

City of Bloomington Common Council

Legislative Packet

**Wednesday, 05 September 2018
Regular Session**

All legislation and background material are included herein.

For a schedule of upcoming meetings of the Council and the City's boards and commissions, please consult the City's [Calendar](#).

Office of the Common Council
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**NOTICE AND AGENDA
BLOOMINGTON COMMON COUNCIL REGULAR SESSION
6:30 P.M., WEDNESDAY, 5 SEPTEMBER 2018
COUNCIL CHAMBERS
SHOWERS BUILDING, 401 N. MORTON ST.**

I. ROLL CALL

II. AGENDA SUMMATION

III. APPROVAL OF MINUTES FOR: 29 August 2018 - Special Session

IV. REPORTS (A maximum of twenty minutes is set aside for each part of this section.)

- 1. Councilmembers**
- 2. The Mayor and City Offices**
- 3. Council Committees**
- 4. Public***

V. APPOINTMENTS TO BOARDS AND COMMISSIONS

VI. LEGISLATION FOR SECOND READING AND RESOLUTIONS

1. Resolution 18-15 Adoption of the Monroe County Multi-Hazard Mitigation Plan by the City of Bloomington

Committee Recommendation: N/A

VII. LEGISLATION FOR FIRST READING

1. Ordinance 18-11 To Amend Title 15 of The Bloomington Municipal Code Entitled "Vehicles and Traffic" - Re: Amending Chapter 15.32 (Parking Controls) to Make Changes to Limited Parking Zones and to Modify Parking Allowances for Certain Vehicles; Chapter 15.36 (Resident-Only Parking Permits) to Clarify Placement on On-Street Parking Spaces; Chapter 15.37 (Residential Neighborhood Permit Parking) to Adjust the Boundaries of Neighborhood Parking Zones and the Fees Associated With the Same; Chapter 15.40 (Municipal Parking Lots, Garages and On-Street Metered Parking) to Adjust the Times and Rates for Parking in Off-Street Facilities; Chapter 15.48 (Removal and Impoundment of Vehicles) to Make Minor Changes Reflecting the Administration of this Section; and Chapter 15.64 (Traffic Violation Schedule) to Increase the Fine for a Class D Traffic Violation
2. Ordinance 18-15 To Amend Title 11 (Lakes and Reservoirs) and Title 14 (Peace And Safety) of the Bloomington Municipal Code - Re: Amending Sections 11.08.040 (Prohibited Activities) and 14.20.020 (Discharging Firearms) of the Bloomington Municipal Code to Permit Firearm Hunting for the Purpose of Deer Population Control at Griffy Lake Nature Preserve.

VIII. ADDITIONAL PUBLIC COMMENT* (A maximum of twenty-five minutes is set aside for this section.)

IX. COUNCIL SCHEDULE

X. ADJOURNMENT

* Members of the public may speak on matters of community concern not listed on the agenda at one of the two public comment opportunities. Citizens may speak at one of these periods, but not both. Speakers are allowed five minutes; this time allotment may be reduced by the presiding officer if numerous people wish to speak.

Auxiliary aids for people with disabilities are available upon request with adequate notice. Please call (812) 349 - 3409 or e-mail council@bloomington.in.gov.



Packet-Related Material for
Regular Session – 05 September 2018

Memo from Council Office

Agenda

Notices – None

Minutes - for approval on September 5th

- 29 August 2018 (Special Session)

Legislation for Consideration under Second Readings and Resolutions

- **Res 18-15** Adoption of the Monroe County Multi-Hazard Mitigation Plan by the City of Bloomington
 - Memo to the Council from Chris Wheeler, Assistant City Attorney;
 - Plan (Available in the Electronic Version of this packet and in the Council Office)
 - Insert with Link to <https://iu.app.box.com/v/Monroe> with Plan, Appendix (Separate Document), Meeting Materials, Checklists, FEMA Resources, and More

Contact:

*Allison Moore. Director, Monroe County Emergency Management Agency
at 812-349-2546 or amoore@co.monroe.in.us or*

Chris Wheeler at 812-349-3426 or wheelech@bloomington.in.gov

→ This resolution scheduled for consideration at one hearing this evening.

Legislation for Introduction under First Reading

- **Ord 18-11** To Amend Title 15 of the Bloomington Municipal Code Entitled “Vehicles and Traffic”
 - Memo from Sponsors Granger and Ruff
 - Memo from Parking Commission Chair Blickensdorf, with FAQ
 - Maps for Proposed New and Re-Configured Neighborhood Zones
 - Proposed Changes in Context of Existing Bloomington Municipal Code
 - Parking System Financial Summaries
 - [Report on the Financial Status of the Bloomington Parking System, 2017](#) (Bloomington Parking Commission)
 - [2018 Downtown Parking Study](#) (Desman Design Management)

Contacts:

Dorothy Granger at (734)726-4384 or grangerd@bloomington.in.gov

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Jim Blickensdorf at (812) 320-7000 or jblickensdorf@mac.com

Scott Robinson at (812)-349-3423 or robinsos@bloomington.in.gov

- **Ord 18-15** To Amend Bloomington Municipal Code Titles 11 “Lakes and Reservoirs” and 14 “Peace and Safety” to Allow Firearm Hunting at the Griffy Lake Nature Preserve for the Purpose of Deer Population Control.
 - Memo from Steve Cotter

Contact:
Steve Cotter at (812) 349-3736 or cotters@bloomington.in.gov

Memo

One Resolution for Consideration under Second Readings and Resolutions and Two Ordinances Ready for Introduction under First Readings at the Regular Session next Wednesday, September 5, 2018.

The Council is scheduled to hold a Regular Session on Wednesday, September 5th. There is one resolution ready for consideration at one hearing under Second Readings and Resolutions. There are two ordinances ready to be introduced under First Readings. All of the legislation, materials, and summaries are included in this packet. Please note that, because of its volume, some of the materials are included in the electronic version (but not the hard copy) or accessed via link to online sites.

Second Readings and Resolutions

Regular Session

Item One – Res 18-15 (Adopting the Monroe County Multi-Hazard Mitigation Plan)

Res 18-15 adopts the Monroe County Multi-Hazard Mitigation Plan which is required by the Disaster Mitigation Act of 2000 before localities are eligible to receive federal funds¹ for mitigation projects.² In the years leading up to 2010, with the help of a federal grant, the Mitigation Division of the Indiana Department of Homeland Security arranged for the Polis Center of Indiana University-Purdue University Indianapolis to assist counties and their incorporated cities and towns develop and adopt these plans. This is an update to the 2010 Plan and is entitled All-Hazard Mitigation Plan Monroe County, Indiana – 2017 (and referred to hereinafter in the text of this memo as the 2017 Plan and cited in the footnotes as the AHMPMCI - 2017).

Mitigation Plans are intended to identify vulnerabilities and prioritize measures to “reduce the loss of life and property, human suffering, economic disruption, and disaster assistance costs resulting from natural disasters.”³ They use a FEMA-created, “geographic information system (GIS) - based disaster risk assessment tool” known as Hazards USA Multi-Hazard (HazuS-MH) “to predict the

¹ Hazard Mitigation Grant Program (HMGP) funds.

² This summary is based upon a review of the legislation, memo to the Council, overview provided by Polis, and the Plan.

³ AHMPMCI 2017, p 7

estimated losses from floods, hurricanes, and other related phenomena and to measure the impact of various mitigation practices that might help reduce those losses.”⁴

Locally, Allison Moore, as Director of the Monroe County Emergency Management Agency, in coordination with Polis, assembled a planning team consisting of members representing: the US Army Corp of Engineers, the State, Monroe County, Bloomington,⁵ Ellettsville, Stinesville, Monroe County Community Schools, Indiana University, local hospitals, and Red Cross. The planning team met three times in 2017 to develop the Plan.⁶

Highlights of the Mitigation Plan – Risk Assessment and Mitigation Strategy

The core of the Mitigation Plan is the Risk Assessment (Chapter 4) and Goals, Objectives, Mitigation Strategies and Implementation (Chapter 5)

Risk Assessment (Pages 35 – 152)

The Risk Assessment attempts to quantify the potential loss from a disaster by assessing the vulnerability of buildings, infrastructure, and people. This section describes the “hazard, history, vulnerability & future development, relationship to other hazards, plans & programs in place and gaps and deficiencies.”⁷

Identifying Hazards – Natural distinguished from Technological or Human-Caused Hazards. The Plan identifies 14 hazards for the county. These are divided into two kinds. The first are “natural” hazards, which include geological (i.e. flooding, ground failure, earthquakes), atmospheric (i.e. droughts, extreme temperatures, summer storms, tornadoes, and winter storms) and other (i.e. wild fires and outbreak of infectious diseases). The second are “technological or human-caused” hazards. These primarily originate from, or induced by, human activity and here include: dam failure, hazardous material release, and levee failure.⁸

Calculated Priority Risk Index (CPRI). Once the hazards have been identified, the Plan “evaluates the probability, consequence,⁹ warning time, and duration (of the hazard) in order to” assess the overall risk associated with each identified hazard and rank them.¹⁰

Here is a summary of the CPRI analysis for 14 identified hazards in the county (from Table 4-4)¹¹:

⁴ AHMPMCI 2017, p 36

⁵ The sign-in sheets indicate the following persons attended one or more of the three meetings: Tonia Daffron, Terri Porter, Jeffrey Schemmer, Mike Stinson, and Joe Van Deventer)

⁶ The time spent by the local planning team and a small portion of the value of creating and maintaining the County’s GIS satisfy the 25% local match requirement for the federal grant.

⁷ AHMPMCI – 2017, p 35

⁸ Please note that the Plan acknowledges possible intentional, criminal, or malicious human activity, but does not treat those in depth. AHMPMCI-2017, p. 38

⁹ The combination of the HAZUS-MH, other such software, and GIS information allow planners to estimate potential losses area-wide or based upon site-specific scenarios. AHMPMCI – 2017, p 36

¹⁰ AHMPMCI – 2017, p 38-40

¹¹ AHMPMCI – 2017, p. 39

**Hazard
(Injuries or
Damages from):**

Analysis of Risk

	<u>Probability</u>	<u>Consequence</u>	<u>Warning Time</u>	<u>Duration</u>	<u>Risk Factor</u>
Flash Flooding	4	3	3	3	3.45
Tornadoes	4	3	4	1	3.4
Earthquake					
Summer Storms	4	2	4	1	3.1
Winter Storms	3	3	3	3	3
Flooding	3	3	1	4	2.8
Infectious Disease Outbreak	2	3	4	2	2.6
Dam Failure	2	3	4	2	2.6
Extreme Temperatures	3	2	1	4	2.5
Earthquake	2	2	4	2	2.3
Ground Failure	2	2	4	2	2.3
Wild Fires	2	2	4	2	2.3
Hazardous Incident	2	2	4	2	2.3
Drought	2	2	1	4	2.05
Levee Failure	1	1	4	2	1.55
INDEX					
Weight Factor (%)	(45%)	(30%)	(15%)	(10%)	
4	Highly Likely	N/A	< 6 hrs	< 6 hrs	
3	Likely	Critical	6 – 12 hrs	< 24 hrs	
2	Possible	Limited	12-24 hrs	< 1 wk	
1	Negligible	Negligible	> 24 hrs	> 1 wk	

Mitigation Strategy (Pages 160 – 174)

The goal of mitigation is to use the aforementioned risk assessment, as part of an on-going process, “to protect lives and the future impacts of hazards including property damage, disruption to local and regional economies, the amount of public and private funds spent to assist with recovery and to build disaster-resistant communities.”¹²

The mitigation strategy includes:

- Assessment of community capabilities;
- Development of goals and objectives; and
- Proposal of Mitigation actions.

Assessment of Community Capabilities. This “identifies the policies, regulations, procedures, programs and projects that (mitigate) disaster damages” and evaluates them for possible

¹² AHMPTMCI 2017, p 160

improvement. Here, the 2017 Plan reviewed the National Flood Insurance Program (NFIP) and various local plans and ordinances.¹³

Development of Goals and Objectives. The Plan acknowledges that “although hazards cannot be eliminated altogether, Monroe County can work toward building disaster-resistant communities.”¹⁴

With this vision in mind, the Plan identifies six categories of mitigation strategies (with associated objectives) and seven factors to evaluate and prioritize mitigation actions. These are listed below:

- The six categories of mitigation strategies are set forth in Table 5-2¹⁵ and include:
 - Prevention;
 - Protection of property;
 - Public education and awareness;
 - Protection of natural resources;
 - Emergency services (including warning systems and protecting critical facilities); and
 - Structural projects (including hardening infrastructure and constructing “safe rooms”).
- The seven factors used to determine the “analysis and prioritization of (mitigation) actions” come from the FEMA mitigation evaluation criteria known as “STAPLE + E, which are set forth below: ¹⁶
 - S – Social: actions “acceptable to the community but do not adversely affect a particular segment of the population (or) cause dislocation of lower income persons ...”
 - T – Technical: actions which “provide long-term reduction of losses (with) ... minimal secondary adverse impacts;”
 - A – Administrative: actions that account for local staffing and funding;
 - P – Political: actions where the public had an opportunity to participate in the planning and there is public support;
 - L – Legal: actions taken by those with the legal authority to implement and enforce them;
 - E – Economic: actions which are cost-effective and possible to fund;
 - +
 - E – Environmental: actions which “do not have adverse effect on the environment, comply with federal, state, and local regulations, and are consistent with the community’s environmental goals...”

After following this process of analysis, the 2017 Plan proposes mitigation actions by the community along with their level of priority, which are listed in Table 5-4 (Mitigation Actions).¹⁷

¹³ This included the City’s Comprehensive Plan, UDO, Building-Related ordinances, Floodplain ordinance, Erosion Control Ordinance and Burning Ordinance. Per Table 6-1 Monroe County and Jurisdictions Planning Mechanisms, p 177

¹⁴ AHMPMCI 2017, p 163

¹⁵ AHMPMCI – 2017, p 163-166.

¹⁶ See AHMPMCI 2017, p 167-8 for quotations and elaboration.

¹⁷ AHMPMCI – 2017, p 172- 174

Those pertaining to the City of Bloomington which have been identified or are in progress but have not been completed ¹⁸ are set forth below:

<u>Mitigation Item</u>	<u>Hazard /Mitigation Categor(ies)</u>	<u>Priority</u>
<u>City of Bloomington – Alone</u>		
<ul style="list-style-type: none"> Institute a buy-out plan for homes/ critical infrastructure in Bloomington Area 25 properties 	Flood – Prevention; Property Protection	Low
<u>City of Bloomington – as a National Flood Insurance Program (NFIP) Community</u>		
<ul style="list-style-type: none"> Continued compliance with NFIP 	Dam, Levee, Flood – Prevention	High
<u>City of Bloomington – (and All Communities)</u>		
<ul style="list-style-type: none"> Install inertial valves at critical facilities 	Earthquake	Low
<ul style="list-style-type: none"> Develop a program to distribute fans to the elderly population 	Drought/Extreme Temperatures – Emergency Services	Medium
<ul style="list-style-type: none"> Establish public outreach programs to educate residents on hazards affecting the County 	Multiple Hazards – Public Education	Medium
<ul style="list-style-type: none"> Explore alternate means of emergency notification 	Multiple Hazards – Emergency Services	Medium
<ul style="list-style-type: none"> Develop a program to distribute weather radios to all critical facilities and large businesses 	Multiple Hazards – Emergency Services	Medium
<ul style="list-style-type: none"> Harden fire stations 	Multiple Hazards – Prevention; Property Protection	High
<ul style="list-style-type: none"> Conduct a county-wide stormwater study 	Flood – Prevention	Medium

Plan Maintenance and Implementation

The 2017 Plan calls an annual review, with two 2-year updates leading to formal update at five years. The overall responsibility, oversight, and general monitoring is assigned to the Monroe County Emergency Manager, who works with the Emergency Management Advisory Council and a local Task Force, with participation from the public along the way. It is intended that 2017

¹⁸ Please note that the City is listed as having already completed the recommendation regarding the establishment of a stormwater utility (Floods) and an Emergency Action Plan (EAP) (Dams)

Plan will be integrated into local plans.¹⁹ Please note that the Plan 2017 states that the Commission (for the County) and the Councils (for the City and towns) “will be responsible for implementing corresponding strategies.”²⁰ However, in regard to financial commitments, please also note the Plan 2017 states the following: “the action plan and risk assessment serves as a guide to spending priorities but will be adjusted annually to reflect current needs and financial resources.”²¹

First Readings

Item One – Ord 18-11 **(Amending Title 15 to Make Changes to the City’s Parking System)**

Ord 18-11 comes forward at the request of the City’s Parking Commission and is a response to the [Commission’s financial analysis of the City’s current parking system](#) and the analysis of [Desman Design Management](#). Recall that Desman was hired by the City to conduct a review of City parking. Desman issued its final report in June 2018. Both the Parking Commission’s study and the Desman study are included herein. The ordinance is sponsored by Councilmembers Granger and Ruff.

The key findings of both the Desman study and the Parking Commission reports indicate that when it comes to parking, there is no shortage of parking in Bloomington. Instead, Bloomington’s parking challenge is one of management. Significantly, the studies also point out many of Bloomington’s parking systems are operating at a loss – that the cost of operating these parking systems outpace revenue. In response to both concerns associated with management and concerns associated with the fiscal health of some of the parking systems, Ord 18-11 makes a number of changes to the system and structure of the City’s parking.

The following is a brief summary of both the problems associated with the parking system as pointed out by both the Commission and the Desman Study, and the solutions posed by Ord 18-11.

→ *The reader is directed to the accompanying memo from the Parking Commission, including its “FAQ” for details on the changes proposed by Ord 18-11.*

¹⁹ These plans are identified in Table 6-1 – Monroe County and Jurisdictions Planning Mechanisms, AHMPMCI – 2017, p 177

²⁰ AHMPMCI – 2017, p 175

²¹ AHMPMCI – 2017, p 176

The Parking Problem

Expense

One of the key findings of the reports was that expenses were outpacing revenue at the municipal garages, municipal lots and in neighborhood parking zones. The commission has prepared the following summary, using information provided by the City Controller:

	Garage & Lots		Neighborhood Zones		Metered Parking	
	2016	2017	2016	2017	2016	2017
Total Revenues	\$ 1,096,823	\$ 810,179	\$ 127,692	\$ 118,977	\$ 4,809,460	\$ 4,152,561
Total Expense	\$ (1,389,816)	\$ (1,286,769)	\$ (130,212)	\$ (135,410)	\$ (1,786,588)	\$ (1,600,471)
Cash Flow	\$ (292,993)	\$ (476,590)	\$ (2,520)	\$ (16,433)	\$ 3,022,873	\$ 2,552,090
Total Other Revenue	\$ 664,373	\$ 558,745	\$ 224,712	\$ 172,427	\$ 383,820	\$ 294,623
Capital Transfer			\$ 500,000	\$ 500,000		
Capital Expense			\$ (400,496)	\$ (278,282)		
Balance	\$ 371,380	\$ 82,155	\$ 222,192	\$ 155,994	\$ 3,406,692	\$ 2,846,713

- According to the Parking Commission, more than \$650,000 TIF dollars are used to make payments on the 7th Street and Morton Street garages, subsidizing the city garages. Similarly, in neighborhood zones expenses outpace revenues.
- According to the Desman Report, “[a]t present, parking revenue is not sufficient to fully fund the operations and maintenance of the parking system.”

Ineffective Neighborhood Zones

- The Desman Report points out that some neighborhood zones are oversubscribed, and the hybrid zones (4, 7, 8) allow neighborhood zone permit holders to park at metered spaces without paying any meter fees.
- The Commission points out that violations in neighborhood zones are very high.

Fees, Rates, and Fines Have Not Kept Pace

- The Desman Report points out that, on the whole, parking rates, fees and fines charged in Bloomington are lower than average of those charged in 10 comparable cities.
- The Desman Report further points out that there is no policy in place to ensure that parking rates and fines increase at regular intervals.

Inconsistent Hours of Operation

Currently, among meters, lots, and garages, the City has a patchwork of varied hours of enforcement. Meters are currently enforced 9:00am-9:00pm, the municipal lots are 8:00am-5:00pm, and the garages are variously 7:00am-6:00pm,; 24/7; and, 6:00am-6:00pm. One garage – Walnut Street – even has weekend hours that are different than weekday hours. This potentially creates confusion in the mind of parkers.

- The Desman Report points out that this patchwork configuration of enforcement is a problem -- that hours of garage operations and surface lots are inconsistent with one another, with meters, and with the demand for parking.

Ineffective Free Parking

Currently, the City allows free parking for the first three hours in the City's municipal lots and garages. This change was implemented with the installation of the parking meters in 2013 and intended to help transition parkers into the garages. It was not intended to be a permanent policy.

- The Desman study points out that the provision for three hours of free parking is a potentially significant source of revenue and is subject to abuse.

De-Centralized Parking Administration

- Both the Commission and the Desman study point out that responsibility for the parking system is divided among at least seven City departments, making coordination difficult and leading to customer service issues;

Parking Solutions, as Proposed by Ord 18-11

Better Match Fees to Cost of Operation.

The ordinance brings fees for neighborhood and other parking permits closer to the cost of administering those programs. Many fees are accompanied by an escalator to help fees better keep up with the cost of administration over time. Again, the fine changes and details are mapped out in the memo from the Commission.

- The adjustment of rates to balance demand, cover operating costs, and increase turnover was a key recommendation of the Desman Report.

Scale Back Free Parking.

The ordinance eliminates free parking in the municipal lots and reduces free parking in garages from three hours to one hour and locates a sunset on all free parking in garages by 2021.

- The reduction or elimination of three hour free parking in garages and lots was a key recommendation of the Desman Report.

Reconfigure Neighborhood Parking Zones.

The ordinance reconfigures existing Neighborhood Parking Zones 4-7 into two new zones to allow for additional opportunities for lawful neighborhood parking. The ordinance also creates a new Neighborhood Parking Zone for residents of Garden Hill.

Consistent Hours of Enforcement.

The ordinance aligns the hours of enforcement of meters and lots. With this change, meters and lots are *all* enforced 8:00 am- 9:00 pm and garages are enforced 24 hours a day, 6 days a week.

- Alignment of the hours of enforcement was a key recommendation of the Desman Report.

Increase Fine for a Parking Ticket.

The ordinance increases the base cost of a parking violation from \$20 to \$30, a figure still well below the base cost of an IU parking citation. If not paid within 14 days, the \$30 citation doubles. As pointed out by the Commission, 74% of parkers receive only one citation per year and 95% of all parkers receive four or fewer violations per year. The cost of a parking violation has not been increased since 2008.

As further pointed out by the Administration, in 2016, the cost per enforcement labor hour in metered parking was \$36 while revenue per enforcement labor hour was \$30.54.

Centralized Parking Administration.

The ordinance re-organizes the administration of the parking code to allow a Parking Services Director to centrally administer and manage the City's parking system. Recall, that the Administration proposed this position in its 2019 budget presentation.

- A designated head of parking operations was a key finding of the Desman Report.

Other Changes

In addition to the above, Ord 18-11 makes numerous other changes, including:

- Consolidating temporary permits into one category
- Providing for appeal to the Board of Public Works for a person aggrieved by a decision of the Parking Services Director
- Providing guidance on the denial and revocation of a permit
- Removing fraternity and sorority houses from eligibility for neighborhood permits
- Ending the combo-zone parking exception which permits a NZ permittee to park in a metered space without paying the meter in extant zones 4, 7 and 8
- Expanding options for Downtown Employee Parking
- Changing BMC 15.36 (Reserved Residential Parking Permit). This change was not a recommendation of the Parking Commission, but a change proposed by Councilmember Ruff. The change is made in the interest of developing a policy that would assure that the placement of on-street parking spaces would, in the absence of a sidewalk, be aligned with access improvements that run from the street to the permitted residence.

Effective Dates

Given the scope of the changes proposed by Ord 18-11, not all changes are effective immediately. Instead, most will become effective on 01 January 2019, with the neighborhood parking zone changes effective on 15 August 2019. These phase-ins are provided to allow time for the public and city staff time to adjust and adequately prepare for the changes. Those provisions that are not effective immediately are outlined below:

Effective January 1, 2019	Effective August 15, 2019
Sections 3 and 19. Amends BMC subsection 15.32.090 (f) and deletes BMC 15.37.140 to modify provisions regarding temporary parking permits and raising the fee for the same.	Section 10. Amends BMC 15.37.020 to delete existing zones 4-7 and re-organize the same into two new zones: Neighborhood Zone 4 (High Point) and Zone 5 (University Courts)
Sections 6, 7, and 8 Amend BMC Section 15.36, reserved residential on-street parking permit definitions and permit qualifications.	Section 11. Amends BMC 15.37.020 to establish Neighborhood Zone 6 (Garden Hill)
Section 15 Amends BMC Section 15.37.070 to re-organize and modify provisions related to Residential Neighborhood Zone Parking Permits.	Section 25. Amends BMC 15.37.220 to replace Zone 7 with Zone 5 under Collins Center Residents
Section 17. 15.37.100 Modifies the provision regarding the replacement of a permit	
Section 27. Adds a new Section, BMC 15.37.240 to provide for an appeal to the Board of Public Works for adverse rulings under §15.37	
Section 28. Amends BMC 15.40.010 to modify Schedule “U,” On-Street Metered Parking	
Sections 29 and 30. Amends BMC 15.40.020 to align the hours of street and garage parking in Schedules V and W; eliminates free parking in the surface lots and reduces the free parking allowance in the garages from three to one hour. This section also builds in a sunset provision for free parking in garages whereby all free parking in garages would be eliminated by January 1, 2021.	
Sections 33, 34, and 35. Amends portions of BMC 15.64.010(d) to add a new penalty provision and to increase the fine for violations and penalties, Class D Traffic Violations	

Item Two – Ord 18-15
(Amending Titles 11 and 14 to Allow for Firearm Hunting at the Griffy Lake Nature Preserve)

Ord 18-15 comes at the request of the Board of Commissioners, the support of the Administration, and the sponsorship of Councilmembers Rollo and Ruff. The measure amends the Bloomington Municipal Code to allow for the discharge of a firearm for hunting in the interest of deer population control. The City's Parks department has received a \$32,500 grant from the Indiana Department of Natural Resources (IDNR) to organize deer hunting at Griffy. According to the memo from Steve Cotter, Natural Resources Manager, this grant is an IDNR Community Hunting Access Program (CHAP) grant. Cotter writes that:

DNR created the CHAP to increase hunter access to public properties experiencing human/deer conflicts, and to help communities address overabundant deer by allowing closely supervised white-tailed deer hunting in urban environments. Bloomington Parks and Recreation hopes to use the grant funding to hire White Buffalo Inc. to coordinate a public hunt at Griffy Lake Nature Preserve. The proposed 2018 hunt would coincide with the first three weekends of deer hunting season (Nov. 17, 18, 24, 25, Dec. 1 and 2.)

RESOLUTION 18-15

**ADOPTION OF THE MONROE COUNTY
MULTI-HAZARD MITIGATION PLAN BY THE CITY OF BLOOMINGTON**

- WHEREAS, the City of Bloomington has participated in the hazard mitigation planning process as established under the Disaster Mitigation Act of 2000; and
- WHEREAS, the Act establishes a framework for the development of a multi-jurisdictional County Hazard Mitigation Plan; and
- WHEREAS, the Act as part of the planning process requires public involvement and local coordination among neighboring local units of government and businesses; and
- WHEREAS, the Monroe County Plan includes a risk assessment including past hazards, hazards that threaten the County, an estimate of structures at risk, a general description of land uses and development trends; and
- WHEREAS, the Monroe County Plan includes a mitigation strategy including goals and objectives and an action plan identifying specific mitigation projects and costs; and
- WHEREAS, the Monroe County Plan includes a maintenance or implementation process including plan updates, integration of the plan into other planning documents and how Monroe County will maintain public participation and coordination; and
- WHEREAS, the Plan has been shared with the Indiana Department of Homeland Security and the Federal Emergency Management Agency for review and comment; and
- WHEREAS, the Monroe County All-Hazard Mitigation Plan will make the county and participating jurisdictions eligible to receive FEMA hazard mitigation assistance grants; and
- WHEREAS, Monroe County All-Hazard Mitigation Plan updates the existing Multi-Hazard Mitigation Plan adopted by the City in September 2010; and
- WHEREAS, this is a multi-jurisdictional plan and cities and towns that participated in the planning process may choose to also adopt the County Plan;

NOW THEREFORE, BE IT RESOLVED BY THE COMMON COUNCIL OF THE CIT OF BLOOMINGTON, MONROE COUNTY, INDIANA, THAT:

SECTION 1. The City of Bloomington supports the hazard mitigation planning efforts and wishes to adopt the Monroe County Multi-Hazard Mitigation Plan.

PASSED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this _____ day of _____, 2018.

DOROTHY GRANGER, President
Bloomington Common Council

SIGNED and APPROVED by me upon this _____ day of _____, 2018.

JOHN HAMILTON, Mayor
City of Bloomington

ATTEST:

NICOLE BOLDEN, Clerk
City of Bloomington

SYNOPSIS

This resolution adopts the Monroe County Multi-Hazard Mitigation Plan, which is required by the Disaster Mitigation Act of 2000 before localities may receive federal funds for mitigation projects. Mitigation Plans are intended to identify vulnerabilities and prioritize measures to reduce or eliminate long-term risk to human life and property from acknowledged hazards to the community.



MEMORANDUM

TO: City of Bloomington Common Council
FROM: Christopher J. Wheeler, City Legal
DATE: August 29, 2018
RE: Local Hazard Mitigation Plan

Monroe County Emergency Management recently updated its local hazard mitigation plan. Several elements of the City were part of the planning team that helped to prepare the County's hazard mitigation plan, including members of the City of Bloomington Fire and Police Department, Planning and Transportation and Street.

A local hazard mitigation plan is intended to provide effective, practical approaches and methods for reducing long-term risk from natural hazards and disasters. Having a local hazard mitigation plan in place is essential for local governments to meet the requirements of Title 44 Code of Federal Regulations (CFR) § 201.6 for FEMA approval and eligibility to apply for and receive FEMA Hazard Mitigation Assistance and various grant programs such as the Hazard Mitigation Grant Program (HMGP). CFR § 201.6(a)(1) states that "A local government must have a mitigation plan approved pursuant to this section in order to receive HMGP project grants. ... A local government must have a mitigation plan approved pursuant to this section in order to apply for and receive mitigation project grants under all other mitigation grant programs." The HMGP provides grants to states and local governments to implement long-term hazard mitigation measures after a Major Disaster Declaration. It is imperative for the City of Bloomington to have a local hazard mitigation plan in place to give local citizenry who are affected by a natural disaster the opportunity to apply for and receive FEMA HMGP grant assistance after a natural disaster.

The City could either prepare its own plan or adopt/approve the County's plan. Preparing its own hazard mitigation plan in accordance with Title 44 and submitting the same to FEMA for review and approval is not practical since the City does not have an emergency management department or an employee whose job is emergency management for the City. The better option is to adopt/approve the Monroe County local hazard mitigation plan which was recently updated and which FEMA has issued its letter of approval.

Although FEMA has issued a letter of approval, FEMA has not formally adopted plan. Before FEMA can formally adopt the plan, local governing bodies in the geographical area for which the plan is intended to serve must adopt the plan. FEMA prefers formal resolution. Monroe County, Stinesville and Ellettsville have all adopted the plan by resolution.

RESOLUTION 18-15
ADOPTION OF THE MONROE COUNTY
MULTI-HAZARD MITIGATION PLAN BY THE CITY OF BLOOMINGTON

SUPPLEMENTAL MATERIALS

All-Hazard Mitigation Plan Monroe County, Indiana – 2017

- Available in full in the electronic version of this packet (*except Appendix – see below*)
- Available via the link below

Documents Online at (<https://iu.app.box.com/v/Monroe>)

- All-Hazard Mitigation Plan Monroe County, Indiana – 2017
 - Ch 1 – Overview
 - Ch 2 – Public Planning Process
 - Ch 3 – Community Profile
 - Ch 4 – Risk Assessment
 - Ch 5 – Goals, Objectives, Mitigation Strategies and Implementation
 - Ch 6 – Plan Maintenance and Implementation
- All-Hazard Mitigation Plan Monroe County, Indiana – 2017 – Appendix (*Separate Document*)
 - Appendix A: General County Maps and Figures
 - Appendix B: Hazard Maps Figures and Tables
 - Appendix C: Asset Inventory Description, Tables, and Maps
 - Appendix D: Plan Team Meetings
 - Appendix E: Public Meeting Notices and Other Outreach
 - Appendix F: Bibliography & Quick Reference
 - Appendix G: Abbreviations
 - Appendix H: Plan Adoptions
- Checklists
- Meetings
- GIS Data
- Community Information
- FEMA Resources

All-Hazard Mitigation Plan Monroe County, Indiana

2017

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Chapter 1 - Overview

Introduction

The Monroe County All Hazard Mitigation Plan is the guide for the county's assessment of hazards, vulnerabilities, and risks and includes the participation of a wide range of stakeholders and the public in the planning process. This plan aids the county, cities, and towns in preventing, protecting against, responding to, and recovering from disasters that may threaten the community's economic, social, and environmental well-being. This plan documents historical disasters, assesses probabilistic disasters through Hazus-MH and GIS analyses, and addresses specific strategies to mitigate the potential impacts of these disasters.

The Monroe County Emergency planning team and The Polis Center at Indiana University-Purdue University Indianapolis (IUPUI) originally developed the Monroe County Hazard Mitigation Plan (HMP) in 2010. They have again teamed up to complete the update for the 2017 plan.

The Monroe County All Hazard Mitigation Plan Update is developed to meet the "all hazards" mitigation approach which the Indiana Department of Homeland Security (IDHS) and FEMA recommend as an option to single hazard mitigation planning. While the plan considered all of the potential hazards, it should be recognized that only limited mitigation actions are feasible for some of these hazards since they are not site-specific or repetitive in nature.

Disaster Mitigation Act of 2000

With the development of the federal Disaster Mitigation Act of 2000, FEMA requires counties to have a Hazard Mitigation Plan (HMP) in order to be eligible for Hazard Mitigation Grant Program (HMGP) funds. The purpose of a HMP plan is "to reduce the loss of life and property, human suffering, economic disruption, and disaster assistance costs resulting from natural disasters." All jurisdictions must first have in place an all-hazard mitigation plan and update the plan within a five-year time span. This plan update addresses changes in development, progress in local mitigation efforts, and alterations in priorities. This update will remain effective for 5 years from the community adoption.

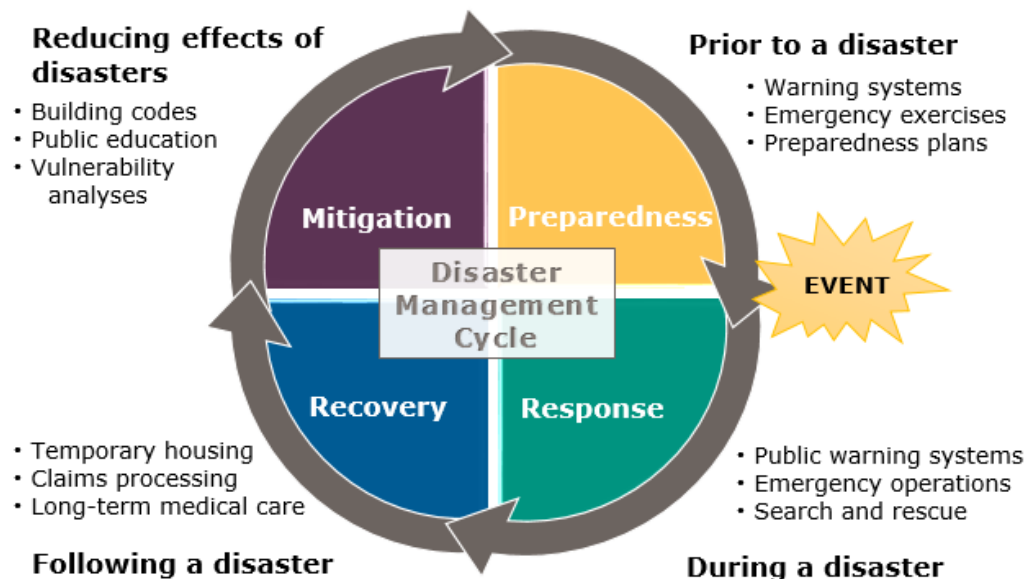
The procedures outlined in the plan are based upon guidance provided by the Federal Emergency Management Agency and is consistent with the requirements and procedures defined in the Disaster Mitigation Act of 2000. The analysis includes three components: 1) profile and analysis of

hazard events, 2) inventory of vulnerability assessment of community assets, and 3) development of hazard mitigation strategies.

Hazard Mitigation

Hazards are something that is potentially dangerous or harmful, often the root cause of an unwanted outcome. Hazards are included, both natural and human caused, which threaten loss of life and property in the county. Hazard mitigation is defined as any action taken to eliminate or reduce the long-term risk to human life and property from natural and technological hazards. The Federal Emergency Management Agency (FEMA) has made reducing hazards one of its primary goals.

Figure 1-1: An Integrated Planning Process



Hazard mitigation planning and the subsequent implementation of the projects, measures, and policies developed as part of this plan, is a primary mechanism in achieving FEMA's goal. Potential types of hazard mitigation measures include the following:

- Structural hazard control or protection projects,
- Retrofitting of facilities,
- Acquisition and relocation of structures,
- Development of mitigation standards, regulations, policies, and programs,
- Public awareness and education programs,
- Development or improvement of warning systems.

Local governments have the responsibility to protect the health, safety, and welfare of their citizens. This mitigation plan considers the importance of mitigation to:

- Protect public safety and prevent loss of life and injury.
- Reduce harm to existing and future development.
- Prevent damage to a community's unique economic, cultural, and environmental assets.
- Minimize operational downtime and accelerate recovery of government and business after disasters.
- Reduce the costs of disaster response and recovery and the exposure to risk for first responders.
- Help accomplish other community objectives, such as leveraging capital improvements, infrastructure protection, open space preservation, and economic resiliency.

Developing and putting into place long-term strategies that reduce or alleviate loss of life, injuries and property resulting from natural or human caused hazards accomplish this goal. These long-term strategies must incorporate a range of community resources including planning, policies, programs and other activities that can make a community more resistant to disaster. Mitigation planning efforts should both protect people, structures, while minimizing the costs of disaster response and recovery. Mitigation is the cornerstone for emergency management and should be viewed as a method for decreasing demand on scarce and valuable disaster response resources.

Mitigation Planning Process

The process to update the HMP included a number of activities between the planning team and Polis. The planning team was comprised of a representative group of the county and incorporated communities. The emergency manager coordinated the planning team invitations to wide range of potential interested parties in the county and communities, including, elected and appointed officials, representatives of law enforcement, fire departments, public health, streets and highway coordinators, planners and engineers, local businesses, disaster relief, state IDHS district coordinators, and higher education officials. The team participated in a series of surveys and meetings, documented in the appendix, to complete the following 10-step process outlined by FEMA in the local hazard mitigation-planning handbook:

- Organize planning process. Involve key stakeholders and the public.
- Identify and screen major hazards for the county.
- Analyze the risks posed by those hazards.
- Review existing capabilities and resources and then identify the issues.
- Prioritize the hazards.
- Develop specific hazard mitigation measures. Include a timeline.
- Set implementation guidelines.

- Draft the plan.
- Adopt the plan.
- Implement, evaluate success and update regularly.

Each chapter was reviewed, revised and expanded upon with current information and included new feedback from taskforce members with an emphasis on the updating the goals, objectives and strategies. The mitigation planning requirements identified in 44 CFR 201.6 called for all jurisdictions participating in a multijurisdictional hazard mitigation plan to take part in the planning process. Examples of participation include, but are not limited to, attending planning meetings, contributing research, data, or other information related to hazards and strategies and commenting on drafts of the plan.

State Mitigation Planning Team

The Silver Jackets program, administered by the US Army Corps of Engineers operate in states across the United States bring together multiple state, federal, and sometimes tribal and local agencies to learn from one another in reducing flood risk and other natural disaster. The Indiana Silver Jackets team works together toward its shared vision, to be a catalyst in developing comprehensive and sustainable solutions to natural hazard issues. The mission of the core agencies of the Silver Jackets team is to work together to:

- Enable the effective and efficient sharing of information
- Foster the leveraging of available agency resources
- Provide improved service to our mutual customers
- Promote wise stewardship of the tax-payers' investment

The Indiana Silver Jackets have led projects highlighted in this report, such as the Low Head Dam initiatives and the Fluvial Erosion & Non-Levee Embankment mapping projects.

Chapter 2 – Public Planning Process

This is a multijurisdictional plan that covers Monroe County, its school jurisdictions, and the incorporated communities within the county, which consist of the City of Bloomington and the Towns of Ellettsville and Stinesville. The Monroe County risks and mitigation activities identified in this plan also incorporate the concerns and needs of townships and other entities participating in this plan.

Planning Team

The Monroe County Emergency Management Agency Director heads the Monroe County Emergency Management Agency and is charged with developing the Hazard Mitigation planning team. Members of the planning team include representatives from various partners involved in hazard mitigation activities, those with the authority to regulate government, and stakeholders throughout the region. All members of the planning committee were actively involved in attending meetings, providing available Geographic Information Systems (GIS) data and historical hazard information, reviewing and providing comments on the draft plans, assisting in the public input process, and coordinating the county's formal adoption of the plan. A list of which particular meetings each team member attended is located in the Appendix E. Table 1 identifies the planning team members who attended meetings related to the plan update.

Table 2-1: Hazard Mitigation Planning Team

Name	Title	Organization	Jurisdiction
Allison Moore	EMA Director	Emergency Management Agency	Monroe County
Lisa Kane	Deputy Director	Emergency Management Agency	Monroe County
Kurt Babcock	GIS Director	Monroe County	Monroe County
Trohn Enright-Randolph	Monroe County	Monroe County Surveyor Office	Monroe County
Paul Satterly	Monroe County Engineer	Monroe County	Monroe County
Jeff Schemmer	911 Director	Monroe County Control Center	Monroe County
Jim Gerstbauer	Building Commissioner	Monroe County Building Department	Monroe County
Ken Long	IU Bloomington Director of Emergency Management	IU Bloomington	Indiana University
Terri Porter	Director Transportation	City of Bloomington	City of Bloomington
Joe Van Deventer	Director of Street Operations	City of Bloomington	City of Bloomington
Kevin Tolloty	Director of Planning	Town of Ellettsville	Town of Ellettsville
Mike Stinson	Bloomington Street	Bloomington Street Department	City of Bloomington
Lois Pursell	Clerk-Treasurer	Town of Stinesville	Town of Stinesville
Tania Daffron	Battalion City Fire	Bloomington Fire Department	City of Bloomington
Mike Cornman	Fire Chief	Ellettsville Fire Department	Town of Ellettsville
Terry Quillman	MS4 Coordinator	Stormwater Management	Monroe County
Jamie Neibel	EM Specialist	IU Health Hospital	Hospital
Don Johnson	Hospital Director	Bloomington Meadows Hospital	Hospital
Jesse Minnick	District Coordinator	Indiana Department of Homeland Security	State
David Cable	US Army Corps of Engineer	US Army Corps of Engineer	Federal
Maria Carrasquillo	Disaster Program Manager	Red Cross	Disaster Relief
Mindy Morrow	Disaster Program Manager	Red Cross	Disaster Relief

Review of Existing Plans

Monroe County and the local communities utilize land use plans, emergency response plans, municipal ordinances, and building codes to direct community development. The planning process also incorporated the existing natural hazard mitigation elements from these previous planning efforts. Table 2-2 lists the plans, studies, reports, and ordinances used in the development of the plan.

Table 2-2: Planning Documents Used for HMP Planning Process

Author (s)	Year	Title	Description	Where Used
United States Department of Agriculture	1981	Soil Survey of Monroe County, Indiana	Soil survey describing the soil variety of Monroe County	Chapter 3
Monroe County	2004	Monroe County Storm Water Quality Management Plan	Water and drainage policy and guidelines	Chapter 4, 5
Plan Commission Bloomington/Monroe County MPO	2006	Alternative Transportation & Greenways System Plan	Plan for development and maintenance of alternative transportation systems	Chapter 3
Hoosier Environmental Council	2008	Watershed Management Plan (Bean Blossom Creek & Lake Lemon)	A detailed restoration and conservation plan that includes studies and county participation	Chapter 3
FEMA and DNR	2010	Resilience Report	Watershed	Chapter 4
Monroe County	2011	Storm Water Management Ordinance	Water and drainage policy and guidelines	Chapter 4
Monroe Plan County Commission and Review Committee	2012	Monroe County, Indiana Comprehensive Plan	Plan intended to guide the growth of Monroe County	Chapter 3
Monroe County	2015	Zoning and Subdivision Control Ordinance	Guide for growth and development	Chapter 3
Indiana Department of Homeland Security	2014	State of Indiana Multi-Hazard Mitigation Plan	Statewide hazard mitigation plan	Chapter 5
Indiana University and The Polis Center	2015	Indiana Disaster Resilient University	Multi-campus University Risk Assessment	Chapter 4

It should be noted that the following plans are incorporated in the Monroe County, Indiana Comprehensive plan;

- The Monroe County Thoroughfare Plan, 1995;
- The Harrodsburg Rural Community Land Use Plan, 2003;
- The Ellettsville Rural Community Land Use Plan, 2003;
- The Smithville-Sanders Rural Community Land Use Plan, 2005;
- The Monroe County Alternative Transportation & Greenways Plan, 2006;
- The Stinesville Rural Community Land Use Plan, as amended 2010;

- The State Road 37 Corridor Study, 2010;
- The Monroe County Parks & Recreation Plan, 2008-2012

Planning Process Timeline and Steps

The Monroe County planning team met on March 9, 2017 for the HMP update kickoff. Prior to the second meeting, the team completed a survey related to the hazard rank and strategy status. The team then met on April 27, 2017 to discuss survey results. The team then confirmed that hazard priorities and any conflicting survey results for the county and each community.

The planning team invited the public to a meeting on August 21, 2017. During this meeting, the overall purpose of the plan was reiterated and public input was sought. The group reviewed a copy of the draft plan and was provided with a presentation on the risk assessment and mitigation strategies. The meeting coincidentally coincided with the solar eclipse, and the group paused to collectively view the solar event. Information on the event and pictures are available in Appendix E. The draft plan was revised based on the team and public's comments following the meetings. Appendix E includes meeting minutes and invitations to participate and Appendix F includes the published announcement of the meeting.

The county continually works to engage with the public posts through posting community meetings and training opportunities on the county website as well as the county social media resources including Facebook and Twitter. In addition, a final copy of the plan will be available online through the county's website.

Chapter 3 – Community Profile

In order to provide a basic understanding of the characteristics of the community, this section offers a general overview of Monroe County including the physical environment, population, and the location and distribution of services.

General County Description

Bloomington is the county seat of Monroe County and is located approximately 50 miles southwest of the capital city of Indianapolis. The county covers 394.5 square miles and had an estimated population of 145,500 and a population density of 368.9 per square mile in 2016.

The county is primarily comprised of rolling farmland and hilly urban areas with heavily wooded areas adjacent to the major streams and wetlands. The central section of the county contains the bulk of the population, concentrated in the incorporated city of Bloomington. Northwest of the county seat are the incorporated Towns of Ellettsville and Stinesville. The northeastern and western sections of the county are predominantly rural.

The three incorporated cities and towns within Monroe County consist of Bloomington, Ellettsville and Stinesville. Scattered throughout the county, the county hosts numerous additional unincorporated places. The county contains eleven townships: Bean Blossom, Benton, Bloomington, Clear Creek, Indiana Creek, Perry, Polk, Richland, Salt Creek, Van Buren, and Washington.

The communities of Monroe County have received recognition for their commitment to investing in the future and supporting business and infrastructure development. In 2013, the Monroe County South West Soil and Water Conservation District was chosen as a recipient of the District Showcase Award. The Community Foundation of Bloomington and Monroe County and the Smithville Charitable Foundation awarded over three hundred thousand in 2017 Community Impact Grants. Community Impact Grants focus on funding charitable efforts that address pressing problems, have the potential for encouraging change, and create solutions to the issues that impact communities. Most of the 2017 Community Impact funds went toward youth programs for education enrichment and health and wellbeing. In preparation for the construction of I-69, the Bloomington Economic Development Corporation was awarded a Duke Energy Economic and Workforce Development grant, which is being used for planning future development.

Monroe County has had several new development projects in recent years and is forming plans for more. As part of Monroe County's recent development trend, AB BioTechnologies broke ground on a new 23,000-square foot pharmaceutical manufacturing facility in May 2017. The AB BioTechnologies building project will cost \$10.5 million and is projected to create more jobs in

Monroe County. As part of the Indiana's Next Level Roads initiative, Monroe County will gradually receive another \$10.5 million in funding. During the first year of funding, Monroe County is the expected recipient of one million dollars beginning in 2018. The funding will go toward the creation and maintenance of 79 lane miles and two bridges. The construction of I-69 has also garnered state funding. The new interstate is projected to increase traffic flow between Indianapolis and southern Indiana and to encouraged economic opportunity in southern Indiana.

In order to enhance the economic base of the city and enrich the quality of life of Monroe County residents, the City of Bloomington Council encourages local business growth and retention by supporting motivational programs including tax abatement, sustainable development incentives, urban enterprise zone incentives, and Bloomington Economic Development incentives.

Historical Setting

Shortly after Indiana became a state in 1816, Monroe County was formed by an Act of the Indiana General Assembly in 1818; however, the county's present boundaries were not established until 1836. The area that is now Bloomington first became a recognized settlement about 1816, when President James Monroe selected the site, which was then a wheat field, for a seminary. According to the Indiana Historical Bureau, "Congress, asserting that education was necessary for representative government, granted Indiana one township of land to support a seminary as part of its admission to statehood in 1816." The settlement honored President James Monroe's role by naming the new county in his honor. In 1820, Governor Jonathan Jennings approved the act creating the State Seminary in Bloomington, and classes in Ancient Greek and Latin began in 1825 with twelve students and one teacher. Later legislation christened the seminary Indiana College, but it was reinvented again in 1838 as Indiana University.

Prior to the European settlement in the area, the Delaware, Miami, and Potawatomi Native Americans navigated the White River's East and West Forks and their tributary creeks and hunted on the land that now consists of Monroe County. Early European immigrants were attracted to the area's location on an established trading route, the abundance of available spring water and good drainage. During the time of the pioneer days, Bloomington was near the center of the population of the state and settlers moving upward from Kentucky, Tennessee, Virginia and the Carolinas sometimes would have passed through the area.

Early Monroe County residents forged their livings through farming, limestone and timber. The Covenanters, a group of Scotch-Irish Presbyterians who believed slavery was a mortal sin, settled in Monroe County in 1821 and provided a station for escaped slaves traveling north on the Underground Railroad. To this day, the Covenanter Cemetery displays examples of some of Bloomington's earliest uses of limestone and stone carving and acts as a reminder of the groups lives and legacy.

In 1854, the New Albany and Salem railroad laid down tracks through Bloomington, opening the town to the outside world and sparking local industrial growth. One of Monroe County's first industrialist, Austin Sward, expanded his smithy into a foundry for the production of cast-iron fences, urns, benches grills and later cannon and bombshells for the Union army during the Civil War. Sward's iron fences can still be seen in Bloomington today. Cabinetmaker Charles C. Showers built up his business in Bloomington. His company expanded into a major industrial complex that covered seven acres and lasted from the 1860s through 1955.

The City of Bloomington was incorporated in 1866, and electric lights illuminated the courthouse roof by 1886. Two disastrous fires in the 1880's interrupted but did not hinder the city's pattern of development. The east side of Bloomington developed into an academic and residential neighborhood and the west side blossomed into the sector for industrial growth, laying an economic foundation for the county. During 1907-1912, the city installed sewers, enlarged the antiquated water system and used brick to pave approximately 70 blocks of streets and sidewalks. Throughout this period, industry flourished, producing more than two million dollars annually in the currency of the day, and the quarries yielded three million dollars in limestone a year. The population doubled and Indiana University grew. Due to reoccurring water problems, Lake Lemon was eventually built in the 1950s, and the US Corps of Engineers built Lake Monroe in Salt Creek Valley in the early 1960s for flood control of the White River and its tributaries.

Physical Characteristics

Climate and Precipitation

The Monroe County climate is typical of south central Indiana. The variables of temperature, precipitation, and snowfall can vary greatly from one year to the next. Winter temperatures can fall below freezing starting as early as October and extending as late as April. Based on National

Climatic Data Center (NCDC) averages from 1971 to 2000, the lowest winter temperature is 19° F and the average high is around 31° F. In summer, the average high is 86° F. Rainfall is moderately heavy and averages 44 inches annually, falling mostly during the spring and summer months. The average seasonal snowfall is 12 inches. The prevailing wind is from the south-southwest at an average speed of 10 miles per hour.

Average wind speed and direction is 10 mph, generally from the south-southwest. Summer humidity is moderate, ranging from 63% for the mid-afternoon and rising during the evening to culminate with dawn humidity around 83%. The possibility for sunshine is 65% during the summer and 40% during the winter. Indiana is prone to strong thunderstorms that can produce strong winds, lightning, hail, and sometimes tornadoes. Historically, these storms can occur at almost any time throughout the year, but are most common in the spring and summer months.

Geology and Topography

The landscape of Monroe County is varied, consisting of uplands, slopes range from nearly level to steep, and lower areas along streams and drainage ways. Terraces make up the area along Beanblossom Creek's steep slope. The highest point in the county is about 915 feet above sea level, and the lowest point of the county is about 531 feet above sea level.

Monroe County's topography is composed of three topographical units—the Norman Upland, the Mitchell Plain, and the Crawford Upland. The bedrocks underlying Monroe County are Mississippian with the exception of the of the Pennsylvanian sandstone in the Crawford Upland. According to the Soil Survey of Monroe County, Indiana, the Norman Upland is a dissected plain in the eastern part of the county while the Mitchell Plain lies more toward the center and northwest of the county, and the Crawford Upland covers the southwest corner. As its name suggests, the Mitchell Plain is rolling plain, but the most striking surface feature of the Mitchell Plain is its sinkholes. These sinkholes, or depressions, range in size from slight sags and watertight basins to hug hollows.

Soils

The mission of the Monroe County Soil and Water Conservation District (SWCD) is to identify and prioritize local soil and water resource concerns, provide information on soil, water, and related natural resource conservation, and to connect land users to sources of education and technical and financial assistance to implement conservation practices and technologies. The county seeks to

provide a means for all interested people in the community to work together to administer programs to preserve, protect and improve soil, water, air, plant, and animal resources for future generations.

The Monroe County Indiana Soil and Water Conservation District provides classroom resources and even offers a conservation video series in order help the community engage with educational opportunities, address environmental concerns, and to develop further knowledge of conservation. Local conservation projects in the county focus on civic engagement and include the Bloomington High School South Project, Bean Blossom Improvement Project, and wetland construction. Over a three-quarters, of Monroe County's soil is well drained while the remainder of the soil drainage types vary from somewhat excessively drained to poorly drained. The division of these soil characteristics is listed in Appendix A.

Land Use and Ownership

Residential and Industrial are the predominant land uses in Monroe County. Other significant land uses are agricultural and managed lands. Recent or proposed development, especially in Special Flood Hazard Areas (SFHAs), must be carefully evaluated to ensure that no adverse impacts occur as a result. Development, whether it is a 100-lot subdivision or a single lot big box commercial outlet, can result in large amounts of fill and other material being deposited in flood storage areas.

The Monroe County Comprehensive Plan identifies five major principles that determine many of the choices for land form management and property use:

1. Residential Choices
2. Focused Development in Designated Communities
3. Environmental Protection
4. Planned Infrastructure Improvements
5. Distinguish Land from Property

Concerning residential choices in the rural and urban environments, the need for recognizing the need for differing characteristics of these residential environmental is apparent within the comprehensive plan. Although the County has the three incorporated communities there are five total dedicated communities recognized by the planning commission, including Bloomington Urbanizing Area, Ellettsville Rural Community Area, Stinesville Rural Community Area, Harrodsburg Rural Community Area, and Smithville-Sanders Rural Community Area.

Monroe County Comprehensive Plan's Rule 5 applies to all construction activities (includes clearing, grading, and excavating) that results in the disturbance of one (1) acre or more of land area. Projects that are smaller than one acre may also be regulated by this Rule if it is determined that the project is part of a "larger common plan of development or sale means a plan, undertaken by a single project site owner or a group of project site owners acting in concert, to offer lots for sale or lease/ where such land is contiguous, or is known, designated, purchased or advertised as a common unit or by a common name, such land shall be presumed as being offered for sale or lease as part of a larger common plan." The term also includes phased or other construction activity by a single entity for its own use.

Agriculture

As illustrated in the map of Monroe County Agricultural Areas, the densely cultivated areas, which are more than 75% cultivated, are predominantly in the western and northern parts of the county. The majority of farms and confined feeding operations are located in the southern part of the county. Some of the non-agricultural areas of the county correspond with the locations of the Menominee Wetland Conservation Area in the west of the county.

The 2012 U.S. Census of Agriculture reports that there are 462 farms in the county, covering 52,762 acres. Of this farming land, 52.3% is cropland, 22.2% is woodland, 18.6% is pastureland, and 6.9% is classified as "other uses." In contrast, 71.5% of Indiana is harvested cropland and 45.3% of the state is woodland, but of the land on farms, 85.5% is cropland and 7.1% is woodland, meaning Monroe County has a lower percentage of harvested cropland on farms than the state as a whole. Approximately, 52,762 acres of Monroe County were actively farmed in 2012, which represents a negative 4% increase in the number of acres used for farmland since 2007. Although the total number of farms decreased from 2007 to 2012, the average farm income more than doubled.

Managed Lands

The Department of Natural Resources maintains an inventory of managed properties. These natural and recreation areas are managed by either the, DNR Fish & Wildlife, DNR Nature Preserves, federal, local and non-profits and is maintained by the Indiana Natural Heritage Database. The county has 118 managed properties and their classification type is displayed in a map located in the Appendix.

Monroe County is home to several parks and the Beanblossom Bottoms Nature Preserve, which covers nearly 600 acres. Sycamore Land Trust's 600 acres adjoins the U.S. Fish and Wildlife Service's Restle Unit of the Muscatatuck National Wildlife Refuge and a privately owned wetland protected by a permanent Wetland Reserve Program easement. By establishing conservation areas and parkland, the county is able to preserve plant and animal species and combat air, land pollution and prevent water quality issues.

Endangered and Threatened Species

The Federal Endangered Species Act of 1973 (Act) describes two categories of declining species of plants and animals that need the Act's protections – endangered species and threatened species – and provides these definitions, “Endangered species are those species that are in danger of extinction throughout all or a significant portion of its range. Threatened species are those species that are likely to become an endangered species within the near future throughout all or a significant portion of its range.” The table in Appendix A identifies the endangered or threatened species within the county and identifies the habitat characteristics where the species are found within the county.

Bald eagles are no longer protected under the federal Endangered Species Act and Section 7 consultation with the U.S. Fish and Wildlife Service is no longer necessary. However, the bald eagle remains protected under the Bald and Golden Eagle Protection Act.

The complete [Indiana Bat, Kids, and Caves - Oh My!](#) activity book for teachers developed by the Education Department of Evansville's Mesker Park Zoo & Botanic Garden and was sponsored by the US Fish & Wildlife Service. This document provides students and teachers with a guidebook on the Indiana bats habitat, conservation, and numerous activities.

Land Pollution

The US Environmental Protection Agency manages the Brownfield and Superfund programs, which provide resources to local and state partners to address a hazardous substance, pollutant, or contaminants. These programs provide increases to local tax base, facilitates job growth, utilizes existing infrastructure, takes development pressures off of undeveloped, open land, and both improves and protects the environment. The primary difference between the programs is that Brownfields are focused on the remediation of active hazardous sites and also regulate the

transportation of hazardous waste in which the property owners are known and are currently using managing, or disposing hazardous waste. A map these features is located in the Appendix A.

Hydrography

Water resources within the county are vital to the community because they provide recreational as well as enhanced economic opportunity. Important water resources include surface and groundwater from aquifers, watersheds, lakes, rivers and wetlands providing water for riparian habitats, fish, wildlife, household, livestock, recreation and aesthetic and industrial uses. The DNR and IDEM manage many of the water regulated state programs. The DNR administers permit programs for lakes and streams related to quantity and is the Cooperating Technical Partners for the FEMA flood-mapping program. IDEM manages the EPA related quality monitoring in coordination with the assistance of the local community officials.

The Watershed Management Plan for Restoration and Protection of Bean Blossom Creek and Lake Lemon was put together by the Hoosier Environmental Council but received assistance from the Monroe County Plan Commission, and the Monroe County Planning Department, which provided watershed assessments for Stout's Creek and other portions of the watershed. The Bean Blossom Creek, drains nearly 200 miles of land in the northern half of Monroe County and Brown County. The headwaters lie in the northern part of Brown County and generally flow westward to the confluence with the West Fork of the White River in Monroe County, near Gosport in neighboring Owen County. Lake Lemon covers 1650 acres and was created in the middle of the watershed by a dam built in the 1950s to provide flood control and drinking water for the City of Bloomington. Lake Lemon was used for drinking water until the 1970s but is now primarily enjoyed as a recreational area but can potentially serve as a backup water supply for the county.

The Monroe County Indiana Soil and Water Conservation District has received grants for projects related to wetland conservation. In honor of Indiana's 200th anniversary, the Bicentennial Nature Trust allocated one million dollars to save land for conservation and public recreation in the Beanblossom Creek area of northern Monroe County. The area was already home to Sycamore Land Trust's Beanblossom Bottoms Nature Preserve, Lake Griffy Nature Preserve, and part of Morgan-Monroe state forest, but the Sycamore Land Trust emphasizes that connecting these natural areas will improve water quality, provide a home for wildlife, and create new public recreation opportunities.

The Indiana Department of Environmental Management helped fund the Blossom Improvement Project (2009-2012) by awarding a grant that would go toward improving the water quality of the Bean Blossom Watershed by decreasing the amount of pollutants entering the streams. The Watershed Management Plan for Restoration and Protection of Bean Blossom Creek and Lake Lemon discusses the county's strategies for the watershed.

Watersheds

Monroe County is located within three major watersheds: Upper White, Lower White, and Lower East Fork White watersheds as shown in the county water resources map located in the appendix. Most of north of Monroe County is within the Lower White Watershed. The southern portion of the county is part of the Lower East Fork White Watershed, and the far northern extremity and northeast corner of the county is in the Upper White watershed.

Rivers

The National Hydrography Dataset (NHD) is the surface water component of The National Map. Managed by the USGS. The NHD data is a digital vector dataset used by geographic information systems (GIS). It contains features such as lakes, ponds, streams, rivers, canals, dams and stream gages. These data sets are designed to be used in general mapping and in the analysis of surface-water systems. It contains a flow network that allows for tracing water downstream or upstream, for purposes such as water discharge rates, water quality, and fish population. Indiana recently concluded a statewide project led by the Indiana GIO and Geographic Information Council (IGIC) to improve the accuracy and density of the statewide NHD. Indiana Geographic Information Council has entered into a USGS partnership agreement to identify the process for state and local stewardship and maintenance of the Indiana high resolution NHD.

The Indiana Natural Resources Commission has declared five streams navigable in the county. Beanblossom Creek is navigable to Griffy Creek, Clear Creek is navigable to near Harrodsburg, North Fork of Salt Creek is navigable from its junction with Salt Creek (within Lake Monroe) throughout the county, Salt Creek is navigable into Lake Monroe, and the West Fork of White River is navigable throughout the county.

Lakes

The Indiana General Assembly defines "lake" as designating a reasonably permanent body of water that is substantially at rest. Lakes provide a habitat for a variety of fish and wildlife and drinking water. Lakes can function as a potential source of transportation and support recreational and commercial fishing industries.

The DNR Department of Fish and Wildlife maintains a list of the lakes in Indiana and the general assembly has established the listing of Public Freshwater Lakes (PFL). The DNR Division of Water regulate these lakes using the Lake Preservation Act (I.C. 14-26-2) and/or Lowering of 10 Acre Lakes Act or "Ditch Act" (I.C. 14-26-5). Public Freshwater lakes maintain the following criteria:

- existed on March 12, 1947
- is substantially at rest in a depression in the surface of the earth that is naturally created
- is of natural origin or part of a watercourse, including a watercourse that has been dammed
- covers an area of at least five (5) acres within the shoreline and water line, including bays and coves

The DNR public access site program began in 1953 and today consists of more than 400 public access sites and strives to provide free access at rivers and lakes. The goal of the Division of Fish & Wildlife's Lake and River Enhancement (LARE) Program is to protect and enhance aquatic habitat for fish and wildlife, and to insure the continued viability of Indiana's publicly accessible lakes and streams for multiple uses, including recreational opportunities. This is accomplished through measures that reduce non-point sediment and nutrient pollution of surface waters to a level that meets or surpasses state water quality standards. Example of LARE projects include matching federal funds for qualifying projects, which may include engineering designs and construction of remedial measures, water quality monitoring of public lakes, management of invasive aquatic vegetation sediment removal from qualifying lakes, and logjam removal from qualifying rivers. For a list of lakes and maps of their location, visit Appendix A.

There are no designated PFL in the county.

Wetlands

The US Environmental Protection Agency and the Indiana Department of Environmental Management have identified Indiana's wetlands and other aquatic resources as important features to protect and wisely use for the benefit of present and future generations. Before agriculture became more widespread, Indiana was composed of numerous broad expanses of poorly drained wetlands. Broadly defined, the term "wetlands" commonly refers to low

depressions in the landscape covered with shallow and intermittent water standing long enough to be capable of supporting hydrophytic vegetation. According to the United States Protection Agency, wetlands differ in size, shape, and types of wet environment and derive their unique characteristics from climate, vegetation, soils and hydrologic conditions. Additionally, the Indiana Department of Environmental Management identifies wetlands as possessing soils, which differ from soils in dry areas, exhibiting hydric characteristics that show the soil developed in saturated conditions. Wetland communities include bogs, dunes, swales, fens, flatwoods, floodplain forests, marshes, ponds, lakes, sedge meadows, seeps, streams, creeks, rivers, and swamps. Wetlands are classified according to their depth of water, total area, and seasonal life span. The IDEM regulates the wetlands in Indiana. The county is the responsible agency for the administration of the North American Wetlands Conservation Act (NAWCA).

Originally, wetlands were located throughout the entire state of Indiana. In southern Indiana, floodplain and swamp forests were also widespread, particularly in the southwest lowlands. In south central Indiana, counties rich in limestone frequently have areas with dissolved bedrock, creating many sinkholes, springs, and lowland swamps. With the advent of intensive agriculture practices and the application of land drainage techniques, many of the wetlands located on lands that were flat and suited to agricultural use have been drained.

Wetlands are vital features of the Indiana landscape that provide beneficial services for people and wildlife including: protecting and improving water quality, providing fish and wildlife habitats, storing floodwaters and maintaining surface water flow during droughts and dry periods.

Water Pollution

Water pollution contaminates lakes, rivers, wetlands, aquifers, and groundwater, and leaches into the surrounding soil. Consisting of any contamination of water with chemicals or other foreign substances that are detrimental to human, plant, or animal health, water pollution places risks on downstream water quality and water supply. Impaired waters containing pollutants can create a hazard affecting wildlife and plant species and can potentially poison underground streams and the wells of people living in the surrounding area, depriving communities of a reliable source of life-giving water and injuring opportunities for economic development and recreation.

Sewage, wastewater, marine dumping, industrial waste, radioactive waste, oil pollution, and underground storage leaks are some of the most common forms of water pollution. Inadequately

engineered hillside construction can endanger downslope development, and erosive soils have been known to generate stream siltation and compromise water quality.

The Federal Clean Water Act provides funding to states and communities to help them meet their clean water infrastructure needs and protects valuable wetlands and other aquatic habitats through a permitting process that ensures development and other activities are conducted in an environmentally sound manner. IDEM is required to assess the quality of the waters in the state of Indiana and produce a list of waters that are impaired along with the specific impairments. Impaired waters in the county are identified in a map located in the appendix.

People

Populations

In 1980, Monroe County had a population of 98,785, and the population increased by 110% percent to 108,978 between 1980 and 1990. As of 2016, an estimated 145,496 people reside in Monroe County with a population density of 368.9 people per square mile. Over the past few decades, Monroe County has experienced tremendous leaps in population growth.

Comparing and contrasting the data from the beginning of the century and 2016 reveals the largest percent increases in population occurring in Ellettsville (30%) and in Bloomington (22%). Migration trends inform hazard mitigation by highlighting areas of population growth and decline, revealing immigration and emigration patterns, and informing public officials of changes in net adjusted gross income (AGI) because of migration.

Age and Sex Characteristics

Some populations may require special attention in mitigation planning because they may suffer more severely from the impacts of disasters. These groups, termed special needs populations, can pose an added difficulty to hazard response and recovery and public resources. It is important to identify these populations and develop mitigation strategies to help them become more disaster-resilient. Although there are numerous types of vulnerable populations, there are five focus groups, which include low-income citizens, older adults, people who don't speak English at home, people with disabilities, and people without high school diplomas, highlighted in the figure below. Monroe County is compared to the nearby counties, as well as to Indiana, by averaging the percent population of each special needs category within the county/state. Of the eight geographies we

compared (one state and seven counties), Monroe County ranks eighth, meaning it has the highest percentage of population with special needs in the assessed area.

Monroe County has a relatively high poverty rate and a higher than average percent of people with a non-English primary language but a comparatively lower than average percentage of people with a disability and age 65 and over. People in poverty may experience difficulty accessing resources, so they may require additional planning when determining how to respond in the event of a disaster. People who do not have English as their first language and people with less than high school education may require special attention to ensure that they are reached and properly communicated with during disaster warnings or in the event of a hazard. In the event of a disaster, elderly and disabled citizens have particular challenges and concerns. They may require life-sustaining medication, electricity-operated medical equipment, and special mobility assistance. They may also require special temporary housing needs that can accommodate physical disabilities/limitations and varied levels of income. Examples of activities to improve emergency mitigation and preparedness for the elderly population include, but is not limited to, the following:

- Evacuation exercises for communities and elderly care facilities
- Fan distributions
- Public materials on when and how to shelter in place
- Training for emergency shelter staff
- Development of resource guide for seniors with available housing, medical, and basic needs services
- Development of accessible media announcements

Understanding more about the community age breakdown can be helpful in developing public outreach campaigns and understating where to target emergency service needs. The figure representing the age distribution of the Monroe County population can be found in Appendix A and reveals a large percentage of people between 15 and 24. The median age in Monroe County is 29 compared to the Indiana median age of 37.5.

Economy

Data on the types of housing and types of households can potentially provide insight into how to further develop mitigation strategies or align messages to particular groups of citizens. Similar to the rest of the state and the nation, the average household size is decreasing which can primarily be attributed by the overall rise in the elderly population, and the delays in beginning families and overall smaller family sizes than in the past.

In 2015, the county had an average household size of 2.66 people and average family household size of 5.19. The household size is considerably higher than in other counties. Since the year 2000, the county has experienced a positive 49.2% increase in wage growth. Monroe County's median family income of \$63,712 is slightly greater than the Indiana median family income of \$61,119.

Housing

Approximately, 69.1% of Monroe County households consist of families compared to 66.9% of people in Indiana living with families. Monroe County has a higher percentage of renter occupied housing units than average, consisting of 31.7% US average and 42% in Monroe County. This is a common trend in communities with large college campuses.

Workforce

In recent years, Monroe County has incurred a decline in the number of medium sized business establishments with 50-99 employees while larger business corporations with 100 plus employees have experienced a negative percent change.

During 2013, Monroe County reached its highest rate of unemployment (7.9% unemployed) in the past decade. Unemployment among the labor force has slowly diminished since reaching its peak in 2011, and, in 2015, the county unemployment rate was the lowest it has been since 2009.

Employment

The Average Employment by Sector data reveals that, from 2011-2015, Monroe County has experienced recent declines of around 15% in the construction, transport and warehousing, and educational services sectors. The arts and entertainment and the agriculture, forestry fishing and hunting sectors increased in the total establishments by around 8% from 2011-2015.

The 2015 estimated annual per capita income in Monroe County is \$35,335 compared to an Indiana average of \$41,940. The median household income is \$45,341 (10.2% lower than the state). The financial crisis has had a similar impact in Monroe County as it did in Indiana and the US, but the county's unemployment rate was consistently lower than both the state and the nation. The graph in Appendix A looks at the employment rate of the county population aged 16 years and over and illustrates how the county's unemployed population has changed over time compared to Indiana and the US. It also shows the percent of Monroe County's population below the poverty level.

Just over 73.6% of the workforce in the county was employed in the private sector. Of the industry types operating in the county, manufacturing, management of companies, and healthcare and social assistance remain the top earning sectors. The top major employers in terms of number of employees are listed by manufacturing and non-manufacturing along with other employment statistics on sectors are provided in Appendix A.

Education

The level of education of our workforce is a critical factor for economic and community development. It often provides insight into the skill levels of a local area. The type of work (occupations) residents perform can also assist in understanding skill levels. The tables in Appendix A provide some more detail on the education attainment within the county over time and provide a comparison with the state averages.

Culture

The development of the National Historic Preservation Act of 1966 initiated the federal fostering of the partnerships between the states, local governments, and the private sector on the preservation of our cultural resources. The Act established the National Register of Historic Places, composed of buildings, sites, structures, objects and districts significant in American history, architecture, archaeology, engineering and culture. The DNR Division of Historic Preservation & Archaeology (DHPA) is the state partner that manages the Indiana State Historic Architectural and Archaeological Research Database (SHAARD). Below the figures, display a variety of resources within the county identified within SHAARD. SHAARD is made possible by financial support from the Federal Highway Administration, the Indiana Department of Natural Resources, and the Historic Preservation Fund of the U.S. Department of the Interior, National Park Service.

Historic and cultural resources are important because they are wonderful examples of architecture or engineering. Others are important for their connection to past people or events. Understanding what is important to the community can help develop better initiatives for project and strategies to accomplish the community's goals. Monroe County has 33 historic places, which appear on the National Register of Historic Places. There are 22 established historic districts within the county. Of these historic districts, 17 are in Bloomington, three are in unincorporated Monroe County, one is in Ellettsville, and one is in Stinesville.

Monroe County has 147 cemetery sites that serve in memoriam to those that have past. Of the county's cemeteries, 138 are within unincorporated Monroe County, eight are in Bloomington, and one is in Ellettsville. The County contains 25 historic bridges. Nineteen of these are in unincorporated Monroe County, two are in Bloomington, and four are in Ellettsville. There are no designated historic canal segments or canal structures in the county. The maps of these resources and a table identified the breakdown of historic structures in their community and their contribution designation are listed in Appendix A.

Community Services & Infrastructure

The following section provides an overview on community services and infrastructure within Monroe County. Examples of community services include healthcare and public safety, while examples of community infrastructure include power utilities, water and sewer facilities, and the transportation network. The Critical Facilities Map identifies critical facilities for each community and a table of all critical facilities is provided in Appendix B.

Schools

Schools systems are valuable partners in All-Hazard Mitigation Planning because they can provide input in helping identify the risks from natural hazards to students, teachers, and school facilities. Communities proactively facilitate and support district policies, practices, and programs that help schools raise awareness and understanding of the potential impacts of hazards.

Monroe County Community School Corporation operates fourteen elementary schools, three middle schools, three high schools, and one vocational school. The Monroe County Community School Corporation oversees all Monroe County public schools except for the public schools in Richland and Bean Blossom Townships. Richland and Bean Blossom Townships are under the authority of the Richland-Bean Blossom Community School Corporation.

For higher education, the Monroe County Community School Corporation provides students with the opportunity to receive vocational training and offers adult education classes for return students. Ivy Tech Community College- Bloomington offers two-year degrees and courses that can transfer to other institutions. Famously, Monroe County is home to Indiana University- Bloomington, a public institution spanning nearly 2,000 acres and instructing over 48,000 undergraduate students per semester. According to the Indiana University Office of Admissions,

34.3% of IU students came from a US state outside of Indiana and 8.7% of the student body were international students in 2016.

Recreation

Indiana has more than 21,000 miles of fishable streams and rivers, along with 452 natural lakes and 580 impoundments. The DNR manages the “Where to Fish” guide which includes an inventory of DNR-owned access areas, as well as other access sites where you can boat- or bank-fish. Griffy Lake, Lake Lemon, and Monroe Lake are all listed as DNR recommended fishing spots in Monroe County.

Throughout Monroe County, there are many campground facilities including B & D Causeway Camp, Big Sky Trailer Camp, Burton’s Knightridge Campground, Crazy Joe’s Campground, Fern Hill Camp, Jamilou Shady Acres Campground, Lake Monroe Village, Morgan Monroe State Forest, Paynetown State Recreational Area, Pine Grove Campground, Scenic View Campground, Sharwood Campground, Whispering Wilderness Campground, and Yogi Bear’s Jellystone Park at Lake Monroe. In addition, there are several rental cabins and RV campgrounds scattered around the county.

Monroe County is home at 104 identified recreational facilities. Of the recreational facilities, 30 are municipal, 23 are part of a school corporation, nine are overseen by the state, a couple belong to townships, six maintained at the county level, seven are commercial, nineteen are private, and three are simply marked as public.

In addition to hiking and fishing opportunities, Monroe County offers recreational sports and cultural forms of arts and entertainment. Monroe County offers recreational sports and cultural forms of arts and entertainment.

Public Facilities

Public facilities buildings, properties, and other areas are government or community owned, operated or funded and are central to government operations and activities. Public facilities are vital for sustaining and providing the members of the community with public services related to safety, health, and wellbeing.

Supporting and working with public facilities, Monroe County has numerous social service and welfare organizations that supplement public aid. The county has several senior citizen service

organizations and youth centers that help create opportunities for community engagement. Aiding communication and outreach, eight post offices service Monroe County.

Supporting public literacy and community engagement, Monroe County boasts the Monroe County Public Library, which, in addition to its large book collection, offers disability services, public computers, and homebound services. For a more extensive list of public facilities, see Appendix B.

Public Utilities

Water and Wastewater

Surface water is the primary source of water in Monroe County. Other towns and residences obtain groundwater from individual wells.

There are three types of wastewater treatment systems in Monroe County, including public sewer systems operated by municipalities and sanitary districts, community systems operated by homeowner associations, and individual sewage treatment systems. The City of Bloomington Water & Sewage, Ellettsville Water & Waste, Moses' Water Works, Rural Water LLC, South Central Regional Sewer, and Southern Monroe Water Corp help provide the county's water supply needs.

Other Utilities

Among its other utilities and public facilities, Monroe County contains a solid waste and recycle depot that handles both recycling and household hazardous waste disposal. Hazmat facilities seek to provide a point of control, management, and tracking of hazardous materials. Hazardous material transportation adheres to strict requirements, but in the case of a disaster, it is beneficial for planners and responders to be aware of the locations and transportation routes of hazardous materials particularly those near or in population centers.

Health Care Providers

An emergency disaster can impact an entire community and can involve numerous medical and public health entities, including its health care provider systems, public health departments, emergency medical services, medical laboratories, individual health practitioners, and medical support services. A coordinated response is essential for effective emergency management, so being aware of the locations and resources of healthcare providers is important to preparing for and responding to disasters. Vulnerable populations such as people within nursing homes and

hospitals frequently require a unique response during a disaster and could be at considerable risk if their care was disrupted.

Indiana University Health Bloomington Hospital is one of the county's key healthcare resources. Other hospitals include Monroe Hospital-Bloomington Healthcare.

Monroe County also contains multiple health and welfare agencies, healthcare facilities, and health services. For planning mitigation and emergency evacuation purposes, it is also important for community leaders to be aware of the locations of retirement communities and nursing and convalescent homes. The health care and social assistance providers are listed in Appendix B.

According to the Robert Wood Johnson Foundation's County Health Rankings, Monroe County ranks 20th in Health Factors and 28th in Health Outcomes out of the 92 counties in Indiana. The Monroe County Health Department's mission states, "The mission of the Monroe County Health Department is to protect, promote and improve the health of all people in Monroe County." In order to better enable it to meet the challenges of public health issues on a daily basis, The Monroe County Health Department has balanced itself to provide services ranging from the following categories disease intervention, environmental health, food safety, health education, public health preparedness, the syringe exchange program, and wastewater sanitation.

Public Safety Providers/Government Services

The Monroe County Sheriff's Department is centrally located in the City of Bloomington. The county sheriff is the chief law enforcement officer in the county, but the Indiana State Police does maintain a department in Bloomington. Dedicated to community safety, Monroe County has six fire departments and three police departments. The Communities of Bloomington and Ellettsville each support their own police department.

The community fire departments consist of Bean Blossom Township, Benton Township Fire Department, Bloomington Fire Department, Bloomington Township Fire Department, Ellettsville Fire Department, and Hendricksville Fire Station. Additionally, the Monroe County Volunteer Fire Department works to fight fire hazards in the county. The appendix has a comprehensive list of the essential facilities for the analysis in addition to tables on the additional township public safety offices.

Other Utilities/Communications

Utilities are vulnerable to a variety of hazards including natural disasters like tornadoes, earthquakes, flooding, wildfires, and storms. The impacts from hazards can damage utility equipment and cause disruptions of services and the loss of power, water, communication, and revenue. According to the Environmental Protection Agency, communities can mitigate damage to utilities before a disaster occurs by implementing projects to better withstand a natural disaster, minimize damage, and rapidly recover from disruptions to service. While mitigating utilities frequently requires financial investment, mitigation could improve more costly future damage, improve the reliability of service during a disaster, and help people keep the amenities they desperately require.

During a disaster, communications and emergency management seem to become synonymous, and reliable communication can become one of the highest assets during a disaster. Communication is both one of the key elements to secure an effective disaster response as well as one of the most difficult elements to insure. The U.S. Department of Homeland Security reports that the Communications Sector provides an “enabling function” across all critical infrastructure sectors. The communications sector is closely linked to other sectors including the energy, information technology, financial services, transportation systems, and emergency services.

Located in Bloomington, Hoosier Energy Rural Electric Company is the electric cooperative providing electricity services to the residents of the county. Hoosier Energy cooperates serve 59 Indiana and Illinois counties, operate and maintain 36,000 miles of distribution lines, and provide electricity service to nearly 300,000 customers. Appendix B provides a listing of the utilities used in the hazard analysis.

Monroe County is a StormReady community which is a program administered by the National Weather Service. The StormReady program helps arm America's communities with the communication and safety skills needed to save lives and property--before, during and after the event. StormReady helps community leaders and emergency managers strengthen local safety programs.

To be officially StormReady, a community must:

- Establish a 24-hour warning point and emergency operations center
- Have more than one way to receive severe weather warnings and forecasts and to alert the public

- Create a system that monitors weather conditions locally
- Promote the importance of public readiness through community seminars
- Develop a formal hazardous weather plan, which includes training severe weather spotters and holding emergency exercises.

Transportation

Roads and Bridges

The county transportation system is composed of roads, highways, airports, public transit, railroads and trails, designed to serve all residents, businesses, industries and tourists. The Indiana Department of Transportation (INDOT) Bloomington District manages the county state transportation resources. The transportation features highlighted in the appendix include bridges and roads that INDOT submits to the federal highway department to allocate future transportation funds. The county bridges are typically the responsibility of the County Highway Department where bridges are inspected on a rotating basis depending upon the type of structure.

State Road 37 between Bloomington and Indianapolis is a heavily traveled corridor. The new Interstate 69 expansion that will replace SR37 will improve safety and allow for faster travel times between the major cities. Of the 1,200 miles of road in the county, 180 are State Roads, 700 are county and nearly 275 of local jurisdictions. The county has a high total of state and federally managed land roads, consisting of 30 miles on federal land and 18 miles on state managed lands. Refer to the road and railroad features map which further detail the transportation features and facilities located in Appendix A.

Rail

Monroe County has two rail corridors: Indiana Railroad and CSX Railroad. The Indiana Railroad cuts horizontally through the county southeast to northeast. According to the Indiana Railroad Company, they currently move around 800,000 truckloads of freight. CSX Transportation is a Class I railroad that owns over 21,000 route miles of railroad lines. Crossing the Indiana Railroad in Bloomington, CSX is a freight railroad running from the northern part of the county to Chicago.

Air

The largest commercial airport is Monroe County Airport. Licensed pilots with private aircraft can fly directly into the Monroe County Airport, located just west of Bloomington. International air

transportation is available at the Indianapolis International Airport, located just 50 miles to the north.

Commuting

County-to-county commuting patterns provide a gauge of the economical connectivity of neighboring communities. The US Census reports that over 27% of US workers travel outside their residential county to travel to work. There are over 30,000 commuters in the county and of these, approximately 19% (5,860) work inside the county and 16% (4,929) people living in other counties commute to Monroe County for work. Appendix A provides a map of the surrounding county inbound and outbound commuter totals.

The mean travel time to work in Monroe County is 18.4 minutes, compared to a 25-minute average in the US. The majority (95.9%) of Monroe County residents traveling to work in 2015 went by car, truck, or van, and, of those who traveled via car, truck or van, 70.3% traveled alone. Approximately, 4.3% of residents traveling to work relied on public transportation, and 11.7% used some other conveyance, such as motorcycle, bicycle, or walking.

Chapter 4 – Risk Assessment

The goal of mitigation is to reduce the future impacts of a hazard including loss of life, property damage, disruption to local and regional economies, and the expenditure of public and private funds for recovery. Sound mitigation practices must be based on sound risk assessment. A risk assessment involves quantifying the potential loss resulting from a disaster by assessing the vulnerability of buildings, infrastructure, and people.

Developing a priority on the hazards the community is exposed to is one of the first priorities before conducting a risk assessment. The following section will then include the descriptions of hazard, history, vulnerability & future development, relationship to other hazards, plans & programs in place and gaps & deficiencies. This risk assessment identifies the characteristics and potential consequences of a disaster, how much of the community would be affected by a disaster, and the impact on community assets.

Basing risk assessments on the best information available is important in developing effective mitigation actions that benefit communities. Geographic Information System (GIS) tools are not

only helpful in producing maps, but they also show structures at risk and may determine damage estimates for potential hazard scenarios. FEMA created Hazards USA Multi-Hazard (Hazus-MH), a powerful GIS-based disaster risk assessment tool. This tool enables communities to predict estimated losses from floods, hurricanes and other related phenomena and to measure the impact of various mitigation practices that might help reduce those losses.

Assessing Hazards

The term “natural hazards” refers to those forces extraneous to man in elements of the natural environment. They are not possible to manage, and are often interrelated. Natural hazards do not always cause damage to humans or the built environment; until a hazard and development intersect, significant damage can occur creating the natural disaster.

The term “technological hazards” refers to the origins of incidents that can arise from human activities such as the manufacture, transportation, storage, and use of hazardous materials. They can also be intentional or the result from an emergency cause by another hazard (e.g., flood, storm). In addition, technological hazards, such as hazmat incidents and levee failures, provide the county the ability to quantifiably measure the potential results of an incident, and therefore were included in depth in this plan. To capture the potential effects of these technological hazards within natural disasters, this plan identifies all technological hazards within one portion of a hazard profile.

Finally, “human cause” or “adversarial” disasters can be both intentional or by accident. The term “terrorism” refers to intentional, criminal, and malicious acts. There is no single, universally accepted definition of terrorism, and it can be interpreted in many ways. For the purposes of this plan, FEMA refers to “terrorism” as the use of Weapons of Mass Destruction (WMD), including biological, chemical, nuclear, and radiological weapons; arson, incendiary, explosive, and armed attacks; industrial sabotage and intentional hazardous materials releases; and cyber terrorism.

Hazard Identification/Profile

Hazard Identification

The cornerstone of the risk assessment is identification of hazards that affect the county and each jurisdiction. The US Department of Homeland Security developed the Threat and Hazard Identification and Risk Assessment Guide, Comprehensive Preparedness Guide (CPG) 201, which

was used as a guide for the hazard identification and profile development. The process of developing a THIRA helps communities identify capability targets and resource requirements necessary to address anticipated and unanticipated risks.

WebEOC is the State of Indiana’s crisis information management system, which is the communications platform for local, county and state emergency managers/homeland security partners. Partners in emergency management personnel at the local, county and state level which is where the comprehensive list of the 31 care five preparedness mission areas (preventions, protection, mitigation, response, recovery) and 31 core capabilities are listed. The county EMA coordinates the communication of the hazard rank in this portal.

FEMA defines hazards as natural, technological or human caused. The CPG Threats or Hazards and the 2014 Indiana State Hazard Mitigation Plan hazard guides are both provided in the appendix B and were the initial steps in identifying the hazard. The primary focus of this mitigation plan will be on the development of analysis and strategies related to those natural and technological hazards that are managed or affect the city, town county communities. The following sections define the natural and technological that are re cognized with analysis and strategies in this plan. Since many of the hazards are often interrelated a review of the relationship to other hazards is provided within each hazard profile.

Natural Hazards – Presented by the Physical World

Those forces extraneous to man in elements of the natural environment, are difficult to manage, and are often interrelated. Natural hazards do not always cause damage to humans or the built environment; when a hazard and development intersect, significant damage can occur creating the natural disaster. In general, there are three types of natural hazards, geologic, atmospheric, and other natural hazards that will be covered in this plan:

Table 4-1: Natural Hazards Identified in Plan

Geologic	Atmospheric	Other
Flooding	Droughts	Infectious Disease Outbreak
Flash Flooding	Extreme Temperatures	Wild Fires
Ground Failure <ul style="list-style-type: none"> • Mine • Fluvial erosion • Karst areas 	Summer Storms <ul style="list-style-type: none"> • Thunderstorms • Hail • Lightning • Wind 	
Earthquakes	Tornadoes	
	Winter storms	

Technological Hazards – Presented by Man

Technological hazards and human cause hazards are distinct from natural hazards primarily in that they originate from human activity. In contrast, while the risks presented by natural hazards may be increased or decreased as a result of human activity, they are not inherently human-induced. Technological hazards can be incidents that can arise from human activities such as the manufacture, transportation, storage, and use of hazardous materials. These hazards can also be intentional or the result from an emergency cause by another hazard (e.g., Flood, Storm). The following table provides a summary of the technological hazards covered in depth in this plan.

Table 4-2: Technological Hazards Identified in Plan

Technological		
Dam failure	Hazardous Material Release	Levee failure

Calculated Priority Risk Index

The Calculated Priority Rating Index (CPRI) is a process that evaluates the probability, consequence, warning time and duration in order to develop a hazard rank. The team reviewed previous plans hazard priority as shown in the following table.

Table 4-3: Hazards rank in previous Multi-Hazard Mitigation Plan

Hazard
Tornado
Flood
Dam/Levee Failure
Earthquake
Thunderstorms/ High Winds/Hail/ Lightning
Winter Weather
Drought Extreme Heat
Hazardous Material Release
Structural Failure & Fires
Subsidence

Through the completion of a hazard risk and probability survey and subsequent discussion in meeting two, the team developed a consensus on the hazard priority for the county for the purposes of this plan. The team determined the ranking to countywide natural and technological hazards and is outlined in the following table.

Table 4-4: Calculated Priority Risk Index for the County

Natural Hazards	Probability	Consequence	Warning Time	Duration	Risk Factor
Flash Flooding	4 - Highly Likely	3 - Critical	3 - 6-12 Hours	3 - < 1 Week	3.45
Tornadoes	4 - Highly Likely	3 - Critical	4 - < 6 Hours	1 - < 6 Hours	3.4
Summer Storms	4 - Highly Likely	2 - Limited	4 - < 6 Hours	1 - < 6 Hours	3.1
Winter Storms	3 - Likely	3 - Critical	3 - 6-12 Hours	3 - < 1 Week	3
Flooding	3 - Likely	3 - Critical	1 - 24+ Hours	4 - > 1 Week	2.8
Infectious Outbreak	2 - Possible	3 - Critical	4 - < 6 Hours	2 - < 24 hours	2.6
Dam Failure	2 - Possible	3 - Critical	4 - < 6 Hours	2 - < 24 hours	2.6
Extreme Temperatures	3 - Likely	2 - Limited	1 - 24+ Hours	4 - > 1 Week	2.5
Earthquake	2 - Possible	2 - Limited	4 - < 6 Hours	2 - < 24 hours	2.3
Ground Failure	2 - Possible	2 - Limited	4 - < 6 Hours	2 - < 24 hours	2.3
Wild Fires	2 - Possible	2 - Limited	4 - < 6 Hours	2 - < 24 hours	2.3
Hazardous Incident	2 - Possible	2 - Limited	4 - < 6 Hours	2 - < 24 hours	2.3
Drought	2 - Possible	2 - Limited	1 - 24+ Hours	4 - > 1 Week	2.05
Levee Failure	1 - Unlikely	1 - Negligible	4 - < 6 Hours	2 - < 24 hours	1.55

The following formula provides the weighted factors described in the table and detailed below.

$$\text{Risk Factor} = [(\text{Probability}/.45) \times (\text{Consequence}/.30) \times (\text{Warning Time}/.15) \times (\text{Duration}/.10)]$$

Table 4-5: Summary of Calculated Priority Risk Index (CPRI) Categories and Risk Levels

CPRI Category	DEGREE OF RISK			Assigned Weighting Factor
	Level ID	Description	Index Value	
Probability	Unlikely	Extremely rare with no documented history of occurrences or events. Annual probability of less than 0.001	1	45%
	Possible	Rare occurrences with at least one documented or anecdotal historic event. Annual probability that is between 0.01 and 0.001.	2	
	Likely	Occasional occurrences with at least two or more documented historic events. Annual probability that is between 0.1 and 0.01.	3	
	Highly Likely	Frequent events with a well-documented history of occurrence. Annual probability that is greater than 0.1.	4	
Consequence	Negligible	Negligible property damages (less than 5% of critical and non-critical facilities and infrastructure). Injuries or illnesses are treatable with first aid and there are no deaths. Negligible quality of life lost. Shutdown of critical facilities for less than 24 hours.	1	30%
	Limited	Slight property damages (greater than 5% and less than 25% of critical and non-critical facilities and infrastructure). Injuries or illnesses do not result in permanent disability and there are no deaths. Moderate quality of life lost. Shut down of critical facilities for more than 1 day and less than 1 week.	2	
	Critical	Moderate property damages (greater than 25% and less than 50% of critical and non-critical facilities and infrastructure). Injuries or illnesses result in permanent disability and at least one death. Shut down of critical facilities for more than 1 week and less than 1 month.	3	
	Catastrophic	Severe property damages (greater than 50% of critical and non-critical facilities and infrastructure). Injuries or illnesses result in permanent disability and multiple deaths. Shut down of critical facilities for more than 1 month.	4	
Warning Time	Less than 6 hours		4	15%
	6 to 12 hours		3	
	12 to 24 hours		2	
	More than 24 hours		1	
Duration	Less than 6 hours		1	10%
	Less than 24 hours		2	
	Less than one week		3	
	More than one week		4	

- **Probability** – a guide to predict how often a random event will occur. Annual probabilities are expressed between 0.001 or less (low) up to 1 (high). An annual probability of 1 predicts that a natural hazard will occur at least once per year.
- **Consequence/Impact** – indicates the impact to a community through potential fatalities, injuries, property losses, and/or losses of services. The vulnerability assessment gives information that is helpful in making this determination for each community.
- **Warning Time** – plays a factor in the ability to prepare for a potential disaster and to warn the public. The assumption is that more warning time allows for more emergency preparations and public information.
- **Duration** – relates to the span of time local, state, and/or federal assistance will be necessary to prepare, respond, and recover from a potential disaster event.

Hazard Risk Assessment by Jurisdiction

The risk assessments identify the characteristics and potential consequences of a disaster, how much of the community could be affected by a disaster, and the impact on community assets. While some hazards are widespread and will impact communities similarly, e.g. winter storms, others are localized leaving certain communities at greater risk than others, flash flooding and sewer related problems, exposure to a particular high-risk dam. The following diagrams illustrate each community’s risk to flooding, dam/levee failure, hazardous materials incidents, and ground failure and are highlighted within the risk assessment.

Table 4-6: Localized Hazards for Incorporated Jurisdictions

Jurisdiction	Hazard Probability					
	Flooding	Flash Flooding	Levee Failure	Dam Failure	Hazardous Incident	Ground Failure
Bloomington	Possible	Likely	Unlikely	Unlikely	Possible	Possible
Ellettsville	Likely	Likely	Unlikely	Unlikely	Possible	Possible
Stinesville	Possible	Possible	Unlikely	Unlikely	Possible	Possible

NCDC Historical Storm Events

Historical storm event data was compiled from the National Climatic Data Center (NCDC). NCDC records are estimates of damage reported to the National Weather Service (NWS) from various local, state, and federal sources. Typically, the submissions are from law enforcement and

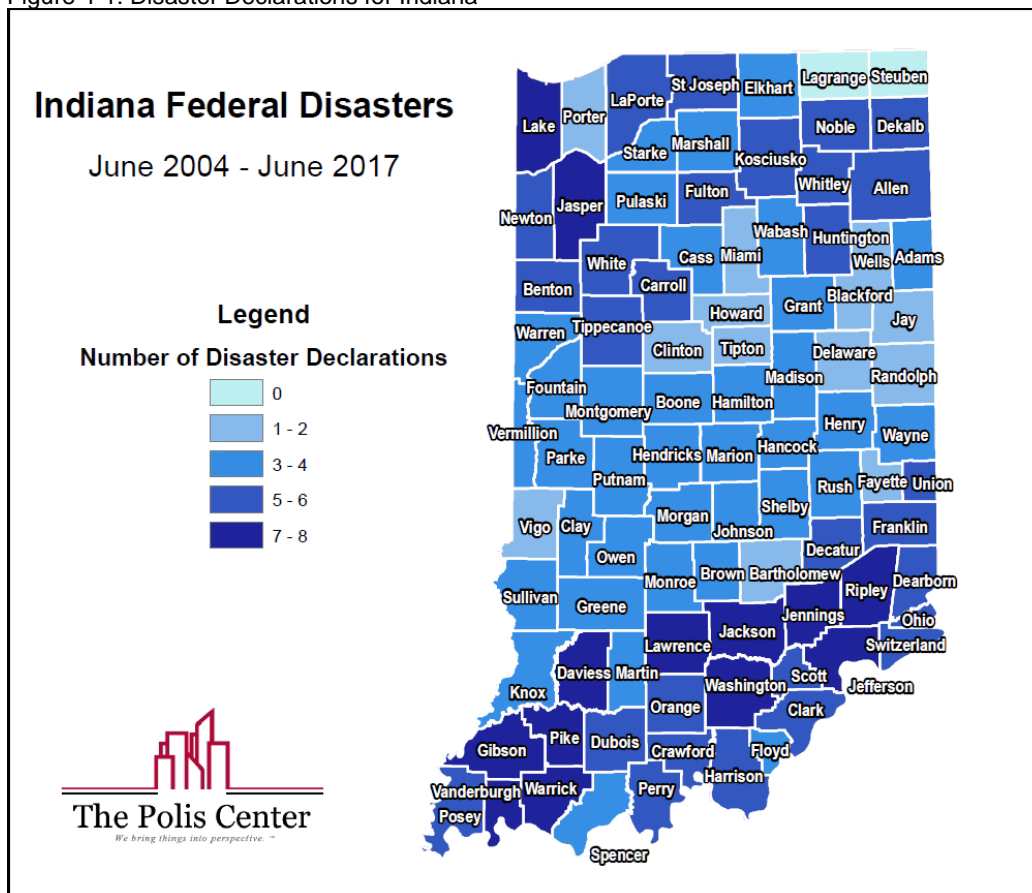
emergency managers. It should be noted these estimates are often preliminary in nature and may not match the final assessment of economic and property losses related to given weather events.

The NCDC data included 275 reported events in Monroe County between 1965 and December 31, 2016. Including; 183 summer storms, 18 tornado events, 8 flood events, 63 winter storms, 3 extreme temperature events. A table listing all events, including; injury, death, and property loss statistics are included in Appendix C.

FEMA Declared Disasters

FEMA provides annual funding through the National Flood Insurance Fund (NFIF) to reduce the risk of flood damage to existing buildings and infrastructure. Between 2004 and 2017, FEMA has declared seventeen emergencies and disasters for the state of Indiana. The following map shows the number of disasters by county in the state since June 2004.

Figure 4-1: Disaster Declarations for Indiana



There have been six declared disasters and two emergencies since 2000.

Table 4-9: FEMA-Declared Disasters and Emergencies for Monroe County (2000- 2017))

Disaster Number	Date of Incident	Date of Declaration	Disaster Description	Type of Assistance
DR-1997	4/19/2011-6/6/2011	6/23/2011	Severe Storms, Tornadoes, Straight-Line Winds	PA, HMGP
DR-1766	5/30/2008-6/27/2008	6/8/2008	Severe Storms, Flooding, And Tornadoes	IA, PA, HMGP
EM-3238	8/29/2005-10/1/2005	9/10/2005	Hurricane Katrina Evacuation	IA, PA
DR-1573	1/1/2005-2/11/2005	1/21/2005	Severe Winter Storms And Flooding	IA, HMGP
EM-3197	12/21/2004-12/23/2004	1/11/2005	Snow	PA
DR-1520	5/24/2004-6/25/2004	6/3/2004	Severe Storms, Tornadoes, And Flooding	IA, HMGP
DR-1487	8/26/2003-9/15/2003	9/5/2003	Severe Storms, Tornadoes, And Flooding	IA, HMGP
DR-1433	9/20/2002	9/25/2002	Severe Storms And Tornadoes	IA, PA, HMGP

Highway departments claimed significant damages from flooding and erosion, and rural electrical cooperatives have historically been vulnerable to ice storms and high winds. In the event of a federally declared disaster, individuals, families, and businesses may apply for financial assistance to help with critical expenses. A FEMA-approved HMP is required in order to apply for and/or receive project grants under the Hazard Mitigation Grant Program (HMGP), Pre-Disaster Mitigation (PDM), Flood Mitigation Assistance (FMA), and Severe Repetitive Loss (SRL). The following types of assistance may be available in the event of a disaster declaration:

- **Individuals & Household Program:** Provides money and services to people in presidentially declared disaster areas.
- **Housing Assistance:** Provides assistance for disaster-related housing needs.
- **Other Needs Assistance:** Provides assistance for other disaster-related needs such as furnishings, transportation, and medical expenses.
- **Public Assistance:** Disaster grant assistance available for communities to quickly respond to and recover from major disasters or emergencies declared by the president.
- **Emergency Work (Categories A-B):** Work that must be performed to reduce or eliminate an immediate threat to life, to protect public health and safety, and to protect improved property that is significantly threatened due to disasters or emergencies declared by the president.
- **Permanent Work (Categories C-G):** Work that is required to restore a damaged facility, through repair or restoration, to its pre-disaster design, function, and capacity in accordance with applicable codes and standards.
- **Hazard Mitigation Assistance:** Provides assistance to states and local governments through the Hazard Mitigation Grant Program (HMGP) to implement long-term hazard mitigation measures after a major disaster declaration.

Other Disaster Relief

In 2006, Indiana began appropriating funds to its State Disaster Relief Fund (SDRF) from the revenues it generated from firework sales to ensure the availability of a dedicated source of

disaster funding. Through this program the state provides both public and individual assistance. The state established the disaster relief fund in 1999, it did not appropriate funds to the account due to fiscal constraints. In 2006, the state began dedicating funds from the sale of fireworks. Then in 2007, the state established in statute that the fund would receive an annual appropriation of \$500,000 from revenues generated from the firework sales.

In addition to potential state funding, homeowners and businesses can be eligible for low-interest and long-term loans through the US Small Business Administration (SBA). SBA was created in 1953 as an independent agency of the federal government to aid, counsel, assist and protect the interests of small business concerns. The program also provides low-interest, long-term disaster loans to businesses of all sizes, private nonprofit organizations, homeowners and renters following a declared disaster. The loans can also provide resources for Homeowner Associations, Planned Unit Developments, co-ops, condominium and other common interest developments. SBA disaster loans can be used to repair or replace the following items damaged or destroyed in a declared disaster: real estate, personal property, machinery and equipment, and inventory and business assets.

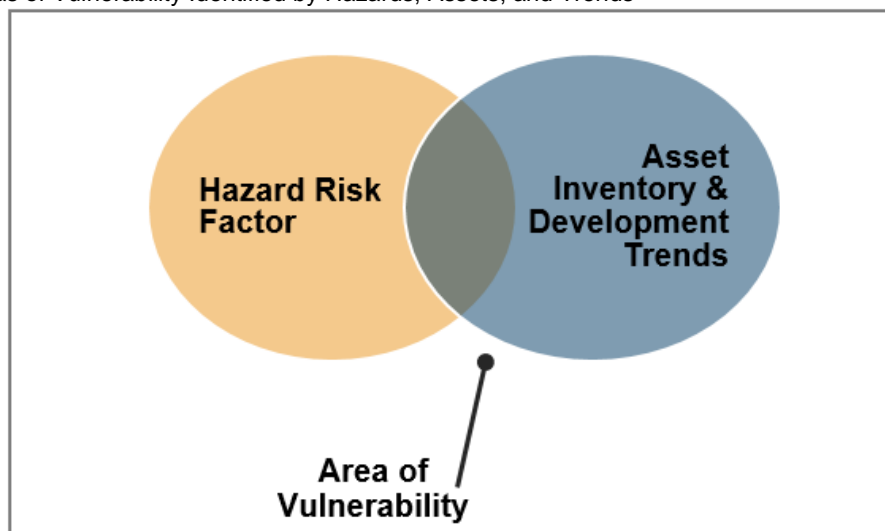
The SBA data is cataloged by community and zip code and provides reference to the FEMA and SBA disaster numbers, type (business or home), year, and various reporting amounts on the verified and approved amount of real estate and contents. Appendix B provides a list of tables and maps referenced in both disaster sections for the county.

Vulnerability Assessment

Asset Inventory

The vulnerability assessment builds upon the previously developed hazard information by identifying the community assets and development trends. Determining the hazard rank is pertinent to determining the area of vulnerability, as displayed in the following figure. The county infrastructure and facilities inventory are a critical part of understanding the vulnerability at risk of exposure to a hazard event.

Figure 4-2: Areas of Vulnerability Identified by Hazards, Assets, and Trends



The assets presented in the analysis results are a hybrid of the essential facilities updated by the county and the building inventory developed from the local assessor data. The facility features used the Department of Homeland Security in the Automated Critical Asset Management System (ACAMS) for guidance. Of the approximately 15 essential facilities, five are essential: schools, police and fire stations, emergency operation center (s) and medical facilities. For the purposes for this analysis, medical facilities are a combination of numerous medical related layers (hospitals, long-term care/nursing homes, pharmacy, etc.) and are referred to in this analysis as Care Facilities. The remaining structures are related to the communities' infrastructure and utility management.

The local assessor parcel submitted to the Indiana Department of Local Government and Finance (IDLGF) are used to generate the data referred to as the Building Inventory. This data is classified as agricultural, commercial, education, government, industrial, religious/non-profit, and residential properties. The local assessor parcel submitted to the Indiana Department of Local Government and Finance (IDLGF) are used to generate the data referred to as the Building Inventory. This data is classified as agricultural, commercial, education, government, industrial, religious/non-profit, and residential properties. Parcels with improvements are used to inform the exposure analysis and are the source the structures, value, various attributes on the structures construction. Details on the steps of the building inventory development and maps on parcel attributes and facilities used in the overlay analysis are detailed in Appendix C.

Future Development

Since Monroe County is vulnerable to a variety of natural hazards, the county government—in partnership with state government—must make a commitment to prepare for the management of these events. Monroe County is committed to ensuring that county elected and appointed officials become informed leaders regarding community hazards so that they are better prepared to set and direct policies for emergency management and county response.

The Monroe County Emergency Management Director will work to keep the jurisdictions covered by the Hazard Mitigation Plan engaged and informed during the plan's 5-year planning cycle. By keeping jurisdictional leaders actively involved in the monitoring, evaluation and update of the HMP, they will keep their local governments aware of the hazards that face their communities and how to mitigate those hazards through planning and project implementation. Each jurisdiction has identified mitigation strategies that they will seek to implement in their communities as listed in Chapter 6. Jurisdictions will include considerations for hazard mitigation in relation to future development when updating local comprehensive plans or other plans that may influence such development.

Hazard Profiles

The following hazard profiles outlined the hazard risk exposure for the county. The hazard is first described, and then reviewed in the historical context of the county. In many cases, an analysis subsequently follows the hazard context that analyzes the facility and building inventory risk. When appropriate, the analysis presents the mapping figures but, in some cases, if the results are helpful but not critical, they are included in Appendix B.

4.1 Flash Flood and Riverine Flood

Hazard Description

Flooding is a significant natural hazard throughout the US. The type, magnitude, and severity of flooding are functions of the amount and distribution of precipitation over a given area, the rate at which precipitation infiltrates the ground, the geometry of the catchment, and flow dynamics and conditions in and along the river channel. Floods in Monroe County can be classified as one of two types: flash floods or riverine floods, which are both common in Indiana.

Flash floods generally occur in the upper parts of drainage basins and are generally characterized by periods of intense rainfall over a short duration. These floods arise with very little warning and often result in locally intense damage, and sometimes loss of life, due to the high energy of the

flowing water. Flood waters can snap trees, topple buildings, and easily move large boulders or other structures. Six inches of rushing water can upend a person; another 18 inches might carry off a car. Generally, flash floods cause damage over relatively localized areas, but they can be quite severe in the areas in which they occur. Urban flooding is a type of flash flood. Urban flooding involves the overflow of storm drain systems and can be the result of inadequate drainage combined with heavy rainfall or rapid snowmelt. Flash floods can occur at any time of the year in Indiana, but they are most common in the spring and summer months.

Riverine floods refer to floods on large rivers at locations with large upstream catchments. Riverine floods are typically associated with precipitation events that are of relatively long duration and occur over large areas. Flooding on small tributary streams may be limited, but the contribution of increased runoff may result in a large flood downstream. The lag time between precipitation and time of the flood peak is much longer for riverine floods than for flash floods, generally providing ample warning for people to move to safe locations and, to some extent, secure some property against damage. Riverine flooding on the large rivers of Indiana generally occurs during either the spring or summer.

The Special Flood Hazard Area (SFHA) are defined as the area that will be inundated by the flood event having a 1% chance of being equaled or exceeded in any given year. The 1% annual chance flood is also referred to as the base flood or 100-year flood. The Federal Emergency Management Agency (FEMA) provided the Digital Flood Insurance Rate Map (DFIRM) that identifies the SFHA. Flood hazard scenarios were modeled using GIS analysis and Hazus-MH. The existing DFIRM maps were used to identify the areas of study. Planning team input and a review of historical information provided additional information on specific flood events.

If a structure is located in a high-risk area, the owner is required to purchase flood insurance if they have a mortgage through a federally regulated or insured lender. Flood insurance is not federally required in moderate- to low-risk areas, but it's still a good idea. In fact, people in these areas file more than 20 percent of all National Flood Insurance Program (NFIP) flood insurance claims. Most homeowners in moderate- to low-risk areas can get coverage at a reduced rate. [Preferred Risk Policy](#) (PRP) premiums, the lowest premiums available through the NFIP, offer building and contents coverage for one low price. If person does not qualify for a PRP, a standard-rated policy is still available. The map displays the published FEMA FIRM, which is the reference for the NFIP.

Figure 4-3: Special Flood Hazard Areas

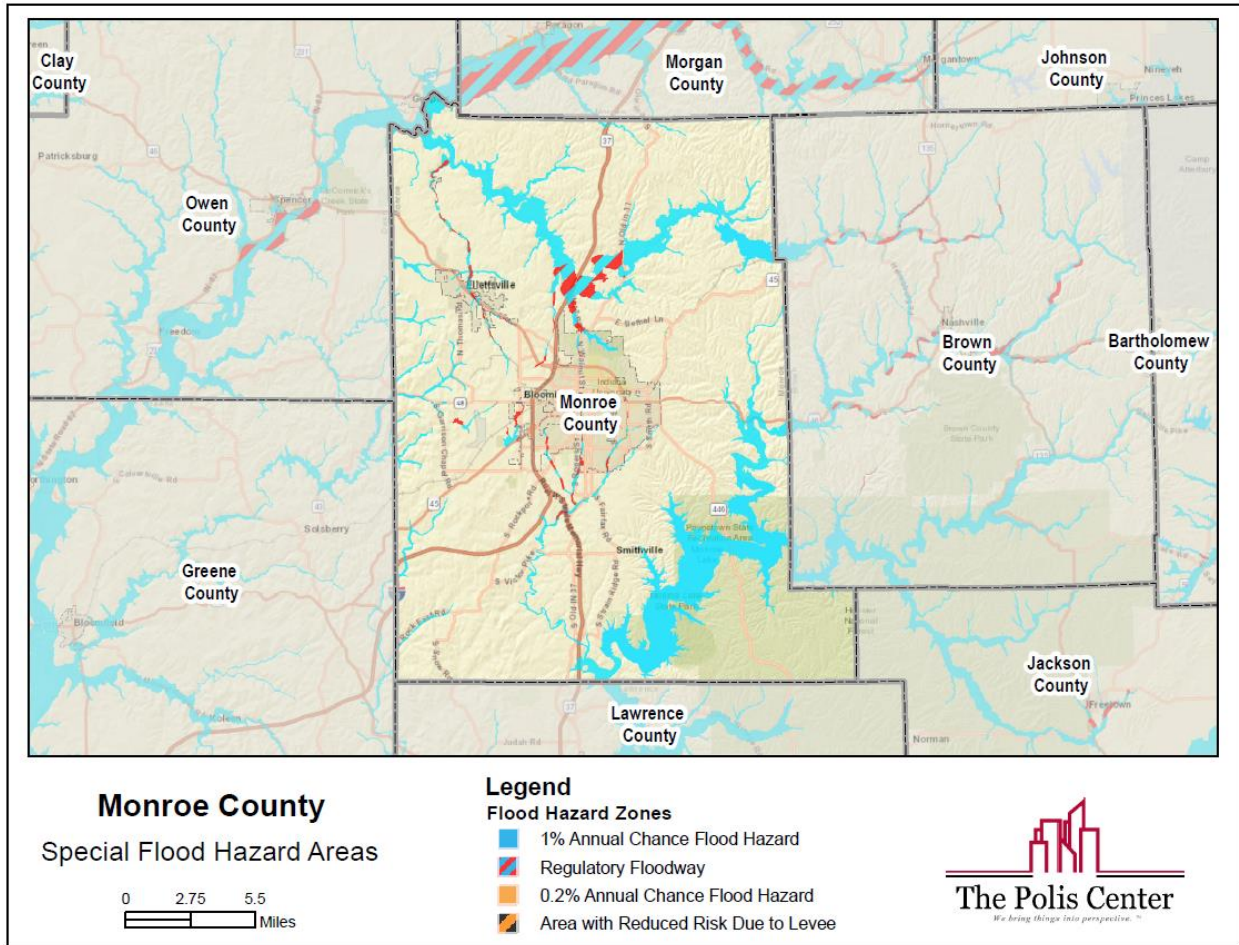


Figure 4-4: Bloomington Flooding, IU Bryan Hall



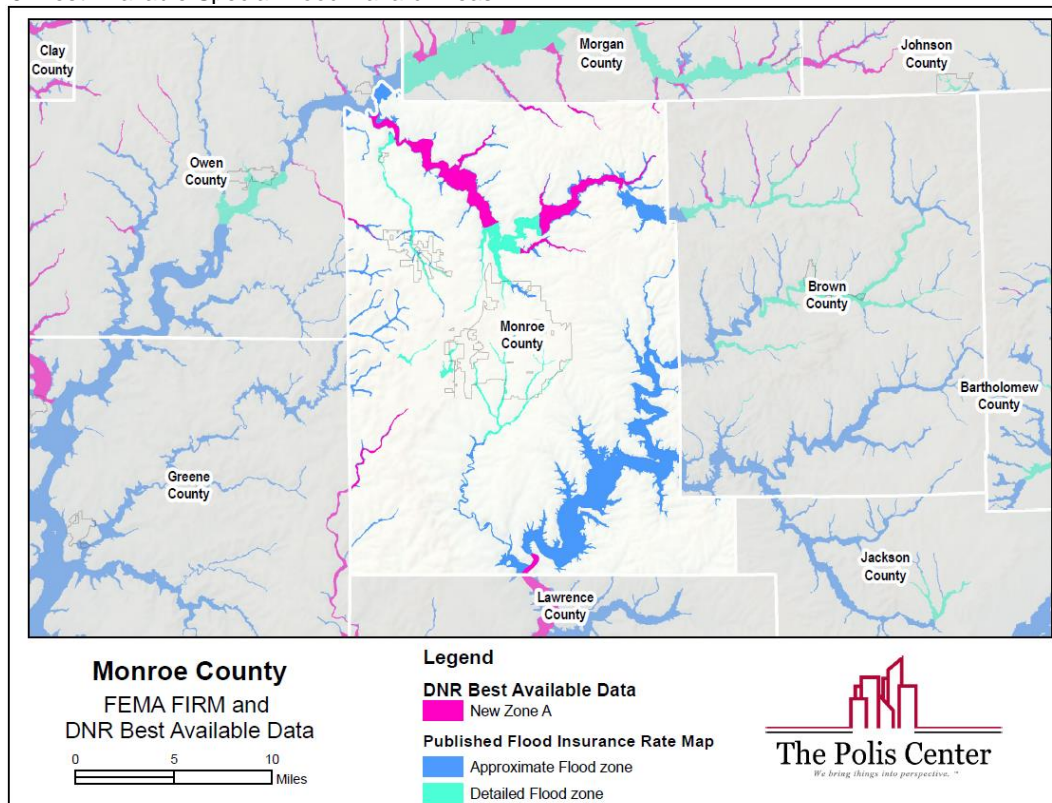
Best Available Data

The Indiana Floodplain Information Portal (INFIP) is a mapping application hosted by the IDNR. The website provides floodplain information to citizens and local officials, including floodplain data and flood elevation data for select streams. The portal displays the following floodplain layers: FEMA effective mapping (DFIRM), FEMA preliminary mapping and the IDNR Best Available Flood Hazards Areas.

The "Effective Special Flood Hazard Area" (Effective), is the National Flood Hazard Layer (NFHL) as published by FEMA. This map data is developed from Flood Insurance Rate Maps (FIRM) and Letters of Map Revisions (LOMR). The NFHL is the layer used in the Hazus-MH analysis. The preliminary mapping layer includes proposed NFHL data by FEMA.

The "Best Available Flood Hazard Area" (Best Available) includes the Effective mapping, as well as additional studies that have been approved by the IDNR. While this data has not yet been submitted to FEMA for inclusion in the NFHL, this data can be used for general planning, construction, and development purposes. These maps however, are not to be used for NFIP purposes. Figure 4-5 identifies the stream reaches that have Best Available SFHA data on INFIP.

Figure 4-5: Best Available Special Flood Hazard Areas



Flood History in Monroe County

According to the Monroe County Flood Insurance Study, major flooding in Monroe County primarily occurs along the Beanblossom Creek, Jackson Creek, Clear Creek and their tributaries. The Towns of Stinesville and Ellettsville receive flooding from Jacks Defeat Creek which originates in the center of the county, and flows to the North West. The City of Bloomington suffers from Clear Creek, Jackson Creek, Beanblossom Creek and their tributaries.

Flash flooding is high concern, although the affects generally subsides within hours. The east side of the county is familiar with backwater from Lake Monroe. The county utilizes USGS stream gage data from White River at Centerton and White Lick Creek at Mooresville, and the USACE web reports for the control reservoirs of Lake Lemon and Monroe.

Figure 4-6: IU Bloomington Flood Notification



In December 2013 the Town of Ellettsville suffered from a flash flood event which forced many residents out of their homes prior to the holidays. The Town suffered severe damage from the flood waters to the Town Hall that was a former bank building more than 50 years prior. The Town Hall was subsequently relocated to a location just off Indiana 46. The town borrowed \$2 million to buy the 50-acre site and pay construction costs. The building will now provide more office space and a larger town council meeting room.

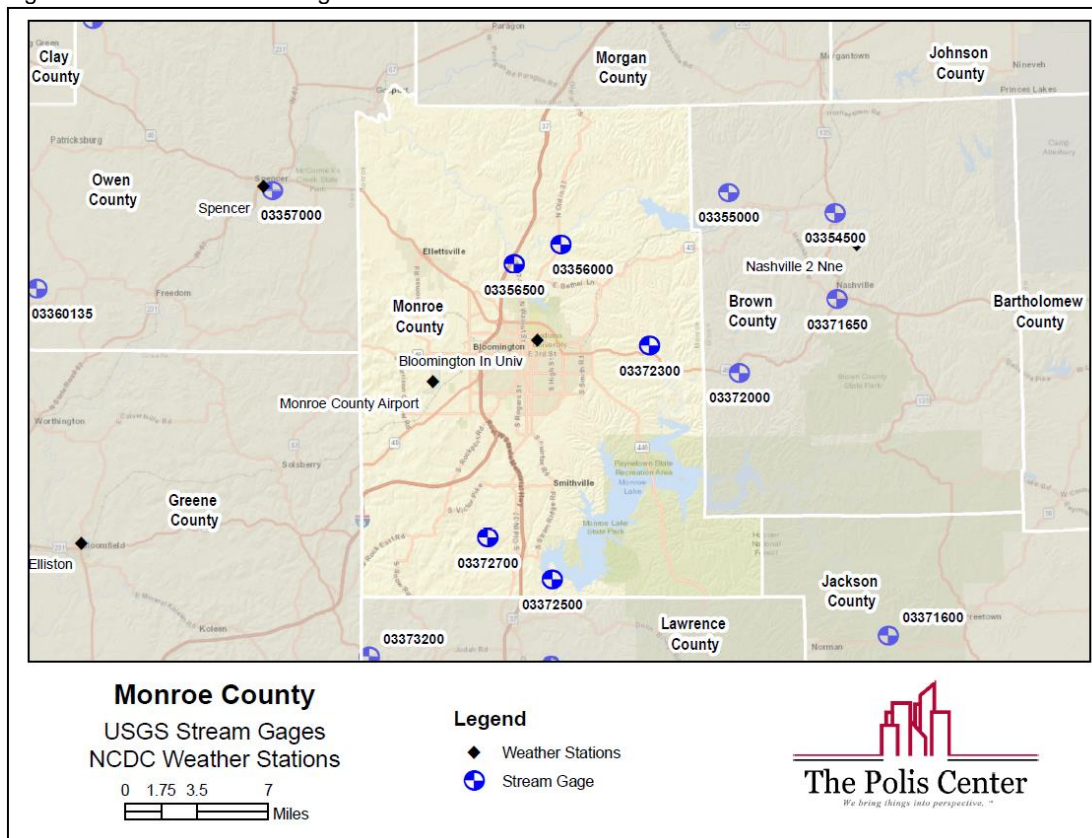
Current RiskMAP initiatives in town are attempting to address multiple pinch point locations for increased flooding along Jacks Defeat Creek, the primary waterway which runs from the south east corner of town to the northwest.

Stream gages

The USGS in cooperation with many state agencies and local utility and surveyor offices help maintain stream gages, which provide the capability to obtain estimates of the amount of water flowing in streams and rivers. Most USGS stream gages operate by measuring the elevation of the water in the river or stream and then converting the water elevation (called 'stage') to a streamflow ('discharge') by using a curve that relates the elevation to a set of actual discharge measurements. For many of the public freshwater lakes in northern Indiana, local and state partners utilize staff gages, which dictate the location of the last visit.

The DNR and IDEM utilize the stream gage data for water quantity and quality measurements. Local public safety officials utilize the data at these sites, along with the resources from the NWS, to determine emergency management needs during periods of heavy rainfall.

Figure 4-7: USGS Stream Gages and NCDC Weather Stations



Lake Monroe Top of Dam is at an elevation of 574 feet and the top of the stored emergency gage sits at 566 feet in elevation. The Salt Creek gage at Lake Monroe has a flood action stage elevation of 556 (NGVD29). Records of historic crests show the 2 events on record in 2002 and 2011 that

exceeded this elevation. Notes on the elevations and their respected impacts to flooded roads and campgrounds are available at the USGS Advanced Hydrologic Prediction Service's gage historic website.

The county had the Maple Grove conservancy district located in Ellettsville, which has been dissolved. Lake Lemon has its own conservancy district (#95) established in 1995 and purposes are to provide recreation and operation and maintenance.

Table 4-6: Lake Monroe Peak, Recent, and Low elevations (03372500)

Historic Crests		Low Water Records		Recent Crests	
557.3	5/4/2011	529.0	3/1/1984	545.8	5/20/2017
556.3	5/15/2002	533.2	11/3/1988	542.3	1/29/2017
555.0	4/13/2008	533.7	11/13/2005	549.6	7/26/2015
555.0	5/16/1996	534.4	11/25/2007	557.3	5/4/2011
551.6	5/17/1983	534.8	10/30/1966	544.6	5/21/2009

Vulnerability and Future Development

Areas with recent development within the county may be more vulnerable to drainage issues. Storm drains and sewer systems are usually most susceptible. Damage to these can cause the back up of water, sewage, and debris into homes and basements, causing structural and mechanical damage as well as creating public health hazards and unsanitary conditions. Controlling floodplain development is the key to reducing flood-related damages. Monroe County also seeks to protect numerous areas of environmental sensitivity—for example, riparian areas, wetland areas, and woodlands.

Flash flooding may affect nearly every location within the county; therefore, all buildings and infrastructure are vulnerable to flash flooding. Currently, the Monroe County planning commission reviews new development for compliance with the local zoning ordinance.

The Monroe County Stormwater Management Ordinance provides the county with guidance for the development and management of sewers and streams. Recognizing that smaller streams and drainage channels serving Monroe County may not have sufficient capacity to receive and convey water runoff, it is the policy of the Monroe County Commissioners that the storage and controlled release of storm water runoff shall be required of all new development, any redevelopment and other new construction in Monroe County. The county implements zoning ordinances to prohibit future development in conservation and floodplain areas.

In addition, depending on a property’s location, a permit may be required from the Indiana Department of Natural Resources prior to the start of any reconstruction activity. Failure to obtain the necessary permits could result in fines. For more information on the local permitting requirements, please contact:

Monroe County Building Department
501 N. Morton Street, Suite 220B
Bloomington IN 47404
(812)349-2580

The release rate of storm water from developed, lands shall not exceed the release rate from the land area in its present land use. Furthermore, the Monroe County Stormwater Management Ordinance states, “Storm water drainage systems shall be designed, constructed, and maintained to drain each and every part of the development site, unless expressly permitted by this Chapter, or unless it is demonstrated to the Board’s satisfaction that on-site storage would be consistent with the intent of these regulations and would better promote storm water drainage and water quality than would offsite discharge or storage.”

For all new development, Monroe County’s Zoning Ordinance requires that all land owners be responsible for adequate surface water drainage on any parcel used for any purpose other than agricultural cultivation. For retention, detention, and pond edges, the ordinance requires a buffer within twenty feet of the point of peak elevation. The development standards laid out in the zoning ordinance include the following measures for addressing surface water concerns.

Risk Analysis

Historical Analysis

Since the NFIP plays such a vital role in mitigating flood risk, understanding the status of hazard maps and reported losses occurring can provide insight on new strategies to mitigate the impacts and losses of future events. A historical analysis of the NFIP and flood history can be a tool to determine mitigation strategies.

The following table provide the status of the NFIP and their associated maps: Initial Flood Hazard Boundary Map (FHBM) date, Initial Flood Insurance Rate Map date, Current Effective date, and the regular entry date are provided below. The maps used in the execution of the local floodplain

ordinance used the Current Effective Map Date. The following table then identifies the NFIP community reported losses, payments, and total claims that were closed without a payment.

Table 4-7: NFIP Participation and Mapping Dates

Community ID	Community	FHBM Identified	Init FIRM Identified	Curr Eff Map Date	Reg-Emer Date
180169	City of Bloomington	06/21/74	06/15/78	12/17/10	06/15/78
180170	Town of Ellettsville	06/21/74	07/18/78	12/17/10	07/18/85
180348	Town of Stinesville	03/05/76	12/17/10	12/17/10	06/20/11
180444	Monroe County (unincorporated)	03/06/81	04/01/88	12/17/10	04/01/88

Table 4-8: Community Loss and Payments Totals

NFIP Community	Total Losses	Closed without Payment	Total Payments
Monroe County	19	5	\$274,317
City Bloomington	25	8	\$162,499
Town of Ellettsville	24	4	\$450,522
Town of Stinesville	1	1	-
Total	69	18	\$887,338

A repetitive loss property: an NFIP insured structure that has had at least two paid flood losses of more than \$1,000 each in any 10-year period since 1978. FEMA Region V was contacted to determine the type of repetitive loss structures and their location. Severe repetitive loss properties single or multifamily residential properties that are covered under an NFIP flood insurance policy and:

1. That have incurred flood-related damage for which 4 or more separate claims payments have been made, with the amount of each claim (including building and contents payments) exceeding \$5,000, and with the cumulative amount of such claims payments exceeding \$20,000; or
2. For which at least 2 separate claims payments (building payments only) have been made under such coverage, with cumulative amount of such claims exceeding the market value of the building.
3. In both instances, at least 2 of the claims must be within 10 years of each other, and claims made within 10 days of each other will be counted as 1 claim.

The City of Bloomington has had 8 reported losses to 3 properties totaling payments of nearly \$38,000. Two of the properties were single-family structures and the other is non-residential. The 2 repetitive loss property in Ellettsville is a non-residential home that has had two losses totaling building payments of just over \$66,000. The county has 1 single family home that has 3 reported losses totaling payments of \$56,540.

Combining Available Data and Methods

Hazus-MH was used to estimate the damages incurred for a 1% annual chance flood event in Monroe County using a Q3 and a 10-meter DEM (digital elevation model) to create a flood depth grid. Hazus-MH was used to generate a flood depth grid for a 1% annual chance food return period based upon the DFIRM boundary and a 1/3 ArcSecond DEM provided by the Indiana Geological Survey. Hazus-MH was then used to perform a user-defined facility analysis of Monroe County. This was accomplished by creating points representing building locations that were generated from IDLGF-provided assessor data linked to parcel data provided by the county (through IDHS and IndianaMap). These data were then analyzed to determine the depth of water at the location of each building point and then related to depth damage curves to determine the building losses for each structure.

Monroe County specific building data was sourced from the parcel tax databases and building location point databases included building valuations and occupancy class. Building counts were aggregated from the individual parcel records to the relevant census administrative boundaries.

Hazus-MH estimates the Special Flood Hazard Areas would damage 636 buildings county-wide at a cost of \$69.8 million. In the modeled scenario Ellettsville sustained the most damage with 106 buildings damaged at a cost of \$12.1 million. The total estimated numbers and cost of damaged buildings by community are given in Tables 4-9 and 4-10. Figure 4-8 depicts the Monroe County buildings that fall within the SFHA.

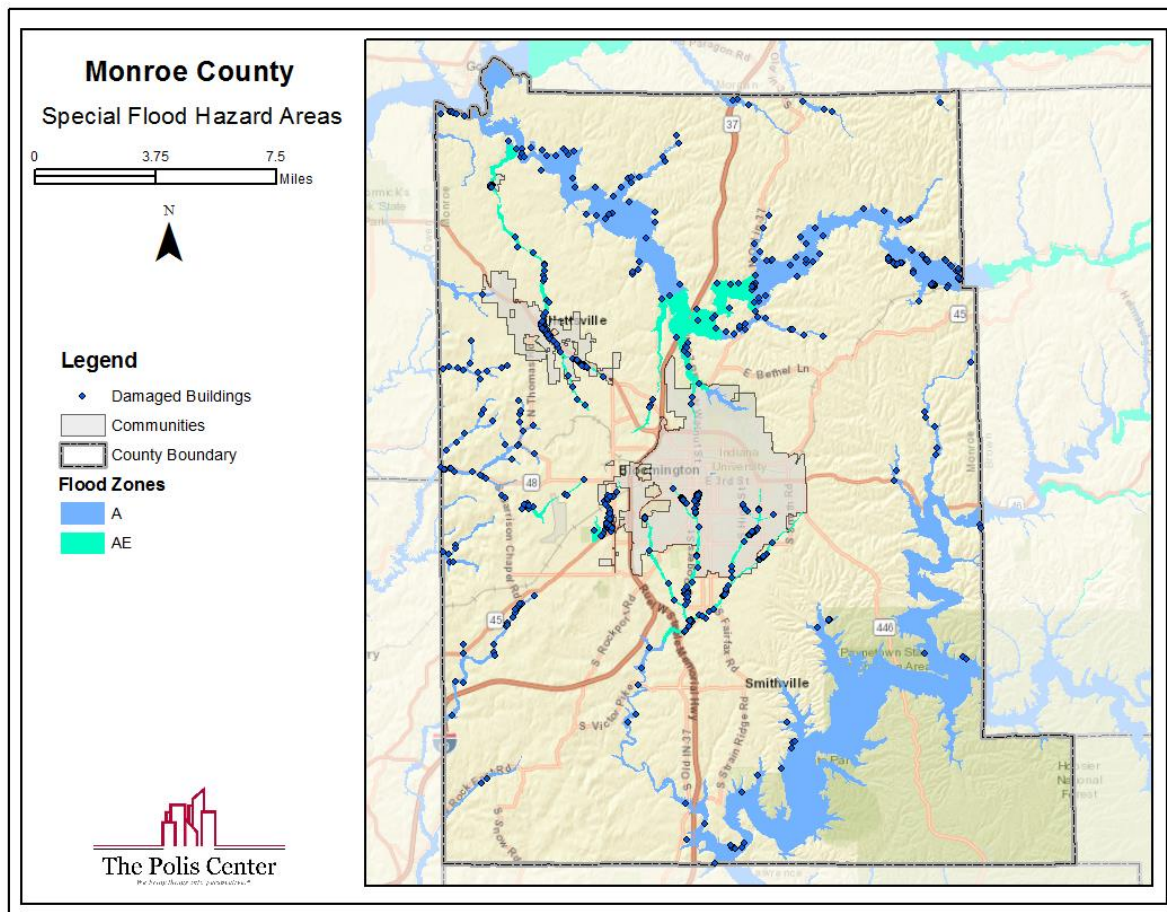
Table 4-9: Number of Buildings Damaged by Community and Occupancy Class

Community	Total Buildings Damaged	Building Occupancy Class						
		Agriculture	Commercial	Educ.	Govt.	Industrial	Religious	Residential
Monroe Co. (unincorporated)	440	78	28	0	9	5	6	314
Stinesville	8	0	1	0	1	0	1	5
Ellettsville	106	0	40	0	4	2	3	57
Bloomington	81	0	20	0	4	2	5	50
Total	636	78	89	0	18	9	15	426

Table 4-10: Cost of Buildings Damaged by Community and Occupancy Class

Community	Cost Buildings Damaged	Building Occupancy Class						
		Agriculture	Commercial	Educ.	Govt.	Industrial	Religious	Residential
Monroe Co. (unincorp.)	\$47,125,176	\$4,835,865	\$3,759,799	\$0	\$809,224	\$11,599,334	\$530,077	\$25,590,875
Stinesville	\$668,650	\$0	\$36,894	\$0	\$208,258	\$0	\$0	\$423,498
Ellettsville	\$12,119,835	\$0	\$4,538,863	\$0	\$1,731,231	\$845,294	\$1,227,009	\$3,777,436
Bloomington	\$9,886,894	\$0	\$1,337,321	\$0	\$1,659,018	\$2,805,743	\$540,213	\$3,544,597
Total	\$69,800,557	\$4,835,865	\$9,672,878	\$0	\$4,407,732	\$15,250,372	\$2,297,300	\$32,913,331

Figure 4-8: Monroe County Buildings in Special Flood Hazard Areas



Overlay Analysis of Facilities and Infrastructure

A critical facility will encounter many of the same impacts as other buildings within the flood boundary. These impacts can include structural failure, extensive water damage to the facility and loss of facility functionality. As an example, a damaged waste water facility would no longer be able to serve the community. An essential facility will encounter many of the same impacts as other buildings within the flood boundary. These impacts can include structural failure, extensive

water damage to the facility and loss of facility functionality (e.g. a damaged police station will no longer be able to serve the community).

A map showing all community infrastructure and facilities is presented below. Structures that would obtain damage in the 1% annual chance flood (with the exception of dams and levees) are highlighted in the maps below with a yellow point. All maps of the impacted facility or infrastructure are included in the appendix if they are not included in the analysis below.

Figure 4-9: Countywide Special Flood Hazard Areas Facilities and Infrastructure

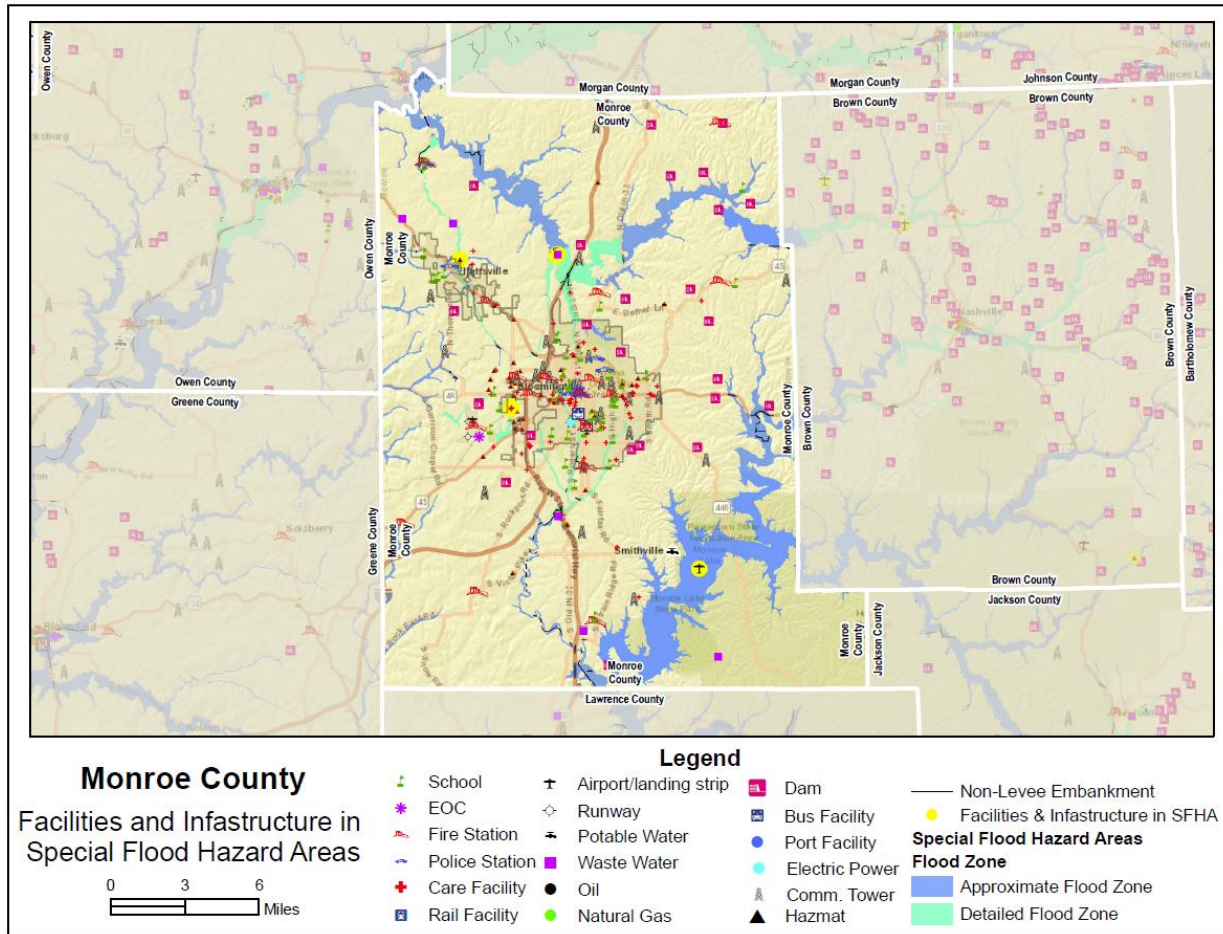
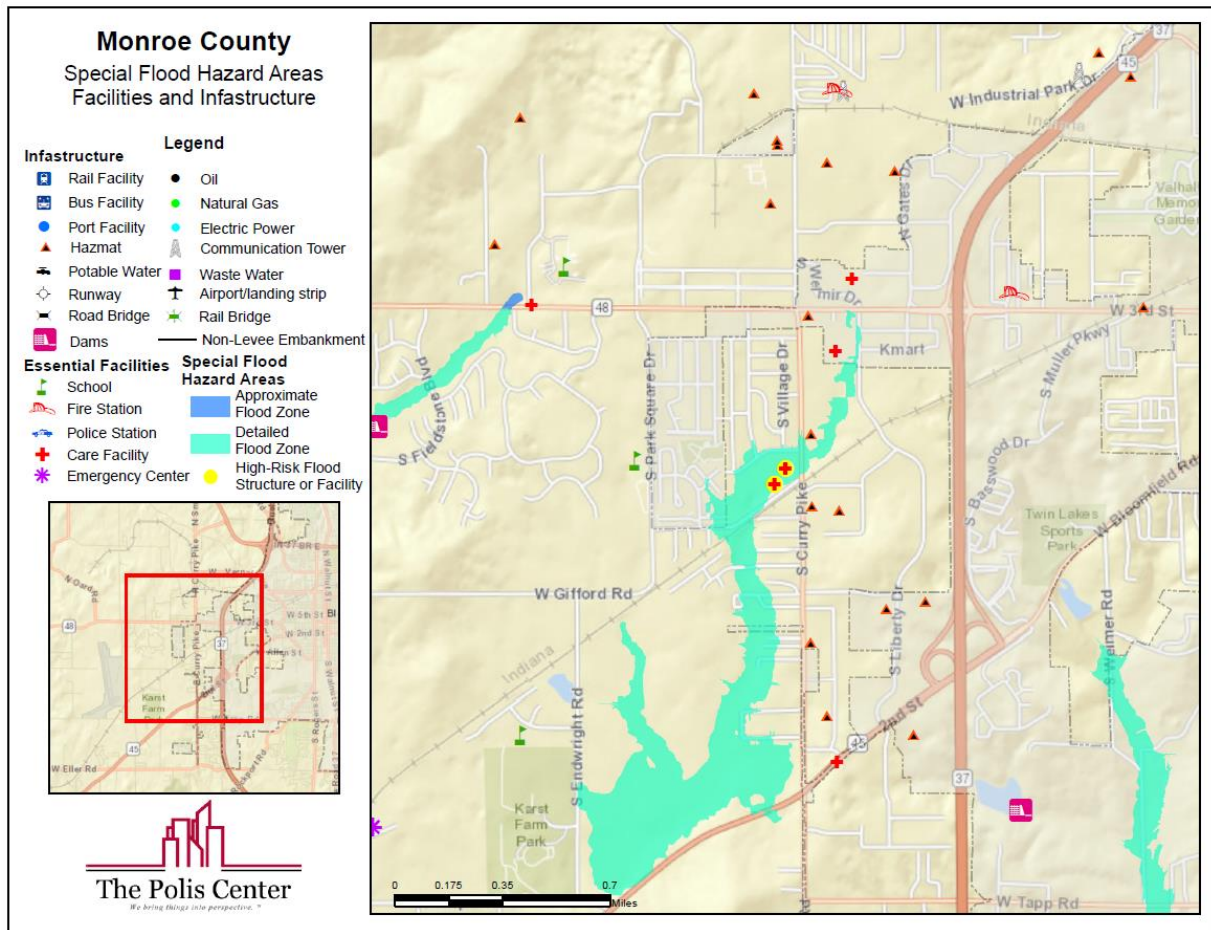


Figure 4-10: Special Flood Hazard Areas Facilities and Infrastructure



Short Term Shelter and Debris

Hazus can determine more about the shelter and debris affects after a flood event. The identified short term needs for shelter and total tons of debris generated are identified below in the maps.

Figure 4-11: Short Term Shelter Needs

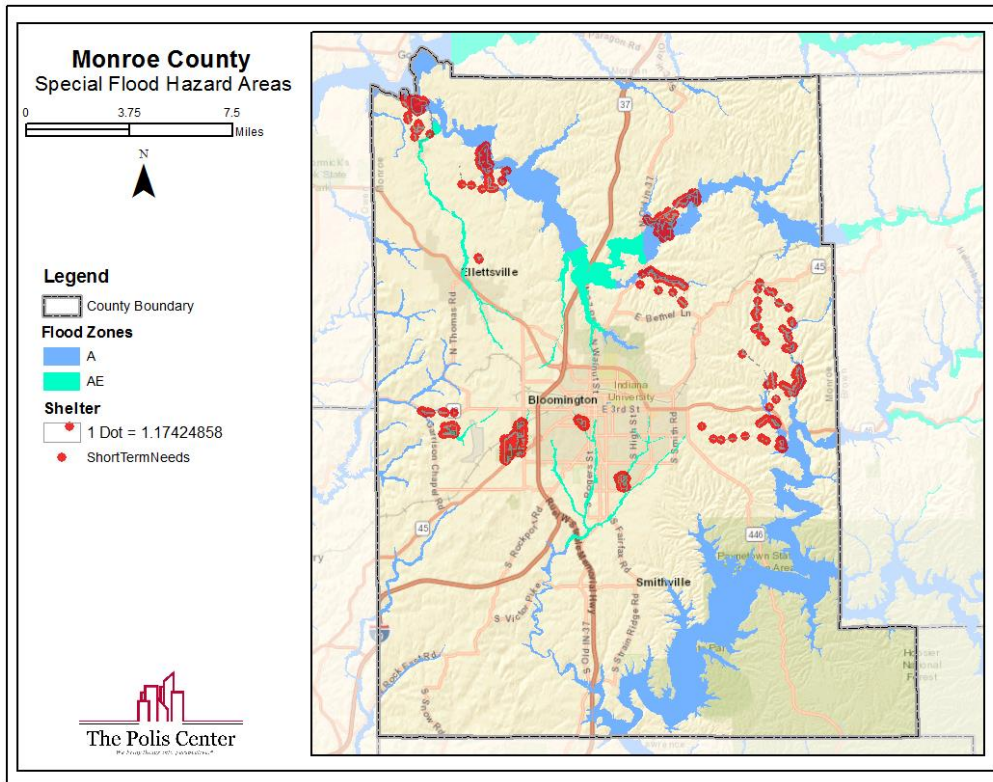
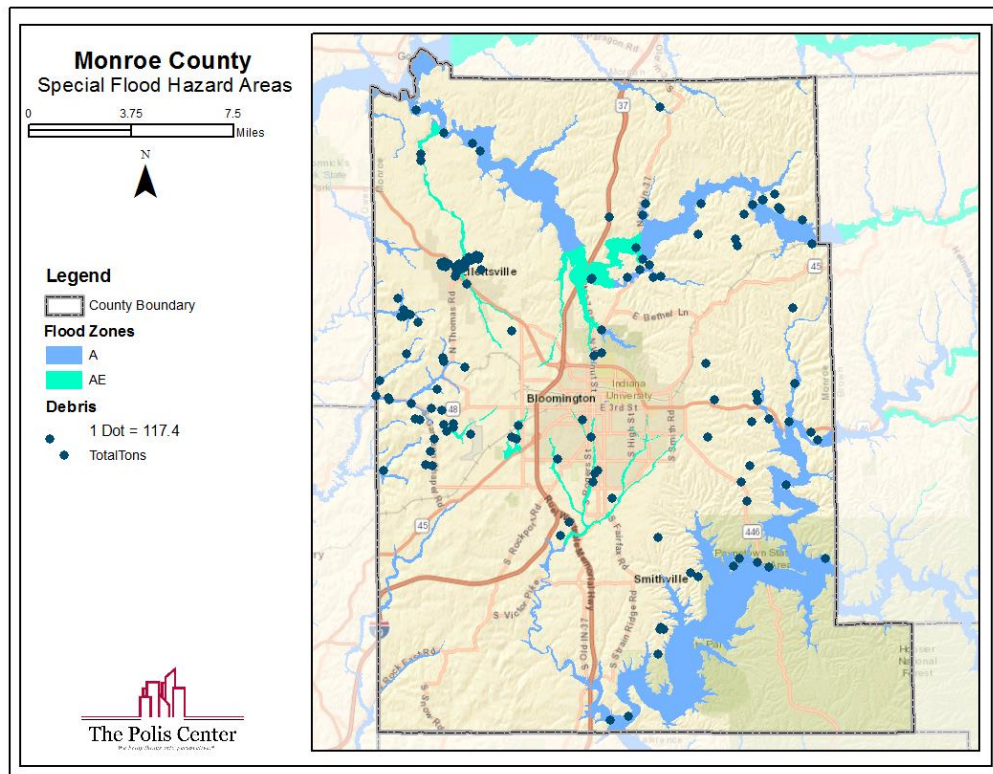


Figure 4-12: Tons of Debris Generated

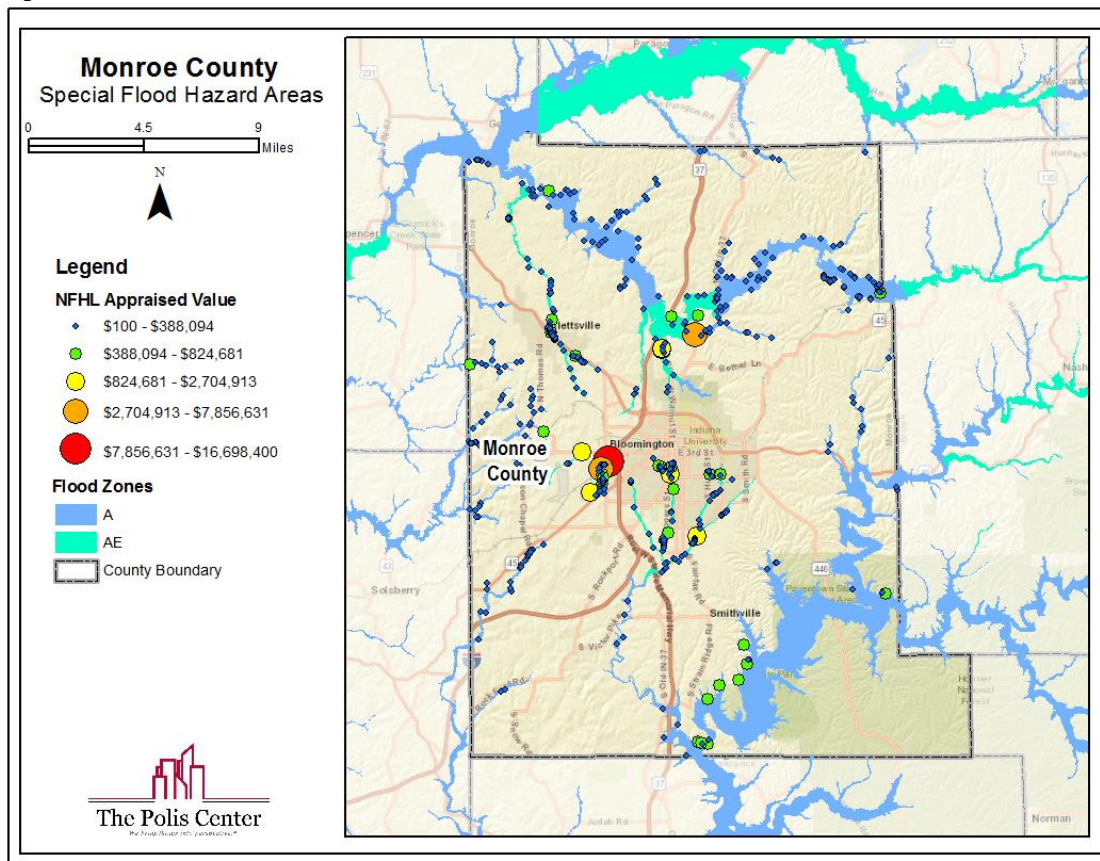


Exposure Analysis

An exposure analysis identifies the existing and future assets located in identified hazard areas, often by using GIS for analysis and maps for visualization. Exposure analysis can quantify the number, type, and value of structures, critical facilities, and infrastructure located in identified hazard areas, as well as assets exposed to multiple hazards. The analysis also can take into account the magnitude of the flood frequency area (1% annual flood, AE/Floodway and 0.2% annual flood risk).

Below the team has analyzed the structures within each community in the number 1% annual chance flood area, which is considered a high-risk area, as well as presented the appraised values for these structures.

Figure 4-13: Flooded Structures Assessed Value



Further analysis is provided on the Best Available mapping layers, which are provided by DNR for floodway references but are not to be used for flood insurance determinations. A list of all infrastructure systems and the floodplains are located in the appendix. The following tables

present the total identified structures within the type of published special flood hazard area. The first table compares the totals of Zone A and Zone AE number of structure and the total appraised value. Zone A areas, are in locations where published elevation have not been established by FEMA. Zone AE areas have a floodway identified on the FIRM map along with an associated Floodway Data table and flood profile for Base Flood Elevation (BFE) reference for local floodplain permitting. The second table then combines the total structures and appraised value and further identifies the structures located within the Zone AE/Floodway. These structures are located in areas where fast moving floodwaters as opposed to pooling.

Table 4-11: Structures in Zone A or AE Appraised Value

	Zone A		Zone AE	
	Total Structures	Appraised Value	Total Structures	Appraised Value
Monroe County	266	\$42,798,351	182	\$48,992,700
City Of Bloomington	-	-	83	\$12,686,414
Town of Ellettsville	48	\$6,834,029	63	\$5,324,862
Town of Stinesville	-	-	8	\$438,000

Source: Monroe County 2016 secured roll assessor and parcel date; Monroe County DFIRM

Table 4-12: Structures in Floodway and Zone A/AE Appraised Value

	Zone AE/Floodway		Zone AE + Zone A = Total	
	Total Structures	Appraised Value	Total Structures	Appraised Value
Monroe County	153	\$44,540,700	448	\$91,791,051
City Of Bloomington	33	\$6,638,238	83	\$12,686,414
Town of Ellettsville	50	\$4,502,362	111	\$12,158,891
Town of Stinesville	5	\$192,000	8	\$438,000
Total	241	\$55,873,300	650	\$117,074,356

Source: Monroe County 2016 secured roll assessor and parcel date; Monroe County DFIRM

The following table presents the total number of parcels located within the Best Available and Published FIRM mapping zones.

Table 4-13: Parcel Total Counts in FIRM and BAD

	Published FIRM		Best Available Data	
	Zone A/AE Parcels	Zone A/AE Building Points	Zone A/AE Parcels	Zone A/AE Building Points
Monroe County	4,328	448	4,328	464
City Of Bloomington	462	83	559	83
Town of Ellettsville	2,093	111	188	64
Town of Stinesville	50	8	35	8
Total	4,937	650	4,751	619

Source: Monroe County 2016 secured roll assessor and parcel date; Monroe County DFIRM

The total structures in the Special Flood Hazard Area are based on approximate building locations, and therefore should not be used as an absolute comparison. However, this information may be used to target further mitigation through further engagement with the NFIP. In addition, this may be a tool to help understand if there would be an interest in becoming involved in a discount program with the Community Rating System (CRS).

Table 4-14: Community Structure Count and Number of Policies

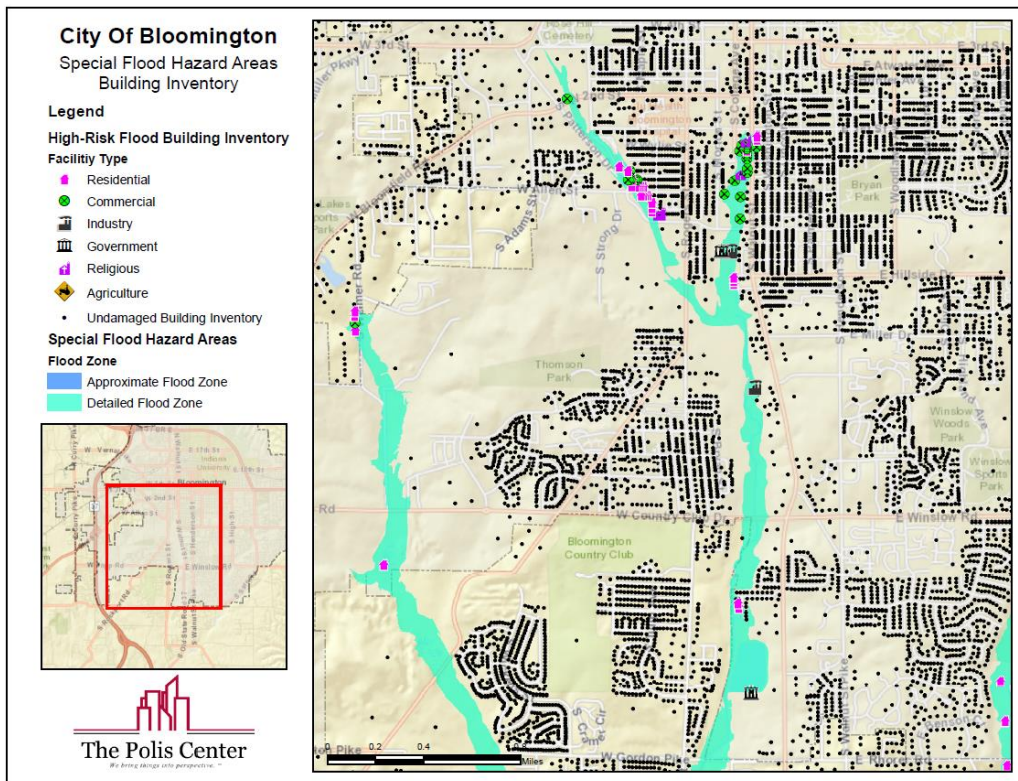
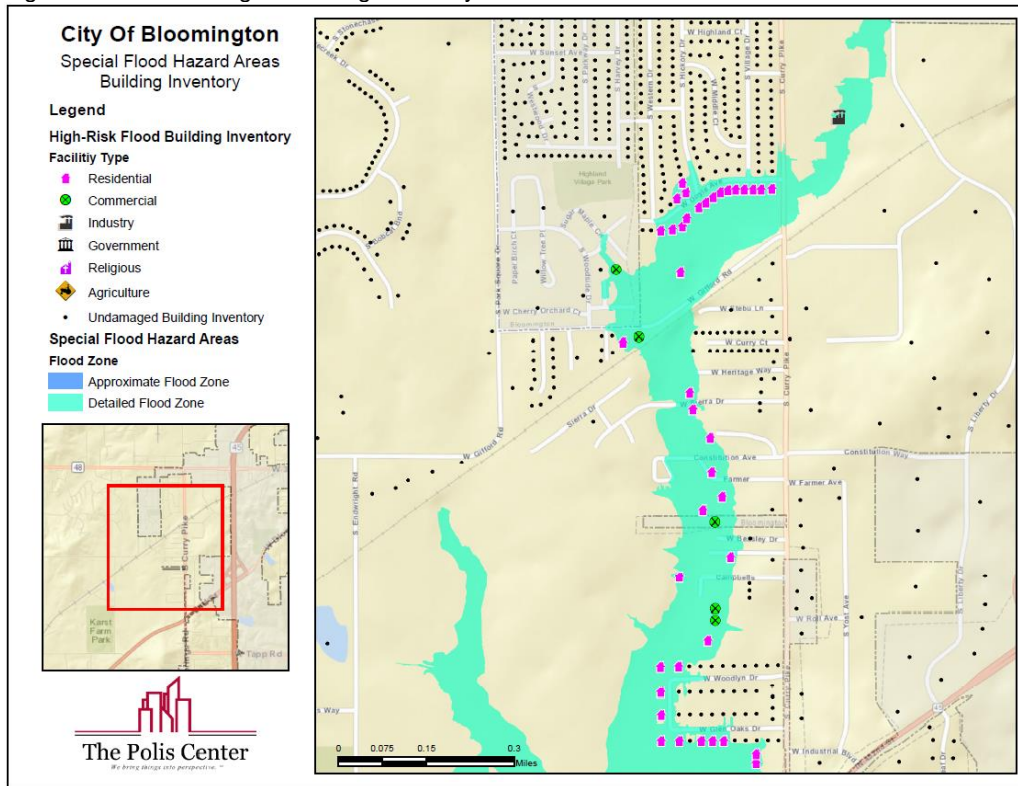
	Structures in Zone A/AE	Number of Policies
Monroe County	448	126
City Of Bloomington	83	112
Town of Ellettsville	111	39
Town of Stinesville	8	0
Total	650	277

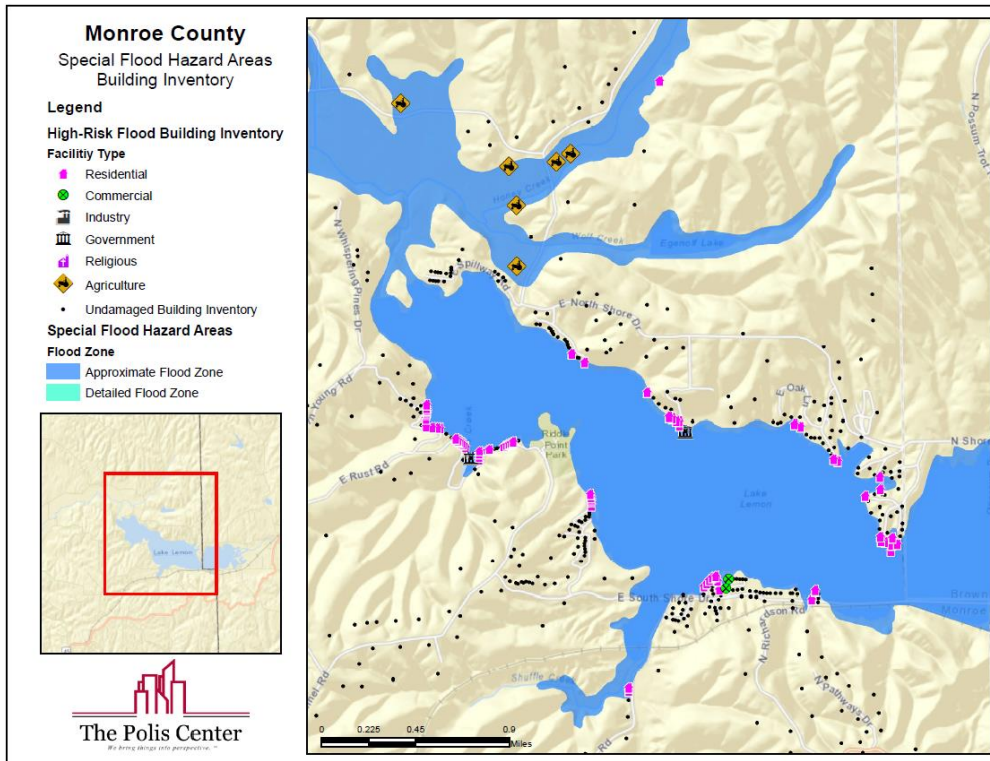
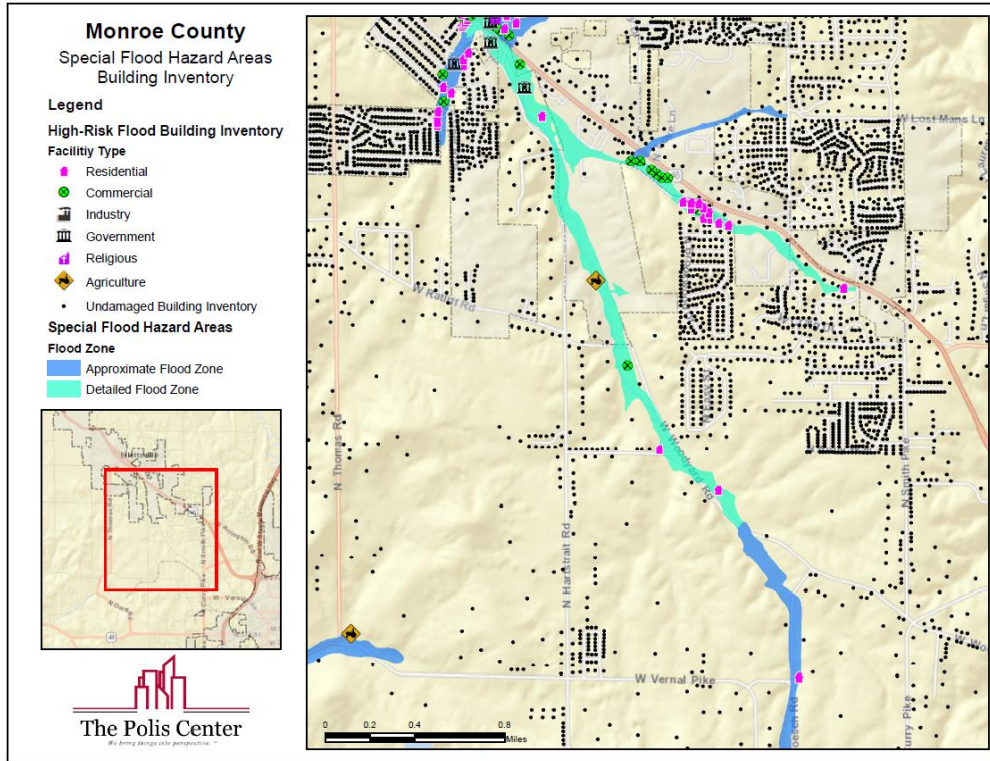
Source: Monroe DFIRM; FEMA Indiana NFIP report, August 2017

The analysis detected several areas of interest for Monroe County that contain a larger than average number of buildings exposed to flood hazard. These areas have been focused on as areas of interest. Buildings located in the flood zone are symbolized based on their occupancy code.

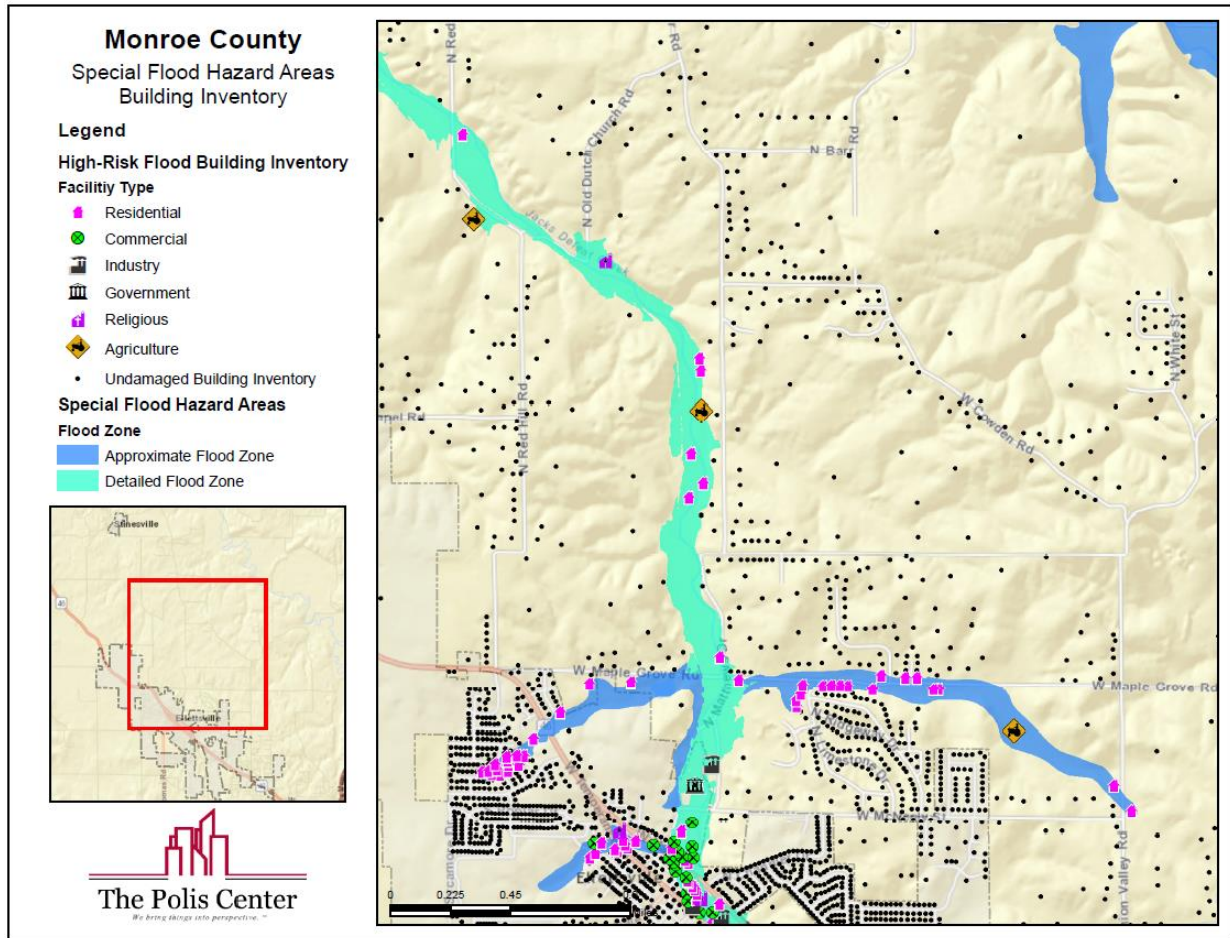
Locations identified below appear to pose a major flood risk to the building inventory, developed with the analysis. Major areas of flooding are provided below, and the remaining areas are included in the appendix. The classification of the types are based on the occupancy codes and can be a helpful indicator on the type of flooding and may help guide successful mitigation projects.

Figure 4-14-18: Damaged Building Inventory





Near Ellettsville, numerous houses lie along portions of the unnamed tributary to Jacks Defeat Creek. These houses are along a drainage area less than one square mile.



User Input

Since accurate, published floodplain mapping can be difficult to manage on top of development, the FIRM analysis may not always be sufficient for understanding the flood exposure. In addition to the FIRM analysis, the Best Available Data can produce an improved assessment of more streams. The former EMA provided these locations of known vulnerable places of flooded areas, roads, and intersections to the IDHS office. The countywide and important locations are provided below in the analysis. Other relevant mapping may be included in Appendix B.

Figure 4-19: Countywide flooded intersections, roads and areas

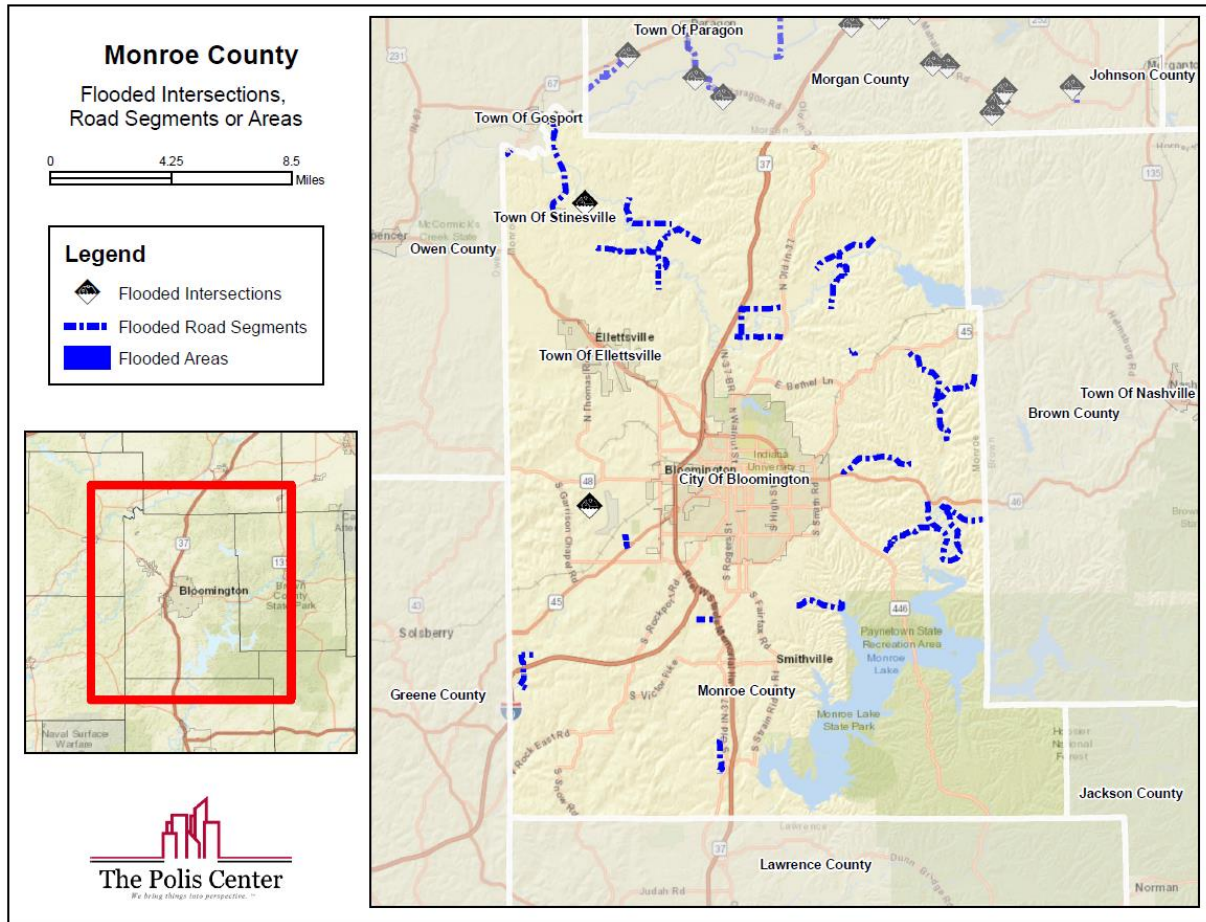


Figure 4-20: Flooded Intersections and Road Areas in the County

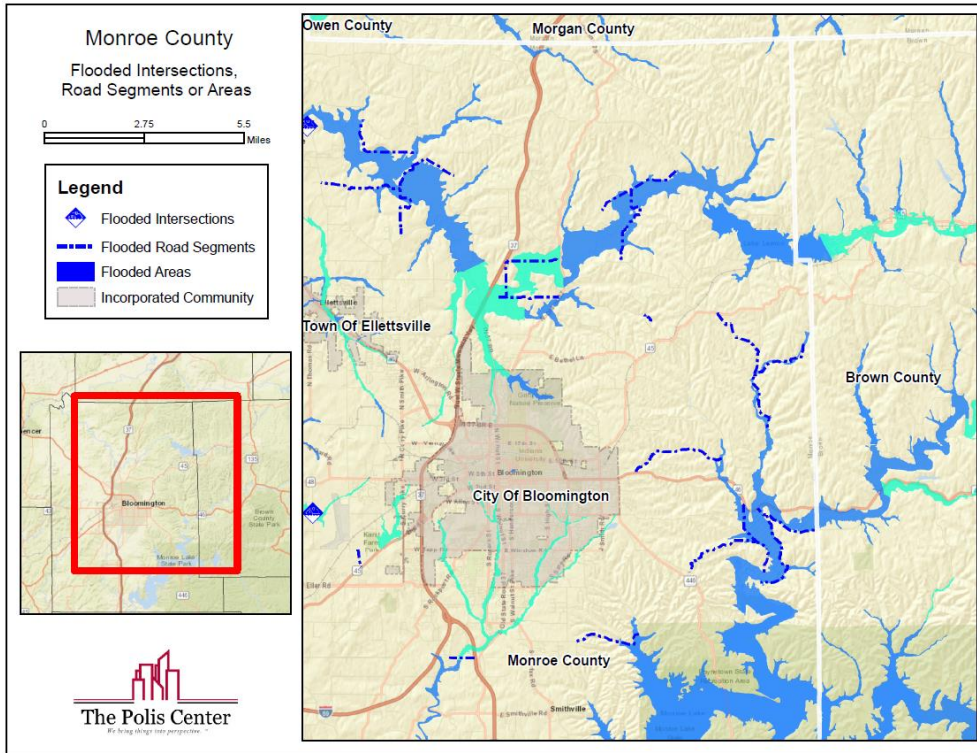


Figure 4-21: Flooded Road along Breeden Road. Monroe/Greene countyline

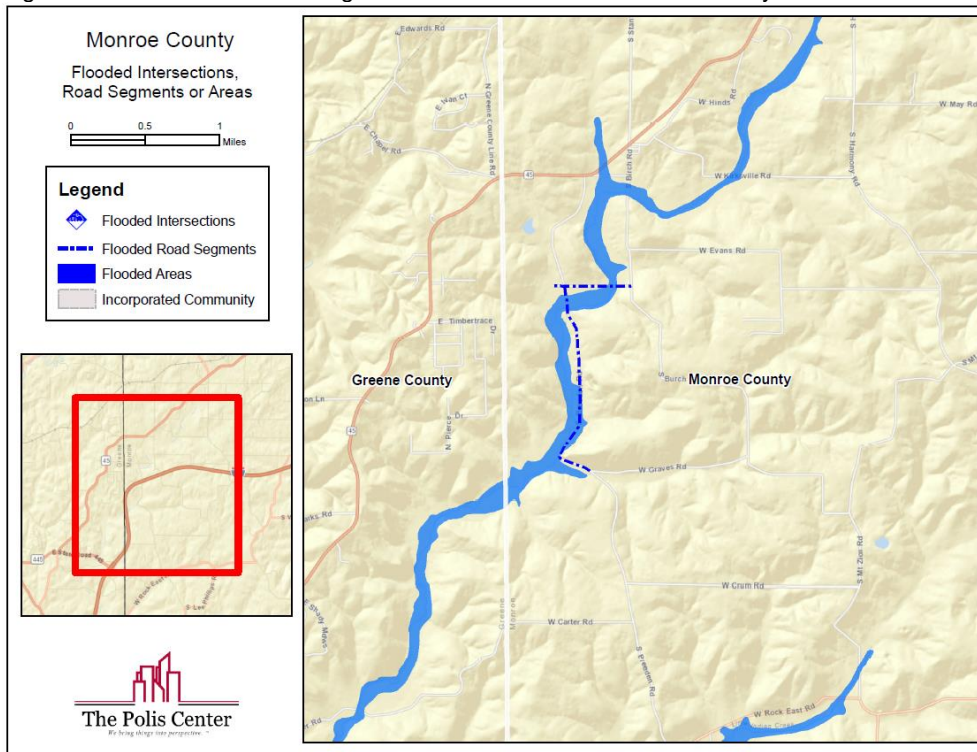


Figure 4-22: Flooded Road along Dillman South of Bloomington

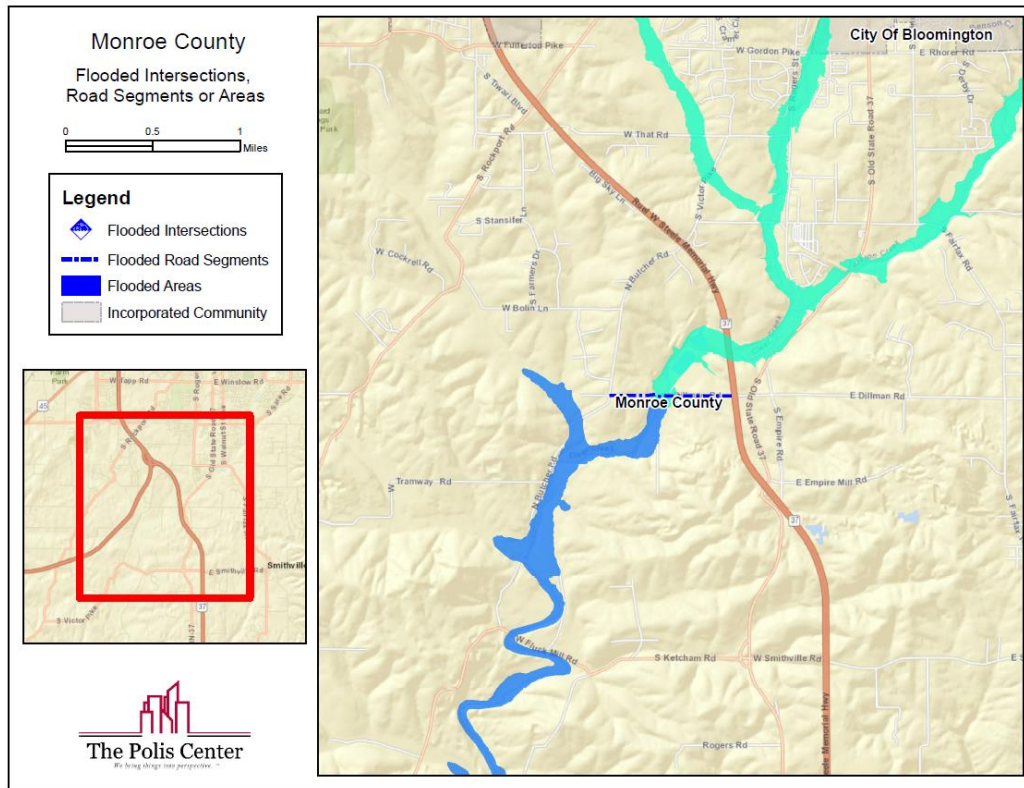


Figure 4-23: Local input Flooded Roads Southeast

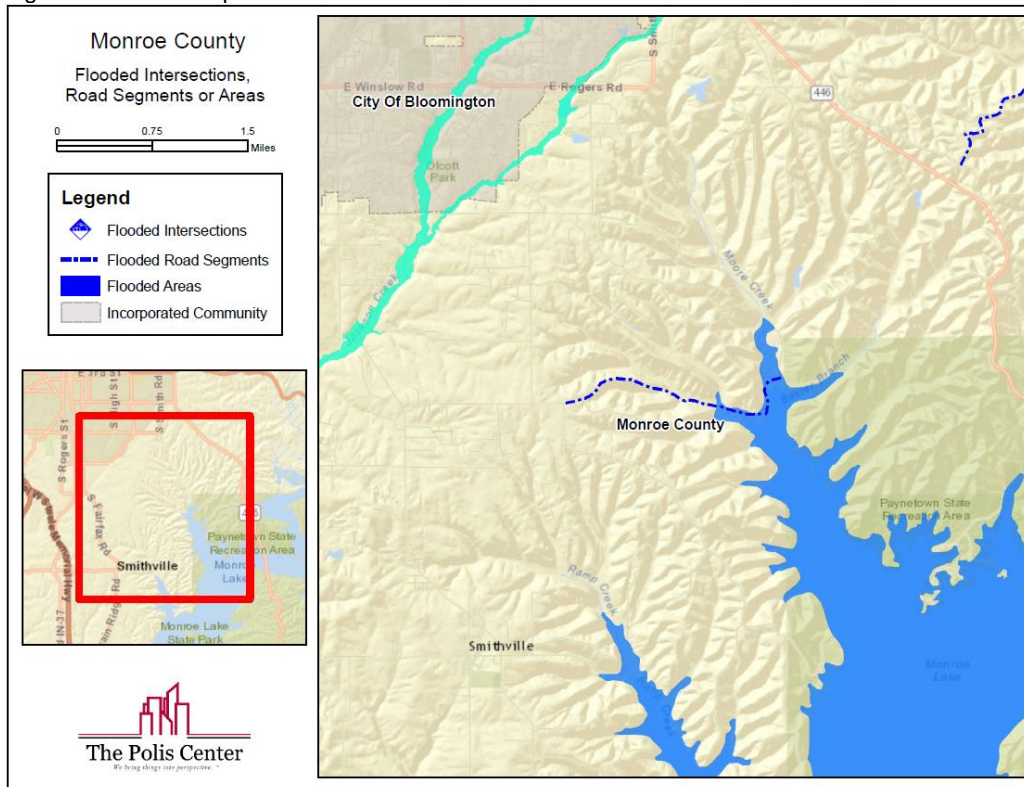


Figure 4-24: Local input Flooded Roads West

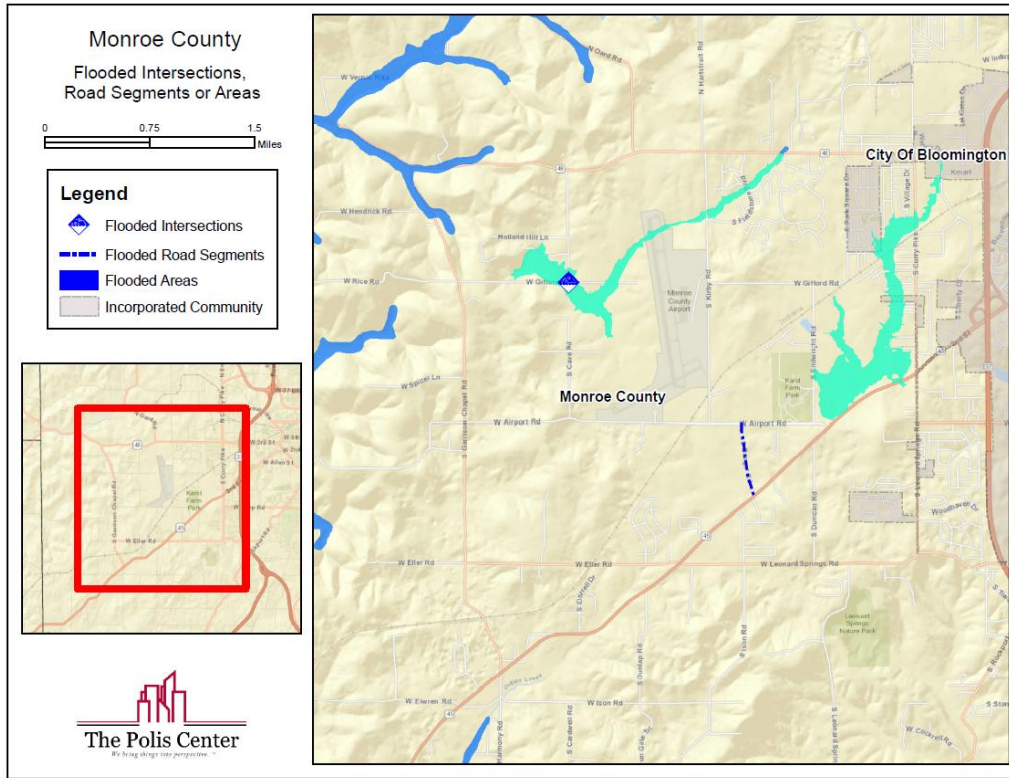
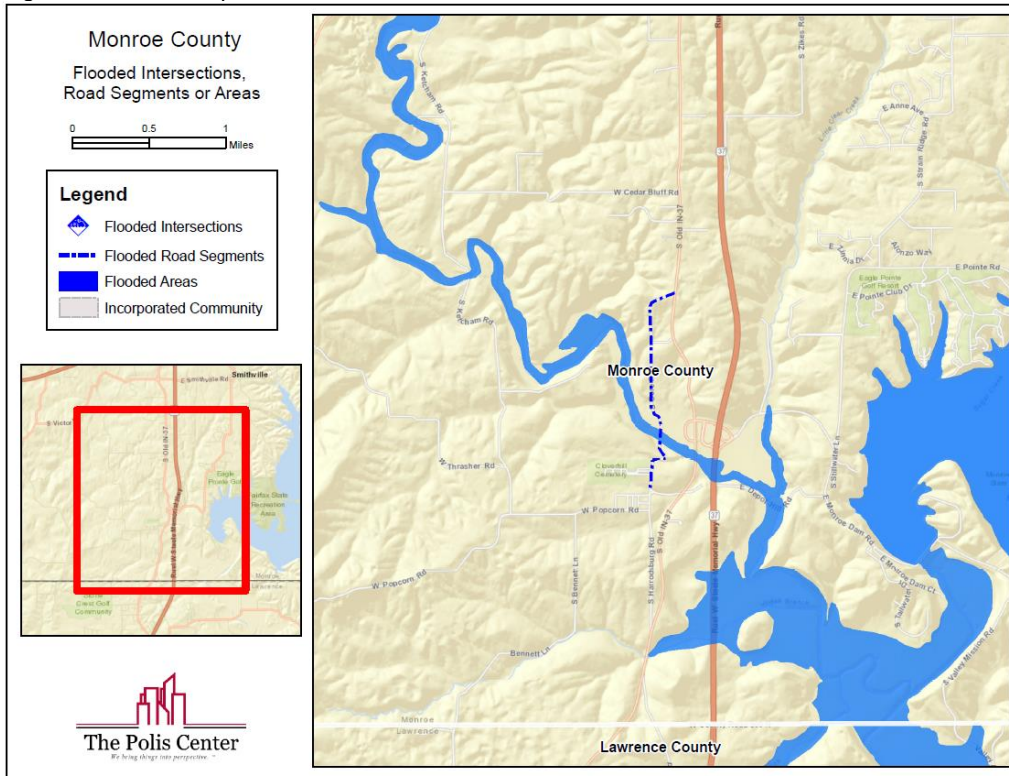


Figure 4-25: Local input Flooded Roads Southeast



Through administering the Floodway and NFIP programs in the state, the DNR receives requests for information and applications for construction in a floodway. The construction requests are classified as constructions in a floodway, general information requests, such as a letter outreach request, and finally drainage board projects, which are designated through prior coordination with the count surveyor and DNR offices. The following maps display the requests handled by the DNR from 2006 to 2016. Portions along streams less than one square mile will not have a base flood elevation determined by the DNR as this is out of their jurisdiction.

Figure 4-26: DNR Construction Requests

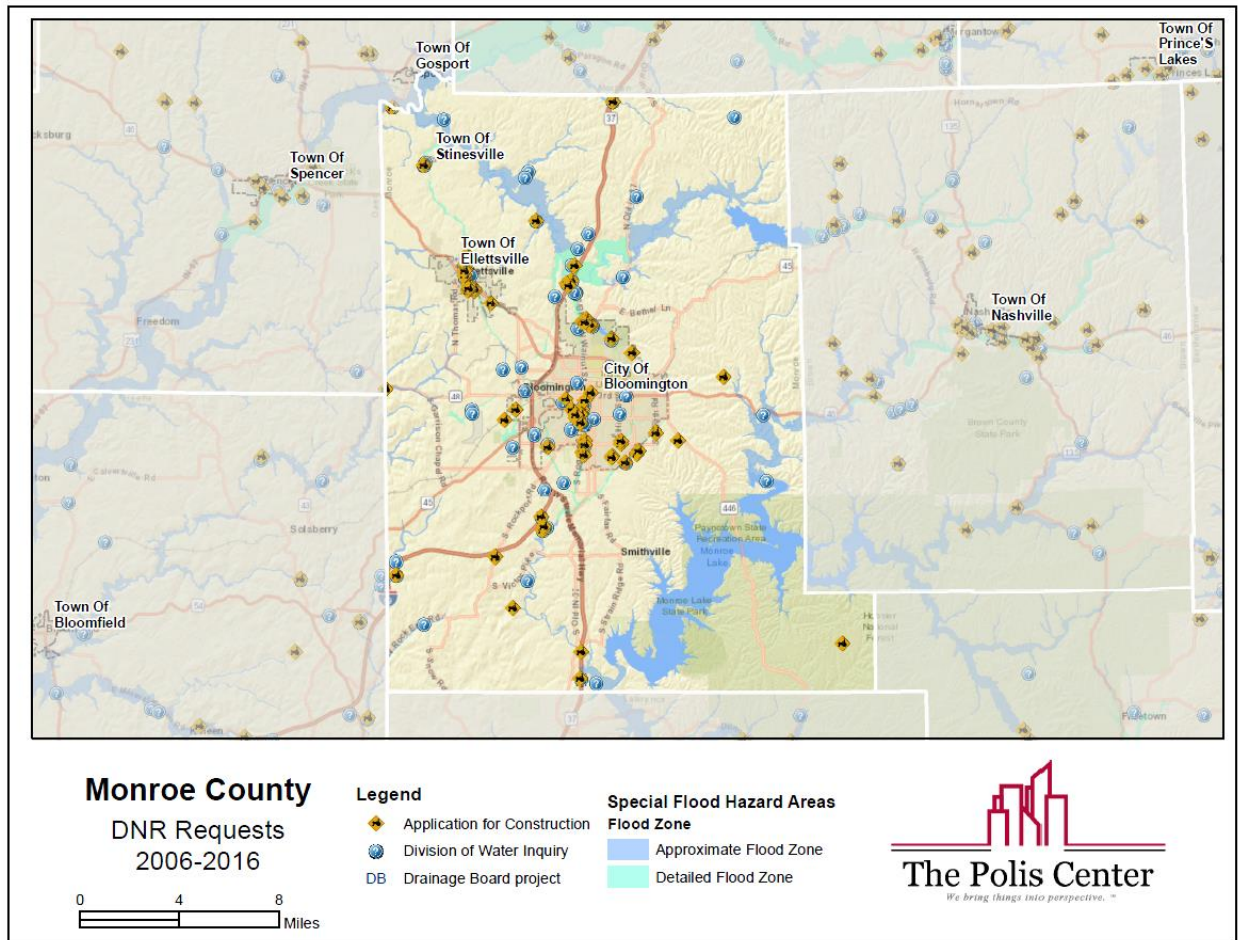


Figure 4-27: DNR Floodplain Requests: Bloomington

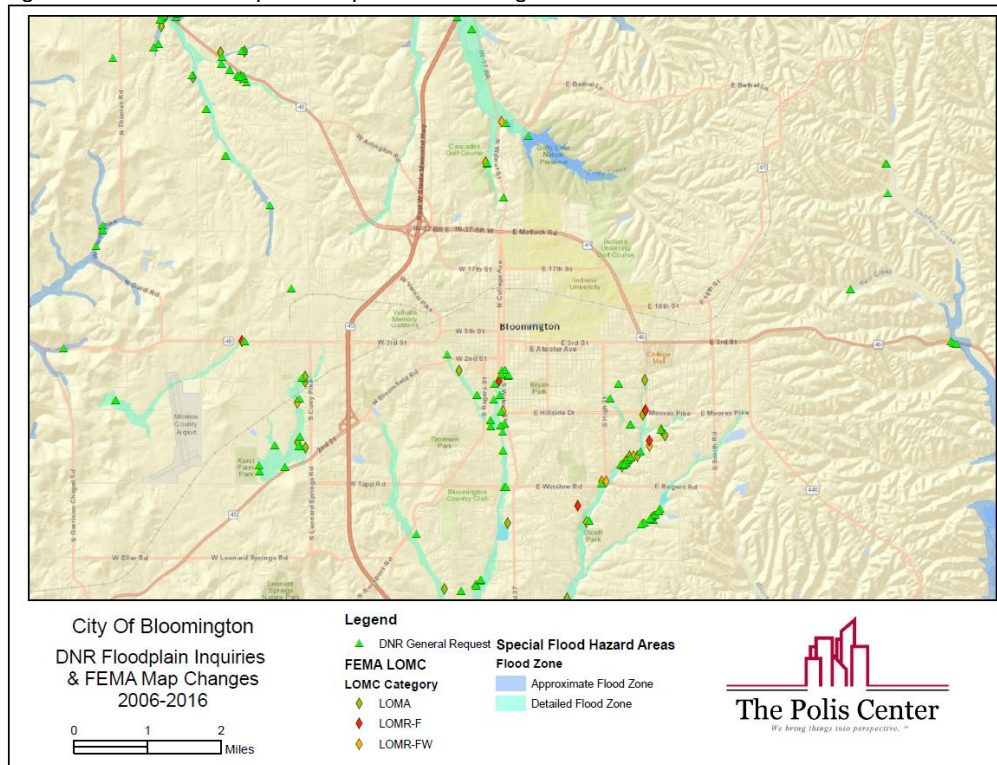
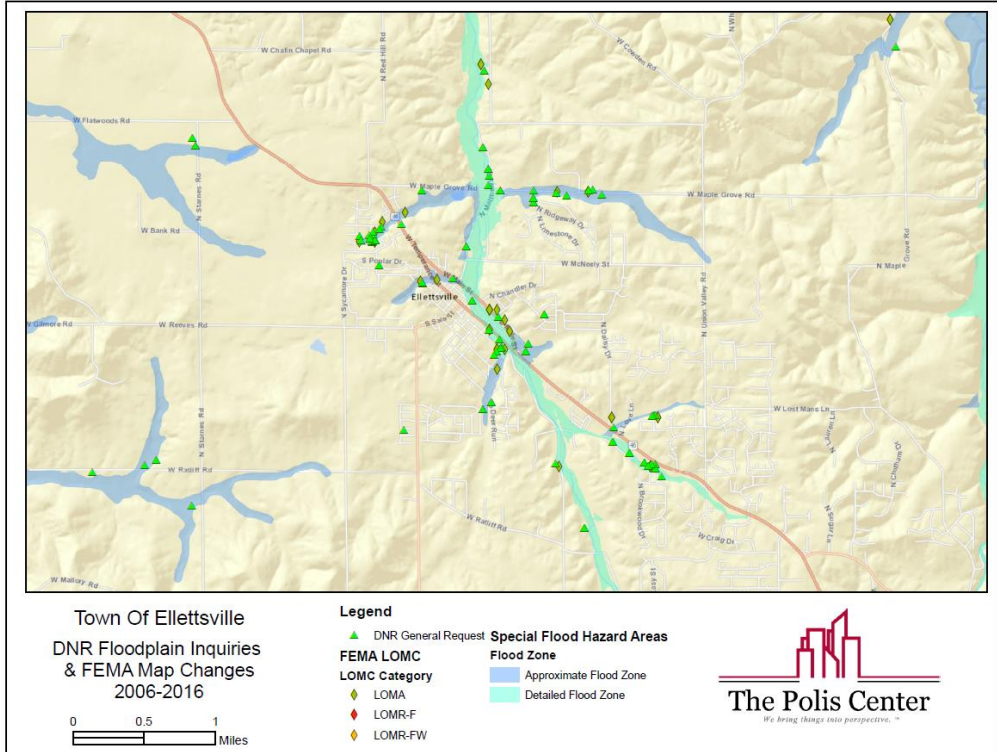


Figure 4-28: DNR Floodplain Requests: Ellettsville



Relationship to other Hazards

Severe storms and blizzards - summer storms lead to log jams and snow melt can contribute to flooding and, under the right circumstances, flash flooding.

Dam Failure - Flood events can compromise the structural integrity of dams.

Public Health - Public health can be affected as a result of wastewater spills due to flooding or power failures.

Water Main Breaks - Surges in water pressure as a result of water pumps starting after power outages can lead to water main breaks.

Plans and Programs in Place

Floodplain Ordinances - Monroe County and its participating NFIP communities regulate floodway development through their floodplain ordinances. All construction in the floodway requires the prior approval from the DNR Division of Water.

National Flood Insurance Program (NFIP) - The NFIP is a federal program created by Congress to mitigate future flood losses nationwide through sound, community-enforced building and zoning ordinances and to provide access to affordable, federally-backed flood insurance protection for property owners. The NFIP is designed to provide an insurance alternative to disaster assistance to meet the escalating costs of repairing damage to buildings and their contents caused by floods. Participation in the NFIP is based on an agreement between local communities and the federal government that states that if a community will adopt and enforce a floodplain management ordinance to reduce future flood risks to new construction in Special Flood Hazard Areas (SFHAs), the federal government will make flood insurance available within the community as a financial protection against flood losses.

Road Infrastructure and Drainage - Public Works staff at the county, city and township level work on culvert and ditch maintenance to prevent road flooding. Ice dams and culverts are monitored and addressed to reduce road flooding during spring thaws. The county has put a priority on culvert improvements to avoid road washouts.

Stream Gauging - The National Weather Service and the U.S. Geological Society provide real-time websites that gauge stream flow in area streams and rivers. Multiple gages in the county have can

be accessed online and used to inform the public of areas expected to be flooded as the river and reservoir levels rise.

Repetitive Loss Structures - Monroe County has the ability to purchase repetitive loss properties.

Public Warning and Notification - In the event of emergencies or hazardous conditions that require timely and targeted communication to the public, Monroe County utilizes the 911 Mass Notification System and the Monroe County Police Department's Facebook page, as well as local news media. Monroe County promotes the use of NOAA weather radios by critical facilities and the public to receive information broadcast from the National Weather Service.

Program Gaps or Deficiencies

Stream Stabilization - Ongoing maintenance and repairs exist along regulated drains in the county.

Beaver Dams and Flood Risk - Beaver dams have impounded many areas with water, and under normal rain events they are not a problem. However, in the event of flash flooding, when beaver dams break, road infrastructure is burdened with a major additional flow of water.

Road and Culvert Improvements - Monroe County strives to constantly improve its road and culvert infrastructure against flooding, but is limited by financial resources to go beyond maintenance on some projects.

4.2 Earthquake

Hazard Description

An earthquake is a sudden, rapid shaking of the earth caused by the breaking and shifting of rock beneath the earth's surface. For hundreds of millions of years, the forces of plate tectonics have shaped Earth as the huge plates that form the Earth's surface move slowly over, under, and past each other. Sometimes the movement is gradual. At other times, the plates are locked together, unable to release the accumulating energy. When the accumulated energy grows strong enough, the plates break free, causing the ground to shake.

Ninety-five percent of earthquakes occur at the plate boundaries; however, some earthquakes occur in the middle of plates, as is the case for seismic zones in the Midwestern US. The most seismically active area in the Central US is referred to as the New Madrid Seismic Zone. Scientists have learned that the New Madrid fault system may not be the only fault system in the central US

capable of producing damaging earthquakes. The Wabash Valley Fault System in Indiana shows evidence of large earthquakes in its geologic history, and there may be other currently unidentified faults that could produce strong earthquakes. Figure 4-29 depicts Indiana's historical earthquake epicenters. Tables 4-15 and 4-16 provide guidance on how to interpret the modified Mercalli intensity scale.

Ground shaking and tremors from strong earthquakes can collapse buildings and bridges; disrupt gas, electric, and communication (e.g. phone, cable, Internet) services; and sometimes trigger landslides, flash floods, and fires. Buildings with foundations resting on unconsolidated landfill and other unstable soil and trailers or homes not tied to their foundations are at risk because they can be shaken off their mountings during an earthquake. When an earthquake occurs in a populated area, it may cause deaths, injuries, and extensive property damage.

Figure 4-29: Indiana Historical Earthquake Epicenters

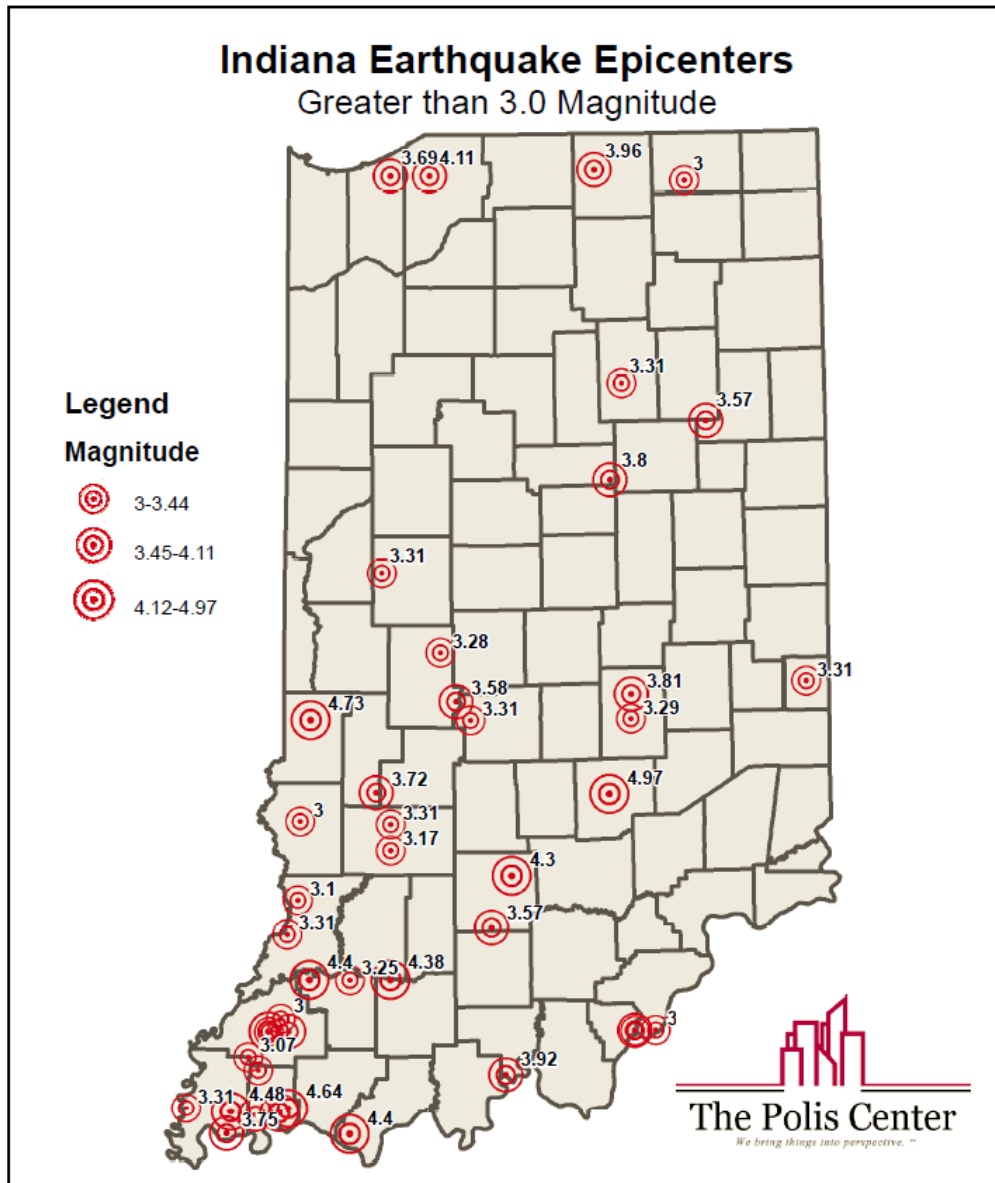


Table 4-15: Abbreviated Modified Mercalli Intensity Scale

Mercalli Intensity	Description
I	Not felt except by a very few under especially favorable conditions.
II	Felt only by a few persons at rest, especially on upper floors of buildings.
III	Felt quite noticeably by persons indoors, especially on upper floors of buildings. Many people do not recognize it as an earthquake. Standing motor cars may rock slightly. Vibrations similar to the passing of a truck. Duration estimated.
IV	Felt indoors by many, outdoors by few during the day. At night, some awakened. Dishes, windows, doors disturbed; walls make cracking sound. Sensation like heavy truck striking building. Standing motor cars rocked noticeably.
V	Felt by nearly everyone; many awakened. Some dishes, windows broken. Unstable objects overturned. Pendulum clocks may stop.

Mercalli Intensity	Description
VI	Felt by all, many frightened. Some heavy furniture moved; a few instances of fallen plaster. Damage slight.
VII	Damage negligible in buildings of good design and construction; slight to moderate in well-built ordinary structures; considerable damage in poorly built or badly designed structures; some chimneys broken.
VIII	Damage slight in specially designed structures; considerable damage in ordinary substantial buildings with partial collapse. Damage great in poorly built structures. Fall of chimneys, factory stacks, columns, monuments, walls. Heavy furniture overturned.
IX	Damage considerable in specially designed structures; well-designed frame structures thrown out of plumb. Damage great in substantial buildings, with partial collapse. Buildings shifted off foundations.
X	Some well-built wooden structures destroyed; most masonry and frame structures destroyed with foundations. Rails bent.
XI	Few, if any (masonry) structures remain standing. Bridges destroyed. Rails bent greatly.
XII	Damage total. Lines of sight and level are distorted. Objects thrown into the air.

Table 4-16: Earthquake Magnitude vs. Modified Mercalli Intensity Scale

Earthquake Magnitude	Typical Maximum Modified Mercalli Intensity
1.0 - 3.0	I
3.0 - 3.9	II - III
4.0 - 4.9	IV - V
5.0 - 5.9	VI - VII
6.0 - 6.9	VII - IX
7.0 and higher	VIII or higher

Earthquake History in Monroe County

At least 43 earthquakes, M3.0 or greater, have occurred in Indiana since 1817. The last such event in Indiana was a M3.1 centered just north of Vincennes on May 10, 2010. A M3.8 earthquake occurred near Kokomo in December later that same year with approximately 10,390 individuals submitting felt reports to the USGS.

The majority of seismic activity in Indiana occurs in the southwestern region of the state. Earthquakes originate just across the boundary in Illinois and can be felt in Indiana. Monroe County has not been the epicenter of any recent earthquakes, but the surrounding counties have experienced seismic activity.

Vulnerability and Future Development

During an earthquake, the types of infrastructure that could be impacted include roadways, runways, utility lines and pipes, railroads, and bridges. Because an extensive inventory of the infrastructure is not available to this plan, it is important to emphasize that any number of these structures could become damaged in the event of an earthquake. The impacts to these structures include broken, failed, or impassable roadways and runways; broken or failed utility lines, such as loss of power or gas to a community; and railway failure from broken or impassable tracks. Bridges also could fail or become impassable, causing traffic risks and ports could be damaged which would limit the shipment of goods. Typical scenarios are described to gauge the anticipated impacts of earthquakes in the county in terms of numbers and types of buildings and infrastructure.

New construction, especially critical facilities, will accommodate earthquake mitigation design standards. The discussion included strategies to harden and protect future, as well as existing, structures against the possible termination of public services and systems including power lines, water and sanitary lines, and public communication.

Risk Analysis

Combining Available Data and Methods

The Hazus earthquake mode estimates damages and loss of buildings, lifelines and essential facilities from scenario and probabilistic earthquakes. It also provides information on the direct economic losses such as casualties, and shelter and economic (including indirect) impacts and the indirect losses such as inundation, fire, hazmat, and debris. In depth earthquake results are provided in Appendix B, below is a summary of the comparisons of the chosen earthquake scenarios.

The building losses are broken into two categories: direct building losses and business interruption losses. The direct building losses are the estimated costs to repair or replace the damage caused to the building and its contents. The business interruption losses are the losses associated with inability to operate a business because of the damage sustained during the earthquake. Business interruption losses also include the temporary living expenses for those people displaced from their homes because of the earthquake.

The building damage total loss amount is developed by the building inventory attributes inputs. Depending on the material of construction, type of foundation, year of construction the expense in rebuilding the expense will be affected.

Hazus Earthquake Description

Modeling a deterministic scenario requires user input for a variety of parameters. One of the most critical sources of information required for accurate assessment of earthquake risk is soils data. Fortunately, a National Earthquake Hazards Reduction Program (NEHRP) soil classification map exists for Indiana. NEHRP soil classifications portray the degree of shear-wave amplification that can occur during ground shaking. The Indiana Geological Survey (IGS) supplied the soils map used for the analysis. FEMA provided a map for liquefaction potential that was used in the Hazus-MH analysis. An earthquake depth of 10.0 kilometers was selected for all deterministic scenarios based on input from IGS. Hazus-MH also requires the user to define an attenuation function unless ground motion maps are supplied. Because Indiana has experienced smaller earthquakes, the decision was made to use the Central Eastern US (CEUS) attenuation function.

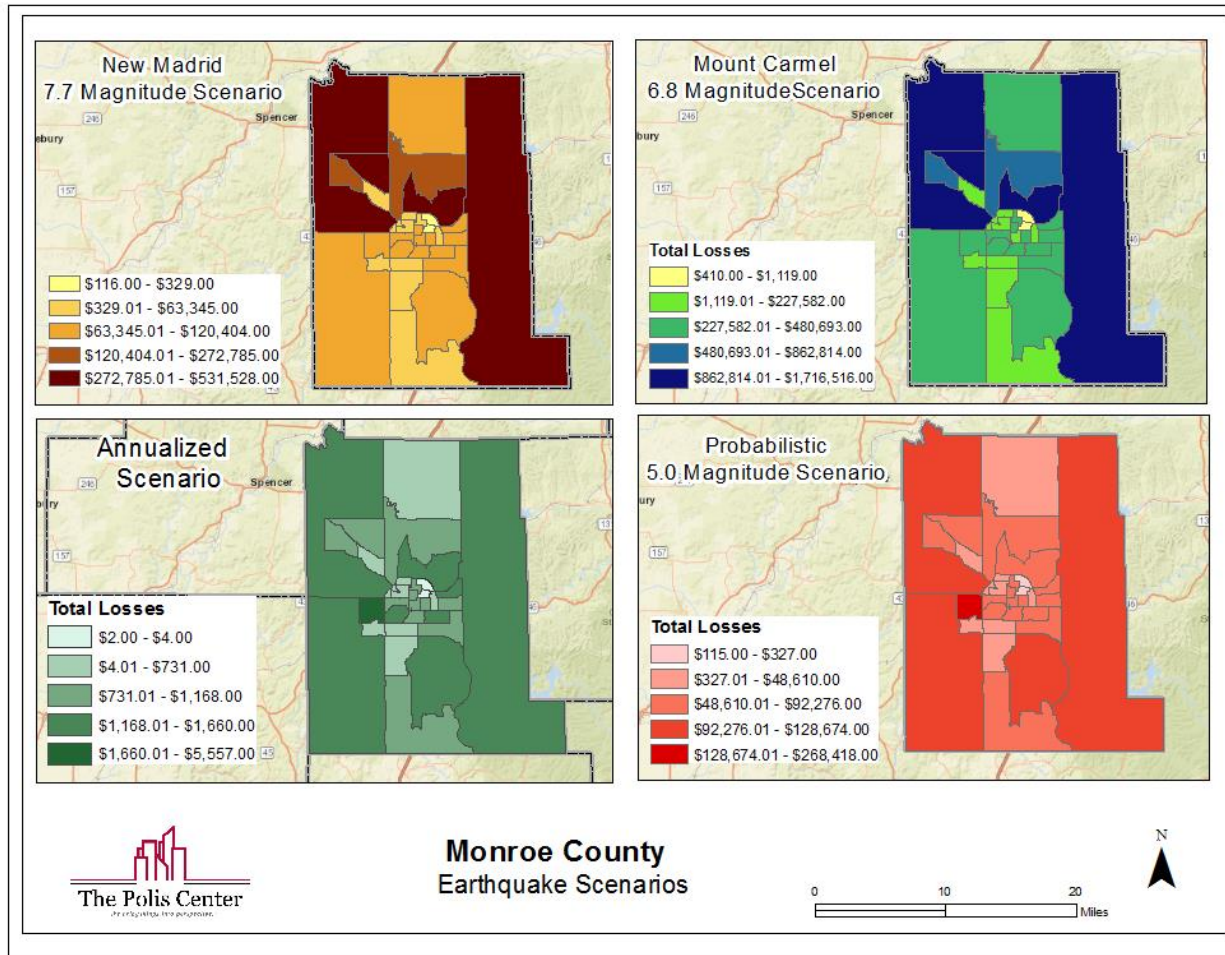
Additionally, the analysis included two different types of probabilistic scenarios. These types of scenarios are based on ground shaking parameters derived from U.S. Geological Survey probabilistic seismic hazard curves. The first probabilistic scenario was a 500-year return period scenario. This scenario evaluates the average impacts of a multitude of possible earthquake epicenters with a magnitude that would be typical of that expected for a 500-year return period. The second probabilistic scenario allowed calculation of annualized loss. The annualized loss analysis in HAZUS-MH provides a means for averaging potential losses from future scenarios while considering their probabilities of occurrence. The HAZUS-MH earthquake model evaluates eight different return period scenarios including those for the 100-, 250-, 500-, 750-, 1000-, 1500-, 2000-, and 2500-year return period earthquake events. HAZUS-MH then calculates the probabilities of these events as well as the interim events, calculates their associated losses, and sums these losses to calculate an annualized loss.

The Building Damage Summary by Earthquake Event table displays damages for all 4 scenarios run by Hazus. The map displayed in the Earthquake Scenarios figure displays total losses for each scenario broken down by census block. Additional tables and figures breaking down building loss by occupancy can be found in the Appendix.

Table 4-17: Building Damage Summary by Earthquake Event

Scenario	Total Loss in Dollars	Moderate	Extensive
New Madrid, KY M7.7	\$12 Million	29	1
Mount Carmel, IL M6.8	\$41 Million	105	4
Probabilistic	\$7.85 Million	11	0
Annualized	\$120,000	-	-

Figure 4-30: Earthquake scenarios for Monroe County



Relationship to other Hazards

Ground Failure-According to the National Academies of Sciences Engineering Medicine, the major cause of earthquake damage is ground failure. Some ground failures induced by earthquake are the result of liquefaction of saturated sands and silts, the weakening of sensitive clays or by the crumbling and breaking away of soil and rock on steep slopes. Ground failure has been known to cause buildings to collapse and to severely hinder communication and transportation systems.

Utility Failure- Earthquakes frequently damage utilities particularly underground facilities and older storage tanks, but nearly every utility can be vulnerable to the shaking that earthquakes induce. Seismic damage to buried utilities are often influenced by ground conditions and subsurface strain distribution. Since utilities are typically part of a larger network system, damages to key locations in a network can potentially set off a chain reaction that affects significant portions of the utility system as a whole. Earthquake damage to utilities can also potentially create secondary hazards such as fires or hazmat situations since some utilities may handle volatile or flammable substances.

Plans and Programs in Place

No existing plans or programs were identified.

Program Gaps or Deficiencies

No program gaps or deficiencies were identified.

4.3 Ground Failure

Hazard Description

According to the USGS, the term ground failure is a general reference to landslides, liquefaction, lateral spreads, and any other consequence of land shaking that affects ground stability. For ground failure this plan will only address land subsidence and landslides. Landslides are a serious geologic hazard common to almost every state in the US. It is estimated that nationally they cause up to \$2 billion in damages and from 25 to 50 deaths annually. Globally, landslides cause billions of dollars in damage and thousands of deaths and injuries each year.

The term landslide is a general designation for a variety of downslope movements of earth materials. Some landslides move slowly and cause damage gradually, whereas others move so rapidly that they can destroy property and take lives suddenly and unexpectedly. Gravity is the force driving landslide movement. Factors that allow the force of gravity to overcome the resistance of earth material to landslide movement include: saturation by water, steepening of slopes by erosion or construction, alternate freezing or thawing, earthquake shaking, and volcanic eruptions. There are three main types of landslides that occur in Indiana: rotational slump, earthflow, and rock fall.

Landslides

A landslide is a rapid movement of surface land material down a slope. The main causes of landslides include:

- Earthquake or other significant ground vibration
- Slope failure due to excessive downward movement, gravity
- Groundwater table changes (often due to heavy rains)

Preventive and remedial measures include modifying the landscape of a slope, controlling the groundwater, constructing tie backs, spreading rock nets, etc.

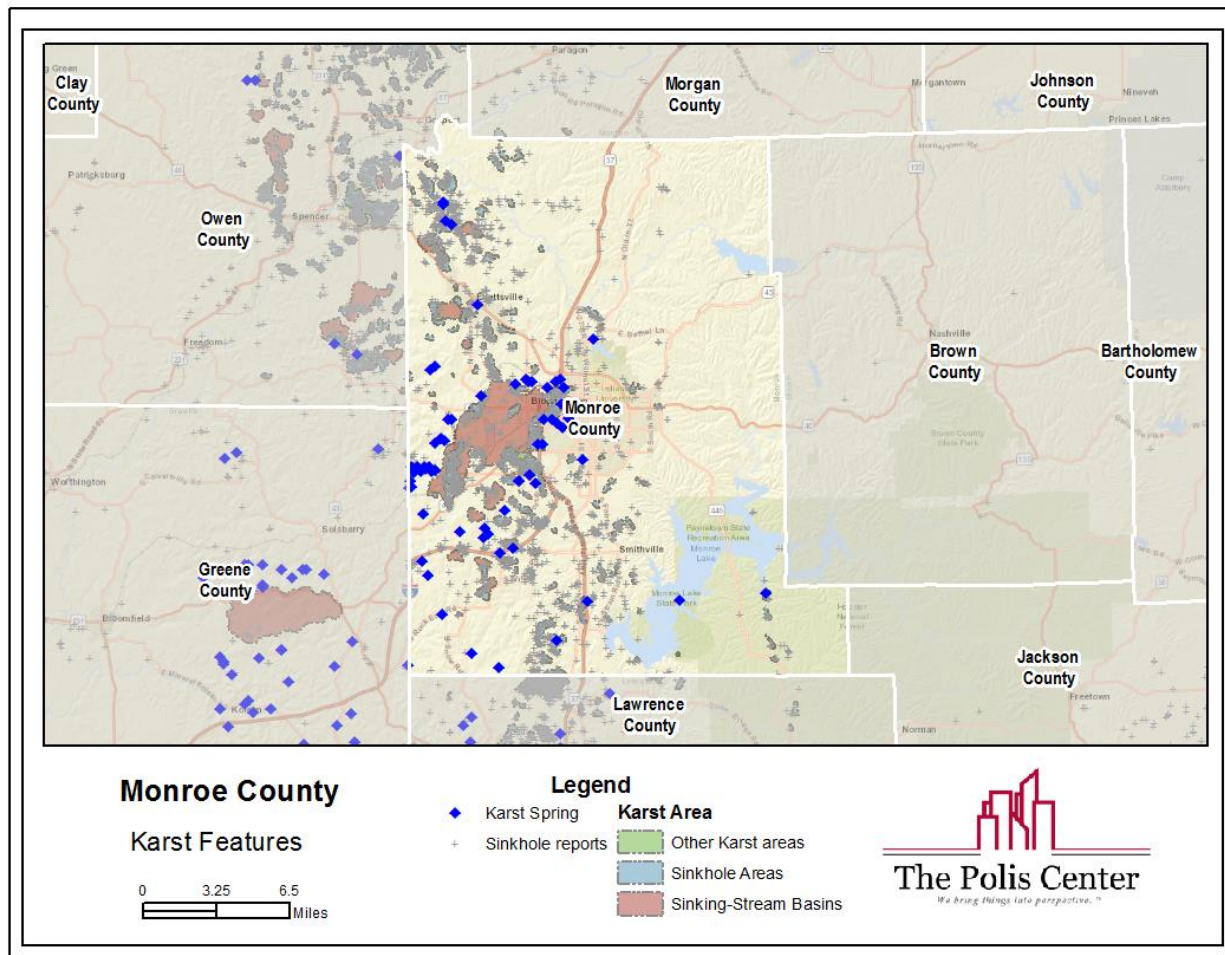
The USGS claims that landslides are a significant geologic hazard in the US causing \$1-2 billion in damage and over 25 fatalities per year. The expansion of urban and recreational development into hillside areas has resulted in an increasing number of properties subject to damage as a result of landslides. Landslides commonly occur in connection with other major natural disasters such as earthquakes, wildfires, and floods.

Although landslides may not be preventable, their effect on people and property can be mitigated. Mitigation includes any activities that prevent an emergency, reduce the chance of an emergency happening, or lessen the damaging effects of unavoidable emergencies. Investing in preventive mitigation steps now such as planting ground cover (low growing plants) on slopes, or installing flexible pipe fittings to avoid gas or water leaks, will help reduce the impact of landslides and mudflows in the future.

Karst

Southern Indiana has a network of underground caves formed by what is known as karst landscape. According to the Indiana Geological Survey, karst topography is a distinctive type of landscape largely shaped by the dissolving action of groundwater on carbonate bedrock, usually limestone. This geological process, which will take thousands of years, is characterized by unique features such as sinkholes, fissures, caves, disappearing streams, springs, rolling topography, and underground drainage systems. Monroe County karst features are shown in Figure 4-31.

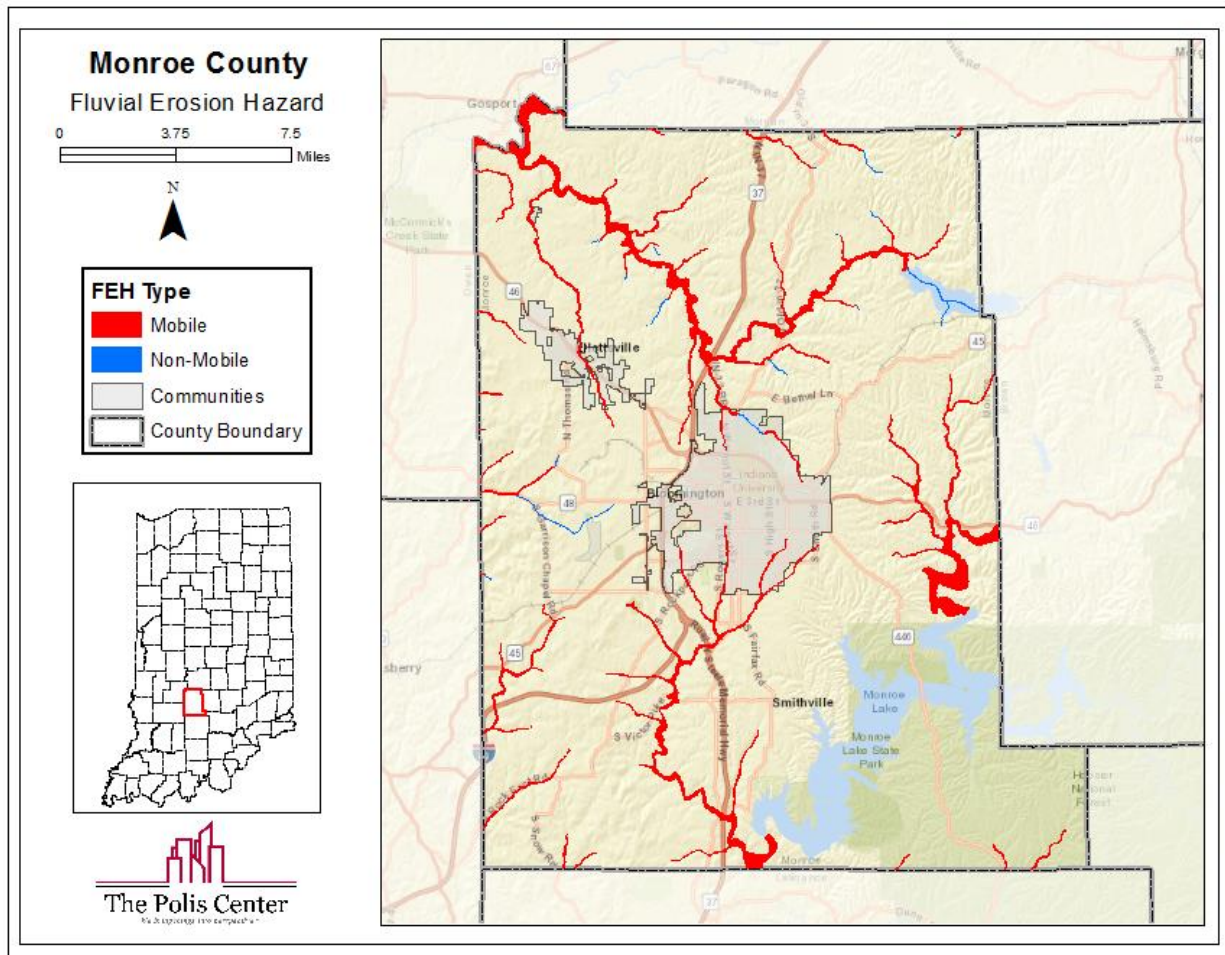
Figure 4-31: Monroe County Karst Features



Fluvial Erosion

The Fluvial Erosion Hazard (FEH) also represents a significant concern in areas where human development and infrastructure, are established in close proximity to natural waterways. In mild cases, this may be seen as the gradual loss of a farm field or the undermining of a fence row when gradual channel migration consumes private land. In more severe cases, the FEH risk may threaten properties and/or structures to the degree that they become uninhabitable or even lost to natural channel processes. Where interaction between human activities and natural waterways within communities exist, those communities must be mindful of the tendency of waterways to shift their position across the landscape. This knowledge can help a community anticipate FEH damages thereby making the community more resilient to flood and erosion impacts. The Monroe County highly mobile streams are shown in Figure 4-32.

Figure 4-32: Fluvial Erosion Hazard Map – Monroe County



Ground Failure History in Monroe County

There are no records of any recent incidents or record impacts of any significant ground failure events in the county.

Vulnerability and Future Development

The extent of the ground failure hazard is closely related to development near the regions that are at risk. The hazard extent of ground failure is spread throughout the county in various concentrated areas and will vary depending on the potential of elevation change, the size of the underground karst structures, and location of the mobile streams. Due to the size, number, and location of the highly mobile streams in Bloomington, Ellettsville, and Stinesville additional building setbacks should be encouraged to mitigate fluvial erosion.

Figure 4-33: Fluvial Erosion Hazard – Bloomington

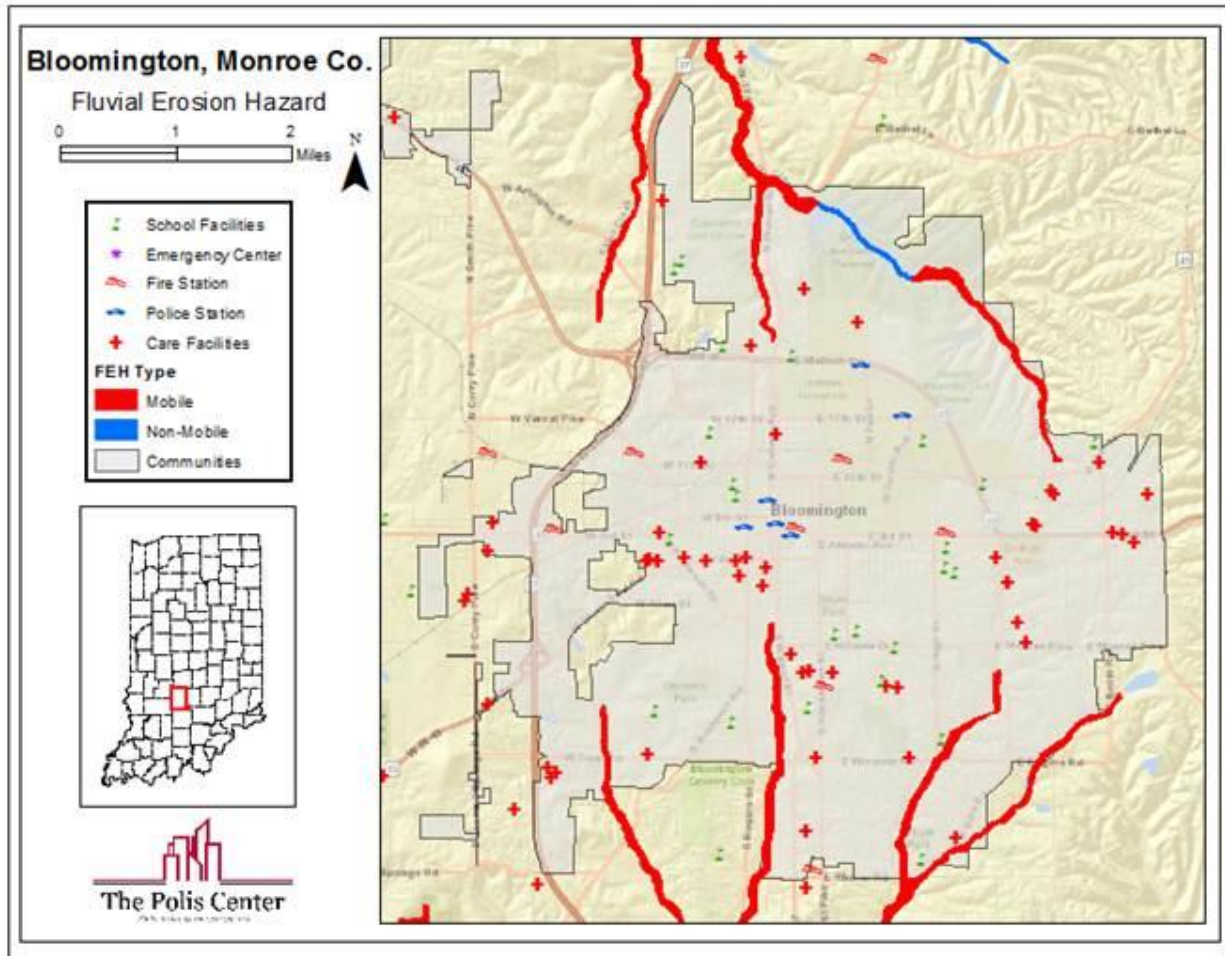


Figure 4-34: Fuvial Erosion Hazard – Ellettsville

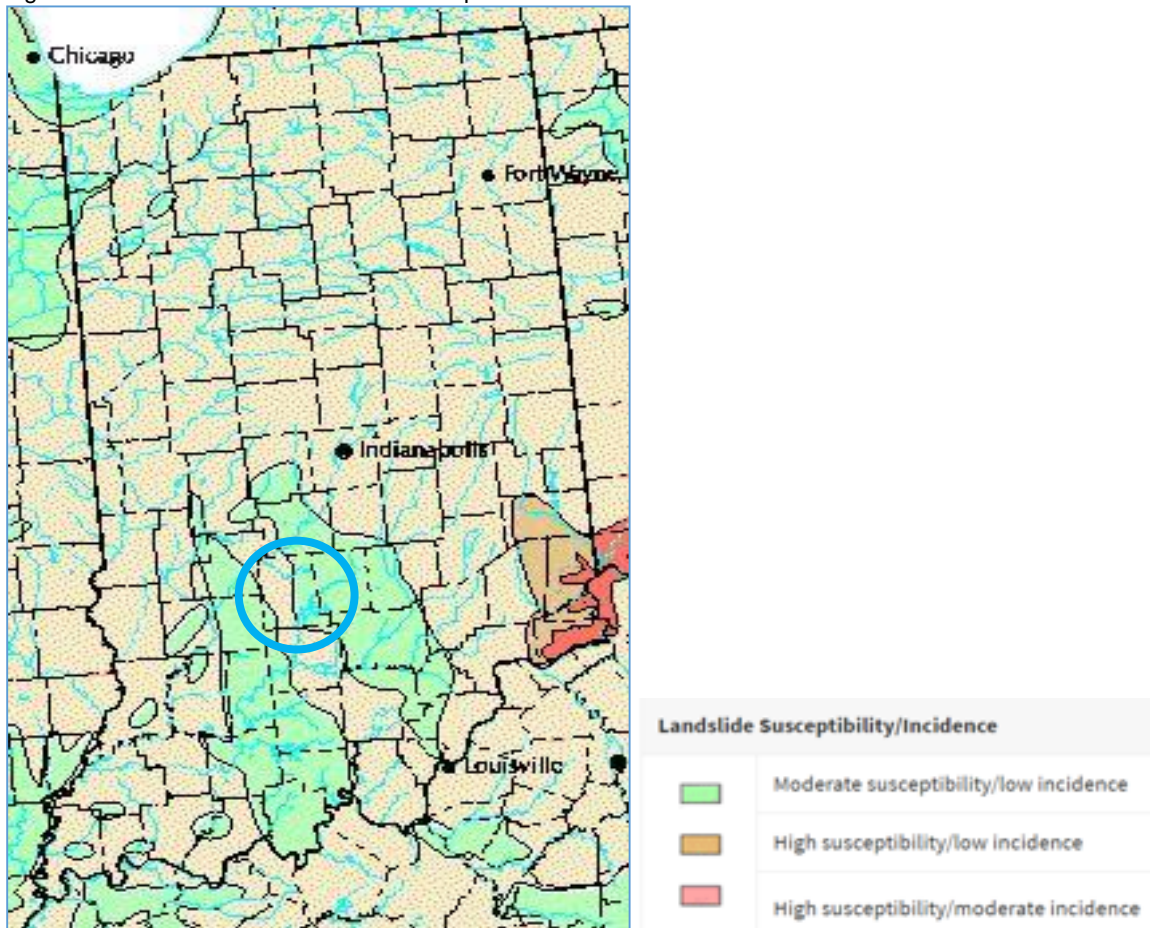


Figure 4-35: Fuvial Erosion Hazard – Stinesville



The US Geological Survey's Landslide Overview Map of the Conterminous United States shows two large zones in south-central Indiana as having moderate susceptibility for landslides, but with low incidence of landslides. In contrast, the majority of northern Indiana has a very low (less than 1.5% of the area involved) incidence of landslides and only the northwest is shown as having a moderate level of susceptibility. As seen in USGS Landslide Overview Map figure, Monroe County predominantly lies in both the low and moderate susceptibility landslide zone. Areas in the southwest and to the east are more likely to fail because of a landslide.

Figure 4-36: USGS Landslide Overview Map



Risk Analysis

Exposure Analysis

Structures and infrastructure located along high slopes or unstable slopes are more vulnerable for landslides or ground failure events. The existing critical facilities and infrastructure of Monroe County are identified below. As seen in Figure 4-37, the terrain of Monroe County is diverse but common for the area. The eastern half of the county displays the most varied terrain, which is mostly restricted to areas outside of the towns and cities. Just west of the City of Bloomington there are several karst areas in addition to sinkhole reports.

Figure 4-37: Slope Map – Monroe County

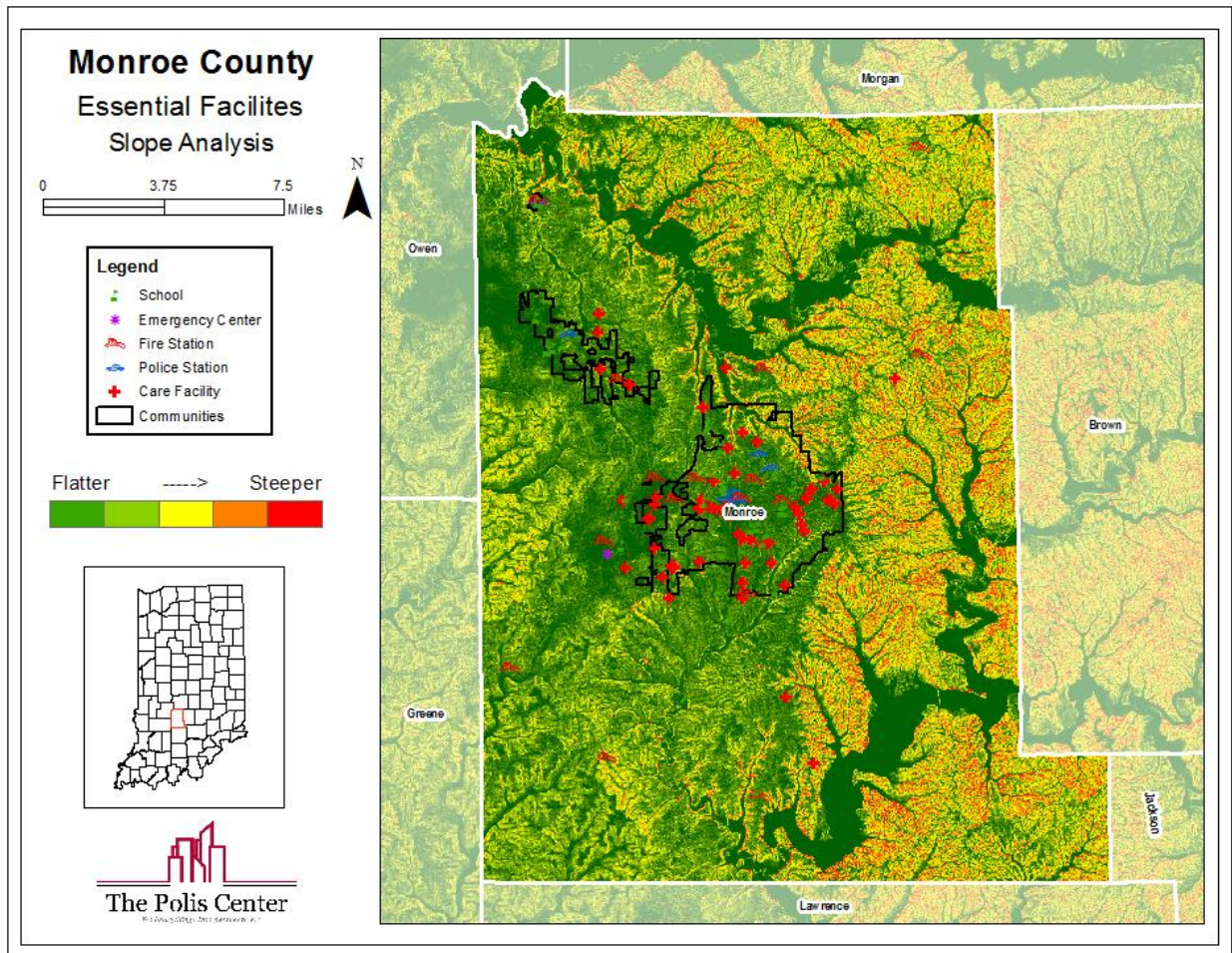


Figure 4-38 shows Bloomington and the surrounding area which display some of the more diverse slopes in the county.

Figure 4-38: Slope Map – Bloomington, Monroe County

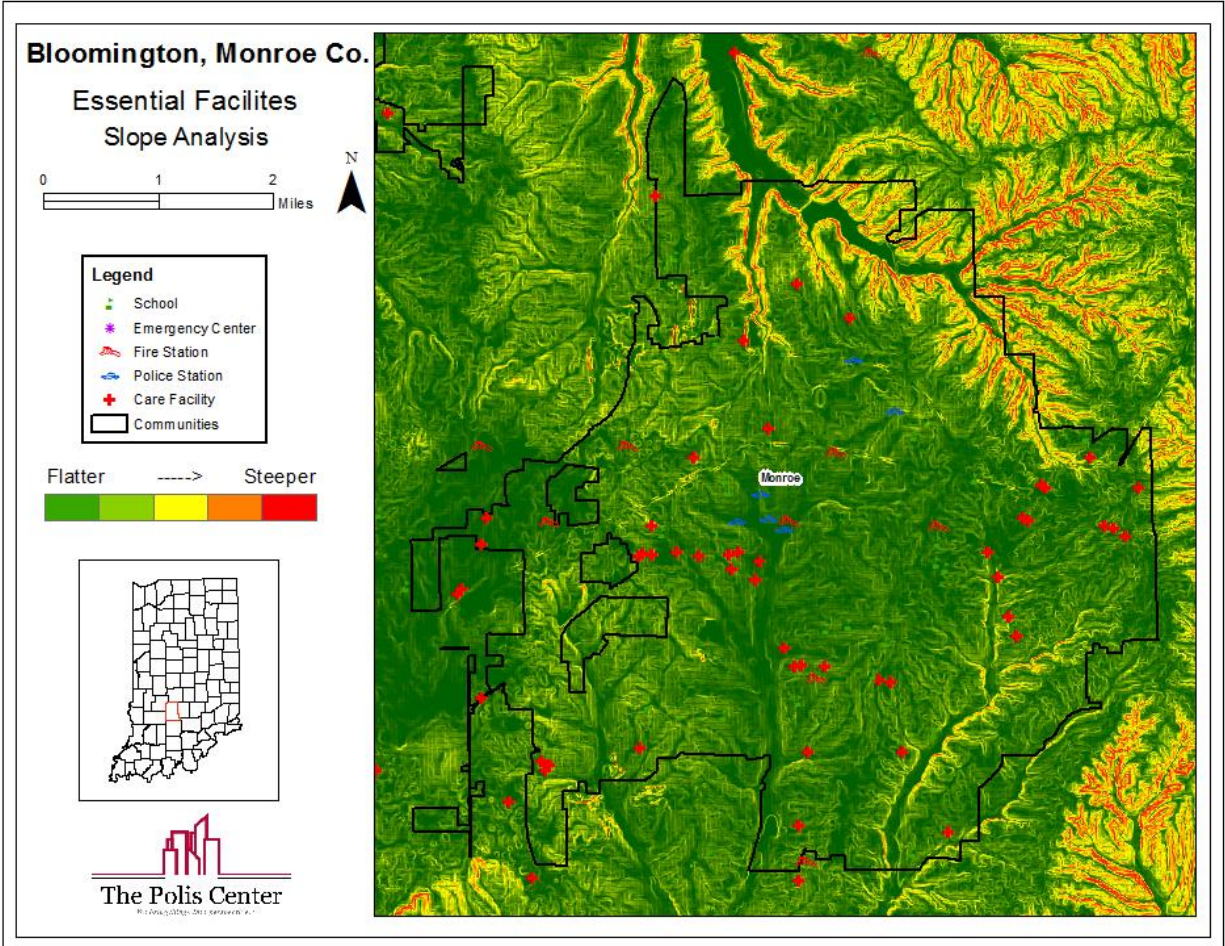


Figure 4-39: Stinesville Slope Map

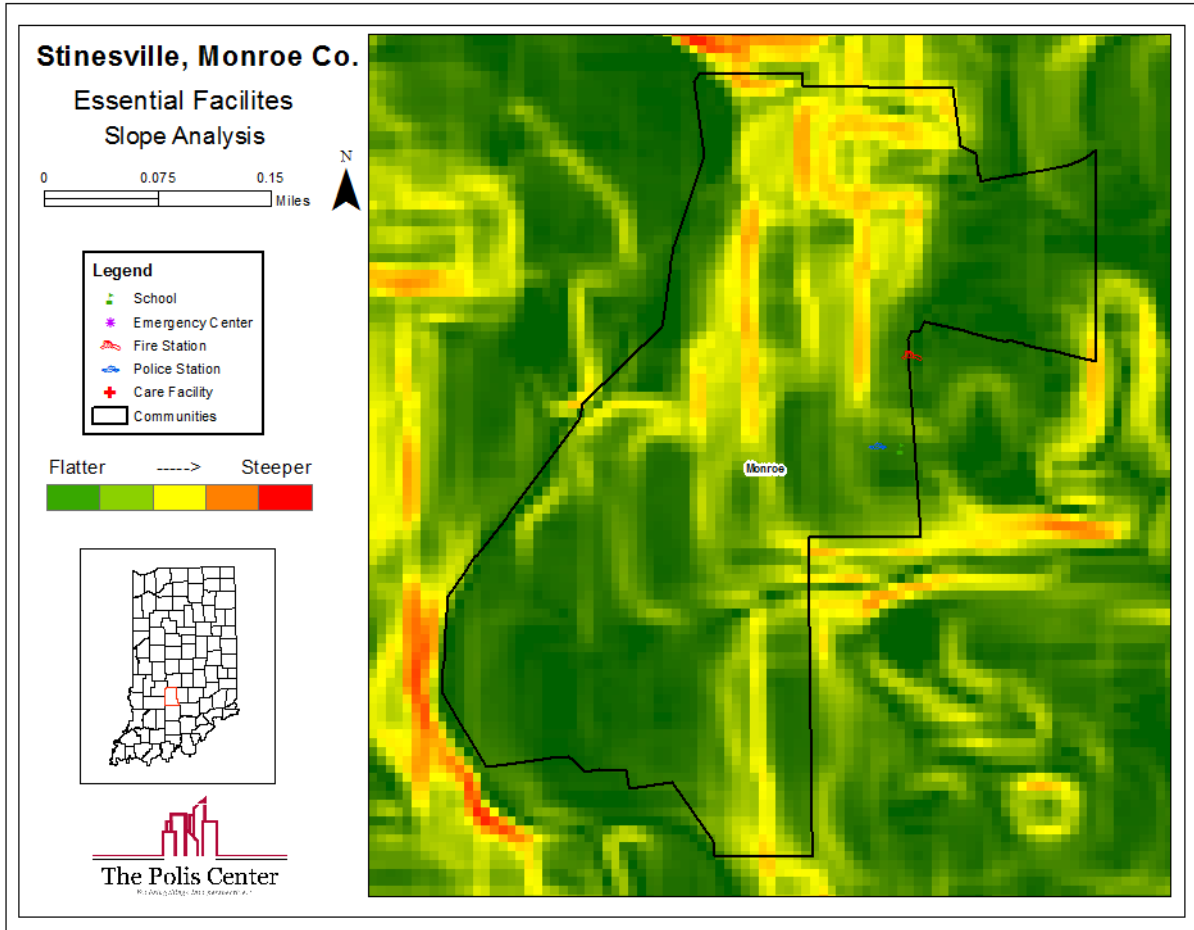
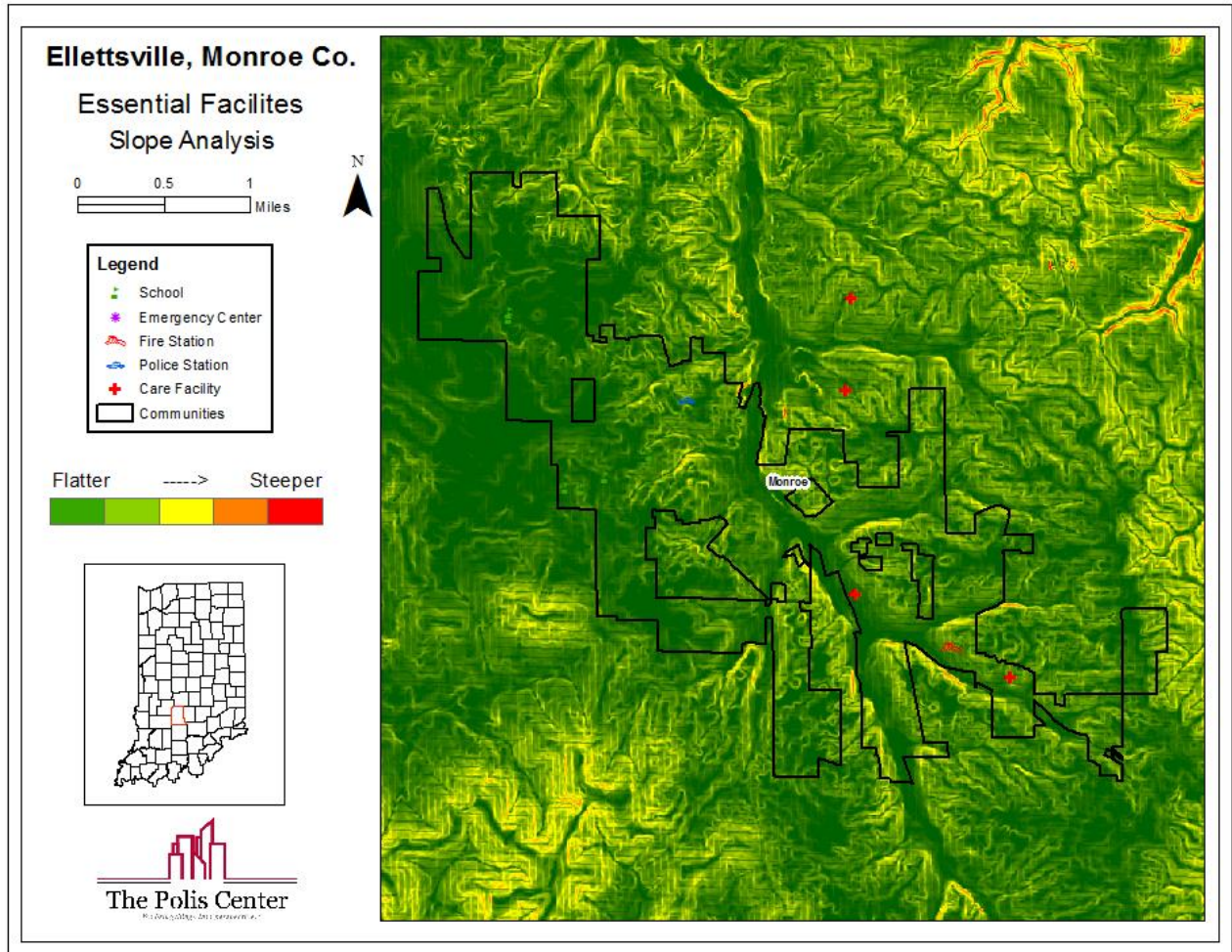


Figure 4-40: Ellettsville Slope Map



As shown in Figures 4 - 41-43, the areas on the eastern borders of the City of Bloomington, the Town of Ellettsville, and the Town of Stinesville contain expansive karst features including sink holes, sinking stream basins, and other karst areas. These karst features make the areas vulnerable to ground failure. The exposure of these areas to ground failure risk should be considered when planning for future development.

Figure 4-41: Bloomington Karst Features

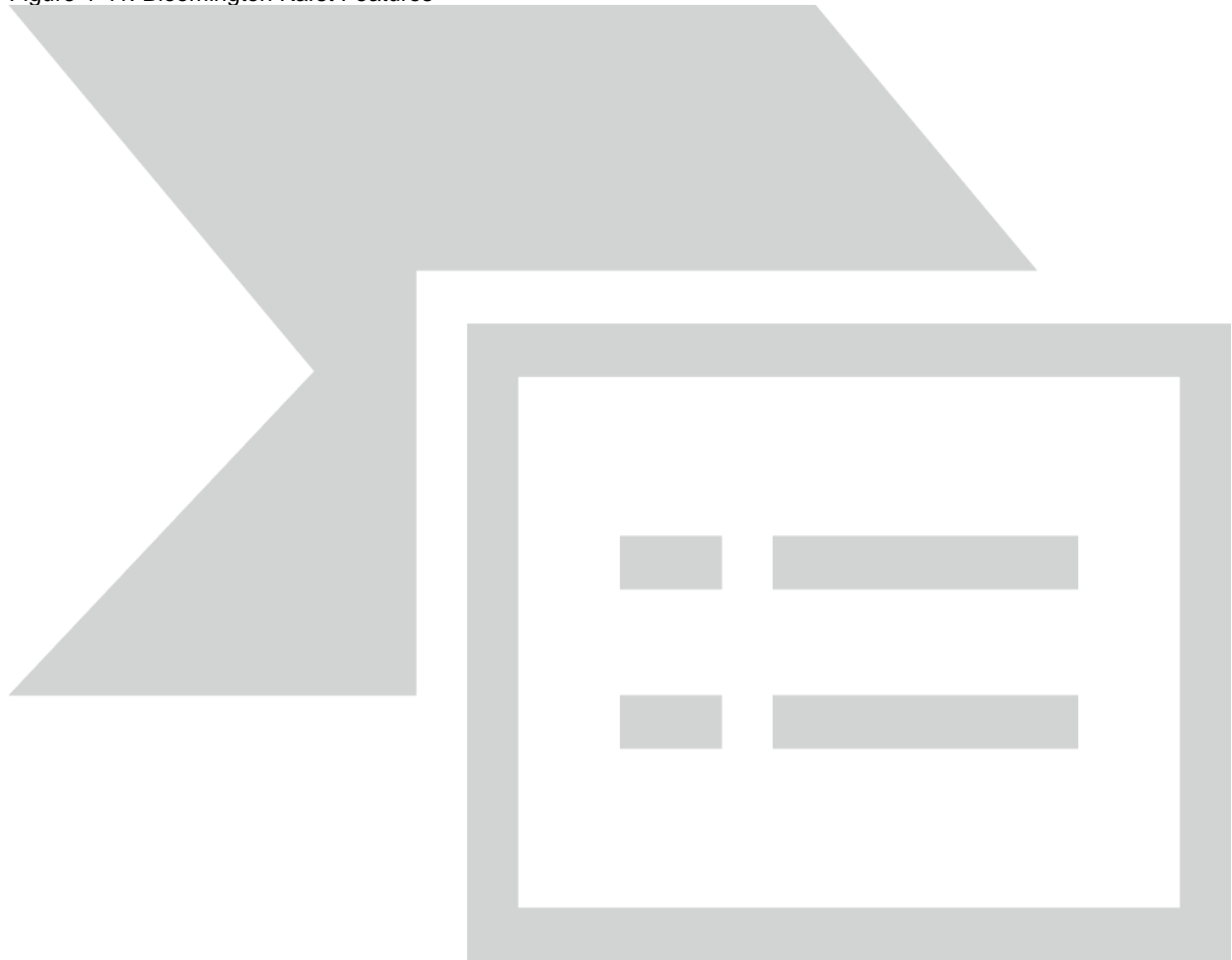


Figure 4-42: Ellettsville Karst Features



Figure 4-43: Karst Features



Relationship to other Hazards

Flooding – Flooding is typically the leading cause to ground failure, particularly along streams. Ground failure and flooding combine to impact property and infrastructure such as roads and bridges.

Plans and Programs in Place

Monroe County Erosion and Sediment Control Ordinance - Ordinance intended to control soil erosion and sedimentation caused by land disturbing activities within Monroe County.

Program Gaps or Deficiencies

No program gaps or deficiencies were identified.

4.4 Summer Storms: Thunderstorms, Hailstorms, Lightning, Tornadoes, Windstorms

Hazard Description

Thunderstorms

Severe thunderstorms are defined as thunderstorms with one or more of the following characteristics: strong winds, large damaging hail, or frequent lightning. Severe thunderstorms most frequently occur in Indiana during the spring and summer but can occur any month of the year at any time of day. A severe thunderstorm's impacts can be localized or can be widespread in nature. A thunderstorm is classified as severe when it meets one or more of the following criteria.

- Hail of diameter 0.75 inches or higher
- Frequent and dangerous lightning
- Wind speeds equal to or greater than 58 miles an hour

Lightning

Lightning is caused by the discharge of electricity between clouds or between clouds and the surface of the earth. In a thunderstorm there is a rapid gathering of particles of moisture into clouds and forming of large drops of rain. This gathers electric potential until the surface of the cloud (or the enlarged water particles) is insufficient to carry the charge, and a discharge takes place, producing a brilliant flash of light. The power of the electrical charge and intense heat associated with lightning can electrocute on contact, split trees, ignite fires, and cause electrical failures. Most lightning casualties occur in the summer months, during the afternoon and early evening.

Hail

Hail is a product of a severe thunderstorm. Hail consists of layered ice particles which are developed when strong updrafts within the storm carry water droplets above the freezing level. They remain suspended and continue to grow larger, until their weight can no longer be supported by the winds. The NWS uses the following descriptions when estimating hail sizes: pea size is $\frac{1}{4}$ inch, marble size is $\frac{1}{2}$ inch, dime size is $\frac{3}{4}$ inch, quarter size is 1 inch, golf ball size is $1\frac{3}{4}$ inches, and baseball size is $2\frac{3}{4}$ inches. Individuals who serve as volunteer "storm spotters" for the NWS are located throughout the state, and are instructed to report hail dime size ($\frac{3}{4}$ inch) or greater. Hailstorms can occur throughout the year; however, the months of maximum hailstorm frequency

are typically between May and August. Although hailstorms rarely cause injury or loss of life, they can cause significant damage to property, particularly roofs and vehicles.

Windstorms and Tornadoes

Windstorms can and do occur in all months of the year; however, the most severe windstorms usually occur during severe thunderstorms in the warm months. Monroe County frequently experiences winds blowing at over 50 knots. Associated with strong thunderstorms, downbursts are severe localized downdrafts from a thunderstorm or rain shower. This outflow of cool or colder air can create damaging winds at or near the surface. Downburst winds can potentially cause as much damage as a small tornado and are often confused with tornadoes due to the extensive damage that they inflict. As these downburst winds spread out, they are frequently referred to as straight-line winds. Straight-line winds can cause major structural and tree damage over a relatively large area. The most recent severe wind and hail storms, as well as to historic tornado paths are shown in map and in tables in the Appendix.

Summer storms, including thunderstorms, hailstorms, and windstorms affect Monroe County on an annual basis. Thunderstorms are the most common summer hazardous event in the county, occurring primarily during the months of May through August, with the severest storms most likely to occur from mid-May through mid-July. Typically, thunderstorms are locally produced by cumulonimbus clouds, are always attended by lightning, and are often accompanied by strong wind gusts, heavy rain, and sometimes hail and tornadoes.

Tornadoes are violently-rotating columns of air extending from thunderstorms to the ground, with wind speeds between 40-300 mph. The *Glossary of Meteorology* defines a tornado as a violently rotating column of air, in contact with the ground, either pendant from a cumuliform cloud or underneath a cumuliform cloud, and often (but not always) visible as a funnel cloud. They develop under three scenarios: (1) along a squall line; (2) in connection with thunderstorm squall lines during hot, humid weather; and (3) in the outer portion of a tropical cyclone. Funnel clouds are rotating columns of air not in contact with the ground; however, the column of air can reach the ground very quickly and become a tornado.

Since 2007, tornado strength in the United States is ranked based on the Enhanced Fujita scale (EF scale), replacing the Fujita scale introduced in 1971. The EF scale uses similar principles to the Fujita scale, with six categories from 0-5, based on wind estimates and damage caused by the tornado. The EF Scale is used extensively by the NWS in investigating tornadoes (all tornadoes are

now assigned an EF Scale number), and by engineers in correlating damage to buildings and techniques with different wind speeds caused by tornadoes.

Tornado damage curves for the Fujita Scale are shown below. The approximate width of the damage and minimum percent damage provide a better understanding of the capabilities of the tornado funnels as the sizes increase.

Table 4-18: Tornado Path Widths and Damage

Enhanced Fujita Scale	Path Width (feet)	Maximum Expected Damage
EF5	3,000	100%
EF4	2,400	100%
EF3	1,800	80%
EF2	1,200	50%
EF1	600	10%
EF0	300	0%

Summer Storm History in Monroe County

Summer Storm History

The county has reported multiple hail, thunderstorm wind, and high wind events. In the past ten years, most years there at least 9 reported summer storm events. High wind events were reported in September 2008, February 2009, December 2012, and April 2016. The one lightning event since 2006 was June 2008. May, June, and July are the most commonly reported months for storms, but in multiple years, events have occurred in the months of January, August, and September. February had two events, and October and November each had one thunderstorm wind event.

Hail events predominately been recorded in March through June, accounting for 42 of the 48 events in the past ten years. In April 2006 there were 13 hail events recorded in the county. Otherwise, hail events appear to have occurred every other year occurring multiple times within the same month.

Tornado History

Historically, several severe tornadoes have impacted Monroe County. In April 1970, a particularly severe tornado swept through the county causing 6 injuries and over \$250,000 in damage. Another November 1992 tornado injured 3 and an April 195 injured one. In one of Indiana’s longest tracking tornadoes, developing in the morning originating in Ellettsville, it continued through Monroe county and then remained on the ground for 112 miles before lifting in Blackford County. The

county had significant reported damage in the September 20, 2002 tornado that was on record with 10 million dollars in property damage.

There have been over 222 summer storm events in the county. Not included in this county are the 17 tornadoes that have occurred. Two of these tornadoes were funnel cloud reports, one occurring in Ellettsville June 14, 2010 when near 75mph wind moved across the central part of the state. On March 23, 2012 a funnel cloud was reported in Bloomington when a long lived mini supercell tracked from Martin County northeast through Bloomington, continuing into Shelby, Monroe, and Delaware counties. A May 25, 2011 tornado caused over \$200,000 in reported property damage. On that day, eight tornadoes touched down throughout the state. Bloomington sustained damage along State Road 45 and State Road 27.

Vulnerability and Future Development

A storm water ordinance addresses policies for the controlled release of storm water runoff and declares that the release rate of storm water from developed lands shall not exceed the release rate from the land area in its pre-construction state.

Since topography and the availability and adequacy of outlets for storm runoff vary with almost every site, the requirements for storm drainage tend to be an individual matter for any project. The Storm Water Drainage Ordinance recommends that each proposed project be discussed with the Monroe County Surveyor and Plan Director at the earliest practical time in the planning stage.

Risk Analysis

Exposure Analysis

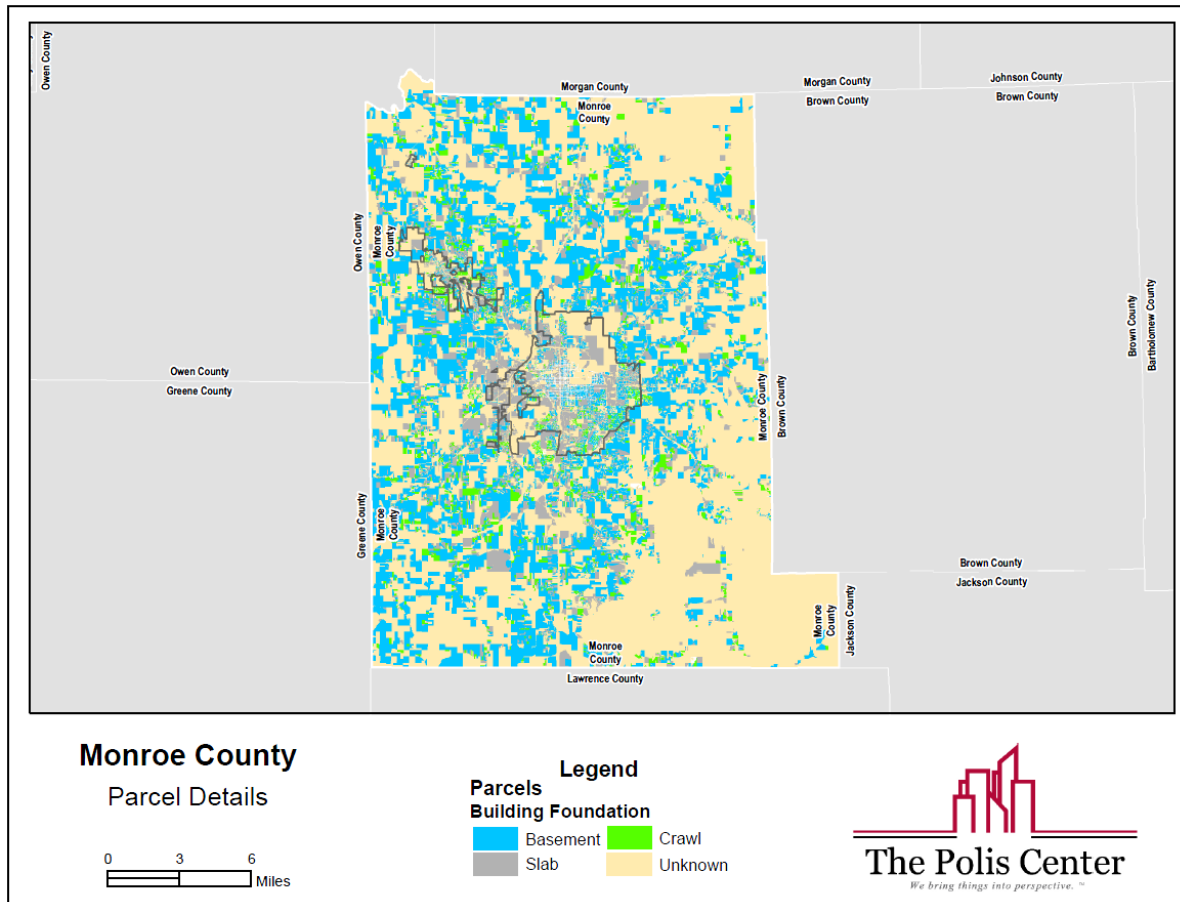
Since all buildings are subject to exposure from summer storm events, it is important to recognize the numerous potential benefits of investing in mitigation. An ounce of prevention can be more effective than a pound of cure. Taking steps to guard against and prepare for hazardous events can be one of the most effective means of safeguarding property, community assets, and lives.

The identification of safe rooms and clear communication on the execution of the use of them during a hazardous event can be vital in providing safety to populations, particularly for those who do not inhabit buildings with basements or have easy access to designated shelters. Schools and public buildings where large groups of people will all require shelter demand special attention and planning.

During a tornado, the types of infrastructure that could be impacted include roadways, utility lines and pipes, railroads, and bridges. Since the county's entire infrastructure is equally vulnerable, it is important to emphasize that many of these structures could become damaged during a tornado. The potential impacts to these structures include broken, failed, or impassable roadways, broken or failed utility lines, such as loss of power or gas to community, and railway failure from broken or impassable tracks. Bridges could fail or become impassable, causing risk to traffic.

One way in which the analysis looks at the potential impact of tornadoes in an area is to examine the foundation types of buildings in the county. This helps community leaders generate conversations about buildings safety in the event of a storm. In generating building inventory from assessor data, the team was able to distinguish foundation types for points based on information contained in the data. This was then linked back to the parcel in order to generate a map of foundation types for the entire county, which is shown in the Monroe County Foundation Type Based on Parcel figure.

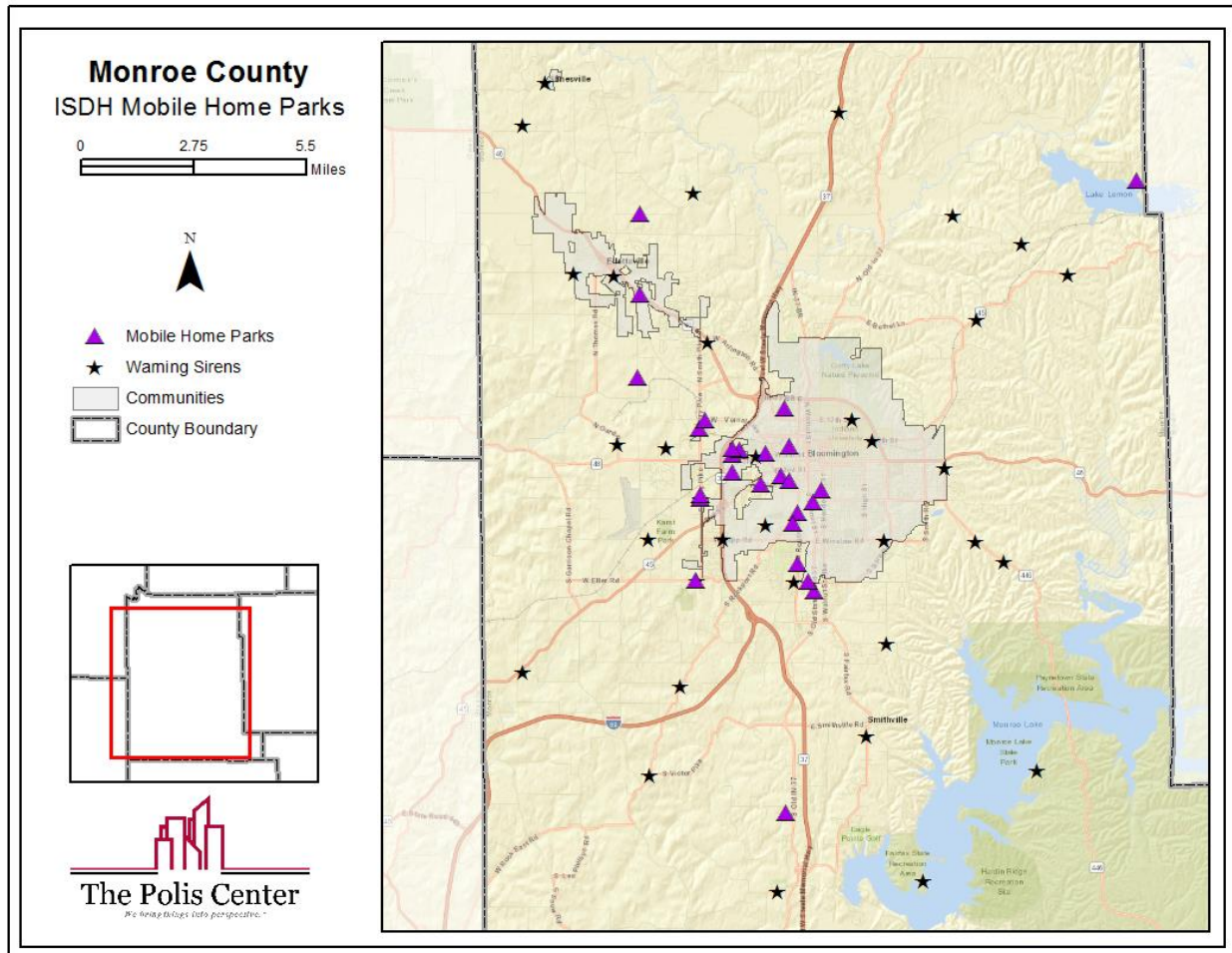
Figure 4-44: Monroe County Foundation Type



Special initiative Project: Warning Sirens

While all types of buildings are at risk in the event of a severe storm or tornado, mobile home parks stand to be damaged the most and potentially cause harm to residents. A special initiative project undertaken by analysts at the Polis Center used Monroe County to demonstrate the benefit of examining mobile home parks in conjunction with the locations of warning sirens. Warning siren data was gathered and geocoded based on information located on the Monroe County government website. The purpose of viewing the two data sets together is to highlight areas that may not be covered by warning sirens but are at a potentially greater risk of personal and property injury in the event of a tornado. The Monroe County Mobile Home Parks figure shows the locations of the mobile home parks and warning sirens.

Figure 4-45: Monroe County Mobile Home Parks



Combining Available Data and Methods

An example scenario is described as follows to gauge the anticipated impacts of tornadoes, in terms of numbers and types of buildings and infrastructure, in the county. Using the parameters described above in the Fujita scale, the following methods were implemented when determining the potential impact of a tornado within the City of Bloomington. An EF4 tornado has three damage zones, as shown in Table 4-19. Maximum devastation of 100% is estimated within 150 feet of the tornado path (the darker-colored Zone 1). Within the outer buffer, between 900 and 1,200 feet of the tornado path (the blue-colored Zone 4), 10% of the buildings will be damaged.

Figure 4-46: EF4 Tornado Analysis, Using GIS Buffers

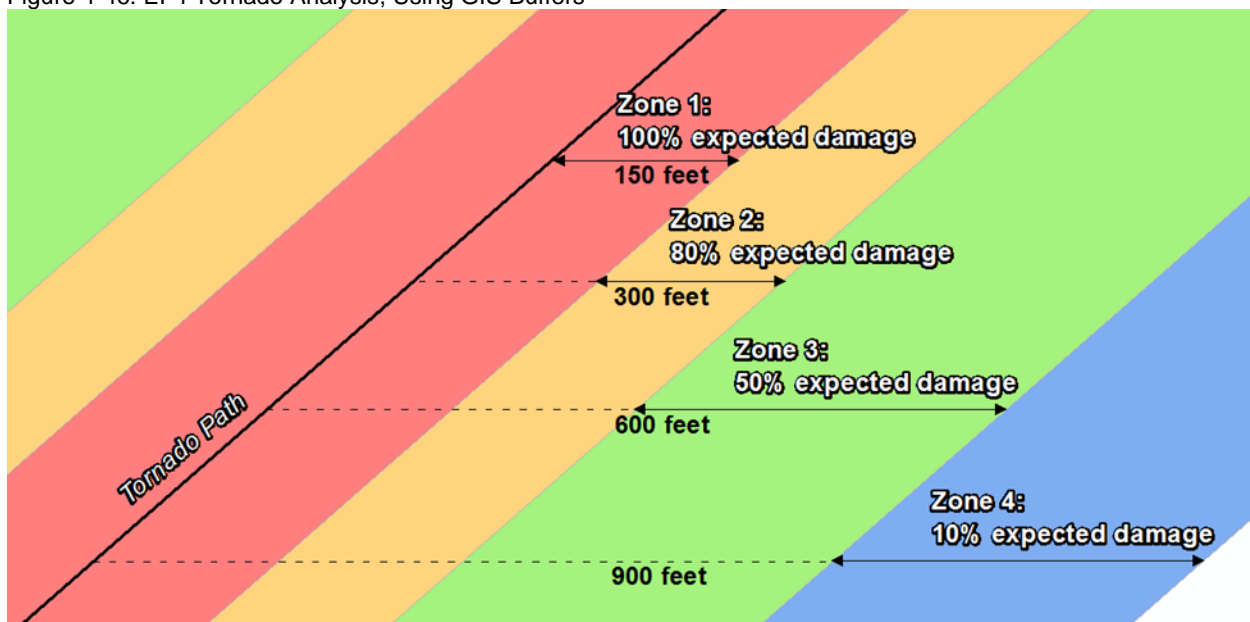


Table 4-19: F4 Tornado Zones and Damage Curves

Fujita Scale	Zone	Buffer (feet)	Damage Curve
EF-4	4	900-1,200	10%
EF-4	3	600-900	50%
EF-4	2	300-600	80%
EF-4	1	0-150	100%

The planning team determined to create a hypothetical EF4 tornado which loosely follows the path of an EF2 path from 1973. Bloomington was primarily affected by this hypothetical scenario though the path does extend to the southwest and north east past the city limits. The hypothetical path, and damage buffers with building inventory are shown below.

The results of the analysis are depicted in Tables 4-20 and 4-21. The GIS analysis estimates that 1,949 buildings will be damaged. The estimated building losses are \$508.6 million. The building

losses are an estimate of building replacement costs multiplied by the percentages of damage. The overlay was performed against the Building Inventory created at an earlier stage using the Assessor data in combination with Parcel records.

Figure 4-47: Modeled F4 Tornado Damage Hypothetical Path

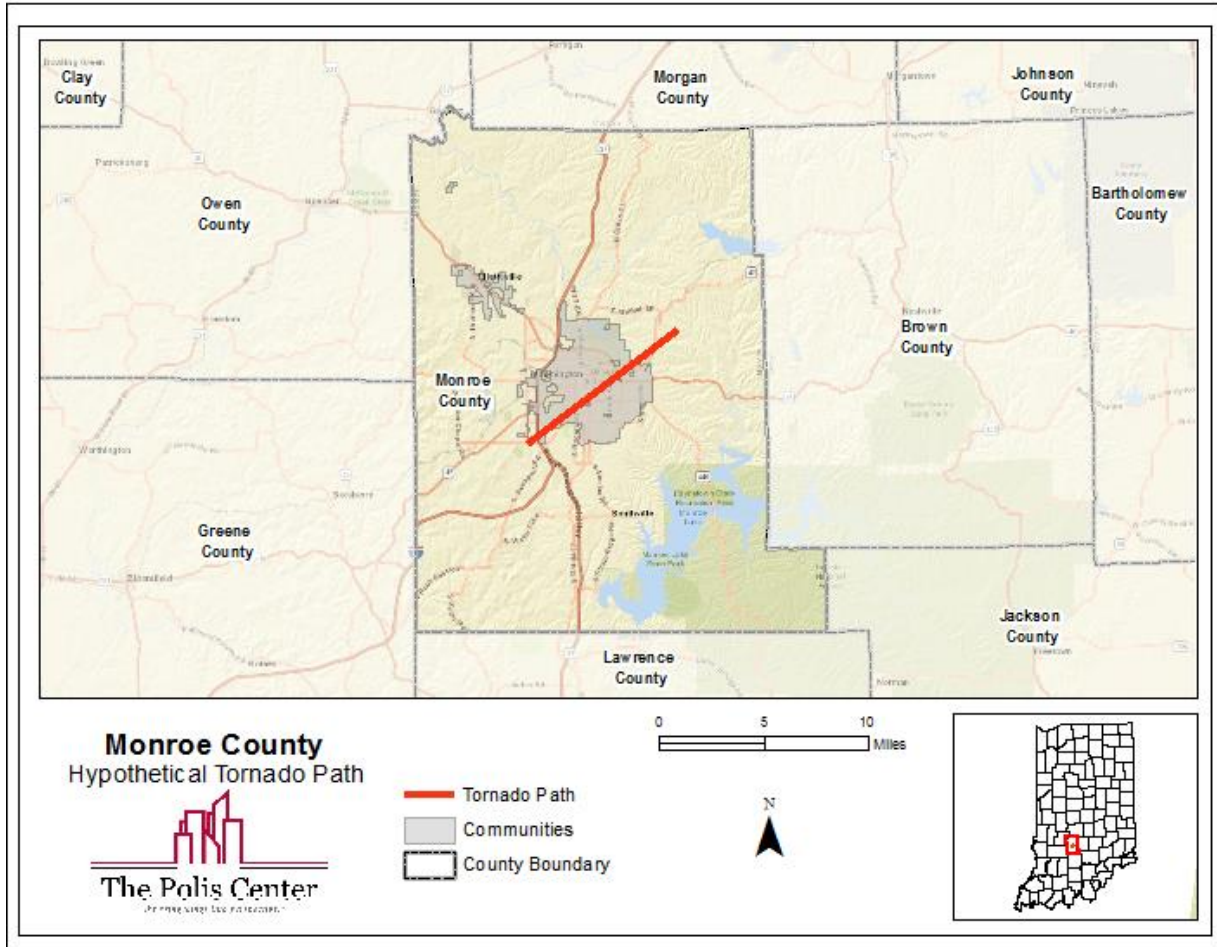


Figure 4-48: Tornado Path through Bloomington

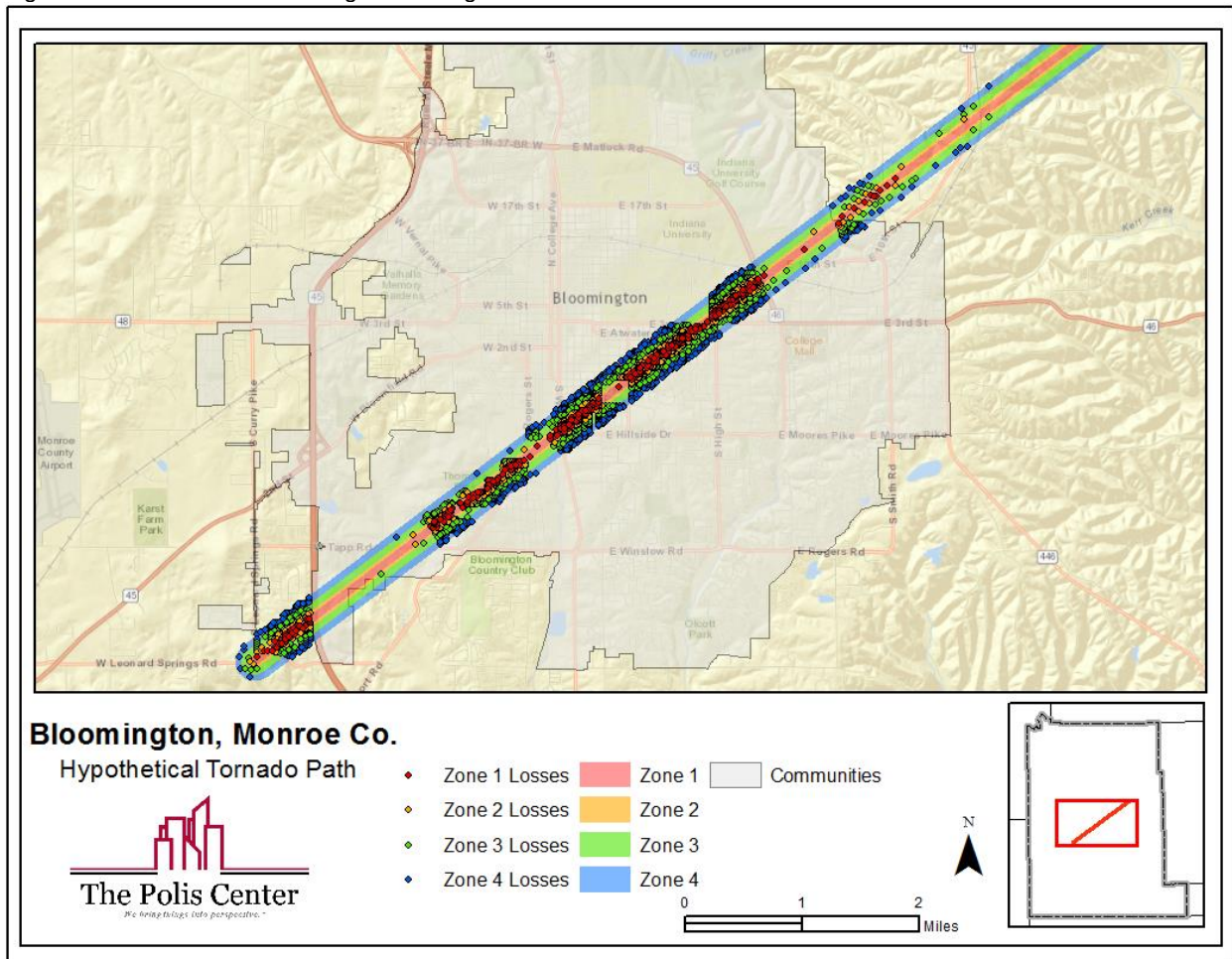


Table 4-20: Estimated Building Losses by Occupancy Type

Occupancy	Zone 1	Zone 2	Zone 3	Zone 4
Residential	305	301	531	531
Commercial	35	37	82	74
Industrial	0	0	1	1
Agriculture	0	0	3	1
Religious	4	2	10	3
Government	6	3	7	6
Education	1	1	3	1
Total	351	344	637	617

Table 4-21: Estimated Losses by Zone

Occupancy	Zone 1	Zone 2	Zone 3	Zone 4
Residential	\$136,054,693	\$109,073,276	\$131,370,022	\$14,840,058
Commercial	\$6,765,501	\$8,145,525	\$16,880,339	\$3,806,071
Industrial	\$0	\$0	\$3,981,850	\$1,076,020
Agriculture	\$0	\$0	\$157,286	\$9,743
Religious	\$41,300,859	\$2,713,440	\$15,288,226	\$257,201
Government	\$11,481,972	\$526,125	\$767,266	\$526,263
Education	\$5,410,288	\$149,976	\$2,942,445	\$359,101
Total	\$201,013,313	\$120,608,344	\$171,387,436	\$20,874,458

Facility and Infrastructure Damage

There were 5 essential facilities located within 900 feet of the hypothetical tornado path. Two medical care facilities, one fire station and two schools are located within the damage zones and are listed in the table below and shown in Figure 4-49.

Table 4-22: Estimated Essential Facilities Affected

Facility Type	Name
School	Campus Children's Center
School	Summit Elementary School
Fire Station	Bloomington Fire Department- Station 4
Care	Monroe House
Care	Stone Belt Arc Inc.

Figure 4-49: Modeled F4 Essential Facilities within Tornado Path Bloomington, IN

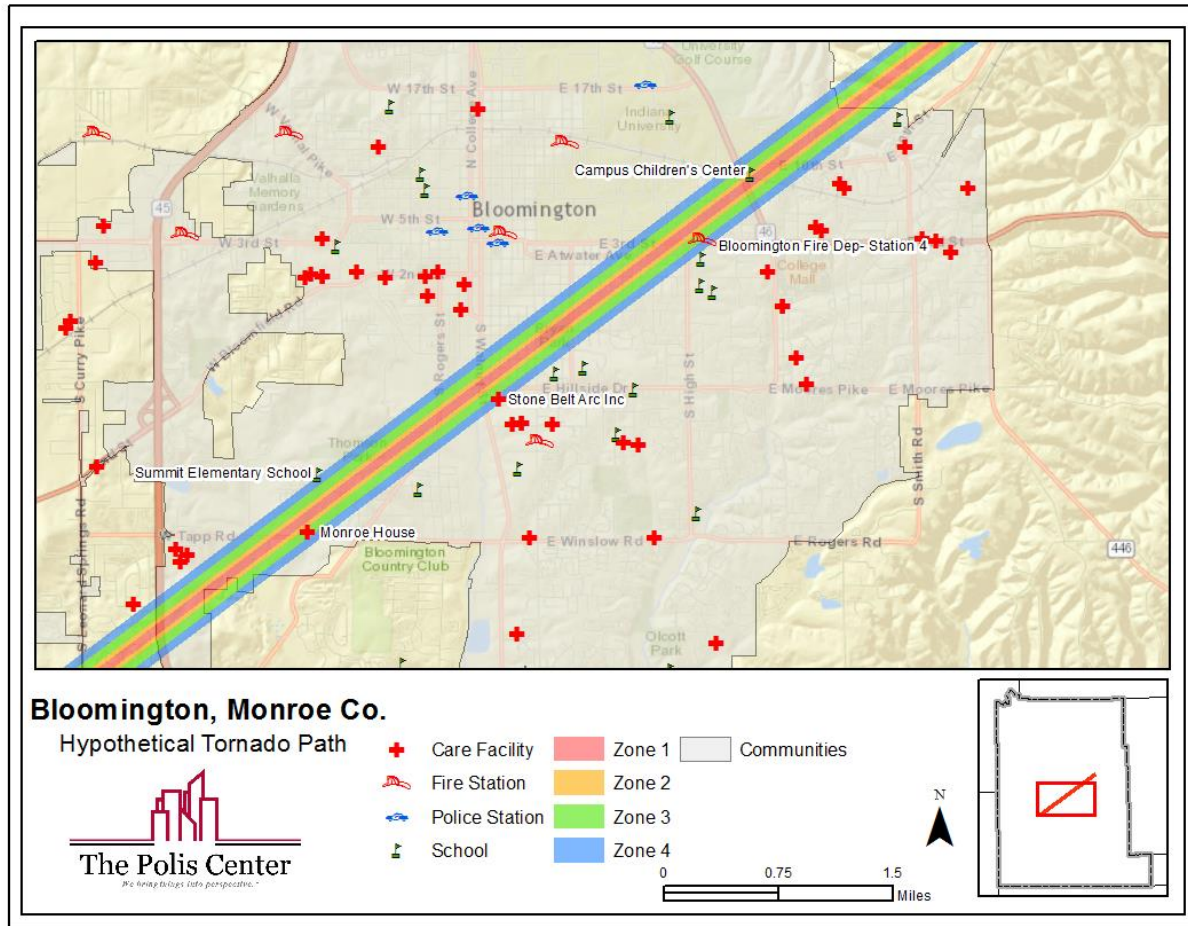
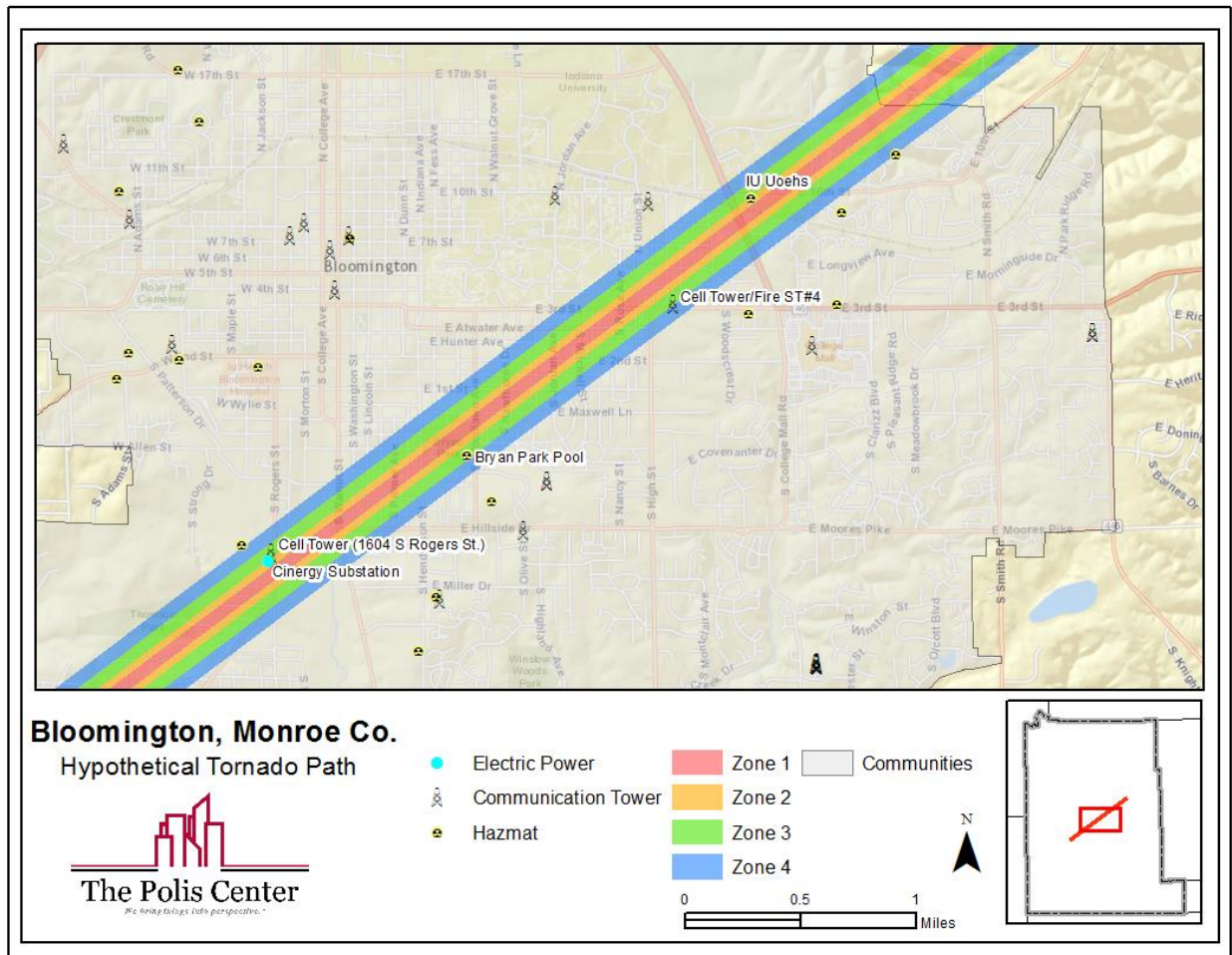


Table 4-23: Estimated Infrastructure Facilities Affected

Facility Type	Name
Communication	Cell Tower/Fire St#4
Communication	Cell Tower
Electric Power	Cinergy Substation
Hazmat	IU Uoehs
Hazmat	Bryan Park Pool

Figure 4-50: Hypothetical Infrastructure within Tornado Path Bloomington, IN



Relationship to other Hazards

Flooding - Thunderstorms with heavy amounts of rainfall can cause localized flooding, which can impact property and infrastructure such as roads.

Public Health - Public health can be impacted as a result of wastewater spills due to flooding.

Wildland Fire - Lighting strikes may ignite a wildland fire. Windstorms that result in downed timber increase the fuel load in a forest that may increase the risk of wildfire.

Structural Fire - Lighting strikes may ignite a wildland or structural fire.

Plans and Programs in Place

SKYWARN Program - The National Weather Services (NWS) has a SKYWARN Program, offering annual training sessions to volunteers in Monroe County. There is a network of trained storm

spotters in Monroe County. These volunteers help keep their local communities safe by providing timely and accurate reports of severe weather to their local National Weather Service office.

Storm Shelters –The Monroe County Emergency Management Agency supports residential applicants in their pursuit of storm shelter federal funding.

Outdoor Warning Sirens – Monroe County, Indiana does possess warning sirens and participated in tornado warning tests issued by the National Weather Service offices in Indiana, triggering programmed electronic devices. Sirens are activated in the event of a tornado warning or severe thunderstorms with winds of 70 mph or greater. Warning sirens are used to issue a warning to the public concerning inclement weather conditions, enabling them to seek shelter.

Backup Power – Not all critical facilities have backup power.

Burying Power Lines - Burying power lines may help eliminate loss of power from severe summer storms. The power company works to accommodate requests for installation of underground power lines to residents or businesses receiving connection of new power in areas where it is feasible. Some energy providers bury lines in areas where it makes sense to do so, but does not offer this as a regular customer option.

Vegetation Management – The Monroe County Highway Department strives to clear the right of way of its improved, high-volume roads to reduce tree blowdown in the event of severe summer storms. Many of the utility companies also assist in the management of tree maintenance along utility corridors.

School Closings - All school districts within Monroe County have a school closing policy and communications plan in place if inclement weather or temperatures create a hazardous situation for students or staff. Schools have notification systems which allow them to notify all families who are registered in the school system with up-to-date information.

NOAA Weather Radio Transmitter Towers - The National Weather Service delivers storm warnings and key information during severe winter weather events over its radio towers. According to the National Weather Service Coverage Listing for Indiana, all of Monroe County is covered by the National Weather Service transmitters in Bloomington.

Public Warning and Notification - In the event of emergencies or hazardous conditions that require timely and targeted communication to the public, Monroe County utilizes its Monroe County Alert

mass notification system along with local news media. Monroe County promotes the use of NOAA weather radios by critical facilities and the public for receiving information broadcast from the National Weather Service.

Public Education and Awareness - Monroe County promotes the National Weather Service's "Severe Weather Awareness Week" held in April each year. The event seeks to educate residents on the dangers of severe summer storm events and highlights the importance of preparing for severe weather before it strikes.

Program Gaps or Deficiencies

Outdoor Warning Sirens - Gaps in the warning sirens are listed as a needed mitigation strategy.

Storm Shelters - Not all Monroe County public schools have designated safe rooms.

Backup Power - Not all county facilities have backup power in the event of a disaster.

4.5 Drought

Hazard Description

The meteorological condition that creates a drought is below normal rainfall. However, excessive heat can lead to increased evaporation, which will enhance drought conditions. Droughts can occur in any month. Drought differs from normal arid conditions found in low rainfall areas. Drought is the consequence of a reduction in the amount of precipitation over an undetermined length of time (usually a growing season or more).

The Palmer Drought Severity Index (PDSI), developed by W.C. Palmer in 1965, is a soil moisture algorithm utilized by most federal and state government agencies to trigger drought relief programs and responses. The objective of the PDSI is to provide standardized measurements of moisture, so that comparisons can be made between locations and periods of time—usually months. The PDSI is designed so that a -4.0 in Indiana has the same meaning in terms of the moisture departure from a climatological normal as a -4.0 does in South Carolina.

The U.S. Drought Monitor (USDM) provides a national assessment on drought conditions in the United States. The following table is a reference from the classification scheme provided by the USDM, and the correlation between PDSI and the category, descriptions, and possible impacts associated with those level events. This classification is often used to refer to the severity of

droughts for statistical purposes. The USDM provides weekly data for each county, noting the percent of land cover in the condition of the drought category identified below.

Table 4-24: USDM Index

Category	Description	Possible Impacts	Palmer Drought Severity Index
D0	Abnormally Dry	Going into drought: -short-term dryness slowing planting, growth of crops or pastures. Coming out of drought: some lingering water deficits	-1.0 to -1.9
D1	Moderate Drought	-Some damage to crops, pastures -Streams, reservoirs, or wells low, some water shortages developing or imminent -Voluntary water-use restrictions requested	-2.0 to -2.9
D2	Severe Drought	-Crop or pasture losses likely -Water shortages common -Water restrictions imposed	-3.0 to -3.9
D3	Extreme Drought	-Major crop/pasture losses -Widespread water shortages or restrictions	-4.0 to -4.9
D4	Exceptional Drought	-Exceptional and widespread crop/pasture losses -Shortages of water in reservoirs, streams, and wells creating water emergencies	-5.0 or less

In the past decade, the US has continued to consistently experience drought events with economic impacts greater than \$1 billion; FEMA estimates that the nation’s average annual drought loss is \$6 billion to \$8 billion. For Indiana alone, the National Drought Mitigation Center reported hundreds of drought impacts in the past decade ranging from water shortage warnings to reduced crop yields and wild fires.

Drought History in Monroe County

Since the last MHMP, the Indiana Drought Monitor and National Drought Mitigation Center have reported that Monroe County has experienced multiple periods of drought. 34% of Monroe County was impacted by a D0 category drought for two weeks in March. Although no major impacts from these time periods were recorded, decelerated planting of crops and diminished growth of crops or pastures can be expected at category D0.

Drought in the Autumn of 2010 prompted water shortage warnings for Monroe County. From late August 2010 through February 2011 the Indiana Drought Monitor reported dryness in 100% of Monroe County. During the droughts peak from October 12 through November 29, 2010, 100% of the county endured category D2 drought conditions with 1% of the county reaching D3. The state of Indiana issued water shortage warnings, urging water companies and the City of Bloomington

to voluntarily reduce water usage by 10 through 15 percent. Beyond the expected agriculture impacts, reported impacts from this drought included water shortage watches and warnings, fire restrictions in the Hoosier National Forest, bans on outdoor burning, and businesses became eligible for assistance from August through December 2010.

From August 2011 to October 2011, Monroe County experienced a drought event that resulted in 100% of the county at category D0 for nine weeks and D2 for one week in September. The USDA designated counties in and around Indiana, including Monroe, as drought disaster areas and small businesses in Indiana and neighboring states were eligible for aid from the Small Business Administration (SBA).

Like the rest of Indiana, Monroe County was affected by the 2012 central US drought. At the peak of the drought, 97.4% of the county was considered under a category D4 drought. A northern Monroe County livestock producer had to sell half of herd due to the drought conditions. Nearly half of Indiana had open burn bans including Monroe County. Monroe County was among the Indiana counties declared eligible for SBA loans and was one of the 14 counties designated by the US Department of Agriculture as a Primary Natural Disaster Area. The Indiana Economic Digest reported that the effects of the 2012 drought left many trees sickly or dead in Monroe County. For health and safety reasons, the City of Bloomington had to remove numerous trees killed during the drought.

Since the 2012 drought, Monroe County has experienced category D0 events from August 20, 2013 through November 4, 2013 and June 9- 22, 2015 with minimal damage to crops. Dry weather from September through December 2015 reached a peak of D1 covering 100% of the county for two weeks. The fall 2015 drought affected soybean crops, winter wheat crops, and pastures.

From June 14 through August 8, 2016 a category D0 drought in Monroe County stressed crops from lack of rain and dry weather caused pastures to brown. Other periods of D0 drought were reported by the Indiana Drought Monitor from November 15 through December 26, 2016, February 28- March 6, 2017, June 13-19, 2017 but had minor effects of short term dryness and possible slowing of growth.

Geographic Location for Drought

Droughts are regional in nature. All areas of the county are vulnerable to the risk of drought.

Hazard Extent for Drought

Droughts can be widespread or localized events. The extent of the droughts varies both in terms of the extent of the heat and the range of precipitation.

Risk Identification for Drought

In Meeting #2, the planning team determined that the probability of a drought is possible with critical consequences. The warning time for a drought is more than 24 hours with a duration of more than 1 week. The calculated CPRI for drought is 2.35.

Vulnerability Analysis for Drought

Drought impacts are a threat across the entire jurisdiction; therefore, the county is vulnerable to this hazard and can expect varying impacts within the affected area.

Community Development Trends and Future Vulnerability

Drought impacts, as described in the drought history section, are regional in nature, and thus future development will be impacted across the county. Urban areas are subject to water shortages during periods of drought. Excessive demands of the populated area place a limit on water resources. In rural areas, crops and livestock may suffer from extended periods of heat and drought. Dry conditions can lead to the ignition of wildfires that could threaten residential, commercial, and recreational areas.

Relationship to other Hazards

Wildfires- A drought situation can significantly increase the risk of wildfire.

Extreme Temperatures- A drought situation can significantly increase with long periods of high temperatures.

Plans and Programs in Place

Well Monitoring- The Monroe County SWCD routinely monitors wells throughout the county for water levels for groundwater levels.

EMS Training – The Monroe County Emergency Medical Service (EMS) provides full emergency services the county and is dedicated to the preservation of life and quality of life and the education of the public in areas of life preservation.

Program Gaps or Deficiencies

No program gaps or deficiencies were identified.

4.6 Winter Storms: Blizzards, Ice Storms, Snowstorms

Hazard Description

Severe winter weather consists of various forms of precipitation and strong weather conditions. This may include one or more of the following: freezing rain, sleet, heavy snow, blizzards, icy roadways, extreme low temperatures, and strong winds. These conditions can cause human-health risks such as frostbite, hypothermia, and death.

Ice Storms

Ice or sleet, even in the smallest quantities, can result in hazardous driving conditions and can be a significant cause of property damage. Sleet can be easily identified as frozen raindrops. Sleet does not stick to trees and wires. The most damaging winter storms in Indiana have been ice storms. Ice storms are the result of cold rain that freezes on contact with objects having a temperature below freezing. Ice storms occur when moisture-laden gulf air converges with the northern jet stream, causing strong winds and heavy precipitation. This precipitation takes the form of freezing rain, coating power lines, communication lines, and trees with heavy ice. The winds then will cause the overburdened limbs and cables to snap, leaving large sectors of the population without power, heat, or communication. Falling trees and limbs also can cause building damage during an ice storm. In the past few decades, numerous ice-storm events have occurred in Indiana.

Snowstorms

Significant snowstorms are characterized by the rapid accumulation of snow, often accompanied by high winds, cold temperatures, and low visibility. A blizzard is categorized as a snowstorm with winds of 35 miles an hour or greater and/or visibility of less than one-quarter mile for three or more hours. The strong winds during a blizzard blow about falling and already existing snow, creating poor visibility and impassable roadways. Blizzards have the potential to result in property damage.

Indiana has been struck repeatedly by blizzards. Blizzard conditions not only cause power outages and loss of communication, potentially for days, but can also make transportation difficult. The

blowing of snow can reduce visibility to less than one-quarter mile, and the resulting disorientation makes even travel by foot dangerous, if not deadly.

Damages from blizzards can range from significant snow removal costs to human and livestock deaths. Because of the blinding potential of heavy snowstorms, drivers are also at risk of collisions with snowplows or other road traffic. Stranded drivers can make uninformed decisions, such as leaving the car to walk in conditions that put them at risk. Drivers and homeowners without emergency plans and kits are vulnerable to the life-threatening effects of heavy snow storms such as power outages, cold weather, and inability to travel, communicate, obtain goods or reach their destinations. Heavy snow loads can cause structural damage, particularly in areas where there are no building codes or for residents living in manufactured home parks.

Winter Storm History in Monroe County

NCDC began recording winter storm events in 1996; therefore, historical NCDC Winter Storm data from prior years is not available. There have been 16 winter related events between 2006 and 2016. On December 26, 2012 a blizzard hit the county causing hazardous road conditions and forcing the county to remind residents to remain at home.

Figure 4-51: 2012 Blizzard Image



On February 1, 2011 the county recorded its only ice storm in the past decade. The first wave of precipitation fell during the evening of January 31, and this precipitation was mainly freezing rain and sleet, with a little snow across the northern parts of central Indiana. The second wave of precipitation began in earnest during the afternoon of February 1 and continued into the overnight hours. After the strong area of low pressure passed over the area, winds increased with gusts over 50 mph reported. This wind created blowing and drifting snow across the north, and caused trees and power lines to come down across areas that saw freezing rain. Travel became near impossible at many locations, with several counties across central Indiana restricted travel.

Relationship to other Hazards

Flooding - Melting from heavy snows can cause localized flooding which can impact property and infrastructure such as roads.

Wildland or Structural Fire - Heavy storms that result in large amounts of downed timber can result in an increase of dead or dying trees left standing, thus providing an increased fuel load for a wildfire. There is an additional risk of increased frequency of structural fires during heavy snow events, primarily due to utility disruptions and the use of alternative heating methods by residents.

Plans and Programs in Place

Snow Removal – The Monroe County Highway Department has capabilities for snow removal and highway treatment in order to maintain safe winter driving conditions. The department carries out snow removal and ice control operations. Paved routes within Monroe County receive priority for snow plowing. INDOT handles snow removal on trunk highways within Monroe County. The county has agreements with several townships to do snow plowing. All other city and township jurisdictions either have their own equipment for snow removal or have a contract for services.

Backup Power – Not all essential facilities have backup power.

Burying Power Lines - Burying power lines may help eliminate power loss caused by snow and ice storms.

NOAA Weather Radio Transmitter Towers - The National Weather Service delivers storm warnings and key information during severe winter weather events over its radio towers.

School Closings - All school districts within Monroe County have a school closing policy and communications plan in place if inclement weather or temperatures create a hazardous situation for students or staff. Schools have notification systems which allow them to notify all families who are registered in the school system with up-to-date information.

Public Warning and Notification - In the event of emergencies or hazardous conditions that require timely and targeted communication to the public, Monroe County utilizes the CodeRED Mass Notification System and the Monroe County Sheriff's Office Facebook page as well as local news media. Monroe County promotes the use of NOAA weather radios by critical facilities and the public to receive information broadcast from the National Weather Service.

Public Education and Awareness - Monroe County promotes the National Weather Service's "Winter Hazard Awareness Week" held in November each year. The event seeks to educate residents on the dangers of winter weather and how to properly deal with it.

Program Gaps or Deficiencies

Backup Power - Not all county facilities have backup power in the event of a disaster.

4.7 Wildfire

Hazard Description

The hazard extent of wildfires is greatest in the heavily forested areas of southern Indiana. The IDNR Division of Forestry assumes responsibility for approximately 7.3 million acres of forest and associated wild lands, including state and privately-owned lands. Indiana's wildfire seasons occur primarily in the spring—when the leaf litter on the ground dries out and before young herbaceous plants start to grow and cover the ground (green up)—and in the fall—after the leaves come down and before they are wetted down by the first heavy snow. During these times, especially when weather conditions are warm, windy, and with low humidity, cured vegetation is particularly susceptible to burning. When combined, fuel, weather, and topography, present an unpredictable danger to unwary civilians and firefighters in the path of a wildfire. Human action can not only intervene to stop the spread of wildfires, but can also mitigate their onset and effects. Forest and grassland areas can be cleared of dry fuel to prevent fires from starting and can be burned proactively to prevent uncontrolled burning.

Wildfire History in Monroe County

There have been no recently recorded wildfires or damage from wildfires reported to the county.

Vulnerability and Future Development

Heavily wooded areas are most vulnerable to wildfire where agricultural fields can be susceptible to brushfires. At the same time, they provide benefits to the ecosystem and society. Future development along heavily wooded areas may remain more vulnerable to wildfire events.

Relationship to other Hazards

Flooding and Erosion-Wildfires can completely eliminate vegetation and pose an increased risk to flooding and erosion effects.

Drought and Extreme Heat -Dry, hot conditions can reduce the protective moisture of woodlands and increase the risk of wildfire.

Hazardous Material Release – Storage tanks carrying chemicals including chlorine, anhydrous ammonia, and fuel tanks located at farm pose an increased risk to wildfire ignition.

Infectious Disease Outbreak- Pests such as the Emerald Ash Borer, pose a threat to increased wildfire risk, as they provide litter for fire ignition.

Plans and Programs in Place

Fire Departments-Fire departments respond to structure fires and will also help when needed in other jurisdictions. Community arrangements are highlighted in detail within the community

Zoning- County and community enforced zoning promote healthy fire safety from all avenues of construction and enforcement.

State Land Management- DNR manages all state properties and executes vegetation management plans which reduce the risk of wildfire incidents.

4.8 Extreme Temperatures

Hazard Description

Severe Cold

What constitutes an extreme cold event, and its effects, varies by region across the US. In areas unaccustomed to winter weather, near freezing temperatures are considered “extreme cold.”

Extreme cold temperatures are typically characterized by the ambient air temperature dropping to approximately zero degrees Fahrenheit or below.

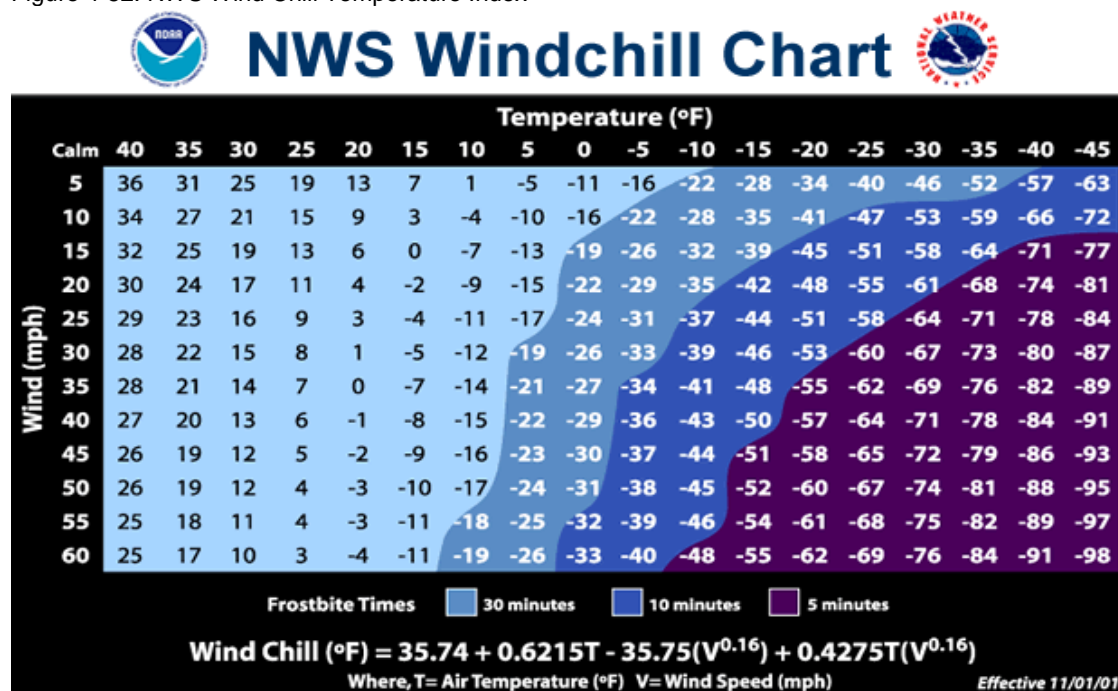
Exposure to cold temperatures—indoors or outdoors—can lead to serious or life-threatening health problems, including hypothermia, cold stress, frostbite or freezing of the exposed extremities, such as fingers, toes, nose, and earlobes. Certain populations—such as seniors age 65 or older, infants and young children under five years of age, individuals who are homeless or stranded, or those who live in a home that is poorly insulated or without heat (such as mobile homes) — are at greater risk to the effects of extreme cold.

Extremely cold temperatures often accompany a winter storm, so individuals may also have to cope with power failures and icy roads. Although staying indoors can help reduce the risk of vehicle accidents and falls on the ice, individuals are susceptible to indoor hazards. Homes may become too cold due to power failures or inadequate heating systems. The use of space heaters and fireplaces to keep warm increases the risk of household fires, as well as carbon monoxide poisoning.

The magnitude of extreme cold temperatures is generally measured through the Wind Chill Temperature (WCT) Index. WCT are the temperatures felt outside and is based on the rate of heat loss from exposed skin by the effects of wind and cold. As the wind increases, the body is cooled at a faster rate causing the skin's temperature to drop.

In 2001, the NWS implemented a new WCT Index, designed to more accurately calculate how cold air feels on human skin. The index, shown in the figure below includes a frostbite indicator, showing points where temperature, wind speed, and exposure time will produce frostbite in humans.

Figure 4-52: NWS Wind Chill Temperature Index



Each National Weather Service Forecast Office may issue the following wind chill-related products as conditions warrant:

- **Wind Chill Watch:** Issued when there is a chance that wind chill temperatures will decrease to at least 24° F below zero in the next 24-48 hours.
- **Wind Chill Advisory:** Issued when the wind chill could be life threatening if action is not taken. The criteria for this advisory are expected wind chill readings of 15° F to 24° F below zero.
- **Wind Chill Warning:** Issued when wind chill readings are life threatening. Wind chill readings of 25° F below zero or lower are expected.

Extreme Heat

Human beings need to maintain a constant body temperature if they are to stay healthy. Working in high temperatures induces heat stress when more heat is absorbed into the body than can be dissipated out. Heat illness such as prickly heat, fainting from heat exhaustion, or heat cramps are visible signs that people are working in unbearable heat. In the most severe cases, the body temperature control system breaks down altogether and body temperature rises rapidly. This is a heat stroke, which can be fatal. The NWS issues a heat advisory when, during a 24-hour period, the temperature ranges from 105°F to 114°F during the day, and remains at or above 80°F at night.

Heat is the leading weather-related killer in the United States, even though most heat-related deaths are preventable through outreach and intervention. According to the National Oceanic and Atmospheric Administration, the summer of 2016 was one of the five hottest on record dating to the late 19th century.

Unusually hot summer temperatures have become more frequent across the contiguous 48 states in recent decades¹ (see the High and Low Temperatures indicator), and extreme heat events (heat waves) are expected to become longer, more frequent, and more intense in the future. As a result, the risk of heat-related deaths and illness is also expected to increase.

Older adults have the highest risk of heat-related death, although young children are also sensitive to the effects of heat. Across North America, the population over the age of 65 is growing dramatically. People with certain diseases, such as cardiovascular and respiratory illnesses, are especially vulnerable to excessive heat exposure, as are the economically disadvantaged.

Temperatures that hover 10 degrees Fahrenheit or more above the average high temperature for a region, and last for several weeks, constitute an extreme heat event (EHE). An extended period of extreme heat of three or more consecutive days is typically referred to as a heat wave. Most summers see EHEs in one or more parts east of the Rocky Mountains. They tend to combine both high temperatures and high humidity; although some of the worst heat waves have been catastrophically dry.

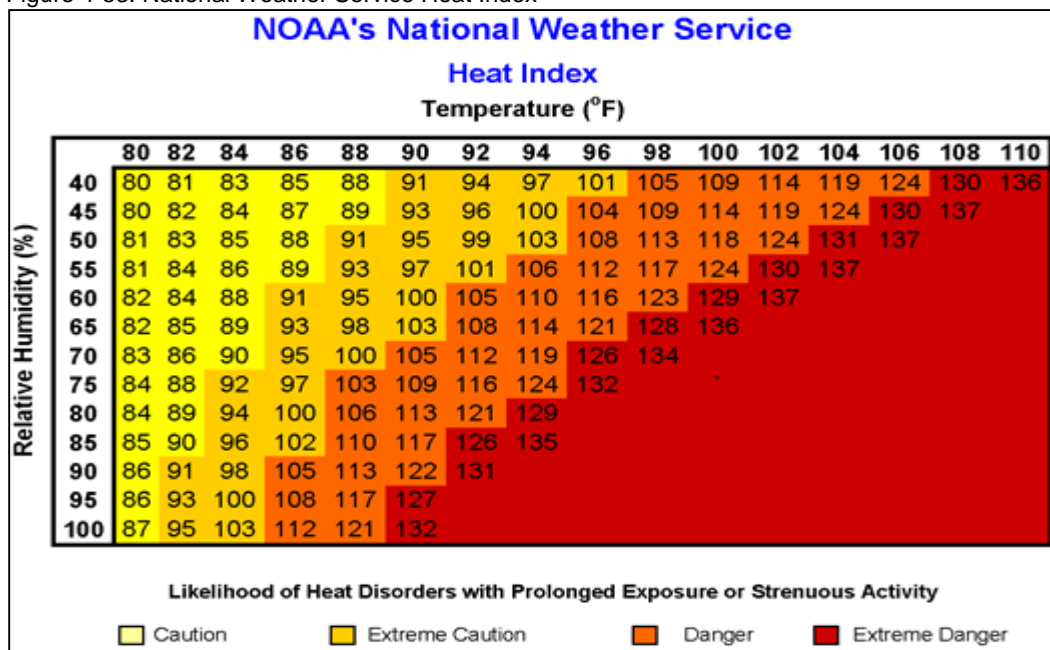
Prolonged exposure to extreme heat may lead to serious health problems, including heat stroke, heat exhaustion, or sunburn. Certain populations – such as seniors age 65 and over, infants and young children under five years of age, pregnant women, the homeless or poor, the obese, and people with mental illnesses, disabilities, and chronic diseases – are at greater risk to the effects of extreme heat. Depending on severity, duration, and location, EHEs can also trigger secondary hazards, including dust storms, droughts, wildfires, water shortages, and power outages.

Criteria for EHE typically shift by location and time of year, and are dependent on the interaction of multiple meteorological variables (i.e., temperature, humidity, cloud cover). While this makes it difficult to define EHEs using absolute, specific measures, there are ways to identify conditions. Some locations evaluate current and forecast weather to identify conditions with specific, weather-based mortality algorithms. Others identify and forecast conditions based on statistical comparison to historical meteorological baselines that are the criteria for EHE conditions could be

an actual or forecast temperature that is equal to or exceeds the 95th percentile value from a historical distribution for a defined time period.

Heat alert procedures are based primarily on Heat Index Values. The Heat Index—given in degrees Fahrenheit—is often referred to as the apparent temperature and is a measure of how hot it really feels when the relative humidity is factored with the actual air temperature. The National Weather Service Heat Index Chart can be seen in Figure 4-53.

Figure 4-53: National Weather Service Heat Index



Source: Office of Atmospheric Programs. (2006). Excessive Heat Events Guidebook. United States Environmental Protection Agency. Washington, D.C.

Each National Weather Service Forecast Office may issue the following heat-related products as conditions warrant:

- Excessive Heat Outlooks- issued when the potential exists for an EHE in the next 3-7 days. An Outlook provides information to those who need considerable lead time to prepare for the event, such as public utility staff, emergency managers, and public health officials.
- Excessive Heat Watches- issued when conditions are favorable for an EHE in the next 24 to 72 hours. A Watch is used when the risk of a heat wave has increased but its occurrence and timing is still uncertain. A Watch provides enough lead time so that those who need to prepare can do so, such as city officials who have excessive heat mitigation plans.

- **Excessive Heat Warnings/Advisories**- issued when an EHE is expected in the next 36 hours. These products are issued when an excessive heat event is occurring, is imminent, or has a very high probability of occurring. The warning is used for conditions posing a threat to life or property. An advisory is for less serious conditions that cause significant discomfort or inconvenience and, if caution is not taken, could lead to a threat to life and/or property.

Extreme Temperature History in Monroe County

Although the NCDC database does not include any reported past occurrences of excessive heat and cold residents of Monroe County should be prepared for such an event in any given year.

Relationship to other Hazards

Drought and Wildfire - Dry, hot conditions can reduce the protective moisture of woodlands and increase the risk of wildfire.

Public Safety - Anyone exposed to extreme heat can develop heat exhaustion and heat stroke. The elderly, children and those who engage in outdoor work or recreation may be most susceptible to the danger of extreme heat.

Plans and Programs in Place

School Closings - All school districts in Monroe County have a school closing policy and communications plan in place if inclement weather or temperatures create a hazardous situation for students or staff. Schools have notification systems, which allow them to notify all families who are registered in the school system with up-to-date information.

Public Warning and Notification - In the event of emergencies or hazardous conditions that require timely and targeted communication to the public, Monroe County utilizes the local news media. Monroe County promotes the use of NOAA weather radios by critical facilities and the public to receive information broadcast from the National Weather Service.

Program Gaps or Deficiencies

No program gaps or deficiencies were identified.

4.9 Harmful Organisms and Infectious Agents

Hazard Description

The spread of harmful organisms and infectious diseases are occasionally overlooked, potential natural hazards that can be exacerbated following other natural disasters.

Emerald Ash Borer

The Emerald ash borer (EAB), *Agrilus planipennis*, is an exotic beetle thought to have arrived in the United States by 2002 and was discovered near Detroit, Michigan. Indiana was one of the second states recognized to have the beetle, having been discovered in northern Indiana in 2004. The adult beetles do not pose harm to the ash trees, as they nibble on ash foliage. The immature, or larvae stage, feed on the inner bark of the ash trees, disrupting its ability to transport nutrients and water. The EAB is responsible for killing millions of ash trees in North America. It has cost municipalities, property owners, nursery owners, and forest industries millions of dollars.

Vector-Borne Illness

Vector-borne diseases are caused by infectious microorganisms and transmitted to people via living organisms including blood-sucking arthropods such as mosquitos, ticks, fleas, and spiders. Natural disasters, particularly meteorological events such as cyclones, hurricanes, and flooding, can influence transmission of vector-borne disease. The crowding of infected and vulnerable hosts, a debilitated public health infrastructure, and disruptions of ongoing control processes are risk factors for transmission of vector-borne disease. The Indiana State Department of Health (ISDH) identifies sleeping sickness (Eastern equine encephalitis virus), La Crosse encephalitis (La Crosse virus), St. Louis encephalitis (St. Louis encephalitis virus), West Nile fever (West Nile virus), and dengue fever (dengue virus), as mosquito-borne diseases that Hoosiers should take steps to protect themselves against.

The health department has also reported more than 200 cases of tick-borne illness in Indiana in 2016 alone. The ISDH highlighted Lyme disease, Rocky Mountain spotted fever, and Erlichiosis as tick-borne diseases particularly prevalent in Indiana. Over the past few years, Indiana has experienced a rise in tick-borne Lyme disease. There were approximately 100 confirmed cases of Lyme disease in 2014, but only 26 cases in 2006. Increased summer tick populations frequently follow mild winters, and back-to-back mild winters can cause a notable surge in tick numbers, along with the diseases they carry. In June of 2017, a young Indiana girl died after contracting Rocky Mountain spotted fever from a tick bite. Recently, a new tick-transmitted virus has made headlines through the state. The Centers for Disease Control confirmed two cases of Heartland virus in Indiana. Both infected patients survived.

Infections Connected to Intravenous Drug Use

In January 2015, Indiana Disease Intervention Specialists (DIS) identified 11 new HIV cases linked to a rural county in southeastern Indiana that previously had <5 new HIV cases per year. This prompted a complex outbreak investigation in order to identify additional cases and contacts potentially exposed. In addition, as of June 1, 2015, a total of 166 (163 confirmed and three preliminary positive) individuals linked to this outbreak have tested positive for HIV, and >80% are also infected with hepatitis C virus (HCV). The vast majority of these individuals reported injecting oxymorphone and sharing needles.

Harmful Organisms and Infectious Agents Outbreak History in Monroe County

Emerald Ash Borer

Emerald Ash Borer symptoms were first discovered in Monroe County in 2008, and in 2012, DNR confirmed that Emerald Ash Borers (EAB) were found in Monroe County within Bloomington City limits.

In 2015, Monroe County struggled with rising numbers of heroin and painkiller addictions that killed multiple people in a single year. The surge in intravenous drug use had raised concerns about the area being put at increased risk of an outbreak of HIV and other infections. In December 2015, the state of Indiana declared a public health emergency for Monroe County amid a hepatitis C epidemic.

Vector-Borne Illness

Mosquitoes carrying West Nile Virus were found in Monroe County. As part of the mosquito surveillance program, the Monroe County Health Department sent mosquito samples to the Indiana State Department of Health. In July 2017, the Monroe County mosquito samples tested positive for West Nile Virus.

Infections Connected to Intravenous Drug Use

In 2015, Monroe County struggled with rising numbers of heroin and painkiller addictions that killed multiple people in a single year. The surge in intravenous drug use had raised concerns about the area being put at increased risk of an outbreak of HIV and other infections. In December 2015, the state of Indiana declared a public health emergency for Monroe County amid a hepatitis C epidemic.

Vulnerability and Future Development

Future development will remain vulnerable to these events. EABs have killed millions of ash trees in Indiana, Michigan, Illinois, Ohio and Ontario and will continue to do so until the insects are effectively contained or eliminated or a strain of more resistant trees is developed.

Since the county is heavily wooded and is considered a camping destination for many students and out-of-county residents, ash trees in Monroe County may be more susceptible to the spread of the EAB.

According to the National Institute of Allergy and Infectious Diseases, tick-borne illnesses will continue to remain a problem as people build homes in wilderness areas where ticks and their animal hosts live; however, urban environments can also host ticks and the pathogens they can transmit.

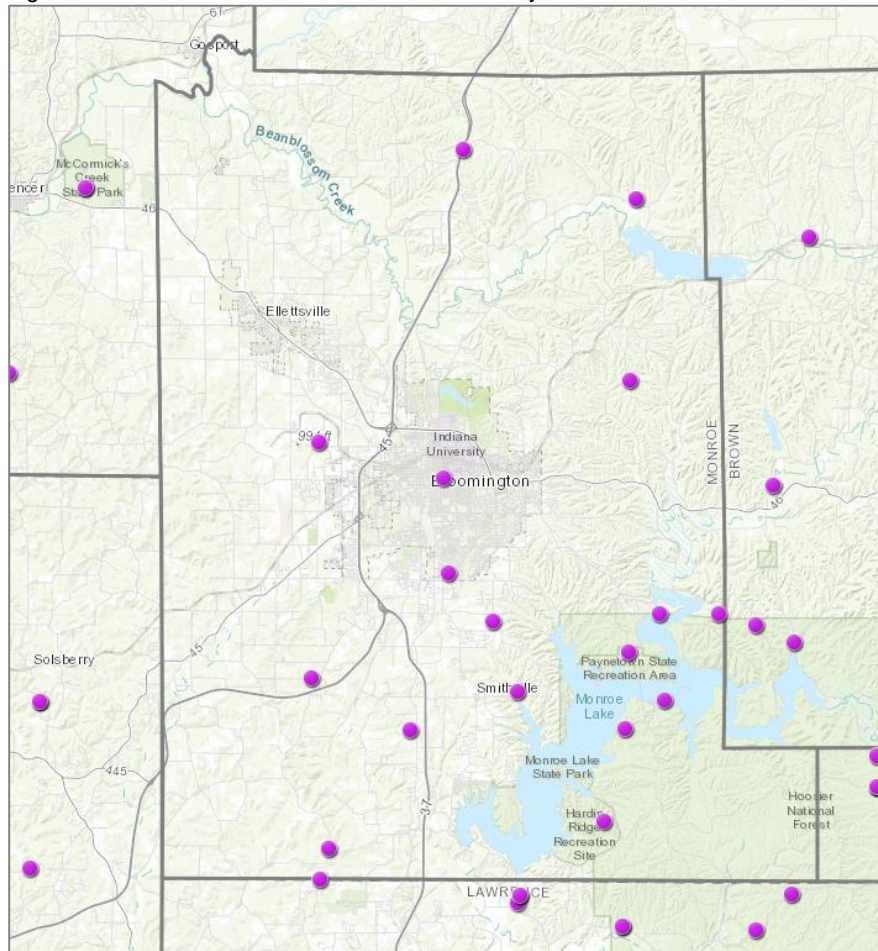
All communities can be potentially at risk for an epidemic and experience increased risk during hazards that cause displacement, contaminate the water supply, deprive people of essential utilities, or when residents are not exposed to educational resources outlining preventive steps.

Risk Analysis

Exposure Analysis

An exposure analysis identifies the existing and future assets located in identified hazard areas. The reported identification of the Emerald Ash Borer in Monroe County is identified in Figure 4-54 and reveals that Emerald Ash Borers have been spotted throughout the county. The magenta dots pinpoint areas where EAB has been identified in Monroe County.

Figure 4-54: Emerald Ash Borer in Monroe County



Relationship to other Hazards

The risk for infectious disease transmission is primarily associated with displacement and the characteristics of the displaced population, the proximity of sterile water and function restrooms, the nutritional status of the displaced, the level of immunity to vaccine-preventable infections, and the availability of access to healthcare services.

Flooding – Increased risk of vector-borne diseases. EAB-damaged trees may pose a risk for increased logjam events. In the aftermath of flooding, a plethora of standing water combined with a possibly weakened health infrastructure and an interruption of ongoing control programs increases the risk factors for vector-borne disease transmission. While initial flooding may wash away existing mosquito-breeding sites, standing water caused by heavy rainfall or overflow of rivers can create new breeding sites.

Earthquake – In the aftermath of earthquakes, some populations have experienced infection outbreaks associated with increased exposure to airborne dust from landslides.

Tornadoes – Natural disasters, like tornadoes, that affect communities on a large-scale and cause displacement, have been associated with an increased risk in disease.

Utility Failure – Power outages and the disruption of water treatment and supply plants can affect the proper functioning of health facilities and has also been linked with an increase in diarrheal illness.

Plans and Programs in Place

Emerald Ash Borer

Once the EAB is identified, the quarantine is put in place which restricts the movement of regulated ash materials, including any ash tree, limb, branch or debris of an ash tree at least 1 inch in diameter, ash log or untreated ash lumber with bark attached, or cut firewood of any hardwood species outside of the affected county. Along with the state-level quarantine, all of Indiana is under a federal quarantine that prohibits moving regulated ash material out of Indiana without a compliance agreement or permit from the USDA Animal and Plant Health Inspection Service.

The Purdue Extension and IDNR Division of Forestry provides a plethora of excellent resources for homeowners and managers.

Locating and inspecting ash trees in the public rights of way, the City of Bloomington Parks and Recreation Department updated a 2007 ash street tree inventory in March 2015 and used it to create the EAB Management Plan for City of Bloomington Street Trees, which was approved by the Board of Park Commissioners in 2015. Monroe County residents who think they may have emerald ash borers can call the Purdue extension or the Indiana Department of Natural Resources Invasive Species Hotline or contact a certified arborist in Bloomington; however, homeowners are responsible for removing infested ash trees.

There are other invasive species in Indiana that can also pose a concern, such as the Gypsy Moth and Asian long horned beetle. The IDNR requests that any sighting of the beetle or trees with signs of damage are reported to the State Epidemiologist.

Note the date and location where you found the beetle or damaged tree.
Capture the beetle in a plastic jar and place it in the freezer to kill it.
Carefully wrap the beetle and send it to:

Vector-Borne Diseases

In order to help control mosquito populations, the Centers for Disease Control and Prevention recommends draining all standing water left outdoors. Typically, responding effectively to a disaster-affected population requires, among other steps, a disease risk assessment that evaluates the diseases that are common in the area, living conditions of the affected population such as the degree of exposure and density of settlements, availability of safe water and adequate sanitation facilities, access to healthcare, and effective management.

Eliminating areas of standing water may help diminish the disease-carrying mosquito population by removing areas that they like to breed. People can help protect themselves from mosquitoes that potentially carry pathogens by taking the following actions:

- avoiding places and times when mosquitoes bite, whenever possible
- using an insect repellent containing DEET (*N,N*-diethyl-*m*-toluamide)
- wearing shoes, socks, long pants, and a long-sleeved shirt when outdoors for long periods of time, or from dusk to dawn, when mosquitoes are most active
- choosing clothes that are light-colored and made of tightly woven materials to keep mosquitoes away from the skin
- making sure that all windows and doors have screens, and that all screens are in good repair
- using mosquito netting when sleeping outdoors or in an unscreened structure

In a statement, the State Health Commissioner said, “Tick bites can cause serious illness and even death, and the discovery of Heartland virus gives Hoosiers another important reason to take precautions. If you become ill after spending time outdoors, visit your health care provider immediately – especially if you found an attached tick. Prompt diagnosis of tick-borne illness helps prevent complications.”

For preventive care, the ISDH recommends removing ticks immediately since ticks usually must be attached for several hours before they can transmit a pathogen. Extract attached ticks in a manner that does not leave the head embedded in the skin. Seek medical attention if a febrile illness or rash develops over the next three to four weeks.

Infections Connected to Intravenous Drug Use

As the local “eyes and ears on the ground,” public health staff are critical to the identification of outbreaks. To do this, the following are important:

- Promptly report new HIV cases to the ISDH Division of HIV/STD/Viral Hepatitis.
- Promptly report new HCV cases to the ISDH Epidemiology Resources Center.
- Look for possible clusters of HIV and/or HCV: case numbers clearly above baseline, same demographics, common risk factors and contacts.
- Become familiar with local data so any increases are easily identified.
- Know who to contact for assistance and appropriate health services.

In May 2015, a law was developed to allow local health departments and law enforcement to work together to start a needle exchange program in their counties if certain local health officers declare that situational and notification parameters are met. Syringe exchange programs provide people who inject drugs with an opportunity to reduce the spread of blood-borne diseases such as HIV and Hepatitis C by encouraging them to use sterile syringes, share syringes less often, and safely dispose of used syringes. The programs serve to connect hard-to-reach people who inject drugs with important public health services, including HIV and HCV testing, substance abuse treatment, sexually transmitted disease screening and treatment, and risk-reduction counseling.

Following the procedural and substantive requirements set forth in Act 461 and finding that Hepatitis C was being primarily transmitted through IV drug use, the Monroe County health department established a syringe exchange program as part of a broader effort to reduce the spread of hepatitis C.

Indiana Health Codes

The Monroe County Health Department is committed to promoting public health and enhancing the quality of life and safety for all Monroe County residents and visitors by preventing, planning, and protecting against disease and injury. The Department is a highly utilized and trusted leader offering multiple public health services to better support and prepare the local community. The Department targets the following priority health issues as part of its strategic approach to achieving its mission and vision:

- Disease Intervention
- Environmental Health
- Food Safety
- Health Education
- Public Health Preparedness
- Syringe Exchange Program

- Wastewater Sanitation

The department has multiple divisions, including: Emergency Preparedness/Epidemiology, Health Education, Environmental, Food Service, Nursing, and Vital Records. Monroe County Board of Health contact:

Monroe County Health Department
119 West 7th Street
Bloomington, IN 47404

Program Gaps or Deficiencies

No program gaps or deficiencies were identified at this time.

4.10 Hazardous Material Release

Hazard Description

The State of Indiana has numerous active transportation lines that run through many of its counties. Active railways transport harmful and volatile substances between our borders every day. The transportation of chemicals and substances along interstate routes is commonplace in Indiana. The rural areas of Indiana have considerable agricultural commerce, creating a demand for fertilizers, herbicides, and pesticides to be transported along rural roads. Finally, Indiana is bordered by two major rivers and Lake Michigan. Barges transport chemicals and substances along these waterways daily. These factors increase the chance of hazardous material releases and spills throughout the State of Indiana.

The release or spill of certain substances can cause an explosion. Explosions result from the ignition of volatile products such as petroleum products, natural and other flammable gases, hazardous materials and chemicals, dust, and bombs. An explosion potentially can cause death, injury, and property damage. In addition, a fire routinely follows an explosion, which may cause further damage and inhibit emergency response. Emergency response may require fire, safety and law enforcement, search and rescue, and hazardous materials units.

IDHS works with county Emergency Management Agency offices to coordinate their local Comprehensive Emergency Management Plan (CEMP) and Local Emergency Planning Committee (LEPC) programs. An LEPC is required, under the Emergency Planning and Community Right-to-Know Act, to develop an emergency response plan and to inform citizens about chemicals in their

community. A CEMP incorporates lists of Hazmat preparedness tasks for Emergency Support Function (ESF) personnel.

Transportation

Roads, rails, aircrafts, and pipelines convey hazardous materials while presenting differing levels of risk of unwanted release of the hazardous materials. Transported products include hazardous materials moving from producers to users, moving between storage and use facilities, and hazardous waste moving from generators to treatment and disposal facilities.

The road and train systems in Monroe County act as transportation networks for both hazardous and nonhazardous material. Hazardous materials are transported throughout the region and between local communities as both commodities and waste. Risks of hazardous material events vary based on the classification the hazmat material being transported and the location of the road and its proximity to people and property. Along state highways and in more populated portions of the county, the risk of a major hazmat event is most severe and the damages most potent.

Meth

Methamphetamine laboratories and precursors found in a residence, apartment or motel/hotels will be ordered **unfit for human habitation** by the health department per Rule 318 IAC 1 requirements and Indiana State Department of Health guidance. These dwellings and are to be kept vacant until they are cleaned up and tested, or demolished. The Indiana Department of Environmental Management (IDEM) Rule 318 IAC 1 requires a cleanup and will not accept homeowners clean up or air out of a house as adequate. The Indiana State Police maintains the listing of contaminated residences, outbuilding, vehicles & properties.

Hazardous Incident History in Monroe County

Monroe County has not experienced a significantly large-scale hazardous material incident at a fixed site or during transport that has resulted in multiple deaths or serious injuries. However, there have been minor releases that have put local firefighters, hazardous materials teams, emergency management, and local law enforcement into action to try to stabilize these incidents and prevent or lessen harm to Monroe County residents.

Vulnerability and Future Development

The hazardous material release hazards are countywide and primarily are associated with the transport of materials by highway and/or railroad. During a hazardous material release, the types of infrastructure that could be impacted include roadways, utility lines/pipes, railroads and bridges. The release or spill of certain substances can cause an explosion. Explosions result from the ignition of volatile products such as petroleum products, natural and other flammable gases, hazardous materials/chemicals, dust, and bombs. An explosion potentially can cause death, injury, and property damage. In addition, a fire routinely follows an explosion, which may cause additional damages.

Risk Analysis

Exposure Analysis

The extent of the hazardous material (referred to as hazmat) hazard varies in terms of the quantity of material being transported as well as the specific content of the container. Hazardous material impacts are an equally distributed threat across the entire jurisdiction; therefore, the entire county is vulnerable to a hazardous material release and can expect the same impacts within the affected area. The main concern during a release or spill is the population affected. This plan will therefore consider all buildings located within the county as vulnerable.

Meth contaminated buildings per year, are tracked by the State Police, the table below identifies the total number of identified buildings in the county for the past ten years.

Table 4-25: Monroe Buildings Contaminated by Meth per Year

Year	Total	Year	Total
2007	9	2012	60
2008	3	2013	61
2009	13	2014	43
2010	18	2015	34
2011	42	2016	12

Combining Available Data and Methods

The EPA and the NOAA jointly developed a suite of software applications known as CAMEO which aid in the response to chemical emergencies. The CAMEO system integrates four separate programs that can be used together or separately. One of the programs, Areal Locations of

Hazardous Atmospheres (ALOHA), is designed especially for use by people responding to chemical releases, as well as for emergency planning and training.

ALOHA generates a threat zone area where a hazard (such as toxicity or thermal radiation) has exceeded a user-specified Level of Concern (LOC). ALOHA will display up to three threat zones overlaid on a single picture. Through the development of Acute Exposure Guideline Levels (AEGLs), exposure guidelines have been designed to help responders deal with emergencies involving chemical spills or other catastrophic events where members of the general public are exposed to a hazardous airborne chemical.

AEGLs are intended to describe the health effects on humans due to once-in-a-lifetime or rare exposure to airborne chemicals. The National Advisory Committee for AEGLs is developing these guidelines to help both national and local authorities, as well as private companies, deal with emergencies involving spills or other catastrophic exposures.

- Zone 1 (AEGL 1): Above this airborne concentration of a substance, it is predicted that the general population, including susceptible individuals, could experience notable discomfort, irritation, or certain asymptomatic non-sensory effects. However, the effects are not disabling and are transient and reversible upon cessation of exposure
- Zone 2 (AEGL 2): Above this airborne concentration of a substance, it is predicted that the general population, including susceptible individuals, could experience irreversible or other serious, long-lasting adverse health effects or an impaired ability to escape
- Zone 3 (AEGL 3): Above this airborne concentration of a substance, it is predicted that the general population, including susceptible individuals, could experience life-threatening health effects or death.

Scenario

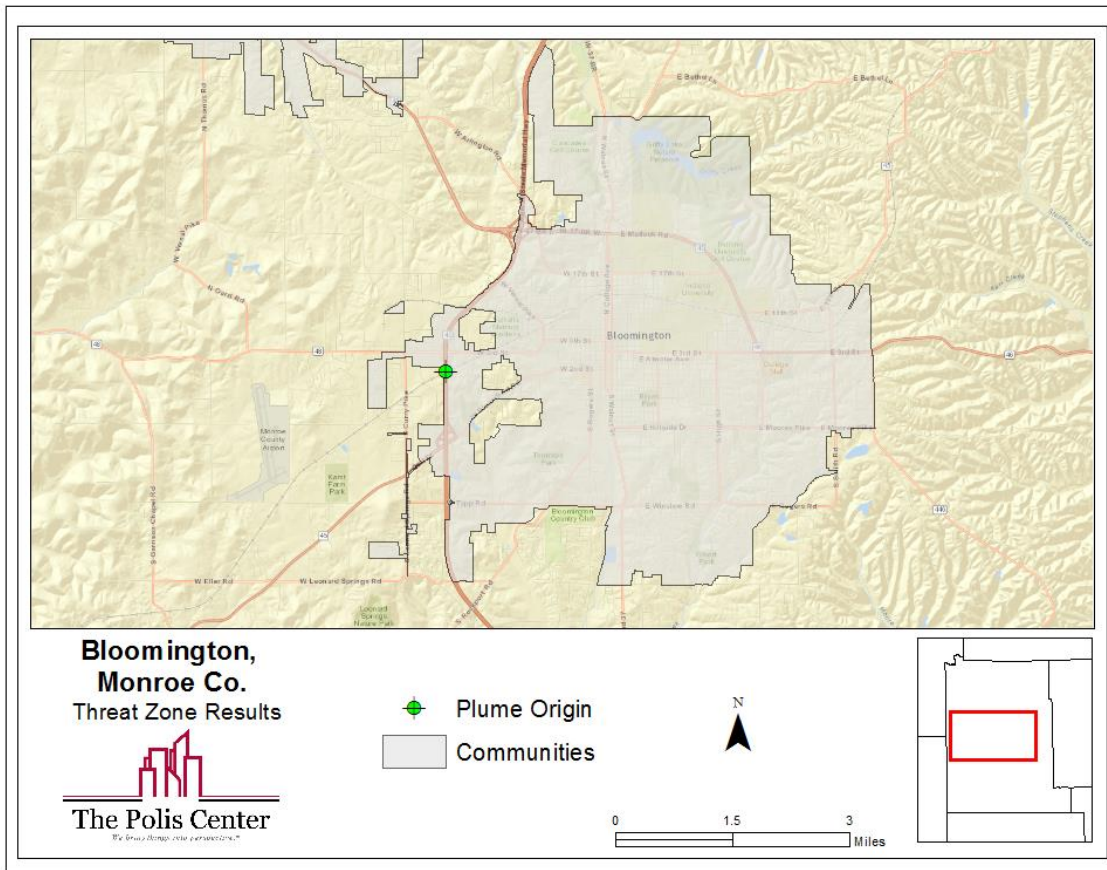
The ALOHA model was utilized to assess the area of impact for a chlorine release on the southwest of Bloomington along SR 37. The same location was used as the 2009 Monroe County mitigation plan in order to generate an output that could be compared to the previous analysis.

Chlorine is a greenish yellow gas with a pungent suffocating odor. The gas liquefies at -35°C and room pressure or will liquefy from pressure applied at room temperature. Contact with unconfined liquid chlorine can cause frostbite from evaporative cooling. Chlorine does not burn, but, like oxygen, supports combustion. The toxic gas can have adverse health effects from either long-term inhalation of low concentrations of vapors or short-term inhalation of high concentrations.

Chlorine vapors are much heavier than air and tend to settle in low areas. Chlorine is commonly used to purify water, bleach wood pulp, and make other chemicals.

For this scenario, moderate atmospheric and climatic conditions with a breeze from the Northwest were assumed. The wind direction was chosen based on the previous analysis, so that the hypothetical plume would reach the same significantly populated areas at risk in the previous plan.

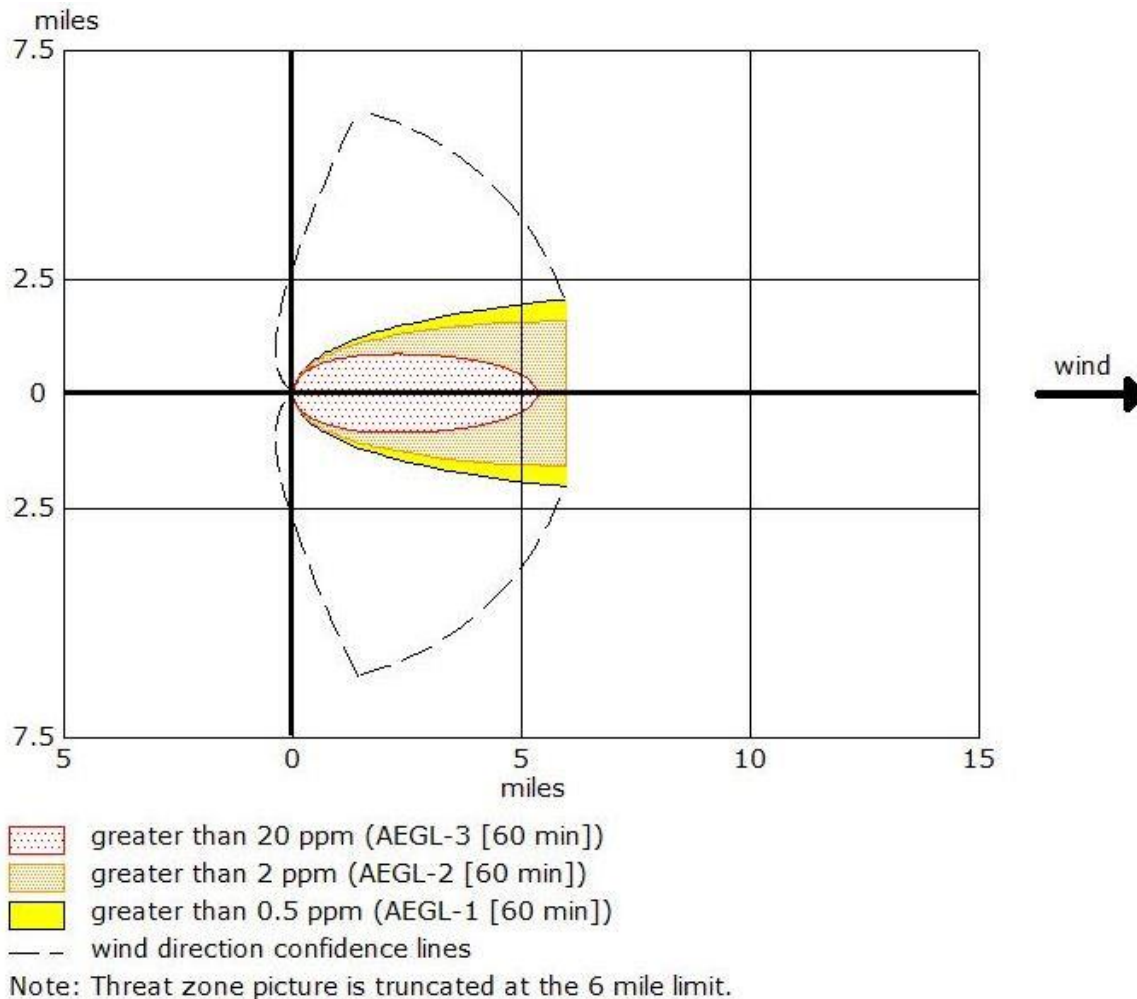
Figure 4-55: Location of Chemical Release



Results

According to the ALOHA parameters, approximately 10,500 pounds of material would be released per minute. The image in Figure 4-56 depicts an example of a plume footprint generated by ALOHA.

Figure 4-56: Toxic Threat Plume Footprint Generated by ALOHA

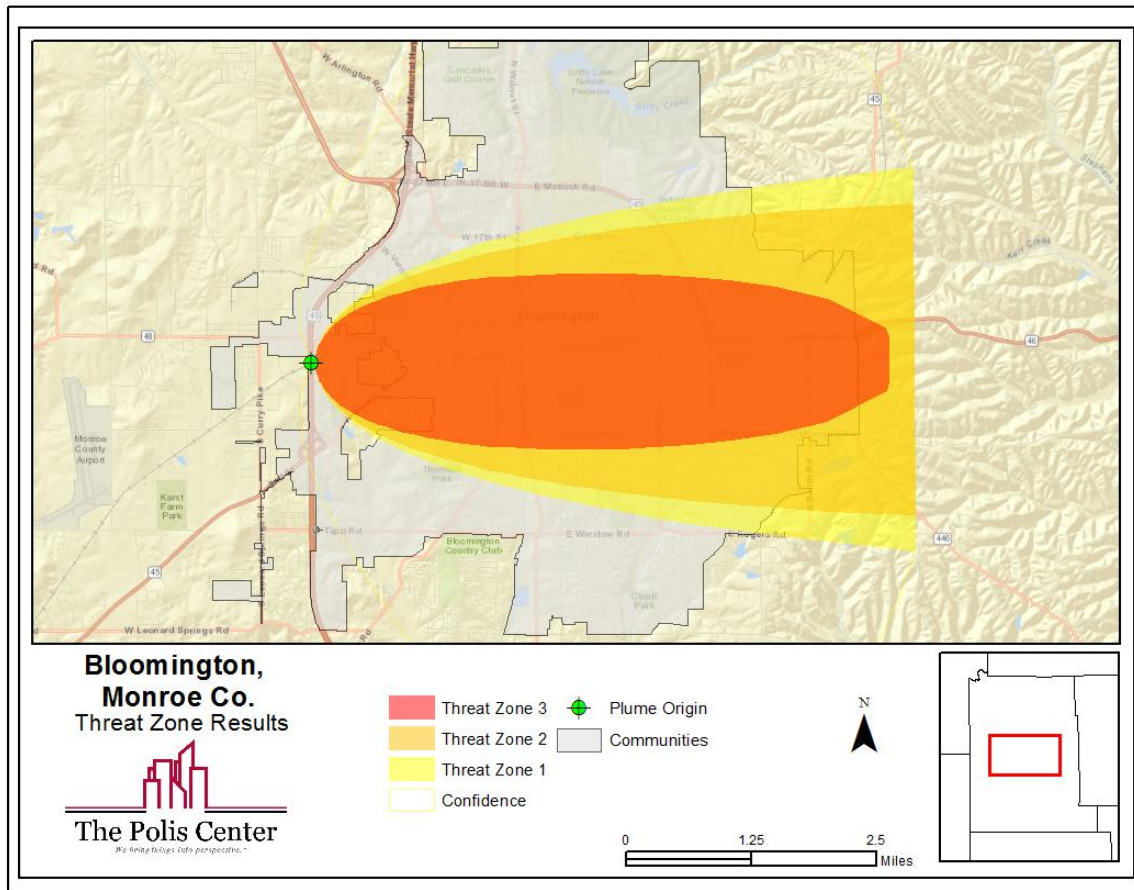


As the substance moves away from the source, the level of substance concentration decreases. Each color-coded area depicts a level of concentration measured in parts per million (ppm). For the purpose of clarification, this report will designate each level of concentration as a specific zone.

The zones are as follows:

- **Zone 3 (AEGL-3):** The red buffer (≥ 20 ppm) extends approximately 5 miles from the point of release after one hour.
- **Zone 2 (AEGL-2):** The orange buffer (≥ 2 ppm) extends approximately 6 miles from the point of release after one hour.
- **Zone 1 (AEGL-1):** The yellow buffer (≥ 0.5 ppm) extends approximately 6 miles from the point of release after one hour.
- **Confidence Lines:** The dashed lines depict the level of confidence in which the exposure zones will be contained. The ALOHA model is 95% confident that the release will stay within this boundary.

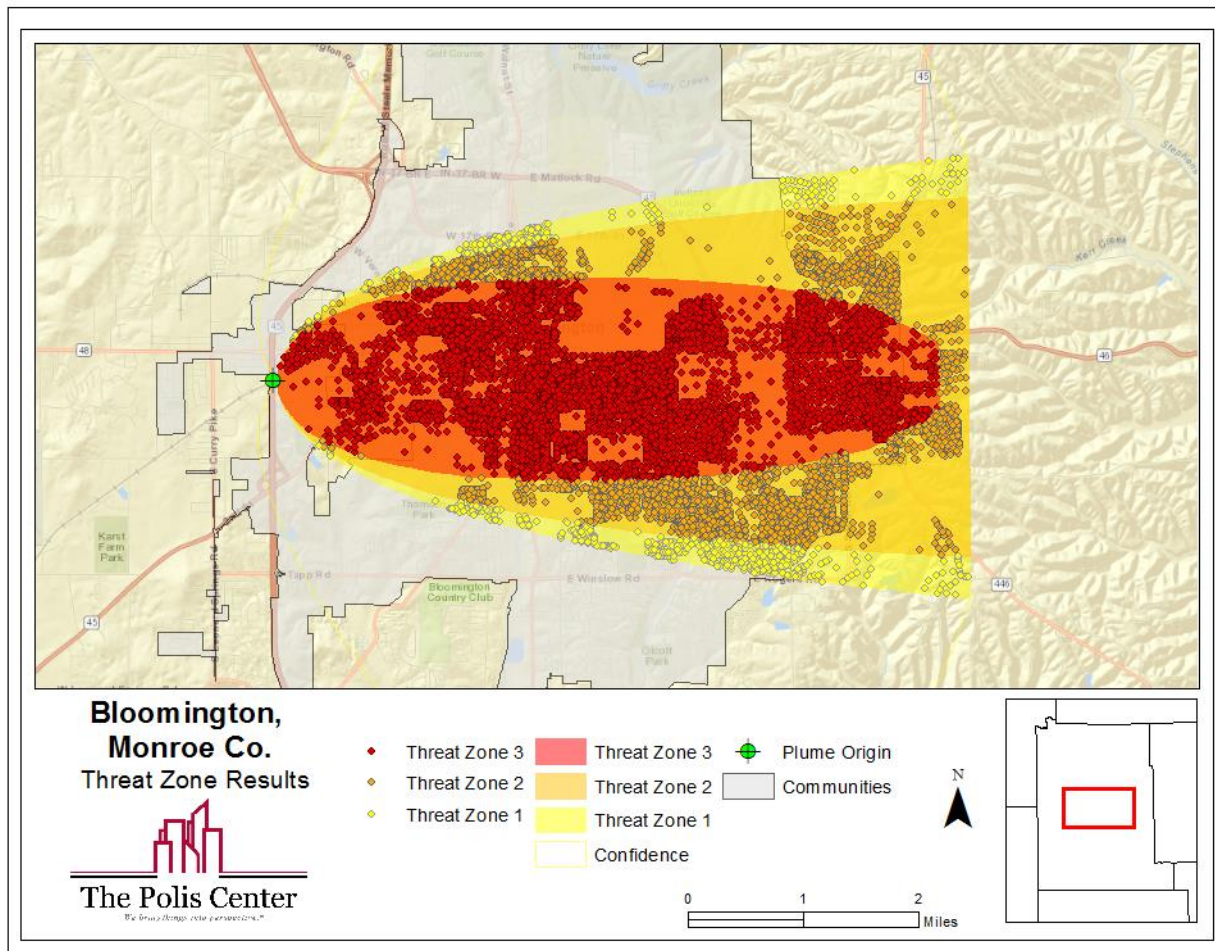
Figure 4-58: Threat Zone Results



Building Inventory Exposure

The Monroe County Building Inventory was added to ArcMap and overlaid with the threat zone footprint. The Building Inventory was then intersected with each of the three footprint areas to classify each point based upon the plume footprint in which it is located. Figure 4-59 depicts the Monroe County Building Inventory after the intersect process.

Figure 4-59: Building Inventory by Threat Zone



The results of the analysis against the Building Inventory counts are depicted in Tables 35 and 36. Table 4-26 summarizes the results of the chemical spill by combining all AEGL zones.

Table 4-26: Estimated Exposure for all Threat Zones

	Building Counts	Building
Agriculture	13	\$ 5,792,579
Commercial	1,457	\$ 2,371,566,338
Education	70	\$399,006,390
Government	169	\$307,353,547
Industrial	39	\$437,131,991
Religious	179	\$734,134,686
Residential	7,954	\$4,173,126,079
Total	9,881	\$ 8,428,111,613

Tables 4-27 summarizes the results of the chemical spill for each zone individually. Values represent only those portions of each zone that are not occupied by other zones.

Table 4-27: Estimated Exposure for Threat Zones 1, 2, & 3

Occupancy	Threat Zone 3			Threat Zone 2			Threat Zone 1		
	People Affected	Building Counts	Building Exposure	People Affected	Building Counts	Building Exposure	People Affected	Building Counts	Building Exposure
Agriculture	0	1	\$ 181,111	0	7	\$ 1,667,198	0	5	\$3,944,269
Commercial	0	1150	\$2,169,281,294	0	226	\$ 151,959,573	0	81	\$50,325,470
Education	0	36	\$ 168,033,766	0	23	\$173,380,201	0	11	\$57,592,421
Government	0	137	\$ 277,981,705	0	27	\$27,538,010	0	5	\$1,833,832
Industrial	0	29	\$417,948,558	0	7	\$7,290,965	0	3	\$11,892,467
Religious	0	136	\$ 625,113,369	0	39	\$73,367,115	0	4	\$35,454,204
Residential	12,148	4,859	\$ 2,674,139,132	5,928	2,371	\$1,235,705,184	2,083	724	\$263,281,762
Total	12,148	6,348	\$ 6,332,678,938	5,928	2,700	\$1,670,908,248	2,083	833	\$424,524,426

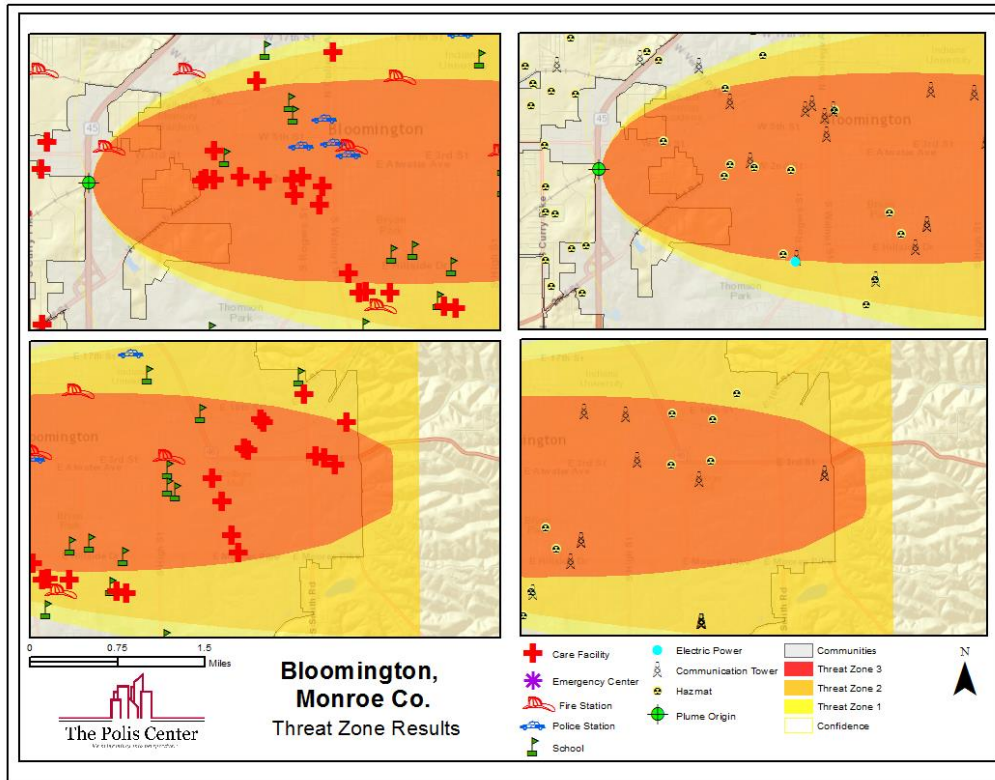
Essential Facilities

There were 60 essential facilities within the limits of the three threat zones. This includes 35 care facilities, 5 fire stations, 5 police stations, and 15 schools. The affected facilities are shown in Figure 4-60.

Critical Facilities Exposure

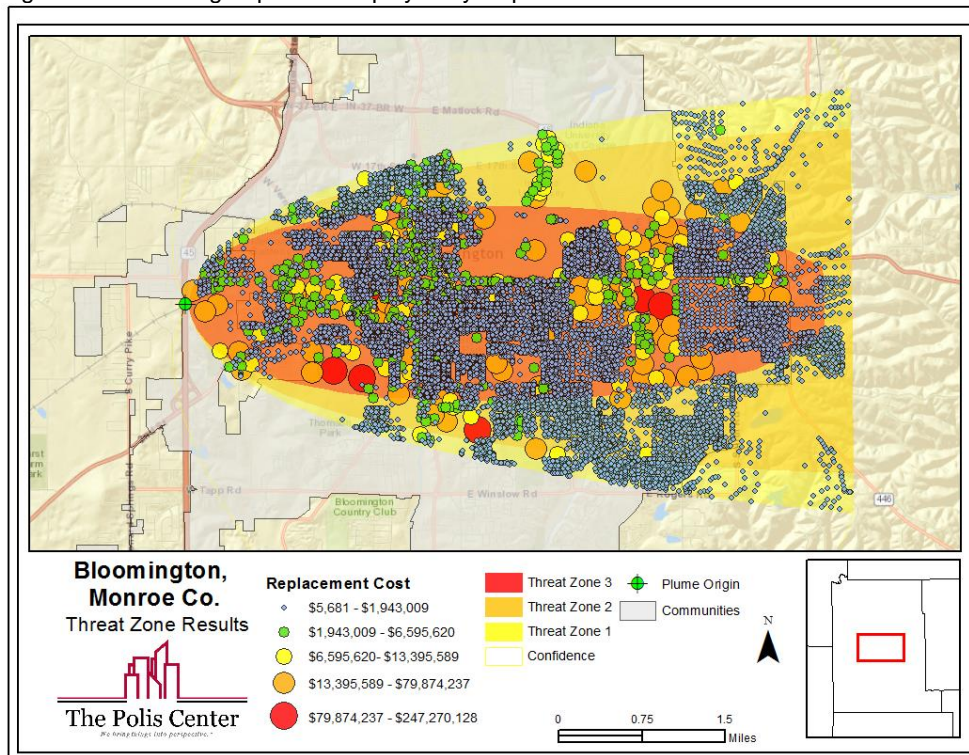
There were 44 critical facilities within the limits of the three threat zones. The critical facilities within the threat zones include one electrical power facility, 25 communication towers, and 18 Hazmat facilities. These facilities are shown in Figure 4-60.

Figure 4-60: Essential & Critical Facilities Located in Threat Zone



Exposure Based on Replacement Cost

Figure 4-61: Building Exposure Displayed by Replacement Cost



Relationship to other Hazards

Flood- Hazmat incidents are likely when flood incidents occur.

Plans and Programs in Place

CEMP- The county coordinates local hazardous response through the CEMP.

LEPC- The LEPC develops emergency response plans and informs citizens about chemicals in their community.

Commodity Flow Study- In the 2009 Multi-Hazard Mitigation Plan mitigation strategies, Monroe County began the process of conducting a commodity flow study along major roadways.

Program Gaps or Deficiencies

No gaps or deficiencies were identified at this time.

4.11 Dams

Hazard Description

Dams are structures that retain or detain water behind a large barrier. When full, or partially full, the difference in elevation between the water above the dam and below creates large amounts of potential energy, creating the potential for failure. The same potential exists for levees when they serve their purpose, which is to confine flood waters within the channel area of a river and exclude that water from land or communities land-ward of the levee. Dams and levees can fail due to either 1) water heights or flows above the capacity for which the structure was designed; or 2) deficiencies in the structure such that it cannot hold back the potential energy of the water. If a dam or levee fails, issues of primary concern include loss of human life/injury, downstream property damage, lifeline disruption (of concern would be transportation routes and utility lines required to maintain or protect life), and environmental damage.

Many communities view both dams and levees as permanent and infinitely safe structures. This sense of security may well be false, leading to significantly increased risks. Both downstream of dams and on floodplains protected by levees, this false sense of security leads to new construction, added infrastructure, and increased population over time. Levees in particular are built to hold back flood waters only up to some maximum level, often the 100-year (1% annual probability) flood event. When that maximum is exceeded by more than the design safety margin, the levee will

be overtopped or otherwise fail, inundating communities occupying the land previously protected by that levee. It has been suggested that climate change, land-use shifts, and some forms of river engineering may be increasing the magnitude of large floods and the frequency of levee failure situations.

In addition to failure that results from extreme floods above the design capacity, levees and dams can fail due to structural deficiencies. Both dams and levees require constant monitoring and regular maintenance to assure their integrity. Many structures across the U.S. have been underfunded or otherwise neglected, leading to an eventual day of reckoning in the form either of realization that the structure is unsafe or, sometimes, an actual failure. The threat of dam or levee failure may require substantial commitment of time, personnel, and resources. Since dams and levees deteriorate with age, minor issues become larger compounding problems, and the risk of failure increases.

Dams are structures that retain or detain water behind a large barrier. When full, or partially full, the difference in elevation between the water above the dam and below creates large amounts of potential energy, creating the potential for failure. Dams are usually constructed to provide a ready supply of water for drinking, irrigation, recreation and other purposes. They can be made of rock, earth, masonry, or concrete or of combinations of these materials.

The Indiana General Assembly has established dam safety laws to protect the citizens of Indiana. Generally, the laws are intended to insure that the dam owner maintains his/her dam in a safe manner. The laws also define inspection requirements, violation conditions, and actions that the Indiana Department of Natural Resources (IDNR) will take if the dam owner violates the law.

IDNR currently regulates all dams that meet any one of the following criteria:

- (1) the drainage area above the dam is greater than 1 square mile
- (2) the dam embankment is greater than 20 feet high
- (3) the dam impounds more than 100 acre-feet

Dam failure is a term used to describe the major breach of a dam and subsequent loss of contained water. Dam failure can result in loss of life and damage to structures, roads, utilities, crops, and livestock. Economic losses can also result from a lowered tax base, lack of utility profits, disruption of commerce and governmental services, and extraordinary public expenditures for food relief and protection. National statistics show that overtopping due to inadequate spillway design, debris blockage of spillways, or settlement of the dam crest account for one third of all US dam failures.

Foundation defects, including settlement and slope instability, account for another third of all failures. Piping and seepage, and other problems cause the remaining third of national dam failures. This includes internal erosion caused by seepage, seepage and erosion along hydraulic structures, leakage through animal burrows, and cracks in the dam.

Since the responsibility for maintaining a safe dam rests with the owner, dam ownership imposes significant legal responsibilities and potential liabilities on the dam owner. A dam failure resulting in an uncontrolled release of the reservoir can have a devastating effect on persons and property downstream.

Low-Head Dams

Low-head, or in-channel, dams can present a safety hazard to the public because of their ability to trap victims in a submerged hydraulic jump formed just downstream from the dam.³⁸ Recent deaths and injuries around these structures in the state, has brought the attention of this issue to the surface for local, state and federal officials. Current initiatives led by the Indiana Silver Jackets—a multi-agency coalition that leverages efforts to address natural hazards—have focused on the identification of these dams statewide, as well as various efforts to notify the public on their dangers.

With research led by Manchester University (Indiana), and support from National Fish Habitat Program and the Ohio River Basin Fish Habitat Partnership, two low-head dams were removed on the Eel River of the Wabash River watershed in north central Indiana in October 2012. The removal of these dams resulted in the reconnection of over 190 stream miles. Data from this study demonstrates the ecological benefits of removing these dams. This project has been thought to bring tremendous awareness about the Eel River (located in northeast Indiana) and fish passage, and the benefits of low head removal both locally and regionally.

Dam Failure History in Monroe County

There are no records or local knowledge of any dam failures in the county. There are 18 dams regulated by the Indiana Department of Natural Resources in Monroe County.

Vulnerability and Future Development

When dams are assigned the low (L) hazard potential classification, it means that failure or incorrect operation of the dam will result in no human life losses and no economic or

environmental losses. Losses are principally limited to the owner's property. Dams assigned the significant (S) hazard classification are those dams in which failure or incorrect operation results in no probable loss of human life; however, it can cause economic loss, environment damage, and disruption of lifeline facilities. Dams classified as significant hazard potential dams are often located in predominantly rural or agricultural areas, but could be located in populated areas with a significant amount of infrastructure. Dams assigned the high (H) hazard potential classification are those dams in which failure or incorrect operation has the highest risk to cause loss of human life and significant damage to buildings and infrastructure.

According to IDNR and the National Inventory of Dams, seven dams are classified as high hazard, but only four dams have an Emergency Action Plan (EAP). An EAP is not required by the State of Indiana but is strongly recommended in the 2003 Indiana Dam Safety & Inspection Manual.

Figure 4-62: Monroe County Dams

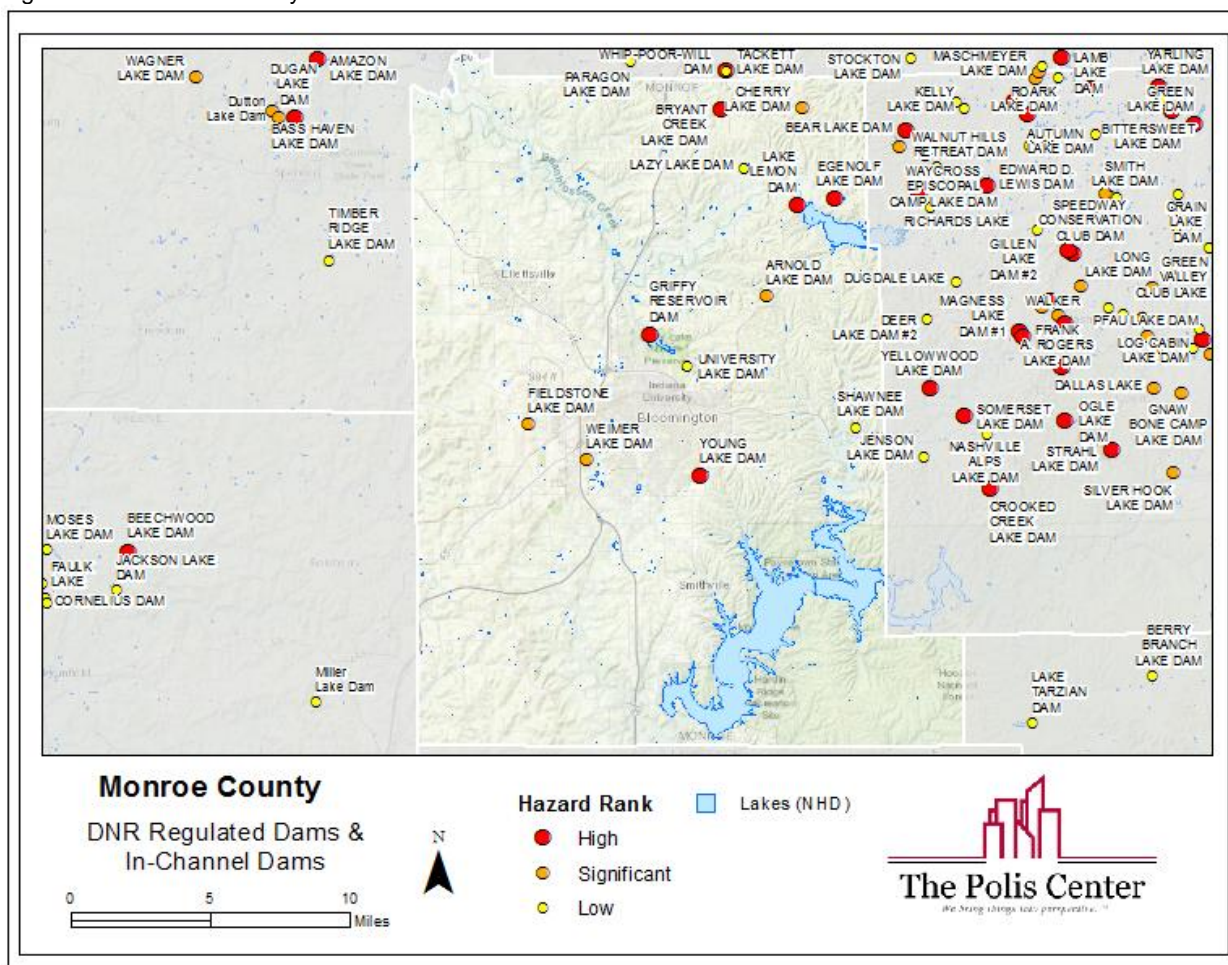


Table 4-28: DNR Hazard Classification and In-Channel Dams

Name	Hazard Level	In Channel	EAP
Bryant Creek Lake Dam	High	No	Yes
Egenolf Lake Dam	High	No	No
Griffy Reservoir Dam	High	Yes	Yes
Lake Lemon Dam	High	No	Yes
Monroe Reservoir Dam	High	No	Yes
Schacht Lake Dam	High	No	No
Young Lake Dam	High	No	No
Arnold Lake Dam	Significant	No	No
Cherry Lake Dam	Significant	No	No
Fieldstone Lake Dam	Significant	No	No
Weimer Lake Dam	Significant	No	No
Bean Blossom Dam	Low	Yes	No
Bethal Lake Dam	Low	No	No
Bugher Lake Dam	Low	No	No
Hale Lake Dam	Low	No	No
Lazy Lake Dam	Low	No	No
Shawnee Lake Dam	Low	No	No
University Lake Dam	Low	No	No

Risk Analysis

Vulnerability Analysis for Dam Failure

Monroe County has one In-Channel dam and four dams listed as having an EAP. For high hazard dams that do not have a developed EAP, a detailed dam failure inundation area does not exist. Additionally, inundation maps were not available for the two additional dams with an EAP. For the purpose of this planning effort, high risk and in-channel dams are plotted with the approximate locations of downstream structures, including critical facilities. The magnitude and extent of damage depend on the type of dam break, the volume of water that is released, and width of the floodplain valley to accommodate the dam break flood wave. Based on a preliminary analysis of vulnerable facilities in the approximate dam failure inundation zone, no critical facilities would be affected by a dam failure. These unaffected facilities do not include bridges and roadways that are in the floodway and floodplains throughout the county that could be damaged or destroyed by a dam breach event. Several dams located in Monroe County are situated upstream or near residential areas. The following images highlight high risk and in-channel dams located in the county.

Figure 4-63: Monroe Reservoir Dam, in Monroe County

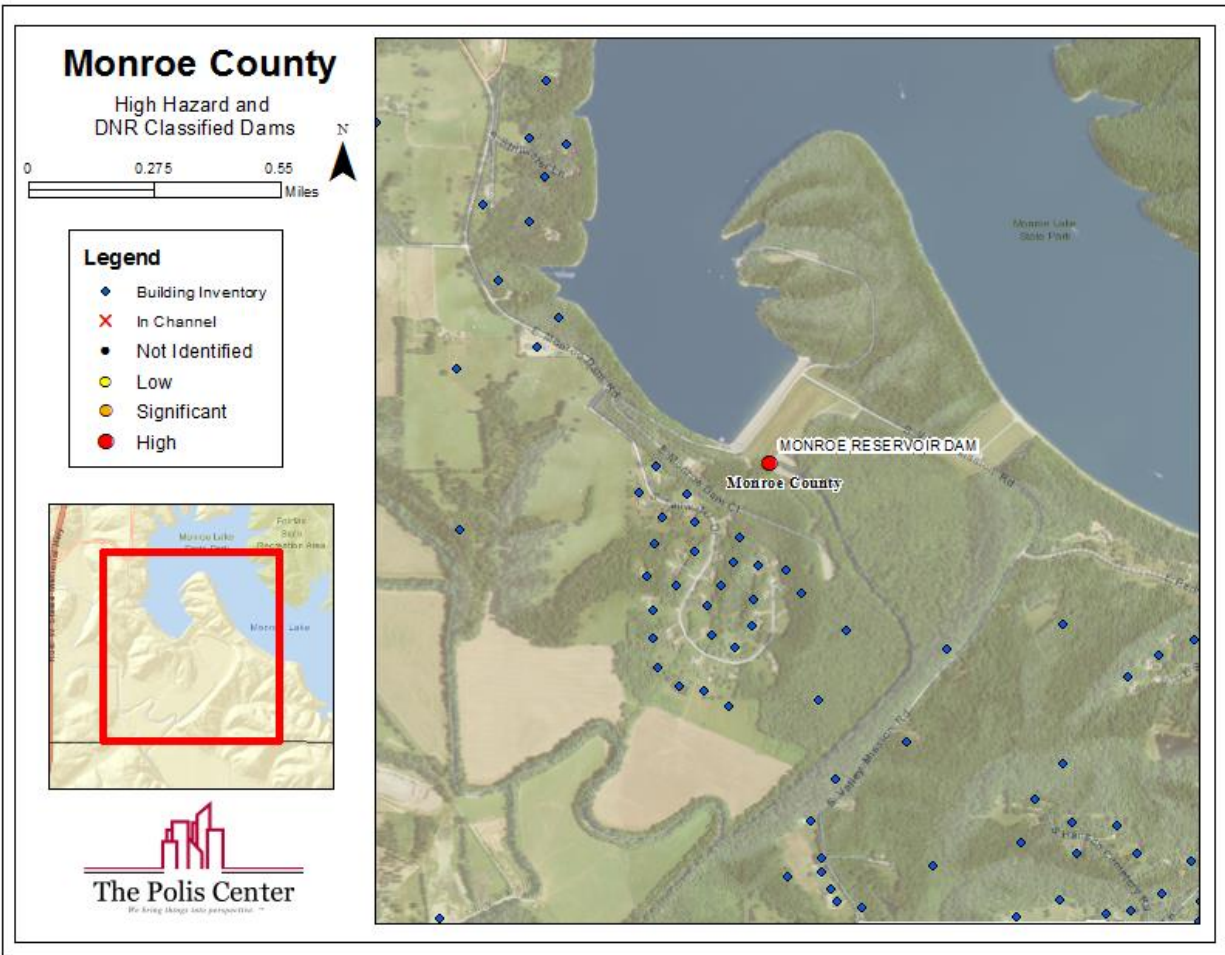


Figure 4-64: Young Lake Dam

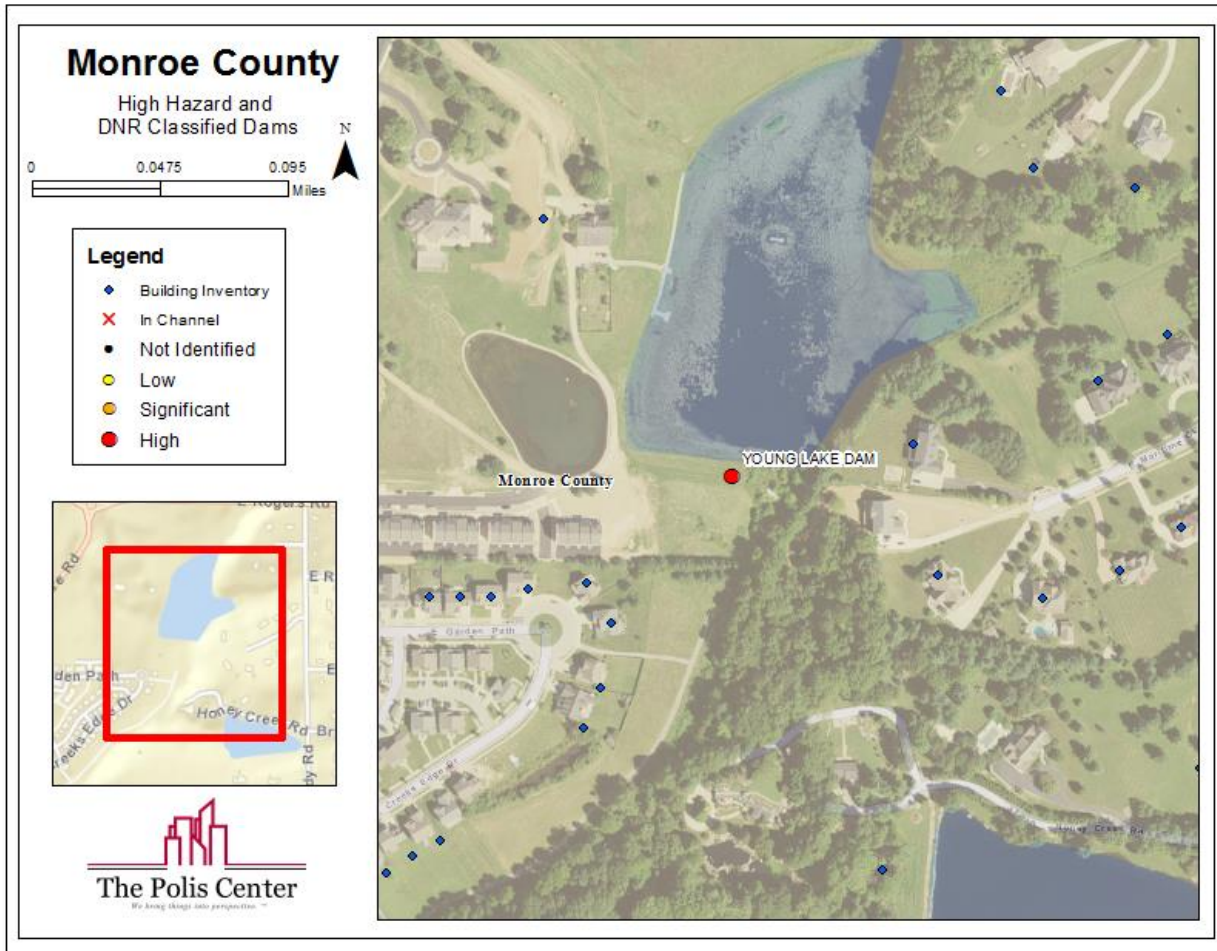


Figure 4-65: Beanblossom Creek Dam

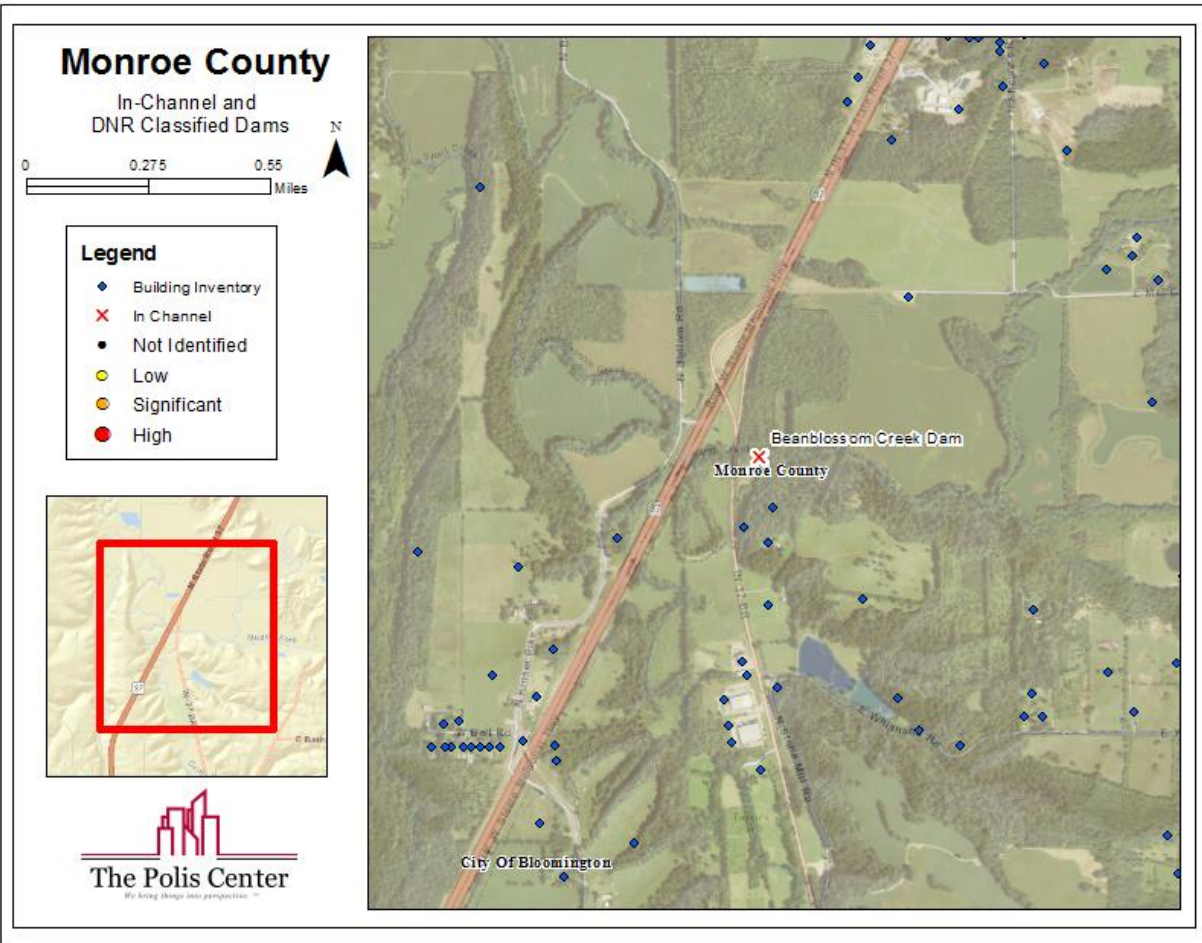


Figure 4-66: Griffy Reservoir Dam

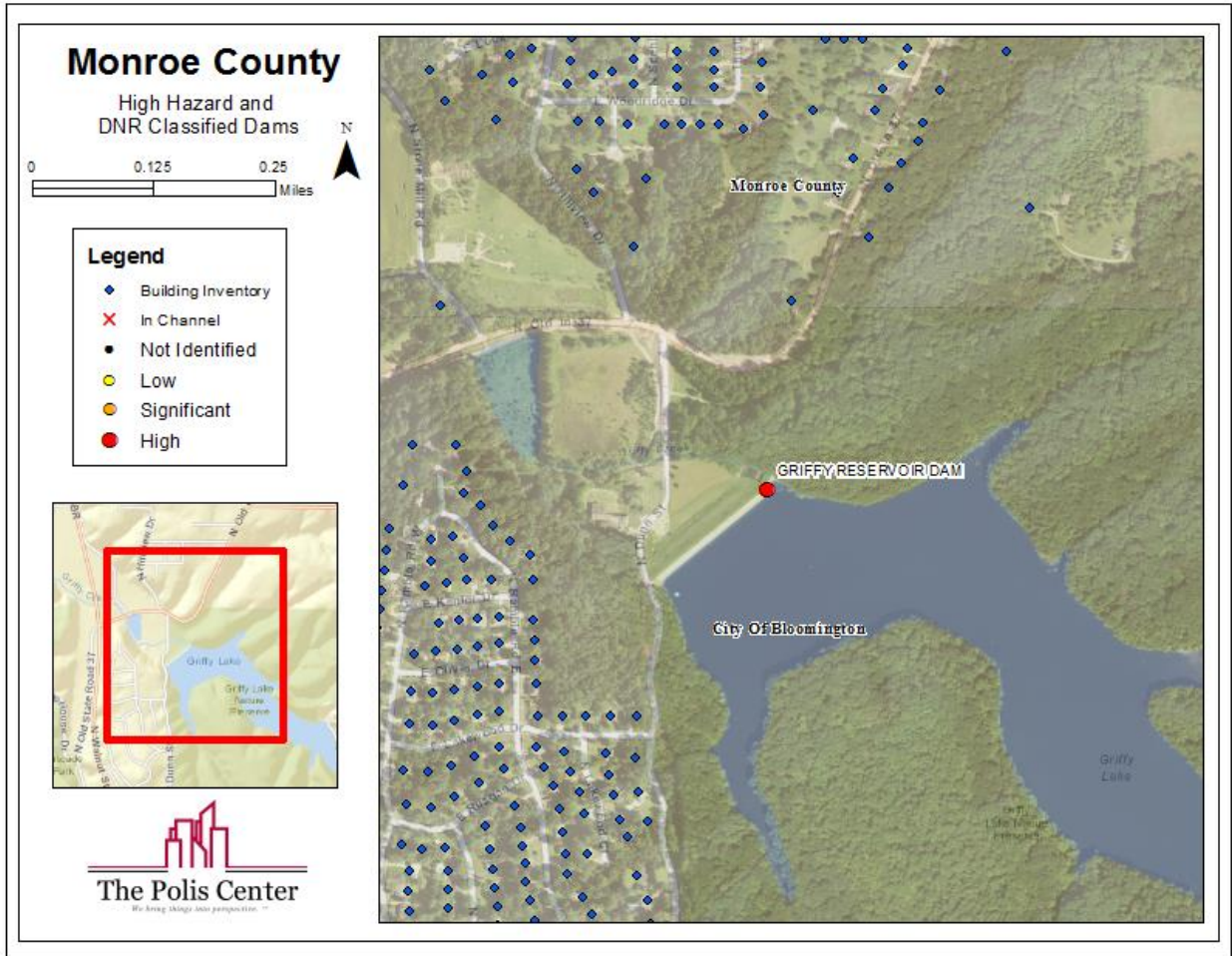


Figure 4-67: Bryant Creek Dam

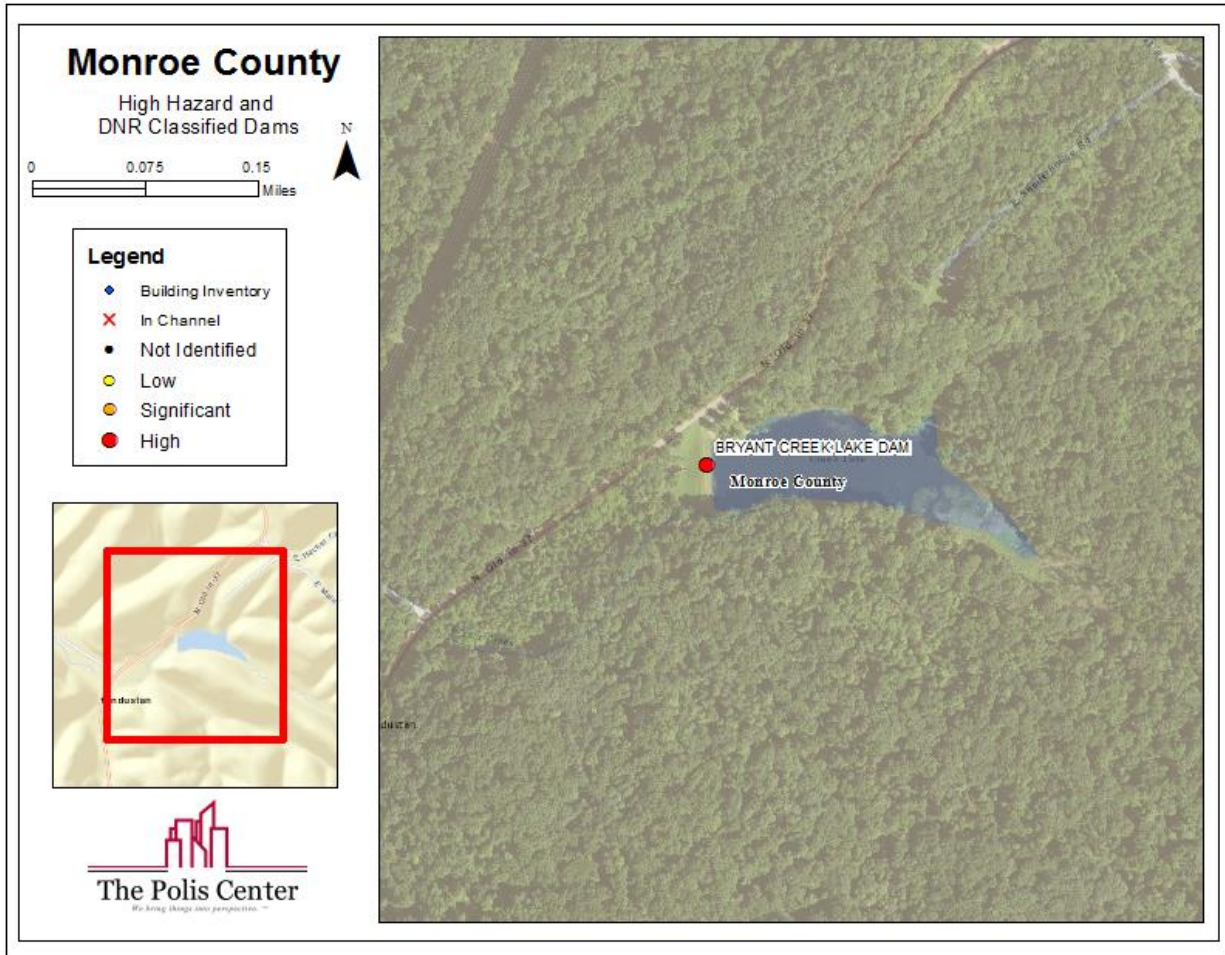


Figure 4-68: Lake Lemon Dam

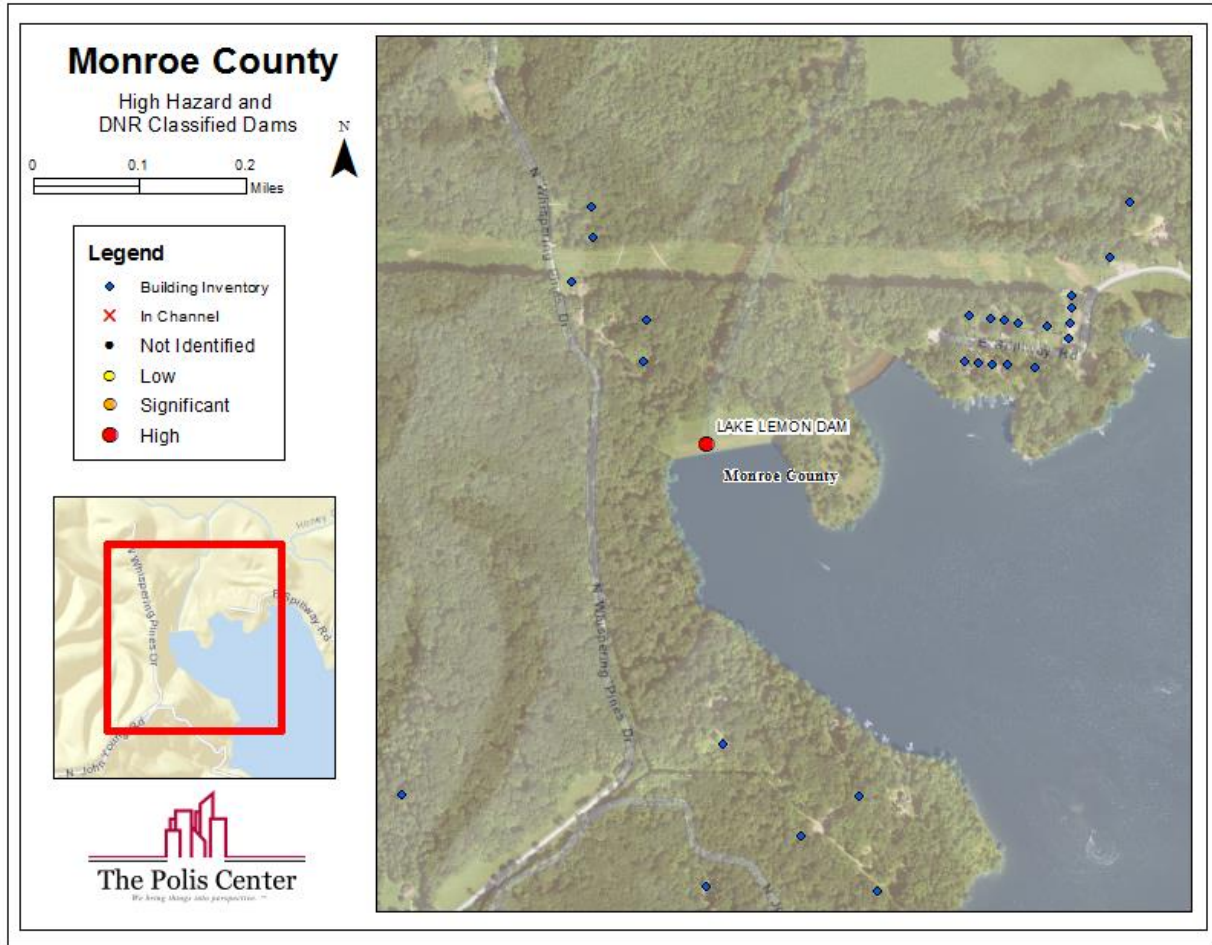


Figure 4-69: Egenolf Lake Dam

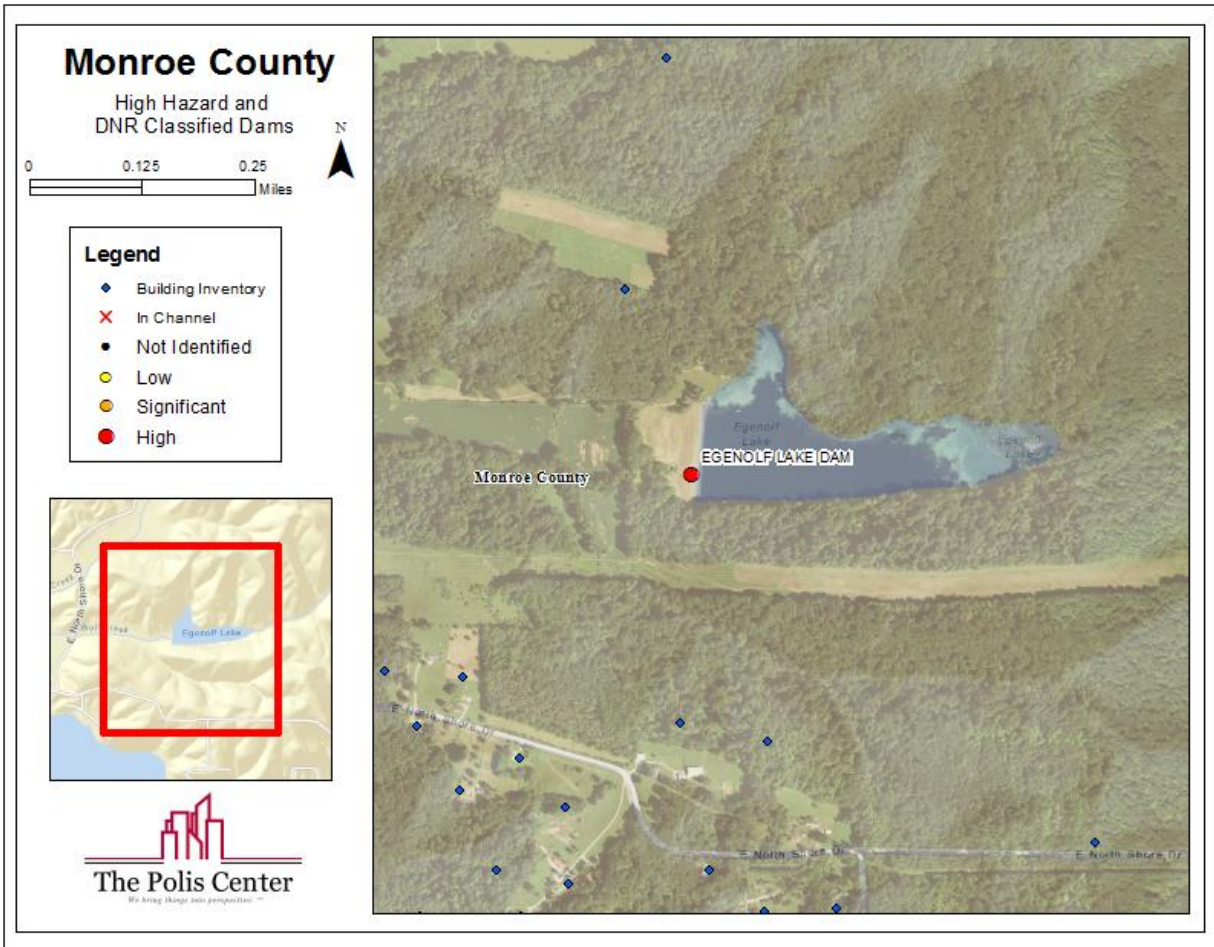
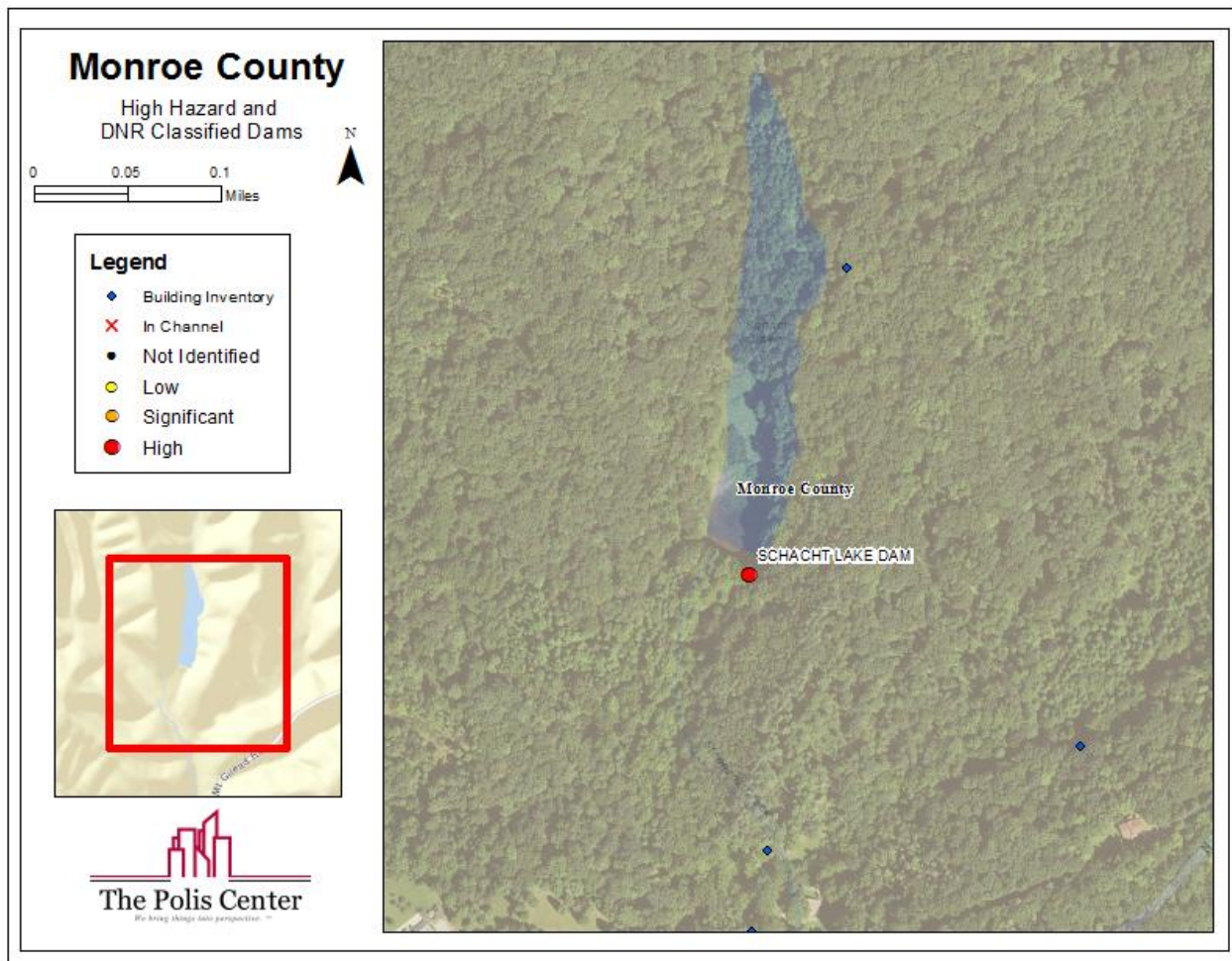


Figure 4-70: Schacht Lake Dam



Relationship to other Hazards

Flooding – Flooding is typically the leading cause of dam failure incidents.

Drought – Property owners living around dams may have problems accessing boating equipment during times of drought.

Plans and Programs in Place

The US Army Corps of Engineers coordinates all established levels on managed reservoirs.

Program Gaps or Deficiencies

No program gaps or deficiencies were identified.

4.12 Levees

Hazard Description

Levees are small, long earth dams that protect low areas of cities and towns, industrial plants, and expensive farmland from flooding during periods of high water. FEMA defines a levee as a “man-made structure, usually an earthen embankment, designed and constructed in accordance with sound engineering practices to contain, control, or divert the flow of water so as to provide a level of protection from temporary flooding.” Levees reduce the risk of flooding but do not eliminate all flood risk. As levees age, their ability to reduce this risk can change and regular maintenance is required to retain this critical ability. In serious flood events, levees can fail or be overtopped and, when this happens, the flooding that follows can be catastrophic.

The US Army Corps of Engineers (USACE) and FEMA have different roles and responsibilities related to levees. FEMA addresses mapping and floodplain management issues related to levees, and accredits levees as meeting requirements set forth by the National Flood Insurance Program. USACE addresses a range of operation and maintenance, risk communication, risk management, and risk reduction issues as part of its responsibilities under the Levee Safety Program. FEMA may also provide accreditation for levees which means that the levee meets all the requirements of the Code of Federal Regulations Section 65.10. This ensures that the levee has adequate freeboard above the 1% annual chance flood, meets design specifications, maintenance plan in place, and that the owners take responsibility.

Non-Levee Embankments

Along with accredited levees regulated by federal agencies, there are also what are referred to as Non-Levee Embankments (NLE), which typically parallel to the direction of natural flow. An embankment is an artificial mound of soil or broken rock that supports railroads, highways, airfields, and large industrial sites in low areas, or impounds water. NLEs are often highways or railroads built on fill in low lying areas and thus tend to impose lateral constraints on flood flows, and typically contain the following characteristics:

- NLEs are elevated linear features adjacent to waterways and within the floodplain.
- They are typically man-made and include agricultural embankments built by landowners and road and railroad embankments banks.
- They are levee-like structures, but are not certified or engineered to provide flood protection.

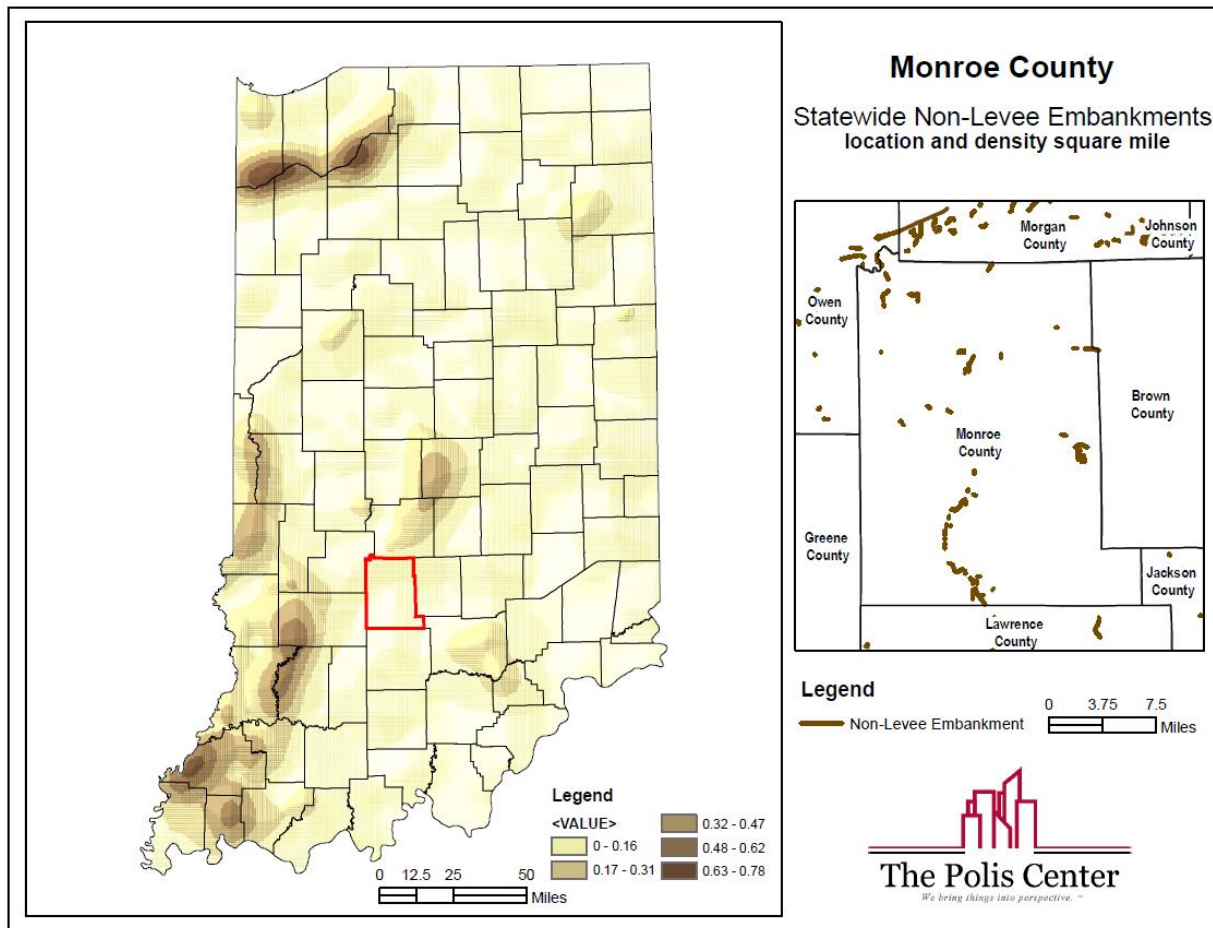
The National Committee on Levee Safety estimates that the location and reliability status of 85% of the nation's NLEs are unknown. In Indiana, majority of NLEs are unidentified and are typically not maintained. NLEs impose lateral constraints on flood flows, reducing the floodplain storage capacity and increasing the flood velocity. As a result, downstream flooding and the potential for stream erosion can increase. As such, NLE's can give a false sense of security and protection to the people residing near NLEs. For these reasons, it is extremely important to map where these features are located.

Living with levees is a shared responsibility. While operating, maintaining levee systems are the levee sponsor responsibility, local officials are adopting protocols and procedures for ensuring public safety and participation in the NFIP.

Levee History in Monroe County

There are no records or local knowledge of any significant levee or non-levee embankment failures in the county. There is no certified or accredited levee in the county and numerous NLEs that are later assessed in the analysis for their potential impact to health and safety. Figure 4-71 identifies the geographic location density (using a hill shade) of levees in the state of Indiana and an overview of the levees in Monroe County.

Figure 4-71: Non-Levee Embankment Density Indiana



Vulnerability and Future Development

The extent of potential levee failure varies across the county. In order to be considered credible flood protection structures on FEMA's flood maps, levee owners must provide documentation to prove the levee meets design, operation, and maintenance standards for protection against the "one-percent-annual chance" flood. If this accreditation is maintained, portions that would be mapped as Special Flood Hazard Area appear on a FIRM map as Zone X, protected by levee. A review of the USACE and FEMA data identified no certified levee segments in Monroe County.

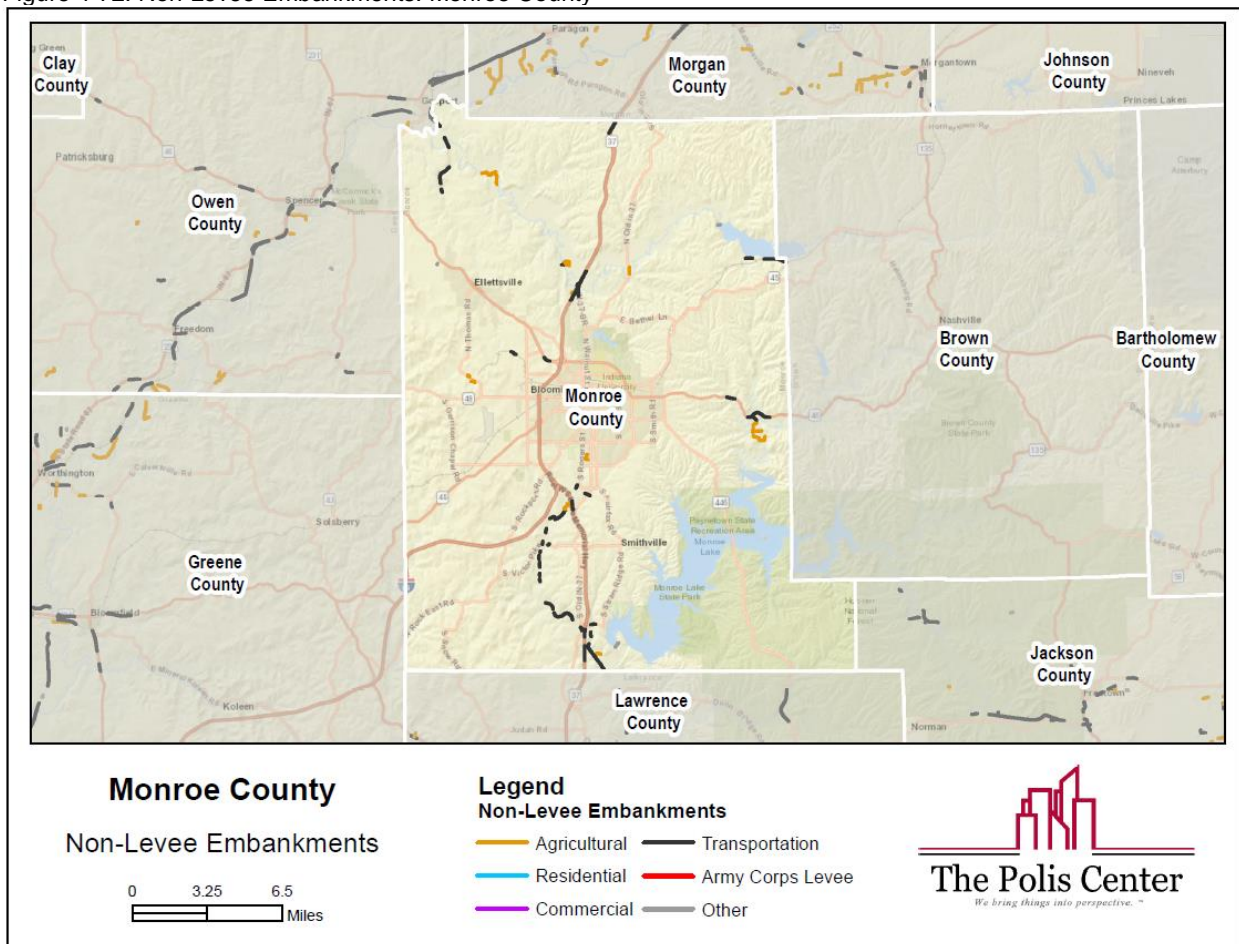
Using LiDAR elevation data, in conjunction with multiple GIS data layers including digital elevation models (DEM) and slope maps, the Indiana Silver Jackets identified and mapped NLEs for 82 of the state's 92 counties. The team performed a literature review on existing approaches and developed new approaches before narrowing the methods to manual digitization, a semi-automated slope-derived method, and a semi-automated maximum curvature method. The team

developed a set of characteristics that helped define NLE and distinguish them from natural berms or spoil banks.

- The following minimum characteristics were analyzed before capturing the extent of the NLE:
- Within or partially within the buffered 100-year floodplain (DFIRM)
- At least 100 yards (300 ft.) in length
- At least 1 meter (3 feet) in height
- At least 20 degrees of slope on either face

The identification of these embankments can aid in the further improvement of hydraulic modeling for streams. The classification of these structures is not completely objective, as the interpretation of agricultural, residential, and commercial will vary depending on the analyst interpretation.

Figure 4-72: Non-Levee Embankments: Monroe County



Risk Analysis

Analysis

Monroe County is predominately made of transportation and agricultural-related NLEs spread fairly regularly throughout the county. A concentrations of transportation NLE's can be seen in the southern portion of the county following smaller roads in the rural portions of the county. The following maps provide a closer look at the areas around these NLE structures.

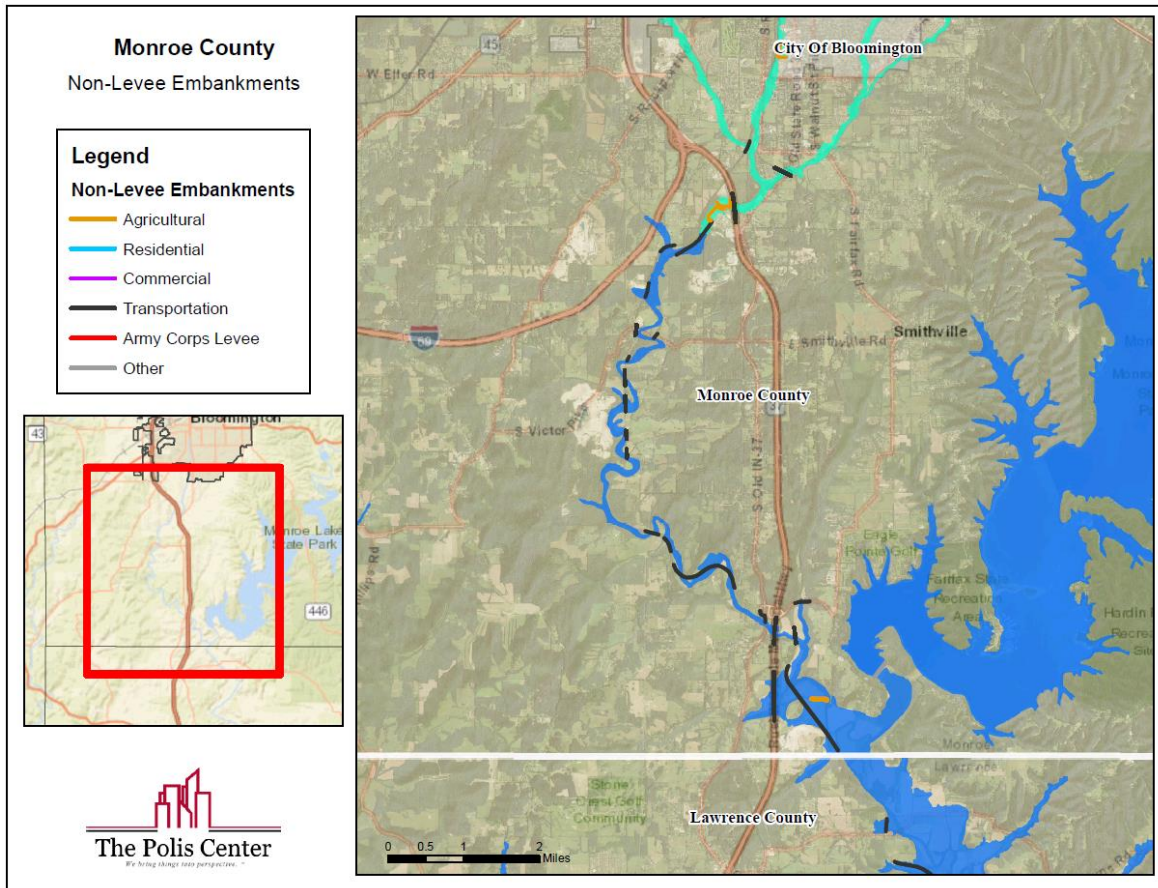
Non-Levee Embankments

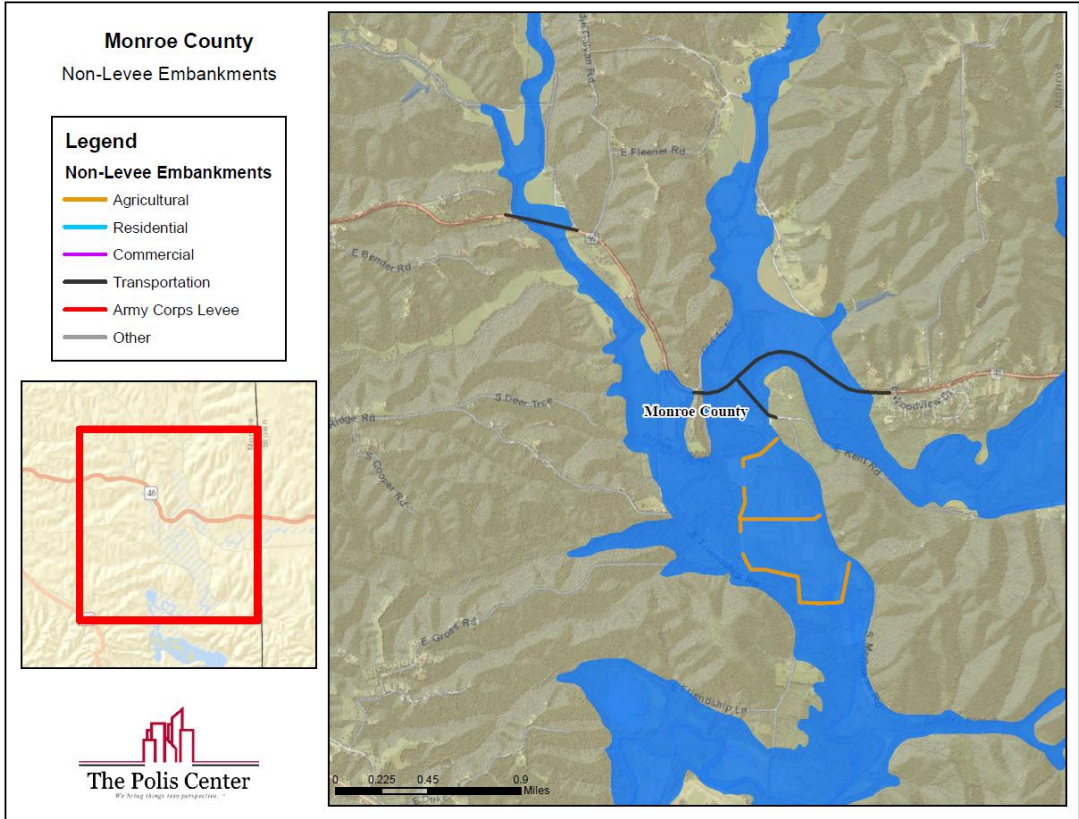
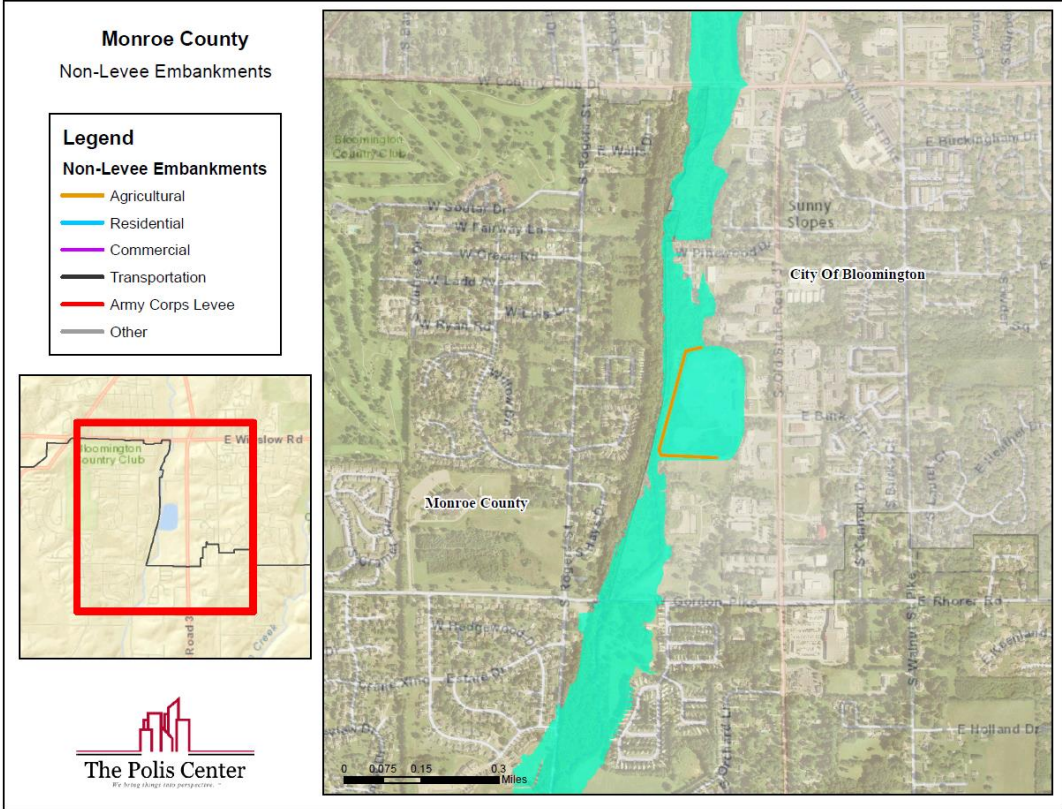
Although considered a rough estimation of the classification, at the development of the NLE dataset, an analyst performed a rough assessment to estimate the function of the NLE based on available suggestions from orthophotography.

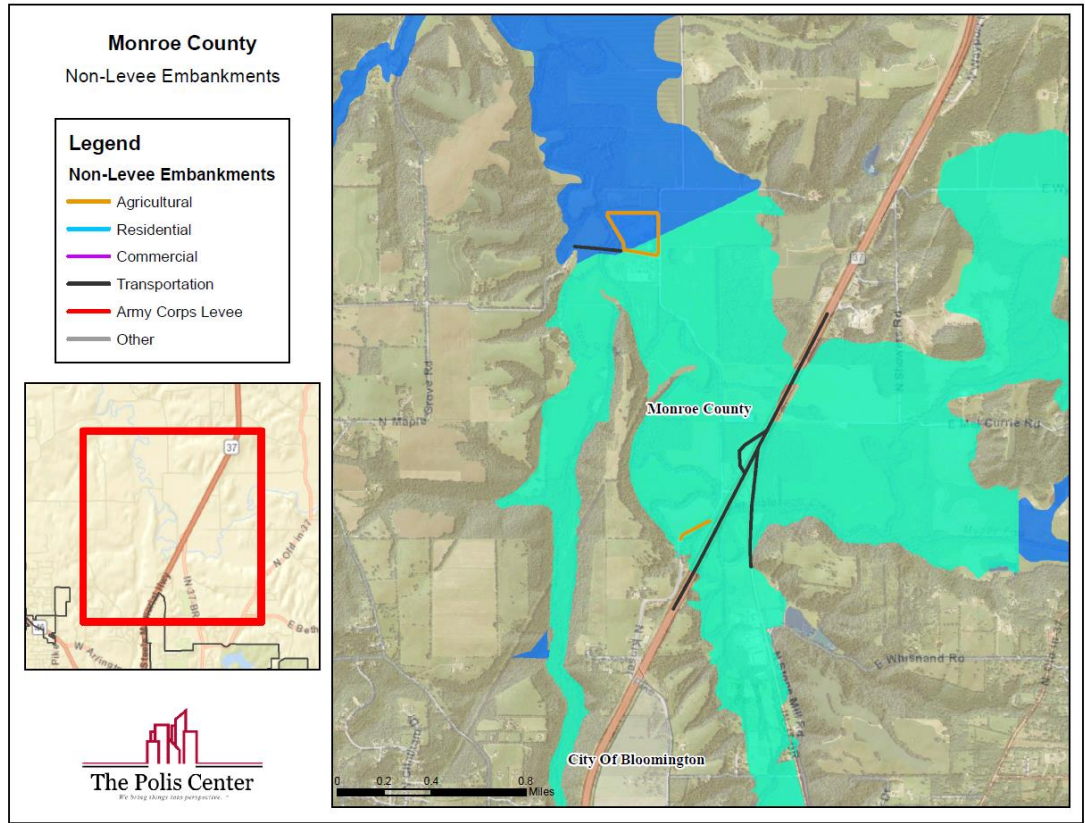
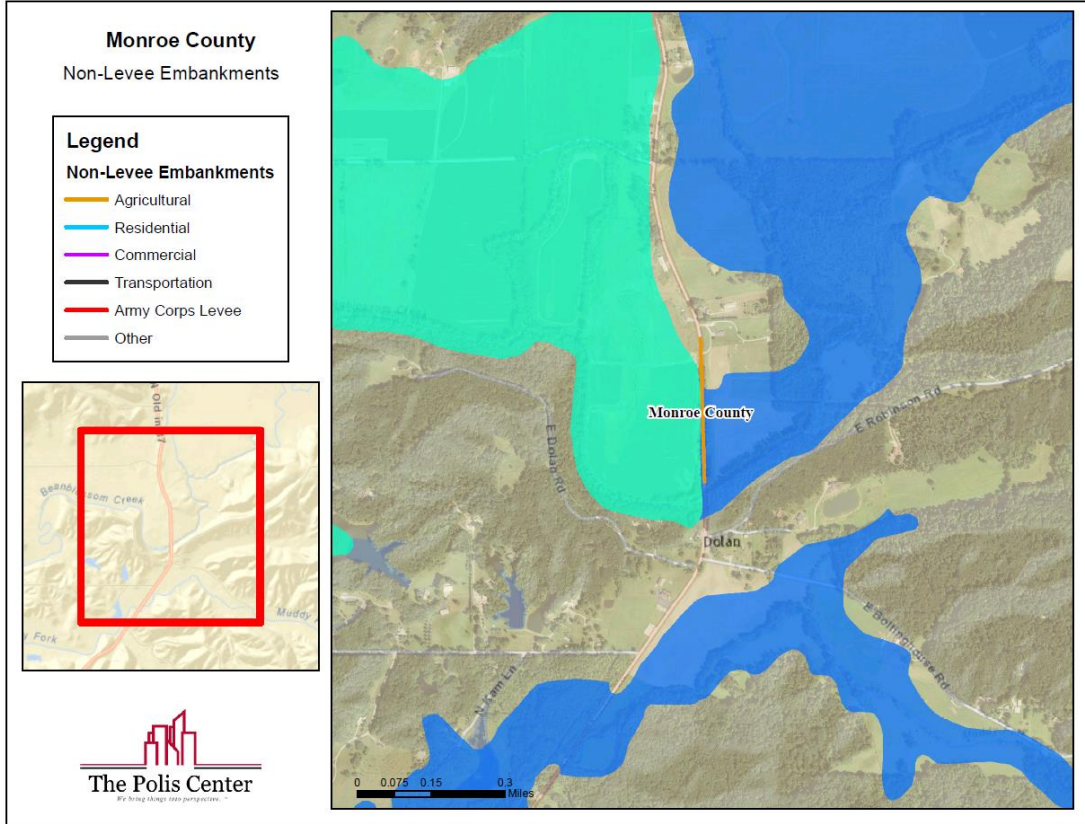
Non-Levee Embankment Assets

In the NLE figures, community boundaries are depicted in grey. Flood zone areas are illustrated on the maps in turquoise and blue. Turquoise flood zone areas represent the detailed flood zone, and blue Special Flood Hazard Areas indicate approximate flood zones.

Figure 4-73-77: Non-Levee Embankments, Southern Monroe County







Relationship to other Hazards

Flooding – Flooding is typically the leading cause to levee failure incidents.

Plans and Programs in Place

USACE and FEMA Levee Certification- There are no currently maintained levees certified by the US Army Corps of Engineers or by FEMA under the National Levee Mapping Program.

Floodplain Ordinance- Proposed construction in the floodway requires the prior approval of the State DNR Division of Water.

Program Gaps or Deficiencies

No program gaps or deficiencies were identified.

Chapter 5 – Goals, Objectives, Mitigation Strategies and Implementation

The goal of mitigation is to protect lives and reduce the future impacts of hazards including property damage, disruption to local and regional economies, the amount of public and private funds spent to assist with recovery, and to build disaster-resistant communities. Mitigation actions and projects should be based on a well-constructed risk assessment, provided in Section 4 of this plan. Mitigation should be an ongoing process adapting over time to accommodate a community's needs.

Community Capability Assessment

The capability assessment identifies current activities used to mitigate hazards. The capability assessment identifies the policies, regulations, procedures, programs, and projects that contribute to the lessening of disaster damages. The assessment also provides an evaluation of these capabilities to determine whether the activities can be improved in order to more effectively reduce the impact of future hazards. The planning team completed a survey and then discussed any of the discrepancies in meeting 3. The following sections highlight the existing plans and mitigation capabilities within all of the communities and a copy of the results of the capability survey are included in Appendix G.

Planning and Regulatory

Planning and regulatory capabilities are the plans, policies, codes, and ordinances that prevent and reduce the impacts of hazards. Below the team details the NFIP program and local plans, codes, and ordinances in place, to make the community more resilient to disasters.

National Flood Insurance Program (NFIP)

The NFIP is a federal program created by Congress to mitigate future flood losses nationwide through sound, community-enforced building and zoning ordinances and to provide access to affordable, federally-backed flood insurance protection for property owners. The NFIP is designed to provide an insurance alternative to disaster assistance to meet the escalating costs of repairing damage to buildings and their contents caused by floods. Participation in the NFIP is based on an agreement between local communities and the federal government that states that if a community will adopt and enforce a floodplain management ordinance to reduce future flood risks to new construction in Special Flood Hazard Areas (SFHAs), the federal government will make flood insurance available within the community as a financial protection against flood losses.

The Indiana Department of Natural Resources (DNR) oversee the continued compliance of state floodway permitting and was empowered by the Indiana General Assembly to regulate certain development activities in the floodway, including the construction of structures, obstructions, deposits, and/or excavations. These activities any State waterway (streams less than 1 square mile in drainage area) by requiring DNR approval prior to the beginning of the project. DNR authority under the Flood Control Act is further described in [312 IAC 10: Floodplain Management](#).

In 1945, the Indiana Flood Control Act was passed by the state legislature, enabling the IDNR to have regulatory control over floodway areas produced by regulatory floods. The

Indiana "Flood Control Act" (IC 14-28-1) and Flood Hazard Areas Rule (310 IAC 6-1): In the Flood Control Act's preamble, the General Assembly declared that "... the loss of lives and property caused by floods and the damage resulting from floods is a matter of deep concern to Indiana affecting the life, health, and convenience of the people and the protection of property." Furthermore, "... the channels and that part of the flood plains of rivers and streams that are the floodways should not be inhabited and should be kept free and clear of interference or obstructions that will cause any undue restriction of the capacity of the floodways."

Within the Flood Control Act, the General Assembly created a permitting program. Two of the fundamental provisions of the Act's regulatory programs consist of the following:

- (1) An abode or place of residence may not be constructed or placed within a floodway.
- (2) Any structure, obstruction, deposit, or excavation within a floodway must receive written approval from the Director of the Department of Natural Resources for the work before beginning construction.

The DNR is Cooperating Technical Partner (CTP) for the FEMA Floodplain Mapping program. The DNR provides floodway site determinations as requested. The DNR performs the Community Assistance Call (CAC) and Community Assistance Visit (CAV) for the NFIP program. The CAV and CAC services as each NFIP communities' assurance that the community is adequately enforcing its floodplain management regulations and prices a chance for technical assistance by the DNR on behalf of FEMA.

The NFIP's Community Rating System (CRS) recognizes and encourages community floodplain management activities that exceed the minimum NFIP standards. Depending upon the level of participation, flood insurance premium rates for policyholders can be reduced. Besides the benefit of reduced insurance rates, CRS floodplain management activities enhance public safety, reduce damages to property and public infrastructure, avoid economic disruption and losses, reduce human suffering, and protect the environment. Technical assistance on designing and implementing some activities is available at no charge. Participating in the CRS provides an incentive to maintaining and improving a community's floodplain management program over the years.

Monroe County, the City of Bloomington, the Town of Ellettsville, and the Town of Stinesville participate in the National Flood Insurance Program. The total number of policies, written premiums in-force, and coverage of insurance in-force are identified below.

Table 5-1: NFIP policies and coverage

Community	Total Number of Policies	Insurance In-force whole	Written Premium In-force
City of Bloomington	102	26,735,000	112,763
Monroe County (Unincorporated)	130	28,151,700	98,795
Town of Ellettsville	36	5,893,000	39,779
Town of Stinesville	1	40,000	516

Monroe County and its communities do not participate in the CRS program. The previous CAVs in Bloomington in the years 1990, 2000, 2005, and 2011 did not result in further compliance follow-up. Ellettsville's last CAV was shortly after the 2008 flooding and was previously in 1999 and 2005 the two CACs in 1992 and 2013, none of which have resulted in further compliance or follow-up. The

previous CAVs for the County in the years 1995, 1998, 2003 or CACs in 2007 and 2012 did not result in a need for further compliance follow-up.

Plans and Ordinances

Monroe County and its incorporated communities have a number of plans and ordinances in place to ensure the safety of residents and the effective operation of communities. These include the Monroe County, Indiana Comprehensive Plan, the Monroe County, Indiana Zoning Ordinance, the Lake of the Woods, Monroe County, Indiana Watershed Management Plan, the Soil Survey of Monroe County, Indiana, and the Storm Water Drainage and Sediment Control Ordinance. In Section 4.4 of this plan (*Hazard Profiles*) a review of the plans and programs in place as well as any identified program gaps or deficiencies was included as related to each of the natural hazards addressed in the plan. Information was collected through surveys with plan team representatives of the county, cities, towns and school districts. The review of this information was used to inform the development of mitigation strategies for the 2017 plan update.

General Mitigation Vision

In Section 4.0 of this plan, the risk assessment identified Monroe County is prone to a number of natural hazards. The planning team understands that although hazards cannot be eliminated altogether, Monroe County can work toward building disaster-resistant communities. The goals, strategies and objectives listed in the 2014 Indiana State Hazard Mitigation Plan were adopted for use in the Monroe County Plan. This framework will allow for integration of the mitigation actions that are listed by Monroe County and its jurisdictions into the state plan. The state will then be able to develop a statewide strategy that will benefit all of Indiana.

Table 5-2: Monroe County Strategies

Flooding Goal: Reduce deaths, injuries, property loss and economic disruption due to all types of flooding (riverine, flash flooding, dam/levee failure)	
Mitigation Strategy	Objectives
Prevention:	Planning, technical studies, training, adoption of ordinances and legislation, acquisition and use of equipment, establishing shelters, and encouraging participation in NFIP and CRS will be used to prevent or reduce risks to lives and property from flooding.
Property Protection:	Acquisition, repair, or retrofitting of property and acquisition and use of equipment will be used to prevent or reduce risks to property from flooding.
Public Education and Awareness:	Public education and access to information will be used to raise public awareness of risks from flooding in order to prevent or reduce those risks.
Natural Resource Protection:	Stream corridor protection projects and restoration and soil erosion control projects will be used to prevent or reduce risks and increase the protection of natural resources from flooding.

Emergency Services:	Technological improvements, warning systems, responder training, emergency response services, acquisition and use of equipment, and planning will provide emergency services to prevent or reduce the risks to lives and property from flooding.
Structural Improvements:	Construction and maintenance of drains, sewer drainage and separation projects, floodwalls, dams, culverts, levees, roads, bridges, and general flood protection projects will be used to prevent or reduce damages from flooding, loss of services to critical equipment, and the risks they pose to lives, property, and the natural environment.
Summer Storms Goal: Reduce deaths, injuries, property loss, natural resource and economic disruption due to summer storms.	
Mitigation Strategy	Objectives
Prevention:	Planning, training, technical studies, acquisition and use of equipment, adoption of ordinances and legislation, and construction of new or retrofitting safe rooms will be used to prevent or reduce risks from summer storms to lives, property, and economic activity.
Property Protection:	Constructing safe rooms and storm shelters, retrofitting, and vegetation management will be used to prevent or reduce risks to the protection of property from summer storms.
Public Education and Awareness:	Public education, warning systems, and access to information will be used to raise public awareness of risks from summer storms in order to prevent or reduce those risks.
Emergency Services:	Warning systems, responder training, emergency response services, technological improvements, and response and recovery planning will provide emergency services to prevent or reduce risks from summer storms.
Structural Improvements:	The construction of safe rooms, shelters, and underground utility lines as well as maintenance of structural projects will be used to prevent or reduce risks from summer storms
Tornado Goal: Reduce deaths, injuries, property loss, natural resource and economic disruption due to tornado.	
Mitigation Strategy	Objectives
Prevention:	Adoption of ordinances and legislation, acquisition and use of equipment, planning, conducting technical training, studies, and retrofit or construction of safe rooms will be used to prevent or reduce risks to lives, property, and economic activity from tornadoes.
Property Protection:	Constructing safe rooms and storm shelters, and retrofits will be used to prevent or reduce risks to property from tornadoes.
Public Education and Awareness:	Warning systems, IPAWS, public education, and access to information will be used to raise public awareness of risks from tornadoes in order to prevent or reduce those risks.
Emergency Services:	Warning systems, technological improvements, responder training, planning, emergency response services, and acquisition and use of equipment will provide emergency services to prevent or reduce risks from tornadoes.
Structural Improvements:	Construction of storm shelter and safe rooms and maintenance of other structural projects will be used to prevent or reduce risks from tornadoes.
Hazardous Incident: Reduce deaths, injuries, property loss, natural resource and economic disruption due to hazardous incidents.	
Mitigation Strategy	Objectives
Prevention:	Planning, training, technical studies, acquisition and use of equipment, adoption of ordinances and legislation, and construction of
Property Protection:	
Public Education and Awareness:	Public education, warning systems, and access to information will be used to raise public awareness of risks from hazardous incidents in order to prevent or reduce those risks.
Emergency Services:	Warning systems, responder training, emergency response services, technological improvements, and response and recovery planning will provide emergency services to prevent or reduce risks from summer storms.
Structural Improvements:	

Severe Winter Storms Goal: Reduce deaths, injuries, property loss, natural resource and economic disruption due to severe winter weather	
Mitigation Strategy	Objectives
Prevention:	Acquisition and use of equipment, adoption and enforcement of ordinances and legislation, planning, training, and technical studies will be used to prevent or reduce risk to the protection of lives, property, and economic activity from the risks from severe winter storms.
Property Protection:	Acquisition and use of equipment and vegetation management will be used to prevent or reduce risks to property from severe winter storms.
Public Education and Awareness:	Public education, warning systems, access to information, and outreach projects will be used to raise public awareness of the risks from severe winter storms in order to reduce those risks.
Natural Resource Protection:	Management of Logjams
Emergency Services:	Acquisition and use of equipment, emergency response services, warning systems, technological improvements, planning, and responder training will provide emergency services to prevent or reduce risks from severe winter storms.
Structural Improvements:	Structural projects for critical infrastructure will be implemented and maintained to prevent or reduce risks from severe winter storms.
Extreme Temperatures Goal: Reduce deaths, injuries, property loss, natural resource and economic disruption due to extreme temperatures.	
Mitigation Strategy	Objectives
Prevention:	Planning and the acquisition and use of equipment will be used to prevent or reduce risks from extreme heat and extreme cold.
Property Protection:	Acquisition and use of equipment will be used to prevent or reduce risks to property and economic disruption from extreme heat and extreme cold.
Public Education and Awareness:	Public education and access to information will be used to raise public awareness of the risks from extreme cold and extreme heat in order to prevent or reduce those risks.
Emergency Services:	Planning and implementing watershed plans will be used to prevent or reduce risks from drought. Structural Improvements:
Structural Improvements:	Technological improvements and acquisition of equipment for structural projects will be used to prevent or reduce risks from extreme temperatures.
Ground Failure Goal: Reduce deaths, injuries, property loss, natural resource and economic disruption due to ground failure.	
Mitigation Strategy	Objectives
Prevention:	Planning and the acquisition and use of equipment will be used to prevent or reduce risks from ground failure.
Property Protection:	Acquisition and use of equipment will be used to prevent or reduce risks to property and economic disruption from ground failure.
Public Education and Awareness:	Public education and access to information will be used to raise public awareness of the risks from ground failure in order to prevent or reduce those risks.
Emergency Services:	Planning and implementing watershed plans will be used to prevent or reduce risks from ground failures.
Structural Improvements:	Technological improvements and acquisition of equipment for structural projects will be used to prevent or reduce risks from ground failure.
Dams and Levee Goal: Reduce deaths, injuries, property loss, natural resource and economic disruption due to dam and levee.	
Mitigation Strategy	Objectives
Prevention:	Planning and the acquisition and use of equipment will be used to prevent or reduce risks from dam or levee failure.
Property Protection:	Acquisition and use of equipment will be used to prevent or reduce risks to property and economic disruption from dam or levee failure.

Public Education and Awareness:	Public education and access to information will be used to raise public awareness of the risks from dam or levee failure in order to prevent or reduce those risks.
Emergency Services:	Planning and implementing watershed plans will be used to prevent or reduce risks from dam or levee failure.
Structural Improvements:	Technological improvements and acquisition of equipment for structural projects will be used to prevent or reduce risks from dam or levee.
Drought Goal: Reduce deaths, injuries, property loss, natural resource and economic disruption due to drought.	
Mitigation Strategy	Objectives
Prevention:	Planning, acquisition and use of equipment, and technical studies will be used to prevent or reduce risks from drought.
Property Protection:	Water treatment measures will be used to prevent or reduce risks to property from drought.
Public Education and Awareness:	Public education and access to information will be used to raise public awareness of risks from drought in order to prevent or reduce those risks.
Emergency Services:	Planning and implementing watershed plans will be used to prevent or reduce risks from drought.
Structural Improvements:	Technological improvements and acquisition of equipment for structural projects will be used to prevent or reduce risks from drought.
Infectious Disease Outbreak Goal: Reduce deaths, injuries, property loss, natural resource and economic disruption due to outbreak.	
Mitigation Strategy	Objectives
Prevention:	Planning, acquisition and use of equipment, and technical studies will be used to prevent or reduce risks from outbreak.
Property Protection:	Water treatment measures will be used to prevent or reduce risks to property from outbreak.
Public Education and Awareness:	Public education and access to information will be used to raise public awareness of risks from outbreak in order to prevent or reduce those risks.
Emergency Services:	Planning and implementing watershed plans will be used to prevent or reduce risks from outbreak.
Structural Improvements:	Technological improvements and acquisition of equipment for structural projects will be used to prevent or reduce risks from outbreak.
Earthquake Goal: Reduce deaths, injuries, property loss, natural resource and economic disruption due to earthquake.	
Mitigation Strategy	Objectives
Prevention:	Planning and the acquisition and use of equipment will be used to prevent or reduce risks from extreme heat and extreme cold.
Property Protection:	Acquisition and use of equipment will be used to prevent or reduce risks to property and economic disruption from extreme heat and extreme cold.
Public Education and Awareness:	Public education and access to information will be used to raise public awareness of the risks from extreme cold in order to prevent or reduce those risks.
Emergency Services:	Planning and implementing watershed plans will be used to prevent or reduce risks from drought. Structural Improvements:
Structural Improvements:	Technological improvements and acquisition of equipment for structural projects will be used to prevent or reduce risks from drought.

Mitigation Actions and Projects

Upon completion of the risk assessment and development of the goals and objectives, the planning committee was provided a list of the six mitigation measure categories from the *FEMA State and Local Mitigation Planning How to Guides*. The types of mitigation actions are listed as follows:

- **Prevention:** Government, administrative, or regulatory actions or processes that influence the way land and buildings are developed and built. These actions also include public activities to reduce hazard losses. Examples include planning and zoning, building codes, capital improvement programs, open space preservation, and stormwater management regulations.
- **Property Protection:** Actions that involve the modification of existing buildings or structures to protect them from a hazard or removal from the hazard area. Examples include acquisition, elevation, structural retrofits, storm shutters, and shatter-resistant glass.
- **Public Education and Awareness:** Actions to inform and educate citizens, elected officials, and property owners about the hazards and potential ways to mitigate them. Such actions include outreach projects, real estate disclosure, hazard information centers, and school-age and adult education programs.
- **Natural Resource Protection:** Actions that, in addition to minimizing hazard losses, preserve or restore the functions of natural systems. These actions include sediment and erosion control, stream corridor restoration, watershed management, forest and vegetation management, and wetland restoration and preservation.
- **Emergency Services:** Actions that protect people and property during and immediately after a disaster or hazard event. Services include warning systems, emergency response services, and protection of critical facilities.
- **Structural Projects:** Actions that involve the construction of structures to reduce the impact of a hazard. Such structures include dams, levees, floodwalls, seawalls, retaining walls, and safe rooms.

Implementation of the mitigation plan is critical to the overall success of the mitigation planning process. The first step is to decide, based upon many factors, which action will be undertaken first. In order to pursue the top priority first, an analysis and prioritization of the actions is important. The plan team assessed the status and priority of the existing strategies using the FEMA mitigation evaluation criteria, using the STAPLE + E criteria. Table X lists the factors to consider in the analysis and prioritization of actions. Some actions may occur before the top priority due to financial, engineering, environmental, permitting, and site control issues. Public awareness and

input of these mitigation actions can increase knowledge to capitalize on funding opportunities and monitoring the progress of an action.

Table 5-3: STAPLE+E criteria

Criteria	Description
S – Social	Mitigation actions are acceptable to the community if they do not adversely affect a particular segment of the population, do not cause relocation of lower income people, and if they are compatible with the community’s social and cultural values.
T – Technical	Mitigation actions are technically most effective if they provide a long-term reduction of losses and have minimal secondary adverse impacts.
A – Administrative	Mitigation actions are easier to implement if the jurisdiction has the necessary staffing and funding.
P – Political	Mitigation actions can truly be successful if all stakeholders have been offered an opportunity to participate in the planning process and if there is public support for the action.
L – Legal	It is critical that the jurisdiction or implementing agency have the legal authority to implement and enforce a mitigation action.
E – Economic	Budget constraints can significantly deter the implementation of mitigation actions. It is important to evaluate whether an action is cost-effective, as determined by a cost benefit review, and possible to fund.
E – Environmental	Sustainable mitigation actions that do not have an adverse effect on the environment, comply with federal, state, and local environmental regulations, and are consistent with the community’s environmental goals, have mitigation benefits while being environmentally sound.

Understanding the dynamics of STAPLE + E lead to the project’s success. Developing questions evolving around the evaluation criteria, similar to those outlined below, help the team prioritize the projects.

Social:

- Will the proposed action adversely affect one segment of the population?
- Will the action disrupt established neighborhoods, break up voting districts, or cause the relocation of lower income people?

Technical:

- How effective is the action in avoiding or reducing future losses?
- Will it create more problems than it solves?
- Does it solve the problem or only a symptom?
- Does the mitigation strategy address continued compliance with the NFIP?

Administrative:

- Does the jurisdiction have the capability (staff, technical experts, and/or funding) to implement the action, or can it be readily obtained?
- Can the community provide the necessary maintenance?
- Can it be accomplished in a timely manner?

Political:

- Is there political support to implement and maintain this action?
- Is there a local champion willing to help see the action to completion?
- Is there enough public support to ensure the success of the action?
- How can the mitigation objectives be accomplished at the lowest cost to the public?

Legal:

- Does the community have the authority to implement the proposed action?
- Are the proper laws, ordinances, and resolution in place to implement the action?
- Are there any potential legal consequences?
- Is there any potential community liability?
- Is the action likely to be challenged by those who may be negatively affected?
- Does the mitigation strategy address continued compliance with the NFIP?

Economic:

- Are there currently sources of funds that can be used to implement the action?
- What benefits will the action provide?
- Does the cost seem reasonable for the size of the problem and likely benefits?
- What burden will be placed on the tax base or local economy to implement this action?
- Does the action contribute to other community economic goals such as capital improvements or economic development?
- What proposed actions should be considered but be “tabled” for implementation until outside sources of funding are available?

Environmental:

- How will this action affect the environment (land, water, endangered species)?
- Will this action comply with local, state, and federal environmental laws and regulations?
- Is the action consistent with community environmental goals?

Hazard Mitigation Actions

Monroe County and its included municipalities share a common All-Hazard Mitigation plan and worked closely to develop it. These people work together with their city councils and the Monroe County Emergency Management Director to insure that the hazards and mitigation actions included in this plan are accurate and addressed in their jurisdictions. The jurisdictions responsible for each action are:

- | | |
|-----------------|----------------|
| • Monroe County | • Ellettsville |
| • Bloomington | • Stinesville |

Table 5-1 lists all mitigation actions for Monroe County and its jurisdictions. Each of these mitigation action charts detail the hazard, the mitigation action to address the identified hazard, its current stage of implementation, the timeframe for implementation going forward, the jurisdictions who have identified they will work to implement the action, the responsible parties to carry through with implementation, and comments on how the plan will be implemented through existing planning mechanisms and funding to make implementation happen.

Additionally, the Monroe County planning team assigned the mitigation actions priority rankings for implementation (1=High Priority; 2= Moderate Priority; 3= Low Priority). Mitigation actions given a “high” priority ranking will ideally be implemented within 5 years of the MHMP plan adoption date. Mitigation actions ranked as a “medium” priority may be addressed within 5-10 years from the MHMP plan adoption date, and “low” priority mitigation actions may take over 10 years before action completion. Although higher ranking priorities may constitute a greater county concern than lower ranking priorities, the availability of funds may cause some mitigation actions to take longer to implement.

All of the mitigation actions identified in the 2009 Monroe County Hazard Mitigation Plan have been carried over into the 2017 plan, based on the advisement of the Monroe County Emergency Management Director and the consensus of the steering committee. None of the 2009 mitigation actions have been fully completed and are identified in the 2017 plan to reflect their ongoing implementation. *Appendix J Documentation of Monroe County MHMP Update* documents the carryover of these actions and the language revisions that they underwent for the 2017 plan to clarify or improve the wording of the mitigation action.

The status designations are:

- New – actions have not yet started
- Complete – the action is complete
- Ongoing – actions require continuing application
- In Progress – actions are currently being acted upon
- Deferred – no progress has been made
- Deleted – the action is no longer relevant

The mitigation action types are defined as follows:

- Prevention
- Property Protection
- Public Education
- Natural Resource Protection
- Emergency Services
- Structural Improvement

Mitigation Actions by Community

This is a multi-jurisdictional plan that covers Monroe County, its school districts, City of Bloomington and Towns of Ellettsville and Stinesville. The Monroe County risks and mitigation activities identified in this plan also incorporate the concerns and needs of townships and other entities participating in this plan.

Table 5-4: Mitigation Actions

#	Hazards	Mitigation Action Type	Action	Community	Status	Priority	Coordinating Agency	Potential Funder	Action Source
1	Hazardous Incident	Prevention	Conduct a commodity flow study	Monroe County	Complete				HMP
2	Multiple Hazards	Prevention	Conduct a study of the fault line under Lake Monroe Dam	Monroe County	Complete				HMP
3	Multiple Hazards	Prevention	Develop a debris management plan	Monroe County	Complete				HMP
4	Flood	Prevention	Create a stormwater utility	All Communities	Complete				HMP
5	Dams	Prevention	Update or create new EAPs	All Communities	Complete				HMP
6	Flood	Structural Improvement	Improve drainage railroad and Pogues Run	Stinesville	Complete				HMP
7	Multiple Hazards	Prevention	Maintain a system for clearing branches from power lines	Monroe County	Identified	Medium	EMA local utilities	Local funds	HMP
8	Other	Prevention	Develop an ordinance to require new residential construction to include sprinkler systems	Monroe County	Identified	Low	local communities	Local funds	HMP
9	Ground Failure	Emergency Services	Conduct training for confined space rescue	Monroe County	In Progress	Low	EMA	IDHS FEMA	HMP
10	Ground Failure	Prevention	Study public structures that are vulnerable and establish a plan for relocation	Monroe County	Identified	Medium	EMA	IDHS FEMA	HMP
11	Earthquake	Emergency Services	Install inertial valves at critical facilities	All Communities	Identified	Low	EMA	IDHS FEMA	HMP
12	Earthquake	Prevention	Study the risk for critical infrastructure in detail	Monroe County	Identified	Medium	EMA	IDHS FEMA	HMP
13	Hazardous Incident	Prevention	Verify that local hospitals are equipped to treat multiple types of chemical exposure	Monroe County	Identified	Medium	EMA	ISDH FEMA	HMP
14	Drought	Emergency Services	Develop a program to distribute fans to elderly population	All Communities	Identified	Medium	EMA	IDHS FEMA	HMP

15	Winter Storm	Emergency Services	Develop a database of special needs populations	Monroe County	In Progress	Medium	EMA local non-profits	IDHS FEMA	HMP
16	Multiple Hazards	Public Education	Establish public outreach programs to educate residents on the hazards affecting the County	All Communities	In Progress	Medium	EMA	IDHS FEMA	HMP
17	Multiple Hazards	Emergency Services	Explore alternate means of emergency notification	All Communities	In Progress	Medium	EMA	IDHS FEMA	HMP
18	Multiple Hazards	Emergency Services	Purchase backup generators for schools	Monroe County, Stinesville	Identified	Medium	EMA	IDHS FEMA	HMP
19	Multiple Hazards	Emergency Services	Develop a program to distribute weather radios to all critical facilities and large businesses	All Communities	Identified	Medium	EMA	IDHS FEMA	HMP
20	Multiple Hazards	Emergency Services	Install additional warning sirens	Monroe County	Identified	Medium	EMA	IDHS FEMA	HMP
21	Multiple Hazards	Property Prevention	Harden fire stations	All Communities	Identified	High	Communities EMA	Local funds FEMA	HMP
22	Multiple Hazards	Structural Improvement	Construct safe houses at mobile home parks (see list of locations below); also construct shelters for county recreational parks	Monroe County	Identified	Medium	EMA	Local funds FEMA	HMP
25	Flood	Property Prevention	Institute a buy-out plan for homes/critical infrastructure in the following areas: Bloomington – 25	Bloomington	Identified	Low	EMA Local FPA	Local funds FEMA	HMP
26	Flood	Property Prevention	Institute a buy-out plan for homes/critical infrastructure in the following areas: Ellettsville – 10	Ellettsville	Identified	Medium	EMA Local FPA	Local funds FEMA	HMP
29	Flood	Property Prevention	Institute a buy-out plan for homes/critical infrastructure in the following areas: Unincorporated County	Unincorporated County	Identified	Medium	EMA Local FPA	Local funds FEMA	HMP
27	Flood	Prevention	Complete a study of the problem in the floodplain (Jackson Creek)	Monroe County	In Progress	Medium	EMA Local FPA	Local funds FEMA	HMP

28	Flood	Prevention	Conduct a countywide stormwater study	All Communities	Identified	Medium	County Surveyor EMA	Local funds FEMA	HMP
29	Flood	Structural Improvement	Elevate Mount Tabor Road at Bean Blossom Bridge	Monroe County	In Progress	Medium	County Surveyor	Local funds FEMA	HMP
30	Flood	Structural Improvement	Upgrade Ellettsville's culverts to be larger	Ellettsville	Identified	Medium	County Surveyor EMA	Local funds FEMA	HMP
31	Dam, Levee, Flood	Prevention	Continued compliance of the NFIP, for all NFIP communities	All NFIP Communities	Identified	High	EMA	IDHS FEMA	Hazard Mitigati on Plan

Chapter 6 – Plan Maintenance and Implementation

Implementation and Maintenance

The Monroe County All-Hazard Mitigation Plan (AHMP) is intended to serve as a guide for dealing with the impact of both current and future hazards for all county people and institutions. As such it is not a static document but must be modified to reflect changing conditions if it is to be an effective plan. The goals, objectives and mitigation strategies will serve as the action plan. Even though individual strategies have a responsible party assigned to it to ensure implementation, overall responsibility, oversight, and general monitoring of the action plan has been assigned to the Monroe County Emergency Manager.

The corresponding community means that that community will be in charge of implementing that strategy. Goals identified by the county will be implemented by the commission and the Town and City Councils will be responsible for implementing their corresponding strategies.

It will be their responsibility to gather a Local Task Force to update the All-Hazard Mitigation Plan on a routine basis. Every year, the County Emergency Manager will call a meeting to review the plan, mitigation strategies and the estimated costs attached to each strategy. All participating parties of the original Local Task Force and cities will be invited to this meeting. Responsible parties will report on the status of their projects. It will be the responsibility of the committee to evaluate the plan to determine whether:

- Goals and objectives are relevant.
- Risks have changed.
- Resources are adequate or appropriate.
- The plan as written has implementation problems or issues.
- Strategies have happened as expected.
- Partners participating in the plan need to change (new and old).
- Strategies are effective.
- Any changes have taken place that may affect priorities.
- Any strategies should be changed.

In addition to the information generated at the Local Task Force (LEPC and CEMP) meetings, the County Emergency Manager will also annually evaluate the All-Hazard Mitigation Plan and update the plan in the event of a hazardous occurrence. Two-year updates are due on the anniversary of the plan approval date. After the second two-year update meeting, the Monroe County Emergency

Manager will finalize a new Local Task Force to begin the required five-year update process. This will be accomplished in coordination with Monroe County jurisdictions and the entire All-Hazard Mitigation Plan shall be updated and submitted to FEMA for approval (within 5 years of plan adoption). These revisions will include public participation by requiring a public hearing and published notice in addition to multiple Local Task Force meetings to make detailed updates to the plan.

Public participation for updates is as critical as in the initial plan. Public participation methods that were used in the initial writing will be duplicated for any future update processes – direct mailing list of interested parties, public meetings, press releases, surveys, questionnaires, and resolutions of participation and involvement. Additional methods of getting public input and involvement are encouraged such as placing copies of the plan in the Monroe County Emergency Manager's Office and city offices, in addition to placing the plan on the Monroe County and social media websites. Furthermore, jurisdictions will be encouraged to place a notice on their websites stating the plan is available for review at the city offices. Notifications of these methods could be placed in chamber newsletters and local newspapers. Committee responsibilities will be the same as with updates.

Chapter 5 focuses on mitigation strategies for natural hazards, jurisdiction-specific mitigation strategies for both natural and man-made/technological hazards. The All-Hazard Mitigation Plan proposes a number of strategies, some of which will require outside funding in order to implement. If outside funding is not available, the strategy will be set aside until sources of funding can be identified. In these situations, Monroe County and cities will also consider other funding options such as the county's/cities'/towns' general funds, bonding and other sources. Based on the availability of funds and the risk assessment of that hazard, the county will determine which strategies should be continued and which should be set aside. Consequently, the action plan and the risk assessment serves as a guide to spending priorities but will be adjusted annually to reflect current needs and financial resources.

The last step requires an evaluation of the strategies identified in the goals and policies framework, selecting preferred strategies based on the risk assessment, prioritizing the strategy list, identifying who is responsible for carrying out the strategy, and the timeframe and costs of strategy completion. Monroe County and its jurisdictions have incorporated the preferred

strategies including identification of the responsible party to implement, the timeframe and the cost of the activity with the goals and policies framework.

This plan will be integrated into other county plans such as County Comprehensive Plans, the County Water Plan, the County Transportation Plan and all Emergency Operations Plans. Chapter one will serve as an executive summary to be attached to those plans as necessary. The County Board and Emergency Manager will encourage jurisdictions to implement their jurisdiction-specific mitigation strategies in their comprehensive plans, land use regulations, zoning ordinances, capital improvement plans and/or building codes by including mitigation strategies in their plans as listed in Table 6-1. Further, as each land use mechanism is updated, mitigation strategies will be evaluated to determine whether they can implement or include them at that time. The Emergency Management Advisory Council (EMAC) will continue to serve as the advisory body that provides general supervision and control over the emergency management and the disaster programs for the county and its multiple jurisdictions. The quarterly meetings will continue to be available to the public and other mitigation team members through the EMAC and other mitigation projects avenues such as RiskMAP. Table 6-1 provides the year of creation for Monroe County’s planning and implementation documents or designates a state ordinance.

Table 6-1: Monroe County and Jurisdictions Planning Mechanisms

Capabilities	Monroe County	Bloomington	Ellettsville	Stinesville
Planning Documents				
Comprehensive Plan	2012	2017	2012	2012
Emergency Operations Plan	Volunteer Emergency Communications Plan for Monroe County, Indiana 2002			
Land Use Plan	2012	2016	2003	2010
Watershed Plan	Watershed Management Plan (Bean Blossom Creek & Lake Lemon) 2008			
Ordinances				
Zoning Ordinance	2017	2017	2016	2005
Building Codes/ Ordinance	2017	2017	2016	2005
Floodplain Ordinance	2017	2017	2017	2017
Storm Water Ordinance	Monroe County Storm Water Quality Management Plan 2004, Storm Water Management Ordinance 2011			
Erosion Ordinance	2014	2017	2017	County
Burning Ordinance	State	2018	2010	State

In addition to the planning documents designated by the document year in Table 6-1, Indiana University- Bloomington has an Indiana Disaster Resilient University Plan.

Many of these plans or policies can help implement the goals, objectives and strategies in Monroe County's All Hazard Mitigation Plan. The Monroe County Emergency Manager is responsible for meeting within each jurisdiction within two times throughout the next five years. During these meetings, the local Emergency Manager will review all Local Planning Mechanisms and collaborate with the Cities and Towns to ensure the All-Hazard Mitigation Plan is becoming as integrated into local plans as possible. These Local Planning Mechanisms are meant to work cooperatively together in order to ensure the health, safety, and welfare of Monroe County and its corresponding jurisdictions. Although only one of the planning mechanisms has been updated since the initial hazard mitigation plan was adopted city, town, and county officials will integrate related plans with hazard mitigation goals, objectives, and strategies when feasible and appropriate.

Adoption, Implementation and Maintenance

County Adoption

One of the first steps in implementing the plan is to make sure that it is officially adopted in a public hearing. The task force and public provided comment on the draft plan. The task force reviewed comments, modifications were made and a final draft was sent to FEMA for review, comment and approval. After FEMA approved the plan, the county board adopted the plan. A public hearing was held to obtain any additional comments that the public or others wished to make. A copy of the county and the community jurisdictions resolutions to adopt are located in Appendix I.

City and Town Adoption

The All-Hazard Mitigation Plan for Monroe County is a multijurisdictional plan. All communities in the county – towns and cities – were involved in the various stages of the planning process and a mitigation strategies have been identified for each jurisdiction. Each of Monroe County's cities and towns passed resolutions to participate in the county plan. Following official adoption of the plan by the county each city and township was notified. Each chose whether or not to adopt the plan as well. Each were encouraged to adopt enabling them to apply for HMGP funds independently not under the umbrella of the county. Copies of the city and towns resolutions choosing to adopt the plan are in Appendix I.

Implementation and Maintenance Guidelines.

The Monroe County All-Hazard Mitigation Plan is intended to serve as a guide/reference to mitigate the impact of both current and future hazards for all county residents and institutions. As such, it is not a static document but must be modified to reflect changing conditions if it is to be an effective plan. The goals, objectives and mitigation strategies will serve as a work or action plan. Individual strategies have a party assigned to it to help ensure implementation, oversight and general monitoring of the action plan; however, oversight has been assigned to the County Emergency Manager. The following guidelines will help implement the goals, objectives and strategies of the plan. An implementation committee will be used to assist in this process. The existing task force, the planning commission, other appropriate county committee, or any other group of stakeholders could serve as the implementation committee to review implementation opportunities identified in the plan. Implementation of strategies should be a collaborative effort of the participating jurisdictions. This committee should operate by group consensus and create recommendations for implementation to bring forward to the proper governing entity for consideration. Guidelines for the committee include:

1. Commitment to the plan and overall mitigation vision.
2. Protect sensitive information.
3. Take inventory of strategies in progress.
4. Determine strategies that no longer are needed or new strategies that have emerged.
5. Set priorities. Assign responsibilities to complete.
6. Seek funding.
7. Meet minimum bi-annually – one meeting to set the course of action and a second to monitor progress.
8. Report to all respective boards for action.
9. Advisory capacity.

Assigning strategies and implementation activities in this plan to certain entities does not guarantee completion. The strategies and activities addressed in this plan will be addressed as funding and other resources become available and approval by the responsible jurisdiction takes place.

The County Emergency Manager has the overall responsibility of tracking the progress of mitigation strategies. The County Emergency Manager will request updates from responsible agencies and cities on their mitigation actions after each disaster and at least annual to coincide with plan evaluation. Post disaster monitoring will evaluate the effectiveness of mitigation actions that have been completed and determine implementation of planned strategies.

Monitoring may lead to developing a project that may be funded by FEMA's Hazard Mitigation Assistance Programs.

Annual reviews to change the plan will be led by the County Emergency Manager using the implementation committee. It will be their responsibility to review the plan and mitigation. Yearly reviews are due on the anniversary of the plan approval. Responsible parties and the implementation committee will report on the status of their projects. Committee responsibility will be to evaluate the plan to determine whether:

- Goals, objectives and strategies are relevant.
- Risks that have changed including the nature, magnitude, and/or type of risks.
- Resources are adequate or appropriate.
- The plan as written has any implementation problems or issues.
- Deadlines are being met as expected.
- Partners participating in the plan are appropriate.
- Strategies are effective.
- New developments affecting priorities.
- Strategies that should be changed.

Updates every five years are led by the County Emergency Manager in coordination with cities and townships to complete a rewrite for submitting to FEMA. A task force, similar to the one created to complete the plan, will be formed and used in the planning process to rewrite the plan. These revisions will include public participation by requiring a public hearing and published notice. Future updates should address potential dollar losses to vulnerable structures identified. Any major changes in the plan may include additional public meetings besides just a public hearing.

Public participation for updates is as critical as in the initial plan. Public participation methods that were used in the initial writing should be duplicated for any updates – direct mailing list of interested parties, public meetings, press releases, surveys, questionnaires, and resolutions of participation and involvement. Additional methods of getting the public input and involvement are encouraged such as placing copies of the plan in public libraries for public comment or placing the plan on county and city websites. Notifications of these methods could be placed in newsletters and the local newspapers. Committee responsibilities will be the same with updates as the original plan.

The action plan proposes a number of strategies, some of which will require outside funding to implement. If outside funding is not available, the strategy may be set aside until sources of funding can be identified or modified to work within the funding restrictions. In these situations,

the county and entities will also consider other funding options such as the county's general fund, bonding and other sources. Based on the availability of funds and the risk assessment of the hazard, the county will determine which strategies should they continue to work on and which should be set aside. Consequently, the action plan and the risk assessment serves as a guide to spending priorities but will be adjusted annually to reflect current needs and financial resources. It is not a legal binding document.

Updates require an evaluation of the strategies identified in the goals and policies framework, selecting preferred strategies based on the risk assessment, prioritizing the strategy list, identifying who is responsible for carrying out the strategy, and the timeframe and costs of strategy completion. Monroe County has incorporated the preferred strategies including identification of the responsible party to implement, the timeframe and the cost of the activity in the plan framework.

This plan will be integrated into other county plans such as the County Comprehensive Plan, the County Water Plan, the County Transportation Plan and all Emergency Operations Plans. Chapter One can serve as an executive summary to be attached to those plans as necessary. The County Board encourages jurisdictions to address hazards in their comprehensive plans, land use regulations, zoning ordinances, capital improvement and/or building codes by including some of the mitigation strategies in their plans. Many of the plans or policies can include strategies from the Hazard Mitigation Plan. They are meant to blend and complement each other so that strategies are duplicated and occur in different plans as appropriate.

ORDINANCE 18-11

**TO AMEND TITLE 15 OF THE BLOOMINGTON MUNICIPAL CODE
ENTITLED “VEHICLES AND TRAFFIC”**

- Re: Amending Chapter 15.32 (Parking Controls) to Make Changes to Limited Parking Zones and to Modify Parking Allowances for Certain Vehicles; Chapter 15.36 (Resident-Only Parking Permits) to Clarify Placement on On-Street Parking Spaces; Chapter 15.37 (Residential Neighborhood Permit Parking) to Adjust the Boundaries of Neighborhood Parking Zones and the Fees Associated With the Same; Chapter 15.40 (Municipal Parking Lots, Garages and On-Street Metered Parking) to Adjust the Times and Rates for Parking in Off-Street Facilities; Chapter 15.48 (Removal and Impoundment of Vehicles) to Make Minor Changes Reflecting the Administration of this Section; and, Chapter 15.64 (Traffic Violation Schedule) to Increase the Fine for a Class D Traffic Violation

WHEREAS, the City has adopted ordinances to create parking controls in Residential Neighborhood Zones, municipal garages and lots, and on-street parking in the Downtown business district; and

WHEREAS, in November of 2016 the Common Council established the Bloomington Parking Commission whose primary purpose is to develop, implement, maintain, and promote a comprehensive policy on parking that furthers the objectives of the City's Comprehensive Plan; and

WHEREAS, the Common Council wishes to encourage and support a comprehensive parking policy that is financially self-sustaining and supports the goals of the Comprehensive Plan, supports the continuation of owner-occupied single-family housing in core neighborhoods, and supports vibrant commercial environment in the downtown business district; and

WHEREAS, rates in the City's Residential Neighborhood Permit Parking Zone program have not been adjusted since 2001; and

WHEREAS, rates in the City's Municipal Garages and Lots have not been adjusted since 2008; and

WHEREAS, in addition to the foregoing, and in the interest of accessibility, the City should develop a policy making clear that when it comes to reserved residential on-street parking permits, the placement of such on-street parking spaces, in the absence of a sidewalk, should be aligned with access improvements that run from the street to the permitted residence; and

WHEREAS, the Administration indicated during the 2019 Civil City Budget hearings that it intends to add a Parking Services Director as a new position to oversee strategic planning and implementation of municipal parking operations who will serve as a key advisor to the Common Council and Parking Commission concerning management of the City's parking system; and

WHEREAS, the Parking Commission is authorized to recommend to the Common Council and to appropriate city officials methods for achieving the City's Comprehensive Plan objectives through the administration of parking policies and the enforcement of parking regulations; and

WHEREAS, in December of 2017 the Parking Commission released a comprehensive report (“Parking Commission Report”) on the financial status of the City's parking system; and

WHEREAS, in June 2018, the Parking Commission voted to forward to the Common Council recommendations for improving parking; and

WHEREAS, in June 2018, parking consultants Desman Design Management issued a *Downtown Area Parking Study* (“Desman Study”) and both the Parking Commission and the Common Council have reviewed the study; and

WHEREAS, based on the Desman Study, the Parking Commission Report, the recommendation of the Parking Commission, and resident concerns, the Common Council finds certain changes to the City's parking regulations are necessary and desirable;

NOW, THEREFORE, BE IT HEREBY ORDAINED BY THE COMMON COUNCIL OF THE CITY OF BLOOMINGTON, MONROE COUNTY, INDIANA, THAT:

SECTION 1. Section 15.04.160 entitled “Special Events Parking Permit” shall be deleted in its entirety and the Table of Contents for this Chapter shall be amended to indicate that Section 15.04.160 is reserved.

SECTION 2. Section 15.32.070 entitled “Certain vehicles — Two hour limit” by deleting the entire subsection as it appears and replacing it with the following:

No person shall allow a truck, trailer, tractor, bus, house, trailer, semi-trailer, dumpster, moving pod, or other vehicle having a load capacity in excess of one ton, or a length in excess of nineteen feet, or a height in excess of six feet six inches, or a width in excess of seven feet to be parked upon the streets of the city in excess of two hours unless authorized by the Parking Services Director or his or her designee. This prohibition shall not apply to pick-up type campers. Any violation of this section is a Class C Violation and subject to the penalty listed in Section 15.64.010(c).

SECTION 3. Subsection 15.32.090 (f) “Limited parking zones,” “Special Events Parking Permits” shall be amended by replacing the title “Special Events Parking Permits” with “Temporary Parking Permits” and by deleting and replacing the existing text such that the entire provision shall read as follows:

(f) Temporary Parking Permits. Upon approval of an application, the Parking Services Director, or his or her designee, may issue a Temporary Parking Permit which temporarily exempts for specified time periods, certain vehicles and uses from the parking controls listed elsewhere in this section.

- (1) Any person may apply for a Temporary Parking Permit by submitting an application to the Parking Services Director or his or her designee.
- (2) A separate permit shall be required for each parking space requested for any vehicle, dumpster, moving pod.
- (3) Information required on an application shall include, but not be limited to:
 - (A) The name and address of the individual, company, or organization requesting the permit;
 - (B) The name, address, and telephone number of the individual financially responsible for the planned activities for which the permit is sought;
 - (C) The address, site, or area for which the permit is requested;
 - (D) A complete description of the planned activities;
 - (E) The dates and hours for which the permit is sought; and
 - (F) Any additional information requested by the Parking Services Director.
- (4) A permit issued under the authority of this section shall exempt permit holders from prohibitions listed in Bloomington Municipal Code Sections 15.32.070, and 15.48.010 and shall allow parking within the limited parking zones designated in Schedule N, the on-street metered parking zones designated in Schedule U, or the residential neighborhood permit parking zones designated in the Bloomington Municipal Code Chapter 15.37.
- (5) Temporary Parking permits are valid only for the specific parking spaces and the specific dates designated on an application approved by the Parking Services Director.
- (6) Notice of the parking space reservation shall be posted at least twenty-four hours in advance of the time the reservation becomes effective.
- (7) The fee for a Temporary Parking permit shall be the greater of the hourly parking rate for each hour reserved by the permit or twenty dollars per day per vehicle parking space for parking spaces reserved by the permit.
- (8) An administrative fee of ten dollars per permit application shall be levied at the issuance of a permit to offset the cost of implementing, enforcing and administering the provisions of this section.
- (9) The Parking Services Director may deny an application for a permit or under this section upon a determination that:
 - (A) The applicant has failed to supply any of the information required on an application or requested by the Parking Services Director;
 - (B) The applicant has provided false information or misrepresented a material fact in connection with an application;
 - (C) The applicant has failed to pay the required permit fee;
 - (D) There is a conflict with prior applications or scheduled city activities, which have priority;
- (10) The Parking Services Director, or his or her designee, may revoke a permit issued under this section if:
 - (A) The permittee fails to meet the qualifications required of an applicant;
 - (B) The permittee violates any provision of this section or other ordinance of the city governing the activities facilitated by the permit; or
 - (C) The permittee obtained the permit by fraud or misrepresentation.

- (11) An applicant who applies for a permit under this section may appeal an adverse ruling by the Parking Services Director, or his or her designee, to the City's Board of Public Works. Any such appeal must be made in writing and must be filed with the Board of Public Works no later than ten (10) working days from the date of the adverse ruling.

SECTION 4. Section 15.32.180 entitled "Contractor/construction parking permit" shall be amended by deleting subsections (a), (d), (e) and (f) and replacing them with the following and by adding new subsections (g), (h), and (i) such that the entire Section 15.32.180 shall read as follows:

- (a) Upon approval of an application, the Parking Services Director, or his or her designee, may issue a temporary parking permit to allow for parking on a street to any person who, in the ordinary course of trade or business, is engaged in the construction, reconstruction, remodeling, servicing, maintenance or repair of buildings or other structures. A separate permit shall be required for each parking space needed for any vehicle, dumpster, moving pod, equipment or staging. Said permit shall be for a limited period of time at a specifically designated site.
- (b) The permit shall allow parking within the limited parking zones designated in Schedule N, the on-street metered parking zones designated in Schedule U, or the residential neighborhood permit parking zones designated in the Bloomington Municipal Code Chapter 15.37 while performing the work described above.
- (c) A contractor/construction parking permit issued under the authority of this section shall exempt permit holders from prohibitions listed in Bloomington Municipal Code Section 15.32.070.
- (d) Fee. The cost for a contractor/construction parking permit shall be the hourly parking rate per vehicle parking space for each hour reserved by the permit. Beginning January 1, 2019, the Fee for a contractor/construction parking permit shall be the greater of the hourly parking rate for each hour reserved by the permit or twenty dollars per day per vehicle parking space for parking spaces reserved by the permit.
- (e) Administrative Fee. An administrative fee of ten dollars per permit applicant shall be levied at the issuance of a permit to offset the cost of implementing, enforcing and administering the provisions of this section.
- (f) For permits lasting up to fourteen days, the Parking Services Director, or his or her designee, must approve the application. For permits exceeding fourteen days, the Board of Public Works must approve the application.
- (g) The Parking Services Director or his or her designee may deny an application for a permit or under this section upon a determination that:
 - (1) The applicant has failed to supply any of the information required on an application or requested by the Parking Services Director;
 - (2) The applicant has provided false information or misrepresented a material fact in connection with an application; or
 - (3) The applicant has failed to pay the required permit fee.
- (h) The Parking Services Director may revoke a permit issued under this section if:
 - (1) The permittee fails to meet the qualifications required of an applicant;
 - (2) The permittee obtained the permit by fraud or misrepresentation; or
 - (3) The permittee violates any provision of this chapter.
- (i) An applicant who applies for a permit under this section may appeal an adverse ruling by the Parking Services Director, or his or her designee, to the City's Board of Public Works. Any such appeal must be made in writing and must be filed with the Board of Public Works no later than ten (10) working days from the date of the adverse ruling.

SECTION 5. Section 15.32.185 entitled "Delivery parking permits" shall be amended by deleting the subsection in its entirety and renumbering subsequent sections within this Chapter accordingly, with such renumbering reflected in the Table of Contents for the Chapter.

SECTION 6. Subsection 15.36.010(b), Definitions, "Adjacent," shall be amended by retitling this definition to "Adjacent to the resident permit holder's residence" and replacing the text with the following:

"Adjacent to the resident permit holder's residence" means as near as possible to the permit holder's

residence and in compliance to the greatest extent possible with applicable accessible parking requirements. In the event there is parking but no sidewalk on the same side of the street next to the resident permit holder's residence, and there is also a functional pedestrian improvement from the residence to the on-street parking, then the reserved on-street space for that residence shall be aligned to best serve, but not block, that walkway or access.

SECTION 7. Subsection 15.36.030(a)(3)(C) shall be amended by prefacing the provision with "Unless exempt under Bloomington Municipal Code 15.36.020(d)," such that the subsection shall read as follows:

(C) Unless exempt under Bloomington Municipal Code 15.36.020(d), has a disability parking placard or disability license plate issued by the Indiana Bureau of Motor Vehicles for their owned motor vehicle, or has a permanent disability and a designated vehicle or vehicles regularly used to transport him or her, and

SECTION 8. Section 15.36.070, Permit Regulations, shall be amended by adding a new subsection (3) and renumbering subsequent subsections such that the Section shall read as follows:

15.36.070 - Permit regulations.

The following regulations shall be in effect:

- (1) No more than one reserved residential only parking permit space is permitted per single household detached dwelling.
- (2) Permits shall be restricted to one per single household detached dwelling.
- (3) Reserved residential on-street parking spaces shall be located adjacent to the permit holder's residence.
- (4) Permits shall be valid only for the calendar year in which they are issued.
- (5) Reserved residential on-street parking spaces shall be used for passenger vehicles only.
- (6) Reserved residential on-street parking spaces shall not be subleased or rented, for consideration or gratuitously, to individuals outside the applicant's household.
- (7) A permit shall not be issued for any parking space on a block in which there is a parking meter installed by the city.
- (8) Permits automatically expire when the applicant is no longer a resident of the residence.

SECTION 9. Section 15.37.020 entitled "Applicability" shall be amended by deleting first two paragraphs as they appear and replacing them with the following:

The following zones are designated as Residential Neighborhood Permit Parking Zones.

Except for those streets and portions of streets designated as limited parking zones in Schedule N, it shall be unlawful to park a vehicle in any area of a Residential Neighborhood Permit Parking Zone without properly displaying a valid and appropriate permit in the manner specified by the Parking Services Director. Within on-street, metered parking zones it is lawful to park without a permit, but the restrictions of Section 15.40.020 apply. Beginning August 15th, 2019, a Residential Neighborhood Permit Parking Zone permittee shall not be exempt from the on-street metered parking fees specified in Section 15.40.020.

SECTION 10. Section 15.37.020 entitled “Applicability” shall be amended by deleting Old Northeast Downtown University Proximate Residential Neighborhood Permit Parking Zone (Zone 4), Old Northeast Downtown University Proximate Residential Neighborhood Permit Parking Zone (Zone 5), Old Northeast Downtown University Proximate Residential Neighborhood Permit Parking Zone (Zone 6), and Old Northeast Downtown University Proximate Residential Neighborhood Permit Parking Zone (Zone 7) descriptions and boundary schedules as they appear and replacing these zones with the following two zones:

High Point University Proximate Residential Neighborhood Permit Parking Zone (Zone 4) shall apply to the following streets:

Street	From	To	Side of Street
East 6th	North Washington	North Dunn	North/South
East 7th Street	North Washington	North Dunn	North/South
East 8th	North Walnut	North Dunn	North/South
East Alice	North Grant	North Harold	North/South
East 9th	North Walnut	North Dunn	North/South
East 10th	North Walnut	North Dunn	North
North Washington	East 6th	East 12th	East/West
North Lincoln	East 6th	Railroad Tracks North of 12th Street	East/West
North Grant	East 6th	Railroad Tracks North of 12th Street	East/West
North Harold	East 8th	East 9th	East/West
North Prow	East 9th	East 10th	East/West
North Dunn	East 6th	Railroad Tracks North of East 12th Street	West
East Cottage Grove	North Walnut	North Dunn	North/South
East 11th	North Washington	North Dunn	North/South
East 12th	North Walnut	North Dunn	North/South
North Walnut	East 10th	East 12th	East (boundary)

University Courts University Proximate Residential Neighborhood Permit Parking Zone (Zone 5) shall apply to the following streets:

Street	From	To	Side of Street
East 7th Street	North Dunn	North Woodlawn	North/South
East 8th	North Dunn	North Woodlawn	North/South
East 9th	North Dunn	North Woodlawn	North/South
East 10th	North Dunn	North Indiana	North
East 10th	North Indiana	North Woodlawn	North/South
East Cottage Grove	North Dunn	North Woodlawn	North/South
East 11th	North Dunn	North Woodlawn	North/South
East 12th	North Dunn	North Woodlawn	North/South
North Dunn	East 6th	Railroad Tracks North of East 12th Street	East
North Indiana Ave	East 7th	East 9th	West
North Indiana Ave	East 10th	Railroad Tracks North of East 12th	East/West

North Fess	East 7th	Railroad Tracks North of East 12th	East/West
North Park	East 7th	East 12th	East/West
North Woodlawn	East 7th	East 12th	West (boundary)

SECTION 11. Section 15.37.020 entitled “Applicability” shall be amended by adding a new residential neighborhood parking zone, entitled, “Garden Hill Residential Neighborhood Zone (Zone 6)” to be added following Zone 5 and to read as follows:

Garden Hill Residential Neighborhood Zone (Zone 6) shall apply to the following streets:

Street	From	To	Side of Street
13th Street	Dunn Street	Woodlawn Avenue	North/South
14th Street	Walnut Street	Woodlawn Avenue	North/South
15th Street	Walnut Street	Indiana Avenue	North/South
16th Street	Walnut Street	Dunn Street	North/South
Dunn Street	17th Street	13th Street	East/West
Fess Avenue	17th Street	13th Street	East/West
Grant Street	17th Street	15th Street	East/West
Indiana Avenue	17th Street	13th Street	East/West
Lincoln Street	17th Street	14th Street	East/West
Washington Street	17th Street	14th Street	East/West

SECTION 12. Section 15.37.040 entitled “Eligibility” shall be amended by deleting the entire subsection as it appears and replacing it with the following :

Each resident of a Neighborhood Zone defined in Bloomington Municipal Code Section 15.37.020 shall be entitled to apply for one parking permit. Zone residents are entitled to purchase visitor permits in a manner specified by the Parking Services Director. Requests for additional parking and/or visitor permits shall be made in writing, with all relevant documentation attached, to the Parking Services Director or his or her designee.

SECTION 13. Section 15.37.050 entitled “Fees” shall be amended by deleting the entire subsection as it appears and replacing it with the following:

Upon approval of an application, the Parking Services Director, or his or her designee, may issue a permit and collect a fee according to the following:

- (a) Fee for Resident and Visitor Permits. The Fee for a Residential Neighborhood Permit Parking Zone permit and visitor permit issued to a specific address, except those issued under Sections 15.37.190 and 15.37.210 shall be set according to the schedule set forth below.
- (b) Fee for Seniors and persons with a permanent disability. The Fee for parking permits and visitor permits for an applicant 65 years of age or older or for a person with a permanent disability who owns a motor vehicle and either has a disability parking placard or disability license plate issued by the Indiana Bureau of Motor Vehicles pursuant to I.C. 9-18.5-8-4 shall be set according to the following schedule.

Schedule of Permit Residential Neighborhood Parking Permit Fees		
Year	Residents	Seniors & Persons With a Disability
Prior to August 15, 2019	\$25.00	\$25.00
Beginning August 15, 2019	\$45.00	\$25.00
Beginning August 15, 2020	\$46.00	\$26.00
Beginning August 15, 2021	\$47.00	\$27.00
Beginning August 15, 2022	\$48.00	\$28.00
Beginning August 15, 2023	\$49.00	\$29.00
Beginning August 15, 2024	\$50.00	\$30.00
Beginning August 15, 2025	\$52.00	\$31.00
Beginning August 15, 2026	\$54.00	\$32.00
Beginning August 15, 2027	\$56.00	\$33.00
Beginning August 15, 2028	\$58.00	\$34.00
Beginning August 15, 2029	\$60.00	\$35.00

SECTION 14. Section titled 15.37.060 “Expiration of Permits” shall be deleted in its entirety and new section titled “Transferability of permits” shall take its place. The title of the new section shall be reflected in the Table of Contents and the provision shall read as follows:

A permit issued pursuant to this chapter shall not be transferable to another permittee. Landlords are prohibited from obtaining permits on behalf of a tenant.

SECTION 15. Section 15.37.070 entitled “Information required on application” shall be amended by retitling the section to “Residential Neighborhood Zone Parking Permits,” and by deleting the existing provision and replacing it with the following:

Residential Neighborhood Zone Parking Permits. Upon receipt of a completed application and payment of the fees prescribed in Bloomington Municipal Code section 15.37.050, the Parking System Director, or his or her designee, may issue a Residential Neighborhood Zone Parking Permit.

- (a) Any resident of a Residential Neighborhood zone as defined in Bloomington Municipal Code section 15.37.020 may apply for a Residential Neighborhood Zone Parking Permit by submitting an application to the Parking Services Director or his or her designee.
- (b) Information required on an application shall include, but not be limited to:
 - (1) The name and address of the individual, company, or organization requesting the permit;
 - (2) The make, model and license tag number of motor vehicle(s) for which an application is made;
 - (3) Proof of residency, where applicable;
 - (4) Proof of eligibility and proof of ownership or principal use of the motor vehicle; and
 - (5) Any additional information deemed relevant by the Parking Services Director.
- (c) Permits shall be issued only for vehicles owned by or in the principal use of residents and by persons employed by a business located within Residential Neighborhood Permit Parking Zone.
- (d) Permits issued under this section shall be specific for a single vehicle, shall not be transferred, and shall be displayed thereon only as the Parking Services Director by regulation may prescribe.
- (e) Permits will expire on August 15th of each year. The date of expiration will be clearly marked on all permits.

- (f) Permits issued under this section shall be invalid if the permit holder moves from the residence address contained in the application for a Residential Neighborhood Parking Permit.
- (g) No person shall be permitted to buy a permit for more than one Residential Neighborhood Permit Parking Zone.
- (h) In considering an application for a permit, if the Parking Services Director has reasonable suspicion to believe that the occupancy provisions of Bloomington Municipal Code Title 20 are being violated at the address associated with the permit, the Parking Services Director shall notify the Director of the Housing and Neighborhood Development Department who shall investigate the matter. Until such investigation is complete, the Parking Services Director shall not issue any Residential Neighborhood Parking Zone permits to persons at the address under investigation. Where the address is found to be in violation of the occupancy requirements of Title 20, the Parking Services Director shall not issue any further permits under this section for the address in question until the occupancy thereof is brought into compliance.
- (i) The Parking Services Director or his or her designee may deny an application for a permit under this section upon a determination that:
 - (1) The applicant has failed to supply any of the information required on an application requested by the Parking Services Director;
 - (2) The applicant has provided false information or misrepresented a material fact in connection with an application;
 - (3) The applicant has failed to pay the required permit fee;
- (j) The Parking Services Director may revoke a permit issued under this section if:
 - (1) The permittee fails to meet the qualifications required of an applicant;
 - (2) The permittee obtained the permit by fraud or misrepresentation;
 - (3) The permittee was issued a permit for an address found to be in violation of the occupancy requirements of Title 20 as outlined in 15.37.070(h) above.
 - (4) The permittee violates any provision of this chapter;
- (k) An applicant who applies for a permit under this section may appeal an adverse ruling by the Parking Services Director, or his or her designee, pursuant to 15.37.240.

SECTION 16. Section 15.37.080 entitled “Decal required” shall be renamed, and the current text deleted and replaced such that the entire section shall read as follows:

Section 15.37.080 “Proof of Permit Purchase Required”

Residential Neighborhood Permit Parking Zone permits and visitor permits shall be visibly displayed in a manner determined by the Parking Services Director or his or her designee. A valid license plate shall be required to be affixed to a vehicle registered in the Residential Neighborhood Permit Parking Zone in a manner consistent with Indiana law.

SECTION 17. Section 15.37.100 entitled “Replacement of permit” shall be amended by deleting the entire section as it appears and replacing it with the following:

If the make, model or license tag number of a permitted vehicle changes during the year, an applicant may bring in the new information along with the previously-issued permit to the Parking Services Director, or his or her designee, to obtain a replacement permit. The fee for a replacement permit will be ten dollars.

SECTION 18. Section 15.37.130 entitled “Precedence of no parking zones” shall be amended by deleting the entire section as it appears and replacing it with the following:

Residential Neighborhood Permit Parking Zones do not take precedence over temporary or permanent no parking zones posted by the City for tree removal, snow removal, street sweeping, or other actions deemed necessary by the city of Bloomington.

SECTION 19. Section 15.37.140 entitled “Special exceptions” shall be amended by deleting the section in its entirety and deleting the entry from the Chapter’s Table of Contents. The Table of Contents shall indicate that this section number is “reserved.” Subsequent sections within this Chapter shall not be re-numbered.

SECTION 20. Section 15.37.170 entitled “Zone 1 provisions” shall be amended by deleting the section in its entirety and replacing it with the following:

- (a) Upon approval of an application, the Parking Services Director, or his or her designee, may issue a permit and collect a fee for up to ten “Zone 1” parking permits annually to the staff of Harmony School.
- (b) Fee. The fee for a permit issued under this chapter shall be the equal to the Residential Neighborhood Zone Parking Permit Fee as specified in Section 15.37.050.

SECTION 21. Section 15.37.180 entitled “Business employees” shall be amended by deleting the section in its entirety and deleting the entry from the Chapter’s Table of Contents. The Table of Contents shall indicate that this section number is “reserved.” Subsequent sections within this Chapter shall not be re-numbered.

SECTION 22. Section 15.37.190 entitled “All-zones permits” shall be amended by deleting the entire section and replacing it with the following:

Upon approval of an application, the Parking Services Director, or his or her designee, may issue an "All-Zones" Residential Neighborhood Permit Parking Zone permit to landlords, property managers and qualified service companies, which will allow vehicles bearing this permit to park in any of the residential zones while employees are performing work in that zone. The following eligibility requirements and fee schedule attach to an “All-Zones” Permit.

- (a) Eligibility. Landlords and property managers registered with the City will be allowed to purchase one permit for every ten units or properties within the residential zones. Landlords and property managers with fewer than twenty units will be allowed a maximum of two permits. Realty companies who show property in the residential zones will be allowed a maximum of one all-zone permit per ten realtors employed by the company. Properly registered and verified service companies will be allowed a maximum of two permits per company. The Parking Services Director, or his or her designee, may issue additional permits to employers with 25 or more FTEs who could not otherwise operate under the Residential Neighborhood Zone permit system.
- (b) Fee. The annual fee of an all-zone permit issued under this chapter shall be set according to the following schedule. An all-zone permit is valid for one year from the date of purchase.

Schedule of “All Zone” Residential Neighborhood Permit Parking Zone Fees	
Year	“All Zone” Permit Fee per year
Prior to August 15, 2019	\$50.00
Beginning August 15, 2019	\$103.00
Beginning August 15, 2020	\$106.00
Beginning August 15, 2021	\$109.00
Beginning August 15, 2022	\$112.00
Beginning August 15, 2023	\$115.00
Beginning August 15, 2024	\$118.00

Beginning August 15, 2025	\$122.00
Beginning August 15, 2026	\$126.00
Beginning August 15, 2027	\$130.00
Beginning August 15, 2028	\$134.00
Beginning August 15, 2029	\$138.00

(c) The Parking Services Director or his or her designee may deny an application for a permit under this section upon a determination that:

- (1) The applicant has failed to supply any of the information required on an application or requested by the Parking Services Director;
- (2) The applicant has provided false information or misrepresented a material fact in connection with an application; or
- (3) The applicant has failed to pay the required permit fee.

(d) The Parking Services Director may revoke a permit issued under this section if:

- (1) The permittee fails to meet the qualifications required of an applicant;
- (2) The permittee obtained the permit by fraud or misrepresentation; or
- (3) The permittee violates any provision of this chapter.

(e) An applicant who applies for a permit under this section may appeal an adverse ruling by the Parking Services Director, or his or her designee, to the City's Board of Public Works. Any such appeal must be made in writing and must be filed with the Board of Public Works no later than ten (10) working days from the date of the adverse ruling.

SECTION 23. Section 15.37.200 entitled "Zone 7 fraternities and sororities" shall be amended by deleting the section in its entirety and deleting the entry from the Chapter's Table of Contents. The Table of Contents shall indicate that this number is "Reserved" and subsequent sections within this Chapter shall not be re-numbered.

SECTION 24. Section 15.37.210 entitled "Kirkwood and Walnut employees" shall be amended by deleting the entire section as it appears and replacing it with the following and retitling the section and amending the Table of Contents to reflect "Downtown Employee Parking Permits." The entire provision shall read as follows:

15.37.210 Downtown Employee Parking Permits

The Parking Services Director, or his or her designee, may issue and collect a fee for up to forty Zone 4 and up to forty Zone 5 parking permits annually to businesses or employees of businesses located within an area bounded by S. Washington Street on the west side, S. Indiana Street on the east side, and E. 3rd Street on the south side, and E. 6th Street on the north side.

- (a) Application. Proof of employment must be submitted upon making an application for a parking permit. In addition, proof of ownership or principal use of the motor vehicle must be submitted upon making application for a parking permit.
- (b) Limitation. The Parking Services Director may issue one permit per ten full-time equivalent employees employed by the business. The Parking Services Director may issue additional permits to employers without adequate off-street parking who also have 25 or more FTEs and who could not otherwise operate under the Residential Neighborhood Zone permit system.

- (c) Fee. The fee for parking permits issued under this chapter shall be set according by the amount specified in the following schedule.

Schedule of Downtown Employee Parking Permits Fees	
Prior to August 15, 2019	\$75.00
Beginning August 15, 2019	\$103.00
Beginning August 15, 2020	\$106.00
Beginning August 15, 2021	\$109.00
Beginning August 15, 2022	\$112.00
Beginning August 15, 2023	\$115.00
Beginning August 15, 2024	\$118.00
Beginning August 15, 2025	\$122.00
Beginning August 15, 2026	\$126.00
Beginning August 15, 2027	\$130.00
Beginning August 15, 2028	\$134.00
Beginning August 15, 2029	\$138.00

- (d) The Parking Services Director or his or her designee may deny an application for a permit under this section upon a determination that:

- (1) The applicant has failed to supply any of the information required on an application or requested by the Parking Services Director;
- (2) The applicant has provided false information or misrepresented a material fact in connection with an application; or
- (3) The applicant has failed to pay the required permit fee;

- (e) The Parking Services Director may revoke a permit issued under this section if:

- (1) The permittee fails to meet the qualifications required of an applicant;
- (2) The permittee obtained the permit by fraud or misrepresentation; or
- (3) The permittee violates any provision of this chapter;

- (f) An applicant who applies for a permit under this section may appeal an adverse ruling by the Parking Services Director, or his or her designee, to the City’s Board of Public Works. Any such appeal must be made in writing and must be filed with the Board of Public Works no later than ten (10) working days from the date of the adverse ruling.

SECTION 25. Section 15.37.220 entitled “Collins Center Residents” shall be amended by deleting the reference to Zone 7 and replacing it with Zone 5 and by replacing the “Board of Public Works” with “Parking Services Director, or his or her designee,” such that the entire provision shall read as follows:

The Parking Services Director, or his or her designee, may provide up to one hundred Zone 5 parking permits annually to residents of the Collins Center dormitory.

SECTION 26. Section 15.37.230 entitled “Zone 4 provisions” shall be amended by deleting the section in its entirety and deleting the entry from the Chapter’s Table of Contents. Subsequent sections shall be renumbered and the Table of Contents adjusted to reflect the renumbering.

SECTION 27. Chapter 15.37 shall be amended to add a new Section 15.37.240 entitled “Appeals to the Board of Public Works” by add the title to the Table of Contents and by inserting the following:

An applicant who applies for a permit under this chapter may appeal an adverse ruling by the Parking Services Director, or his or her designee, to the City of Bloomington's Board of Public Works. Any such appeal must be made in writing and must be filed with the Board of Public Works no later ten (10) working days from the date of the adverse ruling.

SECTION 28. Schedule “U” of 15.40.010 entitled “On Street Metered Parking” shall be amended by deleting the entire schedule as it appears and replacing it with the following:

SCHEDULE U					
ON-STREET METERED PARKING LOCATIONS AND MAXIMUM HOURLY RATE					
Block face	Maximum Rate		Block face	Maximum Rate	
100 E 4th	\$1.00		100 N College	\$1.00	200 N Lincoln
200 E 4th	\$1.00		1000 N College	\$1.00	100 S Lincoln
300 E 4th	\$1.00		1100 N College	\$1.00	200 S Lincoln
400 E 4th	\$1.00		1200 N College	\$1.00	100 N Madison
500 E 4th	\$1.00		1300 N College	\$1.00	200 N Madison
100 W 4th	\$1.00		200 N College	\$1.00	100 S Madison
200 W 4th	\$1.00		300 N College	\$1.00	200 S Madison
300 W 4th	\$1.00		400 N College	\$1.00	700 N Morton
400 W 4th	\$1.00		500 N College	\$1.00	800 N Morton
100 E 6th	\$1.00		600 N College	\$1.00	100 N Morton St
200 E 6th	\$1.00		800 N College	\$1.00	200 N Morton St
300 E 6th	\$1.00		900 N College	\$1.00	300 N Morton St
400 E 6th	\$1.00		100 S College	\$1.00	400 N Morton St
500 E 6th	\$1.00		200 S College	\$1.00	500 N Morton St
100 W 6th	\$1.00		300 S College	\$1.00	600 N Morton St
200 W 6th	\$1.00		400 S College	\$1.00	100 N Walnut
300 W 6th	\$1.00		100 N Dunn	\$1.00	1000 N Walnut
400 W 6th	\$1.00		200 N Dunn	\$1.00	200 N Walnut
100 E 7th	\$1.00		100 S Dunn	\$1.00	300 N Walnut
200 E 7th	\$1.00		200 S Dunn	\$1.00	400 N Walnut
300 E 7th	\$1.00		100 N Grant	\$1.00	500 N Walnut
400 E 7th	\$1.00		200 N Grant	\$1.00	600 N Walnut
100 W 7th	\$1.00		100 S Grant	\$1.00	700 N Walnut
200 W 7th	\$1.00		200 S Grant	\$1.00	800 N Walnut
300 W 7th	\$1.00		100 S Indiana	\$1.00	900 N Walnut
400 W 7th	\$1.00		200 S Indiana	\$1.00	100 S Walnut
100 W 8th	\$1.00		100 E Kirkwood	\$1.00	200 S Walnut
200 W 8th	\$1.00		200 E Kirkwood	\$1.00	300 S Walnut
400 W 8th	\$1.00		300 E Kirkwood	\$1.00	400 S Walnut
100 W 9th	\$1.00		400 E Kirkwood	\$1.00	100 N Washington
200 W 9th	\$1.00		500 E Kirkwood	\$1.00	200 N Washington
200 W 11th	\$1.00		100 W Kirkwood	\$1.00	100 S Washington
300 W 11th	\$1.00		200 W Kirkwood	\$1.00	200 S Washington
400 W 11th	\$1.00		300 W Kirkwood	\$1.00	
300 W 12th	\$1.00		400 W Kirkwood	\$1.00	
700 N Ashlynn Pk	\$1.00		100 N Lincoln	\$1.00	

SECTION 29. Section 15.40.020 entitled “Applicable times and charges” shall be amended by deleting the entire section as it appears and replacing it with the following text.

- (a) The monthly fee for the use of all municipal lots and garages, and the times those charges apply, shall be as set forth in Schedule V of this chapter.
- (b) The hourly fee for the use of all municipal lots, and the times those charges apply, shall be as set forth in Schedule W of this chapter.
- (c) Every day except Sundays and city holidays, between the hours of eight a.m. and nine p.m., the fee for the use of each on-street metered parking space shall be as set forth in Schedule ‘U’.
- (d) The mayor may suspend enforcement of parking meters and parking garages during the holiday season, in the event of inclement weather, or under other circumstances the mayor deems appropriate and reasonable.
- (e) The Board of Public Works is authorized to alter or modify the hourly charge or method of payment for parking in all municipal parking lots, garages and on-street metered parking spaces in conjunction with special events and promotional activities.
- (f) The following fees for parking permit leases, hang tags, replacement hang tags, garage access cards, and replacement garage access cards shall be as follows, subject to all conditions of this chapter and the applicable lease:
 - (1) Hang tags (new or replacement) — ten dollars;
 - (2) Garage access cards (new or replacement) — ten dollars; and
 - (3) Garage access card reactivation fee — five dollars.

**SCHEDULE V
MONTHLY PERMIT FEES FOR MUNICIPAL GARAGES (LOTS 2, 7 AND 9)
AND SURFACE LOT 5**

Year	Nonreserved permit	Nonreserved permit	Reserved space	Reserved space
	Admission Mon. - Fri. 6:00 am – 6:00 pm, Sat. & Sun. 6:00 am - Noon	Admission 7 days per week 24 hours per day	Admission Mon. - Fri. 6:00 am – 6:00 pm	Admission 7 days per week 24 hours per day
2018	\$40.00	\$67.00	\$57.00	\$76.00
2019	\$52.00	\$98.00	\$74.00	\$113.00
2020	\$54.00	\$101.00	\$76.00	\$116.00
2021	\$56.00	\$104.00	\$78.00	\$119.00
2022	\$58.00	\$107.00	\$80.00	\$123.00
2023	\$60.00	\$110.00	\$82.00	\$127.00
2024	\$62.00	\$113.00	\$84.00	\$131.00
2025	\$64.00	\$116.00	\$87.00	\$135.00
2026	\$66.00	\$119.00	\$90.00	\$139.00
2027	\$68.00	\$123.00	\$93.00	\$143.00
2028	\$70.00	\$127.00	\$96.00	\$147.00
2029	\$72.00	\$131.00	\$99.00	\$152.00

(g) The Parking Services Director or his or her designee may deny an application for a permit lease, hang tag, replacement hang tag, garage access card, or replacement garage access card under this section upon a determination that:

- (1) The applicant has failed to supply any of the information required on an application or requested by the Parking Services Director;
- (2) The applicant has provided false information or misrepresented a material fact in connection with an application; or
- (3) The applicant has failed to pay the required fee.

(h) The Parking Services Director may revoke a hang tag, replacement hang tag, garage access card, and replacement garage access card issued under this section if:

- (1) The permittee fails to meet the qualifications required of an applicant;
- (2) The permittee obtained the permit by fraud or misrepresentation; or
- (3) The permittee violates any provision of this chapter.

(i) An applicant who applies for a permit under this section may appeal an adverse ruling by the Parking Services Director, or his or her designee, to the City's Board of Public Works. Any such appeal must be made in writing and must be filed with the Board of Public Works no later than ten (10) working days from the date of the adverse ruling.

SCHEDULE W
HOURLY PARKING FEES FOR MUNICIPAL SURFACE LOTS AND GARAGES

Municipal Lot / Garage	Parking charge per hour	Applicable times for parking charges
Lot 1— 4th and Dunn	\$1.00	8:00 a.m. — 9:00 p.m. Monday through Saturday
Walnut Street Garage (Lot 2) *	\$0 For the first 60 minutes, \$0.50 Beyond first 60 minutes	24 hours per day Monday through Saturday
	Effective January 1, 2021 \$0.50	
Lot 3 — 4th & Washington	\$1.00	8:00 a.m. — 9:00 p.m. Monday through Saturday
Lot 5 — 6th and Lincoln	\$1.00	8:00 a.m. — 9:00 p.m. Monday through Saturday
Lot 6 — 3rd St./BPD lot	\$1.00	8:00 a.m. — 9:00 p.m. Monday through Saturday
Morton Street Garage (Lot 7)*	\$0 For the first 60 minutes, \$0.50 Beyond first 60 minutes	24 hours per day, 7 days per week
	Effective January 1, 2021 \$0.50	
Fourth Street Garage (Lot 9)*	\$0 For the first 60 minutes, \$0.50 Beyond first 60 minutes	24 hours per day, Monday through Saturday
	Effective January 1, 2021 \$0.50	

* Until January 1, 2021, no vehicle may park for a free, 60-minute period of time in more than one of the aforementioned garages (Lots 2, 7, or 9) more than one time per calendar day. A person who violates this provision commits a Class D Traffic Violation, subject to the penalties of 15.64.010(d).

SECTION 30. Section 15.40.060 entitled “Violations” shall be amended by adding a new subsection (n) and revising existing subsections (b), (c), (d), (h), and (i) such that the entire Section shall read as follows:

- (a) No person shall permit a vehicle to remain in a metered parking space after the purchased time has elapsed or after any restriction on the length of time a vehicle may park in a particular municipal parking lot, garage and/or on-street metered parking space has elapsed. After the purchased time has elapsed, a separate and/or additional violation occurs no more frequently than every two hours.
- (b) No person shall park in a leased stall in any city garage or lot without a valid lease for that space. The vehicle shall indicate possession of such a lease in a manner directed by the Parking Services Director or his or her designee.
- (c) No person shall park in any city garage or lot in an area designated for non-reserved leases without a valid lease for such spaces as described in this chapter. The vehicle shall indicate possession of such a lease in a manner directed by the Parking Services Director or his or her designee.
- (d) No person shall park in any of the lots or garages described in Section 15.40.010 of this chapter unless permitted and authorized as described by the provisions of this chapter or by the Parking Services Director or his or her designee.
- (e) No person shall permit a vehicle to remain parked in a backed position in a parking space in any municipal parking lot.
- (f) No person shall deface, injure, tamper with, open or willfully break, destroy or impair the usefulness of any parking meter installed under the provisions of this chapter.
- (g) No person shall deposit or cause to be deposited in any parking meter any substitute for proper payment.

- (h) No person shall park a vehicle in any lot or garage described in Section 15.40.010 unless the vehicle indicates permission or authorization to park in that lot or garage in a manner directed by the Parking Services Director or his or her designee.
- (i) No person shall park a vehicle in the spaces designated City Hall Visitor Parking in Lot 11 during the City's regular business hours or during any other posted prohibited times unless the driver of the vehicle is within city hall at 401 North Morton Street or space utilized by the city at 501 North Morton Street or moving directly between the parked vehicle and those locations any time those buildings are open to the public.
- (j) No permit holder for a reserved space in a city parking facility shall park a motor vehicle covered by the permit in any space in the same facility other than the reserved space, including spaces intended for transient or hourly parking during any time the reserved space permit is valid.
- (k) No party to a permit lease with the city pursuant to this chapter shall violate any term or condition of such lease.
- (l) No person shall resell a permit except in compliance with Section 15.40.030(g), (h) and (i).
- (m) No person shall use a duplicate permit or access card except in compliance with Section 15.40.030(j).
- (n) No person shall park a vehicle under 15.40.020, Schedule W above, for a free, 60-minute period of time in more than one of the following lots more than one time per calendar day:
Lots 2, 7, and 9.

SECTION 31. Section 15.48.010 entitled "General provisions" shall be amended by deleting subsection (a)(6) in its entirety as they appear and replacing it with the following:

- (a) (6) Any vehicle parked in a leased stall in a municipal parking facility without displaying the proper permit for that stall for which the Parking Services Director, or his or her designee, has determined the displaying of a permit is required, or any vehicle in violation of Section 15.40.060 (j) of this code;

SECTION 32. Section 15.48.010 entitled "General provisions" shall be amended by deleting subsection (b)(17) as it appears and replacing it with the following

- (b) (17) Equipment or machinery, whether self-propelled or towed, parked on a public street without prior approval from the Parking Services Director, or his or her designee, and in violation of Section 15.32.060.

SECTION 33. The table associated with subsection 15.64.010(d) entitled "Violations and penalties, Class D Traffic Violations" shall be amended by deleting the first row of the table labeled "Fines" and replacing it with the following:

Fine:	Until December 31, 2018: \$20.00, \$40.00 (depending upon when paid)	
	On and After January 1, 2019: \$30.00, \$60.00, depending on when paid	

SECTION 34. The table associated with subsection 15.64.010(d) entitled “Violations and penalties, Class D Traffic Violations” shall be amended by deleting the 21st row of the table associated with violations of 15.40.060 and replacing the row with the following:

	15.40.060(a), (c), (d), (e), (f), (g), (h), (n)	Backing in and overtime parking in municipal parking lots, garages and on-street metered parking spaces; defacing parking meters; depositing or causing to be deposited in a parking meter a substitute for proper payment; unauthorized parking in a municipal lot or garage; and, limiting free parking in Lots 2, 7, and 9.
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SECTION 35. Section 15.64.010(d) entitled “Violations and penalties” shall be amended by deleting subsection (d) (1) as it appears and replacing it with the following:

(d) (1) The Fine for Class D traffic violations shall be twenty dollars if paid within fourteen calendar days. The Fine shall automatically increase to forty dollars if not paid within the fourteen calendar days. Beginning January 1, 2019, the Fine for Class D traffic violations shall be thirty dollars if paid within fourteen calendar days. The Fine shall automatically increase to sixty dollars if not paid within the fourteen calendar days.

SECTION 36. If any section, sentence or provision of this ordinance, or the application thereof to any person or circumstances shall be declared invalid, such invalidity shall not affect any of the other sections, sentences, provisions or applications of this resolution which can be given effect without the invalid provision or application, and to this end the provisions of this resolution are declared to be severable.

SECTION 37. This ordinance shall be in full force and effect from and after its passage by the Common Council of the City of Bloomington, with approval of the Mayor, and after any required publication, waiting and/or notice periods under Indiana law. Provided, however, the following sections shall become effective on the following dates:

Effective January 1, 2019	Effective August 15, 2019
Sections 3 and 19. Amends BMC subsection 15.32.090 (f) and deletes BMC 15.37.140 to modify provisions regarding temporary parking permits and raising the fee for the same.	Section 10. Amends BMC 15.37.020 to delete existing zones 4-7 and re-organize the same into two new zones: Neighborhood Zone 4 (High Point) and Zone 5 (University Courts)
Sections 6, 7, and 8 Amend BMC Section 15.36, reserved residential on-street parking permit definitions and permit qualifications.	Section 11. Amends BMC 15.37.020 to establish Neighborhood Zone 6 (Garden Hill)
Section 15 Amends BMC Section 15.37.070 to re-organize and modify provisions related to Residential Neighborhood Zone Parking Permits.	Section 25. Amends BMC 15.37.220 to replace Zone 7 with Zone 5 under Collins Center Residents
Section 17. 15.37.100 Modifies the provision regarding the replacement of a permit	
Section 27. Adds a new Section, BMC 15.37.240 to provide for an appeal to the Board of Public Works for adverse rulings under §15.37	
Section 28. Amends BMC 15.40.010 to modify Schedule “U,” On-Street Metered Parking	
Sections 29 and 30. Amends BMC 15.40.020 to align the hours of street and garage parking in Schedules V and W; eliminates free parking in the surface lots and reduces the free parking allowance in the garages from three to one hour. This section also builds in a sunset provision for free parking in garages whereby all free parking in garages would be eliminated by January 1, 2021.	
Sections 33, 34, and 35. Amends portions of BMC 15.64.010(d) to add a new penalty provision and to increase the fine for violations and penalties, Class D Traffic Violations	

SECTION 38. For those provisions effectively immediately and whose duties are assigned to the Parking Services Director, the Planning and Transportation Department Director shall designate a Department employee to assume these duties until the Parking Services Director is hired, at which time the Parking Services Director shall assume the duties.

PASSED by the Common Council of the City of Bloomington, Monroe County, Indiana upon this _____ day of _____, 2018.

DOROTHY GRANGER, President
Bloomington Common Council

ATTEST:

NICOLE BOLDEN, Clerk
City of Bloomington

PRESENTED by me to the Mayor of the City of Bloomington, Monroe County, Indiana, upon this _____ day of _____, 2018.

NICOLE BOLDEN, Clerk
City of Bloomington

SIGNED and APPROVED by me upon this _____ day of _____, 2018.

JOHN HAMILTON, Mayor
City of Bloomington

SYNOPSIS

This ordinance comes forth at the request of the City's Parking Commission and is sponsored by Councilmembers Granger and Ruff. The measure makes a number of changes to the City's parking system in response to analysis and recommendations of both the City's Parking Commission and the *Downtown Area Parking Study*, a report prepared by Desman Design Management. The salient changes made by this ordinance include: changing the administration of the parking program; increasing fees for neighborhood and other parking permits; building in fee escalators; adding a new neighborhood parking zone; reconfiguring existing neighborhood parking zones; re-stating parking meter fees in terms of maximums; aligning the hours of enforcement at municipal garages and lots with that of on-street meters; eliminating free parking in municipal lots and reducing free parking in municipal garages from three hours to one hour; locating a sunset on free parking in garages; increasing the fees for garage parking; and, increasing the fines for Class D parking violations. The ordinance also makes organizational and text changes intended to clarify the relevant provisions.



**BLOOMINGTON COMMON
COUNCIL**

CITY OF BLOOMINGTON

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Memorandum

To: Council Members
From: Dorothy Granger, District II and Andy Ruff, At-Large
Date: 31 August 2018
Re: Ordinance 18-11

We respectfully request your support of Ordinance 18-11. The ordinance comes forward to the Council from the City's Parking Commission with our endorsement. The ordinance is a response to both the Commission's own deep and careful review of the City's parking system and the *2018 Downtown Area Parking Study*, by Desman Design Management. Both reports point to a number of significant concerns with the City's current parking system.

Some of the most notable concerns expressed in both reports include the following:

1) Expense.

Expenses for municipal garages, municipal lots, and neighborhood parking zones outpace revenue. Indeed, the Commission points out that a significant amount of Tax Increment Financing Revenue is currently used to subsidize two of the City's garages.

2) Ineffective Neighborhood Zones.

Neighborhood parking zones are oversold and violations are very high.

3) Rates That Have Not Kept Pace.

Parking rates, fees, and fines are lower than those charged in comparable communities. Additionally, there is no policy in place to ensure that rates and fines increase at regular intervals.

4) Inconsistent Hours of Operation.

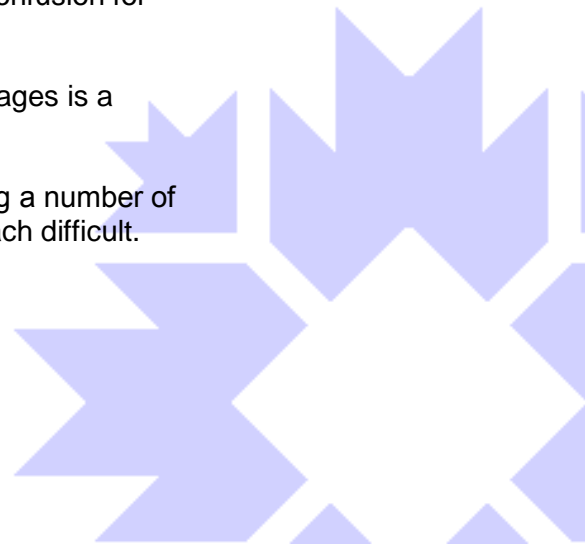
Hours of operation in the municipal garages and lots vary, and are different than those of on-street meters, creating potential confusion for users.

5) Ineffective Free Parking.

Free, three-hour parking in the municipal lots and in the garages is a source of abuse and represents a loss to the City.

6) De-Centralized Parking Administration.

Responsibility for the City's parking system is divided among a number of City departments, making coordination and a unified approach difficult.



In response to these concerns, Ordinance 18-11 proposes to do the following:

1) Better Match Fees to Cost of Operation.

The ordinance brings fees for neighborhood and other parking permits closer to the cost of administering those programs. Many fees are accompanied by an escalator to help fees better keep up with the cost of administration over time.

2) Scale Back Free Parking.

Much of the free parking provisions allowed in lots and in garages were added when the parking meters were installed in 2013. The provision was intended to be an interim measure, to help parkers adjust to the new meters. As this allowance has been provided for five years and has shown to harm the fiscal health of the lot and garage parking systems, this ordinance eliminates free parking in the municipal lots and reduces free parking in garages from three hours to one hour and locates a sunset on all free parking in garages by 2021.

3) Reconfigure Neighborhood Parking Zones.

The ordinance reconfigures existing Neighborhood Parking Zones 4-7 into two new zones to allow for additional opportunities for lawful neighborhood parking. The ordinance also creates a new Neighborhood Parking Zone for residents of Garden Hill.

4) Consistent Hours of Enforcement.

The ordinance aligns the hours of enforcement of meters and lots. With this change, meters and lots are all enforced 8:00 am- 9:00 pm and garages are enforced 24 hours a day, 6 days a week.

5) Increase Fine for a Parking Ticket.

The ordinance increases the base cost of a parking violation from \$20 to \$30, a figure still well below the base cost of an IU parking citation.

6) Centralized Parking Administration.

The ordinance re-organizes the administration of the parking code to allow a Parking Services Director to centrally administer and manage the City's parking system. Recall, that the Administration proposed this position in its 2019 budget presentation.

*

Parking operates as a system. As described by the Commission, a change in one element of the system evinces changes in the rest. This ordinance is offered as a well-considered, well-researched approach to improve the City's parking system as a whole and is an approach that help us not only better manage parking, but is one that is fiscally prudent, and one that better aligns us with our shared goal to be ever-better stewards of the built environment.

We thank the Parking Commission for its extraordinary work and dedication in bringing these changes forward.

We respectfully request your support.

City of Bloomington

Parking Commission

Council's legislation enabled the City of Bloomington Parking Commission to receive comments and concerns about parking matters; to develop, implement, maintain, and promote a comprehensive policy on parking that furthers the objectives of the Comprehensive Plan; and most importantly, to recommend to the Common Council and administration ways and means for achieving the city's Comprehensive Plan through the administration of parking policy.¹

The Commission recognizes that parking is an important public asset that should be allocated equitably to support the economic and social health of our community. Through cost-recovery, market-based pricing, limited parking resources should be allocated according to the priority of use, while providing space-access predictability and consumer choices, minimizing traffic impacts, and returning revenue for operating costs and future capital investments.

Bloomington's Comprehensive Plan calls for smart growth with increased density in the downtown with mixed uses, promoting alternative modes of transportation such as walking, bicycling, ride-sharing services and the use of Bloomington Transit. Excessive parking supply is incompatible with these strategies and goals. Further, as Desman pointed out in the *2018 Downtown Area Parking Study*,² there is no shortage of parking, just a lack of management of existing assets.

Many people believe the value of a parking space is directly related to the proximity of the space in relation to their destination. A publicly-owned, reserved parking space which is rarely used has no value to anyone; spaces that are used frequently during the day by many different types of people create the most significant public benefit. As a community, we need to transform our thinking which associates the value of a parking space with the convenience of locality to an understanding that a space's true value and utility is related to how shareable it is and the intensity of demand at its location.

To increase parking space turnover, the city should employ a combination of tactics: the use of time limitations or time-graduated on-street pricing controls, improved signage and way-finding, sophisticated shared parking arrangements, real-time parking guidance, and effective, judicious enforcement; however, the most important and efficacious policy is to establish a rate structure that achieves 85% occupancy levels.

Prices that produce an occupancy rate of 85% lead to efficiency for three reasons. First, on-street parking performs efficiently—spaces will be well used, but readily available. Second, the transportation system

¹ BCC Ord 16-22

² <https://bloomington.in.gov/sites/default/files/2018-06/Bloomington%20Final%20Report%206.21.18%20FINAL.pdf>

will perform efficiently—cruising for underpriced parking will not congest traffic, waste fuel, or pollute the environment. Third, the economy will perform efficiently permitting greater access to the downtown, resulting in business stability and higher sales, lower costs of goods and services, higher wages, and lower property taxes that influence the affordability of commercial and residential rental rates.^{3,4}

Proper management of our city’s on-street parking supply can significantly influence off-street parking. As we prioritize metered parking for short-term users such as meeting attendees, shoppers and other customers, our municipal garages are repurposed for long-term parking—people who park four to six hours or more, such as commuters and residents of downtown. This synergism combined with interrelated time stay limitations, effective enforcement, and rate management policies improve utilization of garages by pushing non-priority users to available off-street facilities.

In residential neighborhood zones (NZ) where on-street parking is also in short supply, our management plan should prioritize the parking requirements of the residents of the zone. We should regularly review and evaluate existing zone boundaries; parking controls, including the requirements for and the number of permits issued per address; permit rate structures; and hours of enforcement across zones of different residential character and resident type.

Since January 2017, the Commission has met regularly with council members, staff, the administration, and community leaders and stakeholders to discuss improvements to the parking system. The Commission adopted its first annual report, a comprehensive review of the city’s overall system of parking, in December of 2017.⁵ Over the last eight months, the Commission has convened fourteen public meetings and worked through six drafts of recommendations before finalizing recommendations to council.

³ D. Shoup. *The High Cost of Free Parking*. (American Planning Association, 2011).

⁴ R. Willson. *Parking Management for Smart Growth*. (Island Press: Washington, 2015).

⁵ <https://bloomington.in.gov/sites/default/files/2018-06/Bloomington%20Final%20Report%206.21.18%20FINAL.pdf>

The financial status of the parking system is described in the following table:

	Garage & Lots		Neighborhood Zones		Metered Parking	
	2016	2017	2016	2017	2016	2017
Total Revenues	\$ 1,096,823	\$ 810,179	\$ 127,692	\$ 118,977	\$ 4,809,460	\$ 4,152,561
Total Expense	\$ (1,389,816)	\$ (1,286,769)	\$ (130,212)	\$ (135,410)	\$ (1,786,588)	\$ (1,600,471)
Cash Flow	\$ (292,993)	\$ (476,590)	\$ (2,520)	\$ (16,433)	\$ 3,022,873	\$ 2,552,090
Total Other Revenue	\$ 664,373	\$ 558,745	\$ 224,712	\$ 172,427	\$ 383,820	\$ 294,623
Capital Transfer			\$ 500,000	\$ 500,000		
Capital Expense			\$ (400,496)	\$ (278,282)		
Balance	\$ 371,380	\$ 82,155	\$ 222,192	\$ 155,994	\$ 3,406,692	\$ 2,846,713

The Commission and Desman agree that the following issues are most significant:

- Revenue is not sufficient to cover operating costs or provide for future capital investments;
- Three-hour free parking and the TIF subsidize our municipal garages & surface lots at considerable opportunity cost to the community;
- NZ violations are extremely high with a majority of zones over-sold, leading to a system that is subsidized by violation revenue;
- The city's standard operating procedures are not aligned with the current code; and
- There is no single person charged with oversight of parking or the responsibility for the long-term strategic development of the parking system.

To address these issues, the Commission forwards the following recommendations to Council:

1. Align the hours of enforcement of meters, lots, and garages.
2. Treat parking in municipal lots the same as on-street metered parking, eliminating free parking.
3. Reduce free garage parking from 3-hours to 1-hour; sunset free parking in 2021.
4. Shift the burden of expense from the general fund and TIF to users of the parking system by setting appropriate rates; escalate rates by 3% per year to keep pace with rising costs.
5. Adjust NZ boundaries to allow additional legal parking opportunities.
6. Create a new NZ for the residents of Garden Hill.
7. Increase the base cost of a violation from \$20 to \$30.
8. Reorganize the code to empower a Parking Services Director appointed by the administration.

9. Centralize administration and management of the parking system under a Parking Services Director who will oversee administration and decision making to strategically lever parking assets both individually and as a system.

The ordinance language developed by the Commission is a comprehensive reset of the parking system, but not an exhaustive list of every necessary change. Indeed, there are other areas of Title 15 which the Commission must examine and new accommodations and regulations that the Commission will debate. Ord 18-11 includes many price increases which will (a) reduce occupancies and improve residents' access to the parking system, (b) adjust Bloomington's fee structure to be in-line with comparable communities,⁶ and (c) adjust fees such that our parking system trends revenue-neutral. The decision to price parking or increase rates is never an easy one. As stewards of an essential public resource, the city has a fiduciary responsibility to ensure that the parking system is operated efficiently and cost-effectively, with sound long-term financial management, so that parking assets may support the continued economic vitality of our community. The Commission firmly believes that uniformity in the hours of enforcement and specific, long-overdue rate increases are necessary first steps toward establishing a financially self-sustaining parking system.

The following FAQ summarizes changes effected by Ord 18-11 and includes excerpts from the Commission's 2017 annual report.

On behalf of the Commission, I thank you for considering this important issue.

Respectfully submitted,

Jim Blickensdorf, Chairperson
City of Bloomington Parking Commission

⁶ Desman found that parking rates, fees and fines charged in Bloomington are lower than the average of those charged in ten comparable communities.

Parking Commission Recommendations

Changes in Administration

Parking System Director **Section 1.** Centralize administration and management of the parking system under a Parking Services Director (PSD) who can oversee administration and decision making to strategically lever parking assets both individually and as a system.

Most Sections. Shift administrative authority from Planning and Transportation or Public Works to the PSD.

Special Parking Permits

Temporary & Contract Permits **Sections 3, 4.** Renames "Special Event Permits" to "Temporary Parking Permits"; increases the fee; shifts language from "shall issue" to "may issue"; outlines the criteria under which an application may be denied, revoked or a denial may be appealed. BMC §15.32.90 (f) and §15.32.180.

Delivery Permits **Section 5.** Removes delivery permits from the code. BMC §15.32.185.

Changes to Neighborhood Zones (NZ) Permits

Eliminates Combo-Zone **Section 9.** Deletes the combo-zone parking exception—requires that a NZ permit holder who parks in a metered stall pay all required metered fees beginning August 15, 2019. BMC §15.37.020.

Consolidates Zones 4-7 **Section 10.** Combines four zones into two zones with N. Dunn Street as the east/west dividing line. BMC 15.37.020.

Creates the Garden Hill NZ **Section 11.** Adds a new NZ for residents of the Garden Hill NOA. BMC §15.37.020.

Updates NZ Eligibility Terms **Section 12.** Transfers authority to the PSD and specifies that each resident can apply for one NZ permit and visitor permits in accordance with regulations set by the PSD. BMC §15.32.070.

Increases NZ Fees **Section 13.** Increases fees for residents from \$25 to \$45. For persons with disabilities and applicants over 65 years of age rates remain \$25. Fees are scheduled to increase 3% per year. BMC §15.37.050.

Transferability **Section 14.** Landlords are prohibited from applying for permits on behalf of or transferring permits to a tenant. BMC §15.37.060.

Information Required	<u>Section 15.</u> Enumerates the qualifications for a NZ permit. Each resident may apply for one permit; the PSD may deny applications and revoke permits under the specified conditions. BMC §15.37.070.
Display of Decal	<u>Section 16.</u> Transfers authority to the PSD and permits; requires a valid license plate; permits the PSD to determine the manner of display. BMC §15.37.080.
Replacement of Permit	<u>Section 17.</u> Transfers authority to the PSD. BMC §15.37.100
No Parking Zones	<u>Section 18.</u> Removes city department names and substitutes "City" BMC §15.37.130.
NZ Special Exceptions	<u>Section 19.</u> Deletes BMC §15.37.140. NZ residents are eligible for permits under §15.32.090 (f).
Fraternity/Sorority	<u>Section 20.</u> Removes eligibility for fraternity and sorority houses to apply for NZ 1 permits. <u>Section 23.</u> Removes eligibility for fraternity and sorority houses to apply for NZ 4 permits.
Commercial NZ Permits	<u>Section 22.</u> Transfers authority to the PSD; increases fees from \$50 to \$103; fees escalate 3% per year; provides an exception for organizations or business with more than 25 employees; the PSD may deny applications or revoke permit under certain specified conditions.
Downtown Employee Permits	<u>Section 21 & 24.</u> Deletes BMC §15.37.180 of the code. Business employees will be eligible under §15.37.210 as amended. Transfers authority to the PSD; expands the area from the Kirkwood corridor to the University Village Overlay; provides an exception for organizations or employers with more than 25 employees; increases fees from \$75 to \$103; escalates fees 3% per year; the PSD may deny applications or revoke permit under certain specified conditions.
Collins Residents	<u>Section 25.</u> Transfers authority to the PSD; changes zone from 7 to 5 to accommodate the consolidation of extant zones 4-7. BMC §15.37.220.
Zone 4 Provisions	<u>Section 26.</u> Removes an obsolete section of the code.
Due Process	<u>Section 27.</u> An applicant who receives and adverse ruling, is denied for a permit or has a permit revoked may appeal to the BPW within 14 days.

In 2016, Citations revenue as a percentage of permit revenue was 170; most NZs were over 85% occupancy with many +120%; All-Zone permits account for only 29% of NZ

Changes to On-Street Metered Parking

Metered Parking **Sections 28 & 29.** Describes Schedule "U" by block face with a maximum rate per hour of \$1.00 and starts on-street meter enforcement at 8am, effective January 1, 2019. BMC §15.40.020.

Changes to Municipal Garages and Surface Lots

Garages & Lots **Section 29.** Aligns the hours of enforcement of garages, municipal lots and on-street meters to 8am until 9pm. Eliminates 3-hour free parking in municipal lots, reduced free parking from 3-hours to 1-hour in municipal garages with a sunset on free time in 2021. Increases the fee for garage parking permits specified in schedule V, and permits the PSD to deny or revoke garage parking permits. BMC §15.40.020.

12/5 NR	\$40 -> \$52	+30%
12/5 R	\$57 -> \$74	+30%
24/7 NR	\$67 -> \$98	+46%
12/5 NR	\$76 -> \$113	+49%

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

Increasing garage permits will generate an estimated increase in revenue of \$376,383 (based on 0 hours free), nearly half of the TIF funds used to pay debt service on two of the City's garages.

On average, transient garage parkers length of stay was 71 minutes in 2016 and 61 minutes in 2017; 46% exited within the first 90-minutes and 71% exited within 3 hours.

Changes to Citations

Violations **Section 30.** Increases the base fine for a parking violation from \$20 to \$30; fines double after 14 days. BMC §15.40.060 and §15.64.010(d).

74% of parkers receive only 1 citation per year; 95% of all parkers receive less 4 or less citations per year.

In 2016, cost per enforcement labor hour in metered parking was \$36; revenue per enforcement labor hour was \$30.54.

2016 Revenue: \$609,392; estimated revenue increase: +\$346,879, assuming no change in behavior

2016 Citation rate was calculated to be less than 3.41% of vehicles, lower than the industry average of 5-6%

Figure 4: 2016 Financial Performance of the City of Bloomington's Parking System.

Category	Amount
Total Parking System Funds - Balance Forward	\$ 3,190,063.99
Parking System Revenues	
Neighborhood Zone– Permit Revenue	\$ 131,860.38
Garages – Hourly Revenue	\$ 150,040.28
Lots – Hourly Revenue	\$ 74,847.01
Garages – Special Event Permit Revenue	\$ 740,856.30
Garages – Lot Leases	\$ 109,945.07
Garages – Other Revenue	\$ 21,003.18
Parking Meter -- Permits	\$ 25,555.10
Parking Meter – Hourly Revenue	\$ 2,218,005.77
Parking Meter – Convenience Fee	\$ 161,169.30
Private Parking	\$ 542.00
Total System revenues	\$ 3,633,824.39
Parking System Expenses	
Staffing Expenses	\$ (1,160,976.56)
Operational Expenses	\$ (317,132.01)
Equipment & Supply Expenses	\$ (1,699,224.31)
General Fund Charges	\$ (172,080.00)
Total System Expense	\$ (3,349,412.88)
System Cash Flow	\$ 284,411.51
Other System Revenues	
Neighborhood Zone Citations	\$ 224,712.10
Garage & Lots Citations	\$ 1,572.00
Metered Parking Citations	\$ 383,108.11
TIF Monies	\$ 662,709.99
Miscellaneous Income	\$ 933.85
Total Other System Revenues	\$ 1,273,036.05
Parking System Balance	\$ 1,557,447.56
Capital Transfer to Neighborhood Zone Program	\$ 500,000.00
Capital Expenditures	\$ (400,496.25)
System Balance after Capital Expenditures	\$ 1,656,951.31
Parking System Closing Balance	\$ 4,847,015.30

Figure 7. Summary Table of Parking System Financial Data, 2011-2016.

Revenue	2011	2012	2013	2014	2015	2016
System Revenues						
Garages – Hourly Revenue	\$ 36,813	\$ 40,281	\$ 829,968	\$ 125,960	\$ 127,221	\$ 150,040
Lots – Hourly Revenue				\$ 74,119	\$ 120,475	\$ 74,847
Garages – Permit Revenue	\$ 416,196	\$ 417,042	\$ 435,986	\$ 525,675	\$ 722,522	\$ 740,856
Garages – Lot Leases	\$ 187,616	\$ 184,694	\$ 190,368	\$ 365,003	\$ 82,926	\$ 109,945
Garages – Other Revenue				\$ 14,990	\$ 16,590	\$ 21,003
Metered Parking – Event Permits				\$ 19,948	\$ 38,483	\$ 25,555
Metered Pkg. – Hourly Revenue				\$ 2,157,473	\$ 2,170,726	\$ 2,218,006
Metered Pkg. – Convenience Fee			\$ 53,779	\$ 153,081	\$ 147,661	\$ 161,169
Neighborhood Zone Permits	\$ 114,869	\$ 115,555	\$ 122,075	\$ 124,929	\$ 125,438	\$ 131,860
NZ Resident-Only Parking Permits				\$ 167	\$ 156	\$ 542
Total System Revenues	\$ 755,494	\$ 757,572	\$ 1,632,176	\$ 3,561,344	\$ 3,552,198	\$ 3,633,824
System Expenses						
Staffing Expenses	\$ (842,030)	\$ (880,862)	\$ (939,630)	\$ (981,153)	\$ (1,247,264)	\$ (1,160,977)
Operational Expenses	\$ (1,143,928)	\$ (877,208)	\$ (389,800)	\$ (275,607)	\$ (365,143)	\$ (317,132)
Equipment & Supply Expenses	\$ (1,160,411)	\$ (1,441,268)	\$ (1,220,793)	\$ (1,505,189)	\$ (1,672,529)	\$ (1,699,224)
General Fund Charges	\$ (109,192)	\$ (215,835)	\$ (225,000)	\$ (372,568)		\$ (172,080)
Total System Expenses	\$ (3,255,561)	\$ (3,415,173)	\$ (2,775,223)	\$ (3,134,517)	\$ (3,284,937)	\$ (3,349,413)
System Cash Flow	\$ (2,500,067)	\$ (2,657,601)	\$ (1,143,047)	\$ 426,827	\$ 267,261	\$ 284,412
Neighborhood Citations	\$ 362,380	\$ 420,563	\$ 452,892	\$ 272,290	\$ 234,540	\$ 224,712
Garage & Lots Citations ^{##}	\$ 578,778	\$ 581,137	\$ 452,256	\$ 2,810	\$ 827	\$ 1,572
Meter Citations ^{###}	##	##	###	###	###	\$ 383,108
TIF Monies	\$ 748,734	\$ 756,221	\$ 704,362	\$ 666,080	\$ 670,678	\$ 662,710
Other Revenues	\$ 1,244	\$ 7,284	\$ 1,532	\$ 562	\$ 12,141	\$ 934
Grants		\$ (10,000)	\$ (5,000)			
System Balance	\$ (808,931)	\$ (902,397)	\$ 462,995	\$ 1,368,569	\$ 1,185,446	\$ 1,557,448
Capital Transfer to 454	\$ 765,000	\$ 765,000	\$ 350,000	\$ 200,000	\$ 500,000	\$ 500,000
Capital Expenditures	\$ (238,312)	\$ (722,615)	\$ (229,627)	\$ (737,351)	\$ (251,708)	\$ (400,496)
System Balance after Capital Expenditures	\$ (282,243)	\$ (860,012)	\$ 583,368	\$ 831,217	\$ 1,433,738	\$ 1,656,951

^{##} Revenues from on-street parking citations in 2011 and 2012 were reported as Program Revenues and were deposited into the Parking Facilities account.

^{###} Beginning in August 2013, revenues from on-street citations were deposited into the General Fund. Due to the large number of transactions and co-mingling with other departments, the Commission used citation data recorded by the City Clerk.

Figure 57: 2016 Financial Performance of Neighborhood Zones.

Item	Amount	Notes
Neighborhood Zone Fund Balance Forward	\$ 745,719.69	
Neighborhood Zone Program Revenues		
Permits	\$ 210.00	
Zone 1 Permits	\$ 30,690.00	
Zone 2 Permits	\$ 8,569.38	
Zone 3 Permits	\$ 4,430.00	
Zone 4 Permits	\$ 18,655.00	
Zone 5 Permits	\$ 8,995.00	
Zone 6 Permits	\$ 3,000.00	
Zone 7 Permits	\$ 9,175.00	
Zone 8 Permits	\$ 675.00	
Zone 9 Permits	\$ 5,015.00	
Zone 10 Permits	\$ 1,635.00	
Zone 11 Permits	\$ 2,430.00	
All Zone Service Permits	\$ 38,225.00	
Private Parking	\$ 156.00	
Total Program Revenues	\$ 131,860.38	
Neighborhood Zone Expenses		
Staffing Expenses	\$ (118,959.97)	
Operational Expenses	\$ (19,097.70)	
Equipment & Supply Expenses	\$ (8,811.69)	
General Fund Charges	\$ (58,062.00)	
Total Program Expenses	\$ (204,931.36)	
Program Cash Flow	\$ (73,070.98)	Operational Shortfall
Other Income		
Citation revenues	\$ 224,712.10	170% of Program Revenues
Total Other Income	\$ 224,712.10	
Program Balance	\$ 151,641.12	
Capital Transfer (601 -> 454)	\$ 500,000.00	\$500,000 from 601
Capital Expenditures	\$ (400,496.25)	
Program Balance after Capital Expenditures	\$ 251,144.87	
Neighborhood Zone Fund Closing Balance	\$ 996,864.56	

Figure 58: Neighborhood Zone Permits by Type and Occupancy Rates.

Zone	Permits	Visitor	Temp	Total Permits	Legal Spaces	Permit Occupancy	Permit & Visitor Occupancy
Zone 1	862	346	173	1381	1341	64.3%	90.1%
Zone 2	183	7	12	202	749	24.4%	25.4%
Zone 3	131	45	102	278	351	37.3%	50.1%
Zone 4	522	113	51	686	454	115.0%	139.9%
Zone 5	292	72	46	410	292	100.0%	124.7%
Zone 6	88	27	27	142	149	59.1%	77.2%
Zone 7	286	43	135	464	333	85.9%	98.8%
Zone 8	20	5	3	28	14	142.9%	178.6%
Zone 9	139	57	32	228	119	116.8%	164.7%
Zone 10	49	16	8	73	184	26.6%	35.3%
Zone 11	75	25	9	109	112	67.0%	89.3%
Total	2,647	756	598	4,001	4,098	64.6%	83.0%

Figure 23: 2016 Garage & Lots Financial Performance.

Item	Amount	Notes
Parking Facilities Account Balance Forward	\$ 1,838,467.01	
Garages & Lots Program Revenues		
Revenue – Hourly Parking Garages	\$ 150,040.28	
Revenue – Hourly Parking Lots	\$ 74,847.01	
Revenue – Garage Permits	\$ 740,856.30	
Revenue – Lot Leases	\$ 109,165.07	
Revenue – Employee Parking	\$ 780.00	Printing Cost of Permits: \$1,377.51
Revenue – Other Income	\$ 21,003.18	
Total Program Revenues	\$ 1,096,691.84	
Garages & Lots Program Expenses		
Staffing Expenses	\$ (375,242.04)	
Operational Expenses	\$ (112,939.34)	
Equipment & Supply Expenses	\$ (812,980.33)	
General Fund Charges	\$ (56,732.00)	
Total Program Expenses	\$ (1,357,893.71)	
Program Cash Flow	\$ (261,201.87)	
Other Income		
Citation Revenues	\$ 1,572.00	0.92% of Hourly Revenue
Miscellaneous Income	\$ 222.10	
TIF Subsidy	\$ 662,709.99	
Total Other Income	\$ 664,504.09	
Program Balance	\$ 403,302.22	
Garages & Lots Closing Balance	\$ 2,241,769.23	

Figure 43: 2016 Parking Meter Zone Financial Performance.

Item	Amount
Parking Meter Fund Balance Forward	\$ 989,527.40
Metered Parking Program Revenues	
Revenue – No Parking Signs	\$ 25,555.10
Revenue – Hourly Parking	\$ 2,218,005.77
Revenue – Convenience Fee	\$ 161,169.30
Total Program Revenues	\$ 2,404,730.17
Metered Parking Program Expenses	
Staffing Expenses	\$ (666,774.55)
Operational Expenses	\$ (185,094.97)
Equipment & Supply Expenses	\$ (877,432.29)
General Fund Charges	\$ (57,286.00)
Total Program Expenses	\$ (1,786,587.81)
Program Cash Flow	\$ 618,142.36
Other Income	\$ 711.75
Program Balance	\$ 618,854.11
Parking Meter Fund Closing Balance	\$ 1,608,381.51

Relationship between Time Purchased, Transaction Count and Occupancy Rates

A scatter plot of the number of transactions as a function of time purchased (Figure 40) reinforces to the idea that longer lengths of stays may lead to fewer overall transactions; however, a similar scatter plot of BFO as a function of time purchased (Figure 41) does not negatively correlate. That is to say, greater amounts time purchased does not contribute to higher block face occupancy rates.

Figure 40: Total Transactions as a Function of Average Time Purchased and Figure 41: BFO as a Function of Average Time Purchased.

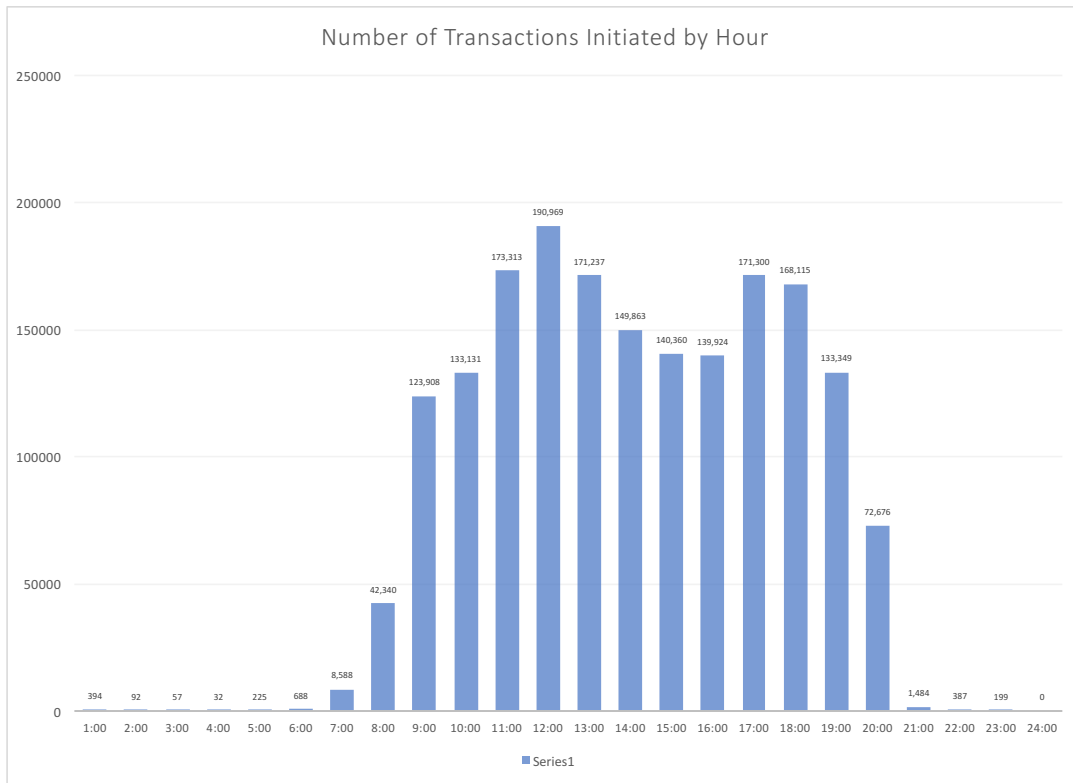
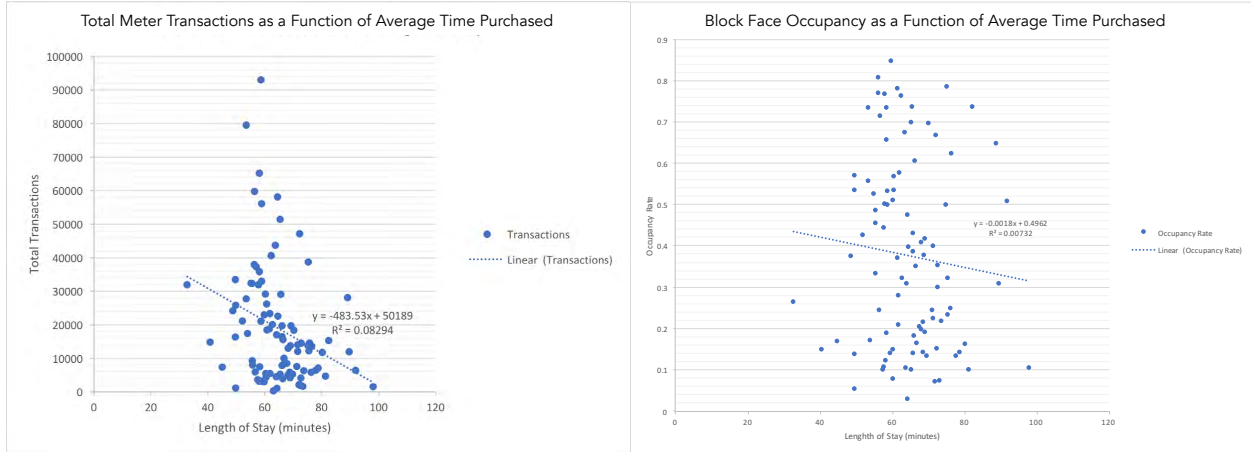
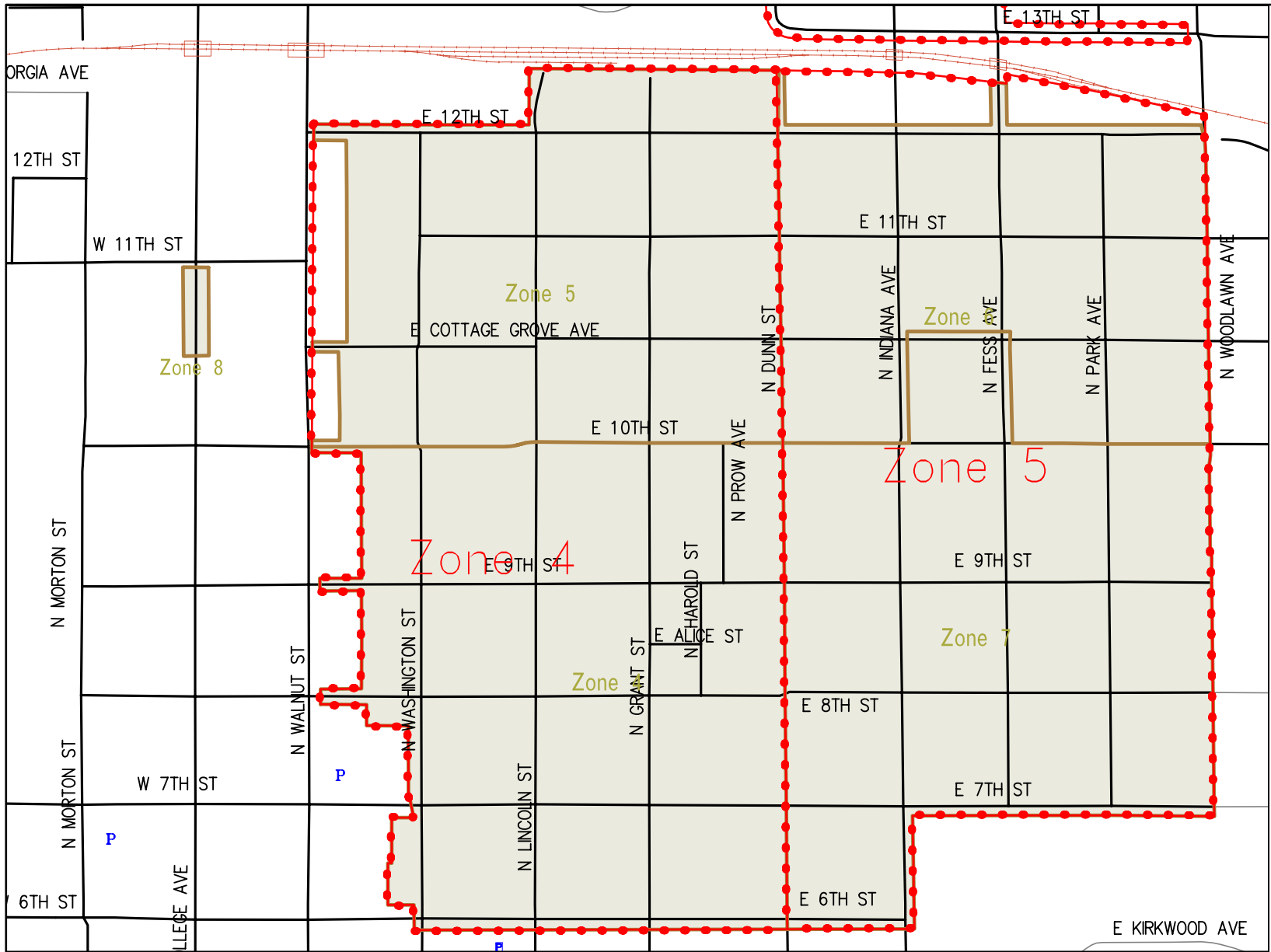
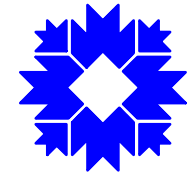


Figure 42: Frequency of Meter Transactions Initiated per Hour, 2016.

		16-Q1	16-Q2	16-Q3	16-Q4	17-Q1	17-Q2	17-Q3	17-Q4	2016 Total	2017 Total	% Δ
GL	Revenue - Garage Hourly Parking	\$ 31,240	\$ 54,373	\$ 35,515	\$ 28,912	\$ 46,060	\$ 50,253	\$ 29,022	\$ 23,458	\$ 150,040	\$ 148,792	-0.83%
GL	Revenue - Hourly Parking Lots	\$ 17,809	\$ 19,572	\$ 19,315	\$ 18,151	\$ 17,475	\$ 17,585	\$ 17,690	\$ 16,119	\$ 74,847	\$ 68,868	-7.99%
GL	Revenue - Garage Permits	\$ 176,948	\$ 186,871	\$ 159,364	\$ 217,674	\$ 101,000	\$ (509)	\$ -	\$ -	\$ 740,856	\$ 100,491	-86.44%
GL	Revenue - Garage Leases	\$ -	\$ -	\$ -	\$ -	\$ 59,840	\$ 145,267	\$ 155,795	\$ 223,701	\$ -	\$ 584,603	
GL	Revenue - Lot Leases	\$ 38,374	\$ 9,031	\$ 25,280	\$ 36,480	\$ 52,066	\$ -	\$ 25,280	\$ 4,500	\$ 109,165	\$ 81,846	-25.03%
GL	Revenue - Employee Parking	\$ 318	\$ 58	\$ 60	\$ 344	\$ 222	\$ 54	\$ 58	\$ 292	\$ 780	\$ 626	-19.74%
GL	Revenue - Other Income	\$ 3,819	\$ 5,825	\$ 5,728	\$ 5,763	\$ 6,002	\$ 6,156	\$ 6,002	\$ 7,714	\$ 21,134	\$ 25,873	22.42%
	GL Subtotal	\$ 268,507	\$ 275,730	\$ 245,262	\$ 307,324	\$ 282,665	\$ 218,805	\$ 233,846	\$ 275,784	\$ 1,096,823	\$ 1,011,100	-7.82%
MP	Revenue - No Parking Signs	\$ 6,138	\$ 6,432	\$ 7,974	\$ 5,011	\$ 46,445	\$ 4,777	\$ 3,423	\$ 2,322	\$ 25,555	\$ 56,966	122.91%
MP	Revenue - Hourly Parking	\$ 550,970	\$ 580,296	\$ 558,226	\$ 528,514	\$ 551,308	\$ 581,382	\$ 547,590	\$ 540,108	\$ 2,218,006	\$ 2,220,388	0.11%
MP	Revenue - Convenience Fee	\$ 24,745	\$ 43,383	\$ 54,529	\$ 38,513	\$ 39,571	\$ 41,459	\$ 40,867	\$ 38,290	\$ 161,169	\$ 160,187	-0.61%
	MP Subtotal	\$ 581,853	\$ 630,111	\$ 620,728	\$ 572,038	\$ 637,324	\$ 627,618	\$ 591,879	\$ 580,720	\$ 2,404,730	\$ 2,437,540	1.36%
NZ	Revenue - Permits	\$ -	\$ 210	\$ -	\$ -	\$ 1,048	\$ -	\$ -	\$ -	\$ 210	\$ 1,048	399.05%
NZ	Revenue - Zone 1	\$ 2,185	\$ 1,405	\$ 25,705	\$ 1,395	\$ 2,015	\$ 1,310	\$ 25,200	\$ 1,495	\$ 30,690	\$ 30,020	-2.18%
NZ	Revenue - Zone 2	\$ 2,304	\$ 320	\$ 5,710	\$ 235	\$ 515	\$ 415	\$ 5,075	\$ 565	\$ 8,569	\$ 6,570	-23.33%
NZ	Revenue - Zone 3	\$ 305	\$ 225	\$ 3,690	\$ 210	\$ 385	\$ 140	\$ 4,180	\$ 200	\$ 4,430	\$ 4,905	10.72%
NZ	Revenue - Zone 4	\$ 1,000	\$ 530	\$ 16,465	\$ 660	\$ 1,095	\$ 1,455	\$ 16,485	\$ 970	\$ 18,655	\$ 20,005	7.24%
NZ	Revenue - Zone 5	\$ 460	\$ 120	\$ 7,780	\$ 635	\$ 685	\$ 220	\$ 7,750	\$ 435	\$ 8,995	\$ 9,090	1.06%
NZ	Revenue - Zone 6	\$ 300	\$ 80	\$ 2,135	\$ 485	\$ 570	\$ 395	\$ 2,130	\$ 205	\$ 3,000	\$ 3,300	10.00%
NZ	Revenue - Zone 7	\$ 855	\$ 655	\$ 6,950	\$ 715	\$ 1,015	\$ 272	\$ 7,425	\$ 465	\$ 9,175	\$ 9,177	0.02%
NZ	Revenue - Zone 8	\$ -	\$ 75	\$ 550	\$ 50	\$ 75	\$ 25	\$ 425	\$ -	\$ 675	\$ 525	-22.22%
NZ	Revenue - Zone 9	\$ 425	\$ 90	\$ 3,955	\$ 545	\$ 240	\$ 330	\$ 3,700	\$ 85	\$ 5,015	\$ 4,355	-13.16%
NZ	Revenue - Zone 10	\$ -	\$ 75	\$ 1,385	\$ 175	\$ 100	\$ 50	\$ 1,425	\$ 150	\$ 1,635	\$ 1,725	5.50%
NZ	Revenue - Zone 11	\$ 50	\$ 105	\$ 1,985	\$ 290	\$ 50	\$ 50	\$ 1,637	\$ 50	\$ 2,430	\$ 1,787	-26.46%
NZ	Revenue - All Zone Service Permits	\$ 5,005	\$ 7,150	\$ 18,370	\$ 7,700	\$ 4,290	\$ 5,858	\$ 15,115	\$ 6,160	\$ 38,225	\$ 31,423	-17.80%
NZ	Revenue - Private Parking	\$ 156	\$ -	\$ -	\$ -	\$ 104	\$ -	\$ -	\$ 290	\$ 156	\$ 394	152.56%
GF	Revenue - Private Parking	\$ 491	\$ 26	\$ -	\$ 25	\$ 390	\$ -	\$ -	\$ 1,450	\$ 542	\$ 1,840	239.48%
	NZ Subtotal	\$ 13,536	\$ 11,066	\$ 94,680	\$ 13,120	\$ 12,577	\$ 10,520	\$ 90,547	\$ 12,520	\$ 132,402	\$ 126,164	-4.71%
	Total System Revenue	\$ 863,896	\$ 916,907	\$ 960,670	\$ 892,482	\$ 932,565	\$ 856,943	\$ 916,272	\$ 869,023	\$ 3,633,955	\$ 3,574,803	-1.63%
GL	Staffing Expense	\$ (93,527)	\$ (88,337)	\$ (109,651)	\$ (83,727)	\$ (117,503)	\$ (91,573)	\$ (107,102)	\$ (91,056)	\$ (375,242)	\$ (407,234)	8.53%
MP	Staffing Expense	\$ (182,508)	\$ (178,144)	\$ (142,702)	\$ (163,420)	\$ (199,537)	\$ (155,097)	\$ (154,089)	\$ (161,491)	\$ (666,775)	\$ (670,213)	0.52%
NZ	Staffing Expense	\$ (27,888)	\$ (31,441)	\$ (31,351)	\$ (28,280)	\$ (32,586)	\$ (27,215)	\$ (31,870)	\$ (28,886)	\$ (118,960)	\$ (120,557)	1.34%
	Staffing Expense Subtotal	\$ (303,923)	\$ (297,923)	\$ (283,704)	\$ (275,427)	\$ (349,626)	\$ (273,885)	\$ (293,061)	\$ (281,433)	\$ (1,160,977)	\$ (1,198,004)	3.19%
GL	Operational Expenses	\$ (40,271)	\$ (27,728)	\$ (24,937)	\$ (21,882)	\$ (33,972)	\$ (18,137)	\$ (15,577)	\$ (50,768)	\$ (114,818)	\$ (118,455)	3.17%
MP	Operational Expenses	\$ (52,245)	\$ (38,158)	\$ (56,685)	\$ (38,007)	\$ (56,326)	\$ (36,368)	\$ (49,855)	\$ (56,250)	\$ (185,095)	\$ (198,799)	7.40%
NZ	Operational Expenses	\$ (4,118)	\$ (713)	\$ (4,268)	\$ (9,999)	\$ (10,878)	\$ (2,548)	\$ (9,254)	\$ (1,543)	\$ (19,098)	\$ (24,224)	26.84%
	Operational Expenses Subtotal	\$ (96,634)	\$ (66,600)	\$ (85,889)	\$ (69,888)	\$ (101,176)	\$ (57,054)	\$ (74,686)	\$ (108,562)	\$ (319,011)	\$ (341,478)	7.04%
GL	Equipment & Supply Expenses	\$ (187,565)	\$ (210,264)	\$ (211,324)	\$ (233,870)	\$ (200,627)	\$ (247,235)	\$ (241,940)	\$ (364,549)	\$ (843,024)	\$ (1,054,351)	25.07%
MP	Equipment & Supply Expenses	\$ (385,396)	\$ (73,258)	\$ (320,141)	\$ (98,637)	\$ (291,841)	\$ (186,082)	\$ (311,810)	\$ (78,133)	\$ (877,432)	\$ (867,865)	-1.09%
NZ	Equipment & Supply Expenses	\$ (878)	\$ (7,139)	\$ (544)	\$ (251)	\$ (70)	\$ (6,890)	\$ (840)	\$ -	\$ (8,812)	\$ (7,800)	-11.48%
	Equipment & Supply Expenses Subtotal	\$ (573,840)	\$ (290,662)	\$ (532,009)	\$ (332,757)	\$ (492,537)	\$ (440,207)	\$ (554,590)	\$ (442,682)	\$ (1,729,268)	\$ (1,930,016)	11.61%
GL	General Fund Charges	\$ (56,732)	\$ -	\$ -	\$ -	\$ (59,410)	\$ -	\$ -	\$ -	\$ (56,732)	\$ (59,410)	4.72%
MP	General Fund Charges	\$ (57,286)	\$ -	\$ -	\$ -	\$ (59,975)	\$ -	\$ -	\$ -	\$ (57,286)	\$ (59,975)	4.69%
NZ	General Fund Charges	\$ (58,062)	\$ -	\$ -	\$ -	\$ (60,767)	\$ -	\$ -	\$ -	\$ (58,062)	\$ (60,767)	4.66%
	General Fund Charges Subtotal	\$ (172,080)	\$ -	\$ -	\$ -	\$ (180,152)	\$ -	\$ -	\$ -	\$ (172,080)	\$ (180,152)	4.69%
	Total System Expense	\$ (1,146,476)	\$ (655,184)	\$ (901,603)	\$ (678,072)	\$ (1,123,491)	\$ (771,146)	\$ (922,336)	\$ (832,677)	\$ (3,381,335)	\$ (3,649,650)	7.94%
	System Cash Flow	\$ (282,580)	\$ 261,723	\$ 59,067	\$ 214,410	\$ (190,926)	\$ 85,797	\$ (6,064)	\$ 36,347	\$ 252,620	\$ (74,846)	-129.63%
GL	Citation Revenues	\$ 52	\$ 460	\$ 340	\$ 720	\$ 500	\$ 4,360	\$ 640	\$ 2,250	\$ 1,572	\$ 7,750	393.00%
GF	Citation Revenues	\$ 65,412	\$ 114,271	\$ 81,862	\$ 121,563	\$ 111,400	\$ 80,486	\$ 57,453	\$ 109,663	\$ 383,108	\$ 359,002	-6.29%
NZ	Citation Revenues	\$ 64,043	\$ 66,462	\$ 44,244	\$ 49,963	\$ 57,938	\$ 62,053	\$ 38,896	\$ 54,344	\$ 224,712	\$ 213,231	-5.11%
	Citation Revenues Subtotal	\$ 129,507	\$ 181,193	\$ 126,446	\$ 172,246	\$ 169,838	\$ 146,899	\$ 96,989	\$ 166,257	\$ 609,392	\$ 579,983	-4.83%
GL	TIF Subsidy	\$ 167,669	\$ 167,669	\$ 167,669	\$ 159,702	\$ 165,496	\$ 165,496	\$ 165,496	\$ 165,496	\$ 662,710	\$ 661,986	-0.11%
GL	Miscellaneous Income	\$ 91	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 91	\$ -	-100.00%
MP	Miscellaneous Income	\$ 281	\$ -	\$ 91	\$ 340	\$ -	\$ 3,029	\$ 8,117	\$ 2,519	\$ 712	\$ 13,665	1819.92%
NZ	Miscellaneous Income	\$ -	\$ -	\$ -	\$ -	\$ 22	\$ 20	\$ -	\$ -	\$ -	\$ 42	
GF	Miscellaneous Income	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20	\$ 20	\$ -	\$ -	\$ 40	
	Miscellaneous Income Subtotal	\$ 281	\$ -	\$ 91	\$ 340	\$ 22	\$ 3,069	\$ 8,137	\$ 2,519	\$ 712	\$ 13,747	1831.44%
	Parking System Balance	\$ 14,877	\$ 610,586	\$ 353,274	\$ 546,698	\$ 144,430	\$ 401,262	\$ 264,558	\$ 370,619	\$ 1,525,434	\$ 1,180,869	-22.59%
NZ	Capital Expenditures	\$ 451,730	\$ (55,152)	\$ (240,661)	\$ (56,413)	\$ 422,256	\$ (102,871)	\$ (88,525)	\$ (203,603)	\$ 99,504	\$ 27,257	-72.61%
	Balance after capex	\$ (436,853)	\$ 665,738	\$ 593,935	\$ 603,111	\$ (277,826)	\$ 504,133	\$ 353,083	\$ 574,222	\$ 1,425,930	\$ 1,153,612	-19.10%



City of Bloomington
Parking Enforcement



Geographic
Information System




Aug 31, 2018

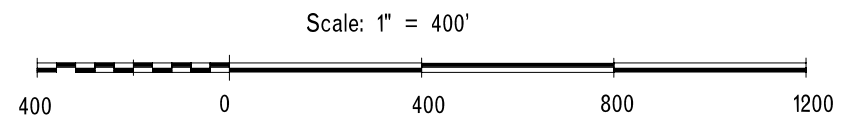


Existing Permit Zone

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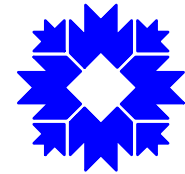
City of Bloomington
Neighborhood Parking Enforcement
Proposed Zones 4 & 5


Proposed
Permit Zone Boundary



For use as map information only, information is NOT warranted.

City of Bloomington
Parking Enforcement



Geographic
Information System

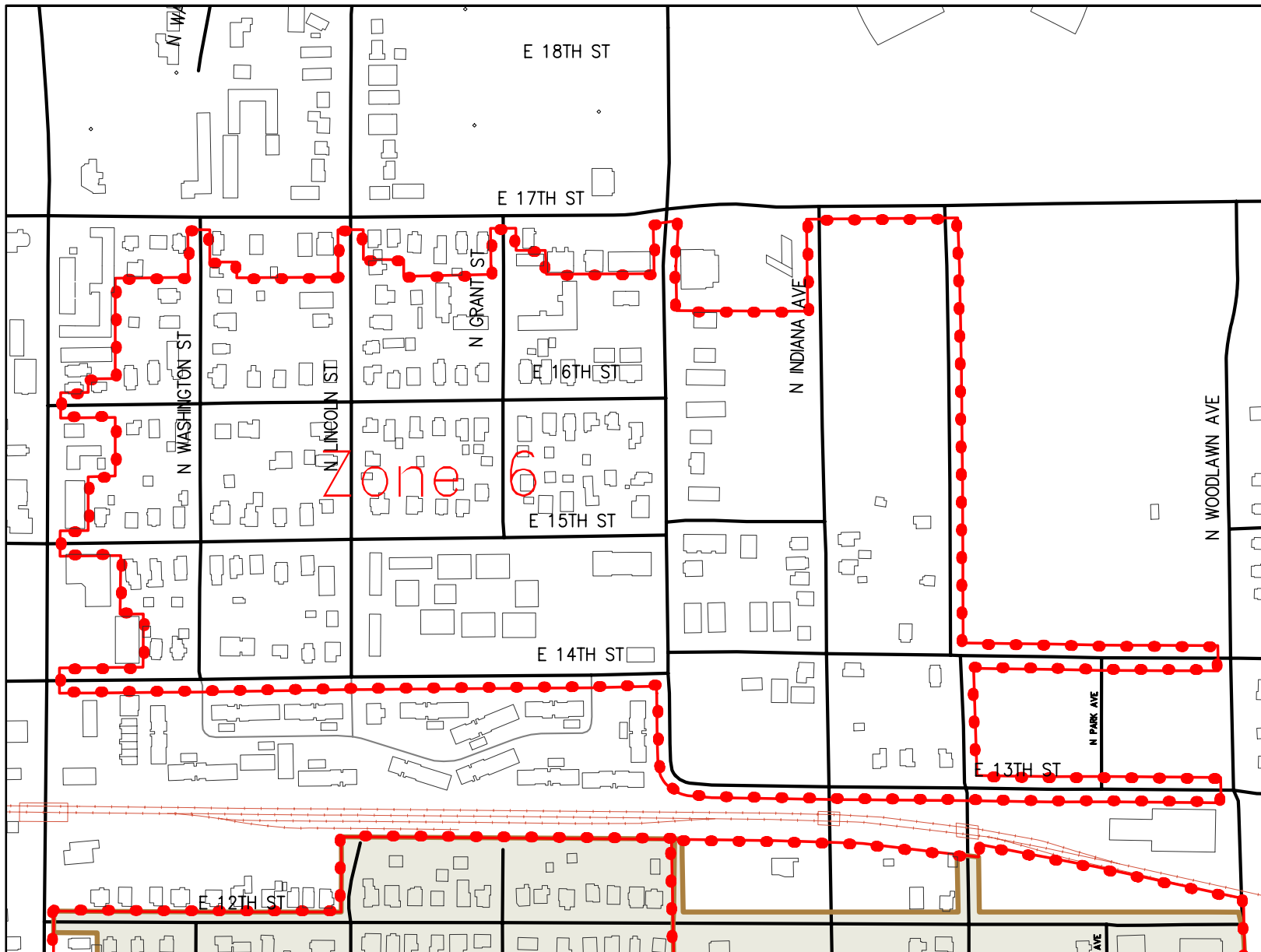


Aug 31, 2018




Existing Permit Zone

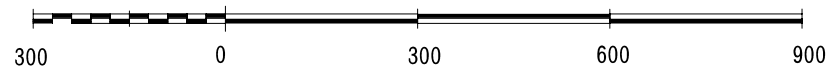
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City of Bloomington
Neighborhood Parking Enforcement
Proposed Zone 6


Proposed
Permit Zone Boundary

Scale: 1" = 300'



For use as map information only, information is NOT warranted.

Ordinance 18-11:

Tracking Proposed Changes in Context of Existing Code

Key:	Proposed deletion
	Proposed addition

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15.40.015 - Parking meter fund, purpose and expenditures.

15.40.018 - Mobile parking management services.

15.40.020 - Applicable times and charges.

15.40.025 - Parks and recreation parking.

15.40.030 - Garage and lot permits.

15.40.040 - Parking lots leased by city.

15.40.050 - City hall visitor parking.

15.40.060 - Violations.

15.40.070 - Violation and penalty.

Chapter 15.48 - REMOVAL AND IMPOUNDMENT OF VEHICLES*

15.48.010 - General provisions.

15.48.020 - Removal and impoundment procedure.

15.48.030 - Towing and storage charges.

15.48.040 - Disposal of impounded vehicles.

15.48.050 - Liability for loss or damage.

- 15.48.060 - Payment of fines.
- 15.48.070 - Administrative fee.

Chapter 15.52 - ABANDONED VEHICLES

- 15.52.010 - Applicability.
- 15.52.020 - Responsibility of owner.
- 15.52.030 - Vehicles in possession of person other than owner.
- 15.52.040 - Removal of abandoned vehicles.
- 15.52.060 - Maximum towing and storage charges.
- 15.52.070 - Towing contracts.

- 15.52.080 - Liability for loss or damage.

Chapter 15.56 - BICYCLES, SKATEBOARDS AND OTHER FOOT-PROPELLED VEHICLES

- 15.56.010 - Applicability of state laws.
- 15.56.015 - Definitions.
- 15.56.020 - Operating bicycles.
- 15.56.025 - Regulation of coasters.
- 15.56.030—15.56.060 - Reserved.
- 15.56.070 - Bicycle rentals.
- 15.56.080 - Use of bicycle lanes.
- 15.56.085 - Reserved.
- 15.56.090 - Bicycle parking.
- 15.56.095 - Abandoned bicycles.
- 15.56.100 - Requirements for helmet and restraining seat use.
- 15.56.110 - Violations and penalty.

Chapter 15.60 - MISCELLANEOUS TRAFFIC RULES

- 15.60.010 - Soliciting in roadway.
- 15.60.020 - Driving or parking in park, picnic ground or golf course.
- 15.60.025 - Operating off-road vehicles on public streets, alleys and highways.
- 15.60.040 - Driving or parking on sidewalks.
- 15.60.050 - Reserved.
- 15.60.070 - Permit required.
- 15.60.080 - Service and fees.
- 15.60.090 - Vulnerable road users.
- 15.60.100 - Opening vehicle doors.

Chapter 15.64 - TRAFFIC VIOLATION SCHEDULE

- 15.64.005 - Multiple unpaid parking citations.
- 15.64.010 - Violations and penalties.

Chapter 15.04 - DEFINITIONS

Sections:

15.04.010 - Definitions generally.

- (a) Terms used in this title shall have the meanings defined for such terms by the Indiana Statutes, Title 9, "Motor Vehicles", unless specifically provided otherwise.
- (b) Any reference in this title to a specific street, avenue or drive shall be deemed to be a reference to the exact and correct name of such street so long as the first part of the name before the word "street", "avenue", or "drive", as the case may be, is correctly stated.

15.04.020 - Abandoned vehicle.

"Abandoned vehicle" means:

- (1) A vehicle located on public property illegally;
- (2) A vehicle left on public property continuously without being moved for three days;
- (3) A vehicle that has remained on private property without the consent of the owner or person in control of that property for more than forty-eight hours;
- (4) A vehicle from which there has been removed the engine, transmission, or differential or that is otherwise partially dismantled or inoperable and left on public property;
- (5) A vehicle that has been removed by an authorized towing service upon request of a police officer enforcing a statute or ordinance other than Chapter 15.52, if the vehicle once impounded is not claimed or redeemed by the owner or his agent within twenty days of its removal; or
- (6) A vehicle that is three or more model years old and mechanically inoperable, and is left on private property continuously in a location visible from public property for more than twenty days.

15.04.030 - Alley.

"Alley" means a public way for vehicular travel located at the rear or side of residences or businesses.

15.04.040 - Authorized towing service.

"Authorized towing service" means a business that engages in moving or removing disabled vehicles, and, once removed, to store or impound vehicles, and that has been requested by the Bloomington police department to tow vehicles.

15.04.050 - Automobile scrapyards.

"Automobile scrapyards" means a business organized for the purpose of scrap metal processing, automobile wrecking, or operating a junkyard.

15.04.051 - Bicycle.

"Bicycle" means a human-powered vehicle generally with two wheels in tandem designed to transport, by the action of pedaling, one or more persons seated on one or more bicycle seats on its frame. Such term also includes a human-powered vehicle designed to transport by pedaling which has more than two wheels where the vehicle is used on a public highway, multiuse path, multiuse trail, or other public right-of-way. Such term also includes similar vehicles equipped with an electric motor that is capable of propelling the vehicle at a maximum speed of twenty miles per hour.

15.04.052 - Bicycle lane.

"Bicycle lane" means a portion of the street that has been designated for the preferential use of persons riding bicycles with pavement markings and, if used, signage.

15.04.053 - Coaster.

"Coaster" means roller skates, in-line skates, skateboards, scooters, or other similar devices powered by human power that do not meet the definitions of pedestrian or bicycle.

15.04.055 - Multiuse path.

"Multiuse path" means a type of sidewalk designed primarily for use by pedestrians, persons riding bicycles, and persons using coasters for transportation and recreation purposes that is physically separated from motor vehicle traffic and within a highway right-of-way or adjacent easement.

15.04.056 - Multiuse trail.

"Multiuse trail" means a facility designed primarily for use by pedestrians, persons riding bicycles, and persons using coasters for transportation and recreation purposes that is physically separated from motor vehicle traffic, has all the same operational requirements of a sidewalk, and is a public facility not within a highway right-of-way or adjacent easement.

15.04.060 - Officer.

"Officer" means every officer of the Bloomington Police Department or any other duly constituted law officer who may be aiding the Bloomington Police Department at any time, including state, county and university officers.

15.04.070 - Parked.

"Parked" means allowing a motor vehicle to remain stationary on a public way, public parking area or street, whether attended or unattended, otherwise than temporarily for the purpose of and while actually engaged in loading or unloading passengers or freight.

15.04.080 - Parking meter.

"Parking meter" means any mechanical device, not inconsistent with the provisions of this title, placed or erected on any parking area of the city for regulation of parking.

15.04.090 - Parking space.

"Parking space" means any space that is designated for the parking of a single vehicle by lines painted or marked on the curb or surface of the street or parking facility or, in the event spaces are not marked, a space intended for parking that shall not exceed twenty-two feet in length.

15.04.100 - Parts.

"Parts" means all components of a vehicle that as assembled do not constitute a complete vehicle.

15.04.105 - Pedestrian

"Pedestrian" means a person on foot or in a wheelchair.

15.04.110 - Physically handicapped person or person with physical disabilities.

"Physically handicapped person" or "person with physical disabilities" means a person who has been issued a special handicapped or disabled registration plate or decal for a motor vehicle, by the state of Indiana, or any other state or province, which limits eligibility to one who is severely and permanently restricted in mobility, or visually impaired.

15.04.120 - Private property.

"Private property" means all property other than public property.

15.04.130 - Public property.

"Public property" means a public right-of-way, street, highway, alley or park owned or operated by a governmental unit.

15.04.140 - Residential neighborhood permit.

"Residential neighborhood permit" means a permit that is issued to persons residing in an area with streets or boundaries designated by ordinance of the city council establishing the area wherein vehicles displaying a valid permit shall be allowed to be parked.

15.04.150 - Soliciting.

"Soliciting" means any one or more of the following activities:

- (1) Seeking to obtain gifts or contributions for the support or benefits of any charitable or nonprofit association, organization, corporation, or project;
- (2) Seeking to obtain contribution, support, votes or political support for any candidate;
- (3) Seeking to sell or obtain orders or subscriptions of goods, wares, merchandise, foodstuffs, publications, or services; or
- (4) Seeking to distribute any advertising, literature, or other materials.

~~15.04.160 - Special events parking permit.~~

~~"Special events parking permit" means a permit that is issued to reserve parking spaces for buses and other vehicles which are used for purposes including but not limited to the transportation of guests to and from lodging establishments and for the transportation of performers and/or their equipment used in association with the production or presentation of performances at entertainment venues.~~

15.04.170 - Truck route.

"Truck route" means a way over certain streets along which trucks coming into and going out of the city must operate.

- (1) "Through routes" means those truck routes intended for use by trucks which do not have destination points inside the perimeter of the community.
- (2) "Destination routes" means those truck routes intended for use by trucks which do not have destination points inside the perimeter of the community.
- (3) "Emergency routes" means those truck routes intended for use by trucks only when necessitated by closure of the associated through or associated destination route.

Chapter 15.08 - ADMINISTRATION

Sections:

15.08.010 - Reserved.

15.08.030 - Traffic control devices.

All traffic control signs, signals and devices erected under this title shall conform to the Indiana Manual on Uniform Traffic Control Devices for Streets and Highways as approved by the Indiana Department of Transportation. All signs and signals shall as far as practicable be uniform as to type and location throughout the city.

15.08.040 - Temporary, experimental or emergency traffic regulations.

The chief of police with the approval of the transportation and traffic engineer is empowered to make regulations necessary to effectuate the provisions of this title and any other city traffic ordinances, and to make and enforce temporary or experimental regulations. Either the chief of police or the transportation and traffic engineer is empowered to make regulations necessary to deal with emergencies or special conditions.

- (a) Temporary, experimental, or emergency regulations shall not remain in effect for more than ninety days;
- (b) In the event the chief of police, transportation and traffic engineer or traffic commission recommends that any order entered under this section be made permanent, such recommendation shall be made in writing and submitted to the common council for its consideration within sixty days of the date of entry of said order.

Chapter 15.32 - PARKING CONTROLS

15.32.010 - Yellow-painted curb.

A yellow-painted curb shall constitute notice that parking any portion of a vehicle adjacent to such a curb is prohibited.

15.32.020 - Alley parking.

No person shall park any vehicle in an alley for a period exceeding thirty minutes while loading or unloading goods or persons.

15.32.025 - Parking on an unimproved surface.

All areas used for parking shall be asphalt, concrete, or other approved material. Under no circumstances shall a vehicle be parked upon dirt, sand, or grass.

15.32.030 - Angle parking.

Vehicles shall be parked only at an angle to the curb on those streets or parts of streets described in Schedule L, attached hereto and made a part hereof, when appropriate notice is provided.

[Schedule L is not included in this “context” document as no changes are proposed to this table by [Ordinance 18-11](#) and the schedule is lengthy.]

15.32.040 - Parking for certain purposes prohibited.

No person shall park a vehicle upon any roadway for the principal purpose of displaying such vehicle for sale or washing, greasing or repairing such vehicle, except repairs necessitated by an emergency.

15.32.050 - Parking during snow removal, street repair and street cleaning.

- (a) On-street parking shall be prohibited between the hours of 3:30 a.m. and 6:30 a.m. in the downtown area bounded by Seventh Street, Morton Street, Second Street, Washington Street, on the north and east side of the street on Monday, Wednesday and Friday; and on the south and west sides of the street on Tuesday, Thursday and Saturday.
- (b) In the event weather conditions or the condition of city streets makes it necessary for parking on city streets to be prohibited or restricted for snow plowing, snow removal, street repair, street cleaning, and other related purposes, the coordinator of public works shall implement a parking prohibition on parts or all of streets in the city as deemed necessary. It shall be unlawful to park or allow to remain parked any vehicle on any street to which the prohibition applies during the hours of the prohibition when signs have been properly posted.
- (c) The parking prohibition shall not go into effect until twelve hours after signs have been posted stating the hours in which the prohibition will be in effect. Such signs shall be posted at regular intervals along the streets on which parking will be prohibited so that they are clearly visible along the street. The parking prohibition

shall terminate at the time stated on the signs or upon their removal by authorized persons if no time is specified.

- (d) Officers of the Bloomington police department are authorized to remove or have removed any vehicle that is parked in violation of this section in accordance with the provisions of Chapter 15.48 of this code.
- (e) Violation and Penalty. Any violation of the provisions of this section is a Class C Traffic Violation and subject to the penalty listed in Section 15.64.010(c). Each day a violation continues shall constitute a separate offense.

15.32.060 - Parking of equipment or machinery.

- (a) No equipment or machinery, whether self-propelled or towed, shall be parked or permitted to stand on a street without prior approval from the department of public works. Prior approval is not necessary in the event of an emergency.
- (b) Service trucks may be parked on the streets while the operators are engaged in the repair or service of utilities if no suitable off-street parking is available.
- (c) Violation and Penalty. Any violation of this section is a Class C violation and subject to the penalty listed in Section 15.64.010(c).

15.32.070 - Certain vehicles—Two-hour limit.

No person shall allow a truck, trailer, tractor, bus, house, trailer, semi-trailer, **dumpster, moving pod,** or other vehicle having a load capacity in excess of one ton, or a length in excess of nineteen feet, or a height in excess of six feet six inches, or a width in excess of seven feet to be parked upon the streets of the city in excess of two hours **unless authorized by the Parking Services Director or his or her designee.** This prohibition shall not apply to pick-up type campers. Any violation of this section is a Class C Violation and subject to the penalty listed in Section 15.64.010(c).

15.32.080 - No parking zones.

The streets or parts of streets described in Schedule M, attached hereto and made a part hereof, are designated as no parking zones. When appropriate signs are erected, no person shall park a vehicle upon any of the streets or parts of streets at the times designated in the schedule.

[Table M not included in this “context” document as no changes are proposed to this table by Ordinance 18-11 and the table is very long.]

15.32.085 - No truck parking zones

The streets or parts of streets described in Schedule M-1, attached hereto and made a part hereof, are designated as no truck parking zones. When appropriate signs are erected, no person shall park a truck greater than 19' in length upon any of the streets or parts of streets at the times designated in the schedule.

SCHEDULE M-1				
NO TRUCK PARKING ZONES				
Street	From	To	Side of Street	Time of Restriction

Franklin Road	Third Street	End of Franklin Road	East	Any Time
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15.32.090 - Limited parking zones.

- (a) The streets or parts of streets described in Schedule N, attached hereto, and made a part hereof, are designated limited parking zones. When appropriate signs are erected no person shall park a vehicle upon any of the streets or parts of streets for a period of time longer than the maximum limit designated in the schedule.
- (b) No person shall park a vehicle within the same one hundred block of any street during any calendar day after the maximum time limit contained in Schedule N has expired during the hours that the restrictions on parking are in effect.
- (c) After the maximum time limit has expired, a separate additional violation occurs each period of time equal to the maximum time limit for which the vehicle remains parked in the limited parking zone to which the limit applies.
- (d) The boundaries and the parking restrictions listed in Schedule N shall be superseded by any provision of this code which prohibits parking in a given area and by any other restrictions of this code that may apply. This includes, but is not limited to, yellow curbs, loading zones, bus zones, official vehicle zones, parking near intersections as prohibited in Section 15.32.130 and parking spaces designated as accessible parking for persons with physical disabilities. The boundaries and the parking restrictions listed in Schedule N shall also be superseded by clear and visible signage to the contrary if such signage was installed under the authority of the city of Bloomington.
- (e) Should the boundaries of any parking areas listed in Schedule N overlap then the restriction of the shorter duration shall apply.

~~(f) Special Events Parking Permits. Upon approval of application, the planning and transportation department may issue a special events parking permit which temporarily exempts for specified time periods certain vehicles and uses from the parking control listed elsewhere in this section.~~

~~(1) Applications for such permits shall be submitted to the planning and transportation department at least seven days prior to the time that reserved parking spaces are needed.~~

~~(2) The special events parking permits are valid only for the specific parking spaces and the specific dates designated on an approved application.~~

~~(3) The planning and transportation department shall post notice of the parking space reservation at least twenty-four hours in advance of the time the reservation shall become effective.~~

~~(4) Permitted uses for a special events parking permit shall include, but are not limited to, buses transporting guests to and from lodging establishments, and buses and other vehicles used in association with the production or presentation of performances at entertainment venues.~~

~~(5) A special events parking permit issued under the authority of this section shall exempt permit holders from prohibitions listed in Bloomington Municipal Code Sections [15.32.070](#) and [15.48.010](#).~~

~~(6) The fee for a special events parking permit shall be the hourly parking rate per vehicle parking space for each hour reserved by the permit.~~

~~(7) Administrative Fee. An administrative fee of \$5.00 per permit applicant shall be levied at the issuance of a permit to offset the cost of implementing, enforcing and administering the provisions of this section.~~

(f) Temporary Parking Permits. Upon approval of an application, the Parking Services Director, or his or her designee, may issue a Temporary Parking Permit which temporarily exempts for specified time periods, certain vehicles and uses from the parking controls listed elsewhere in this section.

(1) Any person may apply for a Temporary Parking Permit by submitting an application to the Parking Services Director or his or her designee.

(2) A separate permit shall be required for each parking space requested for any vehicle, dumpster, moving pod.

(3) Information required on an application shall include, but not be limited to:

(A) The name and address of the individual, company, or organization requesting the permit;

(B) The name, address, and telephone number of the individual financially responsible for the planned activities for which the permit is sought;

(C) The address, site, or area for which the permit is requested;

(D) A complete description of the planned activities;

(E) The dates and hours for which the permit is sought; and

(F) Any additional information requested by the Parking Services Director.

(4) A permit issued under the authority of this section shall exempt permit holders from prohibitions listed in Bloomington Municipal Code Sections [15.32.070](#), and [15.48.010](#) and shall allow parking within the limited parking zones designated in Schedule N, the on-street metered parking zones designated in Schedule U, or the residential neighborhood permit parking zones designated in the Bloomington Municipal Code Chapter [15.37](#).

(5) Temporary Parking permits are valid only for the specific parking spaces and the specific dates designated on an application approved by the Parking Services Director.

(6) Notice of the parking space reservation shall be posted at least twenty-four hours in advance of the time the reservation becomes effective.

- (7) The fee for a Temporary Parking permit shall be the greater of the hourly parking rate for each hour reserved by the permit or twenty dollars per day per vehicle parking space for parking spaces reserved by the permit.
- (8) An administrative fee of ten dollars per permit application shall be levied at the issuance of a permit to offset the cost of implementing, enforcing and administering the provisions of this section.
- (9) The Parking Services Director may deny an application for a permit or under this section upon a determination that:
- (A) The applicant has failed to supply any of the information required on an application or requested by the Parking Services Director;
 - (B) The applicant has provided false information or misrepresented a material fact in connection with an application;
 - (C) The applicant has failed to pay the required permit fee;
 - (D) There is a conflict with prior applications or scheduled city activities, which have priority.
- (10) The Parking Services Director, or his or her designee, may revoke a permit issued under this section if:
- (A) The permittee fails to meet the qualifications required of an applicant;
 - (B) The permittee violates any provision of this section or other ordinance of the city governing the activities facilitated by the permit;
 - (C) The permittee obtained the permit by fraud or misrepresentation; or
- (11) An applicant who applies for a permit under this section may appeal an adverse ruling by the Parking Services Director, or his or her designee, to the City's Board of Public Works. Any such appeal must be made in writing and must be filed with the Board of Public Works no later than ten (10) working days from the date of the adverse ruling.

SCHEDULE N				
LIMITED PARKING ZONES				
Street	From	To	Side of Street	Limit
Allen Street	220' West of Rogers	Rogers Street	North	2 Hr. (4)
Arbutus Drive	140' North of Atwater Avenue	130' South of Third Street	West	2 Hr. (1)
College	1 Space 80' North of		East	15 Min. (2)

Avenue	Fifteenth Street			
College Avenue	90' South of Seventeenth Street	300' South of Seventeenth Street	East	2 Hr. (6)
College Avenue	177' South of 17th St.	132' South of 17th St.	West	2 Hr. (6)
College Avenue	260' North of Tenth Street	275' North of Tenth Street	West	15 Min.
College Avenue	374' South of Seventeenth Street	410' South of Seventeenth Street	East	2 Hr. (6)
College Avenue	Eleventh Street	Railroad overpass North of Eleventh Street	West	2 Hr. (8)
College Avenue	Fourteenth Street	400' North of Fifteenth Street	West	2 Hr. (2)
College Avenue	Fourteenth Street	Fifteenth Street	East	2 Hr. (2)
College Avenue	Seventeenth Street	90' South of Seventeenth Street	East	15 Min. (6)
Dunn Street	2 spaces North of Tenth Street		West	15 Min. (2)
Eighth Street	Fairview Street	Jackson Street	South	2 Hr. (13)
Eighth Street	Maple Street	Rogers Street	North	2 Hr. (13)
Eighth Street	Rogers Street	Jackson Street	South	2 Hr. (13)
Fairview Street	Eighth Street	Ninth Street	East	2 Hr. (13)

Fairview Street	Seventh Street	Eighth Street	West	2 Hr. (13)
Fourth Street	196' East of Washington Street	Lincoln Street	North	15 Min. (3)
Fourth Street	Rogers Street	1st Alley West of Rogers Street	North	2 Hr. (8)
Jackson Street	Eighth Street	Ninth Street	East	2 Hr. (13)
Jackson Street	Sixth Street	Seventh Street	West	2 Hr. (13)
Kirkwood Avenue	Maple Street	120' W. of Maple St.	North	30 Min. (2)
Lincoln Street	50' S. of crosswalk Bet. Smith & Third	Smith Avenue	East	2 Hr. (2)
Lincoln Street	Smith Avenue	130' South of Third Street	West	2 Hr. (2)
Lincoln Street	Third Street	1st Alley S. of Third Street	East	2 Hr. (2)
Mitchell Street	30' North of Atwater Avenue	130' South of Third Street	West	2 Hr. (15)
Mitchell Street	85' North of Atwater Avenue	130' South of Third Street	East	2 Hr. (3)
Monon Street	Corner of Monon Street W. of Walnut Street	Walnut Street	South	30 Min. (2)
Ninth Street	Maple Street	Jackson Street	South	2 Hr. (13)

Rogers Street	Eighth Street	Tenth	West	2 Hr. (8)
Rogers Street	Seventh Street	Eighth	West	2 Hr. (8)
Rogers Street	Sixth Street	Seventh Street	West	2 Hr. (8)
Rogers Street	Tenth Street	Eleventh Street	West	2 Hr. (8)
Second Street	1 Space 120' E. of Walnut		South	30 Min. (2)
Second Street	1st Alley East of Walnut Street	93' West of Washington Street	South	2 Hr. (5)
Second Street	70' East of Lincoln Street	Lincoln Street	North	2 Hr. (3)
Second Street	Fess Avenue	170' West of Fess Avenue	South	1 Hr. (16)
Seventh Street	Maple Street	Rogers Street	South	2 Hr. (13)
Seventh Street	Rogers Street	Fairview Street	North	2 Hr. (13)
Sixth Street	Maple Street	Rogers Street	North/South	2 Hr. (13)
Swain Avenue	State Court Street	30' S. of 3rd Street	West	6:00 p.m. to 8:00 a.m. only
Tenth Street	Pull-off Spaces East of Forrest Avenue		North	15 Min. (6)
Tenth Street	Pull-off Spaces East of Walnut Grove		North	15 Min. (6)
Third Street	50' west of Ballantine	95' west of Ballantine	South	15 Min. (6)

	Road	Road		
Third Street	105' west of Woodlawn Avenue	155' west of Woodlawn Avenue	South	15 Min. (6)
Third Street	185' east of Fess Avenue	235' east of Fess Avenue	South	15 Min. (6)
Third Street	Eastside Drive	Rose Avenue	North	10 Min. (6)
Thirteenth Street	33' East of Woodlawn	93' East of Woodlawn	North	30 Min. (3)
Union Street	Fourth Street	S. to 1st E-W Alley	East	2 Hr. (6)
Union Street	Seventh Street	Tenth Street	West	2 Hr. (3)
Washington Street	30' South of 2nd Street	50' South of 2nd Street	West	30 Min. (3)
Washington Street	70' S. of 1st Alley N. of Second Street	70' N. of 1st Alley N. of Second Street	West	2 Hr. (2)
Woodlawn Avenue	Pull-off Spaces South of Tenth Street		West	15 Min. (6)

Legend:

* From 9:00 a.m. to 5:00 p.m. except Sunday and Holiday.

- (1) 9:00 a.m. to 9:00 p.m. except Sunday.
- (2) 8:00 a.m. to 5:00 p.m. except Sunday.
- (3) 8:00 a.m. to 5:00 p.m. Monday through Friday.
- (4) 7:00 a.m. to 9:00 p.m. except Sunday.
- (5) 7:00 a.m. to 6:00 p.m. except Sunday.
- (6) Any Time.
- (7) 8:00 a.m. to 5:00 p.m. Monday through Friday except with Zone 4 Residential Permit.
- (8) 5:00 a.m. to 5:00 p.m. Monday through Saturday.
- (9) 5:00 a.m. to 5:00 p.m. Monday through Saturday except with a Zone 5 Residential Permit.
- (10) 5:00 a.m. to 5:00 p.m. Seven days a week.

- (11) 5:00 a.m. to 5:00 p.m. Monday through Saturday except with a Zone 8 Residential Permit.
- (12) Anytime; parking is for hotel guests only.
- (13) 8:00 a.m. to 5:00 p.m. Monday through Friday except with Zone 10 Residential Permit.
- (14) 8:00 a.m. to 5:00 p.m. Monday through Friday except with a Zone 9 Residential Permit.
- (15) 8:00 a.m. to 5:00 p.m. Monday through Friday except with Zone 2 Residential Permit.
- (16) 8:00 a.m. to 10:00 p.m. Monday through Saturday.

15.32.100 - Loading zones.

- (a) Loading zones shall be in effect twenty-four hours a day, seven days a week, except where otherwise noted in Schedule O. All vehicles shall be limited to a maximum of thirty minutes use to deliver and pick up materials.
- (b) In addition to the loading zones described in Schedule O, attached hereto and made a part hereof, all alleys may be used as loading zones subject to the limitations in subsection (a) of this section, but it shall not be necessary to erect signs to this effect.

SCHEDULE O	
LOADING ZONES	
100	Block of East Kirkwood Avenue, from 167' to 189' east of Walnut Street on the south side
100	Block of West Fourth Street, the first space east of the alley on the north side of Fourth Street
100	Block of West Fourth Street, first space east of College Avenue on the south side.
100	Block of North Washington Street, the first space north of the alley on the east side from the hours of 5:00 a.m. to 5:00 p.m., Monday through Saturday.
100	South College Avenue first space south of Kirkwood Avenue on the east side.
100	South College Avenue, first space on west side.
100	South Walnut from 190' to 130' south of Kirkwood Avenue on the west side.
117	West Seventh Street.

124	North Walnut Street.
200	Block of North Madison Street as posted on the east side of the street.
200	Block of West Seventh Street between Register Parking Garage entrance and College Avenue, one space on the South side from the hours of 7:00 a.m. to 5:00 p.m., Monday thru Friday.
200	Block of West Sixth Street, first space west of the mid-block alley on the north side from the hours of 5:00 a.m. to 5:00 p.m., Monday through Saturday
200	North College, second space north of Sixth Street on west side.
300	Block of South Lincoln on the east side, 30' north of the east/west alley south of Third Street.
	East/west alley between Fourth Street and Kirkwood Avenue and Dunn Street and Indiana Street from Dunn Street to 66' East of Dunn Street.
300	Block of South Washington Street, east side of the street
300	Block of South Washington Street, two spaces approximately 220 feet north of Smith Avenue, on the west side
300	Block of West Fourth Street, 119' east of alley to Railroad Tracks on the north side of Fourth Street.
301	North Washington Street, from 72' to 112' south of Eighth Street on the west side.
311	South Lincoln, one space in front of Boys' Club.
	Seventh Street, first space west of College on north side.
342	South Walnut Street.
349	South Walnut Street, two spaces on the East side in front of the Older American's Center.
	Swain Avenue, west side, between State Court Street and a point thirty (30) feet

	south of Third Street, from 6:00 p.m. to 8:00 a.m.
350	S. Liberty Drive, from 150' to 215', south of Third Street on the west side.
417	East Sixteenth Street, from 102' to 124' west of Dunn Street on the north side.
429	E. Kirkwood, first space west of Dunn Street on the north side from the hours of 5:00 a.m. to 5:00 p.m., Monday through Saturday.
500	Block of West Wylie Street, from 50 to 150 feet west of Rogers Street on the north side
508	North Morton Street, 68' north of Ninth Street to 77' north of Ninth Street.
1300	Block of East Third Street, from 120' to 140' west of Jordan Avenue on the south side.

15.32.110 - Bus zones.

The streets or parts of streets described in Schedule P, attached hereto and made a part hereof, are designated as bus zones. When appropriate signs are erected no person shall stop, stand or park a vehicle other than a bus in a bus zone.

**SCHEDULE P
BUS ZONES**

Street	From	To	Side of Street	Time of Restriction
College Avenue	65' South of Ninth Street	Ninth Street	West	All Time
College Avenue	212' North of Tenth Street	The first alley North of Tenth Street	West	All Time
Covenanter Drive	450' West of Clarizz Boulevard	605' west of Clarizz Boulevard	South	All Time

Covenanter Drive	584' West of Clarizz Boulevard	628' west of Clarizz Boulevard	North	All Time
Seventh Street	Walnut Street	First space East of Walnut Street	North	All Time
Seventh Street	Rogers Street	115' East of Fairview Street	North	8:00 a.m. to 9:30 a.m. and 2:30 p.m. to 3:45 p.m. during the months of August thru May
Seventh Street	Lincoln Street	58' West of Lincoln Street	North	Any Time
Seventh Street	Grant Street	82' East of Grant Street	North	Any Time
Seventh Street	Dunn Street	67' West of Dunn Street	South	Any Time
Sixth Street	1 space 50' East of Morton Street		North	All Time
Sixth Street	Elm Street	50' West of Elm Street	South	All Time
Third Street	Cory Lane	85' East of Cory Lane	South	All Time
Third Street	Johnson Avenue	85' East of Johnson Avenue	South	All Time
Third Street	Landmark Avenue	85' East of Landmark Avenue	South	All Time
Third Street	Wynnedale Drive	85' East of Wynnedale Drive	South	All Time

Winding Way	1 space 60' East of Kingsley Drive			All Time
Woodside Drive	1 space North of Gifford Road		East	All Time

15.32.120 - Official vehicle zones.

The streets or parts of streets described in Schedule R, attached hereto and made a part hereof, are designated as official vehicle zones. When appropriate signs are erected no person shall stop, stand or park a vehicle other than an official vehicle in an official vehicle zone.

**SCHEDULE R
OFFICIAL VEHICLE ZONES**

Street or Lot	From	To	Side of Street
Fourth Street	Lincoln Street	1st Alley E. of Lincoln Street	South
Lincoln Street	Third Street	130 South of Third Street	West
Lot 11 (5 spaces)			
Lot 15 (in its entirety)			
Morton	7 South of Ninth Street	55 South of Ninth Street	West
North/South Alley	Seventh Street	Intersection of East/West Alley	West

15.32.130 - Reserved.

15.32.140 - Obstructing traffic.

No person shall park any vehicle upon a street, other than an alley, in such a manner or under such conditions as to have available less than twelve feet of the width of the roadway for free movement of vehicular traffic.

15.32.150 - Accessible parking for persons with physical disabilities.

The parking spaces described in Schedule S of this section are designated as parking spaces reserved for persons with physical disabilities on public streets or in municipal facilities.

SCHEDULE S

ACCESSIBLE PARKING FOR PERSONS WITH PHYSICAL DISABILITIES

Municipal parking lots - there shall be one space in each municipal lot as follows:

Lot 1	(3 spaces)/4th & Dunn
Lot 2	(8 spaces)/Walnut Street Garage
Lot 3	(4 spaces)/4th & Washington
Lot 5	(3 spaces)/6th Street & Lincoln
Lot 6	(2 spaces)/3rd & Washington (BPD)
Lot 7	(11 spaces)/Morton Street Garage
Lot 9	(8 spaces)/Fourth Street Garage
Lot 11	(4 spaces)/City Employee Lot (Green Lot)
Lot 12	(5 spaces)/North Showers Lot (Red Lot)
Lot 13	(5 spaces)/CFC (White Lot)
Lot 17	(2 spaces)/Bryan Park on Woodlawn
Lot 18	(3 spaces)/Bryan Park on Stull
Lot 19	(4 spaces)/Bryan Park at Henderson & Dixie

Lot 20	(3 spaces)/Henderson & Allen
Lot 21	(5 spaces)/Bryan Park Pool Area
Lot 22	(5 spaces)/Southdowns & Woodlawn
Lot 24	(2 spaces)/Miller Showers Park & 17th

There will be parking spaces for the use of handicapped visiting other public locales as follows:

...

[This list has been cut for the “in context” document as [Ordinance 18-11](#) does not propose changes to this section.]

...

All handicapped parking spaces within the two-hour limit parking zones, on-street metered areas, and city parking lots shall be limited to four (4) hours.

15.32.155 - Parking for specially endangered persons.

The parking spaces described in Schedule S-1 of this section are designated as parking spaces reserved for specially endangered persons on public streets.

- (a) The term specially endangered persons applies to individuals who are seeking protection from situations of violence.
- (b) The parking spaces shall solely be available to vehicles owned or under the control of specially endangered persons while those persons are being served as a client of an organization described in part (c) and during the time of restriction set forth in Schedule S-1.
- (c) Organizations whose purpose is to provide shelter for specially endangered persons are eligible to apply for designation of these parking spaces. Prior to implementation, the organization shall enter into an agreement with the city to assure effective administration and enforcement of these provisions. The agreement shall include a reasonable fee to help offset the cost of implementing and administering this provision.

SCHEDULE S-1

Parking for Specially Endangered Persons

Location	Number of Spaces	Time of Restriction
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318, 320 & 338 South Washington	7*	All Time
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* These restrictions are subject to any other provision of this code which regulates parking relevant to this area and shall be in effect once appropriate signage is in place.

15.32.160 - Emergency vehicle lanes.

- (a) It is unlawful to cause or permit any vehicle or other obstacle to park or remain in any lane, alley, privately owned public parking lot, driveway, or service area, within sixteen feet of any building, accessory structure or sidewalk which is immediately adjacent to or attached to any building, where such building is occupied for commercial, professional, religious, or other type of occupancy or assembly, in such a manner as would obstruct the free passage of fire department vehicles, police cars, emergency or rescue vehicles, or any other vehicles performing a public or emergency function, except for such time as is necessary for the loading or unloading of passengers or merchandise. Where there are areas inaccessible to vehicular traffic between a lane, alley, privately owned public parking lot, driveway, or service area and any building, accessory structure or sidewalk immediately adjacent to or attached to any building, the restricted area of sixteen feet shall be measured from the inaccessible areas abutting the lane, alley, privately owned public parking lot, driveway, or service area and a sixteen-foot emergency vehicle lane established so as to permit free and continuous passage of emergency vehicles.
- (b) The city fire department shall inspect the area surrounding all buildings to which this section applies, and the fire chief with the approval of the transportation and traffic engineer shall determine the location of emergency vehicle lanes and shall notify the affected property owners in writing, together with a notation as to the number of signs deemed necessary by the fire department to properly notify drivers of the existence and location of emergency vehicle lanes. Where it is the opinion of the fire chief that compliance with this subsection would not serve to further the purposes intended by this section, he or she shall advise the affected property owners or managers in writing that such compliance, in part or full, is waived. The erection and maintenance of signs shall be the responsibility of each property owner.
- (c) It shall be the joint duty of the officers of the police and fire departments to enforce the provisions of this section. To aid in enforcement, the fire chief shall obtain from each property owner, lessee or person in possession of property subject to this section an affidavit granting permission and consent to the towing away of any personal property which is obstructing emergency vehicle lanes. The original affidavits shall be kept on file in the city legal department with duplicates filed in the fire chief's office.
- (d) Any person who fails to erect or maintain an emergency vehicle sign as directed by the fire department commits a Class B violation and is subject to the penalty listed in Section 15.64.010(b).

- (e) Any person who permits or suffers a vehicle or obstacle to remain in an emergency vehicle lane in violation of subsection (a) commits a Class C Traffic Violation and is subject to the penalty listed in Section 15.64.010(c) and the enforced removal of the vehicle or obstacle in violation. Each day that a violation continues shall constitute a separate offense.

15.32.170 - Parking prohibited facing traffic.

No person shall stand or park a vehicle on the street or roadway other than in the direction of lawful traffic movement.

15.32.175 - Parallel and angle parking.

- (a) Parallel Parking. Where parallel parking is permitted, vehicles shall park facing the direction required for adjacent traffic. Vehicles must park entirely within a marked parking area when present. When a marked parking area is not present, vehicles must park parallel with the curb or edge of roadway, and wheels must be within one foot of the curb or edge of roadway.
- (b) Pull-in Angle Parking. Where pull-in angled parking is permitted, vehicles shall be parked with the front of the vehicle closest to the curb or edge of the roadway. The parked vehicle shall be as close as practical to the curb or edge of the roadway, and be within the marked space.
- (c) Back-in Angle Parking. Where back-in angle parking is required, vehicles shall be parked with the rear of the vehicle closest to the curb or edge of the roadway. The parked vehicle shall be as close as practical to the curb or edge of the roadway, and be within the marked space.

15.32.180 - Contractor/construction parking permit.

- (a) Upon approval of an application, the Parking Services Director or his or her designee, may issue a temporary parking permit shall to allow for parking temporarily on a street to any person who, in the ordinary course of trade or business, is engaged in the construction, reconstruction, remodeling, servicing, maintenance or repair of buildings or other structures. A separate permit shall be required for each parking space needed for any vehicle, dumpster, moving pod, equipment or staging. Said permit shall be for a limited period of time at a specifically designated site.
- (b) The permit shall allow parking within the limited parking zones designated in Schedule N, the on-street metered parking zones designated in Schedule U, or the residential neighborhood permit parking zones designated in the Bloomington Municipal Code Chapter 15.37 while performing the work described above.
- (c) A contractor/construction parking permit issued under the authority of this section shall exempt permit holders from prohibitions listed in Bloomington Municipal Code Section 15.32.070.

(d) Fee. The cost for a contractor/construction parking permit shall be the hourly parking rate per vehicle parking space for each hour reserved by the permit. Beginning January 1, 2019, the Fee for a contractor/construction parking permit shall be the greater of the hourly parking rate for each hour reserved by the permit or twenty dollars per day per vehicle parking space for parking spaces reserved by the permit.

(e) Administrative Fee. An administrative fee of five ten dollars per permit applicant shall be levied at the issuance of a permit to offset the cost of implementing, enforcing, and administering the provisions of this section.

(f) For permits lasting up to fourteen days, the Parking Services Director or his or her designee planning and transportation department must approve the application. For permits exceeding fourteen days, the board of public works must approve the application.

(g) The Parking Services Director or his or her designee may deny an application for a permit or under this section upon a determination that:

(1) The applicant has failed to supply any of the information required on an application or requested by the Parking Services Director;

(2) The applicant has provided false information or misrepresented a material fact in connection with an application; or

(3) The applicant has failed to pay the required permit fee;

(h) The Parking Services Director may revoke a permit issued under this section if:

(1) The permittee fails to meet the qualifications required of an applicant;

(2) The permittee obtained the permit by fraud or misrepresentation; or

(3) The permittee violates any provision of this chapter;

(i) An applicant who applies for a permit under this section may appeal an adverse ruling by the Parking Services Director, or his or her designee, to the City's Board of Public Works. Any such appeal must be made in writing and must be filed with the Board of Public Works no later than ten (10) working days from the date of the adverse ruling.

15.32.185 - Delivery parking permits.

(a) Upon approval of application, the planning and transportation department or designee may issue a permit to any entity that, in the ordinary course of trade or business, is engaged in the delivery of merchandise or supplies. Delivery vehicles eligible for this permit must be visually identified with the name of the entity engaged in the delivery.

(b) The delivery permit shall allow temporary parking, not to exceed fifteen minutes, within the limited parking zones designated in Schedule N, the on-street metered parking zones designated in Schedule U, or the residential neighborhood zones

~~designated in Bloomington Municipal Code Chapter 15.37 while performing the delivery.~~

~~(c) — Fee. The cost for a delivery parking permit shall be one hundred dollars per permit per year. The director of the planning and transportation department or designee may issue additional permits if such need is shown by permit applicant.~~

15.32.190 185 - Violation and penalty.

Any person who violates any provision of this chapter for which a specific penalty has not been provided, commits a Class D Traffic Violation and is subject to the penalties listed in Section 15.64.010(d).

Chapter 15.36 - RESERVED RESIDENTIAL ON-STREET PARKING PERMITS^[1]

Sections:

15.36.010 - Definitions.

- (a) "Adequate off-street parking" means space on a privately owned parcel for one parked automobile, including access to that space from the residence or access that could readily be created without undue expense.
- (b) "Adjacent to the resident permit holder's residence" means as near as possible to the permit holder's residence and in compliance to the greatest extent possible with applicable accessible parking requirements. In the event there is parking but no sidewalk on the same side of the street next to the resident permit holder's residence, and there is also a functional pedestrian improvement from the residence to the on-street parking, then the reserved on-street space for that residence shall be aligned to best serve, but not block, that walkway or access.
- (c) "Household" means an individual or collective body of people living upon the premises. The household shall not be comprised of more than five adults sixteen years of age or older, in addition to any dependent children of those adults.
- (d) "Single household detached dwelling" means a single residential building per parcel occupied by one household. The parcel shall solely be used for residential purposes. Such dwellings shall be characterized by, but not limited to:
 - (1) A single house number with a single mailbox for the receipt of materials sent through the United States mail;
 - (2) A single kitchen adequate for the preparation of meals;
 - (3) A tenancy based upon a legal relationship of a unitary nature, i.e., single lease, mortgage or contractual sales agreement for the entire premises.

15.36.020 - Eligibility.

- (a) The applicant/permittee shall reside in a single household detached dwelling in an area of the city zoned for residential purposes.
- (b) The single household detached dwelling shall not have adequate off-street parking.
- (c) Except as provided elsewhere in this chapter, the applicant must be a person with a permanent disability who either owns a motor vehicle and has a disability parking placard or disability license plate issued by the Indiana Bureau of Motor Vehicles pursuant to Indiana Code § 9-18.5-8-4 or be a person with a permanent disability who has designated a vehicle, or vehicles, that is/are regularly used to transport him or her pursuant to Indiana Code § 9-18.5-8-1. Provided, however, an applicant is exempt from the requirement of permanent disability where the applicant is a person experiencing physical difficulties associated with aging, as verified by a medical doctor.

(d) An applicant is exempt from the eligibility requirements of (a)—(c) above where the applicant has continuously held a permit in good standing before the effective date of the ordinance from which this chapter derives.

15.36.030 - Information required on application.

(a) The application form shall contain:

- (1) The name, address, telephone number, and e-mail address of the applicant;
- (2) The year, make, and license number of the automobile owned by the applicant, or the year, make, and license number(s) of the vehicle(s) used to transport the applicant which is authorized to use the reserved residential on-street parking space;
- (3) A signed statement from the applicant that verifies the applicant:
 - (A) Resides at the address given in the application and that the residence is a single household detached dwelling,
 - (B) Owns the listed automobile or that it is the vehicle or vehicles principally used to transport the applicant,
 - (C) Unless exempt under Bloomington Municipal Code 15.36.020(d), has a disability parking placard or disability license plate issued by the Indiana Bureau of Motor Vehicles for their owned motor vehicle, or has a permanent disability and a designated vehicle or vehicles regularly used to transport him or her, and
 - (D) Does not have adequate off-street parking as defined in this chapter.

(b) Should the automobile and/or its license plate number change while a permit is in force, the applicant must submit an amended application within ten calendar days.

15.36.040 - Fees.

- (a) The applicant must pay a non-refundable \$50.00 application fee at the time he or she submits the application. An application fee is not required in the following instances:
- (1) If the application is for an amended application due to a license plate change while a permit is in force, or
 - (2) If the applicant is submitting an application for a parking space the same applicant had a permit for the previous calendar year.
- (b) If the permit is approved, the applicant must pay a permit fee of \$145.00, or \$75.00 if after July 1. This fee shall be due upon issuance of each permit under this chapter. Permits are subject to the renewal requirements of Bloomington Municipal Code 15.36.080.

15.36.050 - Information contained on permit.

- (a) The permit provided for in this chapter shall contain the following information:
 - (1) The number of the permit;
 - (2) The address of the person to whom the permit is issued; and
 - (3) The date of expiration of the permit.
- (b) The color of the permit will rotate colors annually.

15.36.060 - Issuance and revocation of permits.

- (a) The application for a permit under this chapter, along with the application fee, shall be submitted to the city controller, or his or her designee, who shall forward it to the transportation and traffic engineer, or his or her designee. The transportation and traffic engineer, or his or her designee, shall approve or disapprove the application in accordance with the provisions of this chapter.
- (b) The applicant may appeal an adverse ruling by the transportation and traffic engineer, or his or her designee, to the City of Bloomington's board of public works, whose decision shall be final. The board may reverse the transportation and traffic engineer, or his or her designee's decision if it finds that the permit met the requirements of this chapter, or if it finds that extenuating circumstances exist which justifies issuing the permit.

Extenuating circumstances include, but are not limited to, neighborhood parking conditions that impose unique hardships on the applicant that cannot be reasonably addressed in another way, and such hardships prevent the applicant from being able to remain at the residence if no permit is granted.

- (c) The board of public works shall have the authority to revoke any permit upon finding a violation of the regulations in this chapter and to order the forfeiture of all fees.
- (d) Signage and markings on a space shall be removed no less than seven nor no more than thirty calendar days after the board of public works' decision to revoke it.

15.36.070 - Permit regulations.

The following regulations shall be in effect:

- (1) No more than one reserved residential only parking permit space is permitted per single household detached dwelling.
- (2) Permits shall be restricted to one per single household detached dwelling.
- (3) Reserved residential on-street parking spaces shall be located adjacent to the permit holder's residence.

~~(3)~~(4) Permits shall be valid only for the calendar year in which they are issued.

~~(4)~~(5) Reserved residential on-street parking spaces shall be used for passenger vehicles only.

~~(5)~~(6) Reserved residential on-street parking spaces shall not be subleased or rented, for consideration or gratuitously, to individuals outside the applicant's household.

~~(6)~~(7) A permit shall not be issued for any parking space on a block in which there is a parking meter installed by the city.

~~(7)~~(8) Permits automatically expire when the applicant is no longer a resident of the residence.

15.36.080 - Expiration of permits.

- (a) All permits expire on December 31 of the year of issuance.
- (b) Permit-holders, including individuals holding permits before the effective date of the ordinance from which this chapter derives, must re-apply each year. The city parking enforcement manager, or his or her designee, will provide current permit-holders an advance reminder to apply for a permit the following year. The application fee (when applicable) and permit fee shall be submitted before December 31 to avoid forfeiture of the reserved residential only parking permit space.

15.36.090 - Disposition of revenue.

All funds derived from the granting of permits under the provisions of this chapter shall be placed in the Alternative Transportation Fund, Fund 454, of the city.

15.36.100 - Violations.

Any violations of this chapter constitute a Class D Violation and are subject to the fines listed in Section 15.64.010 as well as enforced removal of the vehicle.

Chapter 15.37 - RESIDENTIAL NEIGHBORHOOD PERMIT PARKING

Sections:

15.37.010 - Definitions.

"Household" means a single individual living upon the premises as a single housekeeping unit or a collective body of persons living upon the premises as a single housekeeping unit.

"Multiple household dwelling" means a building designed for and legally allowed the occupancy of more than five adults unrelated by blood or marriage.

"Residential Neighborhood Permit Parking Zone" is the list of streets and sections of streets designated in this chapter for restricted parking by residential neighborhood permit only at those designated times.

"Single household detached dwelling" means a building designed for the occupancy of no more than five adults unrelated by blood or marriage.

"Visitor permit" is a permit to park in the Residential Neighborhood Permit Parking Zone on a temporary basis.

15.37.020 - Applicability.

The following zones are designated as **Residential Neighborhood Permit Parking Zones**.

Except for those streets and portions of streets designated as limited parking zones in Schedule N ~~or on-street metered parking zones in Schedule U~~, it shall be unlawful to park a vehicle in any area of a **Residential Neighborhood Permit Parking Zone** ~~without properly displaying~~ ~~unless a valid and appropriate permit is properly displayed in a manner specified by the Parking Services Director~~. Within on-street, metered parking zones it is lawful to park without a permit, but the restrictions of Section 15.40.020 apply. **Beginning August 15th, 2019, a Residential Neighborhood Permit Parking Zone permittee shall not be exempt from the on-street metered parking fees specified in Section 15.40.020**

Elm Heights University Proximate Residential Neighborhood Permit Parking Zone (Zone 1) shall apply to the following streets:

Street	From	To	Side of Street
Atwater Avenue	South Henderson	Jordan	North/South
Ballantine	Third	First	East/West
Ballantine Road	Maxwell Lane	Dead End	East/West

Faculty Avenue	Third	Hunter	East/West
Fess Avenue	Third Street	North side of Bryan Park	East/West
First Street	South Henderson	Jordan	North/South
Hawthorne Drive	Third Street	Dead End	East/West
Highland Avenue	Third Street	Tarzian Lane	East/West
Hunter Avenue	South Henderson	Jordan	North/South
Jordan Avenue	First	Maxwell	West
Manor Road	Maxwell Lane	Dead End	East/West
Maxwell Lane	South Henderson	Manor Road	South
Maxwell Lane	Manor Road	Jordan Avenue	North/South
Park Avenue	Atwater Avenue	North side of Bryan Park	East/West
Second Street	South Henderson	Jordan	North/South
Sheridan Drive	Woodlawn Avenue	Highland Avenue	North/South
South Henderson	Third	Maxwell	East/West
Southdowns Drive	Woodlawn Avenue	Highland Avenue	North/South
Stull Avenue	First Street	North side of Bryan Park	East/West
University Ave.	South Henderson	Jordan	North/South
Woodlawn Avenue	Third	Maxwell	East/West
Wylie Street	Woodlawn	Highland	North/South

Eastside University Proximate Residential Neighborhood Parking Zone (Zone 2) shall apply to the following streets:

Street	From	To	Side of Street
Swain Avenue	Third	Dead End South of University	East/West
Mitchell Street	Third	Maxwell	East/West
Eastside Drive	Third	Maxwell	East/West
South Arbutus Drive	Third	Second	East/West
Rose Avenue	Third	First	East/West
South Anita	Hunter	First	East/West
South Union	Third	Dead End South of Third	
Atwater Avenue	Jordan	High	North/South
Hunter Avenue	Jordan	High	North/South
Second Street	Jordan	High	North/South
University Ave.	Jordan	Eastside	North/South
First Street	Jordan	High	North/South
Sheridan Drive	Jordan	Maxwell	North/South
Clifton Avenue	Third Street	Atwater Avenue	East
Clifton Avenue	Atwater Avenue	First Street	East/West
Maxwell	Jordan	Mitchell	North/South
Jordan Avenue	Third	First	East/West
Jordan Avenue	First	Maxwell	East

Green Acres University Proximate Residential Neighborhood Permit Parking Zone (Zone 3) shall apply to the following streets:

Street	From	To	Side of Street
Bryan Street	Third	Dead End North of Seventh	East/West
Clark Street	Third	Dead End North of Eighth	East/West
Eighth Street	Jefferson	Hillsdale	North/South
Fifth Street	Union	Hillsdale	North/South
Fourth Street	Union Street	Hillsdale Drive	Both
Hillsdale Court	Hillsdale Drive	Dead End	Both
Hillsdale Drive	Third Street	Dead End North of Eighth Street	Both
Jefferson Street	Third	Tenth	East/West
Roosevelt Street	Third Street	Dead End North of Eighth Street	Both
Seventh Street	Union	Hillsdale	North/South
Union Street	Third	Seventh	East/West

~~Old Northeast Downtown University Proximate Residential Neighborhood Permit Parking Zone (Zone 4) shall apply to the following streets:~~

Street	From	To	Side of Street
East 6th	North Washington	North Dunn	North/South
East 7th Street	North Washington Street	North Dunn Street	North/South
East 8th	North Walnut	North Dunn	North/South
East Alice	North Grant	North Harold	North/South

East 9th	North Walnut	North Dunn	North/South
East 10th	North Walnut	North Dunn	South
North Washington	East 6th	East 10th	East/West
North Lincoln	East 6th	East 10th	East/West
North Grant	East 6th	East 10th	East/West
North Harold	East 8th	East 9th	East/West
North Prow	East 9th	East 10th	East/West
North Dunn	East 6th	East 10th	West

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Old Northeast Downtown University Proximate Residential Neighborhood Permit Parking Zone (Zone 5) shall apply to the following streets:

Street	From	To	Side of Street
East 10th	North Walnut	North Dunn	North
East Cottage Grove	North Walnut	North Dunn	North/South
East 11th	North Washington	North Dunn	North/South
East 12th	North Walnut	North Dunn	North/South
North Walnut	East 10th	East 12th	East (boundary)
North Washington	East 10th	East 12th	East/West
North Lincoln	East 10th	Railroad Tracks North of 12th Street	East/West

North Grant	East 10th	Railroad Tracks North of 12th Street	East/West
North Dunn	East 10th	Railroad Tracks North of 12th Street	West

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Old Northeast Downtown University Proximate Residential Neighborhood Permit Parking Zone (Zone 6) shall apply to the following streets:

Street	From	To	Side of Street
East 10th	North Dunn	North Woodlawn	North
East Cottage Grove	North Dunn	North Indiana	North/South
East Cottage Grove	North Fess	North Woodlawn	North/South
East 11th	North Dunn	North Woodlawn	North/South
East 12th	North Dunn	North Woodlawn	North/South
North Indiana	East 10th	East 12th	East/West
North Dunn	East 10th	Railroad Tracks North of 12th	East
North Fess	East Cottage Grove	Railroad Tracks North of East 12th	East/West
North Park	East 10th	East 12th	East/West
North Woodlawn	East 10th	East 12th	West (boundary)

Old Northeast Downtown University Proximate Residential Neighborhood Permit Parking Zone (Zone 7) shall apply to the following streets:

Street	From	To	Side of Street
East 6th	North Dunn	North Indiana	North/South
East 7th	North Dunn	North Woodlawn	North/South
East 8th	North Dunn	North Woodlawn	North/South
East 9th	North Dunn	North Woodlawn	North/South
East 10th	North Dunn	North Woodlawn	South
East Cottage Grove	North Indiana	North Fess	North/South
North Dunn	East 6th	East 10th	East
North Indiana	East 6th	East 10th	East/West
North Fess	East 7th	Cottage Grove	East/West
North Park	East 7th	East 10th	East/West
North Woodlawn	East 7th	East 10th	West (boundary)

High Point University Proximate Residential Neighborhood Permit Parking Zone
(Zone 4) shall apply to the following streets:

Street	From	To	Side of Street
East 6th	North Washington	North Dunn	North/South
East 7th Street	North Washington	North Dunn	North/South
East 8th	North Walnut	North Dunn	North/South
East Alice	North Grant	North Harold	North/South
East 9th	North Walnut	North Dunn	North/South
East 10th	North Walnut	North Dunn	North
North Washington	East 6th	East 12th	East/West
North Lincoln	East 6th	Railroad Tracks North of 12th Street	East/West
North Grant	East 6th	Railroad Tracks North of 12th Street	East/West
North Harold	East 8th	East 9th	East/West
North Prow	East 9th	East 10th	East/West
North Dunn	East 6th	Railroad Tracks North of 12th Street	West
East Cottage Grove	North Walnut	North Dunn	North/South
East 11th	North Washington	North Dunn	North/South
East 12th	North Walnut	North Dunn	North/South
North Walnut	East 10th	East 12th	East (boundary)

University Courts University Proximate Residential Neighborhood Permit Parking Zone (Zone 5) shall apply to the following streets:

Street	From	To	Side of Street
East 7th Street	North Dunn	North Woodlawn	North/South
East 8th	North Dunn	North Woodlawn	North/South
East 9th	North Dunn	North Woodlawn	North/South
East 10th	North Dunn	North Indiana	North
East 10th	North Indiana	North Woodlawn	North/South
East Cottage Grove	North Dunn	North Woodlawn	North/South
East 11th	North Dunn	North Woodlawn	North/South
East 12th	North Dunn	North Woodlawn	North/South
North Dunn	East 6th	Railroad Tracks North of 12th Street	East
North Indiana Ave	East 7th	East 9th Street	West
North Indiana Ave	East 10th	Railroad Tracks North of East 12th	East/West
North Fess	East 7th	Railroad Tracks North of East 12th	East/West
North Park	East 7th	East 12th	East/West
North Woodlawn	East 7th	East 12th	West (boundary)

Garden Hill Residential Neighborhood Zone (Zone 6) shall apply to the following streets:

Street	From	To	Side of Street
13th Street	Dunn Street	Woodlawn Avenue	North/South
15th Street	Walnut Street	Woodlawn Avenue	North/South
15th Street	Walnut Street	Indiana Avenue	North/South
16th Street	Walnut Street	Dunn Street	North/South
Dunn Street	17th Street	13th Street	East/West
Fess Avenue	17th Street	13th Street	East/West
Grant Street	17th Street	15th Street	East/West
Indiana Avenue	17th Street	13th Street	East/West
Lincoln Street	17th Street	14th Street	East/West
Washington Street	17th Street	14th Street	East/West

[No segments assigned to Zone 7. Zone 7 drops out of the BMC, but can be added back in if/when a new zone needed.]

North College Residential Neighborhood Zone (Zone 8) shall apply to the following streets:

Street	From	To	Side of Street
North College Avenue	1st Alley North of Tenth Street on west side	Eleventh Street	West
North College Avenue	2nd Alley North of Tenth Street on east side	Eleventh Street	East

Southwest Campus Residential Neighborhood Zone (Zone 9) shall apply to the following streets:

Street	From	To	Side of Street
Third Street	Grant Street	Dunn Street	South
Smith Avenue	Lincoln Street	Dunn Street	North
Smith Avenue	Lincoln Street	Dunn Street	South
Lincoln Street	Second Street	Smith Avenue	West
Lincoln Street	Second Street	Smith Avenue	East
Grant Street	Smith Avenue	Third Street	East
Grant Street	Smith Avenue	Third Street	West
Dunn Street	Smith Avenue	Third Street	East
Dunn Street	Smith Avenue	Third Street	West
Second Street	Grant Street	Henderson Street	South

Near West Side Residential Neighborhood Permit Parking Zone (Zone 10) shall apply to the following streets:

Street	From	To	Side of Street
Eighth Street	Maple Street	Rogers Street	North
Eighth Street	Rogers Street	Fairview Street	South
Fairview Street	Eighth Street	Ninth Street	East
Fairview Street	Seventh Street	Eighth Street	West
Jackson Street	Eighth Street	Ninth Street	East
Jackson Street	Sixth Street	Seventh Street	West
Ninth Street	Maple Street	Jackson Street	South
Seventh Street	42' West of Rogers	142' West of Rogers	North
Seventh Street	Maple Street	Rogers Street	South
Sixth Street	Maple Street	Rogers Street	North/South

Wylie House Residential Neighborhood Zone (Zone 11) shall apply to the following streets:

Street	From	To	Side of Street
Grant Street	First Street	Second Street	East/West
Lincoln Street	First Street	Second Street	East/West
Second Street	Lincoln Street	Grant Street	North/South
University Street	Lincoln Street	Henderson Street	North/South

Parking permits and visitor permits valid for one zone shall not be valid for another zone.

In addition to those residing on the block faces listed above, residents at the following addresses will also be eligible for Zone 9 permits.

503 & 510 East Smith Avenue

400, 407 & 408 South Grant Street

401, 402, 408, 409, 415, 416 & 416 ½ South Dunn Street

15.37.030 - Hours in effect.

These zones shall be in effect from eight a.m. to five p.m., Monday through Friday.

Additionally, from August 15 through May 15, Zone 6 shall be in continuous effect from eight a.m. Thursday until eight a.m. Sunday.

15.37.040 - Eligibility.

~~Each single household detached dwelling and multiple household dwelling is entitled to obtain one parking permit per motor vehicle. Each single household detached dwelling and multiple household dwelling is entitled to purchase one visitor permit for each household. Appeals for additional parking and/or visitor permits shall be made in writing, with all relevant documentation attached, to the planning and transportation department or designee.~~

Each resident of a Neighborhood Zone defined in Bloomington Municipal Code section 15.37.020 shall be entitled to apply for one parking permit. Zone residents are entitled to purchase visitor permits in a manner specified by the Parking Services Director. Requests for additional parking and/or visitor permits shall be made in writing, with all relevant documentation attached, to the Parking Services Director or his or her designee

15.37.050 - Fees.

~~All parking permits and visitor permits issued under this chapter, except those issued under Sections 15.37.190 and 15.37.210, shall cost twenty-five dollars per permit.~~

Upon approval of an application, the Parking Services Director, or his or her designee, may issue a permit and collect a fee according to the following:

- (a) Fee for Resident and Visitor Permits. The Fee for a Residential Neighborhood Permit Parking Zone permit and visitor permit issued to a specific address, except those issued under Sections 15.37.190 and 15.37.210 shall be set according to the schedule set forth below.
- (b) Fee for Seniors and persons with a permanent disability. The Fee for parking permits and visitor permits for an applicant 65 years of age or older or for a person with a permanent disability who either owns a motor vehicle and has a disability parking placard or disability license plate issued by the Indiana Bureau of Motor Vehicles pursuant to I.C. 9-18.5-8-4 shall be set according to the following schedule.

Schedule of Permit Residential Neighborhood Parking Permit Fees		
Year	Residents	Seniors & Persons With a Disability
Prior to August 15, 2019	\$25.00	\$25.00
Beginning August 15, 2019	\$45.00	\$25.00
Beginning August 15, 2020	\$46.00	\$26.00
Beginning August 15, 2021	\$47.00	\$27.00
Beginning August 15, 2022	\$48.00	\$28.00
Beginning August 15, 2023	\$49.00	\$29.00
Beginning August 15, 2024	\$50.00	\$30.00
Beginning August 15, 2025	\$52.00	\$31.00
Beginning August 15, 2026	\$54.00	\$32.00
Beginning August 15, 2027	\$56.00	\$33.00
Beginning August 15, 2028	\$58.00	\$34.00
Beginning August 15, 2029	\$60.00	\$35.00

15.37.060 - Expiration of permits. Transferability of permits.

Permits will expire on August 15th of each year. The date of expiration will be clearly marked on all permits. Permits issued under this chapter shall be invalid if the permit holder moves from the residence address contained in the application for a residential neighborhood parking permit.

A permit issued pursuant to this chapter shall not be transferable to another permittee. Landlords are prohibited from obtaining permits on behalf of a tenant.

15.37.070 - Information required on application.

Permits will be issued only to residents of an address within the Neighborhood Permit Parking Zone. Proof of residency must be submitted upon making an application for a parking or visitor permit. In addition, proof of ownership or principal use of the motor vehicle must be submitted upon making application for a parking permit. Final determination of eligibility will be made by the parking enforcement office manager or designee. Each application for a parking permit shall also contain the following

information: applicant name and address; make, model and license tag number of motor vehicle(s) for which an application is made, and any other information deemed relevant by the department of public works.

Residential Neighborhood Zone Parking Permits. Upon receipt of a completed application and payment of the fees prescribed in Bloomington Municipal Code section 15.37.050, the Parking System Director, or his or her designee, may issue a Residential Neighborhood Zone Parking Permit.

- (a) Any resident of a Residential Neighborhood zone as defined in Bloomington Municipal Code section 15.37.020 may apply for a Residential Neighborhood Zone Parking Permit by submitting an application to the Parking Services Director or his or her designee.
- (b) Information required on an application shall include, but not be limited to:
 - (1) The name and address of the individual, company, or organization requesting the permit;
 - (2) The make, model and license tag number of motor vehicle(s) for which an application is made;
 - (3) Proof of residency, where applicable;
 - (4) Proof of eligibility and proof of ownership or principal use of the motor vehicle; and
 - (5) Any additional information deemed relevant by the Parking Services Director.
- (c) Permits shall be issued only for vehicles owned by or in the principal use of residents and by persons employed by a business located within Residential Neighborhood Permit Parking Zone.
- (d) Permits issued under this section shall be specific for a single vehicle, shall not be transferred, and shall be displayed thereon only as the Parking Services Director by regulation may prescribe.
- (e) Permits will expire on August 15th of each year. The date of expiration will be clearly marked on all permits.
- (f) Permits issued under this section shall be invalid if the permit holder moves from the residence address contained in the application for a Residential Neighborhood Parking Permit.
- (g) No person shall be permitted to buy a permit for more than one Residential Neighborhood Permit Parking Zone.
- (h) In considering an application for a permit, if the Parking Services Director has reasonable suspicion to believe that the occupancy provisions of Bloomington

Municipal Code Title 20 are being violated at the address associated with the permit, the Parking Services Director shall notify the Director of the Housing and Neighborhood Development Department who shall investigate the matter. Until such investigation is complete, the Parking Services Director shall not issue any Residential Neighborhood Parking Zone permits to persons at the address under investigation. Where the address is found to be in violation of the occupancy requirements of Title 20, the Parking Services Director shall not issue any further permits under this section for the address in question until the occupancy thereof is brought into compliance.

- (i) The Parking Services Director or his or her designee may deny an application for a permit or under this section upon a determination that:
 - (1) The applicant has failed to supply any of the information required on an application or requested by the Parking Services Director;
 - (2) The applicant has provided false information or misrepresented a material fact in connection with an application;
 - (3) The applicant has failed to pay the required permit fee.
- (j) The Parking Services Director may revoke a permit issued under this section if:
 - (1) The permittee fails to meet the qualifications required of an applicant;
 - (2) The permittee obtained the permit by fraud or misrepresentation;
 - (3) The permittee was issued a permit for an address found to be in violation of the occupancy requirements of Title 20 as outlined in 15.37.070(h) above.
 - (4) The permittee violates any provision of this chapter.
- (k) An applicant who applies for a permit under this section may appeal an adverse ruling by the Parking Services Director, or his or her designee, pursuant to 15.37.240.

15.37.080 - Decal required Proof of Permit Purchase Required

~~Regular permits shall be visibly displayed and permanently affixed to the vehicle in the lower left corner of the rear window or other location as determined by the planning and transportation department. Visitor permits shall be visibly displayed by hanging the permit from the rearview mirror in the front windshield.~~

Residential Neighborhood Permit Parking Zone permits and visitor permits shall be visibly displayed in a manner determined by the Parking Services Director or his or her designee. A valid license plate shall be required to be affixed to a vehicle registered in the Residential Neighborhood Permit Parking Zone in a manner consistent with Indiana law.

15.37.090 - Parking space not guaranteed.

A residential neighborhood permit parking decal shall not guarantee or reserve the holder an on-street parking space.

15.37.100 - Replacement of permit.

If the make, model or license tag number of a permitted vehicle changes during the year, ~~the~~ **an** applicant may bring in the new information to ~~the planning and transportation department to obtain a replacement sticker.~~ **The fee for a replacement sticker will be ten dollars along with the previously-issued permit to the Parking Services Director or his or her designee to obtain a replacement permit. The fee for a replacement permit will be ten dollars.**

15.37.110 - Change of residency.

If residents of a property change during the calendar year, the new resident may complete a change of residency form and request application for permit.

15.37.120 - Precedence of abandoned vehicle regulations.

No part of this chapter shall conflict with existing regulations for abandoned vehicles, as specified in Section 15.04.020 and Chapter 15.52 of the Bloomington Municipal Code.

15.37.130 - Precedence of no parking zones.

The Residential Neighborhood Permit Parking Zones do not take precedence over temporary or permanent no parking zones posted by the ~~street department~~ **department of public works, department of planning and transportation department, or police department for tree removal, snow removal, street sweeping, or other actions deemed necessary by the city of Bloomington.**

~~15.37.140 - Special exceptions.~~

~~Any person or persons requesting special exception from the residential neighborhood permit parking regulations for a one-day period only may make such a request to the planning and transportation department and may be granted a temporary one-day permit. This is not in lieu of a service permit. There will be no fee for this permit.~~

15.37.150 - Violations.

Violations of this chapter shall constitute a Class D traffic violation and are subject to fines as listed in Section 15.64.010.

15.37.160 - Disposition of revenue.

All funds derived from the issuance of permits and from fines shall be used to pay the costs of operating this program. Funds received in excess of the annual cost of operating the program shall go into an alternative transportation fund. The alternative transportation fund shall be for the purpose of reducing our community's dependence upon the automobile. Expenditures from the fund shall be approved by the council.

15.37.170 - Zone 1 provisions.

~~(a) The board of public works may provide up to one hundred and fifty Zone 1 parking permits annually to residents of fraternity and sorority houses on Third Street.~~

~~(b) The board of public works may sell up to ten Zone 1 parking permits annually to the staff of Harmony School.~~

(a) Upon approval of an application, the Parking Services Director or his or her designee may issue a permit and collect a fee for up to ten "Zone 1" parking permits annually to the staff of Harmony School.

(b) Fee. The fee for a permit issued under this chapter shall be the equal to the Residential Neighborhood Zone Parking Permit Fee as specified in Section 15.37.050.

15.37.180 ~~15.37.180 - Business employees. Reserved~~

~~The board of public works may provide Zones 4, 5, 6, and 7 parking permits annually to employees of businesses in said zones.~~

15.37.190 - All-zone permits.

Upon approval of application, the ~~planning and transportation department~~ Parking Services Director, or his or her designee, may issue an "All-Zones" residential permit to landlords, property managers and qualified service companies, which will allow vehicles bearing this permit to park in any of the residential zones while employees are performing work in that zone and collect a fee. The following eligibility requirements and fee schedule attach to an "All-Zones" Permit.

- (a) Eligibility. Landlords and property managers registered with the city will be allowed to purchase one sticker for every ten units or properties within the residential zones. Landlords and property managers with fewer than twenty units will be allowed a maximum of two permits. Realty companies who show property in the residential zones will be allowed a maximum of one all-zone permit per ten realtors employed by the company. Properly registered and verified service companies will be allowed a maximum of two permits per

company. The Parking Services Director ~~planning and transportation department or his or her designee may issue additional permits if such need is shown by permit applicant~~ additional permits to employers with 25 or more FTEs who could not otherwise operate under the Residential Neighborhood Zone permit system.

(b) Fees. The costs of an all-zone permit shall be fifty-five dollars per year. The annual fee of an all-zone permit issued under this chapter shall be set according to the following schedule:

Schedule of "All Zone" Residential Neighborhood Permit Parking Zone Fees	
Year	"All Zone" Permit Fee per year
Prior to August 15, 2019	\$50.00
Beginning August 15, 2019	\$103.00
Beginning August 15, 2020	\$106.00
Beginning August 15, 2021	\$109.00
Beginning August 15, 2022	\$112.00
Beginning August 15, 2023	\$115.00
Beginning August 15, 2024	\$118.00
Beginning August 15, 2025	\$122.00
Beginning August 15, 2026	\$126.00
Beginning August 15, 2027	\$130.00
Beginning August 15, 2028	\$134.00
Beginning August 15, 2029	\$138.00

(c) The Parking Services Director or his or her designee may deny an application for a permit under this section upon a determination that:

- (1) The applicant has failed to supply any of the information required on an application or requested by the Parking Services Director;
- (2) The applicant has provided false information or misrepresented a material fact in connection with an application; or
- (3) The applicant has failed to pay the required permit fee;

(d) The Parking Services Director may revoke a permit issued under this section if:

- (1) The permittee fails to meet the qualifications required of an applicant;
- (2) The permittee obtained the permit by fraud or misrepresentation; or
- (3) The permittee violates any provision of this chapter;

(e) An applicant who applies for a permit under this section may appeal an adverse ruling by the Parking Services Director, or his or her designee, to the City's Board of Public Works. Any such appeal must be made in writing and must be filed with the Board of Public Works no later than ten (10) working days from the date of the adverse ruling.

15.37.200 - Zone 7 fraternities and sororities. Reserved

The board of public works may provide up to one hundred Zone 7 parking permits annually to residents of fraternity and sorority houses on 7th Street and Woodlawn Avenue.

15.37.210 - Kirkwood and Walnut employees. Downtown Employee Parking Permits

The board of public works may provide up to seventy-five Zone 4, 5 or 7 parking permits annually to employees of businesses on Kirkwood Avenue from Indiana to Walnut Street and on Walnut Street from Kirkwood Avenue to 12th Street. Zone 4 permits may be issued to employees of business on Kirkwood Avenue between Dunn Street and Walnut Street and on Walnut Street between Kirkwood Avenue and 10th Street. Zone 5 permits may be issued to employees of businesses on Walnut between 10th Street and 12th Street. And, Zone 7 permits may be issued to employees of businesses on Kirkwood Avenue between Dunn Street and Indiana Avenue. The fee for one of these permits shall be seventy-five dollars per year.

15.37.210 Downtown Employee Parking Permits

The Parking Services Director or his or her designee may issue and collect a fee for up to forty Zone 4 and up to forty Zone 5 parking permits annually to businesses or employees of businesses located within an area bounded by S. Washington Street on the west side, S. Indiana Street on the east side, and E. 3rd Street on the south side, and E. 6th Street on the north side.

- (a) Application. Proof of employment must be submitted upon making an application for a parking permit. In addition, proof of ownership or

- principal use of the motor vehicle must be submitted upon making application for a parking permit.
- (b) Limitation. The Parking Services Director may issue one permit per ten full-time equivalent employees employed by the business. The Parking Services Director may issue additional permits to employers without adequate off-street parking who have 25 or more FTEs and who could not otherwise operate under the Residential Neighborhood Zone permit system.
 - (c) Fee. The fee for parking permits issued under this chapter shall be set according by the amount specified in the following schedule.

Schedule of Downtown Employee Parking Permits Fees	
Prior to August 15, 2019	\$75.00
Beginning August 15, 2019	\$103.00
Beginning August 15, 2020	\$106.00
Beginning August 15, 2021	\$109.00
Beginning August 15, 2022	\$112.00
Beginning August 15, 2023	\$115.00
Beginning August 15, 2024	\$118.00
Beginning August 15, 2025	\$122.00
Beginning August 15, 2026	\$126.00
Beginning August 15, 2027	\$130.00
Beginning August 15, 2028	\$134.00
Beginning August 15, 2029	\$138.00

(d) The Parking Services Director or his or her designee may deny an application for a permit or under this section upon a determination that:

- (1) The applicant has failed to supply any of the information required on an application or requested by the Parking Services Director;
- (2) The applicant has provided false information or misrepresented a material fact in connection with an application; or
- (3) The applicant has failed to pay the required permit fee;

(e) The Parking Services Director may revoke a permit issued under this section if:

- (1) The permittee fails to meet the qualifications required of an applicant;
- (2) The permittee obtained the permit by fraud or misrepresentation; or
- (3) The permittee violates any provision of this chapter;

15.37.220 - Collins Center residents.

The board of public works Parking Services Director, or his or her designee, may provide up to one hundred Zone 7 5 parking permits annually to residents of the Collins Center dormitory.

15.37.230 - Zone 4 provisions.

~~The board of public works may provide Zone 4 parking permits to residents of owner-occupied premises with addresses on the east side of North Walnut Street between Kirkwood Avenue and Seventh Street, and to residents of owner-occupied premises in the 100 block of East Sixth Street. These permits shall be valid only within Zone 4 as defined in this chapter. The board may also provide Zone 4 parking permits to residents of rental housing with addresses in the 100 block of East Sixth Street until August 15, 2005.~~

15.37.240~~230~~ - Zone 10 provisions.

The board of public works may sell up to twenty Zone 10 parking permits annually to the staff of Fairview Elementary School to allow parking in the area designated "Fairview School Staff Permit Parking."

15.37.240 - Appeals to the Board of Public Works

An applicant who applies for a permit under this chapter may appeal an adverse ruling by the Parking Services Director or his or her designee to the City of Bloomington's Board of Public Works, whose decision shall be final. The Board may reverse the Parking Services Director or his or her designee's decision if it finds that the permit application met the requirements of this chapter or if it finds that extenuating circumstances exist which justify issuance of a permit.

Chapter 15.38 - CITY EMPLOYEE PARKING*

15.38.010 - City employee parking.

With the exception of the parking spaces that are designated for persons with physical disabilities according to Section 15.32.150, Schedule S, the lots and streets or parts of streets described in Schedule T, attached hereto and made a part hereof, are designated as city employee parking zones.

Processes and procedures for the application for, distribution of, and display of city employee parking permits for parking in city employee parking zones shall be at the direction of the planning and transportation department, which is authorized to allocate permits, assign permitted areas to city employees and apply whatever terms and conditions on such permits and their utilization as it deems appropriate.

SCHEDULE T

Lot 11	South side of City Hall, 401 North Morton
Lot 12	Signed and designated spaces, northeast side of the Showers Complex, 401 N Morton
Lot 14	North portion of the west side of the Showers Complex, 401 North Morton
Lot 16	West portion of the south side of the Bloomington Police Headquarters, 220 East Third Street

Street	From	To	Side of Street
Morton Street	55' north of 9th Street	150' north of 9th Street	West

15.38.020 - Restrictions.

- (a) No person shall park between five a.m. and five p.m., Monday through Friday in any of the spaces described in Schedule T without a properly authorized and displayed city employee permit, unless granted proper authorization by the planning and transportation department.
- (b) No person shall park in Lot 11 between five a.m. and five p.m., Monday through Friday without a Green FT Employee permit.
- (c) During farmers' market season the following restriction shall apply to parking in Lot 11:

No person shall park between four a.m. to two p.m. on Saturdays with the following exception: Registered farmers' market vendors with proper authorization from the parks and recreation department, under the direction of said department, and at the times and locations within the lot specified by that department. This prohibition applies to city employees with an otherwise properly authorized and displayed city employee permit.

- (d) No person shall park in Lot 12 at anytime, either in the spaces designated for city employees or in any other spaces in that lot, without a properly authorized and displayed permit for that lot, with the following exceptions:
 - (1) Persons parking between eight a.m. and five p.m. in designated visitor parking who are currently within 501 North Morton Street in the showers complex while that building is open to the public, or moving directly between their vehicle and that building.
 - (2) Persons attending the farmers' market in Lot 11 between seven a.m. and twelve fifteen p.m. Saturdays when it is open for business.
- (e) No person shall park at any time in Lot 14 without a properly authorized and displayed city employee permit.
- (f) No person shall park at any time in Lot 16 without a properly authorized and displayed city employee permit.
- (g) The planning and transportation department is authorized to adopt, with proper and adequate notice, further restrictions on the ability of city employees to utilize the spaces described in Schedule T as events and circumstances may warrant.

15.38.030 - Violation and penalty.

Any violations of this chapter constitute a Class D Traffic Violation and are subject to the fines listed in Section 15.64.010(d).

Chapter 15.40 - MUNICIPAL PARKING LOTS, GARAGES AND ON-STREET METERED PARKING

Sections:

15.40.010 - Locations.

The sites for off-street parking lots, which include municipal lots and garages, and on-street metered parking spaces are identified below:

- (1) Lot 1: located at the northwest corner of Fourth and Dunn Streets.
- (2) Lot 2: Walnut Street Garage: located at 300 North Walnut Street.
- (3) Lot 3: located at the northwest corner of Fourth and Washington Streets.
- (4) Lot 5: located at Sixth and Lincoln Streets on Lots 185 and 186 of the city.

- (5) Lot 6: located at the 200 block of East Third Street on part of fractional out-lot 20, and containing not less than twelve parking meters.
- (6) Lot 7: Morton Street Garage: located at 208 North Morton Street.
- (7) Lot 9: Fourth Street Garage: located at 105 West Fourth Street.
- (8) Lot 10: located at the northeast corner of Third Street and College Avenue, also known as the Convention Center Parking Lot.
- (9) Lot 11: located at the southwest corner of Eighth Street and Morton Street.
- (10) Lot 12: located at the northeast side of the Showers Complex, 401 North Morton Street.
- (11) Lot 13: located at the south portion of the west side of the Showers Complex, 401 North Morton Street.
- (12) Lot 14: located at the north portion of the west side of the Showers Complex, 401 North Morton Street.
- (13) Lot 15: located at the east portion of the south side of the city of Bloomington Police Headquarters, 220 East Third Street.
- (14) Lot 16: located at the west portion of the south side of the city of Bloomington Police Headquarters, 220 East Third Street.
- (15) The location of on-street metered parking spaces shall be as set forth in Schedule U unless the area is otherwise identified in Schedule M "No Parking Zones," Schedule O "Loading Zones," Schedule P "Bus Zones" and Schedule R "Official Vehicle Zones."

SCHEDULE U			
On Street Metered Parking			
Street	From	To	Side of Street
Ashlynn Park Drive	Eleventh Street	Twelfth Street	East/West
College Avenue	Second Street	Eleventh Street	East/West
Dunn Street	Third Street	Seventh Street	East/West

Eighth Street	Rogers Street	Walnut Street	North/South
Eleventh Street	Rogers Street	Walnut Street	North/South
Fourth Street	Rogers Street	Indiana Avenue	North/South
Grant Street	Third Street	Seventh Street	East/West
Indiana Avenue	Third Street	Seventh Street	East/West
Kirkwood Avenue	Rogers Street	Indiana Avenue	North/South
Lincoln Street	Third Street	Seventh Street	East/West
Madison Street	Third Street	Seventh Street	East/West
Morton Street	Kirkwood Avenue	Dead end north of Twelfth Street	East/West
Ninth Street	Morton Street	Walnut Street	North/South
Seventh Street	Rogers Street	Dunn Street	North/South
Sixth Street	Rogers Street	Indiana Avenue	North/South
Third Street	Walnut Street	Indiana Avenue	North/South
Twelfth Street	Morton Street	Ashlynn Park Drive	North/South
Walnut Street	Second Street	Eleventh Street	East/West
Washington Street	Third Street	Seventh Street	East/West

SCHEDULE U					
ON-STREET METERED PARKING LOCATIONS AND MAXIMUM HOURLY RATE					
Block face	Maximum Rate	Block face	Maximum Rate	Block face	Maximum Rate
100 E 4th	\$1.00	100 N College	\$1.00	200 N Lincoln	\$1.00

200 E 4th	\$1.00
300 E 4th	\$1.00
400 E 4th	\$1.00
500 E 4th	\$1.00
100 W 4th	\$1.00
200 W 4th	\$1.00
300 W 4th	\$1.00
400 W 4th	\$1.00
100 E 6th	\$1.00
200 E 6th	\$1.00
300 E 6th	\$1.00
400 E 6th	\$1.00
500 E 6th	\$1.00
100 W 6th	\$1.00
200 W 6th	\$1.00
300 W 6th	\$1.00
400 W 6th	\$1.00
100 E 7th	\$1.00
200 E 7th	\$1.00
300 E 7th	\$1.00
400 E 7th	\$1.00
100 W 7th	\$1.00
200 W 7th	\$1.00
300 W 7th	\$1.00
400 W 7th	\$1.00
100 W 8th	\$1.00

1000 N College	\$1.00
1100 N College	\$1.00
1200 N College	\$1.00
1300 N College	\$1.00
200 N College	\$1.00
300 N College	\$1.00
400 N College	\$1.00
500 N College	\$1.00
600 N College	\$1.00
800 N College	\$1.00
900 N College	\$1.00
100 S College	\$1.00
200 S College	\$1.00
300 S College	\$1.00
400 S College	\$1.00
100 N Dunn	\$1.00
200 N Dunn	\$1.00
100 S Dunn	\$1.00
200 S Dunn	\$1.00
100 N Grant	\$1.00
200 N Grant	\$1.00
100 S Grant	\$1.00
200 S Grant	\$1.00
100 S Indiana	\$1.00
200 S Indiana	\$1.00
100 E Kirkwood	\$1.00

100 S Lincoln	\$1.00
200 S Lincoln	\$1.00
100 N Madison	\$1.00
200 N Madison	\$1.00
100 S Madison	\$1.00
200 S Madison	\$1.00
700 N Morton	\$1.00
800 N Morton	\$1.00
100 N Morton St	\$1.00
200 N Morton St	\$1.00
300 N Morton St	\$1.00
400 N Morton St	\$1.00
500 N Morton St	\$1.00
600 N Morton St	\$1.00
100 N Walnut	\$1.00
1000 N Walnut	\$1.00
200 N Walnut	\$1.00
300 N Walnut	\$1.00
400 N Walnut	\$1.00
500 N Walnut	\$1.00
600 N Walnut	\$1.00
700 N Walnut	\$1.00
800 N Walnut	\$1.00
900 N Walnut	\$1.00
100 S Walnut	\$1.00
200 S Walnut	\$1.00

200 W 8th	\$1.00	200 E Kirkwood	\$1.00	300 S Walnut	\$1.00
400 W 8th	\$1.00	300 E Kirkwood	\$1.00	400 S Walnut	\$1.00
100 W 9th	\$1.00	400 E Kirkwood	\$1.00	100 N Washington	\$1.00
200 W 9th	\$1.00	500 E Kirkwood	\$1.00	200 N Washington	\$1.00
200 W 11th	\$1.00	100 W Kirkwood	\$1.00	100 S Washington	\$1.00
300 W 11th	\$1.00	200 W Kirkwood	\$1.00	200 S Washington	\$1.00
400 W 11th	\$1.00	300 W Kirkwood	\$1.00		
300 W 12th	\$1.00	400 W Kirkwood	\$1.00		
700 N Ashlynn Pk	\$1.00	100 N Lincoln	\$1.00		

- (16) Lot 17: located on Woodlawn Avenue on Cummings 1st Lots 191 and 192 of the city east across Woodlawn Avenue from the Bryan Park tennis courts.
- (17) Lot 18: located on Stull Avenue on Cummings 1st Lots 45, 46, 47 and 49 of the city on the north portion of Bryan Park.
- (18) Lot 19: located on Henderson Street on Cummings 1st Lots 9, 10, 11, 12 and 13 of the city on the northwest portion of Bryan Park.
- (19) Lot 20: located on the east side of Henderson Street near its intersection with Allen Street on the west central portion of Bryan Park.
- (20) Lot 21: located on the southeast portion of Bryan Park south of and adjacent to the Bryan Park Pool.
- (21) Lot 22: located on the east side of Woodlawn Avenue between Weatherstone Lane and Southdowns Drive on the southeast edge of Bryan Park.
- (22) Lot 23: located on the east side of Woodlawn Avenue south of Weatherstone Lane and north of Hillside Drive, commonly known as the Carlisle Lot.
- (23) Lot 24: located on the north side of 17th Street between Walnut Street and College Avenue on the southern edge of Miller Showers Park.

15.40.015 - Parking meter fund, purpose and expenditures.

- (a) A parking meter fund (fund) is hereby established within the office of the controller. This special non-reverting revenue fund is authorized under Indiana Code 36-9-12 et seq.

- (b) All monies received by the City of Bloomington from fees paid for the on-street parking of a vehicle by the use of a parking meter shall be deposited into this fund.
- (c) All expenditures from this fund shall be subject to appropriation by the city's fiscal body.
- (d) Disbursements from the fund shall be made only on orders of the board of works for the purposes provided in IC § 36-9-12-4 (b), which include:
 - (i) The purchase price, rental fees, and cost of installation of the parking meters;
 - (ii) The cost of maintenance, operation, and repair of the parking meters;
 - (iii) Incidental costs and expenses in the operation of the parking meters, including the cost of clerks and bookkeeping;
 - (iv) The cost of traffic signal devices used in the municipality;
 - (v) The cost of repairing and maintaining any of the public ways, curbs, and sidewalks where the parking meters are in use, and all public ways connected with them in the municipality;
 - (vi) The cost of acquiring, by lease or purchase, suitable land for off-street parking facilities to be operated or leased by the municipality;
 - (vii) The principal and interest on bonds issued to acquire parking facilities and devices;
 - (viii) The cost of improving and maintaining land for parking purposes and purchasing, installing, and maintaining parking meters on that land; and
 - (ix) The cost of providing approved school crossing protective facilities, including the costs of purchase, maintenance, operation, and repair, and all other incidental costs.
- (e) Money deposited into the fund may be expended only upon a specific appropriation made for that purpose by the common council in the same manner that it appropriates other public money. The board of public works shall prepare an itemized estimate of the money necessary for the operation of parking meters for the ensuing year at the regular time of making and filing budget estimates for other departments of the city. These estimates shall be made and presented to the common council in the same manner as other department estimates.
- (f) The fund shall continue in this form until amended or terminated by ordinance. Unless indicated otherwise by ordinance, the proceeds of the fund at termination shall be deposited into the general fund.

15.40.018 - Mobile parking management services.

- (a) Arrange with ParkMobile to change its method of accepting payment through its mobile application, from advance specification of the length of time desired, to "pay-as-you-go" metering, in which the app charges for parking on street in much the same way parking is charged for in a gated garage;

- (b) Assign new ParkMobile zone numbers to each of the several surface lots, place ParkMobile stickers on each meter in said lots, and instruct parking enforcement officers to accept use of ParkMobile as payment in those lots.

15.40.020 - Applicable times and charges.

~~(a) The charges for the use of all municipal lots and garages, and the times those charges apply, shall be as set forth in Schedule V and Schedule W of this chapter.~~

~~(b) The charge for the use of each on-street metered parking space shall be one dollar per hour between the hours of nine a.m. and nine p.m. every day, except Sundays and city holidays. Additionally, the mayor may suspend enforcement of parking meters and parking garages during the holiday season, in the event of inclement weather, or under other circumstances the mayor deems appropriate and reasonable.~~

(a) The monthly fee for the use of all municipal lots and garages, and the times those charges apply, shall be as set forth in Schedule V of this chapter.

(b) The hourly fee for the use of all municipal lots, and the times those charges apply, shall be as set forth in Schedule W of this chapter.

(c) Every day except Sundays and city holidays, between the hours of of eight a.m. and nine p.m., the Fee for the use of each on-street metered parking space shall be as set forth in Schedule 'U'.

(d) The mayor may suspend enforcement of parking meters and parking garages during the holiday season, in the event of inclement weather, or under other circumstances the mayor deems appropriate and reasonable.

~~(e)~~(e) The board of public works is authorized to alter or modify the hourly charge or method of payment for parking in all municipal parking lots, garages and on-street metered parking spaces in conjunction with special events and promotional activities.

~~(d)~~(f) The following fees for parking permit leases, hang tags, replacement hang tags, garage access cards, and replacement garage access cards shall be as follows:, subject to all conditions of this chapter and the applicable lease:

- (1) Hang tags (new or replacement) — ten dollars;
- (2) Garage access cards (new or replacement) — ten dollars; and
- (3) Garage access card reactivation fee — five dollars.

SCHEDULE V

PERMITS

Municipal	Nonreserved	Nonreserved	Nonreserved	Reserved	Reserved
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Lot	part-time permit	permit per month	permit per month	space-lease per month	space-lease per month
	Not to exceed 30 hours per week 12:00 am Sun - 11:59 pm Sat	Admission Mon. - Fri. 6:00 am - 6:00 pm, Sat. & Sun 6:00 am - Noon	Admission 7 days per week 24 hours per day	Mon. - Fri. 6:00 a.m. - 6:00 p.m.	7 days per week 24 hours per day
Lot 2					
Walnut Street Garage	\$25.00	\$40.00	\$67.00	\$57.00	\$76.00
Lot 5*					
(6th and Lincoln)		\$40.00		\$57.00	\$76.00
Lot 7					
Morton Street Garage	\$25.00	\$40.00	\$67.00	\$57.00	\$76.00
Lot 9					
Fourth Street Garage	\$25.00	\$40.00	\$67.00	\$57.00	\$76.00

SCHEDULE V

**MONTHLY PERMIT FEES FOR MUNICIPAL GARAGES (LOTS 2, 7 AND 9)
AND SURFACE LOT 5**

Year	Nonreserved permit Admission Mon. - Fri. 6:00 am – 6:00 pm, Sat. & Sun. 6:00 am - Noon	Nonreserved permit Admission 7 days per week 24 hours per day	Reserved space Admission Mon. - Fri. 6:00 am – 6:00 pm	Reserved space Admission 7 days per week 24 hours per day
2018	\$40.00	\$67.00	\$57.00	\$76.00
2019	\$52.00	\$98.00	\$74.00	\$113.00
2020	\$54.00	\$101.00	\$76.00	\$116.00
2021	\$56.00	\$104.00	\$78.00	\$119.00
2022	\$58.00	\$107.00	\$80.00	\$123.00
2023	\$60.00	\$110.00	\$82.00	\$127.00
2024	\$62.00	\$113.00	\$84.00	\$131.00
2025	\$64.00	\$116.00	\$87.00	\$135.00
2026	\$66.00	\$119.00	\$90.00	\$139.00
2027	\$68.00	\$123.00	\$93.00	\$143.00
2028	\$70.00	\$127.00	\$96.00	\$147.00
2029	\$72.00	\$131.00	\$99.00	\$152.00

(g) The Parking Services Director or his or her designee may deny an application for a permit lease, hang tag, replacement hang tag, garage access card, or replacement garage access card under this section upon a determination that:

- (1) The applicant has failed to supply any of the information required on an application or requested by the Parking Services Director;
- (2) The applicant has provided false information or misrepresented a material fact in connection with an application; or
- (3) The applicant has failed to pay the required fee;

(h) The Parking Services Director may revoke a hang tag, replacement hang tag, garage access card, and replacement garage access card issued under this section if:

- (1) The permittee fails to meet the qualifications required of an applicant;
- (2) The permittee obtained the permit by fraud or misrepresentation; or
- (3) The permittee violates any provision of this chapter;

(i) An applicant who applies for a permit under this section may appeal an adverse ruling by the Parking Services Director, or his or her designee, to the City's Board of Public Works. Any such appeal must be made in writing and must be filed with the Board of Public Works no later than ten (10) working days from the date of the adverse ruling.

SCHEDULE W

HOURLY PARKING

HOURLY PARKING FEES FOR MUNICIPAL SURFACE LOTS AND GARAGES

Municipal Lot	Parking charge per hour	Applicable times for parking charges
Lot 1		
Lot 1 - 4th and Dunn	\$1.00	8:00 a.m. — 5:00 9:00 p.m. Monday through Friday Saturday
Lot 2*		
Lot 2* - Walnut Street Garage	\$ 0 for first 60 minutes \$1.00 beyond first 60 minutes	Monday through Friday 6:00 a.m. — 6:00 p.m. 24 hours per day Monday through Saturday
	\$0	• For first three consecutive hours
	\$0.50	• Beyond first three consecutive hours

	\$0.50	6:01 p.m. — 5:59 a.m.
		Saturday and Sunday
		6:00 a.m. — Noon
	\$0	• For first three consecutive hours
	\$0.50	• Beyond first three consecutive hours
	\$0.50	12:01 p.m. — 5:59 a.m.
Lot 3*		
Lot 3 - (4th & Washington)	\$1.00	8:00 a.m. — 5:00 9:00 p.m. Monday through Friday Saturday
	\$0	• For first three consecutive hours
	\$0.50	• Beyond first three consecutive hours
Lot 5*		
Lot 5 - (6th and Lincoln)	\$1.00	8:00 a.m. — 5:00 9:00 p.m. Monday through Friday Saturday
	\$0	• For first three consecutive hours
	\$0.50	• Beyond first three consecutive hours
Lot 6*		
Lot 6 - 3rd St./BPD lot	\$1.00	8:00 a.m. — 5:00 9:00 p.m. Monday through Friday Saturday
	\$0	• For first three consecutive hours

	\$0.50	• Beyond first three consecutive hours
Lot 7*		
Lot 7* - Morton Street Garage	\$0 for the first 60 minutes \$1.00 beyond the first 60 minutes	24 hours per day, 7 days per week
	\$0	• For the first three consecutive hours
	\$0.50	• Beyond the first three consecutive hours
Lot 9		
Lot 9* - Fourth Street Garage	\$0 for the first 60 minutes \$1.00 beyond the first 60 minutes	7:00 a.m. — 6:00 p.m. Monday through Friday 24 hours per day, Monday through Saturday
	\$0	• For first three consecutive hours
	\$0.50	• Beyond first three consecutive hours

* No vehicle may park for a free, ~~three-hour~~ 60-minute period of time in more than one of the aforementioned lots (Lots 2, ~~3, 5, 6,~~ 7, or 9) more than one time per calendar day. A person who violates this provision commits a Class D Traffic Violation, subject to the penalties of 15.64.010(d).

15.40.025 - Parks and recreation parking.

- (a) The following parking restrictions apply to Lot 17, Lot 18, Lot 19, Lot 20 and Lot 24. Unless otherwise specifically stated below, no vehicle shall remain parked in any of these lots in excess of three hours from eight a.m. to five p.m. every day, with the exception of Saturdays, Sundays and city holidays. This parking restriction shall be in effect year round for Lot 17 and Lot 24, and from September 1st through May 1st for Lot 18, Lot 19 and Lot 20. There shall be no parking permit required or time charges collected for use of the above-specified lots for this three hour time period.

- (b) There shall be no parking in any city parks and recreation parking lot between the hours of eleven p.m. and five a.m. with the exception of lots for Griffy Lake where parking shall be allowed during these hours only for persons who are night fishing or participating in a specially scheduled parks department sponsored or approved program.

15.40.030 - Garage and lot permits.

- (a) Except as otherwise expressly provided herein, references to "the city" in this chapter shall mean the planning and transportation department, acting through its director, director's designee or an agent appointed hereunder. The city may issue permits for its parking garages and lots allowing their use without the application of time charges that would otherwise apply. The city shall negotiate leases for Lots 12 and 13. The city through its board of public works may contract with one or more agents to administer on its behalf and at its direction the provisions of this chapter relating to one or more city parking facilities.
- (b) Garage and lot permit fees are specified in Schedule V of this chapter. A reserved lease grants parking privileges for a particular parking space in one specific municipal lot or garage. A nonreserved parking lease grants parking privileges for the times specified in Schedule V within a designated area in a specific municipal lot or garage, and that area shall exclude reserved lease spaces and meter only spaces.
- (c) No permit shall be issued under this chapter except upon:
 - (1) Provision by the permit applicant of all information and documentation requested by the city, which may include but shall not be limited to information and documentation regarding the name, current and permanent addresses, current telephone number, driver's license, and vehicle registration of the permit applicant and any other intended final user of any permit and;
 - (2) Execution of a written lease between the city and the permit holder. Such lease shall incorporate all requirements of this chapter and such other terms and conditions as may be agreed upon by the parties.

Violation of any provision of a permit lease shall constitute a violation of this chapter subject to all penalties and remedies provided herein, including but not limited to revocation of the permit or permits covered by the lease.

- (d) The city shall determine the number and type of permits to be issued and the method for their allocation. The presence of a price in Schedule V does not necessarily mean that the corresponding parking permit is available.
- (e) No permit will be issued until all outstanding debts, related to the vehicle associated with the permit or the vehicle's owner, owed to the city of Bloomington or any of its agencies, have been paid. This includes, but is not limited to, all outstanding penalties for parking violations.
- (f) No refund or rebate on any portion of a parking lease or permit shall be given until all outstanding debts, related to the vehicle associated with the lease or permit or the vehicle's owner, owed to the city of Bloomington or any of its agencies, have

been paid. This includes, but is not limited to, all outstanding penalties for parking violations.

- (g) A parking permit holder may not resell, sublet or otherwise distribute the permit to another party without a written agreement with the city to do so.
- (h) A parking permit holder may enter into a written agreement with the city for the distribution of parking permits to its employees or tenants.
 - (1) Should the holder charge another party for use of a permit more than it paid for the permit, the city may cancel any and all permits held by the holder, in addition to invoking all other penalties and remedies available hereunder.
 - (2) The city reserves the right to withhold the release of the permit or permits until it is provided all requested information regarding the final user or users and their vehicle(s) pursuant to subsection (c) of this section.
 - (3) The city reserves the right to withhold the release of a permit until all outstanding debts, related to the vehicle associated with the permit final user or the vehicle's owner, and any other debts owed to the city of Bloomington or any of its agencies, have been paid. This includes, but is not limited to, all outstanding penalties for parking violations.
- (i) The charge for replacement permits and parking garage access cards shall be ten dollars each and shall be available under conditions determined by the city. Use of such duplicates for any purpose other than that determined by the city may result in the cancellation of the original permit, in addition to invoking all other penalties and remedies available hereunder.
- (j) The city is neither required to sell permits for periods of less than one month nor to rebate fees paid in advance for periods of less than one month.

15.40.040 - Parking lots leased by city.

Every parking lot leased by and under the control of the city and upon which meters have been properly placed and calibrated shall be subject to the provisions of this chapter in the same manner as if such lot were owned outright by the city.

15.40.050 - City hall visitor parking.

- (a) Spaces in Lot 11 designated as City Hall Visitor Parking may used by persons inside city hall at 401 North Morton Street or space utilized by the city at 501 North Morton Street, or when moving directly between their parked vehicle and those locations, any time those buildings are open to the public.

15.40.060 - Violations.

- (a) No person shall permit a vehicle to remain in a metered parking space after the purchased time has elapsed or after any restriction on the length of time a vehicle may park in a particular municipal parking lot, garage and/or on-street metered

parking space has elapsed. After the purchased time has elapsed, a separate and/or additional violation occurs no more frequently than every two hours.

- (b) No person shall park in a leased stall in any city garage or lot without a valid lease for that space. The vehicle shall indicate possession of such a lease in a manner directed by the **Parking Services Director or his or her designee** ~~planning and transportation department~~.
- (c) No person shall park in any city garage or lot in an area designated for nonreserved leases without a valid lease for such spaces as described in this chapter. The vehicle shall indicate possession of such a lease in a manner directed by the **Parking Services Director or his or her designee** ~~planning and transportation department~~.
- (d) No person shall park in any of the lots or garages described in Section 15.40.010 of this chapter unless permitted and authorized as described by the provisions of this chapter or by the **Parking Services Director or his or her designee**.
- (e) No person shall permit a vehicle to remain parked in a backed position in a parking space in any municipal parking lot.
- (f) No person shall deface, injure, tamper with, open or willfully break, destroy or impair the usefulness of any parking meter installed under the provisions of this chapter.
- (g) No person shall deposit or cause to be deposited in any parking meter any substitute for proper payment.
- (h) No person shall park a vehicle in any lot or garage described in Section 15.40.010 unless the vehicle indicates permission or authorization to park in that lot or garage in a manner directed by the **Parking Services Director or his or her designee**.
- (i) No person shall park a vehicle in the spaces designated City Hall Visitor Parking in Lot 11 **during the City's regular business hours or during any other posted prohibited times** unless the driver of the vehicle is within city hall at 401 North Morton Street or space utilized by the city at 501 North Morton Street or moving directly between the parked vehicle and those locations any time those buildings are open to the public.
- (j) No permit holder for a reserved space in a city parking facility shall park a motor vehicle covered by the permit in any space in the same facility other than the reserved space, including spaces intended for transient or hourly parking during any time the reserved space permit is valid.
- (k) No party to a permit lease with the city pursuant to this chapter shall violate any term or condition of such lease.
- (l) No person shall resell a permit except in compliance with Section 15.40.030(g), (h) and (i).
- (m) No person shall use a duplicate permit or access card except in compliance with Section 15.40.030(j).

(n) No vehicle may park for a free, 60-minute period of time in more than one of the aforementioned lots (Lots 2, 7, or 9) more than one time per calendar day.

15.40.070 - Violation and penalty.

- (a) Any violation of this chapter, with the exception of any listed in subsection (b) of this section, is a Class D traffic violation and subject to the penalty listed in Section 15.64.010(d).
- (b) Any violation of Sections 15.40.060(b) or 15.40.060(j) is a Class H traffic violation and subject to the penalty listed in Section 15.64.010(i).

Chapter 15.48 - REMOVAL AND IMPOUNDMENT OF VEHICLES*

Sections:

15.48.010 - General provisions.

- (a) Vehicles parked in any of the following circumstances are declared public nuisances and shall be subject to removal and impoundment in accordance with this chapter, as well as any fines set by state law or city ordinance:
 - (1) Any vehicle located in such a manner as to constitute a hazard or impediment to the free movement of pedestrian or vehicular traffic;
 - (2) Any vehicle parked in a fire lane in violation of Section 15.32.160 of this code;
 - (3) Any vehicle upon which there is a police department hold;
 - (4) Any vehicle whose operator is unable to move such vehicle due to the person's arrest or other incapacity;
 - (5) Any vehicle parked in a duly authorized residential parking permit area without permission of the permit holder after complaint to the Bloomington police department, in violation of Chapter 15.36 of this code;
 - (6) Any vehicle parked in a leased stall in a municipal parking facility without displaying the proper permit for that stall **for which the Parking Services Director, or his or her designee, has determined the displaying of a permit is required**, or any vehicle in violation of Section 15.40.060(j) of this code;
 - (7) Any vehicle parked in violation of the snow removal, street repair and street cleaning provisions of Section 15.32.050 of this code;
 - (8) Any vehicle which has accumulated four or more parking tickets all of which remain unpaid after sixty calendar days of issuance of the tickets;
 - (9) Any vehicle required to be registered under Indiana Code 9-18-2 which does not have the proper registration or license plates attached;
 - (10) Any vehicle parked on the east or west side of Hinkle Road, or on its shoulders, between the corner of Hinkle and Headley Roads and a point on Hinkle Road approximately .85 miles north of the corner of Headley and Hinkle Roads, as posted, corresponding and limited to corporate municipal jurisdiction over Hinkle Road;

- (11) Any vehicle in a city parks and recreation parking lot in violation of Bloomington Municipal Code Section 15.40.025(b);
 - (12) Any vehicle parked in a city employee parking area in violation of any of the provisions of Bloomington Municipal Code Chapter 15.38;
 - (13) Any vehicle parked in violation of any of the provisions of Bloomington Municipal Code Section 15.40.050 regarding city hall visitor parking.
 - (14) Any vehicle parked in an unregulated parking location at a time that parking is prohibited by a posted "No Parking" sign. Notice shall be posted at least seventy-two hours before this parking restriction becomes effective, except when an emergency requires immediate action.
 - (15) Any vehicle parked in a regulated parking space at a time that parking is prohibited by a posted "No Parking" sign. Notice shall be posted at least twenty-four hours before the parking restriction becomes effective at any regulated parking space in the public right of way, except when an emergency requires immediate action.
- (b) When any vehicle is parked in any of the circumstances enumerated in subsection (a) of this section, such fact shall be prima facie evidence that the owner is chargeable for the violation.
- (16) Any vehicle parked adjacent to a yellow-painted curb; and
 - (17) Equipment or machinery, whether self-propelled or towed, parked on a public street without prior approval from the ~~department of public works~~ **Parking Services Director, or his or her designee**, and in violation of Section 15.32.060.

15.48.020 - Removal and impoundment procedure.

- (a) Any officer of the Bloomington Police Department or parking enforcement officer discovering a public nuisance as described in Section 15.48.010 shall cause the vehicle to be removed by an authorized towing service. If the vehicle owner or last operator appears at the site of the violation before the vehicle is removed and provides to the towing service the vehicle owner's and last operator's names and addresses, if different, then the vehicle shall be released.
- (b) Impounded vehicles shall be released without payment of the towing and storage charges upon: provision to the towing service of names and addresses of the vehicle owner and last operator, if different; order of the Bloomington Police Department; or order by the judge of a court of competent jurisdiction.

15.48.030 - Towing and storage charges.

The maximum amount that an authorized towing service may charge for hooking up, towing or removing a vehicle under this chapter may not exceed fifty-five dollars during the day, and sixty-five dollars during the night, except where special treatment may be required. Special treatment, including dollying, may not exceed an additional

twenty-five dollars. For purposes of this chapter, "day" includes the hours between seven a.m. and six p.m., Monday through Saturday, and "night" includes the hours between six p.m. and seven a.m. Monday through Friday, and six p.m. Saturday evening through seven a.m. Monday morning. Motorcycles are not included in the above mentioned maximums; because of their special handling, the maximum charge at any time for a motorcycle may not exceed fifty dollars.

The maximum amount that the service may charge for an arrival on the scene in response to a request by a police officer is twenty dollars during the day, and twenty-five dollars during the night hours.

Should the owner/operator wish to retrieve the vehicle from the service during night hours, in addition to any towing and storage charges, an amount not to exceed fifteen dollars may be charged. The maximum amount that may be charged for storage of wrecked vehicles shall not exceed fifteen dollars per day, and the maximum amount that may be charged for storage of all other vehicles shall not exceed ten dollars per day.

15.48.040 - Disposal of impounded vehicles.

Impounded vehicles shall be disposed of in accordance with the provisions of Chapter 15.52 of this code and Indiana Code 9-22-1-5.

15.48.050 - Liability for loss or damage.

Neither the owner, lessee, or occupant of the property from which a vehicle is removed, nor the police department or authorized towing service is liable for loss or damage to the vehicle during its removal or storage.

15.48.060 - Payment of fines.

The owner of the impounded vehicle shall be responsible for paying any applicable fine.

15.48.070 - Administrative fee.

- (a) If a vehicle is removed and impounded pursuant to Section 15.48.020, then in addition to any towing and storage charges assessed under Section 15.48.030, an administrative fee of twenty-five dollars shall be levied when the vehicle owner or last operator obtains a copy of the abandoned/impounded vehicle report from the police department.
- (b) This administrative fee shall be for the purpose of offsetting, to the extent practicable, the cost to the city of implementing, enforcing and administering the provisions of this chapter.
- (c) The administrative fee shall be deposited into the city's general fund.

Chapter 15.60 - MISCELLANEOUS TRAFFIC RULES

Sections:

15.60.010 - Soliciting in roadway.

Soliciting in the roadway shall be unlawful. Violation of this section is a Class C Traffic Violation and subject to the penalty listed in Section 15.64.010(c). Each day that a violation occurs shall constitute a separate offense.

15.60.020 - Driving or parking in park, picnic ground or golf course.

- (a) No person, except an emergency responder shall operate a motor vehicle, motorcycle, motorized bicycle, or off-road vehicle across any part of a public park, picnic ground, golf course, the B-Line Trail, or any other public property not designed and intended to be used by a motor vehicle, motorcycle, motorized bicycle or off-road vehicle.
- (b) "Emergency responder" includes:
 - (1) Firefighters, including hazardous materials personnel, specialized rescue personnel, extrication personnel, water rescue personnel and other specialized personnel;
 - (2) Emergency medical services personnel;
 - (3) Law enforcement officers;
 - (4) Emergency management personnel; and
 - (5) Public works personnel.
- (c) "Off-road vehicle" shall have the meaning assigned in Indiana Code Section 14-8-2-185, as amended.
- (d) Any violation of this section is a Class C Traffic Violation and subject to the penalty listed in Section 15.64.010(c).

15.60.025 - Operating off-road vehicles on public streets, alleys and highways.

- (a) No person, except an emergency responder, shall operate an off-road vehicle on any public street, alley or highway.
- (b) "Emergency responder" and "off-road vehicle" shall have the meanings assigned in Section 15.60.020.
- (c) Any violation of this section is a Class C Traffic Violation and subject to the penalty listed in Section 15.64.010(c).

15.60.040 - Driving or parking on sidewalks.

No person shall park a vehicle within any sidewalk area. No person shall drive a vehicle within any sidewalk area, except upon a permanent or temporary driveway. Any driving violation under this section is a Class C Traffic Violation and subject to the penalty listed in Section 15.64.010(c). Any parking violation under this section is a Class D Traffic Violation and subject to the penalty listed in Section 15.64.010(d).

15.60.050 - Reserved.

15.60.070 - Permit required.

No parade except the forces of the United States Army or Navy, the military forces of this state, and forces of the police and fire department, shall occupy, march or proceed along any street, except in accordance with a permit issued by the chief of police and such other regulations as are set forth in this title which may apply. An application for a parade permit shall be filed with the chief of police at least fourteen days prior to the parade date.

- (a) The chief of police shall issue a permit provided for herein when he finds that:
 - (1) The conduct of the parade will not substantially interrupt the safe and orderly movement of other traffic contiguous to its route;
 - (2) The conduct of the parade will not require the diversion of so great a number of police officers of the city to properly police the line of movement and the areas contiguous thereto as to prevent normal police protection of the city;
 - (3) The conduct of such parade will not require the diversion of so great a number of ambulances as to prevent normal ambulance service to portions of the city other than that to be occupied by the proposed line or march and areas contiguous thereto;
 - (4) The concentration of persons, animals and vehicles at assembly points of the parade will not unduly interfere with proper fire and police protection of, or ambulance service to, areas contiguous to such assembly areas;
 - (5) The conduct of such parade will not interfere with the movement of fire-fighting equipment en route to a fire;
 - (6) The conduct of the parade is not reasonably likely to cause injury to persons or property, to provoke disorderly conduct or create a disturbance;
 - (7) The parade is scheduled to move from its point of origin to its point of termination expeditiously and without unreasonable delays en route;
- (b) The chief of police shall act upon the application for a parade permit within five days after the filing thereof. Any person shall have the right to appeal the denial of a parade permit to the city council. The appeal shall be taken within five days after notice of denial, and the Common Council shall act upon appeal within five days after its receipt.

15.60.080 - Service and fees.

- (a) Unless directed otherwise, all fees shall be deposited in the general fund. All fees shall be deposited weekly.
- (1) Accident Reports. The police department is authorized to charge a fee of eight dollars for copies of accident reports in accordance with the Indiana Code. The fee shall be deposited into the local law enforcement continuing education fund established by Indiana Code 5-2-8.
 - (2) Police Photographs. The police shall furnish for trial purposes to litigants photographs no larger than eight inches by ten inches for a charge of five dollars each. Larger photographs shall be furnished for ten dollars each.
 - (3) Law enforcement recording. The police, in accordance with the laws of the State of Indiana, shall furnish a copy of a law enforcement recording for a charge of one hundred and fifty dollars per recording.
 - (4) Clearance Letters. On request the police shall furnish clearance letters on payment of a five-dollar fee for each letter.
 - (5) Fingerprinting for Noncriminal Purpose. The police department shall charge a fee of fifteen dollars per card to fingerprint any city resident who requires the prints for reasons other than official business of the city. The police department shall charge a fee of twenty-five dollars per card to fingerprint any non-city resident who requires the prints for reasons other than official business of the city; additional cards for non-city residents shall be charged a fee of fifteen dollars per additional card. Requests for fingerprints for child protection shall be exempt from these fees.
 - (6) Certificate of Title—Vehicle Inspections. In accordance with Indiana Code 9-29-4-2 the police department shall charge a fee of five dollars to inspect a vehicle prior to the owner's application to the bureau of Motor Vehicles for a certificate of title. Revenues shall be deposited in the local law enforcement continuing education fund established by Indiana Code 5-2-8.
 - (7) Limited Criminal History Inspection. In accordance with Indiana Code 10-13-3-30(a)(2) the fee for processing a request for inspection of a limited criminal history shall be three dollars.
 - (8) Limited Criminal History Release. The fee for processing a request for release is seven dollars in accordance with Indiana Code 10-13-3-30(a)(3). Requests from the parent locator service of the Child Support Bureau of the Department of Child Services are exempt from this fee.
 - (9) Miscellaneous Case Reports. The fee for providing a copy of miscellaneous case report shall be five dollars. Copies of comments attached to the report shall be fifty cents per page.
 - (10) Handgun Applications. In accordance with Indiana Code 35-47-2-3 the fee for processing handgun applications shall be as follows:

- (A) From a person applying for a four year handgun license, a ten dollar application fee, five dollars of which shall be refunded if the license is not issued;
 - (B) From a person applying for a lifetime handgun license who does not currently possess a valid Indiana handgun license, a fifty dollar application fee, thirty dollars of which shall be refunded if the license is not issued; and
 - (C) From a person applying for a lifetime handgun license who currently possesses a valid Indiana handgun license, a forty dollar application fee, thirty dollars of which shall be refunded if the license is not issued.
 - (D) These fees shall be deposited in the local law enforcement continuing education fund established by Indiana Code 5-2-8.
- (11) Vehicle Checks for Private Towers. The police department shall charge a fee of five dollars to inspect and fill out the forms required of private towers by the Bureau of Motor Vehicles in those instances where the tow was not requested by the police department.
- (b) The above fees do not apply for copies of records furnished under Indiana Code 5-14-3-5 in which case charges are limited by Indiana Code 5-14-3-8(d).

15.60.090 - Vulnerable road users.

- (a) In this section, a vulnerable road user means the following:
- (1) A pedestrian, including, but not limited to, a runner, person with a disability, child, stranded motorist or passenger, highway construction or maintenance worker, a tow truck operator, utility worker, or any other worker with legitimate business in or near the road or right-of-way;
 - (2) A person on horseback;
 - (3) A person operating equipment other than a motor vehicle, including, but not limited to, a bicycle, coaster, horse-driven conveyance or unprotected farm equipment; or
 - (4) A person operating a motorcycle, moped, motor-driven cycle or motor-assisted scooter.
- (b) An operator of a motor vehicle passing a vulnerable road user operating on a highway or street shall:
- (1) Vacate the lane in which the vulnerable road user is located if the highway has two or more marked lanes in the same direction; or
 - (2) Pass the vulnerable road user at a distance of at least three feet for cars and light trucks and at least six feet for heavy trucks and buses.
- (c) An operator of a motor vehicle who is making a turn at an intersection, including an intersection with an alley or private road or driveway, shall yield the right-of-way to a vulnerable road user who is traveling in the opposite direction of the motor

vehicle and who is approaching or close enough to the intersection as to be an immediate hazard.

- (d) An operator of a motor vehicle may not overtake a vulnerable road user traveling in the same direction and subsequently make a turn in front of the vulnerable road user unless the operator is safely clear of the vulnerable road user, taking into account the speed at which the vulnerable road user is traveling and the braking requirements of the motor vehicle making the turn.
- (e) Anyone operating a motor vehicle, bicycle or other method of conveyance upon a roadway must yield to anyone legally using a crosswalk.
- (f) An operator of a motor vehicle may not operate the vehicle in a manner that is intended to intimidate, threaten or harass a vulnerable road user.
- (g) Any violation of this section is a Class C Traffic Violation and subject to the penalty listed in Section 15.64.010(c).

15.60.100 - Opening vehicle doors.

- (a) No person shall open a door of a motor vehicle on the streets of this city, unless and until it can be done without interfering with the movement of other traffic, including but not limited to pedestrians and bicycles on sidewalks, multiuse paths, shoulders or bicycle lanes.
- (b) No person shall leave a door open on the side of a vehicle adjacent to moving traffic, including but not limited to pedestrians and bicycles on sidewalks, shoulders or bicycle lanes, for a period of time longer than necessary to unload or load passengers and goods.
- (c) Any violation of this section is a Class C Traffic Violation and subject to the penalty listed in Section 15.64.010(c).

Chapter 15.64 - TRAFFIC VIOLATION SCHEDULE

Sections:

15.64.005 - Multiple unpaid parking citations.

- (a) This section shall apply to parking tickets received for violation of any of the provisions of any of the following chapters of this title:

Chapter 15.32	PARKING CONTROLS
Chapter	ACCESSIBLE PARKING FOR PEOPLE WITH PHYSICAL DISABILITIES

15.34	
Chapter 15.36	RESIDENT-ONLY PARKING PERMITS
Chapter 15.37	RESIDENTIAL NEIGHBORHOOD PERMIT PARKING
Chapter 15.38	CITY EMPLOYEE PARKING
Chapter 15.40	MUNICIPAL PARKING LOTS, GARAGES AND ON-STREET METERED PARKING

- (b) No vehicle shall accumulate more than three parking tickets in violation of any of the provisions of any of the chapters listed in subsection (a) of this section if:
 - (1) The penalty for three or more of those parking tickets accumulated by the vehicle remain unpaid; and
 - (2) The penalty for three or more of these unpaid tickets has remained unpaid for a period of more than sixty calendar days from the date the tickets were issued.
- (c) Violation of subsection (b) of this section shall constitute an additional and separate violation.
- (d) Each individual and additional parking ticket received by the same vehicle in violation of any of the provisions of any of the chapters listed in subsection (a) of this section shall constitute an additional and separate violation of subsection (b) of this section, if the conditions of subsection (b) hold.
- (e) Violations of this section constitute a Class H Traffic Violation and are subject to the fines listed in Section 15.64.010.

15.64.010 - Violations and penalties.

The penalties for the classes of traffic violations referred to in this title are as follows:

- (a) Class A Traffic Violations (Speeding).

Fine:	1-15 mph over speed limit:	court costs plus \$10 fine;
	16-20 mph	court costs plus \$19 fine;

	21-25 mph	court costs plus \$34 fine;
	26 mph and over	court costs plus \$59 fine.
	15.24.020	Violating city speed limits
	15.24.030	School speed zones
	15.24.040	Park and playground speed zones

(b) Class B Traffic Violations (Miscellaneous).

Fine:	\$100.00	
Covers:	15.32.160(d)	Failure to erect fire lane signs
	15.34.040	Parking illegally in an accessible parking space for persons with disabilities
	15.56.070	Failure of bike rental to license, indemnify
	15.56.100(d)	Failure of bike rental to assure possession of helmet by person under the age of eighteen
		Alteration of or falsification of any permit issued under or purported to be issued under this title.

- (1) A person may appeal the issuance of a traffic violation citation and corresponding fine provided the appeal is filed with the city clerk's office within fourteen calendar days immediately following the issuance date of the traffic violation citation.
 - (A) The city clerk, or his or her designee(s), shall hear all appeals of Class B traffic violation citations.
 - (B) The city clerk, or his or her designee(s), shall have the authority to declare any traffic violation citation which has been properly appealed null and void, or valid.

- (C) If the city clerk, or his or her designee(s), declare a properly appealed traffic violation citation to be null and void, then the traffic violation citation shall be dismissed from further prosecution.
- (D) If the city clerk, or his or her designee(s), declare a properly appealed traffic violation citation to be valid, then the traffic violation citation shall be due and payable as determined by either the city clerk, or his or her designee(s).
- (E) The decision of the city clerk, or his or her designee(s), is final, subject to judicial determination if requested and is requested in a manner consistent with Indiana law.

(c) Class C Traffic Violations (Potentially dangerous violations).

Fine:	\$50.00	
Covers:	15.12.010	Running stop sign
	15.12.020	Running yield sign
	15.12.030	Running traffic light
	15.16.010 & 15.16.020	Wrong way on one-way street or alley
	15.20.020	Violating restricted turn on red
	15.28.020 & 15.28.030	Failure to follow established truck route
	15.32.025	Parking on an unimproved surface
	15.32.050	Parking in violation of snow removal ordinance
	15.32.060	Parking equipment/ machinery in street
	15.32.070	Parking large vehicles beyond 2 hours
	15.32.150	Accessible parking for person with physical disabilities
	15.32.160	Emergency vehicle lanes

	15.56.080(c), (d)	Use of Bicycle Lanes
	15.60.010	Soliciting in roadway
	15.60.020	Driving illegally in park
	15.60.025	Operating off-road vehicles on public streets, alleys and highways
	15.60.040	Driving on sidewalk
	15.60.090	Vulnerable Road Users
	15.60.100	Opening Vehicle Doors

- (1) A person may appeal the issuance of a traffic violation citation and corresponding fine provided the appeal is filed with the city clerk's office within fourteen calendar days immediately following the issuance date of the traffic violation citation.
- (A) The city clerk, or his or her designee(s), shall hear all appeals of Class C traffic violation citations.
 - (B) The city clerk, or his or her designee(s), shall have the authority to declare any traffic violation citation which has been properly appealed null and void, or valid.
 - (C) If the city clerk, or his or her designee(s), declare a properly appealed traffic violation citation to be null and void, then the traffic violation citation shall be dismissed from further prosecution.
 - (D) If the city clerk, or his or her designee(s), declare a properly appealed traffic violation citation to be valid, then the traffic violation citation shall be due and payable as determined by either the city clerk, or his or her designee(s).
 - (E) The decision of the city clerk, or his or her designee(s), is final, subject to judicial determination if requested and is requested in a manner consistent with Indiana law.

(d) Class D Traffic Violations (most parking violations).

Fine:	Until December 31, 2018: \$20.00,	
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	\$40.00 (depending upon when paid)	
	On and After January 1, 2019: \$30.00, \$60.00, depending on when paid	
Covers:	15.32.010	Parking adjacent to yellow curb
	15.32.020	Parking in alley beyond limit
	15.32.030	Violating angle parking
	15.32.040	Parking car in street for washing, repairing
	15.32.080	Parking in no parking zone
	15.32.090	Parking beyond time limit
	15.32.100	Parking beyond loading zone limit
	15.32.110	Parking in bus zone
	15.32.120	Parking in official vehicle zone
	15.32.130	Parking near intersections
	15.32.140	Obstructing traffic
	15.32.155	Parking for specially endangered persons
	15.32.170	Parking facing traffic
	15.32.175	Parallel and angle parking
	15.36.100	Parking in resident-only space

15.37.150	Parking in residential permit area; permit displayed in an ineligible motor vehicle (plate non-match)
15.38.020	City employee parking; unauthorized parking in city employee parking lots including during farmers' market
15.40.025(a)	Parking beyond time restrictions
15.40.025(b)	Overnight parking in city parks and recreation parking lots between eleven p.m. and five a.m.
15.40.050	Parking in space designated for city hall visitors when not in city hall or moving between vehicle and city hall
15.40.060(a), (c), (d), (e), (f), (g), (h), (n)	Backing in and overtime parking in municipal parking lots, garages and on-street metered parking spaces; defacing parking meters; depositing or causing to be deposited in a parking meter a substitute for proper payment; and unauthorized parking in a municipal lot or garage; and, limiting free parking in Lots, 2, 7, and 9.
15.56.080(b)	Use of Bicycle Lanes
15.56.090	Bicycle Parking
15.60.020	Parking illegally in park, picnic ground, or golf course
15.60.040	Parking on sidewalk

- (1) The fine for Class D traffic violations shall be twenty dollars if paid within fourteen calendar days. The fine shall automatically increase to forty dollars if not paid within the fourteen calendar days. **Beginning January 1, 2019, the Fine for Class D traffic violations shall be thirty dollars if paid within fourteen calendar days. The Fine shall automatically increase to sixty dollars if not paid within the fourteen calendar days.**
- (2) A person may appeal the issuance of a traffic violation citation and corresponding fine, provided the appeal is filed with the city clerk's office within the fourteen calendar days immediately following the issuance date of the traffic violation citation.

- (A) The city clerk, or his or her designee(s), shall hear all appeals of Class D traffic violation citations and all violations of the neighborhood residential permit parking program (15.37.150).
 - (B) The city clerk, or his or her designee(s), shall have the authority to declare any traffic violation citation which has been properly appealed null and void, or valid.
 - (C) If the city clerk, or his or her designee(s), declare a properly appealed traffic violation citation to be null and void, then the traffic violation citation shall be dismissed from further prosecution.
 - (D) If the city clerk, or his or her designee(s), declare a properly appealed traffic violation citation to be valid, then the traffic violation citation shall be due and payable as determined by either the city clerk, or his or her designee(s).
 - (E) The decision of the city clerk, or his or her designee(s), is final, subject to judicial determination if such a determination is requested and is requested in a manner consistent with Indiana law.
- (3) For purposes of this section, the following persons are the only persons which may challenge a traffic violation citation:
- (A) The registered owner of the motor vehicle which received the traffic violation citation;
 - (B) An attorney representing the owner of the motor vehicle which received the traffic violation citation;
 - (C) The person who was legally responsible for the motor vehicle which received the traffic violation citation; or
 - (D) An attorney representing the person who was legally responsible for the motor vehicle which received the traffic violation citation.
 - (E) A representative of any of the persons listed in subsections (A) through (D) above.
- (e) Reserved.
 - (f) Class C Infraction under State Law.

15.32.150	Illegal parking in space reserved for handicapped
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- (g) Reserved.
- (h) Class G Traffic Violations (Bicycle safety violations).

Fine:	\$20	
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Covers:	15.56.020	Operating Bicycles
	15.56.025	Regulation of Coasters
	15.56.100(a), (b), and (c)	Bicycle helmet and restraining seat use
	15.56.110	Violations with penalties not otherwise specified in BMC 15.56

(i) Class H Traffic Violations.

Fine:	\$50.00	
Covers:	15.40.060(b)	Parking in leased stall without a permit
	15.64.005	Multiple unpaid parking citations
	15.40.060(j)	Parking vehicle with a reserved space permit in a city parking facility in any space in the same facility other than that reserved space

- (1) A person may appeal the issuance of a traffic violation citation and corresponding fine provided the appeal is filed with the city clerk's office within fourteen calendar days immediately following the issuance date of the traffic violation citation.
- (A) The city clerk, or his or her designee(s), shall hear all appeals of Class H traffic violation citations.
 - (B) The city clerk, or his or her designee(s), shall have the authority to declare any traffic violation citation which has been properly appealed null and void, or valid.
 - (C) If the city clerk, or his or her designee(s), declare a properly appealed traffic violation citation to be null and void, then the traffic violation citation shall be dismissed from further prosecution.
 - (D) If the city clerk, or his or her designee(s), declare a properly appealed traffic violation citation to be valid, then the traffic violation citation shall be due and payable as determined by either the city clerk, or his or her designee(s).

- (E) The decision of the city clerk, or his or her designee(s), is final, subject to judicial determination if requested and is requested in a manner consistent with Indiana law.
- (j) Other Penalties. In addition to any other penalty provided for herein, violations of Section 15.40.030 may result in revocation of garage and lot permits as provided for in that section.



A Financial Report on the City Of Bloomington's Parking System

City of Bloomington
Parking Commission
Annual Report

November 2017

The City of Bloomington's Parking Commission prepared the following report on financial status of the City's parking system in consultation with many of the City staff and offices.

This report would not be possible without the efforts and cooperation of the following City of Bloomington departments: Office of the Mayor, Controller, Legal, the City Clerk, the Department of Public Works, Bloomington Police Parking Enforcement, Planning and Transportation, and Information and Technology Services.

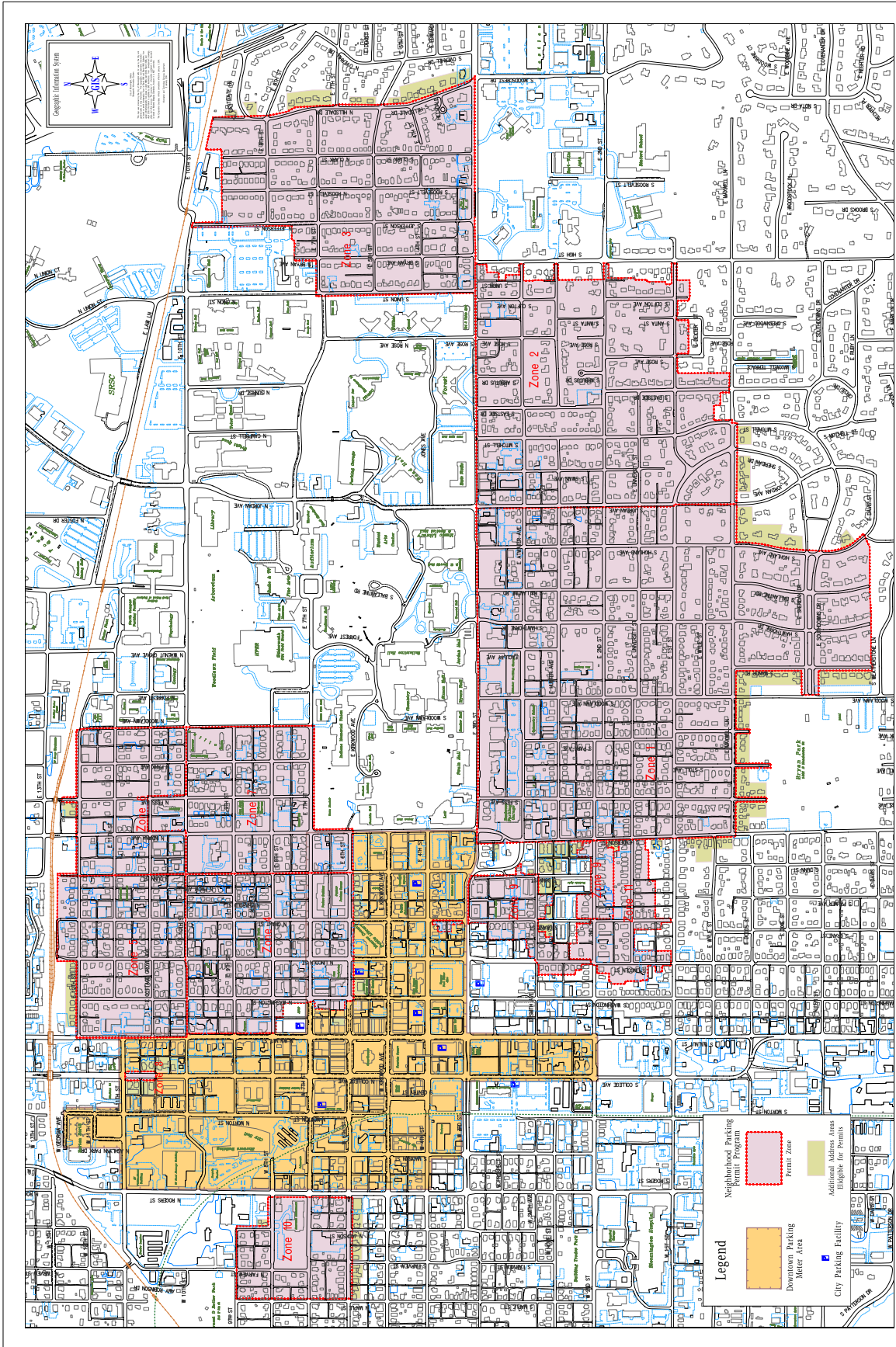
The Chair of the Commission would especially like to thank the following for their contributions to the report:

Mick Renneisen, Deputy Mayor
Mary Catherine Carmichael, Communications Director
Jeff McMillian, Deputy City Controller
Anahit Behjou, Assistant City Attorney
Nicole Bolden, City Clerk
Stephen Volan, District VI Council Member
Scott Robinson, Planning Services Manager
Ryan Daily, Garage Manager
Raye Ann Cox, Parking Enforcement Manager
Seyedamir Kaboli Farshchi, Long Range Planner
Terri Porter, Director of Planning and Transportation

— and —

the members of the 2017 Parking Commission.

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City of Bloomington
 Parking Enforcement
 January 17, 2014

Scale: 1" = 400'
 0 400 800 1200 1600 2000 2400 2800 3200 3600 4000

Neighborhood Residential Permit Parking Zones
 and Downtown Meter Parking Area



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About the Parking Commission

From the City Ordinance establishing the Bloomington Parking Commission, the purpose of the Commission is, in coordination with decision-makers and others as is necessary or prudent:

- ▶ To develop, implement, maintain, and promote a comprehensive policy on parking that takes into account the entirety of, and furthers the objectives of, the City's comprehensive plan;
- ▶ To coordinate parking activities;
- ▶ To carry on educational activities in parking matters;
- ▶ To supervise the preparation and publication of parking reports;
- ▶ To receive comments and concerns having to do with parking matters; and
- ▶ To recommend to the Common Council and to appropriate City officials ways and means for achieving the City's comprehensive plan objectives through the administration of parking policies and the enforcement of parking regulations.

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

Areas of Concern

The Parking Commission considers the City's parking system to be comprised of six different programs:

- I. Garages & Lots;
- II. Metered Parking;
- III. Neighborhood Zones;
- IV. Special Uses of and Restrictions on Parking;
- V. Citations of and Enforcement of Parking Regulations; and
- VI. Administration of Parking Services.

Standing Agenda

The Commission observes the following standing agenda at its regular, monthly meetings:

- I. Call to Order
- II. Approval of Minutes
- III. Reports for City Offices
- IV. Reports for the Public
- V. Discussions of Topics Not the Subject of Resolutions
- VI. Resolutions for First Readings
- VII. Resolutions for Second Readings
- VIII. Member Announcements
- IX. Adjournment

2017 Members of the Parking Commission

Members¹

Jim Blickensdorf, Chair	Council Appointee (Merchant in Meter Zone: Grazie Italiano)
Josh Desmond	Mayoral Appointee (Planning Staff Member: Assistant Director)
Donna Disque	Mayoral Appointee (Merchant in Meter Zone: MarDon Salon)
Adrienne Evans Fernandez, Vice-Chair	Council Appointee (Resident of City: Broadview)
Faith Hawkins	Council Appointee (Resident of Neighborhood Zone: Elm Heights)
Jennifer Jenkins ²	Mayoral Appointee (Not for profit representative: Wonderlab)
Mark Need	Mayoral Appointee (Resident of Downtown Meter Zone)
Mary Jo Shaughnessy	Mayoral Appointee (Resident of City: Blue Ridge)
Stephen Volan, Secretary	Council Appointee (City Council Member: District VI)

Staff Support

Seyedamir Kaboli Farshchi	Long Range Planner, City of Bloomington
Scott Robinson, Staff Liaison	Planning Services Manager, City of Bloomington

Advisory Members

Anne Bono	Interim President/CEO, Greater Bloomington Chamber of Commerce
Amanda Turnipseed	Director of Parking Operations, Indiana University Bloomington
Ron Walker	Vice President of Commercial Real Estate, CFC Properties

¹ The Commission was comprised of five Mayoral and four Council appointees.

² Appointed November 6, 2017 as a Mayoral appointee representing not-for-profit organizations.

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Executive Summary

Considering the value of land devoted to on-street parking, the cost of meter technology, and the replacement value of the parking garage structures, the City of Bloomington has conservatively \$50 million in parking assets under management. This estimate does not include the value of land apportioned to on-street Neighborhood Zone parking. In Fiscal Year 2016, the parking system generated \$3.63 million in Program Revenue – a total of \$4.9 million when including the value TIF monies contributed by the Redevelopment Commission (RDC) and the value of citation revenue. Total revenue was equivalent to 4.4% of the City's projected revenue.³

Financial data used to create this report was provided by the Deputy City Controller, and all tables that summarize financial data were derived from the Controller's ledgers. The Department of Public Works and the Office of the City Clerk provided additional data on garage operations and citations. The Parking Commission sourced information from Common Council packets, minutes of the Redevelopment Commission and the Board of Public Works, and reports available on the City's website. This report focuses on Fiscal Year 2016 with analysis presented in six chapters: an introduction to the Commission and methodology used for the compilation of this report; a look at the system's overall financial status; detailed analysis of the Garages & Lots, Metered Parking, and Neighborhood Zone programs, and an analysis of the violation types, citation frequency and revenues, and analysis of enforcement costs.

The Commission's intent is to present to the Common Council and Office of the Mayor a report and analysis of the available data purposefully devoid of recommendations. The Commission believes that this report, along with those prepared by Walker Parking Consultants in 2007 and 2012 and the forthcoming report from Desman Design Management, includes essential information for Council members and administrators of the parking system and forms the foundation for future recommendations of changes to the prevailing regulations. However, none are included or implied in this document.

In 2016, the City of Bloomington's parking system produced an overall surplus. However, not all of the individual parking programs contributed to the surplus of \$284,411 and the system was still heavily subsidized by TIF monies. Analysis of historical data revealed that in 2011 the City subsidized the overall parking system by \$2.5 million. By 2016, new revenues from Metered Parking contributed to the significant improvement in the overall financial health of the parking system, resulting in a \$1.56 million surplus including TIF contributions and revenues from Citations.

³ <<http://transparency.tylertech.com/bloomington/Pages/default.aspx>>

The Metered Parking program posted a significant surplus; Garages & Lots and Neighborhood Zones operated at a shortfall.

Garages & Lots Program

Garages & Lots expenses outpaced Program Revenues by \$261,000. The annual cost per garage space was \$1,114.00, while average permit revenue amounted to \$608.00 per space during Fiscal Year 2016. The Garages & Lots program was subsidized by monies from the TIF fund which the RDC has preferentially allocated to cover the cost of the garage lease payments during the term of the garages' leases. In 2016, \$662,700 was paid from the TIF fund to pay the garage lease payments.

Walker Parking Consultants noted in their 2012 report that garage rates did not generate enough revenue to recover costs of ownership and operation.⁴ No changes to monthly garage permit rates have been brought to the Common Council since 2010.

The Cash Balance of the Parking Facilities account at the end of 2016 was \$2.242 million.

Metered Parking Program

In March of 2013, the Common Council established 1539 on-street metered spaces and 179 "Free Two Hour" parking spaces in the downtown business district. Even when accounting for the parking meter's substantial monthly communications contract expense and credit card processing fees, the program generated an operational surplus of \$618,000 in Fiscal Year 2016.

Key Metered Parking metrics for 2016 included:

- ▶ Average number of active meters: 1,480⁵
- ▶ Annual revenue from usage, per meter: \$1499.00⁶
- ▶ Revenue from usage, per meter per week: \$28.83⁷
- ▶ Mean Block Face Occupancy rate: 37.51%⁸

⁴ Walker Parking Consultants. Parking Operations Plan for the City of Bloomington. December, 2012. p. 32.

⁵ Ordinance 13-03 authorized the installation of 1,539 parking meters.

⁶ Total Revenues from hourly parking divided by the 1480 metered spaces.

⁷ Total Revenues from hourly parking divided by number of metered spaces divided by 52 weeks.

⁸ Calculated using IPS Group transaction data files, assuming 72 hours of enforcement per week.

- ▶ Weighted-average aggregate time purchased: 61.6 minutes⁹
- ▶ Annual revenues from citations, per meter: \$259.00¹⁰
- ▶ Citation revenues per enforcement labor hour in the Metered Parking program: \$23.94¹¹
- ▶ Cost per enforcement labor hour in the Metered Parking program: \$29.74 — 25% more than citation revenues per hour;¹²

Staffing expenses for the enforcement of Metered Parking and Neighborhood Zones exceeded the revenue generated by citations – not only is this true when comparing the costs per hour but also the aggregate amounts of staffing expenses and citation revenues. The Commission examined the staffing costs related to enforcement, the type and frequency of citations, and the rate at which citations escalated from \$20 to \$40 due to non-payment of the citation within fourteen days. The break-even citation cost was calculated to be \$24.97 per citation. Although revenue generation is not the top priority of enforcement, an increase of \$5 in the base Citation Rate has the potential to generate \$149,644 in revenue for the City, assuming no change in parker behavior; however, an increase in the base citation cost may increase compliance with the prevailing rules, thereby decreasing overall citation revenues.¹³

Revenue from citations issued at meters and in the City's surface lots were deposited in the City's General Fund. This portion of citation revenues amounted to \$383,108. When revenue from citations was considered with program revenues, Metered Parking generated more than a \$1 million surplus after all expenses. (Surplus generated by Metered Parking pays for Crossing Guards, program maintenance, and street and intersection improvements on streets intersecting or adjacent to the parking meters. The complete, specific uses for monies in this fund are enumerated in Bloomington Municipal Code (BMC) §15.40.015 and may be referenced in Appendix 3.) The program balance of the Metered Parking program will increase by an additional \$225,000 in the first quarter of 2018, the first full quarter after the parking meters lease has been paid off.

At the end of 2016, the Cash Balance of the Parking Meter Fund was \$1.61 million.

⁹ Calculated using IPS Group transaction data files.

¹⁰ Rate calculations based on 1480 metered spaces. 1496 Meters were in service in December 2016.

¹¹ 8 FTEs were tasked to Metered Parking enforcement. Calculation assumes 2000 hours per year, per enforcement officer.

¹² Rate derived from the Neighborhood Zone program. Actual cost is likely less, due to seniority of Neighborhood Zone officers.

¹³ D. Shoup. *The High Cost of Free Parking*. (American Planning Association, 2011), p. 486-489.

Neighborhood Zones Program

Expenditures from the Common Council's Sidewalk Fund were embedded in the Neighborhood Zone Fund also designated as the Alternative Transportation Fund. In 2016, the City transferred \$500,000 from a capital account into the Neighborhood Zone account for use in accordance with BMC §15.37.160. Council designated and directed these funds to be used for capital improvements to sidewalks and intersections and spent \$400,496 of the \$500,000 on capital improvements. The unspent balance of \$99,504 remained in the Neighborhood Zone account, and the parking system was a beneficiary of remainder.

In Neighborhood Zones, Program Expense exceeded Program Revenues by \$73,071. The ratio of citation revenues to Program Revenue was 170%. The Neighborhood Zones program generated \$131,000 from the sale of permits, with a majority of revenues derived from the sale of all-zone commercial permits. Parking Enforcement officers wrote \$224,700 in citations in Neighborhood zones. The high ratio of Citation revenues to Program Revenues implies that Neighborhood Zones are not being used solely by compliant residents of the Zone, or are not well understood by the general public, or that in some Zones, permits are oversold resulting in occupancies greater than 85%. At the Commission's request, Planning & Transportation studied the relationship between the number of legal parking spaces available in each zone and the number of permits sold, and with this data has demonstrated that in many of the Zones, Neighborhood Zone parking permits are being significantly oversold. A more detailed review of the use of the public right-of-way, acceptable occupancy rate levels, and cost structure for resident parking in Neighborhood Zones is required.

The Cash Balance of the Neighborhood Zone Fund, also known as the Alternative Transportation Fund, at the end of 2016 was \$996,865.

Citations Program

Violation of the parking rules in the Metered Parking, Neighborhood Zone, or Garages & Lots program resulted in the issuance of citations. Citation revenues generated in Garages & Lots and in the Metered Parking program were deposited into the City's General Fund while revenue from citations issued in the Neighborhood Zones was deposited into the Neighborhood Zone account, as specified by BMC §15.37.160.

The City issued over 21,000 citations and recorded \$609,400 in Citation Revenues which was equal to 17.3% of system-wide revenue. The average value of a citation was calculated to be \$28.90. The total of staffing expenses and ancillary enforcement costs was \$805,400, outpacing Citation revenues by \$196,000.

Analysis of the Metered Parking and Citation data indicated that for stays under 61.6 minutes, the average time purchased, it is always better for the consumer to not pay the meter risking the issuance of receiving a citation.

Parking System Overall

The Program Cash Flow of the entire parking system was \$284,412. The total Program Balance, which included TIF monies, revenue from citations, and capital funds left unspent in the Alternative Transportation Fund, the Parking Facilities Account and Parking Meter Fund, was \$1.66 million.

The Total Cash Balance at the end of the 2016 Fiscal Year in all City parking accounts was \$4.85 million.

The Commission is required by Ordinance 16–22¹⁴ to submit “an annual report of its activities and programs to the Mayor and Council by October of each year.” After members were appointed in January 2017, the Commission organized, wrote and adopted by-laws,¹⁵ advocated for and persuaded the Administration¹⁶ to conduct a parking study to address the long-term needs of the Bloomington community,^{17,18} assembled source data from at least eight separate City departments and two outside entities, and analyzed the data assembled. The Commission believes it has achieved its goal to create the first comprehensive report on the City’s parking system, presenting relevant facts not available in any other forum or report, for review and careful consideration by the Administration and Common Council. It was not the intent of the Commission to act as an arbiter of how City departments spent parking-related funds, and the Commission makes no policy recommendations as part of this report.

¹⁴ See Appendix 2 for the full text of Ordinance 16–22.

¹⁵ See Appendix 4 for the City of Bloomington Parking Commission By-Laws adopted March 2017.

¹⁶ See Appendix 5 for the full text of PKG 2017–03.

¹⁷ Appendix 6: City of Bloomington 2017 Parking Study RFP.

¹⁸ Appendix 7: Responses to the City of Bloomington 2017 Parking Study RFP.

Chapter 1. The City's Parking System

Introduction

In 2006, the City of Bloomington issued a request for proposal (RFP) for a comprehensive parking study of the City's parking system. The contract was awarded to Walker Parking Consultants of Indianapolis. When Walker made their initial presentation, attendees were treated to the first comprehensive review of the City's parking system. City officials, merchants of the downtown, and residents of Bloomington were introduced to terms such as "parking inventory", "block face occupancy rate", the concept of managed parking, and discussed appropriate uses of on-street and off-street parking.¹⁹

The Walker Reports

Walker's 2007 report examined 8,229 parking spaces. Their study found that 5,843 of the spaces were controlled by time limits or permit parking, and the remaining spaces (both on- and off-street) were available to the general public without restriction. In their report, Walker noted that "regulating, organizing and improving the parking supply requires a collective effort of the property and business owners and the City."²⁰

In 2012, the City re-engaged Walker to produce an update to their 2007 report. In both the 2007 and 2012 Walker focused on the use and occupancy rates in the Downtown business district, both on-street and off-street. Their studies were informed by building occupancy, employment data, and planned future developments, and they determined future parking surplus and deficiencies using the local data, national averages, and their experience and proprietary methodology.

Many of the questions raised in Walker's reports regarding appropriate use, departmental structure, communication strategies and marketing plans, wayfinding and signage, and appropriate pricing policies were never incorporated into a formal City parking policy, adopted as standard operating procedure, or codified in the Bloomington Municipal Code.

Walker consistently advocated for a centralized parking authority that would consolidate operations, hire and compensate staff, set rates and collect revenues, establish an annual budget, and acquire and manage parking

¹⁹ See Appendix 1: Glossary of Terms.

²⁰ Walker Parking Consultants. Downtown Bloomington Parking Master Plan. April, 2007. p. 31.

facilities.²¹ They advocated for enforcement officers to serve a dual role as “parking ambassadors” — an idea that would not be adopted by the Common Council until 2015 and not fully realized until 2017.^{22,23} The City has made significant investments in bicycling — paths, dedicated lanes, and racks in the downtown — but few other of Walker’s recommendations have been regularly discussed or implemented since the dissemination of their initial report.

The 2012 Walker update had a narrow scope that focused on the occupancy rates of the downtown business district. At the time the second study was conducted, Bloomington and West Lafayette were the only two Big Ten cities that did not charge for on-street parking. The report found that occupancy on many blocks routinely exceeded the recommended level of 85% — compared to the 62% observed in 2007, while garages were less than half full. Walker’s update proposed changes to on-street and off-street parking rules. The 2012 report concluded by setting forth the conceptual basis for the installation of meters:

“In the Downtown, on-street parking is perceived by the public as the most valuable asset in the parking system. In Bloomington, the most valuable parking asset is free! Even though this most convenient of parking is being provided for free, it is not without significant cost. Because of higher land cost, greater density of development, higher development costs of structured parking and the higher property tax burden, the real cost of providing adequate parking is higher than in comparable suburban markets. As building sites become fully utilized with highest and best use, a significant portion of the parking requirement must be satisfied off-street. The existing supply (1,200 spaces) of on-street parking is finite....As growth occurs, the current supply of on-street parking will not be sufficient to provide the convenience of short-term and errand parking.”²⁴

Walker made specific recommendations about parking meter technology, a communications strategy, a garage management strategy, and a pricing strategy for on-street parking and the City’s garages. They included a pro forma for the installation and on-going costs of a metered parking program. At the time the report was delivered, the parking system was operating a deficit of \$2.5 million per year, being subsidized by monies from the City’s General Fund.

The Walker reports made an argument for fully integrating the City’s parking programs into one management system. Each of the three programs — Garages & Lots, Metered Parking and Neighborhood Zones — were “constructed” independent of each other, at different times and to serve different interests and purposes. Over

²¹ Walker Parking Consultants. Downtown Bloomington Parking Master Plan. April, 2007. p. 94.

²² Walker Parking Consultants. Downtown Bloomington Parking Master Plan. April, 2007. p. 54-56.

²³ Tonsing, A. “Parking officers providing more eyes & ears for City.” The Herald Times, 2017 May 31.

²⁴ Walker Parking Consultants. Parking Operations Plan for the City of Bloomington. December, 2012. p.31.

time, a variety of enforcement measures, management policies, and branding and communication strategies have been used, yet the programs are still not fully integrated and, as a result, may not be configured for maximum efficiency and public benefit.

Changes to the System Since 2013

In March 2013 the Kruzan administration proposed and the Common Council adopted Ordinance 13–03, which authorized the installation of parking meters in the downtown business district.²⁵ Meters were installed and operational by August 2013. Shortly after the installation of the parking meters, Public Works completed substantial upgrades in the appearance, lighting, and security of the City's garages.

In 2015, Council adopted Ordinance 15–09,²⁶ which amended the hours of enforcement for Garages & Lots and Metered Parking, and expanded the "three hours free" rule to all three parking garages and most surface lots.

Throughout all of these changes, the City chose not to centralize parking services in one department and did not have a comprehensive policy for the management of parking assets. In fact, as many as seven different City departments had jurisdiction over and made decisions that affected parking operations:

- ▶ Mayor's Office — oversight of policy, staff, and Boards and Commissions;
- ▶ Police — provided direct oversight of Parking Enforcement officers, was responsible for off-hour enforcement of parking regulations, and data collection;
- ▶ Public Works — responsible for the maintenance of parking facilities, and had actual authority over the issuance of Garage and Neighborhood Zone permits;
- ▶ Controller's Office — had apparent authority over the sale of permits and cash handling, and performed system-wide record keeping and financial management;
- ▶ Planning & Transportation — issued temporary permits for construction and private parking under BMC §15.36, and provided oversight and staff liaisons to the Traffic Commission;
- ▶ Legal — drafted lease agreements and amendments and coordinated collection of bad debt; and
- ▶ Clerk's Office — administered the process of citation appeals.

There was no single individual with the mandate to collect, review and analyze parking data recorded by each of the City departments. Further complicating matters, each of the departments had different record-keeping procedures and methods, software platforms, bureaucratic inertia, and policy priorities.

²⁵ See Appendix 8 for the full text of Ordinance 13–03.

²⁶ See Appendix 9 for the full text of Ordinance 15–09.

To address this void, in November 2016, the Common Council created the Parking Commission with the passage and veto-override of Ordinance 16-22. Among its mandates are to publish an annual report on the state of parking in Bloomington. This report is the first fulfillment of that mandate, and the result of many hours spent studying thousands of pages of City documents.²⁷

Recognizing that parking impacts the lives of all visitors, the Commission has collected data from diverse parts of the City government and outside agencies. The Commission presents a financial report in the hopes that it will guide the Administration and Common Council when making recommendations that improve the management of parking. These recommendations should serve the best interests of every visitor and every resident of Bloomington.

²⁷ Appendix 10: Minutes of the City of Bloomington's Parking Commission

Chapter 2. Introduction to the Financial Report

Background

The Commission was authorized by City Ordinance 16–22 to “[access] all data regarding the City’s parking inventory, including usage, capital and operating costs, so long as the data is released in a manner consistent with exemptions from disclosure of public records set forth in Indiana Code § 5–14–3–4.”

On March 28, 2017, the Parking Commission adopted Resolution 2017–02, which authorized and directed the Chair to obtain and report on specific information about parking from City departments.²⁸

The Chair submitted a written request for information to City Legal, a copy of Parking Commission Resolution PKG 2017-02 which authorized the request, and a public records access request form. Assistant City Attorney Anahit Behjou provided Detail General Ledger Reports for funds related to Collections, Garages & Lots, the Alternative Transportation Fund (which also holds funds from Neighborhood Zones), and the Parking Meter Fund. The Chair’s letter, Ms. Behjou’s response, and supporting documents were included in the Commission’s May 2017 meeting packet. An excerpt from a typical Detail General Ledger Report is shown in Figure 1.



Detail General Ledger Report
G/L Date Range 01/01/16 - 04/30/17
Include Sub Ledger Detail
Exclude Accounts with No Activity

G/L Date	Journal	Journal Type	Sub Ledger	Description/Project	Source	Reference	Debit Amount	Credit Amount	Actual Balance
G/L Account Number	452-26-260000-43130	Hourly Parking						Balance To Date:	\$0.00
01/01/2016	2016-0000373	JE	RA	Revenue Collection Payment Post	Collections			123.75	(123.75)
<i>Receipt Number</i>	<i>Receipt Batch</i>	<i>Receipt Description</i>		<i>Received From</i>	<i>Payment Date</i>	<i>Amount</i>	<i>Distribution Amount</i>		
2016-00002315	2016-01000153	Parking Garage CC 12/31 & 1/1		Parking Garage CC 12/31 & 1/1	01/01/2016	123.75	(123.75)		
						Total	\$123.75	(123.75)	
01/04/2016	2016-00000626	JE	RA	Revenue Collection Payment Post	Collections			163.75	(287.50)
<i>Receipt Number</i>	<i>Receipt Batch</i>	<i>Receipt Description</i>		<i>Received From</i>	<i>Payment Date</i>	<i>Amount</i>	<i>Distribution Amount</i>		
2016-00003998	2016-01000292	Parking Garage CC 1/4		Parking Garage CC 1/4	01/04/2016	565.75	(163.75)		
						Total	\$689.50	(287.50)	
							144.00	(431.50)	

Figure 1. Example of data reviewed to the Parking Commission.

²⁸ See Appendix 11 for the full text of Parking Commission Resolution 2017–02.

City Accounting Methods

Deputy Controller Jeff McMillian explained that the City separates revenues into account codes beginning with "4", and expenses with account codes beginning with "5". The second number of each code refers to the City's budget categories, with "1" referring to personnel, "2" to supplies, "3" to other services and expenses, and "4" to capital expenditures.

After the annual budget has been adopted, a department head has wide discretion to direct funds within a category. To move funds between categories, however, the department head is required to submit an appropriation ordinance to Common Council for approval.

At year's end, unspent funds continue to accumulate in the account to which budgeted funds were deposited. Additional appropriations from an account that are not the subject of an approved budget request must be introduced by the Administration and then approved by the Common Council. By default, unspent parking funds in City accounts are non-reverting, i.e., they stay in the specific account and do not automatically get transferred back to the City's General Fund. As an example, in August of 2017, the Administration requested \$80,000 to conduct a parking study in 2017-2018 as part of the Administration's 2016 reversion requests.²⁹

City Accounting Systems

The Controller's Office records revenues at the time they are received, and expenses at the time funds are available to satisfy payment. In this fashion, the office may receive a bill for a service performed in November of one year but not actually pay the bill until January of the next year.

Governmental cash accounting introduces elements of standard and random error into the report. Fortunately, many of the routine expenses have comparable amounts month-to-month, minimizing the standard error. However, the random error is a harder factor to assess, particularly with larger and infrequent expenses occurring in the system and capital improvements to the system. For instance, if an HVAC unit needs to be replaced, that particular expense may not reoccur for another seven to ten years — until the unit fails. In this report, all of the revenue and expense items that were either collected or disbursed by the Controller from the first to the last day of a particular month were considered and classified as revenues and expenses originating in that month.

To prepare the statements in this report, the Commission reviewed the Detail General Ledger reports prepared by the City Controller. Revenues and expenses were summarized in spreadsheets, sorted by month, and reconciled against the Controller's reports. Source data spanning over 1,000 pages was attached to the Commission's May 2017 meeting packet.

²⁹ See Appendix 12 for the full text of App Ordinance 2017-02.

Methodology

The City used separate accounts to manage funds for Garages & Lots, Metered Parking, and Neighborhood Zones. The master account code for each program is 452, 455, and 454, respectively. An system-wide statement summarizing all programs, and a detailed statement of revenues and expenses recorded in each program was prepared as well as program statements which detailed revenues by source and expenses by category sorted into Operational and Equipment & Supply categories.

Budget categories "2" and "3" were divided into Operational and Equipment & Supply. Operational expenses included items such as office supplies, utility bills, and other basic needs. Equipment & Supply expenses included those particular to the program which they support — for instance, in the Neighborhood Zone program, the printing costs of permits, or in the Metered Parking program, the costs of replacing meter batteries.

A program's cash flow was defined as Program Revenues less Program Expenses. Program Expenses included staffing expenses, operational and equipment & supply expenses, and General Fund overhead charges. Other income recorded from the TIF, citations, and reimbursements or miscellaneous income was not included in the cash flow definition. The analysis of each program's cash flow found that the Garages & Lots and Neighborhood Zone programs operated at a deficit, while the Metered Parking program generated a surplus.

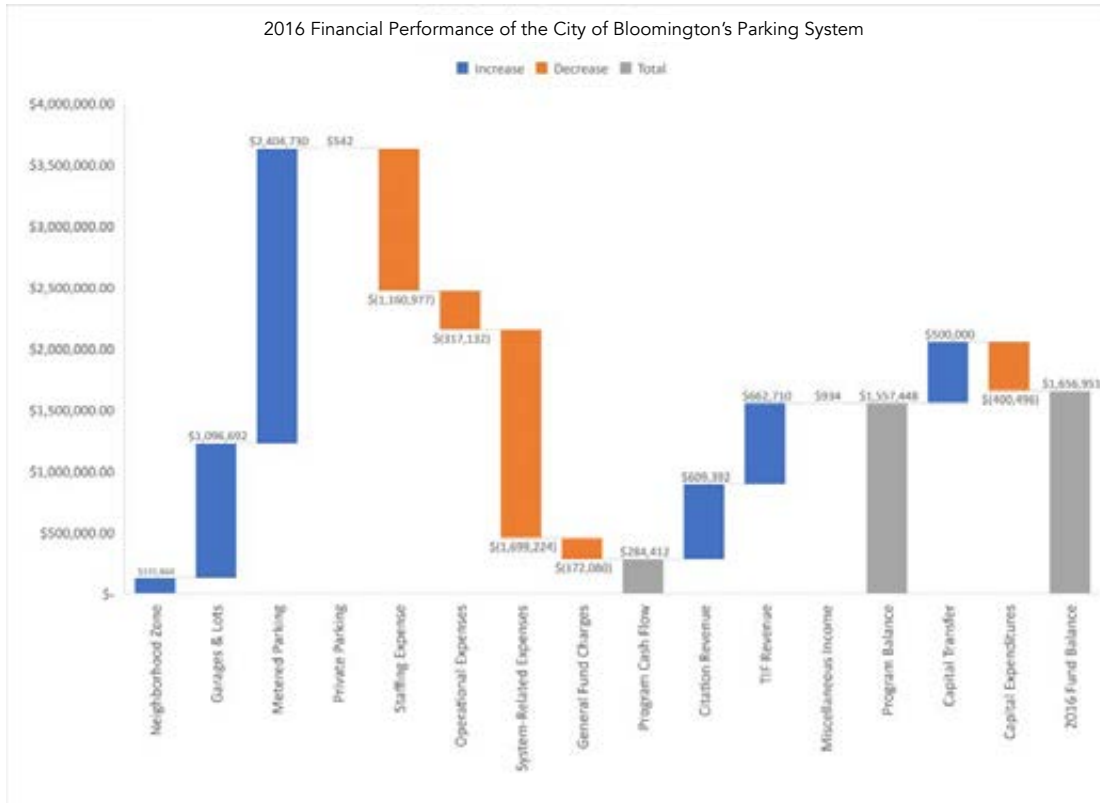


Figure 2. 2016 Financial Performance of the City of Bloomington's Parking System.

Enforcement of the rules in each program commonly resulted in the issuance of citations. The stated purpose of enforcement is compliance, not generation of revenue. Total revenues from citations varied widely from year to year and have a different economic elasticity than parking fees.³⁰ Revenues from Neighborhood Zone citations were deposited into City Account 454 also referred to as the Neighborhood Zone Fund or the Alternative Transportation Fund. Revenues from Garage (but not Lot) citations were deposited into City Account 452, also known as the Parking Facilities Account. Revenues from Metered Parking citations — including surface lot spaces as well as on-street spaces — were **not** deposited into account 455, the Parking Meter Fund, but instead into 101-02, the General Fund.

Other financial data that would complete the picture of the parking system's performance must be found elsewhere in the City budget. Other accounts in which parking-related expenses may be found were not examined during the preparation of this report.

The Redevelopment Commission (RDC) preferentially allocates Tax Increment Financing (TIF) monies to support the Garages & Lots program.³¹ Capital expenditures from the Common Council's Sidewalk Fund were disbursed from the Neighborhood Zone / Alternative Transportation Fund. These three types of dollars — revenue from citations, TIF contributions, and capital expenditures — were treated as separate line items added back to Program Cash Flow to determine the overall financial picture of each program, which in this report is termed the Program Balance.

Overall Financial Summary

\$284,411 Parking System Surplus in Fiscal Year 2016

Figure 2 shows overall performance of the parking system. In 2016, the City's parking system-wide cash flow was \$284,411. Its system-wide balance, including TIF contribution, citation revenues, capital transfers and expenditures, and miscellaneous income, was \$1.66 million. The sum of funds remaining in non-reverting City parking-related accounts at the end of 2016 was \$4.85 million (Figures 3 & 4).

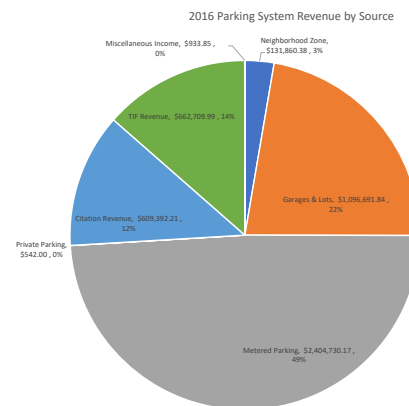


Figure 3: Parking System Revenue by Source.

³⁰ Aaron Adi, and Wanzhi Wang: On-street Parking Meter Behavior. The University of Michigan Transportation Research Institute (1987), p 27-29.

³¹ The Redevelopment Commission contributed \$662,709.99 of TIF fund dollars to pay the 7th Street and Morton Street garages' lease payments during 2016.

In support of the Council's Sidewalk Fund, the City transferred \$500,000 from Capital Account 601 into the Neighborhood Zone account. The Council disbursed \$400,500 in 2016, leaving a remainder of \$99,500. The remainder was retained in the Alternative Transportation Fund, City Account 454, artificially increasing the balance of the Neighborhood Zone program. Since revenues from citations in the Metered Parking program, which totaled \$383,000 were deposited into the City's General Fund, the parking system was a \$117,000 net beneficiary of the capital transfer.

Figure 4: 2016 Financial Performance of the City of Bloomington's Parking System.

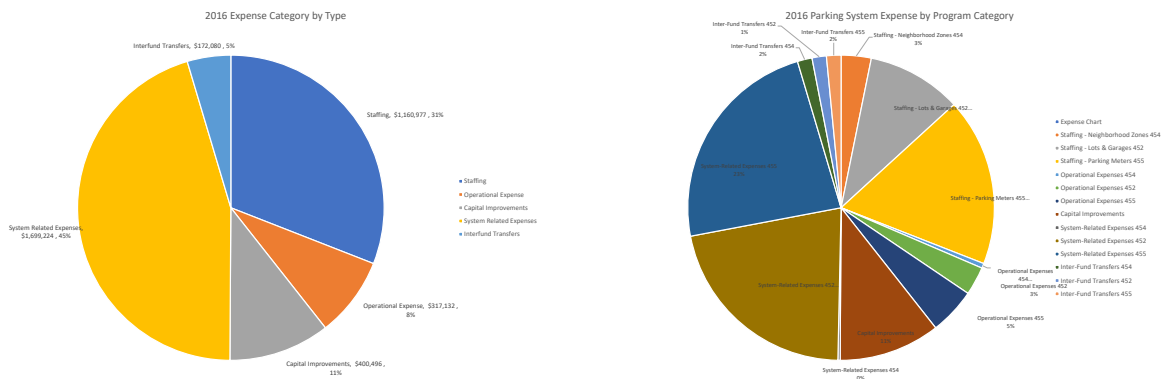
Category	Amount
Total Parking System Funds - Balance Forward	\$ 3,190,063.99
Parking System Revenues	
Neighborhood Zone– Permit Revenue	\$ 131,860.38
Garages – Hourly Revenue	\$ 150,040.28
Lots – Hourly Revenue	\$ 74,847.01
Garages – Special Event Permit Revenue	\$ 740,856.30
Garages – Lot Leases	\$ 109,945.07
Garages – Other Revenue	\$ 21,003.18
Parking Meter -- Permits	\$ 25,555.10
Parking Meter – Hourly Revenue	\$ 2,218,005.77
Parking Meter – Convenience Fee	\$ 161,169.30
Private Parking	\$ 542.00
Total System revenues	\$ 3,633,824.39
Parking System Expenses	
Staffing Expenses	\$ (1,160,976.56)
Operational Expenses	\$ (317,132.01)
Equipment & Supply Expenses	\$ (1,699,224.31)
General Fund Charges	\$ (172,080.00)
Total System Expense	\$ (3,349,412.88)
System Cash Flow	\$ 284,411.51
Other System Revenues	
Neighborhood Zone Citations	\$ 224,712.10
Garage & Lots Citations	\$ 1,572.00
Metered Parking Citations	\$ 383,108.11
TIF Monies	\$ 662,709.99
Miscellaneous Income	\$ 933.85
Total Other System Revenues	\$ 1,273,036.05
Parking System Balance	\$ 1,557,447.56
Capital Transfer to Neighborhood Zone Program	\$ 500,000.00
Capital Expenditures	\$ (400,496.25)
System Balance after Capital Expenditures	\$ 1,656,951.31
Parking System Closing Balance	\$ 4,847,015.30

City Parking System Subsidized by TIF Fund and Citations Revenues

Although TIF dollars allocated to the parking system declined from \$748,000 in 2011 to \$663,000 in 2016, the RDC still contributed 13.5% of the total revenues of the parking system. The Redevelopment Commission was obligated as a condition of the garages' leases to preferentially allocate TIF monies to the garages' leases until the leases are satisfied.^{32,33} As a result, between 2011 through 2017, the TIF will have contributed \$5 million to the City's parking system. The literature suggests that continued use of TIF dollars creates a cross-subsidy from those without cars to those who have them and represents a significant opportunity cost to the community.³⁴ In 2016, revenues from all citations totaled \$609,000, representing an additional 12.5% of system-wide revenue. Together, citation revenues and TIF funds made up more than one-quarter of the parking system's overall source of revenue.

System-wide revenues outpaced expenses by \$284,411.51. Expenses incurred by the parking system were analyzed by the Commission and separated into Staffing expenses, Operational expenses and Equipment & Supply expenses. Additionally, the City charged each program an overhead fee for accounting services, office space, etc., which was listed as "General Fund" charges.

Figures 5 and 6: 2016 Parking System Expense by Category and 2016 Parking System Expense by Program Category.



³² Register Parking Garage Operating Lease, 2003 December 11. Section 4.8.2-4.8.3.

³³ 7th and Walnut Garage Operating Lease, 2001 February. Section 4.2.

³⁴ R. Willson, *Parking Management for Smart Growth*. Washington: Island Press, 2015, p. 13.

Financial Performance Since 2011

The Chair, in consultation with Deputy Controller Jeff McMillian, obtained and reviewed detailed general ledger summaries for the years 2011-2015.

Since 2011, there have been a number of changes to the City's chart of accounts used to categorize revenues and expenses. Revenues and expenses for each year were assigned to categories that closely approximated the City's 2016 Chart of Accounts. The 2011-2015 source data may be reviewed by referencing the Commission's June 2017 meeting packet.

Because the City's accounting methods and the parking system's rules changed frequently before 2016, it is important to know the following facts about the parking system when comparing historical financial data:

- ▶ From 2011 until August 2013, garage spaces were metered at a rate of \$0.25 per hour and on-street spaces were enforced as "Two Hours Free" per block face from 5 a.m. until 5 p.m.
- ▶ In 2013, the Controller's Office recorded revenues from the newly-installed on-street parking meters as hourly garage revenue.
- ▶ Beginning in 2014, the Controller's Office created separate accounts to differentiate revenues and expenses for parking meters from Garages & Lots.³⁵
- ▶ The difference between lot lease revenue from 2011 to 2014 reflects the methods used to record permit parking revenue by the City Controller. The majority of 2014 revenue should be ascribed to permit revenue, not bulk-lease arrangements.
- ▶ The City's reports did not reflect any General Fund charges in 2015; however, the amount recorded in 2014 most likely represents charges for 2014 and 2015.³⁶
- ▶ Revenues from Metered Parking citations from August 2013 through 2015 were not included in Figure 7, *Summary Table of Parking System Financial Data, 2011-2016*.³⁷
- ▶ Capital expenditures related primarily to the Common Council's Sidewalk Fund projects and included street repairs necessary for the installation of the parking meters.

Financial performance data for the years 2011-2016 have been summarized in Figure 7.

³⁵ In 2013, hourly revenues from Garages, Surface Lots and Metered Parking were recorded in the same revenue account. Beginning in 2014, separate accounts for each program were used by the City Controller.

³⁶ The Commission was unable to verify this assumption.

³⁷ Revenues from parking meter citations was deposited in the General Fund. For 2011-2015, the Commission did not separate Metered Parking citation revenues from other transactions in the General Fund account 101-02.

Figure 7. Summary Table of Parking System Financial Data, 2011-2016.

Revenue	2011	2012	2013	2014	2015	2016
System Revenues						
Garages – Hourly Revenue	\$ 36,813	\$ 40,281	\$ 829,968	\$ 125,960	\$ 127,221	\$ 150,040
Lots – Hourly Revenue				\$ 74,119	\$ 120,475	\$ 74,847
Garages – Permit Revenue	\$ 416,196	\$ 417,042	\$ 435,986	\$ 525,675	\$ 722,522	\$ 740,856
Garages – Lot Leases	\$ 187,616	\$ 184,694	\$ 190,368	\$ 365,003	\$ 82,926	\$ 109,945
Garages – Other Revenue				\$ 14,990	\$ 16,590	\$ 21,003
Metered Parking – Event Permits				\$ 19,948	\$ 38,483	\$ 25,555
Metered Pkg. – Hourly Revenue				\$ 2,157,473	\$ 2,170,726	\$ 2,218,006
Metered Pkg. – Convenience Fee			\$ 53,779	\$ 153,081	\$ 147,661	\$ 161,169
Neighborhood Zone Permits	\$ 114,869	\$ 115,555	\$ 122,075	\$ 124,929	\$ 125,438	\$ 131,860
NZ Resident-Only Parking Permits				\$ 167	\$ 156	\$ 542
Total System Revenues	\$ 755,494	\$ 757,572	\$ 1,632,176	\$ 3,561,344	\$ 3,552,198	\$ 3,633,824
System Expenses						
Staffing Expenses	\$ (842,030)	\$ (880,862)	\$ (939,630)	\$ (981,153)	\$ (1,247,264)	\$ (1,160,977)
Operational Expenses	\$ (1,143,928)	\$ (877,208)	\$ (389,800)	\$ (275,607)	\$ (365,143)	\$ (317,132)
Equipment & Supply Expenses	\$ (1,160,411)	\$ (1,441,268)	\$ (1,220,793)	\$ (1,505,189)	\$ (1,672,529)	\$ (1,699,224)
General Fund Charges	\$ (109,192)	\$ (215,835)	\$ (225,000)	\$ (372,568)		\$ (172,080)
Total System Expenses	\$ (3,255,561)	\$ (3,415,173)	\$ (2,775,223)	\$ (3,134,517)	\$ (3,284,937)	\$ (3,349,413)
System Cash Flow	\$ (2,500,067)	\$ (2,657,601)	\$ (1,143,047)	\$ 426,827	\$ 267,261	\$ 284,412
Neighborhood Citations	\$ 362,380	\$ 420,563	\$ 452,892	\$ 272,290	\$ 234,540	\$ 224,712
Garage & Lots Citations ^{##}	\$ 578,778	\$ 581,137	\$ 452,256	\$ 2,810	\$ 827	\$ 1,572
Meter Citations ^{###}	##	##	###	###	###	\$ 383,108
TIF Monies	\$ 748,734	\$ 756,221	\$ 704,362	\$ 666,080	\$ 670,678	\$ 662,710
Other Revenues	\$ 1,244	\$ 7,284	\$ 1,532	\$ 562	\$ 12,141	\$ 934
Grants		\$ (10,000)	\$ (5,000)			
System Balance	\$ (808,931)	\$ (902,397)	\$ 462,995	\$ 1,368,569	\$ 1,185,446	\$ 1,557,448
Capital Transfer to 454	\$ 765,000	\$ 765,000	\$ 350,000	\$ 200,000	\$ 500,000	\$ 500,000
Capital Expenditures	\$ (238,312)	\$ (722,615)	\$ (229,627)	\$ (737,351)	\$ (251,708)	\$ (400,496)
System Balance after Capital Expenditures	\$ (282,243)	\$ (860,012)	\$ 583,368	\$ 831,217	\$ 1,433,738	\$ 1,656,951

^{##} Revenues from on-street parking citations in 2011 and 2012 were reported as Program Revenues and were deposited into the Parking Facilities account.

^{###} Beginning in August 2013, revenues from on-street citations were deposited into the General Fund. Due to the large number of transactions and co-mingling with other departments, the Commission used citation data recorded by the City Clerk.

Year-to-Year Comparisons

During 2015 and 2016, the City recorded revenues and expenses in the parking system using the same methodology. During these years, Public Works, Planning & Transportation, and the Controller's Office managed the parking system in a manner consistent with the prior year. Consistency in the number of and management of assets, accounting methods, and types of permitted uses make historical comparisons from the 2015 and 2016 fiscal years most meaningful.

Parking Meters Improved Performance

Challenges faced by the parking system before the installation of metered parking were well-documented by Walker Parking Consultants and local media.^{38,39} System-wide financial performance has rebounded from a \$2.5 million shortfall in 2011 to a \$1.66 million surplus for 2016, due in large part to the installation of parking meters.

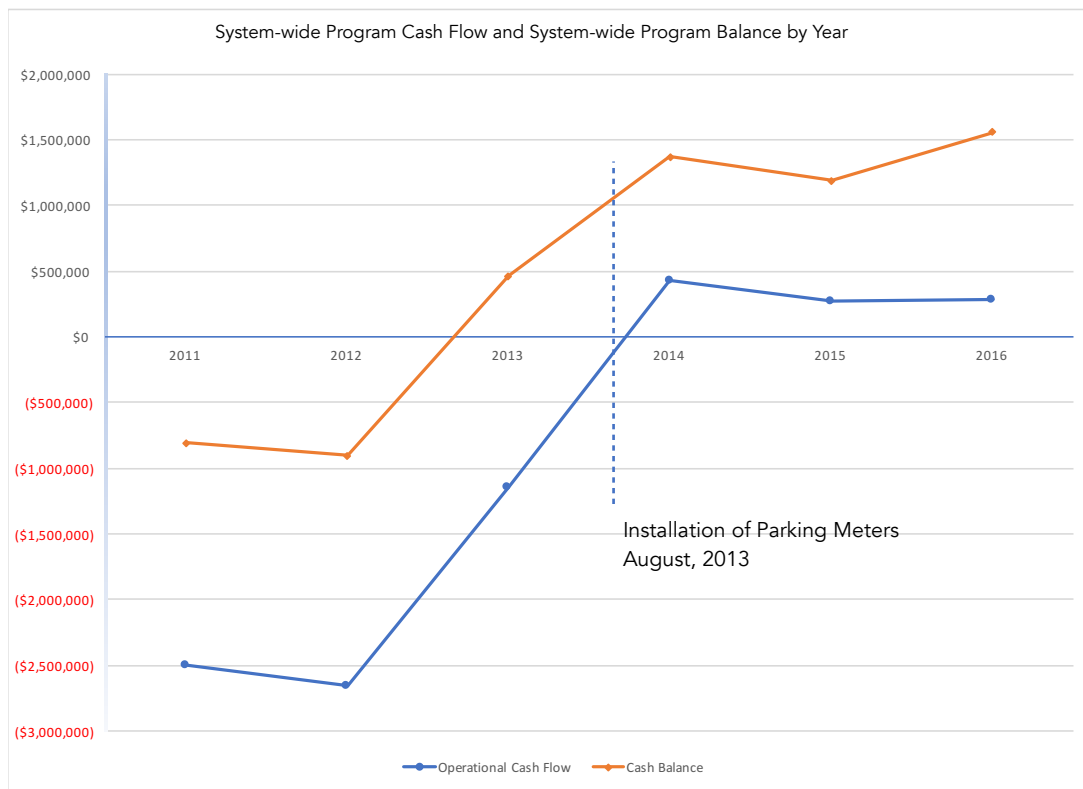


Figure 8: Graph of the Parking System's Program Cash Flow and Cash Balance by Year.

³⁸ Walker Parking Consultants. *City of Bloomington Parking Operations Plan*. December 2012, p. 31-47.

³⁹ Blau, J. "Paid parking in Bloomington: An issue of dollars and sense." *The Herald Times*, 2013 January 2.

Chapter 3. Garages & Lots Program

Key Findings

Public Works maintained three parking garages with a total inventory of 1,219 spaces and eleven surface lots — each with varying parking regulations during Fiscal Year 2016. Parkers were provided with three hours of “free” parking in surface lots and off-street garages with the exception of Lot 1, located at the intersection of Dunn Street and East Fourth Street.

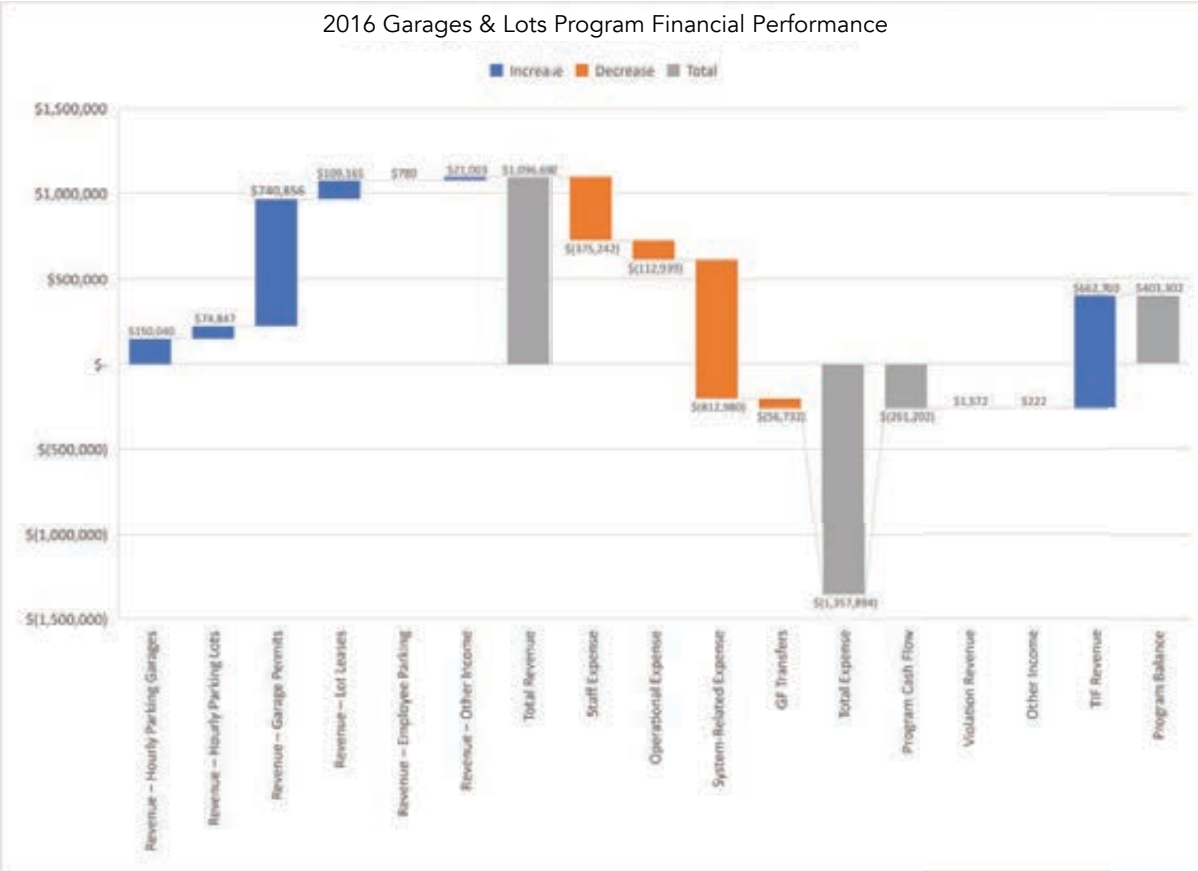


Figure 9: 2016 Garages & Lots Financial Performance.

Two-thirds of the City's garage spaces were allocated to permit parking. Monthly permit cost ranged from \$40 to \$76 per month. Garage permit prices have not been adjusted since 2010. Hours of Garage enforcement were not aligned with enforcement of the on-street Metered Parking program. Surface lots were priced at \$1.00 per hour, the same as on-street parking, while garages were priced at \$0.50 per hour, configured as pay-on-exit. Unlike on-street metered parking, not all lot stalls were equipped with IPS Group smart meters. Owing to that fact, the Commission was unable to calculate occupancy in surface lots.

In 2016, the Fourth Street Garage's average occupancy was observed to be 98% while the Morton Street Garage's average occupancy was recorded as 92%. In every month except for June and July, the Walnut Street Garage's monthly occupancy rate consistently approached the recommended 85% occupancy level cited in the literature.⁴⁰ Pay-on-exit (POE) ticket data demonstrated that 71% of transient parkers exited the garages within three hours, and 46% of transient parkers entered and exited the garage within 1.5 hours. Analysis of Fourth Street Garage ticket data showed that as many as 25% of transient parkers may be engaging in a "three-hour shuffle," and that only half of all garage tickets were returned as parkers were able to exit the garage outside the hours of enforcement. Not only are these parkers exiting the facility without paying any fee, but the lack POE ticket data makes the garage's usage patterns difficult to discern. The Commission estimates that the total cost of providing three-hour "free" parking could amount to \$100,000-150,000 in lost revenue in 2016, alone. In fact, hourly surface lot revenue declined \$50,000 from 2015 to 2016, presumably as a result of this policy.

Garages & Lots revenues totaled \$1,096,691.84 with expenses of \$1,357,893.71 resulting in a revenue shortfall of \$261,201.87. The single largest expense in Garages & Lots was the cost of garage lease payments totaling \$662,709.99, which was paid entirely by the TIF rather than user fees and hourly parking revenues. TIF dollars that subsidize the operation of City garages represent a significant opportunity cost to the community.

Key Per-Space Garage Metrics for 2016⁴¹

- ▶ Total annual cost per garage space: \$1,114.00
- ▶ Average annual permit revenue per space: \$608.00

⁴⁰ D. Shoup. *The High Cost of Free Parking*. (American Planning Association, 2011), p. 685-686.

⁴¹ 1,219 spaces in inventory across the three garages.

Garages & Lots Introduction

In this chapter, the Commission describes the current configuration of the City's Garages & Lots, explains the methodology used to determine garage occupancy rates, reports that occupancy by month, and presents a detail of the City's Parking Facility account. This use-mix and usage pattern data was compiled to address the following questions: Are parking occupancies regularly above 85%, indicating a need for additional off-street parking? Do the rules that govern the program appropriately balance the consumers' needs against the City's fiduciary responsibility — in particular, are the costs of providing three "free" hours of parking well understood and in balance with providing a public service? In the same way, do public-private partnerships serve the public good or do they benefit the private developer? Is the opportunity cost of using TIF monies to pay parking garage leases being considered or in the best interest of the taxpayer? Moreover, should the City migrate the costs of City-owned parking structures from TIF subsidy to user fees?

Excerpts from the 2007 Walker Study on Garages & Lots

The 2007 Walker study examined the occupancy and use-mix of the City's three garages. Walker determined that 1,294 spaces were available, with 23% available to the public as metered, hourly parking, 36% of the spaces reserved, and 39% of the spaces allocated to permit parkers. By comparison, the City's 2016 garage space inventory was 1,219 spaces with only 10% reserved and the remaining spaces divided at a ratio of two permit parker stalls for every hourly parker.

Walker measured garage occupancy at five intervals starting 7:00 am and again at 10:00 am, 1:00 pm, 6:00 pm and after 10:00 pm. Overall occupancy in the garages was very low as illustrated by Figure 10. Walker noted that peak weekend occupancy in the non-gated parking area of the Walnut Street Garage was due mainly to nightclubs adjacent to the facility.

Figure 10: 2007 City of Bloomington Garage Weekday and Weekend Peak Occupancy Rate and Times.

Garage	Weekday Peak Occupancy %	Weekend Occupancy %
Fourth Street	58% at 10:00 am	23% at 1:00 pm
Walnut Street	31% at 1:00 pm	58% at 12:00 am
Morton Street	56% at 10:00 am	43% at 10:00 am

The Walker study reported that permit rates ranged from a low of \$45.00 per space per month to a high of \$56.00 per space per month. By comparison, 2016 permit rates ranged from \$40 to \$76 per month. The Walker report noted that "due to political and economic pressures, some cities keep rates artificially low to encourage economic development or to provide an incentive to lure patrons to the downtown area."⁴² Walker recommended that the City

⁴² Walker Parking Consultants. City of Bloomington Downtown Parking Master Plan. April, 2007. p. 77.

consider annual reviews of parking rates and establish a reasonable rate increase schedule tied to the standard cost of living increases. Had the City followed Walker’s advice, the current rate structure of comparable permit types would range from \$66 to \$82.

Parking adequacy is defined as the ability of the parking supply to accommodate the parking demand. In the case of the 2007 study area, Walker estimated the demand based on the observed peak parking occupancy counts, adjusted for seasonality. The observed peak occupancy was determined by subtracting the weekday count from the effective supply to determine the adequacy. The parking adequacy for the study area is summarized by type in Figure 11. Citing a 75.5% off-street parking peak occupancy and 89.8% on-street parking peak occupancy, Walker recommended that the City consider reinstallation of parking meters.⁴³

Figure 11: 2007 Summary of Weekday Peak Parking Adequacy Determined by Walker Parking Consultants

Off-Street Public Effective Supply	Peak Occupancy	Off-Street Private Effective Supply	Peak Occupancy	On-Street Effective Supply	Peak Occupancy	Total Adequacy
822	620 75.4%	5,555	3,370 60.7%	1,255	1,127 89.8%	2,515

2016 Garages & Lots Configuration

There were three public parking garages — the Fourth Street, Walnut Street, and Morton Street garages — and five public off-street surface parking lots located in the downtown business district which accommodated transient and permit parkers. The City’s three garages have 1,219 spaces which were monitored — but not enforced — by staff 24 hours a day, 7 days a week. Garages were configured as pay-on-exit with rates of \$0.50 per hour, half of the on-street rate. Surface lot rates were the same as on-street Metered Parking rates, \$0.25 per 15 minutes. Most of the City’s surface lots were equipped with single-space IPS Group brand smart meters. BMC §15.40 governed the operation of the City’s Garages & Lots, which were managed by the Department of Public Works. The City maintained additional surface parking lots as part of the City’s Parks & Recreation department which were not regulated or restricted by permit or hourly rate.

In both garages and surface lots, some spaces were restricted by permit to certain users. These included 24/7 permits, and 12/6 permits along with spaces allocated to juror parking (provided by the City free-of-charge to the Monroe County Court system) and twenty spaces free-of-charge to Ameritech in the Walnut Street Garage as a condition of the structure lease.⁴⁴ The City leased 80 spaces in the Fourth Street Garage to CFC Properties, Inc. 7th

⁴³ Walker Parking Consultants. *City of Bloomington Downtown Parking Master Plan*. April, 2007. p. 48.

⁴⁴ 7th and Walnut Garage Operating Lease. 2001 February. Section 1.1.

& Walnut, LLC, the developer of the Walnut Street Garage, retained the option to designate 75 spaces immediately above the retail portion of the garage over the term of its operating lease as either metered or monthly rental spaces reserved for tenants of the retail spaces.^{45,46} Similarly, Mercury Development, LLC, the developer of the Morton Street Garage, maintained an option on 115 spaces (as part of its operating lease) for use by the Hilton Garden Inn.^{47,48} Overall, the City's garages offered 1,065 spaces to the general public, the majority of which were allocated to monthly permit holders. The locations, hours of operation, cost and capacity of the City's garages are summarized in Figure 12

Figure 12: Downtown Parking Garage Locations, Pricing Policy and Capacity.

Downtown Parking Garages: 1219 total spaces (1065 Available for Permit and Hourly Parkers)		
Fourth Street Garage 105 W. Fourth Street	Pay to Park \$0.50 per hour Monday through- Friday 8 am — 6 pm First three hours are free Monday through Friday 7 am — 6 pm Free after 6 pm daily and all day on weekends	352 Spaces 80 Reserved 10 ADA 262 Public Spaces
Morton Street Garage 220 N. Morton Street	Pay to Park \$0.50 per hour 24/7 First three hours are free 24/7 Gated garage monitored 24/7	521 Spaces 30 Reserved 10 ADA 481 Public Spaces
Walnut Street Garage 302 N. Walnut Street	Pay to Park \$0.50 per hour 24/7 First three hours are free - Monday through Friday 6 am —6 pm and Saturday and Sunday 6 am — noon Gated garage monitored 24/7	346 Spaces 14 Reserved 10 ADA 322 Public Spaces

⁴⁵ Appendix 13: 7th & Walnut, LLC Operating Lease.

⁴⁶ 7th and Walnut Garage Operating Lease. 2001 February. Section 5.3.

⁴⁷ Appendix 14: Mercury Development, LLC Operating Lease.

⁴⁸ Regester Parking Garage Operating Lease, 2003 December 11. Section 5.3.

Public Works also maintained the City's surface parking lots. Figure 13 describes the location and rules which governed lots in the downtown business district. Each lot had different rules regarding permits, cost to park, and hours of enforcement which were not aligned with any other program in the parking system. Over time, some of the lots were repurposed to "permit-only parking" or restricted in other, substantial ways. In 2016, it was the policy of the City to provide three hours of parking at no-charge in all surface lots except Lot 1 located at the intersection of Dunn and East Fourth Street.

The City collected revenues from other lot leases, as in payments from the Courtyard by Marriott for spaces adjacent to the Monroe County Convention Center. The City also leased space in the Showers Center West parking lot to CFC Properties, Inc, which co-developed Showers Center with the City and Indiana University Bloomington. Revenues generated from lot leases was recorded by the Controller as separate line items referencing each individual lot in the Parking Facilities Account, which also known as City Account 452.

Indiana University's Parking System Inventory

Indiana University Bloomington (IUB), whose flagship campus lies entirely within the borders of the City, maintained an extensive parking system. The systems of the City and the campus are completely separate; neither has any direct influence or oversight over the other. Their numbers are reported here for context.

In December 2010, IUB reported a parking supply of 20,639 spaces, which included 6,500 remote parking spaces used by commuters and for athletic events near the stadium, and 14,139 spaces on campus, including the surface lots east of the 45/46 Bypass. Spaces were divided among faculty and staff permits, student residential permits, visitor spaces, and other commuter lots. IUB's six structured parking decks (including the garage in Ballantine Hall) contained 3,023 spaces, while the remainder were in surface lots.⁴⁹ The Poplars Garage and a few of IUB's surface lots were located within the City's metered zone.

⁴⁹ IU Bloomington Master Plan, p. 78-79. December, 2010. <<http://masterplan.indiana.edu/iub/conditions.pdf>>.

Figure 13: Downtown Bloomington surface lots pricing policy

Downtown Surface Parking Lots	
Lot 1: Dunn Street and E. Fourth Street	Rate: \$1.00 per hour Meters can be paid up to 2 hours or via ParkMobile Enforced 8 am to 5 pm Monday – Friday Free after 5 pm daily and on weekends
Lot 3: E. Fourth Street and Washington Street	Rate: \$0.50 per hour Consumers may pay using ParkMobile First three hours free Monday – Friday 8am – 5pm Enforced 8 am to 5 pm, Monday – Friday Free after 5 pm daily and on weekends
Lot 5: E. 6th Street and Lincoln Street	Rate: \$0.50 per hour Consumers may pay using ParkMobile First three hours free Monday - Friday 8am – 5pm Reserved spaces are for permit holders only Enforced 8 am to 5 pm Monday – Friday Free after 5 pm daily and on weekends
Lot 6: E. 3rd Street and Washington Street	Rate: \$0.50 per hour Consumers may pay using ParkMobile First three hours free Monday – Friday 8 am – 5pm Enforced 8 am to 5 pm Monday – Friday Free after 5 pm daily and on weekends
Lot 10: Convention Center	Leased to the Convention Center
Lot 11: 8th and Morton	Requires Red Lot Permit Leased to Indiana University
Lot 12,13,14: Showers Center, City Hall	City Employee Parking, Leased to CFC
Lot 15, 16: Police Headquarters	Some Spaces Require a White Lot permit Metered Rate: \$0.50 per hour Meters can be paid up to 2 hours or via ParkMobile

Figure 14: Number of Permit Type Issued by Garage, Fiscal Year 2016.

Permit Type	Fourth Street	Morton Street	Walnut Street
12/5 Non Reserved	12	222	96
12/5 Reserved	320	12	7
24/7 Non-Reserved	56	185	257
24/7 Reserved	0	44	0
No Charge	5	0	20
Total Passes Issued	378	657	340

Garage Occupancy Rates and Usage Patterns

Occupancy in City Garages Consistently Exceeded 85%

Ryan Daily, Garage Manager for the City of Bloomington, computed and reported average garage occupancies during January through November 2016 as:

- ▶ 98% for the Fourth Street Garage;
- ▶ 92% for the Morton Street Garage;
- ▶ 79% for the Walnut Street Garage.⁵⁰

As illustrated by Figure 15, the garages' 2016 monthly occupancy rates approached or exceeded the 85% level recommended by the literature.⁵¹ An occupancy rate of 85% or greater indicates either a need for an increase in supply or an increase in rates.^{52,53} The Fourth Street Garage is effectively full all year long, with no additional parking permits available. The Morton Street Garage's occupancy rate consistently exceeded 85% while the Walnut Street Garage's occupancy rate was most closely aligned with the academic year — dipping below the 85% level during the summer months as there were more student permit holders assigned to the Walnut Street Garage than any of the other garages. City garages consistently exceeded 85% occupancy levels during the nine months of the academic year, and there was a substantial waiting list for 24/7 and 12/5 permits. Since supply is constrained, occupancy at these levels is a strong argument for an increase in permit rates. A table summarizing occupancy rates as computed by City garage staff has been included in Appendix 15.

⁵⁰ For reasons the Commission was unable to explain, garage occupancy counts were not completed in December 2016.

⁵¹ D. Shoup. *The High Cost of Free Parking*. (American Planning Association, 2011), p. 685-686.

⁵² D. Shoup. *The High Cost of Free Parking*. (American Planning Association, 2011), p. 38-43.

⁵³ R. Willson, *Parking Management for Smart Growth*. (Island Press: Washington, 2015), p. 108-109.

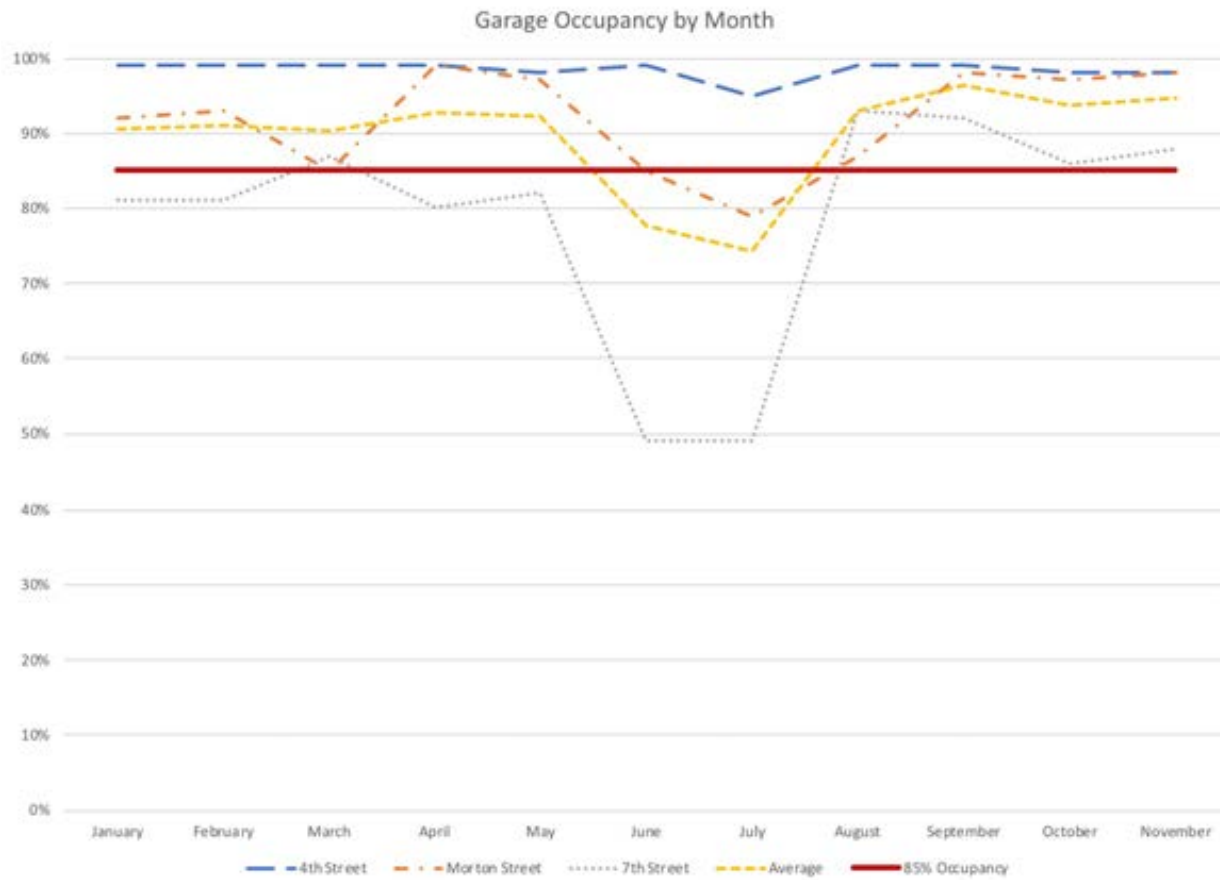


Figure 15: Graph of Garage Occupancy Levels by Month.

Monthly Garage Permits

Parkers were able to purchase a permit in a specific garage from the City at the office located in the Morton Street Garage. The range of permits offered to downtown employees and commuters is summarized in Figure 16.

Figure 16: Garage Permit by Type and Expense.

Downtown Parking Garage Permits		
Part-time Garage Parking Permits for Downtown Employees	30 hours a week	\$25/month (Morton Street Garage only)
Non-Reserved	24 hours a day, 7 days a week	\$67/month
Non-Reserved	24 hours a day, 7 days a week	\$67/month
Non-Reserved	12 hours a day, Monday – Friday	\$40/month
Reserved	24 hours a day, 7 days a week	\$76/month
Reserved	12 hours a day, Monday – Friday	\$57/month (Fourth Street Garage only)

According to Willson, off-street parking garages should be prioritized for non-visitor demand and long-term commuter parking access.⁵⁴ During 2016, the use-mix of the City's garages was approximately 67% permit parking and 33% hourly parking. Figure 14 approximates the use-mix of the City's parking garages.

In order to determine the number of permits to be sold, the City's garage staff computed occupancy by counting the number of vacant spaces each day during peak-use times in each facility.⁵⁵ Peak-use time is defined as the time of day when the garages are at maximum capacity. At the end of each month, staff computed the average and the minimum number of vacant spaces in each garage and determined the maximum and average occupancy rates (Appendix 15). Garage occupancy rate was calculated by using the following formula:

$$\text{Garage Occupancy Rate} = \frac{\text{Usable Spaces per Month} - \text{Min}[\text{Daily Vacant Space Count}]}{\text{Usable Spaces per Month}}$$

Garage staff maintained counts of permits issued (Figure 14) to determine trends as well as the number of parking permits available for sale, based on the minimum number of vacant spaces available. Some operators of garages, both private and public, use a monthly average of their vacant spaces to determine the number of permits available to be sold. The monthly average number of vacant spaces will always be higher than the minimum number of vacant spaces on any given day, unless the garage is at 100% capacity, in which case, both numbers are zero. The City used the minimum number of vacant spaces to determine the ability to sell additional permits, thereby ensuring that the garage was never over-sold, which would exclude some permit holders from parking in their assigned garage.

⁵⁴ R. Willson, *op. cit.*, p. 108.

⁵⁵ Ryan Daily, *City of Bloomington Parking Garages 2017 Report & Recommendations*.

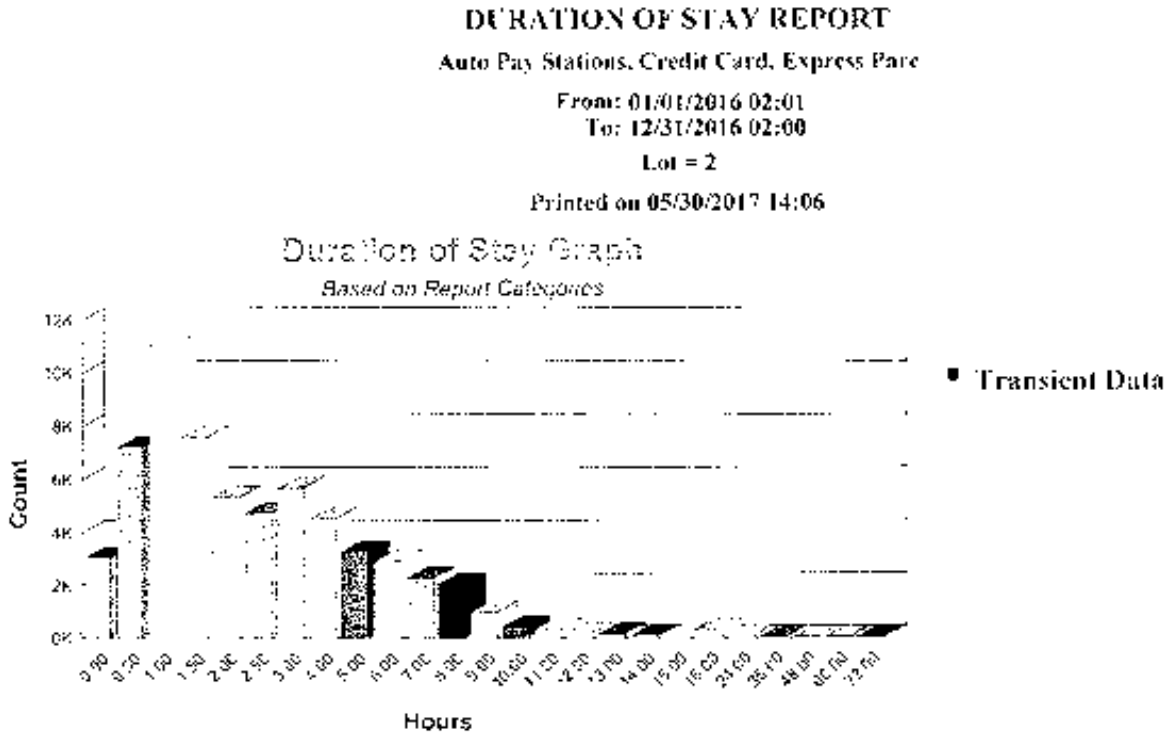


Figure 17: Graph of Duration of Stay Report, Fourth Street Garage.

Garage Duration of Stay

Ryan Daily, Garage Manager for the City of Bloomington, provided a Duration of Stay Report for the Fourth Street Garage which is illustrated in Figure 17. During 2016, a majority of the parkers exited the Fourth Street Garage within one hour, with an additional, significant spike at the three hour mark.

With respect to the Fourth Street Garage, the City’s revenue reports show that transient parkers in City garages were engaging in one of three activities which result in avoidance of parking fees:

- ▶ Completing their business and exiting the garage within the first three hours; the highest percentage of parkers exit the garage within this time period;
- ▶ Exiting and immediately re-entering the garage after three hours of parking in order to gain another free three hour period, e.g., the “three hour shuffle”; and
- ▶ Exiting the Fourth Street Garage outside the hours of enforcement, paying no fee for parking.

This pattern, which was also noted anecdotally at other garages, may indicate abuse of the “three hours free” parking policy, a consequence not envisioned prior to the passage of the 2012 and 2015 Common Council Ordinances. In the Fourth Street Garage, garage pay-on-exit ticket data showed that 71% of transient parkers

entered and exited the garage within the first three hours, and 46% of transient parkers entered and exited the garage within the first ninety minutes. Analysis of the garage ticket data showed that up to 25% of transient parkers may be engaging in a “three hour shuffle,” and that only half of all POE garage tickets were returned with the other half of parkers exiting the structure without paying any fee. Parkers who did not return a ticket were not required to pay a fee upon exiting the garage. Not only does this limit the usefulness of the duration of stay report, but if a commuter can park in the Fourth Street Garage without paying any fee, frequent users of the garage may be not have an incentive to purchase a monthly parking permit.

Impact of “Three Hours Free” Policy on Viability

The “three hours free” parking policy impeded the City’s ability to collect hourly parking and had a measurable impact on the garages’ ability to pay for themselves. For instance, under the prevailing rules, a commuter may enter the Fourth Street Garage prior to or after the commencement of enforcement and exit after enforcement ends at 6 p.m. without incurring any fee; the same is true of anyone who parks in any City garage or surface lot for less than three hours (with the exception of Lot 1).⁵⁶ Fourth Street Garage revenue per space lags behind the other garages primarily due to these limited hours of gate enforcement (Figures 12 and 18).

Figure 18. Hourly Parking Revenue by Garage and Year.

Garage	2014	2015	2016
Fourth Street	\$ 9,986.54	\$ 8,063.75	\$ 10,974.25
Walnut Street	\$ 83,252.94	\$ 80,535.91	\$ 62,865.29
Morton Street	\$ 70,983.75	\$ 49,638.01	\$ 52,900.50
Total	\$ 164,223.23	\$ 138,237.67	\$ 126,740.04

There were days during 2016 when the Walnut or Fourth Street Garages did not generate enough revenue to cover staffing expenses. These costs could be offset by aligning the hours of gate enforcement at the Fourth Street and Walnut Street Garages to 24/6, as is the case at the Morton Street Garage. Ryan Daily, Garage Manager for the City of Bloomington, estimated that by so aligning the hours of enforcement, the Fourth Street Garage would generate at least \$30,000 of additional revenue per year.

“Three Hours Free” Also Affected Hourly Lot Revenues

Hourly revenues in Garages & Lots has declined since the 2015 expansion of the “three hours free” policy. Referencing the revenues section of Figure 7, the “Lots - Hourly Revenue” line item declined \$50,000 from 2015 to 2016. In years prior, this number was combined with the “Garages - Hourly Revenue” line item. The total cost of providing free parking when considering surface lots could amount to \$100,000-150,000 in lost revenue per year.

⁵⁶ Ryan Daily, *City of Bloomington Parking Garages 2017 Report & Recommendations*.

Figure 7: Excerpt of Parking System Financial Data, 2011-2016.

Revenue	2011	2012	2013	2014	2015	2016
Revenues						
Garages – Hourly Revenue	\$ 36,813	\$ 40,281	\$ 829,968	\$ 125,960	\$ 127,221	\$ 150,040
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Metered Pkg. – Hourly Revenue				\$ 2,157,473	\$ 2,170,726	\$ 2,218,006
Metered Pkg. – Convenience Fee			\$ 53,779	\$ 153,081	\$ 147,661	\$ 161,169
Neighborhood Zone Permits	\$ 114,869	\$ 115,555	\$ 122,075	\$ 124,929	\$ 125,438	\$ 131,860
NZ Resident-Only Parking Permits				\$ 167	\$ 156	\$ 542
Program Revenues	\$ 755,494	\$ 757,572	\$ 1,632,176	\$ 3,561,344	\$ 3,552,198	\$ 3,633,824

The Commission estimated that \$150,000 in normally expected revenue was lost due to the “three hours free” policy due to the following factors:

- ▶ 71% of parkers exited the Fourth Street Garage prior to three hours: a maximum cost of \$67,000 with at least \$30,000 of the \$67,000 of lost revenue related to a lack of 24/6 gated enforcement;
- ▶ a \$50,000 drop in hourly surface lot revenues from 2015 to 2016;
- ▶ approximately \$15,000 in lost revenue at the Walnut Street Garage from lack of 24/6 enforcement; and
- ▶ a \$20,000 net annual decrease from 2014 to 2016 at the Morton Street Garage.

Garages & Lots Financial Performance

2016 Revenues

During 2016, 78% of Garages.& Lots revenues were derived from lot permit fees and leases, with 20% from hourly parking. The smallest amount, 2%, was derived from lease income of the first-floor commercial spaces. While first floor commercial space may be desirable from a planning perspective, lease revenue has not contributed substantially to the financial viability of the 7th Street or Morton Street garages.

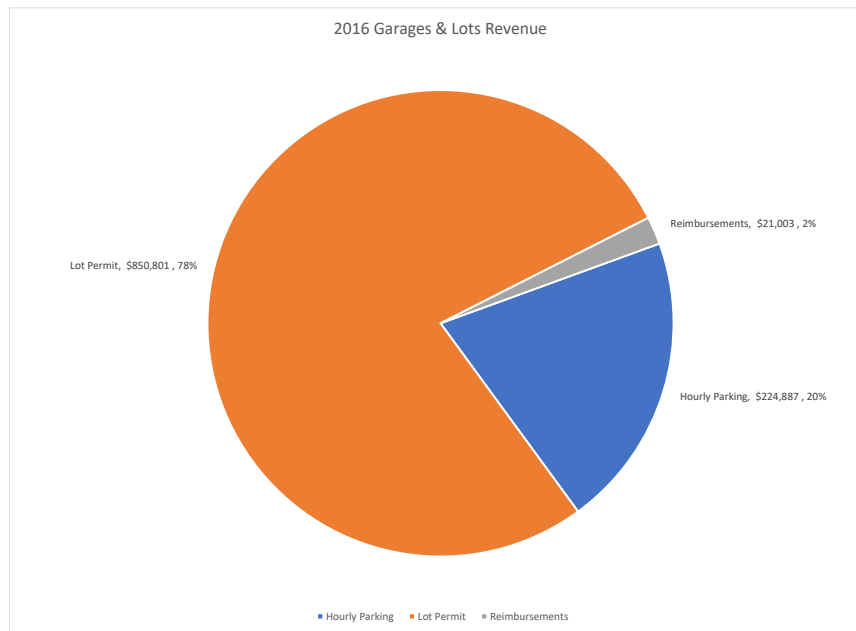
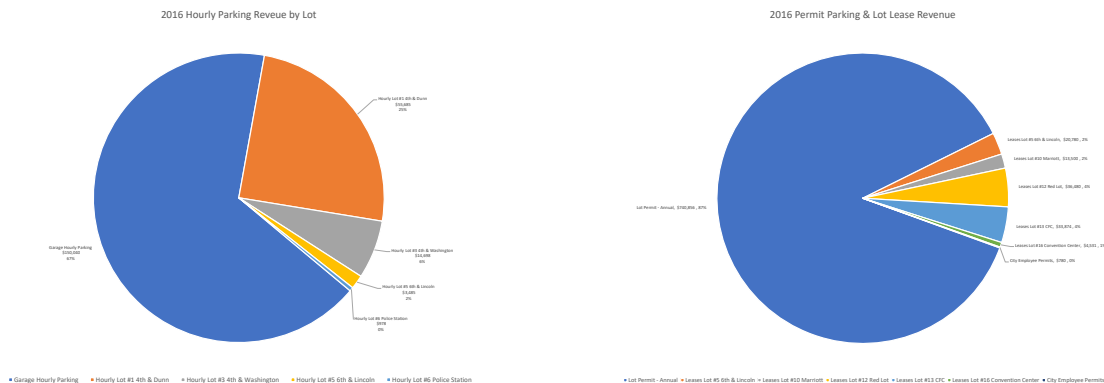


Figure 19: 2016 Garages & Lots Revenues by Type.



Figures 20 and 21 The Garages & Lots program's Hourly Parking and Lease Revenues by Lot.

Revenue Shortfall of \$261,202 in Fiscal Year 2016

Expenses in Garages & Lots fell into four major categories: Staffing expenses, Equipment & Supply expenses, and Operational expenses and General Fund charges for overhead (Figure 22). The largest expense category, Equipment & Supply, included the lease payments on the Walnut Street and Morton Street garages and totaled \$662,709.99. Garages & Lots Program Expenses were equivalent to 124% of Program Revenues, resulting in a revenue shortfall of \$261,202. The following strategies would increase the financial performance Garages & Lots program:

- ▶ increase hours of gated enforcement,
- ▶ aligning the hours of enforcement to create consistent enforcement of parking regulations,
- ▶ increase permit costs and/or hourly parking costs,
- ▶ reduce the amount of time of free parking to less than three hours, or
- ▶ reduce staffing costs by reducing the number of active staffing hours.

Figure 23 summarizes the financial performance of the City’s Garages & Lots for 2016. The Program cash flow shortage was compensated for by revenues from citations and TIF monies contributed by the RDC. Program Balance was \$403,302. The balance of the Parking Facilities Account, also known as City Account 452, at the end of 2016 was \$2,241,769.23.

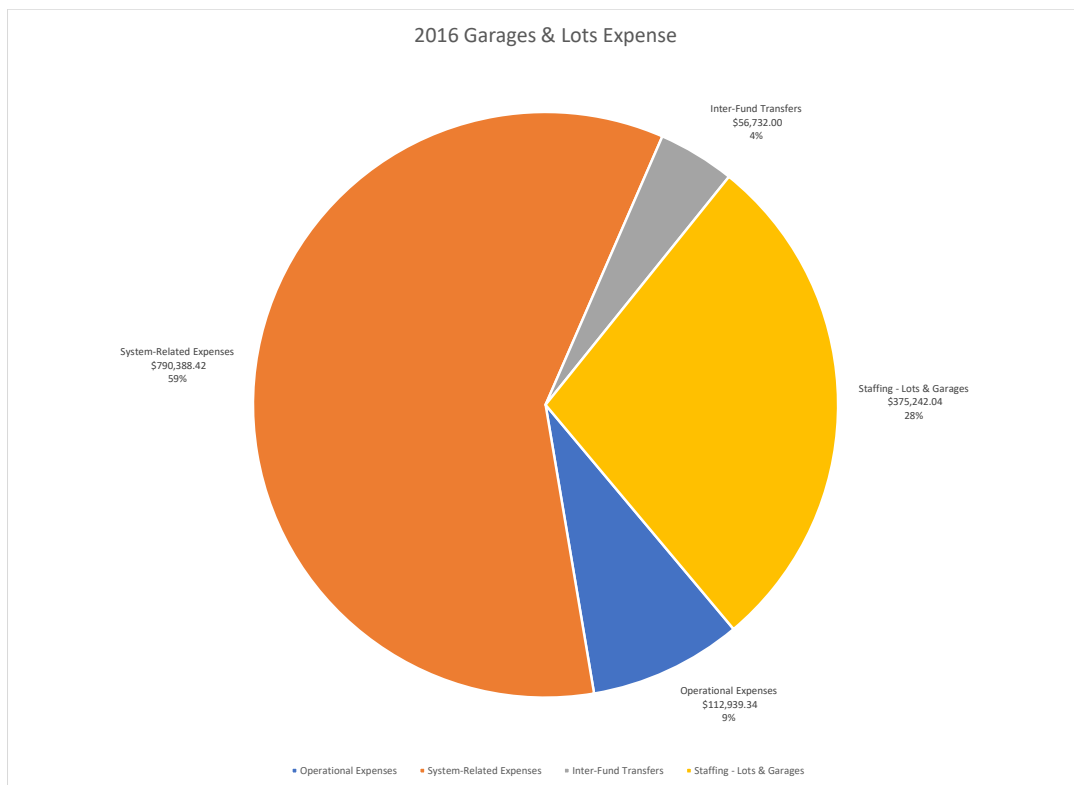


Figure 22: 2016 Garages & Lots Expenses.

Figure 23: 2016 Garage & Lots Financial Performance.

Item	Amount	Notes
Parking Facilities Account Balance Forward	\$ 1,838,467.01	
Garages & Lots Program Revenues		
Revenue – Hourly Parking Garages	\$ 150,040.28	
Revenue – Hourly Parking Lots	\$ 74,847.01	
Revenue – Garage Permits	\$ 740,856.30	
Revenue – Lot Leases	\$ 109,165.07	
Revenue – Employee Parking	\$ 780.00	Printing Cost of Permits: \$1,377.51
Revenue – Other Income	\$ 21,003.18	
Total Program Revenues	\$ 1,096,691.84	
Garages & Lots Program Expenses		
Staffing Expenses	\$ (375,242.04)	
Operational Expenses	\$ (112,939.34)	
Equipment & Supply Expenses	\$ (812,980.33)	
General Fund Charges	\$ (56,732.00)	
Total Program Expenses	\$ (1,357,893.71)	
Program Cash Flow	\$ (261,201.87)	
Other Income		
Citation Revenues	\$ 1,572.00	0.92% of Hourly Revenue
Miscellaneous Income	\$ 222.10	
TIF Subsidy	\$ 662,709.99	
Total Other Income	\$ 664,504.09	
Program Balance	\$ 403,302.22	
Garages & Lots Closing Balance	\$ 2,241,769.23	

Staffing Expenses

Salaries drawn from the Parking Facilities account were paid to the Garage Manager and attendants, Parking Enforcement employees, four employees of Public Works including a fifth who has since left the City, and three employees of the Controller's office — staff whose primary focus is parking operations.

Total payroll expense including benefits was \$375,242 (Figure 24).

Figure 24: 2016 Garages & Lots Staffing Expenses.

Staffing - Garages & Lots	Amount	Subtotal
452-26-260000-51110 Salaries and Wages - Regular	\$ 212,644.58	
452-26-260000-51130 Salaries and Wages - Overtime	\$ 2,205.00	
452-26-260000-51210 FICA	\$ 15,420.72	
452-26-260000-51220 PERF	\$ 28,521.66	
452-26-260000-51230 Health and Life Insurance	\$ 92,911.00	
452-26-260000-52430 Uniforms and Tools	\$ 1,878.87	
452-26-260000-53420 Worker's Comp & Risk	\$ 15,937.00	
452-26-260000-53210 Telephone	\$ 5,723.21	\$ 375,242.04

Operational Expense

The City incurs significant costs from processing credit cards transactions. Costs include the monthly rental fee of credit card processing terminals, a per-swipe charge, and interchange fees — a percentage of the transaction amount charged by the card issuer. The City's garages accepted credit cards for monthly permit fees and for parking time purchased at the pay-on-foot and pay-on-exit terminals.

Significant Potential Savings through ACH Payment Processing

The City would save a significant amount of fees by transitioning the processing of monthly permit subscriptions from credit card payments to ACH (automatic clearing house) payments. In fact, Garage Manager Ryan Daily recommended a shift to ACH payment processing in his 2017 report. This issue was beyond the purview of the Parking Commission and was referred to the City's Office of Innovation.

Figure 25: 2016 Garages & Lots Operational Expenses.

Operational Expense – Garages & Lots	Amount	Subtotal
452-26-260000-52110 Office Supplies	\$ 1,493.99	
452-26-260000-52210 Institutional Supplies	\$ 1,015.10	
452-26-260000-52310 Building Materials and Supplies	\$ 3,202.51	
452-26-260000-53410 Liability / Casualty Premiums	\$ 8,103.00	
452-26-260000-53510 Electrical Services	\$ 64,167.58	
452-26-260000-53530 Water and Sewer	\$ 786.53	
452-26-260000-53830 Bank Charges	\$ 30,043.50	
452-26-260000-53940 Temporary Contractual Employee	\$ 4,055.00	
452-26-260000-53990 Other Services and Charges	\$ 72.13	\$ 112,939.34

Equipment & Supply Expenses

TIF monies subsidized the City's parking garages at the expense of other projects in the TIF district. In 2016, The RDC used \$662,710 of TIF funds to pay the full balance of lease installments on the Walnut Street and Morton Street Garages.

Monthly Lease Payments:

- ▶ \$18,759.98 per month paid to 7th & Walnut, LLC to service debt on the Walnut Street Garage
- ▶ \$36,405.49 per month paid to Mercury Development, LLC to service debt on the Morton garage

Figure 26 details payments made to key vendors that support the City's Garages & Lots.

Figure 26: Parking Facilities Payments by Vendor – Equipment & Supply Expenses, 2016.

Vendor	Amount Paid	Vendor Notes
Evans Time, Inc	\$ 60,530.74	provided services essential for garage enforcement including time clocks, gate arms and ticket machines
Otis Elevator Company	\$ 47,264.92	provided repairs and maintenance of elevators in all three garages along with an annual maintenance agreement
The Toledo Ticket Co	\$ 9,742.16	printed tickets used by the POF and POE garage equipment.
Cassady Electrical Contractors	\$ 9,633.16	performed repair and maintenance at the direction of the City
Koorsen Fire & Security, Inc	\$ 3,166.48	provided fire protection and inspection service—a service that may be performed by the City Fire Department

In 2016, \$812,980 was spent on Equipment & Supply in support of Garages & Lots. Figure 27 details expenses by account code. The largest expenditure was the lease payments on the garages. The City owns the Fourth Street Garage outright.

Figure 27: 2106 Garages & Lots System Related Expense.

Equipment & Supply Expenses – Garages & Lots	Amount	Subtotal
452-26-260000-52420 Other Supplies	\$ 18,085.59	
452-26-260000-52340 Other Repairs and Maintenance	\$ 4,506.32	
452-26-260000-53610 Building Repairs	\$ 51,727.48	
452-26-260000-53630 Machinery and Equipment Repairs	\$ 20,474.79	
452-26-260000-53640 Hardware and Software Maintenance	\$ 54,976.16	
452-26-260000-53650 Other Repairs	\$ 500.00	
452-26-260000-53840 Lease Payments	\$ 662,709.99	\$ 812,980.33

Public–Private Partnerships, Rate Increases, and User Fees

The Commission cautions future Administrations and Common Councils to carefully examine the balance of the public benefit in any public-private partnership, along with the City's relationship with developers, prior to entering into new agreements to build additional parking structures near the Monroe County Convention Center, in the Trades District, or when it is time to replace the Fourth Street Garage. The story of how the city's two newer garages were negotiated demonstrate why.

Presumably, the City entered into agreements with private developers, on the advice of the Redevelopment Commission (RDC), for expertise in construction and retail space management. In 2001, the RDC negotiated with 7th and Walnut, LLC for the development, construction, and management of the first floor retail spaces of the Walnut Street Garage. The term of the structure lease with 7th and Walnut, LLC was 30 years. Similarly, in 2003 the RDC negotiated a 50-year land and 30-year structure lease with Mercury Development, LLC, a separate private developer. In both cases, the RDC negotiated the leases which were ratified by the Common Council.^{57,58}

In addition to meter and permit parking revenues in the Walnut Street Garage, the City received a share of rent from the commercial spaces. Twenty parking spaces were reserved free-of-charge to Ameritech in exchange for property located behind a City-owned lot upon which the garage was built. The developer guaranteed the City payments of \$100,000 per year to the City, a total of \$3,000,000 over the term of the lease.⁵⁹ The Commission inferred from the terms of the lease that the developer of the 7th and Walnut Street Garage will earn a return of more than of \$3 million on the asset cost of \$5.6 million over the term of lease — a minimum return on investment of 54%. The developer also earned income from the commercial leases and arbitrage on the interest of the debt.

The cost of the Walnut Street Garage was estimated to be \$5.6 million—a cost of \$16,200 per space. The RDC paid down \$493,678 of construction costs and financed the garage over 30 years at an interest rate of 7.1%. The City had the option to renegotiate the interest rate every five years. During this five year period, the developer likely profited from the arbitrage of the interest rates. As part the real estate lease, the developer paid the City \$100,000 towards the annual lease costs and shared a portion of revenue from the retail space leases in excess of \$12 per square foot.

The estimated payment for the first five-year term of the lease was \$311,793.44 per year with a total project cost of \$9.85 million over the term of the lease. In 2016, payments for the Walnut Street Garage totaled \$233,812.

⁵⁷ The Walnut Street Garage was approved by Resolution 01-15 in January 2001, and the Morton Street Garage was approved by resolution 03-34 in March 2003.

⁵⁸ Appendix 13 and 14 for the full text of the. 7th & Walnut and Morton Street garages' operating leases.

⁵⁹ 7th and Walnut Garage Operating Lease. (February, 2001).

SAMPLE SCENARIO FOR PROFORMA
THIS PAGE

7th Street Garage		Scenario 2 - \$600,000 project paydown from Downtown TIF													
Feasibility Analysis		Leases @ \$480/month, inc every 2 years; meters increased \$.25/ every 5 years													
Cash Flow Statement		Retail leased at \$14.95 net, increased 1%/year thereafter													
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Year 14
Parking annual lease price		490	490	490	490	510	510	540	540	570	570	600	600	630	630
Meter rate		0.25	0.25	0.25	0.25	0.25	0.50	0.50	0.50	0.50	0.50	0.75	0.75	0.75	0.75
Retail revenue sharing		17,250	18,124	19,007	19,899	20,800	21,709	22,628	23,556	24,493	25,440	26,396	27,362	28,337	29,322
Friedman - 40 leases (24/7)		18,000	18,000	19,200	19,200	20,400	20,400	21,600	21,600	22,800	22,800	24,000	24,000	25,200	25,200
Other leased spaces - 155 (12/5)		69,780	69,780	74,400	74,400	79,050	79,050	83,700	83,700	88,350	88,350	93,000	93,000	97,650	97,650
Lot Permits (Monroe Co.)-100 @ \$305		30,500	30,500	30,500	30,500	30,500	30,500	30,500	30,500	30,500	30,500	30,500	30,500	30,500	30,500
Metered Parking		7,500	7,500	7,500	7,500	7,500	15,000	15,000	15,000	15,000	15,000	22,500	22,500	22,500	22,500
Amerleish comp. - 20 spaces (20 yrs.)		0	0	0	0	0	0	0	0	0	0	0	0	0	0
TIF Revenue		249,429	249,429	249,429	249,429	249,429	249,429	249,429	249,429	249,429	249,429	249,429	249,429	249,429	249,429
Subtotal City-Generated		352,429	352,429	352,429	352,429	352,429	352,429	352,429	352,429	352,429	352,429	352,429	352,429	352,429	352,429
Adit:															
Developer's Guaranteed Income		100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000
Total Net Income		492,429	492,429	492,429	492,429	492,429	492,429	492,429	492,429	492,429	492,429	492,429	492,429	492,429	492,429
Lease Expenses															
Annual lease \$5. term @ 9.0%		492,429	492,429	492,429	492,429	492,429	492,429	492,429	492,429	492,429	492,429	492,429	492,429	492,429	492,429
Income after lease payment		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Additional TIF required		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total TIF required		249,429	249,429	249,429	249,429	249,429	249,429	249,429	249,429	249,429	249,429	249,429	249,429	249,429	249,429

Bonding Analysis	Annual amt.	NPV Interest Cost - Gross		NPV Interest Cost w/50% Payment	
		Annual	Total	Annual	Total
30 year bond @ 5.95%	3366,584				
		\$125,845	\$1,741,538	\$25,845	\$367,859

* excludes bond issuance expenses and fees

Proforma_TIF_ILLC.xls
6/9/00
1 of 2

Figure 28: RDC pro-forma for the Walnut Street Parking Garage.

The City's lease with Mercury Development, LLC specified a cost of \$7,310,223 plus the cost of the construction loan and origination fee for a total estimated cost of \$14,031 per parking space. The interest rate paid by the City was set at 250 basis points above the five year Treasury yield. Similar to the Walnut Street Garage lease, the City was able to renegotiate the interest rate every five years. During this period the developer was able to profit from the difference between the interest rate specified in the lease agreement and actual Treasury rates. The developer maintained an option to lease 115 spaces of the 521 space in the garage for the adjacent residential and hotel properties.⁶⁰ During 2016, the monthly lease payments for the Morton Street Garage were \$36,405.49 per month, totaling \$436,865.88. As was the case at the Walnut Street Garage, this amount was paid by the RDC from the TIF fund.

⁶⁰ Register parking Garage Operating Lease. (December 11, 2003).

Although the 2001 and 2003 Common Councils ratified the garage leases, later Councils have not raised rates to keep pace with the RDC's projections.⁶¹ The last permit price increases were in 2010 resulting in an increase of \$5 and \$7 to monthly 12/5 and 24/7 permits, respectively. The ordinance passed narrowly, 5-4.⁶² Parking rates are presently below the costs of operating expenses and capital recovery. The 2015 expansion of three hours of "free" parking to users of the City's Garages & Lots compounded the fiscal challenges observed in the Garages & Lots program. By offering "three hours free" parking, the City collected less than 25% of the maximum hourly revenue in the garages. The policy shift further contributed to the continued need for an annual subsidy of TIF monies.

For this report, the Commission examined the Council packets which included the leases and proposals presented by the City Attorney and the RDC at the time the Walnut Street Garage was ratified by the BCC. As part of the lease packets presented to the Common Council, the RDC included a pro forma in their proposal prepared for the Walnut Street Garage (Figure 28). This information was attached to the Commission's June 2017 meeting packet. After examining the pro forma of the Walnut Street Garage, the Commission determined that in 2016, the RDC paid more than \$55,000 than projected. The RDC paid \$233,812 to service the debt on the Walnut Street Garage, though its projections forecast payments of \$178,462. Since we know that the garages are near full occupancy, this discrepancy may only be attributed to a lack of steady increases to parking fees. In total, during 2016, the RDC subsidized the operation of the City's parking garages using \$662,710 of TIF monies to pay full the costs of lease payments — the cost of which could not be covered by permit fees or hourly parking revenues.

As part of its due diligence, the RDC recommended that the Common Council regularly increase meter rates and permit rates to pay for the operation and debt-service of the garage. At the time, garage spaces were equipped with single-space coin-operated meters and rates were scheduled to increase 100% of the initial rate or \$0.25 every five years. Permit rates were scheduled to increase 6.66% every three years. The RDC proposal showed the allocation of TIF monies would be offset over time by an increase from parking revenues. These increases were never sought and not approved; garage lease payments have been wholly subsidized by TIF revenues since the execution of the garage leases.

It is always a difficult political decision to raise rates. However, the annual average cost of a garage permit is below the costs of capital recovery, and far less than the operating cost per space.⁶³ The RDC's pro forma demonstrated that it did not intend to subsidize the garages at the current rate. Their projections showed TIF dollars steadily declining as revenue from parking operations was increased. TIF dollars that subsidize the operation of City garages represent a significant opportunity cost to the community.

⁶¹ See Appendix 16 and Appendix 17 for the full text of Ordinances 01–05 and 03–34, respectively.

⁶² See Appendix 18 for the full text of Ordinances 10–15.

⁶³ Walker Parking Consultants. City of Bloomington Parking Operations Plan. December, 2012. p. 32.

The Fourth Street Garage, the City's oldest, was built in 1985 and is owned by the City. The expected lifespan of the garage — a precast concrete structure — is conservatively estimated to be 40 years. In contrast, the Walnut Street and Morton Street Garages were “poured-in-place” and should exceed 75 years of service with appropriate, preventative maintenance. According to Garage Manager Ryan Daily, Public Works will request \$1.4 million in funding over the next two years to extend the life of the Fourth Street Garage.⁶⁴ A portion of funding for this work is expected to be included in 2018 budget requests.

Assuming a construction cost of \$17,000 per space, the Fourth Street Garage could be replaced for a cost of \$6 million, or expanded from a 352-space garage to a 500-space garage for \$8.5 million. Both of the estimates exclude the costs of demolition.⁶⁵ The City has an opportunity to replace the garage during a period with historically low-interest rates without disrupting permit holders which are located in the Fourth Street Garage. Fourth Street Garage permit holders could be relocated into other City garages in the month of May at a time when student permit-holders typically release their permits, minimizing disruption to permit holders during the construction process.

⁶⁴ Ryan Daily, *City of Bloomington Parking Garages 2017 Report & Recommendations*.

⁶⁵ Transportation Cost and Benefit Analysis II – Parking Costs. Victoria Transport Policy Institute, January 2017, p. 5.4-6.
<<http://www.vtpi.org/tca/tca0504.pdf>>

Chapter 4. Metered Parking Program

Key Findings

Parking Enforcement, a division of the City's Police department, enforced Metered Parking regulations from 9 am to 9 pm, six days per week. During 2016, an average of 1,480 of the 1,539 parking meters authorized by Ordinance 13-03 were available to transient parkers in the downtown. In addition to metered stalls, 179 on-street spaces were available to employees and visitors to the downtown at no cost, limited to a two hour stay. Each metered space generated an average of \$1,499 per year in parking fees and \$259 in citation revenues.

More than 1.9 million transactions were initiated in 2016 using a combination of coin-operated meters, smart meters, and the ParkMobile platform. Of these transactions, 95% were processed at smart meters, with 45% of parking fees paid by coin and 55% by credit card. Users purchased a total of 134 million minutes of parking. However, 19% of credit card and coin purchases were made outside of the normal hours of enforcement. The average amount of time purchased in a single meter transaction was 61.6 minutes. The mean block face occupancy (BFO) was computed to be 37.73%. For context, Walker Parking Consultants reported the observed mean BFO as 62% in their initial report. The break-even block face occupancy rate, the point at which revenues from the Metered Parking program are equal to the costs of administering and enforcing the program, was calculated to be 32%. Only 47 of the 96 metered blocks performed above this level.

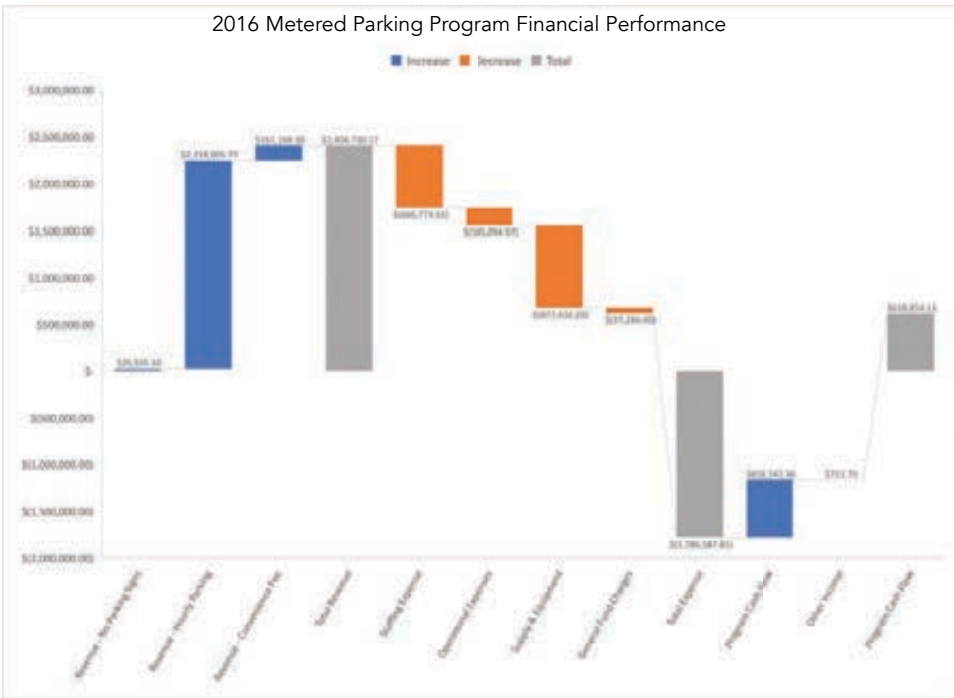


Figure 29: 2016 Metered Parking Fund Summary.

The 11,407 unique ParkMobile users accounted for 5% of all Metered Parking transactions. The top 10% of ParkMobile users (“users”) accounted for 68.2% of all ParkMobile transactions. 74.2% of users initiated fewer than five transactions during 2016; 42.8% of users initiated only one transaction. Analysis of the data revealed that 10% of users paid more in transaction fees over the course of the year than they received in parking credit, and that 3.1% of users paid for parking outside the hours of enforcement.

The Metered Parking program generated a surplus of \$618,900 which was deposited into the City’s Parking Meter Fund, also known as City Account 455. The Parking Meter Fund began the year with a balance of \$989,500. By the end of 2016, the balance had grown to \$1,608,400. Revenue from citations generated an additional \$383,100 in revenues that was deposited into the City’s General Fund.

On-Street Parking Best Practices

Even though the bias of the City’s parking system has historically favored the parker, on-street parking in the public right-of-way has always had qualities of the sharing economy as land devoted to parking is collectively owned and used by many different people over the course of the day. On-street parking is a useful and important aspect of land-use and transportation policy, but it must be actively managed for efficient and optimal use.

The value of a scarce resource can be defined as a function of intensity or the frequency of use and its sharability, with emphasis given to priority users. A never-used parking space is worthless – it serves nobody’s transportation needs. Accordingly, the value of a parking space increases as the intensity changes from almost never used to being used many times per day, most of the days of the week, and many months of the year. Furthermore, on-street parking should ensure access to the defined priority users. In areas that have high parking constraints that are also intended for short-term visitor access, it is critical that parking management strategies preclude employees, residents, and other long-term parkers from monopolizing the limited supply. If high priority users are prevented from using on-street-parking, then the parking resources are inefficiently used. This inefficiency contributes to conflicts between users and is not supportive of off-street parking or alternative (transportation) mode options. Therefore, the goals of on-street metered parking should be to efficiently manage and promote turnover of a limited amount of on-street spaces, and, where demand exceeds supply, emphasis should be given to policies which encourage a combination of a high intensity of use and a high degree of sharing of the available parking spaces.

Management of public on-street parking would not be necessary if low-cost land were abundant and available for parking construction. Parking management is necessary since the value of land dedicated to parking is always less than any other permitted use. Parking management reduces the need to build additional parking for future development, and allows the existing parking supply to be reduced, if better uses exist for vacant parcels or building areas in downtown Bloomington. It also improves the prospects for the development and use of alternative travel modes. For example, high parking fees induce some travelers to walk, bicycle, use transit, or be dropped off.

Parking behavior is largely predictable: users consider the trade-off between out-of-pocket parking price, proximity, parking search time, walking distances, parking convenience, and personal safety in deciding where to park. Increased enforcement and penalties can reduce illegal parking, while an increase in the value of walking distance or searching time will increase the rate of violation.⁶⁶

The implication is that drivers will respond to changes in price in a relatively predictable way. However, pricing is not the only strategy shown to be effective in changing drivers' behavior. Properly calibrated time limits, adjusting the hours or time(s) of enforcement combined with differential and dynamic pricing — adjusting the price by the time purchased (length of stay), time of day, or by demonstrated demand — can maximize the use of a limited parking supply.

In this chapter, the Commission provides data to address the following questions: Were parking occupancies regularly above 85% — indicating that spaces in popular locations were difficult to find, resulting in extended cruising times which produce visitor frustration? What were the space demand patterns (using occupancy standards for decision making) that would trigger an upward or downward adjustment of rates? Further, were rates appropriate to cover normal annual increases in operations of the system? Moreover, what were the key performance metrics that indicated the City was operating the Metered Parking program in an efficient, cost-effective manner that supported the continued growth of the system and furthered economic well-being of the downtown?

History of Parking Meters & Past Parking Studies

2007 Parking Study

On-street parking was metered from sometime before 1950 until 1982, when meters were removed in the name of making the downtown business district more competitive with College Mall and environs. The conversation about replacing two hour free parking with meters once again began in earnest in 2006 when Donald Shoup was invited to speak at Council Chambers in April 2006. A recording of his speech can be found at catstv.net. One year later, the City published the results of the first study conducted by Walker Parking Consultants. Walker's study focused on a 56-block area centered around the central business district and it included a review of the available parking supply, a forecast for the next five and ten year periods, and a number of recommendations about the management of on-street and off-street parking in the central business district.

⁶⁶ Gur, Y.J., Beiborn, E.A.: [Analysis of Parking in Urban Centers: Equilibrium Assignment Approach](#). Transportation Research Record 957 (1984), p. 55–62.

Figure 30: 2007 Weekday Parking Adequacy Map.



Walker reported a total of approximately 8,229 spaces in the study area: 1,475 were on-street, and 6,754 were off-street. Of the off-street spaces, 890 were open to the public and 5,864 were private or restricted-use spaces.⁶⁷ Walker reported the study area’s effective supply as 7,632 spaces. The observed peak parking occupancy for the study area was approximately 5,117 vehicles.⁶⁸ Peak occupancy occurred during the weekday daytime counts and represented 62% of the parking supply.⁶⁹

⁶⁷ Walker Parking Consultants. *City of Bloomington Downtown Parking Master Plan*. April, 2007. p. 6.

⁶⁸ Walker Parking Consultants. *City of Bloomington Downtown Parking Master Plan*. April, 2007. p. 13.

⁶⁹ Walker Parking Consultants. *City of Bloomington Downtown Parking Master Plan*. April, 2007. p. 6.

Approximately 24 blocks had negative on-street adequacy. Most of the blocks experiencing either shortage of parking or tight parking conditions were located within the central core of the downtown study area, and the eastern portions of the study area, near the Indiana University campus. Figures 30 and 31 highlight the findings of the 2007 Walker report.

Figure 31: 2007 Weekend Parking Adequacy Map.



Parking supply operates at peak efficiency when parking occupancy is adjusted to 85 percent of the available supply. When occupancy exceeds this level, users may experience delays and frustration while searching for a space. Therefore, the parking supply may be perceived as inadequate even though there are some spaces available in the parking system.

The 2007 Walker Report assumed a 3% growth rate and projected a parking space deficit over a 10-year period. To accommodate growth below the 85% occupancy threshold, Walker recommended the creation of an additional 320 spaces (plus any displaced spaces) in the same general area as the blocks that were experiencing deficits during the study period.⁷⁰ During the last ten years, no additional on-street or public off-street parking spaces have been added to the available supply.

Walker noted that many of the on-street parking spaces were occupied by long-term parkers. During the time of the study, a user could park on a block face for two hours without incurring a charge. Some users re-parked at two-hour intervals, moving their car to a different block face at the end of each two-hour interval.⁷¹

At the time the study was conducted, parking was being provided to parkers by the City for free, but not without significant cost. Because of higher land cost, greater density of development, higher development costs of structured parking, and the higher property tax burden, the real cost of providing adequate parking was far higher than in comparable suburban markets. Providing free on-street parking damages the profitability of private parking investments and deprives the City's parking system of an important revenue stream. Thus, Walker noted,

"providing free short-term parking spaces puts the City of Bloomington in the position of being the ultimate provider of parking for the foreseeable future. As parking revenue is not sufficient to amortize the costs of constructing parking at today's parking rates, free parking increases the required subsidy of the cost of parking, which in turn increases the property tax burden on all City property owners. The current policy also damages the ability of the parking system to accommodate future growth."

Walker made the following recommendations as part of the 2007 report:

On-street Parking Recommendations

1. Increase and improve wayfinding (signage) to direct patrons to other parking options .
2. Increase signage notifying patrons of the two-hour limit.
3. Reintroduce parking meters in the downtown core area.
4. Implement a parking ambassador program.
5. Re-evaluate locations of loading zones on College and Walnut Streets.
6. Clearly mark on-street spaces on the pavement.

⁷⁰ Walker Parking Consultants. City of Bloomington Downtown Parking Master Plan. April, 2007. p. 25.

⁷¹ Walker Parking Consultants. City of Bloomington Downtown Parking Master Plan. April, 2007. p. 47.

Off-street Recommendations

1. Establish standard procedures for implementing shared parking.
2. Educate planning officials and developers on the potential of shared parking.
3. Explore a downtown shuttle program to include full-time regular routes between parking locations.
4. Increasing the feel of safety and comfort for patrons.
5. Limit or eliminate the use of guaranteed, reserved spaces.
6. Expand wayfinding to include pedestrian signs from Garages & Lots to merchant/business locations.
7. Evaluate current lighting resources and update to new lighting fixtures that are more energy efficient.
8. Allow vending machines in parking structures to capture alternative revenue.

Public resistance and concern about the recession caused the Kruzan administration to delay a proposal for the installation of parking meters, and the two hours free parking policy in the central business district was continued. Few of the recommendations of the 2007 Walker report were adopted.

2012 Parking Study

The Kruzan administration revisited the issue of Downtown parking in 2012, contracting with Walker for an update of the 2007 study. In the updated report, Walker noted that the Downtown area had experienced increased parking demand from numerous new developments: two hotels, several apartment complexes, the development of the B-Line trail and several other projects.

In the 2012 report, Walker addressed the integrated nature of on-street and off-street parking, noting that “Ideally, the off-street parking would be used for longer-term parking and would provide an easy place to park in the area without having to search for an open on-street space. When on-street parking, which is the most convenient, is priced lower than the off-street parking, demand for on-street parking only increases. Thus, parking and conversely, traffic, increase as patrons and employees circulate looking for an open, ‘free,’ and convenient on-street parking space. Demand from employees further exacerbates the problem, as these parkers tend to utilize the on-street parking spaces for extended periods of time. The recommended strategy for encouraging turnover and reducing the number of employees parking in the prime on-street areas is to implement metered parking.”⁷²

In their 2012 report Walker recommended the following changes to on-street parking regulations:

1. Eliminating the “two hours free” on-street parking regulations and transition to a metered parking program.
2. Installation of multi-space meters
3. Providing free parking in blocks 52 and 53.

⁷² Walker Parking Consultants. Parking Operations Plan for the City of Bloomington. December, 2012. p. 5.

4. Developing an effective communications plan.
5. Developing a website and printed materials focusing on how the meters work.
6. Emphasizing credit card acceptance.
7. Enhancing the Residential Permit Program: increasing the size or number of zones; and analyzing the cost of administration of the program and adjusting rates to cover the costs, as needed.
8. Changing enforcement hours to 8 a.m. – 10 p.m.

2013: Re-establishment of Meters

In 2013, the Common Council adopted Ordinance 13–03, re-establishing parking meters in the central business district.⁷³ Following a public process involving the Greater Bloomington Chamber of Commerce, BTOP, downtown merchants, and concerned citizens, the Kruzan administration proposed an Ordinance that would bring about the installation of single-space smart meters in the central business district rather than the multi-space meters recommended by Walker Parking Consultants.⁷⁴ The Common Council adopted Ordinance 13–03 in March 2013. Regulations that governed Metered Parking were codified in BMC §15.40.

Ordinance 13–03 converted 1,539 on-street spaces to single-space smart metered stalls. Rates for on-street metered parking were set at \$0.25 per fifteen minutes, and enforced 8 a.m. until 10 p.m., six days per week. Figure 32 illustrates the location of the meter zone. At the same time, ParkMobile was approved as the mobile payment vendor.

Out of a concern that there should always be “free” and available parking in the downtown area, the Common Council designated a significant number of spaces in the Fourth Street Garage as “free” for the first three hours of parking— a policy which would be expanded in 2015— and Council retained 179 on-street parking spaces (located throughout the downtown) as free parking.

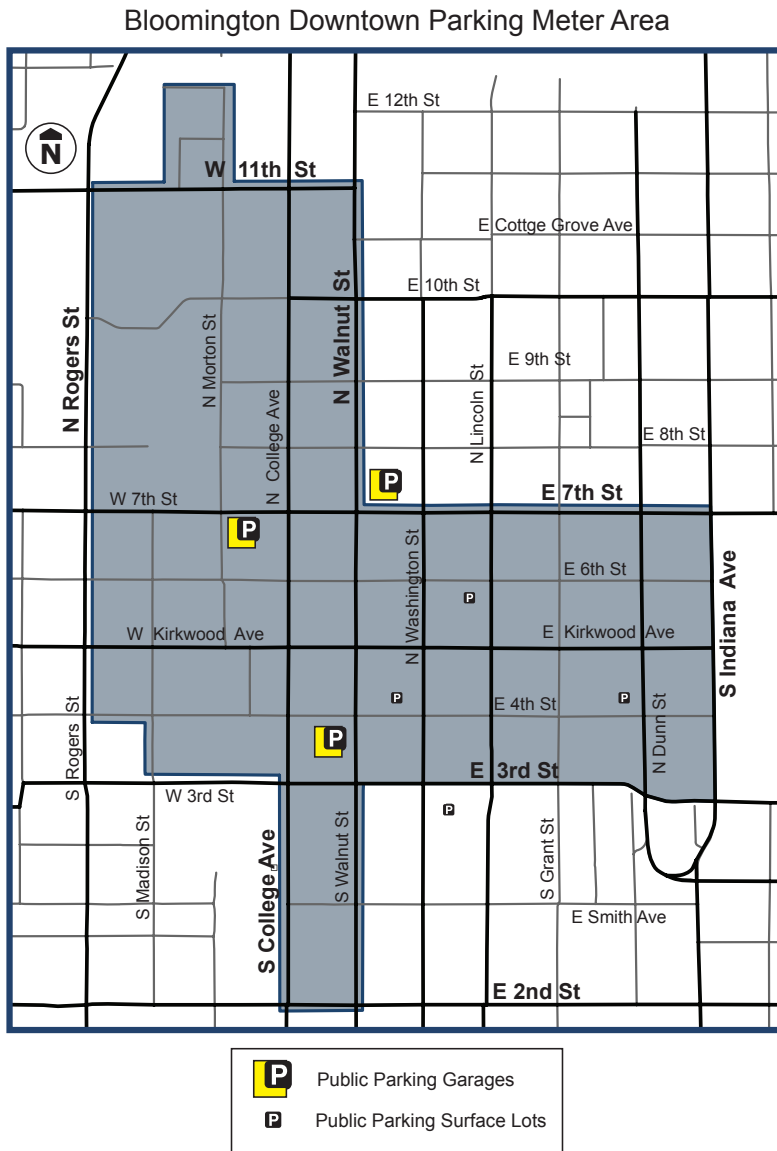
Free on-street parking was available at the following locations:

- ▶ Rogers Street from 5th to 11th (limit of two hours)
- ▶ Madison Street from 2nd to 3rd
- ▶ Washington Street from 2nd to 3rd
- ▶ Lincoln Street from 3rd to Smith
- ▶ Grant Street from 2nd to Smith

⁷³ See Appendix 7 for the full text of Ordinance 13–03.

⁷⁴ To guard against a conflict of interest, Walker was prohibited from providing parking equipment as a condition of the 2007 Parking Study NTP.

Figure 32: 2013 City of Bloomington Meter Zone.



Following the adoption of Ordinance 13-03, Mayor Kruzan shifted oversight of the parking enforcement office from the Department of Public Works to the City Police Department. Parking Enforcement officers began to serve as ambassadors of the City and as a force-multiplier for the Police Department during their routine enforcement duties.⁷⁵ Additionally, the Kruzan administration distributed parking enforcement responsibilities among seven different City departments.

⁷⁵ Tonsing, A. "Parking officers providing more eyes & ears for City." The Herald Times, 2017 May 31.

2015 Changes to Metered Parking Regulations

In 2015, the Common Council further revised parking regulations by the passage of Ordinance 15–10.⁷⁶ The Common Council shortened the hours of enforcement to 9 a.m. until 9 p.m., six days per week; modified the functionality of the ParkMobile payment platform from a fixed-time purchase to a stop-start mode; and expanded “three hours of free” policy to include to all of the City’s Garages & Lots with the exception of Lot 1, located at the intersection of Dunn Street and East Fourth Street.

The 2015 amendments to BMC §15.40 gave the Mayor the ability to suspend enforcement of on-street parking and parking in the City’s Garages & Lots, and authorized the Board of Public Works to modify rates “in conjunction with special events and promotional activities.”⁷⁷ For example, the Office of the Mayor may suspend enforcement in the event of inclement weather, or under other circumstances the Mayor deems “appropriate and reasonable,” and customarily suspends enforcement on Saturdays during December. Further, the Board of Public Works routinely suspends parking regulations for the Lotus Festival.

Metered Parking Configuration

All on-street parking stalls in the Meter Zone were equipped with IPS Group smart meters allowing visitors the choice to pay for parking by using a combination of coins or credit cards. Conventional meters were retained at a majority of the City’s off-street surface lots and accepted only coins. At both on-street and off-street surface lots, visitors were able to pay parking fees using the ParkMobile platform which was available for iPhone, Android, and as a web-based applications.

- ▶ Using coins, the rate was \$0.25 per 15 minutes of time.⁷⁸ IPS Group smart meters accepted \$1 coins, quarters, dimes, and nickels; conventional meters installed in surface lots accepted only quarters, dimes, and nickels;
- ▶ Using credit or debit cards, the rate was \$0.25 per 15 minutes of time with a minimum purchase of one hour. A convenience fee of \$0.30 per swipe was added to the transaction cost. This fee offset the City’s credit card processing costs and was recorded as a separate revenue item by the City Controller’s office.⁷⁹
- ▶ Using ParkMobile, the rate was \$0.25 per 15 minutes, rounded up to the nearest fifteen minute interval, plus a service charge ranging from \$0.30 to \$0.50 paid by the end-user. ParkMobile charged lower transaction fee to frequent users of the ParkMobile platform. ParkMobile accepted credit and debit cards

⁷⁶ See Appendix 1610 for the full text of Ordinance 15–10.

⁷⁷ BMC§15.40.20 (c): “The Board of Public Works is authorized to alter or modify the hourly charge or method of payment for parking in all municipal parking lots, garages and on-street metered parking spaces in conjunction with special events and promotional activities.”

⁷⁸ BMC §15.40.020 (b) specifies, “The charge for the use of each on-street metered parking space shall be one dollar per hour between the hours of 9 a.m. and 9 p.m. every day, except Sundays and City holidays.”

⁷⁹ The City paid IPS Group \$0.13 for every credit card swiped at a smart meter.

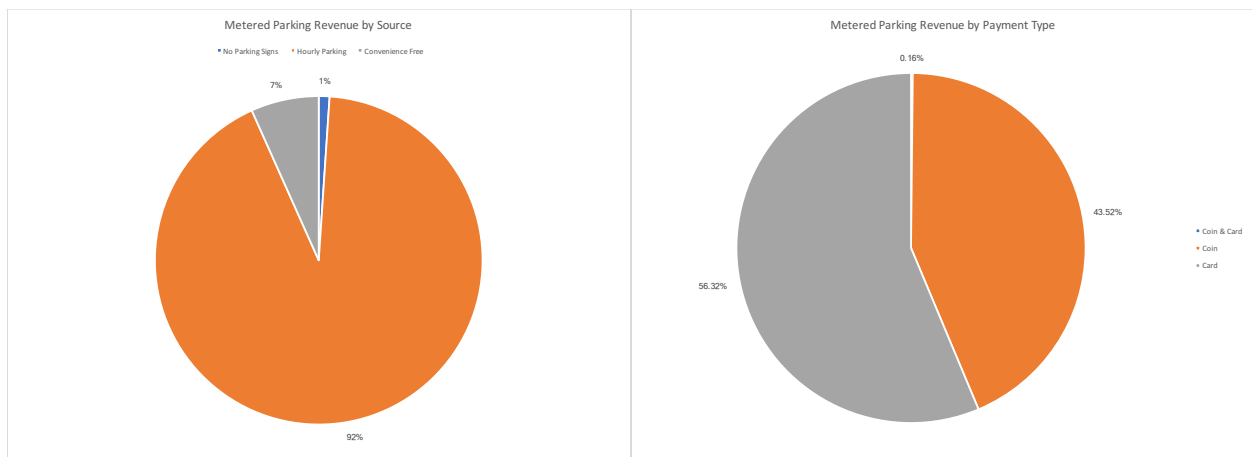
and electronic fund transfers from PayPal. ParkMobile service charges were retained by the company. The City received no share of the service charge.

During 2016, Metered Parking was enforced Monday through Saturday from 9 a.m. until 9 p.m. On-street parking was free on Sundays, City holidays, and on-street metered parking was free every Saturday during December 2016.

Certainly, maintaining sound fiscal management plays a role in rate setting, but the key goal is to balance supply against demand, maintaining occupancy rates in the range of 85-90%. Below 85%, users are likely to find a parking space close to their destination. Understandably, adjusting parking rates is a very controversial topic among stakeholders. However, if parking rates are not routinely reviewed and adjusted within the context of a clear, fair and objective policy framework, then when rates are increased, the increase may be substantial as a long period passes before fiscal challenges or occupancy patterns necessitate increases.

Metered Parking Accounting

The City derived revenue from Metered Parking from hourly parking fees, convenience fees charged to users who paid for parking using credit cards, and from the sale of special event permits. The Controller separated the revenues into three sub-accounts of City Account 455 — hourly parking, credit card convenience fees, and revenue from special event permits which were charged at a rate of \$5 per day plus \$1 for every hour of regular enforcement hours, per metered space.



Figures 33 and 34: 2016 Metered Parking Revenue by Source and Payment Type.

Usage Patterns

In preparing this report, the Commission requested and obtained the complete transaction history from IPS Group and ParkMobile for Fiscal 2016. The Commission reviewed 1.8 million IPS Group transactions and 95,000 ParkMobile transactions and determined parking session start and end times, total amount in fees paid per transaction, the methods of payment, and the meter ID number (which indicated zone and block face). Using this data, the Commission was able to calculate the distribution of payment methods, accumulation and parking load, meter performance by block face, and the mean block face occupancy.

Distribution of Transactions by Payment Method

For the period January 1, 2016 through December 31, 2016:

- ▶ Coin-only: 41.71% of transactions, 43.52% of revenue;
- ▶ Card-only: 58.25% of transactions, 56.32% of revenue;
- ▶ Coin and Card: 0.05% of transactions, 0.16% of revenue;

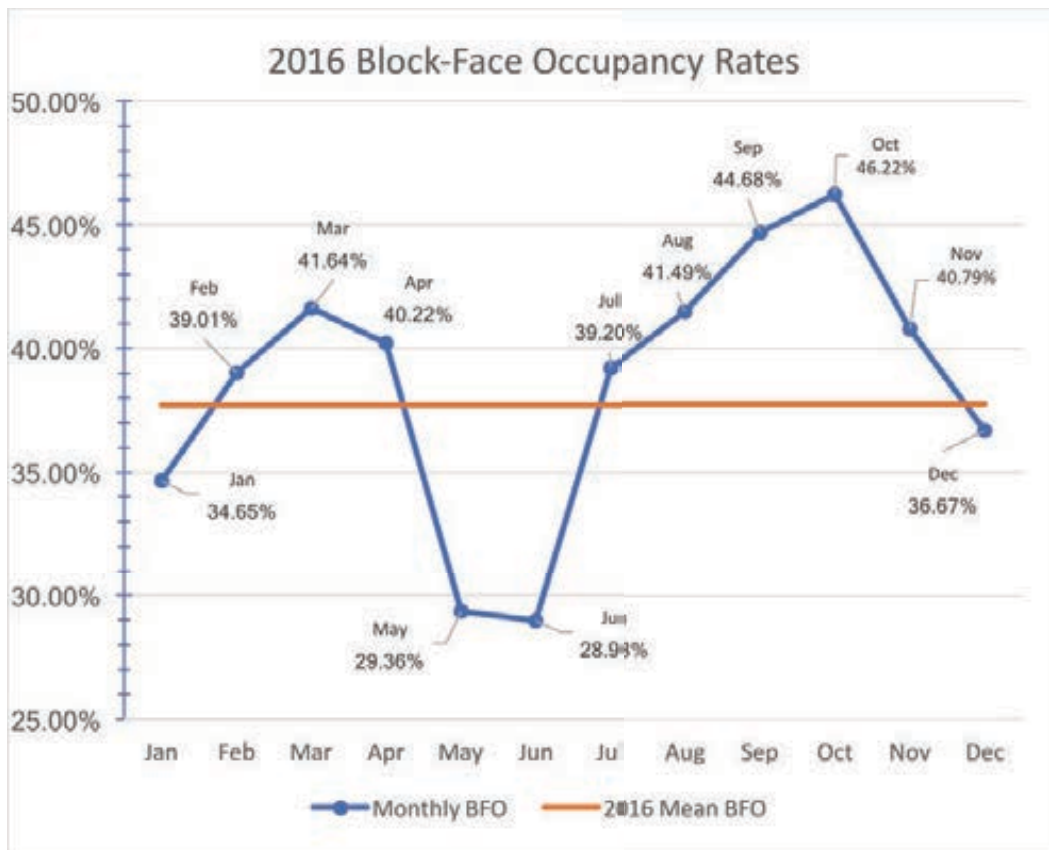


Figure 35: Block face Occupancies by Month and Mean Block Face Occupancy.

Mean Block Face Occupancy

Block face occupancy describes a ratio of meter utilization over the period of regular enforcement hours. It was calculated by dividing the aggregate amount of time purchased at each meter, on each block face, by the total available enforcement time specified per month.⁸⁰ The mean block face occupancy (BFO) was computed by month as a weighted average, considering the varying number of meters per block face and the varying number of days of enforcement along with City holidays and other dates on which enforcement was suspended. The annual mean block face occupancy was computed as a weighted average of the monthly BFO s and found to be 37.73%. This rate is far less than the peak occupancy of 62% reported by 2007 Walker in their initial report. Figure 36 lists the BFO by month while Figure 35 illustrates this graphically. In Figure 36, occupancies that exceeded 70% are highlighted in yellow; occupancies in excess of 85% are highlighted in red.

⁸⁰ See Appendix 19 for the complete set of transaction counts, dollar amounts, and block face occupancy data.

Block Face Financial Performance

Using the same data files provided by IPS Group, the Commission calculated the net financial performance of the meters by block face by month. The Commission calculated average number of meters in use on each block face per month and the total revenues generated by block face. By utilizing the expense reports provided by the City Controller, and distributing the total expense across the average number of meters installed on each block face, the Commission determined that only 47 of the 96 metered blocks generated a surplus (Figure 37). The break-even block face occupancy rate is the point at which Metered Parking revenues are equivalent to the portion of the Program Expenses apportioned to a block. The break even BFO rate was calculated to be 32%. Above this percentage, a meter block contributes to the Metered Parking and system-wide surplus. A complete set of block face calculations is listed in Appendix 19.

Figure 37: Block Faces Contributing to the Metered Parking Program Surplus.

Blockface	Zone	Total	Avg Stalls N	Weighted				GF	Total	Block-face	Contribution
		Revenue \$		Mo. Avg Revenue	Operational Expense	System Expense	Staffing Expense				
300 N College	Zone 1	18,595.65	11.00	\$ 1,549.64	\$ 1,365.40	\$ 6,472.82	\$ 4,918.65	\$ 422.59	\$ 13,179.26	\$ 5,416.39	2.56%
300 N Morton ST	Zone 1	30,676.90	23.00	\$ 2,556.41	\$ 2,854.94	\$ 13,533.86	\$ 10,284.44	\$ 883.59	\$ 27,556.62	\$ 3,120.28	1.47%
400 N College	Zone 1	11,798.40	9.67	\$ 984.81	\$ 1,199.90	\$ 5,688.06	\$ 4,322.45	\$ 371.36	\$ 11,581.77	\$ 216.63	0.10%
400 N Morton ST	Zone 1	36,792.50	22.00	\$ 3,066.04	\$ 2,730.81	\$ 12,945.24	\$ 9,837.29	\$ 845.17	\$ 26,358.51	\$ 10,433.99	4.92%
100 N Morton ST	Zone 2	18,658.60	11.00	\$ 1,554.88	\$ 1,365.40	\$ 6,472.82	\$ 4,918.65	\$ 422.59	\$ 13,179.26	\$ 5,479.34	2.59%
200 N Morton ST	Zone 2	58,451.45	35.00	\$ 4,870.95	\$ 4,344.47	\$ 20,594.20	\$ 15,650.24	\$ 1,344.59	\$ 41,933.99	\$ 16,517.46	7.80%
200 W 4TH	Zone 2	18,089.75	13.00	\$ 1,507.48	\$ 1,613.66	\$ 7,649.46	\$ 5,812.94	\$ 499.42	\$ 15,575.48	\$ 2,514.27	1.19%
200 W 6TH	Zone 2	45,000.60	23.00	\$ 3,750.05	\$ 2,854.94	\$ 13,533.86	\$ 10,284.44	\$ 883.59	\$ 27,556.62	\$ 17,443.98	8.23%
200 W 7TH	Zone 2	21,389.55	13.00	\$ 1,782.46	\$ 1,613.66	\$ 7,649.46	\$ 5,812.94	\$ 499.42	\$ 15,575.48	\$ 5,814.07	2.74%
200 W Kirkwood	Zone 2	27,301.70	14.00	\$ 2,275.14	\$ 1,737.79	\$ 8,237.88	\$ 6,260.09	\$ 537.84	\$ 16,773.60	\$ 10,528.10	4.97%
300 W Kirkwood	Zone 2	17,197.15	13.00	\$ 1,455.79	\$ 1,613.66	\$ 7,649.46	\$ 5,812.94	\$ 499.42	\$ 15,575.48	\$ 1,621.67	0.77%
100 E 6TH	Zone 3	67,888.85	41.00	\$ 5,651.74	\$ 5,089.23	\$ 24,125.22	\$ 18,133.13	\$ 1,575.09	\$ 49,122.68	\$ 18,266.17	8.62%
100 E 7TH	Zone 3	20,775.15	16.00	\$ 1,731.26	\$ 1,986.04	\$ 9,414.72	\$ 7,154.39	\$ 614.67	\$ 19,169.83	\$ 1,605.32	0.76%
100 E Kirkwood	Zone 3	37,500.70	16.00	\$ 3,125.06	\$ 1,986.04	\$ 9,414.72	\$ 7,154.39	\$ 614.67	\$ 19,169.83	\$ 18,330.87	8.65%
100 N College	Zone 3	75,231.90	32.00	\$ 6,269.33	\$ 3,972.08	\$ 18,829.44	\$ 14,308.79	\$ 1,229.34	\$ 38,339.65	\$ 36,892.25	17.41%
100 N Walnut	Zone 3	67,377.95	28.00	\$ 5,614.83	\$ 3,475.57	\$ 16,475.26	\$ 12,520.19	\$ 1,075.67	\$ 33,547.19	\$ 31,830.76	15.97%
100 S College	Zone 3	29,829.90	16.00	\$ 2,485.83	\$ 1,986.04	\$ 9,414.72	\$ 7,154.39	\$ 614.67	\$ 19,169.83	\$ 10,660.07	5.03%
100 S Walnut	Zone 3	49,055.90	22.00	\$ 4,087.99	\$ 2,730.81	\$ 12,945.24	\$ 9,837.29	\$ 845.17	\$ 26,358.51	\$ 22,697.39	10.71%
100 W 4TH	Zone 3	16,097.80	11.00	\$ 1,341.48	\$ 1,365.40	\$ 6,472.82	\$ 4,918.65	\$ 422.59	\$ 13,179.26	\$ 2,918.54	1.38%
100 W 6TH	Zone 3	59,344.55	26.00	\$ 4,945.38	\$ 3,227.32	\$ 15,298.32	\$ 11,625.89	\$ 998.84	\$ 31,150.97	\$ 28,193.58	13.11%
100 W 7TH	Zone 3	30,338.45	18.00	\$ 2,528.20	\$ 2,234.30	\$ 10,591.26	\$ 8,048.69	\$ 691.50	\$ 21,566.05	\$ 8,772.40	4.14%
100 W Kirkwood	Zone 3	97,672.65	45.00	\$ 8,139.39	\$ 5,585.74	\$ 26,478.90	\$ 20,121.73	\$ 1,728.76	\$ 53,915.13	\$ 43,757.52	20.65%
200 N College	Zone 3	32,667.00	19.67	\$ 2,731.41	\$ 2,441.18	\$ 11,572.26	\$ 8,793.94	\$ 755.53	\$ 23,562.91	\$ 9,104.09	4.30%
200 N Walnut	Zone 3	34,478.20	19.00	\$ 2,873.18	\$ 2,358.42	\$ 11,179.58	\$ 8,495.84	\$ 729.92	\$ 22,764.17	\$ 11,714.03	5.53%
100 N Lincoln	Zone 4	31,711.80	18.00	\$ 2,642.65	\$ 2,234.30	\$ 10,591.26	\$ 8,048.69	\$ 691.50	\$ 21,566.05	\$ 10,145.75	4.79%
100 N Washington	Zone 4	24,310.20	17.17	\$ 2,017.87	\$ 2,130.86	\$ 10,101.21	\$ 7,676.07	\$ 659.49	\$ 20,567.63	\$ 3,742.57	1.77%
100 S Lincoln	Zone 4	19,673.10	14.75	\$ 1,643.19	\$ 1,830.88	\$ 8,679.20	\$ 6,595.46	\$ 566.65	\$ 17,672.18	\$ 2,000.92	0.94%
100 S Washington	Zone 4	23,542.30	15.92	\$ 1,963.10	\$ 1,975.70	\$ 9,365.49	\$ 7,117.13	\$ 611.47	\$ 19,069.98	\$ 4,472.32	2.11%
200 E Kirkwood	Zone 4	28,690.15	16.00	\$ 2,390.85	\$ 1,986.04	\$ 9,414.72	\$ 7,154.39	\$ 614.67	\$ 19,169.83	\$ 9,520.32	4.49%
300 E 4TH	Zone 4	18,857.30	9.00	\$ 1,571.44	\$ 1,117.15	\$ 5,295.78	\$ 4,024.35	\$ 345.75	\$ 10,783.03	\$ 8,074.27	3.81%
300 E 6TH	Zone 4	19,615.55	14.00	\$ 1,634.63	\$ 1,737.79	\$ 8,237.88	\$ 6,260.09	\$ 537.84	\$ 16,773.60	\$ 2,841.95	1.34%
300 E Kirkwood	Zone 4	38,239.15	15.33	\$ 3,195.14	\$ 1,903.29	\$ 9,022.44	\$ 6,856.29	\$ 589.06	\$ 38,371.08	\$ 19,868.07	9.38%
100 N Dunn	Zone 5	24,165.05	9.00	\$ 2,013.75	\$ 1,117.15	\$ 5,295.78	\$ 4,024.35	\$ 345.75	\$ 10,783.03	\$ 13,382.02	6.32%
100 N Grant	Zone 5	22,412.65	9.00	\$ 1,867.72	\$ 1,117.15	\$ 5,295.78	\$ 4,024.35	\$ 345.75	\$ 10,783.03	\$ 11,629.62	5.49%
100 S Dunn	Zone 5	23,179.65	9.92	\$ 1,933.61	\$ 1,230.93	\$ 5,835.17	\$ 4,434.23	\$ 389.97	\$ 11,881.30	\$ 11,298.35	5.33%
100 S Grant	Zone 5	22,140.45	9.00	\$ 1,845.04	\$ 1,117.15	\$ 5,295.78	\$ 4,024.35	\$ 345.75	\$ 10,783.03	\$ 11,357.42	5.36%
100 S Indiana	Zone 5	25,066.40	10.00	\$ 2,088.87	\$ 1,241.28	\$ 5,884.20	\$ 4,471.50	\$ 386.17	\$ 11,981.14	\$ 13,085.26	6.18%
200 N Dunn	Zone 5	18,397.55	9.00	\$ 1,533.13	\$ 1,117.15	\$ 5,295.78	\$ 4,024.35	\$ 345.75	\$ 10,783.03	\$ 7,614.52	3.59%
200 S Dunn	Zone 5	10,494.45	6.00	\$ 874.54	\$ 744.77	\$ 3,530.52	\$ 2,682.90	\$ 230.50	\$ 7,188.68	\$ 3,305.77	1.56%
200 S Grant	Zone 5	9,418.55	6.00	\$ 784.88	\$ 744.77	\$ 3,530.52	\$ 2,682.90	\$ 230.50	\$ 7,188.68	\$ 2,229.87	1.05%
200 S Indiana	Zone 5	21,451.35	9.00	\$ 1,787.61	\$ 1,117.15	\$ 5,295.78	\$ 4,024.35	\$ 345.75	\$ 10,783.03	\$ 10,668.32	5.03%
400 E 4TH	Zone 5	61,798.70	27.00	\$ 5,149.89	\$ 3,351.45	\$ 15,887.34	\$ 12,073.04	\$ 1,037.26	\$ 32,349.08	\$ 29,449.62	13.90%
400 E 6TH	Zone 5	26,197.70	20.00	\$ 2,183.14	\$ 2,482.55	\$ 11,768.40	\$ 8,942.99	\$ 768.34	\$ 23,962.28	\$ 2,235.42	1.06%
400 E Kirkwood	Zone 5	59,556.45	23.00	\$ 4,963.04	\$ 2,854.94	\$ 13,533.86	\$ 10,284.44	\$ 883.59	\$ 27,556.62	\$ 31,999.83	15.10%
500 E 4TH	Zone 5	50,679.30	20.00	\$ 4,223.28	\$ 2,482.55	\$ 11,768.40	\$ 8,942.99	\$ 768.34	\$ 23,962.28	\$ 26,717.02	12.61%
500 E 6TH	Zone 5	43,335.00	20.92	\$ 3,612.30	\$ 2,596.34	\$ 12,307.79	\$ 9,352.88	\$ 800.55	\$ 25,060.55	\$ 18,274.45	8.62%
500 E Kirkwood	Zone 5	33,609.55	14.00	\$ 2,800.80	\$ 1,737.79	\$ 8,237.88	\$ 6,260.09	\$ 537.84	\$ 16,773.60	\$ 16,835.95	7.95%

Analysis of Average Time Purchased

Using the IPS Group block face usage data, the Commission calculated that users paid for 134,093,598.43 minutes of parking, but received credit for only 112,337,888.35 minutes. The difference of 19% between payments made and parking credited to users is due to users paying for parking outside of the normal hours of enforcement. This may indicate a need for better signage about the hours of enforcement. By examining purchased time credited when during the normal hours of enforcement, the Commission determined that the weighted-average aggregate time purchased was 61.6 minutes.

Time purchased varies by block face from a minimum average of 32.7 minutes to a maximum average of 98.0 minutes. Figures 38 and 39 list the lower and upper quartiles of average time purchased by block face along with the block face occupancy rates and the number of transactions (N).

Lower Quartile Blocks by Average Amount of Time Purchased

Blockface	Zone	Mean BFO	Total N	Avg Length of Stay
400 N Morton ST	Zone 1	50%	35,806.00	58.1
100 N Walnut	Zone 3	77%	65,210.00	58.0
200 S Madison	Zone 2	11%	3,202.00	57.9
300 N Morton ST	Zone 1	44%	31,905.00	57.7
600 N Walnut	Zone 1	10%	3,629.00	57.4
100 E Kirkwood	Zone 3	71%	37,305.00	56.9
400 S Walnut	Zone 3	24%	5,907.00	56.6
400 E Kirkwood	Zone 5	81%	59,762.00	56.3
300 E Kirkwood	Zone 4	77%	37,995.00	56.3
200 S Lincoln	Zone 4	33%	7,998.00	55.6
200 S Grant	Zone 5	45%	9,257.00	55.5
200 N College	Zone 3	49%	32,348.00	55.5
100 N Lincoln	Zone 4	52%	32,378.00	55.1
600 N College	Zone 1	17%	17,406.00	53.9
200 W Kirkwood	Zone 2	56%	27,750.00	53.5
100 N College	Zone 3	73%	79,504.00	53.4
300 E 6TH	Zone 4	43%	21,178.00	52.1
200 W 7TH	Zone 2	57%	25,857.00	49.8
400 W 8TH	Zone 1	5%	1,202.00	49.7
400 W 7TH	Zone 2	14%	16,398.00	49.7
100 S College	Zone 3	53%	33,458.00	49.7
300 W 7TH	Zone 2	37%	24,199.00	48.7
300 S Walnut	Zone 3	17%	7,380.00	45.0
400 W 4TH	Zone 2	15%	14,788.00	40.7
300 W 6TH	Zone 2	26%	31,919.00	32.7

Upper Quartile Blocks by Average Amount of Time Purchased

Blockface	Zone	Mean BFO	Total N	Avg Length of Stay
200 S Dunn	Zone 5	51%	6,453.00	91.8
500 N Morton ST	Zone 1	31%	12,006.00	89.6
500 E 6TH	Zone 5	65%	28,087.00	89.0
200 S Indiana	Zone 5	74%	15,292.00	82.5
300 E 7TH	Zone 4	10%	4,733.00	81.3
600 N Morton ST	Zone 1	16%	11,757.00	80.2
100 W 8TH	Zone 1	14%	7,137.00	78.7
100 S Madison	Zone 2	13%	6,452.00	77.8
200 N Dunn	Zone 5	62%	13,576.00	76.4
200 W 9TH	Zone 1	25%	5,844.00	76.2
400 E 7TH	Zone 5	23%	14,519.00	75.6
100 E 4TH	Zone 3	32%	12,238.00	75.5
500 E 4TH	Zone 5	79%	38,748.00	75.2
100 N Morton ST	Zone 2	50%	13,791.00	75.1
200 S Walnut	Zone 3	22%	6,370.00	73.6
400 W Kirkwood	Zone 2	7%	1,596.00	73.3
300 W 4TH	Zone 2	35%	14,524.00	72.7
800 N MORTON	Zone 1	30%	4,156.00	72.7
200 S Washington	Zone 4	15%	1,975.00	72.5
400 E 4TH	Zone 5	67%	47,083.00	72.2
200 E 7TH	Zone 4	7%	2,117.00	71.9
200 E 4TH	Zone 4	22%	12,048.00	71.6
700 N ASHLYNN PARK	Zone 1	24%	7,598.00	71.2

Figure 38 and 39: Lower and Upper Quartile Block face Average Time purchased.

Relationship between Time Purchased, Transaction Count and Occupancy Rates

A scatter plot of the number of transactions as a function of time purchased (Figure 40) reinforces to the idea that longer lengths of stays may lead to fewer overall transactions; however, a similar scatter plot of BFO as a function of time purchased (Figure 41) does not negatively correlate. That is to say, greater amounts time purchased does not contribute to higher block face occupancy rates.

Figure 40: Total Transactions as a Function of Average Time Purchased and Figure 41: BFO as a Function of Average Time Purchased.

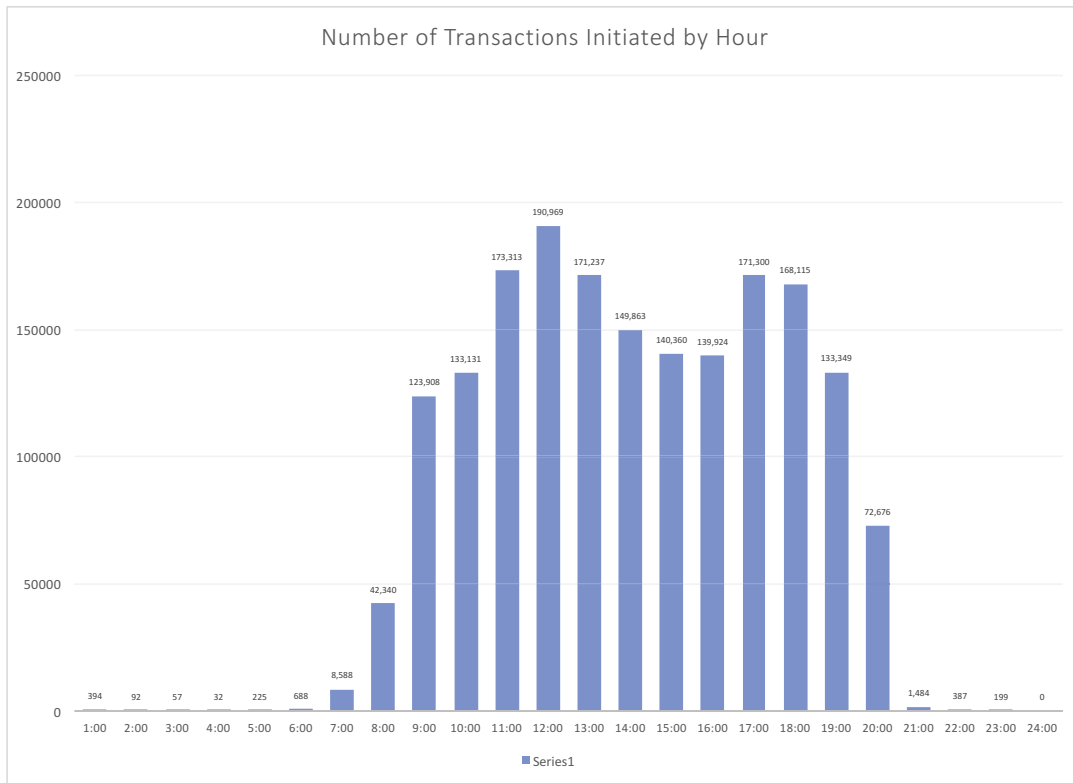
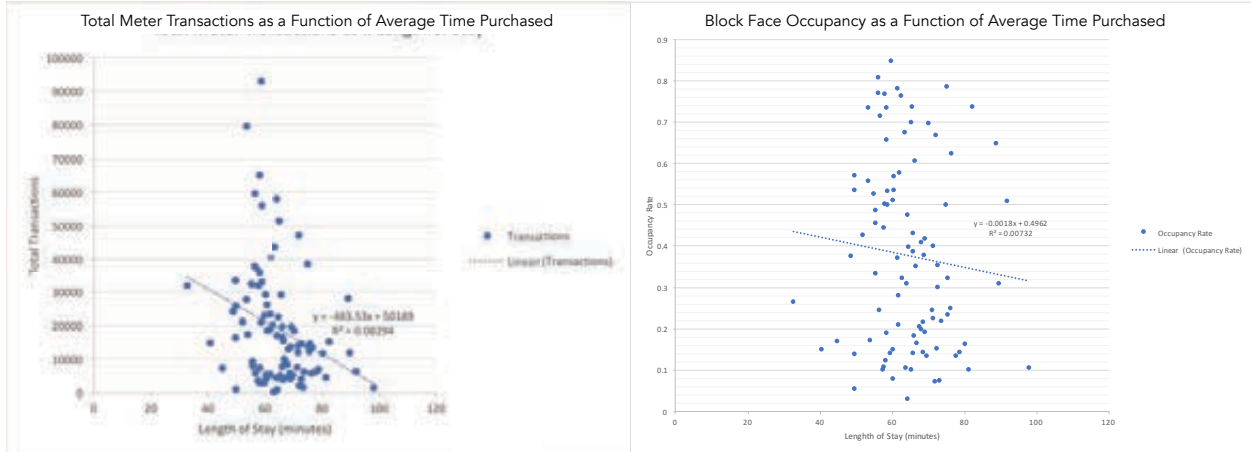


Figure 42: Frequency of Meter Transactions Initiated per Hour, 2016.

Analysis of ParkMobile Transactions

Since transactions initiated in ParkMobile are not recorded by IPS Group, the Commission requested the complete history of ParkMobile transactions processed by users during 2016. From January to December of 2016, 94,995 transactions were initiated by 11,407 unique ParkMobile users. This number represents 5.0% of all transactions in the Metered Parking program. Although the ParkMobile user base is quite small, they are an active group: the top 5% of ParkMobile users accounted for 45.6% of transactions, and the top 10% of ParkMobile users account for 68.2% of all ParkMobile transactions.

When a user paid for parking fees using ParkMobile, the user was charged a transaction fee ranging from \$0.30 to \$0.50 per transaction. The City did not retain any portion of the convenience fee. During 2016, users paid \$46,922 in convenience fees on parking fees of \$241,102. The top 10% of unique ParkMobile users generated 76.9% of the total revenues, or \$185,420. Analysis of the data revealed that 10% of ParkMobile users paid more in transaction fees than they received in parking credit, and that 3.1% of ParkMobile users paid for parking outside the hours of enforcement. ParkMobile usage data suggests that additional marketing of the availability and benefits of the platform may be warranted. 74.2% of unique ParkMobile users initiated fewer than five transactions during 2016, while 42.8% of ParkMobile users initiated only one transaction.

Metered Parking Financial Performance

Parking Meters Generated a Surplus of \$618,000

The Commission defined Program Cash Flow as the difference between the total revenues generated by Metered Parking and the total expenses charged to the program which included staffing, lease payments and finance charges, communication contracts and other operational costs, and General Fund charges. During Fiscal Year 2016, the Metered Parking program produced a surplus Program Cash Flow of \$618,142. (Figure 43). Citation revenues generated from citations issued at metered spaces were deposited in the City's General Fund, rather than the Parking Meter Fund, and as a result, citation revenues were not included when calculating the programs cash balance or Program Balance. However, with the additional revenues from citations, Metered Parking contributed a \$1 million surplus to the City's parking system. This surplus amount will increase by nearly \$240,000 annually, once the equipment lease is fully satisfied after 2017.

The balance of the Metered Parking Program Fund at the end of 2016 was \$1,608,381.51. The Parking Meter Fund, which was also known as City Account 455, was a special, non-reverting fund with a specific scope defined by BMC §15.40.015. Disbursements from the fund could only be made by the Board of Public Works for the following purposes:

1. The purchase price, rental fees, and cost of installation of the parking meters;
2. The cost of maintenance, operation, and repair of the parking meters;
3. Incidental costs and expenses in the operation of the parking meters, including the cost of clerks and bookkeeping;
4. The cost of traffic signal devices used in the municipality;
5. The cost of repairing and maintaining any of the public ways, curbs, and sidewalks where the parking meters are in use, and all public ways connected with them in the municipality;
6. The cost of acquiring, by lease or purchase, suitable land for off-street parking facilities to be operated or leased by the municipality;
7. The principal and interest on bonds issued to acquire parking facilities and devices;
8. The cost of improving and maintaining land for parking purposes and purchasing, installing, and maintaining parking meters on that land; and
9. The cost of providing approved school crossing protective facilities, including the costs of purchase, maintenance, operation, and repair, and all other incidental costs.

Figure 43: 2016 Parking Meter Zone Financial Performance.

Item	Amount
Parking Meter Fund Balance Forward	\$ 989,527.40
Metered Parking Program Revenues	
Revenue – No Parking Signs	\$ 25,555.10
Revenue – Hourly Parking	\$ 2,218,005.77
Revenue – Convenience Fee	\$ 161,169.30
Total Program Revenues	\$ 2,404,730.17
Metered Parking Program Expenses	
Staffing Expenses	\$ (666,774.55)
Operational Expenses	\$ (185,094.97)
Equipment & Supply Expenses	\$ (877,432.29)
General Fund Charges	\$ (57,286.00)
Total Program Expenses	\$ (1,786,587.81)
Program Cash Flow	\$ 618,142.36
Other Income	\$ 711.75
Program Balance	\$ 618,854.11
Parking Meter Fund Closing Balance	\$ 1,608,381.51

2016 Summary of Metered Parking Metrics

- ▶ Average number of operational meters: 1,480⁸¹
- ▶ Annual revenue from usage, per meter: \$1499.00⁸²
- ▶ Revenue from usage, per meter per week: \$28.83⁸³
- ▶ Mean block face occupancy rate: 37.51%⁸⁴
- ▶ Weighted-average aggregate time purchased was 61.6 minutes⁸⁵
- ▶ Annual revenues from Metered Parking citations, per meter: \$259.00⁸⁶
- ▶ Revenue from Metered Parking citations, per enforcement labor hour: \$23.94⁸⁷
- ▶ Cost of Metered Parking enforcement, per labor hour: \$29.74^{88,89}
- ▶ Return on Staffing Expense: -19.50%
- ▶ Metered Parking citation revenues are equal to 17.3% of parking fee revenues
- ▶ IPS Group overhead is equivalent to 15.4% of Metered Parking revenues

Staffing Expenses

The City of Bloomington employed eight full-time Parking Enforcement officers to supervise, maintain and enforce the Metered Parking program. Two additional full-time officers were assigned to enforced regulations in Neighborhood Zones, and their salaries were paid from the City's Alternative Transportation Fund, also known as City Account 454. Figure 44 illustrates the variety of positions needed to manage the Metered Parking program, while Figure 45 summarizes staffing expenses paid from the Parking Meter Fund. Employee salary data was provided by City Legal in response to the Commission's APRA request, and was included in the Commission's May 2017 meeting packet.

⁸¹ Ordinance 13-03 authorized the installation of 1,539 parking meters.

⁸² Total revenue from hourly parking divided by the 1480 metered spaces.

⁸³ Total revenue from hourly parking divided by number of metered spaces divided by 52 weeks.

⁸⁴ Calculated using IPS Group transaction data files, assuming 72 hours of enforcement per week.

⁸⁵ Calculated using IPS Group transaction data files.

⁸⁶ Rate calculations based on 1480 metered spaces. 1496 meters were in service in December 2016.

⁸⁷ FTEs were tasked to Metered Parking enforcement. Calculation assumes 2000 hours per year, per enforcement officer.

⁸⁸ Cost of Metered Parking enforcement is 24% more than Citation revenues per hour, indicating a need to raise the base rate.

⁸⁹ Rate derived from the Neighborhood Zone program. Actual cost is likely less, due to seniority of Neighborhood Zone officers.

Figure 44: 2016 Employees by Department/Job Code Paid from the Parking Meter Fund.

Position	Position
Customer Service/Security Specialist	1 Full Time Equivalent (FTE)
Parking Enforcement Supervisor	1 FTE
Enforcement Officers	8 FTE
Facilities Staff	1 FTE
Crossing Guards	16 part-time positions

The staffing expenses for Metered Parking (Figure 45) included salaries paid to a full-time supervisor and customer service/security specialist and reimbursement to the City Legal department for services provided by an assistant City attorney.

Figure 45: 2016 Parking Meter Zone Staffing Expenses.

Staffing - Parking Meter Fund	Amount	Subtotal
455-26-260000-51110 Salaries and Wages - Regular	\$ 351,726.76	
455-26-260000-51120 Salaries and Wages - Temporary	\$ 60,919.60	
455-26-260000-51210 FICA	\$ 29,070.25	
455-26-260000-51220 PERF	\$ 49,945.33	
455-26-260000-51230 Health and Life Insurance	\$ 146,004.56	
455-26-260000-51240 Unemployment Compensation	\$ 729.00	
455-26-260000-53420 Worker's Comp & Risk	\$ 15,937.00	
455-26-260000-52430 Uniforms and Tools	\$ 4,989.07	
455-26-260000-53210 Telephone	\$ 7,452.98	\$ 666,774.55

Figure 46 illustrates a typical weekly schedule of Parking Enforcement officers. Although this schedule may be typical, users should expect the times, methods, and locations of enforcement to be random, to a certain extent.

Figure 46: Representative Staffing Schedule, 2016.

Postion	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Neighborhood	7:30 am - 4:30 pm	7:30 am - 4:30 pm	7:30 am - 4:30 pm	7:30 am - 4:30 pm	7:30 am - 4:30 pm	
Neighborhood	7:30 am - 4:30 pm	7:30 am - 4:30 pm	7:30 am - 4:30 pm	7:30 am - 4:30 pm	7:30 am - 4:30 pm	
Meter Collection	7:30 am - 3:30 pm	7:30 am - 3:30 pm	7:30 am - 3:30 pm	7:30 am - 3:30 pm	7:30 am - 3:30 pm	
Meter Technician	8 am - 5 pm	8 am - 5 pm	8 am - 5 pm	8 am - 5 pm	8 am - 5 pm	
Lots/Downtown	7:45 am - 3:45 pm	7:45 am - 3:45 pm	7:45 am - 3:45 pm	7:45 am - 3:45 pm	7:45 am - 3:45 pm	
Downtown Enforcement	9 am - 5 pm	9 am - 5 pm	9 am - 5 pm	9 am - 5 pm	9 am - 5 pm	
Downtown Enforcement			9 am - 7 pm	9 am - 7 pm	9 am - 7 pm	9 am - 7 pm
Downtown Enforcement	11 am - 9 pm	11 am - 9 pm	11 am - 9 pm	11 am - 9 pm		
Downtown Enforcement	11 am - 9 pm	11 am - 9 pm			11 am - 9 pm	11 am - 9 pm
Technician/Enforcement (34 Hr)			9 am - 5 pm	9 am - 5 pm	9 am - 5 pm	9 am - 7 pm
As-Needed Enforcement	Part-time. No benefits. 20 hours per week. Scheduled as needed.					

A review of the City's historical citation data demonstrated that changes in staffing, staff sick leave, and vacation schedules have a noticeable impact on the number of citations issued by Parking Enforcement officers. However, consistent and regular enforcement is a vital tool that ensures compliance with the regulations and regular turn over of scarce, limited parking spaces. Although revenue from citations is an important benefit to the City, it should not be the sole goal of parking enforcement.

Although not widely known by the general public, Crossing Guards' salaries have traditionally been paid for by downtown parking revenues, and this practice pre-dates the installation of parking meters. This benefit of managed parking is an example of a Business Improvement District (BID) described by Shoup.⁹⁰ In Ordinance 13-03, the Common Council codified this expenditure as one of the permitted uses of the Parking Meter Fund. The City Controller recorded school Crossing Guard salaries in account '455-26-260000-51120 Salaries and Wages - Temporary'. During 2016, the City disbursed \$60,919.60 in Crossing Guards' salaries, which was equivalent to 10% of the Metered Parking program's surplus. This benefit to the community is an example of a Business Improvement District (BID) described by Shoup.⁹¹

⁹⁰ [<http://shoup.bol.ucla.edu/CruisingForParkingAccess.pdf>]

⁹¹ [<http://shoup.bol.ucla.edu/CruisingForParkingAccess.pdf>]

Operational Expenses and Equipment & Supply Expenses

The Commission examined expenses detailed in general ledger reports provided by the City Controller. Expenses were separated into two areas: Operational expense and Equipment & Supply Expenses. Operational Expenses were categorized as departmental operating expenses while Equipment & Supply were defined as specific and particular expenses relating to the installation, up-keep and maintenance, and repair of the parking meters. Figure 47 details the Operational Expense and Figure 48 details Equipment & Supply.

Figure 47: 2016 Parking Meter Zone Operating Expenses.

Metered Parking Operating Expense	Amount	Subtotal
455-26-260000-52110 Office Supplies	\$ 637.15	
455-26-260000-52240 Fuel and Oil	\$ 3,706.60	
455-26-260000-52420 Other Supplies	\$ 5,299.91	
455-26-260000-53220 Postage	\$ 10,000.00	
455-26-260000-53410 Liability / Casualty Premiums	\$ 8,103.00	
455-26-260000-53620 Motor Repairs	\$ 17,701.00	
455-26-260000-53630 Machinery and Equipment Repairs	\$ 25,187.50	
455-26-260000-53830 Bank Charges	\$ 114,459.81	\$ 185,094.97

Figure 47: FY2016 Parking Meter Zone Equipment & Supply Expenses.

Parking Meter Zone Equipment & Supply	Amount	Subtotal
455-26-260000-53150 Communications Contract	\$ 213,565.13	
455-26-260000-52340 Other Repairs and Maintenance	\$ 20,294.61	
455-26-260000-53310 Printing	\$ 10,599.72	
455-26-260000-53640 Hardware and Software Maintenance	\$ 66,623.33	
455-26-260000-53840 Lease Payments	\$ 473,169.14	
455-26-260000-53990 Other Services and Charges	\$ 5,603.21	
455-26-260000-54310 Improvements Other Than Building	\$ 87,577.15	\$ 877,432.29

Key Metered Parking Vendors

Expenses generated in the Metered Parking program were paid to four primary vendors:

- IPS Group** supplied the smart meter hardware and secure gateway to interface with T2 Flex and provided credit card processing of meter transactions.
- T2 Systems** supplied hand-held hardware and software used by Parking Enforcement officers; provided backend software for asset management and reporting; provided a frontend for users to appeal and pay violations; and provided license plate lookup via the RovR software.
- ParkMobile** provided an online payment platform for iOS, Android and web users of the parking system; provided access to the parking system via a convenience fee surcharge paid by users its platform; and processed a user's credit card, PayPal or mobile-wallet transactions.
- First Financial** underwrote the equipment lease for the City's parking meters; served as the City's primary bank; provided courier services to City Hall.

IPS Group

After the Common Council approved the installation of meters, Public Works chose IPS Group as the meter vendor through a public RFP process. In addition to the meter hardware, IPS Group provided a "secure gateway" and provided an interface to T2 Flex, the platform used by City staff to record and process parking and citation transactions.

When users paid for parking fees using a credit or debit card, IPS Group added a \$0.30 convenience fee to the cost of parking. The City was charged \$0.13 by IPS Group for every credit card processed at the single-space meters, and retained the balance of the convenience fee. Payments to IPS Group for credit card collection fees were the largest Operational Expense for Metered Parking.

The IPS Group meter transaction file revealed \$1,827,866.65 in revenue transacted using the IPS Group meters. 56.5% of the transactions were initiated by the use of a credit or debit card. The remaining 43.5% were coin-based. During Fiscal Year 2016, the City paid IPS Group \$114,460 in fees to process \$1,032,744 in credit cards transactions — equivalent to 11% of Metered Parking fees. To mitigate this expense, the City charged \$0.30 per card swipe, resulting in the collection of \$161,169 in total revenue, an offset of \$46,700.

In addition to credit card processing fees, IPS Group charged the City a per-meter management fee of \$2.00 per month (\$2,992 per month, on average) and another \$5,610 per month to maintain the secure gateway. Each month, the City paid IPS Group an average of \$14,800 for parking meter overhead. During 2016, the City paid IPS Group a total of \$213,565 for management fees and the secure gateway. This amount included the first of four \$20,000 installment payments by City Legal for monies withheld due to concerns about meter performance. Excluding the installment payment, the cost of overhead was calculated to be 10.6% of Program Revenues.

According to the Controller's ledgers, IPS Group was paid \$281,305, or 15.4% of revenues recorded by IPS Group meters as program overhead. The City Controller recorded convenience fee revenues in account "455-26-260000-43490 Credit Card Convenience Fee"; costs of credit card processing were recorded as "455-26-260000-53830 Bank Charges"; and management fees and gateway charges paid to IPS Group were recorded in account "455-26-260000-53150 Communications Contract."

T2 Systems

T2 provided the hand-held hardware and software used by Parking Enforcement officers and provided back-office software for asset management and reporting. They also provided a front-end platform for parkers who received citations to make payments in real-time. On average, the City paid T2 \$3,231.63 per month for the Flex subscription, a fee of \$1,050 per-month for Flex hosting, and \$262.60 per month for web-hosting (Figure 49). The City Controller recorded these costs in account "455-26-260000-53640 Hardware and Software Maintenance."

Parking Enforcement maintained a database of offenders and sent monthly statements via US mail. As part of the billing process, Parking Enforcement staff obtained the name and address registered to the owner of a license plate by performing a RovR lookup. The RovR service was provided by T2 Systems at the cost of \$1.95 per search.

The total amount paid to T2 during Fiscal Year 2016 as \$66,723, or 3.2% of Program Revenue. This amount included the \$100 cost of freight charges to return units to T2 for service.

ParkMobile

\$241,102 of revenue was generated separately from the IPS on-street meters by the users of ParkMobile. When a user paid using the ParkMobile platform, ParkMobile collected the parking fee and a convenience charge. ParkMobile reimbursed the City for parking time purchased by users of the ParkMobile platform, however, the City did not receive any portion or benefit from the ParkMobile convenience fee. During Fiscal Year 2016, the City incurred a single, nominal overhead charge of \$1,404 for meter sticker signage.

First Financial

First Financial acted as the City's bank. During 2016, the City made semi-annual lease payments of \$236,584.57. Lease payments will continue through the end of 2017, after which time the City will own the on-street parking meters.

Other Expenses

Operating Expense and Equipment & Supply expenses are summarized in Figures 46 and 47, respectively. Selected Equipment & Supply expenses were categorized by vendor and listed in Figure 49. In February 2016, In 2016, Parking Enforcement purchased a new Ford Colorado pickup truck with snow removal equipment for \$87,577.15.⁹² This purchase was recorded under "Improvements Other Than Building." BMC §15.40.015 states that the Parking Meter Fund may be used for the "...cost of repairing and maintaining any of the public ways, curbs, and sidewalks where the parking meters are in use."

2016 Neighborhood Zone Program Financial Performance

Figure 49: Selected Equipment & Supply Expenses categorized by Vendor, 2016

Vendor	Amount
Biller Press & Manufacturing,	\$ 2,147.00
Dri-Stick Decal Corp. (Rydin Decal)	\$ 1,506.00
First Financial Equipment Finance, LLC	\$ 473,169.00
Freedom Business Solutions	\$ 274.00
IPS Group, Inc	\$ 238,690.00
Karl Clark (KC Designs)	\$ 1,060.00
KNJ, LLC (Quality Collision)	\$ 2,229.00
Midwest Color Printing, Inc	\$ 994.00
OneBeacon Insurance Group	\$ 2,721.00
Paper Solutions, Inc	\$ 2,445.00
ParkMobile, LLC	\$ 1,404.00
Safeguard Business Systems, Inc	\$ 1,045.00
T2 Systems, Inc	\$ 66,723.00

⁹² The City also contracted with private entities for snow removal in the garages, and those expenses were recorded in the Parking Facilities account.

Chapter 5. Neighborhood Zones Program

Key Findings

Established in 1992, the Resident Neighborhood Zone parking program was established to protect residents, bicyclists and pedestrians from excessive commuter traffic in the neighborhoods and competition for parking spaces. Throughout 2016, eleven Neighborhood Parking Zones located around the City were enforced by two full-time Parking Enforcement officers. Parking in a zone between the hours of 8am — 5pm required the parker to display a permit, and only residents of the zone were eligible to obtain permits for their and their visitors' vehicles.

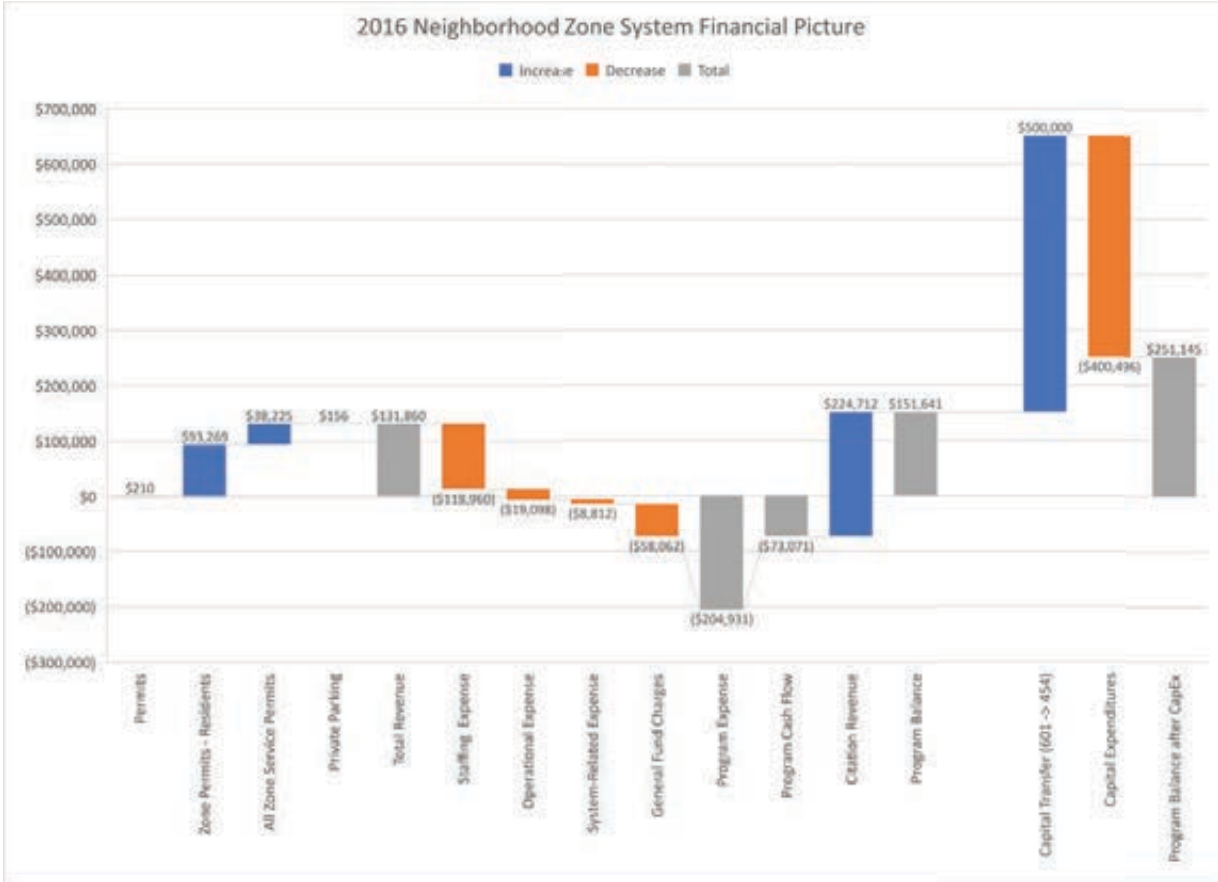


Figure 50: 2016 Neighborhood Zone Fund Summary.

The City issued “hunting licenses” with few restrictions for \$25 per year, and did so without consideration of the occupancy rate of the Neighborhood Zone. The Commission’s support staff examined the number of legal parking spaces available in each zone and compared that number of permits sold, finding that in most cases, the zones were oversold, exceeding the recommended 85% occupancy level. While the Bloomington Municipal Code (BMC) specified that issuance of a permit does not a guarantee a parking space, it is clear from the data that many of the permit holders experience difficulty parking legally in their designated zone.

In Neighborhood Zones, expenses outpaced revenues by 156% resulting in a cash flow shortage of \$73,000. The high occupancy rate in zones, as well as the Program Revenue shortfall indicates a need for an increase in permit costs. Permit prices were last adjusted in 2011.⁹³ BMC §15.37.050 specifies that all “parking permits and visitor permits issued under this chapter...shall cost twenty-five dollars per permit;” however, there are multiple recorded instances where the correct permit fee has not been properly charged or not charged at all.

The Program Balance, which included revenues from citations, was \$151,641. BMC §15.37.160 designated the Alternative Transportation Fund, specifying that all surplus revenues from permits and fines shall be used to “reduce the community’s dependency on the automobile.”⁹⁴ In practice, this fund primarily became the source of the Common Council’s Sidewalk Fund. Since expense outpace revenues, there is no surplus derived from Program Revenue; however, in support of this goal, the City transferred \$500,000 into the Alternative Transportation Fund, of which only \$400,496 was spent on intersection, bike and pedestrian improvements. The balance of \$99,504 remains in the Alternative Transportation Fund.

At the end of Fiscal Year 2016, the Program Balance after capital expenditures was \$251,144.87, and the total fund closing balance was \$996,864.56.

⁹³ See Appendix 20 for the full text of Ordinance 11–07.

⁹⁴ BMC §15.37.160: “Disposition of Revenue. All funds derived from the issuance of permits and from fines shall be used to pay the costs of operating this program. Funds received in excess of the annual cost of operating the program shall go into an alternative transportation fund. The alternative transportation fund shall be for the purpose of reducing our community’s dependence upon the automobile. Expenditures from the fund shall be approved by the Common Council.”

Overview

There were eleven Neighborhood Parking Zones around the City (Figure 51). On-street parking in these zones was limited to permit holders Monday through Friday between 8 am and 5 pm. Neighborhood residents were eligible to purchase permits, while others (service providers such as contractors, for instance) were able to purchase City-wide permits. Permits expired August 15 of each year. This Ordinance was meant to protect residents, bicyclists and pedestrians from excessive commuter traffic in the neighborhoods and competition for parking spaces.⁹⁵ BMC §15.37 summarized Neighborhood Zone regulations.

Authorizing Legislation

The Elm Heights Neighborhood Zone was established in 1992 by Ordinance 92-06⁹⁶. Since creating the first zone, the Common Council created new zones and amended the governing regulations. BMC §15.37 summarized the regulations that governed the Neighborhood Zone permit program. Subsection §15.37.160 designated the Alternative Transportation Fund,⁹⁷ and specified that all surplus revenues from permits and fines shall be used to “reduce the community’s dependency on the automobile.” In practice, this fund became the source of the Common Council’s Sidewalk Fund and was augmented by capital transfers from City Account Code 601.

BMC §15.37.170 through §15.37.240 authorized the Board of Public Works and the Controllers office to issue permits for select groups under special conditions and included provisions for residents of Collins dormitory, Zone 7 fraternities and sororities, and employees of Kirkwood businesses and the Monroe County Public Library. In some cases, BMC Title 15 did not specify a cost for the permit. In the majority of cases, the permit’s use was not in line with the stated goals of the City’s 2002 Growth Policy Plan or the current draft of the City’s Comprehensive Plan, particularly in the furtherance of the goal of promoting alternative modes of transportation and reducing traffic and congestion. Further complicating the problem, the numbers of special permits sold were not tracked contemporaneously with the sale of the permit. Because of this, the number of permits issued may exceed the number specified in the Bloomington Municipal Code. City Legal was unable to provide a response to several of the Commission’s questions related to permits issued under BMC §15.37 due to the lack of available tracking data.

⁹⁵ See Appendix 21 for the full text of Ordinance 92-06.

⁹⁶ See Appendix 22 for a survey of Neighborhood Zone Ordinances.

⁹⁷ BMC §15.37.160: “Disposition of Revenue. All funds derived from the issuance of permits and from fines shall be used to pay the costs of operating this program. Funds received in excess of the annual cost of operating the program shall go into an alternative transportation fund. The alternative transportation fund shall be for the purpose of reducing our community’s dependence upon the automobile. Expenditures from the fund shall be approved by the council.”

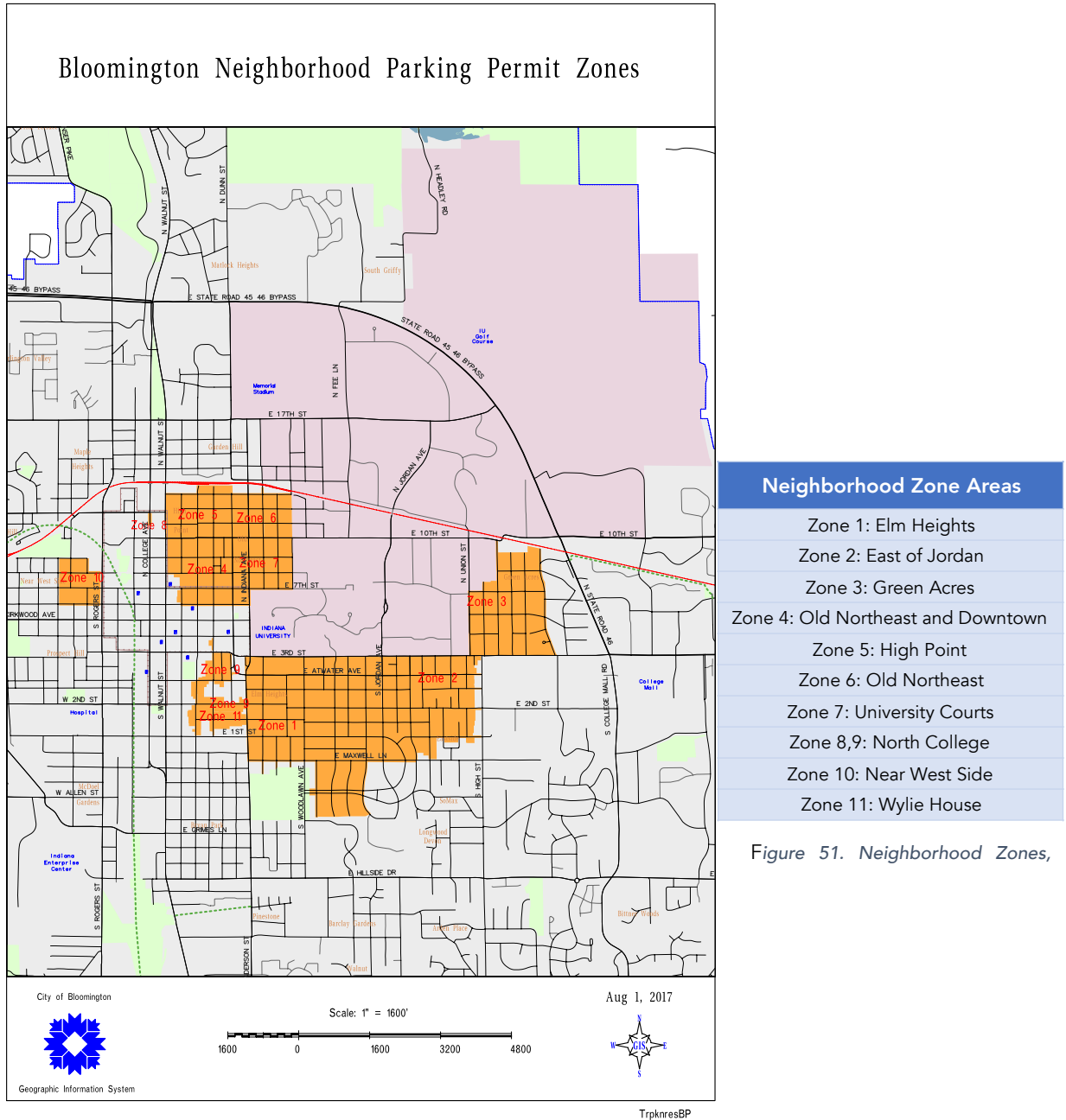


Figure 51. Neighborhood Zones,

Current Rules for Issuance of Permits

Any person who maintained a residence within a Neighborhood Parking Zone was eligible to apply for one parking permit per vehicle. A current property tax statement or current utility bill served as proof of residency for homeowners. Renters were required to submit a current lease. A current vehicle registration was also necessary.

Permit cost for residents was \$25. A visitor permit was an additional \$25. Permit rates have not been adjusted since 2011. Permits expired on August 15 of the year. Permits were required to be affixed to the vehicle in the lower left corner of the rear window and be visible to the Parking Enforcement officer. Visitor permits were required to be hung from the rearview mirror. A resident living in the Neighborhood Zone was able to purchase a visitor permit for use only by a visitor temporarily visiting that address. Only one visitor permit could be purchased per address. Businesses did not qualify for visitor permits. Permits were non-transferable. Figure 52 summarized the type and number of permits sold in Fiscal Year 2016.

Figure 52: Permits issued by Zone and and Type.

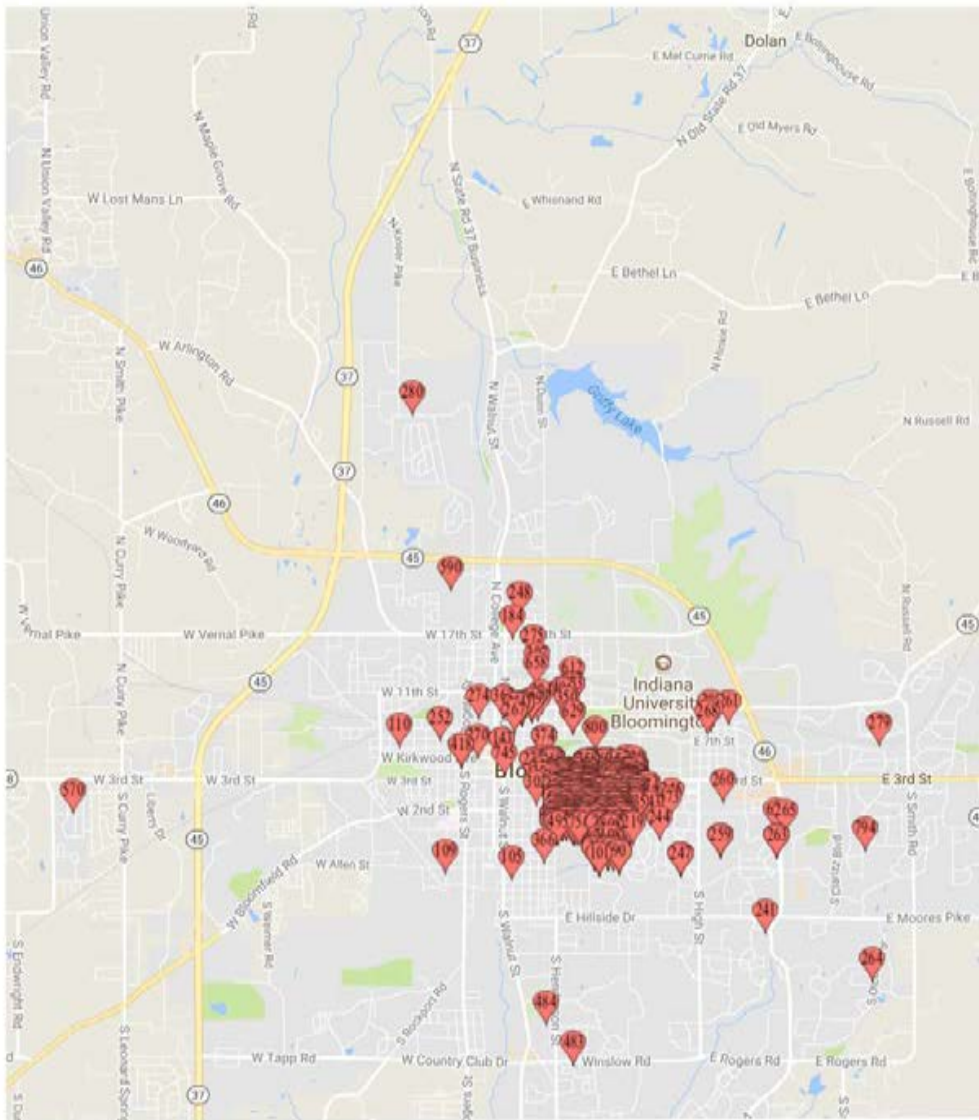
Permit Type	Permits Issued	Visitor Permits	Construction	Temporary Permits
Zone 1	862	346	87	91
Zone 2	183	83	7	12
Zone 3	131	45	9	12
Zone 4	522	113	14	37
Zone 5	292	73	6	38
Zone 6	88	27	16	13
Zone 7	286	42	80	55
Zone 8	21	4	0	3
Zone 9	139	56	5	23
Zone 10	51	16	1	10
Zone 11	27	9	1	6
SubTotal	2,602	814	226	300
All-Zone Permits	702			
Total	3,304	814	226	300

A resident or visitor permit allowed the permit holder to park on-street anywhere in the zone for which the permit was issued, where there was not any other parking restriction, such as a no-parking zone or a yellow curb.

The Commission obtained the permit holders' address of record from T2 account data, geo-coded the addresses, and plotted the addresses on a Google map. Figure 53 illustrates a representative plot using Zone 1 permit data. Although permits were non-transferrable and businesses did not qualify for permits under BMC §15.37, Figure 53 shows that approximately 10% of the permits issued in Zone 1 were issued to persons with an address of record outside of the boundaries of the Neighborhood Zone. These outliers cannot be readily explained. The address data may represent prior address information provided by the applicant, commercial real estate entities acquiring permits

on behalf of their tenants which was prohibited under BMC §15.37, Zone 1 tenants whose parents' or permanent address was located in another part of Bloomington (however, this is unlikely to be the case in Zone 1 as many of the houses are owner-occupied) or data entry errors. Additional review of the application process and the eligibility requirements of persons or entities which apply for a permit is required, particularly since Zone 1 is above the 85% recommended occupancy level when considering the number of resident and visitor permits issued.

Figure 53: Plot of Zone 1 Permit Holders' Address of Record,



Neighborhood Zones were enforced Monday thru Friday, 8 a.m. to 5 p.m. every day that City Hall was open. Neighborhood Zone regulations were in effect throughout the year. Permit holders were required to comply with emergency regulations and other existing parking ordinances. Violation was subject to a citation of \$20 that escalated to \$40 if unpaid after two weeks.

Non-resident landlords, realtors and service agents were authorized to use a visitor permit from the resident while conducting service. Contractors were able to purchase a yearly permit for all eleven Neighborhood Zones for \$55. Contractors were also purchase a one-day permit for all Neighborhood Zones for a \$5.00 fee.⁹⁸

Best Practices

In their 2007 report, Walker Parking Consultants provided a summary of best practices used by other communities to regulate Neighborhood Zone programs. Walker noted that Neighborhood Zone parking programs are most common in university communities and tourist and resort communities. Their summary of best practices included:

- ▶ Proof of residency requirements, i.e. driver's license, utility bill, voter registration, etc.;
- ▶ Proof of state vehicle registration;
- ▶ Restrictions related to special event, emergency, street-cleaning and snow-emergency parking;
- ▶ Restrictions on the number of permits issued per household. For instance, in Denver, CO residents are restricted to one permit per household;
- ▶ For communities that issue more than one permit per household, escalating permit rates are common;
- ▶ Provisions allowing non-profit organizations to qualify for and obtain visitor parking permits for a zone if the organization is located within the zone or on either side of an adjacent commercial block;
- ▶ Prohibitions against parking in violation of parking meters, loading zones and no-parking zones; and
- ▶ Prohibitions against parking for more than 72 hours in the same on-street parking space.

⁹⁸ <<https://bloomington.in.gov/transportation/parking/neighborhood-parking>>

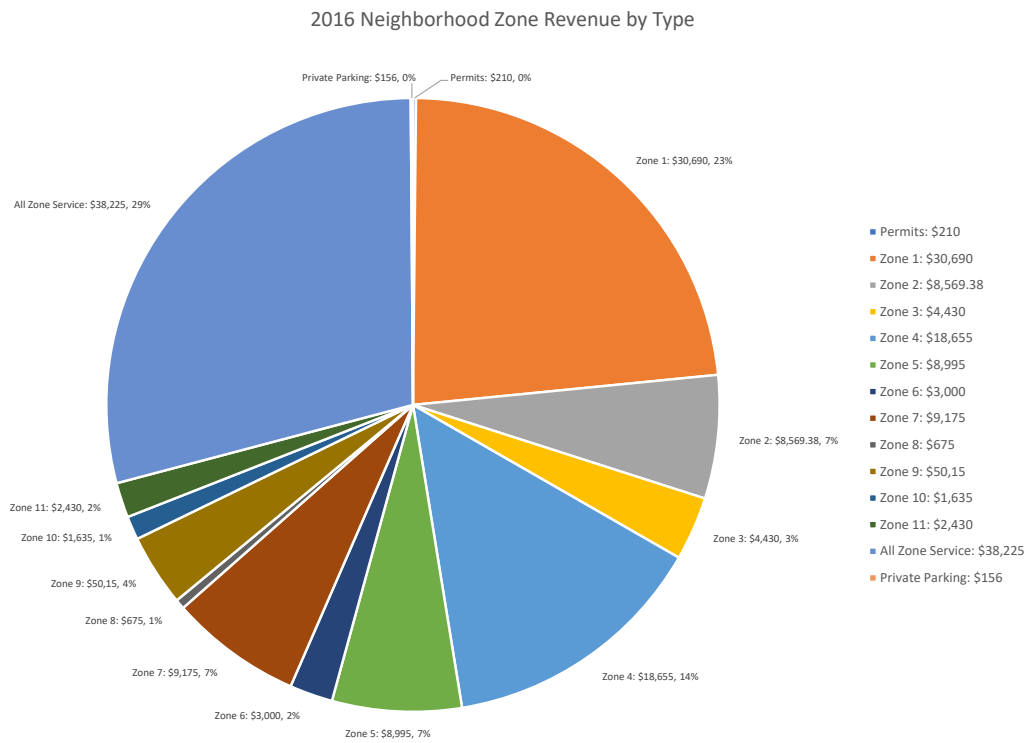
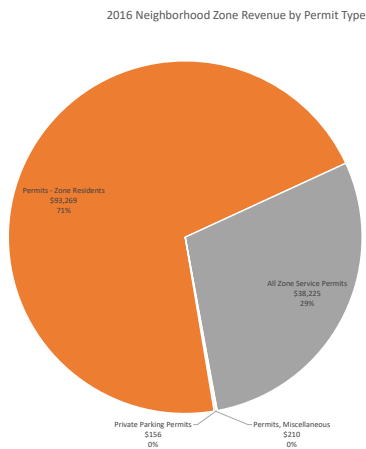
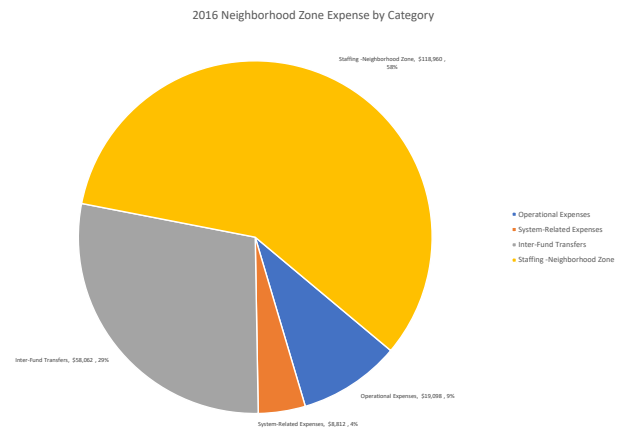


Figure 54: Neighborhood Zone Revenue by type



- Permits, Miscellaneous
- Permits - Zone Residents
- All Zone Service Permits
- Private Parking Permits



- Operational Expenses
- System-Related Expenses
- Inter-Fund Transfers
- Staffing - Neighborhood Zone

Figures 55 & 56: 2016 Neighborhood Zone Revenues by Permit Type and Neighborhood Zone Expense by Category.

Figure 57: 2016 Financial Performance of Neighborhood Zones.

Item	Amount	Notes
Neighborhood Zone Fund Balance Forward	\$ 745,719.69	
Neighborhood Zone Program Revenues		
Permits	\$ 210.00	
Zone 1 Permits	\$ 30,690.00	
Zone 2 Permits	\$ 8,569.38	
Zone 3 Permits	\$ 4,430.00	
Zone 4 Permits	\$ 18,655.00	
Zone 5 Permits	\$ 8,995.00	
Zone 6 Permits	\$ 3,000.00	
Zone 7 Permits	\$ 9,175.00	
Zone 8 Permits	\$ 675.00	
Zone 9 Permits	\$ 5,015.00	
Zone 10 Permits	\$ 1,635.00	
Zone 11 Permits	\$ 2,430.00	
All Zone Service Permits	\$ 38,225.00	
Private Parking	\$ 156.00	
Total Program Revenues	\$ 131,860.38	
Neighborhood Zone Expenses		
Staffing Expenses	\$ (118,959.97)	
Operational Expenses	\$ (19,097.70)	
Equipment & Supply Expenses	\$ (8,811.69)	
General Fund Charges	\$ (58,062.00)	
Total Program Expenses	\$ (204,931.36)	
Program Cash Flow	\$ (73,070.98)	Operational Shortfall
Other Income		
Citation revenues	\$ 224,712.10	170% of Program Revenues
Total Other Income	\$ 224,712.10	
Program Balance	\$ 151,641.12	
Capital Transfer (601 -> 454)	\$ 500,000.00	\$500,000 from 601
Capital Expenditures	\$ (400,496.25)	
Program Balance after Capital Expenditures	\$ 251,144.87	
Neighborhood Zone Fund Closing Balance	\$ 996,864.56	

Neighborhood Zone Occupancy Calculations

At present, Bloomington has few restrictions on the issuance of Neighborhood Zone permits, and issues permits without regard to the occupancy rate of the Neighborhood Zone. At the request of the Commission, Seyedamir Kaboli Farshchi, Long Range Planner for the City of Bloomington, performed a study of Zone 1, Elm Heights, Zone 4—Old Northeast, Zone 10—Near Westside, and Zone 11—Wylie House.

General legal parking space numbers for each block were measured and calculated through the use of Google Maps, Google Earth, and the City's GIS system, considering a typical parking space to be approximately 22' in length. Driveways, alleys, corners and intersections were excluded from the legal parking area in order to determine the most accurate estimate of the number of legal parking spaces. Heretofore, the information presented in Figure 58 has not been available to any of the City's departments which manage the Resident Neighborhood Zone parking program. This data is essential for determining the occupancy rates and for appropriate parking rates in Neighborhood Zones.⁹⁹

Figure 58 calculates the zone occupancy two different ways. "Permit Occupancy," the best case, assumes only permit holders are parked on the street. "Permit and Visitor" occupancy assumes that all permit holders and all visitor permits are parked on the street, simultaneously. The actual occupancy at any given time is likely to be found between the bounds of the "Permit Occupancy" and "Permit and Visitor Occupancy."

⁹⁹ Appendix 22: Neighborhood Zone Occupancy Calculations.

Figure 58: Neighborhood Zone Permits by Type and Occupancy Rates.

Zone	Permits	Visitor	Temp	Total Permits	Legal Spaces	Permit Occupancy	Permit & Visitor Occupancy
Zone 1	862	346	173	1381	1341	64.3%	90.1%
Zone 2	183	7	12	202	749	24.4%	25.4%
Zone 3	131	45	102	278	351	37.3%	50.1%
Zone 4	522	113	51	686	454	115.0%	139.9%
Zone 5	292	72	46	410	292	100.0%	124.7%
Zone 6	88	27	27	142	149	59.1%	77.2%
Zone 7	286	43	135	464	333	85.9%	98.8%
Zone 8	20	5	3	28	14	142.9%	178.6%
Zone 9	139	57	32	228	119	116.8%	164.7%
Zone 10	49	16	8	73	184	26.6%	35.3%
Zone 11	75	25	9	109	112	67.0%	89.3%
Total	2,647	756	598	4,001	4,098	64.6%	83.0%

Neighborhood Zone Financial Performance

Revenue Shortfall of \$73,000; Citations and Capital Transfer Subsidize the Program

The Neighborhood Zone parking program operated with an Program Cash Flow deficit in 2016. Program Expense was 156% of Program Revenues resulting in a revenue short-fall of \$73,071 (Figure 57). Program Balance which included revenues from citations was \$151,641. Program Balance after capital expenditures was \$251,144.87. This number included \$99,500 in funds unspent by the Council Sidewalk Committee.

The fund balance or cash-on-hand at the end of 2016 was \$996,864.56.

Neighborhood Zone Citation Revenue is Equivalent to 170% of Program Revenue

In 2016, two of Bloomington's full-time Parking Enforcement officers were assigned to patrol Neighborhood Zone and issued 10,419 citations — 170% of Program Revenue.¹⁰⁰ Citations for Neighborhood Zone violations were issued at a rate of \$20 which escalated to \$40 if unpaid within 14 days. According to the information provided by City Legal, the City issued 3,949 resident and visitor permits and 702 all-zone service permits. Although the Commission was unable to calculate or deduce the number of unique vehicles cited, the ratio of citation revenues to Program Revenues was ostensibly high. The literature cites a unique vehicle Citation Rate of 5-7% and suggests that any amount over 10% is punitive.¹⁰¹

Council Sidewalk Fund Subsidizes Neighborhood Zones

City Account 454 was known as both the Neighborhood Zone Fund and the Alternative Transportation Fund and is the source of funds for the Council Sidewalk program. In 2016, the City transferred \$500,000 from Capital Account 601 into the Neighborhood Zone account. The Common Council's Sidewalk Committee designated and directed these funds to be used for capital improvements to sidewalks and intersections. In 2016, \$400,496 of the \$500,000 was spent on capital sidewalk and intersection improvements. The balance of \$99,504 remained in the Neighborhood Zone account.

Staffing Expenses

Staffing expenses represented 85% of Program Revenues (Figure 59). Two of the City's most senior, full-time officers were tasked with enforcement of Neighborhood Zones, and their salaries paid from the Neighborhood Zone Fund. As Figure 59 indicates, health insurance and PERF were substantial contributors to the costs of staffing Neighborhood Zones. Enforcement officers also received reimbursements for cellphone bills related to enforcement, uniforms and shoes.

¹⁰⁰ Citation revenues divided by Program Revenues.

¹⁰¹ R. Willson, *Parking Management for Smart Growth*. (Island Press: Washington, 2015), p. 191-192.

Based on staffing expenses and citation revenues, we calculate the following metrics:

- ▶ Total program expense per hour of Neighborhood Zone enforcement: \$51.23^{102,103}
- ▶ Staffing expenses per hour of Neighborhood Zone enforcement: \$29.74¹⁰⁴
- ▶ Citation revenue per hour of Neighborhood Zone enforcement: \$56.18¹⁰⁵
- ▶ Neighborhood Zone hourly productivity: 189%¹⁰⁶

Figure 59: 2016 Neighborhood Zone Staffing Expenses.

Staffing - Neighborhood Zones	Amount	Subtotal
454-02-020000-51110 Salaries and Wages - Regular	\$ 74,719.31	
454-02-020000-51210 FICA	\$ 5,381.30	
454-02-020000-51220 PERF	\$ 10,610.16	
454-02-020000-51230 Health and Life Insurance	\$ 26,546.00	
454-02-020000-53210 Telephone	\$ 1,010.72	
454-02-020000-52430 Uniforms and Tools	\$ 692.48	\$ 118,959.97

Operational Expenses

Bank Charges Equal 6.5% of Program Revenues

Operational expense represented 13.6% of Program Revenues. Bank charges, the costs of fuel, and the cost of fleet repair apportioned to this program of the parking system were the three largest expenses for the Neighborhood Zone program (Figure 60).

Fees for processing credit cards (the majority of costs), card-processing equipment rental charges, and bank courier fees represented 6.5% of Neighborhood Zone Program Revenues. The industry standard interchange rate is 14 to 18 basis points (1.4-1.8%), therefore, there is a substantial opportunity to reduce this expense. This matter was beyond the purview of the Parking Commission and was referred to the City's Office of Innovation.

¹⁰² Program Expenses divided by 4,000 hours of enforcement.

¹⁰³ This number includes staffing expenses, Operational and Equipment & Supply expenses, and General Fund charges.

¹⁰⁴ Staffing costs including benefits divided by 4,000 hours of enforcement.

¹⁰⁵ Total citation revenue divided by 4,000 hours of enforcement.

¹⁰⁶ Total citation revenue divided by total staffing expenses.

Figure 60: 2016 Neighborhood Zone Operational Expense.

Neighborhood Zone Operational Expenses	Amount	Subtotal
454-02-020000-52110 Office Supplies	\$ 58.04	
454-02-020000-52240 Fuel and Oil	\$ 2,666.82	
454-02-020000-52340 Other Repairs and Maintenance	\$ 137.01	
454-02-020000-52420 Other Supplies	\$ 365.50	
454-02-020000-53620 Motor Repairs	\$ 6,902.00	
454-02-020000-53830 Bank Charges	\$ 8,455.92	
454-02-020000-53830 Bank Charges	\$ (6.49)	
454-02-020000-53990 Other Services and Charges	\$ 518.90	\$ 19,097.70

Equipment & Supply Expenses

Figure 61: 2016 Neighborhood Zone Equipment and Supply Expenses.

Equipment & Supply Expenses	Amount	Subtotal
454-02-020000-53310 Printing	\$ 8,534.19	
454-02-020000-53640 Hardware and Software Maintenance	\$ 277.50	\$ 8,811.69

All-Zone Commercial Permits Generate More Revenue than Any Single Zone

The largest program expense was the design and printing of decals and hang-tags issued to residents and visitors. This expense totaled 6% of Program Revenues (Figure 61). In 2016, resident permits and visitor permits were sold for \$25 each, temporary permits were \$5, and all-zone commercial permits were sold for \$55. The City issued 4,007 resident, temporary, and visitor permits and 702 all-zone commercial permits. All-zone permits outpaced the two largest residential zone areas, Zone 1 and Zone 4, by \$7,500 and \$19,500, respectively (Figure 62).

Discrepancy between Permits Sold and Recorded Revenue

A discrepancy existed between the quantity of permits reported sold by Parking Services staff and the revenues recorded by the City Controller.^{107,108} Based on the number of permits reported sold, fees should have amounted to at least \$139,500 in Program Revenues, but only \$131,860 was recorded by the Controller's Office. This difference could not be reconciled using reports provided by City Legal or the Office of the City Controller, but may be related to the methods used by the Parking Services staff to respond to the Commission's APRA request or to the special provisions of BMC §15.170-15.210 that, in many cases, do not specify a cost for the issuance of a permit.

Figure 62: Neighborhood Zone Permit Revenue by Permit Type.

Residential Zone Permit Type	Recorded Revenues
Permits - Uncategorized	\$ 210.00
Residential Neighborhood Permits Zone # 1	\$ 30,690.00
Residential Neighborhood Permits Zone # 2	\$ 8,569.38
Residential Neighborhood Permits Zone # 3	\$ 4,430.00
Residential Neighborhood Permits Zone # 4	\$ 18,655.00
Residential Neighborhood Permits Zone # 5	\$ 8,995.00
Residential Neighborhood Permits Zone # 6	\$ 3,000.00
Residential Neighborhood Permits Zone # 7	\$ 9,175.00
Residential Neighborhood Permits Zone # 8	\$ 675.00
Residential Neighborhood Permits Zone # 9	\$ 5,015.00
Residential Neighborhood Permits Zone #10	\$ 1,635.00
Residential Neighborhood Permits Zone #11	\$ 2,430.00
Residential Neighborhood Permits All Zones Service	\$ 38,225.00
Private Parking	\$ 156.00
Total Revenues	\$ 131,860.38

¹⁰⁷ Question '1' of the Commission's APRA request: Please provide a detail of revenues derived from the sale of Neighborhood Zone stickers, itemized by zone, by month for the calendar year 2016 and 2017-to-date. The complete request and response was attached to the Commission's May 2017 meeting packet.

¹⁰⁸ Detailed General Ledger Reports provided by Jeff McMillian, Deputy City Controller. Reports were included in the Commission's May 2017 meeting packet.

Chapter 6: Citations Program

Key Findings

Parking Enforcement officers issued more than 28,000 citations during 2016. The most common violation was for overtime parking (14,896 citations) followed by violation of the Neighborhood Zone regulations (6,882 citations). The base value of a citation was \$20 if paid within 14 days of issuance; 44.5% of violations escalated from the base to \$40. The average value of a citation was calculated to be \$28.90. Historically, 1.52% of citations were unpaid and referred to outside collections.

In 2016, the City recorded \$609,400 in Citation revenues, equal to 17.3% of total parking revenues. The total cost of enforcement personnel (including FICA, PERF and insurance premiums) and ancillary enforcement costs totaled \$720,155, outpacing Citation revenues by \$109,191.

Citation Metrics

- ▶ Annual Citation revenues from Metered Parking: \$383,108.00
- ▶ Annual Citation revenues from Neighborhood Zone: \$226,284.00
- ▶ Annual Citation revenues from Garages & Lots: \$1572.00
- ▶ Total Annual Citation revenues: \$610,964.00
- ▶ Total Cost of Staffing Expenses \$720,155.00¹⁰⁹
- ▶ Annual Ancillary Costs of \$85,276.00
- ▶ Annual Citation revenue of \$30.54 per enforcement labor hour¹¹⁰
- ▶ Annual Total Cost of \$36.00 per labor hour^{111,112}
- ▶ Total Annual Citation revenues is equal to 16.81% of system-wide revenues¹¹³
- ▶ Hourly Productivity: -17.88%

¹⁰⁹ Metered Parking enforcement costs: \$599,195.00; Neighborhood Zone costs: \$118,960.00.

¹¹⁰ Based on 10 FTEs. However, only 8 FTEs are actively engaged in enforcement, 2000 hours per year.

¹¹¹ Based on 10 total Parking Enforcement FTEs, 2000 hours per year.

¹¹² A deficit of \$16.82 per labor hour.

¹¹³ Total annual Program Revenues of \$3,633,824.39.

Citation Revenues

Violation of the parking rules in the Metered Parking, Neighborhood Zone, and Garages & Lots programs results in the issuance of citations. Citation revenues generated in Garages & Lots and the Metered Parking programs were deposited into the City's General Fund. Revenue from citations issued in the Neighborhood Zones was deposited into the Neighborhood Zone Fund, as specified by BMC §15.37.160.

Figure 63: 2016 Citations by Violation and Status Summary.

Citations by Violation and Status Summary

For dates beginning 1/1/2016 through 12/31/2016

Violation	Unpaid Fines	Unpaid	Zero Bal	Undr Apl	Trnsfrd	Inactive	Total	Escalated
Expired Meter - A01	\$36,300.00	1,815	12,829	0	0	342	14,986	6,747
Yellow Curb - A02	\$2,300.00	115	705	0	0	11	831	351
Overtime Parking - A03	\$1,080.00	54	250	0	0	14	318	126
Alley - A04	\$80.00	4	10	0	0	0	14	9
Loading Zone - A05	\$40.00	2	13	0	0	0	15	7
Obstruct Traffic - A06	\$60.00	3	26	0	0	0	29	15
Permits/Leased - A07	\$1,950.00	39	130	0	0	10	179	0
Backed in Space - A08	\$20.00	1	97	0	0	0	98	10
No Parking Zone - A09	\$360.00	18	144	0	0	2	164	84
Sidewalk Parking - A10	\$60.00	3	31	0	0	1	35	10
Angled Parking - A11	\$0.00	0	1	0	0	0	1	0
Left Side Parking - A12	\$0.00	0	1	0	0	0	1	0
NH-NEIGHBORHOOD PARKING	\$14,460.00	723	6,119	0	0	40	6,882	2,934
NH-PLATE NON MATCH	\$380.00	19	155	0	0	1	175	49
Fire Lane - A16	\$200.00	4	9	0	0	2	15	0
NH-Wrong Zone - A18	\$400.00	20	294	0	0	6	320	115
Here To Corner - A19	\$0.00	0	1	0	0	0	1	1
Green Permit Only - A20	\$100.00	5	39	0	0	0	44	12
Red Permit Only - A21	\$0.00	0	32	0	0	1	33	5
CFC/White Lot - A22	\$0.00	0	1	0	0	1	2	1
Expired Permit - A23	\$80.00	4	26	0	0	2	32	6
Overnight Parking - A25	\$20.00	1	0	0	0	0	1	1
Showers Permit Parking - A27	\$40.00	2	46	0	0	9	57	11
Private Parking Only - A29	\$20.00	1	3	0	0	0	4	2
City Hall Visitor Parking	\$0.00	0	5	0	0	1	6	2
Parked Facing Traffic - A31	\$860.00	43	376	0	0	3	422	116
Too Far From Curb - A33	\$40.00	2	21	0	0	0	23	9
Too Close To Intersection -A34	\$0.00	0	2	0	0	0	2	0
Electric Veh Parking Only - A35	\$20.00	1	0	0	0	0	1	1
Handicapped - A15	\$1,400.00	14	74	0	0	13	101	0
Outside Of Marked Space	\$280.00	14	183	0	0	7	204	55
NH-PARKED FACING TRAFFIC	\$720.00	36	359	0	0	9	404	146
NH-YELLOW CURB	\$700.00	35	313	0	0	3	351	158
NH-OVERTIME PARKING	\$3,280.00	164	1,154	0	0	1	1,319	632
NH-ALLEY	\$120.00	6	47	0	0	0	53	18
NH-LOADING ZONE	\$0.00	0	4	0	0	0	4	3
NH-OBSTRUCT TRAFFIC	\$60.00	3	20	0	0	1	24	7
NH-NO PARKING ZONE	\$820.00	41	263	0	0	1	305	98
NH-SIDEWALK PARKING	\$320.00	16	187	0	0	2	205	70
NH-HANDICAPPED	\$0.00	0	18	0	0	1	19	0
NH-FIRE LANE	\$200.00	4	36	0	0	0	40	0
NH-HERE TO CORNER	\$300.00	15	45	0	0	2	62	36
NH-PRIVATE PARKING ONLY	\$0.00	0	9	0	0	0	9	3
NH-OVERSIZE VEHICLE	\$0.00	0	2	0	0	0	2	0
NH-TOO FAR FROM CURB	\$120.00	6	71	0	0	0	77	30
NH-TOO CLOSE TO INTERSECTION	\$0.00	0	6	0	0	0	6	0
NH-UNAPPROVED SURFACE	\$800.00	16	139	0	0	4	159	0
BPD/White Lot	\$0.00	0	10	0	0	3	13	0
UNAPPROVED SURFACE PARKING	\$150.00	3	65	0	0	2	70	0
Reserved Parking Only	\$0.00	0	2	0	0	0	2	0
NH-ALTERED PERMIT	\$0.00	0	3	0	0	0	3	0
	\$68,140.00	3,252	24,376	0	0	495	28,123	11,880

Figure 63 lists the number, type and disposition of violations in the City of Bloomington's parking program. In Figure 63, the notation "NH" refers to citations issued in Neighborhood Zones. Bethany Wages, hearing officer for the City of Bloomington, pointed out that not all Parking Enforcement officers cite violations in the same way, using different categories for the same types of violations.

The goal of enforcement is not to generate revenue but to ensure compliance and turnover of a scarce and limited resource. The Commission examined the total revenues, staffing expenses, and ancillary costs of enforcement to determine the point at which the Citation revenues is equivalent to the costs of enforcement. This point is referred to as the break-even citation base value.

The total cost of Staffing Expenses were reported to be \$720,155; \$599,195 in Metered Parking Enforcement and \$118,960 in the Neighborhood Zones. Additional costs associated with violations included paper tickets and envelopes, license plate look-ups using the RoVR software platform (\$1.95 per search), costs related to the preparation of statements, postage, and expenses paid to T2 for software and hardware maintenance and front-end web hosting. Ancillary costs were totaled to be \$85,276.

During 2016, revenue from citations, fees and collections totaled \$609,392. \$383,108 was generated in the Metered Parking and Garages & Lots systems, while \$226,284 in citation revenues was derived from Neighborhood Zones. The cost of a citation ranged from \$20 to \$100, depending on the violation. During 2016, Parking Enforcement officers issued 28,123 citations. The most common violation was for overtime parking (14,896 tickets) followed by violation of the Neighborhood Zone regulations (6,882 tickets). In both cases, the base cost of the citation was \$20, which escalated to \$40 if unpaid after 14 days. By comparison, citations issued by Indiana University Bloomington ranged from \$25 to \$200. Citations for expired meter parking issued by Indiana University were \$25, but by far the most common violation issued by IU was a \$50 citation for parking without the proper permit.

Not all violations are paid within the 14-day grace period. City Clerk Nicole Bolden provided a "Citations by Violation and Status Summary" report from 2011 through 2015.¹¹⁴ The report tallied citations by type, the number overturned on appeal, and the number unpaid. Historically, citations from expired meters accounted for 56.0% of the total number of citations, with 44.9% escalating from a base rate of \$20 to a \$40 fine. In the Neighborhood Zone program, 39.6% of citations escalated from the base rate. The overall escalation rate was observed to be 44.5%; that is to say, each citation generated, on average, \$28.90 in revenue.

¹¹⁴ See Appendix 24 for the Citations by Violation and Status Summary, 2011-2015.

Some citations were never paid, and, as a result, the City incurred bad debt. The Clerk’s report showed 1.52% remained unpaid. Presumably, these citations were placed into collections and will be settled at a fraction of the escalated value.

The staffing expenses and ancillary enforcement costs outpaced revenues by \$194,467. Distributing that amount over 28,123 citations, 11,880 of which escalated from \$20 to \$40, would result an increase in the base citation value from \$20 to \$24.97 such that revenues from enforcement of parking regulations would be equal to the total costs of enforcement. This estimate took into consideration the 1.52% of bad debt.

Decision Making Theory in Choosing to Park Illegally

The primary objective of on-street metered parking is to provide short-term parking for visitors to conduct transactions with downtown merchants. Enforcement of the existing parking regulations combined with appropriate time limits, and differential pricing controls (where appropriate) ensure regular turnover of the available parking spaces and provide revenues to the City. Parking controls bring order to an often chaotic situation by regulating demand through price, while providing a valuable transportation service to the parker and downtown merchants, provided that parking regulations are correctly observed.

Each time a parker selects a stall, they consciously or unconsciously balance the expected costs of parking against search time, walking time and proximity to the destination. The illegal parker considers that if the expected value of receiving a parking ticket is small, there is no need to pay for parking. In this context, consider the following decisions and events:¹¹⁵

Decision	Event
D ₁ = Pay the meter	E ₁ = Receive a Citation
D ₂ = Do not pay the meter	E ₂ = No Citation Issued

¹¹⁵ Davtyan, R. (2014). Decision Making Analysis on Parking Meters, ASEE 2014 Zone 1 Conference, University of Bridgeport, April 3-5, 2014. Bridgeport, CT, USA: Department of Technology Management, University of Bridgeport.

Based on these two decisions and two events, four possible outcomes with associated probabilities are possible:

Outcome	Outcome Description
O ₁	Represents a users who pay the meter and receives a Citation. This should never happen, but when it does, it may be reversed by appealing the citation, thus, the probability of this event is considered to be zero.
O ₂	When user pays the meter and is in compliance with parking regulations, no citation is issued. The probability of this even is considered to be 100%.
O ₃	Describes a user who is in violation of the parking regulations and receives a citation. The average cost of a citation and postage is considered to be \$29.39 and the probability of receiving a citation was calculated by examining the total number of citations and the total number of transactions.
O ₄	Rqrepresents a user who disregards parking regulations and is in violation but does not receive a citation. In this case, the user’s expected value to park is zero. The probability of this even is calculated as $1 - p(O_3)$ since, the probability of O_3 and O_4 must total 100%.

A full description of the decision tree probabilities is listed in Figure 64, below.

Figure 64: Decision Tree Probability.

	E₁ Receive a Citation	E₂ No Citation Issued	Probability Total
D₁ Pay the Meter	O ₁ = <D ₁ ,E ₁ > Pay Meter, Citation Issued $p(O_1) = 0\%$	O ₂ = <D ₁ ,E ₂ > Pay Meter, No Citation Issued $p(O_2) = 100\%$	100%
D₂ Do Not Pay Meter	O ₃ = <D ₂ ,E ₁ > Do Not Pay Meter, Citation Issued $p(O_3) = \frac{\text{Citations Issued}}{\text{Number of Transactions}} \%$	O ₄ = <D ₂ ,E ₂ > Do Not Pay Meter No Citation Issued $p(O_4) = [1 - P(O_3)] \%$	100%

A review of the 2016 observed data in the Metered Parking program revealed 14,986 citations were issued at an average cost of \$29.39, which considered the historical percentage of escalated citations and the cost of postage. The total number of transactions was 1,816,569 and total revenues was \$1,827,866.65. Therefore, based on the average time purchased of 61.63 minutes and the total revenues collected, the average amount paid for parking per transaction was calculated to be \$1.003 per transaction.

Using this data, the expected value of each event was calculated by multiplying the probability of each event with the expected cost of each event. For a duration of 61.63 minutes, a user’s expected cost of compliance was -\$1.003, the probability of which is 100%. For a user in violation, the expected cost was \$29.39 multiplied by the percent of transactions found to be in violation.

Figure 65 lists the calculated, expected values of D₁ and D₂.

The sum of the expected values of O₁ and O₂, calculated to be -\$1.003 and represents the expected costs of compliance. The sum of the expected values of O₃ and O₄, which was determined to be -\$0.242 represents the expected cost of a receiving violation over the same period. Comparing these two values, it is always better for the consumer not to pay the meter, provided the length of stay is less than 61.6 minutes, the average time purchased.

Another interpretation is that a user, on average, may park in violation for *average time purchased* * $\left| \frac{D_1}{D_2} \right|$ or 4.25 hours without receiving a citation.

Figure 65: Decision Tree Expected Value Calculations.

	E ₁ Receive a Citation	E ₂ No Citation Issued	Sum of Expected Values
D₁ Pay the Meter	O ₁ = <D ₁ ,E ₁ > Pay Meter, Citation Issued $p(O_1) = 0\%$ <i>Expected Cost</i> : - \$1.003 $EV[O_1] = - \$1.003 * 0\% = - \0.00	O ₂ = <D ₁ ,E ₂ > Pay Meter, No Citation Issued $p(O_2) = 100\%$ <i>Expected Cost</i> : - \$1.003 $EV[O_2] = - \$1.003 * 100\% = - \1.003	$\sum EV[O_1] + EV[O_2] = - \1.003
D₂ Do Not Pay Meter	O ₃ = <D ₂ ,E ₁ > Do Not Pay Meter, Citation Issued $p(O_3) = \frac{\text{Citations Issued}}{\text{Number of Transactions}} \%$ <i>Expected Cost</i> : - \$29.39 $EV[O_3] = \frac{-\$29.39 * 14,986}{1,822,636} = - $.242$	O ₄ = <D ₂ ,E ₂ > Do Not Pay Meter, No Citation Issued $p(O_4) = [1 - P(O_3)] \%$ <i>Expected Cost</i> : - \$0.00 $EV[O_4] = - \$0.00 * [1 - p(O_3)] = - \0.00	$\sum EV[O_3] + EV[O_4] = - \0.242

The minimum Citation Rate required to introduce an economic reason for compliance is described by the following inequality, where S is the total number of transactions (vehicles parked):

$$\text{Average Parking Cost} < \frac{(\text{Average Citation Cost} + \text{Postage}) * (\text{Number of Citations})}{S}$$

or, simplified,

$$1.003 < \frac{29.39 * 14,986}{S}$$

Solving the inequality for S , we find the solution to be

$$0 < S < 439,121$$

Since the number of violations issued for overtime parking during 2016 was 14,986 and the upper bound of S is 439,121, it follows that Parking Enforcement officers must cite 3.41% of vehicles to ensure that the expected value of D_1 will be greater than D_2 , introducing an economic rationale to comply with the rules in the Metered Parking program. Alternately, the base violation rate could be raised by a factor of $\left| \frac{D_1}{D_2} \right|$, provided $D_1 < D_2$.

From these calculations, we can infer that the City's 2016 Citation Rate was far below the 5-6% Citation Rate described in the literature.¹¹⁶ Without direct observation, we are unable to determine if the low Citation Rate was due to a lack of enforcement or a high degree of voluntary compliance.

Although revenue generation is not the top priority of enforcement, it should be noted that every increase of \$5 in the base Citation cost has the potential to generate \$149,644 in revenue for the City, assuming no change in parker behavior; however, an increase in the base citation cost may increase compliance with the prevailing rules, thereby decreasing overall citation revenues.¹¹⁷

The Commission does not specifically advocate for an increase in Citation costs as part of this report; however, depositing citation revenues from Metered Parking into the Parking Meter Fund rather than the General Fund (as is the practice with Neighborhood Zones), along with providing a more detailed accounting of back-office support and overhead for General Fund charges, would result in clearer reporting of parking-related expenses.

¹¹⁶ R. Willson, *Parking Management for Smart Growth*. (Island Press: Washington, 2015), p. 191-192.

¹¹⁷ D. Shoup. *The High Cost of Free Parking*. (American Planning Association, 2011), p. 486-489.

Appendix 1: Glossary of Terms

12/5 Permit	A City garage parking permit valid 12 hours per day, 5 days per week.
12/6	12 hours per day, 6 days per week The City issues garage permits that are valid 12/6.
12/6 Permit	A City garage parking permit valid 12 hours per day, 6 days per week
24/7 Permits	A City garage parking permit for a reserved space that can be accessed 24 hours per day, 7 days per week.
Alternative Transportation Fund	City Account 454
APS	Acronym for an Automated Pay Station
Base Citation Cost	The initial cost of a Citation, \$20
Block face	The area of on-street parking along one side of a street, on one block between two intersecting streets.
BMC	Bloomington Municipal Code
Break-even Citation Cost	The point at which citation revenue is equal to the total costs of enforcement
Citation	Violation of parking regulations specified in the Bloomington Municipal code results in the issuance of a fine referred to as a Citation
Citation Rate	The number of unique vehicles found in violation of the parking regulations that also receive a citation over a specified period of time
Citation Revenues	revenue generated by the issuance of fees resulting from violations
City Account 101	a City general fund account where Garages & Lots and Metered Parking's citation revenue is deposited

City Account 452	a City account designated for management of the City's parking garages, also known as the Parking Facilities account
City Account 454	a City amount designated for management of Neighborhood Zones, also known as the Alternative Transportation Fund
City Account 455	a City account designated for management of the Parking Meter Fund
City Account 601	a City Capital Account used to fund the Alternative Transportation Fund
Differential Pricing	price variation as a function of location
Duration	The length of time parked, often reported as the average duration for a specific block face.
Dynamic Pricing	price variation as a function of time
Equipment & Supply	includes expense particular to the program which they support — for instance, in the Neighborhood Zone program, the printing costs of permits, or in the Metered Parking program, the costs of replacing meter batteries.
Escalated Citation	a citation that increases in cost from \$20 to \$40 when not paid within 14 days, as specified by Bloomington Municipal Code
Escalated Citation Cost	\$40
Escalating Pricing	price variation as a function of duration of stay
Facility	Any parking garage or off-street parking lot.
Garages & Lots	a parking program which includes all City garages and lots managed by the Department of Public works
General Fund	the primary or catchall fund of the City used by the Controller to record all assets and liabilities of the City that are not assigned to a special purpose fund.

Managed Parking	regulations that govern the parking system, managing demand through price controls and
Mean Block Face Occupancy	the weighted average of meter utilization on a specified block face
Metered Parking	managed parking thru the use of parking meters. Revenue and expenses in the City's Metered Parking system are recorded in City Account 455.
Multi-space meter	Freestanding parking meter equipment that is associate with multiple spaces, either on-street or off-street.
Neighborhood Zone	managed parking thru the use of residential neighborhood zone parking permits. Revenue and Expenses in the City's Neighborhood Zone system are recorded in City Account 454, also known as the Alternative Transportation Fund.
Occupancy	the number of spaces in a facility that are occupied at a given time divided by the total number of spaces
On-street parking	parking spaces provided on street, in the public right-of-way
Off-street Parking	parking spaces provided in the City's Garages & Lots system
Operational Expense	Operational expenses included items such as office supplies, utility bills, and other basic needs.
Parking Adequacy	the ability of the existing parking system to meet the demand for parking
Parking demand	The number of occupied parking stalls at a particular moment in time under conditions of market pricing.
Parking Facilities Account	City Account 452
Parking Meter Fund	the City Account used by the Controller to record revenues and expenses in the Metered Parking system also known as City Account 455.

Parking supply	The number of spaces available on a site or in a defined district.
Pay & display	A payment system in which the parker pays at a station in advance and then displays proof of payment in a parked vehicle.
Pay-by-plate	A payment system in which the parker pays at a pay station and enters the vehicle's license plate number.
Pay-on-entry	A payment system in which the parker pays when entering a facility.
Pay-on-exit	A payment system in which the parker pays in the lane when exiting a facility.
Pay-on-foot	A payment system in which the parker pays at a pay station before exiting a parking facility and then inserts proof of payment on exit.
Peak Occupancy	the maximum of the measurement of occupied stalls divided by total parking stalls over a specified period of time
Peak-use time	The time of day and week when facilities are at maximum use.
Permit parking	A parking system that provides a permission (or credential) for certain groups to park on street or in a designated facility.
Program Cash Balance	the net income generated by a program including funds from other City funds and other income
Program Cash Flow	Program Revenue less Program Expenses
Program Expenses	the total of Operational expenses and Equipment & Supply expenses
Program Revenues	the total of a program's earned income
RDC	the Redevelopment Commission
Scofflaw	A repeat parking offender
Share(d) parking	A parking system in which two or more land uses share a parking resource because they have different occupancy times.

Single-space meter	Freestanding equipment associated with a single parking space, on-street or in parking lots, that access either coins or credit cards.
Three Hours Free	a policy which allows three hours free parking in City garages and surface lots, with the exception of Lot 1
Three-Hour Shuffle	moving a vehicle every three hours to avoid paying parking fees
TIF	acronym for Tax Increment Financing, a type of financing that permits local governments to finance the redevelopment of blighted areas and the economic development of rapidly developing areas. The tax "increment" is the property tax revenues collected on the increase in assessed value (AV) of property in the TIF district over the baseline AV at the time of the TIF district's creation. TIF funds can be used for the acquisition of property, and provides another means for communities to finance infrastructure improvements in a district. ¹¹⁸
Total Cash Balance	the sum of all monies in a program account
Transient	A parker who parks short-term and pays by the hour, either at a meter or in a garage.
Turnover	The number of times a space is occupied by a different vehicle per unit of time.
Two Hours Free	a policy that permits two hour parking on a block face without fee
Use-mix	the percentage of spaces in a garage allocated to permit parkers, transient parkers, and special use parking
Violation	failure to comply with the prevailing parking system regulations

¹¹⁸ Source: https://bloomington.in.gov/documents/viewDocument.php?document_id=7403

Appendix 2: Ordinance 16–22

ORDINANCE 16-22

**TO AMEND TITLE 2 (ADMINISTRATION AND PERSONNEL) OF THE
BLOOMINGTON MUNICIPAL CODE
(To Establish a Parking Commission)**

- WHEREAS, in March of 2013, the City adopted Ordinance 13-03: To Amend Title 15 of the Bloomington Municipal Code Entitled "Vehicles and Traffic" - Re: Authorizing the Expanded Use of Parking Meters in the Downtown and Related Changes which, after implementation and minor amendments:
- broadened the definition of parking meters to authorize new technology;
 - replaced a limited parking zone covering most of the downtown with a Parking Meter Zone;
 - set the rate for parking meters and times those rates would be enforced;
 - created a new part-time, non-reserved permit for use in the City's garages (to provide downtown employees with an alternative to on-street parking);
 - provided for the continued use of certain parking permits (i.e. construction/contractor and delivery vehicles) in the Downtown Parking Meter Zone and, in some cases, under revised procedures; and
 - integrated overlapping Parking Zones; and
- WHEREAS, parking management and policy responsibilities, after a 2013 reorganization by the Administration, are now divided among at least eight departments (Clerk, Controller, Economic & Sustainable Development, Housing and Neighborhood Development, Legal, Planning & Transportation, Police, and Public Works); and
- WHEREAS, over the years, the City's parking management actions have appeared at times ad hoc, inconsistent, and not grounded in an overall parking policy or management plan; and
- WHEREAS, parking issues are not merely transportation issues, playing a primary role in at least five of the seven guiding principles of the city's current comprehensive plan, the 2002 city Growth Policies Plan (GPP) — namely, "compact urban form," "nurture environmental integrity," "leverage public capital," "mitigate traffic," and "conserve community character"; and
- WHEREAS, these concerns about vehicle storage are at least as important as vehicle movement and deserve a commission whose scope is as broad as these concerns; and
- WHEREAS, no city commission, department, or official has as their purpose the management of private vehicles once they stop moving; concerns such as how much land or public money is devoted to vehicle storage, what the community's goal for its ratio of vehicle storage to other land uses should be, and the role that the addition of vehicle storage should play in the city's economic or sustainable development; and
- WHEREAS, some parking-related policy oversight body is necessary to develop and implement parking-related policies that further or fulfill the goals of the GPP; and
- WHEREAS, the Traffic Commission, whose purpose is "to coordinate traffic activities, to carry on educational activities in traffic matters, to supervise the preparation and publication of traffic reports, to receive complaints having to do with traffic matters, and to recommend to the common council and to appropriate city officials ways and means for improving traffic conditions and the administration and enforcement of traffic regulations," is primarily concerned with issues involving the smoothest possible movement of vehicles;

NOW, THEREFORE, BE IT HEREBY ORDAINED BY THE COMMON COUNCIL OF THE CITY OF BLOOMINGTON, MONROE COUNTY, INDIANA, THAT:

SECTION 1. Chapter 2.12 entitled "Boards, Commissions, and Councils" shall be amended by inserting Section 2.12.110, entitled "Parking Commission" with the title appearing in the Table of Contents for the chapter and the text reading as follows:

2.12.110 Parking Commission

- (a) **Purpose.** It shall be the primary purpose of the Parking Commission (commission), 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.
- (b) **Composition – Appointments.** The Parking Commission shall be composed of nine voting members. These voting members shall be composed of five members appointed by the Mayor and four members appointed by the Common Council.
- (c) **Qualifications of Voting Membership.**
- (1) One member appointed by the Mayor and one member appointed by the Common Council shall be a merchant owning and operating a business located at an address within Schedule U – On-Street Metered Parking;
 - (2) One member appointed by the Mayor shall be a board member or an employee of a non-profit organization which operates at property that is owned or leased by the non-profit organization and located within Schedule U – On-Street Metered Parking;
 - (3) Four members, two appointed by the Mayor and two appointed by the Council, shall be residents living within the City limits. At least one of these four shall be a resident living at an address within Schedule U – On-Street Metered Parking, and at least one other of these four shall be a resident living at an address within a Residential Neighborhood Permit Parking Zone as described in Section 15.37.020;
 - (4) One member appointed by the Common Council shall be from among its membership; and
 - (5) One member appointed by the Mayor shall be from within the Transportation and Traffic Services Division of the Planning and Transportation Department.
- (d) **Terms.** The initial terms of three mayoral and two council citizen appointments shall expire on January 31, 2018. The terms of the remaining initial citizen appointments shall expire on January 31, 2019. Thereafter, all terms of citizen appointments shall be for two years and expire on January 31. The terms for the one mayoral appointment made from within the Planning and Transportation Department and the one council appointment made from within the members of the Council shall be for one year and expire on January 31.
- (e) **Powers and Duties.** The commission shall meet at least one time each month, unless it votes to cancel the meeting. Its powers and duties shall include, but are not limited to:
- (1) accessing all data regarding the City's parking inventory, including usage, capital and operating costs, so long as the data is released in a manner consistent with exemptions from disclosure of public records set forth in IC 5-14-3-4;
 - (2) 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;
 - (3) 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;
 - (4) submitting an annual report of its activities and programs to the Mayor and Council by October of each year;
 - (5) adopting rules and regulations for the conduct of its business; and

- (6) applying for appropriations through the Mayor, or researching and applying for grants, gifts, or other funds from public or private agencies, for the purpose of carrying out any of the provisions of this section.

(f) Staff. The Commission shall be staffed by the Transportation and Traffic Services Division of the Planning and Transportation Department.


SECTION 2. If any section, sentence or provision of this ordinance, or the application thereof to any person or circumstances shall be declared invalid, such invalidity shall not affect any of the other sections, sentences, provisions, or applications of this ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this ordinance are declared to be severable.

SECTION 3. This ordinance shall be in full force and effect from and after its passage by the Common Council of the City of Bloomington and approval of the Mayor and publication in accordance with State law.


PASSED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this 2nd day of November, 2016.


ANDY RUEF, President
Bloomington Common Council

ATTEST:


NICOLE BOLDEN
Clerk, City of Bloomington

PRESENTED by me to the Mayor of the City of Bloomington, Monroe County, Indiana, upon this 3rd day of November, 2016.


NICOLE BOLDEN
Clerk, City of Bloomington

SIGNED and APPROVED by me upon this _____ day of _____, 2016.

JOHN HAMILTON, Mayor
City of Bloomington

SYNOPSIS

This ordinance is authored by Councilmember Volan and, after evaluation of expansion of the downtown metered parking established with the adoption of Ordinance 13-03 in March of 2013, amends Title 2 of the Bloomington Municipal Code (Administration and Personnel) to create a new nine-member Parking Commission. The Parking Commission would improve parking management across the city, and would develop policies regarding parking in the context of, and to further or fulfill the goals of, the Growth Policies Plan.

Note: This ordinance was revised after distribution in the Council Weekly Packet and introduced at the Regular Session on October 19, 2016. The revisions corrected grammatical errors in the sixth Whereas clause and parts (d) and (e) of Section 1 of the Now Therefore provisions.

Clerk's Notes:

The following is a chronology regarding Ordinance 16-22:

October 19, 2016 – In a Common Council Regular Session (First Reading), the council introduced Ordinance 16-22.

October 26, 2016 – In a Common Council Committee of the Whole meeting, the council adjourned before consideration of Ordinance 16-22, which had been on the agenda for the meeting.

November 2, 2016 – In a Common Council Regular Session (Second Reading), the council took final action with a vote of 7-0-1 (Mayer).

November 3, 2016 – The Clerk presented the adopted legislation to Mayor John Hamilton for signature.

November 10, 2016 – Mayor Hamilton officially vetoed Ordinance 16-22. The Mayor's veto statement (dated November 10, 2016) was filed with the ordinance.

November 16, 2016 – In a Common Council Regular Session, the council overrode the Mayor's veto with a vote of 9-0.

Certify:



ANDY RUFF, President
Bloomington Common Council

Attest:



NICOLE BOLDEN, Clerk
City of Bloomington

Distributed to: Legal, Office of the Mayor, Office of the City Clerk, Council Administrator, Controller, ESD, Planning and Transportation, Police, HAND, and Public Works



**JOHN HAMILTON
MAYOR**

CITY OF BLOOMINGTON

401 N Morton St Suite 210
PO Box 100
Bloomington IN 47402

OFFICE OF THE MAYOR

p 812.349.3406
mayor@bloomington.in.gov

November 10, 2016

VETO MESSAGE

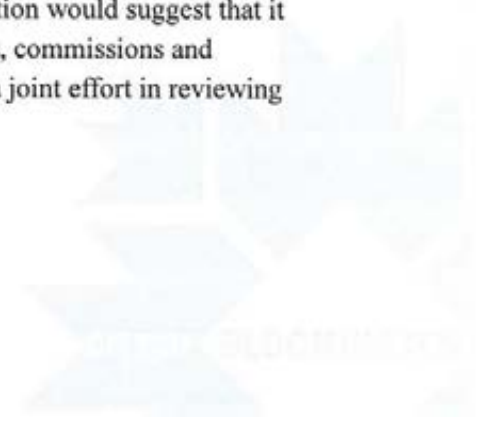
To Members of the Common Council:

I am returning Ordinance 16-22 without my signature.

The proposal's author did extensive research on the important issue of parking in our community and particularly in our downtown core area. I appreciate and agree that this issue merits attention and additional study and review.

In earlier discussions with the proposal's author, the administration indicated an interest in considering combining existing commissions, such as the traffic and bicycle/pedestrian commissions, with the proposed parking commission, or in creating a time-defined task force. From my perspective, the topic of parking management is inherently linked to other mobility options and all related issues should be considered collectively in order to review and present the best options for our community.

As the Council is aware, there are approximately 37 current boards, commissions and committees. Each of these groups requires staff support. While adding one more commission may not itself seem a significant drain on staff resources, collectively the total number of hours committed to staffing these groups is very substantial. The administration would suggest that it may be time to assess together how and whether all the current boards, commissions and committees are fulfilling their intended purposes. I would encourage a joint effort in reviewing the value of these bodies prior to adding a 38th to the list.



I understand that a sufficient number of votes were cast for the ordinance as proposed to overturn the veto. I respectfully request that the Council consider either creating a Mobility Management Commission that would replace the Traffic and Bicycle/Pedestrian commissions and add parking as a topic of review, or join in an overall review of each of our existing boards, commissions and committees in an effort better to utilize both citizen and staff time in the most efficient and effective way for our community.

Respectfully,

A handwritten signature in blue ink, appearing to read "John Hamilton".

John Hamilton, Mayor
City of Bloomington

Appendix 3: BMC §15.40.015

15.40.015 Parking meter fund, purpose and expenditures.

(a) A parking meter fund (fund) is hereby established within the office of the controller. This special non-reverting revenue fund is authorized under Indiana Code 36-9-12 et seq.

(b) All monies received by the City of Bloomington from fees paid for the on-street parking of a vehicle by the use of a parking meter shall be deposited into this fund.

(c) All expenditures from this fund shall be subject to appropriation by the city's fiscal body.

(d) Disbursements from the fund shall be made only on orders of the board of works for the purposes provided in IC § 36-9-12-4 (b), which include:

- (i) The purchase price, rental fees, and cost of installation of the parking meters;
- (ii) The cost of maintenance, operation, and repair of the parking meters;
- (iii) Incidental costs and expenses in the operation of the parking meters, including the cost of clerks and bookkeeping;
- (iv) The cost of traffic signal devices used in the municipality;
- (v) The cost of repairing and maintaining any of the public ways, curbs, and sidewalks where the parking meters are in use, and all public ways connected with them in the municipality;
- (vi) The cost of acquiring, by lease or purchase, suitable land for off-street parking facilities to be operated or leased by the municipality;
- (vii) The principal and interest on bonds issued to acquire parking facilities and devices;
- (viii) The cost of improving and maintaining land for parking purposes and purchasing, installing, and maintaining parking meters on that land; and
- (ix) The cost of providing approved school crossing protective facilities, including the costs of purchase, maintenance, operation, and repair, and all other incidental costs.

(e) Money deposited into the fund may be expended only upon a specific appropriation made for that purpose by the common council in the same manner that it appropriates other public money. The board of public works shall prepare an itemized estimate of the money necessary for the operation of parking meters for the ensuing year at the regular time of making and filing budget estimates for other departments of the city. These estimates shall be made and presented to the common council in the same manner as other department estimates.

(f) The fund shall continue in this form until amended or terminated by ordinance. Unless indicated otherwise by ordinance, the proceeds of the fund at termination shall be deposited into the general fund.

(Ord. No. 13-13, § 1, 10-9-2013; Ord. No. 14-11, § 139, 7-2-2014)

*Appendix 4: City of Bloomington Parking Commission By-Laws
Adopted March 2017*

**City of Bloomington, Indiana
Parking Commission
BYLAWS**

**Article I.
MEMBERS**

I.1. Appointment. Bloomington Municipal Code (BMC) §2.12.110 (b), or its successors specifies the appointment mechanism. BMC §2.08.020 or its successors specifies filling of vacancies.

I.2. Qualifications of Voting Membership. BMC §2.12.110 (c), or its successors, specifies the composition of the Commission and Qualifications for voting Membership.

I.3. Appointment of Non-Voting Advisory Members. BMC §2.02.040, or its successors, sets forth the guidelines and requirements to expand the Commission, by adopting and filing with the City of Bloomington Common Council a motion which states the Commission's intention to expand membership by as many as four (4) non-voting advisory Members. As directed by BMC §2.08.020 (2), the motion shall set forth the initial period of staggered terms and, after that period, the terms shall be the same length as other positions on those entities.

I.4. Meetings. The commission shall meet at least one time each month, unless the Commission votes to cancel a meeting. Changes to dates and times may be approved by the Chairperson (including cancellations and the scheduling of the special meetings.)

I.5. Attendance. Members shall give prior notice to the Chairperson, or to the staff liaison appointed by the Transportation and Traffic Services Division of the Planning and Transportation Department, if they are unable to attend a regular or special meeting.

I.6. Resignation. Resignations shall be in writing by the resigning Member, and shall be conveyed to the Chairperson and the appointing office of the resigning Member.

I.7. Removal of Members. Except for appointees who serve at the pleasure of the Mayor, a member of the Commission may be removed for cause. Cause shall include, but not be limited to, failure to attend three consecutive regularly-scheduled meetings of the board, commission, or council or four regularly-scheduled meetings in any twelve-month period, provided that any member may submit in writing to the appointing authority any extenuating circumstances. Such written submission shall be made within five business days before the formal decision to remove is reached. Acceptance of extenuating factors by the appointing official or body puts the member on notice that further excessive absenteeism shall result in removal. The Chairperson shall provide notice of absenteeism of Mayoral appointees to the Office of the Mayor. *BMC §2.08.20 (4).*

I.8. Vacancies by Death, Resignation–Failure to Appoint. In the event that a vacancy occurs through resignation or death, the appointing authority shall appoint a person to fill the unexpired term of the resigned or deceased member. If a Member's term has expired, but the appointing authority has failed to act, the appointment of the Member whose term has expired carries over until the appointing authority reappoints or appoints a successor. *BMC § 2.08.20 (5)*.

Article II. MEETINGS

II.1. Regular Meetings. Regular meetings of the Commission shall be held monthly.

II.2. Annual Meeting. The regular meeting in February shall be known as the annual meeting and shall be to elect officers and for any other business that may arise.

II.3. Special Meetings. BMC §2.08.020 (11) or its successors specifies requirements for calling special meetings. A special meeting of the Commission or council may be called by the Chairperson, the Mayor, or by a majority of the Members then serving on the Commission requesting such meeting in writing to the Chairperson. Upon receiving such request, the Chairperson shall thereafter call a special meeting to be held within twenty days. Notice of special meetings must be given in advance and the purpose of a special meeting shall be set forth in the notice thereof. Public notice of the date, time, and place of any meetings, executive sessions, or of any rescheduled or reconvened meeting, shall be given at least forty-eight (48) hours (excluding Saturdays, Sundays, and legal holidays) before the meeting.

II.4. Notice. Notice of each regular meeting shall be conveyed to Commission Members before each meeting and shall include the agenda. The news media shall also be notified in accordance with I.C. 5-14-1.5-1 through 7 or its successors.

II.5. Quorum. BMC §2.08.020 (7) or its successors specify requirements for a quorum. A majority of the serving, Members, excepting the nonvoting appointed and *ex officio* Members, shall constitute a quorum for purpose of conducting the official business of the Commission.

II.6. Parliamentary Procedure. BMC §2.08.020 (8) or its successors specifies requirements for Parliamentary Procedure.

II.7. Conduct of Meetings. The order of business of all meetings shall be as follows:

- (a) Call to Order;
- (b) Approval of Minutes;
- (c) Reports from Commissioners and City Offices including, but not limited to:
 - 1. Office of the City Controller;
 - 2. Department of Public Works;
 - 3. Parking Enforcement Division of the Police Department;

- 4. Office of the City Clerk;
- 5. Department of Planning & Transportation;
- (d) Reports from the Public;
- (e) Discussions of Topics Not the Subject of Resolutions;
- (f) Resolutions for Second Reading and Discussion;
- (g) Resolutions for First Reading and Discussion;
- (h) Member Announcements;
- (i) Adjournment.

The Chairperson may limit the length of time and number of times an individual may comment during public comment. The Chairperson shall explain the limits prior to hearing any public comment. This also may include limitations on repetitive or redundant comments to help ensure each individual has an opportunity to provide their comments.

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.

II.9. Minutes. Minutes shall be recorded at all meetings, and the Secretary shall ensure that all minutes, correspondence, committee reports, etc., are available for review by Members within thirty (30) days after a meeting, in draft, summary or final form.

Article III. RESOLUTIONS

III.1. Resolutions. The Commission shall have the authority to adopt resolutions. Resolutions shall be given two readings before a vote may be taken on its passage and no resolution shall be adopted on the same day or at the same meeting as it is introduced except by unanimous consent of the Members present, at least two-thirds of the serving Members being present and voting.

III.2. Recommendations. Published recommendations of the Commission and the Annual Report shall be adopted and approved by Resolution.

III.3. Recorded Votes. For Resolutions considered by Commission, the Secretary shall call the roll and record the votes of each serving Member, the results which shall be published in the minutes of the Commission's meeting.

III.4. Annual Report. BMC §2.12.110 specifies that the Commission shall submit an annual report of its activities and programs to the Mayor and Common Council by September 30 of each year. Such report shall be approved by the Commission by Resolution.

Article IV. OFFICERS

IV.1. Positions. Officers of the Commission may include but are not limited to the Chairperson, the Vice-Chairperson, and the Secretary.

IV.2. Eligibility. All officers shall be members of the Commission and no member shall hold more than one office at a time. The Chairperson shall have been a member for at least six months prior to becoming Chairperson, unless no current Members have been appointed for a period longer than six months.

IV.3. Election. All officers shall be elected at a regular meeting by a majority of the current membership of the Commission.

IV.4. Term. Officers shall be elected to serve for one year or until their successors are elected, and their terms of office shall begin at the close of the meeting at which they are elected. Officers shall deliver to their successors all accounts, papers, records, and other Commission property within two weeks of their expired term.

IV.5. Removal. An Officer of the commission may be removed from office for cause. Cause shall include, but not be limited to, misuse of office, improper representation of the commission, failure to carry out minimum duties of office, failure to attend three consecutive regularly scheduled meetings in any twelve month period or four regularly scheduled meetings in any twelve month period without just cause as determined by the Commission; provided, that any member may submit in writing to members of the commission any extenuating circumstances. Such written submission shall be made within five business days before the formal decision to remove is reached. A member or members of the commission shall submit a signed statement outlining the charges to the Commission and, following the proper procedure, cause is established. Proper procedure includes distribution of the statement to all Commission members. Decision as to removal will be made by majority vote at the next scheduled meeting. Removal from office is not a vote for dismissal from the Commission.

IV.6. Vacancies. If an office becomes vacant, the term shall be filled by election at the next regular meeting. If the Officer resigns from the office giving advance notice, the election shall take place at the next regular meeting after the resignation is submitted.

IV.7. Chairperson. The Chairperson shall prepare the agenda for all meetings, and preside over all meetings (except when she/he designates another person, or the Vice-Chairperson). The Chairperson shall distribute the agenda and related documents no

less than 48 hours prior to a scheduled meeting. The Chairperson shall be responsible for preparing and submitting the Commission's annual report, as required by §III.4 above.

IV.8. Vice-Chairperson. The Vice-Chairperson shall serve as the Chairperson in the absence of the Chairperson; shall perform all duties that may be delegated by the Chairperson; shall aid the Chairperson on request; shall post notice of vacancies of the Commission's Advisory Committee positions and the requirements thereof; and shall perform such other duties applicable to the office as prescribed by the parliamentary authority adopted by the Commission. In the absence of the Secretary, the Vice-Chairperson shall serve as or appoint a Member to serve as Secretary.

IV.9. Secretary. The Secretary shall keep for every meeting written minutes in which the results of any vote are recorded and, when appropriate, specific findings of facts and conclusions, and shall handle the correspondence of the Commission. A copy of all minutes, committee reports, etc. are to be kept on file in the Transportation and Traffic Services Division of the Planning and Transportation Department or its successor.

IV.10 Executive Committee. The Executive Committee shall consist of the Chairperson, the Vice Chairperson, and the Secretary. The Executive committee shall meet with the Planning and Transportation Department staff liaison to discuss the business and set the agenda in advance of a the regular meetings and recommend to the Common Council candidates for nonvoting, advisory membership.

IV.11. Staff Liaison Duties. The Planning and Transportation Department staff liaison shall provide notice of all Commission meetings as required by the Indiana Open Door Law; provide and report in a timely manner on all data requests regarding the City's parking inventory, including usage, capital and operating costs, so long as the data is released in a manner consistent with exemptions from disclosure of public records set forth in Indiana Code § 5-14-3-4; and provide other support for Commission activities as agreed to by the Director of Planning and Transportation or its successor.

Article V. ADVISORY COMMITTEE

V.1. Appointment. BMC §2.02.040 or its successors specifies the appointment mechanism of Advisory Committee members.

V.2. Notice of Vacancy. The Vice-Chairperson shall post notice of vacancy with the Office of the City Clerk.

V.3. Residency Requirement. BMC §2.08.20 or its successors specifies all appointments to city boards, commissions and councils shall be made from residents of

the city except those positions that are directed otherwise by state law or city ordinance.

V.4. Terms. As directed by BMC §2.08.020 (2), the motion shall set forth the initial period of staggered terms and, after that period, the terms shall be the same length as other positions on those entities.

Article VI. APPROPRIATIONS

VI.1. Appropriations. BMC §2.12.110 or its successors specifies that the Commission may apply for appropriations through the Mayor, apply for grants, gifts or other funds from public or private agencies. All monies shall be placed on deposit in accounts designated by the City Controller and may be disbursed by Resolution of the Commission. The Vice-Chairperson shall prepare an annual statement of appropriations, grants, gifts, and expenditures to be presented to the Members at its annual meeting.

Article VII. AMENDMENT OF BYLAWS

VII.1. Amendment. A two-thirds (2/3) majority of the Commission may vote to amend these by-laws only after discussing proposed amendments during at least two regularly scheduled Commission meetings that have been called with proper notice.

Bylaws of the City of Bloomington Parking Commission, adopted March 28, 2017.

Appendix 5: PKG Resolution 2017–03

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.

CITY OF BLOOMINGTON

PARKING COMMISSION

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 Blickendorf,
Council Appointee

X _____
Secretary, Parking Commission
Stephen Volan,
Council Member

PARKING COMMISSION

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

1. Proposed by Faith Hawkins: Remove perambulatory clause 6, in its entirety.
2. Proposed by Faith Hawkins: Remove perambulatory clause 7, in its entirety.
3. Proposed by Steve Volan: Replace Operative Cause 1 with:
 5. **Request for Budget Item.** The Commission requests from the Department of Planning and Transportation a one-time budget item for the fiscal year 2018 for the sum of \$60,000, drawn from the Parking Meter Fund.
4. Proposed by Steve Volan: Replace Operative Cause 2 with:
 6. **Purpose of Budget Item.** The budget item shall be used only for the purposes of conducting a review of parking habits, and for formulating a Comprehensive Parking Management Policy by the Commission.
5. Proposed by Steve Volan: Replace Operative Cause 3 with:
 7. **Disbursement of Funds.** The funds shall be placed in an account deemed appropriate by the City Controller, who shall disburse them only upon adoption of subsequent Resolution(s) of the Commission.
6. Proposed by Jim Blickensdorf: Add Operative Cause 5:
 5. **Final Disposition of Funds.** The Commission shall direct the Office of the City Controller to return any unencumbered funds to the City's Parking Meter Fund on December 28th, 2018.

*Appendix 6: City of Bloomington's 2017 Parking Study Request
for Proposal*

Planning and Transportation Department

**Downtown Area Parking Study
*REQUEST FOR PROPOSALS***

ISSUED:

September 1, 2017

DEADLINE FOR PROPOSALS:

September 25, 2017
12:00 PM Eastern Daylight Time

SUBMIT PROPOSALS TO:

Terri Porter, Director
Planning & Transportation Department
porteti@bloomington.in.gov

GENERAL INFORMATION AND SUMMARY

Organization Requesting Proposals:

City of Bloomington
Planning and Transportation Department
401 N. Morton St, Suite 130
Bloomington, Indiana 47404

Contact:

Scott Robinson, AICP
Planning Services Manager
robinsos@bloomington.in.gov
812-349-3423

Summary of Request:

The City of Bloomington (the City) is issuing a Request for Proposals (RFP) to select a consultant (or team of consultants) to assist in the assessment of public parking assets within the downtown Bloomington area. The assessment will include the management, regulatory, and fiscal aspects of the public parking system, including structures, surface lots, meters and on-street parking, and make recommendations on anticipated near-term and longer-term needs. Analysis of private development parking standards, adjacent neighborhood parking controls and inventory, as well as private and other public agency parking assets should also be considered as part of near-term and longer-term strategies. The City will soon initiate an update to the Unified Development Ordinance (UDO) which includes details for private parking requirements on new development proposals. The timing of this request is complimentary to the update of the UDO with regards to only the parking standards within the downtown area. Completing a thorough assessment of current downtown parking assets and the management of those assets will better assist the City and community on meeting current, near-term, and longer-term parking needs. Interested parties must submit proposals electronically by Monday, September 25, at 12:00 PM local time (EDT).

Communications and Project Management:

The project will be managed by the City's Planning and Transportation Department with the support of a team of staff primarily from the Public Works, Police, and Economic and Sustainable Development departments. All communications from interested parties to the City during the proposal submittal process shall be made to Scott Robinson at robinsos@bloomington.in.gov or 812-349-3423.

If necessary, interpretation of or changes to this RFP may be made by written addendum. A copy of each addendum will be posted at the City's website at <https://bloomington.in.gov/planning/bids> no later than September 18, 2017. Interested parties are responsible for checking the City's website for addenda, though the City may choose to contact all known interested parties with notification of posted addenda. The City will not be responsible for any other explanations or interpretations of this RFP. If significant changes to this RFP are required, the City may postpone the final date for submission through an addendum.

Interested parties may notify the City via email of their intent to submit a proposal but are not required to do so. Failure to notify the City of intent to submit a response may result in omission from future communications including possible notification of addenda.

Proposals must be submitted in pdf format no later than September 25, 2017. Responses which, in the judgment of the City, are in any way incomplete, inaccurate, or otherwise not in compliance with the requirements described in this RFP will be rejected.

Any costs incurred while responding to this RFP in anticipation of receiving a contract award shall be the responsibility of the entity submitting the response. The City shall not reimburse any respondent for any such expenses.

Process Schedule:

September 1, 2017	RFP Advertisement
September 18, 2017	Last Day for Addenda Posted by the City
September 25, 2017 (12:00pm EDT)	Proposal Deadline
September 26 – October 5, 2017*	Response Evaluation
October 6, 2017*	Notify Respondents of Results and Begin Discussions with Selected Respondent
October 20, 2017*	Issue Notice to Proceed (NTP) to Selected Respondent

**Dates indicated are tentative and subject to change as needed*

PROJECT DETAILS

Overview:

The City has completed two prior parking studies for the Downtown area (2007 and 2012). The purpose of this study is to provide a continuum of best management strategies to consider for the greater Downtown Bloomington area in regards to the many aspects of public parking. The study must consider key aspects of a new comprehensive plan that is expected to be approved later this year. The Comprehensive Plan provides additional guidance on the growth, development, and services within the Downtown. The City and Monroe County are both actively pursuing economic development initiatives within the Trades District and the Bloomington/Monroe County Convention Center, respectively. Parking is an important element for these initiatives, requiring collaboration and coordination on parking management strategies. Finally, the City has established a Parking Commission that is charged with, amongst other duties, producing an annual report on the City's parking system. Their first report is expected this October. This study must provide overall consistency in the assessment of these aspects and the objectives listed below with both short-term and long-term strategies and recommendations to consider.

Objectives:

The following objectives should be considered as part of this downtown parking study:

- Assess the public parking capacity (City parking garages and lots, on-street parking, zones 4, 5, 8, 9, and 10), and projected near-term and longer-term needs. The study will include one month of occupancy counts during peak business hours, afternoon and evening.
- Assess fiscal revenues and expenditures and provide strategies that sustain the fiscal stability of the public parking system. Provide multiple rate and fee structures and display, by line, the effect of each rate and fee band on revenues and projected growth/decrease in usage of parking services..
- Assess the ongoing maintenance of the parking system and key long-term investment needs to sustain the parking system.
- Assess the enforcement and education of the parking systems and strategies to optimize effective enforcement and education activities of the parking system.
- Assess parking permits (types, fees, etc.) and strategies to optimize efficient permit utilization rates.

- Assess garage transient parking rate and fee structure and provide multiple recommendations, by line, the effect of each rate band change on revenues and projected growth/decrease in usage of parking services
- Assess standardization methods for payments, times, and other functions to improve efficiency, understanding, and enforcement of all parking facilities.
- Assess all parking zones and strategies consistent with best practices for university/college towns/cities.
- Identify interim strategies, such as public-private partnerships or shared parking agreements, that can augment the supply of public parking within the Downtown.
- Assess the Trades District and the Bloomington/Monroe County Convention Center and identify key performance indicators for strategic implementation of public parking investments.
- Provide recommendations that promote a multi-modal transportation system.
- Provide recommendations that promote a sustainable built and natural environment.
- Provide recommendations that promote the incorporation of public spaces and art in public parking facilities.
- Provide recommendations that help preserve the character of adjacent downtown neighborhoods and historic districts.

The City would like to complete the parking study in approximately three months. The process should involve public participation, stakeholders, data collection, data and policy analysis, and other tasks identified by the proposal necessary to complete the study. A draft report must be presented to the Parking Commission by the firm with the purpose of feedback so key items identified can be further considered before a final report is submitted to the City.

This RFP is open to any individual/firm wishing to submit a proposal.

Proposed Budget Requirements:

Proposals shall provide a detailed budget proposal for core or essential tasks identified. Any additional services that can be provided as optional services must be explicitly labeled, as optional services, and may be proposed. The proposed budget will provide information on cost effective approaches for the City to consider. The proposed budget is one of several factors used in the evaluation and selection of consultants submitting proposals and may be used when negotiating a contract.

PROPOSAL SUBMITTAL REQUIREMENTS:

General Requirements:

Submissions must be prepared electronically using 8.5" x 11" paper format and must be submitted as a single pdf file. File size may not exceed 10MB. **Submissions are strictly limited to a maximum of 10 total pages (total includes the submittal form).** Additional pages such as cover pages, tables of contents, appendices, etc., will be counted towards the 10 page maximum. Any page beyond page 10 will be omitted for consideration. The following table displays the order in which respondents shall arrange content and a suggested number of pages per category.

Order	Proposal Content	Suggested Number of Pages
1	Submittal Form	1
2	Introductory Letter	1
3	Project Team and Structure	2
4	Relevant Project Experience and Outcome/Status	2
5	Project Approach	3
6	Detailed Project Schedule	1
	Maximum Total	10 pages

Submissions must be emailed to Scott Robinson at robinsos@bloomington.in.gov. Submissions received after 12:00PM local time on September 25, 2017 will not be considered.

Content Details:

Proposals should include all of the information required below.

1) Submittal Form

- Complete and sign the Submittal Form attached to this document.
- The content of this form shall not be modified other than to fill in the required information.

2) Introductory Letter

- Name of the individual or firm.
- Contact information for the person authorized to serve as point of contact during the RFP evaluation process and to negotiate on behalf of the firm or team if selected for projects.
- General statement of interest and availability for the project described in this RFP.

3) Project Team and Structure

- Identification, qualifications, expertise, and availability of the project manager and key staff proposed to be assigned to the project.
- Identification of proposed subconsultants for any tasks not to be completed by the prime consultant and the type and percentage of work each subconsultant will complete.
- Relevant information regarding team organization or leadership in place to ensure efficiency and accountability during the course of the project as well as quality control and schedule control.
- Location of all project team members and their applicable licensure and certifications.
- Knowledge of and experience with pertinent federal, state, and local laws, regulations, and policies.
- Disadvantaged Business Enterprise (DBE) or other relevant certifications.

4) Relevant Project Experience

- Specific examples of projects that are relevant and similar to this project (provide a link to the project, a reference name and contact information for the clients of these projects).
- Identification of which key personnel were responsible for the relevant tasks.
- Experience with college/university town contexts and public engagement and public education processes.
- Experience with data collection, data analysis, disruptive technology analysis, and key implementation benchmarks/assessments/benefit-cost.
- Experience with multimodal transportation planning.
- Experience with effective public education .

5) Project Approach:

- Description of project approach and deliverables.

- Timeline with proposed milestones (e.g. public engagement, data collection, draft report, final report, and other proposed key milestones).
- Assume a two to three month process from Notice to Proceed to final report delivery.
- Assume internal draft, public draft, and final draft reports with a minimum of two rounds of revisions (one after internal draft and one after public draft).
- Specific examples of potential challenges and strategies for successfully dealing with those challenges.
- Description of innovative ideas or strategies for project prioritization and project implementation.
- Discussion of budget and any anticipated expenses above that budget.
- Other relevant information related to project approach.

6) Public Participation and Education Plan:

Briefly describe the role of public participation in the development of the study and the types of approaches necessary for ongoing public education (public relations). Outline a public participation proposal for this process and methodologies utilized. Identify any tasks for which the City would be responsible for completing during the process.

SELECTION CRITERIA & EVALUATION

Consultant selection for this project will be based on an evaluation of the proposals. The City reserves the right to request additional information or to reject all proposals and not select a consultant. The Consultant Selection Rating Form used to evaluate and score the submittals is included in this RFP for reference.

ATTACHMENTS

1. Submittal Form

Submittal Form

The undersigned declares that the Proposal submitted in response to the Downtown Area Parking Study Request for Proposals (RFP) advertised on September 1, 2017 is, in all respects, an accurate and true representation of the Individual's/Firm's/Project Team's Experience and Qualifications. The undersigned further acknowledges that the Proposal submitted is absent any collusion with an employee/official of the City of Bloomington. The undersigned acknowledges they reviewed and are familiar with the City of Bloomington RFP documents issued on September 1, 2017, and they acknowledge their responsibility for checking the City website for any addenda to this RFP and incorporating or responding to information presented in such addenda as necessary.

If any omissions, erasures, and/or alterations (collectively "modifications") are required to be made to the Proposal Documents, the undersigned acknowledges that they have carefully examined the modifications to the Proposal Documents submitted by the Individual or Firm, and have approved all such modifications. If said modifications are handwritten, the modifications must be initialed. The undersigned further acknowledges that the individual initialing any such modifications has authorization to do so on behalf of the Individual, Firm, or Team.

Individual/Primary Firm Name:

Firm Representative Name:

Authorized Signature:

Title: _____

Date: _____

Address:

City: _____ State: _____ Zip: _____

E-Mail: _____

Telephone: _____

*Appendix 7: City of Bloomington's 2017 Parking Study Request
For Proposal Responses*

Submittal Form

The undersigned declares that the Proposal submitted in response to the Downtown Area Parking Study Request for Proposals (RFP) advertised on September 1, 2017 is, in all respects, an accurate and true representation of the Individual's/Firm's/Project Team's Experience and Qualifications. The undersigned further acknowledges that the Proposal submitted is absent any collusion with an employee/official of the City of Bloomington. The undersigned acknowledges they reviewed and are familiar with the City of Bloomington RFP documents issued on September 1, 2017, and they acknowledge their responsibility for checking the City website for any addenda to this RFP and incorporating or responding to information presented in such addenda as necessary.

If any omissions, erasures, and/or alterations (collectively "modifications") are required to be made to the Proposal Documents, the undersigned acknowledges that they have carefully examined the modifications to the Proposal Documents submitted by the Individual or Firm, and have approved all such modifications. If said modifications are handwritten, the modifications must be initialed. The undersigned further acknowledges that the individual initiating any such modifications has authorization to do so on behalf of the Individual, Firm, or Team.

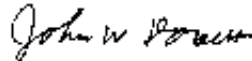
Individual/Primary Firm Name:

Walker Parking Consultants

Firm Representative Name:

John W. Dorsett, AICP, CPP

Authorized Signature:



Title: Senior Vice President

Date: 09-25-17

Address:

6602 E 75th Street, Suite 210

City: Indianapolis State: IN Zip: 46250

E-Mail: john.dorsett@walkerparking.com

Telephone: 317.842.6890



6602 E 75th Street, Suite 210
Indianapolis, IN 46250
Voice: 317.842.6890
www.walkerparking.com

September 25, 2017

Terri Porter, Director
City of Bloomington
Planning & Transportation
401 N. Morton St, Suite 130.
Bloomington, IN 47404

Dear Terri:

Walker Parking Consultants is pleased to submit this proposal for professional services relating to the referenced RFP. Our submittal offers the following advantages to the City of Bloomington:

- **Our reputation as the leading and largest parking consulting firm** carries gravitas and helps the city implement change. We are **qualified to provide all of the services requested** by the city as we have performed **countless numbers of similar projects**. In its 52-year history, Walker has successfully delivered on more than 2,600 parking structure designs, 3,700 parking facility restoration engineering projects, and 7,800 parking consulting and study services projects.
- **Character, Integrity, Reputation, Judgment, Experience, and Efficiency:** Walker's goal is to provide a high quality service and to become the "consultant of choice" for all of our clients. Walker's high percentage of repeat business (90%) is proof of our ability to meet and exceed your expectations. We strongly encourage you to contact our references to find out more about our past performance, reliability, technical expertise, and philosophy toward parking planning and sustainability. By selecting Walker, the city can rest assured that its needs will be met.
- **Capacity:** The team members assigned to this project are available to devote their attention to your project. All of the Walker personnel assigned to this project have short-term assignments that are scheduled to end within the next 30 days. Beyond 30 days, schedules are essentially "wide open." We are **flexible, easy to work with**, and we are **eager to accommodate the requests of the city**, regardless of the time frame. We provide knowledgeable and competent professional services in a **customer-friendly** manner.
- **Team Experience and Local Knowledge:** There is nothing more important to the success of your project than the people and the expertise that they bring to the table. Walker has assigned experts to your project that actually performed the work for the cities listed within this proposal. Our team members have worked together as a team on dozens of successful projects across the nation. This makes your life easy. We host a seamless team that will walk you through the process and do all the heavy lifting for you. We bring broad parking planning experience, coupled with soft skills, technical knowledge regarding parking policies and procedures, and intimate knowledge regarding the capabilities, pros, cons, and costs of a variety of parking technologies used in support of paid parking and enforcement programs.
- **Customized and Workable End Product:** Walker will not be providing you a "one mile wide – one inch deep" document with fluff and little substance that will end up on a bookshelf. We will customize a detailed parking strategy that is realistic and can be implemented. We have a thorough understanding of parking. The fact is parking is a necessity that is not going away any time soon. Americans love their cars and want to drive to their next destination! Our goal is to promote a "park one time and walk" philosophy, shared parking, and on-street parking turnover, in support of optimizing available resources, supporting economic development, and the financial sustainability of the local business community. Walker will tailor a study that works for the City and can leverage the authority of Walker's name and credibility to support its initiatives.
- **Accuracy of Results:** The data we collect and the analyses we perform will be a significant component of the parking management study. The study must be accurate and reliable. We have performed several hundred municipal parking and mobility studies across the nation. Walker's experienced and seasoned judgment from many similar studies will ensure a quality product.

Our goal is to provide a quality service and product that conforms to your requirements and specific needs; anything less is unacceptable. The entire Walker team is committed and available to provide the services listed in this response. We remain available to answer questions regarding our submittal and look forward to hearing from the City of Bloomington.

Sincerely,


John W. Dorsett, AICP, CPP
Senior Vice President
john.dorsett@walkerparking.com

Project Team and Structure

Team Members

Walker team members will perform all tasks in house and will not utilize a subconsultant:



JOHN W. DORSETT, AICP, CPP

SENIOR VICE PRESIDENT / PROJECT MANAGER

INDIANAPOLIS, IN

As Senior Vice President and Director of Consulting Resources, John guides a parking consulting and study services group responsible for leadership in functional design, operations consulting, planning and financial studies, and parking access and revenue control systems consulting and design. He provides leadership and the necessary resources to successfully deliver 250+ engagements annually. He will be the project manager, responsible for day to day coordination of team activities.

Availability: 50%



DAVID M. GARZA

STAKEHOLDER LEAD / ASSISTANT PROJECT MANAGER

INDIANAPOLIS, IN

David is an Analyst in Walker's Consulting Resource Group and is located out of the Indianapolis office. David specializes in parking planning, supply/ demand studies, shared parking analysis, and financial modeling. His project work has supported a range of clients including municipalities. David has recently completed parking studies with the City of Dublin, OH, Grandview Heights, OH, the City of Williamsburg, VA, and Uptown Charlotte, NC.

Availability: 75%



DAN KUPFERMAN, CAPP

DIRECTOR OF CAR PARK MANAGEMENT SYSTEMS

BOSTON, MA

Dan has over 20 years of experience in parking operations and parking technology. Dan's responsibilities include researching, analyzing and recommending operational solutions to parking problems involving technologies such as parking access and revenue control systems, multi-space meters, parking meters, license plate recognition systems, sensors, handheld enforcement units, parking guidance systems, cell phone and internet applications and permitting systems. Dan presents and publishes regularly and is frequently featured in the Parking Professional Magazine's "Ask the Experts" column.

Availability: 40%



MICHAEL CONNOR

SENIOR PARKING CONSULTANT

BOSTON, MA

Michael has over 25 years experience in transportation and parking planning from both public and private sectors. He has managed multi-disciplinary consulting efforts and smaller community-based and sponsored planning initiatives with a particular focus on the relationship of land use activity, trip mode, walkability, and market conditions.

Availability: 60%



JIM CORBETT, CAPP

PARKING CONSULTANT

TAMPA, FL

Jim is an innovative parking executive with 20 years of successful parking operation leadership and fiscal governance. Jim joined Walker after a ten-year career as the Parking Division Manager with the City of Tampa. He has specialized experience managing municipal and private parking assets, sustainable operation goals, new revenue opportunities, and financial accountability while enhancing community and consumer satisfaction.

Availability: 60%



JON R. MARTENS, AICP, CAPP

PARKING CONSULTANT

INDIANAPOLIS, IN

Jon specializes in Car Park Management Systems (CPMS) and planning studies and he has over 20 years of experience in planning, management, and operations. Since joining Walker in 2003, Jon has led the successful completion of over 150 parking study engagements on a variety of projects.

Availability: 50%

Project Team and Structure Relevant Information

EXPERIENCE

Walker has produced key industry research, including the important update to the Urban Land Institute's landmark Shared Parking study. Our research keeps us at the leading edge of creative parking solutions for our clients. No matter what questions our clients come up with about their parking system, we have someone within our staff who can help. Walker's team members are active in the professional organizations that train the rest of the industry. In particular, we have several consultants on the Parking Consultants Council. This group interprets policy for the entire parking industry, and provides publications that guide other consultants on issues ranging from right-sizing to revenue to parking system management to efficient design guidelines. As an organization that invests in research and staff development, Walker has developed expertise in all areas of parking, including both planning (shared parking, financing), design (automated garages, circulation), restoration, and operations (equipment, management).

Within just the last 5 years, Walker has completed more than 280 municipalities and 77 universities/colleges studies on a variety of parking issues. Walker has completed a number of studies that investigated and provided specific recommendations regarding parking and transportation related interactions between cities and resident colleges and universities, which are commonly referred to as "Town and Gown" issues. Tasks performed include public engagement and education processes, data collection, data analysis, disruptive technology analysis, key implementation benchmarks/assessments/ benefit-cost, and multimodal transportation planning.

ON TIME AND WITHIN BUDGET

Performing on time and within budget is a given at Walker. Our project management and delivery are based on the tripod of quality, budget and schedule, with quality the first among equals. We perform quality assurance through written Standard Operating Procedures, planning guidelines and checklists. We perform project quality control through advisory meetings and in-house Peer Reviews. We apply the lessons learned on thousands of previous projects to every new project.

With our clients, we control project budgets by carefully developing a written scope of work and mutually agreeing on a lump sum fee. We include not only everything that our client tells us about the project, but based on our experience, issues and items that the client may not have considered. A lump sum contract protects the City against cost overruns and there are no surprises. We control the schedule by careful planning, involving senior staff and past experience. We then monitor management and delivery progress using a proven project review system that tracks both the actual schedule and budget against the plan so that we can make course corrections effectively.

The right experience will help the consultant cost effectively provide the right information to the City by allowing it to focus on critical tasks, relying on previous similar projects, and not "reinventing the wheel" when it is not required. Inexperienced firms will struggle with this and it will show in the quality of their work. They will be forced to spend time on things that an experienced will already know about and this time will detract from the time available to spend on other more important matters.

Walker has established an effective communication system to ensure needed information is transmitted, received, logged and acted upon in a timely manner. Communications between Walker and the City of Bloomington will be in the forms of Telephone Communication - Followed up by "Project Memorandum" of all essential conversations, Project Memorandum, Letters, Reports, Meeting Minutes, and E-mail. ParkNet, our Intranet, includes best practices, data collection and survey tools, standard drawing details, specifications, and project planning tools to help with internal communications and resource sharing. It's a repository of the decades of our unmatched experience that we bring to bear on every project as we scope, plan, manage and deliver it.

TEAM CAPABILITY

The uniqueness of each project requires the proper mix of personnel from our firm. We have assessed the projected workload for each of the team members assigned to this project to make sure that they will have the appropriate amount of time in which to properly address your project requirements.

Because of the size of our group, we have the ability to respond to unforeseen and unfortunate events such as serious illness or accident that may remove key personnel from this project. If that occurs, we will be able to replace that team member with a person of equal or greater expertise, skills, and experience. This will minimize the downtime that would occur and allow your project and Walker Parking Consultants to remain on schedule. In all cases, our approach is to schedule team members that will remain with their project from beginning to end.

CLARITY OF ACCOUNTABILITY

Walker's project organizational structure and accountability approach has been successfully used on thousands of other projects. The accountability for this project rests with this project team and the team is led by our project manager, John Dorsett. John Dorsett is a Senior Vice President and the Director of Consulting Resources at Walker and has proven to deliver quality projects, on-time, and within budget.

The Project Manager is responsible for assuring that services provided by the Project Team meet the requirements of the project contract. This will be accomplished by making periodic checks during the various phases of the project to assure proper coordination between the specialists. The specialists' ability to respond to project needs, capability to supply information in a timely manner, and responsiveness to project schedule will all be evaluated by the Project Manager. Corrective measures will be taken if necessary assuring that all phases of the project are within budget and on schedule.

Relevant Project Experience



BOROUGH OF STATE COLLEGE, PENNSYLVANIA

COMPREHENSIVE PLANNING STUDY
PROJECT MANAGER: JOHN DORSETT

The Borough of State College study area consisted of a 46 block area that has unique demand days during Penn State Football games and a large concentration of entertainment and bar areas that cater to Penn State students. Walker completed an inventory and analysis of current parking supply with projections for future parking conditions, identification of parking shortages based on future projects, strategies for improvements for their current internal parking system, and alternatives to reduce the strain on areas where future projects indicate a shortage in parking, and financing options for construction of new parking facilities in the future for projected shortages.

OUTCOME:

The Borough has continued to use Walker's comprehensive plan and recommendations to support the development strategy outlined in the Master Plan. The parking operations utilize the latest technologies and equipment. The borough continues to adapt to the changing completion of parking demands as new development is added.

Reference: Thomas Fountaine | Borough Manager
Tfountaine@statecollegepa.us | 814.287.4700



CITY OF WILLIAMSBURG, VIRGINIA

COMPREHENSIVE PARKING NEEDS ASSESSMENT
PROJECT MANAGER: JOHN DORSETT | ANALYST: DAVID GARZA

Williamsburg has continued to encourage new development in character of the original town. Walker developed a parking Master Plan that met the needs of visitors, merchants, employees, residents, the Colonial Williamsburg Foundation, and the College of William and Mary. Walker's analysis focused on opportunities to improve the efficiency and effectiveness of the existing parking/ transit options without investing significant capital and taking advantage of services already available in the community.

OUTCOME:

Walker's observations and ten-year projections suggest that adequate parking is available downtown, but may not be perceived as convenient for some users. Opportunities were identified to increase capacity, including surface lot reconfiguration and expansion and multi-story parking structures. Walker recommended to pursue surface lot options, holding off on a parking structure, and focusing on parking management strategies that can address parking challenges, if implemented effectively.

Reference: Carolyn Murphy, AICP | Director of Planning
cmurphy@williamsburgva.gov | 757.220.6132



CITY OF WESTFIELD, INDIANA

COMPREHENSIVE PARKING NEEDS ASSESSMENT
PROJECT MANAGER: JOHN DORSETT

Westfield is a rapidly growing community where officials are planning a major revitalization of the city's downtown. Grand Park is a substantial and newly constructed 400-acre sports campus with a projection of 1,513,870 daily visitations. Walker determined the adequacy of the parking capacity today and in the future to provide options to the city to better plan and manage its parking resources.

OUTCOME:

In addition to measuring the overall parking supply and occupancy, potential shared-use opportunities were identified and incorporated into our analysis. Current and future conditions were projected. Alternatives analysis builds upon the knowledge from the first phase and solutions for mitigating current and future parking issues are developed and ranked using a weighted-value matrix created with the client. The final selection of the preferred alternative will reflect community parking-related values.

Reference: Teresa Skelton | President of Downtown Westfield Association
teresa.otis.skelton@gmail.com | # 317.508.3392

Relevant Project Experience



DOWNTOWN VALPARAISO, INDIANA

COMPREHENSIVE PARKING NEEDS ASSESSMENT

PROJECT MANAGER: JOHN DORSETT | PARKING SPECIALIST: JON MARTENS

The City of Valparaiso went through a series of successful improvements which created a need for a comprehensive parking plan to quantify the current and future parking conditions to effectively manage public parking.

Walker offered the City a clear understanding of the current and future parking needs along with presenting alternative strategies that will help the city address parking challenges downtown. Walker also reviewed the City's parking ordinance and recommended parking demand ratios for future developments.

OUTCOME:

Walker was able to quantify and localize current and future demands associated with the planned developments and provided the City with a tool box of recommendations to effectively manage the parking supply now and in the future.

Reference: Bill Oeding | City Administrator
boeding@valpo.us | # 219.462.1161



CITY OF MICHIGAN CITY, INDIANA

COMPREHENSIVE PARKING NEEDS ASSESSMENT AND MASTER PLAN

PROJECT ADVISOR: JOHN DORSETT | PROJECT MANAGER: JON MARTENS

Parking plays a key role in continuing redevelopment efforts and ensuring public parking is sufficient, easy to locate, and available for the appropriate users. The City of Michigan City engaged Walker to address the continued and planned redevelopment activities within the Uptown Arts District.

Walker evaluated the potential impact of several redevelopment options and their impact on parking. Walker provided parking planning and operating strategies that embody the philosophy of managing public resources in a way that supports community well-being, connection, and a growing sense of place.

OUTCOME:

Walker recommended an action plan that outlined existing parking needs and various planned and proposed developments that will impact parking in and around the study area. Action items were broken down into short term, mid-term, and long-term.

Reference: Craig Phillips | Planning Director
cphillips@emichigancity.com | # 219.873.1419



DOWNTOWN NOBLESVILLE, INDIANA

COMPREHENSIVE PLANNING STUDY

PROJECT MANAGER: JON MARTENS

Downtown Noblesville experiences high parking demand on a daily basis. In order to maintain an vibrant and growing community, the City of Noblesville asked Walker to evaluate parking needs within the downtown area.

Walker developed a plan to improve the current parking conditions and provide clarity and direction in regards to future development and management of existing future parking resources in downtown Noblesville. Walker evaluated seven potential sites that could accommodate a parking structure and evaluated the existing surface lots for efficiency improvements. Walker also established Short-, Mid-, and Long-Term plans of action for the City.

OUTCOME:

The city is implementing the recommendations developed by the Parking Taskforce and Walker and they have a clear plan to help the city as it continues to grow.

Reference: John Beery | City Engineer
jbeery@noblesville.in.us | # 317.776.6330

Project Approach

The City of Bloomington parking study should build on previous parking study efforts and the recent work of the newly-created Parking Commission, and address future proposed development projects in the downtown. Consistent with the City's RFP, our approach includes attention to the following project elements:

- Startup meetings, consensus building among the various stakeholders, and data collection.
- An evaluation of the current parking system, including the identification of areas where parking surpluses and deficits occur. Also included is a projection of future demand based on known development.
- An assessment of existing City parking policies and practices, including parking ratios required within the Unified Development Ordinance, parking rates, parking citations rates, parking time limits, the use of parking technologies, enforcement practices, and suggestions for more effective parking management.
- An assessment of the condition of the City's parking assets and recommendations for the care and upkeep of these assets.
- A financial plan that details how recommended improvements, whether these be technology upgrades, additional parking supply, or policy changes, be funded.



Our approach is to maximize the utility of existing parking assets and recommend that additional parking be built only as a last resort. We understand that additional parking may not address Bloomington's parking issues. Walker has a history of developing parking plans that exclude recommendations to build more parking. For example, this was the case for the City of Middleton, Wisconsin. Although the client proposed the construction of a parking structure prior to Walker's study, we presented study findings to city officials, residents and stakeholders that the new structure was unnecessary and that more desirable alternatives should be pursued, including an improved parking management plan. Instead, we suggested that the city channel resources into cost effective and sustainable use of existing parking spaces and improved parking management practices. By accepting Walker's recommendations, the city saved millions of dollars, leaving these funds available for other priorities. Subsequent to our initial work which included the recommendation to not build more parking, the city has re-engaged our firm on two additional occasions.

This project will be led by John Dorsett, AICP, and senior vice president of Walker. John, a lifelong Hoosier with knowledge and familiarity of Bloomington, brings 27 years of parking consulting experience to this project and this experience includes similar work with dozens of other cities. John will be supported by dozens of other Walker consultants, including those specializing in parking technology, parking policies, and parking operations. Walker will manage this project out of its Indianapolis office.

STAKEHOLDER MEETINGS

Our team will base recommendations on a thorough understanding of what stakeholders envision for the downtown. What do people value? How can their values be expressed in the built environment? From a community standpoint, stakeholders need to feel that their fingerprints can be found in the resulting plan. From an administrative standpoint, the plan needs to have sufficient buy-in so that downtown leaders can feel confident that the conclusions from the stakeholder process will gain the political support required for implementation. A successful stakeholder outreach program must both inform and gather input.

TASK I – PARKING NEEDS ANALYSIS

OBJECTIVE: Before an effective parking plan can be formulated, a clear understanding of current and future parking conditions in the City study area is required.

Some of the questions that need to be resolved include:

Project Approach

- What is the parking supply and demand?
 - Is there a surplus or deficit?
 - What will parking conditions be like in the future and how might autonomous vehicles impact parking demand?
 - Is additional parking required? If so, how much and when might the parking be needed?
 - Who needs additional parking?
1. Obtain and review land use data within the study area, provided in terms of square footage by land-use type (i.e. retail, restaurant, hotel, office, etc.)
 2. Update parking inventories of on- and off-street parking within the study area. Inventories will include space counts, rates, and restrictions.
 3. Conduct parking occupancy counts of parking in the study area. Counts will be performed during peak morning, afternoon, and evening hours during two representative weeks.
 4. Project future parking needs associated with proposed developments and occupancy of now-vacant space.
 5. Determine the surplus or shortfall within the area under current and future conditions, and create tabular and graphic illustrations of the parking system adequacy.

TASK II: REVIEW OF PARKING POLICIES AND PRACTICES

OBJECTIVE: A review of parking policies and practices includes an objective look at the rules that govern parking and the activities that the City employs to enforce these rules. The overall objective of this task is to provide a professional outsider's perspective with the aim to help the City make its parking system the best it can be. To succeed at meeting this objective, we consider stakeholder input, historical policies and practices, the character of the city, and the City's organizational structure with respect to its parking operation, and develop a parking management plan that represents opportunities for improvements. This task is intended to answer a myriad of questions regarding parking policies and practices, including the following:

- Are parking rates working effectively?
 - What should the relationship be between on- and off-street parking rates?
 - Is the city's Unified Development Ordinance supporting economic development and protecting property owner rights? Is it minimizing waste and promoting sustainability?
 - Is the City committing enough staffing resources to address its parking needs?
 - Are parking citations rates achieving their intended purpose?
 - Is the City writing an appropriate number of tickets in support of its overall objectives?
 - Are parking enforcement days and hours supportive of the needs of the community?
 - Are parking spaces turning over at desirable rates?
 - Are there effective strategies in place to keep long-term parking patrons out of short-term spaces?
 - Is technology being used effectively in support of customer service? Are there technologies that could be cost effectively employed to provide patrons with additional and more convenient options? If so, what are these?
 - Are current organizational structures effectively supporting the City's parking assets?
 - How can the City's parking operation be the best it can be?
1. Obtain and review city parking policies, practices, and ordinances relating to parking.
 2. Identify and gather parking policies, practices, and the parking element of zoning ordinances of up to six other cities for purposes of benchmarking.
 3. Review and if appropriate, recommend changes to the City's organizational structure and the staffing associated with its parking assets.
 4. Review and comment on parking rates, time restrictions or lack thereof, and enforcement hours.
 5. Review existing parking equipment and recommend upgrades where necessary.
 6. Draft a policy statement regarding the relationship between on- and off-street parking.
 7. Recommend modifications to the parking element of the City's zoning ordinance that align with its comprehensive plan and parking plan.
 8. Review and comment on existing parking signage and identify opportunities for improvement.
 9. Identify potential customer-service enhancements

Project Approach



"In our fifteen-year history, Renaissance Group, Inc. has never hired a consulting firm which more accurately and thoroughly accomplished the proposed objectives."

Renaissance Group, Inc.
Cedar Rapids, Iowa



"In every one of the projects that we have worked with Walker Parking Consultants they have provided an extremely professional product in each and every instance. Walker has presented many of their projects to the Ft. Lauderdale Mayor and City Commission and has received noteworthy praise from the City Commission as well as from the City Management on the accuracy and professionalism of their delivered product. We in the Parking Operation are very pleased with Walker's services."

D. Douglas Gottshell
Parking and Central
Services Manager,
City of Ft. Lauderdale

TASK III –FINANCIAL PLAN

Objective: A financial plan anticipates the market demand, operating revenues, operating expenses, and debt service for a proposed parking project and/or parking system, including expansions to existing facilities, new facilities, technology upgrades, and other potential expenditures aimed at improving parking conditions. It is tailored to help guide the decisions that must be made to promote a financially sustainable parking system.

1. Project annual operating expenses for the City's parking assets over a five-year period, including but not limited to the following: direct labor and fringe benefits; utilities; supplies; daily maintenance; and structural maintenance.
2. Identify capital costs that are essential to support recommendations.
3. Research comparable market parking rates and recommend a rate structure for City-owned parking assets. Recommendation will be based on meeting the City's goals relative to promoting the use of alternative transportation modes and sustainability.
4. Based on the needs assessment findings and the recommended rate structure, project the annual net operating income of the City's parking assets for a five-year period.

PUBLIC PARTICIPATION AND EDUCATION PLAN

Our methodology for community participation is guided by two principles. First, a good study that is not accepted by stakeholders is of no use. In this age of actively-involved citizenry and stakeholders, citizen and other stakeholder participation and "buy in," the study process is not only the right thing to do, it is crucial in order to accomplish results.

Our experience is that parking is an emotional issue. For the public, we believe that many parking policy solutions are counterintuitive and that many popular policies result in unintended consequences. We therefore embark on a process to educate the public in tandem with the public educating us. We take pride in the results that we have achieved by deepening the public's understanding of the issues and the solutions.

REPORT PREPARATION

1. Prepare and email draft report and plan documenting existing and future conditions, findings, and recommendations associated with each task.
2. Prepare and email final report. Final report will address City comments pertaining to the draft report.

MEETINGS

1. Kick-off meeting with City staff to plan stakeholder/public participation process and dates.
2. Stakeholder meetings with downtown business owners, employers, residents, Parking Commission, Chamber of Commerce, Downtown Bloomington Inc., Monroe County, Monroe County Public Library, Indiana University, and City staff.
3. Interim presentation of findings and draft recommendations.
4. One (1) final presentation of the final study and plan.
5. Teleconferences as needed, to supplement face-to-face meetings.

Schedule and Fee

SCHEDULE

Walker can complete the parking plan within ninety (120) days of a signed contract. Specifically, Walker will provide draft and final reports within a 12-week run time. Several meetings are envisioned including those to elicit input and buy-in from the community. Teleconferences are also envisioned as appropriate.

Proposed Project Schedule	Oct	November					December				Jan	
	22-28	29-4	5-11	12-18	19-25	26-2	3-9	10-16	17-23	24-30	31-6	7-13
Kick-Off Meeting	X											
Stakeholder Meetings			X									
Field Data Collection												
Task 1: Needs Analysis												
Task 2: Parking Policy and Practices Review												
Interim Presentation							X					
Draft Report Submittal												
City Review of Draft Report												
Task 3: Parking Financial Plan												
Final Report Submitted												
Final Presentation												X

PROJECT FEE

Walker agrees to perform all scope items as described in the RFP document. Walker proposes a lump-sum, not-to-exceed fee of \$51,500. The lump sum fee protects the City of Bloomington from any cost overrun.

	TOTAL
Task 1: Needs Analysis	\$15,000
Task 2: Parking Policy and Practices Review	\$24,000
Task 3: Parking Financial Plan	\$12,000
Estimated Expenses	\$500
TOTAL	\$51,500

Submittal Form

The undersigned declares that the Proposal submitted in response to the Downtown Area Parking Study Request for Proposals (RFP) advertised on September 1, 2017 is in all respects an accurate and true representation of the Individual's/Firm's/Project Team's Experience and Qualifications. The undersigned further acknowledges that the Proposal submitted is absent any collusion with an employee/official of the City of Bloomington. The undersigned acknowledges they reviewed and are familiar with the City of Bloomington RFP documents issued on September 1, 2017, and they acknowledge their responsibility for checking the City website for any addenda to this RFP and incorporating or responding to information presented in such addenda as necessary.

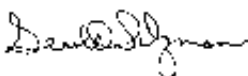
If any omissions, erasures, and/or alterations (collectively "modifications") are required to be made to the Proposal Documents, the undersigned acknowledges that they have carefully examined the modifications to the Proposal Documents submitted by the Individual or Firm, and have approved all such modifications. If said modifications are handwritten, the modifications must be initialed. The undersigned further acknowledges that the individual initialing any such modifications has authorization to do so on behalf of the Individual, Firm, or Team.

Individual/Primary Firm Name:

DESMAN, Inc.

Firm Representative Name:

DESMAN, Inc.

Authorized Signature: 

Title: Associate Vice President

Date: 9/19/17

Address:

20 N Clark, 4th Floor

City: Chicago State: IL Zip: 60638

E-Mail: gsalzman@desman.com

Telephone: 312.263.8400

September 19, 2017

Ms. Teri Porter, Director
Planning & Transportation Department
City of Bloomington
401 N. Morton St.
Bloomington, IN 47404

Re: Downtown Area Parking Study RFP
Bloomington, IN

Dear Ms. Porter:

We wish to thank you and the City of Bloomington for allowing DESMAN the opportunity to submit our proposal to complete the Downtown Area Parking Study, as described in your Request for Proposals (RFP).

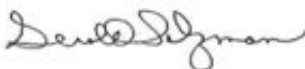
For those on the selection panel/committee who may not already be familiar with us, DESMAN is a nationally recognized Parking Consulting firm. Our company specializes in parking planning, feasibility studies, restoration engineering, and architecture/engineering related to the construction of new parking facilities. Since our inception in 1973, DESMAN has successfully completed over 5,000 parking projects, involving one or more of those parking related services. We have a total of nine offices and a nationwide staff of over 100 people. DESMAN offers the complete range of professional consulting services necessary for the successful completion of this project. Within the last few years, DESMAN has completed numerous municipal parking supply and demand studies and financial feasibility studies, in addition to consulting on parking management best practices and parking policy across the country. Many of the projects were in communities like Bloomington with major universities.

Mr. Gerald Salzman, an Associate Vice President with DESMAN, will be the Project Manager on this assignment and will be personally involved with all aspects of the study. Mr. Salzman (email: gsalzman@desman.com) has been a parking consultant for more than 30 years. He and DESMAN's Study Group have just completed a similar study for Lawrence, Kansas. Our study process as reflected in our Project Approach, includes a three part "Listen-confirm-respond" process which we would be pleased to explain in more detail to you. We have also suggested several optional tasks for which there is no room in this proposal to provide details. We would be happy to discuss them with you. Resumes for Jerry and the rest of the DESMAN team are enclosed.

On behalf of our staff of professionals and our team, we thank you for this opportunity to submit our qualifications and trust that our submission is complete, in compliance and worthy of your review and further consideration. Please do not hesitate to contact us should you have any questions or require any additional information.

Sincerely,

DESMAN



Gerald Salzman
Associate Vice President



Stephen Rebora
President

Section 3

Project Team and Structure



GERALD SALZMAN, AICP
Associate Vice President

Mr. Salzman has been conducting multimodal traffic and parking studies at consulting firms for more than 30 years. He brings vast experience in planning effective traffic and parking systems for cities, suburbs, industrial corridors, mixed-use developments, hospital, medical center campuses, colleges and universities across the country. He has successfully negotiated access, circulation, and parking plans for projects in large cities, small towns, and major metropolitan suburbs, providing plans that meet the development's needs for access and parking while protecting residential streets.

Downtown Transportation/Traffic Planning

- Lawrence Downtown Parking Study, Lawrence, KS
- City of Green Bay Downtown Parking Study, Green Bay, WI
- Montgomery Cty Courthouse Area Access Plan, Bethesda, MD
- Bricktown Area Parking Plan, Oklahoma City, OK
- Village of Western Springs, IL
- Village of Arlington Heights, IL
- City of Evanston, IL
- City of Stamford, CT
- City of Milwaukee, WI
- Texas Medical Center Area Plan, Houston, TX
- City of St. Louis, MO
- University Circle Neighborhood, Cleveland, OH

Years with DESMAN
14

Education
Master of Urban Planning,
Transportation, Texas A&M
University, 1979

Project Assignment
Project Manager



ERIC HAGGETT
Associate

Mr. Haggett provides analytical and planning services for DESMAN. He is involved with all technical aspects of the planning and management of parking studies including data collection supervision, data analysis and report production. Specifically, Mr. Haggett has been involved in tabulation and analysis of parking data, parking needs analysis, financial feasibility analysis, revenue analysis, and shared-use parking analysis.

- Lawrence Downtown Parking Study, Lawrence, KS
- City of Green Bay Downtown Parking Study, Green Bay, WI
- Downtown Parking Management Plan, Burlington, VT
- Comprehensive Review and Analysis of the Easton Pkg System, Easton, PA
- City of Meadville Downtown Parking Study, Meadville, PA
- Downtown Pkg Plan and System Management Strategy, Niagara Falls, NY
- Feasibility Study for a Backyard Lot Parking Garage, Bar Harbor, ME
- City of Dayton Parking System Analysis, Dayton, OH
- City of Covington Downtown Parking Management Plan, Covington, KY

Years with DESMAN
9

Education
Ohio University
Athens, Ohio
B.B.A. Finance and Economics

Project Assignment
Project Manager

Section 4 | *Relevant Project Experience*



TEN YEAR OPERATIONS AND DEVELOPMENT PLAN
Lawrence, KS

The City of Lawrence, Kansas contracted with DESMAN to conduct a parking study of the downtown area and surrounding neighborhoods. The key goals of the study were to document the existing and projected demand for parking in the downtown area, identify parking pressure in the residential neighborhoods adjacent to downtown and the university, review the City's parking and enforcement operations, engage a variety of stakeholders, and develop a sustainable plan to provide adequate parking for all user groups, upgrade technology, and accommodate long-term growth in the City.

Client: Brandon McGuire
City of Lawrence, KS
P.O. Box 708
Lawrence, KS 66044
BMcGuire@
LawrenceKS.org
785-832-3466

The first phase of the study focused on data gathering, extensive stakeholder interactions, the identification of future developments and detailed observations of parking operations. The result was a list of issues to be addressed and a menu of recommendations covering parking rates, demand, parking technology, enforcement and operations, policy issues and functional redesign of parking lots to increase supply.



CITY OF GREEN BAY DOWNTOWN PARKING STUDY
Green Bay, WI

DESMAN analyzed the existing and future parking supply and demand over a five and ten year period. The analysis also considered the loss of the Main Street Garage and the repair program for the existing parking facilities. An investment in public transit to support future parking demand was performed, which showed that a substantial investment in the transit infrastructure would have a minimal impact on the overall parking demand. A site evaluation and preliminary garage concepts were prepared for four potential sites in the Downtown area. The concept drawings show the ramping system, spaces per level and the overall efficiency of the site. Cost estimates for each of the four potential parking ramp sites were calculated.

Client: Chris Pirlot, P.E.
Operations Director,
Parking Manager
City of Green Bay - DPW
100 N. Jefferson Street
Green Bay, WI 51301
P: (920) 492-3736
chrispi@greenbaywi.gov

DESMAN performed a review of the City's existing parking management and operation practices, on-street and off-street parking rates, and revenue control equipment. Interview meetings were held with selected operations and administrative staff involved with the City of Green Bay parking and operations management. Recommendations were provided to help improve efficiency, reduce cost and simplify the organization of the parking management and operations department. These recommendations concentrated on improving enforcement, maintenance, collections, staffing, organizational structure, communications and oversight.

Section 4

Relevant Project Experience



Client: Timothy Dempsey
Director of Planning & Community Development
City of East Lansing
410 Abbot Road
East Lansing, MI 48823
P: (517) 319-6930

CITY OF EAST LANSING PARKING SYSTEM MANAGEMENT STUDY

East Lansing, MI

DESMAN was retained by the City of East Lansing to perform an analysis of its Parking Department organizational and operating structure in an effort to streamline the delivery of services, eliminate duplicated activities, enhance the program's overall efficiency and effectiveness and to explore creative and practical ways to reduce costs while not diminishing the level of service provided to its various user groups. The City of East Lansing's parking system is organized and managed as a division under the Planning & Community Development Department. The Parking Division was comprised of 42 employees; six full-time and six part-time administrative staff in addition to approximately 30 part-time parking attendants. Bordering the Michigan State University's campus, the City of East Lansing's downtown parking system is comprised of more than 2,700 spaces dispersed among 5 parking garages, 8 surface lots and on-street meter parking.

The most significant organizational deficiency of the City of East Lansing's parking program was that the responsibility for a variety of parking-related functions are horizontally dispersed across several line departments, rather than being centralized or vertically integrated within a single department or division causing both the mission and performance of the parking program to suffer. The Police, Public Works, Finance, Community Planning and Development and the District Court have full or shared responsibility for key aspects of the management and operations of the Parking System but none of these departments viewed and fully understood how their respective responsibility areas influenced the overall goals and objectives for system. While the Parking Division, lodged within the Community Planning and Development Department, clearly had guardianship responsibility for the City's parking assets, it lacked accountability in a number of key managerial areas that ultimately impact the overall performance of the system.



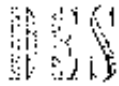
DOWNTOWN PARKING INITIATIVE

Burlington, VT

Client: Kelly Devine
Executive Director
Burlington Business Association
110 Main Street
Burlington, VT 05401
P: (802) 863-1175
director@bbavt.org

Through a series of working groups, small focus meetings and large community forums, DESMAN was able to identify key issues and develop responsive solutions to each. Using industry best practices as a foundation and actual data germane to the area as support, DESMAN developed and promoted a plan that would place management of the parking system under a public/private entity which would solely be responsible for the development and promotion of environmentally and fiscally sustainable parking and transportation programs in the downtown district.

DESMAN plan included a transition scheme which would be revenue neutral to municipal budgets, but would generate enough cost savings and modest revenue increases to support the new agency's operations and programs. Program components included immediate physical improvements to the existing garages, substantial upgrades to existing wayfinding systems, a cross-branding and -promotion program to increase recognition and identification of ALL publicly accessible parking assets in the district, cooperative programs with other agencies and groups to promote transportation alternatives including mass transit and bicycling, and reforms to existing municipal code to allow for shared parking and reductions in requirements for participation in car sharing and other TDM programs.



Phase I: Research

The following is DESMAN's proposed task-based work plan to successfully complete the Downtown Area Parking Plan. This work plan is based on the purpose and goals outlined in the RFP and is intended to be used as a starting point for completing this project. Adjustments to the plan are likely and welcomed based on discussions with the City prior to and throughout the course of the project.

Phase I: Research

Task I.1: Kickoff Meeting with City Staff and the Steering Committee – The purpose of this meeting will be to introduce the DESMAN team to the city staff and project steering committee (or Parking Commission), establish lines of communication, confirm the proposed study schedule, and gather the reports and base data identified in the RFP. During this meeting, we will seek to discuss and refine our methodology for engaging stakeholders, in order to create a plan to effectively gain stakeholder/public input and participation. We will also ask the city staff to identify potential stakeholders to be interviewed at a later date.

In addition to the above, it is our intent to discuss the following specific topics during the kickoff meeting:

- Scope of work
- Goals of the study
- Project schedule
- Parameters of the study area
- Potential dates and times for parking occupancy surveys
- Future developments in the study area
- Parking issues and concerns

Task I.2: Review and Evaluate Existing Data – Our team will review the existing reports and data described in the RFP and others gathered during the kickoff meeting. Additionally, we will review the City of Bloomington's codes and ordinances related to parking within the study area.

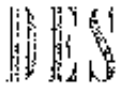
Task I.3: Conduct Stakeholder Meetings – the DESMAN team will conduct interviews with the various public/private entities identified by the city staff in Task I.1, which typically include: business and property owners, University, Bloomington Monroe County Convention Center, Trades District, employees, neighborhood representatives, developers, residents, and members of the public. DESMAN plans to host private interviews with key stakeholders such as the University, Bloomington Monroe County Convention Center, and Trades District in addition to conducting group meetings in which stakeholders with similar interests will be invited to provide their views on parking conditions and the City's parking operation, and share ideas on potential solutions.

In an effort to minimize the expense associated with face-to-face interviews, we would request that the City staff take the lead in scheduling all stakeholder meetings, with the goal being to conduct the interviews during a one- or two-day period in a central office or location, if at all possible. In cases where scheduling conflicts exist, follow-up conferences with individuals who could not attend will be completed via phone or other digital means of communication. DESMAN will organize the questions, comments and notes from these stakeholder meetings and include them in the Phase I deliverable.

Task I.4: Operations Review – The operation of the Parking System will be reviewed and evaluated to identify the effectiveness of operational practices and policies, including the following:

- On- and off-street parking policies
- Parking ticket writing and fee collection procedures
- Parking permit types, rates and policies
- Zoning codes and regulations
- Use of technology
- Procedures to address security
- Residential Parking Permits

Task I.5: Prepare and Submit Phase I Deliverable – Following the completion of the Phase I tasks, our team will prepare a concise deliverable which documents, in tabular, graphic and text format, the Phase I findings. This work paper will be submitted to the City and steering committee for review and further discussion. It is anticipated that the DESMAN team will meet with the city staff and steering committee at this



time to discuss the Phase I results. Comments to the Phase I work paper received from the city staff and steering committee will be incorporated into a finalized version of the document for inclusion in the final report.

Phase II: Parking Analysis

Task II.1: Confirm Public & Private Parking Inventory – The DESMAN team will conduct an inventory of on- and off-street parking within the study area, including both publicly- and publically available privately-owned spaces; any parking facilities that may be outside of the study area, but which support activity within the area, will be identified and noted. In addition to the location and number of spaces on each street and in each facility, this inventory will identify as much as possible: the type of parking (public/private; surface/structured; short-/long-term; reserved/unreserved), the users served by each facility (employees/visitors/residents/special event patrons/etc.), hours of operation, the method of control/enforcement (gates/pay boxes/meters/etc.), parking rates charged, the entity operating each parking facility, and the number of spaces in each facility. If the City provided the labor for collecting the data, project costs would be significantly lowered.

Task II.2: Perform Peak Occupancy Surveys – In consultation with the city staff and steering committee, the DESMAN team will identify an appropriate week during which parking occupancy counts and observations will be conducted. Ideally, these counts would occur on a Wednesday or Thursday, and possibly on a weekend, during both the daytime and evening peaks. Additionally, these surveys should be conducted during a week of “normal” activity – avoiding any major festivals, political events, etc. that might skew the data. In addition to these surveys, it is anticipated that our team may conduct additional occupancy counts at some facilities in order to capture unique parking demand characteristics that may not be captured during the identified survey periods. If the City provided the labor for collecting the data, project costs would be significantly lowered.

Task II.3: Analyze Existing Parking Utilization and Capacity and Identify Surplus/Deficit Conditions – The parking utilization data will be analyzed in order to identify the existence of current parking surpluses or deficits within the study area. At a minimum, this analysis will identify surpluses and deficits by block, area and type of parking.

Task II.4: Prepare and Submit Phase II Deliverable – Following the completion of the Phase II tasks, our team will prepare a deliverable which presents the data gathered during this phase and our methodology for collecting that data, along with maps and other graphics which clearly illustrate the current parking conditions within the study area. This deliverable will be submitted to the City and steering committee for review and further discussion. It is anticipated that the DESMAN team will meet with the city staff and steering committee at this time to discuss the Phase II results. Comments to the Phase II deliverable received from the city staff and steering committee will be incorporated into a finalized version of the document for inclusion in the final report.

Phase III: Parking Demand Assessment and Scenario Planning

Task III.1: Review Information on In-Progress/Planned/Proposed Development – DESMAN will examine the information provided by the city staff and stakeholders during the previous phases of work related to in progress/planned/proposed development within the study area. This information will inform our analysis of how the downtown will build out in the future and whether the existing and planned parking supply can reasonably accommodate future levels of parking demand.

Task III.2: Test Supply/Demand Impacts of Future Development Projects/Scenarios – Based on the identified projects, DESMAN will determine the potential impact of these developments on parking supply and demand in the study area over the short-term (1-5 years) and long-term (6-10 years). These analyses will

Section 5

Project Approach

factor in the effects of the loss of existing surface parking lots to development, the conversion of existing buildings to more parking-intensive land uses, the demolition of existing buildings for replacement with new development in the same location, and anticipated changes in mode split.

In addition to this first scenario, DESMAN will conduct an alternative analysis which looks at potential future parking supply and demand conditions assuming the City implements aggressive TDM, pricing and transit enhancement strategies. The use of a combination of these strategies may make it possible to effectively serve the growing population of people living, working and playing in downtown, without the need to expand the future supply of parking as aggressively as in the first scenario.

Task III.3: Identify Future Parking Surplus/Deficit Conditions – The results of the analyses conducted in Task III.2, along with the existing parking deficit(s) identified in Phase II, will be used to identify the locations and scale of anticipated future parking surpluses and/or deficits within the study area. For each of the future parking demand scenarios developed in the previous task, localized surplus/deficit conditions will be identified by area and type of parking. Additionally, based on the anticipated dates of completion for the in-progress/planned/proposed development projects, a timeline of projected parking surplus/deficit conditions will be developed for each neighborhood. This will be a valuable tool for the City for determining when action will need to be taken in order to address future parking deficits (i.e. when to build a new facility or when to implement creative TDM and parking management strategies).

Task III.4: Prepare and Submit Phase III Deliverable – Following the completion of the Phase III tasks, our team will prepare a deliverable which presents the future analysis, along with maps and other graphics which illustrate the anticipated future parking conditions within the City of Bloomington under each of the identified scenarios. As in the previous phases, this deliverable will be submitted to the City staff and steering committee for review and further discussion. It is anticipated that the DESMAN team will meet with the city staff and steering committee at this time to discuss the Phase III results.

Comments to the Phase III deliverable received from the City and steering committee will be incorporated into a finalized version of the document for inclusion in the final report.

Phase IV: Strategic Implementation Plan

The objective of this phase of the project is to develop a strategic implementation plan which outlines specific actions that can “serve as an economic development and sustainability tool for downtown development.” Given the wide range of potential recommendations – from physical solutions to technology upgrades to code and policy changes – it is anticipated that the final phase of this project will be a highly-collaborative effort between DESMAN, the steering committee, the City, and other stakeholders.

DESMAN’s ultimate goal for this final phase of work will be to develop a menu of viable solutions to the parking-related issues that have been identified throughout the course of this project, including the pros and cons and potential costs associated with those solutions. Given that the results of the analysis are not yet known, the work plan for this phase of the project may change as the project progresses. However, at this time, DESMAN proposes the following:

Task IV.1: Develop and Evaluate Solutions and Initiatives – Based on the preceding analyses, DESMAN will prepare a series of proposed initiatives to address each issue identified. These initiatives may include tasks such as:

- Revising municipal parking policy as it applies to new development or redevelopment;
- Revising existing municipal parking policy as it applies to enforcement and collections;
- Recommendations for parking rates for on-street and off-street facilities;
- Programs to control non-resident parking in residential neighborhoods
- Recommendations for fees and types of parking violations;
- Programs to promote shared parking between the City and private owners;

Task IV.1: Develop Initiatives

- Alterations in current transit planning to link underutilized assets to areas of demand;
- Alterations in current transit planning to promote satellite parking options;
- Recommended short and long-term parking facility asset management; based on a review of the condition assessment previously prepared;
- Programs and technology to improve wayfinding and reduce search times in high-demand areas;
- Programs to improve acceptance and use of ride-sharing, car-sharing services, transit, biking, walking, and other alternative modes of transportation;

As each initiative is developed, DESMAN will identify:

1. What problem or issue the initiative addresses;
2. The estimated capital and/or operating costs associated with implementing the solution;
3. Any potential revenues associated with implementation;
4. The relative social/political liabilities and benefits associated with implementation, and;
5. The community objectives/goals/values the option supports.

The Initiatives will be presented in a work paper and issued to the city staff, steering committee and Parking Commission for review.

Task IV.2: Test Options with the Steering Committee and the City – DESMAN will organize developed solutions into a presentation and meet with the same parties consulted during the initial public engagement process. This presentation will include:

- A synopsis of the public engagement process to date;
- A summary of field work and analysis to date;
- A summary of current and future conditions;
- A synopsis of anticipated issues, and;
- A synopsis of proposed solutions

Task IV.3: Prepare and Present Final Plan - DESMAN will revise the work papers into a formal report. This report will include:

- A synopsis of the public engagement process;
- A summary of field work and analysis;
- A summary of current and future conditions;
- A synopsis of anticipated issues;
- A synopsis of proposed solutions;
- A recommended timeline for implementation of each solution;
- Action steps necessary prior to implementation, and;
- Responsible parties for each action step

DESMAN will submit this plan to the Steering Committee and City for initial comment, revise as necessary, and issue a final plan for use and dissemination. If needed, DESMAN will also attend a City Council meeting or other appropriate public meeting to present the final plan.

Budget

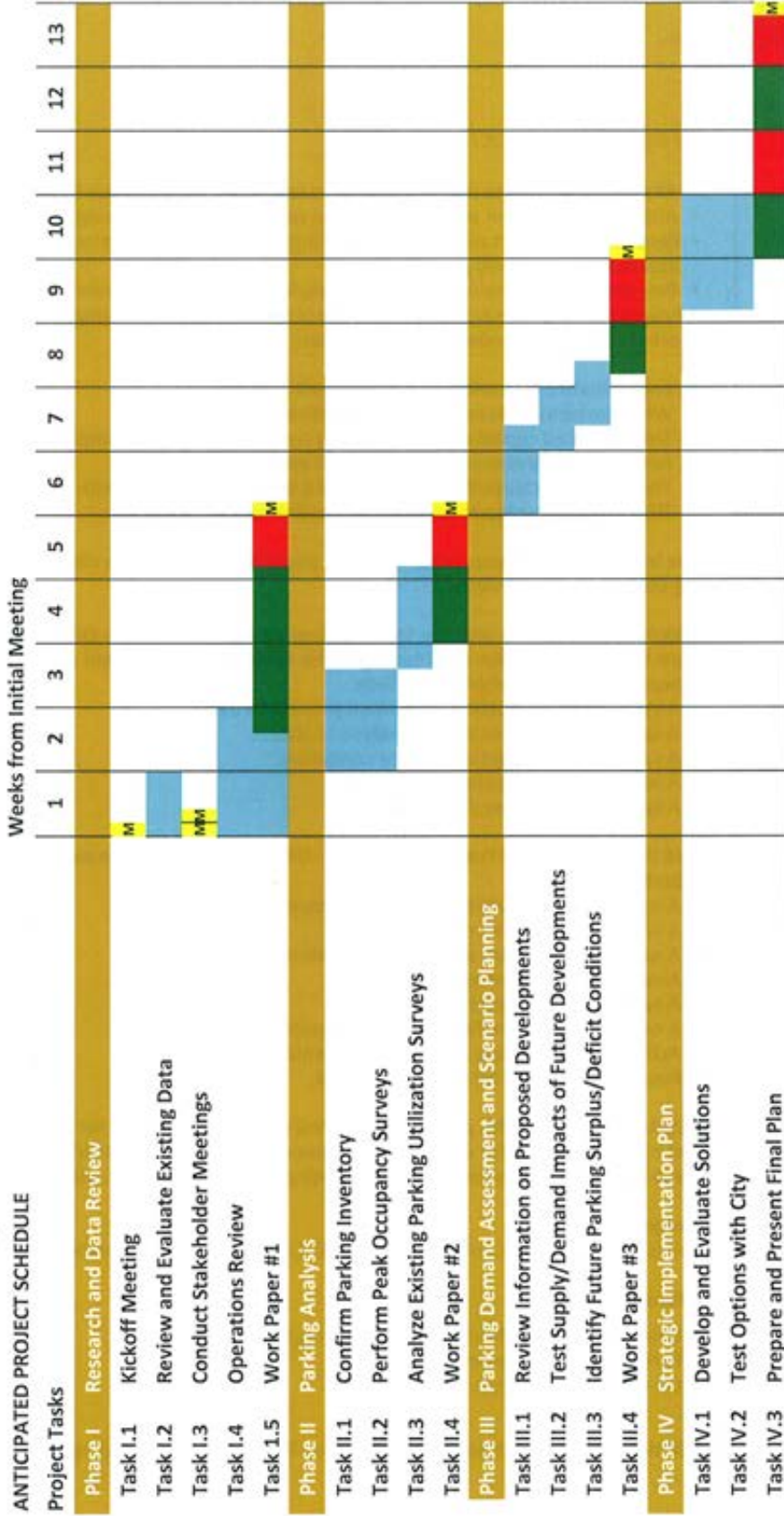
The cost for the scope outlined above is \$73,600 plus \$3,000 for expenses.

Alternative Tasks

- Benchmark Similar Municipal Parking Programs
- Parking Turnover Survey
- On-line Opinion Survey

Additional information on these Alternative Tasks can be provided upon request.

Section 6 | Detailed Project Schedule



Appendix 8: Ordinance 13–03

ORDINANCE 13-03

*Passed 6-3 (Ruff
Smulley, Polito)*

**TO AMEND TITLE 15 OF THE BLOOMINGTON MUNICIPAL CODE
ENTITLED "VEHICLES AND TRAFFIC"**

**- Re: Authorizing the Expanded Use of Parking Meters in the Downtown and
Related Changes**

WHEREAS, the Department of Public Works has recommended certain changes be made in Title 15 of Bloomington Municipal Code entitled "Vehicles and Traffic;" and

WHEREAS, along with the installation of on-street parking meters, the City will begin the process of making improvements to Garage Art, Garage Band and Garage Market. Such improvements will include, but not necessarily be limited to, improved cleanliness, enhanced lighting, improved signage and safety; and

WHEREAS, along with the changes contained herein, the City will investigate the viability of a Parking Commission whose authority may include advising on matters of meter rate adjustments, strategies to maximize on-street parking occupancy rates, the need for new neighborhood parking zones and who may also review the efficacy of parking measures and report to the Common Council;

NOW, THEREFORE, BE IT HEREBY ORDAINED BY THE COMMON COUNCIL OF THE CITY OF BLOOMINGTON, MONROE COUNTY, INDIANA, THAT:

SECTION 1. CHAPTER 15.04 DEFINITIONS shall be amended by deleting Section 15.04.080 Parking meter as it appears and replacing it with the following:

"Parking meter" means any mechanical device, not inconsistent with the provisions of this Title, placed or erected on any parking area of the city for regulation of parking.

SECTION 2. Section 15.32.090 Limited parking zones shall be amended by deleting 15.32.090(f) Special Events Parking Permits, subsection (6), as it appears and replacing it with the following:

(6) The fee for a special events parking permit shall be the hourly parking rate per vehicle parking space for each hour reserved by the permit

SECTION 3. Section 15.32.090 Limited parking zones shall be amended by adding a new 15.32.090(f) Special Events Parking Permits, subsection (7) Administrative Fee, to read as follows:

(7) Administrative Fee. An administrative fee of \$5.00 per permit applicant shall be levied at the issuance of a permit to offset the cost of implementing, enforcing and administering the provisions of this section.

SECTION 4. Section 15.32.090 Schedule N shall be amended to delete the following street segments:

LIMITED PARKING ZONES

Street	From	To	Side of Street	Limit
College Avenue	1 st Alley North of Second Street	Third Street	East	2 Hr. (3)
College Avenue	2 nd Alley North of Tenth Street	Eleventh Street	West	2 Hr. (11)
College Avenue	2 nd Space North of Eighth Street	4 th Space North of Eighth Street	West	30 Min. (8)

College Avenue	4 th Space North of Eighth Street	Bus Stop South of Ninth Street	West	2 Hr. (8)
College Avenue	58' North of Tenth Street	80' North of Tenth Street	West	1 Hr. (8)
College Avenue	74' North of Sixth Street	205' North of Sixth Street	West	2 Hr. (8)
College Avenue	80' North of Tenth Street	212' North of Tenth Street	West	2 Hr. (8)
College Avenue	205' North of Sixth Street	293' North of Sixth Street	West	15 Min. (12)
College Avenue	Eighth Street	Seventh Street	West	30 Min.
College Avenue	Eleventh Street	2 nd alley north of 10 th Street	East	2 Hr. (8)
College Avenue	Fourth Street	67' North of Fourth Street	West	30 Min. (3)
College Avenue	Kirkwood Avenue	67' north of Fourth Street	West	2 Hr. (3)
College Avenue	Kirkwood Avenue	Third Street	East	2 Hr. (3)
College Avenue	Seventh Street	Sixth Street	East	2 Hr. (8)
College Avenue	Sixth Street	Kirkwood Avenue	West	2 Hr. (8)
College Avenue	Sixth Street	Second space south of Sixth Street	East	1 Hr. (8)
College Avenue	Tenth Street	Ninth Street	West	2 Hr. (8)
College Avenue	Up to 2 spaces south of Sixth Street	Kirkwood Avenue	East	2 Hr. (8)
Dunn Street	70' North of Fourth Street	Sixth Street	East	30 Min. (2)
Dunn Street	Fourth Street	70' North of Fourth Street	East	30 Min. (2)
Dunn Street	Sixth Street	Seventh Street	East	2 Hr. (7)
Dunn Street	Third Street	Fourth Street	East	2 Hr. (3)
Eighth Street	College Avenue	Walnut Street	North	2 Hr. (8)
Eighth Street	College Avenue	Walnut Street	South	2 Hr. (8)
Eighth Street	Morton Street	College Avenue	North	2 Hr. (8)
Eighth Street	Morton Street	College Avenue	South	2 Hr. (8)
Eighth Street	Rogers Street	247' East of Rogers Street	Both	2 Hr. (8)
Eleventh Street	College Avenue	Rogers Street	North	2 Hr. (8)
Fourth Street	1 st Alley East of Madison Street	3 rd Space East of the 1 st Alley West of Madison Street	North	2 Hr. (8)
Fourth Street	1 st Alley West of Walnut Street	College Avenue	South	2 Hr. (8)
Fourth Street	1 st Space E. of Gentry		North	15 Min. (3)
Fourth Street	1 st Space E. of Walnut		North	2 Hr. (3)
Fourth Street	2 nd Space East of the 1 st Alley West of Madison Street	1 st Space West of the 1 st Alley West of Madison Street	North	1 Hr. (8)
Fourth Street	37' E. of 1 st Alleyway E. of Madison Street	119' E. of 1 st Alleyway E. of Madison Street	North	2 Hr. (8)
Fourth Street	100' W. of Grant Street	80' E. of Dunn Street	North	2 hr. (5)

Fourth Street	100' W. of Grant Street	Dunn Street	North	2 Hr. (5)
Fourth Street	134' E. of Dunn Street	Indiana Avenue	North	2 Hr. (5)
Fourth Street	140' W. of Grant Street	Dunn Street	South	2 Hr. (5)
Fourth Street	College Avenue	Gentry Street	North	2 Hr. (8)
Fourth Street	College Avenue	Rogers Street	South	2 Hr. (8)
Fourth Street	Dunn St.	Indiana Avenue	South	2 Hr. (5)
Fourth Street	Walnut Street	College Avenue	North	2 Hr. (8)
Fourth Street	Washington Street	Lincoln Street	North	15 Min. (2)*
Fourth Street	Washington Street	Lincoln Street	South	15 Min. (8)
Fourth Street	Washington Street	Walnut Street	South	2 Hr. (3)
Gentry Street	Fourth Street	The 1 st alley north of Fourth Street	East	2 Hr. (8)
Grant Street	Fourth Street	Sixth Street	West	2 Hr. (4)
Grant Street	Sixth Street	Seventh Street	West	2 Hr. (7)
Grant Street	Third Street	Fourth Street	West	2 Hr. (14)
Indiana Avenue	1 st Alley North of Fourth Street	125' South of Kirkwood Avenue	West	15 Min. (3)
Indiana Avenue	125' South of Kirkwood Avenue	Kirkwood Avenue	West	2 Hr. (3)
Indiana Avenue	140' N. of Third Street	50' S. of Fourth St.	West	2 Hr. (3)
Indiana Avenue	Fourth Street	1 st Alley North of Fourth Street	West	2 Hr. (3)
Kirkwood Avenue	1 st & 2 nd Spaces East of Washington St.		South	15 Min. (3)
Kirkwood Avenue	1 st Alley East of Lincoln Street	1 st Space West of Lincoln Street	South	2 Hr. (3)
Kirkwood Avenue	50' East of Lincoln Street	Walnut Street	North	2 Hr. (3)
Kirkwood Avenue	57' East of Walnut Street	167' East of Walnut Street	South	2 Hr. (8)
Kirkwood Avenue	1 st & 2 nd Spaces East of the Alley between Lincoln Street and Grant Street		South	2 Hr. (3)
Kirkwood Avenue	113' E. of Lincoln Street	69' E. of Lincoln Street	North	30 Min. (3)
Kirkwood Avenue	135' West of Indiana Avenue	Grant Street	North	2 Hr. (3)
Kirkwood Avenue	139' W. of Grant Street	Grant Street	North	1 Hr. (3)
Kirkwood Avenue	143' W. of Indiana Avenue	Dunn Street	South	2 Hr. (3)
Kirkwood Avenue	167' East of Walnut Street	189' East of Walnut Street	South	30 Min. (8)
Kirkwood Avenue	189' East of Walnut Street	Washington Street	South	2 Hr. (8)
Kirkwood Avenue	College Avenue	Morton Street	North	2 Hr. (8)
Kirkwood Avenue	Dunn Street	3 rd Space East of Alley between Grant & Lincoln Streets	South	2 Hr. (3)

Kirkwood Avenue	From but not including the parking space reserved for persons with physical disabilities	To and including one parking space west	South	15 Min. (8)
Kirkwood Avenue	Gentry Street	College Avenue	South	2 Hr. (8)
Kirkwood Avenue	Madison Street	Gentry Street	South	2 Hr. (8)
Kirkwood Avenue	Madison Street	Rogers Street	North	2 Hr. (8)
Kirkwood Avenue	Morton Street	Madison Street	North	2 Hr. (8)
Kirkwood Avenue	Rogers Street	Madison Street	South	2 Hr. (8)
Kirkwood Avenue	Second space west of the parking space reserved for persons with physical disabilities	College Avenue	South	2 Hr. (8)
Kirkwood Avenue	The third space west of Walnut Street	College Avenue	North	2 Hr. (8)
Kirkwood Avenue	Walnut Street	Through the first two spaces west of Walnut Street	North	1 Hr. (8)
Kirkwood Avenue	Walnut Street	Up to the parking space reserved for persons with physical disabilities	South	2 Hr. (8)
Lincoln Avenue	117' S. of Fourth Street	Sixth Street	East	2 Hr. (3)
Lincoln Avenue	Fourth Street	50' S. of Sixth St.	West	2 Hr. (3)
Lincoln Street	31' N. of Third Street	Fourth Street	East	2 Hr. (2)
Lincoln Street	Sixth Street	Seventh Street	East	2 Hr. (7)
Lincoln Street	Sixth Street	Seventh Street	West	2 Hr. (3)
Madison Street	1 st Alley south of Sixth Street	Kirkwood Avenue	West	2 Hr. (8)
Madison Street	85' N. of Third Street	Kirkwood Avenue	West	2 Hr. (8)
Madison Street	100 ft. south of Sixth Street	1 st Alley south of Sixth Street	West	15 Min. (8)
Madison Street	Fourth Street	Kirkwood Avenue	East	2 Hr. (8)
Madison Street	Kirkwood Avenue	Sixth Street	East	2 Hr. (8)
Madison Street	Seventh Street	Sixth Street	West	2 Hr. (8)
Madison Street	Sixth Street	100 ft. south of Sixth Street	West	2 Hr. (8)
Morton Street	1 st Alley north of Kirkwood Avenue	Sixth Street	East	2 Hr. (8)
Morton Street	40' North of Sixth Street	Sixth Street	West	15 Min. (8)
Morton Street	Eighth Street	Ninth Street	East	2 Hr. (8)
Morton Street	Eleventh Street	First bumpout north of Tenth Street	West	2 Hr. (8)

Morton Street	Entrance to Lot 11 (South of City Hall)	Seventh Street	West	2 Hr. (8)
Morton Street	Ninth Street	1 st alley south of Tenth Street	East	2 Hr. (8)
Morton Street	Second space south of Seventh Street	Seventh Street	East	30 Min. (8)
Morton Street	Seventh Street	40' North of Sixth Street	West	2 Hr. (8)
Morton Street	Seventh Street	Eighth Street	East	2 Hr. (8)
Morton Street	Sixth Street	Kirkwood Avenue	West	2 Hr. (8)
Morton Street	Sixth Street	Up to but not including second space south of Seventh Street	East	2 Hr. (8)
Morton Street	Tenth Street	Eleventh Street	East	2 Hr. (8)
Morton Street	Tenth Street	Entrance to Lot 12 (northeast side of Showers Complex)	West	2 Hr. (8)
Ninth Street	Morton Street	College Avenue	South	2 Hr. (8)
Ninth Street	Walnut Street	College Avenue	North	2 Hr. (8)
Seventh Street	1 st alley west of College Avenue	Morton Street	North	2 Hr. (8)
Seventh Street	100' E. of Grant Street	160' E. of Grant Street	North	30 Min. (2)
Seventh Street	160' E. of Grant Street	Dunn Street	North	2 Hr. (7)
Seventh Street	B-Line Trail	Rogers Street	North	2 Hr. (2)
Seventh Street	College Avenue	1 st alley west of College Avenue	North	30 Min. (6)
Seventh Street	College Avenue	Walnut Street	South	2 Hr. (8)
Seventh Street	Madison Street	Rogers Street	South	2 Hr. (2)
Seventh Street	Morton Street	B-Line Trail	North	2 Hr. (8)
Seventh Street	Morton Street	Madison Street	South	2 Hr. (8)
Seventh Street	Rogers Street	Madison Street	South	2 Hr. (8)
Seventh Street	Walnut Street	College Avenue	North	2 Hr. (8)
Seventh Street	Walnut Street	Washington Street	Both	2 Hr. (8)
Seventh Street	Washington Street	100' E. of Grant Street	North	2 Hr. (7)
Seventh Street	Washington Street	Dunn Street	South	2 Hr. (7)
Sixth Street	College Avenue	2 nd space east of College Avenue	South	1 Hr. (8)
Sixth Street	College Avenue	Morton Street	North	2 Hr. (8)
Sixth Street	College Avenue	Morton Street	South	2 Hr. (8)
Sixth Street	Dunn Street	Indiana Avenue	North/South	2 Hr. (3)
Sixth Street	Grant Street	Dunn Street	North/South	2 Hr. (7)
Sixth Street	Lincoln Street	Grant Street	North	2 Hr. (7)
Sixth Street	Lincoln Street	Grant Street	South	2 Hr. (3)

Sixth Street	Lincoln Street	Walnut Street	North	2 Hr. (3)
Sixth Street	Lincoln Street	Walnut Street	South	2 Hr. (3)
Sixth Street	Lincoln Street	Washington Street	North	2 Hr. (7)
Sixth Street	Madison Street	Rogers Street	North	2 Hr. (8)
Sixth Street	Madison Street	Rogers Street	South	2 Hr. (8)
Sixth Street	Morton Street	Madison Street	North	2 Hr. (8)
Sixth Street	Morton Street	Madison Street	South	2 Hr. (8)
Sixth Street	Up to 2 nd Space east of College Avenue	Walnut Street	South	2 Hr. (8)
Sixth Street	Walnut Street	College Avenue	North	2 Hr. (8)
Sixth Street	Walnut Street	Washington Street	South	2 Hr. (8)
Sixth Street	Washington Street	Lincoln Street	South	2 Hr. (7)
Sixth Street	Washington Street	Walnut Street	North	2 Hr. (8)
Walnut Street	1 st alley South of Sixth Street	113' south of Sixth Street	East	30 min. (8)
Walnut Street	1 st space north of Kirkwood Avenue	Second space north of Kirkwood Avenue	West	1 Hr. (8)
Walnut Street	30' north of Tenth Street	50' north of Tenth Street	West	30 Min. (8)
Walnut Street	50' north of Tenth Street	Eleventh Street	West	2 Hr. (9)
Walnut Street	50' south of Ninth Street	Ninth Street	West	30 Min. (8)
Walnut Street	54' South of Seventh Street	Seventh Street	West	15 Min. (8)
Walnut Street	113' south of Sixth Street	Sixth Street	East	2 Hr. (8)
Walnut Street	150' north of Fourth Street	Kirkwood Avenue	West	2 Hr. (3)
Walnut Street	Eighth Street	50' South of Ninth Street	West	2 Hr. (8)
Walnut Street	Fourth Street	Kirkwood Avenue	East	2 Hr. (3)
Walnut Street	Kirkwood Avenue	1 st alley south of Sixth Street	East	2 Hr. (8)
Walnut Street	Ninth Street	Tenth Street	West	2 Hr. (8)
Walnut Street	Second Street	Smith Street	East	2 Hr. (3)
Walnut Street	Second Street	Third Street	West	2 Hr. (3)
Walnut Street	Seventh Street	Eighth Street	West	2 Hr. (8)
Walnut Street	Sixth Street	54' South of Seventh Street	West	2 Hr. (8)
Walnut Street	Sixth Street	Seventh Street	East	2 Hr. (8)
Walnut Street	Tenth Street	Eleventh Street	West	2 Hr. (3)
Walnut Street	Third space north of Kirkwood Avenue	Sixth Street	West	2 Hr. (8)
Walnut Street	Third Street	Fourth Street	West	2 Hr. (3)
Washington Street	1 st Alley S. of 4 th St.	Fourth Street	West	2 Hr. (2)
Washington Street	Fourth Street	Kirkwood Avenue	East	2 Hr. (3)

Washington Street	Kirkwood Avenue	Sixth Street	East	2 Hr. (8)
Washington Street	Kirkwood Avenue	Sixth Street	West	2 Hr. (8)
Washington Street	Sixth Street	Seventh Street	East/West	2 Hr. (7)

SECTION 5. CHAPTER 15.32 PARKING CONTROLS shall be amended by deleting Section 15.32.180 Contractor/construction daily parking permit as it appears in the Table of Contents and replacing it with the following:

15.32.180 Contractor/construction parking permit

SECTION 6. Section 15.32.180 Contractor/construction daily parking permit shall be amended by deleting this section as it appears and replacing it with the following:

15.32.180 - Contractor/construction parking permit.

- (a) Upon approval of application, the permit shall allow for parking temporarily on a street to any person who, in the ordinary course of trade or business, is engaged in the construction, reconstruction, remodeling, servicing, maintenance or repair of buildings or other structures. A separate permit shall be required for each parking space needed for any vehicle, equipment or staging. Said permit shall be for a limited period of time at a specifically designated site.
- (b) The permit shall allow parking within the limited parking zones designated in Schedule N, the on street metered parking zones designated in Schedule U, or the residential neighborhood permit parking zones designated in the Bloomington Municipal Code Chapter 15.37 while performing the work described above.
- (c) A contractor/construction parking permit issued under the authority of this section shall exempt permit holders from prohibitions listed in Bloomington Municipal Code Section 15.32.070.
- (d) Fee. The cost for a contractor/construction parking permit shall be the hourly parking rate per vehicle parking space for each hour reserved by the permit.
- (e) Administrative Fee. An administrative fee of \$5.00 per permit applicant shall be levied at the issuance of a permit to offset the cost of implementing, enforcing, and administering the provisions of this section.
- (f) For permits lasting up to fourteen (14) days, the department of public works must approve the application. For permits exceeding fourteen (14) days, the Board of Public Works must approve the application.

SECTION 7. Section 15.32.185 Delivery parking permits shall be amended by deleting subsection (b) as it appears and replacing it with the following:

- (b) The delivery permit shall allow temporary parking, not to exceed fifteen minutes, within the limited parking zones designated in Schedule N, the on-street metered parking zones designated in Schedule U, or the residential neighborhood zones designated in Bloomington Municipal Code Chapter 15.37 while performing the delivery.

SECTION 8. Section 15.37.020 Applicability shall be amended by deleting the second paragraph as it appears and replacing it with the following:

Except for those streets and portions of streets designated as limited parking zones in Schedule N or on-street metered parking zones in Schedule U, it shall be unlawful to park a vehicle in any area of a residential neighborhood permit parking zone unless a valid and appropriate permit is properly displayed. Within on-street, metered parking zones it is lawful to park without a permit, but the restrictions of Section 15.40.020 apply.

SECTION 9. Section 15.40.010 Locations, subsection (15), shall be amended by deleting the existing section and replacing it with the following:

The location of on-street metered parking spaces shall be as set forth in Schedule U unless the area is otherwise identified in Schedule M "No Parking Zones", Schedule O "Loading Zones", Schedule P "Bus Zones" and Schedule R "Official Vehicle Zones".

SECTION 10. Section 15.40.010 Schedule U shall be amended deleting the schedule and replacing it with the following:

ON-STREET METERED PARKING

Street	From	To	Side of Street
Ashlynn Park Drive	Eleventh Street	Twelfth Street	East/West
College Avenue	Second Street	Eleventh Street	East/West
Dunn Street	Third Street	Seventh Street	East/West
Eighth Street	Rogers Street	Walnut Street	North/South
Eleventh Street	Rogers Street	Walnut Street	North/South
Fourth Street	Rogers Street	Indiana Avenue	North/South
Grant Street	Third Street	Seventh Street	East/West
Indiana Avenue	Third Street	Seventh Street	East/West
Kirkwood Avenue	Rogers Street	Indiana Avenue	North/South
Lincoln Street	Third Street	Seventh Street	East/West
Madison Street	Third Street	Seventh Street	East/West
Morton Street	Kirkwood Avenue	Dead end north of Twelfth Street	East/West
Ninth Street	Morton Street	Walnut Street	North/South
Seventh Street	Rogers Street	Dunn Street	North/South
Sixth Street	Rogers Street	Indiana Avenue	North/South
Third Street	Walnut Street	Indiana Avenue	North/South
Twelfth Street	Morton Street	Ashlynn Park Drive	North/South
Walnut Street	Second Street	Eleventh Street	East/West
Washington Street	Third Street	Seventh Street	East/West

SECTION 11. Section 15.40.020 Applicable times and charges shall be amended by deleting subsection (b) as it appears and replacing it with the following:

(b) The charge for the use of each on-street metered parking space shall be twenty-five cents per fifteen minutes between the hours of eight a.m. and ten p.m. every day except Sundays and city holidays.

SECTION 12. Section 15.40.020 Schedule V shall be amended by deleting the existing schedule and replacing it with the following:

SCHEDULE V PERMITS					
	Nonreserved part-time permit	Nonreserved permit per month	Nonreserved permit per month	Reserved space lease per month	Reserved space lease per month
Municipal Lot	Not to exceed 30 hours per week 12:00 am Sun – 11:59 pm Sat	Admission Monday - Friday 6:00 am - 6:00 pm, Sat. & Sun 6:00 am - Noon	Admission 7 days per week 24 hours per day	Monday through Friday 6:00 a.m. - 6:00 p.m.	7 days per week 24 hours per day
Lot 2 Garage Band	\$ 25.00	\$ 40.00	\$ 67.00	\$ 57.00	\$ 76.00
Lot 5* (6th and Lincoln)		\$ 40.00		\$ 57.00	\$ 76.00
Lot 7 Garage Market	\$ 25.00	\$ 40.00	\$ 67.00	\$ 57.00	\$ 76.00
Lot 9 Garage Art	\$ 25.00	\$ 40.00	\$ 67.00	\$ 57.00	\$ 76.00

SECTION 13. Section 15.40.020, Schedule W shall be amended by deleting the existing table as it appears and replacing it with the following:

SCHEDULE W HOURLY PARKING		
Municipal Lot	Parking charge per 30 minutes	Applicable times for parking charges
Lot 1 4th and Donn	\$0.50	8:00 a.m. – 5:00 p.m. Monday through Friday
Lot 2* Garage Band	\$0	Monday through Friday 6:00 a.m. – 6:00 p.m.
	\$0.25	<ul style="list-style-type: none"> • For first three consecutive hours • Beyond first three consecutive hours
	\$0.25	6:01 p.m. – 5:59 a.m. Saturday and Sunday
	\$0	6:00 a.m. – Noon
	\$0.25	<ul style="list-style-type: none"> • For first three consecutive hours • Beyond first three consecutive hours
	\$0.25	12:01 p.m. – 5:59 a.m.

Lot 3*		
(4th & Washington)		8:00 a.m. — 5:00 p.m. Monday through Friday
	\$0	• For first three consecutive hours
	\$0.25	• Beyond first three consecutive hours
Lot 5*		
(6th and Lincoln)		8:00 a.m. — 5:00 p.m. Monday through Friday
	\$0	• For first three consecutive hours
	\$0.25	• Beyond first three consecutive hours
Lot 6*		
3rd St. BPD lot		8:00 a.m. -- 5:00 p.m. Monday through Friday
	\$0	• For first three consecutive hours
	\$0.25	• Beyond first three consecutive hours
Lot 7		
Garage Market	\$0.25	24 hours per day 7 days per week
Lot 9*		
Garage Art		8:00 a.m. -- 5:00 p.m. Monday through Friday
	\$0	• For first three consecutive hours
	\$0.25	• Beyond first three consecutive hours

* No vehicle may park for a free, three-hour period of time in more than one of the aforementioned lots (Lots 2, 3, 5, 6 or 9) more than one time per calendar day.

SECTION 14. Section 15.40.060 Violations shall be amended by deleting subsection (a) as it appears and replacing it with the following:

- (a) No person shall permit a vehicle to remain in a metered parking space after the purchased time has elapsed or after any restriction on the length of time a vehicle may park in a particular municipal parking lot, garage and/or on-street metered parking space has elapsed. After the purchased time has elapsed, a separate and/or additional violation occurs no more frequently than every two hours.

SECTION 15. Section 15.40.060 Violations shall be amended by deleting subsection (g) as it appears and replacing it with the following:

- (g) No person shall deposit or cause to be deposited in any parking meter any substitute for proper payment.

SECTION 16. Section 15.64.010 Violations and penalties shall be amended by deleting the entry in subsection (d) referring to "15.40.060(a), (c), (d), (e), (f), (g), (h)" as it appears and replacing it with the following:

15.40.060(a), (c), (d), (e), (f), (g), (h) Backing in and overtime parking in municipal parking lots, garages and on-street metered parking spaces; defacing parking meters; depositing or causing to be deposited in a parking meter a substitute for proper payment; and unauthorized parking in a municipal lot or garage

SECTION 17. Section 15.64.010 Violations and penalties of the Bloomington Municipal Code Chapter 15.64 "Traffic Violation Schedule" shall be amended in the following manner:

A. Subsection (d) "Class D Traffic Violations (most parking violations)" shall be amended by deleting "\$20.00, \$40.00 (depending upon when paid)" after "Fine" in the first row of the table and replacing it with the following:

Fine:	\$20.00, \$40.00 \$40.00, \$80.00 \$100.00 (depending upon when fine is paid and the number of violations received within a twelve-month period)
-------	---

B. Subsection (d)(1) shall be amended by deleting the entire subsection and replacing it with the following:

(d)(1) Any person committing a Class D Traffic Violation shall be subject to the following fines:

A. The first calendar day within a twelve-month period on which a person receives a citation under this section, the fine shall be twenty dollars, if paid within seven calendar days. The fine shall automatically increase to forty dollars if not paid within seven calendar days.

B. The second calendar day within a twelve-month period on which a person receives a citation under this section, the fine shall be forty dollars, if paid within seven calendar days. The fine shall automatically increase to eighty dollars if not paid within seven calendar days.

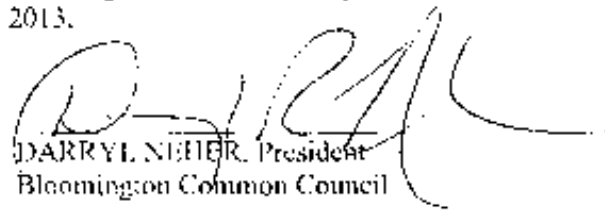
C. The third calendar day, and all subsequent calendar days within a twelve-month period on which a person receives a citation under this section, the fine shall be one hundred dollars.

SECTION 18. The City shall retain a consultant to conduct a follow-up study of Downtown metering and other changes outlined in this ordinance. The study shall be completed no later than 15 months after the installation of Downtown parking meters.

SECTION 19. If any section, sentence or provision of this ordinance, or the application thereof to any person or circumstances shall be declared invalid, such invalidity shall not affect any of the other sections, sentences, provisions, or applications of this ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this ordinance are declared to be severable.

SECTION 20. This ordinance shall be in full force and effect from and after its passage by the Common Council of the City of Bloomington, approval of the Mayor, publication in accordance with State law, and after installation and programming of parking meters and seven days after public notification of activation of parking meters.

PASSED by the Common Council of the City of Bloomington, Monroe County, Indiana,
upon this 20th day of MARCH, 2013.


DARRYL NEHER, President
Bloomington Common Council

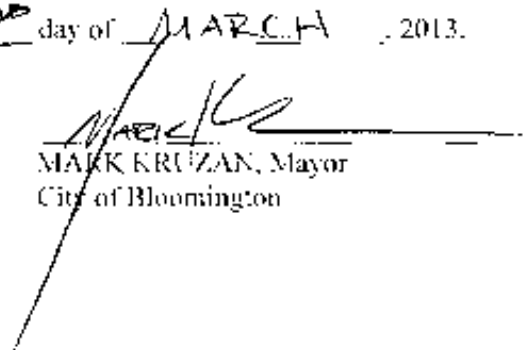
ATTEST:


REGINA MOORE, Clerk
City of Bloomington

PRESENTED by me to the Mayor of the City of Bloomington, Monroe County, Indiana,
upon this 21st day of MARCH, 2013.


REGINA MOORE, Clerk
City of Bloomington

SIGNED and APPROVED by me upon this 21st day of MARCH, 2013.


MARK KRUTZAN, Mayor
City of Bloomington

SYNOPSIS

This ordinance makes several changes to the Bloomington Municipal Code. This includes definitions, limited parking zones, permits, residential neighborhood permit parking, on-street metered parking, parking meter charge, parking lots and violations and penalties.

Note: On March 20, 2013, the Council adopted Am 01 which affected the Whereas clauses as well as Sections 11, 12, 13, 14, 15, 16, 17, 18, 19, and 20.

Appendix 9: Ordinance 15–09

ORDINANCE 15-09

Passed 9-2

**TO AMEND TITLE 15 OF THE BLOOMINGTON MUNICIPAL CODE
ENTITLED "VEHICLES AND TRAFFIC" AND TO MAKE OTHER CHANGES
RELATED TO METERED PARKING**

**Re: Shortening the Hours of Enforcement of On-Street Metered Parking,
Eliminating the Credit Card Convenience Fee for Meter Use, Authorizing the
Mayor to Declare "Parking Holidays," and
Extending the Hours of Enforcement for Lot 9 (Fourth Street Garage)**

WHEREAS, on March 22, 2013, the City adopted Ordinance 13-03, a measure that made numerous changes to parking policy in the Downtown, including the authorization of expanded use of on-street parking meters; and

WHEREAS, Ordinance 13-03 also required that the City analyze the results of these policy changes in a follow-up study to be completed no later than 15 months after the installation of Downtown parking meters; and

WHEREAS, the Downtown parking meters were installed in August 2013; and

WHEREAS, the Downtown parking follow-up study was completed in November 2014; and

WHEREAS, in response to the study, the City wishes to shorten the hours of enforcement of on-street meters, eliminate the convenience fee associated with credit card use at City meters, and to authorize the Mayor to implement "parking holidays" as appropriate; and

WHEREAS, the City also wishes to extend the hours of enforcement for Lot 9 (Fourth Street Garage) to better provide for the community's parking needs.

NOW, THEREFORE, BE IT HEREBY ORDAINED BY THE COMMON COUNCIL OF THE CITY OF BLOOMINGTON, MONROE COUNTY, INDIANA, THAT:

SECTION 1. Section 15.40.020(b) of the Bloomington Municipal Code, regarding the applicable times and charges for on-street metered parking shall be deleted and replaced with the following:

The charge for the use of each on-street metered parking space shall be one dollar per hour between the hours of nine a.m. and nine p.m. every day, except Sundays and City holidays. Additionally, the Mayor may suspend enforcement of parking meters during the holiday season, in the event of inclement weather, or under other circumstances the mayor deems appropriate and reasonable.

SECTION 2. Section 15.40.020 Schedule W, "Hourly Parking" shall be amended by deleting the current table and replacing it with the following:

Municipal Lot	Parking charge per hour	Applicable times for parking charges
Lot 1		
4th and Duane	\$1.00	8:00 a.m. - 5:00 p.m. Monday through Friday
Lot 2*		
Walnut Street Garage		Monday through Friday 6:00 a.m. -- 6:00 p.m.
	\$0	• For first three consecutive hours
	\$0.50	• Beyond first three consecutive hours
	\$0.50	6:01 p.m. - 5:59 a.m.
		Saturday and Sunday
		6:00 a.m. -- Noon
	\$0	• For first three consecutive hours
	\$0.50	• Beyond first three consecutive hours
	\$0.50	12:01 p.m. - 5:59 a.m.
Lot 3*		
(4th & Washington)		8:00 a.m. - 5:00 p.m. Monday through Friday
	\$0	• For first three consecutive hours
	\$0.50	• Beyond first three consecutive hours
Lot 5*		
(6th and Lincoln)		8:00 a.m. - 5:00 p.m. Monday through Friday
	\$0	• For first three consecutive hours
	\$0.50	• Beyond first three consecutive hours
Lot 6*		
3rd St./BPD lot		8:00 a.m. -- 5:00 p.m. Monday through Friday
	\$0	• For first three consecutive hours
	\$0.50	• Beyond first three consecutive hours
Lot 7		
Morton Street Garage	\$0.50	24 hours per day 7 days per week
Lot 9		
Fourth Street Garage		7:00 a.m. - 6:00 p.m. Monday through Friday
	\$0	• For first three consecutive hours
	\$0.50	• Beyond first three consecutive hours

SECTION 3. Chapter 15.32 of the Bloomington Municipal Code, Entitled "Parking Controls" shall be amended to insert Section 15.32.155, which shall be reflected in the table of contents for this chapter and shall read as follows:

15.32.155 Parking for Specially Endangered Persons

The parking spaces described in Schedule S-1 of this section are designated as parking spaces reserved for specially endangered persons on public streets.

(a) The term specially endangered persons applies to individuals who are seeking protection from situations of violence.

(b) The parking spaces shall solely be available to vehicles owned or under the control of specially endangered persons while those persons are being served as a client of an organization described in part (c) and during the time of restriction set forth in Schedule S-1.

(c) Organizations whose purpose is to provide shelter for specially endangered persons are eligible to apply for designation of these parking spaces. Prior to implementation, the organization shall enter into an agreement with the City to assure effective administration and enforcement of these provisions. The agreement shall include a reasonable fee to help offset the cost of implementing and administering this provision.

SCHEDULE S-1
Parking for Specially Endangered Persons

Location	Number of Spaces	Time of Restriction
318, 320 & 338 South Washington	7 *	All Time

* These restrictions are subject to any other provision of this code which regulates parking relevant to this area and shall be in effect once appropriate signage is in place.

SECTION 4. Section 15.64.010(d), entitled "Class D Traffic Violations (most parking violations)", shall be amended to add the following:

15.32.155 Parking for specially endangered persons

SECTION 5. If any section, sentence or provision of this ordinance, or the application thereof to any person or circumstances shall be declared invalid, such invalidity shall not affect any of the other sections, sentences, provisions, or applications of this ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this ordinance are declared to be severable.

SECTION 6. This ordinance shall be in full force and effect from and after its passage by the Common Council of the City of Bloomington, approval of the Mayor and publication in accordance with State law.

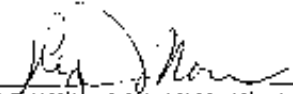
PASSSED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this 15th day of APRIL, 2015.


DAVE ROLLO, President
Bloomington Common Council

ATTEST:


REGINA MOORE, Clerk
City of Bloomington

PRESENTED by me to the Mayor of the City of Bloomington, Monroe County, Indiana, upon this 16th day of APRIL, 2015.


REGINA MOORE, Clerk
City of Bloomington

SIGNED and APPROVED by me upon this 16th day of April, 2015.


MARK KRIZAN, Mayor
City of Bloomington

SYNOPSIS

This ordinance is sponsored by Councilmember Neher and makes a number of changes to the City's parking policies. These changes include: shortening the hours of enforcement of on-street parking meters; authorizing the Mayor to declare "parking holidays" wherein enforcement of parking meters is suspended; eliminating the convenience fee associated with the use of credit cards at parking meters; and, extending the hours of enforcement at Lot 9 (4th Street Garage). In the interest of making parking meter charges easier to understand, the ordinance also makes a housekeeping change by stating parking meter charges as a rate "per hour," rather than a rate per fifteen minutes or thirty minutes, as previously codified.

Note: This ordinance was revised after its issuance in the Legislative Packet, but before First Reading to: 1) render the existing Bloomington Municipal Code language regarding parking rates clearer, by stating parking meter charges as a rate "per hour;" 2) delete the previous section of the ordinance establishing metered parking on Washington from 2nd to 3rd Street; and, 3) remove provisions establishing the hours of enforcement at surface lots from 9:00am-9:00pm.

Note: On April 15, 2015, the Council adopted this ordinance after the passage of two amendments. Here is the record of those actions:

- o ACTION: The motion for Amendment 02 to change enforcement hours from 9:00 am-9:00 pm to 9:00 am-8:00 pm failed 4-5-0;
- o ACTION: The motion for Amendment 01 to delete the section which eliminated the convenience fee associated with credit card payment passed 5-4-0;
- o ACTION: The motion for Amendment 03 to establish parking for specially endangered persons passed 7-2-0; and
- o ACTION: The motion to approve Ordinance 15-09 as amended received a roll call vote of Ayes: 9, Nays: 0

Signed copies to:

Legal(s)
(controller(s))

Plantran

PEO

Police

T+T engineer

Clerk

BMC

AT for publ.

Public Works

Street

Appendix 10: Minutes of the Parking Commission

City of Bloomington, Indiana
PARKING COMMISSION
Meeting Minutes
Monday, January 30, 2017
McCloskey Conference Room, Bloomington City Hall
– Inaugural Meeting –

PRESENT

Jim Blickensdorf	C-1 Council merchant appointee (Grazie Italiano)
Adrienne Evans Fernandez	C-2 Council at-large appointee
Faith Hawkins	C-3 Council residential-zone appointee (Zone 1/Elm Hts.)
Steve Volan	C-4 Councilmember appointee (District 6)
Donna Disque	M-1 Mayoral merchant appointee (MarDon Salon)
Josh Desmond	M-5 Planning Dept. appointee (Asst. Dir. of Planning)

Not present

Randy Lloyd	M-2 Mayoral not-for-profit appointee (Trinity Lutheran)
Vacancy	M-3 Mayoral at-large appointee (not yet named)
Vacancy	M-4 Mayoral meter-zone appoints (not yet named)

Also Present

Tom Miller	City Director of Innovation
Scott Robinson	Staff Support (Planning Services Manager)
Bob Baird]
Kerry Slough] Garden Hill Neighborhood Association
Phil Worthington]

Meeting called to order at 5:30 pm. Members introduced themselves.

Opening Remarks

Robinson opened the meeting inviting the group to consider adopting formal rules of procedure and to consider future meeting dates.

History of Parking

Volan gave a brief history of parking in Bloomington and the commission. Parking has been regulated since before 1950, and then eliminated after some consideration in 1982 due to the perception of declining business trade in the downtown core. Residential parking zones were implemented in 1992, concurrent with a change in IU policy permitting freshman students to bring cars to campus. The most recent

parking policy discussion began again in 2007 with the first Walker Parking study; soon after Walker's followup study in 2012, City Council ordinance 13-04 that re-instated metered parking in downtown Bloomington.

Due to technical issues, we were not able to project and discuss the various lots, garages and zones that fall under the parking commission's mandate; however, Volan committed to forwarding this information (or links to) prior to the next meeting.

The commission reviewed a packet, incorporated for reference, that includes the authorizing legislation, a table of the lots, garage spaces, street spaces, and residential zones that fall under CoB Parking Enforcement's jurisdiction, along with a table summarizing citations and appeals for the previous years compiled by the CoB Clerk's office.

Discussion of Commission's Mandate

Volan began a discussion of the Commission's mandate, reviewing the scope of authority. The Commission has no direct decision-making authority, being only a body that makes recommendations. However, it has the authority to weigh in on any issue that could be construed to involve parking. For example: private lot restrictions (there has been a ban on privately charged lots and restriction of surface-street parking by ordinance since 2001); towing authority and/or towing of high-volume offenders; the creation of revision of parking zones (e.g.: Zone 10 was created as a response to students from the Smallwood, etc., developments parking in the near-west side neighborhoods). Volan remarked that these are the types of issues that the Commission members should expect to consider.

Volan displayed a heat map of parking occupancy in the parking meter overlay, compiled from the first year of parking meter data. From this data, it can be shown that of all street-metered spots in the first year, 40% were occupied, on-average, during the period of 8am-10pm. For this dataset, 3% of all meter transactions were initiated via ParkMobile, the city's vendor for electronic/online processing of end-user parking transactions.

The current ParkMobile pricing structure is:

- \$0.50 for single-use credit card transactions,
- \$0.40 per transaction when using a ParkMobile registered account and walled,
- \$0.30 per transaction when using a corporate ParkMobile program.

There is a \$0.30 credit card fee for single-use transactions at the meter.

Volan noted, after question from Disque that in 2015 the City Council voted to amend the original parking ordinance to (among other things) adjust the enforcement hours from 8am-10pm to 9am-9pm.

Garage data from Public Works is on the way and Robinson noted that he's engaged Public Works about the types of data or reports that may be readily available for consideration.

Robinson discussed a variety of data that is available from Public Works regarding the usage of the ParkMobile app/website, information from the meters and the T2 software used by Parking Enforcement, permit sales/inventory data on garages and street zones, and the types of tickets/violations issued by Parking Enforcement.

Robinson opened comments to the commission members.

Volan informed the group that the commission is subject to open-door law (Indiana Code § 5-14-1.5-1 *et seq.*), and that all communications between members will become part of the public record. Volan discussed quorum and chance gatherings of members that would constitute a quorum, exceptions which are defined by IC § 5-14-1.5-2(c).

Volan suggested that the first three months would be devoted to getting members "up-to-speed", and during that time he would serve as the temporary chair of the Commission.

Though no dates or times were prescribed the authorizing legislation, the Commission arrived at a consensus that future meetings would take place on the last Monday of the month at 6PM, subject to room availability.

Blickensdorf suggested that a retreat in February to discuss the positions, agendas and objectives of individual Commission members, and hold "brain-storming" session that might focus the Commission's next months of agendas.

Hawkins requested that prior to the February meeting Commission members receive up-to-date data and discussed the use of data to understand issues relating to the utilization of garages, neighborhood parking, and meter usage, and how each fits into the city's Growth Policies Plan (GPP).

Robinson agreed to email Commission members to finalize dates for the February, 2017 meeting and to prepare a packet for distribution prior to the meeting.

Disque raised the question of garage pricing, asking if all garage rates are the same cost per hour, and noted her concern that the 4th Street garage is frequently at capacity. Volan confirmed and noted that frequently the garage is full due to the free spots that are issued, but how many outstanding permits which are licenses to hunt and how many are paid were not available at the moment. Volan stated that during peak times, the garage is full as people take advantage of the 3 hours of free parking.

Public Business

Worthington spoke on behalf of the Garden Hill Neighborhood Association (GHNA), explaining their desire for a permanent parking plan to address the high percentage of student-occupied housing, the influx of people and cars on IU football/basketball game days, and other special-event dates which draw students to their neighborhood. Worthington said that in 1985, 70% of the houses in Garden Hill were owner-occupied and that today, 98% are student rentals. The shift, along with development of the area, has increased frustration, vandalism, and illegal parking, including parking in the yards and grass. Residents feel as though a parking plan has been needed for many years, and that it's time that the city take more control of the problem rather than provide oversight on a complaint-based system.

Volan explained that the neighborhood's unique situation requires evening enforcement of residential zone permits or meters, and that there are challenges with staffing, accounting, and oversight to balance the cost vs. return on investment. Volan confirms conversations with the Police Chief, Deputy Mayor, Controller and Planning officials about the cost of and mechanics of enforcing such a zone.

Hawkins felt that city code should require an accounting / planning for parking spaces as part of the planning process, but that in her experience or judgment, often the developer receives a variance on the parking requirements. The questions become, who makes the decision about parking minimums or maximums, and should parking be a larger part of the planning process?

Slough, a member of the GHNA, said that 61 spots have been cannibalized by the redevelopment of the Dunnhill project and that there will be a huge influx of traffic in this neighborhood as the development grows from 320 bedrooms to 750 bedrooms.

Hawkins noted that if the development is eating into on-street parking, that's a problem.

Desmond noted that currently, parking standards are maximums rather than minimums, except for multi-family units, and that there are currently minimums in the GH district. Variances are granted case by case. Exemptions to the maximum request have been mostly denied.

Hawkins asked for data on the last 10 buildings that were approved by Planning to determine if the developers provided the appropriate parking as part of the development, and to ascertain what, if any, effect development has on on-street parking.

Fernandez [I thought this was Disque? SV] suggested that spaces originally allocated for businesses at the 10th & College development were later allocated or sold to tenants, reducing the number of parking spots for customers of the business, and that

the developer's lack of adherence to Planning's approval caused problems for the business down the road.

Volan responded, citing Ordinance 16-22-(e)-2: these questions are within the scope of the Commission, and that the goal of the Commission is not to build parking for parking's sake, nor to add or take away parking, but to craft parking policy to fulfill the goals of the GPP.

Volan discussed the trend of moving the parking ratio in the downtown below 0.7 spaces per bedroom towards 0.5, with most new construction 0.5 or below. A zero-parking minimum was established south of 4th street, in the 2006 UDO, the idea being that if you don't provide parking, residents won't be induced to bring their cars.

There was a brief group discussion of about the difficulties of enforcement, creating a dialog with Indiana University Police, and the allocation of reserved spots in certain neighborhoods. Robinson remarked that parking spaces marked by CoB must conform to ADA rules and other regulations of which the Commission may not be fully aware.

To close the meeting, Volan polled the Commission members on their areas of interest / focus:

Disque: Access to Downtown

Hawkins: Residential Zone Parking

Fernandez: ADA compliance and meters downtown

Blickensdorf: Turn-over of Inventory

Robinson: Private parking and public parking policy

Volan: Meters

Robinson committed to sending an email to members to finalize a date in February for the retreat.

Meeting adjourned at 7:00 pm.

Bloomington Parking Commission
February 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
Faith Hawkins – Elm Heights Neighborhood Association
Steve Volan – City Council Appointee, *ex officio*

Members Not Present

Randy Lloyd - Not-for-profit appointee representing Trinity Lutheran Church
Two Mayoral appointees were not present.

Also Present

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

Opening Remarks

Scott Robinson called the meeting to order at 5:30pm. Members introduced themselves. Scott distributed a parking fact sheet, a map of parking zones, a summary of features of the software used by parking enforcement, and general numbers on the capacity of garages, street parking spaces, lots, and neighborhood zones (NZ).

Meeting Times, Frequency, and Location

Steve Volan began a discussion on standing agendas, flow of the meetings, and meetings times. the first topic was meeting times.

Scott Robinson discussed the practices of Traffic, Bike & Pedestrian and MPO, after which the members were polled for general availability. The members present reached a consensus that the 2nd Tuesday of the month at 5:30 pm would be set aside for a work session and that the regular meeting would be held on the 4th Tuesday of the month at 5:30pm. The work session would not be regularly staff.

Scott suggested meetings to be held in either the Hooker or McCloskey room in City Hall or the Downtown Transit center. We discussed meeting space being an issue, especially when considering public involvement as the Hooker conference room may be too small. Scott pointed out that this date would work, with the exception of December 26th due to holiday schedules.

Steve Volan raised the question of televising meetings. Scott pointed out there may be a cost associated with meeting in council chambers for the purposes of televised meetings. The general consensus of the members present was that at this time, “no” on televised meetings.

Discussion of By-Laws

Scott Robinson introduced a draft copy of the by-laws, prepared by Jim Blickensdorf. The bylaws were adapted from the Commission on the Status of Black Males. The members reviewed and discussed changes to each section. Changes are attached to this document as a red-lined edit of the draft.

Section II.8 regarding voting was left unresolved with discussion informally tabled to the March meeting. The draft of II.8 read

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 is determined by the majority of the serving Members (more than one-half excluding blanks and abstentions) of those present and eligible to vote and voting in the affirmative. No member may be forced to vote. 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.

The discussion revolved around whether three or four votes would be required to conduct business. The phrase, “(more than one-half excluding blanks and abstentions)” was struck from the draft. The following two options will be discussed in March:

Option 1: Three Votes

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 is determined by the majority of the serving Members of those present and eligible to vote and voting. No member may be forced to vote. 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.

Option 2: Four Votes

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 is determined by the majority of the serving Members of those present and eligible to vote and voting. No member may be forced to vote. A minimum of four votes cast in the affirmative is required to 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.

Election of Officers

This item was informally tabled to the March meeting. Scott Robinson suggested that until and after officers are put into place, members of the commission should direct requests for information through him, and that he would be the point person for obtaining requests from other city departments.

The next meeting of the Parking Commission was set for March 28th at 5:30pm. Meeting was adjourned at 7:30pm.

PARKING COMMISSION

MEMO

From: Jim Blickensdorf, Chairperson, Parking Commission
To: Parking Commissions
Date: June 16, 2017
Re: **Agenda Items for the June Meeting**

Special Meeting

The Commission did not have a quorum for the special meeting scheduled on June 13. Agenda Items have been moved to June's regular meeting..

IV. A. Draft of the Annual Report

The Chair is submitting for review and comment a report which details information presented in May's presentation. The following schedule for review and comment has been established:

IV. B. Process for Completing the Annual Report

The Commission's deadline to produce an annual report is September 30. The Commission will discuss a process for preparation of the annual report.

IV. C. Impact of App Ordinance 17-02

On June 7 and June 14, the Common Council discussed additional appropriations of funds budgeted for 2016 but unspent. The Ordinance was adopted 8-0. The Ordinance includes the following appropriations which affect parking:

Parking Meter Fund

- \$93,000 from the Bloomington Police Department from fund 455
- \$40,000 Category 3 - Expense
- \$53,000 Category 4 - Capital Improvement

Parking Facility Fund

- \$243,000 from Public Works from fund 452
- \$40,000 Category 3 - Expense
- \$203,000 Category 4 - Capital Improvement

1. The City requested \$80,000 from the Parking Meter and Parking Facilities Funds for a parking study. ~~This makes Parking Commission Resolution 2017-02 unnecessary.~~ The request for funding made by our Resolution PKG 2017-02 has been heard and fulfilled. Who will do the study, how it will be done, and how much it will cost have not been determined, and have not been delegated to the Commission, at least, not yet. The Commission should discuss these matters.

2. From the Parking Facility Fund, the City requested \$203,000 for resurfacing of the 7th Street and Morton Street garages. This process will seal and protect the garages, ensuring a longer lifespan.

PARKING COMMISSION

3. The City requested \$53,000 from the Parking Meter Fund to replace three vehicles for parking enforcement. This is not a specifically enumerated use for the parking meter fund under BMC §15.40. In 2015 and 2016 when parking enforcement required vehicles, money was dispersed from 602-the City's capital account for fleet replacement. The Parking Meter fund is also being charged each year for fleet replacement. In the opinion of the Chair, those charges, deposited to 602, should be tapped for vehicle replacement.

V. A. PKG 2017-04: Toward a Comprehensive Parking Policy

[Jim will introduce this item.]

V. B. PKG 2017-05: Neighborhood Zone 12 for Garden Hill

In January, residents of the Garden Hill Neighborhood Association petitioned the Parking Commission to expand the NZ program to their neighborhood. In April, Councilmember Volan updated the Commission with information from the Chief of Police regarding staff requirements along with a commitment to increase enforcement during Little 500. In general, Councilmember Volan has continued discussions with Garden Hill and BPD to develop a Zone 12 tailored to the specific enforcement needs of the neighborhood. Cm. Volan has written a draft ordinance which he plans to introduce to the City Council in August. The ordinance and memo is attached to the packet.

V. C. PKG 2017-06: Resident-Only Private Parking

This topic was vetted by the Traffic Commission in October of 2016 and they recommended eliminating the program. Changes to §15.36, deleting Resident-Only Parking, were introduced as Ordinance 17-24 and discussed at the Council's May 24th Committee of the Whole. The Do Pass Recommendation was 0-7-1.

On May 31, the Common Council had the second reading and discussion of the ordinance. Further discussion and final vote was postponed until August 9. Until then, Parking Commission has the opportunity to make a recommendation to Council.

Andrew Cibor from City planning has provided the minutes from the Traffic Commission, a copy of the draft ordinance and staff recommendations. They have been attached to the packet.

###

CITY OF BLOOMINGTON

PARKING COMMISSION

Meeting Minutes
August 22 5:30 PM
Hooker Room

Members Present

Jim Blickensdorf – Grazie Italiano, Council Appointee
Donna Disque – Mardon Salon, Mayoral Appointee
Adrienne Evans Fernandez – At Large Appointee, Council Appointee
Faith Hawkins – Elm Heights Neighborhood Association, Council Appointee
Mary Jo Shaughnessy - Blue Ridge Neighborhood Association, Mayoral Appointee
Steve Volan – City Council Appointee, *ex officio*

Members Not Present

Josh Desmond – Asst. Director of Planning, City of Bloomington
Randy Lloyd - Not-for-profit appointee representing Trinity Lutheran Church
Mark Need - Meter Zone Resident, Mayoral Appointee

Also Present

Seyedamir Kaboli Farshchi, Long Range Planner, City of Bloomington
Scott Robinson – Planning & Transportation, City of Bloomington
Amanda Turnipseed, Director of Parking Operations, Indiana University
Bethany Wages, Hearing Officer, Office of the City Clerk

Call to Order

Meeting was called to order at 5:35 pm.

Reports from Commissioners

Steve Volan

Beth Rosenbarger, Bicycle and Pedestrian Coordinator for the City of Bloomington has organized a trip to New Albany for a 1-to-2-way street seminar on August 31. Steve noted that most of the recent construction in Lafayette has moved streets from one-way to two-way traffic, and that he will be attending a meeting on the 18-20th of October. More information to follow.

Jim Blickensdorf

For transparency and to avoid conflicts with IODL, a complete listing of all meetings (including staff liaison meetings) will be included in each packet. Members of the Commission and members from the public are welcome to attend all meetings.

A survey to determine the best meeting time of r2018 was distributed. The Commission will meet only once in November and December on the 2nd Tuesday of the month at 5:30pm . Meeting are being relocated to the MCPL room 1C.

PARKING COMMISSION

In response to comments about the perceived lack of downtown parking enforcement presence made at the August work session, Jim Blickensdorf requested data from the City Clerk about parking citations issued in June and July of 2017. Citation data shows a 20% drop year-to-year and a 50% drop from the average. This information was shared with the Council at the August 23rd BCC meeting, and is attached to the minutes for reference.

Public Comment

No one from the public was present.

Private Parking 15.36

Changes to BMC §15.36 were scheduled to be discussed at the August 23rd Council Meeting. The initial recommendation of the Traffic Commission and staff was to eliminate the section of the code, but responding to Council's concern staff is putting forward an amendment by substitution that would place restrictions on applicants, requiring a permanent disability or handicap placard, lack of off-street parking as determined by staff, and an increase program fees. Staff's proposal would restrict applicants to owner or occupants to residential uses, only.

Motion to recommend staff's changes failed by role call vote 3-3.

Discussions of Topics Not the Subject of Resolutions

Goal of the Financial Report

The meeting began with an informal discussion of the structure and goals of the report. Faith Hawkins asked commissioners the question, "What do you feel the goal(s) of the report should be?" Some of the comments included :

- ▶ [the data] is "an eye-opener"
- ▶ We are working toward a better "future for Bloomington"
- ▶ That we are in the "system and design thinking / discovery. phase" and that the data is important in order to make meaningful recommendations and understand their impact
- ▶ "It's important not make conclusions on data that we don't have"
- ▶

The discussion of a thesis concluded with the statement by Faith Hawkins: "parking impacts the lives of all visitors" The Commission was it appointed, and has studied "an issue that is overseen by diverse parts of the city" and the Commission reports data "in order to manage parking for the best interests almost every visitor , almost every resident of Bloomington, and to identify from that data opportunities and challenges ."

Chapter 4: Garages & Lots

Discussion and amendments were tabled due to the late submission of changes to the draft.

Parking Commission Policy Objectives

CITY OF BLOOMINGTON

PARKING COMMISSION

The Commission discussed points 1,2, 5 and a portion of 8.

The following changes were suggested:

Objective 1:

- ▶ Insert "The Commission shall" at the beginning of the sentence.
- ▶

Objective 2:

- ▶ Strike "Designate Parking for the highest priority user"
- ▶ Strike "for users and access modes"
- ▶ Insert "and access mode" after the word "type"
- ▶ Strike "having a higher priority and replace with "ranking"

Objective 5:

- ▶ Suggested moving this to the 2nd highest priority

Objective 8:

- ▶ Strike "Reduce Vehicle Miles Travelled"
- ▶ Replace "time for space search" with "competition for spaces" and "searching"
- ▶ Insert the word "and" between signage and wayfinding

Adjournment

Meeting adjourned at 7:10pm.



August 22nd

City of Bloomington
Parking Commission

September Schedule

September 2

Deadline for Metered Parking Comments, if not attending the Work Session

September 18, 9:15 AM

Staff Liaison packet meeting at Crumble Bakery

September 12 Work Session:

Discussion of the Metered Parking section of the Financial Report

September 26 Regular Meeting:

Adopt changes to Garages & Lots
Amend and vote to adopt points 1, 2, 5;
Discuss points 3, 4, 8 relating to differential pricing.

September 16 Comment Deadline

Deadline for Written Comments on policy points 3, 4, 8 (differential pricing)

Deadline for amendments to policy points 1, 2, and 5*

Deadline for amendments to Garages & Lots for inclusion in the packet*

October Schedule

October 1

Deadline for Written Comments on Executive Summary, if not attending Work Session

October 10 Work Session:

Executive Summary

October 24 Regular Meeting – meeting will likely be 3 hours

Meeting: Adopt Final Financial Report

Amend and vote to adopt points 3, and 4;

Discuss points 6, 8 (marketing)

October 15 Comment Deadline

Deadline for Written Comments on policy points 6, 8 (marketing)

Deadline for amendments to policy points 3 and 4*

Final Draft of the Financial Report Issued

November & December Meetings

No Work Session in Nov / Dec

November Meeting: November 14

December Meeting: December 12

Both meetings moved to MCPL Room 1C

Meetings begin at 5:30 PM, as usual



June/July Ticket Issued Data

Year	June	July
2009	3624	3667
2010	3684	3658
2011	3518	2990
2012	3454	2614
2013	2474	2167
2014	3284	3137
2015	3485	2989
2016	1705	1709
2017	1399	1219
Avg	2,959	2,683
Std Dev	877	842

Meters installed Aug, '13



Hours Abbreviated Apr, '13



Private Parking

City Council 8/23 at 6:30 PM

CITY OF BLOOMINGTON

PARKING COMMISSION

Work Session Minutes

September 12 5:30 PM

Dunlap Room

Members Present

Jim Blickensdorf – Grazie Italiano, Council Appointee

Donna Disque – Mardon Salon, Mayoral Appointee

Adrienne Evans Fernandez – At Large Appointee, Council Appointee

Faith Hawkins – Elm Heights Neighborhood Association, Council Appointee

Mary Jo Shaughnessy - Blue Ridge Neighborhood Association, Mayoral Appointee

Steve Volan – City Council Appointee, *ex officio*

Members Not Present

Josh Desmond – Asst. Director of Planning, City of Bloomington

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

Mark Need - Meter Zone Resident, Mayoral Appointee

Also Present

Seyedamir Kaboli Farshchi, Long Range Planner, City of Bloomington

David Debikey, Global Gifts

Not Present

Scott Robinson – Planning & Transportation, City of Bloomington

Call to Order

Meeting was called to order at 5:30 pm.

Reports from Commissioners

Faith Hawkins expressed concern about a neighbor's parking habits in her neighborhood. A student was double parked on University and it took 45 minutes to have BPD respond on a Sunday morning. Bethany Wages from the City's Clerk's Office said that she would pass the information along to parking enforcement.

Jim Blickensdorf discussed the City's RFP for a parking study is now live. The RFP was included in the work session packet for reference.

Public Comment

No one from the public was present.

Discussions of Topics Not the Subject of Resolutions

Goal of the Financial Report

PARKING COMMISSION

The meeting began with an informal discussion of the structure and goals of the report. Faith Hawkins asked commissioners the question, "What do you feel the goal(s) of the report should be?" Some of the comments included :

- ▶ [the data] is "an eye-opener"
- ▶ We are working toward a better "future for Bloomington"
- ▶ That we are in the "system and design thinking / discovery. phase" and that the data is important in order to make meaningful recommendations and understand their impact
- ▶ "It's important not make conclusions on data that we don't have"
- ▶

The discussion of a thesis concluded with the statement by Faith Hawkins: "parking impacts the lives of all visitors" The Commission was it appointed, and has studied "an issue that is overseen by diverse parts of the city" and the Commission reports data "in order to manage parking for the best interests almost every visitor , almost every resident of Bloomington, and to identify from that data opportunities and challenges ."

Chapter 5: Metered Parking

The commission discussed a number of corrections to chapter 5. Commissioner's comments included:

- ▶ Striking the sentence, "Wilson suggests that the..."
- ▶ Expanding on the original configuration of parking enforcement oversight
- ▶ Striking the word "2-hour" from "retained 2-hour free parking" and replacing it with "free"
- ▶ Revising the "System Configuration" section to simplify the methods of payment and to accurately reflect the meter configuration in City Lots
- ▶ On page 40, replacing the 2017 partial data with the actual data from 2016 and differentiated between IPS Group data and ParkMobile data
- ▶ Striking the duplicate text on page 40
- ▶ Revising the "Metrics" to include the words "annual" for clarity
- ▶ Adding the words "per year" following "increase by \$225,000" on page 41
- ▶ Inserting the word "of" in describing the cash balance on page 41
- ▶ Inserting a Balance forward on Figure 18
- ▶ Clarifying that parking enforcement reimbursed the City for legal expenses and that the Asst. City Attorney listed in Figure 20 is not an FTE of the parking system
- ▶ Removing the reference to BMC §15.40.0145
- ▶ Clarifying payees of System-Related and Operational expenses in Figure 21/22
- ▶ Clarifying the purpose of Figure 23 / relationship between Figure 23 and Figure 21/22
- ▶ Moving Citations to its own chapter, since it includes reference to neighborhood zones
- ▶ Clarifying and simplification of the citation math
- ▶ Removing the equations or moving them to an appendix
- ▶ Simplifying Figure 24 and replacing it with 2016-only data

CITY OF BLOOMINGTON
PARKING COMMISSION

MEMO

From: Jim Blickensdorf, Chairperson, Parking Commission
To: Parking Commissions
Date: October 1, 2017
Re: **Packet Material for the October 2017 Work Session**

Parking Study

Scott Robinson has released the responses to the City's parking study RFP. The proposals are included in this package for reference. Comments submitted by Commissioners have been forwarded to the Planning and Transportation department.

IV. A. Financial Report – Executive Summary

The current draft of the financial report is #3. I'm attaching the relevant sections of the financial report draft #2. There is currently no difference between the summary sections of draft #1, #2, or #3.

Commissioners should submit any changes to the document in the form of a written amendments for discussion at the October regular meeting.

Changes to Meeting Dates

Beginning January of 2018, the Commission will meet on Thursdays in the Hooker Room. As a reminder, **November's and December's meeting has been move to MCPL Room 1C.**

PARKING COMMISSION

Parking Commission Meeting Schedule & Preliminary Agenda Items

October 1

Deadline for Written Comments on Executive Summary, if not attending Work Session

October 10 Work Session:

Executive Summary

October 15 Comment Deadline

Deadline for Written Comments on policy points 6, 8 (marketing)

Deadline for amendments to policy points 3 and 4*

Final Draft of the Financial Report Issued

October 24 Regular Meeting – meeting will likely be 3 hours

Meeting: Adopt Final Financial Report

Amend and vote to adopt points 3, and 4;

Discuss points 6, 8 (marketing)

November 5 Comment Deadline

Deadline for Written Comments on policy points 7, 8 (alternate modes), 9, 10

Deadline for amendments to policy points 6 and 8*

Final Draft of the Financial Report Issued

November 9, 9:15 AM

Staff Liaison meeting at Crumble Bakery

OND Executive Committee Meeting – November 14, 4:30 PM

MCPL Room 1C, (Monroe County Public Library)

November Regular Meeting – November 14 5:30 PM, MCPL Room 1C

Amend and vote to adopt points 3,4, and parts of 8;

Discuss 7,8 (alternate modes, TDM), 9,10

December 2 Comment Deadline

Deadline for amendments to 7, 9, 8 10

December Regular Meeting – December 12 5:30 PM, **Location TBA**

Adopt amendments to 7,8, 10

Vote on forwarding the recommendation to Council (**PKG Resolution 17-04**)

Cocktail reception at Grazie, following meeting

CITY OF BLOOMINGTON

PARKING COMMISSION

* Amendments may be proposed at the meeting; however, submitting written amendments by this date will ensure that your comments and amendments will be included in the packet. Please submit all amendments to the Financial Plan and policy document in writing.

No Work Sessions in November or December.

The November meeting has been moved to MCPL Room 1C.

###

Appendix 11: PKG Resolution 2017-02

Bloomington Parking Commission

**Resolution 2017-2
To Gather All Data Necessary for an Annual Parking Report**

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 authorize and direct members of the Executive Committee to inquire and obtain data for the the calendar year 2016 (attached hereto as Exhibit “A”), and to report this information to the Commission at its next regularly scheduled meeting.

#

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

Exhibit A
Requests for Parking-Related Reports from City Departments

Data from Clerk: Tickets and Appeals

1. Tickets written
2. Appeals filed (total, by type)
3. Appeals upheld/denied/other (total, by type)

Data from the Controller

Revenue

4. Permits sold (of all types other than garage); permit revenue
5. Garage revenue
6. Meter revenue by payment type: cash, credit card, ParkMobile
7. Citation revenue

Expense

8. Repair costs including regular upkeep, improvements and expenses due to vandalism
9. Staffing: broken out by garages, lots, meters and neighborhood zones (NZs)
10. Credit card / ParkMobile fees
11. Licensing fees / costs associated with handheld devices
12. Monies transferred from the Parking Fund to the General Fund by Council

Assets

13. Parking fund balance
14. Garage fund balance
15. Current-assets value of collections

Liabilities

16. History and balance of parking bonds

Data from Police: Meters

17. All meter transaction data, devoid of personal identifying information

Data from Public Works

General

18. Uptime; reasons for being out of service
19. Meter GIS/GPS data
20. Total number of garage permits issued
21. Garage occupancy by permit type including those with no permits

Expense

22. Security costs
23. Signage count and costs for replacement of signs

Appendix 12: App Ordinance 2017-02

APPROPRIATION ORDINANCE 17-02

**TO SPECIALLY APPROPRIATE FROM THE GENERAL FUND, PARKS GENERAL FUND,
MOTOR VEHICLE HIGHWAY FUND, PARKING FACILITIES FUND, PARKING METER
FUND, AND VEHICLE REPLACEMENT FUND
EXPENDITURES NOT OTHERWISE APPROPRIATED**

**(Appropriating a Portion of the Amount of Funds Reverted to Various City Funds
at the End of 2016 for Unmet Needs in 2017)**

- WHEREAS, the Animal Care & Control desires to increase its budget Classification 4 – Capital Outlays in order to provide for the replacement of vehicles; and
- WHEREAS, the City Clerk desires to increase its budget in Classification 2 – Supplies and Classification 3 – Services and Charges to provide for additional supplies and equipment; and
- WHEREAS, the Council Office desires to increase its budget in Classification 1 – Personal Services, Classification 2 – Supplies and Classification 3 – Services and Charges in order to provide for additional funds for interns, supplies and training; and
- WHEREAS, the Community & Family Resources desires to increase its budget in Classification 2 – Supplies and Classification 3 – Services and Charges in order to provide additional supplies, education and training for City employees, workshops grants and other needs; and
- WHEREAS, the Controller’s Office desires to increase its budget in Classification 3 – Services and Charges, in order to replenish funds for outside services; and
- WHEREAS, the Office of Economic and Sustainable Development desires to increase its budget in - Classification 3 – Services and Charges in order to provide for arts and sustainable projects; and
- WHEREAS, the Public Works Facilities Department desires to increase its budget in - Classification 3 – Services and Charges and Classification 4 – Capital Outlays in order to provide for equipment and vehicles; and
- WHEREAS, the Fire Department desires to increase its budget in Classification 3 – Services and Charges in order to provide for additional materials; and
- WHEREAS, the Housing & Neighborhood Development Department desires to increase its budget in Classification 2 – Supplies and Classification 3 – Services and Charges in order to provide for supplies, training, equipment and other services; and
- WHEREAS, the Human Resources Department desires to increase its budget in Classification 3 – Services and Charges in order to provide for outside services; and
- WHEREAS, the Information Technology Department desires to increase its budget in Classification 1 – Personal Services, Classification 3 – Services and Charges, and Classification 4 – Capital Outlays in order to provide for additional part-time assistance, replenish outside services and vehicle replacement; and
- WHEREAS, the Legal Department desires to increase its budget in Classification 1 – Personal Services, Classification 3 – Services and Charges, and Classification 4 – Capital Outlays in order to provide for additional outside services and vehicle replacement; and
- WHEREAS, the Planning & Transportation Department desires to increase its budget in Classification 3 – Services and Charges, and Classification 4 – Capital Outlays in order to provide for additional outside services and vehicle replacement; and
- WHEREAS, the Police Department desires to increase its budget in Classification 4 – Capital Outlays in order to provide for equipment replacement; and
- WHEREAS, the Public Works Department desires to increase its budget in Classification 4 – Capital Outlays in order to provide for vehicle replacement; and
- WHEREAS, the Parks Department for the Parks General Fund desires to increase its budget in Classification 4 – Capital Outlays in order to provide for equipment and vehicle replacement; and

- WHEREAS, the Public Works Department for the Motor Vehicle Highway Fund desires to increase its budget in Classification 4 – Capital Outlays in order to provide for vehicle replacement; and
- WHEREAS, the Public Works Department for the Parking Facilities Fund desires to increase its budget in Classification 3 – Services and Charges, and Classification 4 – Capital Outlays in order to provide for outside services and facilities repair; and
- WHEREAS, the Police Department for the Parking Meter Fund desires to increase its budget in Classification 3 – Services and Charges, and Classification 4 – Capital Outlays in order to provide for outside services and vehicle replacement; and
- WHEREAS, the Controller’s Office for the Vehicle Replacement Fund desires to increase its budget in Classification 4 – Capital Outlays in order to provide for vehicle replacement;

NOW, THEREFORE, BE IT HEREBY ORDAINED BY THE COMMON COUNCIL OF THE CITY OF BLOOMINGTON, MONROE COUNTY, INDIANA, THAT:

SECTION I. For the expenses of said municipal corporation the following additional sums of money are hereby appropriated and ordered set apart from the funds herein named and for the purposes herein specified, subject to the laws governing the same:

	AMOUNT REQUESTED
General Fund – Animal Shelter	
Classification 4 – Capital Outlays	\$ 135,000.00
Total General Fund – Animal Shelter	<u>135,000.00</u>
General Fund – City Clerk	
Classification 2 – Supplies	\$ 7,402.00
Classification 3 – Services and Charges	\$ 505.00
Total General Fund – City Clerk	<u>7,907.00</u>
General Fund – City Council	
Classification 1 – Personal Services	\$ 6,000.00
Classification 2 – Supplies	\$ 1,500.00
Classification 3 – Services and Charges	\$ 944.00
Total General Fund – City Council	8,444.00
General Fund – Community and Family Resources	
Classification 2 – Supplies	\$ 4,981.00
Classification 3 – Services and Charges	\$ 6,150.00
Total General Fund – Community and Family Resources	<u>11,131.00</u>
General Fund – Controller	
Classification 3 – Services and Charges	\$ 325,000.00
Total General Fund – Controller	<u>325,000.00</u>
General Fund – Economic & Sustainable Development	
Classification 3 – Services and Charges	\$ 10,325.00
Total General Fund – ESD	<u>10,325.00</u>
General Fund – Public Works - Facilities	
Classification 3 – Services and Charges	\$ 84,698.00
Classification 4 – Capital Outlays	\$ 103,000.00
Total General Fund – Public Works - Facilities	<u>187,698.00</u>
General Fund – Fire	
Classification 3 – Services and Charges	\$ 618.00
Total General Fund – Fire	<u>618.00</u>

General Fund - Housing & Neighborhood Development (HAND)	
Classification 2 - Supplies	\$ 12,000.00
Classification 3 - Other Services & Charges	\$ 40,000.00
Total General Fund - HAND	<u>52,000.00</u>
General Fund - Human Resources	
Classification 3 - Other Services & Charges	\$ 46,295.00
Total General Fund - Human Resources	<u>46,295.00</u>
General Fund - Information Technology Services	
Classification 1 - Personal Services	\$ 2,000.00
Classification 3 - Other Services & Charges	\$ 16,000.00
Classification 4 - Capital Outlays	\$ 29,000.00
Total General Fund - ITS	<u>47,000.00</u>
General Fund - Legal	
Classification 1 - Personal Services	\$ 3,000.00
Classification 3 - Other Services & Charges	\$ 100,000.00
Classification 4 - Capital Outlays	\$ 32,000.00
Total General Fund - Legal	<u>135,000.00</u>
General Fund - Planning & Transportation	
Classification 3 - Other Services & Charges	\$ 174,280.00
Classification 4 - Capital Outlays	\$ 34,000.00
Total General Fund - Planning & Transportation	<u>208,280.00</u>
General Fund - Police	
Classification 4 - Capital Outlays	\$ 293,004.00
Total General Fund - Police	<u>293,004.00</u>
General Fund - Public Works	
Classification 4 - Capital Outlays	\$ 328,000.00
Total General Fund - Public Works	<u>328,000.00</u>
Grand Total General Fund (Fund #101)	\$ 1,795,702.00
Parks General Fund - Parks	
Classification 4 - Capital Outlays	\$ 86,500.00
Total Parks General Fund - Parks	<u>86,500.00</u>
Grand Total Parks General Fund (Fund # 200)	\$ 86,500.00
Parking Meter Fund - Police	
Classification 3 - Services & Charges	\$ 40,000.00
Classification 4 - Capital Outlays	\$ 53,000.00
Total Parking Meter Fund - Police	<u>93,000.00</u>
Grand Total Parking Meter Fund (Fund #455)	\$ 93,000.00
Parking Facilities Fund - Public Works	
Classification 3 - Services & Charges	\$ 40,000.00
Classification 4 - Capital Outlays	\$ 203,000.00
Total Parking Meter Fund - Public Works	<u>243,000.00</u>
Grand Total Parking Facilities Fund (Fund #452)	\$ 243,000.00

Motor Vehicle Highway Fund – Public Works	
Classification 4 – Capital Outlays	\$ 440,774.00
Total Motor Vehicle Highway Fund – Public Works	<u>440,774.00</u>
Grand Total Motor Vehicle Highway Fund (Fund #451)	\$ <u>440,774.00</u>
Vehicle Replacement Fund – Controller	
Classification 4 – Capital Outlays	\$ 48,571.00
Total Vehicle Replacement Fund – Controller	<u>48,571.00</u>
Grand Total Vehicle Replacement Fund (Fund #610)	\$ <u>48,571.00</u>
Grand Total All Funds	\$ <u>2,707,547.00</u>

PASSED AND ADOPTED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this 14th day of June, 2017.


 SUSAN SANDBERG, President
 Bloomington Common Council


ATTEST:


~~NICOLE BOLDEN, Clerk~~ Stephen Lucas, Deputy Clerk
 City of Bloomington

PRESENTED by me to the Mayor of the City of Bloomington, Monroe County, Indiana, upon this 15th day of June, 2017.


~~NICOLE BOLDEN, Clerk~~ Stephen Lucas, Deputy Clerk
 City of Bloomington

SIGNED and APPROVED by me upon this 16th day of June, 2017.


 JOHN HAMILTON, Mayor
 City of Bloomington

SYNOPSIS

This ordinance appropriates an additional \$2,707,547 of funds from the General Fund, Parks General Fund, Motor Vehicle Highway Fund, Parking Meter Fund, Parking Facilities Fund and the Vehicle Replacement Fund. This amount is a portion of the \$3,901,854 reverted to various City funds at the end of last year and will be used for temporary labor, supplies training, outside services, grants, equipment, and capital replacements.

Note: This legislation was revised after it was distributed in the weekly Council Legislative Packet on May 26, 2017 and introduced at the Regular Session on May 31, 2017. The revisions corrected references to some city departments which would receive funds via this legislation.

Distributed to: Mayor, Clerk, Council Administrator, Legal, Controller

Appendix 13: 7th & Walnut, LLC Operating Lease

OPERATING LEASE

THIS INDENTURE WITNESSETH, that 7th & Walnut, LLC, an Indiana limited liability company ("Landlord"), and The City of Bloomington, Indiana Redevelopment Commission ("Tenant"), in consideration of their mutual undertakings, agree as follows:

ARTICLE I

DEFINITIONS

Section 1.1. The Demised Premises. The "Demised Premises" consists of approximately three hundred eighty-six (386) parking spaces of the parking garage constructed upon the real estate commonly known as northeast corner of 7th and Walnut Streets, Bloomington, Indiana; the elevator; the landscaping; the security system, dumpster area and other property or improvements described in the Ground Lease which is necessary to comply with the terms of the Ameritech Agreement. A site plan which depicts the Demised Premises, which were constructed in accordance with the Plans and Specifications previously approved by Lessee, is attached hereto as Exhibit A-1 and a site plan which depicts the retail/commercial/telecommunication space is attached to this Lease as Exhibit A-2.

Section 1.2. Additional Rental. "Additional Rental" means the cost of protecting, operating, managing, repairing, repaving, lighting, cleaning, striping, insuring, inspecting and landscaping the Demised Premises; and, all real estate or personal property taxes assessed upon the Demised Premises.

Section 1.3. Commencement Date. "Commencement Date" means the first day the Demised Premises are ready for use and occupancy for their intended purposes.

Section 1.4. Demised Term. "Demised Term" means the period from the Commencement Date until the expiration of the Ground Lease, or any later date as provided in Article 3 of this Lease.

Section 1.5 Minimum Rental. For purposes of this Agreement, the annual "Minimum Rental" shall be calculated using the following formula:

Minimum Rental = (Project Cost less any expenses prepaid by Tenant, amortized over thirty (30) years at the Applicable Rate) less \$100,000 per year

For purposes of illustration, the Minimum Rental for each of the first five (5) years of the Demised Term shall be Three Hundred Six Thousand Eight Hundred Forty-Seven Dollars and Sixteen Cents (\$306,847.16), which was calculated according to the foregoing formula assuming that: (a) the Project Cost was \$5,600,000; (b) the prepaid Tenant improvements were \$493,678; and (c) the Applicable Rate was 6.980%, which was the Applicable Rate as of January 10, 2001. The Applicable Rate as of the date of execution of this Operating Lease is _____ percent (____)%. Tenant's Minimum Rental payments shall cease on the date thirty (30) years from the Commencement Date, provided that Tenant shall have paid all Minimum Rental payments and all other sums owed pursuant to this Operating Lease as of such date.

Section 1.6. Tenant's Notice Address. Any notice required to be given to Tenant under this Lease will be sent to "Tenant's Notice Address" which is:

City of Bloomington
P.O. Box 100
Bloomington, IN 47402

Section 1.7. Ground Lease. "Ground Lease" means the Lease for the real estate between The City of Bloomington, Indiana Redevelopment Commission, as Ground Lessor, and 7th & Walnut, LLC, an Indiana limited liability company, as Ground Lessee, a Memorandum of which

was recorded on February 9, 2000, as Number 2000002041 in the Office of the Recorder of Monroe County, Indiana.

Section 1.8. Operating Lease. "Operating Lease" means this sublease between Landlord and Tenant as subsequently modified or amended.

Section 1.9. Rent. "Rent" means Minimum Rental, Additional Rental and any amounts payable by Tenant to Landlord or on Landlord's behalf as a condition of this Lease.

Section 1.10. Ameritech Agreement. "Ameritech Agreement" means the Agreement between the City of Bloomington, Indiana and Ameritech, a copy of which is attached as Exhibit B.

Section 1.11. Applicable Rate. For purposes of this Agreement, the "Applicable Rate" is an interest rate which equals 225 basis points above the average yield on U.S. Treasury Securities adjusted to a constant yield of five (5) years in effect and published during the calendar week immediately preceding the calendar week in which the Landlord's permanent financing is funded. Landlord agrees that Landlord shall request funding of Landlord's permanent financing within thirty (30) days after the Demised Premises are available for Lease and Landlord and Tenant have both executed this Lease. The Applicable Rate shall be redetermined every five (5) years and the Minimum Rental shall be reamortized using the adjusted Applicable Rate.

Section 1.12. Project Cost. For purposes of this Agreement, "Project Cost" equals Five Million Six Hundred Thousand Dollars (\$5,600,000) which is the construction cost of the Demised Premises including but not limited to direct expenses for labor and material incorporated into the Demised Premises. The final Project Cost shall be adjusted for any

increases or decreases in cost as a result of any change orders requested by Tenant and accepted by Landlord which are incorporated into the Demised Premises, and shall also be adjusted for any prepayment of expenses by Tenant.

Section 1.13. Revenues. "Revenues" means the Parking Revenues, Tax Increment, subject to appropriation by the Redevelopment Commission, Retail Income, and any other available funds, including appropriations from the Common Council or disbursements from the Lease Rental Surplus Fund.

ARTICLE 2

LEASED PREMISES

Section 2.1. Premises. Landlord subleases the Demised Premises to Tenant and Tenant accepts the Demised Premises from Landlord subject to all the terms and conditions of the Ground Lease and the Ameritech Agreement; provided, however, Tenant shall indemnify and hold Landlord harmless from any liability resulting from Tenant's failure to perform the Tenant's covenants contained in the Ameritech Agreement.

Section 2.2. Changes in the Demised Premises. Landlord shall not make any material changes to the building dimensions, exterior building facade, landscaping and other exterior site improvements without first obtaining Tenant's written consent which Tenant agrees shall not be unreasonably or arbitrarily withheld.

ARTICLE 3

DEMISED TERMS

The Demised Term of this Operating Lease shall begin on the Commencement Date and shall terminate August 31, 2039; provided, however, if Ground Lessee exercises any extension(s) available pursuant to Section 2.02 of the Ground Lease, then the Demised Term of this Operating Lease shall be extended to correspond with the date of expiration of the Ground Lease as extended.

ARTICLE 4

RENT

Section 4.1. Minimum Rental. During each calendar month of the Demised Term, Tenant promises to pay the Minimum Rental to Landlord, in advance, in equal monthly installments on the first day of each calendar month, without prior demand or setoff.

The final Minimum Rental shall be adjusted based upon the actual Project Costs and, during the first thirty (30) years of the Demised Term, shall be re-amortized every five (5) years based upon the Applicable Rate.

Section 4.2. Retail Revenue Sharing. During the Demised Term, Landlord shall share the lease revenue received from the tenants of the retail/telecommunications portion of the Project by making a payment to Tenant, calculated as follows:

$$(\text{Base Rental} - \$12.00) \times 50\% = \text{Retail Revenue Sharing Payment}$$

For purposes of making the foregoing calculation, the "Base Rental" equals the rental which is paid to Landlord, calculated on an annual leasable square footage basis, by tenants who lease and occupy any portion of the retail/telecommunications portion of the Project **excluding** any

payments received by Landlord as payment for taxes, insurance, maintenance, costs of collection, late fees, interest and tenant finishes and improvements made or supplied by Landlord which are in addition to the Landlord's standard tenant finishes and improvements. Landlord shall remit such payment to the Tenant monthly not later than the fifteenth (15th) day of the month following the calendar month in which the payment was received from the retail/telecommunications tenants; provided, however, that if Tenant is then in default, Landlord may apply such payment to any amount then payable by Tenant under the terms of this Lease.

Section 4.3. Payment of Additional Rental. During the Demised Term, Tenant shall also pay the Additional Rental upon the sooner of sixty (60) days after invoicing by Landlord or as it becomes payable to any other party. During the Demised Term, at intervals chosen by Landlord, Landlord may establish a budget for the Additional Rental to be reimbursed to Landlord which shall be billed to Tenant monthly, in advance. At the end of the calendar year, Tenant shall pay any deficiency to Landlord in one lump sum within sixty (60) days of receipt of an invoice. Any overpayment shall be credited to Tenant's payments of Additional Rental due for the subsequent calendar year. The actual billings for the prior calendar year will be adjusted up or down to reflect the charges for the prior calendar year and the total will then become the basis for the estimated billings for the next calendar year. The estimated payment schedule may be reviewed and adjusted by Landlord from time to time to assure the billings accurately reflect the charges being incurred.

Section 4.4. Late Charges. In the event any installment of Rent is paid later than sixty (60) days after the same is due, a late charge of one and one-half percent (1 1/2%) of the delinquent installment may be assessed by the Landlord against Tenant. An additional charge

of one and one-half percent (1 1/2%) may be charged for each month that said delinquency continues.

Section 4.5. Partial Month. If Tenant's obligation to pay Rent commences on a day other than the first day of any calendar month, Tenant shall pay a daily pro-rata share of the Minimum Rental and Additional Rental upon the Commencement Date of this Lease.

Section 4.6. Place of Payment of Rent. All Rent shall be payable to Landlord, at 501 Woodcrest Drive, Bloomington, Indiana 47401 or to such other person or place as Landlord may hereafter designate in writing.

Section 4.7. No Relief. All payments due from Tenant hereunder shall be without relief from valuation and appraisal laws.

Section 4.8. Utilities. The Demised Premises may not be separately metered but, in any event, Tenant shall pay its pro-rata share on a just and equitable basis, as determined by Landlord, of the sewer and water, gas and electric charges as part of the Additional Rent. Tenant shall hold Landlord harmless and Landlord shall not in any way be liable or responsible to Tenant for any loss, damage or expense that Tenant may sustain or incur, if the quantity or character of any utility service is changed or suspended.

Section 4.9. Funding. The parties acknowledge that the Tenant has expended Four Hundred Ninety-Three Thousand Six Hundred Seventy-Eight Dollars (\$493,678) in leasehold improvements made to the Demised Premises in accordance with the terms of a Resolution passed by the Tenant at its regularly scheduled meeting on June 5, 2000. The Rent shall be payable solely from the Revenues and the Rent shall not be payable from any other source and shall not constitute debt of the Tenant in any constitutional or statutory sense. The Tenant will

not pledge any of its taxing power to the payment of Rent; however, during the entire Demised Term, Tenant covenants and agrees that Tenant shall:

- 4.9.1 set the parking rates for the Demised Premises at a level that when combined with the other Revenues will be sufficient to pay the Rent and all other occupancy expenses;
- 4.9.2 favorably consider appropriation of Tax Increment Revenues collected by the City of Bloomington Redevelopment Commission within the Downtown TIF expanded for payment of any Rent not paid by Revenues;
- 4.9.3 appropriate additional sums on an annual basis to ensure that adequate funds are available from Revenues, including but not limited to the Tax Increment Revenues or other sources so that the Tenant shall: (a) Keep an amount in the Lease Rental Surplus Fund equal to not less than twelve (12) months Rent due hereunder; and (b) fulfill Tenant's obligation to pay the Rent to Landlord during the entire Demised Term; and
- 4.9.4 in addition to the foregoing sources, the Tenant may establish a Lease Rental Surplus Fund which may be used to pay the Rent when due if the Revenues are insufficient.

ARTICLE 5

OCCUPANCY AND USE

Section 5.1. Occupancy. Tenant may occupy the Demised Premises solely for the purpose of operating a parking garage and for no other purpose without the express prior written consent of Landlord.

Section 5.2. Use of Premises. Tenant shall use the Demised Premises for no unlawful purpose or act; shall not commit waste to the Demised Premises; shall comply with all applicable laws, regulations and orders of any governmental authority or agency and all reasonable directions of Landlord; and, shall not do or permit anything to be done in or about the Demised Premises which will injure or harm them.

Section 5.3. Use of Spaces Above Retail Space. Tenant shall designate not less than seventy-five (75) spaces immediately above the retail portion of the Project as metered spaces or, at Landlord's option, as monthly rental spaces to be leased to the Project's retail tenants.

ARTICLE 6

TAXES

Section 6.1. Personal Property Taxes. Tenant agrees to pay, prior to the delinquency date, all taxes levied upon personal property, together with any license fees, occupation taxes and other governmental charges arising out of Tenant's use or occupancy of the Demised Premises.

Section 6.2. Payment of Taxes. As a governmental entity, the Tenant does not anticipate any liability for personal property taxes, license fees, occupation taxes or other governmental charges. Tenant agrees to pay, as Additional Rental, all general real estate taxes which become due and payable upon the Demised Premises during the Demised Term, provided, however, that Tenant shall not be obligated to pay any income tax or profit tax, or inheritance or estate or transfer taxes, or any personal or corporation taxes, or franchise or license taxes, levied, assessed against or payable by Landlord.

Section 6.3. Contesting Assessments. As a governmental entity, the Ground Lessor does not anticipate any liability for general real estate taxes. Tenant shall have the right, at its own cost and expense and in its own name and in the name of Landlord, to protest or contest, or to seek to have reviewed, reduced, equalized or abated any tax, by legal proceedings or in such manner as it deems advisable. Landlord agrees to join with Tenant and to execute any and all documents, applications, petitions, instruments or complaints necessary for any such contest.

review or other proceedings desired by Tenant, provided, however, that any such contest review or proceeding shall be carried on by Tenant at its sole cost and expense, and upon the final determination of any such contest, review or proceeding, Tenant shall pay the taxes as are so finally determined, and all penalties and/or costs which may thereupon be due.

ARTICLE 7

LIENS

Tenant shall keep the Demised Premises free from any liens, including but not limited to mechanic's liens, arising from any act or failure to act on the part of the Tenant. If Tenant fails to do so, Landlord shall have the right, but not the obligation, to pay the amount of such lien to cause its release and such amount shall be considered Additional Rental to be paid to Landlord by Tenant on demand. All liens and encumbrances created or suffered by Tenant shall attach to Tenant's interest only.

ARTICLE 8

MAINTENANCE, REPAIRS, ALTERATIONS AND SIGNS

Section 8.1. Maintenance and Repairs. Tenant shall, at Tenant's expense, during the Demised Term or any extension, bear all expenses for maintenance, repair and replacement of the Demised Premises as Additional Rental.

During the Demised Term, Tenant shall also maintain the landscaping and other site improvements which form part of the Demised Premises and shall keep the parking area free of trash or rubbish, free of snow or ice, paved, lighted and striped.

If this Lease terminates prior to expiration of the Demised Term, the Demised Premises shall be returned to Landlord at the termination in as good order, condition and repair as the

same are on the Commencement Date, excepting only ordinary wear and tear, defaults of the Landlord, condemnation, casualty, war and uninsured Acts of God.

Section 8.2. Alterations. Tenant shall not at any time during the Demised Term have the right to make any alterations, additions or improvements to the Demised Premises except with the Landlord's prior written consent. Any such alterations, additions, fixtures permanently installed, or improvements which may be made or installed by Tenant with Landlord's prior written consent shall remain upon the Demised Premises and at the termination of this Lease prior to expiration of the Demised Term, such alterations, additions and fixtures shall be surrendered to Landlord with the Demised Premises.

Tenant agrees that, during the time any such permitted alterations or improvements are being made, Tenant shall indemnify and hold Landlord harmless from any and all liens for labor, materials and supplies which may arise by reason of such alterations and improvements made by Tenant.

Section 8.3. Signs. All signage standards, signs, lettering, advertising, decoration, lighting or any other thing of any kind visible from the Demised Premises installed by Tenant, shall be first approved in writing by Landlord. In addition, Tenant, at Tenant's sole expense will obtain the permission and sign permits required by the City of Bloomington, Indiana. The location and method of installation of any signage shall be as designated or approved by Landlord. Plans drawn to one-fourth inch equals one foot scale showing the dimensions and type of sign, lettering, colors, mounting brackets, advertising, decoration, lighting or any other thing of any kind together with the proposed location thereof shall be submitted to Landlord before installation.

After installation, all signage shall be maintained in good condition and repair at all times by Tenant. All sign costs, including electrical power to sign location, if any, shall be borne by Tenant. Landlord shall have the right to remove any sign erected by Tenant which has not been approved, in advance, by Landlord. Such removal will be done at Tenant's sole cost and expense, which will be paid as Additional Rental within ten (10) days after billing by Landlord.

ARTICLE 9

INDEMNIFICATION AND INSURANCE

Section 9.1. Insurance to be Furnished by Tenant and Indemnification. Tenant, at Tenant's expense, shall purchase and maintain in force at all times during the Demised Term, fire and extended coverage insurance, public liability, property damage and workmen's compensation insurance insuring against loss, cost and expense by reason of injury to or the death of persons or damage to or the destruction of property arising out of or in connection with the occupancy or use of the Demised Premises by Tenant. All such insurance will name Landlord and Tenant as insureds, and will be carried with an insurer acceptable to Landlord, with limits acceptable to Landlord. The minimum amount of public liability and property damage insurance to be carried by Tenant will not be less than \$1,000,000.00 for injury to or death of persons, resulting from one accident, and \$100,000.00 for injury to property. The fire and extended coverage insurance carried by Tenant will insure the Demised Premises against loss or damage to the full extent of its replacement value as determined annually during each year of this Lease.

Section 9.2. Indemnification of Landlord. Tenant shall INDEMNIFY AND SAVE HARMLESS Landlord from any loss, liability, cost or expense (including attorneys' fees and

court costs incurred in the defense thereof) arising out of or in connection with Tenant's use and occupancy of the Demised Premises, including any injuries to persons or damages to property, unless caused by the acts or omissions of Landlord, its agents, representatives or contractors.

Section 9.3. Copies of Policies to be Furnished by Tenant. Prior to expiration of the prior policy, Tenant shall furnish Landlord with either a copy of each of the policies insuring the risks referred to in the foregoing sections of this Article or certificates of insurance evidencing such coverage and renewals thereof. All policies shall name Landlord and Landlord's mortgage lender(s) as additional insureds and shall contain a provision that the insurer may not cancel or change the coverage afforded by the policy without first giving Landlord at least thirty (30) days' written notice.

Section 9.4. Waiver of Claims. Landlord shall not be liable for and Tenant waives all claims against Landlord for damages to persons or property sustained by Tenant or Tenant's employees, agents, or servants resulting from the Demised Premises or any equipment or appurtenances becoming out of repair, or resulting directly or indirectly from any act or neglect of any third person, firm or corporation; provided, however, Landlord shall remain liable for any damages sustained by Tenant or Tenant's employees, agents or servants resulting from Landlord's willful acts or gross negligence.

Landlord hereby releases Tenant (and anyone claiming through or under Tenant) from any liability to Landlord (or anyone claiming through or under Landlord by way of subrogation or otherwise) for any loss or damage to Landlord's property caused by fire or other perils against which Landlord is provided protection (excepting and excluding all or any portion of such loss or damage not covered because of an applicable deductible clause or in excess of the amount of

coverage provided) by the coverage afforded by the fire and casualty insurance required to be maintained under Section 9.1 of this Lease, even if such loss or damage shall have been caused by the fault or negligence of Tenant (or anyone claiming through or under Tenant) or its agents or employees. Tenant hereby releases Landlord from any liability or responsibility to Tenant (or anyone claiming through or under Tenant by way of subrogation or otherwise) for any loss or damage to Tenant's property caused by fire or other perils normally covered by standard fire insurance (with extended coverage endorsements), whether or not such property is actually insured against any such loss or damage, even if such loss or damage shall have been caused by the fault or negligence of Landlord or its agents or employees. Any fire and casualty insurance obtained by Landlord or Tenant will recognize this Section 9.4 and contain an appropriate waiver of subrogation clause.

ARTICLE 10

ASSIGNMENT AND SUBLETTING

Notwithstanding any other provision of this Lease, Landlord agrees that Tenant shall be permitted, without Landlord's consent, to: (a) provide parking spaces in accordance with the Ameritech Agreement; (b) lease spaces to the public; (c) lease spaces to other tenants of Landlord; or, (d) meter spaces in the Demised Premises.

ARTICLE 11

DAMAGE BY FIRE AND EMINENT DOMAIN

Section 11.1. Fire or Casualty. In the event of any damage to any portion of the Demised Premises, Landlord agrees to repair, restore or rebuild the Demised Premises to substantially the same condition in which the Demised Premises were immediately before such damage or

destruction, in accordance with specifications prepared by Landlord in consultation with Tenant. Landlord shall diligently execute such repair, restoration, replacement or rebuilding in a timely and workmanlike manner using materials and contractors selected by Landlord. If Landlord fails to undertake the repair, restoration, replacement or rebuilding of the Demised Premises in a timely manner, Tenant may serve notice upon Landlord. If, thirty (30) days following receipt of such notice, Landlord still has not commenced the repair, restoration, replacement or rebuilding of the Demised Premises, without legal cause, then Tenant may elect to perform such repair, restoration, replacement or rebuilding and, in that event, Tenant may deduct the expenses therefrom from the Rent payable to Landlord hereunder. In the event the whole or any part of the Demised Premises are destroyed or damaged by fire or other casualty, before the termination or expiration of this Lease, then, in every such case, the Rent as herein provided, or a just and proportionate part thereof, according to the nature and extent to which the Demised Premises shall have been rendered unfit for use and occupancy by Tenant, shall be suspended and abated until the Demised Premises shall have been put, by and at the expense of Landlord, in the condition in which they were immediately prior to such destruction or damage (Landlord's work, however, being limited to the insurance proceeds available).

Notwithstanding anything to the contrary contained herein, if that damage or destruction occurs during the last three (3) years of the Demised Term, this Lease shall terminate on the date which is sixty (60) days after the occurrence of such damage or destruction. On such termination, Rent, taxes, assessments and other sums payable by Tenant to Landlord hereunder shall be pro rated as of the termination date and, in the event any Rent, taxes, or assessments

shall have been payable in advance, Landlord shall rebate the same for the unexpired period for which such payment shall have been made.

Section 11.2. Eminent Domain.

11.2.1. If all or any substantial part of the building which is part of the Demised Premises shall be condemned by any competent authority, this Lease shall end on the date when the possession of the part so taken shall be required by such authority, and without apportionment of the award to or for the benefit of Tenant. If any condemnation proceeding shall be instituted in which it is sought to take or damage only a portion of the building located on the Demised Premises, or the land under it, or if the grade of any street or alley adjacent to the building is changed by any competent authority and such partial taking or change of grade makes it necessary or desirable to remodel the building to conform to the taking or changed grade, Landlord shall have the right to cancel this Lease upon not less than ninety (90) days' prior written notice to Tenant. In either of the events above referred to, the Rent at the then current rate shall be apportioned as of the date of the termination. No money or other consideration shall be payable by Landlord to Tenant for the right of cancellation and Tenant shall have no right to share in the condemnation award or in any judgment for damages caused by the change of grade.

11.2.2. If, prior to the termination or expiration hereof, any public or private authority shall, under the power of eminent domain, make a taking resulting in the reduction of the floor area of the building which is part of the Demised Premises by more than fifteen percent (15%) then Tenant may, at its election, terminate this Lease by giving Landlord notice of the exercise of its election within twenty (20) days of the date of notice to Tenant of such taking.

ARTICLE 12

ACCESS TO PREMISES

Landlord and Landlord's authorized representatives shall have the right to enter upon the Demised Premises, with notice when reasonably practicable, at all reasonable hours for the

purpose of inspecting the same, for making repairs, or for exhibiting the Demised Premises to prospective tenants, purchasers or others.

ARTICLE 13

WAIVERS

No waiver by the Landlord of any breach of any one or more of the terms, covenants, conditions and agreements of this Lease shall be deemed to imply or constitute a waiver of any succeeding or other breach hereunder. The failure of Landlord to insist upon the strict performance of the terms, conditions, covenants, and agreements herein contained, or any of them, shall not constitute or be considered as a waiver or relinquishment of the Landlord's rights thereafter to enforce any such default or term, condition, covenant or agreement, and the same shall continue in full force and effect.

ARTICLE 14

DEFAULTS AND REMEDIES

Section 14.1. Default, Notice and Termination. If Tenant defaults in payment of the Rent or in the performance of any of the terms, covenants, or conditions of this Lease, Landlord may give to Tenant written notification of such default. If Tenant does not cure any default which can be cured by a payment of money within sixty (60) days, or does not cure any other default within sixty (60) days, after the giving of such notice, the Rent for the remainder of the Demised Term shall become immediately due and payable to the Landlord in one lump sum and Landlord may then terminate this Lease. Tenant shall be entitled to only one such notice during any calendar year, and upon Tenant's subsequent default, Tenant shall be subject to Landlord's rights without further notice. On the termination date specified in the Landlord's notice, the Demised

Term shall terminate, and Tenant shall then pay all amounts due Landlord and peacefully surrender the Demised Premises to Landlord. If this Lease shall have been so terminated by Landlord, Landlord may at any time resume possession of the Demised Premises by any lawful means and remove Tenant and other occupants and their effects.

Section 14.2. Repossession and Reletting. In any case where Landlord has recovered possession of the Demised Premises by reason of Tenant's default, Landlord may, at Landlord's option, change or prepare the Demised Premises for reletting. Landlord may, but shall not be required to, relet the Demised Premises, or any part thereof, for a term or terms to expire prior to, at the same time as or subsequent to the last day of the Demised Term. Landlord may receive payments from the new tenant and shall apply the same first to the payment of such expenses as Landlord may have incurred in connection with the recovery of possession, redecorating, altering, dividing, or otherwise changing or preparing for reletting, including reasonable legal fees and leasing fees, and then to the payment of damages in amounts equal to the Rent and the costs and expense of performance of the other covenants of Tenant. Tenant agrees, whether or not Landlord has relet, to pay to Landlord damages equal to the Rent and other sums agreed to be paid by Tenant for the remainder of the Demised Term, less the net proceeds of the reletting, if any, as ascertained from time to time. The same shall be payable by Tenant on the date Landlord presents an invoice to Tenant. In reletting the Demised Premises, Landlord may grant rent concessions without credit to Tenant. No such reletting shall constitute a surrender and acceptance or be deemed evidence thereof. Landlord's remedies are in addition to any other remedy allowed at law or in equity.

Section 14.3 Landlord's Default. Landlord's failure to perform or observe any of its obligations under this Lease within ten (10) days after Landlord receives written notice from Tenant that any such performance or observance is past due is a default under this Lease ("Landlord's Default"). If the Landlord Default cannot be cured within such ten (10) days, Landlord will not be in default of this Lease if Landlord commences to cure the Landlord's Default within such ten (10) day period and diligently continues to cure such Landlord Default. If Tenant brings suit against Landlord for any breach by Landlord of any of its obligations hereunder and such a breach is determined by a final judgment of a court of competent jurisdiction to have occurred and to have continued beyond the applicable cure period, Landlord will pay Tenant all costs and expenses incurred by Tenant with respect thereto. If Landlord is in default and has failed to cure the default within the applicable cure period under this Lease, Tenant may, without being obligated and without waiving such Landlord Default, cure such Landlord Default. If, within thirty (30) days after entry of a final judgment of a court of competent jurisdiction Landlord fails to reimburse Tenant as required by this Section 14.3, Tenant will have the right to withhold the sum owed Tenant from the next payment of Rent until Tenant is reimbursed in full for the full sum, plus interest at the rate of eighteen percent (18%) per annum.

ARTICLE 15

ATTORNEY'S FEES

In the event either party defaults in any of the covenants and agreements contained herein, each party shall pay their own costs and expenses, including reasonable attorney's fees, that may arise from enforcing this Lease, by suit or otherwise.

ARTICLE 16

NOTICES

All notices that are required or authorized to be given under the terms of this Lease shall be given in writing by United States certified or registered mail with postage prepaid addressed to the party to whom such notice is given, as follows: to Tenant at the Tenant's Notice Address, or to the last post office address of Tenant furnished to Landlord for such notice; and to Landlord at the address for the payment of rent. Any notice so mailed shall be deemed to have been given as of the time said notice is received by the Landlord or the Tenant.

ARTICLE 17

MORTGAGES AND SUBORDINATION

Section 17.1. Mortgages. Tenant hereby covenants and agrees that during the Demised Term or any extensions thereof, Landlord shall have the right and power to mortgage or otherwise create any security or other liens or encumbrances upon or affecting the fee interest in the Demised Premises, or the building, entrance drives, improvements, fixtures, equipment or other property which may be located thereon. Landlord shall have the right and power to mortgage or to modify, extend, renew, replace, refinance, or otherwise change or affect any such mortgage at any time or from time to time.

Section 17.2. Subordination. Tenant hereby agrees that its leasehold interest hereunder is subordinate to the terms of the Ground Lease and the terms of any mortgage now on, or hereafter to be placed on, the Demised Premises hereunder. Each mortgagee shall expressly covenant or each such mortgage shall expressly provide that so long as the Tenant is not in default under this Lease, the Tenant's quiet possession of the Demised Premises shall remain

undisturbed, on the terms and conditions stated herein, whether or not the mortgage is in default and notwithstanding any foreclosure or other action brought by the holder of the mortgage in connection therewith. This Subordination Agreement shall be self-operative and no further instrument or certificate of subordination shall be required from Tenant.

Section 17.3. Tenant's Certificates. Tenant hereby appoints the City of Bloomington Legal Department as its authorized representative to execute and deliver the certificates described in this Section 17.3. Tenant agrees that from time to time upon not less than five (5) business days' prior request by Landlord, Tenant's authorized representative will execute and deliver to Landlord, any mortgagee or prospective mortgagee of Landlord's interest in the Demised Premises, or any purchaser or prospective purchaser of Landlord's interest in the Demised Premises, a statement in writing certifying (i) that this Lease is unmodified and in full force and effect (or if there have been any modifications that the Lease as modified is in full force and effect); (ii) the dates to which the Rent and other charges have been paid; (iii) the date of commencement and expiration of the Demised Term; (iv) that, to the knowledge of Tenant, Landlord is not in default under any provision of this Lease, or, if in default, the nature thereof in detail; and, (v) such other matters as Landlord may reasonably request.

ARTICLE 18

GENERAL PROVISIONS

Section 18.1. Relationship of Parties. Nothing contained in this Lease shall be deemed or construed by the parties, nor by any third party, as creating the relationship of principal and agent, partnership, joint venture, or any relationship other than that of Landlord and Tenant.

Section 18.2. Headings. The headings, titles, and subtitles in this Lease have been inserted solely for convenient reference and shall be ignored in its construction.

Section 18.3. Entire Agreement. This Operating Lease replaces and supersedes any inconsistent provisions of any prior resolutions, term sheets or agreements heretofore made by Landlord and Tenant. This Operating Lease, the Ground Lease and the Ameritech Agreement, Landlord's financing documents, Resolutions of the Redevelopment Commission, and all other documents executed in connection with this Operating Lease are intended to be complementary and supplementary to one another. In the event of any conflict between the terms of one or more thereof, such terms, shall, to the fullest extent reasonably possible, be construed to be complementary. However, if such terms cannot be construed as complementary, then the terms of this Operating Lease, to the extent that do not conflict with the provisions of Section 17.2 hereof, shall govern. All negotiations, considerations, representations and understandings between the parties are incorporated in this Lease, and may be modified or altered only by agreement in writing between the parties.

Section 18.4. Amendment. No amendment to this Lease shall be valid or binding unless such amendment is in writing and executed by the parties.

Section 18.5. Covenants of Landlord. Landlord covenants, warrants and represents that (a) Landlord has full right and power to execute and perform this Lease and to grant the estate demised herein; and, (b) Tenant, on payment of the Rent herein reserved and performing the covenants and agreements hereof shall peaceably have, hold and enjoy the Demised Premises and all rights, easements, appurtenances and privileges belonging or in any way appertaining thereto during the Demised Term.

Section 18.6. Interpretation. All provisions are to be construed as covenants and agreements as though the words importing such covenants and agreements were used in each section. The necessary grammatical changes required to make the provisions of this Lease apply in the plural sense where there is more than one Landlord or Tenant and to corporations, associations, partnerships or individuals, males or females, shall in all instances be assumed as though in each case fully expressed. If any provision of this Lease shall be held invalid, the validity of the remainder of this Lease shall not be affected.

Section 18.7. Successors. All of the provisions shall be binding upon and inure to the benefit of the parties and their respective successors and assigns. No third party other than such successors and assigns, shall be entitled to enforce any or all of the provisions of this Lease or shall have any rights.

Section 18.8. Remedies. All rights and remedies in this Lease or otherwise existing at law or in equity are cumulative. The exercise of one or more rights or remedies by either party shall not preclude or waive its right to the exercise of any or all of the others.

Section 18.9. Memorandum of Lease. The parties agree that a Memorandum of Lease in the form attached hereto as Exhibit C shall be executed by the parties and recorded in the Office of the Recorder of Monroe County, Indiana.

Section 18.10. Consent. The Landlord agrees that whenever under this Lease provision is made for the Tenant securing the written consent or approval of the Landlord, such written consent or approval shall not be unreasonably withheld, conditioned or delayed.

Section 18.11. Applicable Law. The laws of the State of Indiana shall govern the validity, performance and enforcement of this Lease.

Section 18.12. Not Binding Unless Signed. The submission of the Lease for examination does not constitute an offer to lease. This Lease shall become effective only after signed by both Landlord and Tenant.

SIGNED on the ____ day of _____, 2001.

7TH & WALNUT, L.L.C.
an Indiana limited liability company

By:

Eric C. Stolberg, Member

Approved by the City of Bloomington Common Council, Ordinance No. 01-__, February ____, 2001 and the City of Bloomington, Indiana Redevelopment Commission, Resolution No. 01-__, February ____, 2001.

THE CITY OF BLOOMINGTON,
INDIANA REDEVELOPMENT COMMISSION

By:

David Walter, President

STATE OF INDIANA)
) SS:
COUNTY OF MONROE)

Eric C. Stolberg, personally appeared before me, a Notary Public, on the ____ day of _____, 2001, and acknowledged the execution of the foregoing Lease, for and on behalf of 7th & Walnut, L.L.C, an Indiana limited liability company, and after being duly sworn, stated that the statements contained therein are true.

County of Residence:

Notary Public

My Commission Expires:

Name Printed

STATE OF INDIANA)
) SS;
COUNTY OF MONROE)

David Walter, the President of the City of Bloomington, Indiana, Redevelopment Commission, personally appeared before me, a Notary Public, on the _____ day of _____, 2001, and acknowledged the execution of the foregoing Lease, and after being duly sworn, stated that the statements contained therein are true.

County of Residence: _____

Notary Public

My Commission Expires: _____

Name Printed

This Instrument Prepared By: James F. Bohrer, MALLOR CLENDENING GRODNER & BOHRER LLP, 511 Woodcrest Drive, Post Office Box 5787, Bloomington, Indiana 47407 (812) 336-0200.

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Ord 01-05

To Approve a Lease Between the City of Bloomington Redevelopment Commission and 7th & Walnut LLC

Additional Information

**The following attachments can be found in
the Common Council Office:**

- 1. Exhibit A-1 (Site Plan – Demised
Premises)**
- 2. Exhibit A-2 (Site Plan – Retail/
Commercial Telecommunication Space)**
- 3. Exhibit B (Ameritech Agreement)
- With Further Exhibits**

Ord 01-05

To Approve a Lease Between the City of Bloomington Redevelopment Commission and 7th & Walnut LLC

Additional Information - Attachments

The following attachments can be found with the backup material in the Council Office Legislative Files:

- 1. Exhibit A-1 (Site Plan – Demised Premises)**
- 2. Exhibit A-2 (Site Plan – Retail/ Commercial Telecommunication Space)**
- 3. Exhibit B (Ameritech Agreement)**
 - Joinder**
 - Exhibit A to Purchase & Sale Agreement**
 - Seller Acknowledgment of Memorandum..**
- 4. Exhibit C (Memorandum of Ground Lease)**
 - Exhibit “A” (Legal Description)**

Ord 01-05

To Approve a Lease Between the City of Bloomington Redevelopment Commission and 7th & Walnut LLC

Additional Information - Attachments

The following attachments can be found with the backup material in the Council Office Legislative Files:

- 1. Exhibit A-1 (Site Plan – Demised Premises)**
- 2. Exhibit A-2 (Site Plan – Retail/ Commercial Telecommunication Space)**
- 3. Exhibit B (Ameritech Agreement)**
 - Joinder**
 - Exhibit A to Purchase & Sale Agreement**
 - Seller Acknowledgment of Memorandum..**
- 4. Exhibit C (Memorandum of Ground Lease)**
 - Exhibit “A” (Legal Description)**

Appendix 14: Mercury Development, LLC Operating Lease

**REGISTER
PARKING
GARAGE**

OPERATING LEASE

[Handwritten signature]
EXECUTED DECEMBER 11th, 2003

BETWEEN

MERCURY DEVELOPMENT GROUP, LLC

AND

CITY OF BLOOMINGTON REDEVELOPMENT COMMISSION

[Vertical handwritten text]

OPERATING LEASE

THIS INDENTURE WITNESSETH, that Mercury Development Group LLC, an Indiana limited liability company ("Landlord"), and The City of Bloomington, Indiana Redevelopment Commission ("Tenant"), in consideration of their mutual undertakings, agree as follows:

ARTICLE 1.

DEFINITIONS

Section 1.1. The Demised Premises. The "Demised Premises" consists of the real property described in Exhibit "A" attached hereto, together with the improvements constructed upon the property by Landlord including a parking garage and its accoutrements. The property is a portion of the larger parcel which has been leased to Landlord by Tenant pursuant to a Ground Lease executed on January 31, 2003.

Section 1.2. Additional Rental. "Additional Rental" means all real estate or personal property taxes assessed upon the Demised Premises

Section 1.3. Commencement Date. "Commencement Date" means the first day the Demised Premises are ready for use and occupancy for their intended purposes.

Section 1.4. Demised Term. "Demised Term" means the period from the Commencement Date until the expiration of the Ground Lease, or any later date as provided in Article 3 of this Lease.

Section 1.5. Tenant's Notice Address. Any notice required to be given to Tenant under this Lease will be sent to "Tenant's Notice Address" which is:

City of Bloomington
P.O. Box 100

Bloomington, IN 47402

Section 1.6. Ground Lease. "Ground Lease" means the Lease for the real estate between The City of Bloomington, Indiana Redevelopment Commission, as Ground Lessor, and Register Exchange I.L.C, an Indiana limited liability company, as Ground Lessee, a Memorandum of which was recorded on February 11, 2003, as Number 2003003623 in the Office of the Recorder of Monroe County, Indiana. The interests of Register Exchange, LLC, were subsequently assigned to Register Place, LLC then to Mercury Development Group, LLC.

Section 1.7. Operating Lease. "Operating Lease" means this sublease between Landlord and Tenant as subsequently modified or amended.

Section 1.8. Rent. For the purposes of this Agreement, the Rent to be paid by Tenant under this Agreement shall be calculated by taking the "Project Cost" amortized over 30 years at the "Applicable Rate". The rent shall be paid monthly in advance for 30 years (360 payments).

Section 1.9. Project Cost. . For purposes of this Agreement, "Project Cost" equals \$7,310,223.00, which is the estimated construction cost of the improvements constructed upon the Demised Premises, including but not limited to direct expenses for labor and material incorporated into the Demised Premises, as well as the estimated cost of a one year construction loan, including origination fee.

Section 1.10. Applicable Rate. For purposes of this Agreement, the "Applicable Rate" is an interest rate which equals 250 basis points above the average yield on U.S. Treasury Securities adjusted to a constant yield of five (5) years in effect and published during the calendar week immediately preceding the calendar week in which the Landlord's permanent financing is funded. Landlord agrees that the Landlord shall request funding of Landlord's permanent financing within thirty (30) days after the Demised Premises are available for Lease

and Landlord and Tenant have both executed this Lease. The Applicable Rate shall be redetermined every five (5) years, and the Rental shall be adjusted by amortizing the remaining Project Cost balance over the remaining term of the Operating Lease using the newly computed Applicable Rate.

Section 1.11. Revenues. "Revenues" means the Parking Revenues, Tax Increment, subject to appropriation by the Redevelopment Commission, and any other available funds, including appropriations from the Common Council or disbursements from the Lease Rental Surplus Fund.

ARTICLE 2.

LEASED PREMISES

Section 2.1. Premises. Landlord subleases the Demised Premises to Tenant and Tenant accepts the Demised Premises from Landlord subject to all the terms and conditions of the Ground Lease.

Section 2.2. Changes in the Demised Premises. Landlord shall not make any material changes to the building dimensions, exterior building facade, landscaping and other exterior site improvements without first obtaining Tenant's written consent which Tenant agrees shall not be unreasonably or arbitrarily withheld.

ARTICLE 3.

DEMISED TERM

Section 3.1. Demised Term. The Demised Term of this Operating Lease shall begin on the Commencement Date and shall terminate thirty (30) years thereafter. Upon expiration of the Demised Term of this Operating Lease, ownership of the Demised Premises shall be conveyed to

Tenant, however Tenant shall continue to be bound by the terms and conditions of Section 5.3 and 5.4 until the expiration of the initial term of the Ground Lease and any extensions thereto. Upon expiration of the Demised Term of this Operating Lease, Landlord shall execute a Partial Release of Ground Lease entered into between Register Exchange, LLC and Tenant as Lessee and Lessor, respectively, executed on the 31st day of January, 2003, in order to effect the release of the real property upon which the Demised Premises which are the subject of this Operating Lease from that Ground Lease free of lien or encumbrance.

Section 3.2. Option to Acquire. At any time during the Demised Term, Tenant shall have the option to propose to Landlord that fee simple ownership of the Demised Premises be conveyed to Tenant prior to the expiration of the Demised Term. Following notice of the proposal from Tenant, Landlord and Tenant shall, in good faith, attempt to negotiate terms and conditions for the conveyance and early termination of the Demised Term. Nothing contained in this Section 3.2 shall impose an obligation on Landlord to accept or agree to any proposal submitted by Tenant for conveyance of the Demised Premises prior to expiration of the Demised Term.

ARTICLE 4.

RENT

Section 4.1. Rental. During each calendar month of the Demised Term, Tenant promises to pay the Rent to Landlord pursuant to the provisions of Sections 1.8, 1.9, and 1.10 of this Agreement. The Rent shall be adjusted every five (5) years based on the Applicable Rate. During the Demised Term, Tenant shall also pay the Additional Rental upon sixty (60) days after invoicing by Landlord.

Section 4.2. Late Charges. In the event any installment of Rent is paid later than sixty (60) days after the same is due, a late charge of one and one-half percent (1 1/2%) of the delinquent installment may be assessed by the Landlord against Tenant. An additional charge of one and one-half percent (1 1/2%) may be charged for each month that said delinquency continues.

Section 4.3. Partial Month. If Tenant's obligation to pay Rent commences on a day other than the first day of any calendar month, Tenant shall pay a daily pro-rata share of the Rental upon the Commencement Date of this Lease.

Section 4.5. Place of Payment of Rent. All Rent shall be payable to Landlord at 403 East Sixth Street, Bloomington, IN 47408, or to such other person or place as Landlord may hereafter designate in writing.

Section 4.6. No Relief. All payments due from Tenant hereunder shall be without relief from valuation and appraisal laws.

Section 4.7. Utilities. The Demised Premises shall be separately metered and Tenant shall pay all utility costs for the Demised Premises.

Section 4.8. Funding. The Rent shall be payable solely from the Revenues and the Rent shall not be payable from any other source and shall not constitute debt of the Tenant in any constitutional or statutory sense. The Tenant will not pledge any of its taxing power to the payment of Rent; however, during the entire Demised Term, Tenant covenants and agrees that Tenant shall:

4.8.1. set the parking rates for the Demised Premises at a level that when combined with the other Revenues will be sufficient to pay the Rent and all other occupancy expenses;

4.8.2. favorably consider appropriation of Tax Increment Revenues collected by the City of Bloomington Redevelopment Commission within the Downtown TIF expanded for payment of any Rent not paid by Revenues;

4.8.3. favorably consider appropriating additional sums on an annual basis to ensure that adequate funds are available from Revenues, including but not limited to the Tax Increment Revenues or other sources, so that the Tenant shall fulfill its obligation to pay the Rent to Landlord during the entire Demised Term.

Section 4.9. Surplus Fund. In addition to the foregoing sources, the Tenant may establish a Lease Rental Surplus Fund which may be used to pay the Rent when due if the Revenues are insufficient.

ARTICLE 5

OCCUPANCY AND USE

Section 5.1 Occupancy. Tenant may occupy the Demised Premises solely for the purpose of operating a parking garage and for no other purpose without the express prior written consent of Landlord.

Section 5.2 Use of Premises. Tenant shall use the Demised Premises for no unlawful purpose or act; shall not commit waste to the Demised Premises; shall comply with all applicable laws, regulations and orders of any governmental authority or agency and all reasonable directions of Landlord; and, shall not do or permit anything to be done in or about the Demised Premises which will injure or harm them. Included in the Demised Premises is an easement for the stairwell and stairway servicing the parking garage. Tenant, its subtenants, licensees, contractors and materialmen shall be permitted to use the stairwell and stairway for access to the

parking garage in common with the Landlord and Landlord's subtenants, licensees, contractors, materialmen and assigns. Landlord and Tenant each covenant and agree that their use of the stairwell and stairway shall not interfere with use by the other party and that access to and use of the stairwell and stairway shall remain at all times free and open.

Section 5.3. Use of Spaces. Tenant shall designate not less than one hundred and fifty (150) spaces to be subleased to Landlord. Landlord shall pay \$642 per space per year or the annual 24 hours per day/7 days per week City parking permit price, whichever is higher, for use of these spaces by the hotel, residential and commercial portions of this development. The annual payment for these subleased spaces shall be adjusted every 60 months by any increase in the Consumer Price Index for that period unless the Landlord's annual payment per space is equal to the annual City parking permit price. Landlord shall have the option upon sixty (60) days notice in writing to Tenant to reduce the spaces subleased to Landlord to a number not less than one hundred fifteen (115) spaces. The location of the spaces to be subleased by Tenant to Landlord is shown on the attached Exhibit "B".

Section 5.4 Access Doors. Adjacent to and adjoining the Demised Premises are doorways providing pedestrian access from residential and commercial improvements constructed upon real estate described in the Ground Lease. Tenant covenants and agrees that its use of the Demised Premises shall not interfere with the doorways and that access to and use of the doorways shall remain at all times free and open.

ARTICLE 6

TAXES

Section 6.1 Personal Property Taxes. Tenant agrees to pay, prior to the delinquency date, all taxes levied upon personal property, together with any license fees, occupation taxes and other governmental charges arising out of Tenant's use or occupancy of the Demised Premises. As a governmental entity, the Tenant does not anticipate any liability for personal property taxes, license fees, occupation taxes or other governmental charges.

Section 6.2 Payment of Taxes. Tenant agrees to pay, as Additional Rental, all general real estate taxes which become due and payable upon the Demised Premises during the Demised Term, provided, however, that Tenant shall not be obligated to pay any income tax or profit tax, or inheritance or estate or transfer taxes, or any personal or corporation taxes, or franchise or license taxes, levied, assessed against or payable by Landlord.

Section 6.3 Contesting Assessments. As a governmental entity, the Ground Lessor does not anticipate any liability for general real estate taxes. Tenant shall have the right, at its own cost and expense and in its own name and in the name of Landlord, to protest or contest, or to seek to have reviewed, reduced, equalized or abated any tax, by legal proceedings or in such manner as it deems advisable. Landlord agrees to join with Tenant and to execute any and all documents, applications, petitions, instruments or complaints necessary for any such contest, review or other proceedings desired by Tenant, provided, however, that any such contest review or proceeding shall be carried on by Tenant at its sole cost and expense, and upon the final determination of any such contest, review or proceeding, Tenant shall pay the taxes as are so finally determined, and all penalties and/or costs which may thereupon be due.

ARTICLE 7

LIENS

Tenant shall keep the Demised Premises free from any liens, including but not limited to mechanic's liens, arising from any act or failure to act on the part of the Tenant. If Tenant fails to do so, Landlord shall have the right, but not the obligation, to pay the amount of such lien to cause its release and such amount shall be considered Additional Rental to be paid to Landlord by Tenant on demand. All liens and encumbrances created or suffered by Tenant shall attach to Tenant's interest only.

ARTICLE 8

MAINTENANCE, REPAIRS, ALTERATIONS AND SIGNS

Section 8.1 Maintenance and Repairs. Tenant shall, at Tenant's expense, during the Demised Term or any extension, bear all expenses for maintenance, repair and replacement of the Demised Premises as Additional Rental. Tenant's obligations for maintenance repair and replacement of the Demised Premises shall include, but not be limited to, maintaining the structural components of the Demised Premises, the integrity and condition of the concrete surfaces, all utility lines and systems, the stairwell and stairway built within the easement area described in Exhibit "A" and the easement for vehicle ingress and egress described in Exhibit "A".

During the Demised Term, Tenant shall also maintain the landscaping and other site improvements which form part of the Demised Premises and shall keep the parking area, stairwells and elevator free of trash or rubbish, free of snow or ice, paved, lighted and striped.

If this Lease terminates prior to expiration of the Demised Term, the Demised Premises shall be returned to Landlord at the termination in as good order, condition and repair as the

same are on the Commencement Date, excepting only ordinary wear and tear, defaults of the Landlord, condemnation, casualty, war and uninsured Acts of God.

Section 8.2 Alterations. Tenant shall not at any time during the Demised Term have the right to make any alterations, additions or improvements to the Demised Premises except with the Landlord's prior written consent. Any such alterations, additions, fixtures permanently installed, or improvements which may be made or installed by Tenant with Landlord's prior written consent shall remain upon the Demised Premises and at the termination of this Lease prior to expiration of the Demised Term, such alterations, additions and fixtures shall be surrendered to Landlord with the Demised Premises. Tenant agrees that, during the time any such permitted alterations or improvements are being made, Tenant shall indemnify and hold Landlord harmless from any and all liens for labor, materials and supplies which may arise by reason of such alterations and improvements made by Tenant.

Section 8.3 Signs. All exterior signage standards, exterior signs, lettering, advertising, decoration, lighting or any other thing of any kind visible from the Demised Premises installed by Tenant, shall be first approved in writing by Landlord. In addition, Tenant, at Tenant's sole expense will obtain the permission and sign permits required by the City of Bloomington, Indiana. The location and method of installation of any exterior signage shall be as designated or approved by Landlord. Plans drawn to one-fourth inch equals one foot scale showing the dimensions and type of sign, lettering, colors, mounting brackets, advertising, decoration, lighting or any other thing of any kind together with the proposed location thereof shall be submitted to Landlord before installation.

After installation, all exterior signage shall be maintained in good condition and repair at all times by Tenant. All exterior sign costs, including electrical power to sign location, if any,

shall be borne by Tenant. Landlord shall have the right to remove any exterior sign erected by Tenant which has not been approved, in advance, by Landlord. Such removal will be done at Tenant's sole cost and expense, which will be paid as Additional Rental within ten (10) days after billing by Landlord.

All interior signage standards, interior signs, lettering, advertising, decoration, lighting or related features shall not require Landlord's approval, and the cost, responsibility for maintenance, and cost of operation of such interior signage shall be borne entirely by the Tenant.

ARTICLE 9

INDEMNIFICATION AND INSURANCE

Section 9.1 Insurance to be Furnished by Tenant and Indemnification. Tenant, at Tenant's expense, shall purchase and maintain in force at all times during the Demised Term, fire and extended coverage insurance, public liability, property damage and workmen's compensation insurance insuring against loss, cost and expense by reason of injury to or the death of persons or damage to or the destruction of property arising out of or in connection with the occupancy or use of the Demised Premises by Tenant. All such insurance will name Landlord and Tenant as insureds, and will be carried with an insurer acceptable to Landlord, with limits acceptable to Landlord. The minimum amount of public liability and property damage insurance to be carried by Tenant will not be less than \$3,000,000.00 total coverage with a minimum of \$2,000,000.00 for injury to or death of persons or for injury to property resulting from one accident. The fire and extended coverage insurance carried by Tenant will insure the Demised Premises against loss or damage to the full extent of its replacement value as determined annually during each year of this Lease.

Section 9.2 Indemnification of Landlord. Tenant shall INDEMNIFY AND SAVE HARMLESS Landlord from any loss, liability, cost or expense (including attorneys' fees and court costs incurred in the defense thereof) arising out of or in connection with Tenant's use and occupancy of the Demised Premises, including any injuries to persons or damages to property, unless caused by the acts or omissions of Landlord, its agents, representatives or contractors.

Section 9.3 Copies of Policies to be Furnished by Tenant. Prior to expiration of the prior policy, Tenant shall furnish Landlord with either a copy of each of the policies insuring the risks referred to in the foregoing sections of this Article or certificates of insurance evidencing such coverage and renewals thereof. All policies shall name Landlord and Landlord's mortgage lender(s) as additional insureds and shall contain a provision that the insurer may not cancel or change the coverage afforded by the policy without first giving Landlord at least thirty (30) days' written notice.

Section 9.4 Waiver of Claims. Landlord shall not be liable for and Tenant waives all claims against Landlord for damages to persons or property sustained by Tenant or Tenant's employees, agents, or servants resulting from the Demised Premises or any equipment or appurtenances becoming out of repair, or resulting directly or indirectly from any act or neglect of any third person, firm or corporation; provided, however, Landlord shall remain liable for any damages sustained by Tenant or Tenant's employees, agents or servants resulting from Landlord's willful acts or gross negligence.

Landlord hereby releases Tenant (and anyone claiming through or under Tenant) from any liability to Landlord (or anyone claiming through or under Landlord by way of subrogation or otherwise) for any loss or damage to Landlord's property caused by fire or other perils against which Landlord is provided protection (excepting and excluding all or any portion of such loss or

damage not covered because of an applicable deductible clause or in excess of the amount of coverage provided) by the coverage afforded by the fire and casualty insurance required to be maintained under Section 9.1 of this Lease, even if such loss or damage shall have been caused by the fault or negligence of Tenant (or anyone claiming through or under Tenant) or its agents or employees. Tenant hereby releases Landlord from any liability or responsibility to Tenant (or anyone claiming through or under Tenant by way of subrogation or otherwise) for any loss or damage to Tenant's property caused by fire or other perils normally covered by standard fire insurance (with extended coverage endorsements), whether or not such property is actually insured against any such loss or damage, even if such loss or damage shall have been caused by the fault or negligence of Landlord or its agents or employees. Any fire and casualty insurance obtained by Landlord or Tenant will recognize this Section 9.4 and contain an appropriate waiver of subrogation clause.

ARTICLE 10

ASSIGNMENT AND SUBLETTING

Notwithstanding any other provision of this Lease, Landlord agrees that Tenant shall be permitted, without Landlord's consent, to: (a) lease spaces to the public; (b) lease spaces to other tenants of Landlord; or, (c) meter spaces in the Demised Premises.

ARTICLE 11

DAMAGE BY FIRE AND EMINENT DOMAIN

Section 11.1 Fire or Casualty. In the event of any damage to any portion of the Demised Premises due to fire or other casualty, Landlord agrees, to the extent that proceeds are available

from the insurance to be provided by Tenant in accordance with Section 9.1, to repair, restore or rebuild the Demised Premises to substantially the same condition in which the Demised Premises were immediately before such damage or destruction, in accordance with specifications prepared by Landlord in consultation with Tenant. Landlord shall diligently execute such repair, restoration, replacement or rebuilding in a timely and workmanlike manner using materials and contractors selected by Landlord. Notwithstanding the foregoing, Landlord shall have the right and option to require Tenant to manage and oversee the repair, restoration or rebuilding. If Landlord does not elect to require Tenant to manage and oversee the repair, restoration or rebuilding and then fails to undertake the repair, restoration, replacement or rebuilding of the Demised Premises in a timely manner, Tenant may serve notice upon Landlord. If, thirty (30) days following receipt of such notice, Landlord still has not commenced the repair, restoration, replacement or rebuilding of the Demised Premises, without legal cause, then Tenant may elect to perform such repair, restoration, replacement or rebuilding using any proceeds available from the insurance policies to be provided by Tenant in accordance with Section 9.1. In the event the whole or any part of the Demised Premises are destroyed or damaged by fire or other casualty, before the termination or expiration of this Lease, then, in every such case, the Rent as herein provided, or a just and proportionate part thereof, according to the nature and extent to which the Demised Premises shall have been rendered unfit for use and occupancy by Tenant, shall be suspended and abated until the Demised Premises shall have been put, by and at the expense of Landlord, in the condition in which they were immediately prior to such destruction or damage (Landlord's work, however, being limited to the insurance proceeds available).

Section 11.2 Eminent Domain.

Section 11.2.1. If all or any substantial part of the building which is part of the Demised Premises shall be condemned by any competent authority, this Lease shall end on the date when the possession of the part so taken shall be required by such authority, and without apportionment of the award to or for the benefit of Tenant. If any condemnation proceeding shall be instituted in which it is sought to take or damage only a portion of the building located on the Demised Premises, or the land under it, or if the grade of any street or alley adjacent to the building is changed by any competent authority and such partial taking or change of grade makes it necessary or desirable to remodel the building to conform to the taking or changed grade, Landlord shall have the right to cancel this Lease upon not less than ninety (90) days' prior written notice to Tenant. In either of the events above referred to, the Rent at the then current rate shall be apportioned as of the date of the termination. No money or other consideration shall be payable by Landlord to Tenant for the right of cancellation and Tenant shall have no right to share in the condemnation award or in any judgment for damages caused by the change of grade.

Section 11.2.2. If, prior to the termination or expiration hereof, any public or private authority shall, under the power of eminent domain, make a taking resulting in the reduction of the floor area of the building which is part of the Demised Premises by more than fifteen percent (15%) then Tenant may, at its election, terminate this Lease by giving Landlord notice of the exercise of its election within twenty (20) days of the date of notice to Tenant of such taking.

Section 11.2.3. Neither Tenant nor its affiliates, subsidiaries or related entities shall, during the Demised Term, use the power of eminent domain to initiate the taking of the whole or any part of the Demised Premises.

ARTICLE 12

ACCESS TO PREMISES

Landlord and Landlord's authorized representatives shall have the right to enter upon the Demised Premises, with notice when reasonably practicable, at all reasonable hours for the purpose of inspecting the same, for making repairs, or for exhibiting the Demised Premises to prospective tenants, purchasers or others.

ARTICLE 13

WAIVERS

No waiver by the Landlord of any breach of any one or more of the terms, covenants, conditions and agreements of this Lease shall be deemed to imply or constitute a waiver of any succeeding or other breach hereunder. The failure of Landlord to insist upon the strict performance of the terms, conditions, covenants, and agreements herein contained, or any of them, shall not constitute or be considered as a waiver or relinquishment of the Landlord's rights thereafter to enforce any such default or term, condition, covenant or agreement, and the same shall continue in full force and effect.

ARTICLE 14

DEFAULTS AND REMEDIES

Section 14.1 Default, Notice and Termination. If Tenant defaults in payment of the Rent or in the performance of any of the terms, covenants, or conditions of this Lease, Landlord may give to Tenant written notification of such default. If Tenant does not cure any default which can be cured by a payment of money within thirty (30) days, or does not cure any other default within sixty (60) days, after the giving of such notice, the Rent for the remainder of the Demised

Term shall become immediately due and payable to the Landlord in one lump sum and Landlord may then terminate this Lease. Tenant shall be entitled to only one such notice during any calendar year, and upon Tenant's subsequent default, Tenant shall be subject to Landlord's rights without further notice. On the termination date specified in the Landlord's notice, the Demised Term shall terminate, and Tenant shall then pay all amounts due Landlord and peacefully surrender the Demised Premises to Landlord. If this Lease shall have been so terminated by Landlord, Landlord may at any time resume possession of the Demised Premises by any lawful means and remove Tenant and other occupants and their effects.

Section 14.2 Repossession and Reletting. In any case where Landlord has recovered possession of the Demised Premises by reason of Tenant's default, Landlord may, at Landlord's option, change or prepare the Demised Premises for reletting. Landlord may, but shall not be required to, relet the Demised Premises, or any part thereof, for a term or terms to expire prior to, at the same time as or subsequent to the last day of the Demised Term. Landlord may receive payments from the new tenant and shall apply the same first to the payment of such expenses as Landlord may have incurred in connection with the recovery of possession, redecorating, altering, dividing, or otherwise changing or preparing for reletting, including reasonable legal fees and leasing fees, and then to the payment of damages in amounts equal to the Rent and the costs and expense of performance of the other covenants of Tenant. Tenant agrees, whether or not Landlord has relet, to pay to Landlord damages equal to the Rent and other sums agreed to be paid by Tenant for the remainder of the Demised Term, less the net proceeds of the reletting, if any, as ascertained from time to time. The same shall be payable by Tenant on the date Landlord presents an invoice to Tenant. In reletting the Demised Premises, Landlord may grant rent concessions without credit to Tenant. No such reletting shall constitute a surrender and

acceptance or be deemed evidence thereof. Landlord's remedies are in addition to any other remedy allowed at law or in equity.

Section 14.3. Landlord's Default. Landlord's failure to perform or observe any of its obligations under this Lease within sixty (60) days after Landlord receives written notice from Tenant that any such performance or observance is past due is a default under this Lease ("Landlord's Default"). If the Landlord Default cannot be cured within such sixty (60) days, Landlord will not be in default of this Lease if Landlord commences to cure the Landlord's Default within such sixty (60) day period and diligently continues to cure such Landlord Default. If Tenant brings suit against Landlord for any breach by Landlord of any of its obligations hereunder and such a breach is determined by a final judgment of a court of competent jurisdiction to have occurred and to have continued beyond the applicable cure period, Landlord will pay Tenant all costs and expenses incurred by Tenant with respect thereto. If Landlord is in default and has failed to cure the default within the applicable cure period under this Lease, Tenant may, without being obligated and without waiving such Landlord Default, cure such Landlord Default. If, within thirty (30) days after entry of a final judgment of a court of competent jurisdiction Landlord fails to reimburse Tenant as required by this Section 14.3, Tenant will have the right to withhold the sum owed Tenant from the next payment of Rent until Tenant is reimbursed in full for the full sum, plus interest at the rate of eighteen percent (18%) per annum.

ARTICLE 15

ATTORNEY'S FEES

In the event either party defaults in any of the covenants and agreements contained herein, the non-defaulting party shall be entitled to recover from the defaulting party, in addition to all other relief to which the non-defaulting party may be entitled, the reasonable attorney fees, and related costs incurred in the enforcement of this Lease.

ARTICLE 16

NOTICES

All notices that are required or authorized to be given under the terms of this Lease shall be given in writing by United States certified or registered mail with postage prepaid addressed to the party to whom such notice is given, as follows: to Tenant at the Tenant's Notice Address, or to the last post office address of Tenant furnished to Landlord for such notice; and to Landlord at the address for the payment of rent. Any notice so mailed shall be deemed to have been given as of the time said notice is received by the Landlord or the Tenant.

ARTICLE 17

MORTGAGES AND SUBORDINATION

Section 17.1 Mortgages. Tenant hereby covenants and agrees that during the Demised Term or any extensions thereof, Landlord shall have the right and power to mortgage or otherwise create any security or other liens or encumbrances upon or affecting the fee interest in any improvements which Landlord has constructed on the Demised Premises, including the building, entrance drives, improvements, fixtures, equipment or other property which may be located thereon. Landlord shall not have the right and power to mortgage or otherwise create any security or other liens or encumbrances upon or affecting the fee interest in the real property

which is included in the Demised Premises subject to this Operating Lease. Landlord shall have the right and power to mortgage or to modify, extend, renew, replace, refinance, or otherwise change or affect any such mortgage at any time or from time to time.

Section 17.2 Subordination. Tenant hereby agrees that its leasehold interest hereunder is subordinate to the terms of the Ground Lease and the terms of any mortgage now on, or hereafter to be placed on, the Demised Premises hereunder. Each mortgagee shall expressly covenant or each such mortgage shall expressly provide that so long as the Tenant is not in default under this Lease, the Tenant's quiet possession of the Demised Premises shall remain undisturbed, on the terms and conditions stated herein, whether or not the mortgage is in default and notwithstanding any foreclosure or other action brought by the holder of the mortgage in connection therewith. This Subordination Agreement shall be self-operative and no further instrument or certificate of subordination shall be required from Tenant.

Section 17.3 Tenant's Certificates. Tenant hereby appoints the City of Bloomington Legal Department as its authorized representative to execute and deliver the certificates described in this Section 17.3. Tenant agrees that from time to time upon not less than five (5) business days' prior request by Landlord, Tenant's authorized representative will execute and deliver to Landlord, any mortgagee or prospective mortgagee of Landlord's interest in the Demised Premises, or any purchaser or prospective purchaser of Landlord's interest in the Demised Premises, a statement in writing certifying (i) that this Lease is unmodified and in full force and effect (or if there have been any modifications that the Lease as modified is in full force and effect); (ii) the dates to which the Rent and other charges have been paid; (iii) the date of commencement and expiration of the Demised Term; (iv) that, to the knowledge of Tenant,

Landlord is not in default under any provision of this Lease, or, if in default, the nature thereof in detail; and, (v) such other matters as Landlord may reasonably request.

ARTICLE 18

GENERAL PROVISIONS

Section 18.1 Relationship of Parties. Nothing contained in this Lease shall be deemed or construed by the parties, nor by any third party, as creating the relationship of principal and agent, partnership, joint venture, or any relationship other than that of Landlord and Tenant.

Section 18.2 Entire Agreement. This Operating Lease replaces and supersedes any inconsistent provisions of any prior resolutions, term sheets or agreements heretofore made by Landlord and Tenant. This Operating Lease, the Ground Lease, Resolutions of the Redevelopment Commission, and all other documents executed in connection with this Operating Lease are intended to be complementary and supplementary to one another. In the event of any conflict between the terms of one or more thereof, such terms, shall, to the fullest extent reasonably possible, be construed to be complementary. However, if such terms cannot be construed as complementary, then the terms of this Operating Lease, to the extent that do not conflict with the provisions of Section 17.2 hereof, shall govern. All negotiations, considerations, representations and understandings between the parties are incorporated in this Lease, and may be modified or altered only by agreement in writing between the parties.

Section 18.4 Amendment. No amendment to this Lease shall be valid or binding unless such amendment is in writing and executed by the parties.

Section 18.5 Covenants of Landlord. Landlord covenants, warrants and represents that (a) Landlord has full right and power to execute and perform this Lease and to grant the estate

demised herein; and, (b) Tenant, on payment of the Rent herein reserved and performing the covenants and agreements hereof shall peacefully have, hold and enjoy the Demised Premises and all rights, easements, appurtenances and privileges belonging or in any way appertaining thereto during the Demised Term.

Section 18.6 Interpretation. All provisions are to be construed as covenants and agreements as though the words importing such covenants and agreements were used in each section. The necessary grammatical changes required to make the provisions of this Lease apply in the plural sense where there is more than one Landlord or Tenant and to corporations, associations, partnerships or individuals, males or females, shall in all instances be assumed as though in each case fully expressed. If any provision of this Lease shall be held invalid, the validity of the remainder of this Lease shall not be affected.

Section 18.7 Successors. All of the provisions shall be binding upon and inure to the benefit of the parties and their respective successors and assigns. No third party other than such successors and assigns, shall be entitled to enforce any or all of the provisions of this Lease or shall have any rights.

Section 18.8. Remedies. All rights and remedies in this Lease or otherwise existing at law or in equity are cumulative. The exercise of one or more rights or remedies by either party shall not preclude or waive its right to the exercise of any or all of the others.

Section 18.9 Memorandum of Lease. The parties agree that a Memorandum of Lease in the form attached hereto as Exhibit C shall be executed by the parties and recorded in the Office of the Recorder of Monroe County, Indiana.

Section 18.10. Consent. The Landlord agrees that whenever under this Lease provision is made for the Tenant securing the written consent or approval of the Landlord, such written consent or approval shall not be unreasonably withheld, conditioned or delayed.

Section 18.11. Applicable Law. The laws of the State of Indiana shall govern the validity, performance and enforcement of this Lease.

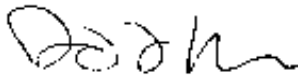
Section 18.12. Not Binding Unless Signed. The submission of the Lease for examination does not constitute an offer to lease. This Lease shall become effective only after signed by both Landlord and Tenant.

SIGNED on the 11th day of December, 2003.

LESSOR:

MERCURY DEVELOPMENT GROUP, LLC,
an Indiana limited liability company

By: REGISTER PLACE, LLC, an Indiana
limited liability company, Member

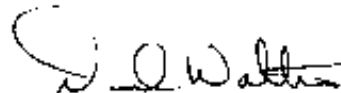


David Ferguson, Managing Member

LESSEE:

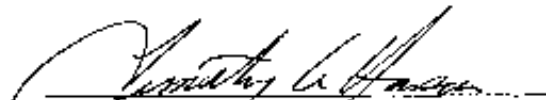
THE REDEVELOPMENT COMMISSION
of the City of Bloomington, Indiana

By:



David Walter, President

Attest:


Timothy A. Hanson, Secretary

STATE OF INDIANA)
) SS:
COUNTY OF MONROE)

David Ferguson, managing member of Register Place, LLC, member of Mercury Development Group, LLC, personally appeared before me, a Notary Public, on the 11th day of December, 2003, and acknowledged the execution of the foregoing Operating Lease, for and on behalf of Mercury Development Group, LLC, an Indiana limited liability company, and after being duly sworn, stated that the statements contained therein are true.

County of Residence:

Monroe

Vickie Kentrow

Notary Public

My Commission Expires:

March 13, 2009

Vickie Kentrow

Name Printed

STATE OF INDIANA)

) SS:

COUNTY OF MONROE)

David Walter, President, of the Redevelopment Commission of the City of Bloomington, Indiana, personally appeared before me, a Notary Public, on the 11th day of December, 2003, and acknowledged the execution of the foregoing Operating Lease, and after being duly sworn, stated that the statements contained therein are true.

County of Residence:

Monroe

Janet E. Roberts

Notary Public

My Commission Expires:

1/22/07

Janet E. Roberts

Name Printed

STATE OF INDIANA)

) SS:

COUNTY OF MONROE)

Timothy A. Hanson, Secretary of the Redevelopment Commission of the City of Bloomington, Indiana, personally appeared before me, a Notary Public, on the 3rd day of December, 2003, and acknowledged the execution of the foregoing Operating Lease, and after being duly sworn, stated that the statements contained therein are true.

County of Residence:

Monroe

Janet E. Roberts

Notary Public

My Commission Expires:

1/22/07

Janet E. Roberts

Name Printed

EXHIBIT A

Legal Description for Real Estate included in Demised Property

Property located on West 7th Street, Lots 221-224, Lots 265-268, and the adjoining alleys all in the City of Bloomington, Monroe County, Indiana; described as follows:

Commencing at the Northwest corner of Lot 267, Original Plat of Bloomington, same being on the South line of West 7th Street; thence NORTH 89 degrees 38 minutes 17 seconds EAST (basis of bearings), along said South line of West 7th Street, same being the North line of said Lot 267, 34.21 feet; thence NORTH 00 degrees 21 minutes 43 seconds WEST, leaving the North line of Lot 267 and into West 7th Street, 6.00 feet to the Point of Beginning; thence NORTH 89 degrees 38 minutes 17 seconds EAST, 125.00 feet; thence SOUTH 00 degrees 21 minutes 43 seconds EAST, leaving WEST 7th Street and crossing Lots 265, 266 and a 12 foot alley, and into Lot 223, 193.99 to the North face of the Graham Plaza Building; thence SOUTH 89 degrees 38 minutes 17 seconds WEST, leaving Lot 223 and crossing a 12 foot alley and Lot 222 and into Lot 221, 125.00 feet; thence NORTH 00 degrees 21 minutes 43 seconds WEST, leaving Lot 221 and crossing a 12 foot alley and lots 268 and 267 and into West 7th Street, 193.99 feet to the Point of Beginning, containing 0.557 acres, more or less.

Subject to a stairwell easement in favor of Mercury Development Group, LLC, its successors, assigns, tenants, subtenants, invitees, guests and licensees, for the parking garage on West 7th Street and Lot 267 in the City of Bloomington, Monroe County, Indiana; described as follows:

Commencing at the Northwest corner of Lot 267, Original Plat of Bloomington, same being on the South line of West 7th Street; thence NORTH 89 degrees 38 minutes 17 seconds EAST (basis of bearings), along said South line of West 7th Street, same being the North line of said Lot 267, 34.21 feet; thence NORTH 00 degrees 21 minutes 43 seconds WEST, leaving the North line of Lot 267 and into West 7th Street, 6.00 feet to the Point of Beginning; thence NORTH 89 degrees 38 minutes 17 seconds EAST, 20.00 feet; thence SOUTH 00 degrees 21 minutes 43 seconds EAST, leaving WEST 7th Street and into Lot 267, 15.50 feet; thence SOUTH 89 degrees 38 minutes 17 seconds WEST, 20.00 feet; thence NORTH 00 degrees 21 minutes 43 seconds WEST, leaving Lot 267 and into West 7th Street, 15.50 feet to the Point of Beginning, containing 0.007 acres, more or less.

Including a non-exclusive easement over and across the following described real estate for pedestrian access and for vehicle ingress and egress to the above-described real estate:

An Ingress-Egress Easement in Lot 221, Original Plat of Bloomington, City of Bloomington, Monroe County, Indiana, described as follows:

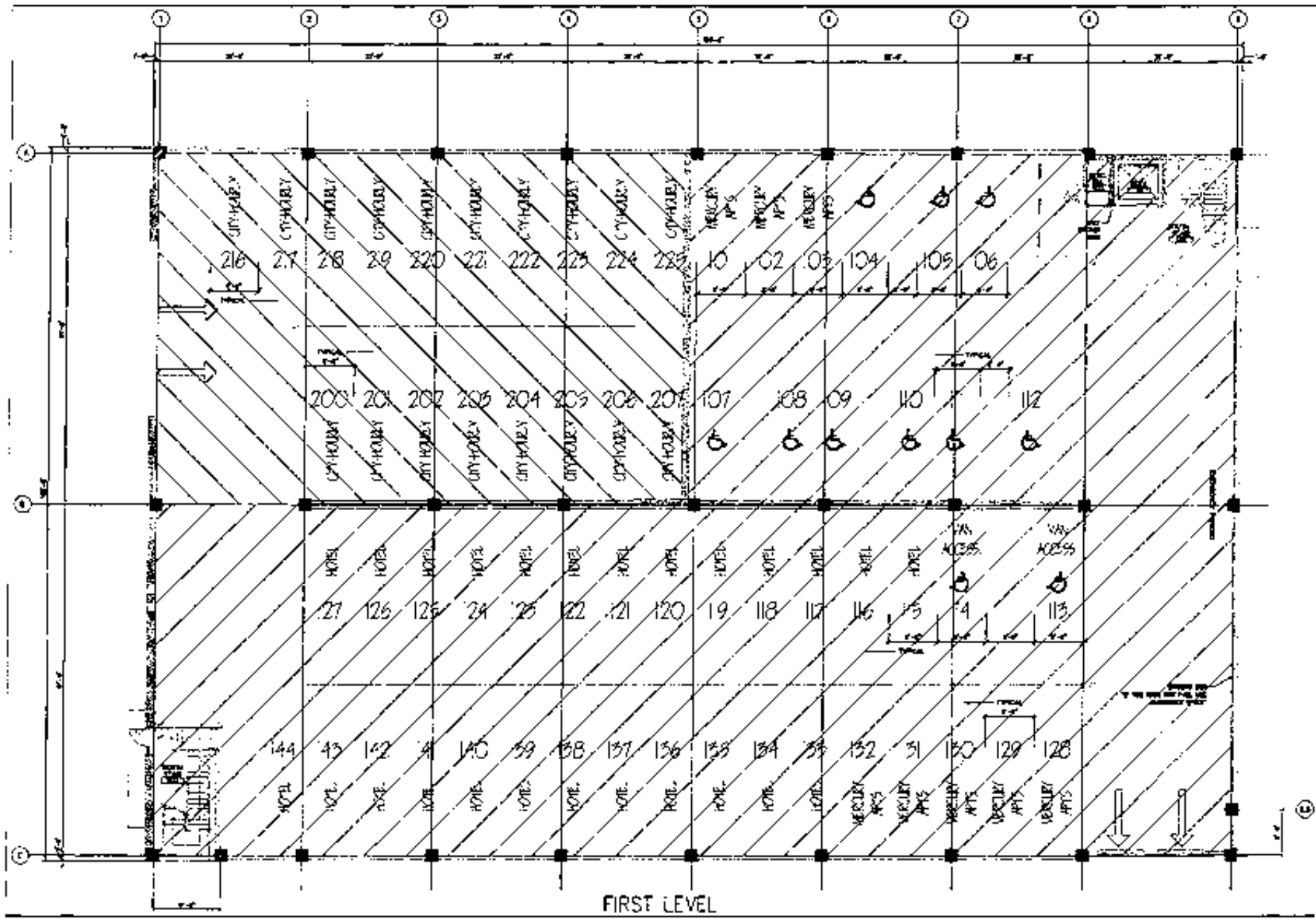
COMMENCING at the Northwest corner of Lot 267, same being in the East line of North Morton Street, Original Plat of Bloomington; thence SOUTH 00 degrees

25 minutes 34 seconds EAST (basis of bearings) along the said East line of Morton Street, 160.27 feet to the point of beginning; thence leaving Morton Street and into Lot 221, the following three (3) courses:

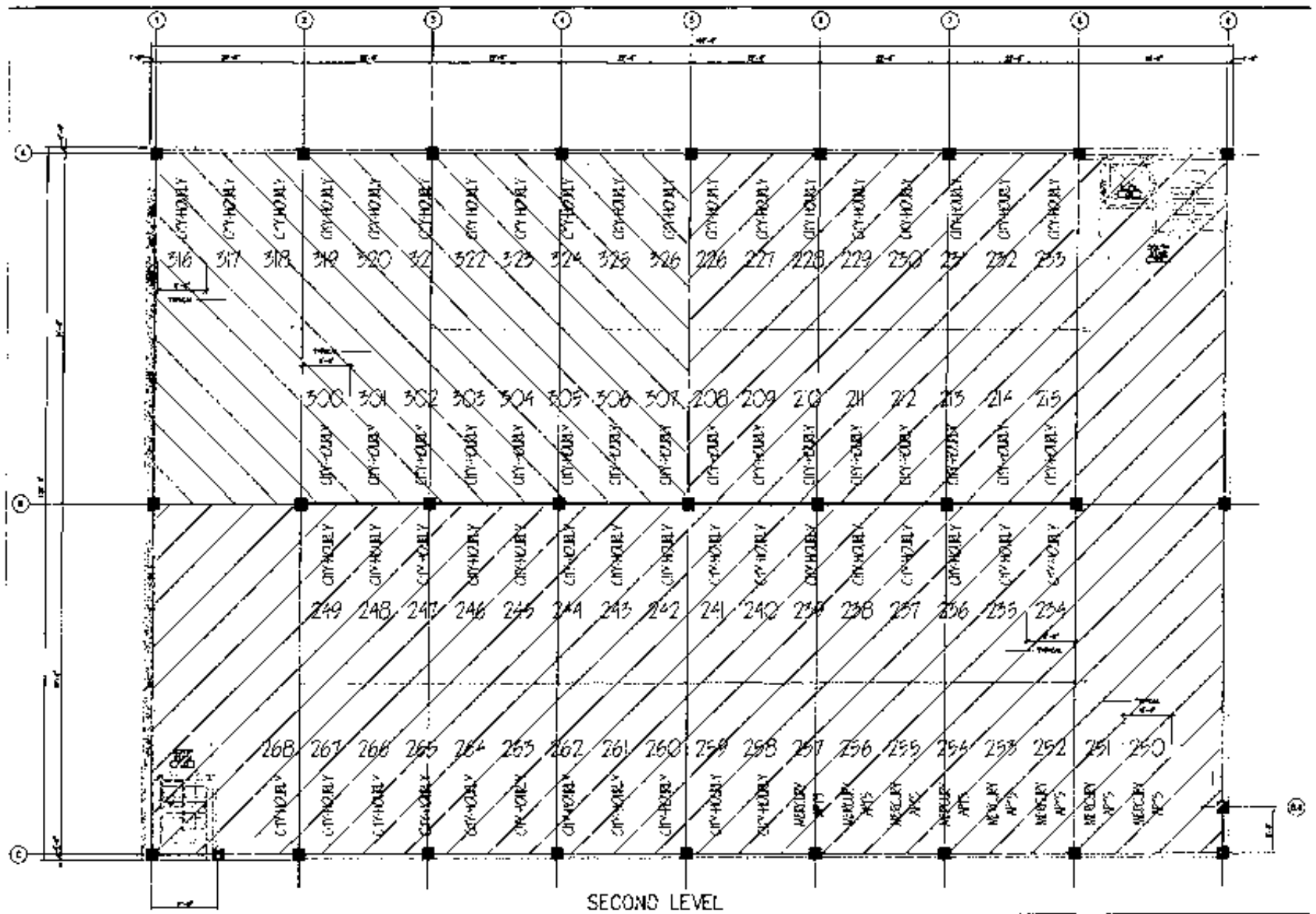
1. NORTH 89 degrees 34 minutes 26 seconds EAST, 34.58 feet;
2. SOUTH 00 degrees 25 minutes 34 seconds EAST, 25.22 feet;
3. SOUTH 89 degrees 34 minutes 26 seconds WEST, 34.58 feet to the East line of North Morton Street; thence NORTH 00 degrees 25 minutes 34 seconds WEST along the East line of North Morton Street, 25.22 feet to the point of beginning, containing 0.020 acres, more or less.

EXHIBIT B

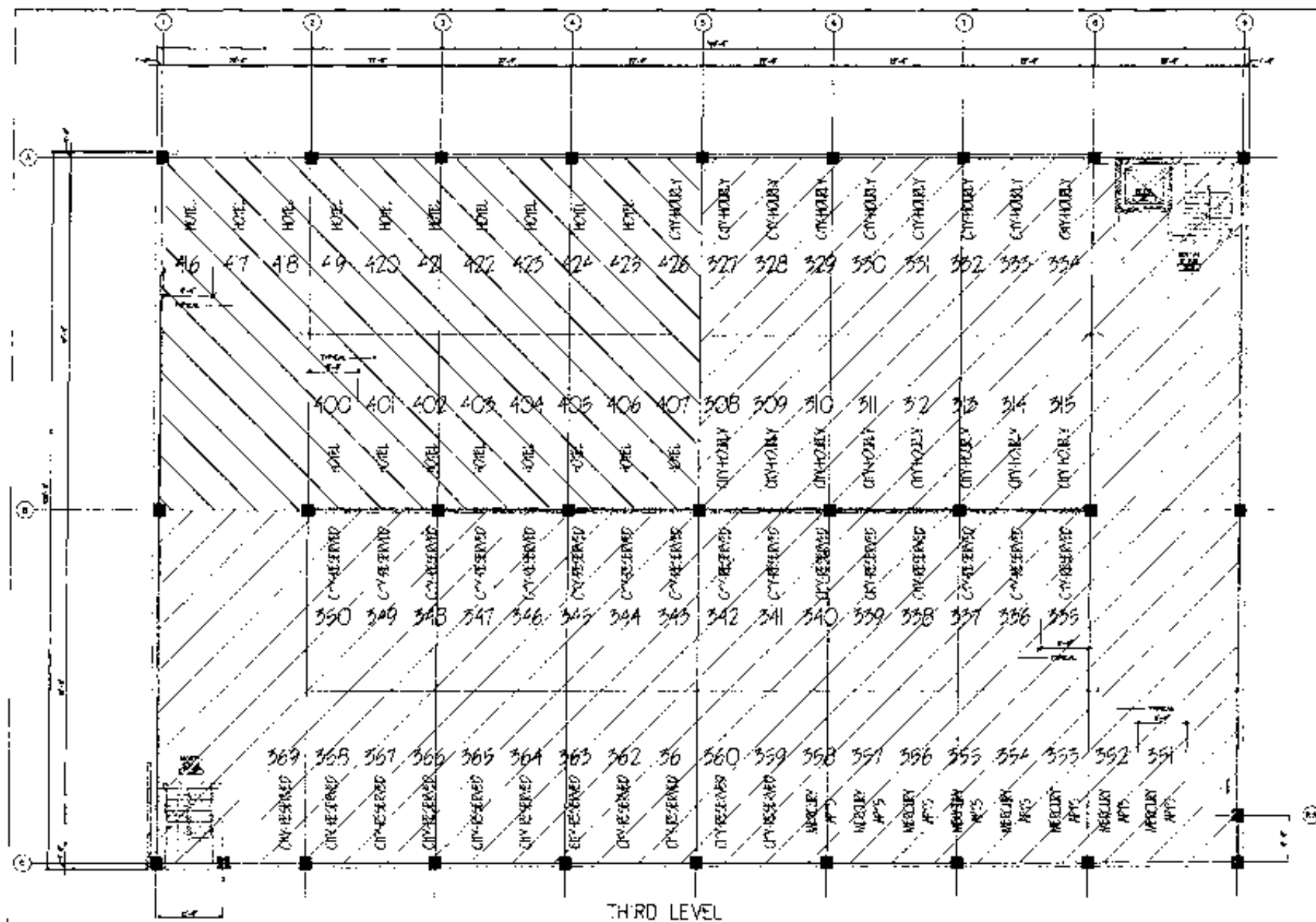
The location of the reserved parking spaces to be subleased by Tenant to Landlord, with the exception of those for the hotel, are as depicted on the attached floor plans and may be modified by mutual agreement of the parties. The final location of the hotel spaces is subject to continuing negotiation and will be determined by mutual agreement of the parties.



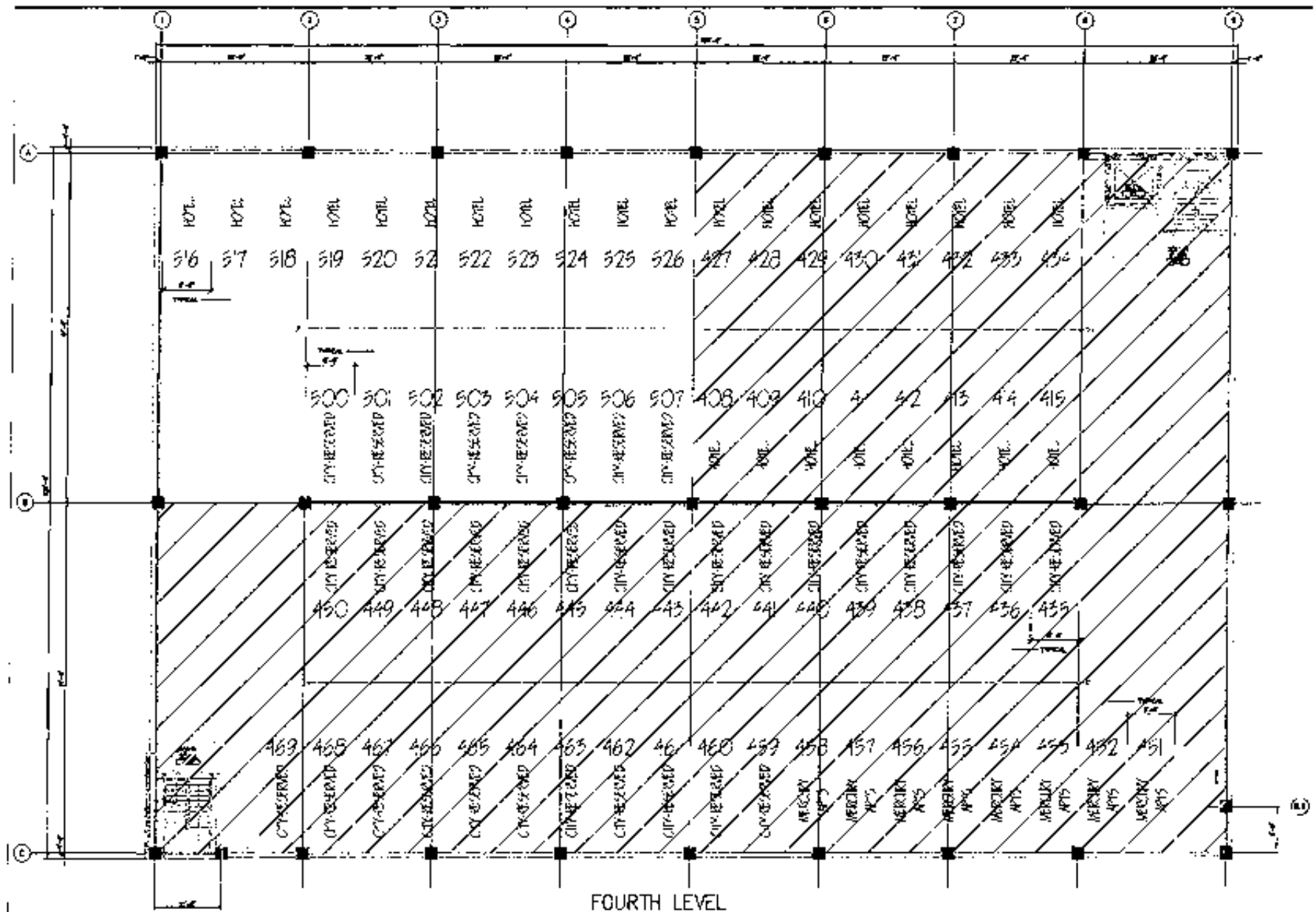
FIRST LEVEL
REGISTER PARKING GARAGE STRIPING AND SIGNAGE



SECOND LEVEL
REGISTER PARKING GARAGE STRIPING AND SIGNAGE



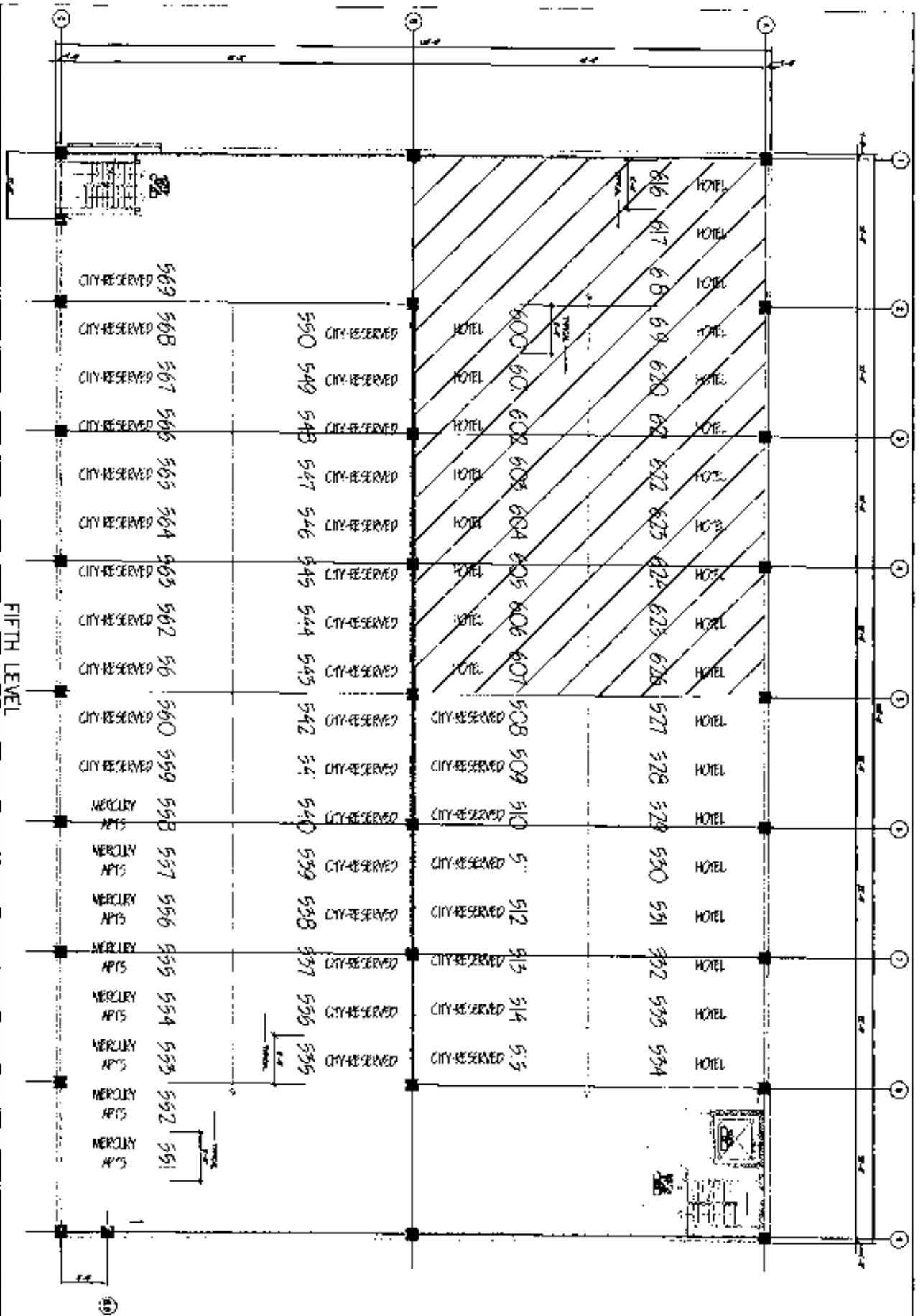
THIRD LEVEL
REGISTER PARKING GARAGE STRIPING AND SIGNAGE

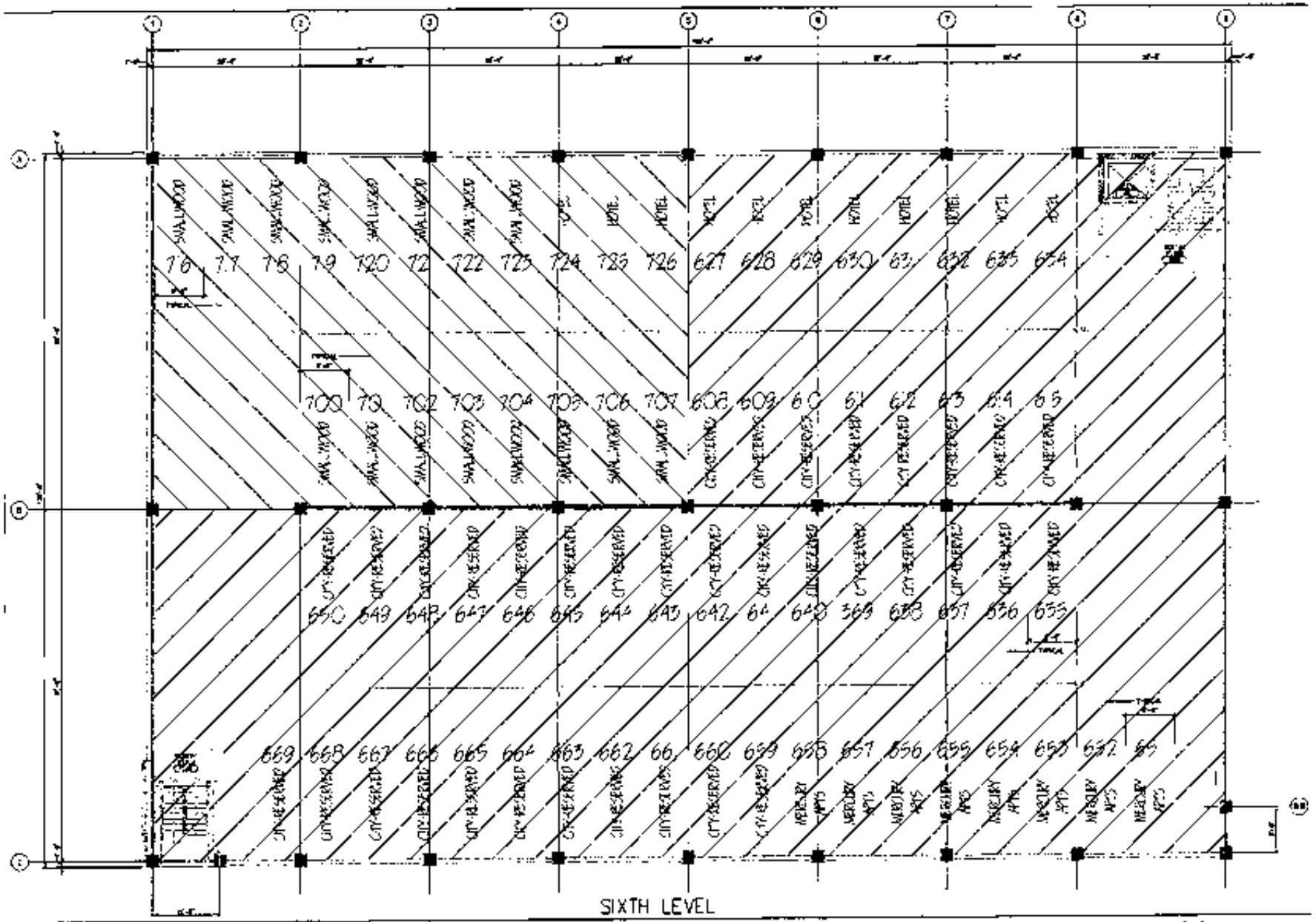


FOURTH LEVEL
 REGISTER PARKING GARAGE STRIPING AND SIGNAGE

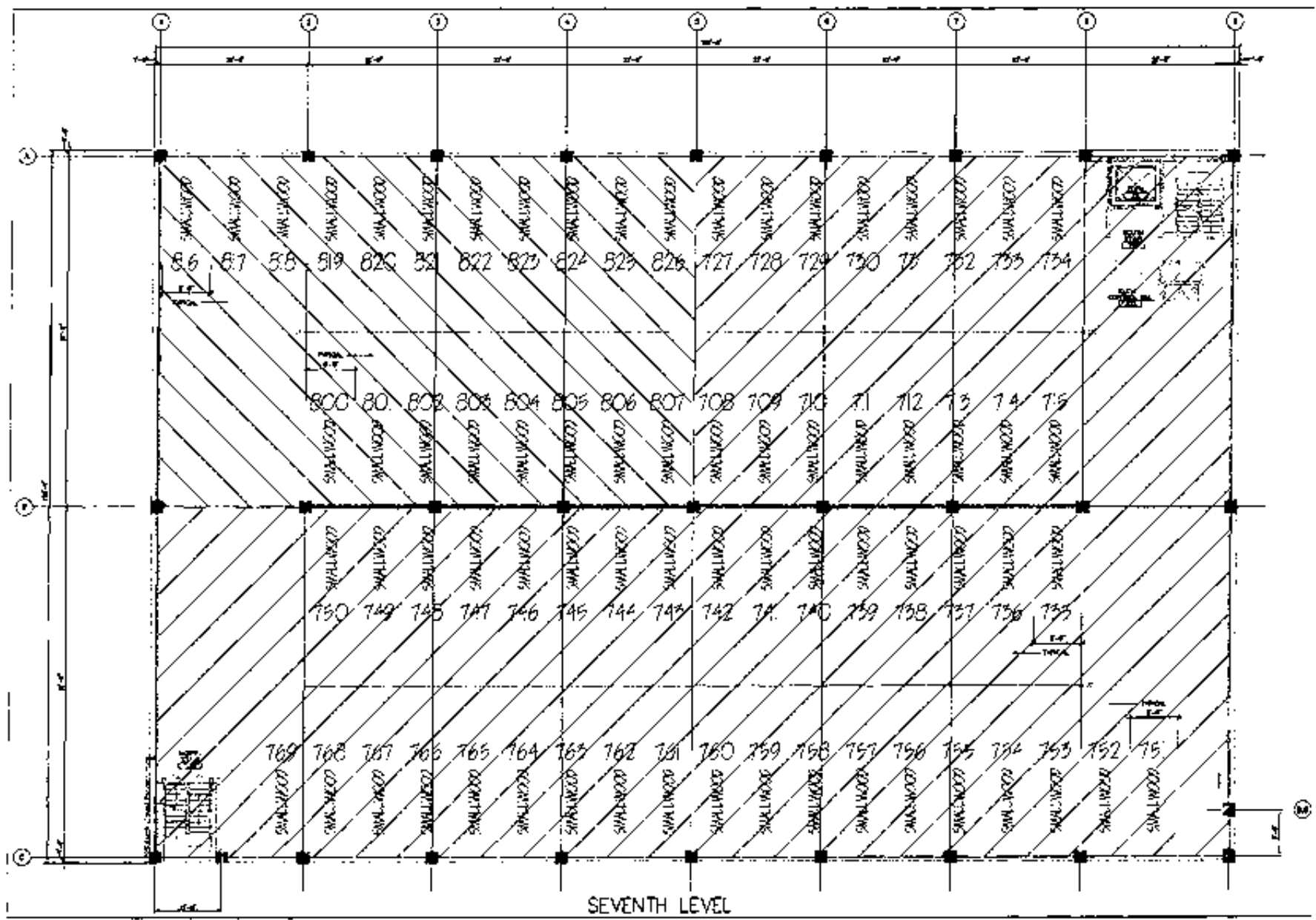
REGESTER PARKING GARAGE STRIPING AND SIGNAGE

FIFTH LEVEL

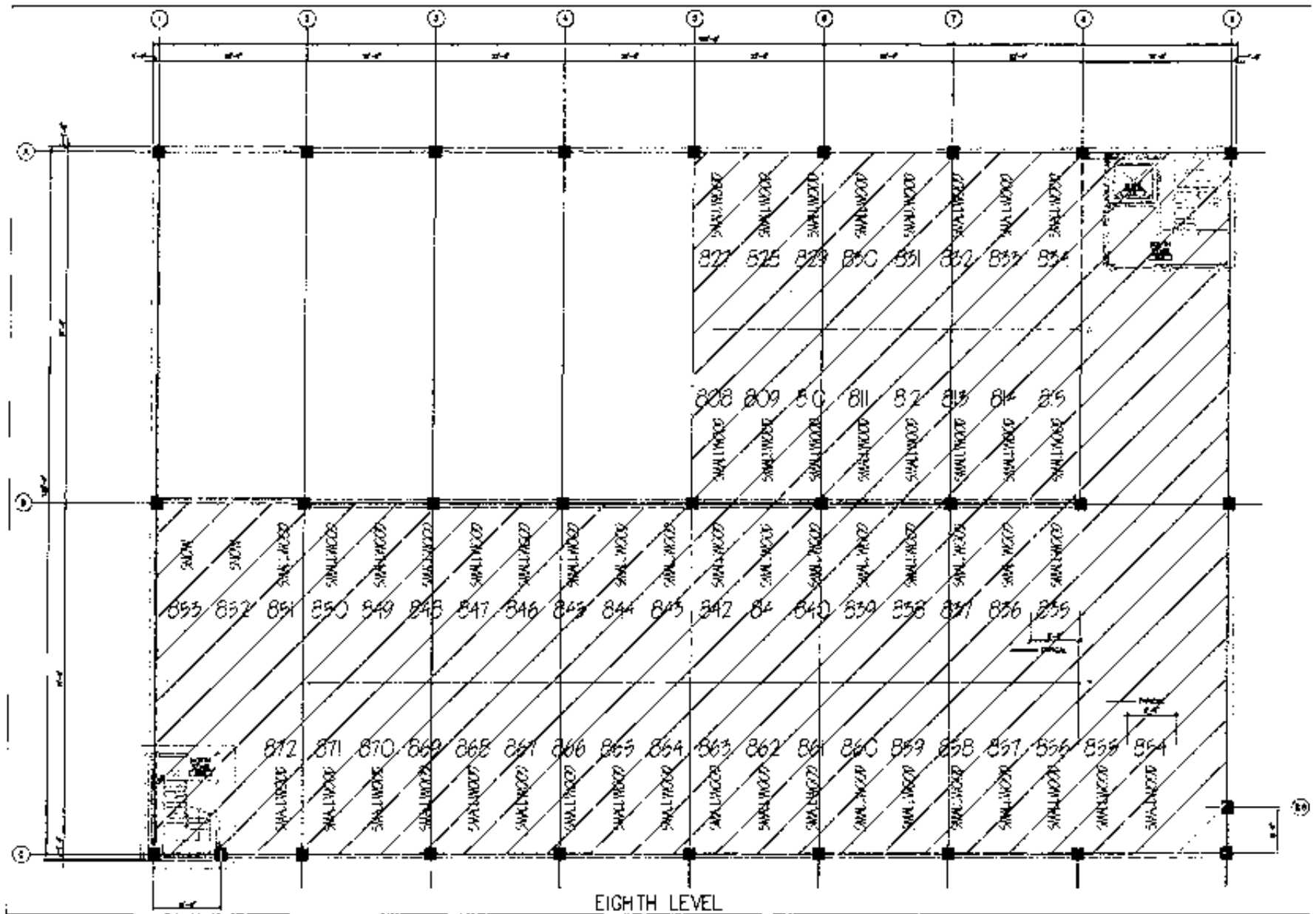




SIXTH LEVEL
 REGISTER PARKING GARAGE STRIPING AND SIGNAGE



SEVENTH LEVEL
 REGISTER PARKING GARAGE STRIPING AND SIGNAGE



EIGHTH LEVEL
REGISTER PARKING GARAGE STRIPING AND SIGNAGE

EXHIBIT C

(Memorandum of Lease)

This Memorandum of Operating Lease, made and entered into this 11th day of December, 2003, by and between the City of Bloomington, Indiana Redevelopment Commission ("Lessor") and Mercury Development Group, L.L.C, an Indiana limited liability company, ("Lessee").

Under date of December 11th, 2003, Lessor and Lessee entered into a Operating Lease for certain premises commonly known as the Register Parking Garage, which premises are more particularly described as follows ("Demised Premises"):

See attached Exhibit A.

Such Operating Lease provides for certain rights, responsibilities and duties of the parties which will, if performed pursuant to the terms of said Operating Lease and any options contained therein, constitute an encumbrance on the Demised Premises until the 10th day of December, 2033.

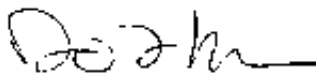
This Memorandum of Operating Lease is executed for the purpose of recording and giving notice to the public of the existence of the Operating Lease above referenced. For the full terms of said Operating Lease, reference should be make to the original document.

IN WITNESS WHEREOF, the parties have executed this Memorandum of Lease as of the day and year above written.

LESSOR:

MERCURY DEVELOPMENT GROUP, L.L.C,
an Indiana limited liability company

By: REGISTER PLACE, L.L.C, an Indiana
limited liability company, Member



David Ferguson, Managing Member

LESSEE:

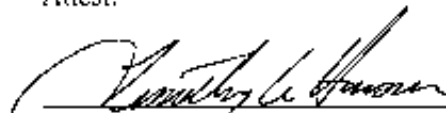
THE REDEVELOPMENT COMMISSION
of the City of Bloomington, Indiana

By:



David Walter, President

Attest:


Timothy A. Hanson, Secretary

STATE OF INDIANA)
) SS:
COUNTY OF MONROE)

David Ferguson, managing member of Register Place, LLC, member of Mercury Development Group, LLC, personally appeared before me, a Notary Public, on the 2nd day of December, 2003, and acknowledged the execution of the foregoing Operating Lease, for and on behalf of Mercury Development Group, LLC, an Indiana limited liability company, and after being duly sworn, stated that the statements contained therein are true.

County of Residence:

Monroe



Notary Public

My Commission Expires:

March 13, 2009

Vickie Renfrow

Name Printed

STATE OF INDIANA)
) SS:
COUNTY OF MONROE)

David Walter, President, of the Redevelopment Commission of the City of Bloomington, Indiana, personally appeared before me, a Notary Public, on the 14th day of December, 2003, and acknowledged the execution of the foregoing Operating Lease, and after being duly sworn, stated that the statements contained therein are true.

County of Residence:

Monroe



Notary Public

My Commission Expires:

1/08/03

Janet E. Roberts

Name Printed

STATE OF INDIANA)
) SS:
COUNTY OF MONROE)


Timothy A. Hanson, Secretary of the Redevelopment Commission of the City of Bloomington, Indiana, personally appeared before me, a Notary Public, on the 3rd day of December, 2003, and acknowledged the execution of the foregoing Operating Lease, and after being duly sworn, stated that the statements contained therein are true.

County of Residence:

Monroe

My Commission Expires:

1/22/02


Notary Public

Janet E Roberts
Name Printed

This instrument prepared by Vickie Renfrow, Attorney at Law
City of Bloomington Legal Department
P. O. Box 100, Bloomington, IN 47401-0100.

EXHIBIT A

Legal Description for Real Estate included in Demised Property

Property located on West 7th Street, Lots 221-224, Lots 265-268, and the adjoining alleys all in the City of Bloomington, Monroe County, Indiana; described as follows:

Commencing at the Northwest corner of Lot 267, Original Plat of Bloomington, same being on the South line of West 7th Street; thence NORTH 89 degrees 38 minutes 17 seconds EAST (basis of bearings), along said South line of West 7th Street, same being the North line of said Lot 267, 34.21 feet; thence NORTH 00 degrees 21 minutes 43 seconds WEST, leaving the North line of Lot 267 and into West 7th Street, 6.00 feet to the Point of Beginning; thence NORTH 89 degrees 38 minutes 17 seconds EAST, 125.00 feet; thence SOUTH 00 degrees 21 minutes 43 seconds EAST, leaving WEST 7th Street and crossing Lots 265, 266 and a 12 foot alley, and into Lot 223, 193.99 to the North face of the Graham Plaza Building; thence SOUTH 89 degrees 38 minutes 17 seconds WEST, leaving Lot 223 and crossing a 12 foot alley and Lot 222 and into Lot 221, 125.00 feet; thence NORTH 00 degrees 21 minutes 43 seconds WEST, leaving Lot 221 and crossing a 12 foot alley and lots 268 and 267 and into West 7th Street, 193.99 feet to the Point of Beginning, containing 0.557 acres, more or less.

Subject to a stairwell easement in favor of Mercury Development Group, LLC, its successors, assigns, tenants, subtenants, invitees, guests and licensees, for the parking garage on West 7th Street and Lot 267 in the City of Bloomington, Monroe County, Indiana; described as follows:

Commencing at the Northwest corner of Lot 267, Original Plat of Bloomington, same being on the South line of West 7th Street; thence NORTH 89 degrees 38 minutes 17 seconds EAST (basis of bearings), along said South line of West 7th Street, same being the North line of said Lot 267, 34.21 feet; thence NORTH 00 degrees 21 minutes 43 seconds WEST, leaving the North line of Lot 267 and into West 7th Street, 6.00 feet to the Point of Beginning; thence NORTH 89 degrees 38 minutes 17 seconds EAST, 20.00 feet; thence SOUTH 00 degrees 21 minutes 43 seconds EAST, leaving WEST 7th Street and into Lot 267, 15.50 feet; thence SOUTH 89 degrees 38 minutes 17 seconds WEST, 20.00 feet; thence NORTH 00 degrees 21 minutes 43 seconds WEST, leaving Lot 267 and into West 7th Street, 15.50 feet to the Point of Beginning, containing 0.007 acres, more or less.

Including a non-exclusive easement over and across the following described real estate for pedestrian access and for vehicle ingress and egress to the above-described real estate:

An Ingress-Egress Easement in Lot 221, Original Plat of Bloomington, City of Bloomington, Monroe County, Indiana, described as follows:

COMMENCING at the Northwest corner of Lot 267, same being in the East line of North Morton Street, Original Plat of Bloomington; thence SOUTH 00 degrees

25 minutes 34 seconds EAST (basis of bearings) along the said East line of Morton Street, 160.27 feet to the point of beginning; thence leaving Morton Street and into Lot 221, the following three (3) courses:

1. NORTH 89 degrees 34 minutes 26 seconds EAST, 34.58 feet;
2. SOUTH 00 degrees 25 minutes 34 seconds EAST, 25.22 feet;
3. SOUTH 89 degrees 34 minutes 26 seconds WEST, 34.58 feet to the East line of North Morton Street; thence NORTH 00 degrees 25 minutes 34 seconds WEST along the East line of North Morton Street, 25.22 feet to the point of beginning, containing 0.020 acres, more or less.

EXHIBIT C

(Memorandum of Lease)

Pat Haley
Monroe County Recorder IN
IN 2003035071 LEASE
12/11/2003 10:12:58 5 PGS
Filing Fee: \$19.00

This Memorandum of Operating Lease, made and entered into this 11th day of December, 2003, by and between the City of Bloomington, Indiana Redevelopment Commission ("Lessor") and Mercury Development Group, LLC, an Indiana limited liability company, ("Lessee").

Under date of December 11th, 2003, Lessor and Lessee entered into a Operating Lease for certain premises commonly known as the Register Parking Garage, which premises are more particularly described as follows ("Demised Premises"):

See attached Exhibit A.

Such Operating Lease provides for certain rights, responsibilities and duties of the parties which will, if performed pursuant to the terms of said Operating Lease and any options contained therein, constitute an encumbrance on the Demised Premises until the 10th day of December, 2033.

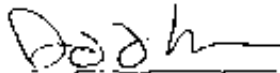
This Memorandum of Operating Lease is executed for the purpose of recording and giving notice to the public of the existence of the Operating Lease above referenced. For the full terms of said Operating Lease, reference should be made to the original document.

IN WITNESS WHEREOF, the parties have executed this Memorandum of Lease as of the day and year above written.

LESSOR:

MERCURY DEVELOPMENT GROUP, LLC,
an Indiana limited liability company

By: REGISTER PLACE, LLC, an Indiana
limited liability company, Member

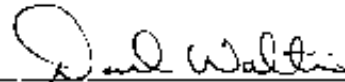


David Ferguson, Managing Member

LESSEE:

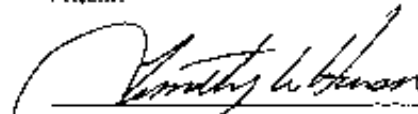
THE REDEVELOPMENT COMMISSION
of the City of Bloomington, Indiana

By:



David Walter, President

Attest:



Timothy A. Hanson, Secretary

STATE OF INDIANA)
) SS:
COUNTY OF MONROE)

David Ferguson, managing member of Register Place, LLC, member of Mercury Development Group, LLC, personally appeared before me, a Notary Public, on the ____ day of December, 2003, and acknowledged the execution of the foregoing Operating Lease, for and on behalf of Mercury Development Group, LLC, an Indiana limited liability company, and after being duly sworn, stated that the statements contained therein are true.

County of Residence:

Monroe



Notary Public

My Commission Expires:

March 13, 2009

Vickie Renfrow


Name Printed

STATE OF INDIANA)
) SS:
COUNTY OF MONROE)

David Walter, President, of the Redevelopment Commission of the City of Bloomington, Indiana, personally appeared before me, a Notary Public, on the 11th day of December, 2003, and acknowledged the execution of the foregoing Operating Lease, and after being duly sworn, stated that the statements contained therein are true.

County of Residence:

Monroe



Notary Public

My Commission Expires:

11/22/09

Janet E. Roberts

Name Printed

STATE OF INDIANA)
) SS:
COUNTY OF MONROE)

Timothy A. Hanson, Secretary of the Redevelopment Commission of the City of Bloomington, Indiana, personally appeared before me, a Notary Public, on the 3rd day of December, 2003, and acknowledged the execution of the foregoing Operating Lease, and after being duly sworn, stated that the statements contained therein are true.

County of Residence:

Monroe

My Commission Expires:

1/22/07

Janet E. Roberts
Notary Public

Janet E. Roberts
Name Printed

This instrument prepared by Vickie Renfrow, Attorney at Law
City of Bloomington Legal Department
P. O. Box 100, Bloomington, IN 47401-0100.

EXHIBIT A

Legal Description for Real Estate included in Demised Property

Property located on West 7th Street, Lots 221-224, Lots 265-268, and the adjoining alleys all in the City of Bloomington, Monroe County, Indiana, described as follows:

Commencing at the Northwest corner of Lot 267, Original Plat of Bloomington, same being on the South line of West 7th Street; thence NORTH 89 degrees 38 minutes 17 seconds EAST (basis of bearings), along said South line of West 7th Street, same being the North line of said Lot 267, 34.21 feet; thence NORTH 00 degrees 21 minutes 43 seconds WEST, leaving the North line of Lot 267 and into West 7th Street, 6.00 feet to the Point of Beginning; thence NORTH 89 degrees 38 minutes 17 seconds EAST, 125.00 feet; thence SOUTH 00 degrees 21 minutes 43 seconds EAST, leaving WEST 7th Street and crossing Lots 265, 266 and a 12 foot alley, and into Lot 223, 193.99 to the North face of the Graham Plaza Building; thence SOUTH 89 degrees 38 minutes 17 seconds WEST, leaving Lot 223 and crossing a 12 foot alley and Lot 222 and into Lot 221, 125.00 feet; thence NORTH 00 degrees 21 minutes 43 seconds WEST, leaving Lot 221 and crossing a 12 foot alley and lots 268 and 267 and into West 7th Street, 193.99 feet to the Point of Beginning, containing 0.557 acres, more or less.

Subject to a stairwell easement in favor of Mercury Development Group, LLC, its successors, assigns, tenants, subtenants, invitees, guests and licensees, for the parking garage on West 7th Street and Lot 267 in the City of Bloomington, Monroe County, Indiana, described as follows:

Commencing at the Northwest corner of Lot 267, Original Plat of Bloomington, same being on the South line of West 7th Street; thence NORTH 89 degrees 38 minutes 17 seconds EAST (basis of bearings), along said South line of West 7th Street, same being the North line of said Lot 267, 34.21 feet; thence NORTH 00 degrees 21 minutes 43 seconds WEST, leaving the North line of Lot 267 and into West 7th Street, 6.00 feet to the Point of Beginning; thence NORTH 89 degrees 38 minutes 17 seconds EAST, 20.00 feet; thence SOUTH 00 degrees 21 minutes 43 seconds EAST, leaving WEST 7th Street and into Lot 267, 15.50 feet; thence SOUTH 89 degrees 38 minutes 17 seconds WEST, 20.00 feet; thence NORTH 00 degrees 21 minutes 43 seconds WEST, leaving Lot 267 and into West 7th Street, 15.50 feet to the Point of Beginning, containing 0.007 acres, more or less.

Including a non-exclusive easement over and across the following described real estate for pedestrian access and for vehicle ingress and egress to the above-described real estate:

An Ingress-Egress Easement in Lot 221, Original Plat of Bloomington, City of Bloomington, Monroe County, Indiana, described as follows:

COMMENCING at the Northwest corner of Lot 267, same being in the East line of North Merton Street, Original Plat of Bloomington; thence SOUTH 00 degrees

25 minutes 34 seconds EAST (basis of bearings) along the said East line of Morton Street, 160.27 feet to the point of beginning; thence leaving Morton Street and into Lot 221, the following three (3) courses:

1. NORTH 89 degrees 34 minutes 26 seconds EAST, 34.58 feet;
2. SOUTH 00 degrees 25 minutes 34 seconds EAST, 25.22 feet;
3. SOUTH 89 degrees 34 minutes 26 seconds WEST, 34.58 feet to the East line of North Morton Street; thence NORTH 00 degrees 25 minutes 34 seconds WEST along the East line of North Morton Street, 25.22 feet to the point of beginning, containing 0.020 acres, more or less.

Appendix 15: Garage Occupancy Rates by Month

Appendix 15: 2016 Garage Occupancy Levels by Month.

Month	Fourth Street	Morton Street	Walnut Street
January	99%	92%	81%
February	99%	93%	81%
March	99%	85%	87%
April	99%	99%	80%
May	98%	97%	82%
June	99%	85%	49%
July	95%	79%	49%
August	99%	87%	93%
September	99%	98%	92%
October	98%	97%	86%
November	98%	98%	88%
December	Not Calculated	Not Calculated	Not Calculated

Appendix 16: Ordinance 01-05

(Passed 9-0)

ORDINANCE 01-05

**To Approve a Lease between the City of Bloomington Redevelopment Commission
and 7th & Walnut LLC
Re: Walnut Center Located at the Northeast Corner of 7th & Walnut**

- WHEREAS, in 1985 the City of Bloomington Redevelopment Commission and the Common Council both passed resolutions that designated an area of downtown Bloomington as a "blighted area" pursuant to the provisions of Indiana Code 36-7-14-1 *et. seq.*; and
- WHEREAS, the Redevelopment Commission developed and approved a Development Plan, as required by statute, to revitalize the designated blighted area; and
- WHEREAS, the Development Plan identified several primary objectives for revitalizing the blighted downtown area; and
- WHEREAS, two of the primary objectives identified were to (1) increase off-street parking opportunities in the downtown area, and (2) encourage land uses which strengthen and intensify existing land use relationships in the area; and
- WHEREAS, the City of Bloomington has consolidated a surface parking lot it owns at the northeast corner of 7th and Walnut Street with an adjoining surface parking lot formerly owned by Ameritech (the "consolidated lot"); and
- WHEREAS, the Redevelopment Commission has accepted a proposal from 7th and Walnut LLC for a public/private project on the consolidated lot; and
- WHEREAS, the Redevelopment Commission has entered into a ground lease with 7th and Walnut LLC, which requires 7th and Walnut LLC to construct a multi-level parking and commercial facility, to be known as "Walnut Center" on the consolidated lot; and
- WHEREAS, the Common Council voted unanimously by Ordinance 00-26 to vacate the public alleyway crossing a portion of the consolidated lot in order to facilitate the public/private project; and
- WHEREAS, the parking portion of the public/private facility at Walnut Center has reached a point of substantial completion; and
- WHEREAS, the Redevelopment Commission has entered into an operating lease with 7th and Walnut LLC, pursuant to its Resolution 01-06, subject to final approval by the Common Council, pursuant to the provisions of I.C. 36-7-14-25.2(c), that gives the City of Bloomington control over the parking portion of the public/private facility, including setting of rates and other terms of use; and
- WHEREAS, the Common Council has reviewed the operating lease and finds that it furthers the stated goals of the Redevelopment Plan, provides a vital component in alleviating the current and future parking needs of the downtown, and gives the City of Bloomington a major and continuing role in sustaining and bolstering the economic strength of the downtown and surrounding areas;

NOW, THEREFORE, BE IT HEREBY ORDAINED BY THE COMMON COUNCIL OF THE CITY OF BLOOMINGTON, MONROE COUNTY, INDIANA, THAT:


SECTION 1. The operating lease between the Redevelopment Commission and 7th and Walnut LLC, which was approved by Redevelopment Commission with the adoption of Resolution 01-06 and which governs the public/private project known as Walnut Center located on the northeast corner of 7th, is attached and made a part of this ordinance and is hereby approved.

SECTION 2. If any section, sentence, or provision of this ordinance, or the application thereof to any person or circumstances shall be declared invalid, such invalidity shall not affect any of the other sections, sentences, provisions, or applications of this ordinance which can be given effect

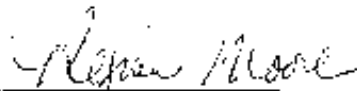
without the invalid provision or application, and to this end the provisions of this ordinance are declared to be severable.

SECTION 3. This ordinance shall be in full force and effect from and after its passage by the Common Council of the City of Bloomington, and approval of the Mayor.


PASSED AND ADOPTED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this 7th day of February, 2001.


Patricia Cole, President
Bloomington Common Council

ATTEST:


REGINA MOORE, Clerk
City of Bloomington

PRESENTED by me to the Mayor of the City of Bloomington, Monroe County, Indiana, upon this 8th day of February, 2001.


REGINA MOORE, Clerk
City of Bloomington

SIGNED and APPROVED by me upon this 8th day of February, 2001.


JOHN FERNANDEZ, Mayor
City of Bloomington

SYNOPSIS

This ordinance approves the lease between the City of Bloomington Redevelopment Commission and the 7th and Walnut, LLC regarding the retail/commercial/parking facility located at the north east corner of 7th and Walnut, known as Walnut Center. The Redevelopment Commission adopted Resolution 01-06 which authorizes them to enter into an operating lease with 7th and Walnut LLC for the leaseback by the City of the parking portion of Walnut Center that has been constructed by 7th and Walnut LLC on land owned by the Redevelopment Commission. The public/private partnership that has resulted in this structure has spanned over two years and has involved the Redevelopment Commission, the Board of Public Works, the Common Council, 7th & Walnut LLC and Ameritech. The resultant structure will add approximately 400 parking spaces to the downtown area, will add retail and commercial space, and will house an important component of the telecommunications infrastructure of the community. The parking portion of the facility is set to come on line at a time of favorable interest rates, which will substantially reduce lease payments by the City from those previously anticipated for the project.

Flody - 2 drafts.
Legal - 5
HFD
Redev. Comm.
Corkiller
Public Works
Ameritech
7th & Walnut, LLC

Appendix 17: Ordinance 03-34

(Amended)

ORDINANCE 03-34

TO APPROVE A LEASE BETWEEN THE CITY OF BLOOMINGTON
REDEVELOPMENT COMMISSION
AND MERCURY DEVELOPMENT GROUP, LLC
Re: Register Parking Garage

- WHEREAS, in 1985 the City of Bloomington Redevelopment Commission and the Common Council both passed resolutions that designated an area of downtown Bloomington as a "blighted area" pursuant to the provisions of Indiana Code 36-7-14-1 *et. seq.*; and,
- WHEREAS, the Redevelopment Commission developed and approved a Development Plan, as required by statute, to revitalize the designated blighted area; and,
- WHEREAS, the Development Plan identified several primary objectives for revitalizing the blighted downtown area; and two of the primary objectives identified were to provide for off-street parking opportunities in the downtown area and encourage land uses which strengthen and intensify existing land use relationships in the area; and,
- WHEREAS, the City of Bloomington Redevelopment Commission owns property located on the south side of W. Seventh Street between N. Morton Street and N. College Avenue that has been leased to Mercury Development Group LLC subject to the condition that Mercury Development Group LLC construct a parking garage and lease the newly constructed Register Garage to the City of Bloomington Redevelopment Commission to operate as a public parking facility; and,
- WHEREAS, the Redevelopment Commission has approved the execution of an Operating Lease between itself and Mercury Development Group LLC, pursuant to its Resolution 03-60, for the new Register Garage structure subject to final approval by the Common Council, pursuant to the provisions of I.C. § 36-7-14-25.2(c), and,
- WHEREAS, the Common Council has reviewed the Operating Lease and finds that it furthers the stated goals of the Redevelopment Plan, provides a vital component in alleviating the current and future parking needs of the downtown, and gives the City of Bloomington a major and continuing role in sustaining and bolstering the economic strength of the downtown and surrounding areas;

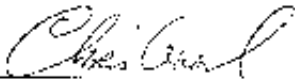
NOW, THEREFORE, BE IT HEREBY ORDAINED BY THE COMMON COUNCIL OF THE CITY OF BLOOMINGTON, MONROE COUNTY, INDIANA, THAT:

SECTION 1. The lease, approved by Resolution 03-60 of the Redevelopment Commission authorizing execution of the operating lease between the Redevelopment Commission and Mercury Development Group LLC for the newly constructed Register Parking Garage, is approved.

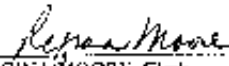
SECTION 2. If any section, sentence, or provision of this ordinance, or the application thereof to any person or circumstances shall be declared invalid, such invalidity shall not affect any of the other sections, sentences, provisions, or applications of this ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this ordinance are declared to be severable.

SECTION 3. This ordinance shall be in full force and effect from and after its passage by the Common Council of the City of Bloomington, and approval of the Mayor.

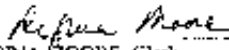
PASSED AND ADOPTED by the Common Council of the City of Bloomington on the 10th day of December, 2003.


CHRIS GAAL, President
Bloomington Common Council


Attest:


REGINA MOORE, Clerk
City of Bloomington

Presented by me to the Mayor of the City of Bloomington, Indiana, this 11th day of December, 2003.


REGINA MOORE, Clerk
City of Bloomington

Signed and approved by me, the Mayor of the City of Bloomington, Indiana, this 11th day of December, 2003.


JOHN HERNANDEZ, Mayor
City of Bloomington

SYNOPSIS

This ordinance approves the Operating Lease for the newly constructed Register Parking Garage. The City of Bloomington Redevelopment Commission approved the Operating Lease between itself and Mercury Development Group LLC by resolution and authorized its execution. The lease provides that the City make payments over thirty years and, at the end of this term, receive ownership of the Garage. The payments represent the amortized cost of construction of the Garage. The Council's approval of the lease by ordinance is required by I.C. 36-7-14-25.2(a).

Signed separately:

Legal (s)	Public Works	Water	2/12
Controller	Parking Enforcement	Redevelopment Comm.	
CA/CO(s)	Mercury LLC	CA/CO(s)	
		Chair	

Appendix 18: Ordinance 10–15

ORDINANCE 10- 15

**TO AMEND TITLE 15 OF THE BLOOMINGTON MUNICIPAL CODE
ENTITLED "VEHICLES AND TRAFFIC"**

WHEREAS, the Traffic Commission has recommended certain changes be made in Title 15 of Bloomington Municipal Code entitled "Vehicles and Traffic"; and

WHEREAS, Other changes in Title 15 are ready for consideration at this time;

NOW, THEREFORE, BE IT HEREBY ORDAINED BY THE COMMON COUNCIL OF THE CITY OF BLOOMINGTON, MONROE COUNTY, INDIANA, THAT:

SECTION 1. Section 15.12.010 Schedule A shall be amended to delete the following:

STOP INTERSECTIONS

Traffic on	Shall Stop for Traffic on
Cardinal Court	Thomson Park Drive
Harmony Place	Thomson Park Drive
Susie Street	Thomson Park Drive
Thomson Park Drive	Countryside Lane
Windsor Drive	Wilton Drive

SECTION 2. Section 15.12.010 Schedule A shall be amended to add the following:

STOP INTERSECTIONS

Traffic on	Shall Stop for Traffic on
Anita Street	Hunter Avenue
Anita Street	Second Street
Arbor Ridge Court	Arbor Ridge Way
Arbor Ridge Way	Sudbury Drive
Cardinal Court	RCA Park Drive
Harmony Place	RCA Park Drive
Susie Street	RCA Park Drive
RCA Park Drive	Countryside Lane
Windsor Drive	Wilton Drive (north end)

SECTION 3. Section 15.12.010 Schedule B shall be amended to add the following:

MULTI-STOP INTERSECTIONS

Windsor Drive & Wilton Drive (south end) 3-Way

SECTION 4. Section 15.16.010 Schedule E shall be amended to delete the following:

ONE WAY STREETS

Street	From	To	Direction of Travel
Smith Avenue	First Alley East of Walnut Street	Lincoln Street	East

SECTION 5. Section 15.16.010 Schedule L shall be amended to add the following:

ONE-WAY STREETS

Street	From	To	Direction of Travel
Lindbergh Drive	17 th Street	70' South of 17 th Street	South
Smith Avenue	Washington Street	Lincoln Street	East
Smith Avenue	Washington Street	Walnut Street	West

SECTION 6. Section 15.24.020 Schedule L shall be amended to add the following:

INCREASED OR DECREASED STATE SPEED LIMITS

Street	From	To	Posted Speed
Third Street	Rogers Street	Walker Street	25 M.P.H.

SECTION 7. Section 15.24.030 School speed zones shall be amended to change the words "Thomson Park Drive" with "RCA Park Drive" so it reads as follows:

SCHOOL, PARK AND PLAYGROUND SPEED ZONES

Street	From	To	Posted Speed
RCA Park Drive	Country side Lane	End of Street	20 M.P.H.

SECTION 8. Section 15.32.080 Schedule M shall be amended to delete the following:

NO PARKING ZONES

Street	From	To	Side of Street	Time of Restrict.
Eighth Street	End of Eighth Street West of Elm Street	Rogers Street	South	Any Time
Monroe Street	Cottage Grove Avenue	Eleventh Street	East	Any Time
Eighth Street	Rogers Street	Fairview Street	South	Except Sundays & Holidays
Seventh Street	187' W. of Rogers St.	Adams Street	North	Any Time

SECTION 9. Section 15.32.080 Schedule M shall be amended to add the following:

NO PARKING ZONES

Street	From	To	Side of Street	Time of Restrict.
Arbor Ridge Way	Sudbury Drive	End of City Street	North/South	Any Time
Eighth Street	End of Eighth Street West of Elm Street	Fairview Street	South	Any Time
Rogers Street	Third Street	145' North of Third Street	East	Any Time
Sixteenth Street	59' West of Dunn Street	Dunn Street	North	Any Time
Seventh Street	Fairview Street	Adams Street	North	Any Time
Willits Drive	Westfield Drive	80' North of Westfield Drive	East	Any Time

SECTION 10. Section 15.32.090 Limited Parking Zones under "Legend" as it appears after Schedule N "Limited Parking Zones" shall be amended by adding the following time restriction:

(14) 8:00 a.m. to 5:00 p.m. Monday through Friday except with a Zone 9 Residential Permit.

SECTION 11. Section 15.32.090 Schedule N shall be amended to delete the following:

LIMITED PARKING ZONES

Street	From	To	Side of Street	Time of Restrict.
Gentry Avenue	1 st space south of the first alley north of Fourth Street	The first alley north of Fourth Street	East	15 Min. (8)
Gentry Avenue	Fourth Street	1 st space south of the first alley north of Fourth Street	East	2 Hr. (8)
Grant Street	Third Street	Fourth Street	West	2 Hr. (3)
Kirkwood Avenue	Washington Street	Walnut Street	South	2 Hr. (5)
Rogers Street	Third Street	Fourth Street	East	2 Hr. (4)
Seventh Street	42' West of Rogers	142' West of Rogers	North	2 Hr. (13)
Washington Street	Smith Avenue	40' N of 1 st Alley N. of Smith Avenue	West	15 Min. (2)

SECTION 12. Section 15.32.090 Schedule N shall be amended to add the following:

LIMITED PARKING ZONES

Street	From	To	Side of Street	Time of Restrict.
Gentry Street	Fourth Street	The 1 st alley north of Fourth Street	East	2 Hr. (8)
Grant Street	Third Street	Fourth Street	West	2 Hr. (14)
Kirkwood Avenue	57' East of Walnut Street	167' East of Walnut Street	South	2 Hr. (8)
Kirkwood Avenue	167' East of Walnut Street	189' East of Walnut Street	South	30 Min. (8)
Kirkwood Avenue	189' East of Walnut Street	Washington Street	South	2 Hr. (8)
Rogers Street	145' North of Third Street	Fourth Street	East	2 Hr. (4)
Seventh Street	Rogers Street	Fairview Street	North	2 Hr. (13)

SECTION 13. Section 15.32.100 Schedule D shall be amended to delete the following:

LOADING ZONES

- 200 Block of West Sixth Street, first space east of Morton Street on the north side from the hours of 5:00 a.m. to 5:00 p.m., Monday through Saturday.
- 300 Block of South Washington, on the west side, at property line between 340-318 South Washington and for 2 parking spaces north of that line
- 110 East Kirkwood Avenue
- Eighth Street, first space west of College on south side.

SECTION 14. Section 15.32.100 Schedule Q shall be amended by inserting the following into the Schedule in first numeric, and then alphabetical, order:

LOADING ZONES

100 Block of East Kirkwood Avenue, from 167' to 189' east of Walnut Street on the south side

200 Block of West Sixth Street, first space west of the mid-block alley on the north side from the hours of 5:00 a.m. to 5:00 p.m., Monday through Saturday

SECTION 15. Section 15.32.110 Schedule P shall be amended to delete the following:

BUS ZONES

Street	From	To	Side of Street
Fifth Street	60 West of Jackson	140 W. of Jackson	South

SECTION 16. Section 15.32.110 Schedule P shall be amended to add a new column entitled "time restriction" and add a new area on Seventh Street so the schedule now reads:

BUS ZONES

Street	From	To	Side of Street	Time of Restriction
Blair Avenue	1 space 70' E. of 14 th Street	The 1 st alley north of Fourth Street	South	All Time
College Avenue	65' South of Ninth Street	Ninth Street	West	All Time
College Avenue	212' North of Tenth Street	The first alley North of Tenth Street	West	All Time
Fourth Street	Washington Street	Entrance to Municipal Lot No. 3	North	All Time
Seventh Street	Walnut Street	First space East of Walnut Street	North	All Time
Seventh Street	Rogers Street	115' East of Fairview Street	North	8:00 a.m. to 9:30 a.m. and 2:30 p.m. to 3:45 p.m. during the months of August thru May
Sixth Street	1 space 50' East of Morton Street		North	All Time
Sixth Street	Elm Street	50' West of Elm Street	South	All Time
Washington Street	Kirkwood Avenue	Fourth Street	West	All Time
Winding Way	1 space 60' East of Kingsley Drive			All Time
Woodside Drive	1 space North of Gifford Road		East	All Time

SECTION 17. CHAPTER 15.32 PARKING CONTROLS shall be amended by adding the section title, "15.32.180 Contractor Construction Daily Parking Permit" to the table of contents of Chapter 15.32 and by adding the following new section:

15.32.180 Contractor Construction Daily Parking Permit.

(a) Upon approval of application, the Department of Public Works may issue permits for parking temporarily on a street to any person who, in the ordinary course of trade or business, is engaged in the construction, reconstruction, remodeling, servicing, maintenance or repair of buildings or other structures. Such permit shall be for a limited period of time at a specifically designated site.

(b) This permit shall allow parking within the limited parking zones designated in Schedule N or the residential neighborhood zones designated in Bloomington Municipal Code chapter 15.37 while performing the work described above.

(c) A Contractor Construction Daily Parking Permit issued under the authority of this section shall exempt permit holders from prohibitions listed in Bloomington Municipal Code 15.32.070.

(d) Fee. The cost for a Contractor Construction Daily Parking Permit shall be five dollars per vehicle per day.

SECTION 18. CHAPTER 15.32 PARKING CONTROLS shall be amended by adding the section title, "15.32.185 Delivery Parking Permits" to the table of contents of Chapter 15.32 and by adding the following new section:

15.32.185 Delivery Parking Permits

(a) Upon approval of application, the parking enforcement manager or designee may issue a permit to any entity that, in the ordinary course of trade or business, is engaged in the delivery of merchandise or supplies. Delivery vehicles eligible for this permit must be visually identified with the name of the entity engaged in the delivery.

(b) The delivery permit shall allow temporary parking, not to exceed fifteen minutes, within the limited parking zones designated in Schedule N or the residential neighborhood zones designated in Bloomington Municipal Code chapter 15.37 while performing the delivery.

(c) Fee. The cost for a Delivery Parking Permit shall be one hundred dollars per permit per year. The director of parking enforcement or designee may issue additional permits if such need is shown by permit applicant.

SECTION 19. Section 15.37.190 All Zone permits shall be retitled Section 15.37.190 All-Zone permits and that title shall appear in the table of contents for Chapter 15.37. Further, the term "All Zone" shall be amended to read "All-Zone" wherever it appears in Section 15.37.190. Lastly, subsection (a) entitled "Eligibility", shall be amended by replacing the word "property" with "properties" as it appears in the first sentence after the phrase "for every ten units or" so that the first sentence shall now read:

Landlords and property managers registered with the city will be allowed to purchase one sticker for every ten units or properties within the residential zones. Landlords and property managers with fewer than twenty units will be allowed a maximum of two permits.

SECTION 20. Section 15.37.190, All-Zone permits, subsection (a) entitled "Eligibility", shall be amended by adding a new final sentence so that the provision now reads:

(a) Eligibility. Landlords and property managers registered with the city will be allowed to purchase one sticker for every ten units or properties within the residential zones. Landlords and property managers with fewer than twenty units will be allowed a maximum of two permits. Realty companies who show property in the residential zones will be allowed a maximum of one All-Zone permit per ten realtors employed by the company. Properly registered and verified service companies will be allowed a maximum of two permits per company. The director of parking enforcement or designee may issue additional permits if such need is shown by permit applicant.

SECTION 21. Section 15.37.190 All-Zone permits, subsection (b) shall be amended by deleting the word "fifty" and replacing it with "fifty-five."

SECTION 22. Section 15.40.010 Locations, subsection (2) shall be amended by deleting the words "Walnut Center Parking Garage" and replacing it with "Garage Band" so that the provision now reads:

(2) Lot 2: Garage Band: located at the northeast corner of Seventh and Walnut Streets.

SECTION 23. Section 15.40.010 Locations, subsection (6) shall be amended by deleting the words "Regester Center Parking Facility" and replacing it with "Garage Market" so that the provision now reads:

(6) Lot 7: Garage Market: located at the northwest corner of the square bounded on the east by College Avenue, on the north by Seventh Street, on the west by Morton Street and on the south by Sixth Street on in-lots 265 and 266 of the city.

SECTION 24. Section 15.40.010 Locations, subsection (7) shall be amended by deleting the words "Fourth and Walnut Street Parking Garage" and replacing it with "Garage Art" so that the provision now reads:

(7) Lot 9: Garage Art: located at the southwest corner of Walnut and Fourth Streets, on lots 34, 35, 36, and the north one-half of lot 33 in the original plat of the city.

SECTION 25. Chapter 15.40.020 Schedule V of Bloomington Municipal Code Chapter 13.40 "Municipal Parking Lots, Garages and On-Street Metered Parking" shall be amended to delete from the following descriptions of lots from the column entitled "Municipal Lot":

- Lot 2 Walnut Center Garage 7th and Walnut
- Lot 7 Regester Parking Garage
- Lot 9 4th & Walnut Parking Garage

SECTION 26. Chapter 15.40.020 Schedule V of Bloomington Municipal Code Chapter 13.40 "Municipal Parking Lots, Garages and On-Street Metered Parking" shall be amended to add the following descriptions of lots contained in the column entitled "Municipal Lot":

- Lot 2 Garage Band
- Lot 7 Garage Market
- Lot 9 Garage Art

SECTION 27. Section 15.40.020 Applicable times and charges shall be amended by deleting Schedule V and replacing it with the following:

SCHEDULE V – PERMITS				
	Nonreserved permit per month	Nonreserved permit per month	Reserved space lease per month	Reserved space lease per month
Municipal Lot	Admission Monday - Friday 6:00 am - 6:00 pm. Sat. & Sun 6:00 am - Noon	Admission 7 days per week 24 hours per day	Monday through Friday 6:00 a.m. -6:00 p.m.	7 days per week 24 hours per day
Lot 2 Garage Band	\$ 10.00	\$ 67.00	\$ 57.00	\$ 76.00

Lot 5 16th and Lincoln	\$	40.00		\$	57.00	\$	76.00	
Lot 7 Garage Market	\$	40.00	\$	67.00	\$	57.00	\$	76.00
Lot 9 Garage Art	\$	40.00	\$	67.00	\$	57.00	\$	76.00

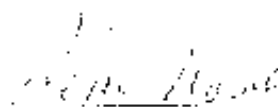
SECTION 28. If any section, sentence or provision of this ordinance, or the application thereof to any person or circumstances shall be declared invalid, such invalidity shall not affect any of the other sections, sentences, provisions, or applications of this ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this ordinance are declared to be severable.

SECTION 29. This ordinance shall be in full force and effect from and after its passage by the Common Council of the City of Bloomington, approval of the Mayor, and publication in accordance with State law. However, parking garage and lot fees found in Section 40 (regarding Schedule V of BMC 15.40.020) shall be not be effective until January 1, 2011.

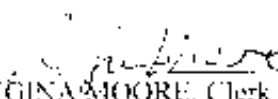
PASSED AND ADOPTED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this 3rd day of NOVEMBER, 2010.


ISABEL PIEDMONT-SMITH, President
Bloomington Common Council

ATTEST:


REGINA MOORE, Clerk
City of Bloomington

PRESENTED by me to the Mayor of the City of Bloomington, Monroe County, Indiana, upon this 3rd day of NOVEMBER, 2010.


REGINA MOORE, Clerk
City of Bloomington

SIGNED and APPROVED by me upon this 3rd day of NOVEMBER, 2010.


MARK KRIZAN, Mayor
City of Bloomington

SYNOPSIS

This ordinance makes several changes to the Bloomington Municipal Code. This includes stop intersections, multi-stop intersections, one-way streets, increased or decreased state speed limits, school, park and playground speed zones, no parking zones, limited parking zones, loading zones, bus zones, on street metered parking, permits, impounded vehicles, bicycles, pedestrian crosswalks, and violations and penalties.

(Over)

Note. This ordinance was revised after it was distributed in the Legislative Packet and before it was introduced at the Special Session on 27 October 2010. The revision was requested by the Office of the Mayor and deleted the increased speed on Tapp Road from Section 6. This will allow the City to observe the pattern of vehicular and pedestrian traffic after the planned pedestrian underpass on Tapp Road has been constructed before considering any change in speeds at that location.

Further Note. This ordinance was subject to a division of the question at both the 27 October 2010 Committee of the Whole and the 3 November 2010 Regular Session:

On 3 November 2010, the following sections of the revised ordinance were passed by separate votes.

- Section 4 - 5;
- Section 6;
- Sections 1 - 3, Section 7, Sections 9 - 10, Sections 13 - 15, Sections 16-17 & Sections 18 - 19;
- Section 24;
- Sections 33-39 & Section 40;
- Section 25 & Section 30 - 32

At that same meeting, all of the remaining sections except Section 53 and Section 54 were deleted. Those sections included:

- Section 11, Sections 26-27, Sections 21 & 23, Section 26, Section 8, Section 12, Sections 28 & Sections 33-34, Section 41, Section 42, Section 43, Sections 44-45, Section 46, Sections 47-49, Section 50, Section 50 & Section 51.

Lastly, at that meeting, the Council directed the Council Attorney/Administrator to compile and renumber the sections passed by the Council into a final ordinance which will then be ready for signatures, publication and codification. As a result of that compilation, Sections 20 and 22, which were empty, place-holder provisions, were deleted from the ordinance.

Please see the attached "Motions and Votes Pertaining to Ord 10-15 at the Regular Session on November 3, 2010" for a more complete record of those actions.

Signal copies to:
elections
Legal
Engineering
GIS - Mapping
Public Works
P&E
Street Lighting

Police
Clerk (2) B.M. (2)
C.A./C.D. (2)
Planning Department
H.T. Justice
8

**MOTIONS AND VOTES PERTAINING TO ORD 10-15
AT THE REGULAR SESSION ON NOVEMBER 3, 2010**

I move that the Council consider Ord 10-15 in the following manner. First, the Council will divide consideration of Ord 10-15 into a series of questions, each of which will contain one or more sections of the ordinance as indicated below.¹ This motion divides the question in a manner similar to what was done at the Committee of the Whole on October 27, 2010. Second, the Council will consider a motion to instruct staff to compile the sections which received a majority vote into one ordinance, with sections appropriately numbered, for signatures and codification. Under this procedure, further divisions of the question or amendments may be considered by the Council.

Sections Involving 90-Day Orders

Division of the Question – Item One

Section 4 - 5 **Adds or modifies one-way streets** affecting Smith Avenue and Lindbergh. (BMC 15.16.010 – Schedule F)

10/27/10 Committee Recommendation: *Do Pass:* *2 – 1 – 5*
11/3/10 Regular Session Action: *Adopt:* *8 – 1*

Division of the Question – Item Two²

Section 6 **Decreases Speed Limit for Segment of W. 3rd** (in Prospect Hill) (BMC 15.24.020 – Schedule E)

10/27/10 Committee Recommendation: *Do Pass:* *7 – 0 – 1*
11/3/10 Regular Session Action: *Adopt:* *7 – 2*

Division of the Question – Item Three (Remaining 90-Day Orders)

Section 1-3 **Adds and deletes stop intersections to code** to reflect what is already on the street. (BMC 15.32.060 – Schedule B)

Section 7 **Changes Name of Thomson Park Drive to RCA Park Drive** in Schedule regarding School, Park, and Playground Speed Zones (BMC 15.24.030 – Schedule J)

Sections 9 - 10 **Adds, Deletes or Modifies No Parking Zones** – Affecting 7th, 8th, Rogers, Monroe, 16th, Willis & Arbor Ridge Way (BMC 15.32.080 – Schedule M)

Section 13 **Allows 2-Hour and Zone 9 Residential Parking on Grant between 3rd and 4th Street.** (BMC 15.32.090 – Schedule N) (*Note: This section was added at the Committee of the Whole because it affects the same schedule as Sections 14-15.*)

¹ Sections 20 and 22 are empty and are not included in this list.

² Note that Ord 10-15 was revised to remove the increased speed limit on Tapp Road.

Sections 14-15 **Adds, Modifies or Deletes 2-Hour and 15" Parking Zones** – Affecting 3rd, 4th, Kirkwood, 7th, Grant, Washington, Gentry, & Rogers (BMC 15.32.090 - Schedule N)

Sections 16-17 **Redesignates, Moves, and Deletes Loading Zones** - Affecting East Kirkwood, West 6th, South Washington & West 8th (BMC 15.32.100 Schedule O)

Sections 18-19 **Adds Bus Zones (including a school bus zone) and Times Zones Apply** - Affecting All Bus Zones (BMC 15.32.110 - Schedule P)

10/27/10 Committee Recommendation: Do Pass: 4 - 1 - 4
11/3/10 Regular Session Action: Adopt: 8 - 1

Sections Involving Fees

Division of the Question – Item Four (Fees) (Subdivided into Four Questions at Committee of the Whole and into Three Questions at the Regular Session.)

Section 24 **FEE/New Permit** Provides for a \$5 Daily Permit for Contractors and Construction Vehicles in limited and residential parking zones. (BMC 15.32.180)

10/27/10 Committee Recommendation: Do Pass: 7 - 2
11/3/10 Regular Session Action: Adopt: 6 - 3

Section 40 **FEE** Raises Reserved (~10%) and Non-Reserved (~5%) Parking Permits for Lots and Garages. (BMC 15.40.020 - Schedule V - Permits)

Note if Section 40 fails or the Council wishes to change the effective for these fees from January 1, 2011, then Section 24 must be amended.

Section 35-39 **Reflect New Names for the City's Garages.**(BMC 15.40.010 and 020)
(Note: These sections are included here because they make the name changes that appear in the Schedule V amended by Section 40.)

10/27/10 Committee Recommendation: Do Pass: 4 - 2 - 3
11/3/10 Regular Session Action: Adopt: 5 - 4

Section 25 and 30-32 were subject to one vote at the 11/3/10 Regular Session:

Section 25 **FEE/New Permit** Provides for a \$100 Annual Permit for Delivery Vehicles in order to park in limited and residential parking zones. (BMC 15.32.185)

Committee Recommendation: Do Pass: 9 - 0

Section 30-32 *FEE* Raises Fee for All Zone Permits from \$50 to \$55 per year. (BMC 15.37.190)

Committee Recommendation: Do Pass: 9 - 0

Am 06 (Wisler) Would Add Hyphen to All-Zone Permits

11/3/10 Regular Session Action: Adopt: 9 - 0

*11/3/10 Regular Session Action on Sections 25 & 30-32
Adopt: 8 - 1*

Motion Regarding All But Two of the Remaining Sections of the Ordinance

Section 53. Severability Clause.

Section 54. Provides for the effective date with a delayed effective date for the monthly reserved and non-reserved parking fees.

Note: The last sentence of Section 54 defers the effective date for adjusting fees for reserved and non-reserved parking to January 1, 2011. This provision will need to be amended if the fees are not adjusted or the Council wishes another effective date.

Motion to Delete All But Section 53 (Severability Clause) and Section 54 (Effective Date Clause) of the Remaining Sections of the Ordinance (for further consideration in future legislation)²

*10/27/10 Committee Recommendation: Do Pass: 8 - 0 - 1
11/3/10 Regular Session Action: Adopt: 8 - 0*

Motion for Staff to Compile Sections Receiving Majority Vote into One Ordinance

Given the multitude of votes involved in dividing the ordinance into the aforementioned series of questions, a motion for staff to compile the renumbered sections into a final ordinance, for signature and codification would help avoid confusion in the future about what transpired. This motion has the effect of an amendment and is reduced to a written form below:

I move that the Council direct the Council Attorney/Administrator to compile and renumber the sections passed by the Council into a final ordinance which will then be ready for signatures, publication and codification.

11/3/10 Regular Session Action: Adopt: 7 - 1

² The motion at the Committee of the Whole overlooked and should have included Sections 53 (Severability) and 54 (Effective Date). This motion corrects that oversight.

LIST OF REMAINING SECTIONS OF THE ORDINANCE

Sections Recommended for Consideration by City Clerk

- Section 11 **Restates the 2-Hour Parking Prohibition** to clarify meaning. (BMC 15.32.090(b))

Note: The City Clerk may request that a member of the Council introduce Am 04 which is intended to clarify the meaning of this prohibition

Division of the Question -- Item Six (Some of Code Clean-Up Recommended by City Clerk)

- Section 26-27 **Corrects language for obtaining a residential parking zone and prohibits issuance to persons or vehicles with debts to the City.** (BMC 15.37.040)

Note: The City Clerk may request that a member of the Council introduce Am 03 which is intended to reflect the current practice of having City Legal arrange for the permit holder to pay the debt.

Division of the Question – Item Seven (Some of Code Clean-Up Recommended by City Clerk)

- Section 21&23 Divides BMC 15.32.170 into **Prohibition Against Parking While Facing Traffic** (BMC 15.32.170) and **Proper Parallel and Angle Parking** (BMC 15.32.175) with no change in language.

- Section 29 **Clarifies that residential parking permits are invalid if the holder moves from the residence.** (BMC 15.37.110)

Other Remaining Sections of the Ordinance

- Section 8 **Shifts approval for parking equipment and machinery on the street from the Chief of Police to Department of Public Works; changes a permit to approval; and doesn't require approval for emergencies.** (BMC 15.32.060)

- Section 12 **Broadens Area and Spaces Available for Special Event Parking.** (BMC 15.32.090(f))

- Section 28, 33 & 34 **Clarifies that there is a standard fee of \$25 for residential parking permits and removes reference to lower fees for two categories of permittees (who have not been paying the lower amount).** (BMC 15.37.050)

- Section 41 **Extends Notice Requirement before towing vehicles in unrestricted parking areas to 72-Hours** (per request of members of the Council. (BMC 15.48.010)
- Section 42 **Changes Information Necessary to Retrieve Towed Vehicle without payment of towing and storage fees.** (BMC 15.48.020)
- Section 43 **Removes the Nota/Maxwell Connector Path as a Designated Bike Path (because of a "walk easement").** (BMC 15.56.080)
- Section 44-45 **Establishes a Procedure for Bicycle Parking in the City's right-of-way.** (BMC 15.56.090)
- Section 46 **Established Procedure for the Removal, Impoundment, Reclaiming, and Disposal of Abandoned Bicycles.** (BMC 15.56.095)
- Section 47-49 **Clarifies that vehicles may neither be parked nor operated in non-designated areas of the City's parks.** (BMC 15.60.020 and BMC 15.64.010)
- Section 50 **Add Mid-Block Crosswalk on South Liberty Drive at request of IVY Tech.** (BMC 15.60.050)
- Section 51 **Corrects clerical error in schedule of fines.** (BMC 15.64.040)
- Section 52 **Corrects oversight (adds fine for riding a bicycle on the sidewalk).** (BMC 15.64.010).

Appendix 19: Meter Block Face Calculation Results

Blockface	Zone	Jan Park Occ	Feb Park Occ	Mar Park Occ	Apr Park Occ	May Park Occ	Jun Park Occ	Jul Park Occ	Aug Park Occ	Sep Park Occ	Oct Park Occ	Nov Park Occ	Dec Park Occ	Mean BFO
100 W 8TH	Zone 1	12%	16%	13%	18%	5%	8%	9%	24%	24%	25%	10%	9%	14%
100 W 9TH	Zone 1	18%	18%	16%	17%	8%	21%	15%	23%	38%	42%	22%	16%	21%
200 W 11TH	Zone 1	20%	24%	20%	24%	5%	11%	10%	24%	26%	30%	18%	20%	19%
200 W 8TH	Zone 1	8%	6%	9%	13%	2%	6%	7%	17%	17%	16%	9%	15%	10%
200 W 9TH	Zone 1	25%	28%	19%	27%	9%	19%	17%	48%	32%	34%	22%	17%	25%
300 N College	Zone 1	55%	66%	62%	60%	31%	64%	52%	69%	67%	61%	48%	55%	57%
300 N Morton ST	Zone 1	41%	47%	40%	46%	23%	40%	47%	55%	56%	55%	45%	43%	44%
300 N Walnut	Zone 1	29%	38%	35%	31%	11%	25%	21%	32%	32%	36%	22%	29%	28%
300 W 11TH	Zone 1	29%	37%	50%	40%	18%	33%	31%	31%	27%	32%	22%	26%	31%
300 W 12TH	Zone 1	12%	20%	21%	23%	5%	14%	10%	11%	15%	14%	7%	9%	13%
400 N College	Zone 1	38%	40%	33%	40%	14%	32%	36%	42%	39%	45%	33%	34%	35%
400 N Morton ST	Zone 1	46%	49%	52%	52%	25%	52%	57%	66%	56%	61%	46%	47%	50%
400 N Walnut	Zone 1	22%	25%	16%	17%	8%	13%	15%	18%	37%	34%	19%	13%	20%
400 W 11TH	Zone 1	18%	39%	44%	26%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	32%
400 W 8TH	Zone 1	2%	5%	5%	12%	5%	8%	9%	4%	7%	7%	4%	3%	5%
500 N College	Zone 1	18%	24%	16%	20%	5%	15%	18%	39%	27%	29%	18%	17%	20%
500 N Morton ST	Zone 1	20%	22%	29%	34%	22%	37%	48%	57%	34%	31%	21%	16%	31%
500 N Morton St - Permit	Zone 1	13%	19%	13%	21%	7%	15%	20%	21%	15%	17%	10%	5%	18%
500 N Walnut	Zone 1	13%	16%	12%	11%	6%	25%	21%	21%	28%	29%	21%	19%	15%
600 N College	Zone 1	15%	18%	16%	16%	7%	15%	14%	24%	22%	25%	15%	17%	17%
600 N Morton ST	Zone 1	12%	16%	13%	18%	6%	16%	15%	35%	23%	19%	11%	10%	16%
600 N Walnut	Zone 1	10%	7%	8%	9%	4%	9%	9%	11%	15%	17%	13%	10%	10%
700 N ASHLINN PARK	Zone 1	19%	34%	51%	42%	13%	25%	19%	24%	21%	19%	12%	15%	24%
700 N MORTON	Zone 1	14%	21%	18%	22%	5%	12%	12%	17%	19%	17%	7%	9%	14%
800 N MORTON	Zone 1	11%	11%	11%	0%	0%	1%	0%	0%	0%	0%	0%	0%	9%
100 N Madison	Zone 2	10%	14%	9%	12%	4%	10%	12%	12%	14%	13%	10%	10%	10%
100 N Morton ST	Zone 2	50%	55%	52%	50%	25%	54%	59%	56%	55%	58%	42%	49%	50%
100 S Madison	Zone 2	11%	15%	16%	16%	6%	16%	18%	14%	14%	15%	8%	12%	13%
200 N Madison	Zone 2	15%	16%	12%	11%	8%	19%	15%	19%	21%	23%	20%	21%	16%
200 N Morton ST	Zone 2	45%	56%	49%	49%	25%	58%	56%	60%	56%	61%	44%	48%	50%
200 S Madison	Zone 2	5%	8%	13%	13%	4%	12%	16%	11%	9%	13%	13%	12%	11%
200 W 4TH	Zone 2	42%	49%	45%	37%	20%	44%	49%	42%	40%	44%	31%	41%	40%
200 W 6TH	Zone 2	58%	68%	61%	54%	29%	60%	60%	66%	66%	65%	50%	66%	58%
200 W 7TH	Zone 2	58%	68%	61%	58%	28%	69%	59%	58%	62%	66%	52%	51%	57%
200 W Kirkwood	Zone 2	61%	64%	57%	49%	26%	60%	61%	68%	57%	66%	47%	61%	56%
300 W 4TH	Zone 2	27%	41%	44%	37%	18%	47%	45%	33%	30%	41%	27%	39%	35%
300 W 6TH	Zone 2	23%	28%	23%	26%	12%	28%	32%	33%	34%	33%	24%	24%	26%
300 W 7TH	Zone 2	32%	40%	37%	39%	17%	44%	44%	45%	40%	47%	36%	35%	37%
300 W Kirkwood	Zone 2	37%	41%	43%	36%	18%	41%	42%	43%	40%	41%	31%	44%	38%
400 W 4TH	Zone 2	13%	18%	18%	17%	7%	18%	18%	15%	16%	18%	12%	11%	15%
400 W 6TH	Zone 2	10%	13%	8%	9%	6%	16%	16%	14%	15%	15%	13%	11%	12%
400 W 7TH	Zone 2	9%	13%	10%	16%	7%	15%	15%	14%	15%	29%	18%	7%	14%
400 W Kirkwood	Zone 2	0%	8%	9%	8%	3%	8%	1%	2%	12%	12%	9%	9%	7%
100 E 4TH	Zone 3	29%	31%	30%	33%	14%	28%	30%	34%	44%	42%	30%	48%	32%
100 E 6TH	Zone 3	47%	55%	49%	45%	20%	47%	47%	57%	50%	59%	42%	58%	47%
100 E 7TH	Zone 3	33%	39%	33%	29%	17%	41%	35%	49%	49%	49%	36%	40%	37%
100 E Kirkwood	Zone 3	72%	82%	75%	67%	35%	81%	76%	79%	72%	84%	63%	83%	71%
100 N College	Zone 3	72%	83%	83%	70%	35%	78%	76%	82%	79%	85%	65%	84%	73%
100 N Walnut	Zone 3	70%	82%	83%	73%	38%	85%	84%	89%	83%	86%	72%	88%	77%
100 S College	Zone 3	49%	62%	56%	50%	26%	56%	58%	63%	64%	62%	44%	62%	53%
100 S Walnut	Zone 3	63%	78%	69%	64%	33%	73%	74%	72%	73%	78%	62%	82%	67%
100 W 4TH	Zone 3	35%	60%	44%	42%	16%	42%	42%	43%	44%	52%	30%	47%	41%
100 W 6TH	Zone 3	73%	77%	73%	73%	36%	70%	77%	83%	65%	80%	63%	78%	70%
100 W 7TH	Zone 3	54%	58%	58%	52%	23%	54%	51%	56%	56%	58%	46%	55%	51%
100 W Kirkwood	Zone 3	65%	74%	72%	64%	33%	68%	72%	75%	64%	76%	57%	78%	65%
200 N College	Zone 3	43%	56%	54%	45%	23%	54%	52%	60%	56%	53%	42%	50%	49%
200 N Walnut	Zone 3	55%	59%	67%	50%	26%	58%	58%	61%	55%	58%	42%	57%	53%
200 S College	Zone 3	15%	22%	21%	23%	7%	19%	17%	18%	30%	24%	15%	20%	19%
200 S Walnut	Zone 3	11%	26%	19%	27%	8%	23%	19%	21%	38%	31%	19%	24%	22%
300 S College	Zone 3	2%	2%	2%	4%	2%	3%	2%	2%	9%	3%	3%	1%	3%
300 S Walnut	Zone 3	14%	17%	14%	21%	11%	16%	20%	18%	27%	20%	13%	12%	17%
400 S College	Zone 3	11%	17%	21%	13%	7%	13%	15%	12%	15%	20%	11%	12%	14%
400 S Walnut	Zone 3	16%	24%	22%	23%	15%	26%	29%	28%	38%	30%	20%	26%	24%
100 N Lincoln	Zone 4	46%	69%	59%	58%	21%	49%	45%	56%	64%	64%	49%	57%	52%
100 N Washington	Zone 4	37%	49%	39%	42%	14%	35%	42%	61%	55%	55%	39%	43%	42%
100 S Lincoln	Zone 4	25%	44%	35%	41%	13%	33%	28%	43%	58%	60%	44%	45%	39%
100 S Washington	Zone 4	40%	50%	46%	43%	20%	44%	44%	46%	43%	53%	40%	56%	43%
200 E 4TH	Zone 4	17%	32%	25%	27%	8%	13%	12%	23%	33%	34%	23%	27%	22%
200 E 6TH	Zone 4	9%	9%	9%	11%	5%	8%	7%	14%	13%	13%	9%	13%	10%
200 E 7TH	Zone 4	4%	7%	5%	5%	2%	6%	3%	16%	12%	12%	6%	7%	7%
200 E Kirkwood	Zone 4	48%	63%	59%	57%	22%	52%	48%	58%	63%	70%	48%	65%	53%
200 N Lincoln	Zone 4	16%	25%	21%	23%	6%	11%	11%	15%	14%	12%	8%	8%	14%
200 N Washington	Zone 4	6%	6%	6%	5%	5%	9%	8%	14%	10%	10%	6%	9%	8%
200 S Lincoln	Zone 4	35%	46%	40%	40%	11%	24%	28%	36%	45%	38%	29%	31%	33%
200 S Washington	Zone 4	13%	26%	12%	21%	4%	7%	9%	13%	25%	21%	11%	24%	15%
300 E 4TH	Zone 4	56%	76%	64%	63%	24%	56%	57%	69%	68%	80%	61%	62%	61%
300 E 6TH	Zone 4	38%	49%	47%	43%	24%	46%	44%	47%	50%	48%	38%	43%	43%
300 E 7TH	Zone 4	7%	10%	10%	15%	4%	6%	9%	12%	14%	18%	9%	6%	10%
300 E Kirkwood	Zone 4	65%	91%	84%	74%	37%	82%	76%	90%	90%	91%	71%	83%	77%
100 N Dunn	Zone 5	83%	100%	89%	77%	39%	89%	84%	99%	98%	106%	76%	88%	85%
100 N Grant	Zone 5	72%	87%	78%	70%	37%	81%	78%	89%	91%	90%	71%	83%	76%
100 S Dunn	Zone 5	65%	84%	75%	69%	30%	74%	68%	81%	81%	84%	64%	69%	69%
100 S Grant	Zone 5	73%	75%	82%	75%	34%	75%	71%	87%	80%	89%	70%	80%	73%
100 S Indiana	Zone 5	74%	88%	85%	72%	37%	84%	89%	89%	89%	93%	69%	78%	78%
200 N Dunn	Zone 5	63%	83%	71%	72%	29%	56%	57%	73%	75%	72%	51%	53%	62%
200 N Grant	Zone 5	17%	23%	22%	19%	12%	20%	24%	27%	26%	32%	18%	20%	22%
200 S Dunn	Zone 5	52%	73%	60%	64%	20%	35%	37%	58%	57%	68%	48%	43%	51%

200 S Grant	Zone 5	40%	45%	43%	41%	22%	47%	46%	59%	53%	60%	45%	51%	45%
200 S Indiana	Zone 5	74%	90%	81%	77%	38%	76%	76%	76%	87%	82%	67%	72%	74%
400 E 4TH	Zone 5	62%	83%	72%	70%	27%	65%	64%	77%	76%	82%	62%	71%	67%
400 E 6TH	Zone 5	29%	40%	44%	36%	25%	59%	52%	55%	38%	38%	28%	37%	40%
400 E 7TH	Zone 5	19%	26%	22%	25%	12%	23%	23%	25%	32%	31%	23%	23%	23%
400 E Kirkwood	Zone 5	77%	88%	90%	75%	43%	91%	84%	93%	90%	91%	71%	88%	81%
500 E 4TH	Zone 5	75%	95%	82%	79%	36%	86%	84%	88%	91%	92%	68%	81%	79%
500 E 6TH	Zone 5	61%	83%	64%	68%	27%	53%	56%	68%	85%	93%	64%	64%	65%
500 E Kirkwood	Zone 5	72%	86%	77%	69%	35%	77%	74%	87%	85%	84%	70%	80%	74%

**Systemwide
BFO** 38%

500 E 6TH	Zone 5	2,120.00	2,812.00	2,359.00	2,511.00	891.00	2,075.00	2,223.00	2,768.00	3,035.00	3,224.00	2,171.00	1,898.00		251.00	20.92
500 E Kirkwood	Zone 5	2,514.00	2,767.00	2,629.00	2,098.00	1,287.00	2,769.00	2,592.00	3,070.00	2,585.00	2,510.00	2,098.00	2,150.00		168.00	14.00

300 E Kirkwood	Zone 4	\$ 2,537.25	\$ 3,264.10	\$ 3,369.00	\$ 2,790.10	\$ 1,624.90	\$ 3,557.35	\$ 3,335.75	\$ 3,992.95	\$ 3,848.75	\$ 3,865.55	\$ 3,110.60	\$ 2,942.85	38,239.15	184.00	15.33	\$ 3,195.14	\$ 1,918.19	\$ 9,093.07	\$ 6,909.97	\$ 593.67	\$ 18,514.91	\$ 19,724.24	9.47%	
100 N Dunn	Zone 5	\$ 2,023.55	\$ 2,260.95	\$ 2,264.65	\$ 1,849.10	\$ 994.90	\$ 2,126.90	\$ 2,006.50	\$ 2,365.30	\$ 2,285.20	\$ 2,441.30	\$ 1,818.20	\$ 1,728.50	24,165.05	108.00	9.00	\$ 2,013.75	\$ 1,125.89	\$ 5,337.24	\$ 4,055.85	\$ 348.46	\$ 10,867.44	\$ 13,297.61	6.39%	
100 N Grant	Zone 5	\$ 1,781.15	\$ 2,028.60	\$ 2,014.95	\$ 1,741.20	\$ 917.95	\$ 1,991.15	\$ 1,880.75	\$ 2,273.25	\$ 2,236.65	\$ 2,183.45	\$ 1,739.85	\$ 1,623.70	22,412.65	108.00	9.00	\$ 1,867.72	\$ 1,125.89	\$ 5,337.24	\$ 4,055.85	\$ 348.46	\$ 10,867.44	\$ 11,545.21	5.55%	
100 S Dunn	Zone 5	\$ 1,696.90	\$ 2,279.40	\$ 2,153.15	\$ 1,922.05	\$ 886.95	\$ 2,053.50	\$ 1,979.60	\$ 2,392.65	\$ 2,170.95	\$ 2,295.60	\$ 1,793.60	\$ 1,555.30	23,179.65	119.00	9.92	\$ 1,933.61	\$ 1,240.57	\$ 5,880.85	\$ 4,468.95	\$ 383.95	\$ 11,974.31	\$ 11,205.34	5.38%	
100 S Grant	Zone 5	\$ 1,859.75	\$ 1,861.90	\$ 2,173.60	\$ 1,877.75	\$ 868.20	\$ 1,905.35	\$ 1,793.85	\$ 2,253.25	\$ 1,987.50	\$ 2,206.85	\$ 1,730.05	\$ 1,622.40	22,140.45	108.00	9.00	\$ 1,845.04	\$ 1,125.89	\$ 5,337.24	\$ 4,055.85	\$ 348.46	\$ 10,867.44	\$ 11,273.01	5.41%	
100 S Indiana	Zone 5	\$ 1,980.75	\$ 2,314.20	\$ 2,349.35	\$ 1,993.10	\$ 1,014.05	\$ 2,278.70	\$ 2,345.40	\$ 2,388.30	\$ 2,347.30	\$ 2,458.35	\$ 1,867.45	\$ 1,729.45	25,066.40	120.00	10.00	\$ 2,088.87	\$ 1,250.99	\$ 5,930.27	\$ 4,506.50	\$ 387.18	\$ 12,074.94	\$ 12,991.46	6.24%	
200 N Dunn	Zone 5	\$ 1,563.55	\$ 1,965.40	\$ 1,823.50	\$ 1,733.65	\$ 755.55	\$ 1,423.75	\$ 1,422.05	\$ 1,837.30	\$ 1,842.60	\$ 1,744.20	\$ 1,234.40	\$ 1,051.60	18,397.55	108.00	9.00	\$ 1,533.13	\$ 1,125.89	\$ 5,337.24	\$ 4,055.85	\$ 348.46	\$ 10,867.44	\$ 7,530.11	3.62%	
200 N Grant	Zone 5	\$ 351.80	\$ 439.45	\$ 477.70	\$ 402.30	\$ 244.40	\$ 422.00	\$ 500.55	\$ 565.55	\$ 516.20	\$ 615.50	\$ 362.20	\$ 340.05	5,237.70	84.00	7.00	\$ 436.48	\$ 875.70	\$ 4,151.19	\$ 3,154.55	\$ 271.02	\$ 8,452.46	\$ (3,214.76)		
200 S Dunn	Zone 5	\$ 917.50	\$ 1,193.25	\$ 1,052.50	\$ 1,110.60	\$ 360.70	\$ 622.90	\$ 612.75	\$ 1,013.15	\$ 967.05	\$ 1,161.15	\$ 862.55	\$ 620.35	10,494.45	72.00	6.00	\$ 874.54	\$ 750.60	\$ 3,558.16	\$ 2,703.90	\$ 232.31	\$ 7,244.96	\$ 3,249.49	1.56%	
200 S Grant	Zone 5	\$ 690.30	\$ 741.90	\$ 787.10	\$ 701.00	\$ 393.00	\$ 833.80	\$ 797.80	\$ 1,026.05	\$ 936.05	\$ 1,016.70	\$ 796.40	\$ 698.45	9,418.55	72.00	6.00	\$ 784.88	\$ 750.60	\$ 3,558.16	\$ 2,703.90	\$ 232.31	\$ 7,244.96	\$ 2,173.59	1.04%	
200 S Indiana	Zone 5	\$ 1,826.30	\$ 2,110.70	\$ 2,058.70	\$ 1,879.40	\$ 885.30	\$ 1,840.00	\$ 1,851.05	\$ 1,907.30	\$ 2,071.25	\$ 1,972.05	\$ 1,635.15	\$ 1,414.15	21,451.35	108.00	9.00	\$ 1,787.61	\$ 1,125.89	\$ 5,337.24	\$ 4,055.85	\$ 348.46	\$ 10,867.44	\$ 10,583.91	5.08%	
400 E 4TH	Zone 5	\$ 4,858.30	\$ 6,206.10	\$ 5,888.35	\$ 5,317.65	\$ 2,124.80	\$ 5,116.30	\$ 4,887.20	\$ 6,006.05	\$ 5,852.90	\$ 6,306.75	\$ 4,803.20	\$ 4,431.10	61,798.70	324.00	27.00	\$ 5,149.89	\$ 3,377.68	\$ 16,011.72	\$ 12,167.56	\$ 1,045.38	\$ 32,602.33	\$ 29,196.37	14.02%	
400 E 6TH	Zone 5	\$ 1,631.10	\$ 2,121.65	\$ 2,583.75	\$ 1,994.55	\$ 1,357.75	\$ 3,137.75	\$ 2,820.35	\$ 3,077.25	\$ 2,108.70	\$ 2,112.55	\$ 1,574.10	\$ 1,678.20	26,197.70	240.00	20.00	\$ 2,183.14	\$ 2,501.99	\$ 11,860.53	\$ 9,013.00	\$ 774.35	\$ 24,149.88	\$ 2,047.82	0.98%	
400 E 7TH	Zone 5	\$ 1,545.90	\$ 1,813.80	\$ 1,549.70	\$ 1,686.05	\$ 790.90	\$ 1,585.60	\$ 1,597.80	\$ 1,745.75	\$ 2,183.70	\$ 2,098.35	\$ 1,499.40	\$ 1,199.20	19,296.15	293.00	24.42	\$ 1,607.87	\$ 3,054.51	\$ 14,479.73	\$ 11,003.38	\$ 945.36	\$ 29,482.98	\$ (10,186.83)		
400 E Kirkwood	Zone 5	\$ 4,956.05	\$ 5,298.25	\$ 5,831.15	\$ 4,635.70	\$ 2,611.05	\$ 5,656.60	\$ 5,147.55	\$ 5,942.50	\$ 5,495.15	\$ 5,384.25	\$ 4,236.55	\$ 4,361.65	59,556.45	276.00	23.00	\$ 4,963.04	\$ 2,877.29	\$ 13,639.61	\$ 10,364.95	\$ 890.51	\$ 27,772.36	\$ 31,784.09	15.27%	
500 E 4TH	Zone 5	\$ 4,071.75	\$ 4,826.10	\$ 4,652.30	\$ 4,209.75	\$ 1,994.55	\$ 4,594.00	\$ 4,524.15	\$ 4,902.35	\$ 4,739.30	\$ 4,988.95	\$ 3,692.35	\$ 3,483.75	50,679.30	240.00	20.00	\$ 4,223.28	\$ 2,501.99	\$ 11,860.53	\$ 9,013.00	\$ 774.35	\$ 24,149.88	\$ 26,529.42	12.74%	
500 E 6TH	Zone 5	\$ 3,346.50	\$ 4,493.30	\$ 3,774.60	\$ 3,873.65	\$ 1,604.60	\$ 3,072.15	\$ 3,172.00	\$ 3,855.45	\$ 4,587.55	\$ 5,117.95	\$ 3,512.40	\$ 2,924.85	43,335.00	251.00	20.92	\$ 3,612.30	\$ 2,616.66	\$ 12,404.14	\$ 9,426.10	\$ 809.84	\$ 25,256.75	\$ 18,078.25	8.68%	
500 E Kirkwood	Zone 5	\$ 2,775.30	\$ 3,168.40	\$ 3,089.80	\$ 2,604.60	\$ 1,407.85	\$ 2,937.30	\$ 2,796.35	\$ 3,360.25	\$ 3,260.65	\$ 3,199.55	\$ 2,600.60	\$ 2,408.90	33,609.55	168.00	14.00	\$ 2,800.80	\$ 1,751.39	\$ 8,302.37	\$ 6,309.10	\$ 542.05	\$ 16,904.91	\$ 16,704.64	8.02%	
														1,824,176.45		1,479.58	#N/A	\$ 185,094.97	\$ 877,432.29	\$ 666,774.55	\$ 57,286.00	\$ 1,786,587.81	\$ 208,193.29		

Appendix 20: Ordinance 11-07

*Passed 7-0
Ruff, Fello absent*

ORDINANCE 11-07

**TO AMEND TITLE 15 OF THE BLOOMINGTON MUNICIPAL CODE
ENTITLED "VEHICLES AND TRAFFIC" -**

Re: Various Changes, Including But Not Limited to, Creating a Schedule for Pedestrian Hybrid Beacon Signals (BMC 15.12.030 – Schedule D[2]), Lowering Speed Limits on Neighborhood Streets from 30 mph to 25 mph (BMC 15.24.020 – Schedule I), and Clarifying the Notice Period Before Cars May be Towed (BMC 15.48.010)

WHEREAS, the Traffic Commission has recommended certain changes be made in Title 15 of Bloomington Municipal Code entitled "Vehicles and Traffic";

NOW, THEREFORE, BE IT HEREBY ORDAINED BY THE COMMON COUNCIL, OF THE CITY OF BLOOMINGTON, MONROE COUNTY, INDIANA, THAT:

SECTION 1. Section 15.12.010 Schedule A shall be amended by adding the following:

STOP INTERSECTIONS

Traffic on	Shall Stop for Traffic on
Adams Hill Circle	Adams Street
Andrew Circle (Northbound)	Andrew Circle (East/West)
Andrew Circle	Arbors Lane
Andrew Circle	Moore's Pike
Coleman Court	Andrew Circle
Driscoll Street	Dunn Street
Dunn Street	Hillside Avenue
Glandore Drive	Marquis Drive
Habitat Street	Hopewell Street
Isabel Court	Adams Hill Circle
Jalen Court	Adams Hill Circle
Lismore Drive	Marquis Drive
Lismore Drive	Seventeenth Street
Marquis Drive	Crescent Road
Maston Court	Adams Hill Circle
Petal Court	Sunflower Drive
Pine Meadows Drive	Twin Oaks Valley
Quarry Court	Countryside Lane
Sunflower Drive	Countryside Lane
Twin Oaks Ridge	Adams Hill Circle
Wilson Street	Dunn Street
Wilson Street	Palmer Avenue

SECTION 2. Section 15.12.020 Schedule C shall be amended by adding the following:

YIELD INTERSECTIONS

Traffic on	Shall Yield to Traffic on
Adams Street	Roundabout
Bricklin Court	Atlee Street
Tapp Road	Roundabout
Wyndam Court	Atlee Street

SECTION 3. Section 15.12.030 Signalized intersections shall be amended by deleting the introductory paragraph and replacing it with the following:

a). The intersections described in Schedule D(1), attached hereto and made a part hereof, are designated signalized intersections. When appropriate traffic control signals are installed at each intersection, the operator of a vehicle entering the intersections shall obey the signal displayed as the driver approaches the intersections except when directed by an officer to do otherwise. The city engineer shall determine which intersections shall operate during certain times with flashing signals, which days and hours such intersections shall flash, and the preferentiality of such intersections (i.e. which streets/direction shall flash red and which yellow). The operator of a vehicle entering an intersection controlled by a flashing signal shall obey the signal displayed as the driver approaches the intersection.

b). The intersections described in Schedule D(2), attached hereto and made a part hereof, are designated pedestrian hybrid beacon signal intersections. When appropriate traffic control signals are installed at such an intersection, the operator of a vehicle entering the intersection shall obey the signal displayed as the driver approaches the intersection except when directed by an officer to do otherwise. The operator of a vehicle entering an intersection and facing a pedestrian hybrid beacon on which no indication is displayed may proceed without stopping. The operator of a vehicle entering an intersection and facing a pedestrian hybrid beacon on which a yellow lens with an arrow illuminated with rapid intermittent flashes is displayed may turn only after yielding to oncoming traffic. The city engineer shall determine which intersections shall operate during certain times with flashing signals, which days and hours such intersections shall flash, and the preferentiality of such intersections (i.e. which streets/direction shall flash red and which yellow).

SECTION 4. Section 15.12.030 Schedule D shall be amended by renaming the existing Schedule D to D(1) and adding a new Schedule D(2) entitled "Pedestrian Hybrid Beacon Signals"

SECTION 5. Section 15.12.030 Schedule D(1) shall be amended to delete the following:

SIGNALIZED INTERSECTIONS

Cross Street	Cross Street	Flasher Hours and Days	Preferentiality
Dum Street	19th Street		

SECTION 6. Section 15.12.030 Schedule D(1) shall be amended to add the following:

SIGNALIZED INTERSECTIONS

Cross Street	Cross Street	Flasher Hours and Days	Preferentiality
Atwater Avenue	Henderson Street		
Third Street	Kimble Drive	22:00 - 6:00 7 days	Third Street
Third Street	Cory Lane	22:00 - 6:00 7 days	Third Street

SECTION 7. Section 15.12.030 Schedule D(2) shall be amended to add the following:

PEDESTRIAN HYBRID BEACON SIGNALS

Cross Street	Cross Street	Flasher Hours and Days	Preferentiality
Country Club Drive	B-Line Trail		

Dum Street Nineteenth Street:

SECTION 8. Section 15.16.010 Schedule E shall be amended by deleting the following:

ONE-WAY STREETS

Street	From	To	Direction of Travel
Smith Avenue	Washington Street	Lincoln Street	East

SECTION 9. Section 15.24.010 State speed laws applicable shall be amended by deleting the word "state" from the title of this section so that the section title now reads Speed Laws Applicable, and the new section title shall be reflected in the Table of Contents for this chapter.

SECTION 10. Section 15.24.010 Speed Laws Applicable shall be amended by deleting the existing section and replacing it with the following:

In accordance with I.C. 9-21-5-6, the speed of vehicles traveling on streets within the City shall not exceed 25 miles per hour except for street segments set forth in Schedule I and Schedule J of this chapter. When appropriate signs are erected these speed limits are the maximum speeds that a vehicle may be driven, and no person may drive a vehicle at a speed greater than that posted.

SECTION 11. Section 15.24.020 Increased or decreased state speed limits shall be amended by deleting the word "state" from the title of this section so that the section title now reads Increased or decreased speed limits, and the new section title shall be reflected in the Table of Contents for this chapter.

SECTION 12. Section 15.24.020 Increased or decreased speed limits shall be amended by deleting the introductory paragraph in its entirety and replacing it with the following:

15.24.020 Increased or decreased speed limits

When appropriate signs are erected that these speed limits are the maximum speeds that a vehicle may be driven, no person shall drive a vehicle at a speed greater than that posted.

SECTION 13. Schedule I shall be amended by deleting the existing schedule and replacing it with the following:

INCREASED OR DECREASED SPEED LIMITS

Street	From	To	Posted Speed
Adams Street	775' South of Millennium Park Drive	Patterson Drive	30 MPH
Adams Street	Patterson Drive	Adams Street	30 MPH
Arlington Road	Monroe Street	West to Corporate Limits	40 MPH
Bloomfield Road	State Road 37	Adams Street	40 MPH
College Avenue	Dodds Street	Second Street	30 MPH
College Avenue	Seventh Street	45/46 Bypass	30 MPH
College Mall Road	SR 46	Moore's Pike	30 MPH
Country Club Drive	Rockport Road	Walnut Street	30 MPH
Curry Pike	Bloomfield Road	North to Corporate Limits	35 MPH
Dum Street	Seventeenth Street	45/46 Bypass	35 MPH
Eleventh Street	Walnut Street	Vernal Pike	30 MPH
Fee Lane	Seventeenth Street	45/46 Bypass	35 MPH
First Street	Rogers Street	Walker Street	20 MPH

Fullerton Pike	SR 37	1,160' East of SR 37	30 MPH
Gordon Pike	Walnut Street	600' West of Walnut Street	30 MPH
Henderson Street	First Street	Atwater Avenue	30 MPH
Henderson Street	South Drive	Heather Drive	30 MPH
High Street	450' North of Wimbledon Lane	Covenanter Drive	30 MPH
Hillside Drive	Woodlawn Avenue	High Street	30 MPH
Indiana Avenue	Atwater Avenue	Seventeenth Street	30 MPH
Jordan Avenue	Atwater Avenue	Seventeenth Street	30 MPH
Kinser Pike	Seventeenth Street	SR 37	30 MPH
Kirkwood Avenue	Adams Street	Walnut Street	30 MPH
Leonard Springs Road	Fullerton Pike	SR 45	30 MPH
Madison Street	Eleventh Street	Seventeenth Street	30 MPH
Moore's Pike	High Street	SR 446	30 MPH
Morningside Drive	Third Street	Concord Drive	20 MPH
Patterson Drive	Allen Street	Second Street	40 MPH
Patterson Drive	Allen Street	Walnut Street	30 MPH
Patterson Drive	Third Street	Second Street	30 MPH
Rhorer Road	Walnut Street	550' East of Walnut Street	30 MPH
Rockport Road	Rogers Street	300' South of Tapp Road	30 MPH
Rogers Road	High Street	1,100' East of Forrester Street	30 MPH
Rogers Street	Country Club Drive	Eleventh Street	30 MPH
Sare Road	Moore's Pike	Rhorer Road	30 MPH
Second Street	Patterson Drive	Walnut Street	30 MPH
Seventeenth Street	Monroe Street	Jackson Street	35 MPH
Seventeenth Street	Jackson Street	45/46 Bypass	30 MPH
Seventeenth Street	300' West of Lindbergh Drive	300' East of Lindbergh Drive	20 MPH
Seventeenth Street	300' West of Lindbergh Drive	Crescent Road	30 MPH
Seventeenth Street	300' East of Lindbergh Drive	Monroe Street	30 MPH
Smith Road	SR 45	Moore's Pike	30 MPH
Tapp Road	SR 37	800' West of Adams Street	30 MPH
Tapp Road	800' East of Adams Street	Rockport Road	30 MPH
Tenth Street	Morton Street	45/46 Bypass	30 MPH
Third Street	Dunn Street	Rogers Street	30 MPH
Third Street	Franklin Road/Wynnedale Drive	Patterson Drive	30 MPH
Third Street	High Street	College Mall Road	30 MPH
Union Street	Third Street	Law Lane	30 MPH
Vernal Pike	Adams Street	SR 37	30 MPH

Vernal Pike	Adams Street	SR 37	30 MPH
Walnut Street	45-46 Bypass	Blue Ridge Drive	40 MPH
Walnut Street	Blue Ridge Drive	North to Corporate Limits	45 MPH
Walnut Street	Pinewood Drive	Second Street	30 MPH
Walnut Street	Pinewood Drive	Rhorer Road/Gordon Pike	40 MPH
Walnut Street	Seventh Street	45-46 Bypass	30 MPH
Weimer Road	Tapp Road	353' South of Sudbury Drive	30 MPH
Winslow Road	Walnut Street	High Street	30 MPH

SECTION 14. Section 15.32.080 Schedule M shall be amended to add the following:

NO PARKING ZONES

Street	From	To	Side of Street	Time of Restriction
Cory Lane	Third Street	660' South of Third Street	East/West	Any Time
Dunn Street	Grimes Lane	Hillside Drive	West	Any Time
Glandore Drive	Marquis Drive	End of Street	West	Any Time
Lismore Drive	Seventeenth Street	Marquis Drive	West	Any Time
Marquis Drive	Crescent Road	End of Street	South	Any Time
Petal Court	Sunflower Drive	End of Cul-de-Sac	North/South	Any Time
Seventh Street	Oak Street	103' East of Oak Street	North	Any Time
Seventh Street	187' East of Oak Street	Elm Street	North	Any Time
Seventh Street	114' East of Elm Street	307' East of Elm Street	North	Any Time
Seventh Street	Waldron Street	112' East of Waldron Street	North	Any Time
Seventh Street	173' East of Waldron Street	324' East of Waldron Street	North	Any Time
Seventh Street	90' East of Oak Street	243' East of Oak Street	South	Any Time
Seventh Street	Elm Street	125' East of Elm Street	South	Any Time
Seventh Street	292' East of Elm Street	Waldron Street	South	Any Time
Seventh Street	74' East of Waldron Street	200' East of Waldron Street	South	Any Time
Seventh Street	254' East of Waldron Street	Maple Street	South	Any Time
Sunflower Drive	Countryside Lane	End of Cul-de-Sac	West	Any Time

SECTION 15. Section 15.32.090 Schedule N shall be amended to delete the following:

LIMITED PARKING ZONES

Street	From	To	Side of Street	Time of Restrict.
Kirkwood Avenue	1 st & 2 nd Spaces East of the Alley between Lincoln Street and Grant Street		South	15 Min.(3)

Kirkwood Avenue	113' E. of Lincoln Street	69' E. of Lincoln Street	North	30 Min.
Kirkwood Avenue	139' W. of Grant Street	Grant Street	North	1 Hr.
Kirkwood Avenue	143' W. of Indiana Avenue	Dunn Street	South	1 Hr. (3)
Vorton Street	Seventh Street	Sixth Street	West	2 Hr. (8)
Rogers Street	200' N. of Patterson Drive	50' N. of Dixie Street	East	2 Hr. (4)
Rogers Street	Eighth Street	Tenth	East	2 Hr. (8)
Rogers Street	Seventh Street	Eighth	East	2 Hr. (8)
Rogers Street	Sixth Street	Seventh Street	East	2 Hr. (8)
Rogers Street	Tenth Street	Eleventh Street	East	2 Hr. (8)

SECTION 16. Section 15.32.090 Schedule N shall be amended to add the following:

LIMITED PARKING ZONES

Street	From	To	Side of Street	Time of Restrict.
Kirkwood Avenue	1 st & 2 nd Spaces East of the Alley between Lincoln Street and Grant Street		South	2 Hr. (3)
Kirkwood Avenue	113' E. of Lincoln Street	69' E. of Lincoln Street	North	30 Min. (3)
Kirkwood Avenue	139' W. of Grant Street	Grant Street	North	1 Hr. (3)
Kirkwood Avenue	143' W. of Indiana Avenue	Dunn Street	South	2 Hr. (3)
Rogers Street	Eighth Street	Tenth	West	2 Hr. (8)
Rogers Street	Seventh Street	Eighth	West	2 Hr. (8)
Rogers Street	Sixth Street	Seventh Street	West	2 Hr. (8)
Rogers Street	Tenth Street	Eleventh Street	West	2 Hr. (8)
Union Street	Seventh Street	Tenth Street	West	2 Hr. (3)

SECTION 17. Section 15.32.110 Schedule P shall be amended to delete the following:

BUS ZONES

Street	From	To	Side of Street	Time of Restriction
Blair Avenue	1 space 70 E. of 14 th Street	The 1 st alley north of Fourth Street	South	All Time

SECTION 18. Section 15.32.110 Schedule P shall be amended to add the following:

BUS ZONES

Street	From	To	Side of Street	Time of Restriction
Third Street	Wynnedale Drive	85' East of Wynnedale Drive	South	All Time
Third Street	Johnson Avenue	85' East of Johnson Avenue	South	All Time
Third Street	Cory Lane	85' East of Cory Lane	South	All Time

Third Street Landmark Avenue 85' East of South All Time
Landmark Avenue

SECTION 19. ~~Section 15.32.120 Schedule R shall be amended to delete the following:~~

OFFICIAL VEHICLE ZONES

Street	From	To	Side of Street
Morton Street	Fifth Space south of the entrance to Lot 11 (south side of City Hall, 401 N. Morton Street)		West

SECTION 20. ~~Section 15.37.050 Fees shall be amended by deleting this section as it appears and replacing it with the following:~~

15.37.050 Fees. All parking permits and visitor permits issued under this chapter, except those issued under 15.37.190 and 15.37.210, shall cost twenty-five dollars per permit.

SECTION 21. ~~Section 15.37.200 Zone 7 fraternities and sororities shall be amended by deleting the last sentence so that the section now reads:~~

15.37.200 Zone 7 fraternities and sororities. The board of public works may provide up to one hundred zone 7 parking permits annually to residents of fraternity and sorority houses on 7th Street and Woodlawn Avenue.

SECTION 22. ~~Section 15.37.220 Collins Center residents shall be amended by deleting the last sentence so that the section now reads:~~

15.37.220 Collins Center residents. The board of public works may provide up to one hundred zone 7 parking permits annually to residents of the Collins Center dormitory.

SECTION 23. ~~Section 15.48.010 General provisions subsection (a) (14) shall be amended by deleting this subsection as it appears and replacing it with the following:~~

(14) Any vehicle parked in an unregulated parking location at a time that parking is prohibited by a posted "No Parking" sign. Notice shall be posted at least 72 hours before this parking restriction becomes effective, except when an emergency requires immediate action.

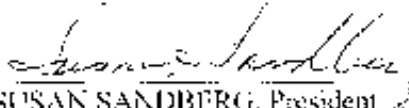
SECTION 24. ~~Section 15.48.010 General provisions subsection (a) shall be amended to add the following subsection~~

(15) Any vehicle parked in a regulated parking space at a time that parking is prohibited by a posted "No Parking" sign. Notice shall be posted at least 24 hours before the parking restriction becomes effective at any regulated parking space in the public right of way, except when an emergency requires immediate action.

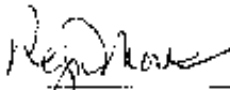
SECTION 25. If any section, sentence or provision of this ordinance, or the application thereof to any person or circumstances shall be declared invalid, such invalidity shall not affect any of the other sections, sentences, provisions, or applications of this ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this ordinance are declared to be severable.

SECTION 26. This ordinance shall be in full force and effect from and after its passage by the Common Council of the City of Bloomington and the approval of the Mayor.

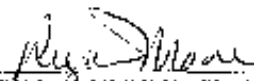
PASSED AND ADOPTED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this 3rd day of August, 2011.


SUSAN SANDBERG, President
Bloomington Common Council


ATTEST:


REGINA MOORE, Clerk
City of Bloomington

PRESENTED by me to the Mayor of the City of Bloomington, Monroe County, Indiana, upon this 4th day of August, 2011.


REGINA MOORE, Clerk
City of Bloomington

SIGNED and APPROVED by me upon this 5th day of August, 2011.


MARK KRIZAN, Mayor
City of Bloomington

SYNOPSIS

This ordinance makes several changes to the Bloomington Municipal Code. This includes stop intersections, yield intersections, signalized intersections, one-way streets, increased or decreased speed limits, no parking zones, limited parking zones, bus zones, official vehicle zones, fees, zone 7 fraternities and sororities parking permits, Collins Center resident parking permits and general provisions.

Note: On August 3, 2011, the Council adopted a Motion to Divide the Question and Am 01. Please see the attached sheet for the Motion to Divide the Question and the record of votes on the divided questions. Am 01, amended Sections 15 and 16 to switch the 2-hour parking on Rogers between 6th and 11th Street from the east to the west side in order to make room for a bike lane. (Am 01 is attached)

Signatures to
Legal Controlled BMC Clerk
PW PLO CA/CA

*** Amendment Form ***

Ordinance #: 11-07
Amendment #: 01
Submitted By: Councilmember Sandberg, At-Large
Date: August 3, 2011

Proposed amendment: Ord 11-07 shall be amended in the following manner:

1. Section 15, regarding the deletion of Limited Parking Zones, shall be amended by removing the following additional lines from Schedule N (Limited Parking Zones):

SCHEDULE N

LIMITED PARKING ZONES

Street	From	To	Side of Street	Limit
Rogers Street	Eighth Street	Tenth	East	2 Hr. (8)
Rogers Street	Seventh Street	Eighth	East	2 Hr. (8)
Rogers Street	Sixth Street	Seventh Street	East	2 Hr. (8)
Rogers Street	Tenth Street	Eleventh Street	East	2 Hr. (8)

2. Section 16, regarding the addition of Limited Parking Zones, shall be amended by adding the following lines to Schedule N (Limited Parking Zones):

SCHEDULE N

LIMITED PARKING ZONES

Street	From	To	Side of Street	Limit
Rogers Street	Eighth Street	Tenth	West	2 Hr. (8)
Rogers Street	Seventh Street	Eighth	West	2 Hr. (8)
Rogers Street	Sixth Street	Seventh Street	West	2 Hr. (8)
Rogers Street	Tenth Street	Eleventh Street	West	2 Hr. (8)

Synopsis:

This amendment will allow a bike lane to be added to east side (up-hill side) of Rogers Street from Kirkwood to 11th St. by shifting 2-hour limited parking from the east side to the west side of Rogers Street, between Sixth and Eleventh Streets. This change was heard and approved by the Traffic Commission.

7/27/11 Committee Action: None
8/3/11 Regular Session Action: 6 - 1 (Volan)
Adopted

(August 3, 2011)

MOTION TO DIVIDE ORD 11-07 INTO A SERIES OF QUESTIONS

I move that the Council approach Ord 11-07 in the following manner. First, the Council will divide consideration of Ord 11-07 into a series of questions as indicated below. Second, the Council will instruct staff to compile the sections which received a majority vote into one ordinance, with sections appropriately numbered, for signatures and codification. Under this procedure, further divisions of the question or amendments may be considered by the Council if submitted in writing.

7/27/11 Committee Recommendation: Do Pass: (Not Divided)
8/3/11 Regular Session Action: Adopt: 5 – 0 – 2 (Mayer and Satterfield)
Note: Absent - Rollo and Ruff

The Portion of Section 14 which Proposes Alternate-Side Parking on West 7th Street

Division of the Question – Item One – the 10 lines in Section 14 that propose alternate parking on West 7th Street between Oak and Maple Street shall be subject to a separate vote.

SECTION 14. Section 15.32.080 Schedule M shall be amended to add the following:

NO PARKING ZONES

Seventh Street	Oak Street	103' East of Oak Street	North	Any Time
Seventh Street	187' East of Oak Street	Elm Street	North	Any Time
Seventh Street	114' East of Elm Street	307' East of Elm Street	North	Any Time
Seventh Street	Waldron Street	112' East of Waldron Street	North	Any Time
Seventh Street	173' East of Waldron Street	324' East of Waldron Street	North	Any Time
Seventh Street	90' East of Oak Street	243' East of Oak Street	South	Any Time
Seventh Street	Elm Street	125' East of Elm Street	South	Any Time
Seventh Street	292' East of Elm Street	Waldron Street	South	Any Time
Seventh Street	74' East of Waldron Street	200' East of Waldron Street	South	Any Time
Seventh Street	354' East of Waldron Street	Maple Street	South	Any Time

7/27/11 Committee Recommendation: Do Pass: (Not Divided)
8/3/11 Regular Session Action: Adopt: 6 – 1 (Wister)

Section 8 which Proposes Converting Smith Avenue between Washington Street and Lincoln Street from a One-Way (Eastward) to a Two-Way Street

Division of the Question – Item Two - Section 8 – shall be subject to a separate vote.

SECTION 8. Section 15.16.010 Schedule F shall be amended by deleting the following:

ONE-WAY STREETS

Street	From	To	Direction of Travel
Smith Avenue	Washington Street	Lincoln Street	East

<i>7/27/11 Committee Recommendation:</i>	<i>Do Pass:</i>	<i>(Not Divided)</i>
<i>8/3/11 Regular Session Action:</i>	<i>Adopt:</i>	<i>7 - 0</i>

All of the Remaining Sections of the Ordinance

Division of the Question – Item three – All the Remaining Sections of the ordinance shall be voted upon together. Those sections include:

Amendment 01:

<i>7/27/11 Committee Recommendation:</i>	<i>Do Pass:</i>	<i>(Not Considered)</i>
<i>8/3/11 Regular Session Action:</i>	<i>Adopt:</i>	<i>6 - 1 (Volan)</i>

Sections 1 – 7

Sections 9 – 13

Sections 14 (portions not voted upon under Item One)

Section 15-26

<i>7/27/11 Committee Recommendation:</i>	<i>Do Pass:</i>	<i>(Not Divided)</i>
<i>8/3/11 Regular Session Action:</i>	<i>Adopt:</i>	<i>7 - 0</i>

Instruction for Staff to Compile Sections Receiving Majority Vote into One Ordinance

Council Attorney/Administrator is directed to compile and, if necessary, renumber the sections passed by the Council into a final ordinance which will then be ready for signatures, publication and codification.

Appendix 21: Ordinance 92-06

ORDINANCE 92-06

TO AMEND TITLE 15 OF THE BLOOMINGTON MUNICIPAL CODE ENTITLED
"VEHICLES AND TRAFFIC" (Neighborhood Parking Plan)

- WHEREAS, several City streets in neighborhoods adjacent to the Indiana University campus experience severe hardship from non-residents who park there during weekdays; and
- WHEREAS, excessive commuter parking creates a traffic safety hazard to pedestrians, bicyclists and other motorists in these neighborhoods; and
- WHEREAS, the City desires to protect these streets from excessive noise, traffic, trash and air pollution caused by commuter traffic; and
- WHEREAS, restrictions on parking are called for in the Bloomington Growth Policies Plan to preserve neighborhood quality of life and the residential character of neighborhoods; and
- WHEREAS, restrictions on parking in these areas would displace hundreds of commuters whose parking and transportation needs must be addressed; and
- WHEREAS, those parking and transportation needs were addressed in the recent "Report and Recommendations" of Indiana University Parking and Transportation Task Force; and
- WHEREAS, among many recommendations, that Report proposes commuter parking at the Stadium with a shuttle bus running into campus; and
- WHEREAS, the ultimate success of a neighborhood parking program requires that the University take positive steps in cooperation with the City; and
- WHEREAS, a one year test program extending over a limited area would give the University an opportunity to make meaningful progress on these problems; and
- WHEREAS, such a test program would also give the City an opportunity to perform a quarterly review of that progress and of the program in general; and
- WHEREAS, depending upon the success of the test program, the City will either discontinue or expand it to other neighborhoods surrounding campus; and
- WHEREAS, the Council also directs the Traffic Commission to investigate the feasibility of designing and implementing a pattern of one way streets and one-side-of-the-street parking in an area bounded by Third, Mitchell, First and Henderson, and to report their findings to the Council by December, 1992.

NOW, THEREFORE, BE IT HEREBY ORDAINED BY THE COMMON COUNCIL OF THE CITY OF BLOOMINGTON, MONROE COUNTY, INDIANA, THAT:

SECTION I. Chapter 15.37 shall be created to read as follows:

Chapter 15.37

Residential Neighborhood Permit Parking

<u>Sections:</u>	15.37.010	Definitions
	15.37.020	Applicability
	15.37.030	Hours in Effect
	15.37.040	Eligibility
	15.37.050	Fees

15.37.060	Expiration of permits
15.37.070	Information required on Application
15.37.080	Decal required
15.37.090	Parking space not guaranteed
15.37.100	Replacement of permit
15.37.110	Change of Residency
15.37.120	Precedence of Abandoned Vehicle Regulations
15.37.130	Precedence of No Parking Zones
15.37.140	Special Exceptions
15.37.150	Violations
15.37.160	Disposition of revenue

15.37.010 Definitions

"Household" means a single individual living upon the premises as a single housekeeping unit or a collective body of persons living upon the premises as a single housekeeping unit.

"Multiple household dwelling" means a building designed for and legally allowed the occupancy of more than five adults unrelated by blood or marriage.

"Single household detached dwelling" means a building designed for the occupancy of no more than five adults unrelated by blood or marriage.

"Residential Neighborhood Permit Parking Zone" is the list of streets and sections of streets designated in this chapter for restricted parking by residential neighborhood permit only at those designated times.

"Visitor permit" is a permit to park in the Residential Neighborhood Permit Parking Zone on a temporary basis.

15.37.020 Applicability The following Zones are designated as Residential Neighborhood Permit Parking Zones:

Elm Heights Residential Neighborhood Permit Parking Zone shall apply to the following streets:

<u>Street</u>	<u>From</u>	<u>To</u>	<u>Side of Street</u>
S. Henderson Street	Atwater	Maxwell	East/West
Fess Street	Atwater	Maxwell	East/West
Stull Avenue	First	Maxwell	East/West
Park Avenue	Atwater	Maxwell	East/West
Woodlawn Avenue	Atwater	Maxwell	East/West
Faculty Avenue	Atwater	Hunter	East/West
Hawthorne Lane	Atwater	Maxwell	East/West
Ballantine Road	Atwater	First	East/West
Highland	Atwater	Maxwell	East/West
Jordan Avenue	Atwater	Maxwell	East/West
Atwater Avenue	S. Henderson	Jordan	North/So.
Hunter Avenue	S. Henderson	Highland	North/So.
Second Street	S. Henderson	Jordan	North/So.
University Avenue	S. Henderson	Jordan	North/So.
First Street	S. Henderson	Jordan	North/So.
Wylie Street	Woodlawn	Highland	North/So.
Maxwell Lane	S. Henderson	Jordan	North/So.

This Zone shall go into effect on August 15, 1992.

15.37.030 Hours in Effect These Zones shall be in effect from 8 am to 5 pm, Monday through Friday.

15.37.040 Eligibility Each single household detached dwelling and multiple household dwelling is entitled to obtain one Parking Permit per motor vehicle. Each single household detached dwelling and multiple household dwelling is entitled to

purchase one Visitor Permit for each household. Appeals for additional Parking and/or Visitor Permits shall be made in writing, with all relevant documentation attached, to the Parking Enforcement Office Manager, or his or her designee.

15.37.050 Fees Parking Permits and Visitor Permits shall cost \$10 per permit.

15.37.060 Expiration of Permits Permits will expire on August 15 of each year. The date of expiration will be clearly marked on all permits.

15.37.070 Information required on Application Permits will be issued only to residents of an address within the Neighborhood Permit Parking Zone. Proof of residency must be submitted upon making an application for a Parking or Visitor Permit. In addition, proof of ownership or principal use of the motor vehicle must be submitted upon making application for a Parking Permit. Final determination of eligibility will be made by the Parking Enforcement Office Manager or designee. Each application for a Parking Permit shall also contain the following information: applicant name and address; make, model and license tag number of motor vehicle(s) for which a application is made, and any other information deemed relevant by the Department of Public Works.

15.37.080 Decal required Regular Permits shall be visibly displayed and permanently affixed to the vehicle in the lower left corner of the rear window or other location as determined by the Parking Enforcement Office Manager. Visitor Permits shall be visibly displayed by hanging the permit from the rear-view mirror in the front windshield.

15.37.090 Parking Space not guaranteed A Residential Neighborhood Permit Parking decal shall not guarantee or reserve the holder an on-street parking space.

15.37.100 Replacement of Permit If the make, model or license tag number of a permitted vehicle changes during the year, the applicant may bring in the new information to the Parking Enforcement Office to obtain a replacement sticker. The fee for a replacement sticker will be \$5.00.

15.37.110 Change of Residency If residents of a property change during the calendar year, the new resident may complete a Change of Residency form and request application for Permit.

15.37.120 Precedence of Abandoned Vehicle Regulations No part of this chapter shall conflict with existing regulations for abandoned vehicles, as specified in Section 15.04.020 and Chapter 15.52 of the Bloomington Municipal Code.

15.37.130 Precedence of No Parking Zones The Residential Neighborhood Permit Parking Zones do not take precedence over temporary or permanent No Parking zones posted by the Street Department, Engineering Department or Police Department for tree removal, snow removal, street sweeping, or other actions deemed necessary by the City of Bloomington.

15.37.140 Special Exceptions Any person or persons requesting special exception from the Residential Neighborhood Permit Parking regulations for a one-day period only may make such a request to the Parking Enforcement Office Manager and may be granted a temporary one-day permit. There will be no fee for this permit.

15.37.150 Violations Violations of this chapter shall generally constitute a Class G Traffic Violation and are subject to fines as listed in Section 15.64.010(h). However, it shall be a Class F violation, as listed in Section 15.64.010(g), for a person holding a valid Residential Neighborhood Parking Permit to use or display the permit on an ineligible motor vehicle.

15.37.160 Disposition of Revenue All funds derived from the issuance of permits and from fines shall be used to pay the costs of operating this program. Funds received in excess of the annual cost of operating the program shall go into an Alternative Transportation Fund. The Alternative Transportation Fund shall be for the purpose of reducing our community's dependence upon the automobile. Expenditures from the fund shall be approved by the Council.

SECTION II. Chapter 15.36 Residential Parking Permits shall be amended so that the new chapter title is "Resident-Only Parking Permits."

SECTION III. Chapter 15.36.100 Violation and Penalty shall be amended so that it now reads:

Chapter 15.36.100 Violation and Penalty Any Violations of this chapter constitute a Class G Violation and are subject to the fines listed in Section 15.64.010(h) as well as enforced removal of the vehicle.

SECTION IV. Chapter 15.64.010 (h) Class C Traffic Violations (Parking in fire lanes) shall be amended so that it now reads:

Chapter 15.64.010 (h) Class G Traffic Violations (Parking in fire lanes and in Resident-Only Parking Spaces)

Fine: \$10.00

Covers: 15.32.160(e) Parking in Fire Lanes
15.36.100 Parking in Resident-Only Space

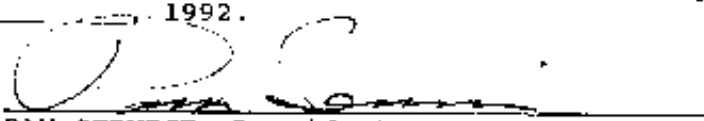
SECTION V. Severability. If any section, sentence, or provision of this ordinance, or the application thereof to any person or circumstance shall be declared invalid, such invalidity shall not affect any of the other sections, sentences, provision, or applications of this ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this ordinance are declared to be severable.

SECTION VI. This Ordinance shall be in full force and effect from and after its passage by the Common Council of the City of Bloomington and approval by the Mayor and promulgation by law.

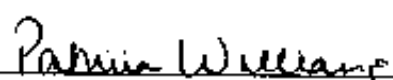
SECTION VII. Review and Expiration. In the first year of operation, the Council shall review the program on a quarterly basis, beginning December, 1992.

Unless the Council adopts a subsequent ordinance to continue its operation, this Ordinance shall expire on August 15, 1993.

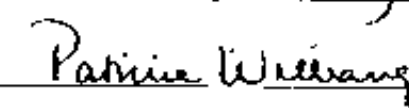
PASSED and ADOPTED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this 20th day of May, 1992.


PAM SERVICE, President
Bloomington Common Council

ATTEST:


PATRICIA WILLIAMS, Clerk
City of Bloomington

PRESENTED by me to the Mayor of the City of Bloomington, Monroe County, Indiana, upon this 21st day of May, 1992.


Patricia Williams

PATRICIA WILLIAMS, Clerk
City of Bloomington

SIGNED and APPROVED by me upon this 21st day of May,
1992.

Tomilea Allison
TOMILEA ALLISON, Mayor
City of Bloomington

SYNOPSIS

This Ordinance designates a 36-block section of the Elm Heights residential neighborhood as a Residential Neighborhood Permit Parking zone, and places restrictions on parking within this zone on Mondays through Fridays, from 8 am to 5 pm. These restrictions are meant to reduce the amount of traffic in this neighborhood, and to protect motorists, bicyclists and pedestrians from excessive commuter traffic competing for parking spaces. Residents of the properties within this zone may apply for Parking and/or Visitor Permits that allow the appropriate vehicle to park on the street within this zone during the above posted hours.

The cost of the annual permits shall be \$10.00. Violations of this chapter are subject to fines of \$10.00 and, when decals are placed on ineligible automobiles, \$20.00. Funds in excess of the cost of operation of the program are to be deposited in an Alternative Transportation Fund.

The program will take effect on August 15, 1992 and will be reviewed on a quarterly basis. Unless the Council adopts a subsequent ordinance continuing its operation, this Ordinance shall expire on August 15, 1993.

In a corollary action, this Ordinance increases the fine for violating 15.36.100 (Resident-Only Parking Permit) from a Class D to a Class G Violation.

Signed copies to:

AT - Legal Ad.
BMC File
Council Attorney BMC
Clerks BMC
Public Works
Parking Enforcement
Pat Backwater - Code Enforcement
Regd Dept 4
Police Dept
George Amerk - 24
Ralph Mentle - Street Dept.
Traffic Commission
Don Wanner - 24 Task Force

Appendix 22: Neighborhood Zone Legislation

Appendix 22: Neighborhood Zone Legislation

Neighborhood Zone Legislation
Ord. 92-06, 1992
Ord. 93-16, 1993
Ord. 95-08, 1995
Ord. 95-26, 1995
Ord. 98-52, 1998
Ord. 03-16, 2003
Ord. 04-14, 2004
Ord. 08-19, 2008
Ord. 10-15, 2010
Ord. 11-07, 2011
Ord. 11-03, 2011
Ord. 14-11, 2014

Appendix 23: Neighborhood Zone Occupancy Calculations

MEMORANDUM

To: Parking Commission
From: SeyedAmir Kaboli Farshchi, Long Range Planning
Date: October 17, 2017
Re: On-Street Parking, Residential Neighborhood Permit Parking Zone (Zone 1)

Background

The Parking Commission requests a general assessment of available on-street parking for the Neighborhood Parking Zones. Staff conducted an assessment of zone 1. General parking number for each block was measured and calculated through the use of Google Maps, Google Earth, and GIS according to the following rules:

- Typical parking space length is 22'.
- Driveways, alleys, and corners/intersections should not be included.
- Elm Heights University Proximate Residential Neighborhood Permit Parking Zone (Zone 1) shall apply to the following streets based on Bloomington Municipal Code:

Street	From	To	Side of Street
Atwater Avenue	South Henderson	Jordan	North/South
Ballantine	Third	First	East/West
Ballantine Road	Maxwell Lane	Dead End	East/West
Faculty Avenue	Third	Hunter	East/West
Fess Avenue	Third Street	North side of Bryan Park	East/West
First Street	South Henderson	Jordan	North/South
Hawthorne Drive	Third Street	Dead End	East/West
Highland Avenue	Third Street	Tarzian Lane	East/West
Hunter Avenue	South Henderson	Jordan	North/South
Jordan Avenue	First	Maxwell	West
Manor Road	Maxwell Lane	Dead End	East/West
Maxwell Lane	South Henderson	Manor Road	South
Maxwell Lane	Manor Road	Jordan Avenue	North/South
Park Avenue	Atwater Avenue	North side of Bryan Park	East/West
Second Street	South Henderson	Jordan	North/South
Sheridan Drive	Woodlawn Avenue	Highland Avenue	North/South
South Henderson	Third	Maxwell	East/West
Southdowns Drive	Woodlawn Avenue	Highland Avenue	North/South
Stull Avenue	First Street	North side of Bryan Park	East/West
University Ave.	South Henderson	Jordan	North/South
Woodlawn Avenue	Third	Maxwell	East/West
Wylie Street	Woodlawn	Highland	North/South

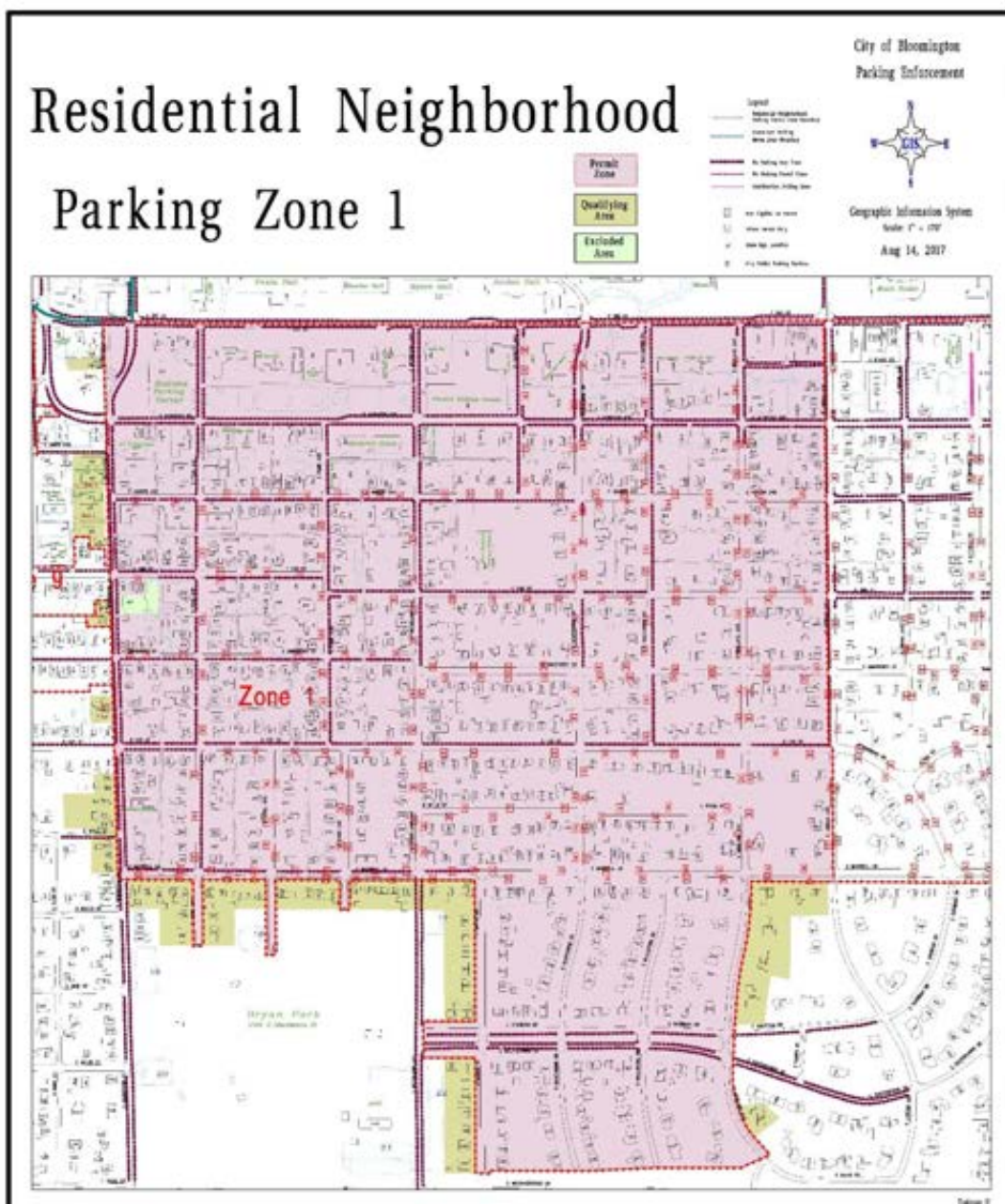
The total number of available Residential on-street parking within Zone 1 is approximately 1341 parking spots.

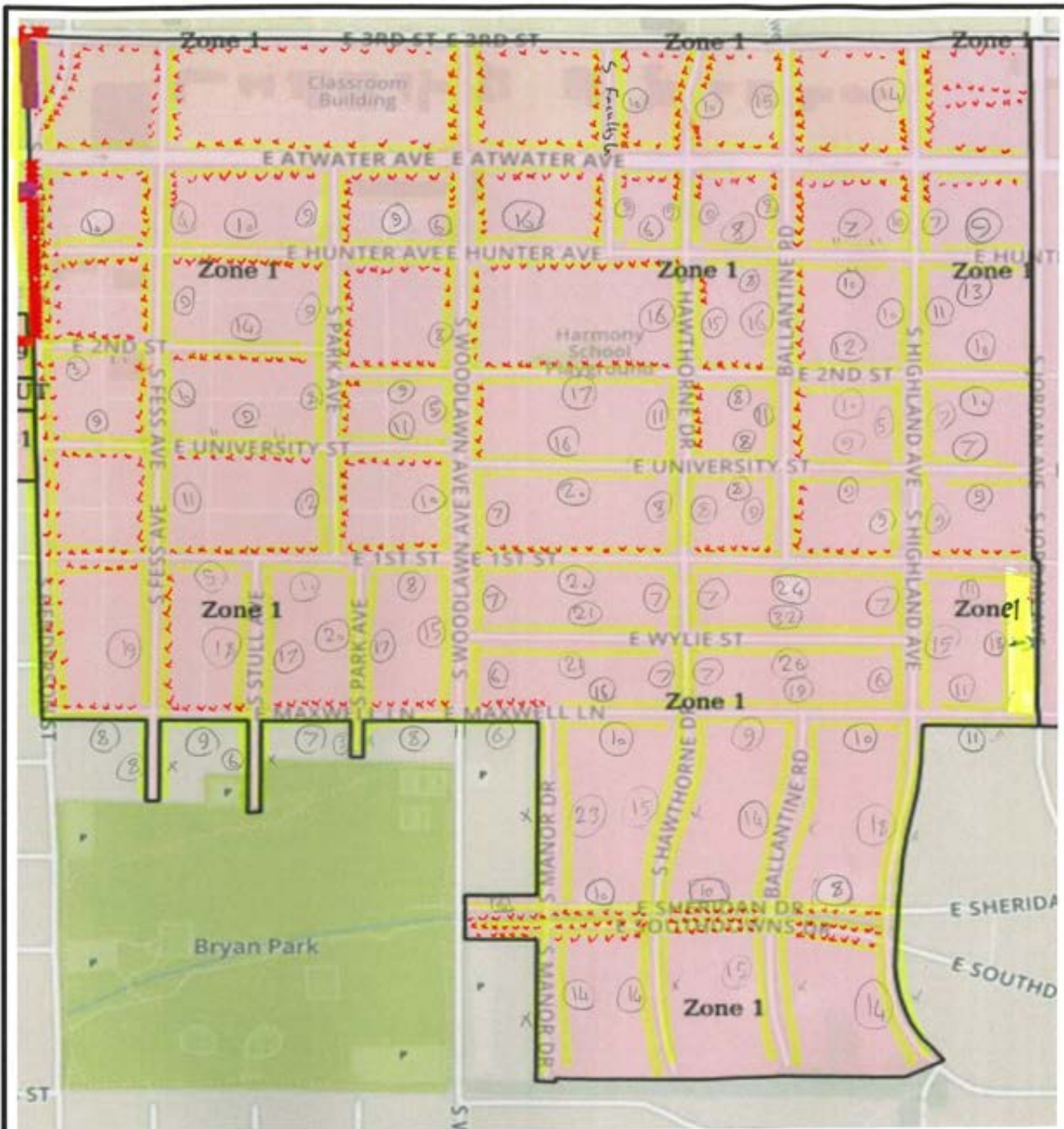
- Permits sold for Zone 1 from 01/01/2016 to 12/31/2016:

Type of Permit	Number of Permits sold	Total Revenue
Temporary Zone 1	89	\$1365.00
Temporary Zone 1 Construction	84	\$990.00
Zone 1 Permit	862	\$19725.00
Zone 1 Visitor	346	\$8550.00

(Other permits like All Zones permits are not included)

- Enclosed are the GIS map of Zone 1 and surrounded areas as well as the Google map of zone 1 with the number of on-street parking that requires Neighborhood Parking permit in each section.





Residential Parking Zone 1

Total: 1341

Legend

- No parking anytime ----
- Areas require parking permit ----
- Zone 1 Border - - - -

City of Bloomington
Planning & Transportation



MEMORANDUM

To: Parking Commission
From: SeyedAmir Kaboli Farshchi, Long Range Planning
Date: October 30, 2017
Re: On-Street Parking, Residential Neighborhood Permit Parking Zone (Zone 2)

Background

The Parking Commission requests a general assessment of available on-street parking for the Neighborhood Parking Zones. Staff conducted an assessment of zone 2. General parking number for each block was measured and calculated through the use of Google Maps, Google Earth, and GIS according to the following rules:

- Typical parking space length is 22'.
- Driveways, alleys, and corners/intersections should not be included.
- Eastside University Proximate Residential Neighborhood Parking Zone (Zone 2) shall apply to the following streets based on Bloomington Municipal Code:

Street	From	To	Side of Street
Swain Avenue	Third	Dead End South of University	East/West
Mitchell Street	Third	Maxwell	East/West
Eastside Drive	Third	Maxwell	East/West
South Arbutus Drive	Third	Second	East/West
Rose Avenue	Third	First	East/West
South Anita	Hunter	First	East/West
South Union	Third	Dead End South of Third	
Atwater Avenue	Jordan	High	North/South
Hunter Avenue	Jordan	High	North/South
Second Street	Jordan	High	North/South
University Ave.	Jordan	Eastside	North/South
First Street	Jordan	High	North/South
Sheridan Drive	Jordan	Maxwell	North/South
Clifton Avenue	Third Street	Atwater Avenue	East
Clifton Avenue	Atwater Avenue	First Street	East/West
Maxwell	Jordan	Mitchell	North/South
Jordan Avenue	Third	First	East/West
Jordan Avenue	First	Maxwell	East

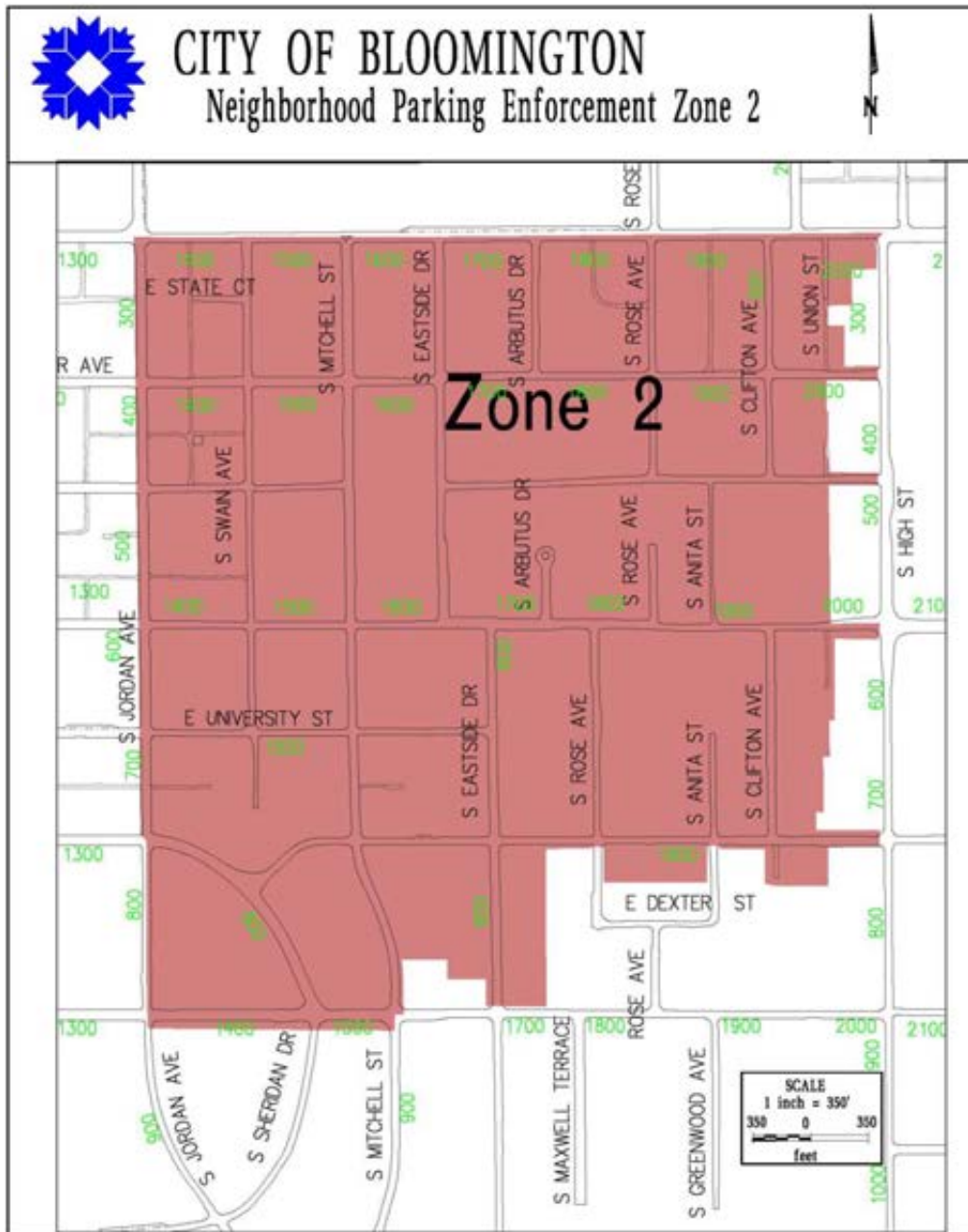
The total number of available Residential on-street parking within Zone 2 is approximately 749 parking spots.

- Permits sold for Zone 2 from 01/01/2016 to 12/31/2016:

Type of Permit	Number of Permits sold	Total Revenue
Temporary Zone 2	7	\$85.00
Temporary Zone 2 Construction	12	\$130.00
Zone 2 Permit	183	\$4385.00
Zone 2 Visitor	83	\$2035.00

(Other permits like All Zones permits are not included)

- Enclosed are the GIS map of Zone 2 and surrounded areas as well as the map of zone 2 with the number of on-street parking that requires Neighborhood Parking permit in each section.



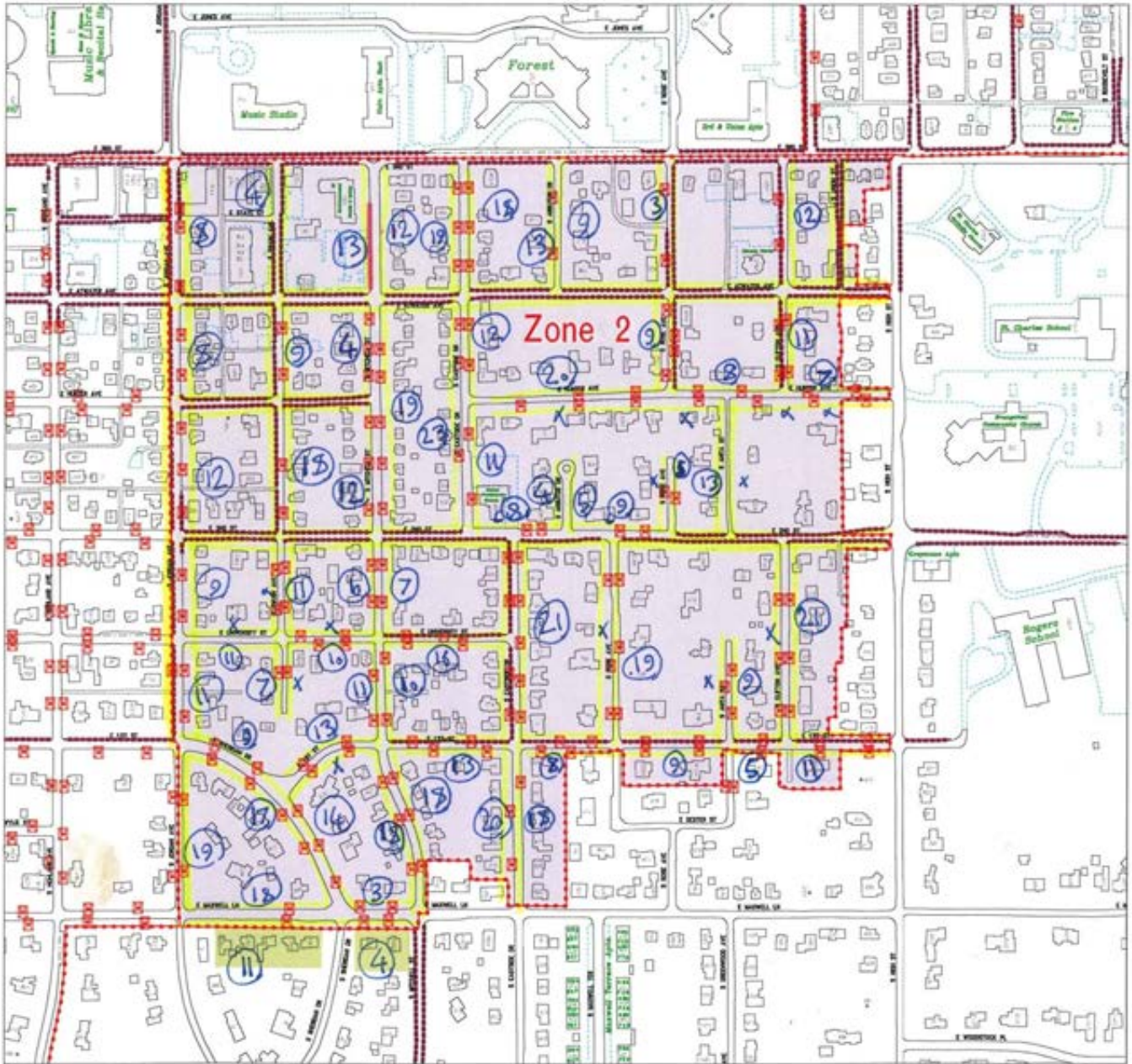
Residential Neighborhood Parking Zone 2

Permit Zone
Qualifying Area
Excluded Area

Legend

- Suburban Residential Parking (New Zone Boundary)
- On-street Parking (New Zone Boundary)
- No Parking Any Time
- No Parking Street Time
- Continuous Parking Hour
- Area require Permit
- No Signs On Road
- One Way Sign
- One Way Location
- One Way Parking Section

Geographic Information System
Scale: 1" = 170'
Aug 14, 2017



Total: 749

MEMORANDUM

To: Parking Commission

From: SeyedAmir Kaboli Farshchi, Long Range Planning

Date: November 1, 2017

Re: On-Street Parking, Residential Neighborhood Permit Parking Zone (Zone 3)

Background

The Parking Commission requests a general assessment of available on-street parking for the Neighborhood Parking Zones. Staff conducted an assessment of zone 3. General parking number for each block was measured and calculated through the use of Google Maps, Google Earth, and GIS according to the following rules:

- Typical parking space length is 22'.
- Driveways, alleys, and corners/intersections should not be included.
- Green Acres University Proximate Residential Neighborhood Permit Parking Zone (Zone 3) shall apply to the following streets based on Bloomington Municipal Code

Street	From	To	Side of Street
Bryan Street	Third	Dead End North of Seventh	East/West
Clark Street	Third	Dead End North of Eighth	East/West
Eighth Street	Jefferson	Hillsdale	North/South
Fifth Street	Union	Hillsdale	North/South
Fourth Street	Union Street	Hillsdale Drive	Both
Hillsdale Court	Hillsdale Drive	Dead End	Both
Hillsdale Drive	Third Street	Dead End North of Eighth Street	Both
Jefferson Street	Third	Tenth	East/West
Roosevelt Street	Third Street	Dead End North of Eighth Street	Both
Seventh Street	Union	Hillsdale	North/South
Union Street	Third	Seventh	East/West

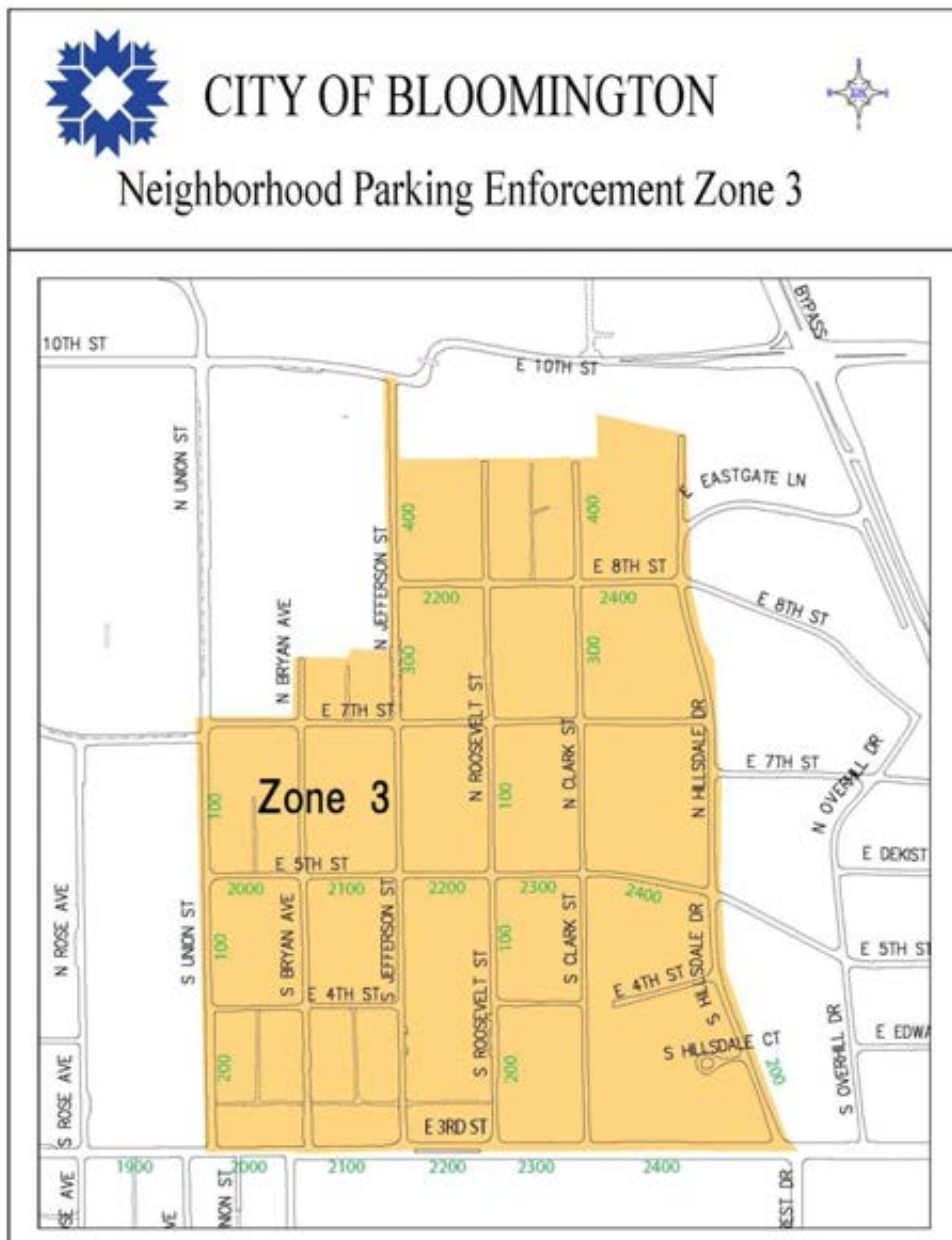
The total number of available Residential on-street parking within Zone 3 is approximately 351 parking spots.

- Permits sold for Zone 3 from 01/01/2016 to 12/31/2016:

Type of Permit	Number of Permits sold	Total Revenue
Temporary Zone 3	12	\$140.00
Temporary Zone 3 Construction	90	\$70.00
Zone 3 Permit	131	\$3095.00
Zone 3 Visitor	45	\$1125.00

(Other permits like All Zones permits are not included)

- Enclosed are the GIS map of Zone 3 and surrounded areas as well as the map of zone 3 with the number of on-street parking that requires Neighborhood Parking permit in each section.



Residential Neighborhood

Parking Zone 3

City of Bloomington
Parking Enforcement



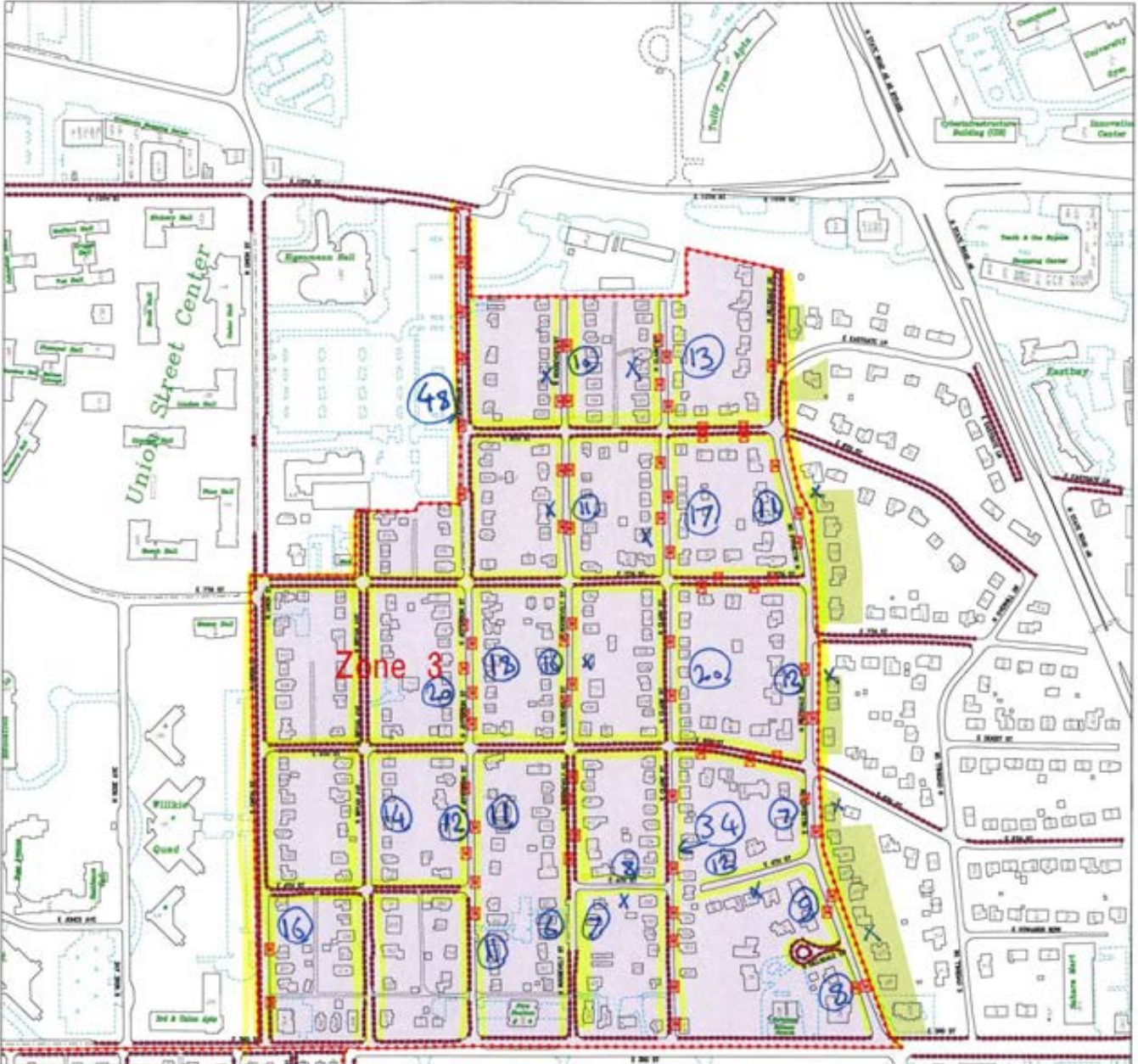
Permit
Geographic Information System

Scale: 1" = 170'

Aug 14, 2017

Permit Zone
Qualifying Area
Excluded Area

- Legend
- Boundary - Unimproved Parking Area Zone Boundary
 - Boundary - Unimproved Street Zone Boundary
 - Boundary - No Parking Any Time
 - Boundary - No Parking Street Zone
 - Boundary - Unimproved Parking Zone
 - Area requires permit
 - No Right Turn
 - No U-Turn
 - No Left Turn
 - One Way
 - City Public Hearing Location



Total : 351

MEMORANDUM

To: Parking Commission
From: SeyedAmir Kaboli Farshchi, Long Range Planning
Date: October 4, 2017
Re: On-Street Parking, Residential Neighborhood Permit Parking Zone (Zone 4)

Background

The Parking Commission requests a general assessment of available on-street parking for the Neighborhood Parking Zones. Staff conducted an assessment of zone 4. General parking number for each block was measured and calculated through the use of Google Maps, Google Earth, and GIS according to the following rules:

- Typical parking space length is 22'.
- Driveways, alleys, and corners/intersections should not be included.
- Old Northeast Downtown University Proximate Residential Neighborhood Permit Parking Zone (Zone 4) shall apply to the following streets based on Bloomington Municipal Code:

Street	From	To	Side of Street
East 6th	North Washington	North Dunn	North/South
East 7th Street	North Washington Street	North Dunn Street	North/South
East 8th	North Walnut	North Dunn	North/South
East Alice	North Grant	North Harold	North/South
East 9th	North Walnut	North Dunn	North/South
East 10th	North Walnut	North Dunn	South
North Washington	East 6th	East 10th	East/West
North Lincoln	East 6th	East 10th	East/West
North Grant	East 6th	East 10th	East/West
North Harold	East 8th	East 9th	East/West
North Prow	East 9th	East 10th	East/West
North Dunn	East 6th	East 10th	West

Sixteen parking spots of “East 7th Street from North Washington St to North Lincoln St (North/South Side of Street)” as well as “East 6th from N Lincoln St to N Grant St (South Side of Street)” are just Metered spaces (not Meter or Permit according to Bloomington Municipal Code). According to the response of Parking Enforcement Supervisor, Ms. RayeAnn Cox, that is what the last administration wanted so all meters not tied up with college students as well as more parking for visitors to downtown and campus.

- Residential Parking Spots: 314
- Metered or Permits: 140

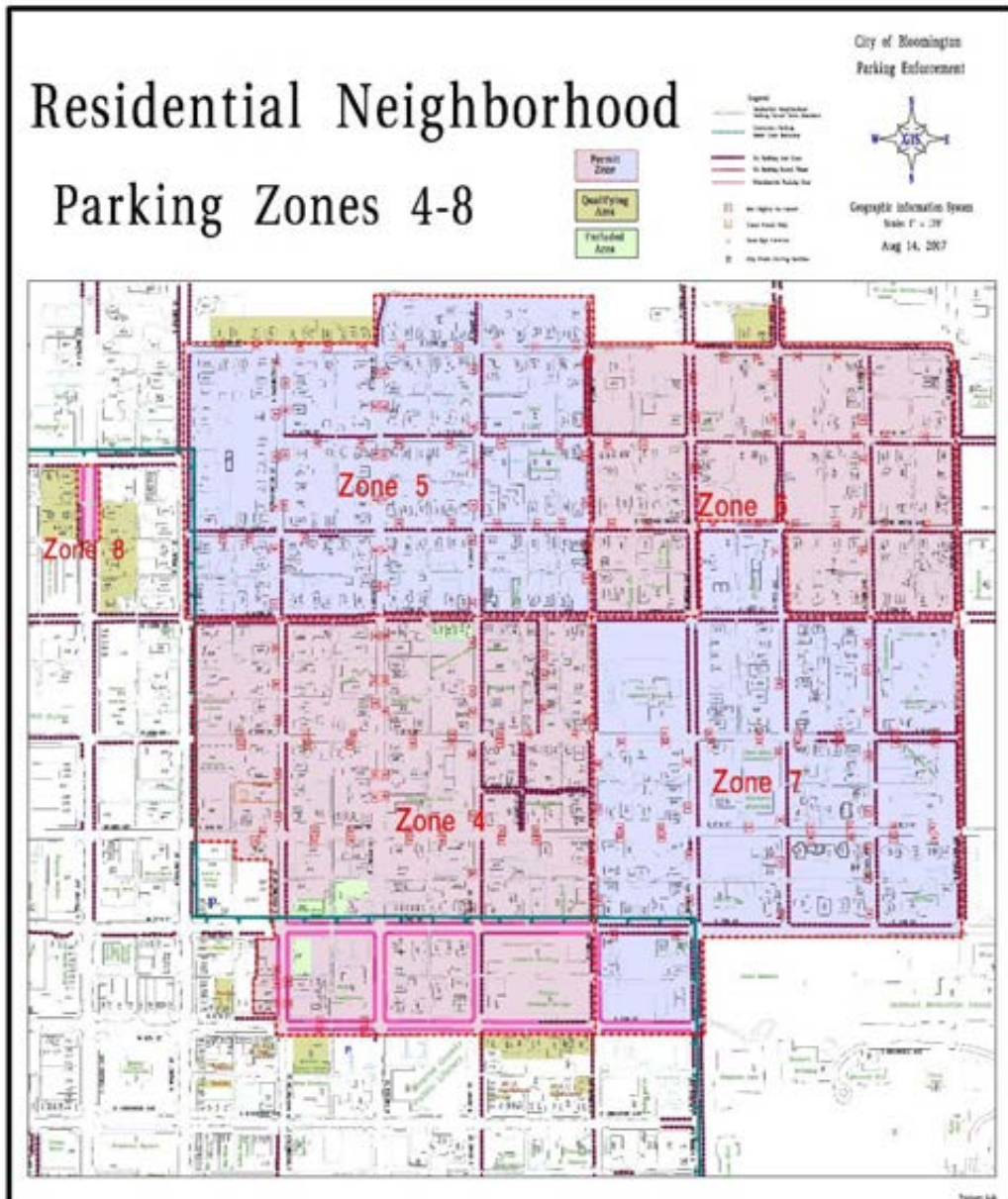
The total number of available Residential on-street parking within Zone 4 is approximately 454 parking spots.

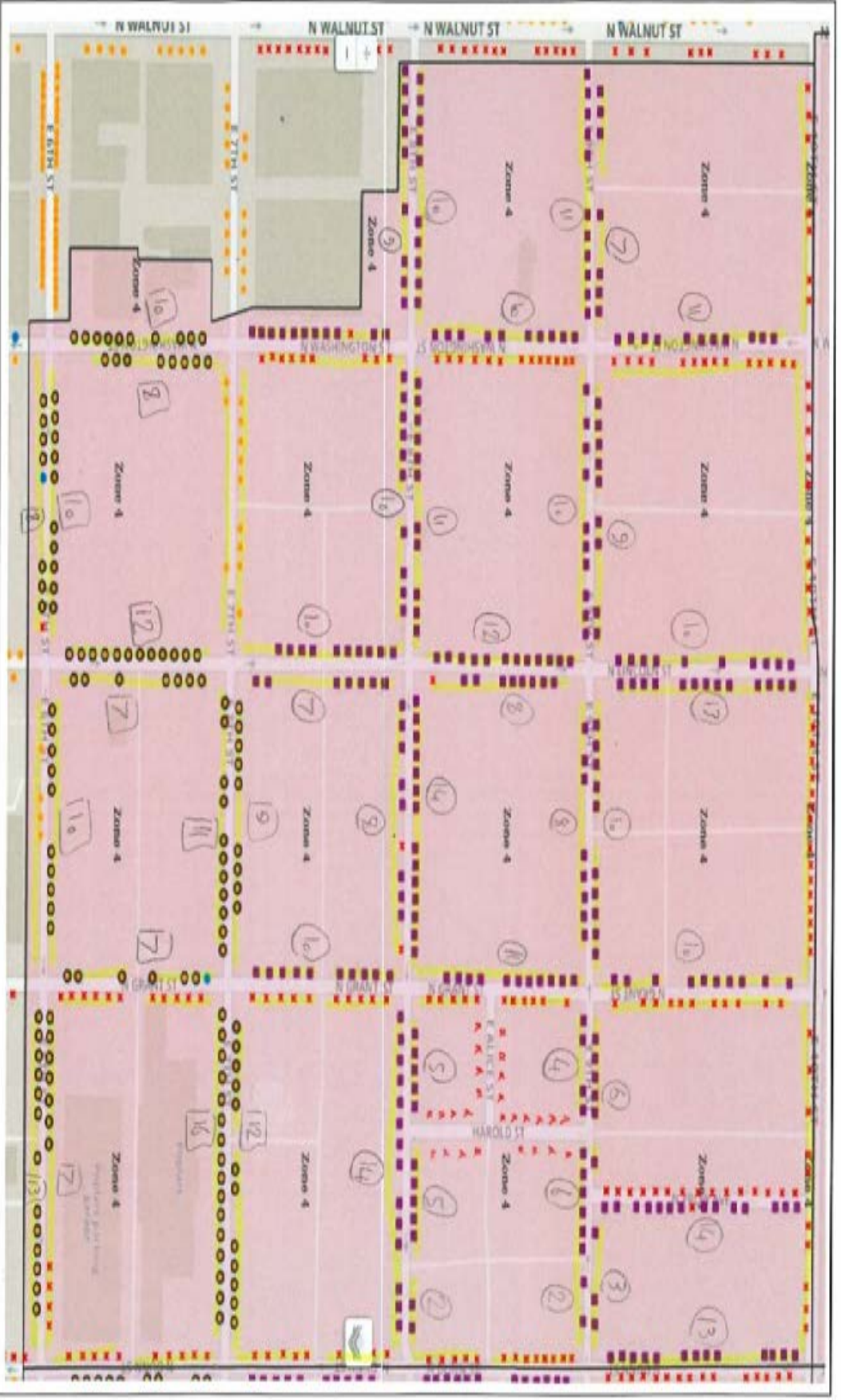
- Permits sold for Zone 4 from 01/01/2016 to 12/31/2016:

Type of Permit	Number of Permits sold	Total Revenue
Temporary Zone 4	37	\$460.00
Temporary Zone 4 Construction	14	\$85.00
Zone 4 Permit	522	\$15260.00
Zone 4 Visitor	113	\$2800.00

(Other permits like Monroe County Public Library and All Zones permits are not included)

- Enclosed are the GIS map of Zone 4 and surrounded areas as well as the Google map of zone 4 with the number of on-street parking that requires Neighborhood Parking permit in each section.





Residential Parking Zone 4

- Residential Parking Spots: 314
- Metered or Permit: 140
- Total: 454

(Metered Space: 16)

Legend

• No Parking
• Structure
• Metered Space
• Metered (Surface) Space
• Meter or Permit
• Residential Impervious Front
• Rear Street Impervious
• Fire Lane
• Fire Lane
• Metered/Permit
• Standing Zone
• Access, Request, Permit
• Designated Front Zone

MEMORANDUM

To: Parking Commission
From: SeyedAmir Kaboli Farshchi, Long Range Planning
Date: November 3, 2017
Re: On-Street Parking, Residential Neighborhood Permit Parking Zone (Zone 5)

Background

The Parking Commission requests a general assessment of available on-street parking for the Neighborhood Parking Zones. Staff conducted an assessment of zone 5. General parking number for each block was measured and calculated through the use of Google Maps, Google Earth, and GIS according to the following rules:

- Typical parking space length is 22'.
- Driveways, alleys, and corners/intersections should not be included.
- Old Northeast Downtown University Proximate Residential Neighborhood Permit Parking Zone (Zone 5) shall apply to the following streets based on Bloomington Municipal Code:

Street	From	To	Side of Street
East 10th	North Walnut	North Dunn	North
East Cottage Grove	North Walnut	North Dunn	North/South
East 11th	North Washington	North Dunn	North/South
East 12th	North Walnut	North Dunn	North/South
North Walnut	East 10th	East 12th	East (boundary)
North Washington	East 10th	East 12th	East/West
North Lincoln	East 10th	Railroad Tracks North of 12th Street	East/West
North Grant	East 10th	Railroad Tracks North of 12th Street	East/West
North Dunn	East 10th	Railroad Tracks North of 12th Street	West

The total number of available Residential on-street parking within Zone 5 is approximately 292 parking spots.

- Permits sold for Zone 5 from 01/01/2016 to 12/31/2016:

Type of Permit	Number of Permits sold	Total Revenue
Temporary Zone 5	38	\$530.00
Temporary Zone 5 Construction	8	\$85.00
Zone 5 Permit	292	\$6555.00
Zone 5 Visitor	72	\$1725.00

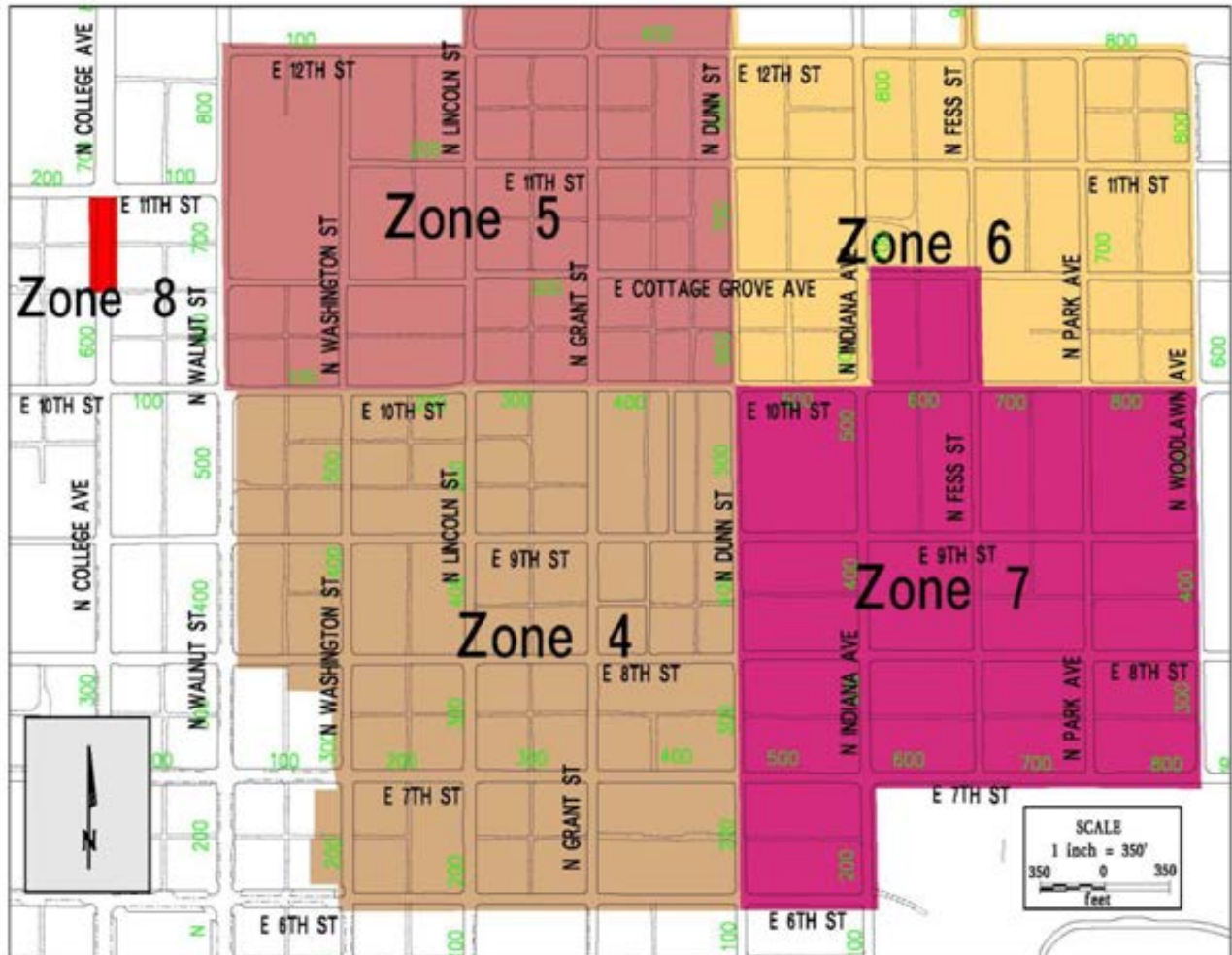
(Other permits like All Zones permits are not included)

- Enclosed are the GIS map of Zone 5 and surrounded areas as well as the map of zone 5 with the number of on-street parking that requires Neighborhood Parking permit in each section.



City of Bloomington

Neighborhood Parking Enforcement Zones 4 5 6 7 and 8



Residential Neighborhood Parking Zones 4-8

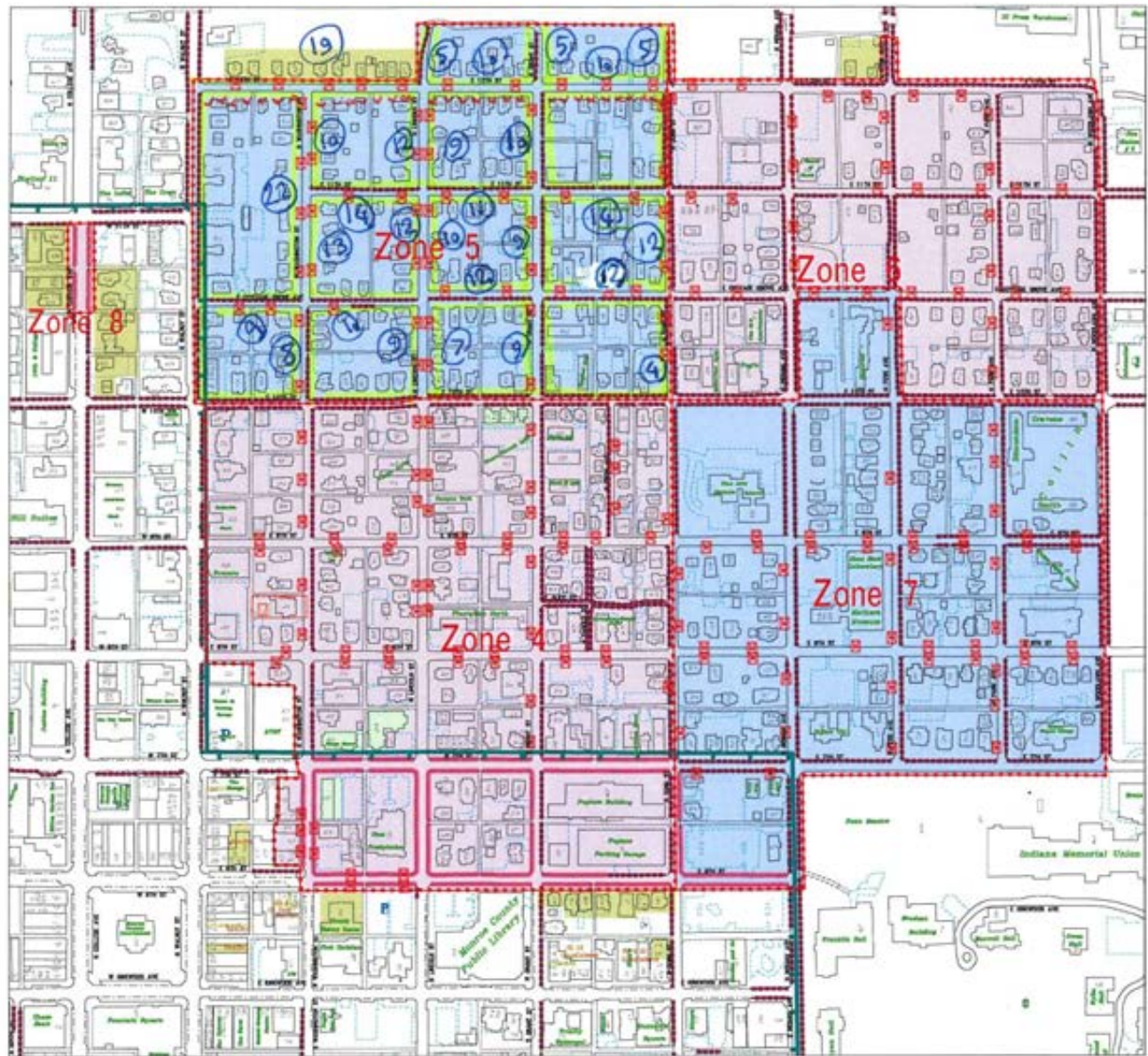
City of Bloomington
Parking Enforcement



Geographic Information System
Scale 1" = 120'
Aug 14, 2017

Permit Zone
Qualifying Area
Excluded Area

- Legend
- Municipal Neighborhood Parking Area (See Number)
 - Municipal Parking Meter Zone Boundary
 - No Parking any Time
 - No Parking Excess Time
 - Impassable Parking Area
 - No Signs for Areas
 - New Signs Only
 - New Sign Locations
 - City Public Parking Facilities



Total: 292

MEMORANDUM

To: Parking Commission

From: SeyedAmir Kaboli Farshchi, Long Range Planning

Date: November 7, 2017

Re: On-Street Parking, Residential Neighborhood Permit Parking Zone (Zone 6)

Background

The Parking Commission requests a general assessment of available on-street parking for the Neighborhood Parking Zones. Staff conducted an assessment of zone 6. General parking number for each block was measured and calculated through the use of Google Maps, Google Earth, and GIS according to the following rules:

- Typical parking space length is 22'.
- Driveways, alleys, and corners/intersections should not be included.
- Old Northeast Downtown University Proximate Residential Neighborhood Permit Parking Zone (Zone 6) shall apply to the following streets based on Bloomington Municipal Code:

Street	From	To	Side of Street
East 10th	North Dunn	North Woodlawn	North
East Cottage Grove	North Dunn	North Indiana	North/South
East Cottage Grove	North Fess	North Woodlawn	North/South
East 11th	North Dunn	North Woodlawn	North/South
East 12th	North Dunn	North Woodlawn	North/South
North Indiana	East 10th	East 12th	East/West
North Dunn	East 10th	Railroad Tracks North of 12th	East
North Fess	East Cottage Grove	Railroad Tracks North of East 12th	East/West
North Park	East 10th	East 12th	East/West
North Woodlawn	East 10th	East 12th	West (boundary)

The total number of available Residential on-street parking within Zone 6 is approximately 149 parking spots.

- Permits sold for Zone 6 from 01/01/2016 to 12/31/2016:

Type of Permit	Number of Permits sold	Total Revenue
Temporary Zone 6	13	\$100.00
Temporary Zone 6 Construction	14	\$225.00
Zone 6 Permit	88	\$2025.00
Zone 6 Visitor	27	\$675.00

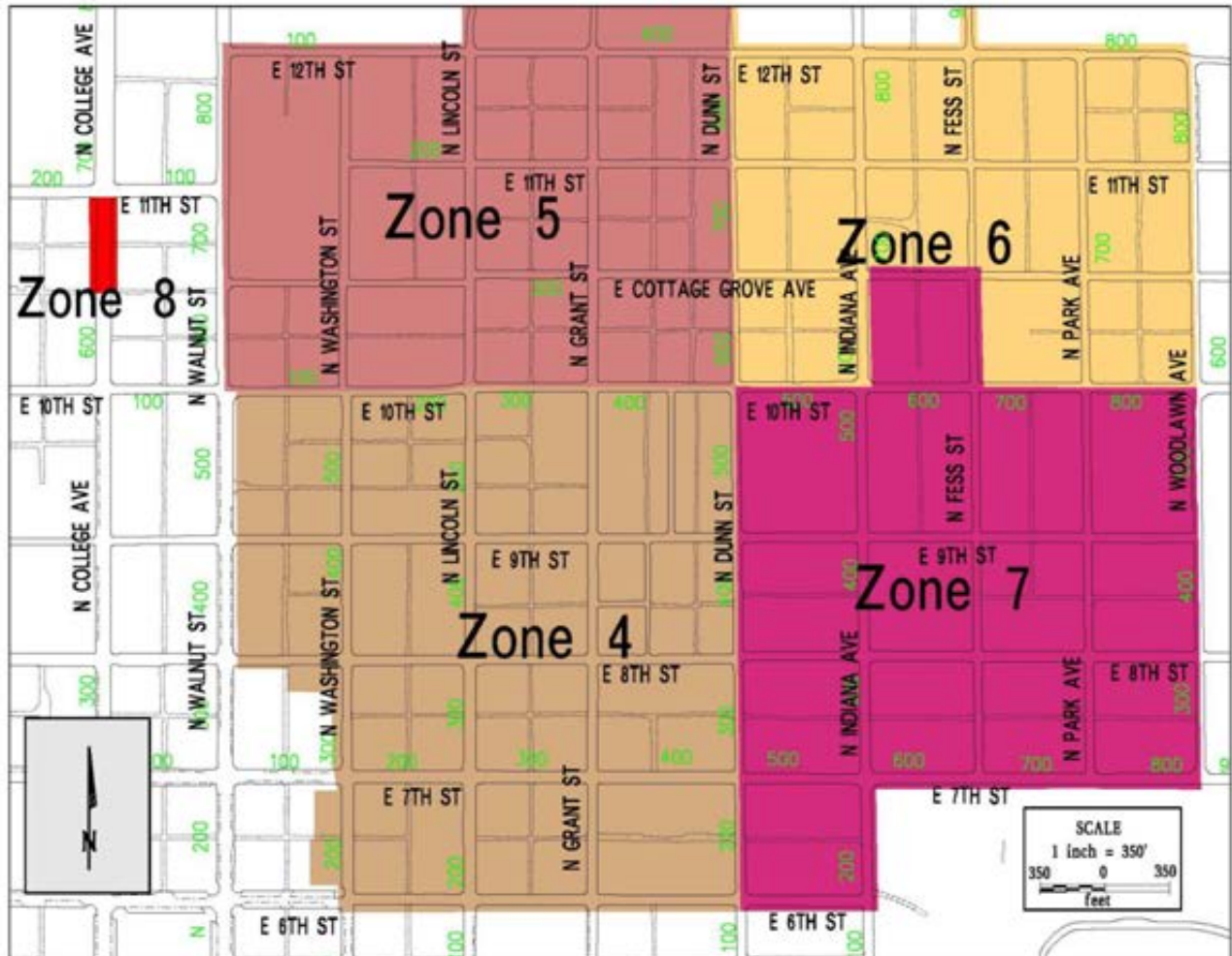
(Other permits like All Zones permits are not included)

- Enclosed are the GIS map of Zone 6 and surrounded areas as well as the map of zone 6 with the number of on-street parking that requires Neighborhood Parking permit in each section.



City of Bloomington

Neighborhood Parking Enforcement Zones 4 5 6 7 and 8



Residential Neighborhood Parking Zones 4-8

Permit Zone
Qualifying Area
Excluded Area

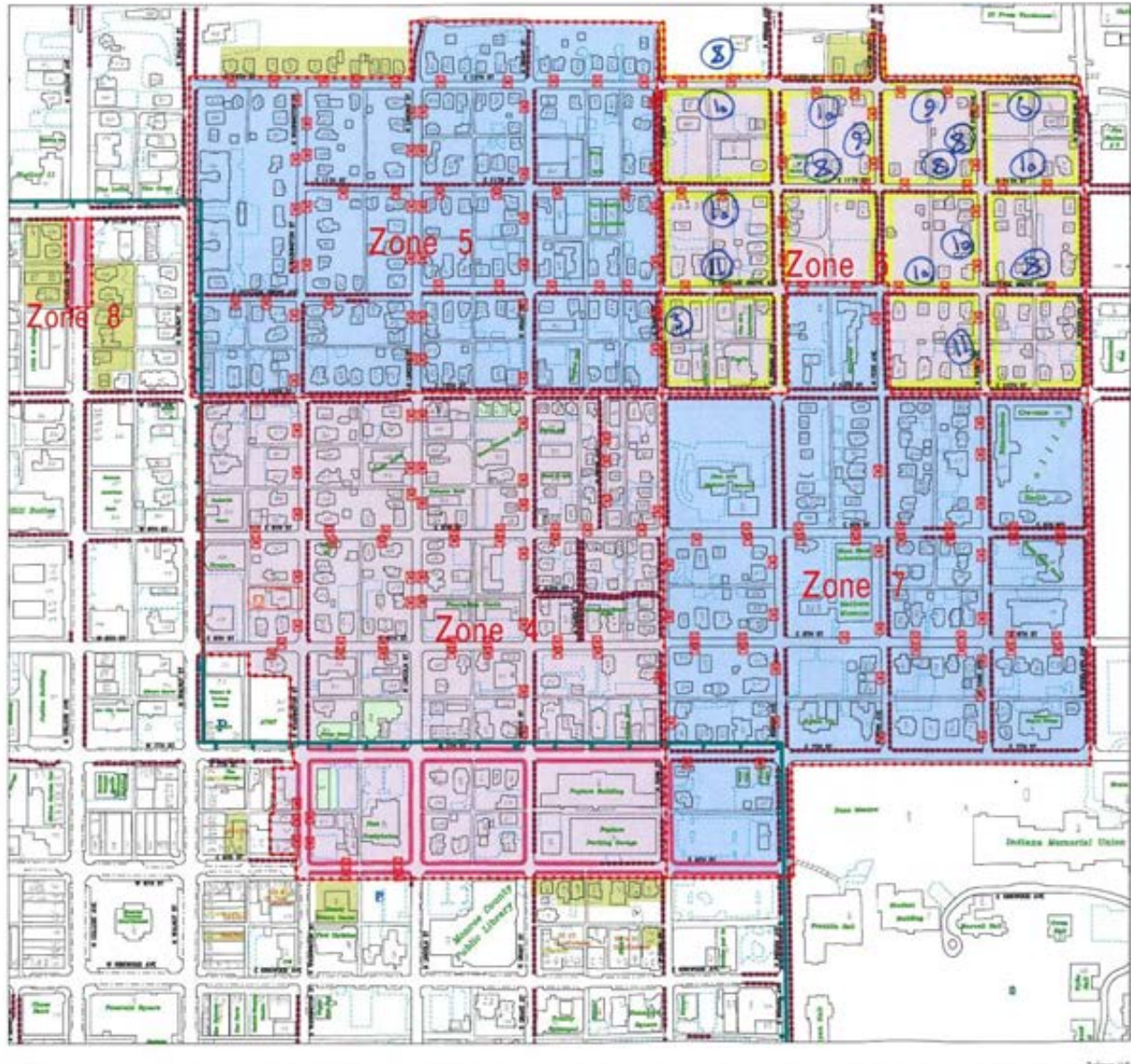
Legend

- Red dashed line: Residential Neighborhood, Making Home Street Number
- Blue dashed line: Business, Making Home Street Number
- Red dashed line: No Parking, 1st-2nd Floor
- Red dashed line: No Parking, 3rd-4th Floor
- Red dashed line: Unimproved Parking Area

Areas require permit

- Red square: No Spaces for Permit
- Red square: Area Under Sign
- Red square: Area Sign Located
- Red square: No Public Street Access

GIS
Geographic Information System
Scale 1" = 120'
Aug 14, 2017



Total: 149

MEMORANDUM

To: Parking Commission

From: SeyedAmir Kaboli Farshchi, Long Range Planning

Date: November 6, 2017

Re: On-Street Parking, Residential Neighborhood Permit Parking Zone (Zone 7)

Background

The Parking Commission requests a general assessment of available on-street parking for the Neighborhood Parking Zones. Staff conducted an assessment of zone 7. General parking number for each block was measured and calculated through the use of Google Maps, Google Earth, and GIS according to the following rules:

- Typical parking space length is 22'.
- Driveways, alleys, and corners/intersections should not be included.
- Southwest Campus Residential Neighborhood Zone (Zone 7) shall apply to the following streets based on Bloomington Municipal Code:

Street	From	To	Side of Street
East 6th	North Dunn	North Indiana	North/South
East 7th	North Dunn	North Woodlawn	North/South
East 8th	North Dunn	North Woodlawn	North/South
East 9th	North Dunn	North Woodlawn	North/South
East 10th	North Dunn	North Woodlawn	South
East Cottage Grove	North Indiana	North Fess	North/South
North Dunn	East 6th	East 10th	East
North Indiana	East 6th	East 10th	East/West
North Fess	East 7th	Cottage Grove	East/West
North Park	East 7th	East 10th	East/West
North Woodlawn	East 7th	East 10th	West (boundary)

- Residential Parking Spots: 333
- Metered or Permits: 9

The total number of available Residential on-street parking within Zone 7 is approximately 342 parking spots.

- Permits sold for Zone 7 from 01/01/2016 to 12/31/2016:

Type of Permit	Number of Permits sold	Total Revenue
Temporary Zone 7	55	\$650.00
Temporary Zone 7 Construction	80	\$1150.00
Zone 7 Permit	286	\$6345.00
Zone 7 Visitor	43	\$1075.00

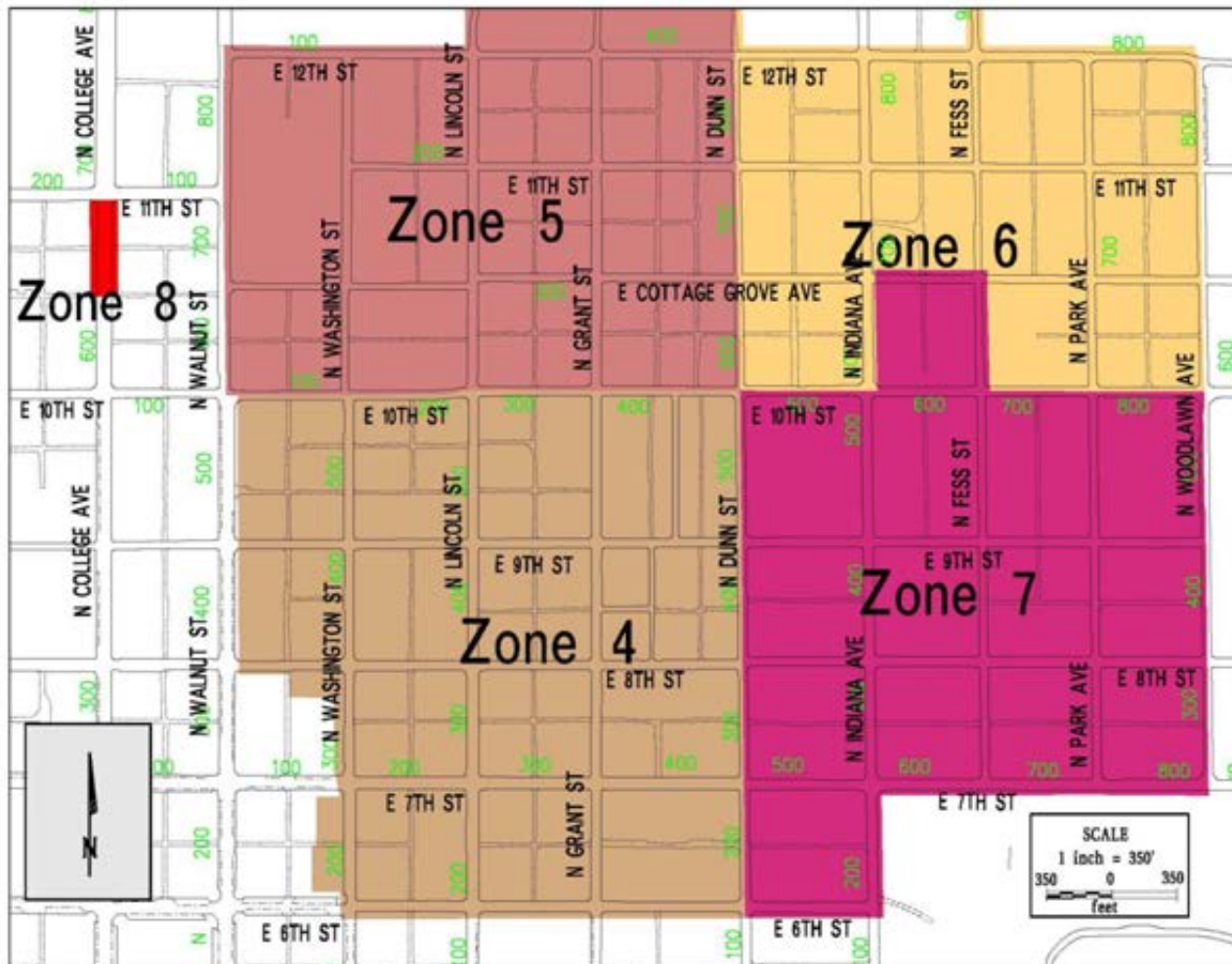
(Other permits like All Zones permits are not included)

- Enclosed are the GIS map of Zone 7 and surrounded areas as well as the map of zone 7 with the number of on-street parking that requires Neighborhood Parking permit in each section.



City of Bloomington

Neighborhood Parking Enforcement Zones 4 5 6 7 and 8



Residential Neighborhood Parking Zones 4-8

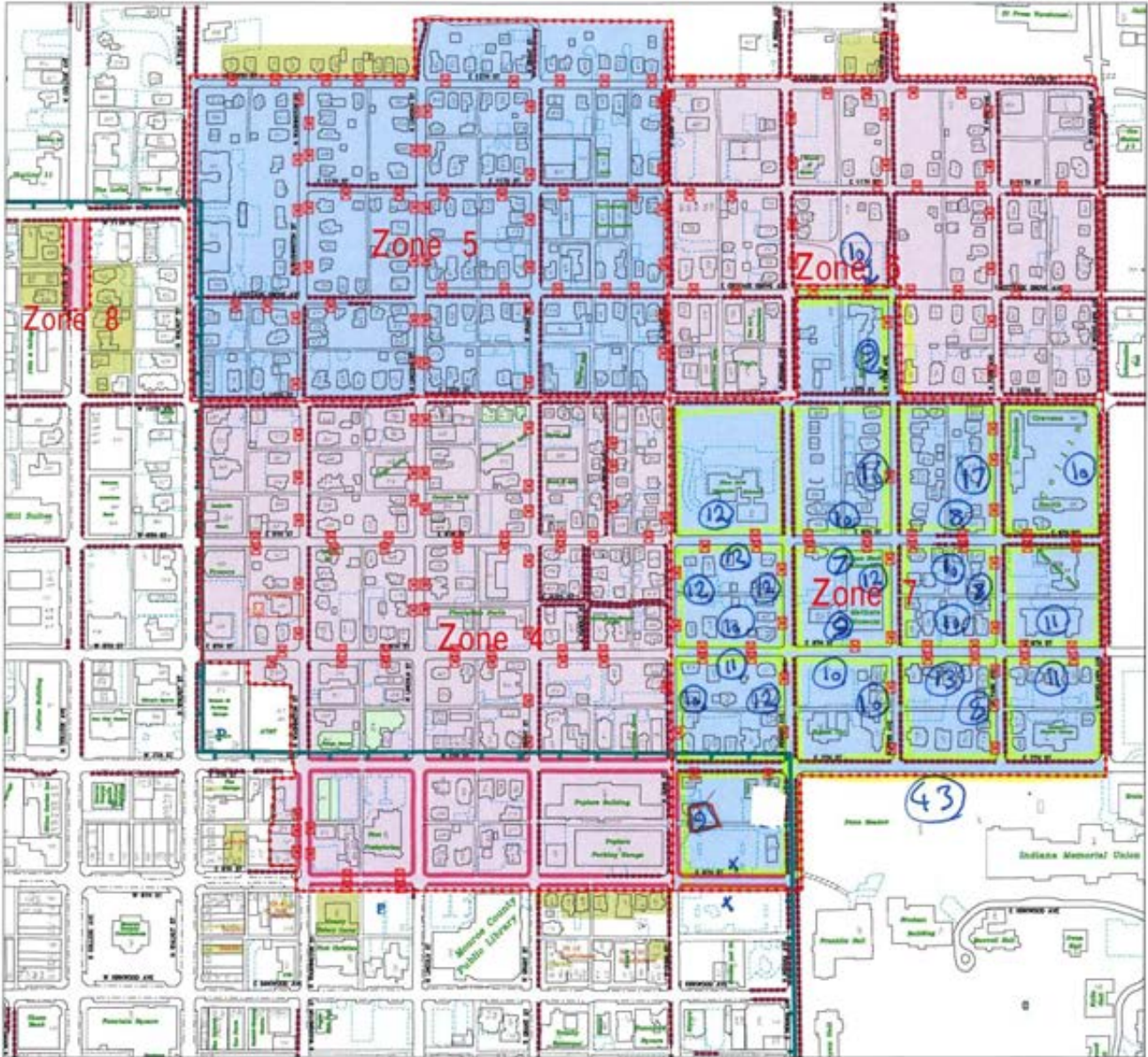
City of Bloomington
Parking Enforcement



Geographic Information System
Scale 1" = 120'
Aug 14, 2017

Permit Zone
Qualifying Area
Excluded Area

- Legend
- Residential Neighborhood Parking Permit Area Boundary
 - Qualifying Public Street
 - No Parking Any Time
 - No Parking Permit Times
 - Customized Parking Sign
 - No Signs for Permit
 - Zone Area Sign
 - Area Sign Location
 - City Public Parking Facility



- Residential Parking Spots: 333
 - Metered vs Permit: 9
 Total: 342

MEMORANDUM

To: Parking Commission
From: SeyedAmir Kaboli Farshchi, Long Range Planning
Date: November 3, 2017
Re: On-Street Parking, Residential Neighborhood Permit Parking Zone (Zone 8)

Background

The Parking Commission requests a general assessment of available on-street parking for the Neighborhood Parking Zones. Staff conducted an assessment of zone 8. General parking number for each block was measured and calculated through the use of Google Maps, Google Earth, and GIS according to the following rules:

- Typical parking space length is 22'.
- Driveways, alleys, and corners/intersections should not be included.
- North College Residential Neighborhood Zone (Zone 8) shall apply to the following streets based on Bloomington Municipal Code:

Street	From	To	Side of Street
North College Avenue	1st Alley North of Tenth Street on west side	Eleventh Street	West
North College Avenue	2nd Alley North of Tenth Street on east side	Eleventh Street	East

The total number of available Metered or Permits on-street parking within Zone 8 is approximately 14 parking spots.

- Permits sold for Zone 8 from 01/01/2016 to 12/31/2016:

Type of Permit	Number of Permits sold	Total Revenue
Temporary Zone 8	3	\$50.00
Zone 8 Permit	20	\$500.00
Zone 8 Visitor	5	\$125.00

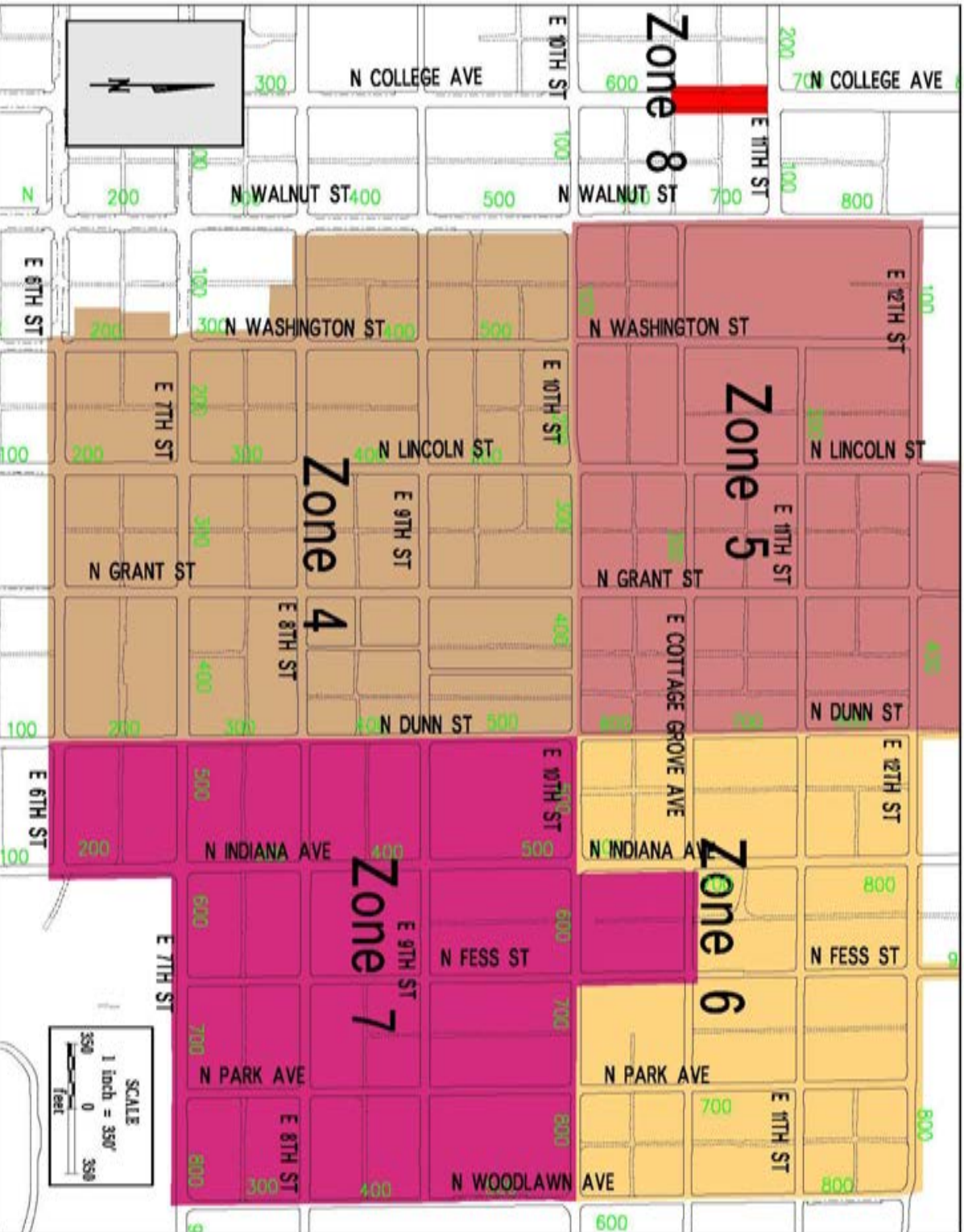
(Other permits like All Zones permits are not included)

- Enclosed are the GIS map of Zone 8 and surrounded areas as well as the map of zone 8 with the number of on-street parking that requires Neighborhood Parking permit in each section.



City of Bloomington

Neighborhood Parking Enforcement Zones 4 5 6 7 and 8



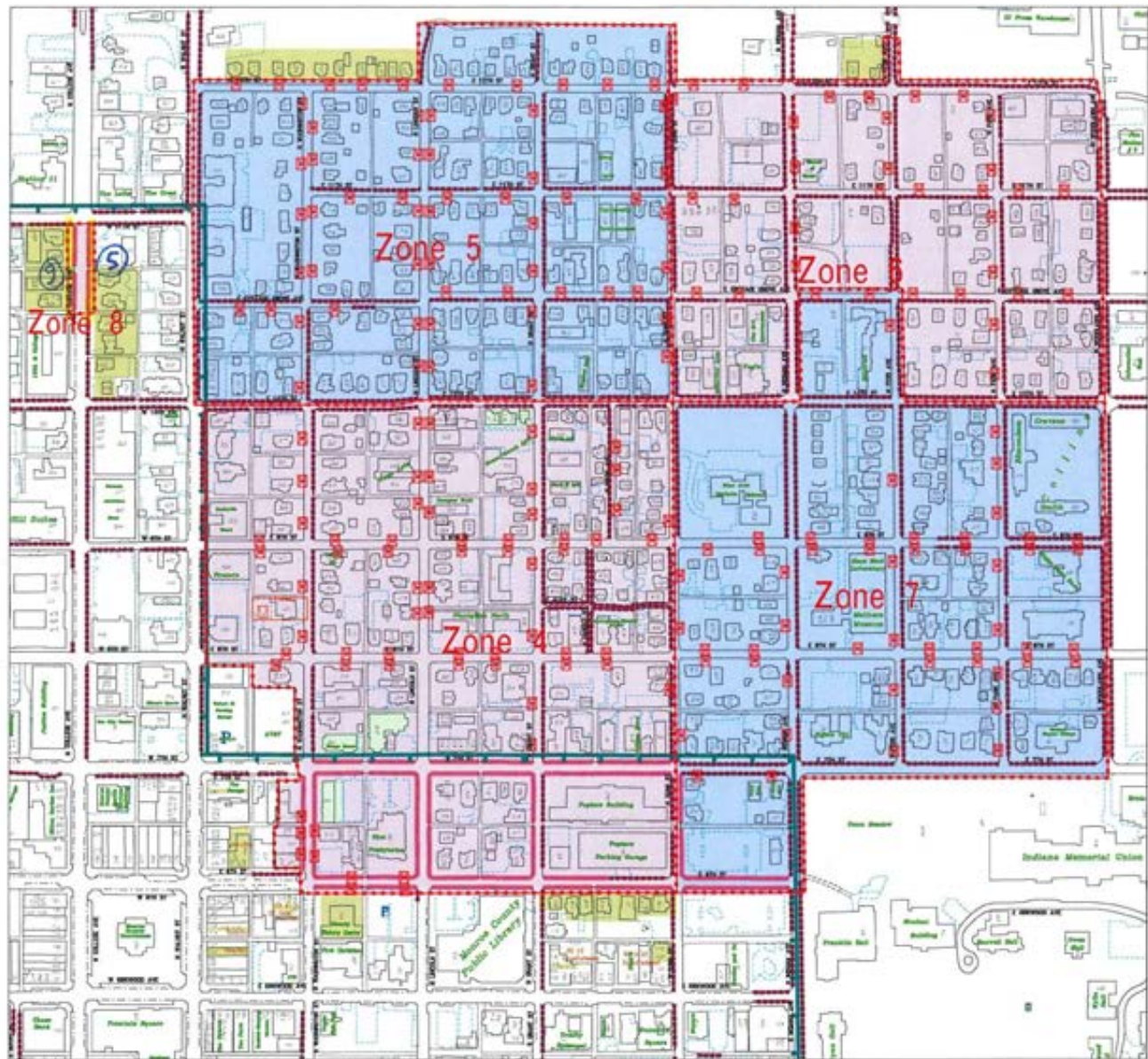
Residential Neighborhood Parking Zones 4-8

Permit Zone
Qualifying Area
Excluded Area

- Legend
- Permitted Unimproved Parking Street Zone Boundary
 - Unimproved Parking Street Zone Boundary
 - No Parking any Time
 - No Parking Hours Times
 - Designation Parking Zone
 - Do Not Sign for Street
 - Street Address Sign
 - One Way Street
 - City Public Parking Station



Geographic Information System
Scale 1" = 110'
Aug 14, 2017



Total Metered or Permit : 14

MEMORANDUM

To: Parking Commission

From: SeyedAmir Kaboli Farshchi, Long Range Planning

Date: November 6, 2017

Re: On-Street Parking, Residential Neighborhood Permit Parking Zone (Zone 9)

Background

The Parking Commission requests a general assessment of available on-street parking for the Neighborhood Parking Zones. Staff conducted an assessment of zone 9. General parking number for each block was measured and calculated through the use of Google Maps, Google Earth, and GIS according to the following rules:

- Typical parking space length is 22'.
- Driveways, alleys, and corners/intersections should not be included.
- Southwest Campus Residential Neighborhood Zone (Zone 9) shall apply to the following streets based on Bloomington Municipal Code:

Street	From	To	Side of Street
Third Street	Grant Street	Dunn Street	South
Smith Avenue	Lincoln Street	Dunn Street	North
Smith Avenue	Lincoln Street	Dunn Street	South
Lincoln Street	Second Street	Smith Avenue	West
Lincoln Street	Second Street	Smith Avenue	East
Grant Street	Smith Avenue	Third Street	East
Grant Street	Smith Avenue	Third Street	West
Dunn Street	Smith Avenue	Third Street	East
Dunn Street	Smith Avenue	Third Street	West
Second Street	Grant Street	Henderson Street	South

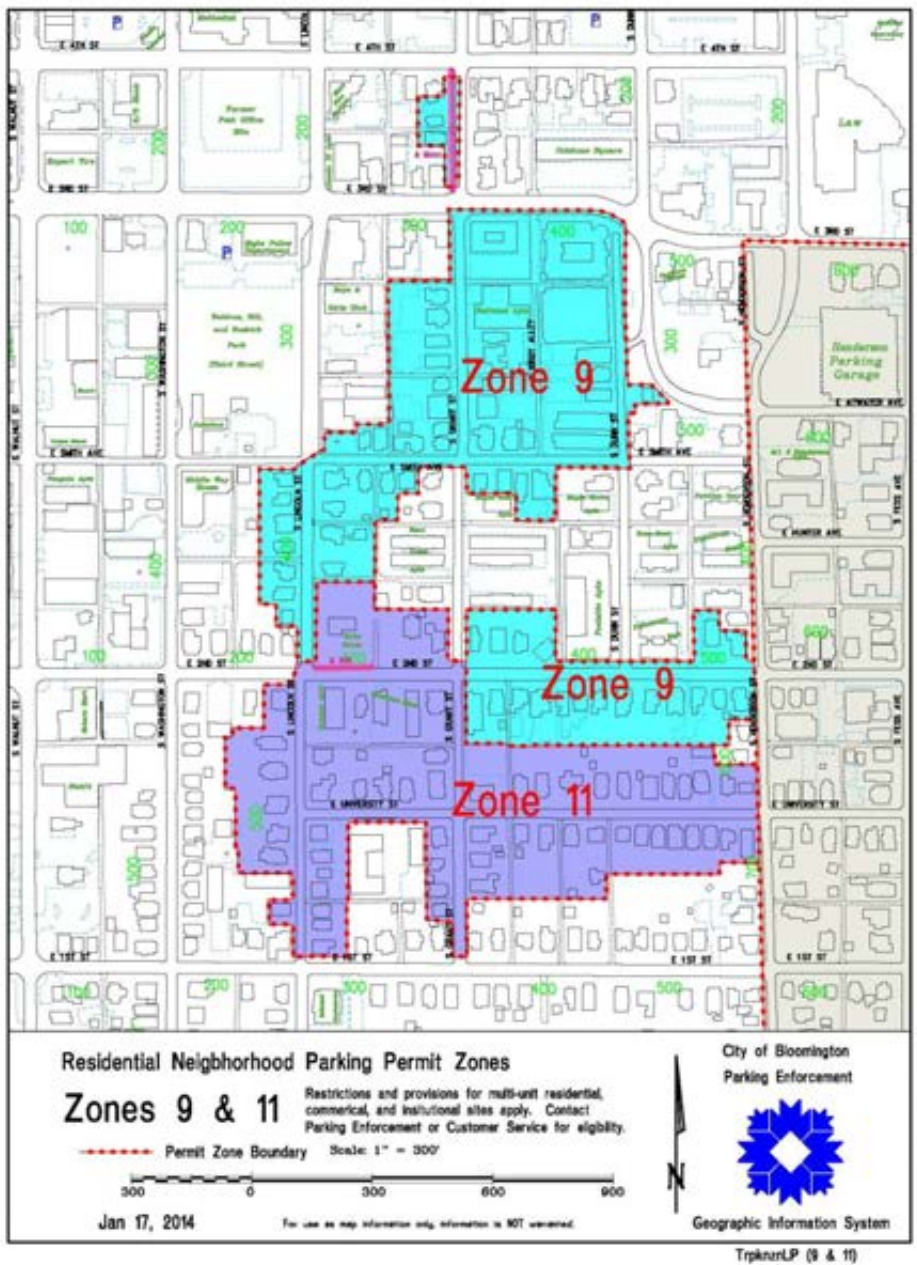
The total number of available Residential on-street parking within Zone 9 is approximately 119 parking spots.

- Permits sold for Zone 9 from 01/01/2016 to 12/31/2016:

Type of Permit	Number of Permits sold	Total Revenue
Temporary Zone 9	23	\$360.00
Temporary Zone 9 Construction	9	\$120.00
Zone 9 Permit	139	\$3130.00
Zone 9 Visitor	57	\$1400.00

(Other permits like All Zones permits are not included)

- Enclosed are the GIS map of Zone 9 and surrounded areas as well as the map of zone 9 with the number of on-street parking that requires Neighborhood Parking permit in each section.



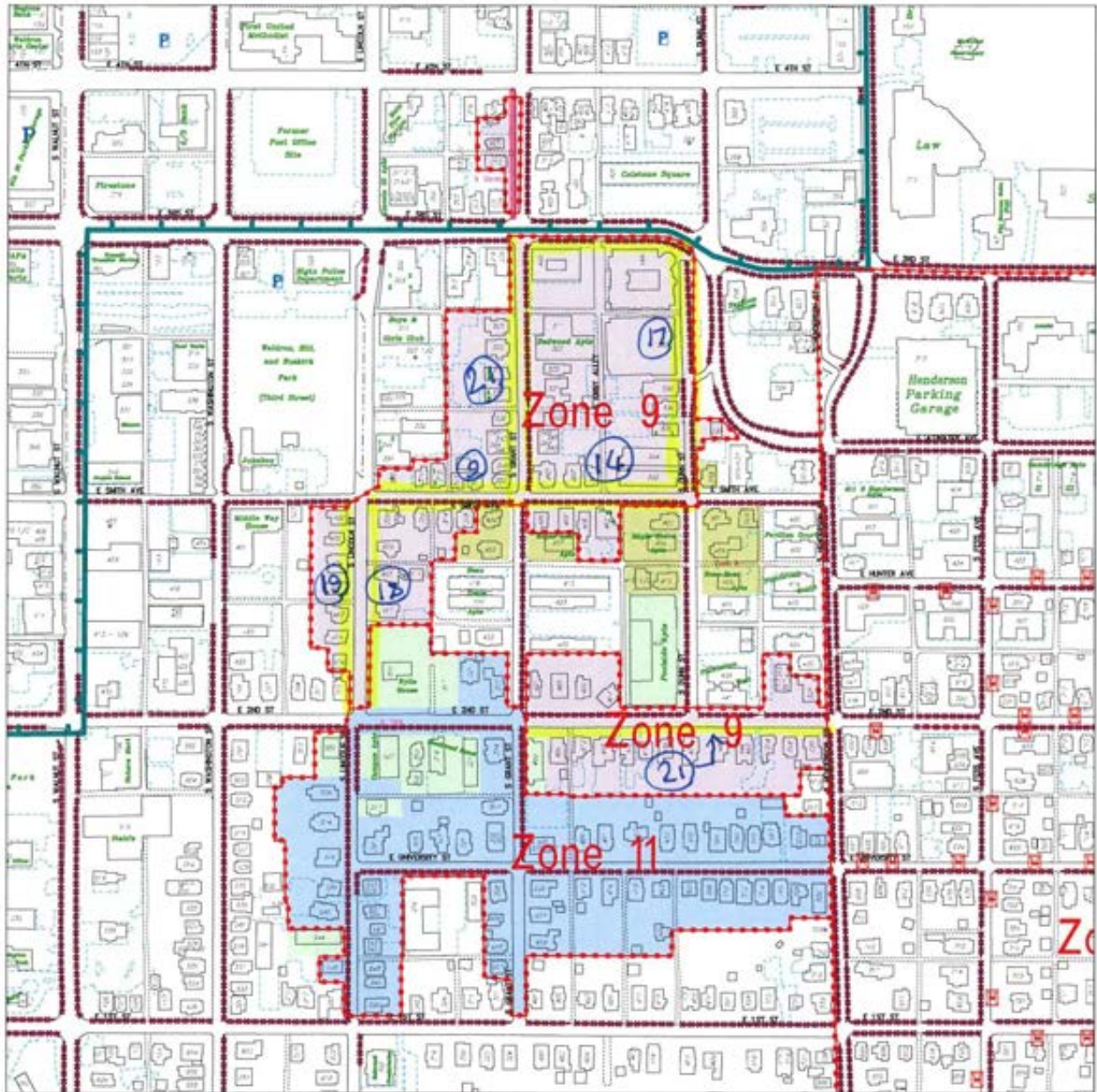
Residential Neighborhood

Parking Zones 9 & 11

Permit Zone
Qualifying Area
Excluded Area

- Legend
- Residential Neighborhood Parking Zones, Area Boundaries
 - Business District Area Zone Boundary
 - No Loading and Unloading
 - No Loading Permit Zone
 - Aggravation Loading Zone
 - See Right-of-Way
 - See Street Side
 - See Sign Location
 - See Public Loading Station

GIS
Geographic Information System
Scale: 1" = 150'
Aug 14, 2017



Total: 119

MEMORANDUM

To: Parking Commission
From: SeyedAmir Kaboli Farshchi, Long Range Planning
Date: September 8, 2017
Re: On-Street Parking, Neighborhood Parking Zones

Background

The Parking Commission requests a general assessment of available on-street parking for the Neighborhood Parking Zones. Staff first conducted an assessment of zone 10 as a trial before doing other zones and is seeking feedback. General parking number for each block was measured and calculated through the use of Google Maps, Google Earth, and GIS according to the following rules:

- Typical parking space length is 22'.
- Driveways, alleys, and corners/intersections should not be included.
- Residential Neighborhood Parking shall apply to the following streets in Zone 10:

Street	From	To	Side of Street
Eighth Street	Maple Street	Rogers Street	North
Eighth Street	Rogers Street	Fairview Street	South
Fairview Street	Eighth Street	Ninth Street	East
Fairview Street	Seventh Street	Eighth Street	West
Jackson Street	Eighth Street	Ninth Street	East
Jackson Street	Sixth Street	Seventh Street	West
Ninth Street	Maple Street	Jackson Street	South
Seventh Street	42' West of Rogers	142' West of Rogers	North
Seventh Street	Maple Street	Rogers Street	South
Sixth Street	Maple Street	Rogers Street	North/South

The total number of available on-street parking within Zone 10 is approximately 184 parking spots.

- Permits sold in Zone 10 in from 01/01/2016 to 12/31/2016:

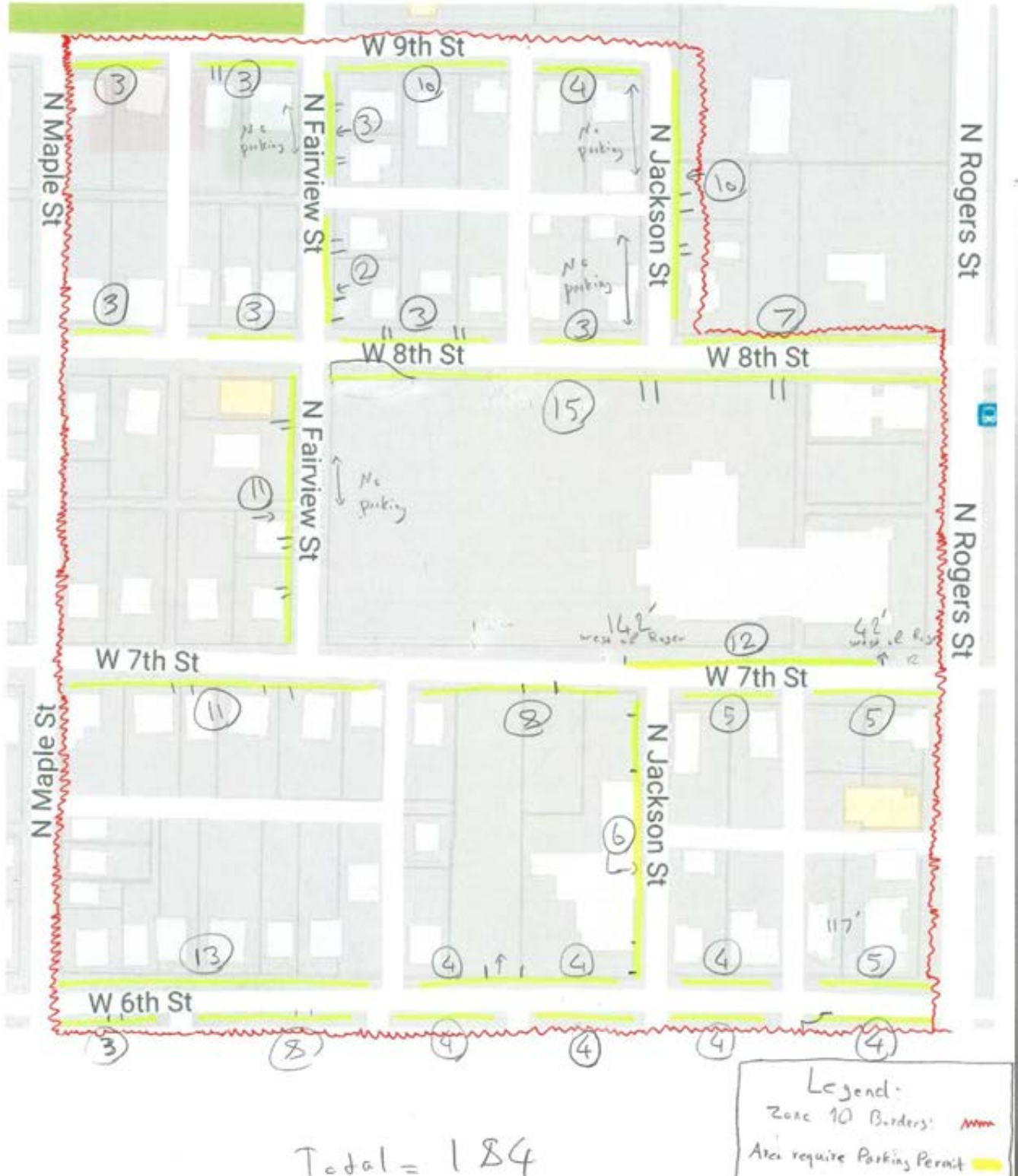
Type of Permit	Number of Permits sold	Total Revenue
Temporary Zone 10	7	\$75.00
Temporary Zone 10 Construction	1	\$10.00
Zone 10 Permit	49	\$1150.00
Zone 10 Visitor	16	\$400.00

- Enclosed are the GIS map of Zone 10 and surrounded areas as well as the Google map of zone 10 with the number of on-street parking that requires Neighborhood Parking permit in each section.



Neighborhood Permit Parking Zones outlined in red - additional Eligible areas in rose - Excluded areas in light green

Zone 10 Neighborhood Parking Counts



MEMORANDUM

To: Parking Commission
From: SeyedAmir Kaboli Farshchi, Long Range Planning
Date: September 21, 2017
Re: On-Street Parking, Residential Neighborhood Permit Parking Zone (Zone 11)

Background

The Parking Commission requests a general assessment of available on-street parking for the Neighborhood Parking Zones. Staff first conducted an assessment of zone 11. General parking number for each block was measured and calculated through the use of Google Maps, Google Earth, and GIS according to the following rules:

- Typical parking space length is 22'.
- Driveways, alleys, and corners/intersections should not be included.
- Residential Neighborhood Parking shall apply to the following streets in Zone 11:

Street	From	To	Side of Street
Grant Street	First Street	Second Street	East/West
Lincoln Street	First Street	Second Street	East/West
Second Street	Lincoln Street	Grant Street	North/South
University Street	Lincoln Street	Henderson Street	North/South
Lincoln Street	First Street	Second Street	East/West

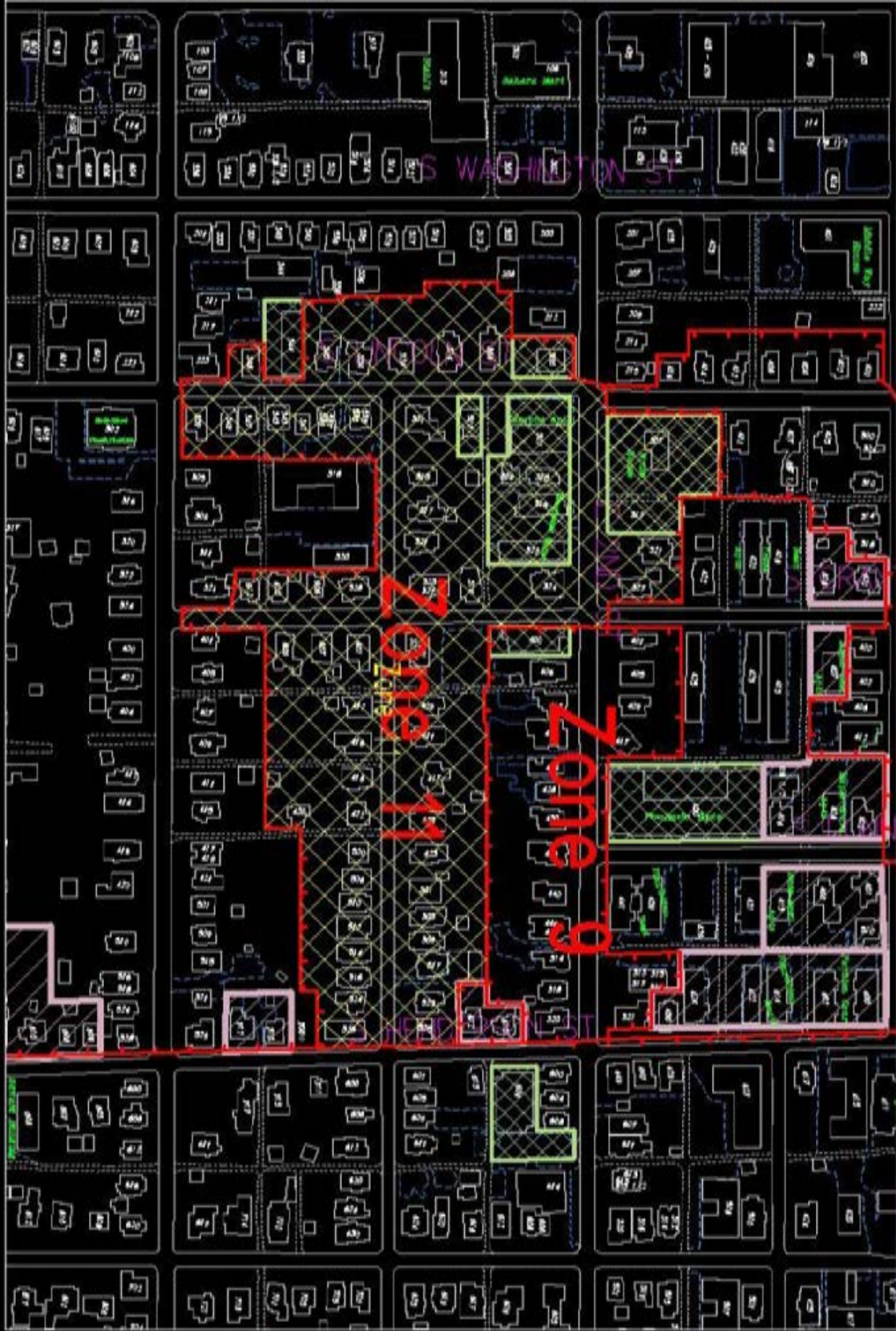
The total number of available Residential on-street parking within Zone 11 is approximately 112 parking spots.

- Permits sold in Zone 11 in from 01/01/2016 to 12/31/2016:

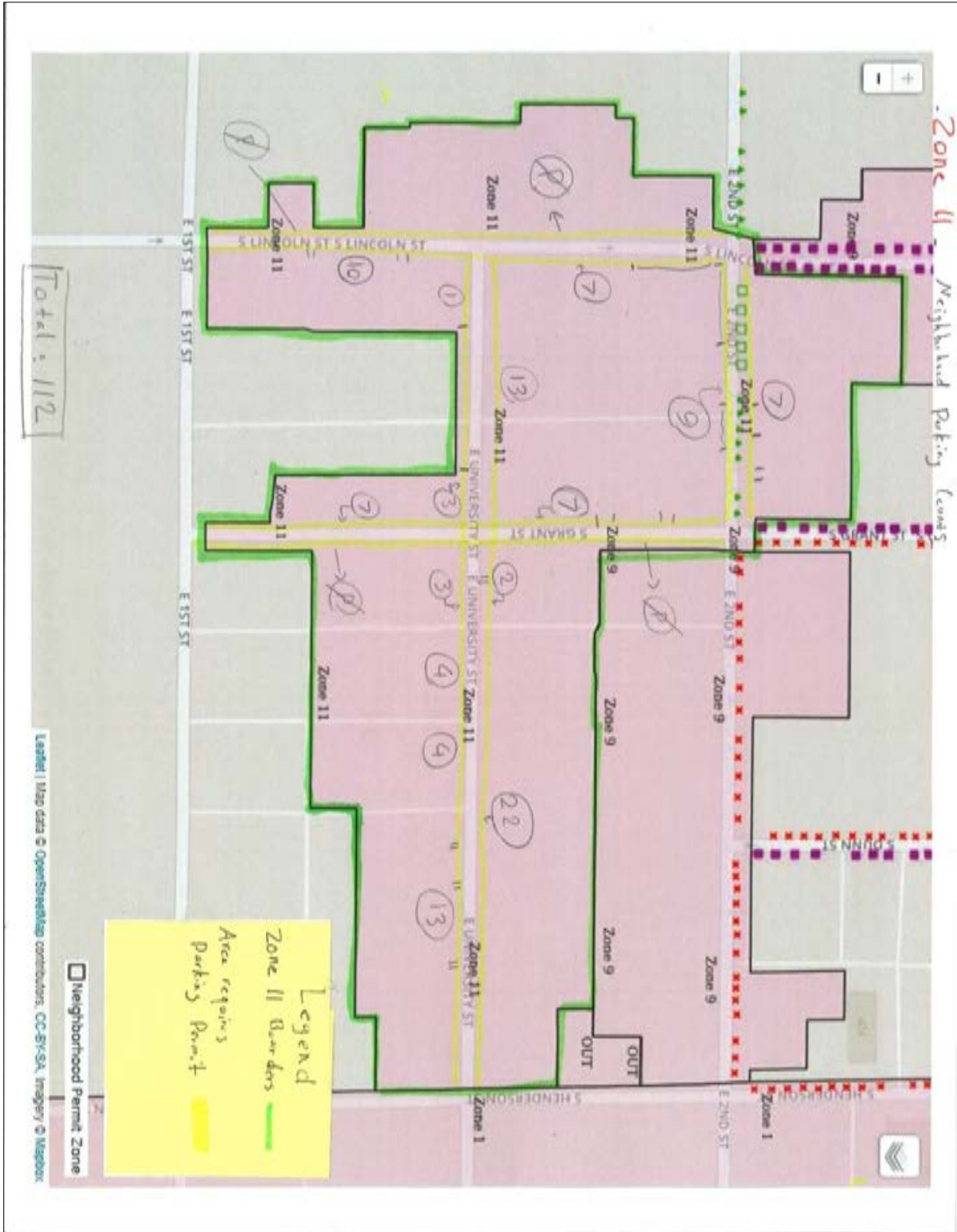
Type of Permit	Number of Permits sold	Total Revenue
Temporary Zone 11	5	\$75.00
Temporary Zone 11 Construction	4	\$70.00
Zone 11 Permit	75	\$1710.00
Zone 11 Visitor	25	\$600.00

(Other permits like All Zones permits are not included)

- Enclosed are the GIS map of Zone 11 and surrounded areas as well as the Google map of zone 11 with the number of on-street parking that requires Neighborhood Parking permit in each section.



Zone 11 Neighborhood Parking Counts



*Appendix 24: Citations by Violation and Status Summary, 2011–
2015*

Citations by Violation and Status Summary

For dates beginning 8/1/2012 through 12/31/2015

Violation	Unpaid Fines	Unpaid	Zero Bal	Undr Apl	Trnsfrd	Inactive	Total	Escalated
Expired Meter x	\$0.00	0	1	0	0	0	1	0
Obstruct Traffic - A06-08	\$0.00	0	1	0	0	0	1	0
Neighborhood Parking - A13-08	\$0.00	0	1	0	0	0	1	1
Other Violation - A17-08	\$0.00	0	3	0	0	0	3	2
White Permit Only - A22-08	\$0.00	0	1	0	0	1	2	1
Expired Meter - A01	\$32,060.00	1,603	80,749	0	0	2,503	84,855	38,103
Yellow Curb - A02	\$280.00	14	2,617	0	0	48	2,679	1,248
Overtime Parking - A03	\$680.00	34	18,798	0	0	421	19,253	9,445
Alley - A04	\$20.00	1	318	0	0	16	335	149
Loading Zone - A05	\$0.00	0	132	0	0	4	136	65
Obstruct Traffic - A06	\$20.00	1	183	0	0	4	188	93
Permits/Leased - A07	\$900.00	18	296	0	0	56	370	0
Backed in Space - A08	\$100.00	5	198	0	0	7	210	29
No Parking Zone - A09	\$140.00	7	921	0	0	40	968	409
Sidewalk Parking - A10	\$40.00	2	621	0	0	13	636	276
Angled Parking - A11	\$0.00	0	5	0	0	0	5	2
Left Side Parking - A12	\$0.00	0	7	0	0	0	7	4
NH-NEIGHBORHOOD PARKING	\$7,680.00	384	28,025	0	0	418	28,827	13,299
NH-PLATE NON MATCH	\$80.00	4	686	0	0	30	720	236
Handicapped-A15-13	\$0.00	0	92	0	0	42	134	0
Fire Lane - A16	\$0.00	0	96	0	0	7	103	0
NH-Wrong Zone - A18	\$200.00	10	970	0	0	30	1,010	426
Here To Corner - A19	\$0.00	0	90	0	0	1	91	37
Green Permit Only - A20	\$0.00	0	89	0	0	34	123	34
Red Permit Only - A21	\$20.00	1	80	0	0	21	102	28
CFC/White Lot - A22	\$0.00	0	31	0	0	11	42	16
Expired Permit - A23	\$0.00	0	54	0	0	8	62	9
Overnight Parking - A25	\$0.00	0	1	0	0	0	1	1
Showers Permit Parking - A27	\$0.00	0	89	0	0	55	144	30
Private Parking Only - A29	\$0.00	0	55	0	0	5	60	25
City Hall Visitor Parking	\$0.00	0	83	0	0	8	91	34
Parked Facing Traffic - A31	\$360.00	18	2,123	0	0	49	2,190	740
Oversize Vehicle - A32	\$0.00	0	8	0	0	2	10	0
Too Far From Curb - A33	\$20.00	1	378	0	0	2	381	106
Too Close To Intersection -A34	\$0.00	0	41	0	0	2	43	13
Electric Veh Parking Only - A35	\$0.00	0	25	0	0	1	26	11
Handicapped - A15	\$900.00	9	531	0	0	123	663	0
Outside Of Marked Space	\$180.00	9	1,012	0	0	24	1,045	291
NH-PARKED FACING TRAFFIC	\$460.00	23	842	0	0	6	871	329
NH-YELLOW CURB	\$840.00	42	1,645	0	0	12	1,699	727
NH-OVERTIME PARKING	\$1,580.00	79	2,245	0	0	21	2,345	1,126
NH-ALLEY	\$60.00	3	184	0	0	4	191	74
NH-LOADING ZONE	\$0.00	0	13	0	0	1	14	5
NH-OBSTRUCT TRAFFIC	\$40.00	2	37	0	0	1	40	15
NH-NO PARKING ZONE	\$360.00	18	684	0	0	9	711	266
NH-SIDEWALK PARKING	\$80.00	4	564	0	0	5	573	218
NH-HANDICAPPED	\$0.00	0	13	0	0	3	16	0
NH-FIRE LANE	\$500.00	10	120	0	0	0	130	0
NH-HERE TO CORNER	\$0.00	0	96	0	0	0	96	53
NH-PRIVATE PARKING ONLY	\$0.00	0	8	0	0	0	8	3
NH-OVERSIZED VEHICLE	\$0.00	0	6	0	0	0	6	2
NH-TOO FAR FROM CURB	\$80.00	4	170	0	0	1	175	72

<u>Violation</u>	<u>Unpaid Fines</u>	<u>Unpaid</u>	<u>Zero Bal</u>	<u>Undr Apl</u>	<u>Trnsfrd</u>	<u>Inactive</u>	<u>Total</u>	<u>Escalated</u>
NH-TOO CLOSE TO INTERSECTION	\$0.00	0	34	0	0	0	34	6
NH-ANGELED PARKING	\$0.00	0	0	0	0	1	1	1
NH-UNAPPROVED SURFACE	\$450.00	9	291	0	0	15	315	0
BPD/White Lot	\$40.00	2	8	0	0	9	19	6
UNAPPROVED SURFACE PARKING	\$400.00	8	70	0	0	2	80	0
	\$48,570.00	2,325	146,441	0	0	4,076	152,842	68,066

Appendix 25: Ordinance 15-10

ORDINANCE 15-10

divided question -
see note at
end of id.

**TO AMEND TITLE 2 (ADMINISTRATION AND PERSONNEL) AND TITLE 15
(VEHICLES AND TRAFFIC) OF THE BLOOMINGTON MUNICIPAL CODE
(To Improve Parking Management in the Downtown by Imposing a Maximum Charge for
On-Street Metered Parking, Setting Forth Actual Times and Fees in an Amended Schedule
L, Providing a Period of Free Parking in all Garages, and Establishing a Fee Discount and
Waiver Program to be Guided by a New Parking Commission)**

WHEREAS, the first-come, first-serve basis of previous parking policy prioritized convenience over need, enabling downtown employees and residents, who should be parking off-street in long-term parking, to park for free in more valuable on-street parking meant for shoppers, patrons and visitors; and

WHEREAS, in March of 2013, the City adopted Ordinance 13-03: *To Amend Title 15 of the Bloomington Municipal Code Entitled "Vehicles and Traffic" - Re: Authorizing the Expanded Use of Parking Meters in the Downtown and Related Changes* which, after implementation and minor amendments:

- broadened the definition of parking meters to authorize new technology;
- replaced a limited parking zone covering most of the downtown with a Parking Meter Zone;
- set the rate for parking meters and times those rates would be enforced;
- created a new part-time, non-reserved permit for use in the City's garages (to appeal to downtown employees);
- provided for the continued use of certain parking permits (i.e. construction/contractor and delivery vehicles) in the Downtown Parking Meter Zone and, in some cases, under revised procedures; and
- integrated overlapping Parking Zones; and

WHEREAS, parking management and policy are, after a 2013 Administration's reorganization, of interest to at least six departments (Clerk, Controller, Economic & Sustainable Development, Planning & Transportation, Police, Public Works); and

WHEREAS, the primary objective of an overall system of parking management, including spaces on streets, in garages and in lots, should be to employ all tools necessary to optimize access to the city's center for the broadest and most diverse set of users, and neither to raise city revenue nor to lower it arbitrarily; and

WHEREAS, Ordinance 13-03 also called for a study of the changes to be completed within fifteen months after the meters had been installed, and the Administration's report of the study was received in late October 2014; and

WHEREAS, the Administration has occasionally been arbitrary in its rationale for various aspects of parking management since Ordinance 13-03, such as:

- arguing in 2013 for the implementation of meters as a method of increasing revenue;
- recommending, in the 2014 report, measures of reducing enforcement for the sake of foregoing revenue;
- supporting other measures for the sake of simplifying management, rather than to pursue public policy needs or to otherwise optimize access to downtown; and

WHEREAS, the vendor contracted by the Administration to provide mobile parking management services, ParkMobile, offers services that transcend those provided by physical parking meters, such as:

- allowing a motorist with any cellular phone to call a toll-free number to pay for parking, without need of a "smart" phone;
- allowing a motorist to pay for parking without needing to remain next to his or her car;
- allowing a motorist to continue paying for parking without needing to return to the car;
- allowing a motorist parking on the street to "pay as you go" as if parked in a garage, eliminating worry over being ticketed for an elapsed meter -- a mode that can and should be implemented as soon as possible;

- enabling one person to remotely pay for another person's parking;
- enabling incentive programs to target the needs of specific constituencies who could not otherwise be served by physical meters;
- enabling reservation of certain spaces without need for orange cones and special signs; and
- enabling users to reduce the convenience fees for these services to the same or less than the convenience fee for using a credit card at a physical meter; and

WHEREAS, this ordinance presents changes to Title 15 proposed by Councilmember Nolan which would more closely hew to a parking management philosophy that optimizes access to the downtown, including to:

- set a maximum charge for on-street metered parking, so as to allow reduction of the charge on blocks where usage is low;
- provide for free parking in the Morton St. garage commensurate with free parking offered in the other two garages;
- take advantage of ParkMobile's capacities to establish a parking meter fee discount program for merchants to pass on to their customers;
- use ParkMobile to establish a waiver program for not-for-profit organizations to incentivize people to continue volunteering downtown;
- establish a Parking Commission to administer the waiver program, and oversee both programs, and which could eventually be called on to act as an oversight body for other parking-related policy;

NOW, THEREFORE, BE IT HEREBY ORDAINED BY THE COMMON COUNCIL OF THE CITY OF BLOOMINGTON, MONROE COUNTY, INDIANA, THAT:

SECTION 1. Chapter 2-12 entitled "Boards, Commissions, and Councils" shall be amended by inserting Section 2.12.110, entitled "Parking Commission" with the title appearing in the Table of Contents for the chapter and the text reading as follows:

2-12.110 Parking Commission

(a) ~~Policy Purpose.~~ The Parking Commission shall oversee the parking meter fee bulk discount (Section 15.40.023) and non-profit fee waiver (Section 15.40.024) programs.

(b) ~~Composition Appointments.~~ The Parking Commission shall be composed of seven voting members. ~~These voting members shall be composed of four members appointed by the Mayor and three members appointed by the Common Council.~~

(c) ~~Qualifications of Voting Membership.~~ At least one member appointed by the Mayor and one member appointed by the Common Council shall be a merchant owning and operating a business located at an address within Schedule U—On-Street Metered Parking, with a preference given to merchants affiliated with and recommended by Downtown Bloomington Inc. At least one member appointed by the Mayor and one member appointed by the Common Council shall be on the board or an employee of a non-profit organization operating by lease or other contract at an address within Schedule U—On-Street Metered Parking. One member appointed by the Mayor shall be a resident living at an address within Schedule U—On-Street Metered Parking. One member appointed by the Common Council shall be from among its membership. One member appointed by the Mayor shall be from within the Transportation and Traffic Services Division of the Planning and Transportation Department.

(d) ~~Terms.~~ The initial terms of two mayoral and one council citizen appointments shall expire on January 31, 2016. The terms of the remaining initial citizen appointments shall be for two years and expire on January 31, 2017. Thereafter, all terms of citizen appointments shall be for two years and expire on January 31st. The terms for the one mayor and one council non-citizen appointments shall be for one year and expire on January 31st.

(e) ~~Powers and Duties.~~ The commission's powers and duties include, but are not limited to:

(1) establishing policies and procedures and overseeing the operation of the parking discount and waiver credits programs as set forth in BMC Section 15.40.023 (On-Street Parking Meter Fees—Bulk Discount) and 15.40.024 (On-Street Parking Meter Fees—Waiver for Certain Non-profit Organizations);

(2) submitting an annual report of its activities and programs to the Mayor and Council by June of each year;

(f) ~~Staff.~~ The Commission shall be staffed by the Transportation and Traffic Services Division of the Planning and Transportation Department.

~~SECTION 2. Section 15.40.010, regarding the location of metered parking, part (1), regarding on-street parking, shall be amended to temporarily delete Schedule U "On-Street Parking" which will be modified and reinserted into BAC Section 15.40.020 by Section 4 of this ordinance and shall read as follows:~~

- ~~(1) The location of on-street-metered parking spaces shall be as set forth in the first three columns of Schedule U "On-Street Metered Parking" unless the area is otherwise identified in Schedule M "No Parking Zones," Schedule O "Loading Zones," Schedule P "Bus Zones" and Schedule R "Official Vehicle Zones."~~

~~SECTION 3. Section 15.40.020, entitled "Applicable times and charges," part (b) shall be deleted and replaced with the following:~~

- ~~(b) The maximum charge for use of each on-street metered parking space shall be one dollar per hour. The actual charge and the hours and days of enforcement shall be as set forth in Schedule U (On-Street Metered Parking). Additionally, the Mayor may suspend enforcement of parking meters during the holiday season, in the event of inclement weather, or under other circumstances the mayor deems appropriate and reasonable.~~

~~SECTION 4. Section 15.40.020, entitled "Applicable times and charges," shall be further amended by inserting Schedule U "On-Street Metered Parking" immediately after Section 15.40.020(d) and said Schedule shall be amended to appear as follows:~~

SCHEDULE U

On-Street Metered Parking

Street	Block	Side of Street	Time and Fee
Ashlynn Park Drive	700 North	East/West	4
College Avenue	400 South	East	2
College Avenue	300 South	East	2
College Avenue	200 South	East	2
College Avenue	100 South	East/West	4
College Avenue	100 North	East/West	4
College Avenue	200 North	East/West	4
College Avenue	300 North	East/West	4
College Avenue	400 North	West	1
College Avenue	500 North	West	4
College Avenue	600 North	East/West	1
Dunn Street	200 South	East	4
Dunn Street	400 South	East	4
Dunn Street	400 North	East	1
Dunn Street	200 North	East	4
Eighth Street	400 West	North/South	2
Eighth Street	200 West	North/South	1
Eighth Street	100 West	North/South	4
Eleventh Street	400 West	North	2
Eleventh Street	300 West	North	2

Eleventh Street	200 West	North	4
Fourth Street	400 West	North/South	2
Fourth Street	300 West	North/South	2
Fourth Street	200 West	North/South	1
Fourth Street	100 West	North/South	4
Fourth Street	100 East	North/South	4
Fourth Street	200 East	North/South	1
Fourth Street	300 East	North/South	4
Fourth Street	400 East	North/South	1
Fourth Street	500 East	North/South	4
Grant Street	200 South	West	2
Grant Street	100 South	West	1
Grant Street	100 North	West	4
Grant Street	200 North	West	1
Indiana Avenue	200 South	West	4
Indiana Avenue	100 South	West	4
Kirkwood Avenue	400 West	North/South	2
Kirkwood Avenue	300 West	North/South	2
Kirkwood Avenue	200 West	North/South	4
Kirkwood Avenue	100 West	North/South	4
Kirkwood Avenue	100 East	North/South	4
Kirkwood Avenue	200 East	North/South	1
Kirkwood Avenue	300 East	North/South	4
Kirkwood Avenue	400 East	North/South	4
Kirkwood Avenue	500 East	North/South	1
Lincoln Street	200 South	East/West	2
Lincoln Street	100 South	East/West	1
Lincoln Street	400 North	East/West	1
Lincoln Street	200 North	East/West	1
Madison Street	200 South	East/West	2
Madison Street	400 South	East/West	2
Madison Street	400 North	East/West	2
Madison Street	200 North	East/West	2
Morton Street	400 North	East/West	4
Morton Street	200 North	East/West	4
Morton Street	300 North	East/West	4
Morton Street	400 North	East	4
Morton Street	500 North	East/West	1
Morton Street	600 North	East/West	4
Morton Street	700 North	East/West	4
Morton Street	800 North	East/West	1
Ninth Street	200 West	South	1
Ninth Street	400 East	North	4
Seventh Street	400 West	North/South	2
Seventh Street	300 West	North/South	2

Seventh Street	200 West	North	4
Seventh Street	400 West	North/South	4
Seventh Street	100 East	North/South	4
Seventh Street	200 East	North/South	4
Seventh Street	300 East	North/South	4
Seventh Street	400 East	North/South	4
Sixth Street	400 West	North/South	2
Sixth Street	300 West	North/South	2
Sixth Street	200 West	North/South	4
Sixth Street	100 West	North/South	1
Sixth Street	100 East	North/South	1
Sixth Street	200 East	North/South	4
Sixth Street	300 East	North/South	1
Sixth Street	400 East	North/South	1
Sixth Street	500 East	North/South	4
Fifth Street	300 West	North/South	4
Walnut Street	400 South	West	2
Walnut Street	300 South	West	2
Walnut Street	200 South	West	2
Walnut Street	100 South	East/West	1
Walnut Street	100 North	East/West	4
Walnut Street	200 North	East/West	4
Walnut Street	300 North	West	4
Walnut Street	400 North	West	2
Walnut Street	500 North	West	2
Walnut Street	600 North	West	2
Washington Street	300 South	West	2
Washington Street	200 South	West	2
Washington Street	100 South	East	4
Washington Street	100 North	East/West	4
Washington Street	200 North	East/West	1

Legend:

(1) One dollar per hour between the hours of nine a.m. and nine p.m. every day except Sundays and city holidays.

(2) Fifty cents per hour between the hours of nine a.m. and nine p.m. every day except Sundays and city holidays.

SECTION 5. Section 15.40.020, entitled "Applicable times and charges," Schedule W, entitled "Hourly parking," shall be amended in the following manner. The provision regarding "Lot 7 - Morton Street Garage" shall be amended to provide for free parking for the first three consecutive hours and, to that effect, the provision shall be deleted and replaced with the following:

**SCHEDULE W
HOURLY PARKING**

Municipal Lot	Parking charge per hour	Applicable times for parking charges
Lot 7*		
Morton Street Garage		24 hours per day 7 days per week
	\$0	• For the first three consecutive hours
	\$0.50	• Beyond the first three consecutive hours

SECTION 6. Section 15.40.020, entitled "Applicable times and charges," Schedule W, entitled "Hourly parking," shall be further amended as follows. The notation indicated by an asterisk shall be amended to reflect the addition of "Lot 7 Morton Street Garage" and, to that effect, shall be deleted and replaced with the following:

*No vehicle may park for a free, three-hour period of time in more than one of the aforementioned lots (Lots 2, 3, 5, 6, 7, or 9) more than one time per calendar day.

SECTION 7. Chapter 15.40 entitled "Municipal Parking Lots, Garages and On-street Metered Parking" shall be further amended by inserting Section 15.40.022 entitled "On-street metered parking—In general" with the heading appearing in the Table of Contents for the chapter and the text reading as follows:

15.40.022 On-Street Metered Parking—In General

(a) ~~The city through its board of public works may contract with one or more agents to administer on its behalf and at its direction the provisions of this chapter relating to on-street parking meters.~~

(b) ~~The agent(s) may arrange for the payment for use of a metered parking space by motorists and take an agreed-upon charge before crediting the balance with the City for deposit in the special parking meter fund.~~

(c) ~~Fees, in an aggregate amount not to exceed \$100,000 in any calendar year, may be discounted or waived prior to receipt of funds in accordance with Section 15.40.023 (On-Street Parking Meter Fees—Bulk Discount) and Section 15.40.024 (On-Street Parking Meter Fees—Waiver for Certain Non-profit Organizations). These discount and waiver programs shall be operated under the direction of the Parking Commission established by BMC 2.12.110 (Parking Commission)~~

SECTION 8. Chapter 15.40 entitled "Municipal Parking Lots, Garages and On-street Metered Parking" shall be further amended by inserting Section 15.40.023 entitled "On-street Parking Meter Fees - Bulk Discount" with the heading appearing in the Table of Contents for the chapter and the text reading as follows:

15.40.023 On-Street Parking Meter Fees - Bulk Discount

(a) ~~No more than \$50,000 of the amount set forth in Section 15.40.022(c) shall be made available for a bulk-discount program.~~

(b) ~~The bulk-discount shall apply to the fee, but not any additional administrative charge imposed by the parking agent (pursuant to Section 15.40.022[b]) and be equal to fifteen percent of the fee for use of an on-street metered space.~~

(c) ~~Any retail establishment or restaurant occupying and doing business at an address within Schedule C (On-Street Metered Parking) may, upon determination of eligibility and on a first-come-first-serve basis, purchase up to 10,000 hours per year in discount credits through the City's parking agent (pursuant to Section 15.40.022[b]). With this discount in place, one hundred hours of parking at the maximum rate of one dollar (\$1.00) per hour would cost eighty-five dollars (\$85.00). For purposes of this section, the~~

terms "retail establishment" and "restaurant" include any business required to obtain a Registered Retail Merchant Certificate from the State of Indiana that also demonstrates that at least half of the revenue generated at that location is subject to the Indiana sales tax.

(d) — Eligibility. These discounts are intended for retail establishments and restaurants to offer customers in order to encourage their patronage by mitigating the cost and perceived inconvenience of metered parking. City policy is to encourage persons with long-term parking needs in the downtown to use off-street facilities or to reduce the use of motor vehicles. For that reason, the employer, employees, and paid contractors of a business, and the vehicles they use, are not eligible for waivers issued to that business. For that reason, as well, vehicles registered to residents at addresses within Schedule U shall be presumed to be ineligible for waivers but such presumption may be overcome by evidence provided by the user of the vehicle.

(e) — Policies and Procedures. Staff under direction of the Commission is authorized to develop policies and practices that are necessary to operate this program in an efficient manner that is consistent with overall City policies. This includes the development of applications, memoranda of agreements, and other forms to assist the City obtain information and enter into understandings with businesses regarding use of these discounts. These forms may require these businesses to identify certain categories of persons (e.g. employees) and the license plates of vehicles they use on a regular basis.

(f) — Misuse of Discounts. The Commission shall periodically review records of parking usage and may, after notice and a hearing, suspend or terminate credits for a business with evidence of a pattern of misuse of the discounts. The Commission may, after notice and a hearing, determine that a discount has been used improperly in regard to a particular vehicle and deem the vehicle ineligible for discounts.

SECTION 4. Chapter 15.40 entitled "Municipal Parking Lots, Garages and On-street Metered Parking" shall be further amended by inserting Section 15.40.024 entitled "On-Street Parking Meter Fees - Waiver for Certain Non-profit Organizations" with the heading appearing in the index for the chapter and the text reading as follows:

Section 15.40.024 - On-Street Parking Meter Fees - Waiver for Certain Non-profit Organizations

(a) — No more than \$50,000 of the amount set forth in Section 15.40.022(e) shall be made available for a non-profit parking fee waiver program.

(b) — The non-profit parking waiver shall apply to the entire fee, but not to any additional administrative charge imposed by the parking agent (pursuant to Section 15.40.022(b)).

(c) — Upon approval of the Commission, eligible 501(c)(3) non-profit organizations operating by lease or other contract at an address within Schedule U (On-Street Metered Parking) may obtain fee waiver credit in an amount not to exceed \$10,000 per year.

(d) — Volunteers and Clients. The fee waivers are provided in order to protect applicants from loss of volunteer services or client access to services due to the cost and perceived inconvenience of on-street metered parking. It is intended for vehicles under control of persons in the course of volunteering for, or obtaining services as a client at, the aforementioned non-profit organizations. City policy is to encourage persons with long-term parking needs in the downtown to use off-street facilities or to reduce the use of motor vehicles. For that reason, vehicles used by the employer, employees, paid contractors, and residents of the aforementioned organization are not eligible for use of a fee waiver even if acting in a volunteer or client capacity at the time the waiver is applied. For purposes of this section, the term "client" means a person who receives services of an organization, but is not a paying customer or patron of the organization.

(e) — Misuse of Waivers. The Commission shall periodically review records of parking usage and may, after notice and a hearing, suspend or terminate credits for a non-profit organization with evidence of a pattern of misuse. The Commission may, after notice and a hearing, determine that the waiver has been misused in regard to a particular vehicle and deem the vehicle ineligible for waivers but such presumption may be overcome by evidence provided by the user of the vehicle.

(f) — Policies and Procedures. Staff under direction of the Commission is authorized to develop policies and practices that are necessary to operate this program in an efficient manner that is consistent with overall City policies. This includes the development of applications, memoranda of agreements, and other forms to assist the City to obtain information and enter into understandings with businesses regarding use of these waivers. These forms may require these organizations to identify certain categories of persons (e.g. employees) and the license plates of vehicles they use on a regular basis.

~~(g) Allocation of Waivers. The Commission and its staff shall develop an allocation procedure based upon the following guidelines:~~

- ~~(1) Applicants may apply on a periodic basis as determined by the Commission and may be an entire organization or an affected program within the organization.~~
- ~~(2) The applicant must demonstrate that its mission and activities either:
 - ~~(i) support and enhance the Bloomington Entertainment and Arts District (BEAD); or~~
 - ~~(ii) substantially match the criteria for funding under the Jack Hopkins Social Services Funding Program;~~~~
- ~~(2) The applicant must detail and explain the need for waivers in terms of the number of volunteers and clients, the name of the program, and the number, location, blocks of time, and days of week associated with the use of the waivers;~~
- ~~(3) The applicant must demonstrate knowledge and appropriate use of opportunities to reduce the need for on-street parking in the downtown;~~
- ~~(4) The use of the waiver shall not significantly reduce on-street parking for customers of neighboring businesses and adversely affect their operations; and~~
- ~~(5) The granting of waivers will not result in a high risk of misuse;~~
- ~~(h) Waiver credits will be available in periods of no less than three months and no more than 12 months.~~

SECTION 10. Given the additional methods for using the city's parking system that ParkMobile offers, and its current underutilization by the parking public, the Administration shall:

- (a) arrange with ParkMobile to change its method of accepting payment through its mobile application, from advance specification of the length of time desired, to "pay-as-you-go" metering, in which the app charges for parking on street in much the same way parking is charged for in a gated garage;
- (b) assign new ParkMobile zone numbers to each of the several surface lots, place ParkMobile stickers on each meter in said lots, and instruct parking enforcement officers to accept use of ParkMobile as payment in those lots.

SECTION 11. Unless a report stating good cause to defer the changes prescribed by this ordinance is filed with the Council within the foregoing time period, these steps shall be taken within 120 days of adoption of this ordinance.

SECTION 12. If any section, sentence or provision of this ordinance, or the application thereof to any person or circumstances shall be declared invalid, such invalidity shall not affect any of the other sections, sentences, provisions, or applications of this ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this ordinance are declared to be severable.

SECTION 13. This ordinance shall be in full force and effect from and after its passage by the Common Council of the City of Bloomington and approval of the Mayor and publication in accordance with State law.

PASSED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this 15th day of APRIL, 2015.


DAVE ROLLO, President
Bloomington Common Council

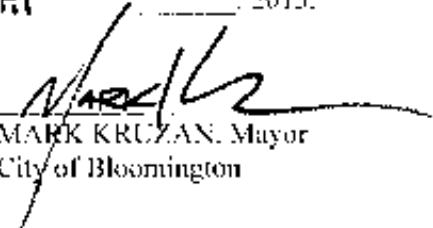
ATTEST:


REGINA MOORE, Clerk
City of Bloomington

PRESENTED by me to the Mayor of the City of Bloomington, Monroe County, Indiana, upon this 16th day of April, 2015.


REGINA MOORE, Clerk
City of Bloomington

SIGNED and APPROVED by me upon this 16th day of April, 2015.


MARK KRIZAN, Mayor
City of Bloomington

SYNOPSIS

This ordinance is sponsored by Councilmember Volan and amends Title 15 of the Bloomington Municipal Code (Vehicles and Traffic) after evaluation of expansion of the downtown metered parking established with the adoption of Ordinance 13-03 in March of 2013. It would: improve parking management in the downtown by imposing a maximum charge for on-street metered parking; set forth actual times and fees in an amended Schedule U; provide a period of free parking in all garages; and, establish a fee discount and waiver program to be overseen by a new Parking Commission.

Note: This ordinance was revised after it was distributed in the Weekly Legislative Packet and before it was introduced. The revisions added new Sections 10 and 11 regarding implementation of certain ParkMobile services and making ParkMobile services known at the City's surface lots.

Note: On April 15, 2015, the Council divided the question on consideration of this ordinance into three divisions and eventually passed one of the divisions. Here is the record of those actions.

- o ACTION: The motion to divide the question into three parts received a roll call vote of 8-1-0;
- o ACTION: The motion to amend Division 1 to omit section 9 passed 9-0-0;
- o ACTION: The motion to approve Division 1 (sections 1, 7 & 8) as amended failed 3-6-0;
- o ACTION: The motion to approve Division 2 (sections 2, 3 & 4) failed 4-5-0;
- o ACTION: The motion to approve Division 3 (sections 5, 6, 10, 11) passed 8-1-0.

The Council adopted a motion that authorized staff to reconcile the differences in wording in Schedule W between Ordinance 15-09 and Ordinance 15-10 so that the payment for lots and garage parking spaces be converted from a half-hour to an hour.

Signatures to:
Regis (S)
Cathleen (i)
Plan/Traffic
PEO
Police
T & T Engineering

Council
BHC
HT-for publ.
Public works
Street

Prepared by State Board of Accounts
Ordinance 15 10

CITY - CLERK
(Governmental Unit)

Monroe County, Indiana

LINE COUNT

Display Matter (Must not exceed 2 on total more than four solid lines advertisement is set) - number
Head - number of lines
Body - number of lines
Tail - number of lines
Total number of lines in notice

COMPUTATION OF CHARGES:

156 lines 1 column(s) wide equals
400 cents per line
Additional Charges for notices content of above amount)
Charge for extra proofs of publication of two)

TOTAL AMOUNT OF CLAIM

DATA FOR COMPUTING COST

Width of single column in picas
Number of insertions

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I also certify that the printed matter which was duly published in said paper

05/05/15

Additionally, the statement checked by

- Newspaper does not have a Web site
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- Newspaper has a Web site by

Date

NOTICE:
The City of Bloomington Common Council passed Ordinance 15 10 on 4/14/15 and it was signed by the Mayor on 4/14/15. It is published here in part to inform interested citizens in the new fees, fines, and penalties. The entire version of Ordinance 15 10 is published on the City of Bloomington website:

<http://bloomington.in.gov/ordinances/ordinances/2015/20150415.pdf> and will be incorporated into the Bloomington Municipal Code.

ORDINANCE 15 10 TO AMEND TITLE 2 (ADMINISTRATION AND TITLE 16 (VEHICLES AND TRAFFIC)) OF THE BLOOMINGTON MUNICIPAL CODE (To Improve Parking Management in the Downtown by Imposing a Maximum Charge for On-Street Metered Parking, Setting Fourth and Tenth and Tenth and Twelfth Amended Schedule 1; Providing a Period of Free Parking in All Garages, and Establishing a Fee Discount and Waiver Program to be Governed by a New Parking Commission)

SECTION 6. Section 16 40 020, entitled "Applicable times and charges," Schedule W, entitled "Hourly parking," shall be amended in the following manner. The provision regarding "Lot 7 Martin Street Garage" shall be amended to provide for free parking for the first three consecutive hours and, to that effect, the provision shall be deleted and replaced with the following:

SCHEDULE W

HOURLY PARKING

Municipal lot, parking charge per hour. Applicable areas for parking charges:
Lot 7
Martin Street Garage, 24 hours per day
7 days per week
\$0. For the first three consecutive hours
\$0.50. Beyond the first three consecutive hours

SECTION 6. Section 15 40 020, entitled "Applicable times and charges," Schedule W, entitled "Hourly parking," shall be further amended as follows. The notation indicated by an asterisk shall be amended to reflect the deletion of "Lot 7 Martin Street Garage" and, to that effect, shall be deleted and replaced with the following:
"No vehicle may park for a free, three-hour period of time in more than one of the aforementioned lots (Lots 8, 11, 6, 9, 7, or 4) more than one time per calendar day."

SECTION 10. Given the pilot program methods for using the city's parking system (that ParkMobile offers, and for general municipal action by the parking public, the Administration shall:
(a) arrange with ParkMobile to change its method of accepting payment through its mobile application, from advance specification of the length of time desired, to "pay-as-you-go" metering, in which the app charges for parking on street in much the same way parked is charged for in a metered garage;
(b) assign new ParkMobile zone numbers to each of the several

surface lots, place ParkMobile stickers on each meter to said lots, and instruct parking enforcement officers to accept use of ParkMobile as payment in those lots.

SECTION 11. Unless a report stating good cause to defer the changes prescribed by this ordinance is filed with the Council within the foregoing time period, these steps shall be taken within 120 days of adoption of this ordinance.

SECTION 12. If any section, sentence or provision of this ordinance or the application thereof to any person or circumstances shall be declared invalid, such invalidity shall not affect any of the other sections, sentences, provisions or applications of this ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this ordinance are declared to be severable.

SECTION 13. This ordinance shall be in full force and effect from and after its passage by the Common Council of the City of Bloomington and approval of the Mayor and publication in accordance with State law.

SYNOPSIS

This ordinance is sponsored by Councilmember Volan and amends Title 16 of the Bloomington Municipal Code (Vehicles and Traffic) after evaluation of expenses of the downtown metered parking established with the adoption of Ordinance 13 03 in March of 2013. It would improve parking management in the downtown by imposing a maximum charge for on-street metered parking, set forth actual times and fees in an amended Schedule 1; provide a period of free parking in all garages; and, establish a fee discount and waiver program to be overseen by a new Parking Commission.

NOTE: The Council adopted a motion that authorized staff to reconcile the differences in wording in Schedule W between Ordinance 15 10 and Ordinance 13 03 so that the payment for lots and garage parking meters be converted from a half-hour to an hour equally.

certify that the foregoing account is all just credits, and that no part of the same column width and type size, being as follows:

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Title Public Notice Clerk

Harold-Times
x 900 Bloomington, IN 47402

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Printed by State Board of Accounts
ORDINANCE 15-09

CITY - CLERK

(Governmental Use)

Monroe County, Int

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Tail - number of lines

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COMPUTATION OF CHARGE

209 lines 1 column(s) wide of
406 cents per line .

Additional Charges for notices
of above amount)

Charge for extra proofs of pub
of two)

TOTAL AMOUNT OF CHARGE

DATA FOR COMPUTING COST

Width of single column in picas 9.4 Size of type

Number of insertions 1

Pursuant to the provisions and penalties of IC 5-11-10-1, I hereby certify that the amount claimed is legally due, after all that the same has been paid.

I also certify that the printed matter attached hereto is a true and correct copy of the original as published in said paper 1 time. The dates of publication are as follows:

05/05/15

Additionally, the statement checked below is true and correct:

-Newspaper does not have a Web site.
- Newspaper has a Web site and this public notice is posted on the newspaper
-Newspaper has a Web site, but due to technical problems, this public notice was not posted on the newspaper.
-Newspaper has a Web site but refuses to post the public notice.

Date: 5/5/15

NOTICE:
The City of Bloomington Common Council passed Ordinance 15-09 on 5/1/15 and a copy thereof is published here in part to inform interested citizens in the new fees, rates, and penalties. The entire version of Ordinance 15-09 is published on the City of Bloomington website.

Section 16.40.020(a) of the Bloomington Municipal Code, regarding the applicable fines and charges for on-street metered parking shall be deleted and replaced with the following: The charge for the use of each available metered parking space shall be one dollar per hour between the hours of 6:00 a.m. and 6:00 p.m. every day, except Sundays and City holidays. Additionally, the Mayor may suspend enforcement of parking meters during the holiday season, in the event of inclement weather, or in other circumstances at the Mayor's discretion, and shall provide appropriate and reasonable notice. SECTION 2, Subsection 15.40.020 Schedule W, Hourly Parking shall be amended by deleting the current table and replacing it with the following: Municipal Lot, Parking charges

per hour. Applicable times for parking charges:

Lot 1	40 and 42nd, \$1.00, 8:00 a.m. - 6:00 p.m. Monday through Friday
Lot 2*	Walnut Street Garage, Monday through Friday 8:00 a.m. - 6:00 p.m.
Lot 3*	\$0.50 for first three consecutive hours
Lot 4*	\$0.50, beyond first three consecutive hours
Lot 5*	\$0.50, 6:00 p.m. - 6:59 a.m.
Lot 6*	Saturday and Sunday
Lot 7*	4:00 a.m. - Noon
Lot 8*	\$0.50 for first three consecutive hours
Lot 9*	\$0.50, beyond first three consecutive hours
Lot 10*	\$0.50, 12:01 p.m. - 6:59 a.m.
Lot 11*	4th & Washington, 8:00 a.m. - 6:00 p.m. Monday through Friday
Lot 12*	\$0.50 for first three consecutive hours
Lot 13*	\$0.50, beyond first three consecutive hours
Lot 14*	4th and Lawrence, 8:00 a.m. - 6:00 p.m. Monday through Friday
Lot 15*	\$0.50 for first three consecutive hours
Lot 16*	\$0.50, beyond first three consecutive hours
Lot 17*	4th Street Garage, 8:00 a.m. - 6:00 p.m. Monday through Friday
Lot 18*	\$0.50 for first three consecutive hours
Lot 19*	\$0.50, beyond first three consecutive hours
Lot 20*	Fourth Street Garage, 7:00 a.m. - 6:00 p.m. Monday through Friday
Lot 21*	\$0.50 for first three consecutive hours
Lot 22*	\$0.50, beyond first three consecutive hours

SECTION 15.40 of the Bloomington Municipal Code, including "Parking Controls" shall be amended to insert Section 15.40.155, which shall be reflected in the table of contents for this chapter and shall read as follows: 15.40.155 Parking for Specially Endangered Persons

The parking spaces described in Schedule S-1 of this section are designated as parking spaces reserved for specially endangered persons on public streets.

(a) The term specially endangered persons applies to individuals who are seeking protection from situations of violence.

(b) The parking spaces shall solely be available to vehicles owned or under the control of specially endangered persons while those persons are being served as a client of an organization designated in part (c) and during the time of restriction see Subsection S-1.

(c) Organizations whose purpose is to provide shelter for specially endangered persons are eligible to apply for designation of these parking spaces. Prior to implementation, the organizations shall enter into an agreement with the city to assist in the implementation and enforcement of these provisions. The agreement shall include a commitment to help offset the cost of implementing and enforcing this provision.

SECTION 15.40.157

Parking for Specially Endangered Persons

Location, Number of Spaces, Time of Restriction
318, 320 & 328 South Washington 7+
All Time

be in full force and effect from and after its passage by the Common Council of the City of Bloomington, approval of the Mayor and publication in accordance with State law.

209	\$ 64.85
	\$ 64.85

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Public Notice Clerk

DEA 15-09

7402

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Appendix 26: Exhibits and Graphs

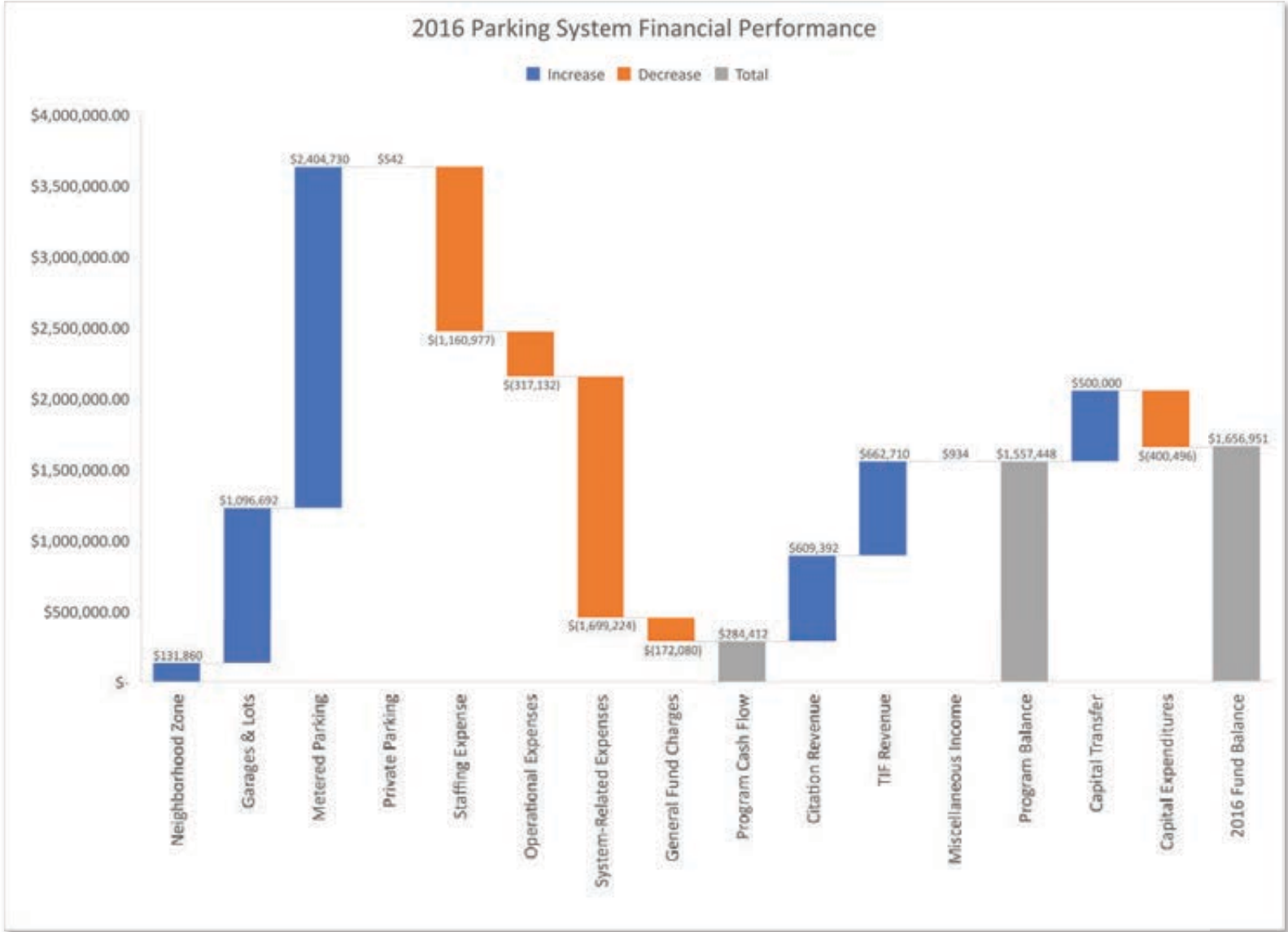


Figure 2: 2016 Financial Performance of the City of Bloomington's Parking System

2016 Parking System Revenue by Source

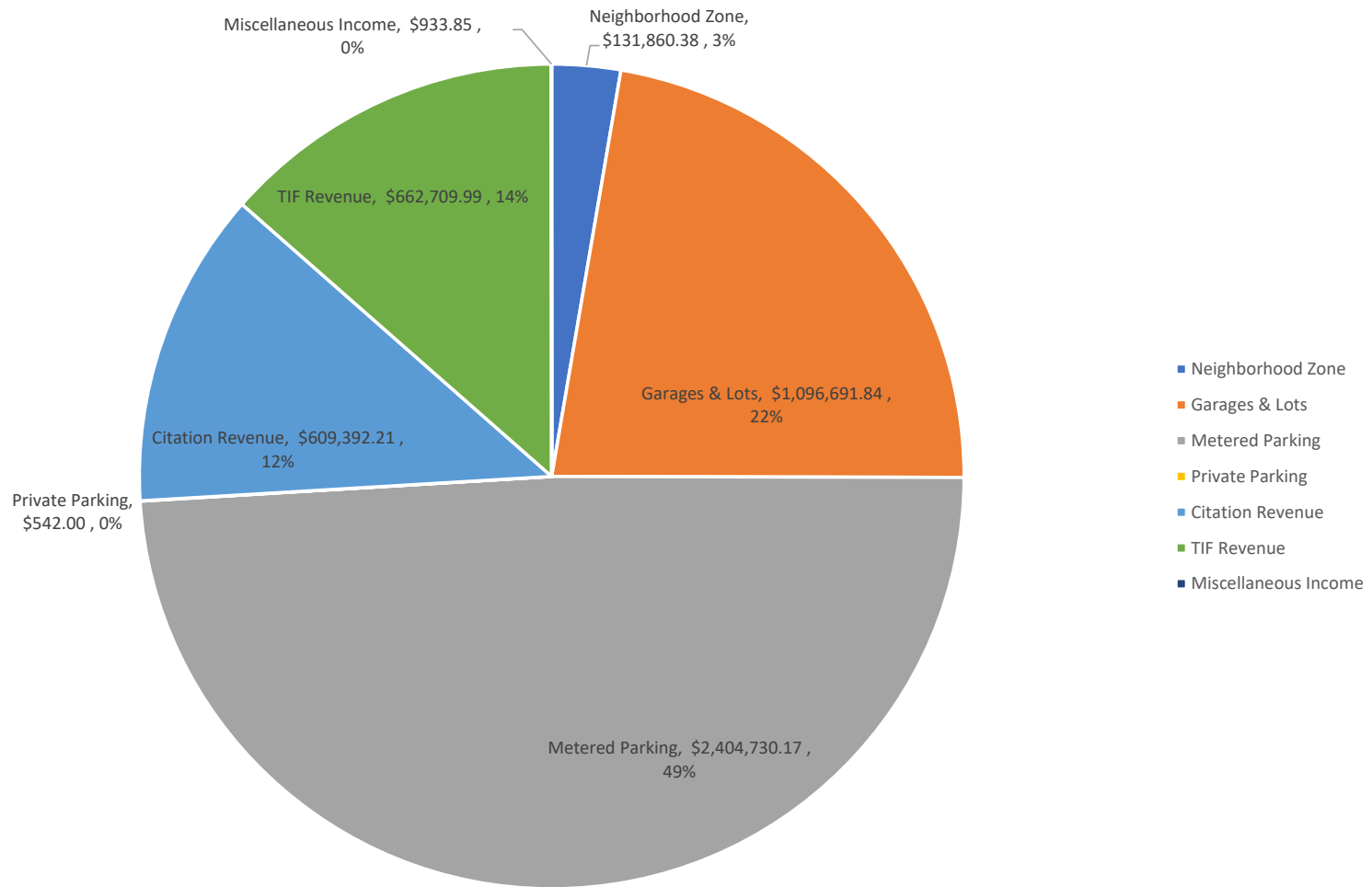


Figure 3: Parking System Revenues by Source26

2016 Expense Category by Type

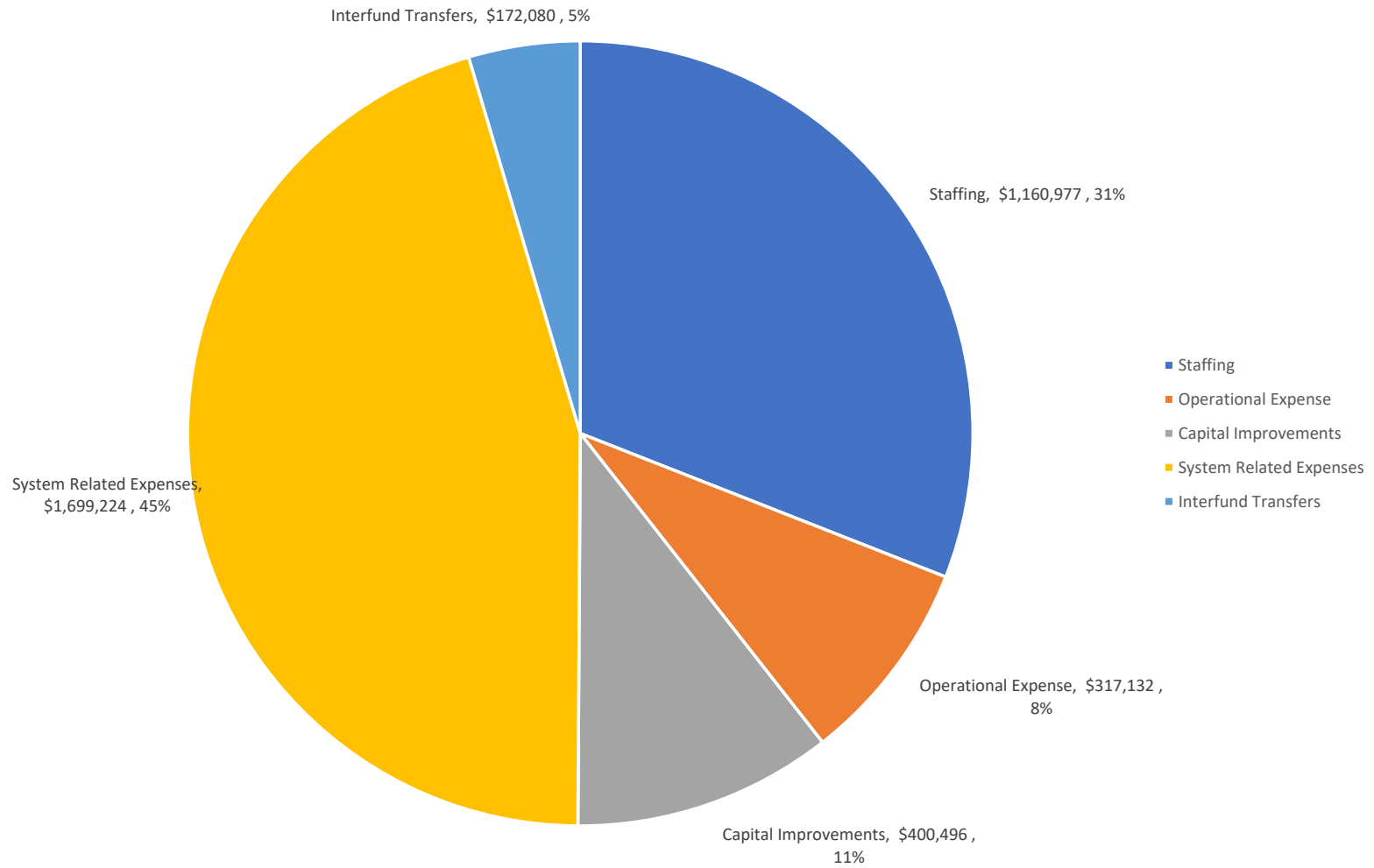


Figure 5: 2016 Parking System Expense by Category

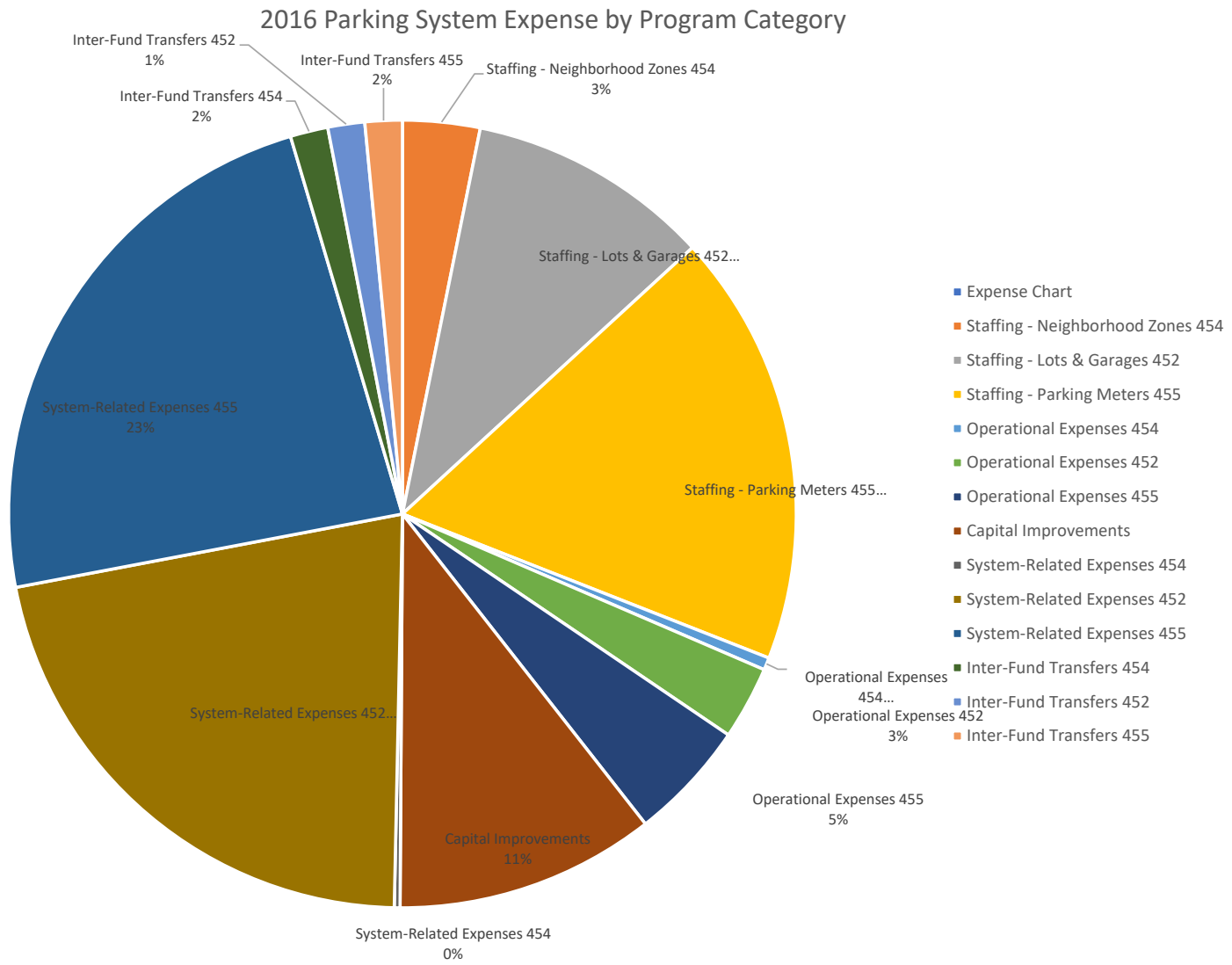


Figure 6: 2016 Parking System Expense by Program Category

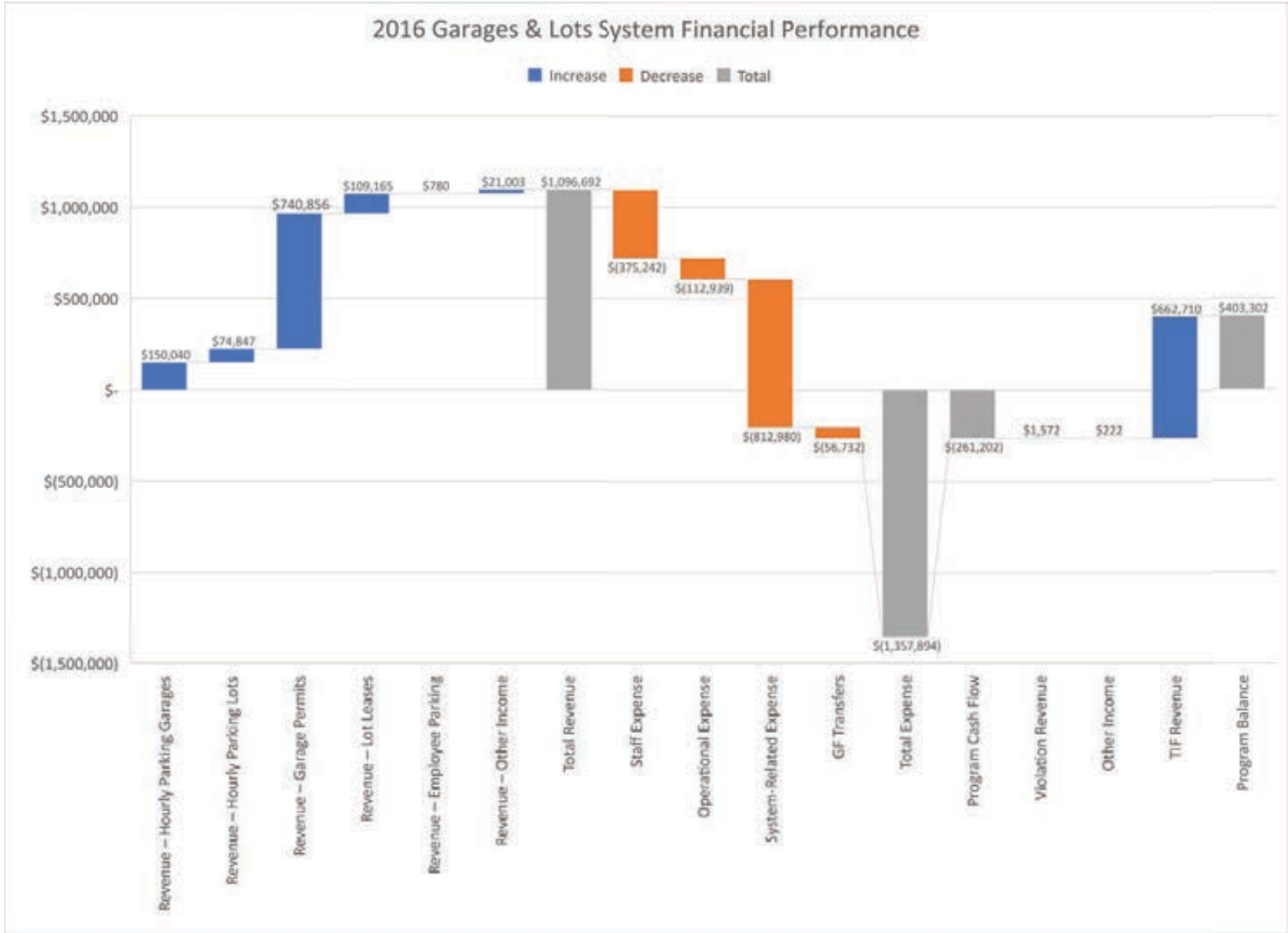


Figure 9: 2016 Garages & Lots Financial Performance (graph)

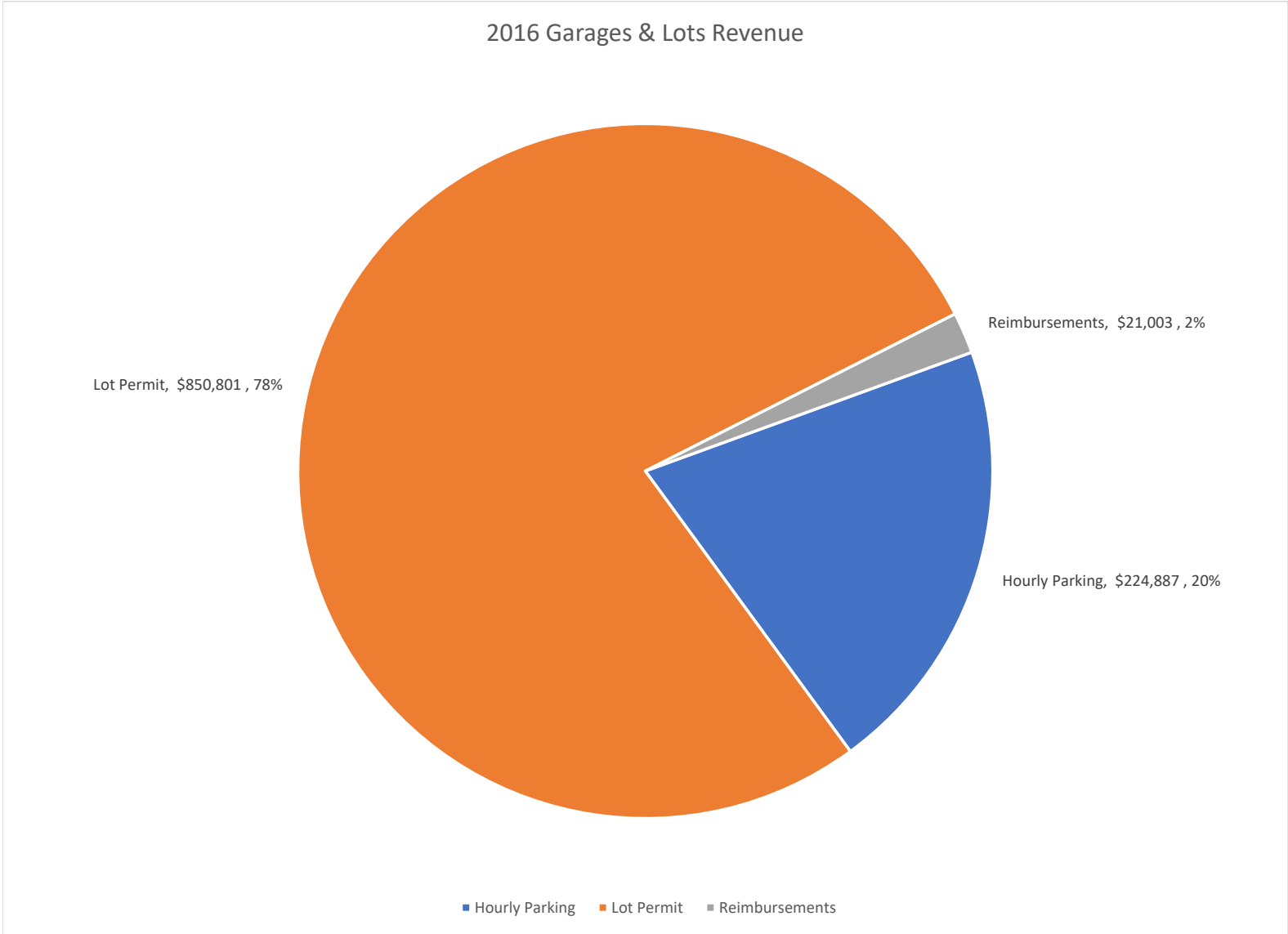
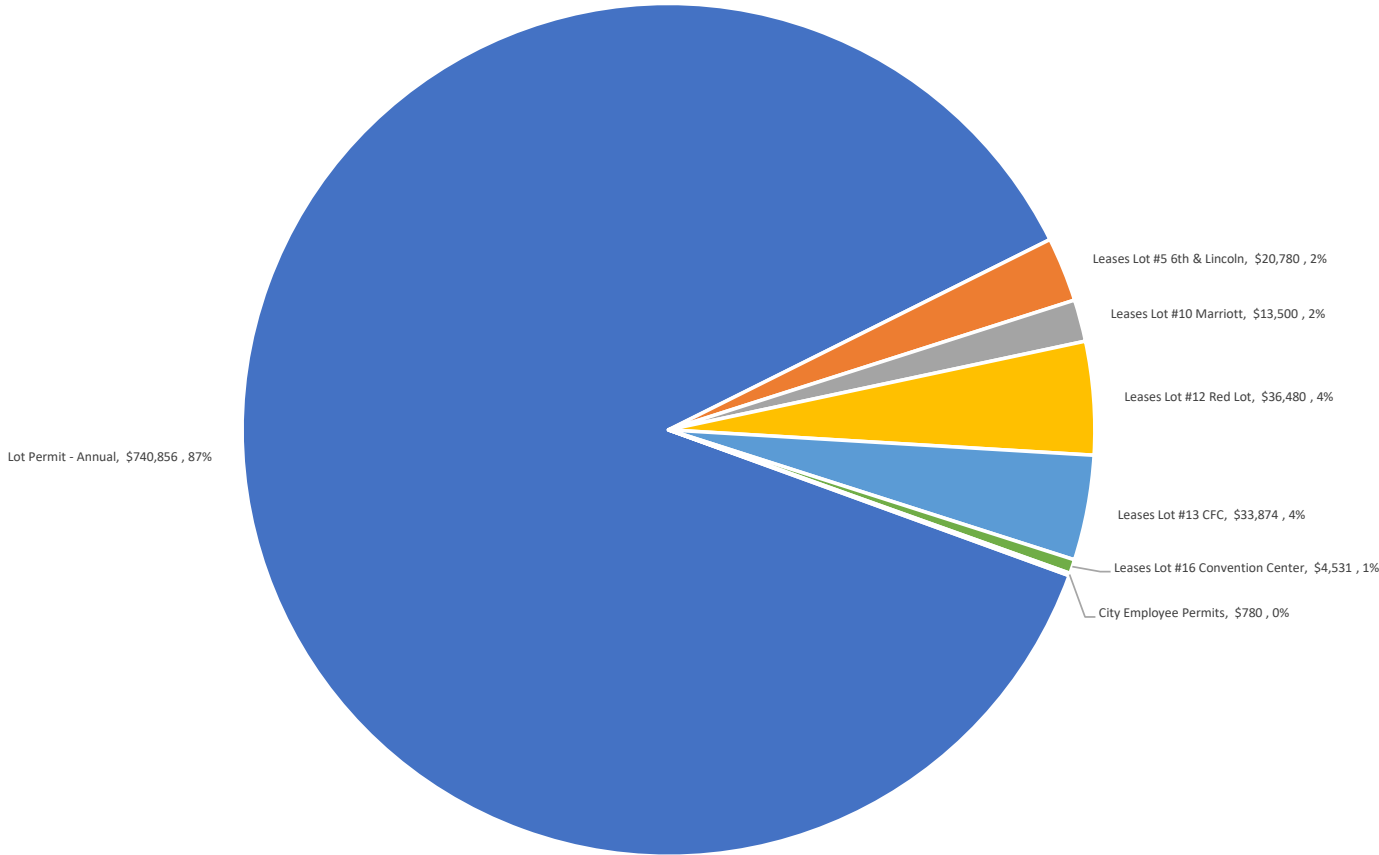


Figure 19: 2016 Garages & Lots Revenue

2016 Permit Parking & Lot Lease Revenue



■ Lot Permit - Annual ■ Leases Lot #5 6th & Lincoln ■ Leases Lot #10 Marriott ■ Leases Lot #12 Red Lot ■ Leases Lot #13 CFC ■ Leases Lot #16 Convention Center ■ City Employee Permits

Figure 21: 2016 Permit Parking and Lot Lease Revenue

2016 Hourly Parking by Lot

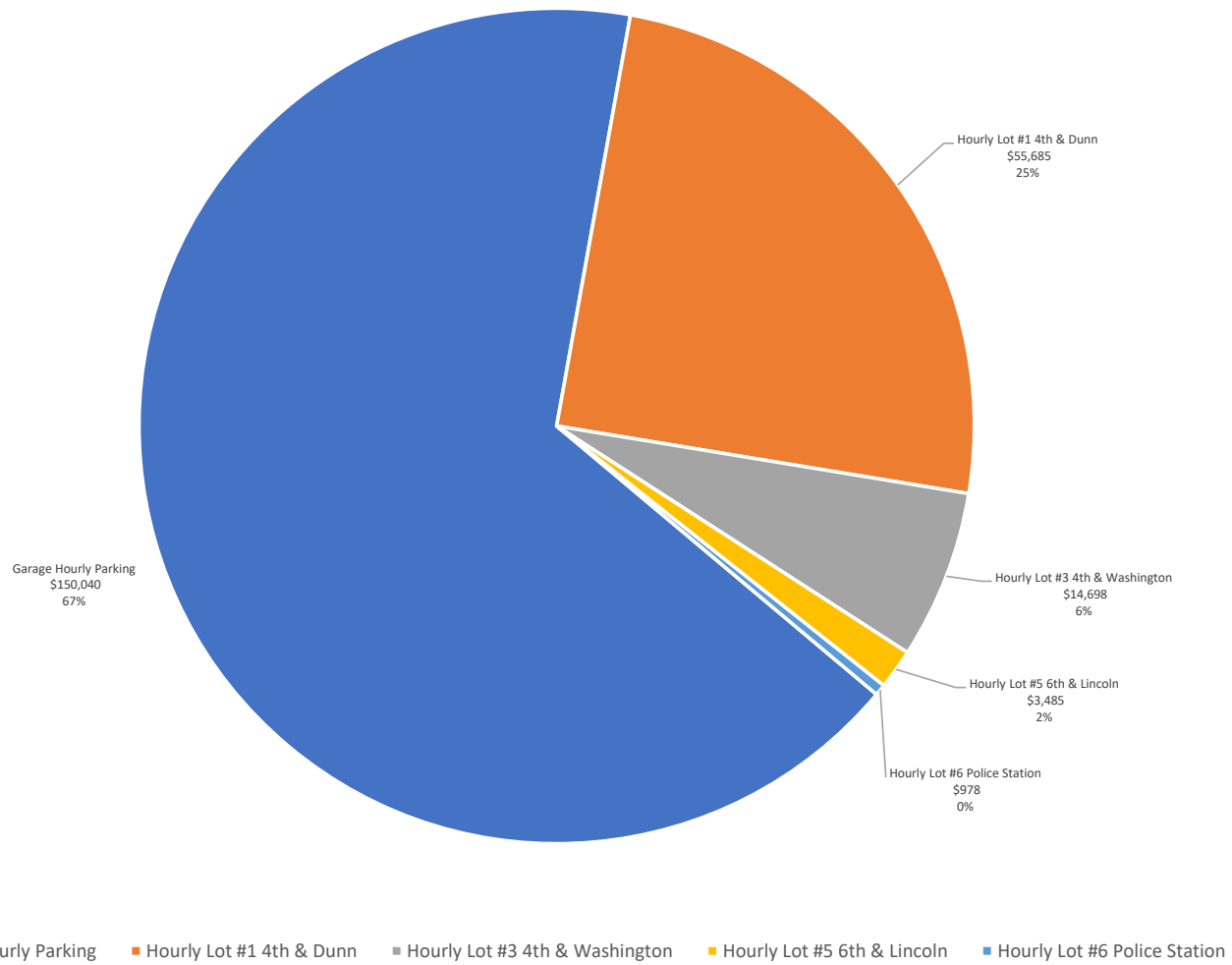


Figure 20: 2016 Garages & Lots Revenue by Type

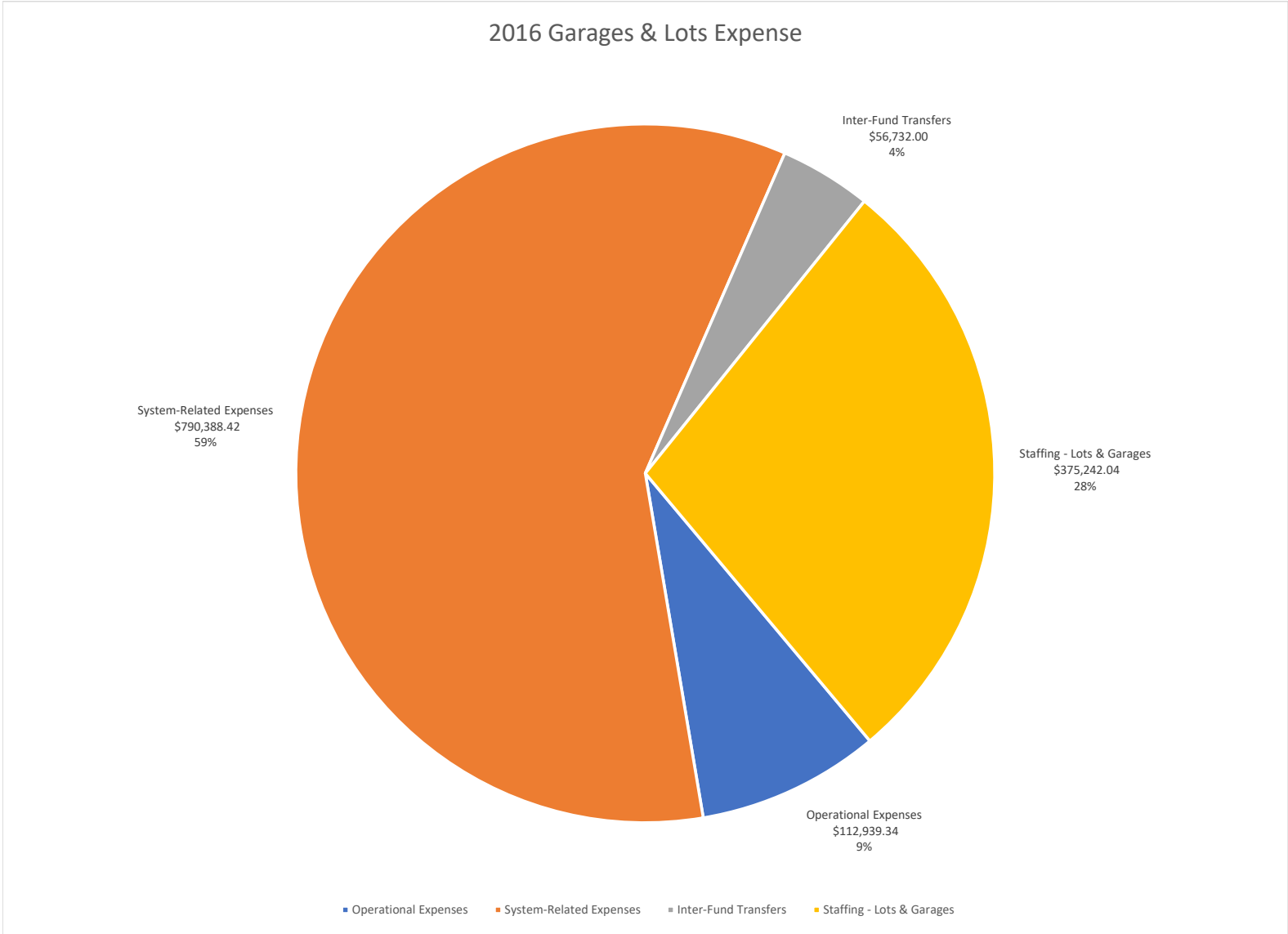


Figure 22: 2016 Garages & Lots Expense

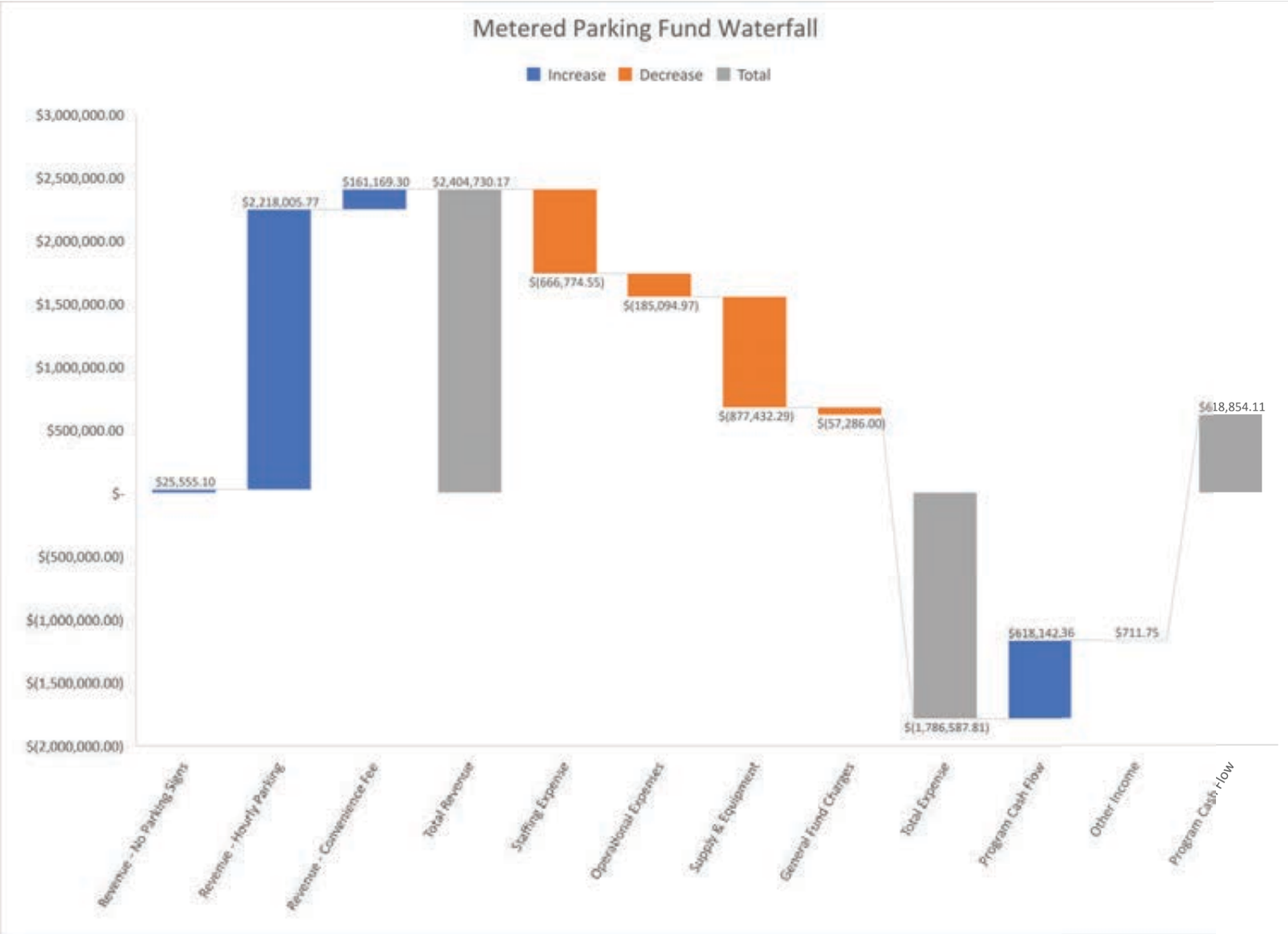


Figure 29: 2016 Parking Meter Fund Summary

Metered Parking Revenue by Source

■ No Parking Signs ■ Hourly Parking ■ Convenience Free

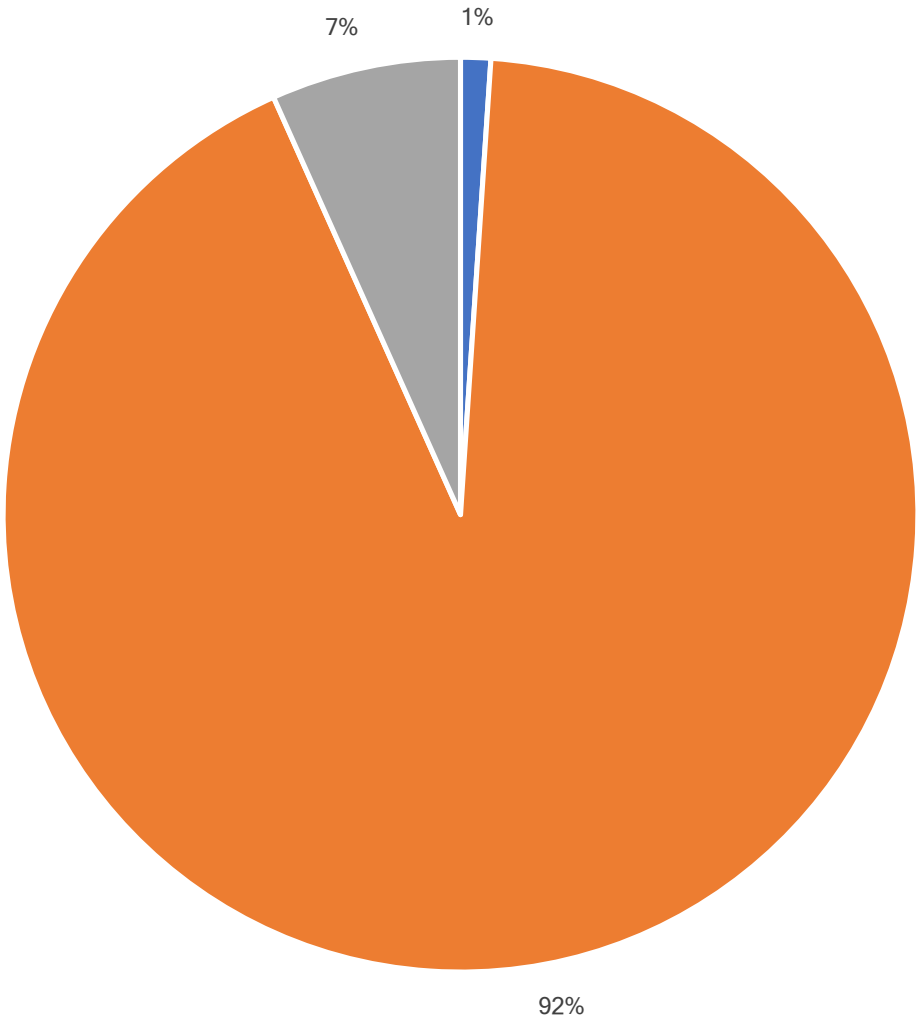


Figure 33: 2016 Metered Parking Revenue by Source

Metered Parking Revenue by Payment Type

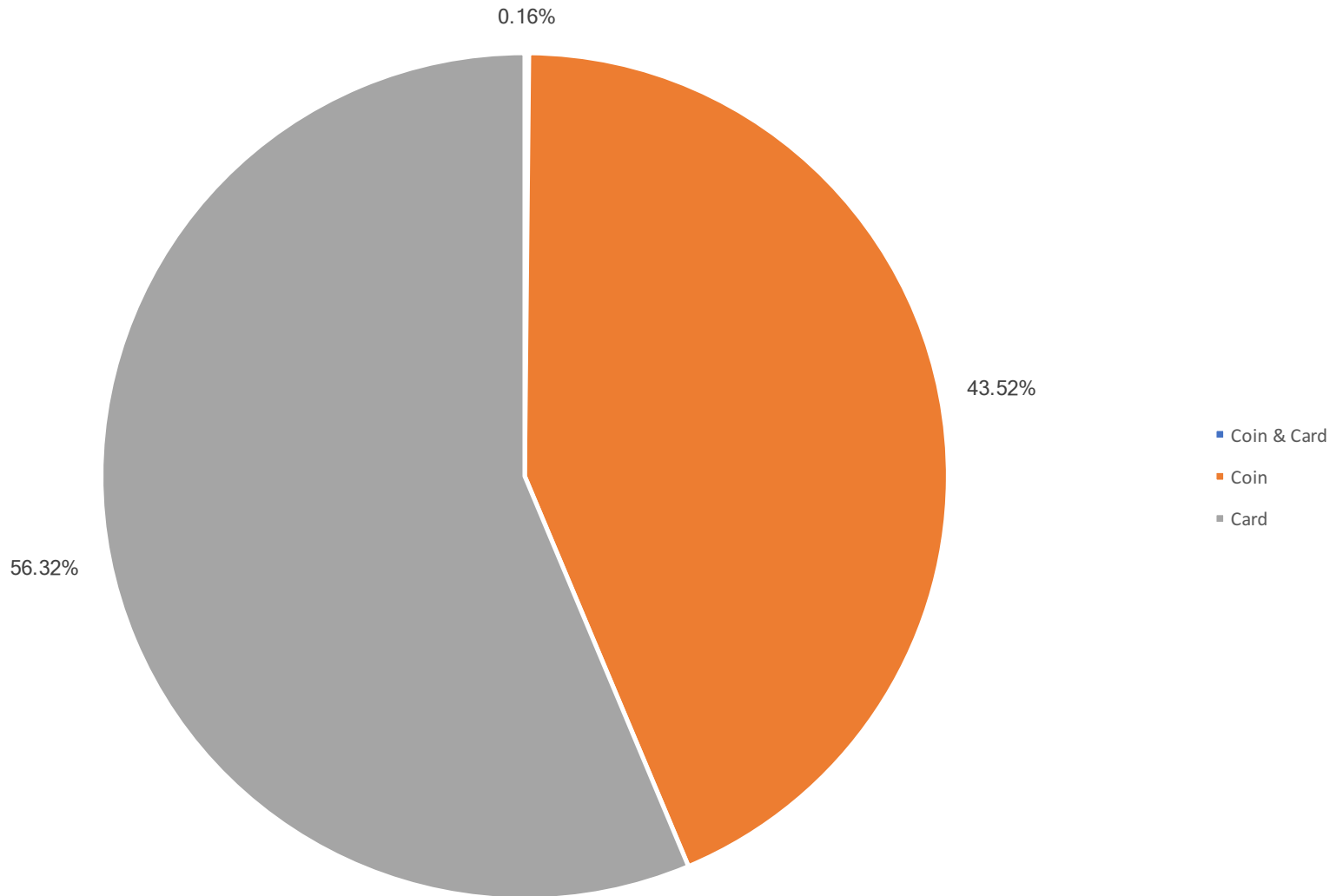


Figure 34: 2016 Metered Parking Revenue by Payment Type

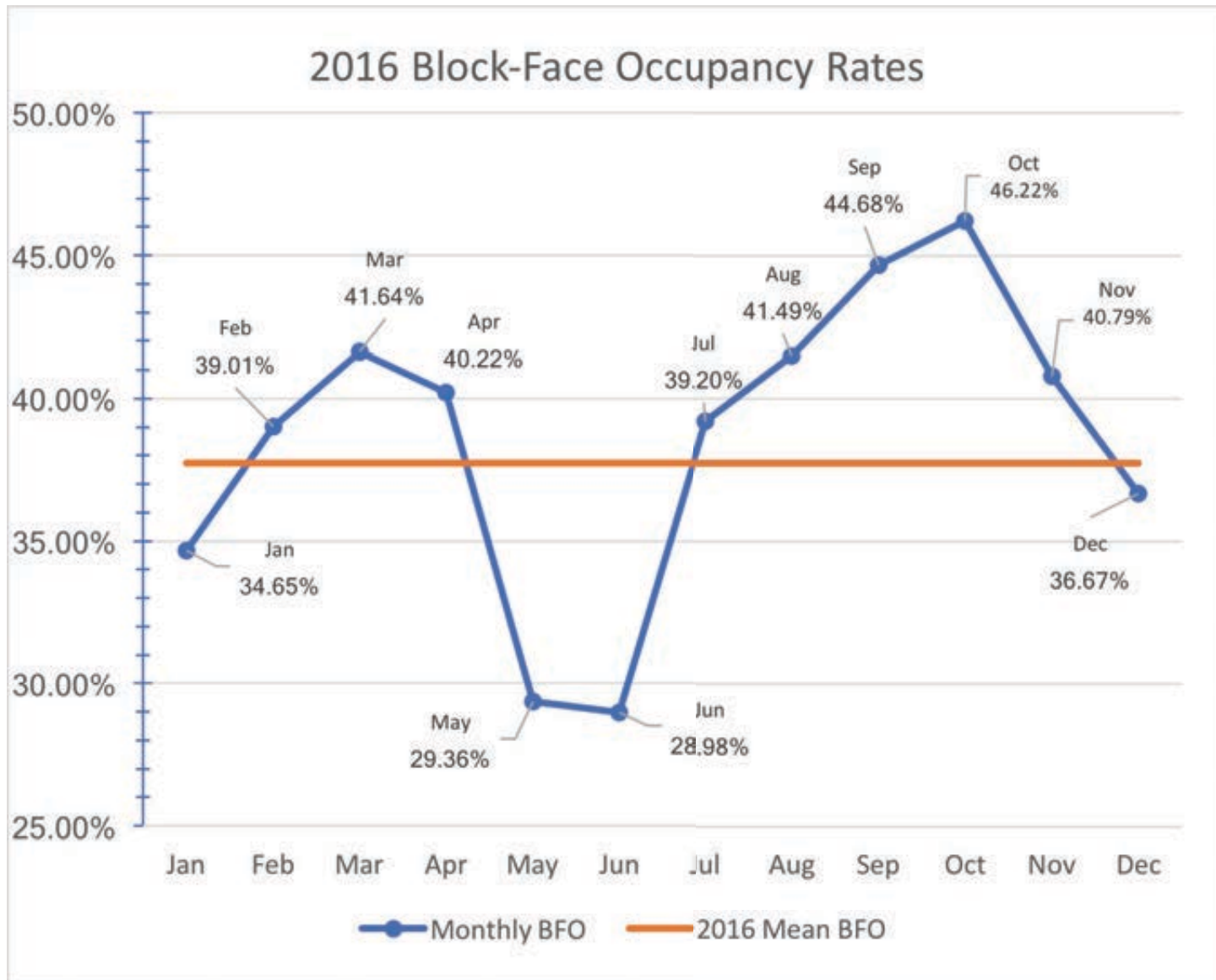


Figure 35: Block face Occupancy by Month and Mean Block Face Occupancy (graph)

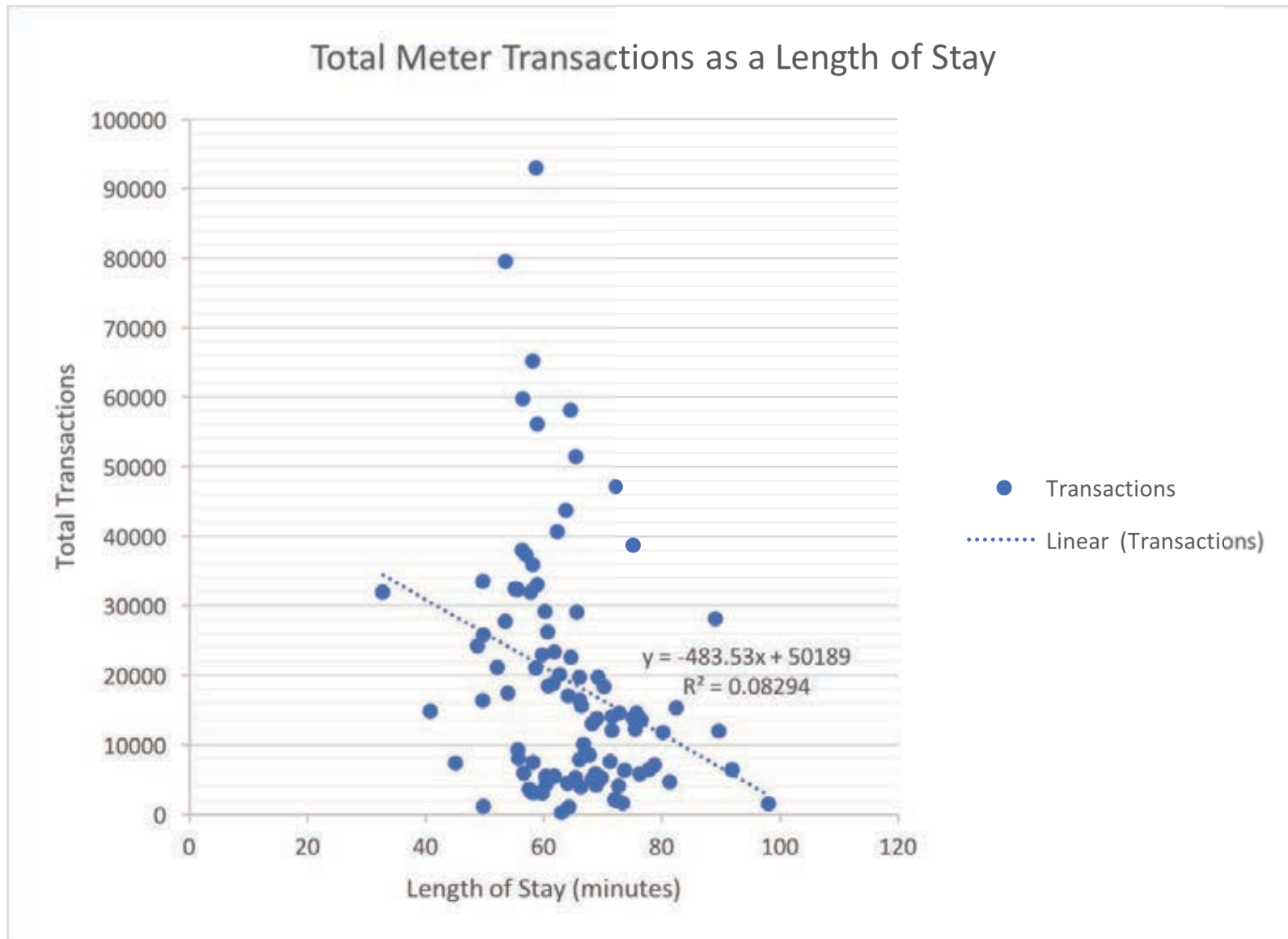


Figure 40: Scatter Plot of Meter Transactions as a Function of Time Purchased

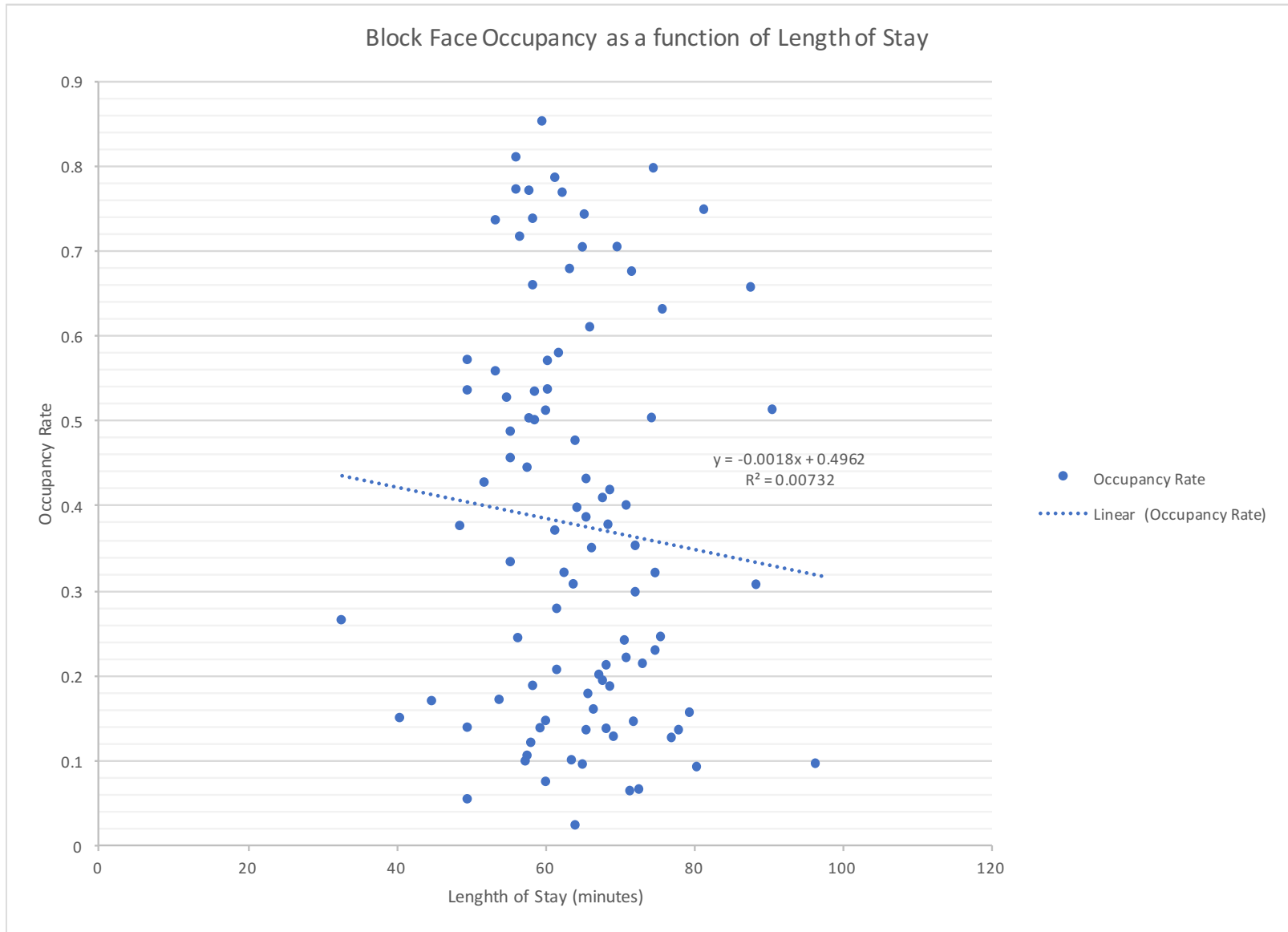


Figure 41: Scatter Plot of Occupancy Rate as a Function of Time Purchased

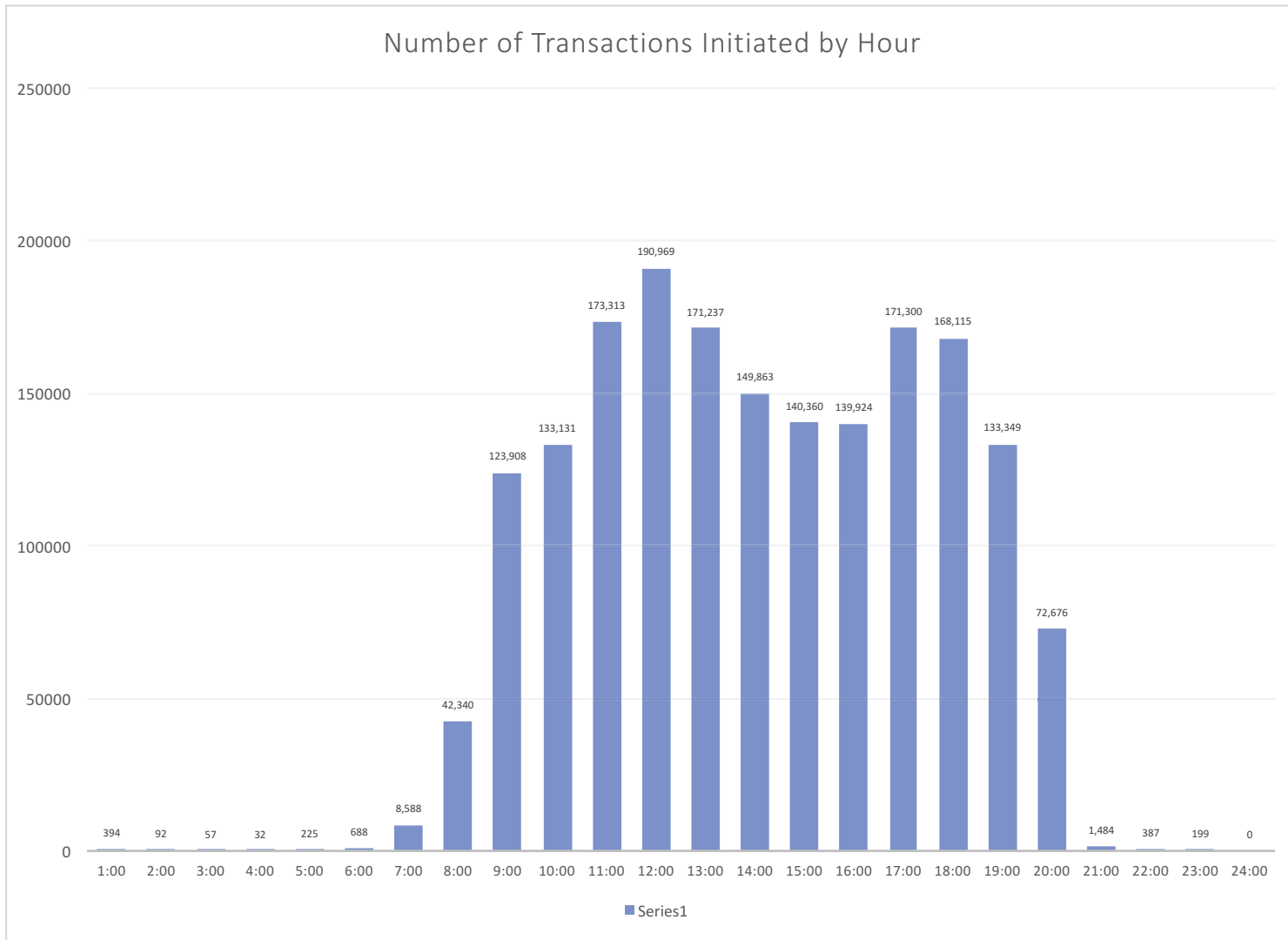


Figure 42: Frequency of Meter Transactions Initiated per Hour, 2016

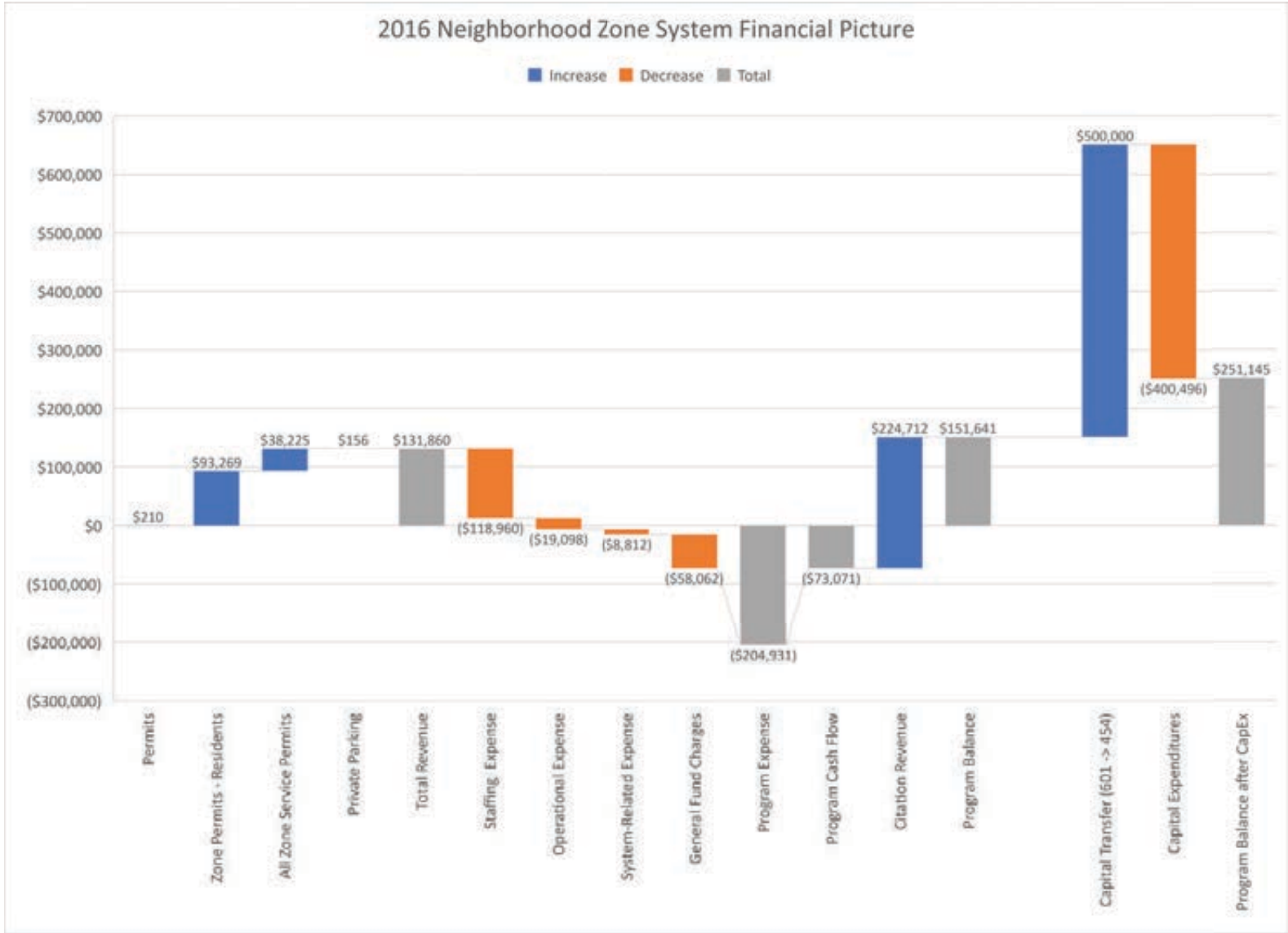


Figure 50: Neighborhood Zone Fund Summary

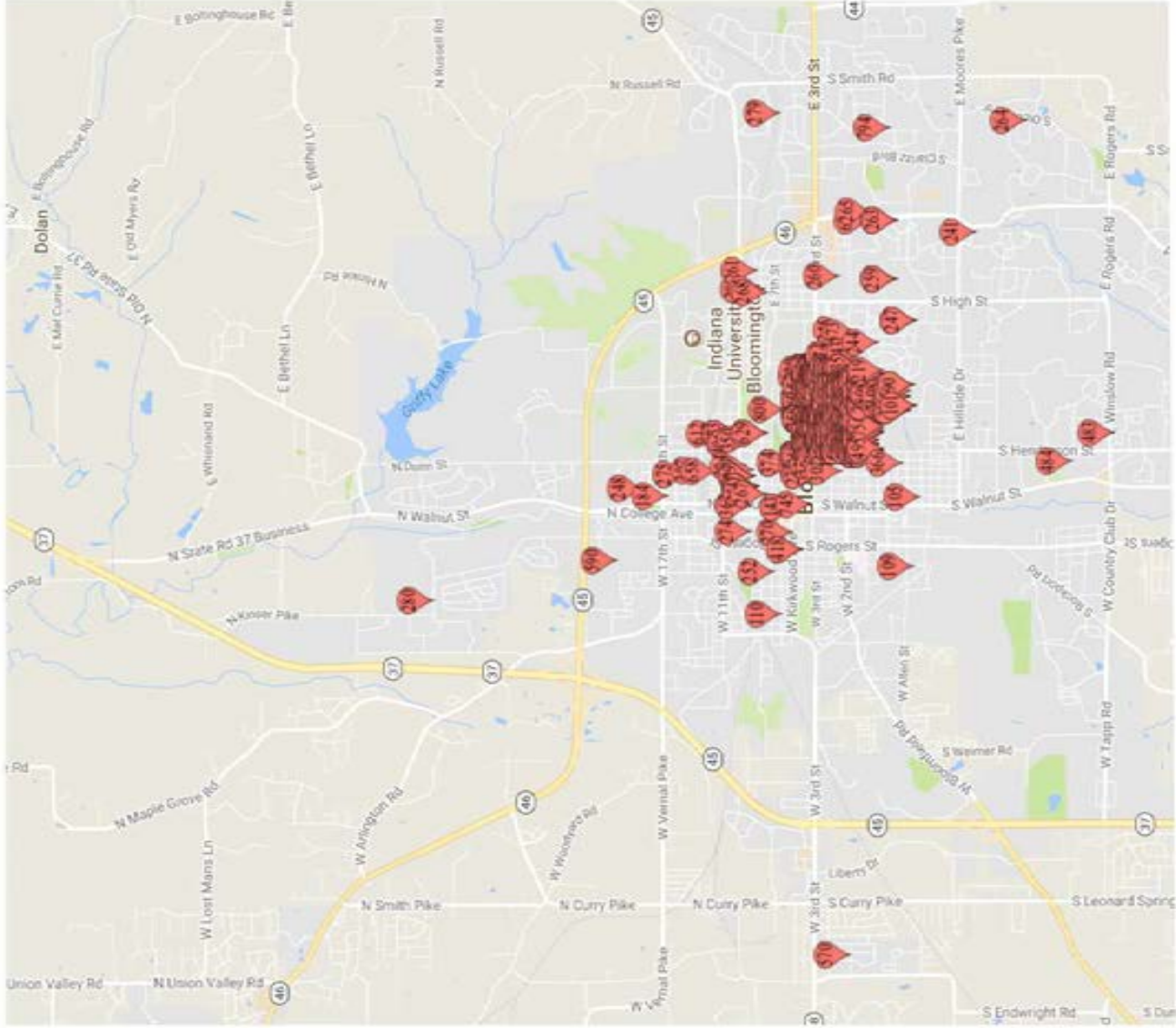


Figure 53: Zone1 Plot of Permit Holders' Address of Record, 2016

2016 Neighborhood Zone Revenue by Type

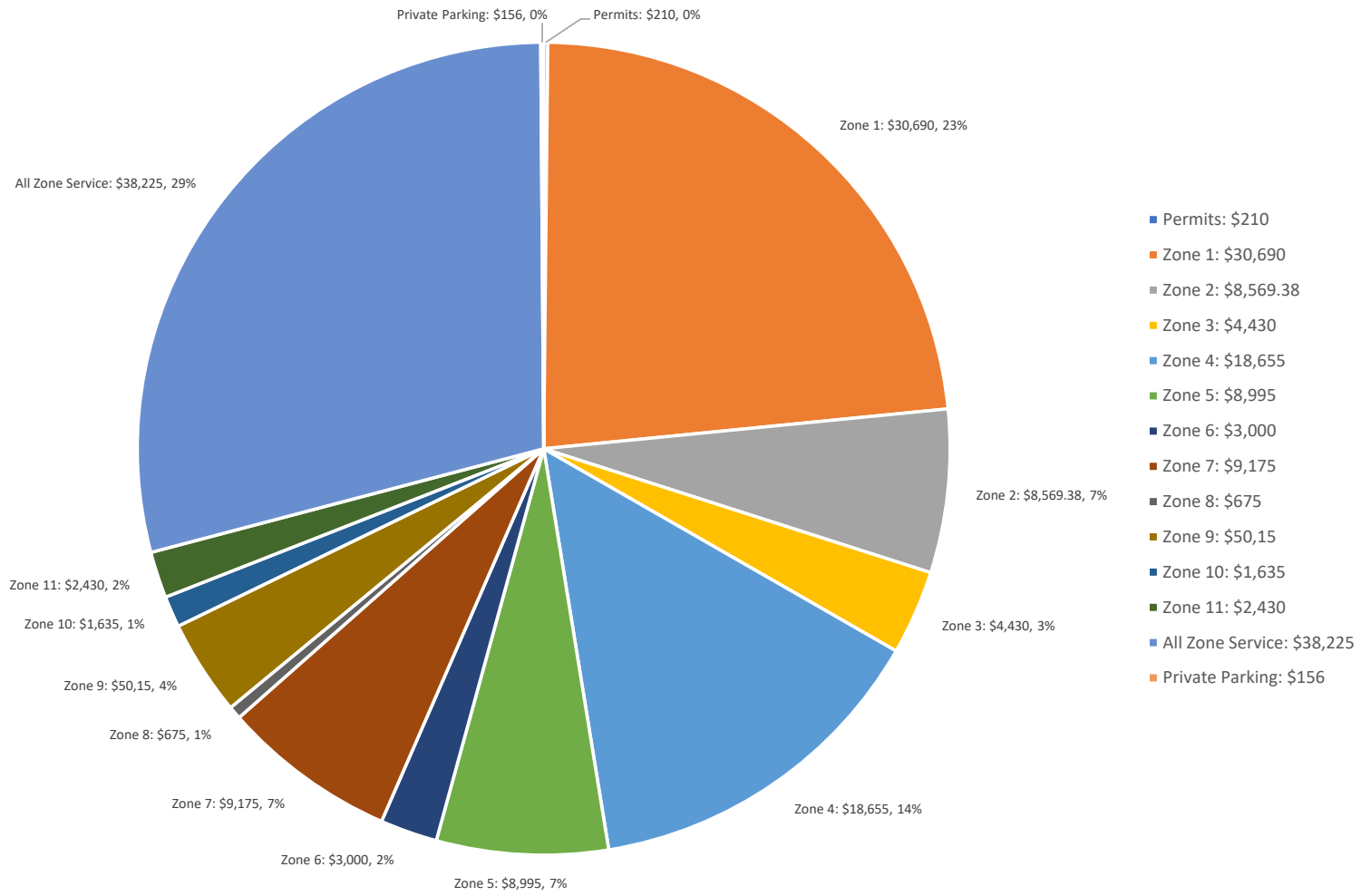


Figure 54: Neighborhood Zone Revenue by Type

2016 Neighborhood Zone Revenue by Permit Type

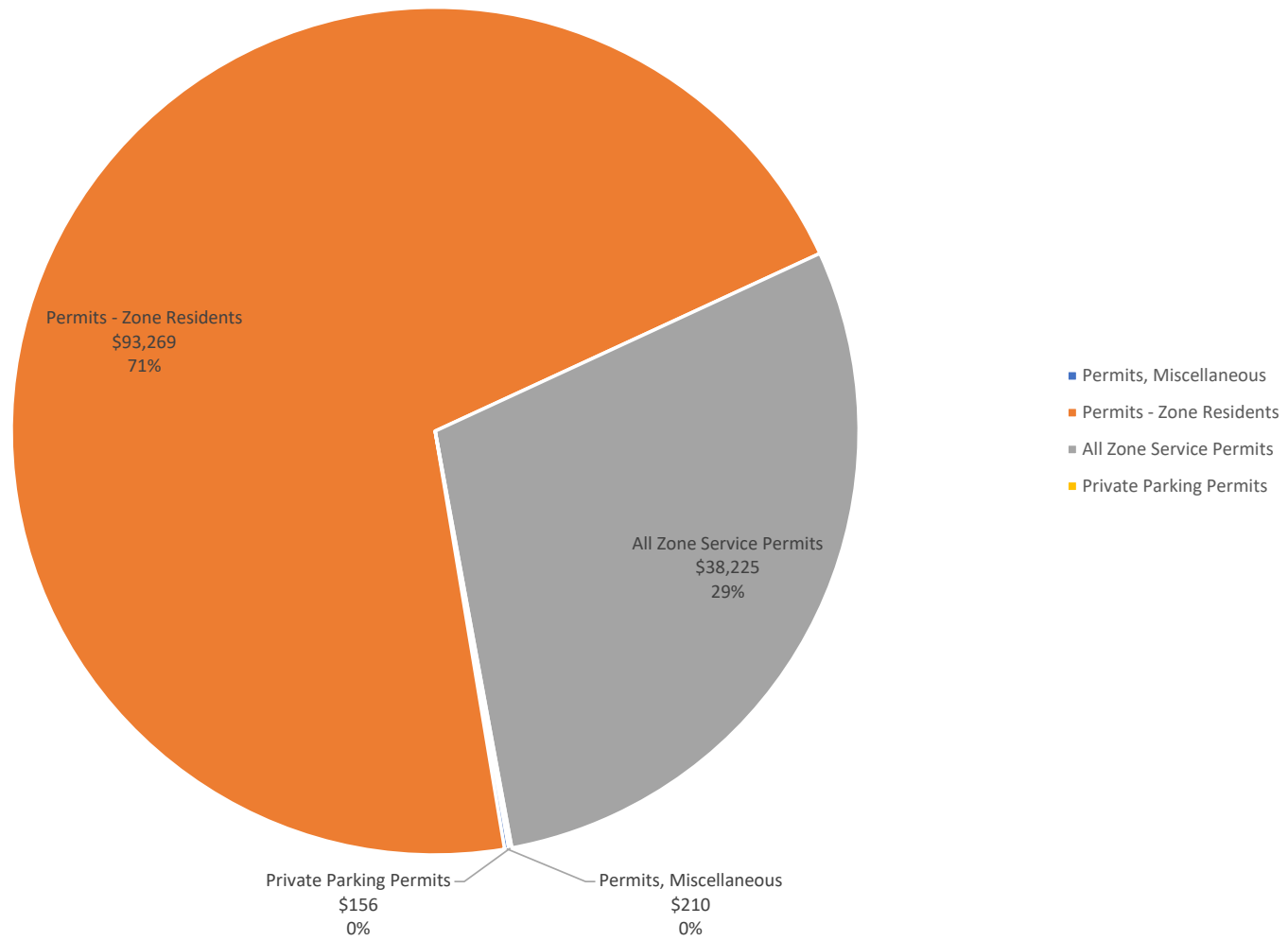


Figure 55: Neighborhood Zone Revenue by Permit Type



Downtown Area Parking Study

Bloomington, IN

Prepared by:

DESMAN
Design Management

Chicago, Illinois

June 21, 2018

**DOWNTOWN AREA PARKING STUDY
BLOOMINGTON, INDIANA**

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1.0 Executive Summary

The Downtown Area Parking Study focuses on the management, regulatory, and fiscal aspects of the public parking system, including all City-owned parking assets. In addition, private development parking standards, adjacent neighborhood parking controls and inventory, as well as private and other public agency parking assets were also examined. These analyses were then used as the basis for developing recommended management strategies for parking, tailored to the needs and character of downtown Bloomington.

Reviews of historical utilization and financial data, parking citation issuance and collection statistics, City Code requirements related to parking, as well as other data sources, along with parking utilization surveys performed by both DESMAN and the City, provided DESMAN a thorough understanding of the existing parking operation and assets. Projections of future parking needs were developed based on information gathered from both private developers and the City's Economic and Sustainable Development Department.

Throughout the course of the engagement, public input on parking in downtown was also sought through a variety of means, including sit-down discussions with various stakeholder groups, City personnel and the Parking Commission, telephone calls with institutional stakeholders, and an online survey made available to the general public. In total, DESMAN spoke to representatives from more than 35 downtown businesses and institutions, as well as receiving 690 responses to the online survey.

Based on the data collected, the stakeholder discussions and an analysis of existing and future parking supply and demand conditions, a significant number of key findings and issues were identified, including:

- There is not a shortage of parking when looking at the downtown as a whole, but the system is becoming strained and localized shortages do exist; the parking facilities generally between 3rd and 6th Streets are heavily occupied.
- Currently-available development plans indicate significant parking impacts from development over the next 5 years, with the greatest impacts concentrated in the Trades District and around the Monroe Convention Center.
- The number of Neighborhood Parking Permits issued in certain zones far exceeds the physical number of spaces available.
- At present, parking revenue is not sufficient to fully fund the operations and maintenance of the parking system.
- The 3-hour free parking policy is a potentially significant source of revenue and is subject to abuse.
- The current parking rates do not place a high enough premium on parking at the best/most desirable spaces.
- There is currently no policy in place to ensure that parking rates and fines increase at regular increments to account for annual growth in operating expenses.
- Responsibility for the parking system is divided among at least seven City departments, making coordination difficult and leading to customer service issues.
- Hours of garage operations and surface lot and meter enforcement are not consistent with the demand for parking in various parts of downtown.
- The City has traditionally provided parking to satisfy the needs of downtown residents, employees and business patrons, but the cost of doing so is becoming financially unsustainable.

- Existing on-street meters are often broken, creating frustration among the system’s users and leading to parking violations being contested.
- The single-space parking meters in the surface parking lots were not replaced when meters were reintroduced on-street and are well beyond their useful life.

The recommended changes to the operations, management, policies, and physical assets which makeup the City’s public parking system were developed by DESMAN, in consultation with the City. These changes are intended to address the current needs of downtown Bloomington, as well as the anticipated needs of the areas over the next 10 plus years. While none of the recommended changes will, by themselves, remedy all of the existing or future parking-related issues, the goal was to make incremental improvements in order to delay or eliminate the need for additional structured parking facilities, to improve the experience of parking users and to address the concerns raised by the city’s stakeholders.

Recommendation	Estimated Cost/ Financial Impact (+/-)	Estimated Timeframe
Phase I		
i. Designate a head of the parking operation and create a Parking Department	\$60,000 - \$90,000	6 - 12 months
Phase II		
ii. Improve wayfinding to off-street parking facilities	\$15,000 - \$20,000	6 months
iii. Change off-street facility operating/enforcement hours to be consistent with demand	Positive impact	6 months
iv. Reduce or eliminate the three-hour free parking policy in surface lots and garages (estimated financial impact assumes 1-hr. of free parking)	\$80,000	6 months
v. Reduce the number of reserved parking spaces in the garages	Nominal cost	9 months
vi. Replace existing single-space meters in surface parking lots with multi-space payment kiosks	\$50,000	9 months
vii. Eliminate the use of Neighborhood Parking Permits for free parking in metered spaces	Positive impact	6 months
viii. Eliminate Neighborhood Parking Zone 8	Positive impact	6 months
ix. Coordinate with Monroe County, Indiana University and other large land owners on parking issues	Impact unknown	Immediate
x. Work with downtown churches to address their parking needs	Nominal cost	12 - 18 months
xi. Replace annual Visitor Permits with books of individual daily Visitor Permits	Nominal cost	6 months
xii. Grant the Parking Administrator authority to adjust parking rates up or down within certain limits	Impact unknown	1 year
xiii. Evaluate the pros and cons of maintaining versus replacing and expanding the 4th Street Garage (estimates shown are the costs of the repair options)	\$1,120,000 - \$3,086,000	1 - 2 years
Phase III		
xiv. Adjust parking garage permit rates to balance demand and cover operating costs	\$118,000+ annually	1 - 2 years
xv. Adjust on-street meter rates to increase turnover	\$350,000+ annually	2 years
xvi. Establish a reserve fund for parking	\$135,000+ annually	6 months
xvii. Acquire software or develop an improved web portal allowing for online purchasing of parking permits	\$20,000 - \$30,000	1 - 2 years
xviii. Institute a policy of regular rate increases to sustain a revenue-neutral parking system	Positive impact	1 - 2 years
xix. Replace existing on-street single-space meters with multi-space payment kiosks	\$1,600,000	3 - 4 years
xx. Acquire license plate recognition software and vehicles to enforce on- and off-street parking	\$150,000	3 - 4 years
xxi. Implement demand management strategies	Impact unknown	3 - 4 years

2.0 Introduction

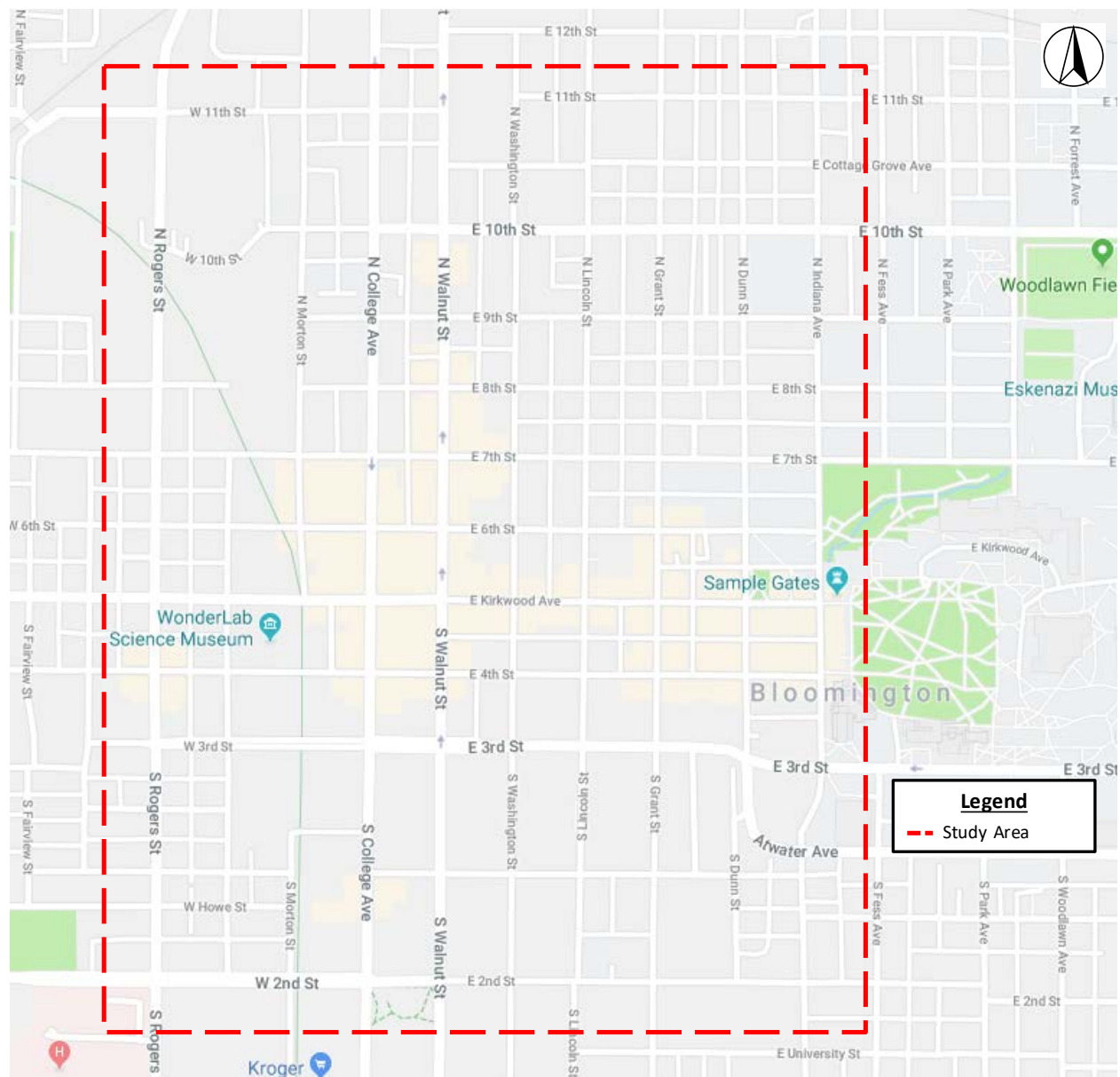
At the request of the City of Bloomington (“City”), DESMAN Inc. (“DESMAN”) was retained to assist in the assessment of public parking within downtown Bloomington. Per the Request for Proposals (“RFP”), the assessment is to focus on the management, regulatory, and fiscal aspects of the public parking system, including all City-owned parking assets. In addition, private development parking standards, adjacent neighborhood parking controls and inventory, as well as private and other public agency parking assets must also be examined. Together, these analyses will be used as the basis for developing recommendations to address the near-term and long-term parking needs of downtown Bloomington.

According to the RFP, the purpose of this study is to develop best management strategies for parking, tailored to the needs and character of downtown Bloomington. The study is also intended to address the impact on parking of growth, development, and expanded service offerings in downtown – in addition to private development projects, the City and Monroe County are actively pursuing economic development opportunities within the Trades District and in the area of the Bloomington/Monroe County Convention Center, respectively. Finally, the study and resulting recommendations are meant to aid the recently-established Parking Commission in the fulfillment of its duties related to the City’s parking system and the objectives of the City’s Comprehensive Plan.

3.0 Study Area

For the purposes of this assessment, the boundaries of the study area generally follow Indiana Avenue, 11th Street, Rogers Street, and 2nd Street, as shown in **Figure 1**, below.

Figure 1 – Downtown Bloomington Study Area



Source: DESMAN

The boundaries of the study area encompass nearly all of the City of Bloomington’s paid public parking, in addition to areas of time-restricted and unrestricted on-street parking and portions of several of the City’s Neighborhood Parking Zones. While a small number of parking meters north of 11th Street along Morton Street, Ashlynn Park Drive and W. 12th Street fall just outside the study area, these spaces were included in the assessment of public parking.

4.0 Stakeholder Input

As is typical of our approach to this type of project, in addition to becoming acquainted with the downtown through firsthand exploration of the study area, review of prior studies and current data, and

discussions with City personnel and the project steering committee, DESMAN also facilitated a series of discussions with downtown stakeholders, in order to gain firsthand insight into the parking issues/concerns of various user groups. Sit-down discussions were held with various stakeholder groups, including:

- Owners/managers of downtown retail stores and restaurants;
- Non-profit and religious organizations, including churches located in downtown;
- Property developers;
- Representatives from Indiana University;
- Downtown hotels, and;
- Members of the general public.

In addition to the in-person stakeholder discussions, DESMAN spoke with Monroe County representatives via telephone regarding their parking issues/concerns.

Given the limited time and resources available for in-person discussions, an online survey was also created and made available to the general public, in an attempt to gather input from a cross section of the various groups who live, work, shop, dine, and visit downtown Bloomington. The survey was made up of 25 questions and sought opinions related to various aspects of public parking in downtown, including rates, availability, ease of use of the system, typical parking behaviors, among others. The survey was available for approximately eight weeks (from early December 2017 through the end of January 2018) and was advertised by the City on its website and various social media platforms. In total, 690 surveys were completed – a summary of the results are presented in **Appendix I**.

From DESMAN's communications with the City, the in-person and telephone conversations with downtown stakeholders, and the online survey, the following issues were identified for further study/consideration (in no particular order):

- There are significant perception issues related to parking – many people who come infrequently to downtown think that there is no parking available, others say that there is always parking available if you are willing to walk a block or two
- Rapid growth in downtown, specifically growth in the number of downtown residents, has led to parking shortages
- The existing on-street meters are often broken, creating operational issues for City staff and significant frustration for users
- Decentralized management of the on-street meters, surface parking lots, parking garages, and Neighborhood Parking Permits creates operational inefficiencies for the City and frustration for users with questions/issues
- Different rate structures and hours of enforcement at the City's various off-street parking facilities creates confusion for out-of-town visitors
- In areas where Neighborhood Parking Permit holders can park at on-street meters without payment the City is losing out on potential meter revenue and meter spaces are often not available for use by short-duration parkers
- Hours of operation at the City's garages and surface lots need to be adjusted to match activity levels in downtown

- The “three hours free” policy in the City’s garages and most surface lots represents a significant amount of lost revenue needed to support the operations, maintenance and debt service associated with the City’s parking assets; in the surface lots, this policy leads to very infrequent turnover as users move their vehicles from one spot to another
- Parking for church patrons is a major issue, both on Sundays and throughout the week
- Parking at the library is a significant issue
- There is currently no policy in place to set aside funds for the long-term maintenance, repair and replacement needs of the City’s parking facilities and other assets
- At present, the City parking system is not self-supporting
- High levels of utilization at the 4th Street Garage lead to frequent closures of the facility; this is not a significant issue at the other two garages
- There is concern among some downtown business owners and long-time residents with the number of new developments being built that are required to build zero parking or less parking than is needed to support the developments
- Deficiencies in Bloomington’s public transit system, including no bus service on Sundays, need to be addressed
- Food trucks parking at on-street meters makes those spaces unavailable for downtown patrons
- The age and condition of the 4th Street Garage, along with consistently-high utilization, has many convinced that the facility should be demolished and rebuilt with additional capacity
- It is difficult for non-profits and churches downtown to attract volunteers due to paid parking
- The number of permits issued far exceeds the number of spaces available in some Neighborhood Parking Zones
- A majority of online survey respondents who regularly use on-street parking in their neighborhoods (64%) indicated that they were either “Satisfied” or “Very Satisfied” with the availability of on-street parking
- More than 86% of online survey respondents typically drive a personal vehicle when coming to downtown
- Nearly 85% of online survey respondents indicated that they are willing to walk at least two blocks from their parking location to their destination
- Aside from construction of additional parking in downtown, “a website or smartphone application that reports real-time availability of parking spaces” was chosen as the improvement to the parking system would be most meaningful to users
- Several different groups of stakeholders and a number of online survey respondents would welcome a downtown circulator to encourage people to visit multiple destinations downtown without moving their cars to each destination
- A number of online survey respondents believe that there should be different hours of enforcement/operation and rates when IU is in session versus during the summer

While this is not a comprehensive list of the issues/concerns that were raised during the stakeholder engagement process, these were the most frequently-cited. Along with current and historical utilization and financial data, as well as projections of future development, this input will be central to the development of recommendations to address the near-term and long-term parking needs of downtown Bloomington.

5.0 Existing Conditions

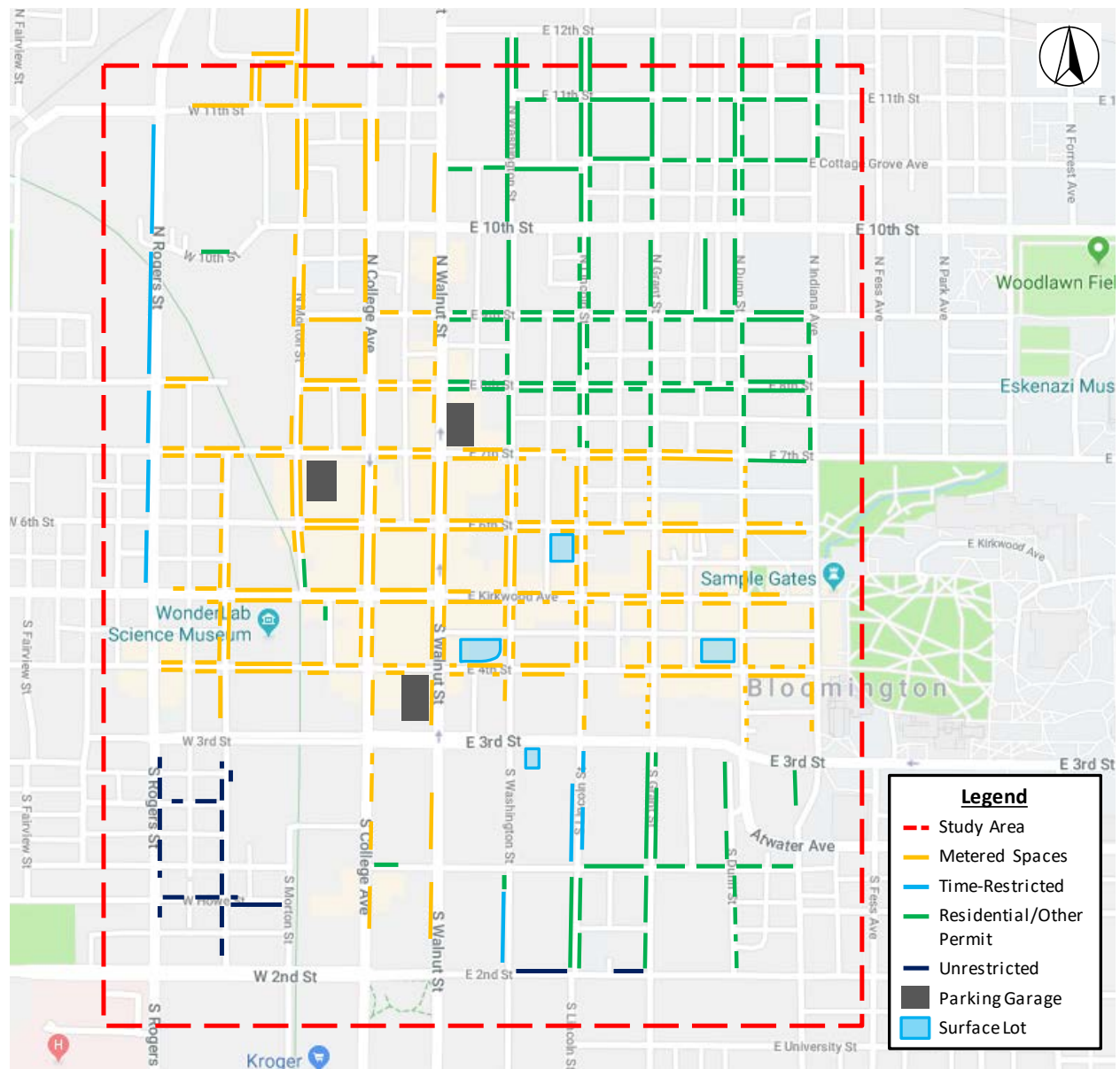
5.1 Existing Downtown Parking Inventory

The existing parking inventory in downtown Bloomington consists of: City-owned parking spaces, both on- and off-street, that are available for use by the general public; City-owned facilities that are designated for use by City employees or leased to other entities for their exclusive use; County-owned parking designated for use by County employees; County-owned parking designated for use by visitors (e.g. the Monroe County Convention Center parking lots); parking facilities owned by and for the use of Indiana University; residential and/or visitor parking associated with various residential and mixed-use developments, and; parking owned by and for the use of various private businesses. While the primary focus of this study is on the City-owned parking inventory available for use by the general public, as a potentially significant source of additional inventory, these other parking facilities will be taken into consideration as recommendations are developed.

In terms of City-owned public parking within downtown, the majority of spaces on-street are either metered or designated for permit parking (i.e. in Neighborhood Parking Zones or signed for use by other City permit holders), with lesser numbers of time-restricted and unrestricted spaces located on the south and west sides of the downtown. Off-street, the City owns and operates three public parking garages and four surface parking lots, all of which are paid facilities.

Figure 2 shows the approximate locations of all of the City's public parking spaces within downtown, both on- and off-street. Any street segment that is not highlighted is either a loading zone, a no parking zone, or reserved for specific users (e.g. the Police Department); these spaces are not available for use by the public, so they were omitted from the analysis.

Figure 2 – Locations of Public Parking in Downtown Bloomington



Source: DESMAN; City of Bloomington

As shown in the figure, on-street metered parking generally occupies the blocks in the northern two-thirds of the study area, aside from the streets north of 7th Street and east of Walnut Street, which are Neighborhood Parking Zones. South of 4th Street, a few segments of on-street spaces are metered, while the remaining street segments are time-restricted, designated for permit parking, unrestricted, or no parking areas.

Off-street, the City’s three garages are all located between 3rd, Morton, 8th, and Washington streets, while the four surface lots are all east of Walnut Street, between 3rd and 6th streets.

Table 1 presents a breakdown of the City’s existing public parking inventory by facility. Each off-street facility is identified with a “Map ID” which corresponds to the map presented in **Figure 3**.

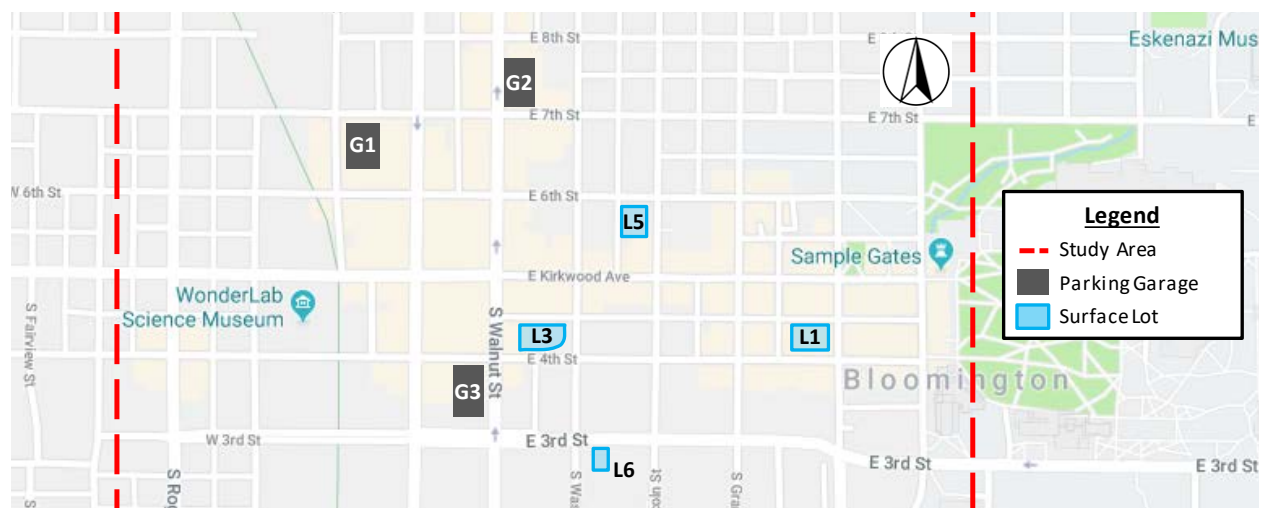
Table 1 – Inventory of Public Parking in Downtown Bloomington

Parking Garages			
Map ID	Facility Name	Location	Capacity
G1	Morton Street Garage	220 N. Morton St.	521
G2	Walnut Street Garage	302 N. Walnut Street	346
G3	4th Street Garage	105 W. 4th Street	352
Garage Total			1,219
Surface Lots			
Map ID	Facility Name	Location	Capacity
L1	Lot 1	E. 4th St. & Dunn St.	54
L3	Lot 3	E. 4th St. & Washington St.	75
L5	Lot 5	E. 6th St. & Lincoln St.	50
L6	Lot 6	E. 3rd St. & Washington St.	15
Surface Lot Total			194
Total Off-Street Inventory			1,413
On-Street Metered Spaces¹			1,495
Total Downtown Public Parking Inventory			2,908

1) This was the count of active on-street metered spaces as of January 2018; when Common Council approved the reintroduction of parking meters in 2013, 1,539 on-street spaces were identified. The difference is attributable to meters that have been temporarily removed for construction activity that will be reinstalled.

Source: DESMAN; City of Bloomington

Figure 3 – Off-Street Public Parking Facilities



Source: DESMAN

In total, as of the date of this report, there were 2,908 City-owned public parking spaces in downtown Bloomington; this total does not include the spaces identified in Figure 2 as “Time-Restricted”, “Residential/Other Permit”, or “Unrestricted” spaces.

5.2 Utilization of the Existing Parking Inventory

Parking utilization or occupancy is a common measure for determining the adequacy of a City's parking supply. By documenting the utilization of spaces during various periods of time, it is possible to determine the peak demand period and the extent to which different types of parking spaces are used. Ultimately, the analysis of existing parking demand can be used as the basis for evaluating the current adequacy of the parking supply, as well as the anticipated adequacy of the parking supply in the future, based on projected growth and development in downtown Bloomington.

In order to develop an understanding of the existing parking demand conditions in downtown, occupancy surveys of public parking spaces, both on- and off-street, were conducted in November and December of 2017. The on-street and surface lot surveys were conducted by the Parking Enforcement Division of the Bloomington Police Department, while the garage surveys were conducted by the Parking Facilities Division of the Public Works Department. Surveys of the on-street spaces and surface lots were conducted on the following dates from 9AM to 8PM:

- *Tuesday, November 28, 2017*
- *Wednesday, November 29, 2017*
- *Thursday, November 30, 2017*
- *Saturday, December 2, 2017*
- *Monday, December 4, 2017*
- *Friday, December 8, 2017*

Surveys of the garages were conducted from 10AM to 11PM on the following dates:

- *Monday, November 27, 2017*
- *Tuesday, November 28, 2017*
- *Wednesday, November 29, 2017*
- *Thursday, November 30, 2017*
- *Friday, December 1, 2017*
- *Saturday, December 2, 2017*
- *Sunday, December 3, 2017*
- *Monday, December 4, 2017*
- *Tuesday, December 5, 2017*

(italicized dates indicate days on which surveys were conducted of all space types: on-street, surface lots and garages)

The dates for the utilization surveys were chosen to avoid the Thanksgiving and Christmas holidays, while also attempting to capture typical parking activity levels prior to the end of the Fall Term at IU. The survey time periods were chosen in consultation with the City to document activity levels during normal business hours on weekdays, as well as weekday and weekend evening and weekend daytime conditions. It was the desire of the City for these surveys to capture a broad set of data, in order for DESMAN to have as much information as possible upon which to base our recommendations.

While all of the garage and surface lot spaces were surveyed each day, for the sake of time and cost, only a portion of the on-street parking spaces were surveyed on the identified days. Of the 1,495 on-street metered parking spaces in Bloomington, 434 (~29%) of the spaces were surveyed. In addition, 79 of the

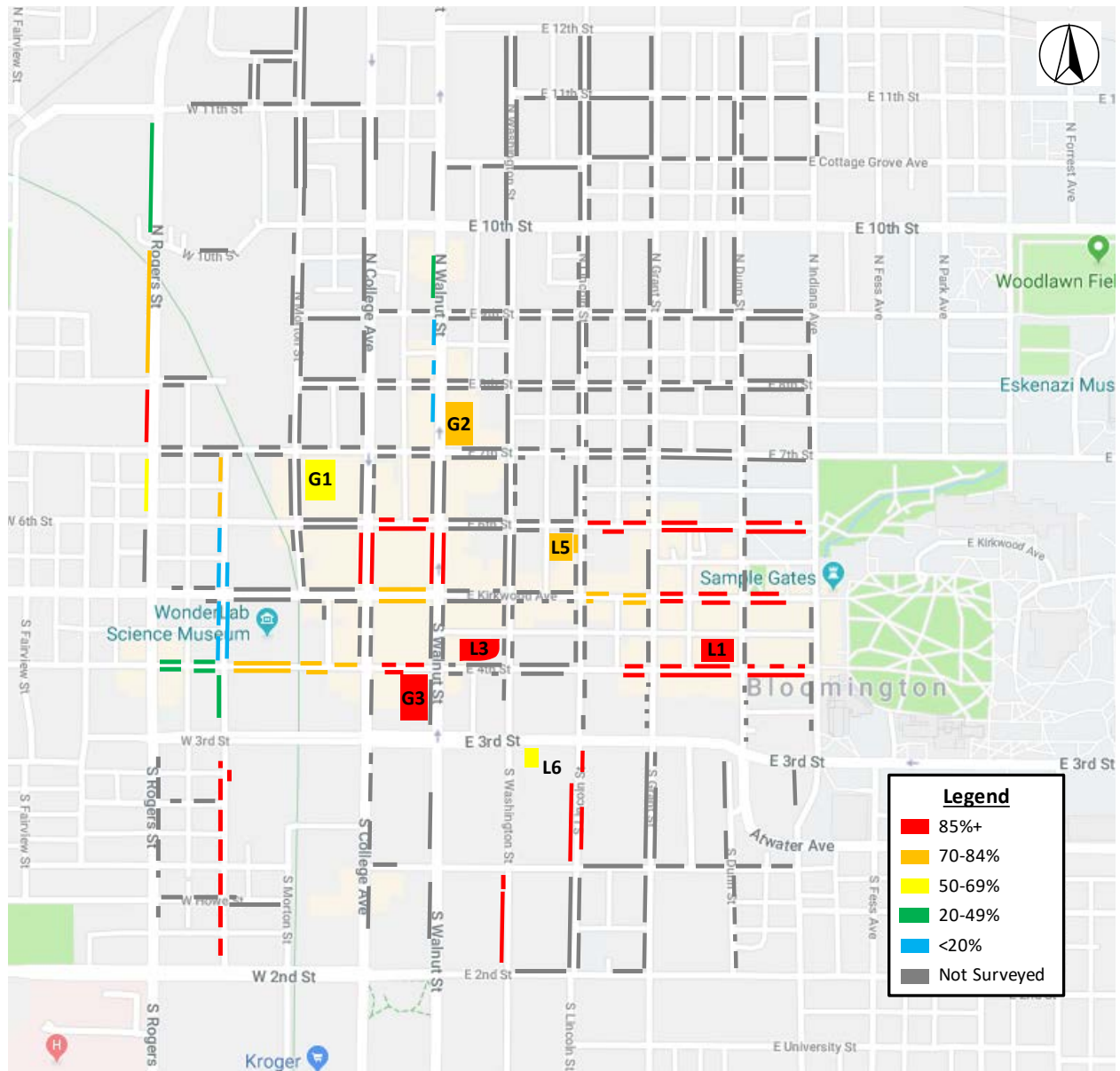
time-restricted and 60 unrestricted on-street spaces were also surveyed. Despite only a portion of the on-street spaces being surveyed, the street segments chosen were identified as being representative of low, medium and high utilization areas throughout downtown.

Based on the survey data, 11AM on Thursday, November 30th was identified as the overall peak demand period for public parking in downtown Bloomington. At this time, utilization of the spaces surveyed was **78%** of capacity – the garages were 76% occupied, the surface lots were 89% occupied and the on-street spaces were 80% occupied. While certain facilities or segments of street were more highly utilized at other times of day or on other survey days, this date and time represent the city-wide peak parking utilization for the days surveyed.

The survey data of utilization by parking facility and on-street block face for the peak period is presented in **Figure 4**. The off-street parking facilities and on-street block faces were highlighted in the figure to indicate the percentage of spaces in each that were occupied at the time of the survey:

- Red, 85% or more
- Orange, 70-84%
- Yellow, 50-69%
- Green, 20-49%
- Blue, less than 20%

Figure 4 – Downtown Peak Parking Utilization, Thursday, November 30th, 11AM



Source: DESMAN; City of Bloomington

In the parking industry, parking facilities and systems are typically designed so that, even during peak demand periods, some percentage of the parking spaces remain empty. Ideally, during a typical peak demand period, 15% of the spaces in a facility or on-street remain available to accommodate new parkers. Maintaining an inventory of available spaces, even during the peak demand period, makes it easier for parkers to find a space, reduces the amount of time drivers spend searching for empty spaces and generally results in a more positive parking experience. This concept, referred to as “practical capacity”, refers to that point at which a parking facility or system has reached its functional limit and is unable to efficiently or safely accommodate additional parking demand.

As seen in Figure 4, during the peak period, the 4th Street Garage (96%), Lot 1 (93%) and Lot 3 (96%) were all more than 85% occupied. Numerous metered street segments also exceeded 85% occupancy during this time, particularly those closer to the IU campus and surrounding the Monroe County Courthouse. Finally, all of the time-restricted, unrestricted and permit parking spaces south of 3rd Street that were surveyed exceeded 85% occupancy during the peak demand period.

5.3 Existing Parking Operation

At present, the management and operation of Bloomington's parking system is distributed across at least seven departments within the municipal government. The current division of labor is based on the idea that different departments within the City are responsible for tasks which are similar to the tasks necessary to operate public parking. Instead of housing all of the management and operations functions in a centralized Parking Department or Parking Authority, many different departments each take responsibility for a small piece of the parking operation, with no central oversight, aside from the Mayor's Office and the recently-created Parking Commission.

5.3.1 Oversight

The City of Bloomington operates under a "strong mayor" form of government, where the mayor is the chief executive officer of the city and city department heads report directly to the mayor. The city council ("Common Council" in Bloomington) serves as the legislative body, responsible for passing ordinances, voting appropriations, etc.

In terms of public parking in Bloomington, the Common Council adopts parking-related ordinances and changes to existing ordinances, while the Mayor's Office, through the various department heads, ensures that any new ordinances or changes to existing ordinances are implemented. Policy decisions including rates, fines, and hours of operation/enforcement are considered by the Common Council, based on input from the Mayor's Office, assigned City staff and outside experts. While the decisions made by the Council have a direct effect on how public parking is operated, there is typically no involvement by the Council in the day-to-day operation or management of parking.

In addition to this oversight, in December 2016, the Common Council created the Parking Commission whose stated purpose 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". Based on DESMAN's understanding and reading of Ordinance 16-22 that created the Parking Commission, the intent of the Commission is to act as an advisory body for planning and oversight of the parking operation, without having a hand in direct operational control on a day-to-day basis. The Commission has no ability to make changes to parking rules or ordinances directly, but can recommend these changes to the administration and/or Common Council for their approval.

5.3.2 Management and Operations

Management, operations and enforcement of the on-street parking meters, paid surface parking lots, and Neighborhood Parking Zones is managed by the Parking Enforcement Division of the Bloomington Police Department. The Parking Facilities Division of the Public Works Department is responsible for the management, operations and oversight of the City's parking garages, as well as repair and maintenance of the parking garages and any related signage.

In addition to these two departments, as well as the Mayor's Office, Common Council and Parking Commission, the following departments/offices handle specific tasks related to the City of Bloomington's parking system:

- Controller's Office: responsible for accounting, budgeting, and purchasing functions
- City Clerk's Office: handles the appeals process for parking citations
- Legal Department: provides legal advice and expertise, drafts lease agreements and attempts to collect outstanding debts related to parking
- Planning and Transportation Department: provides expertise on long-range planning
- Department of Economic and Sustainable Development: interacts with the City's parking system while attempting to entice new businesses into downtown or encourage existing downtown businesses to expand

The organizational structure in Bloomington creates multiple points of contact inside City government for parking-related questions or concerns. This structure requires significant coordination among multiple City departments with different budgets, agendas, and stakeholders, before most decisions can be made, reducing the ability for quick and effective responses to parking issues that may arise. Additionally, as mentioned by City staff during the stakeholder meetings, users of the parking system are often confused as to what department to contact with particular parking-related questions.

5.3.3 Enforcement

Enforcement of the on-street metered, timed and permit parking spaces, as well as the metered and permit spaces in the surface parking lots, is performed by the Parking Enforcement Division of the Bloomington Police Department. Parking Enforcement Officers patrol the 5 downtown Parking Meter Zones and the 11 Neighborhood Parking Zones, rotating between walking and driving, depending on which zone they are enforcing.

The Parking Enforcement Officers visually verify that parking meters have been paid and that vehicles parked in permit spaces have a valid Neighborhood Parking Permit or other valid permit. In addition, the Officers manually document vehicles that stay beyond the posted time limits on-street and in the three-hour free spaces in the surface lots, by recording on their handheld units the license plates of parked vehicles. This method of tracking vehicle parking activity in timed spaces provides a loophole for long-term parkers to exploit, allowing them to move their cars from block-to-block or out of and back into a surface lot to avoid receiving a ticket at time-restricted spaces.

Table 2 is a summary of the total number of parking citations issued by type of violation in each year from 2013 (the year on-street parking meters were re-introduced) through 2017.

Table 2 Annual Parking Citation Issuance by Violation Type, 2013 – 2017

Code	Violation	Citations Issued				
		2013	2014	2015	2016	2017
A01	Expired Meter	21,357	34,067	26,116	14,986	15,116
A02	Yellow Curb	1,301	361	277	831	502
A03	Overtime Parking	11,048	214	420	318	187
A04	Alley	171	33	26	14	11
A05	Loading Zone	52	44	19	15	18
A06	Obstruct Traffic	96	33	31	29	70
A07	Permits/Leased	83	131	136	179	101
A08	Backed in Space	77	21	63	98	157
A09	No Parking Zone	478	88	99	164	145
A10	Sidewalk Parking	382	33	37	35	25
A11	Angled Parking	2	1	0	1	2
A12	Left Side Parking	0	2	2	1	3
A13	NH Neighborhood Parking	8,950	9,016	7,044	6,882	7,365
A14	NH Plate Non-match	221	210	196	175	205
A15	Handicapped	280	289	178	101	114
A16	Fire Lane	36	18	20	15	5
A17	Abandoned Vehicle	0	0	0	0	59
A18	NH Wrong Zone	282	309	287	320	360
A19	Here to Corner	56	3	6	1	2
A20	Green Permit Only	57	30	11	44	20
A21	Red Permit Only	25	24	26	33	22
A22	CFC/White Lot	27	2	1	2	0
A23	Expired Permit	19	18	20	32	24
A25	Overnight Parking	0	0	1	1	0
A27	Showers Permit Parking	51	58	18	57	45
A29	Private Parking Only	33	9	14	4	0
A30	City Hall Visitor	69	4	0	6	1
A31	Parked Facing Traffic	640	675	524	422	380
A32	Oversized Vehicle	0	1	9	0	1
A33	Too Far From Curb	215	15	27	23	25
A34	Too Close to Intersection	25	2	6	2	8
A35	Electric Vehicle Parking Only	24	1	1	1	1
A36	Outside Marked Space	355	488	202	204	224
A37	NH Parked Facing Traffic	0	441	430	404	415
A38	NH Yellow Curb	0	933	766	351	497
A39	NH Overtime Parking	0	1,216	1,129	1,319	1,113
A40	NH Alley	0	97	94	53	46
A41	NH Loading Zone	0	13	1	4	6
A42	NH Obstruct Traffic	0	27	13	24	62
A43	NH No Parking Zone	0	376	335	305	201
A44	NH Sidewalk Parking	0	291	282	205	204
A45	NH Handicapped	0	8	8	19	22
A46	NH Fire Lane	0	44	86	40	23
A47	NH Here To Corner	0	60	36	62	73
A48	NH Private Parking Only	0	1	7	9	7
A49	NH Oversize Vhicle	0	4	2	2	1
A50	NH Too Far From Curb	0	108	67	77	40
A51	NH Too Close to Intersection	0	22	12	6	13
A52	NH Angled Parking	0	1	0	0	0
A53	NH Unapproved Surface	0	189	126	159	230
A54	BPD/White Lot	0	0	19	13	5
A55	Unapproved Surface Parking	0	0	80	70	20
A56	Reserved Parking Only	0	0	0	2	2
A57	NH Altered Permit	0	0	0	3	11
A58	GH Yellow Curb	0	0	0	0	1
A59	GH Leftside Park	0	0	0	0	1
A61	GH No Parking Zone	0	0	0	0	5
TOTAL		46,412	50,031	39,310	28,123	28,196

Source: DESMAN; City of Bloomington

As shown in the table, after the parking meters were installed in place of most timed parking in late 2013, there was a dramatic shift in the types of parking citations issued, with a significant decrease in Overtime Parking (A03) violations and a dramatic increase in the Expired Meter (A01) violations. Aside from these types of citations, generally, the volumes of other types of ticketed parking violations have remained relatively stable.

Another trend of note is the dramatic decline in both the number of Expired Meter citations and the total number of parking citations issued since 2014. Based on the data, it appears as though, as users became more accustomed to the parking meters and were able to pay for their parking time from their cell phones, the result was a significant decline in both the number of Expired Meter citations issued and also the total number of citations issued (another factor contributing to this trend is also likely the conversion of metered spaces in the City’s parking garages to pay-on-exit spaces). From 2014, the first full year after parking meters were reintroduced, to 2017, the number of Expired Meter citations issued decreased from 34,067 to 15,116, a drop of more than 55%, while the total number of citations issued decreased from 50,031 to 28,196, a drop of more than 43%.

Given the continued vibrancy of downtown Bloomington, assuming that the level of parking enforcement has been consistent over time, the sharp declines in citation issuance over the past several years indicate that the fine amounts for violating the City’s parking ordinances are having the desired effect of reducing non-compliant behavior. Additionally, while a number of stakeholders indicated that they want to see parking meters removed from downtown, from a public relations perspective, the decline in citations issued compared to before the meters were reintroduced can be viewed as a positive for the image of downtown.

5.3.4 Hours of Operation/Enforcement

The hours of operation for the City’s parking garages and the hours of enforcement for the on-street and surface lot spaces – the times and days on which payment is required to park – must be set in a well thought out manner, in order to ensure that the City’s public parking system effectively serves downtown Bloomington and its visitors, patrons and employees. At present, the hours of operation/enforcement across the City’s parking assets do not seem to be well-coordinated with one another or with the activity levels in parts of downtown.

While the current hours of enforcement for the on-street meters are consistent across downtown, these hours vary from the hours and days during which on-street time-restricted and permit spaces are enforced. In addition, the hours of enforcement for the metered and permit spaces in the surface lots vary from the on-street hours of enforcement. Finally, the hours of operation of the parking garages are not consistent across all of the facilities, nor do they seem to be tailored to the needs of downtown users.

Table 3 presents a summary of the hours of operation of the City’s parking garages and the hours of enforcement for the on-street spaces and surface parking lots. In addition, this table describes special pricing policies that apply to some of the off-street facilities, but not others.

Table 3 Hours of Operation/Enforcement for the City’s Public Parking Facilities/Spaces

Parking Garages	
Facility Name	Hours of Operation¹
Morton Street Garage	Pay to park 24 hours per day, 7 days per week; First 3 hours free at all times
Walnut Street Garage	Pay to park 24 hours per day, 7 days per week; First 3 hours free Monday-Friday, 6AM-6PM and Saturday-Sunday, 6AM-12PM
4th Street Garage	Pay to park Monday-Friday, 8AM-6PM; First 3 hours free Monday-Friday, 7AM-6PM; Free after 6PM daily and on weekends
Surface Lots	
Facility Name	Hours of Enforcement
Lot 1	Pay to park Monday-Friday, 8AM-5PM; 2-hour time limit at meters; Free after 5PM daily and on weekends
Lot 3	Pay to park Monday-Friday, 8AM-5PM; First 3 hours free during enforced hours; Free after 5PM daily and on weekends
Lot 5	Pay to park Monday-Friday, 8AM-5PM; First 3 hours free during enforced hours; Free after 5PM daily and on weekends; Reserved spaces for permit holders only
Lot 6	Pay to park Monday-Friday, 8AM-5PM; First 3 hours free during enforced hours; Free after 5PM daily and on weekends
On-Street Metered Spaces	
Meters are enforced Monday-Saturday, 9AM-9PM; Metered parking is free on Sundays and City holidays	
On-Street Permit and Time-Restricted Spaces	
Permit and time-restricted spaces enforced Monday-Friday, 8AM-5PM; Permit and time-restricted parking not enforced on City holidays	

1) Per code, the mayor may suspend enforcement of parking meters and parking garages for various reasons, including for the holiday season, during times of inclement weather, etc.

Source: DESMAN; City of Bloomington

As shown in the table, the City has a policy of allowing three hours of free parking during particular times of day and days of the week in all of its parking garages, as well as in three of its four surface parking lots. While all of the surface parking lots are enforced Monday-Friday, 8AM-5PM, the hours of operation and rules governing free parking in the garages vary from facility-to-facility. Also, despite the fact that parking demand in different areas of downtown varies by the time of day, the hours of enforcement for the meters is the same across all of downtown.

5.3.5 Neighborhood Parking Zones

At present, there are 11 Neighborhood Parking Zones in Bloomington (Zones 1-11), with all but 3 of the Zones (Zone 2, Zone 3 and Zone 10) falling, at least partially, within the downtown study area. Per the

City’s website, the establishment of Neighborhood Parking Zones was “...to protect motorists, bicyclists and pedestrians from excessive commuter traffic competing for parking spaces as well as to reduce the amount of traffic in the neighborhoods.” Homeowners and renters within these Zones are eligible to purchase one permit per vehicle, as well as one Visitor’s Permit per address, at a cost of \$25 per permit, per year. Non-permit holders are prohibited from parking in any Neighborhood Parking Zone from 8AM-5PM, Monday-Friday, except on City holidays when City Hall is closed – non-permit holders who park within a Zone during those times are subject to receiving a \$20 ticket.

For non-Permit holders who have a need to conduct business within any of the Neighborhood Parking Zones, such as non-resident landlords, realtors and service vehicles, and who cannot park off-street or pay at an on-street meter, they have the option to: 1) use a visitor permit from the resident receiving the service; 2) purchase a yearly permit for all 11 Zones for \$55.00 per year, or; 3) purchase a daily permit for \$5.00.

Holders of valid Neighborhood Parking Permits, Visitor’s Permits and all-Zone permits are allowed to park in any legal on-street, non-metered space within their designated zone – Permit holders are not guaranteed a space within their Zone. In Zones 4 and 7, Permit holders are also allowed to park at a number of on-street metered spaces, without paying the meters. Neighborhood Parking Zone 8 contains only 15 spaces, all of which are metered, at which Permit holders are allowed to park without paying the meters.

While vehicles parked on-street in a Neighborhood Parking Zone must be moved at least every 72 hours by rule, this restriction is often not actively enforced by the City. Instead, the City relies on citizens to call the Bloomington Police Department to report vehicles that park in the same space in excess of this limit. As a result, vehicles can remain parked on-street for extended periods of time including, in some cases, at metered parking spaces (see **Exhibit 1**), making them unavailable for use by the short-term parkers they are intended to serve.

Exhibit 1 Vehicle Parked at Meter in Neighborhood Parking Zone in Excess of 72-Hour Rule



Source: DESMAN

5.4 Current Parking Fees and Fines for Violations

The decision to charge for parking is both an economic choice, but also the most effective way to manage parking behavior. In a dense and active downtown, like downtown Bloomington, properly pricing parking facilities and the fines associated with violating parking rules can be used to ensure frequent turnover of short-term, on-street parking spaces, while also ensuring that employees, patrons and visitors obey the rules. If on-street parking rates or the fines for violating parking rules are too low, or if off-street parking prices are too high, this can incentivize long-term parkers to use on-street spaces, leaving off-street spaces underutilized. However, parking prices must also be low enough so as not to discourage patronage of downtown businesses in a meaningful way.

Table 4 presents the current parking rates charged for the City’s on- and off-street parking spaces.

Table 4 City of Bloomington Public Parking Rates

Parking Garage Permits ¹		
Permit Type	Access Rights	Cost
Downtown Employees	30 hours a week	\$25/month (Morton Street Garage only)
Non-Reserved Space	24 hours per day, 7 days per week	\$67/month
Non-Reserved Space	12 hours per day, Monday - Friday	\$40/month
Reserved Space	24 hours per day, 7 days per week	\$76/month
Reserved Space	12 hours per day, Monday - Friday	\$57/month (Fourth Street Garage only)
Parking Garage Hourly Rates		
\$0.50 per hour, after 3 hours free		
Surface Lot Rates		
Facility Name	Hourly Rate	Permit Rate ¹
Lot 1	\$1.00 per hour	N/A
Lot 3	\$0.50 per hour, after 3 hours free	N/A
Lot 5	\$0.50 per hour, after 3 hours free	Non-Reserved Mon.-Fri., 6AM-6PM: \$40/month; Reserved Mon.-Fri., 6AM-6PM: \$57/month; Reserved 24/7: \$76/month
Lot 6	\$0.50 per hour, after 3 hours free	N/A
On-Street Metered Spaces		
\$1.00 per hour		
On-Street Permits		
Permit Type	Cost	
Resident	\$25/year	
Resident Visitor	\$25/year	
Contractor	\$55/year; \$5/day	

1) Parking in a Reserved Space without a permit is a \$50 fine.

Source: DESMAN; City of Bloomington

5.4.1 Garage Parking Rates

Parking in the City of Bloomington’s parking garages is available both by the hour and via monthly permit. As shown in Table 4, the cost for a monthly parking permit ranges from \$40/month for non-reserved parking 12 hours per day, Monday-Friday, to \$76/month for a space that is reserved 24 hours per day, 7

days per week. The least expensive garage parking permit is \$25/month and is made available to downtown employees who wish to park for up to 30 hours per week.

When the City charges for hourly parking in its parking garages, as described previously in Table 3, these parkers receive three hours of free parking at most times of the day. After the three free hours of parking or during times when the three-hour free policy does not apply (e.g. at the Walnut Street Garage), hourly parkers are charged \$0.50/hour to park.

5.4.2 Surface Lot Parking Rates

In three of the four City-owned surface parking lots (Lot 3, 5 and 6), parking costs \$0.50/hour after three hours of free parking, while parking in Lot 1 costs \$1.00/hour with no free parking during the hours of enforcement. While all of the surface parking lots allow hourly parking, only Lot 5 allows monthly parking – a reserved space in this lot costs \$275/month.

5.4.3 On-Street Parking Rates

All of the City of Bloomington’s on-street parking meters cost \$1.00/hour, if parking is paid for with coins at the parking meter. If a customer pays at a meter using a credit card, a \$0.30 per transaction fee is added to the hourly parking rate. If a customer uses the Parkmobile application on their smartphone to pay for parking, a fee ranging from \$0.30-\$0.50 is added to each transaction.

As shown in Table 4, Neighborhood Parking Permits cost \$25/year, as do Visitor’s Permits. Contractors, landlords or realtors doing business in any of the Neighborhood Parking Zones may purchase a permit at a cost of \$55/year or \$5/day.

5.4.4 Fines for Parking Violations

Table 5 presents the fine amounts for a number of the most common types of parking violations for which citations are issued in Bloomington.

Table 5 Fines for Select Parking Violations

Violation ID	Violation Description	Fine Amount
A01	Expired Meter	\$20
A07	Unauthorized Parking in Leased Space w/o Permit	\$50
A13	Parking in Neighborhood w/o Permit	\$20
A15	Unauthorized Parking in ADA Space	\$100
A16	Parking in a Fire Lane	\$50
A39	Parking in Neighborhood Overtime	\$20

Source: DESMAN; City of Bloomington

As shown in the table, fines for the most common types of violations, including expired meters and parking in a Neighborhood Parking Zone without a permit, cost \$20 and increase to \$40 if not paid within 14 days. Fines for more serious parking violations, including parking in an ADA-accessible space without a permit and parking blocking a fire lane, are more expensive than the fines for more common parking violations.

5.5 Fees and Fines in Bloomington Versus Comparable Municipalities

In order to understand how the City of Bloomington's parking system compares with other, similar municipalities, DESMAN sought to benchmark certain characteristics of Bloomington's parking system against a number of municipalities the City considers comparable. The cities listed in **Table 6** were identified as comparable to Bloomington in terms of size, demographic makeup, composition of the parking system, and/or other characteristics.

Aside from the fine for an expired meter, the parking rates, fees and fines charged in Bloomington are lower than the average of those charged in these 10 comparable municipalities. While the difference in the on-street meter rate is very small, the daily and monthly rates for garage parking are significantly lower in Bloomington than in the peer cities.

In addition to lower-than-average parking rates, in almost no other city studied is the free parking policy as generous as it is in Bloomington. Based on our research, only Lawrence, KS provides more free hours of parking than Bloomington – certain of their facilities provide up to 10 hours of free parking.

Table 6 Characteristics of the Bloomington Parking System versus Comparable Municipalities

City	State	Population ¹	On-Street Metered Spaces	Number of Garages	Number of Lots	Total Off-Street Spaces	Rates				On-Street Hours of Enforcement	Fine for Expired Meter	Late Payment Fee	Duration Prior to Late Payment Fee
							On-Street (per hour)	Surface Lot (hourly)	Garage (daily)	Garage (monthly)				
Ann Arbor	MI	113,934	2,100	8	3	4,707	\$1.60	\$1.20-\$1.70	\$28.80-\$40.80	\$155-\$220	Mon-Sat, 8AM-6PM	\$10.00	\$10/\$30/\$50	14 or 30 days
Asheville	NC	83,393	765	4	4	1,523	\$1.50	\$1.25	\$10.00	\$90-\$120	Mon-Sat, 8AM-6PM	\$10.00	\$25.00	15 or 30 Days
Columbia	MO	108,500	1,700	6	10	2,835	\$0.60-\$1.00	\$0.50	\$5.00-\$10.00	\$80-\$140	Mon-Sat, 9AM - 7PM	\$15.00	\$15.00	15 Days
East Lansing	MI	48,579	140	5	7	2,586	\$1.50	\$1.50-\$2.00	\$15.00-\$20.00	\$85-\$125	Mon-Sat, 8AM-3AM	Varies by time	20.00%	56 Days
Fort Collins	CO	143,986	²	3	4	1,982	Free	\$1.00	\$24.00	\$30-\$50	Mon-Sat, 8AM-6PM	\$10/\$25/\$50	None	20 Days
Iowa City	IA	67,862	1,142	5	3	3,820	\$0.75-\$1.50	\$0.75-\$1.00	\$18.00-\$24.00	N/A	Mon-Sat, 8AM-6PM	\$7.00-\$25.00	\$5.00	30 Days
Lawrence	KS	87,643	977	3	16	2,396	\$0.10-\$1.00	Free-\$0.50	Free-\$1.00	\$12.50-\$16.00	Mon-Sat, 9:30AM-6PM	\$5.00	\$20.00	10 Days
State College	PA	42,034	420	4	3	1,859	\$1.25	\$0.75-\$1.00	\$9.00-\$12.00	\$100-\$115	Mon-Sat, 10AM - 10PM	\$6.00	\$9.00	3 days
West Lafayette	IN	45,872	0	1	2	488	Free	\$1.50	\$11.00	\$40-\$63	Mon-Fri, 7AM-5PM	\$20.00	\$50.00	30 Days
Bloomington	IN	84,465	1,495	3	4	1,413	\$1.00	\$0.50-\$1.00	\$5.00	\$40-\$76	Monday-Saturday, 9AM-9PM	\$20.00	\$20.00	14 days
Average Rate/Fine (not incl. Bloomington)							\$1.19	\$1.05	\$16.16	\$90.22		\$13.75	\$21.13	

(1) Population information taken from the U.S. Census Bureau, 2016 Population Estimate.

(2) DESMAN was unable to obtain this information from the City.

Source: DESMAN

5.6 Historical Financial Performance of the Parking System

After a thorough review of the Parking Commission’s annual report entitled “A Financial Review of the City of Bloomington’s Parking System”, completed in November 2017, DESMAN is confident that the report presents an accurate picture of the historical financial performance of the City’s parking system. Given the extensive work done by the Parking Commission to compile such a complete summary document, DESMAN did not seek to duplicate this effort. Instead, our focus was on the interpretation of the results of the Parking Commission’s work and other financial considerations not included in the Commission’s document.

As found on page 31 of the Commission’s annual report, **Table 7** presents a summary of the parking system financial data for the years 2011-2016.

Table 7 Summary Table of Parking System Financial Data, 2011-2016

Figure 7. Summary Table of Parking System Financial Data, 2011-2016.

Revenue	2011	2012	2013	2014	2015	2016
System Revenues						
Garages – Hourly Revenue	\$ 36,813	\$ 40,281	\$ 829,968	\$ 125,960	\$ 127,221	\$ 150,040
Lots – Hourly Revenue				\$ 74,119	\$ 120,475	\$ 74,847
Garages – Permit Revenue	\$ 416,196	\$ 417,042	\$ 435,986	\$ 525,675	\$ 722,522	\$ 740,856
Garages – Lot Leases	\$ 187,616	\$ 184,694	\$ 190,368	\$ 365,003	\$ 82,926	\$ 109,945
Garages – Other Revenue				\$ 14,990	\$ 16,590	\$ 21,003
Metered Parking – Event Permits				\$ 19,948	\$ 38,483	\$ 25,555
Metered Pkg. – Hourly Revenue				\$ 2,157,473	\$ 2,170,726	\$ 2,218,006
Metered Pkg. – Convenience Fee			\$ 53,779	\$ 153,081	\$ 147,661	\$ 161,169
Neighborhood Zone Permits	\$ 114,869	\$ 115,555	\$ 122,075	\$ 124,929	\$ 125,438	\$ 131,860
NZ Resident-Only Parking Permits				\$ 167	\$ 156	\$ 542
Total System Revenues	\$ 755,494	\$ 757,572	\$ 1,632,176	\$ 3,561,344	\$ 3,552,198	\$ 3,633,824
System Expenses						
Staffing Expenses	\$ (842,030)	\$ (880,862)	\$ (939,630)	\$ (981,153)	\$ (1,247,264)	\$ (1,160,977)
Operational Expenses	\$ (1,143,928)	\$ (877,208)	\$ (389,800)	\$ (275,607)	\$ (365,143)	\$ (317,132)
Equipment & Supply Expenses	\$ (1,160,411)	\$ (1,441,268)	\$ (1,220,793)	\$ (1,505,189)	\$ (1,672,529)	\$ (1,699,224)
General Fund Charges	\$ (109,192)	\$ (215,835)	\$ (225,000)	\$ (372,568)		\$ (172,080)
Total System Expenses	\$ (3,255,561)	\$ (3,415,173)	\$ (2,775,223)	\$ (3,134,517)	\$ (3,284,937)	\$ (3,349,413)
System Cash Flow	\$ (2,500,067)	\$ (2,657,601)	\$ (1,143,047)	\$ 426,827	\$ 267,261	\$ 284,412
System Citations						
Neighborhood Citations	\$ 362,380	\$ 420,563	\$ 452,892	\$ 272,290	\$ 234,540	\$ 224,712
Garage & Lots Citations##	\$ 578,778	\$ 581,137	\$ 452,256	\$ 2,810	\$ 827	\$ 1,572
Meter Citations###	††	††	‡‡‡	‡‡‡	‡‡‡	\$ 383,108
TIF Monies	\$ 748,734	\$ 756,221	\$ 704,362	\$ 666,080	\$ 670,678	\$ 662,710
Other Revenues	\$ 1,244	\$ 7,284	\$ 1,532	\$ 562	\$ 12,141	\$ 934
Grants		\$ (10,000)	\$ (5,000)			
System Balance	\$ (808,931)	\$ (902,397)	\$ 462,995	\$ 1,368,569	\$ 1,185,446	\$ 1,557,448
Capital Transfer to 454	\$ 765,000	\$ 765,000	\$ 350,000	\$ 200,000	\$ 500,000	\$ 500,000
Capital Expenditures	\$ (238,312)	\$ (722,615)	\$ (229,627)	\$ (737,351)	\$ (251,708)	\$ (400,496)
System Balance after Capital Expenditures	\$ (282,243)	\$ (860,012)	\$ 583,368	\$ 831,217	\$ 1,433,738	\$ 1,656,951

Revenues from on-street parking citations in 2011 and 2012 were reported as Program Revenues and were deposited into the Parking Facilities account.

###Beginning in August 2013, revenues from on-street citations were deposited into the General Fund. Due to the large number of transactions and co-mingling with other departments, the Commission used citation data recorded by the City Clerk.

Source: “A Financial Report on the City of Bloomington’s Parking System,” (November 2017)

As shown in Table 7, the introduction of on-street parking meters in late 2013 led to a dramatic increase in the revenue generated by the parking system. The result was that, for the past several years, the revenues generated by the parking system have been sufficient to cover the operating expenses and capital expenditures of the system.

While the results of the Parking Commission's work seem to indicate that the parking system has run at a surplus since 2013, the above analysis does not take into account several key considerations. The following factors, some of which were mentioned in the Commission's report, need to be taken into account when evaluating the actual financial health of the City's parking system:

1. Funds from Tax Increment Financing (TIF) agreements contribute in excess of \$650,000 per year to the revenues of the parking system. However, these revenues are not directly generated by the parking system and, at some point, will be phased out and no longer contribute to the financial health of the parking system.
2. It is not the City's current practice to set aside funds for necessary future capital repairs to the parking facilities or replacement of parking equipment. If, as DESMAN typically recommends, the City were to set aside \$100 per garage space, per year and \$25 per surface lot and on-street metered space, per year to fund these future costs, approximately \$165,000 per year would need to be set aside by the City.
3. As noted in the recently-completed condition assessment of the 4th Street Parking Garage, there are between \$1,120,000 and \$3,086,000 of repairs needed to keep that facility operational for the next 5 – 15 years. There will also likely be a small number of repairs necessary at the Morton Street Garage and Walnut Street Garage. Due to the lack of a reserve fund for capital repairs, the cost of any repairs will likely have to come from the annual revenues of the parking system.
4. If, as has been discussed by the City and Parking Commission in the past, the cost of the repairs to the 4th Street Garage results in the City deciding to demolish and rebuild the Garage as opposed to repairing the structure, then the parking system will have to support the construction of the new facility. Depending on the size of the garage and the type of construction, the cost to build a new parking garage can be \$20,000 per space or more. If we assume that the existing garage is replaced with a similar-sized facility at a cost of \$20,000 per space, financed with debt, the \$7,000,000 construction cost could result in annual debt service payments of nearly \$500,000 per year.

All of the above factors must be taken into consideration when evaluating the actual financial health of the City of Bloomington's parking system. These issues, among others, will be considered by DESMAN when developing our recommendations for proposed changes to the parking system and its operations.

6.0 Future Downtown Parking Demand

6.1 Anticipated Future Development

Discussions with stakeholders and City staff revealed a number of potential developments which will likely influence parking demand in downtown Bloomington. The list of projects, provided in **Table 8**, is divided into two phases: Phase 1 (2018-2019 occupancy) and Phase 2 (2020-2023 occupancy); at present, the City is unaware of any projects that that would be completed after 2023.

Table 8 Anticipated Future Development in Downtown Bloomington

Project Name	Number	Direction	Street	Type	Applicant	Occupancy	# of Units	# of Bedrooms	# On-Site Parking Spaces	Displaced Parking	Status	SF of Office	SF of Retail	
Elmore-Orego, LLC	304	W	Kirkwood	Ave	Elmore-Orego	Phase 1	35	65	69	0	Approved, Under Construction	0	0	
Highpoint	700-730	N	Walnut	St	JC Hart	Phase 1	82	84	91	0	Approved, Under Construction	0	0	
Moonburn on Morton	526	N	Morton	Ave	Moonburn, LLC	Phase 1	33	33	16	0	Approved, Under Construction	0	0	
Graduate Hotel	210	E	Kirkwood	Ave		Phase 1	0	146	75	45	Approved, Under Construction	0	0	
Cityside	200	S	Washington b/w 3rd and 4th	St		Phase 1	63	130	56	36	Approved, Under Construction	0	17,500	
Fox	415	S	Washington	St	Fox Properties and Developments	Phase 1	9	9	5	0	Approved, Under Construction	0	865	
Nottinghill	815	N	College	Ave		Phase 1	11	29	20	0	Approved, Under Construction	0	0	
Urban Station 2	325-337	S	Walnut b/w 3rd and Smith	St		Phase 1	60	154	93	53	Approved, Construction Not Yet Begun	0	15,015	
Tech Park Housing	619	N	Morton	St	Tech Park Housing	Phase 1	14	14	6	0	Approved, Construction Not Yet Begun	0	2,400	
Mara Jade/Brahms	318	E	3rd At Grant St.	St		Phase 1	35	35	18	16	Approved, Construction Not Yet Begun	0	757	
Omega	223	N	Morton		Omega Properties	Phase 1	10	34	0	0	Approved, Construction Not Yet Begun	0	3,456	
Serendipity/Kahn	201	S	College	Ave		Phase 1	10	10	0	28	Approved, Construction Not Yet Begun	0	10,000	
Alleyworks (Yellow Cab)	217	W	6th	St		Phase 1	33	40	4	0	Approved, Construction Not Yet Begun	0	4,320	
Northwest Quadrant (1.86 acres)			West of Rogers, north of Trades, south of 11th		TBD	Phase 2	0	0	0	0	Anticipated	263,000	61,000	
Pedcor site (1.9 acres)	611	N	West of Rogers, South of Trades, north of 10th		Pedcor Investments	Phase 1	34	57	51	15	Approved, Under Construction	0	0	
South Central Remainder (0.86 acres)			East of Rogers, south of Trades, north of 10th		TBD	Phase 2	84	84	?	0	Anticipated	0	28,000	
TASUS HQ Site (0.9 acres)			East of SC Remainder		TBD	Phase 2	0	0	0	0	Anticipated	18,000	0	
Showers Kiln Parcel (.37 acres)			West of alley, south of 11th, north of Dimension Mill		TBD	Phase 2	6	6	?	0	Anticipated	0	5,700	
Dimension Mill (.51 acres)			West of alley, south of 11th, north of Dimension Mill		TBD	Phase 1	0	0	0	0	Approved, Under Construction	19,000	0	
North Central Quadrant (1.86 acres)		N	East of Rogers north of Trades north of 10th		TBD	Phase 1	0	0	0	0	Anticipated	162,000	0	
215 S. Walnut	215	S	Walnut			Phase 1	14	14	0	17	Approved, Construction Not Yet Begun	0	0	
Convention Center Expansion		W	Third			Phase 1	0	225	1,200	500	Anticipated	70,000	0	
							Totals	533	1,169	1,704	710		532,000	149,013

Source: City of Bloomington; Various Development Entities; DESMAN

The developments in the Bloomington Trades District are shown in **GREEN**, while the one development outside the study area is shown in **RED**.

As shown in the table, the known development projects within and in close proximity to the downtown study area are expected to add more than 530 residential units, 370 hotel rooms, 532,000 SF of office space, and 149,000 SF of retail space, while adding a net of almost 1,000 new parking spaces.

6.2 Short-Term Impact of Development on Future Parking Supply and Demand

The development projects identified for completion in the short-term are concentrated in two main areas of downtown – the Trades District and around the Monroe Convention Center – with the remaining development projects spread throughout downtown. From a parking perspective, each set of developments must be analyzed independently.

6.2.1 *The Trades District*

The Trades District, in which substantial development is projected, includes 124 residential units, 462,000 square feet of office and 94,700 square feet of retail space, resulting in substantial parking demand once fully developed (as much as 1,500 spaces). Given the uncertainties over design of the parcels, the number of on-site spaces being provided and the timing of the various pieces of the development, we have assumed that the TASUS development would be completed by 2020 and then one third of the remaining development would be completed and occupied every other year. Since the residential components are supplying most of their required parking (with the possible exception of the 84-unit South Central Remainder), we have focused on the office/retail.

- Project 1 (2020 completion) – The TASUS development is likely the first to be completed. It would contain 18,000 square feet of office space, with parking presumed to be provided in an on-site surface lot.
- Projects 2, 3 and 4 (2022, 2024 and 2026 completion, respectively) – Each respective stage of development was assumed to consist of approximately 150,000 sq. ft. of office space and 30,000 sq. ft. of retail space. In this scenario, each Project would require approximately 500 parking spaces, for a total of 500 spaces by 2022, 1,000 spaces by 2024 and 1,500 spaces by 2026.

Of course, as the development progresses, there will be ample opportunity to revisit the parking needs based on the characteristics of the on-site tenants and the amount of private parking being provided on-site.

6.2.2 *Monroe Convention Center*

The expansion of the Monroe Convention Center is expected to add 225+ hotel rooms, 700 new parking spaces (for a total of 1,200 spaces), and 70,000 square feet of development space. Those 700 net new parking spaces should be adequate to accommodate all but the largest events at the expanded Convention Center. During these extraordinary events, overflow parking can be accommodated in the remainder of downtown.

6.2.3 *Other Development in Downtown*

The development projects in the remainder of downtown are heavily oriented towards residential, with nearly 400 residential units currently under construction or approved. These developments are also anticipated to include 433 parking spaces and 54,000 square feet of retail space. The number of parking spaces proposed for these projects should be sufficient to accommodate most of the residential demand. In cases where demand exceeds the supply, residents will be forced to find other public on- or off-street parking or to limit auto ownership. While these developments also displaced almost 200 existing parking spaces, many of the projects were already under construction or were not being used for parking when

the utilization surveys were conducted. This means that the parkers displaced by these projects should be accounted for in the utilization surveys conducted in November and December of 2017.

6.3 Long-Term Impact of Development on Future Parking Supply and Demand

As downtown Bloomington continues to develop, the City should have a definitive policy regarding the provision of parking. Historically, the City has provided parking to satisfy the needs of downtown developments. However, given the expense associated with building additional structured parking, the City must decide if this practice can and should continue. We recommend a thorough discussion of the issue between the Common Council, Parking Commission and other relevant City staff, including the following topics:

- Should the City continue to provide parking for new developments, particularly residential? If so, how does the City manage the conflict between residential and office/retail/restaurant parkers?
- Should residential parkers be assigned to peripheral parking locations, instead of being allowed to park long-term in the City's garages?
- Should parking minimums be introduced in downtown?
- Should the City require any development not providing on-site parking to pay a "fee-in-lieu" which would go to the parking fund to support the development of additional parking facilities?

7.0 Conclusions/Summary of Issues

Based on the data collected, the stakeholder discussions and the analysis performed, the following is a list of the key issues to be addressed by the Downtown Parking Study. As best as possible, the issues are grouped by category and correspond to the recommendations developed and presented later in the report.

1. Parking Demand

- a. Wayfinding is sometimes difficult leading people to believe that no parking is available.
- b. There is not a shortage of parking when looking at the downtown as a whole, but the system is becoming strained and localized shortages do exist.
- c. The parking facilities generally between 3rd and 6th Streets are heavily occupied. Consideration should be given to providing additional spaces or balancing demand among facilities.
- d. Based on currently-available development plans, the impact of future downtown development on parking appears to be significant over the next 5 years, with the greatest impacts concentrated in the Trades District and around the Monroe Convention Center.
- e. Over the long-term, if the City continues the policy of providing most of the parking downtown, there may be a need for additional facilities, unless demand for parking is reduced. There are a number of transportation demand management techniques which may be used to reduce parking demand in downtown Bloomington.
- f. The number of Neighborhood Parking Permits issued in certain zones far exceeds the physical number of spaces available.

2. Parking Rates/Finance

- a. Without a full accounting of the short- and long-term capital repair and replacement costs for the parking system, it is impossible to determine if the existing parking revenue is sufficient to fully fund the operations and maintenance of the parking system.

- b. The 3-hour free parking policy is a potentially significant source of revenue and is subject to abuse.
 - c. The current parking rates do not place a high enough premium on parking at the best/most desirable spaces.
 - d. There is currently no policy in place to ensure that parking rates and fines increase at regular increments to account for annual growth in operating expenses.
3. Operations
- a. Responsibility for the parking system is divided among at least seven City departments, making coordination difficult and leading to customer service issues.
 - b. There is no consistency among parking facilities regarding hours of operation.
 - c. Hours of garage operations and surface lot and meter enforcement are not consistent with the demand for parking in various parts of downtown.
 - d. Some neighborhood parking permit zones are not working efficiently, as currently defined.
4. Policy
- a. The City has traditionally provided parking to satisfy the needs of downtown residents, employees and business patrons, but the cost of doing so is becoming financially unsustainable.
5. Technology
- a. Existing on-street meters are often broken, creating frustration among the system's users and leading to parking violations being contested.
 - b. The single-space parking meters in the surface parking lots were not replaced when meters were reintroduced on-street and are well beyond their useful life.
6. Future Capital Repairs
- a. There is no policy in place to set aside funds for long-term maintenance. Capital costs are currently paid out of the general fund as needed, while there is no plan in place to cover long-term costs.

8.0 Operations, Management, Policy and Physical Improvement Recommendations

The recommendations which follow were developed by DESMAN, in consultation with the City, in order to address each of the issues identified throughout the course of this study. The recommended changes to the operations, management, policies, and physical assets which makeup the City's public parking system are intended to address the current needs of Downtown Bloomington, as well as the anticipated needs of these areas over the next 10 plus years. While none of the recommended changes will, by themselves, remedy all of the existing or future parking-related issues within the study area, the goal is to make incremental improvements in order to delay or eliminate the need for additional structured parking facilities, to improve the experience of parking users and to address the concerns raised by the city's stakeholders.

8.1 Timing of Recommendations

While the impacts of the recommended changes can be predicted to a certain extent, a number of the changes that are being proposed have the potential to impact the public parking system in unknown ways. Due to the uncertainty around the impact that these recommendations will have on the current and future parking dynamics within the study area, the proposed implementation timetable has been designed to

allow time for the impacts of the changes to be felt, before additional changes are made to the system. In our experience, this approach is more successful than attempting to implement all of the recommended changes at one time and dealing with any unintended consequences in a piecemeal way. Hopefully, this will allow changes to the parking system to be made in a methodical way, avoiding a situation where the City spends resources on recommendations that do not result in an improved parking operation or must walk back a change that had an unintended, negative consequence.

In addition to factoring in how one recommendation will affect others, the implementation schedule also takes into account the complexity and cost of implementing each recommendation. The simpler and less costly recommendations are proposed to be implemented immediately or in the short-term, while the more complex and expensive recommendations are assumed to be implemented over the course of the next several years. This was done so that time and money are not spent unnecessarily on expensive and complex solutions, when simpler and less costly solutions could successfully address existing and future public parking issues in Bloomington.

Finally, for most of the recommendations, it is advisable to keep the public informed as to changes coming to the parking system. Aside from changes that are internal to the City, such as consolidating the parking functions under a single point of responsibility or establishing a reserve fund for future repairs, prior to implementing any of the recommendations, the City should make the public aware of the changes that area coming, the anticipated impact of those changes and when the public can expect to see them implemented. Putting energy into public outreach prior to the implementation of the recommendations, especially those related to parking rates and hours of enforcement, should allow the parking system's users time to prepare for the coming changes and, hopefully, reduce the negative public reaction to any changes.

8.2 Anticipated Cost of/Benefit from Implementation

For each of the recommended changes or improvements, an anticipated cost has been provided for use in the City's budgeting process. While the actual costs of implementing the recommendations will likely vary somewhat from these figures, these planning level cost estimates are intended to provide the City with an idea of the financial commitment associated with each recommendation. In addition, some of the recommendations, such as rate increases, will generate additional revenue. We have also attempted to identify the magnitude of those revenue increases. The anticipated costs and benefits of each recommendation will allow for an objective comparison of the merits of each proposed recommendation.

8.3 Recommendations

As mentioned above, once implemented, certain of the recommendations have the potential to reduce or eliminate the need for other, potentially costlier and more complicated changes to the parking operation. For this reason, the recommendations have been broken-down into three phases. Phase I involves selecting an existing staff member or hiring an outside person to be in charge of all aspects of the parking operation, while also consolidating all parking-related functions into a Parking Department. The Phase II recommendations are seen as the least costly and most easily implementable, so that existing City staff can begin implementation while a head of the parking operation is identified. Finally, the recommendations included in Phase III will require more significant capital outlays and/or more planning in order for implementation to be successful.

Presented at the end of the detailed recommendations, **Table 9** provides a brief summary of each recommendation, along with its anticipated cost and anticipated implementation timeframe. Additionally, **Appendix II** contains the results of an online survey of the public, which sought feedback related to the proposed recommendations, prior to the recommendations being finalized.

Phase I Recommendations

- i) ***Designate a head of the parking operation and create a Parking Department.*** As noted previously, various departments within the City are responsible for overseeing the operation, management and maintenance of public parking in Bloomington. In order for the public parking system to transition from where it is today, to a more modern and well-run system which satisfies the needs of the various parking user groups, both now and in the future, there must be a person at the City whose main focus is parking and related demand management strategies. Having one person as the head of the parking operation, as well as all or nearly all of the City's parking-related functions housed under a Parking Department, will help ensure that the subsequent recommendations presented in this plan are successfully implemented. In addition, consolidating of the parking-related functions of the City into one department should lead to increased operational efficiency, better internal communication, and an improved level of customer service.

The head of the new Parking Department should be made accountable for the overall performance and operations of the on- and off-street parking assets and programs including:

- Planning and implementing parking system programs;
- Reviewing parking rates and recommending adjustments;
- Serving as a key advisor to the Common Council and Parking Commission concerning operations and management of the parking system and programs;
- Facilitating proactive and responsive marketing, sales and public information initiatives;
- Managing outside contractor services;
- Researching and promoting the implementation of “Best Industry Practices” for the program;
- Serving as the “parking expert” as local planning and economic development strategies and plans are being studied;
- Monitoring significant variances in the availability of parking supply and customer demand to ensure that assets are optimally serving the community;
- Training, deploying, supervising, and evaluating parking staff;
- Coordinating and trouble-shooting enforcement unit staffing and deployment and meter collections;
- Ensuring that enforcement is conducted consistently and fairly;
- Identifying new meter locations;
- Coordinating the execution of in-house equipment service and facility maintenance needs;
- Supervising and auditing permit issuance and sales;
- Analyzing and reporting system revenue and expenditures with and under the direction of the Finance Department;
- Tracking, auditing and forecasting system revenues and expenditures;
- Developing the process and format for producing an annual report for the program;
- Coordinating parking system support with sponsors of special events;

- Coordinating parking and transportation demand management strategies with other agencies in the area;
- Acquiring and implementing new technology;
- Ensuring facilities are kept clean, safe and well maintained;
- Troubleshooting day-to-day problems quickly and effectively;
- Developing standards for good customer service and accommodations, and;
- Improving, updating and maintaining the City’s parking website.

The person in charge of public parking in the City should be someone who, ideally, has experience running a small- to medium-sized municipal parking operation or a large, private parking operation, is familiar with best parking management and enforcement practices and is willing to act as the driving force behind the proposed system enhancements. It is recommended that this person be dedicated solely to parking, focused on improving the City’s existing parking system and planning for and implementing improvements to the system as the downtown, and the city as a whole, continue to evolve. If an existing City staff person is moved into this role or if someone is hired who does not have the required experience in parking, that person should be required to obtain the Certified Administrator of Public Parking (CAPP) credential within one (1) year of being hired.

Estimated Cost to Implement: \$60,000 – \$90,000, annual salary (not including benefits)
Estimated Timeframe: 6 – 12 months
Action Steps: Write job description; establish hiring committee to evaluate candidates; obtain approval for position; ensure current parking personnel are involved in the selection process (unless they apply for the position)

Phase II Recommendations

The Phase II recommendations have been designed to be implementable by existing City staff while a head of the parking operation is identified, if the City desires to begin making operational changes immediately.

- ii) **Improve wayfinding to and within off-street parking facilities.** Additional signage is needed to direct drivers from the external streets to downtown parking facilities. These should be located along major routes in to downtown including Kirkwood Avenue, College Avenue and Walnut Street. Three or four well located signs along College and Walnut between 3rd and 10th Streets would direct motorists to off-street parking facilities. Similarly, signs along Kirkwood between Morton and Indiana would notify drivers of parking on adjacent streets. These signs could be as simple as a “P” with an arrow or could include the name of the facility with an arrow. In most cases, the signs could be placed on existing light poles to minimize costs. Over time, more sophisticated electronic signage showing real-time availability could be added key locations and at garage entrances.

In addition to external signage directing parkers to the off-street facilities, the signage within the facilities should also be upgraded to make it less confusing to parkers. Signs within the facilities should be simplified to include only vital information, the text on the signs should be large enough

to be easily readable by drivers, and the style of the signs should be consistent across all of the City’s facilities.

Estimated Cost to Implement: \$15,000 – \$20,000

Estimated Timeframe: 6 months

Action Steps: Evaluate existing signage; identify locations for additional or improved signs; create designs for new signage that conform to the City’s existing signage system

- iii) ***Change off-street facility operating/enforcement hours to be consistent with demand.*** Off-street parking facilities should be operated/enforced at least as long as the adjacent on-street meters. Although two of the City’s parking garages are operated 24 hours a day, 7 days a week, the remaining garage and four surface parking lots are operated/enforced only until 5 or 6 PM and are free on the weekends. Logically, the facilities that are not operated on a 24/7 basis tend to fill once paid parking is no longer required and the spaces do not turnover frequently, limiting the number of parkers that can use the facilities. Additionally, at the 4th Street Garage, the policy of lifting the gates at 6PM allows people to potentially park all day for free, if they wait to exit until after the gates have been lifted.

It is recommended that, at a minimum, all of the off-street facilities that do not operate or are not enforced on a 24/7 basis should have their hours of operation/enforcement extended until 9PM, as well as operating on Saturdays. At the 4th Street Garage, it is recommended that the gates remain down from Monday at 12AM to Sunday at 4AM; this would allow for free parking for the area churches on Sundays. This policy is recommended year-round but could be relaxed when IU is not in session, in order to encourage restaurant/retail activity downtown during off-peak times of year.

This change will provide consistency and prevent parkers from leaving after “closing” to avoid paying. Over the long-term, hours of operation/enforcement, both on- and off-street, should be adjusted to adapt to changing patterns of demand.

Estimated Cost to Implement: Nominal

Estimated Revenue Generated: Unknown until new hours of operation/enforcement established

Estimated Timeframe: 6 months

Action Steps: Determine new hours of operation; publicize changes prior to implementation; create and install new signage and update the City’s website to reflect changes

- iv) ***Reduce or eliminate the three-hour free parking policy in surface lots and garages.*** The current policy of providing three-hours of free parking in most off-street facilities not only sacrifices substantial revenue, it also invites abuse by downtown employees and residents. The three-hour free policy encourages all day parkers to move their cars throughout the day in order to avoid paying for parking. This abuse overloads certain parking facilities and does not encourage more price-sensitive parkers to park in less desirable spaces on the outer edges of downtown.

It is recommended that, where three-hours of free parking is currently provided, one-hour of free parking be provided – eventually, as the downtown continues to grow and become denser, it is

recommended that free off-street parking be eliminated entirely. This policy change will still allow very short-term parkers to park for free, but it will discourage abuse of free parking by downtown employees and residents. Additionally, while this policy change will make it more expensive to park, based on the current parking rates, three hours of parking in most off-street facilities will only cost \$1.00 versus \$3.00 to park at a meter for three hours.

Estimated Cost to Implement: Nominal
Estimate Revenue Generated: ~\$80,000 annually (additional garage revenue; surface lot revenue is unknown due to lack of duration of stay information)
Estimated Timeframe: 6 months
Action Steps: Establish new free parking policy; publicize changes prior to implementation; update facility signage and the City’s website to reflect changes

- v) **Reduce the number of reserved parking spaces in the garages.** The use of reserved parking spaces is restricted to certain individuals or groups of people on particular days of the week and hours of the day, sometimes up to 24 hours a day, 7 days a week. Unauthorized users who park in these spaces during the restricted hours are subject to having their vehicles towed. The practice of reserving parking spaces means that, often times, reserved spaces in a parking garage will sit empty, while the rest of the facility is fully or nearly-fully occupied.

While the operating leases for both the Morton Street and Walnut Street garages require the City to provide a certain number of reserved parking spaces to certain groups, there does not appear to be a similar agreement in place for the 4th Street Garage. Despite the fact that reserved parking spaces are leased to users of the 4th Street Garage, it appears that these are regular monthly parking leases that may be terminated or renegotiated. With approximately 70 of the 352 spaces in the 4th Street Garage (~20%) reserved Monday-Friday, 6AM-6PM, it is often the case that a significant number of reserved parking spaces sit empty, while the remainder of the spaces in the Garage are 100% occupied. This results in the 4th Street Garage being closed to non-permit holders on a frequent basis, per conversations with downtown stakeholders.

In order to increase the availability of parking for the general public in the City’s parking garages, it is recommended that, in the Morton Street and Walnut Street garages, the number of reserved parking spaces be reduced to the minimum possible under the terms of each facility’s operating lease; currently, in an average month, 51 spaces are reserved at Morton Street and 5 spaces are reserved at Walnut Street. At the 4th Street Garage, it is recommended that the number of reserved spaces be reduced from 70 to 50, or about 15% of the total garage capacity and that these spaces remain reserved at all times when the gates are down – this will help alleviate the confusion of parkers created by the current 6AM-6PM parking restriction.

Reducing the number of reserved parking spaces available will also allow for the rate charged for those spaces to be increased significantly to be commensurate with the parking privileges being granted. Recommended rate increases are discussed further in Phase III, below.

Finally, if extraordinarily long-term parking by monthly pass holders has the effect of reducing the supply of parking in the City’s garages (i.e. people storing vehicles in the garages for weeks or months), provisions should be put in place to disallow this practice. For instance, a rule could be

implemented that makes it a violation to park continuously for more than 14 consecutive days. Limiting this behavior, if it is in fact an issue, could make additional spaces in the garages available for daily parkers. Once a head of the Parking Department is chosen, that person can further investigate the prevalence of this problem in the garages and determine the best course of action.

Estimated Cost to Implement: Nominal
Estimated Timeframe: 9 months
Action Steps: Analyze historical utilization of reserved parking spaces; identify holders of underutilized reserved spaces; contact reserved space permit holders to notify them of impending changes; if necessary, phase out the reserved parking spaces over a number of months

- vi) ***Replace existing single-space meters in surface parking lots with multi-space payment kiosks.*** The single-space parking meters in use in the City’s four surface parking lots are beyond their useful life and should be replaced with multi-space payment kiosks. This new technology will not only eliminate the need for individual meter poles, it will also allow customers to pay for parking with credit/debit cards, in addition to the coin and cell phone payment options currently offered. Multi-space payment kiosks will also provide a wealth of information to the City’s parking personnel related to the availability of parking, as well as improving the efficiency of the enforcement process.

According to the Manager of the Parking Enforcement Division, the City currently has in storage several multi-space payment kiosks that were used as part of a pilot program for metered on-street parking several years ago. Although configured as “pay-and-display” during the pilot, where parkers had to return to their cars to display a paid receipt for parking, it should be possible to reconfigure these machines to operate using space numbers (“pay-by-space”) or a vehicle’s license plate number (“pay-by-plate”) to monitor paid parking time.

Based on the number of spaces and the layouts of each surface lot, it is recommended that one kiosk each be installed in Lot 5 and Lot 6 and at least two kiosks each be installed in Lot 1 and Lot 3, for a total of six multi-space payment kiosks.

Estimated Cost to Implement: \$50,000 (assuming the City purchases all new kiosks)
Estimated Timeframe: 9 months
Action Steps: Determine if existing “pay-and-display” kiosks owned by the City can be converted to “pay-by-plate”; notify the public of the change in equipment prior to installation; provide an online tutorial on how to use the new equipment; immediately after installation, post “ambassadors” in the surface lots to help parkers use the new equipment; repeat this process if new meter technology is procured for all the surface lots

- vii) ***Eliminate the use of Neighborhood Parking Permits for free parking in metered spaces.*** In Neighborhood Parking Zones 4, 7, and 8 there are parking meters at which drivers with valid Neighborhood Permits are allowed to park free for up to 72 hours straight. Since this provision is generally not enforced unless the Police are notified of the situation, it effectively provides

unlimited, convenient, nearly-free parking to residents of these Zones. This policy restricts turnover of the metered spaces, reducing the supply of parking available to serve area businesses and institutions and severely limiting the revenue generating potential of these spaces, which is used to offset the cost of purchasing, installing, maintaining, and enforcing the meters.

If the City determines that the residential density in these areas warrants Neighborhood Permit Parking on these blocks, it is recommended that only one side of each block remain metered parking, while the meters on the other side of the block be removed to allow for residential parking. Surveys of these blocks during the work week, after business hours, when IU is in session should indicate what level of residential parking is necessary.

<i>Estimated Cost to Implement:</i>	Nominal
<i>Estimated Revenue Generated:</i>	Unknown until after implementation
<i>Estimated Timeframe:</i>	6 months
<i>Action Steps:</i>	Adjust City ordinance if necessary; notify the public of the impending policy change; update the City’s website to reflect the policy change; provide a one- or two-week grace period after the policy is implemented during which warning tickets are issued to vehicles displaying valid Neighborhood Parking Permits; notify the public when the grace period will end and actual parking violations will be issued

- viii) **Eliminate Neighborhood Parking Zone 8.** Neighborhood Parking Zone 8 encompasses the 15 on-street, metered parking spaces on approximately the north half of N. College Avenue between W. 10th and W. 11th streets (see screenshot of the City’s Parking Map). With so few spaces, it is impossible to accommodate all of the residents seeking parking in this area of the city. In addition, as discussed in the previous recommendation, allowing permit holders to park for free at the meters often makes these spaces unavailable for patrons of the businesses on this block.

For these reasons, it is recommended that Neighborhood Parking Zone 8 be eliminated and residents who would typically qualify for a Zone 8 permit be allowed to purchase a Zone 5 permit instead. The location of Zone 5, only one block to the east of Zone 8, should provide a viable parking option, albeit a more remote option, to those individuals living in the vicinity of N. College Avenue and W. 11th Street.

In the future, if residential demand warrants, Zone 5 could be extended to cover the portions of N. College Avenue and N. Walnut Street north of W. 11th St. that are currently unmetered. Alternatively, metered parking could be added if there is a need for transient parking to serve businesses in those blocks. However, these changes should not be made until demand in the area materializes and the Parking Department has gathered sufficient data to justify the choice of residential versus metered parking.



Estimated Cost to Implement: Nominal
Estimated Revenue Generated: Unknown until after implementation
Estimated Timeframe: 6 months
Action Steps: Adjust City ordinance if necessary; notify Zone 8 permit holders of the impending change; allow current Zone 8 permit holders time to exchange their existing permits for a new zone permit (2-4 weeks); update the City’s website to reflect the policy change

- ix) ***Coordinate with Monroe County, Indiana University and other large land owners on parking issues.*** As three of the largest land owners in Bloomington, the City, Monroe County and IU have a vested interest in coordinating with one another whenever possible, including on parking related issues; this is also true of any other large land owners in the city. This coordination could take the shape of shared parking arrangements between the entities, which allow users affiliated with one entity to use the parking facilities of the other entities during certain times of the day or year. Long-term, there may be an opportunity for the shared development of a City/County or City/University parking facility that serves each entity’s needs.

While the exact level of coordination/cooperation is unknown, it is recommended that the City, through the new Parking Administrator, attempt to identify and encourage these types of partnerships in the future.

Estimated Cost to Implement: N/A
Estimated Timeframe: Immediate and ongoing
Action Steps: Reach out to Monroe County, IU and other large land owners and arrange meetings to discuss cooperation on parking issues; create a template of an agreement that can be used for future shared parking arrangements; contact the City’s insurance provider to determine potential liability issues and costs associated with shared parking arrangements

- x) ***Work with downtown churches to address their parking needs.*** According to numerous stakeholders, parking accommodations for the four churches within the downtown study area (First United Methodist, First Presbyterian, Trinity Episcopal, and First Christian) are often insufficient. Aside from First United Methodist Church, the other downtown churches have little to no on-site parking. In the case of the churches with on-site parking, what parking they do have is often times not adequate to accommodate all of their parishioners on Sundays or the needs of meeting attendees and volunteers on the remaining days of the week. The current hours of operation/enforcement at the City’s off-street parking facilities and on-street metered spaces means that these spaces are often heavily occupied in the afternoon and remain so throughout the evening, with very little vehicle turnover.

While it is anticipated that several of the other recommendations put forth in this study will improve the number of spaces available for church parking (e.g. extended hours of enforcement in the surface lots and 4th Street Garage and eliminating the use of Neighborhood Parking Permits for free parking in metered spaces), the following additional recommendations could also improve the church parking situation:

- a) Make it illegal for vehicles to park in on-street spaces on the blocks where the four downtown churches are located, as well as on the contiguous blocks, from 1AM-5AM on Sunday mornings.
- b) Aside from the 24/7 Reserved Spaces in Lot 5, make it illegal for vehicles to park in Lot 1, Lot 3 or Lot 5 from 1AM-5AM on Sunday mornings.
- c) Provide free or reduced-rate parking to church patrons in the Walnut Street Garage and 4th Street Garage on Sundays, based on availability.

The above recommendations should not be implemented until the recommendations related to hours of enforcement and Neighborhood Parking Permits are implemented and the effects of those changes are analyzed.

Estimated Cost to Implement: Nominal
Estimated Timeframe: 12 – 18 months
Action Steps: Establish new church parking policies; adjust City ordinance if necessary; publicize changes prior to implementation; update facility and on-street signage and the City’s website to reflect changes; at the on-street spaces and in the surface lots, provide a one- or two-week grace period after the policies are implemented during which warning tickets are issued to vehicles parked in violation; notify the public when the grace period will end and actual parking violations will be issued

- xi) **Replace annual Visitor Permits with books of individual daily Visitor Permits.** Allowing residents of Neighborhood Zones to purchase an annual Visitor Permit for \$25 invites abuse. For a much lower cost than a monthly permit in one of the City’s garages (\$300 - \$912/year) or a comparable permit on IU’s campus (\$65 - \$197/year), residents can provide a friend, University employee or student with a Visitor Permit. Additionally, despite the insistence on the City’s website that a Visitor Permit “...can be used only by a visitor while temporarily visiting...”, enforcement of this requirement is nearly impossible and not regularly done.

It is recommended that the annual permit be eliminated in favor of individual permits good for one day of parking only, at a cost of \$10 for a group of 10 permits (see sample permits below). These permits are used as needed and do not expire if not used within a certain period of time after purchase. This system should ensure that visitors do not park in Neighborhood Zones for extended periods of time, as well as reducing any abuse by students, faculty and staff that park in Neighborhood Zones and walk to IU’s campus, instead of visiting a resident of that Zone.

Caregivers and other household employees who require more frequent use of parking in Neighborhood Zones should be permitted to register for a regular Neighborhood Parking Permit by demonstrating this need.



Estimated Cost to Implement: Nominal
Estimated Timeframe: 6 months
Action Steps:

Contact potential vendors of the new permits to determine costs; adjust City ordinance if necessary; procure new permits; publicize changes prior to implementation; update the City’s website to reflect changes; provide a two- to four-week grace period after the change is implemented during which warning tickets are issued to vehicles parked in violation; notify the public when the grace period will end and actual parking violations will be issued

- xii) **Grant the Parking Administrator authority to adjust parking rates up or down within certain limits.** In order for the Parking Administrator (i.e. the head of the new Parking Department) to be able to react quickly to changing parking demand patterns and the needs of the downtown user groups, it is recommended that that person be granted the authority to adjust parking rates within certain limits, without requiring prior authorization by the Common Council.

At present, Title 15 of the City’s Code of Ordinances does not allow the City to charge a flat rate for parking in its garages if the parking equipment malfunctions. The gates must be raised, since the equipment cannot calculate the correct amount to charge customers, resulting in potentially significant lost revenue. If the Parking Administrator were permitted to institute a flat rate (within a certain, pre-approved range) at these times, this revenue could be preserved.

There are other instances, during events for example, where the Parking Administrator may find it beneficial to the operation of the parking system to raise rates in one facility and lower rates in another. Allowing this flexibility, with constraints in place, will allow the parking system to be operated more strategically.

While specific rate ranges or limits will need to be agreed upon by City personnel and the Common Council, in general, the Parking Administrator should be permitted to vary hourly parking rates up or down by \$1.00/hour at \$0.25 or \$0.50 increments. Additionally, flat rates should be set for small and large events – perhaps \$5.00 and \$10.00, respectively – and separately for times when the parking equipment is inoperable.

Estimated Cost to Implement: N/A
Estimated Timeframe: 1 year
Action Steps: Gather data on other municipalities where similar policies are currently in place; discuss this change with Common Council prior to recommending specific language for the Ordinance; draft language updating the existing Ordinance

- xiii) ***Evaluate the pros and cons of maintaining versus replacing and expanding the 4th Street Garage.***
 Given the age of the 4th Street Garage, the anticipated cost of immediate and long-term repairs to the facility, and the potential need for additional parking capacity in that portion of downtown, it is recommended that the City perform an evaluation of the pros and cons of maintaining versus replacing that facility. The City completed an engineering/structural assessment of the City garages in May 2018 that provides important information related to the condition of the 4th Street Garage. The assessment identified the following three options to consider to extend the useful life of the 4th Street Garage and their estimated costs:

- High Priority Repairs: 5-year Lifespan ~\$1,120,000
- Medium + High Priority Repairs: 10-year Lifespan ~\$2,171,000
- Low + Medium + High Priority Repairs: 15-year Lifespan ~\$3,086,000

If it is determined that the Garage is too expensive to maintain over the long-term or that additional parking capacity is needed to satisfy the needs of new developments, it may be in the best interest of the City to consider demolishing the existing facility and replacing it with a larger, more modern and well-designed garage. While the cost of building a brand-new garage are significant, often exceeding \$20,000 per space (e.g. a 400-space garage could cost \$8,000,000 or more), it is important that the City have a long-term plan in place, before several hundred thousand dollars are spent to repair the existing 4th Street Garage.

Unless it is determined, with relative certainty, that there will be a need for additional parking capacity in this area of downtown in the short-term, DESMAN recommends that the City strongly consider completing the “High Priority Repairs” to the 4th Street Garage. Due to the fact that, even if there is consensus within the City that additional parking capacity is necessary, it will likely still be at least two years before the funding for a replacement garage can be obtained, the garage can be designed, the existing garage can be demolished, and the replacement facility can be constructed. In the intervening two years, it is crucial that the 4th Street Garage be maintained in safe and working order, so that it can continue to serve the needs of downtown Bloomington.

Estimated Cost to Implement: \$1.12MM-\$3.09MM to Repair
Estimated Timeframe: 1 – 2 years

Action Steps:

Gain consensus within the City on repairing versus replacing the facility; solicit input from the public regarding the City’s chosen course of action; determine how to fund repairing or replacing the garage; if replacement is chosen as the best option, solicit proposals to design the new garage and create a plan for how and where to accommodate the existing parkers during demolition and construction; if repair is chosen, notify the public about the repair timeline and how it will affect use of the garage

Phase III Recommendations

- xiv) **Adjust parking garage permit rates to balance demand and cover operating costs.** Price is typically the most effective way to manage parking demand, especially in downtowns with various parking options. In order to shift demand from highly-utilized facilities to less well-utilized facilities and more remote spaces, a price differential should be created between the facilities. In addition, these price differences should reflect the different levels of parking privilege granted to each user – users with reserved spaces should pay significantly more than those permit holders who must use whatever space is available.

In addition to managing demand through pricing, the revenue that results from charging for parking is used to pay for the cost of constructing, operating and maintaining a city’s parking assets. In Bloomington, as documented by the Parking Commission’s “A Financial Review of the City of Bloomington’s Parking System”, the City’s parking garages currently do not generate sufficient revenue to pay for these costs. This results in the operation of the parking garages having to be subsidized by TIF revenue.

For these reasons, it is recommended that the monthly permit parking rates in the 4th Street Garage be increased to \$100 for a reserved space permit and \$55.00 for a non-reserved permit; this increase would coincide with the reduction in the number of reserved spaces (described in Phase II, recommendation v.) and the conversion of these spaces to reserved at all times, except Sundays. In the Morton Street and Walnut Street garages, it is recommended that the monthly permit rates be increased to: \$45.00 for 12/5 non-reserved permits, \$70.00 for 24/7 non-reserved permits and \$90.00 for reserved space permits. As with 4th Street, it is recommended that the reserved spaces in these garages be reserved whenever payment is required – in this case 24/7.

In addition, we recommend adjusting the hours and/or days that permits are valid to more accurately reflect the needs of downtown workers. While the current 6AM-6PM permit may be appropriate for some workers, others could benefit from an 8AM-8PM permit or an 11AM-11PM permit for second shift workers. Accommodations should also be made for those employees who work on weekdays as well as weekends.

Estimated Cost to Implement: Nominal

Estimated Revenue Generated: ~\$118,000 annually

Estimated Timeframe: 1 – 2 years

Action Steps: Gather data on the cost of operating the parking system; analyze the impact of various rate scenarios; discuss the potential changes with Common Council prior to recommending specific

rates; solicit input from the public regarding the proposed rate changes; if rates are changed, notify the public of the changes prior to implementation

- xv) **Adjust on-street meter rates to increase turnover.** The intent of paid on-street parking is to encourage only short-term parkers, such as customers of retail stores, restaurant patrons and visitors on quick trips to downtown, to park on-street. The goal of charging a higher rate to park at an on-street meter than in an off-street facility is to encourage longer-term parkers to park off-street. This pricing scheme should create frequent turnover of the most convenient, on-street spaces, allowing a greater number of vehicles to park on-street throughout the day, increasing the potential volume of customers that can easily visit downtown businesses.

Based on the utilization surveys conducted as part of this study, as well as discussions with the Manager of the City’s Parking Enforcement Division, particular segments of on-street meters in downtown are consistently more than 85% occupied, with many reaching 100% occupancy on a regular basis. In order to encourage turnover of these spaces, it is recommended that on-street meter rates in the most highly-occupied areas of downtown be increased from the current \$1.00/hour to \$1.25 or \$1.50/hour.

In areas where the parking meters are less well-utilized, such as on the west and north side of downtown, it is recommended that the rate charged to park on-street should remain at \$1.00/hour. This price differential should encourage more price-sensitive parkers to park on the periphery of downtown or in an off-street facility, in order to avoid paying the higher hourly rate at the on-street meters in the core of downtown.

Estimated Cost to Implement: Nominal
Estimated Revenue Generated: ~\$350,000 annually (based on a \$0.25/hour rate increase)
Estimated Time Frame: 2 years
Action steps: Analyze the impact of various rate scenarios; discuss the potential changes with Common Council prior to recommending specific rates; solicit input from the public regarding the proposed rate changes; if rates are changed, notify the public of the changes prior to implementation

- xvi) **Establish a reserve fund for parking.** Parking garages, surface parking lots, parking meters, signage, and all of the various other physical assets that form a parking system and enable a parking operation to work have a cost associated with them and will require replacement at some point in the future. Building new parking spaces, maintaining existing spaces and replacing equipment can all require significant capital outlays which, at present, come from the City’s General Fund or through debt financing. Due to the significant burden that these large and irregular expenses can place on a city’s finances, it is good practice to set aside money in a reserve fund to help offset these future costs. Ideally, the City should be setting aside at least \$75/space per year for the parking garage spaces and \$25/space per year for the surface lot and on-street metered spaces.

Estimated Cost to Implement: ~\$135,000 annually (based on existing parking inventory)
Estimated Timeframe: 6 months

Action Steps: Establish a separate account within the City’s financial system to be used as a parking reserve fund; factor the annual reserve into future parking budgets

- xvii) **Acquire software or develop an improved web portal allowing for online purchasing of parking permits.** The ability to purchase monthly garage permits, as well as Neighborhood Parking Permits and Visitor Permits online, is an essential convenience for customers. The current practice of requiring customers to purchase garage permits in person at the Morton Street Garage and Neighborhood Parking Permits in person at City Hall or by mail is incredibly inefficient. Moving these purchases online will not only improve customer service, it should significantly lessen the time and expense for the City associated with administering these programs.

The creation of the parking permit portal should be coordinated with the City’s existing on-line payment portal to minimize costs.

Estimated Cost to Implement: \$20,000 - \$30,000

Estimated Timeframe: 1 – 2 years

Action Steps: Discuss the functionality the City desires for this web portal; procure and install new software; notify the public of the availability of this system prior to its implementation; publicize the existence of this system in order to encourage its use

- xviii) **Institute a policy of regular rate increases.** One of the most difficult parts of managing a parking system is convincing the public and governing entities of the value of regularly increasing parking rates. Because it is difficult politically, the decision to increase rates is generally deferred until financial need dictates. For this reason, it is recommended that regular rate increases be part of the City’s plan of operation in the future. These increases should at least keep pace with cost of living increases, in order to continue the City’s policy of maintaining a parking system that is revenue neutral. A 10% increase in rates and fine amounts every 3 – 4 years would provide a relatively painless way to keep the parking system solvent, as salaries and other costs increase.

Estimated Cost to Implement: Nominal

Estimated Revenue Generated: Will vary based on actual future rate increases

Estimated Timeframe: 3 – 4 years

Action Steps: Analyze the impact of various rate scenarios on the financial health of the parking system; discuss the potential changes with Common Council prior to recommending specific rates; solicit input from the public regarding the proposed rate changes; if rates are changed, notify the public of the changes prior to implementation

- xix) **Replace existing on-street single-space meters with multi-space payment kiosks.** Based on conversations with both City personnel and several groups of stakeholders, the single-space IPS parking meters currently installed on-street are frequently inoperable. This results in significant user frustration, some lost revenue and issues for the City Clerk’s Office which is responsible for handling appeals of parking citations.

The current meters were installed less than 5 years ago (August 2013) and have a typical useful life of 10 years or more. Given the large capital investment necessary to acquire and install the current parking meter technology and the fact that the City just finished paying for the IPS meters at the end of 2017, it is unlikely that there will be much of an appetite to replace the on-street meters in the short-term. However, it is recommended that, as the ongoing cost of maintaining the existing meters increases and the technology approaches the end of its useful life, the City acquire multi-space payment kiosks to replace the current single-space parking meters.

Installing multi-space payment kiosks, whether “pay-by-plate” or “pay-by-space”, will allow the City to ensure that the parking equipment is consistently operational, will reduce the effort and expense associated with parking enforcement and will lessen the ongoing expense associated with operating the meter system.

Estimated Cost to Implement: \$1.6M (based on the existing on-street meter inventory)
Estimated Timeframe: 3 – 4 years
Action Steps: Create a specification document to be bid on by potential vendors; solicit bids and choose a preferred technology; notify the public of the change in equipment prior to installation; provide an online tutorial on how to use the new equipment; immediately after installation, post “ambassadors” throughout downtown to help parkers use the new equipment

- xx) ***Acquire license plate recognition software and vehicles to enforce on- and off-street parking.*** Current enforcement practices are extremely effective, but very labor intensive: Parking Enforcement Officers having to visually confirm that a meter has been paid or enter a vehicle’s license plate into their handheld to verify that the fee has been paid via Parkmobile; Neighborhood Parking Permits and Visitors Permits must be visually observed on the windshield of each parked vehicle, and; timed parking spaces must be manually monitored using enforcement handhelds.

The implementation of “pay-by-plate” or “pay-by-space” metered parking will enable parking enforcement to be conducted using license plate recognition (LPR) software. Based on the experiences of other communities that have transitioned to these types of systems, the productivity of enforcement personnel using LPR is significantly improved versus manual enforcement.

It is recommended that, when multi-space payment kiosks are acquired for the off-street lots and to replace the existing on-street meters, several vehicles be acquired and outfitted with LPR hardware and software for use by the City’s PEO’s. As mentioned, the LPR equipment can also be used to enforce on-street, timed parking restrictions and neighborhood parking restrictions.

Estimated Cost to Implement: \$150,000 (assumes three LPR-equipped vehicles)
Estimated Timeframe: 3 – 4 years
Action Steps: Create a specification document to be bid on by potential vendors, ensuring that the enforcement system works in conjunction with the on- and off-street revenue collection equipment; solicit bids and choose a preferred technology

xxi) **Implement demand management strategies.** Before investing in additional structured parking in the downtown, consideration should be given to implementing efforts to reduce parking demand for employees and residents. There are a number of techniques/methods available to reduce parking demand, including:

- No longer providing free parking for City/County employees; City employees currently pay for the cost of their hang tag, but not for parking itself
- Implementing an employee transit pass program for downtown and/or County employees; Bloomington Transit currently provides free rides to City employees through an arrangement with the City
- Providing bicycle parking and other Infrastructure and amenities, such as showers and lockers, in the City’s parking garages to encourage bike use
- Encouraging carpooling by reserving the best, most convenient parking for carpoolers
- Offering tax advantaged (pre-tax) incentives for City/County workers who use transit
- Developing a bike share program citywide and/or at certain locations downtown; according to the City, in June 2018, a bike share program will launch with the City and Indiana University co-sponsoring the program
- Encouraging “Walk There or Bike There” campaigns
- Working with Bloomington Transit to increase the frequency of bus service, including providing service to and through downtown on Sundays
- Creating a downtown circulator bus that makes stops at various points of interest throughout downtown, as well as the City’s, County’s and University’s parking facilities

Estimated Cost to Implement: Will vary depending on strategy implemented
Estimated Timeframe: 3 – 4 years
Action Steps: Work with appropriate stakeholders to formulate specific policies/strategies; determine potential demand and financial impacts of each policy/strategy; solicit public input on proposed policies/strategies prior to implementation, in order to improve buy-in from the community

Table 9 Bloomington Parking Study Recommendations Summary

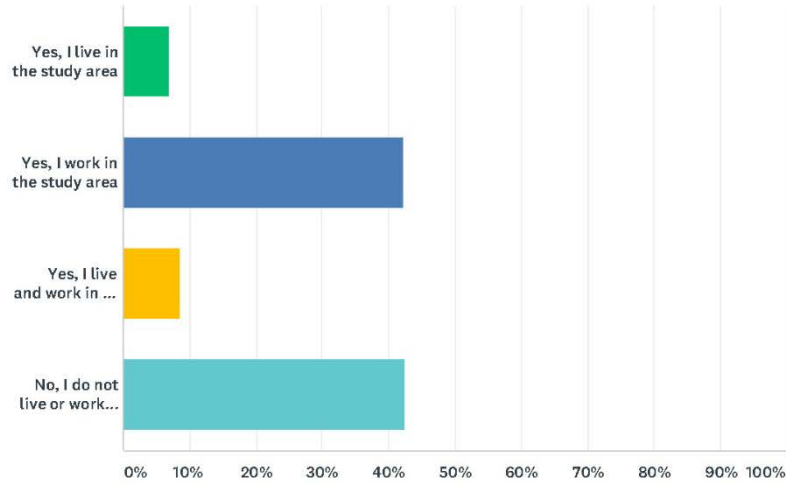
Recommendation	Estimated Cost/ Financial Impact (+/-)	Estimated Timeframe
Phase I		
i. Designate a head of the parking operation and create a Parking Department	\$60,000 - \$90,000	6 - 12 months
Phase II		
ii. Improve wayfinding to off-street parking facilities	\$15,000 - \$20,000	6 months
iii. Change off-street facility operating/enforcement hours to be consistent with demand	Positive impact	6 months
iv. Reduce or eliminate the three-hour free parking policy in surface lots and garages (estimated financial impact assumes 1-hr. of free parking)	\$80,000	6 months
v. Reduce the number of reserved parking spaces in the garages	Nominal cost	9 months
vi. Replace existing single-space meters in surface parking lots with multi-space payment kiosks	\$50,000	9 months
vii. Eliminate the use of Neighborhood Parking Permits for free parking in metered spaces	Positive impact	6 months
viii. Eliminate Neighborhood Parking Zone 8	Positive impact	6 months
ix. Coordinate with Monroe County, Indiana University and other large land owners on parking issues	Impact unknown	Immediate
x. Work with downtown churches to address their parking needs	Nominal cost	12 - 18 months
xi. Replace annual Visitor Permits with books of individual daily Visitor Permits	Nominal cost	6 months
xii. Grant the Parking Administrator authority to adjust parking rates up or down within certain limits	Impact unknown	1 year
xiii. Evaluate the pros and cons of maintaining versus replacing and expanding the 4th Street Garage (estimates shown are the costs of the repair options)	\$1,120,000 - \$3,086,000	1 - 2 years
Phase III		
xiv. Adjust parking garage permit rates to balance demand and cover operating costs	\$118,000+ annually	1 - 2 years
xv. Adjust on-street meter rates to increase turnover	\$350,000+ annually	2 years
xvi. Establish a reserve fund for parking	\$135,000+ annually	6 months
xvii. Acquire software or develop an improved web portal allowing for online purchasing of parking permits	\$20,000 - \$30,000	1 - 2 years
xviii. Institute a policy of regular rate increases to sustain a revenue-neutral parking system	Positive impact	1 - 2 years
xix. Replace existing on-street single-space meters with multi-space payment kiosks	\$1,600,000	3 - 4 years
xx. Acquire license plate recognition software and vehicles to enforce on- and off-street parking	\$150,000	3 - 4 years
xxi. Implement demand management strategies	Impact unknown	3 - 4 years

Source: DESMAN

APPENDIX I: Initial Online Parking Survey Summary

Q1 Do you live or work within the study area?

Answered: 690 Skipped: 0

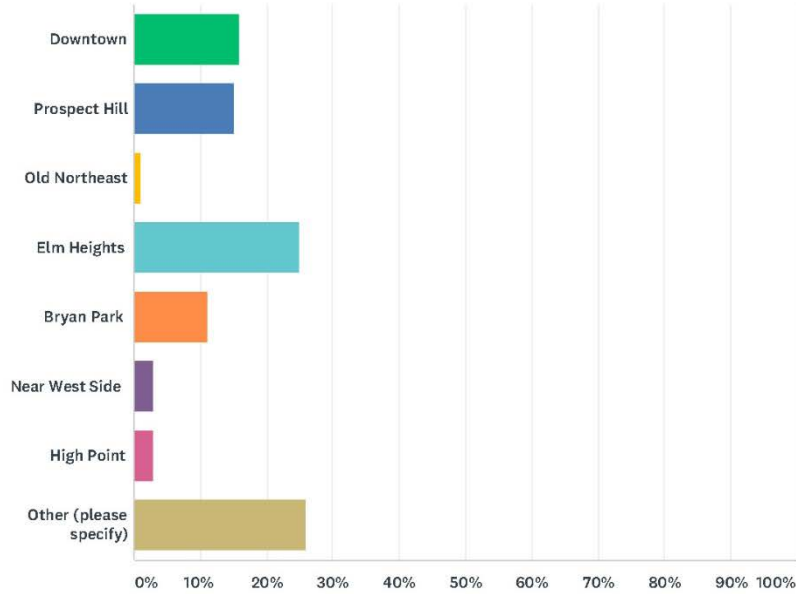


ANSWER CHOICES	RESPONSES	
Yes, I live in the study area	6.81%	47
Yes, I work in the study area	42.17%	291
Yes, I live and work in the study area	8.55%	59
No, I do not live or work in the study area	42.46%	293
TOTAL		690

APPENDIX I: Initial Online Parking Survey Summary (cont.)

Q2 In what neighborhood do you live? (please select one)

Answered: 100 Skipped: 590

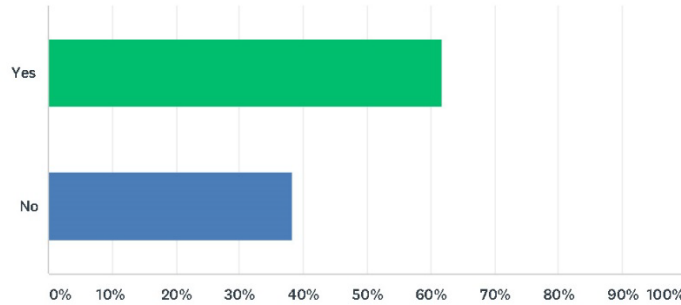


ANSWER CHOICES	RESPONSES	
Downtown	16.00%	16
Prospect Hill	15.00%	15
Old Northeast	1.00%	1
Elm Heights	25.00%	25
Bryan Park	11.00%	11
Near West Side	3.00%	3
High Point	3.00%	3
Other (please specify)	26.00%	26
TOTAL		100

APPENDIX I: Initial Online Parking Survey Summary (cont.)

Q3 Do you have a private driveway, garage or parking lot capable of storing all the vehicles used by your household?

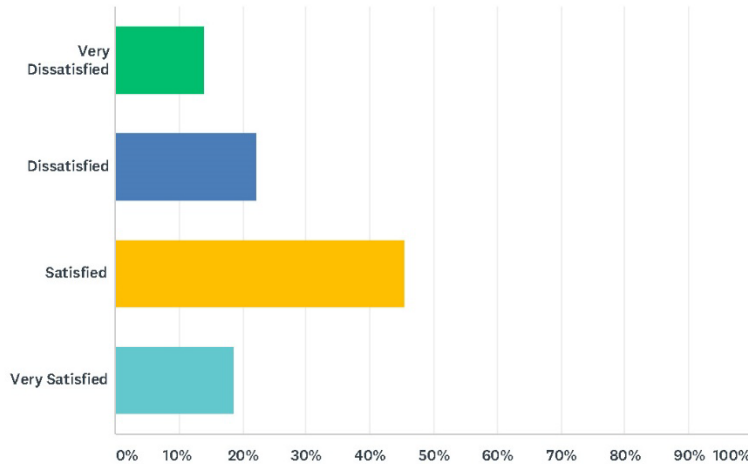
Answered: 99 Skipped: 591



ANSWER CHOICES	RESPONSES	
Yes	61.62%	61
No	38.38%	38
TOTAL		99

Q4 If you regularly use on-street parking in your neighborhood, how satisfied are you with the availability of parking spaces in your neighborhood?

Answered: 86 Skipped: 604

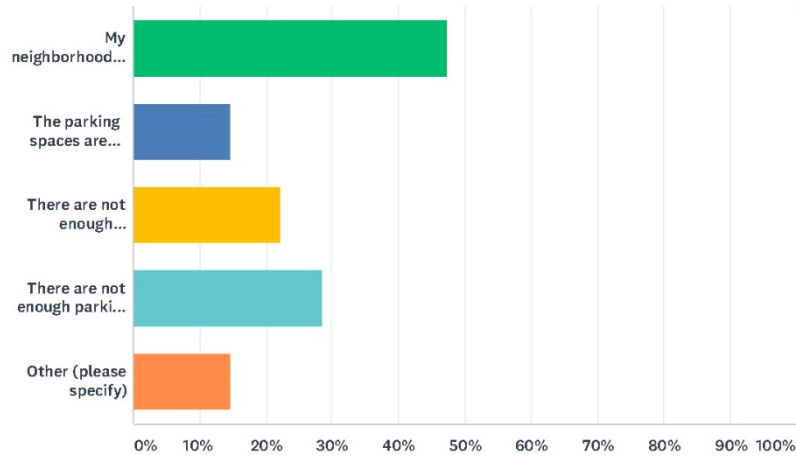


ANSWER CHOICES	RESPONSES	
Very Dissatisfied	13.95%	12
Dissatisfied	22.09%	19
Satisfied	45.35%	39
Very Satisfied	18.60%	16
TOTAL		86

APPENDIX I: Initial Online Parking Survey Summary (cont.)

Q5 Select all of the following statements that explain the cause of the parking problem in your neighborhood.

Answered: 95 Skipped: 595

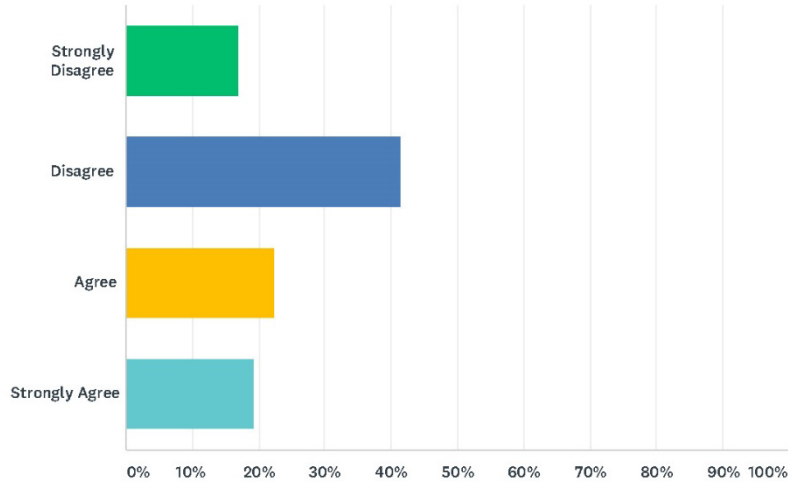


ANSWER CHOICES	RESPONSES	
My neighborhood does not have a parking problem.	47.37%	45
The parking spaces are taken by people who commute from outside my neighborhood.	14.74%	14
There are not enough on-street parking spaces to meet the parking needs of my neighborhood.	22.11%	21
There are not enough parking spaces on private property (e.g. driveways and parking lots) to meet the parking needs of my neighborhood.	28.42%	27
Other (please specify)	14.74%	14
Total Respondents: 95		

APPENDIX I: Initial Online Parking Survey Summary (cont.)

Q6 Rate the degree to which you agree/disagree with the following statement: Use of on-street parking my neighborhood should be restricted to only the residents of my neighborhood and their guests.

Answered: 94 Skipped: 596

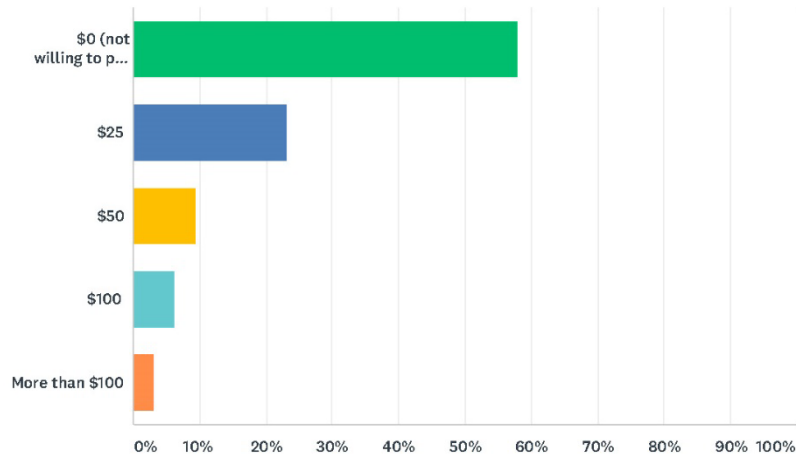


ANSWER CHOICES	RESPONSES	
Strongly Disagree	17.02%	16
Disagree	41.49%	39
Agree	22.34%	21
Strongly Agree	19.15%	18
TOTAL		94

APPENDIX I: Initial Online Parking Survey Summary (cont.)

Q7 How much are you willing to pay annually for a parking permit that allows only the residents of your neighborhood and their guests to use the on-street parking in your neighborhood?

Answered: 95 Skipped: 595

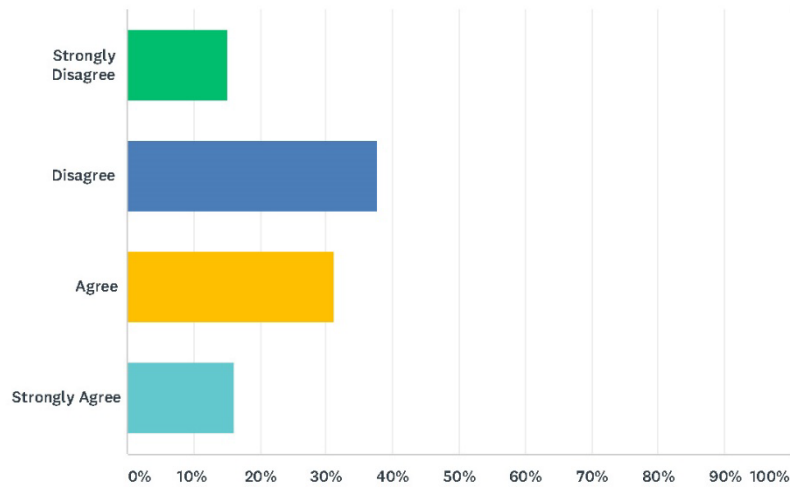


ANSWER CHOICES	RESPONSES	
\$0 (not willing to pay a fee for this service)	57.89%	55
\$25	23.16%	22
\$50	9.47%	9
\$100	6.32%	6
More than \$100	3.16%	3
TOTAL		95

APPENDIX I: Initial Online Parking Survey Summary (cont.)

Q8 Rate the degree to which you agree/disagree with the following statement: The majority of my neighbors agree that only residents and their guests should be permitted to use the on-street parking in my neighborhood.

Answered: 93 Skipped: 597

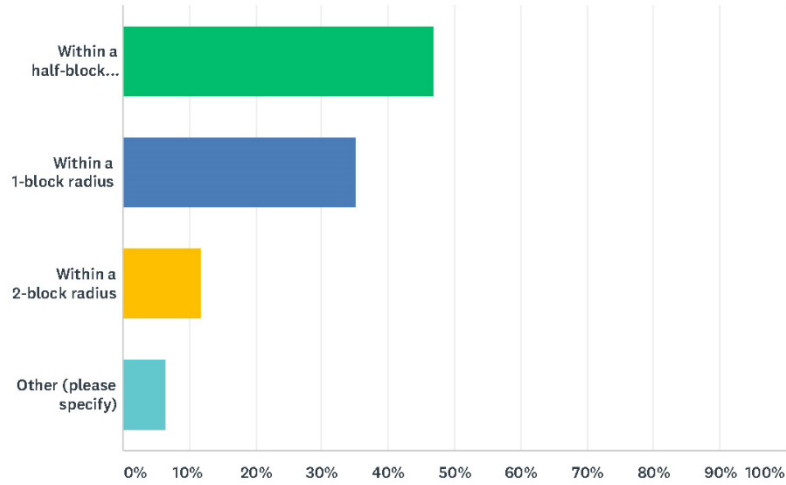


ANSWER CHOICES	RESPONSES	
Strongly Disagree	15.05%	14
Disagree	37.63%	35
Agree	31.18%	29
Strongly Agree	16.13%	15
TOTAL		93

APPENDIX I: Initial Online Parking Survey Summary (cont.)

Q9 How far do you think your neighbors would be willing to park from their homes?

Answered: 94 Skipped: 596

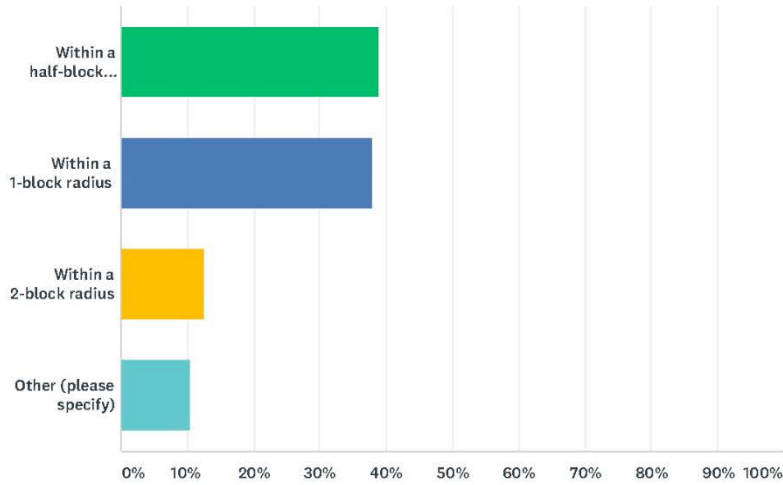


ANSWER CHOICES	RESPONSES	
Within a half-block radius	46.81%	44
Within a 1-block radius	35.11%	33
Within a 2-block radius	11.70%	11
Other (please specify)	6.38%	6
TOTAL		94

APPENDIX I: Initial Online Parking Survey Summary (cont.)

Q10 How far would you be willing to park from your home?

Answered: 95 Skipped: 595

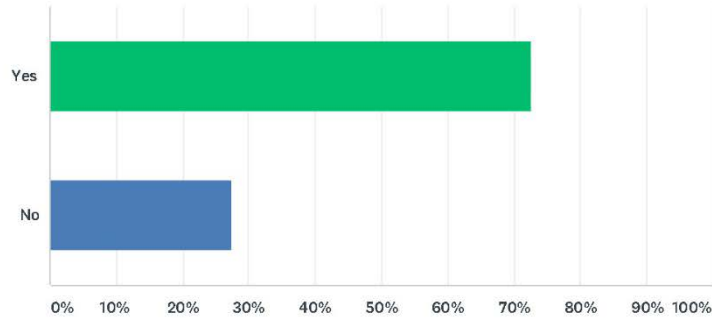


ANSWER CHOICES	RESPONSES	
Within a half-block radius	38.95%	37
Within a 1-block radius	37.89%	36
Within a 2-block radius	12.63%	12
Other (please specify)	10.53%	10
TOTAL		95

APPENDIX I: Initial Online Parking Survey Summary (cont.)

Q11 Do you live within the city limits of Bloomington?

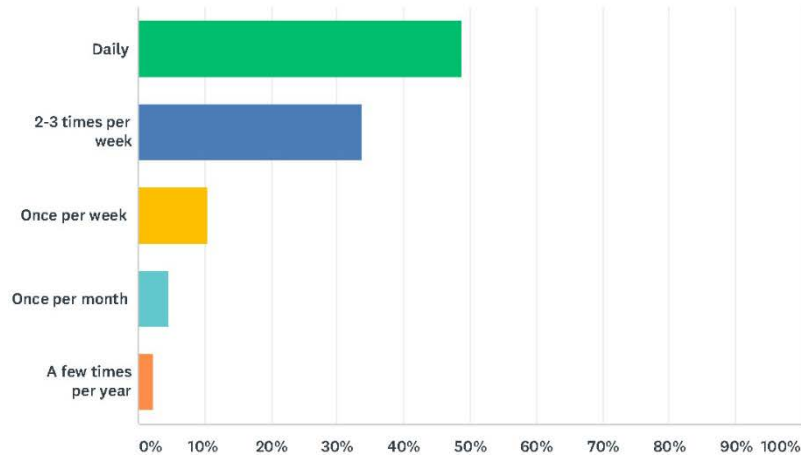
Answered: 629 Skipped: 61



ANSWER CHOICES	RESPONSES	
Yes	72.66%	457
No	27.34%	172
TOTAL		629

Q12 How often do you visit Downtown Bloomington?

Answered: 629 Skipped: 61

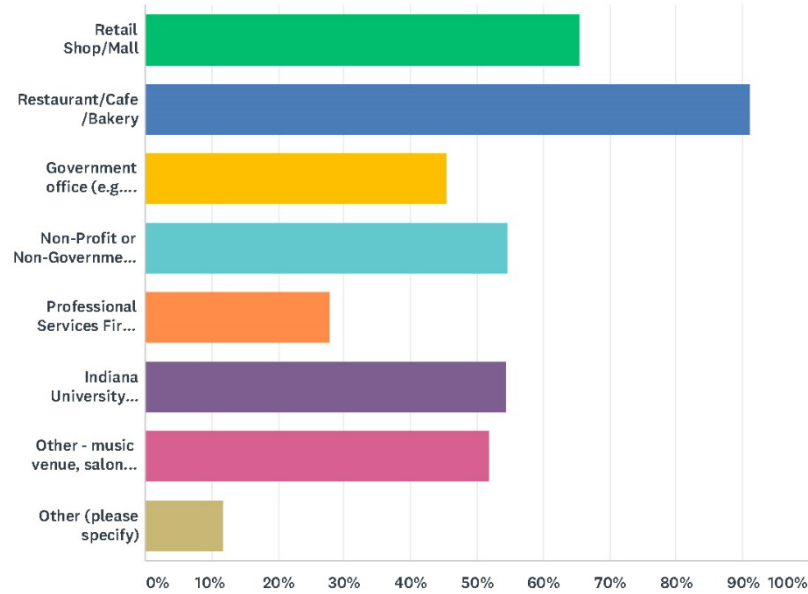


ANSWER CHOICES	RESPONSES	
Daily	48.81%	307
2-3 times per week	33.70%	212
Once per week	10.49%	66
Once per month	4.61%	29
A few times per year	2.38%	15
TOTAL		629

APPENDIX I: Initial Online Parking Survey Summary (cont.)

Q13 What types of businesses do you visit when making a trip Downtown? (Please select all that apply)

Answered: 629 Skipped: 61

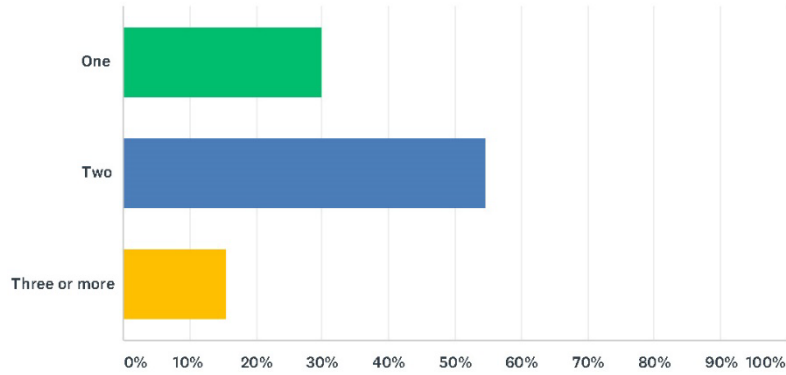


ANSWER CHOICES	RESPONSES	
Retail Shop/Mall	65.50%	412
Restaurant/Cafe/Bakery	91.26%	574
Government office (e.g. City office, County office, etc.)	45.47%	286
Non-Profit or Non-Governmental Organization (e.g. museum, library, church, etc.)	54.53%	343
Professional Services Firm (e.g. law, architecture/engineering, accounting, realty, marketing, medical, etc.)	27.82%	175
Indiana University Campus	54.37%	342
Other - music venue, salon, spa, barber shop, etc.	51.99%	327
Other (please specify)	11.76%	74
Total Respondents: 629		

APPENDIX I: Initial Online Parking Survey Summary (cont.)

Q14 How many businesses or destinations do you typically visit/patronize when making a single trip to Downtown Bloomington?

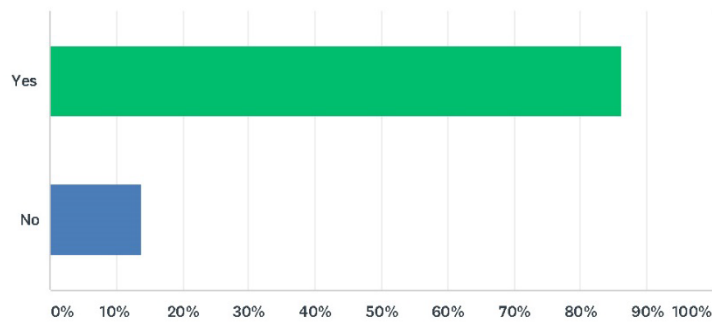
Answered: 627 Skipped: 63



ANSWER CHOICES	RESPONSES	
One	29.98%	188
Two	54.55%	342
Three or more	15.47%	97
TOTAL		627

Q15 When visiting Downtown Bloomington, do you typically drive or ride within a personal vehicle?

Answered: 629 Skipped: 61

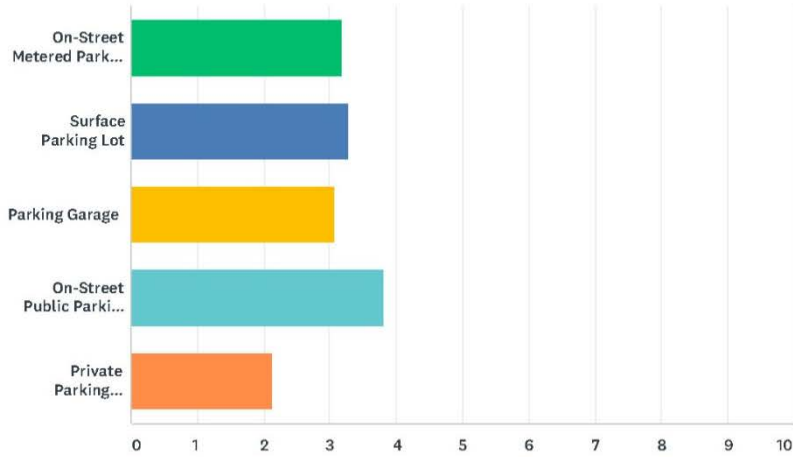


ANSWER CHOICES	RESPONSES	
Yes	86.17%	542
No	13.83%	87
TOTAL		629

APPENDIX I: Initial Online Parking Survey Summary (cont.)

Q16 Where do you typically prefer to park when you visit? (Rank each option by preference)

Answered: 528 Skipped: 162

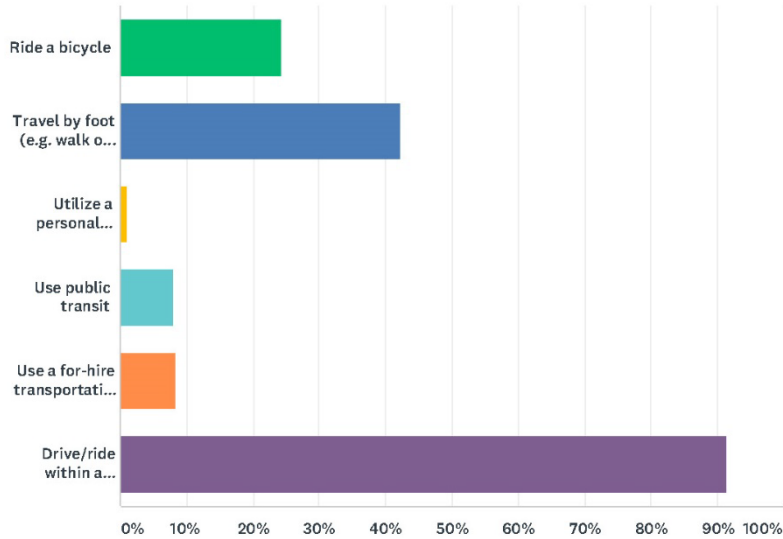


	1	2	3	4	5	TOTAL	SCORE
On-Street Metered Parking Space	19.59% 95	25.77% 125	19.18% 93	22.89% 111	12.58% 61	485	3.17
Surface Parking Lot	16.05% 74	26.03% 120	33.41% 154	19.52% 90	4.99% 23	461	3.29
Parking Garage	18.74% 89	20.63% 98	24.42% 116	21.47% 102	14.74% 70	475	3.07
On-Street Public Parking Space (no meter)	41.25% 191	23.33% 108	14.47% 67	15.77% 73	5.18% 24	463	3.80
Private Parking Facility	15.65% 69	7.94% 35	8.16% 36	11.56% 51	56.69% 250	441	2.14

APPENDIX I: Initial Online Parking Survey Summary (cont.)

Q17 What mode(s) of transportation do you typically utilize when traveling to Downtown Bloomington? (Select all that apply)

Answered: 597 Skipped: 93

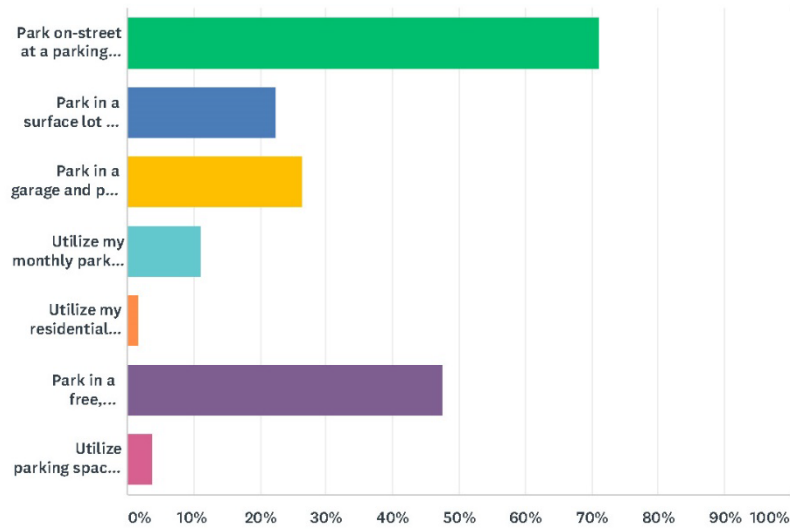


ANSWER CHOICES	RESPONSES	
Ride a bicycle	24.29%	145
Travel by foot (e.g. walk or run)	42.21%	252
Utilize a personal mobility device (e.g. mobility scooter or wheelchair)	1.01%	6
Use public transit	8.04%	48
Use a for-hire transportation service (e.g. taxi, Lyft, Uber, etc.)	8.38%	50
Drive/ride within a personal vehicle	91.46%	546
Total Respondents: 597		

APPENDIX I: Initial Online Parking Survey Summary (cont.)

Q18 Please select each of the following statements that describes you:
When using public parking Downtown, I typically...

Answered: 598 Skipped: 92

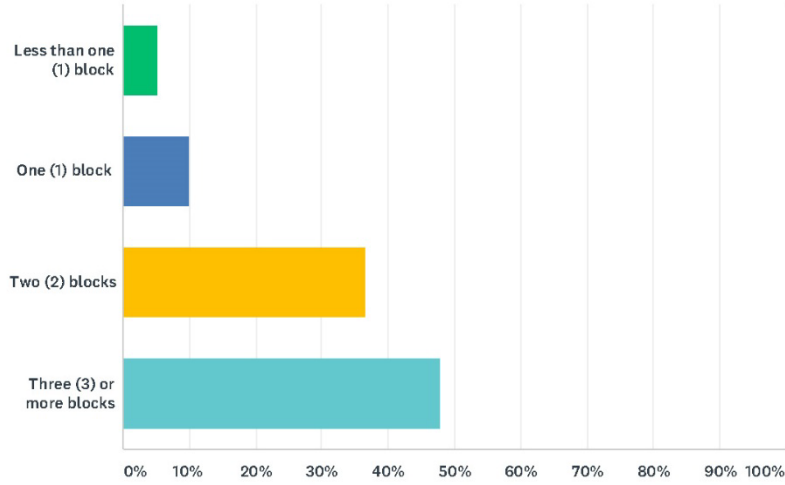


ANSWER CHOICES	RESPONSES
Park on-street at a parking meter	71.07% 425
Park in a surface lot at a parking meter	22.41% 134
Park in a garage and pay by the hour	26.42% 158
Utilize my monthly parking permit	11.04% 66
Utilize my residential zone parking permit	1.67% 10
Park in a free, time-limited space	47.49% 284
Utilize parking spaces designated handicapped/ADA	3.85% 23
Total Respondents: 598	

APPENDIX I: Initial Online Parking Survey Summary (cont.)

Q19 What is the maximum distance you are willing to walk from public parking to your destination(s) in Downtown Bloomington?

Answered: 602 Skipped: 88

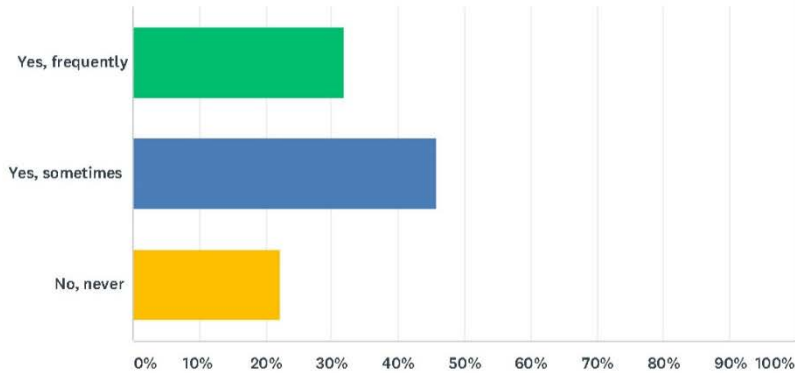


ANSWER CHOICES	RESPONSES	
Less than one (1) block	5.32%	32
One (1) block	10.13%	61
Two (2) blocks	36.71%	221
Three (3) or more blocks	47.84%	288
TOTAL		602

APPENDIX I: Initial Online Parking Survey Summary (cont.)

Q20 When using public parking Downtown, do you have difficulty finding an available parking space within an acceptable distance from your destination?

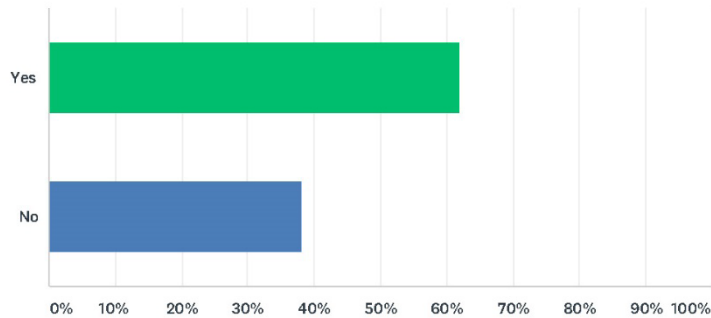
Answered: 599 Skipped: 91



ANSWER CHOICES	RESPONSES	
Yes, frequently	31.89%	191
Yes, sometimes	45.91%	275
No, never	22.20%	133
TOTAL		599

Q21 If you have difficulty finding available public parking within an acceptable distance from your destination, does this discourage you from visiting Downtown?

Answered: 597 Skipped: 93

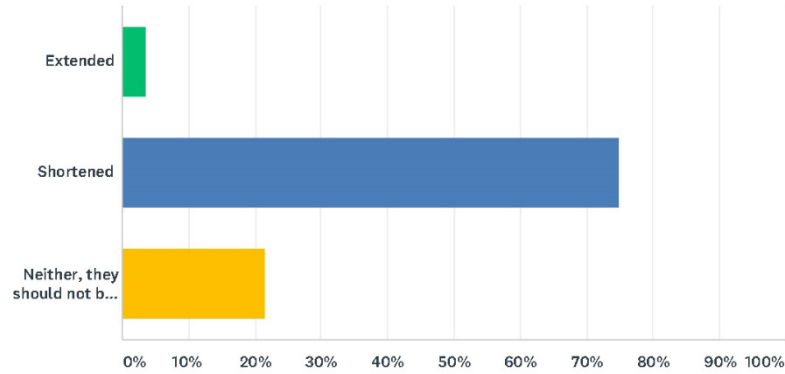


ANSWER CHOICES	RESPONSES	
Yes	61.98%	370
No	38.02%	227
TOTAL		597

APPENDIX I: Initial Online Parking Survey Summary (cont.)

Q22 Do you believe Downtown public parking enforcement time limits (9AM-9PM, Monday-Saturday) should be extended or shortened?

Answered: 598 Skipped: 92

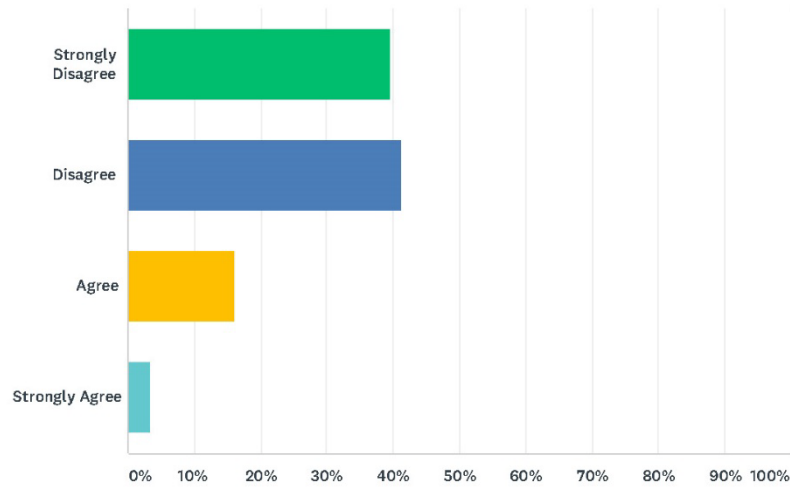


ANSWER CHOICES	RESPONSES	
Extended	3.51%	21
Shortened	74.92%	448
Neither, they should not be changed	21.57%	129
TOTAL		598

APPENDIX I: Initial Online Parking Survey Summary (cont.)

Q23 Rate the degree to which you agree/disagree with the following statement: Compared to the current Downtown parking rates, I am willing to pay more in order to improve my experience by making available parking easier to find, use and pay for.

Answered: 598 Skipped: 92

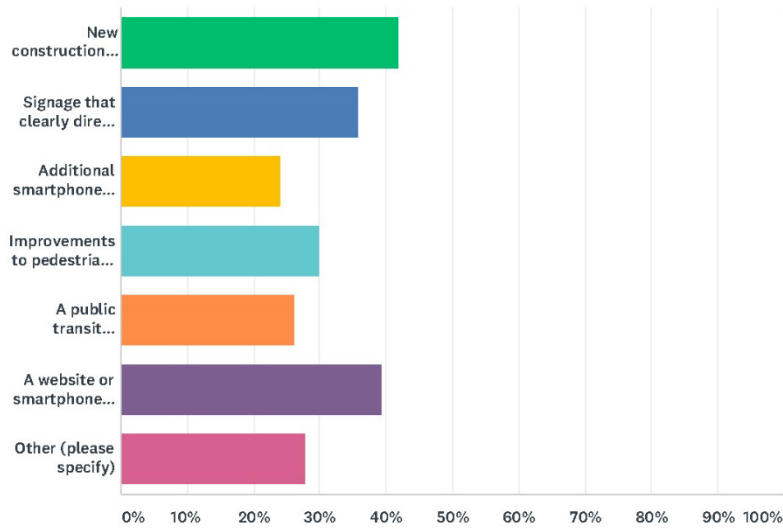


ANSWER CHOICES	RESPONSES	
Strongly Disagree	39.46%	236
Disagree	41.14%	246
Agree	16.05%	96
Strongly Agree	3.34%	20
TOTAL		598

APPENDIX I: Initial Online Parking Survey Summary (cont.)

Q24 What improvements to the Downtown public parking system would be the most meaningful to you? (Select all that apply)

Answered: 587 Skipped: 103

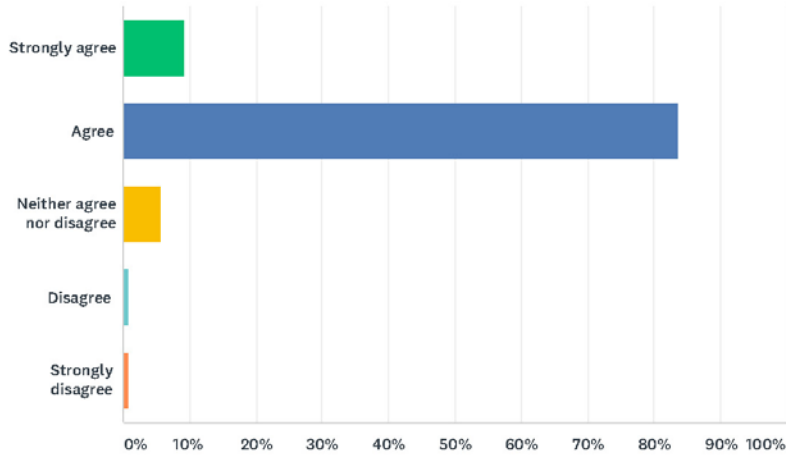


ANSWER CHOICES	RESPONSES	
New construction of additional parking spaces and/or parking facilities	41.74%	245
Signage that clearly directs visitors to parking facilities such as garages and surface lots	35.78%	210
Additional smartphone applications that enable drivers to find and pay for parking	24.02%	141
Improvements to pedestrian and bicycle facilities in Downtown Bloomington	29.98%	176
A public transit circulator bus route that serves Downtown	26.06%	153
A website or smartphone application that reports real-time availability of parking spaces	39.35%	231
Other (please specify)	27.77%	163
Total Respondents: 587		

APPENDIX II: Online Survey of Recommendations

Q1 Designate a head of the parking operation to act as the central point of responsibility for all parking-related functions in the City.

Answered: 756 Skipped: 3

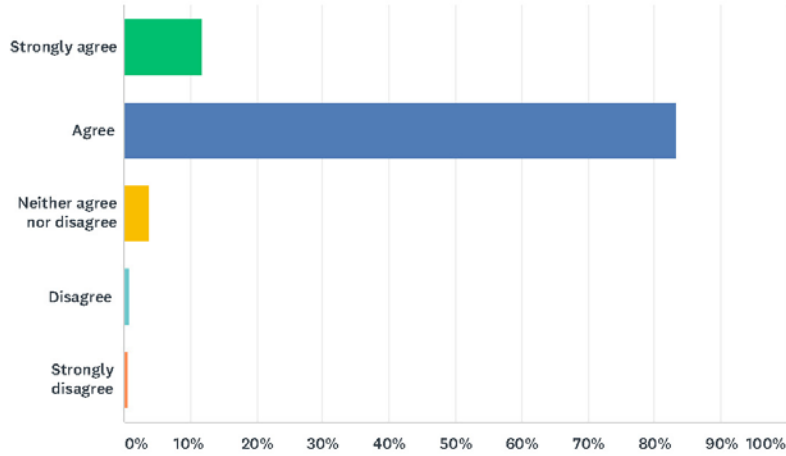


ANSWER CHOICES	RESPONSES	
Strongly agree	9.13%	69
Agree	83.60%	632
Neither agree nor disagree	5.56%	42
Disagree	0.79%	6
Strongly disagree	0.93%	7
Total Respondents: 756		

APPENDIX II: Online Survey of Recommendations (cont.)

Q2 Improve wayfinding signage directing drivers to and within the off-street parking facilities.

Answered: 756 Skipped: 3

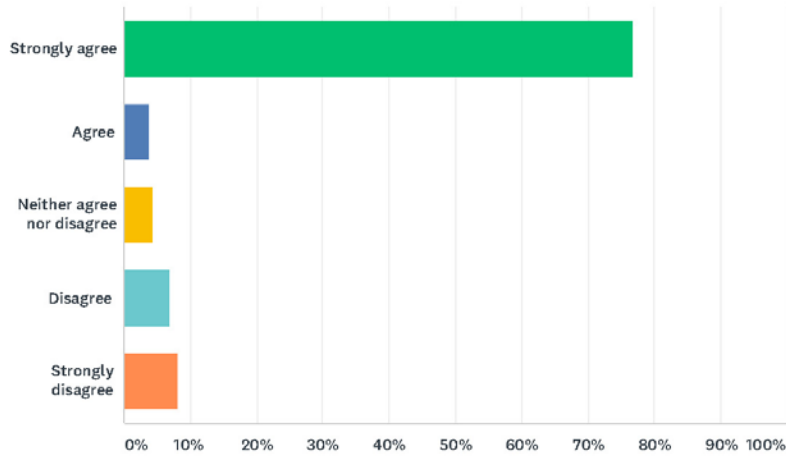


ANSWER CHOICES	RESPONSES	
Strongly agree	11.64%	88
Agree	83.33%	630
Neither agree nor disagree	3.84%	29
Disagree	0.79%	6
Strongly disagree	0.66%	5
Total Respondents: 756		

APPENDIX II: Online Survey of Recommendations (cont.)

Q3 Extend the hours of enforcement in the surface parking lots to 9PM in order to increase space turnover and the availability of spaces.

Answered: 758 Skipped: 1

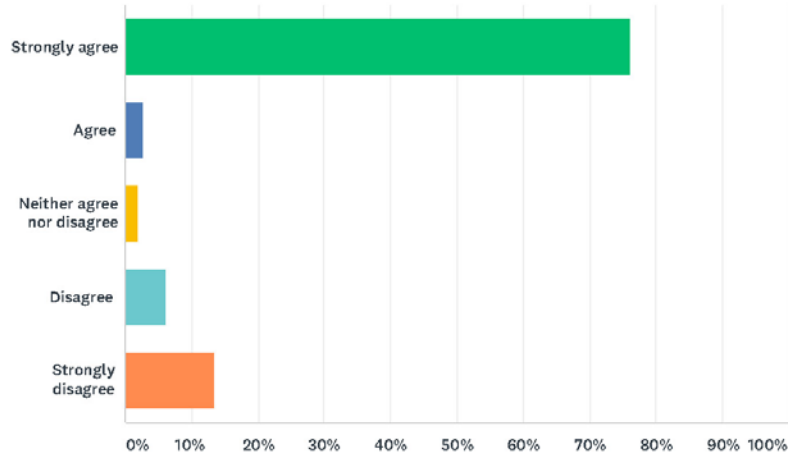


ANSWER CHOICES	RESPONSES	
Strongly agree	76.78%	582
Agree	3.83%	29
Neither agree nor disagree	4.49%	34
Disagree	6.86%	52
Strongly disagree	8.18%	62
Total Respondents: 758		

APPENDIX II: Online Survey of Recommendations (cont.)

Q4 Eliminate free parking in the 4th Street Garage after 6PM.

Answered: 758 Skipped: 1

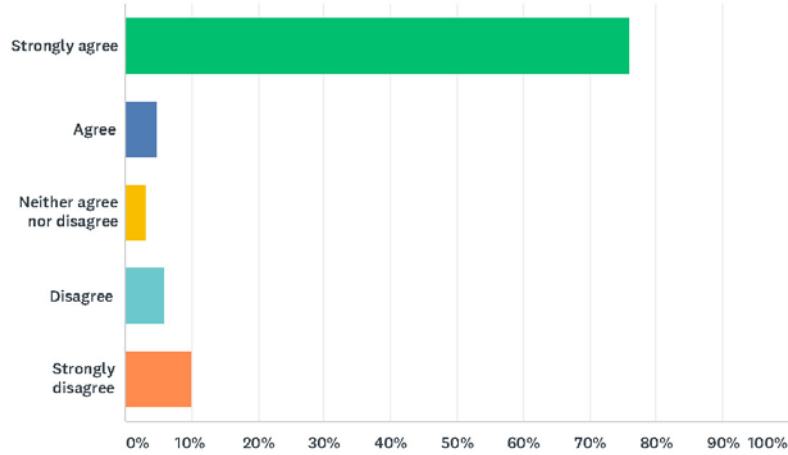


ANSWER CHOICES	RESPONSES	
Strongly agree	76.12%	577
Agree	2.64%	20
Neither agree nor disagree	1.98%	15
Disagree	6.07%	46
Strongly disagree	13.32%	101
Total Respondents: 758		

APPENDIX II: Online Survey of Recommendations (cont.)

Q5 Charge for parking in the surface lots and 4th Street Garage on Saturdays to improve parking space turnover.

Answered: 755 Skipped: 4

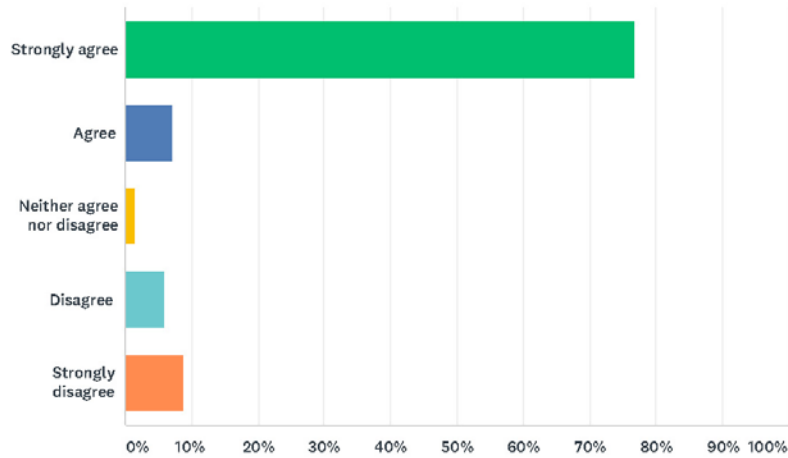


ANSWER CHOICES	RESPONSES	
Strongly agree	76.03%	574
Agree	4.90%	37
Neither agree nor disagree	3.05%	23
Disagree	5.96%	45
Strongly disagree	10.07%	76
Total Respondents: 755		

APPENDIX II: Online Survey of Recommendations (cont.)

Q6 Reduce the 3-hour free parking policy in the surface lots and garages to free-up parking inventory for short-term parkers.

Answered: 756 Skipped: 3

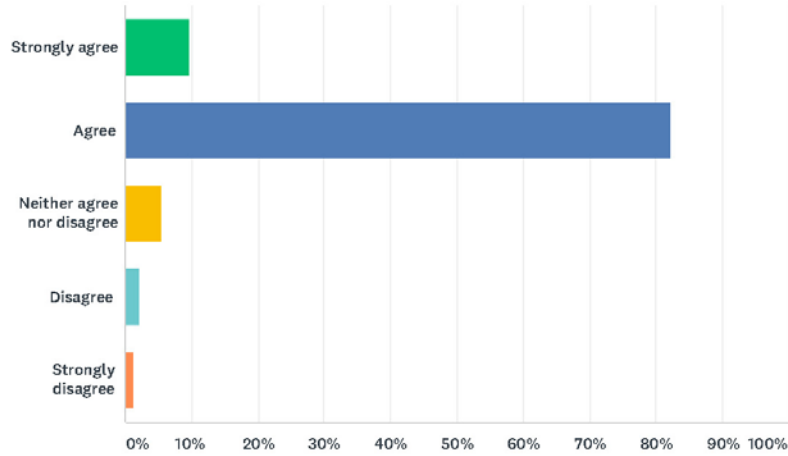


ANSWER CHOICES	RESPONSES	
Strongly agree	76.85%	581
Agree	7.01%	53
Neither agree nor disagree	1.46%	11
Disagree	5.82%	44
Strongly disagree	8.86%	67
Total Respondents: 756		

APPENDIX II: Online Survey of Recommendations (cont.)

Q7 Reduce the number of Reserved parking spaces in the garages to free-up capacity for more of the parking system's users.

Answered: 755 Skipped: 4

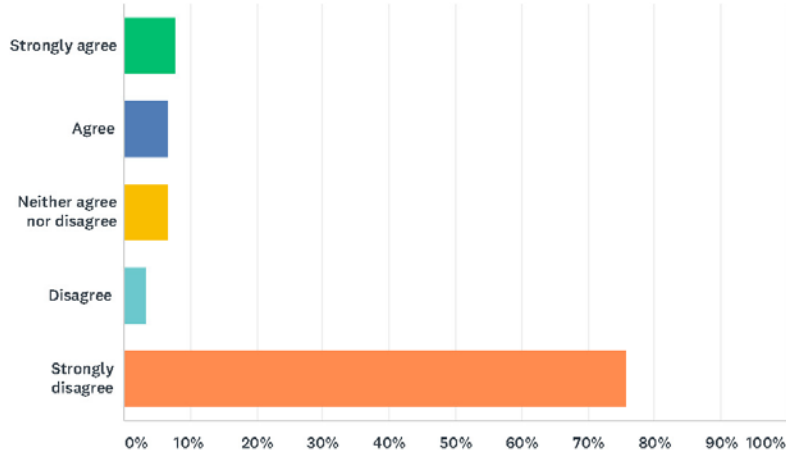


ANSWER CHOICES	RESPONSES	
Strongly agree	9.54%	72
Agree	82.25%	621
Neither agree nor disagree	5.43%	41
Disagree	2.12%	16
Strongly disagree	1.19%	9
Total Respondents: 755		

APPENDIX II: Online Survey of Recommendations (cont.)

Q8 Replace existing single-space meters in surface parking lots with multi-space payment kiosks that allow for multiple forms of payment, including credit and debit cards.

Answered: 758 Skipped: 1

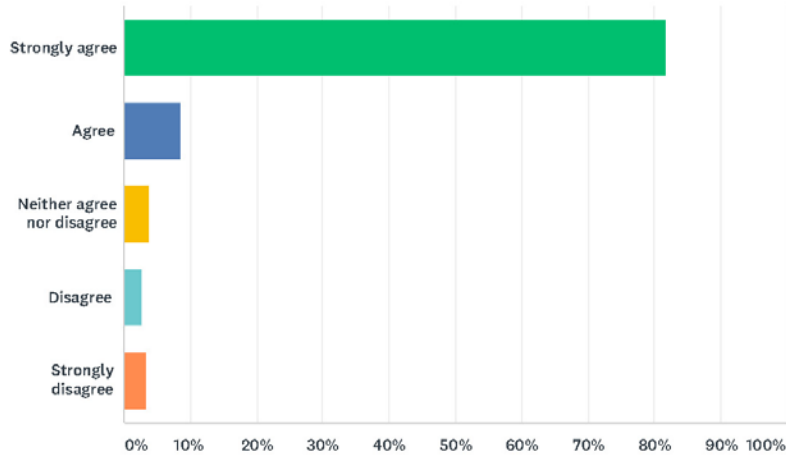


ANSWER CHOICES	RESPONSES	
Strongly agree	7.78%	59
Agree	6.60%	50
Neither agree nor disagree	6.73%	51
Disagree	3.30%	25
Strongly disagree	75.73%	574
Total Respondents: 758		

APPENDIX II: Online Survey of Recommendations (cont.)

Q9 Eliminate the use of Neighborhood Parking Permits for free parking in metered spaces to prevent long-term storage of vehicles on-street and to free-up the meters for use by short-term retail, restaurant, church, and other business patrons.

Answered: 750 Skipped: 9

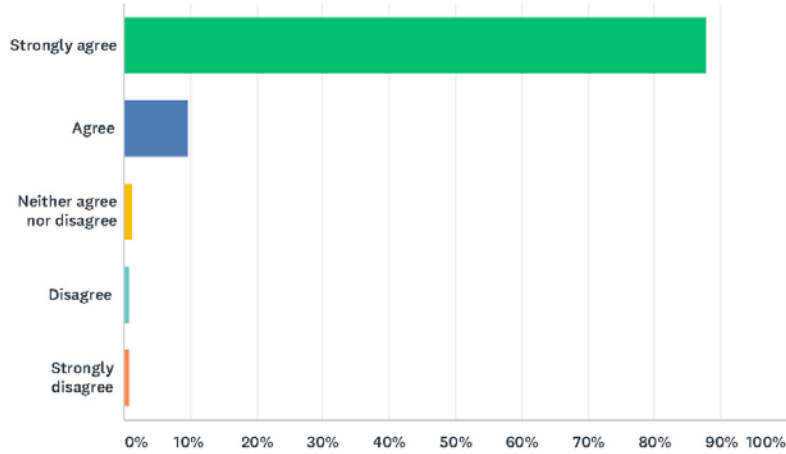


ANSWER CHOICES	RESPONSES
Strongly agree	81.73% 613
Agree	8.67% 65
Neither agree nor disagree	3.87% 29
Disagree	2.80% 21
Strongly disagree	3.33% 25
Total Respondents: 750	

APPENDIX II: Online Survey of Recommendations (cont.)

Q10 Coordinate with Monroe County, Indiana University and other large land owners on parking issues, including promoting shared parking arrangements between entities.

Answered: 756 Skipped: 3

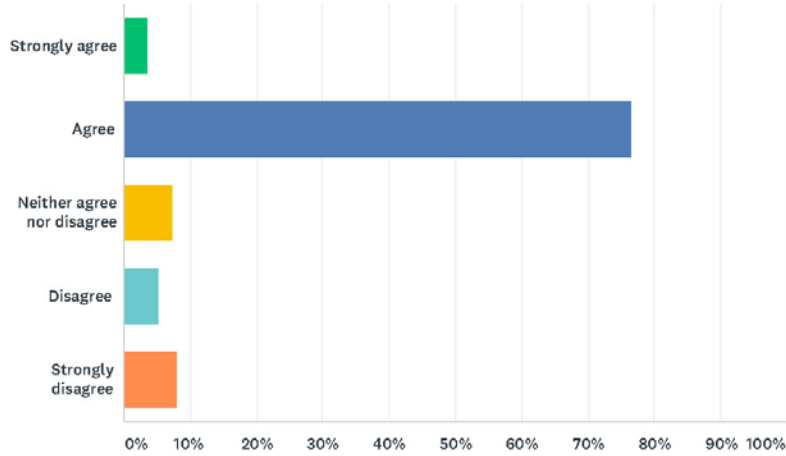


ANSWER CHOICES	RESPONSES	
Strongly agree	87.83%	664
Agree	9.52%	72
Neither agree nor disagree	1.19%	9
Disagree	0.79%	6
Strongly disagree	0.79%	6
Total Respondents: 756		

APPENDIX II: Online Survey of Recommendations (cont.)

Q11 In order to address the parking needs of the churches in downtown, make it illegal for vehicles to park in on-street spaces on certain blocks from 1AM-5AM on Sunday mornings.

Answered: 752 Skipped: 7

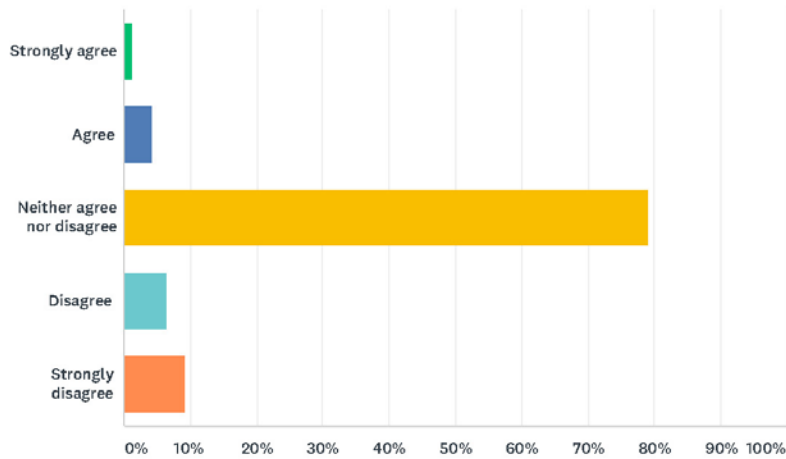


ANSWER CHOICES	RESPONSES	
Strongly agree	3.46%	26
Agree	76.60%	576
Neither agree nor disagree	7.31%	55
Disagree	5.19%	39
Strongly disagree	7.98%	60
Total Respondents: 752		

APPENDIX II: Online Survey of Recommendations (cont.)

Q12 In order to address the parking needs of the churches in downtown, make it illegal for vehicles to park in Lot 1 (Dunn St. and E. 4th Street - Restaurant Row area), Lot 3 (E. 4th St. and Washington St. - behind Buskirk-Chumley Theater), or Lot 5 (E. 6th St. and Lincoln St. - across from the Monroe County Public Library) from 1AM-5AM on Sunday mornings.

Answered: 751 Skipped: 8

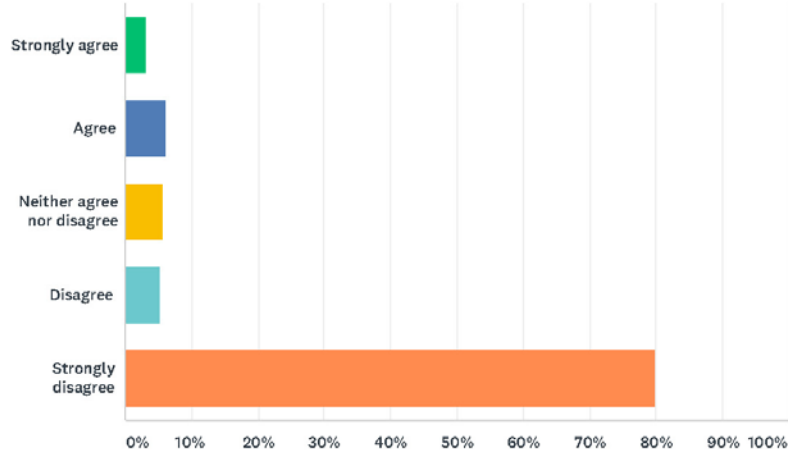


ANSWER CHOICES	RESPONSES
Strongly agree	1.20% 9
Agree	4.13% 31
Neither agree nor disagree	79.09% 594
Disagree	6.52% 49
Strongly disagree	9.19% 69
Total Respondents: 751	

APPENDIX II: Online Survey of Recommendations (cont.)

Q13 In order to address the parking needs of the churches in downtown, provide free or reduced-rate parking to church patrons and volunteers in the Walnut Street Garage and 4th Street Garage, based on availability.

Answered: 754 Skipped: 5

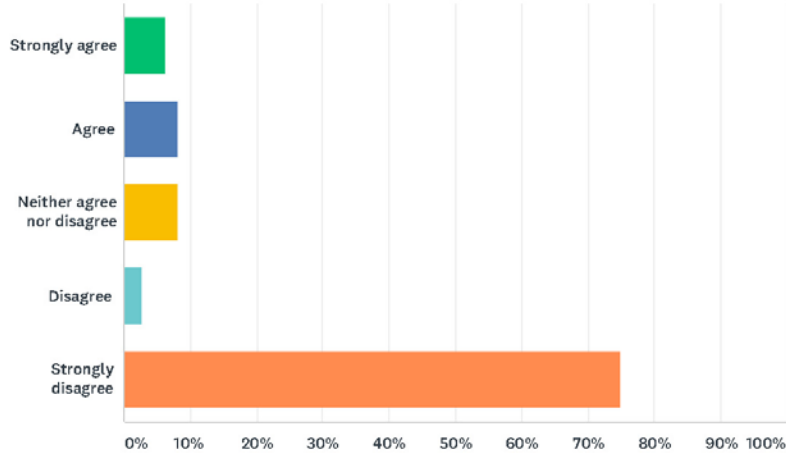


ANSWER CHOICES	RESPONSES	
Strongly agree	3.18%	24
Agree	6.10%	46
Neither agree nor disagree	5.70%	43
Disagree	5.17%	39
Strongly disagree	79.97%	603
Total Respondents: 754		

APPENDIX II: Online Survey of Recommendations (cont.)

Q14 Replace annual Visitor Permits with books of individual daily Visitor Permits to limit permit abuse in the Neighborhood Parking Zones.

Answered: 754 Skipped: 5

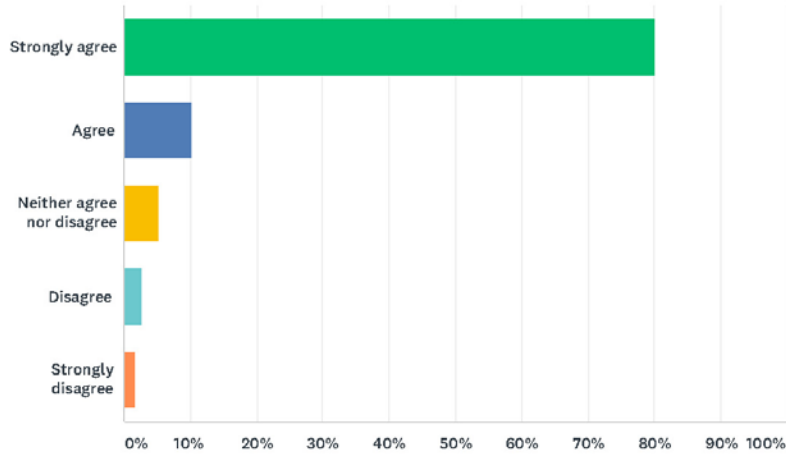


ANSWER CHOICES	RESPONSES	
Strongly agree	6.23%	47
Agree	8.22%	62
Neither agree nor disagree	8.09%	61
Disagree	2.79%	21
Strongly disagree	74.80%	564
Total Respondents: 754		

APPENDIX II: Online Survey of Recommendations (cont.)

Q15 Adjust parking garage permit rates to balance demand and cover operating costs.

Answered: 757 Skipped: 2

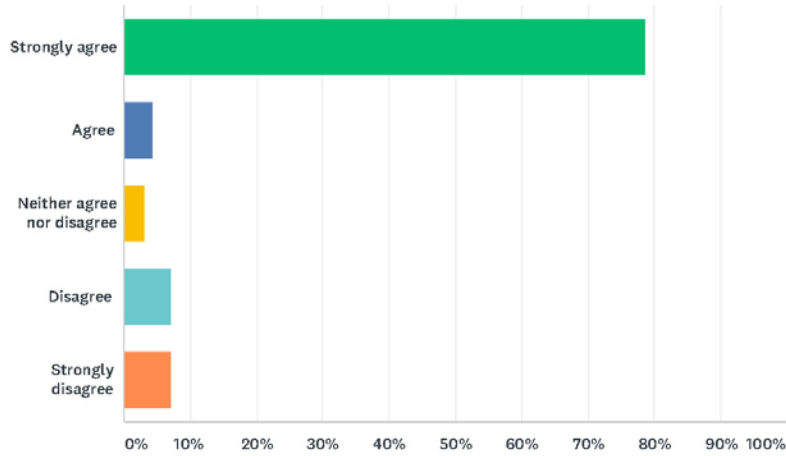


ANSWER CHOICES	RESPONSES	
Strongly agree	80.18%	607
Agree	10.30%	78
Neither agree nor disagree	5.28%	40
Disagree	2.64%	20
Strongly disagree	1.72%	13
Total Respondents: 757		

APPENDIX II: Online Survey of Recommendations (cont.)

Q16 Adjust on-street meter rates in the highest-demand areas (e.g. around Courthouse Square, near the IU campus, etc.) to increase turnover and space availability.

Answered: 756 Skipped: 3

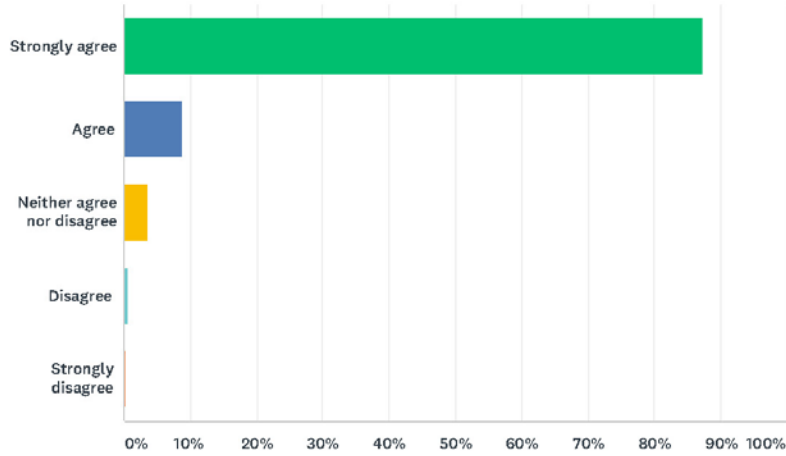


ANSWER CHOICES	RESPONSES	
Strongly agree	78.70%	595
Agree	4.50%	34
Neither agree nor disagree	3.04%	23
Disagree	7.01%	53
Strongly disagree	7.14%	54
Total Respondents: 756		

APPENDIX II: Online Survey of Recommendations (cont.)

Q17 Make it possible for parking permits to be purchased online.

Answered: 758 Skipped: 1

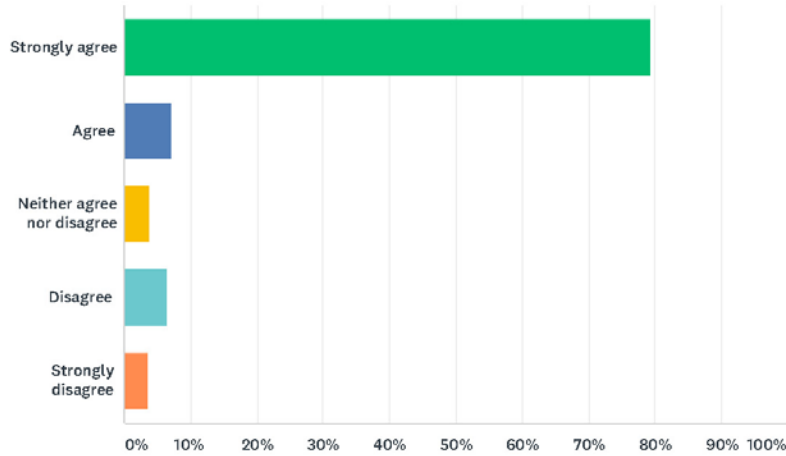


ANSWER CHOICES	RESPONSES	
Strongly agree	87.34%	662
Agree	8.71%	66
Neither agree nor disagree	3.56%	27
Disagree	0.53%	4
Strongly disagree	0.13%	1
Total Respondents: 758		

APPENDIX II: Online Survey of Recommendations (cont.)

Q18 Institute a policy of regular rate increases every few years to help the parking system remain self-sufficient as operating costs rise over time.

Answered: 752 Skipped: 7

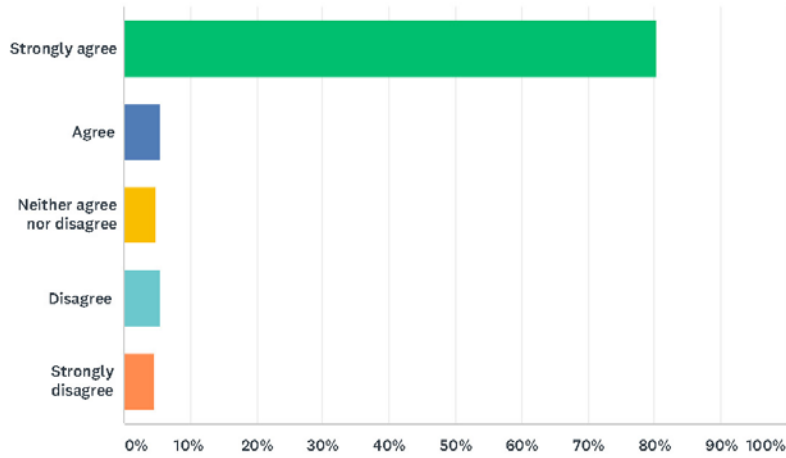


ANSWER CHOICES	RESPONSES	
Strongly agree	79.39%	597
Agree	7.18%	54
Neither agree nor disagree	3.86%	29
Disagree	6.38%	48
Strongly disagree	3.46%	26
Total Respondents: 752		

APPENDIX II: Online Survey of Recommendations (cont.)

Q19 Provide more bicycle parking and other infrastructure and amenities, such as showers and lockers, in the City's parking garages.

Answered: 755 Skipped: 4

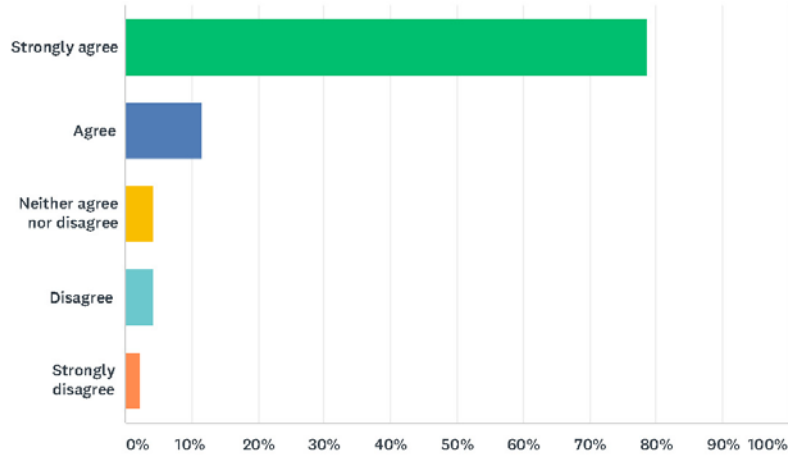


ANSWER CHOICES	RESPONSES	
Strongly agree	80.26%	606
Agree	5.43%	41
Neither agree nor disagree	4.77%	36
Disagree	5.43%	41
Strongly disagree	4.50%	34
Total Respondents: 755		

APPENDIX II: Online Survey of Recommendations (cont.)

Q20 Encourage carpooling by reserving the best, most convenient parking in off-street facilities for carpoolers.

Answered: 754 Skipped: 5

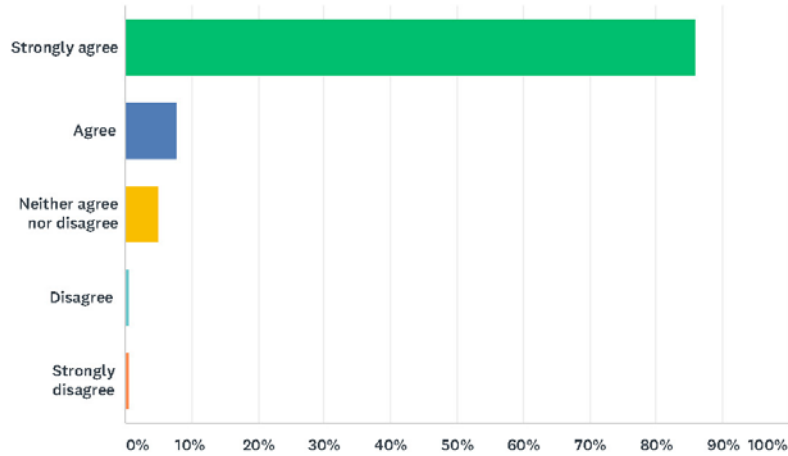


ANSWER CHOICES	RESPONSES	
Strongly agree	78.65%	593
Agree	11.54%	87
Neither agree nor disagree	4.11%	31
Disagree	4.11%	31
Strongly disagree	2.25%	17
Total Respondents: 754		

APPENDIX II: Online Survey of Recommendations (cont.)

Q21 Work with Bloomington Transit to increase the frequency of bus service, including providing service to and throughout downtown on Sundays.

Answered: 756 Skipped: 3

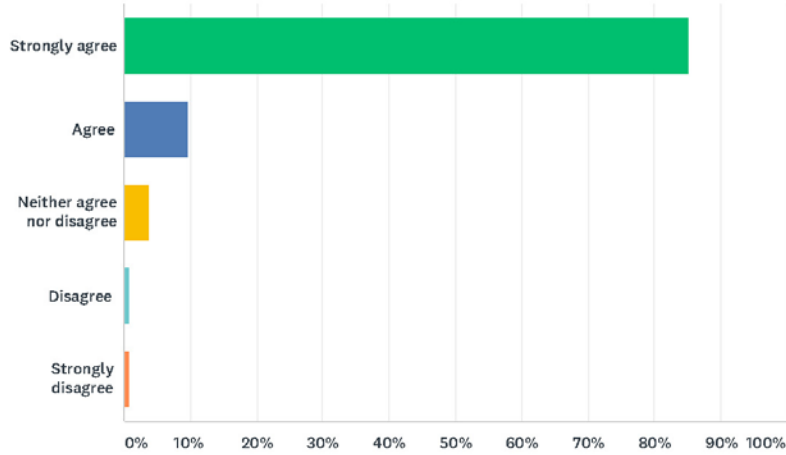


ANSWER CHOICES	RESPONSES	
Strongly agree	85.98%	650
Agree	7.67%	58
Neither agree nor disagree	5.03%	38
Disagree	0.66%	5
Strongly disagree	0.66%	5
Total Respondents: 756		

APPENDIX II: Online Survey of Recommendations (cont.)

Q22 Offer a downtown circulator bus that makes stops at various points of interest, as well as at City, County and University parking facilities.

Answered: 757 Skipped: 2



ANSWER CHOICES	RESPONSES	
Strongly agree	85.20%	645
Agree	9.64%	73
Neither agree nor disagree	3.70%	28
Disagree	0.79%	6
Strongly disagree	0.79%	6
Total Respondents: 757		

2016 Neighborhood Zone Expense by Category

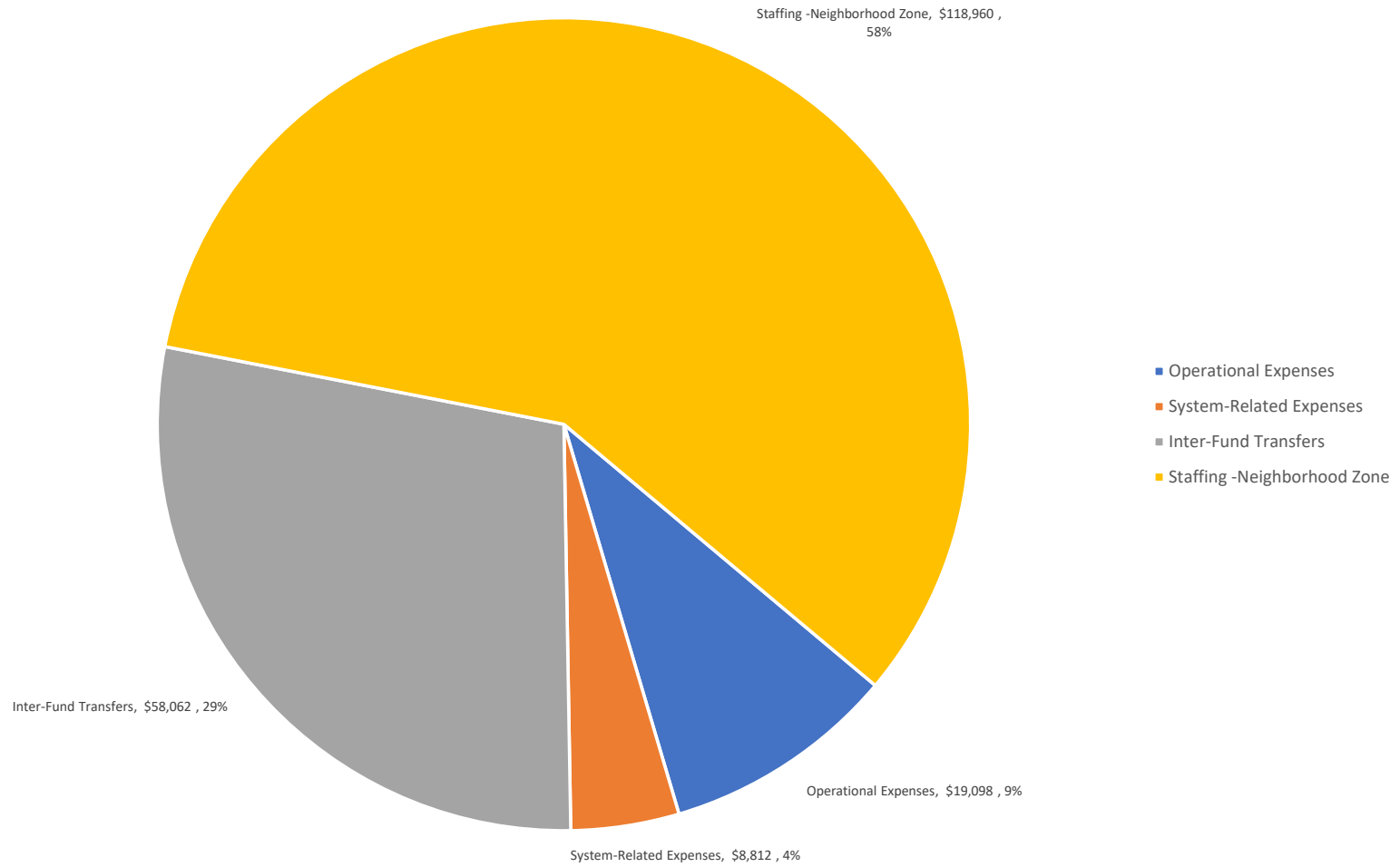


Figure 56: 2016 Neighborhood Zones Expenses by Category

ORDINANCE 18-15
TO AMEND TITLE 11 (LAKES AND RESERVOIRS) AND TITLE 14 (PEACE AND SAFETY) OF THE BLOOMINGTON MUNICIPAL CODE
- Re: Amending Sections 11.08.040 (Prohibited Activities) and 14.20.020 (Discharging Firearms) of the Bloomington Municipal Code to Permit Firearm Hunting for the Purpose of Deer Population Control at Griffy Lake Nature Preserve.

WHEREAS, Griffy Lake Nature Preserve (hereafter “Griffy”) is a woodland area composed of approximately 1,200 acres owned by the City of Bloomington and managed by the City of Bloomington Board of Park Commissioners (hereafter “Board”); and

WHEREAS, In 2008, the Griffy Lake Nature Preserve Master Plan observed that deer herbivory and trampling were having a deleterious effect on certain areas of Griffy and called for further study to determine the effects of deer browsing, noting that it may be necessary to introduce deer population controls; and

WHEREAS, In 2012, the Joint City of Bloomington-Monroe County Deer Task Force produced a report documenting the deleterious effects of deer overbrowsing at Griffy and recommending deer population controls; and

WHEREAS, In 2014, the Common Council passed Ordinance 14-04 which authorized the Board to hire a professional to perform sharpshooting at Griffy for the purpose of reducing the deer population and in 2017 the Board engaged a contractor to reduce the deer population; and

WHEREAS, The Indiana Department of Natural Resources (hereafter “IDNR”) encouraged the City to apply for a grant to utilize hunting as the means of controlling the deer population at Griffy; and

WHEREAS, IDNR has awarded \$32,500 to the City to implement hunting at Griffy; and

WHEREAS, The Board requests that the Common Council make the necessary changes to the Bloomington Municipal Code so that the Board may engage a consultant to organize firearm hunting at Griffy; and

WHEREAS, The Board has expressed that hunting is an efficient and effective long-term tool for controlling the deer population at Griffy; and

WHEREAS, The Bloomington Municipal Code prohibits the discharge of firearms and hunting at Griffy, but provides that the Board may authorize hunting as a management tool when the situation warrants (Bloomington Municipal Code § 11.08.300); and

WHEREAS, In order for the Board to organize deer hunting with firearms at Griffy, Bloomington Municipal Code §§ 11.08.040 and 14.20.020 must be amended;

NOW THEREFORE, BE IT HEREBY ORDAINED BY THE COMMON COUNCIL OF THE CITY OF BLOOMINGTON, INDIANA, THAT:

SECTION 1. Section 11.08.040 of the Bloomington Municipal Code is amended to remove the hyphen between the words “fire” and “arm” in the Section’s first sentence, to modify the Section’s final sentence, and shall now read, in its entirety, as follows:

11.08.040 Prohibited activities.

No person shall be allowed to engage in the following activities on the waters of or the lands owned by the city surrounding Griffy Lake: bicycling, motorcycling, use of four wheel drives, all terrain vehicles and other vehicles, snowmobiling, swimming, camping, woodcutting, creating any temporary structures, fire-building, rafting, hunting, trapping, use of firearms, use of alcoholic beverages, horseback riding, military exercises, dumping, and behavior, as judged by the police, exercising good faith, which impedes or prevents legitimate use of the site by the

public. The board of park commissioners, at their discretion, may grant permission to engage in select activities for authorized management purposes including, but not limited to, discharging firearms for the purpose of deer population control, provided that such discharge complies with Section 14.20.020(c) or 14.20.020(d) of the Bloomington Municipal Code.

SECTION 2. Section 14.02.020 of the Bloomington Municipal Code is amended to delete the word “nor” from subsection (b) and to add subsection (d) and shall now read, in its entirety, as follows:

14.20.020 Discharging firearms.

It is unlawful for any person to shoot any firearm within the limits of the city. However, this section shall not apply to:

- (a) Any legally appointed officer in the discharge of his or her duty;
- (b) Any person when acting in self-defense;
- (c) Any contractor of the city of Bloomington board of park commissioners hired for the purpose of deer reduction via sharpshooting at the Griffy Lake Nature Preserve, provided that:
 - (1) The contractor takes such actions in accordance with:
 - (A) A currently valid contract executed by the city of Bloomington board of park commissioners and such contractor; and
 - (B) A currently valid state of Indiana, Department of Natural Resources permit for such actions; and
 - (C) All applicable city of Bloomington laws and regulations; and
 - (D) All applicable state of Indiana laws and regulations; and
 - (2) The discharge of a firearm authorized under subsection (c) shall be limited to areas within the boundaries of the Griffy Lake Nature Preserve as defined by Section 11.08.010(7) of the Bloomington Municipal Code;
- (d) Any individual who has obtained a valid permit from the City of Bloomington for the hunting of deer at Griffy Lake Nature Preserve provided that:
 - (1) An individual who has obtained a valid permit for the hunting of deer at Griffy Lake Nature Preserve complies with:
 - (A) All applicable rules, regulations, and requirements of the Indiana Department of Natural Resources; and
 - (B) All applicable city of Bloomington laws and regulations; and
 - (C) All applicable state of Indiana laws and regulations; and
 - (2) The discharge of a firearm authorized under subsection (d) shall be limited to areas within the boundaries of the Griffy Lake Nature Preserve as defined by Section 11.08.010(7) of the Bloomington Municipal Code; and
 - (3) The discharge of a firearm authorized under subsection (d) shall be permitted only for the purpose of deer hunting; and
 - (4) The discharge of a firearm authorized under subsection (d) shall be permitted only during such times that deer hunting is authorized by both the Indiana Department of Natural Resources and the City of Bloomington Board of Park Commissioners.

SECTION 3. If any section, sentence, or provision of this ordinance, or the application thereof to any person or circumstance, shall be declared invalid, such invalidity shall not affect any of the other sections, sentences, provisions, or applications of this ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this ordinance are declared to be severable.

SECTION 4. This ordinance shall be in full force and effect from and after its passage by the Common Council of the City of Bloomington and approval of the Mayor.

PASSED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this _____ day of _____, 2018.

DOROTHY GRANGER, President
Bloomington Common Council

ATTEST:

NICOLE BOLDEN, Clerk
City of Bloomington

PRESENTED by me to the Mayor of the City of Bloomington, Monroe County, Indiana, upon this _____ day of _____, 2018.

NICOLE BOLDEN, Clerk
City of Bloomington

SIGNED and APPROVED by me upon this _____ day of _____, 2018.

JOHN HAMILTON, Mayor
City of Bloomington

SYNOPSIS

This ordinance comes forward at the request of the Board of Park Commissioners, with the support of the Administration, and with the sponsorship of Councilmembers Rollo and Ruff. The ordinance amends: (1) Bloomington Municipal Code § 11.08.040 clarifying that the Board of Park Commissioners may authorize hunting and sharpshooting for the purpose of deer population control at Griffy Lake Nature Preserve; and, (2) Bloomington Municipal Code § 14.20.020 adding an exception to the general rule that firearms may not be discharged within the City of Bloomington. The new exception authorizes the discharge of firearms at Griffy Lake Nature Preserve for the purpose of deer hunting provided that: (1) the individual utilizing the firearm has obtained the necessary permit and license(s); (2) said discharge is in accordance with all applicable laws, regulations, and rules; (3) the discharge is within the geographic boundaries of the Nature Preserve; (4) the discharge is at such a time as authorized by the Indiana Department of Natural Resources and the Board of Park Commissioners; and, (5) the discharge is for the purpose of hunting deer.



MEMORANDUM

TO: City of Bloomington Common Council
FROM: Steve Cotter, Parks and Recreation Natural Resources Manager
DATE: August 30, 2018
RE: Ordinance Amendment Request to Allow the Implementation of a Community Hunting Access Program at Griffy Lake Nature Preserve

Griffy Lake Nature Preserve is a 1,200 acre (1.9 square miles) park on the north side of Bloomington. The property is managed by the Bloomington Parks and Recreation Department under separate agreements between the Board of Park Commissioners and the Utilities Services Board, and the Indiana Department of Natural Resources Division of Nature Preserves.

Browse damage by deer in the Griffy Lake Nature Preserve was noted in the Griffy Lake Master Plan Update in 2008. In 2010 the Joint City of Bloomington-Monroe County Deer Task Force was formed in response to concerns about deer in urban and suburban areas and at Griffy Lake Nature Preserve. The group submitted its report in December 2012. For the Griffy Lake Nature Preserve the Deer Task Force recommended: *Sharpshooting for immediate, substantial and humane reduction.*

A sharpshooting effort attempted by White Buffalo Inc. during the winter of 2014/2015 was postponed due to an unusually heavy crop of red and black oak acorns.

A second sharpshooting effort was successfully implemented by White Buffalo Inc. in December of 2017. The goals of the sharpshooting effort were to reduce the risk of deer/vehicle collisions on the roads close to the park, and to reduce deer browse pressure on understory plant species and seedling trees so these species can recover and continue reproducing.

The 2017 deer cull resulted in the removal of 62 deer from the Griffy Lake Nature Preserve. 1682 pounds of venison were donated to the Hoosier Hills Food Bank.

The recovery of the ecosystem within Griffy Lake Nature Preserve will require that deer browse pressure remain low enough for the plant community to recover.

Optimal deer density in this part of the country is thought to be around 15 deer per square mile in healthy ecosystems. Due to the long period of time the Griffy plant community has experienced excessive browsing it may be necessary to keep the deer population density lower than that for a several years to allow plant populations to recover.

After the 2017 sharpshooting effort, Bloomington Parks and Recreation was invited to apply for a Community Hunting Access Program (CHAP) grant from the Indiana Dept. of

Natural Resources. The application was successful and BPR is eligible for up to \$16,250 this hunting season and the same amount next season.

DNR created the CHAP to increase hunter access to public properties experiencing human/deer conflicts, and to help communities address overabundant deer by allowing closely supervised white-tailed deer hunting in urban environments. Bloomington Parks and Recreation hopes to use the grant funding to hire White Buffalo Inc. to coordinate a public hunt at Griffy Lake Nature Preserve. The proposed 2018 hunt would coincide with the first three weekends of deer hunting season (Nov. 17, 18, 24, 25, Dec. 1 and 2.)

At the request of the Board of Park Commissioners the City Council amended City ordinance 14.20.020 to allow sharpshooting at Griffy Lake Nature Preserve. The Board has requested another amendment to allow a CHAP program to be implemented within the Preserve.

In the Council Chambers of the Showers City Hall, Bloomington, Indiana on Wednesday, August 29, 2018 at 6:30pm with Council President Dorothy Granger presiding over a Special Session of the Common Council.

COMMON COUNCIL
SPECIAL SESSION
August 29, 2018

Roll Call: Sturbaum, Ruff, Chopra, Piedmont-Smith, Granger, Volan, Sandberg, Rollo
Members Absent: Sims

ROLL CALL [6:31pm]

Council President Dorothy Granger gave a summary of the agenda.

AGENDA SUMMATION [6:32pm]

Councilmember Susan Sandberg moved and it was seconded to approve the minutes of August 8, 2018. The motion was approved by voice vote.

APPROVAL OF MINUTES [6:33pm]
August 08, 2018 (Regular Session)

Sandberg moved and it was seconded to approve the minutes of August 15, 2018. The motion was approved by voice vote.

August 15, 2018 (Regular Session)

Councilmember Dave Rollo read the following letter for the record:

PRELIMINARY MATTERS
[6:34pm]

“We, the undersigned members of the Common Council of the City of Bloomington, Indiana, write in support of the Friends of Lake Monroe in their effort to obtain funding to hire a Watershed Coordinator for Monroe Reservoir.

Lake Monroe is an invaluable resource for our community, and communities throughout Southern Indiana. Historically, Bloomington has been consistently challenged by scarce water resources. Indeed, without the establishment of Lake Monroe, it is unlikely that our city would have continued to develop and flourish. With the addition of the reservoir, our city has become a major employment center for Monroe County and surrounding counties, providing water, which has enabled Indiana University to continue to grow and has enabled Bloomington to become a health care hub, through the several pharmaceutical companies that have established themselves here. Additionally, Lake Monroe is a destination for recreation for many Hoosiers, bringing in many millions of dollars to our region in tourism. Without a doubt, Lake Monroe is critical to our quality of life.

Despite a heavily forested watershed, Lake Monroe is affected by runoff that negatively impacts its water quality. The City of Bloomington Utilities Department is challenged to purify our drinking water due to periodic algal blooms; these contaminants may also affect recreational fishing and swimming. The problem with algal blooms has become chronic and requires a multi-jurisdictional approach to improve our impaired lake. Undoubtedly, the key to rescuing Lake Monroe is to focus on the sources that are responsible for the algae and to identify and reduce these inputs to the greatest extent possible.

This effort requires a professional with experience in watershed evaluation and management. Friends of Lake Monroe is an ideal organization for the employment of a Watershed Coordinator as they have been actively involved in conservation and protection efforts for Lake Monroe. The Friends also have considerable professional resources for oversight within their organization. We unanimously support their application for a grant to aid in this hire, and are willing to bring municipal funds to assist in the effort to improve our community’s only water source.”

Sandberg moved and it was seconded to approve the letter of support for the Friends of Lake Monroe Watershed Grant.

Preliminary Matters (*cont'd*)

Councilmember Steve Volan asked why the statement of support was written in the form of a letter and not a resolution.

Council Questions:

Rollo said he asked the Council what it preferred and the majority favored a letter format.

Rollo commented that it was in everyone's interest to improve the water quality of our only drinking source and that several jurisdictions were providing letters of support for the grant.

There was no public comment.

Public Comment:

Volan said he preferred resolutions instead of letters for matters of Council support.

Council Comment:

Councilmember Allison Chopra thought a letter was better than a resolution. She thanked Rollo and the staff for being so responsive to the issue and staff.

Councilmember Chris Sturbaum said he supported the letter.

Councilmember Andy Ruff spoke about the importance of groups like Friends of Lake Monroe. He thanked them for their work on behalf of the larger community.

Sandberg supported the intent of the letter and thanked her colleagues for their work.

Rollo thanked Friends of Lake Monroe for their advocacy. He said they were well placed to make a difference. Rollo said that getting a Watershed Coordinator would save money in the long run and thanked his colleagues for their support.

Councilmember Isabel Piedmont-Smith thanked the Friends of Lake Monroe and noted that they came and spoke at a previous meeting during public comment. Piedmont-Smith spoke about the importance of having a watershed management plan to ensure the longevity of our water resources. She thanked Rollo and everyone else for their support and hoped the letter would ensure the grant being awarded.

Granger thanked Rollo and said that she preferred the letter format. She said she looked forward to having a watershed management plan. Granger shared the website, friendsoflakemonroe.org, for people who were interested in getting more information.

Volan repeated that he thought a resolution would have been more appropriate and thanked Rollo.

The motion to approve the letter of support was approved by voice vote.

Vote to approve letter [6:48pm]

Volan moved and it was seconded that Resolution 18-14 be introduced and read by title and synopsis only. The motion was approved by voice vote. City Clerk Nicole Bolden read the legislation by title and synopsis.

Volan moved and it was seconded that Resolution 18-14 be adopted.

Council Attorney Dan Sherman presented the legislation to the council.

Sturbaum asked the committee to explain the discrepancy between the amount requested by the Van Buren Township Fire Department and the amount granted to it.

Granger said that she thought request was disproportionate. She also noted that Van Buren said they would make the purchases if the committee did not fully fund them.

Piedmont-Smith said that the committee used County Councilmember Cheryl Munson’s method of estimating what funds were needed. Piedmont-Smith said Van Buren’s request included a large amount for personnel which made the committee uncomfortable because it was an ongoing need with no guarantee of funding for the following year.

Volan asked how departments determined what equipment was needed.

Granger said that the equipment had a limited lifespan and a lot had reached the replacement point. She said that the departments determined the numbers requested.

Volan asked why there was a difference in the requested amounts of Van Buren and Perry Clear Creek.

Granger said that it was because the equipment funding was not the only funding requested.

Volan said the table was misleading.

There was no public comment.

Chopra thanked her colleagues who served on the committee.

Sandberg said it was a difficult process. She said the funding had to be carefully weighed and that there was a great need for the equipment. She said the local income tax was a gift to be allocated carefully. She hoped that the committee would establish criteria to make the requests more predictable. She said she was comfortable with the decisions made that year.

Sturbaum thanked the committee members for their work and for finding funds for everyone who asked.

Volan said that the chart shown seemed to imply that the amounts requested had a direct correlation to the equipment needs. He said that documents needed to be clearer. He thanked the members of the committee for their work. He suggested Council recess be moved to June so all the councilmembers could have a break during the summer recess.

LEGISLATION FOR SECOND READING AND RESOLUTIONS

Resolution 18- 14 To Vote in Favor of an Allocation of Public Safety Local Income Tax to Fire Departments and Volunteer Fire Departments that are Operated by or Serve Political Subdivisions not Otherwise Entitled to Receive a Distribution of Public Safety Local Income Tax as Provided By IC §6-3.6-6-8(c)

Council Questions:

Public Comment:

Council Comment:

Piedmont-Smith said as a member of the committee it was a difficult decision every year. She noted that the Public Safety Local Income Tax was instituted mainly to fund central dispatch and that was the top priority. She noted that dispatch served the entire county and having well trained and fast responses to the emergency services was essential. She said it was the second year of a communications plan to make sure the entire county used the same equipment. She said all of the townships benefitted from the centralized dispatch even if they did not receive funds directly. Piedmont-Smith said this was one of the only committees that included all of the governmental entities in the area. She said she learned a lot about the townships and how they make their budgets.

Resolution 18-14 (cont'd)

The motion to adopt Resolution 18-14 received a roll call vote of Ayes: 8, Nays: 0, Abstain: 0.

Vote to adopt Resolution 18-14 [7:08pm]

Volan moved and it was seconded to cancel the Committee of the Whole immediately following the Special Session. The motion was approved by voice vote.

COUNCIL SCHEDULE [7:10pm]

The meeting was adjourned at 7:10pm.

ADJOURNMENT

APPROVED by the Common Council of the City of Bloomington, Monroe County, Indiana upon this ____ day of _____, 2018.

APPROVE:

ATTEST:

Dorothy Granger, PRESIDENT
Bloomington Common Council

Nicole Bolden, CLERK
City of Bloomington