



CITY OF BLOOMINGTON

**PARKING COMMISSION
REGULAR MEETING
PACKET**

June 2020

Thursday, June 25, 2020
Virtual Meeting via Zoom
5:30 PM — 7:00 PM

Next Regular Meeting: July 23, 2020, 5:30 PM — 7:00 PM

CITY OF BLOOMINGTON
PARKING COMMISSION
REGULAR MEETING
AGENDA

June 25, 2020, 5:30 PM — 7:00 PM

This meeting will be conducted electronically. Virtual meetings will be accessible at:
<https://bloomington.zoom.us/j/99857107842>

Dial by your location: 312 626 6799 (Chicago); Meeting ID: 998 5710 7842; find your local number:
<https://bloomington.zoom.us/u/abNnDtxdCz>. The meeting will also be streamed live on Facebook at:
<https://www.facebook.com/bloomingtonplanning>

- I. Call to Order
- II. Approval of Minutes -- January 30, 2020
- III. Reports from Commissioners & City Offices
 - A. Transportation Demand Management (TDM) Plan Updates (Staff)
- IV. Reports from the Public
 - A. Concerns about the IU Fine Arts Studio Annex on 13th Street (Anne Bono and Shannon Pritchard)
- V. Discussions of Topics Not the Subject of Resolutions
 - A. On-street Parking and Other Uses for Curb Space (Eoban Binder)
- VI. Resolutions
 - A. Parking Resolution 20-03 -- 7-Line Project (Beth Rosenbarger)
 - B. Parking Resolution 20-02 -- New Temporary Visitor Parking Permit (Michelle Wahl)
 - C. Parking Resolution 20-04 -- Parking Benefit District--Neighborhood Parking Zone 6 (Garden Hill) (Cm. Volan)
- VII. Topic Suggestions for Future Agendas
- VIII. Member Announcements
- IX. Commission Schedule (Regular Meeting and Work Session)
- X. Adjournment

Auxiliary aids for people with disabilities are available upon request with advance notice.
Please call (812) 349-3429 or E-mail human.rights@bloomington.in.gov.

Next Regular Meeting: July 23, 2020 -- 5:30 PM
Deadline for regular meeting packet material is July 13, 2020

CITY OF BLOOMINGTON
PARKING COMMISSION
REGULAR MEETING

Minutes

January 30, 2020, 5:30 PM
Hooker Room, City Hall

Parking Commission minutes are transcribed in a summarized outline manner. Audio recordings of the meeting are available in the Planning and Transportation Department for reference.

Attendance

Adrienne Evans Fernandez (Chair), Eoban Binder, Steve Volan, Tracy Gates, Scott Robinson, Beth Rosenbarger, Amanda Turnipseed, Michelle Wahl, Nico Sigler, Dave Askins, Alexie Schwarz, SeyedAmir Kaboli Farshchi

- I. Call to Order** – (~05:31 PM)
- II. Approval of Minutes** – November 21, 2019 – Mr. Binder motioned to approve the minutes and Mr. Robinson seconded the motion. The motion passed 5-0.
- III. Reports from Commissioners & City Offices**
 - A. Reminder of Commission Terms and Elections (Chairperson, Vice-Chairperson, and Secretary)**

Staff and commissioners discussed the terms expiration and re-applying for the commission. Ms. Evans Fernandez was elected as the Chairperson; Mr. Binder was elected as the Vice-Chairperson; Mr. Robinson was elected as the Secretary. Mr. Binder motioned to approve and Mr. Robinson seconded the motion. The motion passed 5-0.
- IV. Reports from the Public**
 - A. American Federation of State, County, and Municipal Employees (AFL-CIO Letter)**

The commissioner talked about the AFL-CIO letter and discussed the previous cases and conversations about the Monroe County Public Library.
- V. Discussions of Topics Not the Subject of Resolutions**
 - A. Discussion about Visitor Parking Permits (Adrienne Evans Fernandez)**

The commissioners discussed the current visitor parking program of the City; the idea of temporary permits; eligibility of houses and apartments for temporary permits; price of temporary permits; permits for contractors; parking meters; Indiana University parking programs.

Cm. Volan asked Ms. Wahl to write a resolution for the visitor parking permits for the next Parking Commission meeting.

B. Discussion about FlexePark (Adrienne Evans Fernandez)

The commissioners talked about FlexePark rules, profits, and signs; towing companies; towing ordinances; land use.

C. Discussion about Monetizing Some Parking Lots Near Campus (Tracy Gates)

The commissioners talked about the possibility of monetizing some parking lots in the City like Bryan Park parking lot; parking kiosks; Trades District garage, the Dimension Mill parking.

VI. Resolutions -- None

VII. Topic Suggestions for Future Agendas

A. Resolution about Visitor Parking Permits (Ms. Wahl)

B. Report about Indiana University Car Sharing Program (Ms. Turnipseed)

VIII. Member Announcements

Cm. Volan talked about towing ordinances discussion in the Council meeting on March 4, 2020.

Staff provided an update on the status of the TDM Plan.

IX. Commission Schedule – Next meeting – February 27, 2020

X. Adjournment – (~06:43 PM)

Letter from Shannon Pritchard--Concerns about the IU Fine Arts Studio Annex on 13th Street between Fess and Woodlawn Avenue

Dear Peg Faimon,

I am writing in regard to the parking on 13th street between Woodlawn and Indiana. At the beginning of this school year the parking on this section of road was changed from open parking to restricted residential parking. The regulations on parking in this area allow no vehicles without a residential parking permit from Thursday to Sunday. This restriction has had a significant toll on the students, specifically women, who use the arts annex.

Many of the art students who utilize this building spend many late nights working in their studios. This is often the only time that we have to work on our personal schoolwork due to busy days filled with other classes and work. We rely on having access to this building at all hours. However, now that the parking has been taken away during the evening hours on Thursday, Friday, Saturday, and Sunday, the women of the building are forced to walk around the building, under the railway bridge on Fess, past an abandoned house, and either into the parking lot on 12th or to the street parking on 12th. This is a very poorly lit area and it is not in the center of campus. This walk is incredibly intimidating to the women of the building and makes us fear for our safety. I, myself, will often call someone before walking to my car so that someone knows that I got to my car safely; however, this is not always possible when leaving the studio during the late hours of the night and the early morning.

Women disappear from college campuses all of the time. All of us are familiar with the emergency alerts that we receive multiple times per year. Many of these alerts are about attempted abductions of women students and are often centered around the stadium, which is very close to the art studios. Many of us remember the disappearance of Lauren Sprier in 2011, who disappeared without a trace and still has never been found. Lauren was only walking a few blocks when she disappeared. Hannah Wilson was abducted and killed in 2015. Jill Behrman was killed in 2000. All of these women were the age that we are now and were Indiana University students. Bloomington is not a safe haven, and the women of this building are all aware that it is not rare for women to be abducted and abused or killed. These events have happened and continue to happen when women walk alone at night.

Many of the students in the building arranged their living situations with the idea that we would be able to park outside of the building, as that is how the parking arrangement was for years. With the new parking arrangements, we feel unsafe. Being so far away from most of the campus buildings, we don't have the same safety resources that the rest of campus has. The emergency ride service that IU offers is limited to three rides per semester, which does not help the students who are in the building almost every night of the semester. We are asking that you reconsider the parking restrictions on 13th street, at the very least opening it on all evenings after five and weekends, similar to most of the other residential parking areas in Bloomington. The women in the building would be happy to meet to discuss the matter more and to come to some sort of solution to the problem.

Shannon Pritchard

On-street parking & other uses for curb space

Opportunities in
efficiency
place-making
safety
& ecology



Overview

- Documents that provide the Parking Commission with policy guidance
- Using parking supply to achieve desired outcomes
- Balancing structured parking and surface parking: the numbers
- Curb space is valuable—what are *all* the ways to use it?
- Inspiration from other cities around the country and world
- Action

Goals and policies

- 2018 Comprehensive Plan + 2019 Transportation Plan
- 2020 Transportation Demand Management (TDM) report
- “Provide a safe, efficient, accessible, and connected system of transportation that emphasizes public transit, walking, and biking to enhance options to reduce our overall dependence on the automobile.”
- “The growing urgency of addressing climate change makes moving away from individual automobile use more imperative.”
- “Place a high priority on public transit; work on curbside management; plan for dockless mobility options.”

Goals and policies

- “The corridor studies should consider a variety of possible options, including (but not limited to) ... adding or reallocating right-of-way, and/or restricting on-street automobile parking, to enable the creation of new protected bicycle lanes, multi-use paths, sidewalks, and amenities for pedestrians and users of mass transit; and designating certain travel lanes as bus-only.”
- Curbside management should be considered part of a Transportation Demand Management strategy that should be addressed through both street design and policy. This Plan recommends improving existing curbside management processes to address loading zones, transportation network companies (TNCs) like Uber and Lyft, bike share and other shared vehicles, on-street parking, protected bike lanes, and other uses.

A timeline of street parking strategy

	Past	Present	Future
Goal	Ensure parking is as cheap and easy as possible	TDM / manage existing parking supply	Accomplish new policy objectives and build the ideal city we deserve
Performance Measurement	Number of street spaces (increase); walking distance from parking space to destination (decrease)	Parking demand percentage relative to supply (i.e. 85%)	Reduction in downtown auto mode share (i.e. to under 60%)
Tactic	Make street parking the default and primary use of curb space	Set appropriate prices; conduct small-scale experiments in 'alternative' curb uses	Consider any/all possible uses for curb space equally alongside street parking

Where we are now: parking garage construction

- We are set to build hundreds of *new* structured parking spaces
- This should be counter-balanced by a reduction in spaces elsewhere (if our goal is managing existing supply)
- Alternate uses of curb space are both a way to **manage total supply**, and a way to **achieve other policy objectives** by making more efficient use of curb space (move people, vs. moving cars)

Increased supply as a result of garages

	2018	2021	difference
4th St Garage	352 (now demolished)	537*	+185
Trades District Garage	~102 (surface spaces)	379*	+277
Morton St Garage	521	521	0
Walnut St Garage	346	346	0
Total		1783	+462

* as of March 9, 2020 Plan Commission; pending construction

Downtown on-street metered spaces: **1255**

New garage spaces = 36% of all on-street spaces

Increased supply as a result of garages

- +462 spaces would be added by two new garages in 2020-2021
- -129 spaces would be removed by 7th St. two-way protected bike lane*
- $462 - 129 = 333$ net new spaces
- Approx. 200 block faces in downtown metered zone
- ??? spaces would added at convention center

*116 metered, 13 unmetered; if constructed from B-Line to Indiana Ave. and every parking space was removed

Current numbers

- Mean block face occupancy rate: 37.51%
- Mean BFO of 100 E Kirkwood: 71%
- Mean BFO of 200 N Washington St: 8% (3 blocks away)
- Mean BFO of 300 S College Ave: 3% (3 blocks away)

(2016 Parking Commission Report)



Mean Block Face

Learning from other cities



Tree plot
Valparaiso, IN



4th St

Tree plot + streetlight + curbless

Columbus, IN



Esdoornstraat

Tree plot
Utrecht, NL



2-way protected bike lane

Lafayette, IN



Permeable pavers + raised elevation

Fort Morgan, CO



Bike parking corral

Memphis, TN



Scooter parking corral

Santa Monica, CA



Bike + scooter parking corral

Washington, DC



Motorcycle parking
Portland, ME



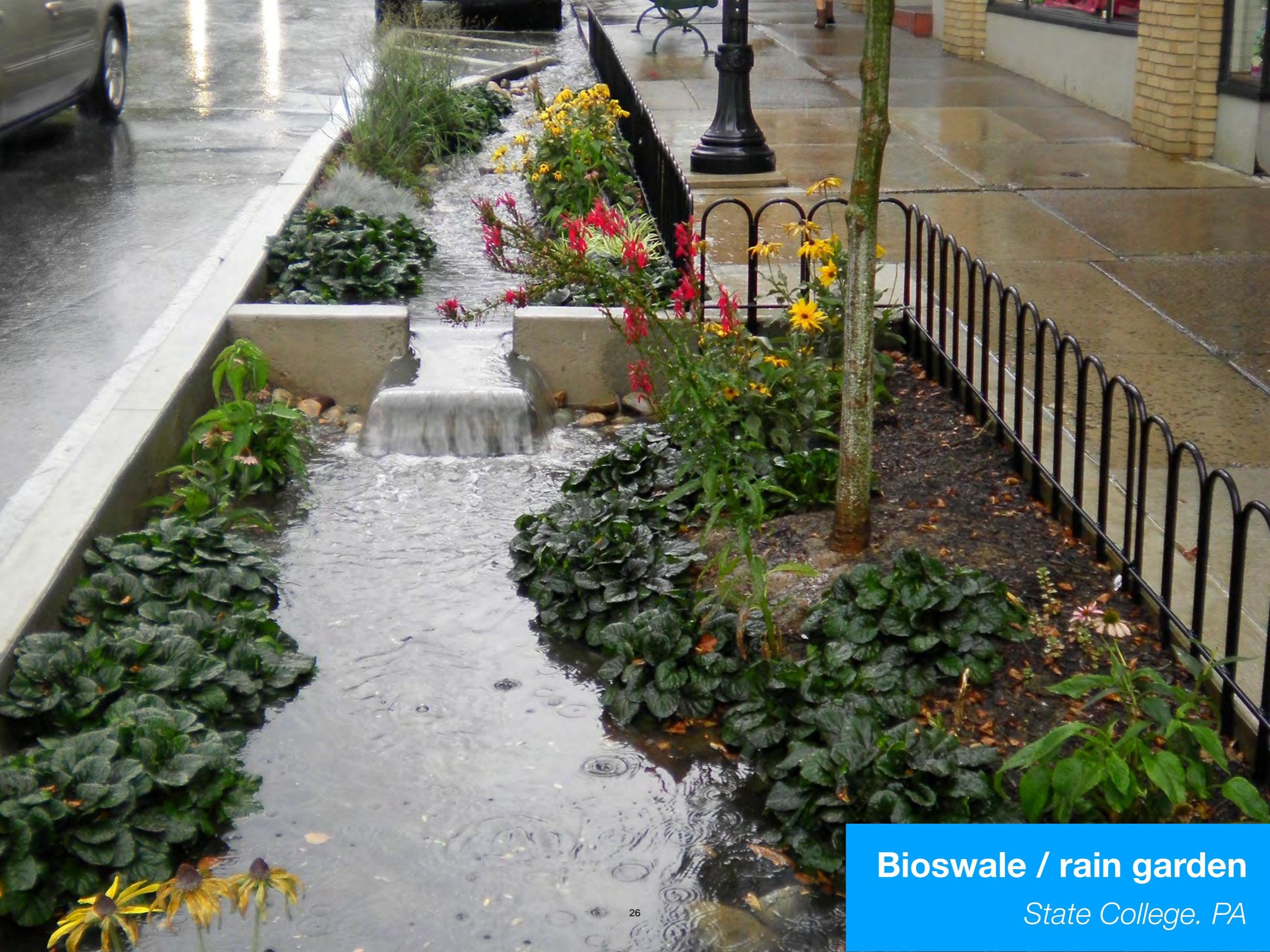
3

4

5

Motorcycle parking

San Francisco, CA



Bioswale / rain garden

State College, PA



Car-sharing (BlueIndy)

Indianapolis, IN



Car-sharing (Zipcar)

Brooklyn, NY



Outdoor seating / parklet

Chicago, IL



Outdoor seating / parklet

Placerville, CA



SO MANY FEATURES.
SO LITTLE PHONE.



LG 2000 AVAILABLE AT **cingular**



Bus bulb
San Francisco, CA



Streetcar bulb
Milwaukee, WI



Mid-block crossing

Bloomington, IN



Intersection daylighting

Hoboken, NJ

Bloomington



Bus stop blocked by parking
7th St. and Washington St.



Bus stop partially blocked by parking

Kirkwood Ave. and Jackson St.



11th St

Bus stop blocked by parking

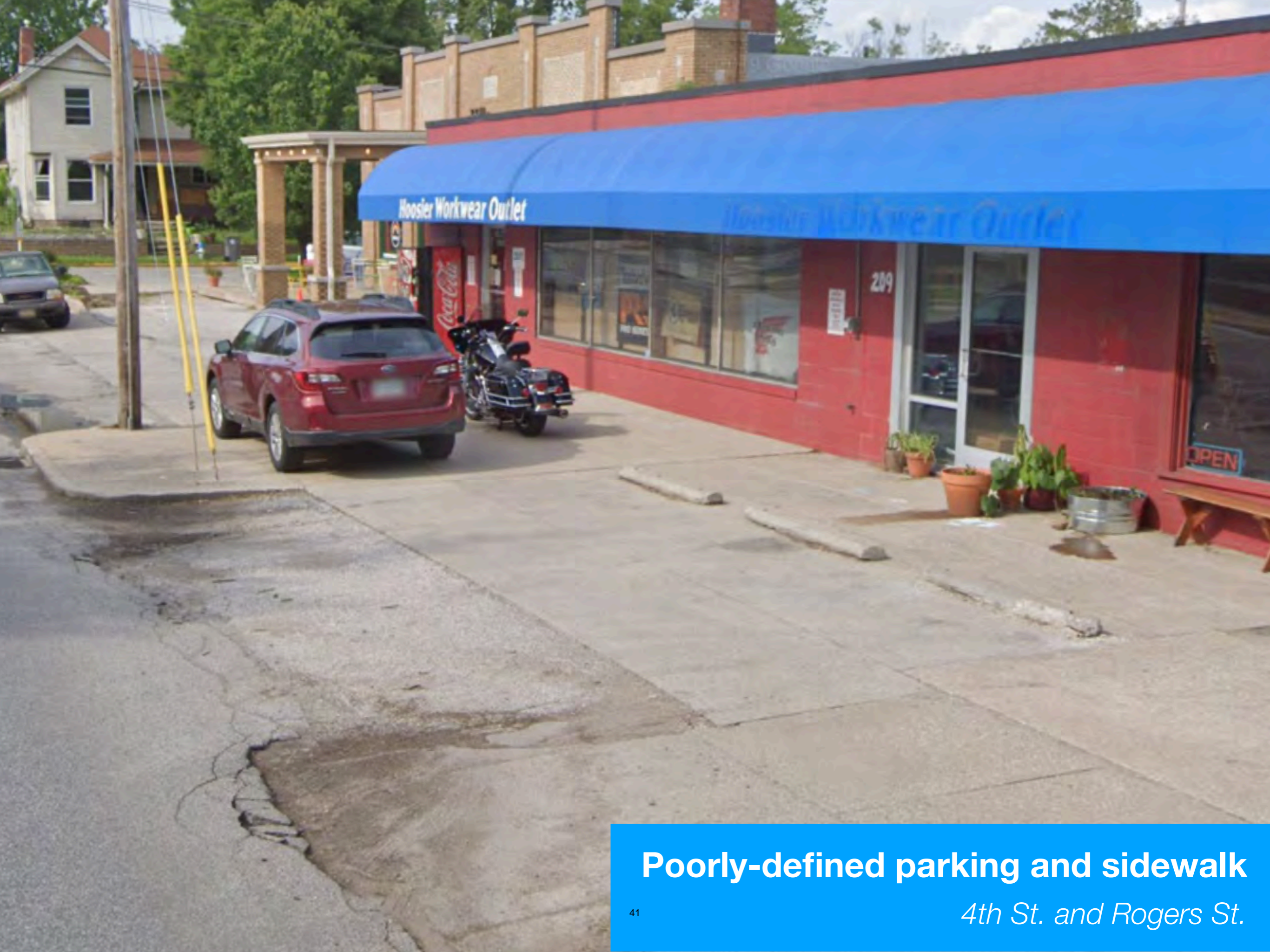
11th St. and Rogers St.



Bus stop blocked by parking
Kirkwood Ave. and Washington St.



Sidewalk obstructions
Kirkwood Ave. and College Ave.

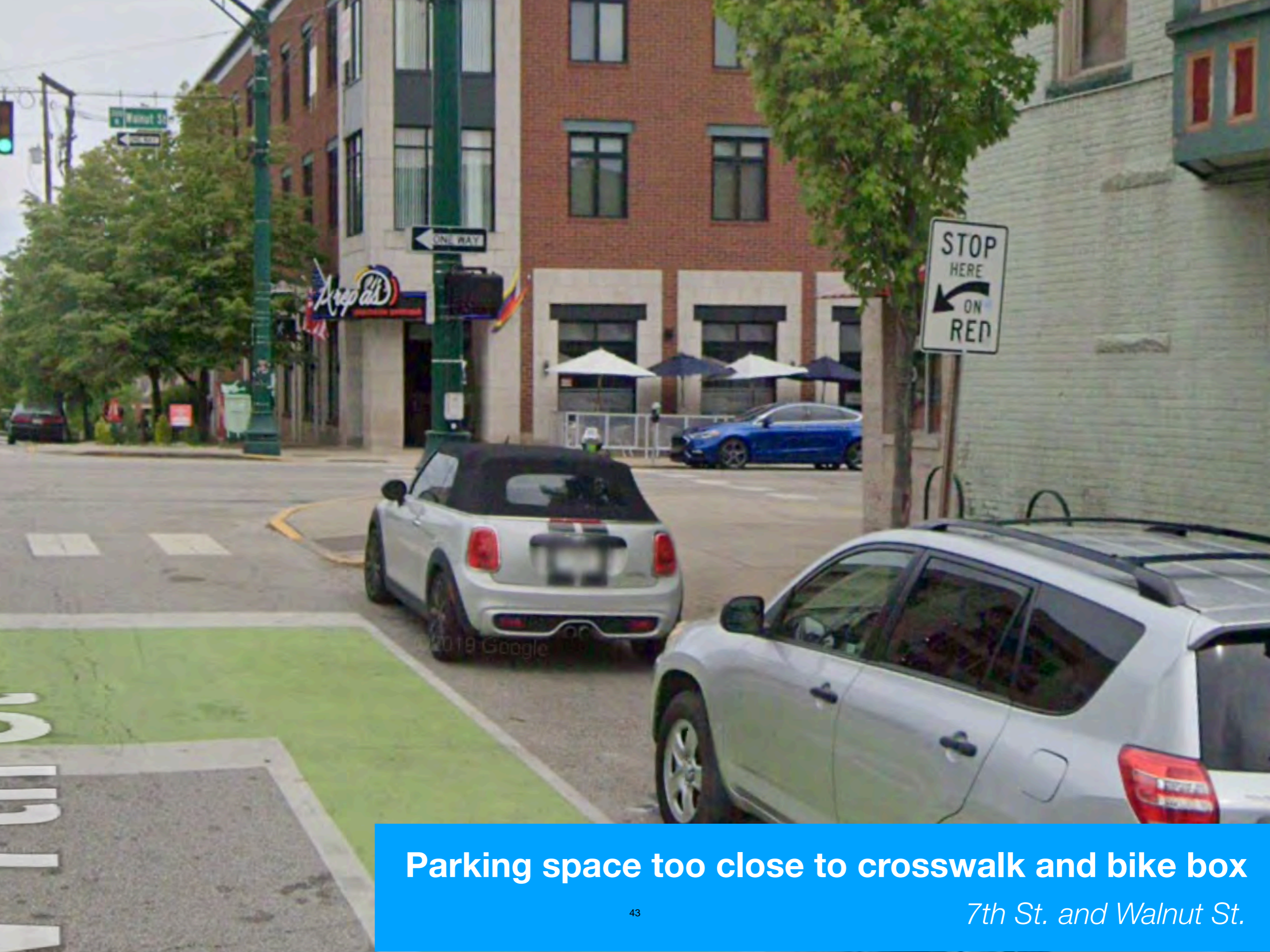


Poorly-defined parking and sidewalk

4th St. and Rogers St.



Departing vehicle must back into crosswalk



Parking space too close to crosswalk and bike box

7th St. and Walnut St.

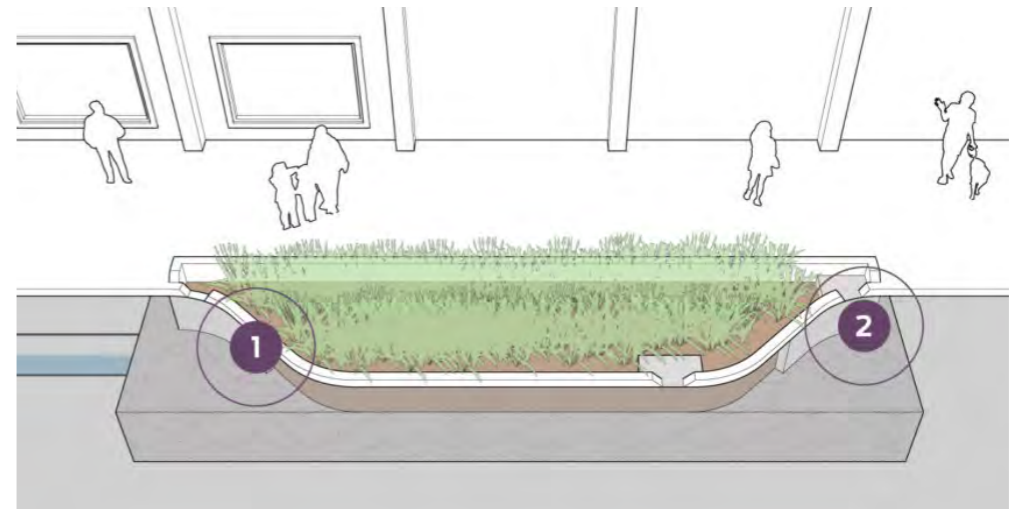


Obstructed / narrow sidewalk

8th St. and Walnut St.

Curb space uses and benefits: a summary

- Permeable surfaces: **environment**
- Bioswales: **environment**
- Street trees: **environment + public space**
- Parklets / outdoor seating: **public space**
- Transit stops: **public space + safety**
- Mid-block crossings: **safety**
- Daylit intersections: **safety**
- Protected bike lanes: **safety + efficiency**
- Bike/scooter/motorcycle parking: **efficiency**
- Car-sharing: **efficiency**



NACTO

Review

- Comprehensive plan and transportation plan provide Parking Commission with policy guidance
- The Commission should use parking management to achieve desired outcomes outlined in the Comp. plan
- As structured parking is increased, surface parking can be decreased
- The Comp. plan specifically recommends different and more efficient uses of curb space

Recommendations

- Develop criteria for when an on-street parking space is justified over other uses
- Create a well-defined pilot program for on-street bike/scooter parking corrals
- Consider ways to ensure Bloomington Transit stops are always clear of street parking (remove spaces that block stops).
- Define standard minimum distance between crosswalks and nearest parking space (this is probably currently not defined anywhere?)
- Create curb use design guidelines by street typology (I.e. in a curbside management plan, as recommended by 2019 Transportation Plan)
- Others?



End

PETITIONER: City of Bloomington

REQUEST: The City is requesting to remove 113 on-street parking meters, one block of neighborhood zone parking, and the east/west stop signs at 5 intersections along 7th Street in order to add improvements. The improvements include a 2-way protected bicycle lane and bus islands, which are consistent with recommendations from the Transportation Plan.

BACKGROUND: 7th Street from the B-Line Trail to Woodlawn Avenue

Transportation Plan: Neighborhood Connector
Bicycle Facility Rec.: Protected Bicycle Lanes
High-Priority Network: Yes
Comprehensive Plan: Downtown; Mixed Urban Residential; Indiana University
Surrounding Streets:

- To the north: 8th Street, one-way eastbound runs from Morton Ave. to Forest Ave. (with two, one-block exceptions: Morton to College is two-way; Woodlawn to Forest is one-way westbound)
- To the south: 6th Street, ends at Indiana Avenue; from Walnut Street west, 6th Street is two-way; from Walnut Street to its terminus at Indiana Avenue, 6th is one-way eastbound.
- Cross Streets: Morton Avenue (two-way, two-lane); College Avenue (one-way, three-lane southbound); Walnut Street (one-way, three-lane northbound); Washington Street (one-way, one-lane southbound); Lincoln Street (one-way, one-lane northbound); Grant Street (two-way, two-lane); Dunn Street (one-way, two-lane southbound); Indiana Avenue (one-way, two-lane northbound); Fess Avenue and Park Avenue connect with 7th Street but do not have 4-way intersections;

Summary of the project:

The City is proposing to add multimodal improvements on 7th Street from the B-Line Trail to Woodlawn Avenue, which is approximately 0.72 miles long. The improvements include the following: a two-way protected bicycle lane on the south side of the street; three bus stop islands on the south side of the street; four raised pedestrian crossings; two raised bicycle lane crossings; seven protected intersections; two intersections with bicycle signals; and updated pedestrian curb ramps where needed along the corridor. The plan images attached show the proposed changes along each block of the corridor.

Implications for Changes to Title 15:

Title 15 of Bloomington’s Municipal Code, “Vehicles and Traffic,” includes regulations for intersections, parking controls, and bicycle facilities. The City requests to update Title 15 to

reflect the proposed improvements along the 7th Street corridor from the B-Line Trail to Woodlawn Avenue. The changes to Title 15 would include the following: removing the following from the list of parking metered blocks (100 W 7th, 100 E 7th, 200 E 7th, 300 E 7th, and 400 E 7th); modifying stop control at several intersections; adding the relevant blocks to the “No parking” schedules. Other changes may be necessary to update the code.

Adopted Plans:

The Transportation Chapter of the Comprehensive Plan includes 7 goals.

- Goal 6.1 Increase Sustainability: Improve the sustainability of the transportation system.
- Goal 6.2 Improve Public Transit: Maintain, improve, and expand an accessible, safe, and efficient public transportation system.
- Goal 6.3 Improve the Bicycle and Pedestrian Network: Maintain, improve, and expand an accessible, safe, and efficient network for pedestrians, and attain platinum status as a Bicycle Friendly Community, as rated by the League of American Bicyclists.
- Goal 6.4 Prioritize Non-Automotive Modes: Continue to integrate all modes into the transportation network and to prioritize bicycle, pedestrian, public transit, and other non-automotive modes to make our network equally accessible, safe, and efficient for all users.
- Goal 6.5 Protect Neighborhood Streets: Protect neighborhood streets that support residential character and provide a range of local transportation options.
- Goal 6.6 Optimize Public Space for Parking: Plan and develop parking for cars and bicycles with a focus on efficiency and equity.
- Goal 6.7 Educate the Public: Increase residents’ safe use of transportation options that minimize negative environmental and infrastructure impacts.

The proposed improvements for 7th Street directly support Goal 6.1, Goal 6.2, Goal 6.3, and Goal 6.4 of the Comprehensive Plan. The project supports those goals because it directly improves transit, pedestrian infrastructure, and the bicycle network. Research has shown that high-comfort facilities, such as a two-way protected bike lane, can increase mode share for bicycling. Locally, this has been demonstrated with the B-Line Trail. This project can serve to reduce single-occupancy vehicle use, which supports Goal 3.7: Reduce greenhouse gas emissions, in addition to supporting Transportation Goals 6.1 and 6.4.

While the project proposes removing on-street parking, it relates to Goal 6.6 because, based on the collected on-street parking revenues, the on-street metered parking on the corridor is underutilized.

The Transportation Plan recommends adding a protected bicycle lane on 7th Street, shown in Figure 20 of the plan. The Transportation Plan also recommends a Priority Bicycle Facilities Network, Figure 21, and this street is a part of the priority network. The focus of the priority network is to create a high-comfort and safe network in order to increasing bicycling as transportation in the community. Finally, in Appendix E, each element of the streetscape is given a priority level in order to compare between different elements, “when faced with budgetary constraints, limited right-of-way, and operational challenges,” (Appendices, pg. 57). In this project, both the budget and the right-of-way are limited. Working within the existing curbs on

the street requires making tradeoffs. In Appendix E, Figure 17: Typology Prioritization Matrix prioritizes On-Street Bikeways as a “Higher Priority,” and on-street parking as a “Medium Priority.” The plan notes that, “medium or lower priorities should not be dismissed from inclusion unless constraints make it infeasible to include all of the default elements for the typology.” In this case, the constraints make it infeasible to include a protected bicycle lane and on-street parking. This project is consistent with the recommendation from the Transportation Plan.

Impacts:

In order to work within the existing curbs, maintain the existing street trees, and minimize costs, most of the on-street motor vehicle parking will need to be removed. Several on-street parking spaces will remain on the north side of the street from the B-Line Trail to College Avenue, and the other existing 113 on-street metered parking spaces would be removed. The parking meters along this corridor generated \$160,000 in revenue in 2019 (throughout that year the 4th Street Garage was closed). While the revenue generated is not insignificant, it represents only 35% of the available meter hours. In parking best practices, the goal is for parking to be 85% occupied at any given time. Based on the best practice, the on-street parking along 7th Street was underutilized in 2019.

For residents and visitors looking to park, parking in the Walnut Street garage is available, and two parking garages are currently under construction—a new parking garage in the Trades District and an expanded 4th Street Parking garage. Additional parking on Dunn Street will be added with 11 new metered parking spaces and 33 neighborhood zone spaces. The parking demand represented by the meters generating revenue for 35% of available hours, translates to 42 parking spaces. Finally, some residents may be willing to try a different mode such as walking, bicycling, or using transit, or alternatively access parking nearby.

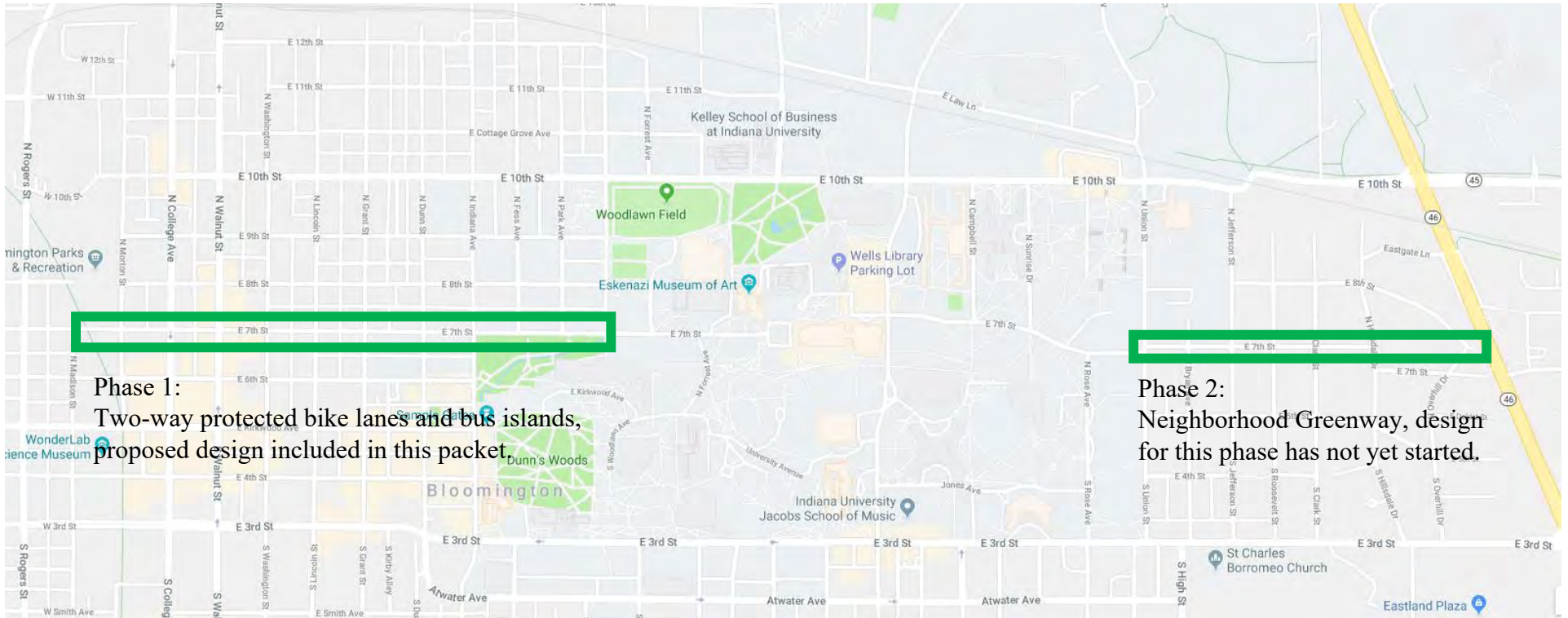
This project’s primary impact will be to improve safety along the corridor, as bicycle facilities have been shown to improve safety for all street users. These safety improvements will include transit, which experiences 5 or more minor crashes each year along the street due to the narrowness of the lanes adjacent to on-street parking. Finally, removing the all-way stop sign controls along many of the intersections will improve east/west connectivity and efficiency for bicyclists and transit users.

Next steps: The 7th Street project is being reviewed by the Bicycle and Pedestrian Safety Commission, the Traffic Commission, and the Parking Commission. A positive recommendation is requested from each Commission, and the project will be forwarded to the Common Council for consideration due to the needed changes to Title 15.

RECOMMENDATION: The Planning and Transportation Department finds that the 7th Street project supports multiple Comprehensive Plan Goals and is consistent with the recommendations of the Transportation Plan; and therefore recommends that the Parking Commission forward this project and the needed Title 15 amendments with a positive recommendation to the Common Council.

7th Street Improvements

- 1st Section: 7th Street, B-Line to Woodlawn Avenue
 - Design: 2-way Protected Bicycle Lane designed to increase safety and comfort for all roadway users
 - 0.7 miles
 - Design will include separation for bus stops and street design improvements for bus traffic.
- 2nd Section: 7th Street from Union Avenue to the Bypass
 - Design: Neighborhood Greenway designed to calm traffic and prioritize walking and bicycling
 - 0.6 miles





**2-way Protected
Bicycle Lane
example from West
Lafayette, Indiana**



2-way Protected Bicycle
Lane example from
Austin, Texas

MEMORANDUM

April 26, 2019

To: Neil Kopper (City of Bloomington, Planning & Transportation)
From: Sagar Onta PE, PTOE and Mariel Colman, AICP, EI (Toole Design)
Cc: Nicholas Murphy, PE and Hardik Shah, PE (American Structurepoint)
Project: 7th Street Protected Bike Lane
Re: **Preliminary Design Concept**

The Bloomington Transportation Master Plan identified 7th Street from the B-Line Trail to Woodlawn Avenue as the location for a potential signature bikeway project for the City. This would provide a key multimodal connection from the B-Line and Indiana University. The vision for the 7th Street multimodal design, or 7-Line, is for it to mirror the low-stress facility that the B-Line provides by using separated design elements that focus on a comfortable and enjoyable experience for users of all ages and abilities. The preliminary concept drawings submitted with this memorandum were developed with this vision in mind. The following memorandum documents the design decisions and recommendations for the continued development of the engineering design of this project.

Design Elements

The following sections summarize the major elements of design considered for the project limits. Each section discusses the preferred design standards and related guidance.

Protected Bike Facility

For 7th Street, a bike lane of 11 ft is preferred for the length of the project due to relatively high anticipated bicycle volumes; this facility will provide safer bicycle connection between the highly used B-Line and the IU campus. Where additional space was available within the existing curb-to-curb width, the design uses it for either the bike lane or the buffer space. The proposed design maintains the current curb configuration (without gutter), which allows additional space to be allocated to the bicycle facility.

Vertical curb in a bicycle facility can present a crash risk because a bicyclist's wheel or pedal can strike the curb, and it should be avoided when possible. Where new curb is installed adjacent to the proposed bicycle facility, sloping curb should be provided (Concrete Curb Type B, INDOT). During future reconstruction projects, any remaining vertical curb adjacent to the proposed facility should be replaced with a sloping curb.

The preferred buffer width for the project area is 6 ft. The bicycle buffer widths that result in a turning offset between 6 ft and 16.5 ft from the outer motor travel lane have been shown to significantly reduce crashes at separated bike lanes^{1,2}. The added safety is due to the improved visibility between bicyclists and motorists who

¹ Schepers, J.P., P. A. Kroeze, W. Sweers, and J.C. Wust. Road Factors and Bicycle-Motor Vehicle Crashes at Unsignalized Priority Intersections. Accident Analysis and Prevention, Vol. 43, 2011, pp. 853-861

² Madsen, T., and H. Lahrmann. Comparison of Five Bicycle Facility Designs in Signalized Intersections Using Traffic Conflict Studies. Transport Research Part F, Vol. 46, 2017, pp. 438-450.

are turning across their path and the additional space for motorists to yield in. In addition, a 6-ft island is the minimum width needed to provide a pedestrian crossing island at the intersection. For the majority of the project area, a 6-ft buffer can be accommodated within the existing roadway with intersection adjustments.

Motor Vehicle Lanes

In urban areas, vehicular lanes in excess of 10 ft increase speed rather than capacity^{3,4}. NACTO's urban Street Design Guide states 10-ft lanes should be the standard in urban contexts, saying, "lane widths of 10 feet are appropriate in urban areas and have a positive impact on a street's safety without impacting traffic operations."⁵ In the preliminary design concept, 10 ft is the preferred lane width for all through lanes for the length of the project area. Lane width is measured from curb face to curb face or pavement lane marking. Any additional space added will increase the effective lane width and allow for higher speeds than the existing condition. The extra 4 ft of space gained by not incorporating the standard 2-ft gutter in the design concept allows the bicycle buffer width to be increased to 6 ft, which will provide added safety benefit for bicyclists.

Corner Radius

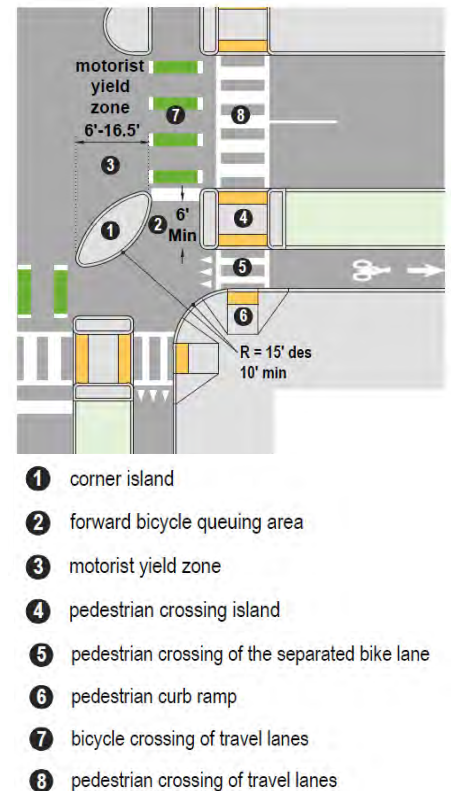
A corner radius of 10-20 ft should be considered at all intersections. Corner radii directly impact vehicle turning speeds, and minimizing it forces safer turning speeds where motorists interact with cyclists and pedestrians.

Protected Intersections

Where possible, the preliminary design concept incorporates protected intersection principles. Elements of a protected intersection include corner islands, forward bicycle queuing areas, yield zones for turning motor vehicles, pedestrian crossing islands, pedestrian crossings of a protected bikeway, pedestrian curb ramps, signal phasing (i.e., leading pedestrian/bicycle intervals), and protected phasing. They may also include a mountable apron as part of the corner island for turning trucks. These features are designed to improve the safety of bicyclists and motorists by improving visibility and separating the two modes in time and space.

Advance Stop Bar

An advance stop bar or forward bicycle queue area is preferred at controlled locations, where feasible. The Manual on Uniform traffic Control Devices (MUTCD) allows longitudinally staggering stop lines on a lane-by-lane basis, as shown in Drawing D of Figure 3b-13 in Section 3B.16.⁶ The stop bar for bicycle traffic is typically 6-15 ft ahead of the motor vehicle stop bar and at least 6 ft ahead of a pedestrian crossing. An advance stop bar can improve drivers' view of cyclists at intersections. It also decreases the crossing distance for cyclists and gives them a head start to cross the intersection.



³ Project 3-72, Relationship of Lane Width to Safety for Urban and Suburban Arterials, NCHRP 330, Effective utilization of Street Width on urban Arterials

⁴ Florida Department of Transportation. "Conserve by Bicycle Program Study." FDOT, June 2007, fdotwww.blob.core.windows.net/sitefinity/docs/default-source/safety/safety/4-reports/bike-ped/cbbphase1-execsummary062907r.pdf?sfvrsn=967478d3_0.

⁵ National Association of City Transportation Officials. "Lane Width." National Association of City Transportation Officials, 24 July 2015, nacto.org/publication/urban-street-design-guide/street-design-elements/lane-width/#footnotes.

⁶ Federal Highway Administration. "Manual on Uniform Traffic Control Devices." 2009.

Splitter Island

Splitter islands should be installed on two-way bicycle facilities where there is a concern that motor vehicles may turn into the facility. The splitter island should be placed approximately 30 ft from the intersection to prevent turning bicyclists from striking the island. At minimum, an island should be 2 ft by 6 ft. Vertical flex posts may be installed on the island to improve its visibility, especially during inclement weather.

Floating Bus Stop

Floating bus stops are recommended at all the bus stop locations on the southside of 7th Street in the project area. The stops must be designed with accessible boarding accommodations. Boarding areas should be 8 ft wide and at least 5 ft long to permit boarding maneuvers by a person using a wheelchair (ADA St. 810.2.2)⁷. Based on both the vehicles used and state guidance, it is recommended that a boarding platform with a length of 50 ft be provided at each stop. As the floating bus stops will be located next to the proposed two-way bicycle facility, crosswalks will be provided as well as the MUTCD R9-6 sign “BIKES YIELD TO PEDESTRIANS.” Pedestrian crossings with detectable warnings on both sides should also be provided at each stop. The bike lanes will need to shift to accommodate the boarding platform. In some instances, the width may also be reduced to be as narrow as 8 ft to accommodate an accessible platform. The bike lane will be raised to an intermediate level and marked with green paint to clearly identify it as a cycling facility to passing pedestrians and transit users.



Bicycle Signal

A bicycle signal is recommended for signalized intersections within the project area to allow bicyclists to safely cross the intersections, especially those riding in the counter-flow direction to the adjacent motor vehicles. A separate bicycle signal with a leading bicycle interval will give priority to bicycle movement and allow bicyclists to safely establish themselves in the intersection.⁸

Access Management

When possible, driveways should be consolidated or relocated to side streets. On driveways and alleyways remaining open, conflict markings should be used to signify the two-way bicycle traffic crossing the area.^{Error! Bookmark not defined.} NACTO recommends that these access points be constrained or channelized to make turns at sharp angles thereby reducing travel speed prior to the crossing point.⁸

Recommended Design Summary

7th Street from the B-Line to Dunn Street

Where feasible, the proposed design abides by the design element parameters discussed in the Design Elements section of this memorandum. The preliminary design will provide a significantly safer bicycle facility than the

⁷ Department of Justice. “2010 ADA Standards for Accessible Design.” Americans with Disabilities Act, 15 Sept. 2010, www.ada.gov/regs2010/2010ADAStandards/2010ADAStandards.pdf.

⁸ National Association of City Transportation Officials. Urban bikeway design guide. Island Press, 2014.

current condition. However, the design is anticipated to result in elimination of approximately 118 parking spaces along the corridor as well as driveway closures.

Several parking spaces will need to be removed to safely align the eastbound and westbound through lanes and provide space for special uses (loading zone, bus stops). The design also reduces utility impacts and the loss of mature trees in the area, to the extent possible. Three parking spaces will be eliminated from B-Line to Morton Street to provide adequate taper lengths and better align the approaches. From Morton Street to College Street, angled parking on the north side will be replaced with four parallel parking spaces. This will allow the electrical transformer on the south side to remain. On-street parking on several other blocks will need to be removed to accommodate the proposed bicycle facility.

To reduce conflict points and improve safety, several driveway closures are recommended as a part of the project. A total of five driveways are recommended to be closed. They are:

- The unused driveway to the parking garage located between Morton Street and College Street.
- The driveway to the property located on the SE corner of the 7th Street and Washington Street intersection to accommodate a standard floating bus stop at the location. The property has an alternate driveway on Washington Street.
- Three driveways between Washington Street and Lincoln Street. The preliminary design shows alternate parking circulation for the impacted properties. A total of six off-street parking spaces are anticipated to be lost due to the new circulation.

7th Street from Dunn Street to Woodlawn Avenue

Between Dunn Street and Woodlawn Avenue, the existing curb-to-curb width is too narrow to provide the proposed facility type's preferred widths. In addition, the landscaping/furnishing zone is narrow due to many mature trees. As such, the conceptual design shows an 8-ft-wide bike facility with a 2-ft buffer, both the minimum widths for the facility. In addition, from Dunn Street to Indiana Avenue, the motor vehicle lanes will need to be reduced to 9.5 ft wide to be accommodated within the existing curb-to-curb width. A 9-ft bike lane with a 2-ft buffer and 10-ft motor vehicle travel lanes are feasible from Indiana Avenue to the project terminus.

Alternatively, the north side curb may be moved to accommodate 10-ft travel lanes in each direction, a 2-ft buffer, and 10-ft, two-way protected bicycle facility. This alternative will require reducing or eliminating the landscape buffer, which will impact existing mature trees along these two blocks. Other alternative designs may be feasible, each with varying degrees of impact to the existing trees and adjoining properties.

Street

Mor





Mort

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College

Walnut



Walr

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Lincoln

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7th Street





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Park

Wool







**PARKING COMMISSION
STAFF REPORT**

Resolution #: 20-02
DATE: June 15, 2020

FROM: Michelle Wahl, Parking Services Director; Barbara E. McKinney, Assistant City Attorney

REQUEST: New temporary visitor parking permit-Draft

(This case was discussed in the Parking Commission on 01/30/20 and 06/12/20; it was part of the Discussions of Topics Not the Subject of Resolutions of the Parking Commission packet)

REPORT

Parking staff received some recommendations from the public about visitor parking that staff also supports. Parking staff would like to allow for people living in neighborhood residential zones to be able to purchase temporary visitor permits. Unlike the current visitor permits authorized in BMC 15.37.040 that are only for residents who live in a single household detached dwelling, these temporary visitor permits would be available to anyone who can establish s/he lives in a zone. Many apartment complexes do not provide any parking for visitors, meaning residents of these complexes have no place for their visitors to park. These new permits would help alleviate that problem.

Residents will be able to purchase temporary visitor parking permits up to three days in advance. Visitors will have to park within one block of the address of the resident. The nonrefundable fee for these permits will be \$11 a day, \$55 for seven days, or \$110 for 14 days.

To accomplish this, staff would like to add the following to the Bloomington Municipal Code:

15.36.085 Temporary visitor parking permit

Any current resident living in a neighborhood residential zone is eligible to purchase a temporary visitor parking permit, pending availability, upon completing an application form and paying the applicable fee.

The application form shall contain the name and address and email address of the applicant, proof of residency, the name and address of the visitor, the visitor's license plate number and state, and the make, model and year of the visitor's vehicle.

The fee for a temporary visitor parking permit shall be \$11 for one day; \$55 for seven days and \$110 for 14 days. Visitors using a temporary visitor parking permit shall park only within the authorized zone, within one block of the address of the resident.

Visitors shall hang the temporary visitor permit on the rear view mirror, displaying the appropriate side facing out.



If a visitor uses a temporary visitor permit in an unauthorized manner, the resident who acquired the permit may lose his, her or their parking privileges. Temporary visitor parking permits are non-transferable and are not available for resale or exchange.

If approved, the detailed Title 15 amendment for this request will be forwarded to the Common Council for their consideration.

DRAFT ORDINANCE 20-NZ

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

Re: To Declare Neighborhood Parking Zone 6 (Garden Hill) a Parking Benefit District

WHEREAS, parking supply is severely constrained in the historic Garden Hill neighborhood Thursday through Saturday nights due to non-resident and overnight parkers, requiring additional enforcement hours; and

WHEREAS, parking in Garden Hill is constrained by events at Indiana University’s Memorial Stadium, requiring special event enforcement; and

WHEREAS, neighborhoods adjacent to the Indiana University campus experience hardship from non-residents who park there during weekdays; and

WHEREAS, the Common Council wishes to encourage and support the continuation of owner-occupied single-family housing in core neighborhoods; and

WHEREAS, the City of Bloomington has established a Residential Neighborhood Parking program for the purposes of protecting streets and neighborhoods from excessive noise, traffic, and air pollution; and

WHEREAS, representatives of the Garden Hill Neighborhood Association have appealed to the City for relief, advocating creation of a new Residential Neighborhood Zone; and

WHEREAS, the Police Department has confirmed its ability to practically enforce a nighttime zone; and the Parking Commission reports a favorable recommendation for adoption of this ordinance;

WHEREAS, only 97 permits were sold in Zone 6 in the 2019-2020 year, leaving the majority of on-street parking spaces vacant;

WHEREAS, a Parking Benefit District is a concept described by Donald Shoup, author of “The High Cost of Free Parking,” as a method for improving an area through the judicious management of its parking supply;

WHEREAS, the Garden Hill Neighborhood Association is interested in being the pilot for a Parking Benefit District program;

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

SECTION 1. Section 15.37.010 entitled “Definitions” shall be amended to add a new class of unrestricted neighborhood-zone permit:

15.37.010 - Definitions

“Restricted permit” is a permit to park in the Residential Neighborhood Permit Parking Zone restricted to residents of single household detached dwellings.

"Unrestricted permit" is a permit to park in the Residential Neighborhood Permit Parking Zone without being a resident of an address in that zone that qualifies for a restricted permit.

SECTION 2. A new section 15.37.075 entitled “Unrestricted permits” shall be added which allows anyone to purchase a Neighborhood Zone Permit at a market-rate price, never to be less than double the cost of an all-zone permit. [text forthcoming]

SECTION 3. Section 15.37.160 entitled “Disposition of revenue” shall be amended by deleting the existing subsection and replacing it with the following:

15.37.160 - Disposition of revenue. All funds derived from the issuance of **restricted** permits and from fines shall be used to pay the costs of operating this program. Funds **from these sources** 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. **Funds from unrestricted permits over and above the cost of restricted permits as specified in §15.37.050 shall go into the Parking Zone 6 Benefit Fund, which shall be for the purpose of improving public works within Zone 6.**
(Ord. 92-06 § 1 (part), 1992).

SECTION 4. If any section, sentence or provision of this resolution, 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.

PASSED AND ADOPTED by the Common Council of the City of Bloomington, Monroe County, Indiana upon this _____ day of _____, 2020

STEPHEN VOLAN, 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 _____, 2017.

NICOLE BOLDEN, Clerk
City of Bloomington

SIGNED and APPROVED by me upon this _____ day of _____, 2020.

JOHN HAMILTON, Mayor
City of Bloomington

SYNOPSIS

This ordinance, authored by CM Volan, proposes to elevate the Garden Hill neighborhood parking zone into a “parking benefit district.” It creates a new class of “unrestricted” annual neighborhood zone permits available to those otherwise ineligible for a zone (and clarifies existing permits as “restricted” to those in “single household detached dwellings” as defined in BMC 15.37.010). Revenues from unrestricted permits over and above the fees for restricted permits would be deposited in a new “Parking Zone 6 Benefit Fund” for public works improvements within the boundaries of Zone 6.

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DRAFT ONE — 2020.06.17