

**CITY OF BLOOMINGTON**

# **PARKING COMMISSION**

## **REGULAR MEETING**

### **PACKET**

**October 2022**

**Thursday, October 27, 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

October 27, 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/84890320535?pwd=cWMySnJJQmN6UVU4cC9qSEdZdC9vdz09>

Dial by your location: 312 626 6799 (Chicago), Meeting ID: 848 9032 0535, Passcode: 600841, find your local number: <https://bloomington.zoom.us/j/84890320535?pwd=cWMySnJJQmN6UVU4cC9qSEdZdC9vdz09>

- 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
  - A. September 22, 2022
- III. Reports from Commissioners and City Offices
  - A. Parking System Usage (Michelle Wahl)
- IV. Reports from the Public
- V. Discussions of Resolutions
  - A. 22-07: Comprehensive Policy for the Parking Commission (Steve Volan)
  - B. 22-08: 2018 Parking Commission Annual Report (Steve Volan)
- VI. Discussions of Topics Not the Subject of Resolutions
  - A. ParkMobile - durations, signage, etc. (Michelle Wahl)
- 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: November 17, 2022, 5:30 PM — 7:00 PM  
Deadline for Regular Meeting Packet Material: Monday, November 7, 2022

# PARKING COMMISSION REGULAR MEETING

## Minutes

**Date:** 09/22/2022, 5:30 PM

The meeting was held hybridly in the Allison Conference Room and remotely 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), Stephen Volan (Vice-Chairperson), Adrienne Evans Fernandez, Christopher Emge, Michelle Wahl (via Zoom), Jack Wanninger, David Wolfe Bender (via Zoom)

#### Parking Commissioners absent:

Ben Dalton (Secretary), Tracy Gates

#### Others in Attendance:

Raye Ann Cox (via Zoom), Amir Farshchi (via Zoom), Ryan Robling

### **I. Call to Order – (~ 5:32 PM)**

### **II. Approval of Minutes**

#### **A. March 31, 2022:**

Mr. Emge motioned to approve the minutes and Ms. Evans Fernandez seconded the motion. The motion received a roll call vote of Ayes: 7, Nays: 0, Abstain: 0; the motion passed.

#### **B. April 28, 2022 and May 26, 2022:**

Mr. Emge motioned to approve the minutes and Ms. Evans Fernandez seconded the motion. The motion received a roll call vote of Ayes: 7, Nays: 0, Abstain: 0; the motion passed.

### **III. Reports from Commissioners & City Offices**

#### **A. Welcome to new commissioner (David Wolfe Bender):**

Mr. David Wolfe Bender and Mr. Ryan Robling, new Planning Services Manager of the Planning and Transportation Department of the City introduced themselves.

#### **B. Parking System Usage:**

Ms. Wahl presented information about parking system usage in the past few months like parking permits and parking garages.

#### **C. Board & Commission Appreciation Event:**

Mr. Farshchi shared the invitation with the commissioners.

### **IV. Reports from the Public**

#### **A. Parking Problem on East 14th Street:**

Ms. Wahl and Ms. Cox discussed the concerns of the resident regarding

parking problem on East 14th St. between N. Woodlawn Ave. and N. Forrest Avenue. The Resident, Mr. Jesse Eberhart, did not attend the meeting although he told staff about his attendance.

Discussions: Residential Neighborhood Zone, No Parking Zone, Safety Issues, Indiana University Parking, Trash Pick Up

The Commissioners recommended staff to go for a site visit, do more research, and report back to commission.

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

**A. ParkMobile - pre-set duration vs. open-ended:**

Ms. Wahl shared some updates about changes in ParkMobile like start and stop.

**B. Parking Commission Annual Report:**

Mr. Volan discussed the 2018 Parking Commission Annual Report with the commissioners and staff, he asked them to review it to discuss in the next Parking Commission Work Session.

**VI. Resolutions**

**A. 22-06: Amend Commission By-Laws:**

Mr. Binder presented the resolution. Mr. Volan motioned to approve the resolution and Ms. Evans Fernandez seconded the motion. The motion received a roll call vote of Ayes: 7, Nays: 0, Abstain: 0; the motion passed.

**B. 22-07: Comprehensive Policy for the Parking Commission:**

Mr. Volan and other commissioners discussed the Comprehensive Policy for the Parking Commission. The commissioners tabled the resolution to discuss it more in future meetings.

**VII. Topic Suggestions for Future Agendas:**

- A. Parking Commission Annual Report (Steve Volan)
- B. Comprehensive Policy for the Parking Commission (Steve Volan)
- C. Parking Meters (Christopher Emge)

**VIII. Member Announcements – None**

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

Next Work Session: October 13, 2022, 5:30 – 6:30 pm

Next Regular Meeting: October 27, 2022, 5:30 – 7:00 pm

**X. Adjournment –(~ 7:02 PM)**

CITY OF BLOOMINGTON  
PARKING COMMISSION

**Parking Resolution 22-07**

**To Adopt a Comprehensive Parking Policy for the City of Bloomington**

**WHEREAS,** according to Ordinance 16-22 which created the Parking Commission, "parking issues...[play] a primary role in at least five of the seven guiding principles of the city's [then-]current comprehensive plan, the 2002 city Growth Policies Plan (GPP) — namely, 'compact urban form,' 'nurture environmental integrity,' 'leverage public capital,' 'mitigate traffic,' and 'conserve community character'";

**WHEREAS,** the same ordinance stated that "over the years, the City's parking management actions have appeared at times ad hoc, inconsistent, and not grounded in an overall parking policy or management plan; and...some parking-related policy oversight body is necessary to develop and implement parking-related policies that further or fulfill the goals of the GPP";

**NOW THEREFORE BE IT RESOLVED** that the members of the Bloomington Parking Commission hereby adopt the following comprehensive policy to guide them and the city in our mutual effort to fulfill the goals of the city's 2018 Comprehensive Plan:

**COMPREHENSIVE POLICY OF THE BLOOMINGTON PARKING  
COMMISSION**

The following tenets shall guide the Bloomington Parking Commission in its deliberations. The Commission shall:

1. **REDUCE EXCESS VMT THROUGH PRICING.** Reduce excess vehicle miles traveled (VMT), manage demand for limited parking facilities, help vehicle operators find a parking space efficiently without cruising for it, and induce some travelers to adopt more efficient modes of travel, through the implementation of rates that vary by location (differential pricing), rates that increase with duration of stay (escalating pricing), rates that vary according to real-time demand (dynamic pricing), and/or similar rate strategies;
2. **REDUCE EXCESS VMT THROUGH COMMUNICATIONS.** Reduce the search time for parking spaces through the strategic marketing of parking

assets, such as through advertising of real-time space availability, or through wayfinding and other signage;

3. **PRIORITIZE MODES OTHER THAN AUTOMOBILES.** Prioritize transportation modes that take up less public space, reduce traffic congestion and reduce emissions, to reduce the use of automobiles by single occupants and to increase the use of other modes, particularly walking, cycling and public transit;
4. **PRIORITIZE USERS IN HARDSHIP.** Develop strategies that aid users facing physical and/or economic hardships without compromising the other goals herein;
5. **PURSUE A PARKING SYSTEM THAT PAYS FOR ITSELF.** Establish rate schedules that satisfy the capital and operating costs of the city's integrated parking system that is financially stable and does not require tax subsidies;
6. **PURSUE TRANSPARENCY.** Maintain a commitment to openness and sharing of information, with emphasis on involving and soliciting the opinions of stakeholders;

**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

**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.

#



## 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;

# The State of Parking in the City for the Year 2018

THE ANNUAL REPORT OF THE  
CITY OF BLOOMINGTON PARKING COMMISSION

ADOPTED OCTOBER 2022



*Aerial view from the southeast of the 4th Street Garage*

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## 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 of parking in the year 2018 is, as the 2017 report was, at least three years overdue. But it has followed only a few months after its predecessor, whose format it is mostly the same as. Figures have been placed at the end of each chapter instead of floating in the text.

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

## A. ABOUT THE PARKING COMMISSION

### Purpose

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

- *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

The Commission in its sophomore year continued to meet 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 Amir Farshchi, long-range planner in the department of Planning & Transportation. The Commission re-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.

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

### **Major Topics**

The Commission's Resolution 2018-01 recommended the most significant changes to parking policy in many years. These resulted in Council Ordinance 18-11, which implemented many changes, such as:

- an increase in neighborhood zone permit fees, which had been \$25/year since the program's implementation in the 1990s and were not even covering the cost of administering the program. Prices were set at \$45/yr and put on a 3% annual escalator for the next decade.
- the removal of "combo zones," blocks where meters and neighborhood permits could be used to claim parking. In practice, combo zones favored neighborhood permit users, especially those who worked at the Monroe County Public Library who were allowed to purchase residential permits. The bounds where the permits could be used were moved north of the meters.
- the combining of Neighborhood Zones 4 and 5 into a new single Zone 4, Zones 6 and 7 to a single Zone 5, to more flexibly accommodate downtown/Kirkwood employee parking after the elimination of combo zones. The very small Zone 8 was also eliminated.
- a new Zone 6 in the Garden Hill neighborhood, which would be the first to be enforced outside normal business hours, from Thursday night to Sunday morning inclusive, to cut down on opportunistic parking by revelers at parties and on IU Athletics game days.
- elimination of the "three hours free" policy in downtown garages, reduction in the number of reserved spaces, and an increase in costs of permits according to demand, with a more substantial increase in cost for reserved spaces than for non-reserved.

The Commission chose the Chicago consulting firm Desman to produce an updated study of parking in the city, a change from the studies of 2007 and 2012 which were conducted by Walker Parking. The new report was completed in June 2018. Among other changes, it recommended the development of a parking department to unify operations conducted among seven different departments, to consider whether to repair the Fourth Street Garage or to replace it, to consider

adjusting garage and meter rates on a regular basis, to replace single-space meters with kiosks, and to implement demand management strategies.

## **Minor Topics**

Mr. Thackery, a store owner at 208 S. Dunn, in January complained about the difficulty of merchants and offices in the University Village overlay finding off-street long-term parking for their employees anywhere near their places of business, as all parking in the area was metered. The discussion led to an overhaul of rules that accommodated more downtown employees to park in Zones 4 and 5, in Ordinance 11-18.

Representatives of First Christian Church came to discuss parking with the Commission in December. They had led a survey of parishioners and other churches downtown, concerned about the loss of convenient parking with the construction of the Graduate Hotel on Kirkwood.

The Commission in December amended its bylaws to make it easier to pass resolutions , eliminating the need for two readings of resolutions. The annual report for 2017 was not completed, and would not be completed until January 2022.

## **Resolutions**

*Resolution 2018-01 – To Recommend to the Common Council Changes to BMC Title 15*

*Resolution 18-02 – 4th Street and Trades District Garages*

*Resolution 18-03 – To Amend the Commission's Bylaws (postponed to January)*

*Resolution 18-04 – Trades District Parking Plan (approved 7-0-1 in December)*

*Resolution 18-05 – Evolve Parking Plan (approved 8-0 in December)*

*Resolution 18-06 – West 6th Street Parking Plan*

*Resolution 18-07 – Schedule of 2019 Meetings (approved 8-0 in December)*

*Resolution 18-08 – To Recommend Guidelines for Neighborhood Zones*



**Figure 1.1: Members of the Parking Commission, 2018**

Seat	Qualification	Term		Appointee	Affiliation or Neighborhood	Start Date	End Date
		Expires on 1/31	Length (years)				
<b>C-1</b>	merchant	2020	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	2019	1	<b>Stephen Volan</b> secretary	Member, District 6	1/18/17	continuing
<b>M-1</b>	merchant	2020	2	<b>Donna Disque</b>	MarDon Salon	1/30/17	4/18/18
				<b>Dave Debikey</b>	Global Gifts	10/4/18	continuing
<b>M-2</b>	not-for-profit organization	2018	2	<b>Jennifer Jenkins</b>	WonderLab	11/1/17	4/18/18
				<b>Kristin Bishay</b>	WonderLab	4/18/18	4/18/18
				<b>Celeste Wolfinger</b>	WonderLab	10/4/18	continuing
<b>M-3</b>	resident	2019	2	<b>Mary Jo Shaughnessy</b>	Blue Ridge	2/28/17	continuing
<b>M-4</b>	resident	2020	2	<b>Mark Need</b>	Courthouse Square	3/3/17	continuing
<b>M-5</b>	Planning & Transportation	2018	1	<b>Josh Desmond</b>	Assistant Director	1/24/17	3/24/18
				<b>Scott Robinson</b>	Assistant Director	4/20/18	continuing

## **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. The number of spaces in inventory did not change from 2017 (see Fig. 2.1).

#### **2. Revenues & Expenses**

Overall, the financial performance of the City's parking system in 2018 was comparable to 2017. Revenues from operations dropped about 3 percent to \$4.9 million, paced by a significant drop in garage revenues of more than 20 percent. Operational expenses increased almost 6 percent to \$2.3 million, dropping operational revenues one percent to just over \$2 million. (See Fig. 2.2.)

#### **3. Revenue Trends**

Overall, the revenue performance of the City's parking system in 2018 was in slight decline across categories, with modest declines in garage, meter and neighborhood zone revenue being almost offset by citations revenue for an overall system gross revenue decrease of 3 percent. (See Fig. 2.3.)

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

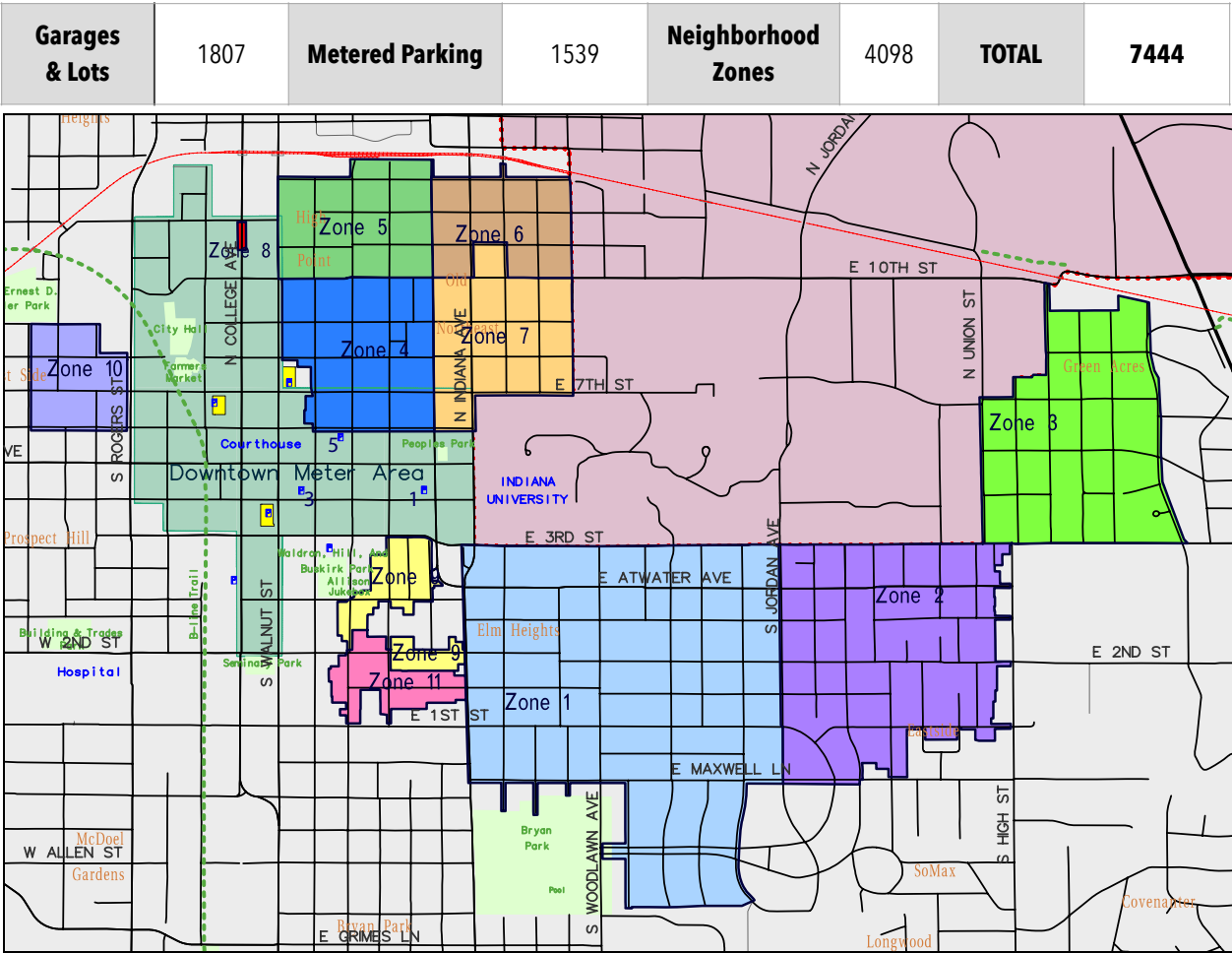


Figure 2.2: Financial Performance of the City of Bloomington's Parking System, 2018

Category	2016	2017	2018	Change
<b>ALL PARKING FUNDS – BALANCE FORWARD</b>	<b>\$ 3,190,064</b>	<b>\$ 4,847,015</b>	<b>\$ 5,405,385</b>	
PARKING SYSTEM REVENUES				
Garages & Lots Program (Ch. 3)	\$ 1,096,692	\$ 1,065,269	\$ 824,614	-22.6%
Metered Parking Program (Ch. 4)	\$ 2,404,730	\$ 2,599,311	\$ 2,584,971	-0.6%
Neighborhood Zones Program (Ch.5)	\$ 132,402	\$ 125,210	\$ 121,510	-3.0%
Citations	\$ 609,392	\$ 579,983	\$ 669,450	15.4%
<b>Parking System Revenues from Operations</b>	<b>\$ 4,243,217</b>	<b>\$ 4,369,773</b>	<b>\$ 4,200,545</b>	<b>-3.9%</b>
TIF and Miscellaneous Revenues	\$ 663,644	\$ 661,986	\$ 661,986	0.0%
<b>Parking System Total Revenues</b>	<b>\$ 4,906,860</b>	<b>\$ 5,031,758</b>	<b>\$ 4,862,531</b>	<b>-3.4%</b>
PARKING SYSTEM EXPENSES				
Personnel	\$ 1,160,977	\$ 1,368,272	\$ 1,217,014	-11.1%
Equipment & Supplies	\$ 317,132	\$ 232,153	\$ 85,944	-63.0%
Services	\$ 1,699,224	\$ 2,910,455	\$ 849,069	-70.8%
General Fund Charges	\$ 172,080			
<b>Parking System Total Expenses</b>	<b>\$ 3,349,413</b>	<b>\$ 4,510,880</b>	<b>\$ 2,152,027</b>	<b>-52.3%</b>
<b>PARKING SYSTEM TOTAL BALANCE</b>	<b>\$ 1,557,448</b>	<b>\$ 520,879</b>	<b>\$ 2,710,504</b>	<b>420.4%</b>
CAPITAL REVENUES AND EXPENSES				
Capital Transfer to Neighborhood Zone Pgm	\$ 500,000	\$ 500,000	\$ 500,000	0.0%
Capital Expenditures	\$ (400,496)	\$ (462,508)	\$ (458,631)	-0.8%
<b>PARKING SYSTEM TOTAL BAL. incl. CAPITAL</b>	<b>\$ 1,656,951</b>	<b>\$ 558,370</b>	<b>\$ 2,751,873</b>	<b>392.8%</b>
<b>ALL PARKING FUNDS – CLOSING BALANCE</b>	<b>\$ 4,847,015</b>	<b>\$ 5,405,385</b>	<b>\$ 8,157,258</b>	<b>50.9%</b>

Figure 2.3: Summary of Parking System Revenue, 2014-2018

Category	2014	2015	2016	2017	2018	Change
<b>GARAGES &amp; LOTS PROGRAM</b>						
<i>*information not readily available</i>						
Hourly, Garages	\$125,960	\$127,221	\$150,040	\$148,075	<b>\$87,541</b>	
Hourly, Lots	\$74,119	\$120,475	\$74,847	\$68,868	<b>\$62,256</b>	
Permits, Garages	\$525,675	\$722,522	\$740,856	\$666,449	<b>\$649,421</b>	
Permits, Lots ("Lot Leases")	\$365,003	\$82,926	\$109,945	\$100,491	<b>\$0</b>	
Citations	*	*	\$1,572	\$7,750	<b>\$3,270</b>	
Other Revenue	\$14,990	\$16,590	\$21,003	\$28,299	<b>\$25,395</b>	
<b>Garages &amp; Lots Revenue</b>	<b>\$1,105,747</b>	<b>\$1,069,734</b>	<b>\$1,098,263</b>	<b>\$1,019,933</b>	<b>\$827,884</b>	<b>-18.8%</b>
<b>METERED PARKING PROGRAM</b>						
Permits	\$19,948	\$38,483	\$25,555	\$58,306	<b>\$105,724</b>	
Hourly Revenue	\$2,157,473	\$2,170,726	\$2,218,006	\$2,380,574	<b>\$2,342,453</b>	
Convenience Fee	\$153,081	\$147,661	\$161,169	\$160,187	<b>\$134,555</b>	
Citations	*	*	\$383,108	\$359,002	<b>\$451,581</b>	
Other Revenue	*	*	\$0	\$13,665	<b>\$2,239</b>	
<b>Metered Parking Revenue</b>	<b>\$2,330,502</b>	<b>\$2,356,870</b>	<b>\$2,787,838</b>	<b>\$2,971,733</b>	<b>\$3,036,552</b>	<b>2.2%</b>
<b>NEIGHBORHOOD ZONES PROGRAM</b>						
Resident/Visitor Zone Permits	\$124,929	\$125,438	\$131,494	\$123,002	<b>\$120,910</b>	
Citations	*	*	\$226,284	\$213,231	<b>\$214,599</b>	
Other Permits and Other Revenue	\$167	\$156	\$752	\$1,504	<b>\$600</b>	
<b>Neighborhood Zones Revenue</b>	<b>\$125,096</b>	<b>\$125,594</b>	<b>\$358,530</b>	<b>\$337,737</b>	<b>\$336,109</b>	<b>-0.5%</b>
<b>TOTAL PARKING SYSTEM REVENUES</b>	<b>\$3,561,345</b>	<b>\$3,552,198</b>	<b>\$4,244,631</b>	<b>\$4,329,403</b>	<b>\$4,200,545</b>	<b>-3.0%</b>

# **CHAPTER 3: GARAGES AND LOTS PROGRAM**

## **A. SUMMARY OF PROGRAM ACTIVITY FOR THE YEAR**

### **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, still 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.) Many of these policies would change with Ordinance 18-11 when it takes effect in 2019.

### **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-eight percent of revenues came from monthly permit buyers, up three points from 2017; only 19 percent was from hourly parkers, down two points. Less than 3 percent of revenues came from other sources. Eighty-nine percent of revenues in the off-street parking

program came from garages, up nine points, despite only accounting for about two-thirds of the city's off-street parking inventory, compared with 11 percent from lots, down six from 2017. (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 2018, 910 permits were sold in its three garages, down more than 50 from 2017. About 55 percent of which were likely purchased by employers or their employees ("12/5" — 12 hours a day, 5 days a week), down five points from 2017 and about 36 percent of which were for residential or hotel purposes ("24/7"), down four points from 2017. (See Figure 3.4.) This data must be read with an asterisk, as data from the entire last four months of the year (typically a high-demand time for parking) was lost during a software update and new equipment installation at the Morton and Walnut garages in 2019. The same upgrade caused the loss of duration-of-stay data for 2017 and 2018, so there is no Figure 3.6 again this year.

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), figures for surface lots are more clear-cut. By far the most popular lot is Lot 1 at 4th and Dunn. Despite being priced the same as meters, Lot 1 generates twice the revenue of the others combined. (See Fig. 3.5).

## **C. EXPENSES**

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

~~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.)~~



Figure 3.1: Garages and Lots: Locations, Pricing Policy and Capacity, 2018

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>
MONTHLY GARAGE PERMITS					<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>

Fig. 3.2: Financial Performance of the Garages & Lots Program  
(Garage Fund #452), 2018

Category	2016	2017	2018	Change
<b>GARAGES &amp; LOTS PROGRAM REVENUES</b>				
43130 Lots – Hourly	\$ 74,847	\$ 68,868	\$ <b>62,256</b>	-9.6%
43130 Garages – Hourly	\$ 150,040	\$ 148,075	\$ <b>87,541</b>	-40.9%
43150 Lots – Annual Leases (Permits)	\$ 109,945	\$ 100,491	\$ <b>0</b>	-100.0%
43160 Garages – Annual Leases (Permits)	\$ 740,856	\$ 666,449	\$ <b>649,421</b>	-2.6%
Other Reimbursements	\$ 21,003	\$ 36,049	\$ <b>28,665</b>	-20.5%
<b>Garages &amp; Lots Operating Revenues</b>	<b>\$ 1,075,689</b>	<b>\$ 1,019,933</b>	<b>\$ 827,884</b>	-18.8%
49010 Inter-Fund Transfers	\$ 662,710	\$ 661,986	\$ <b>661,986</b>	0.0%
<b>Garages &amp; Lots Program Total Revenues</b>	<b>\$ 1,738,399</b>	<b>\$ 1,681,919</b>	<b>\$ 1,489,869</b>	-11.4%
<b>GARAGES &amp; LOTS PROGRAM EXPENSES</b>				
51xxx Personnel	\$ 406,679	\$ 437,585	\$ <b>392,120</b>	-10.4%
52xxx Equipment & Supplies	\$ 30,182	\$ 76,465	\$ <b>31,873</b>	-58.3%
53xxx Services (except lease payments)	\$ 256,566	\$ 426,983	\$ <b>794,998</b>	86.2%
53840 Lease Payments	\$ 662,710	\$ 782,766	\$ <b>661,986</b>	-15.4%
54xxx Capital	?	\$ 60,781	\$ <b>355,121</b>	484.3%
<b>Garages &amp; Lots Program Total Expenses</b>	<b>\$ 1,356,138</b>	<b>\$ 1,723,800</b>	<b>\$ 1,880,977</b>	9.1%
<b>GARAGES &amp; LOTS PROGRAM EARNINGS</b>	<b>\$ 382,261</b>	<b>\$ (41,881)</b>	<b>\$ (391,107)</b>	<b>833.9%</b>

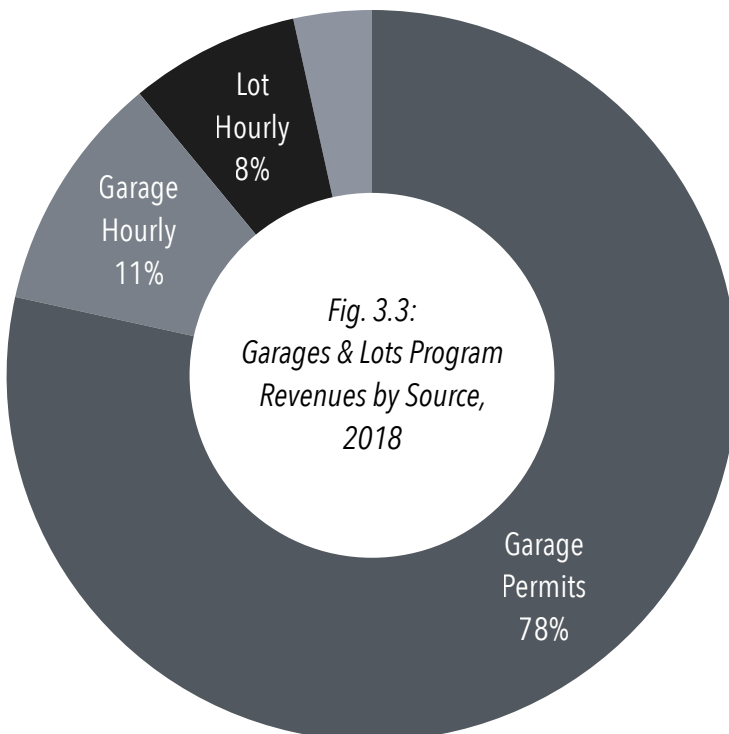


Figure 3.4: Permits Issued by Type and Garage, 2018

Type/Garage	\$/Mo.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YEAR	Est. Gross Rev.	Average
12/5 Non Rsvd.	\$40	474	468	488	490	492	540	540	539	*Data not available due to installation of new parking equipment, and lost data from a software update at the Morton and Walnut garages				4031	\$161,240	504
12/5 Reserved	\$57	80	80	78	78	70	76	76	76					614	\$34,998	77
24/7 Non-Rsvd.	\$67	437	429	387	363	219	172	172	172					2351	\$157,517	294
24/7 Reserved	\$76	36	36	33	34	36	36	36	36					283	\$21,508	35
<b>Total Passes</b>		<b>1027</b>	<b>1013</b>	<b>986</b>	<b>965</b>	<b>817</b>	<b>824</b>	<b>824</b>	<b>823</b>					<b>7279</b>	<b>\$375,263</b>	<b>910</b>
Fourth St		357	354	356	355	349	353	353	355					2832		354
Morton St		395	385	397	383	311	284	284	280					2719		340
Walnut St		275	274	233	227	157	187	187	188					1728		216
<b>Total Passes</b>		<b>1027</b>	<b>1013</b>	<b>986</b>	<b>965</b>	<b>817</b>	<b>824</b>	<b>824</b>	<b>823</b>					<b>7279</b>		

Figure 3.5: Annual Revenue from Hourly Parking in Surface Lots, 2018

Lot	Spaces	2018	\$/Space
Lot 1	52	\$46,296	\$890
Lot 3	74	\$10,752	\$145
Lot 5	19	\$4,421	\$233
Lot 6	13	\$787	\$61
		<b>\$62,256</b>	

Figure 3.6: Duration of Stay Data

<p>*Duration of Stay data from 2017 and 2018 were lost during an equipment upgrade in 2019.</p> <p>[See Figure 3.7 on next page]</p>
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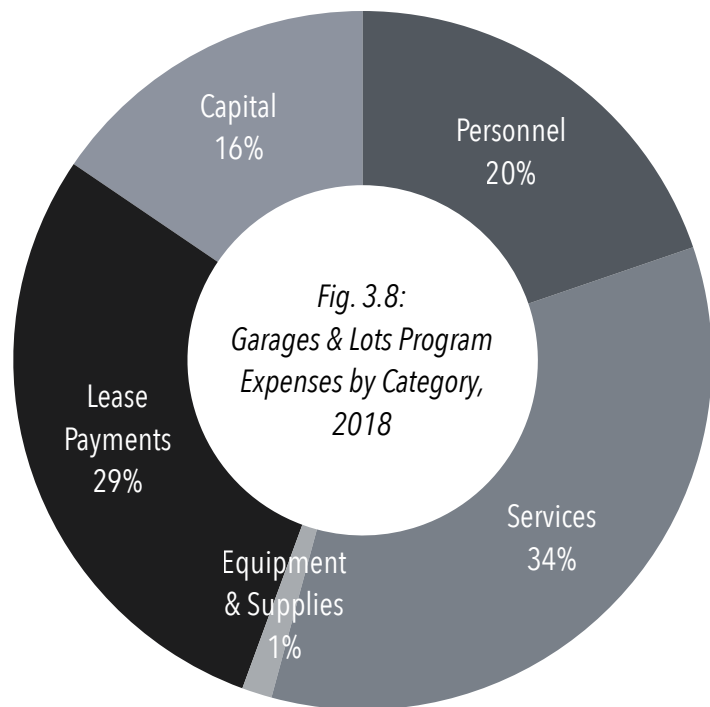


Figure 3.7: Garages & Lots Program Expenses by Category

<b>Garages &amp; Lots Program: Category 1 (Personnel)</b>	2016	2017	Change	2018	Change
452-26-260000-51110 Salaries and Wages - Regular	\$212,645	\$229,731	8.0%	\$241,203	5.0%
452-26-260000-51130 Salaries and Wages - Overtime	\$2,205	\$455	-79.4%	\$1,225	169.2%
452-26-260000-51210 FICA	\$15,421	\$16,699	8.3%	\$17,692	5.9%
452-26-260000-51220 PERF	\$28,522	\$31,372	10.0%	\$32,081	2.3%
452-26-260000-51230 Health and Life Insurance	\$92,911	\$99,918	7.5%	\$99,918	0.0%
452-26-260000-539010 Inter-Fund Transfers	\$54,976	\$59,410	8.1%	\$60,312	1.5%
<b>Personnel Total</b>	<b>\$406,679</b>	<b>\$437,585</b>	<b>7.6%</b>	<b>\$452,432</b>	<b>3.4%</b>
<b>Garages &amp; Lots Program: Category 2 (Equipment &amp; Supplies)</b>					
452-26-260000-52110 Office Supplies	\$1,494	\$1,016	1.0%	\$766	-24.6%
452-26-260000-52210 Institutional Supplies	\$1,015	\$2,033	100.3%	\$2,394	17.7%
452-26-260000-52240 Fuel and Oil				\$1,210	
452-26-260000-52310 Building Materials and Supplies	\$3,203	\$37,188	1,061.2%	\$4,923	-86.8%
452-26-260000-52340 Other Repairs and Maintenance	\$4,506	\$17,611	290.8%	\$15,693	-10.9%
452-26-260000-52420 Other Supplies	\$18,086	\$12,873	-28.8%	\$4,864	-62.2%
452-26-260000-52430 Uniforms and Tools	\$1,879	\$5,745	205.8%	\$2,024	-64.8%
<b>Equipment &amp; Supplies Total</b>	<b>\$30,182</b>	<b>\$76,465</b>	<b>153.3%</b>	<b>\$31,873</b>	<b>-58.3%</b>
<b>Garages &amp; Lots Program: Category 3 (Services)</b>					
452-26-260000-53150 Communications Contract	\$0	\$288		\$0	-100.0%
452-26-260000-53170 Mgmt Fees Consultants and Workshops				\$171,166	
452-26-260000-53210 Telephone	\$5,723	\$6,196	8.3%	\$6,355	2.6%
452-26-260000-53310 Printing	\$0	\$276		\$0	-100.0%
452-26-260000-53410 Liability / Casualty Premiums	\$8,103	\$8,103	0.0%	\$8,332	2.8%
452-26-260000-53420 Worker's Comp & Risk	\$15,937	\$17,304	8.6%	\$16,870	-2.5%
452-26-260000-53510 Electrical Services	\$64,168	\$59,989	-6.5%	\$60,287	0.5%
452-26-260000-53530 Water and Sewer	\$787	\$778	-1.1%	\$830	6.7%
452-26-260000-53610 Building Repairs	\$51,727	\$81,544	57.6%	\$156,982	92.5%
452-26-260000-53630 Machinery and Equipment Repairs	\$20,475	\$745	-96.4%	\$933	25.2%
452-26-260000-53640 Hardware and Software Maintenance	\$54,976	\$0	-100.0%	\$2,694	
452-26-260000-53650 Other Repairs	\$500	\$163,018	32,503.7%	\$3,414	-97.9%
452-26-260000-53830 Bank Charges	\$30,044	\$25,797	-14.1%	\$344,591	1,235.8%
452-26-260000-53940 Temporary Contractual Employee	\$4,055	\$9,345	130.5%	\$16,709	78.8%
452-26-260000-53990 Other Services and Charges	\$72	\$0	-100.0%	\$0	
<b>Services Total</b>	<b>\$256,566</b>	<b>\$373,383</b>	<b>45.5%</b>	<b>\$789,163</b>	<b>111.4%</b>
<b>Garages &amp; Lots Program: Total Operations Expenses</b>					
	<b>\$693,428</b>	<b>\$887,433</b>	<b>28.0%</b>	<b>\$1,273,468</b>	<b>43.5%</b>
<b>Garages &amp; Lots Program: Category 4 (Capital)</b>					
452-26-260000-53840 Lease Payments	\$662,710	\$661,986	-0.1%	\$661,986	0.0%
452-26-260000-54310 Improvements Other Than Building	\$0	\$30,000		\$0	-100.0%
452-26-260000-54420 Purchase of Equipment	\$0	\$60,781		\$310,906	411.5%
452-26-260000-54510 Other Capital Outlays	\$0	\$30,000		\$44,215	47.4%
<b>Capital Total</b>	<b>\$662,710</b>	<b>\$782,766</b>	<b>18.1%</b>	<b>\$1,017,107</b>	<b>29.9%</b>
<b>Garages &amp; Lots Program: Total Expenses</b>					
	<b>\$1,356,138</b>	<b>\$1,670,200</b>	<b>23.2%</b>	<b>\$2,290,574</b>	<b>37.1%</b>

# **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.” There are two separate funding lines in the city budget for enforcement: one for meters and one for neighborhoods.

Overall the city generated just under \$2.6 million in metered parking, a 1 percent decline from 2017, on expenses of \$?.? million, an increase of ?? percent.

## **B. REVENUES AND USAGE DATA**

About five-eighths of revenue in the city’s entire parking system comes from the metered parking program (see Fig. 2.2 above). Parkers spent \$2.34 million to park on the street downtown in 2018, a decrease of 1.6 percent from 2017. (See Fig. 4.2.) More than 1.85 million transactions were conducted at the meters in 2018, up 1 percent from 1.83 million in 2017. Also up were transactions via ParkMobile, nearly 158,000 in 2018 -- almost as much as the two previous years put together (95,000 in 2017, and more than 73,000 in 2016). ParkMobile, being its own credit-card processor, directly collected its \$77,683 in transaction fees, which are thus not reflected in Fig. 4.2. Those fees were up from 2017's \$57,638, an increase of only about 35 percent.

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

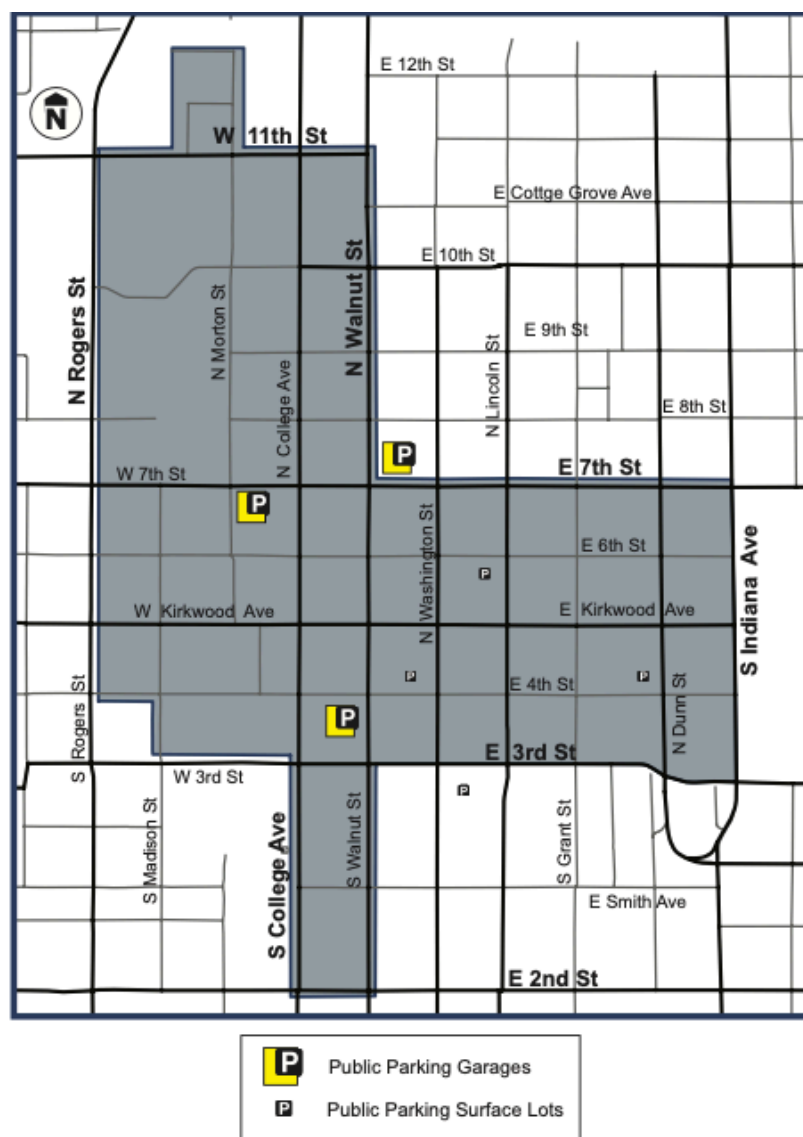
## **C. EXPENSES**

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.)

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

Figure 4.1: Metered Parking Capacity, Locations, and Pricing Policy, 2018



**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**



Figure 4.2: Financial Performance of the Metered Parking Program (Parking Meter Fund #455)

Category	2016	2017	2018	Change
<b>METERED PARKING PROGRAM REVENUES</b>				
41020 Metered – No-Parking Permits	\$ 25,555	\$ 58,306	\$ 105,724	81.3%
43130 Metered – Hourly Revenue	\$ 2,218,006	\$ 2,380,574	\$ 2,342,453	-1.6%
Paid by App		\$ 320,823	\$ 428,341	33.5%
Paid by Card		\$ 1,173,141	\$ 1,097,772	-6.4%
Paid by Coin		\$ 886,610	\$ 816,340	-7.9%
43490 Metered – Convenience Fee	\$ 161,169	\$ 160,187	\$ 134,555	-16.0%
46060 Citations	\$ 383,108	\$ 359,002	\$ 451,581	<b>25.8%</b>
47070 Insurance Reimbursements		\$ 13,665	\$ 2,239	-83.6%
<b>Metered Parking Program Total Revenues</b>	<b>\$ 2,787,838</b>	<b>\$ 2,971,733</b>	<b>\$ 3,036,552</b>	<b>2.2%</b>
<b>METERED PARKING PROGRAM EXPENSES</b>				
51xxx Personnel	\$ 638,396	\$ 644,543	\$ 701,138	8.8%
52xxx Equipment and Supplies	\$ 29,938	\$ 33,242		-100.0%
53xxx Services	\$ 945,012	\$ 1,032,659		-100.0%
54xxx Capital	\$ 87,577	\$ 87,000	\$ 0	-100.0%
<b>Metered Parking Program Total Expenses</b>	<b>\$ 1,700,923</b>	<b>\$ 1,797,445</b>	<b>\$ 701,138</b>	<b>-61.0%</b>
<b>METERED PARKING PROGRAM EARNINGS</b>	<b>\$ 1,086,915</b>	<b>\$ 1,174,288</b>	<b>\$ 2,335,415</b>	<b>98.9%</b>

Figure 4.3: Meter Revenue by Payment Method, 2017 & 2018

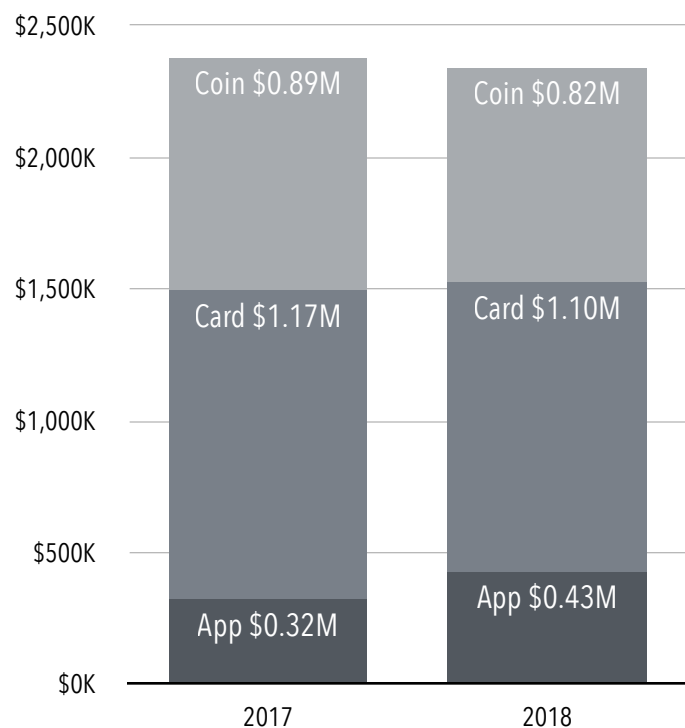


Figure 4.4. Metered Parking Occupancy Rates by Month and Day of Week

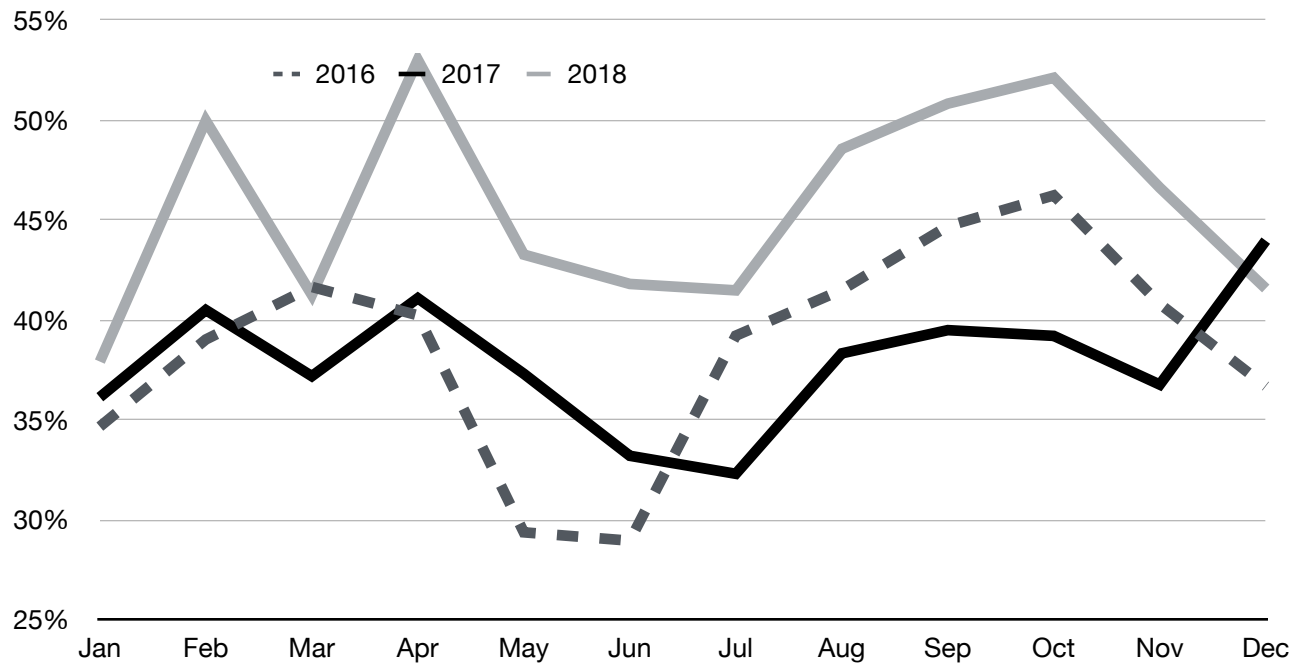


Figure 4.5. Metered Parking Occupancy Rates by Hour of the Day When Purchased, 2018  
(includes coin, card and app revenue)

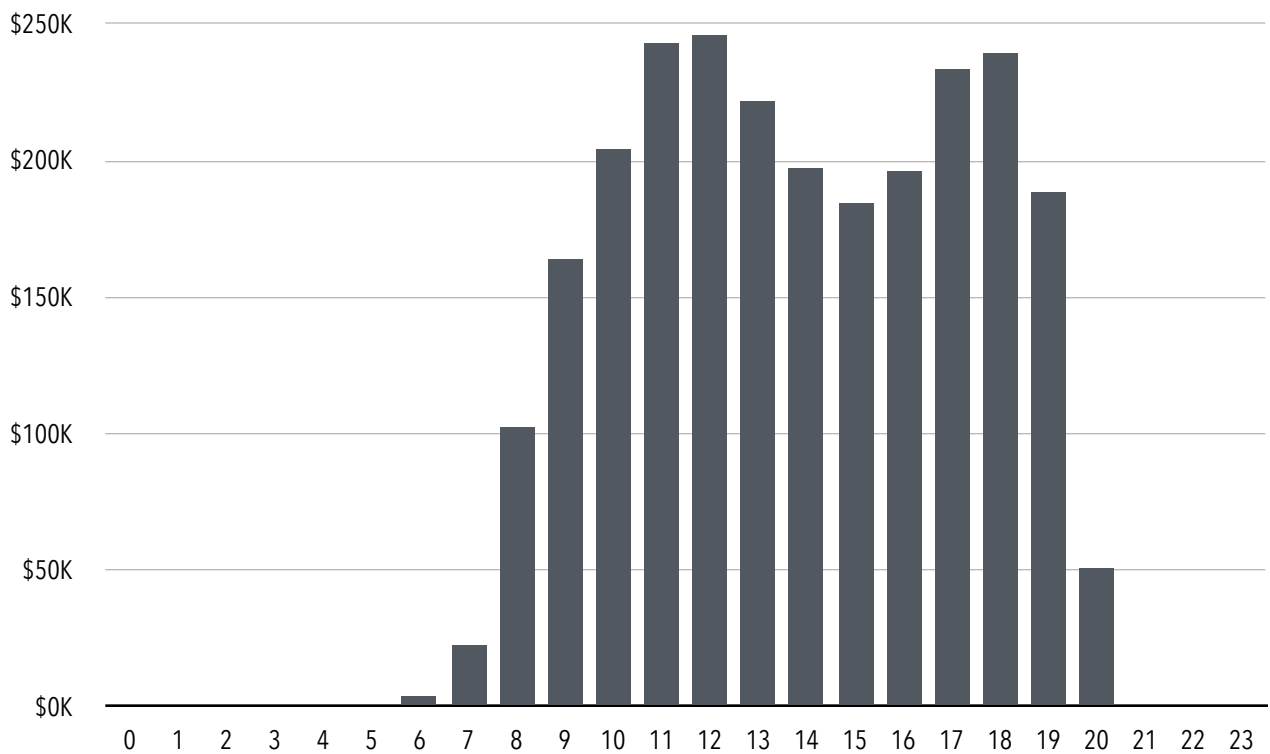


Fig. 4.6: Metered Parking Performance by Block, 2018

Block	Mtr Ct	Net Revs	\$/Mtr/ Day	%/Day in Use	2017 Rank	Tnxns	\$/ Tnxn
500 E 4th	20	\$61,356	<b>\$10.26</b>	<b>86%</b>	1	40,003	\$1.53
400 E Kirkwood	23	\$67,152	<b>\$9.76</b>	<b>81%</b>	2	58,302	\$1.15
500 E Kirkwood	14	\$39,581	<b>\$9.46</b>	<b>79%</b>	7	29,144	\$1.36
100 S Indiana	10	\$28,162	<b>\$9.42</b>	<b>78%</b>	4	22,359	\$1.26
100 N College	32	\$89,369	<b>\$9.34</b>	<b>78%</b>	11	77,299	\$1.16
200 S Indiana	9	\$25,113	<b>\$9.33</b>	<b>78%</b>	5	14,564	\$1.72
100 S Grant	9	\$24,833	<b>\$9.23</b>	<b>77%</b>	8	21,190	\$1.17
100 N Walnut	28	\$76,678	<b>\$9.16</b>	<b>76%</b>	9	62,623	\$1.22
300 E Kirkwood	18	\$49,187	<b>\$9.14</b>	<b>76%</b>	10	41,895	\$1.17
100 E Kirkwood	16	\$43,188	<b>\$9.03</b>	<b>75%</b>	12	35,372	\$1.22
100 N Grant	9	\$24,221	<b>\$9.00</b>	<b>75%</b>	13	20,456	\$1.18
100 S Dunn	10	\$26,373	<b>\$8.82</b>	<b>74%</b>	6	17,099	\$1.54
100 W Kirkwood	45	\$116,158	<b>\$8.63</b>	<b>72%</b>	17	93,459	\$1.24
400 E 4th	27	\$68,420	<b>\$8.48</b>	<b>71%</b>	16	47,323	\$1.45
100 N Dunn	9	\$22,732	<b>\$8.45</b>	<b>70%</b>	3	17,260	\$1.32
500 E 6th	21	\$52,597	<b>\$8.38</b>	<b>70%</b>	18	30,392	\$1.73
100 W 6th	26	\$63,835	<b>\$8.21</b>	<b>68%</b>	15	49,147	\$1.30
200 S Dunn	7	\$16,694	<b>\$7.98</b>	<b>66%</b>	29	9,915	\$1.68
200 N Dunn	9	\$21,400	<b>\$7.95</b>	<b>66%</b>	20	13,291	\$1.61
100 S Walnut	22	\$51,981	<b>\$7.90</b>	<b>66%</b>	14	38,012	\$1.37
200 W Kirkwood	14	\$32,571	<b>\$7.78</b>	<b>65%</b>	19	29,103	\$1.12
100 S College	16	\$35,507	<b>\$7.42</b>	<b>62%</b>	21	36,236	\$0.98
200 W 6th	23	\$50,328	<b>\$7.32</b>	<b>61%</b>	24	36,185	\$1.39
200 N Walnut	19	\$41,034	<b>\$7.22</b>	<b>60%</b>	23	31,894	\$1.29
100 N Morton	11	\$23,294	<b>\$7.08</b>	<b>59%</b>	28	16,467	\$1.41
100 N Lincoln	18	\$37,318	<b>\$6.93</b>	<b>58%</b>	27	30,846	\$1.21
100 E 6th	41	\$83,266	<b>\$6.79</b>	<b>57%</b>	26	64,307	\$1.29
200 S Grant	6	\$12,147	<b>\$6.77</b>	<b>56%</b>	32	9,872	\$1.23
300 E 4th	9	\$17,737	<b>\$6.59</b>	<b>55%</b>	22	13,256	\$1.34
200 N College	20	\$38,683	<b>\$6.47</b>	<b>54%</b>	30	33,760	\$1.15
100 W 7th	18	\$34,217	<b>\$6.36</b>	<b>53%</b>	25	28,471	\$1.20
100 S Washington	16	\$28,400	<b>\$5.94</b>	<b>49%</b>	33	20,222	\$1.40
200 W 4th	13	\$22,958	<b>\$5.91</b>	<b>49%</b>	37	15,953	\$1.44
200 E Kirkwood	16	\$28,113	<b>\$5.88</b>	<b>49%</b>	31	19,850	\$1.42
200 W 7th	13	\$22,634	<b>\$5.82</b>	<b>49%</b>	35	25,307	\$0.89
200 N Morton	35	\$60,287	<b>\$5.76</b>	<b>48%</b>	36	50,818	\$1.19
400 N Morton	22	\$37,707	<b>\$5.73</b>	<b>48%</b>	34	31,359	\$1.20
100 E 4th	15	\$24,703	<b>\$5.51</b>	<b>46%</b>	41	15,511	\$1.59
300 W Kirkwood	12	\$19,650	<b>\$5.48</b>	<b>46%</b>	38	14,360	\$1.37
400 E 6th	20	\$32,464	<b>\$5.43</b>	<b>45%</b>	45	25,455	\$1.28
300 E 6th	14	\$22,650	<b>\$5.41</b>	<b>45%</b>	44	22,302	\$1.02
100 E 7th	16	\$25,705	<b>\$5.37</b>	<b>45%</b>	42	21,484	\$1.20
200 E 4th	20	\$31,188	<b>\$5.22</b>	<b>43%</b>	52	18,230	\$1.71
100 W 9th	8	\$11,627	<b>\$4.86</b>	<b>41%</b>	64	8,069	\$1.44
200 S Lincoln	7	\$10,093	<b>\$4.82</b>	<b>40%</b>	50	7,025	\$1.44
100 N Washington	18	\$25,680	<b>\$4.77</b>	<b>40%</b>	43	23,819	\$1.08
300 N College	11	\$15,371	<b>\$4.67</b>	<b>39%</b>	39	13,692	\$1.12
100 W 4th	11	\$15,261	<b>\$4.64</b>	<b>39%</b>	40	12,013	\$1.27

Block	Mtr Ct	Net Revs	\$/Mtr/ Day	%/Day in Use	2017 Rank	Tnxns	\$/ Tnxn
300 W 4th	16	21818.7	<b>\$4.56</b>	<b>38%</b>	47	16178	\$1.35
500 N College	14	17000.35	<b>\$4.06</b>	<b>34%</b>	49	12697	\$1.34
300 N Walnut	6	7241.9	<b>\$4.04</b>	<b>34%</b>	56	5494	\$1.32
300 N Morton	32	38337.55	<b>\$4.01</b>	<b>33%</b>	54	38380	\$1.00
500 N Walnut	7	8368.6	<b>\$4.00</b>	<b>33%</b>	55	5939	\$1.41
400 S Walnut	7	8335.75	<b>\$3.98</b>	<b>33%</b>	48	9266	\$0.90
400 E 7th	24	28464.4	<b>\$3.97</b>	<b>33%</b>	60	17283	\$1.65
200 S Walnut	11	12711.3	<b>\$3.86</b>	<b>32%</b>	62	8756	\$1.45
300 W 11th	19	21430.5	<b>\$3.77</b>	<b>31%</b>	53	16026	\$1.34
300 W 6th	20	21231.55	<b>\$3.55</b>	<b>30%</b>	63	29817	\$0.71
400 N Walnut	9	9446.9	<b>\$3.51</b>	<b>29%</b>	77	6558	\$1.44
200 N Grant	7	7343.55	<b>\$3.51</b>	<b>29%</b>	65	5376	\$1.37
400 N College	10	10380.9	<b>\$3.47</b>	<b>29%</b>	51	7115	\$1.46
400 W 11th	2	2016.05	<b>\$3.37</b>	<b>28%</b>	59	1508	\$1.34
300 W 7th	17	16817.2	<b>\$3.31</b>	<b>28%</b>	57	19193	\$0.88
200 W 11th	9	8758.1	<b>\$3.25</b>	<b>27%</b>	58	5226	\$1.68
200 W 9th	9	8736.45	<b>\$3.25</b>	<b>27%</b>	61	5388	\$1.62
100 S Lincoln	15	14245.35	<b>\$3.18</b>	<b>26%</b>	46	8983	\$1.59
500 N Morton	30	26421.7	<b>\$2.95</b>	<b>25%</b>	74	17697	\$1.49
200 W 8th	13	10538.8	<b>\$2.71</b>	<b>23%</b>	72	7472	\$1.41
200 N Madison	17	13736.65	<b>\$2.70</b>	<b>23%</b>	67	11641	\$1.18
200 S College	5	3977.05	<b>\$2.66</b>	<b>22%</b>	69	3244	\$1.23
400 W 4th	20	15763.4	<b>\$2.64</b>	<b>22%</b>	70	17720	\$0.89
600 N Morton	29	22487.6	<b>\$2.59</b>	<b>22%</b>	73	12658	\$1.78
300 S Walnut	10	7718.1	<b>\$2.58</b>	<b>22%</b>	71	9077	\$0.85
600 N College	29	20762.7	<b>\$2.39</b>	<b>20%</b>	68	18151	\$1.14
100 N Madison	14	9444.25	<b>\$2.26</b>	<b>19%</b>	83	7521	\$1.26
700 N AshlynnPark	12	7865.55	<b>\$2.19</b>	<b>18%</b>	75	5173	\$1.52
400 W 6th	18	11727.25	<b>\$2.18</b>	<b>18%</b>	86	10727	\$1.09
100 S Madison	20	12252.1	<b>\$2.05</b>	<b>17%</b>	78	8480	\$1.44
100 W 8th	20	12208.95	<b>\$2.04</b>	<b>17%</b>	76	8331	\$1.47
200 S Madison	9	5042.5	<b>\$1.87</b>	<b>16%</b>	79	4089	\$1.23
200 S Washington	5	2759.65	<b>\$1.85</b>	<b>15%</b>	66	1532	\$1.80
200 E 6th	18	9790.4	<b>\$1.82</b>	<b>15%</b>	82	7682	\$1.27
700 N Morton	14	7226.65	<b>\$1.73</b>	<b>14%</b>	81	4953	\$1.46
200 E 7th	11	5530.1	<b>\$1.68</b>	<b>14%</b>	84	3869	\$1.43
600 N Walnut	10	4973.75	<b>\$1.66</b>	<b>14%</b>	80	4307	\$1.15
200 N Washington	18	8445.7	<b>\$1.57</b>	<b>13%</b>	89	6595	\$1.28
300 E 7th	20	9247.7	<b>\$1.55</b>	<b>13%</b>	88	5843	\$1.58
400 W 7th	33	14412.95	<b>\$1.46</b>	<b>12%</b>	90	16733	\$0.86
200 N Lincoln	19	8123.9	<b>\$1.43</b>	<b>12%</b>	92	5982	\$1.36
300 W 12th	14	5417.9	<b>\$1.29</b>	<b>11%</b>	85	3685	\$1.47
800 N Morton	17	5571.9	<b>\$1.10</b>	<b>9%</b>	93	3263	\$1.71
400 W Kirkwood	9	2939.6	<b>\$1.09</b>	<b>9%</b>	87	2061	\$1.43
400 S College	7	2279.85	<b>\$1.09</b>	<b>9%</b>	91	2297	\$0.99
400 W 8th	9	1896.15	<b>\$0.70</b>	<b>6%</b>	94	1706	\$1.11
300 S College	13	1591.9	<b>\$0.41</b>	<b>3%</b>	95	1156	\$1.38
	1523	\$2.34M	<b>\$5.13</b>	<b>43%</b>		1.85M	<b>\$1.27</b>

Figure 4.7: Metered Parking Program Expenses by Category

Metered Parking Program: Category 1 (Personnel)			
	2016	2017	2018
455-26-260000-51110 Salaries and Wages - Regular	\$351,727	\$352,044	\$392,944
455-26-260000-51120 Salaries and Wages - Temporary	\$60,920	\$56,488	\$50,123
455-26-260000-51210 FICA	\$29,070	\$29,007	\$30,984
455-26-260000-51220 PERF	\$49,945	\$49,990	\$55,798
455-26-260000-51230 Health and Life Insurance	\$146,005	\$157,014	\$171,288
<b>PERSONNEL</b>	<b>\$637,667</b>	<b>\$644,543</b>	<b>\$701,138</b>
Metered Parking Program: Category 2 (Equipment & Supplies)			
455-26-260000-52110 Office Supplies	\$637	\$165	\$447
455-26-260000-52240 Fuel and Oil	\$3,707	\$5,354	\$8,120
455-26-260000-52340 Other Repairs and Maintenance	\$20,295	\$3,030	\$12,501
455-26-260000-52420 Other Supplies	\$5,300	\$21,735	\$56,600
455-26-260000-52430 Uniforms and Tools	\$4,989	\$3,019	\$9,527
<b>EQUIPMENT &amp; SUPPLIES</b>	<b>\$34,927</b>	<b>\$33,304</b>	<b>\$87,196</b>
Metered Parking Program: Category 3 (Services)			
455-26-260000-53150 Communications Contract	\$213,565	\$173,729	\$173,550
455-26-260000-53170 Mgmt Fees Consultants and Workshops			\$37,360
455-26-260000-53210 Telephone	\$7,453	\$7,327	\$7,016
455-26-260000-53220 Postage	\$10,000	\$5,969	\$5,955
455-26-260000-53230 Travel	\$0	\$348	\$0
455-26-260000-53310 Printing	\$10,600	\$10,373	\$12,262
455-26-260000-53410 Liability / Casualty Premiums	\$8,103	\$8,103	\$8,103
455-26-260000-53420 Worker's Comp & Risk	\$15,937	\$15,937	\$15,937
455-26-260000-53620 Motor Repairs	\$17,701	\$22,208	\$10,993
455-26-260000-53630 Machinery and Equipment Repairs	\$25,188	\$28,340	\$0
455-26-260000-53640 Hardware and Software Maintenance	\$66,623	\$97,062	\$97,098
455-26-260000-53830 Bank Charges	\$114,460	\$135,543	\$147,736
455-26-260000-53990 Other Services and Charges	\$5,603	\$23,498	\$4,777
<b>SERVICES</b>	<b>\$495,233</b>	<b>\$528,438</b>	<b>\$520,788</b>
Metered Parking Program: Category 4 (Capital)			
455-26-260000-53840 Lease Payments	\$473,169	\$473,169	\$0
455-26-260000-539010 Inter-Fund Transfers		\$59,975	\$60,889
455-26-260000-54310 Improvements Other Than Building	\$87,577	\$126,000	\$0
455-26-260000-54440 Motor Equipment		\$87,000	\$196,875
455-26-260000-54510 Other Capital Outlays			\$201,211
<b>CAPITAL</b>	<b>\$560,746</b>	<b>\$746,144</b>	<b>\$257,764</b>
<b>TOTALS</b>	<b>\$1,728,573</b>	<b>\$1,952,425</b>	<b>\$1,566,885</b>

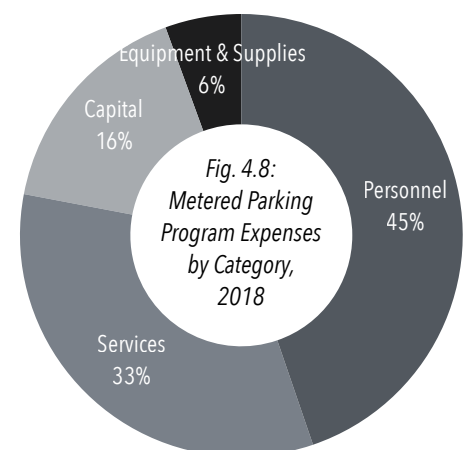


Fig. 4.9: Citation by Violation and Status Summary, 2018

Violation	Fine	Zero Bal	Inactive	Total	Escalated
A01 Expired Meter	\$30	18,613	306	<b>18,919</b>	8,097
A02 Yellow Curb	\$30	444	16	<b>460</b>	195
A03 Overtime Parking	\$30	308	22	<b>330</b>	132
A04 Alley	\$30	11	0	<b>11</b>	3
A05 Loading Zone	\$30	20	0	<b>20</b>	6
A06 Obstruct Traffic	\$30	43	2	<b>45</b>	20
A07 Permits/Leased	\$50	92	6	<b>98</b>	0
A08 Backed in Space	\$30	68	0	<b>68</b>	2
A09 No Parking Zone	\$30	230	7	<b>237</b>	103
A10 Sidewalk Parking	\$30	33	0	<b>33</b>	9
A13 NH-NEIGHBORHOOD PARKING	\$30	6,730	43	<b>6,773</b>	2,895
A14 NH-PLATE NON MATCH	\$30	178	4	<b>182</b>	47
A15 Handicapped	\$30	118	4	<b>122</b>	0
A16 Fire Lane	\$50	14	3	<b>17</b>	0
A17 ABANDONED VEHICLE	\$0	185	3	<b>188</b>	0
A18 NH-Wrong Zone	\$30	318	2	<b>320</b>	151
A19 Here To Corner	\$30	6	0	<b>6</b>	0
A20 Green Permit Only	\$30	19	4	<b>23</b>	9
A21 Red Permit Only	\$30	94	3	<b>97</b>	21
A22 CFC/White Lot	\$30	13	3	<b>16</b>	6
A23 Expired Permit	\$30	22	3	<b>25</b>	5
A25 Overnight Parking	\$50	4	0	<b>4</b>	2
A27 Showers Permit Parking	\$30	17	5	<b>22</b>	6
A29 Private Parking Only	\$30	1	0	<b>1</b>	1
A30 City Hall Visitor Parking	\$30	1	0	<b>1</b>	0
A31 Parked Facing Traffic	\$30	507	11	<b>518</b>	154
A32 Oversize Vehicle	\$50	5	0	<b>5</b>	0
A33 Too Far From Curb	\$30	12	0	<b>12</b>	3
A34 Too Close To Intersection	\$30	17	0	<b>17</b>	6
A35 Electric Veh Parking Only	\$30	1	0	<b>1</b>	1
A36 Outside Of Marked Space	\$30	185	7	<b>192</b>	54
A37 NH-PARKED FACING TRAFFIC	\$30	381	3	<b>384</b>	118
A38 NH-YELLOW CURB	\$30	818	4	<b>822</b>	330
A39 NH-OVERTIME PARKING	\$30	906	5	<b>911</b>	411
A40 NH-ALLEY	\$30	36	0	<b>36</b>	5
A41 NH-LOADING ZONE	\$30	1	0	<b>1</b>	1
A42 NH-OBSTRUCT TRAFFIC	\$30	23	1	<b>24</b>	9
A43 NH-NO PARKING ZONE	\$30	305	5	<b>310</b>	85
A44 NH-SIDEWALK PARKING	\$30	133	0	<b>133</b>	47

Violation	Fine	Zero Bal	Inactive	Total	Escalated
A45 NH-HANDICAPPED	\$150	8	0	<b>8</b>	0
A46 NH-FIRE LANE	\$50	32	1	<b>33</b>	0
A47 NH-HERE TO CORNER	\$30	70	0	<b>70</b>	16
A48 NH-PRIVATE PARKING ONLY	\$30	7	0	<b>7</b>	2
A50 NH-TOO FAR FROM CURB	\$30	50	0	<b>50</b>	21
A51 NH-TOO CLOSE TO INTERSEC'N	\$30	17	1	<b>18</b>	6
A53 NH-UNAPPROVED SURFACE	\$50	162	1	<b>163</b>	0
A54 BPD/White Lot	\$30	11	10	<b>21</b>	3
A55 UNAPPROVED SURFACE PKG	\$50	19	2	<b>21</b>	0
A57 NH-ALTERED PERMIT	\$100	16	1	<b>17</b>	0
A58 GH-YELLOW CURB	\$30	13	0	<b>13</b>	5
A60 GH-OBSTRUCT TRAFFIC	\$30	3	0	<b>3</b>	2
A61 GH-NO PARKING ZONE	\$30	5	0	<b>5</b>	2
A62 GH-UNAPPROVED SURFACE	\$50	1	0	<b>1</b>	1
Other		0	3	<b>3</b>	0
<b>TOTALS</b>		<b>31,326</b>	<b>491</b>	<b>31,817</b>	<b>12,992</b>

# 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.

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

## 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 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.

## **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.

Figure 5.1: Inventory by Neighborhood Zone, 2017

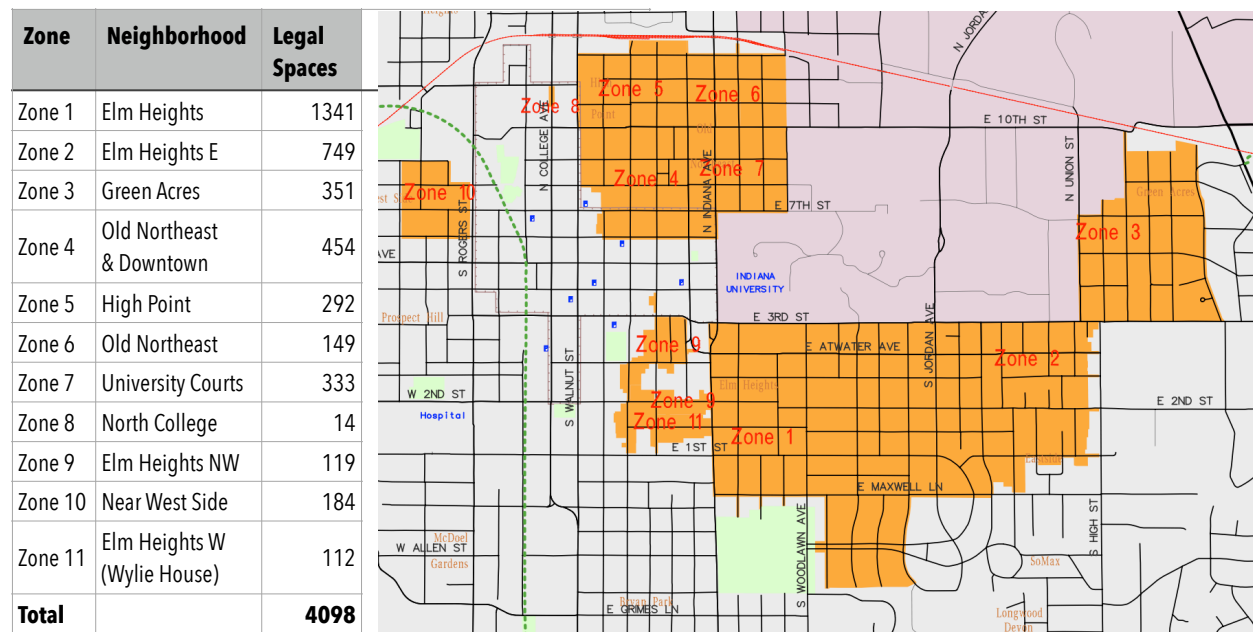
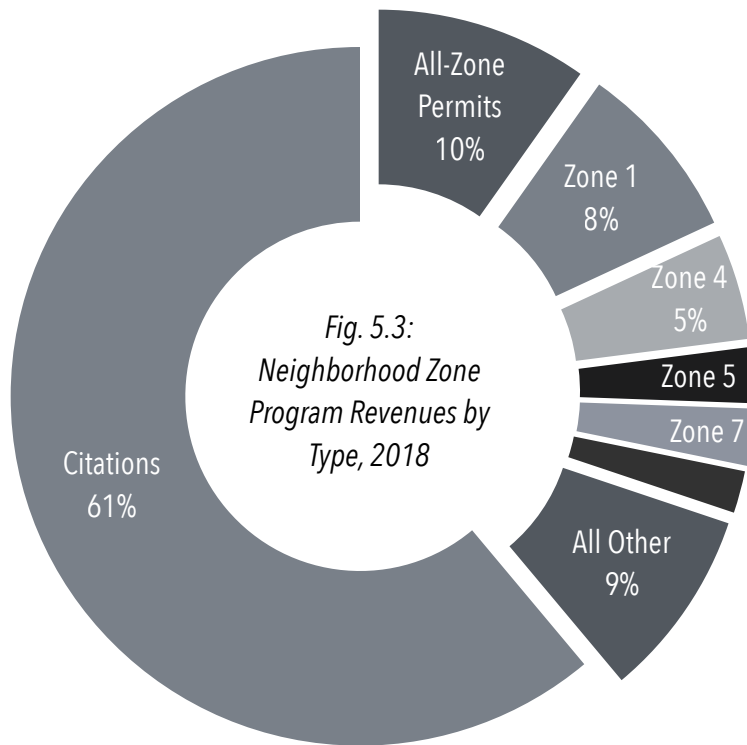




Fig. 5.2: Financial Performance of the Neighborhood Zone Program (Alternative Transportation Fund #454)

Category	2016	2017	2018	Change
<b>NZ PROGRAM REVENUES</b>				
41020 Permits	\$ 210	\$ 1,048	\$ 0	-100.0%
43170 NZ Permits	\$ 131,494	\$ 123,002	\$ 121,080	-1.6%
NZ # 1	\$ 30,690	\$ 30,020	\$ 29,100	-3.1%
NZ # 2	\$ 8,569	\$ 6,570	\$ 6,850	4.3%
NZ # 3	\$ 4,430	\$ 4,905	\$ 3,995	-18.6%
NZ # 4	\$ 18,655	\$ 20,005	\$ 17,175	-14.1%
NZ # 5	\$ 8,995	\$ 9,210	\$ 9,079	-1.4%
NZ # 6	\$ 3,000	\$ 3,300	\$ 2,790	-15.5%
NZ # 7	\$ 9,175	\$ 9,177	\$ 9,260	0.9%
NZ # 8	\$ 675	\$ 525	\$ 325	-38.1%
NZ # 9	\$ 5,015	\$ 4,355	\$ 4,545	4.4%
NZ # 10	\$ 1,635	\$ 1,725	\$ 1,760	2.0%
NZ # 11	\$ 2,430	\$ 1,787	\$ 1,771	-0.9%
All-Zone Permits	\$ 38,225	\$ 31,423	\$ 34,430	9.6%
43180 Private Parking	\$ 542	\$ 394	\$ 580	47.2%
46060 Citations	\$ 226,284	\$ 213,231	\$ 214,599	0.6%
Other Revenues		\$ 62	\$ 15,000	24093.5%
<b>NZ Revenue from Operations</b>	<b>\$ 358,530</b>	<b>\$ 337,737</b>	<b>\$ 351,259</b>	<b>4.0%</b>
<b>NZ PROGRAM EXPENSES</b>				
51xxx Personnel	\$ 117,257	\$ 118,661	\$ 123,756	4.3%
52xxx Equipment and Supplies	\$ 3,920	\$ 4,236	\$ 5,364	26.6%
53xxx Services	\$ 23,671	\$ 40,432	\$ 54,071	33.7%
<b>NZ Expenses from Categories 1-3</b>	<b>\$ 144,848</b>	<b>\$ 163,329</b>	<b>\$ 183,192</b>	<b>12.2%</b>
<b>NZ TOTAL EARNINGS FROM OPERATIONS</b>	<b>\$ 213,682</b>	<b>\$ 174,408</b>	<b>\$ 168,068</b>	<b>-3.6%</b>
49010 NZ - Inter-Fund Transfers	\$ 500,000	\$ 439,233	\$ 500,000	13.8%
<b>NZ Total Revenues</b>	<b>\$ 713,682</b>	<b>\$ 613,641</b>	<b>\$ 668,068</b>	<b>8.9%</b>
54xxx Capital (Sidewalks)	\$ 400,496	\$ 462,508	\$ 458,631	-0.8%
<b>NZ Program Earnings</b>	<b>\$ 313,186</b>	<b>\$ 151,132</b>	<b>\$ 209,437</b>	<b>38.6%</b>



*Fig. 5.4: Financial Performance of the Neighborhood Zone Program (Alternative Transportation Fund #454), 2018*

Zone	\$2018.00	Legal Spaces	Annual Revenue/ Space	2016 Permits/ Spaces
Zone 1	\$29,100	1341	\$22	90.1%
Zone 2	\$6,850	749	\$9	35.5%
Zone 3	\$3,995	351	\$11	50.1%
Zone 4	\$17,175	454	\$38	139.9%
Zone 5	\$9,079	292	\$31	125.0%
Zone 6	\$2,790	149	\$19	77.2%
Zone 7	\$9,260	333	\$28	98.5%
Zone 8	\$325	14	\$23	178.6%
Zone 9	\$4,545	119	\$38	163.9%
Zone 10	\$1,760	184	\$10	36.4%
Zone 11	\$1,771	112	\$16	32.1%
	<b>\$86,650</b>	<b>4098</b>	<b>\$21</b>	

Fig. 5.5: Neighborhood Permit Revenues by Zone and Month, 2016-7

ZONE	2016					2017						Increase 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		?	?	-	-			

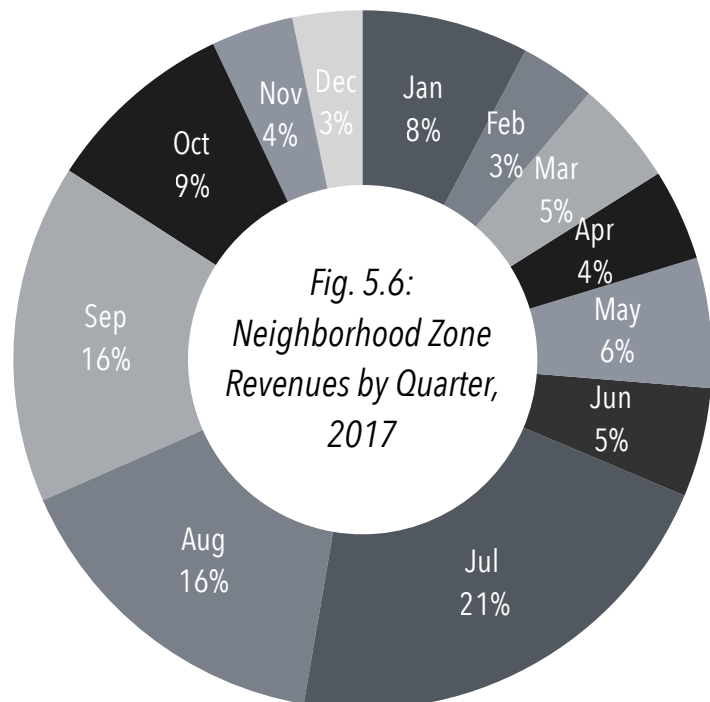


Fig. 5.7: Neighborhood Zone Program Expenses by Category, 2017

<b>NZ Program: Category 1 (Personnel)</b>	2016	2017	2018	Change
454-02-020000-51110 Salaries and Wages - Regular	\$74,719	\$74,232	\$78,461	5.7%
454-02-020000-51210 FICA	\$5,381	\$5,341	\$5,606	5.0%
454-02-020000-51220 PERF	\$10,610	\$10,541	\$11,141	5.7%
454-02-020000-51230 Health and Life Insurance	\$26,546	\$28,548	\$28,548	0.0%
<b>PERSONNEL</b>	<b>\$117,257</b>	<b>\$118,661</b>	<b>\$123,756</b>	<b>4.3%</b>
<b>NZ Program: Category 2 (Equipment &amp; Supplies)</b>				
454-02-020000-52110 Office Supplies	\$58	\$9	\$135	1,366.1%
454-02-020000-52240 Fuel and Oil	\$2,667	\$2,939	\$3,517	19.7%
454-02-020000-52340 Other Repairs and Maintenance	\$137	\$2,500	\$0	-100.0%
454-02-020000-52420 Other Supplies	\$366	\$511	\$576	12.8%
454-02-020000-52430 Uniforms and Tools	\$692	\$777	\$1,137	46.2%
<b>EQUIPMENT &amp; SUPPLIES</b>	<b>\$3,920</b>	<b>\$6,736</b>	<b>\$5,364</b>	<b>-20.4%</b>
<b>NZ Program: Category 3 (Services)</b>				
454-02-020000-53110 Engineering and Architectural	\$0	\$10,234	\$29,697	190.2%
454-02-020000-53210 Telephone	\$1,011	\$1,099	\$1,396	27.1%
454-02-020000-53310 Printing	\$8,534	\$6,800	\$7,175	5.5%
454-02-020000-53620 Motor Repairs	\$6,902	\$14,999	\$7,631	-49.1%
454-02-020000-53640 Hardware and Software Maintenance	\$278	\$1,000	\$5,347	434.7%
454-02-020000-53830 Bank Charges	\$8,449	\$6,299	\$2,826	-55.1%
454-02-020000-53990 Other Services and Charges	\$519	\$1,000	\$0	-100.0%
<b>SERVICES</b>	<b>\$25,693</b>	<b>\$41,432</b>	<b>\$54,071</b>	<b>30.5%</b>
<b>NZ Program: Category 4 (Capital)</b>				
454-02-020000-54310 Impvmts Other Than Bldg: Sidewalks			\$458,631	
<b>CAPITAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$458,631</b>	

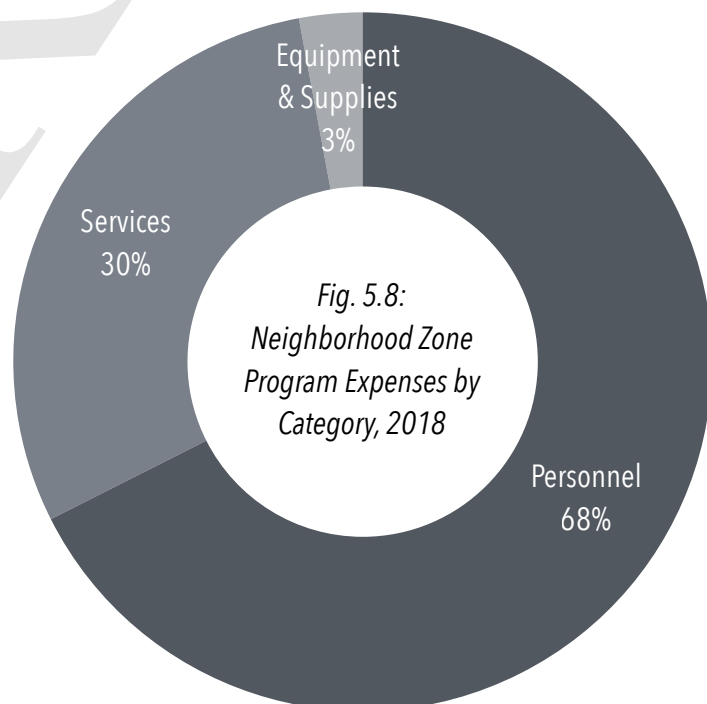


Figure 6.1: Citations (All Fund Lines), 2016-2018

Category	2016	2017	2018	Change
CITATION PROGRAM REVENUES				
Neighborhood Zone Citations	\$ 226,284.00	\$ 213,231.12	\$ 214,599	0.6%
Metered Parking Citations	\$ 383,108.11	\$ 359,001.79	\$ 451,580.79	25.8%
<b>Citations Program Total Revenues</b>	<b>\$ 609,392.11</b>	<b>\$572,232.91</b>	<b>\$666,179.79</b>	<b>16.4%</b>
CITATIONS PROGRAM EXPENSES				
51xxx Personnel	\$ 720,155.00			
52xxx Operations				
53xxx Equipment and Supplies				
54xxx Capital				
<b>Citations Program Total Expenses</b>	<b>\$ 720,155.00</b>	<b>\$ 0.00</b>		
<b>CITATIONS PROGRAM BALANCE</b>	<b>\$1,329,547.11</b>	<b>\$572,232.91</b>		<b>-100.0%</b>

Figure 6.2: Revenues from Citations, 2016-2018

Category	2016	2017	2018	Change
Neighborhood Zone Citations	\$ 226,284	\$ 213,231	\$ 214,599	0.6%
Metered Parking Citations	\$ 383,108	\$ 359,002	\$ 451,581	25.8%
<b>Citations Total Revenues</b>	<b>\$609,392</b>	<b>\$572,233</b>	<b>\$666,180</b>	<b>16.4%</b>

## **Appendix A: Resolutions**

**Resolution 2018-01 – To Recommend to the Common Council Changes to BMC Title 15**

**Resolution 18-02 – 4th Street and Trades District Garages**

**Resolution 18-03 – To Amendment the Commission’s ByLaws (ppd to Jan.)**

**Resolution 18-04 – Trades District Parking Plan (appr'd 7-0-1 in Dec.)**

**Resolution 18-05 – Evolve Parking Plan (app'd 8-0 in Dec.)**

**Resolution 18-06 – West 6th Street Parking Plan**

**Resolution 18-07 – Schedule of 2019 Meetings (apprvd 8-0 in Dec.)**

**Resolution 18-08 – To Recommend Guidelines for Neighborhood Zones**