

**CITY OF BLOOMINGTON**

# **PARKING COMMISSION**

## **Regular Meeting**

# **PACKET**

**April 25, 2024**

**Thursday, April 25, 2024**

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

**5:30 PM — 7:00 PM**

The City is committed to providing equal access to information. However, despite our efforts, at times, portions of our board and commission packets are not accessible for some individuals. If you encounter difficulties accessing material in this packet, please contact Melissa Hirtzel at [hirtzelm@bloomington.in.gov](mailto:hirtzelm@bloomington.in.gov) and provide your name, contact information, and a link to or description of the document or web page you are having problems with.

# PARKING COMMISSION REGULAR MEETING

April 25, 2024, 5:30 PM — 7:00 PM

The meeting will be held both in person in the Hooker Conference Room (Room #245) of City Hall at the Showers Building, 401 N. Morton Street, Bloomington, Indiana and through a virtual platform via Zoom using the following link:

<https://bloomington.zoom.us/j/6359441221>

Meeting ID: 635 944 1221

Passcode: COBPT

Dial by your location: 312 626 6799 (Chicago)

- I. Call to Order
  - A. Election of Officers
- II. Approval of Minutes
- III. Reports from Commissioners and City Offices
  - A. Resolution 22-07
- IV. Reports from the Public
- V. Discussions of Resolutions
  - A. PC-24-01 - East 6th Street (block between Walnut and Washington) Back-in Angled Parking
  - B. PC-24-02 - Atwater On-Street Parking
  - A. PC-24-03 - Grimes and Palmer 'no parking' sign request and 'no parking zone' update
- VI. Discussions of Topics Not the Subject of Resolutions
- 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: May 23, 2024, 5:30 PM — 7:00 PM  
Deadline for Next Regular Meeting Packet Material: Monday, May 20, 2024

# **COMPREHENSIVE POLICY**

## **of the Bloomington Parking Commission**

*Adopted by Resolution 22-07 on October 27, 2022*

The following tenets, which are in no particular order of importance, shall guide the Bloomington Parking Commission in its deliberations. The Commission shall:

- A. **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, such as 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;
- B. **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;
- C. **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;
- D. **PRIORITIZE USERS IN HARDSHIP.** Develop strategies that aid users facing physical and/or economic hardships without compromising the other goals herein;
- E. **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;
- F. **PURSUE TRANSPARENCY.** Maintain a commitment to openness and sharing of information, with emphasis on involving and soliciting the opinions of stakeholders;

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 2019 Comprehensive Plan:

COMPREHENSIVE POLICY OF THE BLOOMINGTON PARKING  
COMMISSION

The following tenets, which are in no particular order of importance, shall guide the Bloomington Parking Commission in its deliberations. The Commission shall:

A. **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, such as 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;

- B. 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;
- C. 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;
- D. PRIORITIZE USERS IN HARDSHIP. Develop strategies that aid users facing physical and/or economic hardships without compromising the other goals herein;
- E. 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;
- F. PURSUE TRANSPARENCY. Maintain a commitment to openness and sharing of information, with emphasis on involving and soliciting the opinions of stakeholders;

**APPROVED** this 27th day of October, 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  
Ben Dalton



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**PARKING COMMISSION  
STAFF REPORT**

**Case #:** PC-24-01  
**Date:** April 2024

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**FROM:** Karina Pazos, Long Range Planner, Planning and Transportation Department

**REGARDING:** 6<sup>th</sup> Street (from Walnut to Washington) Angled Parking

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**Description and Purpose:**

Between 2018 and 2022 there were eight crashes identified as “backing crashes” with the primary factor being “unsafe backing” on 6<sup>th</sup> Street between Walnut and Washington streets, and is the most commonly occurring crash in this section of 6<sup>th</sup> Street. Replacing front-in angle parking with back-in angle parking can improve the safety on the street for all users, and the Department of Public Works will be completing a resurfacing project on 6<sup>th</sup> Street, so this is a good time to implement the change.

There are currently 41 front-in angled parking spaces on both sides of 6<sup>th</sup> Street between Walnut and Washington streets. We are proposing to convert all 41 parking spaces into back-in angled parking to improve visibility of the traffic into which the driver is entering when exiting an angled parking space because when exiting the back-in angle parking space, a driver is facing the street and able to see on-coming traffic. Back-in angle parking is similar to parallel parking because both allow a driver to back into the parking space slowly.

Improving visibility and driving slowly are important components of back-in angle parking that help reduce the potential for collisions. Additionally, when a car is parked in a back-in angle parking space, the orientation of open car doors helps to direct children onto the sidewalk instead of into the street when exiting the vehicle, and back-in angle parking allows safer access to the vehicle’s trunk – from the sidewalk instead of the street.

Please see the included exhibit of the proposed changes provided by the Engineering Department.

**Title 15 Changes:**

Section 15.32.010, entitled “Angle Parking,” shall be amended by adding the following to Schedule L:

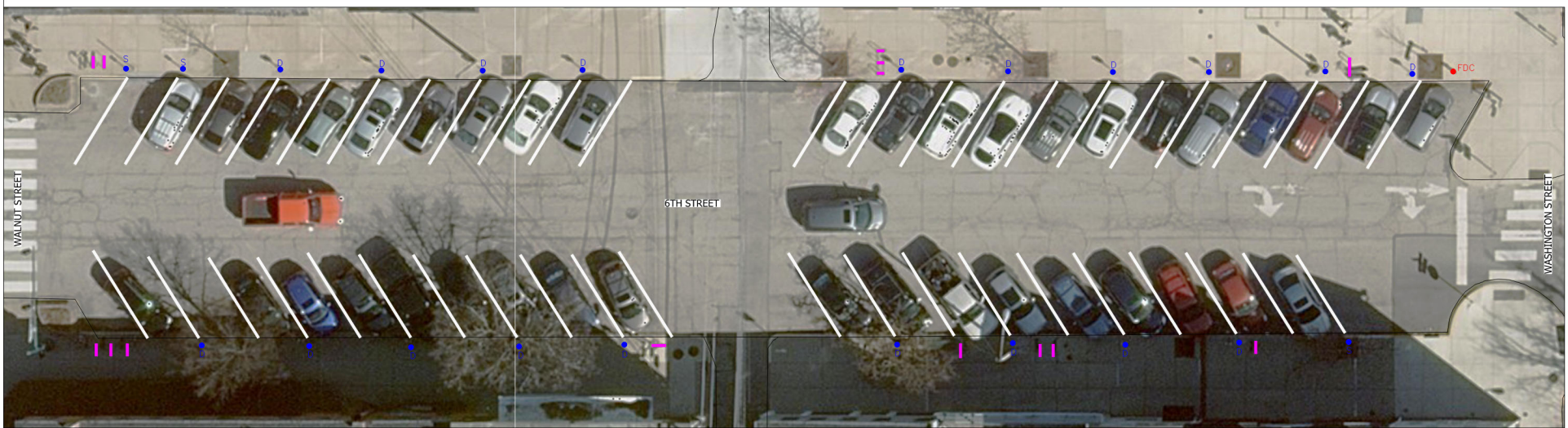
Add

| Street       | From          | To                           | Side of Street | Angle Type |
|--------------|---------------|------------------------------|----------------|------------|
| Sixth Street | Walnut Street | 350’ W. of Washington Street | North/South    | Back In    |

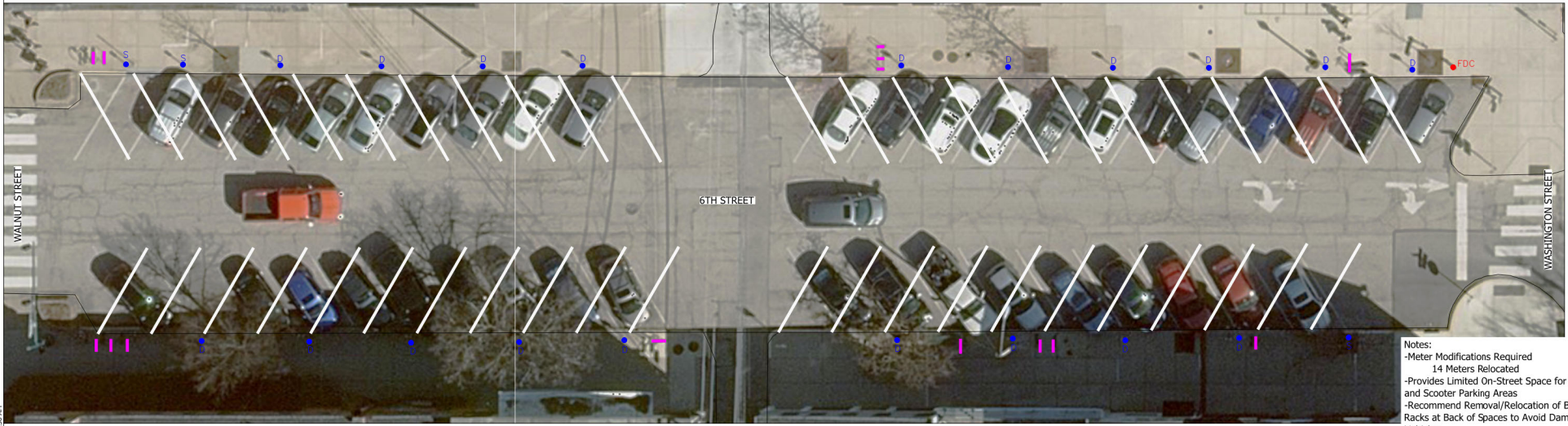
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**Recommendation:** Staff recommends that Parking Commission forward the Title 15 changes to Council with a positive recommendation.



EXISTING PARKING LAYOUT - FRONT-IN ANGLE PARKING  
41 TOTAL SPACES



PROPOSED PARKING LAYOUT MAXIMIZE PARKING - BACK-IN ANGLE PARKING  
41 TOTAL SPACES

- Notes:
- Meter Modifications Required  
14 Meters Relocated
  - Provides Limited On-Street Space for Bike and Scooter Parking Areas
  - Recommend Removal/Relocation of Bike Racks at Back of Spaces to Avoid Damage to Vehicles

PLOTTED: Wednesday, February 15, 2024 8:23:50 AM

- | Existing Bike Rack Locations
- Existing Single Head Meter
- Existing Double Head Meter

FILE: 6THST\_RESURFACING\_PARKING\_EXHIBIT\_01.DWG

|                          |              |
|--------------------------|--------------|
| RECOMMENDED FOR APPROVAL |              |
| ENGINEER                 | DATE         |
| DESIGNED: xxx            | DRAWN: xxx   |
| CHECKED: xxx             | CHECKED: xxx |

**CITY OF BLOOMINGTON  
ENGINEERING DEPARTMENT**

**6TH STREET RESURFACING  
WALNUT TO WASHINGTON PARKING UPDATE  
MAXIMIZE PARKING SPACES**

|                  |                        |
|------------------|------------------------|
| HORIZONTAL SCALE | BRIDGE FILE            |
| 1" = 10'         | N/A                    |
| VERTICLE SCALE   | DESIGNATION            |
| N/A              | N/A                    |
| SURVEY BOOK      | SHEETS                 |
| N/A              | xx of xx               |
| CONTRACT         | PROJECT                |
| N/A              | 6TH STREET RESURFACING |





Karina Pazos <[karina.pazos@bloomington.in.gov](mailto:karina.pazos@bloomington.in.gov)>

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**Fwd: [Planning] Request to View Petition re. Resolution #PC-24-01 E 6th St, between Walnut & Washington**

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**Bethany Earley** <[office2@ferglaw.com](mailto:office2@ferglaw.com)>  
To: Karina Pazos <[karina.pazos@bloomington.in.gov](mailto:karina.pazos@bloomington.in.gov)>

Fri, Apr 19, 2024 at 4:34 PM

Hi,

Thank you for your email earlier with the information on the back-in parking proposal! After reviewing it we just wanted to let you know that so long as the number of spaces stays the same we have no objections.

Thank you!

All the best,  
Bethany

On Fri, Apr 19, 2024 at 11:35 AM Karina Pazos <[karina.pazos@bloomington.in.gov](mailto:karina.pazos@bloomington.in.gov)> wrote:

[Quoted text hidden]

[Quoted text hidden]



**PARKING COMMISSION  
STAFF REPORT**

**Case #:** PC-24-02  
**Date:** April 2024

**FROM:** Karina Pazos, Long Range Planner, Planning and Transportation Department

**REGARDING:** Atwater Avenue (from Woodlawn to Faculty) Turn Lane and Parking

**Description and Purpose:**

Currently, there are left turn lanes on the north side of Atwater in the blocks between Park and Faculty Avenues. The turn lane pavement markings start approximately 207 feet west of the Atwater/Woodlawn intersection, and 122 feet west of the Atwater/Faculty intersection. A request to add on-street parking on the north side of Atwater between Woodlawn and Faculty Avenues was discussed at the Parking Commission in recent years but nothing has been codified.

Staff is bringing this request back to the Parking Commission but this time including the addition of on-street parking on the north side of Atwater between Park and Woodlawn Avenues. These two blocks, between Park and Faculty, are the only stretches of Atwater that have two travel lanes plus a left turn lane. While it is unclear if adding on-street parking at this location would help decrease driving speeds due to the turn lane width being wider than a typical on-street parking lane, the addition of on-street parking would add approximately 10 park mobile spaces between Park and Woodlawn, and 15 park mobile spaces between Woodlawn and Faculty.

If this moves forward, Engineering Department staff will have more details with regards turn bays and parking spaces.

**Title 15 Changes:**

Section 15.32.080, entitled “No Parking Zones,” shall be amended by adding the following to Schedule M:

Delete

| Street         | From         | To          | Side of Street | Time of Restriction |
|----------------|--------------|-------------|----------------|---------------------|
| Atwater Avenue | Third Street | High Street | North/South    | Any time            |

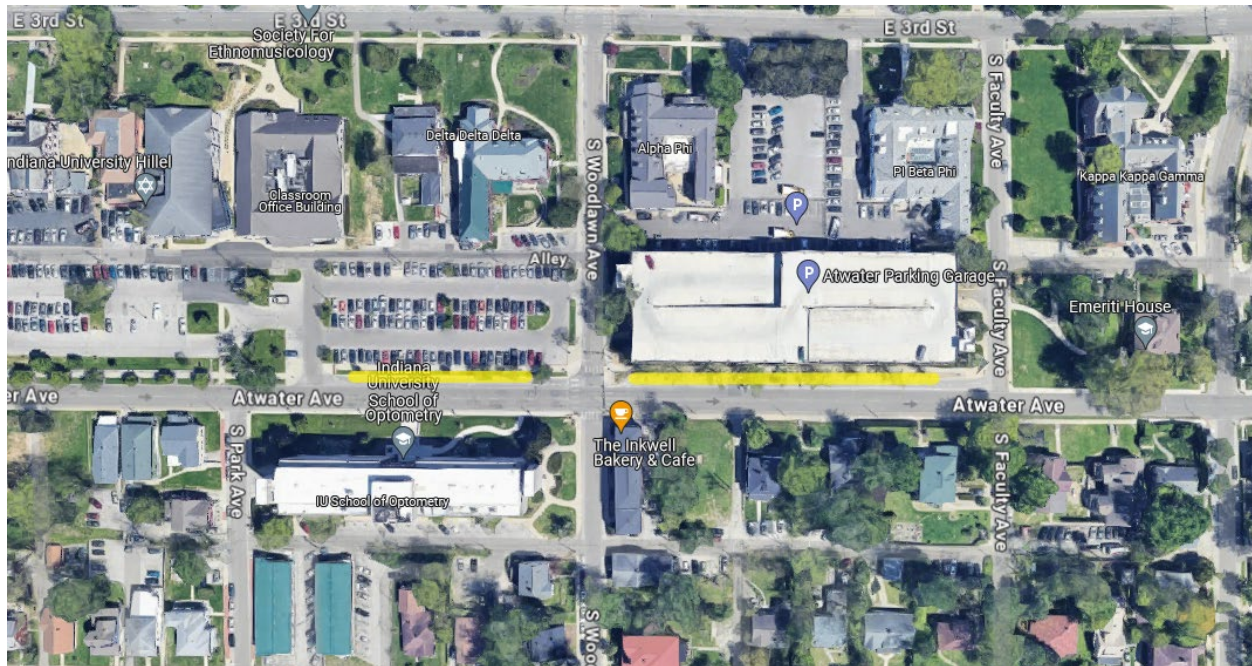
Section 15.32.080, entitled “No Parking Zones,” shall be amended by adding the following to Schedule M:

Add



| Street         | From                               | To                               | Side of Street | Time of Restriction |
|----------------|------------------------------------|----------------------------------|----------------|---------------------|
| Atwater Avenue | Third Street                       | High Street                      | South          | Any time            |
| Atwater Avenue | Third Street                       | Approx. 120' east of Park Avenue | North          | Any time            |
| Atwater Avenue | Approx. 45' west of Faculty Avenue | High Street                      | North          | Any time            |

**Recommendation:** Staff recommends that Parking Commission forward the Title 15 changes to Council with a positive recommendation.





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**PARKING COMMISSION  
STAFF REPORT**

**Case #:** PC-24-03  
**Date:** April 26, 2024

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**FROM:** Driss Tahir, Engineering Technician

**REQUEST:** 'No Parking' sign on the south side of Grimes Lane 100' feet east of Palmer Avenue

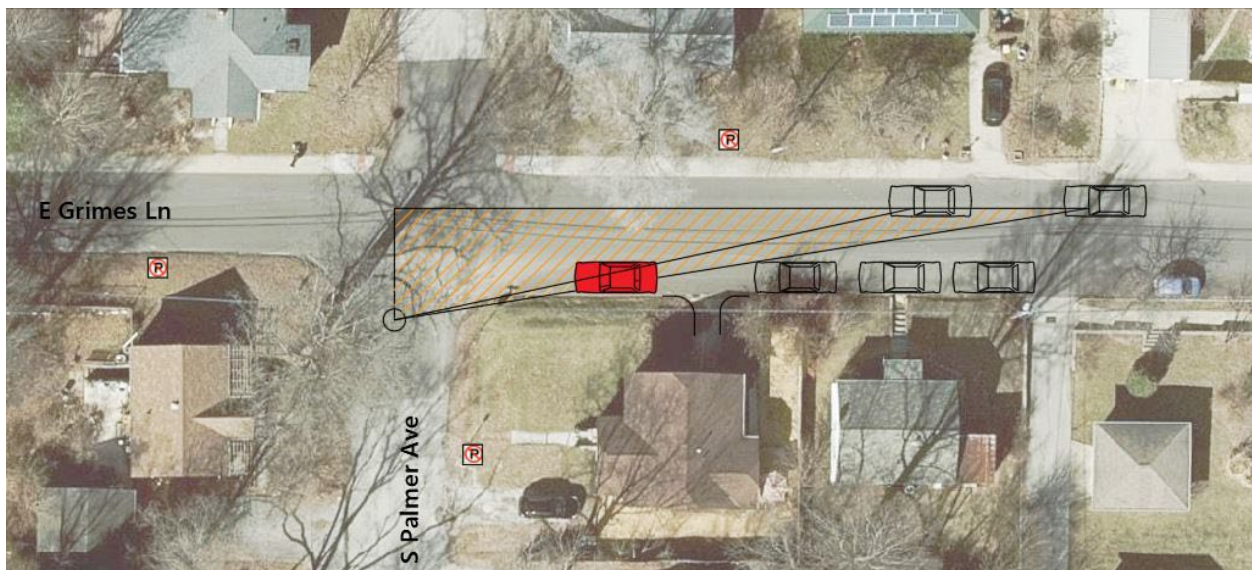
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**Location:** 1201 S Palmer Avenue

**Description and Purpose:** This item originated with a concern from a resident stating that it is difficult to cross Grimes Ln at Palmer Ave as a pedestrian due to limited visibility caused by vehicles parked on the south side of Grimes Ln. While evaluating the intersection, staff verified a sight distance limitation due to on-street parking east of Palmer Ave on the south side of Grimes Ln.

The image below illustrates the desired sight distance for a northbound vehicle on Palmer Ave looking to the east for a westbound vehicle on Grimes Ln. Evaluation dimensions are based on standard engineering practices and assumptions, but are not labeled in the image in order to improve clarity. One parked vehicle is drawn on the south side of Grimes Ln in an area where occasional parking occurs (the red vehicle in the aerial image).

**Figure 1 – Sight Distance Evaluation**



**Figure 2 – Parked Vehicle Limiting Sight Distance**



*(Street view showing a vehicle obstructing the visibility of the traffic traveling northbound of Palmer Ave)*

**Figure 3 – Proposed Update with New No Parking Sign**



*Proposed update – no parking sign restrictions next to the driveway of 1201 S Palmer Ave*

The evaluation shown above is based on improving sight distance for motor vehicle drivers. However, this update would also be beneficial to improve visibility for pedestrians, some of whom walk north on Palmer Ave and cross at this intersection. At least one pedestrian that does this movement uses an electric mobility device. For users like this, they may be positioned lower than other users which can also limit visibility. In this location a sign must be installed because

there are no curbs present that could be painted yellow. Installation of 'no parking' signs require an update to code. (Adding a 'no Parking' sign R7-1 with a left-pointing horizontal red arrow is shown in Figure 3) next to the driveway of 1201 S Palmer Ave, approximately 100' east of Palmer Ave.

While completing the evaluation of sight distance on Grimes Ln at Palmer Ave, it was discovered that some. 'No Parking' signs already exist on both the north and south side of Grimes Ln between Rogers St and Palmer Ave, likely because the road is narrower in that section. Despite the presence of these signs, the associated parking restriction on the south side of the road is not currently listed in City Code.

**Figure 4 – Existing No Parking Signs on south side of Grimes Lane**



**Title 15 Changes:**

In order for the no parking restriction to be implemented in the vicinity of the Palmer Ave intersection and for the existing no parking restriction that exists on the south side of Grimes Ln west of Palmer Ave to be reflected in City Code, Section 15.32.080, Schedule M “No Parking Zones” would need to be edited with the following changes

Section 15.32.080, entitled “No Parking Zones,” shall be amended by adding the following to Schedule M:

**Delete**

| <b>Street</b> | <b>From</b>     | <b>To</b>                     | <b>Side of Street</b> | <b>Time of Restriction</b> |
|---------------|-----------------|-------------------------------|-----------------------|----------------------------|
| Grimes Lane   | Palmer Avenue   | Henderson Street              | North                 | Any Time                   |
| Grimes Lane   | Rogers Street   | Palmer Avenue                 | North                 | Any Time                   |
| Grimes Lane   | Woodlawn Avenue | 100' East of Henderson Street | South                 | Any Time                   |
| Grimes Lane   | Woodlawn Avenue | Henderson Street              | North                 | Any Time                   |

**Add**

| Street      | From          | To                         | Side of Street | Time of Restriction |
|-------------|---------------|----------------------------|----------------|---------------------|
| Grimes Lane | Rogers Street | Woodlawn Avenue            | North          | Any Time            |
| Grimes Lane | Rogers Street | 100' East of Palmer Avenue | South          | Any Time            |

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**Recommendation:**

Staff recommends that the Parking Commission forward the Title 15 changes to Council with a positive recommendation.