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**TO: Common Council Transportation Committee**

**Date:** July 22, 2020

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**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

**Re:** Questions about the Title 15 Amendments

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## SECTION 2--No Parking Zone

- 15th St.: Proposal is to add no parking on the North side on a portion west of Indiana Ave. Is parking allowed on the south side?
  - **Answer:** Yes, parking is allowed on the south side of 15th St. from Indiana to the gravel drive 180 feet west of Indiana. This request originated from a report from the City of Bloomington Sanitation. It was reported that cars park along the north and south sides of E 15th St making it impossible for a trash truck to get through. This condition also impedes the passage of emergency vehicles. Based on the 180-day order 19-01, staff recommended that parking be restricted, via signage, in a location that is on the north side of 15th Street and extends from the intersection of 15th and Indiana to a gravel drive that is 180 feet west of said intersection.(Map link: [https://bloomington.in.gov/gisdata/mapgallery/Parking/ResidentialNeighborhoodPermitZones/parkingpermitmap24x36\\_zone6.pdf](https://bloomington.in.gov/gisdata/mapgallery/Parking/ResidentialNeighborhoodPermitZones/parkingpermitmap24x36_zone6.pdf))
- 12th St. (On South side of 12th Street from Illinois Street to Summit Street): It looks (on Google Maps) like there is enough room for parking on both sides of the street in this area (between Illinois and Summit). Why is staff proposing to post No Parking on the South side?
  - **Answer:** This street currently has no parking signs on the south side. A previous Title 15 ordinance (18-26) removed this codification, but the intent was only to remove the restriction between Summit and Monroe (not between Illinois and Summit). The restriction between Summit and Monroe was removed because the Boys and Girl club constructed inset parking spaces on the south side of the street. 12th Street is not wide enough to have parking on both sides of the street while maintaining adequate width for two-way traffic. While that condition is allowed in some contexts, the intent of this update is simply to correct a mistake in a previous ordinance and to reflect the intent of the traffic commission and council at the time.
- Woodlawn Ave.: Is the goal to alternate parking between the East and West sides of the street in order to slow traffic?

- **Answer:** The primary goal is to improve visibility for people turning onto Woodlawn from University. Potential speed reductions and a slight increase in the overall number of available on-street parking spaces are secondary benefits.
- How do no-parking zones impact parking and convenience? What is the purpose of most of these additional zones?
  - **Answer:** It varies case by case but generally, some streets cannot support parking on both sides of the street due to the street's narrow width, which makes access for emergency vehicles, trash trucks, and others challenging. Safety issues, line of sight, pedestrians and bicyclists safety, and traffic calming are other important items in general.
- In the staff memo, it says that P&T issued a 180-day order in August 2019. It's been nearly a year since then. Why have these changes not come to Council earlier?
  - **Answer:** Staff has presented Title 15 changes at least one time a year in July/ August for the last few years. Staff is in the process of working with the Office of the Mayor and the Council office to propose a schedule to present Title 15 changes more than one time a year. The last few years the Council schedule has been very busy with other Planning and Transportation initiatives (Comprehensive Plan, Transportation Plan, and UDO) in addition to other Council business. Planning and Transportation also typically brings Title 15 requests through one or more boards and commissions (Traffic Commission, Parking Commission, and Bicycle and Pedestrian Safety Commission). This vetting process can add additional time before requests are being considered by Council. Finally, the COVID-19 pandemic has delayed some initiatives in the process while giving priority to more urgent items for Council to consider.

While the 180 day order may be temporary in nature or an interim step until Council can consider changes to Title 15, the reality is these items may take more time than 180 days due to the reasons stated above or simply the timing of the order. The goal is to bring one or more Title 15 updates per year.

## SECTION 6--Motorcycle parking

- How many motorcycle/moped parking spaces are there in each city garage?
  - **Answer:** Currently there are no designated spaces for motorcycles/moped. The motorcycles/moped are currently allowed to park in any parking space in parking garages. Staff recommends that some parking spaces be designated and signed as reserved for motorcycles or mopeds on the first level of parking garages.
- What about our surface parking lots - should motorcycle parking be restricted to certain spaces there as well?

- **Answer:** Motorcycle parking in the surface lots is very rare. Staff does not think that they need to take away a space that could be used for cars, to create a space that would be rarely used.
- Motorcycle/bike parking: Should this be combined or separate?
  - **Answer:** Staff recommends that motorcycle parking and bicycle parking should be separated. When people park motorcycles or mopeds at bike racks, they take away space intended for bicyclists, and they may cause safety issues and damage to facilities not built for the heavier vehicles. Staff would like to prohibit motorcycles and mopeds from parking in racks intended only for bicycle use.
- What is a Class 1 bicycle parking facility?
  - **Answer:** A class I biking facility is defined by BMC 20.11.020. It means long-term parking facilities that provide a high level of security for long durations (day, overnight, or longer. Class I facilities can include individual lockers, racks in an enclosed, lockable room or racks or lockers in an indoor area always visible to employees. Class II are short-term parking facilities that provide medium level security for relatively short durations (usually two hours or less.) These facilities often include stands or racks and allow a user to secure a bicycle frame and one or both wheels to the facility with a lock.
- What is the fine for the first offense of a car parked illegally?
  - **Answer:** \$30.00
- Will we be adding signage to the bike racks?
  - **Answer:** No. Generally it will be obvious that bicycle racks are intended for bicycles. In circumstances with repeat violations or other unique circumstances staff may choose to install a sign.
- Does the motorcycle definition exclude e-bikes and scooters? Do we have definitions for those?
  - **Answer:** The definition of motorcycle in the amendments does exclude e-bikes and scooters. Current code defines motorized scooters. E-bikes are a type of bicycle per current code, and e-bikes would continue to be allowed to park at bicycle racks.
- What is the rationale behind restricting motorcycles and mopeds from parking in car-sized garage spots?
  - **Answer:** When people park motorcycles or mopeds in parking spaces intended for automobiles, they are under-utilizing larger parking spaces intended for cars. They may cause some safety issues and damage to cars and facilities not built for the motorcycles. Staff recommends that some parking spaces in parking garages be designated and signed as being reserved for motorcycles or mopeds on the first level of parking garages so it can be more convenient for motorcycles to find a parking space.

## SECTION 7--Visitor permits

- Isn't it too restrictive to say that the visitor must park within one block of the address of the resident? In some zones it's difficult to find a parking space and it may be impossible to park so close. One block seems pretty tight. What is the rationale for that? What constitutes a block, 4 sides?
  - **Answer:** The reason to say that the visitor must park within one block of the address of the resident is for students not to use the visitor pass to park near the IU campus for class and the parking spots near the IU campus won't be full of students' cars. The visitor permit is for visiting a residence only. Yes, 4 sides around the address of the resident constitutes a block.
- How many visitor permits will be available at any given time? How many visitor permits can one person buy at any given time?
  - **Answer:** The current visitor permit program is one visitor permit per household for the properties that are eligible for the neighborhood parking zones permits. The new temporary visitor parking permit is based on the availability of parking spaces in zones and the decision of the Parking Services Director.
- Should the applicant have to be in good standing w/parking enforcement (no outstanding tickets)?
  - **Answer:** Yes, the applicants have to pay all parking tickets before they receive any new parking services.

## SECTION 9--Pay by phone zone

- Walnut Grove seems pretty wide. Why not allow parking on both sides of the street here next to the IU Psychology Building?
  - **Answer:** Parking is allowed on both sides of North Walnut Grove Street from E. 10th Street to E. Cottage Grove Avenue, and it is a one way street. Currently, due to construction at the Geological Building, all the parking on N. Walnut Grove between 10th and Cottage Grove is being used by the construction workers as it is free parking now.

## SECTION 10--Speed Limits

- By removing the 40 mph on Walnut St. from the Bypass to Blue Ridge Drive, what will the speed limit be on that segment of Walnut?
  - **Answer:** It will still be 40mph. The speed limit changes in this ordinance delete redundant and conflicting older code items to match the intent of the most recent updates.

Limited parking:

- Can you detail the parking rules in the lots near the Mill?
  - **Answer:** The lot which is located on the southwest side of the Dimension Mill, on the west side on N. Rogers Street and on the north side of W 10th Street is owned by a company in the Dimension Mill. The CFC tenants use the lot temporarily during the construction of the Trades District garage. The CFC tenants need to have a CFC permit and the enforcement hours are Monday through Friday from 8:00 am to 5:00 pm. The other lot on the south side of the Dimension Mill on the east side of N. Madison Street is owned by Solution Tree, and it is parking by permit only, 24 hours a day, 7 days a week; the sign also says no Mill Parking.
- Were meters considered for this block of Rogers?
  - **Answer:** This update only switches the 2 hour parking from the west side of the street to the east side of the street to match the existing parking conditions on the street. Meters can be considered along this block. The change proposed at this time is to update the code to correctly reflect the changes that have been made to the street.

#### Loading zones:

- Why are these 24-hours a day? Surely deliveries/loading is not happening 6:00 PM-6:00 AM?
  - **Answer:** The time frame of loading zones depends on the location and entity. There are some loading zones that are not twenty-four hours a day, seven days a week. Some loading zones are from 5:00 a.m. to 5:00 p.m., Monday through Saturday; some are from 7:00 a.m. to 5:00 p.m., Monday through Friday; and some loading zones are from 6:00 p.m. to 8:00 a.m. The loading zones which are not twenty-four hours a day, are parking spaces for cars when they are not in effect. In some cases like deliveries and pickups materials for downtown businesses and restaurants and trash pickup, twenty-four hours a day loading zones are necessary.
- Are new loading zones helpful in the process to eventually revert some of our one-way streets back to two-way streets?
  - **Answer:** The main purposes of loading zones are deliveries and pickups for nearby properties. Generally, it is context sensitive, and the loading zone changes likely have a neutral impact on future street changes. If the one-way streets were redesigned, loading areas would be comprehensively examined, considered, and designed.

#### EV Parking:

- This seems to say if the EV is not charging, it can't park there. Is that what we want?
  - **Answer:** Yes, any parking space designated for an electric vehicle may be used only by an electric vehicle that is charging in that parking space.
- Hybrids w/charging allowed to park here, correct?

- **Answer:** Correct, as long as it is charging in that parking space.

## SECTION 14

- Country Club/Rockport/Tapp: Why did staff choose a signal over a roundabout?
  - **Answer:** Lower costs and reduced impacts to private property and karst features. This traffic signal is existing.
- Could the parking zone map be updated so each zone is a different color? I can't tell where one begins and the other ends.
  - **Answer:** Staff asked the GIS team to change the parking zone map. Below is the new version of the 2018 neighborhood parking permit zones.

The below links may be beneficial, too.

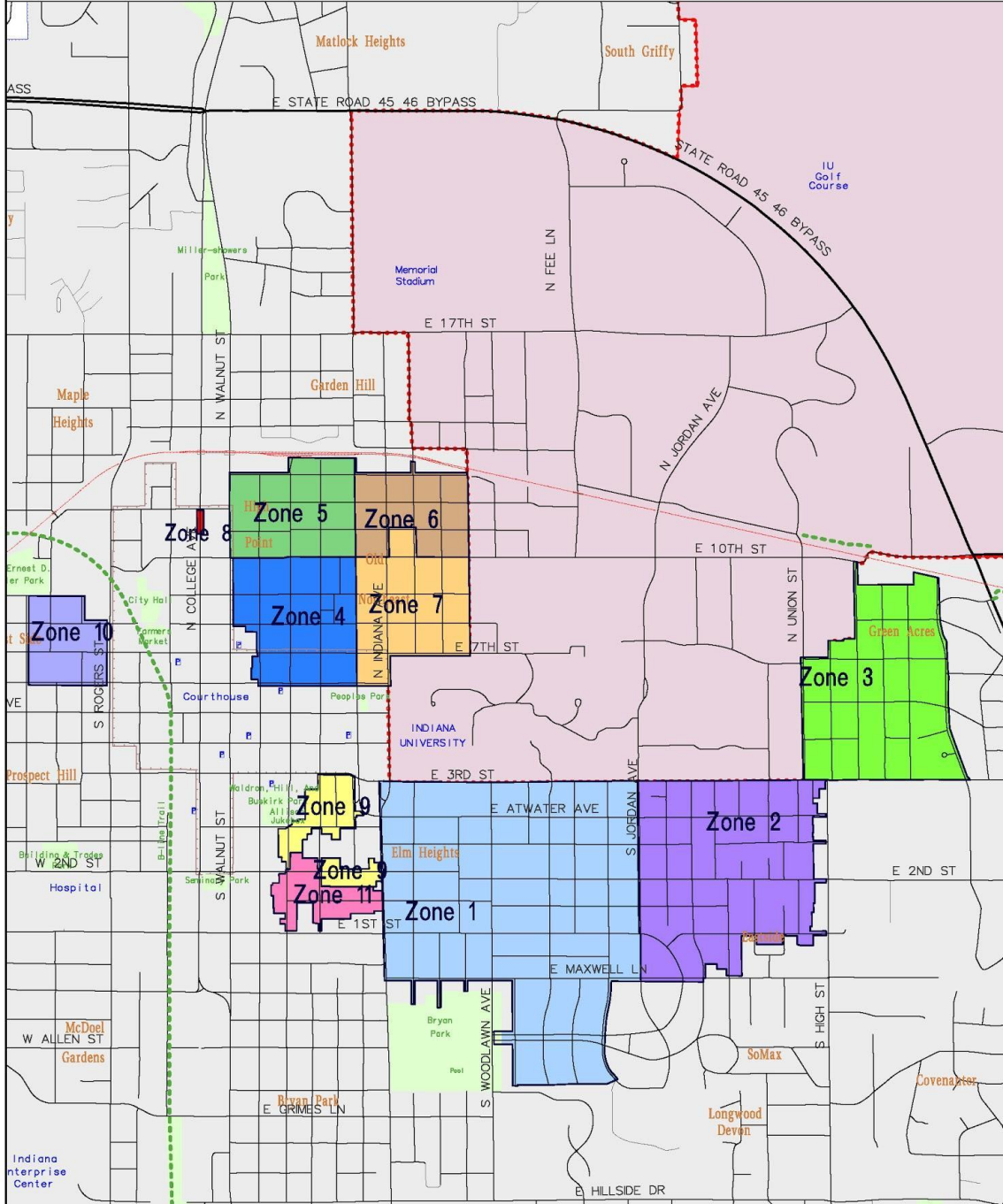
Parking Interactive Map link:

<https://bloomington.in.gov/interactive/maps/parkingmap>

Neighborhood Parking Permit Zone Maps link:

<https://data.bloomington.in.gov/dataset/parking-maps/resource/c8e368da-0829-4d0b-b911-cd4be8f7566a>

# 2018 Bloomington Neighborhood Parking Permit Zones

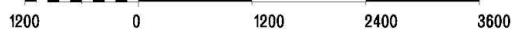


City of Bloomington



Geographic Information System

Scale: 1" = 1200'



Jul 22, 2020

