

City of Bloomington Parking Commission Packet

Thursday, February 22nd, 2018

Hooker Conference Room
5:30 PM

Packet Related Material

1. Regular Meeting Agenda
2. Memo
3. Meeting Schedule
4. Memo: A summary of proposed changes to Title 15 (Nov 2017)
5. Summary of January's Garage and Citation recommendations
6. Toole Presentation

Next Work Session: March 8th, Hooker Room, City Hall, 5:30 PM

Next Regular Meeting: March 22nd, Hooker Room, City Hall, 5:30 PM

PARKING COMMISSION

REGULAR MEETING AGENDA

February 22nd, 2018, 5:30 PM

Hooker Room, City Hall

- I. Call to Order
- II. Reports from Commissioners & City Offices
 - A. Desman Parking Study Results & Input — March 8th
 - B. Feedback from Public Works
- III. Public Comment
- IV. Discussions of Topics Not the Subject of Resolutions
 - A. Proposed Changes to Title 15 – Garage Rates (Section 29)
 - B. Proposed Changes to Title 15 — Metered Parking (Sections 27, 28, 29 (b), 29 (c))
 - 1. Schedule U - Section 27, Meter Locations
 - 2. Scope of Fund - Section 28
 - 3. Schedule W Hours - Section 29 (b)
 - 4. Hours of Enforcement - Section 29 (c)
 - C. Proposed Changes to Title 15 — Neighborhood Zones Part I (Sections 10-25)
 - 1. Zone 1/2 Boundaries
 - 2. Zone 4/7 Boundaries
 - 3. Fees (Sections 12, 16, 21)
 - 4. Eligibility - Section 11
 - D. Election of Officers
- V. Resolutions for First Reading and Discussion — None
- VI. Resolutions for Second Reading and Discussion — None
- VII. Member Announcements
- VIII. Adjournment

CITY OF BLOOMINGTON

PARKING COMMISSION

Next Work Session: February 8th, Hooker Conference Room, City Hall 5:30 PM

Next Regular Meeting: February 22nd, Hooker Conference Room, City Hall, 5:30 PM

*Action Requested/Public comment prior to any vote, limited to five minutes per speaker.

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.

PARKING COMMISSION

MEMO

From: Jim Blickensdorf, Chairperson, Parking Commission
To: Parking Commissioners
Date: February 13, 2018
Re: **Packet Material for the February Work Session**

Meeting Schedule and Agenda Items:

February 22nd Regular Meeting, Hooker Conference Room #245, City Hall, 5:30 pm

- Proposed Changes to Garage Rates
- Proposed Changes to Meter Zone / Surface Lots
- Proposed Changes to Neighborhood Zones: Boundaries and Eligibility
- Election of Officers

March 8th Work Session, Hooker Conference Room #245, City Hall, 5:30 pm

- Desman Parking Study Update
- First Reading of PKG 2018-01(Second draft)

March 22nd Regular Meeting, Hooker Conference Room #245, City Hall, 5:30 pm

- Proposed Changes to Neighborhood Zones: Special Exceptions
- Proposed Changes to Title 15 - Code Cleanup
- Second Reading PKG 2018-01

CITY OF BLOOMINGTON

PARKING COMMISSION

MEMO

From: Jim Blickensdorf, Chairperson, Parking Commission
To: Parking Commissioners
Date: November 23, 2017
Re: **Summarizing proposed changes to Title 15**

Abbreviations used:

P&T: Planning and Transportation

DPW: Department of Public Works

PEM: Parking Enforcement Manager

Section 1: Provides an allowance for lunch trucks and lunch truck trailers that often exceed 19' and are authorized by ESD.

Section 2: Provides for lunch-truck and lunch-truck trailers authorized by ESD.

Section 3: Shifts responsibility for issuance of a permit from P&T to DPW. Charges the PEM or designee with posting of "no parking" signs. Maintains the fee at the current level.

Section 4: Shifts responsibility for issuance of a permit from P&T to DPW. Increases permit fees to \$25 per vehicle. Escalates fees 3% per year, beginning August 15, 2019.

Section 5: Deletes the delivery permit. (Chairs note: Last year, three permits were issued).

Section 6: Deletes the reference to the Community and Family resources commission, which is now a department.

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Section 7: Authorizes P&T, DPW and ESD to permit equipment to be parked in the street, consistent with BMC §15.32.

Section 8: Increase the base fee of a violation from \$20 to \$35 and increases the fee for an unpaid citation from \$40 to \$55 after fourteen days.

Section 9: Removes references to fines for unregistered bikes or removing a license decal from a bicycle. Bike registration was repealed by the Council in 2017.

Section 10: Requires a NZ permittee to pay meter fees for combo-zone stalls. Shifts the boundaries of select NZs to lower occupancy (1&2, 4&5).

Section 11: Shifts responsibility party from P&T to PEM.

Section 12: Transfers responsibility for issuance of a permit from P&T to the PEM. Changes the fee structure from \$25 per permit to \$40 for the first permit issued to an address and \$100 for each subsequent permit issued. Fixes permit prices for seniors and persons with disabilities at \$25. Escalates permit prices 3% per year or at an amount set by Council. Provides a schedule for permit fees, adjusted for the 3% escalator for the next 10 years.

Section 13: States explicitly the landlords are not permitted to apply for on behalf of or transfer to NZ parking to a tenant.

Section 14: Removes a reference to the parking enforcement office manager—no such office or position, and transfers responsibility to the PEM.

Section 15: Shifts responsibility from P&T to the PEM.

Section 16: Shifts responsibility from P&T to the PEM or designee (Controller's Office).

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Section 17: Adds P&T and DWP as agencies that may post no-parkings signs. Responsibility for posting no parking signs was delegated to the PEM in § 15.32.090. The PEM reports to the Chief of Police, so there was no need to mention the PEM explicitly.

Section 18: Shifts responsibility from P&T to PEM. Implements a fee equivalent to the hourly parking costs plus an administrative fee of \$5.

Section 19: Shifts responsibility from the board of public works to the PEM. Deletes references to the fraternity/sorority houses located on East Third Street. These special circumstance permits were never properly tracked by the Controller's office, and so, we can't say how many were actually issued. An alternate solution would be to incorporate specific addresses into zone 1.

Section 20: Deletes §15.37.180.

Section 21: Shifts responsibility from P&T to the PEM. Increase the fee from \$55 to \$100. Permit prices are scheduled to escalate 3% annually. Fixes the cost of permits for seniors and persons with disabilities to \$50. Provides a fee schedule for the next 10 years.

Section 22: deletes §15.37.200.

Section 23: Increases the fee from \$75 to \$200 per year, except for senior and disabled applicants where the fee is fixed at \$50.

Section 24: Deletes §15.37.220.

Section 25: deletes §15.37.230. Zone 4 is oversold.

Section 26: Shifts responsibility from P&T to the PEM.

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Section 27: fixes the cost of employee parking permits to be the cost of producing same. This shall be done by the PEM.

Section 28: Amends schedule "U" to accurately reflect the meter zone. Includes meters installed on East Seven Street between Dunn Street and Indiana Avenue; omits meters removed (for an unknown reason) along the 400 block of West Eleventh Street.

Section 29: Specifies that all monies, including citation revenue be deposited into the Parking Meter fund rather than the general fund. Aligns hours of the parking meters to the garages and lots.

Section 30: Changes the fee structure for Municipal garages and lots. Deletes the part-time 30 hour permit (Chairs note: less than 10 permits of this type were active in April of 2017). Increases permit prices listed in Schedule V. Removes free parking in Municipal surface lots. Reduces free parking from 6 hours to 1 hour in Municipal garages. Increases fees for Municipal garage and Lot 5 permits 3% annually, beginning in 2019. Aligns the hours of enforcement of the garages to 24/6. Aligns the hours of surface lot enforcement with the metered parking program. Explicitly states that users who engage in a "one hour shuffle" commit a Class D Violation.

Section 31: inserts a new subsection directing the City to collect information required to process payments of Municipal garage permit fees by ACH.

Section 32: (a) Shifts responsibility from P&T to DPW. (b) Changes the language referencing the cost of the permit from Schedule V to the specific section of the code to allow for the escalator clause.

Section 33: (b), (c), (d), (h) Shifts responsibility from P&T to DPW. (c) shifts responsibility from P&T to DPW. In these cases, the designee could be the Garage Manager, an employee of the Department of Public Works.

Section 34: Not all stall require a permit to be displayed. The intent was to clarify this fact.

Section 35: Authorized P&T, DPW, and ESD similar to §15.32.

Section 36: Standard severability clause.

####

CITY OF BLOOMINGTON

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Summary of January's Garage & Citation Recommendations

January goal is to arrive a decision on nine recommendations:

- ▶ 6 major decisions dealing with price of permits, hours of enforcement and the amount of free parking time provided in garages
- ▶ 3 lesser decisions deal with code cleanup in the garage and citation programs and designate ACH as the primary method of payment for garage permits

GARAGES

- 1. Garage code cleanup** Remove requirement to display a garage permit, clarifies display of lot permits (§15.48.010)
Result: No opposition.
- 2. Compel payment by ACH** Should ACH be the primary method of payment and should credit card payments subject to surcharge?
Result: No Opposition.
- 3. 3 Hours Free** Should we recommend a reduction in the amount of free time in the garages?
Result: In favor of reducing free time from 3 hours to 1 hour.
- 4. Align garage hours** Should we align the hours of enforcement in municipal garages?
Result: in favor of 24/6 gated enforcement, \$0.50 post-pay enforced 8a-9p Mon-Sat with 1 hour of free time provided.
- 5. Increase permit prices** Should we increase garage permit prices, and if so, by what amount?
Result:

12/5 NR	\$40 -> \$50	+25%
12/5 R	\$57 -> \$72	+26%
24/7 NR	\$67 -> \$95	+42%
24/7 R	\$76 -> \$125	+64%

For context, 24/6 with 1 hour free @\$0.50 = \$299 per month

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Estimated \$376,383 in additional revenue (based on 0 hours free)

6. Escalate permit prices

Should permit fees escalate?

Result: Establish a schedule of 3% per year or amount specified by Council.

CITATIONS

7. Citation code cleanup

Community Accessibility Fund Language, Causes MP violations to be deposited into the MP Fund, Remove fines for bicycle registration/ defacing decal (§15.64.010)

Result: No opposition.

8. Increase citation fines

Should base violation cost be increased from \$20 to another amount?

Result: Recommend \$30.

9. Increase escalation fines

Increase escalated violation costs from from \$40 to another amount?

Result: Recommend \$60

Estimated revenue: +\$429,674, assuming no change in behavior

Subject: March 8th - Parking Study Steering Committee

Date: Monday, February 5, 2018 at 3:31:57 PM Eastern Standard Time

From: Scott Robinson

CC: Seyedamir Kaboli Farshchi, Mick Renneisen, RayeAnn Cox, Ryan Daily, Brian Payne, Alex Crowley, Ron Walker, Nicole Bolden, Tim Mueller, Donna

BCC: jblickensdorf@mac.com

All

I sent some meeting requests regarding the next phase of the parking study that you should have received (meeting is in the Hooker Conference Room from 4-5). The consultant Desman will be in town on March 8th to meet with the Steering Committee and to meet with the Parking Commission at their regularly schedule work session later that evening.

The purpose at this stage of the study is to review the information that was collected during the 1st phase of the study (data collection public input). The on-line survey was very successful with almost 700 responses. The survey is now closed. Desman will provide a summary in advance of this meeting for us to review (stay tuned). Our task will be to validate and/or provide any other information that may be missing. This will be important as the study will then move into the final phase of strategies, priorities, and recommendations.

I hope this date works for everyone and given the advance notice I hope you can modify your schedule accordingly.

-Scott

--

Scott Robinson, AICP

Planning Services Manager

City of Bloomington Planning and Transportation Department

PO Box 100 • Showers Center City Hall • 401 N. Morton St. Suite 130

Bloomington, IN 47402

p • (812) 349-3423 • f (812) 349-3520

THERE IS TOO MUCH TRAFFIC
FOR BILLY TO WALK TO SCHOOL;
SO WE DRIVE HIM.



Bloomington Master Transportation Plan

Workshop Wrapup
January 25, 2018



Sagar Onta, PE • Ken Ray, PLA

Schedule

Monday	5:30 to 7:30 p.m.	Introduction & Input
Wednesday	4:00 to 7:00 p.m.	Open Studio (Informal)
Thursday	5:30 to 7:00 p.m.	Starter Ideas & Feedback

End of April	Draft Documents
End of May	2nd Charrette – 3days long
End of July	Final Documents

Purpose of the Plan

- Align the Transportation System with the vision of the Comprehensive Plan

Transportation



Objective 6 - Transportation

- Reduce Dependence on the Automobile
 - Provide a safe, efficient, accessible, and connected system of transportation that emphasizes public transit, walking, and biking to enhance options to reduce our overall dependence on the automobile

Scope

- Elaborate transportation vision and goals
- Analyze existing transportation network
- Identify challenges and opportunities
- Update street classification and cross-section
- Identify bicycle, pedestrian and vehicular projects
- Prioritize projects based on approved parameters
- Update Major Thoroughfare Plan based on Complete Streets principles

* Disclaimer

- These are just starter ideas that need additional study.
- We are still looking at many of the connections and streets within the City, and are showing some of the ideas that were addressed this week.
- Based upon your input and the City's feedback we will be studying these further.
- There will be plenty of additional time to receive feedback from you before the draft plan in May.

Likes



A word cloud of transportation preferences. The words are arranged in a dense, overlapping manner. The colors range from dark red to light orange. The words are: Community Engagement, Pedestrian signals, Historic Buildings, Walkability, Narrow Streets, Transit, Accessibility, Bike Lanes, Roundabouts, Parking Meters, B-Line Trail, Bike Boulevard, Downtown, Trails, Trees, Bike Share, Bliding/Walking, Moderate Density, Public Art, Focus on Aesthetic, Neighborhood, and Connectivity.

Community Engagement Pedestrian signals Historic Buildings
Walkability Narrow Streets **Transit Accessibility**
Bike Lanes Roundabouts Parking Meters
B-Line Trail Bike Boulevard **Downtown**
Trails Trees Bike Share Bliding/Walking
Moderate Density Public Art Focus on Aesthetic
Neighborhood Connectivity

Community Values



A word cloud of community values. The words are arranged in a dense, overlapping manner. The colors range from dark red to light orange. The words are: Sustainable/Multi-Use, Transit Access, Human Scale, Complete Streets, Pedestrian/, Cyclist Safety, and Neighborhood Connectivity.

Sustainable/Multi-Use **Transit Access** Human Scale
Complete Streets
Pedestrian/
Cyclist Safety
Neighborhood Connectivity

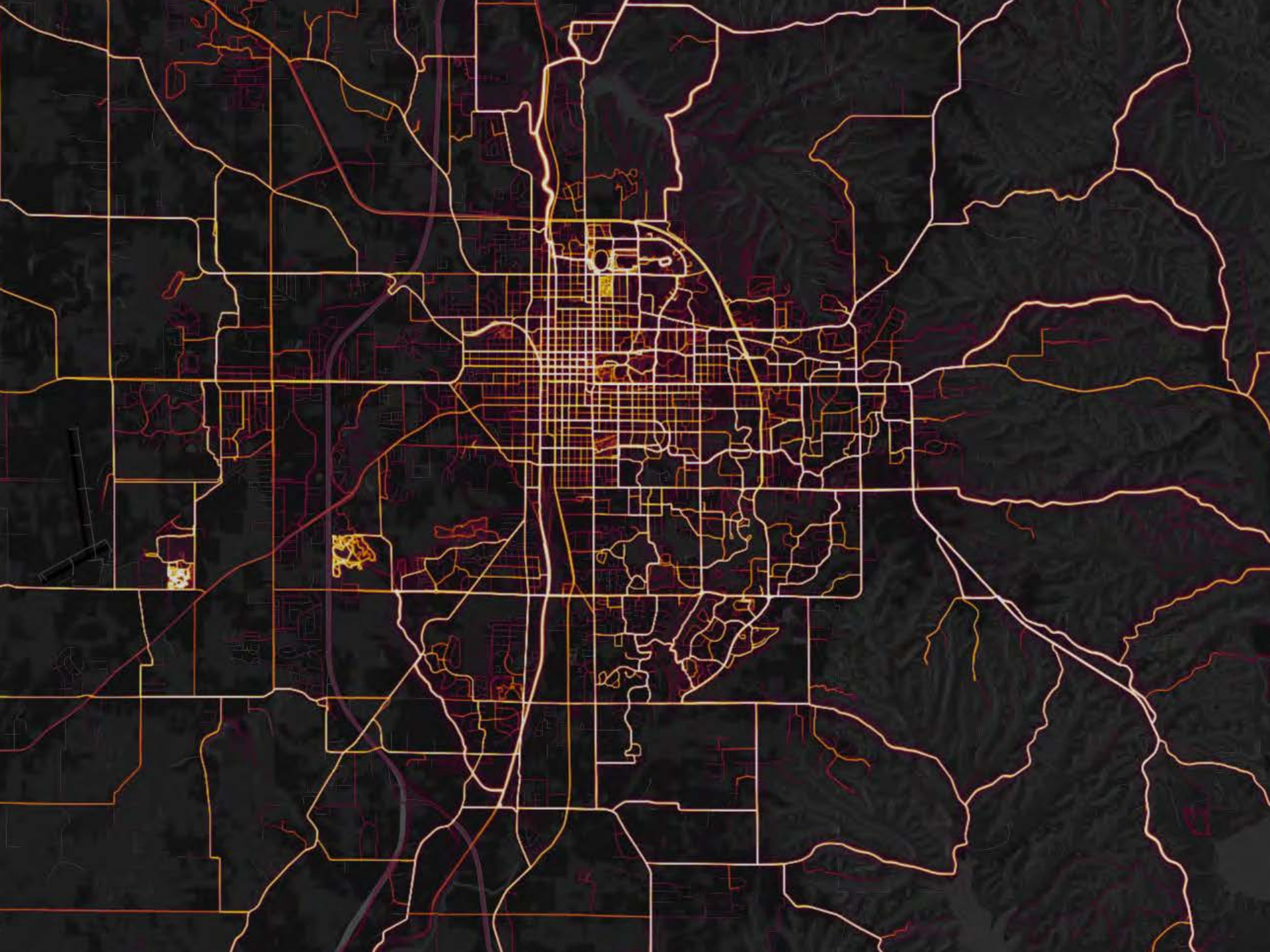
Dislikes

Pedestrian crossings

Blue Lane Endings
Parking
One Ways
3rd Street Congestion
Speeding
East-West Routes
Bike Lane/Path Disrepair
No sidewalks
Downtown Focus
Lighting
Congestion
ADA Accessibility
Transit Access

What's Missing

Traffic Calming
Crosswalks
Neighborhood Connectivity
Equity
Pedestrian/Cyclist Only Streets
Pedestrian/Cyclist Safety
Covered Bike Parking
Separated Bike Lanes
Autonomous Vehicles
Two-Way Bike Lanes
Villages
Trails
Planning Around Hospital
Lighting
Transit Service
Slower speeds
Climate Change Focus
Bike Path Connectivity
Road Diets
Bike Boulevards
Bike Share
Landscaping
East-West Connections



Litmus Test for Sustainable Change

Does the “change” reward the short trip and/or the transit trip?

Change: change in policy, street design, land use, operations, transit initiative, etc.

Traffic calming – behaving on City's terms

Create downtown expectations

2-Lane / 2-Way City

Reduce barrier effect – Permeability



Context-Sensitive Design

- context driven design



Context-Sensitive Design

- context driven design

Complete Streets

- automobile-oriented vs equitable



Context-Sensitive Design

- context driven design

Complete Streets

- automobile-oriented vs equitable

Smart Transportation

- considering transportation with land use



Context-Sensitive Design

- context driven design

Complete Streets

- automobile-oriented vs equitable

Smart Transportation

- considering transportation with land use

Safe Routes to School

- helping children walk/bike to/from school



Context-Sensitive Design

- context driven design

Complete Streets

- automobile-oriented vs equitable

Smart Transportation

- considering transportation with land use

Safe Routes to School

- helping children walk/bike to/from school

Traffic Calming

- self-enforcing design that results in safer & more equitable streets



Context-Sensitive Design

- context driven design

Complete Streets

- automobile-oriented vs equitable

Smart Transportation

- considering transportation with land use

Safe Routes to School

- helping children walk/bike to/from school

Traffic Calming

- self-enforcing design that results
in safer & more equitable streets

Shared Space

- mixed transportation modes & normal
behavior

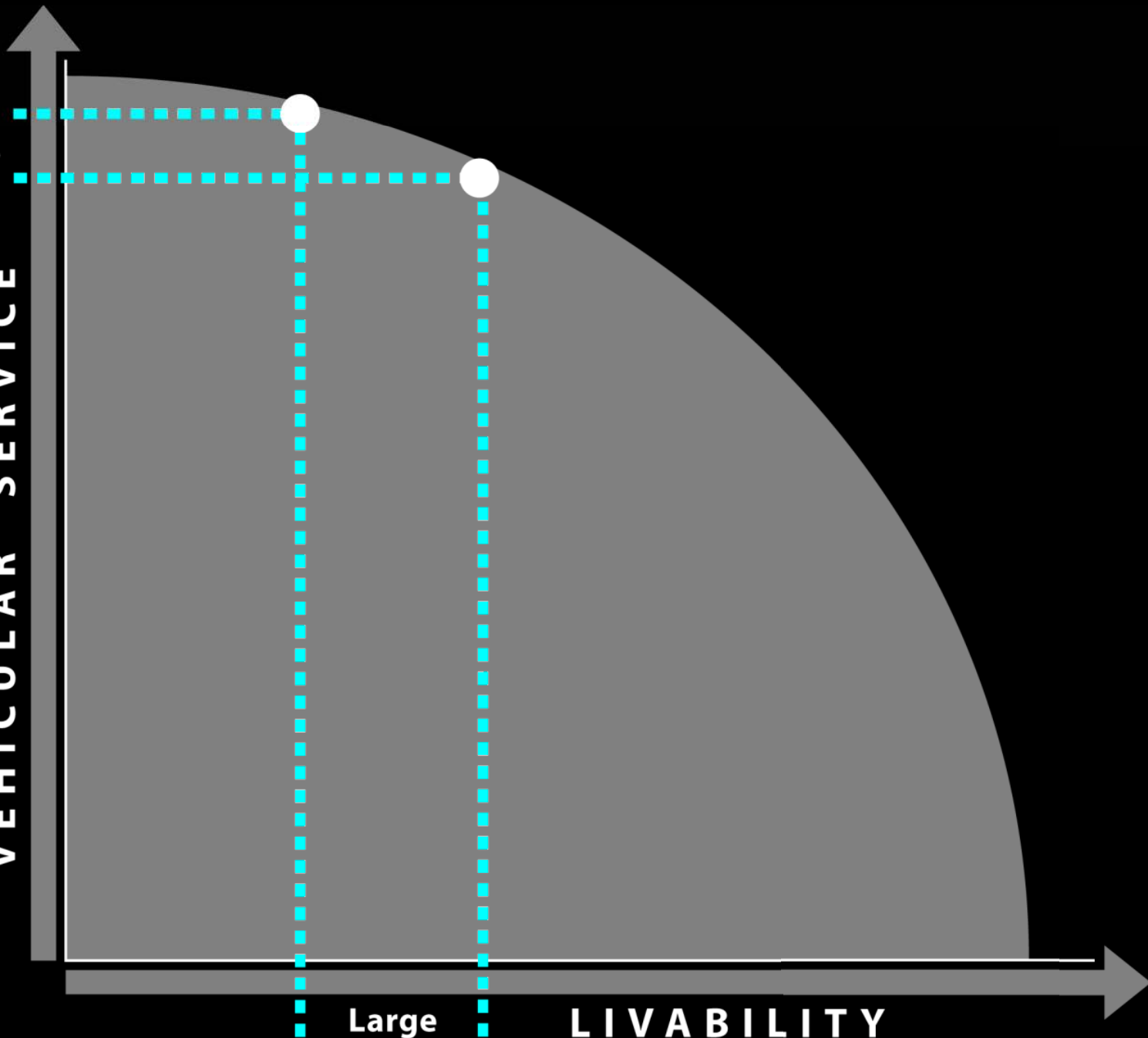


Seconds

VEHICULAR SERVICE

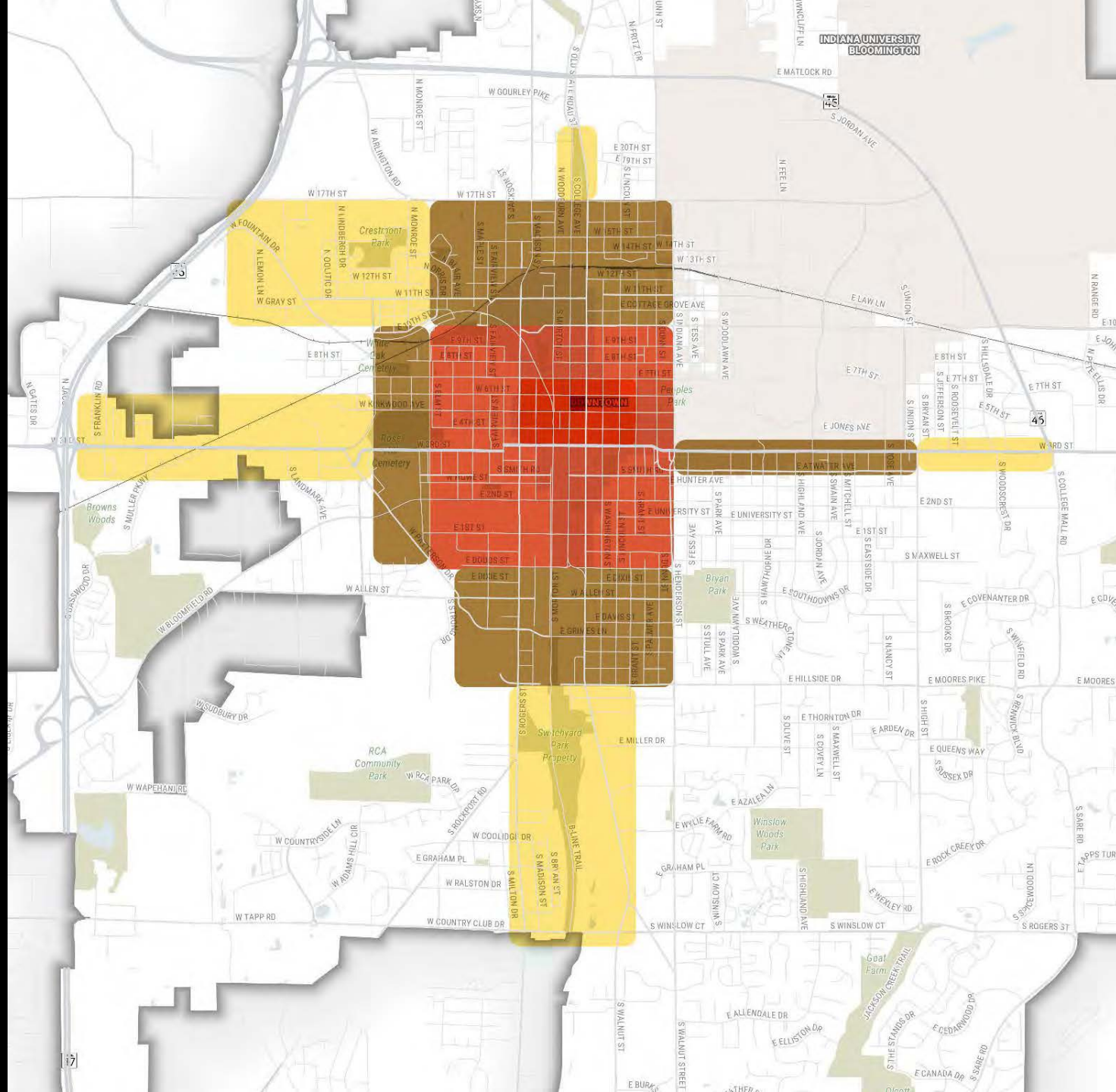
Large
Gain

LIVABILITY

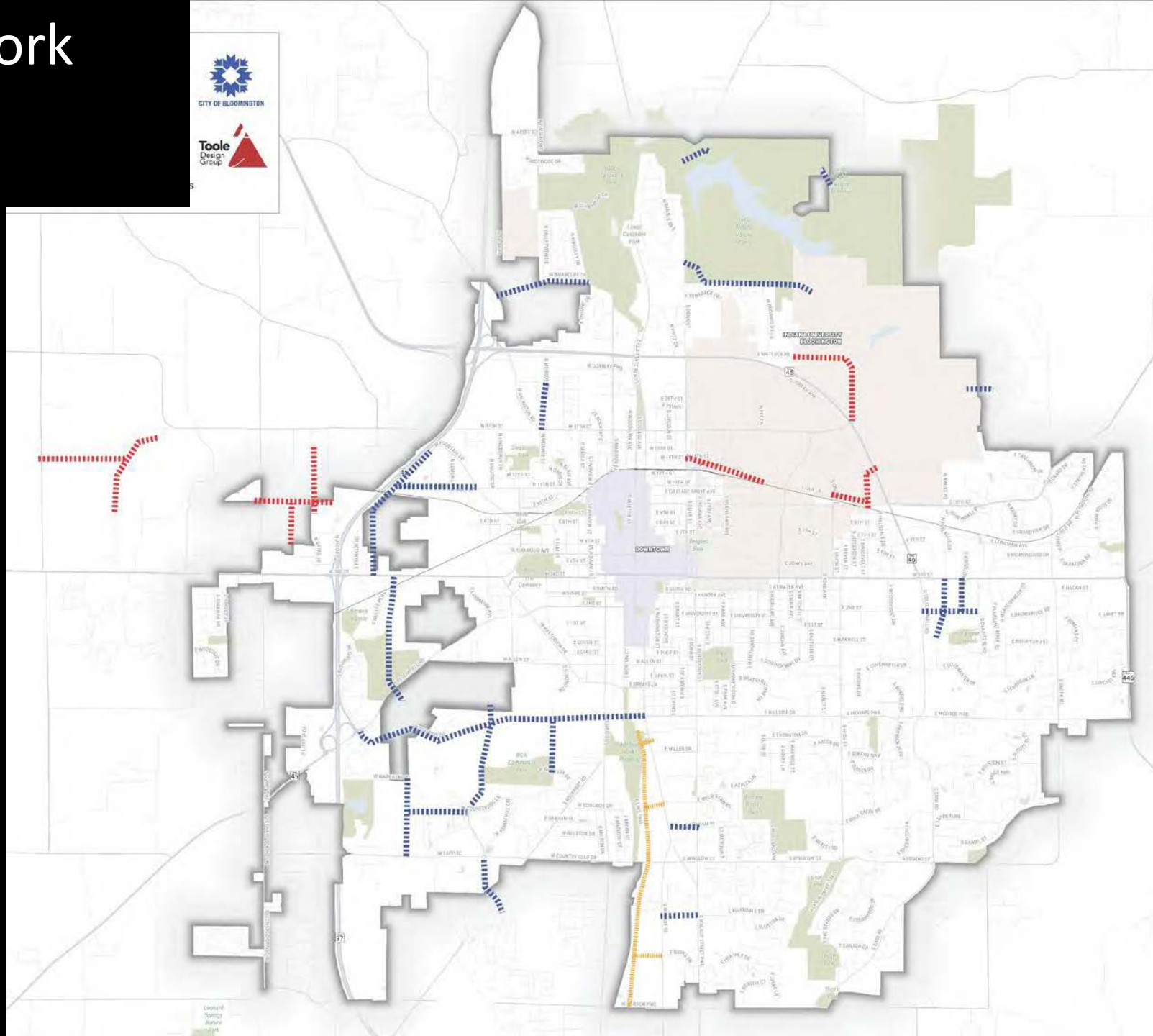




Context Diagram



Network Plan



WINTER PARK MALL







REGAL CINEMAS

ALBERTSON'S

BLAUGRAN

CHEESECAKE FACTORY

LOFTS

BRIO

PETER HARRIS

SPINNYLOKLOFT

PF. CHANGES

CHAMBERLIN'S

RUTH'S CHRIS

BORDERS

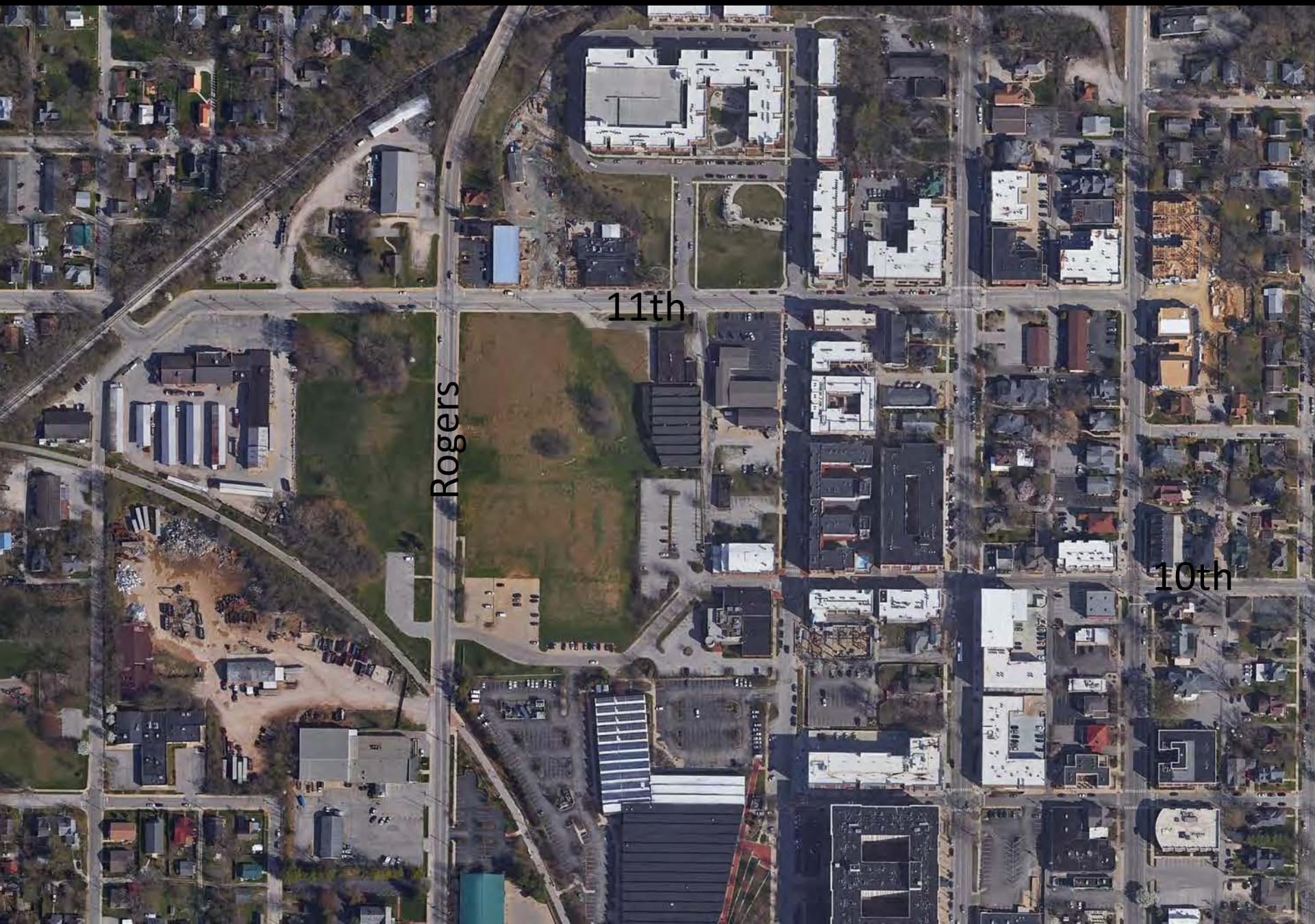








Trade Center



Trade Center

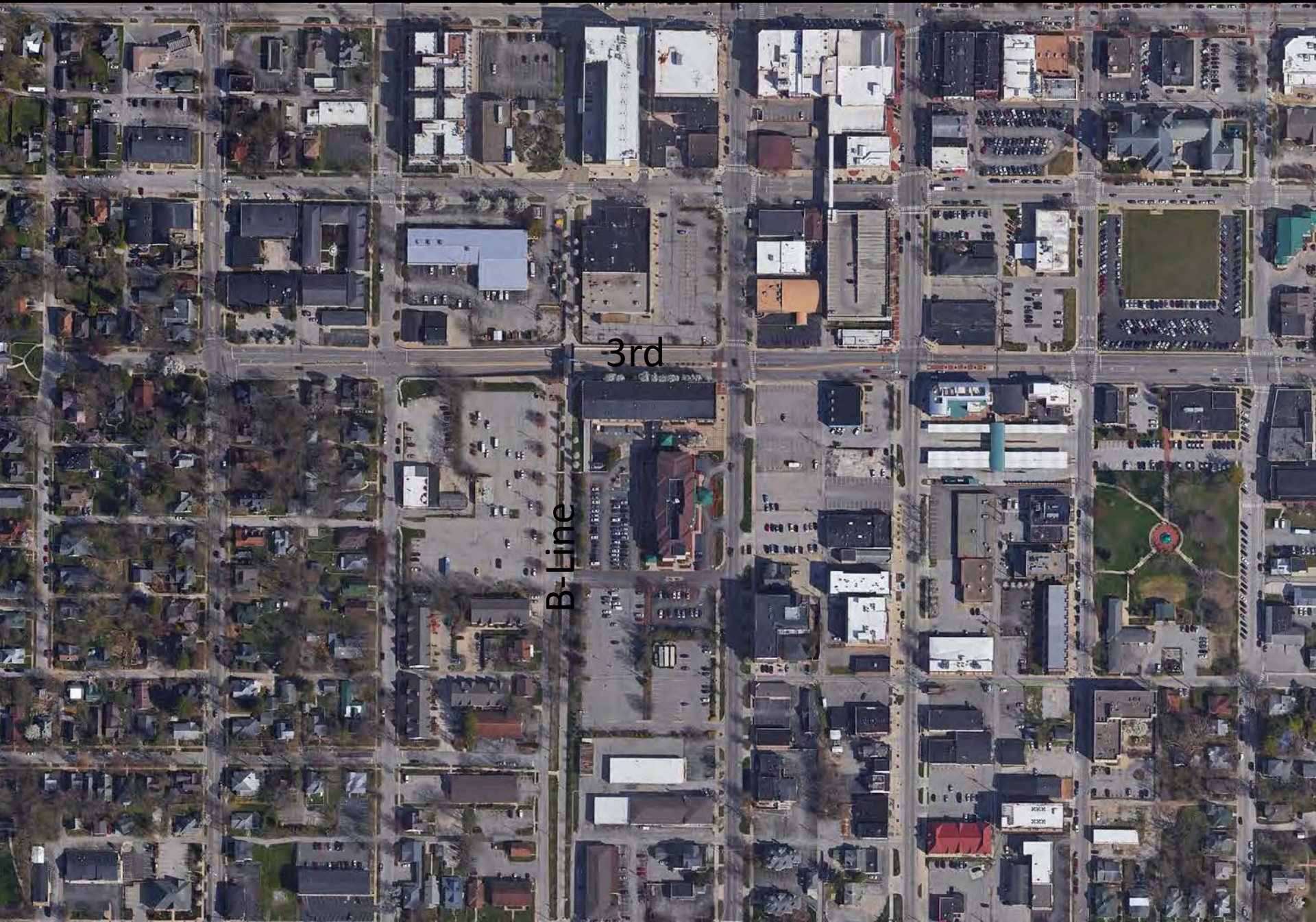


11th

Rogers

10th

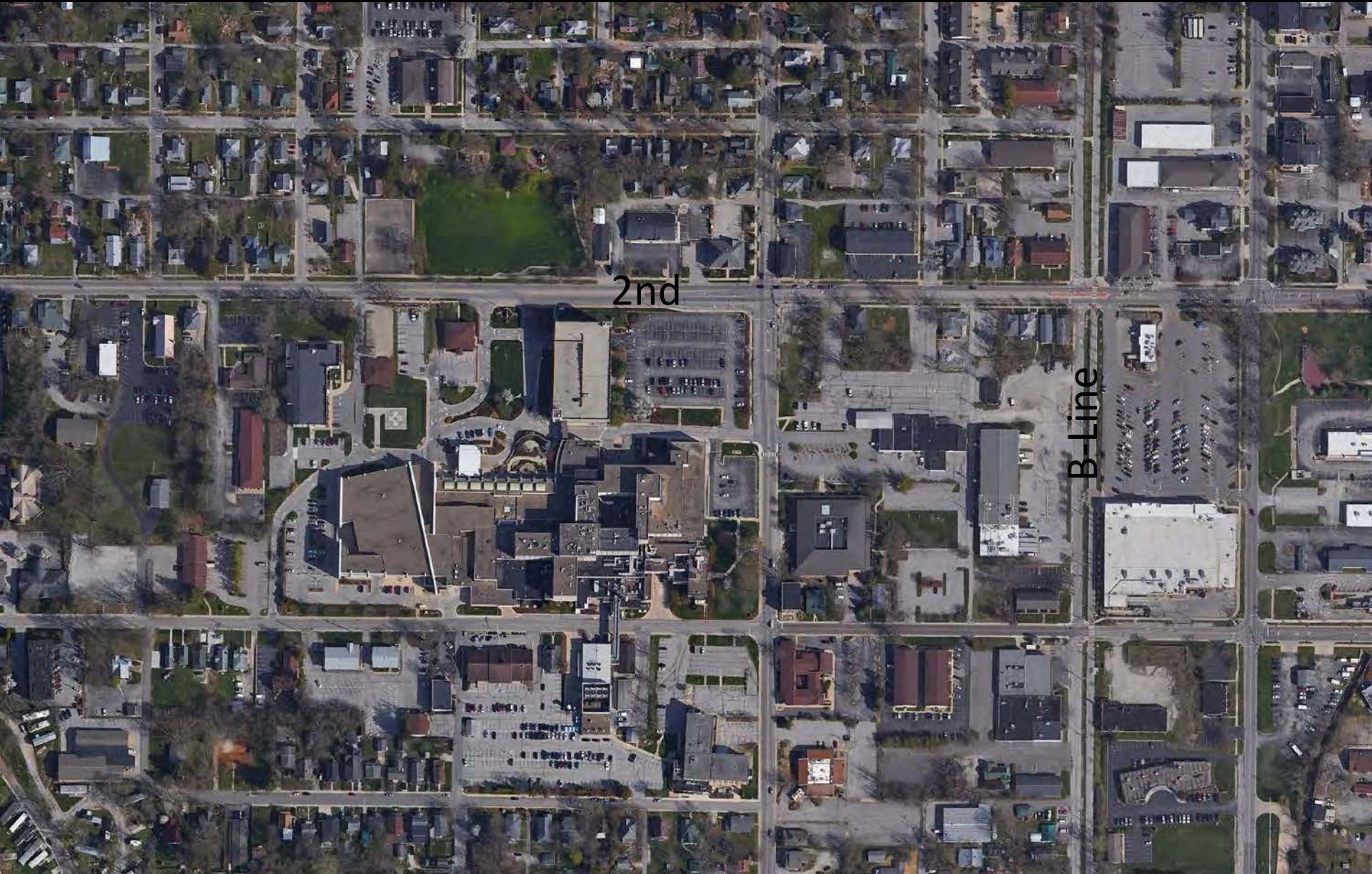
Convention Center



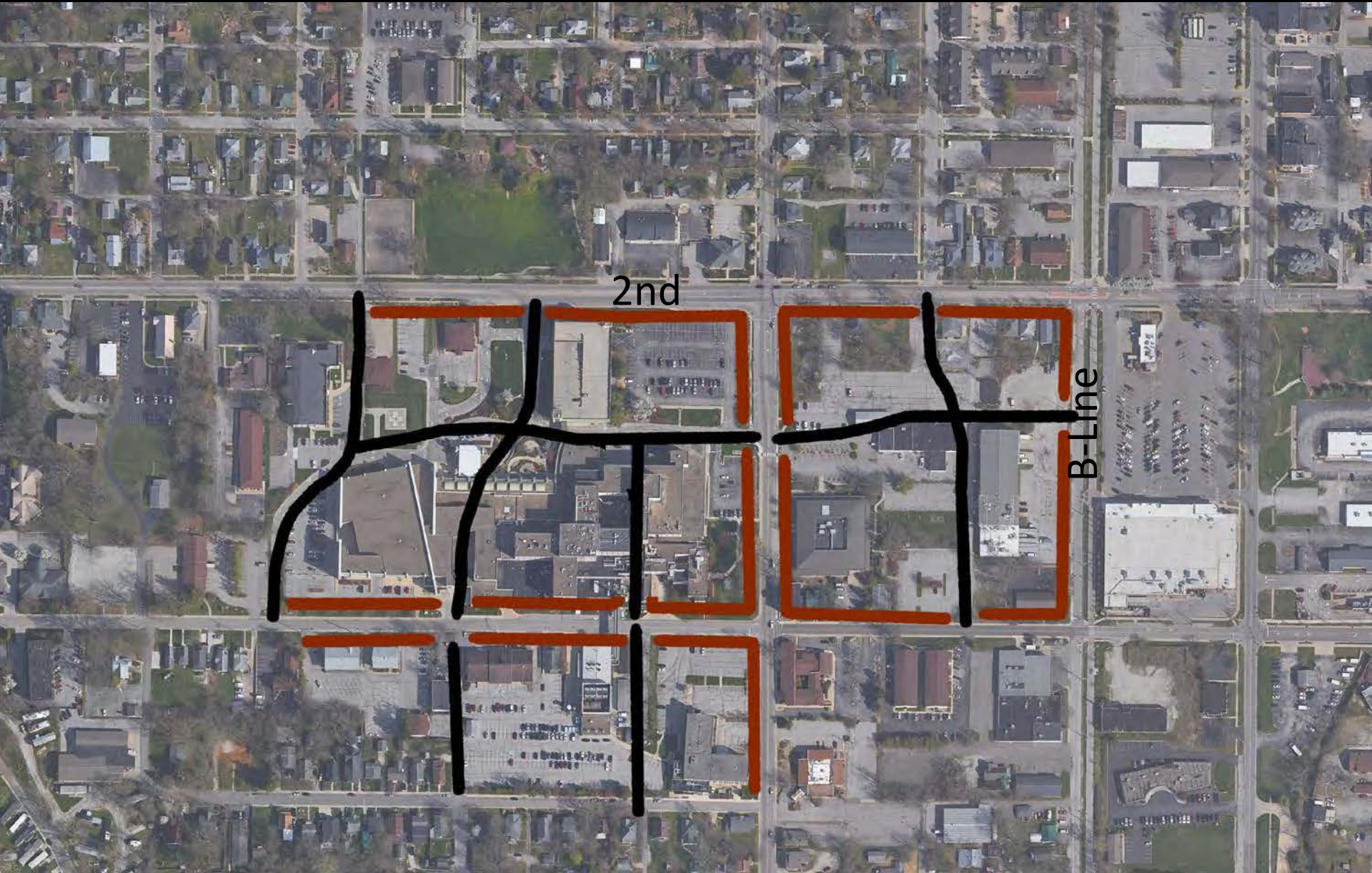
Convention Center



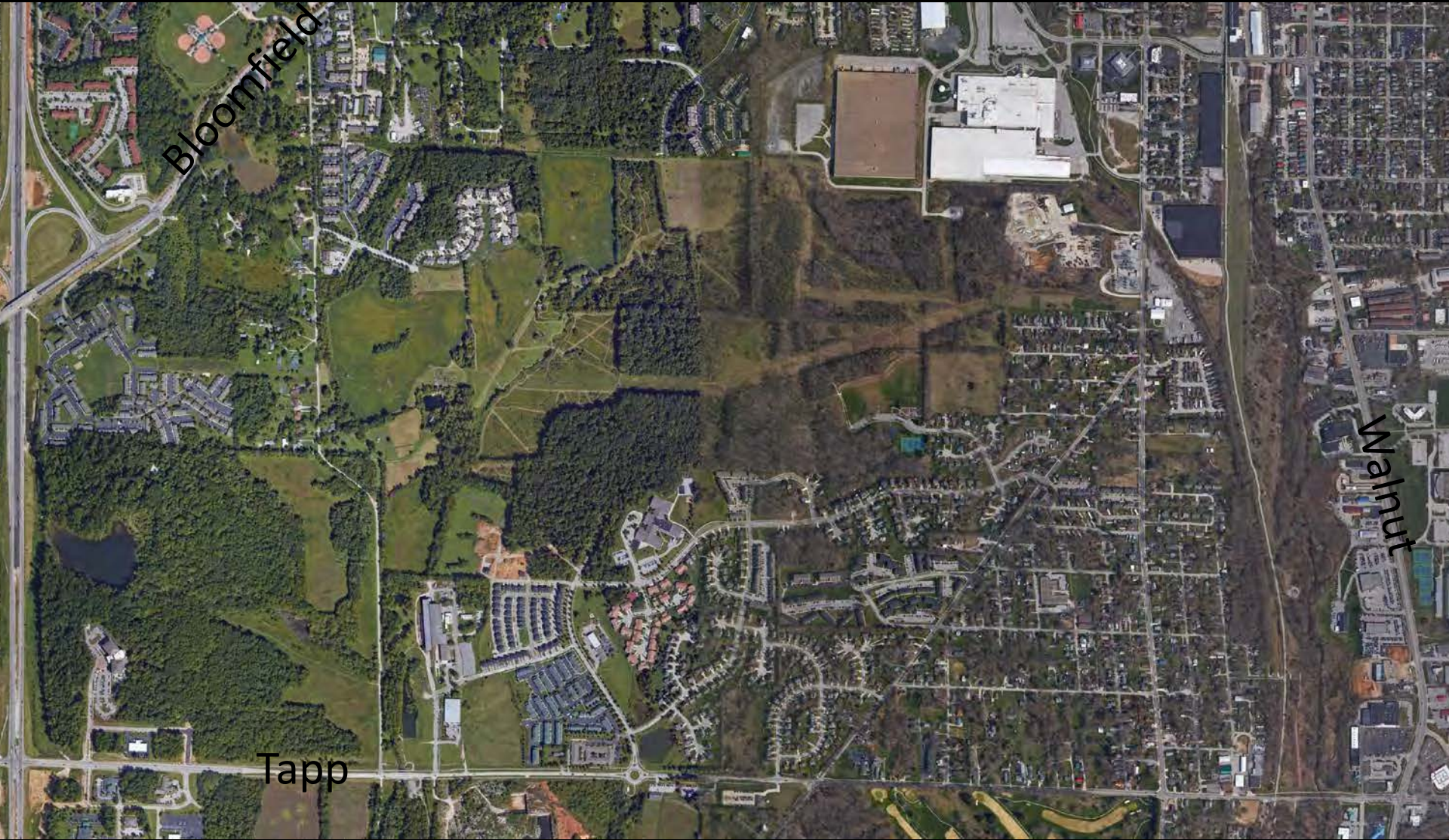
Hospital



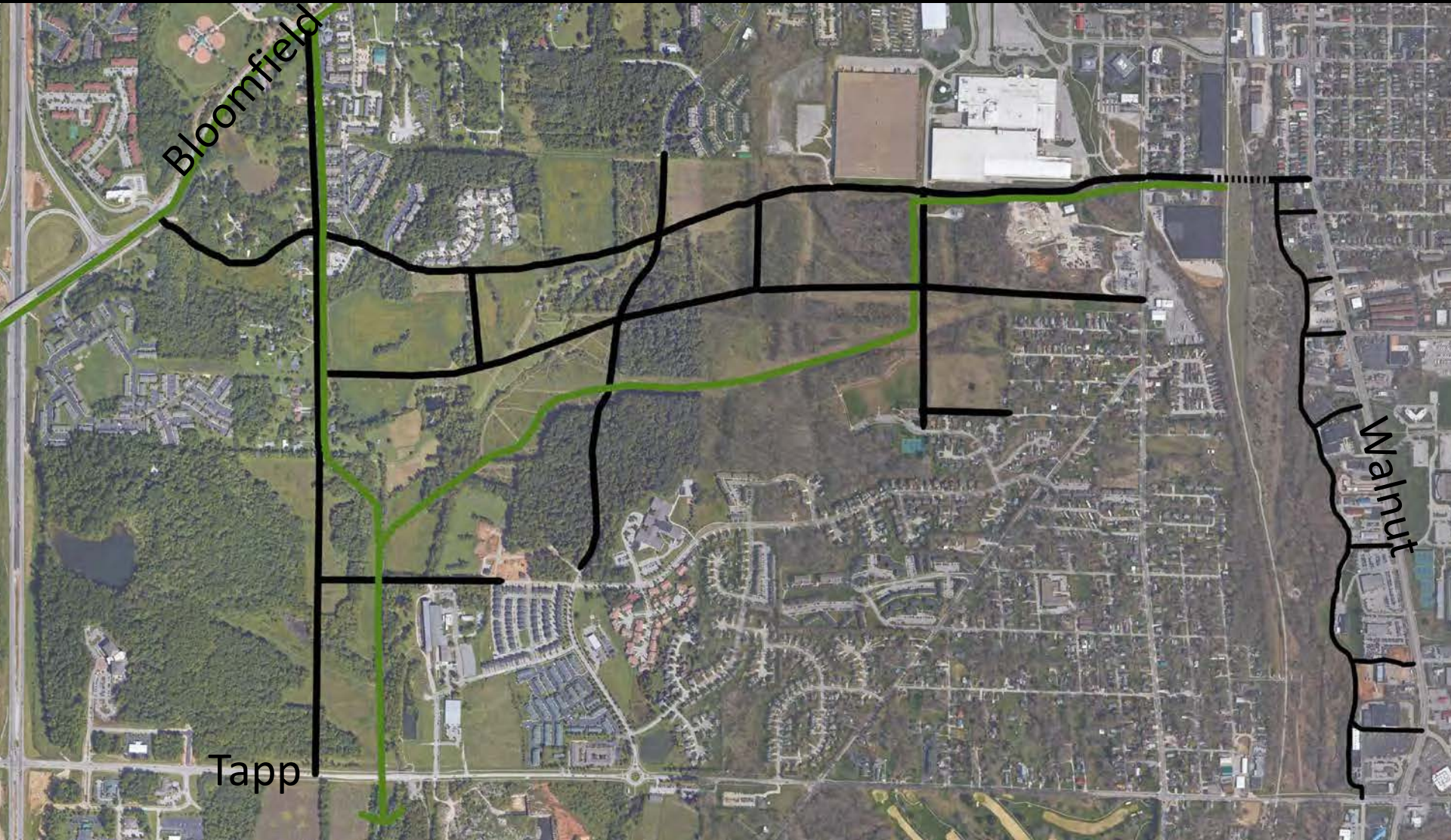
Hospital



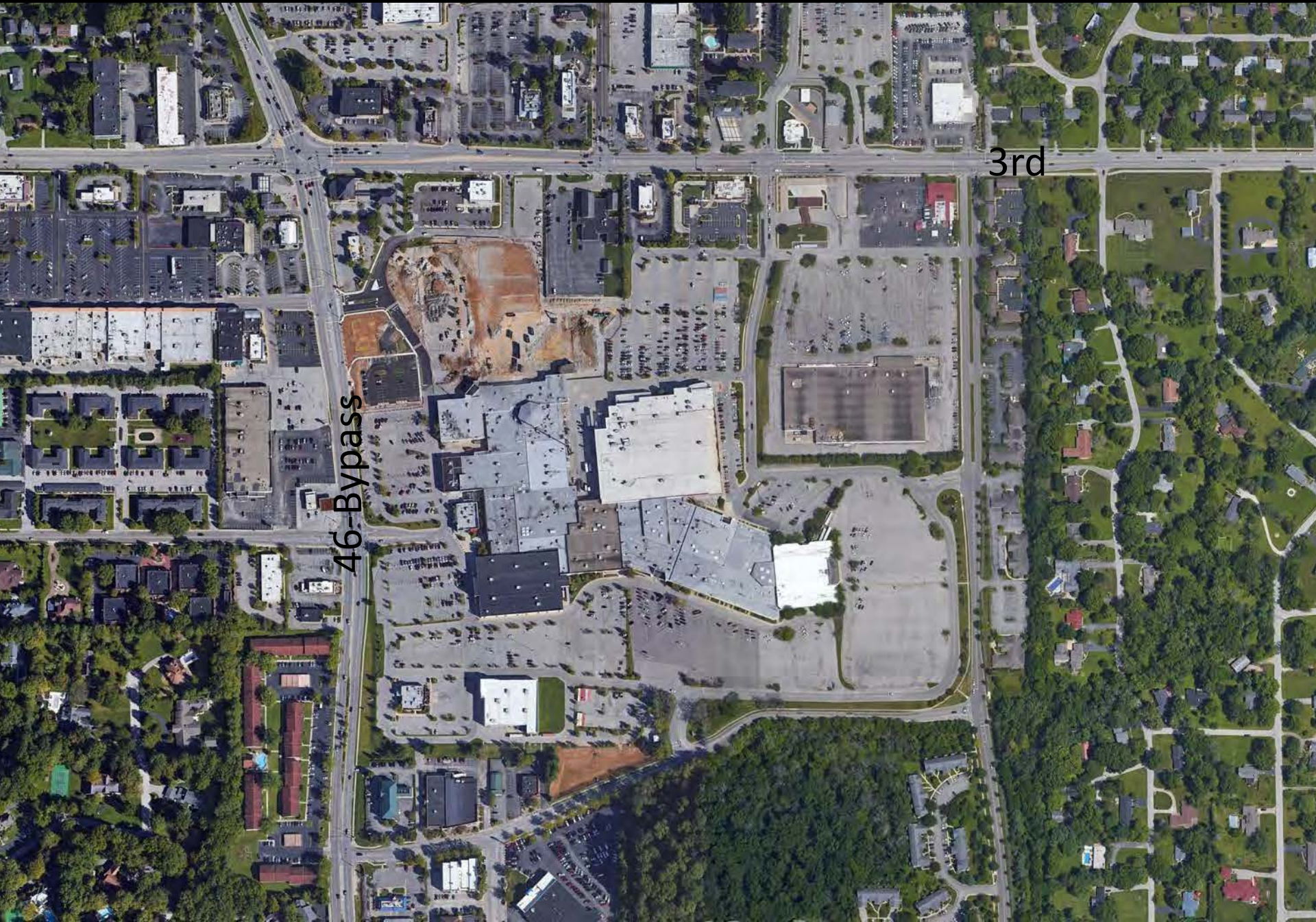
Sudbury Farm/Switchyard



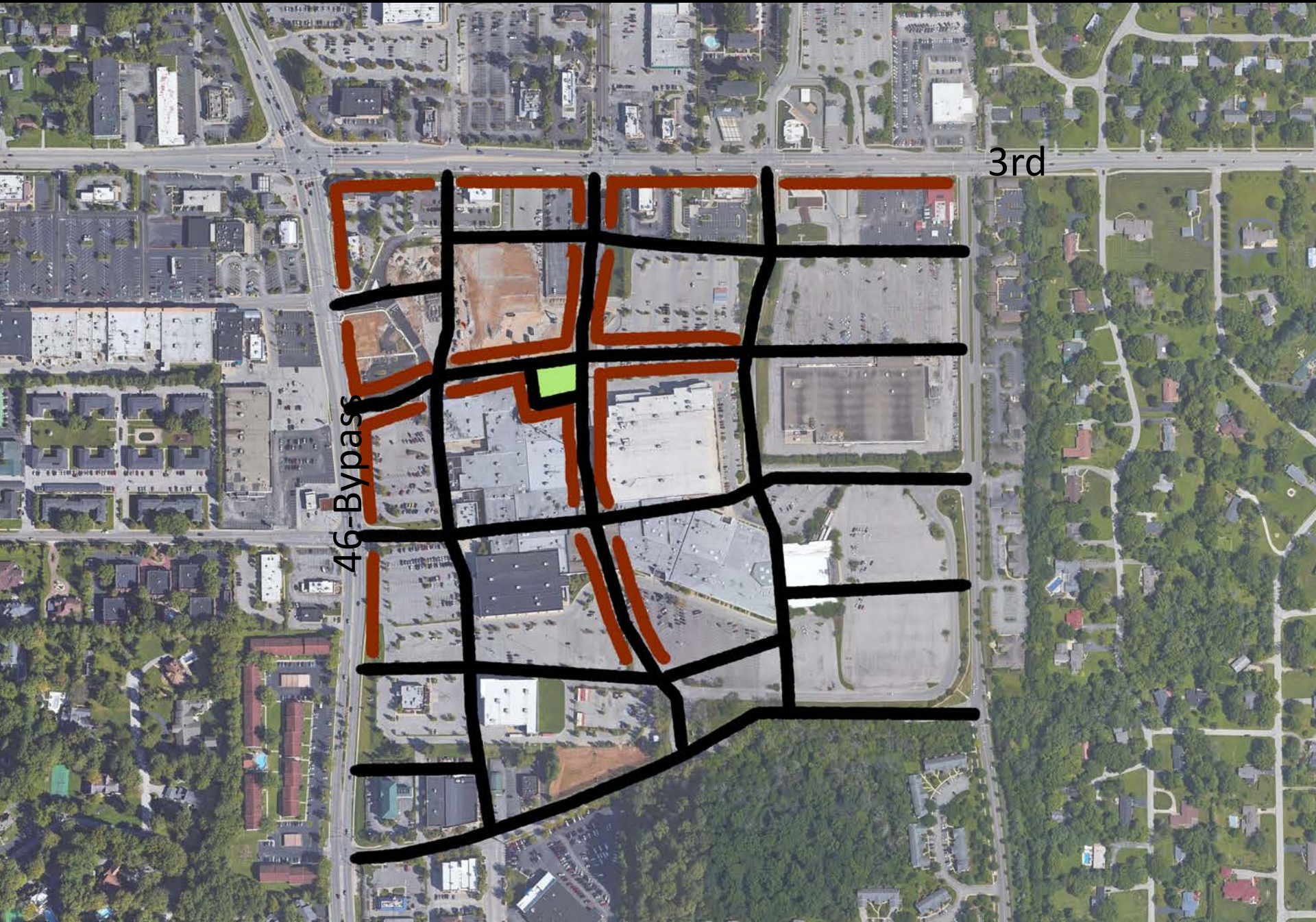
Sudbury Farm/Switchyard



Mall



Mall



3rd

46-Bypass



AEROPLANE VIEW OF BUSINESS DISTRICT, SOUTH BEND, IND.



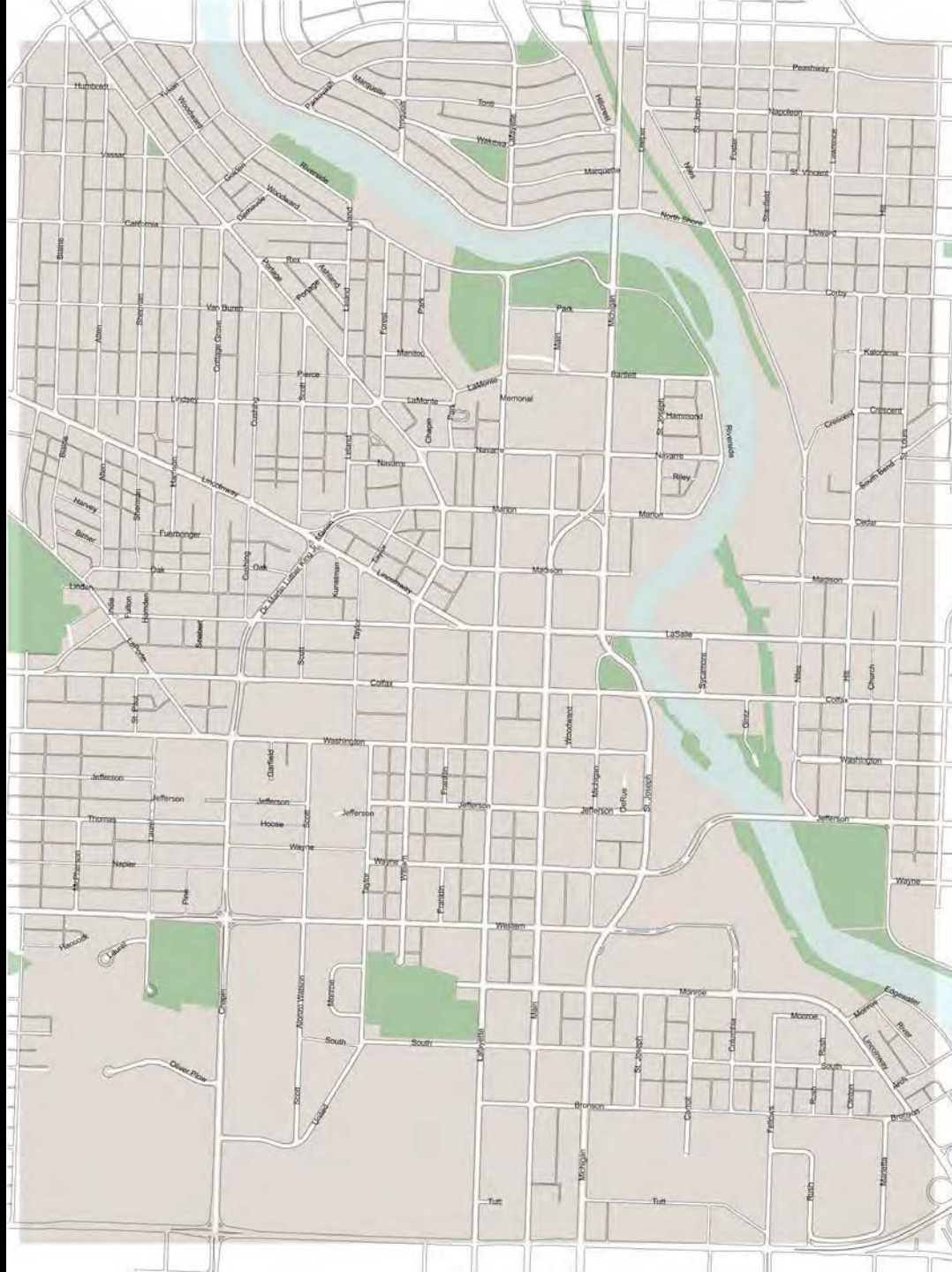


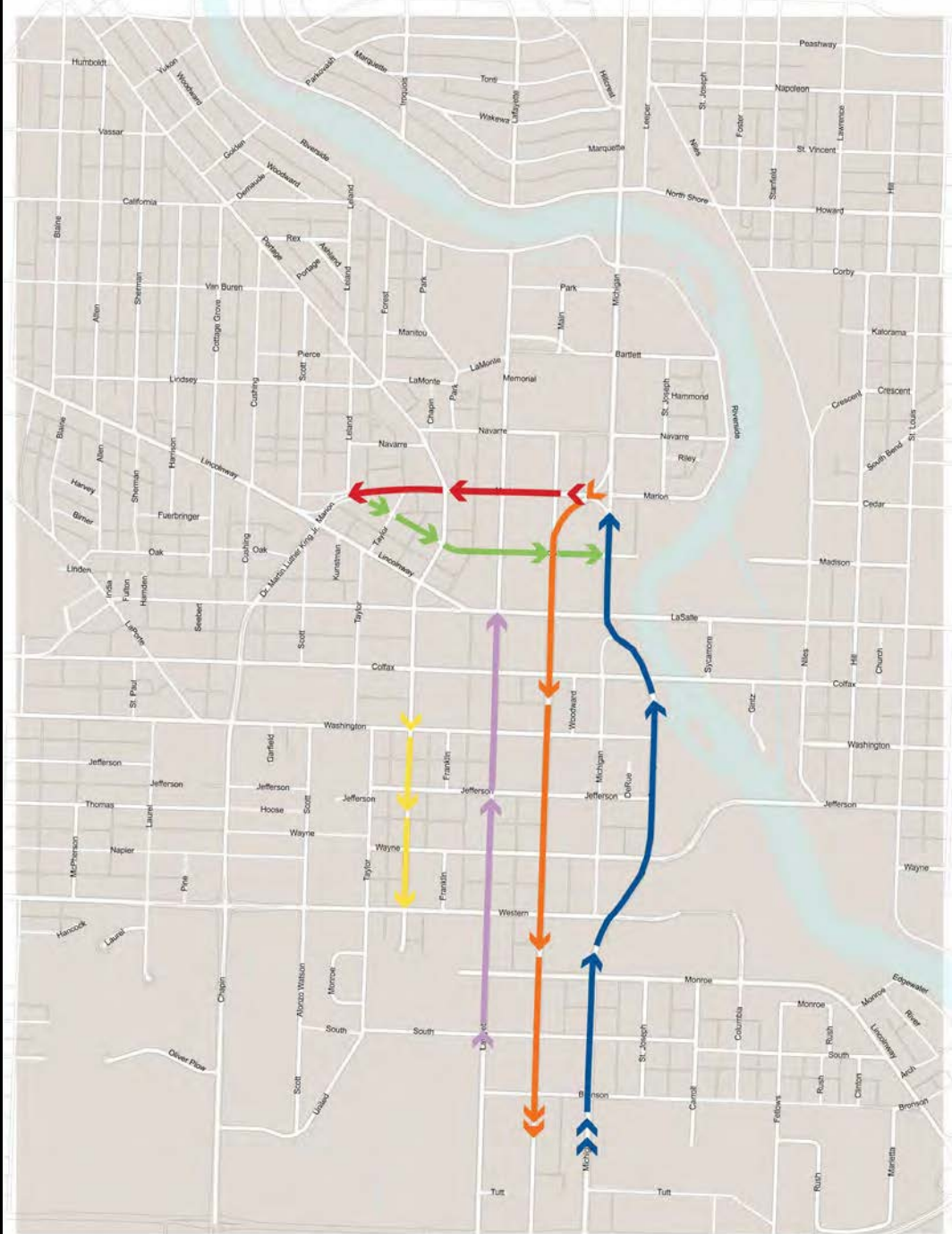


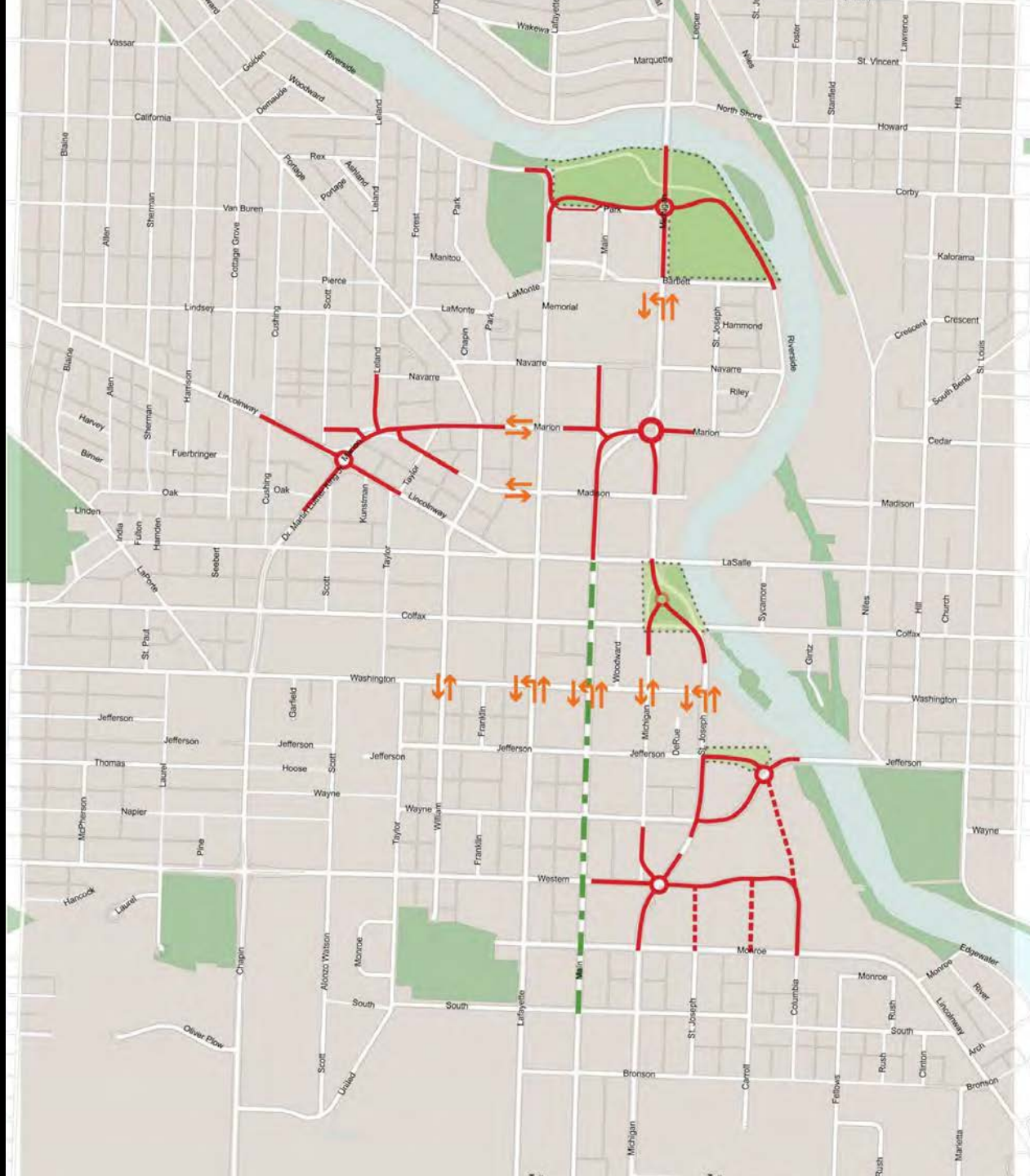


Developer Coordination
Stakeholders
Competing Priorities









[illegible]



Source Bank

PARNES & THORNBERG

DOUBLETREE BY HILTON

DCS







Head-out Angled Parking



BACK-IN ANGLE PARKING

IT'S AS
EASY AS
1-2-3



1. SIGNAL
2. STOP
3. REVERSE



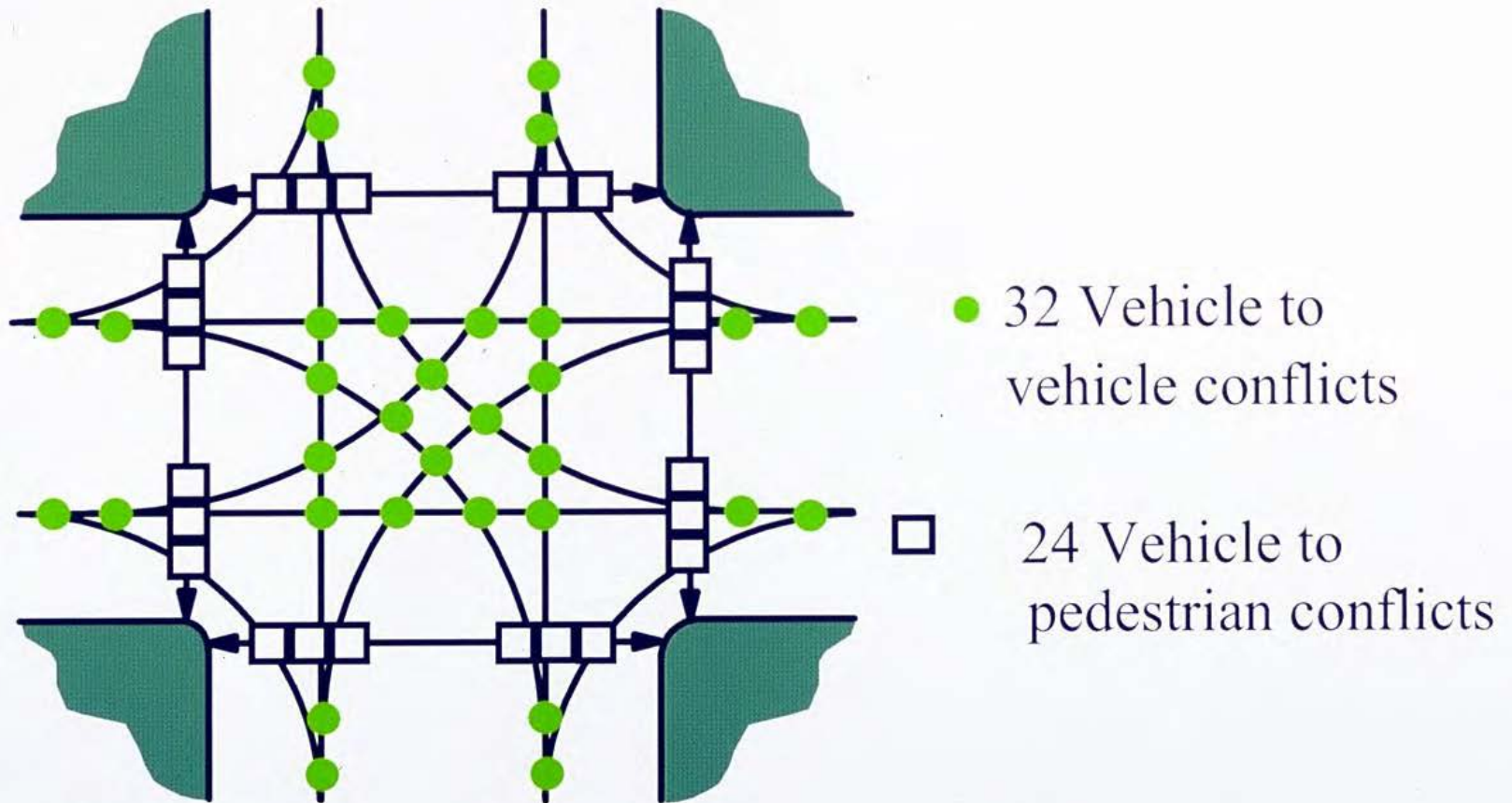




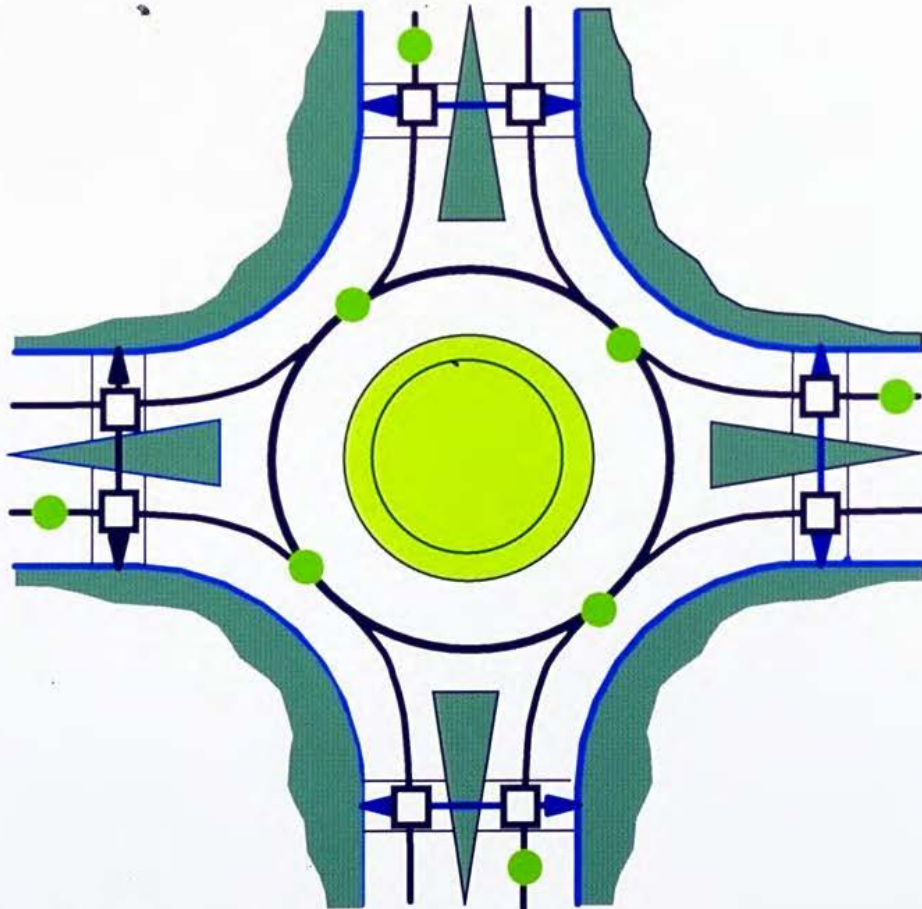




Conflicts At a Four-Way Intersection



Conflicts At Roundabouts



- 8 Vehicle to vehicle conflicts
- 8 Vehicle to pedestrian conflicts













Institute of
Bird Rock
July 1-3
8-11

Camino De La Costa

United Rentals

SAN DIEGO, CA

6608538







Phone

FOR SALE
800-434-8637
C
TODD LAW
GARY MAGNAN

SPEED
LIMIT
25

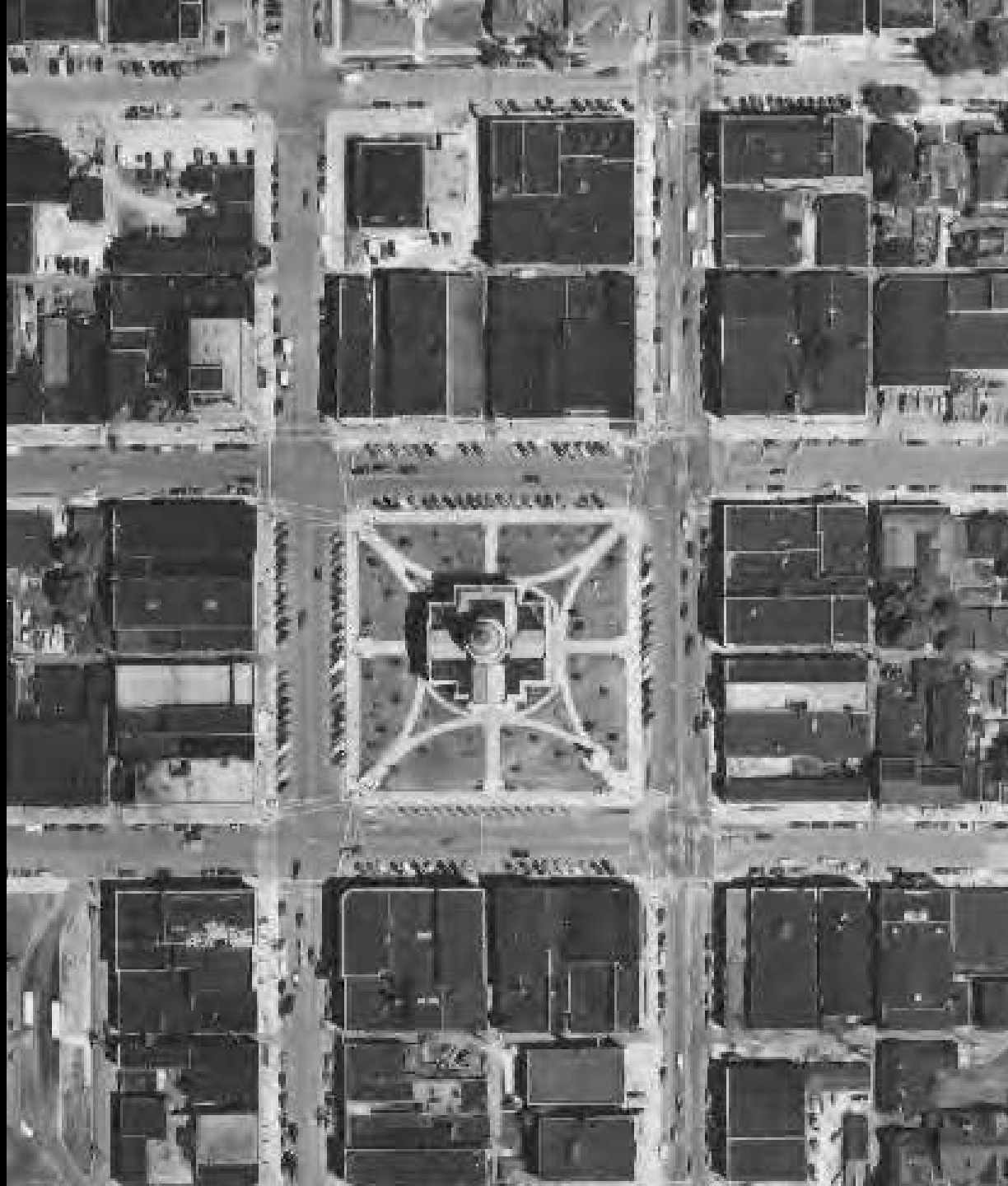
2001
AUTOS



2-way

Restorations –

Walnut and College

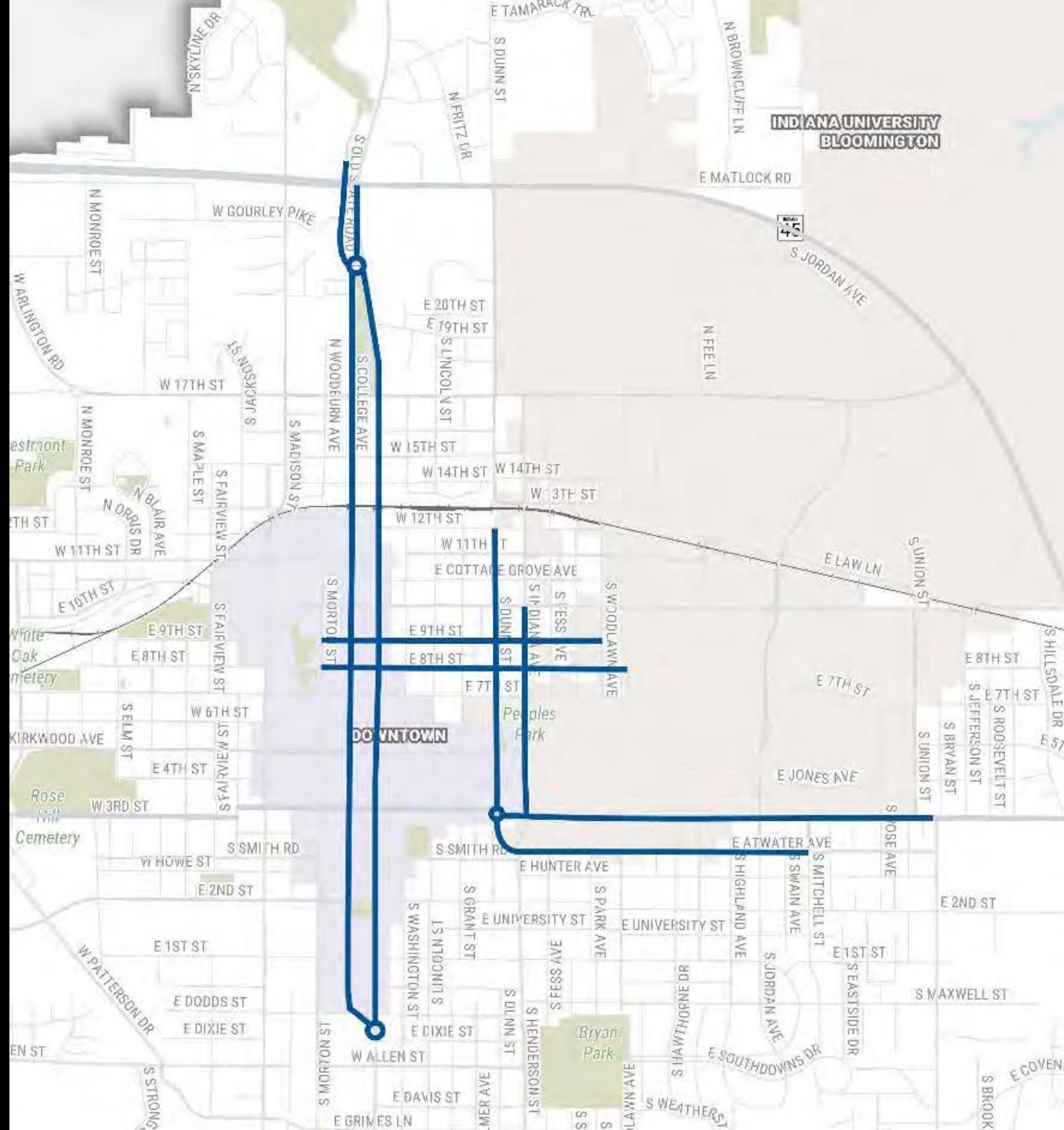


2-way

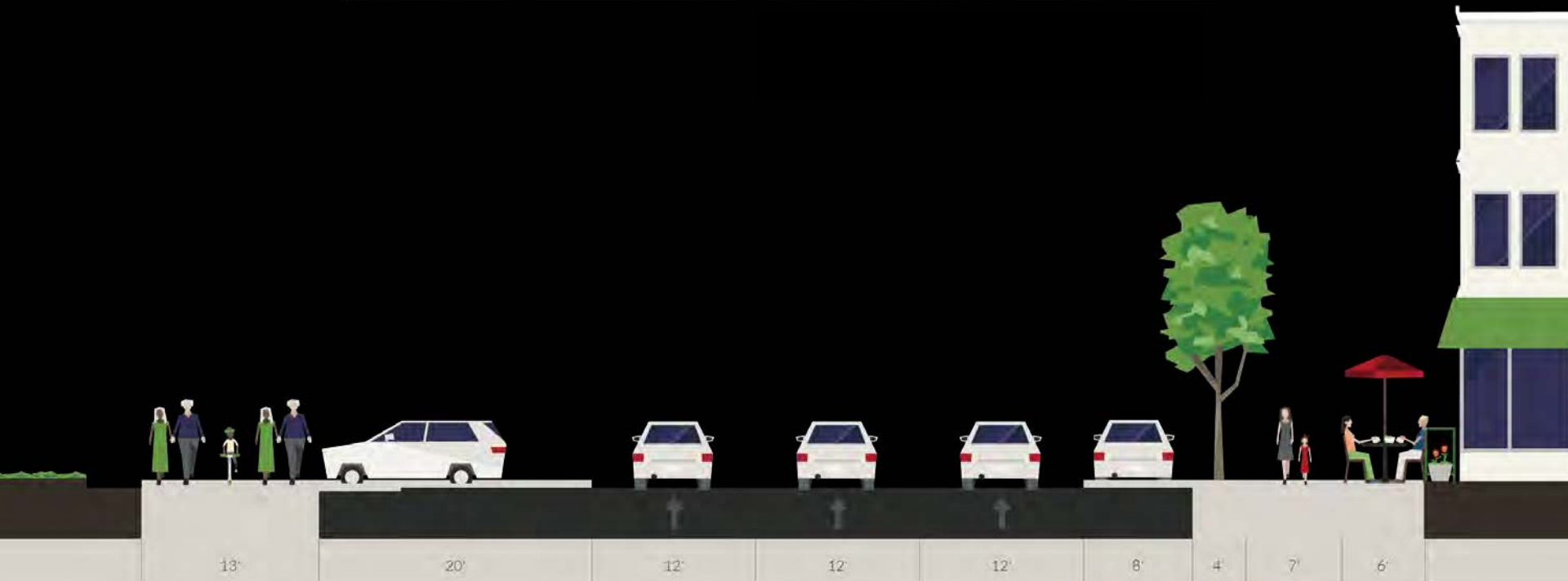
Restorations – 3rd and Atwater at IU



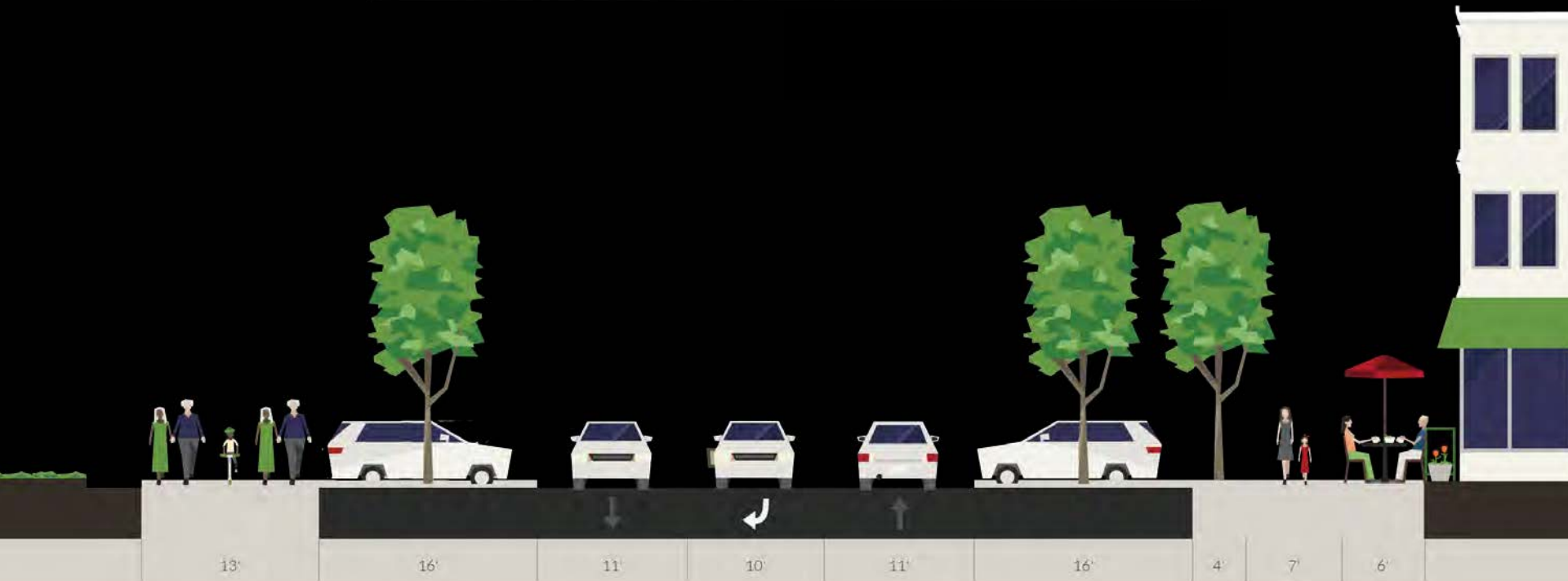
Restorations



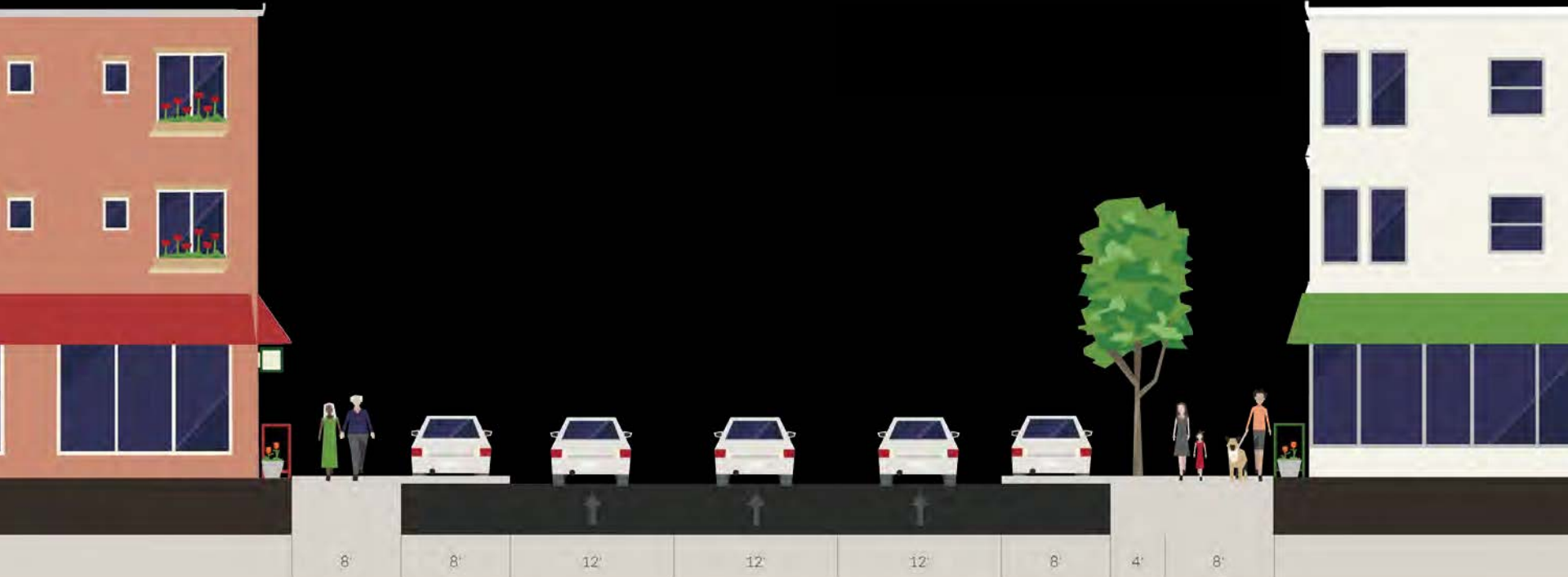
Walnut at Square existing



Walnut at Square 2-way



Walnut 3rd to Square existing



Walnut 3rd to Square 2-way



ONCE YOUR
STREET IS **IMPROVED**, THE
CURB WILL BE RIGHT
HERE











THE MCLEROY BUILDING
2015

221









2012 Photos by Cindy Roller

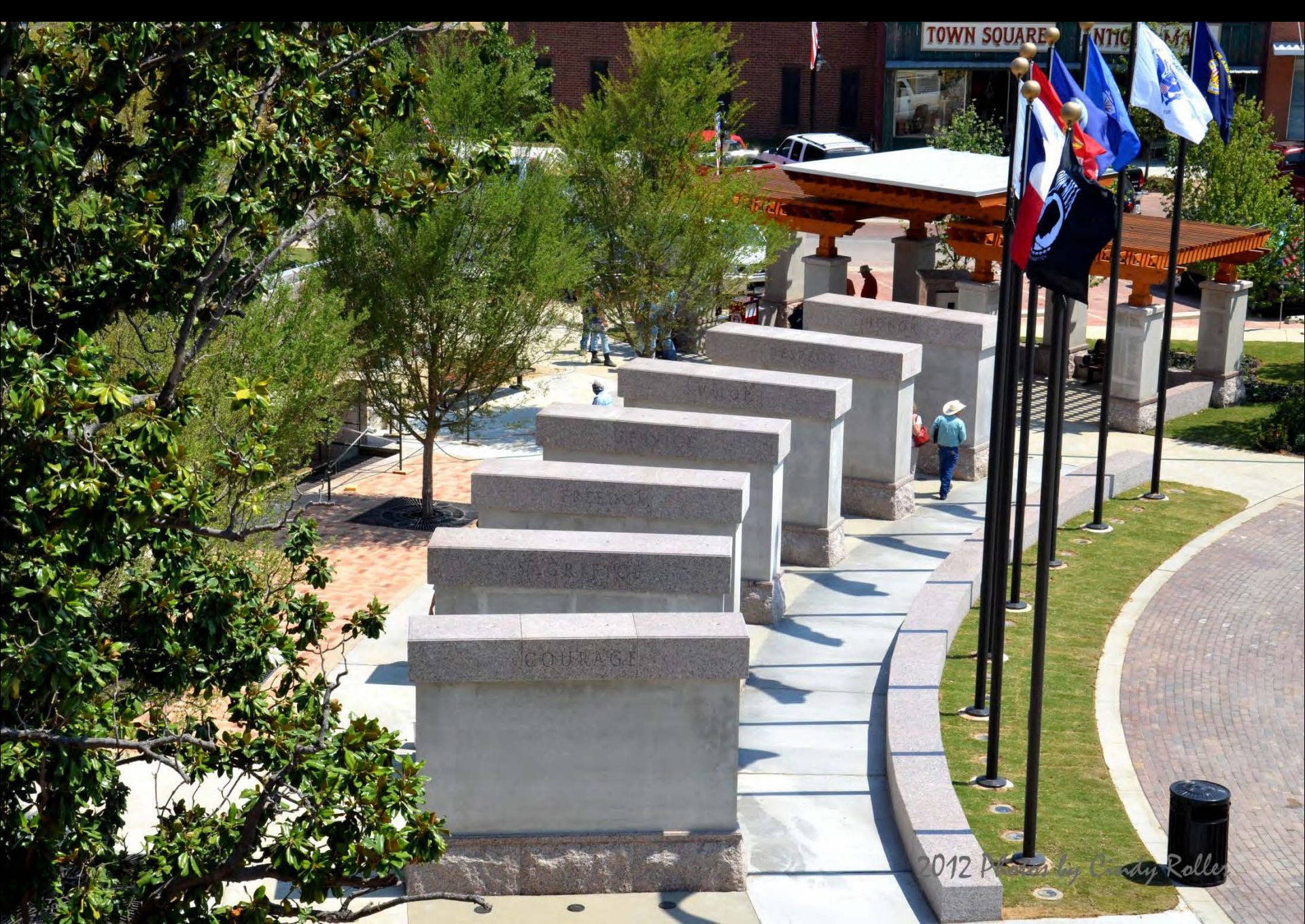


2014 Photos by Cindy Rolles









2012 Photos by Cindy Rolles



CORNER
DRUG











Exhibition Road London



D172 McCombe
Pierce
To Let
Prime
Retail Unit
Approx. 2,535sq.ft.
(sub-divisions may be considered)
All Enquiries
028 9023 3455

DIESEL
THE AUTHENTIC STORE

UNITED COLORS
OF AMERICA
UNITED COLORS
OF AMERICA

Savage & Co.
Solicitors
Tel: 028 90 249949

Britannia

STARBUCKS COFFEE

Belfast



New Road Brighton



Mariahilfer Strasse Vienna



Boston



Asheville









Kirkwood Shared Space



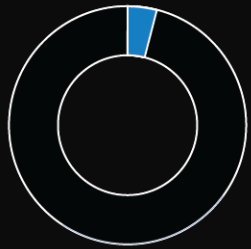
Kirkwood



Innovations in Cities

- Atlanta, GA
- Austin, TX
- Baltimore, MD
- Boston, MA
- Chicago, IL
- Denver, CO
- Long Beach, CA
- Minneapolis, MN
- New York City
- Portland, OR
- Salt Lake City, UT
- Washington, DC

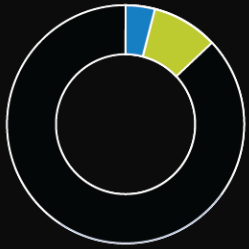




1% Experienced and confident



higher stress tolerance



1% Experienced and confident
9% Casual and somewhat confident



higher stress tolerance



1% Experienced and confident
9% Casual and somewhat confident
60% Interested but concerned



higher stress tolerance

Separated bike lanes:

- Attract more people to bicycling
- Improve safety for all road users
- Preferred by motorists and bicyclists
- Preferred by women, elderly and younger users



Safety:

- Minimize conflicts
- Encourage yielding
- Delineate space
- Provide consistency



Safety:

- Minimize conflicts
- Encourage yielding
- Delineate space
- Provide consistency

Comfort:

- Separate modes
- Balance delay
- Accommodate passing bicyclists



Safety:

- Minimize conflicts
- Encourage yielding
- Delineate space
- Provide consistency



Comfort:

- Separate modes
- Balance delay
- Accommodate passing bicyclists



Connectivity:

- Provide direct, seamless transitions
- Integrate into multimodal network



SEPARATED BIKEWAY // EXAMPLES









St. Paul, MN

City of Saint Paul
CAPITAL CITY BIKEWAY:
NETWORK STUDY AND DESIGN GUIDE
DRAFT 2016



7-Line



7th St. University Zone existing



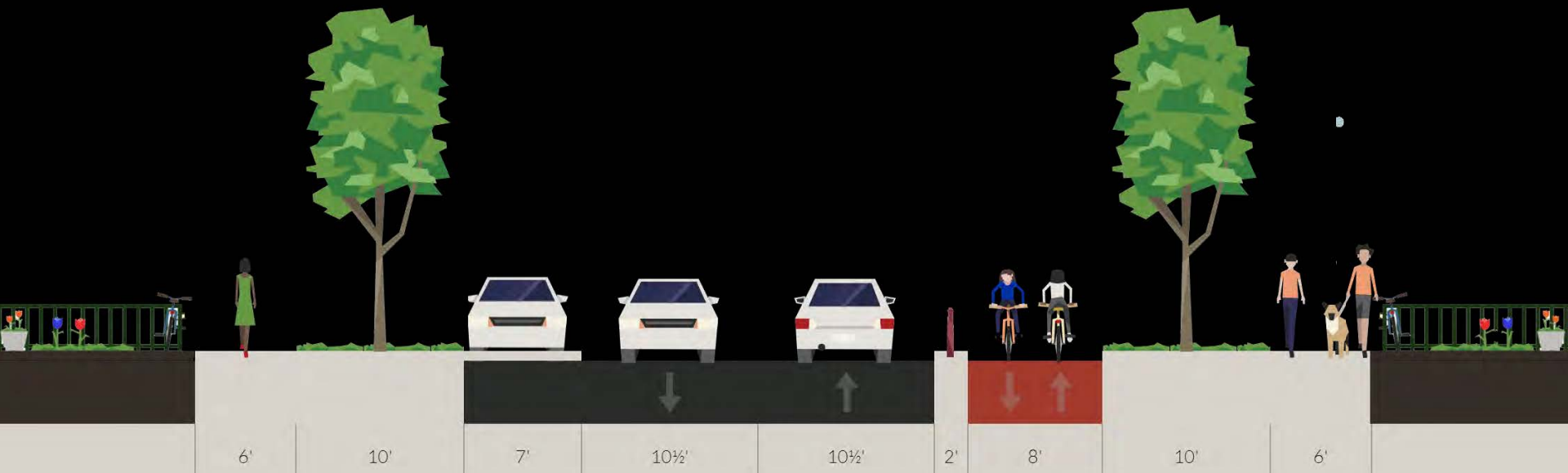
7 Line University Zone



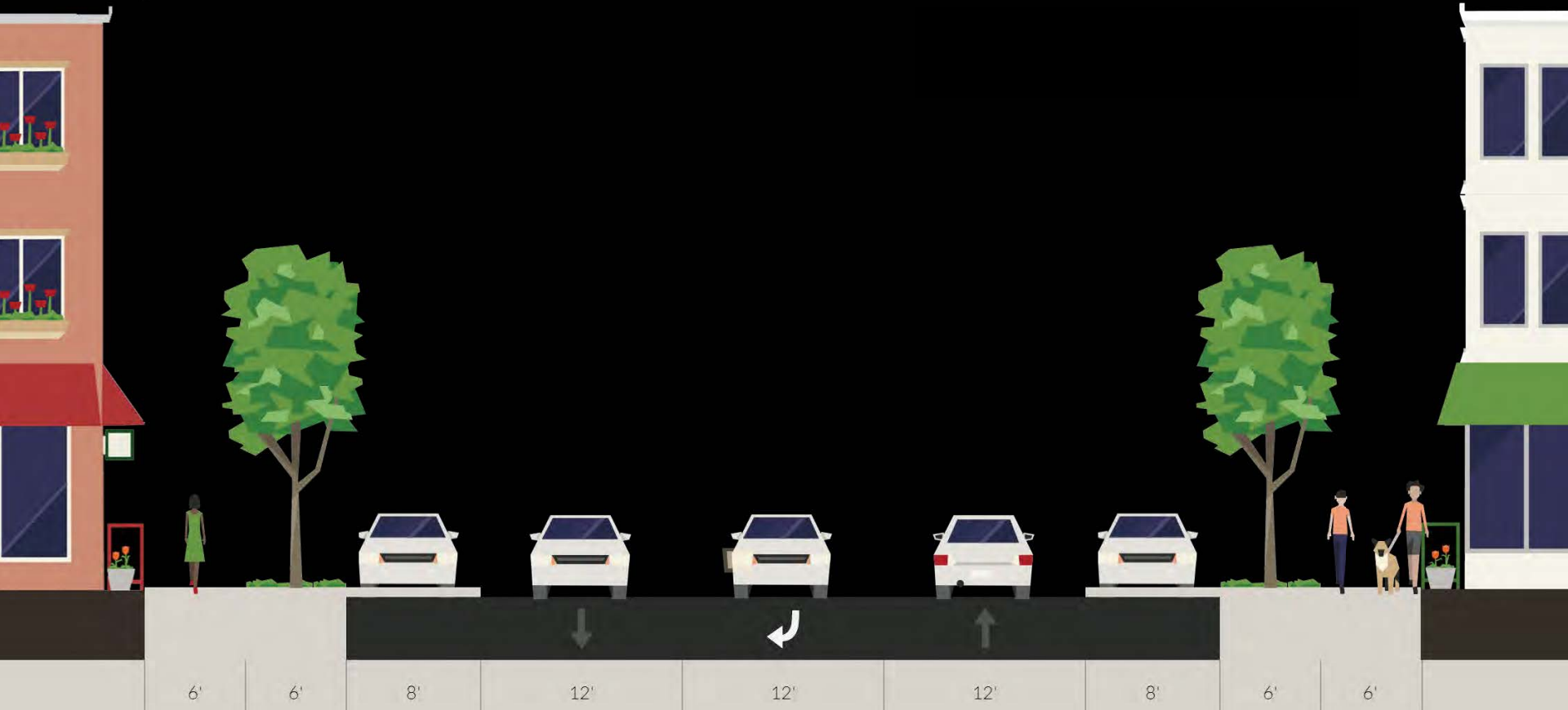
7th St. Washington to Indiana existing



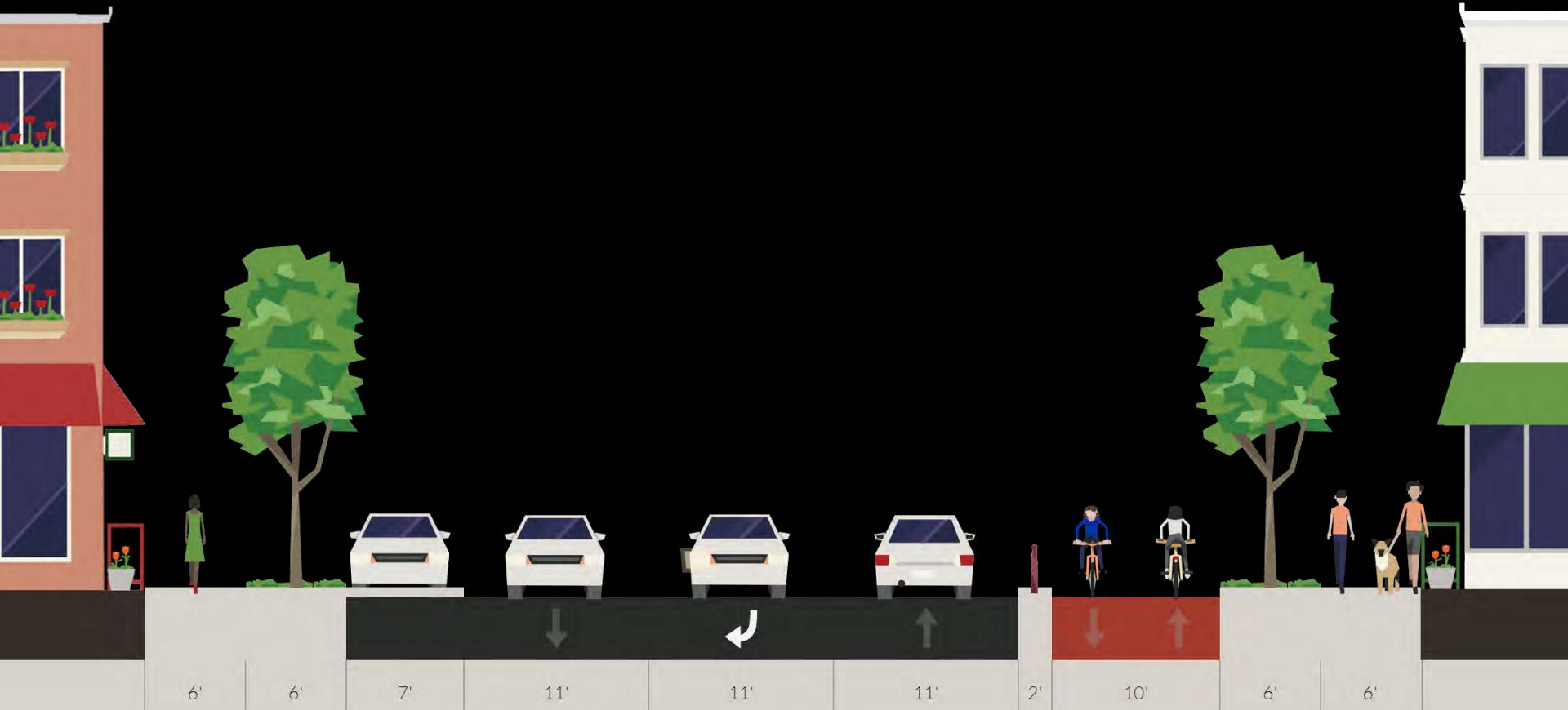
7 Line Washington to Indiana



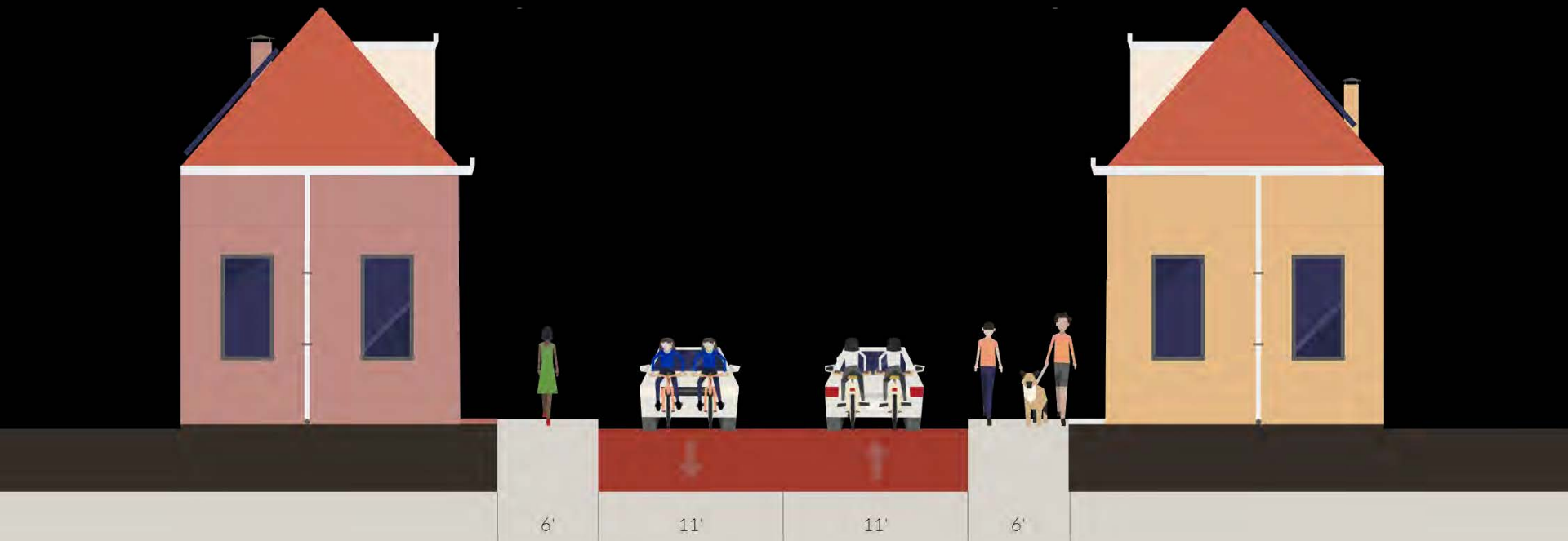
7th St. Washington to Morton existing



7 Line Washington to Morton



7 Line Fairview west



Context-Sensitive Design

- context driven design

Complete Streets

- automobile-oriented vs equitable

Smart Transportation

- considering transportation with land use

Safe Routes to School

- helping children walk/bike to/from school

Traffic Calming

- self-enforcing design that results
in safer & more equitable streets

Shared Space

- mixed transportation modes & normal
behavior





Instructions

draw your ideas on the map by clicking on "route" or "point" below.

describe the point or route in the pop-up survey after drawing

agree/disagree
with other users' input by
clicking on their points and
lines

For detailed instructions, see "About & Help" below.

user comments

Difficult route for walking/ biking

- High traffic corridor

Route 1 walk

- Route 1 bike



Destination I visit at least once per week



Improved road connectivity needed

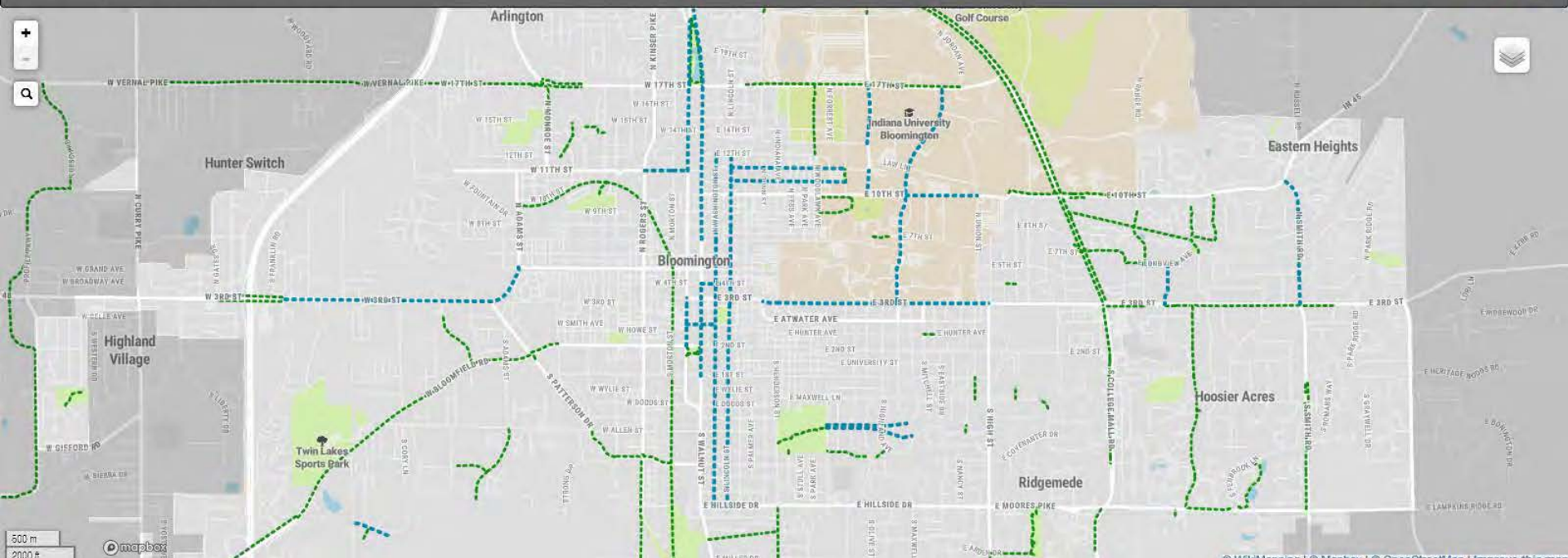
existing facilities

Trail

 Bike lane

About & Help ▾ Add Routes Add Points

Anonymous



<http://wikimapping.com/wikimap/Bloomington-Transportation-Plan.html>

THANK YOU!

Bloomington Master Transportation Plan // Public Workshop
January 25, 2018



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