

**CITY OF BLOOMINGTON**

# **PARKING COMMISSION**

## **Regular Meeting**

### **PACKET**

**July 25, 2024**

**Thursday, July 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

July 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
- II. Approval of Minutes
  - A. January 25th
  - B. March 28th
- III. Reports from Commissioners and City Offices
- IV. Reports from the Public
- V. Discussions of Resolutions
- VI. Discussions of Topics Not the Subject of Resolutions
  - A. Parking minimums in the UDO
  - B. Advisory Transportation Commission presentation
  - C. Public outreach plan for 6th St back-in angled parking
- VII. Topic Suggestions for Future Agendas
- VIII. Member Announcements
- IX. Commission Schedule (Regular Meeting and Work Session)
- X. Adjournment
  - A. Sign Parking Resolution 24-04

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: August 22, 2024, 5:30 PM — 7:00 PM  
Deadline for Next Regular Meeting Packet Material: Monday, August 19, 2024

# PARKING COMMISSION REGULAR MEETING

## Minutes

**Date:** 1/25/2024, 5:30 PM

The meeting was held hybridly in the Hooker 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:

Dalton, Binder, Emge, Wahl, Wolfe-Bender

Others in Attendance:

Staff: Robling, Pazos, Cox

Public: Thomas Jasin, Denise Valkyrie, Volan

- I. **Call to Order** – (~ 5:32 PM)
- II. **Approval of Minutes** – none
- III. **Reports from Commissioners & City Offices**
  - A. Commissioners resigning: David Wolfe-Bender and Jack Wanninger
- IV. **Reports from the Public**
  - A. **121 N Pete Ellis Dr. (Thomas Jasin)** - Petitioner is requesting angle spaces on Pete Ellis be changed to 2-hour limit. Parking Services reluctant to add signs because it is outside the enforcement zone, however, will call to respond to ADA and loading zone violations
  - B. **7th and Kirkwood Ave. (Denise Valkyrie)** - petitioner wants more ADA spaces, especially around kirkwood, and monroe health building on 7th. Parking director responds about 20 more ADA spaces in addition to the current 70 spaces in the city. however there were no bids on the last contract.
  - C. **Valet parking** - member of the public wants to know what the process is for creating valet on-street parking/loading spaces. Parking Services director responds that there is no process; Cox adds that during Cruzan administration, some research done on this and determined it was not feasible or desirable.
- V. **Discussions of Resolutions (none)**

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

- A. No-parking signs on E. Maxwell Ln. - concerns from public about too many vehicles parked on Maxwell Ln. used for pickup/dropoff for nearby school. Brief discussion on what the process would be to make adjustments. Parking Services staff recommended Engineering conduct a site visit during school hours.
- B. Zone 6 parking, loading zones, etc. - no discussion on these topics, but noted for future meetings.
- C. City commission structure - Dalton asked staff about where in the process the administration was in determining any restructuring of commissions. Robling responded the mayor's office is still researching.

**VII. Topic Suggestions for Future Agendas** (none beyond topics already mentioned above)

**VIII. Member Announcements** (none)

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

- Next Regular Meeting: February 22, 2024, 5:30 PM — 7:00 PM
- No scheduled work session.

**X. Adjournment** – ~ 6:40PM

# PARKING COMMISSION REGULAR MEETING

## Minutes

**Date:** 3/28/2024, 5:30 PM

The meeting was held hybridly in the Hooker 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:

CM Flaherty, Volan, Binder (acting chair)

Others in Attendance:

Staff: Pazos

Public: none

- I. Call to Order – (~ 5:32 PM)**
- II. Approval of Minutes – none**
- III. Reports from Commissioners & City Offices**
  - A. Commission operations:
    - i. Discussion of appointments (past, current, future) to the commission.
    - ii. Questions/requests from CM Flaherty on procedures for staff on organizing commission meetings and communicating with commissioners; when to post agendas; when are packet deadlines; what are the policies for attendance (in-person vs. remote); etc.
    - iii. Returning to appointments discussion. Flaherty notes council doesn't have many applicants, needs to do more recruiting.
    - iv. Discussion of a staff commissioner position; currently Parking Services Director has a voting position, but should it be a non-voting support role rather than a voting/policymaking role?
    - v. Discussion of commission meeting schedule; is a different day of the week better for the purpose of recruiting new members?
- IV. Reports from the Public (none)**
- V. Discussions of Resolutions (none)**
- VI. Discussions of Topics Not the Subject of Resolutions**
  - A. Priorities for the commission

- i. Volan: revive use of comprehensive parking policy; policy was passed last year, so it should be referred to often, and new commissioners briefed on the policy
- ii. Volan: Ordinance 18-11 eliminated permit option for part-time downtown workers, but should it be brought back?
- iii. Binder: neighborhood zones, no real process in place for adding, removing, adjusting zones, but there should be a clear process for review/changes
- iv. Other topics: curb-side space use; street closures to motor traffic; opportunities to repurpose existing parking to more productive uses (housing, etc.); Hopewell neighborhood's parking garage; eliminating parking minimums; interaction/cooperation between commission and the Transportation Demand Management staffer; parking permit eligibility in neighborhood zones; visitor permits; parking cash-outs; EV charging; commission's reporting; parking benefit districts.

**VII. Topic Suggestions for Future Agendas (none)**

**VIII. Member Announcements (none)**

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

- Next Regular Meeting: April 25, 2024, 5:30 PM — 7:00 PM
- No scheduled work session.

**X. Adjournment – ~ 7:00 PM**

**(E) Minimum Easement Width**

15 feet.

**(F) Recording of Easements**

See Section 20.05.040 (Easements).

**(5) Bus Turnout Areas****(A) Bus Turnout**

Bus turnout areas shall be constructed in conjunction with a transit route if a transit stop is warranted, as determined by the Bloomington Public Transportation Corporation and the City, and the street on which the public transportation route is established is classified as a primary arterial on the most recent Transportation Plan.

**(B) Dimensional Standards**

Bus turnout areas shall be built to the dimensional requirements of the Bloomington Public Transportation Corporation.

**(C) Construction Standards**

The engineering design of bus turnout areas shall be coordinated with the City Planning and Transportation Department.

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## 20.04.060 Parking and Loading

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**(a) Purpose**

This section is intended to regulate the amount and design of off-street parking and loading for different land uses and to help protect the public health, safety, and general welfare by:

- (1) Avoiding and mitigating traffic congestion;
- (2) Providing necessary access for service and emergency vehicles;
- (3) Providing for safe and convenient interaction between motor vehicles, bicycles, and pedestrians;
- (4) Encouraging multi-modal transportation options and enhanced pedestrian safety;
- (5) Providing flexibility to respond to the transportation, access, and loading impacts of various land uses in different areas of the city;
- (6) Reducing stormwater runoff, reducing heat island effect from large expanses of pavement, improving water quality, and minimizing dust pollution; and
- (7) Avoiding and mitigating the adverse visual impact of large concentrations of exposed parking.

**(b) Applicability**

Compliance with this Section 20.04.060 (Parking and Loading) shall be required pursuant to Section 20.04.010 (Applicability) and the specific applicability criteria established in Sections 20.04.060(d) through 20.04.060(l).

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**(c) Parking Calculations**

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**(1) Generally**

- (A) All parking and loading requirements that are based on square footage shall be calculated on the basis of gross floor area of the subject use, unless otherwise specified.
- (B) Parking spaces designed or designated exclusively for recreational vehicles, motorcycles, scooters, and other two-wheeled vehicles shall not be included in the calculation of minimum or maximum vehicle parking requirements.
- (C) Parking spaces intended for storage of business vehicles, such as fleet vehicles, delivery vehicles, or vehicles on display associated with sales or rental shall not be included in the calculation of minimum or maximum vehicle parking requirements unless otherwise stated. Businesses with parking areas designed exclusively for vehicle display shall provide a minimum of one van accessible ADA parking space.
- (D) When measurements of the maximum number of required parking spaces for vehicles or bicycles result in a fractional number, any fraction of 0.5 or larger shall be rounded down to the next lowest whole number.
- (E) Lots containing more than one use shall provide parking and loading based on the shared parking calculations in Section 20.04.060(g)(1).

**(2) Unlisted Uses**

For uses not listed in Table 04-9: Minimum Vehicle Parking Requirements or Table 04-10: Maximum Vehicle , the City Planning and Transportation Department is authorized to do any of the following:

- (A) Apply the minimum or maximum off-street parking space requirement specified in Table 04-9: Minimum Vehicle Parking Requirements or Table 04-10: Maximum Vehicle , for the listed use that is deemed most similar to the proposed use as determined by the City Planning and Transportation Department (based on operating characteristics, the most similar related occupancy classification, or other factors related to potential parking demand determined by the department).
- (B) Establish the minimum or maximum off-street parking space and loading requirements based on a parking study prepared by the petitioner according to 20.04.060(g) or 20.04.060(h).

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**(d) Minimum Vehicle Parking Requirement**

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**(1) Applicability****(A) Generally**

Each development or land use subject to this section pursuant to Section 20.04.060 shall provide at least the minimum number of vehicle parking spaces required for each land use listed in Table 04-9: Minimum Vehicle Parking Requirements.

**(B) MD District**

Minimum parking requirements do not apply to development in the Courthouse Square Character Area or the Downtown Core Character Area south of 4<sup>th</sup> Street.



**Table 04-9: Minimum Vehicle Parking Requirements**

DU = dwelling unit

	All Other Zoning Districts	MD Zoning District
Dwelling, single-family (detached)	No requirement	
Dwelling, single-family (attached)		
Dwelling, duplex [3]	0.5 spaces per DU [1]	No requirement
Dwelling, triplex [3]		
Dwelling, fourplex [3]		
Dwelling, multifamily [2]	Studio: 0.5 space per DU 1 bedroom: 1 space per DU 2 bedrooms: 1.5 spaces per DU 3 bedrooms: 2 spaces per DU	
Dwelling, live/work	No requirement	
Dwelling, cottage development	1 space per DU	
Dwelling, mobile home	1 space per DU	
Manufactured home park		
Noncommercial urban agriculture	2 spaces per lot	
Student housing or dormitory	0-10 bedrooms: no requirement 11 or more bedrooms: 0.5 spaces per bedroom	

**NOTES:**

- [1] See Section 20.04.110 (Incentives) for alternative standards.
- [2] Minimums shall only apply to multifamily development within or adjacent to the R3 zoning district and all multifamily development in the MD zoning district.
- [3] Minimum parking for duplexes, triplexes, and fourplexes only applies in the R1, R2, R3, and R4 districts.

**(e) Maximum Vehicle Parking Allowance**

In no case shall any land use or development subject to this Section 20.04.060 provide more than the maximum number of vehicle parking spaces allowed for each land use listed in Table 04-10: Maximum Vehicle Parking Allowance.

**Table 04-10: Maximum Vehicle Parking Allowance**

DU = dwelling unit sq. ft. = square feet

Use	Maximum Vehicle Parking Allowance
<b>RESIDENTIAL USES</b>	
<b>Household Living</b>	
Dwelling, single-family (detached)	No limit
Dwelling, single-family (attached)	
Dwelling, duplex	2 spaces per DU
Dwelling, triplex	
Dwelling, fourplex	

## ORDINANCE 2024-XX

### TO AMEND TITLE 2 OF THE BLOOMINGTON MUNICIPAL CODE ENTITLED "ADMINISTRATION AND PERSONNEL"

Section 2.12.070, entitled "Advisory Transportation Commission."

- (1) Purpose. The Advisory Transportation Commission (hereinafter referred to as "ATC") is established with the explicit purpose of guiding the city's transportation endeavors through a comprehensive and visionary framework which seeks to provide adequate and safe access to all right-of-way users. The ATC shall provide recommendations and guidance to the mayor and common council in the pursuit of developing and implementing a city-wide policy to eliminate all transportation-related fatalities and serious injuries to pedestrians, cyclists, transit users, motorists, and passengers; shall promote sustainable and multimodal transportation; shall foster equitable access; and shall promote deliberate integration of community-centric design. The ATC shall also serve as a standing steering committee for future transportation related studies and grant programs.
- (2) Appointments. The ATC shall consist of nine members appointed in the following manner
  - (a) One member appointed by the mayor shall be a member from the council for community accessibility or a designated representative;
  - (b) One member appointed by the mayor shall be a member of the board of public safety or a designated representative;
  - (c) One member appointed by the plan commission shall be a member or a designated representative;
  - (d) One member appointed by the board of public works shall be a member or a designated representative;
  - (e) One member appointed by the common council shall be from among its membership;
  - (f) Four members shall be appointed by the council, and shall be residents living within the city limits. Preference for appointments shall be given to persons belonging to the Bloomington/Monroe County human rights commission; board members or employees of Monroe County Community School Corporation; board members or employees of nonprofit organizations which operate at property that is owned or leased by the non-profit organization within city limits; and members of community organizations dedicated to serving marginalized groups.
- (3) Terms. Members appointed from the membership of the council for community accessibility, board of public safety, plan commission, board of public works, and common council shall serve a term coextensive with their terms on the body from which they were appointed or until that body appoints another at its

first regular meeting of the year. An appointee not serving on a body, but appointed as its representative shall serve a four-year term. Members appointed by common council not among its membership shall serve a two-year term.

- (4) Powers and Duties. The ATC powers and duties shall include, but are not limited to:
  - (a) Coordinate, supervise, and, when necessary, approve transportation related studies, activities, programs, and projects, including acting as a standing steering committee for future transportation related studies and grant programs.
  - (b) Review all proposed changes to Title 15 - Vehicles and Traffic, as well as any relevant proposed changes to Title 12 - Streets, Sidewalks and Storm Sewers or other applicable changes to the Bloomington Municipal Code to determine if the proposed change:
    - (i) is consistent with the comprehensive plan;
    - (ii) is consistent with the best practices for eliminating all transportation-related fatalities and serious injuries within the city;
    - (iii) is consistent with promoting sustainable design, and equitable access to all transportation facility users; and
    - (iv) has provided for community-based solutions and allowed for adequate public input.
  - (c) Provide a forum for members of the public to submit transportation-related testimonials, inquires, and request;
  - (d) Conduct education activities in matters related to transportation safety in an effort to both eliminate all transportation-related fatalities and serious injuries, and promote multimodal transportation within the city.
  - (e) Make recommendations on public parking policy, including but not limited to: pricing, hours of operation, addition or removal of parking spaces, and changes when necessary to city code, enforcement procedures, or any other aspect of parking management policy;
  - (f) Applying for appropriations through the mayor, or researching and applying for grants, gifts, or other funds from public or private agencies, for the purpose of carrying out any of the provisions of this section.
- (5) Procedure and Scheduling. The ATC shall establish its own rules and procedures, subject to amendment by a majority vote. This shall include the ability to define its meeting schedule within the scope of the established rules and procedures.
- (6) Staff. The commission shall be primarily staffed by the engineering department. When serving as a steering committee the ATC shall be staffed by the planning and transportation department.

The City of Bloomington is implementing a parking modification to help eliminate crashes on 6th Street due to unsafe backing from front-in angled parking. A resurfacing project, beginning on **Monday, July 24, 2017**, will allow for line painting of back-in, angled parking on both sides of 6th Street between Walnut and Washington streets. This section of 6th Street is already a one-way street in the eastbound direction, accomodating for a smooth transition.

## What's changing?

- 1) Parking stall lines will change direction, and yellow paint on curbs will be removed at the northwest, northeast, and southeast ends.
- 2) Meter locations will be moved to align with the new parking stall lines.
- 3) Drivers will drive forward of a parking stall and back in slowly, similarly to parallel parking.
- 4) Drivers will have better visibility when driving out of a parking stall, as shown by the dashed lines (right).



# Parking Modification Back-in, Angled Parking on 6<sup>th</sup> Street - FAQs

## How do I back-in/reverse park?



## What is the purpose of the parking modification?

Between 2018 and 2022 there were eight crashes identified as “backing crashes” with the primary factor being “unsafe backing” on 6th Street between Walnut and Washington streets. This is the most commonly occurring crash type in this section of 6th Street. Replacing front-in, angled parking with back-in, angled parking can improve the safety on the street for all users.

City staff will monitor traffic flows, maintenance issues, parking guideline compliance, and overall operation of the site.

## I am a business owner. How will this affect my business?

The City frequently hears from downtown businesses about the importance of parking in the area and while this parking modification will not increase the number of parking spaces, it will not reduce the number of parking spaces either.

However, if the change is successful, then areas with parallel parking that could be changed to back-in, angled parking could be implemented to add more parking spaces.

## Won't this cause traffic to backup on Walnut Street?

While unlikely, queuing could occur on 6th Street that would prevent drivers from turning onto 6th from Walnut Street for a short duration of time. The same thing happens currently when a vehicle is trying to back out of a parking space. The multiple vehicle travel lanes on Walnut Street can accommodate infrequent occurrences of traffic backed up onto 6th Street if needed.

## What happens if I park my vehicle incorrectly in the new back-in, angled parking stalls?

These new back-in, angled parking stalls require vehicles to back-in. If a vehicle parks incorrectly, a penalty notice will be issued in the amount of \$70.00 for parking improperly. Warning notices will be issued for one month following implementation of the parking modification.

## Why does it help that 6th Street is already a one-way street with angled parking in this section?

Back-in, angled parking can allow for additional on-street parking spots, as compared to parallel parking, but requires more room for the angled vehicle as well as more room to maneuver in and out of the parking space. With back-in, angled parking, slightly less space is needed than front-in angled parking, which means this is an ideal

location for this type of parking modification because there is already angled parking and there is only one travel lane in this section so there is more than enough room for vehicles to maneuver in and out of the parking spaces.

## What will happen to the entrance to eastbound 6th Street from Walnut Street?

The entrance to 6th Street will not change at this time and this parking modification does not entail any curb work.

## Why is this happening now?

Back-in parking is an emerging best practice that is being proposed in many U.S. Cities. According to the Institute of Transportation Engineers (Traffic Engineering Handbook 7th Edition) back-in, angled parking is safer for all users, because the driver has visibility of street traffic far sooner, particularly if parked adjacent to an SUV. Backing in also makes it safer for people accessing the trunk or cargo area of their vehicle and the orientation of open car doors helps to direct children onto the sidewalk instead of into the street when exiting the vehicle.

## How can I provide feedback on the new angled parking?

Please contact us at [planning@bloomington.in.gov](mailto:planning@bloomington.in.gov) or 812-349-3423, and scan the QR code on the right to fill out a survey and provide feedback on the new angled parking.





**City of Bloomington**  
**Planning and Transportation Department**

Dear Bloomington Resident:

You are receiving this letter because you are a property owner or resident adjacent to a parking modification that will occur on **6<sup>th</sup> Street between Walnut and Washington streets**. Notices of this parking modification are being sent to properties within 300 feet of this 6<sup>th</sup> Street block area, including downtown businesses and properties on the square.

The City of Bloomington will be changing 41 front-in, angled parking spaces into back-in, angled parking spaces to improve the safety and convenience for all users. The total number of parking spaces will remain the same. Below are some of the major benefits that back-in, angled parking has to offer:

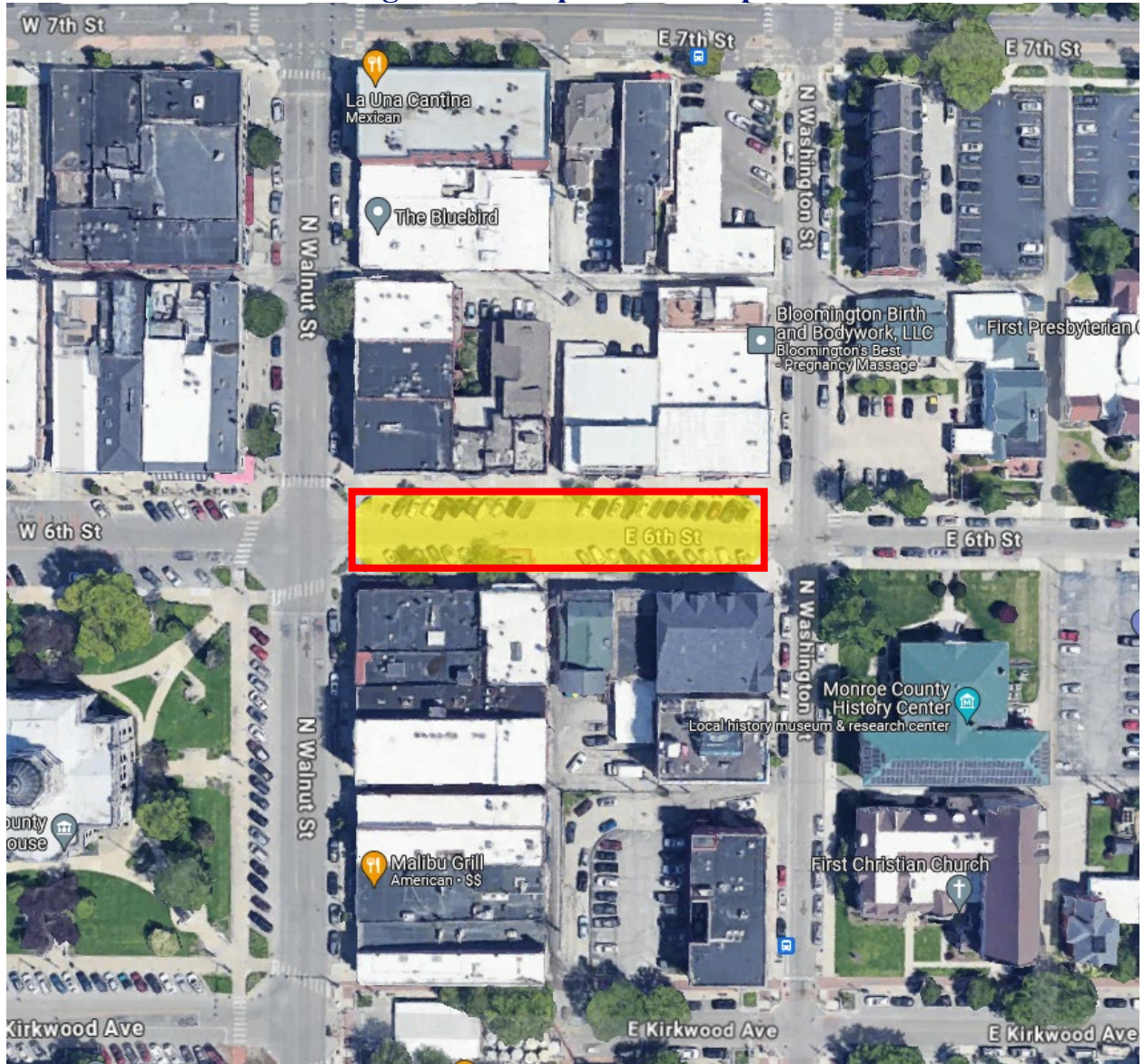
1. **Driver Safety** - Back-in angled parking allows drivers to have an unobstructed view of traffic prior to leaving the parking space, eliminating the risk of vehicle-on-vehicle crashes for vehicles leaving parking spaces. "Unsafe backing" is the most common crash type on this stretch of 6th St., with 8 out of 28 crashes being identified as "unsafe backing" in the last 5 years. This visibility benefit extends to pedestrians and bicyclists too.
2. **Children/Passenger Safety** - Back-in angled parking allows the car door to act as a barrier, preventing children from wandering into the street after exiting the vehicle.
3. **Loading/Unloading Safety and Convenience** - Vehicles parked in back-in spaces have their trunks/storage areas along the sidewalk rather than the active street allowing for safety and convenience when accessing a vehicle's trunk.

This parking modification will occur while the City of Bloomington Department of Public Works resurfaces 6<sup>th</sup> Street at this location. A message board will be present near the 6<sup>th</sup> and Walnut Street intersection to help notify drivers entering eastbound 6<sup>th</sup> Street of the parking change. The message board will be active during and after the parking change. Additionally, planning staff will be handing out pamphlets containing information on what is changing, how to reverse park, and frequently asked questions.

If you have any questions concerning this matter, you may call or email the City Planning Department office at 812-349-3423 or [planning@bloomington.in.gov](mailto:planning@bloomington.in.gov). The City would like your feedback on this parking change after it has been implemented, please fill out the survey that will become active once the parking change is in effect. The survey can be found at [planning.bloomington.in.gov/angledparking](http://planning.bloomington.in.gov/angledparking) or by scanning the QR code below.



City of Bloomington  
Planning and Transportation Department



CITY OF BLOOMINGTON  
PARKING COMMISSION

**Parking Resolution 24-04**

**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** 27th day of October, 2022 (as Parking Resolution 22-07) and reaffirmed 25th day of April, 2024, 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 \_\_\_\_\_  
Eoban Binder  
Chair (2022)  
Secretary (2024)

X \_\_\_\_\_  
Ben Dalton  
Secretary (2022)

X \_\_\_\_\_  
Steve Volan  
Chair (2024)