



CITY OF BLOOMINGTON

**PARKING COMMISSION
WORK SESSION
PACKET**

March 2022

Thursday, March 10, 2022

Hybrid Meeting in City Hall McCloskey Conference Room
(Room 135) and Remotely on Zoom

5:30 PM — 6:30 PM

CITY OF BLOOMINGTON

PARKING COMMISSION

WORK SESSION

AGENDA

March 10, 2022, 5:30 PM — 6:30 PM

The meeting will be held in Hybrid Virtual Format in the City Hall McCloskey Conference Room (Room 135) and also remotely on Zoom. Zoom meeting will be accessible at: <https://bloomington.zoom.us/j/83707454285?pwd=N0VqMUFrTUhNaDF6RW4welo0M040Zz09>

Dial by your location: 312 626 6799 (Chicago), Meeting ID: 837 0745 4285, Passcode: 290319, find your local number: <https://bloomington.zoom.us/j/kc2DcMiJQI>

- COVID capacity limits apply to in-person meetings. In the City Hall McCloskey Conference Room (Room 135), COVID capacity is 11 persons total, including staff, commission members, and members of the public. In order to maintain physical distancing, overflow seating may need to be offered to the public.
- Members of the public can attend the meeting in person. However, it is encouraged that members of the public and staff participate using a remote link.
- Masking is recommended but optional at public meetings. Masking rules apply both to City employees and members of the public attending the meeting.

- I. Call to Order
- II. Discussions of Coming Topics
 - A. Establishing a Comprehensive Policy for the Parking Commission (Steve Volan, Eoban Binder)
- III. Topic Suggestions for Future Agendas
- IV. Member Announcements
- V. Commission Schedule (Regular Meeting and Work Session)
- VI. Adjournment

Auxiliary aids for people with disabilities are available upon request with advance notice.
Please call (812) 349-3429 or E-mail human.rights@bloomington.in.gov.

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

To: Parking Commission

From: Steve Volan, Member

Date: February 16, 2022

Re: Establishing a Comprehensive Policy for the Parking Commission — Should We Revive Resolution 17-04?

In its first year, the Parking Commission struggled to find its footing. With its first three resolutions, it established bylaws, requested data to compile its first annual report, and petitioned the Mayor to fund a parking study (the eventual 2018 Desman report).

Its fourth proposed resolution was to establish a policy statement to act as a guiding document for the Commission. The Commission spent several months in 2017 deliberating over ten potential policy points, but Resolution 17-04 was postponed indefinitely after the December meeting. I only rediscovered the abandoned effort years later while trying to compile the 2017 Annual Report.

Attached are two pages, the work product of Res. 17-04 for the Commission's reconsideration, taken from the packet for the meeting of December 2017. The first draft, whose ten policy points are numbered, was what the Commission began deliberating over in mid-2017, and is included to give context to the third draft, its points unnumbered, which was where the Commission left off at the end of 2017.

The first draft's ten points (which I've briefly characterized for ease of reference) were:

- 1. TRANSPARENCY AND STAKEHOLDERS
- 2. PRIORITIZE USERS; ELEVATE NON-MOTORIZED MODES
- 3. DYNAMIC PRICING AND TIME LIMITS
- 4. PARKING PAYS FOR ITSELF
- 5. PARKING SERVICES DEPT
- 6. BRANDING & PROMOTION
- 7. FOLLOW CITY PLANS
- 8. REDUCE VMT THRU COMMS & PRICING
- 9. SUPPORT ALTERNATE TRANSPORT
- 10. SURPLUS TO BENEFIT DISTRICTS

These were the substantive changes made to the document by the third draft:

- Items 6, 7, 9 and 10 were cut.
- Item 2 was edited for clarity.
- Item 8 was split into two.
- The document was reordered as follows: points 1, 2, 5, 8a, 3, 4, 8b.

I have taken the liberty of exhuming this discussion from almost five years ago to ask: should we try again to establish a policy document? If so, what should the substantive points of it be?

PARKING COMMISSION

Parking Commission Policy Objectives (First Draft)

1. Maintain a commitment to openness and sharing of information with stakeholders with emphasis on involving stakeholders and soliciting stakeholders' opinions;
2. Designate Parking for the Highest Priority user. Establish priority levels for users and access modes for each parking use type within an area or zone, with non-motorized and shared ride modes having a higher priority than solo driving;
3. Increase the rate at which the most convenient spaces turnover by managing the occupancy time through the use of dynamic pricing and 30-minute and 2-hour time limits;
4. Establish rate schedule that satisfies the capital and ongoing operating costs of a financially stable, integrated parking system;
5. Establish a Parking Services department that efficiently manages the City's parking system assets and staffing resources;
6. Create a brand that provides an exceptional customer service experience and communicates the goals and benefits of managed parking;
7. Recommend policies that align land-use for parking with the GPP and draft Comprehensive Plan;
8. Reduce Vehicle Miles Travelled. Reduce time for space search by implementing improved signage, wayfinding, marketing, real-time parking availability, and 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;
9. 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;
10. Allocate surplus parking revenue to Parking Benefit Districts.

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PARKING COMMISSION

Parking Commission Policy Objectives (Draft #3)

Results of Discussion:

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 non-motorized 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 turnover 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;

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A Comprehensive Policy for the Parking Commission?

Revisiting Pkg. Cmsn. Resolution 17-04

City of Bloomington Parking Commission
February 2022

Resolution 17-04

- First year of Parking Commission
- Debated throughout second half of 2017
- Was abandoned before a vote

Original talking points

1. TRANSPARENCY AND STAKEHOLDERS
2. PRIORITIZE USERS; ELEVATE NON-MOTORIZED MODES
3. DYNAMIC PRICING AND TIME LIMITS
4. PARKING PAYS FOR ITSELF
5. PARKING SERVICES DEPT
6. BRANDING & PROMOTION
7. FOLLOW CITY PLANS
8. REDUCE VMT THRU COMMS & PRICING
9. SUPPORT ALTERNATE TRANSPORT
10. SURPLUS TO BENEFIT DISTRICTS

1. [Transparency and Stakeholders]

“Maintain a commitment to openness and sharing of information with stakeholders with emphasis on involving stakeholders and soliciting stakeholders’ opinions;”

Changes: none

2. [Prioritize Users; Elevate Non-Motorized Modes]

~~“2. Designate Parking for the Highest Priority user. Establish priority levels for users and access modes for each parking use type within an area or zone, with non-motorized and shared ride modes having a higher priority ranking higher than solo driving;”~~

Changes: Edited for clarity

3. [Dynamic Pricing and Time Limits]

“3. Increase the rate at which the most convenient spaces turnover by managing the occupancy time through the use of ~~dynamic~~ differential and escalating pricing and 30-minute and 2-hour time limits;”

Changes: Edited for substance

4. [Parking Pays for Itself]

“4. Establish rate schedule that satisfies the capital and ongoing operating costs of a financially stable, integrated parking system;”

Changes: None

5. [A Parking Services Dept.]

“5. Establish a Parking Services department that efficiently manages the City’s parking system assets and staffing resources;”

Changes: None

~~6. [Branding & Promotion]~~

~~“6. Create a brand that provides an exceptional customer service experience and communicates the goals and benefits of managed parking;”~~

Changes: Deleted

~~7. [Follow City Plans]~~

~~“7. Recommend policies that align land use for parking with the GPP and draft Comprehensive Plan;”~~

Changes: Deleted for redundancy

8[a. Reduce VMT through Comms & Pricing]

~~“Reduce Vehicle Miles Travelled. Reduce time for space search~~ **Reduce cruising/search time for parking spaces** **by implementing improved signage, wayfinding, marketing, real-time parking availability,** ~~and 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;”~~

Changes: Split into two

[8b. Reduce VMT through ~~Comms &~~ Pricing]

~~“Reduce Vehicle Miles Travelled. Reduce time for space search by implementing improved signage, wayfinding, marketing, real-time parking availability, and 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, 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;

Changes: Split from previous

~~9. [Support Alternate Transport]~~

~~“9. 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;”~~

Changes: Deleted for redundancy

~~10. [Surplus to Benefit Districts]~~

~~“10. Allocate surplus parking revenue to Parking Benefit Districts.”~~

Changes: Deleted

Revised policy points, 2017

- 1. TRANSPARENCY AND STAKEHOLDERS
- 2. PRIORITIZE USERS; ELEVATE NON-MOTORIZED MODES
 - 5. PARKING SERVICES DEPT
 - 8a. REDUCE VMT THRU COMMS
- 3. DYNAMIC PRICING AND TIME LIMITS
 - 4. PARKING PAYS FOR ITSELF
 - 8b. REDUCE VMT THRU PRICING

Revised policy points, 2017

- 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 turnover 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;