

**CITY OF BLOOMINGTON**

**PARKING COMMISSION  
REGULAR MEETING  
PACKET**

**May 2022**

**Thursday, May 26, 2022**

**Hybrid Meeting in City Hall Hooker Conference Room  
(Room 245) and Remotely on Zoom**

**5:30 PM — 7:00 PM**

# PARKING COMMISSION REGULAR MEETING AGENDA

May 26, 2022, 5:30 PM — 7:00 PM

The meeting will be held in Hybrid Virtual Format in the City Hall Hooker Conference Room (Room 245) and remotely on Zoom. Zoom meeting will be accessible at:  
<https://bloomington.zoom.us/j/82695364808?pwd=dzlQZXhOOTcrSk96eTB4bFB3eGxpdz09>

Dial by your location: 312 626 6799 (Chicago), Meeting ID: 826 9536 4808, Passcode: 142795, find your local number :<https://bloomington.zoom.us/j/kmAjTKbEB>

- 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. Approval of Minutes
- III. Reports from Commissioners & City Offices
  - A. Parking System Usage (Michelle Wahl)
- IV. Reports from the Public
- V. Discussions of Topics Not the Subject of Resolutions
  - A. Establishing a Comprehensive Policy for the Parking Commission (Steve Volan, Eoban Binder)
  - B. Parking Commission Annual Report (Steve Volan, Eoban Binder)
- VI. Resolutions
  - A. Parking Resolution 22-03: Boundaries Changes—Residential Neighborhood Permit Parking Zone 6 (Staff)
- VII. Topic Suggestions for Future Agendas
- VIII. Member Announcements
- IX. Commission Schedule (Regular Meeting and Work Session)
- X. Adjournment

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

Next Regular Meeting: June 23, 2022, 5:30 PM — 7:00 PM  
Deadline for Regular Meeting Packet Material: Monday, June 13, 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;

#

# 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;



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## **PARKING COMMISSION**

**Resolution #:22-03**

## **STAFF REPORT**

**Date:** April 21, 2022

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**FROM:** Raye Ann Cox, Parking Enforcement Manager; Amir Farshchi, Long Range Planner; Beth Rosenbarger, Assistant Director of Planning and Transportation; Michelle Wahl, Parking Services Director

**REQUEST:** Boundaries Changes–Residential Neighborhood Permit Parking Zone 6

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### **REPORT**

The Parking Services, Planning and Transportation Department, and Parking Commission have received parking complaints and requests from the residents of the Garden Hill Neighborhood regarding resident and visitor permit eligibility for the Garden Hill Residential Neighborhood Parking Zone ([Zone 6](#)). Based on the streets included in Zone 6, as described in 15.37.020 – Applicability, several eligible properties that are part of the Garden Hill Neighborhood are excluded from being able to purchase neighborhood parking permits. Staff is recommending to update the description of the applicable streets in order to include those areas, to include the east side of Walnut Street and the south side of 17th Street.

All residential neighborhood parking zones are in effect from 8:00 a.m. to 5:00 p.m. Monday through Friday. Zone 6 has additional hours, compared to all other neighborhood parking zones, which include from 8:00 a.m. Thursday until 8:00 a.m. Sunday (Bloomington Municipal Code, Section [15.37.030](#)). Current eligibility requirements are: *Each resident of a single household detached dwelling in a neighborhood zone shall be entitled to apply for one residential neighborhood zone parking permit and one visitor permit per household. "Single household detached dwelling" means a building designed for the occupancy of no more than five adults unrelated by blood or marriage.* No changes to eligibility are proposed at this time.

Staff recommends that the boundaries of the Residential Neighborhood Parking Permit Zone 6 more closely align with the boundaries of the Garden Hill Neighborhood Association. The changes allow any eligible resident who lives in Zone 6 to receive residential and visitor permits for Zone 6. The requests for permits and enforcement will be more easily implemented by staff.

The respective maps are included within the meeting packet.



## RECOMMENDATIONS

Based on reviewing the requests and consideration of options, staff recommends:

- 1- Changing the boundaries of the Residential Parking Permit Zone 6
  - Adding the eligible properties such as the following locations:
    - E. 17th St. between N. Walnut St. and N. Fess Ave., South side of street
    - Indiana Railroad Company between N. Walnut St. and N. Dunn St., North side of street
    - N. Walnut St. between E. 17th St. and Indiana Railroad Company, East side of street
  - Removing the two blocks of E. 13th St. and E. 14th St. between Woodlawn Ave. and N. Fess Ave. from the residential neighborhood parking Zone 6 (Garden Hill 15.30.020).
    - This area does not contain any residential uses, is zoned Mixed-Use Institutional, and the adjacent property includes an IU academic building.
    - The area does not closely align with the Garden Hill Neighborhood Association boundaries.
    - Note: Parking is restricted on the south side of the area along E. 13th St. between Woodlawn Ave. and N. Fess Ave. and on both sides of E. 14th Street between Woodlawn Ave. and N. Fess Ave (Bloomington Municipal Code, Section [15.32.080](#)).
  - All changes to the boundaries of the Residential Parking Permit Zone 6 (Garden Hill): Chapter 15.37.020 of the Bloomington Municipal Code, entitled “Applicability, Garden Hill Residential Neighborhood Zone (Zone 6) shall apply to the following streets” shall be amended by changing the following:

Street	From	To	Side of Street
East 13th	North Dunn	North Woodlawn	North/South
East 14th	North Walnut	North Woodlawn	North/South
East 15th	North Walnut	North Indiana	North/South
East 16th	North Walnut	North Dunn	North/South
East 17th	North Walnut	North Dunn Street	South
North Dunn	East 17th	East 13th	East/West
North Fess	East 17th	East 13th	East/West
North Grant	East 17th	East 15th	East/West
North Indiana	East 17th	East 13th	East/West
North Lincoln	East 17th	East 14th	East/West
North Washington	East 17th	East 14th	East/West



to the following:

Street	From	To	Side of Street
East 13th	North Dunn	<b>North Fess</b>	North/South
East 14th	North Walnut	<b>North Fess</b>	North/South
East 15th	North Walnut	North Indiana	North/South
East 16th	North Walnut	North Dunn	North/South
East 17th	North Walnut	<b>North Fess</b>	South
<b>Indiana Railroad Company property</b>	<b>North Walnut</b>	<b>North Dunn</b>	<b>North</b>
North Dunn	East 17th	East 13th	East/West
North Fess	East 17th	East 13th	East/West
North Grant	East 17th	East 15th	East/West
North Indiana	East 17th	East 13th	East/West
North Lincoln	East 17th	East 14th	East/West
<b>North Walnut</b>	<b>East 17th</b>	<b>Indiana Railroad Company property</b>	<b>East</b>
North Washington	East 17th	East 14th	East/West

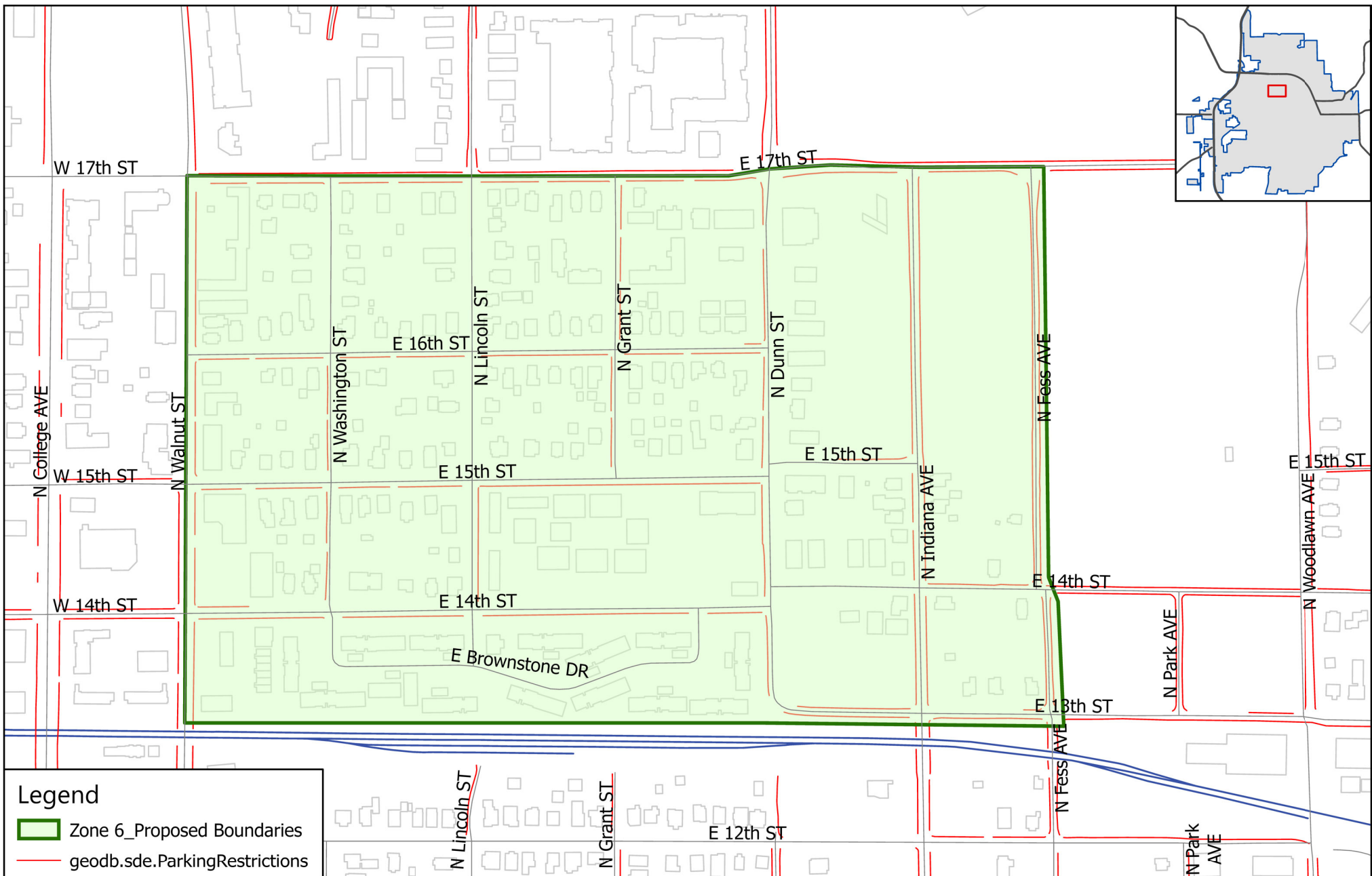
- 2- Adding a new hourly pay by phone zone for two blocks on the northside of E. 13th St. between N. Fess Ave. and Woodlawn Ave., Monday through Saturday, 8:00 AM to 9:00 PM (15.40.010 and 15.40.020). The rate would be \$1 per hour payable through ParkMobile for these parking spaces. This would allow visitors an option to pay during peak times or an option for unpaid parking during non-peak hours.
  - Parking is restricted on the south side of E. 13th St. between N. Fess Ave. and Woodlawn Ave. (Bloomington Municipal Code, Section [15.32.080](#)).
  - On the northside of E. 13th Street between N. Fess Ave. and N. Woodlawn Ave., there are approximately 15 on-street parking spaces. There are no residences along these two blocks, and the IU Arts Annex is the only building, which is located at the southwest corner of E. 13th Street and N. Woodlawn Ave. Activities in the Fine Arts Studio Annex building occur late into the evening hours, and unloading of often large and bulky materials is needed for the building.
  - There are two loading zone spaces for a period of 30 minutes, Monday through Friday, 8:00 AM to 5:00 PM one at the corner of 13th Street and Fess Ave and another one at the corner of 13th Street and Park. The City does not charge any fees for the two loading zone spaces. The two



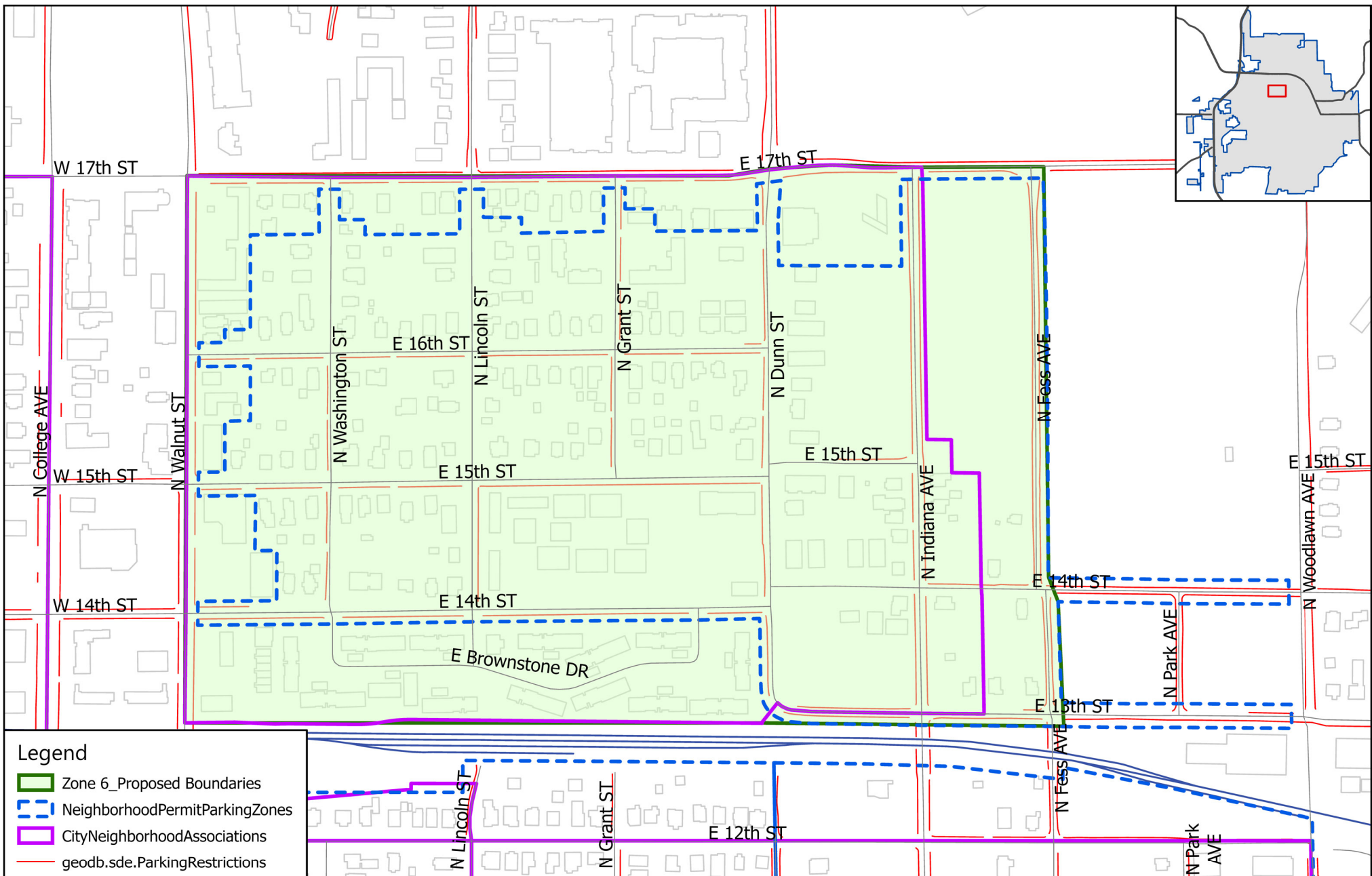
loading zone spaces will be removed from the residential neighborhood parking Zone 6 (Garden Hill).

- 3- Adding no parking zones on both sides of N. Park Ave. between E. 13th St. and E. 14th St.
  - The changes effectively codify what people practiced for years.
  - The area cannot support parking on any sides. This narrow area does not meet the minimum street width requirements and there is not enough width for drivers to park on the asphalt and maintain travel.

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.

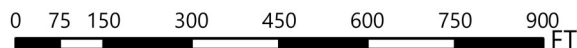






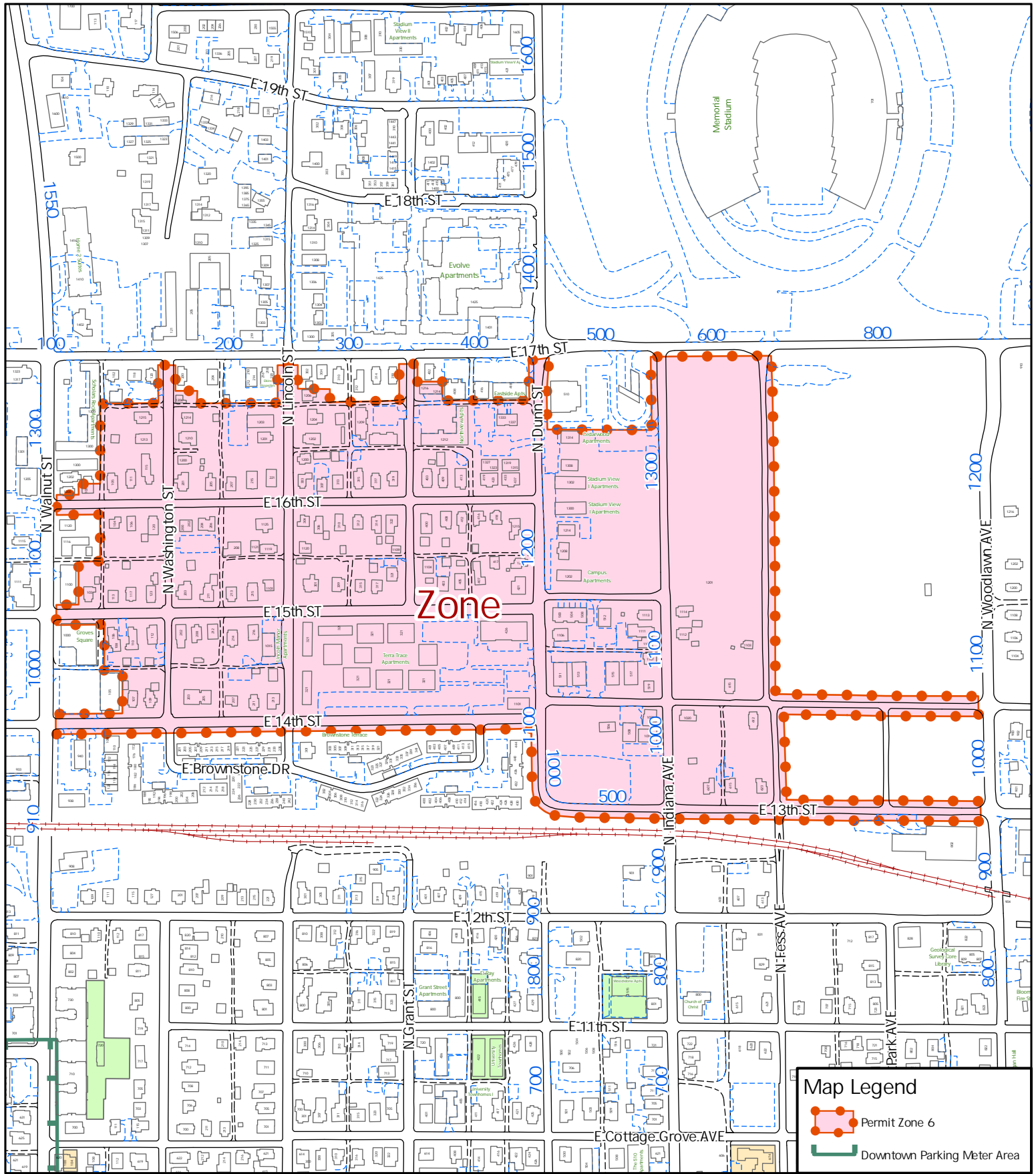
## Residential Neighborhood Parking Permit Zone 6

### Boundaries Changes



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



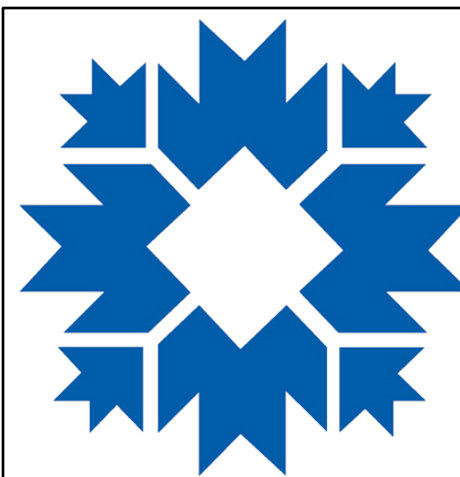


# Residential Permit Parking

## Zone 6







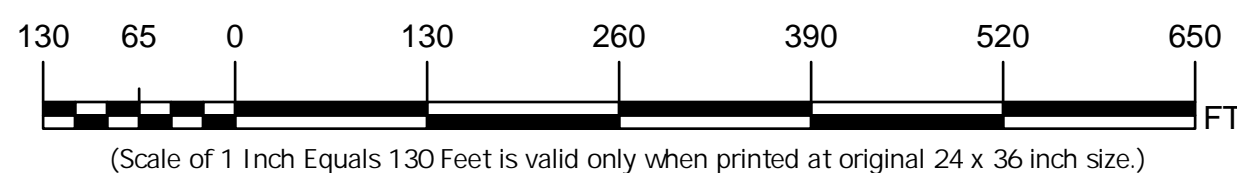
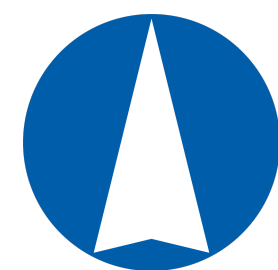
Parking Services  
**City of Bloomington**  
Geographic Information System

# Residential Neighborhood Parking

## Parking Zone 6

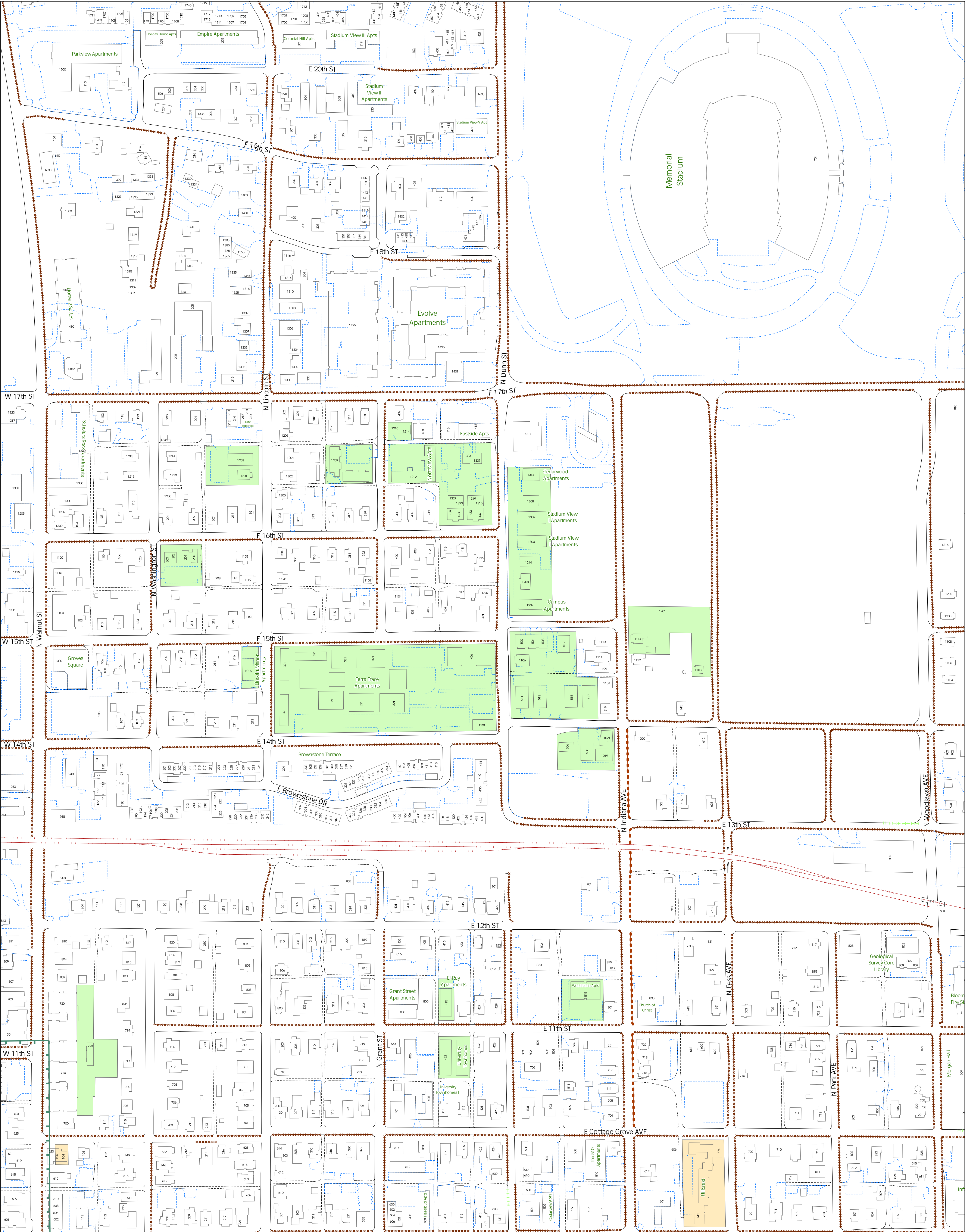
### Map Legend

- Permit Zone 6
- Excluded Area
- Qualifying Area
- Other Restriction
- Combination Parking Zone
- Metered Parking Zone
- No Parking Anytime
- No Parking Posted Times
- Time Restricted Parking
- City Parking Facility

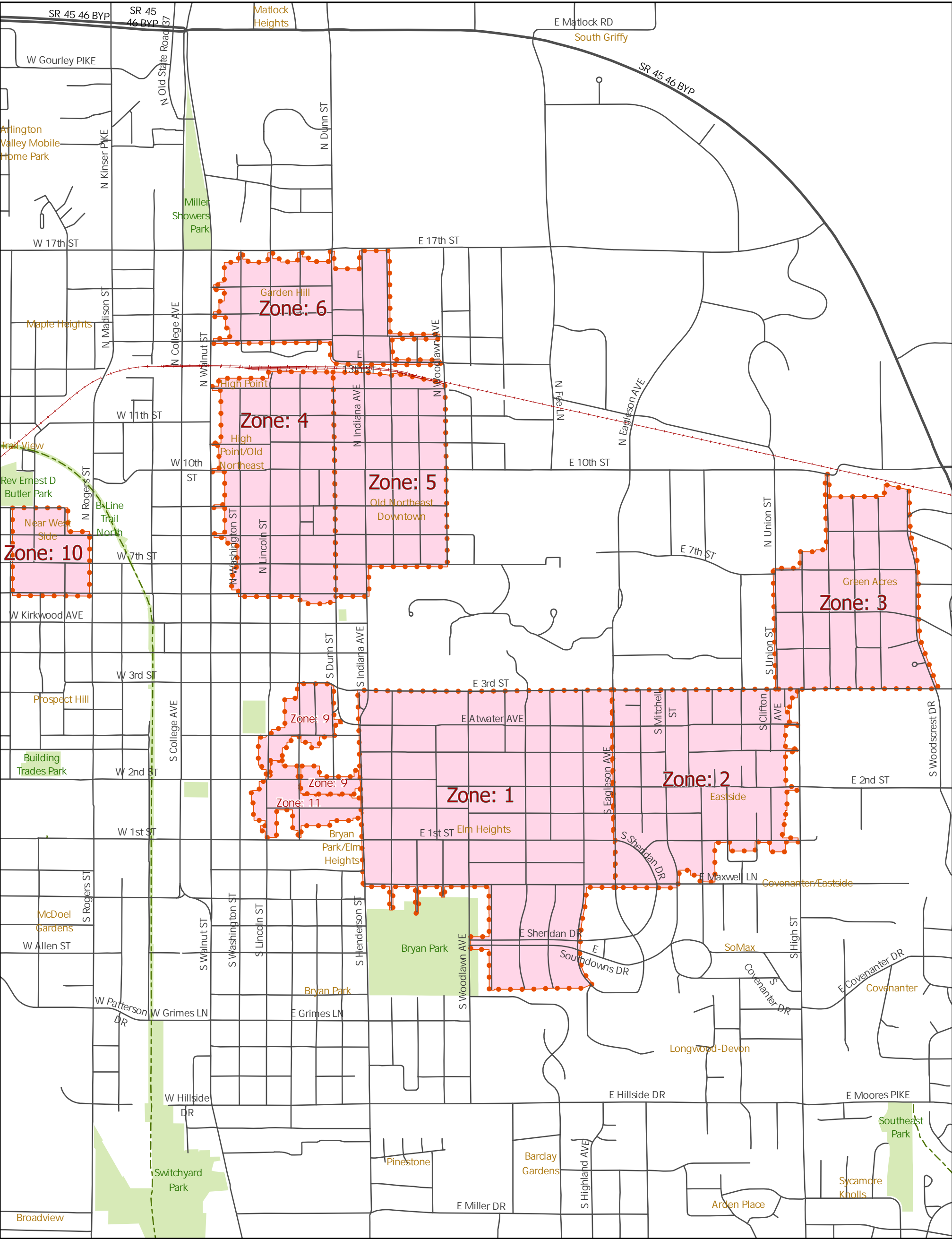
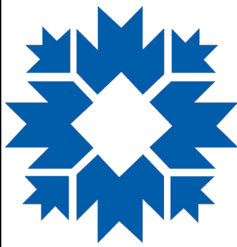


March 1st, 2022

This map was produced by the City of Bloomington GIS, for use by the City and general public as map information. The planimetric information is based on aerial orthomagey flown in March 2016. Supplemental updates are made from development drawings, plats, and other sources of information. The accuracy of information contained in this document is based on National Mapping Standards, however it is NOT warranted.  
The Corporation boundary reflects annexations effective January 1, 2002.







Map Legend

 Neighborhood Permit Parking Zones

0 550 1,100 2,200 3,300 Feet

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

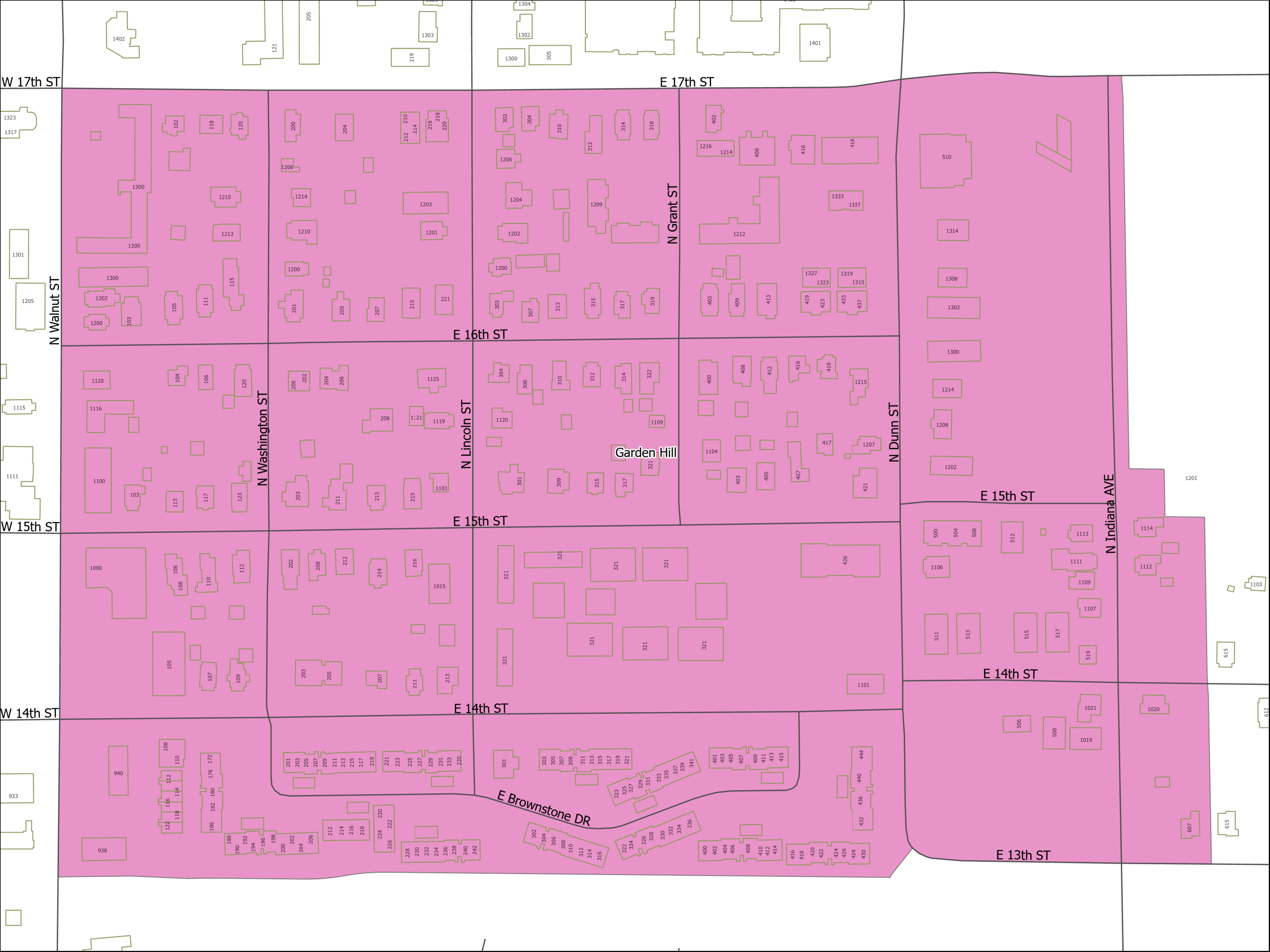
March 1st, 2022

Produced: 3/1/2022



Author: creekr

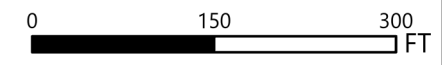
File: ResidentialPermitParkingZonesOverview



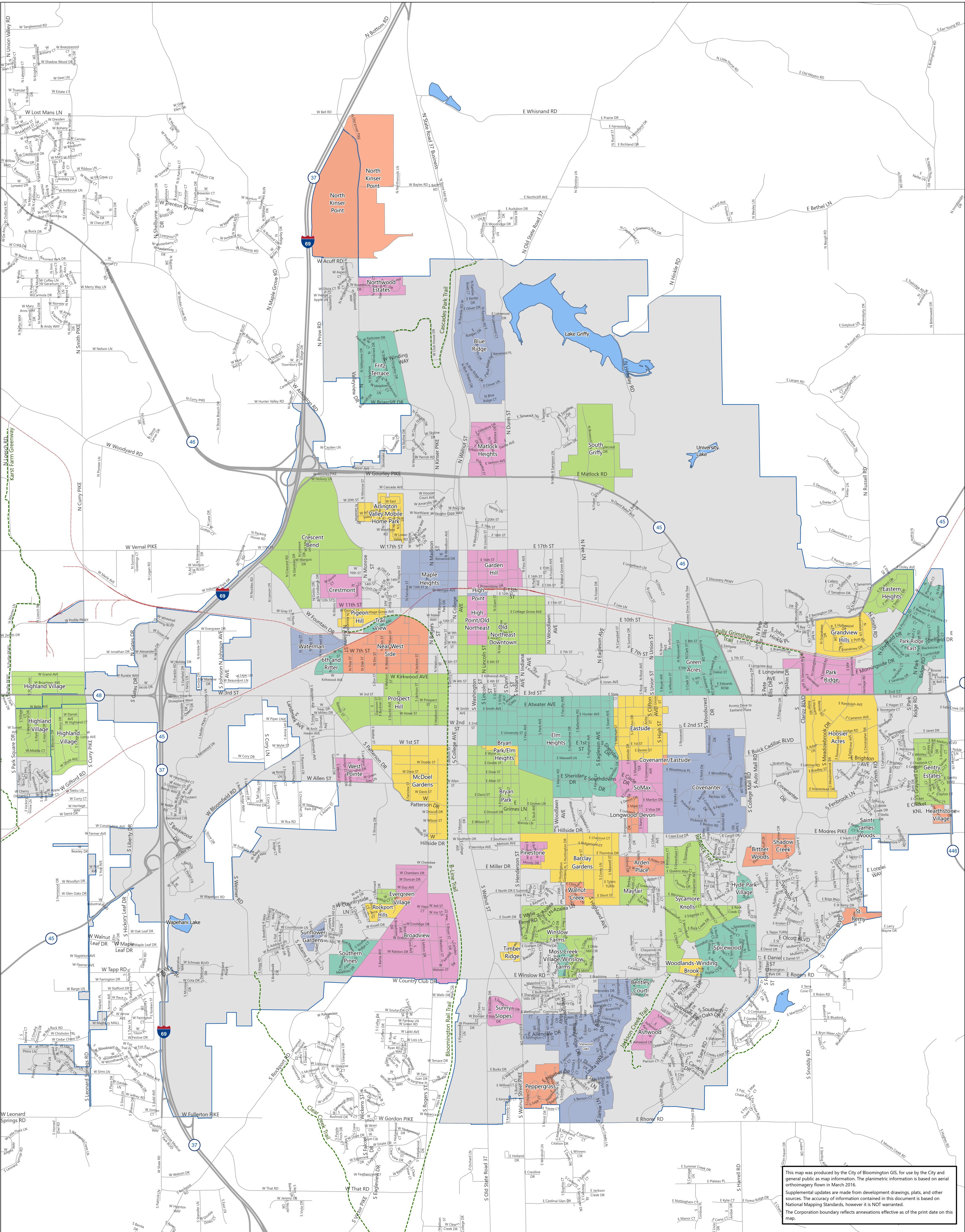
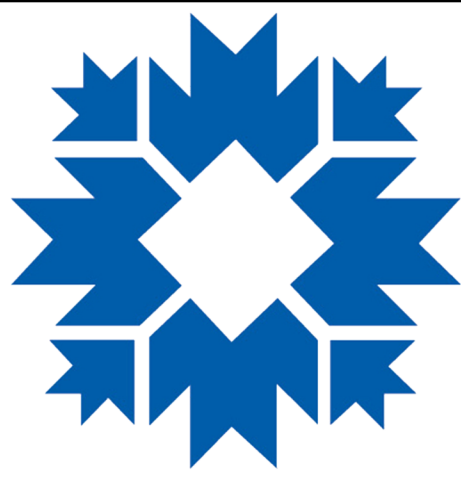
## Garden Hill Neighborhood Association

Neighborhood Associations

 Garden Hill







**Map Legend**  
Municipal Boundary

1,500 750 0 1,500 3,000 4,500 6,000 7,500

FT

(Scale of 1 Inch Equals 1500 Feet is valid only when printed at original 24 x 36 inch size.)

Produced: 4/8/2022



Layout: NeighborhoodAssocDP

Project: NeighborhoodAssociationsLayouts





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