CITY OF BLOOMINGTON

PARKING COMMISSION

MEMO

From: Jim Blickensdorf
To: Parking Commission Members
Date: April 18, 2017
Re: April meeting packet

Commissioners,

Please find attached the packet for our upcoming meeting including:

- April's Agenda
- Minutes from the March 25th Meeting
- A selection of articles from the Herald-Times on parking issues intended to provide a background survey of issues from 2006 through 2013;
- Resolution 2017-03, - *A Budget Request to Fund a Parking Study in the Fiscal Year 2018*. Since budget advance meetings will start soon, it would be prudent to make requests for funds for the purpose of parking studies.
- Resolution 20170-04, - *To Adopt a Comprehensive Parking Management Policy Statement*. A draft of a mission statement and core values; an outgrowth of the April work session
- selected pages from the draft City of Bloomington's Comprehensive Plan that address parking issues;

Looking forward to seeing everyone April 25th at 5:30 pm in the Dunlap Room, #235 in City Hall. If you are following a vegan or gluten-free diet, please let me know prior to the meeting.

Jim Blickensdorf

CITY OF BLOOMINGTON

PARKING COMMISSION

AGENDA

April 25th, 2017
5:30 PM

I. Call to Order

II. Approval of Minutes

III. Reports from Commissions & City Officers

   A. Summary of April Work Session

   B. Change in Policy at IU's Poplar Garage

IV. Public Comment

V. Discussions of Topics Not the Subject of Resolutions

   A. Best Practices related to parking policy

   B. Survey of City of Bloomington parking assets

VI. Resolutions for First Reading and Discussion

   A. **Resolution 2017-03** - *A Budget Request to Fund a Parking Study in the Fiscal Year 2018**

   B. **Resolution 2017-04** - *To Adopt a Comprehensive Parking Management Policy Statement**

VII. Member Announcements

VIII. Adjournment

Next Work Session: May 9th, 2017 Dunlap Room #235

Next Meeting: May 23rd, 2017 Hooker Room #245

**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**.*

Bloomington Parking Commission
March 28th 5:30 PM
Meeting Minutes

Members Present
Jim Blickensdorf – Grazie Italiano, Council Appointee
Josh Desmond – Asst. Director of Planning, City of Bloomington
Donna Disque – Mardon Salon, Mayoral Appointee
Adrienne Evans Fernandez – At Large Appointee, Council Appointee
Faith Hawkins – Elm Heights Neighborhood Association, Council Appointee
Mark Need - Meter Zone Resident, Mayoral Appointee
Mary Jo Shaughnessy - Blue Ridge Neighborhood Association, Mayoral Appointee
Steve Volan – City Council Appointee, *ex officio*

Members Not Present
Randy Lloyd - Not-for-profit appointee representing Trinity Lutheran Church

Also Present
Scott Robinson – Planning Services Manager, City of Bloomington, *staff support*

Opening Remarks
Steven Volan called the meeting to order. By unanimous consent, nominations were moved to the last item on the agenda.

Approval of Minutes
Faith Hawkins moved for approval of the minutes, seconded by Jim Blickensdorf. Motion approved by voice vote, 8-0.

Reports from Commissioners
Introduction of New Members
Mary Jo Shaughnessy, a nurse employed at the IU student health center and resident of Blue Ridge. Mary Jo Shaughnessy remarked that her main frustration is that apartment complexes continue to be approved and built without additional parking; that there seems to be a need for expansion of biking, and a need more parking. She's particularly interested in transit issues and is a Mayoral appointee for residency of the City, overall.

Mark Need is a law professor at IU's Mauer school. He's practiced law for over 15 years. Currently in M&A at Mauer. A local business owner, Mark is the owner of the Sperry building, the Princess Theatre building and operator of Suites 118. He and Candace Finch are partners in a new wine/coffee venture opening the downtown square later this year. Mark expressed concerns about the impact of the meter zone on restaurants and commerce in the downtown area. As a resident of downtown, he is a Mayoral appointee representing residents of the Meter zone.
No other reports from Commissioners.

Report from Staff

Scott Robinson reported on activities on other board and commissions indicating that the Traffic Commission has been discussing issues which may overlap with the interests of the Parking Commission. Specifically, a number of amendments to Title 15 of the Bloomington Municipal Code. Scott discussed Title 15 which regulates the City code on parking and reported that Traffic Commission is discussing sun-setting the neighborhood parking program. The intent of the program was to create reserved on-street parking for residents who required accessible parking, however, since some of the spots are on unimproved or unsuitable locations which fail to meet the Proposed Accessibility Guidelines for Pedestrian Facilities.

Scott reported that Traffic is also looking at other accessibility issues which will be addressed in their recommendation to council later this year. Traffic is currently working on the resolution which will goto the Common Council after the coordination with legal and the Common Council has been completed.

Faith Hawkins and Adrienne Evans Fernandez both commented that the Parking Commission should engage proactively, as the proposed amendments to Title 15 and the purviews of each commission overlap.

Scott Robinson reiterated that he will be the central point of contact for parking data requests from Commissioners.

Public Comment

No-one from the public was present.

Discussion of the Parking Commission By-Laws

Steve Volan recapped last month's discussion of the By-Laws. In February, the decisions on the number of votes required to carry a motion was informally tabled. Steve Volan moved and Jim Blickensdorf seconded to suspend the rules to begin a discussion of the draft of the By-Laws. Motion approved by voice vote, 8-0.

Jim Blickensdorf began a discussion section II.8. The original draft of II.8 specified that motions would be carried by a majority of members present, which as drafted, required a minimum of three votes to carry a motion. During the February meeting, Steve Volan explained that Solid Waste routinely conducted business by three votes, as the meeting were sparsely attended. Faith Hawkins raised an objection and suggested a requirement of a minimum of four votes in the affirmative to carry a motion. The commission discussed both options, with Faith Hawkins and Mark Need proposing that II.8 be rewritten as, "In no event shall less than four votes cast in the affirmative carry a motion or adopt a Resolution of the Commission." The consensus of the group was such that public business should not be conducted be one-third of the members appointed to the Commission, and that since parking has such a great impact on the community, a minimum of 5 members, a majority of the Commission, should be present to conduct business with a majority, four, voting in the affirmative to carry a motion or adopt a resolution.

For clarity, the phrase "No member may be forced to vote." was moved to the end of the paragraph. The final language of II.8 appears below.

II.8. Votes. Each voting Member shall be entitled to one vote. Routine business may be conducted by voice vote. The outcome of a vote shall be determined by the majority of the serving Members present and eligible to vote and voting. In no event shall less than four votes cast in the affirmative carry a motion or adopt a Resolution of the Commission. A member who wishes not to vote may remain silent during a voice vote or roll call vote, or may submit a blank ballot during a ballot vote. No member may be forced to vote.

Faith Hawkins moved to accept II.8, as amended, seconded by Jim Blickensdorf. Motion approved by voice vote, 8-0.

Scott Robinson proposed the idea of a true proxy. The commission discussed the pros/cons and reached a consensus that for now, we'd leave that idea out of the by-laws.

Jim Blickensdorf moved to suspend the rules and adopt the by-laws, as amended, Faith Hawkins seconded. Motion approved by voice vote, 8-0.

Business Not the Subject of Resolutions

Steve Volan provided a summary of the request made by the residents of the Garden Hill district, and explained that they have petitioned for a neighborhood zone that would be enforced on nights and weekends. Steve Volan met with both the City Controller and the Chief of Police to discuss Garden Hill's concerns. Steve Volan shared a copy of an email from Chief Diekhoff, detailing stepped-up enforcement between the hours of 9am-5pm in that area. While this is not exactly what the Garden Hill requested in January, the Commission may gain a better sense of the scope of the issue and enforcement challenges over the next several months.

Faith Hawkins suggested that BPD report findings on this issue by the end of July.

Resolutions

Steve Volan introduced resolution 17-02, a resolution to "Gather All Data Necessary for an Annual Parking Report." The resolution serves a formal request to the City Clerk, City Controller, Department of Public Works and Police Department for data relating to residential neighborhood zones, garages and lots, and meter data. Jim Blickensdorf moved to suspend the rules and adopt the Resolution, seconded by Steve Volan. Resolution adopted by voice vote, 8-0.

Election of Officers

Donna Disque nominated Jim Blickensdorf for Chairperson. The nomination was seconded by Faith Hawkins. Nomination approved by voice vote, 8-0.

Jim Blickensdorf nominated Adrienne Evans Fernandez for Vice Chairperson, seconded by Donna Disque. Nomination approved by voice vote, 8-0,

Donna Disque nominated Steve Volan for Secretary, seconded by Mary Jo Shaughnessy. Nomination approved by voice vote, 8-0.

Adjournment

Motion to adjourn at 6:55pm by Mark Need, seconded by Adrienne Evans Fernandez. Next meeting is a work session scheduled for April 11th at 5:30pm in the Dunlap room.

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Study finds plenty of parking downtown

Citizen group also recommends metered spaces around courthouse square

by Sarah Morin
December 7, 2006
331-4363 | smorin@heraldt.com

Kruzan

A new, citizen-driven downtown parking report has found that Bloomington's three parking garages are under-used, usually only half-full.

It calls for a major overhaul of the city's parking system, including a switch from reserved to permit spaces in city garages and a change from free parking with time limits to a metered system around the courthouse square.

The comprehensive report with color charts was done by the group Bloomington Transportation Options for People, which shared its results this week with city and elected officials.

Mayor Mark Kruzan said he doesn't disagree with the group's findings that the parking garages aren't full, and that changes may need to be made.

"We don't want numbers to show 100 percent," he said. "There's a difference between underutilized and undersold."

But he's turning to professional consultants for a separate study on the perennial issue of downtown parking.

At issue is what priority parking should have and how much is needed in Bloomington's downtown as an influx of people relocate there to live in the crop of new apartments.

For some residents, including members of Bloomington Transportation Options for People, there's plenty of available parking and too much emphasis on the car as the primary mode of transportation.

Kruzan commended the group, which was started to promote transportation alternatives to cars.

"It's citizen input at its best," Kruzan said Tuesday.

He called it a great starting point for discussion of the future of downtown parking.

Copies of the report will be given to Walker Parking Consultants, which has been hired for $55,000 to conduct its own study, also with recommendations for improvement. The contract will provide a five-year operating statement.

The Walker report will be shared in February at a town hall-type meeting.

As for the citizen group report, members surveyed the garages four times a day during seven days this fall.

Buff Brown said the survey shows that the peak time at the three garages are Friday mornings, when they are about 52 percent full. There are 1,242 total spaces at all three garages, according to the report.

"Prior to this, everyone thought the parking garages were full," Brown said of the survey.

He said that the garages provide plenty of parking and there's no need for additional garages.

Brown also said the city should change the garages from a reserved-space system, where spots are designated for specific customers, to a general permit system.

Brown and the group would also like to see free street parking on the square switch to metered parking.

"It would relieve the perception of no parking downtown," he said of the group's proposed changes.

Citizen groups and city officials aren't the only ones discussing parking.

Council members will be reviewing the topic this month with the Uniform Development Ordinance, the package of zoning updates that includes parking requirements for certain residential projects.

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Downtown parking forum brings out dozens of speakers

Public input still being taken as part of city-commissioned study

By Bethany Nolan 331-4373 | bnolan@heraldt.com
January 26, 2007

Dozens of people spoke Thursday night at a public forum about parking in downtown Bloomington.

The forum was conducted by Walker Parking Consultants as part of a $55,000 study commissioned by city officials. The study is expected to be completed in February.

Jeff Colvin, a consultant with Walker, said Thursday his firm will complete five tasks with the study: Offer a needs assessment, do a parking policy and system review, offer an analysis of alternatives, give preliminary financial figures and host Thursday's public forum.

"We're very early in the process, in the information-gathering phase," he said. "Public input is vital."

During the forum, residents called for a park-and-ride system to make it easier to get downtown without a car, and for additional bicycle parking.

Others asked that free spots around the square be evaluated and perhaps turned into metered spaces.

Buff Brown, of Bloomington Transportation Options for People, offered the results of a study the local group did that showed three of the city's downtown parking garages are underutilized and usually only half-full.

The city is subsidizing parking in those garages to the tune of nearly a half-million dollars annually, he said.

City council member Steve Volan said he'd gotten similar numbers from city officials, saying, "No matter how you slice it, you'll find we're subsidizing (parking)."

Others gave personal examples of downtown parking problems.

Cass Owens, associate director at the Monroe County Public Library, said about 3,000 people a day visit the downtown facility.

She referred to parking as the "p-word," and said a lack of spaces was the No. 1 customer complaint. People often come with small children and heavy bags of books, prompting a need for parking close to the facility, she said.

Uptown Cafe owner Michael Cassady said, "Parking's been a big issue. It's a constant."

Colvin said comments received at the forum and those received at the city's Public Works Department prior to Feb. 5 will be taken into consideration as part of the study.

Your two cents

If you couldn't make Thursday night's public forum about a downtown parking study currently being conducted by a consulting firm, don't worry. Comments are being accepted until Feb. 5.

Send comments by mail to Public Works Director Susie Johnson, City of Bloomington, P.O. Box 100, Bloomington, IN 47401 or by e-mail to johnsons@bloomington.in.gov.

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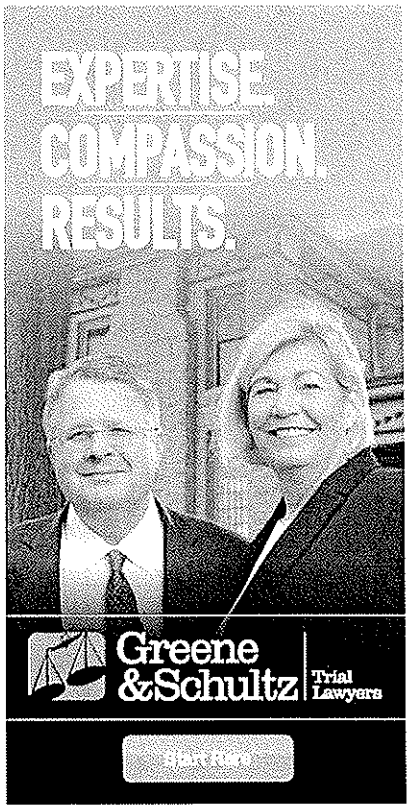

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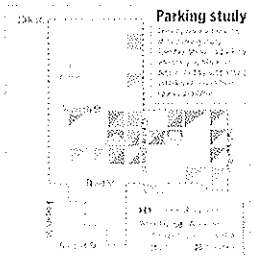
Parking study leaves questions unanswered

Kruzan wants more information added to final draft

By Bethany Nolan
February 28, 2007

331-4373 | bnolan@heraldt.com

File attachment: PDF: Downtown parking study



A downtown parking study doesn't appear to call for any new garages, and recommends the city improve how it manages its current parking supply.

But Bloomington Mayor Mark Kruzan said Tuesday the study doesn't answer all his questions and he's asking for more.

Kruzan said he doesn't think the study addresses portions of what it was supposed to do, including whether a site at Fourth and Washington streets is appropriate for a parking garage — talk of which helped spark the study in the first place.

"To me ... that needs to be included," he said.

Kruzan said he's spoken with the consulting firm that did the study and asked the information be included in the final draft.

"The only clear conclusions that stem from the report are the need for better management of our off- and on-street spaces and the need to push long-term parkers to garages," he said. "The report is long on ideas but short on solutions."

Travis Vencel, president of Heartland Development Group, which is handling the development of Finelight, said the study includes good data but said he also has questions.

For example, the study doesn't take into account plans for a Finelight building downtown, which would likely accelerate the growth projections included in the study, he said.

"In short, the information in the report supports the need for parking downtown," Vencel said. "I think the city and us have the same questions for the consultants. I'm looking forward to posing those and getting some answers."

The build-up

Talk of a new downtown garage surfaced after local advertising agency Finelight declared its intention to build its new headquarters at the corner of Washington Street and Kirkwood Avenue but said it won't do so unless there's enough parking.

The company wants to grow to employ around 250 people. That means the company that now has 120 spots in a downtown garage will need more parking.

The city wasn't ready to commit to a new garage plan before the $55,000 parking study was complete.

Finelight has filed plans with the city for a five-story building. It offered two versions, including one that's more environmentally-friendly.

Both versions would be between 45,000 and 48,000 square feet and include retail space on the first floor and office space in the upper levels.

The study

The 113-page draft study analyzing parking issues was made available to the public late Monday. It covers 56 blocks in the city's central business district, or about 8,229 spaces.

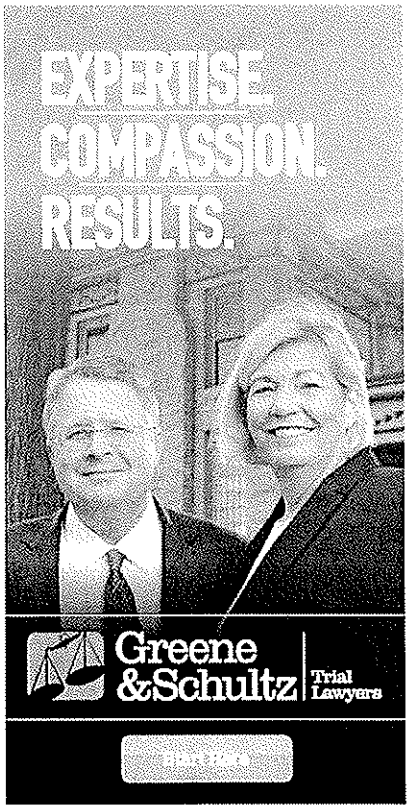
Peak parking for the 56 city blocks included in the study was reported at 63 percent. However, about 24 blocks are more crowded than that, the study said.

"While the occupancy level as a whole does not indicate a lack of parking supply, there are areas within the study area that experience high parking occupancy," the study said.

Most of the blocks with either shortages or tight parking availability are within the central core of downtown or are near Indiana University, the study said.

Using growth scenarios, the study said there will be a parking deficit within five years.

The study also offered several recommendations. They include:



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- Better signage to direct motorists trying to park on-street to parking lots and garages.
- Creation of a downtown shuttle program.
- Implementing graduated fines to deter repeat violators.
- Limit or eliminate guaranteed reserve spaces by issuing "hunting" permits similar to Indiana University's permit system.

Other recommendations include painting the ceilings of garages white, making sure they're well-lit, installing vending machines and implementing a "Parking Ambassador" program that emphasizes a hospitality approach to enforcement.

What's next?

Here's the timeline: Kruzan hopes residents will offer corrections to the draft plan by 5 p.m. Friday.

The city then hopes to return the draft to Walker Parking Consultants within 10 days. Walker has a week to get the final plan back to the city.

The city will then accept public comment on the final plan, and recommendations from the city will be ready in time for the 2008 budget process.

However, Kruzan said any decision on a parking garage would be made prior to the budget process.

Want more on parking?

The city of Bloomington has posted the draft downtown parking master plan online at www.bloomington.in.gov.

The 113-page report, prepared by Walker Parking Consultants, analyzes current and future downtown parking needs.

Residents are encouraged to review the draft and submit corrections to Department of Public Works director Susie Johnson at johnsons@bloomington.in.gov.

Public comments will be taken at a later date. Corrections must be received by 5 p.m. Friday.

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Study: Parking problem not as bad as people think

H-T Report

May 30, 2007

A long-awaited final study looking at downtown parking still says there's plenty of capacity, but the public's perception is that there aren't enough spaces.

The final version of the city-commissioned $55,000 study was completed by Walker Parking Consultants. The study was received by the city last month, but only posted on its Web site late last week. Bloomington Mayor Mark Kruzan said his administration took time to analyze the document and expects to make a parking announcement in two weeks. He said that announcement could include a decision to outsource management of the city's current garages.

The study said the city's observed parking occupancy peak is only 63 percent of capacity, but about 24 blocks within the 56-block study area experience parking shortages — mostly in the central core of downtown and near Indiana University. "Patrons in these blocks are likely to perceive parking as a problem," the study said.

The study continued: "As a whole, the current perception of inadequate parking is not supported by the observed occupancy counts. This may be because on-street parking is so user-friendly that people tend to use these spaces first and only use the off-street parking lots as a last resort. The result is constant traffic congestion on-street, which creates the illusion of a parking shortage."

The final study also provides details about alternative locations for a new parking garage, including at Fourth and Washington streets, 11th and Rogers streets and two possibilities for Sixth and Lincoln streets.

The Fourth and Washington site would be a four-level structure with an estimated 300 spaces, and would cost about $4.5 million to build. The site at 11th and Rogers would be a four-level structure with an estimated 1,105 spaces and would cost about $17.7 million. And the first possibility for a structure at Sixth and Lincoln would be three levels with 100 spaces at a cost of $1.8 million, while the second would be a three-level structure with 195 spaces that would cost about $4 million.

The study offered some detail about the dollar signs — a free-standing parking facility with 400 spaces after five years is projected to bring in about $397,000 in total gross revenue per year and cost about $73,000 per year in operating expenses, leaving $324,000 in projected net operating income.

Other recommendations included in the study are: more and better signage for people trying to park, putting in parking meters downtown, painting the city's current garages to make them feel safer and more comfortable and creating a shuttle program downtown to include full-time regular routes between parking locations.

What do you think?

Subscribers are invited to comment online on this and other stories. See more about the parking study and tell us what you think about downtown parking and Finelight's decision .

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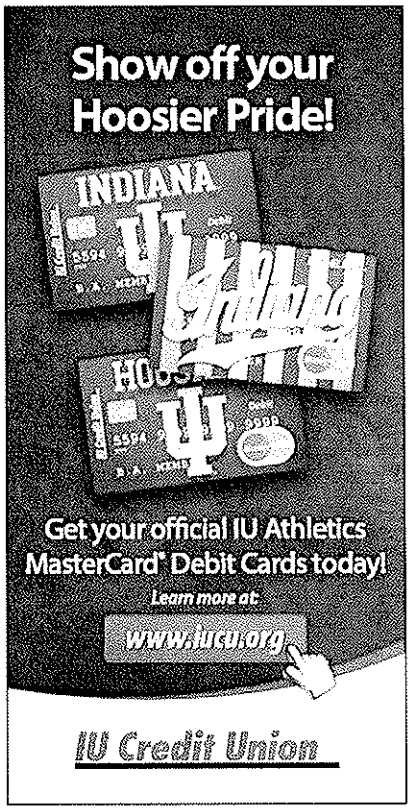

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Local groups pushing for better management of parking garages

Better operation of garages a common theme

By Sarah Morin
June 1, 2007

331-4363 | smorin@heraldt.com

A parking study requested by Bloomington Mayor Mark Kruzan isn't the only document tackling the perennial parking issue downtown.

Two separate groups submitted recommendations to Kruzan about how to improve parking downtown, knowing that the outside firm Kruzan hired for $55,000 would be working on a study. A common thread between the two documents — one by the Greater Bloomington Chamber of Commerce and Downtown Bloomington Inc. and the other by Bloomington Transportation Options for People — is the push for better operation of the existing three public parking garages to allow for more "hunting permits," or nonreserved spaces. But the plans vary. The chamber report also calls for building a new parking garage, whereas the BTOP report says another one isn't needed.

The debate about downtown parking picked up speed this week as Finelight, a downtown advertising agency, announced it will leave downtown in order to meet its short-term needs of parking and space. The local business wanted to expand its headquarters downtown at the corner of Washington Street and Kirkwood Avenue, but said it can't unless there's enough parking. The company had talked with city officials about an adjacent parking garage.

Kruzan has said that the city can't build — or subsidize with taxpayer money — a parking garage for a developer without knowing that it's necessary. That's when the outside firm was hired to conduct a parking report, which does not mention Finelight by name. The final report has been completed, and a comprehensive plan from Kruzan is expected soon.

Ron Walker, president of Bloomington Economic Development Corp., hasn't heard what the recommendations will be from the mayor's office. "All I can say is infrastructure in the downtown is incredibly important to attracting and retaining businesses there," Walker said, and parking is infrastructure.

While Kruzan won't discuss specifics of a new downtown parking plan until an upcoming announcement, he has said that all three reports show that the garages are under-utilized and can be better served with more "hunting permits."

To change garage operations is a no- to low-cost fix that should be implemented now, said Ron Stanhouse, owner of Crazy Horse restaurant, who was involved with the Chamber parking report. But he said all the recommendations, such as more metered street parking and a garage, should be implemented to plan for more downtown growth in the future. While Stanhouse and the others behind the Chamber report want an additional garage, the question is where to put it and how to be equitable to downtown businesses that want to be close to it.

"The downtown has grown incredibly well," Stanhouse said, citing plenty of new investments. "I think it's reasonable to assume that will continue."

While BTOP agrees with the goal of a vibrant downtown, the group disagrees that a parking garage is the best way to get there.

"People do not live or work in parking spaces, nor do they come to visit parking spaces or parking garages. Parking spaces are not destinations," the group's report said.

Buff Brown, BTOP president, said priorities he'd like to see the city move quickly on include putting parking meters on downtown streets and finding a better way to manage its three garages. He believes that metering will move downtown employees out of parking spots and either into garages or push them to bike or take public transit to work, and that managing the garages will reorganize how downtown parking works.

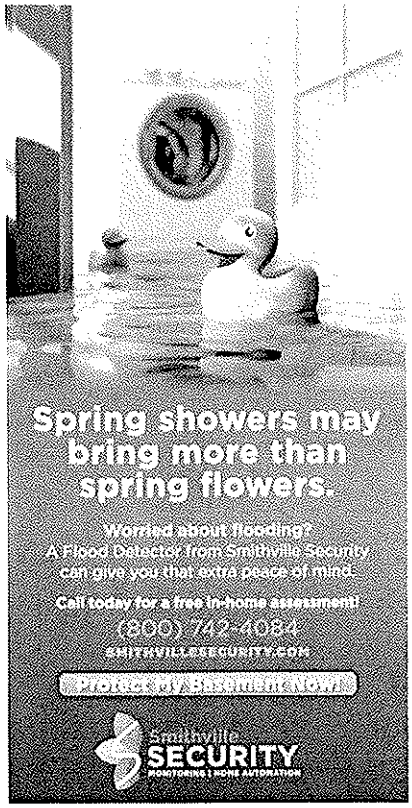
"After we see how that works, then we'll regroup and go from there," he said.

Brown said he'd also like to know more details about an outside company managing the city's garages, which Kruzan has said is a possibility. "If it's out of the city's control, we lose control," Brown said. "I think it's do-able. We can solve the problem as a city, and we can get the benefit rather than somebody else profiting from managing those spaces."

He continued: "BTOP doesn't want a new garage, but we do want problems to be solved. We're willing to be part of that solution." Brown said the group also supports keeping Finelight downtown. "That's the kind of development downtown needs."

Jim Murphy, president of CFC, who also was involved with the Chamber report, said a package of recommendations needs to be implemented, not just one quick fix, in order to plan for future downtown growth.

While the downtown parking issue is hot right now, Murphy said that's a good thing because that hasn't always been true. "Twenty years ago, that wasn't the case. You could park anywhere on the square," he said.



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He said parking is critical to development or redevelopment projects and their viability. He pointed to Graham Plaza and the south side of the square, or Fountain Square Mall, as examples — two of the biggest downtown redevelopment projects — which were overseen by CFC in the 1980s.

Another downtown business owner sees the crop of private student housing projects in the area as his biggest concern. As owner of The Bakehouse and The Scholar's Inn, Lyle Feigenbaum said it's great to have more people living downtown, but there has to be appropriate parking for the new residents. Last year, Feigenbaum pulled employees — and their 10 to 20 cars — out of downtown and moved them to a new production facility on North Ind. 37. One of the reasons: the company needed parking for the trucks.

Meanwhile, his downtown operation continues to do well.

"My barometer is my business. The Bakehouse is strong as ever," Feigenbaum said.

Reporter Bethany Nolan contributed to this report.

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Bloomington City Council OKs higher fees for parking garage permits

1-way stretches OK'd for Smith Avenue, Lindbergh Drive

By Michael Malik
331-4370 | mmalik@heraldt.com

November 4, 2010, last update: 11/4 @ 10:46 am

Proposed parking permit fee increase

	Current	Proposed	Current	Proposed
Reserved space permits	$69	$76	$52	$57
Nonreserved space permits	$64	$67	$38	$40

AVAILABLE SPACES IN EACH DOWNTOWN GARAGE

Kirkwood & Walnut	12 hr/5 day reserved	25
	24 hr/7 day non reserved	100
Market (Grant-Morton)	24 hr/7 day non reserved	459
	24 hr/7 day reserved	35
Ave (4th & Walnut)	12 hr/5 day non reserved	212
	12 hr/5 day reserved	81

Stewart Moon | Herald-Times

Correction

The Bloomington City Council did not approve in its Wednesday meeting any changes to the speed limit on Tapp Road as indicated in this story.

Fees for some of the permit spots in the city's parking garages will be increased starting at the beginning of 2011.

The Bloomington City Council narrowly passed a measure Wednesday night increasing fees for the reserved and nonreserved parking spaces in the city's three parking garages starting Jan. 1. The increase will be between 5 and 10 percent per month. Metered spots were untouched.

For example, a constantly reserved space is currently $69 a month and will be $76.

Council members Chris Sturbaum, Tim Mayer, Susan Sandberg, Andy Ruff and Mike Satterfield voted in favor of raising fees. Council members Dave Rollo, Brad Wisler, Isabel Piedmont-Smith and Steve Volan voted against.

Several other changes were made to the Bloomington municipal code Wednesday night relating to how vehicles use city streets.

Bloomington City Council members approved making Smith Avenue one-way west between Washington and Walnut streets. They also approved making Lindbergh Drive one-way south from 17th Street to 70 feet south of 17th Street. The traffic pattern will return to two-way traffic south of that one-way area.

While these one-way changes have been in place for some time, it was on a temporary basis. The city council's vote Wednesday night made the changes permanent. These changes were approved nearly unanimously, with Volan voting against them.

The Project School made the Smith Avenue request and many people from the school spoke in favor of making the change permanent Wednesday night.

Laura Marcum, a 10-year-old fifth grader at the Project School, said she wants traffic to flow west one-way permanently, because it's safer than allowing two-way.

"Someone will get hit," Laura said. "I just really want to keep our school safe and children safe."

Susie Johnson, the city's public works director, said making Smith Avenue one-way westbound will allow children to get out on the right side of cars and not cross the street to get to the school.

"This is much safer for the schoolchildren," Johnson said.

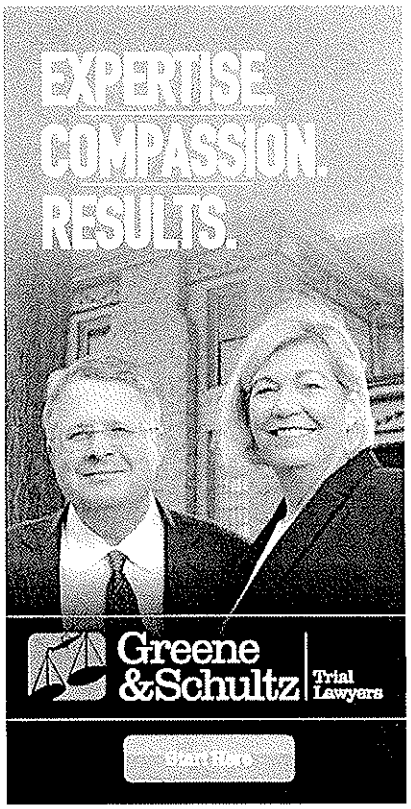
In the proposed changes were two related to the speed limit on sections of Tapp Road and West Third Street. One request was to increase the speed limit from 30 mph to 40 mph on Tapp Road between Ind. 37 and Adams street. The other request was to decrease the speed limit on West Third Street between Rogers and Walker streets from 30 mph to 25 mph.

Both requests were approved by the city council by a vote of 7-2. Volan and Satterfield voted against the measure.

Council approves increases in parking garage permit fees

Monthly fee for reserved space permits:

24 hour/7 day: Current $69; new $76.



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6 a.m.-6 p.m./Monday-Friday: Current $52; new $57.

Monthly fee for nonreserved space permits:

24 hour/7 day: Current $64; new $67.

6 a.m.-6 p.m./Monday-Friday: Current $38; new $40.

Available spaces in each downtown garage:

Band (Seventh and Walnut): 12 hour/5 day reserved, 85; 24 hour/7 day nonreserved, 190.

Market (Seventh and Morton): 12 hour/5 day reserved, 30; 24 hour/7 day nonreserved, 489.

Art (Fourth and Walnut): 12 hour/5 day reserved, 81; 24 hour/7 day nonreserved, 210.

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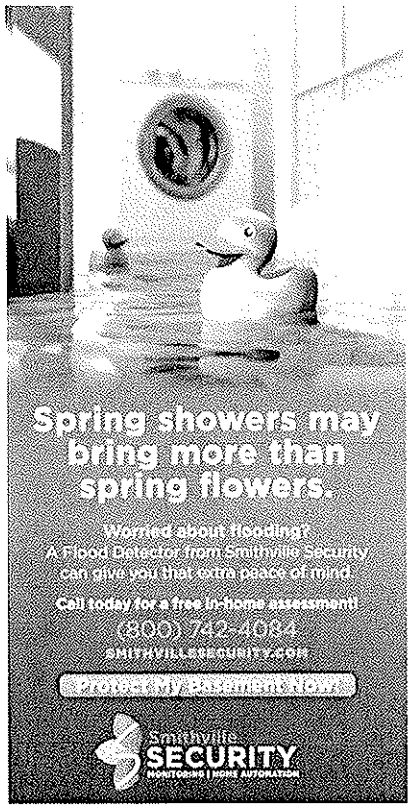
Businesses wary of parking plan

After years of efforts to bring people downtown, will lack of free parking keep them away?

By Kasey Husk
331-4243 | khusk@heraldt.com
September 7, 2012

click photos to advance (3 photos)

Roy Farris, an employee of EvensTime, installs a new parking pay station on Morton Street in this photo from May 2011. The kiosks accept credit cards or coins and operate in English, Spanish, French and German. David Snodgress | Herald-Times



A plan to bring metered parking back to Bloomington's downtown has proponents saying it will help downtown business by encouraging more turnover, and therefore more availability of downtown parking spots.

But for local business owner Karen Knight, whose counseling office is on North College Avenue, the prospect of bringing paid parking to a large swath of downtown poses a different question.

"If all the efforts were to revitalize downtown, is this going to be a deterrent?" Knight said.

Knight fears that her customers, who right now only complain about parking in the evenings, will go elsewhere if they have to pay to park downtown. It was a concern raised Thursday at one of four meetings intended to gather input from various stakeholders, including elected city and county officials, representatives of the Greater Bloomington Chamber of Commerce and local residents, about the prospect of paid parking meters.

For her part, Public Works Director Susie Johnson said she believes that downtown Bloomington is a "unique animal" and that paid parking will not deter visitors' plans to go downtown. She and Jeff Colvin of Walker Parking Consultants, the Indianapolis firm that conducted a downtown parking master plan in 2007, were on hand Thursday to answer questions and gather ideas for implementing parking meters, a proposal for which will come before the Bloomington City Council before the end of this year.

Residential growth in downtown Bloomington, combined with two planned hotels coming in the near future, have fed concerns about the availability of parking. Proponents say that metering parking, as opposed to free two-hour parking, could help alleviate the "two-hour shuffle." Right now, people who need to park downtown all day simply move their cars to a different block every two hours. The new system would make parking downtown all day less attractive to them.

Simply put, if parking were $1 an hour, it would cost $8 a day for someone working downtown, a cost that would likely make options like parking garages or parking farther away more attractive.

"The purpose of meters is not to generate revenue, though that's a nice side effect," Colvin said at Thursday's noon meeting. "The purpose is to change behavior, to keep spaces turning over."

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Recommendations from Walker Parking Consultants call for parking meters in the area bounded by Rogers Street, Indiana Avenue and Third and Seventh streets, as well as along College Avenue and Rogers, Morton and Walnut streets up to 11th Street.

Christy Gillenwater, president and CEO of the Greater Bloomington Chamber of Commerce, acknowledged that the "two-hour shuffle" has irked some businesses that see parking spaces where customers might park filled up by folks who work downtown. She said paid parking could cost businesses clients who do not want to pay for parking, but could draw others who see that finding a parking spot downtown is easier.

The chamber had a "parking team" back in 2007 that supported the idea of downtown metering, Gillenwater said, but the environment has changed since then as businesses have weathered a severe economic downturn. She said the city needs to take a serious look at many issues if it moves forward with metering, including providing a way downtown for those who must seek parking spots in garages or farther away.

Council members Steve Volan and Chris Sturbaum suggested investing in a bus that could bring people from a parking location elsewhere into the downtown, perhaps subsidized by the revenue generated by the meters.

If the city moves forward with the plan — a proposal is expected before the end of this year — the city would seek bids from companies to purchase the meters and decide then what kind to use, Colvin said. However, the devices would most likely be similar to the multi-space meters on Morton Street near Bloomington City Hall, which allow a patron to insert coins or pay by credit card for a printed receipt that gets displayed on the dashboard.

"All meters would accept multiple forms of payments," Colvin said. "A meter that accepts only coinage is archaic."

Parking time limits?

Still under discussion was how long people would be allowed to park in metered areas, with some raising concerns about whether meters could have the opposite effect intended, by allowing people working downtown to simply keep feeding a meter all day — something Colvin thought unlikely, given that the price of meters would likely be higher than parking elsewhere.

An alternative, he said, could be offering lower rates for the first hour or two and then raising the rates for subsequent hours to deter people from parking in spaces long term.

The city could also consider allowing people to park for free for the first 15 minutes or so to allow people doing simple errands, like picking up dry cleaning, to avoid having to pay for just a few minutes.

Johnson said the city does not yet have an estimate on how much revenue the parking meters could generate for the city, but Walker Parking Consultants will research that information for an updated report that is expected to be completed by the end of the year.

Downtown Bloomington had metered parking decades ago, but the coin-operated meters were removed in the 1970s, according to Herald-Times archives. Downtown merchants worried at the time that having to pay for parking would have buyers looking to do their shopping elsewhere, a fear that appears to persist today, at least for Knight and some members of the chamber of commerce who are opposed, Gillenwater said.

Johnson, however, believes the change would be beneficial for downtown business.

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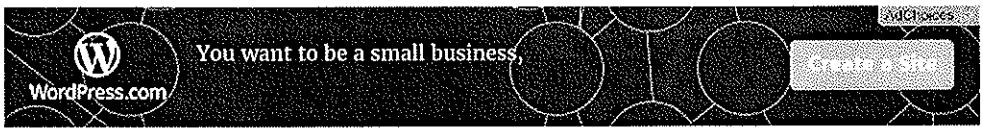

Paid parking plan opposed by many downtown Bloomington merchants

By Jon Blau
October 25, 2012, last update: 10/25 @ 12:28 am

331-4266 | jblau@heraldt.com

Mary Ann Gingles, owner of Yarns Unlimited, had mixed feelings when John McGuigan of Caveat Emptor bookstore handed her a petition circulating against the city's proposal to add paid parking downtown.

Pitting the business community against the idea, she said, could benefit her two employees, who she already pays $80 a month to park in a garage. It calms her customers, because they have already told her they won't pay to eat and shop downtown if they have to pay to park.

At the same time, Gingles said she isn't actively campaigning for anyone to sign the petition pages at her shop, which McGuigan estimates has reached about 70 businesses in Bloomington, because she is afraid her voice in opposition means little if a plan is already in place.

Roy Farris, an employee of EvensTime, installs a parking pay station last year on Morton Street. The kiosks replaced parking meters near Bloomington's City Hall. They accept credit cards or coins and operate in several languages. Similar pay stations are being discussed for downtown streets. David Snodgress | Herald-Times

While Mayor Mark Kruzan began stating his case for paid parking downtown at a forum last week, the business community has begun to unite behind hundreds of signatures in a petition against the proposal. But owners of local retail stores and restaurants, including Gingles, are not optimistic a debate for or against "smart meters" on the square is coming to their doorsteps.

"We are the one that's trying to make the downtown, not the city," Gingles said, referencing a meeting between city officials and downtown business owners in August. "But the way they made it sound then, it was like it was a done deal. They said, 'We just want your input.'"

The Chamber of Commerce and Downtown Bloomington Inc. have formed a committee to provide feedback on the proposal. Tuesday, it met to discuss a survey which, beginning Monday, will ask business owners' thoughts on how to implement "pay stations," a term the committee is now using in place of "parking meters."

The group, according to Liz Irwin, public policy coordinator for the chamber, hopes to have survey results ready for the city by mid-November.

Local businesses are not only worried paid parking will drive away customers, but are also wary of the effects it could have on their employees who drive to work. If part of the city's effort is to reduce the number of employees parking on the street, and city employees have places they can park for free, Gingles said she would like similar considerations to "subsidize" parking for people who work downtown.

Eric Havill, owner of the Opie Taylor's restaurant, said he hadn't "heard a single peep" from the city about the paid parking proposal until recently, and he called the idea of making busboys and waitresses pay for off-street parking "a slap in the face."

Talisha Coppock, executive director of Downtown Bloomington, said there have been discussions about "part-time" passes for businesses and its employees.

"Myself, am I going to have to pay five, six or seven dollars to park every day?" Havill said. "That doesn't help anybody out. Anybody can buy their own space, you know, but how many people have money lying around to buy their own parking space?

"I just don't know if people will pay to park. Maybe they will. I would hope the city has done its due diligence. I would hope to think they have done that. But to my knowledge, nobody has come around to talk to any of us."

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The city's plan has been in motion since a study was completed by Walker Parking Consultants five years ago, a report which acknowledged stress on street parking space in certain areas of Bloomington and recommended the installation of meters and an addition of off-street lots and garages into the future. Kruzan has said the city will need to increase revenues if it wants to fund parking projects.

"We want Bloomington to be safe, clean and convenient, and it costs money to get those things," Coppock said. "This is obviously a revenue source, and hopefully the money will be put into downtown."

Janis Starcs, owner of Caveat Emptor, the originator of the anti-paid-parking petition, said he believes it is a "fallacy" that there is a lack of parking available downtown. Nevertheless, a decision on parking will impact his business and he hopes the petitioners will be heard.

"We just think the city should hear about this from us," Starcs said, "and we hope this has not become a done deal, because the powers that be have decided this is a desirable thing to do and what we think doesn't matter — because that's been the impression we have gotten from the city government."

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Paid parking in downtown Bloomington: An issue of dollars and sense

By Jon Blau
January 2, 2013, last update: 1/2 @ 12:54 am

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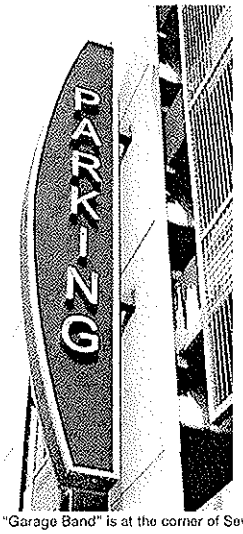


"Garage Band" is at the corner of Seventh and Walnut streets in downtown Bloomington. Jeremy Hogan | Herald-Times

Roy Farris, an employee of EvensTime, installs a new parking pay station on Morton Street in May 2011. The pay stations replaced parking meters, accept credit cards or coins and operate in several languages. The use of similar stations is being proposed for much of downtown Bloomington's on-street parking. David Snodgress | Herald-Times

MORE: Study details downtown Bloomington's parking problem, outlines plan

It is not a question of "if" but "when" paid parking comes to Bloomington, Mayor Mark Kruzan has said.

If the administration has its way, the city council will approve a plan to line downtown with "pay stations" in 2013.

Kruzan's proposal calls for metering as a way to relieve congestion of on-street spaces, and to change Bloomington's culture of "free parking first" to an expectation of paid parking. That will provide a greater turnover of spaces for customers of local businesses while also pushing drivers to support the city's cash-strapped garages.

In the first of a two-part series, The Herald-Times first looks into issues at the three garages and the Walker Parking Consultants' study.

Part II on Thursday will delve into why parking experts see metering not as a tax as much as a social-engineering tool.

3 garages in red; city wants a 4th, privately owned

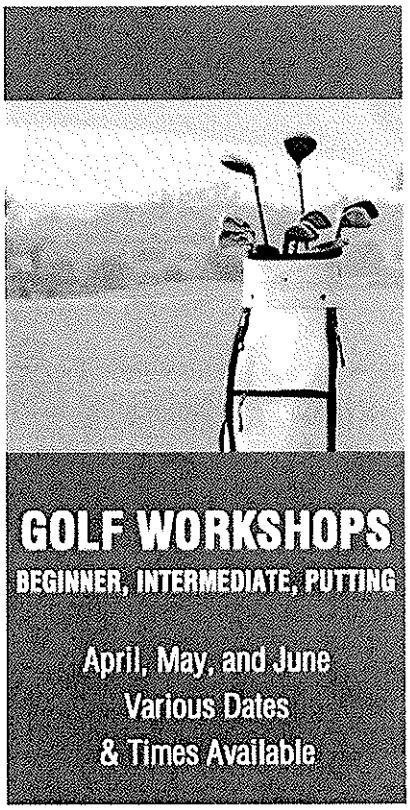
Income from parking fees is expected to increase as a result of proposed changes to the downtown parking culture, pairing $1 per hour street parking with less expensive long-term parking in city garages.

While meters add value to the street, Bloomington Mayor Kruzan's paid parking proposal could also create a much-needed incentive for motorists to use the three municipal garages, which continue to lose money. In 2011, the city's most recently compiled budget, Bloomington's garages brought in slightly more than $779,000 in revenue but cost about $963,000 to maintain.

Statistics from REI, the Indianapolis company charged with managing the garages, outlines why the garages — "Garage Art," at Fourth and Walnut streets, "Garage Band" at Seventh and Walnut and "Garage Market" at Seventh and Morton streets — are in the red. From September to mid-November of last year, Garage Market averaged 58 percent occupancy. Garage Art, at 45 percent, and Garage Band, 42 percent, struggled even more.

Kruzan is pushing for a fourth garage — privately owned — but the city first has to find a way to make its own paid parking properties profitable. Meters on the street would push motorists to use garages. And better revenues from the garages would signal opportunity for a private garage developer.

It has been an uphill battle to keep the city's parking structures from underuse. In 2007, the city hired REI to manage the garages, which public works director Susie Johnson admits were inefficiently run by city parking enforcement. Drivers wanting to rent spaces were backed up on a two-year waiting list under city management, according to Johnson, until



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REI installed a system that made permit holders "hunters" for a number of spaces rather than dedicating reserved spaces on a one-each basis to permit holders.

But increases in revenue under REI's management have not been enough to make the garages profitable.

"We are losing hundreds of thousands of dollars on the garages every year," Kruzan said. "The idea that parking is free is simply untrue."

New management

The city generated less than $800,000 in revenue from the Art, Band and Market garages in 2005, but that total fell to less than $600,000 in 2008, REI's first full year at the helm.

That dip, city spokesman Adam Wason said in an email, was the result of REI's efforts to make garages "more advantageous to customers." For example, the number of fully reserved, 24-7 spaces was reduced in favor of 12-hour, 5-days-a-week spaces, and 24-7 enforcement of meters was suspended in 2006. Also, yearly billing switched to monthly, allowing students to pay only when they were in town for school.

"Students aren't buying July and June anymore," Wason said.

But efforts to cater to the customer failed to bring the garages out from under deficits, and REI's services only add to it. Under REI's second full year in 2009, revenues went up to around $750,000, but the city pays REI a flat $50,000 fee for its management of the garages, as well as more than $180,000 in personnel reimbursements to staff the structures 24 hours a day, according to Johnson.

Smaller scale attempts to boost garage visibility, such as "branding" them with names as recommended in a 2007 study by Walker Parking Consultants, have packed little punch. And while professionally managed, revenues aren't exceeding expenses.

Kruzan has offered a myriad of reasons to move forward with paid street parking — as the economy recovers, he predicts, there will be new and faster development downtown that will bring more traffic and a greater need for turnover on the street — but the move's biggest benefit could be seen in the value of garages and boosting interest in a fourth garage via private investment.

The Walker study recommended a new garage to accommodate future demand and identified four possible sites for it: Fourth and Washington streets, 11th and Rogers streets, and two at Sixth and Lincoln streets. Kruzan's preference is to wait for the demolition of the Bloomington Transit building at Fourth and Washington, but he admits construction is still a ways off.

In the meantime, Kruzan hopes to change the culture of parking in Bloomington. Drivers won't be able to cruise for a free spot in front of their destination — a welcome sight for companies looking to Bloomington as a place to own a garage.

"Free, on-site parking undermines private parking investment," Kruzan said during October's parking forum. "They won't go into a market where the prime parking, the best parking, the one right in front of your destination, is free. No private firm will come to make you pay for the privilege to park on the seventh floor."

The mayor has left specifics of the paid parking layout to the city council, but the Walker study drew up a plan that meters most on-street spots. A majority of those spaces will be controlled by "pay stations," or kiosks that will cover multiple spaces. Individual meters are scattered across town, including the north side of Kirkwood Avenue between Walnut and Washington streets and College Avenue in front of the Hilton Garden Inn.

And while the mayor has not stressed revenue angles in his pro-meter argument, Bloomington City Council President Tim Mayer isn't afraid to be blunt about the need to add to the city's coffers. "What we are really wrestling with are revenue issues," Mayer said. "We have revenue concerns we are looking at and cities have difficulty with how to raise that revenue, being that there are few ways to do it."

The parking fund, which includes garage expenses as well as sidewalk improvements, made budget by less than $27,000 last year, but the garages themselves are six-figures in the red. Part of the goal with metering is to raise revenues to avoid continually dipping into reserves to pay for the garages, freeing up dollars in the parking fund for other projects, such as sidewalks.

Mayer, who has not taken any "straw polls" of council members, said he believes the body will support whatever proposal comes forward. According to Walker, buying and installing pay stations around Bloomington could cost about $1.49 million. The belief, Mayer said, is the meters will pay for themselves and also drive up revenues in the garages by forcing increased use.

But first, Kruzan has to persuade the people of Bloomington to discontinue their anti-paid parking petitions — and pull out the credit card when they park downtown.

"Just as we have already started to manage city garages in a specific, measured and professional manner, we need the tools in place to manage street parking," Kruzan said via email. "Our low costs are actually exacerbating parking problems by encouraging more and more people to use vehicles to access downtown."

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Study details downtown Bloomington's parking problem, outlines plan

By Jon Blau
January 2, 2013, last update: 1/2 @ 12:55 am

331-4266 | jblau@heraldt.com

MORE: Paid parking in downtown Bloomington: An issue of dollars and sense

Five years ago, Walker Parking Consultants mapped out Bloomington's parking needs with color-coded maps.

There are 56 blocks in the study area, numbered and colored, with green designating a block with adequate on-street parking, according to industry standards. Colors follow the spectrum to red, which designates blocks where drivers usually find frustration rather than a place to park.

One map represents a weekday count, the second a weekend day. The weekday map shows half the blocks green, while the weekend map is three-quarters green. While neither map indicates drivers are locked out from parking by overcrowding, when viewed on a more granular level, they do show certain on-street sections are jam-packed.

By Walker's own definition, which set adequate parking capacity as having a "buffer" of at least 15 percent available spaces, Bloomington's downtown met the mark overall, measuring in at 63 percent of capacity at its peak. However, drivers searching for what Bloomington Mayor Mark Kruzan calls "the spot," a space right in front of their destination, might come away fuming, their perception clouded by experience rather than numbers.

Of Bloomington's 56 downtown blocks, 24 registered on-street deficits — that is, having less than 15 percent of total spots available.

For instance, off-street parking spaces in the study averaged 60 percent occupancy while on-street spaces maxed-out at just below 90 percent. The block lacking the most on-street spaces in the weekday count — the Monroe County Public Library area with a deficit of 15 — is indicative of the city's more nuanced parking problem. While the block is one of many colored green by Walker, most of its available spaces are private and not really available to the public.

Other downtown streets can be equally uninviting — by rule. Residential neighborhoods in the immediate downtown area are reserved for resident-only parking during much of the week, offering no relief from the pressure on the parking system. Private lots of adequate size are monitored by towing services that don't hesitate to haul off unauthorized parkers.

Nevertheless, many recently built residential complexes have brought increased numbers of people downtown with far less than a one-bedroom to one-parking space ratio — a concession to developers who say they wouldn't be able to afford to build if they were required to build a parking space per bedroom. Such a requirement would replace leasable space with dead parking space, a strong disincentive for developers to pursue new projects.

These factors, along with expectations of drivers who want to park near their downtown destinations, have filled the streets while spaces go unused in the garages.

Garage Market, at Seventh and Morton streets, had 94 percent occupancy of metered spaces at 10 a.m. on the study's Saturday, when the adjacent farmers' market was in session. But weekday averages show that, at its peak, the garage filled to only 77 percent of capacity.

Moreover, the other two city garages, Garage Band at Seventh and Walnut and Garage Art, a few blocks south at Fourth and Walnut, both struggled to surpass 50 percent occupancy during the entire week.

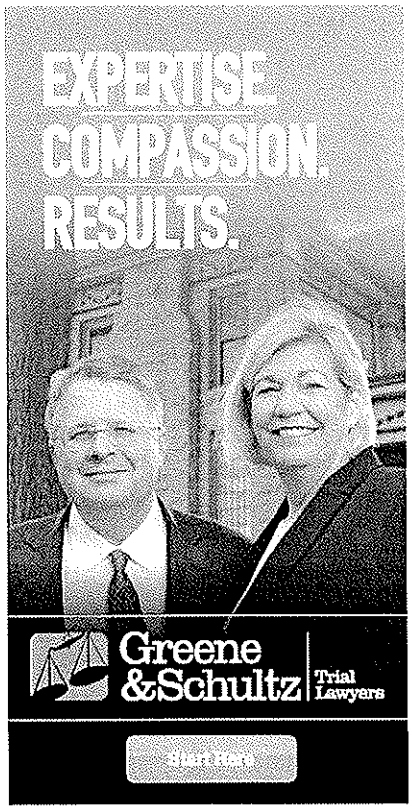
This is not to say drivers are hogging their two-hour, free on-street spots past the allotted time limit; the study showed that $20 tickets are quite the deterrent. But Walker recommends metering because it shifts expectations from free on-street parking to a point where motorists turn first to a garage for a prolonged stay, keeping more metered spots open for drop-in visitors downtown.

The downtown of the future, Kruzan believes, will need the space.

Since the study, 509 new bedrooms have been added downtown, as well as 6,080 square feet of office space and 44,787 square feet of retail, adding to the pressure on parking, Kruzan said. He also argues that streets will only become more crowded as the new Hyatt Hotel and Spring Hill Suites projects are completed.

Bloomington's population has grown 9 percent during the past 10 years, not nearly the 5 percent annual growth the original study based its recommendations on.

But city public works director Susie Johnson said Walker has recently determined — based on an "observation of parking patterns" — that the downtown has surpassed growth models that predicted 38 blocks would have on-street parking deficits by 2012. Factor in plans for infill development, and the addition of new student-oriented apartment



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complexes downtown, and Johnson sees an "intensification of parking demand" that leaves little room for Bloomington's cars.

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CITY OF BLOOMINGTON

PARKING COMMISSION

Resolution 2017-3
A Budget Request to Fund a Parking Study in the Fiscal Year 2018

WHEREAS, the City of Bloomington Common Council in November of 2016 adopted Ordinance 16-22 ("Ordinance") amending Title 2 of the Bloomington Municipal Code;

WHEREAS, the ordinance created the Bloomington Parking Commission, whose powers and duties include, but are not limited to reviewing the performance of all meters, lots, garages, and neighborhood zones in the city's parking inventory, and reviewing the performance of all divisions of City departments devoted specifically to parking management;

WHEREAS, the Commission's duties include making recommendations on 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;

WHEREAS, the Commission may apply 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 the Ordinance;

WHEREAS, Walker Parking Consultants conducted a comprehensive parking study on behalf of the City of Bloomington at the cost of $55,000 in 2006 and an update to the parking study in 2012;

WHEREAS, Walker Parking Consultants has represented that is qualified by training and experience to conduct parking studies;

WHEREAS, the Commission may desire to engage Walker Parking Consultants to render services in connection with preparation of the annual report and the formulation of Comprehensive Parking Policy for the City of Bloomington;

NOW THEREFORE BE IT RESOLVED that the Members of the Bloomington Parking Commission requests as follows:

1. **Request for Budget Item.** The City of Bloomington Parking Commission petitions the City of Bloomington Department of Planning and Transportation to coordinate a request for a one-time budget item for the fiscal year 2018 for the sum of $60,000, drawn from the Parking Meter Fund.

2. **Purpose of Budget Item.** The budget item shall be used to conduct a review of parking habits and for formulating a Comprehensive Parking Management Policy by the Commission.

3. **Disbursement of Funds.** Pursuant to the by-laws of the Commission, funds shall be placed on deposit in accounts designated by the City Controller and disbursed by Resolution of the Commission.

4. **Effective Date.** Funds shall be available January 1st, 2018.

#

APPROVED this ____ day of _____, 20 ____, by the Parking Commission, at a regular meeting of the Bloomington Parking Commission at which a quorum was present and voted.

We the below-signed, do hereby certify that the above is a true and correct copy of the resolution.

X _____
Chairperson, Parking Commission
Jim Blickensdorf,
Council Appointee

X _____
Secretary, Parking Commission
Stephen Volan,
Council Member

CITY OF BLOOMINGTON

PARKING COMMISSION

Resolution 2017-4
To Adopt a Comprehensive Parking Policy Statement

WHEREAS, the City of Bloomington Common Council in November of 2016 adopted Ordinance 16-22 ("Ordinance") amending Title 2 of the Bloomington Municipal Code;

WHEREAS, the ordinance created the Bloomington Parking Commission, whose primary purpose is to develop, implement, maintain and promote a comprehensive policy on parking that takes in account the entirety of, and furthers the objectives of, the city's comprehensive plan;

WHEREAS, the Ordinance also directs the Commission 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 enforcement of parking regulations;

NOW THEREFORE BE IT RESOLVED that the Members of the Bloomington Parking Commission hereby adopts the Comprehensive Parking Management Policy, attached hereto as Exhibit "A".

#

APPROVED this ____ day of _____, 20 ____, by the Parking Commission, at a regular meeting of the Bloomington Parking Commission at which a quorum was present and voted.

We the below-signed, do hereby certify that the above is a true and correct copy of the resolution.

X _____
Chair, Parking Commission
Jim Blickensdorf,
Council Appointee

X _____
Secretary, Parking Commission
Stephen Volan,
Council Member

Parking Commission
City of Bloomington, Indiana

April 2017

Comprehensive Parking Management Policy

The average automobile is parked 95% of the time. While parking is a useful and important aspect of land use and of our transportation system, where and how cars are parked can make a large impact on traffic reduction, growth, historic and neighborhood preservation, and the City of Bloomington's economic development.

Parking is an important public and private asset that should be utilized to support the economic and social health of our community, allocating parking resources according to the highest priority user groups within a particular type of usage while providing space-access predictability and consumer choices, manage traffic impacts, and return revenue for operating costs and future capital investments.

The City of Bloomington Comprehensive Plan calls for smart growth with increased density in the downtown core with mixed uses, promoting alternative modes of transportation such as walking, bicycling, ride-sharing services and promoting the use of Bloomington Transit. Excessive parking supply is incompatible with the strategies and goals envisioned by the City of Bloomington Department of Transportation and Planning and the actions of the Bloomington Plan Commission .

In the downtown core, the Comprehensive Parking Management Policy should encourage a better use of limited and scarce on-street parking, prioritizing on-street parking for short-term visitors and customers of downtown merchants by improved signage and way-finding, real-time parking guidance, and dynamic parking pricing. Increasing turnover of stalls for use by short term visitors may be accomplished by utilizing a combination of dynamic parking rate pricing, limitations on the time parked in a single stall, or a time-graduated on-street rate structure for visitors parked more than two hours. For employees and commuters to the downtown, the combined use of sophisticated shared parking arrangements; employee permit pricing; repurposing of garages and lots, specifying target mix-use for each asset; time-graduated on-street pricing controls, and advocacy for alternative modes of transportation to encourage use of off-street parking, allowing for

greater access to the downtown by visitors and resulting in higher sales per square foot, stability and tax revenues.

In residential neighborhoods abutting the downtown core and Indiana University where on-street parking is in greater supply, the Comprehensive Parking Management Policy should prioritize the parking requirements of the residents of the zone and include regularly reviewing and evaluating (a) existing zone boundaries; (b) parking controls, including the requirements for and number of permits issued per address; (c) the residential neighborhood zone permit rate structure; (d) hours of enforcement across zones of different residential character and resident type; and explore permitted sharing arrangements with non-residents, so that the current oversupply of parking can be more fully used and serve new development, slowing or stopping the growth of parking supply.

Implementing a strategic, comprehensive parking management policy with these specific goals, commitments, and an implementation time-table will bring stakeholders together to share concerns, educate stakeholders about the City of Bloomington's Comprehensive Parking Management Policy and broader development issues, and coordinate the activities of the many different parties and City departments who create or affect, implement, and enforce parking policy in the City of Bloomington.

Comprehensive Parking Management Policy

Statement of Purpose

The purpose of the Parking Commission is, in coordination with decision-makers and other entities as is necessary or prudent: (1) 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; and (2) 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. City of Bloomington Common Council Ordinance 16-22*

Mission Statement

The City of Bloomington Parking Commission is committed to ensuring that existing parking spaces are well used for the designated highest priority users. We contribute to the City of Bloomington's parking management strategy by researching best practices, listening to and involving stakeholders in the decision making process, formulating and recommending changes to the municipal code, and administrative policy which result in:

(a) a reduced need to build parking for future development and

(b) the combination of a high-intensity of use and high sharing of existing parking resources to achieve two primary effects (1) to reduce the quantity of parking occupied for a given population, area, or zone, and (2) increase the efficiency with which space devoted to parking is used.

Comprehensive Parking Management Policy

Reduce Vehicle Miles Traveled (VMT)

The broadest goal of any parking management strategy is ability to connect individual uses and activities together using mobility systems. This accessibility must work for people and for goods. Access is a broader topic than parking because it is provided through travel modes such as walking, bicycling, transit, shuttle, and drop-off as well as driving and parking.

To facilitate access to an area or zone and reduce VMT, the Commission shall

- *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;*
- *reduce time for space search by implementing improved signage, way-finding, marketing, and real-time parking availability to help drivers find a parking space efficiently without cruising for parking;*
- *increase space turnover by managing the occupancy time through the use of 30-minute and 2-hour time limits, increasing the rate at which the most convenient spaces turn over;*
- *review and recommend dynamic pricing which supports some travelers to adopt alternative transportation modes including transit, walking, bicycling, and shared ride services, thereby reducing VMT and parking use;*
- *implement dynamic pricing to achieve a maximum occupancy rate of 85% per block face;*
- *manage the capacity of resident and transient neighborhood parking programs recommending permit caps based on occupancy rates, and graduated permit pricing,*

- *support and provide the ways and means for alternative transportation including better walking, bicycling, shuttle service, bus, and ride-sharing services to reduce use of parking and promote temporary vehicle rental alternatives to vehicle ownership.*

Efficient Parking Service

As the steward of important public and private assets that support the economic and social health of our community, the City of Bloomington has a responsibility to provide efficient and functional customer service.

EFFICIENT USE OF ASSETS

The Commission shall establish priority levels for users and access modes for each parking use type within an area or zone. Providing access, access for specific uses and users may be augmented by:

- *reviewing and recommending placement of 15- and 30-minute loading zones, accessible and other special-use parking;*
- *shared parking between land uses, between sites, and between private and public parking supplies create efficient utilization of existing parking assets;*
- *increasing parking density of parking areas by re-striping parking stalls to a smaller size to produce more parking availability within a given parking area;*
- *defining mix-use targets for off-street garages and lots and recommending policy changes to transition facilities to their highest and best use;*
- *taking advantage of underutilized parking to increase the available supply of parking;*
- *reviewing and recommending to the City of Bloomington Common Council appropriate changes to Title 15 of the Bloomington Municipal Code.*

EFFICIENT CUSTOMER SERVICE

The Commission shall create a brand that makes rules and pricing structures clear, concise and easily understood users of the parking system and implement systems which minimize the necessity of contact between the end user and parking services staff and optimize the customer service experience by:

- *focusing customer inquiries to a single department;*
- *using technology whenever possible to provide clear and concise answer to customer inquiries;*
- *branding of the parking assets and parking services department, reviewing and recommending changes to on- and off-street parking signage, facility identification, way-finding, and implementing real-time parking guidance.*

EFFICIENT USE OF STAFFING RESOURCES

The City of Bloomington's current organizational structure spreads parking services management across seven departments: Public Works, Transportation and Planning, the City Controller's Office, The Office of the City Clerk, the City Legal department, the Common Council and the City of Bloomington Police department. The Parking Commission shall

- *gauge the number of FTEs and resources allocated and spread across the different departments;*
- *determine if a centralized administration and management within a single division and leadership structure best supports the concept of an Comprehensive Parking Management Policy;*
- *research and recommend an efficient, streamlined organizational structure that allows decision making to be centralized and resources to be strategically leveraged.*

Financially Self-Sustaining

The capital costs of parking and on-going costs of operating and maintaining a parking system are substantial. To create an integrated, financially stable parking system, the Parking Commission shall

- *recommend policies that encourage the efficient use of a limited resource;*
- *recommend the price charged for parking, considering the overall costs of the parking system and the costs of capital recovery;*
- *maximize and manage parking turnover;*
- *allocate parking revenue to parking benefit districts.*

Openness with Stakeholders

The Commission shall be committed to openness and sharing of information with stakeholders

- *by placing emphasis on soliciting stakeholders' opinions, which may bridge any gaps between the public perception and reality of the challenges involved in managing the qualitative and intangible issues of an integrated parking management system;*
- *promoting openness is essential as the management of parking systems is a complex operation, seeking to balance conflicting demands, which are often poorly understood by stakeholders with conflicting interests and demands;*
- *the Parking Commission shall actively engage with the community in formulating policy, including Home Owner's Associations;, Neighborhood Organizations; the Greater Bloomington Chamber of Commerce; Downtown Bloomington, Inc.; Indiana University Department of Parking; private land-owners and the employees and employers of Bloomington residents .*

Socially Equitable

Underpriced parking provides a benefit to those with cars, and creates a cross subsidy in wages and the price of goods and housing from those without cars to those with them. Expenditures made to provide parking supply are paid by all residents and shoppers and reflected in lower wages and higher housing prices. The Commission shall:

- *set the price of parking to balance the demands of public parking and economic development in our community;*
- *recommend subsidies for low-income, disabled and elderly users of the parking system;*
- *ensure that enforcement is fair and consistent and not so overly punitive as to discourage trip-generation.*

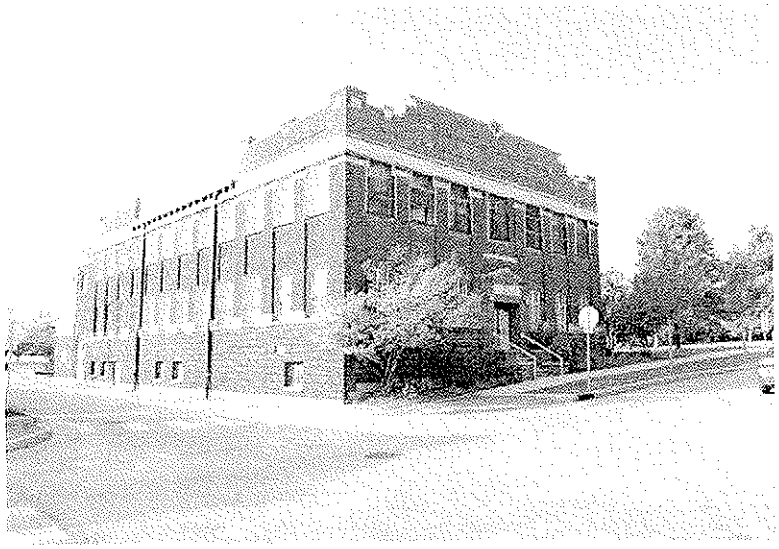
Transparency

To facilitate the publication of its annual report and to support transparent management of the parking system and a predictable rate review and adjustment process, the Commission shall:

- *require a detailed itemization of all parking services budget lines (from all departments) consolidated under a single budget category and master account by the Controller;*
- *report on of all parking services budget line items enumerating all revenue and expenses with sources in a comparative format, at a minimum year-to-year;*
- *determine the true cost necessary to cover the normal operating cost of the parking inventory including supplies, operating fees, maintenance, support and operation of parking systems, including turnover of equipment due to life cycle replacement, and other factors of including growth, as well as a reasonable cost of financing the debt of the system;*
- *develop a set of reasonable comparable cities, including college-driven metros, and routinely track their performance over time.*

Trades District

The Trades District is within Bloomington's Certified Tech Park. This district, located just northwest of City Hall, is a prime redevelopment site and a rare opportunity to revitalize a key component of the City's core. The Trades District offers an excellent opportunity to attract new private investment and jobs to the core of the community. This has the potential to begin diversifying the predominately service-oriented employment base of Downtown with more technical and entrepreneurial business start-up jobs (see the case study from Santa Cruz, California). Accordingly, the City of Bloomington and its Redevelopment Commission have begun planning efforts to create a new business incubator in the Dimension Mill building located within the Trades District. The Dimension Mill project should help catalyze private investment and job creation in the district.



One of the main goals of the Trades District is to create jobs in the technology sector. The Trades District is planned to develop organically over time, with new businesses as a primary use and work force focused residences to help serve and support those businesses. Finally, the Trades District will be environmentally sensitive, with stormwater and green building designs that will highlight how future developments in and outside of the Trades District can be developed that are energy efficient, environmentally low-impact, and provide positive economic results for private job growth and investment.

Conference Center Area

Bloomington's conference center is a strong Downtown anchor and provides a community and regional asset. The Monroe County Convention Center and surrounding properties present another wonderful opportunity for growth of tourism, hospitality jobs, and investment in Downtown Bloomington. A feasibility study, completed in 2012, conducted a trade show schedule survey that illustrated that Bloomington was the second-most-selected conference location in Indiana, behind only the Downtown Indianapolis-Indiana Convention Center. The study also suggested that the conference center could more than double its number of attendees, from 63,000 to roughly 130,000, if it had adequate space to accommodate the demand. To that end, the study identified that an additional 130,000 square feet of conference space could be supported with an adjoining 200-room hotel. The total capital investment for the convention center expansion was estimated to be $38.3 million, and the new hotel would be a $30 million private investment. The economic impact was suggested to be about $18.3 million annually while creating 260 full-time hospitality related jobs. The streetscape improvements to South Walnut Street have prepared the south side of Downtown for redevelopment. Supporting the expansion of the Monroe County Convention Center in conjunction with a new hotel would further sustain this Downtown anchor through its increased ability to hold events and meetings. Concurrently, this expansion would foster and support more diversified redevelopment interests in this area.

Goals & Policies

Policies in this chapter respond to the Vision Statement objectives to
"Nurture our vibrant and historic Downtown as the flourishing center of the community,";
"Enhance the community's role as a regional economic hub,";
"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," and to
"Ensure all land development activity makes a positive and lasting community contribution," and to "Celebrate our rich, eclectic blend of arts, culture, and local businesses."

Goal 4.1 Ensure that the Downtown retains its historic character and small-town feel, encouraging innovative redevelopment that complements and does not detract from its character.

Policy 4.1.1: Balance public investments in infrastructure and technology to support a robust economy and to enhance Downtown Bloomington's status as a regional economic and tourist center.

Policy 4.1.2: Recognize the significance of both traditional and innovative, high-quality architecture in supporting community character and urban design.

Goal 4.2 Encourage attractive, cost effective, and convenient public and private motor vehicle and bicycle facilities.

Policy 4.2.1: Provide sufficient bicycle and vehicular parking in the immediate Downtown area to support vibrant economic activity.

Policy 4.2.2: Update the UDO to address the provision of ride share, autonomous vehicles, and electric vehicle charging stations in future new developments.

Policy 4.2.3: Design vehicle parking areas in light of potential changing mobility solutions, and to reduce stormwater runoff, increase compatibility with street trees, and add visual interest to streets and other public locations.

Goal 4.3 Integrate housing, entertainment, employment, shopping, and commerce in a way that promotes walking, biking, and transit for all ages and abilities.

Policy 4.3.1: Create opportunities for an enhanced residential, retail, and restaurant presence within Downtown that caters to a diverse range of residents and visitors.

Policy 4.3.2: Collaborate with Indiana University and Downtown Bloomington, Inc., to integrate planning efforts.

Programs

- Ensure that affordable housing developments are included in the Trades District and elsewhere in the Downtown area, and that they integrate age- and ability-friendly components.
- Develop measures that limit over concentration of student housing in Downtown to steer market forces towards more non-student and affordable housing opportunities.
- Update and revise the Downtown overlay districts with "form-based code" building forms and massing that relate to the street and the pedestrian, whether through traditional architectural forms or innovative new designs.
- Promote programs to encourage walking, bike sharing, car sharing and public transit among employees or residents within specific districts.
- Ensure ADA compliance in public spaces and incentivize universal design in private spaces to assure the built environment will serve a market of all ages and abilities.
- Create targeted marketing of Downtown in regional markets towards capturing new businesses, as well as those that are considering relocating to Bloomington.
- Provide guidance for urban design guidelines using an architectural inventory of celebrated structures currently in the Downtown area.
- Investigate the option of a design or architectural review committee for Downtown approvals.
- Utilize the City of Bloomington's Gigabit-class fiber Internet services to promote and increase both Downtown business and visitor activity.
- Update the Historic Preservation Commission's 2012 Preservation Plan for Historic Bloomington.
- Enact preservation measures on targeted buildings or areas in Downtown, as identified in future versions of the Preservation Plan for Historic Bloomington.
- Work with the City's newly formed Parking Commission to implement Downtown parking strategies and policies and develop a Parking Management Plan/Program that supports alternative transportation modes.
- Encourage covered vehicle parking in parking lots or structures through the use of tree canopies or photo-voltaic solar panel canopies.

- Task the Parking Commission and Plan Commission to develop a joint planning study that develops guidelines and innovative approaches for improving the aesthetics of Downtown public parking and open space/common areas.
- Conduct a retail market assessment to identify what is currently missing, based on market demand, in the Downtown landscape to help encourage more retail diversity and promote business development.
- Assist local businesses with means of securing additional financial capital to expand and/or remain in Downtown.
- Continue to improve multimodal connectivity with the Downtown area.
- Prioritize opportunities for streetscape and other public improvements that enhance Downtown focus areas and gateways.
- Draft an updated future land use study and facility needs assessment (10-15 year outlook) for the Monroe County Convention Center.
- Develop partnerships with Downtown Bloomington, Inc., the Greater Bloomington Chamber of Commerce, Indiana University, and local real estate organizations to identify potential Downtown redevelopment sites.

Outcomes & Indicators

Outcome: Downtown events are frequent and well attended.

- Number of Downtown public events
- Number of Downtown events visited by both residents and non-residents
- Number of Downtown events visited by attendees, by age range

Outcome: The Downtown business environment is vibrant and sustainable.

- Retail Revenue
- Restaurant Revenue
- Employment levels and salary and wage levels
- Downtown safety incidents and crime reporting
- Public and private capital improvement investments

Outcome: Downtown buildings and sites with blight or disrepair have been identified and remedied.

- Number of properties with code violations
- Percent of properties in Downtown with code violations
- Map of Downtown properties with known environmental contamination issues
- Map of Downtown abandoned properties and/or "shovel ready" clear sites

Outcome: Downtown facilities provide year-round community programming that is age- and ability-friendly.

- Number of Downtown facilities that offer ongoing community programming for all ages
- Number of participants in Downtown community programming by age range

Outcome: Residential growth Downtown is inclusive of all ages and abilities.

- Demographic profile of residential units in the Downtown overlay districts

importantly, approximately 20% of Bloomington's population has a disability. Ensuring greater access to the transportation network can result in better mobility throughout the community for the disabled. By prioritizing our walking, bicycling, and transit networks, more destinations will be more accessible for all residents. Our entire community will receive large returns from transportation investments.

Finally, connectivity within the existing network, and linkages between modes, play a key role in improving a multimodal transportation system. Installing bike racks on transit buses is an easy way to expand the service area for either bicycle or transit users by creating a simple linkage between modes. This can reduce travel times to and from transit stops and increase the area for destinations, compared to a pedestrian using transit. "Smart vehicle" technology is another consideration that can improve the safety and efficiency of the network. Real-time route selection, anti-crash sensing, and self-driving vehicles are examples that offer benefits. The "sharing economy" also contributes to improving the multimodal network. Ride, car, and bike share programs skirt the economic barriers to vehicle ownership and offer very good options over typical mode choices. These are important aspects to incorporate into multimodal transportation planning.

Health Impacts of Transportation

Obesity and physical inactivity are serious public health problems that are related to transportation. According to the Center for Disease Control, approximately 80% of adults do not regularly get the recommended amount of aerobic and muscle-strengthening activity per day. Nearly 70% of adults are either overweight or obese, and childhood obesity (ages 1-19) is also rising across the country. In 2016, for Monroe County, 21% of adults were considered obese. Improvements in the transportation network that encourage walking and bicycling will result in healthier and more active lifestyles.

Transportation crashes also have a significant impact on health. Nationally, in 2014, unintentional accidents were the fourth leading cause of death (136,053); of these fatalities, 35,398 were traffic crashes (Centers for Disease Control and Prevention - National Center for Health Statistics). Locally, from 2012–2014, there were 12,448 car crashes reported in Monroe County, with approximately 21% resulting in injuries, fatalities, and a total of 21 in fatality (BMCMPO 2012–2014 Crash Report). That is an average of over 4,000 traffic crashes per year, or 11 crashes per day.

Around the world, cities and towns are taking a bold new approach to reducing transportation crashes and their

associated injuries and deaths. Vision Zero takes the simple stance that traffic crashes are not "accidents," but rather preventable incidents that can by systematically addressed. By using a multifaceted approach to enforcement, education, better roadway engineering and design, and improved emergency response, Vision Zero has transformed attitudes regarding traffic death and injury to a series of actions that can be changed or prevented. Advocates of Vision Zero note that improved safety is possible without losing freedom or mobility. The program aims to reduce speeding, driving under the influence, and other risky behaviors. Sweden successfully chartered Vision Zero in 1997, and the approach continues to pay dividends in that country today. More recently, the Netherlands and many cities in the U.S., such as New York City, San Francisco, Chicago, and Austin, have implemented similar efforts. The United States Department of Transportation has also launched a Road to Zero coalition with a goal of achieving zero fatalities nationwide within the next 30 years. Bloomington should take note of what this concept has to offer and work to reduce the frequency and severity of crashes on our road network.

Pedestrian Transportation

Bloomington is a walking town. Nearly 15% of Bloomington workers walk to work regularly. This percentage is among the highest in the nation (American Community Survey). Beyond walking to work, nearly everyone is a pedestrian at some point in their day, whether by parking a vehicle and walking to the final destination, walking to a transit stop, or walking the entire way. Despite the fact that most people walk every day for a portion of their trips, few people identify as pedestrians.

Sound planning has helped make walking a transportation option for many Bloomington residents. People are more likely to choose walking when there are places to walk to and the route is safe, convenient, and enjoyable. In order to ensure there are places to walk to, land uses should be mixed in order to develop destinations. To make walking safe and convenient, infrastructure such as sidewalks, paths, or trails need to be provided and well connected. To be sure that walking transportation is enjoyable, street trees, benches, and streetlights should be included in the right of way as part of the transportation system. Interesting buildings, outdoor seating areas, and public art or creative spaces also greatly contribute to pedestrian interest and enjoyment.
For more than 20 years, Bloomington has been actively working to improve walking in the community. In 1992, the Common Council established the Alternative Transportation Fund, which receives excess revenues from the Residential Neighborhood Parking permit program. The City Council Sidewalk Committee oversees the funds and prioritizes projects. The funds are used to improve and build sidewalks across the City in order to enhance walking transportation.

Bloomington will continue to improve walking transportation, and more residents will be comfortable choosing to walk for transportation. Planning and designing for pedestrians results in a town that is more accessible and enjoyable for all. A successful walking transportation system should be comfortable to people in wheelchairs or with other mobility aids, young children, families with strollers, and senior citizens.

Bicycle Transportation

Bloomington residents ride bicycles for transportation, fitness, and enjoyment. According to the 2014 American Community Survey (ACS), 5.3% of Bloomingtonians use a bicycle as their primary transportation to commute to work. This number has been growing steadily as the City has improved its transportation network to better accommodate people on bicycles. Increased bicycling benefits not just for those who bicycle, but the whole community by helping to achieve goals in every chapter of the Comprehensive Plan. These benefits are similar to those achieved through increased pedestrian transportation: reduced traffic congestion, improved health, an activated public realm, reduced environmental impact, encouragement of compact and connected development, improved affordability, and much more.

In recognition of Bloomington's commitment to improving bicycle transportation, the League of American Bicyclists identified the City of Bloomington as a Bicycle Friendly Community with a bronze designation in 2003, a silver designation in 2010, and a gold designation in 2014. Bloomington established a goal to achieve platinum designation, which is held by only a few municipalities nationwide, by 2016. To achieve that goal, a Platinum Biking Task Force was established in 2010 to assess Bloomington's strengths and weaknesses in regard to bicycling and to create a plan for the City to achieve a platinum designation. The resulting report, Breaking Away: Journey to Platinum, was adopted by the City Council in 2011. While Bloomington

was not awarded a platinum designation in 2016, the recommendations of this report and the subsequent Bikeways Implementation Plan are well underway, with a 94% increase in mileage of bikeways, trails, and paths since 2010. In order to achieve a platinum designation and to realize the full benefits that bicycling can offer to the entire community, Bloomington must continue working to provide transportation infrastructure that allows people of all ages and abilities to use a bicycle for transportation.

Bloomington's enormously popular rails-to-trails project, the B-Line Trail, was completed in 2011. The trail links many neighborhoods that did not previously have a separated biking and walking route to Downtown. People use the trail for a wide variety of reasons, from transportation and fitness to festivals and people-watching. The B-Line's strong north-south pedestrian and bicycle connection has led to greater demand from residents for other connections that provide improved safety and comfort for bicyclists and pedestrians; such connections should link people's residences with the businesses, parks, schools, restaurants, and other destinations throughout the City.

Recent improvements to the bicycle and pedestrian transportation network have increased users and general interest. However, safety, level of comfort, and seamless integration with other modes remain significant challenges. Safety is a top priority that benefits every user. Improving the level of comfort for a wide range of users provides more options and is more inclusive regarding age and ability. Seamless integration improves connectivity and accessibility such that all modes are more or less equal overall. Addressing these challenges will be an important focus going forward.

A celebrated aspect of Bloomington is its close cultural association with bicycles, brought to national attention with the acclaimed 1979 movie Breaking Away. The film features the Little 500 bicycle race, an annual IU event since 1951. "Little 5" is one of the most well-known collegiate traditions. Additionally, the Hilly Hundred is a major non-collegiate bicycle touring event held in the area that attracts thousands of bicycling enthusiasts. These and other recreational activities are integral parts of Bloomington's bicycle culture. Leveraging them is a way to sustain and broaden participation in the bicycle transportation network.

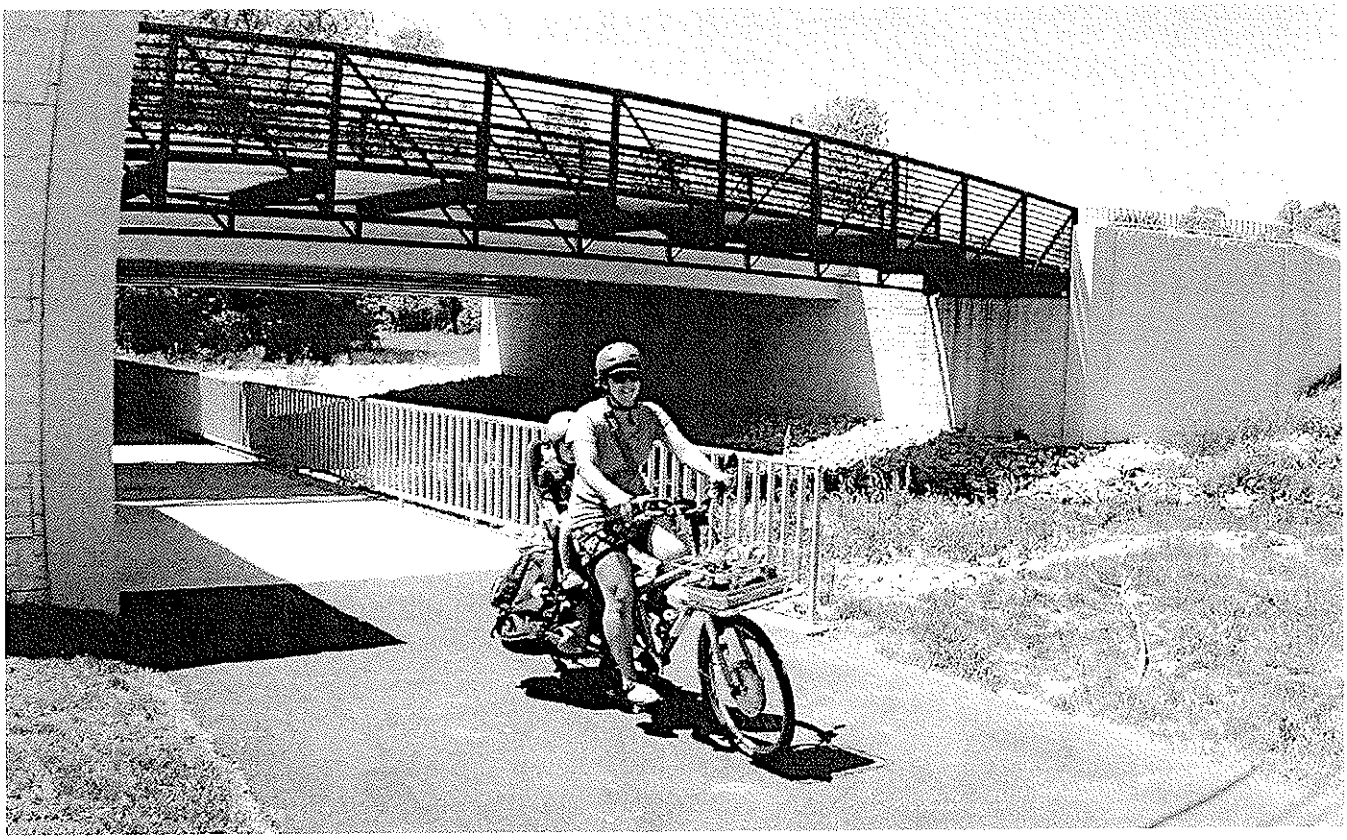


Photo Credit of Mark Stosberg

Public Transportation

Public transportation is an important option for community members. Driving is not always an option; in Bloomington, 11% of residents are too young to drive, and among adults, driver's license rates are decreasing in most age groups. For some, the cost of owning and maintaining a motor vehicle is too high. Efficient and frequent public transportation allows residents of all ages and abilities to function independently, avoid isolation, and access destinations around town.

Bloomington Transit has an impressive track record over the last decade. The agency was named the 2010 Outstanding Public Transportation System in North America. Ridership has increased 72%, from 2.06 million in 2004 to 3.54 million riders in 2014. Bloomington Transit now offers service to previously underserved areas, such as from the Arlington Park area to the Clear Creek Shopping Center. Service has been extended until 11:30 p.m. on some routes, includes Sunday service for a few others, and even includes a "Night Owl" service that operates near the IU Campus until 3:30 a.m. on Friday and Saturday nights. The opening of a modern downtown Transit Center, investments in hybrid buses, and implementation of a live bus-tracker system have also helped to bolster Bloomington Transit's ridership and success. Indiana University's Campus Bus Service and the Area 10 Agency on Aging's Rural Transit also operate within the City of Bloomington and carry many riders each year.

Even with a great performance record and wide support for transit, service gaps remain. Weekend, Sunday, and extended hours can be improved. Headway time, or the time between buses on a transit route, is another consideration as some headway times are an hour. Reduced headway times make transit a more appealing option to consider, especially when they are less than a half hour. Locating multifamily housing, employment, and other intensive land uses near or along transit routes helps to improve access. For example, transit oriented developments (TOD) are high density or multifamily communities that are compact, pedestrian-oriented, walkable, and located within close proximity to transit service. TOD is one method used to consider new development with transit service. Using access to transit as an analysis tool is necessary for land use decisions. It can improve ridership, mitigate traffic, and lower a household's transportation expenses.

Motor Vehicle Transportation

The City of Bloomington owns and maintains more than 230 center lane miles of streets and 82 traffic signals. This infrastructure, complemented by numerous other State and County facilities, provides an extensive network for motor vehicle use. Personal motor vehicles, delivery vehicles, emergency response vehicles, bikes, and public transit all use this network to reach destinations within and around the City.

With the exception of areas of new development, this network has very few opportunities for new connections. Investments in infrastructure for motor vehicles should focus on maintenance, improved efficiency within existing space, and reductions in crash risk and severity.

High motor vehicle speeds are a constant cause for complaints from nearby residents, other drivers, and people using other transportation modes. Speed is a key contributor to crashes involving people walking, on bicycle, and in motor vehicles, and it is directly related to crash severity. Enforcement and education are important for requiring appropriate speeds. We must also design urban infrastructure that lowers speeds and minimizes crash risk and severity for all users.

Transportation Investments

Transportation investments are significant undertakings, and costs are always a limiting factor. The daily operation and maintenance costs of these facilities are substantial. The total costs associated with network improvements must account for engineering, design, land acquisition, construction, inspection, and maintenance costs.

Significantly expanding the capacity of the City's motor vehicle transportation system is simply not realistic. The City does not have the space or resources to significantly expand roads and intersections within our built-out, urban environment. In addition, every medium and large-sized city that has attempted to reduce congestion by building more motor vehicle capacity has only induced more demand and created further congestion. The cities that have most successfully managed congestion and improved transportation long-term have done so by investing in walking, bicycling, and public transportation. While these investments most obviously benefit users of those modes, we must recognize that every person walking, on bicycle,

or in a bus represents one less car on the street. These investments are less expensive than road expansions, more equitable for a community with diverse socioeconomics, and much more likely to have positive long-term effects.

The on-going construction of Interstate 69 through Bloomington presents a number of challenges to the community. Alterations to highway access points and local roadway configurations near the corridor will impact residents and the businesses they seek to access. Traffic diverted to new routes on local roads may force the City to re-evaluate its priorities for future transportation projects. In addition, bicycle and pedestrian accessibility across the Interstate 69 corridor will be important future consideration. The city must also carefully manage development around highway interchanges to ensure that only the most appropriate land uses develop in those areas.

Making new investments in the transportation network should be carefully evaluated, not only considering fiscal, locational, and demand contexts, but also the implications for climate change, economic prosperity, and community health. One tool to foster such evaluations for our transportation objectives is the Master Thoroughfare Plan. Understanding that the "shared" or "access" economy and "driverless" or autonomous vehicles will also have long-term effects.

Master Thoroughfare Plan

As a requirement of Indiana code IC-36-7-4-502, the comprehensive plan must contain a "statement of policy for the development of public ways, public places, public lands, public structures, and public utilities." The Master Thoroughfare Plan fulfills this requirement by establishing general policy guidance for public ways. Other chapters provide policy guidance on the development of public places and lands (such as parks), public utilities, services, and structures. The Master Thoroughfare Plan establishes a means to plan for various investments needed to address a wide range of community transportation needs.

Because public ways provide the conduits that transport goods, services, and utilities across all land uses, transportation policy guidance must be closely tied to land use. Public ways and land use influence one another. Without consistent policies in both areas, unintended consequences from growth and development could occur. Providing even basic services, such as sanitary sewers, police services, fire protection, and walkable public schools, becomes problematic if not coordinated with land use development and public ways policies.

In the past, the Master Thoroughfare Plan (MTP) served Bloomington well in this basic fashion. It established right-of-way needs for roadways and utility infrastructure for a growing community. The Plan shaped street design to handle traffic flows and addressed general safety concerns through typical cross sections. It also prioritized roadways to accommodate traffic flows and to establish automobile speeds. The MTP aided in annual maintenance schedules for paving, snow plowing, and emergency routes. All of this was achieved by using a standard functional classification system commonly used throughout the U.S. However, this method is antiquated because it fails to respect context, land uses, and most of all people. The functional classification system prioritizes automobile mobility over the mobility and safety of people.

National trends in context-sensitive solutions and "Complete Streets" have begun to address these shortcomings. New approaches balance speed, traffic flow, and roadway design while enhancing historic neighborhoods and natural features in order to create streets that support vibrant work, living, and shopping areas. Streets are public spaces that must interact with and enhance surrounding land uses, both existing and planned. Therefore, Bloomington is adopting a new approach in planning and designing public streets that will draw on the concept of Complete Streets and focus on the movement of people using inviting, context-sensitive design.

The MTP update should include a local classification system to provide spatial guidance for the application of its general policies. Major future public ways (for example, Adams Street) that will provide main connections would be identified and classified in the plan, while minor future connections (for example, new connections off of Adams Street) would not be identified but are expected to be consistent with the MTP, most specifically Goal 6.1 of this section.

Purpose of the Master Thoroughfare Plan (MTP):

- Preserve and establish rights of way
- Establish street design guidelines that follow Complete Streets policy and provide continuity for each mode: pedestrians, bicyclists, transit, and motor vehicles
- Develop context-sensitive designs for the many different land uses and natural contexts within the community that the transportation system serves and/or transects
- Coordinate the upgrade or development of new transportation system investments
- Develop standards and describe appropriate contexts for on-street parking
- Develop standards and describe appropriate contexts for traffic calming

Operations and maintenance programs should use roadway classifications as criteria when prioritizing work. (Other factors may include pedestrian and bicyclist use, presence of transit routes, and quantitative condition ratings.) Operations and maintenance programs include, but are not limited to, the following:

A. Establishment of emergency routes
B. Establishment of truck routes and delivery zones
C. Establishment of snow removal routes and priorities
D. Establishment of paving and signal needs and priorities
E. Establishment of road closures and respective detours

General Policies of the Master Thoroughfare Plan:

Provide and maintain a safe, efficient, accessible, and connected system of transportation that emphasizes walking, public transit, bicycling and shared travel methods to enhance options that reduce our overall dependence on the individual automobile.

To the greatest extent possible, minimize injury and the loss of life from transportation-related crashes by using vehicle speed suitability linked to the context of adjacent land uses, modal safety priorities, and congestion and air quality outcomes.

Ensure that the safety and convenience of all users of the transportation system are accommodated in the daily operations and maintenance of the existing transportation network, and that future transportation system investments likewise accommodate all users.

Recognize the City's constrained ability to expand or widen most roadways within an urban and built context, such that retrofitting existing roadways and designing innovative solutions for pedestrians, transit users, shared riders, and bicyclists are considered before roadway widening.

Identify locations where new or improved transportation facilities are needed while establishing a land use and transportation context to guide the scope, scale, context, and priority for any (public/private) transportation capital improvement project.

Goals & Policies

Policies in this chapter respond to the adopted 2013 Vision Statement objectives to:
"Meet basic needs and ensure self-sufficiency for all residents," to
"Fortify our progress toward improving public safety and civility," to
"Invest in diverse high quality economic development that provides equitable job opportunities to our residents, supports an entrepreneurial small business climate, enhances the community's role as a regional hub, and is responsive towards larger concerns of sustainability," to
"Ensure all land development activity makes a positive and lasting community contribution," to "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," and to
"Enhance the community's role as a regional economic hub."

Goal 6.1 Create and maintain a sustainable transportation system.

Policy 6.1.1: In land use decisions, require sufficient density to promote infill, redevelopment, and reuse of vacant or under-utilized parcels and also to support multimodal transportation.

Policy 6.1.2: Locate transit and multimodal facilities near higher-density developments and employment and retail centers.

Policy 6.1.3: Balance economic, environmental, accessibility, and equity issues in local transportation decisions.

Policy 6.1.4: Support public transit access to regional destinations, high-density residential areas, social services, community facilities, and employment centers.

Policy 6.1.5: Encourage the provision of seating, lighting, and signage (including real-time arrival information) at transit stops to increase rider comfort, safety, and convenience.

Policy 6.1.6: Prioritize pedestrian and bicycle infrastructure within Bloomington and to connect with surrounding communities.

Policy 6.1.7: Encourage and require (where legally feasible) new private developments to dedicate easements or right of way and provide improvements for pedestrian and bicycle facilities to complete the connectivity in the networks.

Policy 6.1.8: Enhance the pedestrian and bicycle network with benches, pedestrian-scaled lighting, bicycle parking, street trees and landscaping, interpretive stations, public art, and/or other features to further improve the physical conditions that support walking and biking.

Policy 6.1.9: Encourage, and when possible require, pedestrian-friendly design features.

Policy 6.1.10: Continue to support the adoption and use of technologies that reduce emissions of greenhouse gases and pollutants from vehicles.

Policy 6.1.11: Ensure City transportation and land use decisions are coordinated with anticipated developments in automated/autonomous vehicles, such that City decisions complement multimodal transportation, improve safety and mobility, and support urban growth without encouraging sprawling development with longer commutes.

Goal 6.2 Maintain an efficient transportation network for all users.

Policy 6.2.1: Maintain a local Master Thoroughfare Plan, as required by state law, that plans for all modes of transportation.

Policy 6.2.2: Consider all ages, all abilities, and all modes, including pedestrians, bicyclists, transit vehicles, emergency responders, and freight when planning, designing, modifying, and constructing transportation facilities.

Policy 6.2.3: Focus on increasing capacity through multimodal improvements and optimization of the existing transportation system.

Policy 6.2.4: Permit the use of public right of way and parks for necessary and desired activities such as construction, maintenance, and special events as appropriate.

Goal 6.3 Protect neighborhood streets that support residential character and provide a range of local transportation options.

Policy 6.3.1: Implement traffic calming measures where safety concerns exist to manage motor vehicle traffic on residential streets.

Policy 6.3.2: Balance vehicular circulation needs with the goal of creating walkable and bike-friendly neighborhoods.

Policy 6.3.3: Continue to improve connectivity between existing neighborhoods, existing and proposed trails, and destinations such as commercial areas and schools.

Goal 6.4 Balance demands for public parking and the function it serves in transportation and economic development with other community needs.

Policy 6.4.1: Implement creative parking strategies to minimize inefficiencies, facilitate equitable use of public space, and adhere to best practices for parking, including potential adaptive reuse of structures as needs may evolve.

Policy 6.4.2: Encourage attractive and environmentally sensitive parking areas.

Policy 6.4.3: Prioritize on-street parking spaces for equitable and environmentally conscious uses.

Policy 6.4.4: Develop on-street parking design and typical application standards and specifications.

Policy 6.4.5: Encourage provision of covered bicycle parking.

Goal 6.5 Improve the safety of Bloomington's transportation network.

Policy 6.5.1: Prioritize safety and accessibility over capacity and level service in transportation planning, design, construction, and maintenance decisions.

Programs

- Promote incentives and create public-private partnerships to establish programs within the City that help reduce emissions of greenhouse gases and pollutants, such as vehicle-sharing, electric- or alternative-fuel vehicles, and other strategies to increase multimodal trips.
- Utilize Smart-City technology to improve efficiency, energy savings, and signal preemption for transit.
- Regularly update City code and policies as necessary to realize the benefits of automated/autonomous vehicles while minimizing potential negative impacts.
- The City Capital Improvement Plan (CIP) should spread capital investments geographically through the City.
- Coordinate with area transit providers (BT, IU, Rural, etc.) for opportunities to enhance service and efficiencies from a regional perspective.
- Work with area transit providers (BT, IU, Rural, etc.) to study opportunities for Park & Ride at strategic locations around the community.
- Support statewide initiatives to assist in funding area transit.

- Assess the expansion of transit service (days, times, service areas) and accessibility to transit stops (sidewalks).
- Improve pedestrian and bicycle access to and between local destinations, including public facilities, schools, parks, open space, employment districts, neighborhoods, shopping centers, and more.
- Implement the prioritized bicycle and pedestrian facilities improvements included in the most recent Transportation Plan.
- Update the Transportation Plan every five years or as needed.
- Continue to periodically publish a local area bicycle route map in coordination with adjacent jurisdictions.
- Support the creation of a pedestrian environment for all ages and abilities through improvements to wayfinding, safety, signage, and other innovative strategies.
- Work with Bloomington Transit to expand bicycle storage on public transit vehicles.
- Partner with Indiana University to further investigate and analyze a bike-sharing program and facility improvements to better serve trips between the University and the City.
- Identify, prioritize, and program/fund pedestrian roadway crossings that should be improved.
- Update the Unified Development Ordinance (UDO) to ensure pedestrian-friendly buildings and pedestrian interest along streets.
- Further encourage the installation of facilities that support alternative-fuel vehicles by reviewing and amending the UDO where appropriate.
- Update the existing Master Thoroughfare Plan to include pedestrian and bicycle facilities in addition to traditional motor vehicles. The Plan should be updated regularly, identify long-term needs for preservation purposes, and provide a mechanism for prioritizing projects.
- Assess the new Bloomington Hospital campus and its influence on access, emergency response, and general trip-generation demands.
- Formally adopt a city-wide Complete Streets Policy that requires accommodation for users of all ages, abilities, and modes.
- Create City Street Design Specifications and Standards that are consistent with Complete Streets best practices, focusing on safety and mobility for all modes of transportation.
- Design, maintain, and construct pedestrian facilities to be compliant with Public Rights Of Way Access Guidelines (PROWAG) and the Americans with Disabilities Act (ADA).
- Measure and consider the effects of street modifications on emergency vehicle response time. Any negative effects to response time should be carefully weighed against potential safety benefits achieved by the modifications.
- Partner with private developers to expand the transportation network and improve pedestrian and bicycle facilities.
- Require installation of vertical curbs, rather than rolled curbs, when constructing, maintaining, or modifying roadways.
- Continually monitor traffic patterns and evaluate changes (e.g., signal timing adjustments) to enhance efficient flow of traffic.
- Make safety improvements that reduce crashes. Quickly respond to emergencies.
- Encourage appropriate community events at appropriate locations and times.
- Enhance the understanding of and standards for approvals, maintenance of traffic, and ADA compliance.
- Update the Neighborhood Traffic Safety Program.
- Utilize options for experimentation, the use of temporary traffic countermeasures, and pilot programs or Urban Mechanics that increases civic participation, improves streets, and boost educational outcomes through art and other creative activities.
- Support initiatives like Open Streets events.
- Prioritize connectivity improvements on bicycle and pedestrian use while also supporting motor vehicle connections.
- Regularly examine parking demand, utilization, and alternatives in the Downtown area and City-wide.
- Develop criteria and standards for neighborhood parking applications.
- Develop a Parking Management Program for the Downtown area that supports downtown businesses while encouraging a walkable, urban core.
- Promote programs to encourage ride-sharing among employees within specific districts.
- Provide clear information about parking and transportation options, such as educational materials about the parking meter hours and garage locations.

- Balance the desire for special events with their impacts on parking and consider parking needs and access for special events.
- In existing parking areas, encourage and develop incentive-based approaches to beautify, reduce negative environmental impacts (heat, storm water, etc.), promote ADA compliance, and improve safety.
- Update the UDO to encourage vehicle parking areas reduce stormwater runoff, increase compatibility with street trees, and add visual interest.
- Update the UDO to require the installation of electric vehicle charging stations in new developments.
- Install bicycle parking corrals in on-street parking locations in order to increase the availability and convenience of bicycle parking, especially where demand is high.
- Explore the use of both temporary and permanent "parklets" in parking areas to diversify public space, promote local businesses, and improve livability.
- Prioritize accessible parking spaces in compliance with the City's adopted accessibility guidelines.
- Plan, prioritize, and designate on-street parking spaces for car-share vehicles.
- Assess appropriate ADA/PROWAG design and compliance for on-street parking locations.
- Assess layout configurations to minimize safety risk (sight distance, bike lanes, space, function).
- Utilize on-street parking to assist in managing traffic speeds.
- Use engineering, enforcement, and educational tools to improve traffic safety on City sidewalks, paths, trails, and roadways. Monitor the performance of safety initiatives.
- Employ an annual monitoring program to identify locations with high crash risk, and use that information to prioritize infrastructure investments.
- Enhance safety for all modes by reducing motor vehicle speeds through engineering, enforcement, and education.
- Adopt a City-wide Vision Zero policy that recognizes traffic crashes as preventable incidents and establishes a goal of eliminating all transportation-related fatalities and serious injuries.

Outcomes and Indicators

Outcome: The transportation network supports all travel modes for people of all ages and abilities.

- Percent of people walking to work.
- Percent of people bicycling to work.
- Percent of people taking transit to work.
- Percent of students walking and bicycling to school.
- City-wide vehicle miles traveled (VMT).
- Percent of people driving alone to work.

Outcome: Public streets and rights of way have positive public health impacts.

- Number of fatalities and incapacitating injuries.
- Crash rates for people walking and bicycling.
- Motor vehicle crash rates.
- City-wide obesity levels.
- Outcome: Public parking demands are managed efficiently and effectively
- Public parking utilization rates Downtown.

- Preserve, repair, or upgrade the capacity of aging utilities within the district.
- The close proximity to the downtown, Indiana University, and area employers, along with good access to urban services, make this district a priority area for affordable housing initiatives.
- In new development or redevelopment projects, utilities could be placed underground and located so as to minimize potential conflicts with trees and other landscaping features.

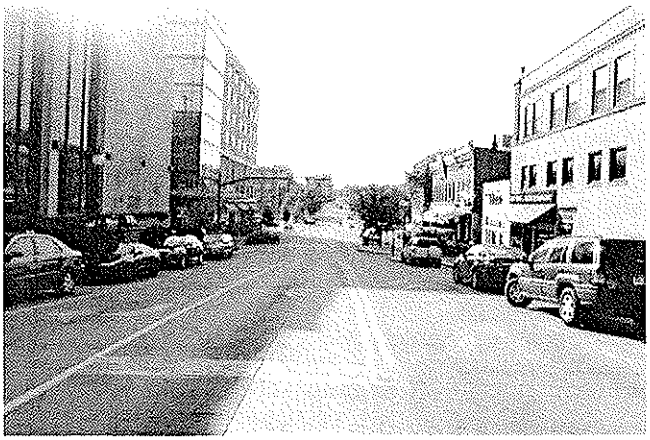
Downtown

Background and Intent: The Downtown district is the vibrant core of Bloomington. It is crucial to the principle of a compact, urban, high intensity, mixed-use center that serves regional, community-wide, and neighborhood markets. The district serves as the social and economic heart of Bloomington by providing land use choices that accommodate residents, businesses, shoppers, and visitors. Seven unique "character areas" (zoning overlay areas) further identify architecturally distinctive areas within the Downtown (see the Downtown Vision and Infill Strategy Plan Map in the Appendix). These character areas help to further refine the many unique built-environment aspects needed to accommodate growth, sustain the vibrancy of the district, and to further slow sprawl at the city's edge. Overall the district embodies a classic Main Street appeal (display windows, outdoor seating, trees, benches, street lights, on-street parking, walkable distances) while also welcoming innovation and progress through a well designed, vibrant, and appealing built environment.

Urban Services: Downtown Bloomington, as the developed core of the City, has the full range of urban services including, but not limited to, utilities, a traditional grid roadway network, sidewalks, public open spaces, and transit services. Many services must be enhanced or expanded in order to sustain a flourishing Downtown. Opportunities to improve the entire portfolio of public urban services to meet the growing demand must be planned well before reaching capacity levels of service.

Site Design: The Downtown district is diverse, but care must be taken to see that future development complements the urban look and feel of the seven character areas. Site planning standards must ensure that development activity within each of the character areas is compatible in scale and design. Overall site design must safeguard first-floor architectural and site design features that provide a vibrant pedestrian-scale environment — large sidewalks, plaza space, public art, planters, activated storefronts, and minimal building setbacks. Furthermore, architectural and site designs must stay within the context of each character area for height and bulk. Special attention must be given to the protection, restoration, and/or reuse of historic structures. Parking must not discourage or harm the pedestrian nature of the Downtown, but must at the same time be sufficient to support its diverse land use mix and economic vitality.

Land Use Development Approvals: Downtown development activity must be consistent with the respective character areas of the district. The Courthouse Square character area anchors the historic center of downtown, and therefore the Maintain theme should be used for



development approvals. University Village and the Downtown Edges character areas are important as transitions to adjacent districts, and therefore the Maintain theme should also be used for development approvals. The two Gateway character areas, along with the Downtown Core character area, offer the most potential to urbanize into the intent of their respective areas; therefore the Transform theme should be used for development approvals. The Showers Technology Park character area has a mix of historic structures and opportunities to urbanize. It is adjacent to other districts and also serves as a transition area; therefore the Enhance theme should be used for development approvals. The following provide additional land development policy guidance:

- For the past 10-15 years, housing pressure for this district has been strong for multifamily residential that targets Indiana University students. Preference towards other multifamily markets, affordable housing units, and owner-occupied housing is necessary to balance the housing market within the Downtown Gateway, Downtown Edge, and Showers Technology Park character areas. In these instances, higher density developments and minimal mixed-use aspects are appropriate.
- The Trades District, within the Showers Technology Park, and locations associated with the Convention Center are necessary for employment and business growth. These highly valued attributes must be preferred when considering development approvals.
- In order to develop higher residential densities Downtown, increased building heights and diversified density calculations for new unit types should be encouraged in the Downtown Core character area.
- Curb cuts along Downtown streets are strongly discouraged. Rather, site access should be primarily from sidewalks for pedestrians or alleys for vehicles.
- Downtown green space should be improved by encouraging plazas and common streetscape themes, in coordination with new development and redevelopment.
- Surface parking lots and drive-through uses should be highly restricted within the Downtown area.
- First-floor uses can vary within the district and can be largely dependent upon the respective character area. In some locations, office and retail space is appropriate along the first floor so long as the scale and architectural design does not conflict with a vibrant pedestrian and Main Street context. In other locations along main roadways, the ground level should primarily be oriented toward retail.
- The mix of retail goods and services should be expanded and diversified at both the neighborhood and community levels of activity, including such uses as groceries, drug stores, and specialty item stores.
- As an alternative to surface parking lots, multi-story parking garages should be constructed and active transportation services should be expanded, allowing for more land to be developed as mixed-use buildings.
- Utilities improvement projects, especially those dealing with stormwater drainage, must be coordinated with streetscape improvement projects to minimize impacts on Downtown businesses and residents.
- Development along the B-Line Trail requires a higher level of site design, with a preference for residential uses facing the trail, and mixed or retail uses located near trail intersections with public streets.
- In new development or redevelopment projects, utilities should be placed underground and located so as to minimize potential conflicts with trees and other landscaping features.

Neighborhood Residential

Background and Intent: Today, these areas are largely built out, homogenous neighborhoods, but some vacant tracts of land exist as well as opportunities for small-scale neighborhood redevelopment activity (see Urban Village Center). The Neighborhood Residential district is primarily composed of residential land uses with densities ranging from 2 units per acre to 15 units per acre. Single-family residential development is the dominant land use activity for this district. Other land use activities include places of religious assembly, schools, small-scale commercial, and some multifamily housing. Buildings are no more than three, but most often two stories or less and have natural or landscaped front, side, and rear yards. The architectural building styles vary greatly within and between neighborhoods and/or subdivisions for this district. The wide range of architectural styles is a characteristic that should be maintained for this district. Sensitive habitats and unsuitable areas for development should be protected and restricted from high-intensity human activities. Public streets, sidewalks, and other facilities provide good access to other uses within the district, to area parks and schools, and to adjacent districts. Water, sewer, storm sewer, sanitation, police, fire, and other public services offer very good coverage.

Urban Services: Neighborhood Residential districts have full access to all modern public and private services including transit, police, fire, sewer, sanitation, water, storm sewer, natural gas, electric, and telecommunication services. Public streets, sidewalks, and other facilities provide limited access and mobility at a level of service using a "20-minute neighborhood" metric: Some destinations are accessible within a 20-minute walk. Using "Complete Street" guidance to achieve a well connected, active transportation network is a priority, especially since these areas typically do not have a traditional street grid and have longer blocks, making trips more circuitous. Thus, the main urban services objectives for this district are to maintain or enhance adequate levels of service for the 21st century residents of Bloomington.

Site Design: Neighborhood Residential districts contain a mixture of densities, housing types (single-family and multifamily), and a curvilinear street network of local, often with limited connectivity, low traffic volume streets. Buildings face the primary street with a range of small to large front yards in relation to the building setback from the street. For lower density developments (four units per acre), limited on-site parking is often provided within the front or side yard areas. Higher density developments (greater than four units per acre) provide on-site parking in the side or backyard areas. On-site parking is not the dominant site design feature, and on-street parking is available on at least one side of the street. Sidewalks and front yard landscaping further establish a more traditional residential context. Natural and landscaped areas are important to buffer adjacent uses, protect and enhance natural resources, and to further reconnect the urban to our natural environment.

Land Use Development Approvals: New and redevelopment activity for this district is mostly limited to remodeling existing or constructing new single-family residences. These instances require the Maintain development theme for development approvals. For larger lots (larger than one acre), attached single-family residential, accessory dwelling, and minor subdivision are appropriate residential uses and require the Enhance theme for development approvals. For larger tracks of land, single-family, attached single-family, and multifamily residential uses may be appropriate, and in some instances small-scaled

Program:

Ensure that affordable housing developments are included in the Trades District and elsewhere in the Downtown area, and that they integrate age- and ability-friendly components.

Develop measures that limit over concentration of student housing in Downtown to steer market forces towards more non-student and affordable housing opportunities.

Update and revise the Downtown overlay districts with "form-based code" building forms and massing that relate to the street and the pedestrian, whether through traditional architectural forms or innovative new designs.

Promote programs to encourage walking, bike sharing, car sharing and public transit among employees or residents within specific districts.

Ensure ADA compliance in public spaces and incentivize universal design in private spaces to assure the built environment will serve a market of all ages and abilities.

Create targeted marketing of Downtown in regional markets towards capturing new businesses, as well as those that are considering relocating to Bloomington.

Provide guidance for urban design guidelines using an architectural inventory of celebrated structures currently in the Downtown area.

Investigate the option of a design or architectural review committee for Downtown approvals.

Utilize the City of Bloomington's Gigabit-class fiber Internet services to promote and increase both Downtown business and visitor activity.

Update the Historic Preservation Commission's 2012 Preservation Plan for Historic Bloomington.

Enact preservation measures on targeted buildings or areas in Downtown, as identified in future versions of the Preservation Plan for Historic Bloomington.

Work with the City's newly formed Parking Commission to implement Downtown parking strategies and policies and develop a Parking Management Plan/Program that supports alternative transportation modes.

Encourage covered vehicle parking in parking lots or structures through the use of tree canopies or photo-voltaic solar panel canopies.

Task the Parking Commission and Plan Commission to develop a joint planning study that develops guidelines and innovative approaches for improving the aesthetics of Downtown public parking and open space/common areas.

Conduct a retail market assessment to identify what is currently missing, based on market demand, in the Downtown landscape to help encourage more retail diversity and promote business development.

Assist local businesses with means of securing additional financial capital to expand and/or remain in Downtown.

Continue to improve multimodal connectivity with the Downtown area.

Prioritize opportunities for streetscape and other public improvements that enhance Downtown focus areas and gateways.

Draft an updated future land use study and facility needs assessment (10-15 year outlook) for the Monroe County Convention Center.

Develop partnerships with Downtown Bloomington, Inc., the Greater Bloomington Chamber of Commerce, Indiana University, and local real estate organizations to identify potential Downtown redevelopment sites.