

CITY OF BLOOMINGTON

**PARKING COMMISSION
REGULAR MEETING
PACKET**

July 2020

Thursday, July 23, 2020
Virtual Meeting on Zoom
5:30 PM — 7:00 PM

Next Regular Meeting: August 27, 2020, 5:30 PM — 7:00 PM

CITY OF BLOOMINGTON
PARKING COMMISSION
REGULAR MEETING
AGENDA

July 23, 2020, 5:30 PM — 7:00 PM

This meeting will be conducted electronically. Virtual meetings will be accessible at:

<https://bloomington.zoom.us/j/92156722596>

Dial by your location: 312 626 6799 (Chicago); Meeting ID: 921 5672 2596; find your local number: <https://bloomington.zoom.us/j/92156722596>. The meeting will also be streamed live on Facebook at: <https://www.facebook.com/bloomingtonplanning>

- I. Call to Order
- II. Approval of Minutes – July 9, 2020
- III. Reports from Commissioners & City Offices
- IV. Reports from the Public

- V. Discussions of Topics Not the Subject of Resolutions
 - A. On-street Parking and Other Uses for Curb Space (Eoban Binder)
 - B. Parking Commission Annual Report (Eoban Binder)

- VI. Resolutions
 - A. Parking Resolution 20-01 -- Title 15 Amendments (Staff)
 - B. Parking Resolution 20-04 (revised) – establishing a Parking Benefit District in Neighborhood Zone 6 (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: August 27, 2020 -- 5:30 PM
Deadline for regular meeting packet material is August 17, 2020

CITY OF BLOOMINGTON
PARKING COMMISSION
SPECIAL SESSION

Minutes

July 9, 2020, 5:30 PM — 7:00 PM

The meeting was conducted electronically on Zoom and was also streamed live on Facebook at:
<https://www.facebook.com/bloomingtonplanning>

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

Attendance

Parking Commission:

Adrienne Evans Fernandez (Chairperson), Eoban Binder (Vice-Chairperson), Scott Robinson (Secretary), Steve Volan, Sabina Ion

Others in Attendance:

Greg Alexander, Anne Bono, Eve Mansdorf, Rowland Ricketts, Amanda Turnipseed, Michelle Wahl, Raye Ann Cox, SeyedAmir Kaboli Farshchi (Staff), Dave Askins

- I. Call to Order** – (~5:33 PM)
- II. Approval of Minutes** -- June 25, 2020—Cm. Volan motioned to approve the minutes and Eoban Binder seconded the motion. The motion passed 5-0.
- III. Reports from Commissioners & City Offices**
Michelle Wahl talked about the online permit selling for residential neighborhood zones in August 2020, the physical permits will be mailed to residents after online purchases.
- IV. Reports from the Public**--none
- V. Discussions of Topics Not the Subject of Resolutions**
 - A. On-street Parking and Other Uses for Curb Space (Eoban Binder)**
The commissioners postponed this item until the next meetings since there was not enough time in the meeting to discuss.
- VI. Resolutions**
 - A. Parking Resolution 20-02 -- New Temporary Visitor Parking Permit**
Michelle Wahl discussed the background and staff report regarding the New Temporary Visitor Parking Permit, she explained that the current visitor permit program, which is one permit for each eligible household in the neighborhood

zones, is not going away with this new program.

Discussion: the current visitor parking program; future changes in this program; eligibility of houses and apartments; permit price.

Eoban Binder motioned to approve the staff recommendation and Sabina Ion seconded the motion. The motion passed 5-0.

B. Parking Resolution 20-04 -- Parking Benefit District--Neighborhood Parking Zone 6 (Garden Hill)

Cm. Volan explained his Parking Benefit District proposal for the Neighborhood Parking Zone 6 (Garden Hill) and talked about some examples.

Discussion: Zone 6 background; price; permits; demand; eligible people for permits; game days; permit limits; types of the improvements project in the zones and decision making process; Tax increment financing (TIF) program; residential and business districts; neighborhood association; other types of permits in the Zone 6; new temporary visitor parking permit impacts; pilot project, implementation process; timing; pandemic; enforcement; parking garages; demand; online permit sales; staffing issues; website changes; required resources; implementation date; data resources; preparation process.

Michelle Wahl expressed her concerns about the implementation process, timing, and the online permit sales in August 2020. Cm. Volan withdrew the resolution and said he will present a revised resolution in future meetings. Greg Alexander talked about the parking benefit program; revenue generation; neighborhood interaction process; spending too much money for providing parking infrastructures; the importance of side walk improvements; parking garages.

C. Parking Resolution 20-05 -- Parking Zone Change Request--E. 13th St. and E. 14th St. between Woodlawn Ave. and N Fess Ave.

SeyedAmir Kaboli Farshchi presented for staff, information about the Zone 6 and the recommendations. Anne Bono, Eve Mansdorf, Rowland Ricketts, and Amanda Turnipseed talked about their parking concerns about the IU Fine Arts Studio Annex and supported the staff recommendations.

Discussion: safety issues; neighborhood zones; enforcement; parking permits for students; police for enforcement; issues for Zone 6 residents; permit price; pay by phone zone; overnight parking issues; IU enforcement policy; the number of parking spots near the building; access issues; IU parking lot near the building; the

number of people needs parking spots; removing the street from the neighborhood zone; free parking in the afternoon and weekends; loading zones.

Scott Robinson motioned to approve the staff recommendation. The motion failed 2-3. (Roll call vote: Eoban Binder: NO; Adrienne Evans Fernandez: AYE, Sabina Ion: NO; Scott Robinson: AYE; Cm. Volan: NO)

D. Parking Resolution 20-01 -- Title 15 Amendments (Staff)

The commissioners postponed this item until the next meetings since there was not enough time in the meeting to discuss.

VII. Topic Suggestions for Future Agendas – none

VIII. Member Announcements – none

IX. Commission Schedule (Regular Meeting and Work Session)

Next Regular Meeting: July 23, 2020

X. Adjournment – (~7:07 PM)

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



Tree plot + streetlight + curbsless

Columbus, IN



Tree plot
Utrecht, NL



2-way protected bike lane

Lafayette, IN



Permeable pavers + raised elevation



Bike parking corral

Memphis, TN



Scooter parking corral

Santa Monica, CA



Bike + scooter parking corral

Washington, DC



Motorcycle parking
Portland, ME



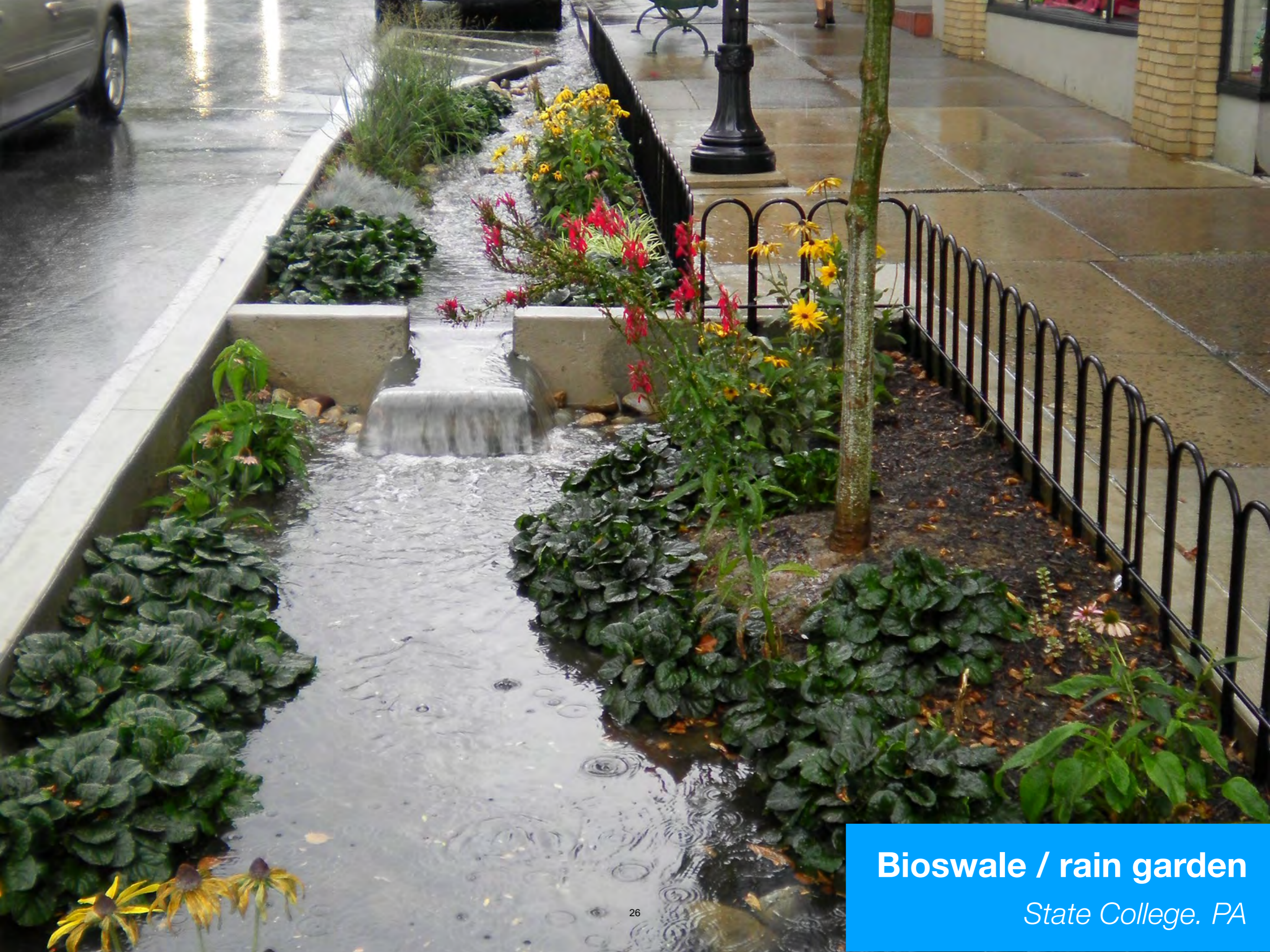
3

4

5

Motorcycle parking

San Francisco, CA



Bioswale / rain garden

State College, PA



Car-sharing (BlueIndy)

Indianapolis, IN



CarShare
Parking
Zone
zipcar
STREET NO STOPPING
Vehicles

101
BEDFORD

BEDFORD
718.599.4101
WWW.101BEDFORD.COM

TURKEY'S
TAVERN

Car-sharing (Zipcar)

Brooklyn, NY



Outdoor seating / parklet

Chicago, IL



Outdoor seating / parklet

Placerville, CA



VERIZON

SO MANY FEATURES.
SO LITTLE PHONE.



LG 2700 AVAILABLE AT **cingular**

6283



101028

Bus bulb
San Francisco, CA



E Ogden Ave

©2019 Google

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.



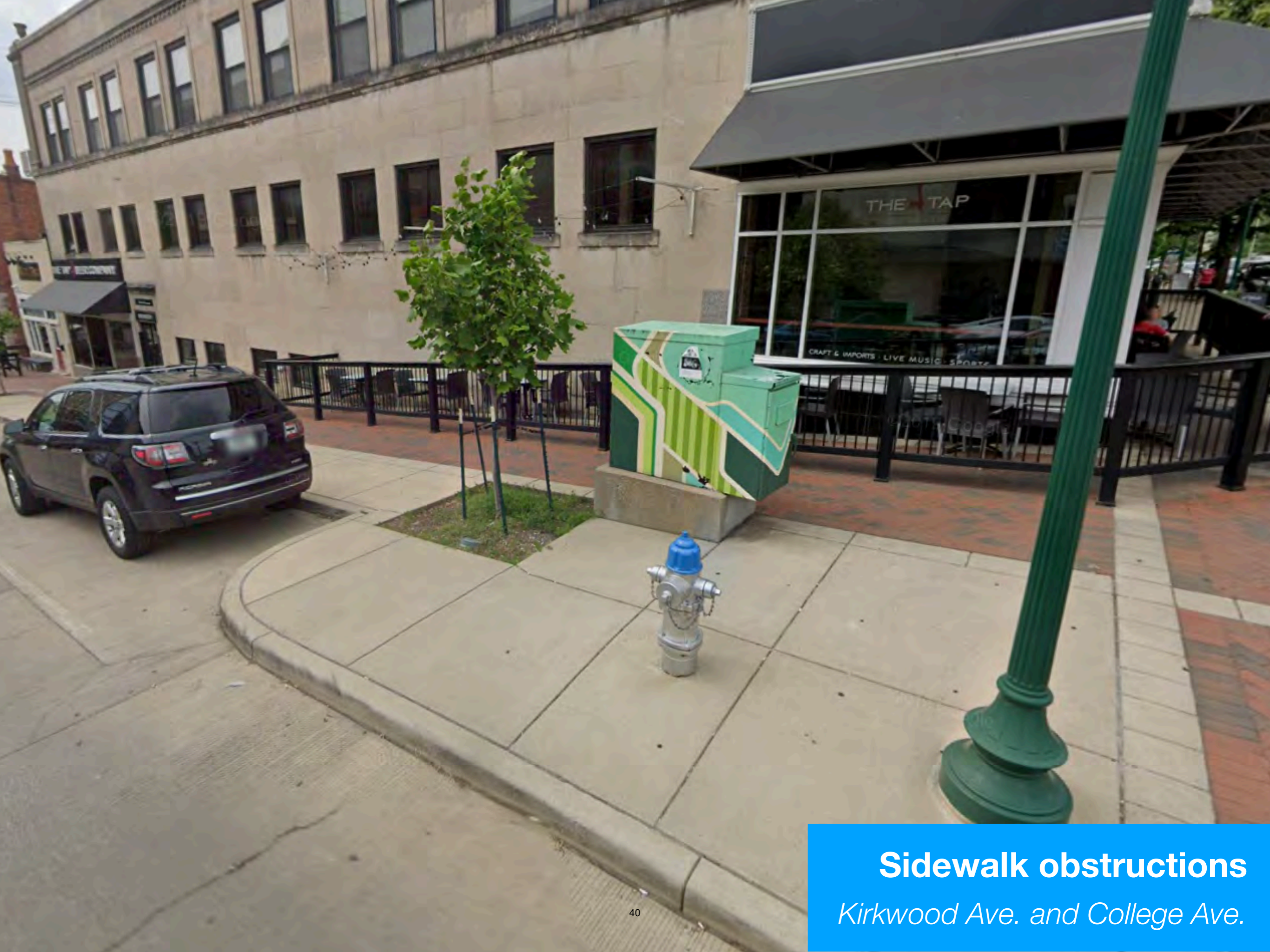
11th St

Bus stop blocked by parking

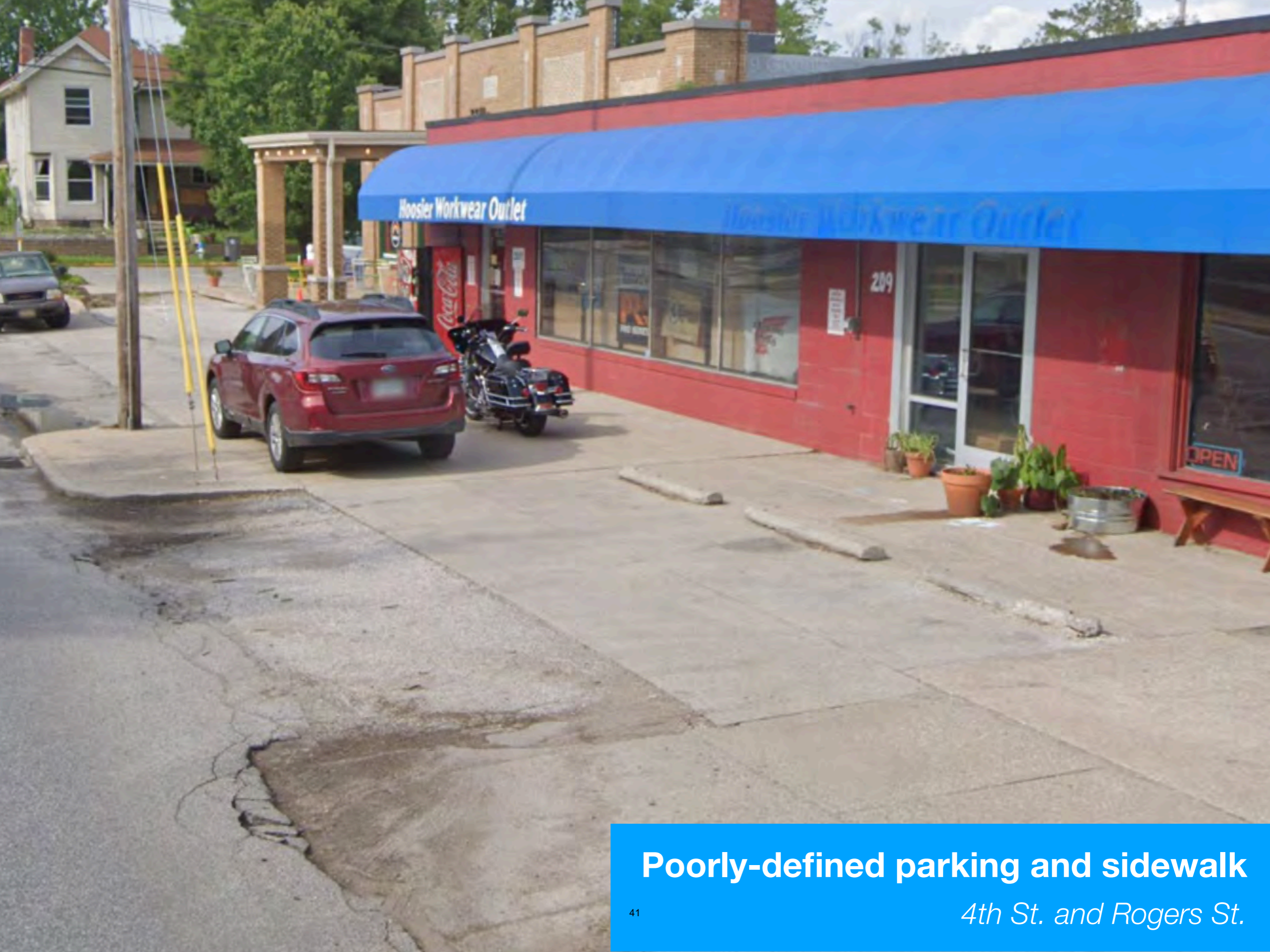
11th St. and Rogers St.



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



Sidewalk obstructions
Kirkwood Ave. and College Ave.



Hoosier Workwear Outlet

Hoosier Workwear Outlet

209

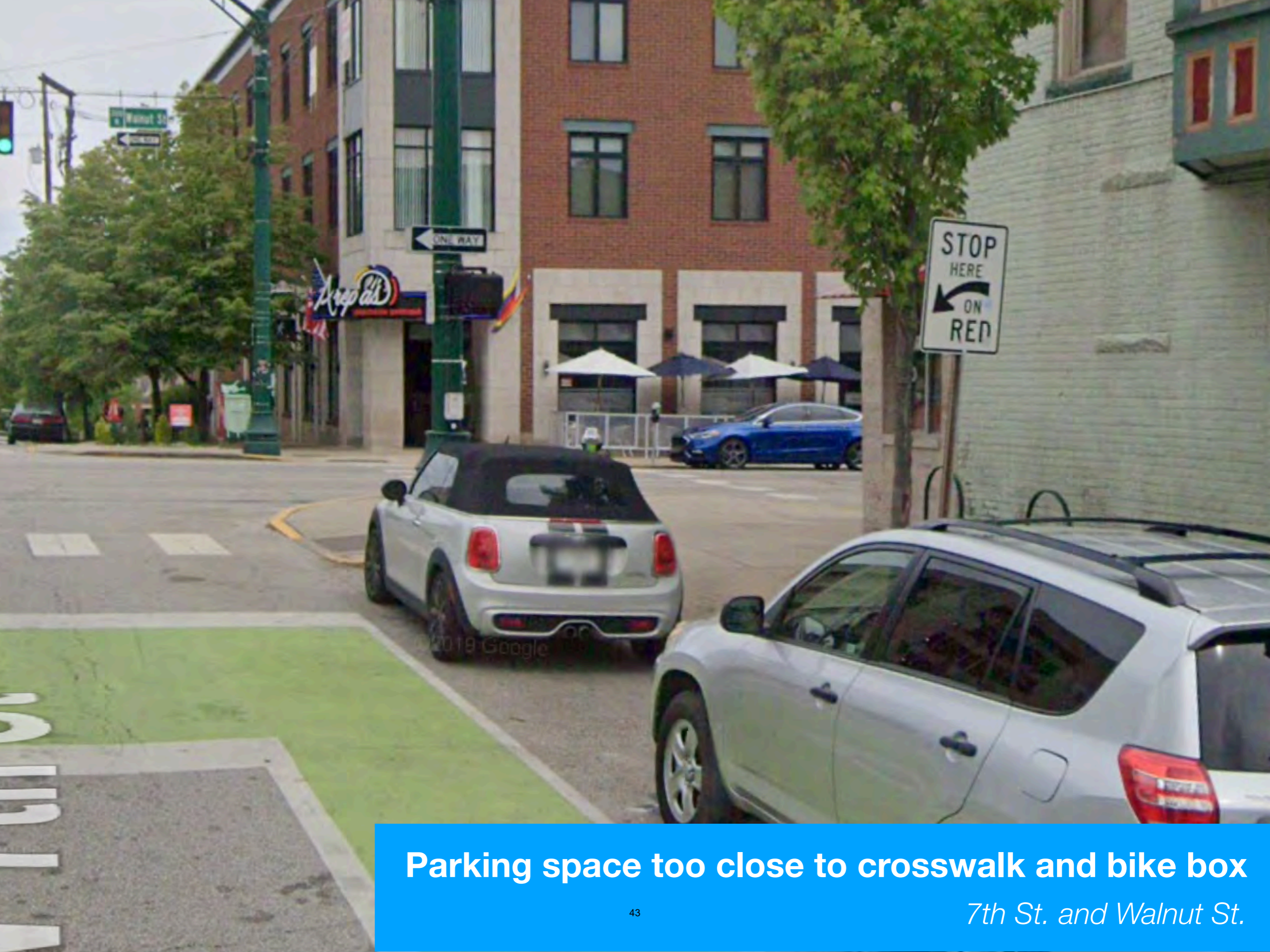
OPEN

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.

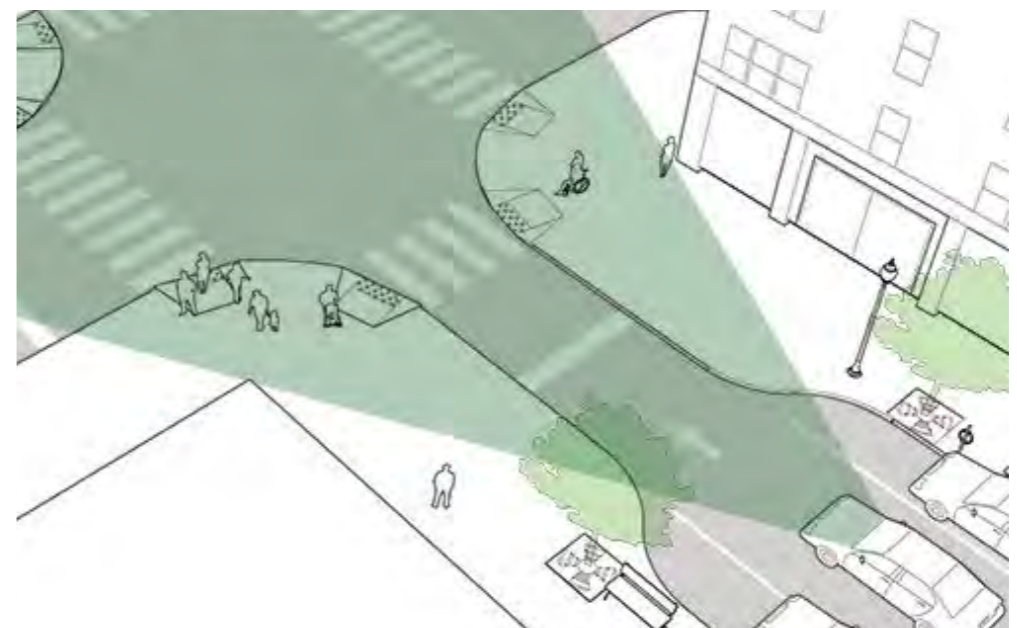
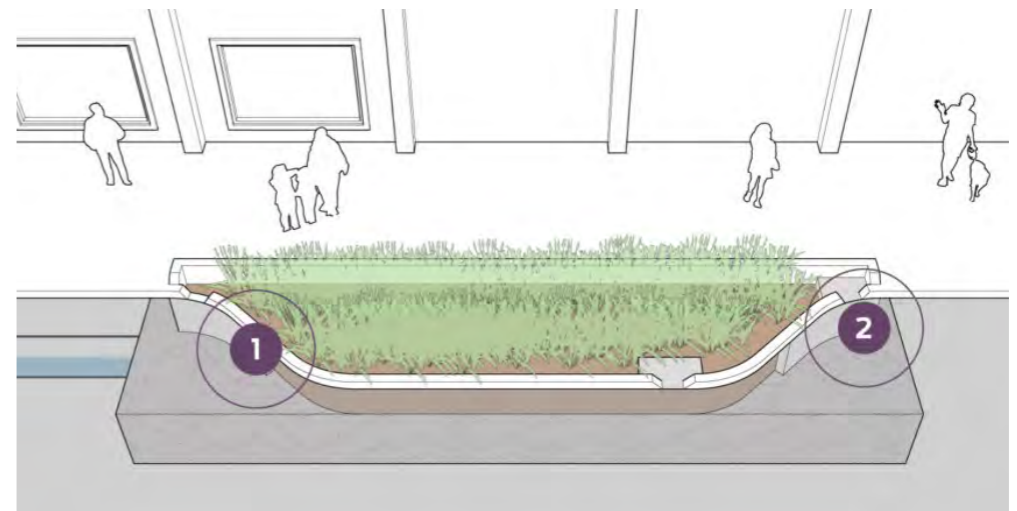


Obstructed / narrow sidewalk

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



TO: PARKING COMMISSION

Resolution #: 20-01

MEMO

Date: July 16, 2020

FROM: Barbara E. McKinney, Assistant City Attorney; Michelle Wahl, Parking Services Director; Neil Kopper, Interim Transportation & Traffic Engineer; Beth Rosenbarger, Planning Services Manager; Raye Ann Cox, Parking Enforcement Manager; SeyedAmir Kaboli Farshchi, Long Range Planner

REQUEST: Title 15 Amendments

REPORT

The Legal Department, Planning and Transportation Department, and Parking Services has been working together to come up with a number of recommendations for changes to Title 15, the vehicle and traffic section of the Bloomington Municipal Code. (Link to the current Title 15 of the Bloomington Municipal Code:

https://library.municode.com/in/bloomington/codes/code_of_ordinances?nodeId=TIT15VETR)

The purpose of these recommendations is to address issues that have come to staff attention, the public requests, the commissions' recommendations, and to formally implement a number of 180-day orders. Each issue will be addressed in turn. This request for changes to Title 15 will be presented to commissions and it will be forwarded to the Common Council for their consideration.

--New restriction on parking in parking spaces designated for electric vehicles (Michelle Wahl)

The City has designated some garage parking spaces as reserved for electric vehicles (EVs). People are able to charge their electric vehicles while parking them in these spaces and only EVs should be able to park there to take advantage of this. There is currently no penalty for people who park non-electric vehicles in these spaces, and the city requests to add a penalty of \$50, Class H Traffic Violation. To accomplish this, staff would like to add the following language to the Bloomington Municipal Code:

15.40.19 Garage parking spaces reserved for electric vehicles

(a) An electric vehicle is a vehicle propelled by an electric motor (or motors) powered by rechargeable battery packs.

(b) Any parking space designated for an electric vehicle may be used only by an electric vehicle that is charging in that parking space.



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(c) Any violation of this chapter is a Class H Traffic Violation and subject to the penalty listed in Section 15.64.010(i).

--Parking restrictions for motorcycles and mopeds (Michelle Wahl and Raye Ann Cox); *A memorandum regarding this case was presented to the Parking Commission on 10/24/19 by RayeAnn Cox, Parking Enforcement Manager. The memorandum was part of the Discussions of Topics Not the Subject of Resolutions of the Parking Commission packet.*

Staff would like to prohibit motorcycles and mopeds from parking in racks intended only for bicycle use. When people park motorcycles or mopeds at bike racks, they take away space intended for bicyclists, and they may cause damage to facilities not built for the heavier vehicles. Staff also would like to prohibit motorcycles and mopeds from parking in garage parking spots intended for cars. When people park motorcycles or mopeds in parking spaces intended for automobiles, they are under-utilizing larger parking spaces intended for cars. To accomplish these changes, staff is recommending that that the following new section be added to the Bloomington Municipal Code:

15.32.186 Motorcycle parking restrictions

(a) For purposes of this section, the term “Class II bicycle parking facility” shall mean a short-term parking facility intended for relatively short durations, as defined by BMC 20.07.010.

(b) For purposes of this section, “motorcycle” shall mean a motor vehicle with motive power that has a seat or saddle for the use of the rider, is designed to travel on not more than three wheels in contact with the ground, and satisfies the operational and equipment specifications described in 49 CFR 571 and IC 9-19, as defined by I.C. 9-21-10-7.

(c) No person shall park a motorcycle or a moped on a Class II bicycle parking facility.

(d) No person shall park a motorcycle or moped in City-owned public parking garages in any parking space not designated and signed as being reserved for motorcycles or mopeds.

(e) Any person who parks a motorcycle or moped in violation of this section commits a Class D Traffic Violation and is subject to the penalty listed in Section 15.64. Staff wants to add a penalty of \$30, escalating fine.

--New pay by phone zone (Michelle Wahl), *Parking Resolution 19-03 regarding this case was presented to the Parking Commission on 10/24/19 by Michelle Wahl, Parking Service Director and the resolution was passed 5-0*

Staff would like to add a new pay by phone zone, Monday through Saturday from 8:00 am to 9:00 pm on

- North Walnut Grove Street from E. 10th Street to E. Cottage Grove Avenue; and
- On E. Cottage Grove Avenue from N. Walnut Grove Street to N. Woodlawn Avenue.

The rates would be \$1 per hour plus a one time convenience fee ranging from 0.40 to 0.50 cents payable through ParkMobile for these parking spaces. Both of these sites would be added to Schedule U of BMC 15.40.10.



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The pay-by-mobile app "Parkmobile," which may be downloaded to a smart device, allows the user to make payments and start the meter on any smart devices or call the number on the sign and let the time run until the user manually stops the time count. ParkMobile gives you a smarter way to park when you are on the go. The free app makes it easy to pay for parking without running back to feed the meter. The current rate for parking at any meter or using pay by phone services is \$1.00 per hour. Credit card users must make a minimum purchase of \$1.00 and will be charged a one time convenience fee ranging from 0.40 to 0.50 cents.

--New "no parking" zones

Staff is recommending adding a number of new no parking zones to address changes in circumstances. For example, as the City began to implement the new neighborhood parking permit zone, Zone 6, in August of 2019, it became apparent that many streets in this area cannot support parking on both sides of the street. Planning and Transportation issued the 180-day order 19-03 in August, 2019, prohibiting parking in the following areas at any time:

- the west side of N. Washington Street from E. 14th St. to E. 16 St.;
- the west side of N. Grant from E. 15th St. to E. 16th St.;
- the east side of N. Grant from E. 16th to E. 17th St.; and
- the north side of E. 13 St. from N. Dunn to N. Indiana.

Staff is recommending that all of these spaces be added to Schedule M of BMC 15.32.080, No Parking Zones. (*Parking Resolution 19-02 regarding the Zone 6 parking permits was presented to the Parking Commission on 9/26/19 by SeyedAmir Kaboli Farshchi, Long Range Planner and the resolution was passed 4-0.*)

Staff is recommending reconfiguring the existing on-street parking on South Fess Avenue between E. Brenda Lane and E. Grimes Lane by adding no parking zones:

- On the east side of Fess Avenue from E. Brenda Lane to 60' north of E. Brenda Lane.

(*Resolution TC-20-02 regarding South Fess Avenue parking restriction was presented to the Traffic Commission on 6/24/20 by SeyedAmir Kaboli Farshchi, Long Range Planner and the resolution was passed 5-1*)

Staff is recommending reconfiguring the existing on-street parking along Woodlawn Avenue (E. University St. to E. 2nd St.) by adding no parking zones:

- On the East side of Woodlawn Avenue from 2nd Street to 3rd Street;
- On the West side of Woodlawn Avenue from University Street to 2nd Street

(*Parking Resolution 19-05 regarding the Woodlawn Avenue parking restrictions was presented to the Parking Commission on 11/21/19 by Karina Pazos, Engineering Technician and the resolution was passed 4-0. The same resolution regarding the Woodlawn Avenue parking restrictions was presented to the Traffic Commission on 11/20/19 by Karina Pazos, Engineering Technician and the resolution was passed 5-0*)



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Staff is also recommending additional no parking zones; some items removes redundancies created when ordinance 18-26 added codifications without deleting as necessary:

- On the south side of West Howe St. from S. Patterson to South Ronson (based on the 180-day order 19-05);
- On the east side of Washington from 19th St. to 20th St.;
- On the north side of 15th St. from Indiana to the gravel drive 180 feet west of Indiana (based on the 180-day order 19-01);
- On both sides of 18th St. from Grant to Lincoln Street;
- On North Walnut St. under the bridge (on the west side of N. Walnut Street from 160 feet north of 12th Street to 14th Street);
- On East side of Rogers Street from 3rd Street to 10th Street;
- On East side of Rogers Street from 11th Street to 13th Street;
- On South side of 12th Street from Illinois Street to Summit Street;

Staff is recommending no parking zones, via signage, based on the 180-day order 19-02:

- On the west side of N Rogers Street between W 10th Street and W 11th Street.

Staff is recommending that these spaces also be added to Schedule M of BMC 15.32.080, No Parking Zones.

--New limited parking zones

Staff is recommending changing the limited 2 hour parking from West side to East side in reference to parking on Rogers Street between 10th and 11th Street, as follows: *(It is based on the 180-day order 19-02.)*

- Limited 2 hour parking will be allowed, via signage, on the east side of N Rogers Street between W 10th Street and W 11th Street.

--Removing “no parking” zones

Staff is recommending removing a number of no parking zones to address changes in circumstances; some items removes redundancies created when ordinance 18-26 added codifications without deleting as necessary:

- On East side of Grant Street from 18th Street to 19th Street;
- On East side of Washington Street from Grimes Lane to 4th Street;
- On East side of Rogers Street from 3rd Street to 13th Street;
- On North side of 13th Street from Fess Avenue to 60' West of Fess Avenue

(Based on the 180-day order 19-06. Recent construction by IU provides space for on-street parking in this area, but current code includes some No Parking restrictions in the area. The neighborhood parking permit zone 6 will still be in effect for this area.)

- On North side of 13th Street from Fess Avenue to 171' East of Fess Avenue



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(Based on the 180-day order 19-06. Recent construction by IU provides space for on-street parking in this area, but current code includes some No Parking restrictions in the area. The neighborhood parking permit zone 6 will still be in effect for this area.)

- On East side of Woodlawn Avenue from University Street to Street *(Parking Resolution 19-05 regarding the Woodlawn Avenue parking restrictions was presented to the Parking Commission on 11/21/19 by Karina Pazos, Engineering Technician and the resolution was passed 4-0. The same resolution regarding the Woodlawn Avenue parking restrictions was presented to the Traffic Commission on 11/20/19 by Karina Pazos, Engineering Technician and the resolution was passed 5-0)*

--New loading zones

Staff recommends that several new loading zones be added to 15.32.100, Schedule O, Loading Zone. Each of these new loading zone spaces will be for a maximum of thirty minutes, as specified in code. The new loading zones will be on the following locations:

- 600 Block of North Madison Street, first space north of 10th Street on the east side;
- 1400 Block of North Fee Lane, the parking spaces north of 17th Street at the entrance to the IU outdoor pool on the east side;
- 1600 Block of North Kinser Pike, the parking space south of Gourley Pike on the east side. This loading zone was proposed with the new development;
- 700 Block of East Thirteenth Street, first space east of Fess Avenue on the north side.; and 800 Block of East Thirteenth Street, first space east of Park Avenue on the north side. These two loading zone spaces will be removed from the Neighborhood Permit Zone. *(Parking Resolution 19-01 regarding the 13th St. and Fess Ave.; 13th St. and Park Ave. case was presented to the Parking Commission on 9/26/19 by Amanda Turnipseed, Director of the Indiana University Office of Parking Operations and the resolution was passed 4-0)*

--New name for Trades Street (Barbara McKinney)

During renovation of the Mill, the City used the name Trades Street as a temporary placeholder, which was approved in Ord. 18-26, until a new name could be agreed upon. In December 2018, the City decided to rename the street Maker Way. To formally implement this new street name, staff is recommending that all references to “Trades Street” or “Trades St.” in the Bloomington Municipal Code be changed to “Maker Way.” These references to Trades Street or Trade St. are in Section 15.12.010, Stop Intersections, Schedule A; Section 15.24.020, Increased or decreased speed limits, Schedule 1; and 15.40.010, Locations, on-street parking metered parking, Schedule U.

--Amending multi-stop intersections and signalized intersections (Neil Kopper)

Staff is recommending adding a new multi-stop intersections:

- 3-Way stop intersection at 11th Street & Fairview Street (East of railroad tracks) intersection



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Staff is recommending removing the 4-Way stop intersection at Country Club Drive, Rockport Road & Tapp Road intersection and adding a signalized intersection:

- At Tapp Road/Country Club Drive Rockport Road intersection.

--Removing one-way Street (Neil Kopper)

Staff is recommending removing a one-way Street:

- On Lindbergh Drive from 17 th Street to 70' South of 17 th Street, South direction of travel

--Amending speed limits (Neil Kopper)

Staff is recommending a number of speed limit updates to address changes in circumstances; these remove redundancies created when ordinance 18-26 added codifications without deleting as necessary. Staff is recommending removing the following:

- On College Avenue from Dodds Street to 2nd Street, posted speed of 30 MPH;
- On College Avenue from 7th Street to 45/46 Bypass, posted speed of 30 MPH;
- On 10th Street from Morton Street to 45/46 Bypass, posted speed of 30 MPH;
- On Walnut Street from 45/46 Bypass to Blue Ridge Drive, posted speed of 40 MPH;
- On Walnut Street from 7th Street to 45/46 Bypass, posted speed of 30 MPH;

Staff is recommending changing the word “Second Street” to “Dodds Street” in reference to speed limits on Walnut Street from Pinewood Drive to Dodds Street, as follows:

- On Walnut Street from Pinewood Drive to Dodds Street, posted speed of 30 MPH

ORDINANCE 20-12

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

Re:: Amending Chapters 15.12.010 (Stop intersections); 15.24.010 (Increased or decreased speed limits); and 15.40.10 (Locations) to change “Trades Street” and “Trades St.” to “Maker Way;” 12.32.080 (No parking zones) to add several no parking zones; 15.32.090 (Limited parking zones) to change a limited parking zone; and 15.32.100 (Loading zones) to add a loading zone; and 15.32.186 (Motorcycle Parking Restrictions) to add parking restrictions for motorcycles and mopeds; and 15.36.085 (Reserved Residential On-Street Parking Permits) to add temporary visitor parking permit; and 15.40.019 to add garage parking space reserved for electric vehicles; and 15.40.010 (On-Street Metered Parking Locations and Maximum Hourly Rate) to add three locations; and 15.24.020 (Increased or decreased speed limits) to remove and add some locations; and 15.12.010 (Multi-Stop Intersections) to add and change some locations; and 15.12.030 (Signalized Intersections) to add one location; and 15.16.010 (One-Way Street) to remove one location.

WHEREAS, the Traffic Commission, Parking Commission, and City staff from Parking Enforcement, the Planning and Transportation Department, and the Legal Department recommend certain changes be made in Title 15 of the 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, “Stop intersections,” Schedule A; 15.24.020, “Increased or decreased speed limits,” Schedule I; and 15.40.010, “Locations, on-street parking metered parking,” Schedule U, shall be revised by replacing all references to the Street name “Trades Street” and “Trades St.” to “Maker Way.”

SECTION 2. Section 15.32.080, Schedule M, entitled “No Parking Zone” shall be amended by adding the following.

NO PARKING ZONES

STREET	FROM	TO	SIDE OF STREET	TIME OF RESTRICTION
Fess Avenue	Brenda Lane	60’ North of Brenda Lane	East	Anytime
Grant Street	15 th Street	16 th Street	West	Anytime
Grant Street	16 th Street	17 th Street	East	Anytime
Howe Street	Patterson Dr.	Ronson Street	South	Anytime
Washington Street	Fourteenth Street	Sixteenth Street	West	Anytime
Washington Street	Nineteenth Street	Twentieth Street	East	Anytime
Thirteenth Street	Dunn Street	Indiana Avenue	North	Anytime
Fifteenth Street	Indiana Avenue	180’ West of Indiana Avenue	North	Anytime
Eighteenth Street	Grant Street	Lincoln Street	Both	Anytime
Rogers Street	Third Street	Tenth Street	East	Anytime
Rogers Street	Eleventh Street	Thirteenth Street	East	Anytime
Rogers Street	Tenth Street	Eleventh Street	West	Anytime
Twelfth Street	Illinois Street	Summit Street	South	Anytime
Walnut Street	160’ North of Twelfth Street	Fourteenth Street	West	Anytime
Woodlawn Avenue	Second Street	Third Street	East	Anytime
Woodlawn Avenue	University Street	Second Street	West	Anytime

SECTION 3. Section 15.32.080, Schedule M, entitled “No Parking Zone” shall be amended by removing the following.

NO PARKING ZONES

STREET	FROM	TO	SIDE OF STREET	TIME OF RESTRICTION
Grant Street	Eighteenth Street	Nineteenth Street	East	Any Time
Washington Street	Grimes Lane	Fourth Street	East	Anytime
Thirteenth Street	Fess Avenue	60' West of Fess Avenue	North	Anytime
Thirteenth Street	Fess Avenue	171' East of Fess Avenue	North	Anytime
Woodlawn Avenue	University Street	Third Street	East	Anytime
Rogers Street	Third Street	Thirteenth Street	East	Any Time

SECTION 4. Section 15.32.090, Schedule N, entitled “Limited Parking Zones” shall be amended by changing the word “west” to “east” in reference to parking on Rogers Street between 10th and 11th Street, as follows:

LIMITED PARKING ZONES

STREET	FROM	TO	SIDE OF STREET	Limit
Rogers Street	Tenth Street	Eleventh Street	East	2 Hr. (8)

SECTION 5. Section 15.32.100, Schedule O, “Loading Zones” shall be amended by adding the following:

600 Block of North Madison Street, first space north of Tenth Street on the east side

700 Block of East Thirteenth Street, first space east of Fess Avenue on the north side.

800 Block of East Thirteenth Street, first space east of Park Avenue on the north side.

1400 Block of North Fee Lane, the parking spaces north of Seventeenth Street at the entrance to the IU outdoor pool on the east side.

1600 Block of North Kinser Pike, the parking space south of Gourley Pike on the east side.

SECTION 6. Chapter 15.32 entitled “Parking Controls” shall be amended by adding Section 15.32.186, which shall read as follows:

15.32.186 Motorcycle Parking Restrictions

- (a) For purposes of this section, the term “Class II bicycle parking facility” shall mean a short-term parking facility intended for relatively short duration, as defined by BMC 20.11.020.
- (b) For purposes of this section, “motorcycle” shall mean a motor vehicle with motive power that has a seat or saddle for the use of the rider, is designed to travel on not more than three wheels in contact with the ground and satisfies the operational and equipment specifications described in 49 CFR 571 and I.C. 9-19, as defined by I.C. 9-21-10-7.
- (c) No person shall park a motorcycle or moped on a Class II bicycle parking facility.
- (d) No person shall park a motorcycle or moped in City-owned public parking garages in any space not designated and signed as being reserved for motorcycles or mopeds.
- (e) Any violation of this section is a Class D Traffic Violation and subject to the penalty listed in 15.64.010(d).

SECTION 7. Chapter 15.36 entitled “Reserved Residential On-Street Parking Permits” shall be amended by adding Section 15.36.085, which shall read as follows:

15.36.085 - Temporary visitor parking permit

- (a) Any current resident living in a neighborhood residential zone is eligible to purchase a temporary parking permit, pending availability, upon completing an application form and paying the applicable fee.
- (b) The application form shall contain the name, 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.
- (c) The fee for a temporary parking permit shall be \$11 for one day; \$55 for seven days and \$110 for 14 days. Visitors using a temporary parking permit shall park only within the authorized zone, within one block of the address of the resident.
- (d) Visitors shall hang the temporary visitor parking permit on the rear-view mirror, displaying the permit language facing out.
- (e) If a visitor uses a temporary visitor parking permit in a manner not authorized by this section, the resident who acquired the permit may lose his, her or their parking privileges.
- (f) Temporary visitor parking permits are not transferable and may not be resold or exchanged.

SECTION 8. Chapter 15.40 entitled “Municipal Parking Lots, Garages and On-Street Metered Parking shall be amended by adding Section 15.40.019, which shall read as follows:

15.40.019 - Garage parking space reserved for electric vehicles

- (a) An electric vehicle is a vehicle propelled by an electric motor (or motors) powered by rechargeable battery packs.
- (b) Any parking space designated for electric vehicles may be used only by an electric vehicle that is being charged in that parking space.
- (c) Any violation of this section is a Class H Traffic Violation and subject to the penalty listed in Section 15.64.010(i).

SECTION 9. Section 15.40.010, Schedule U, “On-Street Metered Parking Locations and Maximum Hourly Rate,” shall be amended by adding the following locations:

Block Face	Maximum Rate
600 N. Walnut Grove Street	\$1.00
900 E. Cottage Grove Ave.	\$1.00
1000 E. Cottage Grove Ave.	\$1.00

SECTION 10. Section 15.24.020, Schedule I, entitled “Increased or decreased speed limits” shall be amended by removing the following:

INCREASED OR DECREASED SPEED LIMITS

STREET	FROM	TO	Posted Speed
College Avenue	Dodds Street	Second Street	30 MPH
College Avenue	Seventh Street	45/46 Bypass	30 MPH
Tenth Street	Morton Street	45/46 Bypass	30 MPH
Walnut Street	45/46 Bypass	Blue Ridge Drive	40 MPH
Walnut Street	Seventh Street	45/46 Bypass	30 MPH

SECTION 11. Section 15.24.020, Schedule I, entitled “Increased or decreased speed limits” shall be amended by changing the word “Second Street” to “Dodds Street” in reference to speed limits on Walnut Street from Pinewood Drive to Dodds Street, as follows:

INCREASED OR DECREASED SPEED LIMITS

STREET	FROM	TO	Posted Speed
Walnut Street	Pinewood Drive	Dodds Street	30 MPH

SECTION 12. Section 15.12.010, Schedule B, entitled “Multi-Stop Intersections” shall be amended by adding the following:

MULTI-STOP INTERSECTIONS

Eleventh Street & Fairview Street (East of railroad tracks)	3-Way
--	-------

SECTION 13. Section 15.12.010, Schedule B, entitled “Multi-Stop Intersections” shall be amended by removing the following:

MULTI-STOP INTERSECTIONS

Country Club Drive, Rockport Road & Tapp Road	4-Way
---	-------

SECTION 14. Section 15.12.030, Schedule D(1), entitled “Signalized Intersections” shall be amended by adding the following:

SIGNALIZED INTERSECTIONS

Tapp Road/Country Club Drive	Rockport Road
------------------------------	---------------

SECTION 15. Section 15.16.010, Schedule E, entitled “One-Way Street” shall be amended by removing the following:

ONE-WAY STREETS

STREET	FROM	TO	Direction of Travel
Lindbergh Drive	17 th Street	70' South of 17 th Street	South

SECTION 16. If any section, sentence or provision of this ordinance, or application thereof to any person or circumstances shall be declared invalid, such invalidity shall not affect any of the other sections, sentences, provisions or application 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 17. This ordinance shall be in effect after its passage by the Common Council and approval of the Mayor, any required publication, and, as necessary, other promulgation in accordance with the law.

PASSED 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 _____, 2020.

NICOLE BOLDEN, Clerk
City of Bloomington

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

JOHN HAMILTON, Mayor
City of Bloomington

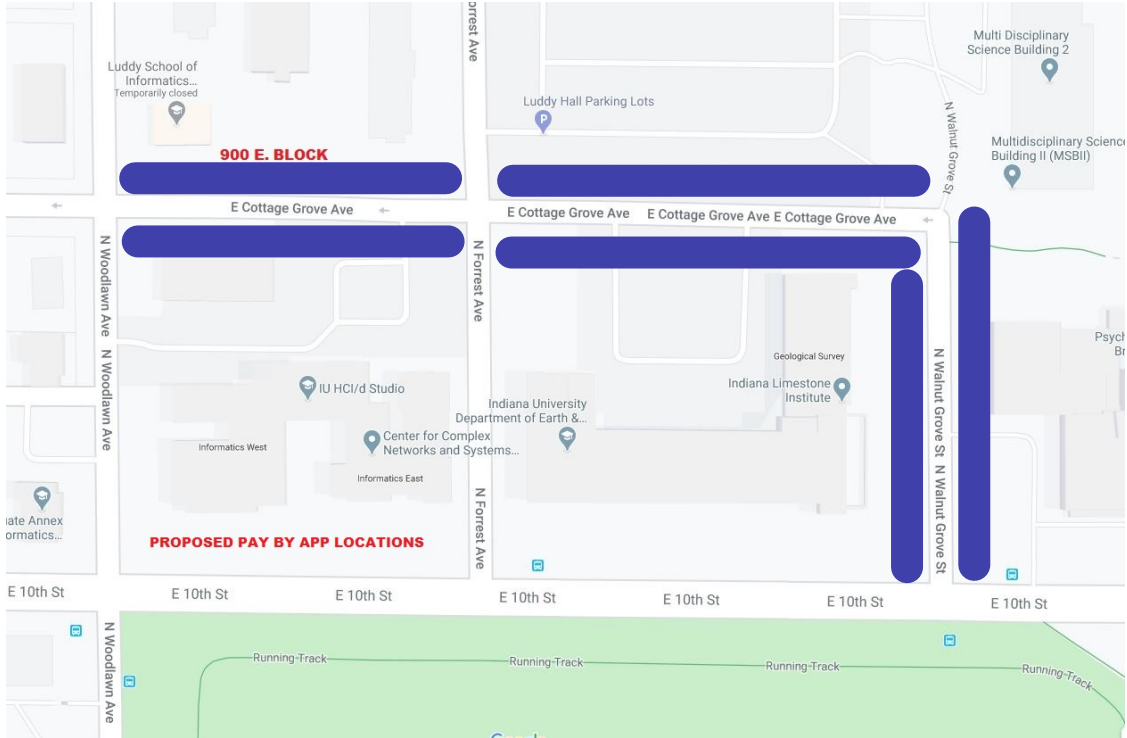
SYNOPSIS

This Ordinance amends Title 15, “Vehicles and Traffic,” of the Bloomington Municipal Code and comes forth at the request of City staff and the Traffic Commission. The ordinance makes the following changes.

- It changes all references to Trades Street or Trades St. To Maker Way.
- It adds new no parking zones in several areas including the following: on Grant Street between 18th & 19th, on 18th Street between Grant and Lincoln, on 15th Street near Indiana, 1st on Howe St between Patterson St and Ronsen Street, 2nd on Smith Ave. between Rogers Street and Jackson Street, and on Washington Street between 19th and 20th. It also limits parking to one side of some streets in the Parking Zone 6 in areas that cannot support parking on both sides of the street.
- It moves current limited parking zones on Rogers Street Between 10th Street and 11th Street from the west side of Rogers to the east side of Rogers.
- It creates several new loading zones.
- It prohibits motorcycles and mopeds from parking in areas intended for bicycles.
- It allows only electric vehicles to park in city garage spaces designated for electric vehicles.
- It creates a new temporary visitor parking permit program for on-street parking in residential neighborhood parking zones.
- It adds a new pay by phone zone via pay-by-mobile app "Parkmobile" in three block faces.
- It adds and changes the Multi-Stop Intersections in some locations.
- It adds On-Street Metered Parking in three locations.
- It adds and changes the Multi-Stop Intersections in some locations.
- It adds one Signalized Intersections.
- It removes One-Way Street in one locations.
- It also removes redundancies created when Ordinance 18-26 added codifications without deleting as necessary.

New pay by phone zone:

- On North Walnut Grove Street from E. 10th Street to E. Cottage Grove Avenue; and
 - On E. Cottage Grove Avenue from N. Walnut Grove Street to N. Woodlawn Avenue.
- (Monday through Saturday from 8:00 am to 9:00 pm)



New No Parking Zones in Zone 6:
 -the west side of N. Washington Street from E. 14th St. to E. 16 St.;
 -the west side of N. Grant from E. 15th St. to E. 16th St.;
 -the east side of N. Grant from E. 16th to E. 17th St.; and
 -the north side of E. 13 St. from N. Dunn to N. Indiana.

Residential Neighborhood Parking Zone 6

(Effective 8/15/2019)

Permit Zone

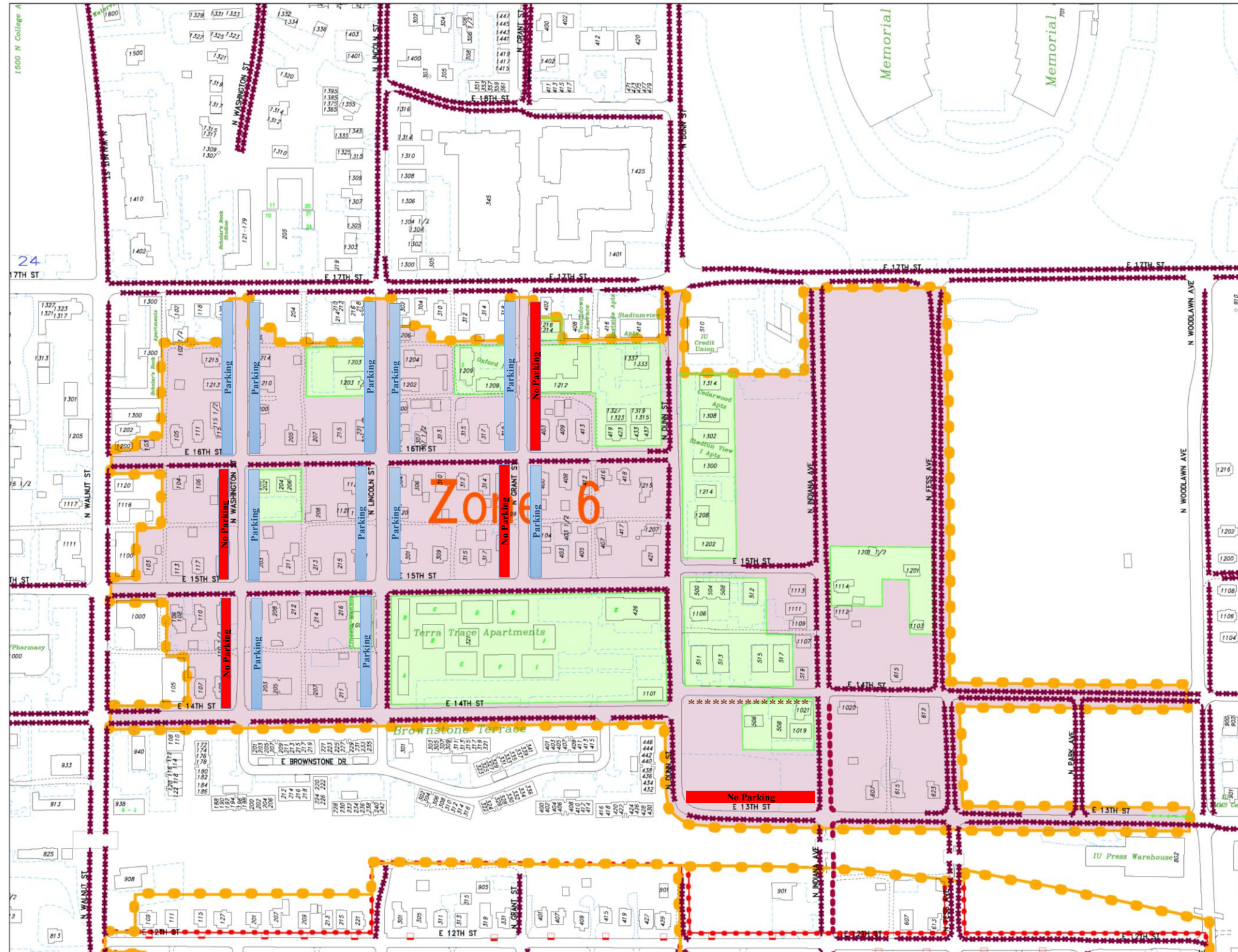
Qualifying Area

Excluded Area

- Legend**
- Residential Neighborhood Parking Permit Zone Boundary
 - Downtown Parking Meter Zone Boundary
 - No Parking Any Time
 - No Parking Posted Times
 - Metered Parking Within Zone
 - Time Restricted Parking
 - Combination Parking Zone
 - Visitor Permit Only
 - Zone Sign Location
 - City Public Parking Facilities



Geographic Information System
 Scale: 1" = 150'
 May 9, 2019



New No Parking Zones:

On the east side of Fess Avenue from E. Brenda Lane to 60' north of E. Brenda Lane.



The above map and photo show Fess Avenue from E. Brenda Lane to E. Grimes Lane with the proposal to restrict parking on the east side of Fess Avenue from E. Brenda Lane to 60' north of E. Brenda Lane due to concerns for emergency vehicle access.

--New No Parking Zones:

On the East side of Woodlawn Avenue from 2nd Street to 3rd Street;

On the West side of Woodlawn Avenue from University Street to 2nd Street

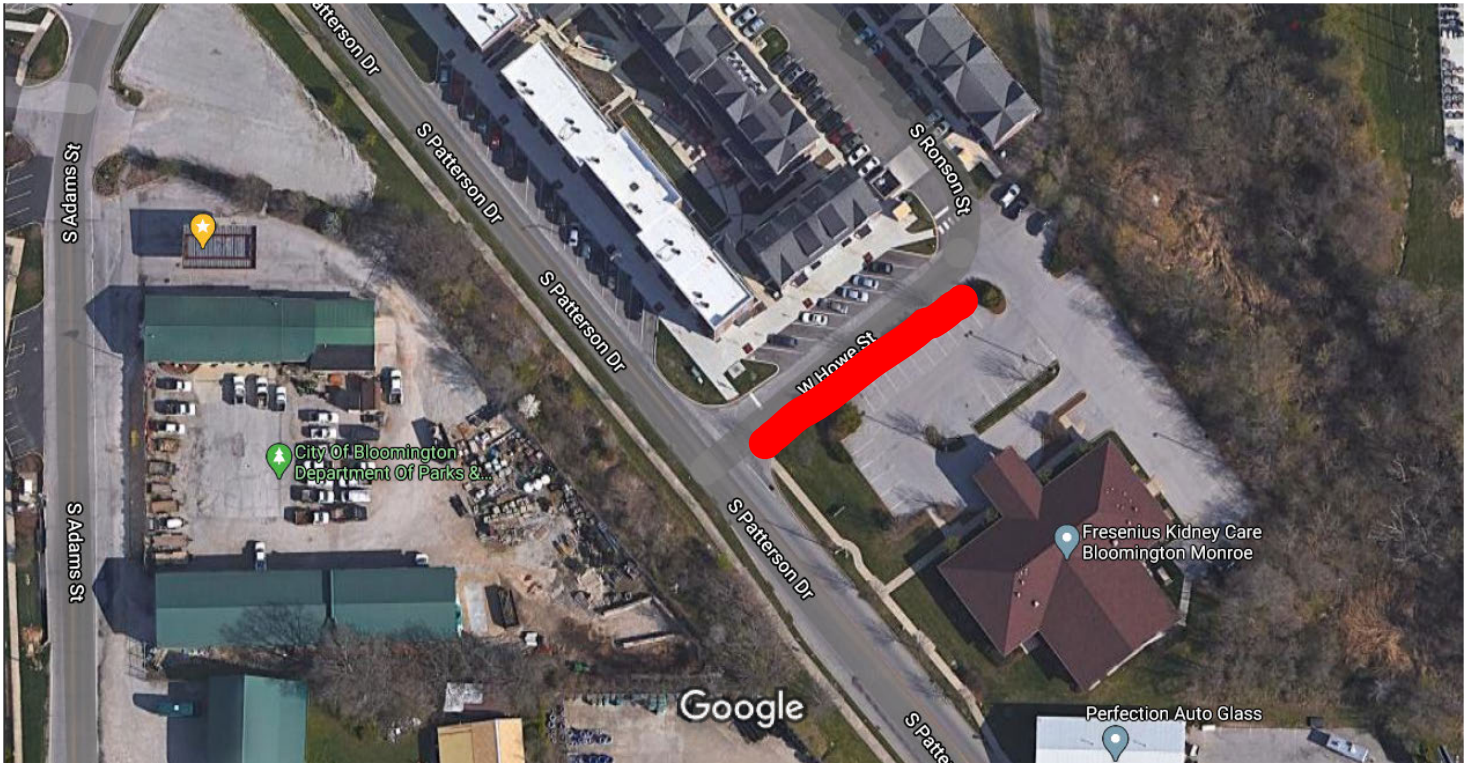
--Removing No Parking Zones:

On East side of Woodlawn Avenue from University Street to Street



New No Parking Zones:

On the south side of West Howe from S. Patterson to South Ronson



Imagery ©2020 IndianaMap Framework Data, Maxar Technologies, Map data ©2020 50 ft

New No Parking Zones:

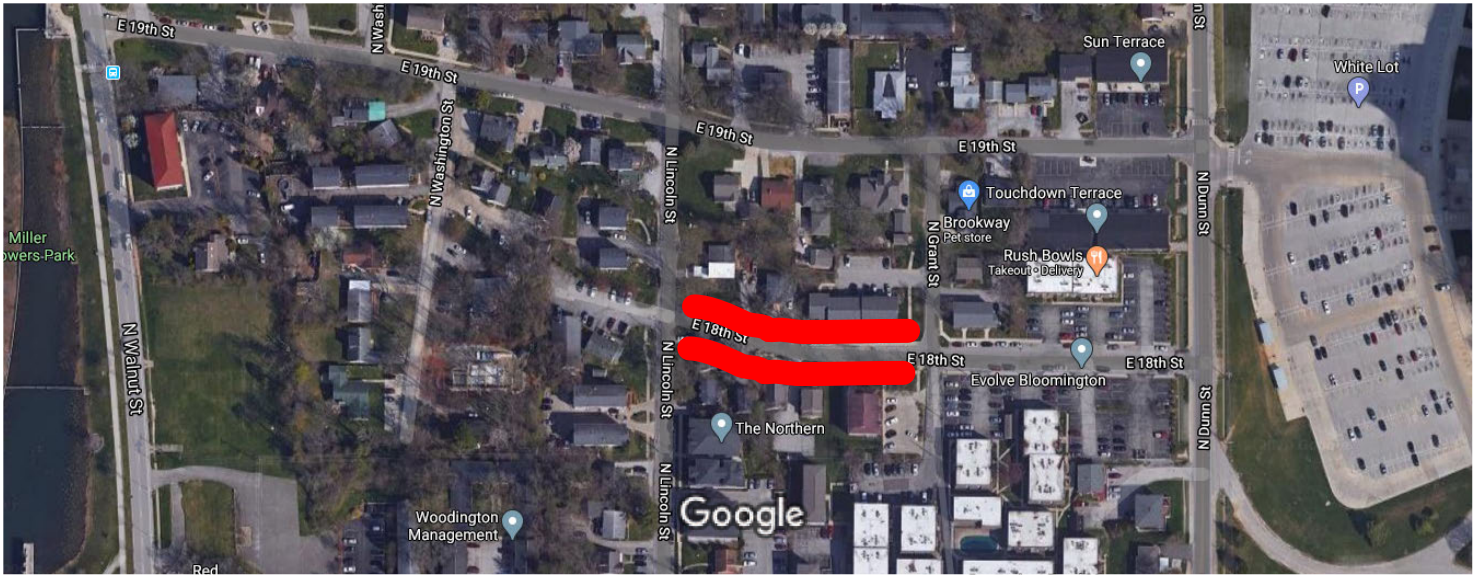
On the east side of Washington from 19th St. to 20th St.



Imagery ©2020 IndianaMap Framework Data, Maxar Technologies, Map data ©2020 50 ft



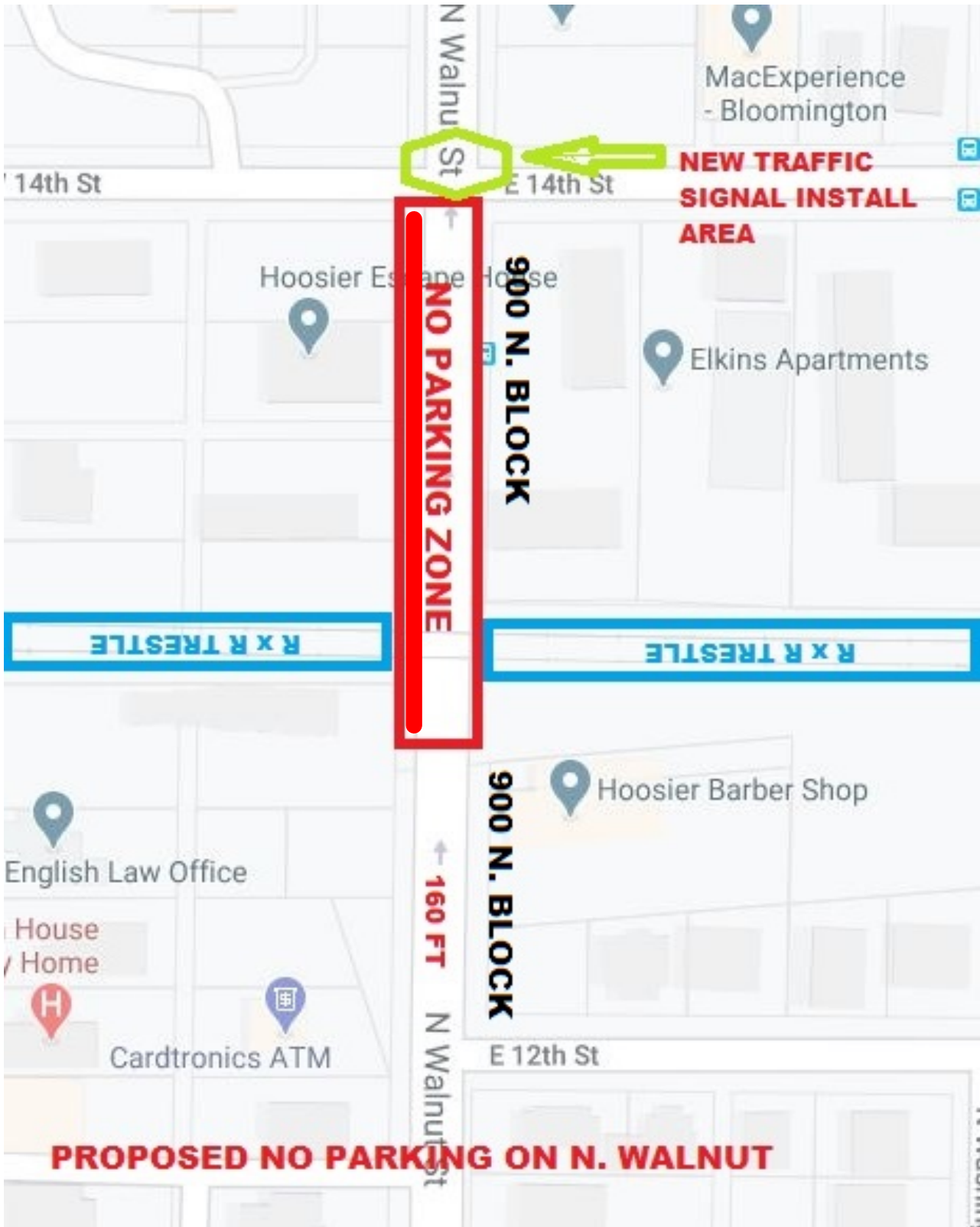
New No Parking Zones:
On both sides of 18th St. from Grant to Lincoln Street



Imagery ©2020 IndianaMap Framework Data, Maxar Technologies, USDA Farm Service Agency, Map data ©2020 100 ft

New No Parking Zones:

On North Walnut St. under the bridge (on the west side of N. Walnut Street from 160 feet north of 12th Street to 14th Street).

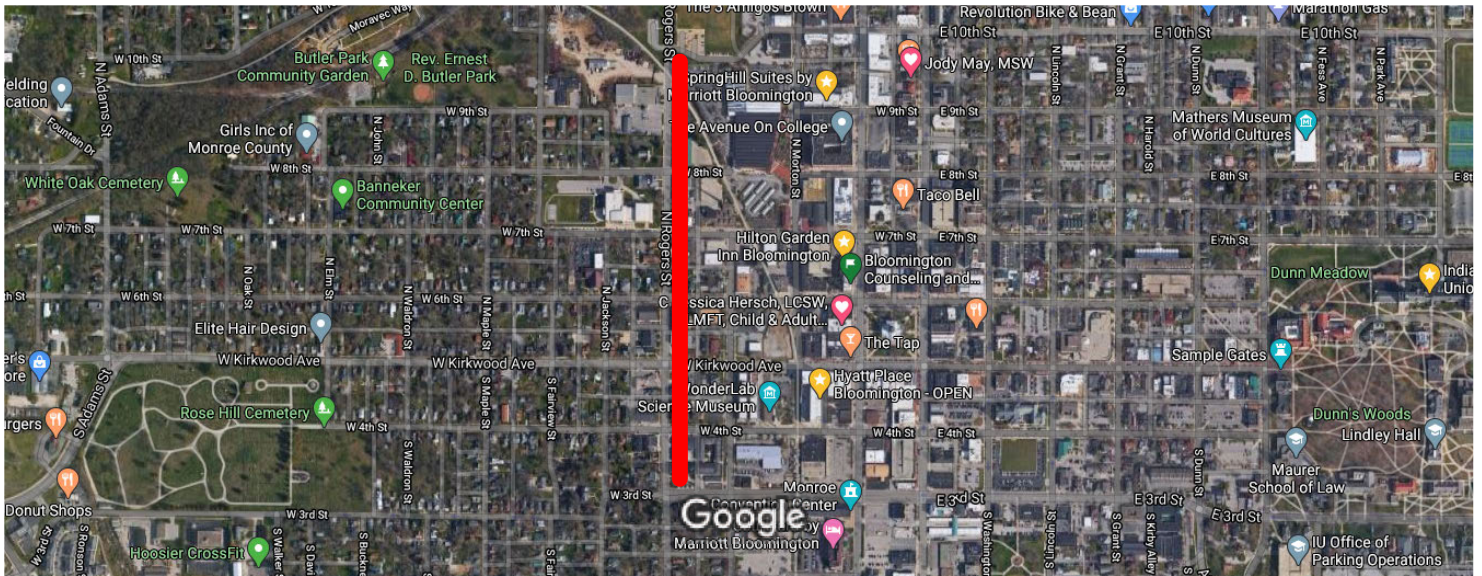




New No Parking Zones:

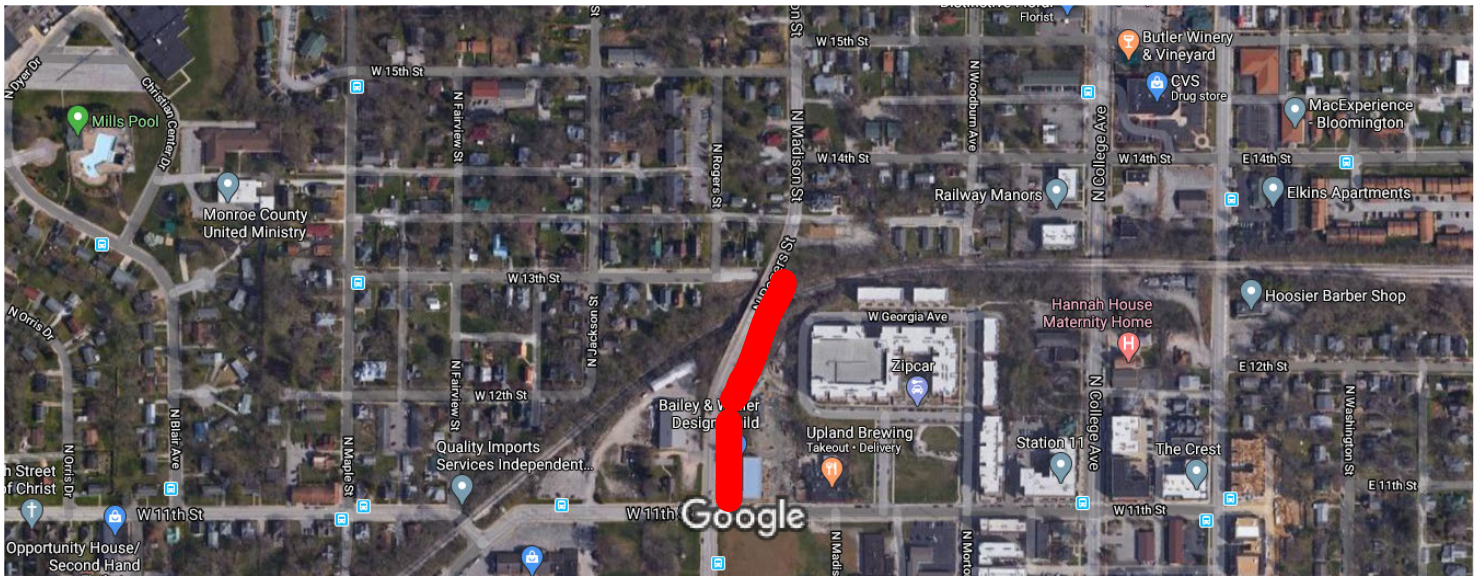
On East side of Rogers Street from 3rd Street to 10th Street

(to remove redundancies created when ordinance 18-26 added codifications without deleting as necessary)



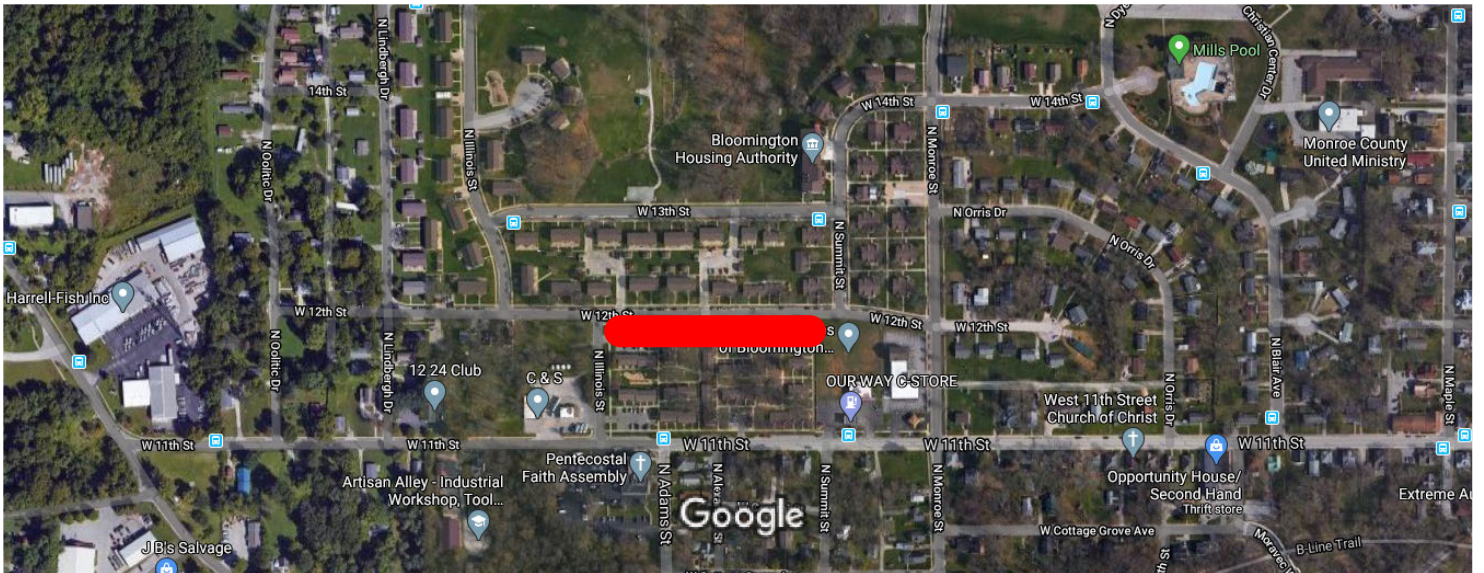
Imagery ©2020 IndianaMap Framework Data, Maxar Technologies, USDA Farm Service Agency, Map data ©2020 500 ft

New No Parking Zones:
On East side of Rogers Street from 11th Street to 13th Street



Imagery ©2020 IndianaMap Framework Data, Maxar Technologies, USDA Farm Service Agency, Map data ©2020 200 ft

New No Parking Zones:
On South side of 12th Street from Illinois Street to Summit Street



Imagery ©2020 IndianaMap Framework Data, Maxar Technologies, USDA Farm Service Agency, Map data ©2020 200 ft

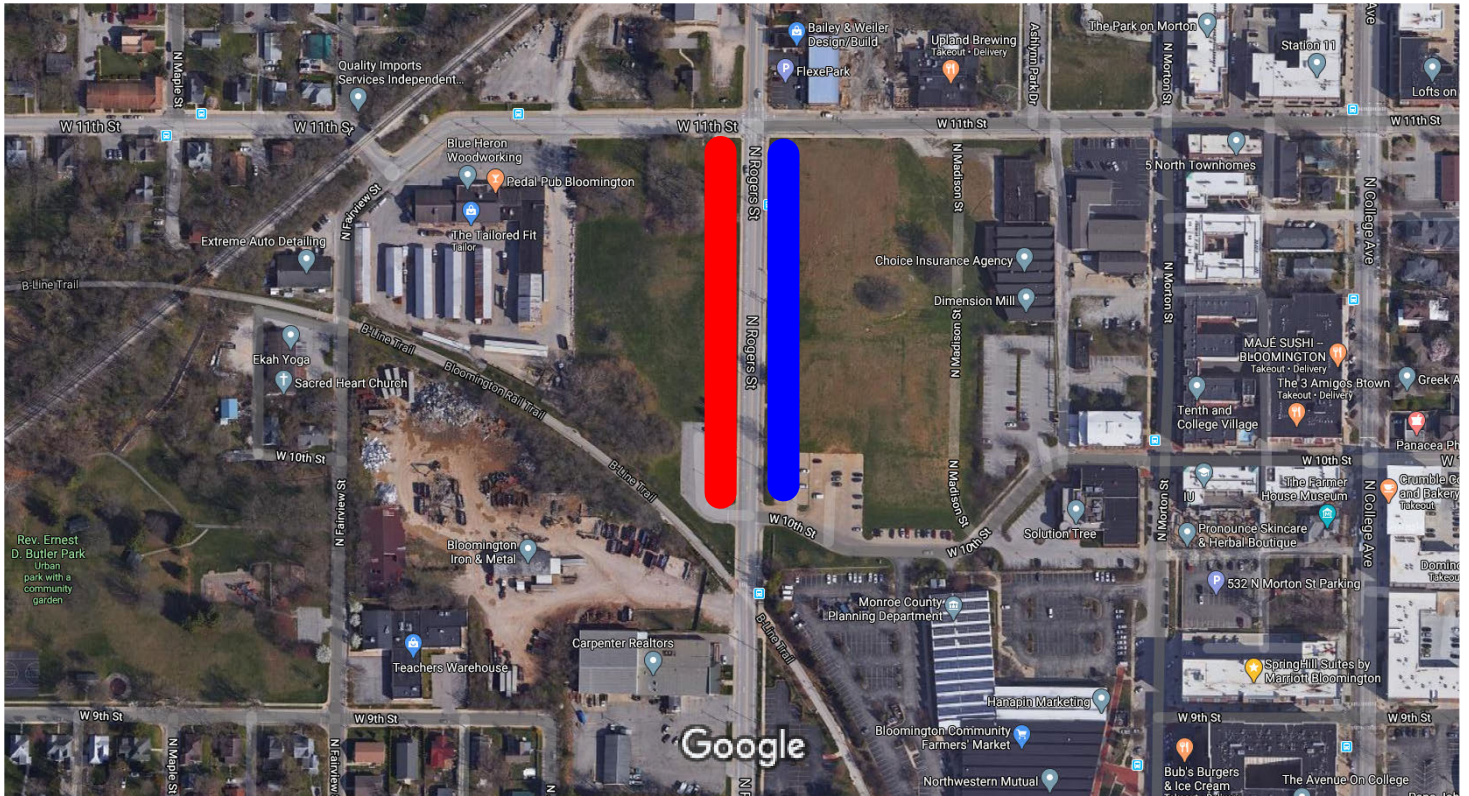


--New No Parking Zones:

On the west side of N Rogers Street between W 10th Street and W 11th Street.

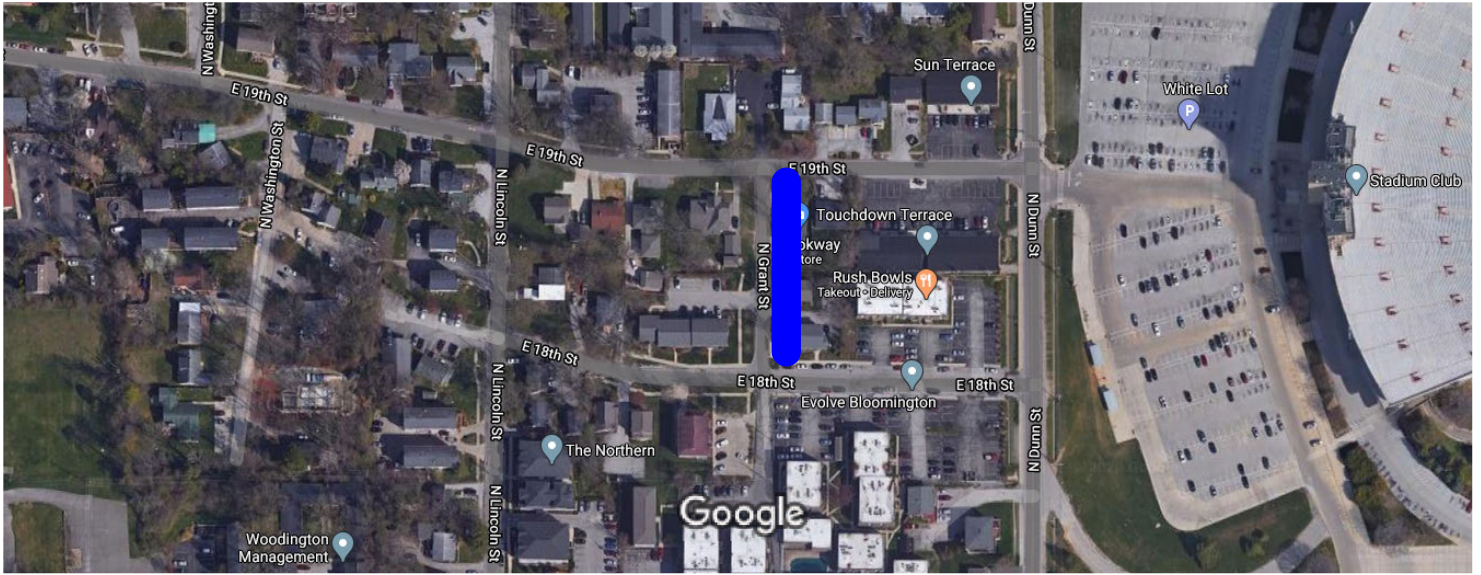
--Limited 2 hour parking will be allowed, via signage:

On the east side of N Rogers Street between W 10th Street and W 11th Street.



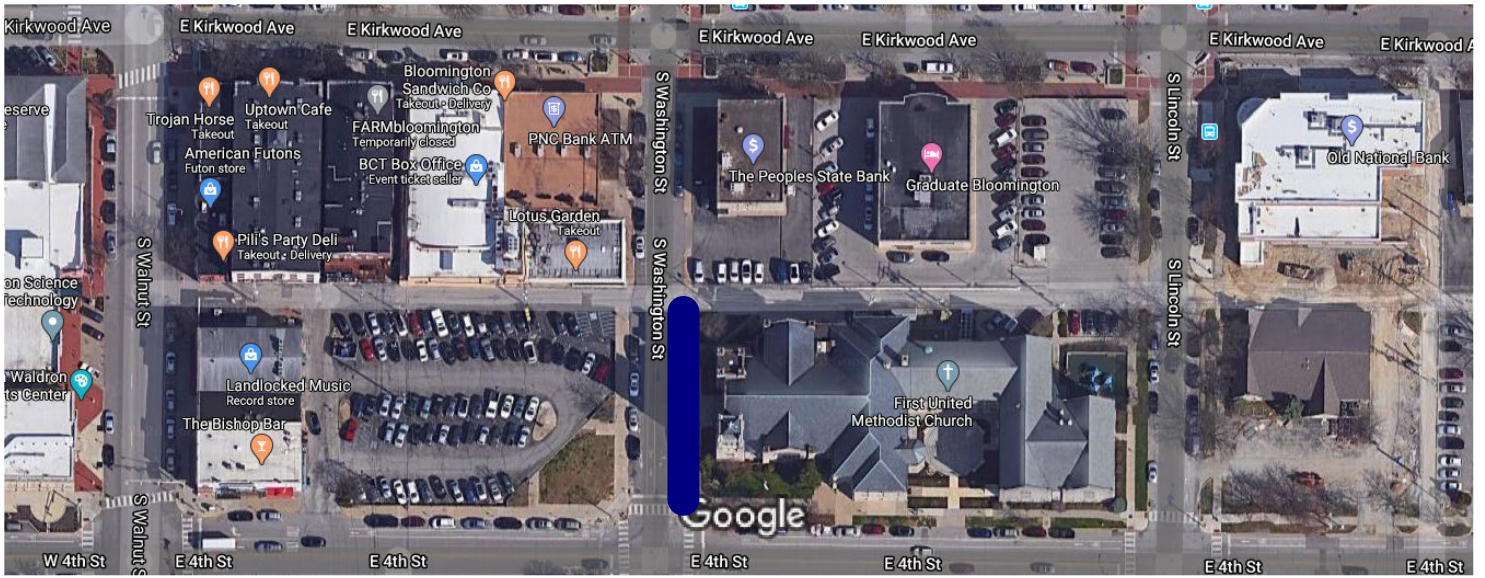
Imagery ©2020 IndianaMap Framework Data, Maxar Technologies, USDA Farm Service Agency, Map data ©2020 100 ft

Removing No Parking Zones:
On East side of Grant Street from 18th Street to 19th Street



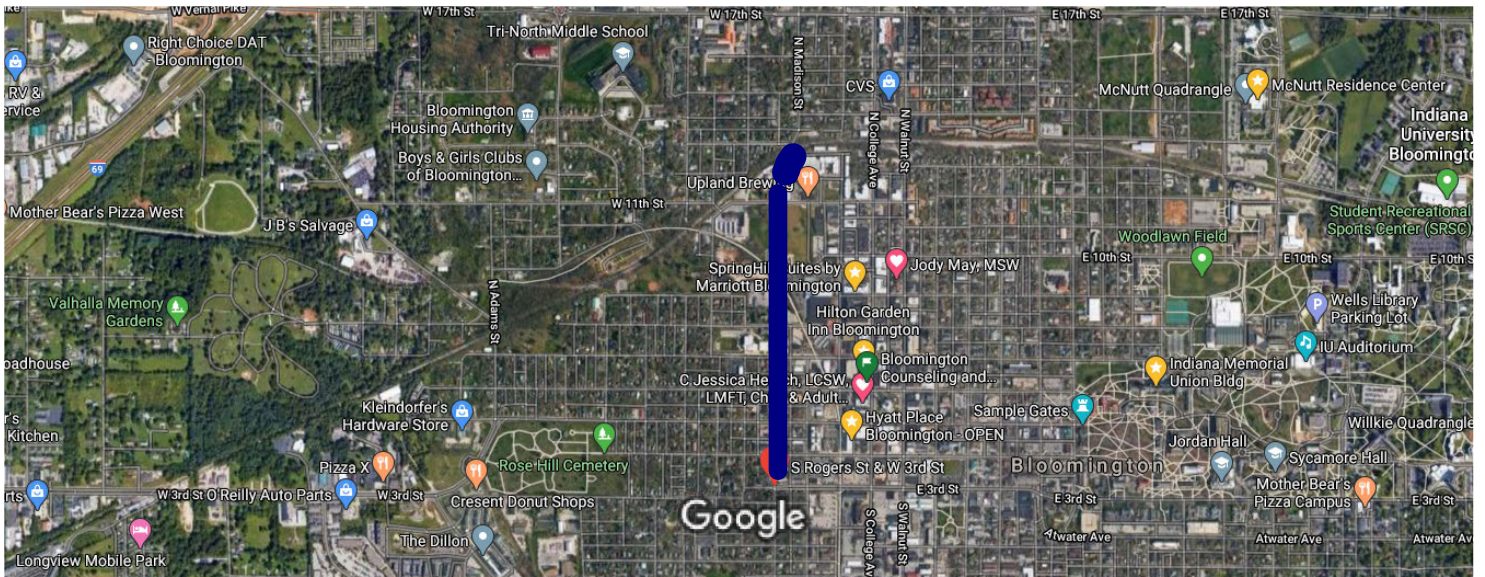
Imagery ©2020 IndianaMap Framework Data, Maxar Technologies, USDA Farm Service Agency, Map data ©2020 100 ft

Removing No Parking Zones:
On East side of Washington Street from Grimes Lane to 4th Street



Imagery ©2020 IndianaMap Framework Data, Maxar Technologies, Map data ©2020 50 ft

Removing No Parking Zones:
On East side of Rogers Street from 3rd Street to 13th Street



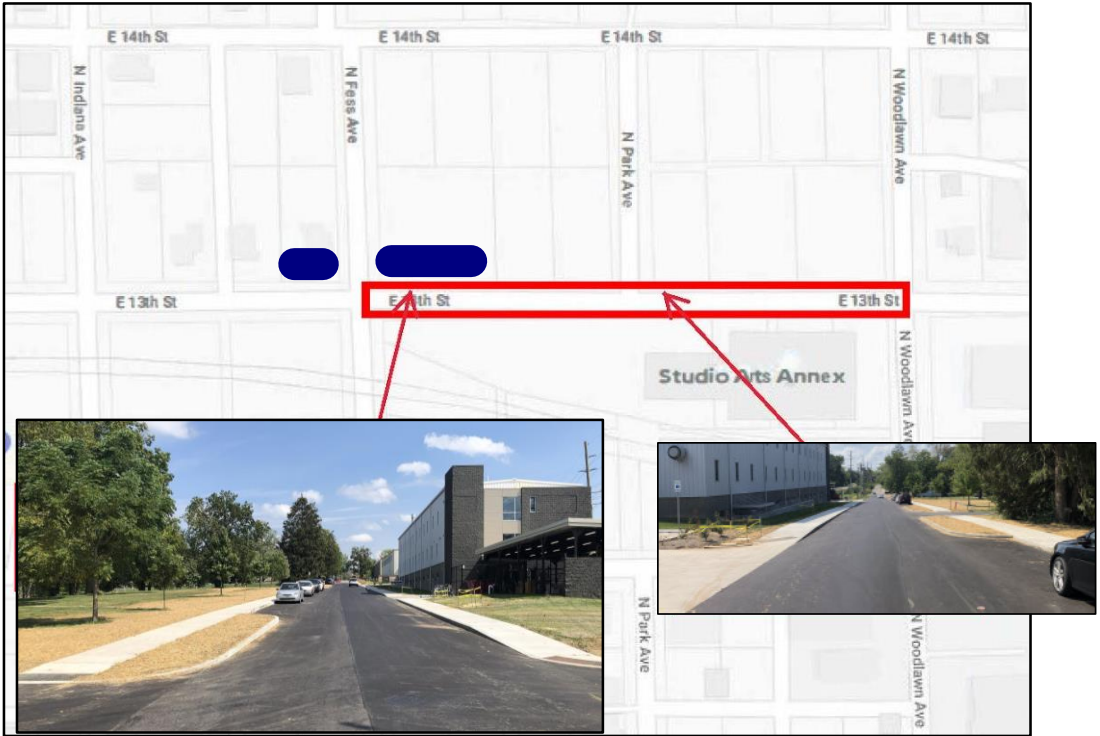
Imagery ©2020 IndianaMap Framework Data, Maxar Technologies, USDA Farm Service Agency, Map data ©2020 1000 ft

Removing No Parking Zones:

On North side of 13th Street from Fess Avenue to 171' East of Fess Avenue;

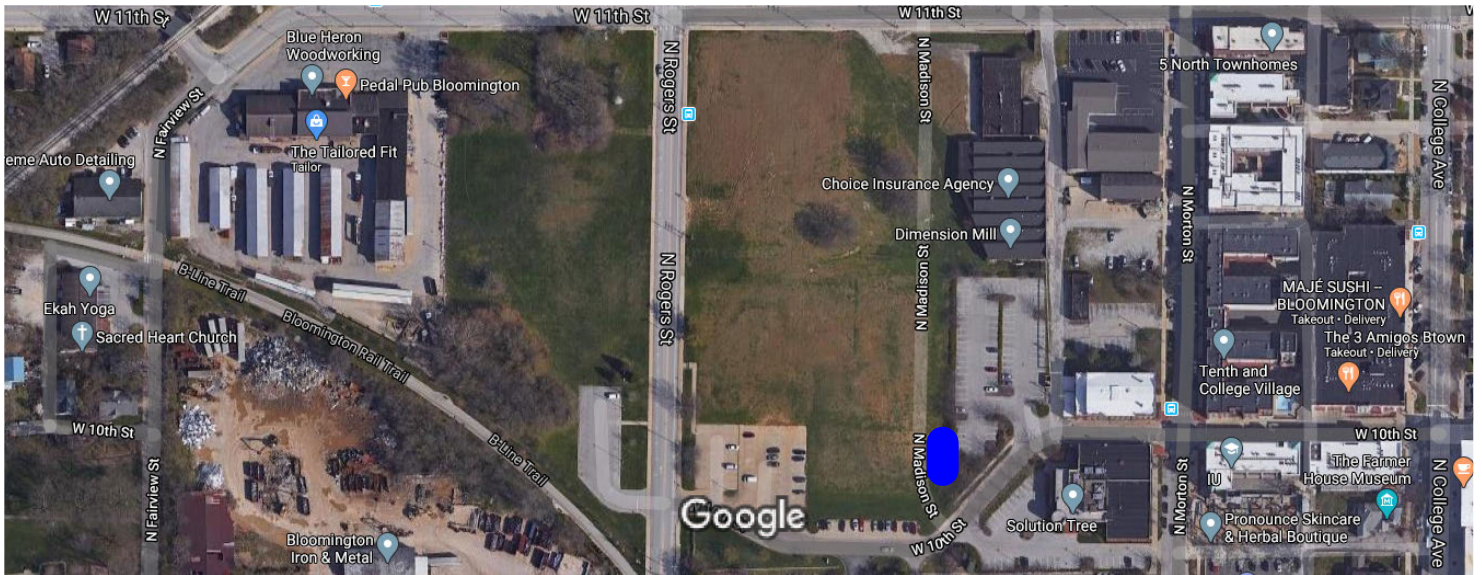
On North side of 13th Street from Fess Avenue to 60' West of Fess Avenue

(The neighborhood parking permit zone 6 will still be in effect for this area. Recent construction by IU provides space for on-street parking in this area, but current code includes some No Parking restrictions in the area.)



New Loading Zones:

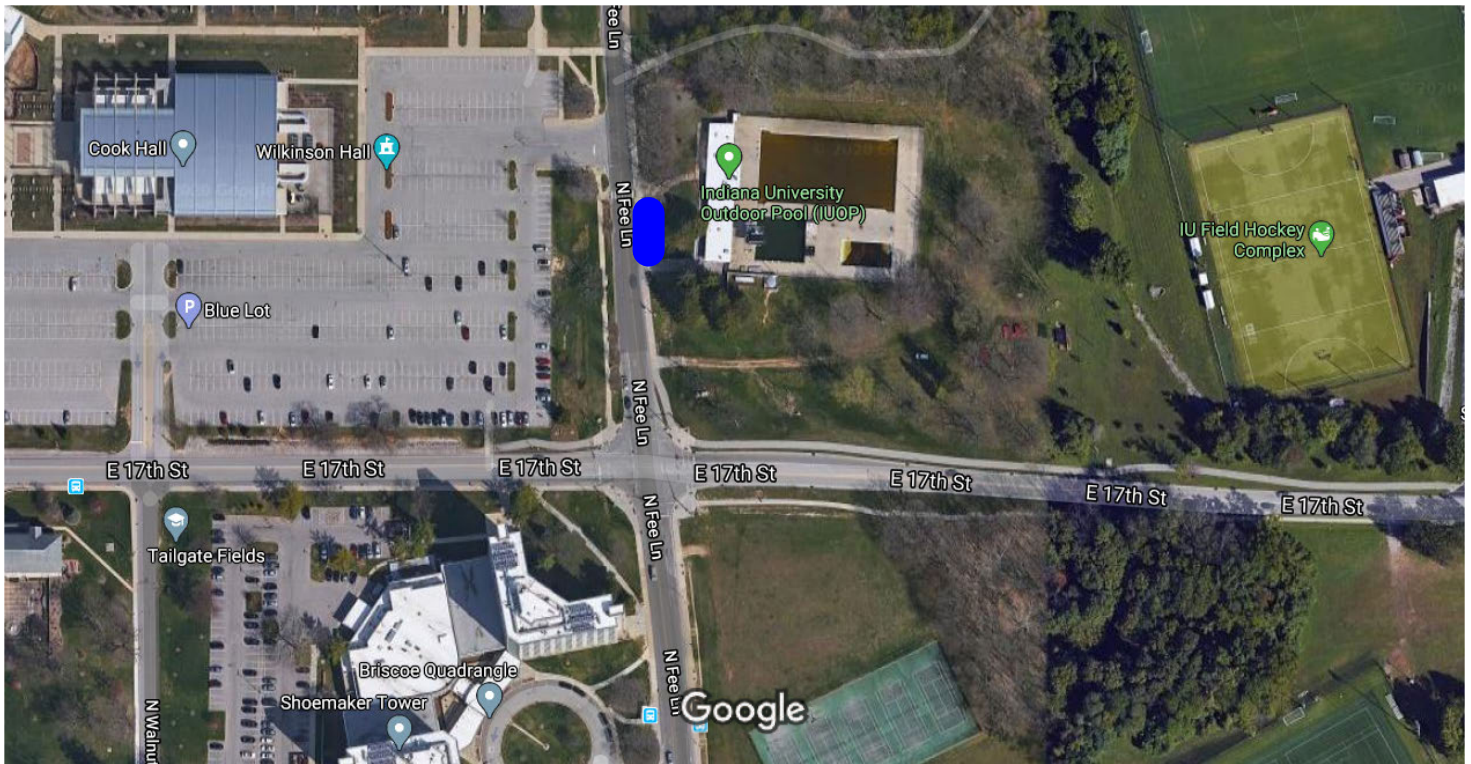
600 Block of North Madison Street, first space north of 10th Street on the east side



Imagery ©2020 IndianaMap Framework Data, Maxar Technologies, USDA Farm Service Agency, Map data ©2020 100 ft

New Loading Zones:

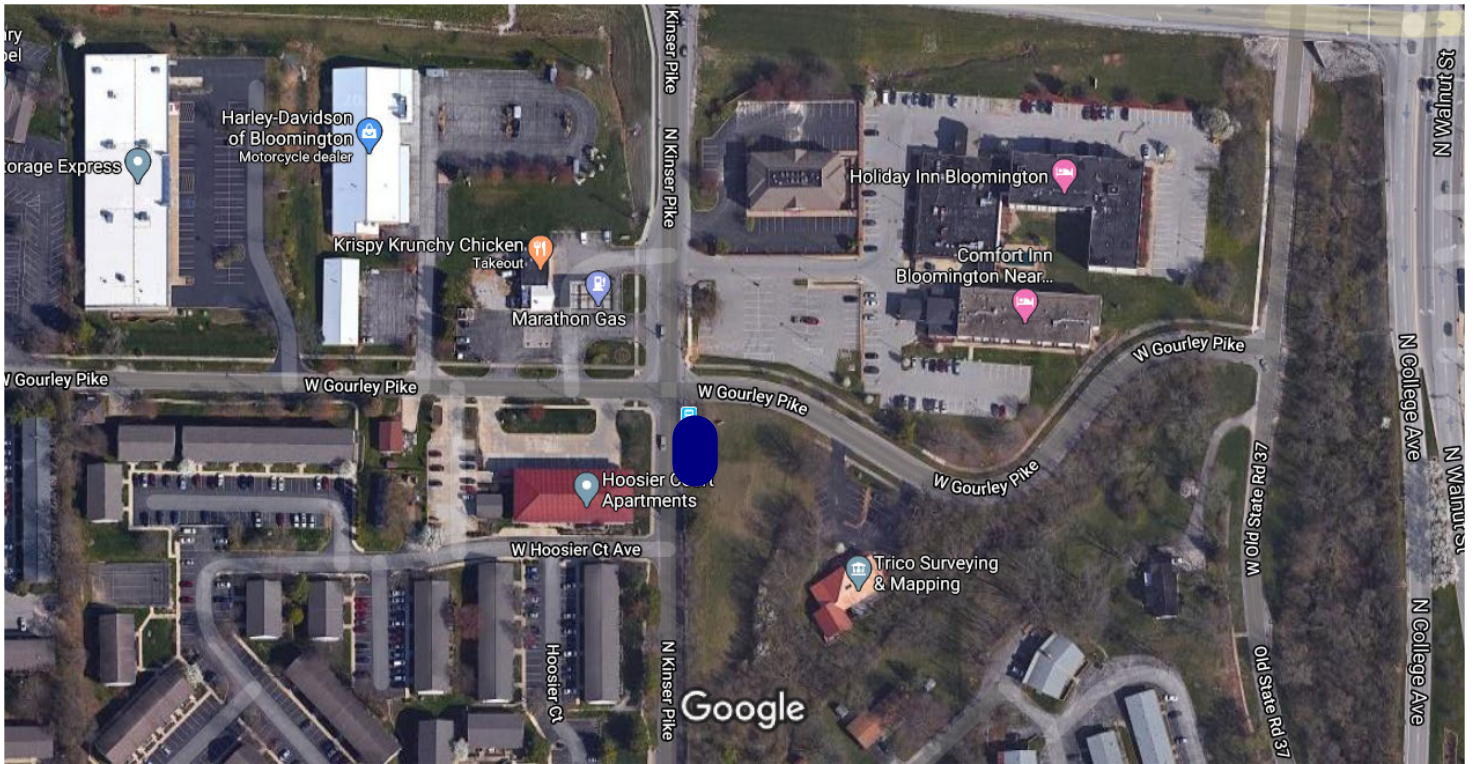
1400 Block of North Fee Lane, the parking spaces north of 17th Street at the entrance to the IU outdoor pool on the east side



Imagery ©2020 IndianaMap Framework Data, Maxar Technologies, USDA Farm Service Agency, Map data ©2020 100 ft

New Loading Zones:

1600 Block of North Kinser Pike, the parking space south of Gourley Pike on the east side



Imagery ©2020 IndianaMap Framework Data, Maxar Technologies, USDA Farm Service Agency, Map data ©2020 100 ft

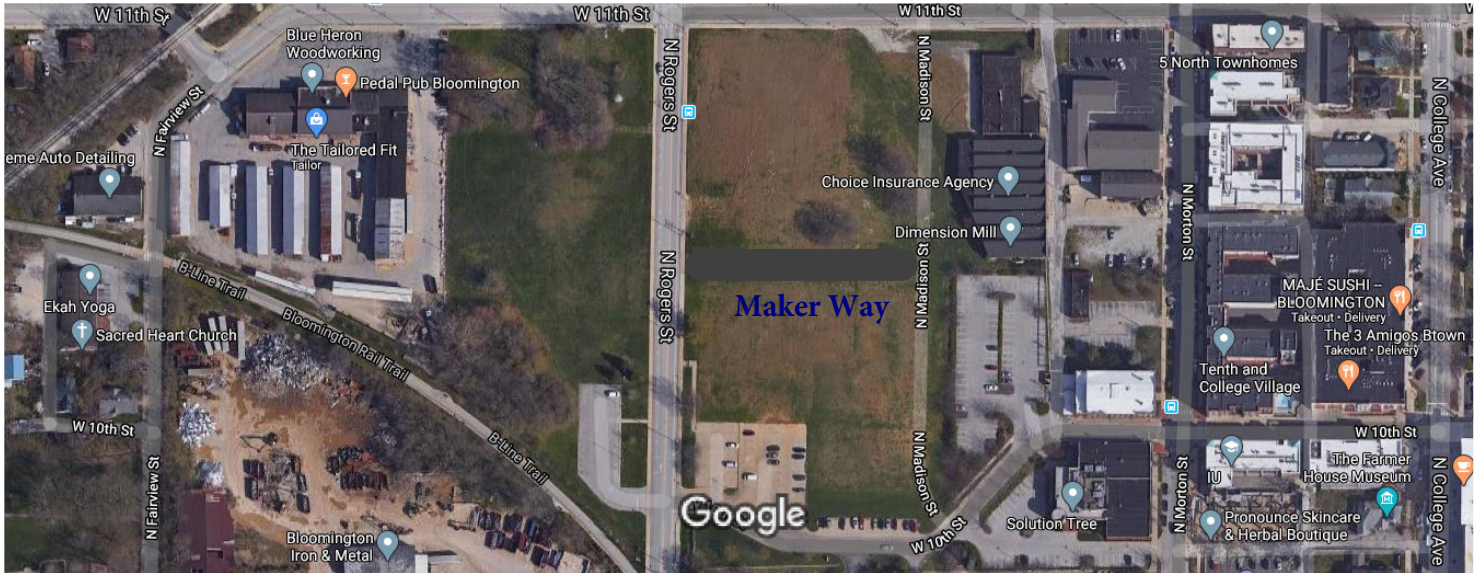
New loading zones:

700 Block of East Thirteenth Street, first space east of Fess Avenue on the north side.; and
800 Block of East Thirteenth Street, first space east of Park Avenue on the north side.



The above map and photo from September 2019 show E. 13th Street between Woodlawn Ave. and N Fess Ave. with approximate loading zones spots

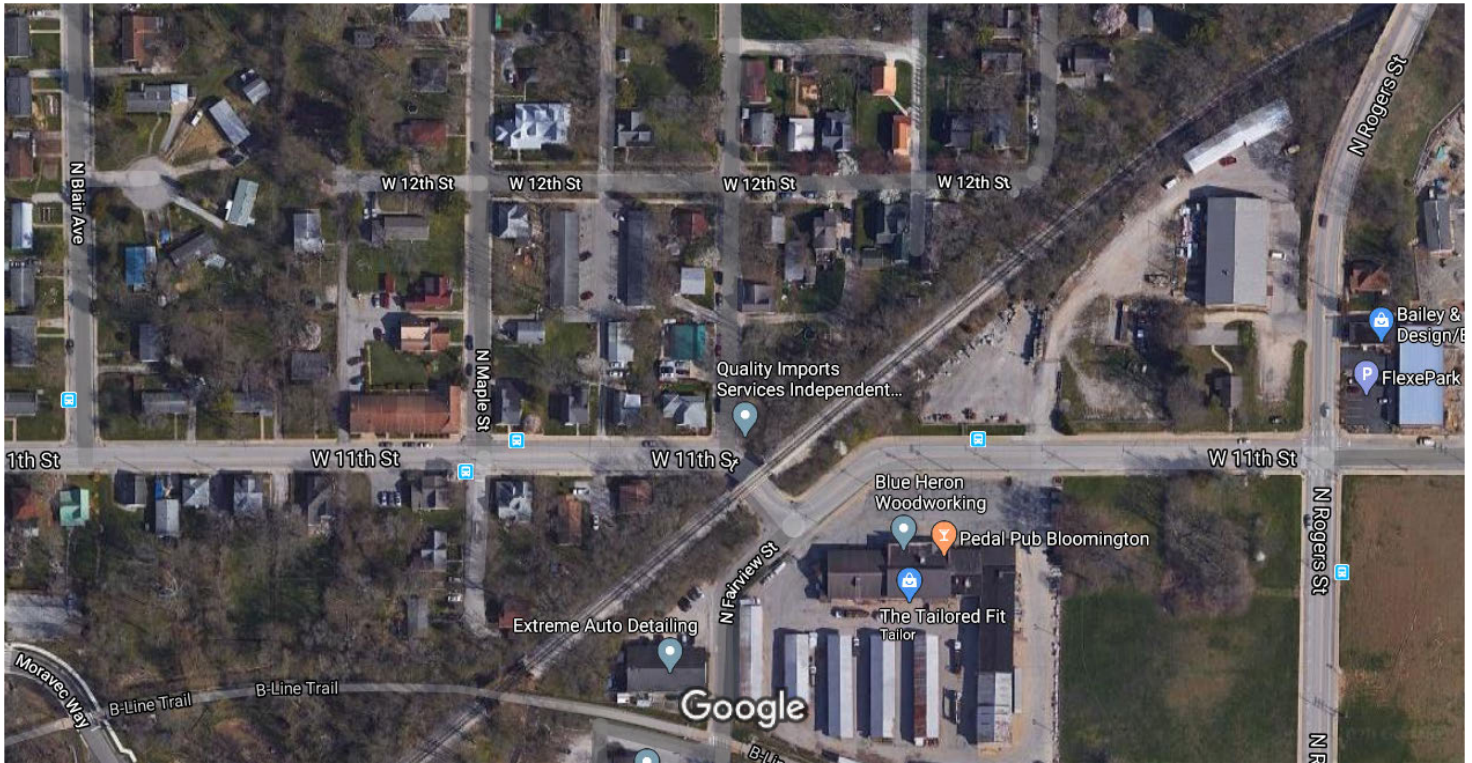
New name for Trades Street: Maker Way



Imagery ©2020 IndianaMap Framework Data, Maxar Technologies, USDA Farm Service Agency, Map data ©2020 100 ft

Amending Multi-Stop Intersections and Signalized Intersections:

--Adding a new 3-Way stop intersection at 11th Street & Fairview Street (East of railroad tracks) intersection

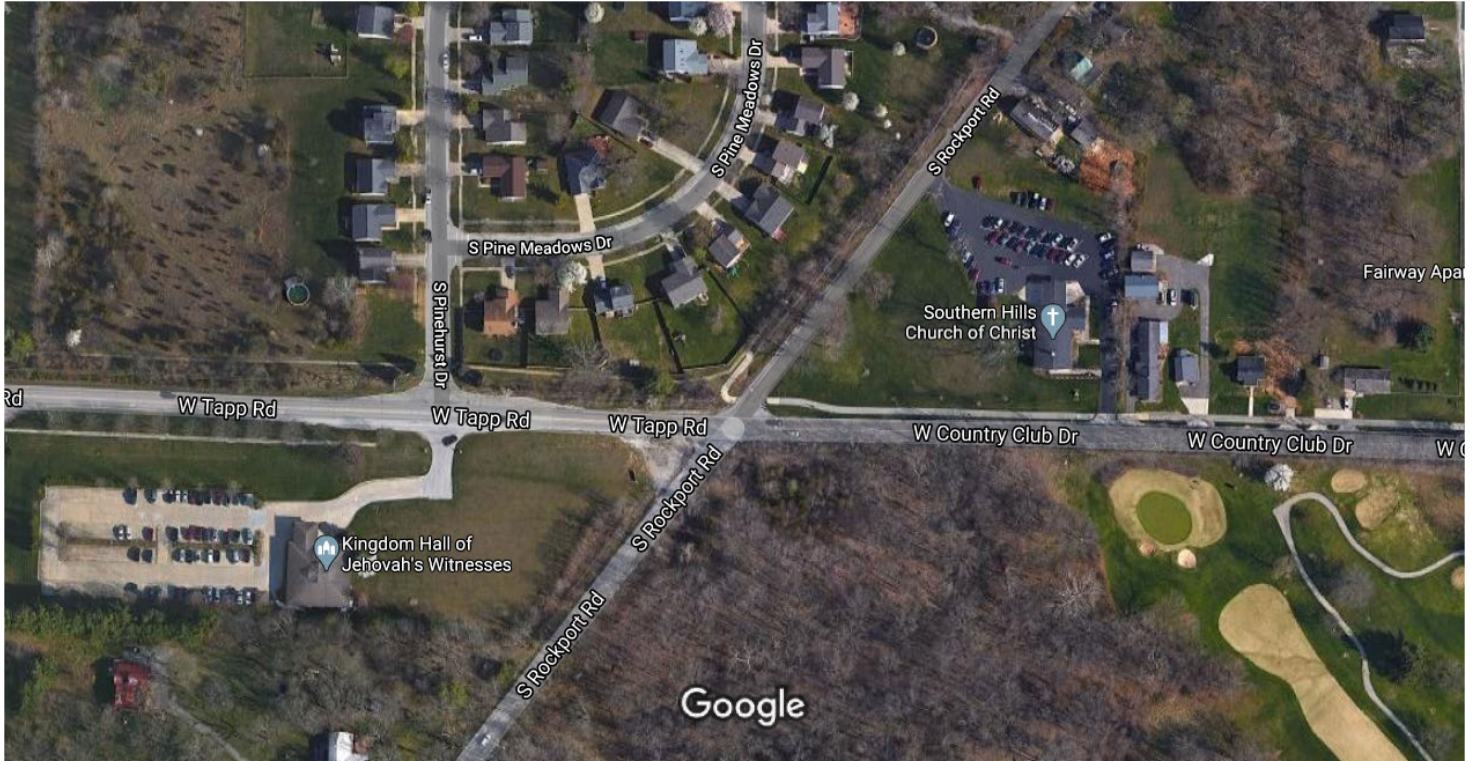


Imagery ©2020 IndianaMap Framework Data, Maxar Technologies, USDA Farm Service Agency, Map data ©2020 100 ft

Amending Multi-Stop Intersections and Signalized Intersections

--Removing the 4-Way stop intersection at Country Club Drive, Rockport Road & Tapp Road intersection

--Adding a signalized intersection at Tapp Road/Country Club Drive Rockport Road intersection

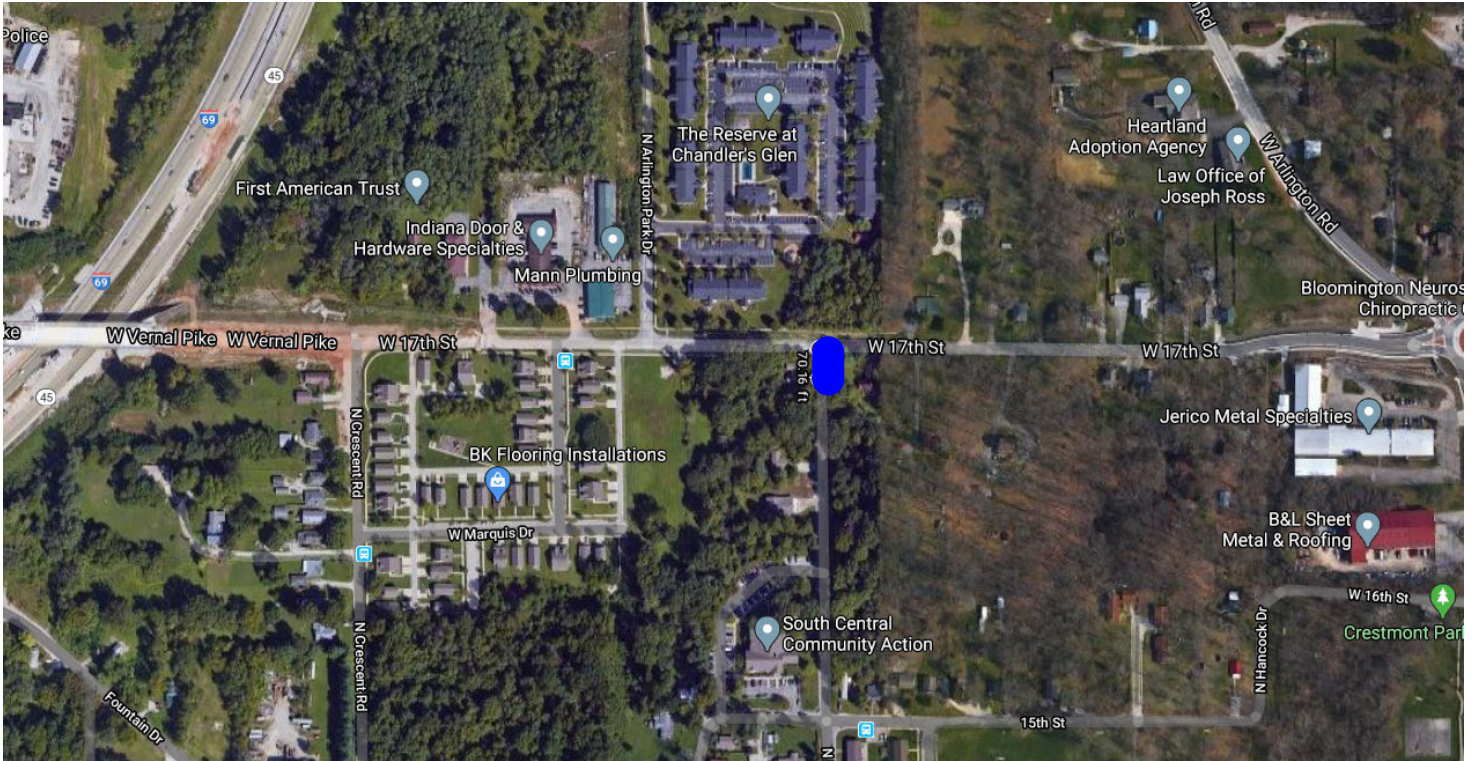


Imagery ©2020 IndianaMap Framework Data, Maxar Technologies, USDA Farm Service Agency, Map data ©2020 100 ft

Removing One-Way Street:

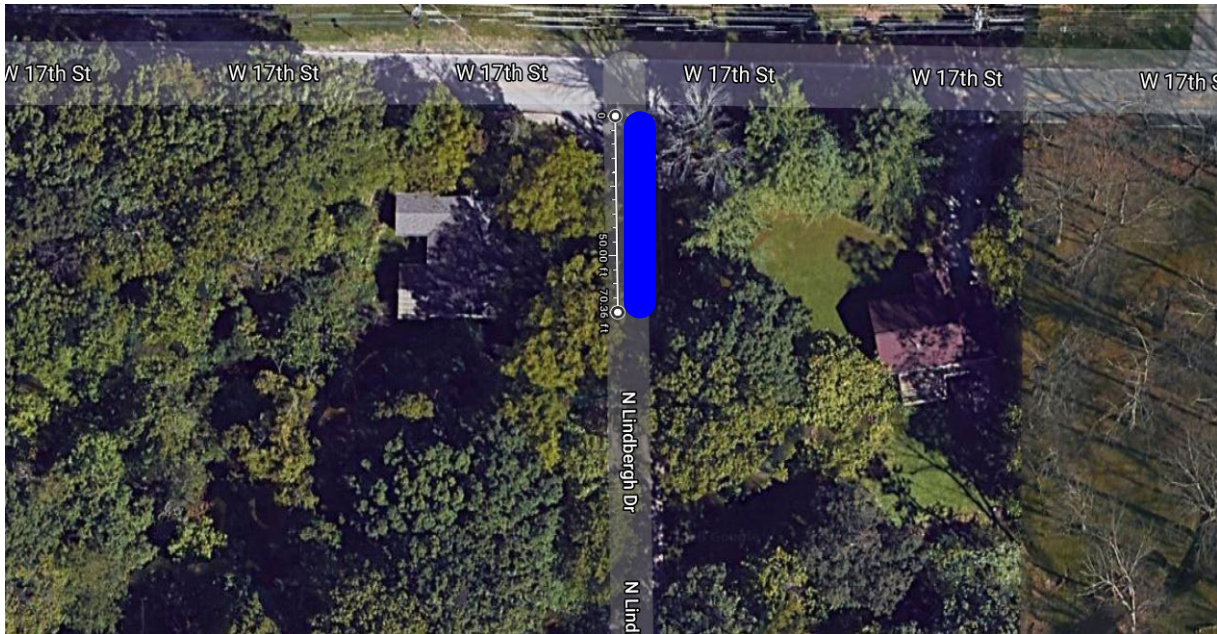


On Lindbergh Drive from 17 th Street to 70' South of 17 th Street, South direction of travel



Imagery ©2020 IndianaMap Framework Data, Maxar Technologies, USDA Farm Service Agency, Map data ©2020 200 ft

Measure distance
Total distance: 70.16 ft (21.39 m)



Imagery ©2020 IndianaMap Framework Data, Map data ©2020 20 ft

Measure distance
Total distance: 70.36 ft (21.45 m)

MEMO

Date: July 16, 2020

To: Parking Commission

From: Councilmember Volan, District 6

Re: Ordinance 20-NZ (revised), establishing a Parking Benefit District in Neighborhood Zone 6

INTRODUCTION

Ordinance 20-NZ creates a new price for a permit to park in a neighborhood parking zone, one that allows residents of the zone in “multiple household dwellings” to park on the street . but is priced at market parking rates. Revenues over and above the permit price for a resident of a single detached household dwelling would then go into a fund to benefit that zone, giving a neighborhood a natural way to fund public-works improvements. As a pilot project, Zone 6 (Garden Hill) will be the first neighborhood to offer permits to residents of multiple household dwellings.

BACKGROUND

The City of Bloomington has had Neighborhood Parking Zones since 1992. Their original goal was to prevent itinerant or commuting parkers, especially those headed to the IU campus, from overrunning street parking in residential neighborhoods.

Ordinance 18-11 created the newest Neighborhood Parking Zone in Garden Hill, a historic core neighborhood of single-family homes in District 6 on the near north side of Bloomington. This zone, now numbered Zone 6, was the first in the city to be enforced outside normal business hours, at the request of the Garden Hill Neighborhood Association (GHNA). GHNA residents wanted street parking restricted on weekend nights and during IU Athletics events, especially home football games, which often found hordes of visitors and partiers consuming all the street parking in the neighborhood to avoid paying IU game-day prices, as well as blocking driveways and parking in neighbors’ yards.

Zone 6, which took effect in August of 2019, has been perhaps too effective. Only 97 permits were sold in its first year, while the streets went from overcrowded to deserted. Several residents of multi-family housing wondered why they couldn’t even buy a visitor’s permit for streets that were empty. Meanwhile, GHNA, which has reported to me their delight in the strength of the new Zone 6’s restrictions, is even more intrigued by the possibility of getting public-works improvements made in their neighborhood through the strategic sale of permits to ineligible residents and itinerant parkers.

PARKING BENEFIT DISTRICTS

The use of parking revenues can be opaque, often simply disappearing into a city's general fund. Donald Shoup advocates the idea of a "[parking benefit district](#)," arguing that money generated by a local resource should be spent in that locality. It's like a Tax Increment Finance (TIF) district for parking. Call it a PIF — Parking Increment Financing — for a neighborhood. This [brief](#) and this [synopsis](#) provide good background on the concept.

THE ORDINANCE

Ordinance 20-NZ allows residents of any kind of housing within the zone to purchase a street permit. It creates a new, significantly higher price for permit buyers who reside in multi-family housing. Rates for parking in apartment complexes in or adjacent to the zone last year ran at anywhere from \$25 to \$70 per month. The rate is pegged to double the cost of an all-zone permit, which in 2020 will be \$106. A permit priced at \$212 for the year is comparable to the low end of the private parking market in that area.

The normal price for a neighborhood permit is scheduled to increase to \$46/yr starting this August 15. For a permit sold to a resident of a multiple household dwelling, as with the other permits, the first \$46 would go to the usual fund for maintenance of parking operations. This ordinance would allocate all remaining revenues from permits sold to multi-family residents — \$166 per permit — to a fund specifically for public works in Zone 6. (The ordinance would also create that new fund.) The ordinance limits the number of permits available at this price to 140. If all 140 permits are sold, \$23,240 would accumulate in the first 12 months of the Zone 6 Parking Benefit Fund.

Starting in 2021, the Public Works department, along with the appropriate standing committee of Council (either Administration or Sidewalk) would consult with the neighborhood as to what improvements to prioritize. While such a list would have to be ratified by Council, the Council would want to take its cue from the neighborhood. GHNA would have to formalize their membership process, and there would need to be at least two annual public meetings at which their consensus would be sought. The process would likely resemble the process for declaring a neighborhood historic.

CONCLUSION

Under current code, parking can't be bought in Zone 6 even though it's widely available. With this ordinance, any resident of Zone 6 can now buy a permit to park on the street. GHNA is willing to try making Zone 6 a parking benefit district, which promises a great deal of benefit indeed, turning Garden Hill's location from a problem to a solution to their need for sidewalks, bike racks, bus shelters, lighting, and so on. This program is relatively painless to implement and can be implemented by August 15 with a single adjustment to the permit purchase process.

###

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 the approximately 240 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 15.37.040 entitled “Eligibility” shall be amended to add the following sentence to the end:

15.37.040 - Eligibility

Each resident of a single household detached dwelling in a neighborhood zone defined in Bloomington Municipal Code [Section 15.37.020](#) shall be entitled to apply for one residential neighborhood zone parking permit. Each single household detached dwelling in a neighborhood zone is entitled to apply for one visitor permit per household. 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. *Each resident of a multiple household dwelling in Zone 6 shall be entitled to apply for one residential neighborhood zone parking permit, but no more than 140 permits shall be sold in Zone 6 to multiple household dwellings.*

SECTION 2. A new [section 15.37.050](#) entitled “Fees” shall be added with the following:

15.37.050 - Fees

(c) Fee for Residents of Multiple Household Dwellings in Zone 6. The fee for parking permits for an applicant living in a multiple household dwelling shall be set at double the fee for an all-zone permit as defined in subsection 15.37.190(b) below.

SECTION 3. A new [section 15.37.155](#) entitled “Parking Benefit Funds, purposes and expenditures” shall be added with the following:

15.37.155 - Parking benefit funds, purposes and expenditures.

- (a) A Zone 6 parking benefit 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 in Zone 6 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 public works for projects within the zone, which include the cost of:
 - (i) Repairing or maintaining any of the public ways, curbs, and sidewalks.*
 - (ii) Street lighting.*
 - (iii) Installation of new sidewalks, bicycle parking facilities such as racks, or bus shelters.*
 - (iv) Improvement of public ways to accommodate non-automobile traffic, such as protected bike lanes or tree plots to provide shade.*
 - (v) Burial of power or other overhead cables.*
 - (vi) Improvements to City of Bloomington Utilities facilities within the zone.*
 - (vii) Signage to explain such improvements and the source of their funding.**

SECTION 4. [Section 15.37.160](#) entitled “Disposition of revenue” shall be amended by deleting the existing section and replacing it with the following:

15.37.160 - Disposition of revenue.

- (a) All funds derived from the issuance of permits *sold to residents of single household detached dwellings* 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.
- (b) *Funds from each permit sold to a resident of a multiple household dwelling over and above the permit price for a resident of a single household detached dwelling as specified in §15.37.050(b) shall go into the Zone 6 Parking Benefit Fund, which shall be for the purpose of improving public works within Zone 6. Expenditures from the fund shall be approved by the council.*

SECTION 5. 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 _____, 2020.

NICOLE BOLDEN, Clerk
City of Bloomington

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

JOHN HAMILTON, Mayor
City of Bloomington

SYNOPSIS

This amendment, authored by CM Volan, proposes to elevate the Garden Hill neighborhood parking zone (Zone 6) into a “parking benefit district.” It creates a new, higher price for neighborhood zone permits for residents of multiple household dwellings who were previously ineligible for street parking in the zone. Revenues from permits sold to residents of multiple household dwellings permits over and above the regular neighborhood zone permit fee would be deposited in a new “Zone 6 Parking Benefit Fund” for public works improvements within the boundaries of Zone 6. (All text new to city code above is in italics.) [NB: This draft ordinance is intended to be an amendment to the Title 15 ordinance coming forward on July 22, but happens to be framed here as a separate ordinance.]

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DRAFT ONE — 2020.06.17

DRAFT TWO — 2020.07.16