in its work by Seyedamir Kaboli Farshchi, long-range planner in the city's department of Planning & Transportation.

Appointees hold their seats for two-year terms unless otherwise noted; term expiration dates were staggered to reduce the likelihood that the whole Commission would turn over at once. The Commission elected Jim Blickensdorf as its inaugural chair, Adrienne Evans Fernandez as vice-chair, and Stephen Volan as secretary. (See Figure 1.1 for a complete list of Commission members for the year.)

**Figure 1.1: Members of the Parking Commission, 2017**

Seat	Qualification	Term		Appointee	Affiliation or Neighborhood	Start Date	End Date
		Expires on 1/31	Length (years)				
<b>C-1</b>	merchant	2018	2	<b>Jim Blickensdorf</b> chair	Grazie Italiano	1/26/17	continuing
<b>C-2</b>	resident	2019	2	<b>Adrienne Evans Fernandez</b> vice-chair	Broadview	1/18/17	continuing
<b>C-3</b>	resident	2019	2	<b>Faith Hawkins</b>	Elm Heights	1/26/17	continuing
<b>C-4</b>	Council ex-officio	2018	1	<b>Stephen Volan</b> secretary	Member, District 6	1/18/17	continuing
<b>M-1</b>	merchant	2018	2	<b>Donna Disque</b>	MarDon Salon	1/30/17	continuing
<b>M-2</b>	not-for-profit organization	2018	2	<b>Randy Lloyd*</b>	Trinity Lutheran Church	1/30/17	10/24/17
				<b>Jennifer Jenkins</b>	WonderLab	11/1/17	continuing
<b>M-3</b>	resident	2019	2	<b>Mary Jo Shaughnessy</b>	Blue Ridge	2/28/17	continuing
<b>M-4</b>	resident	2018	2	<b>Mark Need</b>	Courthouse Square	3/3/17	continuing
<b>M-5</b>	Planning & Transport.	2018	1	<b>Josh Desmond</b>	Assistant Director	1/24/17	continuing

*\*Did not attend any meetings.*

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

### **Major Topics**

FORMATION. The Commission held its inaugural meeting in January, with Commissioner Volan as interim chair, at which he circulated a memo with some basic history of and facts about parking in Bloomington, discussed the ordinance that created the Commission, and pointed to the parking subplan of the Growth Policies Plan of 2002 (GPP), the comprehensive plan that was in effect at the time for the city. The Commission spent its next two meetings determining the logistics of conducting business, including meeting times and lengths, and bylaws. The latter were adopted in March. The Commission at that meeting also elected Jim Blickensdorf its first chair, Adrienne Evans Fernandez its first vice-chair, and Volan as its first secretary.

POLICY STATEMENT. The first substantive act the Commission undertook was to pursue a comprehensive policy statement on parking as called for in Ordinance 16-22, which it began at the May meeting. The comprehensive plan, still under development, would not be adopted in 2017, so the existing GPP was used as the basis for discussion. By the November meeting, the Commission had deliberated over the text of a policy, but Res. 2017-04 was not brought for a vote. The last draft of the policy is included below.

### Parking Commission Policy Objectives (Draft #3)

- The Commission shall maintain a commitment to openness and sharing of information with stakeholders with emphasis on involving stakeholders and soliciting stakeholders' opinions;
- Establish priority levels for each parking use type and access mode within an area or zone, with nonmotorized and shared ride modes ranking higher than solo driving;
- Establish a Parking Services department that efficiently manages the City's parking system assets and staffing resources;
- Reduce cruising/search time for parking spaces implementing improved signage, wayfinding, marketing, real-time parking availability,
- Increase the rate at which the most convenient spaces turn over by managing the occupancy time through the use of differential and escalating pricing and 30-minute and 2-hour time limits;
- Establish rate schedule that satisfies the capital and ongoing operating costs of a financially stable, integrated parking system;
- Reduce Vehicle Miles Travelled. implement differential pricing to help drivers find a parking space efficiently without cruising for parking and price parking to induce some travelers to adopt other travel modes, thereby reducing VMT and parking use;
- Create a brand that provides an exceptional customer service experience and communicates the goals and benefits of managed parking;
- Recommend policies that align land-use for parking with the GPP and draft Comprehensive Plan;
- Support alternate modes of transportation in furtherance of the GPP and draft Comprehensive Plan. Provide the ways and means for better walking, bicycling, shuttle, ride-sharing, bus, and temporary vehicle rental alternatives and services which reduce use of parking;
- Allocate surplus parking revenue to parking benefit districts.

NEW PARKING STUDY. The Commission passed a resolution calling for funds for a new citywide parking study, which were appropriated by the City. Two companies submitted bids: Walker, which had done the two previous studies in 2007 and 2012; and Desman. The firms both submitted strong proposals. In the end, Desman was chosen because Walker had done the previous studies.

ANNUAL REPORT. The Commission developed, as per its mandate, its first annual report, which covered the year 2016 in parking. The 390-page tome was finished in November, but not presented to Council before year's end.

### **Minor Topics**

POPLARS GARAGE POLICY CHANGE. In April, Amanda Turnipseed, Director of IU Bloomington Parking Operations, discussed the realignment of IU's parking permit system and the changes to the Poplars garage that take effect May 8, after which the garage will be restricted to people with IU parking permits 8a-5p. IU will offer free, unattended parking after 5p and on weekends.

GARDEN HILL PARKING. At the very first meeting, residents of Garden Hill spoke about their desire for a new twelfth neighborhood parking zone that would be enforced evenings and weekends, a first for the city. It was brought up several times throughout the year, as Cmsnr Volan in his role as councilmember pursued legislation to that effect, but no action was taken either by the Commission or City Council in 2017.

RESERVED PRIVATE STREET PARKING. The city had for decades a "resident-only" parking program (BMC 15.36) under which residents could apply to reserve an on-street parking space. Discussion of the issue was brought to the Commission by Planning and Transportation staff, who advocated for its elimination, as did the Traffic Commission. The City Council did not agree, so in August staff came back with a proposal to more greatly restrict eligibility for the program, which the Parking Commission in a 3-3 vote decided not to endorse. The Council voted to end the program, but grandfathered in the remaining 19 holders of permits.

## Resolutions

In its effort to organize, the Commission was not consistent in its administrative technique. Minutes for meetings in 2017 were spotty; indeed, minutes do not exist for the October and November meetings as of this publication. The following were resolutions that were heard and voted on by the Commission. Resolutions 04, 05 and 06 were not adopted as mentioned above.

**Res. 2017-01: To Establish Rules and Procedures for the Commission**

**Res. 2017-02: To Gather All Data Necessary for an Annual Parking Report**

**Res. 2017-03: To Request Funding for a Parking Study in the Fiscal Year 2018**

Res. 2017-04: To Adopt a Comprehensive Parking Management Policy

Res. 2017-05: To Make a Recommendation on a City Council Ordinance Re:Creating and Enforcing a Residential Neighborhood Zone “12” in Garden Hill

Res. 2017-06: To Make a Recommendation on City Council Ordinance 17-24, Re: Deleting BMC Chapter 15.36 (Resident-Only Parking Permits)

**Res. 2017-07: To Adopt the Commission’s Annual Report (numbered in minutes as “-05”)**

**Res. 2017-08: To Recommend Changes to Parking System Based on Its Annual Report**

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

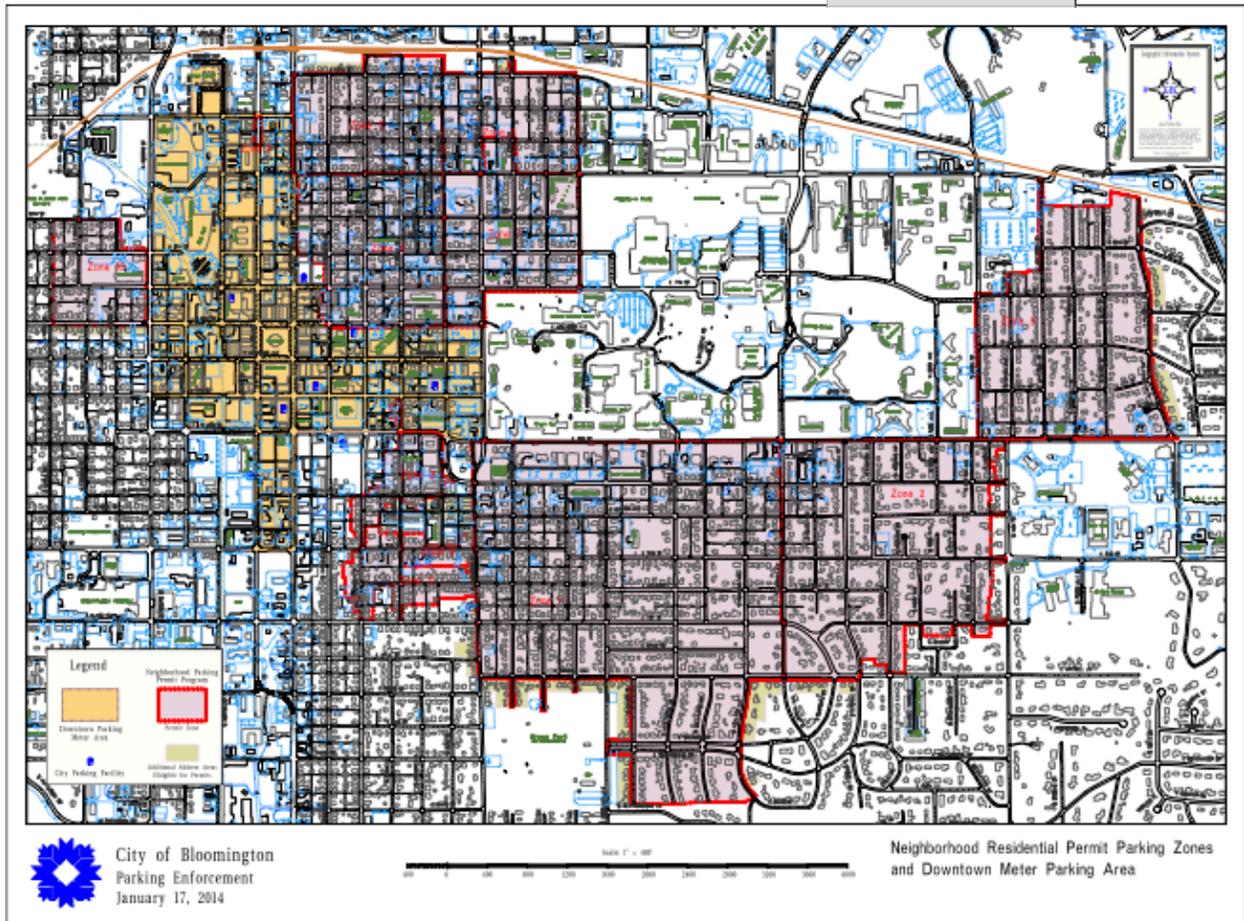
## A. SUMMARY OF SYSTEM ACTIVITY FOR THE YEAR

### 1. Inventory

The City of Bloomington parking system is made up of three components: off-street parking, both surface and structured; on-street parking in the public right of way in the commercial and mixed-use downtown; and on-street parking in residential neighborhoods surrounding downtown and the IU campus. More than 7400 spaces were under management in 2017 (see Fig. 2.1.).

Figure 2.1: Inventory of the City of Bloomington's Parking System, 2017

Program	Spaces
<b>Garages &amp; Lots</b>	1807
<b>Metered Parking</b>	1539
<b>Neighborhood Zones</b>	4098
<b>TOTAL</b>	<b>7444</b>



## 2. Revenues & Expenses

Overall, the financial performance of the City's parking system in 2017 was relatively stable compared to 2016. Revenues from operations increased 2.5 percent to \$4.3 million; operational expenses increased almost 6 percent to \$2.3 million, dropping operational revenues one percent to just over \$2 million. A significant capital expenditure increase of more than 22 percent reduced overall system earnings to \$1.1 million, almost 30 percent below 2016. (See Fig. 2.2.)

## 3. Revenue Trends

Overall, the revenue performance of the City's parking system in 2017 was relatively stable compared to 2016, with modest declines in garage and neighborhood zone revenue being more than offset by meter revenue for an overall system gross revenue increase of 2 percent. (See Fig. 2.3.)

Figure 2.2: Financial Performance of the Parking System, 2017

Category	2016	2017	Change
<b>Parking System Revenues</b>			
Garages & Lots Program	\$ 1,077,261	\$ 1,019,933	(5.3%)
Metered Parking Program	\$ 2,787,838	\$ 2,971,733	6.6%
Neighborhood Zones Program	\$ 358,530	\$ 337,737	(5.8%)
Miscellaneous Income	\$ 934	\$ 0	(100.0%)
<b>Total System Revenues</b>	<b>\$ 4,224,563</b>	<b>\$ 4,329,403</b>	<b>2.5%</b>
<b>Parking System Expenses</b>			
Garages & Lots Program	\$ (693,428)	\$ (941,033)	35.7%
Metered Parking Program	\$(1,168,556)	\$(1,206,285)	3.2%
Neighborhood Zones Program	\$ (146,869)	\$ (163,329)	11.2%
General Fund Charges	\$ (172,080)	\$ 0	(100.0%)
<b>Total System Expenses</b>	<b>\$(2,180,933)</b>	<b>\$(2,310,647)</b>	<b>5.9%</b>
<b>Total System Earnings from Operations</b>	<b>\$ 2,043,630</b>	<b>\$ 2,018,756</b>	<b>(1.2%)</b>
<b>System Capital Revenues</b>			
Garages & Lots – Capital	\$ 662,710	\$ 661,986	(0.1%)
Metered – Capital	\$ 0	\$ 0	
Capital Transfer to Neighborhood Zone Program	\$ 500,000	\$ 439,233	(12.2%)
<b>Total Other System Revenues</b>	<b>\$ 1,162,710</b>	<b>\$ 1,101,219</b>	<b>(5.3%)</b>
<b>System Capital Expenditures</b>			
Garages & Lots – Capital	\$ (662,710)	\$ (782,766)	18.1%
Metered – Capital	\$ (560,746)	\$ (746,144)	33.1%
Neighborhood Zones – Capital	\$ (400,496)	\$ (462,508)	15.5%
<b>All Capital Expenditures</b>	<b>\$(1,623,952)</b>	<b>\$(1,991,418)</b>	<b>22.6%</b>
<b>Total Parking System Earnings</b>	<b>\$ 1,582,388</b>	<b>\$ 1,128,557</b>	<b>(28.7%)</b>

Figure 2.3: Summary of Parking System Revenue, 2013-2017

Category	2013	2014	2015	2016	2017	
<b>GARAGES &amp; LOTS PROGRAM</b>						
<i>*information not readily available. Data before 2016 not verified and for comparative purposes only.</i>						
Hourly, Garages	\$829,968	\$125,960	\$127,221	\$150,040	\$148,075	
Hourly, Lots	*	\$74,119	\$120,475	\$74,847	\$68,868	
Permits, Garages	\$435,986	\$525,675	\$722,522	\$740,856	\$666,449	
Permits, Lots ("Lot Leases")	\$190,368	\$365,003	\$82,926	\$109,945	\$100,491	
Other Revenue	*	\$14,990	\$16,590	\$22,575	\$36,049	
<b>Garages &amp; Lots Revenue</b>	<b>\$1,456,322</b>	<b>\$1,105,747</b>	<b>\$1,069,734</b>	<b>\$1,098,263</b>	<b>\$1,019,933</b>	<b>-7.1%</b>
<b>METERED PARKING PROGRAM</b>						
Permits	*	\$19,948	\$38,483	\$25,555	\$58,306	
Hourly Revenue	*	\$2,157,473	\$2,170,726	\$2,218,006	\$2,380,574	
Convenience Fee	\$53,779	\$153,081	\$147,661	\$161,169	\$160,187	
Citations	*	*	*	\$383,108	\$359,002	
Other Revenue	*	*	*	\$0	\$13,665	
<b>Metered Parking Revenue</b>	<b>\$53,779</b>	<b>\$2,330,502</b>	<b>\$2,356,870</b>	<b>\$2,787,838</b>	<b>\$2,971,733</b>	<b>6.6%</b>
<b>NEIGHBORHOOD ZONES PROGRAM</b>						
Resident/Visitor Zone Permits	\$122,075	\$124,929	\$125,438	\$131,494	\$123,002	
Citations	*	*	*	\$226,284	\$213,231	
Other Permits and Other Revenue	*	\$167	\$156	\$752	\$1,504	
<b>Neighborhood Zones Revenue</b>	<b>\$122,075</b>	<b>\$125,096</b>	<b>\$125,594</b>	<b>\$358,530</b>	<b>\$337,737</b>	<b>-5.8%</b>
<b>TOTAL PARKING SYSTEM REVENUES</b>	<b>\$1,632,176</b>	<b>\$3,561,345</b>	<b>\$3,552,198</b>	<b>\$4,244,631</b>	<b>\$4,329,403</b>	<b>2.0%</b>

## 4. Citations

Figure 2.4: Revenues from Citations, 2016-2017

Category	2016	2017	Change
Neighborhood Zone Citations	\$ 224,712	\$ 213,231	-5.1%
Garage & Lots Citations	N/A	N/A	
Metered Parking Citations	\$ 383,108	\$ 359,002	-6.3%
<b>Citations Total Revenues</b>	<b>\$607,820</b>	<b>\$572,233</b>	<b>-5.9%</b>

The 2016 report broke out citations as a separate fourth program of the parking system. While it is a distinct concern, from a financial perspective the Commission decided to integrate revenues related to citations in financials for each of the three main

parking programs. However, some cross-program observations are worth making here. Citation revenue shrank by about 5 percent in 2017, reflecting a downward trend across all programs (see Fig. 2.4). (The 2016 report cited a nominal amount—less than \$2000—for citations in garages in lots, but deposits to that line item were for revenues unrelated to citations and may have been placed into that line in error, as tickets are not issued in garages.)

# CHAPTER 3: Garages and Lots Program

## A. SUMMARY OF PROGRAM ACTIVITY FOR THE YEAR

Figure 3.1: Garages and Lots: Locations, Pricing Policy and Capacity, 2017

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

## 1. Inventory

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

Permit parking monthly costs, last adjusted in 2010, ranged from \$40 to \$76 per month. Transient parking at garages and lots were priced at \$0.50 per hour. Transient parkers were provided with three hours of “free” parking in garages and lots, with the exception of Lot 1 at the intersection of Dunn and 4th Streets, which was priced \$1.00 per hour, the same as on-street metered parking. (See Figure 3.1.)

Figure 3.2: Financial Performance of the Garages & Lots Program  
(Garage Fund #452), 2017

Category	\$ 2,016	\$ 2017	Change
<b>GARAGES &amp; LOTS PROGRAM REVENUES</b>			
43130 Lots – Hourly	\$ 74,847	\$ 68,868	-8.0%
43130 Garages – Hourly	\$ 150,040	\$ 148,075	-1.3%
43150 Lots – Annual Leases (Permits)	\$ 109,945	\$ 100,491	-8.6%
43160 Garages – Annual Leases (Permits)	\$ 740,856	\$ 666,449	-10.0%
Other Reimbursements	\$ 21,003	\$ 36,049	71.6%
<b>Garages &amp; Lots Operating Revenues</b>	<b>\$ 1,075,689</b>	<b>\$ 1,019,933</b>	<b>-5.2%</b>
49010 Inter-Fund Transfers	\$ 662,710	\$ 661,986	-0.1%
<b>Garages &amp; Lots Program Total Revenues</b>	<b>\$ 1,738,399</b>	<b>\$ 1,681,919</b>	<b>-3.2%</b>
<b>GARAGES &amp; LOTS PROGRAM EXPENSES</b>			
51xxx Personnel	\$ 406,679	\$ 437,585	7.6%
52xxx Equipment & Supplies	\$ 30,182	\$ 76,465	153.3%
53xxx Services	\$ 256,566	\$ 426,983	66.4%
54xxx Capital	\$ 662,710	\$ 782,766	18.1%
<b>Garages &amp; Lots Program Total Expenses</b>	<b>\$ 1,356,138</b>	<b>\$ 1,723,800</b>	<b>27.1%</b>
<b>GARAGES &amp; LOTS PROGRAM EARNINGS</b>	<b>\$ 382,261</b>	<b>\$ (41,881)</b>	<b>-111.0%</b>

## 2. Revenues & Expenses

Revenues from operations were down more than five percent from the previous year, primarily due to a 10 percent drop in garage permit revenue. Operating costs, meanwhile, increased 20 percent, primarily due to building repairs, causing the program to drop from 28 percent net revenue to 2.4 percent below breakeven in 2017 (see

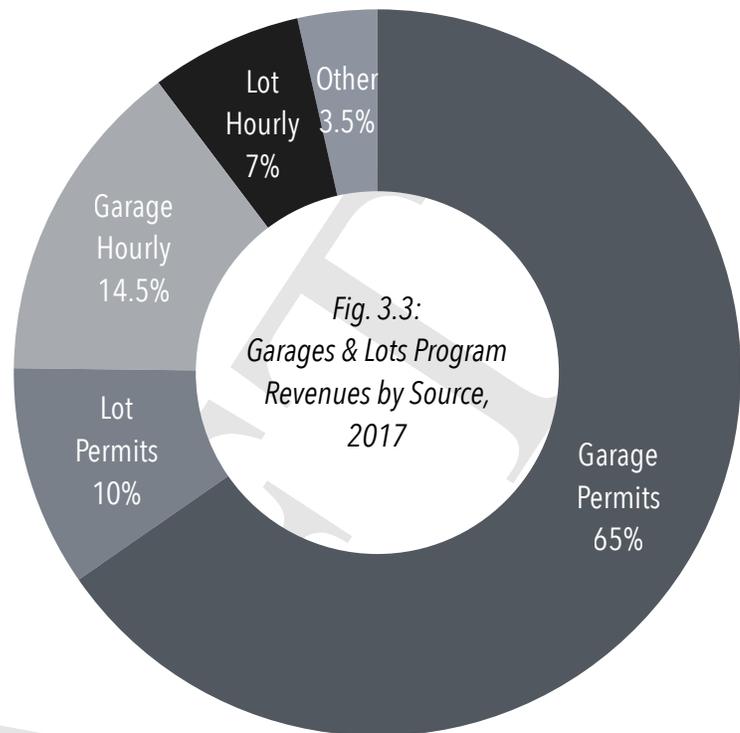
Fig. 3.2.). The Walnut and Morton garages continue to be subsidized by an annual transfer from outside the parking system of more than \$660,000 from the city's primary Tax Increment Finance (TIF) district (line 49010), as they have since their construction in 2001 and 2003, respectively.

## B. REVENUES AND USAGE DATA

### 1. Breakdown

Seventy-five percent of revenues came from monthly permit buyers, 21 percent from hourly parkers. Less than 4 percent of revenues came from other sources. Eighty percent of revenues in the off-street parking program came from garages, despite only accounting for about two-thirds of the city’s off-street parking inventory, compared with 17 percent from lots. (See Figure 3.3.) The discrepancy in revenue

between types (\$668 per year for the average garage space, \$288 for the average lot space) is partially explained by much of the surface-lot inventory being leased in bulk at less than the market rate for permit or hourly parking, or reserved for parking for city employees.



### 2. Usage/Occupancy Data

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

Permit data shows that in an average month in 2017, 973 permits were sold in its three garages, about 60 percent of which were likely purchased by employers or their employees ("12/5" — 12 hours a day, 5 days a week) and about 40 percent of which were for residential or hotel purposes ("24/7"). (See Figure 3.4.)

Figure 3.4: Permits Issued by Type and Garage, 2017

Type/Garage	\$/Mo.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YEAR	Gross Rev.	Average
12/5 Non Rsvd.	\$40	584	583	551	514	487	491	491	491	490	489	493	474	6138	\$245,520	512
12/5 Reserved	\$57	90	90	90	83	83	82	82	82	80	80	80	80	1002	\$57,114	84
24/7 Non-Rsvd.	\$67	381	377	361	349	229	198	198	200	457	459	444	437	4090	\$274,030	341
24/7 Reserved	\$76	42	42	40	35	34	36	36	36	36	36	36	36	445	\$33,820	37
<b>Total Passes</b>		<b>1097</b>	<b>1092</b>	<b>1042</b>	<b>981</b>	<b>833</b>	<b>807</b>	<b>807</b>	<b>809</b>	<b>1063</b>	<b>1064</b>	<b>1053</b>	<b>1027</b>	<b>11,675</b>	<b>\$610,484</b>	<b>973</b>
4th St		374	372	368	365	363	366	366	366	363	363	368	357	4391		
Morton St		445	447	408	368	299	287	287	287	407	405	396	395	4431		
Walnut St		278	273	266	248	171	154	154	156	293	296	289	275	2853		
<b>Total Passes</b>		<b>1097</b>	<b>1092</b>	<b>1042</b>	<b>981</b>	<b>833</b>	<b>807</b>	<b>807</b>	<b>809</b>	<b>1063</b>	<b>1064</b>	<b>1053</b>	<b>1027</b>	<b>11,675</b>		

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

In the 2016 report, data was presented regarding the duration of stay of a typical parker in city garages, in particular illustrating the effects of the three-hours-free policy on usage and revenue. Unfortunately, due to the great delay in compilation of this report, an equipment upgrade in 2019 caused duration-of-stay data from 2017 and 2018 to be lost.

In future reports, duration-of-stay data in the garages will appear in a Figure 3.6.

Figure 3.5: Annual Revenue from Hourly Parking in Surface Lots

Lot	Spaces	2017	\$/Space
Lot 1	52	\$52,017	\$1,000
Lot 3	74	\$12,507	\$169
Lot 5	19	\$3,495	\$184
Lot 6	13	\$850	\$65
		<b>\$68,868</b>	

### C. EXPENSES

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

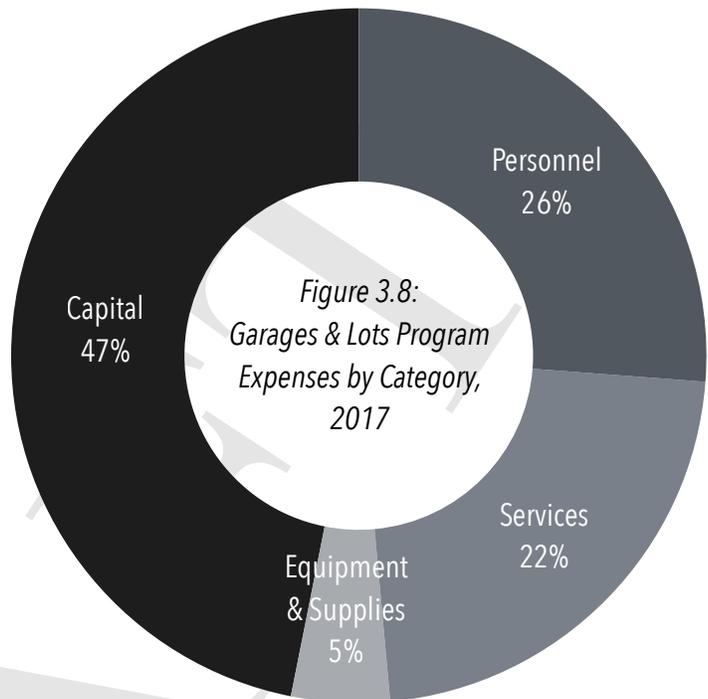
Figure 3.7: Garages & Lots Program Expenses by Category

<b>Garages &amp; Lots Program: Category 1 (Personnel)</b>	2016	2017	Change
452-26-260000-51110 Salaries and Wages - Regular	\$212,645	\$229,731	8.0%
452-26-260000-51130 Salaries and Wages - Overtime	\$2,205	\$455	-79.4%
452-26-260000-51210 FICA	\$15,421	\$16,699	8.3%
452-26-260000-51220 PERF	\$28,522	\$31,372	10.0%
452-26-260000-51230 Health and Life Insurance	\$92,911	\$99,918	7.5%
452-26-260000-539010 Inter-Fund Transfers	\$54,976	\$59,410	8.1%
Personnel Total	<b>\$406,679</b>	<b>\$437,585</b>	<b>7.6%</b>
<b>Garages &amp; Lots Program: Category 2 (Equipment &amp; Supplies)</b>			
452-26-260000-52110 Office Supplies	\$1,494	\$1,016	1.0%
452-26-260000-52210 Institutional Supplies	\$1,015	\$2,033	100.3%
452-26-260000-52310 Building Materials and Supplies	\$3,203	\$37,188	1,061.2%
452-26-260000-52340 Other Repairs and Maintenance	\$4,506	\$17,611	290.8%
452-26-260000-52420 Other Supplies	\$18,086	\$12,873	-28.8%
452-26-260000-52430 Uniforms and Tools	\$1,879	\$5,745	205.8%
Equipment & Supplies Total	<b>\$30,182</b>	<b>\$76,465</b>	<b>153.3%</b>
<b>Garages &amp; Lots Program: Category 3 (Services)</b>			
452-26-260000-53150 Communications Contract	\$0	\$288	
452-26-260000-53210 Telephone	\$5,723	\$6,196	8.3%
452-26-260000-53310 Printing	\$0	\$276	
452-26-260000-53410 Liability / Casualty Premiums	\$8,103	\$8,103	0.0%
452-26-260000-53420 Worker's Comp & Risk	\$15,937	\$17,304	8.6%
452-26-260000-53510 Electrical Services	\$64,168	\$59,989	-6.5%
452-26-260000-53530 Water and Sewer	\$787	\$778	-1.1%
452-26-260000-53610 Building Repairs	\$51,727	\$81,544	57.6%
452-26-260000-53630 Machinery and Equipment Repairs	\$20,475	\$745	-96.4%
452-26-260000-53640 Hardware and Software Maintenance	\$54,976	\$53,600	-2.5%
452-26-260000-53650 Other Repairs	\$500	\$163,018	32,503.7%
452-26-260000-53830 Bank Charges	\$30,044	\$25,797	-14.1%
452-26-260000-53940 Temporary Contractual Employee	\$4,055	\$9,345	130.5%
452-26-260000-53990 Other Services and Charges	\$72	\$0	-100.0%
Services Total	<b>\$256,566</b>	<b>\$426,983</b>	<b>66.4%</b>
<b>Garages &amp; Lots Program: Total Operations Expenses</b>			
	<b>\$693,428</b>	<b>\$941,033</b>	<b>35.7%</b>
<b>Garages &amp; Lots Program: Category 4 (Capital)</b>			
452-26-260000-53840 Lease Payments	\$662,710	\$661,986	-0.1%
452-26-260000-54310 Improvements Other Than Building	\$0	\$30,000	
452-26-260000-54420 Purchase of Equipment	\$0	\$60,781	
452-26-260000-54510 Other Capital Outlays	\$0	\$30,000	
Capital Total	<b>\$662,710</b>	<b>\$782,766</b>	<b>18.1%</b>
<b>Garages &amp; Lots Program: Total Expenses</b>			
	<b>\$1,356,138</b>	<b>\$1,723,800</b>	<b>27.1%</b>

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

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

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



# CHAPTER 4: Metered Parking Program

## A. SUMMARY OF PROGRAM ACTIVITY FOR THE YEAR

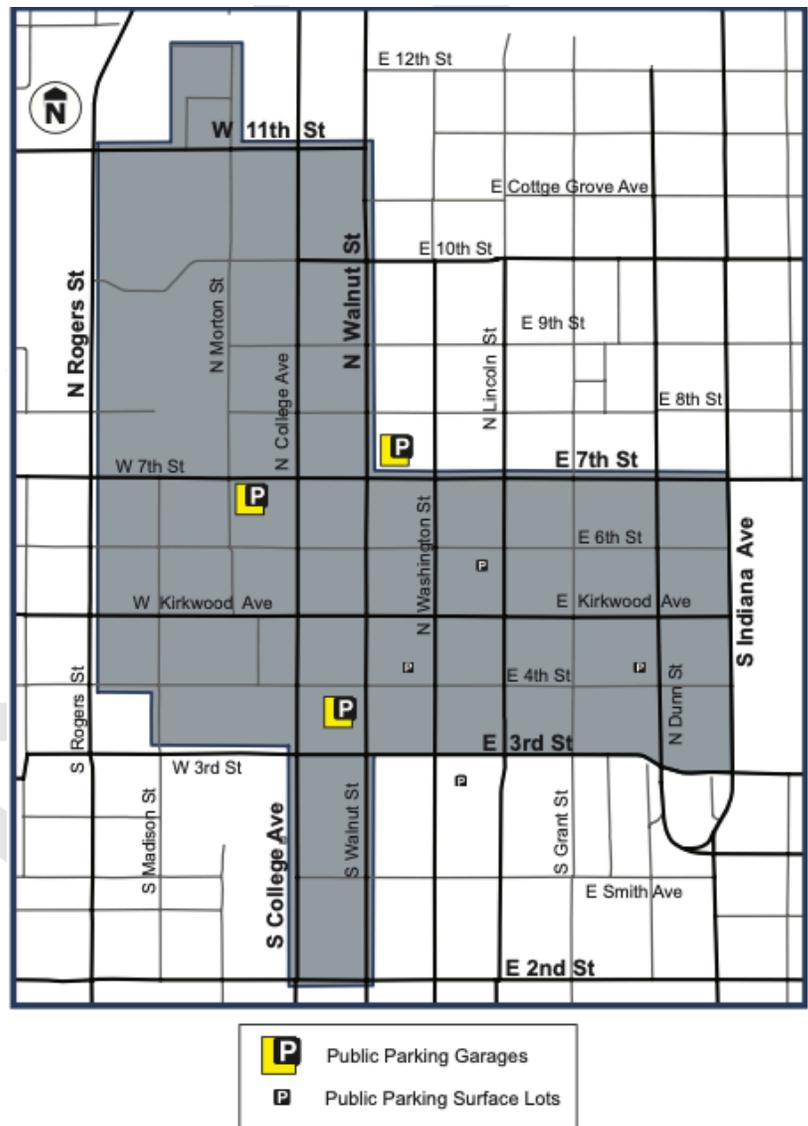
### 1. Inventory

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

Parkers were charged \$1.00 per hour 12 hours a day, six days a week, which they could pay with cash, credit card or the ParkMobile smartphone app.

The Mayor had the ability to suspend enforcement of on-street parking in the event of inclement weather or circumstances deemed “appropriate and reasonable.” The

Figure 4.1: Metered Parking Capacity, Locations, and Pricing Policy, 2017



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

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

**1718 total spaces**

Mayor invoked this authority to suspend enforcement during the Lotus Festival in September and on Saturdays in December. There are two separate funding lines in the budget for enforcement: one for meters and one for neighborhoods.

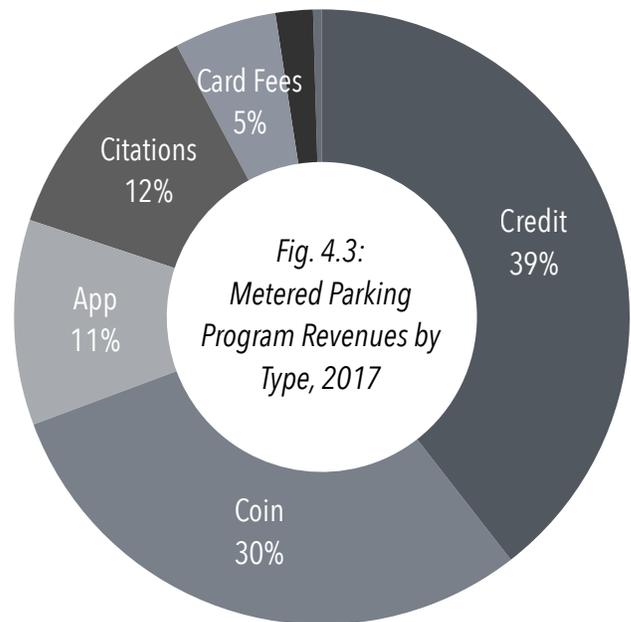
## B. REVENUES AND USAGE DATA

About two-thirds of revenue in the city’s entire parking system comes from parkers [paying at meters](#). Parkers spent almost \$2.4 million to park on the street downtown in 2017, an increase of more than 7 percent from 2016. (See Fig. 4.2.) More than 1.83 million transactions were conducted at the meters in 2017, up two percent from 1.8 million in 2016. Also up were transactions via ParkMobile, almost 22,000 more than last year’s 95,000, an almost 19 percent increase. ParkMobile, being its own credit-card processor, directly collected its \$57,638 in transaction fees which are thus not reflected in Fig. 4.2.

Payments at meters by any means represent four-fifths of meter program revenue. Another 12 percent came from citations; 5.4 percent of program revenues from the convenience fees paid by parkers using credit cards (which are immediately passed on to the credit-card processor); and

Fig. 4.2: Financial Performance of the Metered Parking Program (Parking Meter Fund #455), 2017

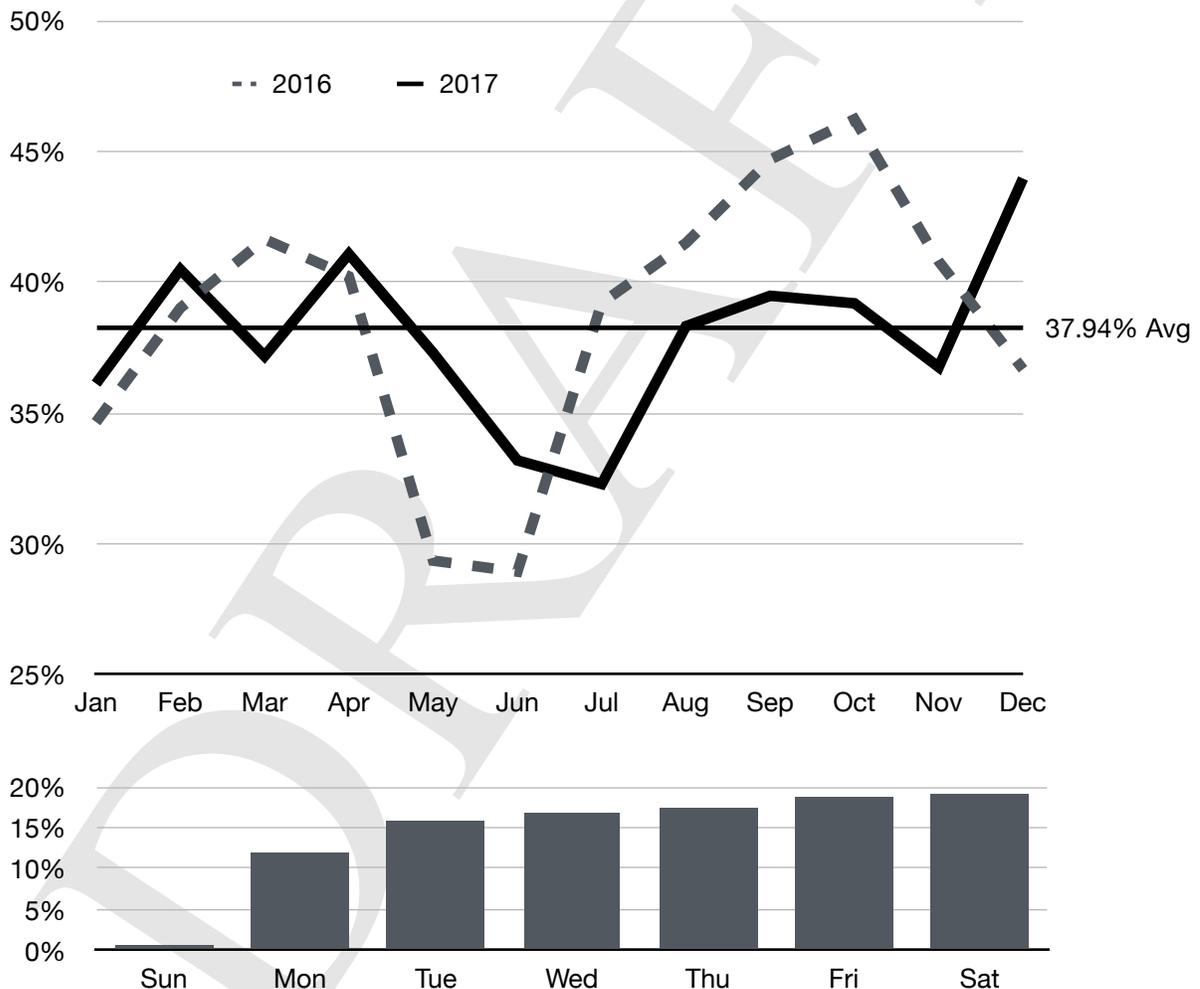
Category	2016	2017	Change
<b>METERED PROGRAM REVENUES</b>			
41020 No-Parking Permits	\$ 25,555	\$ 58,306	128.2%
43130 Hourly Revenue	\$ 2,218,006	\$ 2,380,574	7.3%
43490 Convenience Fee	\$ 161,169	\$ 160,187	-0.6%
46060 Violations	\$ 383,108	\$ 359,002	-6.3%
47070 Insurance Reimbursements	\$ 0	\$ 13,665	
<b>Metered Program Total Revenues</b>	<b>\$ 2,787,838</b>	<b>\$ 2,971,733</b>	<b>6.6%</b>
<b>METERED PROGRAM EXPENSES</b>			
51xxx Personnel	\$ (638,396)	\$ (644,543)	1.0%
52xxx Equipment & Supplies	\$ (34,927)	\$ (33,304)	-4.6%
53xxx Services	\$ (495,233)	\$ (528,438)	6.7%
54xxx Capital	\$ (560,746)	\$ (746,144)	33.1%
<b>Metered Program Total Expenses</b>	<b>\$ (1,729,302)</b>	<b>\$ (1,952,429)</b>	<b>12.9%</b>
<b>METERED PROGRAM EARNINGS</b>	<b>\$ 1,058,537</b>	<b>\$ 1,019,304</b>	<b>-3.7%</b>



the remaining 2 percent came from those who reserved one or more on-street spaces for an event, such as a street festival or buses in for athletic competitions (see Fig. 4.3).

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

Figure 4.4. Metered Parking Occupancy Rates by Month and Day of Week, 2017



number of coin users. Despite this, the amount collected in convenience fees fell by more than half a percent from the previous year.

With 53 Sundays and 13 official holidays, meters saw 299 days of enforcement. On average the occupancy of metered parking was 37.94 percent, about two-tenths of a percent above the

previous year (see Fig. 4.4). Demand for parking during enforcement hours grows through a typical week, being least on Monday and greatest on Saturday.

In 2016 the Commission’s report noted peak usage of meters at approximately noon and 5 pm. 2017 unveiled a different story: a tremendous new peak in the last hour of enforcement, 8:00 pm (see Fig. 4.5). Noon stayed a peak, but 5 pm became something of a trough. By 7:00 pm there was as much demand for parking downtown as at noon, and it’s obvious that Bloomington nightlife was driving

these record numbers. More than 54 percent of available space-hours were purchased in the 8:00 pm hour, signaling a demand for parking into the late evening. (ParkMobile did not provide transaction-time data in time for publication, and so it was left out of Fig. 4.5.)

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

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

Figure 4.5. Metered Parking Occupancy Rates by Hour of the Day When Purchased, 2017 (includes coin and card revenue; excludes app revenue)

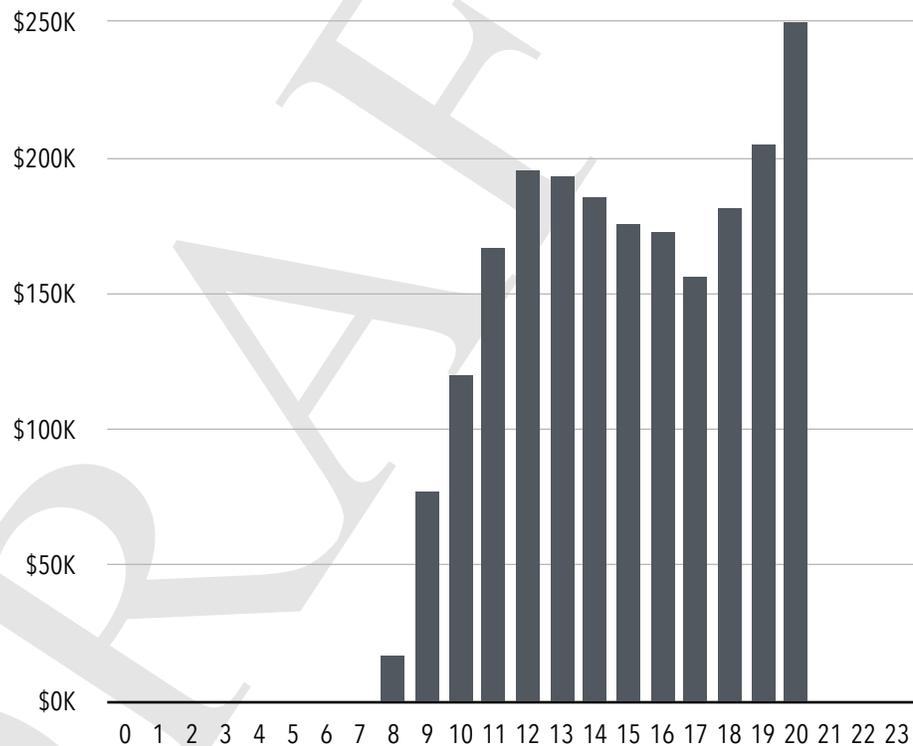


Fig. 4.6: Metered Parking Performance by Block, 2017

Block	Meter Count	Gross Revenues	\$/Meter/Day	%/Day in Use	Transactions	\$/Transaction	Block	Meter Count	Gross Revenues	\$/Meter/Day	%/Day in Use	Transactions	\$/Transaction
500 E 4th	20	\$62,648	<b>\$10.48</b>	<b>87%</b>	40,631	\$1.54	500 N College	14	\$19,148	<b>\$4.57</b>	<b>38%</b>	13,371	\$1.43
400 E Kirkwood	23	\$70,618	<b>\$10.27</b>	<b>86%</b>	61,256	\$1.15	200 S Lincoln	7	\$9,132	<b>\$4.36</b>	<b>36%</b>	7,749	\$1.18
100 N Dunn	9	\$27,537	<b>\$10.23</b>	<b>85%</b>	21,331	\$1.29	400 N College	10	\$12,913	<b>\$4.32</b>	<b>36%</b>	8,801	\$1.47
100 S Indiana	10	\$30,511	<b>\$10.20</b>	<b>85%</b>	24,288	\$1.26	200 E 4th	20	\$25,539	<b>\$4.27</b>	<b>36%</b>	16,830	\$1.52
200 S Indiana	9	\$27,403	<b>\$10.18</b>	<b>85%</b>	16,260	\$1.69	300 W 11th	19	\$22,799	<b>\$4.01</b>	<b>33%</b>	17,487	\$1.30
100 S Dunn	10	\$30,000	<b>\$10.03</b>	<b>84%</b>	20,096	\$1.49	300 N Morton	32	\$37,869	<b>\$3.96</b>	<b>33%</b>	38,224	\$0.99
500 E Kirkwood	14	\$41,621	<b>\$9.94</b>	<b>83%</b>	31,801	\$1.31	500 N Walnut	7	\$8,023	<b>\$3.83</b>	<b>32%</b>	5,075	\$1.58
100 S Grant	9	\$26,676	<b>\$9.91</b>	<b>83%</b>	23,351	\$1.14	300 N Walnut	6	\$6,719	<b>\$3.75</b>	<b>31%</b>	5,095	\$1.32
100 N Walnut	28	\$81,214	<b>\$9.70</b>	<b>81%</b>	68,580	\$1.18	300 W 7th	17	\$19,018	<b>\$3.74</b>	<b>31%</b>	22,859	\$0.83
300 E Kirkwood	18	\$52,144	<b>\$9.69</b>	<b>81%</b>	46,005	\$1.13	200 W 11th	9	\$10,031	<b>\$3.73</b>	<b>31%</b>	6,025	\$1.66
100 N College	32	\$91,313	<b>\$9.54</b>	<b>80%</b>	84,070	\$1.09	400 W 11th	2	\$2,225	<b>\$3.72</b>	<b>31%</b>	1,684	\$1.32
100 E Kirkwood	16	\$45,465	<b>\$9.50</b>	<b>79%</b>	38,083	\$1.19	400 E 7th	24	\$25,792	<b>\$3.59</b>	<b>30%</b>	16,775	\$1.54
100 N Grant	9	\$25,127	<b>\$9.34</b>	<b>78%</b>	21,157	\$1.19	200 W 9th	9	\$9,460	<b>\$3.52</b>	<b>29%</b>	6,641	\$1.42
100 S Walnut	22	\$59,726	<b>\$9.08</b>	<b>76%</b>	49,267	\$1.21	200 S Walnut	11	\$11,374	<b>\$3.46</b>	<b>29%</b>	7,781	\$1.46
100 W 6th	26	\$69,109	<b>\$8.89</b>	<b>74%</b>	52,727	\$1.31	300 W 6th	20	\$20,429	<b>\$3.42</b>	<b>28%</b>	32,588	\$0.63
400 E 4th	27	\$71,762	<b>\$8.89</b>	<b>74%</b>	49,232	\$1.46	100 W 9th	8	\$7,996	<b>\$3.34</b>	<b>28%</b>	6,441	\$1.24
100 W Kirkwood	45	\$118,761	<b>\$8.83</b>	<b>74%</b>	101,167	\$1.17	200 N Grant	7	\$6,705	<b>\$3.20</b>	<b>27%</b>	4,811	\$1.39
500 E 6th	21	\$55,098	<b>\$8.77</b>	<b>73%</b>	32,570	\$1.69	200 S Washington	5	\$4,701	<b>\$3.14</b>	<b>26%</b>	3,497	\$1.34
200 W Kirkwood	14	\$33,926	<b>\$8.10</b>	<b>68%</b>	31,239	\$1.09	200 N Madison	17	\$15,358	<b>\$3.02</b>	<b>25%</b>	10,316	\$1.49
200 N Dunn	9	\$21,473	<b>\$7.98</b>	<b>66%</b>	14,042	\$1.53	600 N College	29	\$24,582	<b>\$2.83</b>	<b>24%</b>	20,910	\$1.18
100 S College	16	\$35,546	<b>\$7.43</b>	<b>62%</b>	36,621	\$0.97	200 S College	5	\$3,965	<b>\$2.65</b>	<b>22%</b>	3,579	\$1.11
300 E 4th	9	\$19,978	<b>\$7.42</b>	<b>62%</b>	14,502	\$1.38	400 W 4th	20	\$15,646	<b>\$2.62</b>	<b>22%</b>	18,453	\$0.85
200 N Walnut	19	\$41,787	<b>\$7.36</b>	<b>61%</b>	32,053	\$1.30	300 S Walnut	10	\$7,726	<b>\$2.58</b>	<b>22%</b>	9,174	\$0.84
200 W 6th	23	\$50,192	<b>\$7.30</b>	<b>61%</b>	40,793	\$1.23	200 W 8th	13	\$9,996	<b>\$2.57</b>	<b>21%</b>	7,084	\$1.41
100 W 7th	18	\$36,687	<b>\$6.82</b>	<b>57%</b>	31,623	\$1.16	600 N Morton	29	\$22,039	<b>\$2.54</b>	<b>21%</b>	13,391	\$1.65
100 E 6th	41	\$83,385	<b>\$6.80</b>	<b>57%</b>	66,541	\$1.25	500 N Morton	30	\$21,784	<b>\$2.43</b>	<b>20%</b>	16,553	\$1.32
100 N Lincoln	18	\$36,324	<b>\$6.75</b>	<b>56%</b>	33,816	\$1.07	700 N AshlynnPark	12	\$8,420	<b>\$2.35</b>	<b>20%</b>	5,829	\$1.44
100 N Morton	11	\$22,145	<b>\$6.73</b>	<b>56%</b>	15,921	\$1.39	100 W 8th	20	\$13,330	<b>\$2.23</b>	<b>19%</b>	7,773	\$1.71
200 S Dunn	7	\$13,715	<b>\$6.55</b>	<b>55%</b>	8,060	\$1.70	400 N Walnut	9	\$5,533	<b>\$2.06</b>	<b>17%</b>	4,310	\$1.28
200 N College	20	\$39,154	<b>\$6.55</b>	<b>55%</b>	32,694	\$1.20	100 S Madison	20	\$12,124	<b>\$2.03</b>	<b>17%</b>	8,110	\$1.49
200 E Kirkwood	16	\$31,020	<b>\$6.48</b>	<b>54%</b>	23,579	\$1.32	200 S Madison	9	\$5,390	<b>\$2.00</b>	<b>17%</b>	4,196	\$1.28
200 S Grant	6	\$11,476	<b>\$6.40</b>	<b>53%</b>	9,606	\$1.19	600 N Walnut	10	\$5,725	<b>\$1.91</b>	<b>16%</b>	4,044	\$1.42
100 S Washington	16	\$29,785	<b>\$6.23</b>	<b>52%</b>	22,662	\$1.31	700 N Morton	14	\$7,910	<b>\$1.89</b>	<b>16%</b>	5,569	\$1.42
400 N Morton	22	\$39,556	<b>\$6.01</b>	<b>50%</b>	34,155	\$1.16	200 E 6th	18	\$9,118	<b>\$1.69</b>	<b>14%</b>	7,194	\$1.27
200 W 7th	13	\$23,332	<b>\$6.00</b>	<b>50%</b>	27,128	\$0.86	100 N Madison	14	\$6,849	<b>\$1.64</b>	<b>14%</b>	5,677	\$1.21
200 N Morton	35	\$58,862	<b>\$5.62</b>	<b>47%</b>	53,235	\$1.11	200 E 7th	11	\$5,344	<b>\$1.62</b>	<b>14%</b>	3,628	\$1.47
200 W 4th	13	\$21,344	<b>\$5.49</b>	<b>46%</b>	15,684	\$1.36	300 W 12th	14	\$6,791	<b>\$1.62</b>	<b>14%</b>	4,430	\$1.53
300 W Kirkwood	12	\$19,656	<b>\$5.48</b>	<b>46%</b>	14,598	\$1.35	400 W 6th	18	\$8,128	<b>\$1.51</b>	<b>13%</b>	7,346	\$1.11
300 N College	11	\$17,855	<b>\$5.43</b>	<b>45%</b>	15,370	\$1.16	400 W Kirkwood	9	\$3,889	<b>\$1.45</b>	<b>12%</b>	2,304	\$1.69
100 W 4th	11	\$17,853	<b>\$5.43</b>	<b>45%</b>	13,913	\$1.28	300 E 7th	20	\$8,552	<b>\$1.43</b>	<b>12%</b>	5,178	\$1.65
100 E 4th	15	\$24,136	<b>\$5.38</b>	<b>45%</b>	16,242	\$1.49	200 N Washington	18	\$7,562	<b>\$1.41</b>	<b>12%</b>	5,879	\$1.29
100 E 7th	16	\$25,406	<b>\$5.31</b>	<b>44%</b>	21,868	\$1.16	400 W 7th	33	\$12,982	<b>\$1.32</b>	<b>11%</b>	14,576	\$0.89
100 N Washington	18	\$28,467	<b>\$5.29</b>	<b>44%</b>	23,505	\$1.21	400 S College	7	\$2,591	<b>\$1.24</b>	<b>10%</b>	2,732	\$0.95
300 E 6th	14	\$21,843	<b>\$5.22</b>	<b>43%</b>	21,701	\$1.01	200 N Lincoln	19	\$6,966	<b>\$1.23</b>	<b>10%</b>	5,574	\$1.25
400 E 6th	20	\$29,673	<b>\$4.96</b>	<b>41%</b>	23,001	\$1.29	800 N Morton	17	\$5,482	<b>\$1.08</b>	<b>9%</b>	3,573	\$1.53
100 S Lincoln	15	\$22,188	<b>\$4.95</b>	<b>41%</b>	17,017	\$1.30	400 W 8th	9	\$1,569	<b>\$0.58</b>	<b>5%</b>	1,781	\$0.88
300 W 4th	16	\$23,163	<b>\$4.84</b>	<b>40%</b>	16,829	\$1.38	300 S College	13	\$1,764	<b>\$0.45</b>	<b>4%</b>	1,273	\$1.39
400 S Walnut	7	\$10,020	<b>\$4.79</b>	<b>40%</b>	8,431	\$1.19							
								<b>1,523</b>	<b>\$2,403,667</b>	<b>\$5.28</b>	<b>44%</b>	<b>1,950,4</b>	<b>\$1.23</b>

and 200 N. Lincoln, which is used by downtown employees who are eligible for special permits.

### C. EXPENSES

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

The City was still paying off the purchase of the IPS meters in 2017 (line 53840). The final two lines in category 4 are worth noting. In 2016, Parking Enforcement used line 54310 to purchase a new Ford Colorado pickup truck with snow removal equipment. BMC §15.40.015 states that the Parking Meter Fund may be used for the “...cost of repairing and maintaining any of the public ways, curbs, and sidewalks where the parking meters are in use.” The only question is why it wasn’t recorded as Motor Equipment, as was done in 2017 when Public Works purchased a new Elgin Crosswind Truck

Figure 4.7: Metered Parking Program Expenses by Category

Metered Parking Program: Category 1 (Personnel)	2016	2017
455-26-260000-51110 Salaries and Wages - Regular	\$351,727	\$352,044
455-26-260000-51120 Salaries and Wages - Temporary	\$60,920	\$56,488
455-26-260000-51210 FICA	\$29,070	\$29,007
455-26-260000-51220 PERF	\$49,945	\$49,990
455-26-260000-51230 Health and Life Insurance	\$146,005	\$157,014
<b>PERSONNEL</b>	<b>\$637,667</b>	<b>\$644,543</b>
Metered Parking Program: Category 2 (Equipment & Supplies)		
455-26-260000-52110 Office Supplies	\$637	\$165
455-26-260000-52240 Fuel and Oil	\$3,707	\$5,354
455-26-260000-52340 Other Repairs and Maintenance	\$20,295	\$3,030
455-26-260000-52420 Other Supplies	\$5,300	\$21,735
455-26-260000-52430 Uniforms and Tools	\$4,989	\$3,019
<b>EQUIPMENT &amp; SUPPLIES</b>	<b>\$34,927</b>	<b>\$33,304</b>
Metered Parking Program: Category 3 (Services)		
455-26-260000-53150 Communications Contract	\$213,565	\$173,729
455-26-260000-53210 Telephone	\$7,453	\$7,327
455-26-260000-53220 Postage	\$10,000	\$5,969
455-26-260000-53230 Travel	\$0	\$348
455-26-260000-53310 Printing	\$10,600	\$10,373
455-26-260000-53410 Liability / Casualty Premiums	\$8,103	\$8,103
455-26-260000-53420 Worker's Comp & Risk	\$15,937	\$15,937
455-26-260000-53620 Motor Repairs	\$17,701	\$22,208
455-26-260000-53630 Machinery and Equipment Repairs	\$25,188	\$28,340
455-26-260000-53640 Hardware and Software Maintenance	\$66,623	\$97,062
455-26-260000-53830 Bank Charges	\$114,460	\$135,543
455-26-260000-53990 Other Services and Charges	\$5,603	\$23,498
<b>SERVICES</b>	<b>\$495,233</b>	<b>\$528,438</b>
Metered Parking Program: Category 4 (Capital)		
455-26-260000-53840 Lease Payments	\$473,169	\$473,169
455-26-260000-539010 Inter-Fund Transfers		\$59,975
455-26-260000-54310 Improvements Other Than Building	\$87,577	\$126,000
455-26-260000-54440 Motor Equipment		\$87,000
<b>CAPITAL</b>	<b>\$560,746</b>	<b>\$746,144</b>

Mounted Sweeper for its Street Division for \$87,000. Categories 1, 2 and 3 were roughly equal expenses in the Metered Parking program. (See Fig. 4.8.)

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



DRAFT

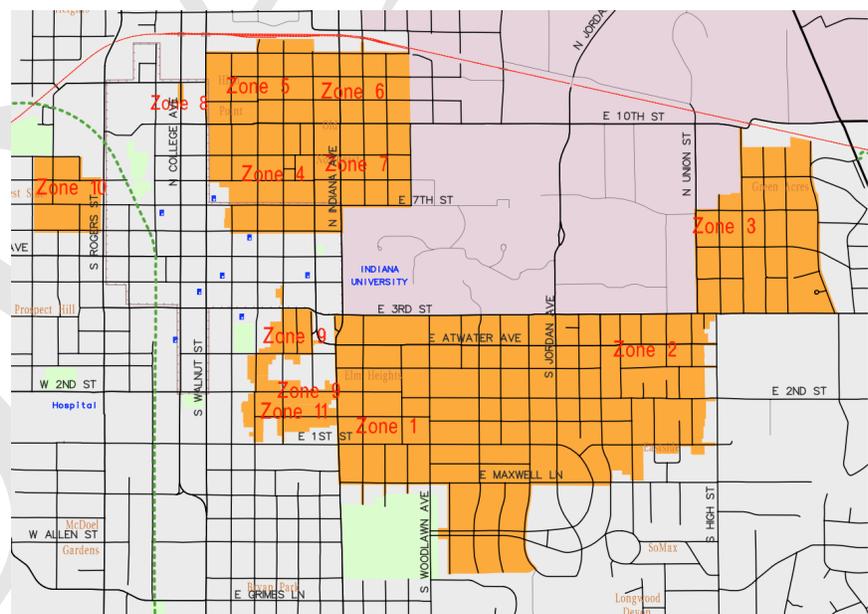
# CHAPTER 5: Neighborhood Zones Program

## A. SUMMARY OF PROGRAM ACTIVITY FOR THE YEAR

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

Figure 5.1: Inventory by Neighborhood Zone, 2017

Zone	Neighborhood	Legal Spaces
Zone 1	Elm Heights	1341
Zone 2	Elm Heights E	749
Zone 3	Green Acres	351
Zone 4	Old Northeast & Downtown	454
Zone 5	High Point	292
Zone 6	Old Northeast	149
Zone 7	University Courts	333
Zone 8	North College	14
Zone 9	Elm Heights NW	119
Zone 10	Near West Side	184
Zone 11	Elm Heights W (Wylie House)	112
<b>Total</b>		<b>4098</b>



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

Fig. 5.2: Financial Performance of the Neighborhood Zone Program (Alternative Transportation Fund #454), 2017

Category	2016	2017	Change
<b>NZ PROGRAM REVENUES</b>			
41020 Permits	\$ 210	\$ 1,048	399.0%
43170 NZ Permits	\$ 131,494	\$ 123,002	-6.5%
NZ # 1	\$30,690	\$30,020	-2.2%
NZ # 2	\$ 8,569	\$ 6,570	-23.3%
NZ # 3	\$ 4,430	\$ 4,905	10.7%
NZ # 4	\$18,655	\$20,005	7.2%
NZ # 5	\$ 8,995	\$ 9,210	2.4%
NZ # 6	\$ 3,000	\$ 3,300	10.0%
NZ # 7	\$ 9,175	\$ 9,177	0.0%
NZ # 8	\$ 675	\$ 525	-22.2%
NZ # 9	\$ 5,015	\$ 4,355	-13.2%
NZ # 10	\$ 1,635	\$ 1,725	5.5%
NZ # 11	\$ 2,430	\$ 1,787	-26.5%
All-Zone Permits	\$38,225	\$31,423	-17.8%
43180 Private Parking	\$ 542	\$ 394	-27.3%
46060 Citations	\$ 226,284	\$ 213,231	-5.8%
Other Revenues		\$ 62	
<b>NZ Revenue from Operations</b>	\$ 358,530	<b>\$ 337,737</b>	<b>-5.8%</b>
<b>NZ PROGRAM EXPENSES</b>			
51xxx Personnel	\$(117,257)	\$ (118,661)	1.2%
52xxx Equipment & Supplies	\$ (3,920)	\$ (4,236)	8.1%
53xxx Services	\$ (25,693)	\$ (40,432)	57.4%
<b>NZ Expenses from Categories 1-3</b>	\$(146,869)	<b>\$(163,329)</b>	<b>11.2%</b>
<b>NZ EARNINGS FROM OPERATIONS</b>	\$ 211,661	<b>\$ 174,408</b>	<b>-17.6%</b>
49010 NZ – Inter-Fund Transfers	\$ 500,000	\$ 439,233	-12.2%
<b>NZ Total Revenues</b>	\$ 711,661	<b>\$ 613,641</b>	<b>-13.8%</b>
54xxx Capital (Sidewalks)	\$(400,496)	\$ (462,508)	15.5%
<b>NZ Total Program Earnings</b>	\$ 311,165	<b>\$ 151,132</b>	<b>-51.4%</b>

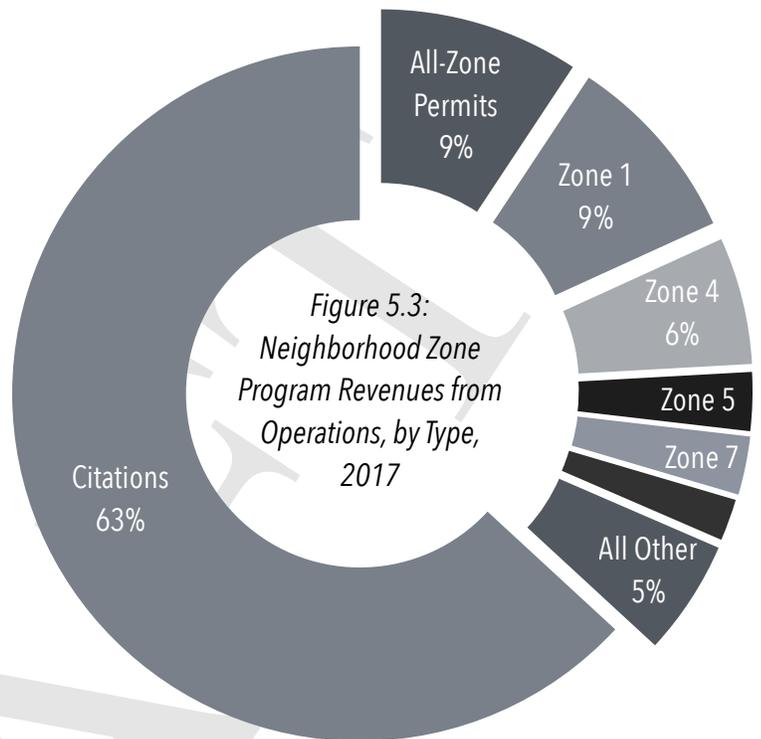
## B. REVENUES

City code required revenues from permits to be deposited into the Alternative Transportation Fund (city account #454), calling for surplus revenues from the neighborhood zone program to be used to “reduce the community’s dependency on the automobile.” In practice, this fund became the source of the City Council’s Sidewalk Fund, but the Mayor has regularly budgeted, and the Council has regularly approved, a transfer in to the Alternative Transportation Fund of non-parking-related capital dollars for such

use. In short, there is a disconnect between the NZ program and the fund where its money is managed: the presence of inter-fund transfers is unrelated to the performance of the program, although it is included in this report’s numbers.

Fig. 5.4: Financial Performance of the Neighborhood Zone Program (Alt. Transportation Fund #454), 2017

Zone	2017 Revenue	Legal Spaces	Annual Revenue /Space	2016 Permits/ Spaces
Zone 4	\$ 20,005	454	\$ 44	139.9%
Zone 8	\$ 525	14	\$ 38	178.6%
Zone 9	\$ 4,355	119	\$ 37	163.9%
Zone 5	\$ 9,210	292	\$ 32	125.0%
Zone 7	\$ 9,177	333	\$ 28	98.5%
Zone 1	\$ 30,020	1341	\$ 22	90.1%
Zone 6	\$ 3,300	149	\$ 22	77.2%
Zone 11	\$ 1,787	112	\$ 16	32.1%
Zone 3	\$ 4,905	351	\$ 14	50.1%
Zone 10	\$ 1,725	184	\$ 9	36.4%
Zone 2	\$ 6,570	749	\$ 9	35.5%



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

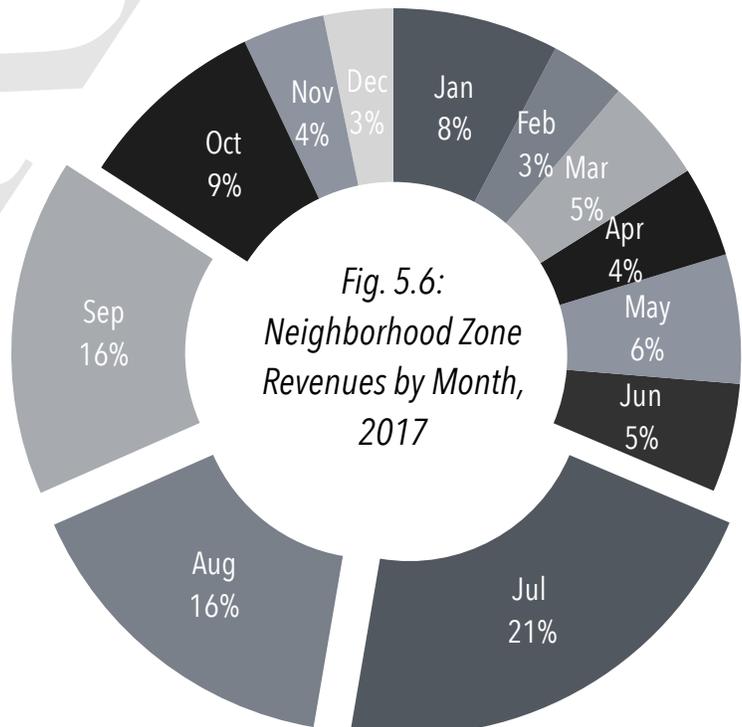
Zone 4, just north of the East Kirkwood overlay portion of downtown, led all zones in revenue generated per legal space in the zone, which corresponded roughly with the

Fig. 5.5: Neighborhood Permit Revenues by Zone and Mon

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

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

Figure 5.5 shows an almost 9 percent increase in permits from 2016. (All-zone permit data was not available.) For the most popular zones, it underscored the



increasing pressure on the neighborhood parking supply, for which the price of permits has not increased in decades.

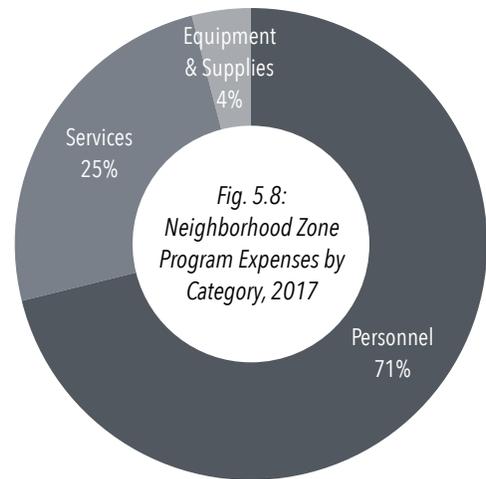
Figure 5.6 illustrates that far and away the third quarter of the year is the busiest time for the purchase of permits, which become effective August 15 in conjunction with the academic year. Third quarter sales account for more than half of permits sold all year.

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

<b>NZ Program: Category 1 (Personnel)</b>			
	2016	2017	Change
454-02-020000-51110 Salaries and Wages - Regular	\$74,719	\$74,232	-0.7%
454-02-020000-51210 FICA	\$5,381	\$5,341	-0.8%
454-02-020000-51220 PERF	\$10,610	\$10,541	-0.7%
454-02-020000-51230 Health and Life Insurance	\$26,546	\$28,548	7.5%
<b>PERSONNEL</b>	<b>\$117,257</b>	<b>\$118,661</b>	<b>1.2%</b>
<b>NZ Program: Category 2 (Equipment &amp; Supplies)</b>			
454-02-020000-52110 Office Supplies	\$58	\$9	-84.1%
454-02-020000-52240 Fuel and Oil	\$2,667	\$2,939	10.2%
454-02-020000-52340 Other Repairs and Maintenance	\$137	\$2,500	1,724.7%
454-02-020000-52420 Other Supplies	\$366	\$511	39.7%
454-02-020000-52430 Uniforms and Tools	\$692	\$777	12.3%
<b>EQUIPMENT &amp; SUPPLIES</b>	<b>\$3,920</b>	<b>\$6,736</b>	<b>71.8%</b>
<b>NZ Program: Category 3 (Services)</b>			
454-02-020000-53110 Engineering and Architectural	\$0	\$10,234	
454-02-020000-53210 Telephone	\$1,011	\$1,099	8.7%
454-02-020000-53310 Printing	\$8,534	\$6,800	-20.3%
454-02-020000-53620 Motor Repairs	\$6,902	\$14,999	117.3%
454-02-020000-53640 Hardware and Software Maintenance	\$278	\$1,000	260.4%
454-02-020000-53830 Bank Charges	\$8,449	\$6,299	-25.4%
454-02-020000-53990 Other Services and Charges	\$519	\$1,000	92.7%
<b>SERVICES</b>	<b>\$25,693</b>	<b>\$41,432</b>	<b>61.3%</b>
<b>NZ Program: Category 4 (Capital)</b>			
<b>CAPITAL</b>	<b>\$0</b>	<b>\$0</b>	

### C. EXPENSES

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



## **Appendix A: Resolutions**

**Res. 2017-01: To Establish Rules and Procedures for the Commission**

**Res. 2017-02: To Gather All Data Necessary for an Annual Parking Report**

**Res. 2017-03: To Request Funding for a Parking Study in the Fiscal Year 2018**

Res. 2017-04: To Adopt a Comprehensive Parking Management Policy

Res. 2017-05: To Make a Recommendation on a City Council Ordinance Re:Creating and  
Enforcing a Residential Neighborhood Zone “12” in Garden Hill

Res. 2017-06: To Make a Recommendation on City Council Ordinance 17-24, Re: Deleting  
BMC Chapter 15.36 (Resident-Only Parking Permits)

**Res. 2017-07: To Adopt the Commission’s Annual Report** *(numbered in minutes as "-05")*

**Res. 2017-08: To Recommend Changes to Parking System Based on Its Annual Report**

# **The State of Parking in the City for the Year 2017**

The Annual Report of the  
City of Bloomington Parking Commission

January 2022

# *Table of Contents*

<b>Executive Summary</b>	<b>3</b>
<b>Preface</b>	<b>4</b>
<b>CHAPTER 1: The Commission’s Activities During the Year</b>	<b>5</b>
A. About the Parking Commission	5
B. Summary of the Commission’s Activities During the Year	6
<b>CHAPTER 2: General Performance of the City’s Parking System</b>	<b>10</b>
A. Summary of System Activity for the Year	10
<b>CHAPTER 3: Garages and Lots Program</b>	<b>13</b>
A. Summary of Program Activity for the Year	13
B. Revenues and Usage Data	15
C. Expenses	16
<b>CHAPTER 4: Metered Parking Program</b>	<b>19</b>
A. Summary of Program Activity for the Year	19
B. Revenues and Usage Data	20
C. Expenses	24
<b>CHAPTER 5: Neighborhood Zones Program</b>	<b>26</b>
A. Summary of Program Activity for the Year	26
B. Revenues	28
C. Expenses	30
<b>Appendix A: Resolutions</b>	<b>31</b>

## Executive Summary

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

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

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

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

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

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

## Preface

This report is at least three years overdue.

The Commission's mandate is to file a report for the previous year by October of the following year. Even its first report, for the year 2016, was not delivered by that deadline; it was presented to the Council in January 2018. This is partly because 2017 was the Commission's inaugural year, during which it struggled to find its footing, and partly because, under the leadership of Jim Blickensdorf as its inaugural chair, embarked on as ambitious a reporting project as could be imagined. The initial report ran to 90 pages; there were another 300 pages of addenda. On the other hand, the report was of such magnitude that its format proved impossible to replicate. Jim left the Commission in early 2019 before a second report could be completed.

This draft report of parking in the year 2017 **is not just** simplified from its predecessor. It has also been engineered as a template for the rapid compiling of future reports. Typefaces are larger and more readable throughout; the figures less complex when possible; color figures have been reduced to grayscale.

The method of accounting in this report has also been simplified from the previous one. Expenses-related tables in the 2016 report did not conform to the traditional four-category budgeting method, long observed by the Controller's office, of reckoning with expenses (i.e., Category 1: Personnel, Category 2: Equipment & Supplies, Category 3: Services, and Category 4: Capital). This report, except in a few isolated cases where noted, has resumed using the traditional accounting categories observed by the Controller. As such, some tables in this report which show 2016 numbers alongside 2017 numbers may not reflect totals from the previous report.

It is hoped that this new format will permit the 2018 report to follow within two months of this report's adoption, so that the Commission may glean long-overdue knowledge of the trends shown in the data, and fulfill its obligation to recommend better parking policy to the public.

# CHAPTER 1: The Commission's Activities During the Year

## A. ABOUT THE PARKING COMMISSION

### Purpose

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

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

### Commissioners

This was the inaugural year of the Parking Commission, whose first meeting was held January 30, 2017. The Commission soon decided to hold its meeting on the fourth Thursday of the month at 5:30 pm in the Hooker Room of City Hall, and was administratively supported in its work by Seyedamir Kaboli Farshchi, long-range planner in the city's department of Planning & Transportation.

Appointees hold their seats for two-year terms unless otherwise noted; term expiration dates were staggered to reduce the likelihood that the whole Commission would turn over at once. The Commission elected Jim Blickensdorf as its inaugural chair, Adrienne Evans Fernandez as vice-chair, and Stephen Volan as secretary. (See Figure 1.1 for a complete list of Commission members for the year.)

**Figure 1.1: Members of the Parking Commission, 2017**

Seat	Qualification	Term		Appointee	Affiliation or Neighborhood	Start Date	End Date
		Expires on 1/31	Length (years)				
<b>C-1</b>	merchant	2018	2	<b>Jim Blickensdorf</b> chair	Grazie Italiano	1/26/17	continuing
<b>C-2</b>	resident	2019	2	<b>Adrienne Evans Fernandez</b> vice-chair	Broadview	1/18/17	continuing
<b>C-3</b>	resident	2019	2	<b>Faith Hawkins</b>	Elm Heights	1/26/17	continuing
<b>C-4</b>	Council ex-officio	2018	1	<b>Stephen Volan</b> secretary	Member, District 6	1/18/17	continuing
<b>M-1</b>	merchant	2018	2	<b>Donna Disque</b>	MarDon Salon	1/30/17	continuing
<b>M-2</b>	not-for-profit organization	2018	2	<b>Randy Lloyd*</b>	Trinity Lutheran Church	1/30/17	10/24/17
				<b>Jennifer Jenkins</b>	WonderLab	11/1/17	continuing
<b>M-3</b>	resident	2019	2	<b>Mary Jo Shaughnessy</b>	Blue Ridge	2/28/17	continuing
<b>M-4</b>	resident	2018	2	<b>Mark Need</b>	Courthouse Square	3/3/17	continuing
<b>M-5</b>	Planning & Transport.	2018	1	<b>Josh Desmond</b>	Assistant Director	1/24/17	continuing

*\*Did not attend any meetings.*

## **B. SUMMARY OF THE COMMISSION’S ACTIVITIES DURING THE YEAR**

### **Major Topics**

FORMATION. The Commission held its inaugural meeting in January, with Commissioner Volan as interim chair, at which he circulated a memo with some basic history of and facts about parking in Bloomington, discussed the ordinance that created the Commission, and pointed to the parking subplan of the Growth Policies Plan of 2002 (GPP), the comprehensive plan that was in effect at the time for the city. The Commission spent its next two meetings determining the logistics of conducting business, including meeting times and lengths, and bylaws. The latter were adopted in March. The Commission at that meeting also elected Jim Blickensdorf its first chair, Adrienne Evans Fernandez its first vice-chair, and Volan as its first secretary.

POLICY STATEMENT. The first substantive act the Commission undertook was to pursue a comprehensive policy statement on parking as called for in Ordinance 16-22, which it began at the May meeting. The comprehensive plan, still under development, would not be adopted in 2017, so the existing GPP was used as the basis for discussion. By the November meeting, the Commission had deliberated over the text of a policy, but Res. 2017-04 was not brought for a vote. The last draft of the policy is included below.

### Parking Commission Policy Objectives (Draft #3)

- The Commission shall maintain a commitment to openness and sharing of information with stakeholders with emphasis on involving stakeholders and soliciting stakeholders' opinions;
- Establish priority levels for each parking use type and access mode within an area or zone, with nonmotorized and shared ride modes ranking higher than solo driving;
- Establish a Parking Services department that efficiently manages the City's parking system assets and staffing resources;
- Reduce cruising/search time for parking spaces implementing improved signage, wayfinding, marketing, real-time parking availability,
- Increase the rate at which the most convenient spaces turn over by managing the occupancy time through the use of differential and escalating pricing and 30-minute and 2-hour time limits;
- Establish rate schedule that satisfies the capital and ongoing operating costs of a financially stable, integrated parking system;
- Reduce Vehicle Miles Travelled. implement differential pricing to help drivers find a parking space efficiently without cruising for parking and price parking to induce some travelers to adopt other travel modes, thereby reducing VMT and parking use;
- Create a brand that provides an exceptional customer service experience and communicates the goals and benefits of managed parking;
- Recommend policies that align land-use for parking with the GPP and draft Comprehensive Plan;
- Support alternate modes of transportation in furtherance of the GPP and draft Comprehensive Plan. Provide the ways and means for better walking, bicycling, shuttle, ride-sharing, bus, and temporary vehicle rental alternatives and services which reduce use of parking;
- Allocate surplus parking revenue to parking benefit districts.

NEW PARKING STUDY. The Commission passed a resolution calling for funds for a new citywide parking study, which were appropriated by the City. Two companies submitted bids: Walker, which had done the two previous studies in 2007 and 2012; and Desman. The firms both submitted strong proposals. In the end, Desman was chosen because Walker had done the previous studies.

ANNUAL REPORT. The Commission developed, as per its mandate, its first annual report, which covered the year 2016 in parking. The 390-page tome was finished in November, but not presented to Council before year's end.

## **Minor Topics**

POPLARS GARAGE POLICY CHANGE. In April, Amanda Turnipseed, Director of IU Bloomington Parking Operations, discussed the realignment of IU's parking permit system and the changes to the Poplars garage that take effect May 8, after which the garage will be restricted to people with IU parking permits 8a-5p. IU will offer free, unattended parking after 5p and on weekends.

GARDEN HILL PARKING. At the very first meeting, residents of Garden Hill spoke about their desire for a new twelfth neighborhood parking zone that would be enforced evenings and weekends, a first for the city. It was brought up several times throughout the year, as Cmsnr Volan in his role as councilmember pursued legislation to that effect, but no action was taken either by the Commission or City Council in 2017.

RESERVED PRIVATE STREET PARKING. The city had for decades a "resident-only" parking program (BMC 15.36) under which residents could apply to reserve an on-street parking space. Discussion of the issue was brought to the Commission by Planning and Transportation staff, who advocated for its elimination, as did the Traffic Commission. The City Council did not agree, so in August staff came back with a proposal to more greatly restrict eligibility for the program, which the Parking Commission in a 3-3 vote decided not to endorse. The Council voted to end the program, but grandfathered in the remaining 19 holders of permits.

## Resolutions

In its effort to organize, the Commission was not consistent in its administrative technique. Minutes for meetings in 2017 were spotty; indeed, minutes do not exist for the October and November meetings as of this publication. The following were resolutions that were heard and voted on by the Commission. Resolutions 04, 05 and 06 were not adopted as mentioned above.

**Res. 2017-01: To Establish Rules and Procedures for the Commission**

**Res. 2017-02: To Gather All Data Necessary for an Annual Parking Report**

**Res. 2017-03: To Request Funding for a Parking Study in the Fiscal Year 2018**

Res. 2017-04: To Adopt a Comprehensive Parking Management Policy

Res. 2017-05: To Make a Recommendation on a City Council Ordinance Re:Creating and Enforcing a Residential Neighborhood Zone “12” in Garden Hill

Res. 2017-06: To Make a Recommendation on City Council Ordinance 17-24, Re: Deleting BMC Chapter 15.36 (Resident-Only Parking Permits)

**Res. 2017-07: To Adopt the Commission’s Annual Report** (*numbered in minutes as "-05"*)

**Res. 2017-08: To Recommend Changes to Parking System Based on Its Annual Report**

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

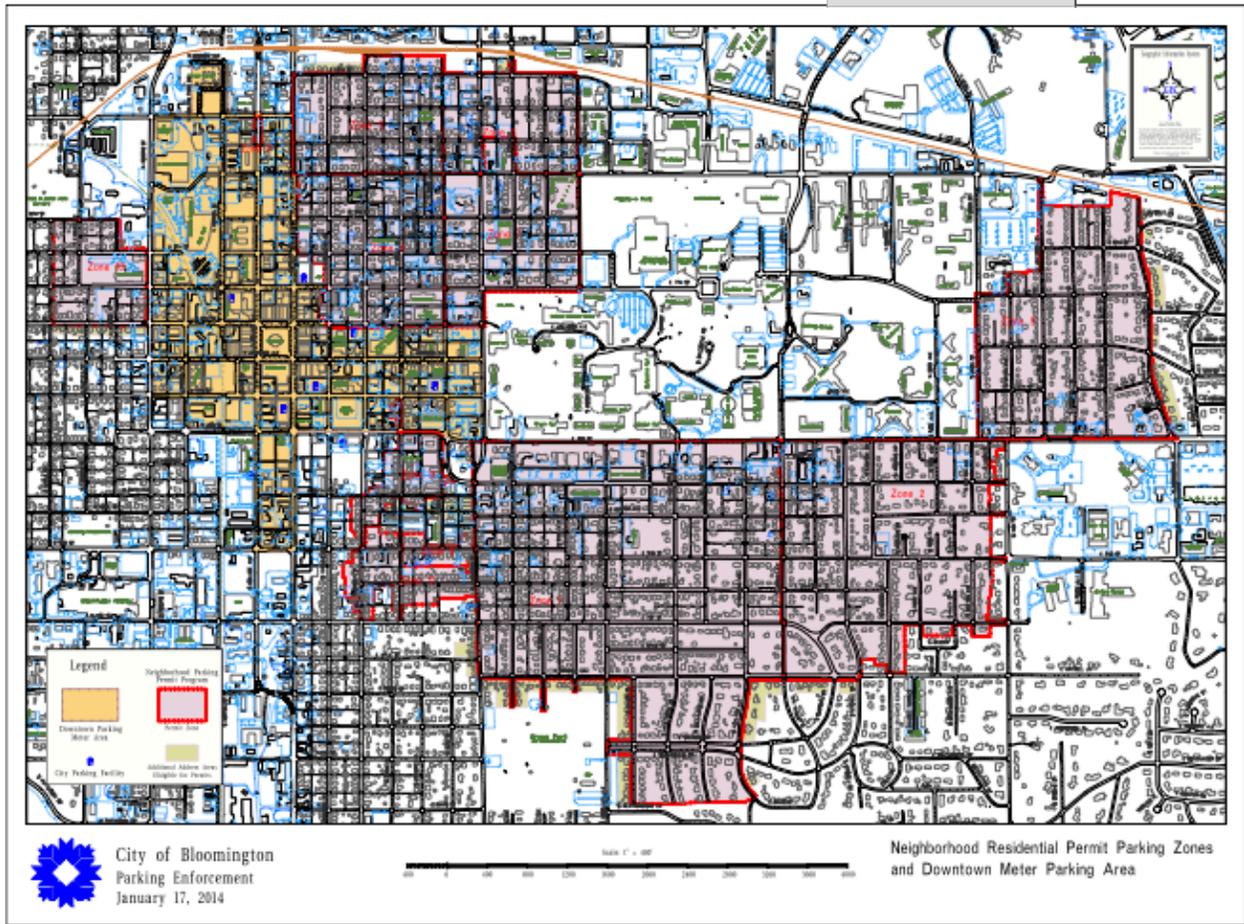
## A. SUMMARY OF SYSTEM ACTIVITY FOR THE YEAR

### 1. Inventory

The City of Bloomington parking system is made up of three components: off-street parking, both surface and structured; on-street parking in the public right of way in the commercial and mixed-use downtown; and on-street parking in residential neighborhoods surrounding downtown and the IU campus. More than 7400 spaces were under management in 2017 (see Fig. 2.1.).

Figure 2.1: Inventory of the City of Bloomington's Parking System, 2017

Program	Spaces
<b>Garages &amp; Lots</b>	1807
<b>Metered Parking</b>	1539
<b>Neighborhood Zones</b>	4098
<b>TOTAL</b>	<b>7444</b>



## 2. Revenues & Expenses

Overall, the financial performance of the City’s parking system in 2017 was relatively stable compared to 2016. Revenues from operations increased 2.5 percent to \$4.3 million; operational expenses increased almost 6 percent to \$2.3 million, dropping operational revenues one percent to just over \$2 million. A significant capital expenditure increase of more than 22 percent reduced overall system earnings to \$1.1 million, almost 30 percent below 2016. (See Fig. 2.2.)

## 3. Revenue Trends

Overall, the revenue performance of the City’s parking system in 2017 was relatively stable compared to 2016, with modest declines in garage and neighborhood zone revenue being more than offset by meter revenue for an overall system gross revenue increase of 2 percent. (See Fig. 2.3.)

Figure 2.2: Financial Performance of the Parking System, 2017

Category	2016	2017	Change
<b>Parking System Revenues</b>			
Garages & Lots Program	\$ 1,077,261	\$ 1,019,933	(5.3%)
Metered Parking Program	\$ 2,787,838	\$ 2,971,733	6.6%
Neighborhood Zones Program	\$ 358,530	\$ 337,737	(5.8%)
Miscellaneous Income	\$ 934	\$ 0	(100.0%)
<b>Total System Revenues</b>	<b>\$ 4,224,563</b>	<b>\$ 4,329,403</b>	<b>2.5%</b>
<b>Parking System Expenses</b>			
Garages & Lots Program	\$ (693,428)	\$ (941,033)	35.7%
Metered Parking Program	\$(1,168,556)	\$(1,206,285)	3.2%
Neighborhood Zones Program	\$ (146,869)	\$ (163,329)	11.2%
General Fund Charges	\$ (172,080)	\$ 0	(100.0%)
<b>Total System Expenses</b>	<b>\$(2,180,933)</b>	<b>\$(2,310,647)</b>	<b>5.9%</b>
<b>Total System Earnings from Operations</b>	<b>\$ 2,043,630</b>	<b>\$ 2,018,756</b>	<b>(1.2%)</b>
<b>System Capital Revenues</b>			
Garages & Lots – Capital	\$ 662,710	\$ 661,986	(0.1%)
Metered – Capital	\$ 0	\$ 0	
Capital Transfer to Neighborhood Zone Program	\$ 500,000	\$ 439,233	(12.2%)
<b>Total Other System Revenues</b>	<b>\$ 1,162,710</b>	<b>\$ 1,101,219</b>	<b>(5.3%)</b>
<b>System Capital Expenditures</b>			
Garages & Lots – Capital	\$ (662,710)	\$ (782,766)	18.1%
Metered – Capital	\$ (560,746)	\$ (746,144)	33.1%
Neighborhood Zones – Capital	\$ (400,496)	\$ (462,508)	15.5%
<b>All Capital Expenditures</b>	<b>\$(1,623,952)</b>	<b>\$(1,991,418)</b>	<b>22.6%</b>
<b>Total Parking System Earnings</b>	<b>\$ 1,582,388</b>	<b>\$ 1,128,557</b>	<b>(28.7%)</b>

Figure 2.3: Summary of Parking System Revenue, 2013-2017

Category	2013	2014	2015	2016	2017	
<b>GARAGES &amp; LOTS PROGRAM</b>						
<i>*information not readily available. Data before 2016 not verified and for comparative purposes only.</i>						
Hourly, Garages	\$829,968	\$125,960	\$127,221	\$150,040	\$148,075	
Hourly, Lots	*	\$74,119	\$120,475	\$74,847	\$68,868	
Permits, Garages	\$435,986	\$525,675	\$722,522	\$740,856	\$666,449	
Permits, Lots ("Lot Leases")	\$190,368	\$365,003	\$82,926	\$109,945	\$100,491	
Other Revenue	*	\$14,990	\$16,590	\$22,575	\$36,049	
<b>Garages &amp; Lots Revenue</b>	<b>\$1,456,322</b>	<b>\$1,105,747</b>	<b>\$1,069,734</b>	<b>\$1,098,263</b>	<b>\$1,019,933</b>	<b>-7.1%</b>
<b>METERED PARKING PROGRAM</b>						
Permits	*	\$19,948	\$38,483	\$25,555	\$58,306	
Hourly Revenue	*	\$2,157,473	\$2,170,726	\$2,218,006	\$2,380,574	
Convenience Fee	\$53,779	\$153,081	\$147,661	\$161,169	\$160,187	
Citations	*	*	*	\$383,108	\$359,002	
Other Revenue	*	*	*	\$0	\$13,665	
<b>Metered Parking Revenue</b>	<b>\$53,779</b>	<b>\$2,330,502</b>	<b>\$2,356,870</b>	<b>\$2,787,838</b>	<b>\$2,971,733</b>	<b>6.6%</b>
<b>NEIGHBORHOOD ZONES PROGRAM</b>						
Resident/Visitor Zone Permits	\$122,075	\$124,929	\$125,438	\$131,494	\$123,002	
Citations	*	*	*	\$226,284	\$213,231	
Other Permits and Other Revenue	*	\$167	\$156	\$752	\$1,504	
<b>Neighborhood Zones Revenue</b>	<b>\$122,075</b>	<b>\$125,096</b>	<b>\$125,594</b>	<b>\$358,530</b>	<b>\$337,737</b>	<b>-5.8%</b>
<b>TOTAL PARKING SYSTEM REVENUES</b>	<b>\$1,632,176</b>	<b>\$3,561,345</b>	<b>\$3,552,198</b>	<b>\$4,244,631</b>	<b>\$4,329,403</b>	<b>2.0%</b>

Figure 2.4: Revenues from Citations, 2016-2017

Category	2016	2017	Change
Neighborhood Zone Citations	\$ 224,712	\$ 213,231	-5.1%
Garage & Lots Citations	N/A	N/A	
Metered Parking Citations	\$ 383,108	\$ 359,002	-6.3%
<b>Citations Total Revenues</b>	<b>\$607,820</b>	<b>\$572,233</b>	<b>-5.9%</b>

#### 4. Citations

The 2016 report broke out citations as a separate fourth program of the parking system. While it is a distinct concern, from a financial perspective the Commission decided to integrate revenues related to citations in financials for each of the three main

parking programs. However, some cross-program observations are worth making here. Citation revenue shrank by about 5 percent in 2017, reflecting a downward trend across all programs (see Fig. 2.4). (The 2016 report cited a nominal amount—less than \$2000—for citations in garages in lots, but deposits to that line item were for revenues unrelated to citations and may have been placed into that line in error, as tickets are not issued in garages.)

# CHAPTER 3: Garages and Lots Program

## A. SUMMARY OF PROGRAM ACTIVITY FOR THE YEAR

Figure 3.1: Garages and Lots: Locations, Pricing Policy and Capacity, 2017

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

## 1. Inventory

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

Permit parking monthly costs, last adjusted in 2010, ranged from \$40 to \$76 per month. Transient parking at garages and lots were priced at \$0.50 per hour. Transient parkers were provided with three hours of “free” parking in garages and lots, with the exception of Lot 1 at the intersection of Dunn and 4th Streets, which was priced \$1.00 per hour, the same as on-street metered parking. (See Figure 3.1.)

Figure 3.2: Financial Performance of the Garages & Lots Program (Garage Fund #452), 2017

Category	\$ 2,016	\$ 2017	Change
<b>GARAGES &amp; LOTS PROGRAM REVENUES</b>			
43130 Lots – Hourly	\$ 74,847	\$ 68,868	-8.0%
43130 Garages – Hourly	\$ 150,040	\$ 148,075	-1.3%
43150 Lots – Annual Leases (Permits)	\$ 109,945	\$ 100,491	-8.6%
43160 Garages – Annual Leases (Permits)	\$ 740,856	\$ 666,449	-10.0%
Other Reimbursements	\$ 21,003	\$ 36,049	71.6%
<b>Garages &amp; Lots Operating Revenues</b>	<b>\$ 1,075,689</b>	<b>\$ 1,019,933</b>	<b>-5.2%</b>
49010 Inter-Fund Transfers	\$ 662,710	\$ 661,986	-0.1%
<b>Garages &amp; Lots Program Total Revenues</b>	<b>\$ 1,738,399</b>	<b>\$ 1,681,919</b>	<b>-3.2%</b>
<b>GARAGES &amp; LOTS PROGRAM EXPENSES</b>			
51xxx Personnel	\$ 406,679	\$ 437,585	7.6%
52xxx Equipment & Supplies	\$ 30,182	\$ 76,465	153.3%
53xxx Services	\$ 256,566	\$ 426,983	66.4%
54xxx Capital	\$ 662,710	\$ 782,766	18.1%
<b>Garages &amp; Lots Program Total Expenses</b>	<b>\$ 1,356,138</b>	<b>\$ 1,723,800</b>	<b>27.1%</b>
<b>GARAGES &amp; LOTS PROGRAM EARNINGS</b>	<b>\$ 382,261</b>	<b>\$ (41,881)</b>	<b>-111.0%</b>

## 2. Revenues & Expenses

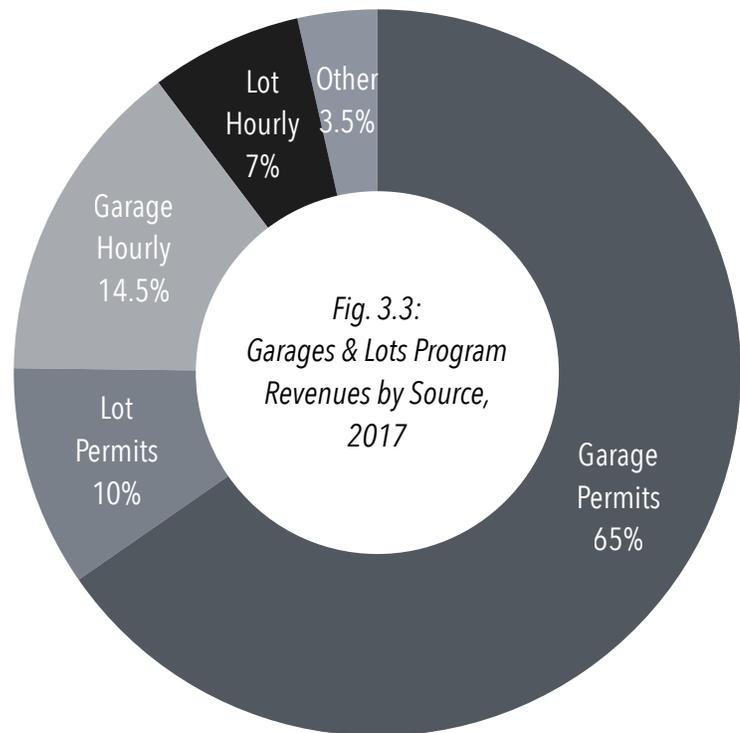
Revenues from operations were down more than five percent from the previous year, primarily due to a 10 percent drop in garage permit revenue. Operating costs, meanwhile, increased 20 percent, primarily due to building repairs, causing the program to drop from 28 percent net revenue to 2.4 percent below breakeven in 2017 (see

Fig. 3.2.). The Walnut and Morton garages continue to be subsidized by an annual transfer from outside the parking system of more than \$660,000 from the city's primary Tax Increment Finance (TIF) district (line 49010), as they have since their construction in 2001 and 2003, respectively.

## B. REVENUES AND USAGE DATA

### 1. Breakdown

Seventy-five percent of revenues came from monthly permit buyers, 21 percent from hourly parkers. Less than 4 percent of revenues came from other sources. Eighty percent of revenues in the off-street parking program came from garages, despite only accounting for about two-thirds of the city’s off-street parking inventory, compared with 17 percent from lots. (See Figure 3.3.) The discrepancy in revenue



between types (\$668 per year for the average garage space, \$288 for the average lot space) is partially explained by much of the surface-lot inventory being leased in bulk at less than the market rate for permit or hourly parking, or reserved for parking for city employees.

### 2. Usage/Occupancy Data

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

Permit data shows that in an average month in 2017, 973 permits were sold in its three garages, about 60 percent of which were likely purchased by employers or their employees ("12/5" — 12 hours a day, 5 days a week) and about 40 percent of which were for residential or hotel purposes ("24/7"). (See Figure 3.4.)

Figure 3.4: Permits Issued by Type and Garage, 2017

Type/Garage	\$/Mo.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YEAR	Gross Rev.	Average
12/5 Non Rsvd.	\$40	584	583	551	514	487	491	491	491	490	489	493	474	6138	\$245,520	512
12/5 Reserved	\$57	90	90	90	83	83	82	82	82	80	80	80	80	1002	\$57,114	84
24/7 Non-Rsvd.	\$67	381	377	361	349	229	198	198	200	457	459	444	437	4090	\$274,030	341
24/7 Reserved	\$76	42	42	40	35	34	36	36	36	36	36	36	36	445	\$33,820	37
<b>Total Passes</b>		<b>1097</b>	<b>1092</b>	<b>1042</b>	<b>981</b>	<b>833</b>	<b>807</b>	<b>807</b>	<b>809</b>	<b>1063</b>	<b>1064</b>	<b>1053</b>	<b>1027</b>	<b>11,675</b>	<b>\$610,484</b>	<b>973</b>
4th St		374	372	368	365	363	366	366	366	363	363	368	357	4391		
Morton St		445	447	408	368	299	287	287	287	407	405	396	395	4431		
Walnut St		278	273	266	248	171	154	154	156	293	296	289	275	2853		
<b>Total Passes</b>		<b>1097</b>	<b>1092</b>	<b>1042</b>	<b>981</b>	<b>833</b>	<b>807</b>	<b>807</b>	<b>809</b>	<b>1063</b>	<b>1064</b>	<b>1053</b>	<b>1027</b>	<b>11,675</b>		

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

In the 2016 report, data was presented regarding the duration of stay of a typical parker in city garages, in particular illustrating the effects of the three-hours-free policy on usage and revenue. Unfortunately, due to the great delay in compilation of this report, an equipment upgrade in 2019 caused duration-of-stay data from 2017 and 2018 to be lost.

In future reports, duration-of-stay data in the garages will appear in a Figure 3.6.

Figure 3.5: Annual Revenue from Hourly Parking in Surface Lots

Lot	Spaces	2017	\$/Space
Lot 1	52	\$52,017	\$1,000
Lot 3	74	\$12,507	\$169
Lot 5	19	\$3,495	\$184
Lot 6	13	\$850	\$65
		<b>\$68,868</b>	

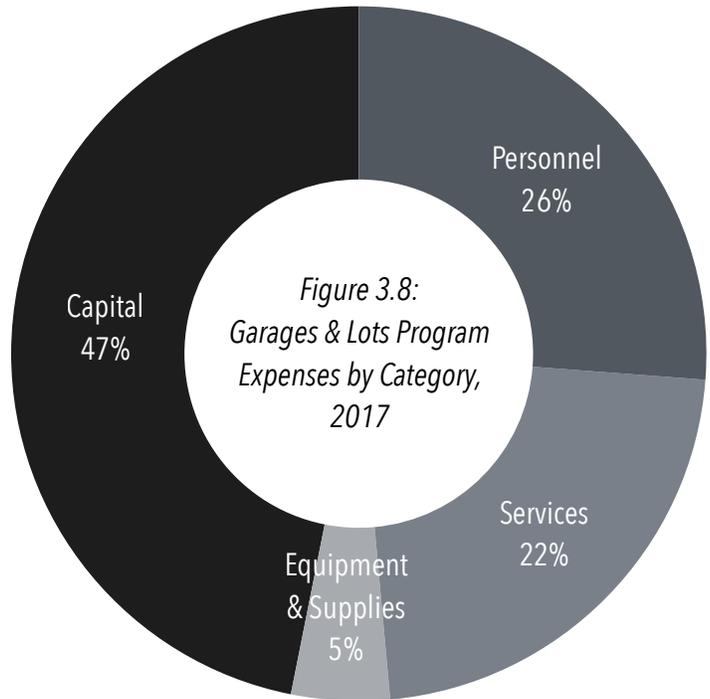
### C. EXPENSES

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

Figure 3.7: Garages & Lots Program Expenses by Category

<b>Garages &amp; Lots Program: Category 1 (Personnel)</b>	2016	2017	Change
452-26-260000-51110 Salaries and Wages - Regular	\$212,645	\$229,731	8.0%
452-26-260000-51130 Salaries and Wages - Overtime	\$2,205	\$455	-79.4%
452-26-260000-51210 FICA	\$15,421	\$16,699	8.3%
452-26-260000-51220 PERF	\$28,522	\$31,372	10.0%
452-26-260000-51230 Health and Life Insurance	\$92,911	\$99,918	7.5%
452-26-260000-539010 Inter-Fund Transfers	\$54,976	\$59,410	8.1%
Personnel Total	<b>\$406,679</b>	<b>\$437,585</b>	<b>7.6%</b>
<b>Garages &amp; Lots Program: Category 2 (Equipment &amp; Supplies)</b>			
452-26-260000-52110 Office Supplies	\$1,494	\$1,016	1.0%
452-26-260000-52210 Institutional Supplies	\$1,015	\$2,033	100.3%
452-26-260000-52310 Building Materials and Supplies	\$3,203	\$37,188	1,061.2%
452-26-260000-52340 Other Repairs and Maintenance	\$4,506	\$17,611	290.8%
452-26-260000-52420 Other Supplies	\$18,086	\$12,873	-28.8%
452-26-260000-52430 Uniforms and Tools	\$1,879	\$5,745	205.8%
Equipment & Supplies Total	<b>\$30,182</b>	<b>\$76,465</b>	<b>153.3%</b>
<b>Garages &amp; Lots Program: Category 3 (Services)</b>			
452-26-260000-53150 Communications Contract	\$0	\$288	
452-26-260000-53210 Telephone	\$5,723	\$6,196	8.3%
452-26-260000-53310 Printing	\$0	\$276	
452-26-260000-53410 Liability / Casualty Premiums	\$8,103	\$8,103	0.0%
452-26-260000-53420 Worker's Comp & Risk	\$15,937	\$17,304	8.6%
452-26-260000-53510 Electrical Services	\$64,168	\$59,989	-6.5%
452-26-260000-53530 Water and Sewer	\$787	\$778	-1.1%
452-26-260000-53610 Building Repairs	\$51,727	\$81,544	57.6%
452-26-260000-53630 Machinery and Equipment Repairs	\$20,475	\$745	-96.4%
452-26-260000-53640 Hardware and Software Maintenance	\$54,976	\$53,600	-2.5%
452-26-260000-53650 Other Repairs	\$500	\$163,018	32,503.7%
452-26-260000-53830 Bank Charges	\$30,044	\$25,797	-14.1%
452-26-260000-53940 Temporary Contractual Employee	\$4,055	\$9,345	130.5%
452-26-260000-53990 Other Services and Charges	\$72	\$0	-100.0%
Services Total	<b>\$256,566</b>	<b>\$426,983</b>	<b>66.4%</b>
<b>Garages &amp; Lots Program: Total Operations Expenses</b>			
	<b>\$693,428</b>	<b>\$941,033</b>	<b>35.7%</b>
<b>Garages &amp; Lots Program: Category 4 (Capital)</b>			
452-26-260000-53840 Lease Payments	\$662,710	\$661,986	-0.1%
452-26-260000-54310 Improvements Other Than Building	\$0	\$30,000	
452-26-260000-54420 Purchase of Equipment	\$0	\$60,781	
452-26-260000-54510 Other Capital Outlays	\$0	\$30,000	
Capital Total	<b>\$662,710</b>	<b>\$782,766</b>	<b>18.1%</b>
<b>Garages &amp; Lots Program: Total Expenses</b>			
	<b>\$1,356,138</b>	<b>\$1,723,800</b>	<b>27.1%</b>

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



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

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

# CHAPTER 4: Metered Parking Program

## A. SUMMARY OF PROGRAM ACTIVITY FOR THE YEAR

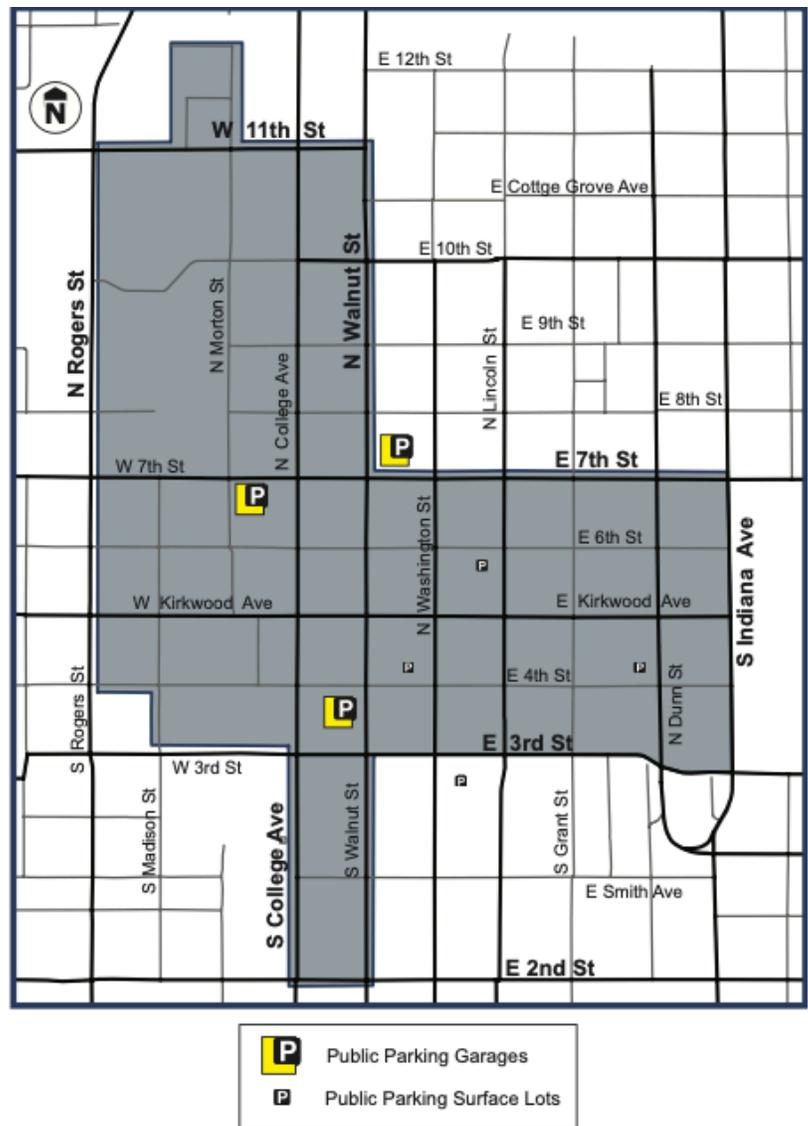
### 1. Inventory

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

Parkers were charged \$1.00 per hour 12 hours a day, six days a week, which they could pay with cash, credit card or the ParkMobile smartphone app.

The Mayor had the ability to suspend enforcement of on-street parking in the event of inclement weather or circumstances deemed “appropriate and reasonable.” The

Figure 4.1: Metered Parking Capacity, Locations, and Pricing Policy, 2017



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

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

**1718 total spaces**

Mayor invoked this authority to suspend enforcement during the Lotus Festival in September and on Saturdays in December. There are two separate funding lines in the budget for enforcement: one for meters and one for neighborhoods.

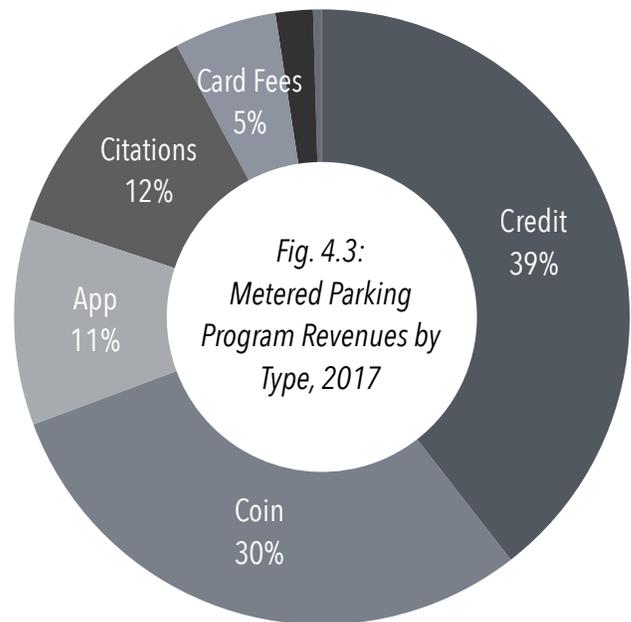
## B. REVENUES AND USAGE DATA

About two-thirds of revenue in the city’s entire parking system comes from parkers [paying at meters](#). Parkers spent almost \$2.4 million to park on the street downtown in 2017, an increase of more than 7 percent from 2016. (See Fig. 4.2.) More than 1.83 million transactions were conducted at the meters in 2017, up two percent from 1.8 million in 2016. Also up were transactions via ParkMobile, almost 22,000 more than last year’s 95,000, an almost 19 percent increase. ParkMobile, being its own credit-card processor, directly collected its \$57,638 in transaction fees which are thus not reflected in [Fig. 4.2](#).

Payments at meters by any means represent four-fifths of meter program revenue. Another 12 percent came from citations; 5.4 percent of program revenues from the convenience fees paid by parkers using credit cards (which are immediately passed on to the credit-card processor); and

Fig. 4.2: Financial Performance of the Metered Parking Program (Parking Meter Fund #455), 2017

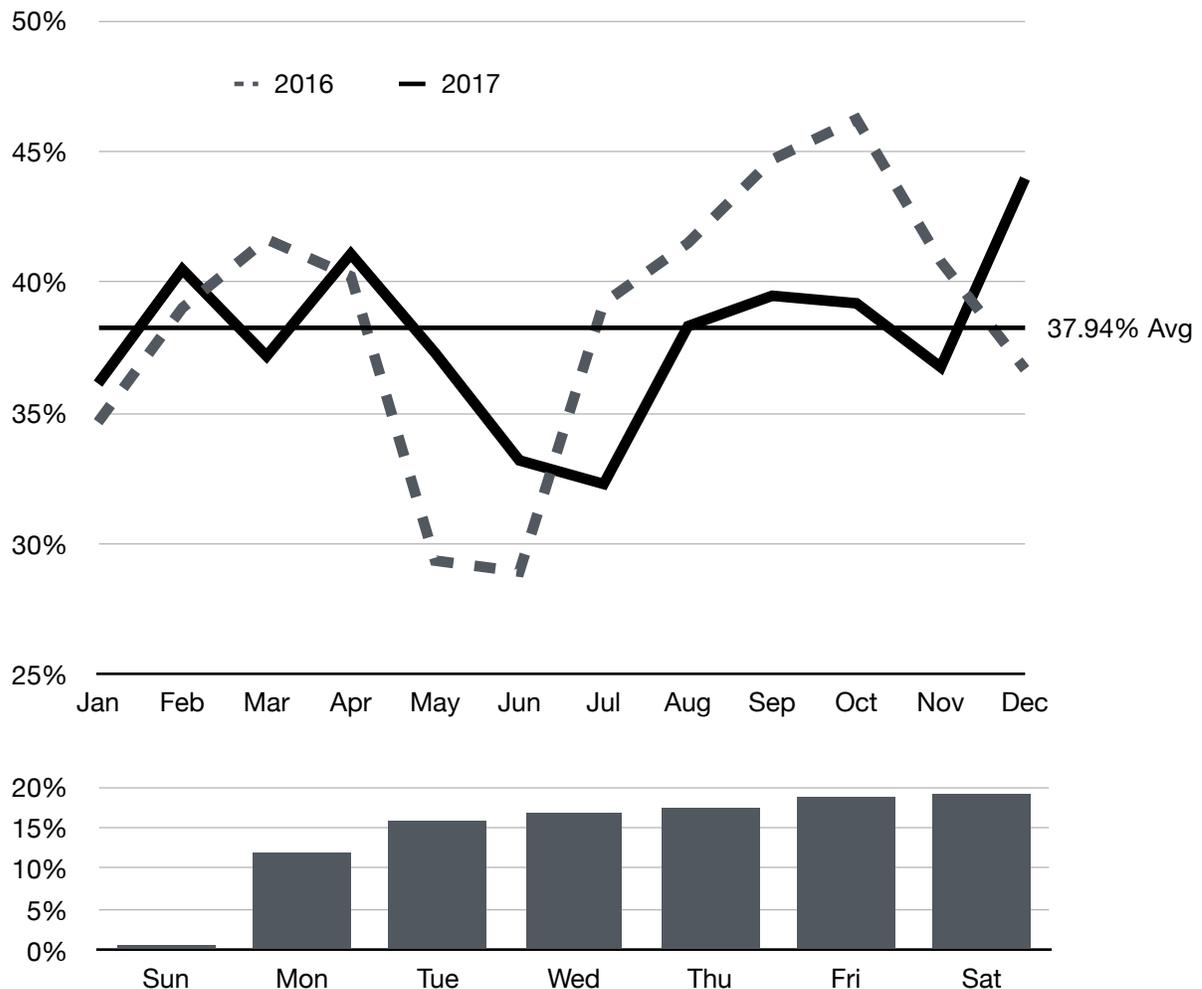
Category	2016	2017	Change
<b>METERED PROGRAM REVENUES</b>			
41020 No-Parking Permits	\$ 25,555	\$ 58,306	128.2%
43130 Hourly Revenue	\$ 2,218,006	\$ 2,380,574	7.3%
43490 Convenience Fee	\$ 161,169	\$ 160,187	-0.6%
46060 Violations	\$ 383,108	\$ 359,002	-6.3%
47070 Insurance Reimbursements	\$ 0	\$ 13,665	
<b>Metered Program Total Revenues</b>	<b>\$ 2,787,838</b>	<b>\$ 2,971,733</b>	<b>6.6%</b>
<b>METERED PROGRAM EXPENSES</b>			
51xxx Personnel	\$ (638,396)	\$ (644,543)	1.0%
52xxx Equipment & Supplies	\$ (34,927)	\$ (33,304)	-4.6%
53xxx Services	\$ (495,233)	\$ (528,438)	6.7%
54xxx Capital	\$ (560,746)	\$ (746,144)	33.1%
<b>Metered Program Total Expenses</b>	<b>\$ (1,729,302)</b>	<b>\$ (1,952,429)</b>	<b>12.9%</b>
<b>METERED PROGRAM EARNINGS</b>	<b>\$ 1,058,537</b>	<b>\$ 1,019,304</b>	<b>-3.7%</b>



the remaining 2 percent came from those who reserved one or more on-street spaces for an event, such as a street festival or buses in for athletic competitions (see Fig. 4.3).

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

Figure 4.4. Metered Parking Occupancy Rates by Month and Day of Week, 2017



number of coin users. Despite this, the amount collected in convenience fees fell by more than half a percent from the previous year.

With 53 Sundays and 13 official holidays, meters saw 299 days of enforcement. On average the occupancy of metered parking was 37.94 percent, about two-tenths of a percent above the

previous year (see Fig. 4.4). Demand for parking during enforcement hours grows through a typical week, being least on Monday and greatest on Saturday.

In 2016 the Commission’s report noted peak usage of meters at approximately noon and 5 pm. 2017 unveiled a different story: a tremendous new peak in the last hour of enforcement, 8:00 pm (see Fig. 4.5). Noon stayed a peak, but 5 pm became something of a trough. By 7:00 pm there was as much demand for parking downtown as at noon, and it’s obvious that Bloomington nightlife was driving

these record numbers. More than 54 percent of available space-hours were purchased in the 8:00 pm hour, signaling a demand for parking into the late evening. (ParkMobile did not provide transaction-time data in time for publication, and so it was left out of Fig. 4.5.)

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

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

Figure 4.5. Metered Parking Occupancy Rates by Hour of the Day When Purchased, 2017 (includes coin and card revenue; excludes app revenue)

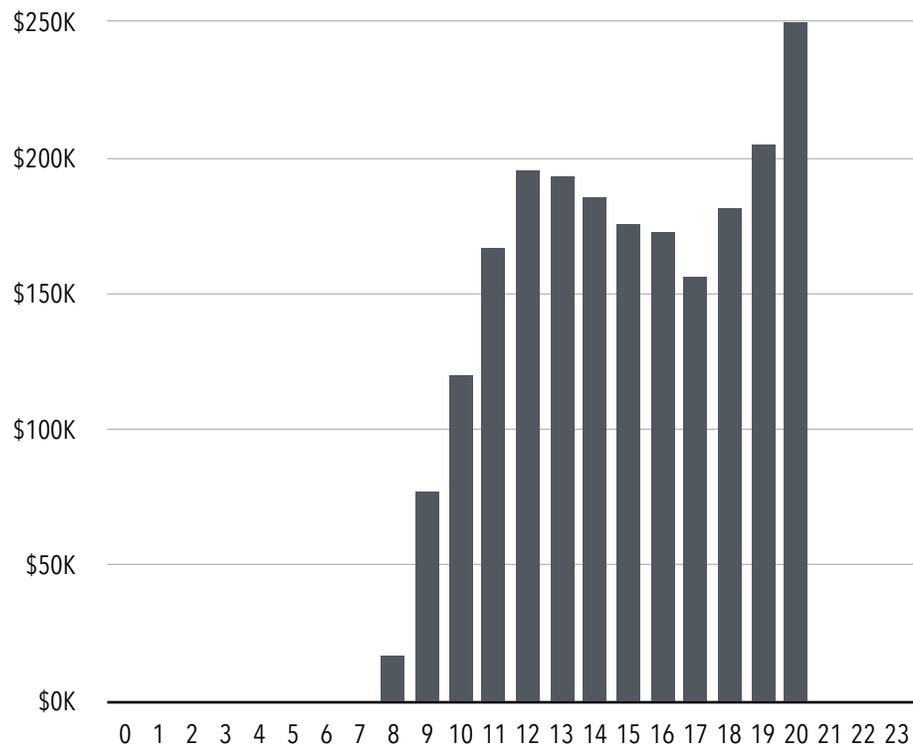


Fig. 4.6: Metered Parking Performance by Block, 2017

Block	Meter Count	Gross Revenues	\$/Meter/Day	%/Day in Use	Transactions	\$/Transaction
500 E 4th	20	\$62,648	<b>\$10.48</b>	<b>87%</b>	40,631	\$1.54
400 E Kirkwood	23	\$70,618	<b>\$10.27</b>	<b>86%</b>	61,256	\$1.15
100 N Dunn	9	\$27,537	<b>\$10.23</b>	<b>85%</b>	21,331	\$1.29
100 S Indiana	10	\$30,511	<b>\$10.20</b>	<b>85%</b>	24,288	\$1.26
200 S Indiana	9	\$27,403	<b>\$10.18</b>	<b>85%</b>	16,260	\$1.69
100 S Dunn	10	\$30,000	<b>\$10.03</b>	<b>84%</b>	20,096	\$1.49
500 E Kirkwood	14	\$41,621	<b>\$9.94</b>	<b>83%</b>	31,801	\$1.31
100 S Grant	9	\$26,676	<b>\$9.91</b>	<b>83%</b>	23,351	\$1.14
100 N Walnut	28	\$81,214	<b>\$9.70</b>	<b>81%</b>	68,580	\$1.18
300 E Kirkwood	18	\$52,144	<b>\$9.69</b>	<b>81%</b>	46,005	\$1.13
100 N College	32	\$91,313	<b>\$9.54</b>	<b>80%</b>	84,070	\$1.09
100 E Kirkwood	16	\$45,465	<b>\$9.50</b>	<b>79%</b>	38,083	\$1.19
100 N Grant	9	\$25,127	<b>\$9.34</b>	<b>78%</b>	21,157	\$1.19
100 S Walnut	22	\$59,726	<b>\$9.08</b>	<b>76%</b>	49,267	\$1.21
100 W 6th	26	\$69,109	<b>\$8.89</b>	<b>74%</b>	52,727	\$1.31
400 E 4th	27	\$71,762	<b>\$8.89</b>	<b>74%</b>	49,232	\$1.46
100 W Kirkwood	45	\$118,761	<b>\$8.83</b>	<b>74%</b>	101,167	\$1.17
500 E 6th	21	\$55,098	<b>\$8.77</b>	<b>73%</b>	32,570	\$1.69
200 W Kirkwood	14	\$33,926	<b>\$8.10</b>	<b>68%</b>	31,239	\$1.09
200 N Dunn	9	\$21,473	<b>\$7.98</b>	<b>66%</b>	14,042	\$1.53
100 S College	16	\$35,546	<b>\$7.43</b>	<b>62%</b>	36,621	\$0.97
300 E 4th	9	\$19,978	<b>\$7.42</b>	<b>62%</b>	14,502	\$1.38
200 N Walnut	19	\$41,787	<b>\$7.36</b>	<b>61%</b>	32,053	\$1.30
200 W 6th	23	\$50,192	<b>\$7.30</b>	<b>61%</b>	40,793	\$1.23
100 W 7th	18	\$36,687	<b>\$6.82</b>	<b>57%</b>	31,623	\$1.16
100 E 6th	41	\$83,385	<b>\$6.80</b>	<b>57%</b>	66,541	\$1.25
100 N Lincoln	18	\$36,324	<b>\$6.75</b>	<b>56%</b>	33,816	\$1.07
100 N Morton	11	\$22,145	<b>\$6.73</b>	<b>56%</b>	15,921	\$1.39
200 S Dunn	7	\$13,715	<b>\$6.55</b>	<b>55%</b>	8,060	\$1.70
200 N College	20	\$39,154	<b>\$6.55</b>	<b>55%</b>	32,694	\$1.20
200 E Kirkwood	16	\$31,020	<b>\$6.48</b>	<b>54%</b>	23,579	\$1.32
200 S Grant	6	\$11,476	<b>\$6.40</b>	<b>53%</b>	9,606	\$1.19
100 S Washington	16	\$29,785	<b>\$6.23</b>	<b>52%</b>	22,662	\$1.31
400 N Morton	22	\$39,556	<b>\$6.01</b>	<b>50%</b>	34,155	\$1.16
200 W 7th	13	\$23,332	<b>\$6.00</b>	<b>50%</b>	27,128	\$0.86
200 N Morton	35	\$58,862	<b>\$5.62</b>	<b>47%</b>	53,235	\$1.11
200 W 4th	13	\$21,344	<b>\$5.49</b>	<b>46%</b>	15,684	\$1.36
300 W Kirkwood	12	\$19,656	<b>\$5.48</b>	<b>46%</b>	14,598	\$1.35
300 N College	11	\$17,855	<b>\$5.43</b>	<b>45%</b>	15,370	\$1.16
100 W 4th	11	\$17,853	<b>\$5.43</b>	<b>45%</b>	13,913	\$1.28
100 E 4th	15	\$24,136	<b>\$5.38</b>	<b>45%</b>	16,242	\$1.49
100 E 7th	16	\$25,406	<b>\$5.31</b>	<b>44%</b>	21,868	\$1.16
100 N Washington	18	\$28,467	<b>\$5.29</b>	<b>44%</b>	23,505	\$1.21
300 E 6th	14	\$21,843	<b>\$5.22</b>	<b>43%</b>	21,701	\$1.01
400 E 6th	20	\$29,673	<b>\$4.96</b>	<b>41%</b>	23,001	\$1.29
100 S Lincoln	15	\$22,188	<b>\$4.95</b>	<b>41%</b>	17,017	\$1.30
300 W 4th	16	\$23,163	<b>\$4.84</b>	<b>40%</b>	16,829	\$1.38
400 S Walnut	7	\$10,020	<b>\$4.79</b>	<b>40%</b>	8,431	\$1.19

Block	Meter Count	Gross Revenues	\$/Meter/Day	%/Day in Use	Transactions	\$/Transaction
500 N College	14	\$19,148	<b>\$4.57</b>	<b>38%</b>	13,371	\$1.43
200 S Lincoln	7	\$9,132	<b>\$4.36</b>	<b>36%</b>	7,749	\$1.18
400 N College	10	\$12,913	<b>\$4.32</b>	<b>36%</b>	8,801	\$1.47
200 E 4th	20	\$25,539	<b>\$4.27</b>	<b>36%</b>	16,830	\$1.52
300 W 11th	19	\$22,799	<b>\$4.01</b>	<b>33%</b>	17,487	\$1.30
300 N Morton	32	\$37,869	<b>\$3.96</b>	<b>33%</b>	38,224	\$0.99
500 N Walnut	7	\$8,023	<b>\$3.83</b>	<b>32%</b>	5,075	\$1.58
300 N Walnut	6	\$6,719	<b>\$3.75</b>	<b>31%</b>	5,095	\$1.32
300 W 7th	17	\$19,018	<b>\$3.74</b>	<b>31%</b>	22,859	\$0.83
200 W 11th	9	\$10,031	<b>\$3.73</b>	<b>31%</b>	6,025	\$1.66
400 W 11th	2	\$2,225	<b>\$3.72</b>	<b>31%</b>	1,684	\$1.32
400 E 7th	24	\$25,792	<b>\$3.59</b>	<b>30%</b>	16,775	\$1.54
200 W 9th	9	\$9,460	<b>\$3.52</b>	<b>29%</b>	6,641	\$1.42
200 S Walnut	11	\$11,374	<b>\$3.46</b>	<b>29%</b>	7,781	\$1.46
300 W 6th	20	\$20,429	<b>\$3.42</b>	<b>28%</b>	32,588	\$0.63
100 W 9th	8	\$7,996	<b>\$3.34</b>	<b>28%</b>	6,441	\$1.24
200 N Grant	7	\$6,705	<b>\$3.20</b>	<b>27%</b>	4,811	\$1.39
200 S Washington	5	\$4,701	<b>\$3.14</b>	<b>26%</b>	3,497	\$1.34
200 N Madison	17	\$15,358	<b>\$3.02</b>	<b>25%</b>	10,316	\$1.49
600 N College	29	\$24,582	<b>\$2.83</b>	<b>24%</b>	20,910	\$1.18
200 S College	5	\$3,965	<b>\$2.65</b>	<b>22%</b>	3,579	\$1.11
400 W 4th	20	\$15,646	<b>\$2.62</b>	<b>22%</b>	18,453	\$0.85
300 S Walnut	10	\$7,726	<b>\$2.58</b>	<b>22%</b>	9,174	\$0.84
200 W 8th	13	\$9,996	<b>\$2.57</b>	<b>21%</b>	7,084	\$1.41
600 N Morton	29	\$22,039	<b>\$2.54</b>	<b>21%</b>	13,391	\$1.65
500 N Morton	30	\$21,784	<b>\$2.43</b>	<b>20%</b>	16,553	\$1.32
700 N AshlynnPark	12	\$8,420	<b>\$2.35</b>	<b>20%</b>	5,829	\$1.44
100 W 8th	20	\$13,330	<b>\$2.23</b>	<b>19%</b>	7,773	\$1.71
400 N Walnut	9	\$5,533	<b>\$2.06</b>	<b>17%</b>	4,310	\$1.28
100 S Madison	20	\$12,124	<b>\$2.03</b>	<b>17%</b>	8,110	\$1.49
200 S Madison	9	\$5,390	<b>\$2.00</b>	<b>17%</b>	4,196	\$1.28
600 N Walnut	10	\$5,725	<b>\$1.91</b>	<b>16%</b>	4,044	\$1.42
700 N Morton	14	\$7,910	<b>\$1.89</b>	<b>16%</b>	5,569	\$1.42
200 E 6th	18	\$9,118	<b>\$1.69</b>	<b>14%</b>	7,194	\$1.27
100 N Madison	14	\$6,849	<b>\$1.64</b>	<b>14%</b>	5,677	\$1.21
200 E 7th	11	\$5,344	<b>\$1.62</b>	<b>14%</b>	3,628	\$1.47
300 W 12th	14	\$6,791	<b>\$1.62</b>	<b>14%</b>	4,430	\$1.53
400 W 6th	18	\$8,128	<b>\$1.51</b>	<b>13%</b>	7,346	\$1.11
400 W Kirkwood	9	\$3,889	<b>\$1.45</b>	<b>12%</b>	2,304	\$1.69
300 E 7th	20	\$8,552	<b>\$1.43</b>	<b>12%</b>	5,178	\$1.65
200 N Washington	18	\$7,562	<b>\$1.41</b>	<b>12%</b>	5,879	\$1.29
400 W 7th	33	\$12,982	<b>\$1.32</b>	<b>11%</b>	14,576	\$0.89
400 S College	7	\$2,591	<b>\$1.24</b>	<b>10%</b>	2,732	\$0.95
200 N Lincoln	19	\$6,966	<b>\$1.23</b>	<b>10%</b>	5,574	\$1.25
800 N Morton	17	\$5,482	<b>\$1.08</b>	<b>9%</b>	3,573	\$1.53
400 W 8th	9	\$1,569	<b>\$0.58</b>	<b>5%</b>	1,781	\$0.88
300 S College	13	\$1,764	<b>\$0.45</b>	<b>4%</b>	1,273	\$1.39
	<b>1,523</b>	<b>\$2,403,667</b>	<b>\$5.28</b>	<b>44%</b>	<b>1,950,4</b>	<b>\$1.23</b>

and 200 N. Lincoln, which is used by downtown employees who are eligible for special permits.

### C. EXPENSES

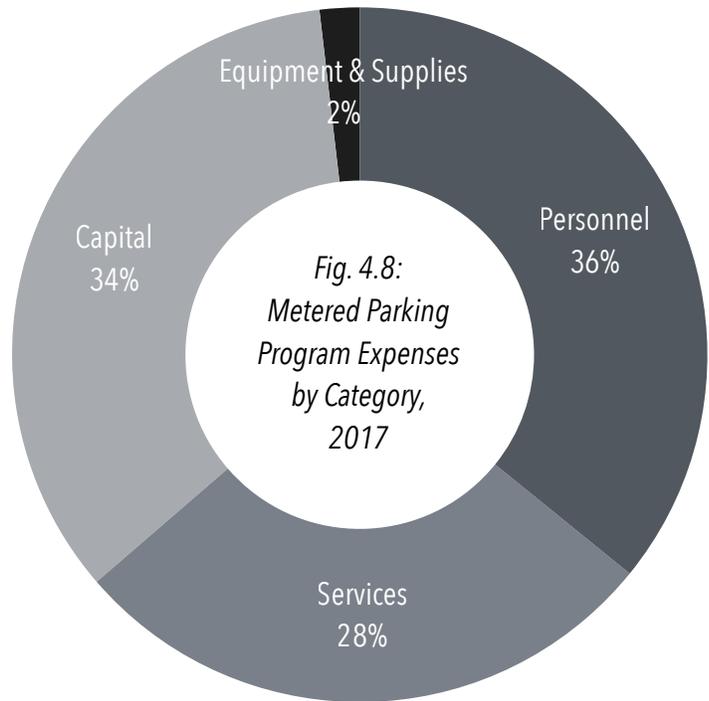
There was relatively little change in Metered Parking’s expenses over 2016. (See Fig. 4.7.)

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

Figure 4.7: Metered Parking Program Expenses by Category

Metered Parking Program: Category 1 (Personnel)	2016	2017
455-26-260000-51110 Salaries and Wages - Regular	\$351,727	\$352,044
455-26-260000-51120 Salaries and Wages - Temporary	\$60,920	\$56,488
455-26-260000-51210 FICA	\$29,070	\$29,007
455-26-260000-51220 PERF	\$49,945	\$49,990
455-26-260000-51230 Health and Life Insurance	\$146,005	\$157,014
<b>PERSONNEL</b>	<b>\$637,667</b>	<b>\$644,543</b>
Metered Parking Program: Category 2 (Equipment & Supplies)		
455-26-260000-52110 Office Supplies	\$637	\$165
455-26-260000-52240 Fuel and Oil	\$3,707	\$5,354
455-26-260000-52340 Other Repairs and Maintenance	\$20,295	\$3,030
455-26-260000-52420 Other Supplies	\$5,300	\$21,735
455-26-260000-52430 Uniforms and Tools	\$4,989	\$3,019
<b>EQUIPMENT &amp; SUPPLIES</b>	<b>\$34,927</b>	<b>\$33,304</b>
Metered Parking Program: Category 3 (Services)		
455-26-260000-53150 Communications Contract	\$213,565	\$173,729
455-26-260000-53210 Telephone	\$7,453	\$7,327
455-26-260000-53220 Postage	\$10,000	\$5,969
455-26-260000-53230 Travel	\$0	\$348
455-26-260000-53310 Printing	\$10,600	\$10,373
455-26-260000-53410 Liability / Casualty Premiums	\$8,103	\$8,103
455-26-260000-53420 Worker's Comp & Risk	\$15,937	\$15,937
455-26-260000-53620 Motor Repairs	\$17,701	\$22,208
455-26-260000-53630 Machinery and Equipment Repairs	\$25,188	\$28,340
455-26-260000-53640 Hardware and Software Maintenance	\$66,623	\$97,062
455-26-260000-53830 Bank Charges	\$114,460	\$135,543
455-26-260000-53990 Other Services and Charges	\$5,603	\$23,498
<b>SERVICES</b>	<b>\$495,233</b>	<b>\$528,438</b>
Metered Parking Program: Category 4 (Capital)		
455-26-260000-53840 Lease Payments	\$473,169	\$473,169
455-26-260000-539010 Inter-Fund Transfers		\$59,975
455-26-260000-54310 Improvements Other Than Building	\$87,577	\$126,000
455-26-260000-54440 Motor Equipment		\$87,000
<b>CAPITAL</b>	<b>\$560,746</b>	<b>\$746,144</b>

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



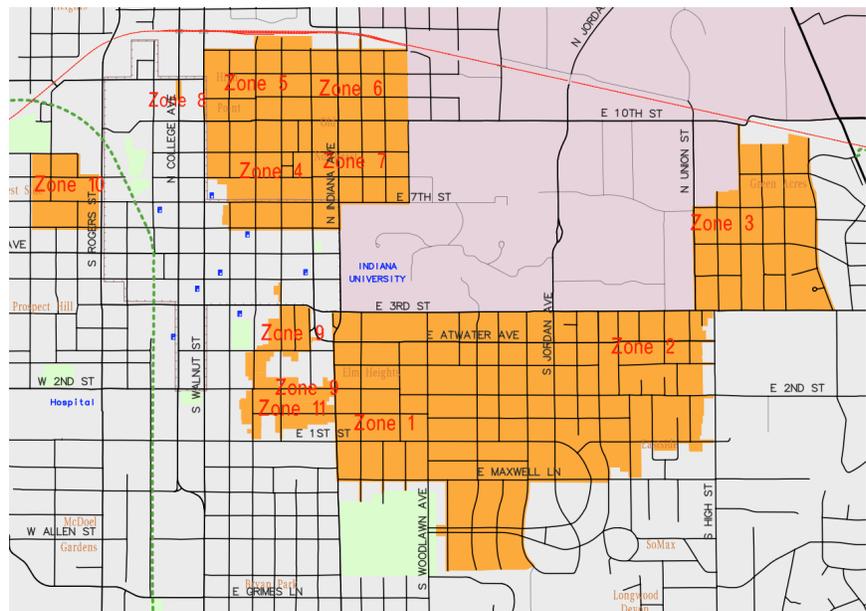
# CHAPTER 5: Neighborhood Zones Program

## A. SUMMARY OF PROGRAM ACTIVITY FOR THE YEAR

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

Figure 5.1: Inventory by Neighborhood Zone, 2017

Zone	Neighborhood	Legal Spaces
Zone 1	Elm Heights	1341
Zone 2	Elm Heights E	749
Zone 3	Green Acres	351
Zone 4	Old Northeast & Downtown	454
Zone 5	High Point	292
Zone 6	Old Northeast	149
Zone 7	University Courts	333
Zone 8	North College	14
Zone 9	Elm Heights NW	119
Zone 10	Near West Side	184
Zone 11	Elm Heights W (Wylie House)	112
<b>Total</b>		<b>4098</b>



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

Fig. 5.2: Financial Performance of the Neighborhood Zone Program (Alternative Transportation Fund #454), 2017

Category	2016	2017	Change
<b>NZ PROGRAM REVENUES</b>			
41020 Permits	\$ 210	\$ 1,048	399.0%
43170 NZ Permits	\$ 131,494	\$ 123,002	-6.5%
NZ # 1	\$30,690	\$30,020	-2.2%
NZ # 2	\$ 8,569	\$ 6,570	-23.3%
NZ # 3	\$ 4,430	\$ 4,905	10.7%
NZ # 4	\$18,655	\$20,005	7.2%
NZ # 5	\$ 8,995	\$ 9,210	2.4%
NZ # 6	\$ 3,000	\$ 3,300	10.0%
NZ # 7	\$ 9,175	\$ 9,177	0.0%
NZ # 8	\$ 675	\$ 525	-22.2%
NZ # 9	\$ 5,015	\$ 4,355	-13.2%
NZ # 10	\$ 1,635	\$ 1,725	5.5%
NZ # 11	\$ 2,430	\$ 1,787	-26.5%
All-Zone Permits	\$38,225	\$31,423	-17.8%
43180 Private Parking	\$ 542	\$ 394	-27.3%
46060 Citations	\$ 226,284	\$ 213,231	-5.8%
Other Revenues		\$ 62	
<b>NZ Revenue from Operations</b>	\$ 358,530	<b>\$ 337,737</b>	<b>-5.8%</b>
<b>NZ PROGRAM EXPENSES</b>			
51xxx Personnel	\$(117,257)	\$ (118,661)	1.2%
52xxx Equipment & Supplies	\$ (3,920)	\$ (4,236)	8.1%
53xxx Services	\$ (25,693)	\$ (40,432)	57.4%
<b>NZ Expenses from Categories 1-3</b>	\$(146,869)	<b>\$(163,329)</b>	<b>11.2%</b>
<b>NZ EARNINGS FROM OPERATIONS</b>	\$ 211,661	<b>\$ 174,408</b>	<b>-17.6%</b>
49010 NZ – Inter-Fund Transfers	\$ 500,000	\$ 439,233	-12.2%
<b>NZ Total Revenues</b>	\$ 711,661	<b>\$ 613,641</b>	<b>-13.8%</b>
54xxx Capital (Sidewalks)	\$(400,496)	\$ (462,508)	15.5%
<b>NZ Total Program Earnings</b>	\$ 311,165	<b>\$ 151,132</b>	<b>-51.4%</b>

## B. REVENUES

City code required revenues from permits to be deposited into the Alternative Transportation Fund (city account #454), calling for surplus revenues from the neighborhood zone program to be used to “reduce the community’s dependency on the automobile.” In practice, this fund became the source of the City Council’s Sidewalk Fund, but the Mayor has regularly budgeted, and the Council has regularly approved, a transfer in to the Alternative Transportation Fund of non-parking-related capital dollars for such

use. In short, there is a disconnect between the NZ program and the fund where its money is

managed: the presence of inter-fund transfers is unrelated to the performance of the program, although it is included in this report’s numbers.

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

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

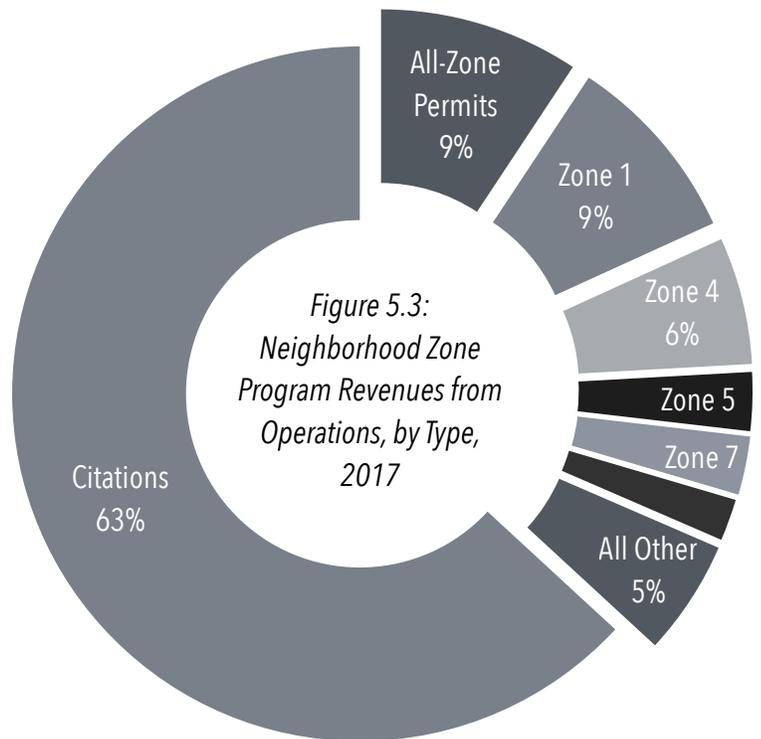


Fig. 5.4: Financial Performance of the Neighborhood Zone Program (Alt. Transportation Fund #454), 2017

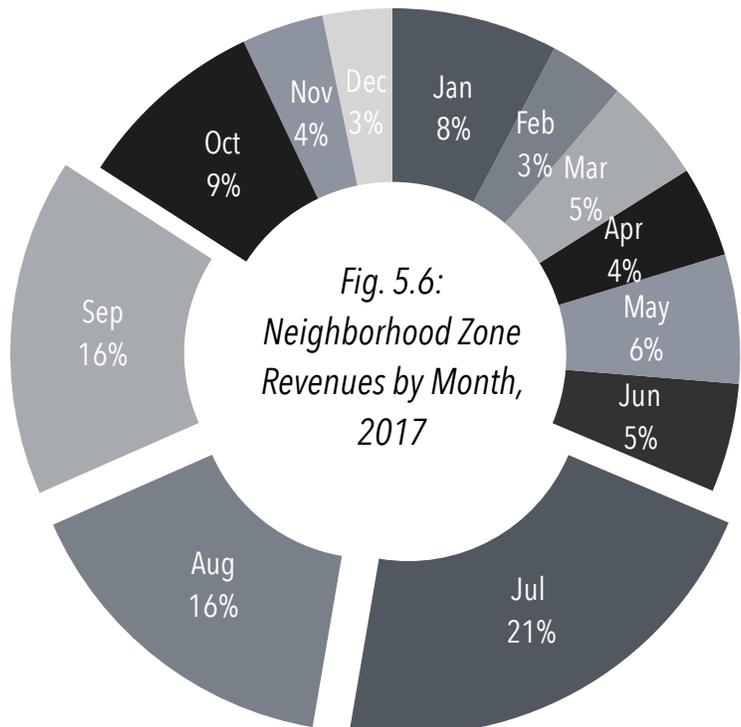
Zone	2017 Revenue	Legal Spaces	Annual Revenue /Space	2016 Permits/ Spaces
Zone 4	\$ 20,005	454	\$ 44	139.9%
Zone 8	\$ 525	14	\$ 38	178.6%
Zone 9	\$ 4,355	119	\$ 37	163.9%
Zone 5	\$ 9,210	292	\$ 32	125.0%
Zone 7	\$ 9,177	333	\$ 28	98.5%
Zone 1	\$ 30,020	1341	\$ 22	90.1%
Zone 6	\$ 3,300	149	\$ 22	77.2%
Zone 11	\$ 1,787	112	\$ 16	32.1%
Zone 3	\$ 4,905	351	\$ 14	50.1%
Zone 10	\$ 1,725	184	\$ 9	36.4%
Zone 2	\$ 6,570	749	\$ 9	35.5%

Fig. 5.5: Neighborhood Permit Revenues by Zone and Mon

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

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

Figure 5.5 shows an almost 9 percent increase in permits from 2016. (All-zone permit data was not available.) For the most popular zones, it underscored the



increasing pressure on the neighborhood parking supply, for which the price of permits has not increased in decades.

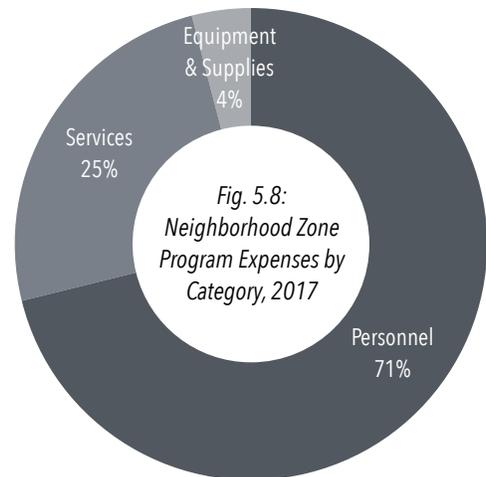
Figure 5.6 illustrates that far and away the third quarter of the year is the busiest time for the purchase of permits, which become effective August 15 in conjunction with the academic year. Third quarter sales account for more than half of permits sold all year.

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

<b>NZ Program: Category 1 (Personnel)</b>			
	2016	2017	Change
454-02-020000-51110 Salaries and Wages - Regular	\$74,719	\$74,232	-0.7%
454-02-020000-51210 FICA	\$5,381	\$5,341	-0.8%
454-02-020000-51220 PERF	\$10,610	\$10,541	-0.7%
454-02-020000-51230 Health and Life Insurance	\$26,546	\$28,548	7.5%
<b>PERSONNEL</b>	<b>\$117,257</b>	<b>\$118,661</b>	<b>1.2%</b>
<b>NZ Program: Category 2 (Equipment &amp; Supplies)</b>			
454-02-020000-52110 Office Supplies	\$58	\$9	-84.1%
454-02-020000-52240 Fuel and Oil	\$2,667	\$2,939	10.2%
454-02-020000-52340 Other Repairs and Maintenance	\$137	\$2,500	1,724.7%
454-02-020000-52420 Other Supplies	\$366	\$511	39.7%
454-02-020000-52430 Uniforms and Tools	\$692	\$777	12.3%
<b>EQUIPMENT &amp; SUPPLIES</b>	<b>\$3,920</b>	<b>\$6,736</b>	<b>71.8%</b>
<b>NZ Program: Category 3 (Services)</b>			
454-02-020000-53110 Engineering and Architectural	\$0	\$10,234	
454-02-020000-53210 Telephone	\$1,011	\$1,099	8.7%
454-02-020000-53310 Printing	\$8,534	\$6,800	-20.3%
454-02-020000-53620 Motor Repairs	\$6,902	\$14,999	117.3%
454-02-020000-53640 Hardware and Software Maintenance	\$278	\$1,000	260.4%
454-02-020000-53830 Bank Charges	\$8,449	\$6,299	-25.4%
454-02-020000-53990 Other Services and Charges	\$519	\$1,000	92.7%
<b>SERVICES</b>	<b>\$25,693</b>	<b>\$41,432</b>	<b>61.3%</b>
<b>NZ Program: Category 4 (Capital)</b>			
<b>CAPITAL</b>	<b>\$0</b>	<b>\$0</b>	

### C. EXPENSES

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



## **Appendix A: Resolutions**

**Res. 2017-01: To Establish Rules and Procedures for the Commission**

**Res. 2017-02: To Gather All Data Necessary for an Annual Parking Report**

**Res. 2017-03: To Request Funding for a Parking Study in the Fiscal Year 2018**

Res. 2017-04: To Adopt a Comprehensive Parking Management Policy

Res. 2017-05: To Make a Recommendation on a City Council Ordinance Re:Creating and  
Enforcing a Residential Neighborhood Zone “12” in Garden Hill

Res. 2017-06: To Make a Recommendation on City Council Ordinance 17-24, Re: Deleting  
BMC Chapter 15.36 (Resident-Only Parking Permits)

**Res. 2017-07: To Adopt the Commission’s Annual Report** *(numbered in minutes as "-05")*

**Res. 2017-08: To Recommend Changes to Parking System Based on Its Annual Report**

CITY OF BLOOMINGTON  
PARKING COMMISSION

**Parking Resolution 22-01**  
**To Adopt the Parking Commission's Annual Report for 2017**

**WHEREAS,** City Ordinance 16-22 directs the Commission to supervise the preparation and publication of parking reports; and

**WHEREAS,** the Commission has prepared a draft report on the status of the City's parking system, and has thoroughly deliberated over and amended the draft; and

**WHEREAS,** the By-Laws of the Commission specify that an Annual Report of the Commission shall be adopted and approved by a recorded roll-call vote;

**NOW THEREFORE BE IT RESOLVED** that the members of the Bloomington Parking Commission hereby adopt the Annual Report for the year 2017, as amended (attached hereto as Exhibit "A"), and direct the Chair to deliver said report to the Common Council and the Office of the Mayor as specified in BMC §2.12.110.

**APPROVED** this \_\_\_\_\_ day of \_\_\_\_\_, 2022, at a regular meeting of the Bloomington Parking Commission at which two-thirds of the Members were present and voting.

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

X \_\_\_\_\_  
Chair, Parking Commission  
Eoban Binder

X \_\_\_\_\_  
Secretary, Parking Commission



---

## **PARKING COMMISSION STAFF REPORT**

**RESOLUTION#:** 22-02  
**DATE:** January 19, 2022

---

**From:** Michelle Wahl, Parking Services Director; Raye Ann Cox, Parking Enforcement Manager

**Request:** Parking Zone Change Request--1100 N. Walnut Grove Street

---

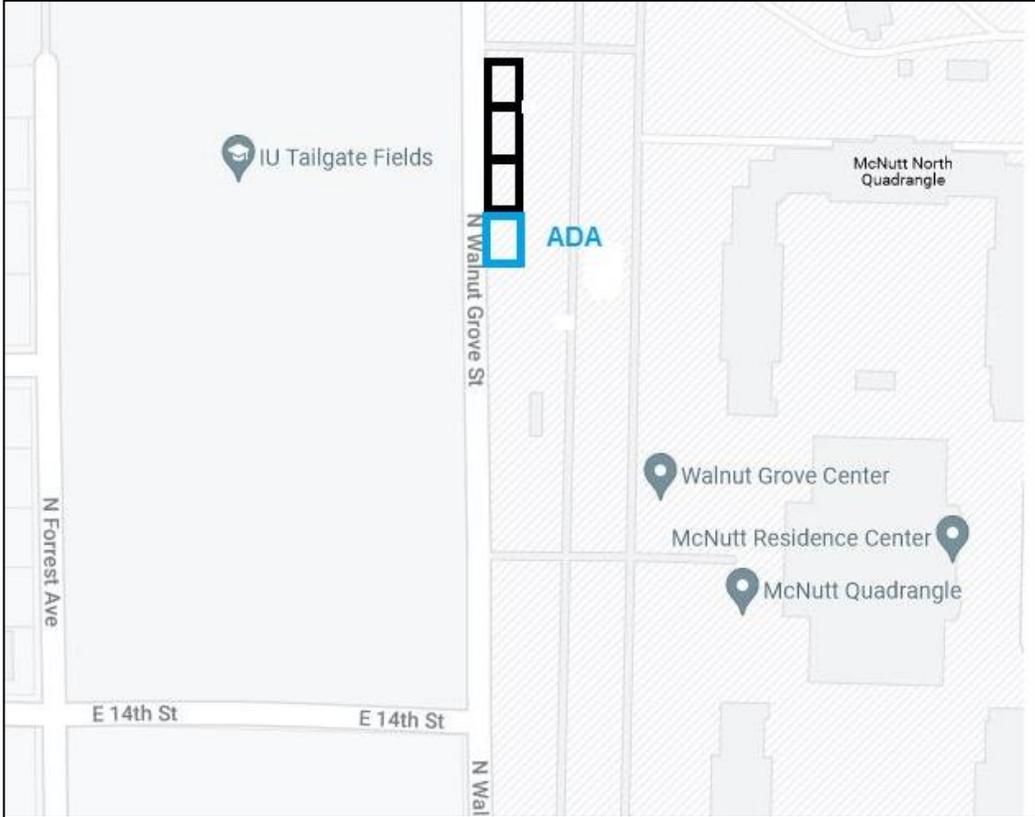
### **REPORT**

On 1100 N. Walnut Grove St. along with the IU McNutt Quad additions, 4 parking spaces, 1 of which is an ADA parking space, were added at this location in approximately August 2021. Currently, IU Parking Services has converted the 4 spaces to Pay by ParkMobile only spaces. IU Parking Services does not wish to continue to monitor or enforce these spaces, per IU Parking Services.

### **RECOMMENDATIONS**

The City of Bloomington Parking Services will assume the financial and enforcement responsibility of these 4 City owned parking spaces. These spaces will be pay by app only, not metered.

Staff recommends that the Parking Commission support the changes to Title 15 as described and forward to Council with a positive recommendation. A more detailed Title 15 amendment will be prepared for the Common Council's consideration.



The above map and photo show 1100 N. Walnut Grove Street